Rufus Dashboard part 2.

Introduction:
With the dashboard cut out from the blank the first task was to locate the dashboard in the scuttle then mark and drill the securing holes. For fastenings I will use M5 stainless steel button heads and Ny-Loc nuts.

While the dashboard was temporarily fitted in the car I drew a horizontal line (judging it by eye) for the switch panel orientation.

I decided to fit the following dashboard switches.

Press button.
1. 4-Way flasher.
2. Horn.
3. Washers.
4. Headlamp flash.

Rotary.
1. Headlamp (incorporating side & tail and dip positions).
2. Indicators.

Toggle.
1. Wipers.
2. Fuel pump.
3. Security/ignition cut out (this will be a hidden switch and not dashboard mounted).

The 4-way flasher switch and the indicator switch will fit directly into the dashboard. The remainder will fit into an aluminium plate that is secured to the dashboard.

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Switch positions:
As Rufus is not subject to an IVA test the choice of switches and locations was purely down to personal choice. The indicator switch was fitted to the right hand side of the steering wheel. The 4-way flasher switch will be fitted centrally in the dashboard above the switch panel. Both these switches will be mounted directly into the dashboard

The remaining switches were fitted into the aluminium panel with the lighting switch in the central position. To the left of the lighting switch are the wiper and windscreen washer switches and to the right the fuel pump switch and horn switch. This left two items unaccounted for; a headlamp flasher switch and the choke control.

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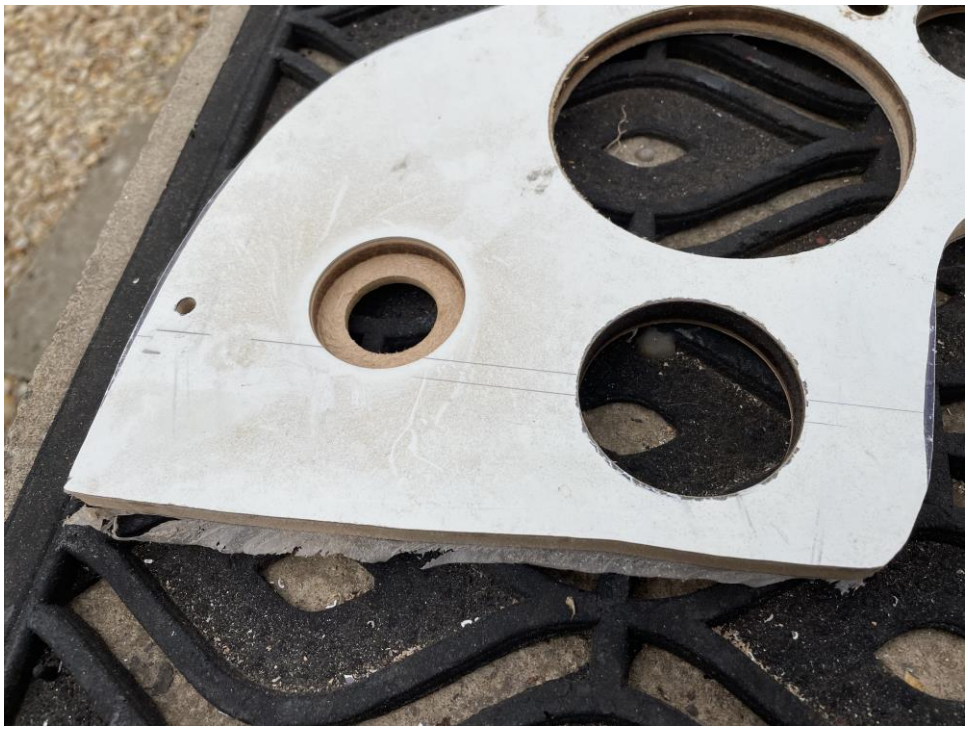
Fitting the switches:
The 4-way flasher switch was designed to be a press fit into a 30mm hole but when I opened the box I wasn't impressed with the quality and decided to source a different switch. The hole will eventually be made with a Forstner bit.

The indicator switch was for a maximum panel thickness of 4mm so it really needed a metal panel to mount it. I decided to try and fit it without a panel, if that didn't work my fall back position was to make a small aluminium panel. Once I had decided on the position (to the right side of the steering wheel) I drilled a hole through the panel with an M3 drill bit. Next I drilled an M25 hole from the front surface of the panel to a depth of 4mm using a Forstner bit. From the reverse side of the panel I drilled an M40 hole to a depth of 6mm, again using a Forstner bit.



Reverse side routed out to take the indicator switch body.

With the switches laid out in order I calculated the metal panel size for the switches, the holes were then marked and drilled with a suitable sized step drill.

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Making the aluminium panel:
This was cut out of flat aluminium plate with an M4 fixing hole in each corner.

A suitable piece of scrap aluminium left over from another project.

Cutting the holes with a step drill.

The four sides of the panel were rounded of with a ‘round-over’ guided router cutter.

Set up for routing the edges.

The panel was finished by flatting with an orbital sander on both sides before being given a coat of etch primer followed by a coat of red oxide. The upper surface was then painted with RAL 9001 Cream to match the body colour.

The panel will be secured in position with four M4 stainless steel button heads with Ny-Loc nuts.

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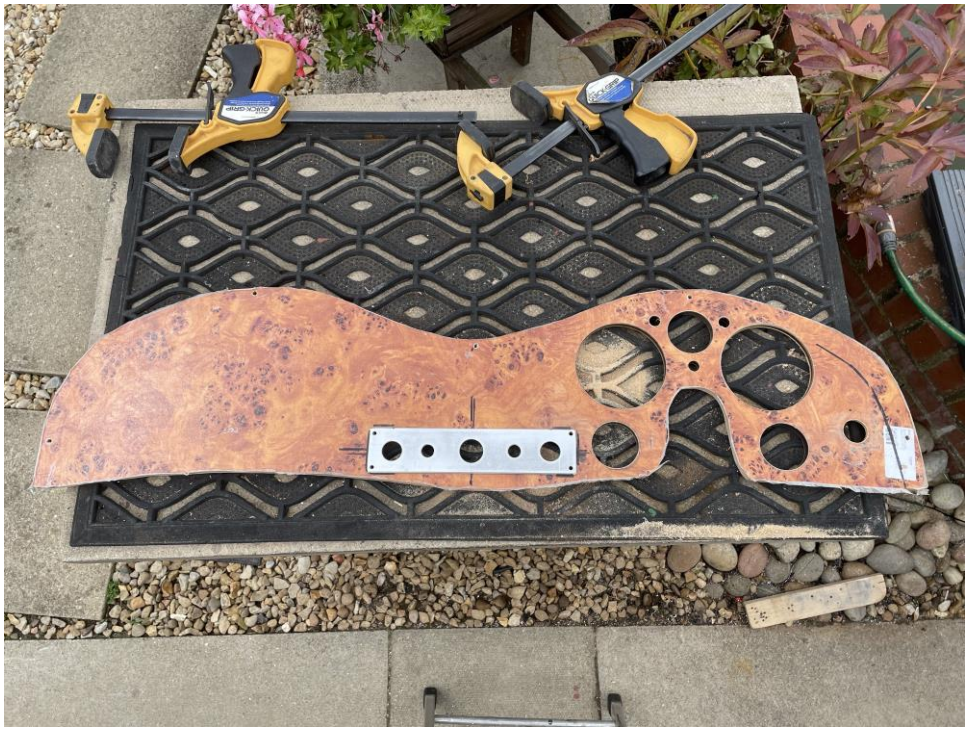
Mounting the switch panel:

With the size of plate and switch positions determined I marked the dashboard and routed out the appropriate switch recess.

It’s getting there.



Switch plate in position.

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Summary:
The dashboard is now ready for the assembly which will be described in Part 3.

To be continued