

Just DASHES

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This is a relatively simple installation requiring only normal hand tools, wire crimp connectors, wire and a tube of 3M Weatherstrip cement available at any auto supply store. Just Dashes offers a one year warranty on craftsmanship and materials covering normal dash pad use, and a full money back satisfaction guarantee if the pad is returned undamaged within 30-days of purchase. Return postage is the responsibility of the sender.

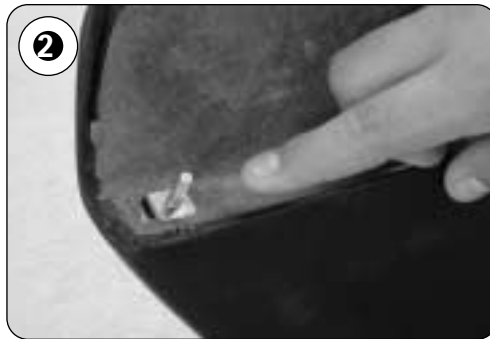
You can remove the original dash pad by unscrewing 7 nuts, on studs under the dash across the front edge of the pad at the window, and four Phillips screws under the lip at the front. Once the old pad is off, follow these step-by-step instructions for an easy and uncomplicated pad installation.

NOTE: Read these instructions completely before beginning the project.

INSTALLING THE 1967-'72 GM/GMC DASH PAD WITH GAUGES



Position the three gauges in the order you want to install them prior to starting. The pre-formed pods will accept any 2 1/16-inch gauge and they are a simple pressure fit. Once the pad is installed you can usually still turn the surround bezel to attain the gauge angle you prefer.



There is a stud installed at each corner of your new dash pad that corresponds to a factory hole used to mount the original pad. Attaching hardware for these studs is included. You must reach up under each corner of the dash once the pad is in position and install and tighten the supplied 3/8-inch nut and washer.



Begin by punching a hole with an awl or screwdriver through the foam in the back of each gauge pod. This will allow the wiring to be pushed through the foam and be connected to the rear of each gauge. A quarter inch diameter hole will work nicely.



Here's the original metal dash with the factory pad removed. There will be four new attaching points for the gauge pad, one at each corner and two in the middle above the radio. These are original factory provided holes, so no drilling is necessary. The studs and holes in the new pad will match up to the originals.



The gauges are positioned in front of the selected pod waiting for the wiring. It's advisable to pick your gauges and their position carefully, as you don't want to have to remove the pad in the future because you made a wrong decision at this point.



If the gauge fits slightly loose in the pod, wrap electrical tape around the housing behind the bezel until it fits snugly. You don't want it to be too tight or you won't be able to turn it once the pad is installed. A snug fit will still allow you to pull it forward in the future if necessary.



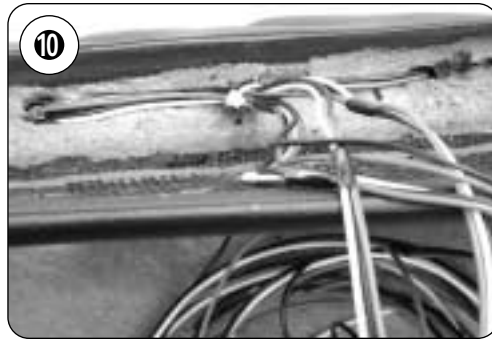
Purchase three rolls of different colored wire to make individual harnesses for each gauge. Yellow (lights), red (power) and black (ground) will work and allow you to differentiate as to the use of each wire. There will also be a sending unit wire or cable, so follow the gauge installation instructions for this connection.



After you have made your harnesses, all approximately 5-feet long, feed each through the back of the pad to the gauge. You will need about 10-inches of slack on the end of each harness to be able to install all the connections. Now is the time to feed oil pressure tubing or temp gauge cable through the pad as well.



For wiring connections, just follow the manufacturer's instruction sheet. You will need spade and eyelet connectors for the various gauge and fuse box connections. A pair of crimping pliers will be required.



After the wires are connected to all three gauges and the gauges are in the pods, leave a little slack in the wire behind the gauges to be able to pull the gauges forward in the future (to change light bulbs if required) and tie the three harnesses together tightly at the back of the pad. Now you can tape the three harnesses together about every 18-inches.



With the pad resting on the dash, feed the wire harness through the existing hole in the dash along with any sending unit tubing or cables, and route them over the radio toward the fuse box. This will enable you to reach that power source if needed and feed sending unit connections through the firewall.



The masking tape on the under side of the pad, one inch from the front edge, indicates where you need to place a bead of 3M Weatherstrip cement. You can tilt the pad back once the wiring is installed through the dash and apply the cement. Put the pad into position, so that both surfaces get glue then lift it slightly at the front edge for a few minutes so the adhesive will become tacky, then install it into place. This cement will help prevent warping from extreme heat.



Once the dash is in place and the wiring routed, start installing the washers and nuts at each corner and the two screws above the radio. This will hold the pad securely. A few heavy books along the front edge will help the cement to bind to the metal dash.



The Phillips head screws above the radio will pull the center of the pad tightly against the metal. You will see the dimples where the screws will push through and find the factory holes.