

(W208/W210)

First you should get a hold of the cluster removal tools (hooks), fairly inexpensive.



Move your steering wheel all the way out, slide the tools in at approximately 9 and 3 until they pass the little markers on the tools (as seen below).



Turn the tools so that the hooks will grab onto the cluster, you should be able to tell when they catch when you slowly start pulling the tools back out, that and if it's your first time it may just take a few tries.



When you have a solid connection you will have to pull one side at a time to wiggle the cluster out, but before then and this might scare you, but you have to give that first hard tug to get the unit moving. Once it's loose then easy does it by wiggling it out.

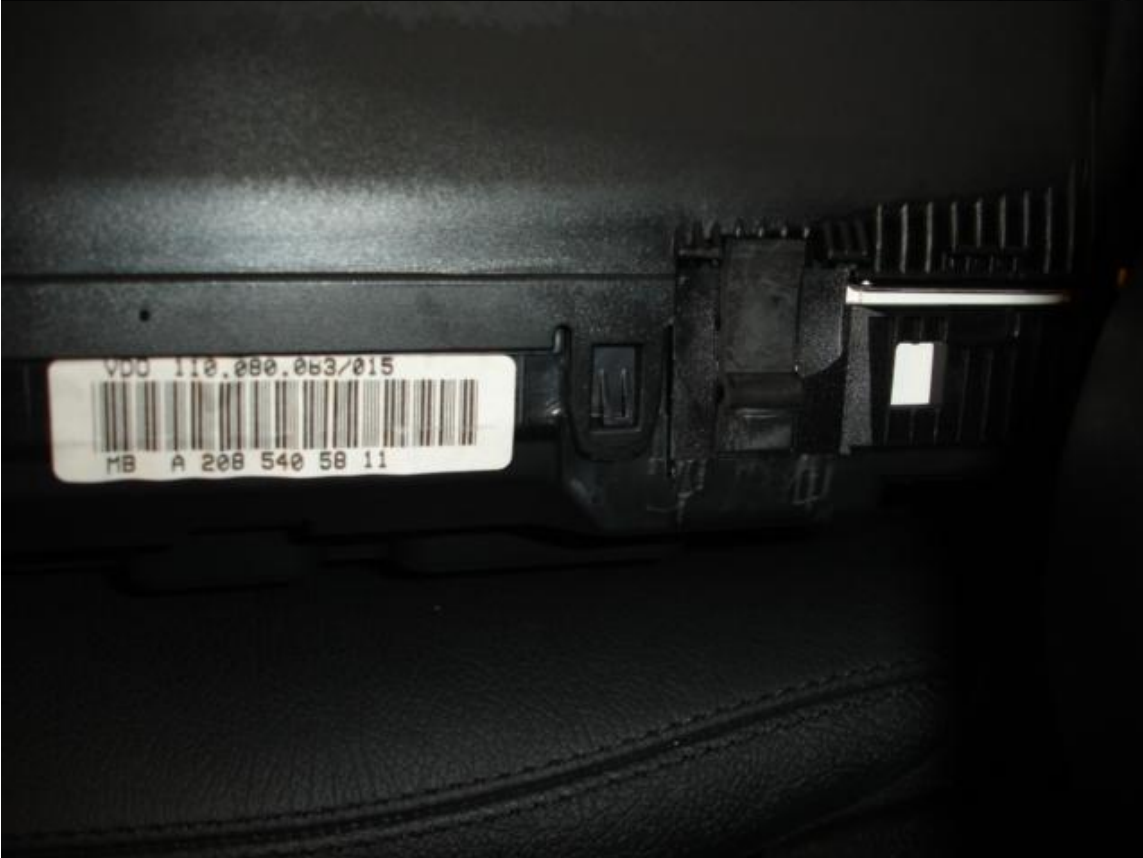
When you have the cluster out and resting on the column of the steering wheel you will need to unlatch the two wiring harnesses on the back of the cluster.



You should be able to figure that part out, but there is a small button to release the level that needs to be moved to detach the two harnesses. Once those are off you can slide the cluster away.

Make sure to place the cluster somewhere that it won't be dropped or scratched (I did it in the car, but I had done it already and I'm pretty careful about things). There are five clips that need to be lifted so that you can open up the cluster. One is hiding under a sticker on the top half of the cluster and the others are two on the top ends and two on the bottom ends.





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Once open place the important part somewhere you DEFINITELY won't drop or this could turn into a very expensive project. The other half is where you will stick the rings to.



I worked on the two small rings first using the middle opening to place the rings through as it's larger [;)]
Just make sure that they are centered as much as possible.



Once the rings are all on you can put the cluster back together. There are two small plastic pieces that by now have fallen off of the cluster don't worry, but you can't put them back before you put the two pieces of the cluster back together, well almost together. You should be able to figure this out if you study were the pieces fit and the slots that are on one of the two halves of the cluster.



Be careful here because this is where things get tricky. Once back together slide the cluster back behind your steering wheel and reconnect the wiring harnesses, before sliding the cluster back in place you key into the ignition to make sure all the lights and LEDs come on.



I was very careful and I still had two bulbs not light up, but when I pulled the bulbs and put them back in they worked again. If everything is good remove your key and slide the cluster all the way in now and then put the key back into the ignition to verify again all the lights and LEDs show up.





If you have an issue I have been able to resolve most of the issues by removing the key and unhooking the wiring harnesses and reconnecting. I am not an mechanic and I do not take any responsibility for damage to the cluster.