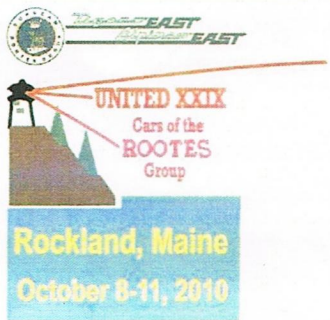
Polishing the dash

After brushing on the finish, it will probably need to be smoothed-out. I did this by wet sanding using 400 grit paper. This is another reason that sealing the sides and back is important. I tried sanding with a vibrating hand sander but found that I had more control by hand sanding. Be careful if you use a powered sander to avoid melting the finish. Also be careful over the lettering so that you don't go through the finish. After you're finished, you'll need to polish it back out. I used Maguires polish and an orbital buffing wheel like you would use on a car. Once again, be careful to not get the finish too hot. When you're satisfied with the gloss you're just about finished.

Finishing-up

The last thing to do is repaint the areas inside the cubby box opening and around the steering column. I used a brown enamel and brushed it on.

That's it. By now you should have a beautifully restored dash that you can be proud to say you did yourself when someone asks.



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Windscreen Wiper Wheelbox Lubrication, a DIY tech tip by Tiger Tom.

The "Wheelbox" (The official British Lucas term for the gear box with the knurled nut that the wiper arm is pressed on to and common to most sports cars) desperately needs lubrication on older sports cars. Even if the wipers work OK and to your satisfaction, the wheel box should be lubricated for preventive maintenance.

Slow running or stalled wipers many times may be attributed to binding of the shaft in the bearing sleeve of the wheel box. How can you tell? If installed in the car, remove the wiper arms. The knurled nut should be easy to rotate back and forth to feel the play with the internal drive mechanism. If out of the car, the wheel should spin freely.

It is impossible to lubricate the bearings with conventional means, but there is a trick.

Step 1. If the wheel box is installed on the car, remove the chrome nut and bezel.

Step 2. Slide a 5/8" heater hose over the housing.

Step 3. Secure hose with a hose clamp.

Step 4. Pour in an ounce or two of about a 30 weight motor oil or low viscosity lubricant of your choice. NO WD40.

Step 5. Apply 20 to 40 pounds air pressure in hose until oil is purged from the hose through the bearing. Rotate the shaft while doing this process. The fluid forced through the bearing flushes contaminates and leaves a lubricating film behind. This process may take a few minutes. Flush additional oil if contamination is severe.

Note: If doing this in a car, turn wiper mechanism on. Place rag under wheel box to prevent dripping in car interior.

Step 6. Remove hose, wipe off excess oil.

When reinstalling "wheelboxes" in a vehicle, remember that wipers typically have different arc ranges. That means that each "wheelbox" provides a different amount wiper arm arc. If uncertain, assemble outside the car and compare arcs.

You are now ready for the Spring rains and can drive the rest of your life without a worry.....at least about wheel box failure.