

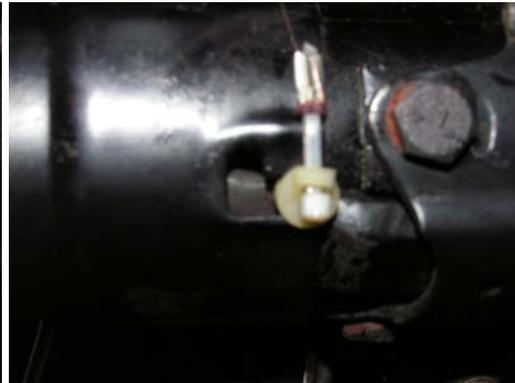
Dash removal for 1968 Chevilles

This is the procedure I used when I removed the dash from my car. It's a column shift, automatic trans, A/C car with tach and gauges.

1. Disconnect the battery.
2. Remove the front seat(s) and console. You'll be spending a lot of time on your back, and it's easier if you don't have your legs in the air.
3. Remove the steering wheel shroud and straighten the wheels. Before you pull the steering wheel, mark the shaft and hub. I tie a piece of foam rubber to the end of the shaft so it won't hurt when you bang your head on it.



4. Remove the ashtray and ashtray retainer. Remove the lower steering column cover. Auto trans cars—release the gear position indicator cable by sliding it down, then to the front to get it out of the column. Be gentle, these parts are very fragile and brittle.



5. Remove the two screws securing the lower air distributor duct and remove it.



6. Pull the intermediate duct down and out.
7. Remove the screw holding the radio and heater control brace to the lower dash brace—don't lose the "J" nut that's attached to the radio brace. Remove the radio knobs and two nuts, disconnect the wiring, and pull the radio out.

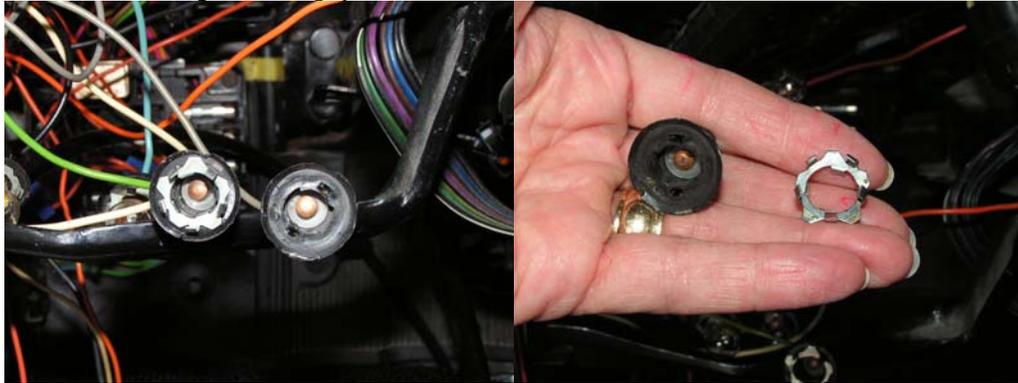


8. Remove the four screws to the heater/A/C control panel, they come up from the bottom. Disconnect the plugs at the fan switch and compressor-actuating switch and remove the light socket from the end of the panel. The cables and vacuum hoses can stay on the control panel, don't take them off. Pull the right side flexible duct off of the upper distributor duct.



9. Light socket removal is a PIA on these cars. The sockets are pressed into the metal of the cluster and that's how they are grounded. If you just pull on the plastic end of the socket, odds are that the metal piece of the socket will pull out of the plastic and the bulb will fall into the cluster. You need to take a small

screwdriver or pick and pry the sockets out of the cluster.



10. Reach through the ashtray opening and unplug the cigarette lighter and the ignition switch. The ignition switch has 3 locking tabs on the plug. The easiest way to remove it is to cut the tabs off.
11. Lie down in the floorboard and unplug the wiring to the gauges and clock, pry out the bulb sockets, disconnect the speedometer cable, and the oil pressure pipe. Wait to unhook the tachometer and its bulbs until later. I recommend that you note and label the positions of the instrument lighting bulb sockets, the ones with the single gray wire, especially on the speedometer side. The wires are cut to length, and need to go back into the holes they originally came out of. Unscrew the dash ground wire from the emergency brake bracket.



12. Remove the two screws from the left A/C vent. The upper screw can be accessed easier by rotating the vent ball so the louvers are vertical. There is a “Z” shaped retainer that holds the upper screw, be careful and don't lose it.



13. Reach up through the vent hole and disconnect the wiring to the headlight switch. Push in the button on the right side of the switch and pull the rod out of the switch, then remove the switch from the dash (big screwdriver). Unplug the wiring from the wiper/washer switch, but you can leave the switch in the dash.

14. Shift the transmission into Low (column shift) and loosen the two nuts holding the steering column to its brace. Remove the bolt and wedge from the column; don't lose the wedge. Now remove the two nuts and let the column down. It's a good idea to support the column with a bungee cord or some wire so it won't drop too far. Cover the top of the column with a rag so the paint doesn't get scratched when you drag the dash over it.



15. Remove the Philips screws on the bottom of the dash. The second screw to the right of the steering column goes into the bracket for the flasher. Don't lose the bracket. Now remove the rest of the dash screws while using one hand to support it. I take the top center screw out last, and then ease the dash down on to the column.



16. Remove the left A/C duct from the air distributor and pull it out of the dash. Ease the dash forward a little, then you can reach behind it to disconnect the tach wiring and the two lights for the tach.
17. Pull the dash forward and to the left so the air distributor clears the right side of the dash. **BE GENTLE!!** Don't yank or jerk on the dash if it doesn't come out. Chances are there's an unconnected wire or part of the harness hanging up somewhere. If it isn't coming out smoothly, then stop and look and determine what the problem is. They aren't reproducing these dashes, so you need to take care of it. This is what you'll see when it's out-

