

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

1. Remove the instrument binnacle as previously described.
2. Remove the two nuts securing the switch to the panel and withdraw the switch.

Refitting is the reverse of the removal procedure.

**HEADLAMP FLASH-AND-DIP SWITCH****To remove and refit**

The procedure is the same as described for the direction indicator-horn switch.

In countries where the headlamp flasher operates on the main beam, the flasher should not be used continuously when the headlamps are in the dipped condition, as the excess heat generated by both filaments will greatly lessen the life of the lamp units.

**VOLTAGE STABILIZER (Fig. 40)**

The descriptive particulars and fitting precautions outlined earlier for Imp Mk. I are also applicable to later Imp and Chamois models.

**To remove and refit**

The voltage stabilizer is located on a small bracket fitted to the rear of the instrument case immediately behind the flash-and-dip switch.

1. Carry out the operations 1 to 4 under "Instrument Binnacle—To remove and refit".
2. Make a note of the cable positions on the stabilizer and disconnect the cables.
3. Undo the stabilizer fixing screw and withdraw the stabilizer.

Refitting is the reverse of the removal procedure with particular attention to the fitting precautions.

**NEW INSTRUMENT PANEL ARRANGEMENT**

**Imp and Chamois Models—except Stiletto**

**INSTRUMENT PANEL (Figs. 44 and 45)**

For all models except Stiletto a new design of instrument panel is introduced with separate circular instruments in line across the panel. The new panel is of moulded plastic with a differing facing finish for the various models. On the rear of the panel is the instrument cluster contained in a plastic case and incorporating a printed circuit system—see under "Printed Circuit System".

**To remove and refit**

1. Disconnect the battery earth cable.
2. Remove the trim cappings from both ends of the panel, or from one end if only one is fitted.
3. Remove the six screws securing the panel to the facia.
4. Disconnect the cable harness plugs from behind the panel. The plug supplying the instruments is located immediately behind the fuel gauge; it can be removed by depressing its upper and lower claws which engage in slots in the instrument case. The plug supplying the controls and switches is a two-piece interconnecting type which can be pulled apart by hand. (See Fig. 45).
5. Disconnect the plastic pipes from the windscreen washer pump on the rear of the panel.
6. Disconnect the pipe from the oil gauge (if fitted), and save the pipe union sealing washer.
7. Disconnect the drive cable from the speedometer.
8. Disconnect the cables from any other accessories which may be fitted, such as cigar lighter and clock.
9. Withdraw the panel, complete with instrument case, from the facia.