

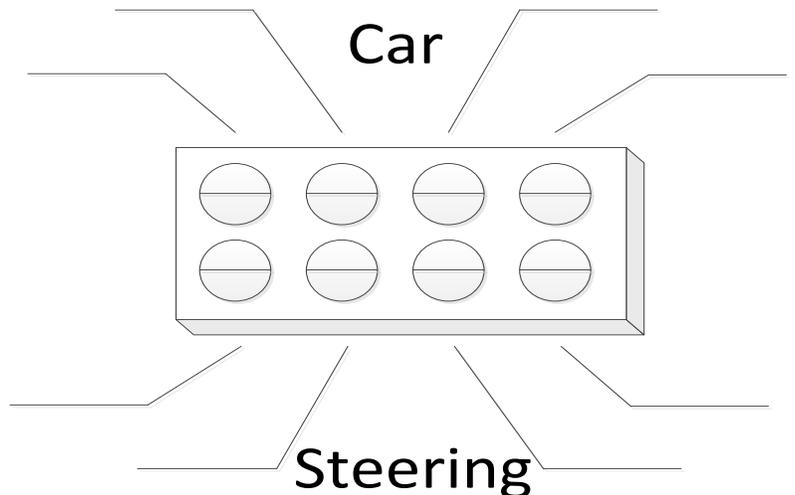
Pantera Dash Removal Procedure

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These instructions, illustrations, and pictures depict the dash removal of a 1971 Pantera and were originally provided to me by John Buckman. John did a great job and I saved time and frustration following his process and in doing so, I added to the document.

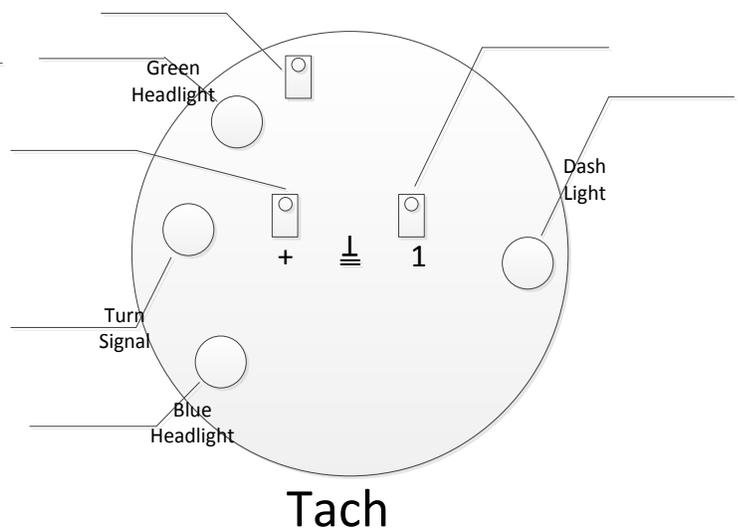
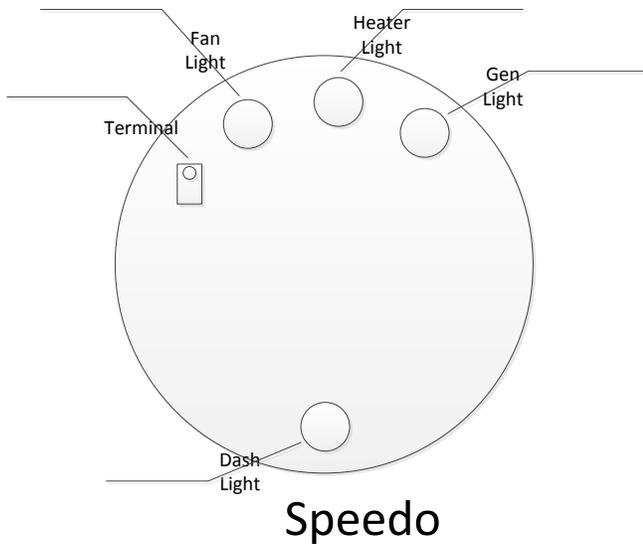
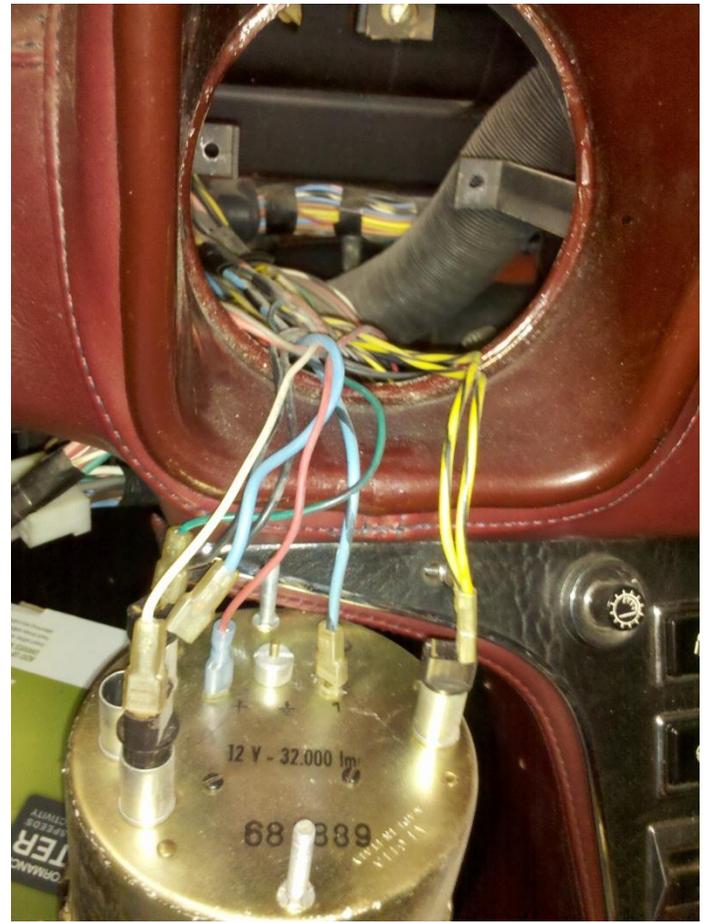
The process from start to physical removal from the car took about 2 hours, which included time to document the process and take a few breaks for phone calls. You will need to remove the dash to replace the evaporator or service the heater box. While the dash is out, consider additional service activities such as replacing all instrument light bulbs, rerouting some after-market wiring, repainting exposed metal/fixing surface rust, cleaning up the residue of disintegrated factory duct foam and replacing them, installing a Pantera Electronics Headlight Control Module or Fuse Panel, and cleaning up the areas of the front cabin that you cannot normally reach. I mention the headlight control module and fuse panel because it sure would have been easier to do with the dash out of the car. As a rule, when disassembling something, I will always rethread bolts into the holes they come out to make reassembly easier and lessen the chance of having left overs when you are done. Technically, you do not have to disconnect the battery if you are careful, but why chance it. There is full power running around in the dash and steering column.

1. Remove the two hinge screws of the glove box and remove the glove box
2. Remove the fuse panel door.
3. Look directly up from where the glove box was and locate the screw that fastens the dash to the car. Notice the spacer between the dash and the car. There will be several of these during the disassembly and you need to keep track of which ones go where. Remove the screw and spacer and mark the spacer with a felt tip pen as "Glove".
4. Remove the two screws at the bottom of the dash. One is by the fuse panel, and the other is on the console "flare".
5. Remove the steering column by loosening the two 13MM bolts and two metric M8 hex-socket head bolts underneath. A cardboard box works well to help support the column while disconnecting the wiring but is not needed once the wiring is disconnected.
6. There is one molex connector for the turn signal switch assembly, four wires on the terminal block, and one wire that plugs onto the side of the ignition switch housing. Document your terminal block wire colors on the illustration below and using a small flat head screwdriver, unscrew the steering-side wires as shown in the diagram below.



7. Remove the screws from the L & R defroster vents and remove them. Center is a dummy and can stay.
8. Disconnect speedo trip reset knob from bottom of dash. Its cable will stay attached to the speedo and will be removed with the speedo.

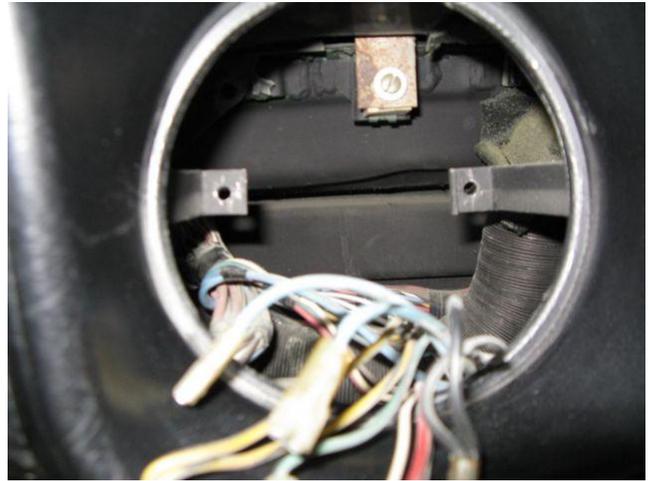
9. Disconnect speedo cable and remove the two thumb nuts that attach the tach to the bracket and the two that attach the speedo to the bracket. You can see and reach these through the void where the steering column entered the dash.
10. Pull out the tach & speedo as shown in the pictures. These usually have enough wire to allow disconnecting the wires once the units are pulled out of the dash. Document the wire colors on the charts below.



11. Unplug brake warning light from back side of dash. It's the light between the speedo and tach.
12. Unplug molex connector for hazard warning switch. Switch will remain in dash.
13. Remove wiper switch. There is a ball on the shaft that must be depressed through a small hole in the bottom of the knob. Push in on that ball as you try to pull the knob off of the shaft. Once the knob starts to move, you no longer need to push on the ball. The knob is usually very stubborn. Just be patient and persistent. Once the knob is removed, you will need a special tool

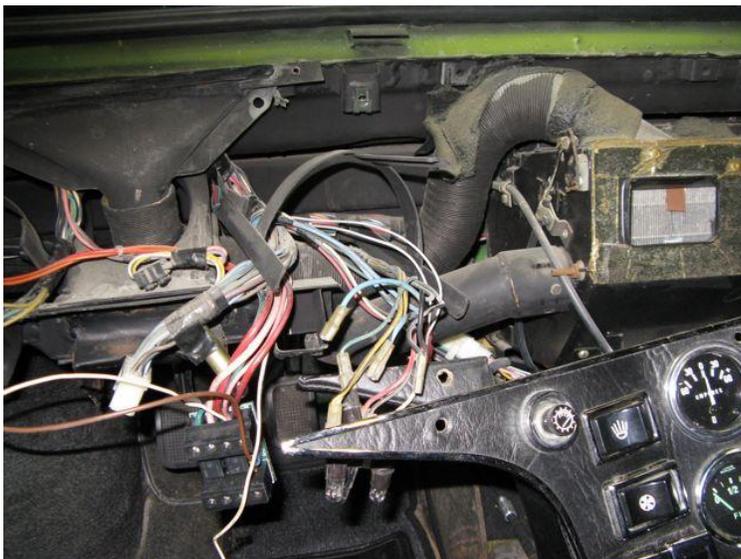
to remove the nut, or you can get creative. I used ring pliers, but had to coax the nut to loosen by gently tapping counter clockwise using a small screwdriver and mallet.

14. Remove the L & R windshield post trims.
15. Remove the two screws that are accessible through the speedo and tach openings shown in center top of the picture.
16. Remove the console "flare" screw.
17. Remove the lower dash screws. 2 are on the left of the steering column, one is below the tach, one is under the console "flare".
18. Remove the three gauge console thumb screws.
19. Remove the shift guide decorative plate and the larger plate below it.
20. Slide the center console backwards to give more room to clear the dash
21. When I removed my dash, I did not remove the center console. I had to "spread" the console "flares" to get the dash out from behind the console. Tight, but it worked.
22. There is a white wire that goes from the ignition switch terminal block to one terminal of the GEN warning light. On mine, this wire was very short, and it became disconnected from the warning light. This will create a no charging condition. Also there is a resistor across the two terminals of the GEN warning light. When reinstalling, make sure that there aren't any wires near that resistor, as it does get warm.



Picture of the passenger side without the dash ->

<- Picture of the driver side without the dash



<- Picture of the car center without dash

