



Application: 2005 - 2014 Shelby & Ford Mustang

BEFORE PROCEEDING ANY FURTHER: PLEASE CHECK TO ENSURE YOUR KIT CONTAINS EVERYTHING NOTED IN THESE INSTRUCTIONS. CONTACT SHELBY PERFORMANCE PARTS IMMEDIATELY TO REPORT ANY SHORTAGES OR INACCURACIES, SO ISSUES CAN BE CORRECTED BEFORE CAR DISASSEMBLY.



Las Vegas, NV - 89115

Disclaimer

Before attempted installation, review instructions carefully and be sure the installer understands and is capable of installation. This document was created under the pretense that the installer has significant experience with bodywork methods and techniques. If the methods used in this manual are not fully understood please stop and understand them fully.

This document was created to be used as a visual guide, and is the process used by Shelby American to install the Wide Body kit. Due to the technical nature and specialized equipment required, professional installation is required for this product. Please refer to Ford manuals during disassembly and reassembly of stock components.

Shelby American and its partner companies are not responsible for damages due to poor or incorrect installation from use of these instructions.

This document covers the installation techniques used for every type of Wide Body kit available (2005 – 2014, Full Kit & Rear-Only Kit) and notes the few differences in the different model years.



Shelby Wide Body

Information & Installation Instructions

Application: 2005 - 2014 Shelby & Ford Mustang

Table of Contents

Kit Contents_____	Pg 4
Step 1) Car Prep_____	Pg 5
Step 2) Card Board Template_____	Pg 5
Step 3) Trimming New Panels_____	Pg 6
Step 4) Quarter Panel Prep_____	Pg 9
Step 5) Glue & Bonding_____	Pg 12
Step 6) Panel Brace Installation_____	Pg 17
Step 7) Inner Fender Wells_____	Pg 18
Step 8) Rocker Panel Installation_____	Pg 19
Step 9) Front Fender Preparation (<i>full kit only</i>)_____	Pg 23
Step 10) Front Fascia (<i>2005-2009 full kit only</i>)_____	Pg 24

Kit Contents

2010-2014 Body Style

- A - Applicator gun: Qty (1)
- AA - Applicator tips: Qty (4)
- B - Rear fiberglass fender attachment hardware
- C - Fender lip adjustment tool-Rear fiberglass quarter panels
- D - Shelby billet gas cap kit
- E - 08116 adhesive: Qty (4)
- F - 08214 adhesive: Qty (2)
- G - 05877 adhesive: Qty (2)
- H - Front fiberglass fenders (full kit only)
- I - Rear fiberglass quarter panels
- J - Rear fender well inserts
- K - Rocker mud flaps
- L - Front rocker cover appliqué
- M - Fiberglass rocker panel extensions



NOT INCLUDED: WHEELS & TIRES

Wheel and Tire Specifications

2010 - 2014 Kit:

Rear = 20 x 13 with a 7 3/4" backspace - Front = 20 x 9.5 with a 6" backspace

2005 - 2009 Kit:

Rear = 20 x 13 with a 6 3/4" backspace- Front = 20 x 9.5 with a 6" backspace

2007-2009 Body Style

- A - Applicator gun: Qty (1)
- AA - Applicator tips: Qty (4)
- B - Rear fiberglass fender attachment hardware
- C - Fender lip adjustment tool-Rear fiberglass quarter panels
- D - Shelby billet gas cap kit
- E - 08116 adhesive: Qty (4)
- F - 08214 adhesive: Qty (2)
- G - 05877 adhesive: Qty (2)
- H - Front fiberglass fenders (full kit only)
- HH - Front fiberglass fascia extensions (full kit only)
- I - Rear fiberglass quarter panels
- J - Rear fender well inserts
- K - Rocker mud flaps
- L - Front rocker cover appliqué
- M - Fiberglass rocker panel extensions
- MM - Rocker panels



NOTE: Wheel and tire specifications shown are based on the wheel, tire and brake package used on Shelby Wide Body production cars and are solely for reference purposes. Specifications may vary depending on wheel, style and brake selection. Please note: some modifications may be required. Shelby American is not responsible for any wheel and tire fitment issues as a result of the customer's selection.

Step 1) Car Prep

- Remove the inner trunk panels and tail lights. Next remove the rear fascia, factory mounting brackets and rockers. All factory hardware (clips, nuts and brackets) will be re-used in installation.
- For complete kit installation, remove the front fascia, front fenders and inner fender wells.

Step 2) Cardboard Template

- Create cardboard template of the body line at the front of the rear quarter panel. This is used as a body line reference when doing the final body work. (See Below)



Step 3) Trimming New Panels

-Begin initial trimming of the fiberglass panels.

-**IMPORTANT:** Do not go beyond the bonding flange, final trimming will be done during fitment.

-**IMPORTANT:** The doorjamb area is critical. Area must be thin, however take care so as to not grind through the gel coat. The inner surface must be smooth to achieve the proper door alignment. The doorjamb portion is only critical about two inches back from the jamb lip. (See Below)



-The upper part of the fiberglass panel that will be bonded to body must be ground smooth to eliminate any imperfections in the fiberglass. This will give the panel the appropriate bonding surface (approximately three inches from the top of the panel).

Step 3) Trimming new panels (*Continued*)

-IMPORTANT: Take care when grinding the lower part of the quarter panel. When flattening the mounting flange do not grind down to the gel coat. This may cause the panel to lose bonding strength at that point. (See Below)



-There are factory hardware holes indicated on the back and lower portion of the fiberglass panel. These need to be opened up to install the factory hardware and brackets as they appeared on the stock quarter panels.

Step 3) Trimming new panels (*Continued*)

-When pre fitting the fiberglass panel it should lay flat at the top and fit tight to the jam. Don't worry about the door gap; it will be dealt with later during installation. (See Below)



-Use the upper fascia mounting bracket insert for alignment at the rear of the panel (See Below - left). (Note: The 05-09 versions use the rear fascia cutaway for alignment at rear of quarter panel (See Below - right).



Step 4) Quarter Panel Prep

-Being careful not to remove any metal, grind the paint off the car for bonding. Be sure to remove paint completely, leaving a good sharp scuff for the glue to bond to. (see below)



-Next open up the fender well for extra clearance for the inner fender. Do this by using the fender well tool. (see below)



Step 4) Quarter Panel Prep (*Continued*)

-IMPORTANT: TAKE YOUR TIME!!! GRAB SMALL BITES AND BEND UP THE FENDER LIP IN SMALL INCREMENTS. Make sure that the tool is inserted all the way in as deep as it will go. Start pulling up about 1/8 of an inch at a time while moving over in half inch increments. This process will need to be repeated until the upper part of the fender lip is flat presenting a good transition in the fender well. (see below)



-Clamp the fiberglass inner fender well in place (after trim). Check the fitment with opening. It is necessary to use a hammer in transition areas to flatten out the lip for a good fit. Remove the fiberglass inner fender well for later installation. (shown)



-Remove any flaking paint around the lip. Grinding is not necessary, a red Scotchbrite wheel can be used to prep the area. Also apply primer to any open metal. (shown)



Step 4) Quarter Panel Prep (*Continued*)

-Note: 2005-2009 lower quarter panel area varies in design. The fiberglass panel has extra material in order to trim appropriately for each individual car. (see below)



Step 5) Glue & Bonding

-Now that the fiberglass panel has been properly fit, quarter panels have been ground, and inner fender well work completed, it is time to glue using 3M panel bonding adhesive #08116.



-Preferred mounting method (Rear fiberglass panels):

The fiberglass panel is installed with two inch tape. To ensure a good bonding surface on the quarter panel it is best to cover the quarter panel and door-jam prior to gluing with tape (shown). (This tape will be removed before taping the fiberglass panel to the car). This is to prevent any excess glue from under the fiberglass panel from running onto the quarter panel.

-Be sure to tape the door edges preventing glue from transferring from fiberglass panel to door lip. While the panel is still on the car mark the body line on the door as a reference point when gluing the panel on later. (shown below)



Step 5) Glue & Bonding (*Continued*)

-Apply a glue bead on all the ground areas on the quarter panel. Next use a squeegee to cover all the ground area. This will prevent rust and make a stronger bond to the car. (shown below)



-Repeat process on fiber glass panel (shown)



Step 5) Glue & Bonding (Continued)

-Next run a bead of glue on all bonding areas. It is recommend applying two beads on the top and rear of the fiberglass panel. It is not necessary to put a glue bead on the car. **IMPORTANT: Using too little glue can pose bonding problems.** Applying a liberal amount of glue to the fiberglass panel is recommended. (shown below)



-With glue applied, set fiberglass panel on the car aligning it with the previously marked body line at the front. Next install rear push nut and screw (shown below)(2010-2013 only). Press down evenly to all areas of the fiberglass panel to assure proper bonding.



Step 5) Glue & Bonding (*Continued*)

-After pressure is applied, excess glue will be present on previously applied tape. Carefully remove tape, as to not get glue on the surface of both fiberglass and quarter panel.

-Next check the fiberglass panel alignment with the door. If the alignment is correct, start applying 2" tape at the top seam to hold the panel to the car. Use 3 or 4 strips, applying light pressure on each application to ensure an even bond. Next open the door and tape the front of the fiberglass panel to the inner jamb. Then tape the rear of the fiberglass panel securely to ensure no gaps on the sealing edge. Next clamp the lower portion of the fiberglass panel. Finally close the door and wedge the panel back to ensure a proper door gap. (see below)

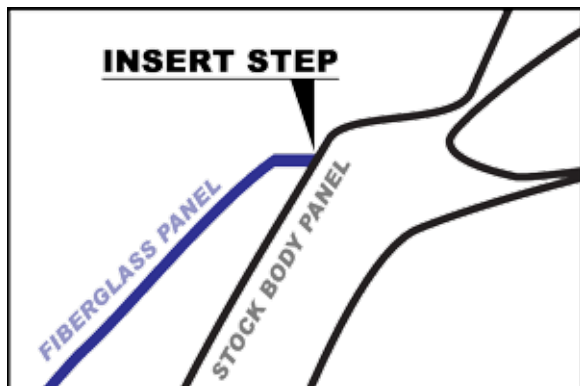


-When wedging the doorjamb, the fiberglass panel will move away the body. To ensure proper alignment with rocker panel, tape the front of the wheel house opening against the body of the car. (shown)

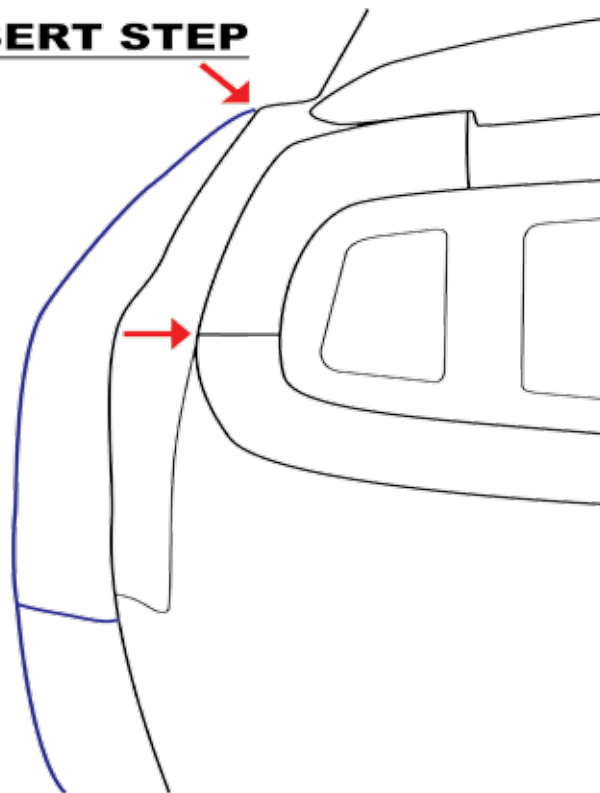


Step 5) Glue & Bonding (Continued)

-Let dry over night. After it is dry remove tape and grind the excess glue off. You need to make a small step at the top and rear of the fiberglass panel for the Duraglas before you Bondo. **IMPORTANT: If Bondo or paint is applied over the 08116 without Duraglas IT WILL SHRINK.** (shown)



INSERT STEP



-Now that the glue line is covered with Duraglas, perform body work as if it were a factory quarter panel. Use the template made in Step 2 to ensure a proper bodyline at the front of the quarter panel.

-**NOTE:** Rear fascia must be installed to check proper fitment prior to paint.

Step 6) Panel Brace Installation

-Next install the front inner fiberglass panel brace. This is used to tie the lower panel to the car and as a slide mount for the rocker. The Nutsert should set 2 5/8" inward from the back lip of the panel. (shown below)



-Make a hole for the slide mount screw through the bottom of the panel before you glue the brace in. Be careful to not get glue into the threads of the Nutsert.



Step 7) Inner Fender Wells

-First dry fit the inner fender well. Set the back of the inner fender well in the lip first, then twist the front in to place. (shown below)



-Apply 3M 08116 adhesive on outside edge of inner fender well fill panel and on the car inner flange that was bent up in Step 4. **NOTE:** be sure to cover all exposed metal with glue. Install inner fender well panel and tape in to place. (shown)



Step 8) Rocker Panel Installation

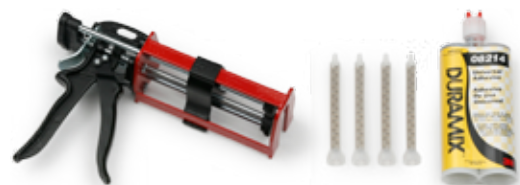
-To prepare rocker panel, the front mounting lip must be modified. Remove area shown but do not destroy the rocker mounting points. (shown below)



-Next install fiberglass rocker extensions on the rockers. Trim fiberglass to the cutoff lines and pre fit the part. **Note:** it is ok to shorten the part to just past the roll in point. (shown)

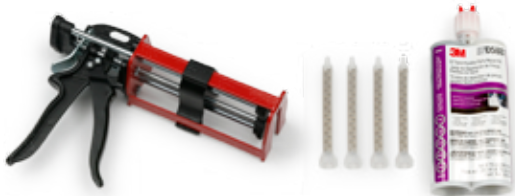


-Use the 3M 08214 universal adhesive black. **IMPORTANT: The glue 3M 08214 adhesive dries in TEN MINUTES.** It is essential to work quickly. It is highly suggested to pre fit and finalize clamp arrangement before applying glue. (shown below)

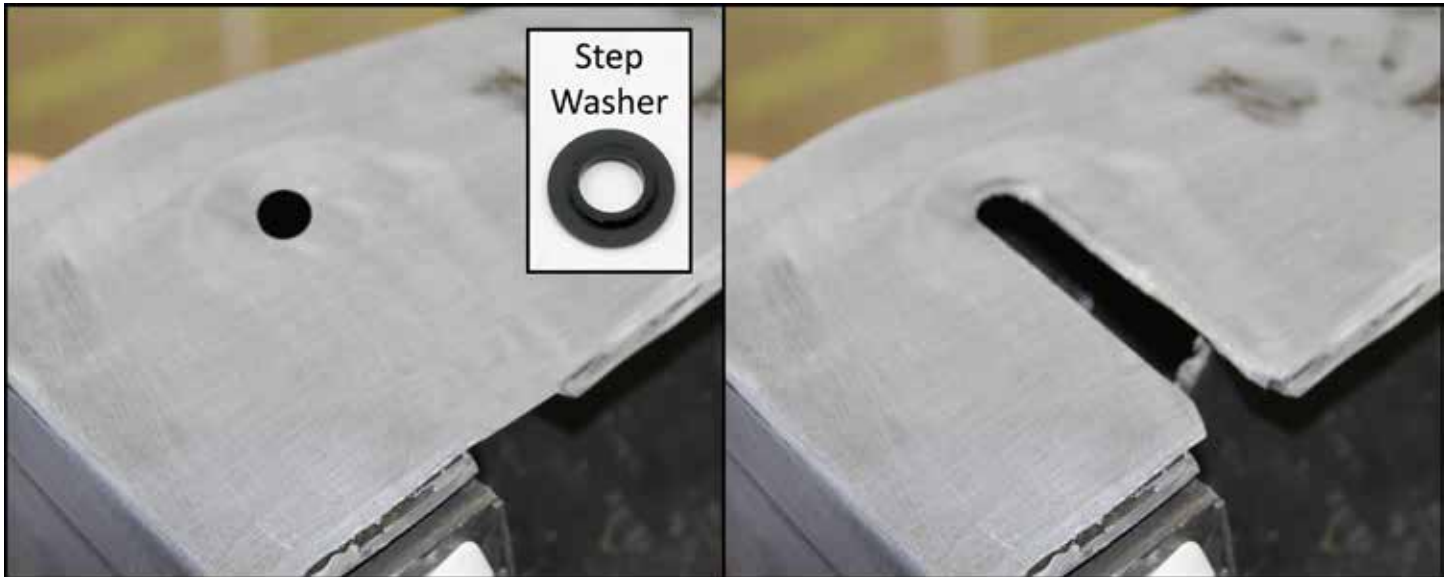


Step 8) Rocker Panel Installation (*Continued*)

-For the transition area, use 3M 05887 EZ Sand Flexible Parts Repair. (shown below)



-Next pre fit completed rocker to car and transfer the hole location at the bottom of the panel to the top of the rocker. Drill the rocker to fit the small ring on the step washer (1/2"). Then channel the hole in to create a slide mount system that will support the outer part of the rocker. (shown below)



-(**Note**) After paint, when installing rockers use blue Locktite on the screw that supports the rocker. First use the two step washers followed by the flat washer. Install the screw hand tight only. The flat washer will give the gap necessary for proper alignment to the quarter panel and the Locktite will hold the screw in place.(shown below)



Step 8) Rocker Panel Installation (*Continued*)

-While pre-fitting rocker panels with fender installed, trim the front rocker cover appliqué. Trim pieces to trim line. **Note:** Trim lines are just a suggestion, leave plenty of material for final fit.(shown below)



-Drill attachment holes in mud-flaps (3/8"). (shown below)



-Place both mud-flap and appliqué on fender for proper fit. With proper fitment trace shape of appliqué on the mud-flap. (shown below)

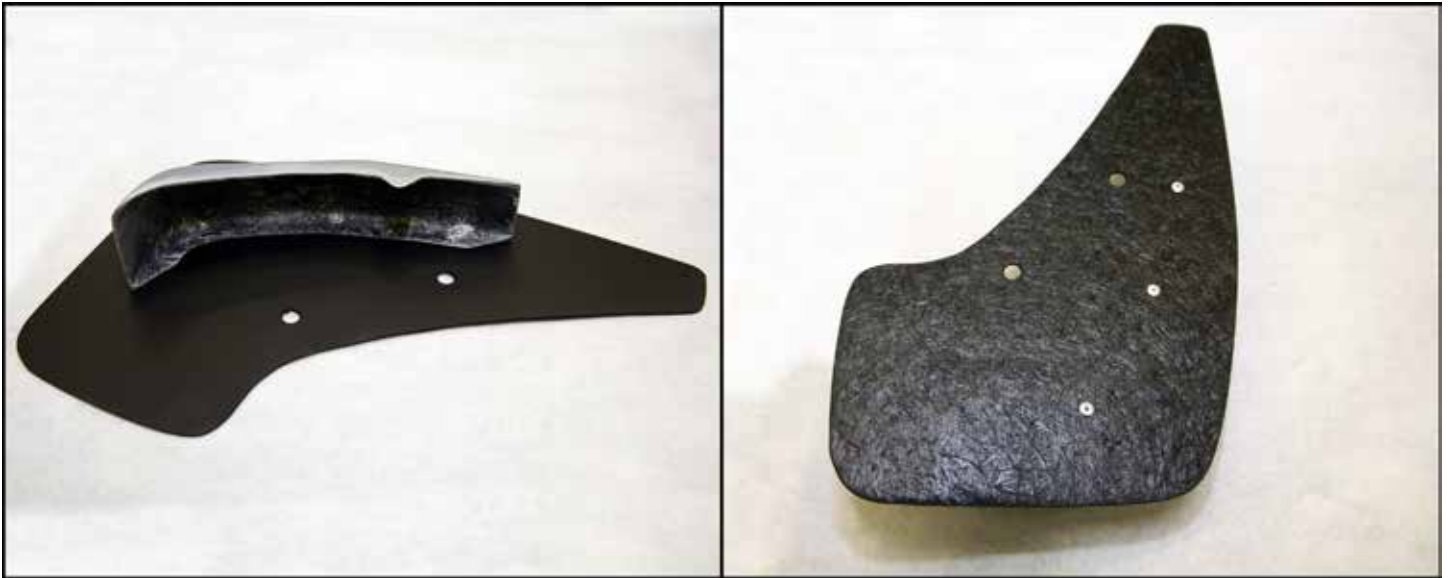


-Remove both mud-flap and appliqué. Once removed continue tracing complete outline of appliqué on the mud-flap. With appliqué completely traced drill three mounting holes within the tracing. (shown below)



Step 8) Rocker Panel Installation (*Continued*)

-After paint, install appliqué with three 1/8" rivets (shown below).



-Install mud-flap on vehicle with existing hardware.(shown below)



-Note: It is best if fitment is loose for flex to minimize paint chafing.

Step 9) Front Fender Preparation *(full kit only)*

-Trim to cutoff lines. Be careful not to trim off too much of the inner lip, this holds the plastic inner fender wells in place. Open fender holes, stock fender alignment bumper mounting holes, front fascia mount holes. Front fenders install just like stock fenders. **Note:** Take care as to not scratch headlights during final fitment.

-Minor body work is necessary at the molding flash areas. (shown below)

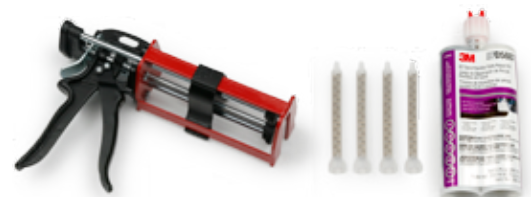


Step 10) Front Fascia (2005-2009 full kit Only)

-There is a right and left front fascia cover extension (shown below). They install just like the rocker covers. Align the holes on the top on the covers and clamp in place (shown below). **IMPORTANT: The 3M 08214 adhesive dries in TEN MINUTES.** It is essential to work quickly. It is highly suggested to pre fit and finalize clamp arrangement before applying glue.



-Blend body work with 3M 05887.



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