

**STEP 1:** Remove the 4 screws from the steering column and then two screws under the gauge cluster cowl with a 2# Phillips screwdriver. The cowl can then be snapped out. It is a tight fit but pulling the bottom towards the rear of the car and up works fine.

**STEP 2:** Once the cowl is off, you will see 4 more Phillips screws that hold the gauge cluster on. You'll find that a longer Phillips screwdriver works for the bottom 2 screws by sticking the screwdriver through the steering wheel openings.

**STEP 3:** Once the cluster is loose you will have to disconnect the electrical plugs from the backside. There should be 3 or 4 plugs. There is one round plug for the speedo cable, 2 flat rectangle plugs for the misc. electronics, and possibly an extra small square plug for the rear defroster light. Once the plugs are out, the gauge cluster should come out.

**STEP 4:** Take the cluster and pop the clear cover off using a flat blade screwdriver in the tabs around the edges.

**STEP 5:** One gauge at a time, remove the two small Phillips screws and slide the new face over the top of the needle and the existing face. Secure it in place with the original screws. When fitting the speedo and rev counter faces, pass the face over the long end of the needle first, and then pull it back and slide it under the black plastic centre of the needle so that you can pop the tail of the needle through the hole in the face.

**STEP 6:** The wiring needs to be passed to the rear of the cluster, you can either very carefully drill a hole in the top of the cluster (directly above the oil pressure gauge) or, pass the wires between the white plastic case and the black plastic clip-on cover. On cars fitted with a warning light for the heated rear window, the wires for the fuel gauge and rev counter will need to be bent by 90 degrees to the face (rearwards).

**STEP 7:** Re-fit the cluster to the car, connect the wires to the fly leads from the rectifier pack and find a suitable point to mount the self adhesive switch. Connect the black and red wires to earth and ignition switched live (or headlamp supply if you only want them to work with the lights on) respectively. There are plenty of ignition switched lives under the dashboard, a few minutes with a multi meter should find a suitable one.

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