

4-106 Switches, Gauges & Speedometer

1974 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. Remove radio control knobs and attaching nuts. Remove bezel screws; tilt bezel out and disconnect all electrical connections and remove bezel. Remove clock cover screws and pull clock away from cluster; disconnect electrical leads and remove clock. Using clock opening for access, disconnect speedometer cable by depressing the locking tab and pulling back from speedometer head. Remove lower instrument finish panel. Disconnect gear selector dial cable from steering column. Remove cluster mounting screws, disconnect electrical connections and remove cluster. To install, reverse removal procedure. *NOTE* – Control knob aligning tabs must fit in control shaft slots when installing control knobs.

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 ground. Remove lower instrument finish panel and glove box door with hinges. Remove fuse block mounting screws and disconnect wire connectors from fuse block; mark connectors for reassembly. Remove glove box screws and remove box through panel opening. Remove bezel. Remove pad screws located at lower glove box opening. Remove pad attaching nut from back of instrument panel on lower left side. Remove upper screws attaching pad to instrument panel. On cars equipped with air conditioning, remove the right hand duct bracket and lower duct to gain access to screw securing pad to instrument panel at far right side. Remove pad from instrument panel. To install pad, reverse removal procedure.

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.