

**Tools needed:**

- 2 Phillips screw driver (medium size),
- small Phillips screwdriver
- fine sandpaper
- long Phillips #2
- one drop of super glue
- small craft knife
- small to medium flat blade screw driver
- paint for the needles,
- paper clip or blunt tooth pliers.

**OVERVIEW**

*First off this is not as bad as it looks. Take your time, have a clear table to work on and be careful of any small parts that might get dropped. There are lots of small parts & screws that have to be reassembled so be careful. Read and reread the instructions before you start. We recommend that you start with a full tank of petrol, this will make alignment of the needles easier when you put them back on.*

**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:** The tach, temp and oil pressure gauge are easy to line up. Turn the key to the ON position (do not start the engine), when the car is cold the needles will energize to there resting position. The speedo needle has only one position and it should be easy to find. The only gauge to keep an eye on is the fuel gauge (more on this later). You can try to mark your needles with a marker inside the gauge cluster as the markings won't be seen later.

**STEP 6:** This step requires a bit more concentration. You have to pull the needles off without breaking them. There is no real trick to it but they are on tight. The best way to pull them off is with your fingers, one needle at a time. If that doesn't work, you can use a paper clip to remove them. Pass the shaft of the paper clip into the middle of the clip. With the centre of the shaft in the middle of the clip, gentle lift both ends up to remove the needle.

**STEP 7:** Once the needle is off, take small craft knife and scrape off the white paint on the underside of the needle. If you can't get it all off, use a fine sandpaper to remove the rest. It is very important to remove all the paint because any white paint left will really show up later when you repaint the needles. Once the paint is off just use touch up paint with the brush and give each needle 2 or 3 coats with the colour of your choice. Make sure that you select a colour that contrasts well in both day and night driving. Black would work well during the day but would become almost invisible at night. Most people paint the needles a bright red, or orange to match the night illumination.

**STEP 8:** While the needles are drying, use the small Phillips screw driver and remove the screws that hold the OEM gauge faces. Slip the old faces off and put the new faces in place. Refit the screws.

**STEP 9:** Bring the opened gauge cluster with the new faces installed over to your MX5, set it in place and connect the plugs. Turn your key to the ON position (do not start your engine.) Place the tach, temp and oil pressure gauge needles into their 'off resting positions and the speedo at 0 MPH. Do the fuel last so it has a chance to get to its final indicator point. Then put the fuel needle on where you made your mark. Place the clear cover back on and screw the cluster in place. Take the car for a drive and make sure all looks normal.

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