

Repair and Installation Help from

Willcox Inc,

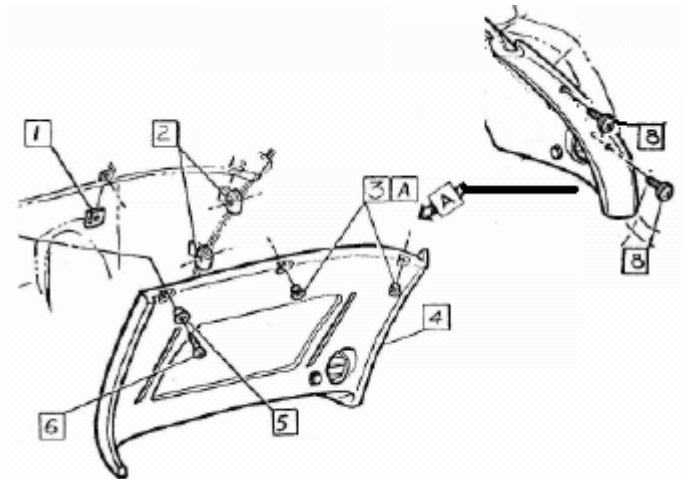
Corvette Parts, Service and Sales

Question: How do I remove the center dash bezel from my 1968-1976 Corvette?

If the car is a 1968 – 1976, please follow these simple instructions:

Remove the screws from the passenger lower dash pad. You will find three screws in the top of the lower pad number **3, 5, 6** in **picture A**, next remove the screws in the door jamb number **8** in **picture A**. **DO NOT ATTEMPT TO REMOVE THE PAD JUST YET, IT'S NOT READY**. Note: Nut 1 is attached to the upper dash pad and should remain on the pad; Nut 2 is attached to the main A pillar and should remain. The removal of this pad will make reaching the lower dash bezel nuts easier and we'll explain this in another step.

Picture A.



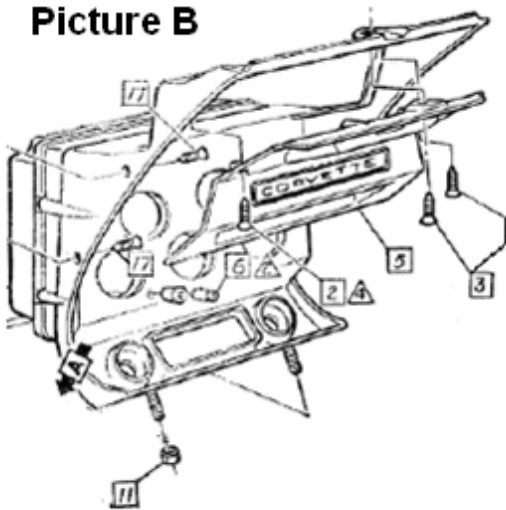
Remove the screws from the center dash bezel number **17** shown in **picture B**. Two per side, be four total. The dash bezel center side screws pass through the bezel and in to the lower dash pad! At this time you can remove the passenger side dash pad.

Next remove the four screws **3** in **Picture C** for AC cars, and two shown in picture **B** for Non AC cars, from the wiper switch plate, lower it, and unplug the wiper switch to remove.

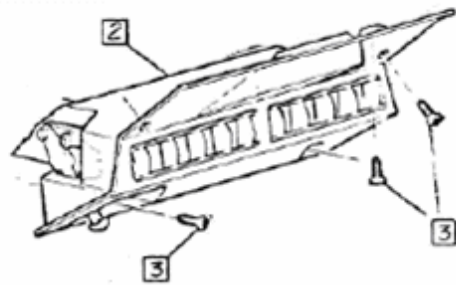
Next remove the shift console forward extension panel, it is held in place with a single screw just forward of the shift console. (Not illustrated).

Next loosen nut **11** (7/16") from **picture B**. Nut 11 should be removed completely from the stud. The best technique is to remove the nut when taking the dash apart, and to start this nut two turns on the stud before the re-install! (We will explain why in one of the sections below). The passenger side dash pad was removed only to gain access to this nut. It can be done without removing the dash pad through the shift console plate, but it is much easier to access for removal and install through the passenger side dash entrance created.

Picture B



Picture C



At this point the center dash bezel is ready to be removed. To remove this bezel you must be careful not to break the tiny corners where the bezel is thin. You should pull the dash bezel forward from the top until it slides forward enough to remove the connectors on the gauges. Once the gauge connectors are removed, you can the completely remove the dash bezel.

Things to know:

- 1) When you remove the gauge connectors, no two are alike! It is impossible to connect the wrong gauge to the wrong connector unless you bend the connector terminals.
- 2) The tiny corners of the dash bezel break real easy. Extra care must be taken when pulling the old bezel out or installing a new one.
- 3) Always remember to remove the wiper switch bezel before attempting to pull the dash bezel center out of the car.

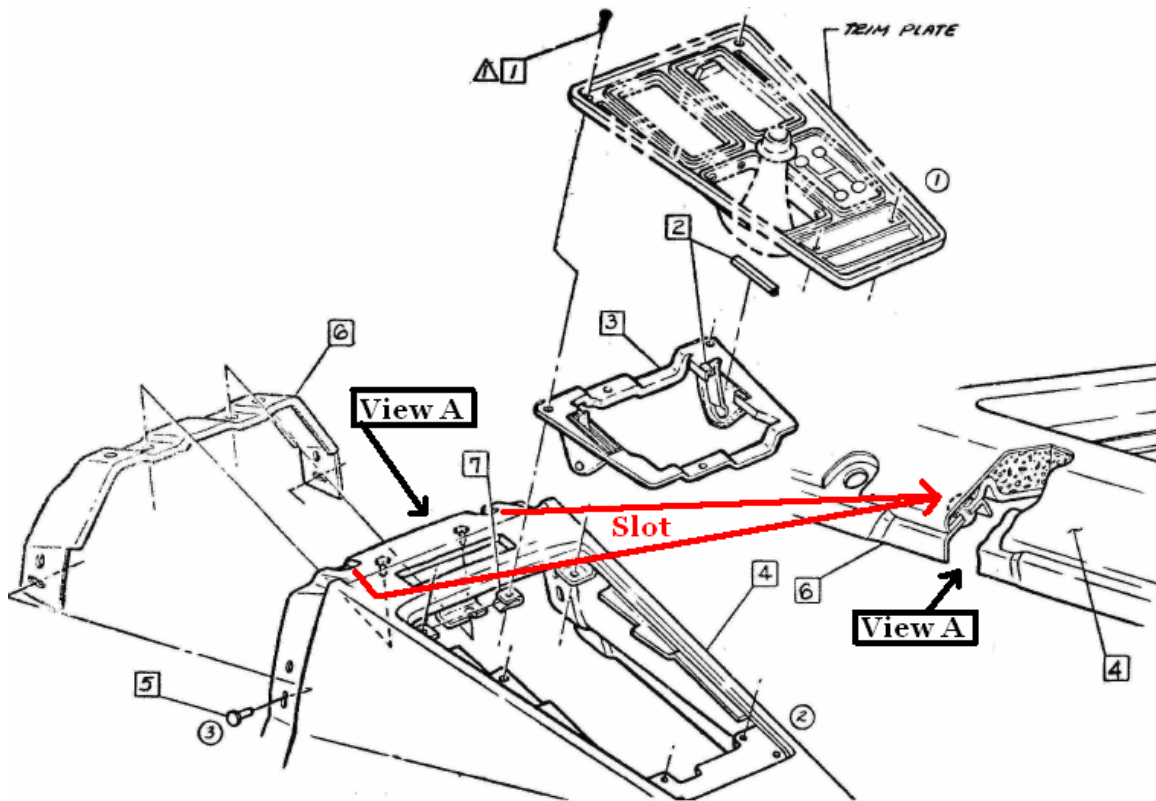
To install simply reverse these instructions.

Installation tips:

When installing the new bezel you should install **Nut 11** picture **B** before you put the bezel in the car. With this nut already started on the stud you will make the re-install much easier.

If you look at **picture D view A** you will see the forward shift console and bracket both have slots in them to allow the stud and nut to pass through for installation. Trying to start the nut on the threaded stud with the dash bezel installed is not easy, so start them before the re-install and only a couple of threads.

Picture D



Maintenance and Dash Repair suggestions:

A common complaint with an original dash pad is the screw holes! It is common for the holes to be stripped out and now is the time to make a simple repair that will last. I can't say enough about how well "Plastic Fusion" or "Plastic Weld" products work for this. They are available at most auto parts stores and will cost you around \$5.00 to purchase. This is a two part epoxy that is designed to repair ABS and most other common plastics.

If the hole is stripped out in the side of the dash, you can mix up some of this and force it in the hole! You will need to drill a pilot hole before you re-install the cluster. If you have a cracked dash pad side or any other break in the pad, this epoxy is excellent for these repairs as well. When using an epoxy glue to repair the pad, use 80 grit sand paper on the back side of the pad and scuff it. Then take the epoxy and spread it thick over the crack and allow it to dry 24 hours.

When you have the cluster out it's a good time to repair the clock too! The original movement is a Borg movement and the

design is poor. Should you decide to attempt repair, the most common problem is the point set on the electro magnet. The points are like those in a car and will burn. You can take a point file and try to file it flat. You can test the clock with any 12 volt power supply before installing it back in the car. To do this simply run a power wire to the stud on the back of the clock and your ground wire to the case. Should you want your clock rebuilt our service department can rebuild it with either the original movement, or we can quartz convert it.

Conversion kits are available for home installation and can be found at the parts link below.

We do suggest converting the clock at this point to a quartz movement! You'll get years of accurate clock readings and won't need to pull out the center gauge cluster again.

The lens can be removed and either cleaned or replaced at this time and....don't forget to put the ground wire back on the cluster when you install it back in the car.

This sheet is only here for suggestions to assist you with your car restoration. Please install bezel with your own judgment.

Parts you may need for this job are listed below.

Dash Bezel Center 68 early http://willcoxcorvette.com/product_info.php?cPath=14&products_id=1242
Dash Bezel Center 68 late http://willcoxcorvette.com/product_info.php?cPath=14&products_id=1243
Dash Bezel Center 69-71 http://willcoxcorvette.com/product_info.php?cPath=1810&products_id=1447
Dash Bezel Center 72-76 http://willcoxcorvette.com/product_info.php?cPath=14&products_id=1449
Dash Bezel Center Lens http://willcoxcorvette.com/product_info.php?cPath=14&products_id=24292
Dash Bezel Center Deflectors http://willcoxcorvette.com/product_info.php?cPath=1810&products_id=4071
Dash Bezel Center Felt kit http://willcoxcorvette.com/product_info.php?cPath=1810&products_id=24528
Clock Movement http://willcoxcorvette.com/product_info.php?cPath=1730&products_id=2855
Clock Knob http://willcoxcorvette.com/product_info.php?cPath=1730&products_id=1291
Wiper Switch http://willcoxcorvette.com/product_info.php?cPath=1975&products_id=24448
Wiper Knob 68-72 http://willcoxcorvette.com/product_info.php?cPath=14&products_id=4068
Wiper Knob 73-76 http://willcoxcorvette.com/product_info.php?cPath=14&products_id=4069
Dash Bezel Screws http://willcoxcorvette.com/product_info.php?cPath=14&products_id=23847
Dash Pad Door Jamb Screws http://willcoxcorvette.com/product_info.php?cPath=1260&products_id=23838
Dash Pad Upper Screws http://willcoxcorvette.com/product_info.php?cPath=1260&products_id=23839

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Willcox assumes no responsibility for broke or damaged parts caused by errors or following these instructions. As with any repair, use your own judgment