

2. Lower the upper end of the steering column by removing the U-bolt and clamp which secure the column to the bulkhead bracket.
3. Disconnect the drive cable and trip cable from the speedometer.
4. Remove the five screws securing the instrument panel to the fascia and withdraw the panel just enough to allow access to the rear of the tachometer.
5. Remove the stirrup clip and knurled nut securing the tachometer, and withdraw the tachometer illumination bulb and earthing cable.
6. Disconnect the plug and socket serving the tachometer.
7. Withdraw the instrument from the front of the panel.

**To refit**

Refitting is the reverse of the removal procedure with particular attention to the following:—

1. Remember to refit the instrument earth cable.
2. Check that the iron core and pulse lead assembly on the rear of the instrument conforms to the arrangement shown in Fig. 42. The pulse lead should form a symmetrical loop and should not be tight enough to pull the plastic former out of line, as this may cause a poor electrical connection at the iron core. A poor connection could result in intermittent operation of the tachometer.  
  
The cable arrangement for later cars is shown in Fig. 43.
3. Check the operation of the tachometer by running the engine.

**FUEL GAUGE**

The gauge is the bi-metal type, operating in conjunction with a variable resistance petrol tank unit. It is secured to the panel by a stirrup clip and knurled nut. If the gauge becomes faulty, it should be replaced by a new unit as no provision is made for repairs.

**To remove**

1. Disconnect the battery earth cable.

2. Lower the upper end of the steering column slightly by removing the U-bolt and clamp which secure the column to the bulkhead bracket.
3. Remove the five screws securing the instrument panel to the fascia and withdraw the panel just enough to allow access to the rear of the gauge.
4. Disconnect the two cables and withdraw the illumination bulb and holder from the gauge.
5. Remove the knurled nut and stirrup clip securing the gauge and withdraw the gauge illumination bulb and earthing cable.
6. Withdraw the instrument from the front of the panel.

**To refit**

Refitting is the reverse of the removal procedure. Remember to refit the earth cable to the instrument.

**TEMPERATURE GAUGE**

This instrument operates on the bi-metal principle in conjunction with a variable resistance transmitter located in the cooling system. It is detachable from the front of the panel on removal of its stirrup clip and knurled nut. If the gauge becomes faulty, it should be replaced by a new unit.

**To remove and refit**

The procedure is the same as described in the foregoing paragraphs for the fuel gauge.

**DIRECTION INDICATOR-HORN SWITCH****To remove and refit**

1. Disconnect the battery earth cable.
2. Lower the upper end of the steering column slightly by removing the U-bolt and clamp which secure the column to the bulkhead bracket.
3. Remove the five screws securing the instrument panel to the fascia and withdraw the panel just enough to allow access to the rear of the switch.
4. Remove the two fixing nuts securing the switch to the rear of the panel.

Refitting is the reverse of the removal procedure.