



## Information Guide

Before you begin, read the following information carefully and make sure you understand them. **YOU WILL BE DRILLING HOLES IN YOUR CAR.** If you are not confident in your ability's, or have doubts as to whether or not you can do the job as described we recommend having them installed by a professional accessory installer. We accept no liability for any mistakes or damage that you may cause by fitting this product. Installation time is approx. 4 hours for a novice.

### Tools Required:

- Drill with 4mm drill bit 5mm
- Allen Key (works best in a cordless drill)
- Heat gun (Hair Dryer will work also)



### Preparation:

Before you begin fitting your new flares you will need to remove the old flares from the vehicle. There is access to the bolts securing them from inside the engine bay (you will need to remove the air filter assy to gain access) Access to the back ¼ panels is by removing the rear trim panels inside the cargo area. You will also need to remove the 'L Bracket' from the rear doors. Once the old flares have been removed it is a good idea to clean and polish the car where the flares fit.



### Fitting:

Find the center of the bolt notches in the flare (Fig1 using a penny washer can help to find the center) and pre-drill the holes using a 4mm drill. then fit the rubber to the section of the flare that faces the body. Fig2 A small dab of super glue on the cut end of the rubbers keeps them in place



Fig1



Fig 2

Starting with the front, place the flare up against the guard (you will need 2 people for the next part) and align the front edge of the flare with the fold in the body. Fig 3. Make sure there is adequate gap between the flare and bull bar. The back lip of the flare should be tucked under the lip of the guard. Applying firm pressure, push the flare towards the park light so it pulls in snug against the body. Carefully heat the flare slightly if required to make it more pliable. Drill the first hole closest to the park light and fit the screw. Do not tighten the screw yet. Make sure the lip of the flare is under the lip of the guard then go to the very bottom, drill and screw, whilst holding firm pressure on the flare. Then drill and screw the middle hole, followed by all remaining screws.

Pro tip: Tighten the bolts only enough to hold the flare till all screws are drilled and fitted. It may be necessary to loosen all the bolts to make sure the rubber is sitting in neatly, then tighten. You will notice as you tighten, the flare will pull in. **DO NOT OVER TIGHTEN SCREWS.**



Fig 4

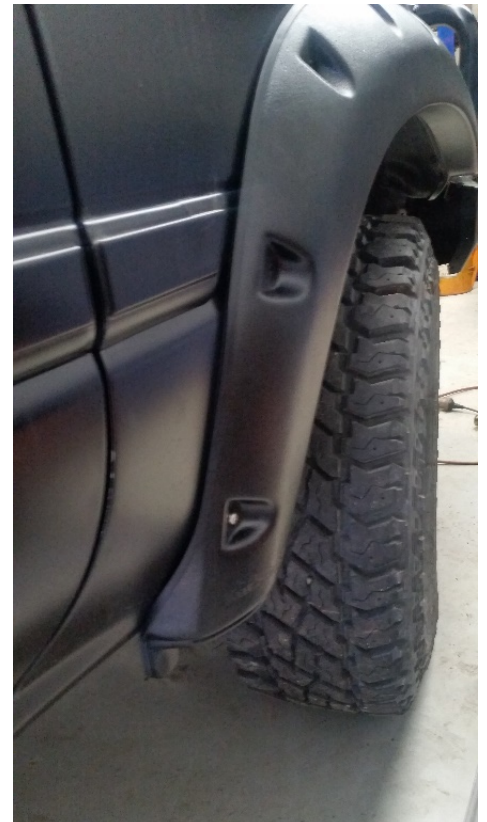


Fig3

Repeat for the passenger side using the first side as a reference for landmarks (distance from the front bar, body moulds ect.)





Now its on to the back and you should be starting to get the hang of it by now. Starting with the passenger side rear ¼ panel, (where the fuel flap is) hold the flare up to the panel making sure it is flush with the door opening & the lip is under the guard (Fig 5) making sure there is good clearance for the fuel flap & mud flap



Fig 5



Fig 6

Now for the tricky bit that has most people scratching there heads, the rear door sections, this is a 2 piece section, the inner part is ornamental only, so when the door is open you are not looking at the inside of the flare see (Fig 7)



Line up the door peice with the one already fitted to the ¼ panel, making sure the gap is the same & that the edge of the flare is sitting on the door edge (see fig 8, 9 & 10) You can leave out the infill piece at this stage as this can be fitted once you have all 3 holes drilled. Drill and screw the top hole, you will notice that the flare is slightly twisted and sits out at the bottom,



Fig 8



Fig 9



Applying slight twisting 'tune' the shape of the lower section to determine where the bottom hole goes remembering the flare should follow the wheel arch. Drill and screw the bottom hole then the middle.

Check to make sure that the door opens and closes without fouling any of the bodywork. Should there be any fouling, or the best way to gain clearance is with a flappy disc on a 4" angle grinder & removing a small amount material from the fouling area at a time, this should be done with caution as its esier to remove a bit more than to put it back if you take off to much



Fig 10



Fig 11

The final step is to make sure all the rubbers are sitting neatly, and all the bolts are firm but not over tightened.

For legal and insurance purposes, we do not recommend that you undertake the installation process yourself. Please consult a professional to fit your flare kit.

The information contained in this guide is provided for informational purposes only, and should not be construed as advice or a recommendation to undertake the installation yourself.

You should not act on the basis of any content included in this guide without seeking professional advice. We will not take responsibility or claim liability for actions you take or fail to take based on any content on this guide. We will not take responsibility or claim liability for any damages occurring from DIY installation.

**Please provide this information guide to your installer.**