

The Definitive Guide to the Complete Widebody Conversion

By Justin Jennings (Atomic-Vette)



1. Get the Car on Jack-stands

Well we're going to start obviously by getting the car up on jack-stands. I used my floor jack to jack the central part of the engine cradle and then put jack-stands in the usual jacking locations (pucks would be nice). Then followed the same procedure for the rear.



2. Remove the wheels

This is pretty self explanatory. While you're at it, you may want to make sure you've got tires to fill up the new fenders.



3. Remove the Fender Screws

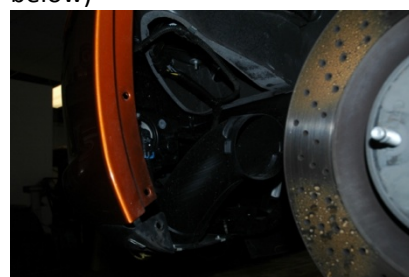
Remove all the screws down the inner part of the fender. T-15 Torx Screws.



4. Remove the Fender Liners

Remove all the plastic push pins holding the fender liner. There is also a rubber flap used to access the DRL's. These do not need to be removed. Remove the screws holding the airdam in place. They are 7mm. Also remove the nut that holds the lower part of the front bumper cover. It is a 10mm nut. You will also need to remove the plastic push pin holding the outer piece of the airdam to the middle piece. Be careful removing this pin because you could rip the rubber center part. With all of those removed you can then remove the liner by twisting it down and out. Then just pull the brake duct assembly out. (see insert below)

Now turn your attention to the rear part of the front fender liner. There are several pushpins and two 10mm bolts and one 7mm screw (See Insert below)

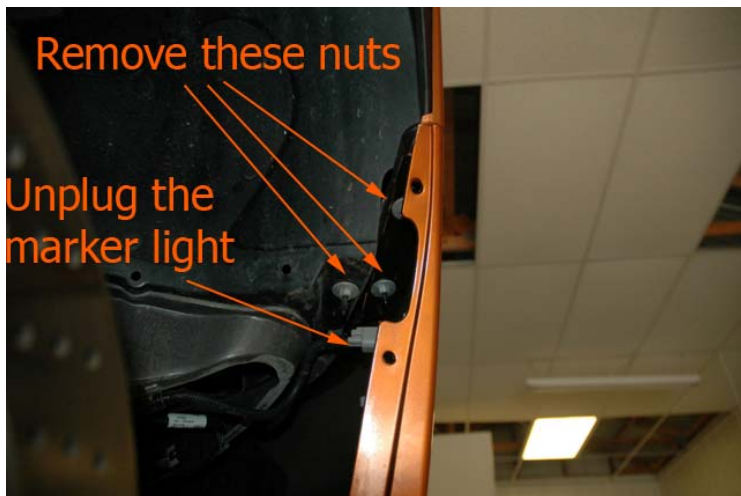


Remove the brake duct assembly



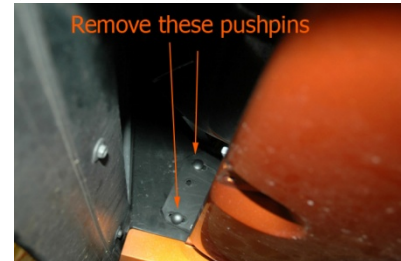
Remove screws under car

Remove the two 10mm Bolts and one 7mm Screw shown here.



5. Remove the Front Bumper

Remove all the 7mm screws from the bottom of the bumper just in front of the airdam. You should already have removed the two 10mm nuts when removing the liners in the previous step. You'll also need to remove the 4 plastic push pins (2 per side) holding the radiator shroud to the grill area (Shown Below).



Remove the 7mm screws holding the top part of the front bumper to the support.

Remove the six 10mm nuts (3 per side) holding the fender and bumper to the front support. Unplug the marker light while you're in the area. Now you can pull the bumper cover up out of its clip in connection to the fenders on each side. Just pull up on it and it will pop out. (shown below)



After that just rotate the bumper cover up from the bottom and lift it off. Front's done.

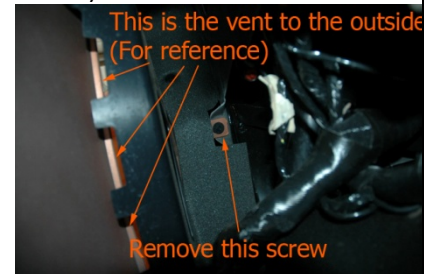




6. Remove the fenders

Okay, now back to the fenders. Remove the T-15 screw that was exposed when you removed the front bumper cover near the headlights. (one on each side). Then remove the cowl trim piece to expose another T-15 screw. Remove these two (one on each side). Okay, now on to the bottom of the car. Remove the 7mm screw from the bottom rear part of the front fender (one on each side).

Remove the 7mm screw inside the front fender (don't forget this one when re-installing), near the door, you have to access this from the fender well. Just stick your head inside and look toward the door, you'll see one, lone screw up there. (shown below)



Remove the screw shown to the left. At this time you can carefully remove the fenders. Be sure to watch near the front where the metal support is and rotate the top out away from the car. This will allow you to remove the fender without removing the headlight.



Now you should have something that looks like this. That's all for the front removal.

Rear Removal Instructions



7. Remove the Rear Fender Liners

Remove all the T-15 Torx screws from the rear fenders. Then remove all the T-15 Screws from the rear bumper cover.

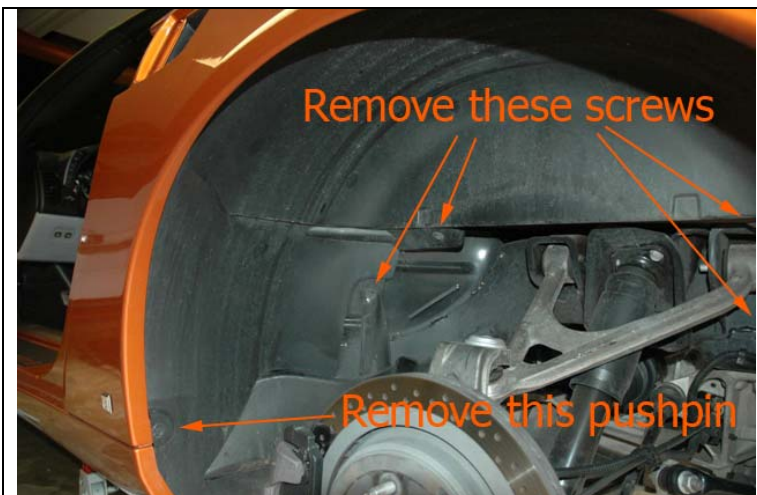
To remove the Taillights, remove the 4 T-15 screws (one in each light). Remove the light housing, then the bulb by twisting it and pulling the bulb out.



Remove the license plate and remove the two plastic screws. They have a square head. I was able to use a flat tip screwdriver to remove these. (Shown below)



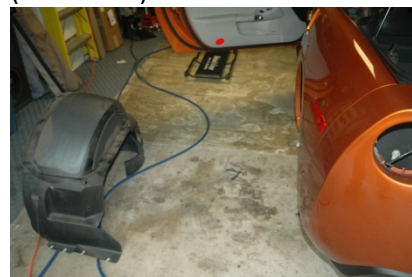
Remove all the T-15 screws from the inside of the door. Remove the two T-15 screws holding the hinge for the fuel door and then the third T-15 holding the fuel fill neck to the fender. Remove the 7mm screws from the fender



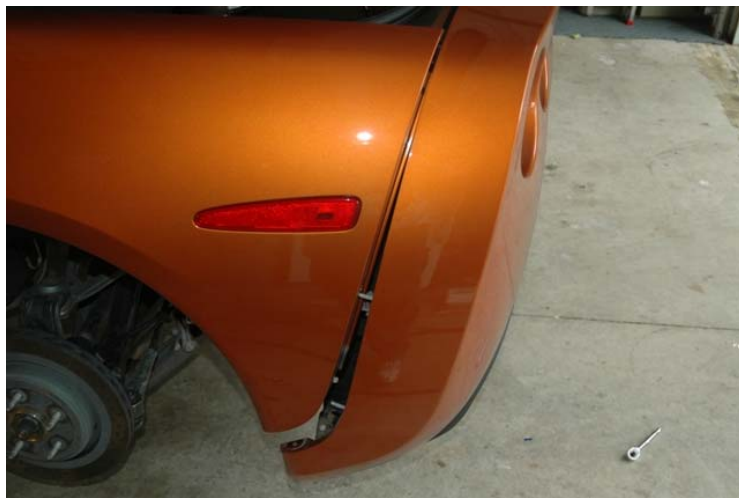
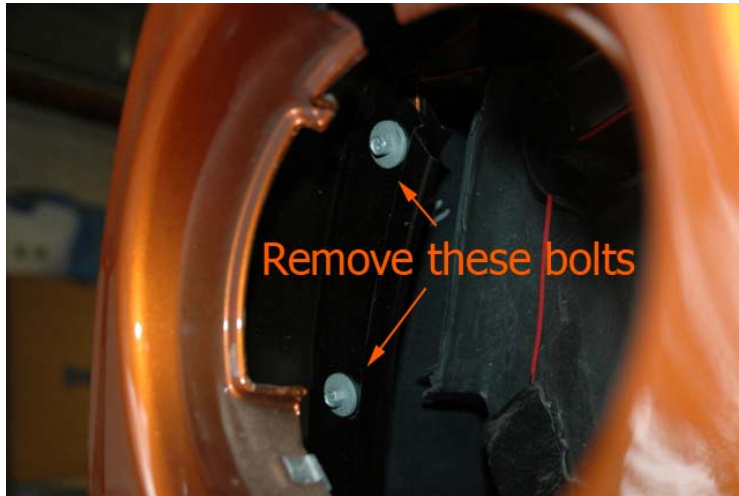
liner and the one pushpin near the rocker panel. Remove the 7mm screw from the bottom of the rocker holding the brake duct (shown below).



Remove the eight, T-15 screws (4 on each side) from the rear valance holding the liner in place. You should now be able to wiggle the liner out of the car. (see below)



8. Remove the rear fenders
Now, on to the actual fenders. Remove the eight (4 on each



side) 10mm bolts from the rear inside part of the back fenders. Also unplug the marker light while you're back there.

Then remove the four 8mm bolts (2 on each side) from the rear fenders, you have to access these from the outer taillight hole. Be careful, there's lots of sharp stuff in there.

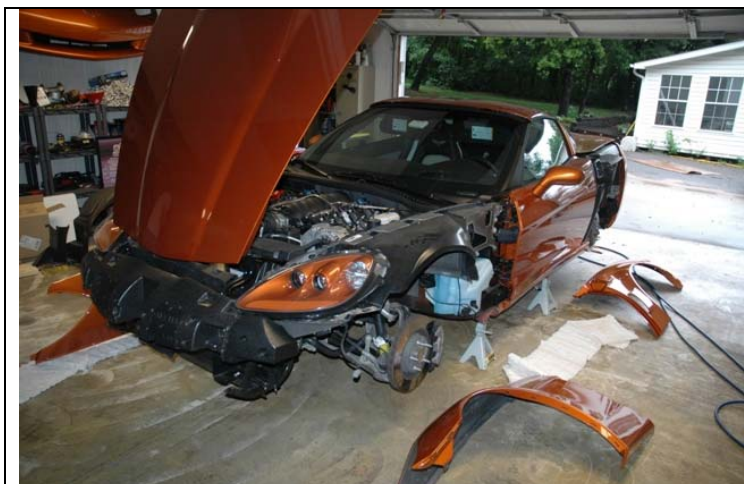
Now pull the rear bumper cover up and back a little, it will separate from the rear fender enough for you to remove the fender. Tilt the fender up from the bottom and it will slide right out from under the top, near the door.

You should now be left with something like this. (see below)



That's it! You've successfully taken apart a 50+ thousand dollar vehicle in your own garage!

Front Re-install Instructions



1. Prepare and install the Fenders

Prepare the Front Fenders for installation. I bought new wheels 19x10 with 275/30/19 tires. The wider tires along with the lowering that I did required me to trim the inner fender. I used a dremel with a cutoff wheel. And trimmed along the line. (shown below)



Install the brake scoop inserts in the vents on the fenders.

(if you have Caravaggio fenders as I did you may need to do a little tweaking) I had to enlarge the two holes at the front of the fenders to accept the two clips from the old fenders. These clip to the front bumper cover. (show at left)



Use a rotary tool to cut the fender bracket along the red line shown.



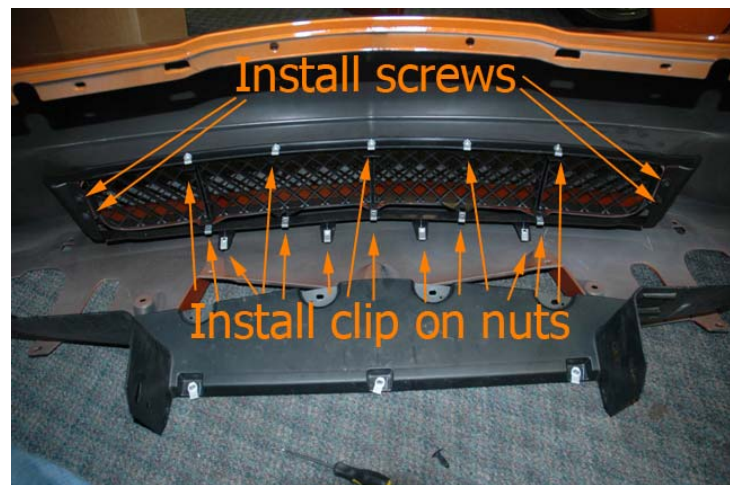
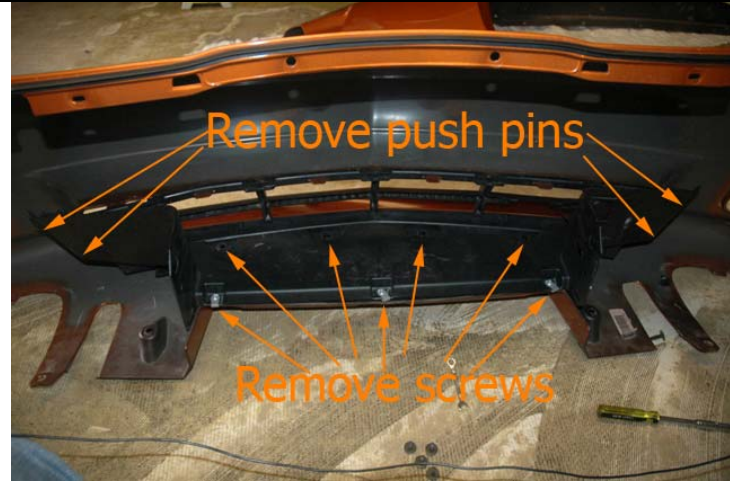
Put the two pieces of the modified bracket in the fender.



Again some minor tweaking for the Caravaggio front fenders. I had to cut the two front fender brackets (shown at left) These bolt the front bumper to the fender and to the car near the headlights. (This is, by the way, how John from Caravaggio said to do it.) I assume if you're using GM front fenders you will not need to do any of this tweaking.

After you modify the fender brackets, install them on the fenders. You'll have one piece with two bolts stick out and one piece with one bolt sticking out.

Now put the fenders on the car and install one screw at the front and rear of the fenders to hold them on the car. Don't tighten them yet so you can adjust them later.



2. Prepare and install the front bumper

Okay, let's turn our attention to the front bumper. First let's remove the air shroud assembly from the old bumper.

Now install the new grill ring on the new front bumper (left). Then install Grill from the front (below).



Secure the grill with the 4 screws at each end of the grill.

Then install all the clip on nuts to the grill ring and install the 7mm screws into each to hold the ring to the grill and bumper.

Then install the shroud removed from the old bumper (below).





Install clip on nuts to the bumper, then install the chin spoiler using 7mm screws in each (left).

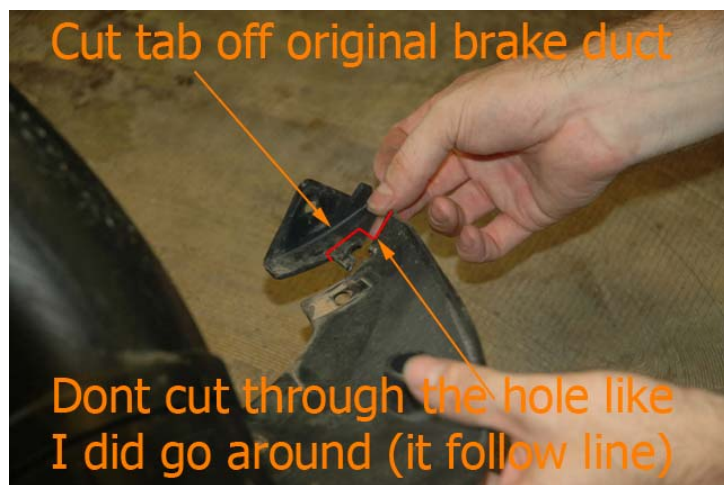
Install the bumper supports (below) using the plastic pins from the old bumper



Install the fog lights. Make sure the top part of the lights clip into the bumper tabs. Also be sure to use the small screws that came out of the original bumper.

At this point, put the bumper on the car making sure to get the top part to snap onto the bumper support at the top. It will take some wiggling but it should finally slip over all the foam support and clip on. Then install the 7mm screws into the front bumper. (left)

Now would be a good time to re-install the marker lights and plug them in along with plugging in the fog lights so you don't forget later.



Now install the 10mm nut onto the bolt sticking out of the fender close to the headlight and through bumper support. (left) Then put the two remaining bolts through the holes in the fender and start the nuts on them.

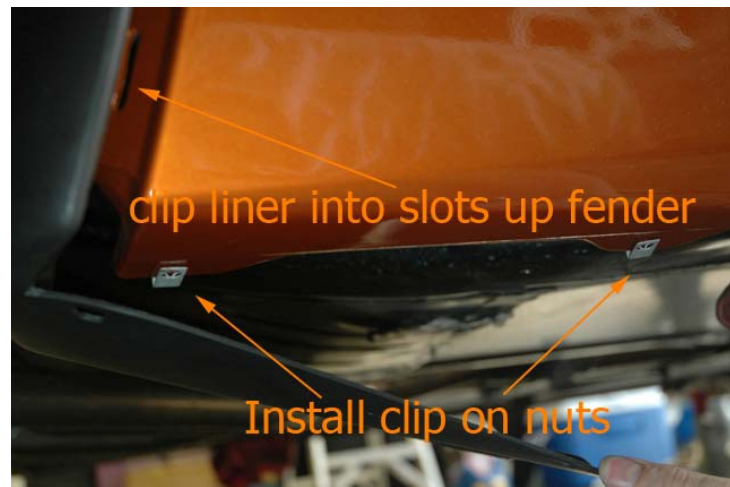
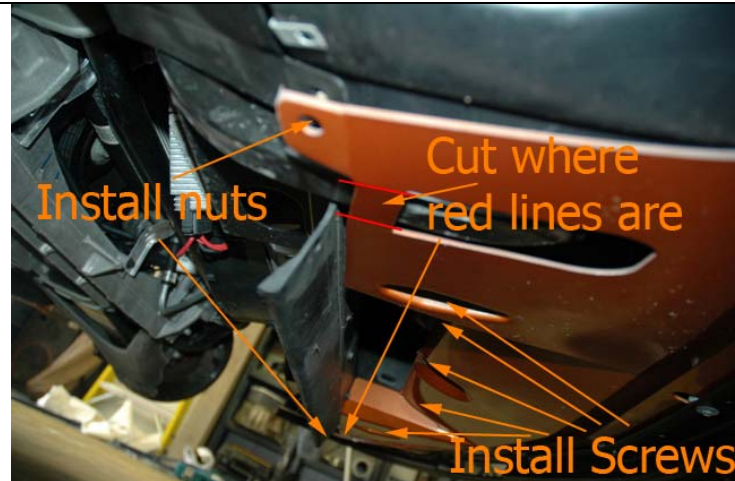
You may need to move some of the panels a little to get them to line up to your liking. After you get everything the way you want it, go ahead and tighten the 10mm nuts at the front of the fenders, and then install the rest of the T-15 Screws up the sides of the fenders. (don't forget the one hiding up under the fender near the vent). Then "snap" the front bumper cover to the fenders where they meet near the hood.

3. Install the liners and ducts

Now trim the tab off the original brack duct plate on both sides (left) then install the plate to the new brake dut liner (below)



Then install the assembly into the bumper (left) and install the push pins.



Next under the car, cut the bumper along the lines shown, they are scored so it isn't too hard. One on each side. Then install the 7mm screws and 10mm nuts. The liners and the bumper share the same mount point here (put the liner on first, then the bumper then the 10mm nut).

Here's another spot that had to be tweaked on the Caravaggio fenders. The rear liner wouldn't fit, so I had to enlarge the hole (left).

Now install the rear part of the liners. Clip the alignment snaps of the liner into the fenders slots. Then install the two 7mm screws and one 10 mm Bolt. (two came out but only one goes back in) Then install the 7mm screw at the bottom of the fender to secure it to the bottom of the car.

Now reinstall the two new outside airdam pieces using the two 7mm screws and 1 plastic push pin per side.

Install the rubber gaskets



reinstall trim piece
clip the two rubber clips into
the fender



then put the t-15 screw in

4. Install the rubber gaskets

Okay install the gaskets. Just take your time and get them straight. 1 on the front bumper where the hood meets, and 1 down the side of each fender where the hood meets.

Then install the rubber trim pieces near the windshield. Here is yet another spot that the Caravaggio's could use a little tweaking. They don't follow the fender liner in the engine compartment as well as the factory so it holds the trim piece up away from the windshield a little.

That's in you're done with the front!

Rear Re-install Instructions



1. Prepare and install the rear fenders

Remove the metal bumper support from the old fenders, and re-install them on the new ones. Plastic push pins hold them in. (left)

Now install the rear fender. Hold it at an angle so that it slides under the top, then let it rotate down into position. Be careful at the rear so that you don't scratch the paint on the bolts sticking out of the rear bumper cover.

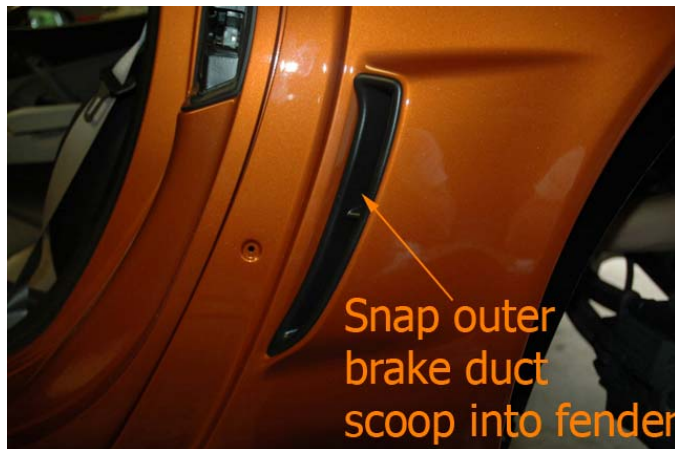
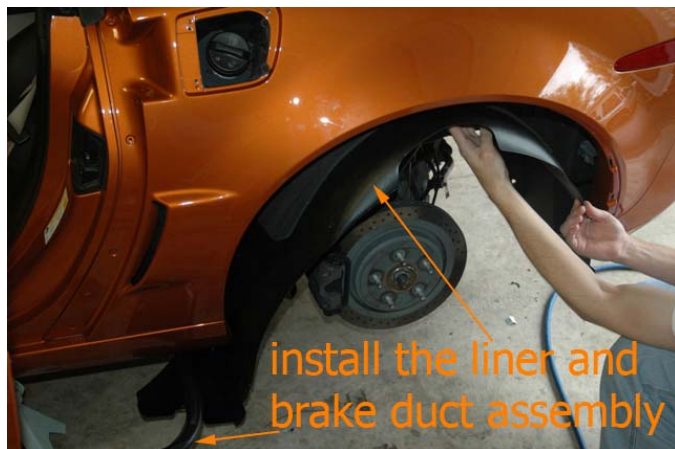
Put the 10mm Nuts on. Then the 10mm bolts be sure to put the ground strap on one of the 10mm bolts! (Don't forget this one) There is also a 10mm Nut and bolt that holds the fender to the rear bumper cover at the very bottom (left).



And last the two 8mm bolts in the rear via the taillight hole access (below)



don't forget to put the gas filler neck and door back in using the three 7mm screws. And plug in the marker lights.



2. Install rear liners and brake ducts

Now pull all the clip on nuts off the old liners and install them on the new liners.

Put the new brake duct scoop inserts into the brake ducts and then put them in the liner. (Below)



Now install the liner into the fender (left). Make sure to guide the brake duct into the fender scoop, it will fit snugly into the fender (below)



Then snap the outer brake duct scoop into the fender. You should have something like this (shown left).



Okay, now install the screws into the liner (left) to hold it in place.

Then install the mud guard into place using the clips and the 7mm screws on the bottom (shown left)

Now just go back around all your fenders and put the T-15 torx screws in.

Re-install the two square screws holding the rear bumper behind the license plate (below)



Install your gaskets one on each fender. Then remove the protective film from the tape that holds the mudguards in place.

And now for the big Pay Off

Roll your new wheels and tires up and put them on!

And there you have it.. The complete widebody guide! Oh and a pretty sweet looking car if I do say so myself... 😊

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