

TOOLS NEEDED FOR INSTALLATION

- 10MM ¼" socket
 - ¼" ratchet
 - 7MM wrench
 - 17MM wrench
 - 5/32" Allen key
 - Masking tape
 - Dremel with grinding stone
 - 3 ½" Holesaw for drill
 - Drill
 - Small drill punch
 - 1/8, 3/16 and 9/32 drill bits
 - Qty. 2 14-16 guage electrical butt connectors
 - Wire cutters
 - Wire crimpers
 - Heat shrink tube; qty 4, ¼" diameter, 1.5" in length (6" total)
 - Floor jack
 - Jack stands
 - Safety glasses
 - Gloves
- Optional:
- Soldering iron

INSTALLATION

Before You Get Started:

These instructions are intended to be for a trained and certified mechanic to refer to. This installation can be complicated and time consuming for those not familiar with basic mechanical function. **Therefore, we recommend this part be installed by a certified mechanic.** Safety is always paramount, so please wear protective eyewear and gloves at all times during this installation as well as ensuring the vehicle is properly and securely supported when off the ground.

Getting Started:

Please lay out all parts and ensure that you have everything needed for installation. Review these pictures and installation guide thoroughly so as the installation progresses, you are familiar with the coming steps and procedure. Refer to **figure 1** for a parts overview. **Note that this kit has an extended brake duct bezel tube, so that it may be trimmed for various duct kit applications.** Enjoy!

STEP 1: Raise your vehicle on a lift or properly raise 14-16" in the air with a floor jack and jack stands. Remove the lower honeycomb grille inserts by gently squeezing the plastic tabs in the front the lower fascia. Once removed, you will want to mask off the area around the bezel's future location as to not scratch the paint on your fascia. Refer to **figure 2**

STEP 2: Using the supplied template, mark your holes for the 5 perimeter allen head bolts and center of both main openings with your drill punch on the template crosshairs. Since the plastic is fairly malleable, this will only require firm pressure with the punch (do not hammer). See **figure 3** **NOTE: It is important that you ensure the template scales to one inch correctly as marked. Occasionally printers, fax machines, etc. will shrink or enlarge prints.**

STEP 3: Using your drill and hole saw to cut the center two reliefs out from the template, use your dremel with grinding stone to carefully remove the remaining material. Then, use your drill and 3/16" bit to drill the 5 outer holes for the allen head bolts that will hold the bezel to the fascia. Check and fit bezel to opening and then install using a 5/32 allen key and 7mm wrench. Refer to **figures 4 and 5.** **NOTE: Be cautious when trimming around the plastic vertical support bar on the innermost part of the fascia relief. The bezels will not cover up this part of the fascia so any marks will be visible in the final result.**



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5

Step 4: Using the supplied metal template for the PIAA light brackets, mark both your passenger and driver side holes with a sharpie. On darker colored vehicles, you will want to place a strip of masking tape on the metal surface of the car so that you can see your marks from the template. (When properly orientated, the template will read the correct side of the vehicle on the surface you are marking). Use your drill punch on the marks you just made with the sharpie. Stagger your drill bits to enlarge the hole, starting with you 1/8" bit, then your 3/16" and finally your 9/32" for the proper size. Install the brackets using your 10MM wrench and 10mm socket and ratchet. The PIAA light is mounted once you remove the light cage with a 17MM wrench. The light will need to be adjusted once the vehicle is level so it is suggested that you snug the light's bolts down but you do not torque. Once you have lowered the car and properly adjusted the lights, you can then raise it and torque down the bolts. Refer to **figures 6, 7, & 8**. **NOTE: if your vehicle is equipped with a PAXTON supercharger, you will need to remove the bracket holding the water pump on the driver side and move it out of the way with a 1/2" wrench (there are two nuts).**

Step 5: Wiring the lights uses a direct connection and does not require the use of the PIAA switch or relay. You have the choice of cutting the factory and PIAA plugs and running the wires directly. Or, you can use the PIAA light plug and their harness plug and then wire the harness plug directly to the factory wiring so that there will still be a quick-disconnect feature. Either way will operate the lights off of your factory switch. On the passenger side, the black wire on the PIAA light needs to be cut, stripped and crimped into your butt connector. This is then mated with the black wire on your factory wiring to the plug and cover with a piece of heat shrink tube (preferably you should solder the connections if possible). The same process is then followed on the white wire on the light to the colored wire on your factory light harness (our vehicle's was tan with a dark orange stripe). On the driver side, black is mated to the dark brown wire and white is mated to the colored wire as well (ours was light blue). Refer to **figures 9 and 10**. **NOTE: on some Shelby GTs, Shelby removed the 15AMP fuse from your under hood fuse box that operates the "fog lights". Please refer to your owner's manual for proper placement and to ensure that the 15 amp fuse is present after installation.**

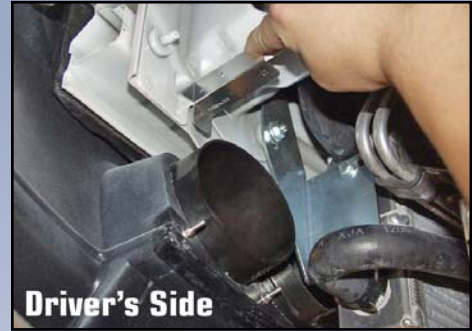


Figure 6



Figure 7

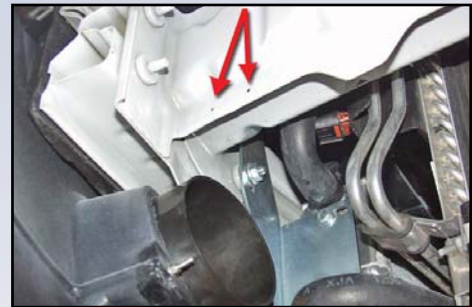


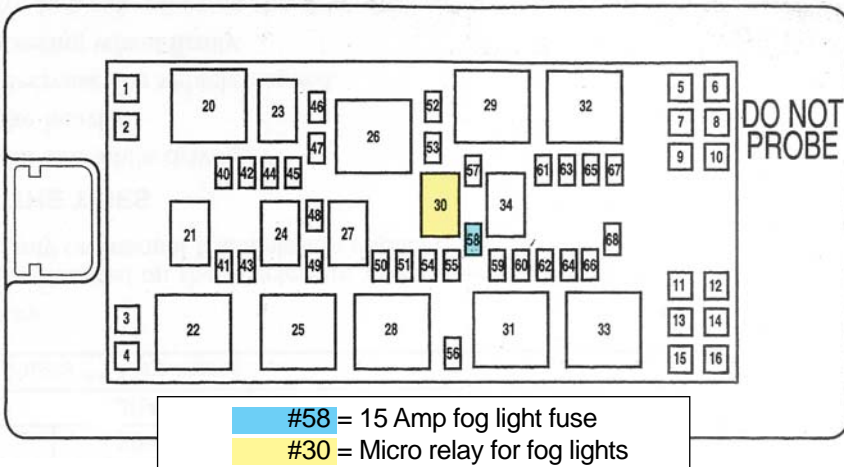
Figure 8



Figure 9

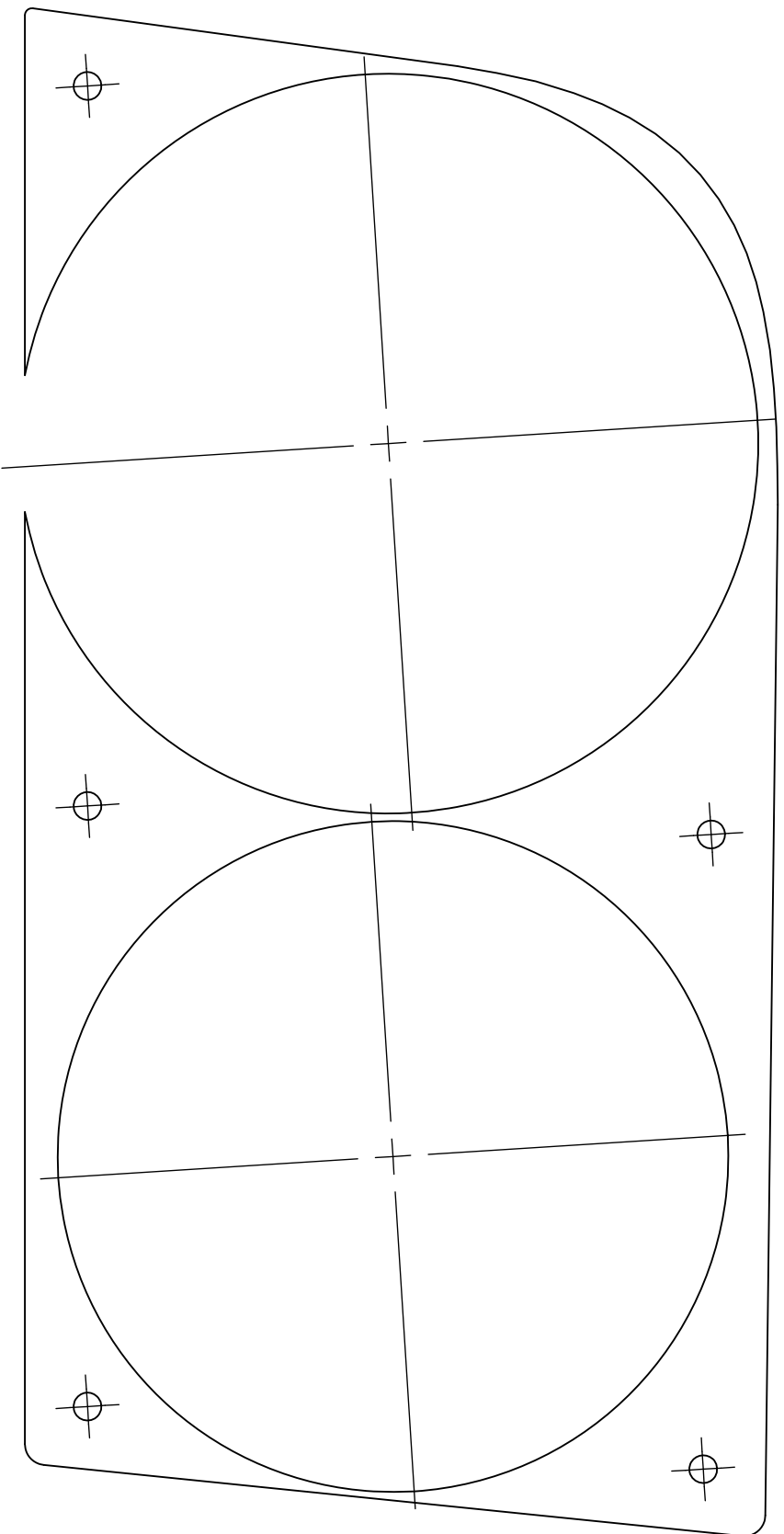


Figure 10



Enjoy your new brake duct and bezel kit from Shelby Performance Parts!
 Email questions to: technical@shelbyperformanceparts.com
 or call 702.405.3500, Mon-Fri, 8am-5pm PST for support.

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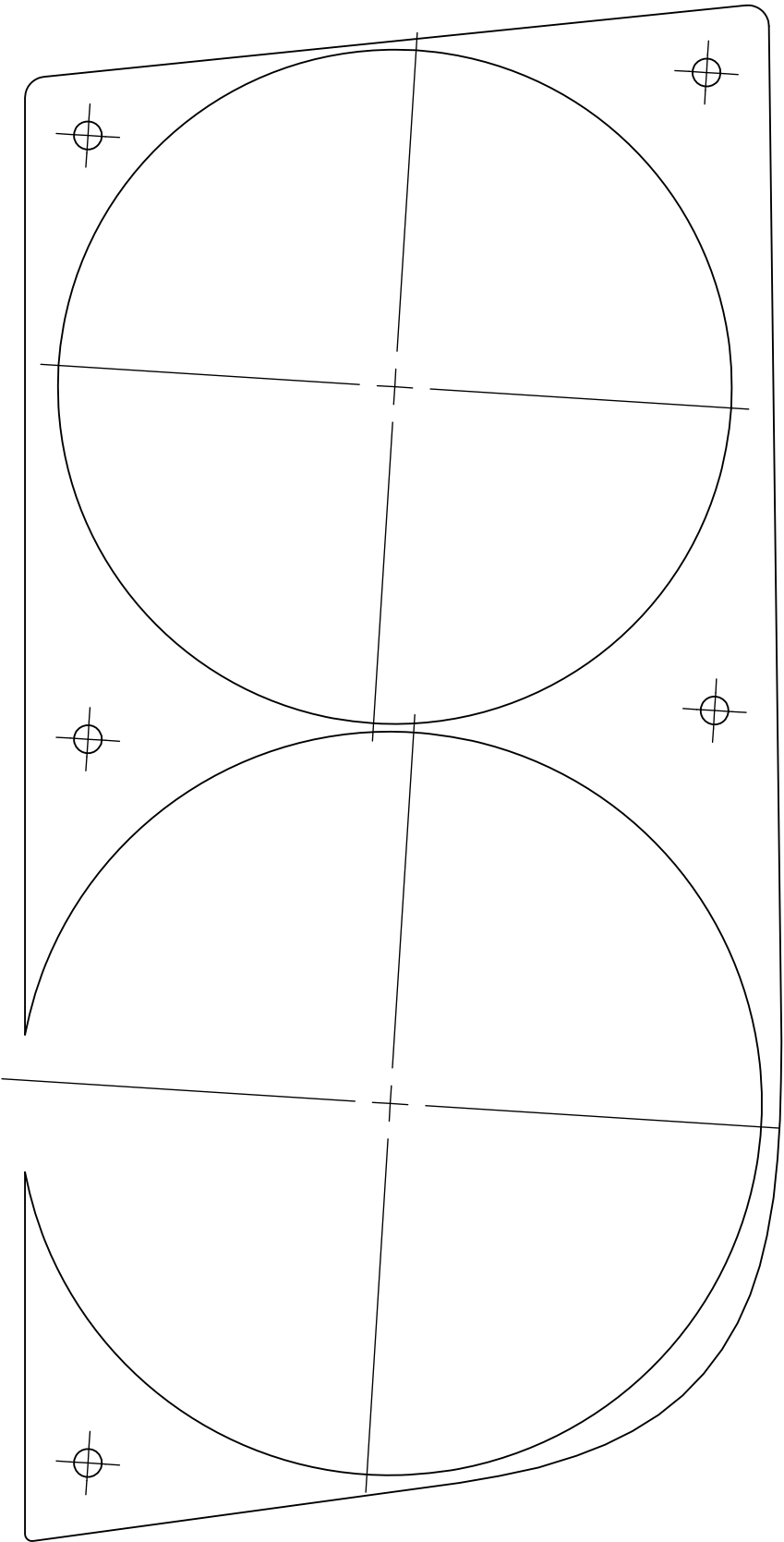
NOTE: CHECK TO MAKE SURE TEMPLATES IS TO SCALE



SHELBY GT BRAKE DUCT/PIAA LIGHT BEZEL TEMPLATE RH (Passenger Side)



5 4 3 2 1



NOTE: CHECK TO MAKE SURE TEMPLATE IS TO SCALE

SHELBY GT BRAKE DUCT/PIAA LIGHT BEZEL TEMPLATE LH (Driver Side)

5 4 3 2 1

