ZJ Off-Road Flare kit

PLEASE READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE YOU BEGIN.

Contents:

Front Driver Flare	(1)	Middle of Rear Wheel Arch Pass	(1)
Front Passenger Flare	(1)	Rear of Rear Wheel Arch Driver	(1)
Rear Rocker Panel Cover Driver	(1)	Rear of Rear Wheel Arch Driver	(1)
Rear Rocker Panel Cover Pass.	(1)	Door Jam Panel Driver	(1)
Front of Rear Wheel Arch Driver	(1)	Door Jam Panel Pass.	(1)
Front of Rear Wheel Arch Pass	(1)	Hardware Kit	(1)
Middle of Rear Wheel Arch Driver	(1)		

NOTICE: Body modification is required for the installation of these flares. Cutting of the body panels is required.
Trimming of body moulding or modification of flares will be needed for a proper fit.

CAUTION: Body and eye protection must be worn during installation of the flares.

Note: Some procedures will be different depending on year and body trim. Please be sure to follow the steps carefully that apply to your model year.

Painting: For painting the flares see painting procedures at the end of the instructions.

Note:

1. Verify fitment of flares to the vehicle prior to install. Some sanding or cutting may be necessary to ensure proper fitment.
2. Modifications to exhaust system may be necessary. A minimum of four inches of clearance between flares and exhaust system is required.
3. Bare metal will need to be treated and painted before installation of flares.

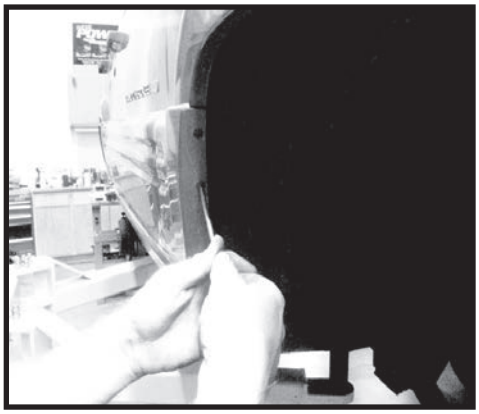
Front Flare Installation Procedures.

Note: Refer to factory owners manual for proper procedures for wheel removal. Jack stands and wheels chocks are recommended during flare installation.

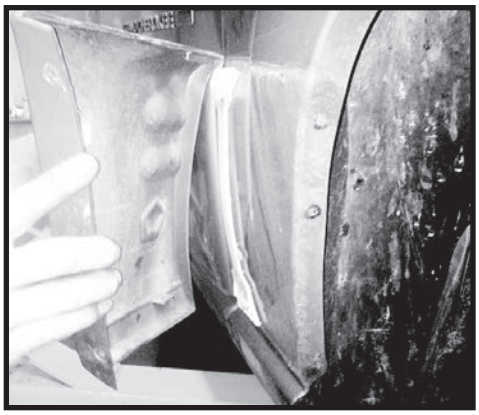
All steps shown in the following instructions will only be illustrated on one side. Repeat each step for opposite side of vehicle.

Step 1. Remove front wheel from vehicle.

Step 2. Remove the cladding from the rear of the front fender wheel well. Cladding is held on with three screws in the wheel well.



Step 3. Once screws have been removed cladding will snap off from vehicle. Remove cladding and retainer from vehicle. Discard cladding and retainer. There are two mounting pins on the fender. These may need to be trimmed from vehicle to ensure proper fitment. Treat any unpainted surfaces to prevent rust.

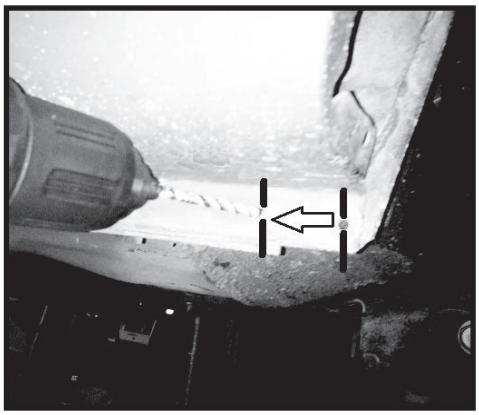


Step 4. Remove lower rocker panel cladding (if equipped). Cladding is held on with one screw and plastic fastener. Discard cladding.

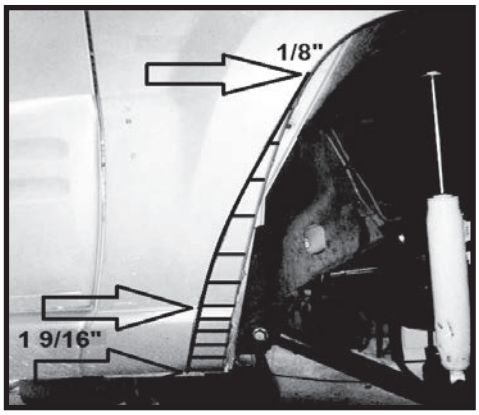
Step 5. Remove the front wheel well liner. Liner is held in by plastic fasteners. Use caution as not to damage fasteners when removing. The fasteners will be reused later to reinstall the liner.

Step 6. Remove the inner wheel well sound dampening foam from the rear portion of the wheel well. Do not discard foam, it will be reused later. If any debris is present it must be removed before proceeding.

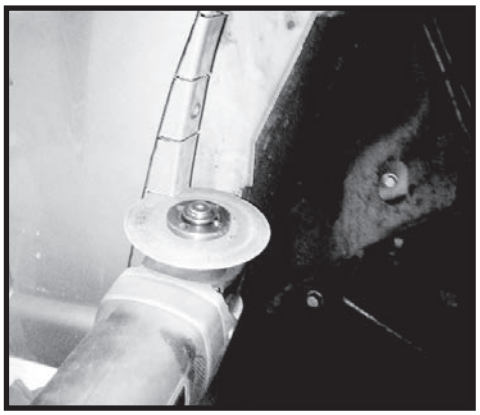
Step 7. Remove the lower fender bolt located at the bottom rear of the front fender. Measure 2 inches back from the hole towards the rear of the vehicle. Drill a 3/16" pilot hole. Reinstall the bolt removed previously.



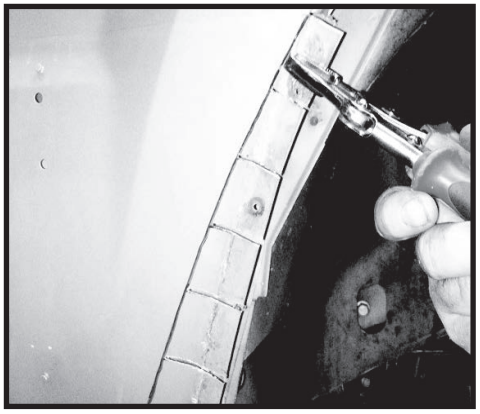
Step 8. Mark vehicle for trimming. Starting at the rear of the front fender at the bottom of the vehicle at the pinch weld draw a vertical line 1 9/16 inch from the wheel well opening back towards the rear of the vehicle. The line should continue upward to the first body crease maintaining a 1 9/16 inch distance. The line should then continue upward tapering to 1/8 inch at where the top of the cladding was previously removed. Make multiple horizontal lines as shown in the image. These will be used as a guide for cutting.



Step 9. Using a cutoff wheel or sawzall cut the lines made on the fender. Cut only the horizontal lines from inside of the fender to the vertical line drawn. Use caution when cutting. Do not over cut or cut into surrounding areas.



Step 10. Using pliers bend the cut fender well lip out. Bending only one section at a time bend the lip out so that it creates a flat even surface flush with the outside of the fender.

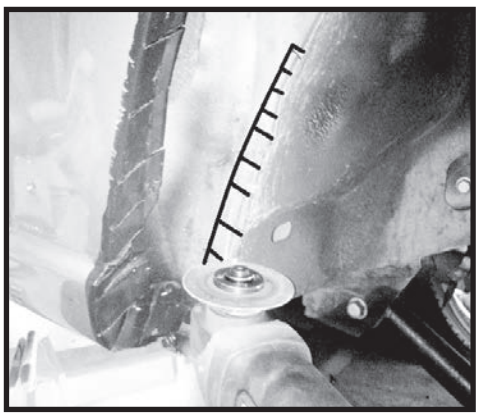


Step 11. Bend the tabs inward. The tabs should start at the line drawn and should be bent inward 90 degrees towards the fender well duplicating the factory bend.

Step 12. Remove all loose paint chips and sand rough areas. Mask off area and coat with a rust inhibiting paint.

Step 13. Mark the inner fender well flange for trimming. Starting at the bottom of the inner fender flange place a mark 12 inches up from the bottom. Draw a vertical line similar to the line previously drawn on the outer fender. Make multiple horizontal marks 1 to 2 inches apart.

Step 14. Using a cutoff wheel or sawzall cut the lines made on the inner fender well. Cut only the horizontal lines from inside of the fender well to the vertical line drawn. Use caution when cutting. Do not over cut or cut into surrounding areas.

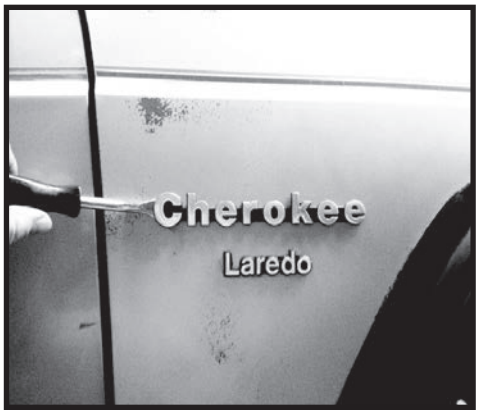


Step 15. Bend the cut tabs inward towards the fender well. Using and hammer bend them as close as possible to the fender well. Flatten all sharp areas. Remove all loose paint chips and sand rough areas. Mask off area and coat with a rust inhibiting paint.

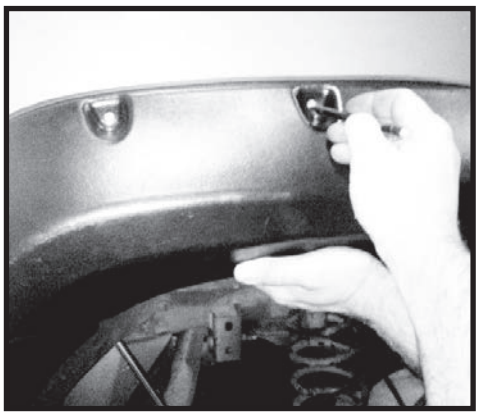
Step 16. Re-install the inner wheel well sound dampening foam into the rear portion of the wheel well.

Step 17. Reinstall the inner fender liner. Some of the mounting holes have been removed with trimming of the wheel well. New mounting holes can be made or use zip ties to hold the liner in place.

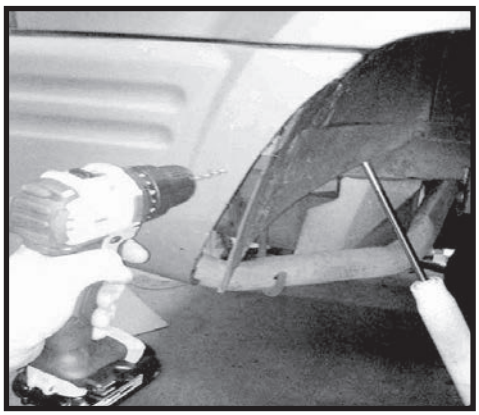
Step 18. Remove any and all emblems and lettering from the front fenders. Clean any adhesive from surface.



Step 19. Hold the flare against the body using slight pressure to check fitment. Some trimming and sanding of the flare may be necessary to ensure a smooth fit to the body. Once the correct fit is achieved mark the mounting holes on to the body using the holes in the flare as a guide.



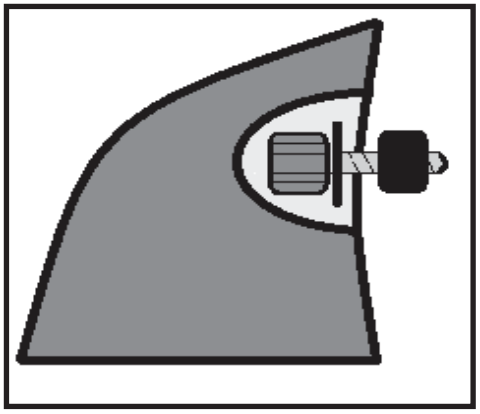
Step 20. Drill holes marked on fender using a 3/16" drill bit.



NOTE: The following steps will be repeated for each flare section.

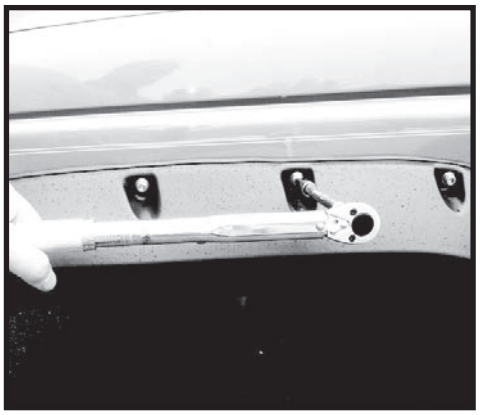
Step 21. Clean inside mounting lip edge with rubbing alcohol. Install edge trim as shown by removing red vinyl tape covering only a few inches at a time. Do not stretch the trim while being applied, this may cause shrinkage after installation.

Step 22. Place a washer on each bolt and insert them into the pre-drilled holes in the flare. Place a rubber spacer on each bolt on the inside of the flare.

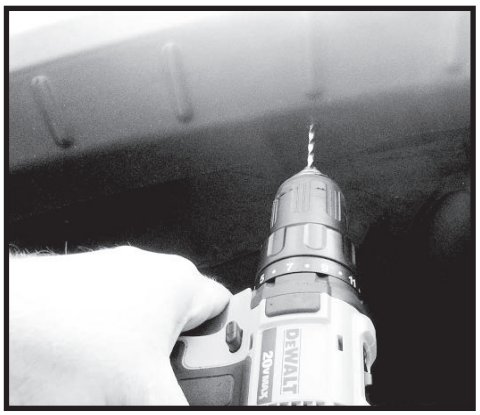


Step 23. Position flare against the body over the drilled mounting holes. Start each screw into the mounting holes. Once each screw has been started, snug the flare to the body. DO NOT TIGHTEN.

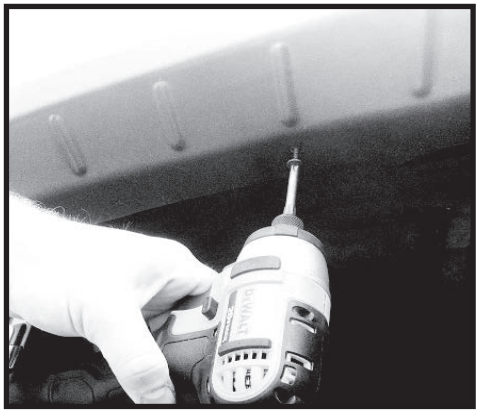
Step 24. Torque each bolt to 24 in-lbs (2 ft-lbs). Do not over tighten. Over tightening could cause damage or warpage.



Step 25. Using a 3/32" drill bit, make pilot holes into the fender well using the pre-drilled holes in the fender flare as a guide.



Step 26. Secure the flare to the wheel well using the supplied #8 screws. Do not over tighten screws.



Step 27. Reinstall the front tire. Torque lug nuts to the Manufacture's specifications.

Step 28. Repeat steps 1 thru 27 for the opposite side of the front of the vehicle.

Rear Flare Installation Procedures.

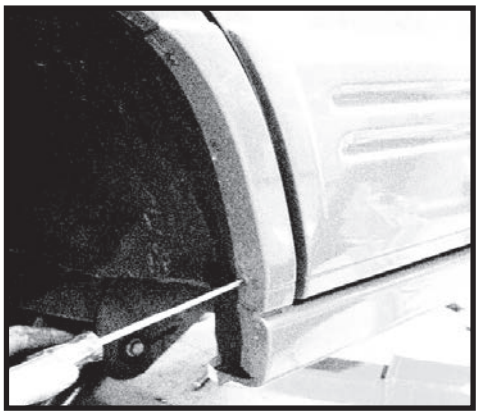
Note: Refer to factory owners manual for proper procedures for wheel removal. Jack stands and wheels chocks are recommended during flare installation.

All steps shown in the following instructions will only be illustrated on one side. Repeat each step for opposite side of vehicle.

Step 29. Remove rear wheel from vehicle.

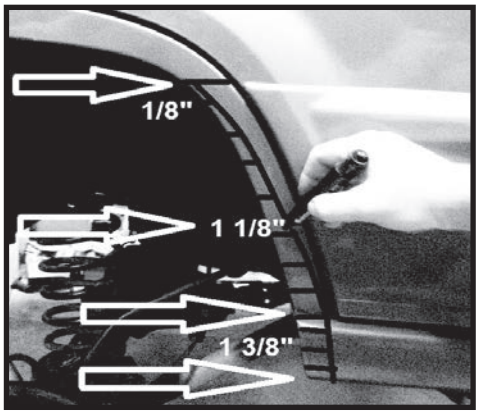
Step 30. Draw a line on the top edge of the section of trim located at the front of the rear wheel well opening next to the rear door edge.

Step 31. Remove the section of trim from the front of the rear wheel well opening that is located next to the rear door edge.

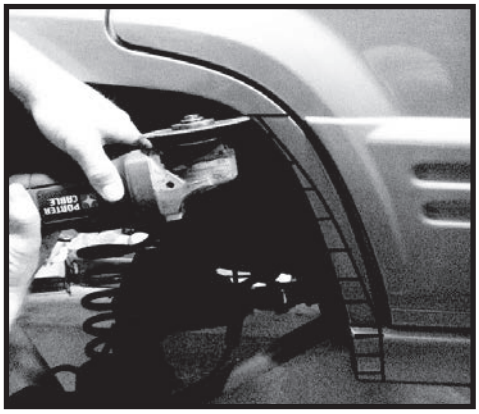


Step 32. If your vehicle is equipped with a plastic rocker panel cover, you will need to draw a vertical cut line and trim the cover. The line will need to start from the bottom point of the door trim and extend downward. A razor knife will be suitable for trimming. Ensure the cut is smooth, this area will be visible after the flare is installed. After trimming, the panel cover should be slid forward slightly or removed when cutting the body.

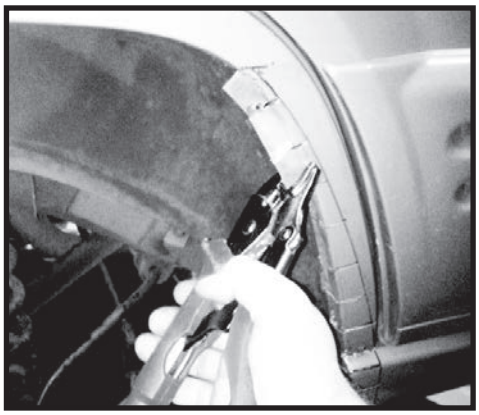
Step 33. Mark the front section of the rear wheel well for cutting. Starting at the bottom of the vehicle draw a vertical line maintaining a 1 3/8" distance from the wheel well opening towards the front of the vehicle continuing the line vertical to the bottom of the door at the crease. From the crease at the bottom of the door, taper the line half way up to 1 1/8". Continue the line vertical tapering to 1/8" stopping at the top of the body moulding. Make multiple horizontal marks approximately one to two inches apart.



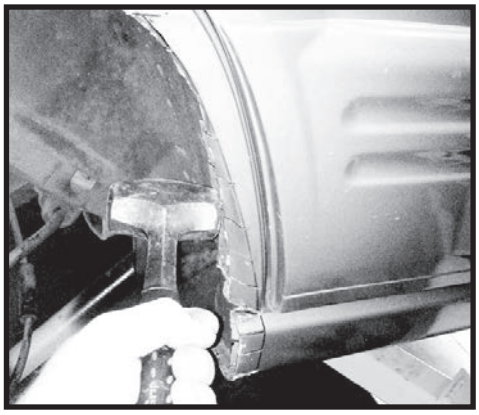
Step 34. Using a cutoff wheel or sawzall cut the lines made on the fender. Cut only the horizontal lines from inside of the fender to the vertical line drawn. Use caution when cutting. Do not over cut or cut into surrounding areas.



Step 35. Using pliers bend the cut fender well lip out. Bend only one section at a time. Bend the lip out so that it creates a flat, even surface, flush with the outside of the fender.

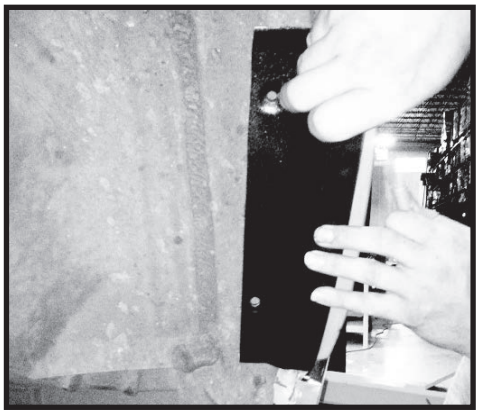


Step 36. Using a heavy hammer bend the tabs inward. The tabs should start at the line drawn and should be bent inward 90 degrees towards the fender well duplicating the factory bend.



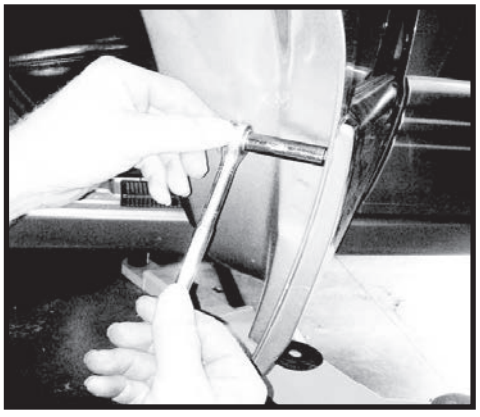
Step 37. Remove all loose paint chips and sand rough areas. Mask off area and coat with a rust inhibiting paint.

Step 38. Hold the door jam cover supplied in place over the front section of the wheel well behind the rear door. Panel should cover area previously modified. If the door jam cover does not fit smooth and line up with the door jam then more bending modification will be needed to wheel well. With cover in place mark the two mounting holes. Remove cover and drill marked areas with a 3/32" drill bit. Attach panel using the supplied phillips head screws.

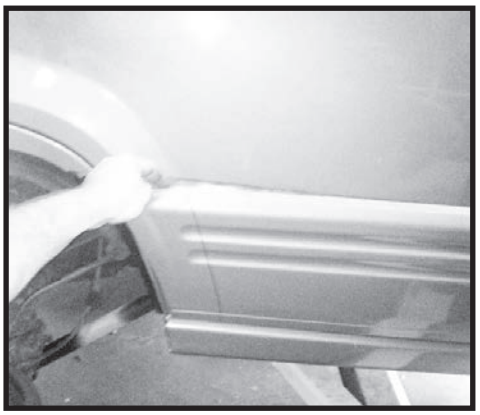


Step 39. Hold the flare against the body using slight pressure to check fitment. Some trimming and sanding may be necessary to flare may be needed to ensure a smooth fit to the body. Once the correct fit is achieved trace a line onto the lower body cladding of the rear door. This area of the cladding will be cut to match the curve of the flare.

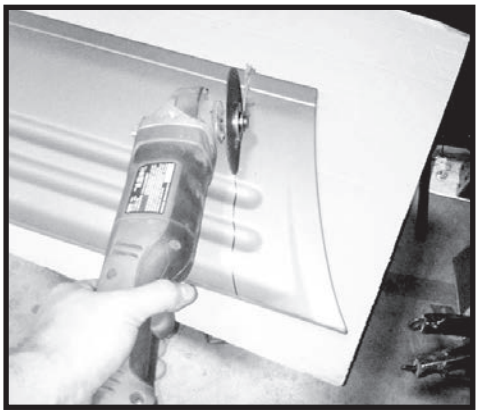
Step 40. Remove the retainer nut from the backside of the rear door that holds the lower body cladding on to the vehicle.



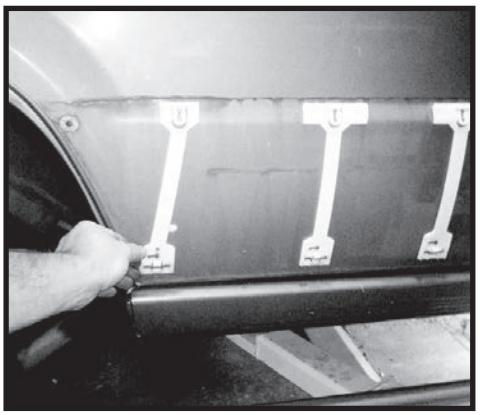
Step 41. Remove the body cladding from the vehicle. First, lift up the top edge to release the upper portion of the cladding. Next pull bottom of cladding straight out from side of vehicle.



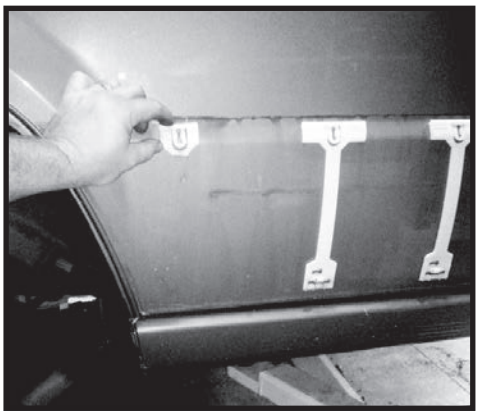
Step 42. Carefully cut the marked section with a sawzall or cutoff wheel. Use caution when trimming.



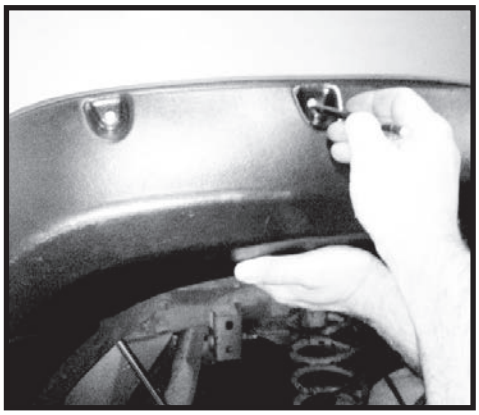
Step 43. Remove the body cladding retainer clip closest to the rear wheel opening. The bottom slides to the side to remove and then slide upward.



Step 44. Trim the retainer just below the upper clip portion and reinstall onto the door.



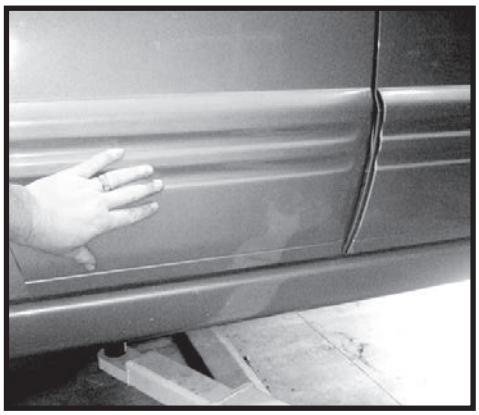
Step 45. Hold the flare against the body using slight pressure to check fitment. Some trimming and sanding to the flare may be necessary to ensure a smooth fit to the body. Once the correct fit is achieved mark the mounting holes on to the body using the holes in the flare as a guide.



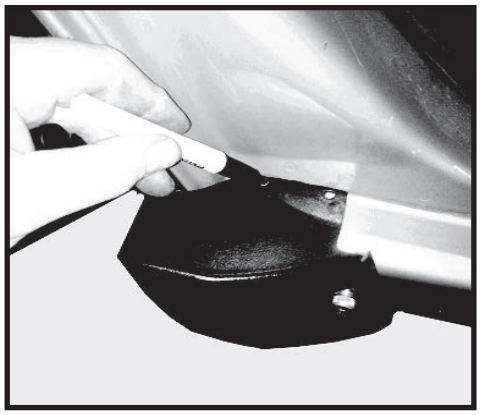
Step 46. Drill holes marked on fender using a 3/16" drill bit.

Refer to steps 21-24 for mounting procedures.

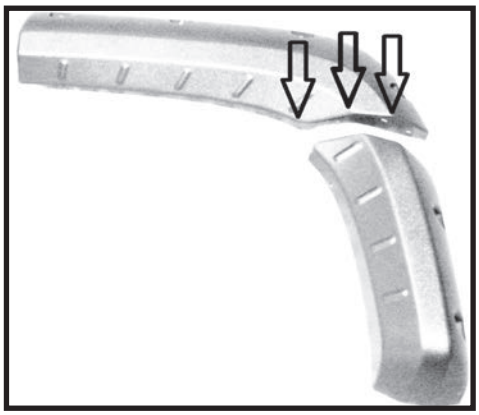
Step 47. With the flare installed snap the rear door panel in place. Additional trimming may be needed for proper fitment.



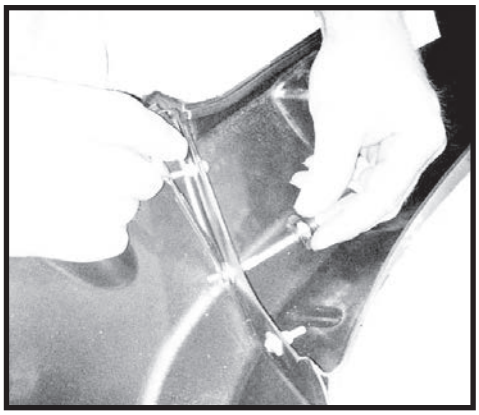
Step 48. Install the lower rear rocker panel end cover. Mark the mounting holes for the lower rear rocker panel end cover. The cover is held on with two self tapping screws on top and bottom of the cover and one body mounting bolt on the front.



Step 49. Assemble the rear and middle wheel arch flares. Align the two rear flare sections by the three style line areas indicated. Once the pieces are aligned mark the holes on the inside mating lip from one flare to the other flare. Drill holes with a 1/4" drill bit.

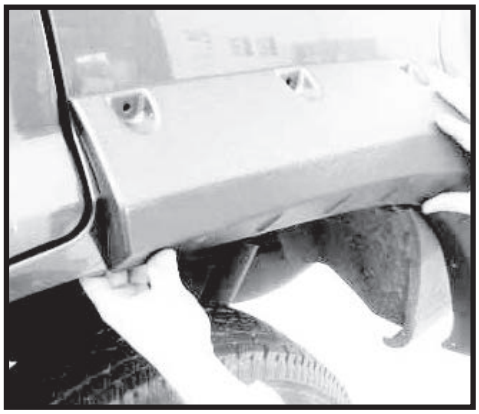


Step 50. Attach the rear and middle wheel arch flare sections using the supplied bolts and lock nuts with a washer on each side of the flare flange.

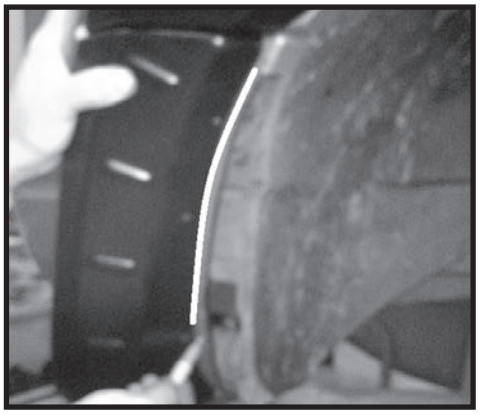


Step 51. Hold assembled flare sections in place on the vehicle. Due to the multiple body cladding styles the flares may not have a completely flush fit. Some sanding and contouring may achieve desired results. Use caution when modifying flares. Do not remove material from around bolt hole mounting areas.

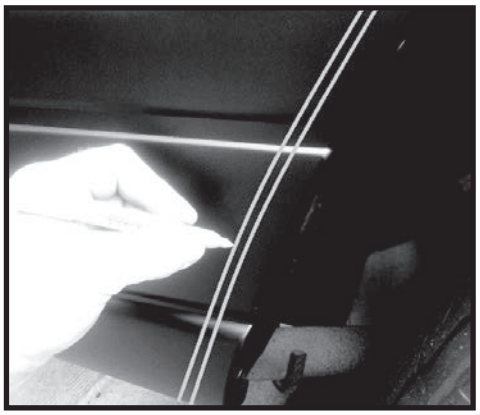
Step 52. Hold the assembled rear sections of flares against the body aligning the front area of the flare to the body crease behind the rear door opening. Adjust the flare to achieve a 1/4" gap between the wheel arch flare and the door flare.



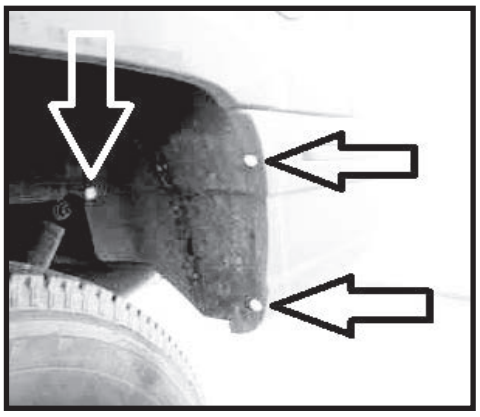
Step 53. With the flare in place trace the edge of the flare onto the rear bumper. This area of the bumper will be trimmed for proper fitment of the flares.



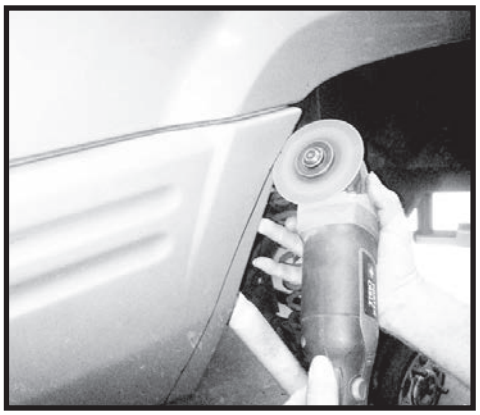
Step 54. Trace a second line 1/4" off of the previous line towards the rear of the vehicle.



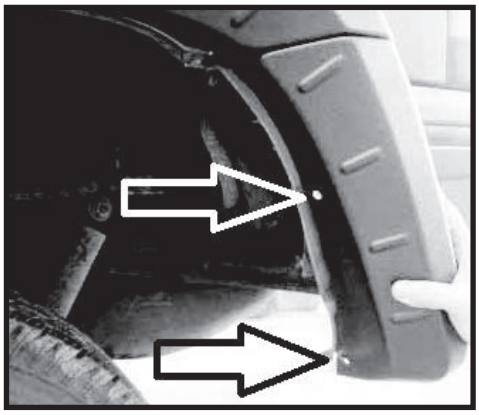
Step 55. Remove the three plastic retainers that secure the rear inner liner and remove the liner. Do not discard, all pieces will be reinstalled.



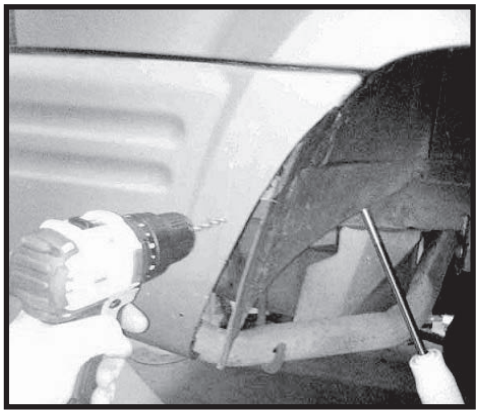
Step 56. Trim the rear bumper cover at the second line drawn using a sawzall or cut off wheel.



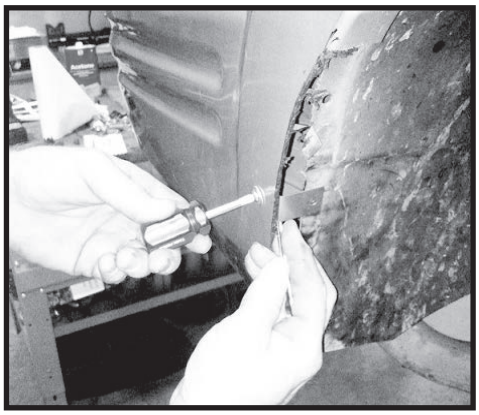
Step 57. With the flare held in place against the body, move the flare slightly to the rear of the vehicle to expose a portion of the rear bumper cover. There are two mounting holes on the inner rear lower portion of the flare. Mark these two holes 1/4" back from the cut edge onto the bumper cover.



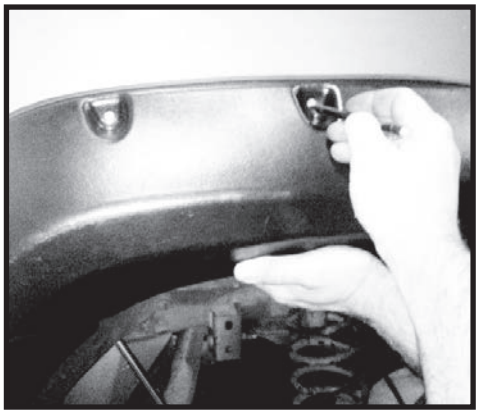
Step 58. Drill two mounting holes into the rear bumper cover using a 3/16" drill bit.



Step 59. Attach the L shaped brackets to the rear bumper cover as shown. The brackets will mount to the inside of the bumper cover and using a bolt and nut with a washer on each side of the bumper cover.

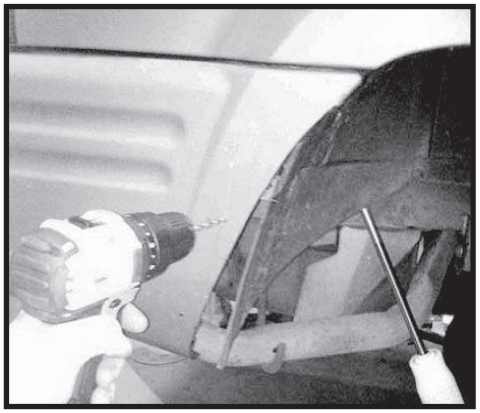


Step 60. Hold the flare against the body using slight pressure to check fitment. Some trimming and sanding may be necessary to ensure a smooth fit to the body. Once the correct fit is achieved mark the mounting holes on to the body using the holes in the flare as a guide.

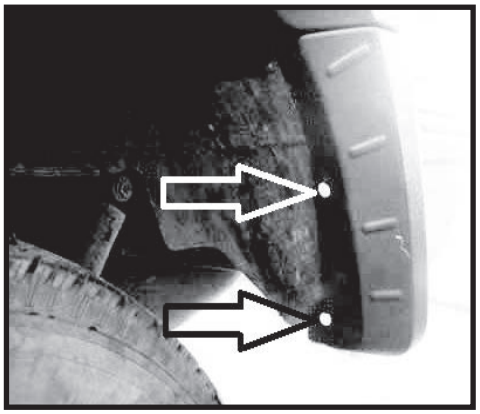


Step 61. Drill holes marked on fender using a 3/16" drill bit.

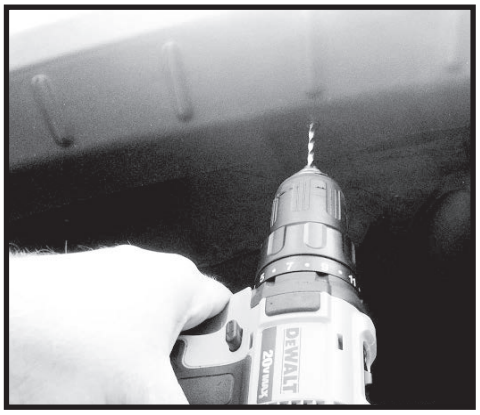
Refer to steps 21-24 for mounting procedures.



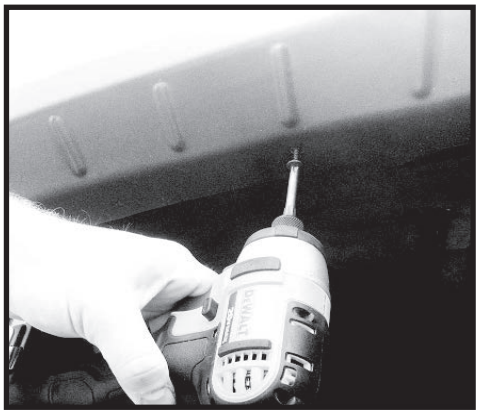
Step 62. Reinstall the rear bumper cover splash shield using the factory hardware previously removed. Attach the lower rear portion of the fender flare to the two L brackets on the rear bumper cover using two plastic push rivets.



Step 63. Using a 3/32" drill bit, make pilot holes into the fender well using the pre-drilled holes in the fender flare as a guide.



Step 64. Secure the flare to the wheel well using the supplied #8 screws. Do not over tighten screws.



Step 65. Reinstall the rear tire. Torque lug nuts to the Manufacture's specifications.

Step 66. Repeat steps 29 thru 65 for the opposite side of the rear of the vehicle.

NOTICE: Do not use any harsh chemicals on flares. Use only plastic approved cleaning chemicals.

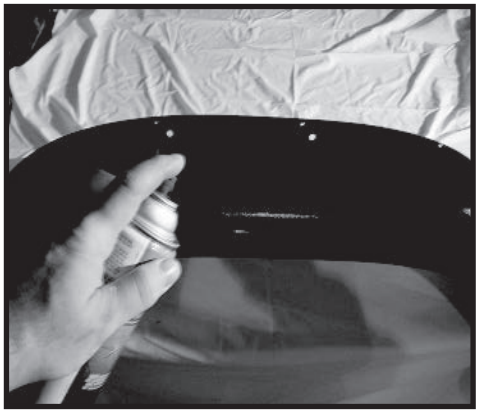
CUT OUT FLARE PAINT PREPARATION:

Step 1. Lightly sand flares with 320 grit sandpaper.

Step 2. Remove all surface contaminants from flares using an approved grease and wax remover.

Step 3. Wipe flares with a tack rag to remove any dust or dirt.

PAINTING



Step 1. Apply two even coats of adhesion promoter to flares. Allow recommended flash time between coats. Let second coat dry for 15 minutes before primer application.

Step 2. Apply an even coat of primer to flare surface. (A high build primer is recommended.)

Step 3. Paint flares with a automotive grade paint. (A flex additive must be added to paint.)