

INSTALLATION INSTRUCTIONS

TOUGH FLARES



BOLT ON FITMENT

NO DRILLING TO OUTER BODYWORK REQUIRED



COVERS BIG TYRE WIDTHS

DESIGNED TO WORK WITH BIG TYRES & 2" OR MORE LIFT KITS



AUSTRALIAN MADE

AUSTRALIAN MADE FROM FIBREGLASS





COMPONENTS

ITEM	DESCRIPTION
1	Fibreglass Flares (& Optional Door Brackets in some kits)
2	h-Rubber Flare Moulding
3	Button Head Self Tapping Screws (if ordered)

TORQUE SETTINGS

M5 - 7Nm (5lb ft)
 M6 - 9Nm (7lb ft)
 M8 - 22Nm (16lb ft)
 M10 - 44Nm (32lb ft)
 M12 - 77Nm (57lb ft)

Note:
 Follow manufacturer torque ratings
 for lug nuts and other vehicle
 specific mounting bolts.

TOOLS NEEDED

 Drill & Drill Bits
  Screwdriver

Wear ear and eye protection at all times when using power tools

WARRANTY

This Tough Flare is warranted against defects in materials and workmanship for a period of twelve (12) months from the date of initial retail purchase. Do not use this bracket kit for anything other than its intended purpose as a bump stop extension. Failure to follow these instructions or if any modifications to the product are made will void all warranty claims.

For more information visit <https://www.tough toys.com.au/about-us/warranty-policy/>

IMPORTANT

These are aftermarket flares and not genuine parts. They may not cover pre-existing flare clip holes. Rubber seal must be installed in the correct orientation before test fitting. We recommend professional installation by a paint and panel shop for best results and a long-lasting finish.

All flares are manufactured to high standards and can be fitted in their as-delivered form. However, there may be some minor imperfections in the gelcoat surface due to moulding, handling, or transport. This is not an indication of a faulty product. All fibreglass products should be prepped and painted to achieve a blemish free and UV stable finish.

As of the publication date, these instructions are correct. Tough Brands Pty Ltd cannot be held responsible for the impact of any changes subsequently made by the vehicle or trailer manufacturer.

During installation, it is the duty of the installer to check the correct operation/clearances of all components.

PREPARATION

- 1 Remove all items from the packaging and check everything is included and nothing was damaged in transport.
Jack the vehicle up and remove the wheels. Removing the wheel from the corner you are installing the flare on will make access easier to the under side of the wheel arch.
If painting is required, pre-fit parts first, then remove, prep and paint following the paint manufacturers recommendations, and re-fit.

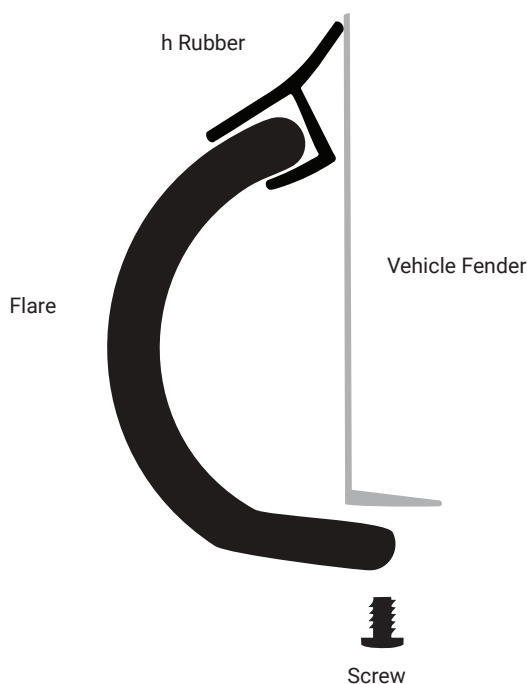
RUBBER MOULDING

- 2 Fix the supplied "h" rubber, with the straight side out, to the edge of FRP Flare with contact adhesive. Use adhesive on inside of the flare only, and push firmly against the the return lip of the guard.
DO NOT use super glue, silicone, sika etc. For tight corners cut the back of the rubber and use masking tape to hold in place until the adhesive has set.
It is important to orient the "h" rubber in the correct way.
Please note the diagrams for correct orientation.



FRONT & REAR FLARES

- 3 Align and push the flare hard against the body of the vehicle. This may require a helper to hold the flare while installing.
Center the flare in wheel arch, and with an appropriate size drill bit start by pre-drilling in the centre at the top of the wheel arch. Install a screw in the center hole after pre-drilling.
Work your way around the flare alternating left and right of the center screw to each end, fixing at approximately 120mm centres.



DOOR FLARES

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For some 4 door vehicles, 2 flares and a 1 door fitting bracket will be included in the kit.

Fitting the rear guard flare first will govern the height for fitting the door flare. The door fitting bracket can be trial fitted with double sided tape to achieve correct location to outside of door (with the Gelcoat/shiny side against the door).

The door bracket should be fitted with a 5 to 10 mm gap from the lip of the door so that when the flare is fitted over the top of the bracket the flare will line up with the edge of the door.

The bottom of the door fitting bracket should be in line with dog-leg section of mudguard below the door. With rivets or screws, attach the bracket to the door.

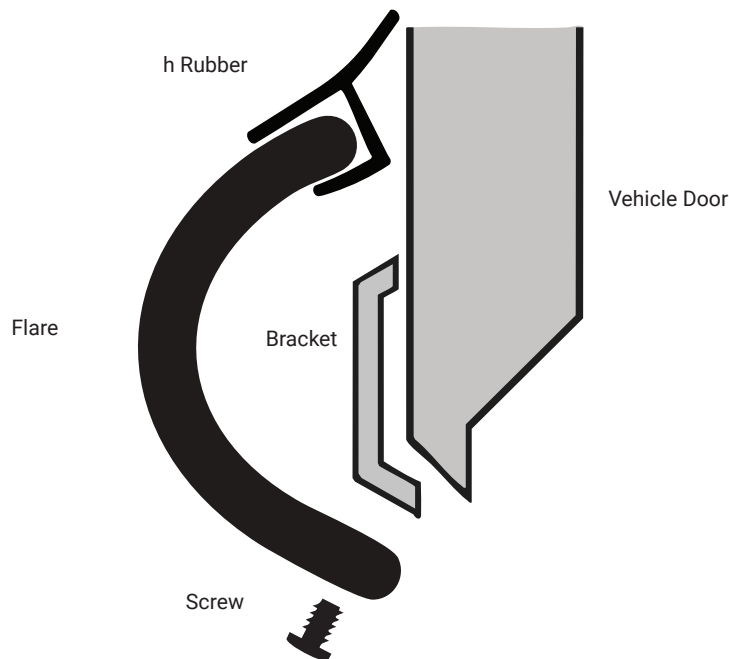
The door flare can then be attached to the bottom flange of the door bracket, thus eliminating the need for removal of inner door trim.

Screw through the upright section of the door fitting bracket to line up with rear guard flare.

Alternative fitting option:

Fit the rear fender flares first, then line up the door flare bracket. Locate the bracket 5 to 10mm from the edge of the door and follow the wheel arch. Use two (2) screws to hold the bracket in place.

Hold the door flare up against the bracket, if it is not sitting properly, slot the existing holes in the door bracket. (Do not drill more holes) and adjust. When the position is correct, fit to door securely, then fit the door flare to the bracket.



FINISH

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Check that all fasteners are tight. Refit any items that were removed during the installation process such as wheels and tyres.

Check clearances on the body to make sure tyres do not rub the fender flares.

The surface gloss of the supplied gel-coat can be restored with a good quality car polish. This applies if the flares have been painted and should be treated as any other painted body panel of the vehicle.

Although we use the highest quality gelcoats there is no UV RESISTANT gelcoat currently available in Australia, please be aware that the surface gloss of the FRP Flares will fade and discolour over time unless painted.

Congratulations! You did it. Take a step back and admire your work.

