

1973 AMERICAN MOTORS

SPEEDOMETER & GAUGES

Speedometer and gauges can be removed after removal of instrument cluster.

INSTRUMENT CLUSTER

Hornet & Gremlin – Disconnect battery ground cable. Cover steering column, remove package tray (if equipped), and disconnect speedometer cable. Remove headlight switch, wiper control knobs and retaining nuts. Remove five retaining screws from cluster bezel, pull bezel and cluster out as an assembly. Disconnect all wires and lamps on back of cluster and remove cluster.

Matador & Ambassador – Disconnect battery ground cable. Remove retaining screws holding instrument cluster bezel and remove bezel. Remove instrument cluster retaining screws, tilt cluster out at right and in at left. When far enough out, reach behind and remove speedometer cable, wire harness plug, flasher and brake warning lights. Remove cluster.

Javelin – Disconnect battery and cover steering column. Remove retaining screws around bezel. Remove radio knobs and retaining nuts. Remove knobs from the four instrument panel switches (remove knobs by inserting tool in groove and prying up toward knob). Remove speedometer cable by reaching behind panel and depressing retaining clip. If equipped with air conditioning release speedometer cable hold down clip on wheel house to allow movement of cable. Move cluster out of dash far enough to disconnect wire harness plug and wire connectors. Cluster can be removed from bezel by removing eight attaching screws and clock knob.

INSTRUMENT PANEL OVERLAY PAD

Hornet & Gremlin – Disconnect battery, remove instrument cluster (as previously described) and remove windshield pillar reveal moldings and corner moldings. Remove upper portion of glove box, then remove screws retaining instrument panel center housing to underside of overlay pad. Remove overlay pad retaining nuts (from rear) and remove pad.

Matador & Ambassador – Disconnect battery, remove right side overlay panel and radio speaker. Remove instrument cluster overlay panel. On air conditioning and "Command Air" equipped vehicles, remove center duct. Use side cutters to notch overlay crash pad flange to expose duct retaining screw at upper right side. Remove two additional duct attaching screws and move duct to center (not necessary to remove duct). Remove four retaining screws from instrument cluster and three from radio. Disconnect and remove instrument cluster, pull out, but do not disconnect radio. On air conditioning and "Command Air" equipped vehicles, remove left side duct. Remove overlay crash pad by removing twelve hex head screws retaining panel to instrument panel.

Javelin – Remove assist handle and moldings at lower right half of crash pad assembly. Remove five instrument cluster bezel to pad screws. Remove six screws at base of windshield. Four of these are installed in defroster outlets. Instrument panel top cover is retained to control panel with a "hidden" stud and nut, accessible through the map light opening. Instrument cluster crash pad assembly is retained to instrument panel crash pad assembly with eight screws. Place instrument panel top cover assembly on bench to remove screws and instrument cluster pad assembly.

1973 JEEP

INSTRUMENT CLUSTER

CJ/DJ – Disconnect battery and speedometer cable. Remove two screws and allow heater control bracket to drop down. Remove four attaching nuts and pull cluster off mounting studs. Remove gauge wires and cluster lamps and remove cluster.

Commando – Disconnect battery and speedometer cable. Disconnect cluster pin terminal plug by pulling it straight away from cluster. Remove lower spring clip attaching screws. Depress upper spring clips toward cluster to disengage barbs and push cluster away from panel to remove it.

Wagoneer & Truck – Disconnect battery and speedometer cable. Remove six cluster retaining screws. Disconnect cluster pin terminal by pulling straight away from cluster. Disconnect four-terminal plug and fan switch connector plug. Disconnect vacuum hoses from heater and remove lights from heater control panel. Disconnect temperature control wire and remove cluster.

PRINTED CIRCUIT

Commando, Wagoneer & Truck – With cluster removed, remove instrument voltage regulator and terminal nuts from temperature and fuel gauge studs. Remove attaching screws and lift circuit board off back of cluster.

SPEEDOMETER, FUEL GAUGE & TEMPERATURE GAUGE

With cluster removed, remove locknuts on rear of cluster and remove unit from front of cluster.

HEADLIGHT SWITCH

CJ/DJ, Wagoneer & Truck – Disconnect wire connector plug from switch. Pull control knob out to second position. From behind instrument panel, depress knob release button and pull knob out of switch. Remove retaining nut and bezel. Remove switch thru rear of instrument panel.

Commando – Disconnect battery. Remove control panel by depressing spring clips at each side of panel while pushing away from instrument panel. Remove circuit breaker and attached wires. Remove retaining screws and remove switch.

IGNITION SWITCH

CJ/DJ & Commando – Press switch body toward instrument panel until notched bezel can be turned counterclockwise, releasing it off notch pins. Remove bezel and lower switch from under instrument panel so wire harness plug can be removed. Remove switch.

Wagoneer & Truck – Place key lock in OFF LOCK position and remove two switch mounting screws. Disconnect switch from remote rod, remove harness connector and remove switch.