

## Kut Snake Flare Fitting instructions Ranger PX MK1 & MK2 & Mazda BT50 Fitting instructions

Before you begin, read the following instructions carefully and make sure you understand them. **YOU WILL BE DRILLING HOLES IN YOUR CAR.** If you are not confident in your ability's, or have doubts as to if you can do the job as described we recommend having them installed by a professional accessory installer. We accept no liability for any mistakes or damage that you may cause by fitting this product. Installation time is 4-5 hours approx. for a novice although they are not hard to fit, it's easy to get it wrong if you're not careful

Before



After



### Things you need:

- Drill with 4mm drill bit
- 5mm Allen Key  
(works best in a cordless drill)
- Heat gun (maybe required)  
(Hair Dryer will work also)



### Preperation:

Before you begin fitting your new flares it is a good idea to clean and polish the car where the flares fit. You will need to remove the factory mudflaps. Check to make sure all the parts are in the box and they have not been damaged in fright, Make sure you have plenty of room to move around the car and good light

**Fitting:**

Lay the first flare on a flat bench, find the center of the bolt notchs in the flare (*Fig1*) using a penny washer can help to find the center) and pre-drill the holes using a 4mm drill. then fit the rubber to the section of the flare that faces the body, a small dab of super glue on the cut end of the rubbers keeps them in place



Figure 1



Figure 2

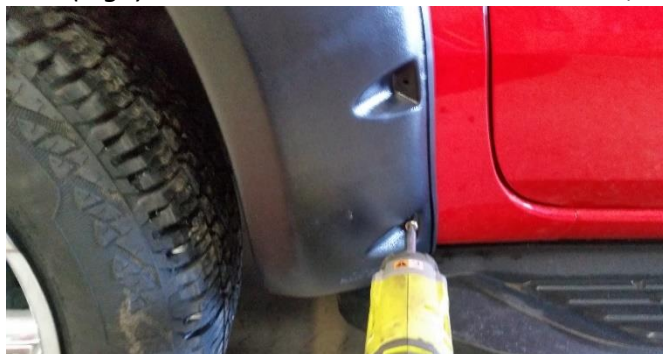
**Note:** The U shaped rubber has 2 different length sides, place the long side to the outside of the flare (*Fig2*)

Now to fit the flare to the car, starting with the front, if fitted 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 join between the body and bumper (*Fig 3*) 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 and matches the gap between the bumper and guard.

When you are happy with its position take a deep breath and drill the first hole closest to the parker and fit the screw (don't do it up to tight) making sure the lip of the flare is under the lip of the guard then go to the very bottom, drill and screw, whilst holding firm pressure on the flare (*Fig4*) Then drill and screw the middle hole, followed by all remaining screws.



Figure 3



**Pro Tip:** Tighten the bolts only enough to hold the flare till 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 re-tighten, you will notice as you tighten the flare will mould to the body shape. **DO NOT OVERTIGHTEN**

Figure 4



Then fit the small bumper extension piece making sure to line it up with the flare. Be careful not to over tighten the lower 2 screws on the bumper extensions as they are only screwing into plastic

If your car is fitted with a bullbar the lower bumper sections may not fit or may need to be modified depending on the brand of the bar.

Repeat for the passenger side using the first side as a reference 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 ¼ panel, (where the fuel flap is) hold the flare up to the panel making sure it is neatly around the fuel flap and the lip is under the guard (Fig 5) making sure there is good clearance for the fuel flap to open.



Figure 5



Figure 6

Drill and fit the 2 screws either side of the fuel flap to hold the flare in position, pushing the lower section of the flare forward making sure the lip is under, drill and screw the lower bolt (Fig 6) then applying pressure to the rear lower section drill and screw the lowest bolt followed by all the remaining bolts.



Repeat the same process to fit the drivers side rear flare using the distances from the other side as reference points. Starting with the front lowest bolt, then the rear lowest then followed by the middle, then fit all remaining screws.

The final step is to make sure all the rubbers are sitting neatly, and all the bolts are up firm, at The 4wd Shed we love to see our customers rigs, so take a few photos and post them on facebook and tag us using @the4wdshed and use the hashtag #the4wdshed so others can admire your handy work and your cool ride.

We are committed to providing quality parts to you, our customer, so should you have any technical enquires or 'how to' questions please call us on 03 9720 8783 or after hours on 0417 005 601 (I will answer if I can or text me and I will get back to you) remember we have a large range of gear for your 4wd

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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.**

**You should not act on the basis of any content included in this guide without seeking professional advice. We will not take responsibility or claim liability for any damages occurring from DIY installation.**

**Please provide this information guide to your installer.**

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