NB (2001) MX-5 Miata Rear Quarter and Rocker Panel Replacement Steps

- Jack it up
- Remove seat (14mm), carpet, battery (10mm), door (https://www.mx5nutz.com/threads/guide-tackling-the-door-connector-molex.319714/ , pin, plug, hinges 12mm, plug, extra wire)
- Remove wheels and wheel liners (21mm, Phillips)
- Remove old panels
  - Loosen or remove front fender (10mm, wheel well liner clips, bottom two bolts will snap)
  - Place panels on car, trace around with painters tape
  - Cut existing quarter panel on inner edge of line
  - Remove spot welds in well and lower lip
  - Cut existing rocker panel on inner edge of line
  - Remove spot welds on bottom seam and rear lip
- Fix wheel well liner
  - Cut out rusted areas
  - Fabricate half-tubes to replace missing parts of lip
  - Fit new pieces by cutting and grinding new and existing
  - Clean mating areas to bare metal and spray with weldable primer
  - Weld new sections to existing
  - Add body filler to shallow areas
  - Clean back of liner and spray with rust reformer
  - Apply seam sealer to back of wheel well lip
- Clean inner panels
  - Vacuum out holes
  - Spray weld-through primer on both sides of over-cuts from removing old panels
  - Weld over-cuts
  - Grind old welds and over-cut welds flat
  - Wire wheel any surface rust
  - Degrease
  - Paint inaccessible surfaces with rust reformer
  - Paint exposed surfaces with etch primer and primer
- Fit rocker panel
  - Put new rocker panel on car and line up top and bottom seams
  - Cut to fit along existing lines
  - Check that there is a small gap for butt weld areas, cut or grind if not
  - Mark locations for plug welds, drill, and grind
- Prep rocker panel interior
  - Scuff with 400 grit sand paper or scotchbrite pad
  - Degrease
  - Coat with self etching primer (two coats, little too thick)
  - Sand and degrease
  - Coat with sandable primer and sand smooth (two coats)
- Weld rocker panel

    - Sand or grind all areas near welds—remove galvanic coating and any paint or primer
    - Spray inner areas near welds with weldable primer
    - Re-fit rocker panel and clamp in place
    - Butt weld front and rear to hold in place
    - Fill in plug welds
    - Grind welds flat and wire wheel shiny
    - Knock down seam with hammer
- Fit quarter panel
    - Put new quarter panel on car and line up rear and front seams
    - Cut to fit along existing lines
    - Check that there is a small gap for butt weld areas, cut or grind if not
    - Mark locations for plug welds, drill, and grind
- Prep quarter panel interior
    - Scuff with 400 grit sandpaper or Scotch-Brite pad
    - Degrease
    - Coat with self etching primer (two coats)
    - Sand and degrease
    - Coat with sandable primer and sand smooth (two coats)
- Weld quarter panel:
    - Sand or grind all areas near welds—remove galvanic coating and any paint or primer
    - Spray inner areas nears welds with weldable primer
    - Re-fit quarter panel and clamp in place
    - Butt weld each edge to hold in place
    - Fill in plug welds
    - Grind welds flat and wire wheel shiny
    - Knock down seam with hammer
- Finish outer
    - Check door fit
    - Scuff with 400 grit sandpaper or Scotch-Brite pad
    - Put fiberglass filler over welds and sand flat
    - Put body filler over welds and sand flat
    - Degrease
    - Coat with self etching primer (two coats)
    - Sand and degrease
    - Coat with sandable primer (two coats)
    - Apply seam sealer to all seams/gaps between panels
    - Apply seam sealer to lip of wheel well
    - Sand and degrease
    - Coat with paint (four coats)
    - Coat with clear coat (four coats)
    - Coat rocker panel bottom with chip guard
    - Coat bottom seam and any other surface rust with rust reformer

    - Buff and polish after a couple days to cure
- Adjust door fit, sand door bottoms and spray with rust reformer and then paint
- Fluid film in all the holes