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GW-V-CONSOLE-BASE

VANAGON CENTER CONSOLE

1980-1991 Vanagon (Non-Diesel)

Combination-lockable, walk-overable, gasstrutlid-lifting, kickass heavy-gauge steel. This is the center console you've been waiting for. Best part: it's all of those things and weighs just 21lbs.

Parts List 	
Center Console Gas Strut and Hardware <ul style="list-style-type: none">• (1) Gas strut• (2) 6mm x 25mm self-clinching studs• (2) 6mm nylock nuts• (1) 6mm nut• (4) 6mm washers• (4) 6mm nylon washers	Combination Lock Package <ul style="list-style-type: none">• (1) Combination lock cylinder & 3/4" nut• (1) Finger pull• (1) Straight cam• (1) 90 deg stop cam• (1) Screw with lock washer Optional Security Screws
Tools Required	
<ul style="list-style-type: none">• 11/16" wrench or socket with extension• 10mm wrench or socket	<ul style="list-style-type: none">• Phillips head screwdriver• Optional: Power drill with Phillips head

Installation Notes:

- If you have not already done so, we highly recommend upgrading to our longer [Flexible Seat Belt Receivers](#) or replacing the whole seat belt with one of our [KT-VANO-ERA kits](#).
- Vanagons with swivel seats came stock with a very short, rigid receiver that is quite a reach to get to. These short OE receivers will not work with the Center Console and must be upgraded to either the longer rigid or [flexible receivers](#).

Special Installation Note for EARLY MODEL VANS:

EARLY MODEL VANS had slight variations in handbrake placement, and all came with an oversized rubber boot. We have included a knockout in the L-shaped corner of the Center Console. To knockout the tab use tin-snips, a thin metal saw, or cutoff wheel to cut the bottom tabs, then bend the knockout back-and-forth to break off the top tab. Clean up any sharp edges with a file. The Center Console may then be installed by following the instructions below.

Installing the Console

If you are upgrading to, or already have, flexible seatbelt receivers, you may skip the first step.

- 1) If you are using the original long/rigid style seat belt receivers:
We find that these have often flexed into the aisle from years of use.
 - With the seatbelts still installed, push the buckle from inside the aisle towards the seat, flattening out the receiver bend.
 - If you have difficulty with the above method, uninstall the receivers and use a vice or mallet to slightly flatten the lower bent angle.
- 2) Using an 11/16" wrench or socket, remove the seatbelt receiver bolts.





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- 3)** In camper models, we recommend removing the front table bracket to avoid scuffing the Center Console or bracket on install. To remove the front table bracket, unscrew the four Phillips screws holding on the front table bracket. The bracket can be reinstalled after the Center Console is in place.



- 4)** Slide the Center Console into the center aisle from the rear. Locate the seat belt receiver bolt slots and ensure that the seat belt mounting points are accessible through the slots. Insert your seatbelt receivers through the slots on the top face of the Center Console. Insert the seat belt receiver bolts with the washer placed between the Center Console and seatbelt receiver.



- 5)** Hand-tighten both seatbelt bolts and snug each side until the console is centered in the aisle. If you have a table bracket, you may reinstall it at this time. Then, tighten both bolts with the 11/16" wrench or socket.



- 6)** Optional Step: Install self-drilling screws through the holes on the bottom lip of the front panel, into the aisle floor. These additional screws lock the Console down and provide added security against prying hands. These holes have been located so that installed screws will not hit any stock parts, wires, or fluid lines beneath the floor panels.

- 7)** Add-On Item: if purchased separately, lay the rubber floor liner mat inside the console.

**Locked-In, Secure, and Ready to Go.
You're All Done!**



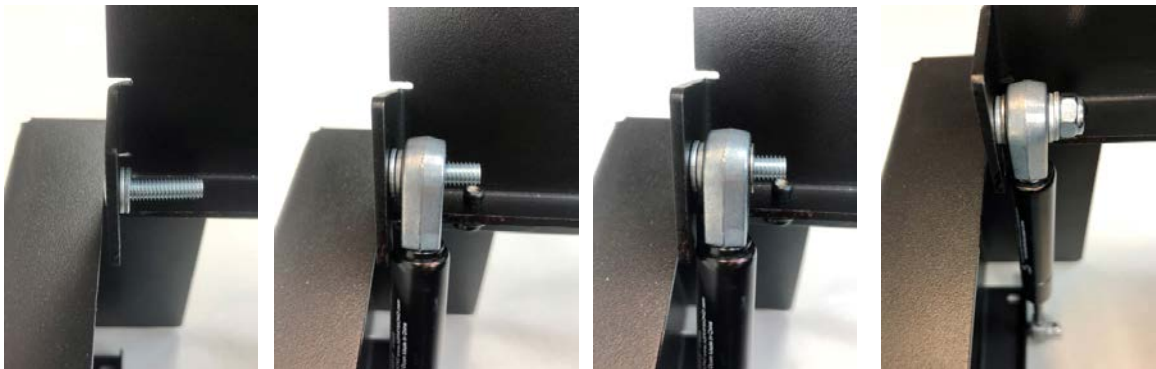
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Additional Installation and Adjustment Instructions for:

Setting the Gas Strut

- 1) Setting the Self-clinching Studs
 - a. Locate the included 6mm self-clinching studs, the 6mm nut, and one of the 6mm washers. Put the stud through the hole in the strut tab on the lid, so that the knurled end faces inward. Put on the washer and spin the nut on.
 - b. Snug the nut down by hand, ensuring that the clinch stud is centered in the hole. Tighten the nut down with a 10mm wrench or socket to set the stud into the mounting plate. It is set when the flat head of the stud makes contact with the mounting plate. Remove the nut and washer.
 - c. Repeat this process for the hole on the strut tab at the base of the front panel.
- 2) Put one metal and one nylon washer onto each stud. Hold the lid open and slide the uncompressed gas strut onto the studs. Put on another nylon and metal washer, and loosely spin the nylock nuts onto each stud.
- 3) Test that the lid closes without interference at the strut tabs. If there is interference, add an additional washer on the far side of the strut to set it further from the strut tab.
- 4) Tighten the nylock nuts to remove any gaps in the stud but ensure that the strut fittings can still rotate without interference.





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Additional Install and Adjustment Instructions for:

Setting the Combination Lock

- 1) Insert lock body through the finger pull, then insert through the $\frac{3}{4}$ " hole in the Center Console lid. Thread and tighten the cylinder nut to hold the lock body onto the lid.
- 2) Attach the 90deg stop cam and straight cam using the screw and lock washer. We recommend installing so that the straight cam is aligned with the combination (this lets you glance at the lock and see if the lock is engaged or not).



- 3) Resetting the combination lock:
 - a. The default factory combination is set to: [**0 - 0 - 0**]
 - b. To change the combination:
 - i. Turn the dials to your current combination.
 - ii. Use a paperclip or similar pointed tool to push in and hold the reset switch on the side of the lock.
 - iii. While holding the reset switch, change the combination to your desired code then release the reset switch to set.