



Installation instructions for your MFD15 in the Kia Stinger

Beforehand

Thank you for your purchase of your CANchecked display for the Kia Stinger.

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



General information

The display is a very sensitive device. One should act with extreme caution here. Any pressure on the case or the display itself must be avoided.

CANchecked assumes no liability for this conversion or for damage during the conversion or during operation. The instructions were created to the best of our knowledge and belief.

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

Required tools

- Small flat-head screwdriver
- Phillips screwdriver
- Assembly tool (sold separately)
- Crimp pliers

Preparing the interior

The first step is to remove the side cover of the dashboard on the passenger side. To do this, you have to drive the lever tool sideways under the fairing and can then fold it away to the side. This cover does not need to be completely dismantled. Folding it to the side is enough to get to the side Phillips screw.



Please unscrew this screw, and then you can start to clip out the cover running under the decorative strip to the rear from the passenger side.



In the end, you have to unclip the fairing running below the steering wheel to the right to remove the cover completely.



Once you have completely removed the veneer, the screws are exposed, which you have to loosen in order to be able to remove the upper panel with the air vents. This is held in place with four screws. Please unscrew all four screws in order to be able to remove the upper veneer in the downstream step.

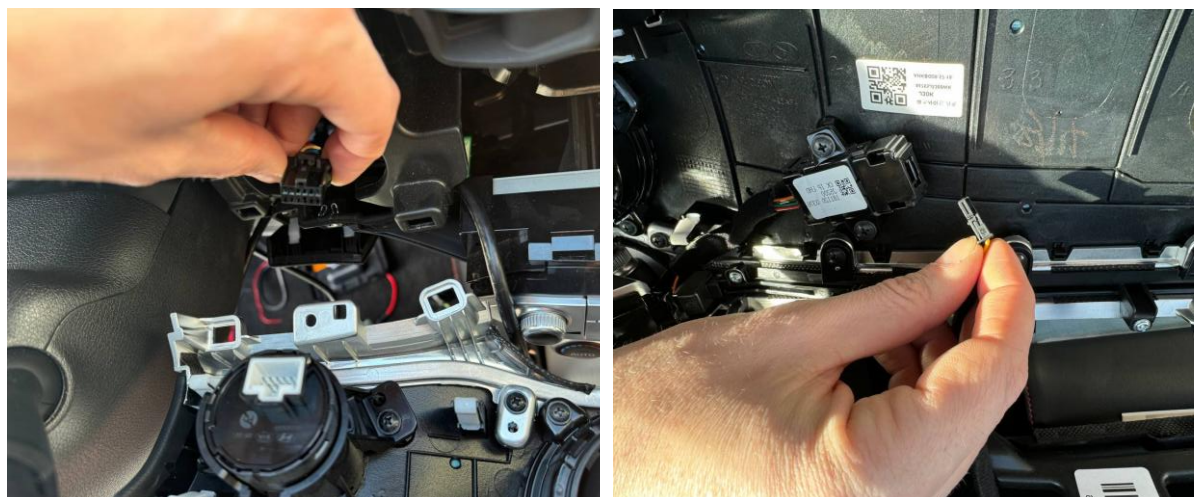


Expand ventilation

Once you have loosened all the screws, you can start from the passenger side and clip out the upper panel with the ventilation unit to the rear. Dismantling wedges help enormously with this work. Be careful not to break the aperture.

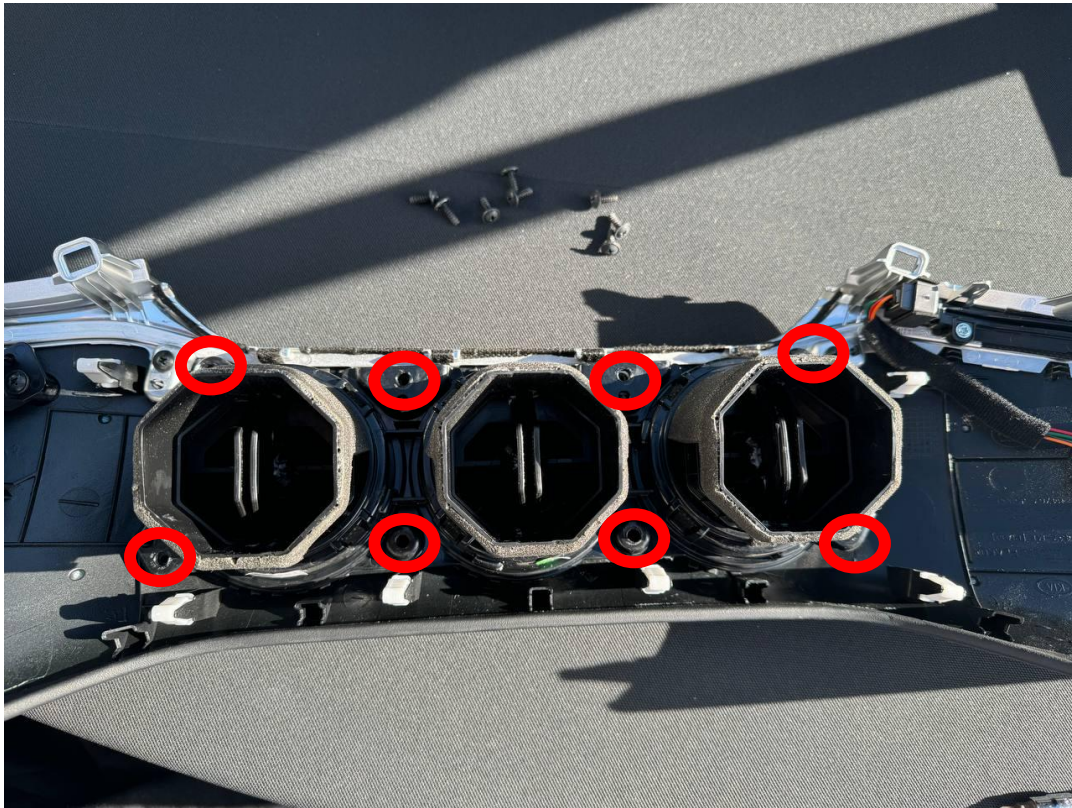


As soon as you can easily pull out the veneer with the nozzle unit, it's time to loosen the two connectors on the back. Please switch off the ignition in advance to avoid error memory entries!



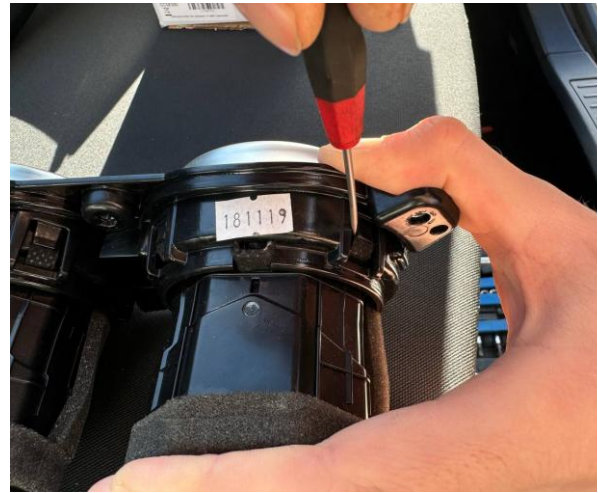
Disassemble the nozzle and prepare for use

In order to disassemble the air vent, the eight Phillips screws (red) on the back must be loosened and removed in advance in order to be able to remove the front part of the cover from the duct:

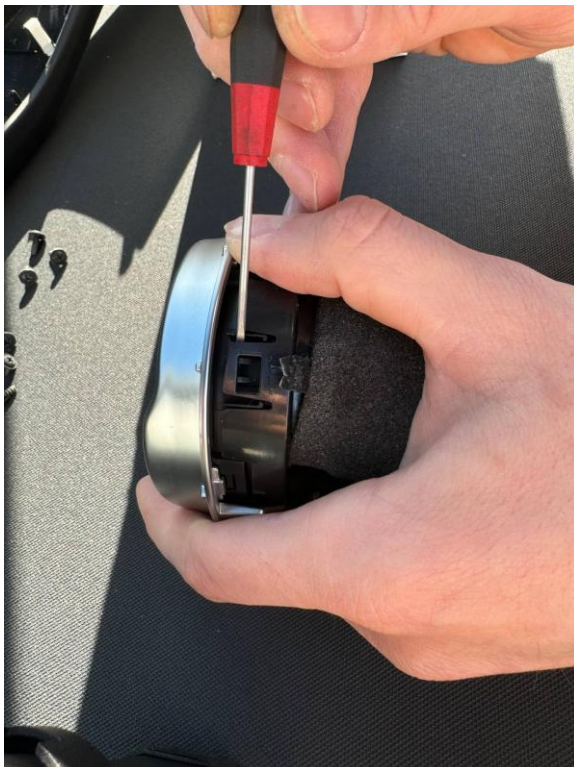


Now you have to decide where you want to mount your data display, in this guide we have mounted it right next to the driver, positioning in the middle or on the passenger side is also possible.

To remove the air duct, you have to use a flat-head screwdriver to carefully pry up the legs on the panel and at the same time push the ventilation duct forward out of the holder. To do this, it is best to build up pressure with your index finger and thumb and then lever all 4 legs out of the way one after the other until you can remove the ventilation duct with chrome ring.



Once you're ready, you can grab your flat-head screwdriver again and carefully loosen the chrome ring from the ventilation duct. This is again clipped in 4 places around the entire circumference. Once you have solved it, you can transfer it to the CANchecked ventilation duct. When mounting, please pay attention to the correct orientation (the ring only fits one orientation relative to the clips!) In the pictures below you can see this process illustrated. Once you're ready, you can also install the display directly the right way around and carefully tighten the knurled nuts by hand.





Now you can put the ventilation unit back in the veneer and fix the eight screws again.



Let's continue with the cables. To do this, we start at the bottom of the OBD socket.

Connection OBD connector

From the OBD socket, we place the two Molex plugs and the USB cable towards the air vent and let the wires hang out of the hole in the dashboard.

The best way to do this is to proceed in two steps: First, thread the two Molex connectors from the OBD socket up into the dashboard and then to the right below the steering wheel, from there continue towards the center console so that the Molex connectors then hang out of the center console.



Now we take care of the cabling. The red wire of the OBD connector is crushed with the included fuse adapter.

Next, the 10 amp fuse for the speedometer must be pulled and this is then plugged into the free fuse slot of the adapter and the adapter is plugged into the space on the fuse carrier.



Now you have to push the two Molex plugs through the air duct and plug the plugs into the display. Before you push the entire panel back into the dashboard, please make sure that the cables run cleanly through the bulge in the ventilation duct. Once you have pressed the bezel into the dashboard, you will need to rescrew the screws on the underside of the bezel and reattach the lower bezel with the side screw.

Then the OBD connector is plugged into the OBD socket and the cables are neatly routed in the dashboard.

Concluding

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/>