

Bushwacker Jeep Flat Style Fender Flares Rear Pair (JK Wrangler 2dr)

Note: These instructions involve cutting parts of your vehicle. Please read all instructions prior to starting.

Installation Time: 3-4 Hours

Tools Required:

- ✓ Phillips Screwdriver
- ✓ Drill
- ✓ ¼" Drill bit
- ✓ Socket Wrench
- ✓ ½", 11/32", and 10mm sockets
- ✓ ½" wrench
- ✓ Needle nose pliers
- ✓ Scratch awl (optional)
- ✓ Grease Pencil, or pencil
- ✓ Pry bar
- ✓ Sawzall, jigsaw, or some sort of cutting tool
- ✓ Angle grinder, dremmel, or sander
- ✓ Scissors

Before Pictures:





Installation Instructions:

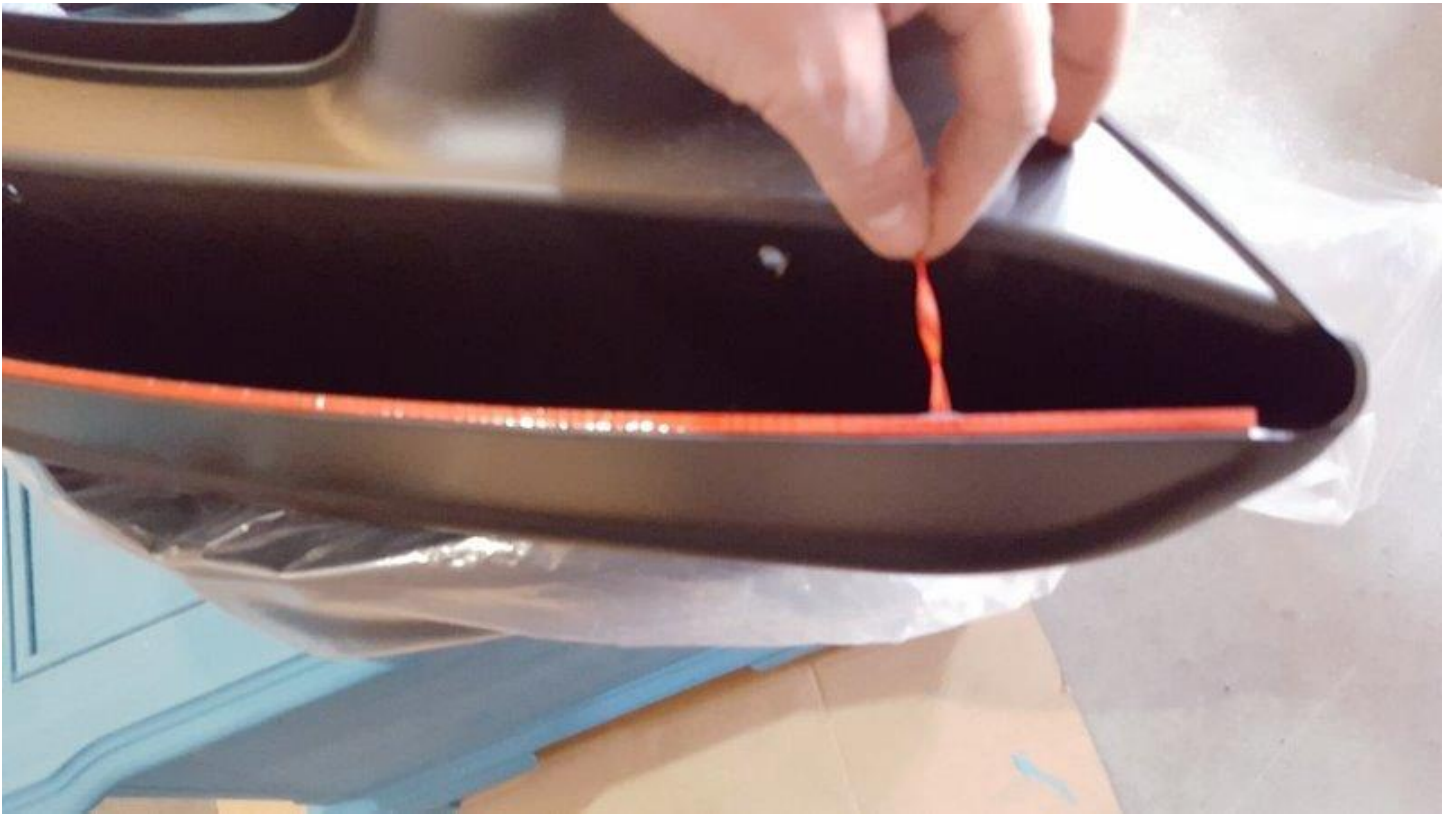
1. First unwrap the rubber edge trim. Start by peeling about 2 inches of the inner red strip. Leave the outer red strip along for now.



2. Starting at the tube feature with the end you peeled the tape from, put the edge trim on the outer edge of the flare as shown below. Leave the 2 inches of red tape hanging out the inside for now.



3. After putting the trim along the entire top of the flare (from tube feature to tube feature) you can start slowly peeling out the red tape. When you get a few inches from the end you can use scissors to cut the trim so it ends right at the tube feature. Then peel the last of the red tape. Now you have the sticky side of the trim touching the inside of the fender plastic so you can run your finger along the inside of the trim pressing it against the plastic for good adhesion. Now do the same thing on the other fender then set the fenders aside.



4. I started on the left side, but you can do either first. Using a pry bar remove the 6 plastic fasteners from inside the wheel well.



5. Starting from the front working your way to the back, pull the flare firmly to release the flare from the vehicle. You will hear popping as the plastic clips release, this is normal. Don't worry about breaking the plastic clips, they will be discarded.



6. After the flare is removed use a pry bar to remove the remaining plastic clips as shown. I recommend using a towel behind the pry bar to protect the paint.



7. Using a drill with a $\frac{1}{4}$ " drill bit, drill out the center of the plastic rivets that hold the outer flare to the splash guard. You only need to drill about $\frac{1}{4}$ " deep for the rivets to release. Drill through all 6 rivets and remove the splash guard from the outer flare.



8. Re-insert the splash guard and use 2 plastic retainers partially inserted to hold it in place temporarily. Only insert the retainers about $\frac{1}{4}$ " so they will be easy to remove.



9. Using a grease pencil (regular pencil will also work, but the lines are just harder to see) trace along the edge of the metal onto the outside of the splash guard. This is the line you will be cutting along so make sure it's clean and visible. When you are finished the splash shield should end up flush with the metal. If you trim too much the splash guard won't stay behind the flare, and if trimmed too little the flare will not fit.



10. I used a regular pencil so it's kind of hard to see, but you should come out with something that looks like this. Trace around the upper mounting tabs, they will be needed for install.



11. Before cutting make sure your lines are correct by looking at the next few picture of how the cut should end up. Once you're sure they are correct select your cutting tool of choice. I used a jigsaw, and it worked decent. The cut doesn't need to be perfect, it will be hidden. Cut along your line to create the desired shape on the splash guard. Tip: start small, you can always trim more, but once it's cut you can't put it back together.



12. Here is roughly what your first cut should look like. Notice the upper mounting tabs are still attached. On the left side (front when on the vehicle) I still have a portion to trim as you will see in the next picture.



13. For the left side just trace the metal and trim along the line. For the right, you will see what to trace in the next step.



14. Next mark the rear portion as shown and cut along the line.



15. Using an angle grinder, dremmel, or sander grind down the upper mounting tabs as shown. Make them as flat as possible.



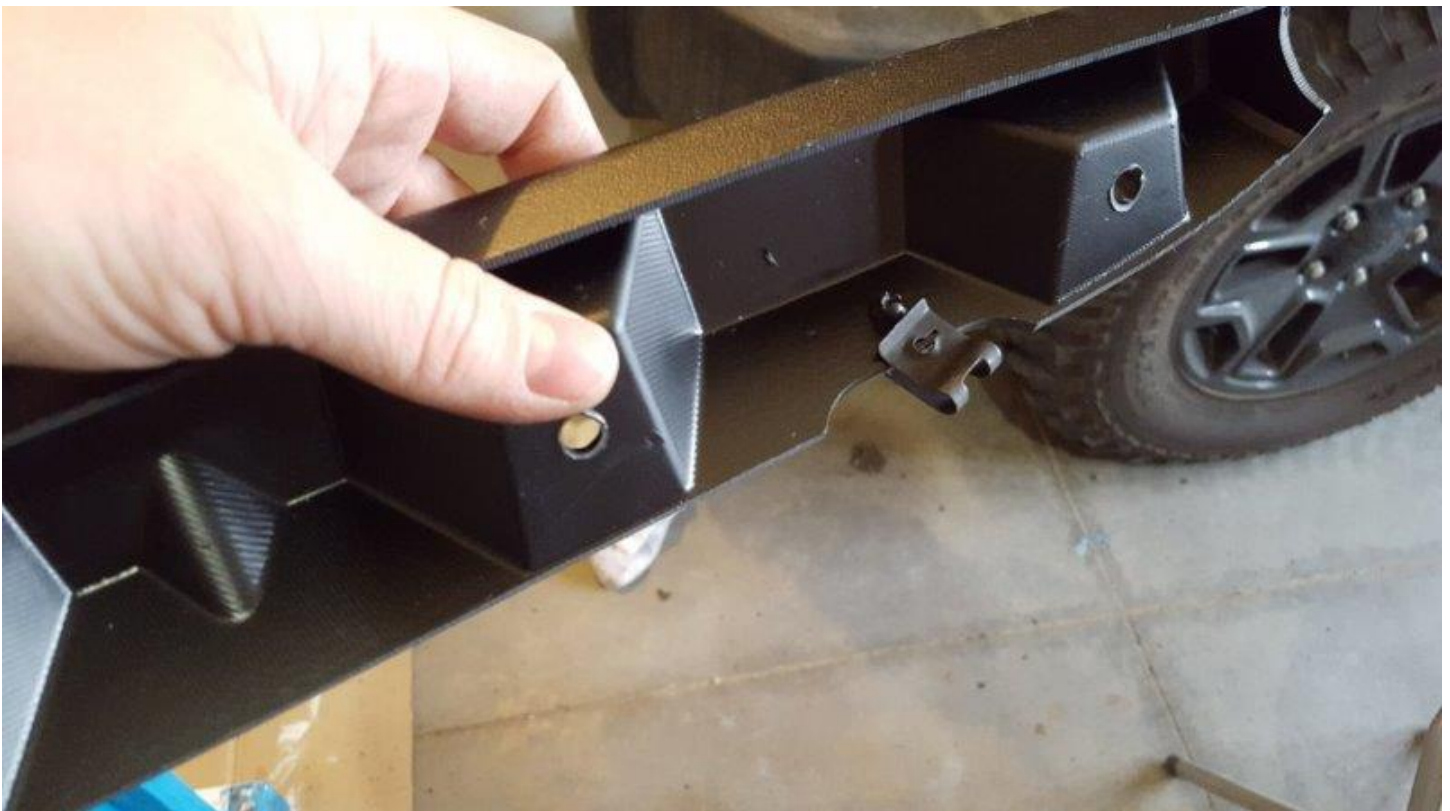
16. Using your $\frac{1}{4}$ " drill bit, drill a hole just below the original hole on the rear mounting tab as shown.



17. Locate the inner flare pieces. The driver side pieces are labeled D3, D4, and D8.



18. Install a speed clip at each clip location on the inner pieces. Center them over the predrilled holes with the threaded portion on the inside. If they seem loose you may need to pinch them tight with pliers so they stay in position.



19. The inner pieces should look like this, with all speed slips fully seated.



20. If you haven't already done so, I recommend wiping down the area before installing the inner flare pieces. Next, align the front piece D3 (P3 for the passenger side) with the factory holes using the supplied plastic push retainers.



21. Align the edge of the plastic with the upper style line as shown, then secure the plastic push retainer.



22. Next install the rear piece D4 (P4 for passenger side) using 3 plastic push retainers in the rear 3 holes, and 2 supplied bolts with washers and nuts in the top 2 holes. Be sure to align the edge with the upper style line. The plastic should rest on and not be tucked under the upper style line as shown above.



23. Using $\frac{1}{2}$ " socket and $\frac{1}{2}$ " wrench, tighten both bolts until the inner piece is snug with the fender.



24. Do not overtighten, if you do, the flares will not fit correctly. The plastic below the bolt should stay straight as shown below. If it starts to bulge down below the bolt, it's too tight.



25. Here is an example of proper alignment with the upper style line.



26. Here is an example of **improper** install. The plastic is tucked under the upper style line. In this case the flare would not fit correctly.



27. Install the last inner piece D8 (P8 for passenger side) using one plastic push retainer



28. Next, reinstall the trimmed splash guard using 5 supplied push retainers



29. You may also need to trim the top edge of the rear upper mounting tab



30. Before installing the flare, make sure all the speed clips are still in place.

31. Using the supplied alcohol wipe, clean the metal above the plastic pieces as shown



32. Before putting on the flare, peel a few inches of the red tape from the front of the flare, and make sure it hangs out as shown



33. Using a scratch awl or small screwdriver, ensure all the speed clips on the inner flare pieces line up with the predrilled holes in the underside of the flare. You may need to remove the flare and reposition some of the clips. They do not need to line up perfectly, just good enough to get a screw into it.



34. Using a Philips head screwdriver, start but do not tighten 6 supplied pan head screws through the predrilled fender holes into the speed clips



35. After all screws have been started, start from the front and tighten each screw while holding the flare tight to the body. Be careful not to overtighten the speed clips inside can strip easily.



36. Next, slowly peel the red tape all the way around. Be careful not to rip the tape, it could be very difficult to get it out if it breaks underneath the rubber trim.



37. Firmly push in and hold each section of the flare for at least 10 seconds to adhere the trim to the fender.



38. Insert the trim tool as shown under the lip of the trim. Work your way around the fender pressing inn on the tool for any spots that need to stick to the fender. Again, hold tight for at least 10 seconds.



39. Repeat steps 1-38 on the Passenger side of the vehicle.

40. Lastly, on the passenger side you will see this axle breather hose connected behind one of the plastic retainers used for the inner splash guard. Make sure you install the new plastic retainer to hold this tube when you get to that step on install.



41. All done! Take pictures and enjoy!

After Pictures:



Installation Instructions Written by ExtremeTerrain Customer John Parker 05/30/2016