

FOCUS INSTALLATION INSTRUCTIONS

This is just a guideline for replacement of the gauge faces on the Ford Focus. Please don't hold me responsible for anything that may go wrong while following these instructions. These instructions are for entertainment usage only. If you learn something from these instructions, congratulations.

REQUIRED TOOLS: 7mm Hex wrench, socket extensions, Torx T-8 driver, black permanent felt tipped marker.

1. Start up your car and let it get up to operating temperature. While it's warming up, Remove the top three 7mm Hex screws from the top of the instrument cluster housing. Pop the housing straight out towards you.



2. Unplug the trunk release wiring harness (A, pictured below). Pull the rubber piece out from under the housing (B). Set the housing aside, and unscrew the four 7mm hex screws around the instrument cluster (C).



3. You might want to shut off the car by now, if you haven't already. Before doing anything else you are going to have to mark the needle location. With the car at full operating temperature. Now mark exactly where the temp, tach, and fuel gauge needles are on the face. Pull out the instrument cluster. Disconnect the wiring harness by moving the black locking tab from right to left as pictured. This will disconnect the wiring harness from the cluster. Unfortunately, it also resets your trip odometer to 0. Take out the instrument cluster. Pull out the cluster out of the car and hold it above your head and say "Woohoo". Now set the cluster down wherever you're going to work on it and go get a refreshing drink, because I know you deserve it.



4. Now that you're refreshed, hopefully not too refreshed, it's time to start the disassembly of the cluster. Removing the black front of the instrument cluster case from the white back by releasing the four tabs, on top and bottom. Unscrew the three torx screws on the face of the instrument cluster (on the Duratec models there is an additional one above each small gauge). If you do not have a Torx T-8 driver, a small flat head driver should do fine. Pull the face of the gauges straight out of the white casing. The Duratec clusters will require the removal of the needles before the face and clear plastic framework can be removed (see step 6 for tips).



5. Please note that these gauges are Electrostatic Discharge (ESD) sensitive, much like computer hardware. Please take precautions to eliminate the chance of ESD damage. A precaution can be (but not limited to) using a grounding strap.

6. Now to the hard part of the install. To remove the needles (a couple of options) make sure you mark the location of the needles, and or take pics for reference, or use some masking tape on the bezel, making sure its straight to realign the needles. I used a regular fork. Just slide the tines of the fork on each side of the pivot point of the needle and carefully work the needle up and off the gauge. Let's start with the temp gauge. When removing the needle, try not to rotate it in anyway, this may help with needle realignment. Pop the needle off and set it down.

Use the ELECTRONIC ODOMETER to reset the needles.

Gas Gauge Needle - Fill the tank and push the needle back on at the FULL position

Temp Gauge Needle - Run the car for 20 minutes which will get the car to normal operating temperature and push the needle on in the middle of the range.

Speedo Gauge Needle - Do the ODO digital speedometer readout trick and get the car up to an even speed on an empty highway, push the needle onto the speed as read by the ODO and your good to go.

Tachometer Needle (if equipped) - Do the ODO tack readout trick and push the needle onto the spindle at the appropriate RPM number.

7. On Zetec powered cars, remove the three needle stops. You can do this by hand. Just gently pull them upwards wiggling them a little as you do. They should come right out. If they are too

much trouble to do by hand just use a pair of needle nose pliers. Be careful as they are only plastic.

8. Now it is time for the removal of the original face. Find an edge and gently pull it upwards. Slowly peel it back and all the way off working from one side to the other. Lay this aside.

The factory gauge face is glued to the clear plastic framework Just peel the face off the frame. Don't clean off the glue, because it will be used to help adhere the new face.

9. Now you can wipe the sweat off your brow, and get yet another refreshing drink.

10. Now that your nerves are back to normal, install the new gauge face. A light application of a spray adhesive (like 3M Super 77) will keep the faces in place is the stock glue is not sticky enough.

11. You can now replace the needle stops (is so equipped) and trip meter reset by press them gently down into their respective holes.

12. Make sure your new gauge face is all lined up, just how you want it.

13. Snap the front cover back on. Make sure all 4 snap connectors engage. Examine the face for showing tape and anything strange. If everything looks good, snap it together.

14. Now for the fun part. Needle installation. Take the cluster and the old face back out to the car. Plug in the cluster. Just push the plug in and pull the black lever back over. Start the car and again let it get to full operating temperature. Again make sure the car is at its lowest idle. Using the old face line up the fuel needle exactly where the old one was. Make sure not to move it while pressing it in. When you are sure you are comfortable with it's location press in. Now shut the car off and start it back up. It should go back to the same location. If not use the "needle remover" and repeat the process. It may take a few times. When it is right do the same with the tach and temp. Make sure each needle to shut the car off and start it back up to make sure it goes to where it is supposed to.

15. Play with the needles. Rev it. Drive around. Make sure the needles aren't sticking or dragging on the new face. If they do, pull them away from the face a little. Make sure they're calibrated.

16. Here are some speedometer realignment tips which is the hardest part of the whole install. Making sure you are on a wide open road, with no one around (MAKE SURE) use your electronic odometer, set your cruise control at the lowest speed possible to get an accurate speed, and then apply the needle. Another option is to pace along side someone while maintaining a constant speed on a open road with a friend going XX mph line up the needle and press it in. Do this at your own risk. In most instances, installing the needle using the marks that you may have made earlier on the cluster will get you very close.

17. After the needles are in their proper position you can reassemble everything by reversing the steps. The rest is simply reassembly of the dashboard, which is the reverse of disassembly.

18. Sit back with another refreshing beverage and bask in your handy work. Go and show all of your family, friends and neighbors.