

Roof Delete | Race Build

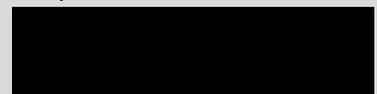
Subaru Forester XT



Declan Lee Motorsport
Unit 3 Fen Place Farm
East Street
Turners Hill
West Sussex
RH104QA

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Prepared For:



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1: Introduction

Hello [REDACTED]

It's been a pleasure to work with you on your projects so far. Having the pleasure to work on the Jaguar for its big brake kit and now this Subaru Forester Track Project, thank you for choosing DLM once again, and this time paying for the written report.

We would like to give a special thank you for your loyalty at DLM and hope we can look after your cars for many years to come.

Since you are a returning customer [REDACTED] these reports are normally charged at £ [REDACTED]

This Subaru Forester is certainly not your normal Nurburgring track weapon, which is exactly what makes your car so cool. It's already coming together nicely with the stripped interior and grippy tyres, with just a few more modifications you will be ready to hit the track. We're keen to see this project through with you and have you on track as soon as possible.

There are some key points to look at in the future after we conduct this work. They would mainly be a rollcage and nice set of suspension. I talk about these points a little further on.

2: Removal of Glass Roof

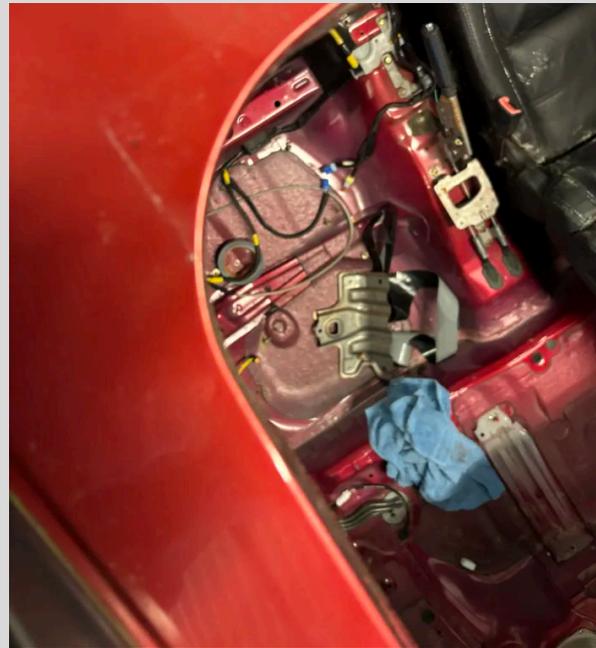
To get this project started it all started with removing that heavy roof, we weighed it and it was over 30kg with all the motors and glass. So there's definitely a gain to be had in this weight reduction.

To unbolt the roof we removed all the fixings and supported the roof and lowered it into the cabin, being careful to keep the glass intact so we can scan it at the machine shop.

To remove the roof took 2 hours labour

3: Roof Fabrication

We took the glass roof and measured it to replicate with a metal panel, However due to the rubber surrounding the glass an accurate measurement had to be achieved another way. The measurements we had taken of the roof gap were good but the radius of the corners was very important to achieve the perfect fit.



We had only one option to achieve a perfect fit, a laser scan of the glass roof for its curvature, and the gap in the roof. The glass is not flat which means to replicate the bend in the metal is not easy, we touch on this further below.

The car had to be transported to the metal machining shop to be scanned, lucky this is close to our unit

Once we had all the measurements required we had options on roof material, we considered aluminum for the lightness, however due opting for welding we chose mild steel as the material for the sun roof delete.

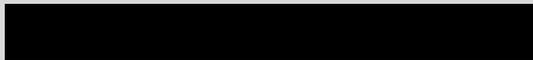
3.1: Roof Fabrication continued

Due to the natural curvature of the glass and the surrounding roof profile, there are two possible approaches for the sunroof delete panel:

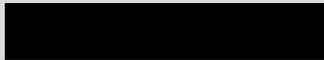


sunroof delete panel (*recommended*)
sunroof delete panel

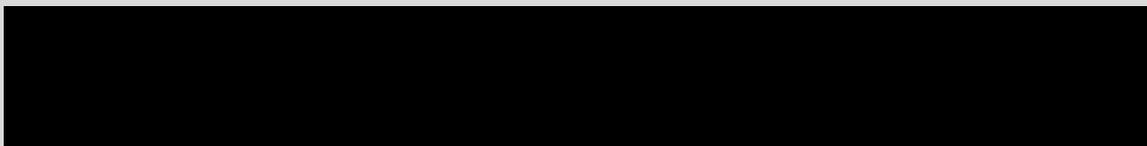
Replicating the exact factory roof curvature so that the panel flows perfectly like a genuine slicktop is extremely difficult. While it can be achieved, it requires complex forming, which significantly increases the overall cost.



achieve the same functional sunroof delete result. The panel will sit correctly within the roof aperture, allow proper water dispersal, and avoid fitting onto a flat section of the roof. This method is far simpler to manufacture, easier to install, and therefore far more cost-effective.



the panel may be slightly more noticeable under certain lighting conditions, as light can reflect differently across the surface. However, this effect would still be present to some degree even with a more complex panel, particularly after wrapping the roof. There may also be a very slight shade difference compared to an original factory roof colour.



Due to the natural curvature of the roof and the shape of the surrounding sunroof aperture, there are two possible design approaches for a sunroof delete panel: 

3.2: Roof Fabrication continued

Because of the compound curvature of the factory roof and the way the sunroof aperture sits within it, the most accurate way to achieve a true slicktop appearance is through [REDACTED] sunroof delete panel.

The [REDACTED] option is designed to closely replicate the original factory roof profile, allowing the panel to flow smoothly across both planes of curvature rather than transitioning through a single radius. This results in a noticeably more refined surface, particularly across the roof line, where the panel blends more naturally into the surrounding metalwork.

Achieving this level of accuracy requires additional design time, as the panel must be shaped in two directions to follow the roof's natural contours. This complexity is what allows the [REDACTED] panel to deliver a near OEM-level finish,

Under varied lighting conditions, the [REDACTED] panel reduces surface distortion, meaning reflections flow more evenly across the roof. This is especially beneficial on this as we are going for a gloss finish where imperfections are more easily highlighted. The result is a cleaner, more cohesive appearance that stands up better to close inspection.

While both options provide a fully functional sunroof delete with correct fitment and water management, the [REDACTED] panel is the premium solution if you are looking to minimise visual compromise and achieve the closest possible match to a genuine factory slicktop roof.

Cost of design and manufacturer [REDACTED] sun roof delete £800

Cost of design and manufacturer of [REDACTED] sun roof delete £550

4: Roof Installation

The roof installation process is made significantly easier and more precise by using a perfectly water cut metal panel. The accuracy of the water cutting process ensures the panel matches the roof aperture correctly, reducing the need for excessive adjustment and allowing for a clean, consistent fit.

During installation, the panel will be carefully positioned and aligned before being securely fixed in place. It will be bolted from the corners to ensure correct placement and stability while maintaining the roof's original structure. This method allows the panel to sit firmly and provides a solid base for sealing.

Once the panel is secured, a high quality automotive seam sealer will be applied around the full perimeter. This is a critical step to ensure the roof is completely watertight, preventing any future leaks and eliminating the risk of unwanted water ingress. The seam sealer also helps to protect against corrosion by sealing any exposed edges and joins.

This process ensures the roof remains structurally sound, weatherproof, and reliable, putting an end to any unwanted showers from a previously leaking sunroof while providing a clean and professional sunroof delete solution.



5: Wrapping

We reviewed a wide range of brands and materials in order to achieve the best possible colour match for the roof. After careful comparison, the brand that offered the closest and most consistent colour matching was 3M, which provided the best overall finish and reliability for this application.

There are two suitable wrap options available:

Option 1: Gloss Black Price Installed: [REDACTED]

A gloss black roof is the safest and most forgiving option. It effectively hides any minor distortions or surface variations that may result from the sunroof delete process and provides a clean, uniform appearance. In addition, gloss black wrap material is more readily available and more cost-effective, making it the cheaper option overall.

Option 2: Gloss Red Metallic Price Installed: [REDACTED]

The gloss red metallic option offers a very close match to the vehicle's original paintwork. In most lighting conditions, the colour match is excellent. However, in direct sunlight there can be very slight differences in tone or metallic reflection when compared to the factory paint. That said, the match is close enough that these differences are minimal and unlikely to be noticeable unless viewed very closely.

Under normal circumstances, we would typically recommend opting for a gloss black roof to avoid any visual inconsistencies. However, due to how close the gloss red metallic is to the original colour, we believe it is worth attempting the red option in this case, as it will maintain the vehicle's original aesthetic while still achieving a high-quality finish.



6: Wire Tucking / Electrical



The cabin wire tucking, has different levels depending on how smooth and clean you would like the interior to look. Each level increases the amount of work involved and the overall level of finish.

Level 1 – General Cabin Loom Tidy

This level focuses on tidying the existing cabin wiring to create a cleaner, smoother appearance.

- Grouping wires together using automotive tubing
- General neatening of the internal cabin loom
- Reducing visible clutter while retaining factory routing
- All wiring remains accessible and serviceable

Estimated labour: 3 hours

Level 2 – Hidden Cabin Loom (Chassis Routing)

This level improves the overall smoothness of the cabin by hiding selected wiring within the chassis.

- Small access holes cut where required
- Rubber grommets fitted to prevent chafing over time
- Wiring routed inside the chassis to reduce visibility
- Results in a much smoother, more minimal cabin appearance

Estimated labour: 5–6 hours

Level 3 – Full Smooth Cabin (No Visible Wiring)

Estimated labour: to be discussed

This is the cleanest and most extreme option. Cabin wiring fully hidden beneath the vehicle with no exposed wiring visible inside the cabin.

Window Controls

Window control wiring will remain visible unless the rear window controls and wiring are completely removed. Or we can look at getting some door cards made and hide the wires in trunking. Let us know if you would like to discuss this option.

7: Bucket Seat Fitting

The bucket seat will most likely require higher mounting points, as the mounts are unlikely to position the seat high enough, even taking your height into account. Due to the design of bucket seats and their fixed seating position, achieving the correct driving position is crucial for both comfort and safety.

The best approach is to carry out a test fit initially and have you sit in the seat to assess the driving position properly. This allows us to check seating height, reach to the steering wheel and pedals, head clearance, and overall ergonomics before any permanent modifications are made. From there, we can determine whether new mounts, modified brackets, or spacers are required to achieve the correct position.

As each installation can vary depending on the seat, subframe, and vehicle, labour will be charged based on the actual time required to complete the work. Labour is billed at [REDACTED] per hour, with the total cost depending on the complexity of the mounting solution needed.

This approach ensures the seat is fitted correctly, safely, and tailored specifically to your driving position.



8: Harness / Rollcage

As you will be fitting bucket seats, the safest and most effective way to mount the harnesses would be directly to a roll cage. This provides the correct mounting angles and structural strength required for harnesses, ensuring both safety and proper restraint performance.

We can assist in sourcing and obtaining quotes for a suitable roll cage from reputable suppliers. However, the roll cage itself would be supplied by a third party.

Our role would be to facilitate the process and pass the cost of the roll cage directly to you, in the same way we are handling the roof wrapping. This keeps everything transparent, with no additional markup on the cage itself, while still providing you with support throughout the process. This approach ensures the harnesses are mounted correctly and safely, while allowing the roll cage installation to be carried out.



Thank you again for trusting DLM with your Subaru future track weapon. Our overall impression is that this car has strong foundations, the engine, shell, and structure are solid, and the areas requiring attention are largely centred around small items and gives great grounds for a track build. Once these points are addressed, you will be ready to take on track days from Brands Hatch in Kent to Spa in Belgium We would be delighted to help you carry out the next stages of work, we just need your inputs of a few items:

Roof Sunroof Delete [REDACTED]

Wire Tuck Level 1, 2, 3 (Working Windows?)

Wrap Colour Black, Red

As mentioned, we can provide free secure storage during our time in the States [REDACTED] We are sorry we were unable to get everything wrapped up with the roof quotation and structure before the end of this month.

Finding a solution for a panel which will be futureproof was not easy. It's been a real pleasure to have this Subaru in our workshop. We are keeping the car inside as the glass roof is at the metal manufacturer. We are keen to help you build this Subaru into a track weapon and look forward to seeing you flying around the track.

Remember we offer professional ARDS coaching for any UK track too!
Any questions please do ask.

Warm regards,
Declan Lee - Director
Improving Laptimes, one car at a time.

Any Questions please do reach out via phone call, text or in person.
Thank you again for choosing DLM.

Declan Lee