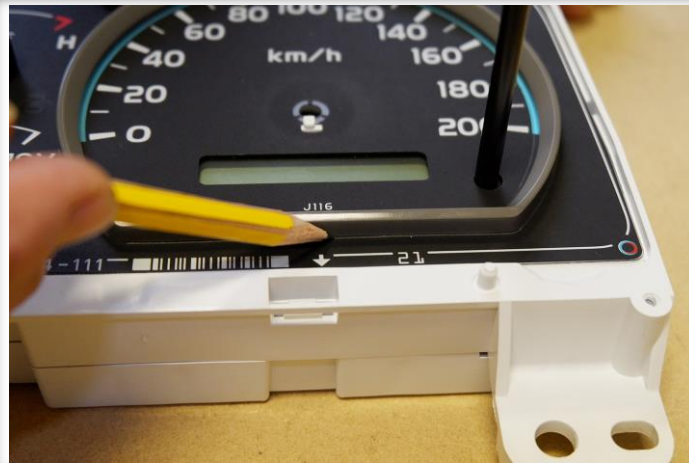




1: These instructions cover the cutting of the dial and the fitting of the new Lockwood speedo dial. For the cutting, a pair of curved nail scissors will make the process easier.



2: Once you have removed the needle pointer use a pencil to mark the bottom third of the speedo around the outside of the ring (start where the blue/green band ends).



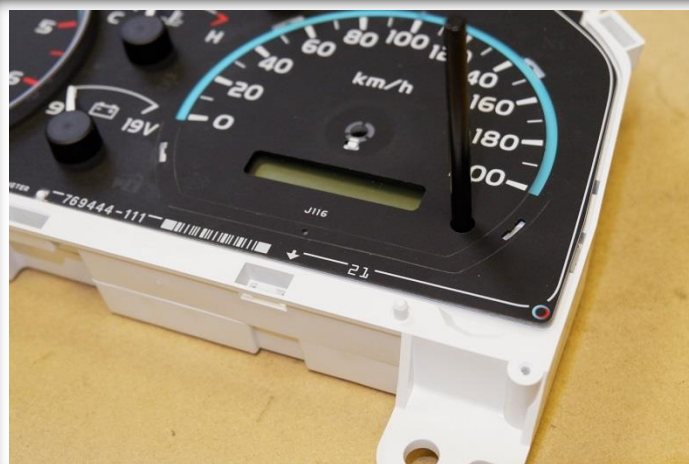
3: Now do the same inside the dial from the bottom of the blue/green band. You are marking the position of the grey ring (which you will unclip later) to use as a guide for your cut.



4: Push the dial up and out of this small clip that holds the centre hole, shown here. This will allow you to lift the dial.



5: Now you can unclip the grey ring from the dial. It can be a bit stubborn but it *will* come off.



6: With the ring off you can see the pencil marks you made earlier. You can use them as a guide for the cut.



7: Lift the dial over the trip reset button. Also note that you should hold the dial around the middle down to prevent any pressure being applied to the needle pointers there.



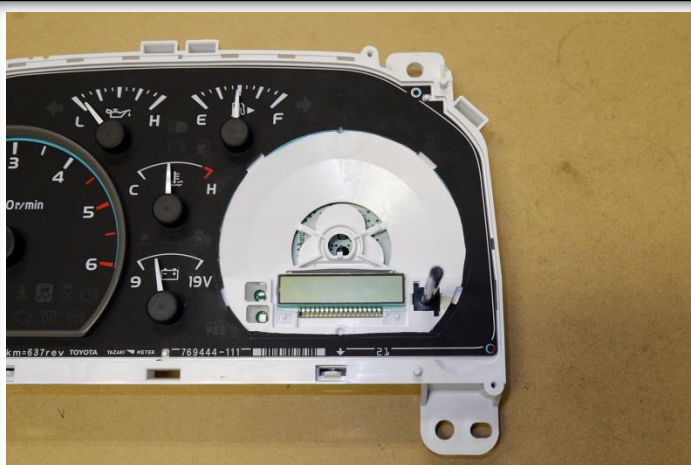
8: Start the cut and work your way around. You will be cutting the outside of the blue/green band (about halfway in-between the 2 pencil lines).



9: Gradually work your way around the dial.



10: When you get close to the middle of the dial, hold it down in the middle as you cut. This will prevent any pressure being applied to the needle pointers.



11: With the cut made the dial will look like this.



12: Put the new dial into place and push it under the centre hole clip. There is a small cut-out at the top & a small hole below the trip reset window, these will help you to align the dial.



13: Clip the grey ring into place. This doesn't fully hold down the dial at this point. The dial is fully held once the front shroud is clipped back into place.



14: With the dial now fitted you can fully reassemble the cluster and refit to the car.