



Installation Instructions

Kit Includes:

Description	Qty
Bezel Lens	1
Long Pointers	2
Short Pointers	4 (5 for Trans Temp models)
Pointer Remover and Depth Tool	1
Simco graphic Appliqué	1
Calibration Overlay	1

Installation Procedures

Tools Required: 7mm Socket driver

Read all instructions and review figures carefully before proceeding with installation.

Caution: *The Instrument Cluster contains sensitive electronic components. Great care should be taken when working around or handling electronic components. Avoid touching components on the circuit board directly. Static shock could damage these components. Avoid working in areas that can create excessive static shock such as carpeted rooms.*

1. Remove the original instrument cluster from the vehicle by the following steps:

Note: *It is recommended to disconnect the negative (-) battery terminal before proceeding with the installation.*

- A. Remove the instrument panel by pulling it towards you, releasing the retaining clips from the overall dashboard assembly (see figure 1).

Note: *Apply the Emergency Brake to prevent the vehicles from moving. Tilt the steering wheel to the full down position to have better clearance when removing the instrument panel. Move the shift lever down into the lowest gear.*

- B. Remove the four 7mm screws that retain the instrument cluster.
- C. Disconnect the electrical connector from the back of the cluster and remove the instrument cluster from the vehicle.

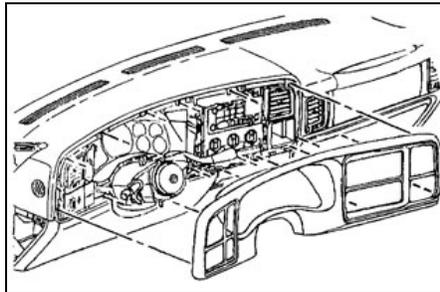


Figure 1

2. Place the original cluster on a hard clean surface
3. Remove the original bezel lens from the cluster by the following steps:
 - A. Release the three holding tabs at the top of the cluster with use of the Pointer Remover Tool (see figure 2).
 - B. Release the two holding tabs at the bottom of the cluster with the use of the Pointer Remover Tool (see figure 3).

Note: *These two tabs will take considerably more force to release.*

 - C. Pull bezel lens from the cluster verifying that all holding tabs have been released while removing.



Figure 2

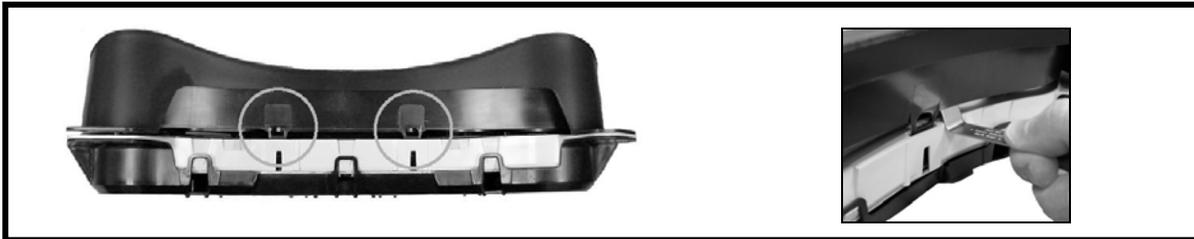


Figure 3

4. Remove the original pointers by the following steps:
 - A. Rotate pointer **counter-clockwise** until they reach their internal-gear stop (see figure 4- to note locations of pointers).
Note: You should be able to rotate the pointer easily clockwise and bring it back counter-clockwise until you feel resistance. This is at the internal-gear stop.
 - B. Using the Pointer Removal Tool, slide the end marked “Pointer Remover” under the center of the pointer cap (see figure 5).
 - C. Keeping the pointer level, push down on the opposite end of the tool and lift the pointer straight up to remove it. The pointer should be pulled straight upward so that the gauge is not damaged.
 - D. Repeat steps A - D for all six pointers.

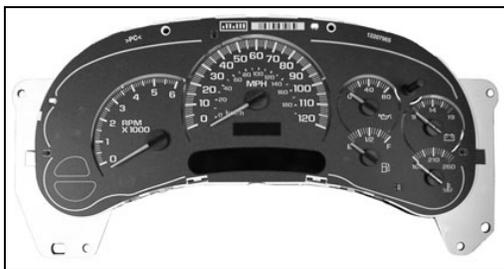


Figure 4

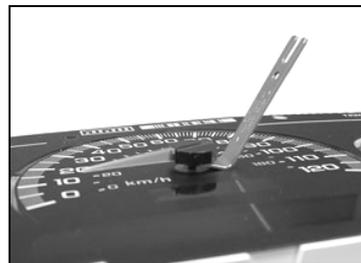


Figure 5

5. Remove the original graphic appliqué from the cluster by lifting it off the 3 holding points (see figure 6).

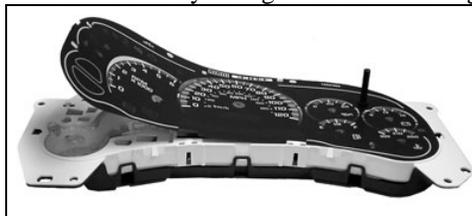


Figure 6

6. Install the new graphic Appliqué by locating and pressing it over the 3 holding points.
7. Place the Calibration Overlay over the new graphic appliqué by locating it on the same 3 holding points.
8. Install the new pointers and by the following steps:
 - A. Lightly press a pointer on a gauge aligned up at the installation point marked with a circle (○) that is specified on the Calibration Overlay (see figure 7).
 - Note: It is not crucial at this point to be exact.*
 - B. Using the “Depth Gauge” end of the Pointer Remover Tool, locate it under the pointer cap and press the top of the pointer cap **straight down firmly** until the bottom of the cap rests on the tool (see figure 8)
 - C. Repeat steps A and B for installation of all 6 pointers.

Note: Verify that all pointers are setting just above the graphic appliqué surface (approximately the thickness of the Pointer Remover Tool). They should all rotate easily to the clockwise direction. Make sure that no pointers are rubbing on the appliqué surface. If they are rubbing, refer to step #4 to remove the pointer and re-install the pointer again.

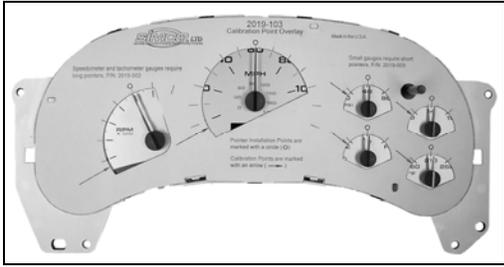


Figure 7

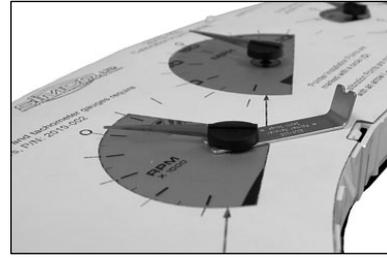


Figure 8

9. Now calibrate the gauges with the new pointers by the following steps:

- A. Lift the new pointer up (not removing) and rotate **counter-clockwise** past the internal-gear stop to the Calibration Point that is marked with an arrow (→) on the Calibration Overlay. The Pointer Remover Tool can be utilized to help lift and provide a constant upward pressure while rotating the pointer (see figure 9).

Note: The pointer will be difficult to rotate once it has reached the internal-gear stop. It is **very important** to maintain a slight pressure upward on the pointer while rotating. Damage may occur to the gauge if constant upward pressure is not maintained.

- B. Release the pointer and verify that the pointer is aligned with the marked arrow when the gauge is resting at the internal-gear stop (see figure 10).

Note: You should be able to again rotate the pointer easily clockwise and bring it back counter-clockwise until you feel resistance. This is at the internal-gear stop, which should be located at the arrow mark on the Calibration Overlay.

- C. Repeat steps A and B for all six gauges.

Note: If a pointer was rotated past the calibration point then lift the new pointer up (not removing) and continue to rotate counter-clockwise on around back to the Calibration Point that is marked with an arrow (→) on the Calibration Overlay. The pointer will be difficult to rotate. It is **very important** to maintain a slight pressure upward on the pointer while rotating.



Figure 9

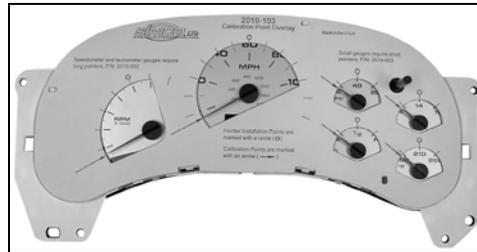


Figure 10

10. Verify that all the gauges rotate freely in the clockwise direction. **Be careful** not to rotate past the internal-gear stop.

11. Remove the Calibration Point Overlay by lifting it off the 3 holding points and over the pointers.

12. Install the new Bezel Lens by locating it over the cluster and snapping the 5 locking tabs around the cluster.

Note: Be sure to remove any dust or debris from the cluster face before installing the bezel lens.

13. Finally, re-install the new Simco Instrument Cluster back into the vehicle (see steps 1 A-C in reverse order).