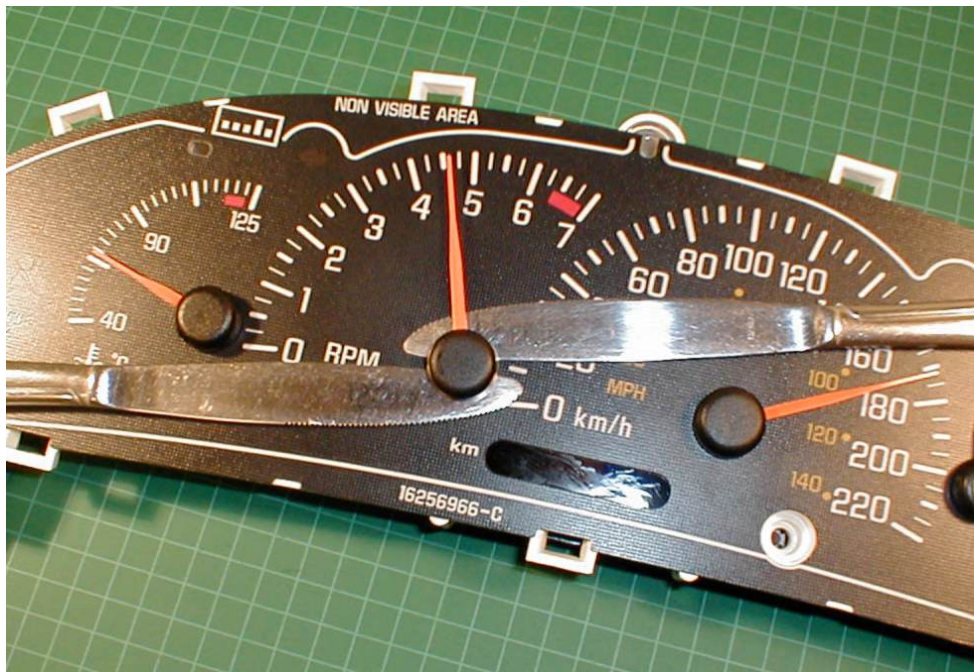


# GAUGE CALIBRATION PROCEDURE

**NOTE: Pictures and text provided by Black Cat Customs.**

1. To remove the pointer, insert a pair of flat tools under the base of the pointer from opposite directions. Two flat blade screwdrivers, butter knives or Popsicle sticks will all work. To release the pointer, gently twist the tools simultaneously to apply equal pressure to both sides of the back of the pointer. It's important to apply pressure equally to avoid bending the stem of the gauge. The pointer should slide loose with very little pressure. **DO NOT FORCE IT!** If it does not immediately come loose, use a hot air source to thoroughly heat the base of the pointer, which should loosen the grip. Do not apply too much heat or the pointer could melt!



2. Before replacing the pointer, plug the cluster back into the dash. Turn the ignition key to the "run" position, but don't start the vehicle. With the ignition on, replace the tach pointer pointing to "zero". With the pointer replaced, start the vehicle and take it for a short test drive to be sure everything is working properly and the tach is accurate. If you have access to real time automotive diagnostic equipment, this is a good tool for verifying the accuracy of your instruments.
3. When everything checks out ok, re-assemble the cluster and dashboard.