



Fitting Instructions for MFK1051



Speedo Corrector to suit Toyota LandCruiser 70 Series 08/2023 on (Round Headlight Update Models)

Important Information

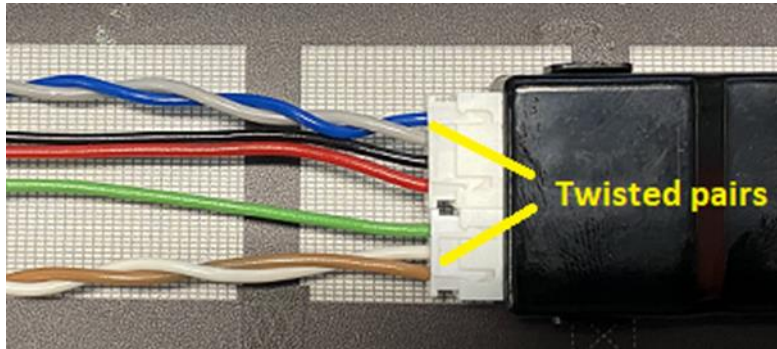
This instruction booklet can be used standalone for the above stated conversion but we would also recommend having a workshop manual for your vehicle and for the engine/transmission you are installing to cover any factory torque / installation settings to complete the installation.

The instruction booklet describes the required modifications (if any) and installation process in order for our kit to fit and work properly. These instructions **make no assumption** on whether additional changes need to be considered or made. It is highly possible that other aspects of your vehicle and/or third party products, eg. Engine, transmission etc. will have an impact on all that is required for you to achieve your desired outcome.

Marks 4WD Adaptors do not and cannot take responsibility for knowing everything that may impact on your conversion. Before beginning any work, thoroughly work through the sequence of changes, work and potential impact of your conversion. You must ensure you completely understand all the factors that may impact on achieving your desired results.

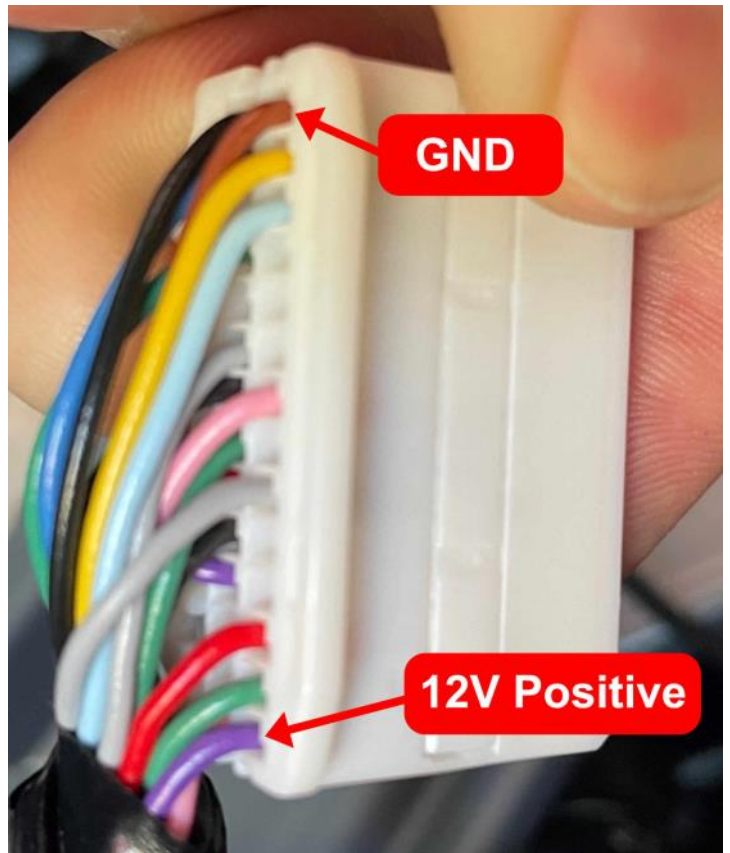
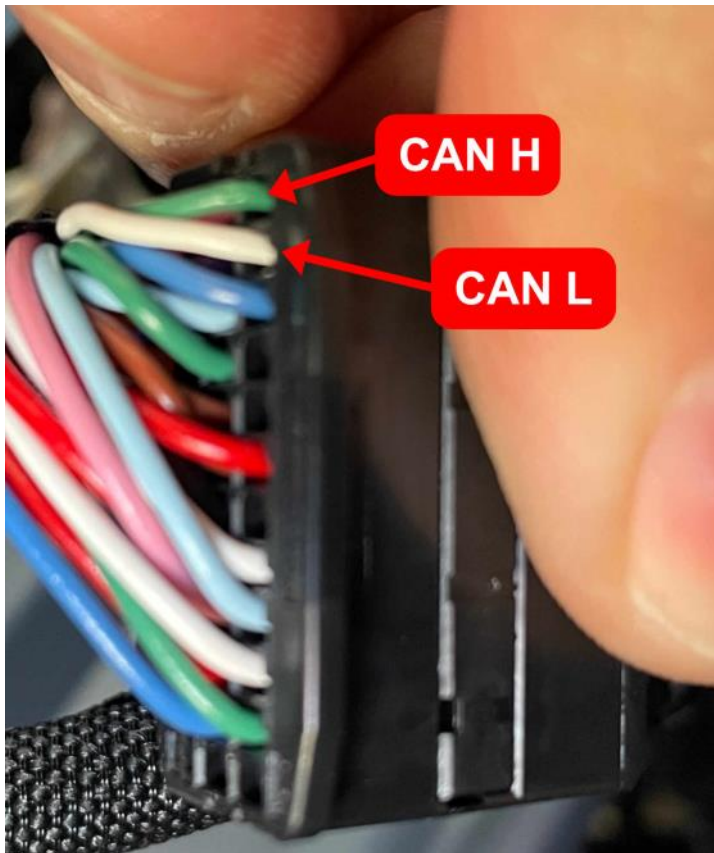
CAN Twisted Pairs

The **grey & blue** and **white & brown** wires from the speedo corrector must be twisted in pairs before they are joined to the original vehicles wiring harness. See below:

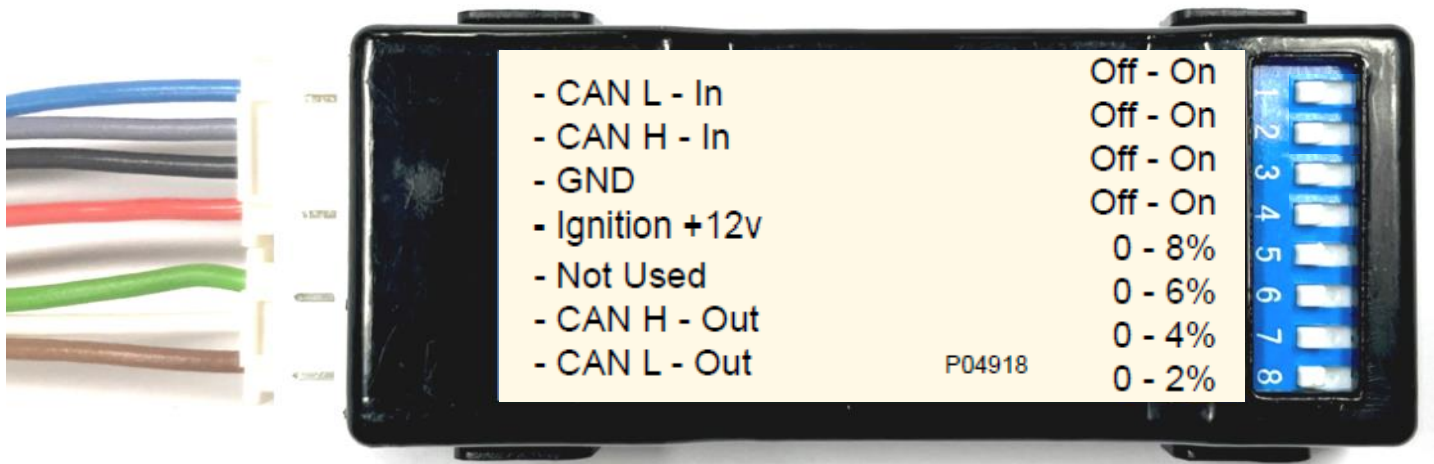


Installation

To fit the speedometer correction device you will have to remove the instrument cluster. Remove the front driver side lower steering column facia panel (has 1 x 10mm head bolt holding it) and then the trim around the face of the instrument cluster by pulling it backwards to the steering wheel. This will allow you access to the 4 x 10mm head bolts which hold the instrument cluster into the dash board. Once the instrument cluster has been unbolted, disconnect the black, white and blue connectors and remove the instrument cluster.



Identify the wires on the instrument cluster plugs as above.



Identify the wires on the speedo corrector as per the picture above.

ENSURE THE CORRECT CAN WIRES ARE CUT

From the black Toyota instrument cluster plug cut the CAN L white (cream) and CAN H green wires leaving enough length to make a good connection.

Note: Wire colours may change model to model—make sure you select the wires in the positions pictured on the previous page.

Join the white (cream) wire going to the wiring loom to both the blue wires (CAN L—In) from the speedo corrector and from the CAN interface module.

Join the green wire going to the wiring loom to both the grey wires (CAN H—In) from the speedo corrector and from the CAN interface module.

Join the white (cream) wire from the black Toyota connector to both the brown wires (CAN L—Out) from the speedo corrector and from the CAN module.

Join the green wire from the black Toyota connector to both the white wires (CAN H—Out) from the speedo corrector and from the CAN module.

Do not cut the 12V positive and ground (GND) wires leading to the cluster in the original vehicle wiring harness as the speedometer correction device wires are just "T" onto them.

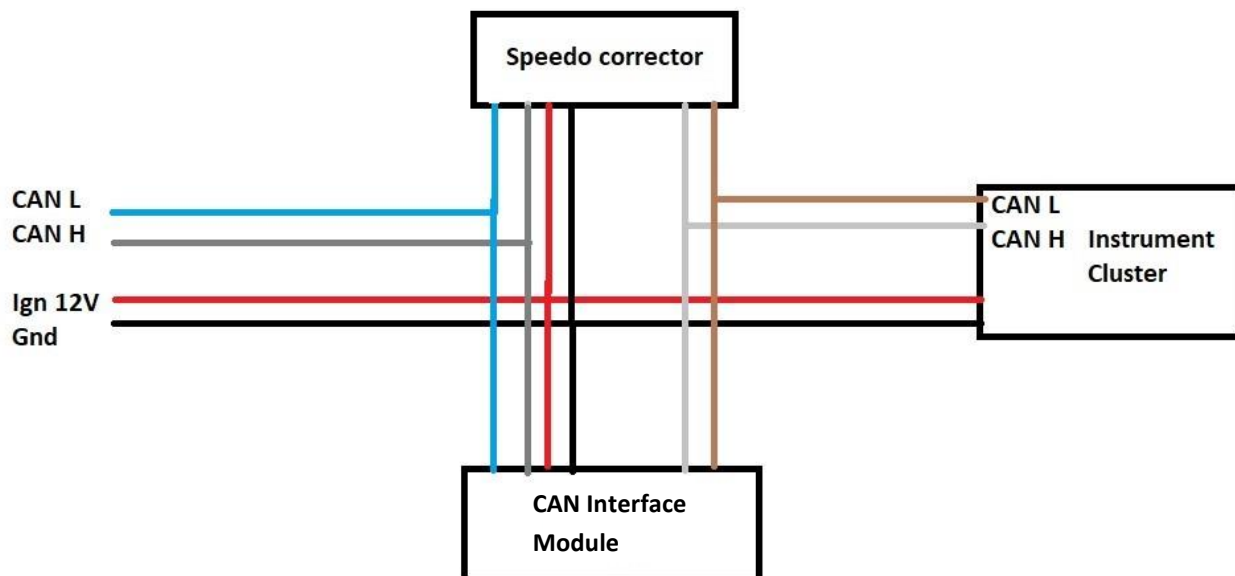
Join the red wire from the speedo corrector and from the CAN module to the 12V positive purple wire.

Join the black wire from the speedo corrector and from the CAN module to the GND (ground) brown wire.

All joints must be soldered and well insulated.

SEE WIRING DIAGRAM AND IMAGE ON THE FOLLOWING PAGE

Wiring Diagram



NOTE: Pictured is a shortened Speedo corrector loom. We recommend using the total length of wires supplied which will allow you to run the corrector out from behind the instrument cluster and adjust it during a test drive. The CAN interface module is designed to live behind the instrument cluster.



We recommend retaping the harness with cloth loom tape, this will try and avoid any rattles in the future.

Plug in and refit the instrument cluster and associated facia panels.

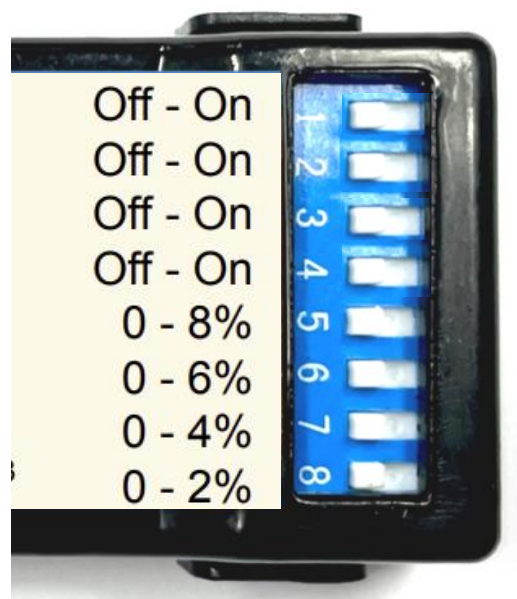
How to Adjust Correction Unit

Take vehicle for test drive using a GPS based speedometer and set dip switches 5-8 on the rear of the unit on or off to suit the percentage change you require

This can be done by a passenger while driving or stationary.

NOTE: Switches 1, 2, 3 & 4 must remain in the off position

| % Increase | Switch On |
|------------|-------------|
| 2 | 8 |
| 4 | 7 |
| 6 | 6 |
| 8 | 5 |
| 10 | 5 & 8 |
| 12 | 5 & 7 |
| 14 | 5 & 6 |
| 16 | 5, 6 & 8 |
| 18 | 5, 6 & 7 |
| 20 | 5, 6, 7 & 8 |



Final Step

Once you are happy with the installation and test drive, secure the wiring and speedo correction unit securely with cable ties under dash out of the way.

Note: Make sure the wiring is clear of pedals and steering column.

Terms and Conditions

Thank you for purchasing this product manufactured by Marks 4WD Adaptors. Components supplied in this kit are designed and machined for a specific conversion only as outlined in this guide. Modifications to or substitution for any of the components without the written consent of Marks 4WD Adaptors will void any possible warranty or return privileges.

The following instructions are intended as a guide and only for Marks 4WD Adaptors kits. If you do not fully understand the steps, modifications or changes required to complete the tasks, contact our sales department for more information.

We recommend that you purchase a service manual pertaining to your vehicle you are fitting for specific torque values, wiring diagrams and other related information.

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