



## Installing NeverRust® Composite Restoration Panels

### Neveerrust® Composite Replacement Cab Corner and Rocker Panel Installation Guide and Tips.



#### Neveerrust ® Composite Auto Body panels by: HAYS Performance.

The average cost to repair your cab corners is anywhere from \$1200.00 to \$2500.00 and there is NO guarantee that it will not rust out again also there are a lot of body shops that will not fix or touch rust repairs.

Until Now, there has not been any “time tested solution” for rust and this one from Creator Rebel Hays / Neveerrust Auto Body Panels are a **permanent fix** not a temporary 6mo. 1 or 2 years metal fix.

Ford truck manufacturer could not engineer their trucks to stop them from rusting until 2017, and now its still in question as of date i’m getting calls that the 2012 F150 crew models ( [09-14 F150 Cab corners](#) ) are rusting out, A short 6 years out, its not even paid off yet in some cases and there rusting out.

What can a body shop really do that Ford truck manufacturing plants cannot? Your right, Nothing, nada, zip, zero it may even rust faster then before, and there is no rust work guarantee so you would be out the 1200 to 2500 for the repairs. kinda makes yeah feel a bit sick, right?

**Neveerrust Composite cab corners** and rocker panels solves this major issue. Have you priced a new truck? That is why most are restoring what they already own, Its cheaper on your insurance and still looking great plus adds resale value.

# NEVERRUST INSTALL GUIDE

Create a business plan:



Depending on your experience level the information below works very well and while everyone has their own ways of accomplishing tasks this will stand as a simple guide. However, if you're an experienced Auto body man / painter this is just a simple reference.

## Tools you may need



Diamond blade cut off tool w/ 20k rpm side angle cutoff tool cost at (Harbor freight \$14.95).

1. Diamond blade cutter or a die blade for cutting your old off and fitting the new composite cab corner on. The picture is of a whats called a Rim Diamond Saw Blade The saw blade is electroplated with 40/50 grit diamonds ideal for cutting fiber reinforced plastic and composite materials. these are the absolute #1 best there is for cutting composites of many kinds.

Pic 2 Die cutting Blade works for both metal and composites (cost \$2)

1A. there is a cheaper \$2 way, and it cuts and trims both the truck and the Neverrust parts. Its called a die blade or CutOff Wheel looks like this. see pic 2

2. A 7" hand held grinder with 36 or something like 40 grit paper.

3. On the Rocker Panels you may need a spot weld drill bit for cutting through a few spot welds.

4. A hand held manual Flanging Tool very useful but not a necessity, Tin snips come in handy too.



Watch a video to get an idea on setting your part into place with a flanging tool, this tool will save you much time and do a more professional job.

Use the hand flanging tool to create the counter sink that you set the Neverrust part into. Normally i only need to flange the top on the cab corners and on the rocker panels the ends.

I use a combination of a pick hammer dolly and a flanging tool to make my edge on the truck that the new part will set in.

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5. Clamps and / or vise grips, screw gun/drill and a few screws sometimes work to hold the cab corner in place until the adhesive dries.

On the Adhesive if you didn't get our 7M adhesive there are a number of them that will work. Preferably a two part 1 : 1 mix epoxy or methacrylate adhesive will work.

Our 7M is a hybrid between the epoxy and the methacrylate with glass bead adhesion technology formulated within it for a weld like bond on composite to metal adhesion.

**Note:** if you're a bit iffy on the paint blending and clearing some men will do the bodywork and let the body shop do the paint blending and clear work, it's a small area and shouldn't cost much as compared to doing the body. **TIP:** Ask around used car lots most car lot dealers know a good cheap Body man/painter or maybe you know of one? Most of the time painters will stop in at used auto dealers to ask for paint work and do it at a big discounted rate.

If you're okay with the paint work, right on. For paint blending work, refinishing and clearing your Ford the paint code is normally in the door jam on the MFG white sticker hopefully it's still on the door pillar. On the older Fords it's on the core support on a metal tag.

The idea behind doing a great install is to make the job as quick and as easy as possible without degrading the quality or professionalism of the install. Most of the time i will look at every job differently to a point.

Some rust more than others some rust differently but at the end of the day you simply want a solid seal around the new composite part and the cab side or Rocker panel on your Truck.

## The Install

1 Locate the rust on your cab corners. Mark it out for good practice mark the area you will be cutting out so you get a visual. The more you measure mark and cut the better the seal will be. Measure twice cut once.

You will want to cut about 1 to 2 inches beyond the rusted area. So if you don't need to slide your bed back it will save time.

Sliding the bed back will require an impact, a 10mm, a 13mm and a torx impact bit socket, you will need to completely take the bed bolts out and unplug the tail lights. 40 percent of the time I can do the repairs without sliding the bed back but there are those times when you will have no choice.

2. Okay now take your die grinder or your side angle grinder and cut the area you marked out.

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3. Now that the rust has been cut out take and try using the piece of metal rust pattern you just cut out of your truck to size it up over the new part.

Now over lay the cut out over the new Neverrust cab corner, now if you can mark it out then cut 1 to 1.5" inches above and over the line you made from the cut out on the truck.

This will allow you plenty of measuring, cutting and fitting room to dry fit the part and make any corrections needed to seat the part into its place with the adhesive.

You really only need about a quarter to half inch lip when finished to set the part into, This is a standard for the rocker panels and cab corners.

If you can set the part on the inside edge of the cutout sometimes that is easier, or you can set just half in on one side and half setting on the outer lip on the other side i have done it both ways, the end result is you want a flush fit all around the outside area of the part so you only have to fill it a little bit with auto body filler then prime over body filler and any bare metal and paint.

4. Okay there are a few ways to form a very tight seal all the way around. Remember when using the 7M adhesives fill all voids with the Hybrid epoxy don't try to fill small voids with body fillers, it could bubble up over time, Just make sure the sides and bottom are well sealed with the 7M hybrid Epoxy or any 2 part epoxy you may have on hand.

If the part is say 1/8" thick you can use a dremel with a drum sander to hit the very top edge allowing it to sink back to 1/16 if needed, it doesn't take much to hit the top edge with a dremel drum sander 1/4" dremel drum sander or the end of a 2" or 3" cutoff disc which ever you have on hand or prefer then dry fit the part into place.

The sides of the cab corners and rocker panels have been made to easily attach they set in place on the trucks flanged areas were the spot welds were at, some trimming may be needed but very little.

There have been times I have been able to set the new panel partially on the inside of my cut out, leaving me around about an half inch of area to adhere the new part too, I use tin snips and a pair of vice grips and small hammer to work the edge into place where I need. If you make screw holes remember to put a little adhesive on them before you go forward with any auto body fillers.

Now that the new part is cut to match your cut out area on the cab corner place it into your cut area or you may use the entire part if that is what the job requires. **Tip:** as much as possible cut around curves and radius's to better hide and make your bodywork easier.

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5. Once the part is set in place and lined up make sure you prime all your bare metal before you adhere the part to the truck. A lacquer primer will work fine, DTM \*direct to Metal” Epoxy primer works great too sand the primer with a block sander with some 220 to assure the bodywork is good then prime once more. Now you’re ready to begin the paint work prepping wet sand the second primer coat with like a 400 grit try not to go through your primer coat, then remove any dust.

6. Now that the part is seated and dry back out any screws and release any clamps lightly grind to over the seem to make level and straight on the outer seamed in area apply your body filler around the outside area block sand prime and paint an clear.

It takes me personally around 2.5 hours to do 1 side although i did this professionally for a living and that’s without taking the interior out of the rear. On those metal cab corner panel’s part of the interior will need to come out to be safe. The weld splatter would be the risk of fire or burn your seats.

On this page, you will soon find install tutorials, instruction and tips on installing ALL related NeverRust Panels The year make and model makes no difference its how the panel is installed, please forgive me of my grammar and punctuation mistakes it’s been a while.

Thank you.

Sincerely,

Rebel Hays /  
Developer and Engineer.  
The first and #1 composite restoration panel.  
NeverRust®

<https://neverrust.net>