

# Swapping 2000 Ford Ranger Gauge Cluster

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## Introduction:

My 2000 Ford Ranger XLT 2wd 3.0 did not come with a tachometer. I decided to go hunting for an upgrade as I knew there would be “totaled” vehicles out there that had perfectly good gauge clusters. There is a lot of help and information on the Ford Ranger Forums.

I went:

From This

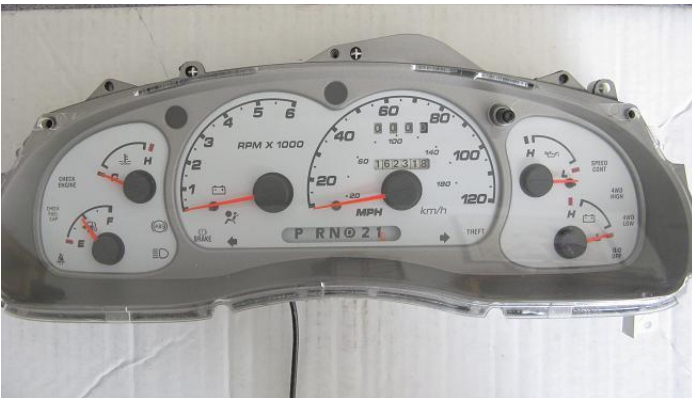


To This



Acquired a 2003 Ford Explorer gauge cluster off of flea-bay.

As delivered, it looked like this:





I removed the lens cover, carefully separated the clear lens from the “bezel”, painted the bezel black and then before putting it all back together, swapped the odometer over from the old to the new. Two reasons why I kept the old odometer:

1. The mileage is the current mileage of the truck.
2. The wheels are black with white numerals instead of white with black numerals. I thought it looked better.
  - a. If you are interested in “adjusting” your mileage to the “current” mileage of your truck, there’s a really good bit of information put together by another forum poster.  
<http://www.therangerstation.com/forums/showthread.php?t=45192>

The newly painted gauge cluster looks like this:



## Procedure:

So let’s get started. First thing you’re going to want to do is disconnect the negative battery lead and then the positive batter lead. This will make sure you have completely disconnected power to your truck.

1. Remove the Radio:
  - a. Using 7mm socket, remove two bolts from bottom of radio bezel.



- b.
- c. Pull the bezel straight back, you don't have to completely remove the radio. All you are trying to do is get clearance to remove the gauge cluster bezel.



- d.

2. Now remove 4ea gold colored bolts holding the lower valence on. Two bolts are located at the left and right ends and 2 hold the hood latch lever on.

Removal of the left bolt holding the lower valence.



Removal of bolts (2 ea) holding hood latch lever.



Removal of right bolt holding the lower valence.



View of valence Removed



3. Using 8mm socket, remove the two upper gold colored bolts holding the plate in place.



- a.
4. Pull the lower metal plate down from the top a bit.
  - a. Using the 7 mm socket, remove the two black bolts holding the lower part of the gauge bezel in place.

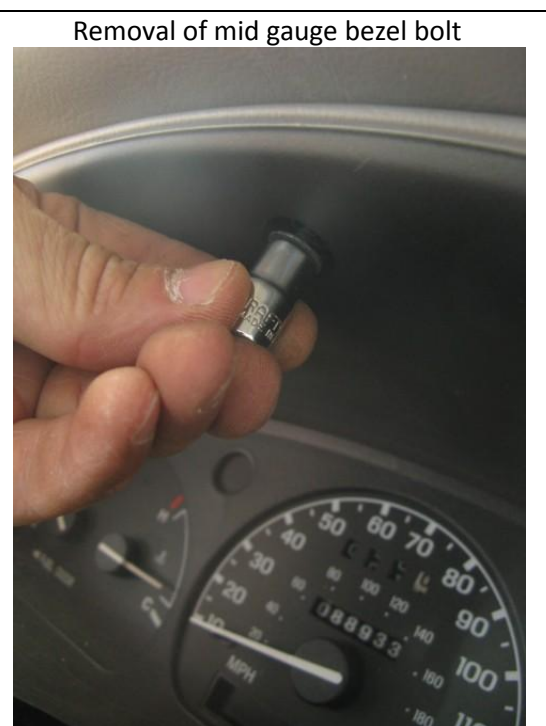
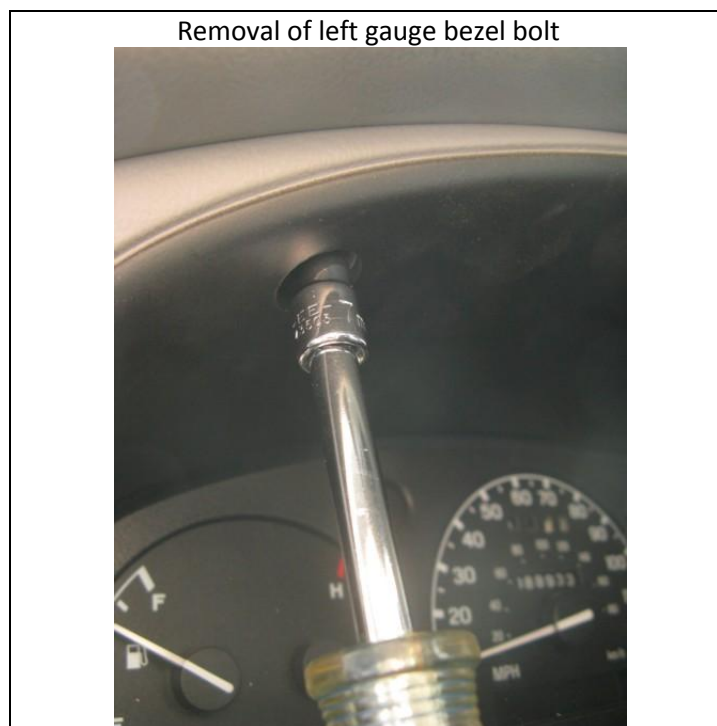
Bolt holding lower left part of gauge bezel

Removal of bolt holding lower right portion of gauge bezel.





b. Now remove the upper three bolts holding the gauge bezel in place (7mm socket).



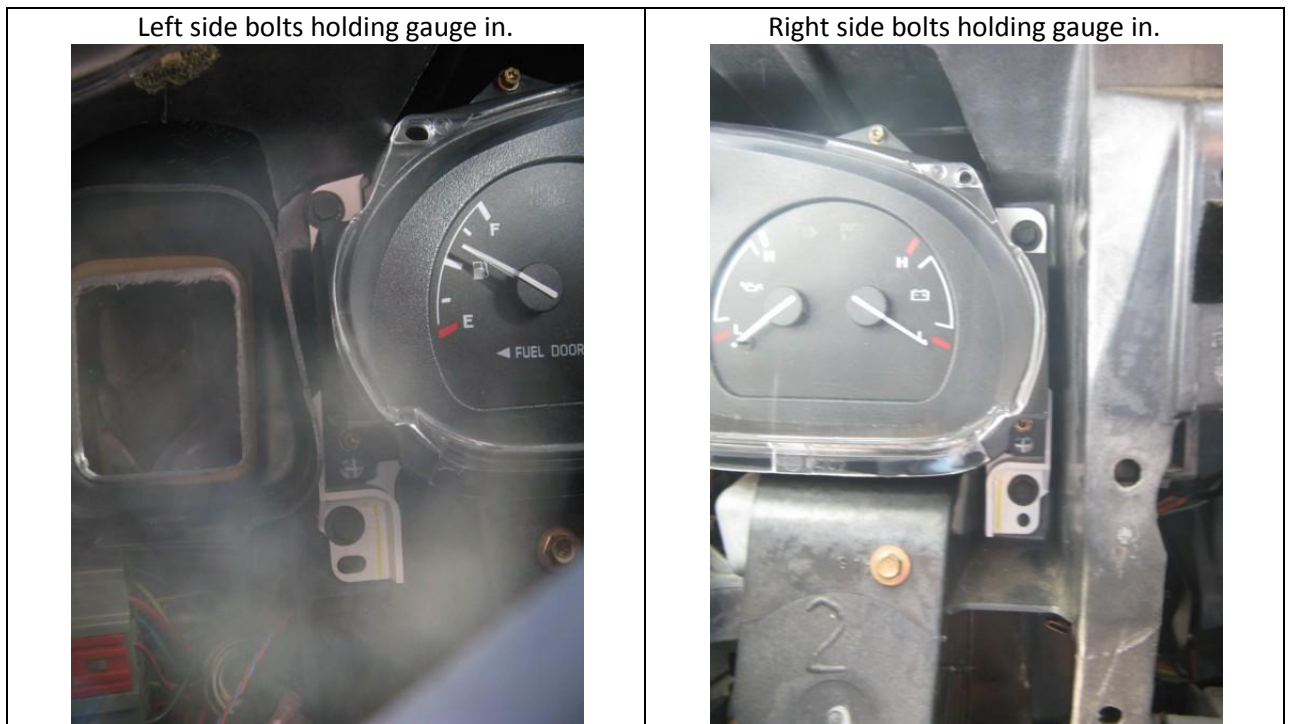
C.

5. Now pull the bezel straight back (the top has snaps) to release. Then push down and work back. You'll probably end up pushing the Hazard light switch in as you get the bezel far enough back. Then swing it over to the left and let it dangle. You don't have to remove the headlight switch connections etc.



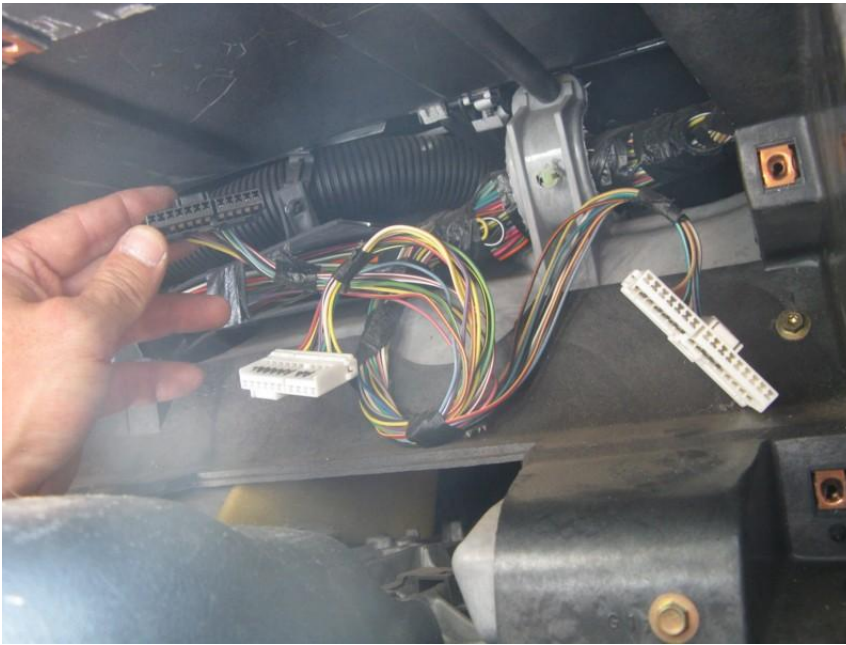
a.

6. Now remove the four bolts (7 mm socket) that hold the gauge cluster in place (4 corners).

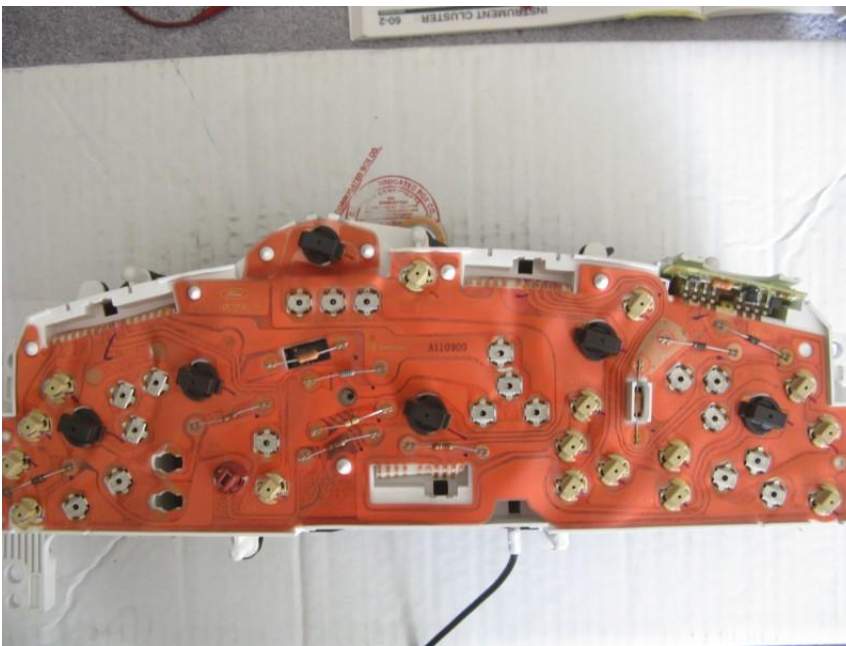


7. Pull the gauge cluster back a bit and then tip face up. Reach in from the left side and remove the 3 connectors.

- a. This is what the connectors look like on the back of the gauges.



- b. And this is what the backside of the gauges look like. Notice the two connectors on the top and 1 on the bottom. The two at the top have a clip that presses in from top, the bottom clips at bottom.



8. Now you can take the gauges out of the truck, put it on the bench like I did.
- a. Once again, this link was most helpful. Thanks to Fx4wannabe01 for the great information.  
<http://www.therangerstation.com/forums/showthread.php?t=45192>
9. Assembly is reverse of taking the whole mess apart. Good luck.