

Glove compartment lock modification for Volkswagen Beetle (Mexican)

- ◆ The VW Beetle (under 10 years old) will not pass a Single Vehicle Approval test with the original glove compartment lock unless the Vehicle Inspector makes a mistake. This guide is designed to offer an alternative to removing the lock and lid altogether, even though it can be refitted after the inspection. This modification is permanent and for the purposes of accident safety is probably the safer option.



- ◆ The reason the lock will not be accepted is because it protrudes more than 9 mm into the passenger compartment. The most obvious thing to do, therefore, is to shorten it. Begin by removing the glove compartment lock. Then remove the plastic cap from the grip part. This is done by carefully squeezing and pushing down the rubber of the grip part.



- ◆ There are two windows in the cylinder. The larger of the two is of a set length to determine the travel of the knob when twisted to open the glove compartment. Within this window is a small pin (the point of the scalpel indicates to this pin in the diagram). The task at hand is to now remove the pin. It is not simple. I recommend that it is knocked in with a hammer and punch as far as possible and then filed down flush with the cylinder.



- ◆ Once removed (from the window), the entire glove compartment lock can be dismantled. This comprises of: 1.Lock cylinder (with two windows); 2. Rubber grip part (must be carefully pulled off lock); 3. Lock (this consists of two parts that are fixed to each other); 4.Plastic cap; 5. Catch; 6. Lock return spring; 7. Retaining nut; 8. Catch return spring.



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- ◆ The modification is fairly straight forward. In essence, all that needs changing is the depth of the rubber grip part. This is achieved simply by cutting away the bottom collar using a sharp scalpel. A series of ledges can be seen on the inside and these can be used as a guide. Cut away only the bottom collar. Push the plastic cap into the grip part. Then glue the rubber grip part to the plastic disc on the lock. Now glue the combined grip onto the lock.
- ◆ When the lock and rubber grip part are inserted into the lock cylinder, the protrusion should be less than 1 cm, as can be seen here in the diagram. The next stage is quite tricky. The lock return spring has to be placed in such a position so as to allow it to be picked up by the lug of the lock. The second window in the lock cylinder is designed for this purpose.
- ◆ When the lug at the bottom of the lock cylinder picks up the lock return spring leg from the second window, turn the rubber grip part against spring pressure, while lifting up slightly. Hold in this position and insert the catch in the bottom opening. Then push down on the rubber grip part. Insert the catch return spring and the assembly is complete. The only thing remaining is for the lock to be secured in place by means of a pin.
- ◆ I recommend using an upholstery staple. As the pin was filed down, rather than being removed completely, it provides a hole in which a stiff wire can be inserted (if it was possible to remove the pin, it can of course be reused). A section from an upholstery staple is ideal for this purpose. Knock it in carefully using a hammer and file it down flush with the outer edge of the window to allow the retaining nut to be screwed on.



This proved to be quite a challenge but the end result is well worth the effort. The advantages are obvious in terms of cost and safety. There is a tendency to simply want to remove the entire glove compartment lid with lock for the inspection and put it back in place afterwards. This is the simplest option. Modifying the glove compartment lock was a defiant move on my part to show the Vehicle Inspectorate that this Beetle owner will not be intimidated. Now on to the next task: Would you believe they are making me seal the quarter light windows shut?