08/24/2019 – EIM retrofit on 2000 SeaRay 190BR

EIM replacement system from Flounder Pounder Marine www.fpmarine.com
Part Number: SR-panel-EIM-BR   Description: EIMRS 1718631 replacement System

I purchased this kit because I was having intermittent issues with my main peanut pad.

Note: Follow kit supplied instructions for your install. This is only meant to be additional pictorial information of my install experience.

Figure 1: Original dash view before installation. With close-up of two pads that are replaced during install

Figure 2: EIM under helm and back side of peanut pad and ignition panel.

Figure 3: Contents of EIM replacement kit (Instructions included but not pictured)

Figure 4: Close-up of new ignition panel and peanut pad replacement.

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Figure 5: Remove 2 screws on each panel to remove.

Figure 6: My install did not have the automatic fire extinguishing system. Remove small plug from the original panel and install in new panel.

Figure 7: The kit comes with a new ignition switch. I opted to keep my original. Remove panel and leave wired to cable assembly.

Figure 8: Remove EIM power wire then disconnect plug assembly with Allen wrench.

Figure 9: Removed EIM fuse box.

Figure 10: Plug key did not match as stated in instructions. Plug side requires modification.

Figure 11: Used Dremel to remove mate key. Note: there is one on each terminal lug.

Figure 12: Before installing new EIM and cutting dash panel. I hooked up the entire system to verify correct function. Worked perfectly.

Figure 13: Installed new fuse block in same location as the original EIM, reusing the screws from the EIM removal. Installed cable hanger on available bolt and routed cable assembly over top of fuse block.

Figure 14: Installed drill/cut templates into dash panel.

Figure 15: After drilling all the holes I removed the rectangular cut out center of the template. I did this to make cutting the opening easier.

Figure 16: Used coping saw to cut slots. Worked perfectly! I am sure there are other methods, this one worked for me. The main peanut panel required cutting some of the fiberglass behind the dash panel. This just required drilling through the dash and rear fiberglass when drilling the holes. The coping saw cut both at the same time.

Figure 17: When installing the main switch panel, it was necessary to disconnect one terminal to fit through the cutout due to a slight interference. Remember to reconnect once the panel is installed.
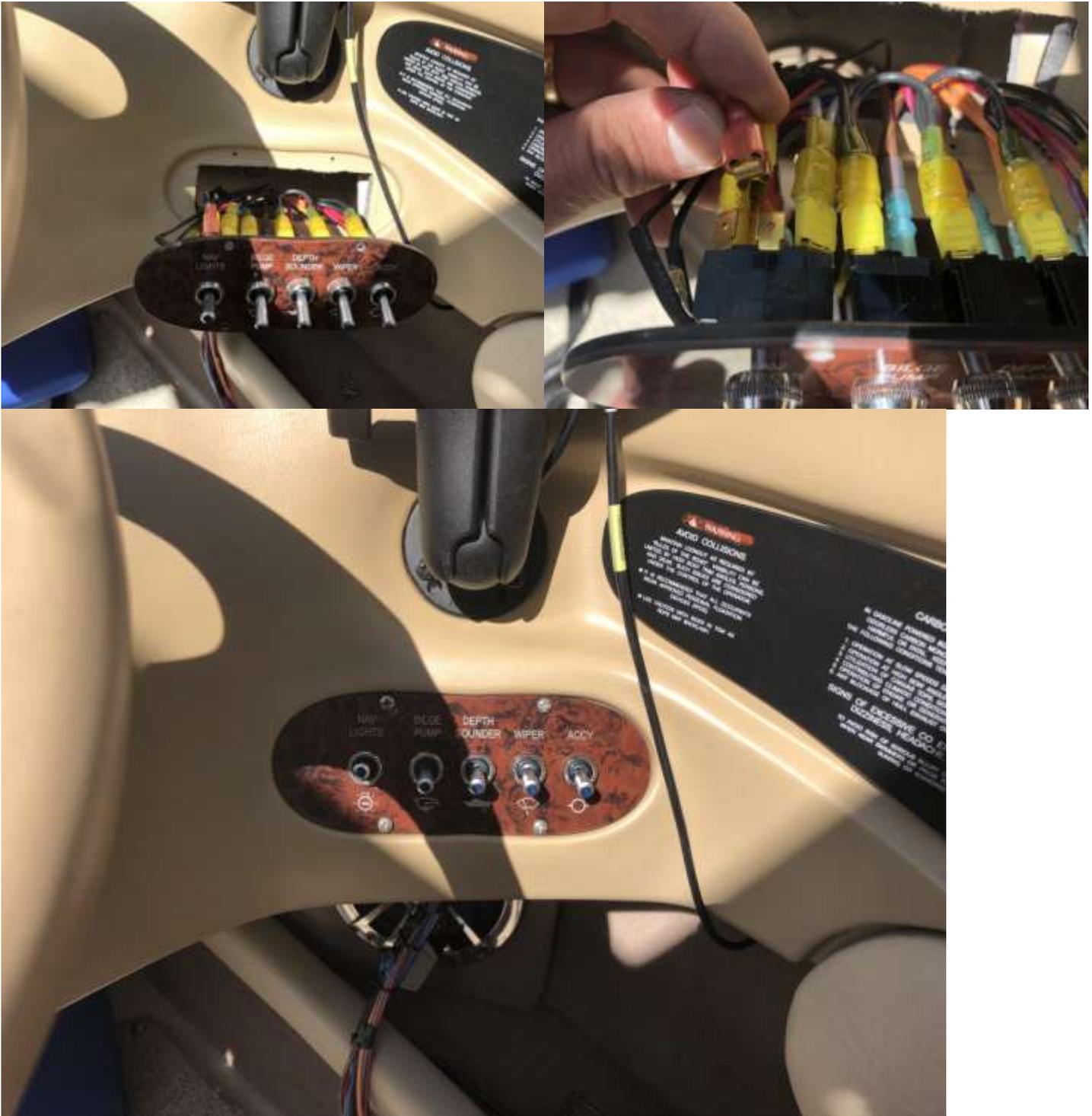
Figure 18: Install the ignition switch on new panel before installing.

Figure 19: A small relief was needed to get the ignition panel to sit flat and flush. The wire interfering is seen in the second picture.

Figure 20: Routed all cables with existing wire bundles and secured with zip ties.

Figure 21: Panoramic of cable routing under helm.

Final Note: This install only took 2.5 hours including taking all the images. This kit was worth the cost, Thanks FPMarine!