



Installation instructions for your MFD32 in the BMW G3X

Preliminary

Thank you for purchasing your CANchecked display for the BMW G3X.

During the development of the product we paid attention to the highest accuracy of fit and quality. The display has been tested with these installation instructions by several test persons and continuously improved, so that you have no problems during the conversion.



General notes

The display is a very sensitive device. You should act with extreme caution here. Any strong pressure on the housing or the display itself should be avoided.

CANchecked assumes no liability for this conversion or for any damage during the conversion or during operation. The instructions have been prepared to the best of our knowledge and belief.

The conversion time is about 1.5h for an experienced mechanic.

To ensure proper function of the display, please make sure that no other third-party device is connected to the car's OBD-Port or Can Bus. The only compatible device we are aware of is the original M-Performance Steering wheel.

Tools needed

- Torx TX15 and TX20 screwdriver
- Small flat slotted screwdriver
- Assembly tool (sold separately)
- 10mm drill bit
- Small file
- Pliers for crimping connectors
- 10mm nut with ratchet

Uninstall fairing

To make room for the display, the dashboard and entry trim must be removed. The side trim is only clipped and can be levered off with the installation tool.



Now the Torx screw that appears must be unscrewed and the entire strip, including the ventilation nozzle, can be levered off, starting at the side and going around.



Before the bar can be completely dismantled, the plugs must be disconnected. The central plug with the lever lug and the plug for the start-stop button must be disconnected.



Now the junction box must be exposed. To do this, remove the cover of the passenger footwell. To do this, turn the two holders by 90° and then fold the cover down. Disconnect the footwell lighting and remove the cover.



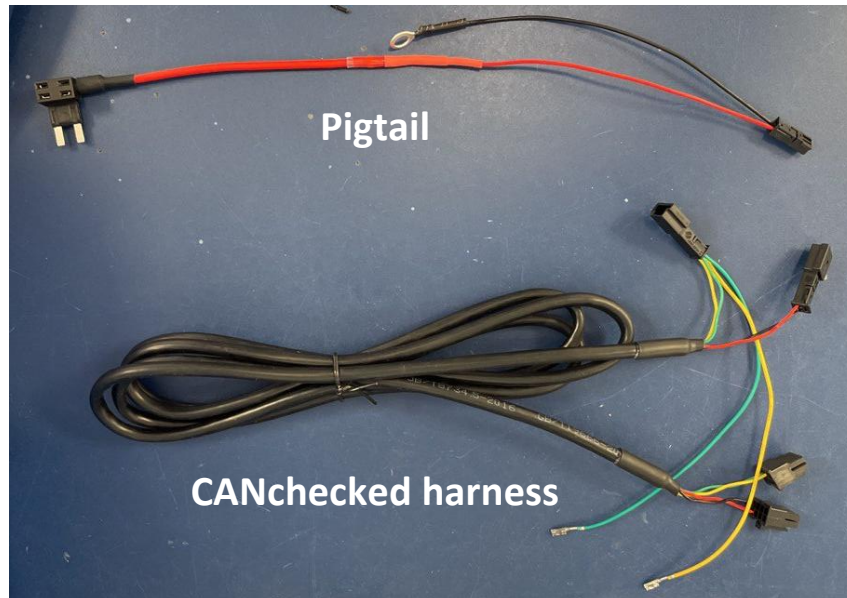
Carefully pull up the sill cover and remove it in the same way. If the clips get stuck in the body, remove them with pliers and clip them back into the trim.



Now carefully unclip the side cover on the right in the passenger footwell and put it aside and expose the junction box below the carpet.

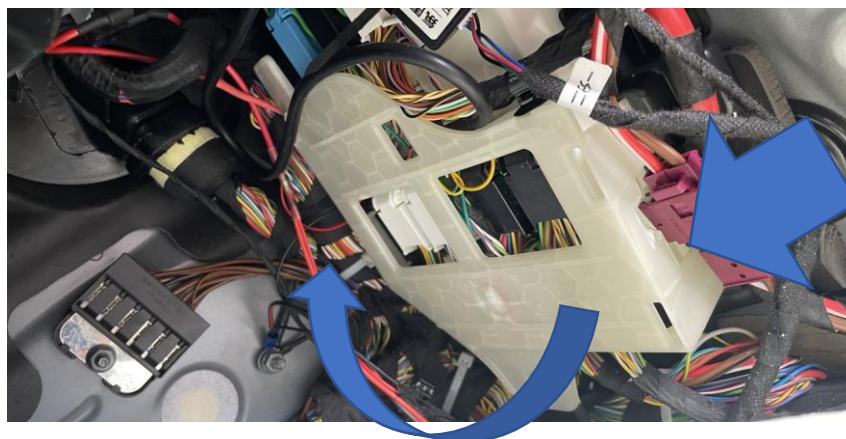


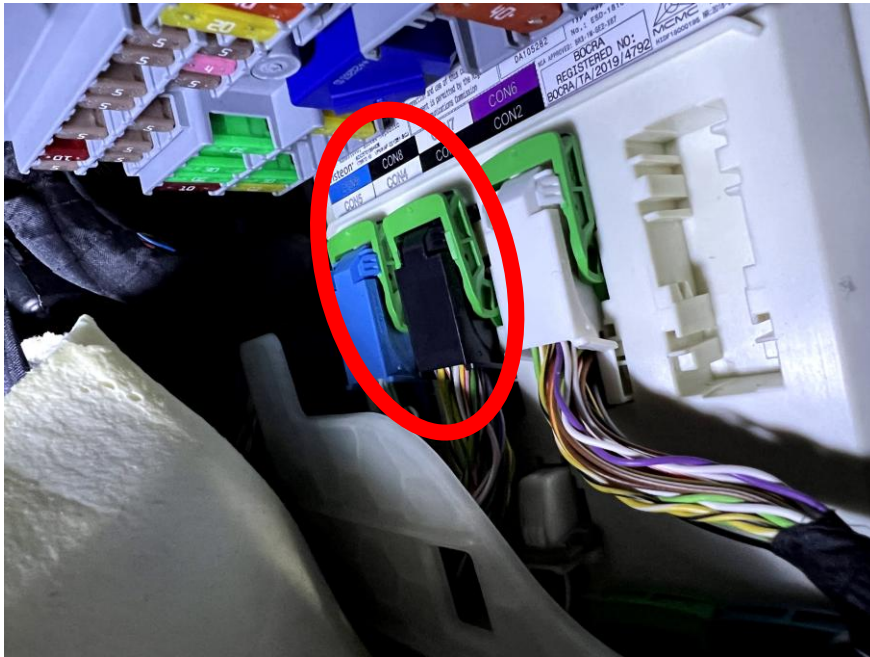
Lay and connect cables



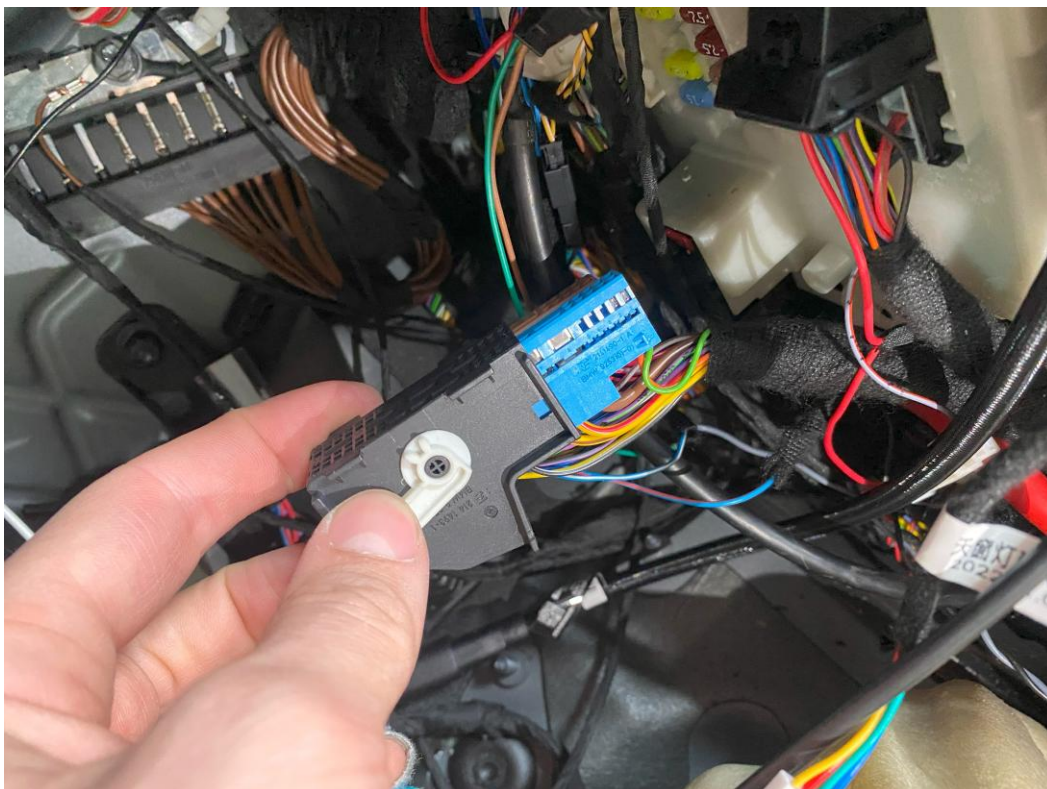
After you have laid the cable harness in the direction of the junction box, you must now pin the two loose wires. Can High (green) and Can Low (yellow) must both be pinned into **connector 8**.

Before you can get to the connector, you have to remove the cover over the junction box. This is only clipped at the rear end and hooked behind at the front end. As soon as you have released the cover at the end, you can fold it away to the front.





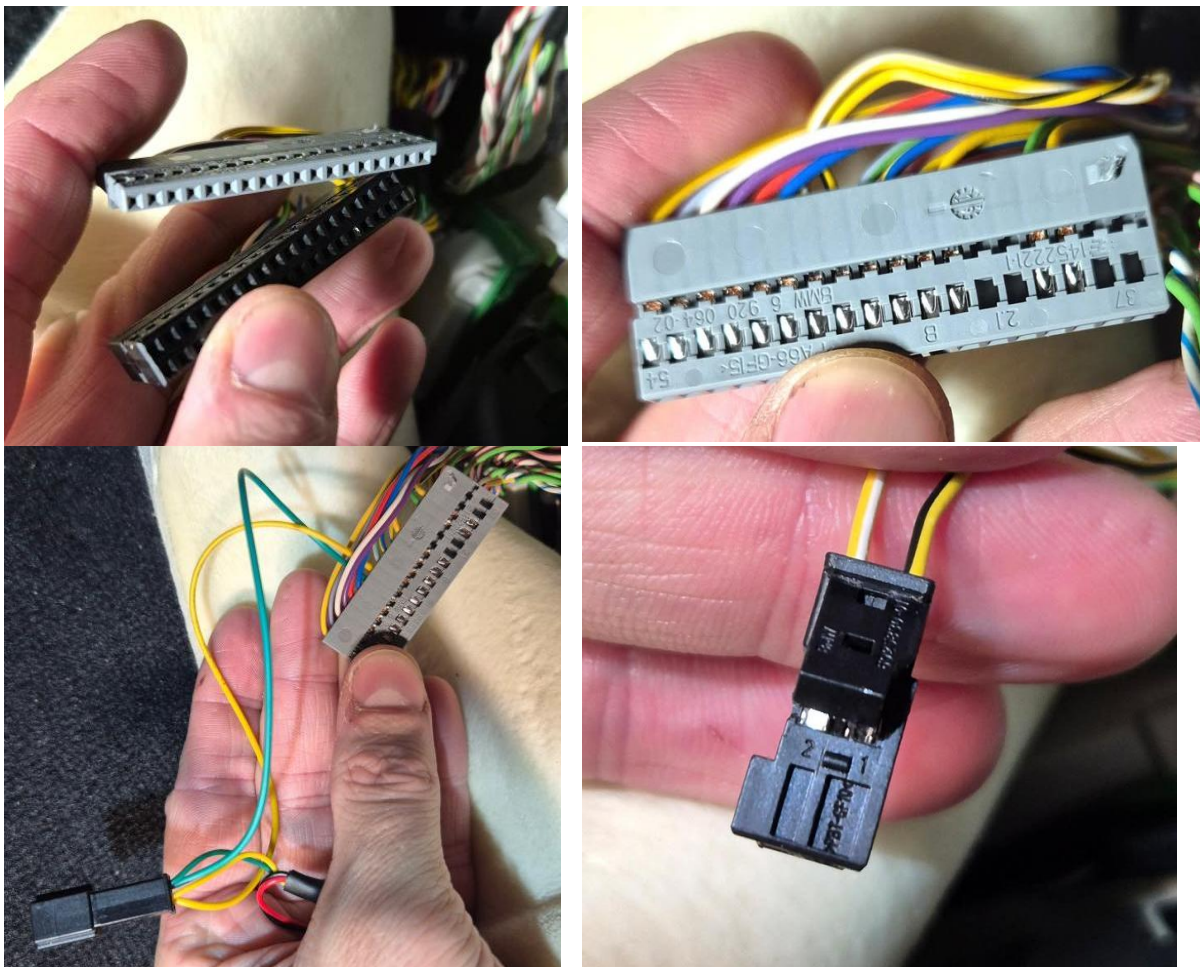
To release the connector, push in the latching lug and flip the lever. When the lever is turned, the connector is lifted out of the board. Now you can use a fine screwdriver to release the latch on both sides of the pin carriers and push the pin carriers out of the housing (the colors of the pin carrier may vary!)

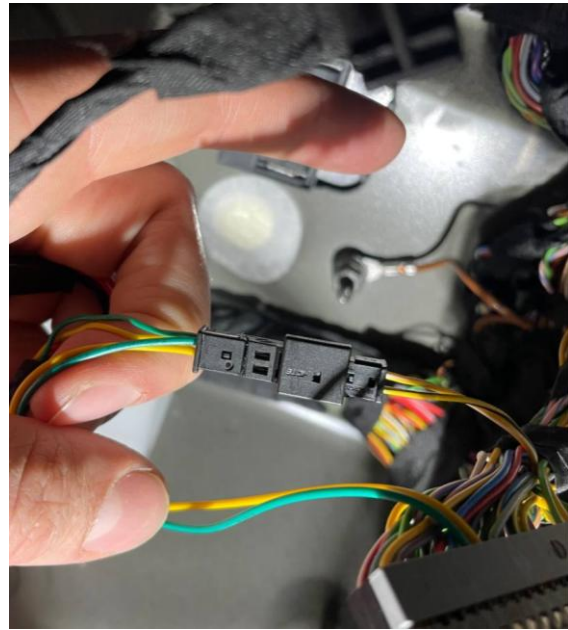
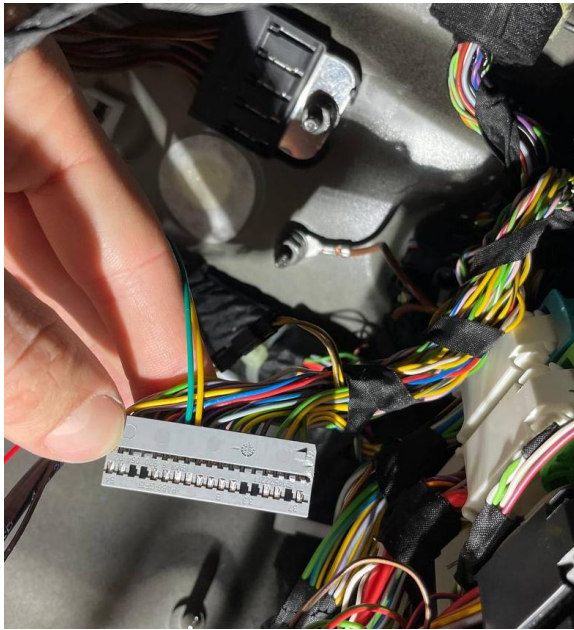


Please use the single-row pin carrier to connect the Can-Bus cables.
A yellow/white wire comes to pin 48 and a yellow/black wire comes to pin 47.

If the colors match, unpin the yellow/white wire at slot 48 (Can High) and pin the green wire of our harness to this slot. Pin the previously unpinned yellow/white wire to pin 2 of the single connector.

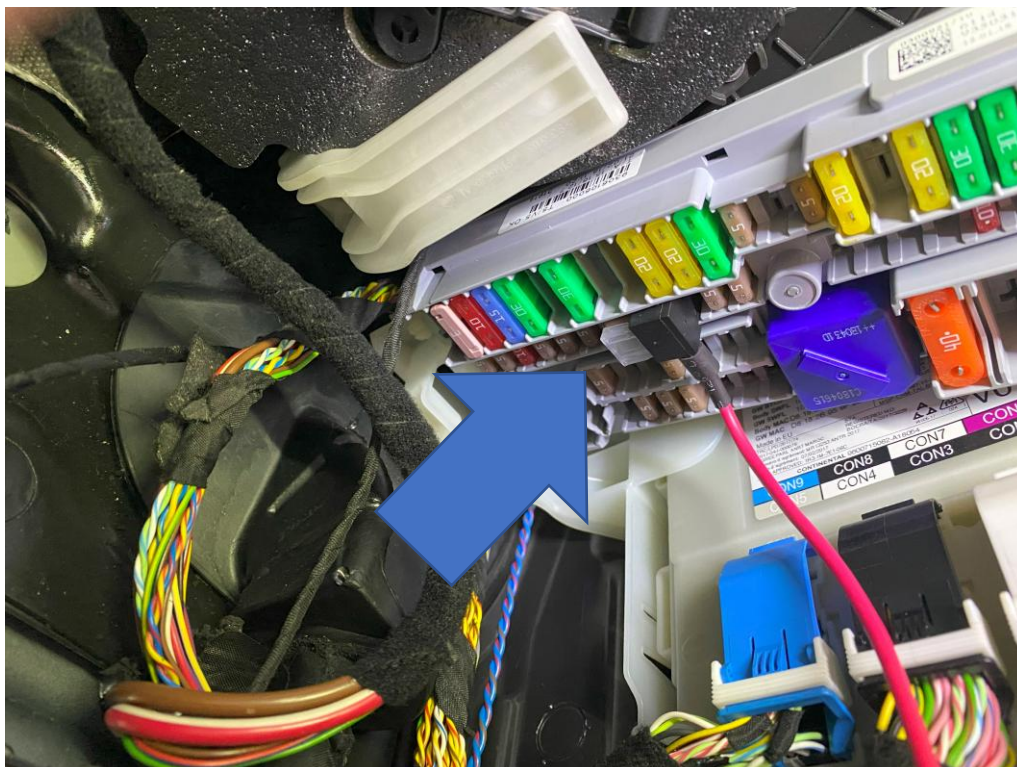
Now you continue with the yellow/black wire on slot 47 (Can Low). Pin it out again and plug it into pin 1 of the single connector. Plug the loose yellow wire of the CANchecked harness into the vacated slot 47 of connector 8.
The whole thing should look like this:



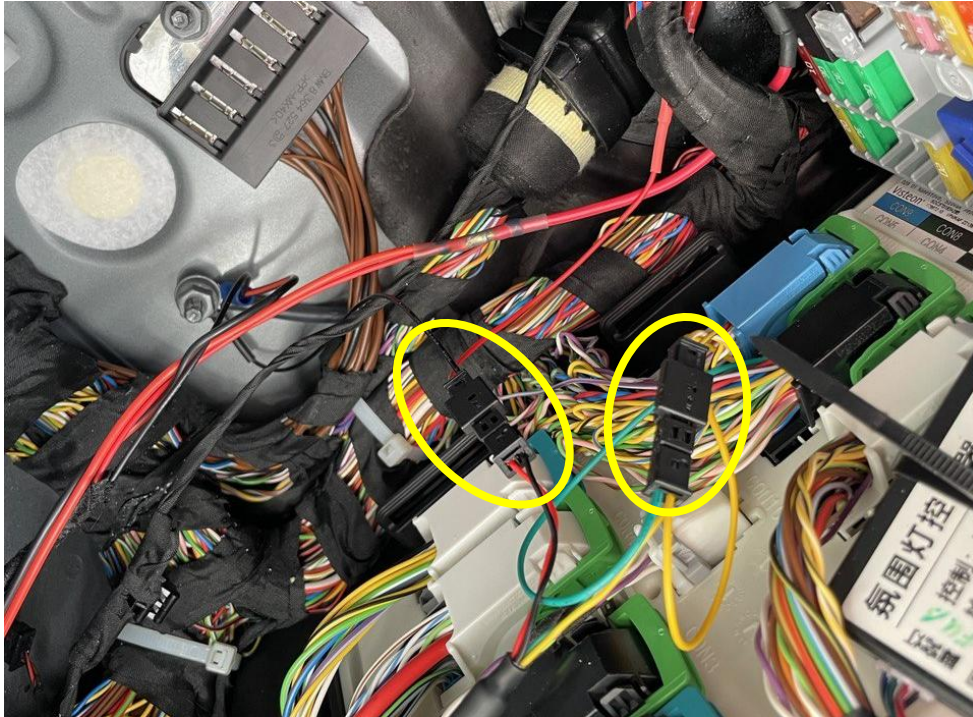


This completes the connection of Can High and Can Low. The next step is the connection of the ground and 12V ignition plus. The ground is connected to one of the ground points via a ring terminal. To loosen this, a 10mm nut is needed. After the ring cable lug is connected to the ground point, please tighten the nut again!

The 12V ignition plus is connected via our fuse adapter directly to the fuse box above the junction box.



Now you just have to connect the connector housing of the black and red wire to the pigtail that you previously plugged into the ground point and the fuse holder.

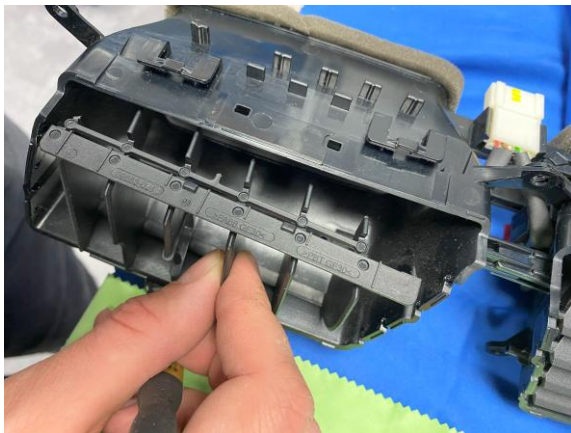


Dismantle the ventilation nozzle and install the cover

To disassemble the vent, you will need to unscrew the six Torx screws and then release the surrounding clips while carefully pulling the louvers and vent channel off the fascia.



Once you have removed the two ventilation ducts, you can now separate them from each other and remove the louvers from the part on the driver's side in order to drill 2 holes in the ventilation duct with the 10mm drill bit. The holes should be close together, so you can work them out to a slotted hole afterwards with the small file. This should look like this:



Now you can run the USB and CANchecked cable through the hole, connect it to the display and clip the vent insert into position.



Now, before you reassemble everything in reverse order, you can briefly switch on the ignition and check the display for function.

To do this, place the USB and CANchecked cable in the dashboard panel and thread it between the clips so that it cannot be damaged during reassembly.



Now the bezel can be clipped into position once you have reconnected the two connectors. The rest of the assembly is done in reverse order.

Conclusion

We hope you have as much fun with your CANchecked display as we do. If you have any questions, you are welcome to contact us via the ticket system (<https://www.canchecked.de/ticket>) and discuss your concerns with us.

We have also created a group for the community on Facebook, where you can exchange ideas with other users and find the solution to one or the other question:

<https://www.facebook.com/groups/CANchecked/>