



40" Rear Flares

FORD SuperDuty Gen 5

NEW PRODUCT

Please visit www.aev-conversions.com to view the most current installation guide for this product.

This is a new product and we want to make sure that you receive the latest and most accurate information based on customer feedback, product revisions, and/or model year updates. We value customer feedback, so we encourage you to contact our Technical Support department if you have any suggestions on how to make the installation of this product easier or if you have any questions regarding the installation of this product. AEV's Technical Support can be reached by email at tech@aev-conversions.com or by giving us a call at (248)-926-0256.

PLEASE READ BEFORE YOU START

To guarantee a quality installation, we recommend reading these instructions thoroughly before beginning any work. These instructions assume a certain amount of mechanical ability and are not written nor intended for someone not familiar with auto repair.

INCLUDED PARTS	QTY	REQUIRED TOOLS
Rear Flare Kit	1	1/8" Drill Bit
Rear Mount Kit	1	3/16" Drill Bit
Rear Flare Hardware Pack	1	3/4" Step Bit
Side Marker Light	1	Angle Grinder/Cut-off Wheel
		Body Saw
		Metal Rivet Tool
		Plastic Rivet Tool
		De-burring Tool
		Rust Inhibitor
		Anti-Seize Lubricant
		1/2" Width Automotive Masking Tape
		Common Hand Tools



CHAPTER LIST

- I. VEHICLE PREPARATION – PG 8
- II. BEDSIDE TRIM MARKING – PG 9-14
- III. BEDSIDE HOLE MARKING – PG 15-16
- IV. BEDSIDE CUTTING – PG 17-25
- V. FLARE INSTALLATION – PG 26-30
- VI. WHEEL WELL STAMPING INSTALLATION – PG 31
- VII. WIRING – PG 32-35
- VIII. WHEEL LINER TRIM – PG 36-37
- IX. WHEEL LINER INSTALLATION – PG 38-41
- X. VEHICLE COMPLETION – PG 42

REQUIRED FINAL TORQUE SPECS WHEN INSTRUCTED

M6x1.0 = 8Nm – 6 ft-lb

M8x1.25 = 23 Nm – 17 ft-lb

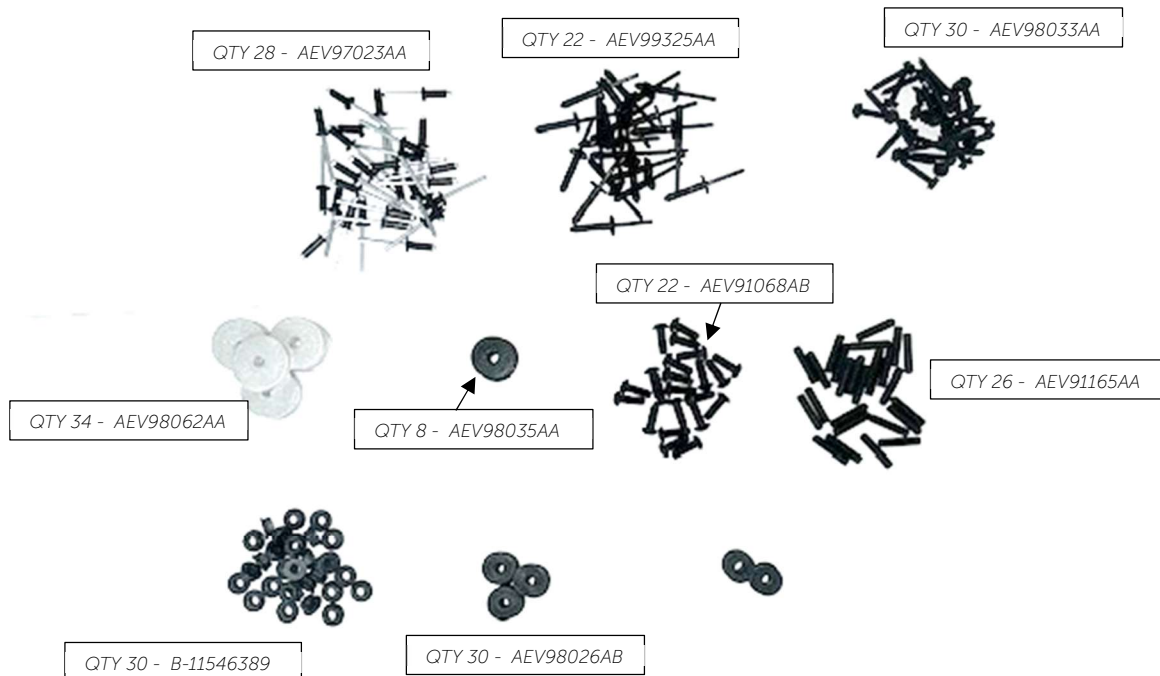
44060003AA EXPLODED VIEW – REAR FLARE KIT W/O MOUNT KIT



AEV99379AA EXPLODED VIEW – REAR MOUNT KIT



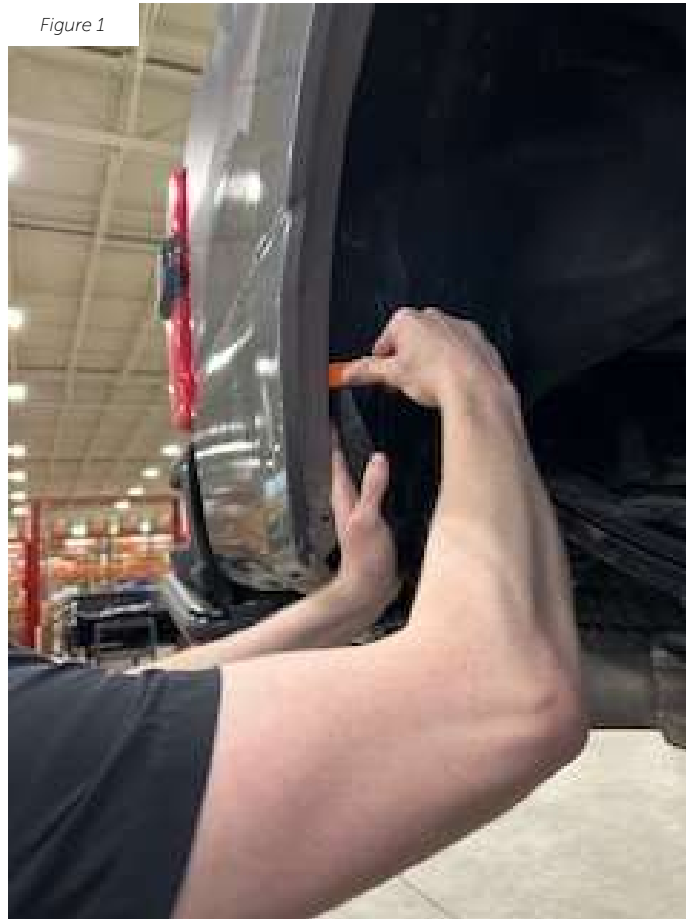
AEV99380AA EXPLODED VIEW – HARDWARE PACK



I. VEHICLE PREPARATION

1. WASH VEHICLE THOROUGHLY
 - a. Marking and masking bedsides are important for flare installation.
2. RAISE ON HOIST
3. REMOVE REAR WHEELS
4. REMOVE WHEEL LINER
 - a. Remove the liner fasteners and push pins. Save hardware for future installation
 - b. Using a pry tool, release the outer lip of the wheel liner from the inner bedside lip. *See Figure 1*
 - c. Work around the wheel opening until the wheel liner releases itself.
 - d. Save wheel liner for future installation steps.

Figure 1



5. STONE GUARD REMOVAL
 - a. Using a pry tool, remove the push pins for the stone guard.
 - b. Once push pins are removed, the stone guard may be removed. If having difficulty removing, locate the molded-in clips on the back side of the stone guard passing through the body side. Squeeze molded-in clips to help release stone guard from bedside.
 - c. Save stone guard for future installation steps. *See Figure 2.*



Figure 2

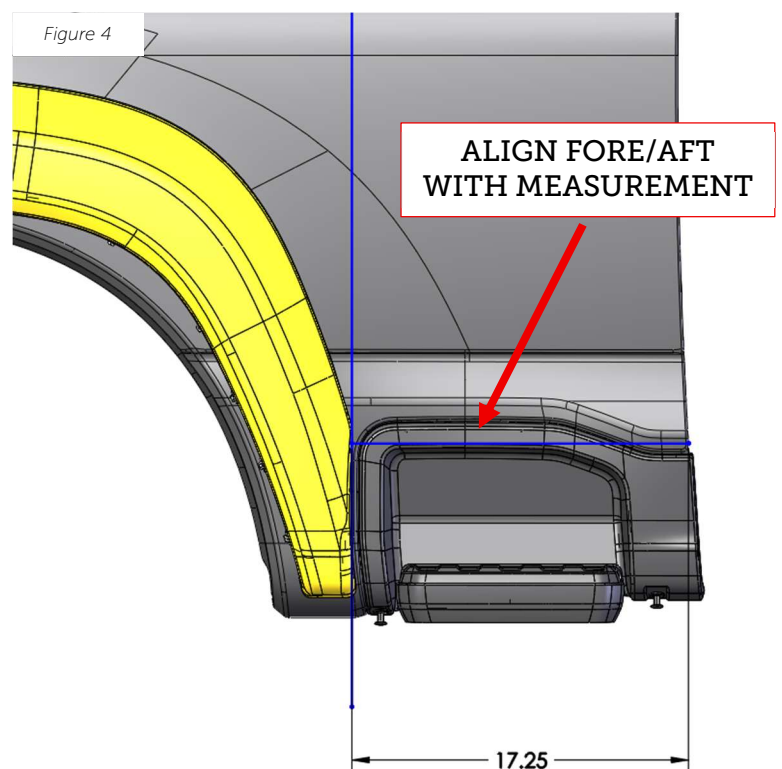
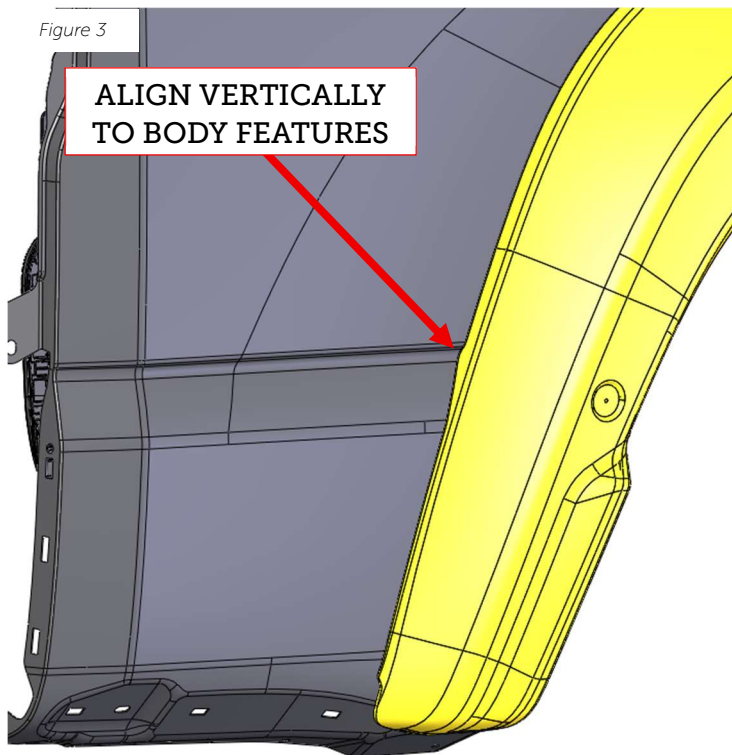


II. BEDSIDE TRIM MARKING

NOTE: THESE NEXT STEPS REQUIRE MULTIPLE PEOPLE TO ENSURE BEDSIDE FLARE IS LOCATED CORRECTLY AND TRIM MARKING IS ACCURATE. AEV RECOMMENDS THREE PEOPLE FOR THIS SECTION.

1. BEDSIDE ALIGNMENT

- a. Locate the bedside flares (FD5F1002/03AA) and remove wood packing support.
- b. The flare can now be placed on bedside and aligned to vehicle.
 - i. For Vertical alignment, align the rear section of the flare to the body line feature of the vehicle. Align the front of the flare at the top of the small radius of the bedside. *See Figure 3.*
 - ii. For fore/aft alignment, measure 17.25" from the front of the bed just above the step trim to the furthest forward point of the flare. *See Figure 4.*



2. BEDSIDE MARKING– **DO NOT CUT VEHICLE UNTIL ALL TRIM MARKS ARE IN PLACE.**

- a. Once flare is aligned to vehicle, you may now mark the bedside for trimming.
- b. Start at the front of the flare. Locate the inner recessed channel. Using a permanent marker, trace the flare opening around the inside area of the bedside to be trimmed. End the marking. The flare can now be removed from the vehicle and set aside for the next step. *See Figures 5-7.*

Figure 5

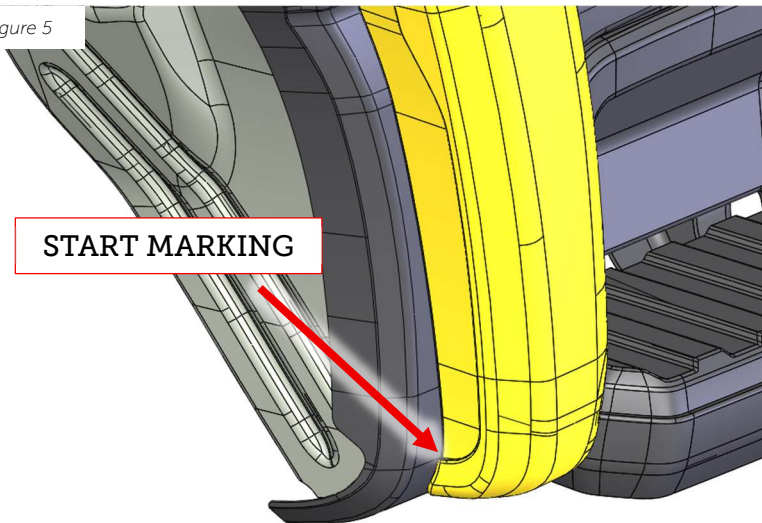


Figure 6

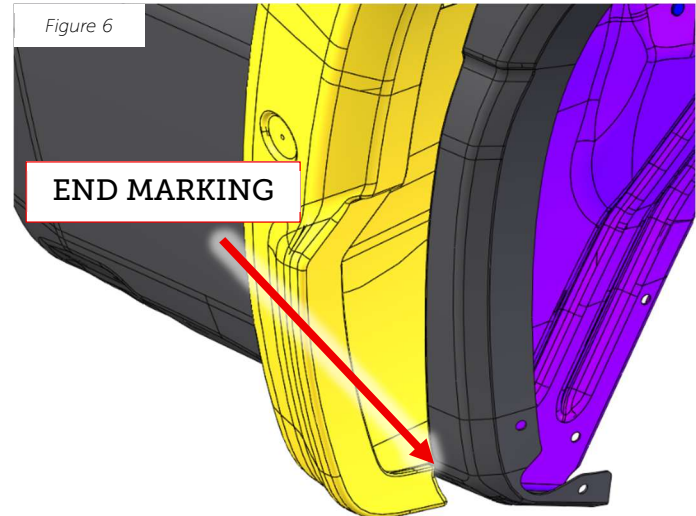
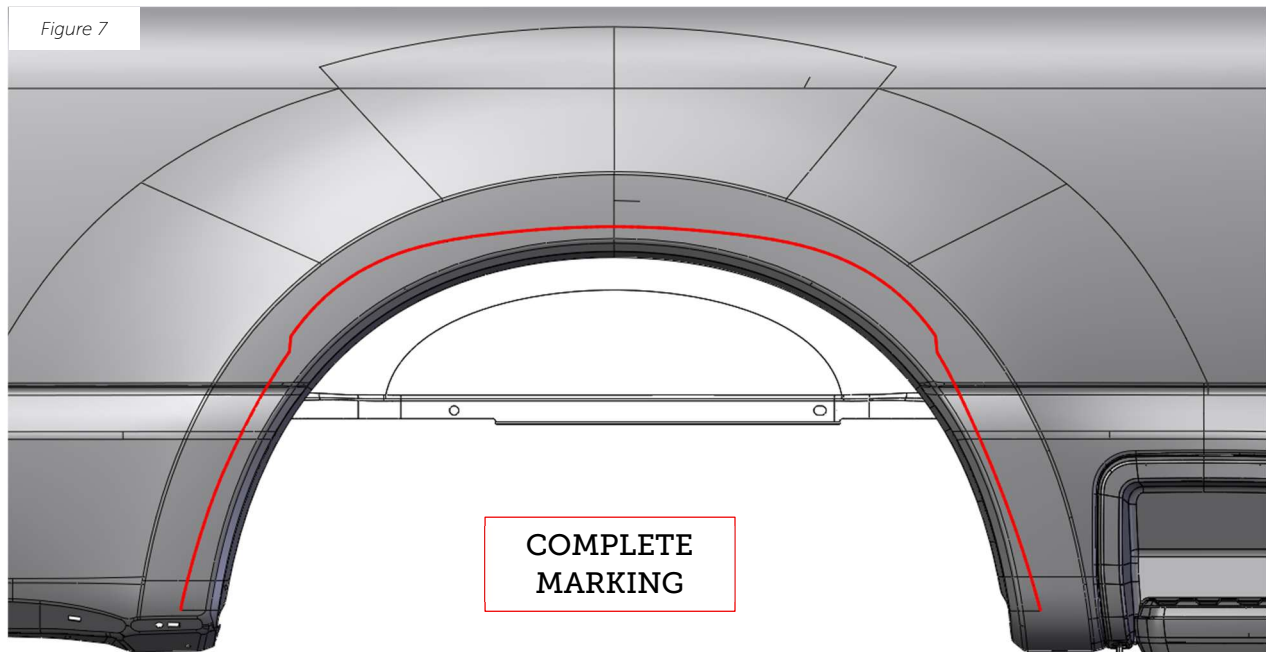


Figure 7

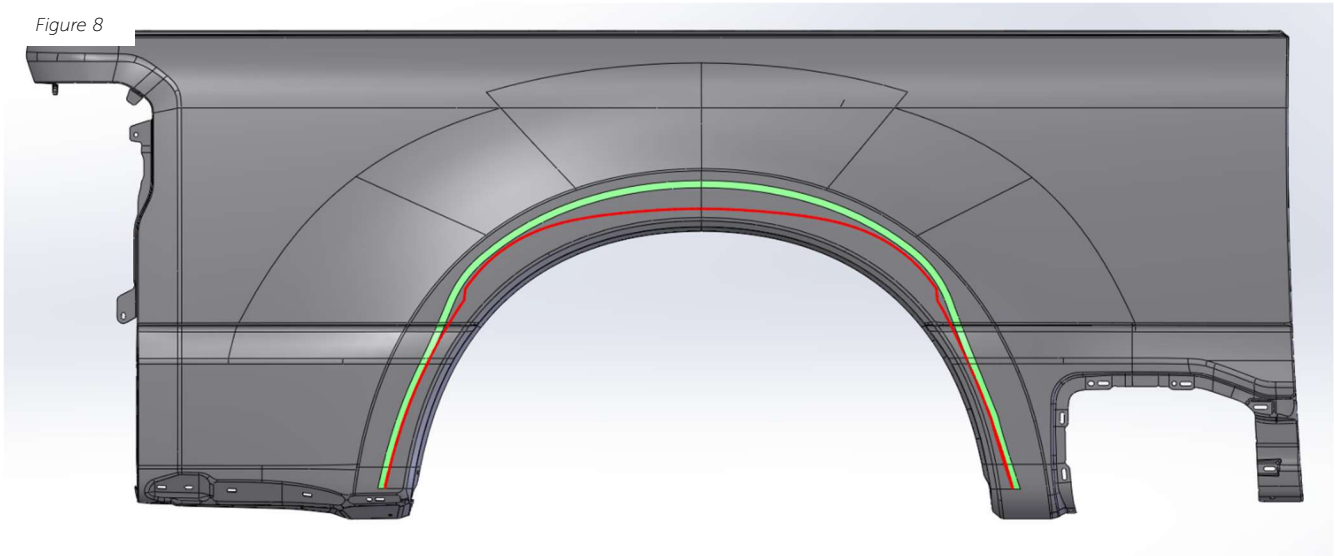


3. BEDSIDE MASKING– **DO NOT CUT VEHICLE UNTIL ALL TRIM MARKS ARE IN PLACE.**

- a. The following steps will finish the full outer bed cutting mark using ½" masking tape.
- b. Using ½" masking tape, apply along the edge of previous marking as shown below. Ensure the masking tape is offset outside of marking.

NOTE: THE MASKING TAPE DOES NOT FULLY FOLLOW PREVIOUSLY MARKED LINE. BEGIN TO DEVIATE TAPE THROUGH THE TOP ARCH OF THE BEDSIDE AS SHOWN. Doing so will allow cut to fully clear a hidden flange on the wheel opening.

Figure 8



- c. To complete the masking on the lower corners, locate the front and rear inner bed support stampings shown below. These will be used as starting points to connect back to the previously marked line.

Figure 9

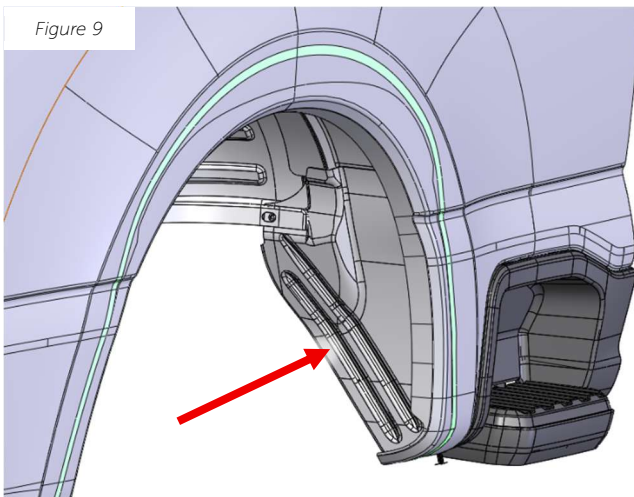
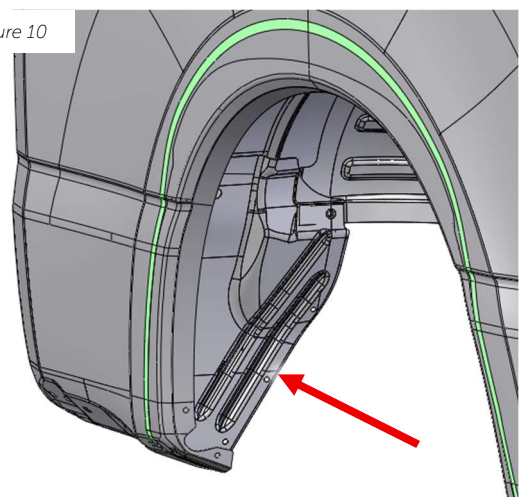


Figure 10



- d. Looking into the wheel opening, using ½" automotive masking tape, place a strip of tape with the outer edge parallel to the inner bed support. Run strip of tape up bedside to connect back with existing tape mark. See *Figures 11 & 12*.
- e. Repeat process on rear section of tape.

NOTE: INNER FRAME SUPPORTS ARE TO NOT BE REMOVED FOR FLARE INSTALLATION, PLEASE ENSURE OUTER CUT EDGE OF TAPE IS ALIGNED PARALLEL TO SUPPORT BRACKET.

Figure 11

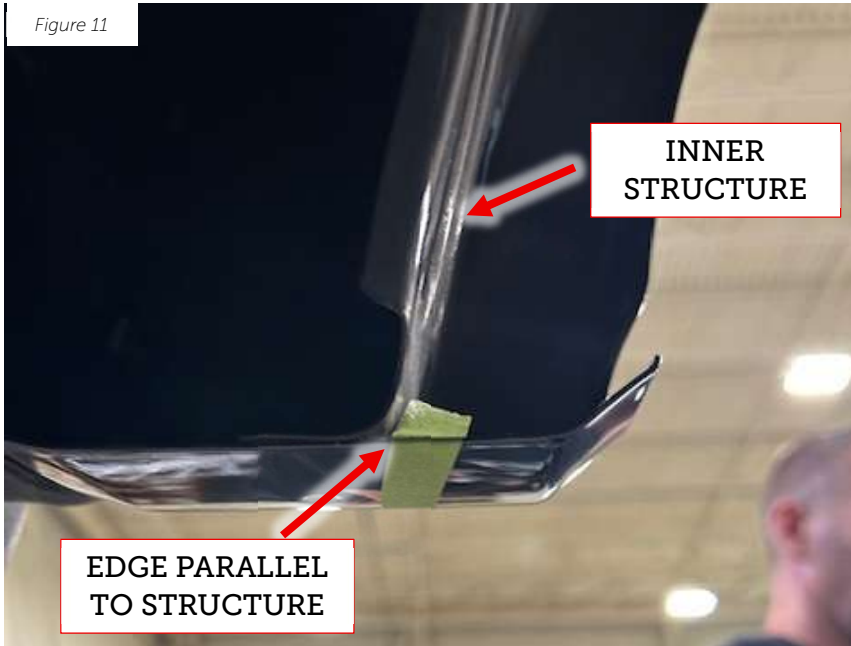
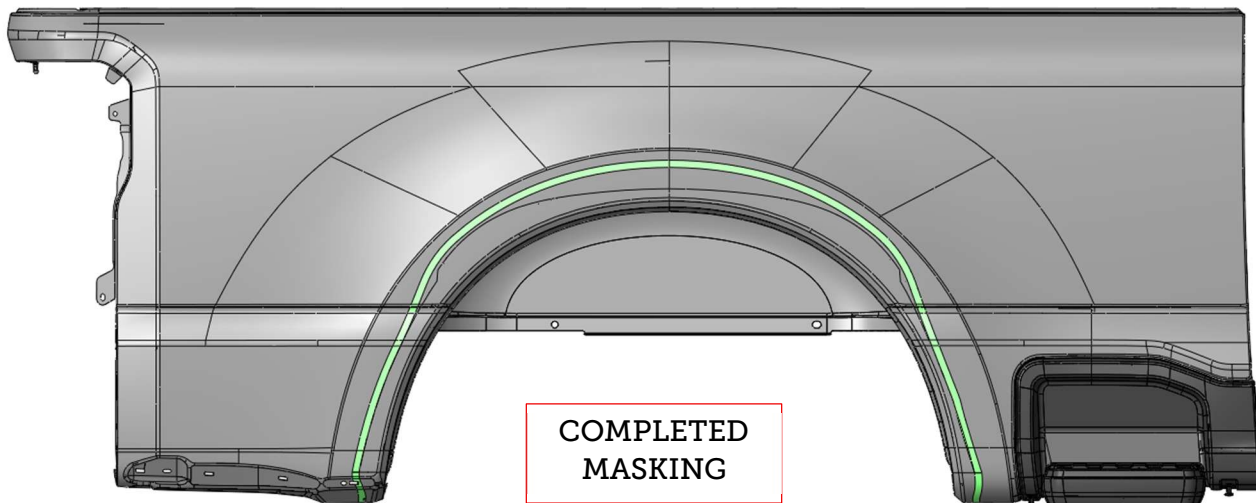


Figure 12



Figure 13



4. WHEEL WELL MASKING - **DO NOT CUT VEHICLE UNTIL ALL TRIM MARKS ARE IN PLACE.**

- The last masking steps will mark 'CENTER SECTION' inside wheel well area needed to be cut in BEDSIDE CUTTING.
- At front of wheel opening with 1/2" masking tape, mark slightly above inner structural piece out to part feature. *See Figure 15.*
- At rear of opening, duplicate previous step. *See Figure 17.*
- Along the top, mask along outside edges stiffening beads until you connect to front and rear masks previously created. *See Figures 18 & 19.*

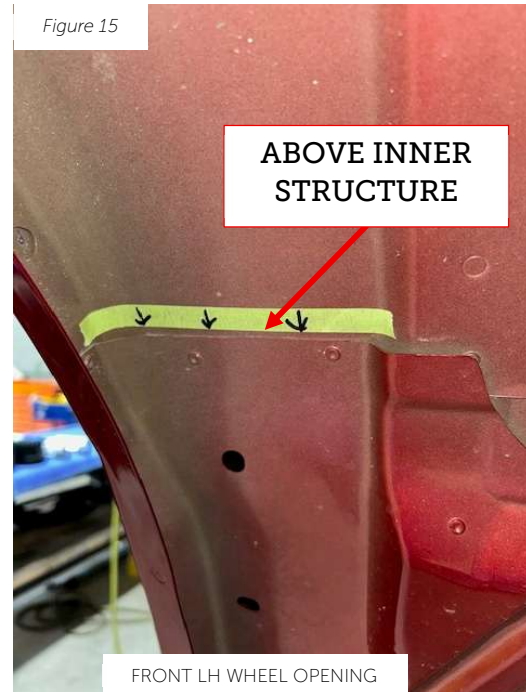
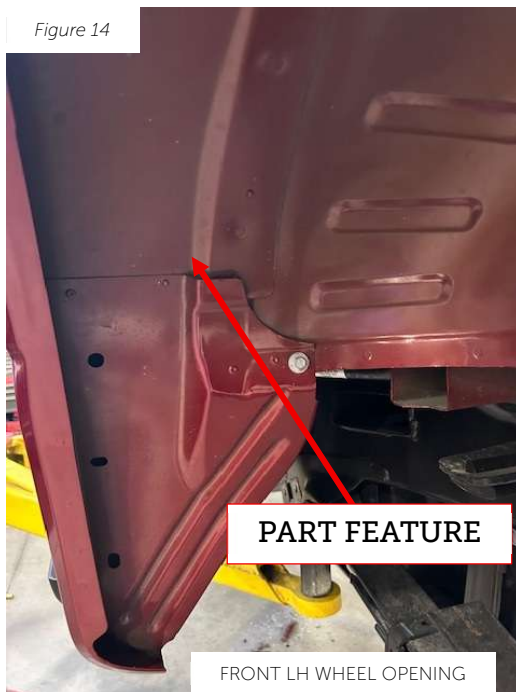




Figure 18



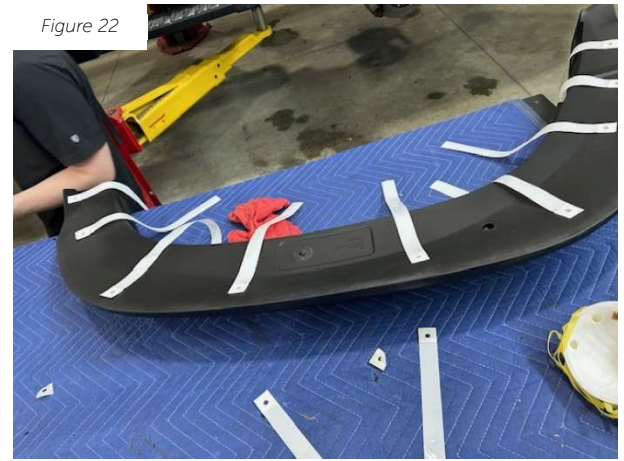
Figure 19



III. BEDSIDE HOLE MARKING

1. FLARE PREPARATION

- a. Position flares on a table to view the threaded inserts on backside.
- b. Locate the drill transfer templates (ARMZ0110AA). Remove the square backing and place on each insert aligning insert hole with hole on transfer template.
- c. When placing templates, ensure the long "tail" of the template is facing into the flare opening as shown below.
PRO TIP: REDUCE TACKINESS OF FLARE-SIDE ADHESIVE WITH FINGER TO AID STICKING ON BEDSIDE SHEET METAL.
- d. Once all templates have been placed, fold the "tail" outward of flare. The flare is now prepped to transfer templates onto bedside.



2. DRILL TEMPLATE TRANSFER

- a. Reposition the flare onto the bedside of the vehicle using the automotive masking tape from the previous step for alignment.
- b. Once the flare is re-aligned to the bedside, gently push the flare maintaining pressure and pull the "tails". Repeat this process for all transfer templates.
- c. Once complete, the flare may be stuck to the bedside. Gently peel the flare off the bedside, ensuring transfer templates adhere to bedside. If some of the transfer templates stay on the flare, add a secondary transfer template on top of the original and repeat the process until all templates are on bedside.
- d. The flare can now be placed aside for later steps.



Figure 23



Figure 24





IV. BEDSIDE CUTTING

NOTE: ENSURE PROPER PPE WORN WHILE TRIMMING/DRILLING METAL. EYEGLASSES, P100 FILTERED FACIAL MASK, GLOVES.

1. FLARE HOLE DRILLING

- e. Using a permanent marker, mark each of the holes in the center of the drill transfer templates.
- f. Carefully remove drill transfer templates. It is okay if some residue or material is remaining on bedside. This can be cleaned later.
- g. Mark center of each drill transfer.
- h. Once marked, center punch and drill a 1/8" pilot hole in each marking.
- i. Once all pilot holes are drilled, use a 3/4" step bit and drill each hole to 3/4".
- j. Debur all edges. You may clean any excess transfer template material if needed at this time.
- k. Apply rust-inhibitor to trimmed areas or any exposed metal.

Figure 25





2. MARKER LIGHT HOLE DRILLING

- a. Using the template provided at the end of this document, place the template on the rear of the bedside and align the two holes.
- b. Mark the marker light hole.
- c. Once marked, center punch and drill a 1/8" pilot hole.
- d. Using a 3/4" step bit, drill to 3/4".
- e. Debur all edges. You may clean any excess transfer template material if needed at this time.
- f. Apply rust-inhibitor to trimmed areas or any exposed metal.

Photo 1 Marker Light Template

3. BEDSIDE CUTTING

NOTE: THE BEDSIDE TRIMMING WILL BE SEPARATED INTO THREE CUTTING SECTIONS FOR EASE OF CUTTING AND TO REDUCE COMPLEXITY. PLEASE READ ALL 3 SECTIONS BEFORE CUTTING

a. REAR SECTION

- i. Begin cutting the rear using the outer edge of the masking tape as the guide. (away from wheel well opening)
- ii. Start cut at bottom of bedside in wheel opening, keeping blade of body saw on the inside of the inner structure. Cut will be flush to inner structure. See Figure 26
- iii. Cut along masking tape edge until top edge of the inner bed structure marked in wheel well. Blade will pass through "hole" between stampings. See Figure 27
- iv. Make a horizontal cut through the bedside until it intersects with the vertical cut. See Figure 28

Figure 26

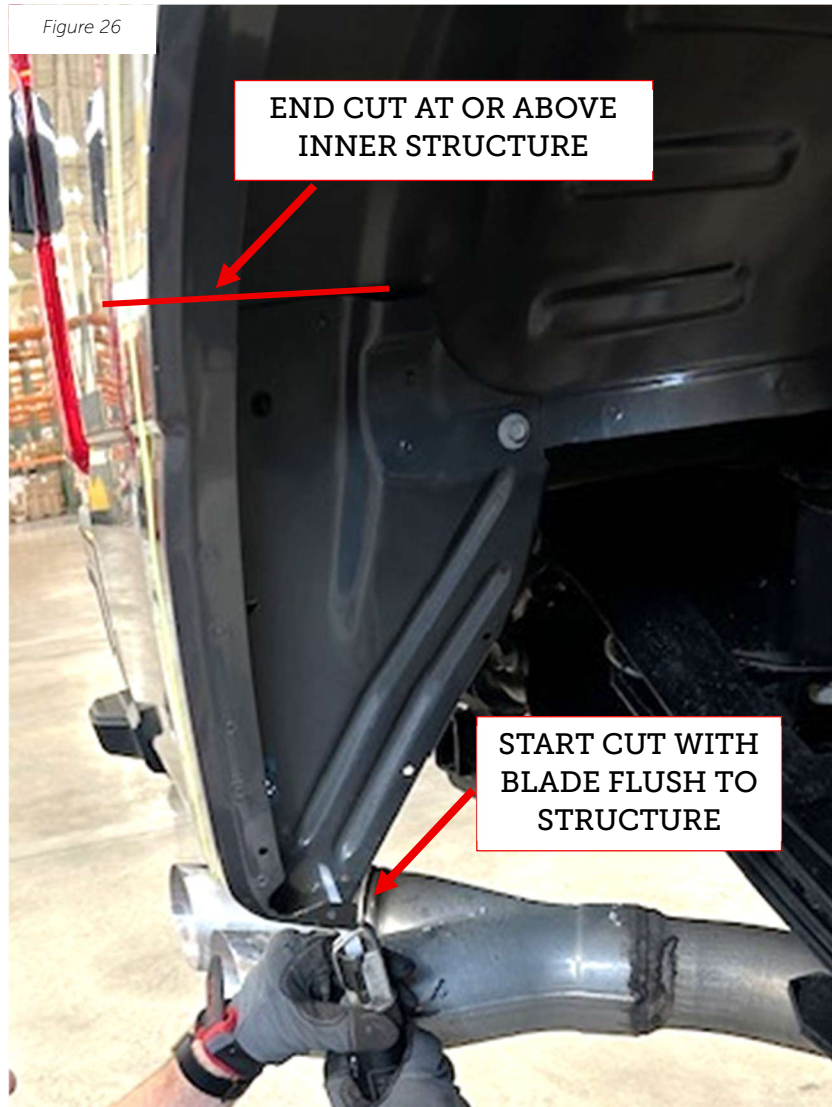


Figure 27

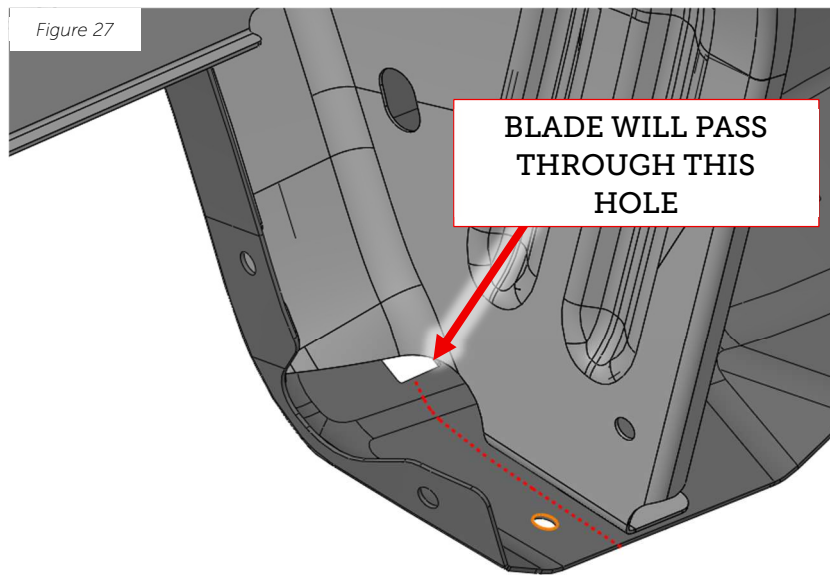
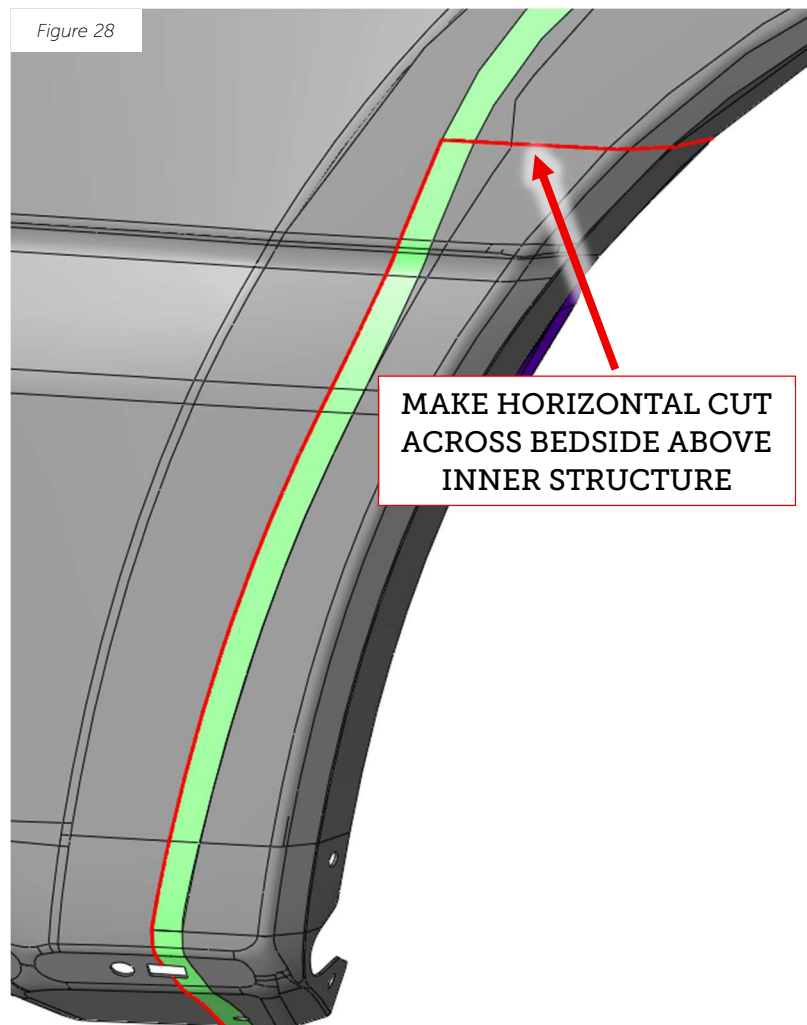


Figure 28



- v. The inner structure can now be trimmed. Looking through the wheel opening, the inside flange of the support structure can be seen.
- vi. Starting from the bottom of the hole in Figure 29, cut along the flange radius vertically until cut meets the previous cuts in this section.
- vii. Once completed, this section of cut will be freed from vehicle and can be removed.

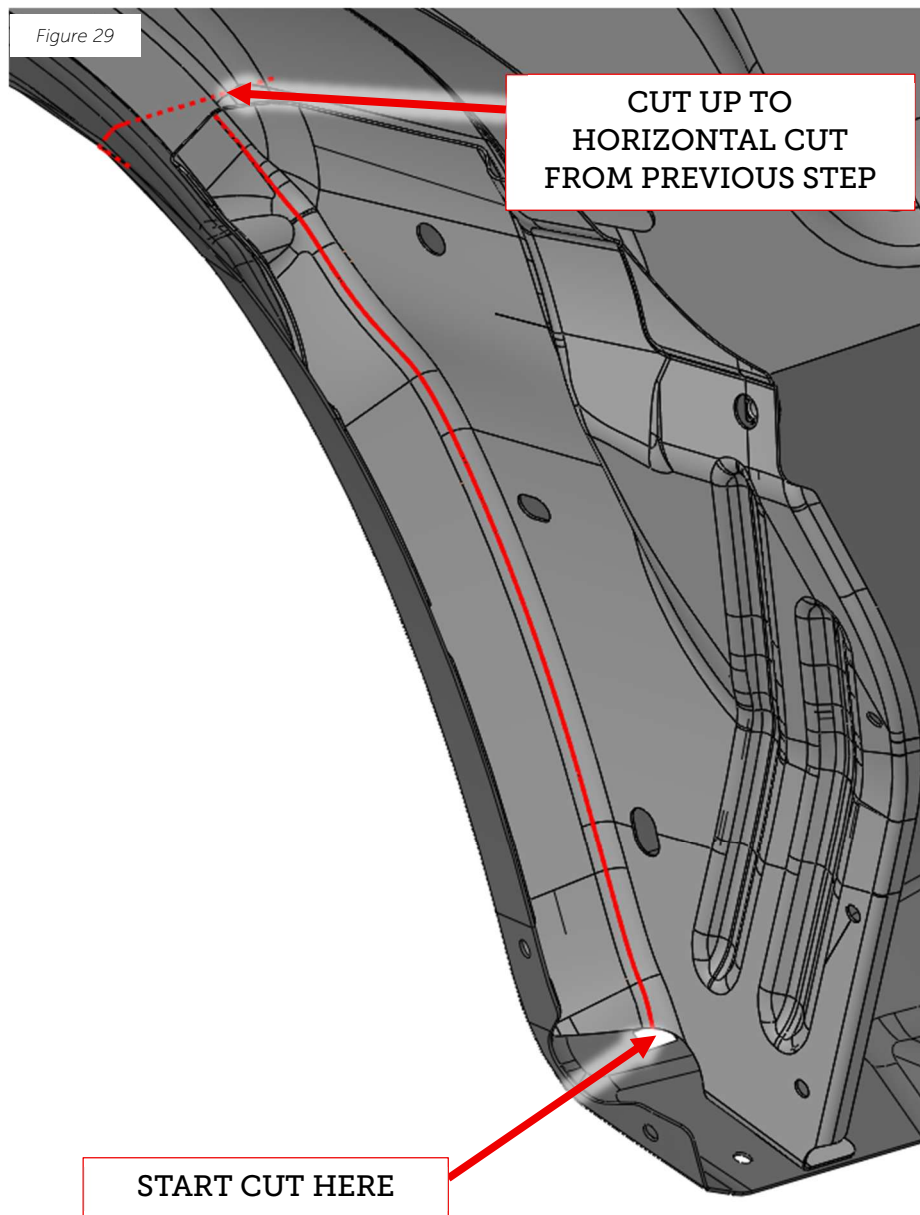




Figure 30





b. FRONT SECTION

- i. Repeat the process completed for the rear section on the front section of bedside.
- ii. Once completed, this section of cut will be freed from vehicle and can be removed.

Figure 31

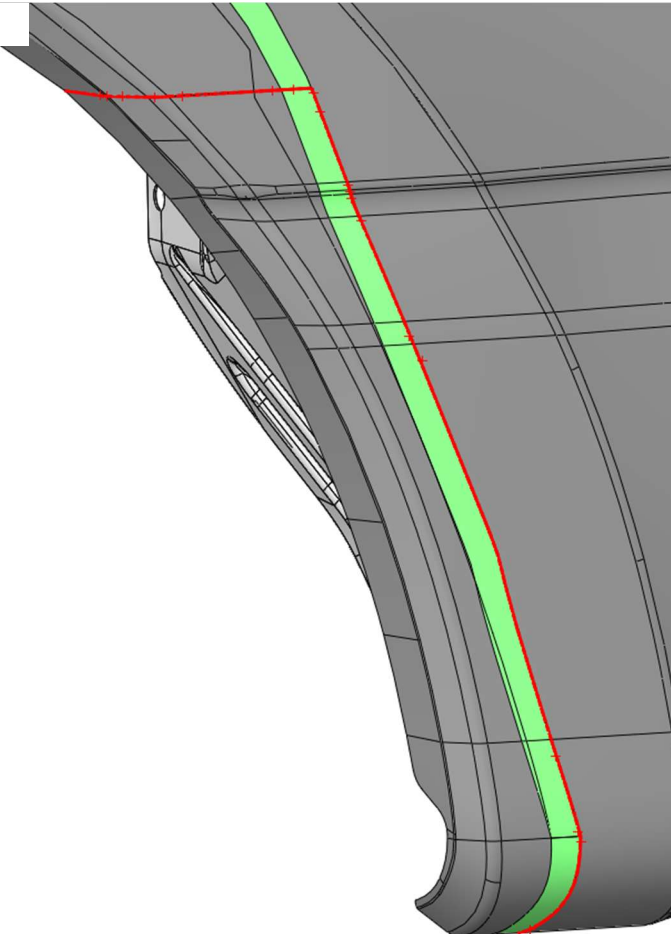
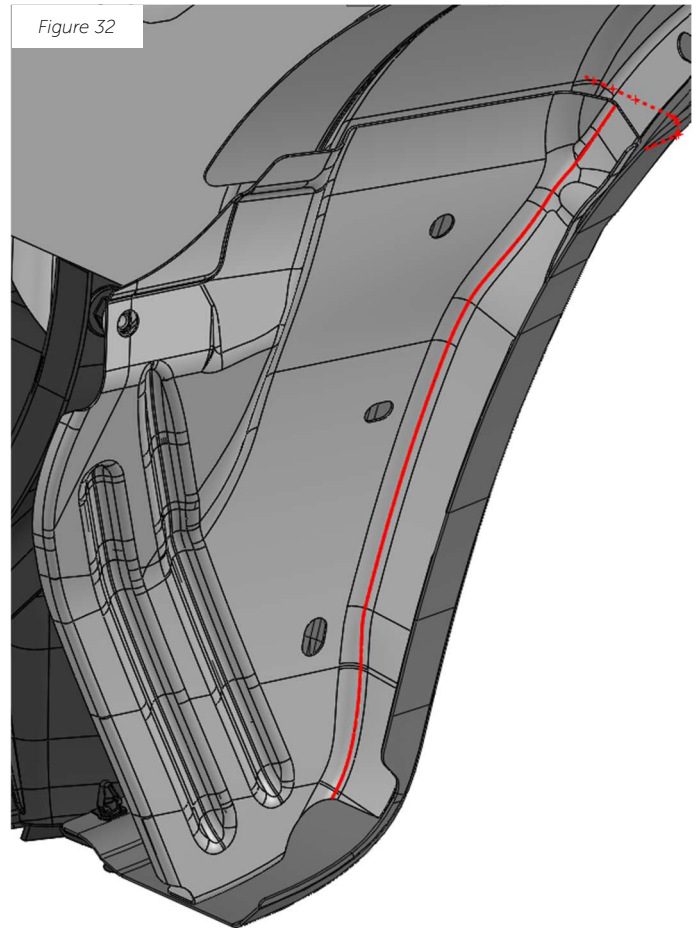


Figure 32





c. CENTER SECTION

- i. Complete outer bedside cut following rest of the outer tape in initial bedside/wheel well masking steps.
- ii. Once completed, this section of cut will be freed from vehicle and can be removed.

Figure 33



Figure 34



Figure 35

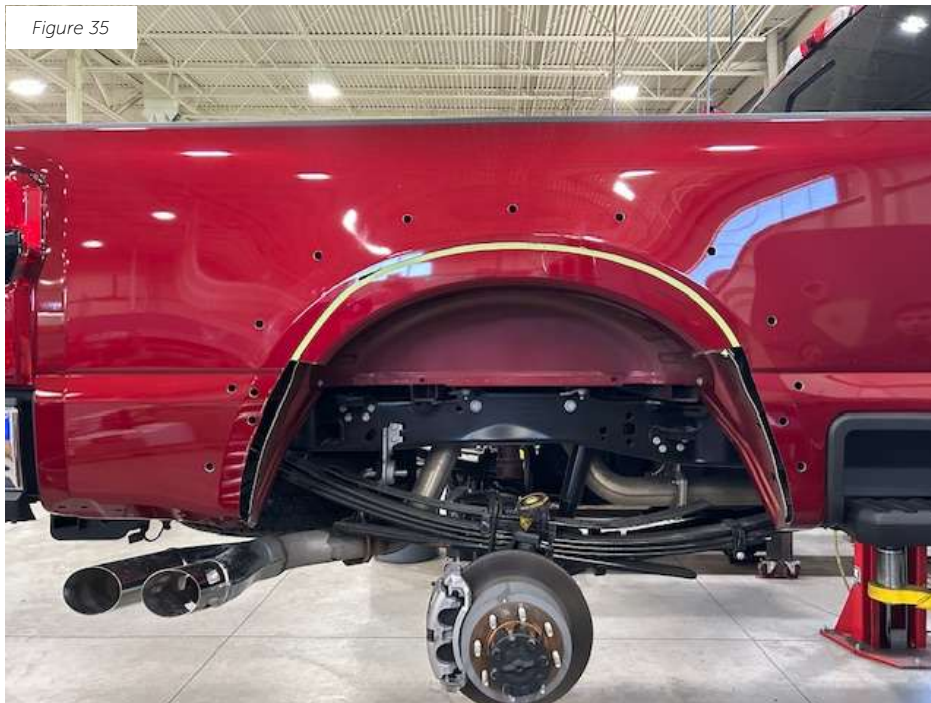
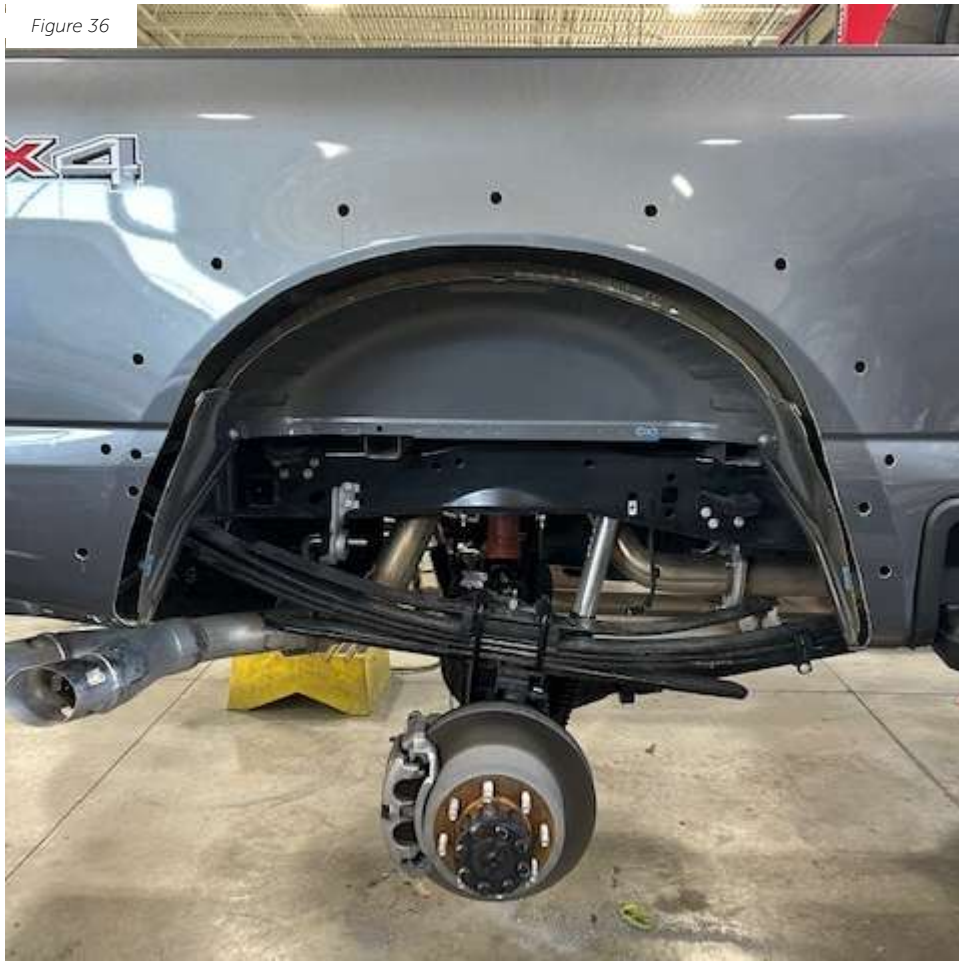




Figure 36



V. FLARE INSTALLATION

1. SIDE MARKER LIGHT INSTALLATION

- a. Locate the Marker Light kit (AEV99107AA). One $\frac{3}{4}$ " holes will need to be drilled in the flare for the Marker Light.
- b. On the inside of the flare, there is a $\frac{3}{4}$ " hole already placed for marker harness.
- c. On the outside of the flare, there is a small molded-in dimple to locate the hole position. Drill this hole using a $\frac{3}{4}$ " step bit.
- d. Remove any excess plastic from drilled holes.
- e. Install the rubber grommet through the outer hole.
- f. Using one of the tie-straps provided, tape one end to one of the connectors of the harness and fish the wire through the two drilled holes.
- g. Press the Marker Light in place.



2. OUTER EDGE SEAL

- a. Locate ARMZ1088AA from Rear Flare Kit
- b. Remove adhesive backside and align on outer edge of flare
- c. Trim length as needed to flare

Figure 40



3. STUD INSTALLATION

- a. Using the Hardware Pack, locate the following
 - i. QTY 26 M6x1 studs (AEV91165AA)
- b. Using 3mm Allen Wrench, Install the M6 studs into the molded inserts of the flare as shown below. Apply anti-seize to all studs. Tighten to 6 ft-lb.
NOTE: DO NOT OVERTIGHTEN AS THIS WILL RISK FAILURE OF MOLDED INSERT

Figure 41



4. STONE GUARD INSTALLATION

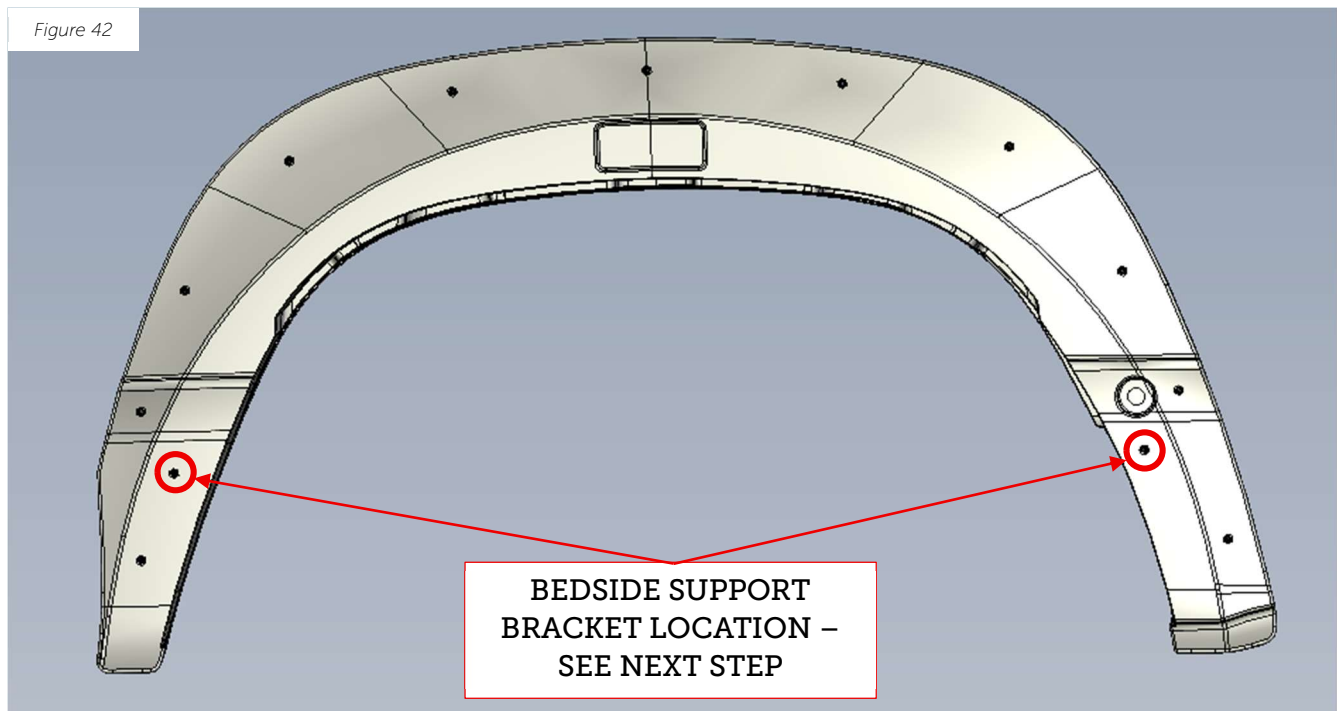
- a. Locate plastic Stone Guard removed from VEHICLE PREPARATION.
- b. Install Rocker Guard before Flare Installation – will later be cut to specific length.

5. FLARE INSTALLATION

- a. You may now install the flare onto bedside of vehicle.
- b. Using the Hardware Pack, Locate the following:
 - i. QTY 22 Aluminum Bedside Washers (AEV98062AA)
 - ii. QTY 22 M6 Nuts (B-11546389)
- c. Hold the flare up to the bedside and pass the Marker Light harness through the Marker Light hole drilled.
- d. Hand tighten the bedside washers and nuts per side as shown. Do not fully tighten at this time.

NOTE: THERE ARE TWO STUDS PER SIDE OF VEHICLE THAT WILL NOT RECEIVE A WASHER AND NUT AT THIS TIME. See Figure 42.

Figure 42



BACKSIDE OF LH FLARE

6. BEDSIDE SUPPORT BRACKET INSTALLATION

- a. Locate the 4 bedside brackets (FD5F1008AA) included in kit and necessary hardware from pack
 - i. QTY 12 Aluminum Bedside Washer (AEV98062AA)
 - ii. QTY 8 M6 Button Head Bolts (AEV91068AB)
 - iii. QTY 8: M6 Nuts (B-11546389)
- b. Install brackets at locations referenced in previous step.
- c. Connect through wheel well trimmed area.
 - i. 1 bolt + 2 washers + 1 nut hold bracket to wheel well
 - ii. 1 washer + 1 nut hold bracket to flare (not installed in previous section)
- d. Fully torque all nuts to 6 ft-lb.

Figure 43



Figure 44



7. PLASTIC STONE GUARD CUT

- a. Mark rocker guard to be cut. See *Figures 45 & 46*.
- b. Once marked, cut and discard. Trim edges smooth/flush to structural piece.

Figure 45



Figure 46



VI. WHEEL WELL STAMPING INSTALLATION

NOTE: ONCE STAMPING IS INSTALLED, NO MORE ACCESS TO UPPER FLARE. ENSURE NUTS TIGHTENED, ROCKER GUARD & PENNY LIGHT INSTALLED.

1. WHEEL WELL STAMPING MARK

- a. Locate in Hardware Pack the following:
 - i. QTY 10: M6x1.0 Button Head Cap Screws (AEV91068AB)
 - ii. QTY 10: M6x18 Washers (AEV98027AA)
 - iii. QTY 24: 3/16 Aluminum Blind Rivet (AEV97023AA)
- b. Install aluminum stamping (FD5F1010AA) onto flare with M6 hardware located in outer positions. Loosely install for now. See *Figure 47*

2. WHEEL WELL STAMPING INSTALLATION

- a. Match drill & rivet [12] 3/16" holes through aluminum metal of vehicle using wheel well stamping to mark position.
- b. Start at top/middle of wheel opening, move outward in an even fashion with each rivet. See *Figure 48*.
 - i. Drill
 - ii. Apply rust inhibitor
 - iii. Rivet AEV97023AA
 - iv. Move onto next location
- c. Fully torque M6 hardware to 6 ft-lb.
- d. Repeat to opposite side.

DO NOT DRILL ALL LOCATIONS AT ONCE TO PREVENT SHIFTING WHEN INSTALLING RIVET. TORQUE AFTER RIVETING

Figure 47

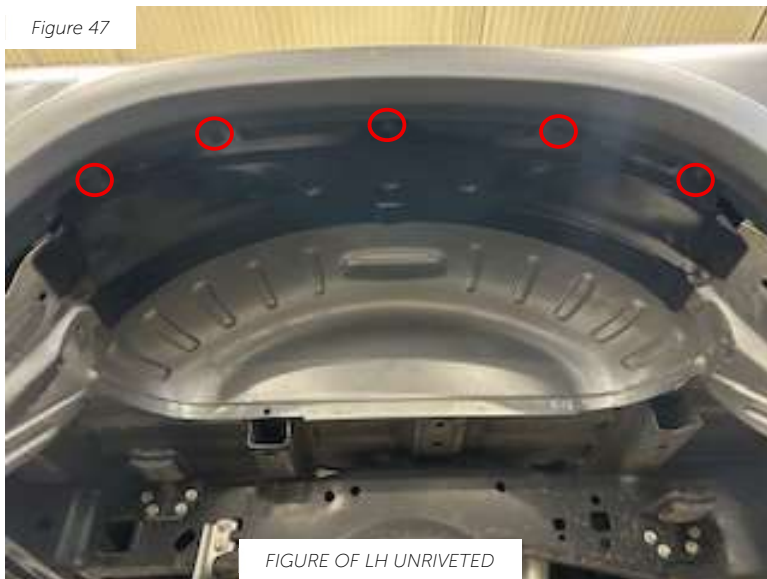
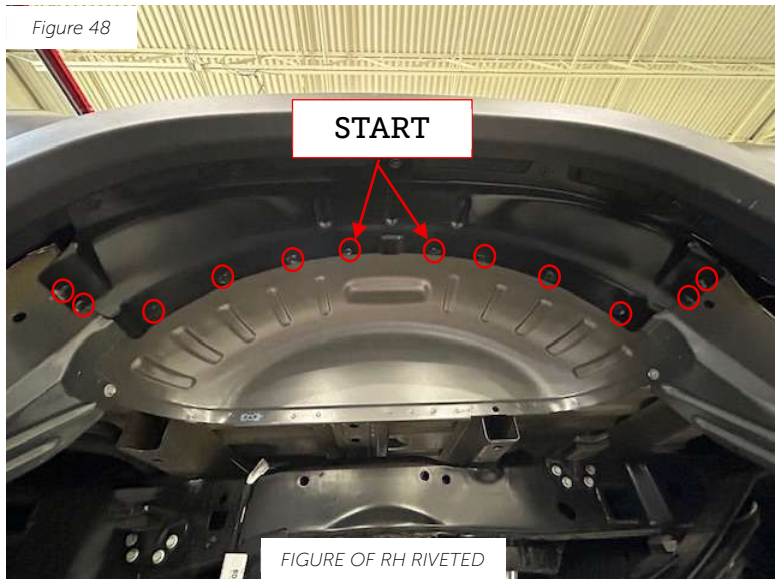


Figure 48



VII. WIRING

LED TAIL LAMP

1. UNRAVEL WIRE PROTECTION FROM ELECTRICAL CONNECTOR IN TAILLIGHT
2. LOCATE CAVITY 3&10 ON CONNECTOR
 - a. Green/Black & Blue/Black wires.
3. CENTER SPLICE WHITE (GROUND) FROM HARNESS PACK ONTO CAVITY 3.
 - a. Solder splice and wrap in protective sleeve. *See Figure 50*
4. CENTER SPLICE BLACK (POSITIVE) FROM HARNESS PACK ONTO CAVITY 10.
 - a. Solder splice and wrap in protective sleeve. *See Figure 50*
5. REWRAP HARNESS IN PROTECTIVE SLEEVE.
 - a. Allow newly spliced wire access to flare marker harness
6. CUT AND SPLICE AEV FLARE HARNESS TO PREFERRED LENGTH.
7. CONNECT AEV FLARE HARNESS AND RECENTLY SPLICED HARNESS TOGETHER.
8. REPEAT PROCESS ON OPPOSITE SIDE.

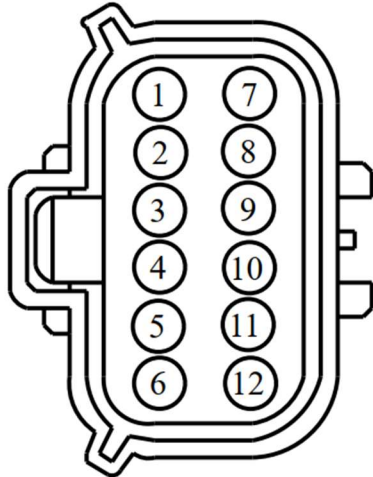
Figure 49



Figure 50



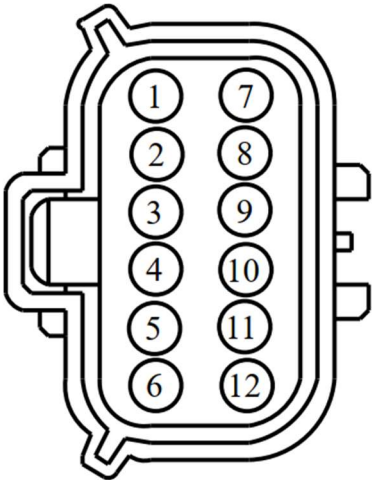
Figure 51



Pin	Circuit	Gauge	Circuit Function	Qualifier	Terminal Part Number
1	CLS23(GY)	16	ECU - TURN LAMP LEFT REAR		N/A
2	CLS51(WH-GN)	16	ECU - BCM # STOP/TURN LEFT OUTBOARD		N/A
3	GD476(BK-GN)	16	GROUND - FRAME REAR LEFT		N/A
4	CLS78(GN)	16	ECU - TURN LAMP LEFT REAR 2		N/A
5	RMF16(VT-GY)	22	ECU - ADAS # RADAR LEFT REAR CORNER -		N/A
6	VMF12(GN)	22	ECU - ADAS # REAR CORNER RADARS CAN FD BUS HIGH		N/A
7	CMF16(YE)	22	ECU - ADAS # RADAR LEFT REAR CORNER +		N/A
8	VDN14(YE-GN)	22	ECU - LIN BUS # BCM 6		N/A
9	RMF16(VT-GY)	22	ECU - ADAS # RADAR LEFT REAR CORNER -		N/A
10	CLS77(BU-BN)	16	ECU - PARK LAMPS 2		N/A
11	CLS55(GN-WH)	20	LAMP - TURN REAR LEFT # SIGNAL OUT		N/A
12	VMF13(YE-GN)	22	ECU - ADAS # REAR CORNER RADARS CAN FD BUS LOW		N/A

LEFT-HAND
TAIL LIGHT

Figure 52



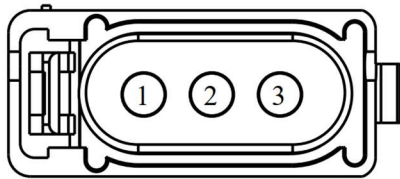
Pin	Circuit	Gauge	Circuit Function	Qualifier	Terminal Part Number
1	CLS27(GN)	16	ECU - TURN LAMP RIGHT REAR		N/A
2	CLS53(GY-VT)	16	ECU - BCM # STOP/TURN RIGHT OUTBOARD		N/A
3	GD484(BK-GN)	16	GROUND - FRAME REAR CROSSMEMBER		N/A
4	CLS78(GN)	16	ECU - TURN LAMP LEFT REAR 2		N/A
5	RMF17(BU-BN)	22	ECU - ADAS # RADAR RIGHT REAR CORNER -		N/A
6	VMF12(GN)	22	ECU - ADAS # REAR CORNER RADARS CAN FD BUS HIGH		N/A
7	CMF17(VT-GY)	22	ECU - ADAS # RADAR RIGHT REAR CORNER +		N/A
8	VDN14(YE-GN)	22	ECU - LIN BUS # BCM 6		N/A
9					N/A
10	CLS77(BU-BN)	16	ECU - PARK LAMPS 2		N/A
11	CLS54(BU-WH)	20	LAMP - TURN REAR RIGHT # SIGNAL OUT		N/A
12	VMF13(YE-GN)	22	ECU - ADAS # REAR CORNER RADARS CAN FD BUS LOW		N/A

RIGHT-HAND
TAIL LIGHT

HALOGEN TAIL LAMP

1. UNRAVEL WIRE PROTECTION FROM ELECTRICAL CONNECTOR IN TAILLIGHT
2. LOCATE CAVITY 1&2 ON CONNECTOR
 - a. Specific color wires
3. CENTER SPLICE WHITE (GROUND) FROM HARNESS PACK ONTO CAVITY 1.
 - a. Solder splice and wrap in protective sleeve.
4. CENTER SPLICE BLACK (POSITIVE) FROM HARNESS PACK ONTO CAVITY 2.
 - a. Solder splice and wrap in protective sleeve.
5. REWRAP HARNESS IN PROTECTIVE SLEEVE.
 - a. Allow newly spliced wire access to flare marker harness
6. CUT AND SPLICE AEV FLARE HARNESS TO PREFERRED LENGTH.
7. CONNECT AEV FLARE HARNESS AND RECENTLY SPLICED HARNESS TOGETHER.
8. REPEAT PROCESS ON OPPOSITE SIDE

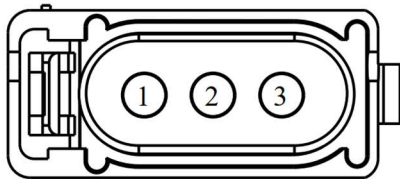
Figure 53



Pin	Circuit	Gauge	Circuit Function	Qualifier	Terminal Part Number
1	GD476(BK-WH)	20	GROUND - FRAME REAR LEFT		N/A
2	CLS77(BU-WH)	20	ECU - PARK LAMPS 2		N/A
3	CLS53(GY-YE)	20	ECU - BCM # STOP/TURN RIGHT OUTBOARD		N/A

**LEFT-HAND
TAIL LIGHT**

Figure 54

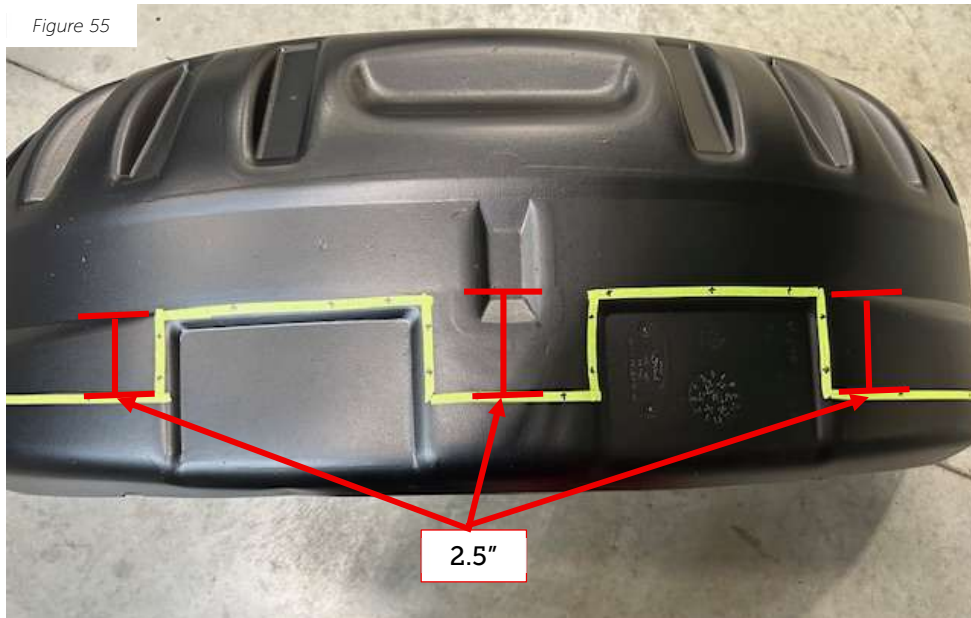


Pin	Circuit	Gauge	Circuit Function	Qualifier	Terminal Part Number
1	GD476(BK-WH)	20	GROUND - FRAME REAR LEFT		N/A
2	CLS77(BU-WH)	20	ECU - PARK LAMPS 2		N/A
3	CLS78(GN-WH)	20	ECU - TURN LAMP LEFT REAR 2		N/A

**RIGHT-HAND
TAIL LIGHT**

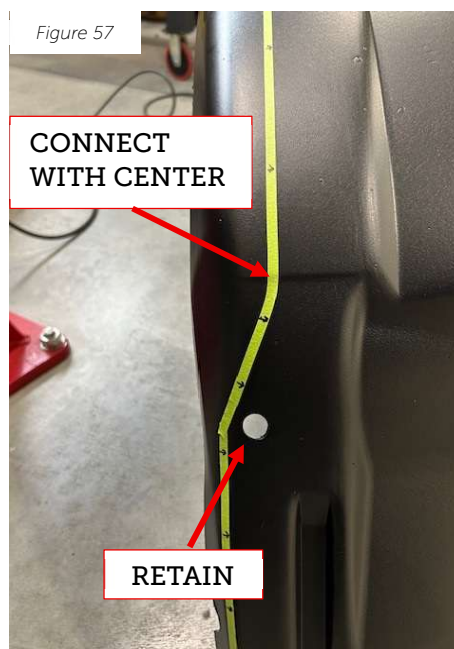
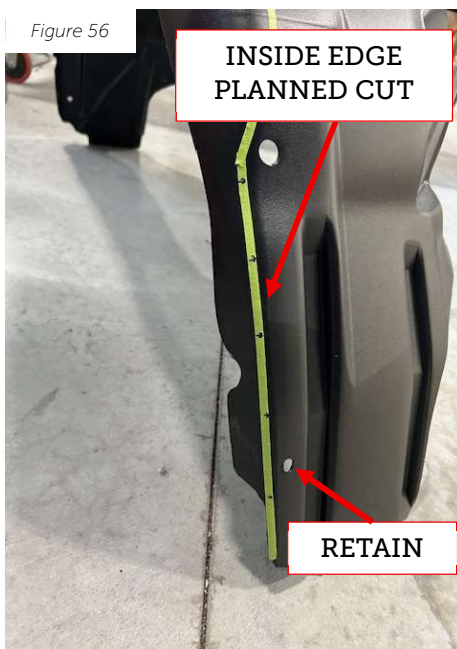
VIII. WHEEL LINER TRIM

1. PART MARKING – DO NOT CUT UNTIL ALL SECTIONS MARKED
 - a. CENTER SECTION
 - i. Aligning outside radius of part line, measure 2.5" below and extend toward front and rear sections



RH WHEEL LINER SHOWN

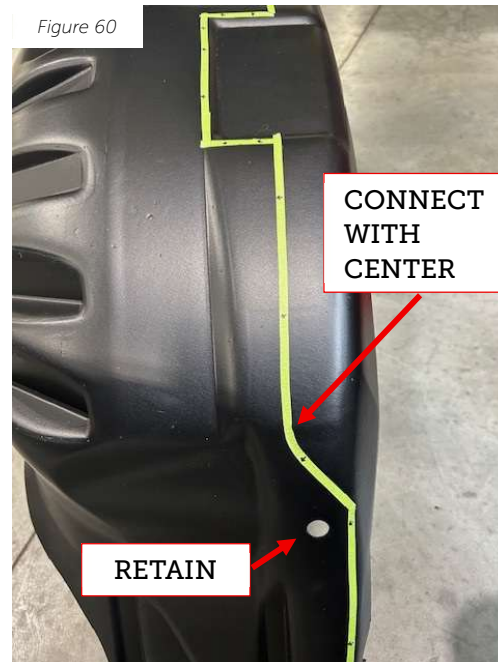
- b. REAR SECTION
 - i. Start by aligning cutline on outer flange's radius of wheel liner.
 - ii. Retain both holes and connect with center section at feature line.



RH WHEEL LINER SHOWN

c. FRONT SECTION

- i. Start by aligning cutline on outer flange's radius of wheel liner.
- ii. Retain both holes and connect with center section at feature line.



RH WHEEL LINER SHOWN

2. PART CUTTING

- a. Cut along marking with tin snips.
- b. Grind any rough areas smooth

3. Install onto vehicle using original fasteners from vehicle

- a. Some fasteners were removed during trim, discard unnecessary fasteners
- b. Repeat on opposite side

IX. WHEEL LINER INSTALLATION

NOTE: IT IS IMPORTANT TO INSTALL AEV LINER WITH AEV FLARE BEFORE CONNECTING AEV LINER TO MODIFIED FACTORY WHEEL LINER FOR BEST FIT.

1. MODIFIED FACTORY LINER INSTALLATION

- a. Install modified liner back into vehicle reutilizing hardware. Some locations integrate with AEV Liner, do not install these.

2. AEV LINER INSTALLATION

- a. Locate AEV Liner (FD5F1052AA) from flare packaging
- b. Locate from Hardware Pack:
 - i. QTY 30: #10x1.0 Screw (AEV98033AA)
 - ii. QTY 30: #10x3/4 Washer (AEV98035AA)
- c. Starting at rear section of wheel opening, position AEV Liner to AEV Flare edge. *See Figure 61.*
- d. Drill 1/8" hole in AEV Flare at Position 1 and install screw/washer combo. *See Figure 62.*
- e. Continue up flare following holes in AEV Liner until reaching front section of wheel opening. *See Figures 64-67.*
 - i. Trim front section of AEV liner for best fit to flare edge. *See Figure 65 & 66*
 - ii. Ensure AEV liner tight against AEV flare during each screw install.

Figure 61



Figure 62

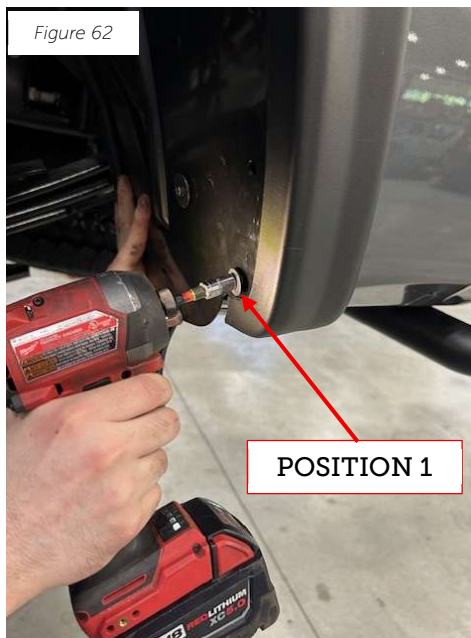


Figure 63





Figure 64



FRONT LH WHEEL OPENING

Figure 65



Figure 66

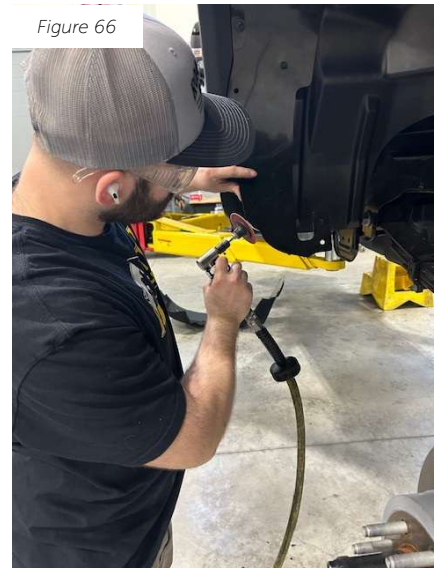
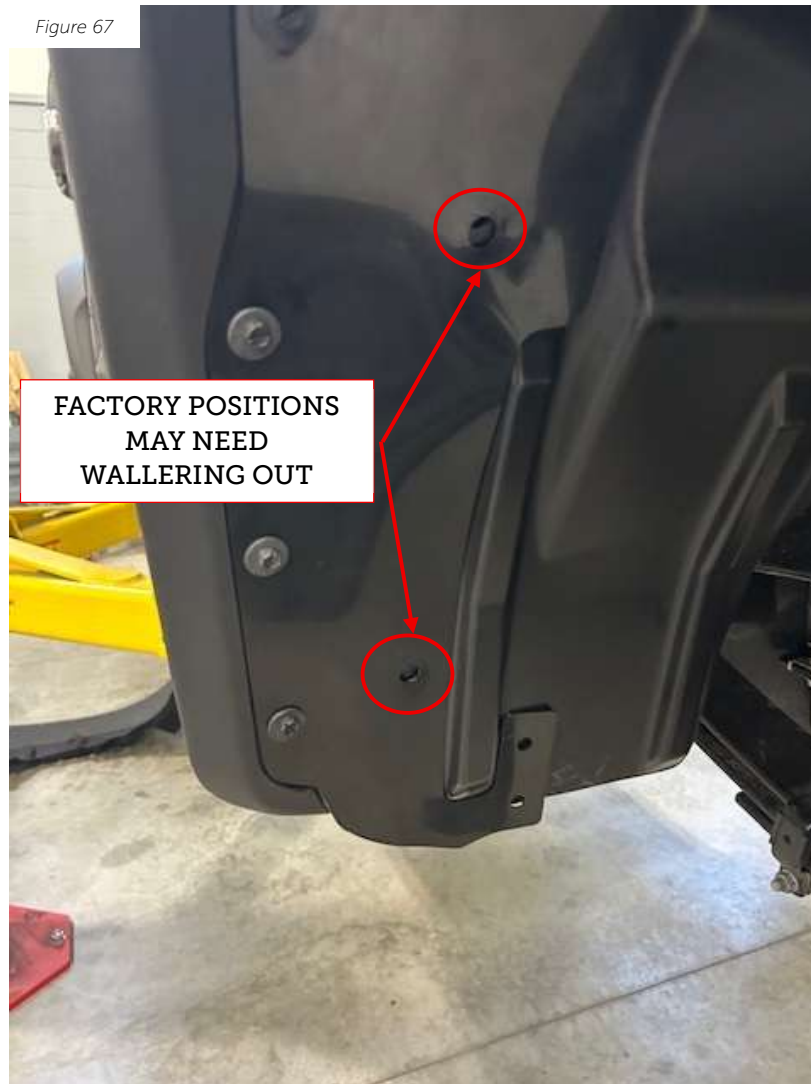


Figure 67



FACTORY POSITIONS
MAY NEED
WALLERING OUT

3. WHEEL LINER INTREGRATION

- a. Locate from Hardware Pack:
 - i. QTY 22: 3/16" Plastic Blind Rivet (AEV99325AA)
- b. At rear section of wheel opening, mark and drill [2] 3/16" holes. *See Figure 68.*
 - i. Install AEV99235AA into previously drilled holes.
- c. At front section of wheel opening, mark and drill [2] 3/16" holes. *See Figure 69.*
 - i. Install AEV99235AA into previously drilled holes.
- d. At top section of wheel opening, mark and drill [2] 3/16" holes.
 - i. Install AEV99325AA into previously drilled holes.

NOTE: AEV/FACTORY LINER MAY HAVE HOLES WINKING WHEN ALIGNED. DRILL OUT HOLES AS NEEDED TO ENSURE FACTORY FASTENERS ENGAGE

Figure 68



Figure 69



4. DISASSEMBLE PARTIALLY INTEGRATED LINER ASSEMBLY FROM VEHICLE

- a. Remove factory hardware holding modified factory wheel liner onto vehicle.
- b. Remove #10 screw/washer combos from AEV Liner and AEV Flare.
- c. Integrated Liner Assembly should be free to continue integration on table.
- d. At all remaining holes, mark and drill 3/16" holes and rivet assembly together.



Figure 70



5. REASSEMBLE INTEGRATED LINER ASSEMBLY ONTO VEHICLE
 - a. Install factory hardware into modified portions of factory wheel liner.
 - b. Install #10 screw/washer assembly into AEV Liner. Be sure to start at rear and following similar installation sequence as Step 2 in this Chapter.



X. VEHICLE COMPLETION

1. Replace Wheels