MX5 DIGITAL

INSTALLATION MANUAL

INSTALLATION

STEP 1 – Dash Removal

WARNING: We do recommend professional installation. Please exercise proper caution when working on your Miata at any time.

NEEDED: 40FT – 18 Gauge Wire in Red, White, and Black. ¼-IN 18 Gauge Female Disconnects, Wire Strippers

First, we are starting with the removal of the dash. You'll need a Phillips head to remove the screws holding in the column cover and the under-column cover.

Remove the screws holding in the column cover and the access cover.

Remove the screws in the instrument hood. Pull at 3 and 9 on the instrument hood. Do not yank down or upward. **WARNING: It is an old piece and may shatter. Consider having another one ready.**

Remove the screws holding in the instrument cluster. Release the black and white multi-pin connectors from the back of the cluster, then remove the cluster. Set aside the cluster until the end.

Remove the top half of the speedo cable by releasing the black suction piece and the squeezing the white tabs holding the speedo cable in the firewall. Push the speedo cable into the engine bay.

STEP 2 – SENDING UNITS

Lift the Miata with enough room to work.

Unscrew the bottom part of the speedometer cable. Screw on the new speedo connector ¾ of the way. Doing so allows you to install the new speedo sensor without having to remove the PPF.

Snap on the new cable connector. Tighten the speedometer connector all the way.

Use a 12 socket to remove the coolant temperature sending unit. Remove the nut off the new coolant temperature sending unit and set it aside. Screw the new sending unit in place.

Strip the wire that attaches to the sending unit and crimp a new connector on. Then, reattach it.

Remove the intake plenum bracket, then the oil filter. Unplug the electrical connector. Remove the OEM oil pressure sending unit by twisting it off. Attach the provided nut and screw in the new unit. Optionally, reinstall the filter or wait until after the next part.

Take the existing wiring harness and cut the connector off. Be careful not to pull on the wiring harness. Crimp a new connector on and attach to the new oil pressure sending unit by removing the black piece and re-securing it after.

STEP 3 – WIRING AND REINSTALL

Push the head of the speedometer cable into the engine bay if not already done. Release the tab in the engine bay that holds the speedometer cable. Remove the speedometer cable. Cut the cable to remove the white tabs and the black suction piece, set aside.

Push one end of the new speedo cable through the firewall where it will connect with the new cluster. Reinsert the white tabs back into the firewall.

Push the new speedometer cable underneath the engine but over the transmission to the passenger side. Use the old tabs meant for securing the old speedo cable to secure the new one by wrapping it around the tabs. Connect it to the white cable on the speedo cable connector.

NOTE: Re-ending may be required to connect the cables to avoid a poor or loose connection.

Connect the red power wires together. Unlatch the PPF tabs and add the wire in to keep it off the ground and from being loose. Cut into the main battery harness boot. Gently pull the power wire through.

Cut some but not all the extra length of the wire off. Crimp a new connector on. Add it to the positive terminal of the battery. **WARNING: Please exercise proper caution when working around a battery.**

Expose wire on the black ground wire. Unscrew the bolt on the PPF transmission brace and curl the ground wire around it. Tighten it back in.

Secure the top of the speedometer cable on part of the dash where the cluster will be until it is ready for connection. Seat the new cluster in its spot. Attach the new speedo cable and tuck any excess cabling into the dash for neater seating. Insert the black and white multipin connectors until they snap back in.

The grey cable is responsible for calibration and resetting the trip odometer. Secure it under the steering column. The purple cable is the dimmer, and can be connected to the parking lights. This enables them to dim the cluster when the headlights are on. **Do not connect to the rheostat control wire.**

Test the cluster. It should light up as soon as you turn the car on. Standard lights such as the e-brake light and engine lights should also glow. Screw the cluster back in and reattach other interior parts.

Enjoy your digital cluster!