



## NA and NB MIATA WIDE BODY KIT

### INSTALLATION INSTRUCTIONS

Be sure to take the time to do this right. It may take several days, but in the end will be worth it. These fiberglass parts come with a gel-coat finish and will need to be painted after installation.

- Get yourself set up. Give yourself enough room to operate and cover up anything that you don't want to spoil (Photo 1).
- Remove the factory bumper.
- Give yourself enough room to align. Tape an extension in place and scribe mark its placement onto the fender (Photo 2).



PHOTO 1



PHOTO 2

- Photo 3 shows the scribe mark on the fender. Use a cut-off wheel or preferably a small plasma kit. Remember the fuel filler on the left side of the car, so take special precautions while doing this.
- Lightly grind the fender to remove any burrs.
- Using a cutoff wheel, trim the remaining inner fender. Do not remove too much as you will need to weld this inner skin to the newly formed outer skin (Photo 4).



PHOTO 3



PHOTO 4

Note: DG Motorsports recommends Lord FUSOR 120/T20 Composite Adhesive or E6000 Adhesive.

- Using a hammer and dolly, bring the inner fender up to the outer skin. Be patient and the job will be less frustrating and more rewarding. You may need to tack some points or remove more inner fender material (Photo 5).
- Tack-weld to keep the raised material aligned and flowing smoothly. The photo illustrates how to support the material while tack-welding the two panels together. After all is tack welded, completely weld the fender. Weld in short runs to help keep the fender as straight as possible and add strength. Again, take your time and allow the fender to cool between welds. Switch from front to back and side to side to help stop deformation on the panels (Photo 6).



PHOTO 5



PHOTO 6

- Set the new fender flare in place and confirm the space around the tire that you intend to run - this may make a difference in the end, although there is a small amount of leeway to allow the movement of the flare fore and aft. Tape the fender flare up and when you are happy with it drill some locating holes. You can use self-tapping screws to temporarily secure the flare (Photo 7).
- Cut a strip of 0.020 sheet metal to create a new inner fender. You will need to remove and install the flare a few times during this process to make sure that the inner fender is not interfering with the fit of the flare. Tack-weld this panel as before and then final weld. This is installed to stop debris from getting inside or damaging the flare. The photo shows the new inner fender tacked in place and ready for final welding and grinding (Photo 8).



PHOTO 7



PHOTO 8



- After grinding, wash the panel down and apply a zinc-based primer and a few layers of undercoating to seal it (Photo 9).
- Before the flare is installed for the final time, add a gum or sealer strip to close off the rest of the gap between the fender and the flare. Grind away the outer edge that would interfere with feathering in the flare after it is bonded in place (Photo 10).



PHOTO 9



PHOTO 10

- Before you bond the flare in place, grind the paint down to bare metal with a coarse grit disc to aid in adhesion of the bonding agent (Photo 11).
- Place and bond the flare in position. Again, you can use self tapping screws. Use enough points to keep the flare flat with the original fender (Photo 12). Any high points will cause a problem during feathering of the edge. Take your time but be aware of the setting time of the bonding agent!
- Get a nice paint job! When the car is painted, this makes an absolutely gorgeous kit.



PHOTO 11



PHOTO 12