

# WRX MY99 instrument cluster swap

## What is it about ?

I purchased an STI cluster and wanted to fit it myself. The STI cluster has the tachometer where it should be, in the middle. The speedometer should be a secondary thought only.

## Is this for n00bs ?

Well yes... I took photos of some really obvious stuff, and have also added descriptions for some obvious things. I am trying to accommodate people like myself. So if you are happy installing stereos, alarms, cruise control etc... then this is for you.

## A few warnings...

- Yes it has simple instructions, and may look stupid to experienced people. If you don't like it, stop reading it.
- NEVER do anything you are not willing to accept the consequences of. This process may result in your car not starting, or being damaged in some way.
- As per above, I will NOT accept any responsibility for problems, issues, mistakes, misinterpretations or anything else related to this document or problem which arises as a direct (or indirect) result of actions on any vehicle.
- ALWAYS read all the steps and become familiar with all of them BEFORE starting the process. This way you may find you need an extra tool, or component that you never thought you would need.
- **If in doubt, DO NOT use these instructions.** Get a qualified workshop to do the work. Quite often professional workshops are worth the cost, and can save you a lot of problems.

### Odometer...

The most obvious thing about changing the cluster is that the k's on the clock will be different. You **MUST** investigate what it required in your local licensing with regards the local laws. In addition to what the local licensing centres tell you, it is your responsibility to let prospective buyers that the k's on the clock is not a true representation of the vehicles k's. The last thing you need is a fraud charge when selling your car. Be honest, don't be a prick. Let the buyer know. As you can see below there is a difference of 113,910 k's between the old and the replacement. If I ever sell I will let the buyer know it has 113,910k's more on it than the clock says. At this stage I am not sure if a Subaru dealer can move the clock forward for me, but I will be asking at the next service.



### Cluster Types...

Different models have different electrical connections for the instrument cluster. One of the biggest pit falls is buying a cluster from an MY98 and trying to fit it to an MY99. They look the same, but when you take them out and compare the electrical connections they are different. Ensure the cluster you are looking to purchase will fit your model. If in doubt do what I did: Take out your stock one, take photos of the connectors then ask the seller to do the same. That way you can be sure you are not spending money on a lame duck.



**More information...**

- This DIY is freely distributable and you can host it on your server etc as long as you keep it FREE. If you paid money for this, then get a refund. Its free at [www.fobz.org](http://www.fobz.org)
- Depending on feedback I receive, this document may get updated. For the latest version go to [www.fobz.org](http://www.fobz.org) and have a look around for the WRX stuff.

**Lets get going... The preamble is over...**

First up, adjust the height on your steering column to the lowest setting.

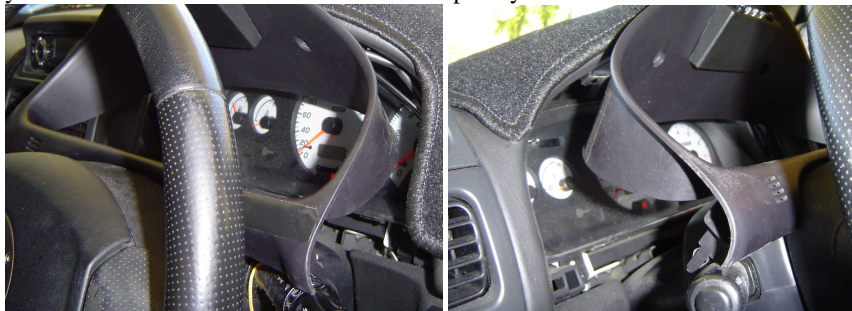
Undo the 2 screws holding the cluster surround in place.



The side of the surround are held by clips. Give them a pull and they will come off.



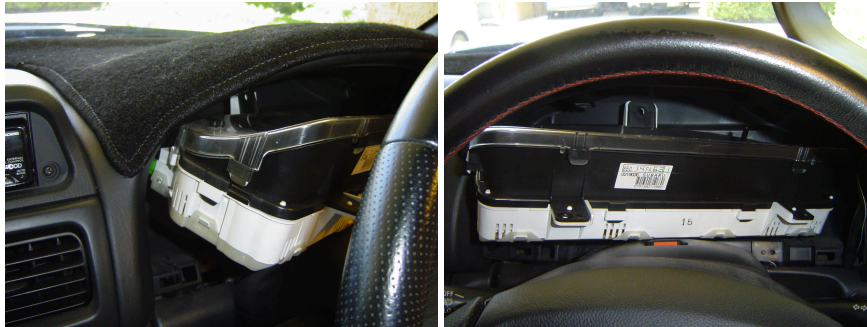
Gently pull the bottom of the surround forward and over the steering column. Once there you should be able to manoeuvre it out completely.



Undo the 3 screws holding the cluster to the dash.

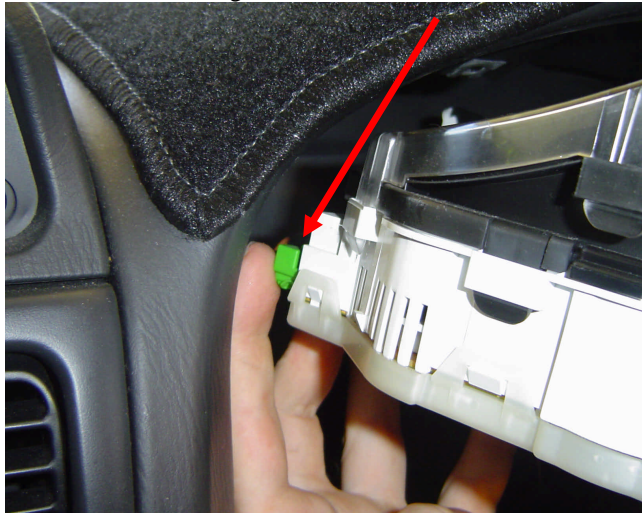


Pull the cluster forward and tilt it on its back....





At this stage you should be able to see the 3 green connectors... Remove each one taking note that there is a tab to push to release it. Be careful not to damage the connectors. The tab can be hard to feel and push. Be patient. The tabs are at the TOP of the green connectors in this image.

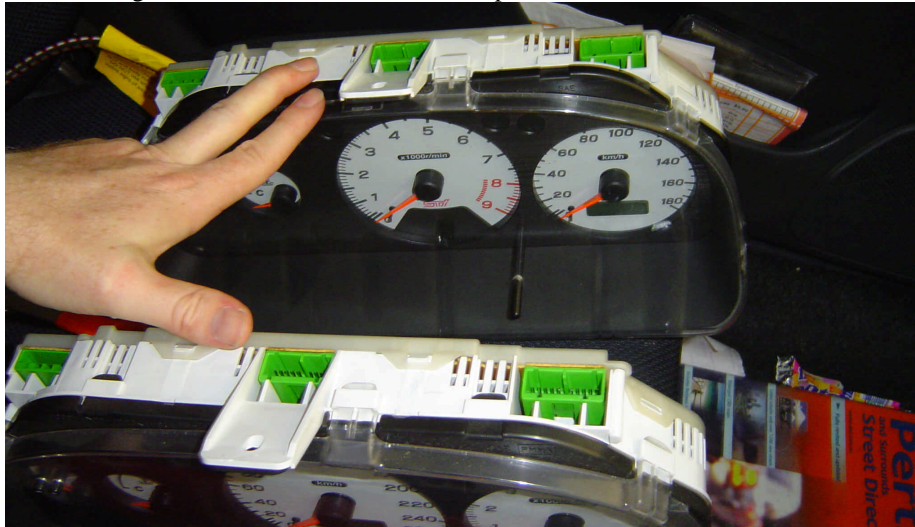


Move from one to the next until all 3 are undone.



Next wiggle the cluster free from the dash. Be careful not to damage it.

Compare the new and old dash connectors to ensure the new one will fit. This pic clearly shows the 3 green connectors on the new and replacement clusters.



Wiggle the replacement cluster into the dash, then connect the 3 plugs. Before securing any screws, turn your key to the run position and ensure all the lights work.



Secure the cluster to the dash, then reinstall the surround.  
All Done. Put your steering column height back and take it for a spin.