Installing the covers requires great care and attention to detail. Each cover was fitted on a dash to insure the accuracy of the fit. You will be cutting the leather around the ends and corners and once its cut, there’s no going back.

If you have any reservations about installing it yourself, seek out a professional auto upholstery and trim shop. They should have the tools and material to do the job.

I cannot stress enough the importance of being taking your time, paying attention to detail, measuring and fitting BEFORE you cut, a clean work area, and a solid work surface big enough to hold and maneuver the dash.

Installation is as follows.

Tools & Materials

Exacto knife with several new blades.
A good pair of scissors
Professional grade Contact cement such as DAP, 3M, or Weldwood.
½” short bristle brush for the contact adhesive. Cut the bristles on a paint brush.
Spray gun for spraying adhesive on larger areas.
Dremel or die grinder to repair cracks if needed.
Cone shaped stone for die grinder or Dremel
Cut off wheel for die grinder or Dremel
Fiberglass body filler or SEM flexible filler.
80 grit sandpaper
100 grit sandpaper
Sanding block
Round cardboard roll, cut to 6-8 “(from empty paper towel roll)
Heavy sand or bean bags. 2-3lbs, clean & 3-6 inches in size
2 6” C clamps for attaching dash to the workbench
Porsche defroster vent trim pieces. 928 552 309 50 and 928 552 310 50

The dash should be out of the car.

Fix the Dash

Remove all traces of the old adhesive. Acetone or lacquer thinner will work fine.

All cracks must be filled. If the underlying foam is lifted or curled up, trim it off with the exacto knife.
Often the side edges of the cracks are higher than the area beyond the crack and must be ground down. Use a die grinder with a cone shaped stone to create a V by grinding down the center of the crack along the entire length of the crack. This creates more area for the filler to adhere to and takes the high spots off the sides. Fill the cracks with body filler or SEM flexible filler then sand it flat. Do not use silicone. Most adhesives will not stick to silicone.

Sand the entire dash making sure there is no shine to it. The dash should be clean and smooth with no bumps or cracks.

Install the Defroster Trim

Whether or not your dash already had the defroster vents and was trimmed for leather, some additional trimming is necessary as an improvement on the factory process. The additional trimming will allow the leather to go completely under the edge of the defroster trim piece. This keeps the leather in place and helps reduce shrinkage.

If you are installing a leather cover on a dash not originally covered in leather, obtain a set of defroster vents. 928 552 309 50 and 928 552 310 50. They are available from Porsche, 928 Specialists, or Pelican Parts, or 928 International.

Trim the vinyl on the top and underside of the dash as follows. On the underside, trim off 1/2” of the foam along the perimeter of the defroster opening. On the top, trim off 1/4” of vinyl and underlying foam all around the perimeter of the vent opening. The cut you’re making should follow the contour of the vent trim piece. You want a clean straight cut. A Dremel or die grinder with a cutting wheel works well here.

Install the trim pieces and make sure you have uniform 1/8” gap all around it.

Install the foam underlayment.

Make sure the entire surface of the dash is clean and smooth. Wipe it down with lacquer thinner.

Lay the foam padding on a flat surface and put the dash on top leaving some room on all sides but close to the windshield edge. Using the dash as a template cut the foam along the windshield edge with your exacto knife. This will give you the necessary contour needed when the foam is glued to the dash.
Attach the dash to the workbench so it doesn’t move while you work on it. 2 C clamps will do it. With the dash attached to the bench, line up the foam with the front windshield edge and make a few orientation marks along the front edge.

Spray half of the foam (left to right) with contact cement. Spray the corresponding half of the dash (left to right) with contact cement.

Line up the foam with the marks you made and press it into place. Start from the center and work out. Press it into the contours. If you get any air bubbles, poke it with a pin to let the air out.

Once the left side is done, spray the right side of the foam and dash and finish installing the foam.

The foam will be hanging over the edges on all sides. You want only the top surface area covered in foam down to the contoured section next to the glove box on the right and pod opening on the left. (see the picture) With the exacto knife, trim the foam off all the sides and bottom.

Using 80 grit sandpaper on a sanding block, sand the edges and corners of the foam. Sand in one direction only. Pull the sanding block over the edge in a downward direction. Go slow. The foam is soft and will sand very easy. This will smooth all the edges. Make sure all the contours are met and edges smooth. On the curved edges use a cardboard roll wrapped in sandpaper. Draw it over the edge from the inside outward. Go over all the sanded edges with 100 grit sandpaper to smooth any rough edges.

When finished sanding, vacuum or blow off all the debris and wipe it down with lacquer thinner.

Install the leather Cover

Dry fit the cover to get a feel for it and line it up. Use the sand/bean bags to hold it in place. Make sure the French seams on the ends straddle the corners on both sides. The main center French seam should straddle the transition where the top of the dash becomes the face of the dash. Start with the corners (where the seams meet) and main seam. Apply the contact cement to both surfaces along the main seam and one corner and two inches on either side of the seam. Do not spread the contact cement out too much. Use a short bristle brush and apply a thin even coat or the spray gun. Let it dry per the directions on the label.
Fold the cover over on itself and starting on one corner, press it into place. Make sure the corner is positioned correctly. Hold the cover up with one hand and work your way across the center pressing the main seam over the raised transition along the center of the dash with the other hand. When you get to the other side, align the corner, apply glue and press it into place.

Once it’s secure, apply the cement to the top section of the cover and dash and press it into place. Cover the defroster vents; you’ll cut them out later. Extra glue around the defroster vents will not hurt. Always be checking the alignment.

Pull it snug toward the windshield side but do not stretch the leather. Press down with you finger into the defroster vents to create an indentation.

Once the top section is glued in place, cut a series of Vs in the leather along the curved front edge. The V cuts should leave about 1/8” of leather to make the wrap around to the underside and be glued in place. Trim with a very sharp Exacto knife. Always make small cuts in corners and curves making them bigger as needed as you progress. Apply glue to the leather and underside of the dash and press it into place.

With the top section done fit the sides. Make V cuts to wrap around corners and curves. It’s not necessary to stretch the leather very much. Cut out the round duct outlets making slits so you can glue the flaps to the sides.

Next do the bottom section. Before applying glue, fit and trim it as necessary with the Exacto knife. Always make small cuts in corners and curves making them bigger as needed as you progress. Once a cut is made, there’s no going back so be very meticulous. After you have the fit you want, apply the glue and press it into place.

Once the cover is in place, cut out the defroster vents by carefully making a slit down the center with a Y at each end. This will leave a small flap of leather on both sides of the vent and ends. Trim the opening in the leather to meet the edge of the opening but not so it wraps around the bottom. This is necessary to allow the defroster vent trim to snap in place.

Fit the vent trim pieces and trim the leather on the underside to allow them to snap in place.

The leather used is the Porsche spec leather from Austria or Germany. As with the original, it is NOT pre shrunk. To keep it soft and keep it from shrinking, treat it every few months with something like Lexol.