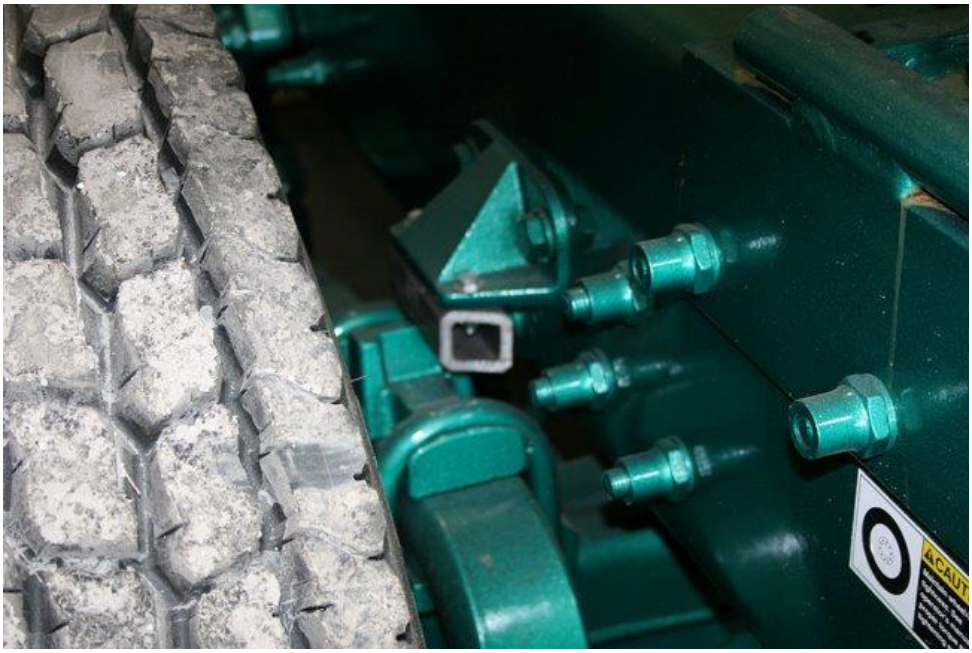
Hidden Fender Bracket Kits

29-11109, 29-11110, 29-11111, 29-11112, 29-11113, 29-11114

These bracket kits will accommodate ½ fenders, full fenders, or 4 individual full radius fenders on a variety of different suspension types and this instruction manual will cover all 6 kits and their mounting applications.

Tools needed: smooth, level shop floor, welder, chop saw or horizontal band saw, level, framing square, measuring tape, 1'' spacers of some sort (1'' square tubing, 1'' lumber, etc.) a couple jacks can make your life easier as well!

1. First you will want to address your suspension travel and 5th wheel clearance. Keep in mind that with virtually any suspension, as your truck airs up/down, your axles are also traveling forwards and backwards. If your truck has a lot of travel, it can create issues with your wheels not being centered in your fenders in the aired up or down position. To make sure you have plenty of clearance between the top of your fenders and the top of your 5th wheel (or the bottom of your trailer) make sure your rear suspension is completely deflated and measure from the top of your tire to the top of your 5th wheel plate with the 5th wheel level.
   We recommend a minimum of 5'' here. If you don't have that much, don't think you have to run out and buy a taller 5th wheel right away. Air the suspension back up and measure to see how much travel you have. A very easy remedy for this is to use suspension stops like the ones pictured.



This keeps the tire from coming ''up'' as far on the frame, keeping it further from the top of your 5th wheel.
We never recommend cutting your suspension travel to less than 2'', so if you can use suspension stops to create the 5'' of clearance recommended without having to raise your 5th wheel, you've killed 2 birds with one stone because you've also cut down on the tires not appearing centered in the fenders after it is aired back up.

2. Now with your suspension still dumped, place 1'' spacers on top of your tires to set your fenders on.



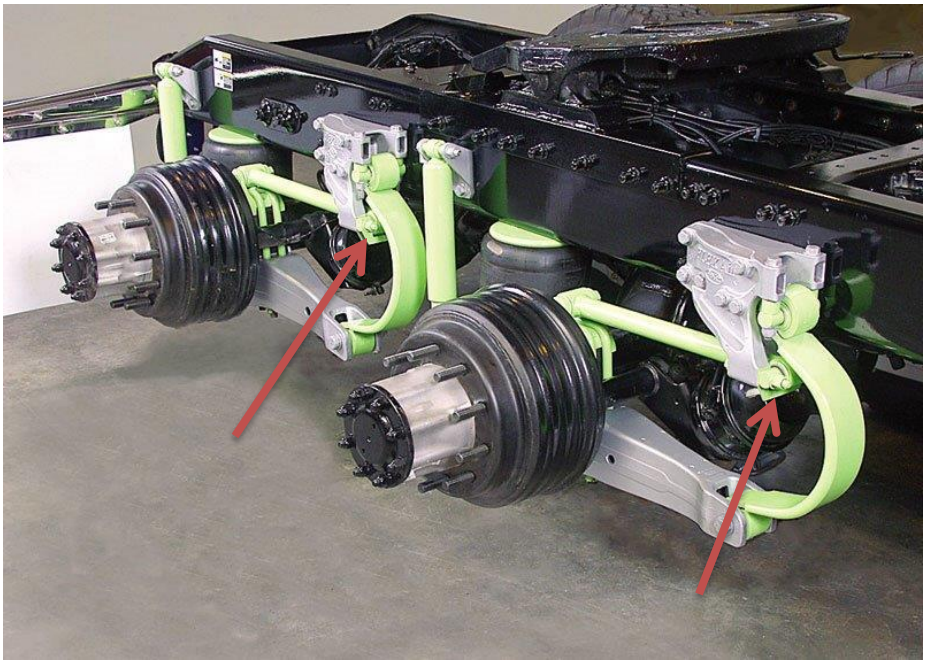
Set your fenders on your tires and get them centered. You can use the edge of the wheel to measure off of to make sure they are centered from front to back and measure off of the ground to make sure the front and back of your fenders are the same distance from the ground. (This is especially important on full radius fenders)

Now you're ready to start assembling your fender brackets.

3. You will have 6'' x 20'' 10 ga steel plates with 3 slots each in your kit. You should have enough for each bottom end of each fender. Go ahead and bolt these inside the bottom end of each fender, with the bottom of the plate flush with the bottom of the fender. *See pic after step 9 for assembly and orientation of plate
4. If you bought a kit for a Lo-Air or similar suspension, you will have 2, ½'' thick x 2'' x 20'' bars for each suspension hanger needed. The hole on one end of these will hang off of the alignment bolts pictured.



5. If you bought a kit for a Flex-Air or similar suspension, you will have 2, ½'' thick x 2'' x 10'' bars for each suspension hanger needed. The hole on the end of these bars will hang off of the alignment bolts pictured.



Note:

For the Flex-Air or similar suspension, you will also have some ½'' x 2'' bars without holes. If you are mounting a long drop fender, these will be turned 90 degrees and welded to the outsides of the bars bolted to the alignment bolts. This will get the uprights out and around the spring loop for a longer drop fender.

6. The uprights bolted to the alignment bolts will need to be cut off level with the bottom of the fender. There is also included in your kit, 3' long pieces of 1 ½'' square tubing for each suspension hanger needed. These will get tacked on horizontally from your 2 uprights fastened to the alignment bolts to the 10 gauge plates bolted inside the fenders. Remember, only tack for now.
   The kit should have enough of the 1 ½'' square tubing pieces to accommodate each end of each fender in your kit.

7. If you are mounting 4 individual fenders, you will use the same alignment bolts on the spring hanger for the rear axle for your uprights.

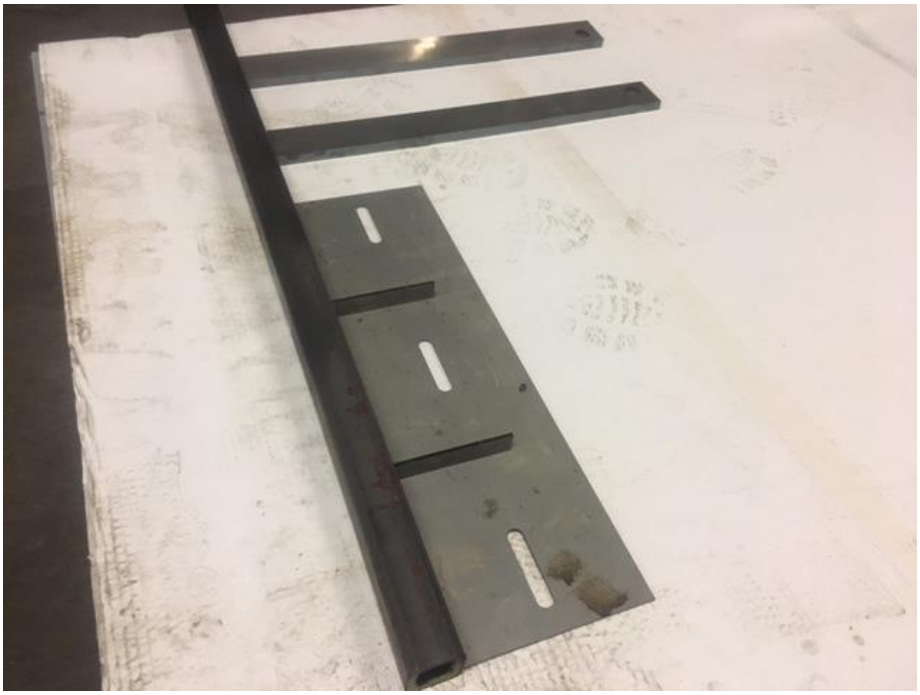


   The included pieces of 1 ½'' square tube are longer than what you will need and therefore will need to be cut to length. You can use the drop pieces of tube to attach the tube welded to the fender mounting plate on the rear of the front fender to the tube welded to the mounting plate on the front of the rear fender. In other words, the rear of the front fender and the front of the rear fender will be mounted to the same uprights.
   It also makes for a clean looking install and won't catch a bunch of road debris between the 2 fenders because you just have 2 pieces of tubing connecting them similar to rungs in a ladder.

8. Now for the rear mount. If you are mounting a full fender or individual full radius fenders, you were also supplied with 2, 3/8'' tapered plates and 2 pieces of 2'' square tube. Again, you will bolt the fender mounting plate inside the fender, tack your 1 ½'' tube to the bottom of the fender mounting plate, then you can measure how tall your vertical 2'' tube needs to be.
   Once you have it cut to length, you can drill and bolt your 3/8'' plate to the frame and tack your 2'' tube to the 3/8'' plate and to the horizontal 1 ½'' tube. You were also supplied with a triangle 3'' x 3'' gusset to use where the 2 tubes meet. The rear bracket will come out something like the picture.



9. Now you can pull everything back off and weld it solid. While doing this, you will find that you also have 2 small 10 gauge rectangle pieces for each fender mounting plate. These can be welded on the back side of the mounting plate between the slots to act as gussets.





Hint: For added strength, during this step, you can use the cut off pieces of your uprights to weld horizontally between the uprights, again similar to the rungs of a ladder, effectively making a ''H'' brace.

10. If you bought your kit for full fenders or ½ fenders, you were also provided with a pair of 09-11194 brackets.



These brackets typically can be bolted through the same hole as a removed 5th wheel slide mounting bolt, then simply by rotating them, can be adjusted to the right height for your fenders. This bracket will take care of the rear of your ½ fender or the middle of your full fender.
We recommend drilling and bolting the rear of the ½ fender to securely fasten it to this bracket. For a full fender however, using the included rubber pad and adjusting this bracket to provide some upward pressure and support to the middle of the fender should suffice.

***We recommend that after welding your brackets, they be painted or powder-coated prior to final installation.



29-11109, ½ fenders for Lo-Air or similar suspension

*New style Lo-Air



29-11110, ½ fenders for Flex-Air or similar suspension



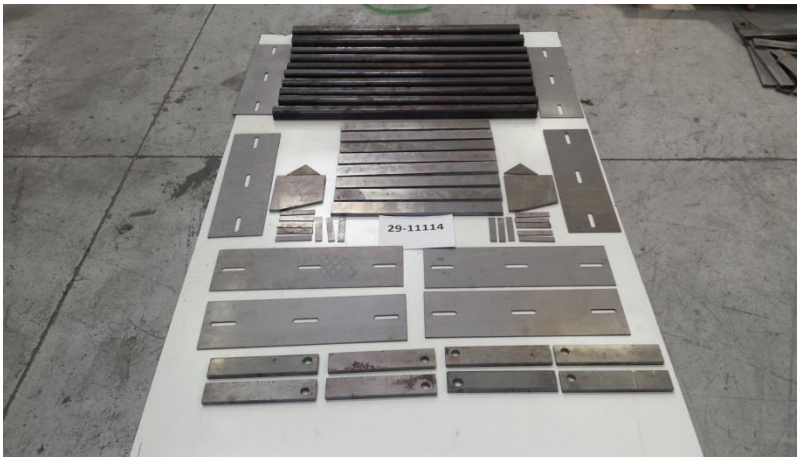
29-11111, full fenders for Lo-Air or similar suspension
*New style Lo-Air



29-11112, full fenders for Flex-Air or similar suspension



29-11113, 4 individual full radius fenders for Lo-Air or similar suspension
*New style Lo-Air



29-11114, 4 individual full radius fenders for Flex-Air or similar suspension