

# Owl Expedition ASAP Flaps 200 Series Land Cruiser/LX570

Fitment:

○ 2008-2021 Land Cruiser and LX570

- Read these instructions completely before purchasing and installing to ensure you are comfortable with the process.
- Altering your vehicles inherently comes with the potential to cause irreversible damage. Install at your own risk.
- To ensure success, always wear the appropriate safety equipment and chose the right tool for the job.



# Parts List

- Two Front Stainless Brackets
- Two Rear Stainless Brackets
- Two Stock Rear Stainless Brackets
- 15 – 3/16 Thick Plastic Spacers
- 2 – 1/4 Thick Plastic Spacers
- 15 – Plastic Washers
- 4 – #10 x 1/4" Socket Head Bolts
- 4 – #10 Nylon Lock Nuts
- 12 – 1/4" x 1" Pan Head Bolts
- 6 – 1/4" x 3/4" Flat Head Bolts
- 1 – 1/4" x 1.5" Flat Head Bolt
- 4 – 1/4" Flange Nut
- 15 – Extruded Nuts
- 1 – 3/4" Plastic Spacer
- 2 – Ball Studs

# Step 1

- Remove factory mud flaps front and rear.

## Step 2

- Determine preferred method in the rear for “locking” flaps in place. There are 3 options if using the stock bumper and 2 if using an aftermarket bumper.
- 1. Because of the fender liner on the passenger side, the traditional locking method can be more difficult and should be address before install. Each kit has a #10 bolt and nut that fits into the circled slotted hole. The bolt head will lock the flap when it is on. Because the fender liner is in the way, if you decide you would like to use the bolt, its recommend that you cut away the fender liner area behind the circled tab in order to clear the nut on the backside of the slotted hole.
- 2. If you do not want to cut the fender liner here, you can use a pair of pliers to bend down the slotted tab to 90 degrees in order to hold the flap when installed.
- 3. If using the stock bumper kit, you have the option to do neither of options 1 or 2 and instead rely on the circled ball stud to lock the flap in place. On our personal 200 Series with the stock rear bumper, this is the method we rely on.
- Once you have decided on the method here, you can proceed. It is possible to go back and decide later, but you may need to remove the brackets (pretty easy/quick) to cut away the fender liner if you ultimately decide to go with option 1.



## Step 3

- Starting with the driver side, remove the plastic inserts in the circled holes and replace with the provided extruded nuts. These can be removed with a flathead screwdriver. The one with a finger pointing at it can be more difficult to remove. We use the flathead to break away the plastic insert while being careful not to damage the metal of the body.



## Step 4

- If installing with the stock bumper, now is the time to install the stock rear bumper bracket shown in the photo. Use the factory bolt you removed when removing the factory flaps at the top. The two lower bolts are the flat head 1/4" x 3/4" long bolts provided in the kit.



## Step 5

- Install the rear bracket on top of the factory rear bumper bracket installed in the last step. Starting at the topmost bolt; place a washer on the 1" pan head bolt, then a 3/16" spacer. A 1/4" spacer then goes behind the factory bumper bracket and the bolt goes into the extruded nut in the body.
- Do not tighten at this point. Leave finger tight.
- If installing an aftermarket bumper kit, the install is the same minus the factory rear bumper bracket.



## Step 6

- Place the two lower bolts into the bracket using two more 1" pan head bolt. There are no spacer behind the brackets on these bolts. Tighten to finger tight.
- Once this is complete, you can hang your flap. Once installed, stand back and ensure the flap looks level to the ground or as close as possible. It is possible to move the bracketry to make minor adjustments to get the flap level. After you feel good about the flap position, tighten all the bolts. Do not overtighten as you can break the plastic washers doing so.





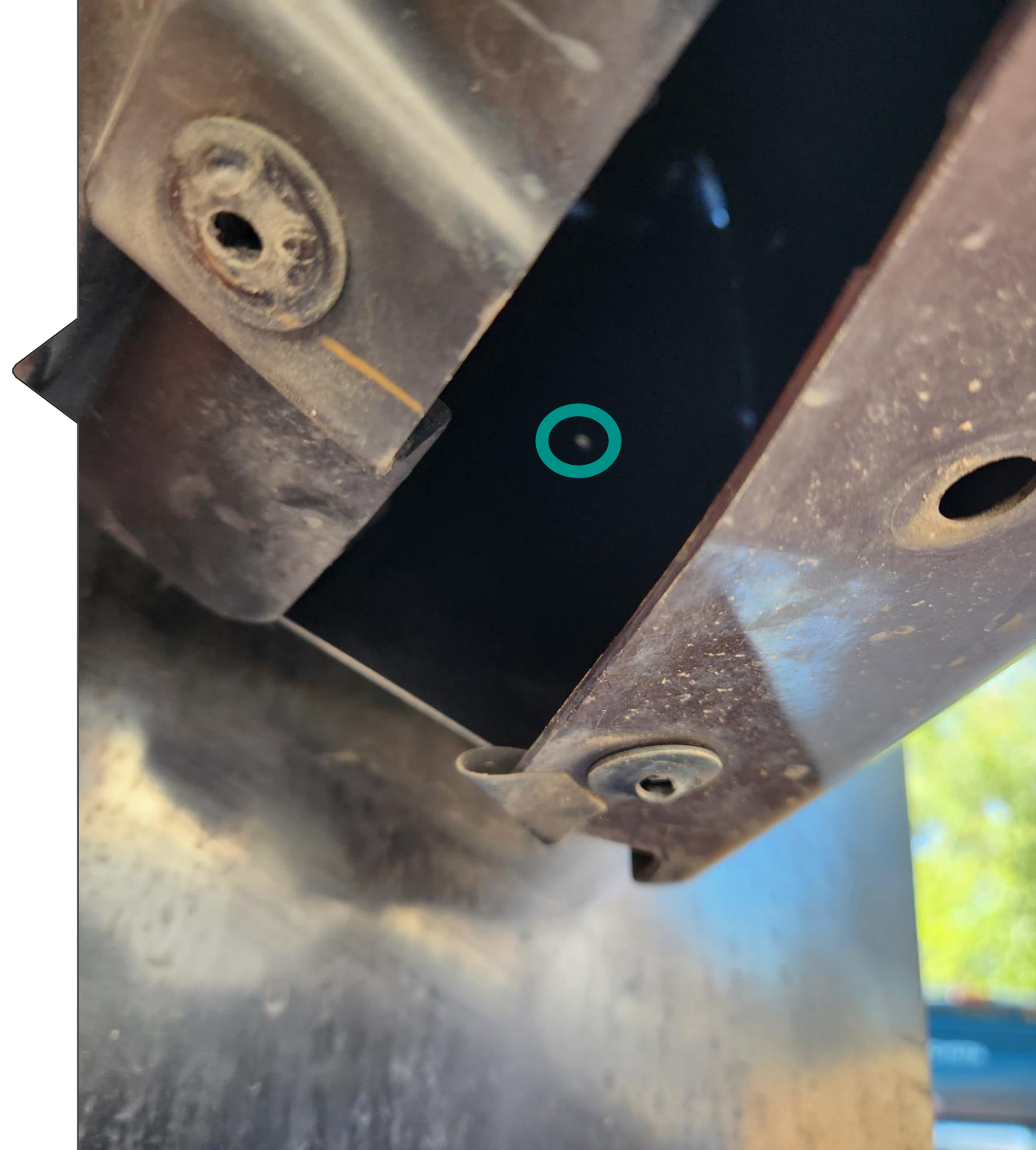
## Step 7

- Step 7-9 can be skipped if installing with an aftermarket rear bumper.
- Remove the 3 bolts circled which hold the lower liner in place.



## Step 8

- With the 3 bolts removed in the previous step, you can pull the liner out enough to access the backside of the small hole in the stock bumper bracket
- At this point, you will want to push the flap against the bracket and use a sharpie or other marker from inside the bumper to mark the spot on the urethane flap.
- Remove the flap and use a 3/16" drill bit, drill a hole in the flap where you marked. A larger hole can be drilled if needed later.
- Install the included ball stud into the circled hole using locktite to ensure it does not come loose later. The flap should then push onto the ball stud relatively easily. If it is difficult to push on, a larger hole may be necessary in the urethane flap.
- After this is complete, you can replace the lower fender liner using the 3 bolts removed in the last step.



## Step 9

- Optional Step: Cut the lower fender liner along the edge of the stock bumper. This will prevent mud or other debris from accumulating and remove the now “flappy” liner. This can be cut easily using a box knife.



## Step 10

- Moving to the driver side, the steps are almost the exact same. If installing on a stock bumper. It is easier to attach the brackets as shown preinstalling the lower two 1" pan head bolts and flange nuts on the back side.



## Step 11

- Like the passenger side, remove the plastic inserts in the circled locations.



## Step 12

- The big difference on the driver side is the need to use a 1.5" flat head bolt and .75" spacer to attach the rear bracket to the body. Install as shown in the photo making sure that the tapered side the spacer faces the head of the bolt.
- The remaining steps are the same as the driver side.



## Step 13

- Moving to the front (both sides the exact same), remove the plastic inserts from the green circles and install the extruded nuts. The red circle can be removed as well, but is optional. We did not remove this on our truck.



## Step 14

- Install the 1" pan head bolt, washer, 3/16 spacer and flange nut on the bracket in the location show.
- The brackets should be installed with the bend pushing into the wheel well to help clear the front tires.





## Step 15

- Install each bracket using the 1" pan head bolts, washers, and spacers. In this picture, you can see we did not remove the optional plastic insert. If you did, you can install the remaining  $\frac{3}{4}$ " flat head bolt at this time.



Enjoy your new Owl Expedition ASAP Flaps

Thank you for your support!

