



IN1-50007

CUT OUT FLARES
INSTALLATION INSTRUCTIONS FOR
DODGE PICKUP 50005, 50006, 50007

Tools Required for Installation:

- 1/4" Drill Motor
- 11/64" Drill Bit
- 7/32" Drill Bit
- 1/4" Drill Bit
- Pop Rivet Gun
- Grease Pencil or Marking Pen
- Tape Measure
- Jack
- Jack Stands
- Sheet Metal Cutting Tool (Hacksaw, Sabersaw, Air Chisel, Metal Nibler, or Air saw)
- Tin Snips
- Channel Locks or Pliers
- Hammer
- 3 to 5 LB Sledge Hammer
- Crescent Wrench
- Tube of Silicone Sealant
- Can of Spray Under Coating
- Rustoleum Red Oxide Primer
- Small Paint Brush
- Utility Knife
- Clean Wiping Cloth
- Tack Cloth
- Isopropyl Alcohol (Rubbing)
- Dupont #3919S Prep-Sol Solvent

IMPORTANT INSTALLATION NOTES: READ BEFORE PROCEEDING.

EXHAUST SYSTEM

Exhaust system modifications may be necessary to maintain a minimum 4" inch clearance between flares and exhaust pipes.

PRE-FIT FLARES

To verify correct flare type and fit, hold flares to vehicle BEFORE beginning installation. Small fit adjustments can be made by trimming (filing, sanding or scraping) flashing or excess plastic.

METAL PROTECTION

Treat all exposed fasteners and bare metal with red oxide primer. Spray inner fender wells with undercoating, only AFTER flare attachments have been completed.

WARRANTY AND PERFORMANCE

Extensive sheet metal modifications are required to install these flares. These modifications will affect your vehicle manufacturer's warranty. Using larger tires may increase the area required to turn the vehicle.

INSTALLATION TEMPERATURES

Tape used to bond edge trim to flares adheres best at temperatures of 55 degrees or above.

LOCAL VEHICLE REGULATIONS

Reattachment of front side marker light may be mandatory (to be street legal) in your state. Check state and local laws to avoid possible violations.

FLARE INSTALLATION PROCEDURES

Step 1: Accent and side moulding modifications

- Remove accent mouldings and factory flares from all wheel openings, if vehicle is so equipped. On vehicles equipped with body side mouldings that interfere with flare attachments, it will be necessary to modify either the mouldings (See 1B) or flare (See 1C) Note: Modifying the flare is more difficult.
- MODIFY SIDE MOULDINGS:** Place flare into wheel opening and mark a line across moulding where flare intersects. Remove flare. The moulding can be cut on the vehicle by sliding a flexible wide blade putty knife between the moulding and sheet metal. This will act as a shield to prevent cutting paint. Using the line marked as a guide, trim should be cut at an angle which matches flare surface.
- MODIFY FLARE:** Place flare into wheel opening and mark point of intersection with moulding. Remove flare and mark thickness of moulding onto flare. Trim (cut, file or grind) flare on marked line.

Step 2: Painting

- It is recommended that you paint your flares prior to installation. Sanding is optional before application of paint. Clean outer surface, first, 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 painting. A lacquer, enamel, or polyurethane automotive paint is recommended. The use of a primer coat is optional. Edge trim can be painted if desired.

Step 3: Preparation (front)

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

Step 4: Cutting Sheet Metal (front)

- Mark a line 4-3/4" out from existing wheel well opening (lower

front). Mark a line 3" out from existing wheel well opening (lower rear).

- (B) Place appropriate flare on fender and line up with marks. Use center edge of wheel well as the stop for inner flange of flare. Using the front inner edge of flare as a guide, mark a line on the fender along the inner edge of the flare to a point tangent to the wheel well opening. Using the rear inner edge of the flare as a guide, mark another line. Marked lines should be approximately in line with inner fender well when viewed from the side. See illustration #1.
- (C) **NOTE BEFORE CUTTING:** The object of the cut is the removal of outer and inner fender sheet metal, not the inner wheel well which is bolted to the inner fender sheet metal. Sheet metal is of double panel construction in some areas of cut. Cut through both panels in these areas. Cut along line marked in step 4A and remove sheet metal from both front and rear. Caution should be used to avoid cutting hydraulic, pneumatic, or electrical lines. Save material cut out for use as flanges.
- (D) Place flare into cut-out to check fit. If necessary, cut more sheet metal at points of interference to gain proper clearance. Deburr any sharp edges or projections. Coat saw-cut edge with paint to prevent rusting.
- (E) Draw a line 3 inches in from edge of metal cut off in step 4A. Cut on line drawn to create flare attachment flanges. See illustration #2.
- (F) Slip flanges behind outer sheet metal; bend flanges, as needed, to fit new shape of wheel well. V-notch and/or shorten flanges if necessary. Using 8 pop rivets equally spaced, drill and secure flanges behind outside fender sheet metal. See illustration #3.
- (G) Trim and/or bend wheel well liner to fit new fender opening. Large cuts in the wheel well liner need to be made for proper tire clearance. As a result of these cuts, the liner will have a gap. Brackets provided will help tie the liner back together and fill the gap. Bend brackets to shape of liner, mark holes, and drill with an 11/64" drill bit. Fasten brackets to liner with 6 pop rivets.

Step 5: Flare Attachment Front

Flares can be attached using pop rivets, screws (not provided), and/or adhesives. Use of #10 sheet metal screws will make removal and cleaning of the flare easier. Should attachment be made using only adhesives, disregard instruction items 5A, 5B and 5E which refer to installation requiring the drilling of holes.

- (A) With flare off vehicle, pre-drill all pop rivet locating indents with an 11/64" drill bit. **DO NOT DRILL SHEET METAL WITH 11/64" DRILL BIT.** To avoid damaging flare with drill motor chuck, wrap tape around drill bit to serve as a stop.
- (B) Fit flare tightly into wheel well. Make sure flare contour matches sheet metal contour, and use pre-drilled holes in flare as drill guides to drill 11/64" holes in fender sheet metal. As before, use tape depth stop on drill to prevent damage to flare.
- (C) Install gimp or edge trim as per enclosed instruction sheet.

- (D) Adhesive will be applied to outer back side of flare, including the wheel arch area. Make sure these areas are free of paint overspray. Clean with alcohol and wipe with clean cloth. Repeat procedure to sheet metal where flare is applied. Apply a 1/4" wide X 1/8" thick bead of adhesive around outer back side of flare, including the wheel arch area. Apply 1/8 - 3/16" in from edge to allow for "squeeze out." Apply flare tightly against sheet metal, tape outer edge to hold wheel arch area. Line up holes in flare with holes in fender.
- (E) While pushing flare tightly inward, insert and secure with 9 pop rivets provided or screws (not provided). Use 2 pop rivets or screws to secure lower rear of front flare.
- (F) **WIPE OFF EXCESS ADHESIVE IMMEDIATELY.** Leave clamped and taped to vehicle for a minimum of 4 hours at 65 to 72 degrees.

Step 6: Disassemble (rear)

- (A) To work in the wheel well area, remove tire and any other obstructions.
- (B) Firmly support vehicle using jacks stands.
- (C) Remove lower support rod fasteners at front of opening.
- (D) Remove and discard stone guard at rear of wheel by drilling spot welds with 1/4" drill bit (See photo #1). Stone guards will be replaced with brackets and hardware provided.

Step 7: Cutting Sheet Metal (rear)

Cutting and fitting instructions for rear flares are generally the same for front flares with 3 exceptions:

- (A) The cut line is marked from the lower inside point of the wheel well horizontally to a point on the fender. This distance is 4" from the front edge and 2-1/4" from the rear.
- (B) The stone guard is removed and discarded.
- (C) Support brackets must be installed and adjusted to align flares (as viewed from the rear of the vehicle). The support bracket is installed in the area vacated by the stone guard, and is designed to support the lower rear point of the wheel well opening against the nearest cross member. See photo #2. To adjust bracket, loosen the upper fasteners and move in or out. Large variations in vehicle construction may require bending the bracket to achieve correct fit.

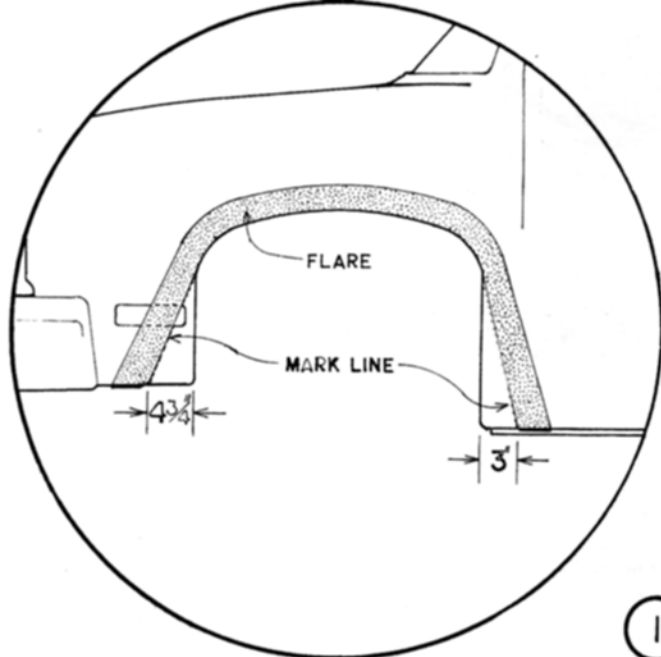
Step 8: Flare Attachment Rear

Rear flares are attached in the same manner as previously described for front flares.

Step 9: Special Instructions

- (A) **Stock Bumper Modifications**

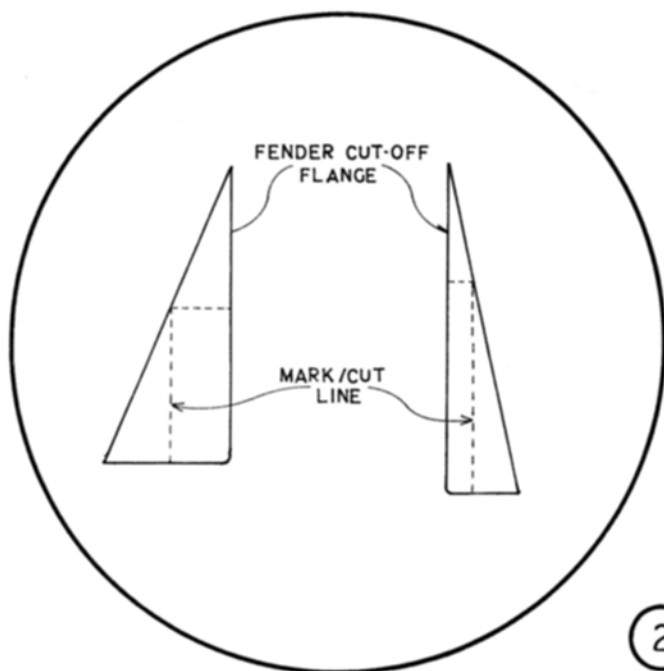
The bumper ends may have to be cut or the whole assembly moved forward to gain tire clearance. Use reciprocating saw to cut bumper; file edge and coat with red oxide primer. Install supplied edge trim over cut edge of bumper.



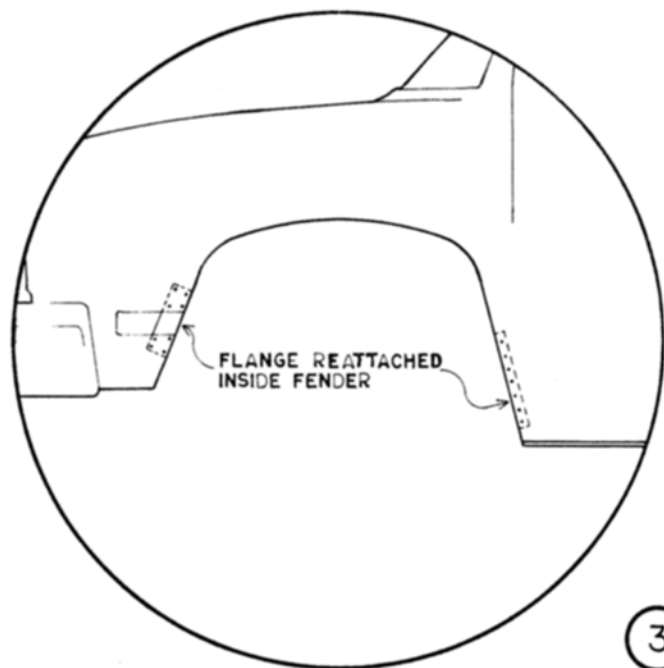
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