

Time to Show Some Flair!

BY JASON FREER, ONTARIO, CANADA

I am going to do my best to show you what is involved in the installation of "Bushwacker Cut Out Flares" on a Grand Wagoneer. It really is not all that difficult of a procedure, but it can be time consuming

depending on how much patience you have, and the fit that you would be happy with. These flares are designed to fit a four door model XJ Jeep and require modifications to the FSJ body as well as the flares to make them work in this application.

The first thing that I have got to say is that these flares look flimsy and cheap coming out of the box. But once mounted, they turned out to be pretty solid. ||||



There are two brackets on the back side of the fenders that will need to be removed/undone.



I started with the front flares by holding them up against the fender and getting a rough idea on what needed to be cut out. I took the time to lay tape down as a guide for my cuts. The tape both marks the lines to be cut and protects the paint from getting marked up.



My first cut was with my air grinder. As you can see in the photo, I have cut through the fender in the area that has the support bracket behind. I did this because I would have had a hell of a time cutting through both layers of metal with either the jigsaw or the reciprocating saw.



After I found that the key would never work without the "arm" I was able to continue troubleshooting correctly.

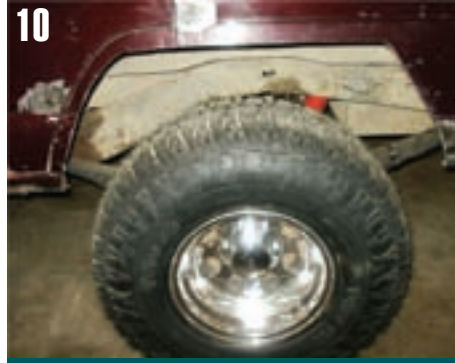


I just continually fit and trimmed the flares until I was happy with the contour. I must have had these flares on and off the truck 10-15 times each with trimming each time.





8
Be aware that there is still a rubber gasket to install between the flares and the body. Also be aware that I used sheetmetal screws to temporarily hold these flares and that they will not be permanently attached until I have painted both the flares and the truck.



10
In this picture you can see how I have extended my wheel opening under the door. The finished cut is 1-1/4" away from the door opening and extending down through the rocker panel.



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First check was the fuses. According to the diagram, it is not a fuse but a circuit breaker (if it blows, it resets itself)



Here is a shot of the front all assembled.



11
Here is what I have come up with for measurements to install the flare on the quarter panel.



13
For the flare on the door, I just lined it up with the other half, and trimmed along the body and rockerpanel on the front edge. I also cut a chunk out of the underside of the flare so that it does not bow out when closing the door. And that is it. Just repeat for the other side.



Well, that was the easy end. The rear flairs would be much more difficult.

Being that the rear is a 2 piece flare, it proved interesting to install. They were impossible to hold up and mark where to cut, so I just cut an equal amount away from the whole wheelwell, and that gave me an opportunity to at least kind of slide the flare in and get a reference point for cutting.



12
As you can see here, the rear flares do not fit nearly as closely as the front ones did. This had me worried at first, but in the end it turned out ok. Just have to go slow and contive to trim the flares until they fit nicely.

In total, the whole procedure took me about 8 hours to install all four. I am still going to go back and seal up all the the openings between the inner and outer body panels, just to finish it off and protect it all from rusting away to nothing.
And the finished pics...



9
This picture shows that I cut at the first body line above the wheel arch. I cut this equal amount all around the wheel opening.



And how about the way they look all painted and installed.