

## Instructions

### Warning

1. Read these instructions all the way through before you do anything else.
2. Be very careful of the surface of the polycarbonate, when its heat moulded it loses its surface resistance to scratching. Try if at all possible to keep the plastic protective sheet on it until the last moment.

I strongly recommend that the covers when finally fitted are then protected by the application of Armourfend ([www.armourfend.com](http://www.armourfend.com)) or any other paint protection film.

### Prepare the lens covers

3. Using a hooked Stanley blade or a strong pair of scissors cut off the excess polycarbonate and free the lenses from the mould sheet. You want to leave a “return” of 1.5cm to create a lip that sits inside the light recess.
4. Test fit the lenses. Because of the extreme return angles and the variation in clam shells between cars it is not possible to get a very tight fit at the bottom edge of the headlight covers. The gap here is slightly larger than ideal.
5. The indicator covers can be fitted with the original lens covers on or off. If you want to leave them off remember to source an orange bulb or paint the inside of the polycarbonate cover with a suitable lacquer

*Nb the indicator bulbs are changed from the front which means if one goes you will have to remove (i.e. probably cut out) the light cover. This might be a good time to change to LED equivalent bulbs and to make sure there is adequate moisture protection.*

6. Its important to note that the covers are held in place by the sealant (Thickaflex or equivalent supplied) and not the double sided foam tape.

The double sided foam tape is there to create a neat cosmetic inside edge and to help hold the covers in place whilst the Thickaflex is curing. The foam tape is stuck to the outside of the lip on the light covers. Then the Thickaflex is used to fill the gap between the light cover and the clam but the inner margin of the Thickaflex is hidden behind the foam tape between it and the inside edge of the light recess. On the indicator lenses it may be easier to dispense with the foam tape. See later.

### Test fitting

7. Test fit the lenses with a small 1 inch or so length of the foam tape applied but with the outside sticky edge still covered, this will help you decide how “deep” you want the inner black margin or seam to be.

Cut a 1 inch length of the double sided foam tape. Remove the sticky covering from one side and apply that exposed edge to the outside of part of the lip you created in 2) above. Then test fit the lens to judge the effect. When you are satisfied you can remove the foam tape by “rolling” off the lens cover.

### Fitting

8. When you are happy with the test fit of the covers thoroughly clean the mating areas on the clam and the covers. Test any solvents on the unused polycarbonate sheets before you apply anything to the lens covers.

9. Apply the foam tape to the lip of the covers leaving the outside sticky cover in place.
10. Peel back about 1-2cm of one end of the foam tapes outside sticky cover and fold it at 90° so that it protrudes above the external surface of the lens, it acts as a tab or an ear that can be grasped when the light cover is inserted. This will be sticking proud of what will be the external surface of the light cover.
11. Place the light cover in position and when you are happy start pulling on the tab you previously created, firmly but slowly. The outer sticky edge of the foam tape is revealed and will stick to the light recess. It does not have to stick all the way around so gaps are acceptable.
12. As you peel back the sticky side of the foam tape is uncovered and it will stick to the clam recess and hold the light cover in place. It does not need to stick all the way around, there are variations in the clams and gaps will be common.
13. When the tape has been removed and you are happy with the position then start applying a bead of the sealant between the curved edge of the light cover and clam. The sealant should go down into the gap between the clam and the foam covered part of the light cover but be hidden behind the foam. If you squeeze too much and it goes beyond the inner edge leaving an unsightly inner edge don't despair it can be cleaned up from behind after removing the whole headlamp assembly but its best to let it cure first.
14. Tidy up the sealant as you prefer and allow to cure.
15. Some people have dispensed with the foam tape for the indicator lenses because its extremely fiddly to use. As an alternative method use some masking tape to tape the lens cover in position. Apply 4 small blobs of sealant around the lens cover and allow to cure. Then go around the cover with a carefully applied bead of sealant.
16. Do not drive the car before the Thickaflex has cured, the light covers are subject to considerable aerodynamic forces and will blow out if not properly secured.

If you really wanted to it would be possible to remove the headlight and working from the inside of the clam and the back end of the headlight recess, screw in a few self tapping screws through the light cover and into the clam. If you are going to drill the light cover use a proper polycarbonate drill bit. Ordinary taper drills will crack the cover. Use a low speed on the drill.

### **Things to remember;**

This is a private sale and I am not a commercial organisation, I can't offer refunds or take back any kits or parts thereof once you have started number 1 above or if there are any signs of damage or use. If you are not confident about fitting these, your local body shop should be able to do it.

I can get individual replacement headlight covers and pairs for the indicators if you need them.

The polycarbonate should be treated as if it has **NO scratch resistance**. See 1 above.

The design of the light recesses on these cars will let in water from the rear of the housing around the actual headlamp unit. No matter how well you seal my light covers at the front end they will at times mist up from moisture that WILL get in behind them from around the headlight. Running for a short while with the lights on should clear this.

I have no idea what this will do to the car's ability to pass an M.O.T.