



Installation Instructions for the CorkSport Type "MS" Lip for 89-91 RX-7



Installation instructions for the CorkSport 'Type CS' Series 4 Rx7 Front Lip



Installation instructions for the CorkSport 'ODURA' Lip 4 Rx7 Front Lip

Thank you for your purchase. If you have any questions please call Cork Sport at 360 260 CORK

TOOLS

- 8mm wrench or socket
- Floor Jack
- Double Sided Tape/Foam Tape
- Philips screwdriver
- Two jack stands

NOTE: At CorkSport, we try to make parts that require little or no modifications to the part to install. However, when working with vehicles of this age it is common to experience some differences in fitment between vehicles. For that reason, some trimming may be required to the part for it to fit correctly to your vehicle.

NOTE: Before you start test fit the lip on your car. Make sure the lip fits snugly on the back corners of the wheel well on the bumper. You may need to sand or file the back side of the lip to get the contour to fit properly.

NOTE: The front of your car will be lower. Take care when pulling into parking spaces with curbs, steep driveways, and avoid road debris.

DANGER: Follow instructions that came with your jack/stands. Death and or significant property damage could result if you do not.

Installation instructions for the CorkSport 'ODURA' Lip 4 Rx7 Front Lip

Follow steps for "MS" style lips for installation of the "ODURA" style lip.

Installation Instructions for the CorkSport Type “MS” Lip for 89-91 RX-7

Step 1: Jack up front of RX-7 and place securely on jack stands.

Step 2: Remove two (2) Philips head screws (one on each side) from factory lip to fender.



Step 3: Remove 15 8mm/Philips head screws from factory lip to bottom of bumper.
Remove lip.



Pictures continued on next page.



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Step 4: Using 9 of the original 8mm head screws, install CorkSport type “MS” lip on bottom of bumper and tighten screws.

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This concludes the installation instructions for your new CorkSport type “MS” lip.

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Installation instructions for the CorkSport 'Type CS' Series 4 Rx7 Front Lip

Step 1: Jack up the front of vehicle and place securely on jack stands.

Step 2: Remove the 17 8mm/Phillips head screws holding on the factory lower lip.

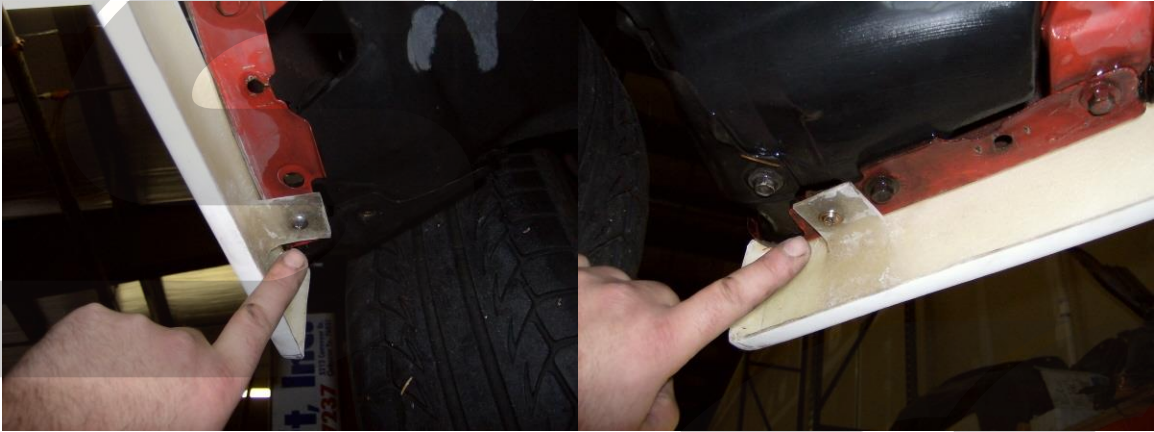


Step 3: Apply the two sections of double sided tape on the inside edge of the lip on the left and right corner of the bumper. Leave the red film on the tape for now.



Step 4: Using 2 of the previously removed screws, attach the new lip at the 2 mounting brackets on the ends, up to the fender of the car. Leave somewhat loose at this time.

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Step 5: Position the lip up onto the bumper and using 2 more of the original screws, attach the 2 inner mounting brackets to the bumper.



Step 6: Peel the backing from the double sided tape and press against the bumper.

Step 7: Go back and tighten all 4 screws.

Step 8: Remove vehicle from jack stands.

Install complete, enjoy!

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INSTALLATION INSTRUCTIONS: FIBERGLASS PARTS PREP



THERE ARE A NUMBER OF CONSIDERATIONS TO BE MADE WHEN PREPARING FIBER REINFORCED POLYMER (FRP) PARTS FOR INSTALLATION ON YOUR VEHICLE. DEPENDING ON THE NATURE OF THE PART, YOU MAY WANT TO DO ALL OF THE WORK YOURSELF FOR PREPARING AND PAINTING THE PARTS TO MATCH YOUR VEHICLE. ON THE FAR END OF THE SPECTRUM, YOU MAY HAVE A SET OF FENDER FLARES THAT NEED TO BE 'GLASSED IN' FOR SEAMLESS INTEGRATION INTO THE BODY OF YOUR CAR. FOR THE MOST PART, THIS SHOULD BE LEFT TO FIBERGLASS PROFESSIONALS. IF YOU'RE GOING THIS ROUTE, IT MAY BE GOOD TO FIND A LOCAL FIBERGLASS SHOP (THINK BOAT HULLS AND JET SKI'S WHEN YOU'RE FLIPPING THROUGH THE YELLOW PAGES LOOKING FOR THE PRO'S). ALTERNATELY, YOU CAN HUNT AROUND FOR A BODY SHOP THAT IS KNOWN LOCALLY FOR THEIR PROWESS IN FIBERGLASS INSTALLATION.

ONE GOOD ROUTE IS TO CHECK WITH LOCAL CORVETTE OR KIT CAR CLUBS OR FORUMS AS THEY ARE USUALLY WELL VERSED IN WHO DOES GOOD GLASS WORK AND WHO SHOULD BE AVOIDED.

IF YOU ARE GOING TO HAVE A LOCAL BODY SHOP DO THE PAINT WORK ON YOUR FRP PARTS, THERE ARE SOME PROCESS CONSIDERATIONS THAT YOU SHOULD UNDERSTAND PRIOR TO TAKING ANY ACTION ON YOUR OWN.

THE NORMAL PROCESS OF PREPARING A FRP PART FOR FINISH BODY WORK AND PAINT IS TO TEST FIT THE UNPAINTED PART, DO ANY PREPARATION BODY WORK FOR FINISH MATCHING THE EDGES TO THE CAR BODY, REMOVE THE PART, PREPARE AND PAINT, THEN INSTALL THE FINISHED PARTS ON THE CAR. IF THE PARTS ARE GOING TO BE GLASSED INTO THE SURFACE OF THE CAR, PAINT WORK MUST BE DONE ON THE CAR FOR BLENDING TO THE BODY COLOR.

1. FITTING & FINISH BODY WORK OF YOUR FRP PARTS:

YOU CAN PERFORM ALMOST UNLIMITED BODY WORK AND MODIFICATION ON FIBERGLASS PARTS, WHICH IS ONE OF THE VALUABLE AND VERSATILE ITEMS THAT MAKES IT A DESIRABLE MATERIAL TO WORK WITH.

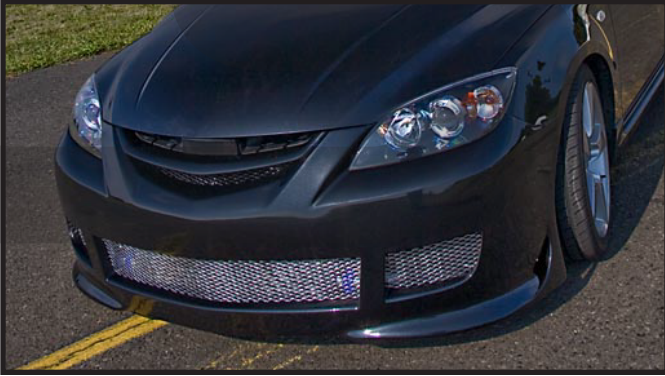
A. CURING AND PRE-MODIFICATION PREPARATION. WITH LARGER FIBERGLASS PARTS, IT IS GOOD TO LET THE PARTS SIT OUT IN THE WARM SUN PRIOR TO MAKING ANY MODIFICATIONS ON THEM. THIS ALLOWS THE RESIN IN THE GLASS TO TIGHTEN UP A BIT AND LET ANY TINY AIR BUBBLES THAT MAY BE IN THE GLASS TO COME TO THE SURFACE. FAR BETTER TO HAVE THIS DONE IN ADVANCE THAN ONCE YOUR PAINT OR FILLER HAS BEEN APPLIED. IN ADDITION, GIVING THE GLASS THE OPPORTUNITY TO TIGHTEN UP IN THE SUN MAY CHANGE THE WAY YOU NEED TO MODIFY AND 'FIT' THE PARTS TO THE CAR WITH BODY WORK WHICH AFTER THE CURING PROCESS MAY NOT EVEN BE NECESSARY. THIS IS A TOP PERCENTILE STEP. IF YOU'RE BUILDING A SHOW CAR, BY ALL MEANS, TAKE IT. IF THIS IS A LOWER LIP FOR YOUR DRIFT CAR, YOU MIGHT FOREGO IT. THE PRO'S INDICATE THAT THE LONGER THE BETTER FOR THE CURING PROCESS. A DAY OR TWO FOR A TOP NOTCH JOB SHOULD BE THE MINIMUM. JUST MAKE SURE NOT TO LEAVE YOUR PARTS OUT IN A DAMP ENVIRONMENT OR YOU'LL MOST LIKELY ROLL BACK THE ADVANTAGES OF CURING THE PARTS IN THE UV/HEAT OF THE SUN. THAT BEING SAID, BE PATIENT - WANTING TO GET YOUR PARTS ON THE CAR RIGHT NOW AND DOING YOUR WORK IN HIGH HUMIDITY OR WET ENVIRONMENTS COULD GET WATER INTO THE LAYUP AND EFFECT THE INTEGRITY OF THE PARTS.

B. PART FITTING. THIS IS ONE OF THE MOST CRITICAL STEPS - AND CERTAINLY ONE THAT YOU CAN DO YOURSELF IF YOU ARE PLANNING ON HAVING A BODY SHOP DO THE FINISHING WORK. DURING THE FITTING PROCESS, PUT THE PARTS ON THE CAR AND EVALUATE THE GAPS BETWEEN ADJACENT PARTS AND AREAS WHERE THERE MAY BE PINCH POINTS OR WHERE THE FRP PARTS COME INTO TOO CLOSE A PROXIMITY TO THE ADJACENT PANELS AND PARTS. THESE ARE THERE AREAS THAT YOU WILL NEED TO ADJUST USING YOUR BODY WORKING TOOLS (SANDING BLOCKS, FILES, ETC) SO THAT ONCE THE PAINT IS APPLIED, IT

INSTALLATION INSTRUCTIONS: FIBERGLASS PARTS PREP

1. FITTING & FINISH (CONTINUED):

DOES NOT CHIP BY RUBBING ON THE ADJACENT PANELS. ONCE YOU HAVE ACCOMPLISHED CURING OF THE PARTS TO YOUR SATISFACTION, YOU'LL WANT TO FIT THE PARTS ONTO THE CAR AND EVALUATE THEM FOR ANY HIGH SPOTS, LOW SPOTS OR AREAS WHERE THEY NEED SLIGHT MODIFICATION TO SMOOTHLY TRANSITION INTO THE ADJACENT PANELS ON THE CAR. YOU CAN MAKE NOTE OF HIGH AND LOW SPOTS USING A FELT TIPPED PEN AND INDICATING A (+) OR (-) SIGN TO INDICATE HIGH OR LOW.



COMPATIBLE BODY FILLER ON THE EXPOSED AREA, APPLYING IT INTO ANY POROUS AREAS WITH A RUBBER SPATULA OR OTHER BODY TOOL THAT CAN ENSURE EXCELLENT COVERAGE OF THE AREA.

C. FILLING & SANDING. WORKING WITH FIBERGLASS IS JUST LIKE WORKING WITH A BODY FILLER OR ANY OTHER SANDABLE OBJECT FROM WHICH YOU CAN REMOVE MATERIAL. THE KEY PARTS TO REMEMBER ARE THAT WHEN YOU REMOVE THE GELCOAT TO MAKE AN AUGMENTATION OR CHANGE TO THE PART, YOU OPEN UP THE POROUS SURFACE OF THE FIBERGLASS BELOW. FOR THIS REASON, YOU SHOULD TRY YOUR BEST NOT TO SAND THROUGH THE GELCOAT ON YOUR FIBERGLASS PARTS. WHEN YOU DO, IT IS EXTREMELY IMPORTANT TO USE A FIBERGLASS COMPATIBLE BODY FILLER ON THE EXPOSED AREA, APPLYING IT INTO ANY POROUS AREAS WITH A RUBBER SPATULA OR OTHER BODY TOOL THAT CAN ENSURE EXCELLENT COVERAGE OF THE AREA.

D. RINSE & REPEAT. EACH OF THESE STEPS OF MODIFYING, FILLING, SANDING IS REPEATED UNTIL YOU HAVE A SURFACE THAT GETS YOU THE RESULTS YOU WANT TO SEE WITHOUT ANY EXPOSED INTERIOR OF THE FIBERGLASS PANEL. FOR YOU OR I, THIS BODY WORK PROCESS MAY SEEM ARDUOUS AND NEARLY IMPOSSIBLE DEPENDING ON THE LEVEL OF ACUITY YOU'RE ATTEMPTING TO ACHIEVE, BUT FOR A PROFESSIONAL BODY-MAN THIS WORK CAN BE JUST A WALK IN THE PARK. LIKE ANYTHING, EXPERIENCE BUILDS SKILLS THAT LAST A LIFETIME. SO IF YOU DECIDE TO DO IT YOURSELF, KNOW THAT YOU'RE BUILDING YOUR REPERTOIRE OF SKILLS THAT CAN COME IN HANDY ON A MULTITUDE OF PROJECTS IN THE FUTURE. SOON ENOUGH, YOU'LL BE LAYING UP CUSTOM FIBERGLASS PARTS AND GLASSING YOUR OWN FENDER FLARES INTO YOUR CAR.

2. PREPARATION FOR PAINTING YOUR CORKSPORT FRP PARTS:

FRP/FIBERGLASS IS RELATIVELY EASY TO PREP FOR PAINT. THE PRODUCT HAS TWO SIDES - THE COSMETIC SIDE HAS A GLOSSY GELCOAT SURFACE ON IT, THE BACK SIDE OF WHICH IS THE RAW FIBERGLASS. EACH OF THE SIDES ARE PREPARED AND FINISHED WITH DIFFERENT METHODS AND COATINGS (THE BACK SIDE BEING OPTIONAL BUT RECOMMENDED TO PREVENT WATER ABSORPTION INTO THE PART).

FRONT SIDE: THE MOST THOROUGH METHOD TO SCUFF, PRIMER, OPTIONALLY USE A GUIDE COAT AND HAND SURFACE THE PART AND FINALLY PAINT THE PART. MANY OF THESE STEPS ARE INCLUDED IN THE PROCESS OF MAKING MODIFICATIONS, DETAILED ABOVE - BUT SHOULD BE OBSERVED WHEN SIMPLY PAINTING A PART AS WELL FOR BEST RESULTS.

NOTE: FIBER REINFORCED POLYMER IS SUSCEPTIBLE TO WATER ABSORPTION WHICH CAUSES DELAMINATION OF THE LAYUP OF FIBERS AND THE RESIN BINDER. IT IS CRITICAL TO DO YOUR WORK IN A DRY ENVIRONMENT AND AVOID GETTING THE UNFINISHED KEYED PARTS WET. WHEN SHOOTING PAINT, IT IS ALSO CRITICAL TO KEEP HUMIDITY LOW (BOTH IN THE AIR AND IN THE PAINT SYSTEM ITSELF - WATER SEPARATORS IF YOU'RE USING A PAINT GUN ARE ABSOLUTELY CRITICAL TO THE LONGEVITY OF YOUR PARTS).

A. PREP FOR PRIMER. USE A SCOTCH BRITE PAD (SIMILAR TO WHAT YOU WOULD USE TO SCRUB POTS, BUT A VERSION THAT CAN BE FOUND AT A PAINT OR AUTOMOTIVE STORE - USUALLY A REDDISH BROWN COLOR RATHER THAN GREEN) TO LIGHTLY SCUFF THE SURFACE TO A SMOOTH MATTE FINISH. AS AN ALTERNATIVE YOU CAN START WITH 200+ GRIT

INSTALLATION INSTRUCTIONS: FIBERGLASS PARTS PREP

2. PREPARATION FOR PAINT (CONTINUED):

SANDPAPER, BUT TAKE IT EASY, YOU'RE JUST DULLING THE SURFACE, NOT REMOVING MATERIAL. THIS IS OFTEN CALLED KEYING THE SURFACE - IT GIVES THE PRIMER SOME TEETH TO GRAB AHOLD OF A LARGER SURFACE AREA AND KEEPS THE PREVIOUSLY SMOOTH, SLICK SURFACE FROM PREVENTING ADHESION TO THE PRIMER.

B. SELECT PRIMER. SELECT AN APPROPRIATE SANDABLE PRIMER FROM YOUR LOCAL PAINT STORE. DEDICATED PAINT STORES THAT CARRY SEM AND PPG PRODUCTS ARE GOING TO BE ABLE TO DIRECT YOU TO THE BEST PRODUCTS THAT ARE AVAILABLE IN YOUR AREA FOR GELCOAT AND FRP. DUE TO THE WIDE VARIETY AND AVAILABILITY OF PRIMERS AND PAINTS, WE DO NOT HAVE ANY SPECIFIC RECOMMENDATION OF A BRAND, BUT THERE ARE A MULTITUDE OF APPROPRIATE OPTIONS ON THE MARKET.

C. SPRAY PRIMER. SPRAY YOUR PREVIOUSLY KEYED FRP PART WITH 1-2 COATS OF SANDABLE PRIMER (MORE IF YOU PLAN ON DOING FURTHER SANDING AND PREP WORK, LESS IF YOU JUST WANT THE COLOR COAT TO STICK PROPERLY AND AREN'T AS INTERESTED IN FINE TUNING THE SURFACE SHAPE OR FINISH). OBVIOUSLY, YOU NEED TO FOLLOW THE MANUFACTURER'S INSTRUCTIONS FOR DRY TIME BETWEEN COATS, BUT IF YOU NEED MORE THAN THAT, YOU PROBABLY NEED TO GO OVER THE FILLER STEPS ABOVE.

⚠ CAUTION: USING A SANDABLE PRIMER AS YOUR FINAL COAT OF PAINT MIGHT SEEM LIKE A GOOD IDEA, BUT THE REALITY IS THAT THE TOP LAYERS OF PRIMER WILL ABSORB WATER WHICH WILL PREVENT PAINT ADHESION AND POTENTIAL DAMAGE THE LAYUP.

D. GUIDE COAT. OPTIONALLY USE A PRIMER GUIDE COAT TO FIND HIGH AND LOW SPOTS IN THE FIBERGLASS, UTILIZING VARIOUS BODY TOOLS AS NOTED ABOVE IN THE MODIFICATION AND FILLING SECTIONS.

E. FINAL SANDING & COLOR COAT. AS A FINAL PREPARATION OF THE SANDABLE PRIMER PRIOR TO THE FIRST COAT OF COLOR, SCUFF THE SURFACE OF THE SANDABLE PRIMER WITH 400 GRIT SANDPAPER. SHOOT THE PART WITH YOUR COLOR COAT ALLOWING THE PAINT TO FULLY DRY AND CURE PER MANUFACTURERS INSTRUCTIONS. FOLLOW THE FIRST COAT WITH A 400 GRIT SANDPAPER (IF YOU'RE DOING 3 OR MORE COATS) OR A 1000 GRIT 'WET' SANDPAPER IF YOU'RE ONLY GOING TO SHOOT A SECOND COAT. SHOOT THE PART WITH YOUR SECOND COAT OF COLOR AND ALLOW TO DRY. IF YOU ARE SHOOTING FURTHER COATS, CONTINUE THE 1000 GRIT FINISHING AND SHOOT FURTHER COATS.

BACK SIDE OF PARTS A NUMBER OF DIFFERENT OPTIONS ARE AVAILABLE.

A. IF YOU'RE LOOKING FOR A PERFECT LOOK ON THE BACK SIDE OF YOUR PARTS AS WELL AS ON THE FRONT, YOU'LL WANT TO SEE THE SECTION ABOVE ON USING BODY FILLERS AND FINISHING TECHNIQUES TO PROVIDE THE BEST SURFACE POSSIBLE TO SURFACES THAT DID NOT COME FROM THE FACTORY WITH GELCOAT (GENERALLY THE SIDE THAT IS NOT ATTACHED TO THE SURFACE OF THE FIBERGLASS MOLD). THIS TAKES A LOT OF WORK AND WON'T BE DETAILED HERE.

B. AS AN ALTERNATIVE, YOU CAN USE PRODUCTS LIKE LINE-X TO SEAL UP THE BACK SIDE OF YOUR BUMPER OR INSIDE OF YOUR FENDERS OTHER FRP PART, MASKING OFF THE EDGES TO ENSURE THAT NONE OF THE RUBBERY LINE-X MATERIAL GETS ON THE COSMETIC FRONT OR TOP SURFACE OF THE FIBERGLASS PARTS.

C. WITH HOODS, THE EASIEST WAY TO MINIMIZE FINISHING WORK ON THE UNDERSIDE OF THE HOOD IS TO SOURCE FACTORY HEAT SHIELD BLANKETING MATERIAL TO AFFIX TO THE UNDERSIDE OF THE HOOD.

WITH THIS START, YOU SHOULD BE ABLE TO GET THE BALL ROLLING WITH YOUR NEW FIBERGLASS PARTS AND BE ABLE, WHEN NECESSARY TO HAVE AN EDUCATED CONVERSATION WITH YOUR BODY SHOP IF YOU CHOOSE TO GO THAT ROUTE WITH THE FINISHING OF YOUR PARTS.