Interior out. Not going into detail here. Aside from the obvious removal of the A, B, C pillars and headliner, make sure all of the brackets, side airbags, etc are removed before proceeding any further.

No pictures of this, but clearly you must remove the front windshield and rear window. Had a mobile company come to me and it was a very quick and affordable process.

Front, rear, and side portions ground down using the die grinder. This step doesn't need to be perfect or pretty, just enough to expose all of the spot welds. On the sides, most of the spot welds can be seen without much grinding as there is only a thin layer of paint from the factory. Regardless I would be cautious not to scrape up the inner edge with the grinder. This comes more into play later when removing the factory epoxy after the roof is off. I would highly recommend to tape off the sides and any other areas you think may come in contact with the grinder. Sort of a given here.

First of many spot welds drilled out. Undoubtedly the most tedious step of this project, but once you get the feel for it, it's just busy work. Having the correct drill bit here makes a world of difference, can't imagine going at it with a standard bit in fear of drilling straight through all of the layers.

Below is a link to the bit I used. I would suggest buying 2 of them, but it may vary.

http://shop.blairequipment.com/8mm-C...er-p/11308.htm

Popped right off!

A few more.

Starting to pry the roof off. Started on each of the 4 corners where I had the most leverage. Having a few different sized pry bars helps a ton here.

And it's off! The sides were a little difficult to pry off as you don't have much leverage. In the picture you can see the flap just under the first layer of the roof. I used that and had enough leverage to pop it off. You could also attack from inside the car for those areas, but just be careful not to bend anything you aren't removing...


RECARO
RECARO


EXIT

Once the steel roof is off you'll need to smooth out the spot welds on the front, rear, and side portions. Depending on how clean and precise your spot weld removal was will dictate the amount of work done here. Don't worry if your cut protrudes too much into the surface, as the epoxy will fill in. I found a small Dremel tool here worked great, as the die grinder can be kind of bulky in some of the areas.

This is also the time where you must remove the factory epoxy from the sides and also the top portions, as you can see in the above pic. I went ahead and removed all of it up to the edge just so I would have completely clean mating surface. Again I found using the die grinder was too bulky especially on the sides, so I used a small Dremel and various attachments. Be very careful here to not remove any paint that is visible from the outside on the top of the sides. The roof and roof rails sit noticeably lower than you think and you will have to touch up areas if you grind off the factory paint. You'll see why later…

Sorry for the lack of pictures here… None after everything was ground down and removed.

Quick test fit of the Evolve roof, perfect fitment

Before proceeding any further you need to weld in the roof bow. Self explanatory. Thanks to Alex for helping out here.

With removing all of the factory epoxy and making it as clean as I could, there was a lot of bare metal. To be safe, I went ahead and primed everything. I feel this makes for the cleanest and most protective install.

Another thing to remember is that if you are using the OE epoxy and probably every other OE equivalent, it MUST be applied to a bare metal surface. This is the epoxy I used below, documented by BMW for the CSL's. Valvoline

Another thing to remember is that if you are using the OE epoxy and probably every other OE equivalent, it MUST be applied to a bare metal surface. This is the epoxy I used below, documented by BMW for the CSL's. Valvoline PLIOGRIP 90

http://www.autobodytoolmart.com/plio...g-p-26422.aspx

I have seen numerous other installs where people have applied the epoxy directly to the factory galvanized coatings! I can't say what the actual difference would be, I'm sure the roof is not going to fly off, but again better to be safe and follow the directions.

So after I primed everything, I went back with the die grinder to areas where the epoxy would be applied. This way, all of the other areas are still protected by the primer.

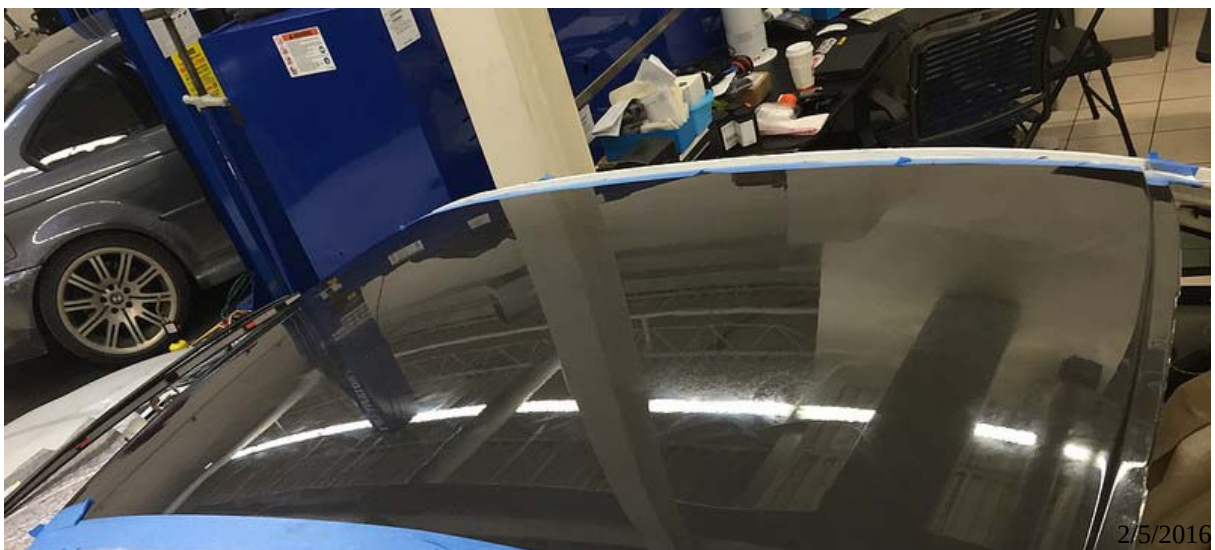
Epoxy being applied! Plenty of time here working with the 90 minute version. I used one full cartridge and that was plenty. Was able to lay down a nice thick bead.

Roof set into place and clamped down! Different clamps will need to be used in different areas. Remember you don't want to overclamp, but just enough to set the roof in place and for the epoxy to spread and set nicely.

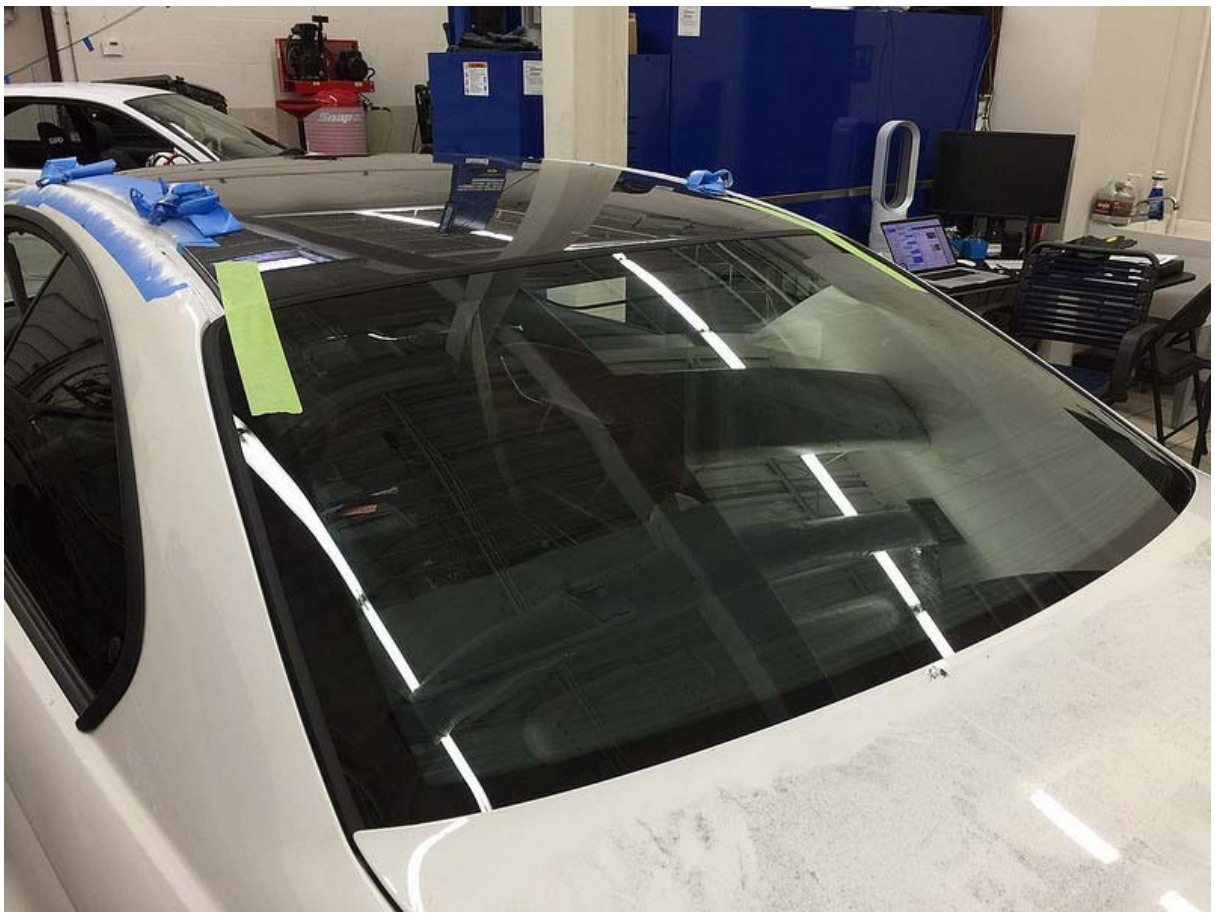
Once the roof was set and made sure the epoxied had set in nicely, the next step was to tape off and prime the side railings. Even with this epoxy aiding in rust prevention itself, there were still some areas of bare metal I wanted to

Once the roof was set and made sure the epoxied had set in nicely, the next step was to tape off and prime the side railings. Even with this epoxy aiding in rust prevention itself, there were still some areas of bare metal I wanted to take care of. Regretfully, during the removal off the factory epoxy some of the factory paint was removed on the sides which led it to being exposed even with the roof rails in. Not a big deal as I would have done this anyways, but try your best not to I suppose.

A few coats of Alpine White rattle can



Windshield and rear window back in. Removed the super old tint off the rear window, goodbye rear deck



A little clear action. Spot on match and looks factory, really happy with it.