

## Tools needed:

- Torx Screwdriver
- Drop Cloth
- No-Scratch Plastic Body Tools
- Solvent Remover
- Alcohol Swabs (included)
- 3/16 drill bit & cordless drill (with full battery)
- Dremel with cut off wheel, or 6" Bi-Metal Hole Saw, or Body Saw

3M™ VHB tape requires the environment and surface temperature of the components to be minimum 60° degrees Fahrenheit. Do not perform this installation in temperatures less than 60° degrees Fahrenheit. Doing so may result in the Wart Remover decklid panel falling off, potentially causing damage and death on the road.

1

Always best to start with a clean car. Or at least wash the back ¼ of the car.

2

**Remove the torx screws** from the underside of the trunk panel

Open the trunk and lift to its highest position. Look for the torx screw located at the top right another at the top left and remove them.



3

**Remove OEM decklid** Lower the trunk a little to allow you to see where the bottom of the OEM decklid lays against the metal trunk panel. At either corner insert a thin plastic body tool to begin separating the OEM decklid from the metal panel. There are 6 along the bottom line and 6 along the top line. Use one plastic body tool to open a space and another to hold it open.

Look for the plastic clips that hold the OEM decklid in place. Push a thin, longer plastic body tool against the clip to release it. Once it releases, move to the next one in line until the entire lower ½ has been released.

Then repeat the process of releasing the clips along the top edge. After the clips have been released, gently pull the OEM decklid off the metal panel. It has bonding tape along the top edge. Ideally it will all pull off with the OEM decklid. If not, use the solvent remover here to get all remaining tape residue off.



4

**Cut off** the metal wart by using a Dremel tool with EZ406 cut off wheel, or 6" hole saw or a reciprocating body saw.

**Lay a drop cloth** over the open trunk area to prevent metal shavings from getting into your trunk area.



**Use a Dremel** with a cut off wheel (EZ406). Take precautions! Use eye protection, goggles! The cut off wheel causes sparks. Be sure to use in a well ventilated area far away from any flammables. Trace the metal Wart with the cut off wheel just slightly away from the raised Wart area. This has been the easiest way we've found to remove the metal Wart.

If using a hole saw, align the edges of the hole saw so it will cut just past the edges of the metal wart. Work slowly. The teeth of the hole saw will grab too hard unless you work gently. You may run the hole saw in reverse for awhile to get the channel established.

When cutting in forward motion apply gentle pressure to the hole saw in positions of the clock, 3, 6, 9, 12. This will cut in small sections. DO NOT press the hole saw straight in. Doing so will cut the inner metal panel behind the outer metal panel.



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"Wart Removal" Installation

4

If using a body saw drill pilot holes at 3, 6, 9, 12 positions of the clock. Work downward from 3 to 9 first, connecting through 6. You may need someone to hold the bottom of the trunk still so it doesn't vibrate at the same rate as the saw. Cutting upward from 9 to 3 through 12 will be more stable. Make the hole as small as possible while still removing any raised metal wart.

5

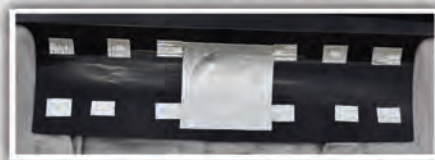
Clean the surface of all dirt and remaining bonding material from the OEM bonding tape. Use a solvent that will NOT damage the paint of your car, then wipe down with alcohol. Grease of any kind will prevent the tape from bonding fully. If you have rubbing alcohol you can use it with a clean rag to wipe. If you have a wrap or colored tape overlay, remove it from under the area of the decklid. Those will prevent the VHB tape from bonding securely.



6

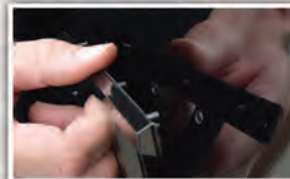
Apply sealant tape (provided) to all 12 OEM decklid clip holes. Align the tape covering the top line of holes as low as you can while still sealing the hole. This allows the VHB of the Wart Remover decklid a clean bonding surface. Apply the large square sealing tape to the hole where the metal wart was removed.

Be sure to align correctly so it covers the entire area. Be sure the sealer tape is more than 1 inch away from the top and bottom edges where the Wart Remover will be installed. This assures it won't interfere with the VHB tape bond. If needed clean once more with alcohol the top, bottom, right and left edges of the trunk panel. This will assure the VHB tape has a clean bonding surface.



7

Locate and drill the holes for the emblem to be installed. The back of the Wart Remover is embossed at the drill sites. Use a 3/16 drill bit. Waller them out a little. Test fit before exposing the tape bonding surface. When fit is to your satisfaction, expose the tape and install the emblem, pressing firmly to establish the bond of the tape to the Wart Remover surface.



8

Install the Wart Remover by peeling off the red tape surface exposing the VHB bonding surface. Be careful not to touch the bonding surface.

When all red tape surface has been removed, begin by aligning the right bottom corner with the right metal panel bottom corner, then fit the entire right side as closely as possible around the edge and up into the corner. Then fit the left side of the decklid over the left side of the trunk panel and up into the left corner. Be sure the right and left sides wrap around the metal and are as snug as possible in the corners.

Press firmly along the top, right, left, bottom and both sides of the emblem. These are the areas the VHB tape is located. This will help establish the bond of the VHB tape.



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Enjoy the clean, refined look of your Mustang. *"Approved by 9 out of 10 Dermatologists who drive Mustangs."* (the 10<sup>th</sup> was a Shelby snob)

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Please send us before and after photos to post on our Facebook page and website.

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