



Installation Instructions



PRODUCT: JK Overline Tube Fenders

REV: B | 06/29/2015 | II-3214

READ INSTRUCTIONS IN FULL BEFORE INSTALLATION.

QUESTIONS? CALL 916-631-8071 M-F 7:00 AM – 5:00 PM PST

The MetalCloak experience includes the ease of installation of our products. We design for most contingencies, but installation may be different based on different Jeep condition, configuration and/or year.

We are continually trying to improve our products and instructions – please help us by providing feedback and pictures if you find any part of the instructions that do not match your particular Jeep or are not easily understandable.

If you have any difficulties at all, please give us a call. Thank you and enjoy your MetalCloak Products!

IMPORTANT NOTE: We use Stainless Steel Hardware where possible. Therefore, a tube of Silver Anti-seize is provided and should be used on all bolts—only a small amount is needed.

WARRANTY INFORMATION: This article is sold without warranty expressed or implied. No warranty or representation is made as to this products ability to protect the user from injury or death. The user assumes that risk. The effectiveness, warranty and longevity of this equipment are directly related to the manner in which it is INSTALLED, USED and/or MAINTAINED. THE USER ASSUMES ALL RISK. By purchasing this product and opening the packaging, purchasers expressly acknowledge, understand and agree that they take, select and purchase these MetalCloak products from Armored Works, LLC, its affiliates and distributors and agents as is and with all faults. The entire risk as to the quality and performance of these MetalCloak products is with the purchaser. Working on your vehicle can be a dangerous activity. If you are unsure of what you are doing, please leave mechanical or safety critical work to a skilled mechanic. We take no responsibility for the incorrect use and/or installation of MetalCloak products.

Section 1: Tools & Notes on Installation

Tools Required: This list is the recommended tools for ease of installation. Other versions of the same tool can be used. For example, Allen Wrenches instead of Allen Drive Sockets.



Socket & Ratchet Wrench

10mm Hex Drive Socket



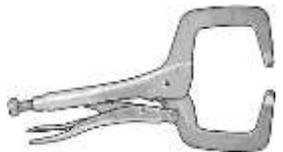
1/8" Drill
9/32" Drill
7/16" Drill

7/32" Allen Drive Socket or Wrench



Center Punch

9/16" Crescent and/or Box Wrench



Clamping Pliers

Needle-nose Pliers



Plastic Rivet Removal Tool
or Flat-head Screwdriver

HOW TO USE THIS GUIDE: The installation guide contains ALL steps for installation. Please read and follow the instructions in order of each page top to bottom, and left to right.

Jeep Model: Instructions may apply to multiple Jeep models, but are labeled separately where appropriate (i.e. TJ vs. LJ).

Options: Because of the number of component options we offer, these instructions may contain steps that will not match your particular configuration. You can skip these steps.

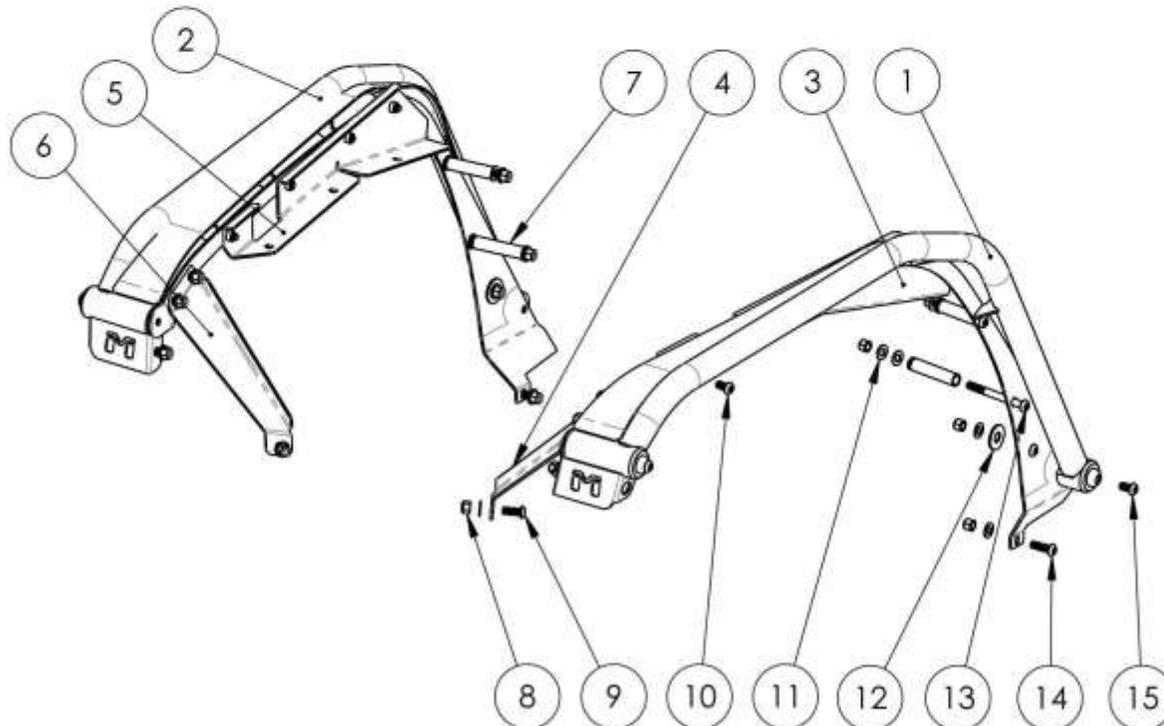
Images: Pictures are provided and parts are labeled throughout the instructions. Each text box contains guidance based on the pictures next to it. The text will refer to alphabetical labels (A, B, etc.) found in the images.

Installation Notes: Terms may be used in the body of the instructions that you may not be familiar with, if you have any questions feel free to contact us at the number below, or email techhelp@metalcloak.com

QUESTIONS: Any questions or comments about the instructions? Call us at 916-631-8071 M-F 7:00 AM – 5:00 PM PST.

Section 2: Product Components

NO.	PART NUMBER/DESCRIPTION	QTY.
1	WM-3007 WELDMENT, FENDER JK	1
2	WM-3007-P WELDMENT, FENDER JK	1
3	CP-3011 BRACKET, CENTER FENDER REINFORCEMENT, JK	1
4	CP-3010 BRACKET, FRONT FENDER REINFORCEMENT, JK	1
5	CP-3011-P BRACKET, CENTER FENDER REINFORCEMENT, JK	1
6	CP-3010-P BRACKET, FRONT FENDER REINFORCEMENT, JK	1
7	CP-3031 STANDOFF, FRONT MOUNT PLATE, JK	2
8	FA-0053 HEX NYL LOCKNUT .375-16 .45TH ZNC PLT STL	16
9	FA-0018-BZ SBHCSCREW, .375-16x1.0L GR 8 BLACK ZINC	10
10	FA-0004-BZ SBHCSCREW, .375-16x.75L GR 8 BLACK ZINC	8
11	FA-0009 WASHER, .41ID X .81OD X .051TH 18-8 SS SAE	24
12	FA-0056 WASHER, .56ID X 1.38OD .10TH ZNC PLT	2
13	FA-0084-BZ SBHCSCREW, .375-16x4.0L GR 8 BLACK ZINC	4
14	FA-0005-BZ SBHCSCREW, .375-16x1.25L GR 8 BLACK ZINC	2
15	FA-0004 SBHCSCREW, .375-16x.75L 18-8 SS	2



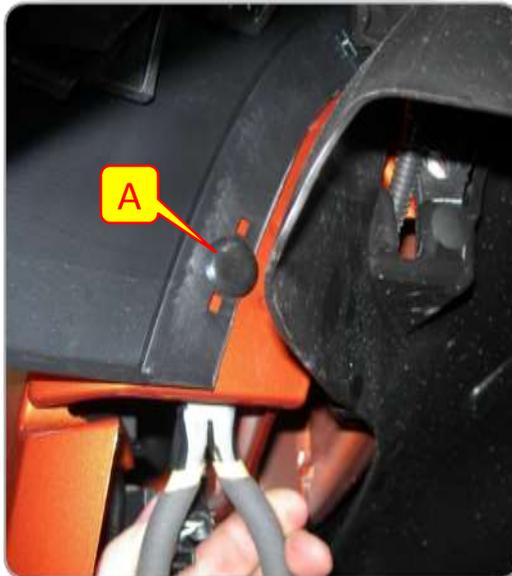
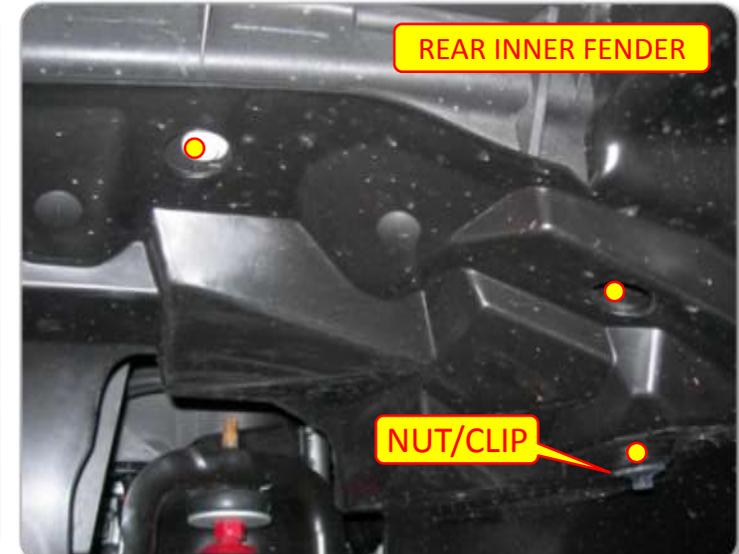
Section 3: Installation Instruction

Step 1: Remove Stock Fender and Inner Fender Well

Important Note: Unless otherwise noted, save **ALL** hardware throughout removal for installation of your new MetalCloak Fenders.

Remove stock bolts using a 10mm socket. There should be 5 bolts and 1 nut on each side (on some models the nut will be replaced with a clip that can be removed with a flat screwdriver). It is not necessary to remove any of the plastic rivets that hold the stock fender and flare components together.

● Stock M6 Hardware



There is one plastic rivet [A] on the front of the Stock Fender Flare that needs to be removed. You can cut it off if you do not have a Plastic Rivet Removal Tool readily available. There are 8 plastic clips that hold the Stock Flare assembly to the sheet metal fender along the top edge of the flare. Pull the flare UP and AWAY from the Jeep, working from one end of the flare to the other (do not be concerned if you break some of the clips in this process; you will not need them).

Note: You may want to tape the fender along the top edge of the flare to protect the paint [B].



Section 3: Installation Instruction

Step 1: Remove Stock Fender and Inner Fender Well

Disconnect the side marker light wire harness and set the stock flare aside. Remove the threaded clip [C] from the front, inner tab of the stock fender and any flare clips left behind [D] (a screwdriver or pliers may be helpful). Also, remove the M6 bolt at the front of the rocker [E].



Step 2: Remove Stock Flare Support Bracket (Optional)



Cut off the Stock Flare Support Bracket. Paint any metal exposed by the cutting process with primer, clear coat, or a matching automotive grade paint. **IMPORTANT NOTE:** This is an optional step, but is recommended. The MetalCloak JK Overline Fender System will fit without removing the support bracket, however this bracket will become the limiting factor in your overall fender clearance.

Step 3: Align MetalCloak Overline Fender

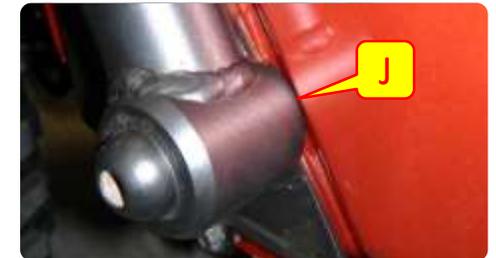
Align and clamp the Fender Base into place. *Be sure to use tape or rags to protect the powder coat finish if applicable.* You can use the provided 3/8"-16 Socket Button Cap Bolts to help with the initial alignment [F]. Try to align the stock holes as closely as possible [C].



Section 3: Installation Instruction

Step 3: Align MetalCloak Overline Fender

- G. Align the Fender as closely as possible to the stock holes. You will be drilling the stock holes open, so don't worry if there is a small amount of misalignment.
- H. Re-install the M6 front rocker bolt to ensure its alignment. *OPTIONAL STEP: If desired, you can drill out the M6 nut and replace it with the provided 3/8"-16 x 1.25" Bolt and Nylock Nut.*
- I. The Fender will be very close to (if not touching) the hood latch in the front.
- J. The flare mount at the back of the Fender will also be very close to (if not touching) the stock sheet metal.



- K. Mark the 4 new holes to be drilled [●], and any stock holes that need to be opened up [■]. *OPTIONAL NOTE: If your Fender Base is uncoated, it can be used as a drill guide for most of the holes prior to removal.*
- L. Especially note any holes that look slightly out of alignment. You should not drill these holes, but rather grind them out in the appropriate direction. We work very hard to ensure our product is of the utmost quality, but some variation occurs from one Jeep to the next.



Section 3: Installation Instruction

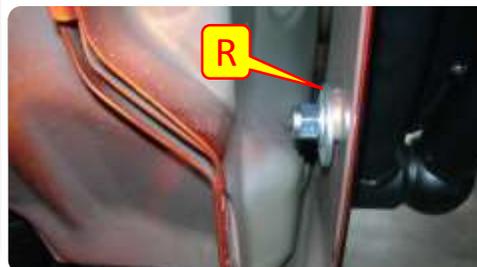
Step 3: Align MetalCloak Overline Fender

Center punch and drill out the holes that need to be added. Start with a 1/8" drill, step up to 9/32", and then finish with the 7/16" drill. Working up in size will help keep your hole placement centered, and prevent the larger drills from catching and tearing the sheet metal. Also, drill out the stock holes to 7/16".

Drill two holes through the tub for the Fender Stand-offs [M,N]; the upper stand-off [M] is the shorter of the two. Use the stand-off as a support so that, if the drill "grabs," you will not pull the outer sheet metal in and warp the outer panel.



- O. We recommend that you prime or paint all exposed metal, including drilled holes. A 'Q-tip' can be helpful in avoiding overspray.
- P. Install the Center Fender Bracket on the frame using the stock M6 bolts. Do not fully tighten bolts at this time.
- Q. Bolt the Fender onto the Center Fender Bracket using the provided 3/8"-16 x 0.75" Socket Button Head Bolts.
- R. In the rear there is a hole backed by slot in the outer panel. Use a 1" bolt and the provided 1/2" Washer to support the 3/8" hardware.

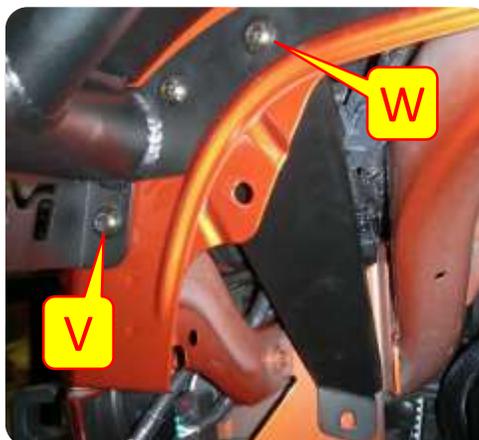
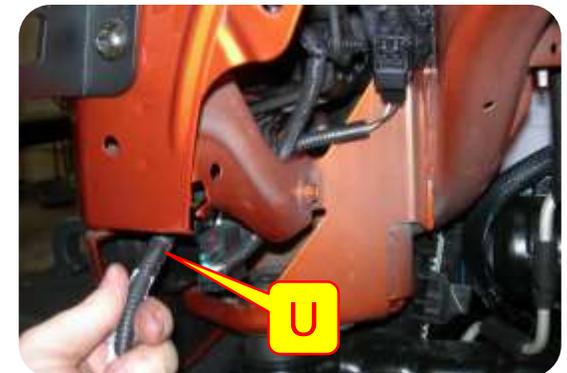


Section 3: Installation Instruction

Step 4: Install MetalCloak Overline Fender

All bolts are 3/8"-16 Socket Button Head Bolts from this point forward, backed by a 3/8" Washer and Nylon Lock Nut.

- S. Install rear Stand-offs using the provided 4" bolts.
- T. Unplug the stock marker light plug from the frame.
- U. If you intend to install the Low Profile LED Light kit, remove the harness from the stock flare, plug back into the Jeep harness, and re-route this cable in front of the stock fender bracket.
- V. Install a 1" bolt in the front Fender Base hole.
- W. Use two more bolts to install the Front Fender Bracket (the nuts may be more easily accessed from above by opening the hood).
- X. Install the M6 screw plug in the front of the rocker (or 3/18"-16 Bolt if you drilled this location). If you are not installing the MetalCloak Rocker use several 3/8" Washers to space the tab off the rocker.

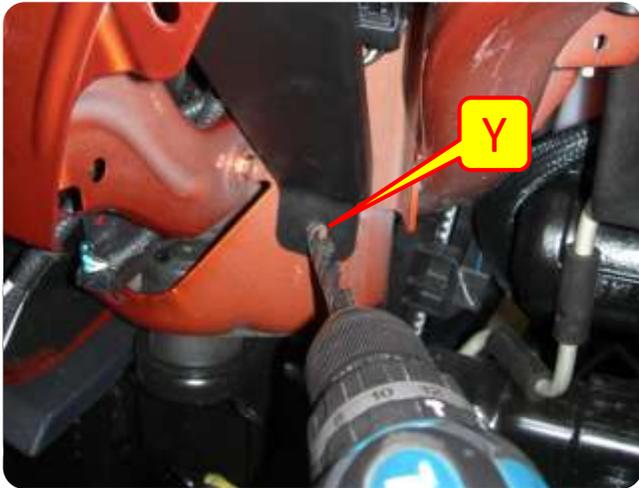


Section 3: Installation Instruction

Step 4: Install MetalCloak Overline Fender, cont'd

Mark the hole that needs to be drilled in the tub mount at the bottom of the Front Fender Bracket [Y]. You can use the Bracket as a drill guide, or mark, remove and drill the hole. Install a 3/8"-16 x 1" Socket Button Screw in this location.

HELPFUL INSTALLATION NOTE: access to the inside of the tub bracket is tight; the blinker bulb comes out easily with a 1/4-turn, and the blinker housing unclips for easy removal, providing greater access for your hands and a wrench to tighten the 3/8" hardware.



Step 5: Install MetalCloak Overline Fender Flares

Important Note: *Do not forget the Anti-Seize on Stainless Steel hardware!*

1. Align the front ball of the Overline Flare onto the flare mount. Start a Stainless 3/8"-16 x 2" Socket Countersunk Bolt in this location.
2. In the rear location, "snap" the flare into place onto the flare mount. This will be a very tight fit, and the Flare should spring into place. Once the flare is firmly in place, start the second 3/8" bolt in this location.
3. Fully tighten both bolts. **DO NOT OVER-TIGHTEN**; stainless steel is softer than other steels and you may strip the socket, making removal difficult.



Section 3: Installation Instruction

Step 6: Re-install Stock Inner Fenders

Installation Note: If you purchased the MetalCloak Inner Fender Wells, refer to the II-3290 Front Fender Well instructions. If you intend to re-use the stock plastic inner fender wells, our suggested trimming and installation method is below.

Mark and trim the front of the stock inner fender well as shown below [A]. The plastic is fairly thin, and you can use a variety of methods to cut the inner fender (an exacto knife, a box cutter and/or tin snips all work well).



On the rear of the inner fender, take your time and trim the outside so it follows the stock sheet metal lines. If you're concerned about over-trimming, be generous in your first cut and trim to fit. *The more conservative you are with the material that you remove, and the more time you take, the more likely you are to be pleased with the final result.*

We drew a straight line up the rear of the inner fender, just inside the radius of the outer flange [B]. We trimmed the top section [C] after the inner fender was on the Jeep to get the desired fit.



Section 3: Installation Instruction

Step 6: Re-install Stock Inner Fenders, cont'd

Installation Note: If you purchased the MetalCloak Inner Fender Wells, refer to the II-3290 Front Fender Well instructions. If you intend to re-use the stock plastic inner fender wells, our suggested trimming and installation method is continued below.



Once you have the rear trimmed to your liking, drill a 1/4" hole in the front of the inner fender. The hole should be in the corner of the front feature, roughly parallel to the stock hole [A].

Use a Zip Tie to attach this feature on the inside of the front stock sheet metal tab [B].



Use the stock M6 bolts located in the center of the top frame rail, with the provided 3/8" Fender Washers, bolting through the two large holes on the top of the inner fender and into the stock locations [C].

You may need to push the inner fender slightly forward to reveal the holes and make the hardware fit.

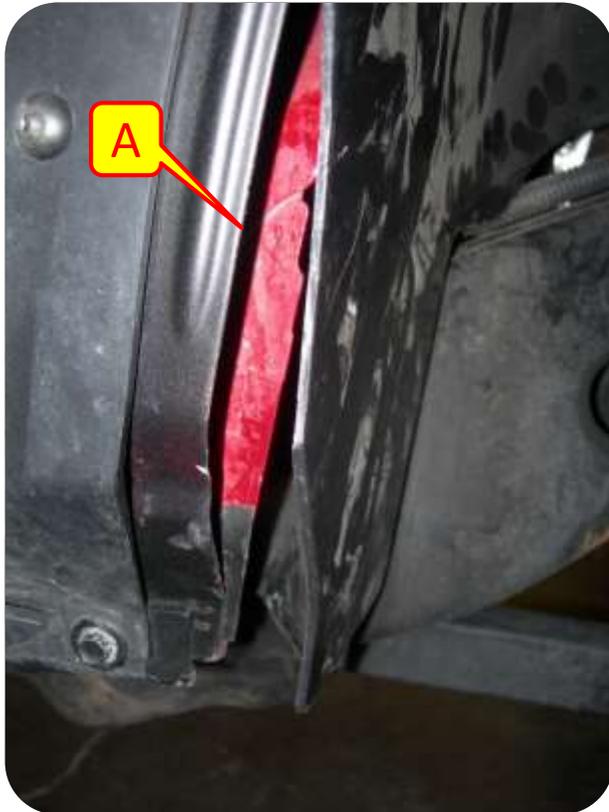


Double-check the fit of the inner fender at the rear and make any desired adjustments. Press the rear section into place and mark the locations of the two stand-offs on the inner fender piece; you can use the screw heads as a guide [D]. Drill two holes in these locations, about 1" from the edge, and about 1" apart (so the holes roughly align with the top and bottom of the stand-offs) [E].

Section 3: Installation Instruction

Step 6: Re-install Stock Inner Fenders, cont'd

Installation Note: *If you purchased the MetalCloak Inner Fender Wells, refer to the II-3290 Front Fender Well instructions. If you intend to re-use the stock plastic inner fender wells, our suggested trimming and installation method is continued below.*



- A) Drill a 1/4" hole in the sheet metal, as far down as you can comfortably drill without having to remove any hardware.
- B) Feed the Zip Tie through one hole in each location, around the stand-off, and back through the second hole. On the bottom, drill the holes in the plastic on either side of the sheet metal. Start all three of the Zip Ties before fully tightening, working from the top down.
- C) Fully tighten the M6 Screws and the Zip ties.

