

Guidelines for fitting KMH dials into a Kia Optima (change from MPH to KMH) (Part no C805)

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

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

To fit the new dial you need to gain complete access to your original dial face. 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.

Unclip & remove the front lens & housing from the pod to expose the dial faces. Unclip the back cover at the rear of the pod. Unplug the ribbon connector from the rear (that feeds the digital display at the front). Remove the 2 x torx screws from the rear (that secure the digital display). From the front unclip & pull out the digital display unit.

If you gently move the speedo needle pointer 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 its natural stop. ***Important: Mark the natural stop position of the needle pointer with a pencil because you need to refer to it when replacing the needle.***

Grip the centre hub of the needle between your finger and thumb and twist it clockwise whilst pulling upwards. Keep twisting and pulling until the needle comes off its spindle (even if it rotates several revolutions). Now unclip the whole dial fascia & remove from the pod (image 1)

Using a very sharp craft knife: carefully but firmly cut around the outer edge of the speedo dial face. Cut just above the top of the calibration marks (but still on the sloping section), as shown in image 2. Then cut towards the centre just underneath the 'MPH' text, following the same lines as shown in image 3.

With the center cut out return the fascia back to the instrument cluster (image 4). Sit the new KMH speedo dial on the fascia (image 5).

Ease the needle pointer back onto its spindle. Refer to your pencil mark of the original needle natural stop position on the MPH dial and ensure the needle returns to the equivalent natural stop position on the new KMH dial. You can turn it anti-clockwise a full revolution to get back to the original stop position.

Refit the digital display unit by feeding the ribbon through the front and connecting it at the rear. Secure the digital display with the 2 x torx screws – *but do not tighten them fully yet.*

Looking at the front of the pod you will see a small white piece of plastic projecting at the top of the pod (this is exactly top dead center), the 130 KMH calibration should be pointing at this projection. Also make sure that the 2 angled straight edges at the bottom of the new dial are equally positioned (using the indicator arrows on the original dial as a guide. When the new dial is correctly positioned, tighten the 2 torx screw at the rear. Refit all the components the back to the instrument cluster and refit it back to the vehicle.

Take the vehicle on a short run to make sure that the needle pointer is working correctly.

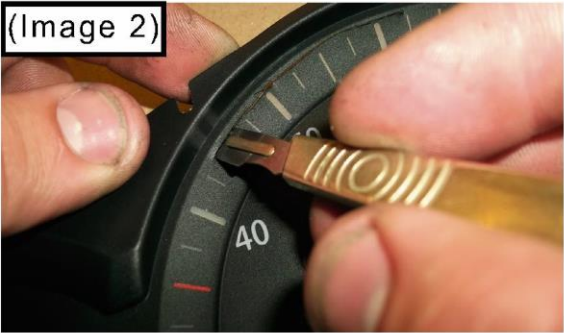
(Image 1)



(Image 4)



(Image 2)



(Image 5)



(Image 3)



(Image 6)



(Image 7)



		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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