Guidelines for fitting MPH dials to Nissan Micra. (Part no C642 & C746)

Before starting, compare these dials with the your originals to make sure they are correct for your vehicle (taking particular note of the calibration positions)

Note: The dials in this Micra can be various colours, ie; grey, black, magnolia etc)

Firstly, with the engine cold but ticking over, make a drawing or take a photo of the dials showing the position of the needle pointers (this image will enable you to confirm that the needle pointers are back to their original positions at the end of the job).

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 any electrical connections from the back of the instrument pod and take it to a clean workbench.

Now remove the front lens from the pod by carefully releasing the plastic clips or screws to release it. The dial faces are now completely exposed.

If you gently move the speedometer needle in a clockwise direction you will find it moves easily, now move it back in an anti-clockwise direction and you will feel a resistance as it comes to a natural stop (around zero). ***Important: Mark the natural stop positions of all the needles with a pencil because you need to refer to these markings when replacing the needles.*** Grip the centre hub of the needle between your finger and thumb and twist it clockwise whilst pulling upwards. Keep twisting and pulling untill the needle comes off its spindle (even if it rotates several revolutions).

Using a pencil make a faint mark (so you can rub it out later) adjacent to the ‘0 Kmh’ calibration line the ‘80 Kmh’ calibration line (as shown below). This is so you can position the MPH dial correctly.

Image shows grey dial version

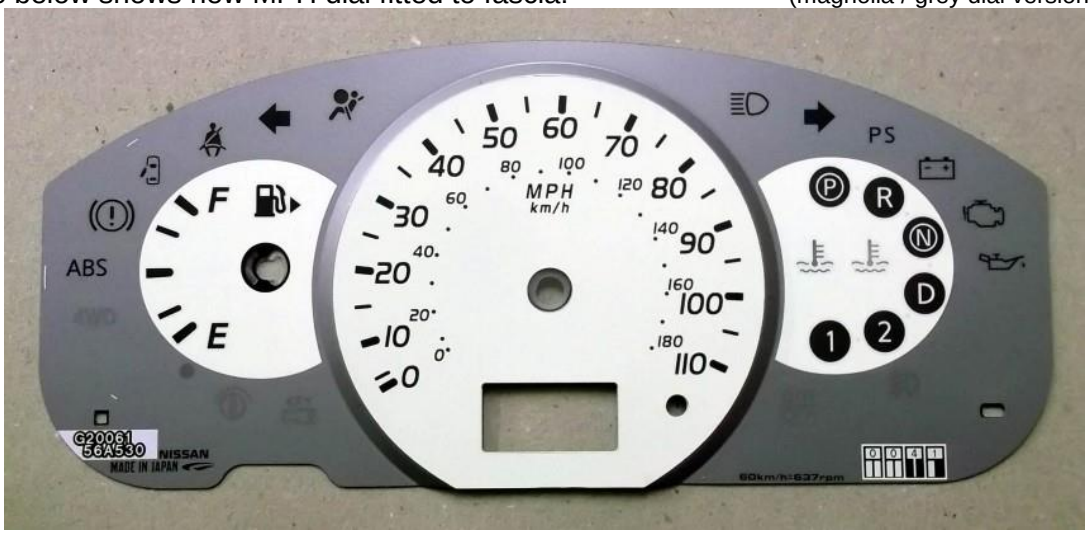
Using a very sharp craft knife: cut around the inside of the dotted calibrations, once all the way around make an arched cut over the digital window and over the trip reset button. It is important to leave this ‘shoulder’ for the new dial to rest on.

Image shows grey dial version

You will now need to put a very thin line (or dots) of glue on the outside of the dotted calibrations and continue this line all around the outside edge, and also to the left, right, top & bottom of the digital window. Use the glue sparingly as when you place the new dial into position you don’t want it squeezing out and becoming visible.

To position the new dial accurately: line up the 50 MPH calibration line with the 80 kmh pencil line that you marked earlier, check that the two ‘0’ points are lining up too and make sure that the holes for the reset button line up. When you are sure it is in the correct position and the glue has dried you can rub out your pencil lines.

Image below shows new MPH dial fitted to fascia: (magnolia / grey dial version)



Refer to your pencil marks (of the original needle natural stop positions) and replace the needles ensuring they return to their original natural stop positions. You can turn them anti-clockwise a full revolution to get back to the original stop position.

Before replacing the clear lens on the pod we recommend reconnecting the electrical connections and taking the vehicle on a short run to be sure that the needles are working correctly. If the stop point is wrong when the engine is idling (compared to your very first drawing or image), then make a note of how far out it is, turn off the ignition and gently push the needle the required distance against the resistance and try it again.
Once you are satisfied that everything is OK, then disconnect the electrical connections, refit the lens and replace the complete instrument cluster back into the dashboard being sure to connect the electrics.