

Jeep Cherokee

84-96 4 Door XJ

Set Part # 10911

Revision K 6-26-07



TOOLS FOR EASY INSTALLATION

- Adhesive Remover (optional)
- Electric Drill
- 5/32" Drill Bit
- Grease Pencil
- Angle Grinder
- Reciprocating Saw
- Cut Off Wheel
- #2 Phillips Bit
- Hammer
- 10 mm Socket
- 7 mm Socket
- Awl

Step 1:

Prior to Installation:

- A) **Fit:** Verify the fit of the flares to vehicle. **(Some filing, sanding, or cutting may be necessary to ensure proper fit).**
- B) **Painting:** (Optional) if paint is desired it must be done prior to installing flares on the 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. Paint flares using a high quality enamel, or polyurethane automotive paint. (Application of a primer coat is optional) If painting edge trim (not recommended), use a flex additive.
- C) **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.
- D) **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)
- E) **Metal Protection:** All exposed fasteners and bare metal should be treated with red oxide primer BEFORE installing flares. Spray inner fender wells with undercoating AFTER flare attachments have been completed.

NOTE: THESE INSTRUCTIONS INVOLVE CUTTING THE FENDERS OF THE VEHICLE. IT IS IMPORTANT TO READ ALL INSTRUCTIONS PRIOR TO CUTTING AND INSTALLATION OF FLARES.

IMPORTANT NOTE IF INSTALLING THIS APPLICATION ON A 96-UP VEHICLE: YOU WILL NEED TO MODIFY THE REAR BUMPER COVER AND TAKE CAUTION NOT TO DRILL THE WASHER FLUID RESERVOIR ON THE FRONT DRIVER SIDE.

FLARE INSTALLATION PROCEDURES

Step 2: Preparing the Work Area

- A) Remove factory flares, fender trim, mud flaps and mud flap brackets (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.

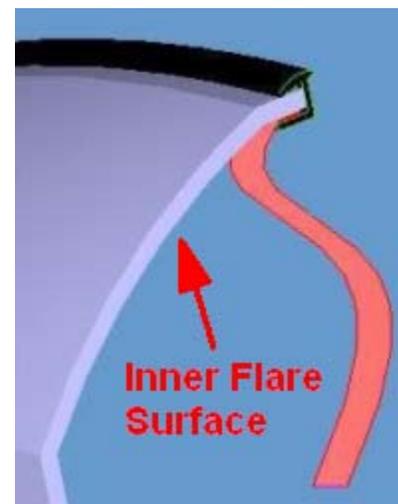


Illustration #1

Step 4: Front Fender Cutting and Installation (See Photos #1 through #29)



1
Remove the front factory flare starting with the lower rear factory fastener, using a 7mm socket.



2
Using a 10mm socket, remove the factory fastener located inside the top front of the fender well.



3
Using a 10mm socket, remove two factory fasteners underneath bumper on either side. Remove fascia piece.



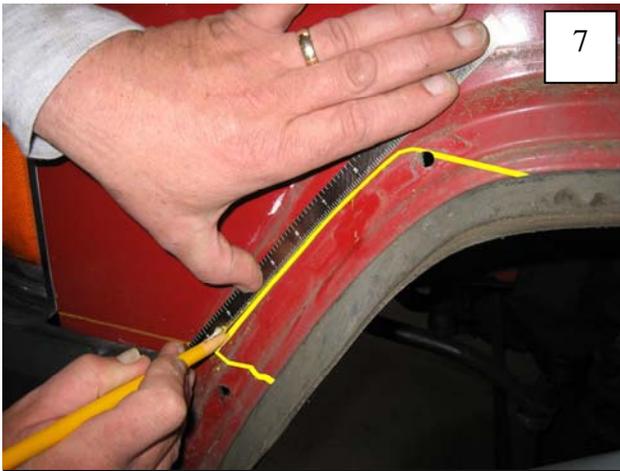
4
Apply adhesive remover to the Cherokee emblem for ease of removal. Using a putty knife, carefully remove the Cherokee emblem, taking caution not to scratch the paint.



5
Using a grease pencil, make a horizontal line horizontally from the bottom of the headlight bezel to the inside of the fender well opening.



6
Starting at the bottom of the headlight bezel, measure in 5" and mark a line on the fender.



7

Trace a line from the mark made in Step 6 up along the contour to the third factory hole (counting from bottom front). From there, angle the line toward the edge of the fender.



8

Starting at the edge of the door seam, measure in (towards fender well opening) 5-1/4" and make a mark.



9

Trace a line from the mark made in Step 8 up along the contour to the third factory hole (counting from bottom rear). From there, angle the line toward the edge of the fender.



10

Starting at bottom rear of fender, cut along lines using a reciprocating saw or grinder. Note: it is helpful to use a block of wood to separate the fender from the splash guard, which will be trimmed later.



11

Cut along the horizontal line made in Step 9.



12

Cut along the line made at the front of the fender, starting at the top. Note: Use a block of wood to separate the fender from the splash shield and to protect the bumper.



13

Cut along the horizontal line made in Step 7.



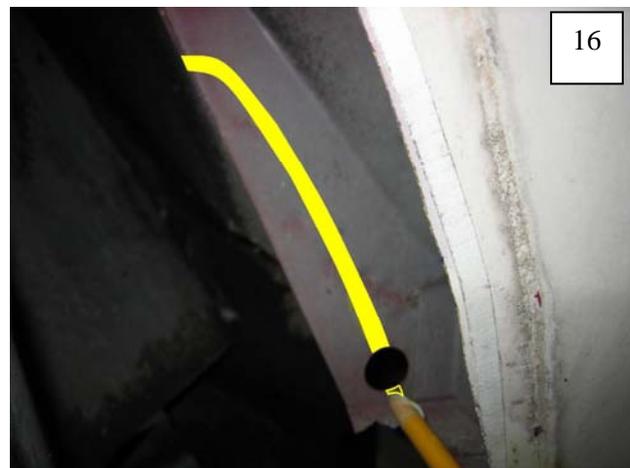
14

Carefully cut along the line parallel to the bottom of the headlight bezel, taking care not to cut the bezel or the bumper.



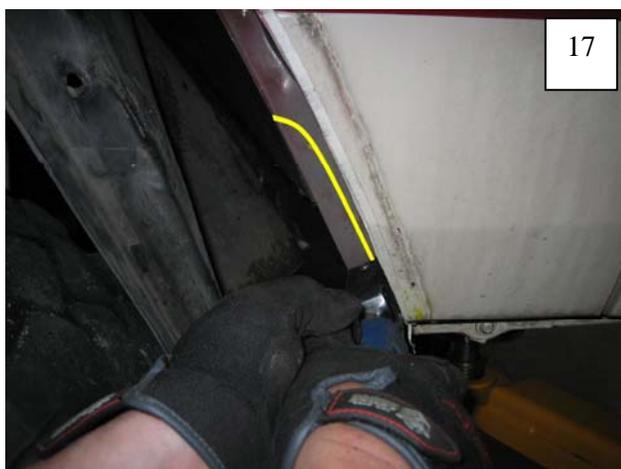
15

Carefully cut lower sheet metal strut attached to fender.



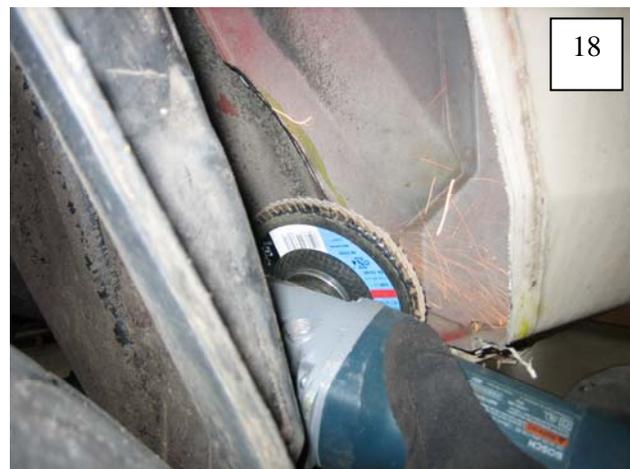
16

At the rear of the front fender, using the cut sheet metal edge as a guide, mark the inner sheet metal structure to match.



17

Using a reciprocating saw, cut away the inner sheet metal as marked in Step 16.



18

Grind the sheet metal back so that it is in line with the cut fender.



19

Trim the plastic splash guard to match the contours of the sheet metal.



20

At the front of the splash shield, draw a line from the area cut in Step 19 down to the plastic grommet, taking care not to cut through the grommet. Trim on this line.



21

Fold the remaining flap under the bumper.



22

The fender should look like this. Some additional grinding may be needed. Optional: use caulking to seal all cut edges and seams.



23

Hold the Front Flare in place on the fender, pressing firmly. Using the holes in the part as a guide, mark hole locations on fender (9 places).



24

Drill marks with a 5/32" bit.



25

Place a supplied washer onto a supplied Torx head screw.



26

Insert screw and washer through each pocket in flare.



27

Place a 3/8" thick rubber spacer on each screw from the backside of the pocket. Threads must protrude through spacer for proper attachment of flare. All spacers must be installed prior to installation on fender.



28

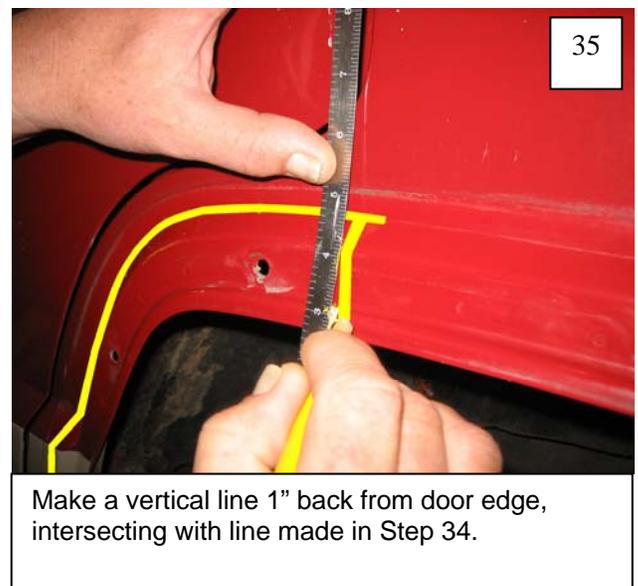
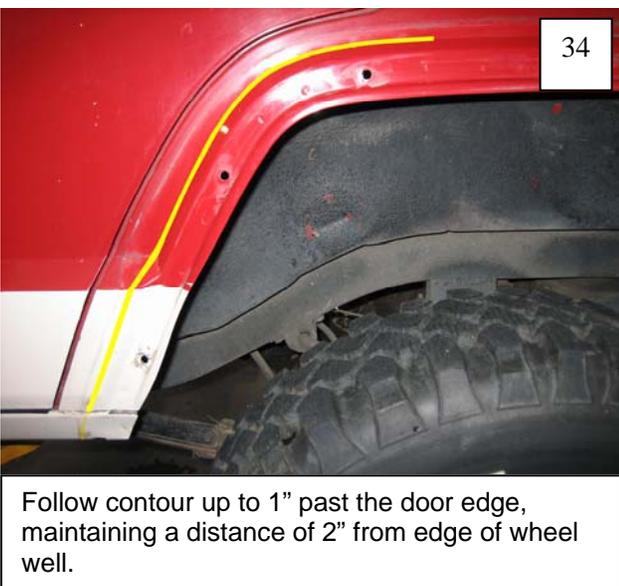
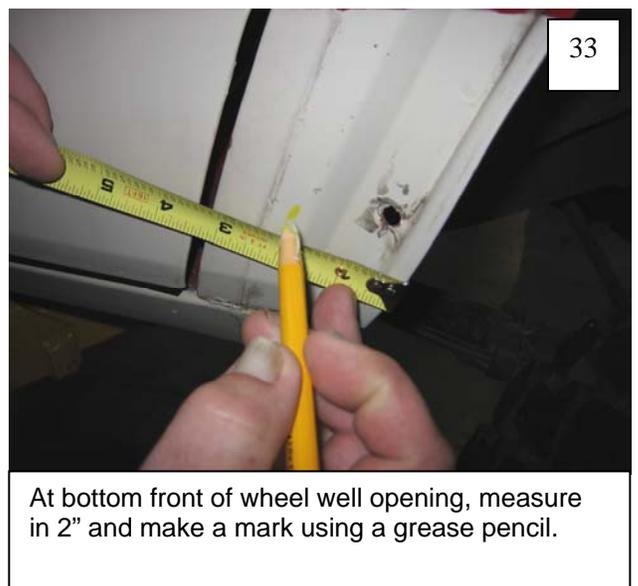
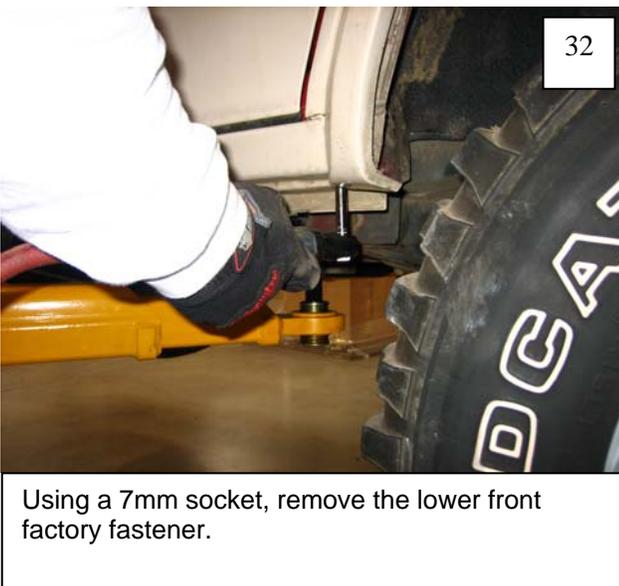
Start each screw with supplied Torx bit in each pocket but do not tighten until all screws have been started. **Over-tightening screws may cause them to strip! Use a Torque setting of 90 inch/ounces.**



29

Optional: To secure splash shield, drill a hole and use a zip tie to attach it to the bumper.

Step 5: Rear Fender Cutting and Installation (See Photos #30 through #63)





36

At bottom rear of wheel well opening, measure in 1-5/8" and make a mark.



37

Trace a line from the mark made in Step 36 up along the contour to the third factory hole (counting from bottom rear). Drop line down to intersect hole.



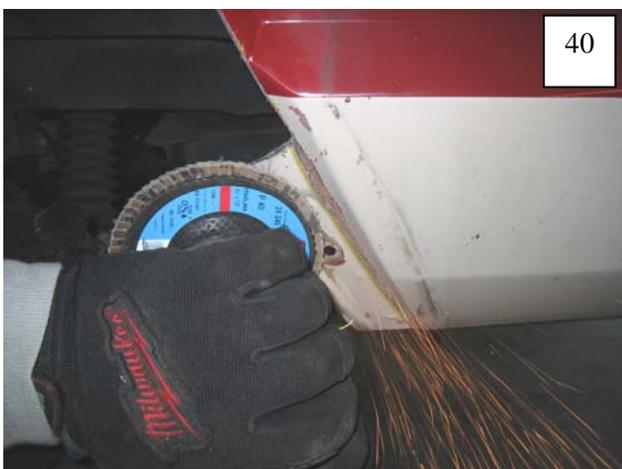
38

Measure up 3/8" from edge of fender well, intersecting with line made in Step 35 and mark a line continuing along edge of fender until intersecting with line made in Step 37.



39

Starting at top of fender, cut along lines using a reciprocating saw or cut-off wheel.



40

Along rear fender well edge, take care not to cut through weld seam. Cut close to seam, then grind back.



41

The weld seam should look like this.



42

Along front fender well edge, cut through sheet metal down to the flare-out feature at the bottom.



43

Carefully cut only the outer sheet metal layer from the flare-out feature down, leaving the inner sheet metal layer intact.



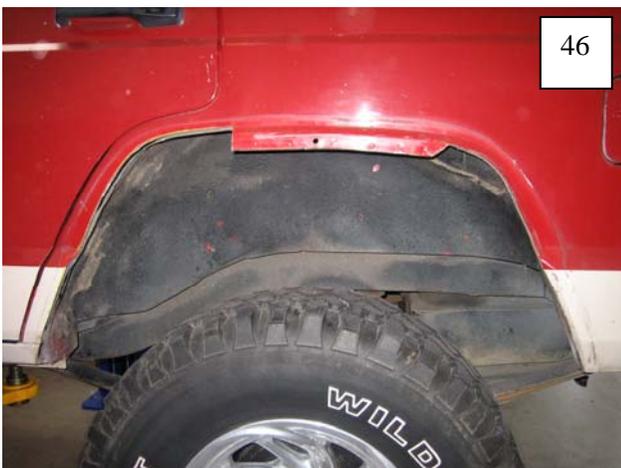
44

Using a hammer or mallet, pound the inner sheet metal layer over the seam.



45

Grind back excess metal as needed. Trim the inner wheel well to match the contours of the sheet metal.



46

The fender should look like this. Some additional grinding may be needed. Optional: use caulking to seal all cut edges and seams.



47

Open door. Install cover piece over "dog leg" using five supplied drill screws. Place drill screw in indent in part and drill into sheet metal. NOTE: Some trimming may be required.



Hold the Rear Main Flare on the fender, aligning with door seam and fender contours. Press firmly. Using the holes in the part as a guide, mark hole locations on fender (5 places).



Drill marks with a 5/32" bit.



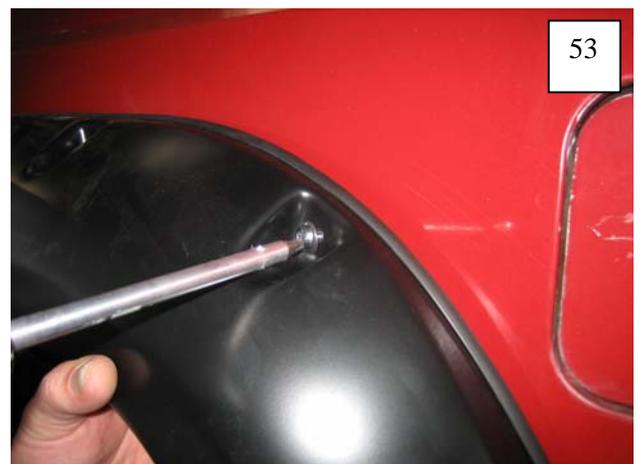
Place a supplied washer onto a supplied Torx head screw.



Insert screw and washer through each pocket in flare.



Place a 3/8" thick rubber spacer on each screw from the backside of the pocket. Threads must protrude through spacer for proper attachment of flare. All spacers must be installed prior to installation on fender.



Start each screw with supplied Torx bit in each pocket but do not tighten until all screws have been started. **Over-tightening screws may cause them to strip! Use a Torque setting of 90 inch/ounces.**



Hold the Rear Door Piece on the door, aligning with the Rear Main Flare. Press firmly to ensure proper hole location alignment.



Using the holes in the part as a guide, mark hole locations on fender (4 places).



Open Door. Drill marks with a 5/32" bit.



Place a supplied washer onto a supplied Torx head screw.



Insert screw and washer through each pocket in flare.



Place a 3/8" thick rubber spacer on each screw from the backside of the pocket. Threads must protrude through spacer for proper attachment of flare. All spacers must be installed prior to installation on fender.



Start each screw with supplied Torx bit in each pocket but do not tighten until all screws have been started. **Over-tightening screws may cause them to strip! Use a Torque setting of 90 inch/ounces.**



Optional: There are extra drill screws supplied in the kit. If desired, further secure the rear of the rear flare using drill screws. Place drill screw on part and drill into sheet metal.



Using flat end of supplied Edge Trim Tool, seat bottom edge of edge trim first by inserting straight flat end between bottom edge of edge trim and part at one open end and slide over entire top edge to the other end.



Using curved end of supplied Edge Trim Tool, seat top edge of edge trim first by hooking curved end under top edge at one open end and slide over entire top edge to the other end.

IF YOUR VEHICLE HAS FACTORY TRIM:



Prior to marking hole locations, hold the Flare on the fender, pressing firmly. Making sure the flare is properly positioned, trace the outline of the flare on the factory trim.



Use a putty knife to separate the factory trim from the fender, stopping at line made in Step 2.



Use a utility knife to cut factory trim and discard.