



Controlled Documentation

Part Number: 33923

Revision: B

Effective Date: 6/3/22

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Document Type (indicate):

◦ Bill of Material

◦ Drawing (may be attached)

◦ Specification

• **Assembly Instructions**

◦ Operating Procedure

◦ Other

Hot Rod Full Fenders

INSTALLATION INSTRUCTIONS



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Tools required

$\frac{3}{16}$ " , $\frac{1}{4}$ " , $\frac{25}{64}$ " Drill bits

$\frac{3}{4}$ " socket, ratchet

Rivnut tool

$\frac{5}{32}$ " Hex Key

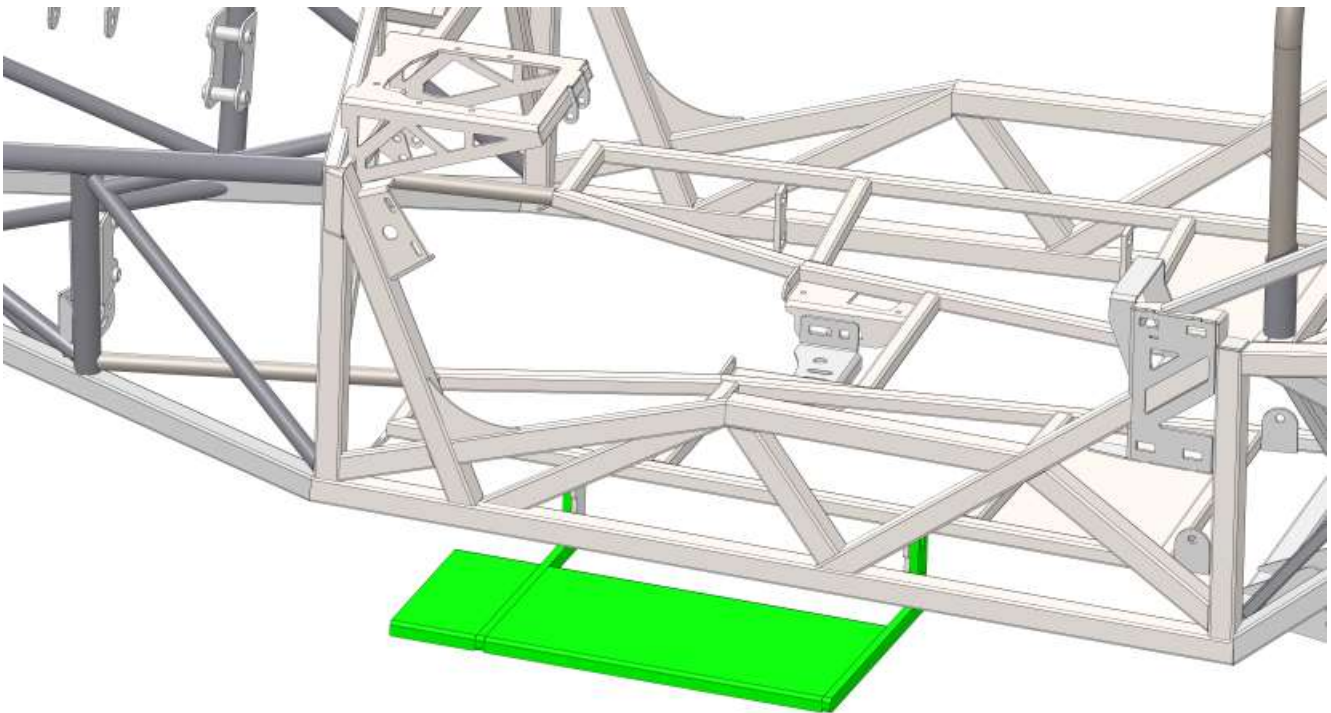
White Marker
Tape measure
Jig or air saw
Drill
(2) 2x4 or similar blocks
Floor jack
Jack stands
Clamps

Install

- ✎ The running boards are not load bearing. Do not stand on them.
- ✎ The front fenders attach to the engine side covers. If you plan to run no fenders or bike fenders as well you will need to order another set of engine side covers since there will be holes in them.
- ✎ The rear ride height will need to be raised to allow for fender clearance.

Place the rear of the car on jack stands and remove the rear wheel.

RUNNING BOARD MOUNTS



Attach the running board mounts to the frame using the 1/2" carriage bolts and 3/4" socket. Left side shown.

FENDERS



Position the rear fender on the body so it fits tight on the inside, hold it in place with clamps.



Clamp the running board to the rear fender. If necessary rotate the fender so that the fender is horizontal and lines up with the body.



If necessary cut the running board so that it goes around the frame near the rear fender.



Put the front fender on over the wheel and then align and clamp it to the front of the running board.



Locate the fender over the wheel while the front is at ride height to allow for 2.50" of wheel travel up and draw a line on the engine side cover.

Jack the front of the car up and remove the front wheel.

Have someone hold the front fender on the line marked then drill through the fender mounting flange and the engine side cover in a middle location.
Bolt the front fender to the engine side cover.
Drill the remaining mounting holes.



Drill a $\frac{3}{16}$ " hole straight up making sure it goes through the rear fender and the body.

Enlarge the hole to $\frac{1}{4}$ ".



Remove the fender and enlarge the hole in the body to $\frac{25}{64}$ "

Install a rivnut in the body.

Remount the fender this time using a $\frac{1}{4}$ "-20 flange head bolt to hold the fender in place.

Move 6" towards the front of the fender and repeat the process; drill a $\frac{3}{16}$ " hole through the fender and the body.

Enlarge the hole to $\frac{1}{4}$ ".

Remove the fender and enlarge the hole in the body to $\frac{25}{64}$ ".

Install a rivnut in the body.

Remount the fender with two screws.

Once two screws have been mounted the remaining $\frac{1}{4}$ " holes can be drilled without having to remove the fender after each one.

Install remaining mounting rivnuts.

Attach the fender to the body.

Reclamp the running board.



Drill 1/4" mounting holes through the rear lip of the running board into the rear fender.

Drill 1/4" mounting holes through the front lip of the running board into the front fender.

Attach the wheels to the car and lower off jack stands.

Check for clearance above the wheels with the normal number of people that will ride in the car sitting in the car. 2.50" is a good clearance to start with. This can be tested by driving on some rough roads. If you do not hear the tires on the fenders when hitting a bump or going around a corner, you can lower the ride height.

Remove the fenders for paint.

