

Chevy 1967-72

Set Part # 40016

Rev B 5-04



Step 1: Prior to Installation:

- A) **Fit:** Verify the fit of the flares to vehicle. **(Some filing, sanding, or cutting may be necessary to ensure proper fit).**
- B) **Painting:** (Optional) if paint is desired it must be done prior to installing flares on the 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.
Paint flares using a high quality enamel, or polyurethane automotive paint. (Application of a primer coat is optional)
If painting edge trim (not recommended), use a flex additive.
- C) **Performance:** Using larger Tires may increase the area required to turn the vehicle. Some Tire/Rim combinations may require lowering bump stops and or installing steering stops to prevent tire from contacting flare.
- D) **Exhaust System:** Modifications may be necessary to maintain a minimum 4" clearance between flares and exhaust pipes. (Exhaust gases should not vent directly onto flares)
- E) **Metal Protection:** All exposed fasteners and bare metal should be treated with red oxide primer BEFORE installing flares.

TOOLS FOR EASY INSTALLATION

- 1/4" Drill Motor
- 9/64" Drill Bit
- Pop Rivet Gun
- Grease Pencil or Marking Pen
- Tape Measure
- Jack Stand and Jack
- Tin Snips
- Channel Locks or Pliers
- Hammer
- Sheet metal Cutting Tool (Hacksaw, Sabersaw, Air Chisel, Metal Nibbler, or Air Saw)
- 3 to 5 lb Sledge Hammer
- Can of Spray Under Coating
- Rustoleum Red Oxide Primer
- Crescent Wrench
- Small Paint Brush
- Utility Knife
- Clean Wiping Cloth
- Tack Cloth
- Isopropyl Alcohol (Rubbing)
- Dupont #3919S Prep-Sol Solvent

FLARE INSTALLATION PROCEDURES

Step 2: Preparing the Work Area (Front)

- A) To work in the wheel well area, remove tire and any other obstructions using jack.
- B) Firmly support vehicle using jack stands.

- C) Remove accent moldings, vehicle emblems, and factory flares from all wheel openings, if vehicle is so equipped. On vehicles equipped with body side moldings that interfere with flare attachments, it will be necessary to modify either the moldings (see Option #1) or the flare (see Option #2). **NOTE: Modifying the flare is more difficult.**

a. **Option 1: MODIFY SIDE MOLDINGS**

Place flare into wheel opening and mark a line across molding where flare intersects. Remove Flare. The molding can be cut on the vehicle by sliding a thin flat piece of metal (putty knife) between the molding and sheet metal. This will shield the paint surface from cuts. Using the line marked as a guide, trim should be cut at an angle which matches flare surface.

b. **Option 2: MODIFY FLARE**

Place flare into wheel opening and mark point of intersection with molding. Remove flare and mark thickness of molding onto flare. Trim (cut, file or grind) flare on marked line.

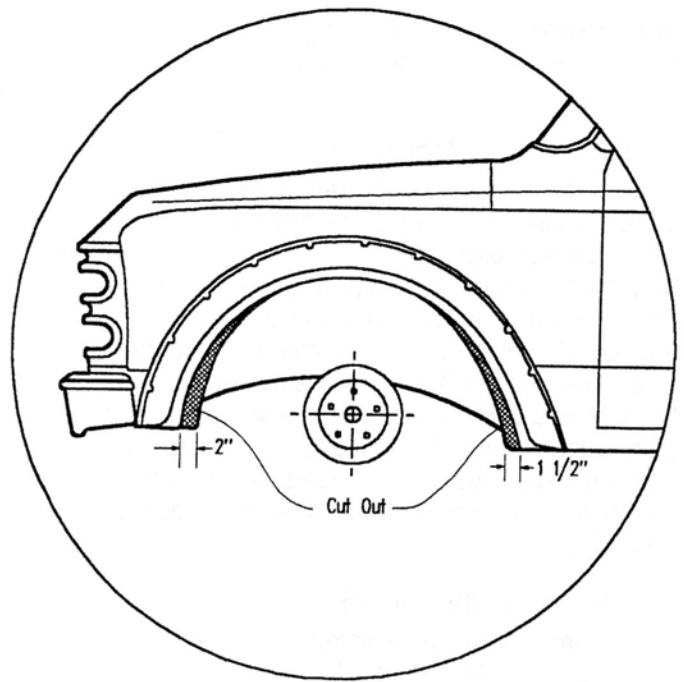


Illustration #1

Step 3: Cutting Sheet Metal (Front)
(See Illustrations #1 through #3)

- A) Mark a point 2" out from the lower front and 1-1/2" out from the lower rear edge of the existing wheel well.
- B) Place appropriate flare on fender, and line up lower inner edges of flare with points marked in Step 3A. Use center edge of wheel well as the stop for inner flange of flare. Using the inner edge of flare as a guide, mark a line on the fender where existing fender sheet metal extends inside of flare (front and rear). Marked lines should be approximately in line with inner fender well when viewed from the side. **See Illustration #1.**

NOTE: The bumper ends may have to be cut or the whole assembly moved forward to gain flare clearance. Use reciprocating saw to cut bumper; file edge and coat with red-oxide primer.

- C) Remove the bolts securing the wheel well liner to the fender near the lines marked in Step 3B. Bend the wheel well liner inward 2 or 3 inches to provide enough space for metal cutting.
- D) Cut fender along the lines marked in Step 3B. **Caution should be used to avoid cutting hydraulic, pneumatic, or electrical lines.** Save material cut out for later use.
- E) Place flare into cut-out to check fit. If necessary, cut more sheet metal at points of interference to gain proper clearance.
- F) Deburr and coat bare metal with red-oxide primer to prevent rusting.
- G) Wheel well metal, trimmed in Step 3D, is reattached to the inside of the new well opening to provide support for the well liner and flare. Cut-out metal

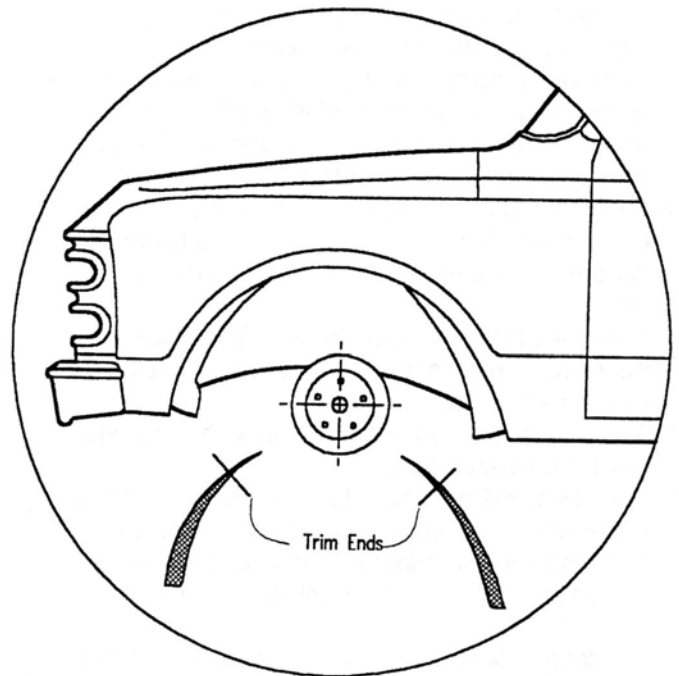


Illustration #2

should be trimmed prior to installation. **See Illustration #2.**

- H) Slip flanges behind outer sheet metal; bend flanges, as needed, to fit new wheel well contour. V-Notch and/or shorten flanges if necessary. Using four pop rivets equally spaced, drill (9/64") and secure each flange behind fender sheet metal. **See Illustration #3.**
- I) Trim and/or bend wheel well liner to fit new fender opening. Fasten wheel well liner to fender along flange, installed in Step 3H, using four pop rivets for each flange.

Step 4: Flare Attachment (Fronts) (See Illustration #4)

Front flares can be attached using pop rivets or screws (not provided). **Note: Use of #10 sheet metal screws will make flare removal and cleaning easier.**

- A) With flare OFF vehicle, pre-drill all pop rivet locating indents with the 9/64" drill bit. Do NOT drill sheet metal at this time. To avoid damaging flare with drill motor chuck, wrap tape around drill bit to serve as a depth stop.
- B) Fit flare tightly over wheel well. Make sure flare contour matches sheet metal contour, and use pre-drilled holes in flare as drill guides to drill 9/64" holes in sheet metal. As before, use tape depth stop on drill to prevent damage to flare.
- C) Install gimp onto flare edge by sandwiching between the flare and the sheet metal; pierce a hole through the gimp using predrilled hole as a guide. Secure and continue with Step 4D below. Make sure bulb of gimp is tight against top of flare when securing. **See Illustration #4.**
- D) Line up holes in flares with holes in fender.
- E) While pushing flare tightly inward, insert and secure flare with eleven pop rivets or screws. Use four pop rivets or screws to secure lower front and lower rear of flare.
- F) Reattach the vehicle emblems, removed in Step 2C, at a location that does not interfere with flare.

Step 5: Preparing the Work Area (Rears)

- A) To work in the wheel well area, remove tire and any other obstructions.
- B) Firmly support vehicle using jack stands.
- C) Remove accent moldings, vehicle emblems, and factory flares from wheel openings, and modify either the moldings or flares as described in Step 2C.

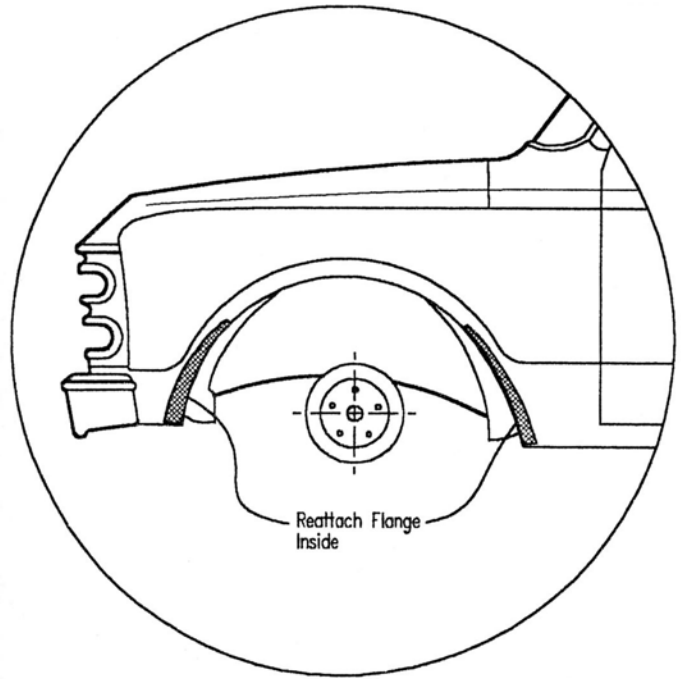


Illustration #3

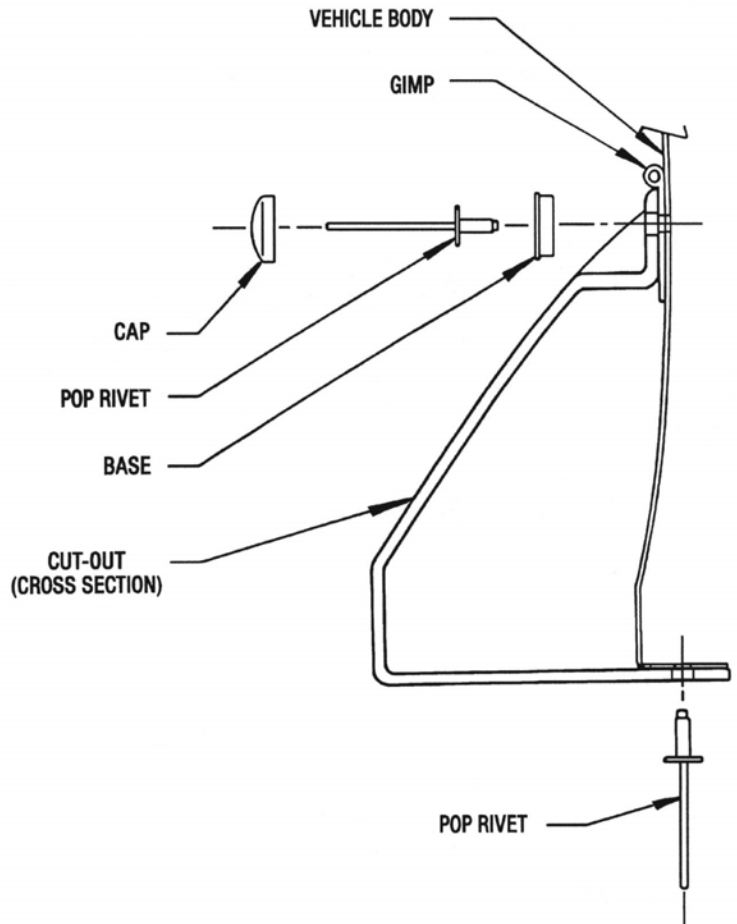


Illustration #4

Step 6: Cutting Sheet Metal (Rears) (See Illustration #4)

Cutting and fitting instructions for rear flares are generally the same as those described in front flares with a few exceptions:

- A) Only the front edge of the rear wheel well is cut out. The beginning point for the cut line is located and marked 2" from the lower front inside edge of the wheel well opening. The cut line is marked (using the flare as a guide) front the point marked, up to a point at the wheel well opening. **See Illustration #5.**
- B) Rear wheel wells do not have liners, and do not require the metal working operations described for the front flares.

Step 7: Flare Attachment (Rears) (See Illustrations #3 and #4)

Rear flares can be attached using pop rivets or screws (not provided). **Note: Use of #10 sheet metal screws will make flare removal and cleaning easier.**

- A) With flare OFF vehicle, pre-drill all pop rivet locating indents with the 9/64" drill bit. Do NOT drill sheet metal at this time. To avoid damaging flare with drill motor chuck, wrap tape around drill bit to serve as a depth stop.
- B) Fit flare tightly over wheel well. Make sure flare contour matches sheet metal contour, and use pre-drilled holes in flare as drill guides to drill 9/64" holes in sheet metal. As before, use tape depth stop on drill to prevent damage to flare.
- C) Install gimp onto flare edge by sandwiching between the flare and the sheet metal; pierce a hole through the gimp using predrilled hole as a guide. Secure and continue with Step 7D below. Make sure bulb of gimp is tight against top of flare when securing. **See Illustration #4.**
- D) Line up holes in flares with holes in fender.
- E) While pushing flare tightly inward, insert and secure flare with eleven pop rivets or screws. Use four pop rivets or screws to secure lower front and lower rear of flare.
- F) Reattach the vehicle emblems, removed in Step 5C, at a location that does not interfere with flare.

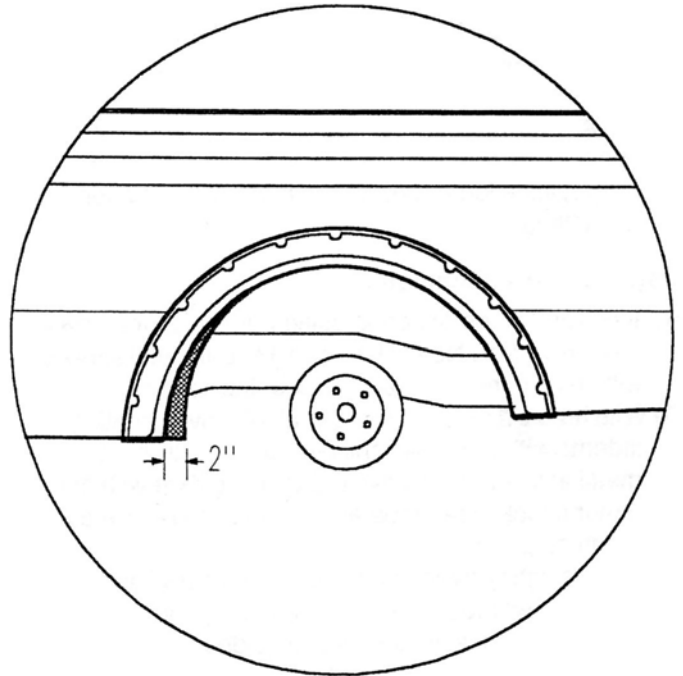


Illustration #5