

DIY Car Soundproofing Kit Installation Instructions

Your kit should comprise the following:

1 Sheet SA12FRSA Black Foam 1m x 1.5m x 12mm

1 Roll SAPT220 3m x 1.25m x 13mm

1 500ml Can of Sta-Stuk Aerosol Contact Adhesive

1 Roll of Acoustaseal Tape

Bonnet

The SA12 FRSA will be used to line the underside of the bonnet. First ensure the bonnet is perfectly clean and traces of any previous bonnet have been removed and the surface degreased. The bonnet pad will be installed between the reinforcing struts on the underside of the bonnet. Using newspaper, create a pattern of the panel by applying the newspaper over the struts and pressing the paper down between the struts. Then run your hand or finger around the edges to find the inside edges of the panel then use a pen or pencil to mark the edges. Cut out the pattern with scissors using the marks made with the pen and check to ensure it is the correct shape by reapplying the pattern into the area it was taken from. If all is correct, use the pattern on the foam and cut out the corresponding piece. Take care to ensure the pattern is the correct way up when cutting. It is advisable to take all of the patterns first then ensure they will be correctly applied to the foam to avoid undue wastage. Once cut out, carefully peel off the release paper and apply the foam to the bonnet and press all over to ensure the pad is securely glued.

Bulkhead

SAPT220 is used on the bulkhead with the shiny black surface uppermost so if adhesive is to be used it must be used on the foam side only. Often it is possible to apply sound insulation to the top part of the bulkhead under the bonnet then cover the rest from inside the saloon. Using the Newspaper method, make patterns of the area to be covered and cut out the corresponding section of sound barrier mat using the pattern made. Keep the patterns as large as possible with the minimum of joints. Holes should be avoided and where they are cut to allow for cables, must not be larger than necessary. Use the Sta-Put contact adhesive to glue any panels in place after ensuring the area has been cleaned and degreased. Sta-Put is an aerosol contact adhesive so spray the panel then spray the foam side of the barrier mat and stick the panel into position taking care to correctly position the insulation first time. Do not apply any of the sound insulation close to the exhaust or any other surfaces that may get very hot or wet.

the Environment 

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Floor of vehicle

Now you can move to the inside of the car and it is best to remove the seats and carpet first. Using the newspaper method, make patterns of the bulkhead from the toeboard and up underneath the dashboard as high as possible then install the barrier mat as before. It is not normally necessary to use glue in these areas because often there are clips already in place that can be utilised. The sound insulation should be placed on top of any existing insulation if it is in good condition. The barrier mat can be cut and moulded around wheel arches and glued in position if required.

Once the bulkhead has been completed, continue the installation of the material over any transmission humps and into the footwells of the vehicle. Don't forget beneath the rear seat and the boot. Again no glue should be necessary. If there is any sound barrier mat left it can be glued to the inside walls of the boot after removing any trim.

Once the car has been completely treated, replace any trim, carpets and seats then check that all of the vehicles controls are working properly to ensure than no wires have become dislodged and nothing is obstructing the pedals. Any unevenness of the carpet should settle down once the insulation has been in for a while.

Door Seals

If wind noise is a problem this is often due to air movement in the voids around the edges of your door where it closes on the rubber doorseals. By applying the self-adhesive Acoustaseal Tape to the rubber door seal, it is possible to increase the thickness of the seal that will take up some of the space that causes the noise. The tape will also mould itself to the shape of the door and if correctly applied, will not interfere with the closing of the door and should significantly reduce the wind noise being experienced.

The installer shall be responsible for the examination and acceptance of all conditions and project suitability prior to the installation.