

ABS COVER

1. The first thing you are going to do is locate the diagnostic port on the passenger side of the engine bay, up on the firewall.



2. Simply pop the diagnostic port off of the bracket, you just need a small flathead screw driver to unclip it. Now, you don't have to remove the bracket if you don't want, but if you want to get rid of stuff in your engine bay, here is how to do it: there are 3 bolts on it, which are in the photo below, simply remove those and pull the bracket off and do what you want with it, I threw mine at my neighbor !!!!



3. Now all you have to do is untape the wires that go into the diagnostic port. Once it is loose, use that small flat head screw driver and open up first two clips on the wire tunnel as shown below, and just run the wires of the diagnostic port back towards the beginning of the tunnel. You will notice in my photos and when you do this that the wires wont quite make it to the beginning of the wire tunnel. I simply used a small pair of wire cutters or dykes to notch out a bit of the tunnel and run the wires through there and let it hang; it wont hurt anything to let it hang as I have below.



4. As I said in the first contacts that I had with each of you, I reminded you that you could not maintain the cruise control. Mine is not installed, so I cannot speak on how to keep it and if you choose to keep it, you will have to find an alternative route, although the cover does have space along the firewall to run the cable if you choose to.

5. The next thing you are going to do is take the rubber trim that I included in the box and run it along any raw edges. You don't have to do this, but it will protect your paint from scratching because this will fit tight and it will also give a clean, finished look.



6. Here is the tricky part, the actual install: you want to make sure that the rear of the panel, towards the firewall, is the last part in. Please remember, in order to make this panel fit properly and to look cleaner and tighter than the other version out there, I had to make it fit tight, so it might take a bit of elbow grease to get it in, which is why I suggested to each of you to test fit it as soon as you receive it so that if you have to trim it, you won't ruin the paint or powder coating that you have done to it. Then you will also know how to install it once you are ready to install it finally. This panel is made from aluminum and can be cut, if need be, with a simple set of sheet metal shears, you don't need anything special.



Once it is in place, simply use the bolt hole that is on top of the fender to fasten it in place. It is the only fastener that you need. This side is done !!!! Congrats !!!!



Brake Booster Side

1. The first step on this side is to make sure that you tuck any wires that you need, so that there aren't any behind the shock tower. Then you are going to remove the brake booster vac signal line as shown below in the photos below. I'll walk you through this.

You will see this metal bracket which is holding the one way check valve up off of the booster. Remove the nut that is circled here and simply push the one way valve out of the metal bracket, it is only held in there by friction, and replace that nut. Throw the bracket at your neighbor.



Here it is out:



2. Now that that useless bracket is out of the way, and that nut is replaced, you are going to remove the entire vac line, from the booster, all the way to the manifold as seen here:



And here:



3. Now, notice in the first photo above where the vac line goes into the intake manifold, there is a nipple up there. Simply loosen that nut on top and rotate the nipple towards the firewall such as this:



Yes, I know it's not the same manifold !!! Also, you will notice on this specific photo that there is a little post on that round nipple. In the top of the intake manifold there is a small hole and on that vac nipple there is a tiny arm that goes down into that hole, so that it points a specific way, you don't have to, but you should snap that little bastard off. Trust me, it won't hurt anything. If you choose not to snap it off, it will just bend upwards after you spin it towards the firewall and tighten it down.

4. Now, grab the two foot of hose that I included in the box. **ATTENTION:** the reason I included this hose with the kit is because I did some research on it, and from the factory, it is special hose that cannot collapse. So, I wanted to replace it with the same type of double walled hose. I didn't cut the hose because you may want to route it a different way that I want to route it. So long as the hose is lower than the brake booster reservoirs cap, it will be fine. Also, don't forget to place that one way check valve back into the line !!!



5. Now for the fun part, the actual install. As I said above with the other side, you will want to test fit it before you do anything so that if you need to reroute, move items, or trim the panel, you can do this before you get the final finish put on it.

So, put it down into the space as such:



As with the other side, you want the rear of the panel to be the last thing that goes in.
So now push the rear down firmly as such:



Now pull it over towards the fender and install the bolt in the top of the fender, which, by the way, should be a 12mm bolt which is bigger than the 10mm on the other side:



Congrats !!! You know have yourself some custom, one off panels !!!

If you have any problems with install and there is something that I can help with, please feel free to call me, email me, whatever you'd like, and I'll do my best to assist you. Remember, as I said before, these are custom panels and each car in the world is different. I spent a lot of R&D in making these panels fit much nicer than the only other alternative that is out there and this means that they will fit tight. You will thank me in the end. Also, being that they are one off panels, all sales are final, and there are no refunds, returns, or guarantees. If you or someone you know are interested in purchasing a set of these, I will be starting another pre-order shortly, but I need to have about 6 sets pre-ordered and a deposit made on in order for me to have another batch made. These may be purchased separately if you wish as well.

Thank you for your patience and your purchase.

Josh Taylor

BAMBAML19@AOL.COM

610-207-4609