

Ford Ranger / Bronco II

Rear Pair

Set Part # 21008

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 the 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.
Paint flares using a high quality enamel, or polyurethane automotive paint. (Application of a primer coat is optional)
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 red oxide primer BEFORE installing flares.



TOOLS FOR EASY INSTALLATION

- 3/8" Drill
- 3/16" Drill Bit
- 5/16" Drill Bit
- Pop Rivet Gun
- Sheet metal Cutting Tool (Hacksaw, Sabersaw, Air Chisel, Metal Nibbler, or Air Saw)
- Crescent Wrench
- Grease Pencil or Marking Pen
- Jack and Jack Stands (2)
- Right and Left Hand Aviation Tin Snips
- C-Clamps (2) or Vise Grips (2)
- Tube of Silicone

FLARE INSTALLATION PROCEDURES

Step 2: Disassemble (Rear)

- A) Jack up vehicle and remove tire. Don't forget to use a jack stand.
- B) Remove wheel well trim and side moldings (if so equipped).
- C) Remove lower support bracket fasteners at front and rear of opening.
- D) Remove both wheel well liners.

Step 3: Cutting Sheet Metal (Rear 21008) (See Illustration #1)

- A) Mark a line 2-1/4" back (front and rear) at lower legs of wheel well opening. When installing 21008 on

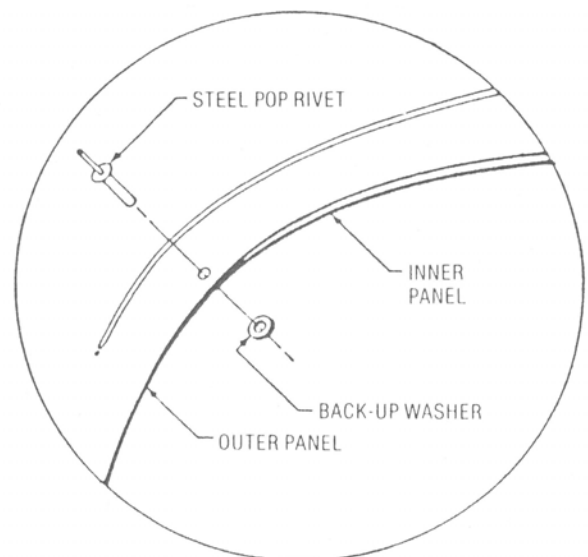


Illustration #1

1989 model, mark line is 1-1/2" instead of 2-1/4". Place flare over sheet metal. Align lower inside edges with reference lines on sheet metal. Be sure bottom edges (front and rear) are snug with turn under of sheet metal. Hold in place, using inner edge as a guide, and mark a line on sheet metal all the way around. Remove flare and mark a line 1/4" above line just drawn. This will be the cut line.

- B)** Cut out sheet metal all the way around cut line. Bend sheet metal down slightly. This will reveal an inner panel at the top. Cut this panel in line with outer panel. Remove cut-away sheet metal. You will note that the inner panel is no longer attached to the outer sheet metal. To reattach, locate triangular shaped flat area at each end of inner panel. Drill from inside of wheel well out through both panels in these two areas. Use steel pop rivets to secure panels together. **See Illustration #1.**

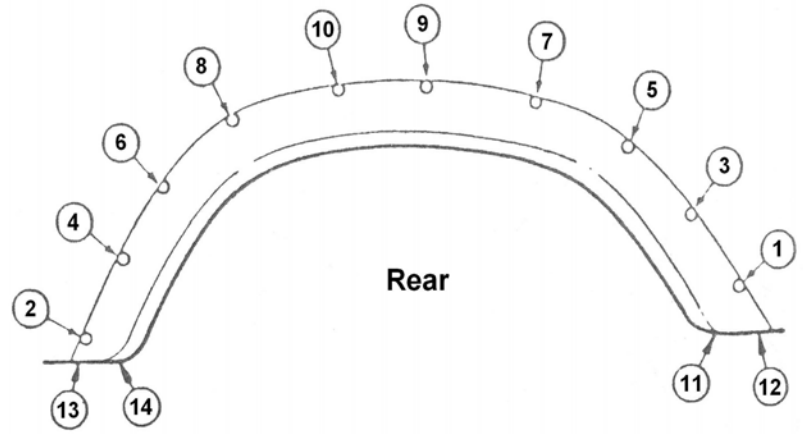


Illustration #2

Step 4: Flare Attachment (Rear 21008) (See Illustrations #2 - 3)

- A)** Install flare into wheel well opening and check fit. If necessary, trim more sheet metal to accommodate flare.
- B)** Hold flare in place. From inside wheel well, mark location of support rod holes onto flare. Remove flare and drill 5/16" holes at marked locations.
- C)** Fit flare tightly into fender well opening, making sure flare contour matches sheet metal contour. Use pre-drilled holes in flare to serve as drill guides to drill 9/64" holes in fender sheet metal. Wrapped tape depth stop will prevent damage to flare by drill chuck when drilling through sheet metal.
- D)** With everything ready: Pop rivet (use the aluminum rivets) the outer flare, attaching points first, using riveting sequence shown in **Illustration #2**. Don't forget the cup washers under rivet head. Note: Cup washers are applied to outer pop rivet pockets only. Continue riveting sequence while maintaining tight contact between flare and sheet metal. Finish riveting with two front and two rear underside rivets.
- E)** Press trim caps onto outer flare rivet washers. **See Illustration #3.**
- F)** Swing support brackets into position and reattach, using original fasteners.
- G)** Reinstall wheel well liners, using original fasteners and fastening points. Tuck any protruding liner under the flare.
- H)** Trim Body side moldings (if so equipped) to fit flush with flare and reattach.

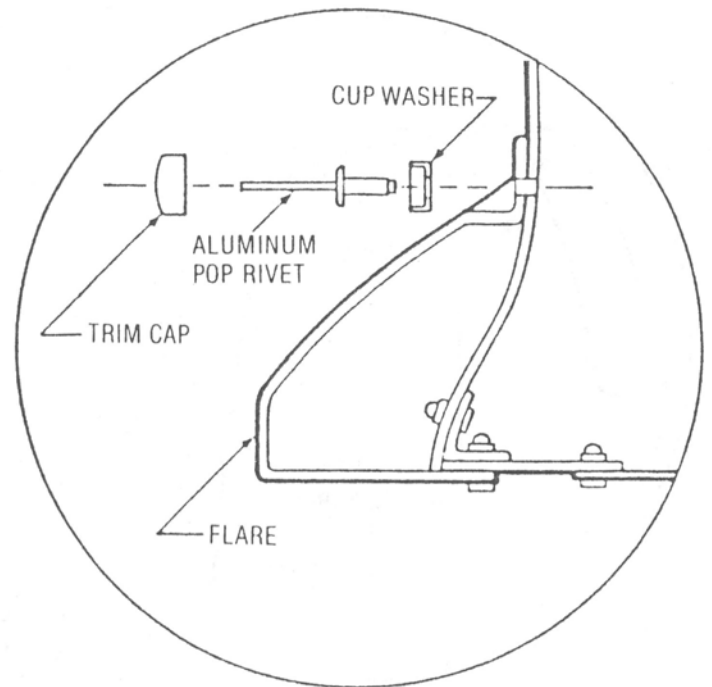


Illustration #3