


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HOW TO

Soundproof a T5

Noisekiller show how to fit a range of soundproofing products to a T5  Rob Hawkins

If you thought that a modern vehicle such as a T5 would be adequately soundproofed as standard, then it's time to think again. We followed soundproofing experts Noisekiller, based in Oldham near Manchester as they strip the interior from their own LWB T5 and fit one of their comprehensive kits. We were shocked to discover a handful of cheap and highly flammable pieces of insulation stuck to some side panels, and not much else. Noisekiller's kit includes a non-flammable blanket for the engine, anti-vibration material for the underside of the bonnet and



side panels, thick matting for the floors, lead sandwich for the rear wheel arches and egg box shaped foam to absorb drumming and noise within the roof and upper side panels. The following pages show how it was fitted.

You will need:

3mm allen key
Clean cloths
Decorator's roller
and scraper
Screwdriver
Torx T20 bit
Trim tools
(plastic and steel)
V10 multi-splined bit
White spirit

Difficulty rating



AMATEUR



Thanks to: Noisekiller, 0161 652 7080
www.nkgroup.co.uk

Cost: DIY soundproofing kits:- T4 front kit £165,
T5 front kit £195, T5 rear kit (SWB/LWB) £300/£320,
Fitting costs from £60-£200

UNDER THE BONNET

After removing the cover from the underside of the bonnet and cleaning the metalwork with white spirit, a series of six pre-cut pieces of Vibrasorb are fitted in position. Each piece has a self-adhesive backing, making them easy to fit. Noisekiller recommend using a decorator's roller to press them firmly into position.

An engine blanket can be fitted over the top of the engine to help reduce engine noise. The T5 special engine blanket is slotted to help guide it in position and has eyelets for cable ties to keep it secure.



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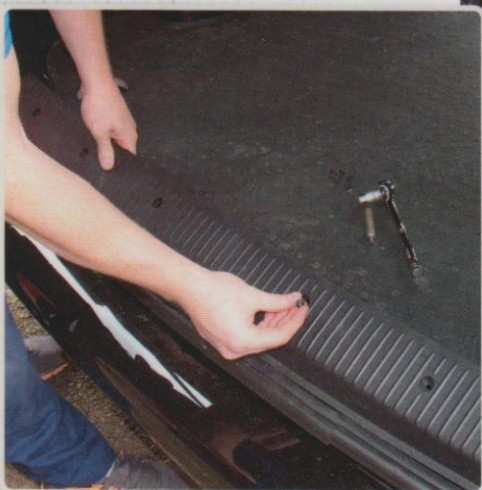
LINING THE CAB

The standard carpets cannot usually be removed from the T5, so instead, they need to be lifted to be able to feed Noisekiller's self-adhesive barrier mat and non-adhesive sound barrier into position. Pre-cut pieces of barrier mat are stuck onto the inside of the front wheel arch, the suspension turret and near the doorstep. Thicker pieces of sound barrier are fitted to the front floors and between the front seats.



SOUNDPROOFING THE REAR FLOOR

An empty rear interior is easier to soundproof. However, even the rear seats need to be removed, along with any trim around their mounts. The flooring can be removed to fit barrier mat, but a few fittings need to be undone, including anchor points that are secured with multi-splined V10 bolts and the plastic rear trim panel on the edge of the tailgate or rear doors (Torx T20 screws). Once the standard flooring has been removed, there are two pieces of thick sound barrier mat to fit, which may need cutting to clear the rear seat mounts. Additional sections can be fitted to the side opposite the sliding door.



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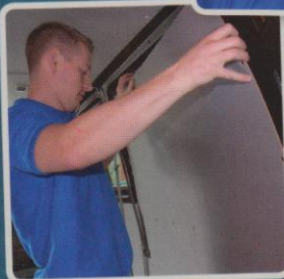
SOUNDPROOFING THE ROOF

The plastic roof trim usually consists of two sections, retained with 3mm allen key headed plastic trim screws. These need to be extracted with a 3mm allen key tool and trim tool. The middle roof panel is also secured with an additional length of plastic trim that needs to be released using a plastic trim tool. The roof lights should not be detached as this can generate electrical problems. Instead, prise out the light fittings with a plastic trim tool, then feed the light unit inside before removing the roof. Noisekiller supply five pieces of pre-cut egg box shaped material for the underside of the roof. These are labelled, but check the position of each one before removing the backing paper and fixing them permanently to the roof.



SIDE PANELS

The side panels (including the sliding door) are secured with the same 3mm allen key headed trim screws as the roof. We found some small sections of insulation material fitted to the side panels, so removed it with a scraper. Pre-cut egg box shaped material is fitted to the upper side panels. Pre-cut rectangular pieces of barrier mat are fitted to the lower rear side panels, inside the sliding door and on the opposite side to the door. Six pieces are fitted inside the sliding door, seven on the opposite side and four in each rear lower side panel.



LINING THE REAR ARCHES

The rear wheel arches are lined with two pre-cut pieces of self-adhesive lead sandwich. This helps to reduce road noise and vibrations. After fitting the material, run over it with a decorator's roller and then cover any gaps between the two pieces with the silver tape that's supplied in the kit.



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