

Replacing Bulbs in Avantage Dashboard and repairing heater fan speed failure.

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For both these tasks the dash top has to be removed which is quite daunting but not too difficult in practice when you know how. First time around allow half a day to change a dash bulb (£200 job at Renault!) and more for removing the fan speed controller.

First remove both lower panels (the large ones above your legs both sides). First you need to very carefully prise off the metal dash trim. Use a steel rule or similar, and a credit card to protect the trim.



This is probably the hardest part, as the metal trims are very delicate. The most difficult one the passenger side with the 'SRP Airbag' badge. You cannot prise the trim off at this point, it is fixed by a torx screw behind the badge. **But** you cannot remove the badge because you need to access the clips behind the trim! The answer is to slide something thin and flexible but stiff up under the RIGHT outside edge of the badge and feel for the clip. I used a 10thou feeler gauge.



Once the right hand clip is released, remove the badge and torx screw to take the trim off.



Sometimes the metal spring clips holding the trims fall in to the dash area as you pull the trims out. Don't worry, you can retrieve them from the lower panels once they have been removed.

Now remove the exposed torx screws holding the black lower panel to the upper coloured panel. Next, remove all torx screws from the lower panel in front of driver and passengers knees, there is a screw in each corner.



One screw is hidden under the rubber seal at the top each side:



Drop the panels away. If you want them out of the car, remove the wiring to the switches, footwell lights and sat nav CD unit,





Then feel under the dash for a small 8mm screw head that secures the climate control panel and using a socket or nut runner remove from both sides.



The nearside one is easier to access if you first remove the bracing bar bolted to the body. It is held in place by one 13mm bolt.



Lift out and unplug both climate control panels.....



.....then carefully (using a blunt tool) prise off the dash top speaker grilles.



Pop off both speaker covers, then undo 3 screws to remove the tweeters. You need to undo the three larger screws, not the two small ones which only hold the tweeter into the speaker frame.



Unplug the tweeter.

The complete dash will now pop off. If removing the dash completely, remember to disconnect the front sensor.



You need to depress the catch with a small screwdriver and pull (See photo below with plug partially out, the screwdriver is pointing to the catch you need to depress to release.)

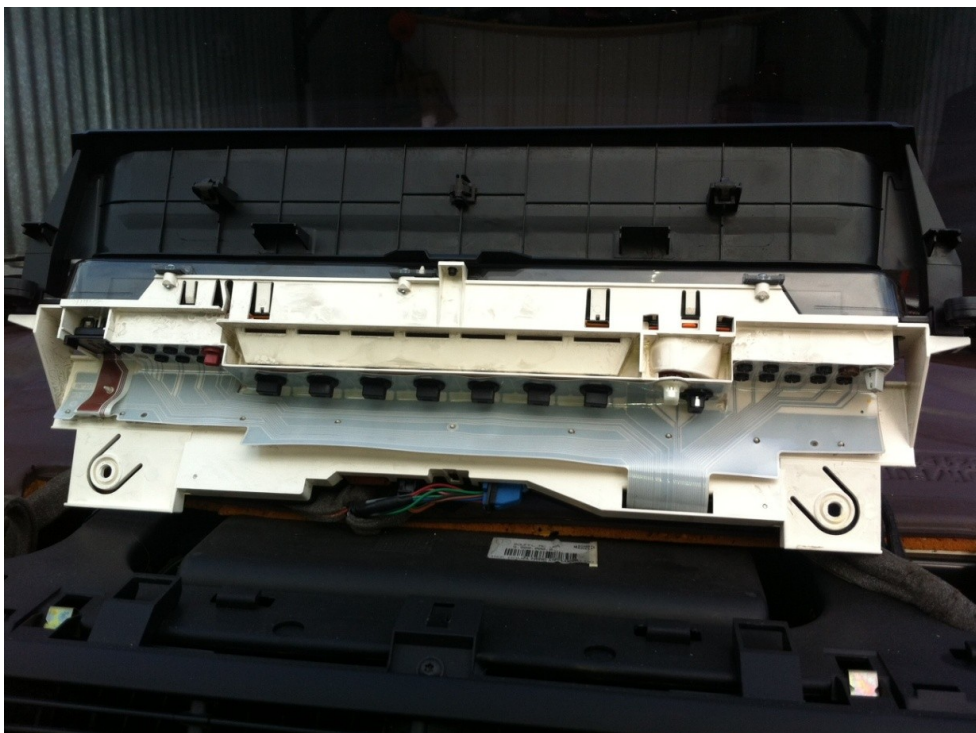




NOTE: If you are removing the fan controller pack for repair, skip to the next section, "Removing the fan speed controller pack."

Two screws hold the central binnacle in place (if you need to replace any bulbs)





To remove the rev counter, first undo this screw under a small trim panel that unclips. (To unclip the trim panel the large dash top cover needs to be lifted up or removed.)



Next prise off the gold coloured spire fastener in the middle of the tach/vent assembly (photo), pull the assembly upward to free it from the clips, then reach under the lower edge and disconnect the plastic ball and socket holding a plastic actuator rod to the airflow control wheel.



Once the assembly is free you can access the two screws holding the tachometer display to the panel as seen below. It's a good chance to clean the perspex display screen properly using water with a very small trace of washing up liquid. The same applies to the main dash display.



You will probably find the foam strips used to pack between the dash panel and the ventilation ducts have perished.



An easy fix, purchase a roll of sticky backed automotive foam 12mm x 6mm. The closed cell type is superior. Simply clean off the powdery residue on the outlet and stick on the new foam.



This will ensure you get good airflow to the screen and also prevent any rattles.

REMOVING THE FAN SPEED CONTROLLER PACK:

Having removed the dash panel as above, you now need to remove the sound deadening pad, held on by two large threaded 'buttons'. Next, the white plastic panel underneath has to come out. As well as undoing all the torx screws (limited access under windscreen, use a torx bit held in self locking pliers) there are two 13mm head nuts that need to be loosened to allow the metal plates they are retaining to be swung out of the way.

With the panel removed the fans are visible. The moulded part of the speed unit is visible on the nearside of the nearside (passenger) fan.



However, to get at it, the nearside fan housing has to be disassembled (4 posidrive screws) and removed. The resistor pack can be jiggled out without removing the fan but it is probably easier to remove it. Disconnect, unclip (large metal clip over the top) and remove. The unit can then be slid forwards and out of its housing (just enough slack on wiring) and then the wiring unclipped.

Fan speed controller:



Reassemble in the reverse order. Putting back the corners of the sound deadening can be difficult. It is much easier to cut the corner sections off and work them into place separately. In fact cutting them off with a Stanley knife before removing the sound deadening would be preferable. It will have no adverse affects and be less likely to mark the 'A' pillar cloth.



One final tip: Before refitting the very delicate and expensive aluminium trims on the dash, squeeze the clips lightly in a vice or a pair of pliers. They will still hold firm, but be much easier to remove next time, and they will stay with the trims instead of falling though into the dash area. If you close them up too much, tweak with a jeweller's screwdriver to bend the tabs out a little, adjust until they are a snug fit.

My thanks to the many forum members for comments, photos, descriptions etc. all of which have been unashamedly ripped off to compile this guide.

RS.