



# 1 Aluminium Panelling

The aluminium panel kit is supplied flat packed and is protected in transit by a removable plastic film. All the panels are CNC cut and ready drilled for easy installation. In some cases it may be necessary to trim or bend returns on some panels (usually the tunnel inner sections). This is not undertaken at the factory to prevent damage to the other panels during packaging. All the panels are attached to the chassis using 4.1mm closed aluminium rivets and sealed using silicone sealant.

## **Tools Required**

- Rubber Mallet
- Pop Rivet gun
- 4.1mm Drill
- "G" Clamp
- De-burring Bit
- Metal File
- Tin Snips
- Silicone Gun
- Silicone Sealer



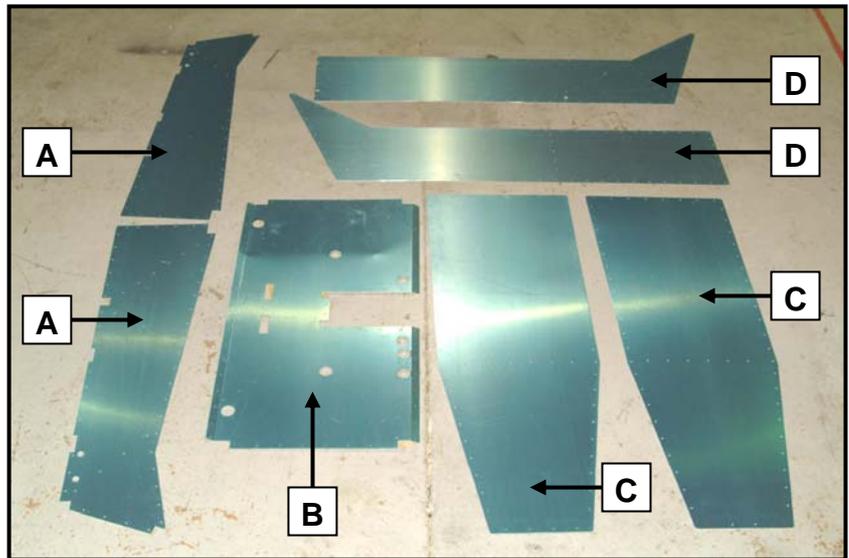
## **Standard Kit Parts**

**A. Inner Tunnel Panels**

**B. Rear Bulkhead Panel**

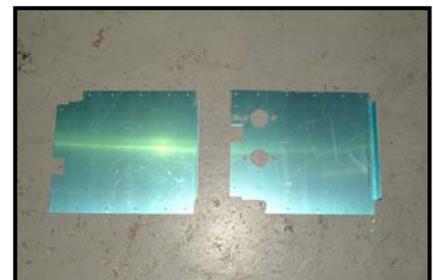
**C. Flat Floor Panels**

**D. Exterior Panels**



**E. Bulkhead Panels**

Drivers and Passengers side Panels, the Drivers side has the master cylinder cut-outs





### **F. Scuttle Panel**

Depending on the model, the fusebox wiring grommet hole may not be cut in the panel



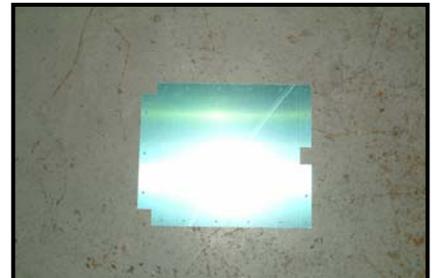
### **G. Drivers Side Inner Footwell Panel**

Fitted from within the tunnel



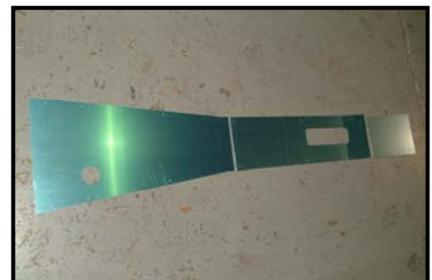
### **H. Passenger Side Inner Footwell Panel**

Fitted from within the tunnel



### **I. Tunnel Top Panel**

Supplied as either a one or three-piece panel. No pre-cut gearlever hole



### **J. Rear closing panels**

Fitted after the bodywork, described later in the manual



### **Lowered Floor Panels**

Some models are fitted with lowered rear floor panels. These kits will have a lowered rear floor panel and a separate front floor panel.

Fitting a lowered floor requires a different procedure to fitting a flat floor.



## **Panel Fitment**

Please ensure before undertaking the following procedures that you are wearing the correct safety equipment to prevent injury or accident.

**1.** To prevent scratch damage it is best to leave the plastic covering in place until final fitment and sealing.



**2.** Firstly carefully clamp the required panel in position being sure not to damage it by over tightening the clamp.



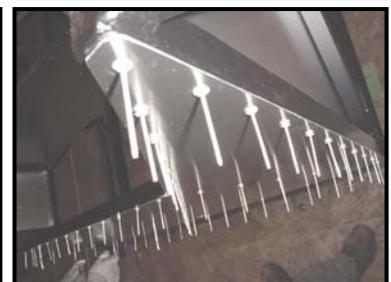
**3.** Drill the clamped panels using a 4.1mm drill taking great care to check that the panel is correctly positioned before starting.



**4.** Once the clamped panel has been drilled it must be removed and any drill burr removed before final fitment.



**5.** Silicone sealant is then applied to the chassis tubes. The panel is then attached and the attachment rivets placed through the holes ready for final fitment



**6.** Then the rivets are pulled up using a hand or air riveter. Later any excess sealant can be removed using a clean cloth and white spirit.



## **Panel Fitting Order**

We recommend that the panels be fitted in the following order to make the process as easy as possible.

**If you have Flat Floor kit, proceeded to step 2.**

### **1. Lowered Floor Panel – Fitted from inside the car**

At this stage, only fit the rear lowered floor panels and not the front floor panels. Rivet along the outside and front edge of both panels only, not the tunnel and rear edge.

The drivers and passenger's side panels are different take care when fitting.

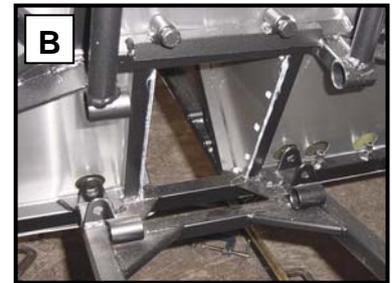


### **2. Inner Tunnel Panels – Note how the front and rear panel ends fit.**

**A** – Front return edge needs to be bent around the tube using a rubber mallet.

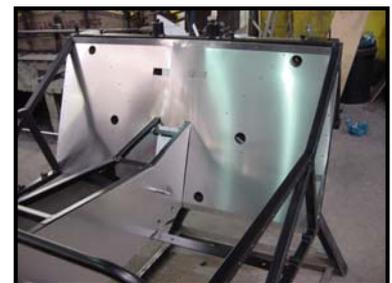
**B** – The panel clips behind the rear chassis tube and is riveted from inside the tunnel.

If a lowered floor is fitted, then the inner tunnel panels overlap the floor panel



### **3. Rear Bulkhead Panel – The panel is bent in the centre to ease fitment. Then bent back once the outer edges are clipped into the chassis.**

If a lowered floor is fitted, then the rear bulkhead panel overlaps the floor panel



**4. Front Inner Footwell Panels** – These are both fitted from inside the tunnel.

**A** – Drivers Side

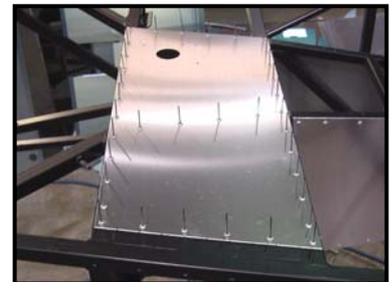
**B** – Passenger Side



**5. Driver and Passenger Bulkhead Panels**



**6. Top Scuttle Panel** – Depending on the model, the fusebox wiring grommet hole may not be in the panel.



**7. Exterior Panels** – (optional)



**8. Driver and Passenger Floor Pans** - Turn the chassis over for ease of fitment

**A** – Non-lowered floor chassis, fit the entire floor panel.

**B** – For lowered floor chassis fit the driver and passenger front floor panels.



**9. Tunnel Top Panel** – If the tunnel is the three-piece type, then the front top panel is riveted into place. The centre and rear panels may be fitted using self-tapping screws.

