



40004
01-24-12
Rev-3

INSTALLATION INSTRUCTIONS FOR 40003 & 40004 CHEVY Cut Out Flares

TOOLS REQUIRED FOR INSTALLATION:

- 3/8" Electric Drill
- 3/16" & 1/4" Drill Bit
- Phillips Screw Driver
- C-Clamps
- Saber Saw or Metal Nibbler
- Marking Pen
- Red Oxide Primer
- Hack Saw
- Utility Knife

IMPORTANT: READ BEFORE BEGINNING INSTALLATION

Bushwacker only approves installing the 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 is not limited to using alternative installation methods, hardware, or materials. **DO NOT USE:** Loctite, SuperGlue, or similar products on the hardware or the flares.

Verifying Fit – Flares should be held to the vehicle surface to verify correct type and fit BEFORE beginning installation or painting. Small fit adjustments can be made by trimming (filing, sanding or scraping) excess plastic.

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 shoulders from contacting flare.

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.

FLARE INSTALLATION PROCEDURES

Step 1: Painting

It is recommended that painting (when desired) be done prior to installation.

- (A) Sand (optional) before application of paint.
- (B) 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 painting.
- (C) Paint flares and gimp trim using a high quality lacquer, enamel, or polyurethane automotive paint. Application of a primer coat is optional.

Step 2: Preparing the Work Area (Front and Rear)

- (A) Support and remove wheel using jack and jack stands.
- (B) Remove wheel well trim within 4" of the rim.
- (C) Remove lower body side moldings on front fenders and rear quarter panels (including vertical moldings next to marker lights).
- (D) On 73-80 vehicles, remove and save marker light assembly (unplug light from housing) and nut clips.

Step 3: Marker Light Relocation

Marker light relocation procedures for the years 73 through 80 are different than those for the years 81 through 87.

Modifications for the years 1973-80

- (A) Mark and cut out a rectangle using the dimensions in Illustration #2. Corners can be drilled using 1/4" bit.
- (B) Place marker light in hole and mark fastener locations.
- (C) Drill fastener locations with 3/16" bit.
- (D) Replace marker light assembly using original fasteners.

Modifications for the years 1981-87

- (A) Place flare in wheel well opening and mark flare where light intersects.

- (B) Cut out flare between marked line to depth of marker lights.

Step 4: Cutting Sheet Metal (Front and Rear)

- (A) Using Illustration #1 or 4 for reference dimensions, mark a point out from the lower front and rear of the existing wheel well opening.
- (B) Place appropriate flare on fender and line up with marks. Use center portion of wheel well as the stop for inner flange of flare. Using inner edge of flare as a guide, draw a line from marks up to wheel well trim.
- (C) Cut outer and inner fender sheet metal along line drawn in Step 4B and remove sheet metal. **Do not cut** the inner wheel well which is bolted to the inner fender sheet metal. Check flare fit and trim where necessary.
- (D) Treat all exposed metal with red oxide primer.
- (E) Replace moldings and mark a line where flare edge intersects molding.
- (F) Cut moldings along line marked in Step 4D.

Step 5: Installation

- (A) Position flare into cut-out wheel opening. Make sure flare is in correct position at lower front and rear. Verify that marker light hole is fully covered on 73-80 vehicles and flare contour matches sheet metal.
- (B) Drill all holes in sheet metal with furnished drill bit using the 3/16" pre-drilled holes as a guide. See Illustration #1 and 4 for drilling/riveting sequence.
- (C) Secure all Drill Screws through cap base, flare, and gimp. (See Illustration #3)
- (D) Drill and rivet flare to fender at 3 locations along uncut portion of fender roll-under and at 2 locations beneath each flare end. No caps or bases are used in these areas.
- (E) Press trim caps onto Drill Screw bases.

