



2017—Current Ford F450 & F600 Front Drill-less set back bracket installation

Included supplies: 6- #8 x 1 1/4" Stainless Steel Black Oxide (SSBO) Screws; 6- #10 (SSBO) washers; 8- 1/4-20 x 1" (SSBO) hex bolts; 2- (SS) flange nuts; 14- (SSBO) 1/4" washers; 6- 1/4-20 (SSBO) Nylocks

We recommend using thread locker on bolts and screws.

- Step 1: Remove the existing Splash Guard by removing the factory screws, bolts or push pins located at points **"A, B, C, D, F and G"**. If you do not have splash guards, remove A, B, C and D factory screws and push pins. See pictures on back. Replace push pins at points **"F" and "G"** after removing the splash guards.
- Step 2: Put a slight bend in the bracket to match the curve of the fender will.
- Step 3: Attach the bracket to the fender well with screws and washers at points B,C and D. Leave slightly loose for now.
- Step 4: Use a box end wrench to hold the flange nut and slid it behind the metal lip at point A. It will be a tight fit between the liner and the metal lip. Once it is aligned with the hole, secure the bracket with a 1/4-20x 1" bolt with washer.
- Step 5: Adjust the bracket to be plumb with the tire and tighten the screws and bolt.
- Step 6: Clamp the mud flap to the bracket, mark the holes in the bracket onto the flap.
- Step 7: Drill the holes in the flap and attach the flap to the bracket (Grooved side towards the tire) use 1/4-20 x 1" BO bolts with washers on the bracket side and the flap side, use the 1/4-20 nylocks to secure the flaps to the bracket.

Note: Recheck bolts and screws every three months and tighten as necessary.

Add moisture to your mud flaps twice a year. You can use furniture polish, vinyl or leather treatment.

IF YOU HAVE ANY QUESTIONS OR CONCERNS PLEASE GIVE US A CALL AT 541-245-9148



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