

PRO STREET REAREND KIT ROLL PAN & FENDER INSTALLATION




Paul Yaffe Originals™
DESIGN & DEVELOPMENT
EST. 1991

HOME
of

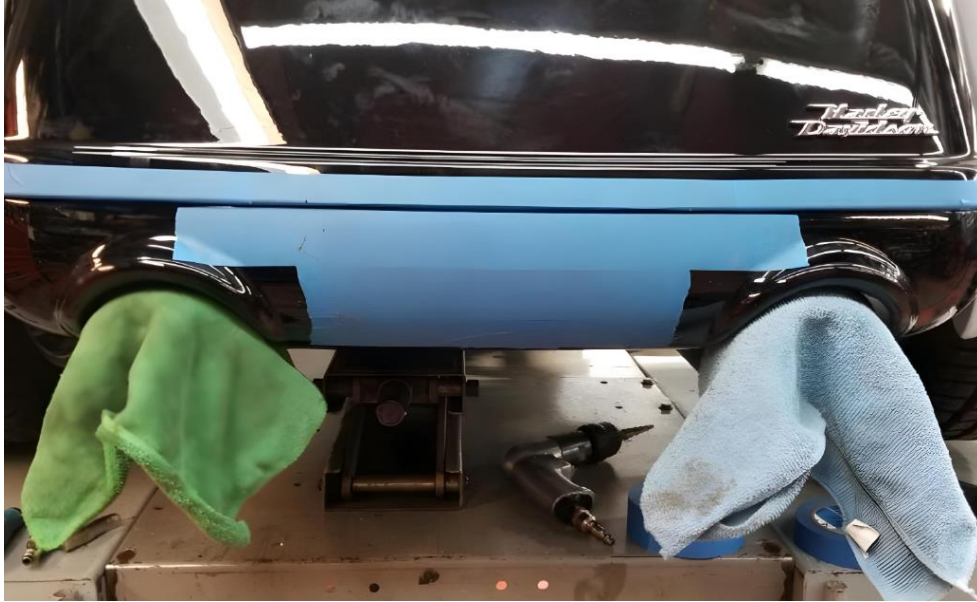
Paul Yaffe's
Bagger
Nation

REMOVAL OF THE FACTORY EQUIPMENT

START BY REMOVEING THE SEAT.

DISCONNECT TRUNK LIGHTING HARNESS FROM CHASSIS THEN DISSCONNECT THE TETHER & HINGE ASSY AND REMOVE THE TRUNK.

THIS IS A GOOD TIME TO TAPE OFF EDGE OF THE TRUNK SURFACE TO PROTECT FROM SCRATCHES & SCRAPES AS WELL AS PROTECT THE EXHAUST BY TAPING SOME RAGS TO THEM.



REMOVE SIDE COVERS BY SIMPLY PULLING AWAY AT THE CORNERS. THESE ARE HELD ON BUT THREE MOUNTING STUDS THAT JUST SLIP INTO A RUBBER GROMMET.

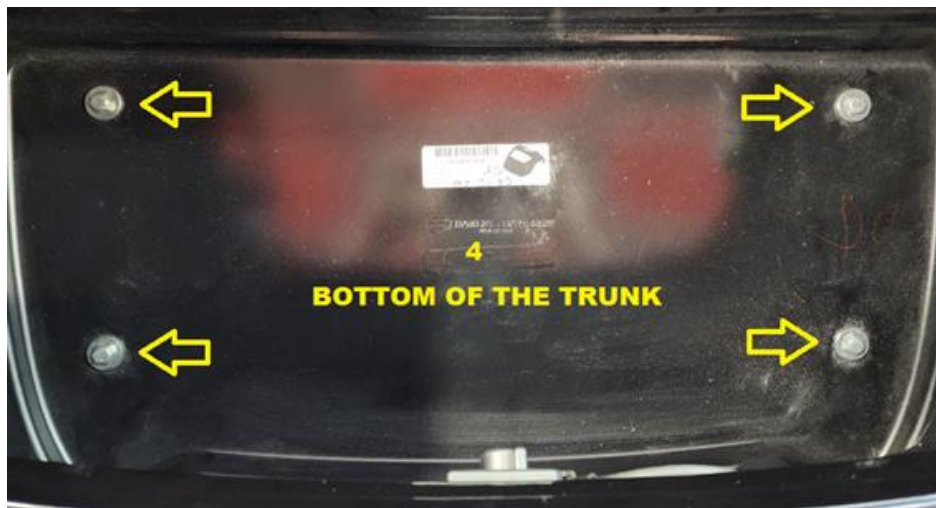


REMOVE TRUNK LINERS.

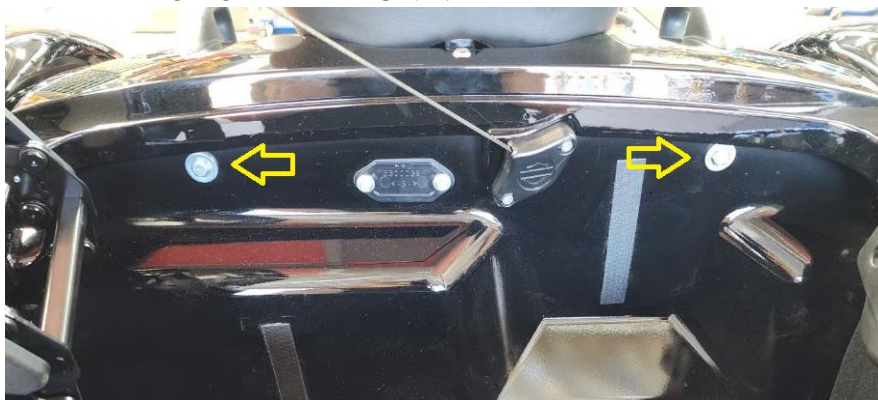
NOTE: TWO STRIPS OF VELCRO HOLD THE FRONT LINER IN THE TRUNK WHILE THE BOTTOM LINER JUST LAYS DOWN FLAT.



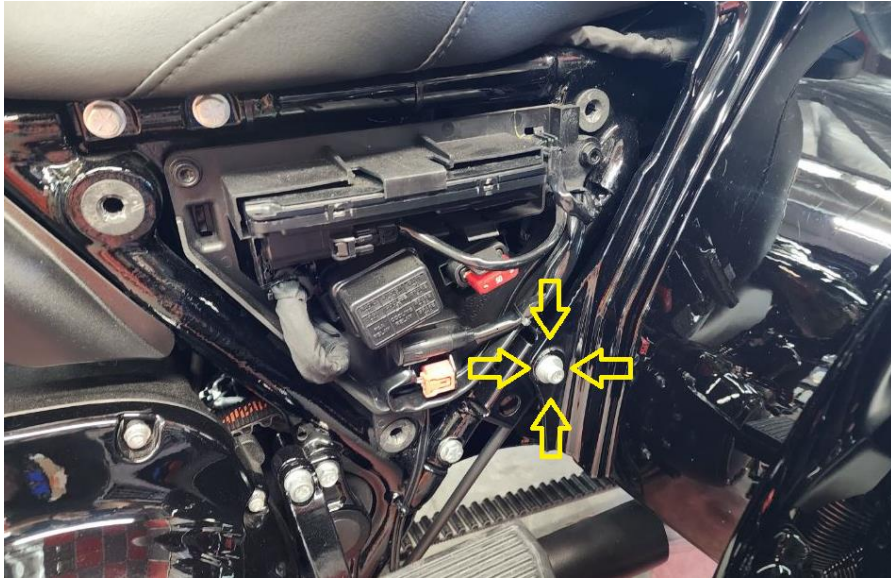
REMOVE TRUNK & FENDER ASSEMBLY. UNBOLT THE EIGHT TOTAL FASTENERS THAT NEED TO BE REMOVED. SIX FASTENERS ARE INSIDE THE TRUNK. FOUR OF THEM ARE ON THE TRUNK FLOOR.



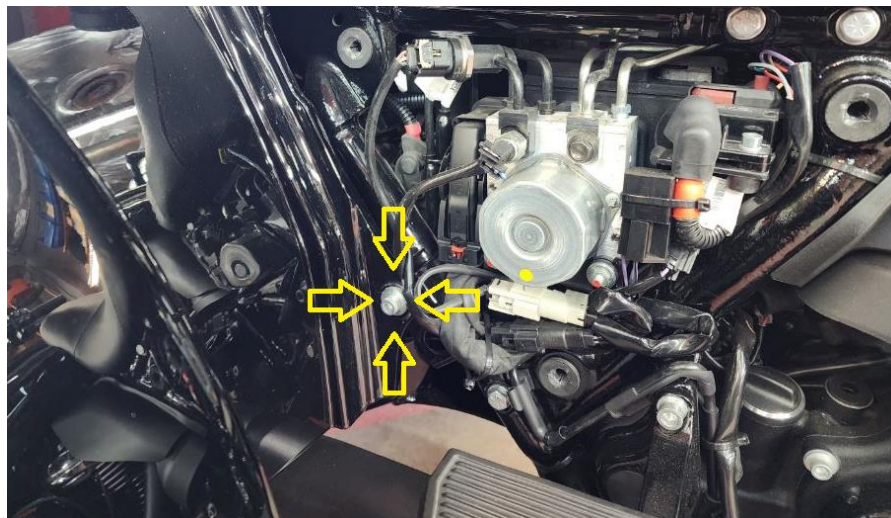
TWO OF THEM ARE AT THE TOP OF THE TRUNK.



AS WELL AS ONE UNDER EACH SIDE COVER...
ONE ON THE LEFT SIDE.



ONE ON THE RIGHT SIDE

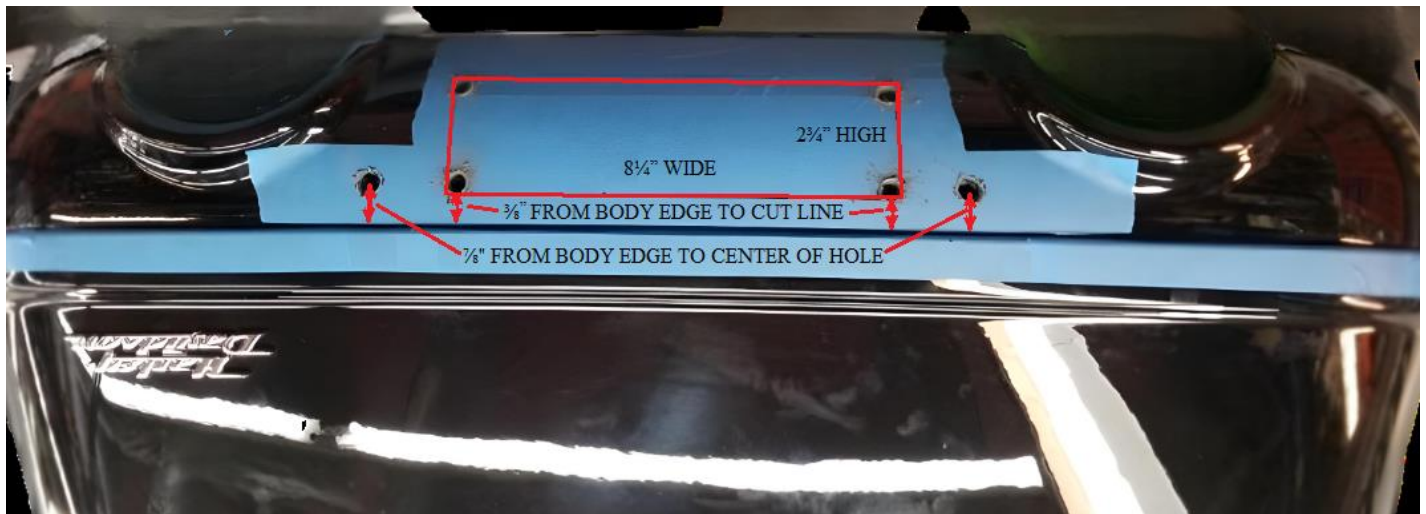


NOW, PLACE BLANKETS OR EQUIVALENT DOWN ON YOUR WORK AREA TO PROTECT YOUR TRUNKS PAINT AFTER YOU REMOVE IT FROM THE VEHICLE. YOU WILL NEED A HELPER TO DO THIS. START BY LIFTING TRUNK UP – THEN, BACK IT OFF FROM THE FRAME. TAKE YOUR TIME AND MAKE SURE NOTHING IS HANGING YOU UP.
(REMEMBER, WHEN REINSTALLING DO THIS IN REVERSE ORDER, THE ROLL PAN MUST BE BELOW FRAME).

TURN UPSIDE DOWN AND LAY ON YOUR BLANKET COVERED WORK AREA.

INSTALLING ROLL PAN

WITH YOUR TRUNK UPSIDE DOWN HOLD YOUR NEW ROLL PAN UP TO TRUNK. EDGE & MARK FOR STUD HOLE PLACEMENT. HOLE CENTER SHOULD BE APROX. $\frac{7}{8}$ " FROM BODY EDGE.



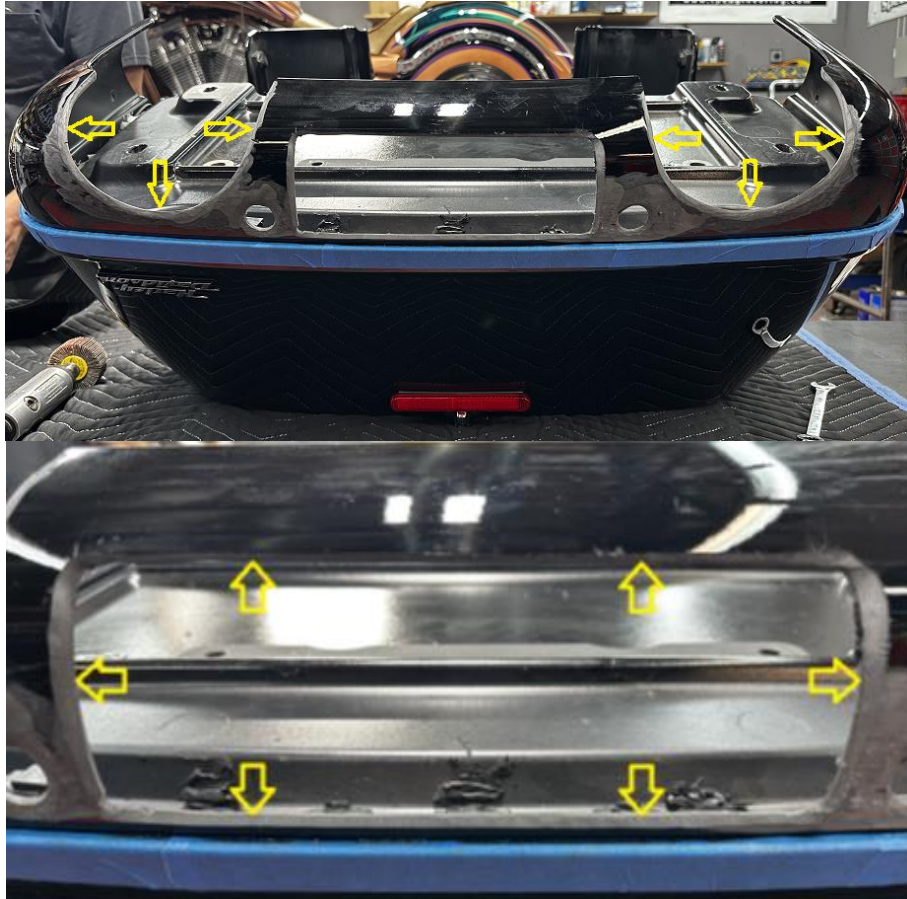
START WITH A $\frac{3}{8}$ " HOLE. ONCE YOU DRILL THESE HOLES NOW YOU CAN SET YOUR NEW ROLL PAN AGAINST THE TRUNK AND MARK THE PLACEMENT OF THE LICENSE PLATE BOX AREA.

MARK $\frac{3}{8}$ " DOWN FROM EDGE & DRAW THE UPPER CUT LINE.

NOW MARK $2\frac{3}{4}$ " BELOW THIS LINE. MARK YOUR LOWER CUT LINE.

YOUR SIDE CUT LINES WILL BE APROX $8\frac{1}{4}$ " WIDE. DRILL IN THE CORNERS OF THE BOX AND CUT OUT WITH SAW.

THEN CUT OFF BOTH EXHAUST EYEBROWS COMPLETELY THEN SMOOTH ALL CUT EDGES & BEVEL.



FEEL IF EDGE OF ROLL PAN AND THE EDGE OF TRUNK ALIGN NICELY. IF NOT, YOU MAY HAVE TO ENLARGE THE MOUNTING HOLES. OURS ENDED UP AT $\frac{3}{4}$ " IN DIAMETER.



THIS LARGER HOLE DIAMETER IS FOR THE FIBERGLASS AROUND BASE OF THE STUD TO PROTRUDE INTO TRUNK AND EDGE OF ROLL PAN MUST HAVE A CONSISTANT THICKNESS ALL THE WAY AROUND SO IT LAYS FLAT ON THE TRUNK.



THE 1/2" FLAT WASHERS ARE TO BE USED 1ST AT BASE OF THE STUD, THEN THE THICK WASHERS, THEN THE STRAP ACROSS THE PLATE FRAME BOX (STUD TO STUD). USE NON-LOCKING NUTS AT THIS TIME & SNUG DOWN, DO NOT OVER TIGHTEN!



THIS SHOULD KEEP THE EDGE OF THE ROLL PAN AGAINST TRUNK EDGE. PUSH ONE SIDE OFF ROLL PAN DOWN AGAINST THE EDGE OF TRUNK WHILE ALSO PUSHING CORNER DOWN. A SLIGHT TWIST IS REQUIRED IF THE FRONT EDGE OF THE ROLL PAN DOES NOT ALIGN WITH TRUNK EDGE.



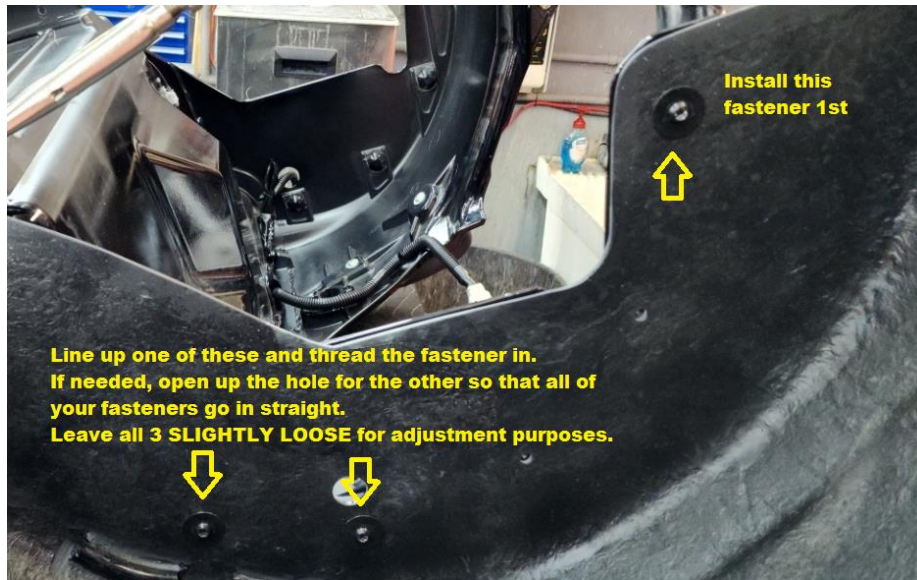
USE A STRAIGHT EDGE MARK ALIGNMENT NEEDED AND TRIM EDGE TO FIT.



LOOKS GREAT! REPEAT THIS PROCESS FOR THE OTHERSIDE.

INSTALLING FENDERS

NOW MOCK-UP BOTH FENDERS USING THE EXSISTING HARDWARE IN THEIR ORIGINAL MOUNTING LUGS.



NOTE: Because mounting lugs glued in from the factory and can be a little off. Install top fastener 1st. (seems to be consistent) Then line up one of the 2 bottom holes and start that (leaving it slightly loose). Then open up the other hole so that it goes in straight. You may not have to

START ALL FASTENERS AND LEAVE THEM *SLIGHTLY LOOSE*.



POSITION THE FRONT OF ROLL PAN IN POSITION AND CLAMP FENDER, ROLLPAN, AND TRUNK IN PLACE.



CHECK THAT THE CORNER OF THE ROLL PAN IS IN PLACE (ALONG THE EDGE OF THE TRUNK EDGE). THEN SNUG DOWN THE MOUNTING BOLTS. YOU ARE READY TO DRILL THE TWO REAR MOUNT HOLES 5/16" DIA.



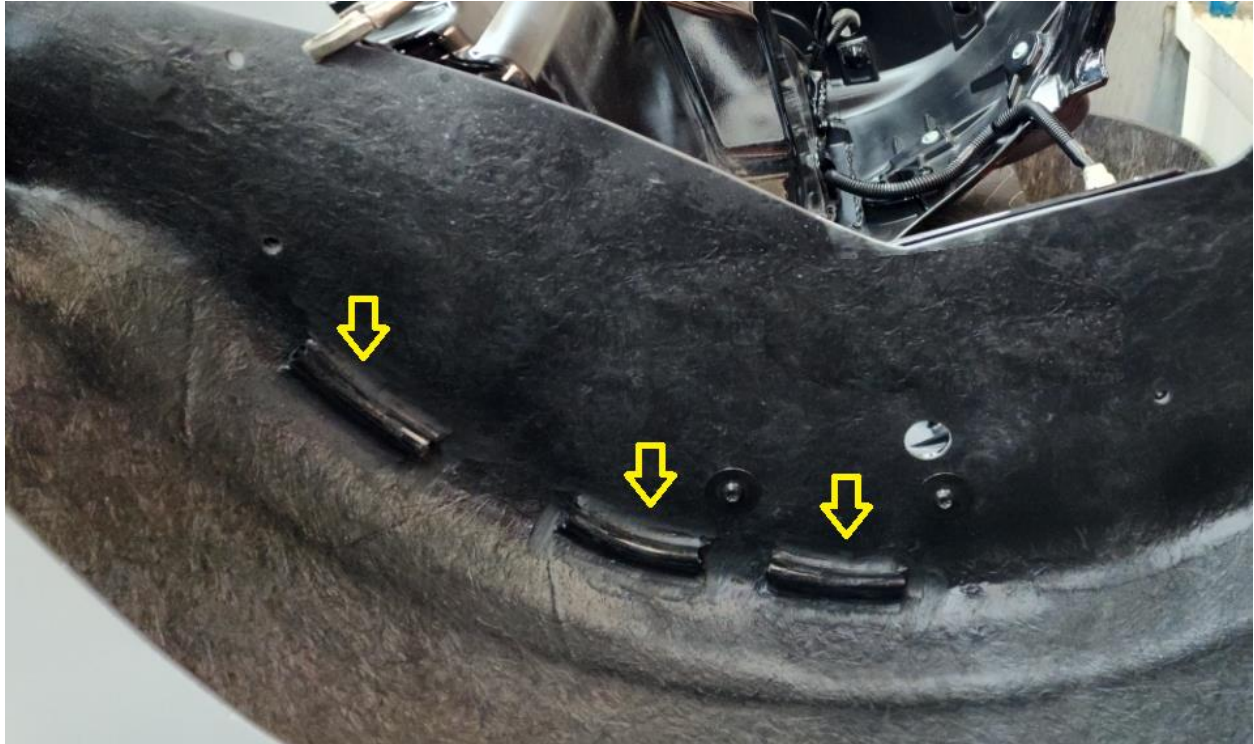
NOTE: THE UPPER-HOLE IS INTO TRUNK AND THE LOWER ONE THRU THE ROLL PAN.

SECURE WITH 5/16 BOLTS WITH FENDER WASHER OUTSIDE AND SAE WASHER ON THE INSIDE. USE STANDARD NON-LOCKING NUTS DURING MOCK-UP. THEN REPEAT FOR OTHER SIDE.

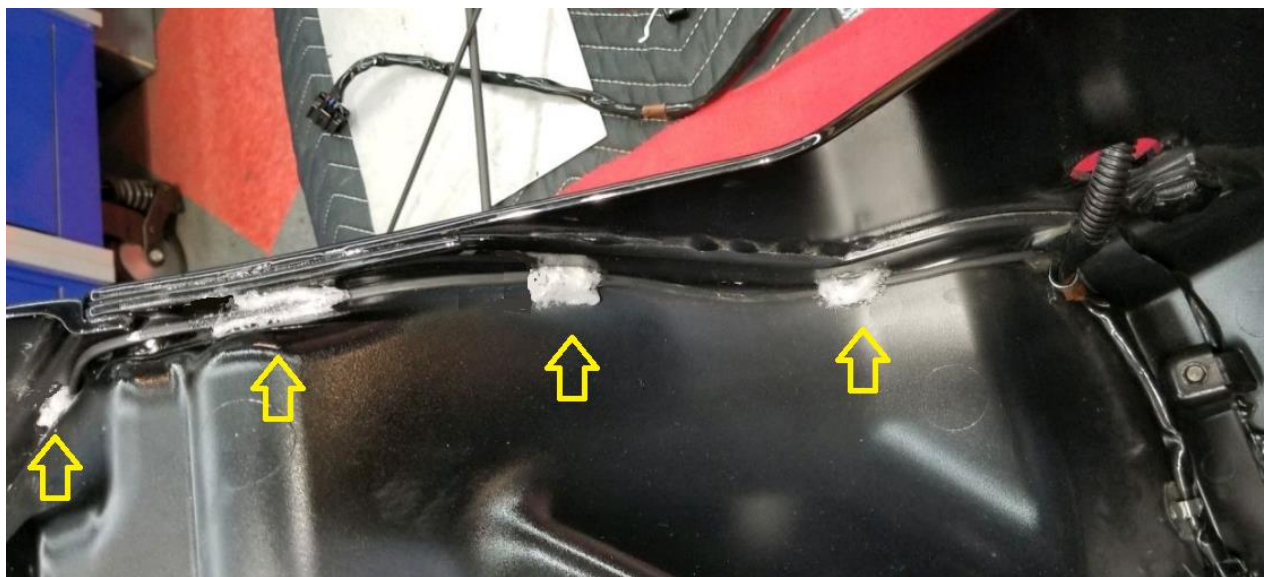
YOU CAN NOW REINSTALL TRUNK ASSEMBLY AND CHECK EXHAUST ALIGNMENT. AFTER ALL IS ALIGNED YOU CAN REMOVE EVERYTHING THEN SEND OFF TO PAINT.

WHEN YOU GET YOUR PARTS BACK FROM PAINT AND START WIRING, HERE ARE A FEW ROUTING TIPS.

THE TUBES ALONG THE TOP OF THE FENDER ARE FOR RUNNING ELECTRICAL HARNESS.



TUCK IN THE ELECTRICAL & GLUE IN SECTIONS. THIS IS FOR FUTURE SERVICING OR REPAIR.



DON'T FORGET... NOTCH YOUR PLATE!



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ENJOY YOUR RIDE!