

BMW E36 INSTALL GUIDE

Pre Installation:

Please stop and disconnect your battery before starting this install. We are not liable for any damage that may result from removing the cluster. Before installing our gauge faces all surfaces must be clean and dry. If they are not the gauge face could be damaged and/or ruined. In order to keep the area clean, please use latex gloves and/or any other means. Do not eat or drink around the gauge face or gauge cluster. We are not liable for damaged gauge faces after shipping.

1-1: Removing the cluster from the car

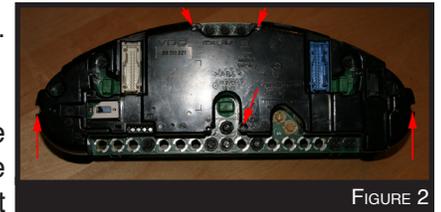
First, unscrew the gauge cluster. There are two screws and some friction holding your cluster in. One screw is on each side of the top. Unscrew those screws and push on the bottom of the lens to loosen the unit. It should now slide forward and up to the steering wheel. Reach behind the cluster and unplug the wires. This is a little tricky, these are not normal plugs. There's a little button you must push in the middle of the latch, then slide the clip up until the connection comes loose. (See *Figure 1*) Now that the cluster is out, you should now be working in a clean, dry, comfortable area with no food or drink in the area. Like a kitchen table or clean work bench.



1-2: Separating the lens bezel

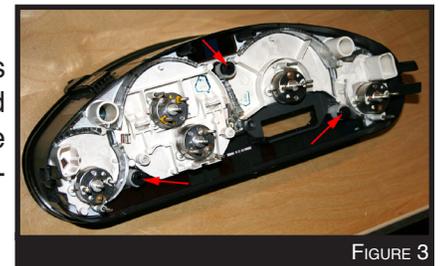
Remove the screws that hold the front plastic cover to the gauge cluster housing. Using a #4 Torx wrench, unscrew the five screws. (See *Figure 2*).

You can now separate the front cover from the housing. You will have to pull a little hard because the gauges are pressed into the gauge housing circuit board. Make sure that you pull evenly from the top and bottom so that the gauges come out easily.



1-3: Remove the cluster faces from the front plastic cover

The gauge faces are attached to the front plastic cover with three clips. The clips need to be rotated so that they are not blocking the polycarbonate face-board (where the faces attach to the gauges). Location the clips. (See *Figure 3*). Rotate them using a small flathead screwdriver. They will most likely move counter-clockwise. Lift out of the front bezel.



1-4 Removing needles, stop-pins, OEM gauge faces

To remove the stop pins, simply grab them tightly and lift. Do not use any tools to remove them, the plastic is soft and could be damaged. To remove the needles, lift and rotate counter-clockwise. Remove all four needles and wait for step 1-5 to do the lower gauge under the speedo. Remove gauge faces. The OEM gauge faces adhered clear plastic face-board. Pick any edge on the left or right and simply lift the gauge face off. On some gauge clusters there may be some residue left on the clear plastic. This needs to be cleaned off. You can use Goo-Gone[®]™, Goof Off[®]™ or 3M[®]™ Citrus Adhesive Remover, not Acetone, that will destroy the clear plastic. Clean off 100% of the OEM adhesive.

1-5: Separate the tachometer gauge motors from the polycarbonate gauge face-board

Using a torx driver, remove the screws that are holding the clear plastic face-board to the gauge motor. There should be two screws; one bottom right, and the other top left. Once you have removed it from the clear plastic, also remove the lower gauge under the speedo from the tachometer gauge. After you do that follow the instructions in 1-3 & 1-4 to remove the needle and lower gauge face under the speedometer.

1-6: Attaching gauge faces to clear plastic face-board

Starting with the lower gauge face, remove the adhesive strip backing off the back of the gauge face. Line up the holes in the face with the pin for the needle and torx screws; push the face onto the clear plastic. To install the needle, gently push the needle onto the pin of the gauge motor. NOTE: Do not push the needle against the gauge face too hard. It should be all the way on, but if it is too tight against the gauge face it will not move. Rotate the needle clockwise until it lines up just below the stop-pin. (See Figure 4) After this reverse the steps in 1-5 to install the lower gauge under the speedo. Now remove the backing on the adhesive strips of the speedometer gauge face and adhere the main gauge face to the main clear plastic face-board.



FIGURE 4

1-7: Reinstalling the gauge needles and stop-pins for the main gauge cluster

NOTE: Installing the gauge needles for the main gauge cluster is a little trickier than installing the MPG needle. If you do this incorrectly they will not be calibrated. Please follow these instructions carefully!

1-7a Tachometer, Tempature & Fuel Gauges

Install the needle to the pin on the gauge motor just like with the MPG needle. (See Figure 5) Spin the needle counter-clockwise using one finger all the way around until the needle lines up perfectly with the "0" on the Tachometer face. It should lie just above the hole for the stop-pin. (See Figure 6) When the needle is lined up with the "0" on the Tachometer, gently move the needle out of the way by rotating the needle clockwise just enough so that you have room to put the stop-pin in place. (See Figure 7) Insert the stop-pin and push it into place against the gauge face. You can now let go of the needle. It should slowly move itself back down to the "0" by itself and rest against the pin.



FIGURE 5



FIGURE 6

1-7b Speedometer

Follow the instructions for the 1-7a and install the needle. Again, spin the needle counter-clockwise using just one finger. (See Figure 6) When it comes time to spin the needle counter-clockwise, spin the needle to the mark below the "20" mark on the Speedometer. Notice the Speedometer markings actually only go down to 10 MPH. You have to imagine that there is one more mark below the final mark on the Speedometer; that is where you are going to line up your needle. You can use a ruler to measure the spacing to get it perfect. Spin the needle counter-clockwise just past that last mark on the Speedometer. Instead of using your finger now, grab the base of the needle so you can more easily see where the end of the needle is lining up to. Stop spinning the needle when you are exactly the same distance below the last mark as the last mark is from the "20" on the Speedometer gauge face. This is the 'true' "0". (See Figure 8) After you've done this you again need to gently move the needle clockwise up above where the stop-pin goes; with the needle out of the way, reinstall the stop-pin making sure it is pressed in firmly against the gauge face. Once the stop-pin is installed you can let go of the needle on the Speedometer and it should drop down to rest on the stop-pin.



FIGURE 7



FIGURE 8

1-7: Reassembling & Install gauge cluster in reverse order.