

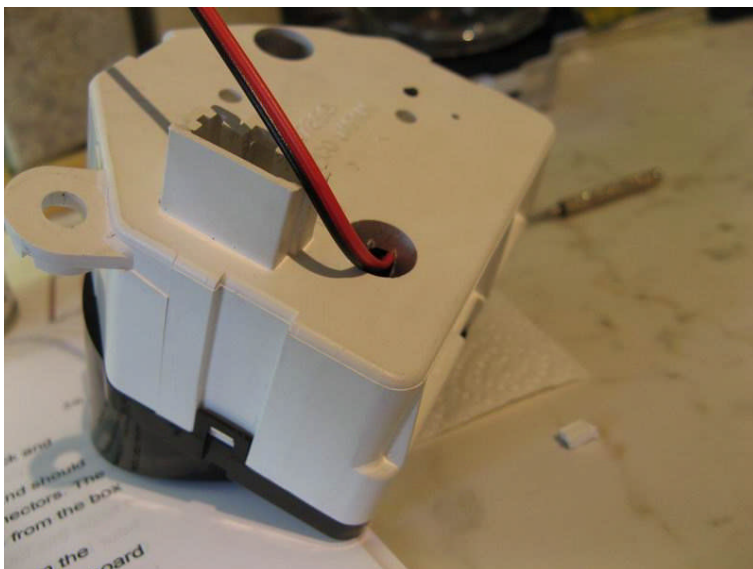
Some additions to KMC EL Dials fitting guide.

You will need 1 amp inline fuse and fuse holder and some thin double sided tape, not the foam type (I used Scotch tape).

Follow KMC instructions "Removing the battery and clock dials" 1 to 7 (you have to start from the bottom – gear/stereo surround).

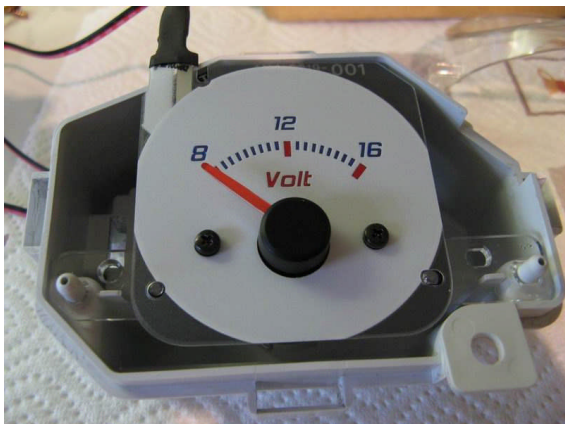
Clock: To remove the needles just pull carefully. Follow KMC instructions. See the picture under point 7. It shows the hole where you'll feed the wire through.

You have to cut a bit of the edge of this hole so the clock can fit back in the casing properly. See below the little square cut. If you're patient you can do it with a Stanley knife, 2 parallel cuts and then just snap the bit off.

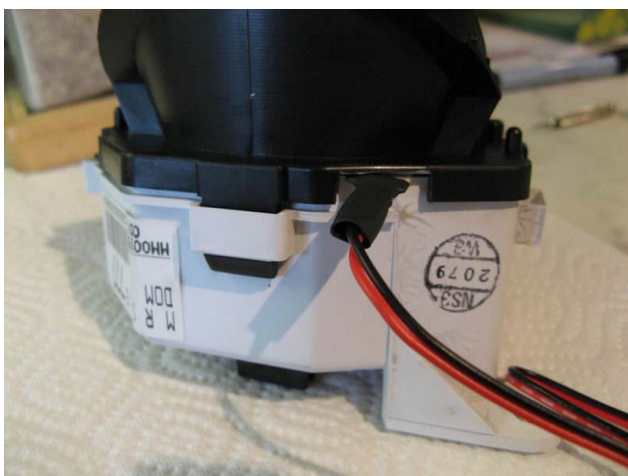


Put the clock back together as per instructions.

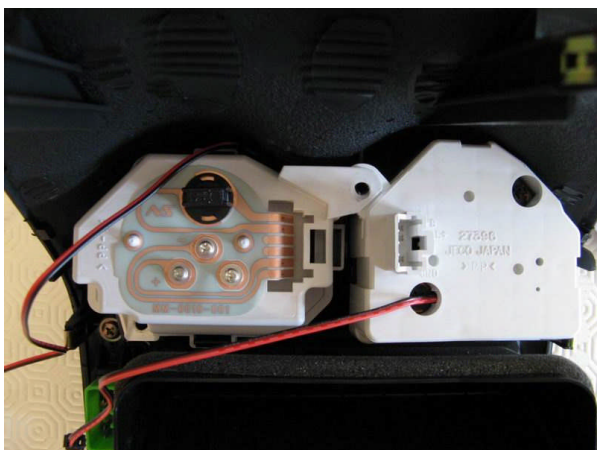
Battery gauge: No need of tape here, just slide the dial through the needle and put the 2 screws back.



The guide says to feed the wires through but I couldn't find anywhere safe to feed them without bending too much and probably breaking the connection. As it sits on the white casing I cut a little gap on the black cover.



Refit everything back. I put a tape to seal the hole at the back of the clock to avoid dust.



Speedo, tacho and fuel&temp dials:

Follow KMC instructions to remove the fascia and surround.

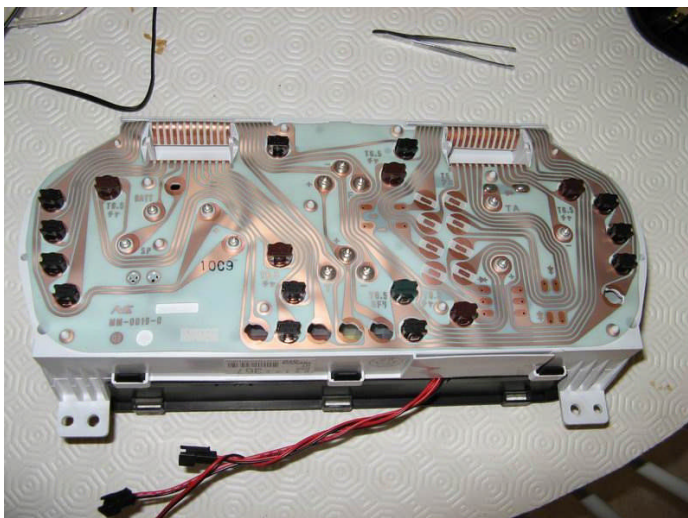
You do not need to remove the old dials, needles or bulbs.

Put two strips of double sided tape on the old tacho and speedo at about 3 and 9 o'clock positions.

Carefully slip the new dials in place without forcing the needles.

To slip in the fuel&temp dial you might have to put the needles in the same position. In case the fuel needle moves, **remember where it was**.

Now to feed the wires (I forgot to take a picture before putting the cover, but will try to explain), see the picture where they come out. The tacho wire goes straight down; the fuel&temp wire also goes down and the speedo wire has to pass under the very top part of the fuel gauge and go down together with the fuel&temp wire. Feed them carefully not to break any of the plastic bits under the dials.



For the wires to come out, you will again need to cut a slot in the white casing and also on the black cover because they overlap. I also covered this with tape to avoid dust getting in.



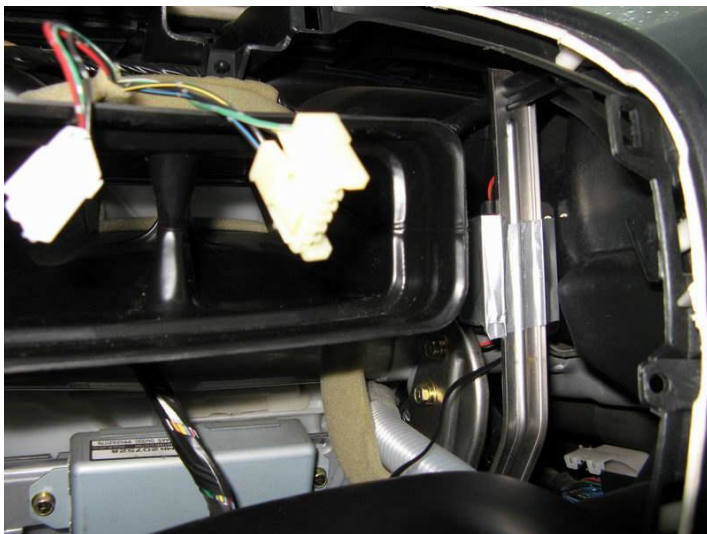
The partially finished job:



Now the scary bit, the connections.

Test it before fitting everything back!!!

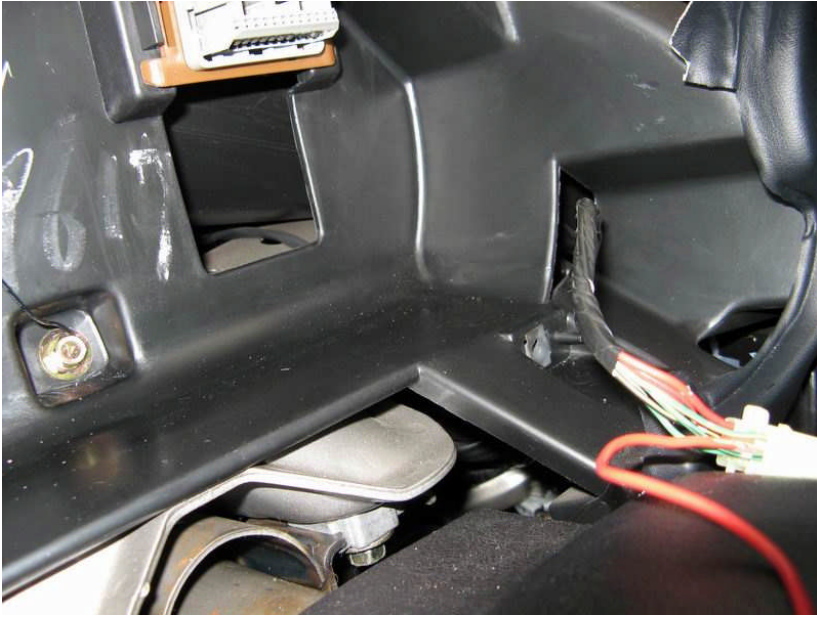
I found this to be a good position for the inverter. It's taped to the vertical metal bar but resting on another piece of metal. And there's no need to split wires to make them longer as suggested in the guide.



The black wire feeds through the back and connects to the bolt you see in the middle, for earth. I bought a fuse holder that came with red cable on both ends, so one end was connected to the red wire from the inverter with the black wire strip terminal:



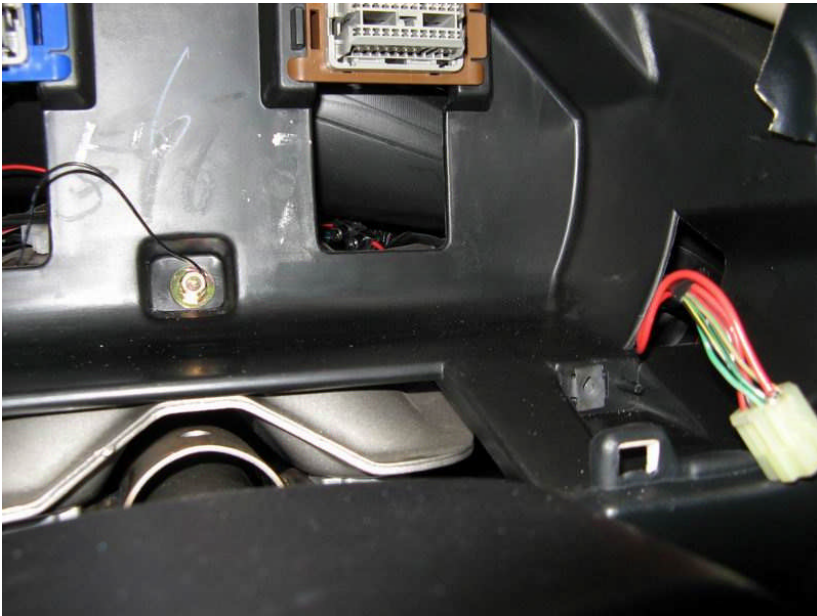
The other end was connected to the black/green wire on the foglight switch connector block. We found that it wasn't necessary to tap on this wire, we just slipped it in together with the black/green wire to test. Don't secure it just yet!!



Now plug the dials provisionally for testing.

The closest plugs to the inverter attach to the clock and battery dials, and feed the rest (with the extension) through the back to attach to the speedo/tacho/fuel&temp dials. Cross fingers and test.

Once we made sure everything was working, everything was fed through the back and was secured with a spot of soldering.



Think where you want the dimmer. I left it hanging from the bottom of the dials and on top the steering wheel column.

Now you can refit everything back in.

Once everything was put back together I stuck the dimmer to the underside of the dials surround.

The tape on it wasn't enough so I added a strip of double sided tape from the dimmer to the little black plugs, so there weren't any wires hanging in view.



Not difficult, even for a complete ignorant as me!!

Good luck!!

Grace (GR4CE)