

Ford Cut-Out™ Fender Flares Rear Pair

Rear Part #21008-11
Rev-8 10/22/2013

For complete fitment info visit : www.bushwacker.com

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.

TOOLS FOR EASY INSTALLATION:

- 3/8” Drill
- 3/32” Drill Bit
- 5/16” Drill Bit
- Pop Rivet Gun
- #2 Phillips Head Screwdriver
- Sheet metal cutting Tool
- Cresnet Wrench
- Grease Pencil or Marking Pen
- Jack & Jack Stands (2)
- Right and Left Hand Aviation Tin Snips
- C-Clamps (2) or Vise Grips (2)
- Tube of Silicone

LIMITED LIFETIME WARRANTY AGAINST ANY MANUFACTURING DEFECTS

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

Included in Hardware Kit:

- | | | | | | |
|---|---|---|---|--|---|
| 1. | 2. | 3. | 4. | 5. | 6. |
|  |  |  |  |  |  |
| SW1-0066,
#8 x 5/8” Phillips
PH Drill Screw,
28 pcs | RV1-S001,
1/8” Dome Head
Steel Pop Rivet,
4 pcs | WA1-0001,
1/8” Steel
Backup Washer,
4 pcs | SC1-0001,
Black FF
Snap Cap,
20 pcs | SC1-0003,
3/32” FF Plastic
Cup Washer,
20 pcs | GP1-0015,
Gimp

1 pc |

Flare Installation Procedures:

STEP 2 - Disassemble (Rear):

- A) Jack up vehicle and remove tire. Don't forget to use a jack stand.
- B) Remove wheel well trim and side moldings (If so equipped)
- C) Remove lower support bracket fasteners at front and rear opening. Retain fasteners for reinstallation.
- D) Remove both wheel well liners. Retain fasteners for reinstallation.

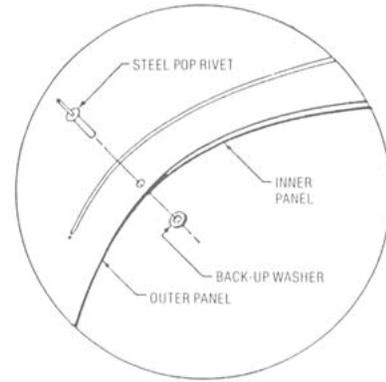


Illustration #1

STEP 3 - Cutting Sheet Metal (Rear):

- A) Mark a line 2-1/4" back (front and rear) at lower legs of wheel well opening. NOTE: *When installing 21008 on a 1989 model, mark line is 1-1/2" instead of 2-1/4".* Place flare over sheet metal. Align lower inside edges with reference lines on sheet metal. Be sure bottom edges (front and rear) are snug with turn under sheet metal. Hold in place, using inner edge as a guide, and mark a line on sheet metal all the way around. Remove flare and mark a line 1/4" above line just drawn. This will be the cut line.
- B) Cut out sheet metal all the way around cut line. Bend sheet metal down slightly. This will reveal an inner panel at the top. Cut this panel in line with out panel. Remove cut-away sheet metal. You will note that the inner panel is no longer attached to the outer sheet metal. To reattach, locate triangular shaped flat area at each end of inner panel. Drill from inside of wheel well out through both panels in these two locations. Use supplied Steel Pop Rivets (RV1-S001) to scure panels together. **See Illustration #1**



Illustration #2

STEP 4 - Flare Attachment (Rear):

- A) Hold and press flare into wheel well opening and check fit. If necessary, trim more sheet metal to accommodate flare.
- B) Hold flare in place. From inside wheel well, mark location of support rod holes into flare. remove flare and drill 5/16" holes at marked locations.
- C) Fit flare tightly into fender well opening, making sure flare contour matches sheet metal contour. Use predrilled 1/4" holes in flare to serve as drill guides to drill 3/32" holes in fender sheet metal. Wrapped tape depth stop will prevent damage to flare by drill chuck when drilling through sheet metal. **Illustration #2**
- D) With everything ready, Using a #2 Phillips Head screwdriver, install supplied screws (SW1-0066) through supplied cup washers (SC1-0003) and flare and into sheet metal using attaching sequence shown in **Illustration #3**. Note: *Cup washers are applied to outer screw pockets only.*

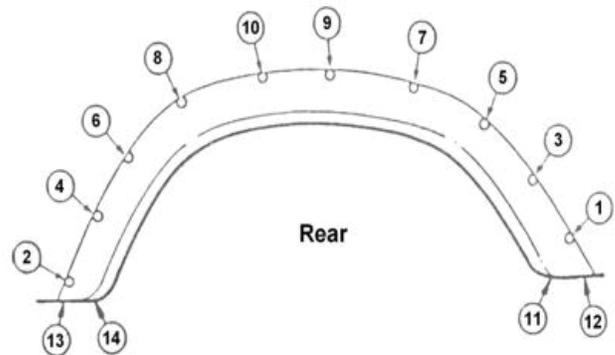


Illustration #3

STEP 4 - Continued (Rear):

- E)** Continue attaching sequence while maintaining tight contact between flare and sheet metal. Finish attaching with two front and two rear underside supplied screws (SW1-0066). **Do not over tighten screws.**
- F)** Press supplied snap caps (SC1-0001) onto outer flare screw heads. **See Illustration #4.**
- G)** Swing support brackets into position and reattach using original fasteners.
- H)** Reinstall wheel well liners, using original fasteners and fastening points. Tuck any protruding liner under the flare. Trim Body Side Moldings (if so equipped) to fit flush with flare and reattach.

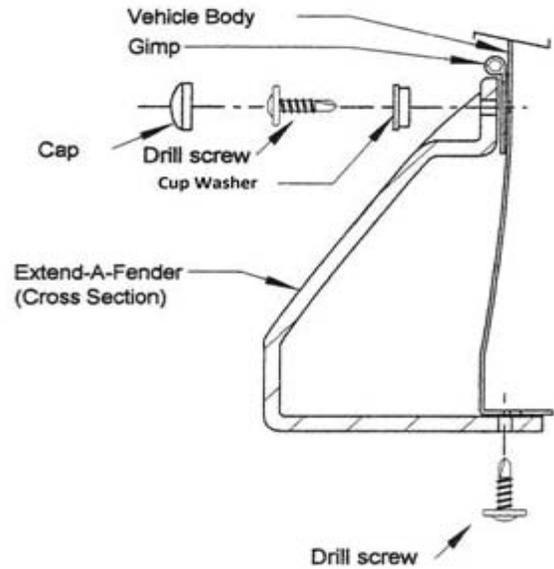


Illustration #4