

MITCOM CHALON KITTM

Patent Pending 1979

INSTRUCTION BOOKLET

TURN YOUR 914. . .



. . . INTO THE CHALON!



READ ALL INSTRUCTIONS BEFORE COMMENCING WORK!

RECOMMENDED TOOLS

Pistol Drill
Straight Line Sander
Orbital Sander
Body Grinder
Air Panel Cutter
Hand Jig-Saw
Hammer

Dolly
Putty Knife
Misc. Wrenches (hand tools)
1/4" Masking Tape
3M Rubberized Undercoating
No. 08883
Dupont 100-S Primer

DOs & DON'Ts

After glassing the rear valance to the rear fenders, make certain the tail lights and hole assemblies slide correctly into position. If they do not, problems will arise when painting the car.

When disconnecting the tail lights in the beginning of the assembly (the wires), Mitcom recommend marking them for re-assembly later.

Make certain to cut off all the fender lips and channels. Otherwise, they will interfere with the doors and deck lids when reassembling.

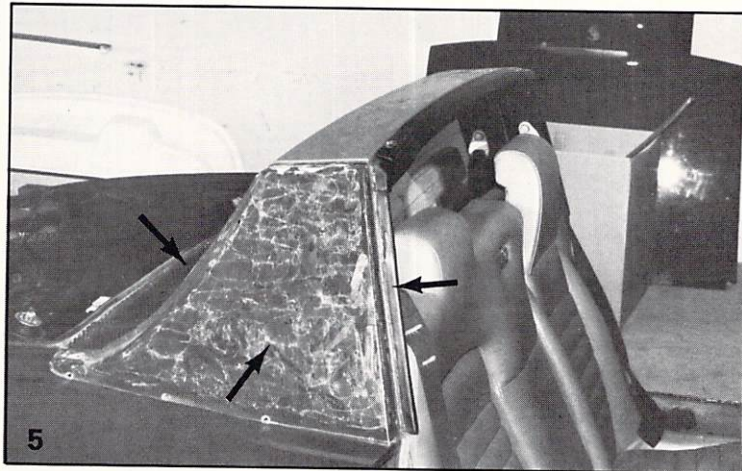
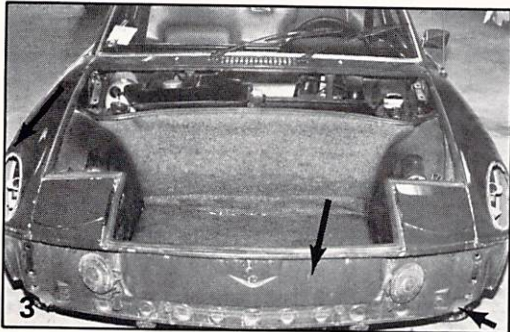
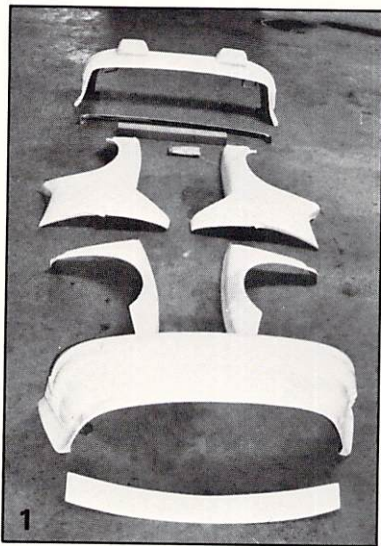
Mitcom recommends matching deck lid alignment to the fenders following mounting. If your car is not damaged, usage of the Chalón fender lips and channels will not be required. If it is damaged, make certain to cut off all Chalón fender lips and channels; otherwise, interference with doors and deck lids while reassembling may occur.

Make certain everything fits properly prior to fender installation. Be sure they are centered over the wheels. Properly lining the fenders up with the valance should guarantee fit.

DISCLAIMER

Manufacturer, MITCOM INC. hereby gives notice that this "Chalón Kit Instruction Booklet" contains suggested methods of installation only, and shall not create any express or implied warranties of any type, including, but not limited to, any implied warranty of merchantability, and/or any warranty that the product shall be fit for any particular purpose. Statements, descriptions, or instructions contained herein are informational only, and not made or given as a warranty of the product in any way, or of any particular method of assembly or installation. Purchaser shall be solely responsible for determining the adequacy of the product for any and all uses to which the Purchaser shall apply the product.

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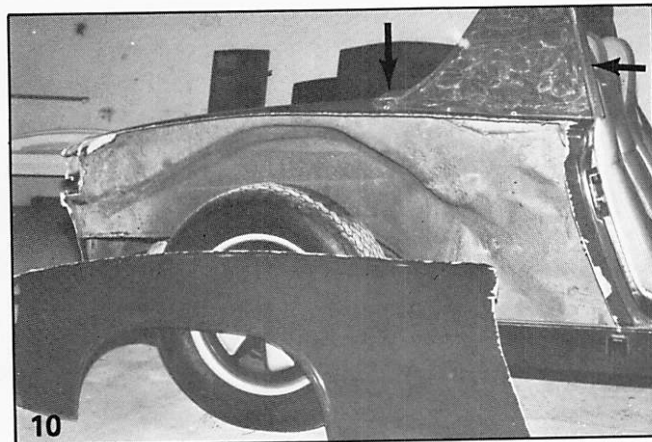
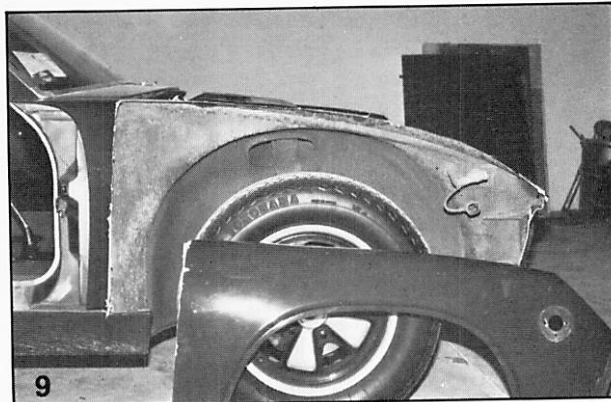
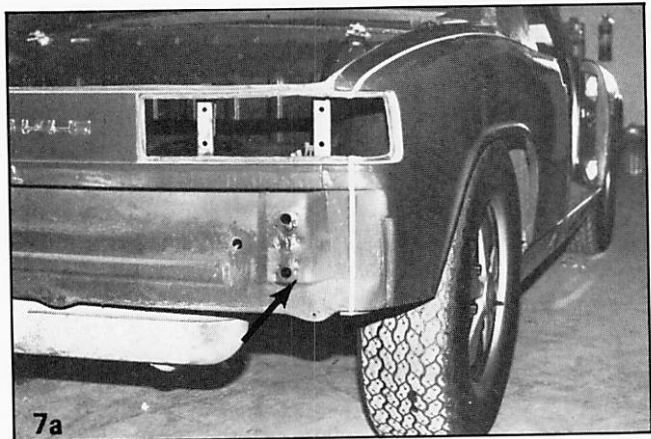
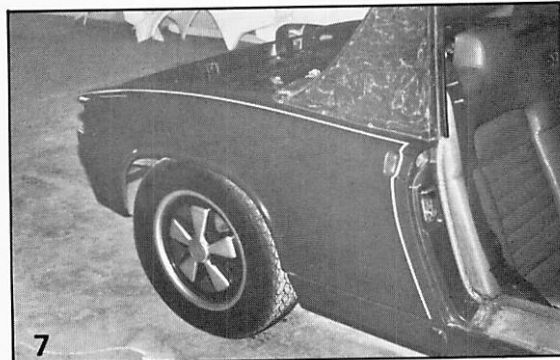
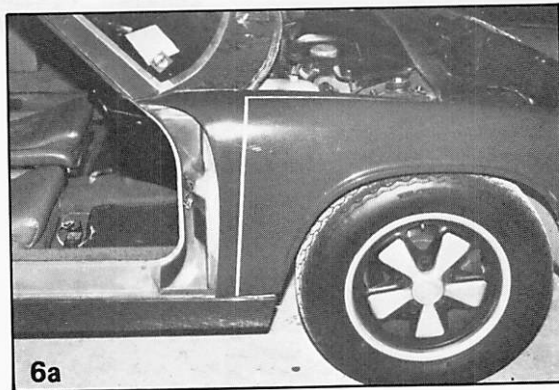
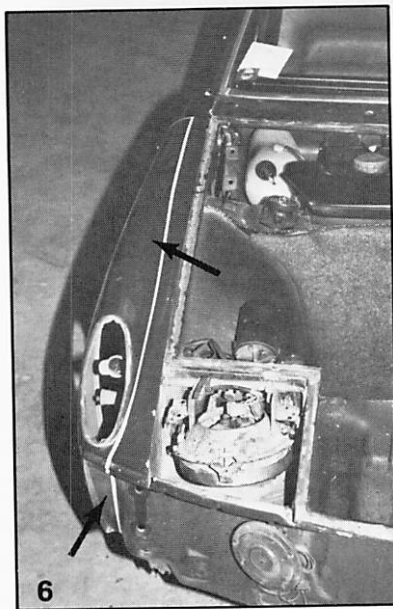


PHOTOS/STEPS

- 1 PARTS DIAGRAM consists of:
- Front and rear bumpers
 - Right front fender
 - Left front fender
 - Left rear
 - Right rear
 - Front and rear valance
 - Reflector panel

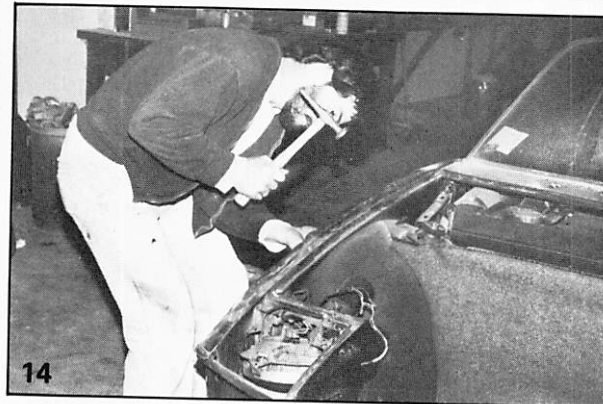
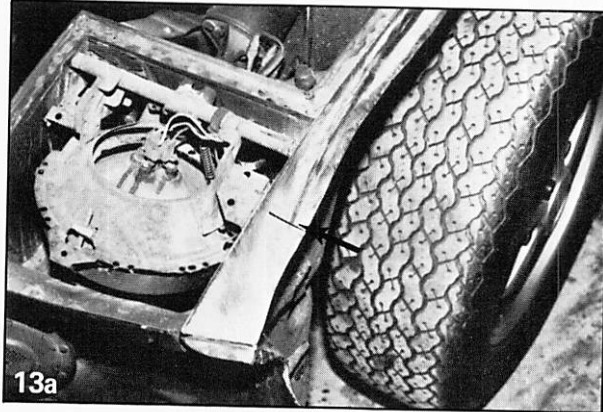
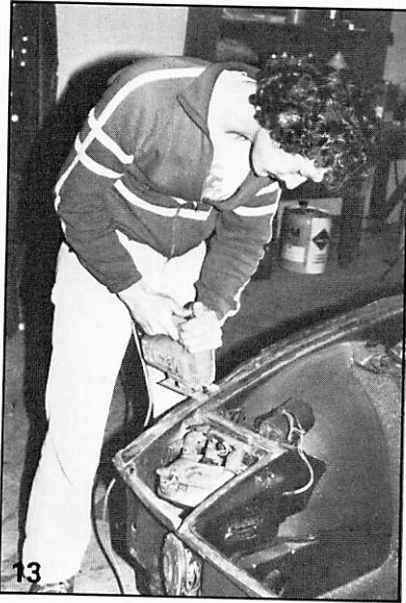
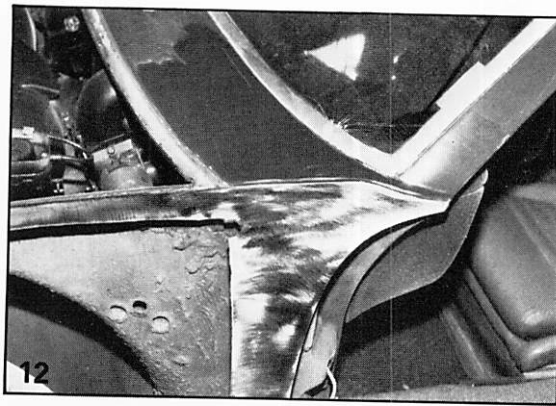
Although front turn signals are not included in the kit, Mitcom, Inc. supplies standard (74-'79) Porsche front turn signals and markers.

- 2 Removal of the tail lights and the trunk latch.
- 3 Removal of the front lights, deck lid, front bumper and splash pan.
- 4 Removal of the doors.
- 5 Removal of the trim around the roll bar. If the 914 has an appearance group, remove the naugahide and the surrounding chrome.



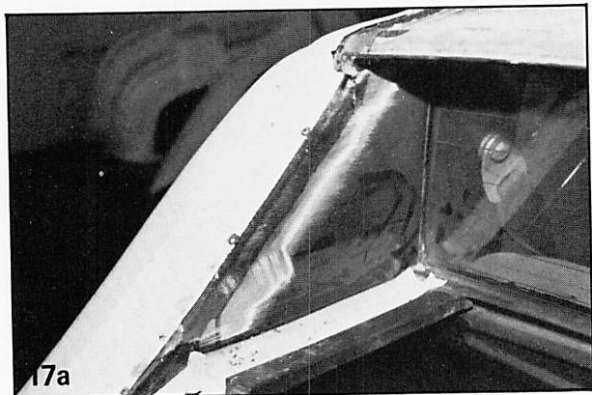
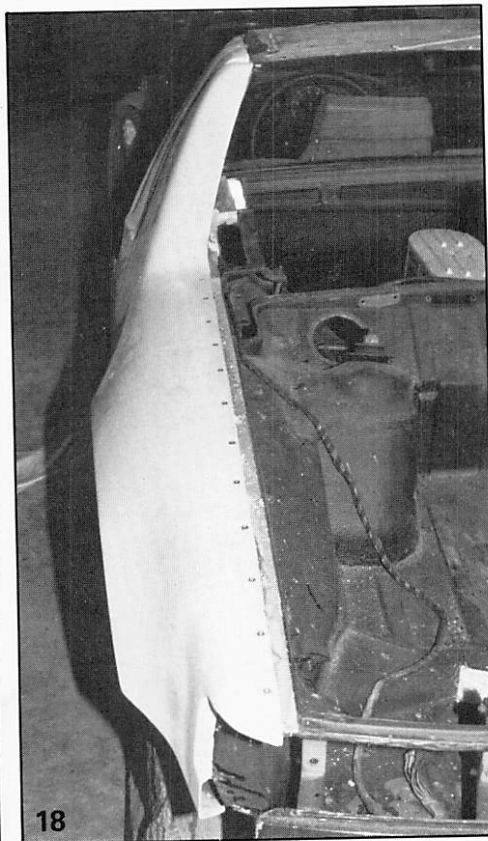
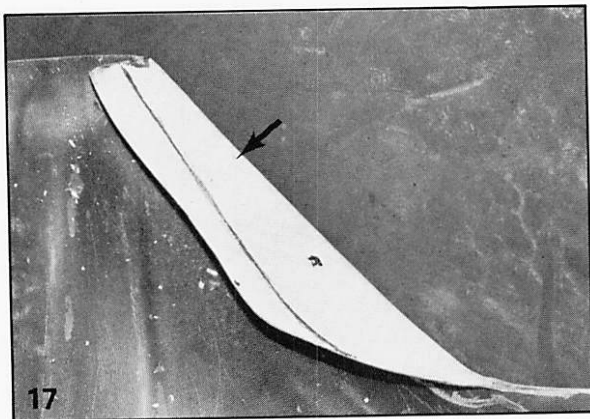
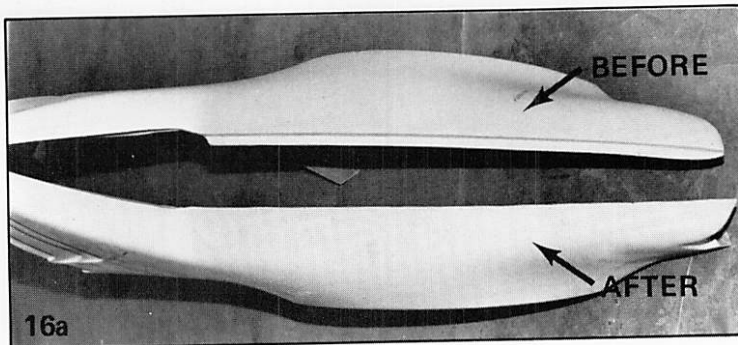
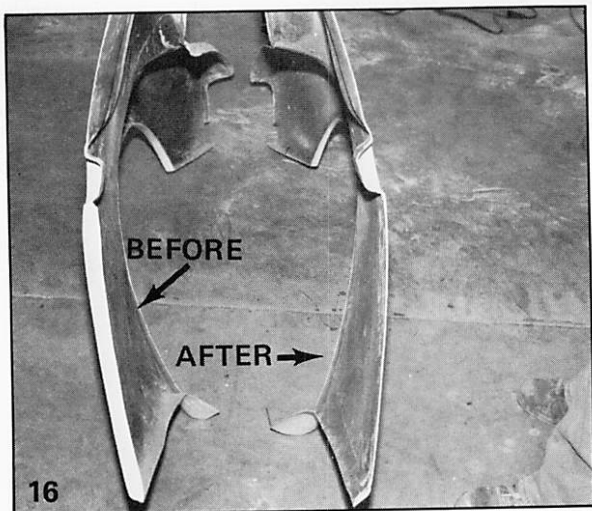
PHOTOS/STEPS

- 6 Once the above mentioned items have been removed, proceed to lay out cutting lines with 1/4" masking tape. Tape the cutting areas along the front bumper (as indicated in Photo 6)
- 6a door areas (as indicated in Photos 6A & 7), and along the rear bumper area (as indicated in Photo 7A). Tape approximately 1"-1 1/2" from all edges or perimeters.
- 7
- 7a
- 8 Using a pneumatic panel cutter, cut along your tape lines.
- 9 Illustrates the front fender removed.
- 10 Illustrates the rear fender removed. Leave your rocker panels on.



PHOTOS/STEPS

- 11 Illustrates the car after necessary cuttings.
- 12 In order to properly glass the Chalon fenders onto the original fender areas, scrape out all road tar and undercoating beneath fenders with a putty knife. Scraping is not necessary near the front area of the rear fender closest to the door. The fender should be sufficiently rigid 12"-14" from the door line.
Next, apply a body grinder to the fender "cut areas" (as indicated in Photo 12). This grinding process is necessary to insure glass adhesion to the car.
- 13 Using a jig-saw on the front fender, cut slices in the fender 6" apart, running perpendicular
13a to the panel cut lines. The slits promote a flatter ledge area, and thus, a straighter surface during fender application.
- 14 Use a dolly and a hammer to level the slit areas; your fender should lie flat and flush when test mounting.
- 15 Illustrates the area being ground. Setting the Chalon fender on it will show you which areas are to be ground. (Every area in which the fender touches the car will have to be ground). After grinding them, set Chalon fenders off to the side.

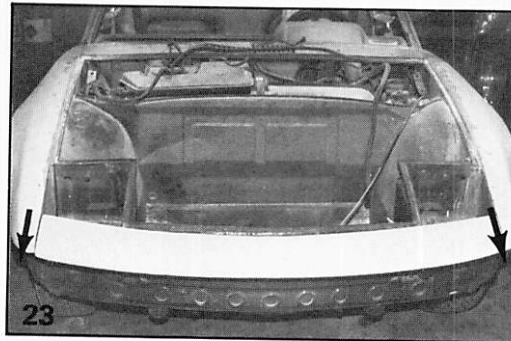
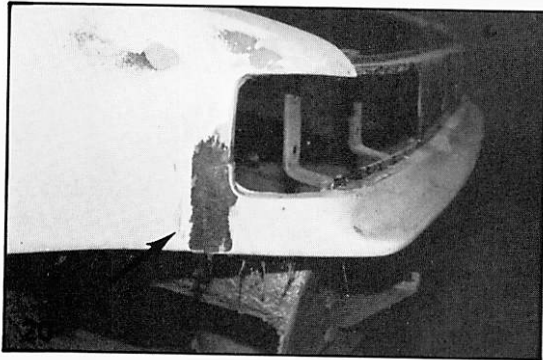
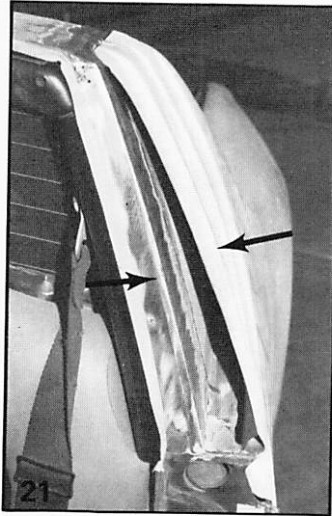
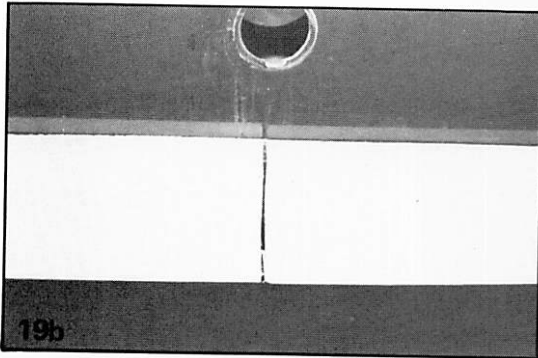
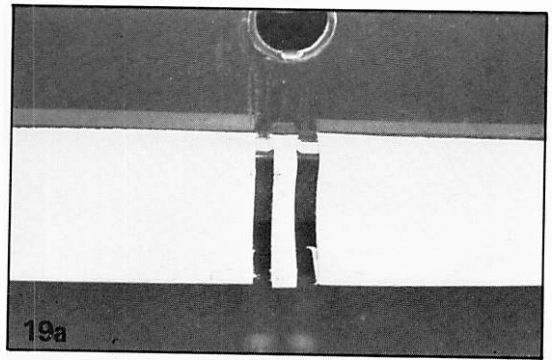
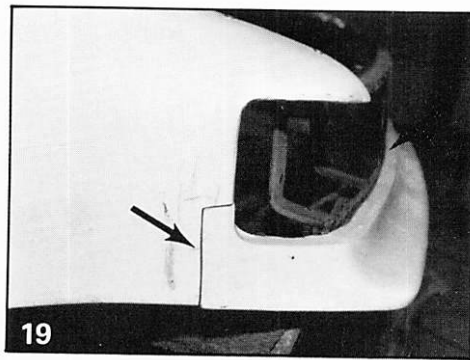


PHOTOS/STEPS

- 16** Cut off the channel edges from the Chalon fender before mounting the fender onto the car.
- 16a** This step is recommended in order to minimize fitting and alignment at the trunk deck lid area.
- 17** Once you remove the channeling, set the fender on and line it up. Using a pen so that
- 17a** the Chalon fender will sit in the recessed area where the original trim was located, make cutting marks along the rear window. Take a skill saw and cut off that area of the fender. Then, reset the fender and make certain it fits properly and flush. You are now ready to mount your fender.

- 18** Markings for your existing rocker panels should be made at Chalon fender drop-off points to insure proper alignment for Chalon front and rear fenders. Once this is done, place rocker panels off to the side.

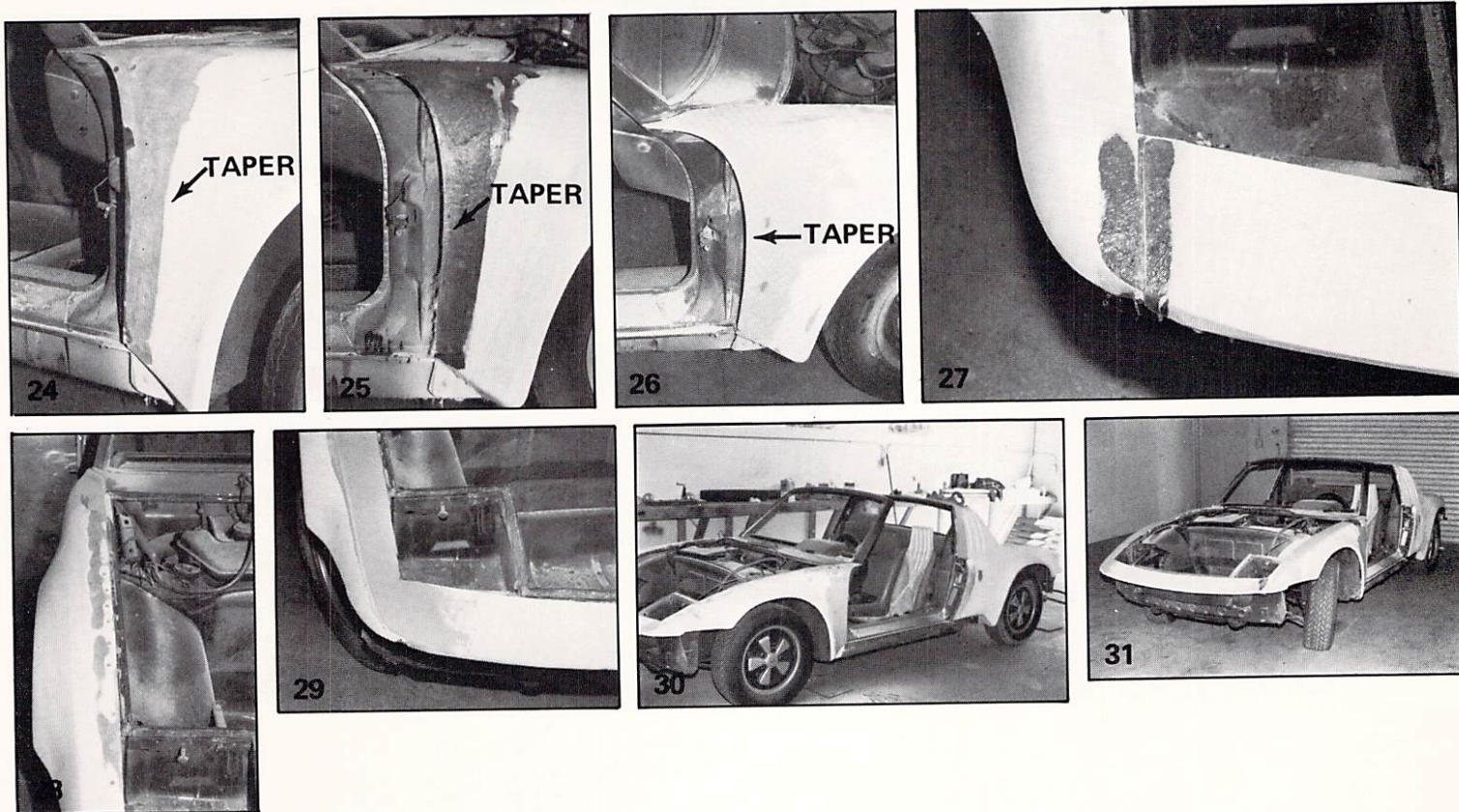
Drill holes in the Chalon fender approximately 2"–3" apart. Recommended: 1/8" pop-rivets. Pop-rivet the rear fender to the car. Note: Place bumper up to fenders and check the alignment from end to end. Soak a fiberglass strip, approximately 1½" wide, in resin. Remove excess resin, then place the strip on the top edge of the door area. Repeat the fiberglass process beneath the fender in the same manner, using a strip approximately 3" wide. It is now glassed underneath and pop-riveted on. See Photo 25 on Page 7 for reference.



PHOTOS/STEPS

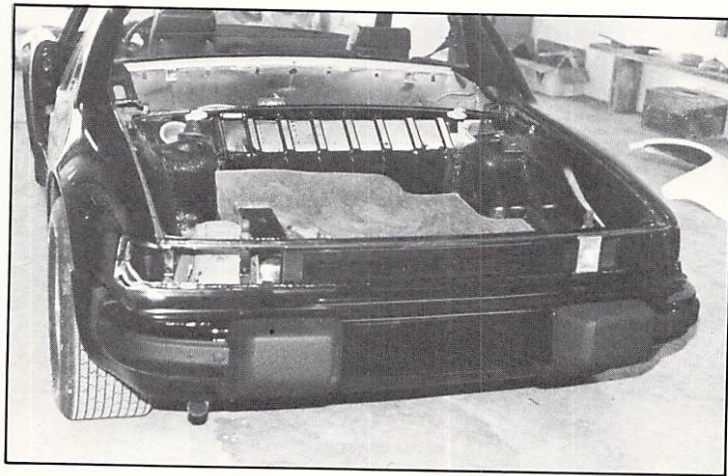
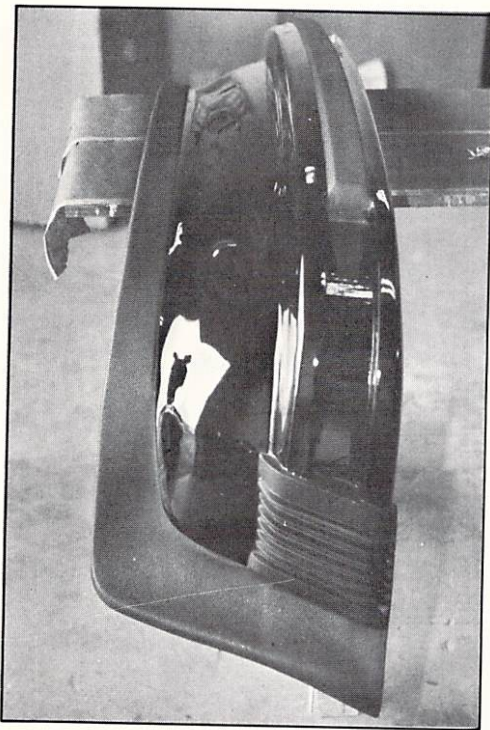
- 19** Rear valance mounting. Set the rear valance on and line it up along the back edge (under the tail lights) so that it sits flush with the tail end of the fender. Use a pen and mark along your fender at the corner angle of placement. The valance can then be glassed to the rear fender without leaving a ridge or gap. Do not let the valance overlap. It must meet flush. Because of the different mounting methods, it is sometimes necessary to modify the rear valance and the rear bumper to match perfectly to the fenders.
- 19a** Shows the rear valance being shortened and put back together.
- 20** Glass the rear valance to the rear fenders. Note: Test tail light assembly alignment. Make sure it fits in the original position. If it does not fit, a slight modification of glass in the area may be required.
- 21*** Toward the front of the rear fender, (at the roll bar area), is an open space between the body and the fender. A cap is supplied which fits internally, semi-flush to the surface. This cap must be glassed in.
- 22*** After fitting cap, Bondo may be used to fill in and give a clean finish. This completes the rear assembly.
- 23** Before permanently installing the front fenders, temporarily attach the valance and line up the fenders. Mounted, the fenders should extend out and touch the end of the valance. Line them up and then proceed to mark the fenders (with a pen) at the points where the fenders are going to be joined to the car. Once this is completed, you are ready to install fenders.

*Kits supplied after June 1, 1979 do not require steps #21 and #22. Pop rivet fender onto the leading edge of side roll bar area and replace window channel. Check window opening and closing.



PHOTOS/STEPS

- 24** Remove the valance and front fenders. Utilizing the same methods required in rear assembly installation, (glassing and then using the 1/8" pop-rivets), mount your fender. After the fender is dried and cured, drill out the pop rivets and grind by the door; then, grind downwardly (taper it down to the door area). Be sure that it tapers gradually.
- 25** Glass over the first layer. Lay the 2" glass strips down. Let them dry and cure. Grind basically the same way you did in Step 24, tapering it down to the door. You are now ready to apply Bondo.
- 26** Apply Bondo and then sand with a straight-line sander. The Bondo must be tapered down towards the edge of the door. To avoid any type of drop-off when mounting the doors, the fender must not protrude from the original fender line and must maintain the 1/8" thickness of the original fender. You are now ready to mount your front valance.
- 27** Pop-rivet the valance onto the front half of the car and grind along the points where the fender and the valance join. After grinding, glass them together. Although it is not necessary to join the fender to the valance, this process is recommended for appearance purposes. Once you grind and glass it, apply Bondo and smooth it out.
- 28** 1/8" pop-rivets are drilled out and the holes are counter-sunk and filled with Glass Matter (a resin thickener). Counter sink them using a 3/8" drill (tapering them). This method eliminates the possibility of pin holes that might otherwise chip out. Do not use straight resin or cracking may occur. Ground-up fiberglass mixed with resin is recommended. After the holes are filled, grind the areas into a smooth finish. Grind all the way down atop the front fenders, apply some Bondo, and level out the front fenders. If not, the car will be slightly wavy on the top part of the fenders when mounting them. (On a dark car this will show).
- 29** Shows the Bondo method referred to in Step 28.
- 30** Shows the car as it sits mounted with the rear fenders, the rear valance, the front fenders, and the front valance. The kit is basically together now and is ready to be primed. The glass work is completed.
- 31** Another view of the car with all the glass products attached.
- Mitcom suggests the Dupont 100-S Primer as sufficient for your needs. It is a good thick primer that sticks well, and fills satisfactorily any existing sand scratches. Set the car off to the side.



HELPFUL HINTS

Light Mounting

Cut out light holes large enough that when test mounting the lights, they will nearly fall through the holes (if unsupported). Construct a U-shaped channel bracket. Sizing is dictated by aligning the brackets with the stock light mountings.

Next, drill out the brackets. After that process is completed, pull out the lights; then, glass the brackets onto the fender. Make certain the lights fit properly. You are now ready to prime and paint the bumper.

Rear Bumper Mounting

When mounting the rear bumper, utilize the same methods used in mounting the front bumper. Use your stock rubber spacers, first removing the metal inserts. Line up the bumper, using the stock bumper holes as guides, and mark the areas to be drilled. Remove the bumper and drill the holes. You are now basically ready to mount the rear bumper. To get it to line up exactly with the fenders, take a couple of thin aluminum plates and place one on top and the other at the bottom, (use as washers). Drill a hole through the lip on the bumper and through the lip on the fender, then bolt them together in matching alignment.

Preparation for Painting and Assembly

The car should be prepared with the bumpers removed (as in Photo 31). At this point, prime and sand down the car. While painting the car in sections, Mitcom advises usage of acrylic lacquer over the body and a clear urethane enamel over the bumpers. While the car sits without doors, deck lids, and bumpers, paint that section of the car.

Rather than simply overspraying, paint the door separately for easy access to the door jam.

Painting of the Bumpers

Mitcom advises using a clear urethane enamel over the bumpers to resist possible chipping. 3M Rubberized Undercoating No. 08883 is suggested on the simulated rubber portion of the bumpers. This undercoating helps prevent smudging.



TRACK/ROAD EQUIPMENT

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