

**IMPORTANT: READ BEFORE INSTALLATION**

- STEP 1:** • **CAUTION** - BEFORE DRIVING, ENSURE THE FENDER FLARE IS PROPERLY SECURED TO THE VEHICLE.
- DO NOT USE AUTOMATIC "BRUSH-STYLE" CAR WASHES.
  - DO NOT USE CLEANING SOLVENTS OF ANY KIND.
  - PERIODICALLY CHECK ALL COMPONENTS FOR TIGHTNESS.

**STEP 2: CUSTOM PAINT JOB (OPTIONAL)**

PLEASE TEST FIT ALL THE FLARES FIRST TO ENSURE YOU HAVE THE CORRECT FLARES FOR YOUR VEHICLE. WE ARE NOT RESPONSIBLE FOR ANY COSTS YOU MAY INCUR IF YOU DID NOT CONFIRM THE FLARES BEFORE HAVING IT PAINTED. WE RECOMMEND HIRING PROFESSIONALS TO CUSTOM PAINT THE PRODUCTS. IT IS ALSO IDEAL TO HAVE THE PAINTING DONE PRIOR TO THE INSTALLATION TO ELIMINATE ANY OVER-SPRAYING ISSUES.

**STEP 3: REMOVE EXISTING FENDER FLARES** (SKIP THIS STEP IF YOU DON'T HAVE EXISTING FENDER FLARES.)

REMOVE ALL THE SCREWS AND FASTENERS CURRENTLY HOLDING THE EXISTING FLARE TO THE VEHICLE. WRITE DOWN AND SAVE ALL THE SCREWS YOU HAVE REMOVED FOR RE-USE WITH THE LUND FENDER FLARES. IF CERTAIN AREAS OF THE EXISTING FLARES ARE HELD ON WITH DOUBLE SIDED TAPE, YOU WILL HAVE TO PRY YOUR EXISTING FLARE OFF. PLEASE DO SO CAREFULLY TO AVOID DAMAGE TO YOUR VEHICLE BODY.

**STEP 4: TEST FITTING**

HOLD EACH AND EVERY FLARE UP TO THE FENDER. MAKE SURE YOU ALIGN THE FLARE TO THE CONTOUR OF THE BODY, AND THE MOUNTING HOLES LINEUP TO THE EXISTING MOUNTING HOLES ON THE INNER FENDER LIP (IF APPLICABLE). DON'T WORRY IF NOT ALL THE HOLES LINE UP, AS SOME HOLES ARE MEANT TO BE USED WITH DIFFERENT INSTALLATION HARDWARE THAT IS PROVIDED. THE FLARES MAY NOT BE SITTING FLUSH AT THIS TIME, OUR FLARES ARE DESIGNED TO FLEX INTO THE BODYLINE WHEN YOU ACTUALLY INSTALL THEM USING THE PROVIDED AND EXISTING HARDWARE. AT ANY TIME, DO NOT DRILL OR MODIFY THE FENDER FLARE IN ANYWAY, AS YOU WILL VOID YOUR WARRANTY.

**STEP 5: REMOVE OTHER EXISTING PARTS.**

SOME VEHICLES MAY REQUIRE THE REMOVAL OF EXISTING PARTS THAT WILL INTERFERE WITH THE INSTALLATION. COMMON ITEM WOULD BE MUD FLAPS; HOWEVER BY USING FENDER FLARES, THEY ACT AS ANOTHER FORM OF MUD DEFLECTOR. IF YOU ARE NOT CONFIDENT IN DOING SO, THIS WILL BE A GOOD TIME TO TAKE YOUR VEHICLE TO A PROFESSIONAL FOR THE INSTALLATION. SAVE EXISTING SCREWS AND FASTENERS FROM THE VEHICLE.

**STEP 6: CLEANING THE VEHICLE.**

MAKE SURE TO WASH YOUR VEHICLE, ESPECIALLY THE AREA THE FENDER FLARES WILL BE MOUNTED TO INCLUDING THE INNER FENDER LIP. ANY DIRT OR DEBRIS THAT HAS NOT BEEN CLEANED OR REMOVED CAN POTENTIALLY CAUSE THE IMPROPER FITMENT OF THE FENDER FLARE. IF YOU ARE COVERING EXISTING RUST, WE RECOMMEND SANDING DOWN THE RUST AND PRIMER OVER TO PREVENT FURTHER DETERIORATION OF THE METAL IN THE FENDER. MAKE SURE THE VEHICLE IS DRY BEFORE THE INSTALLATION. THE FENDER FLARES COME READY TO BE INSTALLED, HOWEVER IF YOU NEED TO CLEAN THEM, PLEASE USE A MILD DETERGENT TO WASH AND THEN DRY COMPLETELY.

**STEP 7: FOR RUFF RIDERZ STYLE ONLY (SKIP IF YOU HAVE ORIGINAL OR TRAIL RIDERZ)**

INSTALL THE RIVET SCREWS AND NUTS TO EACH OF THE RIVET HOLES ON THE FLARE. OUR RIVETS ARE DESIGNED TO SCREW ON TO THE FENDER FLARES ONLY, AND THEY SHOULDN'T BE TOUCHING THE VEHICLE BODY AT ALL. USING HAND TOOLS, TIGHTEN NUTS UNTIL FASTENER IS SNUG. DO NOT OVERTIGHTEN AS THIS MAY DAMAGE THE FENDER FLARE.

**STEP 8: INSTALLATION OF THE RUBBER SEAL**

BEFORE YOU START CUTTING ANY RUBBER SEAL, PLEASE STUDY THE DIAGRAM. DO NOT USE THE RUBBER SEAL IN ANY OTHER AREAS OTHER THAN INDICATED; OTHERWISE YOU WILL END UP WITH A SHORTAGE OF RUBBER SEAL ON YOUR LAST FLARE. START THE INSTALLATION OF THE RUBBER SEAL AS INDICATED IN THE DIAGRAM. THEN CUT THE RUBBER SEAL WITH A RAZOR. FOLLOW THE SAME INSTRUCTION FOR THE REMAINING FLARES.

\*EACH ROLL OF THE RUBBER SEAL PROVIDED IS LONG ENOUGH TO COMPLETE THE 4 FENDER FLARES AND WITH EXTRA TO SPARE, HOWEVER WE ARE NOT RESPONSIBLE FOR THE IMPROPER USE OF THE RUBBER SEAL. CONTACT STAMPEDE TO PURCHASE ADDITIONAL ROLLS OF RUBBER SEAL.

**KIT CONTAINS:**

- 2- FRONT FENDER FLARES
- 2- REAR FENDER FLARES
- RUBBER SEAL
- 2- BLACK MYLAR TAB
- 29- RIVET/NYLON NUTS\*
- 2- S-CLIPS
- 2- PHILLIPS TRUSS SCREWS
- 12- RETAINERS

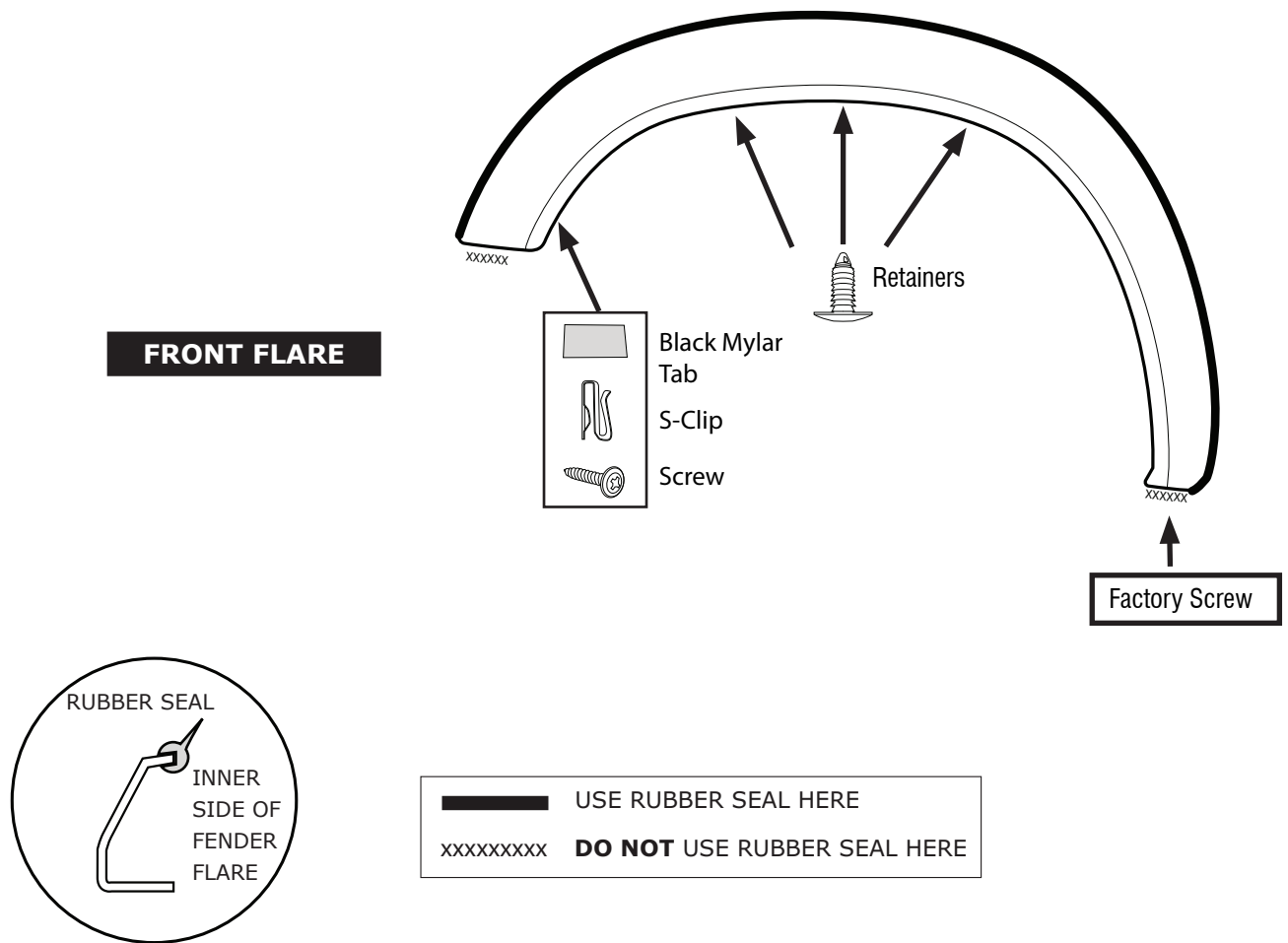
**TOOLS REQUIRED:**

- RAZOR BLADE
- HEX KEY 4.0" AND 4.5"
- PHILLIPS SCREWDRIVER
- SOCKET WRENCH / 8MM SOCKET
- WRENCH 1/2"
- AWL
- MASKING TAPE
- PLASTIC FASTENER REMOVER

\*Only applies to the  
"Ruff Riderz" style flares

**STEP 9: INSTALLATION OF FRONT FENDER FLARES**

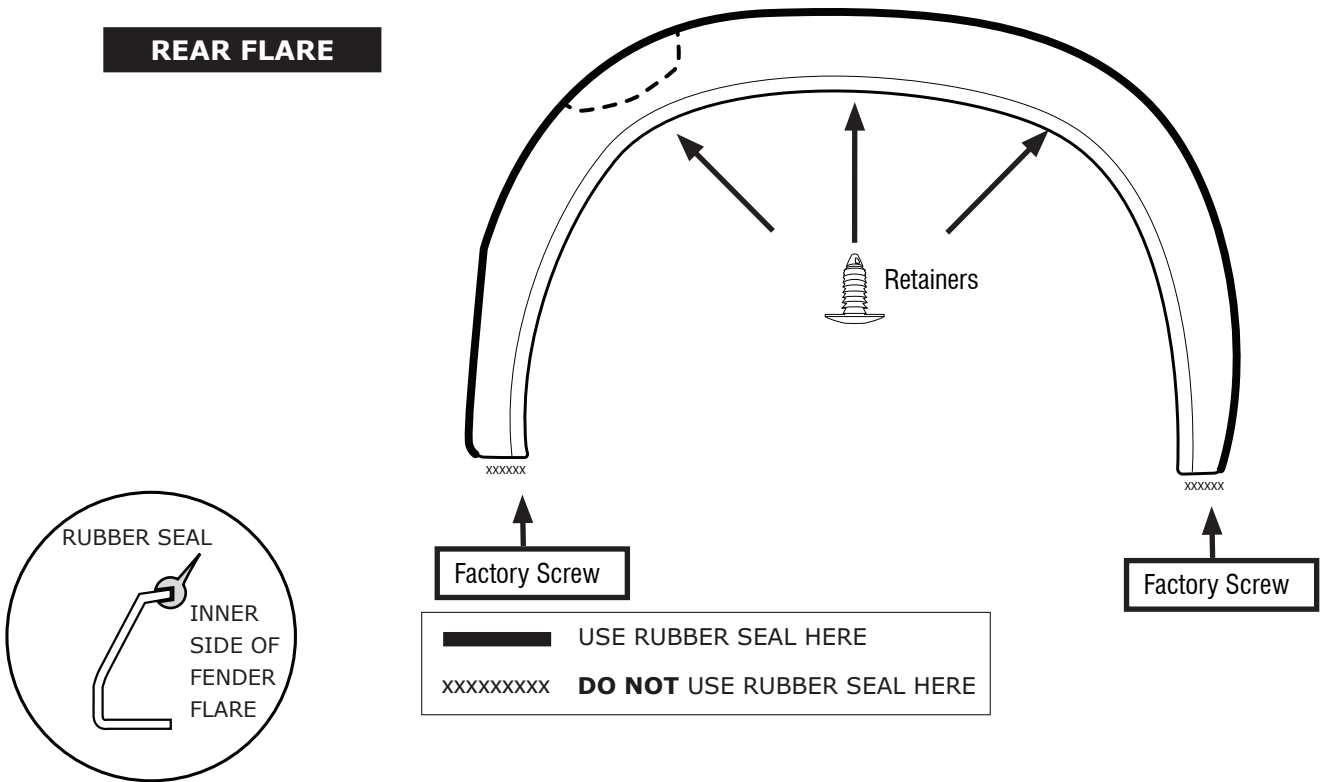
- A. REMOVE (3) FACTORY INSTALLED PLASTIC FASTENERS FROM THE DRIVER SIDE FRONT WHEEL WELL USING A PHILLIPS SCREWDRIVER. NEEDLE NOSE PLIERS MAY BE NEEDED TO EXTRACT THE FASTENERS.
- B. REMOVE (1) FACTORY INSTALLED SCREW FROM THE REAR OF THE FENDER TRIM USING A T-25 TORX DRIVER.
- C. PULL BACK THE FENDER LINER NEAR THE FRONT OF THE FENDER AND LOCATE THE TURN SIGNAL ASSEMBLY AND WIRING. REMOVE AND KEEP (8) FACTORY INSTALLED SCREWS. THE REMAINING SCREWS WILL BE RE-USED TO INSTALL THE FRONT FLARE.
- D. SQUEEZE THE LOWER TAB ON THE BACK OF THE TURN SIGNAL ASSEMBLY AND REMOVE FROM THE TRUCK. CAREFULLY TURN THE WIRING HARNESS COUNTER-CLOCKWISE AND SEPARATE THE BULB/WIRING HARNESS FROM THE TURN SIGNAL ASSEMBLY. PRESS FLARE FIRMLY AGAINST SHEET METAL AND TIGHTEN ALL SCREWS.
- E. INSTALL THE TURN SIGNAL ASSEMBLY INTO THE FRONT DRIVER SIDE FLARE.
- F. WHILE HOLDING THE FLARE UP INTO PLACE, MARK THE LOCATION OF THE FRONT HOLE ON THE FENDER LINER USING A GREASE PENCIL.
- G. INSTALL (1) BLACK MYLAR TAB AROUND THE EDGE OF THE FENDER TRIM ALIGNED WITH THE GREASE PENCIL MARKING. (SEE DETAIL S-CLIP INSTALLATION)
- H. INSTALL (1) "S" SPRING CLIP OVER THE BLACK MYLAR TAB, CENTERED WITH THE GREASE PENCIL MARKING.
- I. RECONNECT THE TURN SIGNAL WIRING CONNECTOR AND SET THE FLARE IN PLACE. HOLD FLARE TO VEHICLE AND INSTALL (3) 1/4" PANEL RETAINERS INTO THE WHEEL WELL HOLES INDICATED. PRESS FRMLY ON THE FLARE WHILE INSTALLING FASTENERS.
- J. REINSTALL (1) T-25 TORX SCREW PREVIOUSLY REMOVED FROM REAR OF THE FLARE IN STEP B.
- K. INSTALL (1) TRUSS SCREW THROUGH THE FRONT HOLE IN THE FLARE INTO THE "S" SPRING CLIP USING A #2 PHILLIPS SCREWDRIVER.
- L. COMPLETED FRONT FLARE INSTALLATION.



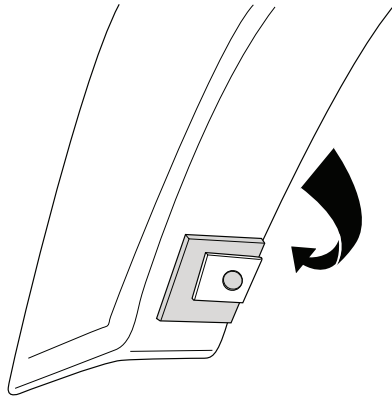
**STEP 10: INSTALLATION OF REAR FENDER FLARES**

- M. REMOVE (3) FACTORY INSTALLED PLASTIC FASTENERS FROM THE DRIVER SIDE REAR WHEEL WELL USING A PHILLIPS SCREWDRIVER. NEEDLE NOSE PLIERS MAY BE NEEDED TO EXTRACT THE FASTENERS.
- N. REMOVE (2) FACTORY INSTALLED SCREWS FROM UNDER THE FENDER TRIM USING A T-25 TORX DRIVER. THE SCREWS WILL BE RE-USED TO INSTALL THE REAR FLARE. PRESS FLARE FIRMLY AGAINST SHEET METAL AND TIGHTEN ALL SCREWS.
- O. HOLD FLARE TO VEHICLE AND INSTALL (3) 1/4" PANEL RETAINERS INTO THE WHEEL WELL HOLES INDICATED. PRESS FIRMLY ON THE FLARE WHILE INSTALLING FASTENERS.
- P. REINSTALL (2) T-25 TORX SCREWS PREVIOUSLY REMOVED FROM REAR FLARE IN STEP N.
- Q. COMPLETED REAR FLARE INSTALLATION.

**REAR FLARE**

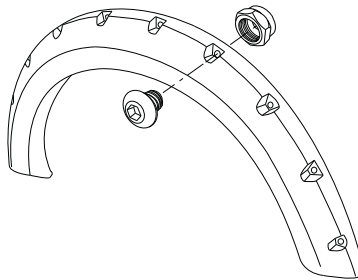


## S-Clip Installation



WRAP BLACK MYLAR TAB OVER HOLE, THEN INSTALL S-CLIP ON TOP OF IT.

## Rivet Style Only



FOR RIVET STYLE ONLY

ANY DETERGENT YOU USE TO WASH YOUR VEHICLE IS SUFFICIENT TO CLEAN THE FLARES. DO NOT USE ANY HARSH ABRASIVE DETERGENTS.

**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.



The material that your product is made from can be recycled. Please also consider recycling the packaging that your product came in.

