

Guidelines for fitting Lockwood dials into a Scorpio

(Part No.8023)

These new dials are to be fitted without removing the needles

Do not open this packet until you are absolutely sure that these dials match those in your car.
Pay particular attention to the starting and finishing numerals / calibrations on each dial.

Preparation. Read the instructions. You will need a well-illuminated work area, the usual hand tools, a sharp craft knife or scalpel and a shallow dish to hold all the small pieces that have to be replaced. Make a drawing of the dials in the pod showing the exact position of each of the needles.

You may have to remove the instrument cluster completely from your dashboard. Remember to detach the electrical connections.

Throughout the whole of the following procedure, it is important to keep any strain on the needles to a minimum.

Unclip and remove the transparent face of the pod. If the trip button will come out, lifting it out will make fitting the speedo. easier. Lift out the black collar that goes round the trip button. This collar is a fairly tight fit, so lift the rim with your finger nails, sufficiently to get the scoop end of a teaspoon under it, and ease the collar completely out.

Removing the original dials. As your dials are illuminated from behind, they need to be removed in the following manner:- Using your sharp knife, cut each dial into two or more pieces so that it can be removed without disturbing the needle. Make cuts from the hole through which the spindle of the needle comes, to the edges of the dial. The pieces of dial have adhesive on the back of them so they will have to be carefully peeled away and then slid sideways from under the needle. If there is adhesive left on the back-plate this has to be removed with methylated spirits, or it will 'grab' your new dials and prevent them sliding into place.

Black banjos / Washers. Stapled to the bottom of this sheet, you will see a number of small, black, 'banjo' shaped washers. These washers are in two sizes, the larger ones for the speedo. and rev. counter, and the smaller ones for the temperature and fuel gauges. These are to be fitted under the hubs of the needles before you fit the new dials, to stop any light from behind showing around the hubs. Peel off the paper from the back of them to reveal the adhesive, then, whilst holding each washer by its 'handle', open the slit in the circle of the washer and carefully manoeuvre it around the spindle of the needle so that the spindle of the needle is coming through the centre of the hole in the washer. Position the washer centrally under the hub of the needle, **making sure that the needle will not be hindered in any way.** When the washer is in its correct position, press it down firmly. Then, whilst holding it in place so that it doesn't move, cut off the 'handle' of the washer with your scalpel or craft knife, leaving just the circular piece. Repeat this procedure so that there is a washer around the hub of each needle.

The new speedo. dial face. Remove the protective backing from the adhesive shapes on its underside. If the trip button does not come out, this has to be fed through its hole first and the dial has to be spun clockwise until the tip of the needle, which also has to be moved, with your finger, clockwise, can be entered into its hole. Once again, one edge of the hole has to go completely under the hub until it touches the spindle and the other side of the hole 'clicked' over the heel. Manoeuvre the dial into its correct position using the 'windows' and the hole for the trip-button. Do not press the new dial onto the back-plate yet, or the adhesive will 'grab' making it difficult to position it.

The new rev. counter dial face. Remove the protective backing from the adhesive shapes on its underside. Then take hold of the dial by the 'curved' corner, and, holding it face upwards, enter the end of the needle through its hole (see fig.1) Slide the dial down the needle until the hole drops over the hub. One edge of the hole has to go completely under the hub, until it touches the spindle and the other edge of the hole will 'click' over the heel of the needle. Do not press the new dial onto the back-plate yet, or the adhesive will 'grab' making it difficult to position it.

FIG.1



The temperature and fuel gauges. These are in one piece. Remove the backing from the adhesive shapes on their underside and, moving the dials from the right, enter the tips of both needles into their holes and slide the dial down the needles until the dial drops over the hubs. (see fig. 2)

FIG.2



When you are certain that each dial is in its correct position, smooth them down firmly and evenly with a clean soft cloth.

If you decide to change the colour of the needles. You may find it best to use a broad tipped permanent marker pen for this. Remember to protect the dial face with paper.

Check that all the new dials are perfectly positioned and properly adhered to the back-plates. It is important that each needle is in its original rest position, so compare the positions of the needles with the drawing you made of them. Replace the trip-reset button and / or its collar.

Wipe off any finger-marks from the dials and from inside the pod. And reassemble.

	WASHERS 2 LARGE 2 SMALL	These dials will be a perfect fit in the majority of vehicles referred to on the label, but sometimes, minor variations occur between models during manufacture at the car plant. If this has been the case with your car, it may be necessary for you to make very slight adjustments to the new dials, using a pair of scissors or a craft knife. If more than minor adjustments are necessary, please contact us immediately. Lockwood International make replacement dials for hundreds of different models and it would be impossible to give detailed instructions for every one. The above suggestions from Lockwood customers who have fitted our dials, coupled with a little common sense should be sufficient. But no responsibility will be accepted by the vendor for any damage caused whilst fitting these dials.
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