



EXTENDED WHEEL WELL INSTALLATION **(BONDING TO METAL QUARTER PANELS)**

READ AND UNDERSTAND THOROUGHLY BEFORE ATTEMPTING INSTALLATION

Tools And Materials Needed:

- Grease/Wax Remover
- Sander
- Marking Pen/Scribe
- Air Nibbler (hand is available also)
- Premium Quality Body Filler
- Panel Flanger - 1/2" Flange Depth
- 36-grit Sandpaper
- Panel Adhesive (Vette)
- Small Sheet Metal Screws
- Racer Tape

Preface

Harwood extended rear wheel well openings, when installed as intended, lengthen the tire opening for a taller tire, while retaining OEM appearance and are accepted by the NHRA. Because they are not "flared," Harwood extended wheel well openings will not provide any clearance for tires that are not completely under the car. If you do not intend to run a very tall tire, the part can easily be "sectioned," by removing the unwanted length from the center.

The "inner wheel house" will have to be removed if you have not already done so. Fiberglass wheel openings will not accept the OEM inner panel. If you are planning on running large tires, you should have aftermarket "wheel tubs" as part of your program. You will notice that the Harwood wheel openings do not include the rocker panel area. It is recommended the rocker panel be modified with heavy gauge sheet metal and welding for structural reasons.

While there are several different ways to install these new wheel well openings, this instruction sheet outlines the best method for most applications. It is up to the installer to make adjustments to accommodate your particular vehicle.

Before proceeding you must install the wheel and tire combination you intend to use on the car. If you are relocating the axle (altered wheel base) you must complete this a well. It is best NOT to have any wheel tubs installed at this point and have the car set as close to ride height as possible.

STEP 1: Position the extended wheel opening (herein after "part") on the quarter "panel." If necessary trim the panel* just enough to allow the part to sit flat against the panel and be centered (front to rear) over the tire. Be sure to align any body lines as well. Use racer tape to help hold things. Do both sides of the car and be sure they are symmetrical. Do not proceed until you are satisfied with the fit and **ALL** clearances. Harwood recommends at least a 1/2" clearance between any portion of the part and tire.

* You may trim the part somewhat as well, as most will have generous material to work with.

STEP 2: Be sure you did everything in STEP 1. It will be very difficult to correct any mistakes. Remove the wheels and tires to gain some working room. Always use jack stands to secure the car! Remove the paint on the panel down to bare metal.

STEP 3: Carefully trace an accurate line around the outside of the part onto the panel. Draw a vertical line on the part and panel as a line-up reference. Remove the part and draw another line exactly 1/2" **INSIDE** your first line. Using the air nibbler, cut the panel on this inner line. Cut right on the line, but no more. (See Figure 1)

STEP 4: Use the panel flanger (with 1/2" flange width) to "step" the panel inwards. You want the part to sit on the outside. The panel flanger must reach and follow on the outside line (See Figure 1)

STEP 5: Reposition the part on the panel using your vertical line-up reference. It should fit right into the flange you made in STEP 6 above. Make any necessary alterations to get the best fit possible. The part must fit against the flange all the way around for best adhesion. Tape the part securely to the panel.

STEP 6: Drill 1/8" holes 1/4" from edge of part (See figure 1). Use sheet metal screws (or Clecos) to hold the part. It is very important to drill through the center of the flange on the panel. Remove the tape and continue with just enough fasteners to hold the part flat against the quarter panel with no gaps.

STEP 7: Remove the fasteners. Rough-up the flange and the inside of the part with 36-grit sandpaper (or grinding disk) for good adhesion. Following the manufacturer's instructions, mix and apply the panel adhesive to the quarter panel. Attach the part to the panel with your fasteners. Start with the top center and work your way around the sides. Be sure the part is flat against the quarter panel with no gaps or waves. Drill and install extra fasteners if necessary. Wipe of the excess adhesive on both sides of the part and panel. Allow to cure for 24 hours.

STEP 8: After adequate cure time, remove the fasteners. Some fasteners may have to be ground down and drilled out to remove. **DO NOT LEAVE THE FASTENERS IN PLACE.**

STEP 9: Using industry standard autobody techniques, finish blending the wheel well opening into the quarter panel with a premium body filler. Be sure to follow all manufacturer's instructions for the primer/paint system you intend to use.

Figure 1

