



## Wide Body Kit Installation Instructions

### AWR MIATA WIDE BODY KITS

Throughout these pages, we go through the simplified steps of installing the AWR Racing Wide Body Kit on a Miata.

We are installing our newest kit which is actually made to work on 1st gen Miatas that are using the Racing Beat front and rear bumpers.

Although the flare shape is slightly different to match the curvature of the Racing Beat bumpers, the steps are the same.

We will soon be coming out with a new kit for the 2nd gen Miatas as well.



**Get yourself set up. give yourself enough room to operate! and cover up anything that you don't want to spoil.**



**Get yourself set up. give yourself enough room to align. Tape in place and scribe mark onto fender.**



## Wide Body Kit Installation Instructions

### SCRIBING AND CUTTING

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**Photo shows scribe mark on fender. Now it's time to cut. use a cut off wheel or preferably a small plasma kit. remember there is a fuel filler on this side of the car. take special precautions while doing this. do not catch the car on**



**This is Jeff operating the plasma cutter. An awesome tool for any shop or hobbieist! This is the fastest way to do this project by far. (OK, it's a bit pricey for the hobbieist, but it's a cool tool nonetheless!) Say Hi to Jeff!**



## Wide Body Kit Installation Instructions

### GRINDING AND SMOOTHING

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**Jeff pauses to inspect the cut fender; ready for slight grinding to remove any burrs left behind. Next is to trim the remaining inner fender.**



**A cutoff wheel is now used to remove the excess sheet metal left over. Do not remove too much as you will need to weld this inner skin to the new formed outer skin.**



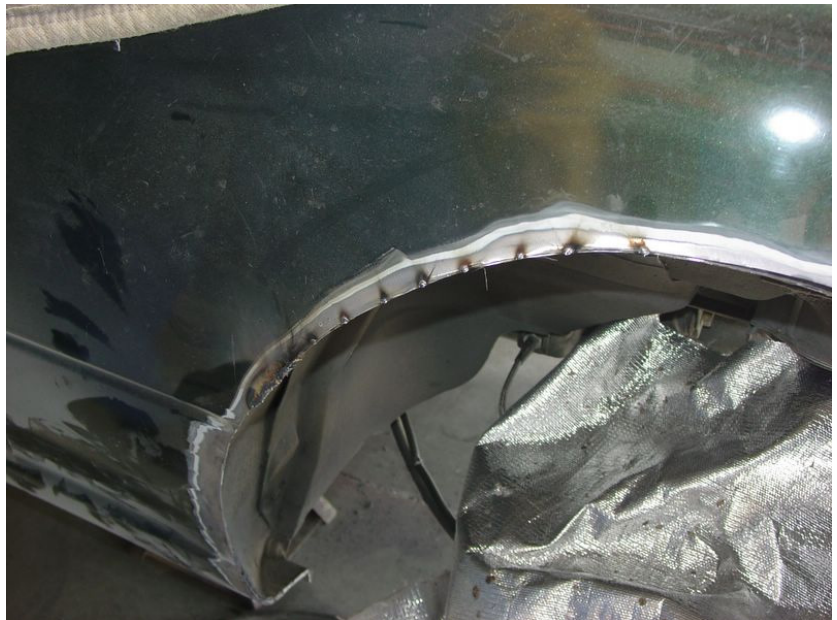
## Wide Body Kit Installation Instructions

### ALIGNING AND TACK WELDING

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**A hammer and dolly is used to bring the inner fender up to the outer skin. Be patient and the job will be less frustrating and more rewarding. As you do this you may need to tack some points or remove more inner fender material.**



**Notice the tack welds to keep the raised material aligned and flowing smoothly. After all is tack welded, you will completely weld this fender up. Do it in short runs to help keep the fender as straight as possible. This will also add strength back to the structure!**



## Wide Body Kit Installation Instructions

### TACK WELDING

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**Jeff shows here how he supports the material while he tacks the two panels together.**



**A little more detail to this procedure. Work your way along the fender in this fashion. This is not as tough a job as it looks. Remember to have patience!**



## Wide Body Kit Installation Instructions

### FINAL WELDING

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**Fully tack welded fender section ready for final welding and grinding.**



**Jeff starts to finish off the sections of weld between the tacks. 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.**



## Wide Body Kit Installation Instructions

### GRINDING THE WELDS & TEST FITTING THE FENDER

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**Final grinding of welds . Now we are ready to set up the flare and get ready to install an extra inner fender to take up the area between the old fender and new flare. This panel will also be welded in place. Again a little patience will go a long way.**



**Set fender in place and confirm space around the tire that you intend to run. It may make a difference in the end. There is a little bit of fudge factor here to allow the movement of the flare fore and aft! Tape the fender up and when you are happy with it drill some locating holes. We use a tool called a clecko, but you may use self tapping screws to temporarily secure the flare.**



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### INNER FENDER

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**Jeff has cut a strip of .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. Not only does it not want to hold the flare out but it does not want to be too far away also. This panel will be tacked as before and then final welded. This is installed to stop debris from getting inside the flare or damaging the flare.**



**Here is the new inner fender tacked in place and ready for final welding and grinding.**





## Wide Body Kit Installation Instructions

### PRIMER AND UN- DERCOATING

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**After grinding is completed we washed the panel down and sprayed a zinc based primer. This is to protect it from the elements later down the road.**



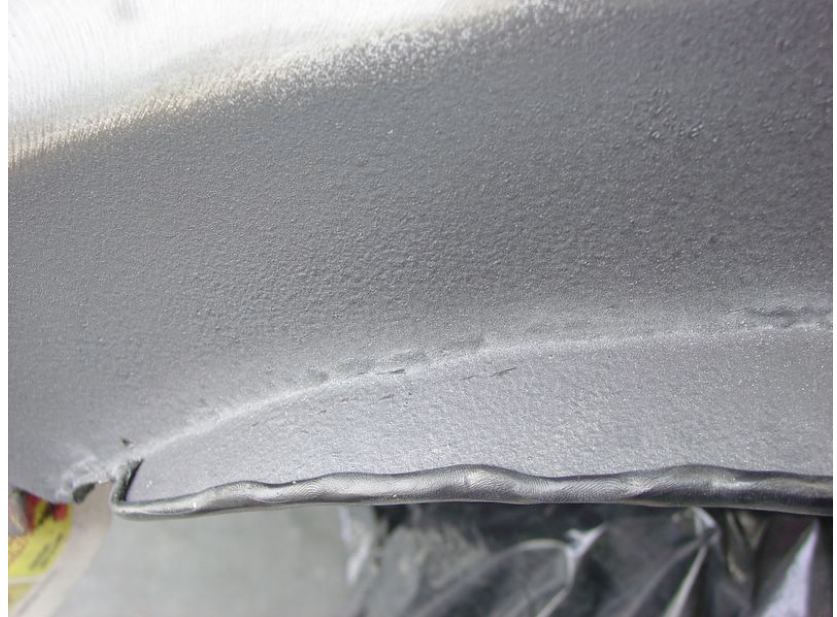
**We then sprayed on a few layers of undercoating to seal it.**



## Wide Body Kit Installation Instructions

### PREPARING THE FIBERGLASS

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**Before the flare was installed for the final time we added this gum or sealer strip which would close off the rest of the gap between the fender and the flare.**



**Before the fender is installed for the last time we grind away the outer edge that would interfere with us feathering in the flare after it is bonded in place.**



## Wide Body Kit Installation Instructions

### FINAL INSTALLATION

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**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.**



**This is the fender bonded and then placed in position. Again this fender is held in place with cleckos but you can use self tapping screws. Use enough points to keep the flare flat with the original fender. 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!**



## Wide Body Kit Installation Instructions

### FINISH WORK

**As you can see, once the car is painted, it makes an absolutely gorgeous flare.**

**Be sure to take the time to do this right. It will take several days, but in the end will be worth it.**

**If you have any questions, you can always call us at AWR Racing.**



**Get a nice paint job! Your almost done!**



**Send the pictures to your friends. Now you're done..**