

IMPORTANT: READ BEFORE INSTALLATION

Step 1: Prior to Installation

- A) Stampede Products only approves installing these Fender Flares according to these written instructions with the hardware provided. **WARNING:** Failure to install according to these instructions will invalidate the warranty. This includes, but not limited to using alternative installation methods, hardware, or materials. **DO NOT USE:** Loctite, SuperGlue, or similar products on the hardware or the flares.
- B) Inspect the Fender Flares thoroughly for defects or damage and verify the contents of package.
- C) Verify the fit of the flares to the vehicle. (Some filing, sanding, or cutting may be necessary to ensure proper fit).
- D) **Painting (Optional): PAINTED FLARES CANNOT BE RETURNED, TEST FIT BEFORE PAINTING.** If painting is desired it must be done prior to installing flares on vehicle. Clean outer surface with a good grade degreaser. **DO NOT USE LACQUER THINNER OR ENAMEL REDUCER AS A DEGREASER.** Wipe outer surface thoroughly with a tack rag prior to paint. Application of plastic adhesion promoter for ABS plastic as per your paint system manufacturer's recommendations is required. Paint flares using a high quality enamel, or polyurethane automotive paint. If painting edge trim (not recommended) use a flex additive.

KIT CONTAINS:
 (4) FENDER FLARES
 (8) SELF DRILLING SCREWS
 (29) FEET OF EDGE TRIM
 (38)* DECERTIVE BOLTS NUTS AND WASHERS
TOOLS NEEDED:
 #2 PHILLIPS DRIVER
 DRILL
 UTILITY KNIFE
 T-15 & T-30 TORX BITS
 9/32" OR 7MM SOCKET
 1/2" SOCKET
 10MM DEEP SOCKET
NOTE: FENDER FLARES ARE MARKED ON INSIDE AS TO FITMENT.
 1-DRIVER FRONT
 2-PASSANGER FRONT
 3-DRIVER REAR
 4-PASSANGER REAR

* Only included with "Ruff Riderz" style flares

Step 2: Installation

A) Edge Trim Installation:

1. Peel three inches of red backing away from edge trim adhesive and affix to outer edge of flare at one end.
2. Press edge trim into place along edge of flare in one-foot increments, pulling red backing free as you continue to work your way around the flare. (Figure 1)

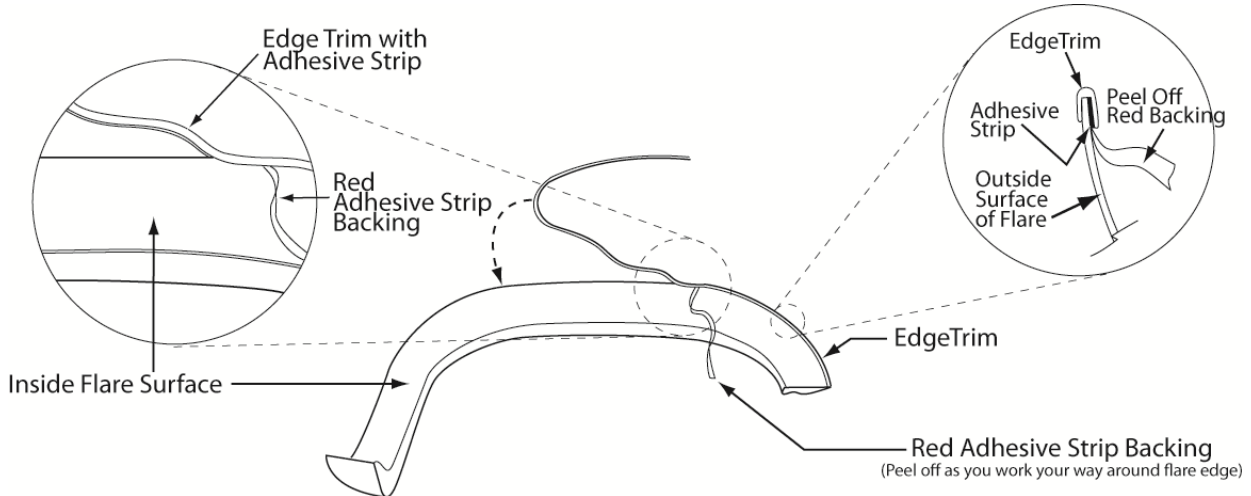


Figure 1

B) Bolt installation: (Only applies to the "Ruff Riderz" style pocket flares, for all others skip to the next step).

1. Place a 5/16 button head screw with a washer into each of the holes and attach to the flare using a nut placed on the inside. (Figure 2)
2. **Warning: Do not over tighten or use Loctite on the bolts as this will cause permanent damage to the flares. Bolts are decorative only and fasten only to the flares. Do not attempt to use the bolts to fasten the flares to the vehicle.**

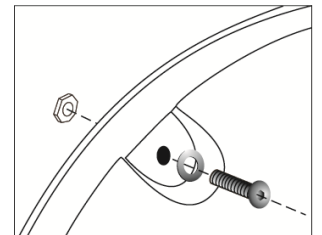


Figure 2

c) Front Flare Installation:

1. **On models with factory mudflap:** Using a T-30 Torx bit remove the two upper fasteners from the mudflap. For the two lower fasteners use a T-15 Torx bit and a Phillips screwdriver for the bottom fastener. Save one T-30 fastener for reinstallation, the factory mudflaps will not be reinstalled.
2. Remove the two T-15 Torx fasteners from the lower factory wheel arch molding **Figure 3**. Save for reinstallation.
3. Using a 9/32" or 7mm socket remove the fastener from the front of the wheel arch molding **Figure 3**. Save for reinstallation.
4. Remove the two T-15 Torx fasteners from the top of the wheel arch molding **Figure 3**. Save for reinstallation.
5. Using a 1/2" socket remove the bolt from the rear underside of the wheel arch molding **Figure 3**. Save for reinstallation.
6. Remove the factory wheel arch molding by pulling outward from the lower rear of the wheel arch molding. You will hear popping sounds as you remove the wheel arch molding. This is normal as the factory fasteners release from the truck.
7. Remove any factory fasteners that remained on the truck using a plastic pry tool during the removal of the wheel arch molding. Reinstall the 1/2" bolt previously removed back into the truck. Test fit the flare to the truck.
8. Hold the flare tight to the truck and reinstall the two T-15 Torx fasteners into the top of the flare and the lower rear of the flare and into the factory holes from steps 2 and 4 above.
9. Reinstall the 9/32" factory fastener from step 3 into the factory hole through the hole in the flare.
10. On trucks with the factory mudflaps reinstall one T-30 Torx fastener from step 1 into the factory hole indicated in **Figure 4**. On trucks that don't have factory mudflaps install a self drilling screw into the lip of the fender well into the hole indicated in **Figure 4**.

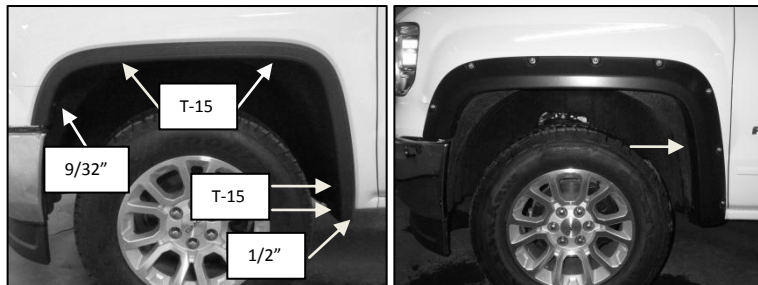


Figure 3

Figure 4

D) Rear Flare Installation:

1. On trucks with factory mudflap: Remove the three factory fasteners from the mudflap at the rear of the wheel well.
2. Remove the four T-15 Torx fasteners from the mudguard at the front of the wheel well and remove the mudguard **Figure 5**. Save for reinstallation
3. Remove the two T-15 Torx fasteners from the wheel arch molding as indicated in **Figure 6**. Save for reinstallation.
4. Using a 10mm socket remove the two bolts from the bottom underside of the wheel arch molding as indicated in **Figure 6**.
5. Remove the factory wheel arch molding by pulling outward from the lower rear of the wheel arch molding. You will hear popping sounds as you remove the wheel arch molding. This is normal as the factory fasteners release from the truck.
6. Remove any factory fasteners that remained on the truck using a plastic pry tool during the removal of the wheel arch molding. Test fit the flare to the truck.
7. While holding the fender flare in place and tightly to the truck reinstall the three T-15 Torx fasteners from Step 3 and the two 10mm bolts from step 4 through the holes in the flare and back into the factory holes in the truck.
8. Reinstall the T-15 Torx screw removed from the front mudguard in the lip of the fender well through the flare and into the factory hole in the front of the wheel well. Reinstall the three remaining screws removed from the front mudguard back into the truck. The mudguard and mudflaps if installed will not be reinstalled onto the truck.
9. In each of the three remaining holes as indicated in **Figure 7** install a self drilling screw into the lip of the fender well.



Figure 5

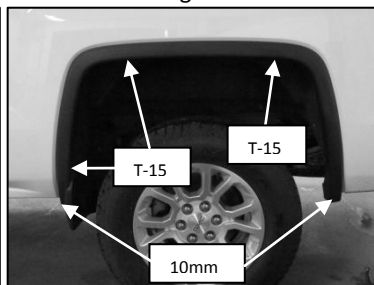


Figure 6

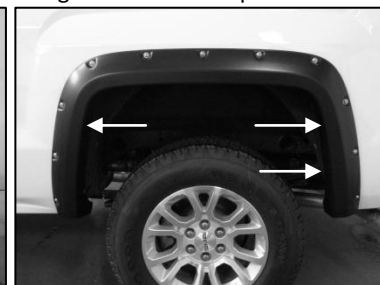


Figure 7