

10.0 GRP Dash panel and fascia

10.1 Fuse box and Relay block

Decide the fixing point for the fuse boxes and relay blocks, check that the under dash section of the wiring loom can reach all the instruments, make sure that the fuses and relays remain accessible with the dash in position. -Factory built cars have the fuse box on the front edge of the chassis member under dash. Above pic fig 10



10.2 Dash fascia

Before fitting the GRP dash panel to the chassis it is advisable to compound and finish the GRP edges and finish face to a near finished state, the dial, switch and warning light holes should also be cut out ready for fitting. 10a

It is advisable that you cut out cardboard patterns of the fittings that are going to be used, note that Tiger can provide additional water, oil and tachometer instruments if required. Position the templates onto the plywood fascia panel, when you are sure that you have the best layout, stick with Blue tack or similar, mark the plywood and cut out the apertures. Fig 10a



Ensure they can be clearly seen when in driving position, switches should also be reachable. Make sure that the hole measurements are precise, as the front bezel of the fitting must cover the trim cloth to obscure the hole and give a neat appearance.

Offer the plywood dash instrument panel up to the GRP dash and check if any minor trimming is required; remember to allow for the thickness of the cover cloth overlap. Once the correct shape is found and edges sanded to round off, cover the panel with

thin foam backing and cloth, fix to the plywood with adhesive and or staple gun .
When dry carefully cut the cloth around the instrument apertures using a sharp
craft/model knife.

The finished dash fascia will be held in position by the Dial braces and glued
underside.

The bottom edge of the dash must have a soft rounded look-or something soft over it
when taken for sva- Also the chassis under dash (across) with fuse box on it-must
also have soft front-

A good tip is put some foam central heating pipe lagging over it for sva.

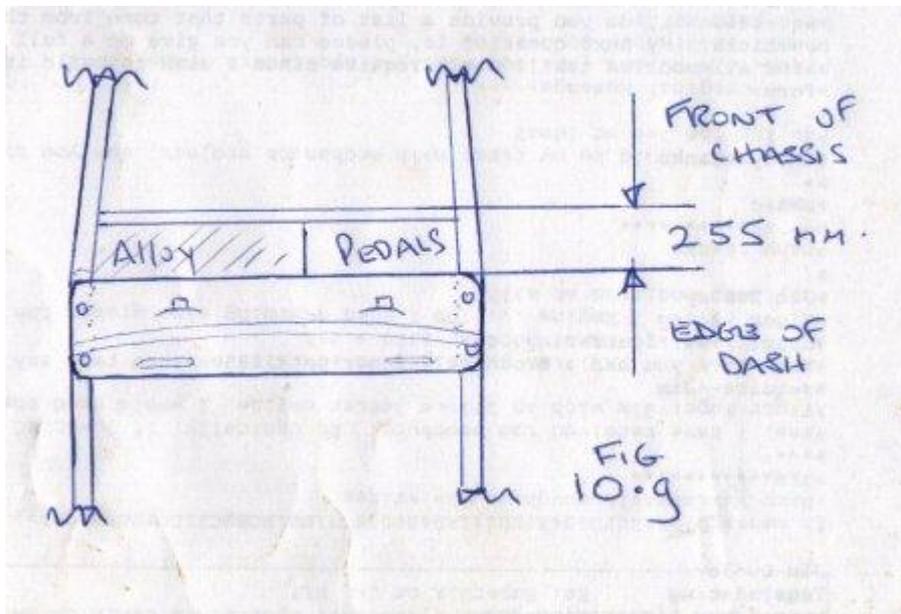
10.3 GRP Dash panel.

Before this panel is fitted make sure that the Windscreen wiper motor and
mechanism is fitted, and the instrument holes have been cut out, the wiring loom
should also be in the correct position.

The front of the dash panel is located 255mm from the front edge of the top chassis
member (see diagram fig 10g.....). Drill two 8mm holes approximately 50mm in from
the front and rear corners of the GRP panel, on both sides and offer up, when it's in
correct position scribe through the holes to mark the top of the chassis side beams.
Remove the dash and drill through the chassis rail, the dash panel is held into
position by using 4 x M8 x 45 bolts and nyloc nuts, use penny washers or purpose
made stiffeners under the bolt heads to spread the load.

Fitting Dash Panel to Dashboard

What you need:



Dashboard.
Dash Panel.
File.
Hole cutter.
Material



The dash panel is pre-cut. Place on the dash board and mark positions for dials and switches-use a hole cutter and file-check that all SVA requirements are met for visible instruments and warning lamps. Cover the dash with the material supplied.use a blade for cutting the material for dials to fit. Check sva requirements for radius on dash edges.(thin sponge on dash gives padded effect) Ensure the dash panel fits the dashboard snugly, especially on the right where the horn sits, then separate them. Fig12

N.B. Remember when filing the fibreglass to wear a mask and goggles...

Fig 10bb



Fig 10aa



10.4 Wiper motor, arms and blades

The two-speed wiper motor for the Cat is taken from a Mini; the wheel box centres need to be reduced. First measure the centre of the positions for the wiper wheel boxes (arms) on the dash moulding, and drill out to take the threaded ends from the wheel boxes.

Remove the wheel boxes from the motor drive shaft and check that they are running freely. Refit one wheel box to the curved shaft attached to the motor, then cut the centre longer straight piece to give you the centre of the second box.

to satisfy SVA wipe requirement the wipers must park down in front of the driver and self park if they do not- remove the cover over the wheel box, take the circlip of the spindle. Now take the lever off the drive wheel and lift the drive wheel clear, you will see a plastic raised part using a small screwdriver lift off and replace on opposite side of gear –this will change the self park by 180 degrees.

The wiper arms will need cutting to length and bending for wipe and park positioning, the blades must also be cut to length, measure the shortest windscreen dimension, this will be centre vertical, and cut the blades to length by reducing each end equally. Fig 10.bb

You will have to find the best final position for the wipers by trial and error, make sure that the wiper motor has alterations have changed the park position before you put the arms and blades on.

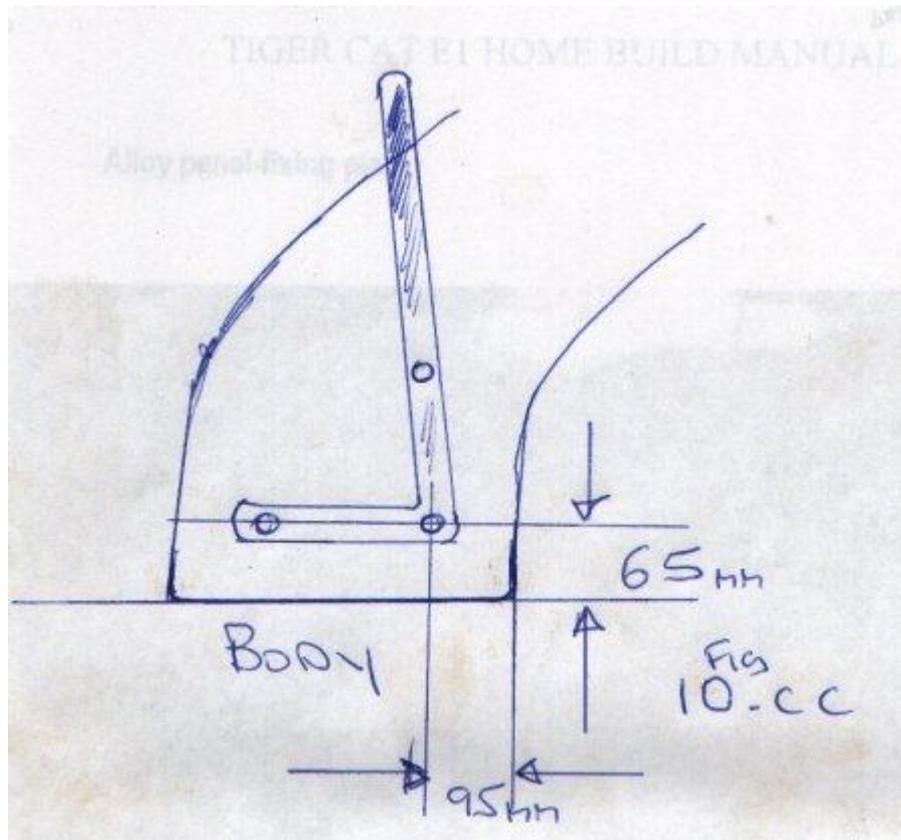
Park position should now be with blades lying flat in front of the driver, and the wiper sweep should give clear driver visibility. Picture of wiper motor fitted using small “u” shaped alloy bracket

Fig 10.aa – this picture also shows the webcon ecu under dash

10.5 Windscreen

Position uprights on dash side -drill the three 8 mm holes(see drawing fig 10.cc for position bolt both uprights on using 8 mm bolts with large washers inside dash panel. Measure from top of upright to the wiper wheelboxes(on dash) get these the same for each side to centralise the uprights on car.—bend these and check each time using the windscreen frame inside.

Place frame into position.(the frame should have had bottom corners cut off)



the uprights will need to be twisted using a adjustable spanner fitted to the lower edge of the upright—the upright must be square (90 degrees) to the channel it sits in—if this is not done it is likely that you will crack the screen when tightening.

The upright should sit flush to the bodywork of the dashboard and onto the windscreen frame with no visible gap between the pillars, frame and bodywork.(best possible)

N.B. The upright should form a 90° corner with the frame. Fig 10.dd

Fit the glass inside the frame and place into position inside the uprights drill through the uprights using the pattern in the manual for correct hole positions(three holes 5mm)and just touch the screen frame with the drill remove the glass -and drill through the marks on the frame.

cut of one edge of all of the 5 mm 12 long bolts(6) using a pair of long nose pliers fit all bolts inside the frame—remove the uprights and fit them to the frame using the domed nuts -leave lose---with a helper put glass inside the frame and uprights-one each side lower the assembly over the car and fit onto the dash channel- fit all(6) 8mm bolts—tighten all bolts/nuts(16)making sure that the glass

does not tighten -the desired result is a glass that will “slide “left to right- when all is tight.
apply silicone into the channel front and back(not excessive)drop in the small piping---leave 24 hours—then seal around all outer edges (not excessive silicone
See back of manual for pattern to drill uprights

Fig 10dd



10.6 Washer bottle

The washer bottle can be fitted anywhere you choose, check the capacity required for SVA if not using a Tiger or Sierra part.(minimum 1,5ltr) Drill a hole in the top centre of the GRP dash panel and fit the water jet, attach pipe between washer bottle and jets.