

- First you must remove the glove box door with the broken limiter straps from the vehicle. There are three(3) fasteners that hold it to the bottom of the dash accessed from under the bottom of the closed door.
- Remove these fasteners and the entire door will come off for ease of disassembly on your work bench or table.
- There are seven (7) small Phillips head, counter sunk small screws around the outer perimeter of the inner glove box door in the black flocked area. Remove these screws.
- You must also remove the two (2) round headed Phillips machine screws that retain the latch assembly.
- The last two (2) screws to be removed are also round Phillips head screws that retain the hinge to the door. There are two (2) washers under these two (2) screws so be sure that they are put back in this position upon reassembly.
- With a small pocket type screwdriver or similar tool pry the inner black flocked liner away from the outer decorative part of the door. Be careful so that you don't damage either the inner or outer surfaces.
- You can now access the inner back part of the door where the original limit straps are broken off.
- If much of the old straps are sticking up still from the surface, grind down the plastic flush with a small Dremel tool or carefully cut with a box knife.
- Working on one side at a time, pass the new steel limit strap thru the slots of the inner panel. Position it in such a way that the open part of the hook is facing up.
- Place the inner panel onto the outer panel and then mark the outer panel where the strap should be fastened then separate the panels.
- While holding the new strap at the mark made in the previous step fasten it to the outer panel with two short 3/8 inch Phillips head screws.
- Repeat the process of marking the outer lid and fastening the new strap on the other side.
- It is now simply a matter of reassembling the inner part to the outer part of the door in the reverse order that you disassembled it.
- Make sure all hardware is replaced just as it came off.
- Reinstall the door onto the bottom of the dash. You may have to check the fit and do a little re-aligning to make the lid shut properly. The screw slots on the hinge and the latch are elongated to allow for some adjustment.
- The only difference in the air bag and non air bag cars is that the ends of the hooks that go inside the assembly are small flat welded on pieces on the non air bag type and longer integral tabs on the air bag style. Otherwise the function and hook end is identical.



