



## Kut Snake Flare Fitting Instructions For Nissan Patrol GU

Before you begin, read the following instructions carefully and make sure you understand them.

**YOU WILL BE DRILLING HOLES IN YOUR CAR PANELS.**

If you are not confident in your abilities, or have doubts as to if you can do the job as described we recommend having them installed by a professional accessories installer.

We accept no liability for any mistakes or damage that you may cause by fitting this product. Installation time is 4-5 hours approximately for a novice & although they are not hard to fit, it's easy to get it wrong if you're not careful

### Things you need:

Drill with 4mm drill bit

5mm Allen Key (works best in a cordless drill)

Heat gun (Hair Dryer will work also)



### Preperation:

Before you begin fitting your new flares, you will need to remove the old flares from the vehicle. There is access to the bolts securing them from inside the engine bay (you will need to remove the air filter assembly to gain access)

Access to the back ¼ panels is by removing the rear trim panels inside the cargo area. You will also need to remove the 'L Bracket' from the rear doors.



Once the old flares have been removed it is a good idea to clean and polish the car where the flares will be fitted.

**Fitting:**

Find the center of the bolt notches in the flare (*Figure 1*) and pre-drill the holes using a 4mm drill then fit the rubber to the section of the flare that faces the body (*Figure 2*)



(*Figure 1*) Using a penny washer can help to find the centre.



(*Figure 2*)

Starting with the front of the car (I always do the side with a snorkel first) offer the flare up against the guard.

You will need 2 people for the next part, align the front edge of the flare with the fold in the body (*Figure 3*)

making sure there is an adequate gap between the flare and bull bar. The back lip of the flare should be tucked under the lip of the guard, applying

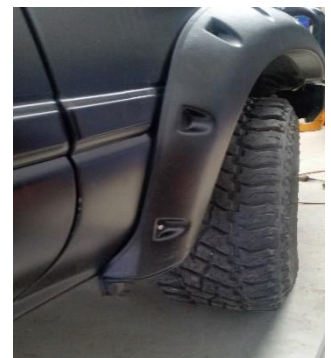
firm pressure, push the flare towards the park light so it pulls in snugly against the body. It may be necessary to heat the flare slightly to make it more pliable. Drill the first hole closest to the parker and fit the screw (*don't do up tight just yet*) making sure the lip of the flare is under the lip of the guard.

Then go to the very bottom (*Figure 4*) drill and screw, whilst holding firm pressure on the flare. Then drill and screw the middle hole, followed by all remaining screws left to be done.

**Pro tip:** Tighten all bolts only enough to hold the flare until all screws are drilled and fitted, it may be necessary to loosen all the bolts to make sure the rubber is sitting in neatly, then tighten, you will notice as you tighten the flare will mould to the body shape. DO NOT OVERTIGHTEN.



(*Figure 3*)



A small dab of super glue on jut the end of the rubbers keeps them in place on the flare.

Repeat for the passenger side using the first side as a referece for landmarks (distance from the front bar, body moulds ect.)

Now its on to the back and you should be starting to get the hang of it by now.

Starting with the passengers rear quarter panel (*where the fuel flap is*) hold the flare up to the panel making sure it is flush with the door opening & the lip is under the guard (*Figure 5*) making sure there is good clearance for the fuel flap & mud flap (*Figure 6*)



(Figure 5)



(Figure 6)

Now for the tricky bit that has most people scratching their heads.

The rear door sections: this is a 2 piece section.

The inner part is onieimental only, so when the door is open you are not looking at the inside of the flare see (*Figure 7*)



(Figure 7)



Line up the door peice with the one already fitted to the ¼ panel, making sure the gap is the same & that the edge of the flare is sitting on the door edge (figure 8)



(Figure 8)

You can leave out the infill piece at this stage as this can be fitted once you have all 3 holes drilled. Drill and screw the top hole, you will notice that the flare is slightly twisted and sits out at the bottom (Figure 9)



(Figure 9)

Applying slight twisting 'tune' the shape of the lower section to determine where the bottom hole goes remembering the flare should follow the wheel arch. Drill and screw the bottom hole then the middle (Figure 10)

Check to make sure that the door opens and closes without fouling any of the bodywork. Should there be any fouling the best way to gain clearance is with a flappy disc on a 4" angle grinder & removing a small amount material from the fouling area at a time. This should be done with caution as its easier to remove a bit each time than to put it back if you take off to much.



(Figure 10)



The final step is to make sure all the rubbers are sitting neatly, and all the bolts are up firm.

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**Phill Carr**

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**For Legal & Insurance Purposes, we do not recommend that you undertake the installation process yourself. Please consult a professional to fit your flare kit.**

**The information in this guide is provided for informational purposes only, and should not be construed as advice or a recommendation to undertake installation yourself.**

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