

# Volkswagen Passat

## Glovebox Handle Repair (incl. light fuse)

## Purpose of this Guide

This guide has been designed after encountering this situation on my own car. My Glovebox handle came off one night and I was left with a broken handle and a weird to open Glovebox. If your situation was similar to mine you will have something which looks like this. You can see the handle and the 2 metal pins that hold it in place.



I decided to carry out the fix instead of most likely paying extortionate money to Volkswagen for a repair / replacement or seeking a second hand Glovebox. I am a car enthusiast so believe in saving money wherever possible and doing things DIY.

I have written this guide in an attempt to self guide myself and anyone else who wishes to DIY fix their vehicle regardless of their technical knowledge with cars.

If you feel something has been missed out, or it could be improved, feel free to contact me. You can email me at the following address [here](#).

If you use this document on your site all that I ask is that you credit me as the original source and point people to my [website](#).

I appreciate any comments or suggestions and will aim to reply to everyone.

Regards

Andrew Hope.

## Tools Needed

- Torx Screwdriver / Screwdriver & Bit (T20 Sized)
- Superglue (Bostik Multi Purpose – Extra Strong Clear)
- Duct Tape (for holding the pieces together until glue hardens)
- Flat Small Head Screwdriver

## Repair Procedure

Using the Torx Screwdriver, locate and remove the 2 lower Torx screws.



Then open up the Glove Box and remove the 3 upper screws. You can open the Glovebox without the handle by putting your finger inside the handle gap; you will feel a small hole. Push the small levers you can feel inside this and it will loosen the prongs opening the Glovebox.



Before you can remove the Glovebox, you will need to loosen the securing poppers. They are located either side of the right most "upper" Torx screws. See picture below, insert a screwdriver at the picture circled and gently push down. They come out very easy, you can remove them by hand if desired.



Remove the Glovebox from the mounting place. If you have removed all 5 of the screws it should drop fairly easily and shouldn't be any problems to remove. It's best to be careful when removing the Glovebox because the light fitting is at the back (this unclips from its location) and can be damaged if not looked after. The light fitting is on the rear right of the unit. The location is circled in the picture below.



With the entire Glovebox removed, you should now have something which looks like this.



The first thing you should do is make the project smaller and easier to manage. Looking at the sides of the Glovebox, remove the "roller" guide by removing the Torx screw holding it in place. Once this has been removed, removing the locking pins (top right of picture) with a flat blade screwdriver, there is one on each side at the same location



I find the quickest way to remove the pins, is by inserting the end of the flat-blade screwdriver at the base of the screw (the circle in the picture) then simply lifting it upwards. It's only plastic so easy to remove, once the pin is up simply pull it out. Do this for both sides.



Once you have removed the pins on the side of the Glovebox, open it up so it extends to the maximum reach of its arc.



When you have opened the Glovebox to the end of its arc, you need to remove the rest of the unit. To do this, first move the door slightly to the left of the pin (top left) that you removed in previous steps. When this has been removed, you should then be able to slide out the unit diagonally in the clearance. Do this for both sides.



This is what you should now be left with, minus the shield you should merely have the Glovebox lid itself.



You now need to prise apart the two sections, as this would most likely not have been done before it's best to do it gently. Looking at the top of the sections you will see something like this, gently prise the sections apart and you will see chunks in the plastic missing where it was "bashed" in place. The parts will eventually come fully apart, don't worry too much over any sounds as there isn't really that much what can be broken inside



Before you reinsert the handle into the Glovebox position you need to put the pins in first. The design of the Glovebox prevents you from inserting the pins from the outside. The quickest way of inserting them is from the opening like this. Push them both in so they are away from the edges.



In this picture you can see the alignment of the plastic lock in conjunction with the location of the plastic where the pins are held. The hole where the pin gets pushed into is circled. The pin gets pushed into the hole in the direction indicated.



When the lock has been put in place I force the pin into position by using a screwdriver, this allows you to put a fair amount of pressure on the pin. Once the pin is in place I push it a bit harder to make sure it stays in position. The arrow indicates the direction to push the pin into the plastic.



This is a picture of what the pins look like when fully inserted and the lock has been re-assembled. I have marked a redline to show you how far (roughly) the pins go into the plastic. It's not very far so you can only push them in so much.





Before reattaching the surfaces, I decided to rough them up a bit to help get the surfaces tacked together. I used a knife and simply did a few scores on some of the edges where they were attached like this. It won't matter if you scratch anywhere on the inside because you simply won't see it



Before the parts line up you MUST have the handle flat, otherwise they will be hard to join. When reassembling the two pieces together I decided to give a nice plentiful supply of glue. I merely went over the plastic areas that had marks indented from the pressure put onto them.



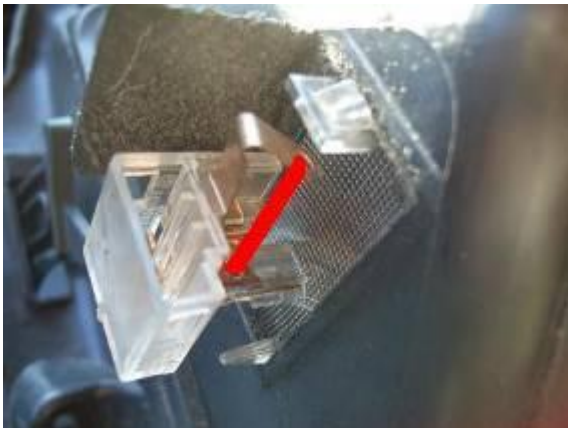
Here is my temporary "bodge" holding the parts in place, you can't see the additional glue when it's fully assembled because this will be the back of the actual Glovebox itself. So I merely lashed a few big lumps of glue and held it together with some duct tape for about 5 mins to give it time to harden up.



When you are putting the actual lid back onto the Glovebox you will also need to put the rollers back in place. This is the orientation that the unit should be fitted to the side of the Glovebox arms. The unit itself gets put in cog-facing down, the little guide should be inside the arc of the Glovebox arm, and the screwhole should be perfectly aligned. It's only possible for this thing to fit one way.



This picture isn't needed it is merely for reference if you wish to replace the Glovebox light fuse. I have marked the position where the fuse goes in this picture with the red line. I do not have the part number but it can be located by removing the relevant fuse and noting it's readings on the end caps.



After doing all the above procedure you should have now repaired your Glovebox handle. Refitting is a reversal of removal. The only things I would like to note, is when inserting the Glovebox, be careful with the light fitting. When putting back in position you may find it easier to slightly bend the plastic shield upwards and inwards at the back as it will slot in easier. Make sure all poppers are in place, then your glove box should be fine.

## Afterthoughts

After repairing the Glovebox and inspecting the construction of it. It seems that Volkswagen in their wisdom built the things under the assumption they would never develop a fault, whilst having great faith in their build quality it makes it an absolute pain to repair because the Irony is you have to break it before you can actually repair it.

I could have done a neater job with the Glovebox, but I only use the car for a run about and to be honest picked it up second hand so it already had some faults since I owned it. I just periodically work with them fixing each one as I go.

The way the two parts are constructed seem to be moulded then simply “bashed” into place, hence the indents you can see in the plastic. It seems to be hard to prise apart so I suspect when it is first made there is some form of Glue used to put it together.

I will possibly redesign this guide in the later future so it’s most likely not the most recent version. The technical information itself should not change so it can be used as a point of reference if desired.

If you want to purchase a new Glovebox (or parts) I took pictures of the part numbers I could identify, and listed them below

- **DAD 1841845000 IND U** (This is the main Glovebox – with the cup moulds)
- **3 3B2857122** (This is the part you prise apart from the main unit)

## The Legal Stuff

Whilst every intent has been taken to ensure the information I provide is fully accurate I urge people to double check any information I have provided before proceeding.

I am not liable for any faults or damage incurred to your car through reading this guide, you are under no obligation to seek my assistance for professional advice or to use this guide as a reference point as such I cannot be held accountable for any faults incurred.