

# DIM REMOVAL

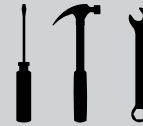
2002-2013 VOLVO S60, V/XC70, S80 and XC90 removal and installation instructions

## PURPOSE

If you find your DIM (basically, the dashboard) starts to act up, e.g. erratic clock, speedometer, SRS message or high beam indicator, etc., or if the DIM quits completely, e.g. no tach, speedo, gas, temp, etc., you will need to pull the unit from the dash and send it to XeMODeX in order to get it fixed.

## REQUIRED TOOLS

- 1 Small flathead screwdriver or bone tool (thin plastic pry bar)
- 2 T-25 Torx Screwdriver



## BEFORE YOU BEGIN

When the DIM is removed, many of the electrical features are either disabled or limited. If there is any possibility of rain or snow, or if your car is going to be left alone while repairs are being done, close the windows and sunroof before removing the DIM. As well, the power locks are disabled, so you will need to manually lock the doors. Be aware that the rear hatch/trunk will remain locked or unlocked, depending on the state of the locks at the time of DIM removal.

## REMOVAL INSTRUCTIONS

### Step One

Unlock the steering wheel and pull it all the way out and down. Leave the key in the ignition for now; you might need it later. Make sure it is in the OFF position.

### Step Two

Using a small flat blade screwdriver or a bone tool, carefully pry the lower right side of the cover outward. Be careful not to press or pry too hard with the tool so you don't leave a permanent mark or nick in the plastic.

### Step Three

Once you have room to grab the cover with your fingers, pull the bottom corner gently but firmly toward you to dislodge the locating tab (hidden from view).

### Step Four

Repeat on the left side, again being careful not to nick or mark the cover or the soft surround. Once you've worked the bottom loose, you can grab the cover and pull straight toward you. You need to dislodge the three snap fasteners at the top of the cover.

### Step Five

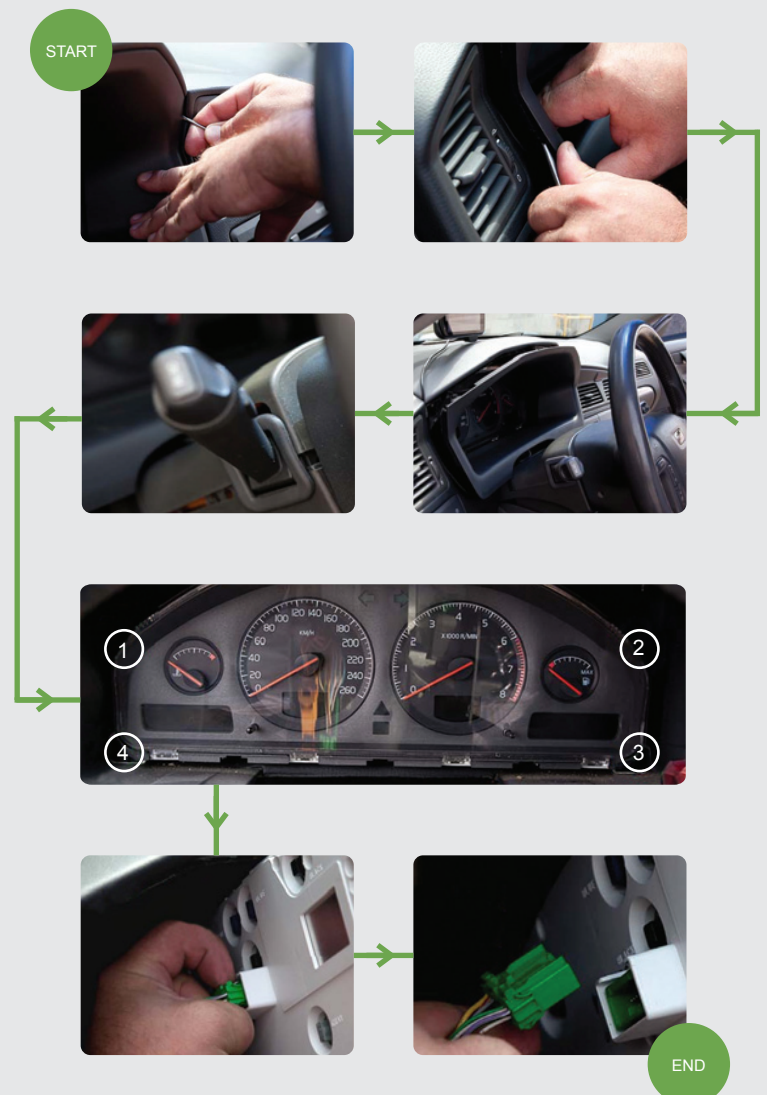
Slide the screwdriver or bone tool under the signal stalk surround and push up on the top section of the steering wheel cover until it releases. Repeat on the right side (wiper stalk). Remove the DIM cover and steering wheel cover (they are attached to each other by a flexible piece of plastic) and set aside.

### Step Six

The DIM itself is held in place by four Torx screws. Remove the screws and set aside. Now is a good time to make sure you have closed the windows and/or sunroof, and locked the doors/hatch/trunk (you'll need the key here!).

### Step Seven

Slide the DIM out and remove the green connector from its socket on the back of the DIM. The DIM can now be removed for service.



END

## REASSEMBLY INSTRUCTIONS

### Step One

Plug the green connector into the back of the DIM. Put the DIM back in place. Insert and start the four screws, beginning at the top left corner and work clockwise. Once all four screws are in place, you can then tighten them.

### Step Two

Put the covers back in place. Install the DIM cover first, aligning the three tabs with the slots in the dash. The lower edge of the DIM cover has alignment tabs, so it is easier to line up the bottom first, then snap the top into place.

### Step Three

The top steering wheel cover is a bit more tricky, so pay close attention to the alignment. The fasteners are just moulded plastic and are easy to damage. Align the small tabs on both sides as shown, then slide the cover into place. You may have to futz a bit with the rubber surrounds on the signal and wiper stalks, but by now I'm sure you can handle it. Once aligned, snap it together.

### Note:

If the SRS service message is still coming on after the DIM has been repaired, this means there is an SRS lamp code stored in the SRS control unit and it has to be cleared.

