

T/F Carbon Drip Pan Mounting Instructions

PART 1: Larger, 3 sided part

PART 2: Smaller flat part

- 1) Trim part 1 3/4 5/8" forward from the bend in piece on all sides.
- 2) Set part 1 under the car with the bend lined up with the rear of the rub blocks.
- 3) Raise part 1 up to the car with a 1" shim at the front of the piece.
- 4) Raise until piece is tight against the shim in the front and until tight in the back. It will probably hit on the pro-jack tabs before the rub blocks would hit, but the rub blocks may hit 1st depending on motor location. Whichever spot it hits on, add a 1/16" shim between part 1 and that location.

- 5) Mark the mounting holes on part 1 through the dzus tab holes. You will need to trim a 1" hole for clearance for the mudflap link tab. Also you will need to trim for clearance around the top mudflap dzus tab. Trim as close to the tab as possible. More will get trimmed from this area later.

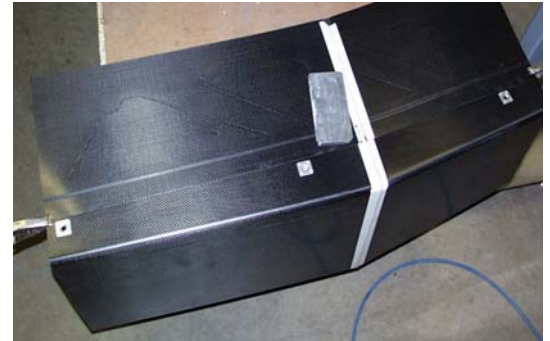


- 6) Drill a 3/4" hole at those locations and attach dzus savers. Attach the savers with a flat edge parallel to the frame rails to allow for more clearance. At this point leave part 1 off the car until step 14.

- 7) Trim the bottom edge of part 2 leaving a 2" lip below the offset that is molded into the panel. This lip should have the same angle as the offset molded into the panel. Also trim the front edge of part 2 3/4 5/8" forward of the bend.

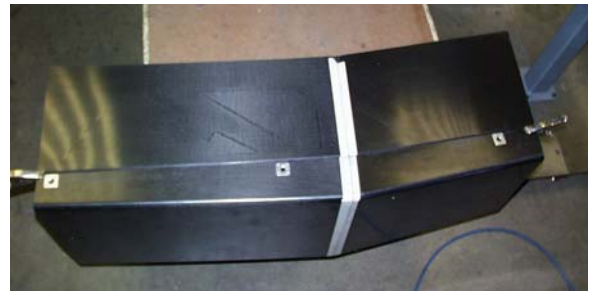


- 8) Using the bottom edge of part 2 as an angle template, line up the bend on part 2 with the bend on part 1, along the outside of the short side of part 1. Keep part 2 as close to the savers on part 1 as possible.



- 9) Trace a line on part 1 following the line of the bottom edge of part 2.
- 10) Trim the short side of part 1 on the recently drawn line (step 9). This is the final height of the short side of part 1.
- 11) Line up part 2 with part 1. The top edge on the short side of part 1 should follow the molded offset in part 2. Make sure to line up the bends on each panel.

- 12) Mark the hole locations of the dzus savers of part 1 onto part 2. The holes marked on part 2 must lie on the 2" lip that was left from trimming in step 7.



- 13) Cut a 7/8" hole at each of the spots marked in step 12. NO dzus savers are installed on these 3 holes.
- 14) Dzus part 1 onto the car. On the short side of part 1, place part 2 between part 1 and the car before dzusing in. Dzus button will go through both pieces then the tab. Part 1 should be solidly dzused on the car. Part 2 should have some freedom for movement at this point.
- 15) Move part 2 into the same position it was in for step 11 in relation to part 1. Be sure that the offset and the bends line up on both panels.



16) Mark the top 3 dzus tab locations on part 2 through the dzus tab holes. Drill $\frac{3}{4}$ " holes and attach savers parallel to frame rails to match other savers. You will need to trim part 2 for clearances similar to the way part 1 was trimmed in step 5.

17) Dzus all buttons into both pieces. The pan should be solid on the car.

18) Trim the top edges of both pieces to $\frac{1}{2}$ " below the top of the upper frame rails.

19) Trim the front edge of part 2. Start from the offset molded into the piece. Angle the cut back to half way between the mudflap tab and the saver on the piece.

20) Trim the front side of part 1 on the other side of the car. To match the trimmed part 2. The cut should start from the same height above the bottom of the pan. That is roughly 4" up.



21) Trim the back of the pieces for tire clearance. Use an 18" radius circle from the center of the rear end or trim using the tire as a guide. If using a tire, leave as much of the pan as possible still making sure that the tires won't rub. Follow the radius of the tire around to the bottom on both sides. Cut off the bottom across where the radii reach the bottom.



22) Put a $\frac{7}{16}$ " hole where the mudflap strut needs to dzus into the car.

23) Trim for clearance around engine mount saddles and any other miscellaneous interferences.

- 24) Using Hysol 9460 adhesive, attach the baffles to the front and rear of part 1. The wider, shorter baffle that is bent at 90° is mounted flush with the front with the lip facing the pan. Center the baffle from left to right. The narrower, taller baffle that is bent less than 90° is mounted at the rear of the pan with the lip facing the pan. The back edge of this baffle should be 1" forward of the back of the pan. Center the baffle from left to right.



- 25) Sandwich the shorter foam grommet between the front baffle and the supplied shorter carbon backer plate. The grommet should be firmly into the corner of the pan. Drill 2 holes through the backer plate, grommet, and the baffle. Attach with bolts. Repeat this step with the other short grommet to the other front corner. Repeat the same process with the other grommets and backer plates to the rear baffle.

