



STEP 1 – PRIOR TO INSTALLATION

- A) 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.
- B) Fit:** Verify the fit of the flares to vehicle. (Some filing, sanding, or cutting may be necessary to ensure proper fit).
- C) Painting:** (Optional) if paint is desired it must be done prior to installing flares on 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. Application of plastic adhesion promoter for ABS plastic as per your paint system manufacturer's recommendations is required. Paint flares using a high quality enamel, or polyurethane automotive paint. If painting edge trim (not recommended), use a flex additive.
- D) 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.
- E) 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)
- F) Metal Protection:** All exposed fasteners and bare metal should be treated with rust resistant paint **BEFORE** installing flares. Spray inner fender wells with undercoating **AFTER** flare attachments have been completed.
- G) Decals:** Flares may interfere with existing decals on vehicle. If you wish, remove decals prior to installation of flares.
- H) Care & Cleaning:** Bushwacker fender flares are built to last; any detergent you use to wash your vehicle is sufficient to clean the flare. Do not use any harsh abrasive detergents.

Chevrolet/GMC Cut-Out™ Fender Flares Front Pair

Front Part #40051-02

Rev-9 1/28/2016

For complete fitment info visit : www.bushwacker.com

TOOLS FOR EASY INSTALLATION:

- Electric Drill
- 3/16" Drill Bit
- Socket Driver
- Hammer
- Angle Grinder
- Cut Off Wheel
- Flat Blade Screw Driver
- #2 Phillips Bit and Driver

PLEASE READ: Dirt and debris can become lodged between the fender flares and the vehicle's fenders, causing scratching and paint wear from vibration. Lund International is not responsible for any damage, and the installation of our fender flares is done with the buyer's understanding that this scratching and paint wear may occur.

LIMITED LIFETIME WARRANTY AGAINST ANY MANUFACTURING DEFECTS

- To claim a warranty, you must provide Proof of Purchase.

Included in Hardware Kit:

1.



RV1-P001,
1/4" Black Nylon
Retainer,
8 pcs

2.



SW1-0045,
#14-14 x 1"
Torx Screw,
16 pcs

3.



SP1-0009,
3/8" x 5/8" x .187"
Neo Black Spacer,
16 pcs

4.



SW1-0052,
T-45 Torx Bit,
1 pc

5.

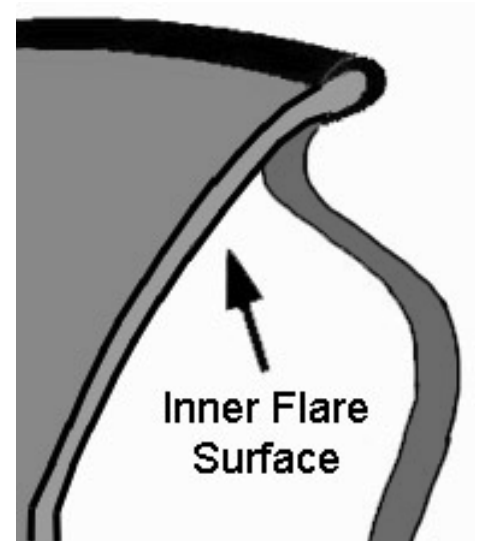


GP1-0008,
Duro (NC02/S 70)
Edge Trim,
150 inches

STEP 2 - EDGE TRIM INSTALLATION

A. Applying the adhesive side of the edge trim (GP1-0008) to the inner side of the flare, affix the edge trim to the top edge of the flare (the portion that comes in contact with the vehicle).

B. Press edge trim into place along the top edge of the flare in one-inch increments.



Front Flare Installation Procedures (Passenger Side):



Remove factory flare using a flat blade screwdriver to pry up the head.



Remove three factory fasteners from the inner splash shield. Save *factory fasteners* for reinstallation.



Pull splash shield forward out of the way of the wheel well.



At rear of front fender, measure back from the bottom of fender well opening 1.25" and make a mark.

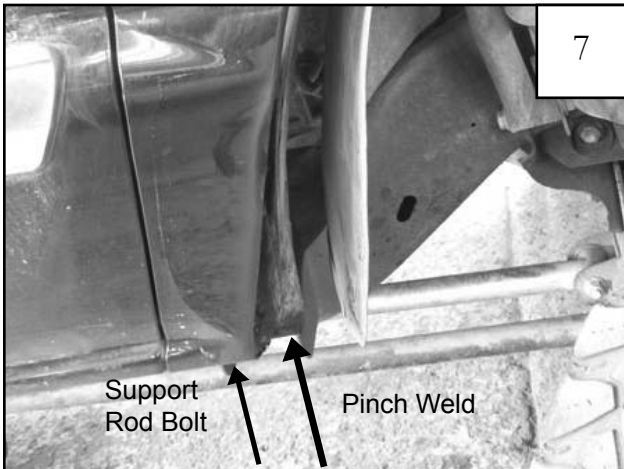
Front Flare Installation Procedures (Driver's Side):



Run a piece of masking tape vertically from 0" at body line to 1.25" mark made in previous step.



Starting at the bottom inside of the fender, cut through the inner and outer portion of the fender using a cutoff wheel and taking care not to cut into the bottom corner of the cab (behind the 1/4" foam insulation pad).



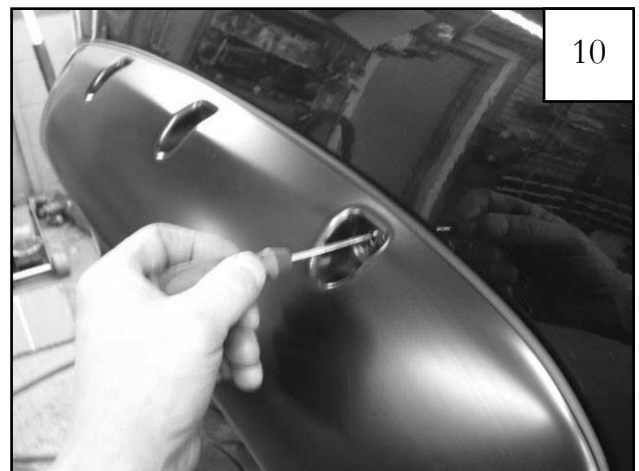
Once the sheet metal is removed, take a hammer and roll over 5.5" of the bottom of the pinch seam of the cab and any inner fender. Deburr edges and seal with primer. Remove bedside support rod bolt at lower rear of the wheel well. Reinstall splash shield using factory hardware.



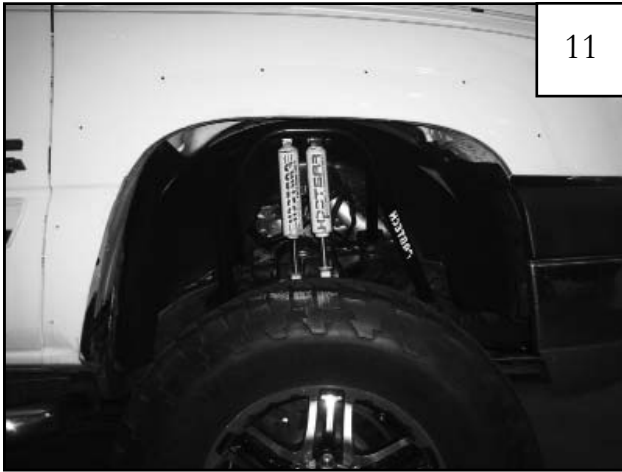
Holding the flare up to vehicle, align the holes of the flare with the factory holes in the wheel well.



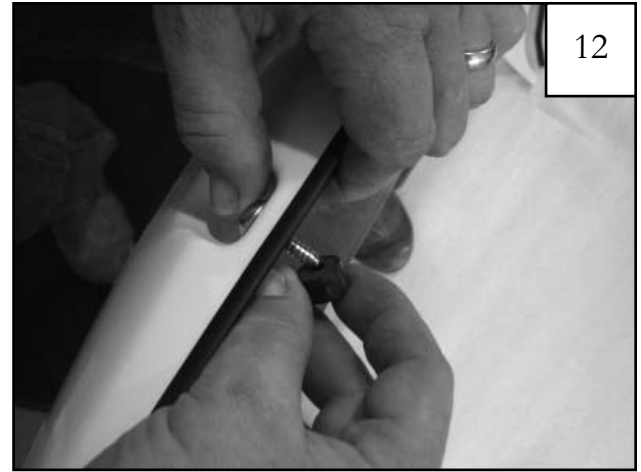
Position flare using supplied Retainers (RV1-P001) through factory holes. *Do not fully fasten as flare will be removed after marking for drilling.*



Mark through the pocket holes in the flare and onto the fender.



Remove the flare. Using a 3/16" drill bit, drill through the marks made in previous step.



Install a supplied Screw (SW1-0045) through each pocket hole in flare and thread a Spacer (SP1-0009) over the end.



Using the supplied Torx Bit (SW1-0052), tighten the Spacer so the end of the Screw is visible.



Position flare on vehicle and reinstall Retainers (RV1-P001) .



Using the supplied Torx Bit (SW1-0052), install Screws (SW1-0045) through 3/16" holes drilled in Step 11. *Do not overtighten Screws. Overtightening will not allow the flare to expand and contract with temperature changes after installation and may deform the part.*



Reinstall factory support rod bolts through the 3/8" holes in flare and secure, making sure not to overtighten and crush flare.
Front flare installation complete.