


Please read these instructions carefully to give an idea of the sequence of events. When removing clips screws and bolts etc. Please remember to put them in a plastic bag label and store them safely for re-use. Take some pictures to remind you how things fitted

SEAT AND CENTER CONSOLE REMOVAL



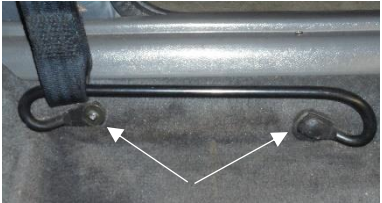
The first part of the removal process is to remove your seats. Firstly move your seat forward and remove the two 10mm bolts then move the seat back and remove the front two bolts, the seat can now be taken out of the car.




Remove the rear seat base by undoing the 2 screws either side.



Pull the belts through there slots and the base is now free to come out of the car.




Undo the bolt and screw holding in the seat belt mount and remove.



Then remove the bolt from your seat belt mount on either side of the tunnel.



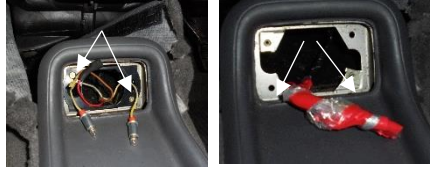
Next, open the center console pocket and remove the single screw at the bottom, you can then remove the two front screws and the two screws for the hinge.




On the back section of the center console carefully remove the blanking plug, undo the screw and remove the rear section.




On the front of the center console undo the carpet at the top, this will allow you to push the clock out of its hole. Disconnect the clock and remove.




Undo the two screws holding the clock mount in and remove. The cables can now be wrapped together so they stay out of the way. Once this is done remove the two screws that situate just under the clock which hold the console to the tunnel.



Remove the blanking plug from in front of the gear lever and undo the screw.



Next you will need to remove the handbrake lever handle along with unclipping and removing the handbrake gaiter panel. The panel can be prized out with a flat head screwdriver.



You will now be able to unclip the panel in front of the handbrake and remove the two remaining mounting screws holding the tunnel on.



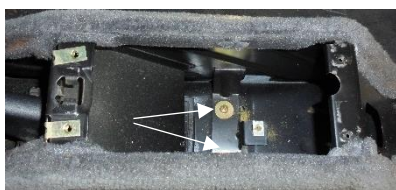
Unscrew the gear lever knob and lift off the console top, this will then allow you to lift out the console pocket.



Peel back the carpet over the top edge of the center console.



Undo the screws remaining on the console base.



Finally remove the screws in the pocket area, this will now allow you to remove the metal centre console.



Next you will need to undo the four screws which hold on the sill plates, remove the sill plates from both sides of the car.

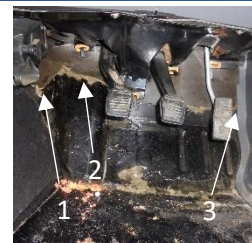
All of the screws and bolts will now have been removed and will allow for the carpet set to come out. Start with pulling the carpet away from the rear quarter panels.



Now the carpet has been fully removed we can focus on removing the underfelt. Remove all of the pieces on the floor first.



Then starting with the passenger side, you will need to cut the old underfelt in line with the glovebox support rails being careful not to cut any wires. This section will now be removable.



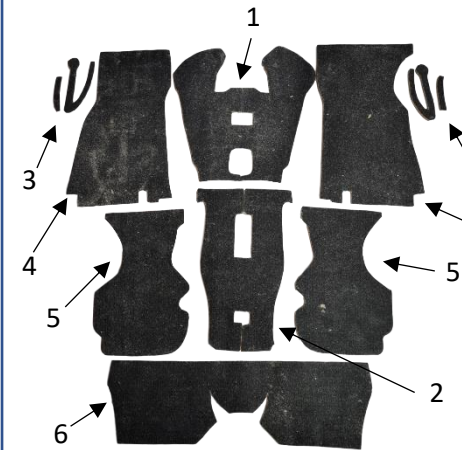
Next is the driver's side, start your cut on the tunnel and work up to the left locating tag, cut down to the middle tag then cut all the way along in a straight line to the body panel. This section will now be removable.



The tunnel section will be the last piece of underfelt remaining and should pull straight out with nothing else needing to be done.

UNDER FELT FITTING


Take this opportunity to make any repairs to your floor as necessary. Please make sure that floorplan is dry before fitting your new underfelt.




Picture shows and identifies all components of your new underfelt kit.

1. Front tunnel section
2. Rear tunnel section
3. Floor filler felt
4. Front footwell felt
5. Rear floor well felt
6. Rear seat base section


Please note - The picture is an mk2 underfelt, the mk1 will have no cut outs in the tunnel section.

First we need to start off with number 1 - the front tunnel section. Place this section onto the tunnel making sure the slits in the center of the felt line up with the holes at the back along with the join at the front near the heater matrix. Once happy with the fit glue down.




Secondly use number 2 – the rear tunnel section. Line up the cuts in the underfelt along with the tunnel and glue down.




You can now refit the metal center console. (please note this is for the mk2 only)




Use part's 3 – the floor filler felt to fill in the pressings pressed into the floor pan. These can be glued in place on their respected sides.




Place the drivers side mat from number 4 into the car and trim back the felt to clear the pedal assembly. Furthermore where the underfelt overlaps on the tunnel section mark and cut to allow the underfelt to sit flush.



The same can now be done with the passenger's side front footwell underfelt. Make sure you are happy with the placement on both sides and glue them down.



Pieces number 5 – the rear floor well sections, can be laid into place on the floor well and glued in. Minimal trimming if any is needed.



The rear seat base section can now be glued down into place.

MAIN CARPET AREA FITTING



Starting with the passengers side first, lay this segment into the car.



Feed the carpet in and under the heater matrix.



Then push the tags down into the scuttle panel slots.



You can now start to glue down the carpet, start at the front end near the foot well.



Work your way down the tunnel making sure you cover both the tunnel and carpet evenly. At this point do not fold the carpet over the tunnel.



Tuck the rear section under the rear quarter panel and if needed trim back to clear wiring loom / speaker wires, when happy with the finish, spray and glue down.



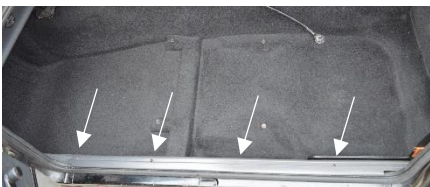
Next is to glue down the rear edge.



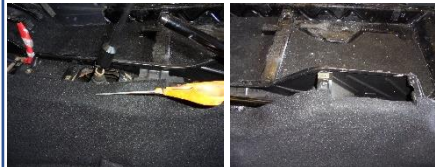
Then glue down the area around the clock mount.



Trim the carpet down around the sill so it is in line with the top of the sill, and glue.



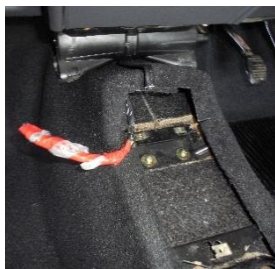
You can now refit the sill plates using the four screws removed earlier.



Turn your focus now to the tunnel area, firstly pull back the carpet over the tunnel and glue, secondly using a hair dryer or heat gun gently heat up the back of the carpet to allow for you to turn the carpet over the top of the tunnel. Any excess material can be trimmed off.



Next you will need repeat all of these steps for the right hand side piece.



Using the Velcro pad stick down the carpet onto the top of the clock mount.



The console can now be put back into the car, start with refitting the console pocket and screw down.



Now you can refit the front section of the console, you may need to cut a couple of slits in the carpet near the clock mount so this can sit properly. Please also make sure the clock wires are free moving and have not snagged.



Next refit the clock mount using the two screws removed earlier and also press the wires back into the clock and refit into the hole.



Screw the screws back in-in front of the gear lever and hand brake lever, place the blanking cap back on along with the fascia in front of the hand brake lever, also refit the gear lever knob.



The rear section of the console can now go back in, however only fasten the back screw, the blanking plug can be refitted on top.



Next, locate the center of the transmission tunnel and cut both sides of carpet until they sit flush, then pull back and glue down to create a smooth finish.



The rest of the screws can now be refitted to the rear section, the pocket and pocket top can also now be refitted. The center console should now be fully fitted back into the car.



Locate the seat belt holes in the sill and make a hole in the carpet big enough to fit the bolt and screw through. The seat belt mounts can now be refitted.



Then locate the seat belt holes in the tunnel, again make a hole in the carpet big enough to fit the bolt through. The seat belts can now be screwed into place.

Find the insertion holes for the front seats and create a hole for the bolts. There is two on the front and two on the back.



The carpet has now been fully fitted!