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[Front Door Panel Removal Write-up](#)

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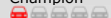
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04-12-2010, 11:43 PM

2010 UG

Touring Car
Champion


Drives: United
Gray MKVI GTI
Join Date: Mar
2010
Location:
Houston, TX
Posts: 222

Front Door Panel Removal Write-up

I've had a couple PM's about doing a write-up on the door panel removal, so here goes. My pictures didn't really come out as well as I would have and I didn't take near enough of them, but I think I have enough to explain this clearly. All the pictures below are of the driver's side of a 3-door.

Tools needed:

Some sort of prying tool (screwdriver, butter knife, panel tool)

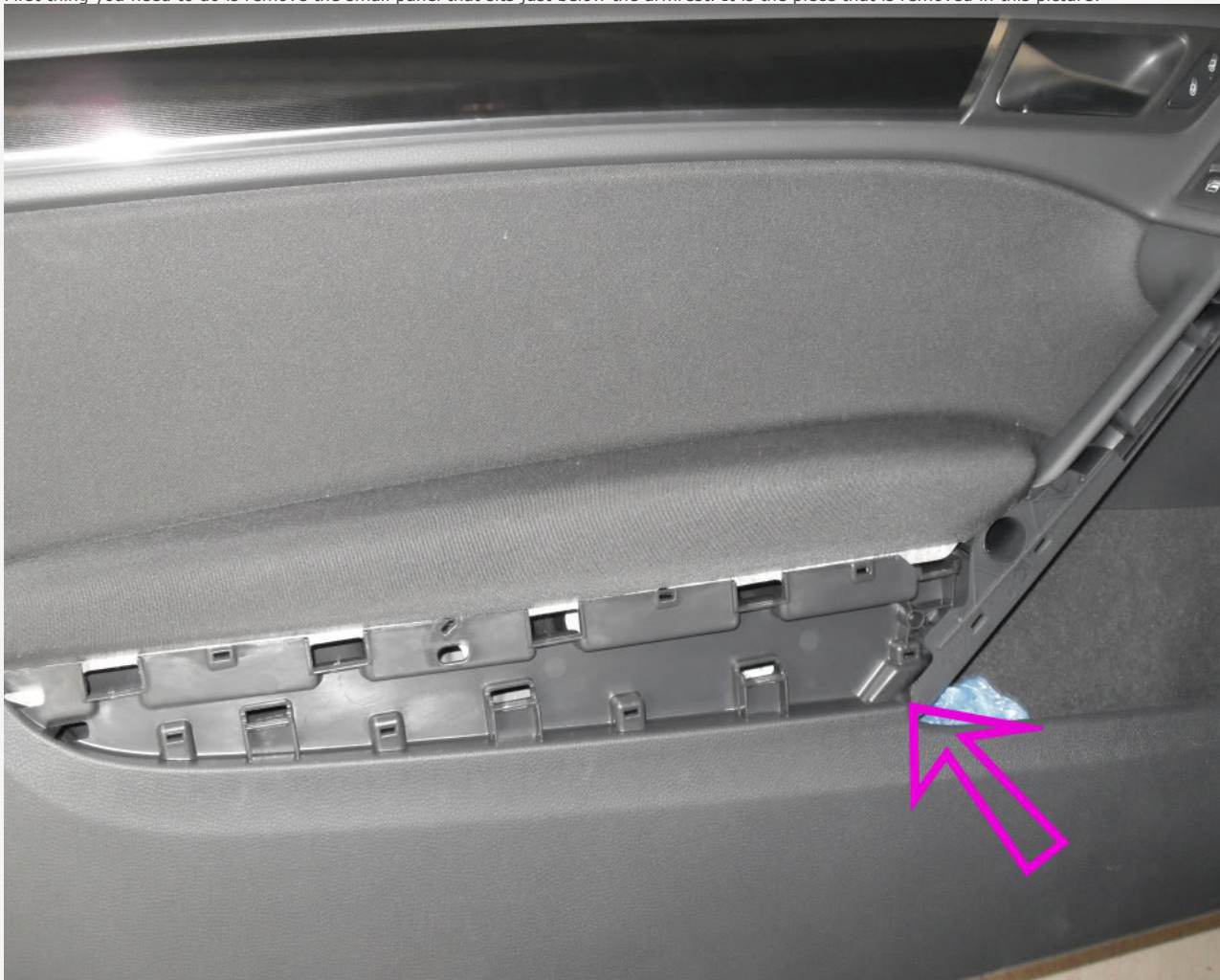
Torx T30 bit or driver

If you are using torx bits on a ratchet you'll need at least a 3 inch extension

You also might want to pick up some spare clips for the door panel (more on that later)

Step 1:

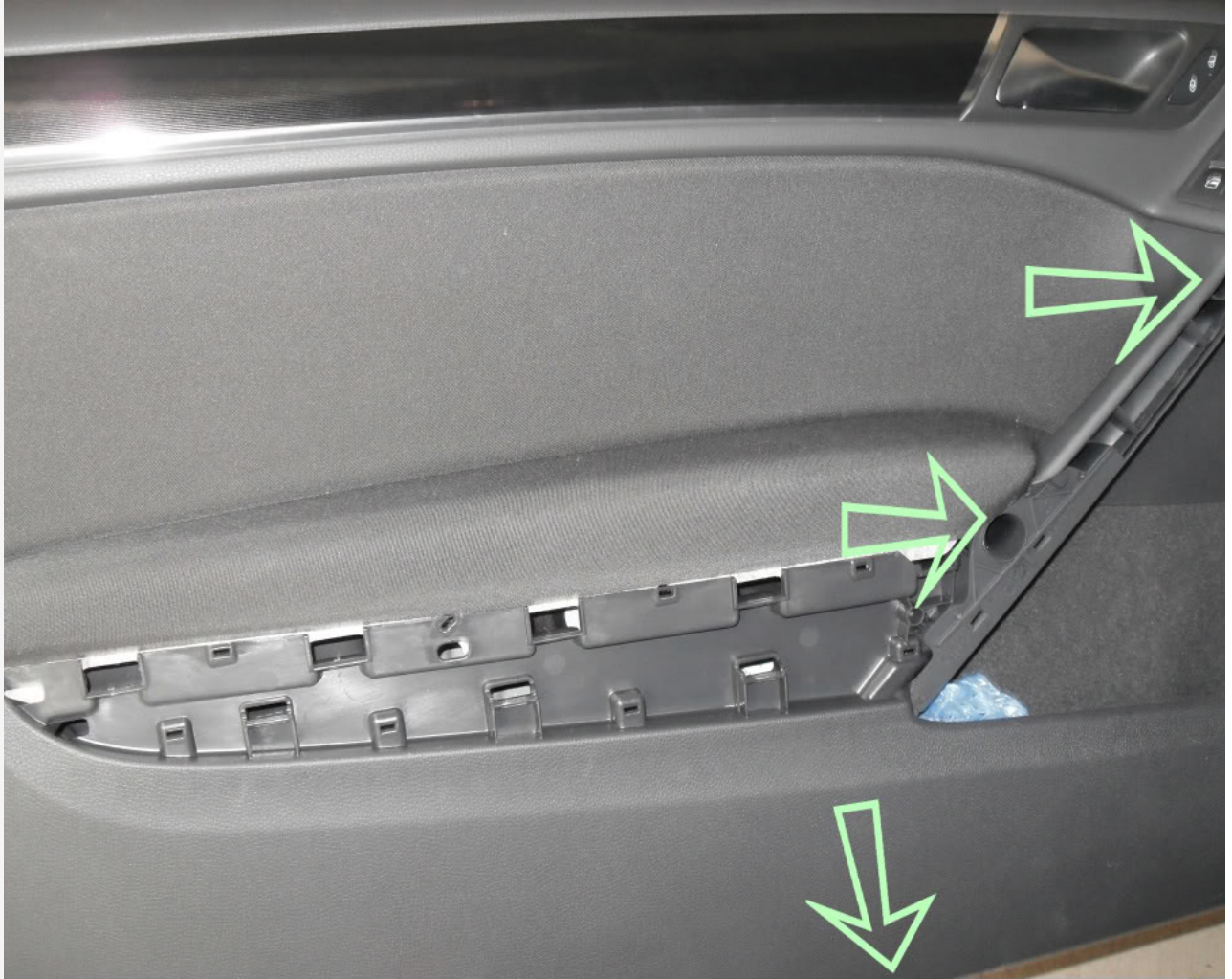
First thing you need to do is remove the small panel that sits just below the armrest. It is the piece that is removed in this picture:



The red arrow indicates where you should start to pry the piece upwards, it starts to pop up pretty easily and you shouldn't have to use much pre. Work your way around the piece carefully pulling towards you and slightly upward. Once you reach the rear you should be able to slide it forward. careful not to pull the rear section straight out, as it is looped in behind the main panel and you might break something. Once you have it remove aside.

Step 2:

Now its time to remove the three torx screws holding the panel in place. All three are the same size, T30. The are located in this picture by the gr arrows.



Make sure not to misplace any of the screws

Step 3:

Now that the screws are removed the panel is held in place by 7 clips on the underside of the panel. This picture of the back of the door panel shows you locate them. remember this is the reverse side of the drivers door.



I had the most luck by starting with lower rear corner (bottom right in this pic) then sliding my hands under the panel and slowly moving towards the front of the car while slightly pulling towards my body. Try not to lift or pull down on the panel, but pull as straight outward as possible. Once you have to the three along the bottom move up along sides remembering to pull straight out.

Step 4:

Once you have released all the clips you can pull up on the door panel it should slide free of the door. At this point it would be wise to set a towel something soft on the ground to rest the door panel on while you unclip the door lock wires and such from the panel. I didn't get a picture of how before I unclipped the wires but I can tell you that there are 4 or 5 harnesses all located around the window controls and the door latch mechanism highlighted in this picture:

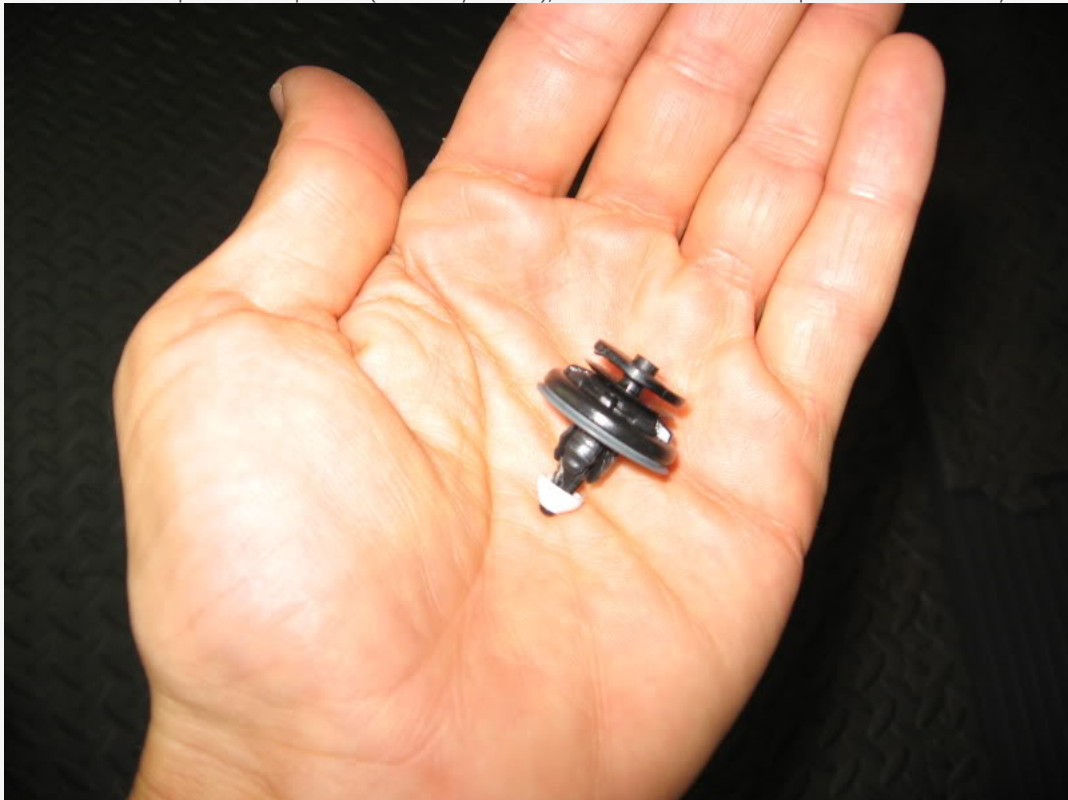


the latch mechanism simply unclip from the panel by pulling on it, and all the wires unclip in a fairly straight forward manner. make sure not to fo about the little blinking red light thingy on the top of the drivers side panel.

Then we get to the whole reason I started this mini-project; the door speaker. As you can see from this pic, replacing it is going to be quite a bitcl speaker and mounting ring are one solid unit that is riveted to the inner door panel.



Time for re-installation. Its basically the same steps in reverse with a couple of minor differences. the first is that you need to make sure that the plastic rivets are are not still in the locked position, you can tell the difference by looking at these two pics I blatantly stole from someone else's w. The first is of the clip in a locked position (not what you want), the second is the unlocked position which is what you are shooting for.





Apparently these things have a tendency to break or get stuck in the door, I guess I was lucky. Either way its probably best to pick up a couple sp the dealership or whatever.

After that, the easiest way to get the panel back on is to remove the felt window strip from the panel by pulling it down away from the door panel off pretty easy. Going back to the picture from step 3 you can see it as the dark strip at the top. here it re-installed on the door:



Once you've got that done, its a pretty simple. the main thing is to make sure that doors lock and unlock properly after re-attaching the latch cab seemed pretty idiot-proof to me, but you never know.

Like I said, this is my first write-up so be patient with me please.

Justin

Last edited by 2010 UG; 04-13-2010 at 11:16 AM.



quote

04-12-2010, 11:50 PM

#2

siagolf

Rally Car Newbie
🚗🚗🚗🚗

Drives: 2010 Blk MK6 GTI
Join Date: Jan 2010
Location: Vancouver, BC,
Canada
Posts: 309

Thank you for this, and I hope you don't mine me linking this thread in my CF-wrap thread!

2010 Deep Black Pearl 6-spd GTI

Engine: APR Stage 1, Carbonio CF Intake, Raven's Stealth Noise Pipe Plug, S3 Intercooler w/AWE hoses, AWE Turbo Discharge Pipe
Tranny/Driveline: Neuspeed Torque Arm Insert
Suspension: H&R Touring Cup Kit
Shoes: 19" Neuspeed RS10 Forged w/Falken FK-452 || 18" Detroit's w/P-Zero Nero
Interior: Leather, Dynaudio, Navi, MDI, Bluetooth, 3M Di-Noc Carbon Fiber Wrap
Exterior: Rieger Front Lip+Splitter, 4500k Fogs, Color-matched reflectors



quote

04-13-2010, 10:24 AM

#3

TDR-380

Formula 2 Champion
🚗🚗🚗🚗

Very good write-up! I think the size of the Torx bit is T20. At least that's what it is for the 4 bolts that hold the head-unit in place 🤔



Drives: 2.0 TDI, R
Join Date: Jul 2009
Location: Germany, Trier
Posts: 7,369



04-13-2010, 11:15 AM

#4

2010 UG

Touring Car Champion
🏆 🏆 🏆 🏆 🏆

Drives: United Gray MKVI GTI
Join Date: Mar 2010
Location: Houston, TX
Posts: 222



I went and checked the bit size, its T30. I've updated my original post

09-03-2011, 11:04 AM

#5

MegaMikeLA

Rally Car Newbie
🏆 🏆 🏆 🏆 🏆

Drives: MK6 GTI
Join Date: Nov 2010
Location: Los Gatos
Posts: 315



this is JUST what I was looking for! Going to do this today as I am having some speaker rattle within the door on an aftermarket system that the dealership will not cover!

09-04-2011, 09:43 PM

#6

lewylou78

FIA GT Champion
🏆 🏆 🏆 🏆 🏆

Drives: 2010 Golf 2.5
Join Date: Aug 2010
Location: NJ
Posts: 1,148



Thanks for this.

10-23-2011, 08:11 PM

#7

TomMcD

Autocross Champion
🏆 🏆 🏆 🏆 🏆

Drives: '11 GTI, Base CSG, MT6
Join Date: Oct 2011
Location: Parker, CO
Posts: 100



Thanks for this write up, it was invaluable for getting in the door today. I'll be using this in my speaker install DIY coming soon.

11-11-2011, 12:25 PM

#8

ride106

Rally Car Newbie
🏆 🏆 🏆 🏆 🏆

Drives: 2010 GTI
Join Date: Aug 2010
Location: DC
Posts: 271



Very valuable. Thanks for risking it for the good of the forum!

I've got a rattle that I've been meaning to tackle as well and this writeup will be crucial.

I have a Micro-CAN cable for VAG-COM tweaks in DC.

12-17-2011, 01:32 AM

#9

jmalian

thank you and a addendum to this write up for newer MKVIs

Newbie

Drives: 2012 Candy White GTI w/Convenience
Join Date: Dec 2011
Location: San Jose, CA
Posts: 1

Thank you for the write up. I was able to replace my mashed driver side mirror on my 2 week old 2012 GTI and only had to pay for parts (\$250) the painted cap was the only part that wasn't damaged 😊

One addition to your writeup - don't know if its new for 2012 but in step 2 there are 4 T30 torx screws to remove. The pic is slightly different than my door so there might have been an extra screw added to the door. The added screw to is closest to the door latch. Just FYI to any 2012 GTIs that are getting the door panels removed.

Thanks
John



12-17-2011, 02:15 AM

#10

McQueen77

Formula 1 Driver
🚗🚗🚗🚗



Drives: "We only make one thing..."
Join Date: Dec 2010
Location: Not Kentucky
Posts: 8,730

Thanks to the OP for this write up. I followed it pretty closely when removing my panel the other day. Wasn't nearly as hard as I thought it would be.



12-17-2011, 12:04 PM

#11

RuckU2

Rally Car Newbie
🚗🚗🚗🚗

Drives: 2012 VW Golf 2.5i
Join Date: Sep 2011
Location: Minot, ND
Posts: 273

awesome write up...thank you!!!!



12-17-2011, 01:04 PM

#12

GTI_likeurmom

GolfMK6 Elite
🚗🚗🚗🚗



Drives: Veyron 16.4
Join Date: Jul 2010
Location: woke up in a new Bugatti
Posts: 19,153

im not trying to jack your thread but whatever happened to the p2spec door panel removal how to???

MY GTI MKVI



Quote:

Originally Posted by **GOBbluth**

I cut the tether off. When I get to the pump, I remove the cap and chuck it into the nearest bush, patch of trees, or some sort of wet lands. I pump gas. Then I spend anywhere from 5 to 165 minutes retrieving the cap. I screw it back on and drive away. I'm not letting it dangle against the paint and I don't know any better way.



12-17-2011, 02:47 PM

#13

RuckU2

Rally Car Newbie
🚗🚗🚗🚗

Drives: 2012 VW Golf 2.5i
Join Date: Sep 2011
Location: Minot, ND
Posts: 273

Quote:

Originally Posted by **GTI_likeurmom**

im not trying to jack your thread but whatever happened to the p2spec door panel removal how to???

<http://golfmk6.com/forums/showthread...pec+door+panel>

Search is your friend....Schooled by the newbie.....😊

12-17-2011, 03:25 PM

#14

GTI_likeurmom

GolfMK6 Elite




Drives: Veyron 16.4
 Join Date: Jul 2010
 Location: woke up in a new Bugatti
 Posts: 19,153

Quote:

Originally Posted by **RuckU2**
<http://golfmk6.com/forums/showthread...pec+door+panel>

Search is your friend....Schooled by the newbie.....

ok i explain. my computer doesnt work so i surf the web on my ps3, which doesnt work the best. i wasnt sure if the p2spec writeup was still around.



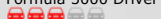
Quote:

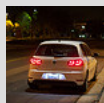
Originally Posted by **GOBbluth**
I cut the tether off. When I get to the pump, I remove the cap and chuck it into the nearest bush, patch of trees, or some sort of wet lands. I pump gas. Then I spend anywhere from 5 to 165 minutes retrieving the cap. I screw it back on and drive away. I'm not letting it dangle against the paint and I don't know any better way.

01-20-2012, 02:02 AM

#15

tmiw

Formula 5000 Driver




Drives: 2012 GTI 4dr Autobahn w/DSG
 Join Date: Feb 2011
 Location: San Diego
 Posts: 1,544

Quote:

Originally Posted by **jmalian**
One addition to your writeup - don't know if its new for 2012 but in step 2 there are 4 T30 torx screws to remove. The pic is slightly different than my door so there might have been an extra screw added to the door. The added screw to is closest to the door latch. Just FYI to any 2012 GTIs that are getting the door panels removed.

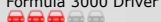
That may be why I couldn't get the door panel off at all today while I was trying to install my door lights. Is there additional trim I need to remove to get to the 4th screw? I don't remember seeing a 4th screw anywhere.

2012 Candy White GTI w/Autobahn and DSG (Journal thread)
 Tons of stuff.

01-20-2012, 07:17 AM

#16

DSGVW

Formula 3000 Driver




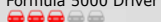
Drives: 2012 CSG GTI DSG
 Join Date: Oct 2011
 Location: USA
 Posts: 3,854

sweet, maybe I'll fix my speaker rattle!

01-22-2012, 01:37 AM

#17

tmiw

Formula 5000 Driver


I took a look again and I found the 3rd screw (or is it 4th?) this time. Was able to remove the front driver's door with a bunch of force and only ended up with one door clip that was locked. I only installed the door lights for that door since it was 10pm by then--I'll do the rest tomorrow. How do you unlock the door clips, btw?

2012 Candy White GTI w/Autobahn and DSG (Journal thread)



Drives: 2012 GTI 4dr Autobahn
w/DSG
Join Date: Feb 2011
Location: San Diego
Posts: 1,544



Tons of stuff.



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