



Roccia plastics Helpline 07050557241



Tools Required

- Screwdriver
- Marker pen
- Masking tape
- Stanley knife
- Spirit level

The choice of tool for cutting of the bodywork is up to you. We would recommend a nibbler.

The first task is to ascertain which flare is for which side. All the flares are handed and offering them up to the vehicle will easily resolve this.

Your next step is to mark the bodywork. (We recommend you do this on an even and level floor surface).

Place a spirit level on the floor pointing upwards on any rear arch. Position it so that one side of it is in the centre of the wheel. This will now allow you to mark the bodywork on the second coach line from the floor. This is the coach line that the fuel filler cap sits above.

At this stage you will now have determined the centre of the original wheel arch. Now lay the roccia flare on the floor. Using a tape measure, mark the centre from shoulder to shoulder.

Now offer the roccia flare to the vehicle and match up the two marks that you have made and make sure that they line up.

Some people may decide to fit the arch lower down on the bodywork. If this is the case then you will have to trim the roccia flare where it meets the lower coach line.

Once you have the roccia flare centered, attach it to the vehicle with a few pieces of masking tape.

Now draw a line around the outer edge of the roccia flare and remove.

****important****

The line you have now drawn is **not** the line that you are going to cut.

Now you must measure 30 mm below this line and draw a new line ****this is your cut line****

The easiest way to do this is to place a long strip of 30 mm masking tape under the Outer edge line.

Now you must remove the rear mud flaps and brackets before you continue with your cut. If you use a jigsaw or similar, be careful not to cut through the fuel filler hose.



As you will notice the aperture cut is quite large and the front bumper and rock sliders etc will have to be adapted to fit. Next you must drill the the roccia flare screw mounting recesses using a 4mm drill bit.

Now offer roccia flare up to the bodywork and mark through the holes that you have just drilled onto the bodywork being careful not to twist the arch out of shape. Screw the roccia flare to the bodywork with the rubber trim placed between the roccia flare and the bodywork.

Repeat for each wheel arch.



Tips

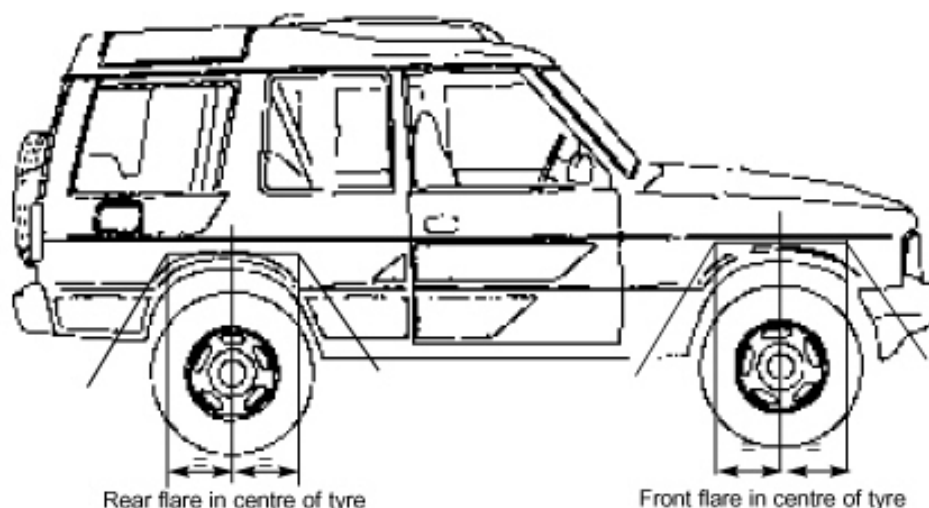
Make sure the roccia flare is not flexing when drawing around it. (See the two marker lines in picture 2. if you push the roccia flare against the bodywork too much it will spread.

Try not to use a grinder as aluminium melts.

Check all processes before cutting.

When refitting swap the rear mud flap brackets to the opposite side of the car and face the brackets backward.

Take your time and the results will be uniform.



DISCOVERY 3 DOOR FLARE FITTING INSTRUCTIONS

STEP 1

Place the rear flare in position as shown above, making sure it is in the centre of the rear wheel. Mark around the outside of the flare with a white board marker. Remove the flare and measure in 30mm, this is your trim line and trim the waster area off. The rear mud flap has a bracket in the waste area, simply remove by unbolting it. Do not throw it away as you will require it later. If Rubber protection moulds are fitted, these will have to be trimmed back as well. Trim the mould 3 - 4mm larger than your flare tracing line giving clearance for the flare piping when fitted.

STEP 2

Place the flare back in position and make sure it sits hard up against the body. The flare will require to be trimmed so it fits neatly does. The main area that requires trimming is the step 1/3 of the way up the flare. Drill 6mm holes in the middle of the screw head recesses for the screws to pass freely.

STEP 3

Fit the flare again in position and mark using a whiteboard marker, mark through all the 6mm holes drilled earlier. Remove the flare and drill the panel on the pilot marks with a 3.5mm drill. Place flare on again and screw into position. NOTE: Do not over tighten as you may crack the fiberglass! Cut the plastic sill panel to length and cut off the rear flare overhang to the same angle as the rear guard, this can be done on or off the vehicle.

STEP 4

Starting at one end remove one screw. Slide the flat area of the flare piping under the flare so that only the tubular section is visible. Have about 50mm loose out the end. Replace the removed screw through the piping and move to the next screw doing the same until you reach the other end of the flare. Trim the excess piping off and wipe down the panel with wet rag to remove the whiteboard marks.

STEP 5

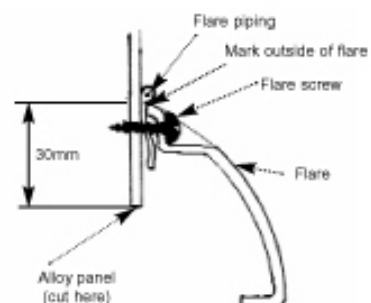
The front flare will be fitted as above, from STEP 1. Most importantly, the front flare will sit a bit higher than the rear flare which is as per the original wheel arch. Once the front flare is fitted trim the front bumper ends to suit the flare as the arch is now larger.

STEP 6

At this stage one side of the vehicle is complete. Repeat from STEP 1 on the other side.

STEP 7

The flares on all 4 corners are fitted, the last exercise is to fix the rear panel to the mud flap bracket removed in STEP 1. If you use the RH on the LH side and visa versa making the bracket face backwards. Drill a hole in the required part of the rear guard return, place the existing bolt through it and tighten. **Your finished!**



IF YOU HAVE ANY PROBLEMS PLEASE CALL RANGIE SPARES FOR ASSISTANCE