ROVER 200 DASHBOARD

Your Midas is supplied with a main dash already bonded into position, with the upper trim dash, and lower trim dash supplied as separate components:

This dash board is designed to use the following components:

Pre 1989 Rover 200 dash pack (all except base 213)
Post 1984 Metro Heater assembly complete with remote controls
Post 1984 Metro Glovebox assembly
Ford face vent Part No. 6122193 (Fiesta MK II)
Pre 1984 Metro side window demist (optional)
Post October 1984 Metro heated rear screen switch and rear fog switch

Midas Components

Vac Formed Instrument Mould
Vac Formed Heater Mould

Procedure

The overall procedure is to cover the main part of the structural dash before completing the mechanical assembly. The upper and lower trim dashes are covered separately prior to assembly.

COVERING THE MAIN DASH

The main dashboard can be covered in any material of your choice, although leather cloth is recommended, and it is worth remembering that leather cloth to match the Austin Rover fittings is available from the factory. It is also essential to use a good quality material with adequate stretching capability to ensure the quality of the finished article.

Using the material of your choice cut a piece which is at least 6” larger all round than the dashboard. Apply glue to the rear of this material and to the dashboard, using a suitable high temperature impact adhesive. When both the material and the dashboard feel completely dry to the touch, they are ready for assembly. LIGHTLY touch the material on to the peak of the dashboard immediately to the left of the radio aperture and check that the material is correctly positioned before proceeding further. REMEMBER YOU ONLY GET ONE CHANCE AT THIS ! Work out in both directions from this peak paying particular attention to the reverse curve on the passenger side. Do not overstretch the material, and ensure that this is fully worked in to all the features on the dashboard, particularly the rebate for the upper trim dash. Only use light pressure to secure the material until you are completely happy with it’s position, as you can then pull the material off and then re—work it if necessary. When you are satisfied with the position, smooth material down firmly. With the dash covered, leave overnight to harden.

After the glue has hardened, you can cut the apertures for the windscreen demist vents, side window demist vents (if being used) and clean up round the instrument and glove box apertures.

The demister vents should be sliced carefully longitudinally down the slots, a little glue carefully applied to the reverse and then the material rolled down into the slots it may be necessary to cut some additional darts near the ends.

With the dash board now cdvered, mechanical assembly can commence.

Heater

The post 1984 Metro heater uses both rod and cable operation. The cable operation is far more common, and is the most suitable for the Midas application. The holes for the heater and instrument pack mounting are scribed onto the dashboard, and should be drilled as marked. Mount the heater into the pre—drilled holes, using the same procedures as detailed in the heater section of the main guide.

The main difference between the pre 1984 and post 1984 heaters are the type and position of the operating levers. On the pre 84 heater they are mounted direct on to the heater unit, where on the post ‘84 unit they are remote. This remote control assembly must now be mounted.

Heater Slide Control

The heater slide control mounts up under the dash board just to the left of the steering column. As on the Metro, this control unit mounts by self tapping screws through spire nuts in the unit. The Midas uses the existing hole with spire nut at the top front of the unit, but a new hole needs to be drilled at the rear of the unit, and a spire nut inserted. (see sketch)

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Ensure that the marked holes in the dash board have been drilled and secure the heater slide control unit into place using suitable length self tapping screws. Please note that the holes in the dash board are 5/16” diameter to allow for final adjustment of the heater slide control in the lower trim dash.

Switches.

The switches on the right hand side of the dash board are for rear fog lights and heated rear screen for use as a spare switch. Because these switches are designed to assemble into a plastic moulding, they need to be mounted through a piece of 1/2" ply to sit correctly in the dash board. This piece of ply should be cut to the dimensions shown in the following sketch.

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The holes in the dashboard to accept the switches should be cut carefully to the scribe lines,' and the wooden spacer the n glued or screwed into position. Assemble switches and push on the electrical connections.

Steering column top mounting

It is best to fit the steering column now before the dash pack, to ensure access to the column top mounting bolts.

Radio.

If you are intending to fit a radio/cassette player to your Midas,it should be done before the dash pack is fitted. The Midas dashboard provides you with a standard DIN aperture, and the radio/cassette should be mounted according to the makers instructions. If you are using a Midas loom, appropriate electrical connections will be provided in the loom.

Dash Assembly

Before the instrument pack can be assembled, it is essential to cover the upper trim dash. This process should be carried out in the normal way, using the material of your choice. Ensure that the piece of material used is large enough to give a minimum 1" overlap all round the panel, and this overlap should be pulled round the edge and glued firmly on the underside. Similarly the aperture for the instruments should be trimmed and darted to allow for the material to be pulled through and glued on the inside of the panel.

Lower Trim Dash

This should be covered in a material of your choice in the usual way. Before assembly, the choke cable should be fitted, and the face vent, Ford part No. 6122193, should be fixed in position by a bead of Sikaflex on the reverse.

Position the "cheese wedge" vac forming into the heater, and offer up the lower trim dash into position. Remember that on final assembly, it will be necessary to feed the choke cable through an appropriate grommet in the bulkhead. The lower trim
dash is fitted using two self tapping screws at either end of the. top flange (these will be hidden by the upper trim dash), and two self tapping screws at the rear lower edge into the two holes in the bottom of the heater unit.

Dash assembly

The Rover 200 series dash pack is used unmodified. Attach the two dash pack mounting brackets onto the Rover dash pack using M4 fixings into the captive nuts and the bracket. Place the dash pack and the mounting bracket assembly in through the aperture of the dash board, and position roughly. check that the holes in the mounting brackets align with the mounting holes that you have drilled in the structural dash. NB. Remember to connect the speedo cable and wiring loom at this point, before the dash pack is secured.

Using M6 posipan set screws with penny washers under the head, secure the dash pack into position, but do not finally tighten.

The final position of the dash pack will be determined by the need to ensure a good fit between the dash pack and the black vacuum formed "tunnel" between the instruments and the upper trim dash. To ensure that this is correct, it is necessary to do a trial assembly. Take the vac formed tunnel and position on the inside of the upper trim dash. Secure with masking tape. Offer the trim dash into position, and secure with tape. Using the heads of the set screws which secure the dash pack, adjust the position of the instrument pack until it is flush with the inner end of the tunnel. Tighten the mounting bolts.

Remove the upper trim dash and finally secure the tunnel using sikaflex sealant. (It may be necessary to carry out this operation in two stages to allow for removal of the masking tape.)

Glovebox

This dashboard uses a standard Metro glovebox assembly, and if you have been using matching leather cloth, this will blend neatly into your dash assembly. Drill four holes near the corners of the top of the Metro glovebox, and offer up into position. When you are happy with the positioning of the glovebox scribe through these holes onto the bottom of the dash board. Drill these holes 1/8" diameter, and secure the glovebox using 3/4 x 8" posipan self tapping screws with penny washers.

Your dashboard is now complete except for the blanking panel which closes off the access hole on the passenger side. This is simply made from 1/2" ply cut to shape, and usually covered with a contrasting material. If you choose, this panel will also accept a standard Metro clock (if your are using a factory loom, the connections for this clock are already provided). It is obviously possible to have other features of your choice in this panel, and we have successfully used it for cassette storage.

Fitting of the Upper Trim Panel

To allow for ease of servicing, the upper trim panel is simply secured using velcro. We have found that on the self adhesive type of velcro, the bond between the velcro and the panel is poor. We therefore recommend that you secure the velcro to the panels using the same adhesive that you use to glue on the trim materials.