

## WingsWest Skirts Install Procedure

1. Raise car on one side using the central jacking point to simultaneously raise the front & rear wheels off the ground. Remove the wheels & block the car appropriately under the front & rear jacking points
2. Remove the snap buttons retaining the fender liners to gain access to the forward area of the rear fender well & the rear area of the front fender well.  
(To remove the buttons, push the center in then pull the entire button away)
3. Remove original skirts per the service manual. It may also be helpful to remove the side air scoops for additional access to bolt at location 3.  
See the manual <http://www.nsxprime.com/FAQ/Referen...1991servman.pdf> - highlight the box at the bottom that says **page 1 of 1420** & type in page # **885** (Enter) to take you to the specific section
4. Drill 1/8" holes in the fenders per the locations in the illustrations (drill from the underside) The locations are not critical at this stage – space them appropriately.
5. With a helper, hold the new WW skirt in position, finding the best-fit location  
(The skirt may be slightly long – decide for best location by aligning interface of the front of the rear fender transition, rather than just centering for equal length at front & rear)
6. Holding the skirt in its final position mark through the rear-most hole (#1) from inside the fender well to locate the corresponding position for that hole in the skirt. (You can use the drill bit simply by hand to accomplish this.)  
Retract the skirt & drill through the hole in the marked position. Enlarge the hole in the fender at location 1 to accommodate minimal clearance for your fixing screw (the screw should drop freely through the hole – you don't want the screw threading into the fender, only the skirt)
7. Re-align the skirt as in step 5 and secure in position by inserting a self-tapping screw (hex head preferred) down from inside the fender well through into the skirt.
8. Verify the position of the skirt is in the optimal position & only if appropriate continue, then mark the other locations, remove the screw from position 1 & drill the remaining holes in the skirt.  
Screw-hole for position 3 is awkward to get to: to mark this I used a small right angled Allen key to just mark the position by scratching the surface through the hole in the fender.
9. For position 3, it will be necessary to use a bolt rather than a screw: after removing the skirt, drill a larger through-hole in it for this location, which will accommodate a tight fit for a suitable bolt; (say, *M6 x 20mm*) Thread the bolt through from the underside of the skirt. Enlarge hole 3 in the bottom of the fender to a clearance hole for the bolt.
10. Test fit the skirt one more time securing only by the screws & bolt at this stage. Install a nut & washer onto the bolt inside the fender at location 3. (It is possible to reach the bolt from the underside with a socket & extension)
11. Validate the alignment: if it is not perfect, it may be necessary to enlarge the holes in the fender (NOT the skirt) to enable the skirt to be repositioned slightly.  
Close the door to ensure you are satisfied with the gap between the door & the skirt. (It may sag a little in the center due to unsupported weight & you should hold it up if necessary to validate alignment; that "sag" will be eliminated when you secure with the tape – be sure to account for this when you are ready to stick it in place)
12. Once satisfied with the final alignment remove the skirt one more time & prepare the appropriate car body surfaces with the adhesion promoter per the WW instructions.

13. Locate the skirt into position with the screws & bolt at location 3 loosely fastened. Only when you are completely satisfied with the position, access the center of the length of the skirt & pull away only enough to access the tape. Remove tape from the center to each of the ends & press firmly into position again per the WW instructions. THERE ARE NO SECOND CHANCES!
14. Finish up the skirt assembly by securing the screws & the nut/washer to pull the skirt up tightly against the fenders at front & rear.
15. Close the door & hopefully admire your finished perfectly aligned skirt!
16. To complete the job, a modification is required to install the sill plates: there are no corresponding holes in the WW skirt. I personally just cut off the tabs on the plate & used additional tape in conjunction with the tabs for the rocker panel. If you decide to be really creative, you can make the appropriate slots in the skirts.
17. Re-install the fender liners (after cleaning up nicely with your favorite plastic/vinyl dressing), mount the wheels, remove the blocks & jack & remember to finish up to torque the lugs to 80#.



