

'Puma' Single DIN Dashboard Fascia Panel Fitting Tips

The factory fascia panel can be removed from the dashboard without removing radio from the fascia panel.

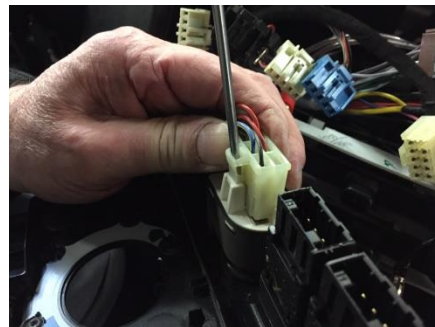
To remove the original fascia panel, undo the 2 x Torx Tx 30 screws on the front fascia panel. Grip the top edge of the fascia panel above the fresh-air vents and immediately in front of the tray on top of the dash and pull the fascia towards you to release the clips at the top edge of the dashboard.

With the top edge released, pull half way down the fascia to release another pair of clips. Finally pull on the bottom of the fascia to release the lower clips.

The fascia will now be free of the dashboard. You can now start to unplug all of the switches. Don't worry about which connectors go where as the switch connectors are keyed to their respective switches so it's impossible to mix them up when it comes to refitting them. Likewise, the holes in the dashboard for the switches are keyed so they can only go back into their correct location.

The clock can be tricky to disconnect with your fingers. We recommend using a pair of needle nose pliers to squeeze the small release tab on the connector.

Use a thin bladed screw driver to release the connector on the headlamp height adjuster.



With the dashboard free from the vehicle, you can transfer the switches and controls across to the new fascia panel.

Remove the 6 x metal spring clips from the locating tabs and slide onto the pegs on the new fascia. Pull the knob off the the headlamp height adjustment control to reveal the 13mm securing nut behind it.

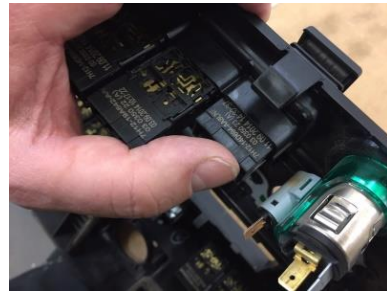


The clock is held in place with 4 x TX15 screws Using a magnetic screwdriver makes their removal and refitment easier. With the clock removed, release the securing tab on the hazard switch with a thin bladed screwdriver.



To release the electric window switches, squeeze the release tabs top and bottom.

All of the smaller switches (Rear Wash/Wipe, Rear Fog, Heated Seats etc) can be released by simply pushing on the back of them to free them from their apertures. Note the different keyways on each switch that ensures they will only fit back into their respective positions on the fascia.



The cigarette lighter socket is the trickiest part to remove. It is very common for the plastic bulb holder to become hard and brittle due to heat from the bulb. This often results in the locating tabs breaking when you try to release them. Providing the earth contact maintains contact with the body of the 12v socket, a wrap of insulating tape to hold the bulb holder to the socket will ensure the socket will continue to illuminate.

To release the socket, look for the two square openings down inside the body of the socket. Prise back the green plastic locating pegs from the two square openings one side at a time whilst at the same time pushing on the back of the socket. It's tricky but can be done! With the socket pushed halfway through the green plastic bezel, it will be enough to release it from the fascia. Place the socket into the new fascia and push the socket body fully back through the green bezel.



When you have relocated all the switches and sockets to the new fascia simply slide back over the radio/headunit and reverse the removal process.