



White Face Glow Gauge Installation Guide

BEFORE PROCEEDING READ THE FOLLOWING DISCLAIMER:

The information contained on this website is anecdotal, is provided by non-professional installers, and is not endorsed by LS Concepts. Hopefully readers will find this information useful; however they should use caution and common sense before undertaking any of the procedures described, as working on automobiles may be dangerous. LS Concepts makes no representations of the effect non-professional modifications or servicing may have upon the warranty or safe operation of your vehicle. LS Concepts assumes NO responsibility for damages arising from using this product or faulty installations on any of our products.

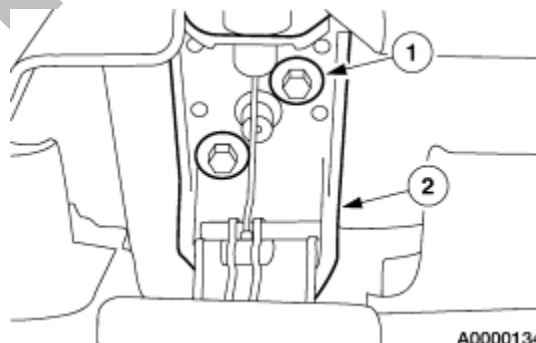
Removal and Installation

1. **CAUTION: Electronic modules are sensitive to electrical charges. If exposed to these charges, damage may result.**

CAUTION: To avoid damaging the instrument cluster lens, place a protective cloth over the upper steering column cover before removing the instrument cluster.

Remove the instrument panel cluster finish panel.

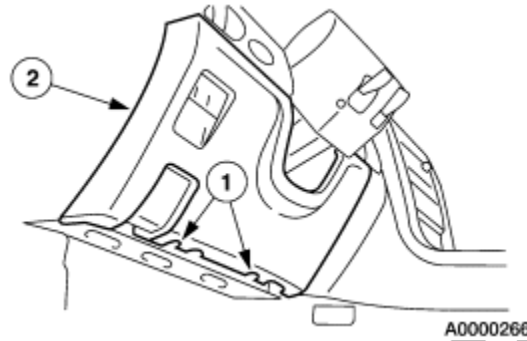
2. Disconnect the battery ground cable.
3. Remove the hood latch release handle.
 1. Remove the bolts.
 2. Remove the handle.



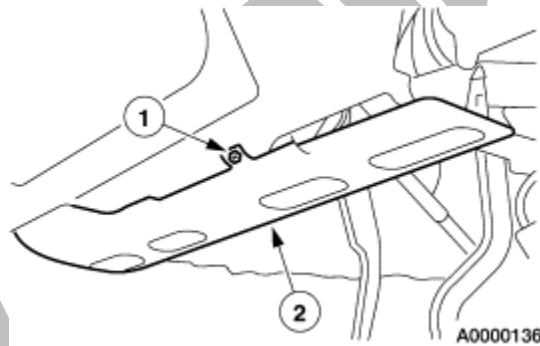
4. Remove the instrument panel steering column cover.
 1. Remove the bolts.



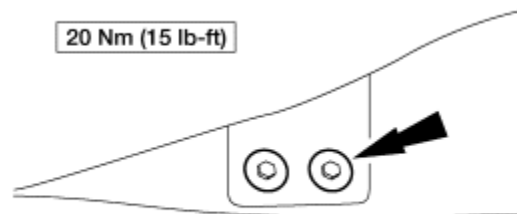
2. Remove the cover.



5. Remove the floor heat duct.
 1. Remove the bolt.
 2. Remove the duct.



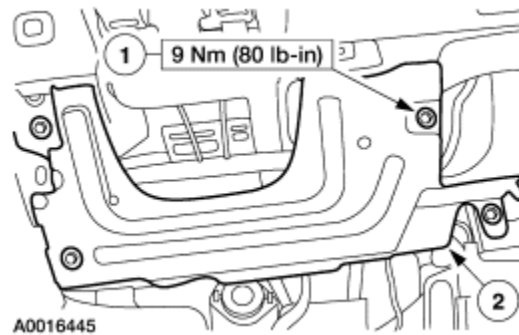
6. Loosen the two LH instrument panel tunnel brace bolts.



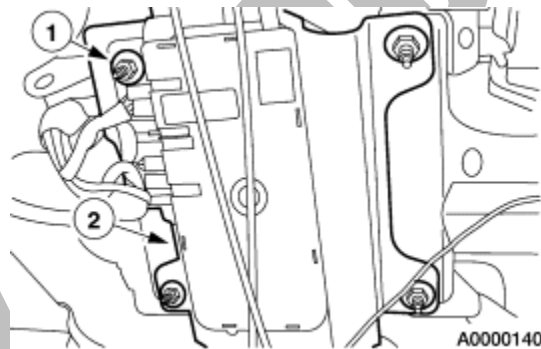
7. Remove the steering column reinforcement.
 1. Remove the bolts.



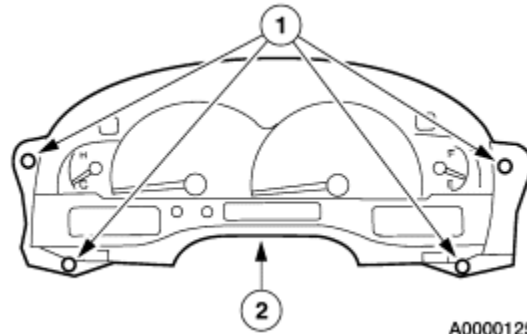
2. Remove the reinforcement.



8. Lower the steering column.
 1. Loosen, but do not remove, the four nuts.
 2. Lower the column.



9. Disconnect the passive anti-theft system (PATS) transceiver electrical connector.
10. Remove the instrument cluster.
 1. Remove the bolts.
 2. Remove the instrument cluster.
 - Disconnect the electrical connectors.



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11. **CAUTION:** To avoid damaging the instrument cluster lens, place a protective cloth over the upper steering column cover before installing the instrument cluster.

To install, reverse the removal procedure.

These instructions pick up from after you have removed the instrument cluster from the car. You cannot install this gauge overlay with the cluster in the vehicle.



1. The only tool you will need is a T15 Torx bit on a 1/4 inch drive screwdriver socket.



2. Place the instrument cluster on a stable surface. Remove the 5 Torx screws shown by the blue arrows.



3. Removal of the Torx screws.



4. The 5 Torx screws after removal. Save these for reassembly.



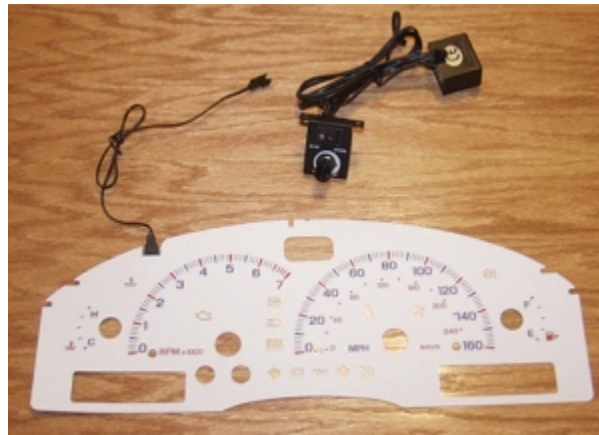
5. Lift the instrument cluster plastic cover off of the instrument cluster and put aside.



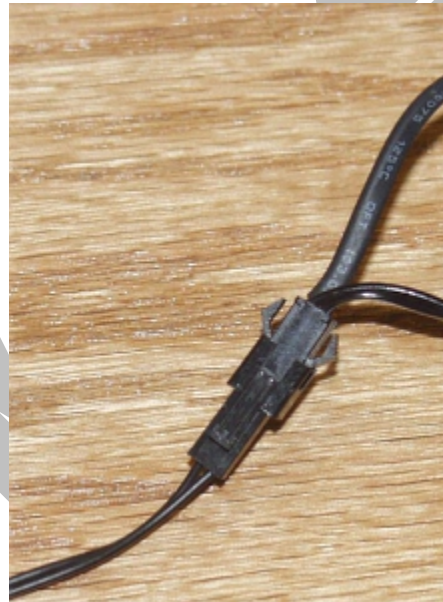
6. **VERY, VERY Gently** (we can not stress this enough) use your finger to **S..L..O..W..L..Y** move each of the indicator needles to the straight up position with the instrument cluster laying horizontally on the bench. If you do not go slowly and gently you can end up with an out-of-calibration instrument cluster or worse, damage the gauges.



7. This is what it will look like with the gauge needles all pointing straight up. You need them in this orientation to allow you to slip the white-face gauge overlay over the needles.



8. These are the components for the white-face gauge overlay. The gauge overlay is a white plastic-type fiber-optic material with a black lead attached to it. The box above the overlay is the controller which connects up the gauge cluster and then connects to your light circuit.



9. A close-up view of the two connectors mated up. The controller has 3 connectors to choose from. Use the one with the thick and thin wires going into it. The two connectors only fit one way, with the grooved side of the controller connector matching up to the clip side of the gauge interface.



10. For the EL Glow Gauges the switch on the controller does not change the color, just the intensity of the red and blue. Follow the instructions provided with the kit to connect up to the LS dimmer control.



11. **VERY GENTLY** place the overlay over the existing gauge cluster. Line up the two holes for the speedometer and the tachometer with the end of the needles of the two gauges.

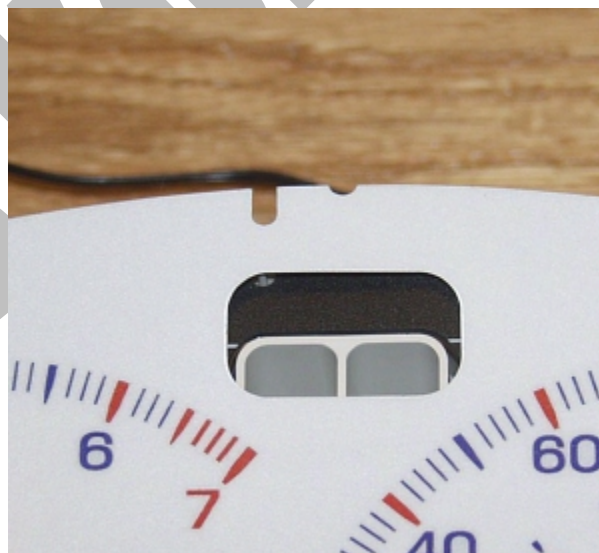




12. Now comes the tricky and very delicate part. **GENTLY, SLOWLY, VERY CAREFULLY** start maneuvering the overlay over each of the needles for the speedometer and the tach. Once you get them started then starting slowly bringing the overlay down. Take your time. The last thing you want to do is break a needle or pop off the needle off the cluster. Then it's down to the dealer. To help stabilize the needles as you move the overlay down over it use your thumb to keep the needle from moving.



13. Continue on with the fuel gauge and get it to this point.



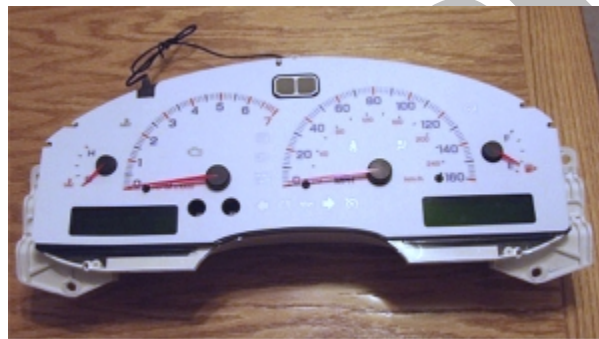
14. Check to see that the overlay is not getting caught on the peg at the top of the cluster. If it is gently lift it up and free it. Then you should be able to slide the temperature gauge needle up over



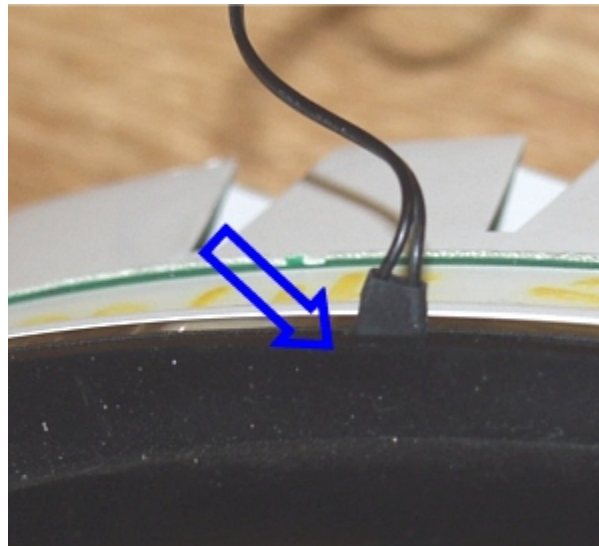
the overlay. Slowly work the overlay all the way down. It should fit over the base of all the needles and lay relatively flat. If it doesn't check it and realign if necessary.



15. This is what it will look like once you have successfully put on the white-face gauge overlay. Note that the needles are still straight up.



16. **SLOWLY, GENTLY, CAREFULLY** (can you sense a trend here?) move all the needles back to their original position. Don't worry if they don't line up exactly as before. They will reset once you put the cluster back in the car.



17. Fit the cover back on and look at where the connector comes out from the cluster as illustrated by the blue arrow. If it looks like the connector is being pinched file away the black material so it isn't pinched. Do the filing with the cover off the cluster. You don't want any plastic filings to get stuck in the cluster.



18. Reassemble the cover to the cluster using the 5 Torx screws. Do NOT over tighten. You only need to snug them down.



19. The finished product. This is the White Face Gauge overlay with the red and blue markings.

20. Wire the gauge controller to the stock headlight dimmer switch using a suitable ground location for the black wire and testing what should probably be a yellow w/blue stripe or blue w/yellow stripe wire for current when the stock dimmer switch is turned to the on position. If the wire is "hot" when the stock dimmer switch is turned on that's the wire you want to splice the red wire to. Then you can adjust the white-face gauge cluster to the intensity you'd like to match the rest of the instruments and adjust everything by the stock dimmer switch.