

Guidelines for fitting replacement dials into a Mitsubishi Evo 1, 2 & 3

(Part No. C147)

Before starting, compare these dials with the ones in your Evo to make sure they match

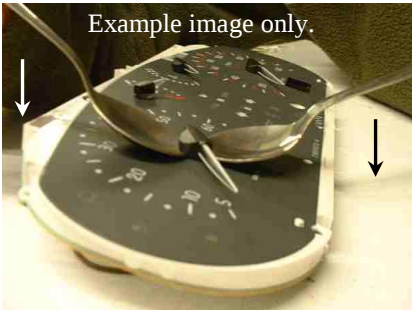
You will need the usual hand tools and a hair dryer.

Firstly, with the engine cold but ticking over, make a drawing or take a photo of the dials showing the position of each of the needles (this drawing will enable you to replace the needles back to their original position).

To fit the new dials you need to gain complete access to your original dial faces. To do this you need to remove the instrument cluster pod from the dashboard. You will need to disconnect the electrical connectors and the speedo cable from the back of the instrument pod. Take the instrument pod to a clean workbench.

Now remove the front lens (which is bonded to the black plastic dial mask) from the pod. Depress the 3 plastic clips at the top first and the 4 clips at the bottom should release to allow you to separate the lens & mask from the pod. The dial faces are now completely exposed.

As your dials are back lit (illuminated from behind) they need to be removed, to do this you need to remove the 4 needles. Take a hairdryer, turn it on to full heat and hold it about 50mm from the hub of the needle, for a minute or two (the heat will expand the plastic hub & aid needle removal). Then take two teaspoons and carefully place the scoop ends of these spoons directly under opposite sides of the hub of the needle, exactly in line with each other (see photo). Now, whilst still applying the heat from the hairdryer directly to the hub, exert steady, even, downward pressure on the spoon handles, as illustrated, as you do so, the needle will ease slowly from its spindle. Remove all of the needles in this manner. The needles are not the same, so make careful note which spindle each needle comes from.



If you decide to change the colour of the needles, you may find it best to use a broad tipped permanent marker pen and apply the colour to the upper surface of the needles only. The colour from the marker pen will still allow the needles to illuminate at night-time (we recommend a bright colour like red).

With the needles removed, you can now remove the screws from each dial face and lift off the existing black dials.

You will notice on the original dial fascia there are 3 needle rest pegs (2 on Rev. counter and 1 on fuel gauge). These rest pegs are bonded to the dials and will not come out. So we have included 3 replacement pegs. The new pegs will protrude through the back of the dial by 8mm, so you will need to drill small holes in the clear plastic back plate to accommodate them. To do this use a fine tipped marker pen to mark the back plate (through the 3 holes in the new dials), then remove the dials and remove the plastic back plate out from the instrument pod and carefully drill the three holes (a 3mm or 4mm drill bit will be fine). Now simply push the new rest pegs through the holes in the new dial (they are a tight friction fit).

Screw the new dials (with the new fitted rest pegs) into place but **do not replace the needles**.

Replacing the needles.

Take the instrument pod with its newly fitted dials (**without** the lens & black mask) back to the car and re-connect the speedo cable & electrical blocks. Start the engine.

With the engine cold but 'ticking over, take the needles and gently ease each one onto its spindle in the position you recorded earlier on your drawing or photo, but don't press it all the way home yet. With the needles fitted, you may wish to take the car on a short test drive to make sure they are working correctly. If a needle needs readjusting, simply ease it off and reposition it. When the needles are functioning correctly, press them a little further onto their spindles. Disconnect the electrical blocks and speedo cable and take the pod back to your work surface to reassemble. Check that the dials & lens are clean. Refit the black mask and clear lens.

When the instrument cluster is fully reassembled, return it to the car, reconnect the electrical blocks & speedo cable and reassemble the dashboard. And again take the car on a short test-run to check that everything is working correctly.

	3 X NEEDLE REST PEGS	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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