

Installation Manual for Aluminum Inner Fenders

Thank you for buying **LOKARI** inner fenders. You purchased a product proven in thousands of applications since 1950. **LOKARI** is a worldwide leader in the manufacture of high quality inner fenders. Muddy wheel wells, stone chipping and the resulting corrosion will be a thing of the past. The bolted connections of your fenders will be protected from moisture forever. A further advantage is the reduction in road noise. By equipping your vehicle with the inner fenders you are extending the life of your vehicle and increasing its value. However you have to consider that these fender liners are a handmade after-market product. It is possible that during the installation you encounter tight tolerances based on the vehicle type but they can be addressed easily.

WARNING – please pay close attention to the following mounting instructions:

1. Jack up the vehicle, secure it at all times then remove the respective wheel. Clean the inside of the wheel well. Pay special attention to the area around the headlight inserts and the gas tank fill pipe penetration because they attract dirt, a harbour of moisture and the origin of corrosion. When working on a used vehicle pre-treat the underside of the fenders with corrosion inhibitors prior to the installation.
2. **Liberaly apply a lubricant** such as penetrating oil or a soap solution **to the rubber gasket** of the **LOKARI** inner fenders allowing for better installation and minor manipulations.
3. Center the **LOKARI** inner fender over the axle. The spoiler edge, if present, must point to the front of the vehicle. It enhances the ventilation of the confined space inside the wheel well. To easy in the insertion slightly cock the insert. The left inner fender can always be identified by the lower part number.
4. Push the **LOKARI** inner fenders up in the wheel well as high as possible. **You may have to apply some force by hitting the inner fender with your fist or a rubber mallet wrapped it in shop rags.** In case the **LOKARI** inner fender is still not in place grip the exposed edge and apply an upward jerking motion. Placing the inner fender in the correct position is absolutely necessary avoiding contact between the tire and the inner fenders in cases of full suspension compression. Do not hesitate to slightly dome the aluminum inner fender **to prevent the danger of abrasion.**

5. **Point (A)** in the front of the inner fenders should only protrude a **maximum of 10 mm** beyond the chassis once the **LOKARI** inner fenders are fixed at the highest point. The extension on the backside of the inner fenders can be used to attach a mud flap. In case no flap is desired it can either be simply bent back at a 90 degree angle or trimmed off with snipers. In any case it should not protrude below the chassis **more than 20 mm.**

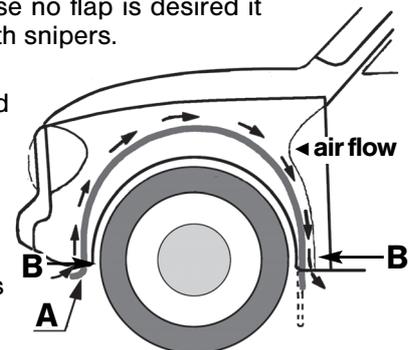
6. The rubber gasket should now tightly fit around the entire perimeter and the **LOKARI** inner fender should no longer flex. Minor gaps between the inner fender and the fender are irrelevant because the centrifugal forces will direct any road dirt in the center of the inner fender.

7. The **LOKARI** inner fenders should now permanently attached by using the supplied set screws. If your particular **LOKARI** inner fenders set is delivered with pre-drilled holes then you must drill 2.5 mm holes in the chassis using the holes in the **LOKARI** as a template. Once the holes are drilled in the chassis the inner fender is secured by installing the self tapping metal screws.

If your particular **LOKARI** inner fender set has no pre-drilled template it is up to you to determine the best location for the installation of the set screws.

Should your particular **LOKARI** inner fender set be supplied with support angles than they must be installed as low as possible on both ends of the wheel well in accordance with location **(B)** as shown on the sketch. The wider flange of the angle is to be secured against the **LOKARI** inner fender, the shorter flange is to be attached to the chassis.

If the angle is to be mounted on the outside of the **LOKARI** inner fender towards the wheel well you will have to drill "blindly" through the inner fender and after the installation only the screw heads will be visible.



ATTENTION: Installing **LOKARI** inner fenders will slightly reduce vehicle ground clearance. While driving over speed bumps or through pot holes the inner fenders can be ripped off. Adjust your driving habits accordingly. Do not risk an accident. A tight, secure fit is of utmost importance. After 1000 km the set screws should be re-torqued assuring a firm connection. Beyond this initial physical confirmation a visual inspection should be performed routinely. The same precautionary steps apply to any attached mud flaps.

8. **Hint:** Application of an underbody coating allows the seamless visual integration of the **LOKARI** inner fenders with the car body in addition to providing additional sound attenuation. The underbody coating is especially beneficial if the vehicle is used year round. In such an application the coating protects the inner fenders from salt. Special attention should be paid to the transition from the rubber gasket to the aluminum inner fenders. This area should be sealed using a jointing compound to protect the metal clams from corrosion.
9. Reinstall the respective wheel and remove the jack. Double check the availability of **sufficient clearance to all moving parts** including but not limited to beak lines, suspension system and tires. Furthermore confirm that at full spring compression the wheel does **NOT** come in contact with the **LOKARI** inner fender even under possible camber and or alignment modifications. In case of question refer to – www.lokari.eu „**FAQ**“!