Jeep® Cut-Out™ Fender Flares Set of 4

Set Part #10916-07
Rev-5 3/5/2014
For complete fitment info visit : www.bushwacker.com

STEP 1 – PRIOR TO INSTALLATION

A) Bushwacker only approves installing the flares according to these written instructions with the hardware provided. WARNING: Failure to install according to these instructions will invalidate the warranty. This includes, but is not limited to using alternative installation methods, hardware, or materials. DO NOT USE: Loctite, SuperGlue, or similar products on the hardware or the flares.

B) **Fit:** Verify the fit of the flares to vehicle. (Some filing, sanding, or cutting may be necessary to ensure proper fit).

C) **Painting:** (Optional) if paint is desired it must be done prior to installing flares on vehicle. Clean outer surface with a good grade degreaser. DO NOT USE LACQUER THINNER OR ENAMEL REDUCER AS A DEGREASER. Wipe outer surface thoroughly with a tack rag prior to paint. Application of plastic adhesion promoter for ABS plastic as per your paint system manufacturer's recommendations is required. Paint flares using a high quality enamel, or polyurethane automotive paint. If painting edge trim (not recommended), use a flex additive.

D) **Performance:** Using larger Tires may increase the area required to turn the vehicle. Some Tire/Rim combinations may require lowering bump stops and or installing steering stops to prevent tire from contacting flare.

E) **Exhaust System:** Modifications may be necessary to maintain a minimum 4" clearance between flares and exhaust pipes. (Exhaust gases should not vent directly onto flares)

F) **Metal Protection:** All exposed fasteners and bare metal should be treated with rust resistant paint BEFORE installing flares. Spray inner fender wells with undercoating AFTER flare attachments have been completed.

G) **Decals:** Flares may interfere with existing decals on vehicle. If you wish, remove decals prior to installation of flares.

TOOLS FOR EASY INSTALLATION:

- Grease Pencil or Scribe
- Heavy Hammer
- Reciprocating Saw
- Pliers
- Electric Drill
- 3/32", 3/16" Drill Bits
- #2 Phillips Driver Bit
- Utility Knife
- Putty Knife
- Adhesive Remover Disk
- Black Spray Paint
- Palm Sander
- Socket Wrench
- 3/8" Socket
- Torque Wrench
- Impact Wrench
- Masking Tape
- Partner (for part of rear installation)

NOTE: These instructions involve cutting parts of the vehicle.
It is important to read all instructions prior to cutting and installing of flares.

LIMITED LIFETIME WARRANTY AGAINST ANY MANUFACTURING DEFECTS

- To claim a warranty, you must provide Proof of Purchase.

Included in Hardware Kit:

1. 
ET1-0002, Edge Trim Tool, 1 pc

2. 
GP1-0005, Large Wiper Style Edge Trim, 304 inches

3. 
MB1-0003, GDB Mounting Bracket, 4 pcs

4. 
NU1-0003, #8 x.09 Panel U-Nut, 4 pcs

5. 
NU1-0004, 10-24 Nylock Nut, 10 pcs

6. 
RV1-P001, 1/4" Black Nylon Retainer, 14 pcs

7. 
SW1-0003, 10-24 x 3/4" Phillips PH Screw, 10 pcs

8. 
SW1-0045, #14-14 x 1" Torx Screw, 36 pcs

9. 
SW1-0052, T-45 Torx Bit, 1 pc

10. 
SW1-0056, #8 x 3/4" PH Screw, 16 pcs

11. 
WA1-0007, .203x.625x.04 #10 SS Washer, 16 pcs

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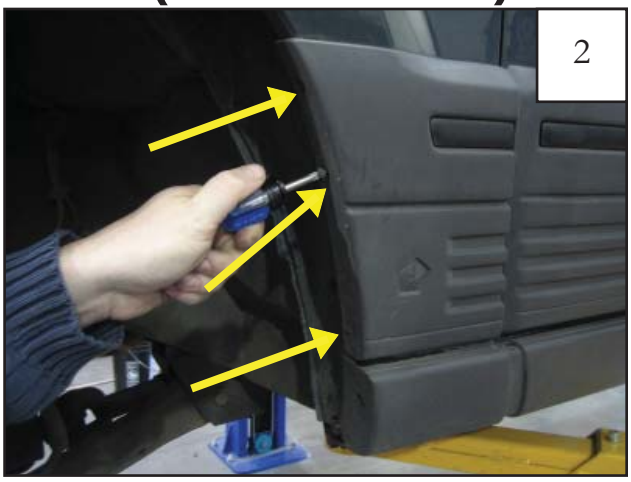
STEP 2 - EDGE TRIM INSTALLATION

A. If painting flares, see section C of Step 1 - Prior to Installation. Peel two to three inches of red vinyl backing away from Edge Trim (GP1-0005) tape. Applying the adhesive side of the edge trim to the inner side of the flare, affix the edge trim to the top edge of the flare (the portion that comes in contact with the vehicle).

B. Press edge trim into place along the top edge of the flare in one-foot increments, pulling red vinyl backing free as you continue to work your way around the top edge of the flare.

Front Flare Installation Procedures (Driver's Side):

Remove tire using an impact wrench.



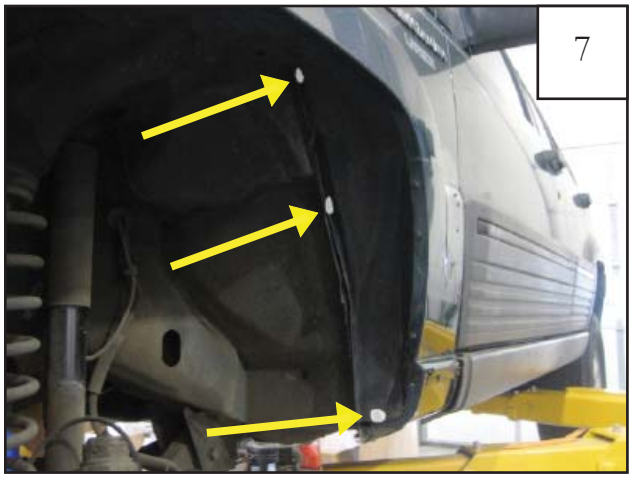
Remove factory screws from upper side cladding. Three places.

Remove upper factory side cladding piece from front fender.

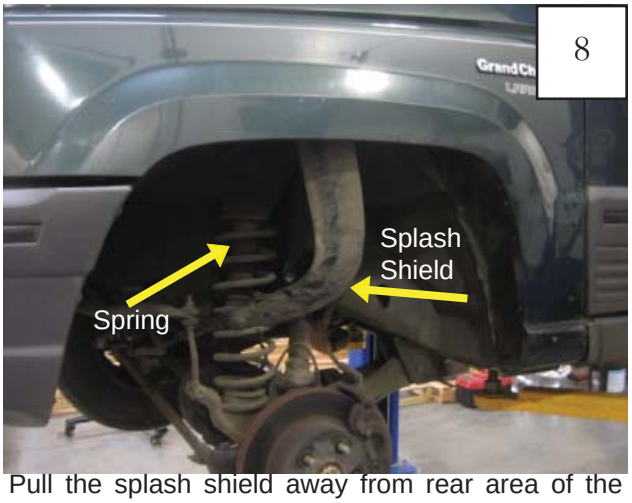
Remove one factory screw from lower side cladding.

Remove one christmas tree fastener from bottom of lower side cladding.

Remove lower factory side cladding piece from front fender.

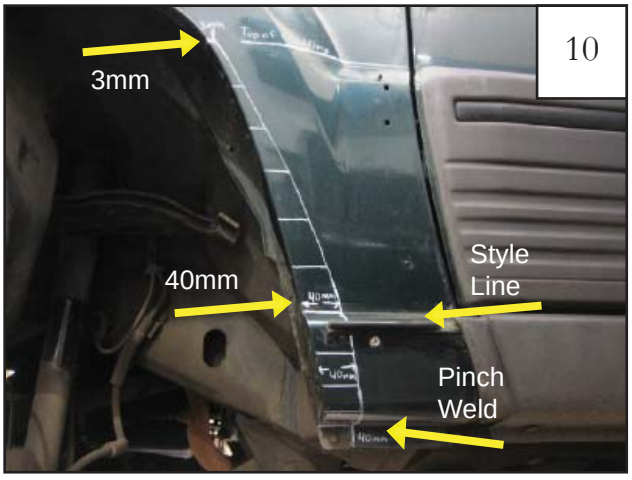


Remove three christmas tree fasteners from wheel well splash shield. Fasteners are white in picture for visibility.



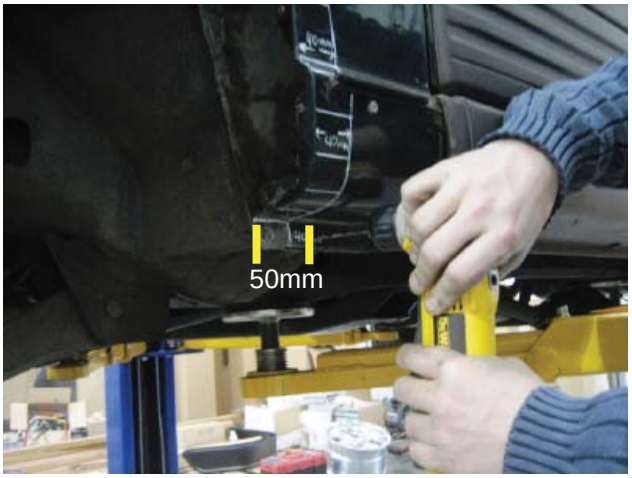
Pull the splash shield away from rear area of the fender and tuck it into the spring.

Remove and save sound dampening foam from inner wheel well. *NOTE: If debris is present in inner wheel well, remove before continuing installation.*



Mark vehicle for cutting: 40mm at pinch weld up to style line, tapering to 3mm at top of previously removed factory cladding. Make horizontal marks from wheel well to line drawn about two inches apart as shown in picture. Make marks closer together around tight corners.

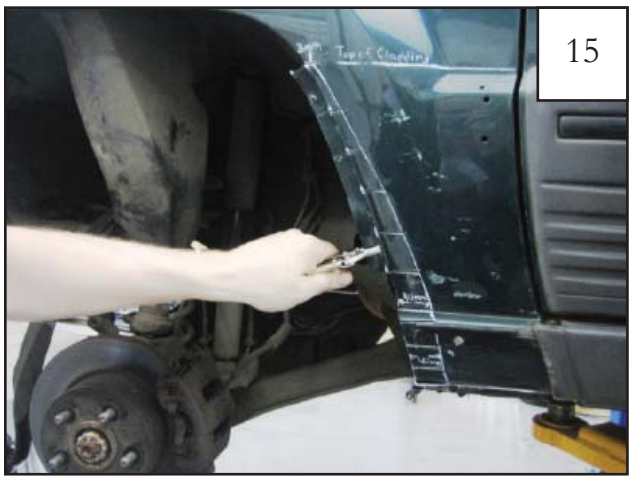
Remove and save factory bolt from bottom rear of front wheel well.



Approximately 50mm back from lip, predrill a hole through the pinch weld using a 3/16” drill bit.

Install factory bolt saved during Step 11 through the hole drilled in Step 12.

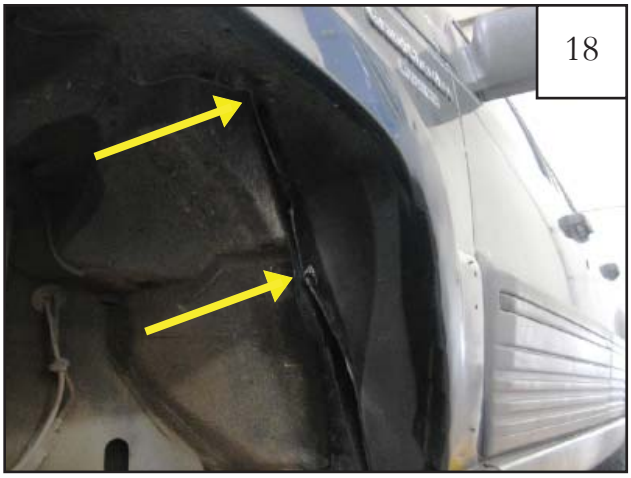
Starting at the style line, cut along horizontal marks from wheel well to vertical line with reciprocating saw.



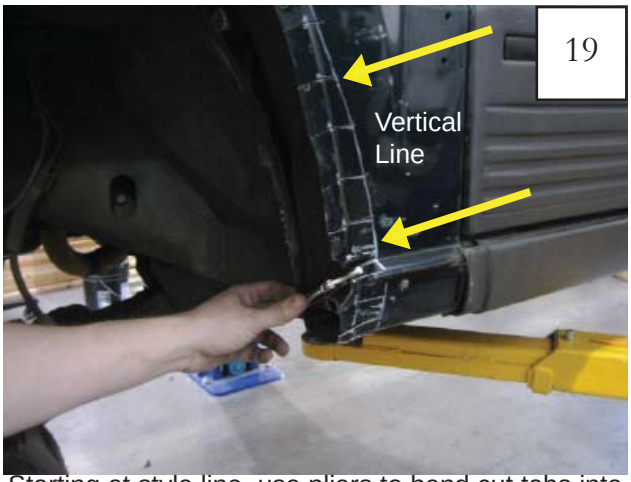
Bend wheel well lip out with pliers to roughly match outer face of fender.

Reinsert sound dampening foam removed during step 9 into inner wheel well.

Push splash shield back into place.



Attach wheel well liner by putting a tuflock through the two uppermost holes from which christmas tree fasteners were removed in Step 7.

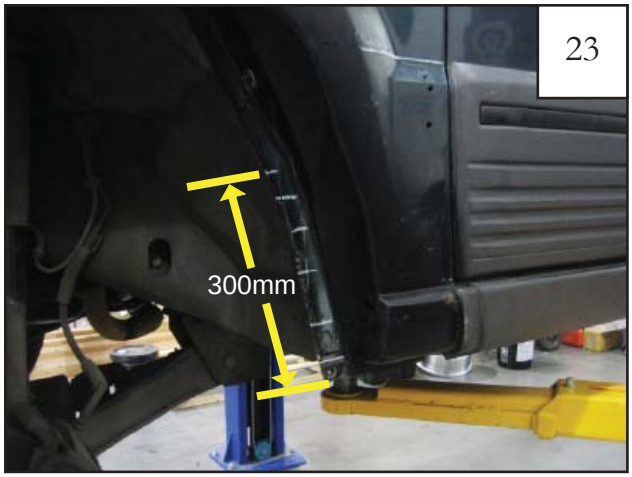


Starting at style line, use pliers to bend cut tabs into wheel well over the splash shield. The bend point of the tabs should be on the vertical line drawn in Step 10.

Using a heavy hammer, pound bent tabs securely into place over splash shield.

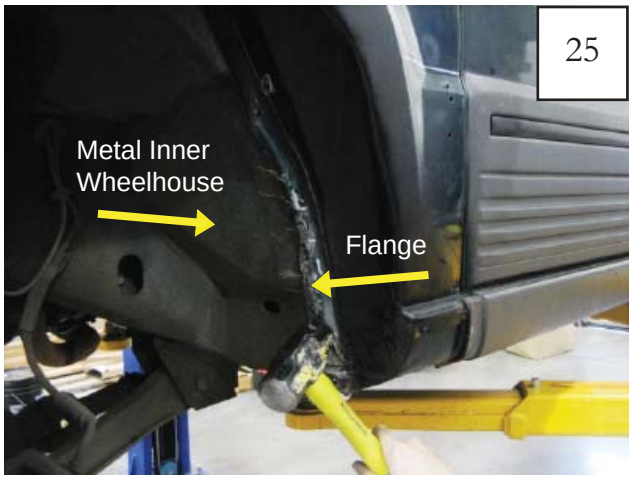
Sand the chipped paint along bent edge of the wheel well.

Using spray paint, repaint the sanded edge of the wheel well. *NOTE: Be sure to cover the rest of the vehicle so paint does not get on other accessories such as side cladding.*



Mark fender flange 300mm up from crease of pinch weld. Mark horizontal lines below 300mm mark in between the spot welds on the pinch weld.

Cut along horizontal lines in pinch weld using reciprocating saw.

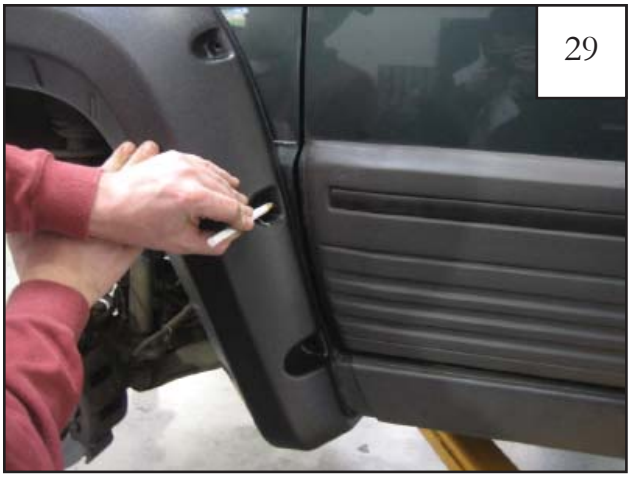


Pound the fender flange back over to match the face of the metal inner wheel house with a heavy hammer.

Sand bent edge of pinch weld.

Using spray paint, repaint the sanded edge of the wheel well flange. *NOTE: Be sure to cover the rest of the vehicle so paint does not get on other accessories such as side cladding.*

Using a putty knife, remove any decals. Buff residual adhesive off with adhesive remover disk.



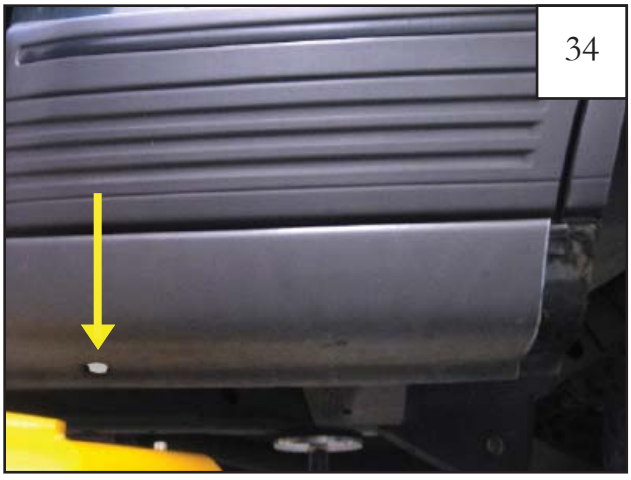
Hold flare in place on vehicle, mark hole locations onto fender through holes drilled in pockets of flare.

Drill holes in fender at marks made in Step 29 with a 3/16” drill bit.

Using a stubby Phillips screwdriver, remove screw from rocker panel at forward side of rear wheel well.

Remove christmas tree fastener from bottom of rocker panel near rear wheel well. Fastener is white in picture for visibility.

Mark a line parallel with the forward edge of the rear wheel well from the door seam down to pinch weld along the rocker panel. Using a utility knife, make several cuts to cut off end of rocker panel along marked line.

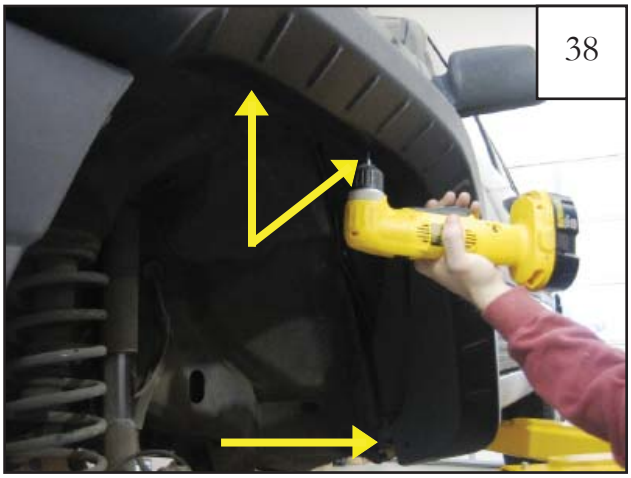


Slide rocker panel forward (approximately 10 mm) until the christmas tree faster in the slot on the underside stops movement. Fastener is white in picture for visibility.

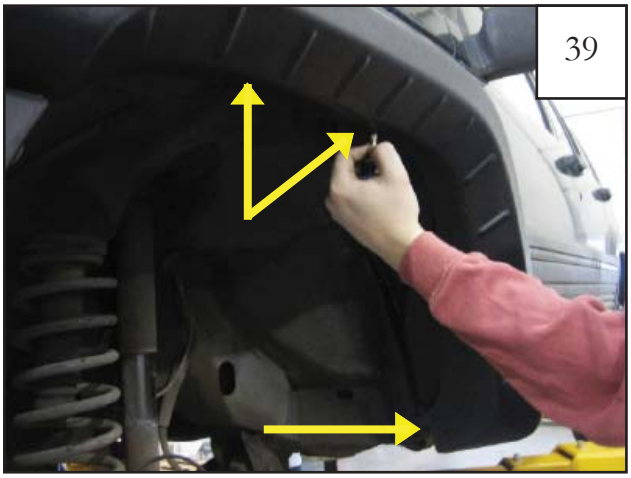
Put #45 Torx screw through hole in pocket of flare and secure with rubber grommet using supplied #45 Torx bit. The bit fits into a 5/16” socket with a 3-6” extension for drill or air ratchet. Drive screw into grommet until tight. Repeat for all pockets.

Hold flare in place on fender. Using the provided torx bit driver, start each screw into holes drilled in Step 30. Once all screws have been started, snug screws to vehicle.

Torque to 24 in•lb (2 ft•lb).



Predrill fender lip at top horizontal area with a 3/32” drill bit through holes in flare (three places).

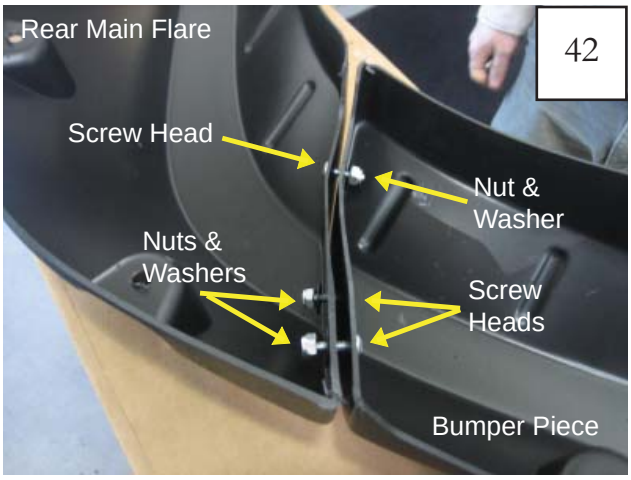


Secure flare to fender with the #8 pan head screws through the holes in flare and into predrilled holes. A drill with a #2 Phillips driver works well.

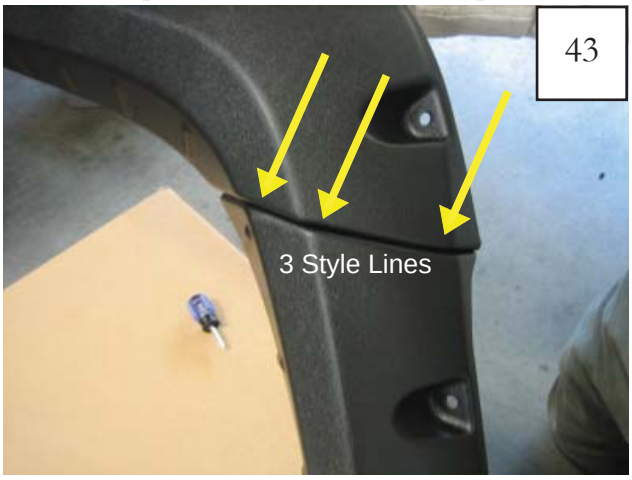
Reinstall tire using an impact wrench.

Completed front flare installation.

Rear Flare Installation Procedures (Driver's Side):

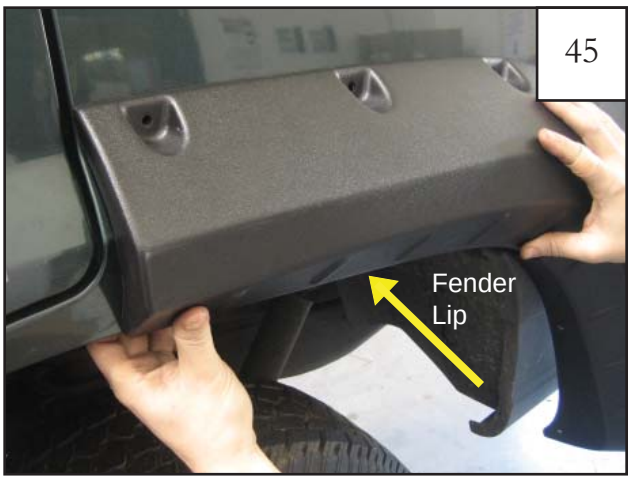


Bolt rear main flare to bumper piece using 3/4" screws and nuts. Use supplied washers to sandwich plastic between screw and nut (three holes). Make screw direction as shown in picture. Parts are marked on the inside. Driver's side: LR1 for main flare, LR2 for bumper piece.



Using a 3/8" socket and screw driver, snug center nut onto screw. Check alignment of main flare and bumper piece to each other. Line up the three style lines.

Once satisfied with alignment, tighten all screws.



Hold the assembled flare in place on vehicle aligning forward edge with door seam and inside of rear main part with fender lip. *NOTE: See Step 46 about gapping between bumper and bumper piece.*

There are three different styles of bumper for this vehicle. The bumper piece may not fit exactly. Gapping may occur. The bumper piece is made to accomodate all three styles.

Trace the wheel well edge of bumper flare onto bumper.

Trace a second line 7mm offset from previous line toward rear of vehicle.

Remove three plastic factory fasteners with a Phillips screw driver and remove the liner. Fastener heads may need to be cut off with a utility knife. Fasteners are white in picture for visibility.

Using the reciprocating saw, cut bumper along offset line. Clean edge with a utility knife.

For edge trim application on rear main flare and bumper piece, follow steps as listed at the beginning of this instruction set. To apply edge trim around area where the two pieces connect, refer to this image.

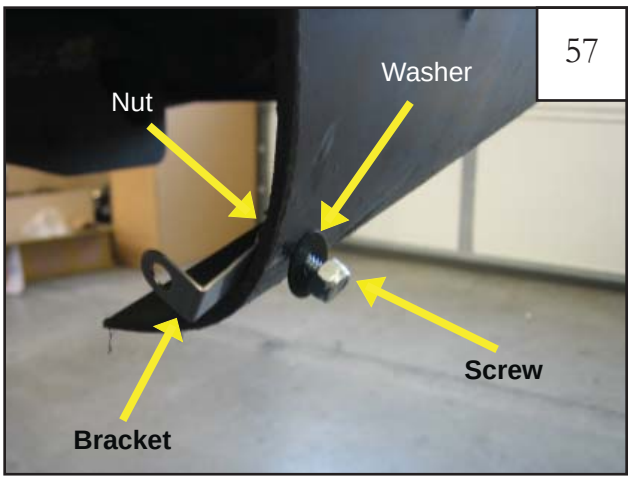
Hold flare in place on vehicle, mark hole locations onto fender through holes drilled in pockets of flare.

Drill holes in fender and bumper at marks with a 3/16” drill bit.

Hold the flare and bumper piece to the vehicle so that the bumper piece barely overlaps the cut bumper. Mark the locations of the lowest hole & second highest hole on the bumper. Hole locations are white in picture for visibility. *NOTE: See Step 46 about gapping between bumper and bumper piece.*

Hold mounting bracket over mark made in Step 54 and make a mark position for hole location. Repeat for second bracket.

Using a 3/16” drill bit, drill the two marks made in Step 55.



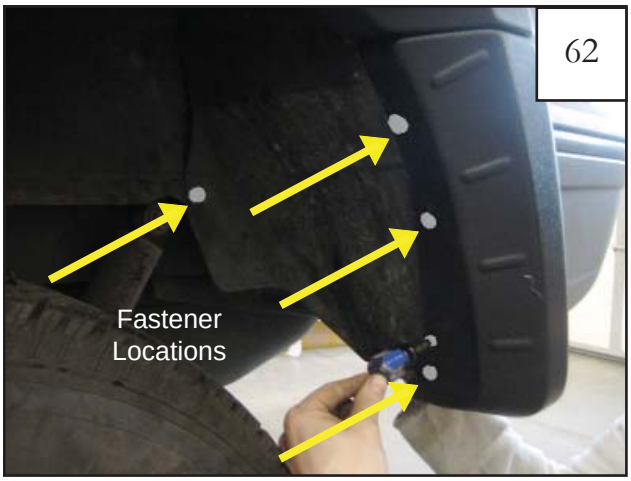
Start a washer, screw, and nut combination through the two holes and brackets in the bumper.

Using a Phillips screw driver and a 3/8” socket wrench, tighten the nut and screw together. *NOTE: Some adjustments may need to be made to the bracket for proper flare positioning so make sure it is not completely tightened.*

Put screw through holes in pockets of rear main flare and bumper piece and secure with rubber grommet using supplied #45 Torx bit. Drive screw into grommet until tight. Repeat for all pockets.

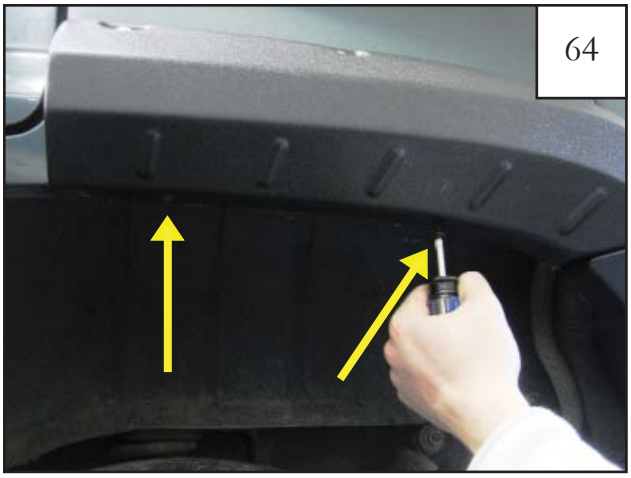
Hold flare in place on fender. Using the provided torx bit driver, start each screw into drilled holes.

Once all screws have been started, snug screws to vehicle. Torque to 24 in•lb (2 ft•lb).



Put splash shield back in place and use a tuflock to secure to vehicle through hole near the shock in wheel well. Insert a tuflock through holes in flare and holes in brackets (make necessary adjustments to bracket positions). Insert tuflocks through remaining two holes in flare to secure splash shield to flare.

Predrill fender lip at top horizontal area with a 3/32” drill bit through holes in rear main flare (two places).

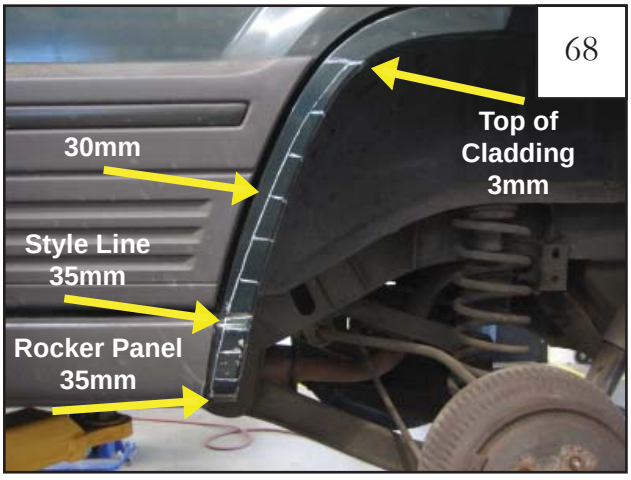


Secure flare to fender with the #8 pan head screws through holes in flare and into predrilled holes. A drill with a #2 Phillips driver works well.

Remove small factory side cladding piece from “dog leg” area of rear wheel well.

Remove rear tire using an impact wrench.

Hold factory side cladding to “dog leg” are of wheel well and trace a line at the top of the cladding on the vehicle.



Mark vehicle for cutting: 35mm at bottom of rocker up to style line, tapering to 3mm at slight angle down from top of previously removed factory cladding. Make horizontal marks from wheel well to line drawn, as shown in picture about two inches apart. Make marks closer together around tight corners.

Cut horizontal marks from wheel well to vertical line with reciprocating saw.

Bend wheel well lip out with pliers to roughly match outer face of fender.

Starting at style line, bend cut tabs into wheel well with a heavy hammer. The bend point of the tabs should be on the vertical line drawn in Step 68.

Open door. Sand the chipped paint along bent edge of the wheel well.

With door open, run masking tape along door edge. Close the door and tape over the side cladding and rocker panel.

Using spray paint, repaint the sanded edge of the wheel well.

Hold cover piece over “dog leg” and mark inner wheel well through holes in part. If cover piece fits poorly more hammering is needed. Part is marked on the inside. Driver’s side: LR5 for cover piece.

Remove part and drill marked locations with 3/32” drill bit.

Place cover piece back on “dog leg” and fasten with two #8 pan head screws. Screws are white in picture for visibility.

Close rear door. Hold door piece in place on door aligning it with rear main flare and trace outer edge of flare onto body side molding. Part is marked on the inside. Driver’s side: LR3 for door piece.

Remove nut from screw on inside edge of door with pliers or vice grips.

Remove the body side cladding from the vehicle. First, lift up by top edge to release top of cladding. Then pull bottom of cladding straight out from side of vehicle.

Using a reciprocating saw, cut the body side molding along line drawn in step 78.

Remove cladding clip closest to the rear wheel well.

Using a reciprocating saw, cut the cladding clip just below the top section.

Using a reciprocating saw, cut the cladding clip just below the top section.

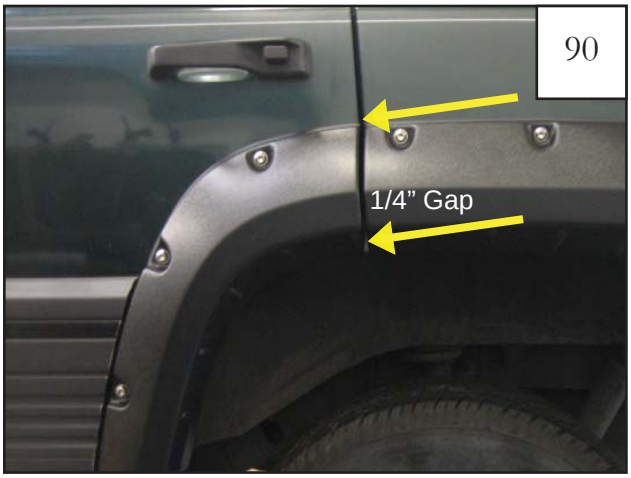
Hold door piece in place on door aligning it with rear main flare and mark hole locations onto door through holes drilled in pockets of flare.

Drill holes at marks in door with 3/16” drill bit.

For edge trim application on rear door piece, follow steps as listed at the beginning of this instruction set. Apply edge trim only to the outer edge of the door piece.

Put screw through hole in pocket of door piece and secure with rubber grommet using supplied #45 Torx bit. Drive screw into grommet until tight. Repeat for all pockets.

Position door piece in place on door. Using the provided torx bit driver, start each screw into drilled holes. Once all screws have been started, snug screws to vehicle.



Check the alignment of the door piece in relation to the main rear flare. There needs to be about 1/4” of clearance between these pieces or the door will not open and close properly. If there is not about 1/4” of clearance, loosen the three bolts and reposition.

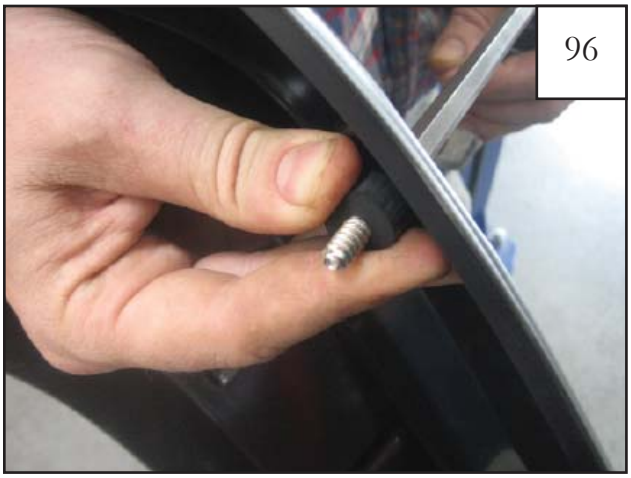
Torque to 24 in•lb (2 ft•lb).

Hold body side cladding up to verify correct cutting. Make adjustments if necessary. For reinstallation, hook cladding into top of clips first then pop cladding into the bottom clips with a sharp tap of your hand. You will hear a “pop” when the cladding snaps in place.

Place rocker panel flare on rocker panel aligning it with bottom of door piece. Mark hole location onto rocker panel plastic.

Drill marked hole through rocker panel plastic and into sheet metal underneath with 3/16” drill bit.

For edge trim application on rocker panel piece, follow steps as listed at the beginning of this instruction set. Apply edge trim only to the door piece along edge that will be closest to the front of the vehicle. Part is marked on the inside. Driver’s side: LR4 for rocker panel piece.



Put screw through hole in pocket of rocker panel piece and secure with rubber grommet using supplied #45 Torx bit. Drive screw into grommet until tight.

Place rocker panel flare on rocker panel aligning it with bottom of door piece. Using the provided torx bit driver, snug screw to vehicle. Torque to 24 in•lb (2 ft•lb).

Align rocker panel piece to bottom of door piece by hand and hold in position. Have a partner open the door.

With door open and rocker panel piece held in position, mark hole locations on door sill through holes in rocker panel piece.

With door open and rocker panel piece held in position, mark hole locations on door sill through holes in rocker panel piece.

Fasten top of rocker panel piece to door sill with #8 pan head screws. Close door and verify alignment with door piece. Loosen screws and adjust if necessary.

Drill 3/32” holes through holes in bottom of rocker panel piece through factory plastic and sheet metal.

Fasten bottom of rocker panel piece with #8 pan head screws in holes drilled. A drill with a #2 Phillips driver works well.

Reinstall the tire using an impact wrench.

Completed rear flare installation.