

C2 Gauge Cluster Removal

Step-1: Remove Steering Column



First, remove a couple of Phillips head screws holding the column trim, and take off four 1/2-inch hex bolts and nuts. Then the column comes out. I did go out under the hood first and remove the 7/16-inch 12-point bolt holding the steering coupler to the steering shaft. This gives me plenty of room to work in the interior.

Step-2: Disconnect Gauge Cables



To help the removal of the dash cluster, disconnect the speedometer cable, tachometer cable, and oil pressure copper hard line from under the hood first. This allows the dash cluster to come out farther for bulb removal. I usually remove the wiper switch from the cluster, rather than removing the wiring connector. Invariably, if you tug on the wiper switch connector, it pulls the switch apart. The dash cluster in all Midyears is old-school, and therefore it has multiple plug-in bulbs with separate connectors for each gauge. The main dash harness has two plastic retaining clips with tabs that spring outward when they are pushed into the back of the cluster. If you plan on using the original dash harness, handle the clips with care. Cut the harness tape holding the clips into the harness, then the clips can be easily removed when the dash cluster is disassembled. The clips keep the harness from lying on the top of the speedometer and tachometer cables.

Step-3: Remove Stereo Speaker



Take off the 3/8-inch hex nuts to remove the speaker grille and speaker. I commonly see the speaker grille pulled away from the top of the dash slightly because some are unaware that the hex nuts must be removed. Most likely a screwdriver was used in an attempt to pry the grille out. The speaker grille can be tweaked back into shape so that it fits tightly against the dash again. I caution you, though, because the outer circumference of the grille is made of pot-metal that can break easily if pushed too far.

Step-4: Remove Pot-Metal Speaker Grille



The reason to make a big deal about this grille is late-model dashes have plastic speaker grilles snapped in place. Prying this fragile metal grille up distorts it. If you do this, you have a difficult time making it lay flat against the dash. The speaker grille frame is made from pot-metal, meaning they break if you try to modify their shape. There is some shaping (very little, though) or snap.

Step-5: Remove Radio Head Unit



When the dash is installed, radio removal is cramped and difficult. For A/C-equipped cars, it's very tight and particularly difficult to remove the head unit. Try not to bang up the face or radio shafts during the removal. The head unit is valuable, so whether you use it or not someone most likely would like to have it. Radio removal begins with complete console plate removal. The rear of the radio is moved to the driver's side with the bottom of the radio coming out first. Carefully work the radio out past the parking brake handle; it is tight but it is possible to do without damaging it.

Step-6: Remove Clock



Clocks are held in place with these retaining clips that require a downward push near the retainer stud. Pull outward on the retainer clip while pushing downward. The electrical connectors and lamps can be removed once the clock has been removed from the dash.

Step-7: Remove Dash Control Knobs



Old school knob removal requires a small flathead screwdriver to loosen the set screw. Once the set screw has been loosened, turn the knob counterclockwise to unscrew. Most of the knobs have these set screws at the bottom of the knob when the switch is turned off. If there is no screw present the knob twists off counterclockwise.

A pair of pliers is sometimes required to hold onto the cable's shaft.

Step-8: Remove Retaining Nuts for Headlight and Wiper Switch



This Corvette Central special tool (PN 251004) makes removing and tightening the special cable retaining nuts easy, and it works on the headlight and wiper switches. Two ignition-switch nut wrenches are available (PN 251003 for 1960 to 1965 Corvettes and PN 252001 for 1966-1967 Corvettes). I see ignition switch bezel nuts scarred up all the time from "Mr Goodpliers" at work.

Step-9: Remove Pedal Assembly



The pedal assembly has been removed for restoration. All too often, this assembly is left in place and cleaned as well as possible. Both the clutch and brake pedal pivots ride on plastic bushings that wear out. Clutch pedals wear from the extreme pressures, and many times crack near the pivot point. Remove the pedal assembly and put it in your sub-assembly restoration pile. The pedal assembly has two 5/16-inch screws holding it to the dash support. Two studs on the pedal assembly pass through the firewall that mount the brake booster or master cylinder to the firewall. The other two studs are held on the

firewall with two 3/8 nuts.

Step-10: Drain Radiator and Remove Hoses



You need to drain the cooling system at the radiator and then go under the hood to remove the heater core. Next, carefully remove the heater hoses to avoid heater core damage. I usually slice the hoses along the heater core tube and peel it away. You should never tug on any heater hose at the core to remove it. Once the hoses are taken off, remove the 7/16-inch hex nuts from around the perimeter of the outside plenum cover.

Step-11: Remove Inner Assembly



needle-nose pliers to grasp the clip and wiggle it upward. With careful removal the clips can be used again.

Once the cover has been removed, the inner assembly is ready to come down and out. The inner plenum has the defroster, heater, and temperature control cables attached to the controls. I remove the cables at the plenum assembly and the blower resistor wiring connector for the removal of the assembly out of the dash. Each control cable has a push-on retaining clip that goes on easily. Taking them off requires a pair of