



Factory Five Racing, Inc.

Part Number: 60967

Revision: A

Effective Date: 2/19/2026

By: Jesper Ingerslev

Carbon fiber Coupe Dash

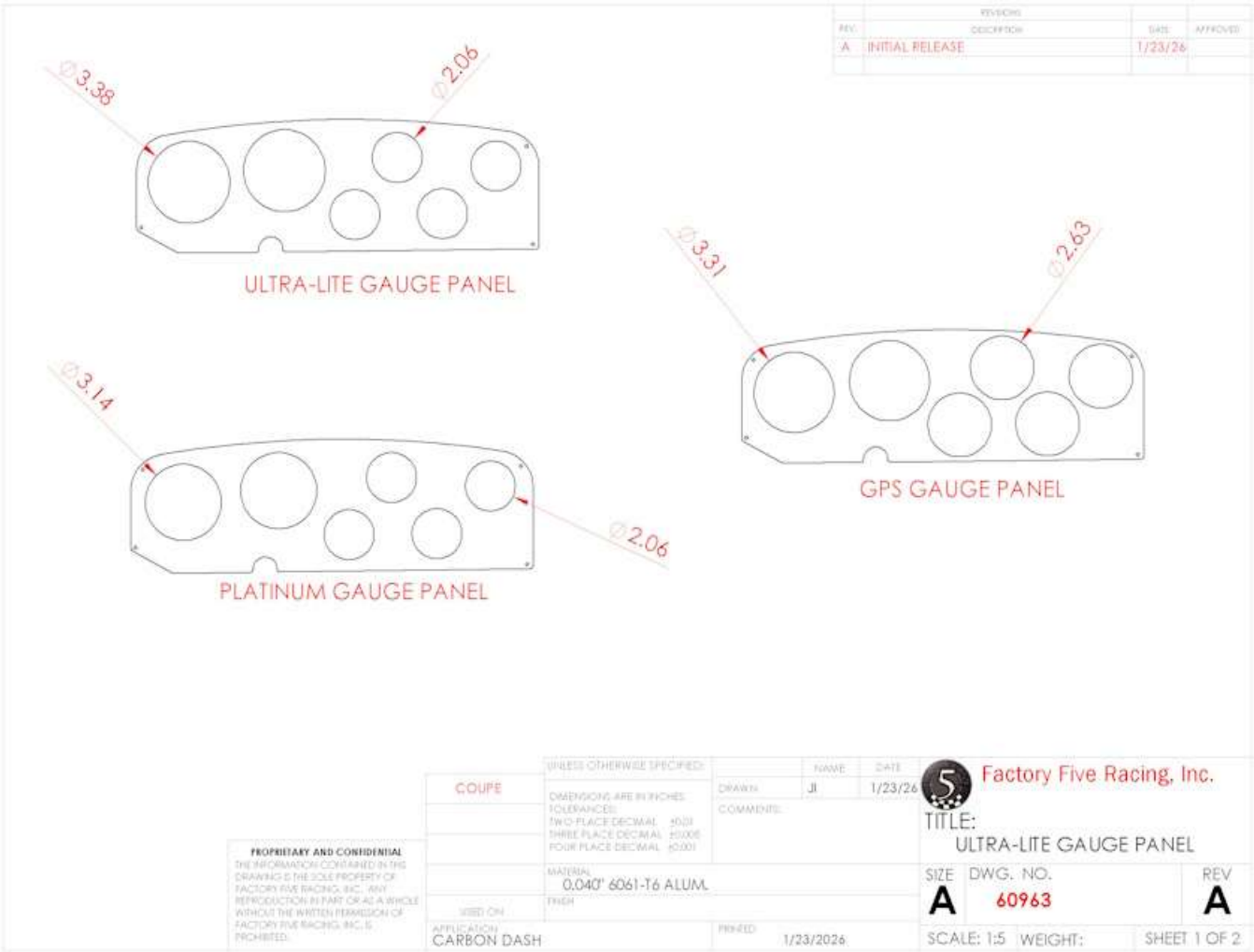
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✂ Drill, Marker, $\frac{7}{64}$ ", $\frac{1}{8}$ ", $\frac{7}{16}$ ", $\frac{1}{2}$ " drill bits, hole saws, Jig saw or air saw or cut-off wheel, Clamp, Masking tape, Philips head screwdriver, $\frac{3}{32}$ " hex key, $\frac{11}{32}$ " wrench, 5-minute epoxy glue.

Gauge Panel



The gauge template gives the center marks to mount the gauges in the locations shown above. If a different gauge pattern is desired, drill them where you like keeping in mind to leave room for the mounting flange.

GAUGE PANEL PREP



The template can be used as a gauge mount if desired.



Decide on the locations for the gauges and any dash lights if used. Some gauges have lights built into them.

Mark the center locations on the drill template if not using the locations provided making sure to cross off the pre-drilled holes so they are not used.



Place the gauge drilling template on top of the gauge panel so that it lines up with the edge of the dash. Put some tape behind the bottom notched area for the steering shaft then clamp in place carefully.



Mark the notch area and straight up to the top of the ridge.

Use an $\frac{1}{8}$ " drill bit to drill the gauge center locations.

Use an $\frac{1}{8}$ " drill bit to drill the four corner mounting holes in the gauge panel.



Hold the gauge panel up to the dash and drill the four mounting holes through the dash flange using a $\frac{7}{64}$ " drill bit

STEERING SHAFT SLOT

Remove the template.



If careful and depending on the desired height of the steering shaft, the bottom area of the gauge panel and dash do not need to be cut.

Use a 1" hole saw for the top area then use a saw to finish the cut.

GAUGE HOLES

For the large Speedo and Tach holes the size depends on the gauges used. Use a tape measure to confirm the rough measurement of the gauges:

Autometer Ultra Lite - $3\frac{5}{8}$ " hole

FFR vintage – $3\frac{7}{8}$ " hole

Use the correct hole saw to only drill the two large gauge hole locations.

Insert a gauge to test fit the holes then remove.

Use a tape measure to confirm the rough measurement of the small gauges:

Autometer Ultra-lite – $2\frac{1}{16}$ " hole

FFR Vintage – $2\frac{1}{16}$ " hole or $2\frac{5}{8}$ ".



Use the closest hole saw size possible, 2" and use sandpaper or files to open up the holes as needed using a gauge to test fit.

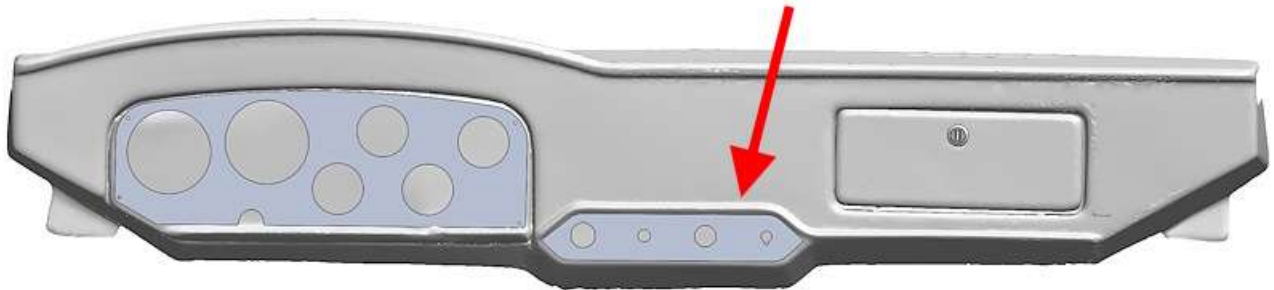
Switch Holes



Use the template as a guide to drill the holes.



If changing the order of the switches, keep in mind that the shifter and steering wheel will get close to them so your hand may hit the switches if not careful. The order matters.



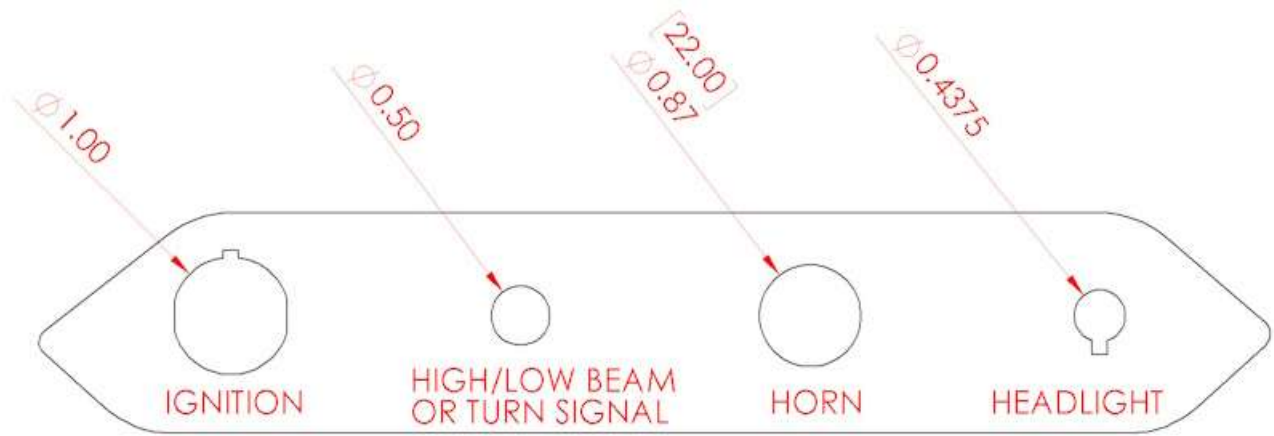
Place the switch template in the bottom switch area and clamp or tape in place.



The switches are set-up for the following order from left to right, ignition, turn signal, horn and headlight. If you would like a different order cut the holes in a different order.



If other switches are needed, they can be added underneath or to the left of the steering wheel



The headlight switch will need a small file or slot using an $\frac{1}{8}$ " drill bit with the template in place. The ignition switch is a little tricky with the notch and flats on the sides to prevent it from rotating. One suggestion would be to cut the hole using a 1" hole saw then use the template permanently on the backside of the dash sandwiched between the switches and the dash to prevent the switch rotation. Another method is to use a 1" hole saw and really tighten the front ring nut.



Do not install the switches yet.

Glove Box



General purpose 5-minute epoxy for metal to plastic, Flat piece of aluminum or wood, acetone or other paint thinner.

PREP



Do not rivet and silicone the hinge mount and tub together.



Test fit the glovebox tub to the hinge mount. The tub should slide into the hinge mount with the small corner cut-out on the top.

Check to see that the mounting holes align.

Take the tub and mount apart.

Remove the self-taping screws then silicone and rivet the parts using $\frac{1}{8}$ " rivets instead of the screws. **Do not rivet and silicone the hinge mount and tub together.**

HINGE ASSEMBLY

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	60952	CP CARBON DASH HINGE BASE	1
2	60997	60997 - RT CARBON DASH HINGE ARM	1
3	60996	60996 - LFT CP CARBON DASH HINGE ARM	1
4	15787	#8-32 x 0.50" BUTTON HEAD	10
5	14465	#8-32 NYLON LOCKNUT	10
6	15791	GLOVE BOX LOCK	1
7	60954	CAM	1
8	60890	CP CARBON FIBER GLOVEBOX DOOR	1
9	60965	GLOVEBOX HINGE MOUNT	1
10	12156	#10 SS WASHER	2
11	60958	GLOVEBOX TUB	1

REV.	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	1/20/26	

5

Factory Five Racing, Inc.

DATE

1/20/26

NAME

JL

DRAWN

COMMENTS

UNLESS OTHERWISE SPECIFIED:

DIMENSIONS ARE IN INCHES

TOLERANCES:

TWO PLACE DECIMAL ±0.01

THREE PLACE DECIMAL ±0.005

FOUR PLACE DECIMAL ±0.001

COUPE

PROPRIETARY AND CONFIDENTIAL

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TITLE:

CARBON FIBER DASH WITH GLOVEBOX

SIZE

DWG. NO.:

A

60888

REV

A

PRINTED

2/19/2026

SCALE:

1:10

WEIGHT:

SHEET 1 OF 1



Rough up the door hinge arm square area that will go against the glovebox door using sandpaper.



Assemble the arms to the base using a $\frac{3}{32}$ " hex key and $\frac{11}{32}$ " wrench.



Assemble the hinge assembly to the glovebox hinge mount using a $\frac{3}{32}$ " hex key and $\frac{11}{32}$ " wrench.

Rough up the tabs with holes on the hinge mount using sandpaper.

Wipe the sanded areas on the mount and arms with acetone or other cleaner to make sure there is no sanding dust or oils on them.

HINGE TO DASH MOUNTING



With the dash face down, position the hinge mount over the glovebox opening. It should sit flat on the back of the dash. Move it up as much as possible.

Remove the hinge mount.



Mix up a small amount of 5-minute epoxy as directed and put it on the tabs with holes in.

Put the hinge mount back on the dash making sure the tabs are flat. If possible put some weight on the back of the hinge mount to keep it pressed against the dash until it has dried completely.



Glue should squeeze out of the holes and sides. This will help bond the parts together



Allow the epoxy to dry before continuing.

GLOVEBOX DOOR



Test fit the glove box lock in the door. Use a step bit or file to open the hole if necessary. **Do not install the lock yet.**



Put the door in the dash opening.



If necessary use masking tape straighten the door in the opening.



Use the dash template or a flat piece of aluminum or wood that completely covers the glovebox area and clamp it to the dash with the door taped in the opening.



Do not just turn the dash over. The dash has a lip so if the aluminum is not clamped on the front, the door will not get glued flush with the rest of the dash.



Rotate the hinge arms and make sure that they sit against the door.

Wipe the sanded areas with acetone or other cleaner to make sure there is no sanding dust or mold release on the door.



Mix up a small amount of 5 minute epoxy as directed.

Put epoxy on the sanded hinge arm tabs that will go against the door and push them against the door.



Glue should squeeze out of the holes and around the tabs. If preferred, you can wipe around the arms a bit so that they look nice.

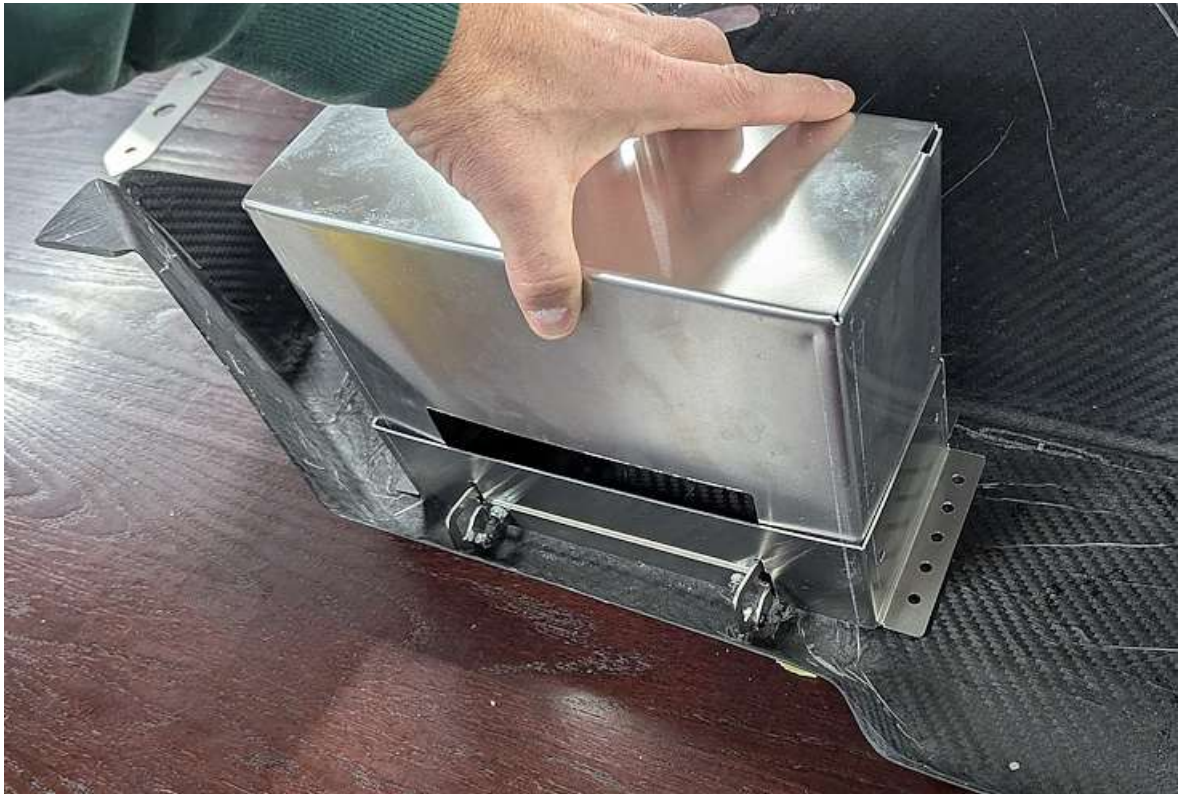


Allow the epoxy to dry before continuing.

Once the epoxy has hardened (check the extra that is left from mixing), remove all of the clamps, flat board and tape.

Test the door opening. If necessary file the arm slots a bit to prevent friction.

TUB INSTALL



Insert the tub into the hinge mount.

From the inside install the 6 mounting screws and attach with the nylon locknuts, $\frac{3}{32}$ " hex key and $\frac{11}{32}$ " wrench.



The glove box lock can be used with or without the trim ring as desired.

Insert the lock into the glove box door.

Tighten the nut on the backside using a pair of channel lock pliers or $\frac{7}{8}$ " wrench.

Remove the screw from the back of the lock with a Philips head screwdriver.



Make sure the key is vertical in the lock and place the lock cam on the back of the lock.



Tighten the cam to the lock using a Philips head screwdriver.



Close and lock the glove box door.

If the door does not sit flush with the dash at the top, bend the lock cam or put some kit weatherstrip on the flange behind the door.

Final Assembly

Test fit the dash in the cockpit.

Attach the dash onto the chassis by drill four $\frac{7}{64}$ " holes evenly across the dash and using the black #6 screws tapping screws from the kit and a Philips screwdriver.

Test fit the gauge panel with the steering shaft. If necessary use sandpaper or a file to make sure there is no contact between the dash/gauge panel and the shaft.



It is easier for wiring if the dash harness, gauges and switches can be installed in the dash before final installation of the dash.

Remove the dash from the car.

Remove the upper steering shaft if installed.



Install the switches in the dash and connect to the dash harness.

Attach the gauges to the gauge panel.



Attach the gauge panel to the dash using the same black #6 screws tapping screws that mount the dash in the car.

Attach the dash harness to the chassis harness and reinstall the dash in the car.