



Porsche 928 Illuminated Sills

Installation guide

Removing the sill:

I want to thank Andrew Olson for the first part of this guide. He posted the following removal procedure on Rennlist in 2005

First thing to do is to remove the "rivet" at the back of the sill plate. I used a couple of screw drivers to gently pry it out. If you're careful you'll be able to reuse it. If you're not, you won't.



After you get this out, then there is a plastic plug between the 9 and the 2 that you have to pop out of its hole.



I found my wire strippers worked perfectly to gently pop this out.

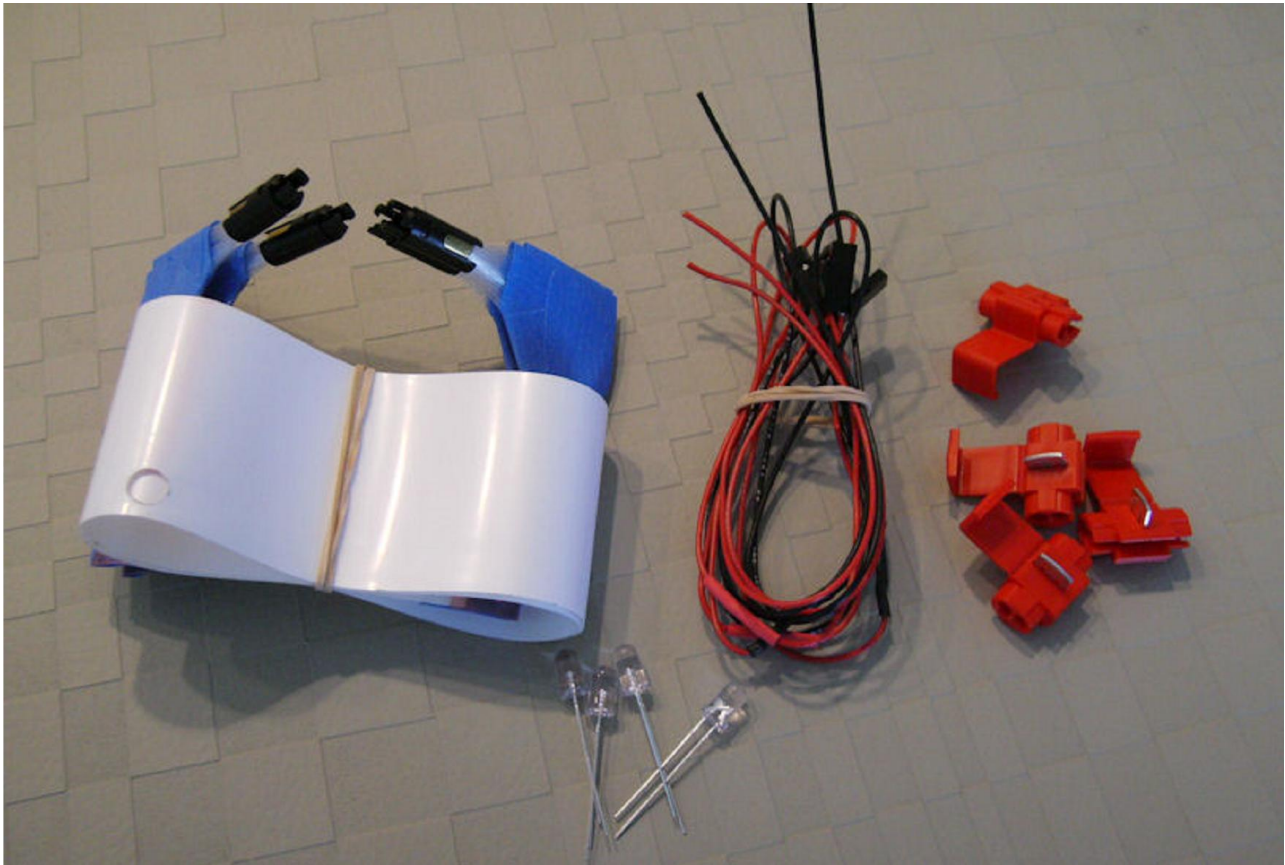


After you have these loosened, then you can lift up the lip of the sill. Don't lift too high, as there are little tabs that will break. After you get the lip up, slide the sill toward the interior of the car to disengage the tabs . I saved all me driver-side tabs, but lost a couple on the passenger side. At this point the sill should be free. Here's a picture of what I'm talking about.



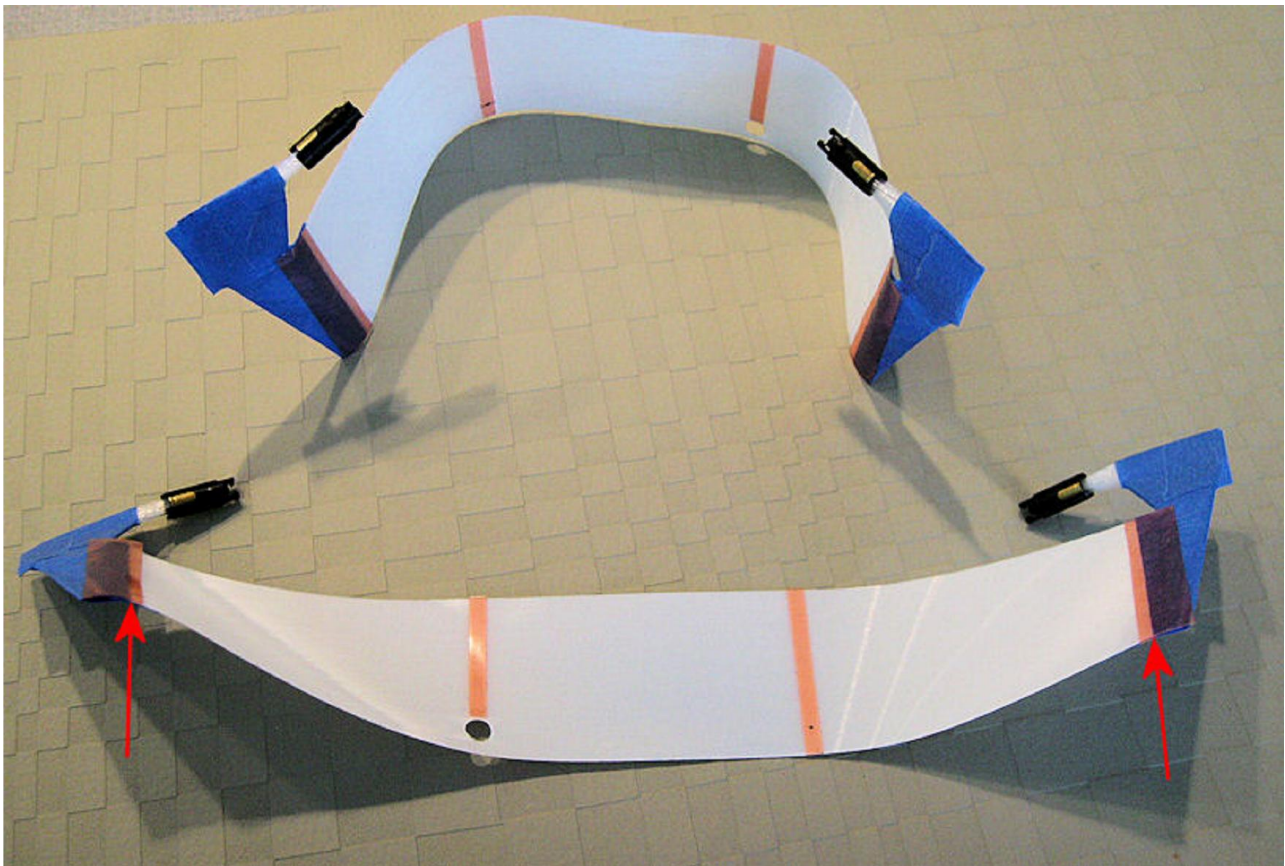
One note to add: the white buttons that are left on the car once you slide the sill towards the interior to remove it, can easily be removed from the car by turning them 90 degrees. They pull right out. You can then slide the pins back on the sill piece, in their slots. Once the pins are back on the sill, the sill can be reinstalled by aligning the pins in their hole and pushing straight down. No sliding necessary. This makes the alignment of the light strip much easier.

Installing the light strips:



The picture above shows the parts you get in the kit.

Below is what the strips look like open. The red arrows show the extent of the business area. That gives you 1/8" beyond the numbers on each end. The face with the adhesive strips is the fiber optic side and will go face down on the plastic numbers. The smooth white back is the reflector. Do not severely bend the strips, as you might wrinkle the reflector.



You have a right and a left strip. Each has a hole, to fit over the sill's locating pin (red arrow below).

The red dotted line below marks the middle channel where the car's body reinforcement fits. That means that both fiber optic tails need to conform to this channel and will be pushed to the bottom of it once the sill is reinstalled.

Put the strip in place dry at first, over the locating pin, making sure that both ends extend past the end of the "9" and the "8"

At this point and **before** you actually remove the protective cover of the adhesive and glue the strip down, you have 2 choices:



First method:

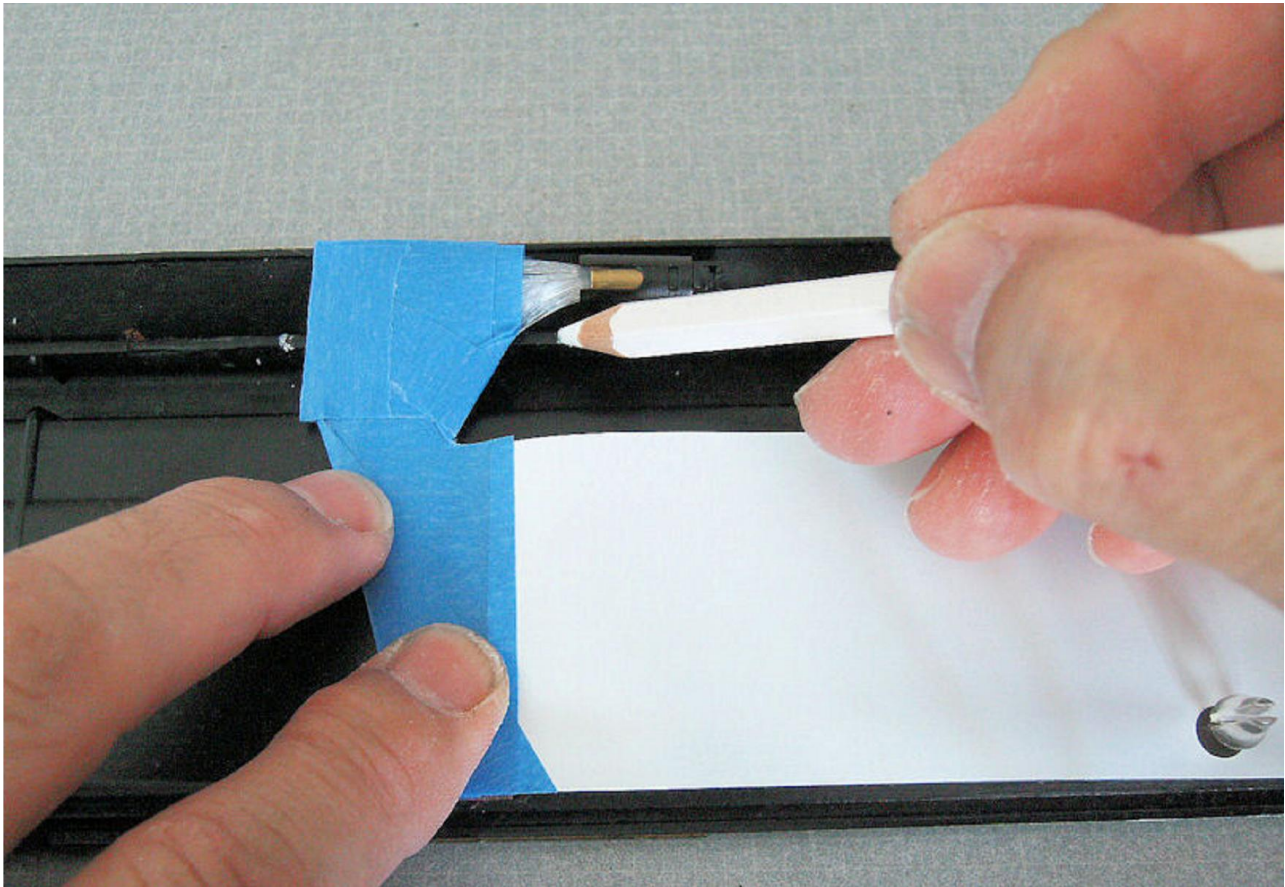
I made every effort to both lock the fiber optic tails (these suckers can be hard to manage) and protect them, so that you can force them to conform without modifying the sill. But it's tight.

Push each tail down in the channel, while keeping the connectors over the ridge. All the wiring will live in the upper channel. When you push the tail down in the middle channel, the connector will have a tendency to move backwards. Note where it lands and lock it in that position with a piece of electrical tape. It does not matter if your tape extends beyond the sill, you can cut it later.

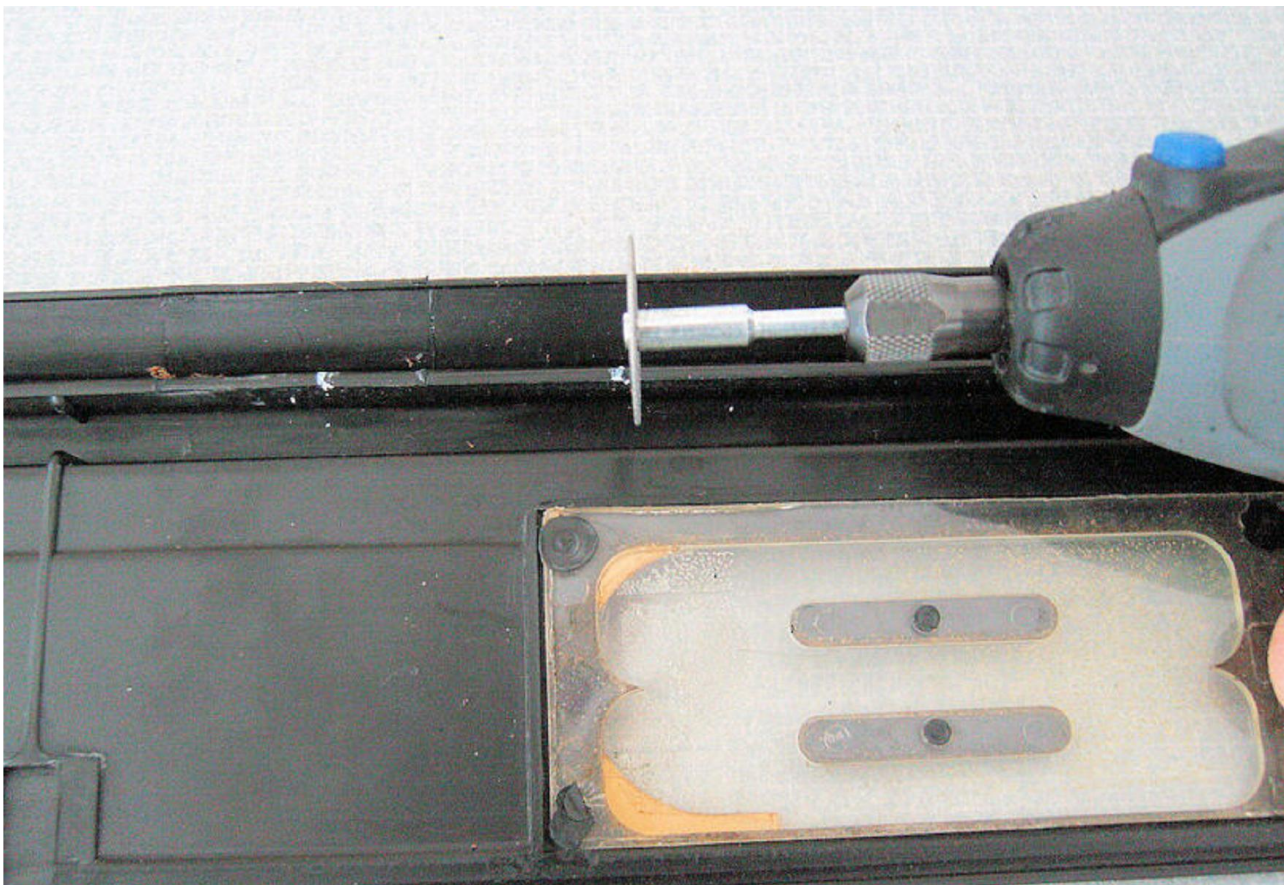
**Second Method (preferred):**

The idea is to remove a small rectangle of plastic from the bar that divides those 2 channels to let the fiber optic tails through.

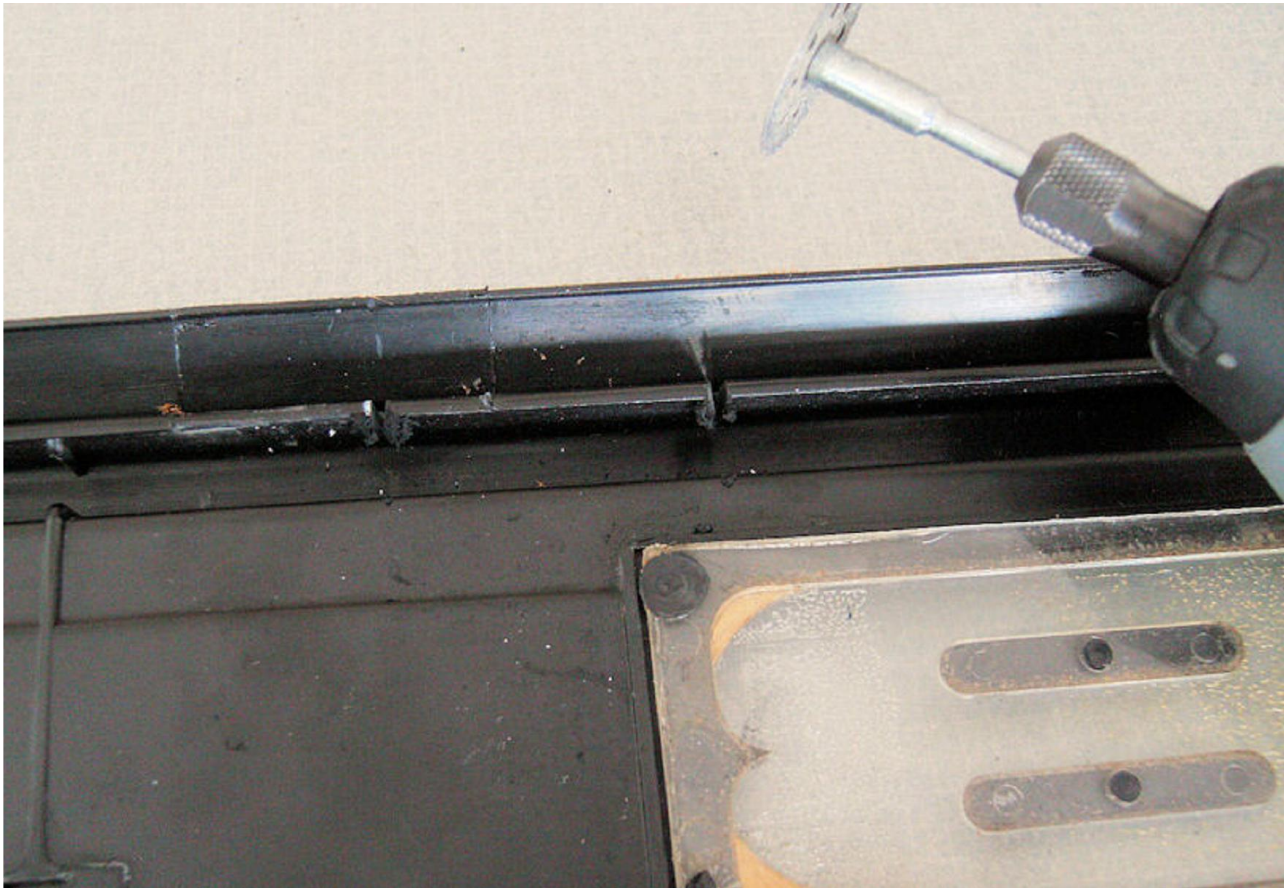
With the strip in its place, mark where each tail rests:



I used a Dremel to cut the plastic because it's faster, but a knife or even better, a sharp chisel, would do just as well.



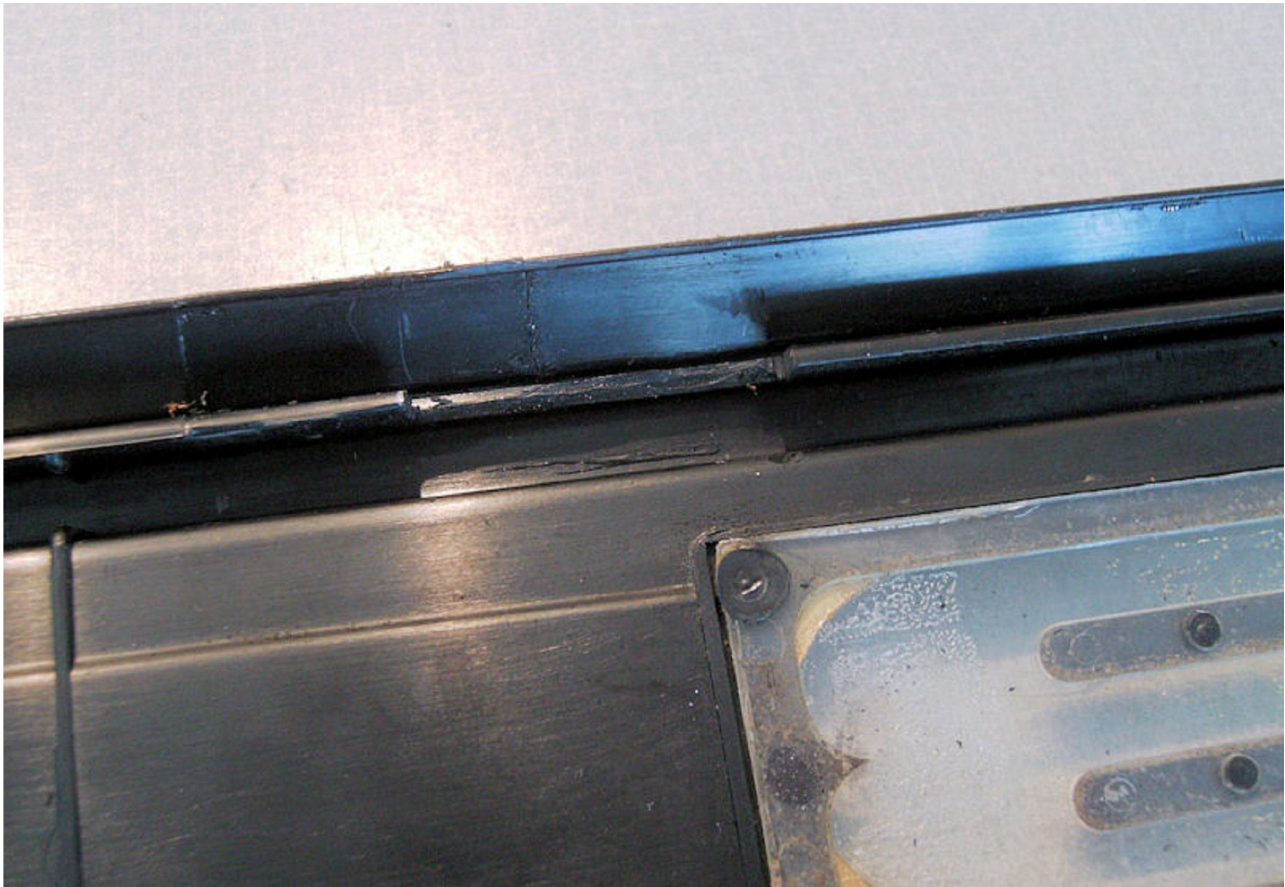
First 2 cuts. No need to go really deep. And just be carefull no to damage the back surface.



The third and final cut follow the edge of the sill. You basically only need to score the plastic and break off the piece.



All done, after a bit of clean up. Not even a minute per side



Tails fall in place with much less stress.

This alteration to the sills would not affect their appearance and/or performance, even if you decide to return to stock.

