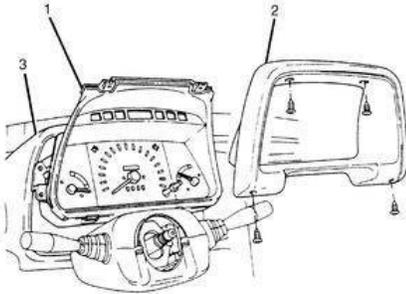


1989-1995 I/P cluster pull.

## Removal & Installation

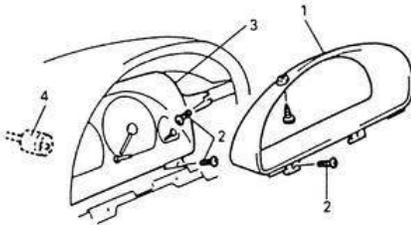
1. Disconnect the negative battery cable. **Lug:**
2. Loosen the four retaining screws, then remove the instrument cluster trim bezel. at @2
3. Loosen the four retaining screws, then pull the instrument cluster away from the instrument panel until the back face of the cluster can be accessed. @ 1

Older clusters below:



- 1 INSTRUMENT PANEL CLUSTER ASSEMBLY  
2 INSTRUMENT PANEL CLUSTER BEZEL  
3 INSTRUMENT PANEL

Newer Clusters below:



1. Meter cluster hood      3. Speedometer assy  
2. Screw                      4. Speedometer cable

3a: From below and rear of dash pull speedo cable to gain some slack , any at all helps, here.

4. Detach the cable from the back of the speedometer. The speedometer cable is secured to the speedometer by one of two methods: a knurled nut, which can be loosened in a conventional manner; or a retaining latch, which must be depressed to disengage the cable from the speedometer. Also, detach the wiring harness connectors (there are three) from the cluster. the cable aluminum shell lock , only tweek the 3 levers to release cable. The 4 pin connector (NAG) pull it off for ever, it's bad news.
5. Remove the cluster from the vehicle.

### To install:

6. Position the cluster close enough to the instrument panel opening to reattach the three wiring harness connectors and the speedometer cable. When inserting the square cable end into the speedometer gauge, do it gently to ensure that the flats are properly aligned. If the flats are not properly aligned and you force the speedometer cable into the gauge, the gauge can be damaged. To align the flats of the speedometer and the cable, turn the speedometer gauge shaft slightly until the cable end inserts easily into the gauge. If the speedometer was retained by a knurled nut, tighten the nut by hand as tight as possible. Otherwise, insert the cable far enough into the gauge so that retaining latch is properly engaged. bend the tabs so the latches (x3) can work and then insert the cable, until it locks.
7. Position the cluster in the instrument panel, then install and tighten the

mounting screws securely.

8. Position the trim bezel over the cluster, then install and tighten the retaining screws snugly.
9. Connect the negative battery cable.

Notes:

Most connectors on the car have a single lever lock do not force any connectors, as Suzuki never sells spares, if broken

NAG; the 4 pin , 3 wired, connector is the USA Federal mileage nag switch, it's nothing but trouble, just unplug it and i promise , eternal bliss.  
From that point forward the CEL will only glow, if there is a REAL problem.