

Volvo 1800 Gauge Face Overlay Installation

By Dave Barton

These face overlays are the product of a lot of research. They are printed with a special printer using waterproof and UV resistant ink on high quality, professional-grade adhesive backed vinyl, and then laminated with a high-quality, non-glare (matte) film. Follow these instructions closely and you will have a very nice looking set of gauges in your Volvo.

Some of the ideas you see in my instructions were suggested by customers like yourself. If you have an idea that will help future Volvonuts with a smoother installation, please let me know. Thank you.

PLEASE READ THROUGH THESE INSTRUCTIONS BEFORE STARTING.

This guide covers the installation of gauge face overlays on your existing metal faces. It does not cover the removal from your car or the disassembly of these gauges.



Here is a photo of all of the faces from an 1800. The only piece missing in this photo is the center piece on the tachometer.

Each gauge has TWO pieces that you will be covering, so this job is a bit more involved than other Volvo gauge face installations. There will be a total of 14 pieces that will be covered by 14 overlays.

It will be important to make sure your faces are clean and smooth before putting down the overlays. If your original faces are sun-damaged or have rough, corroded surfaces that can be

seen or felt with your fingers, those surfaces should be lightly sanded smooth, because any bumps you can feel will be seen on the vinyl overlay after they are installed.

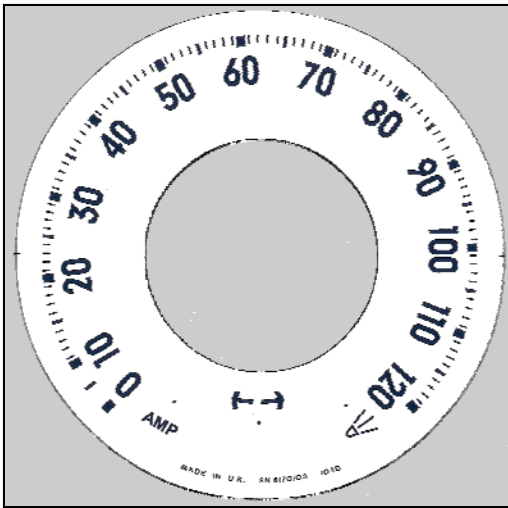
The installation will not change for black faces versus white faces.

Before sticking any overlay down, test fit each one so you can be familiar with how it should be positioned. When sticking an overlay down for the first time, place it on the face lightly. This will make it easy to pull off and reposition if needed.

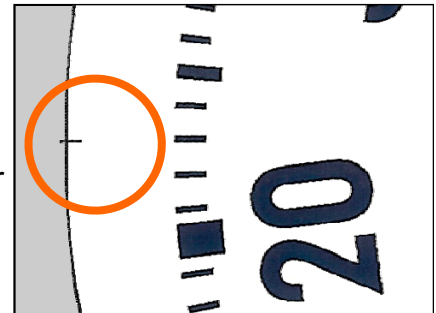
Speedometer and Tachometer Face Installation:

The speedometer and tachometer faces will be the two hardest parts of this installation, because the curve of these faces makes them appear like a bowl. Applying the vinyl overlays must be done using a special technique along with heat from a heat gun or hair dryer to form the overlays into the bowl shape. If you follow these directions closely, your installation should turn out well.

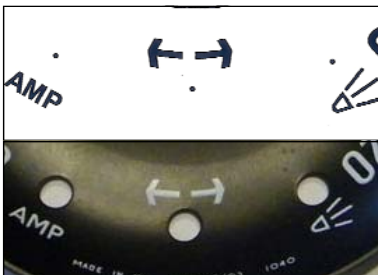
If you feel you are unable to complete this step, the speedo and tach faces may be sent to Dave Barton and the faces will be applied for a small fee.



Look at the speedo overlay. You will find two small marks on the outer edge. One at **23 MPH** and another at **101 MPH**. On a 200 km/h speedo, the marks are at **36** and **166 km/h**. Locate these positions on your metal speedo face and use a sharp tool to scribe very small marks in the same two positions at the outer edge of the face plate. The face is brass under the paint. The marks should be made visible so you can see them when positioning the overlay.



After scribing the marks, gently **test-lay** the overlay over the face plate to see how it is positioned. The overlay should be evenly positioned around the edges and the two marks should line up closely.



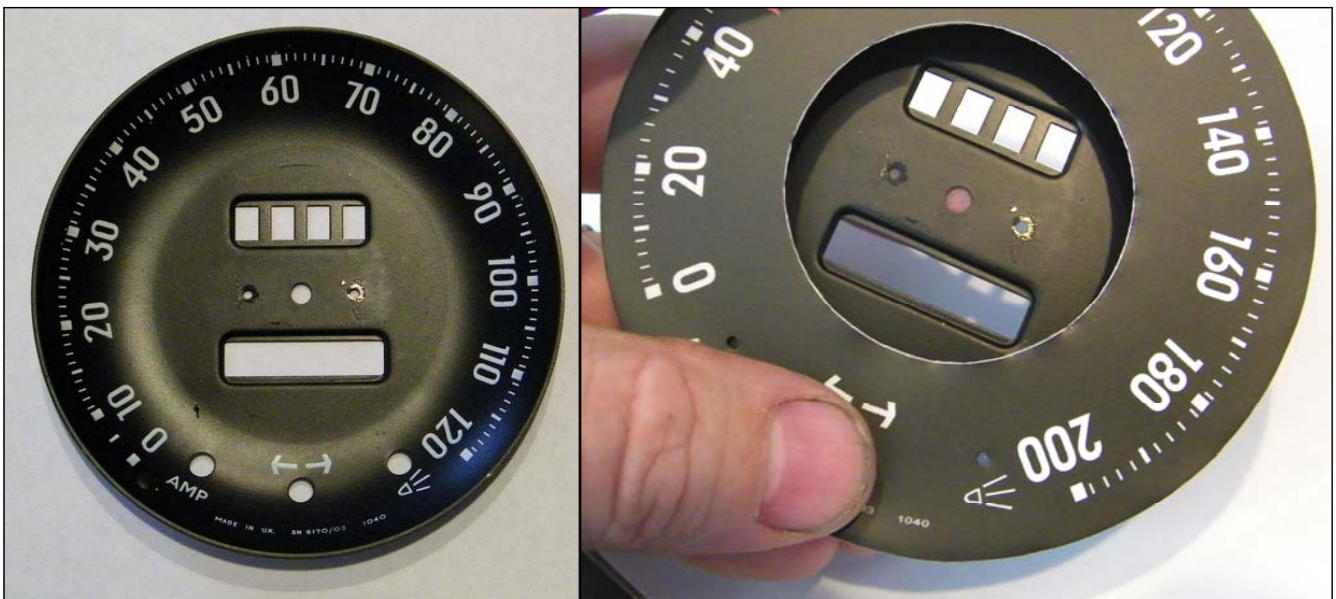
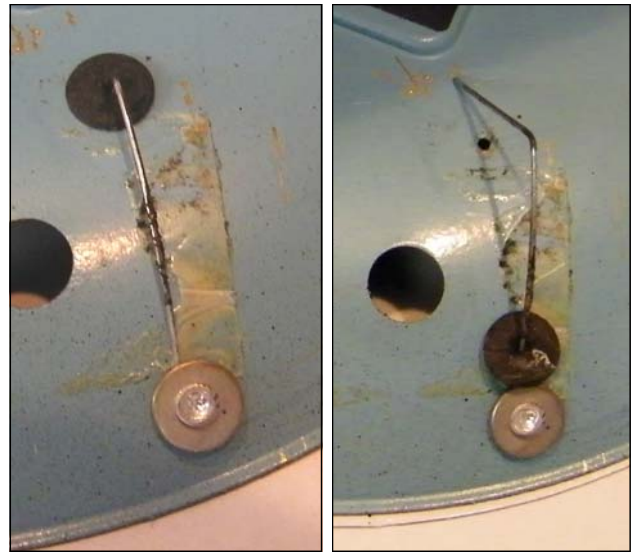
You will notice that the small holes in the overlay for the three warning lamps are not yet cut out. This

will be done by you later using a sharp hobby knife.



The small wire you see at the ZERO position is a limit stop for the speedo needle. It needs to be pulled from the hole.

This can be done after removing the tape holding it on the back of the face. Gently lift the wire out from the back and let it rest in place. **Try not to bend it out of shape.**

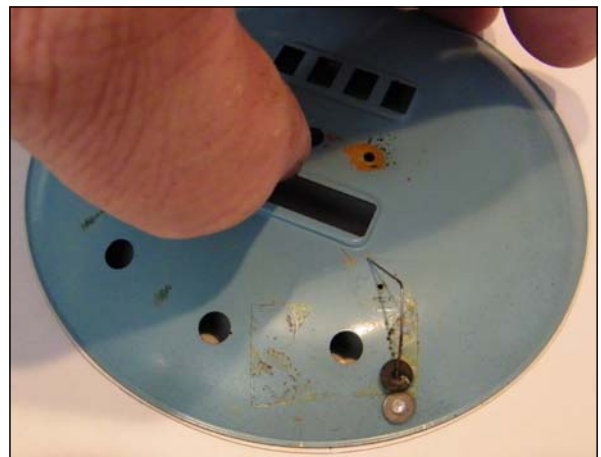


When you're ready, peel off the backing and gently place the overlay on the speedo face, allowing the outer edges to stick only.

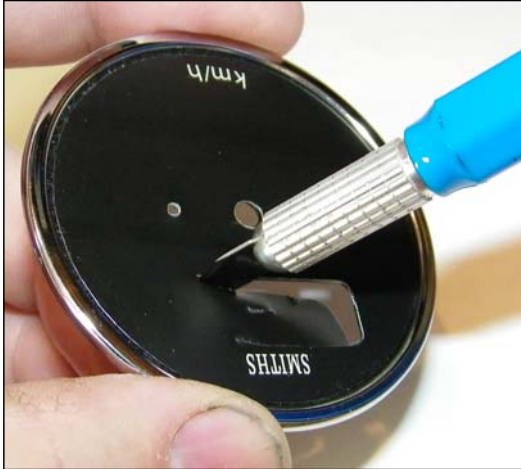
DO NOT try to push the center of the overlay down into the bowl.

It might help if you first place the overlay on a flat surface, face down, adhesive facing upward, and then lower the face plate down onto the overlay. Check again to see that the two marks you scribed are lined up at the edges and the outside edge is nice and even all around the face. If you need to re-position the overlay, gently pull it up and try again.

Again: DO NOT try to push the center of the overlay down into the bowl.

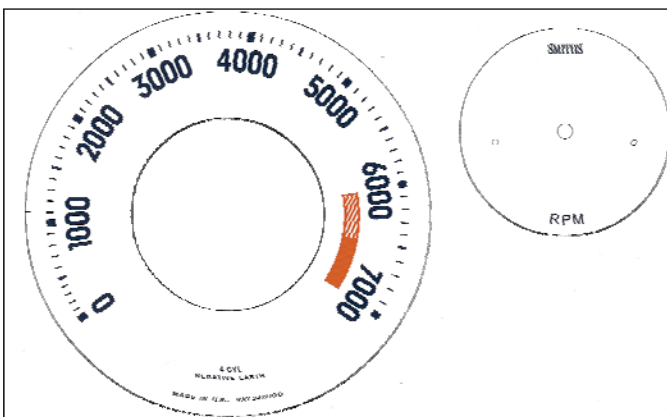


Using a hair drier or heat gun, slowly warm up the overlay at the outer edges. Warm it up evenly, but be careful not to over-heat it. It should not get too warm to touch with your hand. As it warms up, gently push the overlay down, starting with the outer edges and working **slowly** around the face to avoid creating bubbles of air. **Take plenty of time** and check that the outer edges remain even. Soon the overlay will be entirely formed to the face plate. Check to see that the marks for the three small holes at the bottom are positioned in the warning lamp holes.



Now you may use a sharp hobby knife to trim the three small holes. Gently trim from the top. As in the photo here, using short strokes, until the holes are trimmed to the edges.

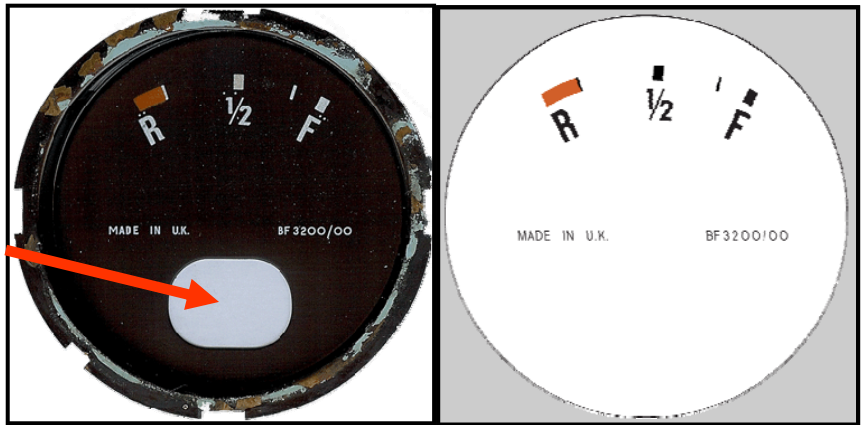
Your next step will be to cover the speedo center disc. The three center holes will already be cut out for you. Use those holes to line it up. And be careful to make the edges even around the inside of the chrome ring.



After the overlay is in place, use a hobby knife as shown to trim the two odometer windows.

The tachometer overlays will be installed in the same way, except there will be no cutting of any holes afterward.

There are no special tricks to covering the small faces. Some will require windows to be cut (arrow at right) after mounting the overlay.



Others will simply drop into position.



Repainting or changing the colors of the needles and other visible parts is an option you may want to consider. In the end, you will find you have created a very nice looking gauge set.

