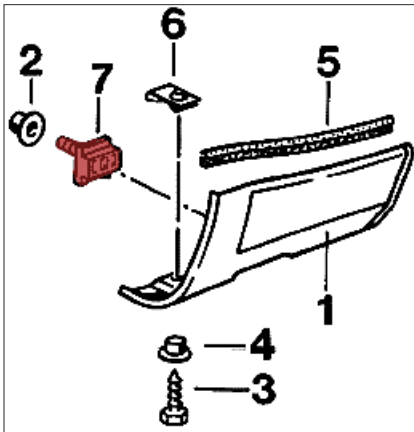


Replacing stone guards on the Porsche 968

My Tiny Contribution to the Literature

The factory stone guard, ahead of the front wheel well, tends to yellow on all our cars. On the lighter paints, this becomes very visible. Porsche has three replacement sets available for the 968: a transparent set, and color-matches for Grand Prix White and Polar Silver. I have used both white and transparent pieces on my Grand Prix White car, and much prefer the white, since the transparent replacement yellowed in one year.

Replacement is pretty simple, although you will have to jack the car up and remove that side's front wheel.



The stoneguard extends down the body and *behind* the side-skirt molding. Attachment of that molding is shown at left.*

Item #7, a molded plastic part, passes through the body metal. It is not necessary to remove Nut #2 to replace the stone guard, it need only be loosened so the side-skirt (#1) can be pulled out. Here's a view from inside-



The lower circle shows the lower attachment point (#'s 3/4/6 above). Screw (#3) should be removed to allow the panel freedom to flex.

You may need a small paring knife or the like to pry just a bit of the small end of the guard from the paint. Once started, the guard should peel right off, leaving adhesive residue.

3M 03607 Adhesive, Tar & Wax Remover takes the old adhesive off. Accept no substitutes, and have it at hand. A Dobie pad or something like that (tough nylon mesh over sponge) is a big help. You might find fine scratches on the finish when you're done: it would help to have some compounds around to touch anything up. I think, however, that the stoneguard itself will mask a lot of this. Wash that part of the car thoroughly.

Position the entire piece where it should be, remove about 2-3" of backing from the top (NO FINGERPRINTS!!!), tack the top down with your fingertip and slowly work your way down, unpeeling about 2" of backing at a time. The tendency will be to "hug" the leading edge of the wheelwell as you go, but a factory installation would have the stoneguard set in perhaps 1/8" from the leading edge. Some installers spray water or Windex on the car body prior to installation, and squeegee any bubbles out. Having done this twice myself, I haven't found that necessary.

* This drawing is taken from the PET and contains minor inaccuracies.

This photo shows why I undertook all this: the stoneguard had yellowed with age, and grime had accumulated on its edges, placing it into relief.



The new transparent stoneguard was effectively invisible upon installation (Of course in your viewing environment the difference might not be apparent):



Doing the first stoneguard was time-consuming because I was finding my way as I worked. The second piece probably took a little over a half an hour. I would think that would hold for anyone following the instructions above.

Again, for white cars, I'd strongly recommend the white replacement, since within a year the transparent piece had yellowed back to the condition which led me to change it. Oddly, there's a *slight* mismatch in the white from the body color, but once installed this is all but invisible.

According to *pors968*, the numbers are:

Grand Prix White:	Left : 944.559.321.01 3YB	Right: 944.559.322.01 3YB
Polar Silver Metallic:	Left : 944.559.321.01 Z07	Right: 944.559.322.01 Z07
Transparent:	Left : 944.559.321.00 3YK	Right: 944.559.322.00 3YK

A post-script. The clear guards I installed were actually from a body-shield product called *StonGard*. It had precut transparent panels (made of the same 3M material used for the OEM stoneguards) meant to protect much of the nose and some other parts of the car, and included these parts. There was no authorized installer for the product within 250 miles of me, so I asked a high-end bodyshop to install the remainder of the kit. Doing so drove them nuts, and when I got the car back some of the panels were visibly wrinkled. Within a month or two I ripped it all off, all \$700.00 worth: it had started to peel away at the edges and it looked like hell. I would advise that you let a qualified installer deal with a product like this, and based on my experience with the 3M film used for both the OEM and *StonGard* products, I would *not* use this product on a light-colored vehicle: the edges will go into relief from road dirt, and the product *will* yellow.

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