

## **E30love.com Euro Clock 'Plug & Play' Install Instructions: 13 Button OBC**

Thank you for ordering the euro clock install kit. This kit allows you to install a BORG analog clock into your BMW E30, E24 or E28.

Note:

If your vehicle is equipped with a 6 button OBC (on board computer), you need to use the "6 Button" Kit & Instructions. Please confirm you have the correct kit for your vehicle. If not, please contact [info@e30love.com](mailto:info@e30love.com).

### **13 Button OBC Replacement Instructions:**

Credit: This install guide was written by "Garagistic.com" - an excellent e30 supply shop. We've modified the instructions slightly.

Tools needed to install euro clock

- flashlight
- small Phillips screwdriver
- Phillips regular size
- flat head regular size
- tools to remove your head unit (head unit specific)
- connectors
- wire cutters
- wire crimper
- philips screw driver

Step 1: Disconnect Battery + OBC removal: Make sure to disconnect your e30 battery.



## Step 2: Remove radio

Remove faceplate and trim piece around the radio. You are going to then need to use the tools (from your headunit) to remove the head unit.

Plug the tools into the sides of the head unit. Once they click, pull the headunit outwards slowly. See picture below.

Unplug the wiring harness from the back of the radio (along with antenna). It's easier to have these things out of the way.





Step 3  
Pop out the switches from behind





Switches popped out



Unplug them because the screws needed to remove the panel are behind them.



next remove the control knobs for the vents

and the heater selector knob



Step 4

just pull directly outwards and they pop right out



to remove the plastic panel there are 2 ways to do it.

most people can get by with protecting their flat screwdriver

with some electrical tape





prying the panel outward



option two is a dental pick with a hook on one end



Step 5

insert the hook end into the panel and pull outward



once the plastic panel is removed you have access to the screws

remove the 4 screws



Step 6



next there are 4 screws holding the entire radio/hvac panel in place

top right screw



different angle





Step 7

bottom right

this is why you need a small Phillips not very much room to work in



another angle of the bottom right



Step 8

bottom left



another angle of the bottom left



Step 9

You also need to pop this switch out





this can be done by pushing it out from behind





the narrow plastic panel underneath the instrument cluster overlaps on to the radio/hvac blank that we are trying to remove. you need to sneak this out by pulling the radio panel out more on the right side then the left.



Step 10

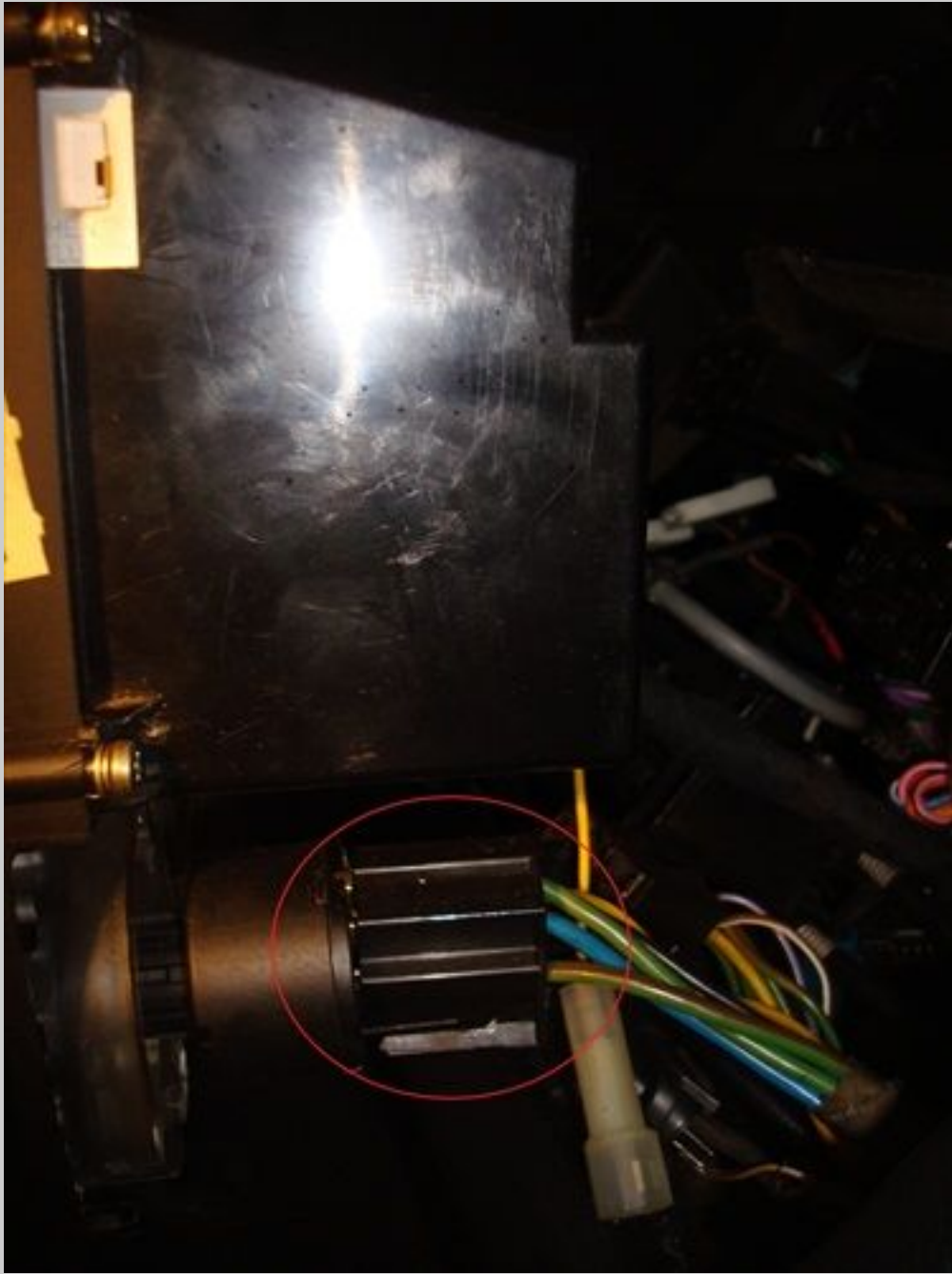
right side out before the left side



Step 11

now that it's almost out you need to pull on the connector in the red circle it's the fan speed switch



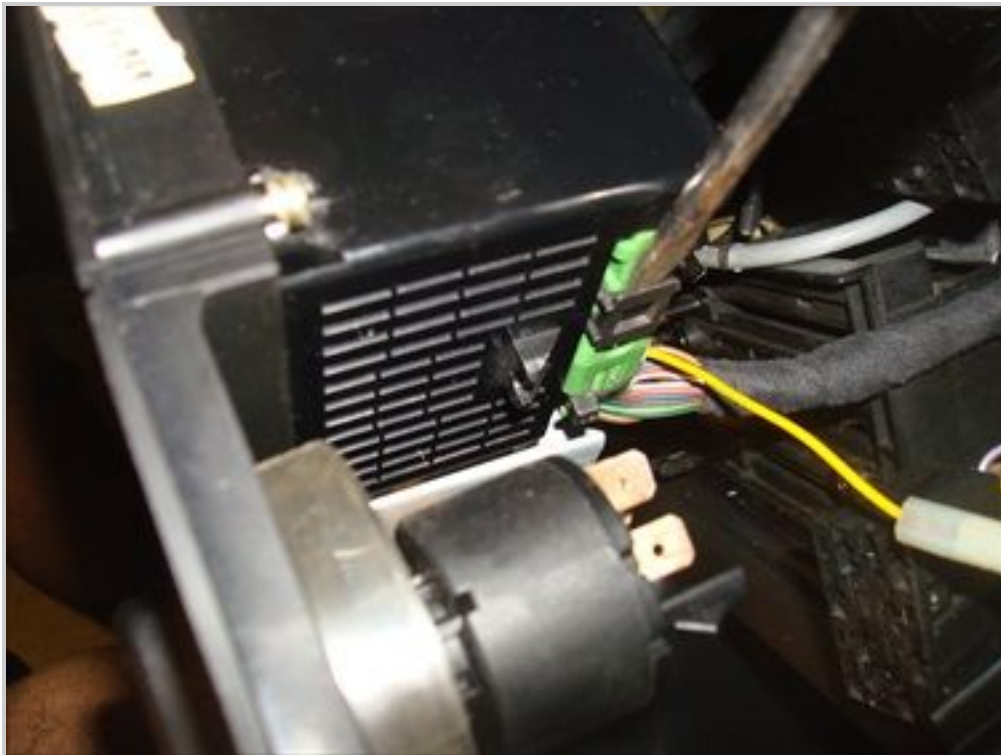


pry the green connector plug out by fitting a flat head screwdriver on the black tab on the green connector and wedge it out.





Step 12



### Step 13

put the panel on a table or workspace

remove the 4 Philips screws indicated by the arrows

this removes the obc from the panel



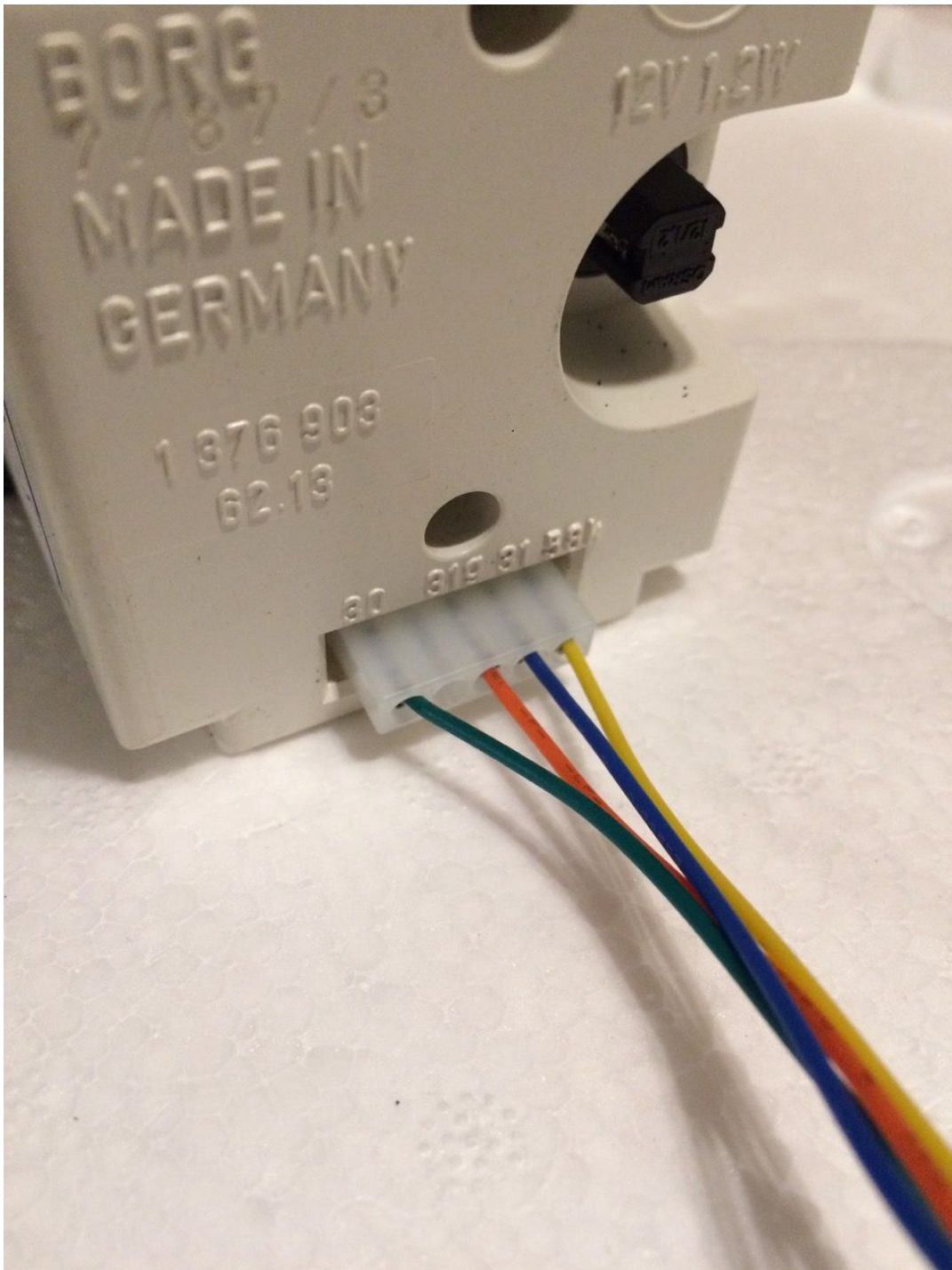
### Step 14:

Screw in mounting bracket - connect in same locations as OBC screws. Re-assembly is the opposite of disassembly.

15) Once the HVAC plate is back on the vehicle - you just need to secure the clock power adapter and snap your clock into the HVAC opening.

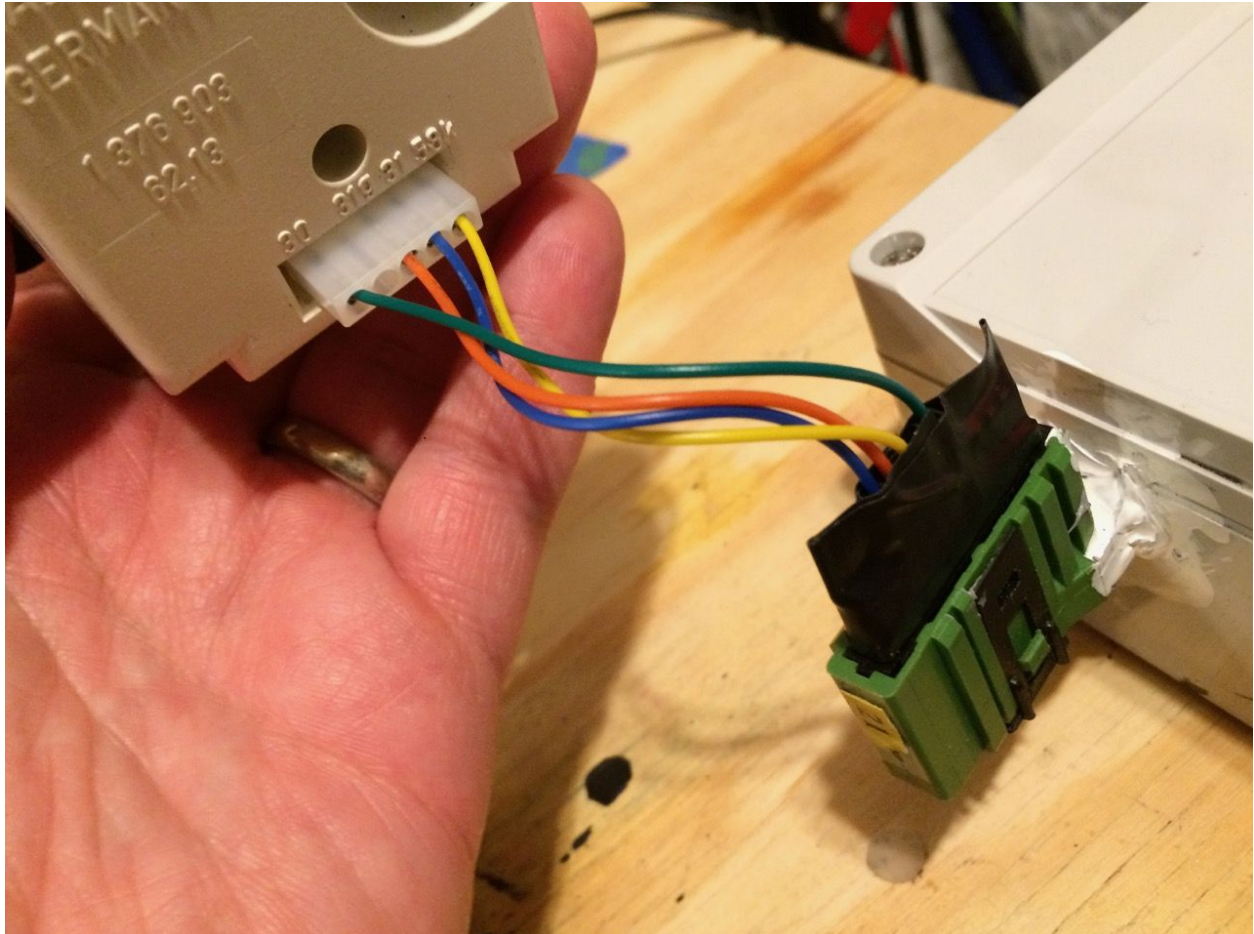
- a) Take a look at your "Clock Adapter". The white molex "clock connector" end has a green wire and rounded edge that should line up with the left side of the plug when inserted from the back with the green wire aligning to terminal "#30". Similarly, the black "header connector" end has a green wire on the top side, which should face upwards towards the "wire end" of the green female dash harness connector once connected. This direction

is important for proper clock function. Please visually confirm this alignment with the pictures below.





- b) Take the black “header connector” end - line up the green wire with the top/wire side of the plug and slide the 12 connectors into the female plug.



- c) Wrap the zip tie around the connected plug loosely to prevent the plug from working loose with normal vibrations. Do not over tighten!
- d) Cut off loose end of zip tie.
- e) Insert white Molex “clock connector” end into the back of the clock with the green wire to the left lining up with pin “#30”. Grip the plug by the white plastic housing, and push gently inwards until connectors slide together snugly. If you look closely, you’ll see the clock has 4 posts, and 1 missing position (Order: green, space, orange, blue, yellow). Note: push in slowly and directly. Be gentle if you try to remove the plug later. The terminals make a tight seal with the clock terminals for electrical security. Pulling directly on the wires could damage the adapter.
- f) Insert your clock gently into the OBC opening until the top and bottom tabs click.
- g) Apply the clock faceplate onto clock face.
- h) Reconnect battery.

- i) Start vehicle and test clock - set time with + and - buttons, test amber backlight light goes on when headlights are turned on. If your backlight does not come on, please remove clock and verify you have a 'good' light bulb.

You're done! Enjoy your clock.

Any questions please email [info@e30love.com](mailto:info@e30love.com).

- E3L



