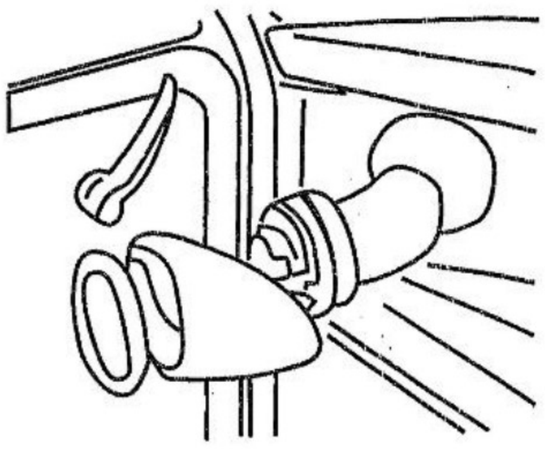
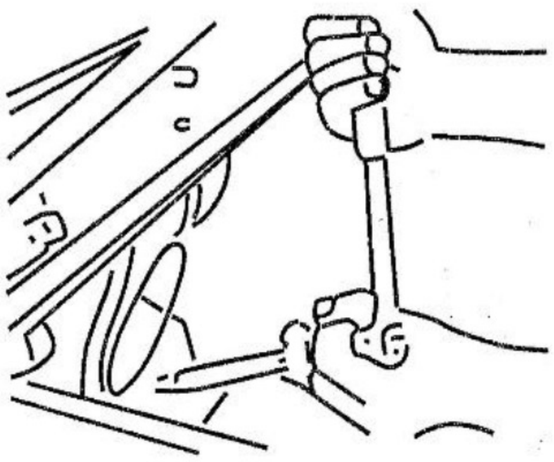
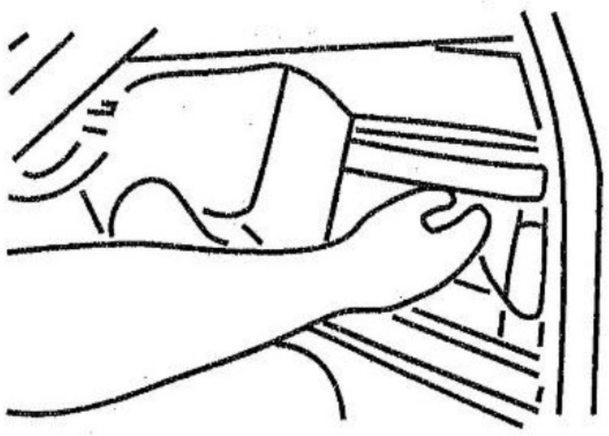
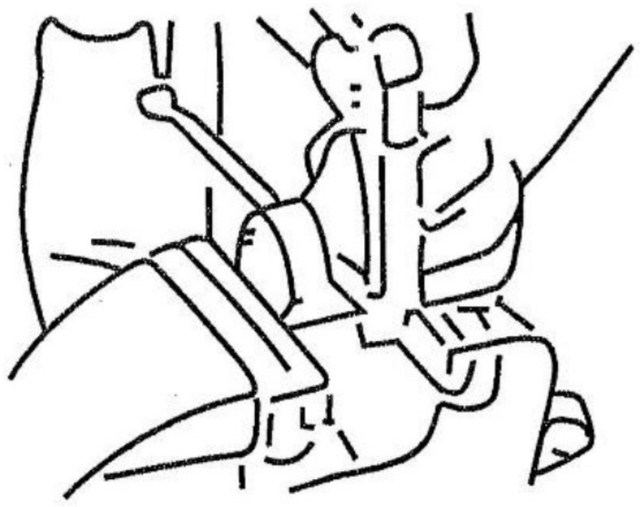
MGOC SPARES & ACCESSORIES

Mini Dashboard Fitting Instructions

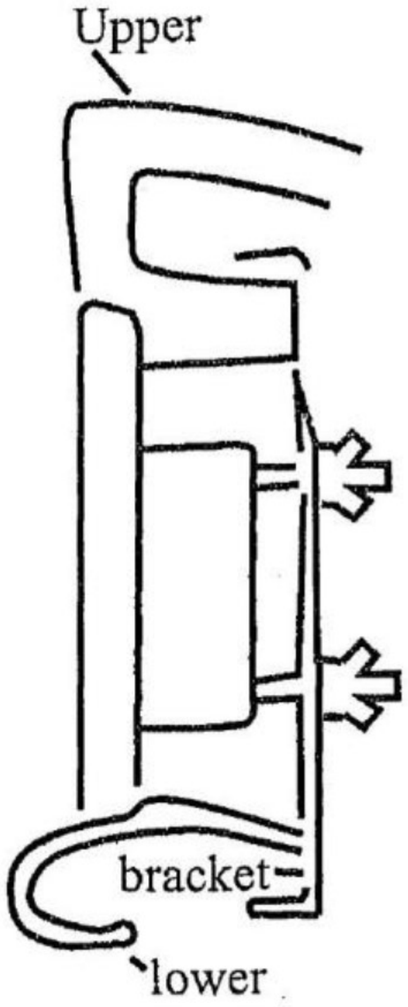




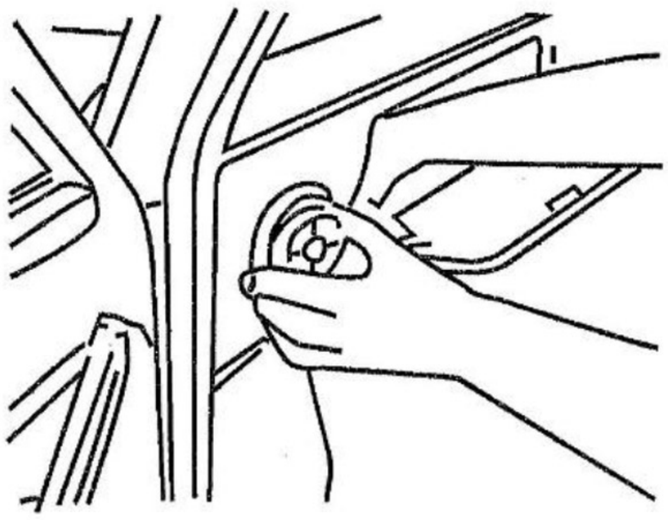


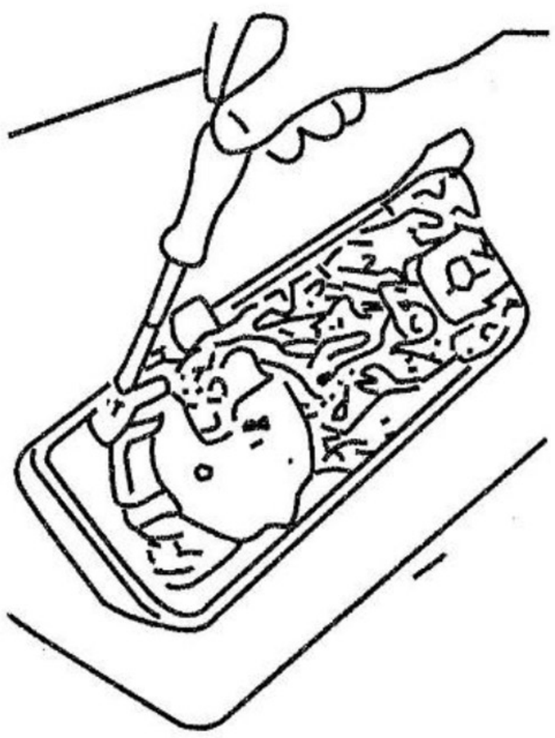


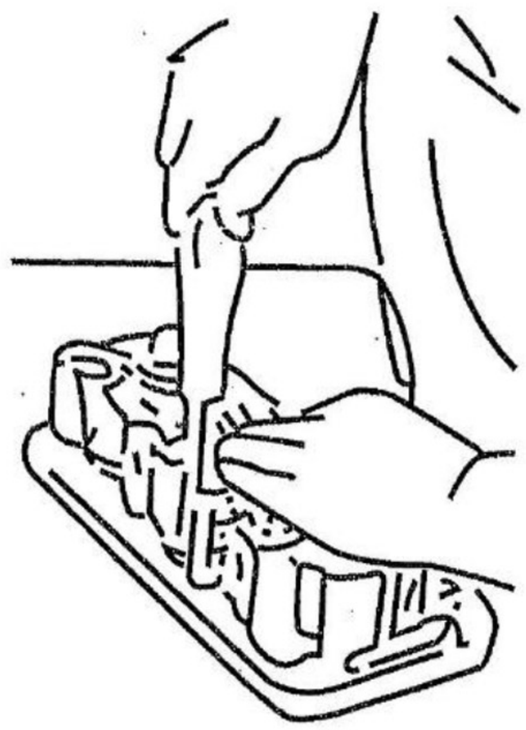
‘X’ SECTION

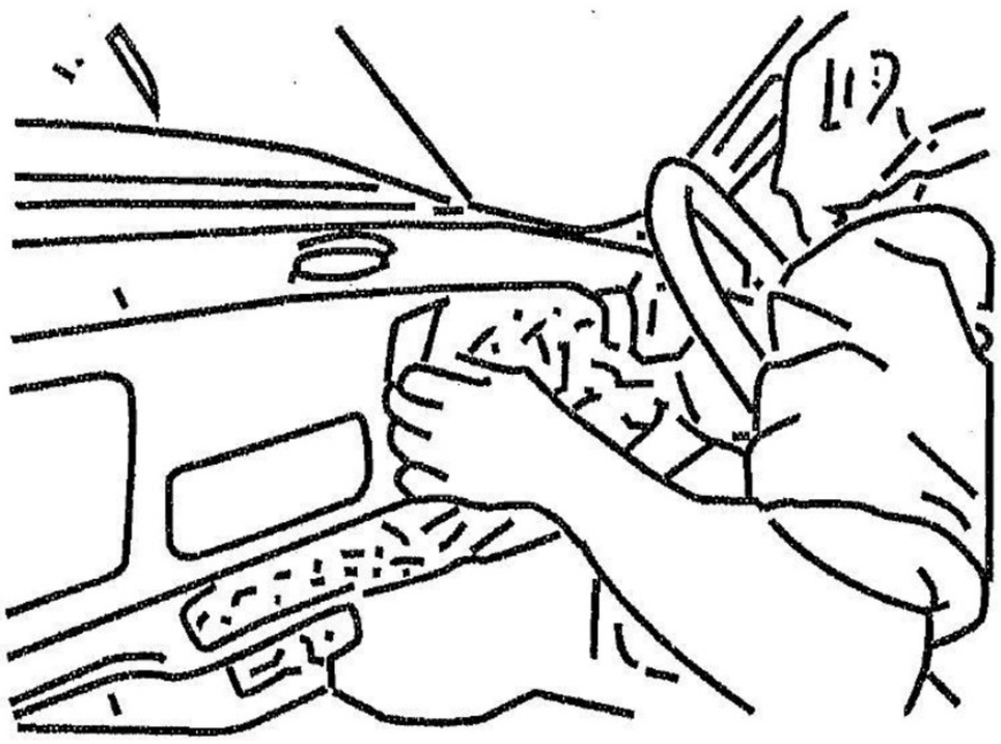


1. Disconnect the battery or earth lead.
2. Unscrew the air vent retaining collars to release the air vent surrounds. Remove the surrounds then the vent pods can be twisted anti-clockwise and withdrawn.
3. Remove the four retaining nuts, located in the engine bay behind the master cylinders, to release the support bracket for the instrument cluster. The instrument cluster complete with bracket and nacelle can now be moved a short distance away from the bulkhead to gain access to the cluster retaining screws. To prevent fumes from entering the car in the future, the four holes left in the bulkhead from the cluster retaining nuts, should be plugged with grommets or strong adhesive tape.
4. Unscrew the four retaining screws securing the instrument cluster to the support bracket. As the bracket comes away, disconnect the speedo cable and electrical wiring, taking care not to damage the printed circuit board at the rear of the cluster. The support bracket can now be withdrawn.
5. Trim off the first ½” of both vent pods, with the bayonet fixings for further use. Now cut away the angled section of the remainder of the pods leaving ½” of the neck, then slide the plastic trunking provided firmly over the new pod neck. Engage the bayonets on the trimmed ring sections with the female vent ends on the bulkhead. The extended ends with plastic trunking can now be re-fitted by sliding the free ends of the trunking firmly over the previous fitted bayonet rings on the bulkhead (The pods will be supported and held in position by the new dashboard). With the dash area clear, the new dashboard can now be put into place.
6. Position the three “U” brackets supplied at the rear of the dashboard and take up tension on the central bracket with its two wing nuts. Now take up the slack on the outer brackets, then continue to tighten all three progressively until the dashboard sits in its correct position.
7. Screw on the original vent retaining collars, so that the vent pods are fitted tightly into the dashboard. (It may be necessary to remove the right-hand vent pod to allow access to reconnect the speedo cable when required, as it is possible to refit the pod with the dashboard in position)
8. Unscrew the retaining screws to release the instrument cluster from it’s original nacelle. Once the cluster is free you will need to









remove any protrusions (e.g. indicator light pods) from the front face with a Stanley knife so that it will fit flush against the wooden fascia. (Instrument clusters from older models will require the removal of the glass retaining clips to allow a flush fit. The glass will be held in place by the new fascia but it may need packing to avoid rattling)

9. Position the instruments on the new fascia (Detached from the dashboard) and align the pre-drilled holes with the holes on the instrument cluster case. Ensure that the instruments are correctly aligned with the apertures in the fascia. (Pre-drilled holes may need to be added in the alternative positions when fitting older instrument clusters)

10. Fit the assembled fascia and cluster into the aperture in the dashboard. Reconnect the speedo cable and electrical wiring then secure the new fascia assembly by engaging the bracket on the right-hand side and tightening the wing nut on the left (The rear left-hand side of the instrument cluster may need to be trimmed to allow some clearance when fitting the assembly into the aperture on the dashboard)

11. Reposition the radio in the aperture provided (If required)

12. Reconnect the battery and check the instruments are functioning correctly