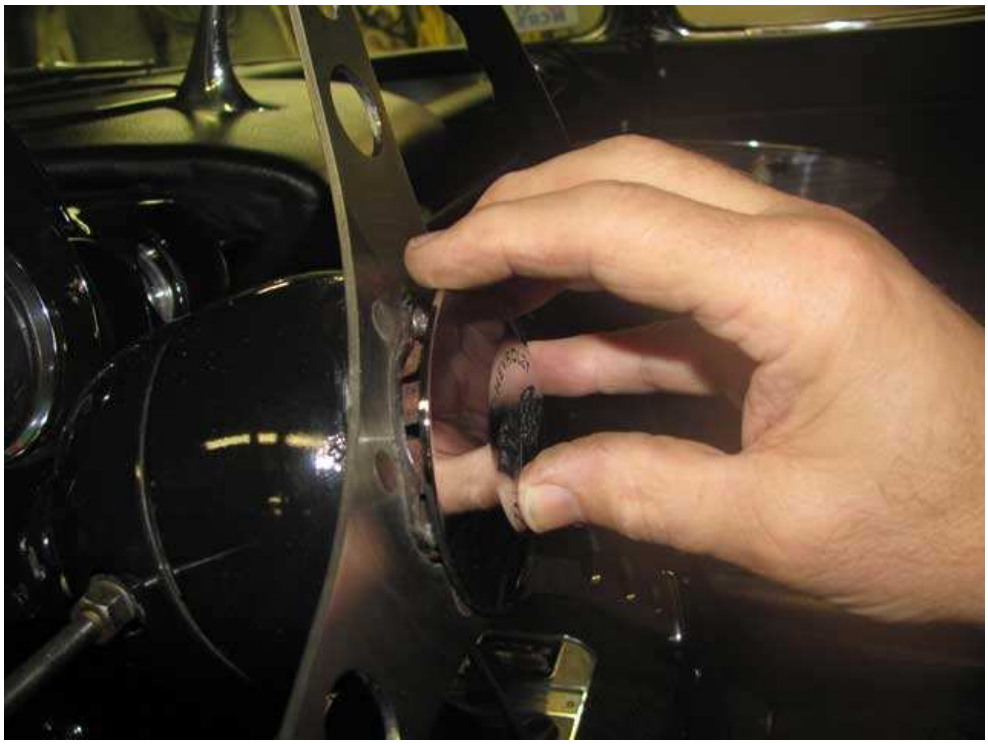
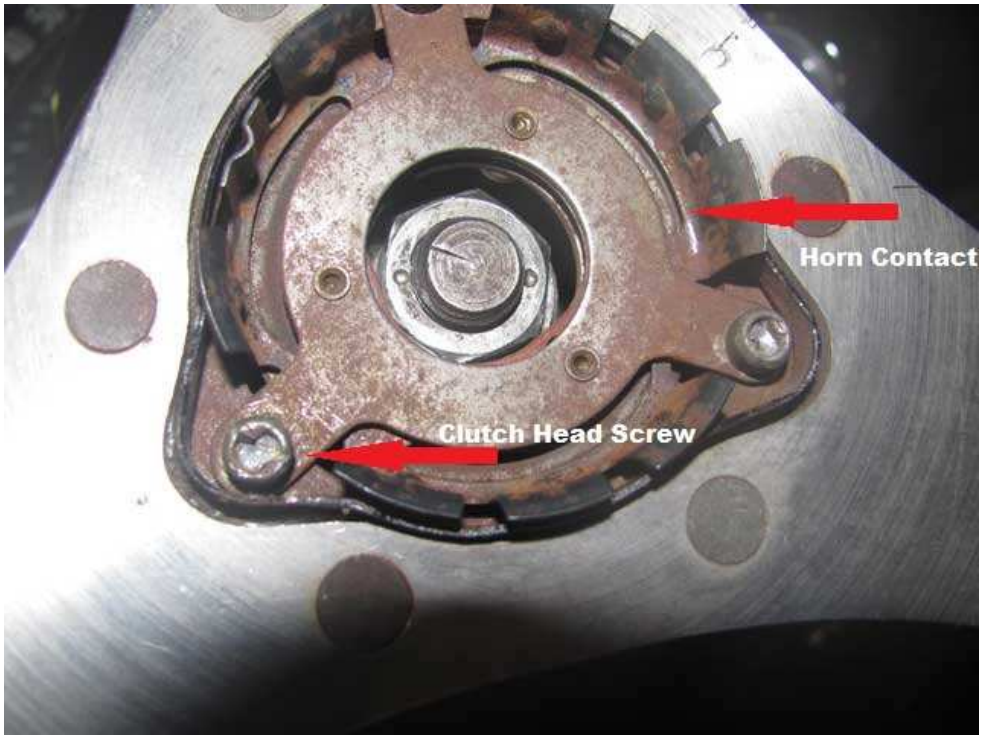
58-62 Dash Cluster Removal and Install

By Joe Fisher

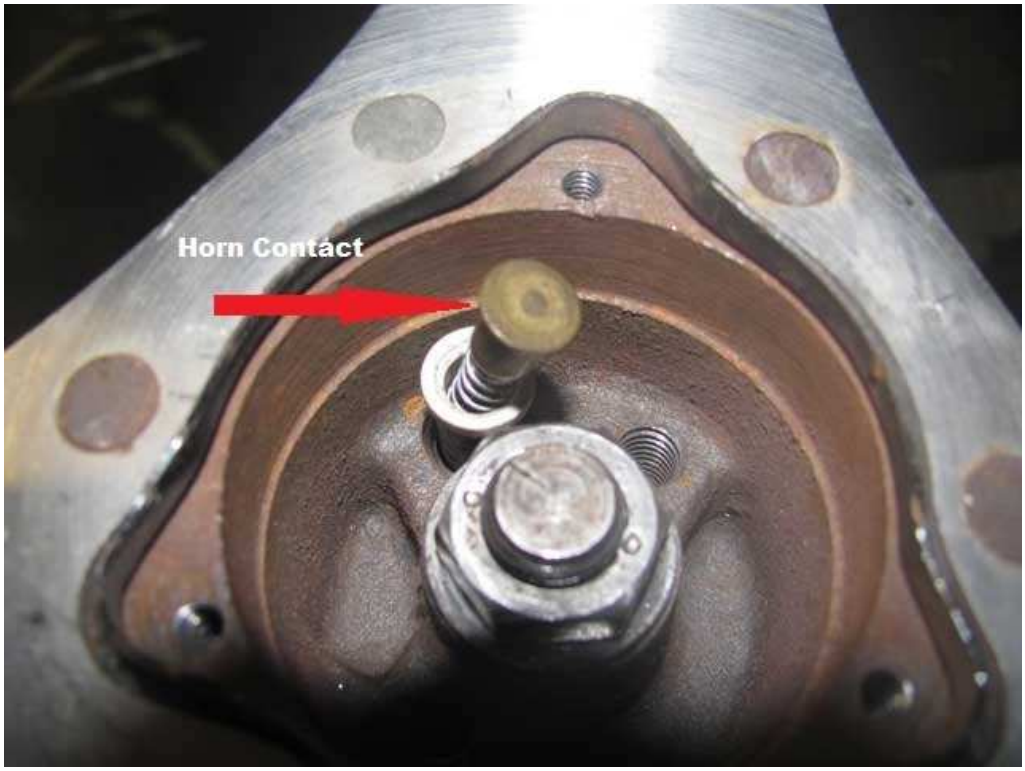


Remove the battery cable and then the horn button.

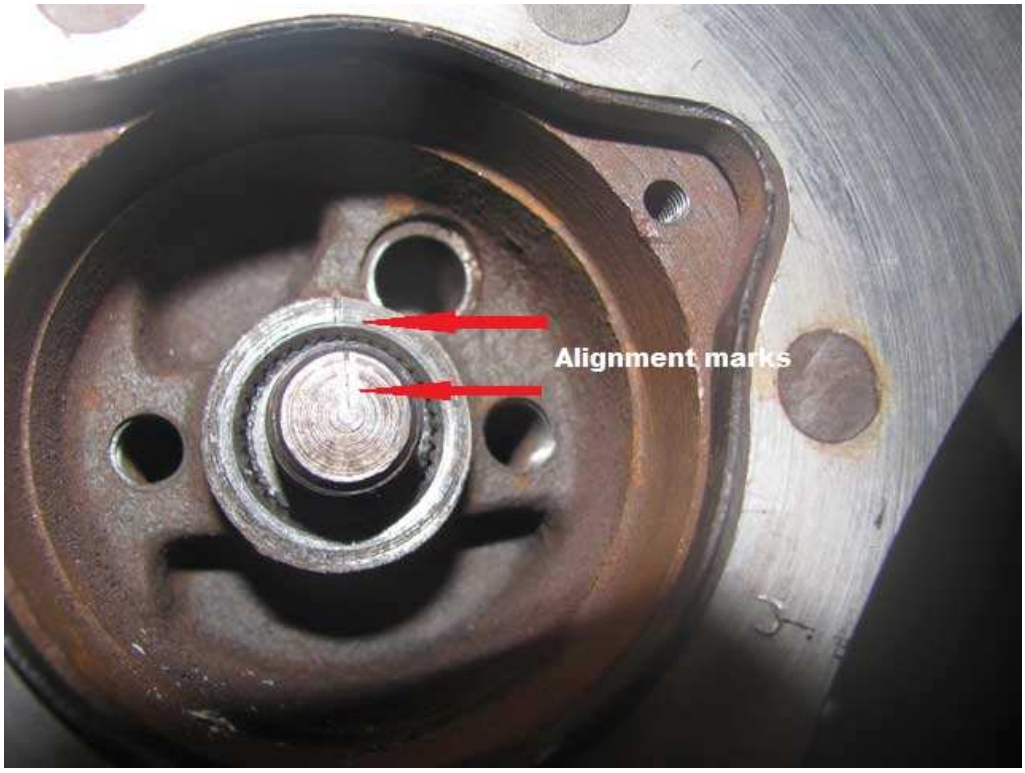


Remove horn contact screws using clutch head screwdriver. I replaced my screws with Philips head.

Clutch head screwdriver.



Carefully remove the horn contact spring and plastic sleeve. Remove the nut and washer.



Take note of the alignment marks. I had to use a small chisel and put one on my steering wheel hub.

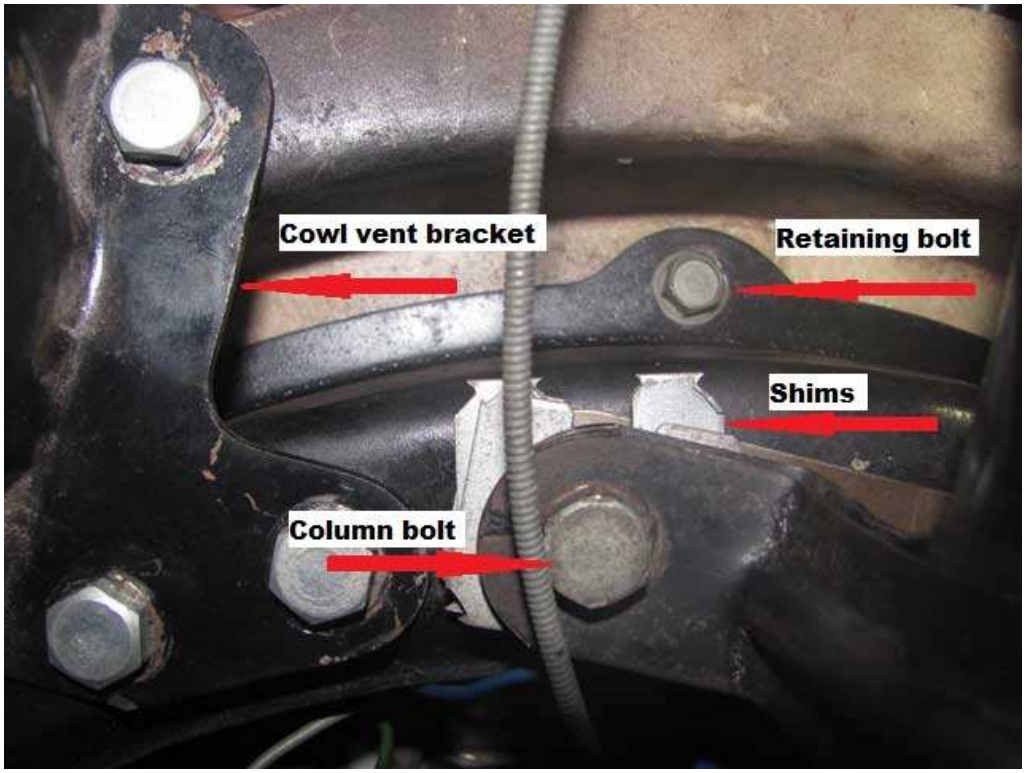
Using a steering wheel puller, remove the steering wheel.
Remove the signal light lever.

I put a protector on the shaft so I don’t damage my forehead.


After pushing the seat back, I used a swivel to remove the two front seat track bolts.

The rear of the track just pushes into two brackets on the floor.

I removed the seat and put down a soft mat.



Remove the lower column cover and the two bolts that hold the column to the brace making note of any shims.
I put a small wedge between the column and the brace to move it down slightly.
Unbolt the cowl vent bracket from the body. I did not disconnect it from the cowl vent, I just let it hang.

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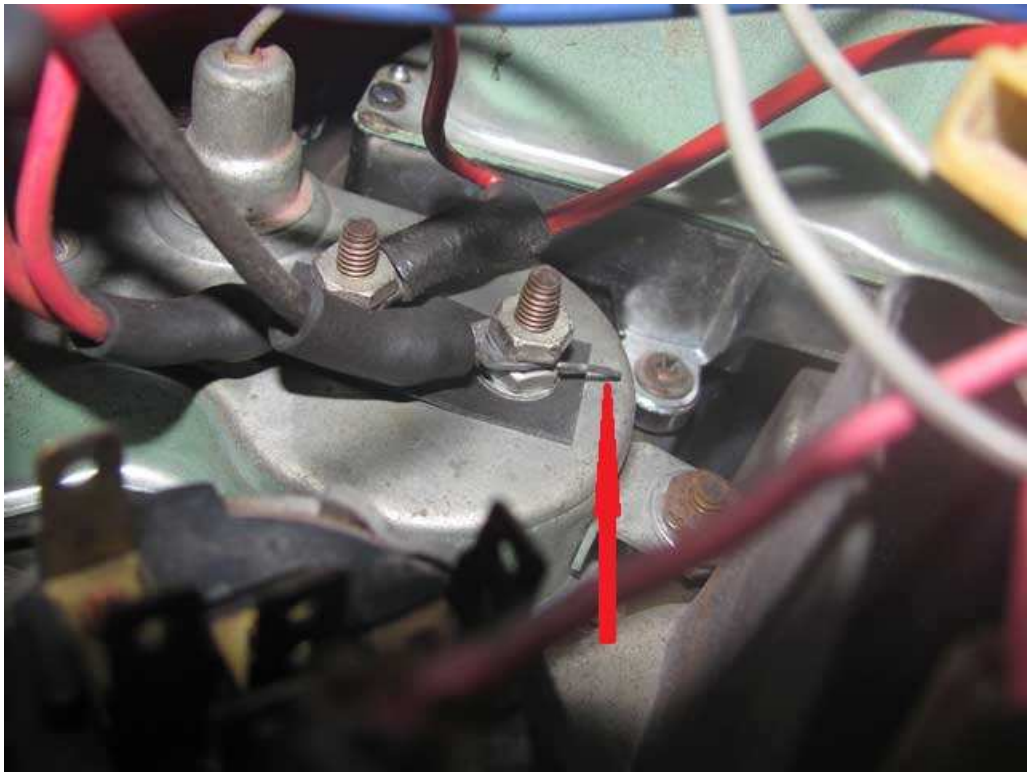
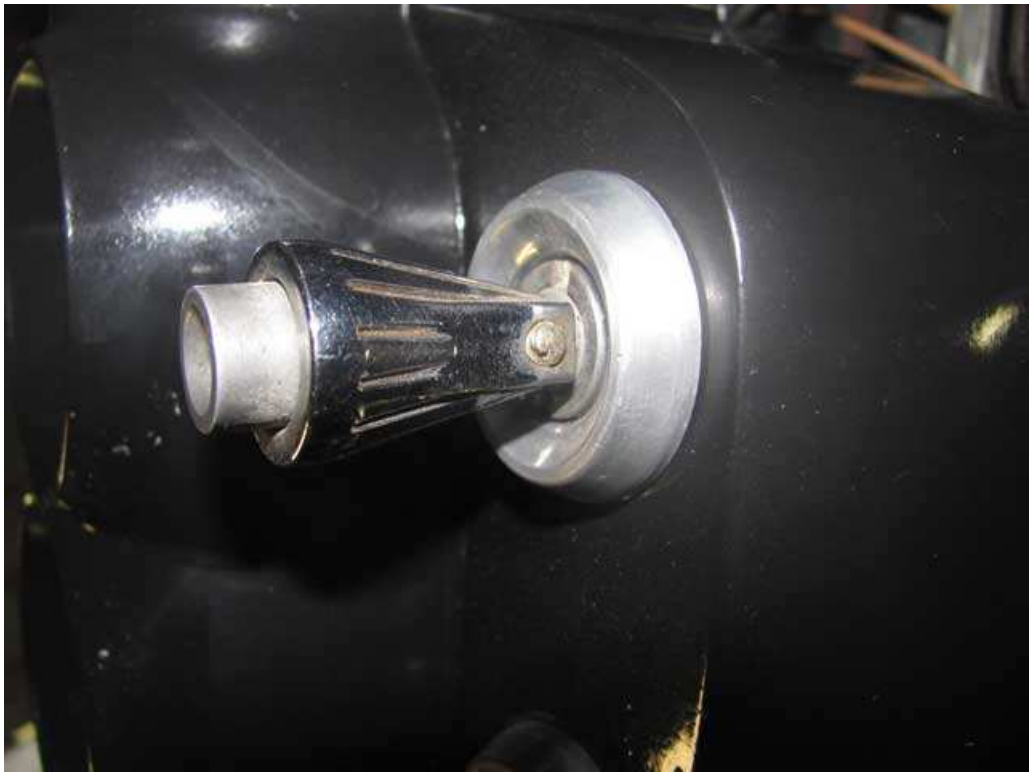
Now locate the five bolts that hold the cluster to the dash and remove them.
I used a ¼” ratchet, extension and swivel

I covered the column with some rubber from a large inner tube to protect it.

Now pull the dash forward to gain access easier to the wires and cables.

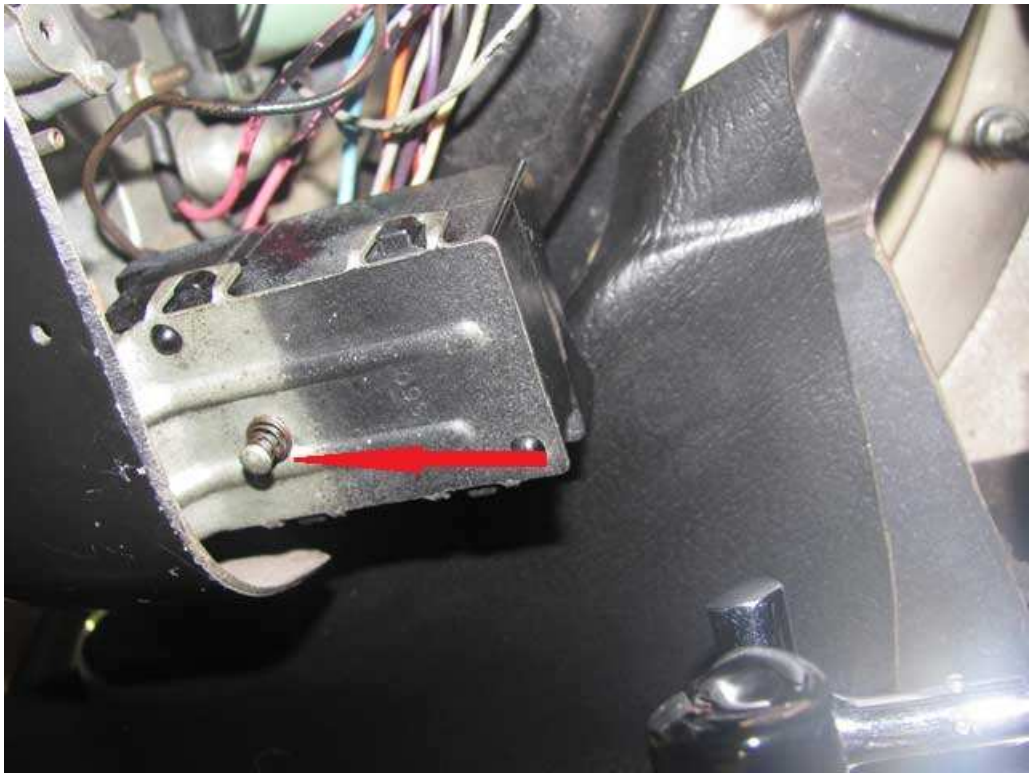


You might want to take some pictures for future reference or just use mine.
Remove the wires from the ignition switch and cigarette lighter which will give you more room to remove the oil line and gauge wires. Disconnect the oil line and the wires from the ammeter. It is said that the schematic has them reversed so be careful when reinstalling them.
I don't know what the small wire is on the right of the ammeter, but I did not put it back!
Frankie the Fink thinks it was a capacitor. Remove all the lamps from the instrument cluster and gauge.



Remove the set screw on the wiper switch.

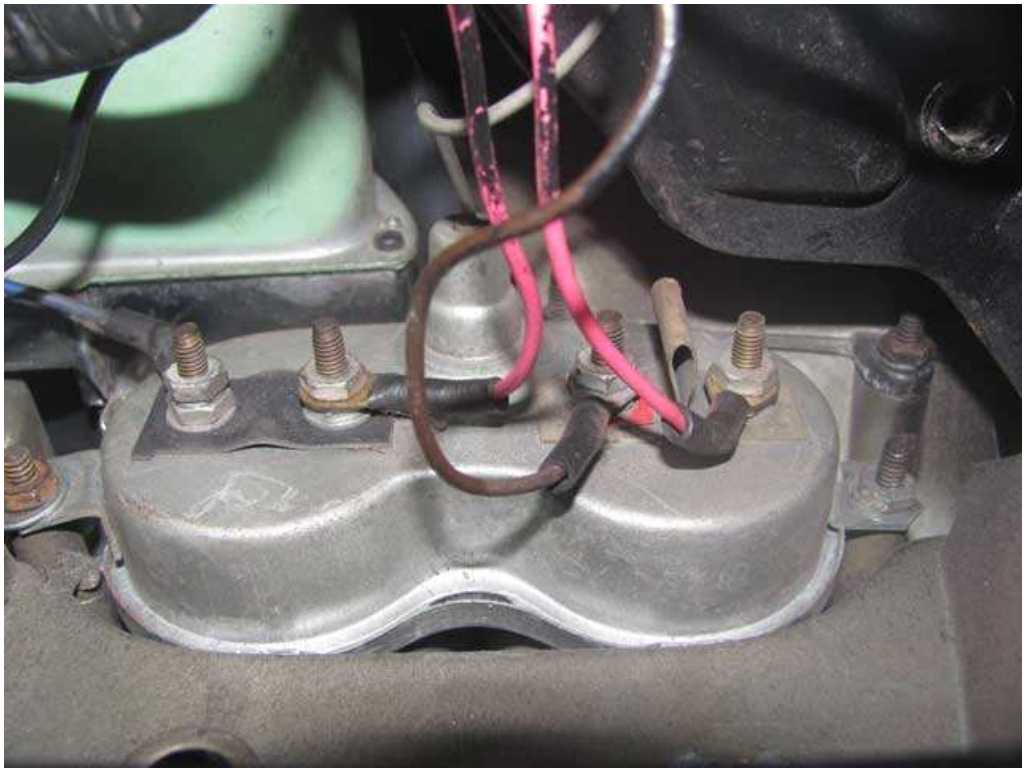
Remove the knob and push button.



Pull out the head light knob all the way and let go, then push this button and continue to pull out to remove the knob and shaft.

Here is the tool I used on the bezel retainers. You can fabricate something similar from a piece of conduit. Frankie suggests, ”needle nose pliers (with tape around the jaws to keep them from opening up and jumping off the bezel) also works to remove the headlight switch bezel”.

Move the wiper cable out of the way and remove the headlight switch for more room.
You can leave the headlight switch in place but I found it gave me more room when removed.



Remove the wires for the temp and fuel gauges. Remove the rest of the lamps from the gauges, cluster and tachometer.

Remove the ground wire from the cluster. This is what I found as a ground for my instrument lamps. I was wondering why they were so dim! The ground wire is attached to the DS lower speedometer attaching screw. See last picture.
Remove the tach and speedo cables.

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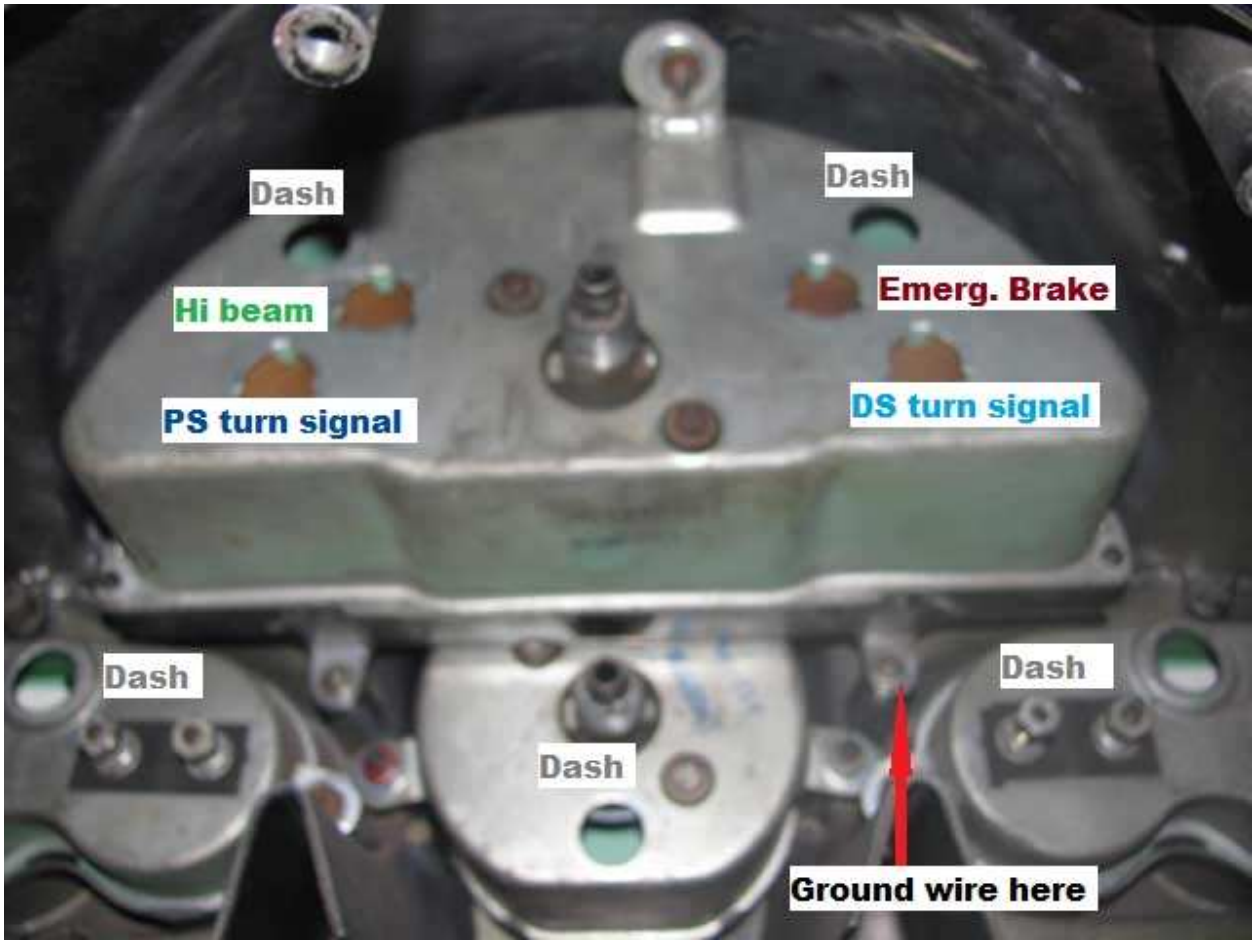
Lift cluster up and out from the dash.

After you do some stretching exercises to straighten out you can do your repairs.



Here are the locations for the dash lamps and their colors.

Grey = All dash lamps
Dark blue = Passenger side turn signal
Light blue = Driver side turn signal
Brown = Emergency brake lamp
Green = Hi beam indicator

To install I lay the cluster in the dash and start with the two cables, install the lamps starting from the top, the wires on the fuel and temp gauges, install the headlight and wiper switches, the oil line, ammeter wires, the ignition switch and cigarette lighter. To install the headlight switch knob and shaft, just insert into the switch and push all the way in.
Push dash forward and install the five bolts. Reattach the cowl vent bracket, remove shim from column and install bolts and shims, column cover and signal lever. Install steering wheel and torque nut to 25 ft. lbs.
Check all lights and gauges then install seat. If ammeter works backwards just switch the wires.

A couple of suggestions from Frankie the Fink:
Finally, it wouldn't hurt to warn people that there are pretty delicate 'tabs' on the cluster where the upper and lower halves meet; so, if they should take them apart, they should be extra careful not to break them.
Now is a great time to add a 30 AMP ATC blade-type fuse in the lead from the starter to the ammeter!
Instead of a fuse I used a 16gu. fuselink wire, it is a matter of choice but I would recommend using either one.