

Eastwood

DO THE JOB RIGHT.

Part #31158, #25271

FENDER ROLLER & ADAPTER

INSTRUCTIONS



U.S. Patent No. 5,488,849

The **EASTWOOD FENDER ROLLER** (#31158) 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.

The optional **EASTWOOD FENDER ROLLER ADAPTER** (#25271) is specifically designed to allow the Eastwood Fender Roller to accommodate the larger 5 and 6 lug bolt patterns and hub diameters found on most light-duty pickup trucks as well as some cars including Porsche.

WARNINGS

- 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.
- To avoid possible galling damage to Threaded Adjustment Screw, apply chassis or wheel bearing grease to threads before 1st use and frequently with use.
- Work slowly and never tighten the Pressure Bar (with Threaded Adjustment Screw) more than 1/4 turn between rolling passes or tool overloading and serious damage will occur.
- To evenly distribute stress loading on the hub flange, use all 4, 5 or 6 lug nuts supplied with vehicle and tighten them securely while using the Fender Roller to prevent personal injury or possible tool or vehicle damage.

IMPORTANT NOTE

If the Pressure Bar (with Threaded Adjustment Screw) is tightened excessively without allowing the fender flange to slowly bend and deflect with rolling passes, tremendous stress loads are placed upon the tool and stem thread stripping will occur, preventing suspension damage or personal injury. This is a designed-in, overload safety feature – ***failure of the Screw will void the Eastwood Warranty.*** If thread stripping should occur, a replacement Threaded Adjustment Screw is available for purchase from Eastwood under item #31158-SCREW.

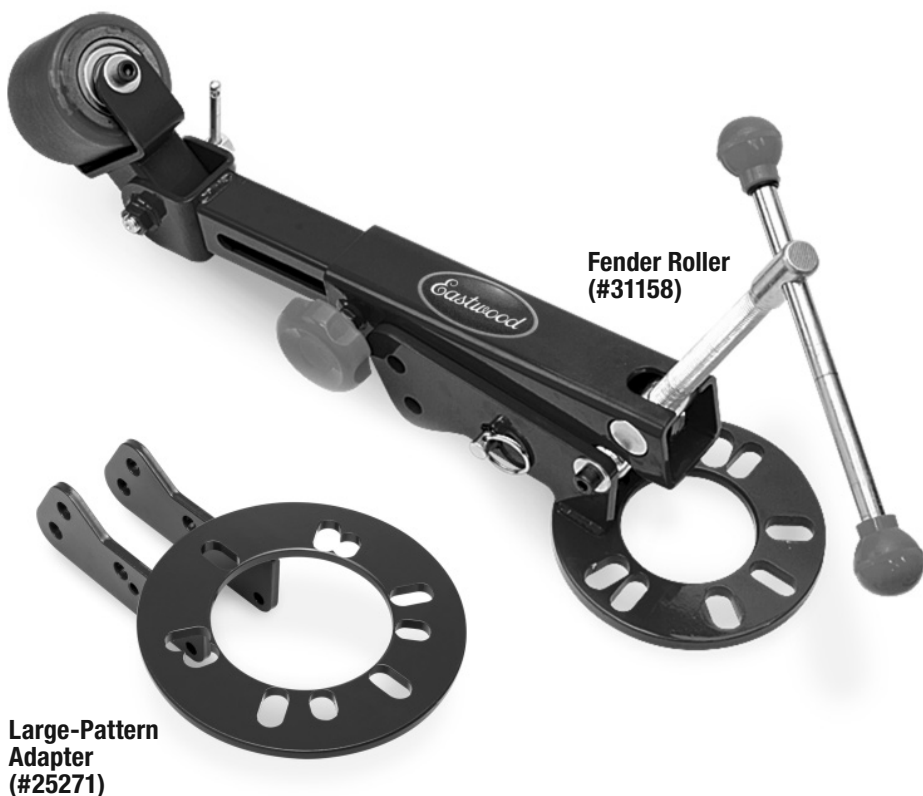
SPECIFICATIONS

FENDER ROLLER (#31158):

- Bolt Circle Range = Ø3.75" (95.5mm) to Ø4.75" (120.7mm)
- Maximum Hub Diameter = Ø2.88" (73.2mm)
- Accommodates 4 and 5 Lug Patterns
- 9" (228.6mm) Adjustment Range

OPTIONAL LARGE-PATTERN ADAPTER (#25271):

- Bolt Circle Range = Ø5.00" (127mm) to Ø6.00" (152.4mm)
- Maximum Hub Diameter = Ø4.31" (109.5mm)
- Accommodates 5 and 6 Lug Patterns



SAFETY PRECAUTIONS

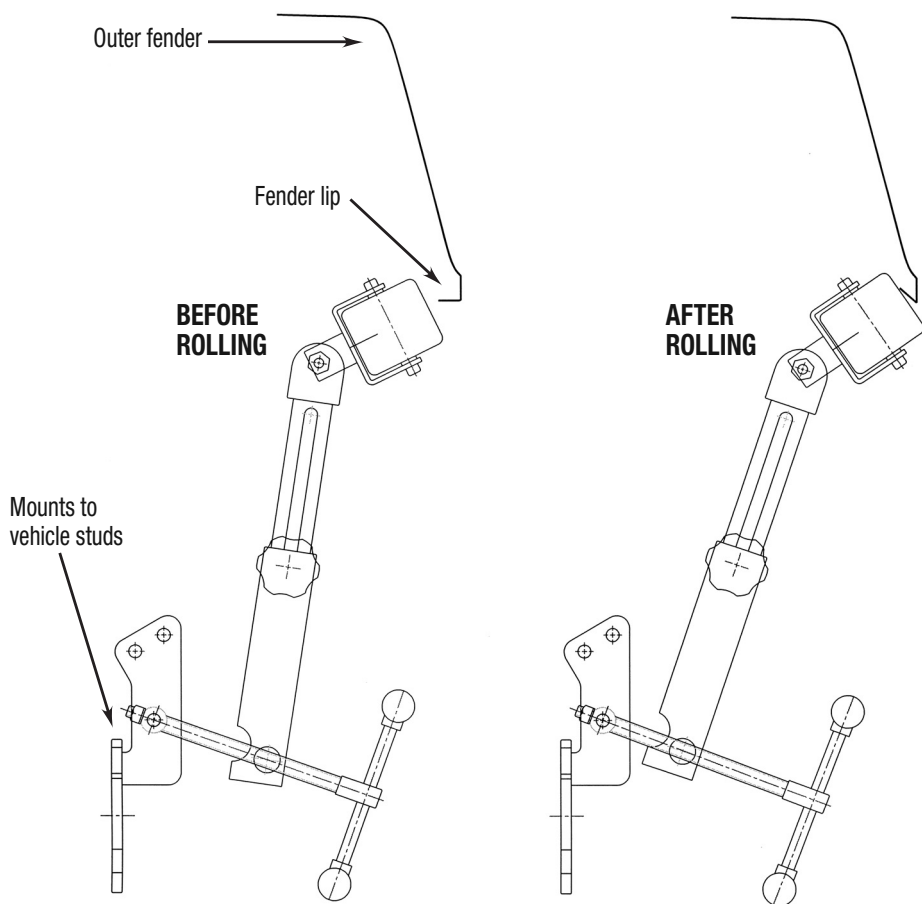
Be sure to observe all applicable safety precautions prior to and during the use of this equipment. Applicable safety precautions include, but are not limited to:

- 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



SET UP

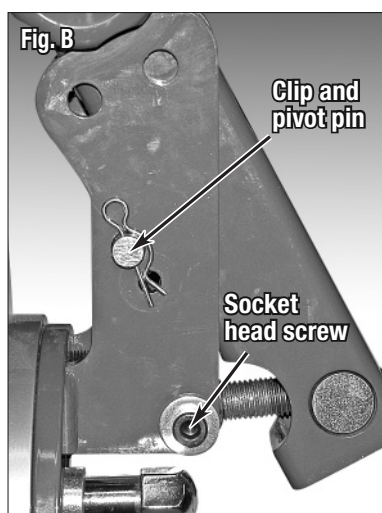
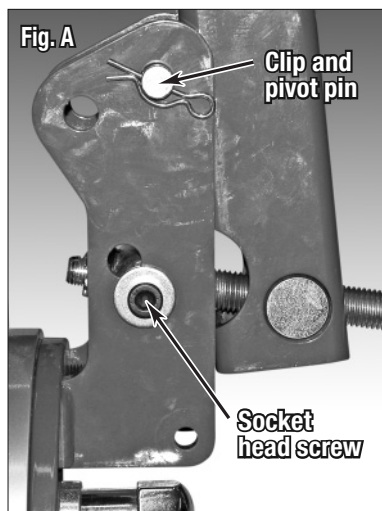
The tool is designed to allow two length configurations. It is assembled at the factory in the “long” configuration (Fig. A) which provides a 17” to 23” hub-center-to-roller distance for use on most stock height cars. It can easily be adjusted to the “short” configuration (Fig. B) which will provide 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, such as Eastwood's #43522, will greatly reduce the chance of paint cracking by allowing it to soften and flex with the metal. Using an IR thermometer, such as Eastwood #11476 or 11477, is highly recommended to avoid overheating and damaging the finish.

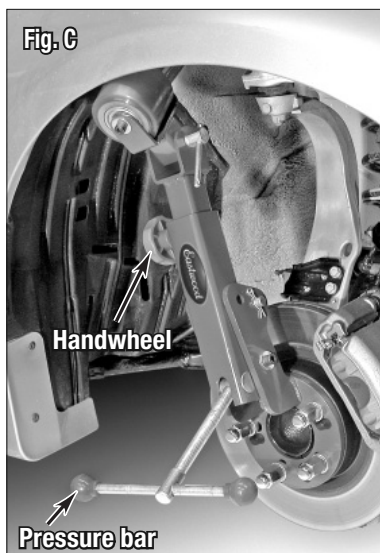
1. If paint damage does occur at the newly formed bend area, you can apply primer and touch-up paint or a coating of RTV silicone to the non-visible areas to prevent further paint lifting.
2. Raise and support either the entire vehicle or the vehicle corner on which the fender-rolling operation is to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



4. Loosen the handwheel 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 handwheel (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 Adjustment Screw) 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 – failure of the Threaded Adjustment Screw will void the Eastwood Warranty.***
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.

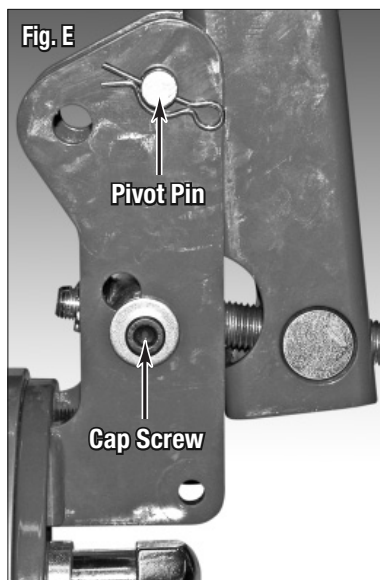
⚠ WARNING

Do not overtighten and apply excessive pressure or serious tool or fender damage could occur – *failure of the Threaded Adjustment Screw will void the Eastwood Warranty.*



OPTIONAL LARGE BOLT PATTERN ADAPTER (#25271)

1. Remove clip and pivot pin, and then remove the 2 socket head cap screws on the Adjuster Bar (Fig. E).
NOTE: The photo shows the Fender Roller in the standard or "Long" configuration for maximum reach between the hub and fender lip. Please refer to preceding #31158 Fender Roller instructions for shortening the flange to roller distance.
2. Remove the standard Mounting Plate and replace it with the Large Pattern Adapter Plate.
3. Replace the pivot pin and the 2 socket head cap screws in the appropriate holes on the side plates.
4. Replace clip and tighten screws. You are now ready to use the Fender Roller on your car or truck.



**Large-Pattern
Adapter
(#25271)**



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If you have any questions about the use of this product, please contact

The Eastwood Technical Assistance Service Department: 800.544.5118 >> email: techhelp@eastwood.com

PDF version of this manual is available online >> eastwood.com/31158manual

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