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This document is intended to be used as a DIY guide for someone looking to save money when repairing their Volkswagen. This isn't a textbook removal guide, so there may be some slight mistakes

Tools Required

- T20 Torx Screwdriver
- Teaspoon
- Thin Flat Bladed Screwdriver (covered in masking tape)

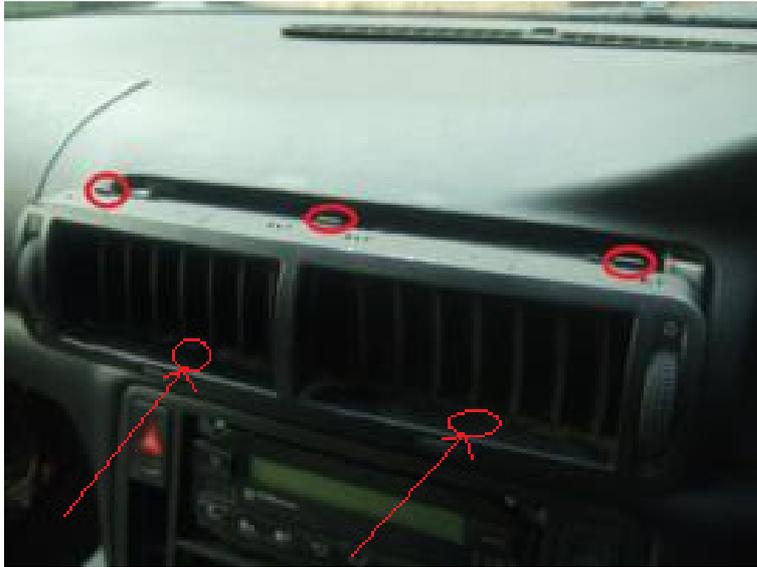
Procedure

The actual removal guide itself in my own words and interpretation. Hopefully it helps people and gives them guidance on how to remove their dashboard with confidence.

Afterthoughts

Just a few comments and notes about things I'd change on removing or suggested tips for future removals. Also some comments over the creation of this guide.

PROCEDURE

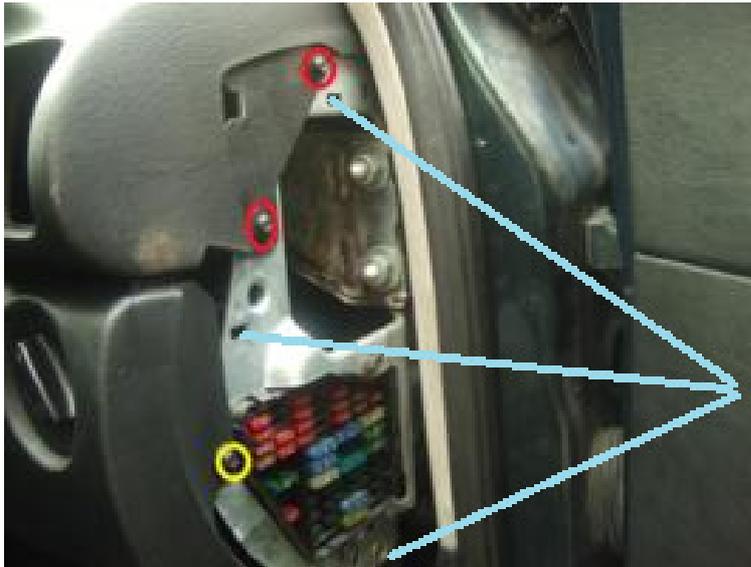


Remove the heater vents from the dashboard and disconnect the wiring behind, ideally use a screwdriver with some masking tape wrapped around it to protect the actual components, or use a teaspoon and gently prise it outwards to get a grip of the vents, after this you will need to push the dashboard slightly out the way to get in behind. For the centre vents I usually grab the centre spacer to help remove it. For the side vents just lever it out

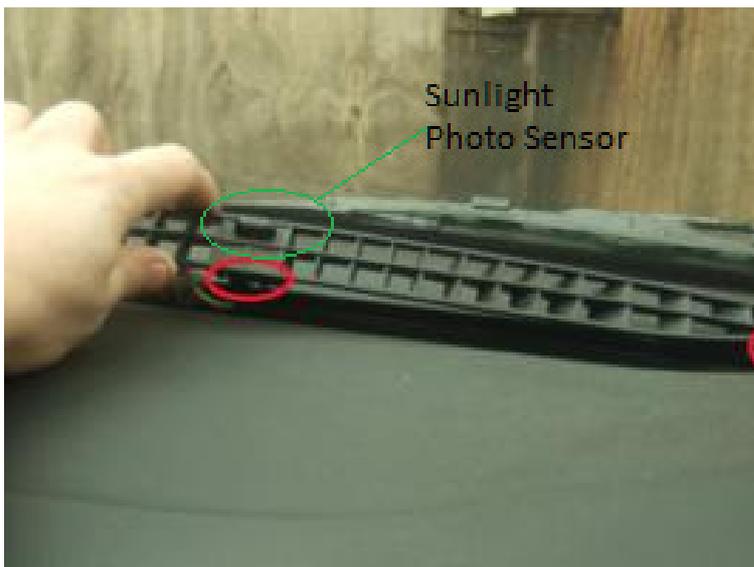


Remove the fascia surrounding the climatronic and disconnect it by popping it off. You will then need to remove the 4 torx screws (T20) – highlighted so that you can remove the climatronic from the dash. Also pop off the hazard switches using the teaspoon method and unclipping the connectors at the back so the wires don't snag on the dashboard when you're removing it.

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Remove the panels on each side of the dashboard by prising the edges and pulling it away from the dash. There are 3 metal pins that hold the covers in place these are located in the areas with 3 Remove the door panels covering the fuse box on both sides of the car. You will need to open the car door and pop the cover. Remove the three screws highlighted to allow you to remove the dash later on. They are all T20 Torx.

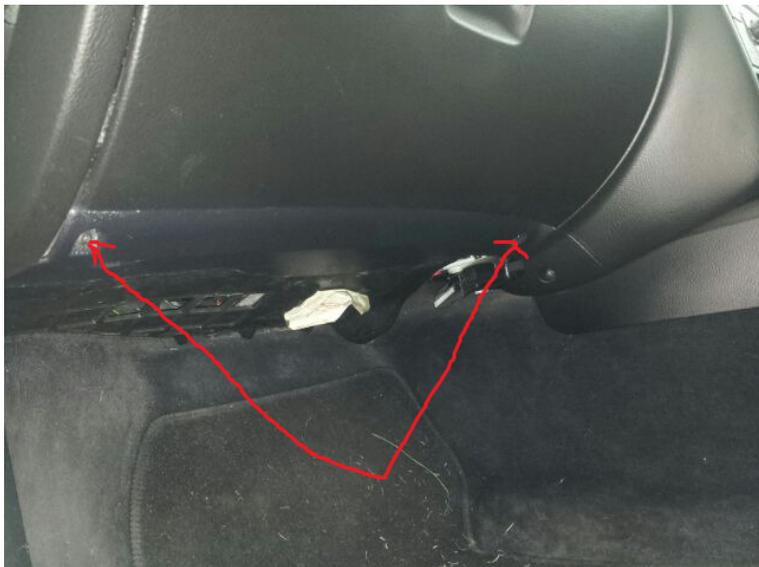


Remove the centre folding holding the daylight sensor these pop out, just be careful, they're on clips and should come out easily enough. I find a teaspoon helps with stuff like this. The clips are circled in this picture

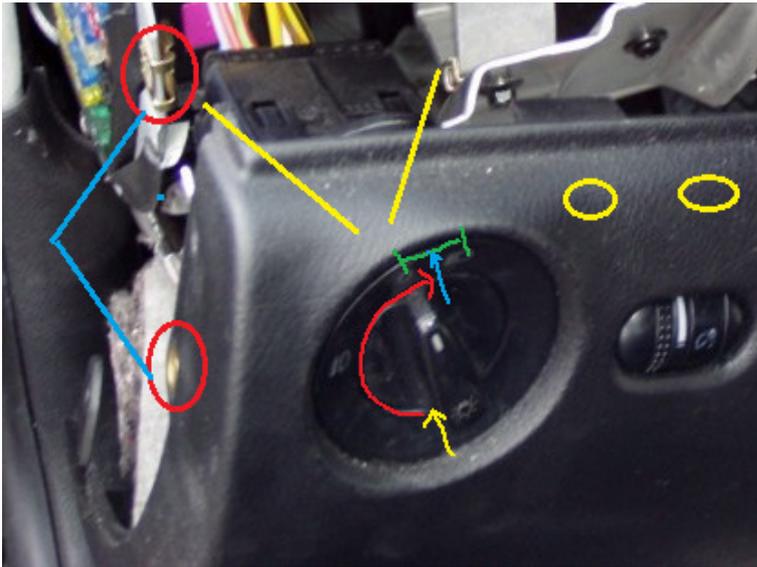
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Loosen the 3 torx screws inside the glovebox , this will allow you to remove the glovebox once you have removed the bottom screws from the glovebox.



Loosen the two T20 torx screws on the lower part of the glovebox. Once these have been removed. Extract the glovebox away from the dash and put it to one side so it's out the way



Before you can remove the entire lower steering wheel shroud you will need to remove the light switch and the dimmer switch. In order to remove the light switch, you need to push it in (the yellow arrow) and turn it in the direction to the right (the red arrow), the white line which marks the position of the selector needs to be in between the two light selections (blue line). When it is in this position, you can release the pressure and it should be fixed. You then pull outwards and unclip the light connectors at the back (in yellow). You can then either reach in and unclip the dimmer switch, or if it's easier lower the steering wheel shroud and unclip it. I've highlighted a mounting point on the dash/column in the red circles.



Remove the two lower torx screws underneath the steering wheel column shroud. You will need to crouch down and look up as they're at the back and quite hidden. Although they're easy enough to remove without any issues. Once these are removed you can then remove the lower steering wheel shroud.

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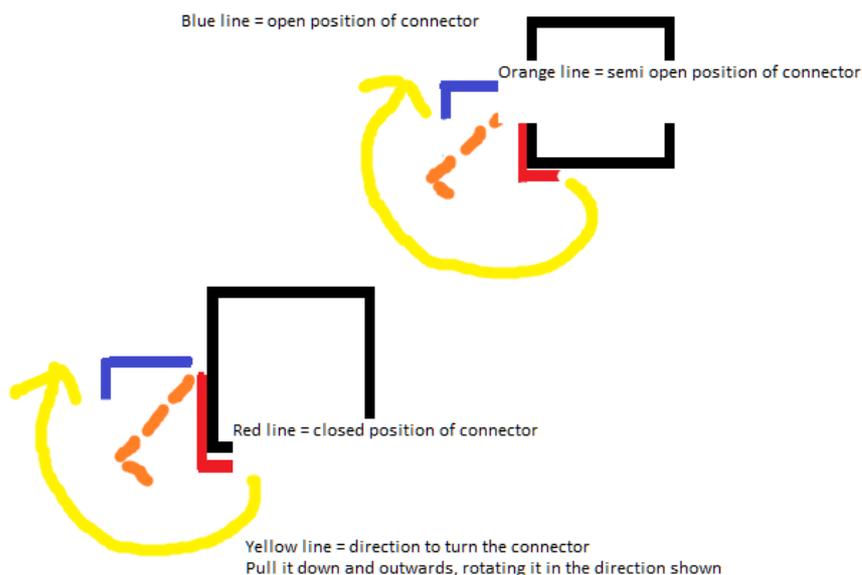


Lift the plastic shutter doors (the red line) in the picture around the steering wheel shroud column. Under this there will be some torx screws that hold the plastic for the shroud and the dash in place against the steering wheel (the green arrows). You will need to remove these. Once the screws are removed and your ready to remove the dash. Hold the screws on the odometer (yellow arrows) and pull forward gently while wiggling it forward until you access the back of the clocks.

Once the clocks are eased forward you will need to disconnect them.

You disconnect them by lifting the levers up from the base. Imagine the bottom being rotated away from 6pm > 9pm position in a circular motion.

It's hard to describe this so I've given an example on the below drawing



I take no responsibility for any damage or injury occurred. Always seek out professional help
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Once you have removed all portions of the dash that need removing in order to allow removal it's really a simple process. First hold the dash where the vents were. Personally I prefer the side panel which you remove next to the steering wheel and the centre vents that you remove (then give a good sharp tug forward – highlighted by orange arrows). The dashboard will then be released from it's clips (red marks on picture) after this it's just a case of manoeuvring it over the steering wheel {hint – turn the indicators to lowest position} as this will aid in removal. Also as a tip I recommend sliding the seats all the way back and reclining them slightly as this will make it easier to remove them. The blue line is the gap you get when you pull the dash forwards

Refitting

Once you have finished any work after removing the dashboard, you will need to refit it. Refitting the dashboard is really a simple procedure and just a case of manoeuvring it back into position remember to keep the seats all the way back. You will need to position the clock side of the dashboard over the steering wheel first. After this it's just a case of giving a firm push on the dashboard to fit it into place (it's really easy to push onto) and then fit all the components back on. After this connect all the screws and screw back on the dash.

Afterthoughts and Comments

I never bothered putting the plastic back in place for the garage door "shutters" around the steering wheel. They're a pain in the arse to work with and get in the way. The steering wheel is still covered up pretty much just by the plastic itself anyway.

I'd recommend sliding the seats backwards and reclining them so that it makes it easier to remove the dashboard from the car.

Finally a big thanks for the pictures to JA1987 from the UKPassats forum. Wouldn't be able to complete this log without their help