

## CUT OUT FLARES

INSTALLATION INSTRUCTIONS FOR

# 20013, 20014 F100 - F150 - F250 - F350 P. U. & BRONCO

### Tools Required for Installation:

- |                                      |                             |
|--------------------------------------|-----------------------------|
| (A) 3/8" Drill                       | (G) Marking Pen or Chalk    |
| (B) 3/16" Drill Bit                  | (H) Jack                    |
| (C) 5/16" Drill Bit                  | (I) Jack Stands (2)         |
| (D) Pop Rivet Gun                    | (J) Tin Snips               |
| (E) Hacksaw, Saber Saw or Air Chisel | (K) Channel Locks or Pliers |
| (F) Crescent Wrench                  |                             |

**CAUTION: NO direct contact of exhaust or rear tail pipe on this product. A minimum of 4" clearance required. Exhaust pipe modifications may be necessary.**

\*DO NOTE USE: Loctite, SuperGlue, or similar products on the hardware or the flares.

### Step 1: Painting

- (A) Painting your flares prior to installation is recommended. Sanding is optional before painting. Clean outer surface with a quality de-greaser. **Do not** use lacquer thinner or enamel reducer as a degreaser. Wipe outer surface thoroughly with a tack rag prior to painting. A lacquer, enamel or polyurethane base automotive paint is recommended. The use of a primer coat is optional.

### Step 2: Disassembly (front) 2001

- (A) Jack up vehicle and use jack stands.  
(B) Remove wheel and wheel well trim (if so equipped).  
(C) Remove body side moldings on fender only (if so equipped).  
(D) Remove all screws that attach wheel well liner to fender lip and rocker panel.

### Step 3: Cutting Sheet Metal (front) 20013

- (A) Mark a line 1 1/4" out from existing wheel well opening (lower front). Mark a line 2 3/4" out from existing wheel well opening (lower rear of front).  
(B) Place appropriate flare on fender and line up with marks. Make sure bottom returns on flare are against sheet metal at front and rear. Using inner edge of flare as a guide, mark a line all the way around. Photo #1.  
(C) Remove flare and mark a line 1/4" above line drawn in Step 3B. This will be the cut line. Mark a vertical line at the center of the wheel well opening (for reference). Photo #2.  
(D) Cut along line drawn in Step 3C and remove sheet metal but don't discard. Photo #3.  
(E) Place flare into cut-out to check fit. If necessary cut more sheet metal to gain proper clearance.  
(F) Using cut-out sheet metal from Step 3D, mark a line 1 1/2" up at both front and rear leg roll out radius. Cut along marked lines. Photo #4. On outside face of flange, measure forward 8" from center mark and draw a vertical line. Measure rearward from center mark 13" and draw a vertical line. Cut on lines marked (outside face only). Photo #3. Bend slightly at both cut points to enlarge arch. Using center marks on fender

and flange as guide, slip flange behind outer sheet metal. Starting at center mark, push flange up 1/4" beyond sheet metal cut-out. Hold in place at center and work flange to rear. Bend as required to maintain 1/4" up dimension. It may be necessary to cut flange face again to maintain 1/4" up dimension. Note: Lower front and rear portion of flange will roll inward and will not be riveted to outer sheet metal. Starting at center mark of fender opening, push flange up until 1/4" past sheet metal. Drill a hole (1 1/4" up from fender cut out) through outer fender sheet metal and new flange. Secure with steel pop-rivet. Secure center portion of opening in two more locations. Photo #5. Alternating back and forth from center portion, continue drilling and riveting until secured at (8) points total. Make sure flange is 1/4" up from opening all the way around.

- (G) Remove fastener at lower front of wheel well liner. Photo #6. The wheel well liner will be secured with a total of (10) aluminium pop rivets equally spaced around flange. Starting at center mark, drill and rivet wheel well liner to flange. Working toward rear, drill and rivet until secured at (5) points. If wheel well liner protrudes outside sheet metal, mark and trim as shown in #7. Drill and rivet (4) places forward of center to complete attachment. Reinstall fastener at lower front.

### Step 4: Flare Attachment (front)

- (A) With everything ready: drill and pop rivet (use aluminium rivets) the outer lower front pocket first. Then the outer lower rear pocket next. Do not forget the cup washers under rivet head. NOTE: Cup washers are applied to outer pop rivet pockets only. Alternating back and forth from front to rear, continue drilling and riveting sequence until all outside pockets are secured. NOTE: Maintain tight contact between flare and sheet metal during riveting sequence. Finish riveting with (2) front and (2) rear underside rivets.

- (B) Press trim caps onto outer flare rivet washers.
- (C) Trim body side molding (if so equipped) to fit flush with flare and reattach.

**Step 5: Disassemble (rear) 20014**

- (A) Jack up vehicle and use jack stands.
- (B) Remove wheel and wheel well trim (if so equipped).
- (C) Remove body side mouldings (if so equipped).
- (D) Remove lower support rod fasteners at front and rear of opening.

**Step 6: Cutting Sheet Metal (rear) 20014**

- (A) ON BRONCO MODEL ONLY DO THE FOLLOWING. Mark a line 1 3/4" back (front and rear) at lower legs of wheel well opening. Place flare over sheet metal and align lower inside edges with reference lines on sheet metal. Using lower outside front of flare as a guide, mark a line onto pinched seam of sheet metal. Photo #8. Cut on marked line up to top of pinched seam. Bend inside horizontal lip down to be in line with pinched seam. Next bend both the pinched seam up and inward to horizontal position. Photo #9.
- (B) FOR BOTH PU AND BRONCO. Mark a line 1 3/4" back (front and rear) at lower legs of wheel well opening. Place flare over sheet metal. Align lower inside edges with reference lines on

sheet metal. Be sure bottom edges (front and rear) are snug with turn under of sheet metal. Hold in place, using inside edge of flare as a guide, mark a line on sheet metal all the way around. Photo #10. Remove flare and mark a line 1/4" above line just drawn. This will be the cut line.

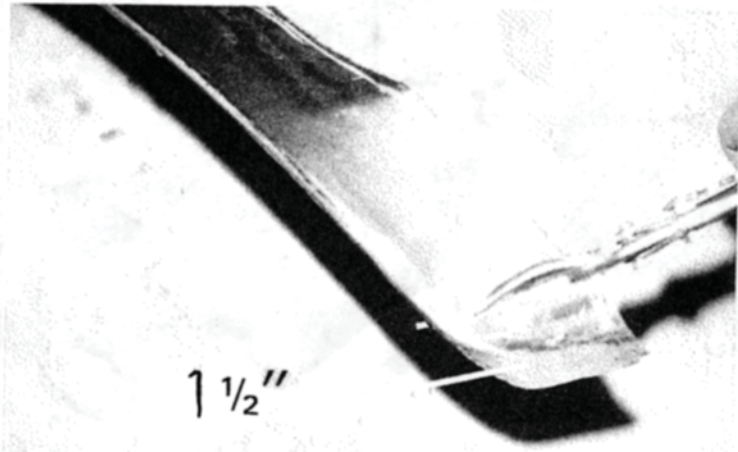
- (C) Cut out sheet metal all the way around cut line. You will note that part of the cut is of two panel construction. Remove cut away sheet metal. Re-attach outer sheet metal panel to inner sheet metal panel at (2) ribs along top of wheel well cut-out using steel pop rivets. Using drill bit supplied; drill through outer sheet metal and inner panel. Secure through both panels with sheet metal screws supplied. Photo #11.

**Step 7: Flare Attachment (rear) 20014**

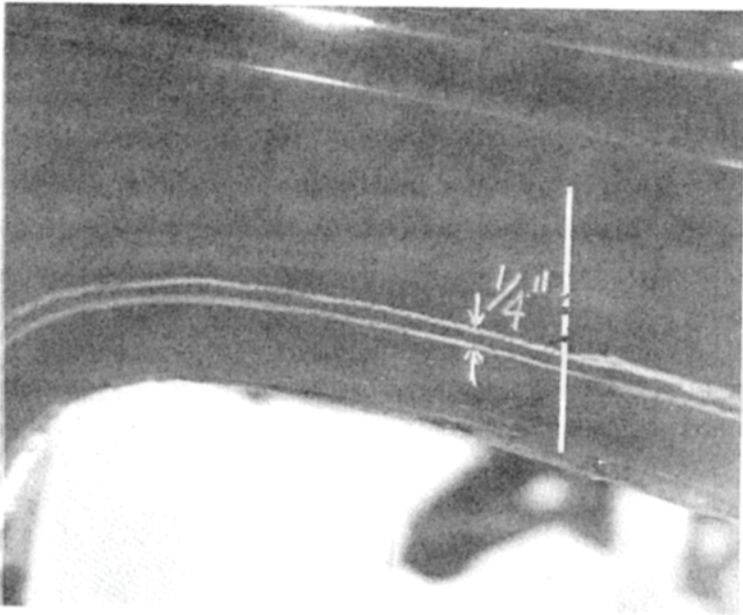
- (A) Install flare into wheel well opening. Holding flare in place; mark from inside of wheel well, location of support rod and/or wheel well fastener holes onto flare. Remove flare and drill 5/16" holes at marked locations.
- (B) Follow Step 4A through 4C for flare attachment procedure.
- (C) Swing support rods into position and reattach, using original fasteners.
- (D) Tuck any protruding wheel well liner under the flare or attach to support rod bolt.
- (E) Trim body side mouldings (if so equipped) to fit flush with flare and reattach.



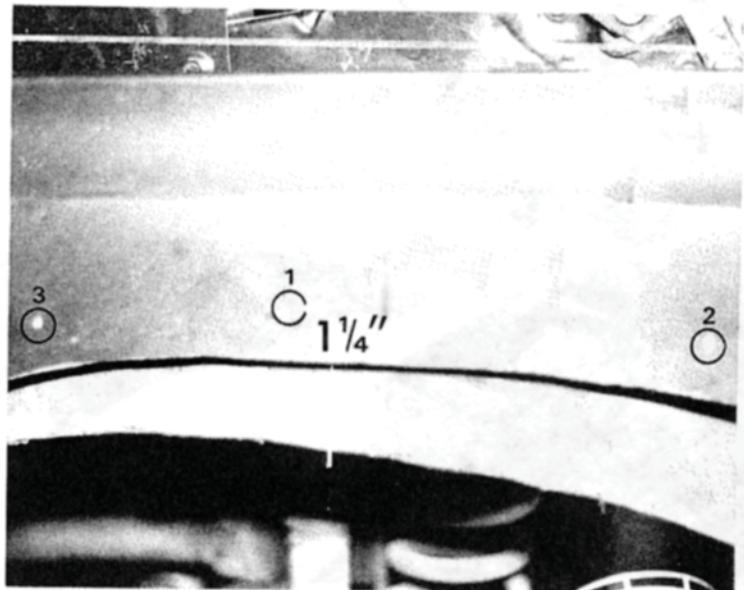
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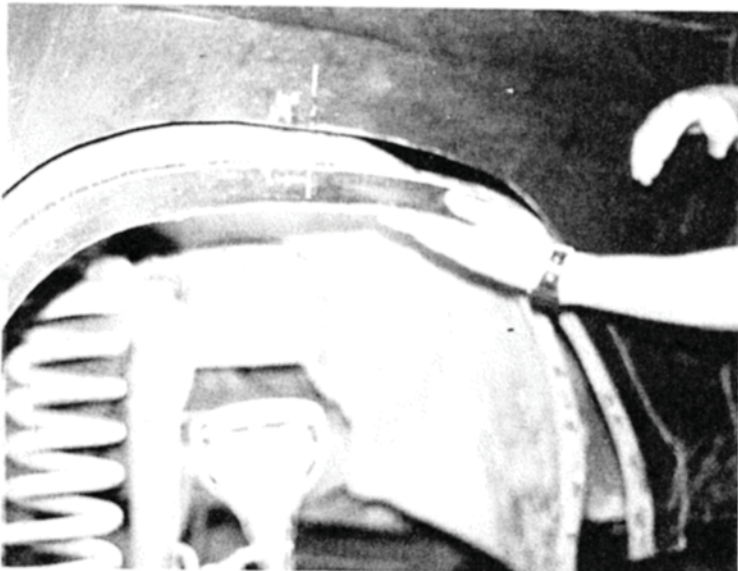
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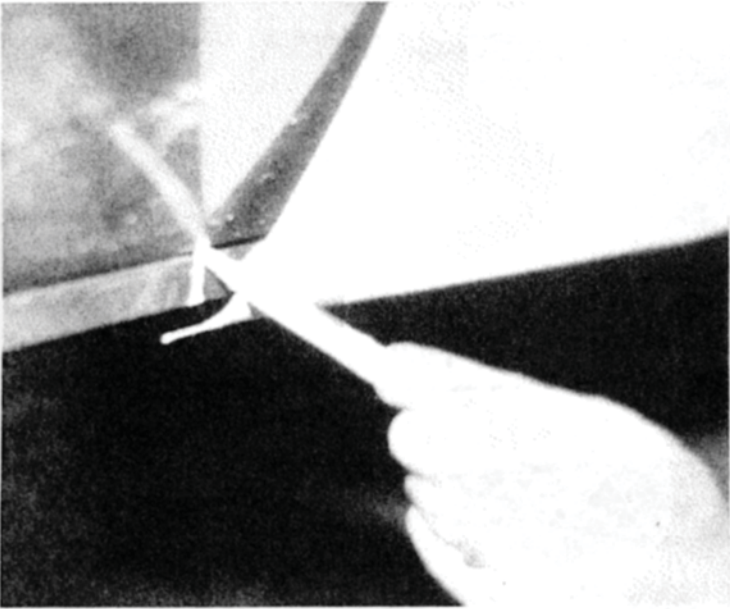




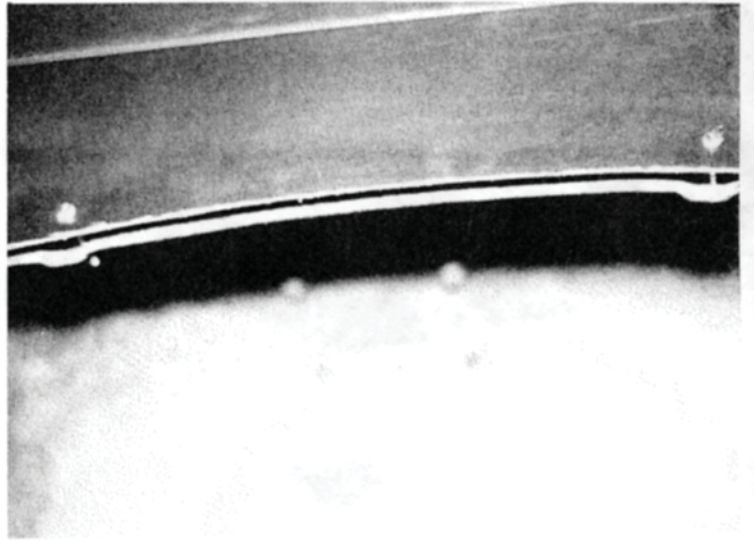
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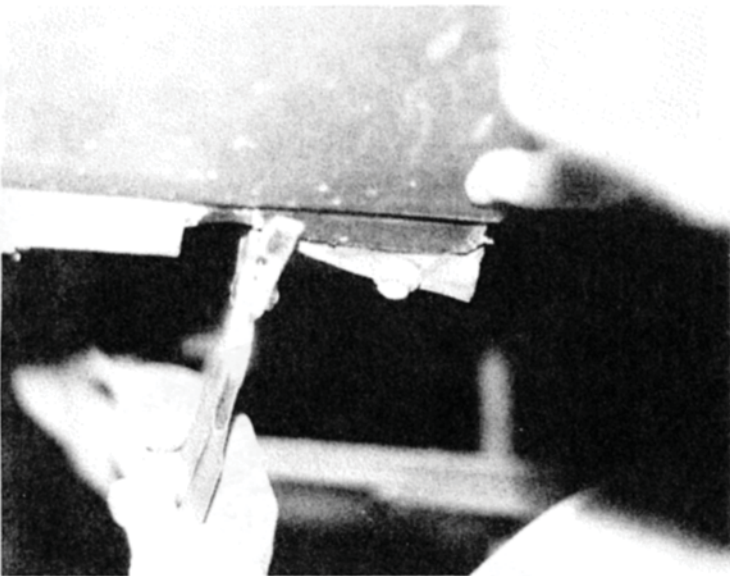
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