



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.
- H) Care & Cleaning:** Bushwacker fender flares are built to last; any detergent you use to wash your vehicle is sufficient to clean the flare. Do not use any harsh abrasive detergents.

Ford Cut-Out™ Fender Flares Rear Pair

Rear Part #20102-02
Rev-1 01/30/2017

TOOLS FOR EASY INSTALLATION:

- Grease Pencil
- Masking Tape
- Measuring Tape
- Pry Tool
- Pliers
- Electric Drill
- 1/8" Drill Bit
- 13/64" Drill Bit
- #2 Phillips Driver
- Awl or Similar Pointed Tool
- Grinder
- Sawsall
- Center Punch
- Urethane Caulking

PLEASE READ: Dirt and debris can become lodged between the fender flares and the vehicle's fenders, causing scratching and paint wear from vibration. Lund International is not responsible for any damage, and the installation of our fender flares is done with the buyer's understanding that this scratching and paint wear may occur.

Included in Hardware Kit:

1.



SP1-0009,
3/8" x 5/8" x .187"
Neo Black Spacer,
22 pcs

2.



SW1-0045,
#14-14 x 1"
Torx Screw,
20 pcs

3.



SW1-0056,
#8 x 3/4"
PH Screw,
2 pcs

4.



SW1-0066,
#8 x 5/8" Phillips
PH Drill Screw,
8 pcs

5.



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

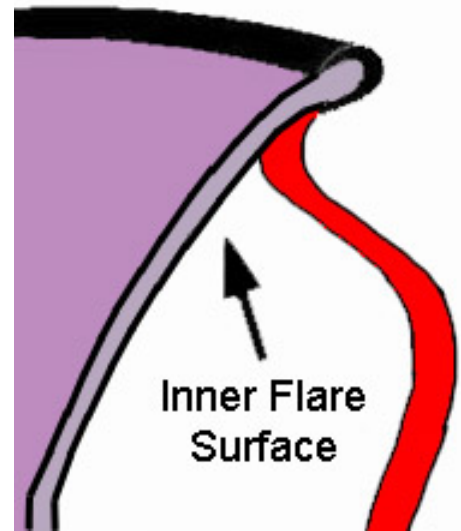
6.



GP1-0008,
Duro (NC02/S 70)
Edge Trim,
196 inches

STEP 2 - EDGE TRIM INSTALLATION

- A) Peel two to three inches of red vinyl backing away from Edge Trim (GP1-0008) 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.



Rear Flare Installation Procedures (Driver's Side):



Measure 1" from back side of rear wheel well and front wheel well and mark using a grease pencil.



Starting from bottom under edge below mark made in previous step, measure up following curve of wheel well approximately 15" to lower style line and mark with grease pencil.



Using marks as a guide, use masking tape to create an arc from the lower mark to the upper mark, then continue around wheel well along style line. See Step 4.



This is how the masking tape should look.



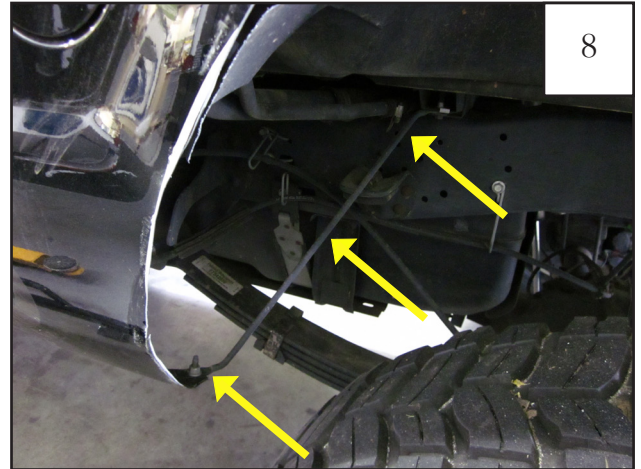
Using a pry tool, remove two factory installed tuflocs from splash guard



To avoid cutting the splash guard, push it into back of wheel well.



Using a sawsall, cut along inner edge of tape line. **WARNING:** Angle blade downward/inward for a better (angled) cut in the double walled sheet metal and to **avoid cutting support rod**. See next step.



When cutting, be aware of support rod behind front side of wheel well. Angle blade inward to avoid cutting it.



Using a grinder, deburr cut edges. Treat any bare sheet metal with rust resistant paint **BEFORE** continuing.



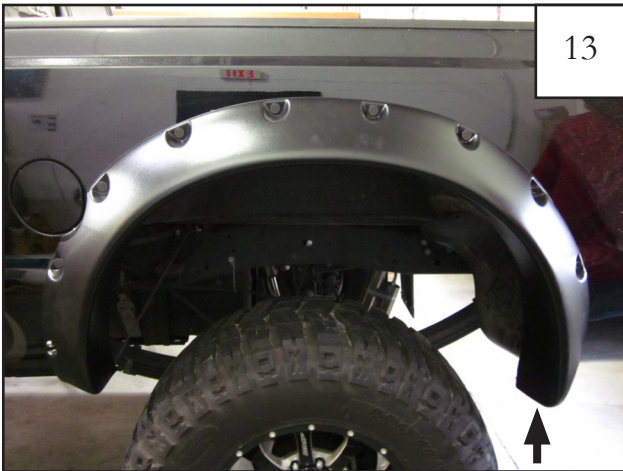
Use urethane caulking to fill between walls of cut fender. Follow caulk directions for drying time. See *next step*.



If needed, use tape to prevent caulk from dripping while drying.



Align fender flare with support bar mount as a reference. With a partner holding flare in place, using a scratch awl and pocket holes in flare as a guide, mark vehicle for drilling.



Mark rear mounting hole with scratch awl.



Remove flare. Using marks made with scratch awl as a guide, score the sheet metal with a center punch prior to drilling.



Using a 1/8" bit, drill marked hole locations. Then, using a 13/64" bit, drill holes again.



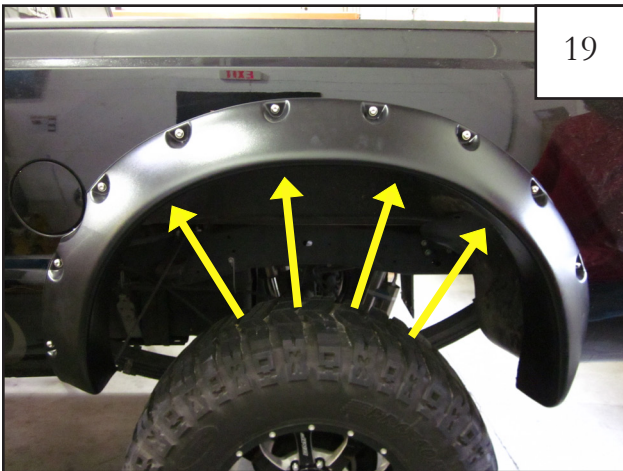
Remove factory support bar bolt, and save for reinstallation.



Thread bolt (SW1-0045) through pocket hole in flare then install spacer (SP1-0009) over end of bolt. *Hand tighten* spacer on bolt until snug near flare plastic. For rear mounting bolt use (SW1-0056) and spacer (SP1-0009).



Reattach factory support bar bolt, removed in Step 16, through front mounting hole. Using torx bit (SW1-0052), *start* bolts installed in Step 17 through holes drilled in Step 15. *Once all bolts are in place, tighten all screws.*



OPTIONAL: If vehicle has inner fender liner, use a #2 Phillips screwdriver and fasten screws (SW1-0066) through flare and into inner fender using holes in flare as a guide.



Completed rear flare installation. * Sample Photo *