

Refitting is the reverse of the removal procedure during which care must be exercised to avoid damaging the panel or the facia by over-tightening the fixing screws. Remember that the supply plug to the instruments fits one way only into the instrument case.

To remove an instrument

It will be necessary in all cases to remove the instrument panel. The instruments can be removed individually once the instrument case is detached from the panel.

1. Remove the instrument panel as described in the foregoing paragraphs.
2. Remove the five screws securing the instrument case to the panel and withdraw the case complete with the instruments.
3. Remove the outer lens which covers the instrument to be removed.
4. Withdraw the appropriate sliding warning light lens if a centre instrument is to be removed.
5. Remove the two screws securing the instrument and withdraw the instrument from the case.
6. If a voltmeter is to be removed, unscrew the circular shouldered nuts from the rear of the case and withdraw the voltmeter.
7. If a speedometer is to be removed, it will be necessary to remove the voltage stabilizer to allow access to one of the fixing screws.
8. If an oil gauge is to be removed, remove the two screws from its base flange which are accessible from inside the case, and withdraw the gauge.

To fit an instrument

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

1. The screws on the instrument case and instruments should be tightened firmly and evenly, but must not be overtightened. It is most important that they are the original size.

2. Using a piece of adhesive tape, seal any printed circuit contacts not in use.
3. If the sliding warning light lenses have been disturbed, make sure they are refitted in their correct positions with the red lens to the ignition warning light.

Voltmeter

Introduced on the Chamois model is a voltmeter designed on the bi-metal principle. This instrument will indicate the electrical system voltage under varying operating conditions.

1. With the ignition key in the anti-clockwise (auxiliary) position, the pointer will register static battery voltage after a period of 45 seconds, and should reach a minimum point along the scale corresponding to the top of the slope terminating the FIRST RED SECTION.
2. When the engine is running above idling speed, the pointer will move into the BLACK SECTION, and will remain there for NORMAL operation.
3. If the pointer remains for any length of time in either RED SECTION with the engine running above idle, a fault has developed in the system resulting in insufficient or excessive battery charge.

Code to Voltmeter Sections:

- (a) First Red Section—insufficient charge.
- (b) Black Section—normal operation.
- (c) Second Red Section—excessive charge.

CAUTION:

On cars fitted with a voltmeter, the ignition must NOT be left in the auxiliary position, as this will cause a slow power drain of the battery.