Ford Econoline Van
Swing/Sliding Door Fronts
Part # 22003
Rev-4, 01/12/10

Step 1:
Prior to Installation:

A) **Fit:** Verify the fit of the flares to vehicle by holding over the factory flares. **(Some filing, sanding, or cutting may be necessary to ensure proper fit). DO NOT USE:** Loctite, SuperGlue, or similar products on the hardware or the flares.

B) **Painting:** (Optional) if paint is desired it must be done prior to installing flares on the vehicle clean outer surface with a good grade degreaser. **DO NOT USE LACQUER THINNER OR ENAMEL REDUCER AS A DEGREASER.** Wipe outer surface thoroughly with a tack rag prior to paint.
Paint flares using a high quality enamel, or polyurethane automotive paint. (Application of a primer coat is optional)
If painting edge trim (not recommended), use a flex additive.

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)

NOTE: Front doors may need to be re-adjusted to clear flares.

TOOLS FOR EASY INSTALLATION

- Drill
- 1/4" Drill Bit
- 7/64" Drill Bit
- Utility Knife

FLARE INSTALLATION PROCEDURES

Step 2: Accent and Side Molding Modifications

A) Remove accent moldings from around all wheel openings (if so equipped).

B) Remove factory flares and/or mud flaps from all wheel openings (if so equipped).

On vehicles equipped with body side moldings that interfere with flare attachment, it will be necessary to modify either the moldings or flares.

Option 1: Modifying the side molding:

A) Place flare into wheel well opening and mark a line across molding where flare intersects. Remove flare.

B) Rubber or vinyl moldings can be cut on the vehicle. Warm molding with a heat gun or hair dryer. Carefully slide a flexible wide blade putty knife between the

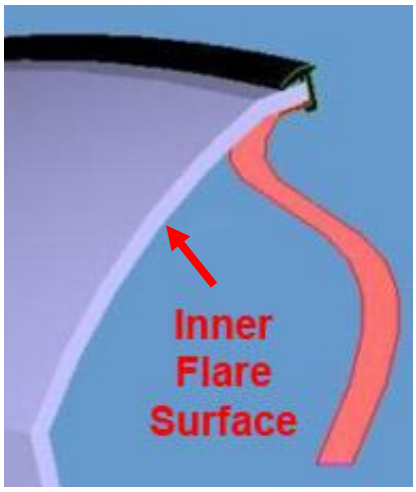

Illustration #1

molding and the sheet metal; this will act as a shield to prevent cutting paint.

C) Make cut with a SHARP utility knife. NOTE: BACK ANGLE CUT on the long side of the marked line. This will match flare angle and leave material if another cut is necessary. Metal moldings must be removed from vehicle for cutting.

Option 2: Modifying the flare:

A) Place flare into wheel well opening and mark flare where side molding intersects.

B) Remove flare and mark thickness of molding into flare.

C) Trim (cut, file, or grind) flare on marked line. You may want to drill (use bit supplied) a hole at corners and trim to them. This will give the cut a smooth, more finished look.

Step 3: Edge Trim Installation

A) Remove factory installed edge trim when necessary.

B) Peel two to three inches of red vinyl backing away from edge trim tape. Applying the adhesive side of the edge trim to the inner side of the flare, affix the edge trim to the top edge of the flare (the portion that comes in contact with the vehicle). **See illustration #1**.

C) Press edge trim into place along the top edge of the flare in one-foot increments, pulling red vinyl backing free as you continue to work your way around the top edge of the flare.

Step 3: Flare Attachment, Front

A) Using the dimples in the flare as a guide, predrill three locations with 1/4" drill bit and predrill one location with a 7/64" drill bit. **See illustration #2**

B) Remove three factory screws from the wheel well. Save factory screws. **See illustration #3**

C) Position flare on fender, lining up predrilled holes with factory screw holes. Apply moderate pressure to the outside of the flare and reinstall factory screws. **See illustration #4**

D) Install one supplied drill screw through hole drilled in step 3A. **See illustration #4**

E) Repeat for other side.

Illustration #2

Illustration #3

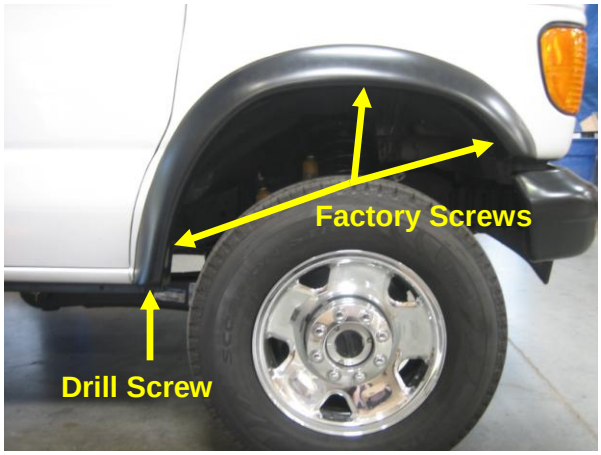

Illustration #4