

How To Install:

Finish Line Console Cushion: *ITEM RCC*

The interior in the 2008 looks great with its “carbon fiber look” console. However with Ebony interior the “all black” gets a bit much. Installed Yellow Door Switch Bezels and that was a help. However needed some Yellow in the center. Mid America offers what they refer to as “Finish Line Console Cushion.” Compared to the hard stock surface it proves some cushion. The black and white checked flag look breaks up the bright Yellow. It indicates it is made from leather and vinyl. The black and white appears to be leather and the yellow vinyl. Overall excellent quality and stitching.

They can match any Vette color including the 2008 Velocity Yellow.

In general their instructions are clear however the printed copy that came with the cover was poor. Fortunately they have the instructions as a download PDF on their web site and these photos are fine.

Did find some steps that we believe are worth adding and are different than shown in the instructions. The following Picture Install Sequence uses some photos from their PDF download and a some we took. Overall a quick installation.

Tools:

- A # 15 Torx screw driver.
- A hair dryer.

Photo Install Sequence.

This is the cover that was received on the hood of the Vette. The Yellow is a very good match, as noted.



Remove the console cover per the instructions. Four screws attach it to the hinge. We placed the cover on a towel to protect the material. Remove the 7 screws that attach the back plastic plate to the front. Per the instructions we used alcohol to clean the area where the double sided tape will be placed.



This is a step not covered in the instructions. Place the new cover over the old "BEFORE" you put on the tape. We had to use a hair dryer to stretch it to fit. We worked off the bench and pulled and tugged and the tape would only have gotten in the way. Spent perhaps 15 minutes heating and stretching until the fit was right. Tight but right!



Even if you want to follow their instructions and put the tape in place with the cover off, be sure to fit the cover first and see how much stretching is needed.

We followed one of the instruction items and put a 1 ½ inch piece of double sided tape behind the latch where the cover would be located. The instructions say 1 inch but we made it slightly larger to be sure to cover all the material. However we decided *NOT* to put the remainder of the tape on with the new cover off as the instructions outline!



We first attached the cover to the small 1 ½ inch tape under the latch. We pulled hard to get it to go behind the latch. Then we placed the tape under the cover by lifting it up. We found it was easier to apply the tape by cutting rather than bending it at the corners. This also gave us a bit more length of tape- which we needed. Be careful they barley give you enough tape to cover the perimeter!



We did put all sections of tape in place leaving the white cover on until we were ready to pull the particular section of cover material an attach it in place. The front corners were the most difficult to stretch to fit so these were pressed on first. Grab the cover as shown and pull it over the corners.



Pull the edges to eliminate wrinkles.



Pull the material from the center so it stretches over the edge. The stitched edge shows on the outside.



This is the finished cover with the door switch bezel in the background. It does help to have some Yellow on the doors but the center console cover really breaks up the “all black” look.



Another view of the cover installed. The material is not heavy at the edges and did not interfere with the door closing and the latch locking. The instructions indicated this might require adjusting the hinge but we did find that necessary.



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A Friend with a MIG Welder?
Know Someone with a
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www.NetWelding.com

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Have You Run Out of Shielding
Gas on a Saturday or Sunday?
We Have a Solution:***

How Much Gas Can Be Saved??

The best way to show the savings is with an example from one of our industrial customers who tested the system then bought them for all 35 of his MIG welders.



A Texas Truck Box manufacturer evaluated the system on a repetitive job, welding doors. With their

standard gas delivery hose they welded **236 doors** with a full cylinder of shielding gas. Just substituting their gas hose with our patented **GSS** maintaining the same flow settings they welded **632 doors!** That's a 63% reduction in shielding gas use.

Weld Performance Improvement

A small shop owner provided this feedback after he purchased a 3 foot **GSS** for his small MIG welder. Al Hackethal reported these findings:



"Well, I can't believe it. I never thought a hose could make that

much of a difference. I had a small job that's been waiting for a while. The weld quality, and even penetration is considerable better. Almost no spatter! The weld seemed to be hotter and I turned my MIG down a notch.

Initially thought that my imagination had kicked in, but then realized that the gas I'm buying is actually working the way it's supposed to. Glad I found your website. This is one of the few things that really works better than any info could suggest. I understood the theory, though in practice I understood much better after the first couple of welds. Now I have better looking welds and almost no spatter, which means less grinding and finish work! In addition, the tip was cleaner after the job I just did.

This will provide savings in time, labor and maybe even consumables too. As a one man shop there's never enough time for anything.

Al also has a TIG welder with 300 amp water cooled torch and bought one of our Leather Cable Covers. His email said this about it!

Oh, the leather wrap for my TIG hoses worked very well and fits perfectly. I'd just replaced the hoses and was looking for something to protect them that was better than the nylon wrap that's available around here. Now I'm "TIGing" again too, and much safer. It's good to know the coolant hoses are well protected. Much better than using a 300 amp TIG and then realizing that I was standing in a puddle of coolant, which is what recently happened. Can't pay the bills if I electrocute myself!

Thanks for making products affordable".

Another Home Shop Writes About GSS System

Perry Thomasson has a very well equipped home shop. He uses a 175 amp MIG welder. However the small welder cart only held a medium size shielding gas cylinder and Perry



wanted to reduce the number of times he had to have it filled.

He purchased the largest cylinder his distributor offered for sale and chained it to a wall in his shop. He needed a much longer gas delivery hose so he added a 50 foot conventional 1/4 inch ID hose. He found he was using a lot of gas.

He purchased a 50 foot long **GSS** and saved a significant amount of shielding gas while improving his weld starts by reducing the starting gas surge. Since his regulator/flowgauge had a hose barb on the output, we supplied Perry with a splice connection on the supply end of the **GSS**. He simply cut the existing gas delivery hose close to the regulator and spliced in the **GSS** hose. The welder end uses a standard CGA fitting that is supplied with the system.

Perry emailed a picture and said;

" The system works great. Thanks for the professional service and a great product."

A Professional Street Rod Builder Had This to Say About the GSS:

They use a 250 amp MIG welder with built in feeder and a 6 foot gas delivery hose. With their standard

gas delivery hose the peak shielding flow at weld start was measured at 150 CFH, far more than needed and enough to pull air into the shielding stream. Air is then sucked into the gas stream causing poor weld starts and possibly weld porosity.

With the **GSS** replacing their existing hose, the peak flow surge at the weld start was about 50 CFH and it quickly reduced to the 25 CFH setting. With the many short welds made and frequent inching of the wire, they used less than half the gas and had better starts.

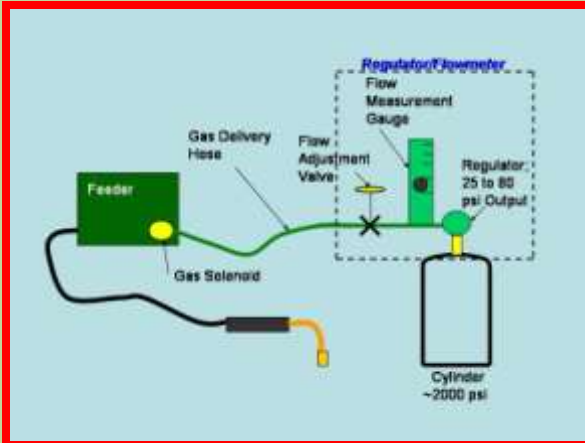


Kyle Bond, President, indicated a big benefit is the reduced time and effort

changing cylinders since it's required less frequently. He quickly saw the improvement achieved in weld start quality as a significant advantage! Kyle, an excellent automotive painter, was well aware of the effects of gas surge caused by pressure buildup in the delivery hose when stopped. He has to deal with the visible effects in the air hose lines on the spray gun in his paint booth! It's too bad we can't see the shielding gas waste as Kyle can the effects of excess pressure when he triggers his spray gun! The paint surge is visible and creates defects unless the gun is triggered off the part being painted! Kyle can manage the surge by triggering the paint gun off the part; unfortunately we can't start our weld with the MIG gun off the part! The **GSS** has a built in surge flow limiting orifice that keeps the peak flow from becoming excessive. So you not only save gas you improve your weld starts!

How Does The GSS Work?

Gas waste occurs every time you pull the MIG torch trigger even if it's only to inch the wire to cut off the end.



To keep flow at the preset level the gas pressure in the cylinder regulator will be between 25 and 80 psi. Flowgauge regulators (those with a flow calibrated pressure gauge) operate in this pressure range as well.) However to flow shielding gas though the welder and torch typically requires 3 to 5 psi depending on restrictions. Therefore every time



welding stops the pressure in the gas hose raises to the regulator pressure of 25 to 80 psi. That stores up to 7 times the hose volume of gas in the hose. This is similar to your shielding gas cylinder which holds about 150 times the volume of gas as the physical volume of the cylinder due to the high pressure!

The patented **GSS** stores over 80% less gas than typical shielding gas hoses. In addition to the wasted gas (which you can hear when you pull the torch trigger) the high flow also

causes air to be pulled into the turbulent shielding gas stream! This is like starting with the gas cylinder shut off! You have probably experienced that before when you forgot to open the valve!

It takes a short time for the shielding gas flow to return to a smooth less turbulent (laminar) flow even when the start gas surge flow reduces. That can take several seconds so when making short welds or tack welds you're not getting all the benefits of the shielding gas you're purchasing!

SUMMARY:

The **GSS** can cut your gas use in half or more. It also has a surge restriction orifice built into the fitting at the welder- wire feeder end. That limits peak flow (*but not your set flow*) to a level that avoids excess turbulence for better starts. It allows a controlled amount of shielding gas to quickly purge the weld start area.

All you need to do is replace the exiting gas hose from cylinder regulator to welder with our patented **GSS**. It is available in various lengths at www.NetWelding.com.

There are more testimonials at:

http://www.netwelding.com/product/on_test_results.htm

Have more questions? See:

http://www.netwelding.com/Overview_GSS.htm

Or email us at:

TechSupport@NetWelding.com