

Mazda MX-5 Miata RF (ND) Carbon Fiber Inner Side Panels



Thank you for purchasing DFWcomposites' real carbon fiber inner side 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 NC9B-R1-9E0A (right/passenger) & NC9C-R1-9E0A (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: Each original plastic panel is attached to the car with an adhesive tape on the front edge near the rear window, adhesive tape near the rear point, and three locating clips. The plastic panel will be removed from the car and then the adhesive sites will need to be cleaned. The new carbon fiber panels will mount with adhesive tape along the front edge, top, and the rear point.

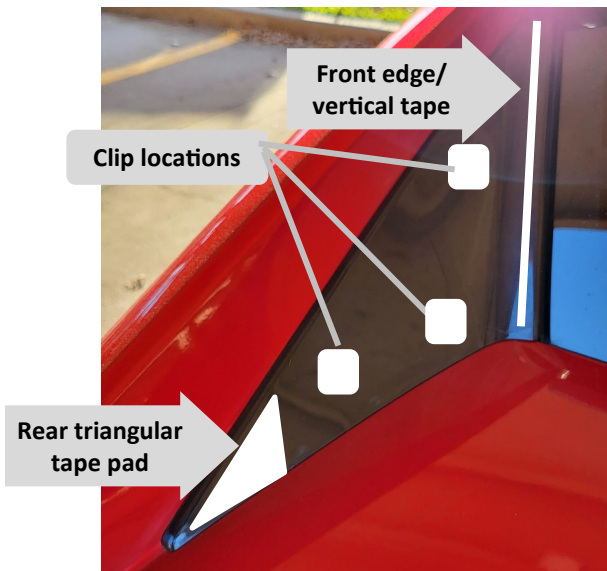
*(Note: the industrial tape used as part of the mounting process must be applied in temperatures of above 50F/10C to properly adhere. Additionally, this tape builds strength over time and this period is lengthened the colder it is. For instance, if it is 100F, the tape will reach full strength in a few 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:

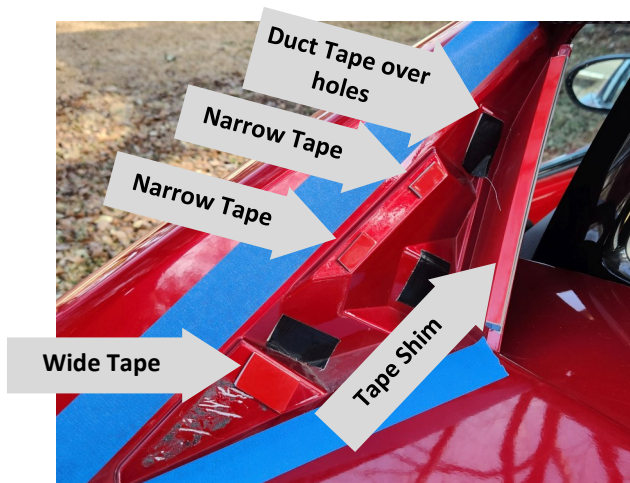
- A pair of carbon fiber inner side panels
- 2 double sided shim tape strips (1 used per panel)
- 2 strips of wide double sided tape (1 used per panel)
- 4 strips of narrow double sided tape (2 used per panel)

You'll also need:

- A plastic pry tool (or a flathead screwdriver that is wrapped in paper towels and masking tape.)
- A scraping tool (stiff credit card or plastic spreader)
- Soapy water & rubbing (isopropyl) alcohol
- Masking Tape
- Spring Clamps



Step 1: Apply masking tape for paint protection. Retract the roof assembly. Using a very thin scraping tool or credit card, slot the tool in between the plastic part and the body and begin to break the rear triangular tape pad. Once this section has been broken and the rear is no longer bonded to the body, you can slowly rotate the rear plastic away from the body which should release the clips and start to break the front edge/vertical bond line. Be gentle when doing this as the original plastic part may be brittle. If you're having difficulty, you can also use the pry tool to break the front vertical tape line.



Step 2: Clean off remaining tape residue from the vertical bond line area by using a blade or other sturdy object to scrap away the residue. This area should be as clear of tape as possible. Remove any bulk tape residue from the triangular rear tape patch. It is not critical to fully remove tape from the triangular pad, as new tape will not bond over it.

Step 3: Note where the new tape pieces will be installed and clear any dirt away using soapy water, then dry. Next, use isopropyl alcohol on these areas to degrease. Install the provided tape patches (**but keep the outer facing red liner on for now**) as indicated in the photo: the wide tape patch sits in front of the former triangular patch, and is oriented so that its long dimension is vertical. Two narrow tape patches are used per side, and are placed along the body ridge as shown. The shimmed tape strip attaches along the front edge and sits in the middle of the original mounting surface—it should not be butting against the top or bottom of the surface. Apply duct tape over the clip mounting holes to seal them.

Step 4: Practice fit the carbon panel and ensure alignment. The bottom edge of the panel should be flush with the deck lid, and most importantly the front of the panel should make contact with the front tape shim. *Please note that as this is a hand trimmed part, the fitment may not be as perfectly precise as the injection molded original plastic part, but with some alignment work it should be possible to get a good fit with minimal gaps.* Once satisfied with the fitment, remove the tape liner from all 4 tape pieces and bond the carbon panel to the tape. Firmly but carefully press the carbon panel into the front edge and rear wide tape sites. Follow up with the upper narrow tape sites. The front edge bond line is the main structural bond line—ensure that the bonding there is strong and secure.

Step 5: Use clamps to apply pressure to the front bond line. Use masking tape and insert paper towels in between the clamps and carbon part to ensure that there is no scratching. Apply clamps in position and let dwell for 5 minutes, then move to another position to allow pressure to be applied evenly across the bond line's length.

Step 6: Please note the warning about tape application and temperature on the first page. If it's cool outside, please allow a few hours for the tape to set up. To test tape strength, try to pry the front edge of the part apart by putting your fingers on the edge and then attempt to lift it outwards, towards the back of the car with about 10 pounds/5kgs of force. If the panel stays in place, then the bond is secure.

Troubleshooting: Ensure that there is no interference between the carbon panel and the body work. If necessary, epoxy can be added between the carbon panel and the body work inside of the front edge to ensure adhesion.