

# Mazda MX-5 Miata RF (ND) Carbon Fiber Outer Panel Garnish



**Thank you** for purchasing DFWcomposites' real carbon fiber outer panels for the MX-5 Miata RF, which were hand made in Dallas, Texas, USA. The panels are meant to be a direct replacement for the plastic pieces in Mazda part number NA2E-R1-9E0 (right/passenger) & NA5J-R1-9E0 (left/driver.) The panels are made using the vacuum infusion process to create a strong and light carbon fiber and epoxy composite that exhibits the impressive structural and cosmetic qualities that you'd expect to find on a supercar, and replace the easily scratched and often cracked plastic panels that come on the stock ND RF.

**Installation Summary:** This will be one of the easier upgrades that you've done to your MX-5 and should take less than an hour. Each individual original plastic panel and gasket set (each set falls under a single Mazda part number) is attached to the car via two plastic clips and an industrial double sided tape. The plastic panel + gasket combination will be removed from the car, and then the gasket will be transferred from the original part to the new carbon fiber panel and adhered to it using the included double sided tape. A new clip set will then be mounted to the car, and the new carbon fiber panel + gasket will then be attached to the car using clamping pressure.

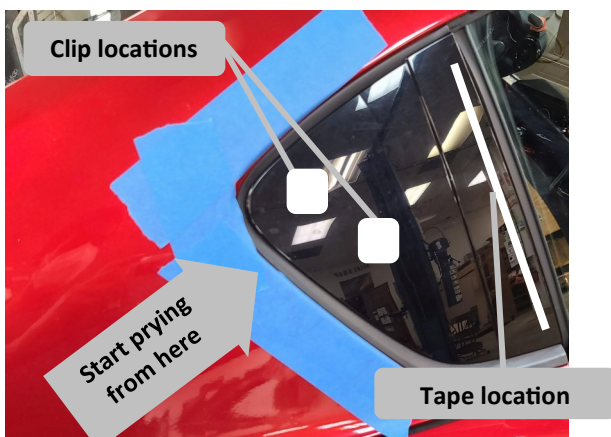
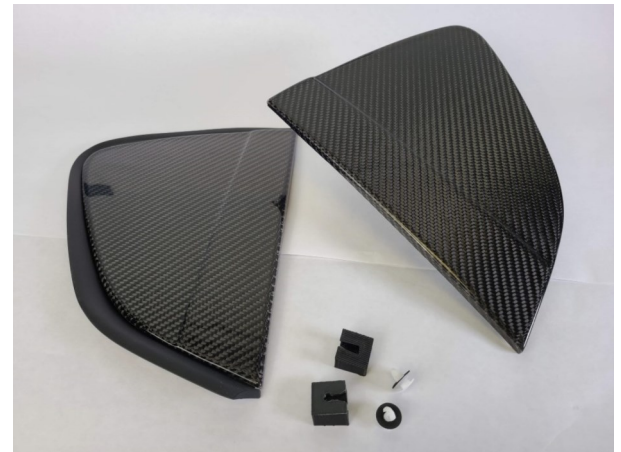
*(Note: the industrial tape used as part of the mounting process must be applied in temperatures of above 50F/10C to properly adhere. Additionally, this tape builds strength over time and this period is lengthened the colder it is. For instance, if it is 100F, the tape will reach full strength in a few hours; if it is 50F it may take days. Once full strength is achieved, the tape can operate in any temperature. **Do not perform this installation in lower than 50F/10C environments**, and please allow for at least 24hrs for the tape to build suitable strength before driving your Miata if you are in a lower temperature (50F-70F/10C-21C) environment.)*

### In the box, you'll find:

- A pair of carbon fiber panels.
- 4 unique plastic brackets with tape, labeled RT, RB, LT, LB  
(Right Top, Right Bottom, Left Top, Left Bottom. Left indicates the LHD USA driving side of the car.)
- 2 loose tape strips (to re-attach the gasket to the car body.)
- 2 double sided shim tape strips

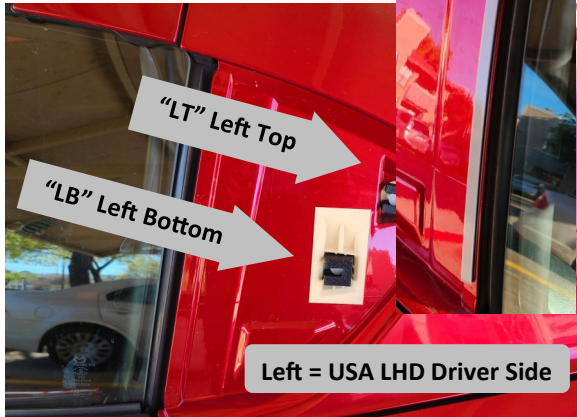
### You'll also need:

- A plastic pry tool (or a flathead screwdriver that is wrapped in paper towels and masking tape.)
- Soapy water & rubbing (isopropyl) alcohol
- Towels
- Masking Tape
- Clamps
- The original gaskets and clips from your Miata.

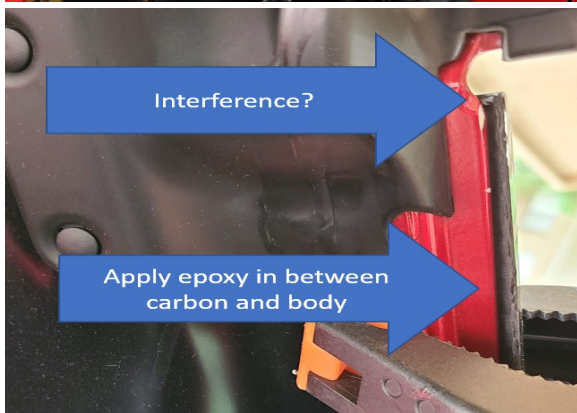


**Step 1:** Apply masking tape for paint protection. Operate the RF roof to where the targa lid is lifted and you can access the front edge of the plastic panel without the window gasket pillar obstructing it. Use a credit card or similar to break the tape line at the front of the panel. Once the tape line is broken, use a plastic pry tool to pop the two clips off. The panels and gasket should then release. *Exercise caution when removing the plastic panel, as the panel may be brittle and is prone to cracking or shattering if too much or uneven force is applied.*

The gasket is attached to both the plastic panel and the car and should be removed along with the panel. If the gasket releases from the panel and stays adhered to the car, this is fine, simply remove it from the car after removing the panel.



Note that the open side of the clip is facing forward.  
 (Adhesive tape removed from brackets for demonstration.)



**Step 2:** The original gasket material will now need to be transferred to the new carbon panel. Remove it from the original panel and clean it of any tape. Wash the gasket with dish soap and water to clean the surface and then dry it. Apply the loose tape length to the gasket in the same position as the gasket-to-body tape.

**Step 3:** Test fit the gasket before removing the release liner from the industrial tape. The original gasket may have shrunk over time and may need to be stretched when re-applying it. Working indoors for optimal temperature and starting at the rear corner/apex section, fit the carbon panel into the gasket's groove. Next, work the shorter top section by continuing to fit the panel into the gasket's groove. Repeat on the bottom. When ready, remove the liner from the tape near the apex, and repeat the process for real. Remember to stretch the gasket if necessary while progressing down the length and bonding it to the tape, which will act as an anchor as you stretch the gasket. Once fully applied, firmly press and massage the gasket into the tape to promote adhesion.

**Step 4:** Remove any of the original tape that might remain off of the car (use goo gone or WD40 as a solvent) **and then wipe over the bond areas (where the tape will adhere to the car) with alcohol to remove all remaining grease and other cleaning agents.** Use a blade to remove any remaining residue; it is OK to scrape/scar the paint surface here as the underlying panel is plastic and will not rust. Remove the clips from the original panel and insert them into the new brackets. Pop the brackets into the mounting locations, with the "open" side of the bracket facing towards the front of the car. The brackets are labeled as e.g. "LT" = "Left Top". Position the shim tape strip as shown in the inset photo.

(If the clips are broken, new ones can be purchased from a Mazda dealer using part # N248-R1-997.)

**Step 5:** Test fit the panel into the open (i.e. –do not remove the release liner from the tape yet) and make sure that fitment looks proper. Be sure that the front 'lip' of the carbon part clears the front edge of the body work structure. When ready, remove the release liner from the panel and brackets. Press the part into place. Attach clamps along the front edge as shown to promote adhesion. **Leave clamps in place on each side for at least 30 minutes. The more clamps and time, the better.**

After the clamping procedure, close the roof lid structure and then with your body weight, press the carbon panel into the brackets as well to promote adhesion there. **Only apply pressure if the targa lid is closed and secure—applying pressure when open could damage the roof mechanism.**

**Step 6:** Once the tape has had time to increase it's bond strength (see note on page 1 regarding temperatures), partly lift the roof top again and attempt to lightly pry the panel out from the structure with your fingertips. If the panel appears to be secured, the install is good. If the panel is loose, apply additional clamping pressure for an extended time period. If issues persist, please send us an email at support@dfwcomposites.com.

**Troubleshooting:** Ensure that there is no interference between the carbon panel and the body work (this view is from the 'inside' of the part with the roof partially open.) If necessary, epoxy can be added between the carbon panel and the body work inside of the front edge to ensure adhesion.