INSTRUCTIONS

Jeep JL/JT Front Quick-Release Inner Fenders

First off, thank you for purchasing inner fenders from AAL! We greatly appreciate your trust in our company. We take that purchase and your commitment to us very seriously. If you have any questions along the way, please don't hesitate to give us a call at 385.202.4188.

To begin the installation, you must first remove the stock inner fender liners. This process can be referenced in our JL/JT High-Line fender bracket installation video at: https://americanadventurelab.com/high-line-video

Our Jeep inner fenders utilize "quick-release" fasteners. These will allow you to quickly remove the inner fenders in under a minute for engine bay access or cleaning.

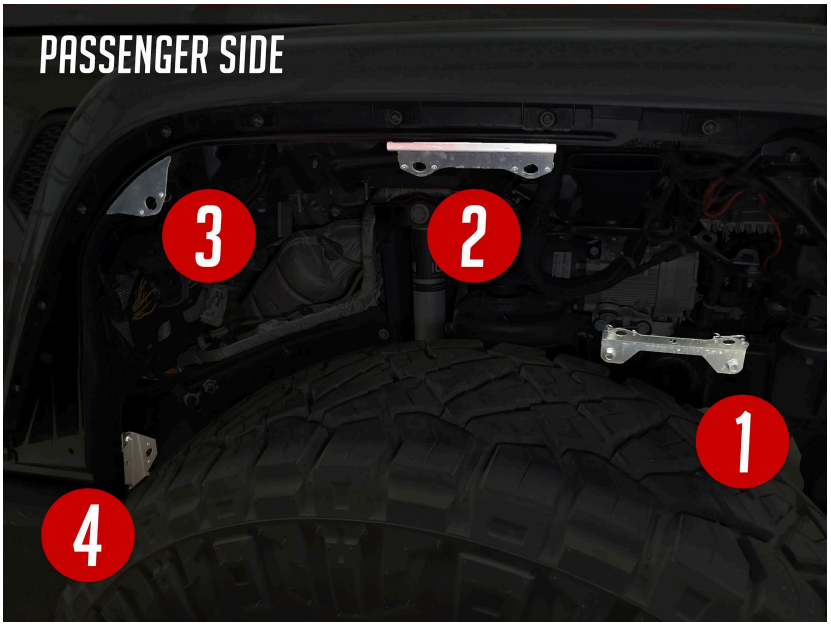
Tools Required:

There is more than one tool for every job, but below is the list of tools we use for this installation.

- ¼" and ⅜" Drive Ratchets
- 4mm Allen Socket
- 13mm Hex socket
- M6 - 1.0 Nutcert installation tool
- 5mm Allen wrench/socket
- Medium Thread Locker (Not Included)

Hardware:

- (20) M6x20 Flange Bolts
- (12) Quarter-Turn Fasteners
- (2) M6 Spacers
- (4) M8 Self-Threading Bolts
- (8) Fender Retention Washers
- (1) M6x20 Button Head Flange Bolt (JT only)
- (1) M6 Nutcert (JT only)



Step 1: Locate and Install Quick-Release fastener brackets

Identifying the brackets:

Included in the kit are (8) fender fastener brackets. The side specific brackets are marked "D" and "P".
Use the diagram above to identify the bracket locations.

NOTE: The diagram shows the passenger side, but the images in these instructions show the driver's side. The brackets are numbered 1-4 from the front to the rear.

Installing the brackets:

NOTE: If you are installing these on a Gladiator, please refer to the Gladiator Addendum (at the end of these instructions) for installing these frame brackets.

First, locate the front frame bracket (pictured below), (2) M8 self-threading bolts, and (1) bracket spacer (black plastic). This bracket will be attached in Position 1, as pictured above.

There are two factory holes in the frame that match up to the spacing in the bracket that need to be threaded. On the passenger side, the rearmost hole may have a push-in wire tie in it. Use a flat screwdriver or panel pin tool to remove it and secure the wiring up out of the way.

Note: There may be some factory weld spatter on the mating surface of the frame. Our mounting brackets fit best when they are in direct contact with the frame. The weld spatter from the factory is very inconsistent. You should use your best judgment in removing or not removing the weld spatter. We prefer to not do any grinding or metal removal on the frame if it can be avoided.

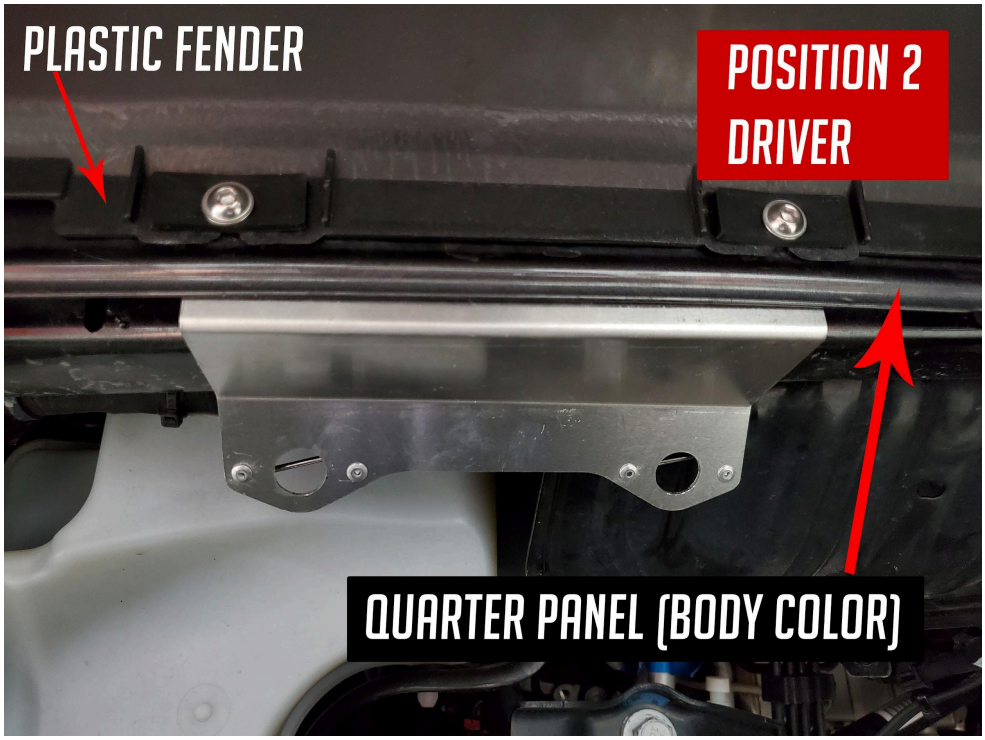
The M8 bolts included with the kit will cut their own threads into the frame. It is not necessary to tap the frame when using these bolts. The use of an impact driver is recommended here, but is not required. This can be done with a normal ratchet and socket; it just takes a little longer.

Note: Ensure the bolt is perfectly straight as you are cutting the threads into the frame.

Once you have successfully threaded the frame holes, locate the bracket spacer (black plastic) and install it between the frame and bracket at the **frontmost** hole. Then, use the bolts to attach the mounting bracket to the frame. Tighten the M8 bolts into the frame. ***See previous image note for spacer location***.

Next, locate the fastener bracket for **Position #2** for the side you are working on. This bracket goes in the two holes in the middle of the wheel well.

You'll need to remove the two plastic fender flare retainer clips for these two holes and discard. This can be done with the fender flare still installed, but is much easier with the entire fender removed.



Install the bracket using (2) M6 button head bolts, and (2) of our fender retention washers (black plastic rectangles). The washers are made to snap into the rectangle holes on each side of the fender flare mounting hole. You should be able to pop them into place, then start the M6 bolts into the bracket. The bracket goes on the inside (closer to the engine) of the outer fender skin as shown above. Leave the bolts "finger tight" at this time, we will tighten them later.

Next, locate the rear upper fastener bracket (Position #3). These are not side specific, so there is not a "D" or "P" version of this bracket. This bracket goes in the two fender holes located in the bend where the wheel opening turns down toward the rocker.

This bracket goes on the inside of the fender skin the same way as Position #2. Install the retention washers into the fender flare and start the (2) M6 bolts into the bracket. Leave these “finger tight” for now as well.

Finally, locate the lower fastener bracket (Position 4). *If you haven’t already, remove two push pins that hold in the factory fender void plug located at the bottom of the wheel well opening and discard.* This bracket goes into two factory mounting tabs that once held the fender void plug.

Apply some medium strength thread locker to the (2) M6 bolts and install the bracket on the back side of the tabs as seen above. Using a 4mm allen socket, tighten the bolts as you won’t be able to access them once the inner fender is installed.

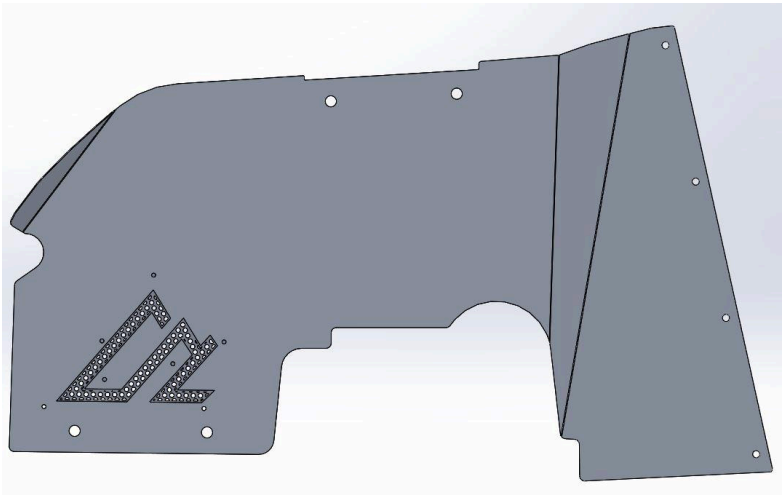
Note: It may be necessary to remove some excess seam sealer from behind the tabs to allow the bracket to align with the mounting holes. This can be done with a razor blade and a small screwdriver.

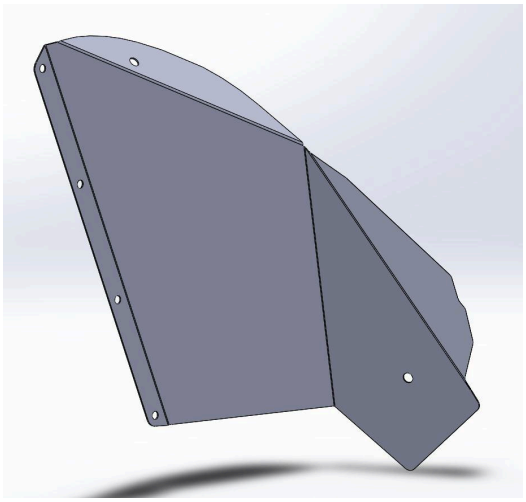
Repeat the process on the opposite side of the vehicle, and this completes the mounting of the quick-release fastener brackets!

Step 2: Assemble and Install Inner Fenders

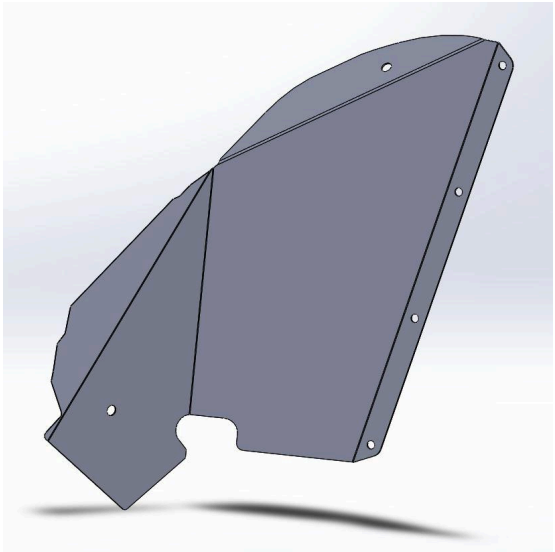
First, begin by locating the front and rear fender panels for the side you are working on. We need to put the two panels together before we put them into the wheel well. ***See images below for identification.***

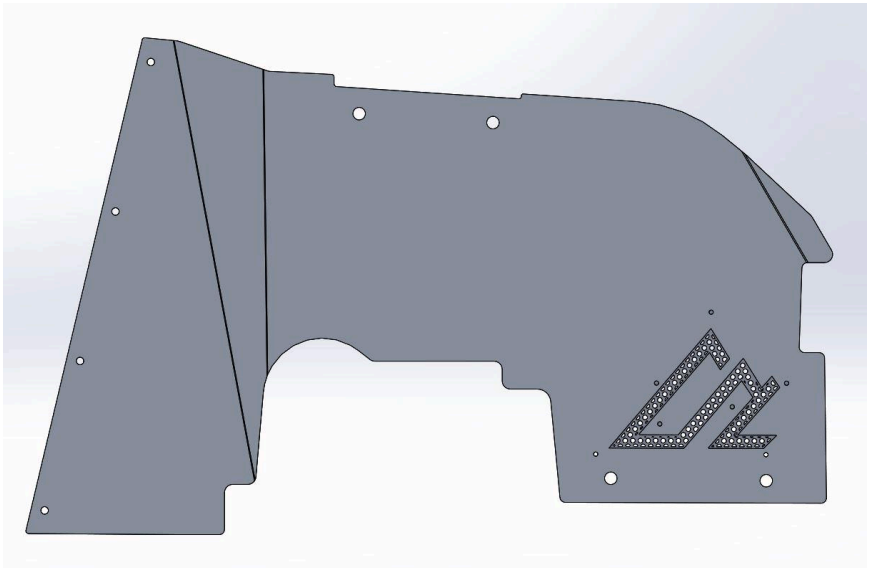
Driver's side panels:





Passenger side panels:





Second, Once you have the pieces for the side you are working on, start (4) M6 bolts through the front panel into the rear. Leave the bolts "finger tight" for now.

It's time to put them on the Jeep! We have found it is easiest to install the fender bottom first to make sure the spring tower cut-out clears the frame. Hold the front portion in position with one hand and push up on the lower rear part of the fender to pop it up into the wheel well. Install a "quick-release" fastener into the lower rear hole and secure it by turning it clockwise a quarter of a turn with a 5mm allen. Install the remaining (5) quick-release fasteners to secure the inner fender.

Once all (6) fasteners are in, using a 4mm allen socket, apply medium strength thread locker and tighten all M6 hardware starting with the (4) main panel bolts. Be careful not to over tighten the bolts going through the fender retention washers. Repeat the process for the opposite side, and congratulations, you're done!

Inner Fender Removal

To remove the inner fenders, turn the fasteners a quarter turn counterclockwise then reverse the installation process. We usually leave one of the center fasteners in until the end to help hold the fender in place while you remove the others.

Thank you!

Thank you again for your purchase. At American Adventure Lab, we strive to improve anywhere we can. If you experience any issues with this product or these instructions, please let us know.

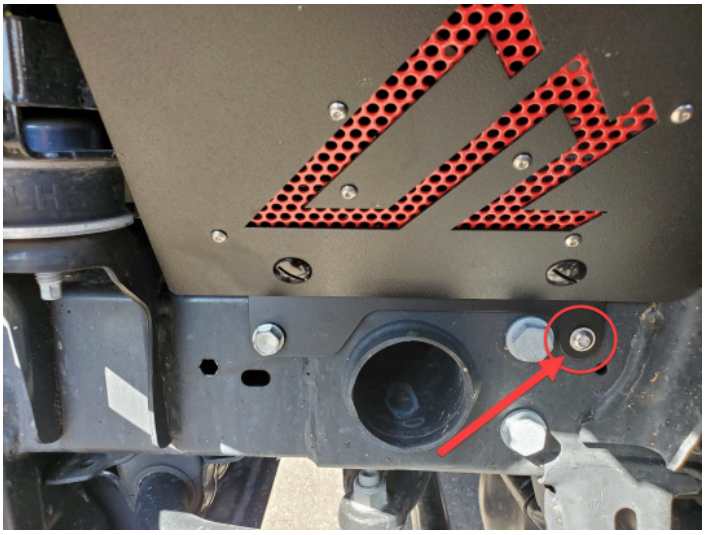
If you have any questions or concerns, please don't hesitate to reach out to us at 385.202.4188 or via email at Support@erp.adventurelab.com.

Gladiator Addendum

Jeep Gladiator Quick Release Front Inner Fenders

The front frame section on the Jeep Gladiator is slightly different from that of the JL. We have a slightly different set of front frame brackets to accommodate the change. We also need to install a nutcert in one of the bolt locations. See images below for examples of the different frame brackets. The bolt circled on the driver's side is noticeably different from the other bolts connecting this bracket. This is the location where you will install the provided nutcert. Then, use the provided 6mm bolt to mount the frame bracket. The rest of the Position #1 bracket installation is the same as the JL. ***Note: See Position #1 image for JL instructions for spacer location.***

Driver's Side



Passenger's Side

On the passenger side, we use the same self-threading bolts for the Gladiator brackets as we do for the earlier models, but the rearmost bolt location is slightly lower on the frame on the Gladiator. That is the reason for the longer "leg" on this bracket.

**** You can now go pick back up with the "Position #2" section on these instructions.****