

Installation Instructions for 81730

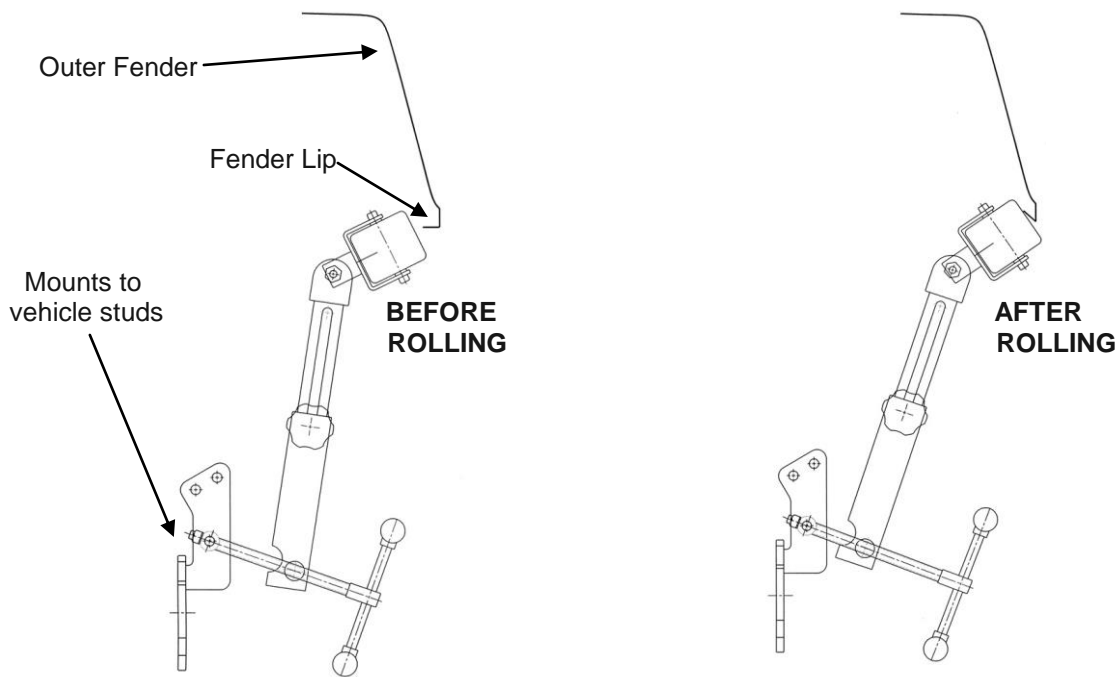
Fender Roller Forming Arm

Adjusts 14" to 22.75"

JEGS FENDER ROLLER relies on a simple, basic yet extremely effective design to reshape front wheel opening flanges and lips to provide additional tire clearance when mounting oversized wheels and for lowered vehicles.

WARNING

- This tool is designed to be used on single thickness automotive body metal. Never attempt to use it on double thickness flanges as found on the rear fenders of most vehicles or personal injury and or serious tool damage could result.
- Work slowly and never tighten the Pressure Bar (with threaded stem) more than 1/4 turn between rolling passes or tool overloading and serious damage will occur.



SAFETY PRECAUTIONS

Be sure to observe all applicable safety precautions prior to and during the use of this equipment.

Applicable safety precautions include, but are not limited to:

- Properly raising and supporting the vehicle
- Wearing of appropriate eye and hand protection

ADDITIONAL TOOLS REQUIRED

The following items should be present and in proper operating condition to conduct the fender-rolling operation:

- Floor jack • Jack stands • Heat gun • Manual lug wrench for wheel lugs



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SET UP

The tool is designed to allow two length configurations. It is assembled at the factory in the “long” configuration (Fig. A) which provides a 17” to 23” hub-center-to-roller distance for use on most stock height cars. It can easily be adjusted to the “short” configuration (Fig. B) which will provide a hub-center-to-roller distance of 14” to 20”, which will accommodate most cars which have already been lowered. Reconfigure as follows:

1. Remove clip and pivot pin, then remove the 2 socket head cap screws on the adjuster bar. (Fig. A)
2. Relocate the pivot pin and the 2 socket head cap screws to the alternate holes on the side plates. (Fig. B)
3. Replace clip and tighten screws. You are now ready to use the Fender Roller on your lowered car.

OPERATION

Please note that many variables may affect the resistance to the paint cracking in the work area: Type of finish, age, thickness, and the amount of forming required in that area. Please be aware that paint and metal damage can occur with use of this tool, and the user assumes all responsibility for such damage. The use of a Heat Gun will greatly reduce the chance of paint cracking by allowing it to soften and flex with the metal. Using an IR thermometer is highly recommended to avoid overheating and damaging the finish.

1. If paint damage does occur at the newly formed bend area, you can apply primer and touch-up paint or a coating of RTV silicone to the non-visible areas to prevent further paint lifting.
2. Raise and support either the entire vehicle or the vehicle corner on which the fender-rolling operation is to occur.
3. Remove wheel and place hub flange portion of the Fender Roller over wheel lugs. Place the beveled washers (included) onto the wheel lugs. Use wheel nuts to hold tool in place; tighten snugly.

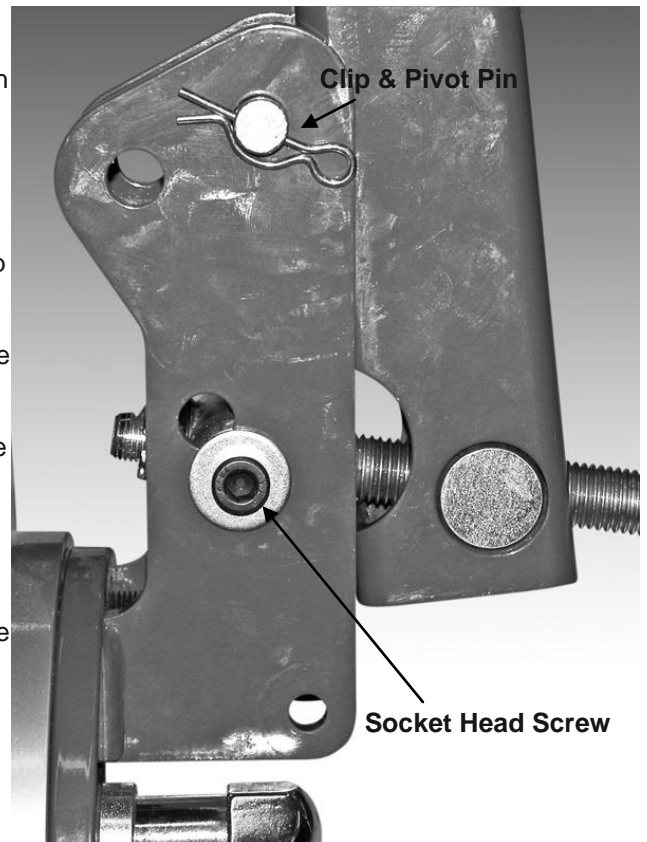


Figure A

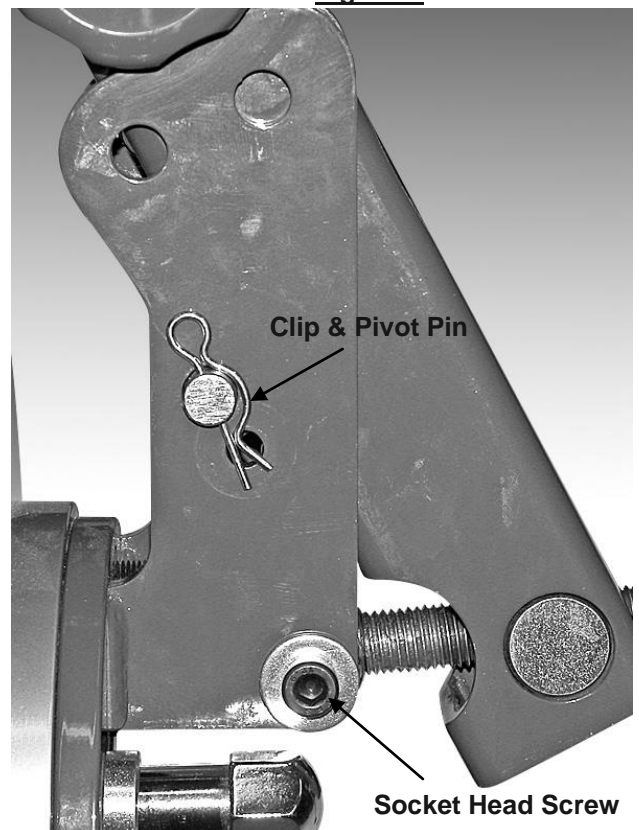


Figure B

4. Loosen the hand wheel located on the arm of the tool and adjust the arm length until the Fender Roller wheel is centered on the inner fender lip. Tighten the hand wheel (Fig. C).

5. Using the release lever, adjust the roller angle to match the desired shape of the inner lip to be formed (Fig. D).

6. Adjust the Pressure Bar (with threaded stem) to apply **gentle pressure** to the formed fender flange or lip.

NOTE: Do not overtighten and apply excessive pressure or serious tool or fender damage could occur.

7. Use a heat gun to gently warm the paint to about 120°F in the area to be rolled (to prevent cracking).

8. Grasp the tool firmly and repeatedly swing it in an arc across the inner fender flange or lip to gently bend it in and upward. It will be necessary to adjust and tighten the Pressure Bar after every few passes as the metal forms, however; **never** tighten more than 1/4 turn at a time or serious tool damage will occur.

9. Some wheel arch shapes have varying radii with some being flatter on top than the sides. Depending on the design of the wheel arch, it may be necessary to form the flange or lip in small sections at a time, readjusting for the radius of each section.



Figure C

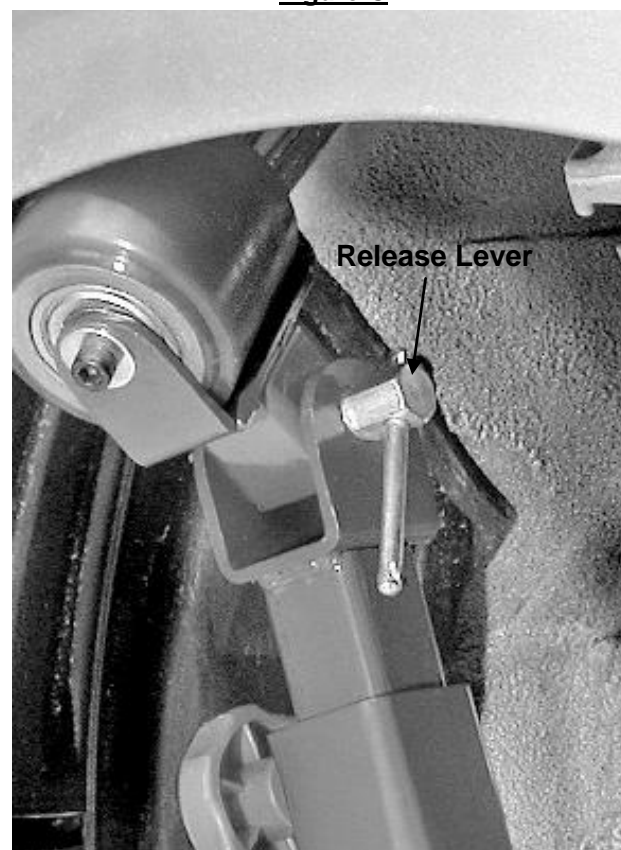


Figure D