



Application: 1997-2004 C5 Corvette

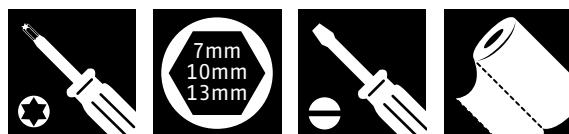
Part Includes

- 1 - Speedometer Bezel
- 1 - Tachometer Bezel
- 1 - Fuel Gauge Bezel
- 1 - Temperature Gauge Bezel
- 1 - Battery Gauge Bezel
- 1 - Oil Pressure Bezel
- 1 - Adhesive

Gauge Bezel Trim



Tools Needed



Search: **Dash & Center Console**
www.mamotorworks.com

STEP 1.

Label a paper bag: 1. Center Console and toss the screws, nuts, and trim pieces as removed into the sack.

STEP 2.

Open the center console storage compartment door.

STEP 3.

Remove the trim piece that contains the active handling actuator button. Insert a bladed screwdriver (from the center console compartment bay) and gently pry up the trim piece. There are no screws holding it in place.

STEP 4.

Disconnect the harnesses attached to the active handling button and the passenger air bag indicator. The entire air bag indicator connector assembly can be removed from the trim piece making it easier to separate the two halves. Using a small bladed screwdriver, lift up on the tab allowing the connectors to separate.

STEP 5.

Remove the electrical plug from the back of the cigarette lighter.

STEP 6.

Near the rear of the console cavity, pull up on the two black plastic beauty trim pieces; uncovering two nuts. Remove these two 10mm nuts along with the other two 10mm nuts exposed by removing the earlier active handling switch trim piece.

STEP 7.

Move both seat-backs forward (If your Corvette is a Vert, remove the waterfall trim piece as well. Four T-15 screws.). Begin lifting up and back at the rear of the center console. Don't completely remove the console because there are wiring harnesses that will need unplugged to allow the center console to be completely removed.

STEP 8.

Unplug the fuel door release switch connector by lifting on the retaining tab and pulling the harness away from the switch. Set the center console aside.

STEP 9.

Place seat backs back into their original positions.

STEP 10.

Close the sack labeled 1. Center Console.



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MidAmericaMotorworks



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2900 North Third Street, Effingham, IL 62401

800.500.1500 • Worldwide: 217.540.4200 • FAX: 217.540.4800

www.mamotorworks.com • generalmail@mamotorworks.com

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Description (cont.)

STEP 11.

Label second sack 2. Center IP Trim.

STEP 12.

Open the ashtray outer door and remove the ashtray by opening its interior door and pulling out the ash repository.

STEP 13.

Remove two T-15 screws now visible in the ashtray area; one screw is deep in the cavity.

STEP 14.

Pry off the plastic trim rectangle (with the slots) next to the ignition switch with a bladed screwdriver. Remove the now exposed T-15 screw.

STEP 15.

Pull the emergency brake on and place the gear shifter in neutral. To do this, have the ignition switch turned to the ON position; then place the ignition key back into the OFF position (or as far CCW as it will allow).

STEP 16.

Gently start pulling the center IP trim piece towards the rear away from the dash. Do not pull it very far as there is a wiring harness to detach. This IP trim piece surrounds the ignition key-switch. Make sure your keys can fit through the surrounding cut-out of the trim piece. The factory key-fob will fit through the opening.

Once you have the trim far enough out, remove the plastic electrical connector attached to the cigarette lighter. Pry out on the two plastic fingers along the sides of the lighter receptacle and pull off the connector.

STEP 17.

Now remove the center IP rim piece completely and set it aside. If manual shift, take care in separating the shift boot from the trim panel. On A4's, the shift boot stays in place without any effort.

STEP 18.

Close the bag labeled 2. Center IP Trim.

STEP 19.

Label the last sack 3. Main IP.

STEP 20.

Pry off the trim plate containing the rear hatch and fog light switches. While pulling it out, disconnect the wiring harness(es). Remove exposed T-15 screw.

Once the switch trim plate is removed, look into the dash cavity to determine if a metal keeper has been left in the dash. If so, remove it with needle nose pliers and re-secure the metal keeper into the back of the switch trim housing.

STEP 21.

Remove the lower dash dressing panel by removing two T-15 screws. Next, pull the drivers side of the dressing panel downward and towards the drivers seat, repeat on the passenger side of the panel. Notice how this panel fits close to the ignition switch. Do not fully remove the knee dressing panel if the Corvette is equipped with an internal air temperature sensor. The sensor is located in the cavity behind the notched trim panel removed in Step 14. If installed, the wiring harness will need to be detached from the sensor.

STEP 22.

Remove a 7mm screw located on the right side of the steering column. This screw is unique in that it has a much larger captive washer than the other screws you have removed.

STEP 23.

Almost in an identical position, but on the drivers side of the steering column, remove another similar 1mm screw with large captive washer.



Description (cont.)

STEP 24.

On each side of the steering column are two oval metal brackets. Each oval metal bracket is held in by two 7mm screws.

Removing all 4 screws is accomplished by inserting the socket (with extension) into the access holes located in the lower portion of the brackets. The loosened brackets should hang down out of the way.

STEP 25.

Now exposed are two 13mm nuts holding the steering column in place. Remove these nuts. One or both of the studs may contain a black plastic collar that helps center the steering column upon reinstallation. If found, make note of how many and their location(s).

STEP 26.

Press downward on the steering wheel allowing the entire column to drop. It will travel about 6 to 10 inches down.

STEP 27.

Lay a cloth towel on top of the steering wheel and downward on the top of the column protecting it from scratches.

STEP 28.

Remove the two T-15 screws along the top of the gauge assembly.

STEP 29.

With these screws removed, the IP will be loose. First, locate a white plastic alignment tab protruding down from the IP into a notch in the aluminum IP strut. It is difficult to see, so might need to use a flashlight. Look up from underneath on the passenger side of the steering column area. While pulling out the IP, lift this tab out of it's aluminum alignment notch.

STEP 30.

Pull out the top of the IP first, then rotate it slightly to lift the white plastic tab out of it's notch. Stop with the IP about 6 inches away from the dash.

STEP 31.

From the drivers side of the gauge cluster, reach around and remove a rectangular gray plastic electrical plug from the rear of the cluster. There is a tab that needs to be pressed. The tab is on the opposite side. This connector is firmly seated. Press in on the tab (back towards the connector shell) and pull the connector straight out towards the front of the car.

For HUD equipped cars, also remove a white plastic plug located at the upper center of the rear of the cluster. There is no locking tab used to secure it. Just pull the connector straight out.

STEP 32.

Now remove the entire gauge cluster and close the paper sack labeled 3. Main IP.

STEP 33.

Lay a cloth towel on the work surface and lay the gauge cluster down with the back of the cluster towards you.

STEP 34.

Remove four long T-15 screws around perimeter; two on top, two on bottom. These screws are installed tightly.

STEP 35.

Along each side of the cluster is an electrical connector and wiring harness. Pull out each wiring harness from its connector. There are no locking tabs used in securing these connectors.

STEP 36.

Separate the front IP panel trim piece from the cluster and set the trim piece aside.

STEP 37.

Remove the clear plastic lens from the cluster by releasing 6 tabs; 3 on top and 3 on bottom. Set the clear plastic lens



Description (cont.)

aside setting it down with the exterior face exposed, protecting the interior face from airborne dust. Cover lens with a towel

STEP 38.

Place the cluster with the gauges facing up. Take the aluminum rings and place them along side the cluster, in a pattern that mimics the gauge layout (for identification purposes).

STEP 39.

Trial fit each piece one at a time, getting a feel for how each fits.

STEP 40.

Using gel super glue, apply one ring at a time in this order:

- Oil Pressure (small ring w/ gap)
- Battery Voltage (small ring w/ gap)
- Coolant Temp (solid small ring)
- Fuel Gauge (solid small ring)
- Tachometer (large ring)
- Speedometer (large ring)

GLUING TIPS:

Distribute the glue in a series of small dots; it's much easier to control the application this way. It doesn't take much glue to securely bond the ring onto the circular gauge lip. With a firm hold onto the ring, gently place the ring onto it's corresponding gauge. Be careful to keep your fingers from contacting the glue.

With the ring situated properly, use your fingers to hold it in place with medium pressure until the glue has taken a set; about 1 minute. Again, do one ring at a time, holding each in place for 1 minute.

STEP 41.

With all 6 rings glued into place, lay a cloth towel over the cluster (protecting it from airborne dust) and take a short 10 to 15 break. This prevents any gassing of the super glue from being trapped; and possibly fogging up the clear lens. Remember, the clear lens has not been re-installed yet.

Then, remove the protective towel and reassemble by reversing the order of the disassembly. Re-open paper bag #3 and start.

A few specific notes on this task:

- Inspect the cluster for any dust or fingerprints; then inspect the clear lens for prints or dust. Once all are clear, reattach the clear plastic lens.
- Before placing the entire cluster back into the dash cavity, double check that the two electrical plugs located on the sides of the cluster are fully seated. (Step 35)
- When re-installing the cluster into the dash, pay attention to the white plastic locator tab that was mentioned in Step 29.
- Double check to be certain the electrical connector earlier removed from the rear drivers side of the cluster (Step 31) is fully seated.