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Quick Installation Instructions

1. The assembly area must be free of airborne dust, oils, etc.
2. Bonding surface must be free of all contaminants (dust, oils, wax, silicones, etc.) If wiping of the bonding surface is required to remove any contaminants, isopropanol/water (minimum 50% isopropanol) is recommended.
3. The temperature of the part and the bonding surface should be above 70 degrees F.
4. Remove the release liner from the S Badge emblem and apply the adhesive side to the clean, dry surface in a rolling manner to prevent air entrapment. Be careful not to contaminate the adhesive on the back of the emblem.
5. The assembly should remain about 70 degrees F for 72 to 96 hours before exposure to the outside.

Installation Details

List of needed supplies for installation:

- 1) Xenit Adhesive remover from Stoner, www.moreshine.com,
Or 3M Adhesive Remover available from your local auto store
- 2) Waxed dental floss
- 3) General purpose masking tape
- 4) Soft cotton detailing towel
- 5) Alcohol and cotton balls or alcohol swabs
- 6) Optional: aftermarket finishing/detailing spray, we use Zaino's Z-6.

First, the badges are made layers of foil and other materials, all covered with a pliable urethane clear "lens." They are thin, not more than 1/16 inch thick, so they are very slick and appear to have been molded right into the painted surface of the body work. In comparison, the raised stock badges and aftermarket versions look rather crude. Since the badge colors match the various car colors perfectly, the integrated appearance of the badges is all the more striking. Depending on the color of your car and the color of the badge you chose, the end result could be very subtle and sophisticated or more striking. It's your choice and taste that decides, not somebody else's.

Finally, the installation itself is quite easy. You begin by spraying the stock badges with Xenit or some other adhesive solvent that will not damage the paint. Once the solvent has soaked into the stock badge backing, mark the badge position with masking tape (one piece to mark the bottom, another to mark the center position). Then, you take a long piece of dental floss, work it in under the badge and "saw" the badge adhesive loose with a back and forth motion. You have to work the dental floss all around the stock badge – from the top and bottom and left and right. Both stock badges front and rear have two small pins that are inserted into two small holes in the bodywork. When the badge is loose, you just pull up the top with your fingers, then pull the badge straight up with both hands out of the holes. The pins are not anchored to anything, so there's nothing to damage or lose. (On '02 models 2 pins are used to anchor the front badge. Many have reported that using small needle nose pliers may aid in the removal of the stock badge.)

The badge holes in the trunk have plastic inserts, which will remain in place when you remove the stock badge. You push these out from inside the trunk with your fingers (if you don't, they will prevent the new S badge from lying flat).

Once the stock badges have been removed, use more of the adhesive remover to clean off any remaining adhesive and dirt, and then do a final cleaning of the surface with alcohol or some other cleaner. We recommend an application of your favorite wax in the badge areas at this point.

Finally, you strip the protective covering off the back of the new S badge and set it carefully into place, aligning it with the tape you used to mark the stock badge locations. Rub the entire surface of the new badge firmly to ensure full adhesion (the badges are flexible, and will conform to the slight curvature of the body work). Be sure to give special attention to the area around the small debossed "2000" on the badge. When the badges are firmly adhered, clean and polish them and the surrounding area with Zaino or your other favorite polish, then stand back to admire the new look of your car.

-Wheel Badge installation instructions

This is a very simple procedure. Simply clean the wheel hub cover thoroughly, we suggest rubbing alcohol, and let dry. Notice that the stock 'H' symbol has been lined-up with the valve stem from the factory. We suggest that you mimic this orientation with your new 'S' badges. Place the badges on the wheel hub lightly and step back for a better overall view. Adjust as necessary. When you are satisfied with its position apply pressure from the inside to the outer edges to adhere tightly.

Thanks Again,

Rick Hesel and James Mullins