

Thank you for making the investment with MFC Offroad as well as yourself. Developing the first fitted 32" tire on the Jeep Cherokee KL, it was essential to ensure no rubbing occurred during daily and offroad use.

The following guide will assist you in the required steps for fitting tires larger than 30.5 inches. The referenced chart below also gives you tire sizes that show fitment requirements.

- 29.5" 245/65R17 - Trailhawk stock size
- 30.5" 245/70R17 - OK
- 30.6" 265/65R17 - OK w/MFC lift
- 31.1" 255/70R17 - OK w/MFC lift and heated liner and/or pinch weld mod
- 31.5" 245/75R17 - OK w/MFC lift and heated liner and/or pinch weld mod
- 31.6" 265/70R17 - OK w/MFC lift and heated liner and/or pinch weld mod
- 31.8" 235/80R17 - OK w/MFC lift and pinch weld mod
- 32.1" 255/75R17 - OK w/MFC lift and pinch weld mod

Tools needed to complete the modification:

1. Flat head screw driver
2. 6 mm socket
3. Floor jack
4. Jack stands
5. 4 inch grinder
6. Bedliner
7. 19 mm socket
8. Ratchet for wheel lug removal
9. Heat gun for liner stretching
10. 1.5 - 2" x 1/8" sheet metal screws
11. 9/64" drill bit
12. Cutting device (Zip saw, razor blade or Wiss scissors)

Step 1: Lift the Jeep Cherokee and place jack stands on the pinch seam under the front and rear door. Further documentation on the pinch seam can be found in the owners instruction manual.

* Chances are you already know where to jack the vehicle up since this procedure would be done for fitting larger tires with the MFC Offroad lift.

Step 2: Remove wheels

Using a 19 mm socket, remove the wheels and tires and place to the side.



The remaining instructions will be detailed with pictures and notes for what each step entails

3. Starting with the front wheel wells, locate the lower bolt and use your 6 mm socket to remove in the rear of the front liner. You can then pull out the square shaped nutsert that holds the plastic rocker panel to the wheel well liner.

4. Locate the round plastic rivets that also hold the liner to the body. First use your flat head screwdriver to pry the two pieces away from each other. Once they are seperated, you can remove the whole plastic rivet from the body as well. Pull up on the liner and away from the pinch weld.



5. Take note of the pinch weld and mark your cut points. You have the option of going 100% flat or removing 3/8" It is totally up to you. It is highly advised to grind it flat if you plan on running 32" tires and or wheel spacers.



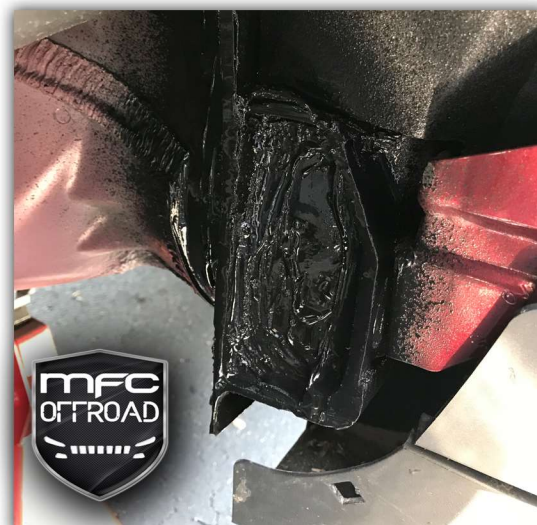
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6. Using your 4" grinder, make sure eye protection, ear protection, hand protection and a mask is worn. The grinder will be removing the excess pinch weld and it will create a small amount of sparks. This is nothing to worry about, but wearing leather gloves will ensure your hands don't get hot!

7. After grinding away your desired amount of pinch weld, be sure to look at it from the side of the car. What was once there and in the way is now gone!



8. Now it is time to protect that ground steel with some quality black bedliner. We like to use Dupont brands as there have been zero issues on all of our projects with this stuff. Its call name is Bed Armor. Be sure to get every nook and cranny that may have been touched by the grinding wheel. This will ensure even coverage as well as some overspray for any nicked parts of metal that may have come into contact with the wheel.



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9. Reverse the steps of taking the liner off to put the liner back on in it's location.

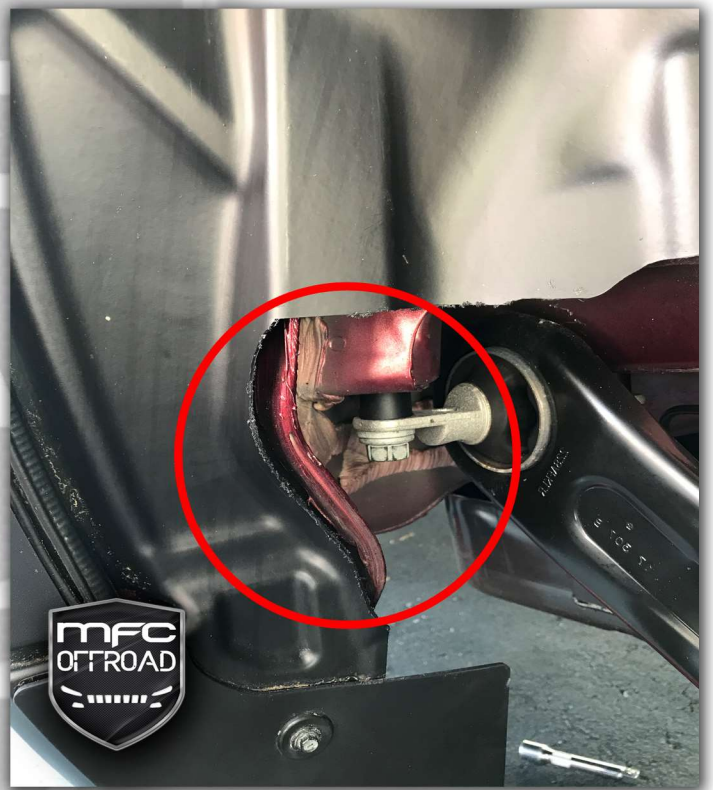
10. You can now take the heat gun and direct it at the location that juts out. A good 15 seconds on high will soften the plastic just right. Take a drill bit and drill two holes directly back. From here you can take your screws with their fitted washer and drive the liner back to the body while it is still warm.



11. This will allow the plastic to conform to its new location. You may need to conform the liner some more by pressing on it with some force. Carefull, it will be hot so we advise using either the rubber handle end of a screw driver or rubber mallet. Holding it in that position while pushing on it until it cools will also ensure it stays newly conformed.

*** Put the tire back on and you can now move to the back. DON'T WORRY, THE REAR IS ALOT EASIER! ***

12. Lift the rear of the Jeep up, place on jack stands and locate the front portion of the rear wheel well. Note the lines on where you want to cut. You can use a zip saw, razor blade, or some good Wiss scissors.



13. Take note of the newly exposed pinch weld. This will be ground down just the same as the front. Grind it so its flat with the trimmed liner. Feel free to go back a full 1/2" - 3/4". You can then hit it with some spray to protect it from the elements as you did with the fronts. The pinch weld modification is now complete!

