

- 1) Remove the shrouds from the steering column (Top and bottom shrouds - 4 screws in the bottom shroud) (On some cars it may be necessary to remove the steering wheel, but my car has the original optional 'Momo' wheel and it is not necessary to remove it for this operation)
- 2) Remove two screws securing the instrument cowl - these are located in the lower edge of the cowl, a couple of inches in from the sides.
- 3) Grip the instrument cowl firmly, and pull it horizontally backwards until the three spring locating clips let go. They can do so rather suddenly!
- 4) Remove four screws, one in each corner of the instrument panel.
- 5) Pull the instrument panel backwards as far as it will come. It will only move 2 cms or so because it is held in place by the speedometer cable.
- 6) Disconnect the two electrical plugs in the top corners of the reverse side of the instrument panel. It is necessary to squeeze the locking tabs to remove the plugs.
- 7) Squeeze the locking tab located on the speedometer cable plastic plug, about 2 cms in front of the back of the centre of the speedometer, and pull the speedometer cable forwards until the plug disconnects. This operation is difficult due to restricted access for your hand.
- 8) The instrument assembly may now be removed from the vehicle.
- 9) It is now necessary to separate the instrument assembly into two halves. The "back" part, consisting of the black plastic cowl and the clear plastic screen is held into the "front" white plastic part by a number of sprung plastic tabs. Release these tabs carefully, and separate the halves.
- 10) Note that the instrument faces are now exposed - the procedure up to this point is common with the steps necessary to replace gauge faces, replace blown instrument panel bulbs, etc. Place the front half down carefully - be particularly careful not to disturb the gauge needles.
- 11) Examine the back half of the instrument assembly. You will probably find that the black plastic and the clear plastic are welded together (on Mk2 cars the two halves are clipped together). Ideally, you need to separate the two pieces, by cutting and prising carefully with a sharp 'Stanley' knife along the join. However, this procedure is extremely difficult and the plastic components are very brittle. There is extreme danger of cracking one or both components, to the extent that I gave up trying to separate the two pieces. However, if you are fitting the replacement polished instrument back panel, you will have to persevere and separate the two pieces. I understand that warming the ABS plastic gently with a hair dryer may help to reduce the brittleness. If you are only fitting the instrument rings, these can be inserted (just!) without removing the clear front.
- 12) The reverse side of the black plastic panel has two large holes (Speedometer and Tachometer) and three small ones (Fuel, Oil pressure and Water temperature). I decided to fit the 3 small rings by working through the large gauge holes. I firstly protected the clear plastic window with paper cut to size, to eliminate risk of getting glue on the window.
- 13) I then applied a very small amount of glue (I used "Araldite Rapid Epoxy Adhesive" but "UHU" or the like will work just as well.) to the back of the first ring and manoeuvred it into position, passing it through the tachometer hole to its location around the fuel gauge hole. It is essential to get it right first time, or you will get glue on the black panel in places where you don't want it. The problem is that you have to work largely by feel, and Araldite seems to get everywhere instantly. Take care, get it right, and hold the ring into position for a few minutes until the epoxy sets - it does so very quickly.
- 14) Repeat the operation for the Oil pressure and Water temperature rings - the Oil pressure one is fairly easy, because there is good clearance in front of it, but the Water temperature one is very difficult because the already small clearance is further obstructed by the grommet of the trip meter reset lever. Patience and perseverance pays off!
- 15) Reassemble in reverse order. Take particular care to align the spring clips of the instrument cowl with their locating holes - a smear of silicone grease on the clips may help with reassembly or future disassembly - and push the cowl very gently and horizontally. I found by experience that it is extremely easy to break off the very brittle plastic holders for the spring clips if they are even slightly misaligned.

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