73’-79’ Ford Pick-Up
F100-F250-F350
& 78’-79’ Ford Bronco

Set Part# 20013 & 20014
Rev-5 7/21/2017
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. **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 rust resistant paint BEFORE installing flares. Spray inner fender wells with undercoating AFTER fl are attachments have been completed.

F. **Decals:** Flares may interfere with existing decals on vehicle. If you wish, remove decals prior to installation of flares.

G. 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

TOOLS FOR EASY INSTALLATION

- 3/8” Drill
- 3/16” Drill Bit
- 5/16” Drill Bit
- Hacksaw, Saber Saw or Air Chisel
- Crescent Wrench
- Marking Pen or Chalk
- Jack
- Jack Stands (2)
- Tin Snips
- Channel Locks or Pliers
- #2 Phillips Head Screwdriver
- Tape Measurer

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 warranty, you must provide Proof of Purchase.**

Included in Hardware Kit

RV1-A001, Large Alum. Flange Rivet,

SC1-0003, 3/32” FF Plastic Cup Washer,

SW1-0015, #8 x 1/2” Phillips PH Drill Screw,

SW1-0019, 8 x 1” Phillips Black PH Screw,

SC1-0001, Black FF Snap Cap,

DB1-0001 9/64” Drill Bit HSS

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FLARE INSTALLATION PROCEDURES

Step 1: Painting

- Painting your flares prior to installation is recommended. Sanding is optional before painting.
- Clean outer surface with a quality de-greaser.
- DO NOT use lacquer thinner or enamel reducer s a degreaser.
- Wipe outer surface thoroughly with a tack rag prior to painting. A lacquer, enamel or polyurethane base automotive paint is recommended. The use of a primer coat is optional.

Step 2: Disassembly (Front):

- Jack up vehicle and use jack stands.
- Remove wheel and wheel well trim (if so equipped).
- Remove body side moldings on fender only (if so equipped).
- Remove all screws that attach wheel well liner to fender lip and rocker panel.

Step 3: Cutting Sheet Metal (Front)

(A)
- Mark a line 1 – ¼" out from existing wheel well opening (lower front). Mark a line 2-3/4" out from existing wheel well opening (lower rear of front).

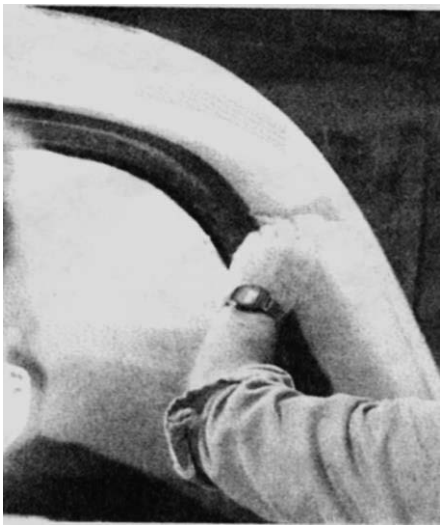
(B)
- Place appropriate flare on fender and line up with marks. Make sure bottom returns on flare are against sheet metal at front and rear. Using inner edge of flare as a guide, mark a line all the way around. See photo #1.

(C)
- Remove flare and mark a line ¼" above line drawn in Step 3(B). This will be the cut line. Mark a vertical line at the center of the wheel well opening. Please see photo #2.

(D)
- Cut along line drawn in Step 3(C) and remove sheet metal but do not discard. See photo #3.

(E)
- Place flare into cut-out to check fit. If necessary cut more sheet metal to gain proper clearance.

#1



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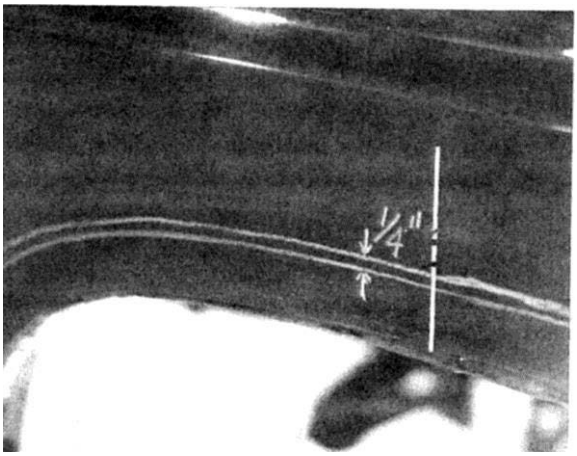

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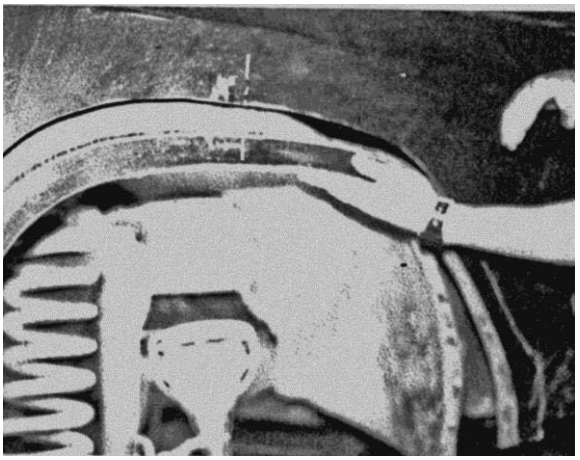

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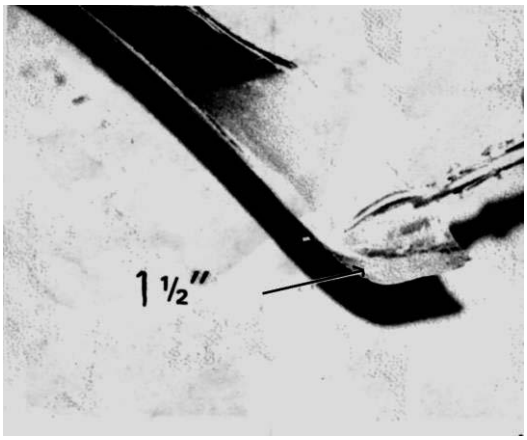
(F)

- Using cut-out sheet metal from 3(D), mark line 1-1/2” up at both front and rear leg roll out radius. Cut along marked lines. See photo #4.
- On outside face of flange, measure forward 8” from center mark and draw a vertical line. Measure rear ward from center mark 13” and draw a vertical line.
- Cut on lines marked (outside face only). See photo #3.
- Bend slightly at both cut points to enlarge arch. Using center marks on fender and flange as guide, slip flange behind outer sheet metal.
- Starting at center mark, push flange up ¼” beyond sheet metal cut-out. Hold in place at center and work flange to rear. Bend as required to maintain ¼” up dimension. It may be necessary to cut flange face again to maintain ¼” up dimension. Note: Lower front and rear portion of flange will roll inward and will not be riveted to outer sheet metal.
- Starting at center mark of fender opening, push flange up until ¼” past sheet metal.
- Drill a hole (1-1/4” up from fender cut-out) through outer fender sheet metal and new flange.
- Secure center portion of opening in two more locations. See Photo # 5.
- Alternating back and forth from center portion, continue drilling and riveting until secure at all “8” points. Make sure flange is ¼” up from opening all the way around.

(G)

- Remove fastener at lower front wheel well liner. See photo #6.
- The wheel well liner will be secure with total of (10) aluminum pop rivets equally spaced around flange.
- Starting at center mark, drill and rivet wheel well liner to flange. Working toward rear, drill and rivet until secure at (5) points. If wheel well liner protrudes outside sheet metal, mark and trim as shown in photo #7.
- Drill and rivet (4) places forward of center to complete attachment.
- Reinstall fastener at lower front.

#4



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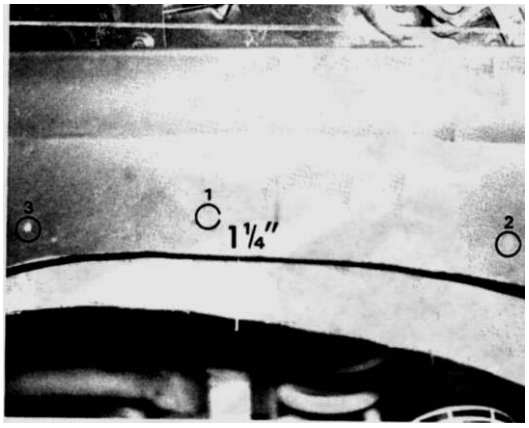

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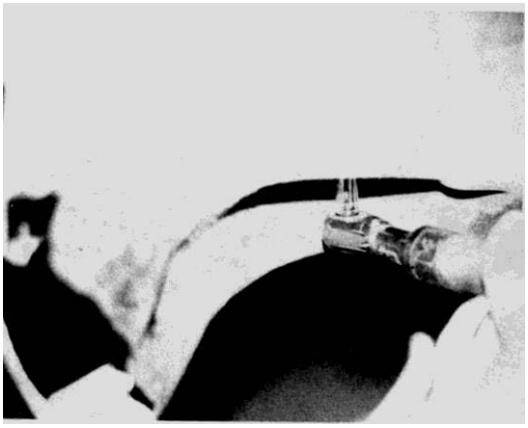

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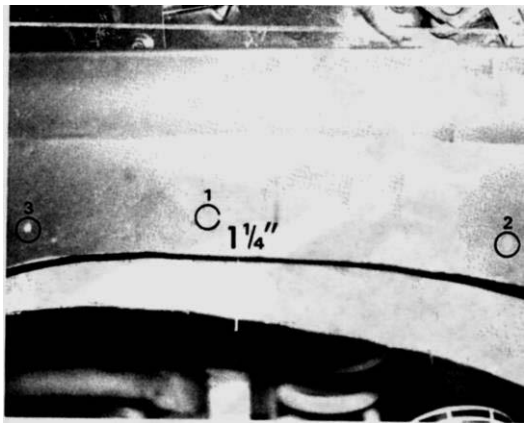


Step 4: Flare Attachment (Front)

(A)

- Hold and press flare into wheel well opening and check fit. If necessary, trim more sheet metal to accommodate flare.
- * Please see last page for gimp installation*
- Hold flare in place. From inside wheel well, mark location of support rod holes onto flare.
- Remove flare and drill 5/16" holes at marked locations.

(B)

- Fit flare tightly into fender opening, making sure flare contour matches sheet metal contour. Use predrilled ¼" holes in flare to serve as drill guides to drill 3/32" holes in fender metal. NOTE: Wrapped tape depth will prevent damage to flare by drill chuck when drilling through sheet metal. See illustration #1.
- Using a #2 Phillips Head screwdriver, install screws (SW1-0019) through cup washers (SC1-0003), into flare and into sheet metal, using attaching sequence shown in illustration #2. Note: Cup washers are applied to outer screw pockets only) Continue attaching sequence while maintaining tight contact between flare and sheet metal. Do NOT over tighten screws.
- Finish attaching with (2) front and (2) rear underside rivets (RV1-A001).

(C)

- Press snap caps (SC1-0001) onto out flare screw heads. See illustration #3 on next page.
- Swing support brackets into position and reattach, using original fasteners.
- 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.

Step 5: Disassemble (Rear)

(A)

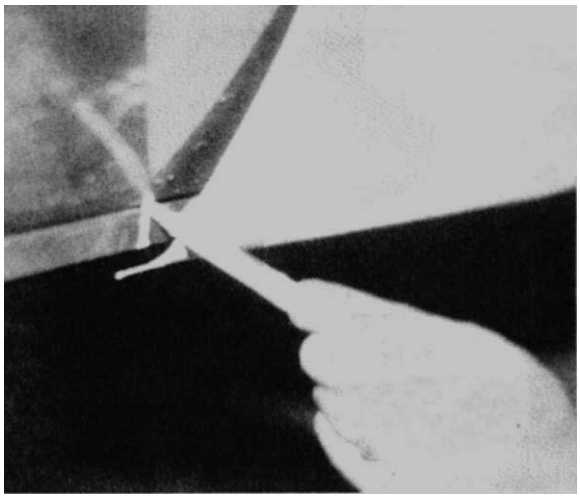
- Jack up vehicle and use jack stands.
- Remove Wheel and wheel well trim (if so equipped)
- Remove body side moldings (if so equipped)
- Remove lower support rod fasteners at front and rear of opening.
- Set all original hardware aside.

Step 6: Cutting sheet Metal (Rear)

(A) **ON BRONCO MODEL ONLY DO THE FOLLOWING:**

- Mark a line 1-3/4" back (front and rear) at lower legs of wheel well opening.
- Place flare over sheet metal and align lower edges with reference lines on sheet metal.
- Using lower outside front of flare as guide, mark a line onto pinched seam of sheet metal. See photo #8
- Cut on marked line up to top of pinched seam.
- Bend inside horizontal lip down to be in line with pinched seam.
- Next bend both the pinched seam up and inward to a horizontal position. See photo #9

#8



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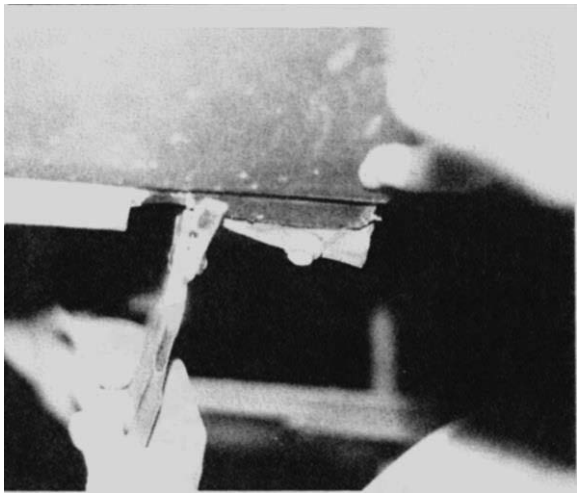


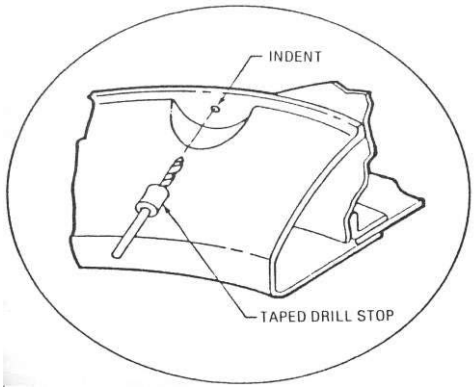


Illustration #1

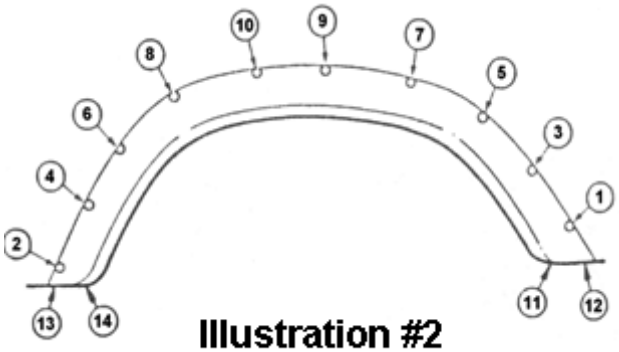


Illustration #2

(B)

FOR BOTH P.U. AND BRONCO:

- Mark al line 1-3/4" back (front and rear) at lower legs of wheel well opening.
- Place flare over sheet metal and align lower 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 inside edge of flare as a guide and mark a line on sheet metal all the way around. See photo #10
- Remove flare and mark a line 1-1/4" above line just drawn. This will be the cut line.

(C)

- Cut out sheet metal all the way around cut line. You will note that part of the cut is of two panel construction.
- Remove cut away from sheet metal.
- Re-attach outer sheet metal panel to inner sheet metal panel at (2) ribs along top of wheel well cut-out using steel pop rivets.
- Using drill bit supplied; drill through outer sheet metal and inner panel.
- Secure through both panels with sheet metal screws supplies (SW1-00015) see photo #11

tep 7: Flare Attachment (Rear)

(A)

- Hold and press flare into wheel well opening and check fit. If necessary, trim more sheet metal to accommodate flare.
- * Please see last page for gimp installation*
- Hold flare in place. From inside wheel well, mark location of support rod holes onto flare.
- Remove flare and drill 5/16" holes at marked locations.

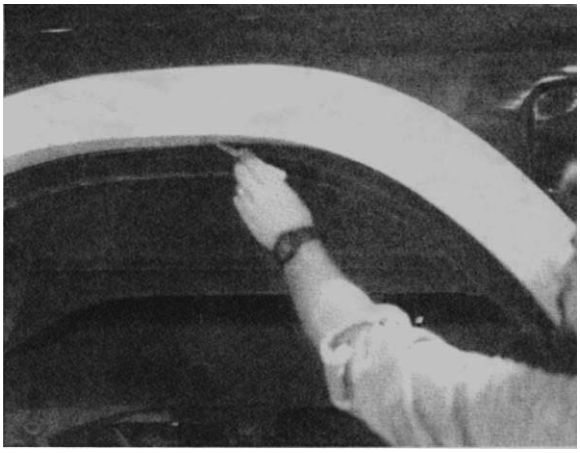
(B)

- Fit flare tightly into fender opening, making sure flare contour matches sheet metal contour. Use predrilled ¼" holes in flare to serve as drill guides to drill 3/32" holes in fender metal. NOTE: Wrapped tape depth will prevent damage to flare by drill chuck when drilling through sheet metal. See illustration #1.
- Using a #2 Phillips Head screwdriver, install screws (SW1-0019) through cup washers (SC1-0003), into flare and into sheet metal, using attaching sequence shown in illustration #2. Note: Cup washers are applied to outer screw pockets only) Continue attaching sequence while maintaining tight contact between flare and sheet metal. Do NOT over tighten screws.
- Finish attaching with (2) front and (2) rear underside rivets (RV1-A001).

(C)

- Press snap caps (SC1-0001) onto out flare screw heads. See illustration #3 on next page.
- Swing support brackets into position and reattach, using original fasteners.
- 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.

#10



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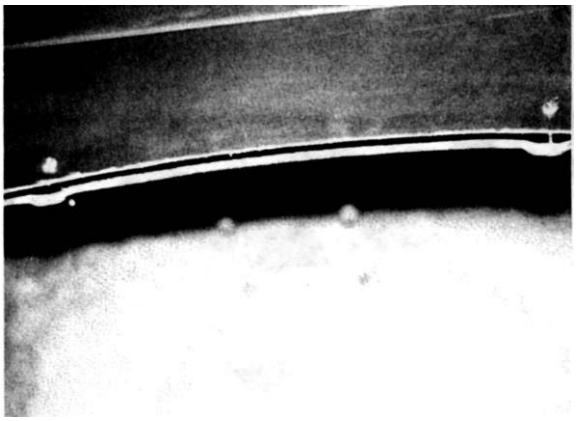

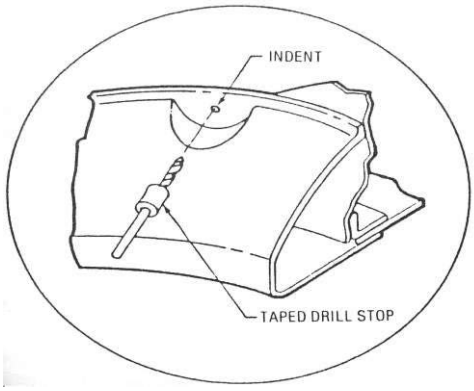

Illustration #1

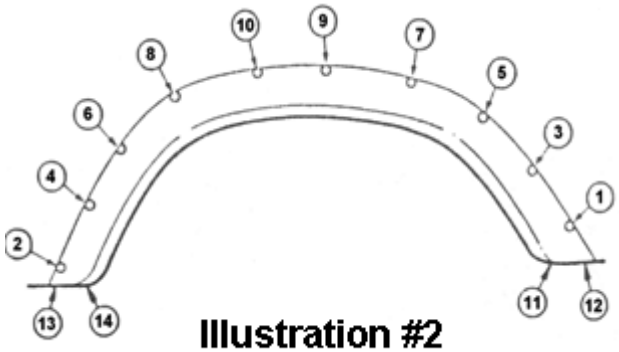

Illustration #2

INSTALLATION INSTRUCTIONS FOR

CUT-OUT FLARE GIMP

Tools Required for Installation:

A. Nail or Awl

STEP APPLICATION: Steps 4 & 7 Section (A):

Follow flare installation instructions to the point of drilling first hole through sheet metal with the supplied bit. Sandwich gimp between flare and sheet metal; pierce a hole through gimp using pre-drilled hole in flare as a guide. Secure and continue as flare installation instructions direct. NOTE: make sure bulb of gimp is tight against top of flare when securing.

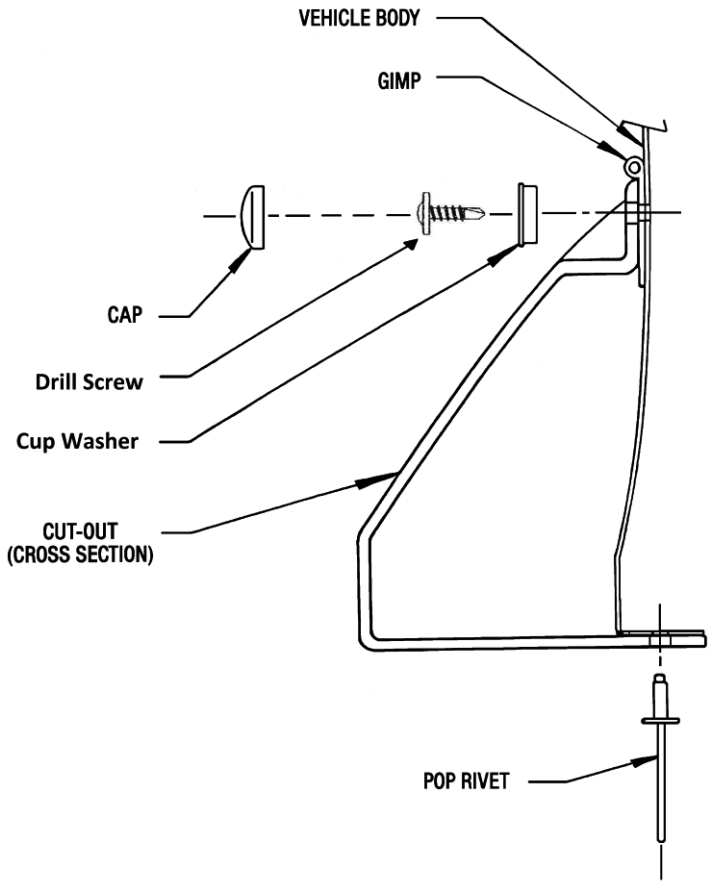

Illustration #3

73'-79' Ford Pick-Up
F100-F250-F350
& 78'-79' Ford Bronco

Set Part# 20013 & 20014
Rev-5 7/21/2017

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B. **Fit:** Verify the fit of the flares to vehicle. (Some filing, sanding, or cutting may be necessary to ensure proper fit).

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 rust resistant paint BEFORE installing flares. Spray inner fender wells with undercoating AFTER fl are attachments have been completed.

F. **Decals:** Flares may interfere with existing decals on vehicle. If you wish, remove decals prior to installation of flares.

G. 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

TOOLS FOR EASY INSTALLATION

- 3/8" Drill
- 3/16" Drill Bit
- 5/16" Drill Bit
- Hacksaw, Saber Saw or Air Chisel
- Crescent Wrench
- Marking Pen or Chalk
- Jack
- Jack Stands (2)
- Tin Snips
- Channel Locks or Pliers
- #2 Phillips Head Screwdriver
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SW1-0019, 8 x 1" Phillips Black PH Screw,

SC1-0001, Black FF Snap Cap,

DB1-0001 9/64" Drill Bit HSS

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FLARE INSTALLATION PROCEDURES

Step 1: Painting

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- Clean outer surface with a quality de-greaser.
- DO NOT use lacquer thinner or enamel reducer s a degreaser.
- Wipe outer surface thoroughly with a tack rag prior to painting. A lacquer, enamel or polyurethane base automotive paint is recommended. The use of a primer coat is optional.

Step 2: Disassembly (Front):

- Jack up vehicle and use jack stands.
- Remove wheel and wheel well trim (if so equipped).
- Remove body side moldings on fender only (if so equipped).
- Remove all screws that attach wheel well liner to fender lip and rocker panel.

Step 3: Cutting Sheet Metal (Front)

(A)
- Mark a line 1 – ¼" out from existing wheel well opening (lower front). Mark a line 2-3/4" out from existing wheel well opening (lower rear of front).

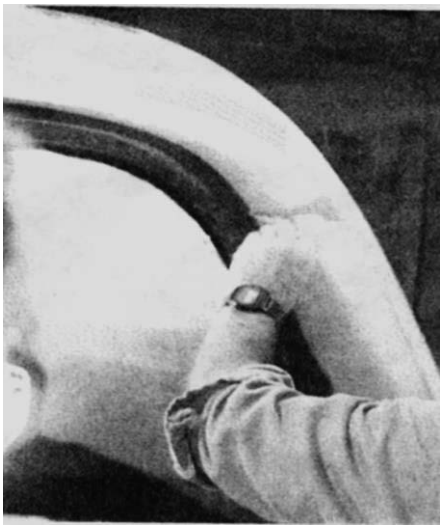
(B)
- Place appropriate flare on fender and line up with marks. Make sure bottom returns on flare are against sheet metal at front and rear. Using inner edge of flare as a guide, mark a line all the way around. See photo #1.

(C)
- Remove flare and mark a line ¼" above line drawn in Step 3(B). This will be the cut line. Mark a vertical line at the center of the wheel well opening. Please see photo #2.

(D)
- Cut along line drawn in Step 3(C) and remove sheet metal but do not discard. See photo #3.

(E)
- Place flare into cut-out to check fit. If necessary cut more sheet metal to gain proper clearance.

#1



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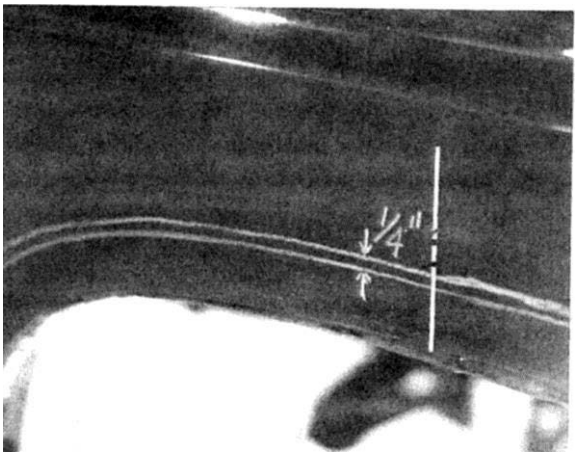

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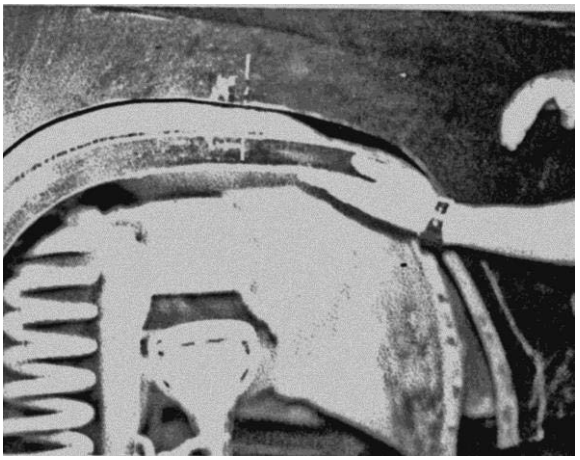

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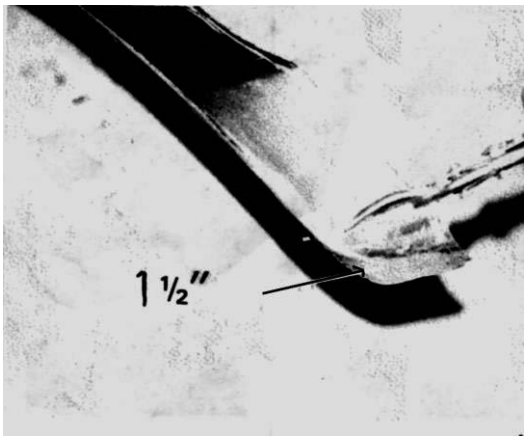
(F)

- Using cut-out sheet metal from 3(D), mark line 1-1/2” up at both front and rear leg roll out radius. Cut along marked lines. See photo #4.
- On outside face of flange, measure forward 8” from center mark and draw a vertical line. Measure rear ward from center mark 13” and draw a vertical line.
- Cut on lines marked (outside face only). See photo #3.
- Bend slightly at both cut points to enlarge arch. Using center marks on fender and flange as guide, slip flange behind outer sheet metal.
- Starting at center mark, push flange up ¼” beyond sheet metal cut-out. Hold in place at center and work flange to rear. Bend as required to maintain ¼” up dimension. It may be necessary to cut flange face again to maintain ¼” up dimension. Note: Lower front and rear portion of flange will roll inward and will not be riveted to outer sheet metal.
- Starting at center mark of fender opening, push flange up until ¼” past sheet metal.
- Drill a hole (1-1/4” up from fender cut-out) through outer fender sheet metal and new flange.
- Secure center portion of opening in two more locations. See Photo # 5.
- Alternating back and forth from center portion, continue drilling and riveting until secure at all “8” points. Make sure flange is ¼” up from opening all the way around.

(G)

- Remove fastener at lower front wheel well liner. See photo #6.
- The wheel well liner will be secure with total of (10) aluminum pop rivets equally spaced around flange.
- Starting at center mark, drill and rivet wheel well liner to flange. Working toward rear, drill and rivet until secure at (5) points. If wheel well liner protrudes outside sheet metal, mark and trim as shown in photo #7.
- Drill and rivet (4) places forward of center to complete attachment.
- Reinstall fastener at lower front.

#4



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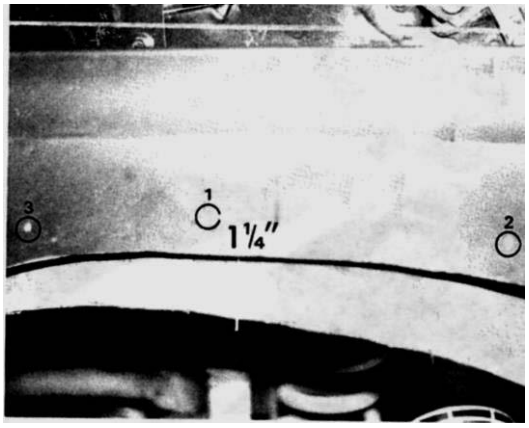

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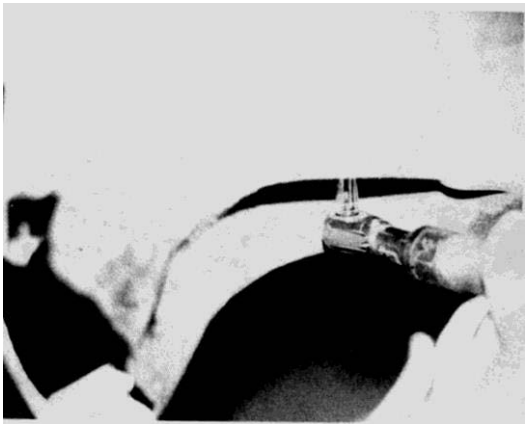

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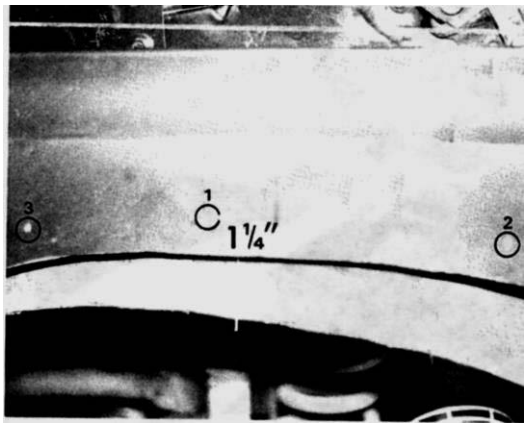


Step 4: Flare Attachment (Front)

(A)

- Hold and press flare into wheel well opening and check fit. If necessary, trim more sheet metal to accommodate flare.
- * Please see last page for gimp installation*
- Hold flare in place. From inside wheel well, mark location of support rod holes onto flare.
- Remove flare and drill 5/16" holes at marked locations.

(B)

- Fit flare tightly into fender opening, making sure flare contour matches sheet metal contour. Use predrilled ¼" holes in flare to serve as drill guides to drill 3/32" holes in fender metal. NOTE: Wrapped tape depth will prevent damage to flare by drill chuck when drilling through sheet metal. See illustration #1.
- Using a #2 Phillips Head screwdriver, install screws (SW1-0019) through cup washers (SC1-0003), into flare and into sheet metal, using attaching sequence shown in illustration #2. Note: Cup washers are applied to outer screw pockets only) Continue attaching sequence while maintaining tight contact between flare and sheet metal. Do NOT over tighten screws.
- Finish attaching with (2) front and (2) rear underside rivets (RV1-A001).

(C)

- Press snap caps (SC1-0001) onto out flare screw heads. See illustration #3 on next page.
- Swing support brackets into position and reattach, using original fasteners.
- 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.

Step 5: Disassemble (Rear)

(A)

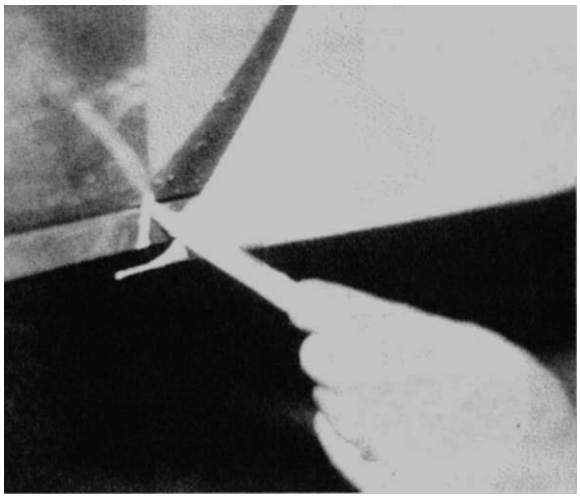
- Jack up vehicle and use jack stands.
- Remove Wheel and wheel well trim (if so equipped)
- Remove body side moldings (if so equipped)
- Remove lower support rod fasteners at front and rear of opening.
- Set all original hardware aside.

Step 6: Cutting sheet Metal (Rear)

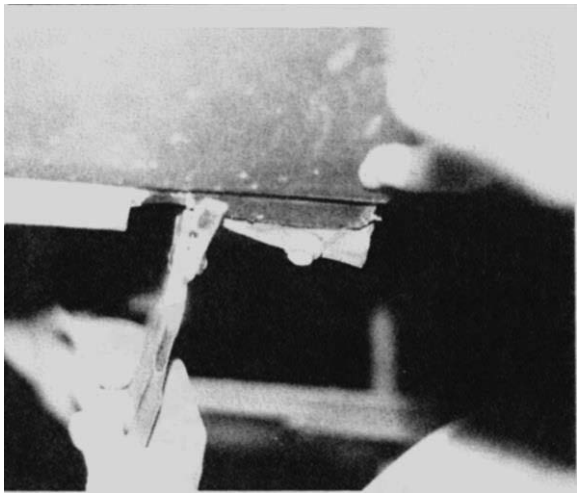
(A) **ON BRONCO MODEL ONLY DO THE FOLLOWING:**

- Mark a line 1-3/4" back (front and rear) at lower legs of wheel well opening.
- Place flare over sheet metal and align lower edges with reference lines on sheet metal.
- Using lower outside front of flare as guide, mark a line onto pinched seam of sheet metal. See photo #8
- Cut on marked line up to top of pinched seam.
- Bend inside horizontal lip down to be in line with pinched seam.
- Next bend both the pinched seam up and inward to a horizontal position. See photo #9

#8



#9



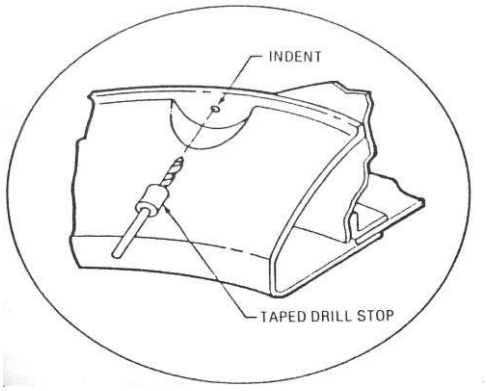


Illustration #1

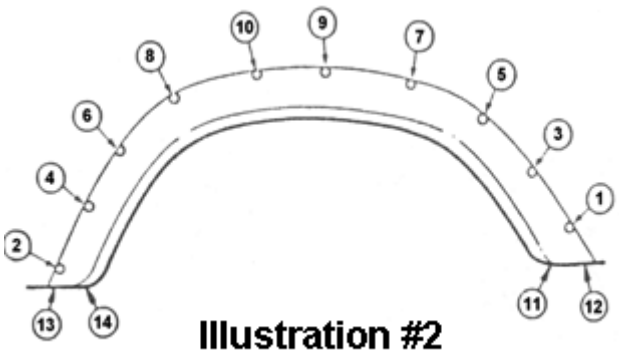


Illustration #2

(B)

FOR BOTH P.U. AND BRONCO:

- Mark al line 1-3/4" back (front and rear) at lower legs of wheel well opening.
- Place flare over sheet metal and align lower 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 inside edge of flare as a guide and mark a line on sheet metal all the way around. See photo #10
- Remove flare and mark a line 1-1/4" above line just drawn. This will be the cut line.

(C)

- Cut out sheet metal all the way around cut line. You will note that part of the cut is of two panel construction.
- Remove cut away from sheet metal.
- Re-attach outer sheet metal panel to inner sheet metal panel at (2) ribs along top of wheel well cut-out using steel pop rivets.
- Using drill bit supplied; drill through outer sheet metal and inner panel.
- Secure through both panels with sheet metal screws supplies (SW1-00015) see photo #11

Step 7: Flare Attachment (Rear)

(A)

- Hold and press flare into wheel well opening and check fit. If necessary, trim more sheet metal to accommodate flare.
- * Please see last page for gimp installation*
- Hold flare in place. From inside wheel well, mark location of support rod holes onto flare.
- Remove flare and drill 5/16" holes at marked locations.

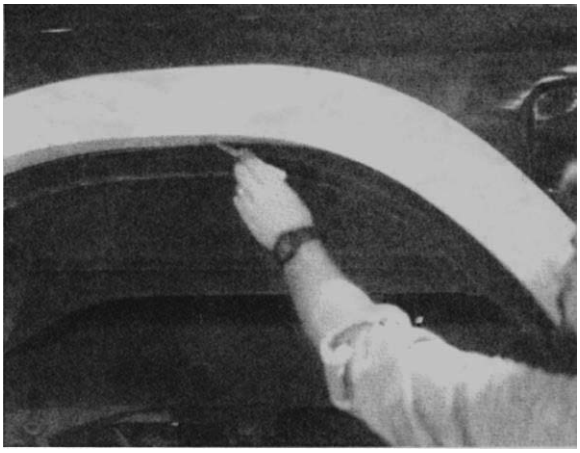
(B)

- Fit flare tightly into fender opening, making sure flare contour matches sheet metal contour. Use predrilled ¼" holes in flare to serve as drill guides to drill 3/32" holes in fender metal. NOTE: Wrapped tape depth will prevent damage to flare by drill chuck when drilling through sheet metal. See illustration #1.
- Using a #2 Phillips Head screwdriver, install screws (SW1-0019) through cup washers (SC1-0003), into flare and into sheet metal, using attaching sequence shown in illustration #2. Note: Cup washers are applied to outer screw pockets only) Continue attaching sequence while maintaining tight contact between flare and sheet metal. Do NOT over tighten screws.
- Finish attaching with (2) front and (2) rear underside rivets (RV1-A001).

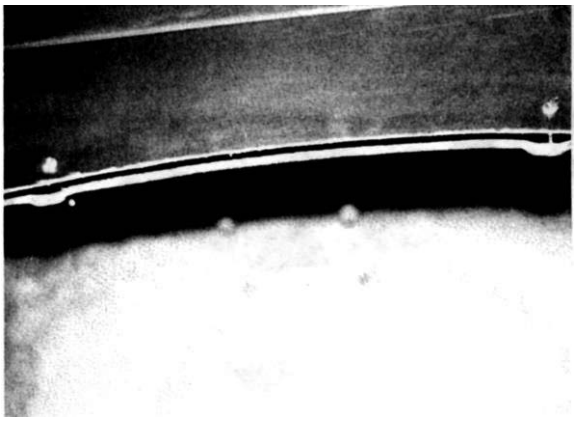
(C)

- Press snap caps (SC1-0001) onto out flare screw heads. See illustration #3 on next page.
- Swing support brackets into position and reattach, using original fasteners.
- 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.

#10



#11



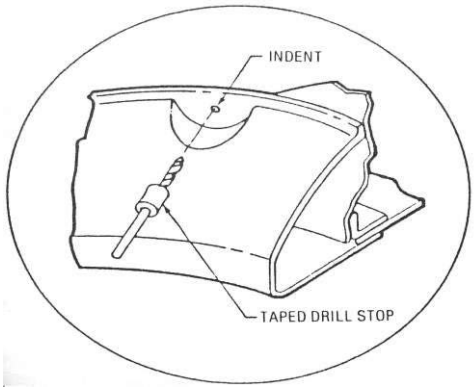


Illustration #1

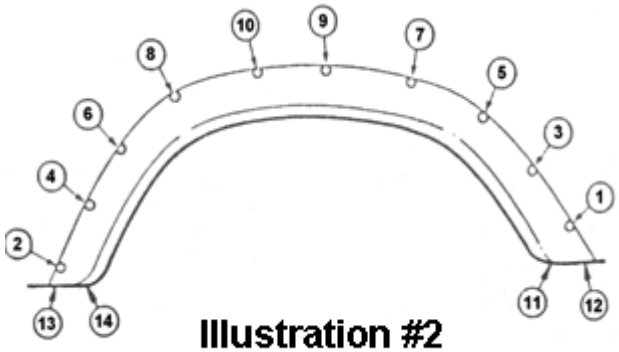


Illustration #2

INSTALLATION INSTRUCTIONS FOR

CUT-OUT FLARE GIMP

Tools Required for Installation:

A. Nail or Awl

STEP APPLICATION: Steps 4 & 7 Section (A):

Follow flare installation instructions to the point of drilling first hole through sheet metal with the supplied bit. Sandwich gimp between flare and sheet metal; pierce a hole through gimp using pre-drilled hole in flare as a guide. Secure and continue as flare installation instructions direct. NOTE: make sure bulb of gimp is tight against top of flare when securing.

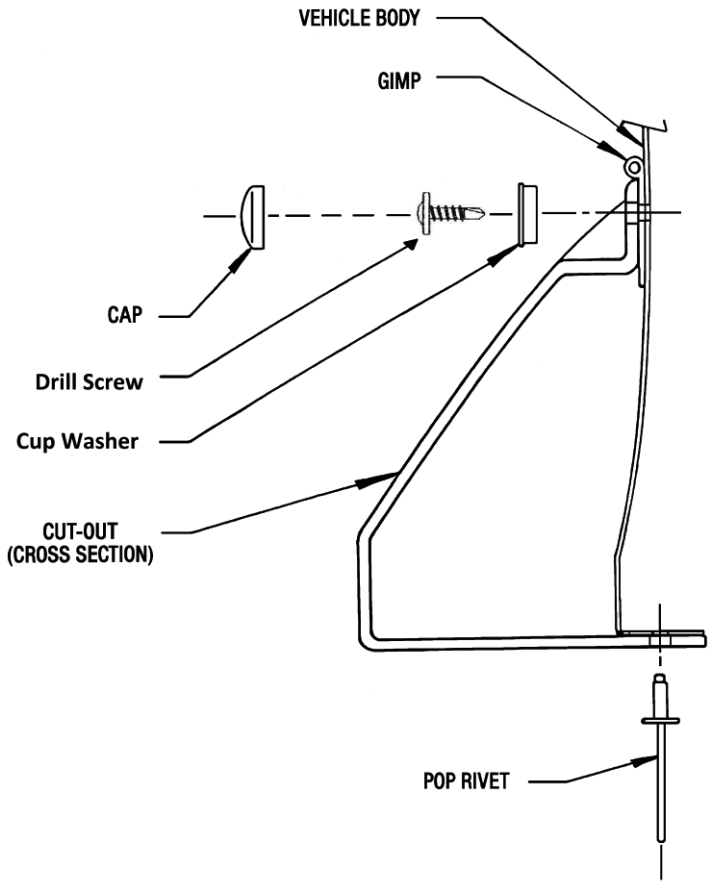


Illustration #3