

**▶ 15 minute instrument pod removal update and instrument light bulbs for an OK price**

I already wrote a post on how to remove the instrument **pod** without **removal** of the steering wheel before. I had to do it again yesterday to change some light bulbs in the instrument cluster. So I took some pictures for all non believers, it can be done! I also found out what bulbs Porsche uses for the gear indicators and all other back lights. This should make the well known Radioshack bulb replacement procedure unnecessary.

First we start with the **pod**, a couple of fasteners have to be removed.

1. Take off the rubber grommet between the dashboard and driver door for the air vents. Behind there you will find a 10mm nut, remove.





2. Remove the allen bolt under the steering wheel.



3. Remove the carpet from the center console. Behind there you will find two 13 mm bolts, remove.



4. Remove the 10 mm nut under the RDK ECU.



The knee protector panel can be removed now.



Under the **pod** you will find 2 plastic covers held in place with two philips screws, remove them and the covers. 4 alan bolts come in view remove those too. Make sure that you keep them at the correct spot, they have three different lengths.

Left side (towards door)



Right side (ignition key lock)



Remove the rubber grommet around the ignition key lock.





The **pod** is loose now. Move it gently over the ignition lock and pull it towards the steering wheel. The instrument cluster is loose too and is only held in place on the right side, inside the **pod**. To remove push it gently in direction of the driver door.





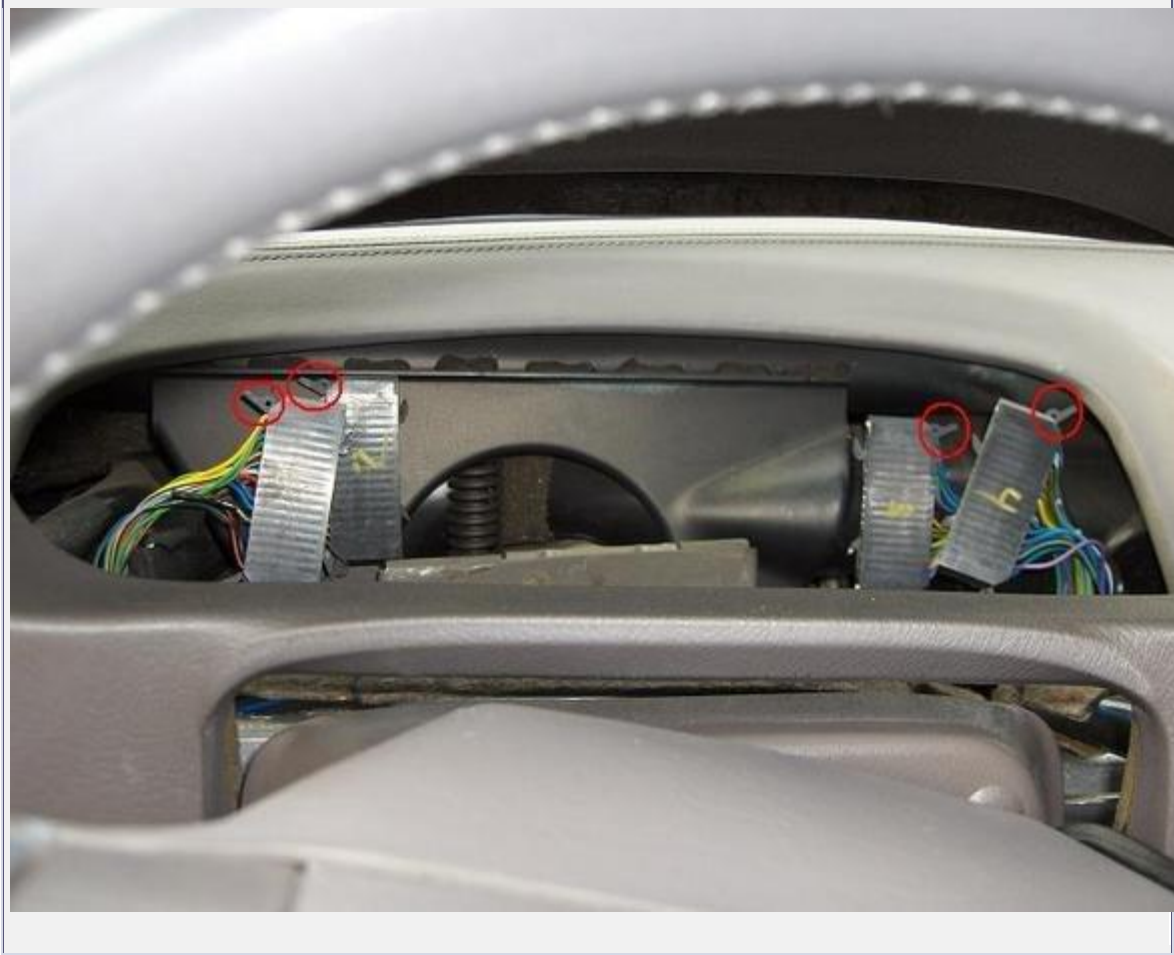
Now the tricky part the **removal** of the 4 connectors in the back of the cluster. The 4 plugs are kept in place by little levers. They are in a horizontal position when locked and pushed up and down to release the connector. By pushing the levers away from the connectors they are released and can be removed. When you assemble everything later just push them on the plug and move the levers back to the original position. They will pull the connector back on to the CB. BTW the connectors are coded, so they can't be pushed on to the wrong CB position.

Connected and levers in horizontal position





Cluster removed and levers circled in red





The removed instrument cluster, turn the 4 fasteners in the back by 180 degrees and it can be opened.



Back view of the light bulbs.





All the little yellow light bulb holders are 12V 1.5 Watt bulbs (total of 10). They are responsible for the gear selector light, computer display back lighting in white and red. For the red light (total of 4) Porsche uses the same bulb and covers it with a red rubber cap.



The blue light bulbs are 12V 1.2 Watts (total of 16), they are for all the little warning lights (blinker, airbag, ABS... )

Know the bad news: The light bulbs are f\$%^&\*% expensive, the cost more than 9 Euros in Germany EACH!

Is there a way out? Yes there is!

The industry specification for the bulb is: B8.4D

I found them in Germany @ [www.autobeleuchtung24.de](http://www.autobeleuchtung24.de)

If you enter the specification in Google there are some suppliers in the US too. Like:

<http://www.tekmaterial.com/> or <http://mdmetric.com/>

Catalog: [http://mdmetric.com/prod/flosser/Flo...talog\\_2006.pdf](http://mdmetric.com/prod/flosser/Flo...talog_2006.pdf)

I have never ordered from these guys but MDMETRIC sells the bulbs for 93 Cents each (I paid 92 Euro Cents in Germany). That is a fair price but you guys have to check it out in the US first...

The 4 back light bulbs (brown bulb holder) are wedge base bulbs. Specification W2,1x9,5 W3W. Porsche uses 2 Watt bulbs, I replaced them with 3 Watts.



That's all guys. I thought I share my knowledge with you and save you some money if necessary. All light bulbs in the cluster are more than \$ 250 if you buy them at the dealer. Now you can get them for al lot less. Please let me know about your ordering experiences with US based companies and what you paid.

Assembly of the **pod** in reverse order BTW. Be gentle on the alan bolts under the **pod**! I use some Loctite on those, to prevent future rattles.

Tip: Use some tape on the left side of the instrument cluster to hold the 2 rubber grommets in place during assembly.

BTW: When the cluster is out it is also an ideal time to clean the connector contacts on the CB, with a white eraser 😊



Schocki 🍀👉

1987 944 Turbo alpinawhite aka "Schocki" R.I.P.

1991 944 S2 cobaltblue aka "Mario" SOLD

1972 911 T Targa geminiblue aka "Shelley"

1992 928 GTS amazongreen aka "Sharky"