INSTALLATION INSTRUCTIONS FOR

40009 & 40010 Chevy

CUT OUT FLARE

TOOLS REQUIRED FOR INSTALLATION:

- Drill Motor
- Hair Dryer or Heat Gun
- Rustoleum Red Oxide Primer
- 11/64, 11/32, 7/32" Drill Bits
- Pop Rivet Gun
- Sawzall
- Saber Saw
- Marking Pen
- Flat File
- Jack and Jack Stands
- Masking Tape
- Hammer

IMPORTANT: READ BEFORE BEGINNING INSTALLATION

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.

Verifying Fit – Flares should be held to the vehicle surface to verify correct type and fit BEFORE beginning installation or painting. Small fit adjustments can be made by trimming (filing, sanding or scraping) flashing or excess plastic.

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 shoulders contacting flare. NOTE: Flares can accommodate round shoulder tire and wheel combinations to the following limits without lift kit installation: (A) 33" tire on an 8 ½" rim with stock bumper uncut, (B) 35" tire on a 10" rim with standard backspacing and a trimmed bumper.

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.

Metal Modifications and Protection – Sheet metal modifications are required to install these flares. These modifications WILL effect your vehicle manufacturer's warranty. All exposed fasteners and bare metal should be treated with red oxide primer BEFORE installing flares.

FLARE INSTALLATION PROCEDURES

Step 1: Painting

(A) It is recommended that painting (when desired) be done prior to installation.
(B) Sand (optional) before application of paint.
(C) 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 painting.
(D) Paint flares (and gimp) using a high quality lacquer, enamel, or polyurethane automotive paint. Application of a primer coat is optional.

Step 2: Preparing the Work Area (front and rear)

(A) Support and remove wheel using jack and jack stands.
(B) Remove wheel, factory flare, bumper fender extension, and any wheel well trim within 4" of the rim.

Step 3: Fitting Flare to Body Side Molding (front and rear)

On vehicles with hard rubber body side moldings, it will be necessary to cut either the flares or moldings. Note: Cutting molding usually produces better results.

(Option One) Cutting Side Molding:
(A) Place flare into wheel well opening and mark a line where flare intersects molding.
(B) Protect vehicle surface with masking tape and cut molding on marked line.
(C) Sand molding end with fine grit sandpaper to smooth finish.

(Option Two) Cutting Flare:
(A) Place flare side against molding end at point of intersection and trace molding contour on flare.
(B) Cut flare on marked line.

Step 4: Cutting Sheet Metal (Front)

(A) Mark a point 1" from the lower front and 1 ¼" from lower rear corner of the existing wheel well opening. Mark a point 2" from the top center of the wheel well.

(B) Place flare in position on fender and align inner edge with points marked. Mark a line on fender using inner edge of flare as a guide. See Illustration #1.
(C) Remove flare and mark a "cut" line ¼" above the line drawn in Step 4B.
(D) Cut both fender and inner fender along "cut line" using the sawzall. It will be necessary to angle inward toward the axle to avoid cutting the wheel well liner when possible.

(E) Starting at a point about 4" above body line at the rear of wheel well, mark 8-10 lines on the inner panel/liner. Lines should extend from liner edge to 1½ inside liner edge. Drill a 7/32" hole at the end of each line. Cut on marked line to 7/32" hole. Use hammer and pliers to bend inner panel edge to a point in-line with outer panel edge. See "Flare & Bracket Attachment Detail." Place flare into cut-out to check fit. If necessary, cut more sheet metal and/or bend inner panel to obtain proper fit.
(F) Secure inner to outer fender panel using five pre-drilled and one undrilled brackets. Brackets with pre-drilled holes should be used at five rear locations, spaced 10" apart, and one undrilled bracket should be used at lower front (3/4" above bumper) as shown in Illustration #1. Place long leg of pre-drilled brackets against inner panel and short leg against outer panel. Adjust angle of bracket when required. Using pre-drilled bracket holes as a guide, mark hole locations on inner panel and drill using 11/64" bit. Secure bracket to inner panel using expanding rivets. Place corner of bracket in-line with edge of outer panel, and drill through both panel and bracket using 11/64" bit. Secure, using expanding rivet. Refer to Illustration #1 – Inset B. Place long leg of undrilled bracket against inner panel and short leg against outer panel. Adjust angle of bracket when required. Drill through bracket and inner panel at two locations using 11/64" bit. Place bracket on inside of inner panel as shown in Illustration #1 – Inset A, and secure using expanding rivets. Locate short leg of bracket on outer panel, and drill through both panel and bracket using 11/64" bit. Secure, using expanding rivet.

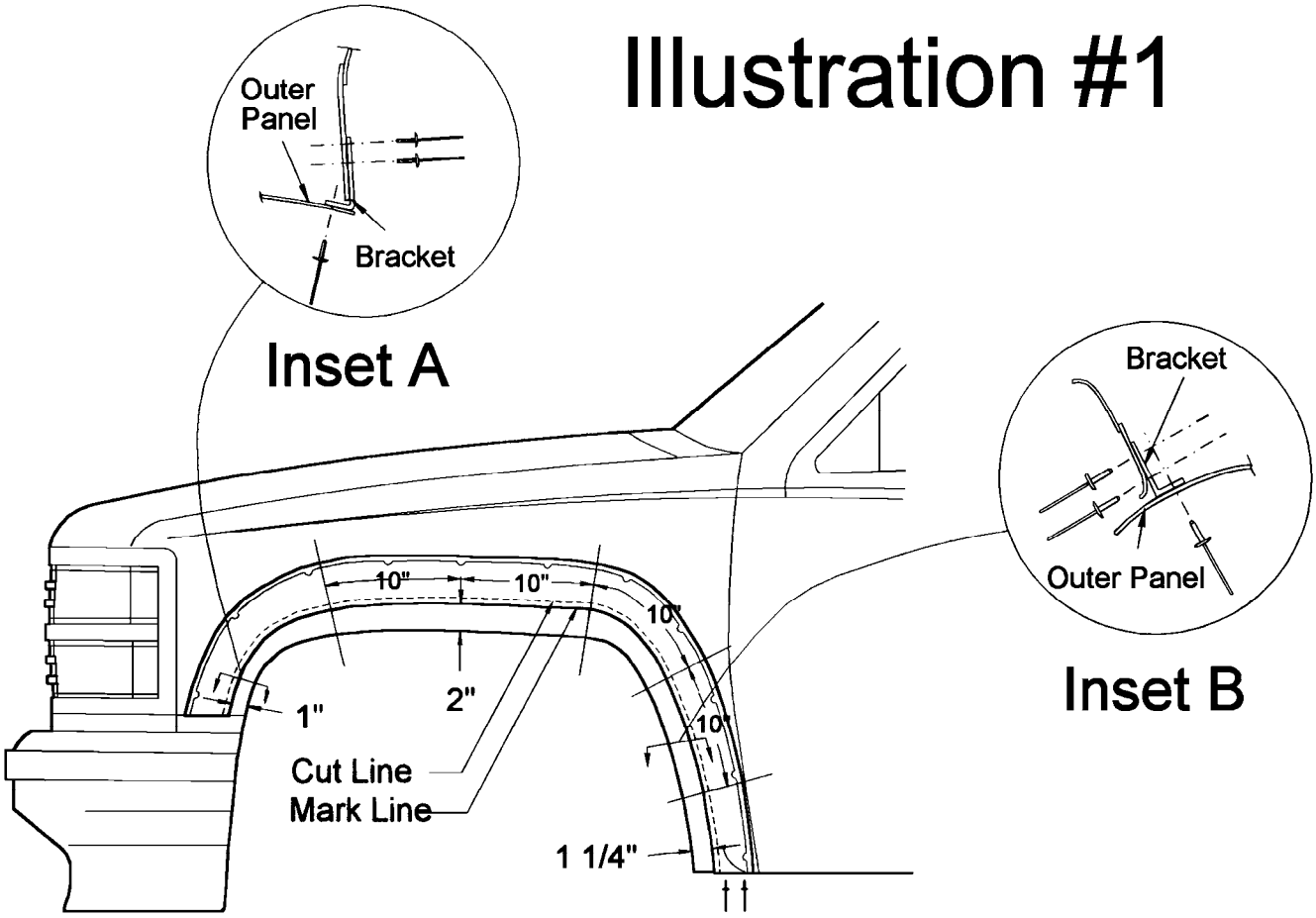
Step 5: Stock Bumper Modifications
Bumper ends should be cut or the entire assembly moved forward 2" to bring bumper ends in-line with new wheel well dimensions. To cut Bumper ends:
(A) Mark a vertical line approximately 1" forward of the rear bumper edge. Starting at a point on the vertical line approximately midway between rubber strip and lower edge of bumper, mark a second line angling forward 30 degrees to a point where bumper meets spoiler. Mark a third line beginning at the lower end of the second line downward to the lower edge of the spoiler. See "Bumper Cut Detail."
(B) Remove fasteners holding ends of rubber bumper strip and spoiler to bumper, and bend ends forward.
(C) Using a saber saw, cut bumper and spoiler on marked lines. File edge and coat with Red Oxide Primer.
(D) Relocate bumper and spoiler bolt holes to a position inside new edges. See "Bumper Cut Detail." Reposition spoiler on bumper and mark new mounting hole locations. Drill both bumper and spoiler at marked locations with 11/32" bit. Mark and trim inside edge of spoiler flange to match inside edge of bumper. Reattach stock clip over new spoiler mounting-hole and loosely secure with stock fastener.
(E) Mark and cut lower front fender on a line between fender-cut line and bumper-cut line. Reinstall fender extension removed in Step 2D.
(F) Install supplied edge trim over cut edge of bumper.

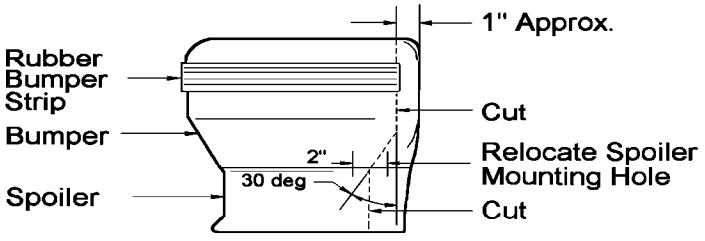
Step 6: Flare Attachment (Front)
(A) Place flare into position in wheel well opening and verify flare/fender contour match. Tape flare into position.
(B) Drill and rivet sheet metal with supplied 9/64" bit and aluminum rivets using holes drilled in Step 5A as a guide. Insert and secure each pocket rivet through cap washer, flare, gimp, and fender. Secure flare "flat" to lower fender at body line with a single aluminum rivet. See Illustration #1.
(C) Press trim caps onto cap bases.

Step 7: Cutting Sheet Metal (Rear)
Sheet metal trimming for rear flare installation is the same as that for front flare with the following exceptions:
- Rear flare locating points (used to align inside rim of flare and eventually to locate the "cut line") are marked 1" from lower front and lower rear of wheel well rim, and 2" from top center. See Illustration #2.
- Inner and outer rear fender panels are secured at three locations using supplied bolts, spacers, and nuts through three ¼" holes. Metal washers can be added to supplied spacers to prevent distortion of outer panels. Bolts should be located at top center, 20" to the rear of top center, and 13" forward of top center. See Illustration #2 – Inset A.
- A single bracket is used to secure the forward inner and outer panels at a point just above the accent line. Rivet locations are marked, drilled, and secured in the same manner used for front flares.
- The rear fender corner brace must be relocated. An 11/32" hole is drilled through the lower rear corner (after fender cutting), and the brace end is bent to correspond. Flat washers are supplied to fill the gap between brace and fender. See Illustration #2 – Inset B.

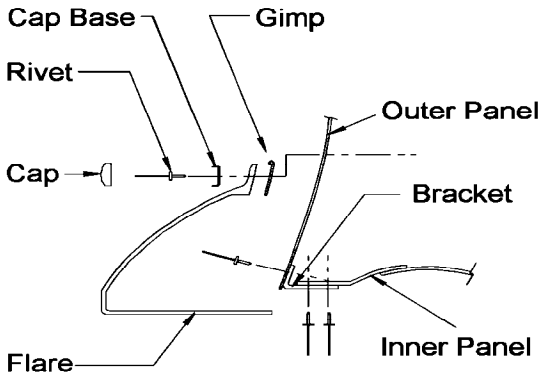
Step 8: Flare Attachment (Rear)
Flare attachment procedures for rear flares are identical to those for front flares with the following exception: two rivets should be used to secure both front and rear flare "flats" at lower front and rear.

Illustration #1





Bumper Cut Detail



Flare & Bracket Attachment Detail

Illustration #2