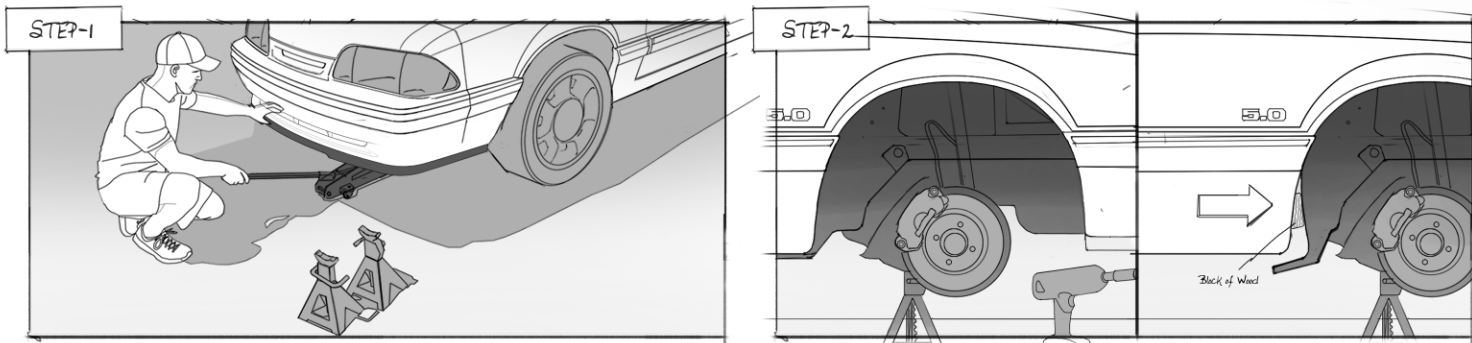


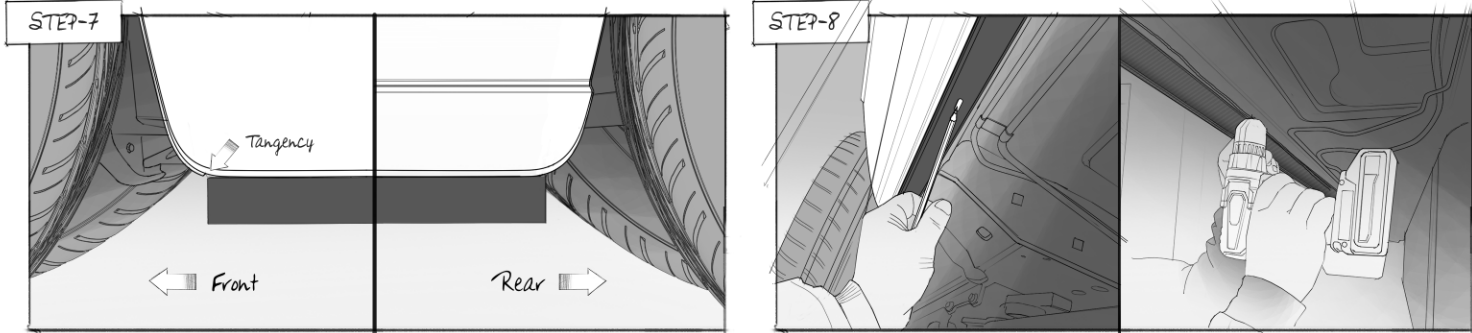
Installation Instructions for 79-93 Pinch Weld Covers

Read all instructions before beginning work. Following instructions in the proper sequence will ensure the best and easiest installation.



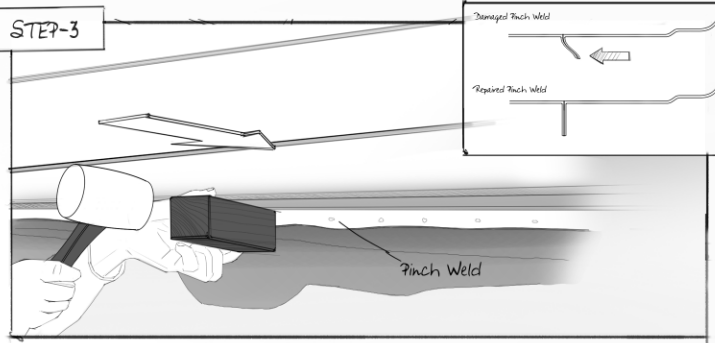
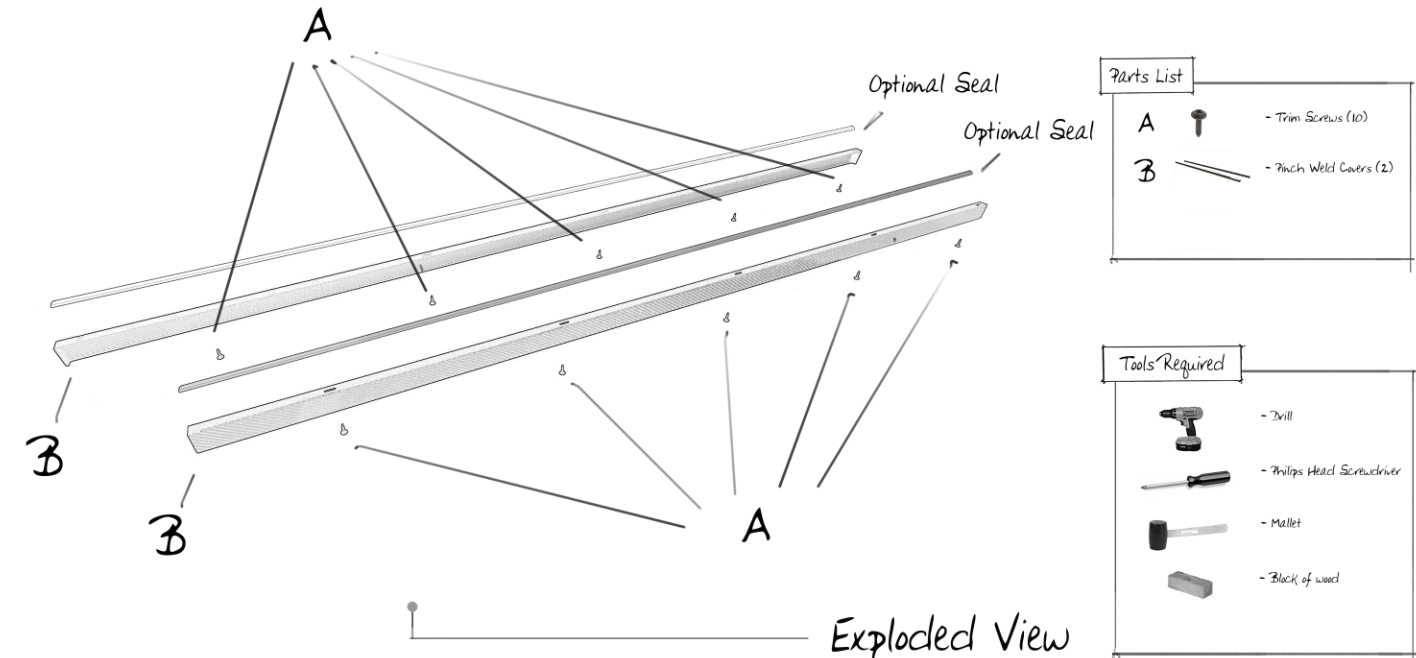
Place the vehicle on a level surface. Jack up the vehicle and place it safely on four jack stands high enough that you can lay and move comfortably under the vehicle (before installation begins - please read the "Possible Issues" box at the bottom of this page).

With the vehicle securely in the air, remove both front wheels to gain access to the lower half of the front wheel liners. Using a Phillips screwdriver, remove the mounting screws holding the liner to the vehicle. Push the lower part of the wheel liner towards the center of the wheel opening. Use a block of wood to keep the liner away from the lower fender. You will need this space to dry-fit the Pinch Weld Covers to the lower rocker and trim the wheel liners (Step - 6)

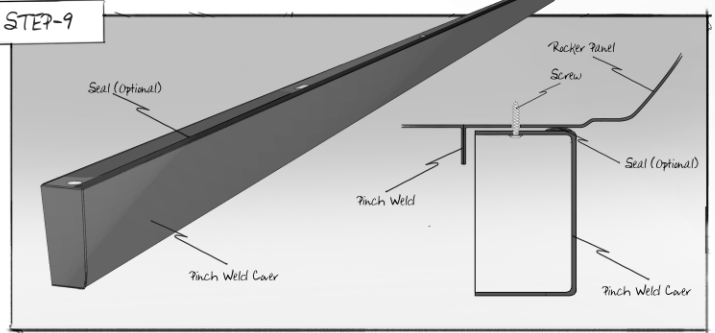


At this point, the Pinch Weld Cover should be ready for final installation and alignment. Just as in the previous dry fit (Step-5), align the front of the Pinch Weld Cover with the tangency on the lower fender (see arrow). Take great care and time to ensure Pinch Weld Cover is aligned with the vehicle. Use the above illustration to help you identify proper alignment.

Once the Pinch Weld Covers have been aligned, mark the screw hole locations on the rocker with a pencil; on dark cars, use a paint pen or apply tape to the body before final alignment to have a surface to mark. Once holes have been marked, Drill 1/16" holes into the lower rocker, starting with the outer two holes, then drill the remaining three center holes. Take your time with this step since there is no going back.



The Pinch Weld Covers are designed to be mounted to the lower rocker, not the actual pinch welds. This is because most of the pinch welds on our cars have been beaten up by years of abuse; some pinch welds even lay flat against the rocker where the Pinch Weld Covers will mount. Take this opportunity to repair the pinch welds. Using a block of wood and mallet as illustrated above, place the wood against the damaged pinch weld and hit the wood until the pinch welds are perpendicular to the ground or the pinch welds have been massaged enough that they no longer affect the installation of the Pinch Weld Covers. While fixing the pinch welds, it might also be necessary to massage the lower part of the front fender to allow the Pinch Weld Covers to sit flush; this will be obvious during the dry fit. If the lower fender needs to be massaged, use a block of wood and mallet as you did on the pinch welds. Take great care not to damage the fender.

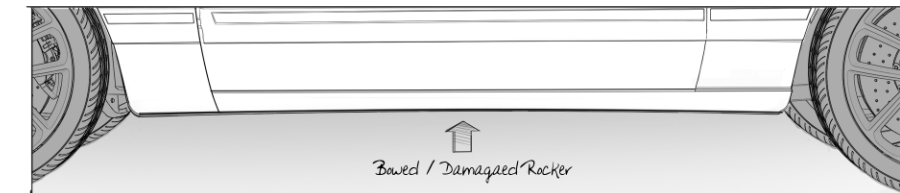


OPTIONAL STEP - If during (Step-5) you notice small gaps between the rocker panel and Pinch Weld Cover, you may purchase a seal from your local hardware store to fill these gaps. (The Part number is listed below.) Please refer to the image above for the seal's location and placement.

Seal Information:
M-D Building Products Black Rubber Weatherstrip For Auto and Marine 204 in. L X 0.31 in. (D-Shape)

Note: Closed Closed-cell foam is the same material used for door weather stripping, so you can be confident that the seal will not retain water like an open cell foam.

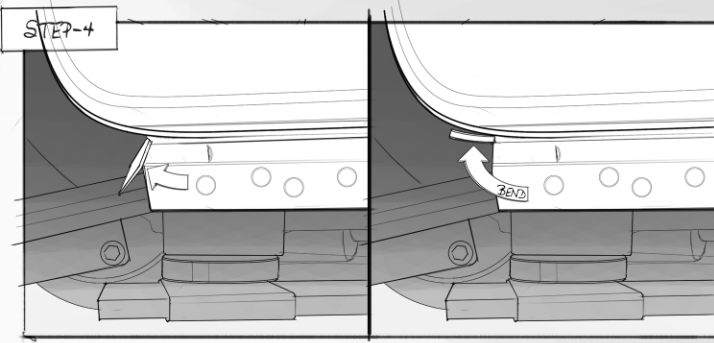
Possible Issues



Because of the age of our cars, it's very common that the lower rockers and pinch welds have seen their fair share of abuse. Pinch welds can be so beaten up that they lay flat against the rocker. Some rockers are bowed upward, as seen in the image above. Before starting the installation, take a moment to assess the condition of your car's lower rockers and pinch welds. Using a long straight edge will help you quickly identify the condition of these parts. Don't get discouraged if your rockers are bowed or the pinch welds are damaged. A moderate amount of distortion is acceptable, meaning your Pinch Weld Covers will still mount correctly. If a bow or gaps between the rocker and Pinch Weld Cover are present; please refer to (Step-9)

NOTE: PINCH WELD COVERS ARE FOR STYLING PURPOSES ONLY AND SHOULD NOT BE USED AS JACKING RAILS. DOING SO WILL DAMAGE THE PART

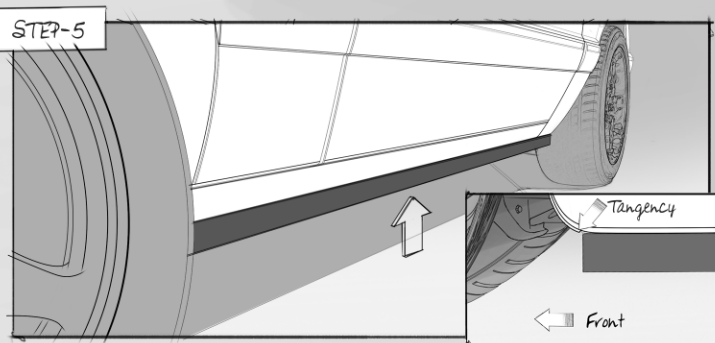
Install time - Set a side 1 hour per side



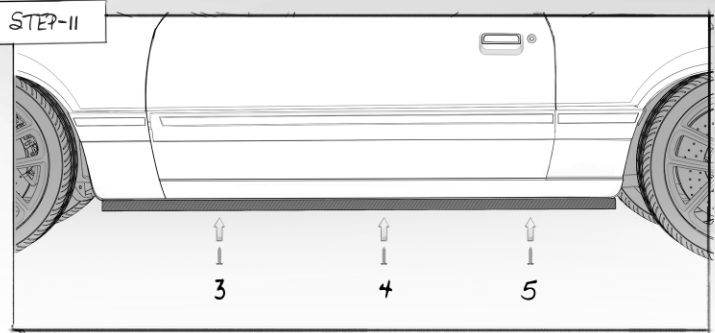
The next step is to bend the rear pinch weld tab up and away from the lower rocker. (see arrow in illustration). This tab can easily bend using a block of wood and a mallet; take your time to make sure you don't hit the lower rocker with the mallet. A few hits with the mallet should do the trick. You will know if the tab has moved enough by completing (Step-5).



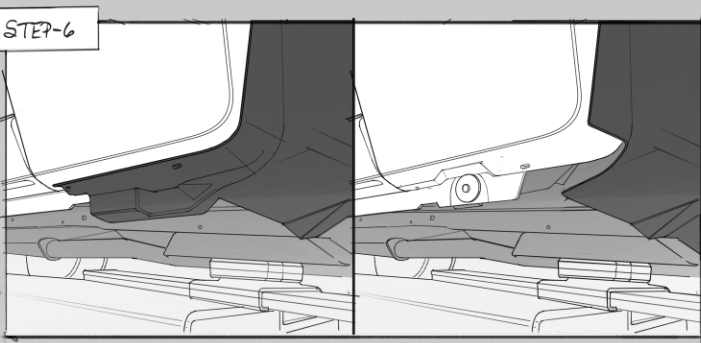
Continue by aligning Pinch Weld Cover to the body and installing the outer two screws only, indicated by a 1 and 2. The outer two screws (1, 2) should be tightened until snug, but do not over-tighten, or you could potentially strip out the 1/16" holes you created.



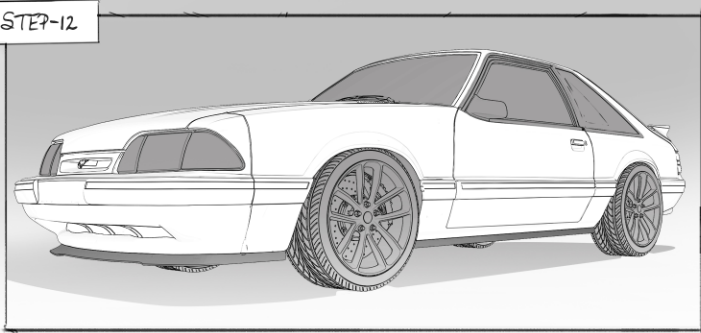
With the rocker repaired, the fender massaged, and the rear pinch weld tab folded away, dry fit the Pinch Weld Cover and check for proper fitment. The best way to get started here is to align the front edge of the Pinch Weld Cover to the tangency of the lower front fender. (see arrow) Assess how the Pinch Weld Cover fits the rocker. In some cases, you may notice the Pinch Weld Covers do not sit flat against the lower rocker. Because of the the abuse these rockers have endured over the years from jacks, some cars do not have straight rockers. To help fill any small gaps you may notice, refer to (Optional Step - 9). If your car's rocker is perfectly straight and no gap is present, disregard the rubber seal.



Once these screws are tight, you can continue with installing the three center screws 3, 4 & 5. If your rocker is perfectly straight and you do not need to use the rubber seal, you can fully install the screw as you did with screws 1 and 2. If your rocker is not straight and you need to use the optional seal, install the screws until they touch the Pinch Weld Cover, then turn the screws on to two more turns. You do not want to fully tighten screws 3, 4 & 5 because the Pinch Weld Covers will bend and will not maintain their straight appearance; the idea is to keep the pinch weld covers straight so it's not noticeable that your car's rocker isn't. The rubber seal provides enough resistance on the center screws to make sure they do not come loose. The outer two screws 1, and 2 hold the Pinch Weld Cover securely in place. Now that screws 1-5 are in place step back to see how the Pinch Weld Covers look on your vehicle. Make any needed adjustments before moving on to the other Pinch Weld Cover. Repeats steps 1 - 12 on opposite side of the vehicle to complete installation of both left and right Pinch Weld Covers



With the Dry fit complete, remove the block of wood holding back the wheel liner and lower back into position. Hold the Pinch Weld Cover in place to determine how much liner needs to be trimmed. In the above illustration, you can see how the trimmed liner should look after trimming. Take great care during this step to ensure that only enough material is removed. Removing small amounts of the liner at a time is okay, then dry fit the Pinch Weld Cover again to check fitment between the liner and Pinch Weld Cover. Repeat this step as many times as needed to ensure proper fitment between Pinch Weld Cover and liner.



Both Pinch Weld Covers should be aligned and fully mounted to the car by this step. Using a floor jack, lift the car from the jack stands and safely lower the car back to the ground. Wipe any fingerprints from the Pinch Weld Covers using a soft microfiber cloth. The last thing to do is take a photo and send it to me :) I hope you are very pleased with the new look of your car. Please get in touch with me at any time with installation questions or if you need help. Thanks, Jason

