

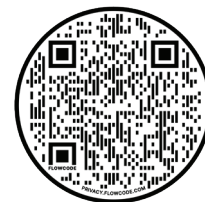


INSTALLATION INSTRUCTIONS

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Welcome

This guide will help you to properly install your US Speedo Gauge Face in your Jeep Wrangler JL and Gladiator JT. For more help, follow the QR code to see the installation video for this particular part.



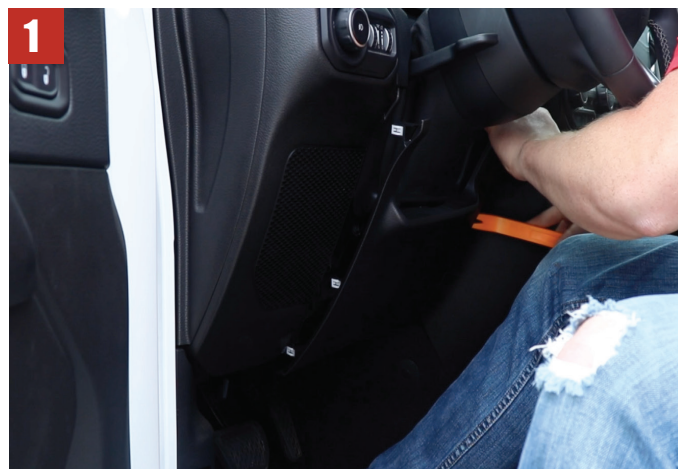
Not seeing the video for removing the cluster from your make, model and year? Please contact our techs at (810) 244 - 0909 or at tech@usspeedo.com for any installation issues.

Tool List

Let's go over the list of tools required for your US Speedo Gauge

Face Install. You will need:

- A Cordless Drill/Driver
- A T-9 Bit
- A Flex Adapter is not necessary but helpful
- A Plastic Trim Removal tool
- A 7MM Socket
- A Tack Puller is also helpful in place of your provided Needle Puller Tool but not necessary
- A permanent marker



Cluster Removal

Step 1 - Remove Kick Plate

To Start, remove the kick plate using a trim removal tool and set aside.

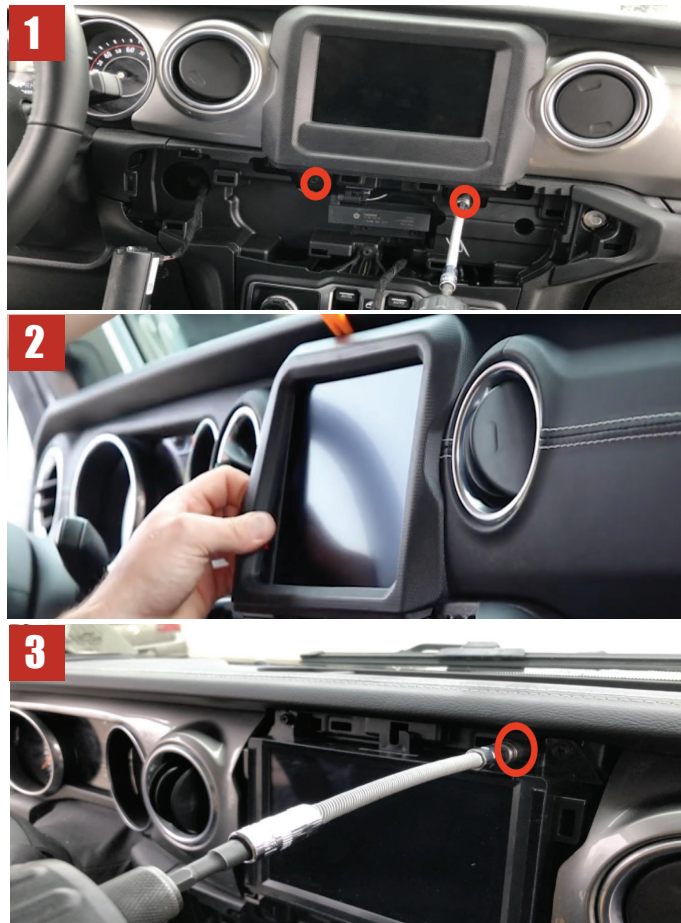
Step 2 - Remove Trim Containing Ignition and HVAC Modules

Next, we will remove the trim panel containing the ignition and climate control modules.

(Image 1) To do this, gently pry up on one corner using your trim removal tool.

(Image 2) Gradually work your way around the unit until it is free.

(Image 3) Remove the wiring harnesses for the Ignition and climate control modules and set the entire unit aside.



Step 3 - Remove Infotainment Trim Bezel and Instrument Panel Pad Screw

(Image 1) Remove the two 7mm screws from just below the infotainment trim bezel.

(Image 2) Then, remove the infotainment trim bezel. To do this, gently pry up on one corner using your trim removal tool. Gradually work your way around the unit until it is free.

(Image 3) Removing this bezel will expose the hidden 7mm screw holding the top dash trim in place. This 7mm screw must be removed to continue.

Step 4 - Remove Instrument Panel Pad

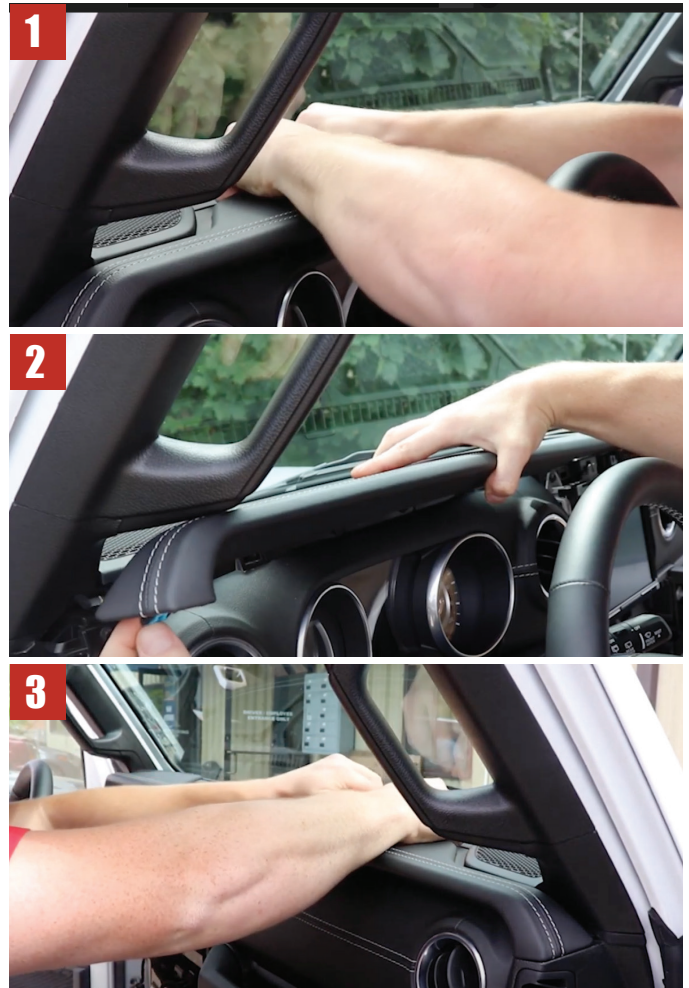
The Instrument Panel Pad runs the entire length of the top of the dash. Removing this part can be difficult with the trim removal tool. The proper technique for removing it is as follows.

(Image 1) Starting on the driver's side, work your fingers under the pad until you have a firm grip. Use a good amount of force to pull the instrument cluster pad straight back towards you to release the clips holding it on. It is helpful to do this in a quick, jerking motion.

(Image 2) Be careful not to lose the blue clips located on the sides of the part.

Work from left to right until you have the driver's side half of the piece removed.

(Image 3) Move to the passenger side and remove it the same way, working your way towards the driver's side. When fully removed, set the trim pad aside.



Step 5 - Remove Steering Column Trim

Next, we will remove the trim surrounding the steering column. It must be pulled away from the instrument panel bezel in order to remove it.

(Image 1) To do this, first, remove the two 7mm screws located on either side on the underside of the steering column.

(Image 2) Then use your trim removal tool to pull the trim free.



Step 6 - Remove Instrument Panel Bezel

It is time to remove the instrument panel bezel.

(Image 1) Remove the four 7mm screws located along the top of the instrument panel bezel.

(Image 2) Then, pull the bezel free from its clips to remove it.



Step 7 - Remove Cluster

(Image 1) The instrument cluster is held into the dash by four 7mm screws. Remove them. Once removed, remove the wiring harness from the back of the cluster and lift the cluster free.

Removing OEM Gauge faces for Jeep JL & JT

We will now install your gauge face in your Jeep Wrangler JL or Gladiator JT

(Image 1) Remove the six T-9 screws from the back of the instrument cluster. These must be removed as they hold the lens on.

(Image 2) Undo clips located at top and bottom of the instrument cluster while applying constant pressure to separate the lens from the cluster.

(Image 3) Next we will mark our needle positions on the OEM gauge face. Make sure the needles for your speedometer and tach are resting at their start positions. Mark those positions with a permanent marker on your OEM gauge face. **This step is crucial.** You will refer to these marks when reinstalling your needles to make sure they are indexed properly. It will be difficult to calibrate your cluster to read properly without these marks.

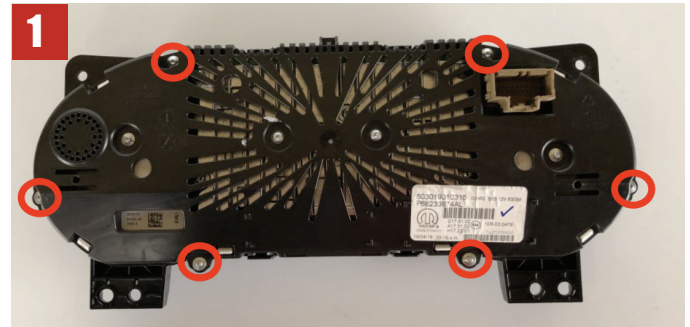
It is a good idea at this point to take note of the spacing between the needle and gauge face. When reinstalling your needles, you will want to match this spacing as closely as possible.

(Image 4) Use a tack puller, preferably, or your included needle removal tool to remove the needles from your speedometer and tach.

Hold the needle hub securely. Gently slide the ends of the tool between the gauge face needle hub. Use a rocking motion with the tool to gradually loosen it. Do not turn the needle or apply excessive force.

(Image 5) Some models have a cutout in the tach for the 4wd indicator. If your vehicle does not, you may skip this step. Remove the trim surrounding the 4wd indicator by pulling up on it. Slide it below the needle to remove it.

Remove the OEM gauge faces and set aside.



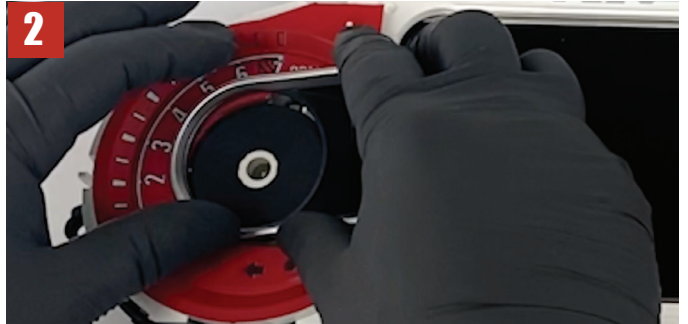
US Speedo Daytona Edition Gauge Face Install for Jeep JL & JT

We will now install your US Speedo Daytona Edition Custom gauge face in your Jeep JL or JT Cluster

(Image 1) Set your US Speedo Daytona Edition Custom Gauge Face in place of the OEM gauge faces.



(Image 2) Reinstall the trim surrounding the 4wd indicator by snapping it into place (Some models do not have this piece. If your unit has a cutout in the tach for the 4wd indicator do this step, if not, move to step 3)



(Image 3) Next, we will reinstall the needles. Refer to the marks you made on the OEM gauge face. Position the needle in the same position and push the hub down onto the needle stem. Push straight down.



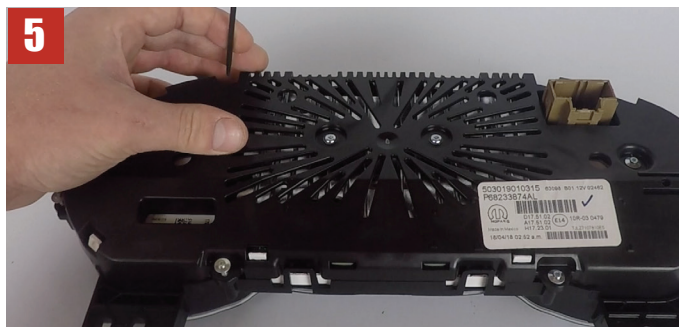
Be careful to leave room between the needle hub and the gauge face. Check to make sure the needle is in the same relative position as previously marked. The needle can be rotated counter clockwise until it hits the desired start position you previously marked on your OEM gauge face.

(Image 4) Remove any debris from your gauge face surface and reattach the lens to the cluster.



(Image 5) Reinstall your lens and replace the six T-9 screws in the back of the cluster.

Your cluster is now ready to be reinstalled in your vehicle.



US Speedo Stainless or PVD Coated Editions Install for Jeep JL & JT

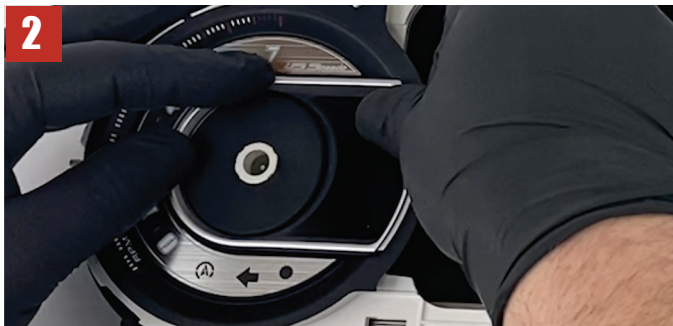
We will now install your US Speedo Stainless Edition or PVD Coated (Aqua, Amethyst, Stealth) Edition Gauge Face in your Jeep JL or JT Cluster

Start by putting on the supplied cotton gloves. This will protect the stainless surface from fingerprints.

(Image 1) Set your US Speedo Stainless Edition Custom Gauge Face in place of the OEM gauge faces.



(Image 2) Reinstall the trim surrounding the 4wd indicator by snapping it into place (Some models do not have this piece. If your unit has a cutout in the tach for the 4wd indicator do this step, if not, move to step 3)



(Image 3) Next, we will reinstall the needles. Refer to the marks you made on the OEM gauge face. Position the needle in the same position and push the hub down onto the needle stem. Push straight down.



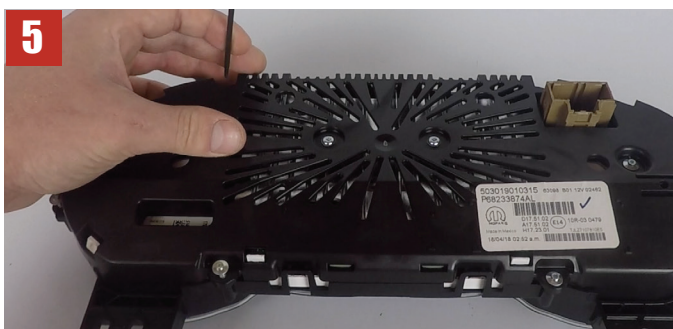
Be careful to leave room between the needle hub and the gauge face. Check to make sure the needle is in the same relative position as previously marked. The needle can be rotated counter clockwise until it hits the desired start position you previously marked on your OEM gauge face.

(Image 4) Remove any debris from your gauge face surface and reattach the lens to the cluster.



(Image 5) Reinstall your lens and replace the six T-9 screws in the back of the cluster.

Your cluster is now ready to be reinstalled in your vehicle.





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