WELCOME TO MY PROJECT '02 TURBO

KEEP YOUR CURSOR ON THE PICTURES FOR ENGLISH TEXT

Now I have made a decision on the broader. The choice fell on original turbochargers with associated front spoilers. These must be fitted with original rubber moldings and screws. I've been searching the web for a long time for tips on how to fit the rear wheel arches to turbochargers, but haven't found anything. So here is a little description of how I chose to do it, without stating that this is the right procedure.




First, the screen widths were used as a template to mark where the screw holes are coming. Then I measured from the inside of the screen to where the inner screen begins to curve inward (not too far up!), And move this target to the outside of the screen. Once I got several marks on the outside, I drew a line through all the marks, and got a bow within the marked holes.




To cut out the wheel arch, it is probably best to use an air-driven straight grinder with a small cutting disc on it. I did not have enough air to drive the straight grinder, so I used a small electric angle grinder with a well worn disc to get to the bow. I felt that it was quick to cut into the inner screen where there should preferably be no holes. Once the highlighted line was cut, I chose and cut away the outer screen so I could more easily see where to cut the inner screen. I first cut it down at the bottom of the screen. Then I measured the inner screen so that it would lie about 2 cm outside the outer screen when folded out. To be able to fold out the inner screen I had to split it up.

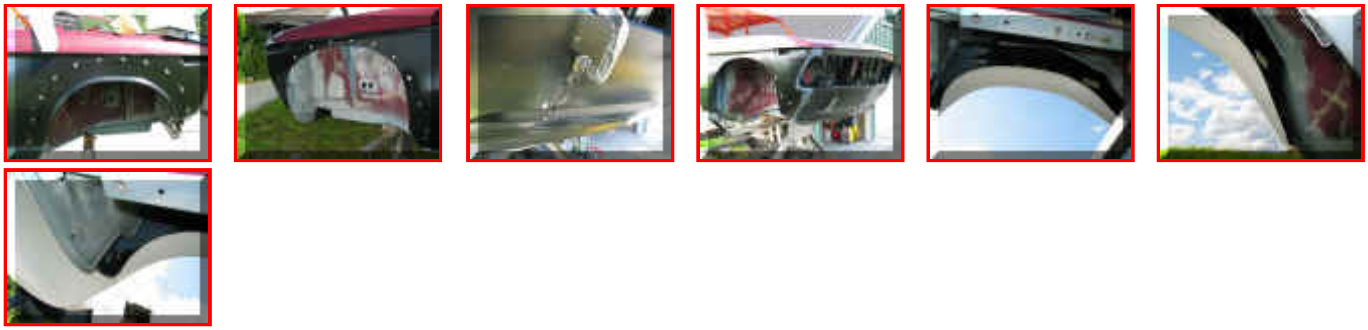




Here is the inner screen split up and folded out. I chose to weld on top of the folded pieces one by one, and cooling with air in between. Even though I thought I was good at cooling, I got some small dents in the screen, but I don't think they become visible when the widths come on. When everything was welded both from the outside and the inside, the ends of the inner screen were cut away, and the welds got a little sanding with the grinding wheel.

Before the front screens were mounted, all surfaces that were facing each other were given an extra coat of primer. Then doors and headlights were temporarily fitted to fit the screens. I had to loosen a couple of spot welds in the front piece under the lamp housing to make the screens fit. It also took some beating and bending to get it right. When the fit looked good, the body kit in the strip was applied to the contact surfaces of the screen and the rim around the lamp housing was filled with liquid putty. The screen was then carefully put in place so that the kit straps did not stick where they should not, and the screws were screwed in.

When both front screens were mounted, I couldn't wait any longer; The spoiler and the widths in front just had to start right away. I had to try a bit with the height of the spoiler. If it gets too far down, it doesn't fit on the sides, and if it gets too far up, the screen widths get too high on the screens. Here are the exact goals in the next update. The fit between the spoiler and the widths is definitely perfect.



Here the banks in front are taken off again. Now it's time to cut the new screens ... GREAT !!. I measured about 2cm from the pop nut and made a dash. Then I drew a line through all the lines from the bottom two front and back. He chose to leave it a bit longer because of the stability of the screens. Two of the

front spoiler mounting holes came just above the bumper recess. Since I'm not going to have prisoners, I chose to seal these recesses to attach to the pop nut.

I have chosen to use pop nuts to attach the screen widths with. It makes it easier to take the widths off and on than with pop nails, and is a much more durable solution than body screws. I've received some feedback from people who haven't heard of pop nuts. They are mounted in the same way as a pop nail, but the pop nut has a portion of threads that stay inside the hole. After the pop nut is mounted, the nut and hole in the body are treated with Owatrol and primer. The recesses in the screen widths fit just 4mm screws with lowering head. The screws I have used in the picture are just black painted, but it may not matter as long as the car will not be used in winter.

As I began preparing for paintwork in the engine compartment, inside and under the car, I came to think of the air intake in the front piece. This is not to be found on tii and turbo, but new front pieces are not delivered without. Since I'm going to have booze and turbo / intercooler, I have to make holes in the front anyway, but they stay at the bottom. Since the intake will have no function, and is no longer nice to look at, I decided to take it away. Again, one of the donor cars came in handy. I've been asked what to do with the old, rusty, front piece, but it came in handy. The inlet was cut away on the new front piece, and the corresponding bit on the opposite side from the old one was taken out and adjusted to the hole in the new one.

The welds around the bit that replace the air intake became tin instead of using steel plastic. The gap between the front screen and the front piece also became weld and tin. Then at least it should not crack up again. The process of adding

tin I read in a book I bought from Gasolin.no. Here I also bought tin, flux and tools. After fine-tuning the surfaces where the air intake stood, it looks like an original '02tii / turbo front piece.









The screen widths are available from lacquers and the mounting must be done. First I cut the rubber molding to the right length and put it on the widths. Then I marked out the holes with black ink and knocked out holes in the list with a hole punch. The acid-fastened 4mm lowering head screws were inserted with sebum inside the head to allow them to slide more easily against the paint in the holes. When I saw the finished result with the black list against the orange varnish, I was glad I chose not to paste / sparkle the widths.

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