

# Flyin' Miata

*We make Miatas fly!*



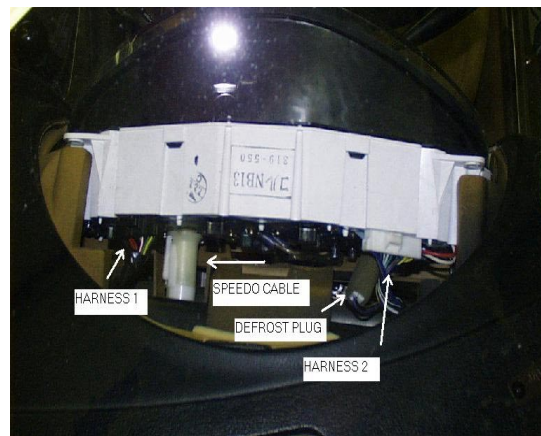
331 South 13<sup>th</sup> Street  
Grand Junction, Colorado 81501  
Email: [tech@flyinmiata.com](mailto:tech@flyinmiata.com)

1-800-FLY-MX5S 1-800-359-6957  
(orders only)

970-242-3800 (tech  
& product inquiries)

## Flyin' Miata White Gauge Face Installation Instructions

1. Before disassembly fill the fuel tank and verify the oil level is correct. With the car fully warmed up, note the position of the needles on the gauges. This could be done with a Poloroid photo or a sketch.
2. Disconnect the negative terminal from the battery with a 10mm wrench.
3. Remove the metal panel below the steering wheel by removing the two philips screws at the very bottom of the panel. There are two clips on the side to help hold it in place. These will release with a firm pull, from the bottom of the panel, straight back. Remove the two 12mm bolts holding the steering wheel shaft, one on either side of the shaft. This will allow the steering wheel to drop down out of the way.
4. Remove the meter hood by removing the two philips screws on the bottom side. After they are removed grasp the hood on both sides and pull straight back. There are 3 clips holding the hood in place and they require a great deal of effort to disengage.
5. Push the turn signal and wiper stalks down to make room to remove the 4 screws holding the instrument cluster in the dash. Pull the gauge cluster rearward slightly. Look behind the gauge cluster by looking down through the windshield. The speedometer cable unplugs by squeezing the locking tab. The two wire harnesses also need to be unplugged. If the car has a rear defroster indicator light, that harness will need to be disconnected as well.

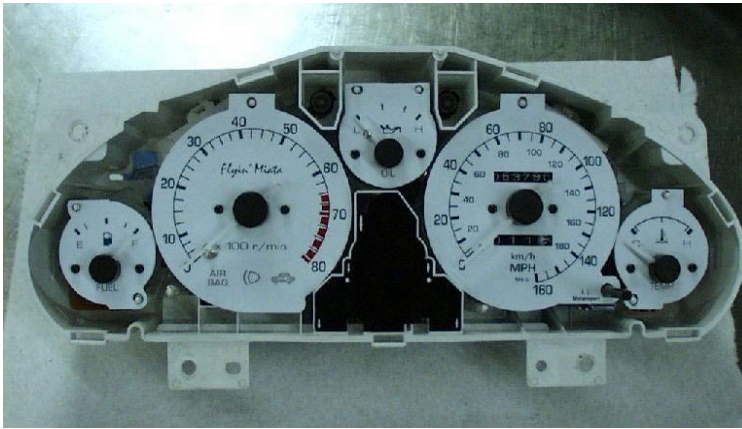


6. Take the instrument cluster to a clean well-lit workbench. The front bezel has to be separated from the white rear section. These two pieces are held together with seven tabs. Start with the two tabs on top. Push the tab down with a small screwdriver and slide a small piece of cardboard under the tab so that it can not lock. After doing the two tabs in the side, then do the 3 tabs on the bottom and the two halves will pull apart.
7. If the car has a defroster indicator light, a wire connector will be hanging from the rear of the cluster. Carefully pull back on the mylar film on the rear of the cluster to expose a hole large enough to fit the plug though and allow the black and white halves to separate.



8. Before handling the gauges and needles clean your hands thoroughly. Any dirt or oil on your skin will leave a stain on the gauges faces.
9. The needles are pressed fitted on the gauges. The best way to remove them is to pry them upwards with a small flat blade screwdriver. Slide the screwdriver under the black part of the needle. Use your fingers to support the needle on the opposite side. Pry and lift the needle straight upwards. Once removed, set the needles aside. Note the location of each needle because they are different from each other.
10. Remove the gauge faces by removing the small philips screws.
11. Pull the stock gauge faces off of the clear plastic light guides.
12. The new gauge faces are protected with a clear plastic film. Leave this on while fitting the new gauge face to the plastic light guide. The gauge face is located by the center ring from the light guide. The hole in the new gauge face might be a little small but can be enlarged with a fine round file. Once the new face fits onto the light guide, remove the protective film and screw the gauge face into place.
13. The oil pressure gauge and tachometer both have pins on which the needles rest. Push the new needle rests through the gauge faces from the rear. Again the hole may not be big enough. Use a small round file to make the hole large enough. Install all five gauge faces before re-installing the needles.
14. Install the instrument cluster in the car without the clear plastic cover. You are going to drive the car and verify that the needles are in the correct position. At this point push the needles very lightly onto the shafts so that they can be easily removed with your fingers. With the car tuned off install the speedometer needle so that it points to "0" MPH. Start the car and let it warm up for about 10 minutes. Position the other needles according to your method of indexing. Go for a drive and verify the needles are in the correct positions.
15. Once you are satisfied that the needles are positioned correctly press each one fully onto the shaft with your thumb. Do not press too hard or the needle may scrape on the gauge face. The picture below shows the new gauge faces installed with the needles. The needles are

painted white from the factory. Before re-installing, the needles could be painted a different color to contrast with the white faces. Simply scrape off the white paint from the bottom of the needle and repaint with the color of your choice.



16. Remove the cluster from the car and reinstall the clear plastic cover. Reinstall the cluster by reversing the first 7 steps.