To remove the upper dash pad:

Remove the header moulding, the passenger side windshield pillar post mouldings and the sun visors. You can do this by removing screws 6 and 2 in Picture A.

There are two screws in the pillar moulding. One screw located on the bottom underside of the moulding at the top and one is for the visor rod shown in Picture B

Picture A.
Remove the four screws #3 in Picture C for AC cars, and two shown in picture D for Non AC cars, from the wiper switch plate, lower it, and unplug the wiper switch to remove.
Remove the screws from the center dash bezel number 17 shown in picture D. Two per side, be four total. These screws pass through the bezel and in to the lower dash pad! Next loosen nut 11 from picture D. This nut can be removed or just threaded down to the bottom of the stud. It’s best if you remove the nut when taking it apart and before you install the dash bezel in the car you should always start this nut on the stud before the re-install!

The shift console and the shift console forward bracket both have slots cut in them to allow for the stud with the nut to pass through for quick and easy assembly. Trying to start the nut on the threaded stud with the dash bezel in your car is not easy so start them before the re-install and only a couple of threads.

Picture D.
Remove the screws from the passenger lower dash pad. You will find three screws in the top of the lower pad number 3, 5, 6 in picture E, and remove the screws in the door jamb number 8 in picture E. When these screws are taken out, the lower pad can be removed. Nuts 1 are attached to the upper dash pad; Nuts 2 are attached to the main A pillar.

Picture E.
It’s always a good idea to cover the shift console plate with a cloth and then a section of cardboard; this will eliminate scratching the shift console plate. Gently pull the center dash bezel toward your body making sure not to break the thin upper area of the bezel. When you feel like you have enough clearance behind the bezel un-plug the small gauges if 1968-1974, or the printed circuit connector if 1975-1976. Remove the center cluster.

Once you have the center cluster removed from the car, remove the three screws that pass from the left hand lower dash pad to the upper pad number 4 Picture F. They are located right over top of the speedometer and tachometer. If you want to remove this pad now is the time and you can do so by removing screws 15 and 14 from the lower cover as well as screws 2 from the door jamb.

Should you decide to remove the left pad you will need to remove the speedometer and tach cables! (1968 is a screw off design, 1969-1977 is held on with a clip). To remove the speedo cable from a 1968 simply unscrew the cable, on 1969 – 1977 you will need to reach up under the dash and push down the speedo retaining clip. It’s not easy and sometimes you will need to use a tiny screw driver to push on it with. The trick is to push the clip and the cable until the clip releases. Once the clip releases then pull the cable away. To remove the tach cable on a 1968-1974 follow the same instructions as the speedo cable. On 1975 – 1977 cars there is not a speedo cable and you simply un-plug the connector on the back of the tachometer.
Under the dash pad, you will find a bracket that is attached to the pad with one single screw and held to the windshield lower frame with one screw Number 3 in Picture G. Remove the screw from the windshield frame side and leave the bracket on the dash pad for install on your new dash pad.
Reach under the passenger side of the dash and unplug the passenger side speaker. Three is a plug that should be attached on both the driver and the passenger side. (1970-1977 only)

Removing the pad from the car is ready. To remove the pad, sit in the passenger side of the car and gently pull toward you with the furthest most edge of the dash pad. You’ll notice the pad won’t clear the pillar post metal frame.

DISCLAIMER:
Before you proceed, please note: Original dash pads can crack, distort, and even break when removing. Following the provided instruction sheet is merely an example of how our shop would remove the dash pad and based on our own experience. If you feel you do not have the expertise to do this please do not attempt this. This is only a “suggested method and our own opinion” Willcox in no way assumes responsibility for damage or cracks that may occur while following these instructions.
Once you have the pad to the frame, gently push up in the center of the pad (Marked “Push Here” in picture G, while holding downward on the right corner and pulling it towards your body. The edge of the pad will slide past the post and it’s ready to be removed from the car. Once you have the pad removed be sure to unplug the left hand side speaker wire. (1970-1977 only)

To install a new pad or an old pad you reverse this procedure. There are a few exceptions to follow when going back with your pad.
1) The clips on the front of the pad shown in Picture G as “clips”, must hook under the lower windshield frame.
2) Remember to put the lower brace back on the pad.
3) Its a good time to replace speakers.
4) The cast adapter bracket between the pad and the speaker must be re-used. Do not throw them out with the old speakers or dash pad.
5) When installing the center dash bezel, it’s a smart to start the nuts on the studs before putting the bezel back in place. The center bezel will slide in place if you just start them a few threads.

Hey you made it this far and this is not a minor job! Should you have any questions or want to add to these instructions, please feel free to email us at Willcoxcustomerservice@willcoxcorvette.com.
Good Luck

Willcox Inc.