

Redline Goods Mazda Miata Leather Crash Pad installation instructions

Materials Needed

- Contact cement
- Old paint brushes or foam brushes
- Scotchbrite pads
- 3M Blue Low Tack Painter's tape
- Exacto blade
- Kitchen shears or other sharp scissors for cutting leather
- 5 minute epoxy
- popsicle stick and paper plate (to mix epoxy)
- Door upholstery removal tool or flathead screwdriver
- weatherproof caulk or RTV (may be needed for reinstall of pad)



Working Notes

- **Read over all these instructions before you get started.** Every product from Redline is handmade, so a good fit will require some manipulation on your part. There are some suggestions in these directions that will help you get the best possible fit.
- **The goal here is to get the leather to stay put.** Excess glue will take longer to dry and may also limit your ability to stretch the leather into place, but do not use the contact cement sparingly. The plastic Mazda uses for the crash pad is very durable and resistant to adhesives. You may want to rough the surface with scotchbrite pads to promote adhesion. Use a thin coat of contact cement on the leather and on the plastic for faster drying time. Contact cement can be forgiving, so don't be afraid to pull the leather away and reposition it with a little more glue. Avoid repositioning the leather more than once. Reposition the leather too much and your corrections will show through the leather in the form of lumps or waves in the surface.
- **Keep your fingers clean of contact cement at all times.** Contact cement can be messy. The glue is not good for your skin and will leave shiny marks on the leather that you will not be able to clean off. Wearing gloves will help, but you may not have as much control manipulating the leather into position. Always be mindful of what's on your fingers when working with the leather.
 - o If you get contact cement on the finished side of the leather, use the blue tape's adhesive to try to pull the contact cement off the leather. Press the tape on top of the spot firmly and slowly peel it back. If the contact cement has not cured, it will have the consistency of rubber cement (paper glue). The painter's tape adhesive should grab the contact cement and pull it off the leather. It may take several tries.
 - o Do not use any other method to remove contact cement. Even your fingernails can damage the leather if you pick at it hard enough.
- **Last, but certainly not least - Contact cement has very strong fumes and is flammable!** Be sure to work in a well ventilated area with no open flames.



Removal Instructions:

1. In order to remove the Crash Pad you must first remove the gauge hood (Fig B) and stereo bezel (Fig C). For those of you who have never removed these pieces before, the center console must come out to remove the stereo bezel and the steering wheel plastic surround needs to come off to remove the gauge bezel. You will also want to remove the vents. I use a piece of wire to pop them out (Fig A)



Fig A



Fig B



Fig C

2. Once the stereo bezel and gauge bezel are out of the way and vents are removed, your ready to remove the crashpad. The crashpad is held in place by several plastic clips and mine also had some additional adhesive (although its possible the crashpad had been removed before). Use the upholstery removal tool or flathead screwdriver to gently pry up the crashpad working your way across the pad (Figs D, E). Try not to break the plastic clips as you will need these in place for the reinstall (Fig F) .



Fig D



Fig E



Fig F

Crashpad Leather Install Instructions

1. Thoroughly wash off the crashpad to clean off any protectant, waxes or other surface contaminants. Since the whole thing will be covered in leather, consider using Scotchbrite pads to rough up the surface.
2. You may want to consider installing leather on the smaller crashpad piece first to get a feel for it. Lay out your leather, finished side down and test fit your crashpad to get an idea of fitment. The leather comes with a stitched detail that you will want straight when done. Once you have an idea of where the stitching will fall, apply cement to the crashpad and also to the corresponding leather following the manufacturers instructions for the cement. Work from finished end first making sure to get a nice straight leather (stitch) application (Figs G, H, I).



Fig G



Fig H



Fig I

3. Create the vent holes by cutting an “x” in the vent hole opening (Fig J). Do not cut all the way to the openings edge or the cut may be visible once the vents are installed. You may find it necessary to make a few more pie shaped cuts to get the proper fitment (Fig K). Apply cement an to the backside of the leather and to the opening and wrap the leather into the vent opening. I used scrap leather to fill in the voids made from cutting the pie shapes (Fig L). This may or may not be necessary, but I wanted the opening to look ,ore finished. You may need to use the blue painters tape to hold the leather in place. You can also opt to use the vent instead (Fig M).



Fig J



Fig K



Fig L



Fig M

4. Once the leather is cemented to the crashpads front and the vent holes are complete, trim the outer edges as shown (Fig N, O, P) I did not find it necessary to wrap the leather around the edges as they are not visible once installed.



Fig N



Fig O



Fig P

5. Installation of the large section of crashpad is similar except you may want to apply the contact cement on the finished half of the pad first, working your way over to the gauge hood side (Figs. Q, R, S, T)



Fig Q



Fig R



Fig S



Fig T

Once you have all the sections glued into place, use epoxy to coat the edges over. This will ensure that the leather does not come up if the contact cement should give way from heat or cold. With so little surface area to hold the leather in place, a little coating of epoxy is extra insurance you won't have to correct something later on. **Be Careful** to get it just on the edges. You dont want it visible after the crashpad is reinstalled.

4. Installation is the reverse of the removal. If you broke any of those plastic clips during removal, you may find it necessary to use a bit of caulk or RTV on the grooved part of the crashpad during the reinstall. Photo of finished crashpad (Fig U)



Fig U