

DASH PAD INSTALLATION

NOTE: Be sure to read these instructions completely before proceeding so that you understand the procedures and have all the necessary tools and supplies.

Your new dash pad cannot be installed unless your windshield frame is first removed from the car. To do this, remove the furlflex piping and seals from the frame at each side. Then the windshield frame must be unbolted from the car. The frames are secured by either 5 or 7 nuts. Open each door and look for either 1 or 2 nuts holding each side and remove these nuts. The other 3 nuts must be removed from under the dash. Remove the center nut with an end wrench after removing the clock or clock aperture cover so you can see the nut and unbolt it. The 2 remaining nuts are located 18" to the left and right side of the center nut. They are difficult to reach but can be removed with a 1/2" swivel socket on a 12" extension. After all the nuts have been removed, carefully lift off the frame and windshield and set it in a safe place.

Next, the old dash pad must be removed. You will have to remove a long strip of cardboard underneath the old dash pad and just behind the dashboard by drilling out the pop rivets holding it and also unscrew the map light assembly mounted on the cardboard. Be sure to wear goggles when drilling out the rivets since you are working upside down and the metal shavings can land in your eyes. Next, drill out the rivets holding the black vinyl or fabric covered aluminum plates at each end of the dash pad as they anchor the excess plastic covering of the pad. Unscrew the defroster vents from the top of the crash pad. You are now ready to remove the old pad which is glued to the metal above the dash. Do this by pushing a thin putty knife between the old pad and the metal working from the front to the rear. Discard the old pad when it comes free.

If you want to locate the tonneau cover studs in their original holes, there are 2 methods to find them after the new pad is installed. The easiest way is to drill small holes in the layer of metal located about 1/4" below the metal the dash pad is being installed on by inserting the bit in each existing stud hole and drilling the layer of metal below. If you use this method, be very careful that the drill bit does not damage any wiring or other important components when it comes through. After the new pad is installed, you can poke holes for the studs from the underside of the dash.

If you do not wish to use this method, find some stiff paper or thin cardboard and make a template of the dash holes including the holes for the 4 10-32nd screws that retain the 2 defroster vent covers and the 4 holes for the tonneau cover studs. This template can be used after the new pad is installed by locating it with at least 2 of the screws and then probing with a needle through the new pad at the locations marked on the paper template until the old holes are located.

You are now ready to install the new pad on your dash. Carefully scrape off any remaining bits of the old pad and clean the metal with a good solvent in preparation for the installation of the new pad. Now test fit the new pad on the metal dash making sure that you have all the excess plastic material at the rear hanging freely so that it is not sandwiched between the pad and the metal.

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After you have seen that the pad will fit properly, remove it and coat the underside of the front 4 - 5" of the pad with a high quality liquid contact cement. Also, coat the excess plastic which hangs down from the rear of the pad. Do not use an aerosol spray as these adhesives tend to come loose in the heat of the sun. Before coating the corresponding area of metal on the dash, cut out a piece of wax paper to the shape of the metal where the dash pad will be glued down with some excess paper going to the front and put it aside. Now coat the corresponding area of metal where the pad will be glued down. Be sure the glue is extending deep into the curve of the metal so that the pad will be held down securely. Coat the metal going up under the dash pad and making a right angle turn forward (See drawing). After the contact cement has dried according to the manufacturers instructions, place the wax paper over the glued area of metal on the dash and carefully place the dash pad into the proper position on the metal making sure that the glue on the pad does not come into contact with the glue on the metal. Check to make sure that none of the excess plastic material hanging from the rear of the pad is caught between the pad and the metal. When the pad is positioned properly, have an assistant pull out the wax paper and then apply pressure to the pad until it is well attached to the metal. Now, take the excess plastic material which hangs from the rear of the pad and carefully make contact with the metal at the back and going straight up and then make the right angle turn to the front of the car. Cut off any excess plastic sheet that would extend in front of the dashboard.

After the tonneau stud-holes have been located, the car can be reassembled. This is a good opportunity to repaint the defroster vent covers and replace rubber seals. When you are through give yourself a pad on the back. You deserve it for completing a difficult job.

