Dashboard repair Process:

I am not going to show how to remove the dashboard as I believe this has been detailed elsewhere on MVS. Removing the dashboard is not scary. With practice it can probably be done in about an 1 hour, but realistically for those who have not done this before it will take maybe 3 hours or possibly more. The secret is taking your time, and when actually finally removing the dash, I strongly suggest while you can do it yourself, having a helper makes it way easier as some maneuvering is required especially getting it over the steering shaft and out the car door.

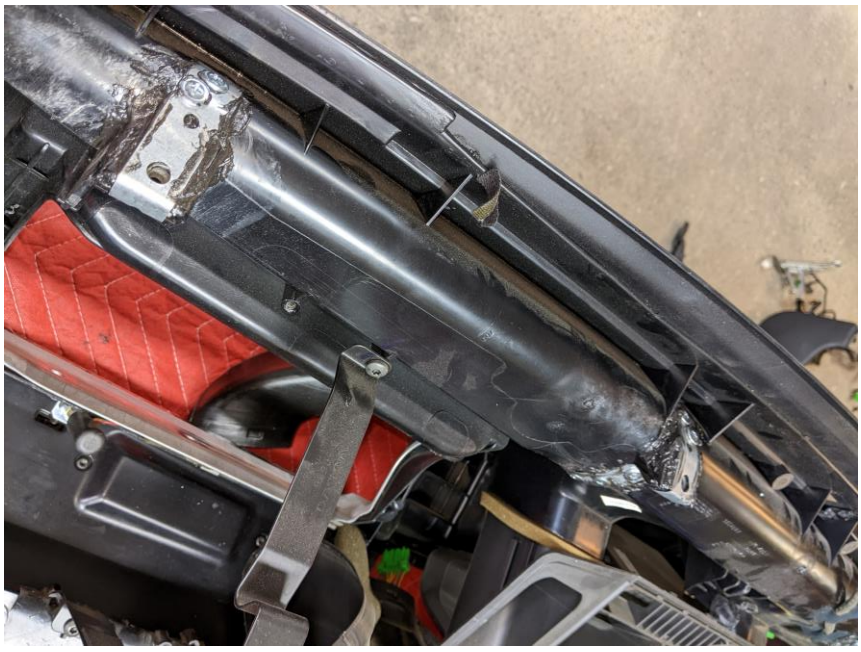
When the dash is off, you may want to consider cleaning the air system as it is now accessible, or if your AC evaporator is hooped, plan to do this while in. If any of the servo's or flaps are broken this is also a chance to get good access to tackle those as well.

The Process I used:

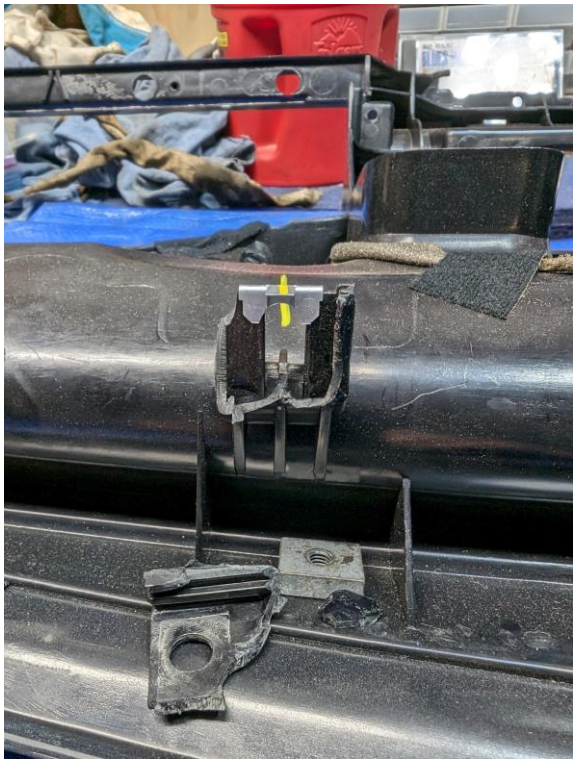
I have included a picture of the dash and center console removed from the car. I took it a step further as I needed to replace the lower sections as well so stripped it to the constituent parts:

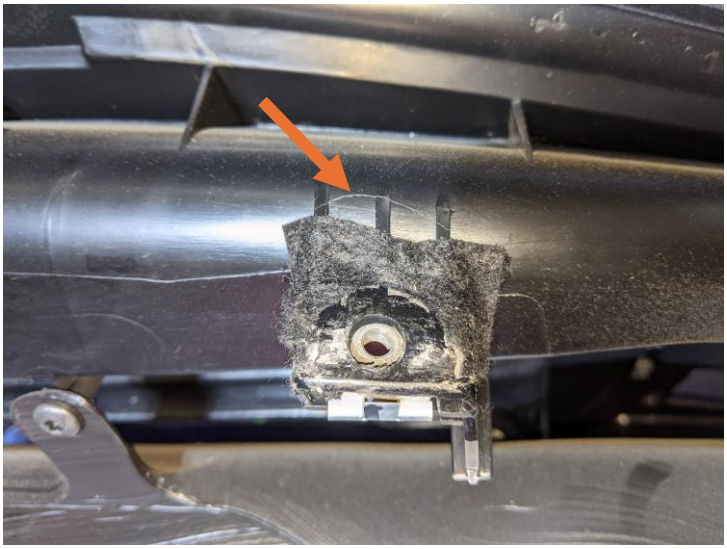
This made it easier to tackle the repairs, but this is the first time I went this far. It did make working on the dash easier, but it can be done without tacking it apart just as easily!

This is a repair done on a previous dash that is in my 2000 V70R and that was done while fully assembled



These are pictures of the type of worst-case damage and harder to see damage you may find on your dash mounts:



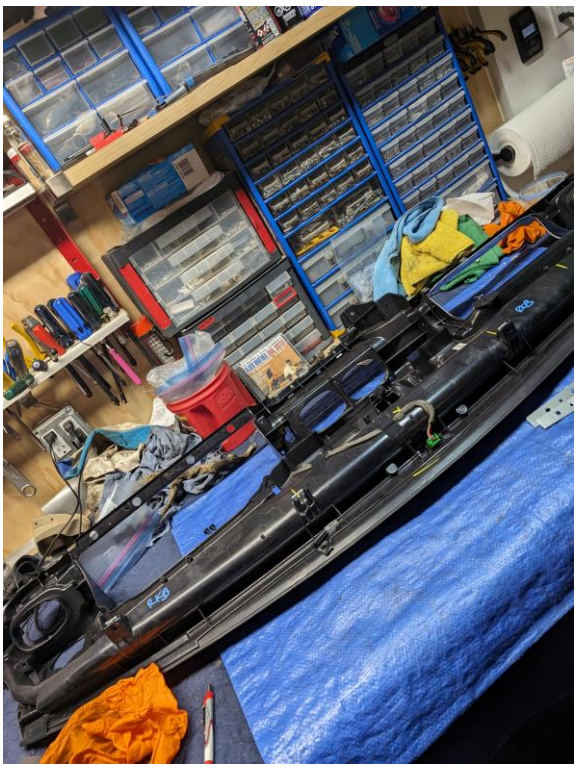


Do look VERY carefully at each mount. There may be some more subtle damage. A magnifying glass may be of help or taking pictures with your phone allowing you to blow the pictures up larger also works.

You may find fine hairline cracks starting across the face of the mount like in the right picture, but also carefully check around where the mount protrudes from the dash as it can start cracking around there as well. You are likely to find a variation of badly damaged to none at all, but I reinforce all the 4 mounts to future proof the repairs.

The picture of the next mount is ok, but I have cleaned it anyway, removing the and rub adhesive tape and using a cotton bud and one of the cleaning supplies mentioned in the first part of the repair guide.

In this case as this is going to be a repaired spare core with the mounts, I disassembled it completely as I do not need the other parts to store as they take up a lot of space!



I repaired these 2 mounts first. The first picture is the mount shown earlier that had a section broken out of it. The mount has an insert in it with a spring plate retainer. Carefully prise the metal retainer out with a small screwdriver and it not already removed or fallen out, remove the threaded bolt plate. This is so when you have to glue any parts that are broken off, the glue does not stick the bolt plate as it needs to be able to float to help align the mounting bolts. Try to minimise any glue spreading into the floating bolt retainer cavity or you may not be able to get it back into the repaired recess.

The second mount had started to crack across the bottom flanged part of the mount. I opened the crack up gently to allow me to use a toothpick to push glue into the crack.

In both cases I used Sellotape to hold the repairs tightly in place.

NOTE: I have had some badly broken munts that broke into several pieces. You may want to try and glue some of the pieces together first and let them dry. Try to minimise the mount of glue between the broken parts so they will re-fit when gluing the repaired broken section back in.

Once the mounts have been carefully glued back together, then I turned to making the reinforced mounts from the strapping.

If you cannot find the same strapping I used, the secret is the strapping has to be as thin as possible which I will clarify later why.

These are the 2 different mounts I made up as templates. The longer one with the slot cut in it is for the 2 outer mounts and the shorter one is for the 2 inner mounts. You can also see a rasp bit I used to make the slots in the 2 outer mounts. Again, the reason for this is explained later.

The strapping comes as a fairly tight role, so I cut what I need and then hammer it flat to work with. If you have a bench vice with a flat anvil that is perfect.

Outer 2 mounts:

The rule is to give approximate length of the outer 2 straps

Above 2 pictures give the slot cut into the outer 2 strips. The reason for these is that the mounting bolts travel right through the outer 2 mounts, so you need the floating nut to be able to do that as well as the bolt to pass through and tighten fully. See the 2 pictures below:

You can also see why the strapping has to be so thin in the above 2 pictures. The strap passes under the mounts, but those mounts sit in ‘cup’ mounts on the inner side of the firewall. Any added thickness raises the dashboard height and potentially you may not be able to get the bolts to thread into the mounts.

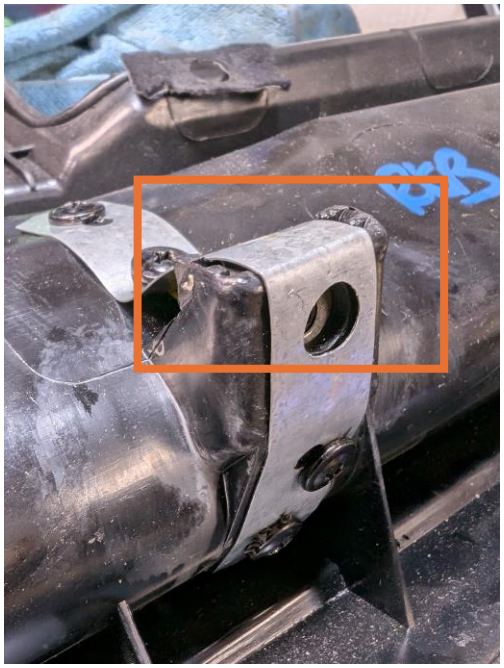
The pictures for the dimensions for the 2 inner mounts are shown in the next 3 pictures:

The pictures show the overall length and the distance to the front ‘bolt’ hole from either end of the straps.

The hole that is measure from is the ‘front’ hole in the strap that the mounting bolt passes through. This does not need a slot on the back as the shape of the dash at this point has the bolt bottoming out before hitting the strap.

The front bolt hole I drill out to match the size of the plastic hole (orange arrow above) on the front of the mount. Again, this is to allow the mounting nut to be able to fully move as before. The Drill size I used was 9mm or 23/64”. This hole is also needed on the front of the 2 outer straps.

Bending the straps means the section that passes over the bottom of the mounts need ideally sharp edges to fold over. To get the edge at the fronts side I hammered the mounting straps over a piece of flat bar. It takes a little trial and error to get the hole for the bolt in the right position. The picture below shows what I am trying to explain.

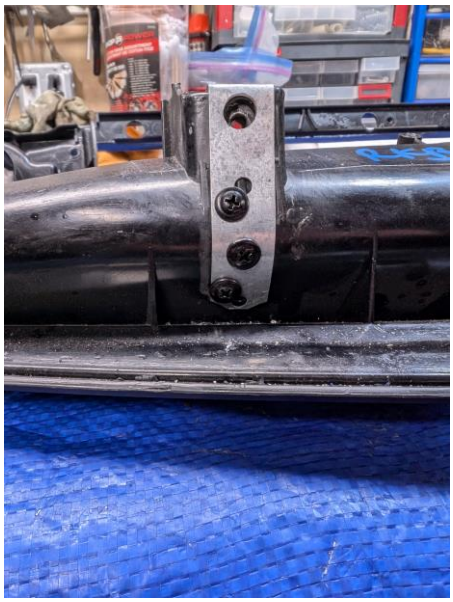


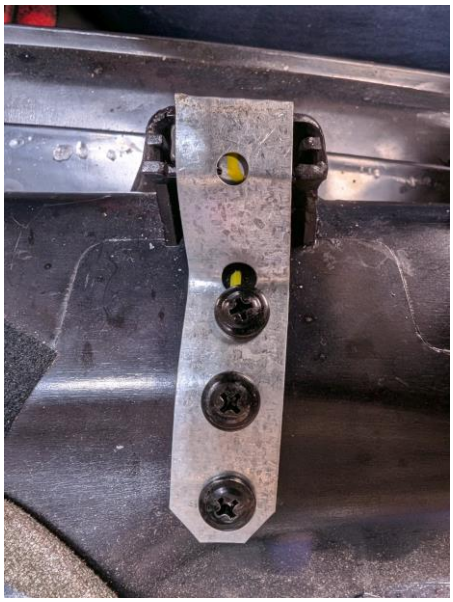
Keeping those as tight as you can, will end up with a better result overall. Below I will show the approximate shapes of the 2 brackets. These work for left or right sides, but may need subtle bending to allow for the changes in sides. First picture is the 2 outer brackets with the bolt slots and the 2nd picture is of the inner mount repair brackets.

Fitting the brackets

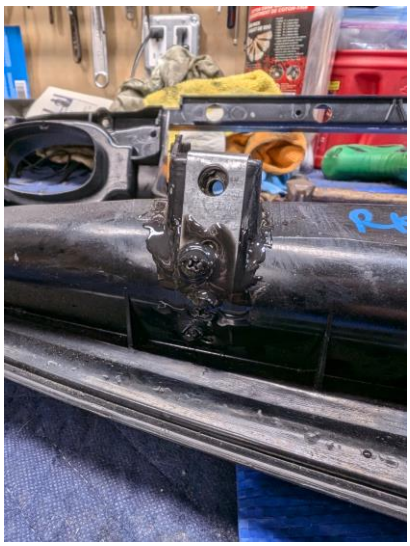
When fitting the brackets, I like to make up a small amount of the glue and spread it on the surface to seat the brackets into them. Fitting the screws does not need all the holes to be drilled in advance. I used some of the bracket strip holes and the screws allowed me to screw through the metal of the bracket and the plastic without having to drill first. NOTE: I only put screws into the plastic ducting as (actually the bottom) the bracket has to sit flat by the mounting bolts

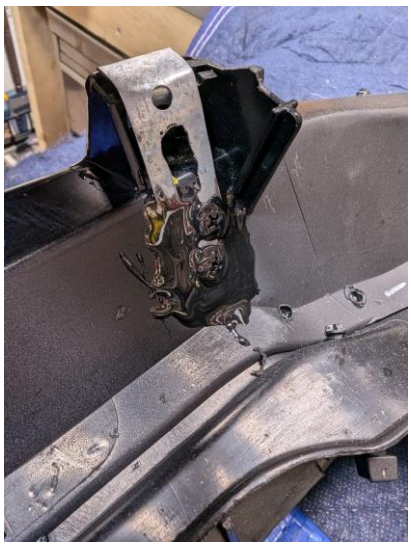
NOTE: I used a drill rather than an impact gun as they are more likely to rip out the plastic. The screws don't have to be super tight, but just nipped up firmly. This will seat the brackets in the glue. If you are not comfortable, mix enough glue for each bracket in turn and fit the bracket before moving onto the next. If you want to use other plastics glue, check the dry time before starting this.





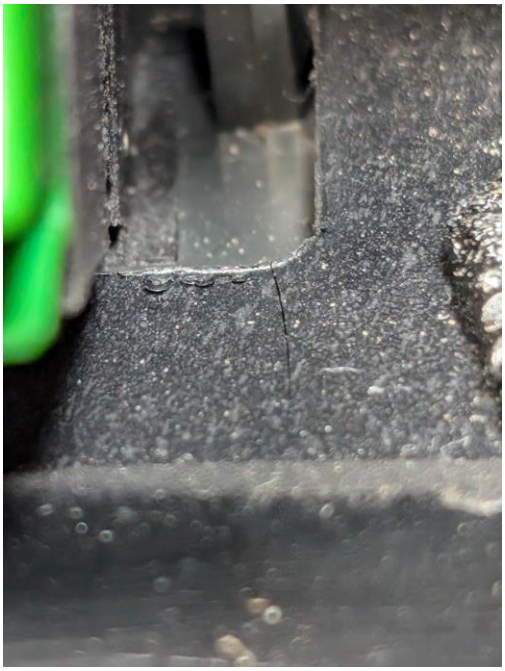
Finally, I mixed up some more glue and overlapped the brackets with glue to additional strength. It does not need to be perfect (as you will see mine was not!!). I added additional glue around the mounting sides as they can crack there. Again, not super critical, but I like to be thorough!!



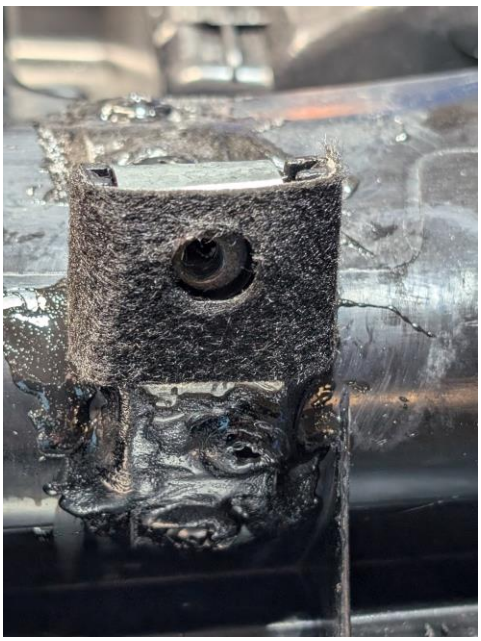


The glue does tend to self level. Pictures were taken just after application. Again, does not have to be perfect as you will never see it!!

Check in the area of the center of the dashboard where the small Red flashing LED sits. I found that there were small cracks starting to appear in that area. I took the opportunity to glue these from the back. You could add small strips if the cracks are large, as additional strength to the back of the dashboard. This area does not sit on anything other than allowing 12mm/ ½" from the front edge of the dashboard. The edge does sit against the firewall.



Final thing is to add the anti-squeak sticky backed felt. It would be great if you had a 3/8" / 9mm hole punch for leather to punch holes in the felt for the bolt holes. I did my best with a small scalpel and scissors to make the holes. I had kept on of the originals for a template as the holes are slightly off center towards the top.



With that you are done! Well other than all the refitting of course. I would allow 24 hours ideally before fitting to give time for the glue to fully harden.

You can see from this picture, the dash can be repaired while complete as removed from the car.

Hope this is of help to others who want to rid their P80 dash of creaks from broken mounts. I do have a bunch more pictures, so feel free to ask if something is not entirely clear and I will add to the thread if I have a suitable picture.

Neil.