



## Directions for drill-less installation of 2017—current Ford Dually Rear Mud Flaps

Supplied Hardware: 4-1/4-20x1" Stainless Steel Black Oxide (SSBO) bolts; 10-1/4-20x1 1/4" SSBO bolts; 14- 1/4" SSBO washers; 4- Aluminum (AL) washers 1/4x5/8; 10- anodized 1/4-20 u-clips (**4 on the Z brackets**); 4- SS Flange Nuts; 2- #8 anodized screws; 2- SSBO #10 washers; 2- #8 small anodized u-clips; 2- 8" Twist Brackets; 4- Ford Dually Z Brackets  
Thread locker is recommended for use on all bolts.

**NOTE:** As you progress with the install, check for square and plumb of the mud flap to the tire.

Step 1: Un package your new rear mud flaps. Smooth side is rear side, tapered corner on top is outside top edge. If applicable, Stainless Steel weights face rearwards.

Step 2: Remove the factory plastic pins from your fender well at points **A,B,C,D and F**. **SAVE the one at point D for reuse**. These can be pulled out carefully using a flat head screw driver to lift them away from the liner and pull them out. Remove the screw at point (E) and save.

Step 3: Lift the black inner fender liner forward and attach the supplied (black) larger 1/4 - 20 U-CLIPS to the factory holes at **points (A,B, and C)**.

Step 4: Remove the factory bolt at **Point H** and attach the bent edge of the Z bracket with the same bolt going through the bracket and into the factory hole. Hand tighten only.

**NOTE:** If you have the optional full wheel well liner let us know when ordering. We will leave the hole at point G out of the mud flap for you to be able to attach the bracket where it best keeps the mud flap parallel to the tires. You may find it easier to use just the bolt through the liner and mud flap.

Step 5: At **Point I** attach the straight edge of the Z bracket with the supplied 1 1/4" bolt going through the SS washer, the Z bracket, and into the factory hole, through an AL washer and secure it with the SS flange nut. Place the bent end of the bracket behind the end of the fender flare (not the metal fender lip) with the u-clip lined up with the factory hole at **Point F**.

Step 6: Replace the liner. Put the factory push pin back into **hole D**.

Step 7: Attach the mud flap to the Dually Z bracket at **Point (G)** using a supplied 1" bolt through a SS washer, the mud flap and the u-clip on the bracket. Leave it slightly loose for now.

Step 8: Insert the supplied 1 1/4" bolts thru the washers, through the pre-drilled hole in the mud flap, and thread into the U Clips at points **(A,B,C and F)** Leave slightly loose.

Step 9: Insert the factory screw through the mud flap and into the factory hole and u-clip at **point (E)**

**NOTE:** An extra screw and washer is supplied if your factory screw is not long enough.

Step 10: Attach the straight end of our twist bracket under the rear fender panel at **point J**. Remove the factory nut and place an AL washer on it followed by the straight end of the bracket; and replace the nut. Leave it slightly loose. See images on back.

Step 11: Attach the bent end of the twist bracket to the mud flap at **point K** with the supplied 1" Bolt through the SS washer through the mud flap, through the bracket and secure with a flange nut.

Step 12: Check the mud flap for vertical alignment and adjust as needed.

Step 13: Tighten all bolts and screws.

**Recheck every few months and retighten bolts if necessary.**

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

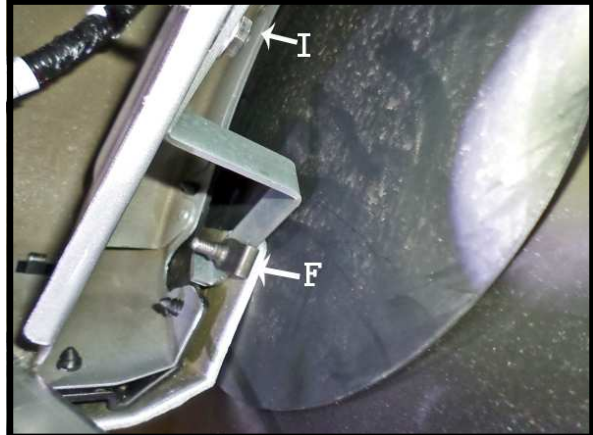
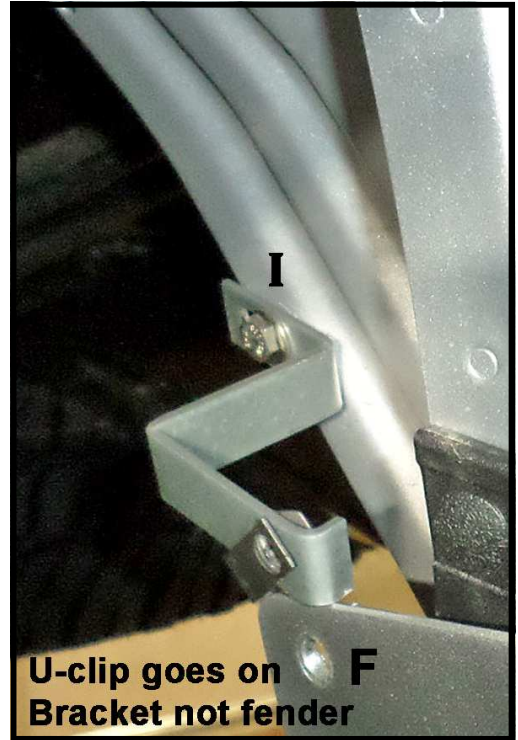


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Replace moisture to the mud flaps a couple times a year.

You may use furniture Polish vinyl treatment or leather treatment.





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