

Rear Fender

Replacement

NOTE: After installing the rear fender, check the clearance and difference in level between the rear fender and door panel, rear hatch, trunk lid, rear bumper, and rear combination light.

1. Remove the related parts.

- Inner fender
- Side sill panel
- Air intake duct
- Side air scoop
- Fuel cap adapter and fuel lid latch
- Rear bumper
- Rear pillar panel

NOTE: Refer to the NSX Service Manual body and fuel sections.

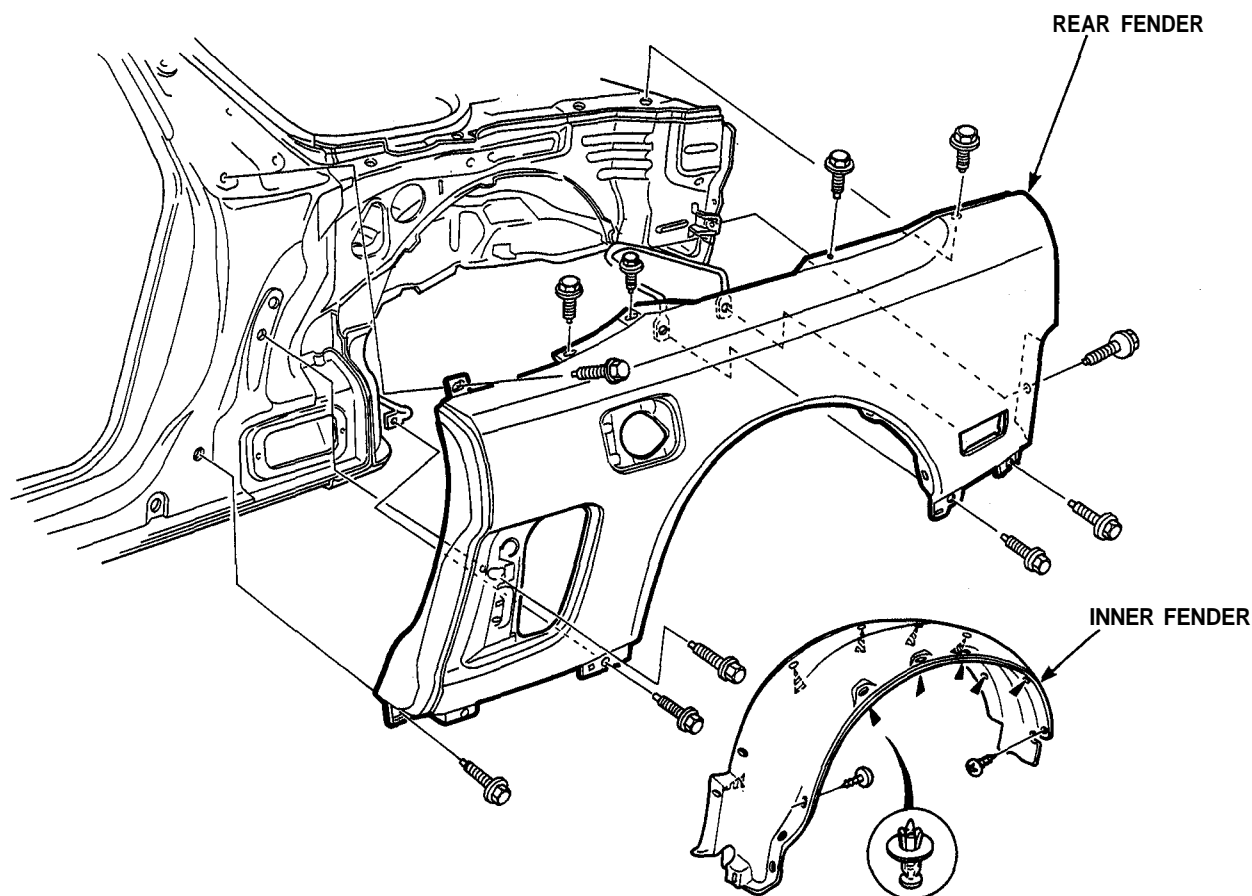
2. Mask parts with tape.

Apply the masking tape to the parts of the side panel, rear hatch, and trunk lid, that are adjacent to the rear fender to protect the painted surfaces from damage.

3. Remove the mounting bolts from the rear fender.

NOTE:

- Use the DACRO coated or DACRO & TORQUER-coated genuine Honda bolts and screws ([see page 3-4](#)).
- Do not use any bolts that have lost the DACRO coating, as it results in corrosion.



Mounting Bolts Torque:
☆ 6X1.0mm 13N-m (1.3kg-m, 9lb-ft)

☆ : CORROSION RESISTANT BOLT

4. Paint the reverse side of the new rear fender.

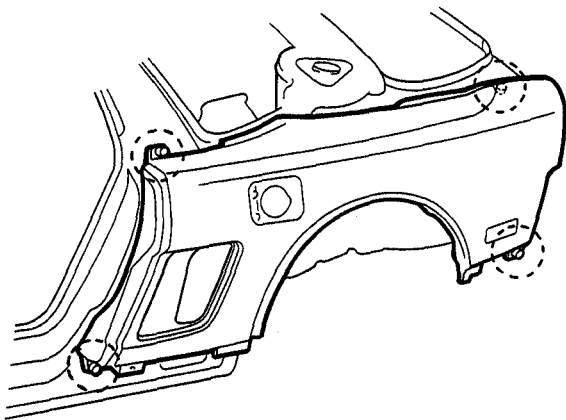
[See Paint Repair section.](#)

⚠ WARNING

- Ventilate when spraying paint. Most paint contains substances that are harmful if inhaled or swallowed. Read the paint label before opening paint container.
- Avoid contact with skin. Wear an approved respirator, gloves, eye protection and appropriate clothing when painting.
- Paint is flammable. Store in a safe place, and keep it away from sparks, flames or cigarettes.

5. Set the rear fender.

Partially tighten the center pillar and wheelhouse bolts and check for differences in level and clearance between the rear fender and door panel, rear hatch, and trunk lid.



6. Tighten fully.

- Be sure that the rear fender is set properly and tighten the bolts securely.
- Apply the spot sealer to the mounting bolt positions.

7. Apply the undercoat ([see section 7](#)).

Undercoat inside the rear fender and top of the rear wheelhouse.

8. Apply the paint.

[See Paint Repair section.](#)

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10. Install the related parts.

Install in the reverse order of removal.

11. Check and make adjustments.

Check the electrical wiring for connection and lights and gauges for proper operation.

Rear Panel

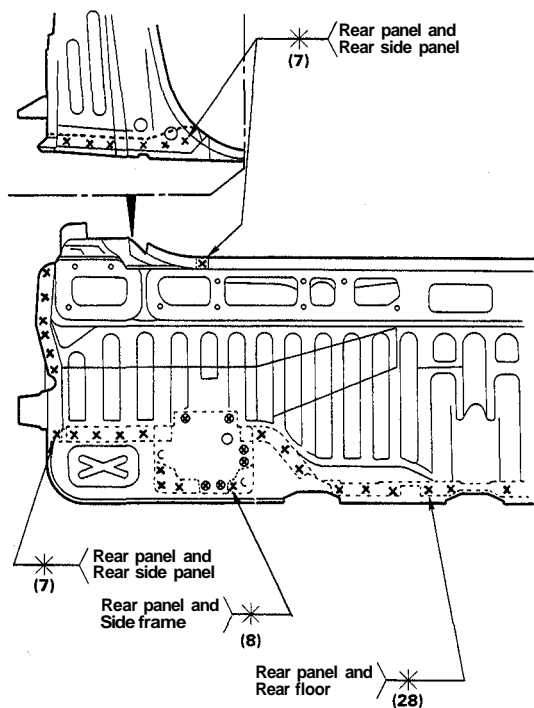
Description

The rear panel is joined to the rear side outer panel and rear floor, and maintains the rigidity of both sides of the rear body. It must be welded carefully.

Mass Production Body welding Diagram

<Welding Locations>

- * : Spot Weld
- △ : Fillet Weld
- : Slot Plug Weld

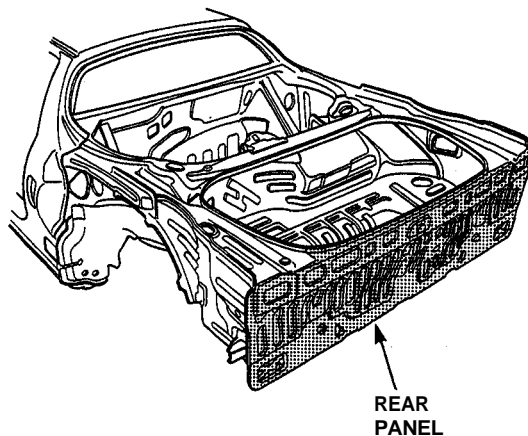


Replacement

1. Remove the related parts.
 - Rear bumper
 - Trunk lid lock and its attachments
 - Other related parts
 - Taillight and rear panel garnish
 - Rear fender
2. Pull out and straighten damaged area.
 - Pull out the related rear side inner panel, rear floor, rear side frame and other damaged parts with the frame straightener.
 - Attach the car to the frame straightener by tightening the underbody clamps located at the jack-up points on the bottom of the side sill and the side sill side flanges.
 - To protect the car body from damage, place a piece of aluminum plate on each clamping section and tighten the clamp.
 - Before pulling out the damaged section, it might be necessary to heat the section with an acetylene torch ([see page 2-31](#)).
3. Keep the body level.

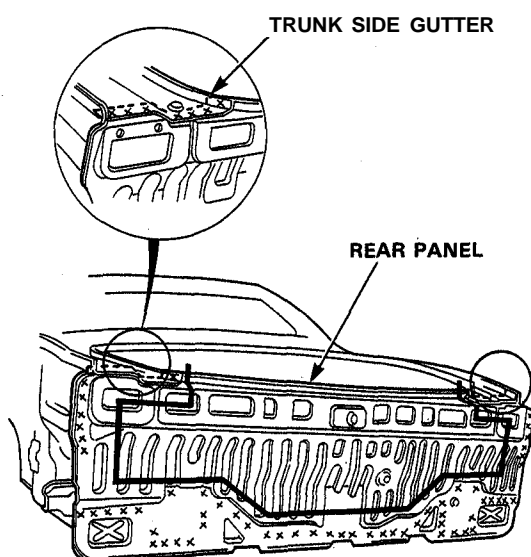
Jack up the body at the front and back and place safety stands at the four designated places of the side sills.

NOTE: Refer to the NSX Service Manual for safety stand location points.

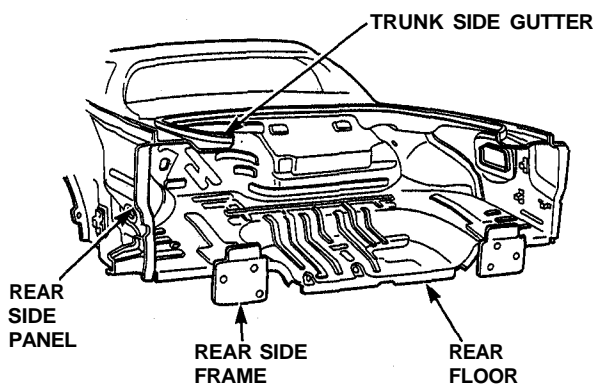


4. Cut and pry off the rear panel.
 - Strike a punch in the center of the spot welds to the rear inside panel and rear floor.
 - Drill the spot welds using a $\varnothing 10$ (3/8") spot cutter.
 - Grind the MIG/fillet weld using a rotary cutter.
 - Take care not to drill to the rear floor.
 - Remove the welding flanges using a chisel.
 - Smooth the damaged sections on the rearfloor, etc. with a hammer and dolly.
 - It might be necessary to replace the trunk side gutter this time.

▲ WARNING To prevent eye injury, wear goggles or safety glasses whenever sanding, cutting or grinding.



5. Mold the related parts.
Smooth the welding flange of the rear side panel, rear floor and rear side frame end.



NOTE: Check the reshaped parts for cracks (see page 2-29).

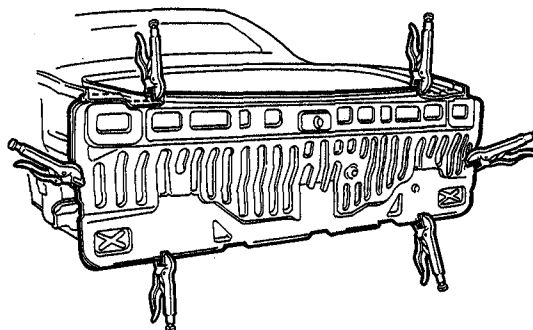
6. Set the new rear panel.
 - Paint the inside of the panel with the body color.
[See Paint Repair section.](#)

▲ WARNING

- Ventilate when spraying paint. Most paint contains substances that are harmful if inhaled or swallowed. Read the paint label before opening paint container.
- Avoid contact with skin. Wear an approved respirator, gloves, eye protection and appropriate clothing when painting.
- Paint is flammable. Store in a safe place, and keep it away from sparks, flames or cigarettes.
- Drill the $\varnothing 8 \sim \varnothing 10$ (5/16"~3/8") holes for plug welding in the welding flange of the replacement panel.
- Remove the undercoat from the welding section of the panel and expose the aluminum alloy base using a disc sander.

▲ WARNING To prevent eye injury, wear goggles or safety glasses whenever sanding, cutting or grinding.

- Remove the paint film from the welding section of the body and clean oil contamination with a shop towel soaked with wax and grease remover.
- Before setting the new panel, remove the oxide film from the welding section of the replacement part and body using a stainless steel wire brush.
- Install the new rear panel and clamp it with the vise-grips.



- Check the rear panel position using the body dimensional drawings ([see section 6](#)).

(cont'd)

Rear Panel

Replacement (cont'd)

7. Tack weld the rear panel.

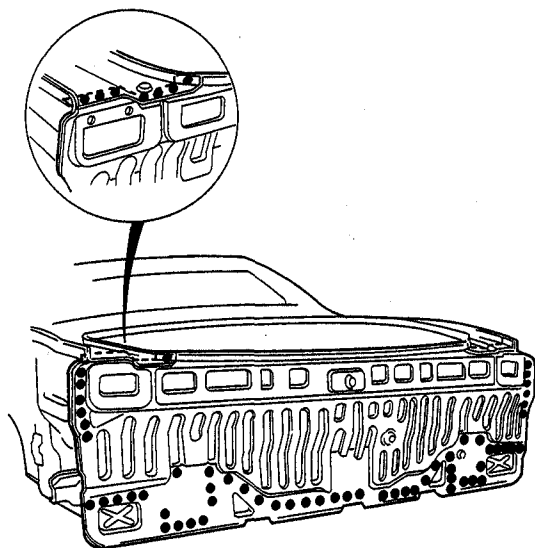
⚠ WARNING To prevent eye injury and burns when welding, wear an approved welding helmet, gloves and safety shoes.

- Open and close the trunk lid to check for proper installation.
- Position the rear panel in its correct position with the rear bumper and rear fenders installed.

8. Perform the main welding.

⚠ WARNING To prevent eye injury and burns when welding, wear an approved welding helmet, gloves and safety shoes.

- Before welding, perform the trial welding following the welder manufacturer's instructions.
- Remove the oxide film from the welding sections using a stainless steel wire brush.
- The applicable welding methods are MIG welding, plug welding, and fillet welding.
- Check the welding sections for cracks (see page 2-29).



9. Finish the welding area.

- Roughly grind the welds with a disc grinder. Be sure to leave the finishing allowance this time.
- Finish grind the finishing allowance with a disc sander until it is smooth.

⚠ WARNING To prevent eye injury, wear goggles or safety glasses whenever sanding, cutting or grinding.

- Take care not to grind the aluminum alloy base while roughly grinding the welds.
- Take care not to grind excessively.
- Do not press on the sanding tools excessively. If the disc face is clogged with the aluminum alloy particles, replace with a new disc.

10. Apply the sealer (see section 5).

- Apply sealer to the rear side outer joint and around the taillight areas of the rear panel.
- Apply sealer to the rear panel and rear floor joint.

11. Apply the paint.

See Paint Repair section.

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- Avoid contact with skin. Wear an approved respirator, gloves, eye protection and appropriate clothing when painting.
- Paint is flammable. Store in a safe place, and keep it away from sparks, flames or cigarettes.

12. Apply anti-rust agent (see section 7).

13. Install the related parts.

Install in the reverse order in which they were removed.

14. Inspect, check, and clean.

- Adjust the clearance with the trunk lid, then adjust the level differences and fit. Check foration.
- Test for leaks in the trunk compartment.
- Clean the trunk floor.

Description

Weld securely following the welder manufacturer's instructions to maintain the rigidity of the body.

Mass Production Body welding Diagram

✱ : Spot Weld
 ▽ : Fillet Weld
 □ : Slot Plug Weld



✓ Rear floor and
Rear side frame
(Wheelhouse)

(3) $L=20$

L. Side

Rear floor and
Trunk front panel
L=20

Rear floor and
Rear side frame
(Wheelhouse)

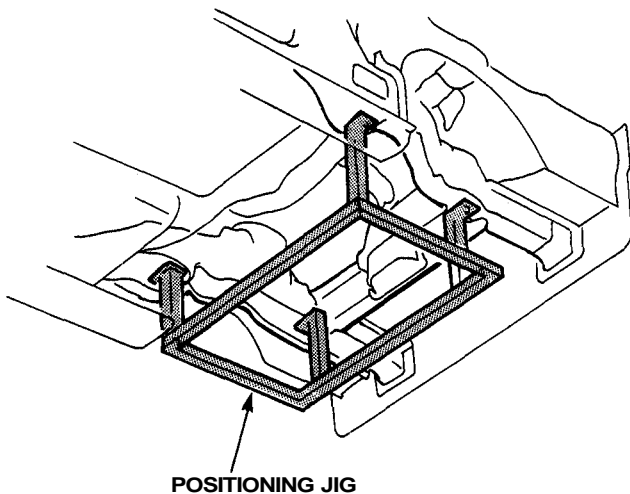
Rear floor and
Side frame end

Rear Floor

Replacement

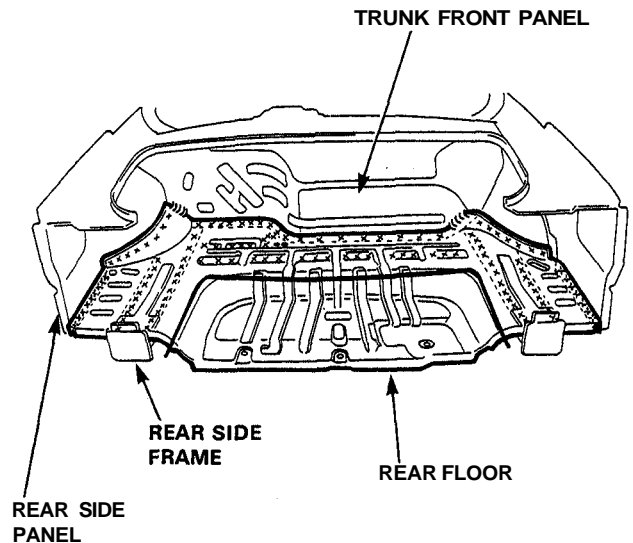
1. Remove the related parts.
 - Trim garnish, etc. in the trunk compartment
 - Rear suspension assembly, R/L, rear dampers, rear lower arm, rear radius rod
 - Exhaust silencer
 - Wire harness
 - Others
2. Pull out and straighten the damaged area.
 - Attach the car to the frame straightener by tightening the underbody clamps located at the jack-up points on the bottom of the side sill and the side sill side flanges.
 - To protect the car body from damage, place a piece of aluminum plate on each clamping section and tighten the clamps.
 - The collision damage may extend to the rear frame, rear cross member, and rear wheelhouse. Check for the damaged sections carefully and pull them out with the frame straightener to reshape.
 - Before pulling out the damaged sections, it might be necessary to heat the sections with an acetylene torch (see page 2-31).
 - Therefore, pull out the damaged area with the frame straightener and measure. Refer to body dimensional drawings (see section 6).

NOTE: Use of a positioning jig is recommended (see page 1-7).



3. Peel off the undercoat.

Heat the undercoat at the weld areas of the lower rear floor with a gas torch and peel off the undercoat with a metal spatula.
4. Remove the rear panel (see page 4-50).
5. Cut and pry off the rear floor panel.
 - Strike a punch in the center of the spot welds to the rear side frame, rear side panel, and trunk front panel.
 - Drill the spot welds using a (ø10 (3/8")) spot cutter.
 - Take care not to drill to the rear side frame.
 - Drill through the rear side panel as it is used for the welding hole.



- Remove the welding flange using a chisel.
- Correct the damage on the rear side frame, etc.
- Remove the burrs from the spot weld or MIG weld using a sander.

⚠ WARNING

To prevent eye injury, wear goggles or safety glasses whenever sanding, cutting or grinding.