7207 Grand River Rd, Brighton, MI 48114 (810) 227-4777 Fax (810)227-4776

"LS1 ZR2" Cutout Fender Flares for 94-03 S10 Pickups

Thank You for purchasing Diversified Creations' S10 Cutout Fender Flares. These were created to accommodate larger tires on S10 pickups while maintaining an Original Equipment appearance. They require extensive cutting and drilling and should be done by someone with body/sheetmetal experience. They take an average of 10-12 hours minimum to install. We will do our best to guide you through the installation process. Make sure to read and understand these instructions fully before beginning.
THIS PROCESS IS NOT REVERSIBLE.
Note: The instructions contain measurements and pictures specific to ZR2 model S10 Pickups, as that is what the flares were originally intended for. We HAVE installed these on Non-ZR2 S10 pickups with no issues, but we do not have detailed measurements and instructions for them.

What is in the box:

Rear Flares x 2 (Same L&R)
Front Right Flare
Front Left Flare
Welting/Rubber Trim 24 Feet
Aluminum 5/64" Body Rivets x50
Instructions

Tools needed
Socket set
Rivet Gun
Cutting device
Marker or paint marker
Measuring tape
Drill motor with 5/32", 3/16", 3/8" bits

NOTE: HIGH RESOLUTION COLOR VERSIONS OF EVERY PICTURE IN THIS GUIDE ARE AVAILABLE AT
http://smg.photobucket.com/albums/v235/ls1zr2/ZR2 Flares/

REAR

We recommend doing the rear first, as it is much easier and requires less "precison cutting"

Step 1. If your S10 has factory fender flares, they must be removed before proceeding. Non-ZR2 models with flares will have small screws around the fender lip. ZR2 Models have small screws on the backside of the fender itself holding the flares.

This picture shows a ZR2 Pickup Rear bedside with the flare removed

Step 2. Hold the new rear flares up to the bedside and trace the inside flare opening with a paint marker to the existing sheetmetal. Draw a second line ½" outside of this. This will be your cutting guide line. On a ZR2, your line should start approximately 1.5" from the original fender lip and at the top center of the wheel opening, you should have about 1.0" to the new cut line.

This is the piece of metal you will be removing on a ZR2 pickup bed.
It should be 1.50" on each side and only 1.00" at the top.

Step 3. Measure 2” from each bolt holding the lower quarter panel braces (At the very bottom of the bedsides). Drill a 3/8” hole where you marked and move the fender braces to the new holes, using the factory hardware

This picture shows the cut line location of the rear flares. One of the quarter panel braces is visible in the left side of this picture. The rear flares are identical to each other, there is no left or right.

Step 4. Heavily mask the body side (making sure to keep your cut line visible) to reduce paint chipping to a minimum. If you make a small mistake, don’t worry: the edge will not be visible once the flare is installed. After removing the necessary metal, you may want to paint the bare edge or apply undercoating to prevent corrosion. Do not remove the masking until Step 5 is complete.

Take your time masking the paint and seal all bare edges after cutting the old sheetmetal off the truck. You will be glad you did.

Step 5. Rivet Installation. Starting at the center top of the flare, mark the flare lip for drilling every 6". If the rivet is too close to a body line, you can adjust the hole spacing slightly to compensate. Using a 3/16" bit, Drill the flare rivet holes in the middle of the flare outer lip to allow adequate room for the rivet head. If you drill too far inside or outside you may crack the flare. Once the flare has been drilled, you may use it as a template to mark the actual fender for drilling. With the masking from Step 4 still protecting the paint, drill the fender holes using a 5/32" bit.

Step 6. Welting/rubber trim installation. The rubber flare trim is split so it can be easily split and slipped over the outside edge of the flares. You should have more than enough to do all 4 flares. The purpose of the trim is to protect the paint from scuffing and seal the gap between the body and flare for a finished look. The trim can be glued to the flare, or you can leave it off entirely if you choose.

Step 7. Attaching the flares. Now that you have holes drilled in the flares (3/16") and the fender (5/32") you are ready to attach the flares. Make sure to remove the masking you used to protect the paint. Nothing new here, attach the rivets with a traditional rivet gun, step back and enjoy the finished product.

Front Flare Installation

Step 1. Flare and fender removal. The front fender flares can only be taken off by removing the entire fenders from the truck. Some of the bolts that retain the factory flare are hidden by the fender liner and the actual body structure of the truck. After removing the fenders, remove the flare which is attached by small screws from the backside of the fender.

Step 2. As you did in the rear, hold the new flare up to the fender and trace a line inside the flare opening. NOTE: The front flares should not have to be cut at the top of the fender opening, only the sides. Make a second line ½" further up the fender from the first line. This will be your cut line. See the next few pictures for help with where the cut line should fall.

Here you see us making the cut lines for the front driver's fender. This is the front end that attaches to the radiator core support. The mounting boss with the two holes in the center of both pictures and the original flare lip will be removed in the cutting process.

These pictures show the front flare front cut lines. The large stud at the bottom left of the picture will be retained, but the two holes right of the stud will be removed.

The cut line for the back of the front flare (towards the cab) are harder because the flares do not contour as tightly as the fender. These pictures should show exactly where to cut. Note that the cut line goes directly through one of the original flare mounting holes. That should give you a clearer idea of where to cut.

Step 3. After holding the front flares up to the fender, it will be obvious some cutting of the actual flare will be required at the rear (cab end) of the flare. This is due to the limitations of the abs plastic molding process, and the fact that there is not enough room for a lip at this point on the flare. This is one of the more difficult steps, as there is no easy way to trace the body shape onto the flat end of the flare. I have included a picture of the rear of a front flare to show you how the finished product looks. Cut less than you think you need to, as it is easier to make a second or third cut than to buy another flare.

This picture shows the cut line for the inner fender liner. (Passenger side)

Step 4. The front inner fender liner will have to be modified to fit the new, larger fender opening. Use the pictures to determine where to cut the fender liner.

The fender liner after being cut. You will need to push the liner closer to the cab to stay inside the new flare. (Driver's Side)

This is the cut line for the fender mounting tab on the cab itself. (Passenger side)

Step 5. There is a tab on the truck cab (original lower inner fender mount) that needs to be removed for clearance.

A picture showing the tab after removal (Driver's side)

Step 6. Prepare the fenders for cutting. Mask the front fenders as you did the rears, making sure to leave your cut line very visible. Cut along the line as smoothly as possible, and remember to seal the bare metal with undercoating. After cutting the excess material away, you may reattach the fenders to the vehicle, as the new rivets attach from the outside.

The Passenger Fender at the cab after being cut. Note the small 5/32” hole about ½” from the door gap.

Step 7. Rivet Tab Fabrication. Because we are removing all the mounting points for the original flare and there is very little room between the fender and door, we need to fabricate a small 90 degree bracket to hold the flare in position. We typically use part of the metal we cut off in the previous step to make this bracket. Drill a 5/32” hole in both sides of the bracket. One will attach it to the fender, the other will attach the flare to the bracket.

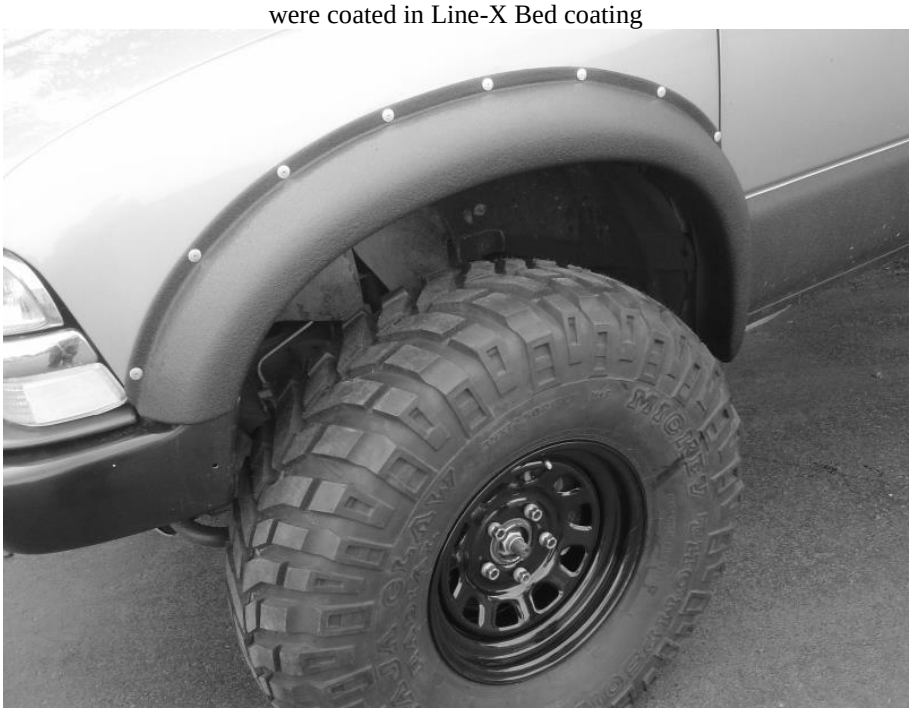
The bracket should be about 3/16” from the door gap. The flare itself should be flush with the door gap after installation.

Another angle showing the tab at the bottom of the front fender (Passenger Side)

Step 8. Flare installation. Again, starting at the top center of the fender flare, drill a 3/16" hole in the fender every 6" Use the installed pictures below as a guide if you are unsure. After drilling the flares, use them as a template for drilling the fender itself. The holes in the fender should be 5/32". Don't forget to drill the hole on the back of the flare facing the cab. Install the rubber trim on the outside edge of the fender (optional) and rivet the flare to the fender.

The Front Flare Installed. Try to keep the rivet spacing as even as possible for a clean look.

Close up of the rivet at the back of the front flare. Note that we did not use trim on these flares because they were coated in Line-X Bed coating



Tire size information: These flares will allow you to run, on average, a 2" larger tire with no rub with the proper backspacing. A stock height ZR2 with these flares can safely run 33x12.50 tires. A lifted (BDS 5" or Superlift 6") ZR2 can run 35x12.50 tires safely. The tire in the above picture is 35" on a 2" Body-lifted ZR2 and will not clear. We installed these flares on a Non-ZR2 S10 4x4 with a BDS 5" Lift Kit and used 33x12.50x15 tires on 15x8 wheels with no rub. Tire diameters can vary by manufacturer, so we cannot guarantee fitment, but this should clear up most tire size questions.

This is a ZR2 Model Pickup with a 2” Body lift. It is shown with the stock wheels and 31x10.50x15 BFGoodrich All Terrains. As you can see, there is considerable room in the wheelwells after installing the new flares.

Congratulations! You have completed making your S10 unique! Now get some bigger tires and get that thing dirty!