

# ***IMPORTANT***

*We wrote this manual to help people fully understand the correct way to install and refinish fiberglass and composite parts. While everything will be explained in detailed if you read FRP TECHNIQUES, Let me summerize the important steps exactly how to go about putting a new part on a car.  
Then you should consult the specific How To, chapter for your application.*

- 1. First check for any shipping damage.*
- 2. Physically bolt the part onto the car. That means put the hinges on put all the bolts, washers and shims in place. Adjust all the clearances. In short do everything needed to come up with a perfect fit, and this includes, sanding or grinding high spots now and filling low spots later. If something is sticking up or a corner needs to be relieved, do it now. Composite parts are to be hand fit to the car and you are encouraged to take all steps necessary to do it.*
- 3. Post Cure, Post Cure, Post Cure! I can't stress this enough. If you paint a part right out of the box, and omit this step when the laminate cures it will ruin the look of your fresh shiny paint job. See page 8*
- 4. Aggressively sand the whole piece with at least #80 sandpaper, to remove all the print through and to block out any surface imperfections.*
- 5. Above all use your head. Most of these installations should be done by professionals and if you are a service or a paint and body technician, diagnosing problems and solving them is your job. Figuring out why an engine has a misfire or how to straighten a bent chassis is a daily occurrence; so applying a little bit of critical thinking when installing composite bodywork shouldn't be too difficult. Listen to what we have to say. I guarantee you we've installed and painted more fiberglass parts than you can believe. By 1993 our shops had already done over 75 full 959 rebody and paint alone. Since then we've quit counting all the numerous RS, C2, 993 and 996 conversions that we've done.*

*Now let's consider how long it normally takes to properly prepare something common like a tailbase.*

- .5 To remove the old decklid or base.*
- 1 To hang the new one and make the basic adjustments.*
- 1 continue with fine tuning, the surfaces, seams, edges, etc.*

*Now cook it. This doesn't really require any man hours, whether its done in the sun or with the aid of a heat lamp.*

- 1 Completely sand it with 80 grit. If it takes any longer than an hour you aren't really trying and if you try to use a finer paper like 180 or 220 its a waste of time because they won't cut print through or level surface problems.*
- .5 Primer*
- 1 Sand it again. But this time go over it first filling in any little problems like pin holes first. Primer sands much easier than Gel Coat so this time it will get done faster. Step 7, page 12.*
- .5 Primer again.*
- 1 Wet sand.*
- 1 Final color coat.*
- 1 Install.*

*Conservatively that is a little over 8 hours. Now consider that the factory service manual allows almost 10 hours for this operation. 2.5 to R&R and 7 to prepare and paint.*