

Trial fit and make the brackets

Complete all measuring, drilling and trial assembly before applying adhesive.

1 Check the flare position

Identify the correct flare for each side. Hold each flare against the guard with the rubber trim temporarily in place. Align it with the wheel arch and mark the position with masking tape. Check the ends and mudflap area without forcing the flare into shape.

2 Map the mounting points

Inspect the holes in the guard and underneath the tub. Mark corresponding fixing positions on the flare. Where existing underside holes are used, drill matching holes in the flare only after confirming alignment. Remove the flare before drilling.

3 Fabricate the aftermarket-tub bracket

Use the angle-section example below as a guide. Fabricate a bracket to suit the actual guard holes and flare. One face attaches to the guard; the other provides an inward fixing surface for screws through the flare from underneath. Deburr edges and protect exposed metal as appropriate.

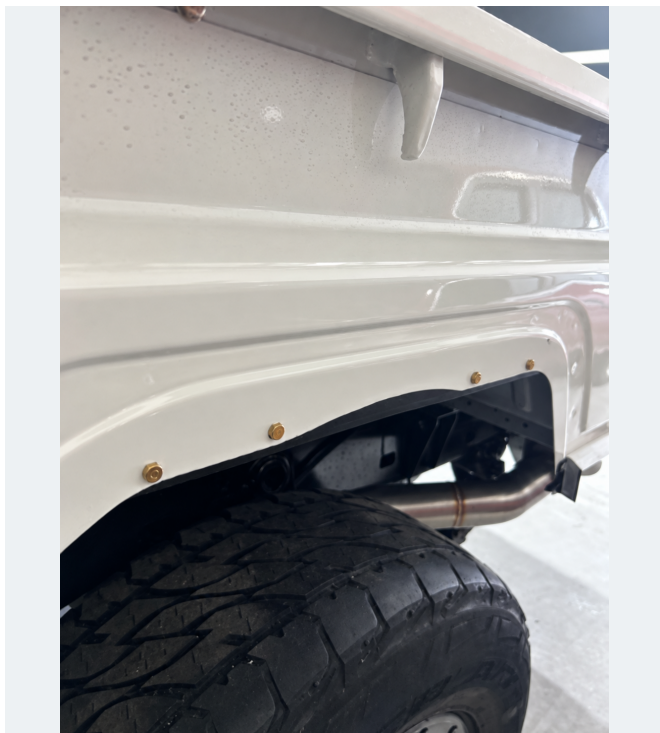


Figure 1. Guard mounting-point illustration. Match the actual holes on your tub.

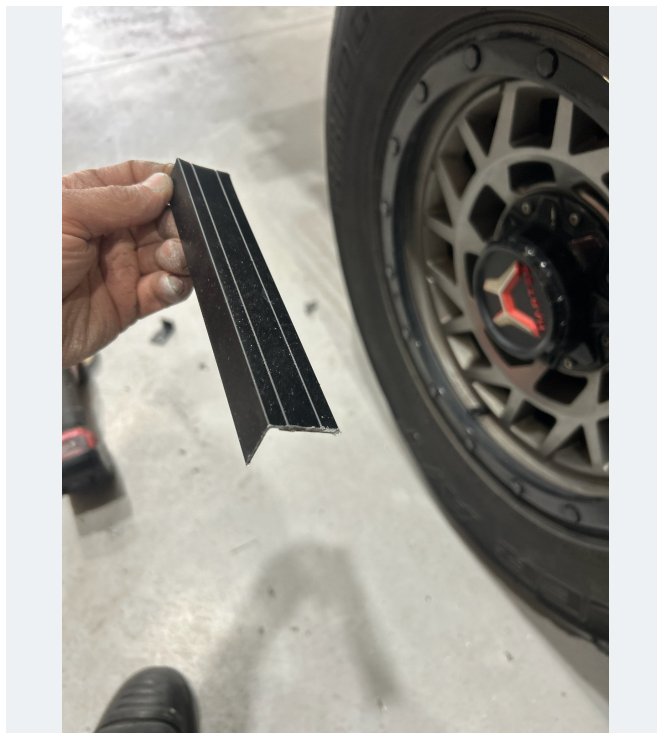


Figure 2. Angle-section bracket example. Bracket is not supplied with the flares.

Trial-fit the bracket and flare together. Check that the bracket supports the flare without distorting it. The installer must select suitable bracket material, fixings and corrosion protection.

Fit the brackets and prepare

For aftermarket tubs, the bracket provides the inside mounting surface for the flare.

4 Secure and check the bracket

Attach the fabricated bracket to the existing guard holes using suitable fixings. Offer up the flare and check access to the underside screws. Confirm that the bracket, fixings and screw ends will remain clear of the tyre and nearby components throughout suspension movement.

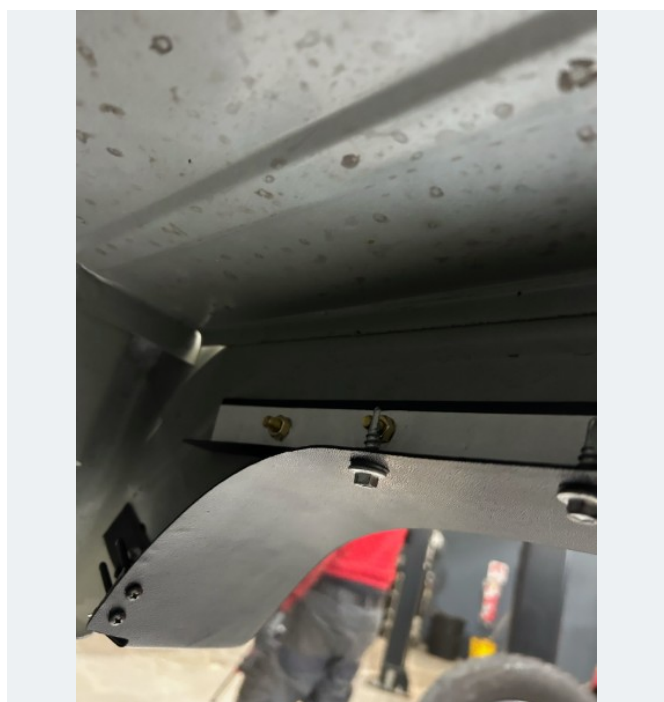


Figure 3. Inside view: the bracket is fixed to the guard and supports the flare from behind.

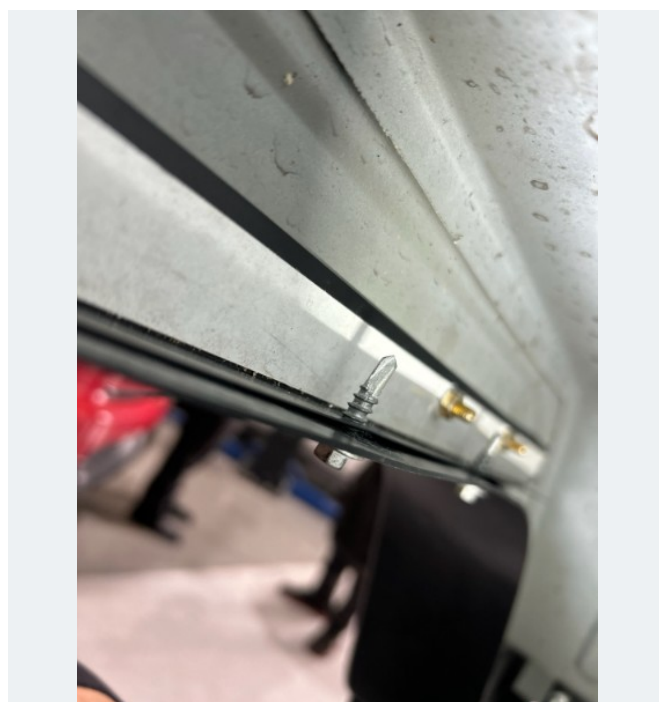


Figure 4. Underside detail: a screw passes through the flare into the bracket. Select screw length to suit the available clearance.

5 Prepare the bonding surfaces

Remove the trial-fitted flare. Clean and dry the guard contact area, flare bonding face and rubber trim. Confirm material and paint compatibility, and follow Sika's surface-preparation requirements. If colour-coding is wanted, arrange suitable preparation and painting before final bonding.

6 Glue the rubber trim to the flare

Trial-fit and trim the rubber to follow the flare edge neatly. Apply Sikaflex-227 to the rubber-to-flare contact area and seat the trim evenly. Keep the visible edge clean and support the trim as needed in accordance with the adhesive instructions.

Bond, secure and finish

Repeat the same fitting sequence for the opposite rear flare.

7 Bond the flare to the guard

Apply Sikaflex-227 to the prepared mating areas, following the product instructions. Position the flare on the alignment marks and press it evenly into place. Check that the rubber sits continuously against the guard without rolling or bunching.

8 Install the underside screws

Secure the flare from underneath using the trial-fitted fixing points. On an aftermarket tub, fasten into the fabricated bracket. Tighten evenly without crushing or distorting the flare. Support the aligned flare while the adhesive cures.

9 Allow curing and carry out final checks

Remove excess uncured adhesive using a compatible method specified by Sika. Keep the flare supported and undisturbed for the required cure period; skin formation does not mean full cure. Before driving, confirm secure fixings, even trim contact and adequate tyre and component clearance.



Figure 5. Supplied illustration of the finished rear flare position.

Final installer check

- Both flares sit evenly and follow the guards.
- Rubber trim is seated with no twists or open sections.
- Brackets and screws are secure; the flares are not distorted.
- Screw ends and brackets clear tyres and moving parts.
- Adhesive has cured sufficiently for service under the product instructions.

Retain this guide with the vehicle records. Inspect fixings and bonding periodically and address any loosening or separation before further use.