Recently, there have been many requests for additional information on procedures, techniques and allowable time for dash-panel replacement in vehicles equipped with full options and special instrumentation. A frequent comment is that more time is needed to perform this and similar operations. This is an indication that the recommended procedures need to be emphasized. This presentation will cover the removal and installation of the dash panel and instruments on a 1970 Chevelle or Monte Carlo. Note the procedures and techniques used. Remember that deviations from the procedure may cause confusion and lead to a prolonged working time. You should not attempt short cuts.

The staff of Chevrolet Service Department Central Office develops the procedures and techniques for your use. The procedural publications distributed monthly, annually and on special release are developed using the common tools and special tools that will be found in your service department. This presentation was developed under simulated dealer conditions with one exception — the windshield has been removed for photographic conditions.

This looks like a service technician's nightmare, doesn't it? It looks like a mess even if you are familiar with the dash panel, the electrical harness, the instruments, controls and illuminating lights. Actually, when you take the removal and installation procedure step by step, it isn't complicated, and what looks like a mess turns out to be a group of logical connectors and hardware.

First, disconnect the battery ground cable. Then, working from the front seat, remove the six dash-panel-pad-to-panel attaching screws at these six locations. Lift the edge closest to you free from the panel lip, and remove the pad.

Remove the four steering-column lower-cover attaching screws, and remove the cover. On cars equipped with column-mounted shifter lever, remove the shift indicator cable-clip screw from the column, and slide the clip and cable from the column. On cars equipped with air conditioning, remove the three screws securing the lap cooler to the dash, and disconnect the outlet.

Disconnect the parking-brake hand-release rod handle from the relay rod by releasing the connector catch and sliding the hand-release rod over the relay rod as shown.
Using a 7/16 socket, remove the two steering-column-to-dash-panel-brace attaching nuts, and lower the column several inches. Keep the shims in place on the bracket.

Support the column in place firmly so that it does not move about and damage the collapsible mechanism. Allow working room between the column and the dash panel for access to a panel-attaching screw directly above the column.

There are two blind attaching screws at each side of the panel. They are located above the fresh-air door-operating knobs. Use a 7/16-inch socket. The screws are vertical, with the head down. The illustration shows a ratchet on the left-hand-side attaching screw.

There is a panel-attaching screw just above the steering column, driven vertically, head down. The working area is small, but a 3/4 drive ratchet with a 7/16-inch universal socket can be used, as shown here.

On cars equipped with air conditioning, remove the two center-outlet-to-panel screws, and move the center outlet out of the working area. Using a 1/4-inch socket, remove the four heater/air-conditioner-control-head-to-panel screws, and push the control head back through the panel opening. The control cables will support the unit.

There are two attaching screws at the sides near the radio speakers. The left-hand-side screw is shown here. They are both removed rearward, as shown.
The two remaining attaching screws are located here in the middle of the panel. They are driven side to side and toward each other. Before removing these last two screws, support the panel at both ends.

Disconnect the power plug at the rear of the cigar lighter, then unscrew the barrel of the lighter from the front and remove the ground wire ring. Keep the barrel with the other hardware removed and allow the wires to hang.

The weight in the panel is located at the extreme ends. You should use a helper, and use care not to put stress in the middle of the panel, or damage may result. Remove the remaining two screws securing the panel to the bulkhead brace, and tilt the top of the panel toward you for access to your work area for the remaining disconnect points.

Remove two screws securing wire leads at the ground strap below the instrument cluster. The screw at arrow number one holds one wire, the screw at arrow two holds two. The wires will be identified with their respective screws and locations during installation.

Unfasten the main wiring harness by releasing the press fasteners that secure the harness to the instrument cluster, shown here by the small circles. Release the clip at the rear of the speedometer head, and disconnect the speedometer cable from the head. Disconnect the wiring-harness plug shown in the man's hand from the printed circuit at the rear of the instrument cluster. On cars equipped with instrument-cluster wire loom, disconnect the main wiring-harness connector plug at the instrument-cluster loom.

Disconnect the radio power and speaker connector at the rear of the radio. Disconnect the radio antenna lead connector at the rear of the radio.
Disconnect the glove box illuminating light lead at the left rear of the glove box.

Support the dash-panel assembly at each end as it is being removed from the vehicle. Take care not to put stress in the middle where the panel is fragile. Lift the panel over the small diameter of the steering column, and with one man at each end, remove the unit from the car.

Disconnect the headlight lead at the rear of the headlight switch.

Remove the illuminating light bulbs from the sockets at the rear of the instrument cluster. Remove the stud nuts and screws securing the printed circuit to the rear of the cluster, and remove the printed circuit. Use care not to damage the plastic circuit backing material. Lay it on a flat surface until reassembly.

Disconnect the windshield-wiper/washer leads at the rear of the switch.

Remove the headlight-switch knob by releasing the spring-loaded retainer, then remove the retaining collar at the front and remove the switch assembly.
Remove the screw in the clock stem and remove the stem knob. Remove five instrument-cluster-case-to-retainer attaching screws and remove the case. All the instruments in the cluster are accessible for removal now.

The instruments are secured to the instrument-cluster case by screws from the rear. With the removal of the screws, any instrument can be separated from the cluster case.

Attach the ground wire from the headlight switch and the internal ground wire from the main harness to the strap below the cluster with a screw. Attach the windshield-wiper/washer ground wire at the strap with another screw. Position the fresh-air outlet housings at each side on the ductwork at the bulkhead.

Connect the radio power and speaker lead plug at the rear of the radio. Connect the radio antenna lead connector at the rear of the radio.

Connect the glove box illuminating-light wire.
Connect the headlight lead at the rear of the switch. Connect the windshield-wiper/washer lead at the rear of the switch.

Insert the speedometer cable in the speedometer head until the retaining clip snaps into place. Install the plug connector in the instrument-cluster printed-circuit on cars so equipped. On cars with instrument-cluster wire harness, make the main-harness-to-instrument-cluster-harness connection.

Connect the ground wire ring to the front part of the cigar lighter, screw the barrel on and connect the power plug.

Install the lower-side-panel attaching screws at each side above the fresh-air ventilator door knobs.

Install the lower-panel attaching screw above the steering column.
Position the dash-panel pad so that the four fingers at the front are aligned with and under the braces at the windshield, as shown.

Install the six pad-attaching screws at the locations shown here.

Connect the battery cable previously disconnected. Start the engine, and operate the vehicle. Operate all controls that were disconnected and connected during the operation to be sure all are operating normally.