



**INSTALLATION MANUAL**  
**OPEN FENDER/FENDER FLARE**  
**PRODUCT NUMBER: TF3100/ TF3110**  
**APPLICATION: 2015+ GMC 2500**  
**2015+ GMC 3500**



## **IMPORTANT SAFETY GUIDE** | Your safety and the safety of others is very important.

In order to help you make informed decisions about safety, we have provided the following warnings, safety precautions, installation instructions, and other important information to alert you to potential hazards that could hurt you or others.

Please do a job safety analysis before each task to identify potential hazards for your situation and remove/protect against them. Use own good judgment and take your time.

Check packaged materials immediately upon arrival to ensure that all listed parts are included and undamaged.

**READ AND UNDERSTAND ALL WARNINGS, SAFETY PRECAUTIONS, AND INSTRUCTIONS BEFORE INSTALLING THIS PRODUCT.**

**TIRE RUBBING MAY OCCUR AFTER INSTALLATION OF THIS PRODUCT.**

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### **WARNINGS**

- Failure to observe the following warnings and instructions provided in this manual could lead to severe injury and/or death.
- For professional installation only. Careless installation and/or operation can result in serious injury, death, and/or equipment damage. All liability for installation and use rests with the user or consumer.
- Fab Fours, Inc. only approves installing this product according to these written instructions with the hardware provided. 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.
- This product is for off road use only.

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### **SAFETY PRECAUTIONS**

- Always remove jewelry and wear eye protection.
- Always use extreme caution when jacking up a vehicle for work. Set emergency brake and use tire blocks. Locate and use the vehicle manufacturers designated lifting points. Use jack stands.
- Always use appropriate and adequate care in lifting components into place.
- Always ensure components will remain secure during installation and operation.
- Always wear safety glasses when installing this kit. A drilling operation will cause flying metal chips. Flying chips can cause serious eye injury.
- Always use extreme caution when drilling a vehicle. Always disconnect power before welding. Thoroughly inspect the area to be drilled (on both sides of material when possible) prior to drilling, and relocate any objects that may be damaged.
- Always use extreme caution when welding a vehicle. Thoroughly inspect the area to be welded (on both sides of material when possible) prior to welding, and relocate any objects that may be a fire hazard. When welding in a cab, make sure the interior surfaces are covered (e.g., welding blanket) and a fire extinguisher is at hand.
- Always use extreme caution when cutting and trimming during fitting.
- Always tighten all nuts and bolts securely per installation instructions.
- Always route electrical cables carefully. Avoid moving parts, components that become hot, and rough or sharp edges.
- Always insulate and protect all exposed wiring and electrical terminals.
- Perform regular inspections and maintenance on mounts and hardware.

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# A MESSAGE FROM THE OWNER

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Fab Fours' was born out of a passion for customizing vehicles and a love for the outdoors. Our engineering team uses the latest 3D design software to turn new product ideas into reality. In our factory, designs come to life with the combination of cutting edge technology for metal cutting and forming and an American workforce that puts its' heart and pride into every product.

From design and manufacturing, to quality and delivery, Fab Fours' mission is to be the market leader for steel truck and jeep accessories. We make sure a quality product is delivered on time, more than expected, better than expected to our customers.

Enjoy your new Fab Fours product. Welcome to the family!

*Ereg Higgs*

**FOUNDER, FAB FOURS**

# GETTING STARTED

Before you begin the installation process of your new Fab Fours product, we suggest laying out all materials and parts on a pad or protective surface.

Failure to fully account for all components before beginning installation may leave vehicle immobile until part is acquired. Refer to the next pages as an inventory check.



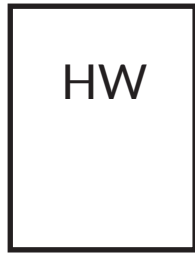
## INSTRUCTIONAL VIDEO

This manual is meant to be a comprehensive companion to online video resources.

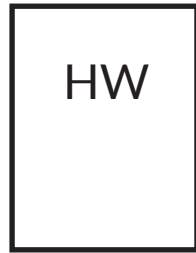
Our goal is to provide this manual in bite-sized videos that an individual will feel comfortable using during the installation process.

# PROVIDED MATERIALS

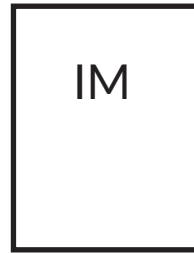
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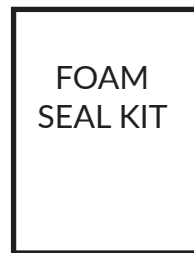
50163-HW



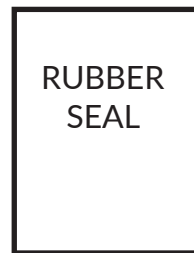
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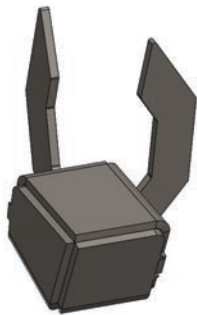
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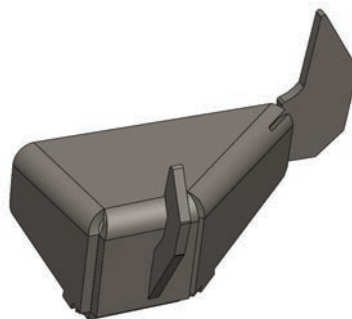
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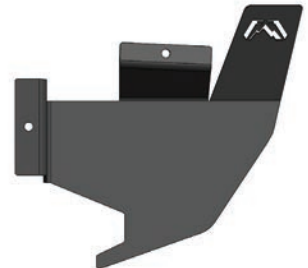
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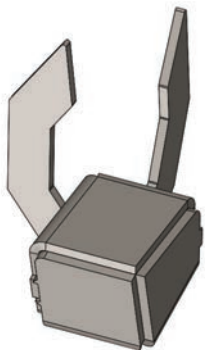
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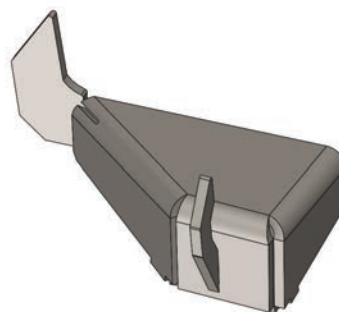
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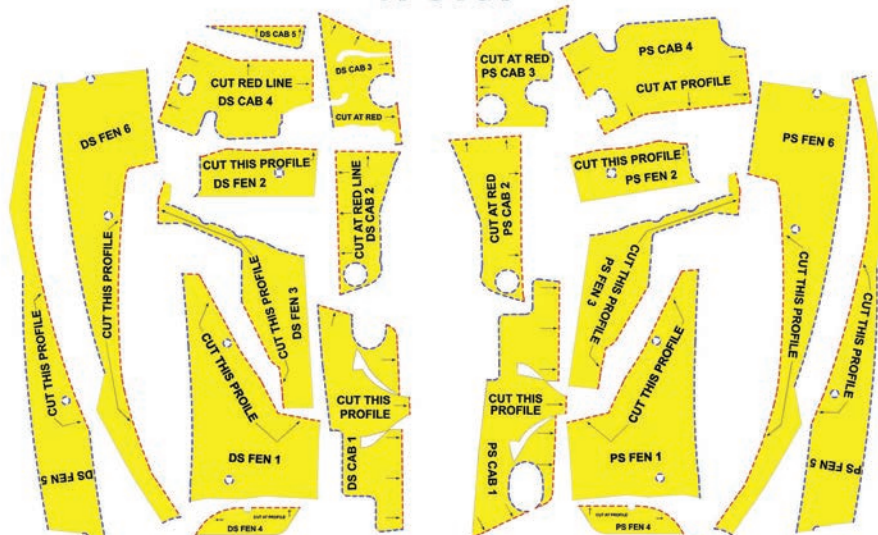
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21423-01



**TF3100**



## HARDWARE KIT | 50163

| FAB FOURS IDENTIFICATION | COMPONENT DESCRIPTION                                    | QTY |
|--------------------------|--|-----|
| 50163                    | 5/16"-18 rivet nut                                       | 42  |
| 50163                    | 5/16", stainless steel, bonded sealing washer, 0.75" OD  | 50  |
| 50163                    | 5/16"-18 x 1.25", stainless steel, button head cap screw | 50  |
| 50163                    | 5/16"-18, stainless steel, hex head nut                  | 12  |
| 50163                    | 5/16", stainless steel, flat washer                      | 12  |
| 50163                    | 5/16", stainless steel, lock washer                      | 12  |
| 50163                    | 1/4" x 1.0", stainless steel, self-drilling screw        | 9   |
| 50163                    | 1/4", stainless steel, bonded sealing washer             | 9   |
| 50163                    | 17/32", drill bit  | 1   |
| 50163                    | 5/16"-18, rivet nut install tool                         | 1   |
| 50163                    | 3/8"-SAE, yellow-zinc, grade 8, flat washer              | 4   |
| 50163                    | 3/8"-16, yellow-zinc, grade 8, hex head screw            | 2   |
| 50163                    | 3/8"-16, yellow-zinc, grade 8, nylock nut                | 2   |
| 50163                    | 3/8", ribbed shank push-in rivet                         | 2   |
| 50163                    | 3/8", loop clamp   | 1   |

## HARDWARE KIT | 50121

| FAB FOURS IDENTIFICATION | COMPONENT DESCRIPTION                                | QTY |
|--------------------------|--|-----|
| 50121                    | 5/16"-18 x 1.0" yellow-zinc, grade 8, hex head screw | 14  |
| 50121                    | 5/16", SAE, yellow-zinc, grade 8, flat washer        | 14  |
| 50121                    | 5/16", yellow-zinc, grade 8, split washer            | 14  |

## TOOLS REQUIRED

- Plastic panel pry tool
- 10mm, 13mm, 15mm, 18mm, 21mm socket wrench
- 10mm, 13mm, 15mm, 18mm 21mm open end wrench
- 3/8", 9/16" socket wrench
- 3/8", 1/2", 9/16" open end wrench
- 1/8", 3/8" Drill bit
- 3/16" allen wrench
- T15 Torx bit
- 12" long socket extension
- Small pry bar
- Tape measure
- Hammer
- 3/8", 25/64" Transfer punch
- Painters tape
- Duct tape
- Marker
- Cleaning solution
- Small reciprocating saw
- Large reciprocating saw
- Angle grinder
- Cut-off wheel
- Abrasive pad
- Drill
- Impact driver
- Welder
- Black spray paint
- Clamping pliers
- Snips



# DISASSEMBLY



61730



Disconnecting the battery terminals, removing the tires and raising the vehicle is recommended at this time. We recommend the use of an appropriately rated lift for the vehicle.

Begin the installation of this product with the Skyjacker leveling kit.

After step 10 in the Skyjacker installation manual has been completed, refer to Chapter 2 in the Fab Fours' Open Fender Kit installation manual.

When Chapter 2 of the Fab Fours' installation manual is complete return to the skyjacker installation manual.

Once the Skyjacker installation is complete, you are ready to continue installing the Fab Fours Open Fender Kit starting with Chapter 3 of the Fab Fours' installation manual.

## TOOLS REQUIRED

- Plastic panel pry tool
- 10mm socket wrench
- 13mm socket wrench
- 15mm socket wrench
- 18mm socket wrench
- T15 Torx bit
- 12" Long socket extension

## ORGANIZATION

Disassemble the vehicle where you can catalog and store everything. We suggest labeling and bagging all the OEM bolts when removing from the vehicle. Failure to keep track of parts could lead to an inability to properly reinstall components.

## ASSISTANCE

We recommend two people perform the disassembly.

We recommend protecting any painted surfaces that may come in contact with the work area with painters tape.

# DISASSEMBLY

*Note: All cuts are mirrored steps and should be repeated on both sides of vehicle unless specified.*

1. Using a 10mm socket wrench, remove the front inner fender support bracket from the body by loosening the three (3) bolts located forward of the tire behind the inner fender. (Figure 1, #2)

2. Using a 13mm socket wrench, remove the front fender trim by loosening the bolt located at the lowest point of the trim. (Figure 2, #1) Then remove the five (5) screws along the perimeter using a T-15 Torx bit. (Figure 2, #2-3) With all the hardware removed, begin prying outward on the trim using a plastic body panel tool to free up the ten (10) push pins on the inside of the fender trim. (Figure 2, #4)

*NOTE: The push pins will not be reused*

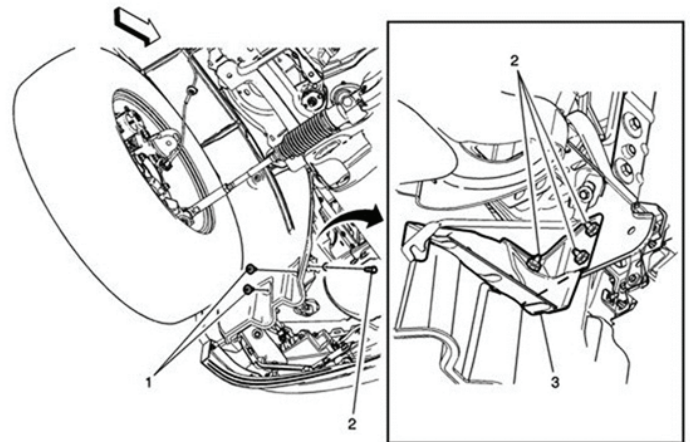


Figure 1

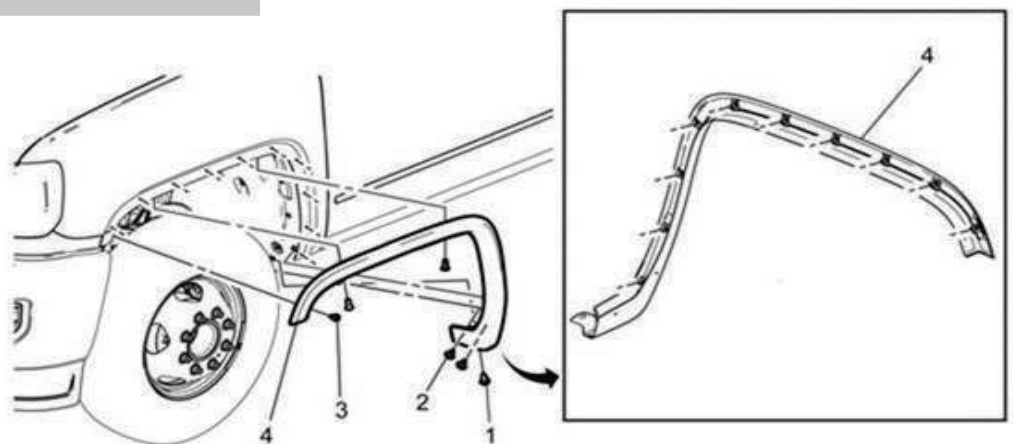
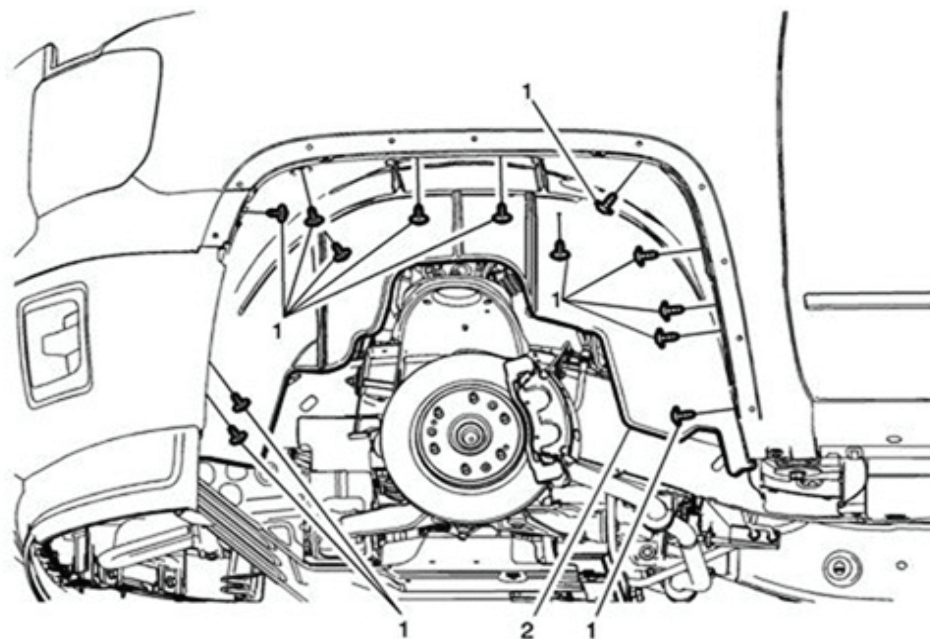


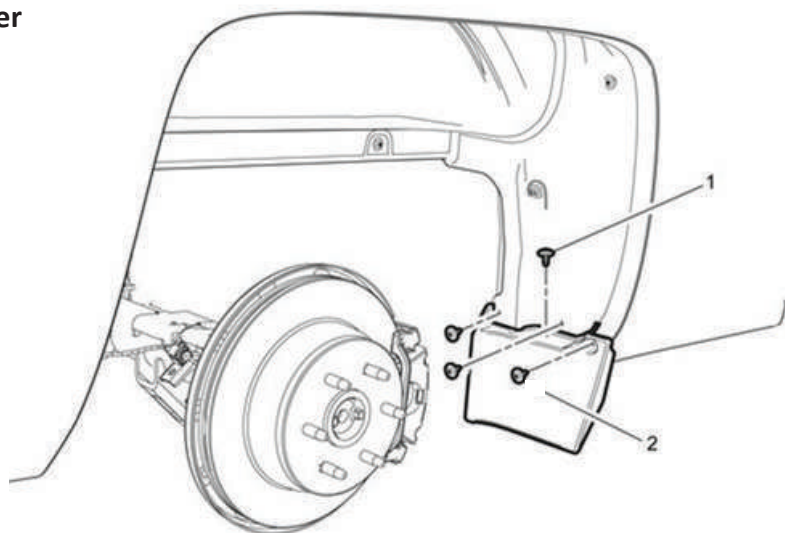
Figure 2

**3. Using a T-15 Torx bit, remove the front inner fender by loosening the thirteen (13) screws attaching it to the body. (Figure 3, #1)**



*Figure 3*

**4. Using a T-15 Torx bit, remove the rear fender splash guard by loosening the four (4) screws attaching it to the fender. (Figure 4, #1)**



*Figure 4*

5. Using a 10mm socket wrench, remove the rear fender trim by loosening the two (2) bolts located at each end of the fender trim. (Figure 5, #1) Using a T-15 Torx bit, remove the two (2) screws located on the underside of the fender trim. (Figure 5, #2)

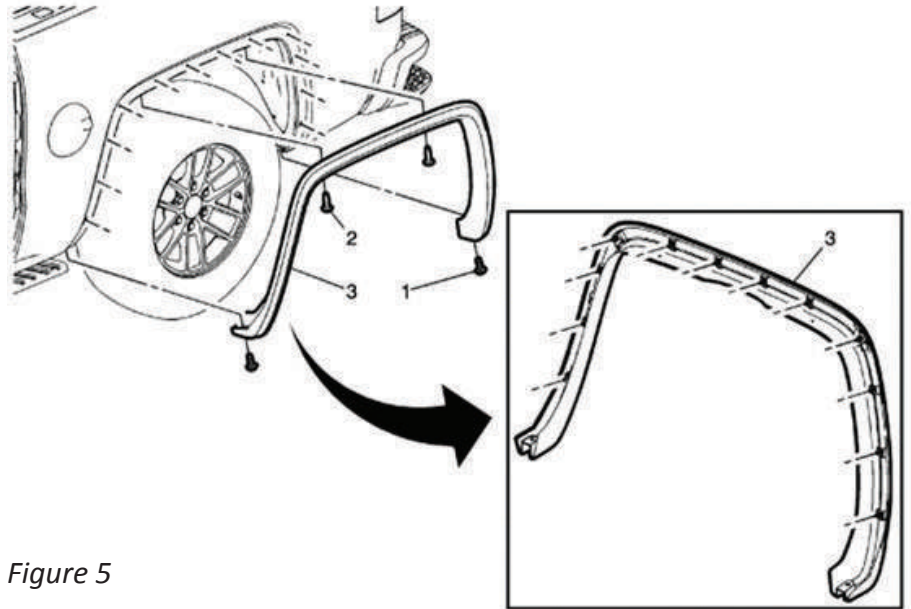


Figure 5

6. Using a T-15 Torx bit, remove the rear inner fender by loosening the thirteen (13) screws attaching it to the body. (Figure 6, #1)

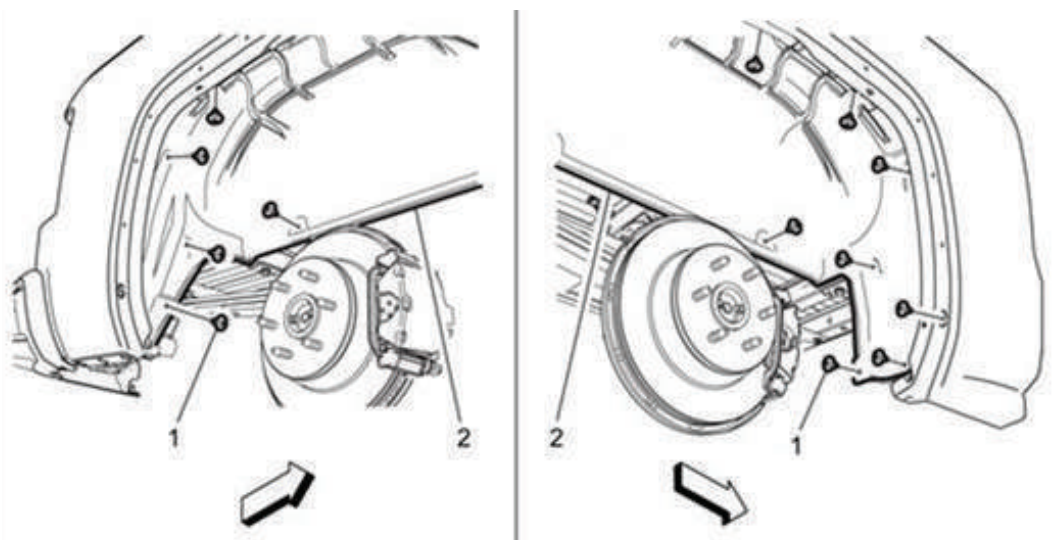


Figure 6

7. Using a 10mm socket and open end wrench, remove the hood by loosening the bolt attaching the hood hinge to the spring. (Figure 7, #1) Then using a 10mm socket wrench, remove the hood hinge bolt. (Figure 7, #2) With assistance, remove the hood from the vehicle and place in a clean, safe location.

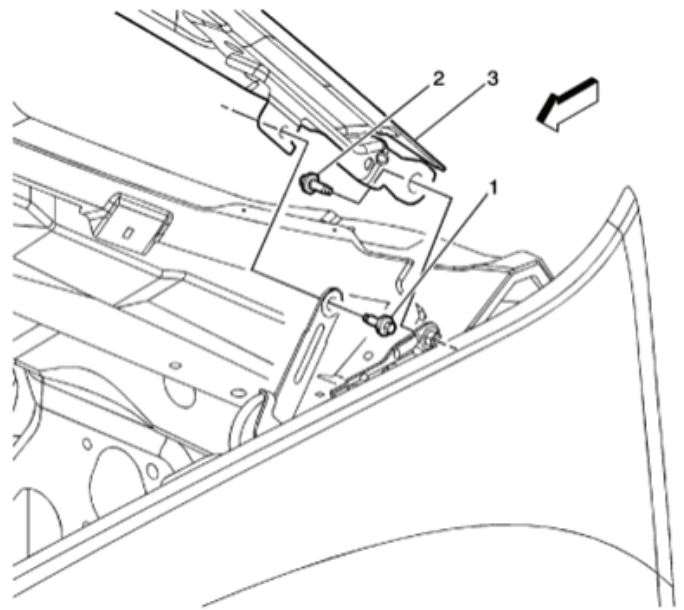


Figure 7

8. Using a 10mm socket wrench, remove the hood hinge bracket from the fender by loosening the rear bolt. (Figure 8, #3) Then remove the remaining forward bolt using a 13mm socket wrench. (Figure 8)

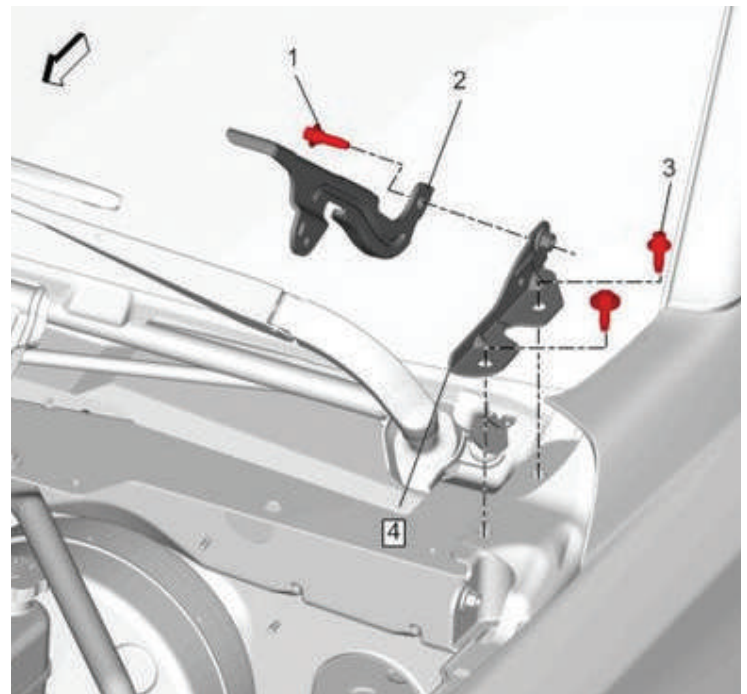


Figure 8

9. Using a body panel pry tool, remove the underhood cowl from the core support by popping out the eleven (11) push pins. (Figure 9, #1)

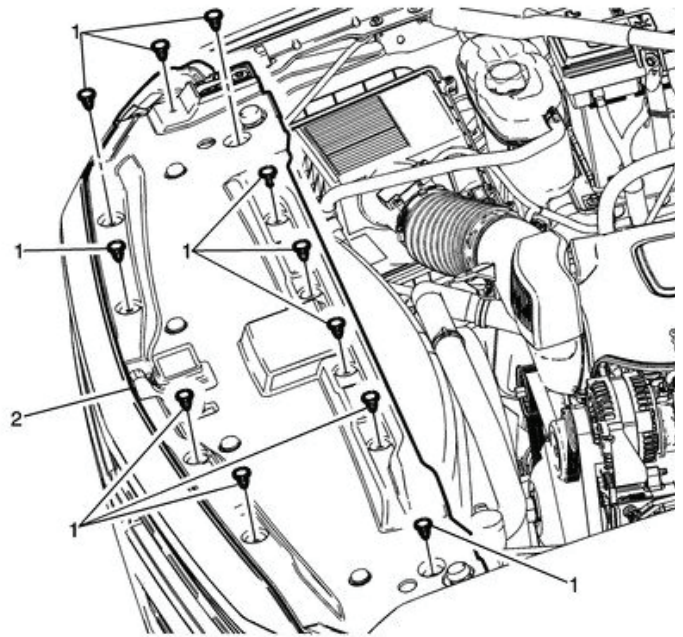


Figure 9

10. Using a 10mm socket wrench, remove the grille by loosening the four (4) screws across the top. (Figure 10, #1) Firmly pull outward on the grille to detach the ten (10) metal clips attached to the inside face of the grille. (Figure 10, #2)

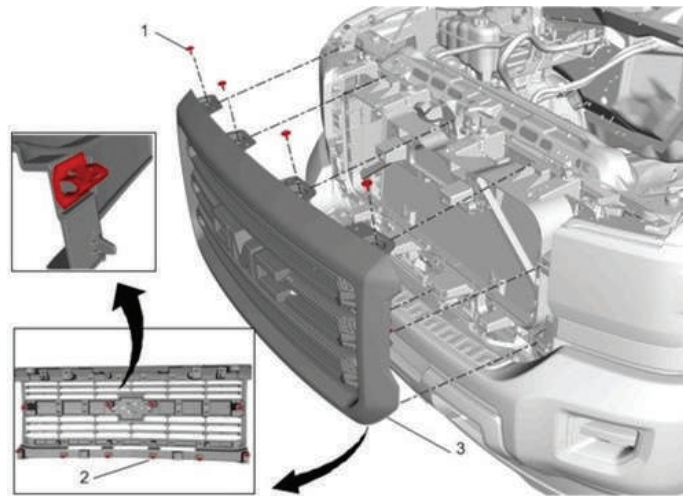


Figure 10

11. Using an 18mm socket wrench, remove the bumper by loosening the four (4) bolts located at the top of the frame horn. (Figure 11, #1-2) Then, using a 15mm socket wrench, remove the one (1) bolt attaching the bumper to the corner support bracket. (Figure 11, #3)

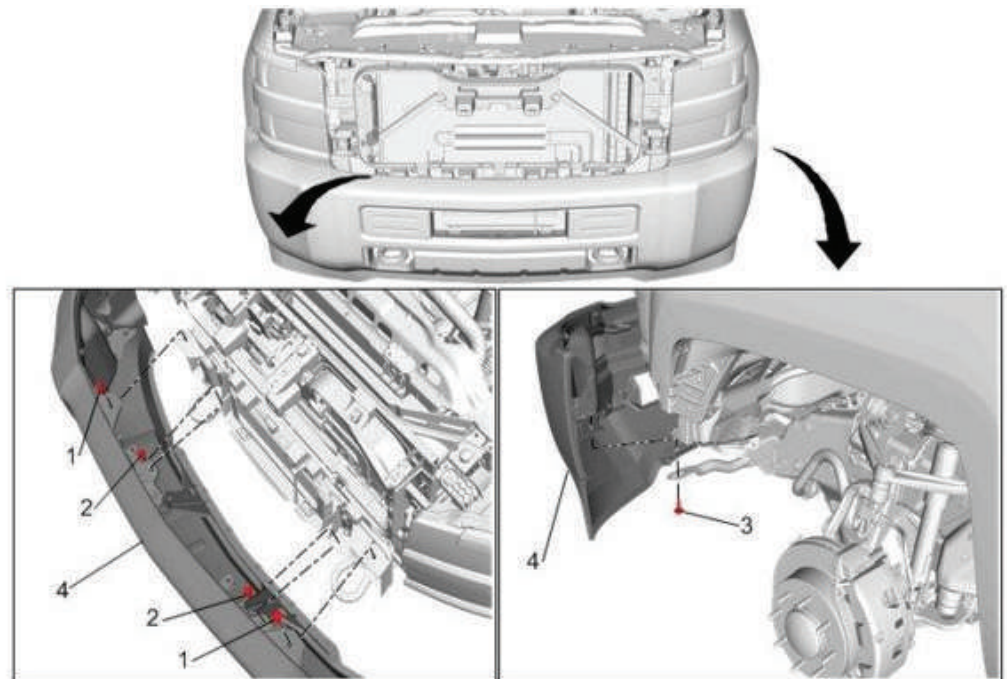


Figure 11

12. Using a 10mm socket wrench, remove the headlight valance by loosening the bolt next to the grille. (Figure 12, #1) Then using a body panel pry tool, separate the valance from the under side of the headlight and fender while pulling outward. (Figure 12)

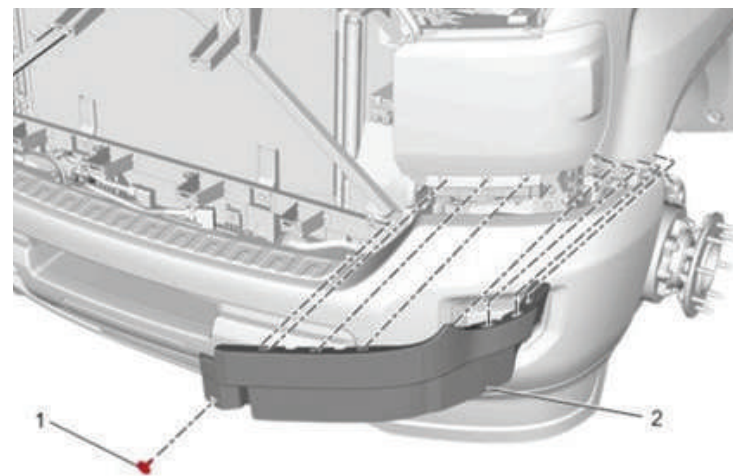


Figure 12

13. Using a 10mm socket wrench, remove the headlight by loosening the two (2) bolts on the top of the light. (Figure 13, #1) Then using a 10mm socket wrench, loosen the two (2) bolts on the bottom and side of the light. (Figure 14, #1)

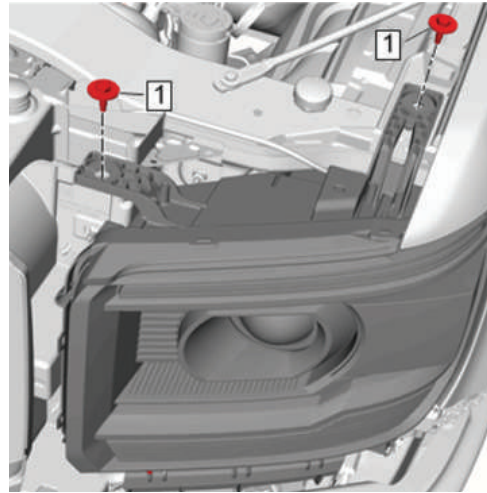


Figure 13

14. Using a 13mm socket wrench, remove the forward bolt attaching the larger fender support bracket to the fender. (Figure 15, #1) Then, using a 10mm socket wrench, remove the bolt attaching the smaller forward support bracket to the fender. (Figure 15)

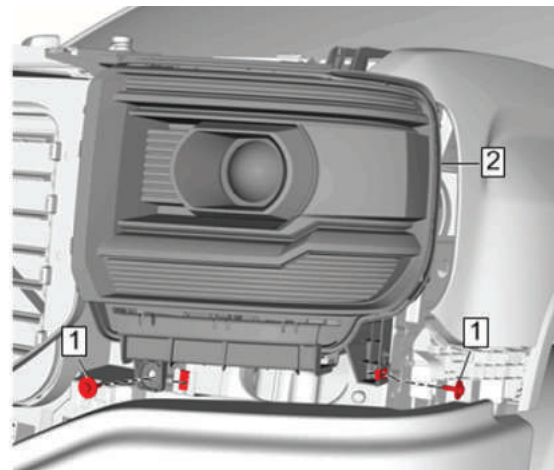


Figure 14

*NOTE: The support brackets do not need to be removed from the vehicle.*

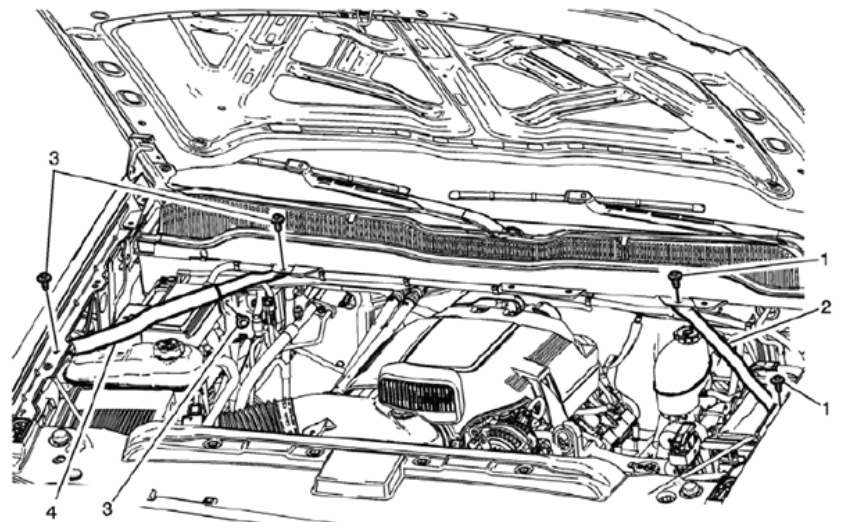


Figure 15



*NOTE: Remove the battery(s) before proceeding with step 15.*

**15. Using a 10mm socket wrench, remove the battery tray by loosening the four (4) bolts in the base of the tray. (Figure 16, #1)**

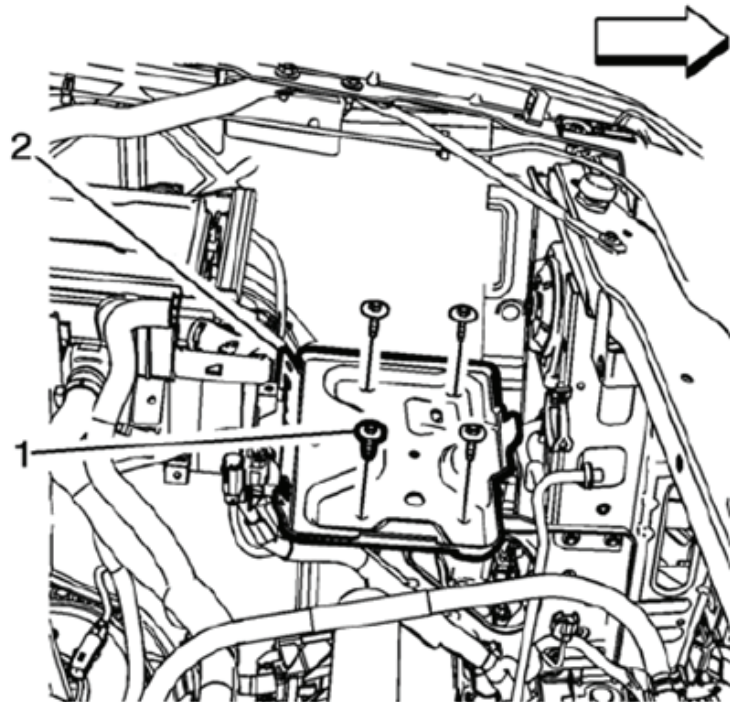


Figure 16

**16. Using a 10mm socket wrench, remove the three (3) bolts connecting the tray to the fuse box. (Figure 17, #2)**

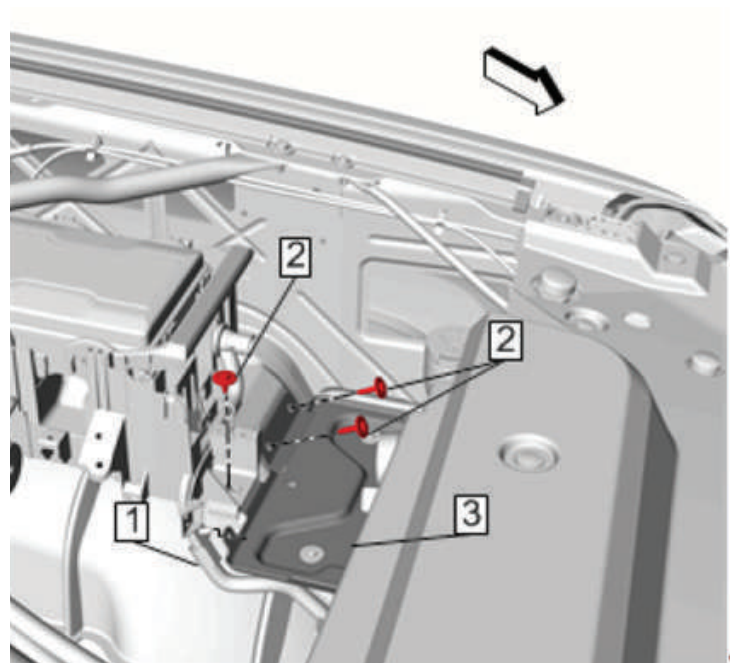


Figure 17

17. Using a 10mm socket wrench, loosen the three (3) bolts attaching the fuse box to the fender. (Figure 18, #1) Leave the fuse box wiring plugged in.

*NOTE: Do not disconnect and remove the fuse box from vehicle.*

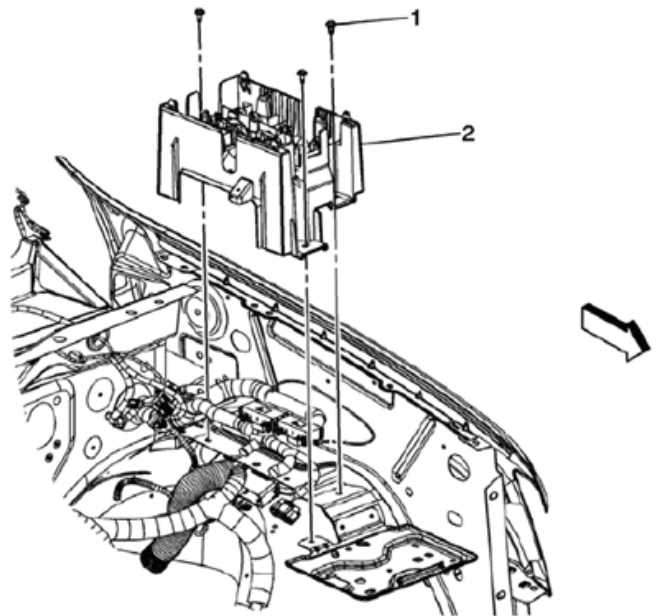


Figure 18

18. Using a 10mm socket wrench, loosen, but do not remove, the band clamp attaching the intake tube to the air cleaner housing. With the band clamp removed, firmly pull up on the air cleaner housing to remove it from its mounting tray. (Figure 19)

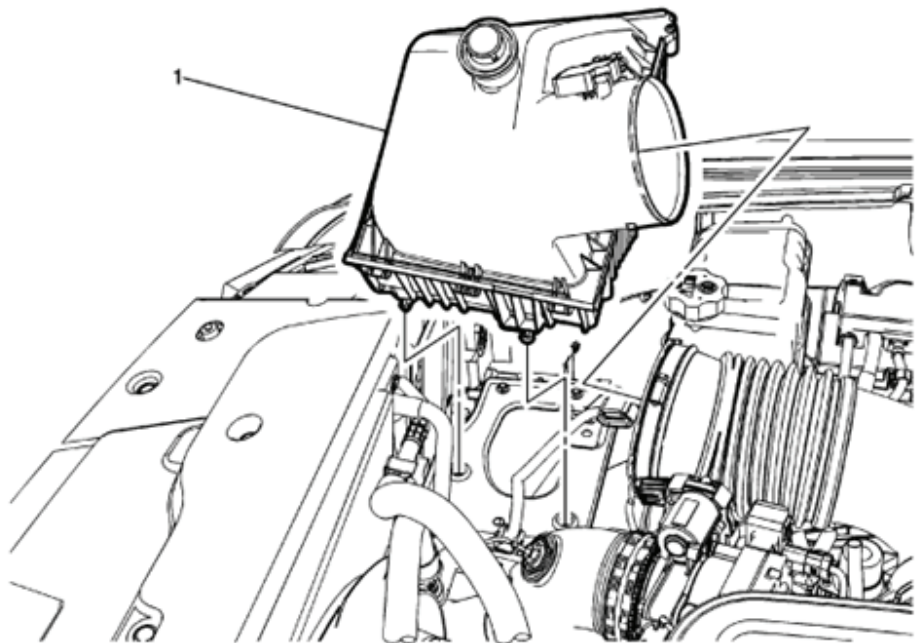


Figure 19

19. Using a 10mm socket wrench, loosen the two (2) outer bolts attaching the air cleaner housing mount to the fender. (Figure 20, #1)

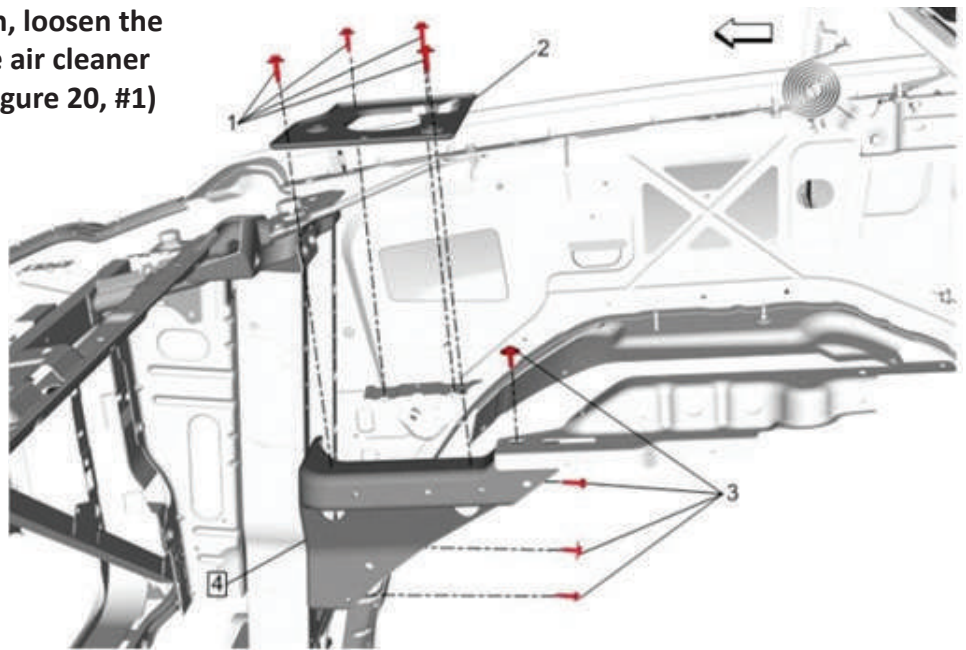


Figure 20

20. Using a 10mm socket wrench, loosen the two (2) nuts attaching the passenger side battery tray from the fender. (Figure 21, #1)

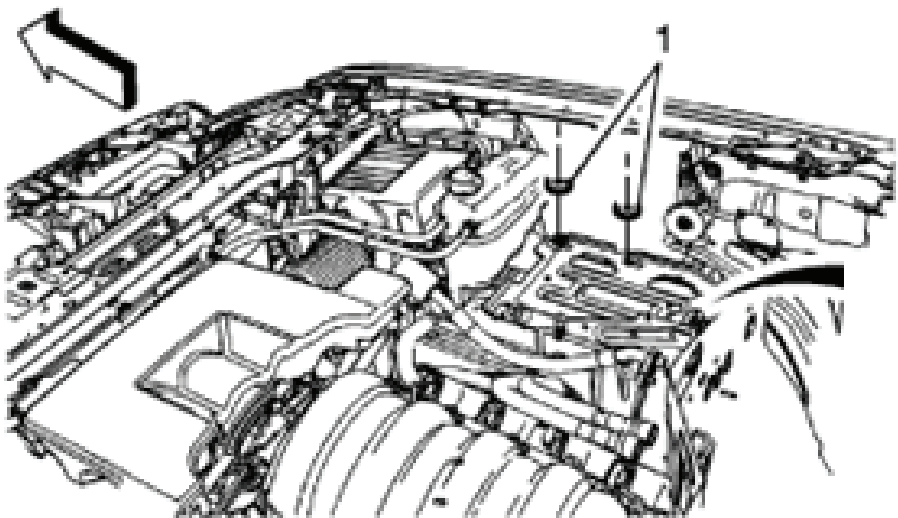


Figure 21

21. Using a 10mm socket wrench, remove the driver side front fender by loosening the three (3) bolts in the wheel opening. (Figure 22, #1) Then, using a 13mm socket wrench and 10mm socket wrench, loosen the four (4) bolts behind the headlight on the core support. (Figure 22, #2) Using a 13mm socket wrench, loosen the two (2) nuts on the firewall. (Figure 22, #3) Finally, using a 10mm socket wrench with long extension, loosen the two (2) bolts in the door jamb. (Figure 22, #4)

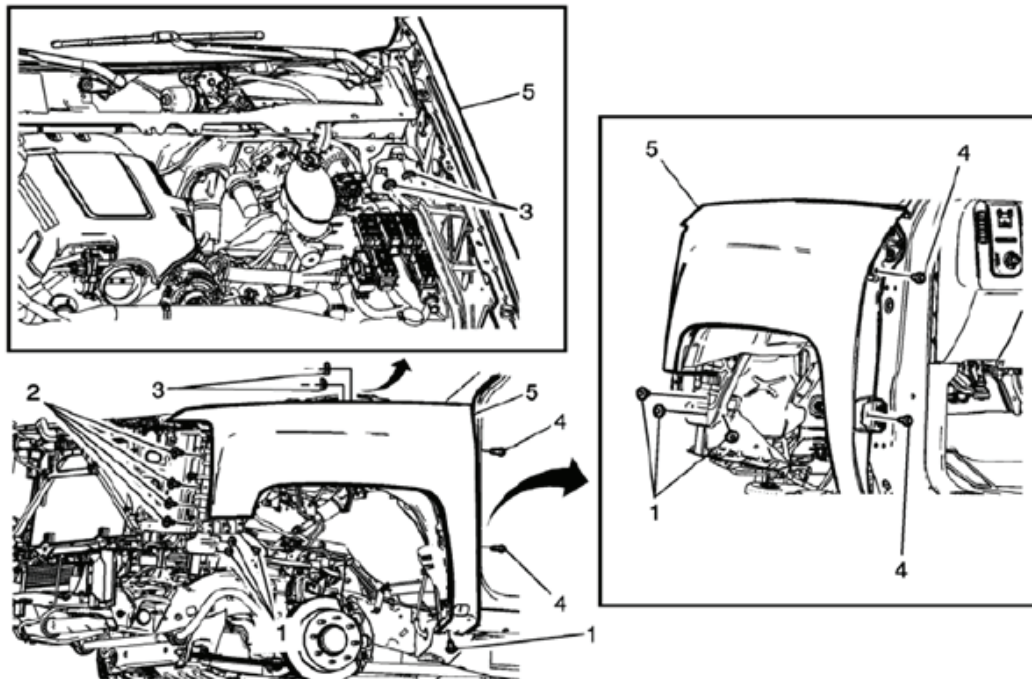


Figure 22

22. Using a 10mm socket wrench, remove the passenger side front fender by loosening the three (3) bolts in the wheel opening. (Figure 23, #1) Then, using a 13mm and 10mm socket wrench, loosen the four (4) bolts behind the headlight on the core support. (Figure 23, #2) Finally, using a 10mm socket wrench with long extension, loosen the two (2) bolts in the door jamb. (Figure 23, #3)

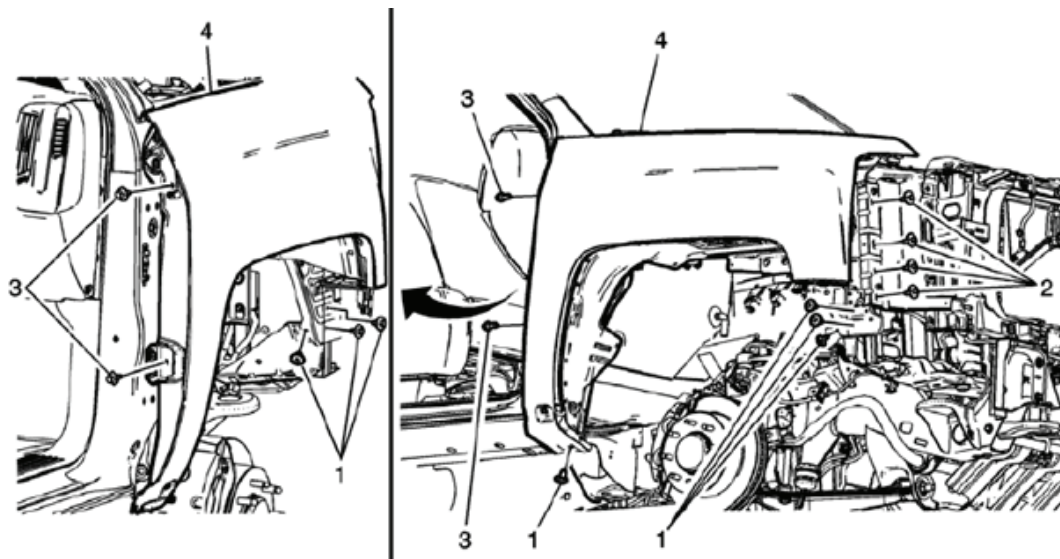
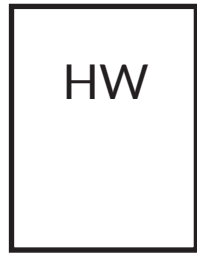


Figure 23

# SUSPENSION MODIFICATIONS



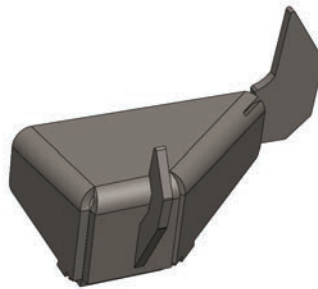
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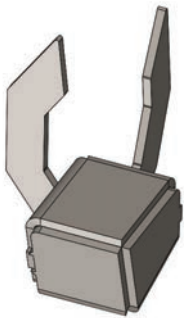
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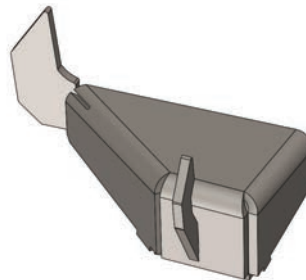
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PS-21547-01



PS-21580



PS-21547-04

## TOOLS REQUIRED

- Cut off wheel
- Angle grinder
- Abrasive pad
- Welder
- Drill
- 3/8" drill bit
- 3/8" Transfer punch
- Hammer
- 9/16" socket wrench
- 9/16" open end wrench
- 10mm open end wrench
- 10mm socket wrench
- 15mm open end wrench
- 15mm socket wrench
- 21mm open end wrench
- 21mm socket wrench
- Black spray paint
- Small pry bar

## ORGANIZATION

Disassemble the vehicle where you can catalog and store everything. We suggest labeling and bagging all the OEM bolts when removing from the vehicle. Failure to keep track of parts could lead to an inability to properly reinstall components.

# SUSPENSION MODIFICATIONS | SUSPENSION DISASSEMBLY

*Note: All cuts are mirrored steps and should be repeated on both sides of vehicle unless specified.*

*Note: Step 1 is recommended to aid the suspension modification steps.*

**1. Start the suspension modification process by disassembling the following suspension components:**

- Drive shaft
- Tie-rod end
- Upper a-arm
- Swaybar end links
- Any brake lines or other hoses attached to the knuckle

**(Figure 24-25)**



Figure 24



Figure 25

# SUSPENSION MODIFICATIONS | BUMP STOP REMOVAL

1. Using a small metal pry bar, remove the bump stops from their mounting cups. Then using an angle grinder with cut-off wheel, cut through only the stitch welds, holding the cups to the frame being careful not to hit any of the other components with the cut-off wheel. The white dotted line shows the area to be cut. (Figure 26-27)

Using an abrasive pad, remove any wax on the frame components. (Figure 28-29)



Figure 26

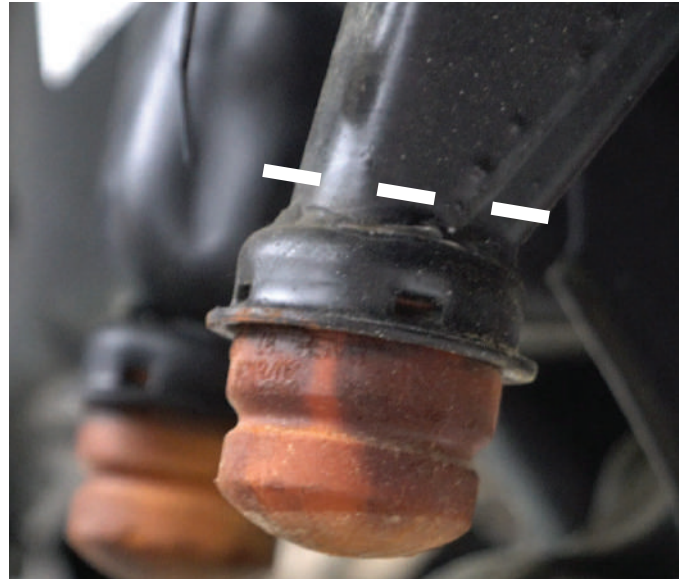


Figure 27



Figure 28



Figure 29

# SUSPENSION MODIFICATIONS

## SUSPENSION SPACER INSTALL

1. Install the bump stop cups to the Fab Fours spacers. Line up the hole in the center of the cup with the circle scribed on the bottom of the spacer. (Figure 30) Place two (2)- 2" stitch welds on the outer perimeter of the cup. Plug weld the hole in the center of the cup. (Figure 31)

Then, align the spacers with the frame mounts. For the front spacer, (DS-21546-01) make sure the two fingers are flush against the frame mounts. The rotation will be set by the fingers. (Figure 32) For the rear spacer, (DS-21546-04) push the fingers tight against the frame mount and align the larger finger with the outside of the frame as shown. (Figure 33)

Attached each spacer by stitch welding the fingers and top faces of the boxes to the frame mounts. (Figure 32-33)

Clean up any spatter and remove any melted frame wax. Then coat the bare parts in black spray paint. (Figure 34)

Once the coating has dried reinstall the bump-stops into their cups.



Figure 30

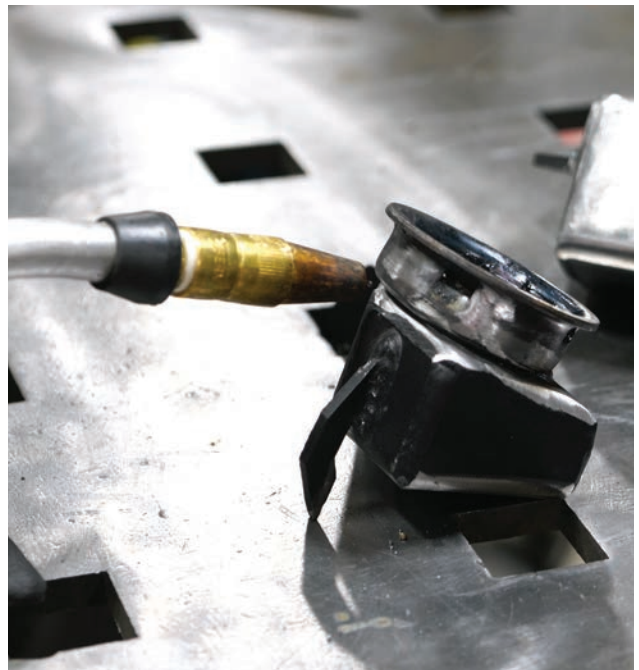


Figure 31





Figure 32

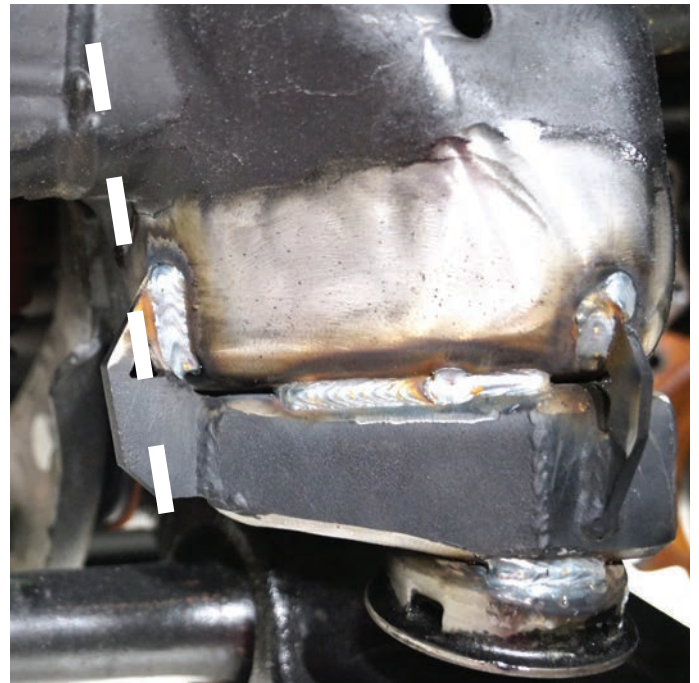


Figure 33



Figure 34

# SUSPENSION MODIFICATIONS | STEERING STOP INSTALLATION

1. Make notch cuts perpendicular to the face of the a-arm segment by cutting the OEM steering stop into multiple pieces. (Figure 35) Then cut parallel with the a-arm face, as close to the arm as possible, to remove all of the material leaving a smooth surface. (Figure 36-37)

Then, using the Fab Fours steering stop (DS part #21579, PS part #21580), place it on the a-arm using the raise OEM cast cylinder on the top of the arm as a locating feature. (Figure 38)

*NOTE: If your truck does not have this cast in cylinder turn the knuckle to contact the provided stop and align it with the machined feature on the knuckle.*

With the Fab Fours stop in the correct location, using the transfer punch and hammer, mark and drill a 3/8" hole in the a-arm. (Figure 39 ) Then, using a 9/16" socket and open end wrench, bolt the stop bracket to the arm using a 3/8x1.5" yellow zinc, grade-8 bolt, two (2) flat washers, and a 3/8" nylock nut provided in the hardware kit (50163-HW). (Figure 40)



Figure 35

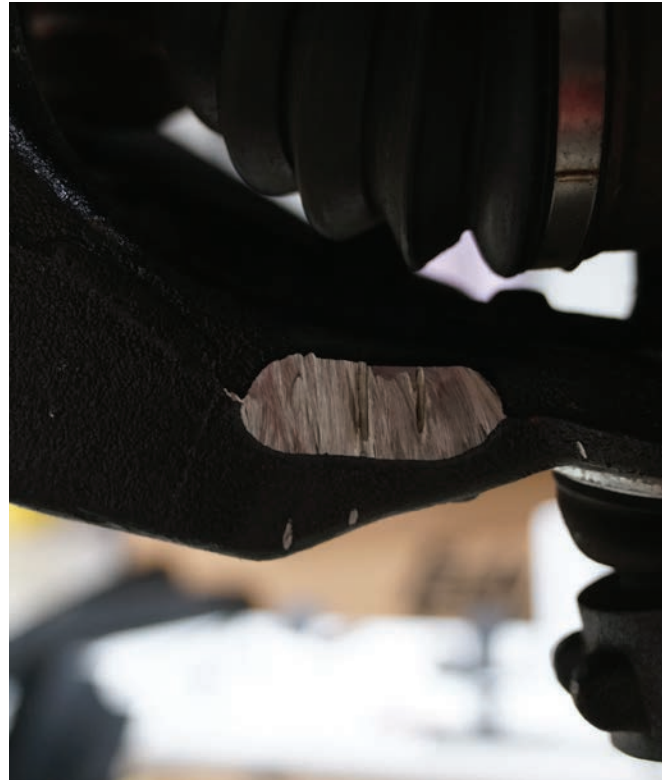


Figure 36



Figure 37



Figure 38



Figure 39

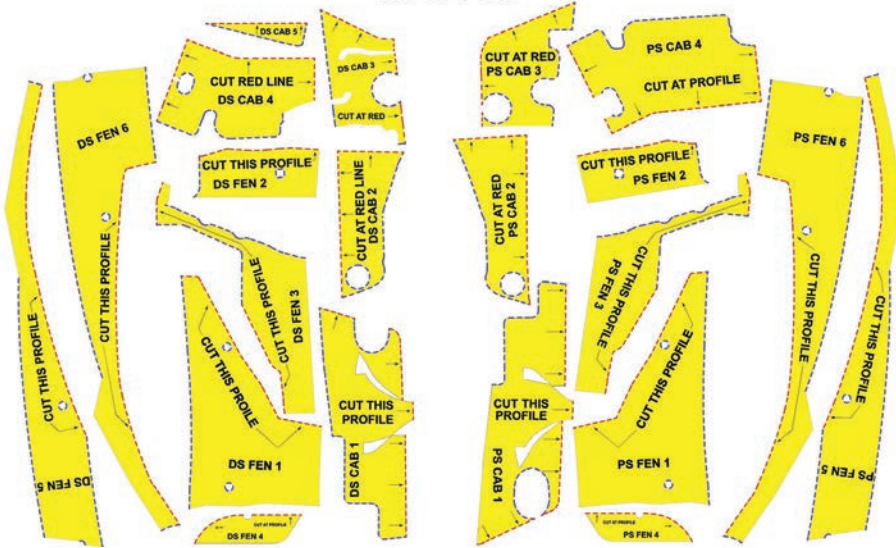


Figure 40

At this point, make sure all surfaces where OEM coatings were removed or damaged are thoroughly coated in the included rust trap coating. (Foam seal kit #61725)

# TEMPLATE MOUNTING

## TF3100



## TOOLS REQUIRED

- Marker
- Painters tape

## ASSISTANCE

We recommend protecting any painted surfaces that may come in contact with the work area with painters tape.

1. The Cut Template 1 (DS CAB 1) is installed on the outside face of the rocker channel in front of the driver front door. Start applying the template from the bottom and work your way up following the profiles outlined with the blue dashed lines. Smooth out the template making sure to carefully align the blue dashed lines with the contours. If small bubbles form it will not compromise the effectiveness of the template. (Figure 41)



Figure 41

2. The Cut Template 2 (DS CAB 2) is applied to the front of the rocker channel. Place the circular cutout over the hole on the rocker surface. Roll the template upwards using the outboard edge of the surface as a guide for the template edge. (Figure 42)

*NOTE: DO NOT try to conform the template to the step in the sheet metal, this is NOT necessary.*



Figure 42

3. The Cut Template 4 (DS CAB 4) is applied to the body mount support channel adjacent to (DS CAB 2). Start applying the template by aligning the profiles where the body mount channel attaches to the rocker channel. Then working your way across and down align the lower oval cutout with the oval cutout in the body mount support channel. If applied correctly the red dashed line on the template should be vertically in line with the edge of the body mount bushing as shown with the red oval. (Figure 43)



Figure 43

---

4. The Cut Template 5 (DS CAB 5) is placed on the pinch seam area above (DS CAB 4). Align the blue dashed lines with the lower edge of the pinch seam area and as close to the vertical pinch seam as possible. (Figure 44)

*Note: There is only a DS\_CAB\_5 template for the driver side.*

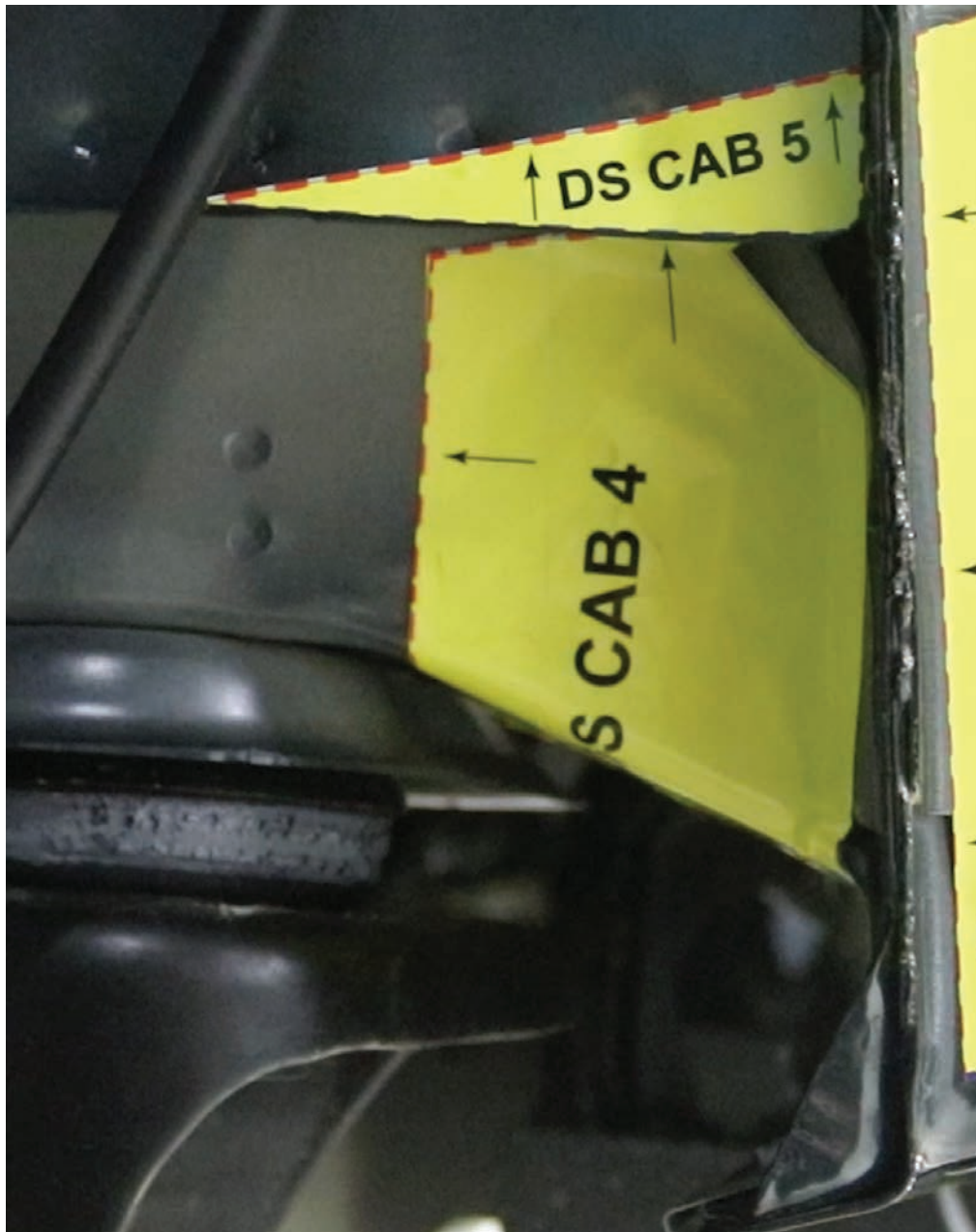


Figure 44



5. Install the (DS FEN 1) cut template by first aligning the two (2) holes outlined with the blue dashed lines to the second and third fender trim holes from the bottom. Then work the template outward in both directions aligning the edges of the template with the edges of the Fender. (Figure 45)



Figure 45

---

6. Place the (DS FEN 2) cut template by aligning the blue dashed outlined square to the inner fender mounting nut. The template cut line should line up with the cut line from (DS FEN 1) and the blue dashed line should align with the inside profile of the fender. (Figure 46)



Figure 46

7. Attach the (DS FEN 3) cut template on the inside of the fender around the lower door jamb mount. Align the blue dashed portions of the template with the unique stampings and cutout on the inside of the fender. The red cut line should align with the cut line from (DS FEN 2). (Figure 47) With the template installed, use a marker to extend the red cut line up through the cutout in the fender. (Figure 48)



Figure 47



Figure 48

8. Install the (DS FEN 4) cut template onto the lower, front most part of the fender using the hole and fender profile as a locator. (Figure 49) Then draw a line straight across to the edge of the material using a marker to represent the rest of the cut. (Figure 50)



Figure 49



Figure 50

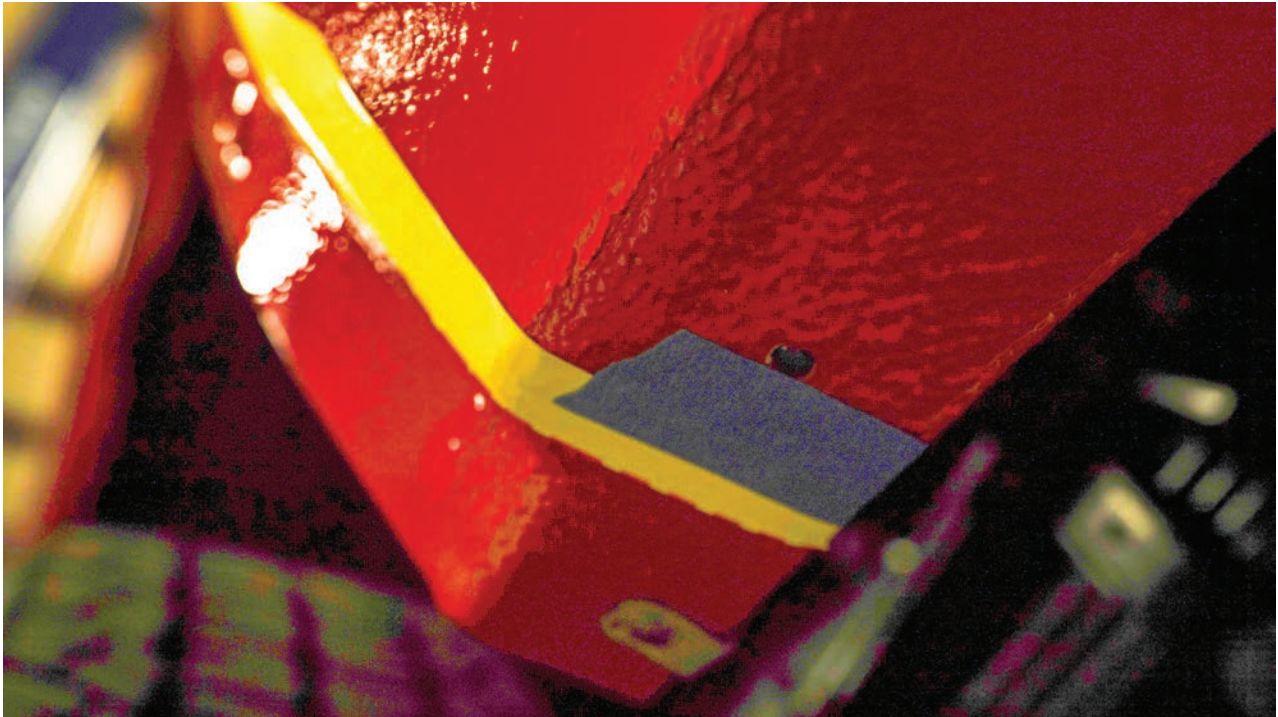
9. Apply the (DS FEN 5) cut template to the rear side of the rear wheel opening using the second and third fender trim holes from the bottom. Then align the blue dashed lines with the wheel well opening and the bend line that defines the fender trim location. (Figure 51) With the template in place use a marker to draw a line from the template cut line to the opposite edge of the return flange. (Figure 52) If the template does not adhere to the chip guard at the lower portion of the fender, painters tape can be used to help with holding the template in place during cutting. (Figure 53)



Figure 51



Figure 52



*Figure 53*

10. Begin applying (DS FEN 6) cut template to the front side of the rear wheel opening. Using the second and third fender trim holes from the bottom, align the holes with blue dashed lines. (Figure 54) Then work the template outward aligning the blue dashed profiles with the return flange in the wheel opening and the bend line that defines the fender trim location. (Figure 55) If the template does not adhere to the chip guard at the lower portion of the fender, painters tape can be used to help with holding the template in place during cutting. (Figure 56)



Figure 54



Figure 55

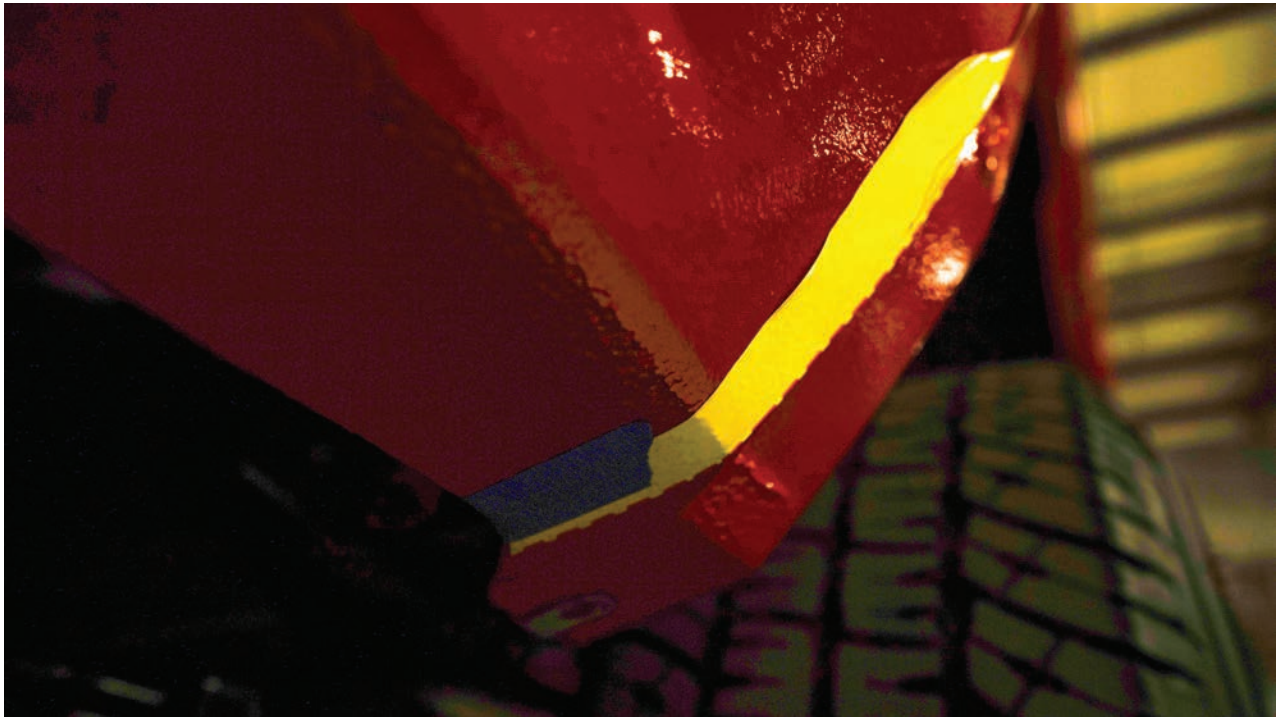


Figure 56



11. Use a marker to draw two (2) lines on the rear fender inner structures along the bend line closest to the pinch weld against the bed side. (Figure 57-58)

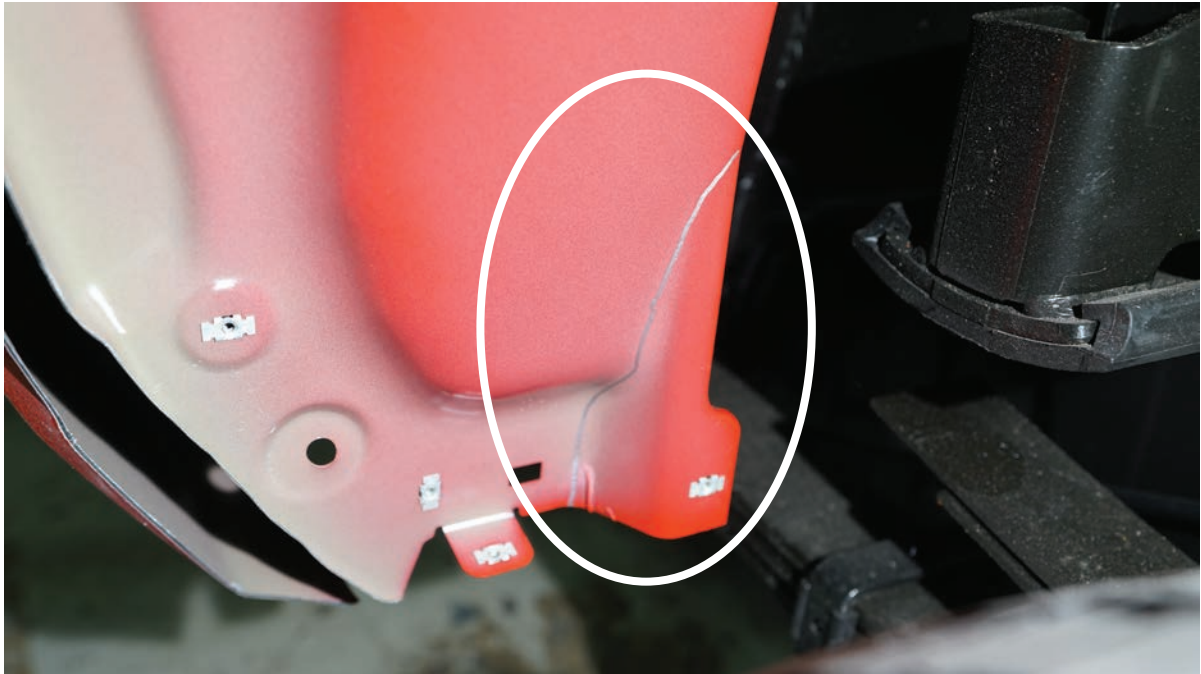


Figure 57



Figure 58

12. Use a marker to draw a line to show the removal of the protruding features of the front inner part of the rear wheel well. The two (2) lowest inner fender mounting tabs need to be removed. (Figure 59)



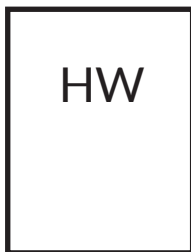
*Figure 59*

Complete the template process by repeating all steps of this section on the opposite side of the vehicle.

# CHAPTER 4: CUTTING

*Note: All cuts are mirrored steps and should be repeated on both sides of vehicle unless specified.*

*NOTE: There is sealing foam in the rocker channel cavity. Caution should be taken while cutting in this area with any tools that create excessive amounts of heat or sparks. Precautions should always be taken to be prepared to extinguish a fire should it start.*



50163-HW



61725

## TOOLS REQUIRED

- Cut off wheel
- Small reciprocating saw
- Large reciprocating saw
- Angle grinder
- Abrasive pad
- Marker
- Painters tape
- Cleaning solution
- Tape measure

## ORGANIZATION

Disassemble the vehicle where you can catalog and store everything. We suggest labeling and bagging all the OEM bolts when removing from the vehicle. Failure to keep track of parts could lead to an inability to properly reinstall components.

## ASSISTANCE

We recommend two people perform the cutting process.

We recommend protecting any painted surfaces that may come in contact with the work area with painters tape.

# CUTTING | ROCKER CHANNEL

1. Begin the cutting process with the (PS CAB 1) cut template. Starting from the bottom, use a cut-off wheel and cut upward following the red dashed lines on the template and cut through the two (2) sides of the (PS CAB 1) cut template. (Figure 60-61) Then, using a large reciprocating saw, cut vertically through the inner structure of the rocker channel being careful to not cut above the template line. (Figure 62)

*NOTE: These cuts will be cutting through multiple layers of material so a larger blade is preferred.*



Figure 60



Figure 61



Figure 62

2. Next, using the small reciprocating saw or cut off wheel, cut the (PS CAB 2) cut template by cutting upward from the hole in the template. (Figure 63) Then cut across the top of the template horizontally. (Figure 64) Mark a line connecting the bottom of the cut line of the (PS CAB 2) cut template to the cut line on the (PS CAB 1) cut template on the same plane as the cut line on the (PS CAB 2) cut template. (Figure 65-66) Once cut, pry the corner section of the rocker channel away from the truck. There will be one (1) pinch weld holding this section to the truck. Once removed, cut away the inner structure that is left behind making sure that this cut is on the plane with or behind the first cut on (PS CAB 1). (Figure 67-68)



Figure 63



Figure 64



Figure 65



Figure 66



Figure 67



Figure 68

3. At this point, clean the inner face of the rocker channel with an abrasive pad and cleaning solution in preparation for the (PS CAB 3) cut template.

With the area cleaned, apply the (PS CAB 3) cut template. (Figure 69) With the template in place continue with the cutting process. Using the large reciprocating saw, start at the bottom of the rocker panel and in line with the template, cut up until you reach the bottom of the template. (Figure 70)

Switch to a small reciprocating saw or cut-off wheel to finish cutting the rest of the (PS CAB 3) cut template. (Figure 71-72)

Moving to the (PS CAB 4) cut template, start cutting horizontally at the top of the template using a small reciprocating saw or cut-off wheel. Then, using a cut-off wheel make the vertical cut along the red cut dashed line. (Figure 73) Continue cutting in the vertical position using a large reciprocation saw until the rear underside of the cutline is reached. (Figure 74) Next, move to the first cut position on the (PS CAB 3) cut template, and using a large reciprocating saw, cut through the lower face of the body mount support structure. (Figure 75)

With the cut section removed, grind the circled vertical pinch seam at a 45 degree angle. (Figure 76)



Figure 69



Figure 70





Figure 71



Figure 72



Figure 73



Figure 74



Figure 75



Figure 76

# CUTTING | BODY MOUNTS

1. Mark the DS body mount bracket on the frame using painter's tape. The cut line should be  $\frac{1}{2}$ " from the body mount bushing (Figure 77) and 1" from the E-brake cable pass through hole. (Figure 78) Using a cut-off wheel tool, cut along the tape line keeping the tool on the same plane. Once cut, clean up the cut edges using an abrasive pad and apply the provided rust trap coating (Foam Seal Kit- 61725) to any bare metal areas.

*NOTE: This step may need to be adjusted based on your specific wheel and tire setup after the install is complete. If the tire rubs this at full turn, up to 0.25" of extra material can be safely removed.*



Figure 77



Figure 78

# CUTTING | FENDER

1. Using a small reciprocating saw, cut the front driver side OEM fender on the dashed red line on the (DS\_FEN\_1) cut template starting at the edge of the body panel. (Figure 79) Cut across the template towards the wheel opening, only cutting through the outer skin of the fender. (Figure 80)



Figure 79



Figure 80

2. Cut across the (DS\_FEN\_2) cut template along the red dashed line beginning at the inner edge of the inner fender structure, moving towards the cut made in step 1, until they connect. (Figure 81)



Figure 81

3. Cut along the red dashed line of the (DS\_FEN\_3) cut template to connect to the cut in step 2. (Figure 82) Then cut the other red dashed line starting with the silver marker line made in step 7 of the template mounting chapter and move towards the first cut made in step 1. (Figure 83)



Figure 82



Figure 83

4. Cut along the red dashed line of (DS\_FEN\_4) to remove the template area. (Figure 84)



Figure 84

---

5. Move to the rear of the vehicle and begin cutting downwards on the (DS\_FEN\_5) cut template by following the silver marker line made in step 9 of the template mounting chapter. Continue cutting along the red dashed line until the blade contacts the inner fender structure. (Figure 85) Now cut up from the bottom of the template along the red dashed line until the blade contacts the inner fender structure again. (Figure 86) Then, cut along the bend area of the inner fender structure where it meets the fender skin until the templated section of the fender is free from the rest of the fender. (Figure 87)



Figure 85





Figure 86



Figure 87

---

6. Start cutting along the (DS\_FEN\_6) cut template at the top and move down until the blade contacts the inner fender structure. (Figure 88) Then cut upward from the bottom of the template until the blade contacts the inner fender structure. Move to the inside of the wheel well. Cut along the bend area of the inner fender structure where it meets the fender skin until the templated section of the fender is free from the rest of the fender. (Figure 89)



Figure 88

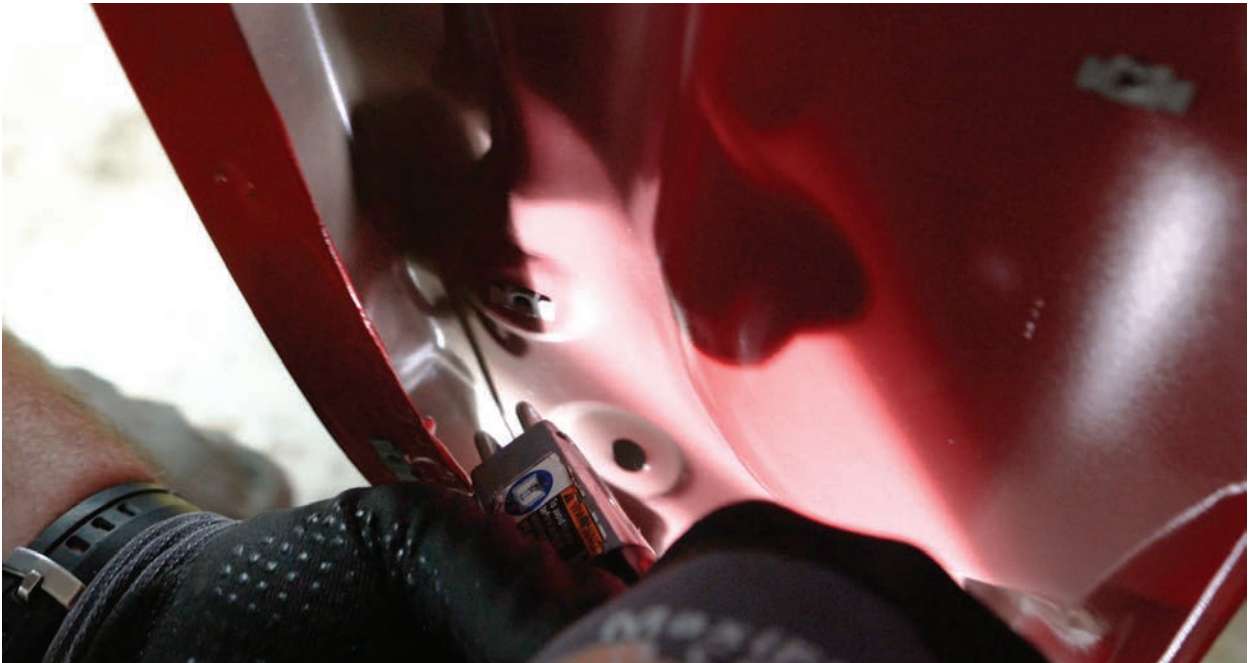


Figure 89

7. Cut the areas marked in step 12 of the template mounting chapter on the front of the rear inner fender structure. (Figure 90-92)



Figure 90



Figure 91



Figure 92

8. When all the fender cuts are complete, use an abrasive pad to remove any sharp edges that may have been created during the cut process. (Figure 93)



*Figure 93*

---

9. Coat any unfinished and/or bare metal with the provided rust trap coating and paint brush (Foam Seal Kit-61725). (Figure 94)



Figure 94

**10. Hold the front black plastic fender trim in place where it was originally installed. Using a silver marker, make a mark in line with the cut made from step 1 of the cutting chapter. (Figure 95)**



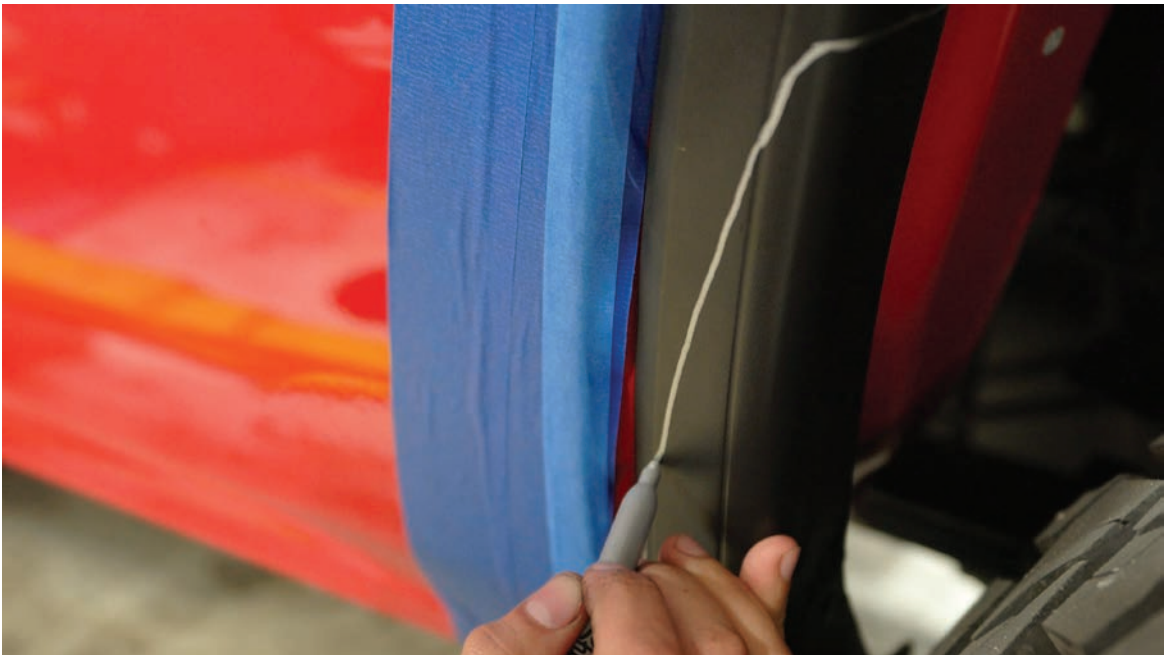
*Figure 95*

---

11. Hold the rear black plastic fender trim in place where it was originally installed. Using a silver marker, make a mark in line with the cuts made from step 5 and step 6 of the cutting chapter. (Figure 96-97)



*Figure 96*



*Figure 97*



12. Using the small reciprocating saw, cut along the lines marked in the steps 10 and 11 of the cutting chapter. (Figure 98)



*Figure 98*

---

13. Using the provided 17/32" Drill bit (50163-HW), drill out the holes in the fender trim pieces using the holes that held the push pins as reference points. (Figure 99)



Figure 99



Figure 100



Figure 101



Figure 102

Complete the cutting process by repeating all steps of this section on the opposite side of the vehicle.

## CHAPTER 5:

# INSTALLATION

*Note: All steps are mirrors steps should be repeated on both sides of vehicle unless specified.*

HW

50121-HW

HW

50163-HW

FOAM  
SEAL KIT

61725

RUBBER  
SEAL

61727  
QTY: 2



21725



21726



21727



21728



21729



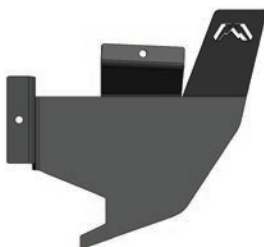
21730



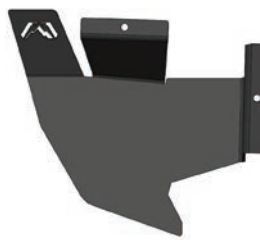
21731



21732



21422-01



21423-01

## TOOLS REQUIRED

- 3/8" socket
- Duct tape
- 1/8" Drill bit
- 3/8" Drill bit
- Drill
- Snips
- Impact driver
- T15 Torx bit
- Small reciprocating saw
- Marker
- Painter's tape
- Abrasive Pad
- 1/2" Open end wrench
- 9/16" Open end wrench
- 25/64" Transfer punch
- 3/16" Allen wrench
- Clamp/ clamping pliers
- Hammer
- Angle grinder

## ASSISTANCE

We recommend two people perform the installation.

We recommend protecting any painted surfaces that may come in contact with the work area with painters tape.

# INSTALLATION | ROCKER CHANNEL COVER PLATE

1. Using a grinder and abrasive pad, start by grinding the pinch seam and seam sealer flat, about 1" up from the cut, to allow the cover plate to sit flat. (Figure 103)

Apply duct tape to the upper cavity in preparation for foam. (61725- Foam Seal Kit)(Figure 104) Then drill a 3/8" hole in the front face of the rocker channel, 1" above the cavity. (Figure 105) Leave enough clearance around this hole for the head of the included push clip. (50163-HW) With the hole drilled, fill the cavity with a full tube of the provided foam. (61725- Foam Seal Kit) (Figure 106) Be sure to complete pumping until the tube is empty. Otherwise the foam will harden in the mixing nozzle. If excess foam escapes the cavity, let it dry then cut it off. Let the foam sit for at least 5 minutes then remove the duct tape. (Figure 107)

Install the provided cover plate (21422-01) by pressing it up and in towards the center of the vehicle. Using a 3/8" socket on an impact driver, install two (2) 1/4" self-drilling screws with bonded sealing washers provided in the hardware kit. (50163-HW)(Figure 108)

*NOTE: Ensure the cover plate is tight against the body to avoid the collection of debris in the rocker channel.*



Figure 103

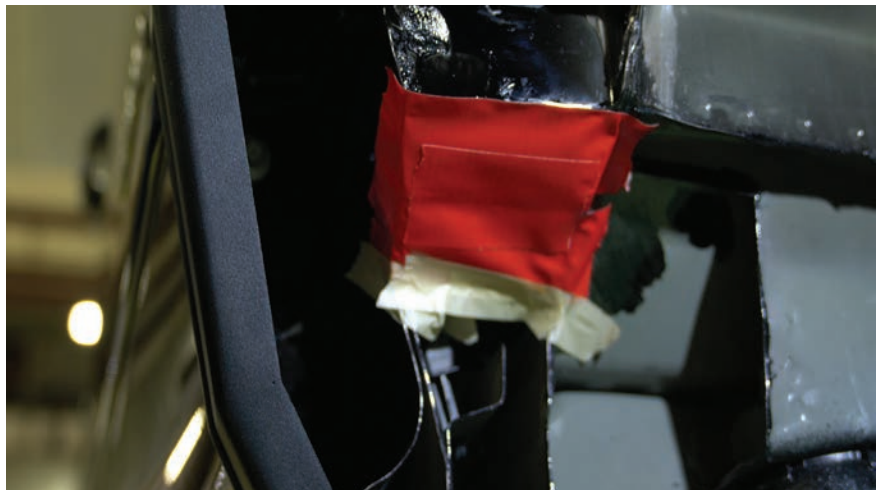


Figure 104

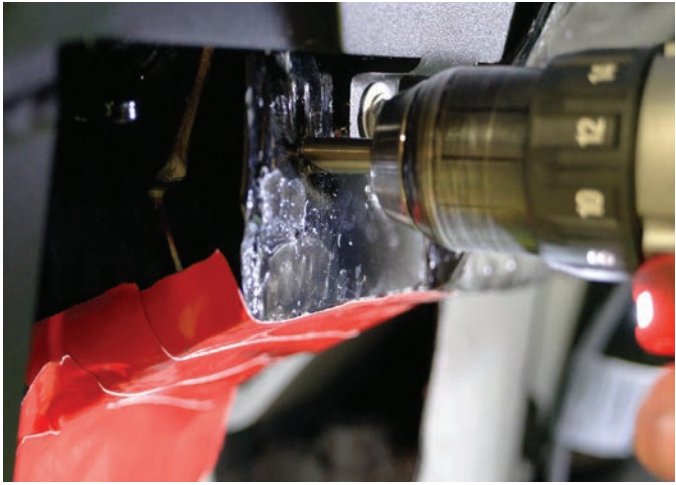


Figure 105

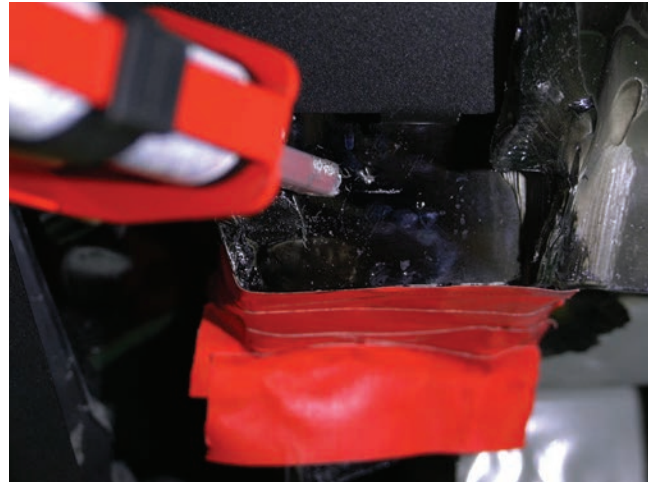


Figure 106



Figure 107



Figure 108

# INSTALLATION | EMERGENCY BRAKE CABLE CLAMP

1. Place the emergency break cable clamp around the cable. Pull the cable towards the center of the vehicle so that the metal elbow on the cable is in a vertical position. Then using the 3/8" socket on an impact driver, install one (1) of the provided 1/4" self-drilling screws and bonded washers into the pinch weld above the body mount. (50163-HW) (Figure 109-110)

*NOTE: Do not drill above the pinch weld area!*



Figure 109

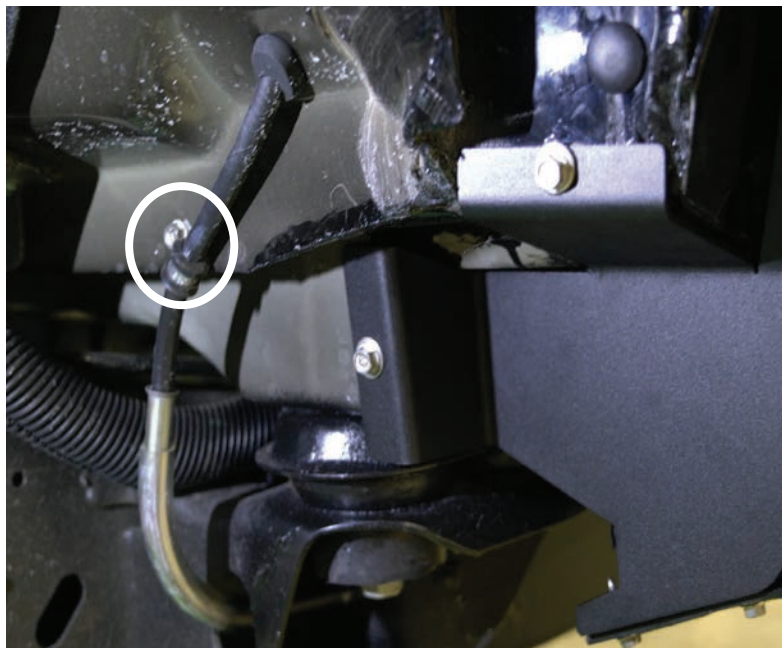


Figure 110

# INSTALLATION | OEM INNER FENDER

*NOTE: This process is a suggestion and can be modified based upon the opinion of the installer/customer*

- 1. Holding the inner fenders in place, start by tracing a cut line following the contours of the vehicle with a silver sharpie. (Figure 111-116)**
- 2. Using a small reciprocating saw, cut the marked line.**
- 3. Install the inner fenders with the OEM screws using a T15 Torx bit. (Figure 117)**

*Try to retain as many mounting locations as possible to avoid fluttering of the inner fender while driving.*

*NOTE: Some model vehicles may not have OEM rear inner fenders*



*Figure 111*



*Figure 112*





Figure 113



Figure 114



Figure 115



Figure 116



Figure 117

# INSTALLATION | FRONT FENDER BASES

1. Reinstall the OEM front fenders, headlights, valances, bumper, grille, hood, and all under hood components removed in the disassembly chapter at this time by reversing the disassembly steps. Make sure to realign all OEM body panels to replicate the OEM panel gaps.
2. Using the provided 17/32" drill bit (50163-HW), drill out the four (4) OEM fender trim mounting holes in the front OEM fender. (Figure 118-119)

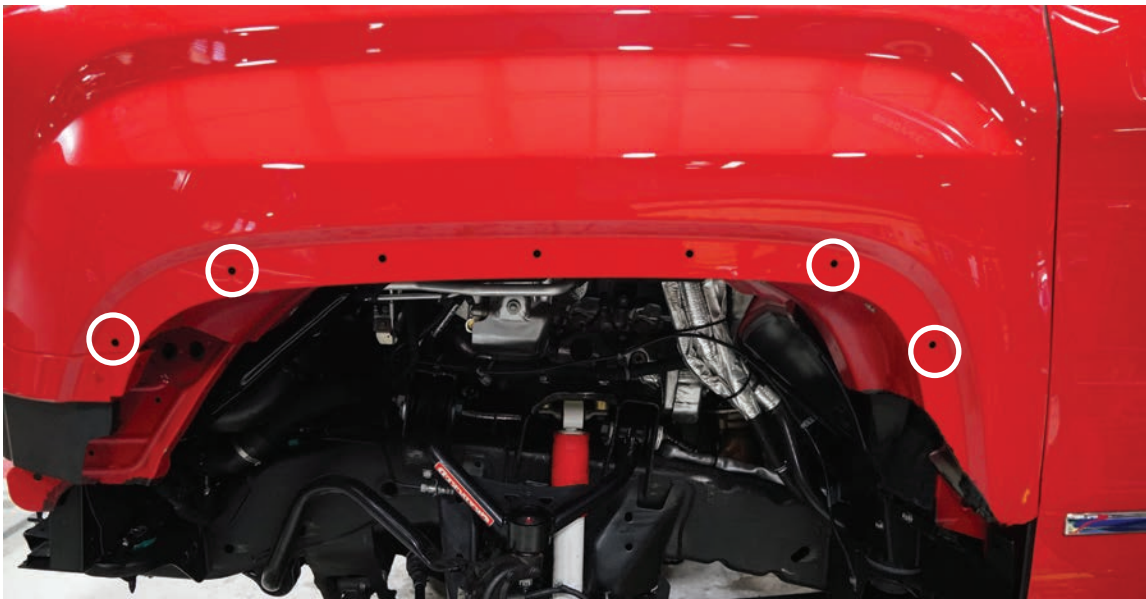


Figure 118

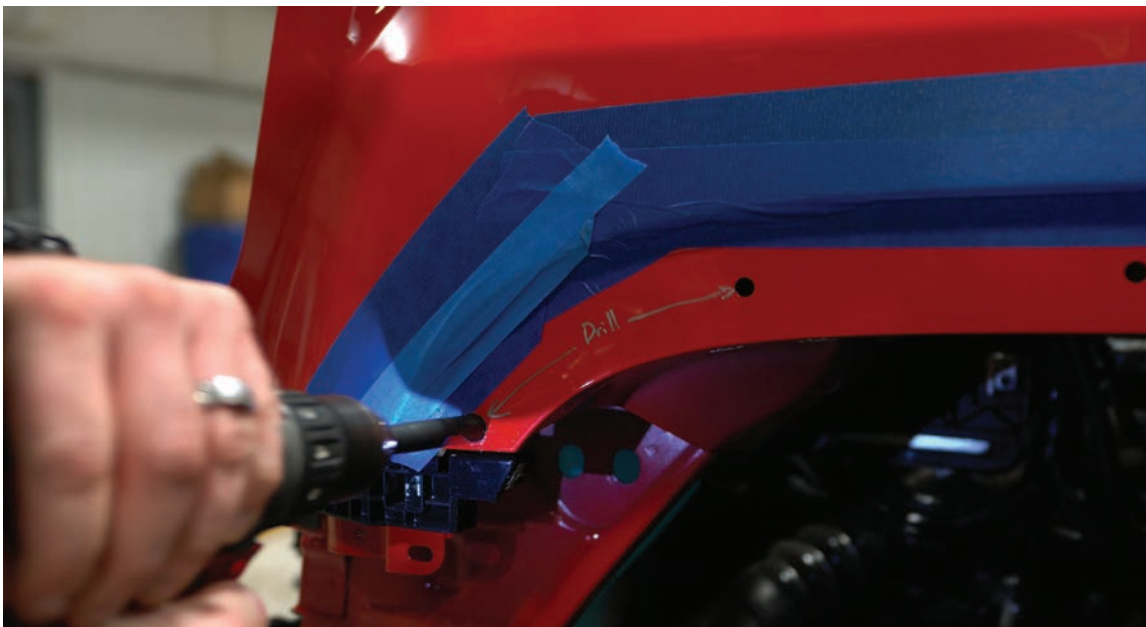


Figure 119

3. Using the provided 17/32" drill bit (50163-HW), drill out the eight (8) OEM rear fender trim mounting holes in the OEM rear fender. The two (2) holes at the top center do not need to be enlarged. (Figure 120)



Figure 120

4. Using the provided rust trap coating and paint brush (61725-Foam Seal Kit), coat any bare metal areas that have been created. (Figure 121)



Figure 121

5. Using the provided rivet nut tool (50163-HW) with 1/2" and 9/16" open end wrenches, install four (4) of the provided 5/16" rivet nuts (50163-HW) into the holes that were previously enlarged in step 2. (Figure 122)



Figure 122

6. Apply the provided rubber edge trim (61727) to the front fender base (21725) starting at one end moving around the perimeter. Do not stretch the edge trim during application. Use a pair of snips to cut the edge trim to length when you reach the end of the fender base. (Figure 123)



Figure 123

---

7. Temporarily install the front fender base (21725) on the OEM front fender. Insert four (4) of the provided 5/16" stainless steel button head cap screws, with 5/16" bonded sealing washers through the fender base, plastic fender trim, and OEM Fender. (50163-HW)(Figure 124) Hand tighten using a 3/16" allen wrench. (Figure 125)



Figure 124



Figure 125

8. Use a clamp or clamping pliers to pull the lower portion of the fender base (21725) tight against the bottom of the rocker channel. Use a 25/64" transfer punch and hammer to mark the remaining three (3) holes in the fender base. (Figure 126)



Figure 126

9. Remove the fender base (21725) from the truck and set aside. Using a 1/8" drill bit, drill out the three (3) locations marked in step 8. Using a 17/32" drill bit, enlarge ONLY the hole located on OEM front fender. (Figure 127)



Figure 127

10. Using the provided 5/16" rivet nut tool (50163-HW) with 1/2" and 9/16" open end wrenches, install one (1) of the 5/16" rivet nuts into the 17/32" hole that was made in step 9.

11. Reinstall the fender base (21725) with OEM plastic fender trim now using five (5) of the provided 5/16" stainless steel button head cap screws with 5/16" bonded sealing washers (50163-HW) through the fender base and plastic fender trim into the previously installed rivet nuts. (Figure 128) Tighten using a 3/16" allen wrench until the washer starts to flatten.



Figure 128



12. Using an impact driver and a 3/8" socket, install two (2) of the provided 1/4" self-drilling screws with 1/4" bonded sealing washers (50163-HW) into the holes drilled in step 9 on the bottom of the rocker channel. (Figure 129) Tighten until the washer starts to flatten.



Figure 129

*NOTE: SKIP STEP 13 IF THE FENDER FLARES (SKU #TF3110) WERE PURCHASED*

13. Using a 3/16" allen wrench, install three (3) of the provided 5/16" stainless steel button head caps screws with 5/16" bonded sealing washers (50163-HW) into the holes with welded nuts in the fender base. (21725) Tighten until the washer starts to flatten. (Figure 130)

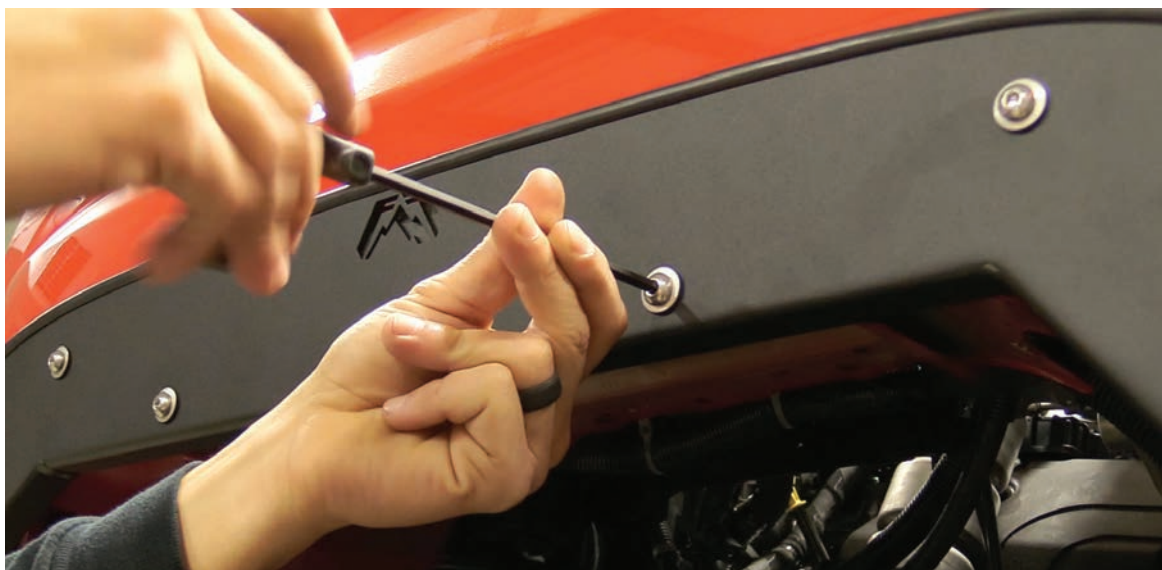


Figure 130

14. Using the provided rivet nut tool (50163-HW) and 1/2" and 9/16" open end wrenches, install eight (8) of the provided 5/16" rivet nuts into the previously drilled out 17/32" holes in the bed side. (Figure 131)

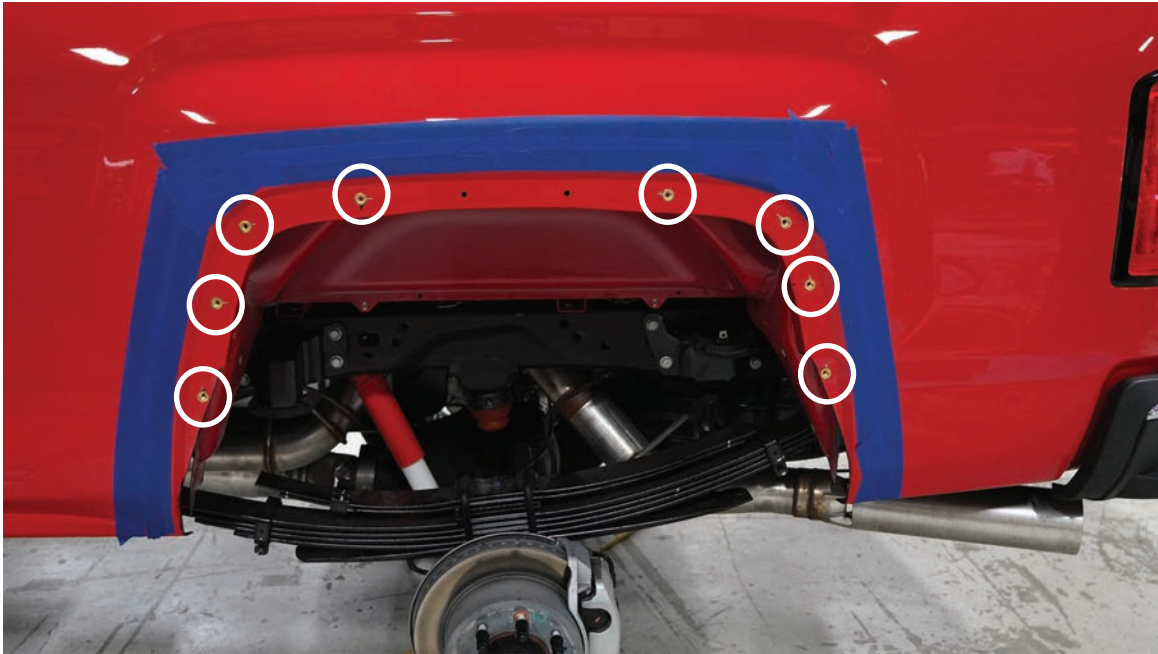


Figure 131

15. Apply the provided rubber edge trim (61727) to the rear fender base (21727) starting at one end moving around the perimeter. Do not stretch the edge trim during application. Use a pair of snips to cut the edge trim to length when you reach the end of the fender base. (Figure 132)



Figure 132

16. Install the rear fender base (21727) to the OEM bed side by inserting eight (8) of the provided 5/16" stainless steel button head cap screws with 5/16" bonded sealing washers (50163-HW) through the fender base, black plastic trim, and previously installed 5/16" rivet nuts from step 14. (Figure 133) Tighten using a 3/16" allen wrench until the washers start to flatten.



Figure 133

17. Use a pair of clamping pliers to hold the bottom of the rear fender base (21727) tight to the bottom of the OEM bed side. Use the slot in the bottom of the fender base, behind the tire, as a reference to make a hole in the bed side using a 3/8" drill bit. (Figure 134) Repeat this process for the slot in the fender base in front of the tire. (Figure 135)

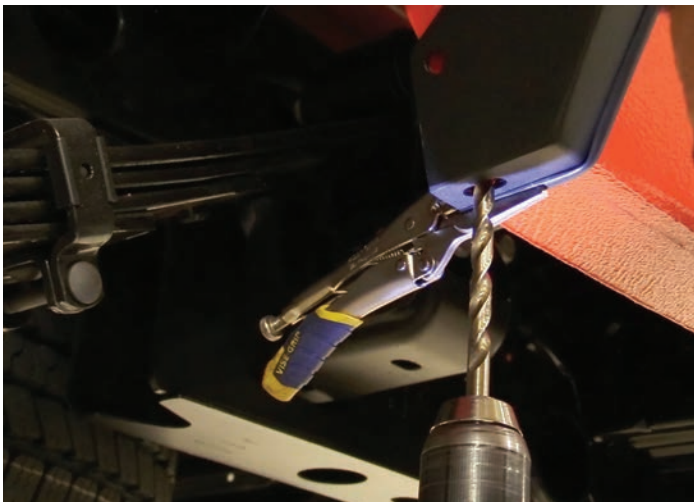


Figure 134

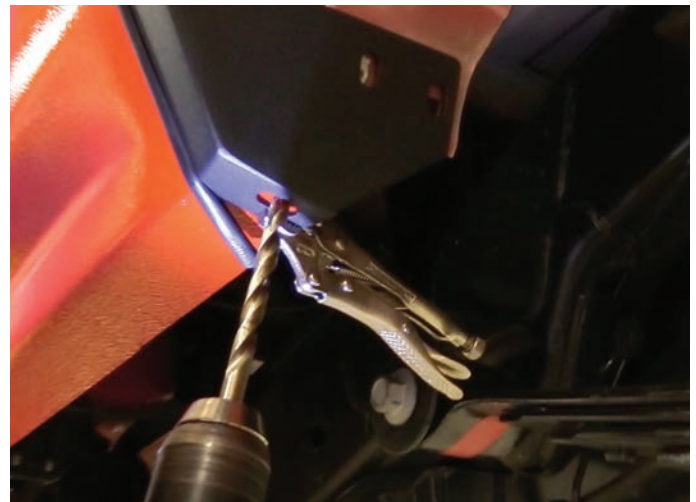


Figure 135

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18. Install one (1) of the provided 5/16" stainless steel button head cap screws with 5/16" bonded sealing washer (50163-HW) through the fender base (21727), bed side, 5/16" stainless steel flat washer, lock washer, and nut. Tighten using a 3/16" allen wrench and 1/2" open end wrench until the bonded sealing washer starts to flatten. (Figure 136) Repeat this process for the other side of the wheel opening. (Figure 137)



Figure 136

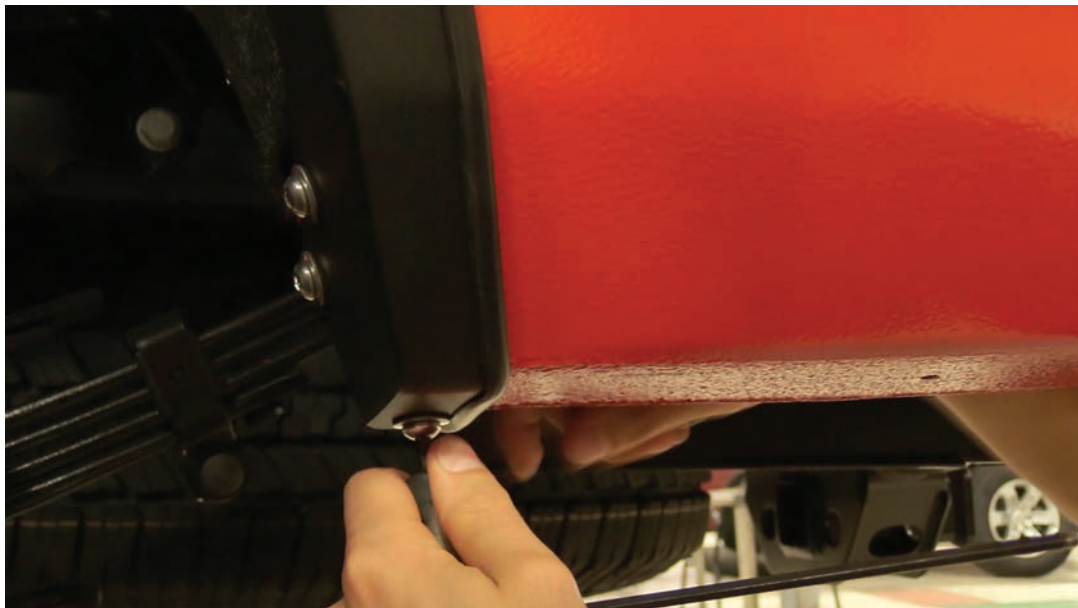


Figure 137

19. Use a pair of clamping pliers to pull the rear inner fender structure inside the rear wheel well tight to the fender base (21727). Using a 3/8" drill bit, drill through the two (2) holes in the fender base located behind the tire. (Figure 138)



Figure 138

20. Install two (2) of the provided 5/16" stainless steel button head cap screws with 5/16" bonded sealing washers (50163-HW) through the fender base (21727) and inner structure behind the tire. Finish off with the provided 5/16" stainless steel flat washer, lock washer, and nut. (50163-HW) (Figure 139)



Figure 139

21. Install two (2) of the provided 5/16" stainless steel button head cap screws with 5/16" bonded sealing washers (50163-HW) through the fender base (21727) and existing two holes in the inner structure in front of the tire. Finish off with the provided 5/16" stainless steel flat washer, lock washer, and nut. (50163-HW) (Figure 140)



Figure 140

*NOTE: SKIP STEP 22 IF THE FENDER FLARES (SKU #TF3110) WERE PURCHASED*

22. Insert three (3) of the provided 5/16" stainless steel button head cap screws with 5/16" bonded sealing washers (50163-HW) into the remaining three (3) holes in the face of the rear fender base (21727) that have welded nuts behind them. (Figure 141) Tighten with a 3/16" allen wrench until the bonded sealing washer starts to flatten.



Figure 141

# INSTALLATION | FRONT FENDER FLARES

If the three (3) 5/16" stainless steel button head cap screws were installed to dress up the holes in the front and rear fender bases, remove them now using a 3/16" allen wrench.

1. Apply the provided rubber edge trim (61727) to the edge of the fender flares (21729) that will rest against the fender bases (21727). Start applying the trim to one end of the flare and work towards the other end. Use a pair of snips to cut the trim to length. Do not stretch the edge trim during installation. (Figure 142)

*NOTE: Repeat this step for the rear fender flare (21731).*



Figure 142

2. Insert three (3) of the provided 5/16" yellow-zinc bolts with lock and flat washers (50121-HW) through the brackets from the inside of the flare. Then thread each of the three (3) bolts into the welded-in nuts in the fender base (21725). Position the flare as desired and then tighten using a 1/2" open end wrench until the lock washer is flat. (143) Repeat this process for the rear flare (21731).



Figure 143

*NOTE: There may be some modification required to the rear flare edge trim. If the rear flare has a gap when mounted to the base due to the edge trim sitting on top of the lower two (2) button head cap screws, the edge trim can be cut away on the inside of the flare to clearance the head of the screws in the base. (Figure 144-145)*



Figure 144



Figure 145

**Complete the installation process by repeating all steps of this section on the opposite side of the vehicle.**



# CONGRATULATIONS!

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You have completed the installation of the Fab Fours Open Fender Kit. We hope you enjoy your product and again, welcome to the family!

