



P/N S197-300


US Patent Pending

2005-09 Flush Mount Louver Installation Instructions

Thank you for your purchase of SilverHorse Racing products. Please read all directions before beginning the installation. A factory shop manual should be available for reference during installation. If, after reading these and any accompanying directions, you feel that you may not be able to complete the installation safely and properly, please seek out professional installation by certified technicians. Please read and understand our product purchase agreement (attached) prior to starting installation.

The louvers are made to the highest standards in the USA, on US-made molds. Occasionally, a minor “flow” mark may be present in one of the clear visibility areas. These minor flow marks should be considered normal, and are not a flaw in the product. Pieces that have large obtrusive flow marks, or multiple marks in them are destroyed and not offered for sale. Each piece is hand-inspected prior to shipment to insure it meets with our standards. Pieces ordered pre-painted are made using the color code, name, and vehicle VIN # supplied to us. If the color is not an acceptable match, the pieces may be returned PRIOR to installation for an unpainted set and credit of the pre-paint portion of the purchase. Returns of pre-painted pieces will not be accepted after installation, and although we use the highest quality materials and methods in our paint work, due to factors beyond our control there is no guarantee of paint life after installation. Be aware that especially with metallic colors, even though the color match may be perfect, the angle of light reflection may show a different shade when installed – this is not a flaw of the paint work, but the nature of the metallic paint and how the transparency of it affects reflected light.

Expected installation time is 2.5-3.0 hours for a first-time installer, not including paint time of the outside of the part(required to some degree on all sets), and the assistance of another person is recommended to aid in the removal process. Unless otherwise noted, all directions are to be repeated for both sides of the vehicle (driver and passenger sides).

| TOOLS / MATERIALS REQUIRED: | |
|---|---|
| 3/8” Ratchet , 14mm Socket | 1/4” Ratchet and T20 Torx bit |
| Windshield removal tool kit (available separately)  | 3M Urethane Sealer / Adhesive or equivalent and caulk gun (available separately) – primer for sealer may be required.  |
| Masking Tape | Razor or cleaning scraper |
| Safety glasses (please wear at all times during installation) | Small prying / pick tool |
| Trim removal tool | Rubbing alcohol / degreaser and paper towels |

1. With the key in the on position, lower the front windows to the down position. Turn key to the off position and remove from ignition, making sure vehicle is in park / neutral and the parking brake is set. This step is important to insure the new seal dries properly at the end of the installation. Move front seats forward for room to work in back.

2. Using a small pick tool, open the coat hook cover and remove it using the T-20 Torx bit.



3. The top seat belt bolt is next. Remove the cover cap first.



4. After removing the cover cap, the bolt can be removed with a 14mm socket.



5. Remove the door sill plate on at least the back edge of the door jamb. This is held in with retaining clips and small strips of double-sided adhesive. Care in pulling this cleanly will insure that the tape will be able to be re-used. If it is damaged in this step, or if you would like, new tape can be purchased at most auto parts stores. We recommend 3M VHB tape for this.

6. A close-up of one of the VHB tape strips:



7. Remove the lower rear seat cushion. This is held in place by two push clips. To remove, push slightly down and back on the front of the rear seat lower cushion at the same time. As you push back, start to lift the cushion. When it is pushed back sufficiently, it will lift up rather easily. Remove from the vehicle.



8. Rear seat lower cushion push-clip close-up.



9. The roof pillar / A-pillar cover needs to be moved for clearance or removed entirely so that the rear quarter panel trim panel can be removed. It is retained by push-clips on the backside.



10. Fold down the top section of the rear seats to expose the push-pin clips holding the interior quarter panels in place (lower). Remove these clips with a trim removal tool. After removing push-pins, the remainder of the panel will “snap” out. The seat belt must be routed through the panel as it is removed, and the panel must be “walked” off of the quarter panel weld seam at the door jamb.



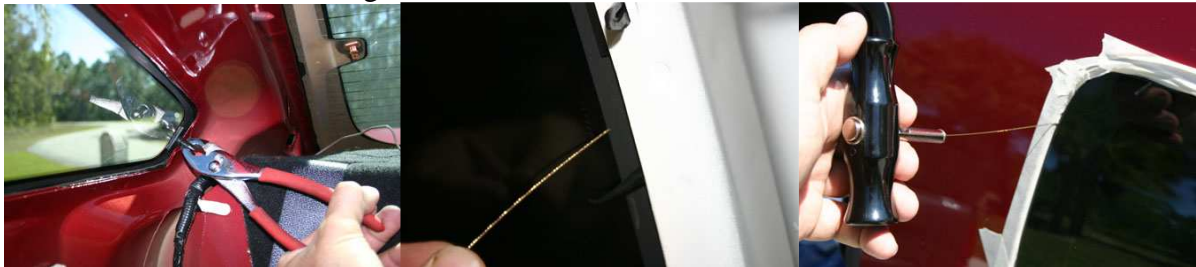
11. Note two of the slots for the retaining clips visible in this photo of the upper quarter panel trim piece after it is removed. Remove defroster wiring prior to removal of this upper panel.



12. On the outside of the vehicle, a protective tape mask needs to be placed around the edge of the quarter window being removed. Use a good quality masking tape, and put down at least two layers, rolling around the body seam leading into the window pocket. This tape is to protect the paint from accidental rubbing of the cutting wire in the following steps, but will not protect against careless use of the cutting wire.



13. The window is retained by urethane adhesive sealant and two locating pins used at the factory to hold the window in place as it dries. The locating pins are not included on OEM replacement glass or on the replacement louver kit. These pins can be removed and discarded to aid in the glass removal process or left in place. Start the removal process by carefully feeding the cutting wire through the seal near one of the pins using the piecing tool that is part of the windshield removal kit. A length of about 16-20" works well to give enough room to "saw" the seal with the wire. Use the pick tool if needed to help guide the wire away from the car body as it exits the seal. Add the T-handles to the cutting wire, and working the wire back and forth, cut around to the next pin. Remove the wire, restart on the other side of the pin, and work the rest of the way around the glass. Going around a second time through the cut made is good insurance and only takes an extra minute or two to complete if it is needed. Under no circumstances should you pry on the glass – while glass is strong, it is brittle, and will shatter if mishandled. It is possible with care to remove the factory glass without damage so it can be re-used at a later time if desired. The pins should be the only thing holding the glass in position at this point if they were not removed previously. After you are sure that all of the adhesive has been cut, gently press on the glass from the inside while someone outside receives it. If there is any excess force required, stop, and re-check that the seal has been completely cut. Beware that the glass may "fall out" if the pins were removed earlier and the entire seal is cut, so having someone outside to catch the glass is recommended.



14. With the window safely removed, clean up the seal area where the new louver will be installed. It is not necessary to completely remove the original seal; it is actually recommended that a small amount (.005-.025") of the seal be left for the new seal to help adhere to. With that in mind, all loose dust, dirt, and seal cuttings need to be removed and cleaned from the surface. Also, pay close attention to the way in which the seal is laid out which helps to insure that no water can be trapped above the seal at the point where the two ends connect in the front area near one of the guide pins. After the area has been cleaned, wipe down with rubbing alcohol and clean any smudges made by the cutting of the seal. The tape can now be removed, and the window frame area cleaned up.



15. Clean the application surface of the louver, and follow sealer's directions for proper priming / preparation of louver surface. When using 3M Fast Weld Urethane, the proper primer is 3M Single step, P/N 08682, available separately – this can also be used to touch-up the pinch-weld if required. Apply the sealer to the prepared and cleaned area where the original seal was on the car's body. Apply enough so that the louver will sit flush to slightly recessed when installed. A

small excess is acceptable as the louver can be pressed in slightly more, while too little adhesive will cause the piece to sit too far below the surface of the body. The louvers are different, and are side specific, so be sure to install them in the correct orientation. The louvers point into the interior of the car (hence flush-mount). Follow the instructions of the seal supplier as to set-up times, and install the louvers. There should be approximately a .110" gap between the bottom of the louver and the body line when installed. A small soft shim or some tape may be required to help hold the louver in place as the seal dries depending upon conditions. Do NOT close doors with the windows in the up position or drive car until the seal has had time to cure. Failure to follow all instructions of seal manufacturer may result in seal failure or loss of louver!

16. After sufficient time has passed for drying, a final check should be made for water sealing and no wind noise. Any abnormal amount of wind noise should be considered as a possible source of water entry, and should be checked to insure water cannot enter the inside of the vehicle. If water does leak into the vehicle, the louver should be removed, and re-installed to insure a proper seal. A properly installed louver will not leak, and has the exact same contours as OEM glass on both the sealing edge and the outer edge (frame) surfaces.



17. Re-install the interior of the vehicle. The entire interior can be reinstalled once both windows have been replaced with the louvers and it is known that no leaks exist. Installation is the reverse of the disassembly / removal steps. Replace any damaged pins or push clips at this time to avoid new "noises" while driving down the road. Torque and install seat belt bolts and coat hooks according to factory service manual directions.

18. After installation and sufficient drying time has elapsed, the louvers may be cleaned with a soft sponge and regular car wash soap. Over time, if scratches become a nuisance in the visibility areas, they may be polished out using a plastic headlight polish, or toothpaste for minor scratches. Do not use abrasive cleaners for normal everyday cleaning of the parts, as they are susceptible to scratching by the abrasives.



If you have any questions, feel free to contact us at the number listed below or via email.

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Email us -
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"If it's not good enough for our cars, we won't make them for yours."

