

Audi RS3 Wheel Arch Spats/Mud flaps

R01SB0516

Introduction

These small carbon fibre wheel arch spats are designed to limit the amount of stone damage to paint work from the RS3 wheels & tyres to the side of the vehicle.



Parts Available:

[R01SB0516](#) Audi RS 3 wheel arch spats/mud flaps set of fronts and rears with fixings

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Tools Required

Allen keys
Small screw driver to push centres of front plastic arch liner clips in to release them
Drill and metric drill bits set 3-10mm, small battery drill
Rivet gun
Posi drive head screwdriver
Tube of super glue with activator and also a tube of methacrylate adhesive

Parts supplied

Rears:

2 off std nylon Exige medium length spacers R01SE6115,
2 off medium length angled spacers R01SE6115 hand ground by fitters one end at 40 degrees,
4 off Alloy m6 black c/sunk bevel washers R01SW6294
4 off 5x50mm gold woodscrews

fronts:

4 off black powder coated rivets 4mm x 10mm or 4.8mmx16mm for the front



1. Handbrake on
Loosen the wheel bolts 1st with the correct tools as per Audi handbook

Jack up the car carefully as per Audi handbook instructions and support on four suitable rated axle stands safely.



2. Under the front wheel arch at the rear at the car sill end, push the centre of the black 2 plastic clips in, to then allow their removal. Then fit the supplied front spat and reinsert the 2 clips into the holes of the c/fibre and into the arch liner and sill end. If needed you can instead always drill the two holes out carefully to 10mm and then drill two new 5mm holes (as shown below) and fit the supplied 5mm diameter powder coated rivets



3. Now very carefully apply some superglue behind the upper part of the front carbon spat to bond it to the plastic arch lip liner. Make sure the glue does not run onto the c/fibre and spray some activator on whilst it is held or masking taped in place. For best effect we use a black methacrylate fast drying adhesive top and 3" down and a dab of super glue in the middle between the other adhesive. Allow to set fully before removing tape.

	<p>4. Rears unscrew the two screws from the arch lines, then fit the new spats with the long non tapered nylon spacer at the bottom and supplied c/cunk alloy black washer and gold 5x50mm wood screw. In the top hole use the nylon spacer with the 45 degree chamfer and again wood screw and c/sunk alloy washer, make sure you turn the spacer so the chamfer angle helps pull the spat to the shape of the liner.</p>
	<p>5. Now refit all road wheels, carefully lower remove the axle stands and lower the car to the ground making sure no one is under the car. Then torque the wheel bolts up as per owner's Manual</p>

WARNING, MOTORSPORT OR DRIVING CAN BE DANGEROUS RESULTING IN DEATH OR PERSONAL INJURY.

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UV-PROTECTION

Please Note Epoxy Pre-preg products are not UV stable. Texallium products are particularly liable and can yellow in only 2 – 6 weeks. The epoxy resin will 'yellow' with prolonged exposure to UV radiation and material strength properties will slowly deteriorate. We recommend exterior products or those exposed to constant UV are either regularly treated with UV polish or screens such as Armour-all or 606 protect ant or colour painted or at least Lacquered. We use predominately 2K car lacquers of medium solids, the DBS range has been found very suitable, although people have had equally good results with Urethanes varnishes and epoxy clear coats.

The surface should be sanded with 180, 240 then 320 grit and a cleaning solvent used to remove grease or dirt prior to paint application. Several coats may be required (normally 3 to 4 light coats) to avoid pin-holing, common with painting composite products. Pin holes may be dubbed in carefully with a brush, then wet flatted for a final application of 3 thin coats.

Let air dry only, you may stove the paint at 70°c once fully air dried.