

# Section 4 – Final Fitting

1. Replace the headlight switch and the two bottom right hand switches.



2. Replace the four cluster housing screws. Be careful, it's very easy to drop them, especially behind the headlight switch and foglight switch.



3. Reattach the speedometer cable and brake light warning switch.



**4. Replace the last switch.**



**5. Peel off the backing on the control unit and fix to the underside of the dash next to the steering column (or any other convenient location). Rotate the brightness wheel on the side of the control unit clockwise until it stops, this will enable you to check that the units are working.**



**6. Turn on the headlights, rotate the display brightness wheel to full and ensure that all the LED's are operating. If any of them are not illuminated, they will need to be rotated 180° in the bulb holder to correct the polarity.**



**7. Replace the plastic protective sheet and the binnacle cowl and you're done!**



The brightness of the needles is now adjustable via the original display dimmer wheel on the headlight switch and the backlighting brightness is adjustable via the wheel on the side of the plasma gauge controller. The plasma gauge controller also has a switch that changes the hue of the backlighting. The change in hue is subtle, but noticeable. Some ballasts can emit a subtle high pitched whine when the brightness is turned to full. This noise tends to subside with time and turning the backlighting brightness down slightly can eliminate it.

If you have any questions about any part of these installation procedures, please do not hesitate to contact us at [contact@t3technique.com](mailto:contact@t3technique.com)

“I sincerely hope you are more than satisfied with the results, now all you've got to do is wait all those hours until it gets dark... Regards, Alan Hayes”