

## Tools Needed

- Electric Drill Motor
- 1/8" Drill Bit
- 1/4" Socket
- Ratchet
- 1/4" Socket Attachment For Above Drill Motor\*
- Sharp Utility Knife
- Marker
- Vehicle Jack
- Axle Stands
- Wheel Chocks
- Tape Measure
- Sandpaper

\* optional to speed up the installation

Read these instructions, take care in following them, and you will be very pleased with the results.

1. Park vehicle on a solid level surface. Place transmission in park and engage emergency brake. Place wheel chocks on wheels to prevent vehicle movement during installation procedure. Carefully jack up vehicle at frame or other lifting point designated by manufacturer for that purpose. If you are not sure where it is, refer to vehicle owners manual for advice. Place jack stand under vehicle in proper location as precaution in the event jack slips or otherwise malfunctions to avoid injury to you or damage to vehicle.

Note: For models with wire inserts, see special instructions on reverse before proceeding.

2. Carefully remove wheel to access wheel well area without obstruction. This is highly recommended to ensure accurate measuring and flare fitment. With helpers assistance, position Flexy Flare® around wheel well so that flare aligns with the desired mounting area to achieve an OE look. Your wheel well arch may or may not be symmetrical so do not simply measure wheel well area and divide dimension in half.

3. When you are satisfied with positioning of Flexy Flare® around wheel well and have completed fit check process, mark Flare for trimming. A straight cut may not look as clean as a tapered cut, this is entirely up to you. It is advisable on universal Flare when trimming that you double check your work! Take a little extra time to ensure your measurements and trim dimensions are accurate.

4. In the approximate top center of wheel well, reach underneath to feel for positioning of turned under edge of wheel well. Try to stay as close as possible to the middle of the turned under edge on wheel well for secure and long lasting installation. This is very important on narrow mounting surfaces as are typically found on import trucks and SUV's.

Drill through the Flare and wheel well lip/vehicle body using 1/8" drill bit and insert the kit screw and tighten with socket (1/4") and ratchet. You may use a variable speed drill with socket attachment and do it in one step to save time.

Work each direction side to side with approximately 3" spacing between screws for a uniform fit and to allow Flare to follow wheel well arch properly. Exert upward and inward pressure on the Flare when drilling to make sure bead on Flare fits snugly. As you progress, double check to make sure that Flare is not buckling.

## Parts List

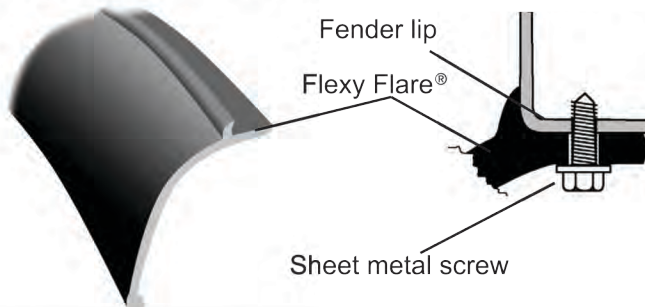
- 1 set .....Flexy Flares®
- 1 set .....Screw Kit (Except Bulk Rolls)

## BEFORE BEGINNING: READ INSTRUCTIONS

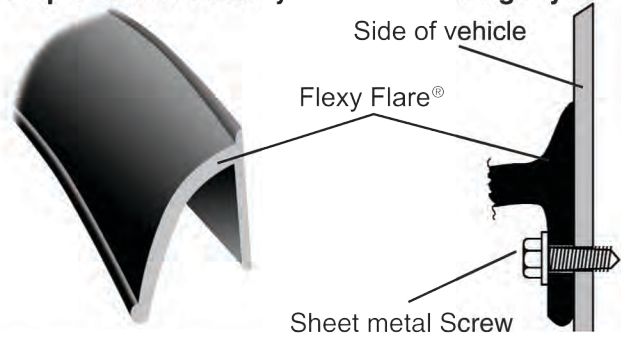
Your new Flexy Flares® are designed to provide lasting protection to your vehicle. The Flares are fairly rigid. To ease installation, we recommend, if possible that you set them out in the sunlight for a period of time prior to beginning installation. This makes them more pliable and easier to form around wheel well arch and will help make proper fitment a snap.

NOTE: On pre-drilled Flexy Flare®, use the holes as a guide for screw placement and as stated above, try and keep hole location centered on wheel well mounting surface. Be careful not to over tighten mounting screws as this can result in bulges on Flare surface.

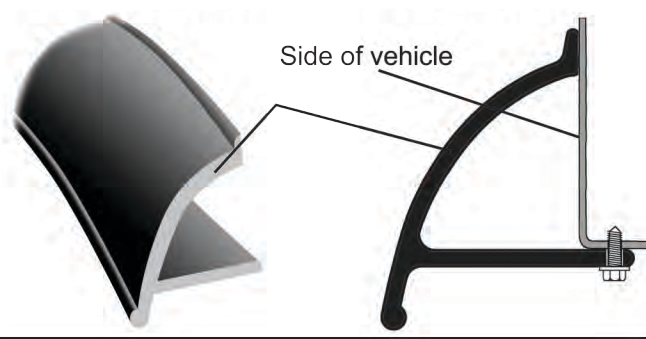
### Heavy-Duty & Standard Flexy Flare® - Mounting Style



### No-Lip Side Mount Flexy Flare® - Mounting Style

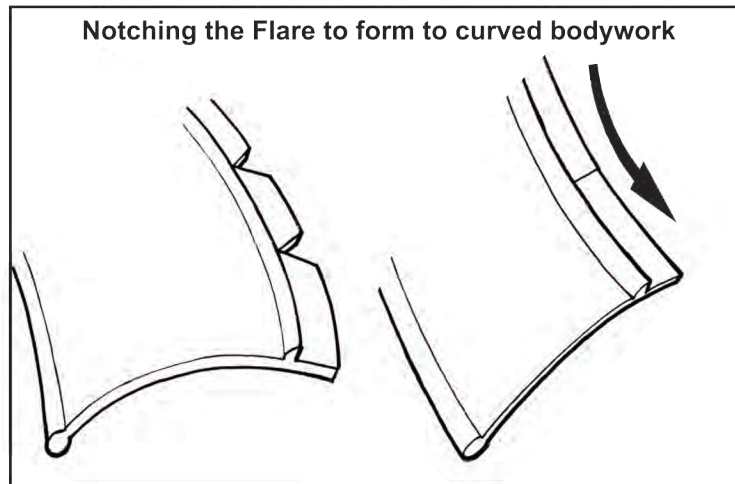


### Full Coverage Flexy Flare® - Mounting Style



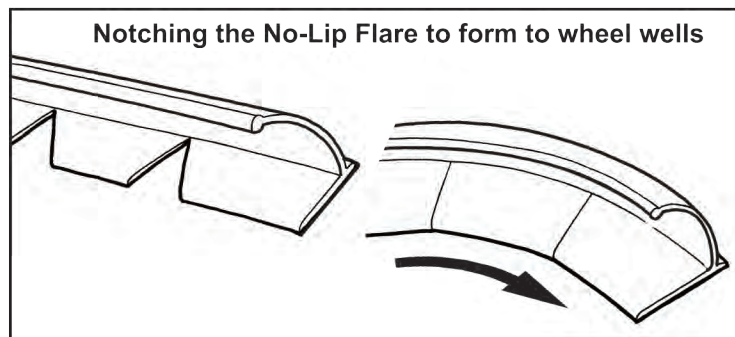
## FITTING REVERSE (CURVED INWARD) FENDER WELLS

If your fender well curves inward (usually on the lower areas) a smoother fit can be obtained by cutting a notch or notches in the mounting lip as indicated in the drawing. This will enable the Flare to bend inward to follow the body curvature. More than one notch may be necessary. Notching should be done only during screw-on installation when you reach the area where required.



## FITTING TO NO LIP FENDER WELLS

Flexy Flares® may have to be notched as shown to better follow the contour of the wheel well.



## TRIMMING EXCESS MATERIAL

(Not Required for Custom Fit Models)

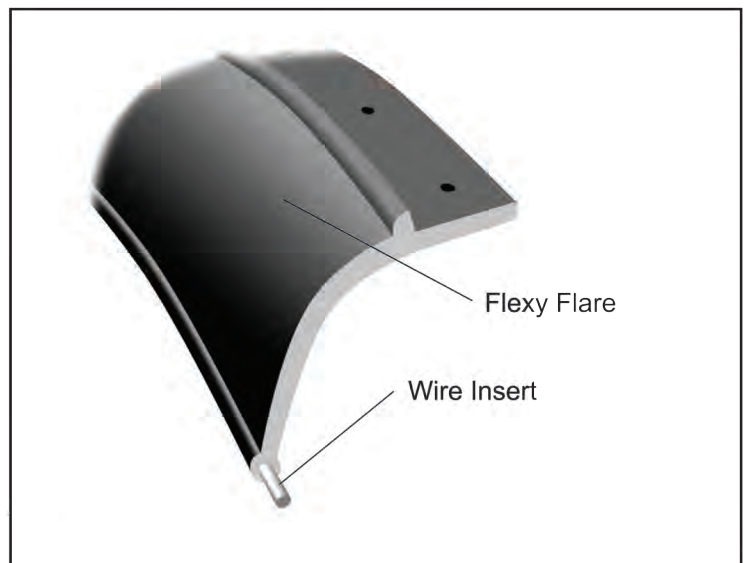
**IMPORTANT:** do not try to cut clear through with one slice. use fairly light pressure to assure accuracy and to keep from slipping. make several light cuts until you have cut through. use sandpaper to smooth off any rough edges. You may wipe down the Flares with Armor All.

## ADDITIONAL INSTRUCTIONS FOR FLEXY FLARES® WITH WIRE INSERTS AND ALL CUSTOM FIT MODELS

The wire stiffener on these models should be inserted before installing on vehicle.

### INSTRUCTIONS FOR INSERTING WIRE

- 1) Uncoil flare and lay out on ground.
- 2) Check end of wire for burrs. These should be filed off before insertion.
- 3) Lubricating wire with oil or Vaseline will make the insertion easier, however, only lubricate the wire just entering the flare (about 6"). Lubricating the entire wire makes it difficult to grasp when inserting.
- 4) Continue inserting wire into flare until it reaches opposite end. **NOTE:** If insertion becomes difficult, use pliers to "push" it into flare.
- 5) When fully inserted, snip off and make small bend or crimp to ensure wire does not slip out of flare.



### WARNING:

Installation of motor vehicle accessories should only be undertaken by those with mechanical knowledge who are familiar with working on vehicles. Always use eye protection (goggles, safety glasses or shield). Park the vehicle in a well lit area, on level ground and apply the parking brake. Disconnect the battery before beginning. After installation, reconnect battery and check all lights and electronic functions thoroughly. Failure to follow instructions can lead to severe damage and personal injury.

After installation of Flexy Flares®, replace the wheel(s) and tighten the lug nuts to the torque recommended in your owners handbook. Check that the Flexy Flares® do not contact the tire(s) when suspension is fully compressed and/or front wheels are at full lock.