10912
04-05-10
Rev-9

INSTALLATION INSTRUCTIONS
Jeep Cherokee 2-Door XJ Jeep Comanche
CUT OUT® FLARE 10912-07

TOOLS REQUIRED FOR INSTALLATION:

- Hand Drill
- 3/16” Drill Bit
- # 2 Phillips Bit and Driver
- Cut off wheel
- Angle Grinder
- Bit extender (for Torx self tapping screw installation)
- Reciprocating saw
- 10mm Socket and Ratchet
- Scissors/utility knife
- 1/4" Tape
- T45 Torx Bit

FLARE INSTALLATION PROCEDURES

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.

Step 1: Painting (Optional)

It is recommended that painting be done prior to installation.

(A) 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.
(B) Sand outside of flares with 320 grit sand paper and wipe clean with a high-grade degreaser.
(C) Paint flare with adhesion promoter in two light coats; allow 5 minutes flash time between coats. Let second coat dry for 15 minutes before applying primer, sealer, or topcoat. If adhesion promoter is allowed to dry for more than 4 hours, reapply adhesion promoter.
(D) Paint flare with a high build primer.
(E) **Flex additive must be added to prevent paint cracking** Paint flares using a high quality enamel, or polyurethane automotive paint and clear coat.

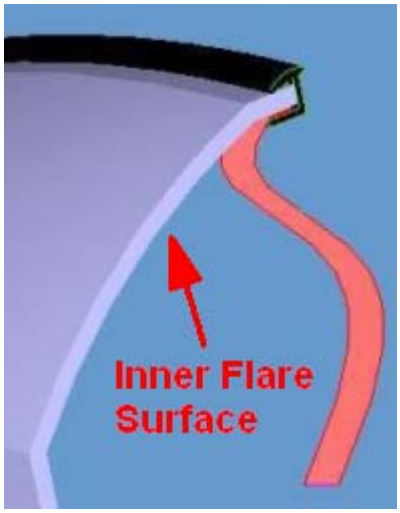

Illustration #1

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

(A) Remove factory fender trim and mud flaps (when installed).

Step 3: Edge Trim Installation (See Illustration #1)

(A) Peel two to three inches of red vinyl backing away from edge trim tape. Applying the adhesive side of the edge trim 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). **See Illustration #1**.
(B) Press edge trim into place along the top edge of the flare in one-foot increments, pulling red vinyl backing free as you continue to work your way around the top edge of the flare.

Step 4: Front Fender Cutting

(A) Remove factory flares.

(B) Mark a tapeline horizontally from bottom of headlight bezel to the insid of fender well opening. Remove the sheet metal below this line using reciprocating saw. **(SEE ILLUSTRATION # 3)**

(C) Starting at bottom of headlight bezel, measure in 5” and mark a line on the fender. Run a tapeline from mark on fender to a point tangent to the wheel well opening**. (SEE ILLUSTRATION # 3)**

(D) Starting at bottom back edge of fender measure in 5-1/4”, mark a line, then run a tapeline from mark on fender vertically to a point tangent to the wheel well opening. **(SEE ILLUSTRATION # 3)**

(E) Using the tapeline as a guide, starting at bottom of the fender cut along tapeline using a reciprocating saw.

(F) Trim inner plastic liner to match outer contour of wheel well opening. **Deburr edges and Seal with primer or undercoating**

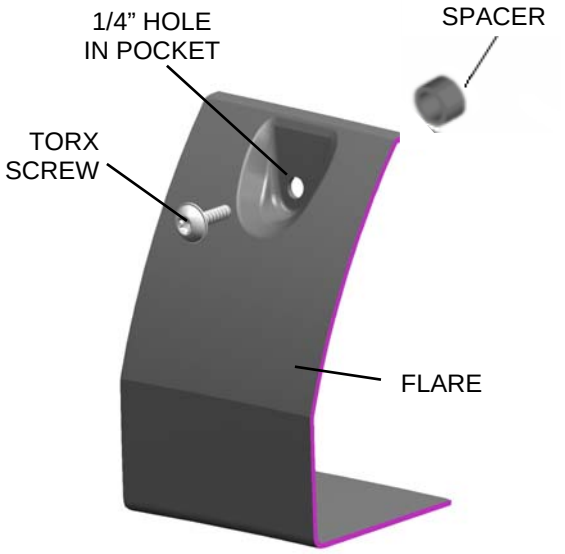

ILLUSTRATION # 3

Step 5: Front Flare Installation

(A) Hold the flare up to vehicle, press firmly and mark the hole locations onto the vehicle fender using the 1/4” holes in the flare as a guide.

(B) Now remove the flare.

(C) Using 3/16” drill bit, drill each mark.

(D) Place a supplied Torx screw through hole in pocket. Place a 3/8” thick spacer on the screw from the back side of the pocket. Threads must protrude through spacer for proper attachment of flare. Repeat this step for all pockets. **(SEE ILLUSTRATION # 2)**

(E) Holding the flare into position on the fender, align the screws with the holes drilled in Step 5C. **(Note: All spacers must be installed prior to installation of flare)**

(F) Start each screw with a T45 Torx® bit in each pocket but do not tighten until all screws have been started.

(G) Tighten each screw so that the flare is snug against the vehicle body. **(Use Caution: Do not over tighten the screws. Use a torque setting of 24 inch/ounces.)** Over tightening will not allow the flare to expand and contract with temperature changes after the flare is installed, and may strip out the sheet metal.

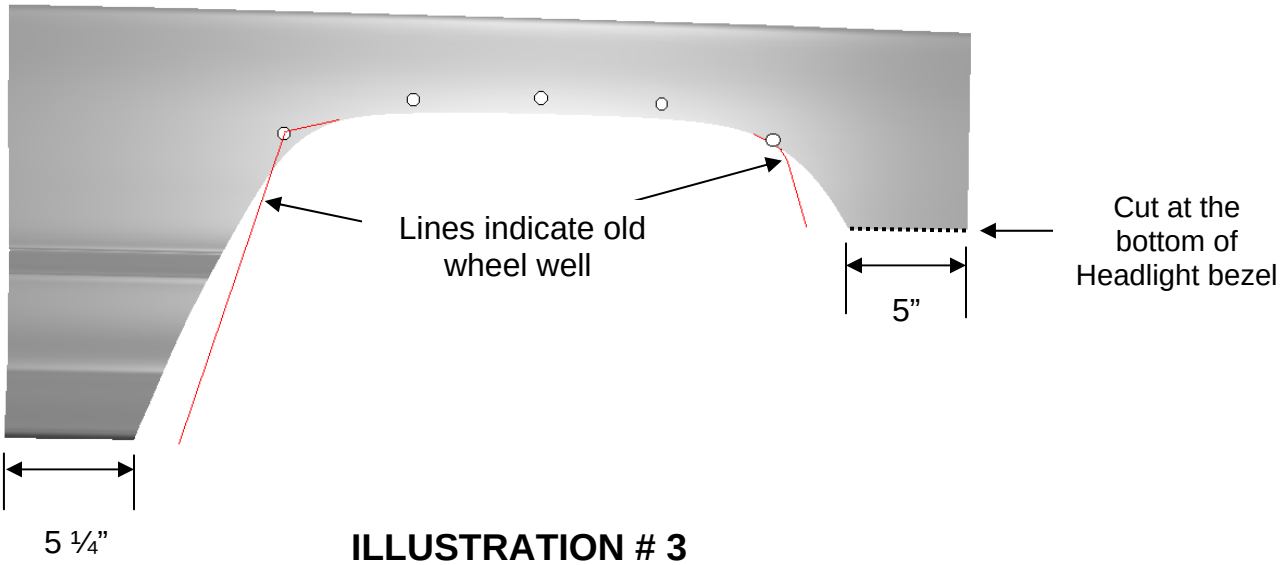

ILLUSTRATION # 3

NOTE THAT GREY ILLUSTRATION IS HOW SHEET METAL SHOULD LOOK AFTER CUTTING

Step 6: Rear Fender Cutting (CHEROKEE 2-DOOR XJ)

(A) Remove factory flares.
(B) Make a mark 11-1/2" in from the back end of fender sheet metal. From that mark, run a tapeline to a point tangent to the wheel well opening. **(SEE ILLUSTRATION # 4)**
(C) Make a mark 10-1/2" back from the door edge opening. From that mark, run a tapeline to a point tangent to the wheel well opening. **(SEE ILLUSTRATION # 4).**
(D) Using the tapeline as a guide, starting at bottom of wheel well opening, cut along tapeline using a reciprocating saw. **(SEE ILLUSTRATION # 4).**
(E) **Deburr edges and seal with primer caulking and undercoating.**

Step 7: Rear Flare Installation (CHEROKEE 2-DOOR XJ)

(A) Hold the flare up to the vehicle, press firmly and mark the hole locations onto vehicle fender using the 1/4" holes in the flare as a guide.
(B) Now remove the flare.
(C) Using 3/16" drill bit, drill each mark.
(D) Place a supplied torx screw through hole in pocket. Place a **3/8**" thick spacer on the screw from the back side of the pocket. Threads must protrude through spacer for proper attachment of flare. Repeat this step for all pockets. **(SEE ILLUSTRATION # 2)**
(E) Holding the flare into position on the fender, align the screws with the holes drilled in Step 7C. **(Note: All spacers must be installed prior to installation of flare)**
(F) Start each screw with T45 Torx® bit in each pocket but do not tighten until all screws have been started.
(G) Tighten each screw so that the flare is snug against the vehicle body. **(Use Caution: Do not over tighten the screws. Use a torque setting of 24 inch/ounces.)** Over tightening will not allow the flare to expand and contract with temperature changes after the flare is installed, and may strip out the sheet metal.

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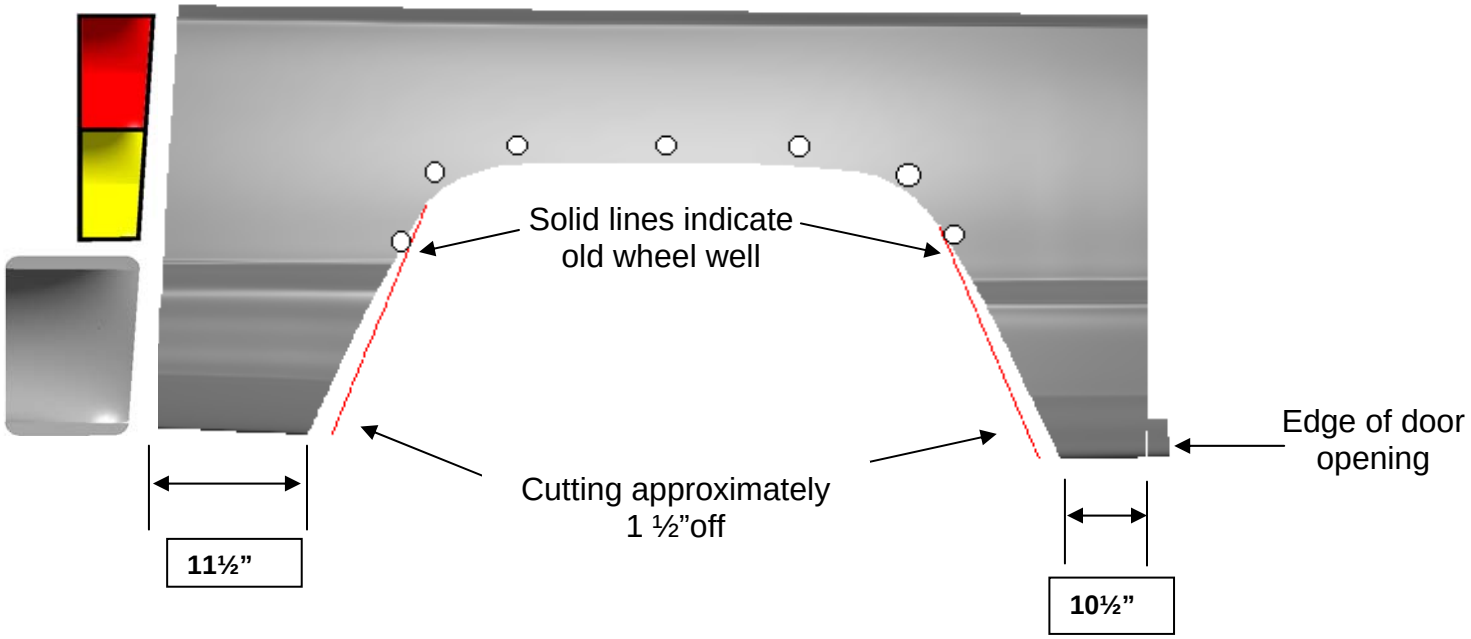

ILLUSTRATION # 4

Step 8: Rear Bed Cutting (COMANCHE ONLY)

(A) Remove factory flares.
(B) Make a mark 26-1/2" in from the back end of bed on long bed. (On short bed 20"). From that mark, run a tapeline to a point tangent to the wheel well opening. **(SEE ILLUSTRATION # 5)**
(C) Make a mark 26" back from the front edge truck bed on long bed. (On short bed 20"). From that mark, run a tapeline to a point tangent to the wheel well opening. **(SEE ILLUSTRATION # 5).**
(D) Using the tapeline as a guide, starting at bottom of wheel well opening, cut along tapeline using a reciprocating saw. **(SEE ILLUSTRATION # 5).**
(E) **(Deburr edges and seal with primer and undercoating)**
(F) On Comanche long bed the gas filler door has to be cut. Hold the flare up to the vehicle, press firmly and mark on the outside of the flare over gas filler door. From this line, measure ¼" in and mark a line. Using the mark line as a guide, cut along mark line using a reciprocating saw.

Step 9: Rear Flare Installation (COMANCHE ONLY)

(A) Hold the flare up to vehicle, press firmly and mark the hole locations onto the vehicle fender using the 1/4" holes in the flare as a guide.
(B) Now remove the flare.
(C) Using 3/16" drill bit, drill each mark.
(D) Place a supplied Torx screw through hole in pocket. Place a **3/8**" thick spacer on the screw from the back side of the pocket. Threads must protrude through spacer for proper attachment of flare. Repeat this step for all pockets. **(SEE ILLUSTRATION # 2)**
(E) Holding the flare into position on the fender, align the screws with the holes drilled in Step 9C. **(Note: All spacers must be installed prior to installation of flare)**
(F) Start each screw with a T45 Torx® bit in each pocket but do not tighten until all screws have been started.
(G) Tighten each screw so that the flare is snug against the vehicle body. **(Use Caution: Do not over tighten the screws. Use a torque setting of 24 inch/ounces.)** Over tightening will not allow the flare to expand and contract with temperature changes after the flare is installed, and may strip out the sheet metal.

NOTE THAT GREY ILLUSTRATION IS HOW SHEET METAL SHOULD LOOK AFTER CUTTING

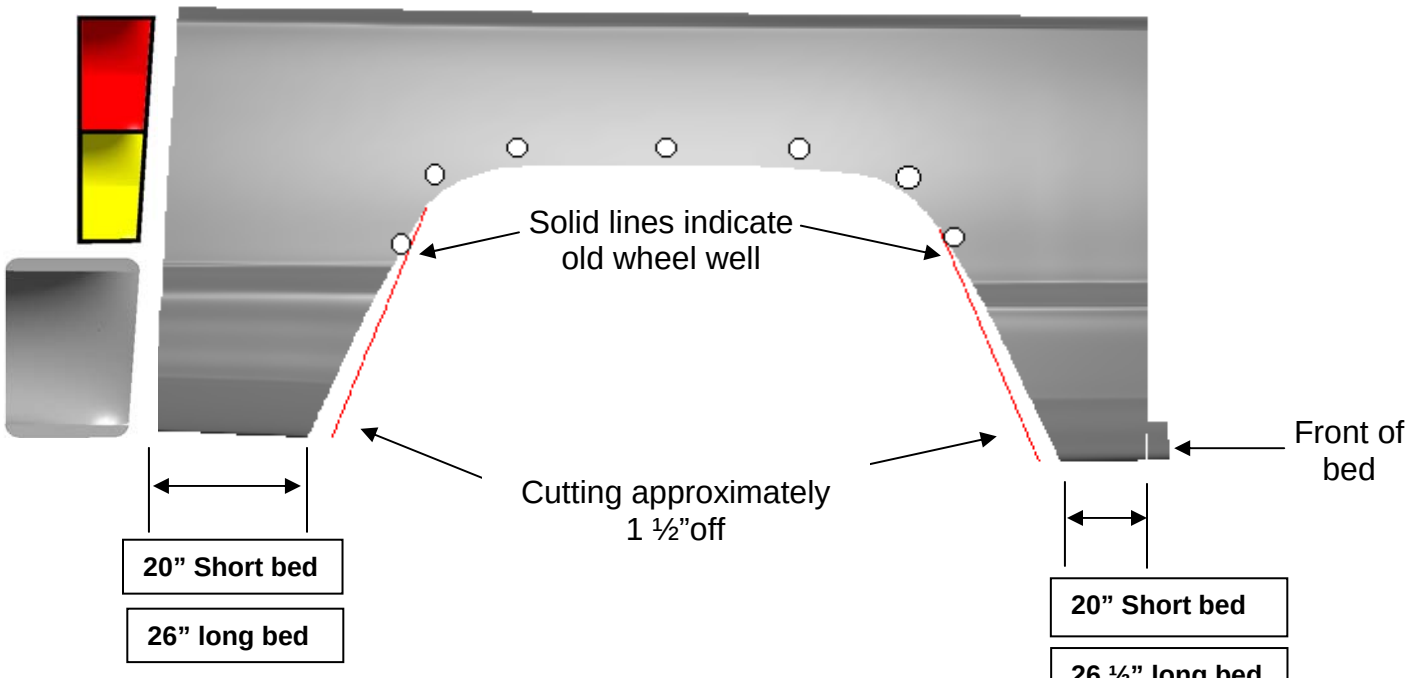

ILLUSTRATION # 5

Step 10: Seating Edge Trim

(A) Using supplied Edge Trim Tool, seat edge trim against vehicle by hooking curved end under edge trim at one end of flare. Next, slide around outer edge of flare to the other end. **See Illustration #6.**
(B) Using flat end of supplied Edge Trim Tool, seat edge trim against flare by inserting straight end between edge trim and flare at one end. Next, slide around entire edge to the other end. **See Illustration #7.**

Illustration #6

Illustration #7