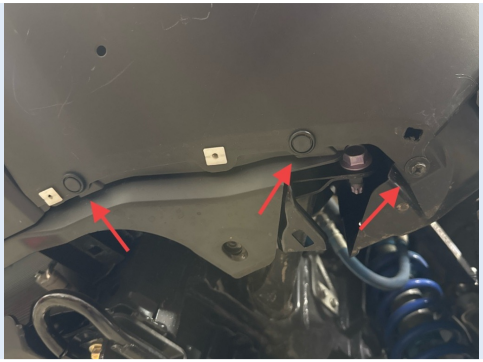
INST: VLC250FB-VIP

Feedback?

1



Remove (2) clips and (1) screw retaining the bottom of each of the lower fascia corner panels.

2



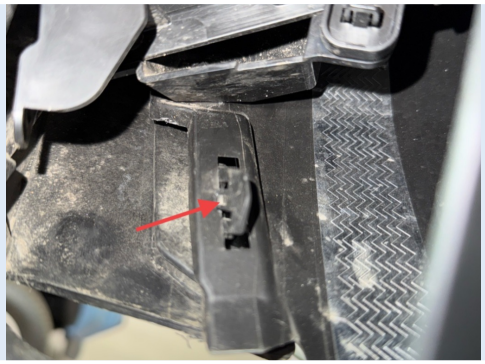
Remove (1) screw and (3) clips retaining inner fender to bumper fascia and lower portion of fender flare.

3



Remove (3) clips retaining the upper portion of the fender flare.

4



Depress center finger to release tab retainer on the inside bottom of the flare on each side.

5



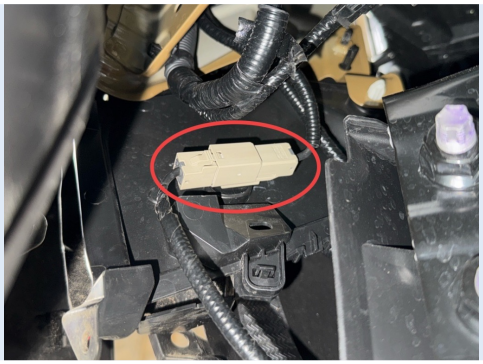
Gently pull flare away from body, careful unsnapping retainers in fascia and fender.

6



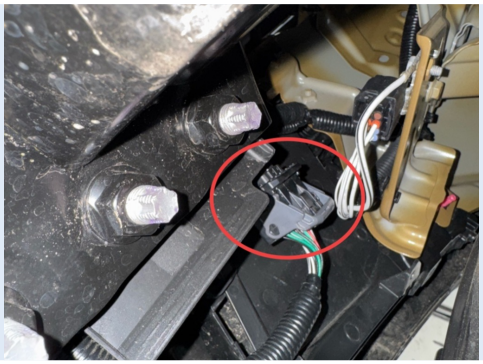
Remove (2) remaining clips and (1) screw beneath the flare.

7



Disconnect tan fascia harness connector on driver side.

8



Disconnect black and gray bail connector on drivers side.

9



To prepare for marking out the cut, lay out a piece of wide painters tape along the edge of the lower filler panel where the "vertical" face meets the "horizontal" face as shown.

10



Using a flexible tape measure, measuring from the crease at the top of the lower grill surround as shown in the image, make a mark on the tape at 6-3/4" at the edge closest to the Blitz bumper.

11



Replicate that same 6-3/4" measurement on the outside of the center surround.

12



Moving on to the lower outer fascia panel, but the flexible tape against the painted fascia panel where it nets the unpainted panel. Weak the tape around the plastic and mark at 2-1/8".

13



Repeat that measurement and mark at the "corner" of the lower filler panel as shown.

14



Make a third 2-1/8" mark where the panel starts to sweep upward, using the same method as the prior two.

15



Holding the end of the tape flush with the top horizontal face of the lower fascia panel, and flat in the "bevel" let the tape fall vertically and conform it to the contour of the panel.

16



Make a mark at this location at 7-3/8"

17



Posting the tape at the intersection of the upper and lower panels where they meet the flare, as shown. Let the tape fall vertically and confirm it to the contour of the flare.

18



Make another mark at 7-3/8"

19



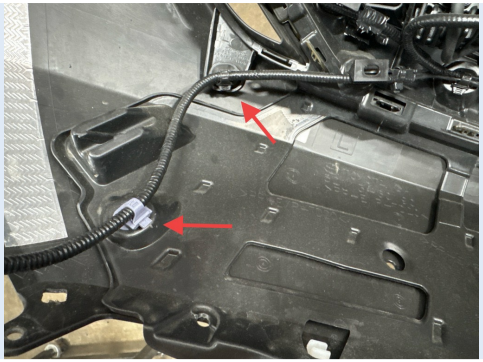
Use a second color tape, or a lockable laser level and marker, to connect the plotted points in the fascia and connect them to produce a cut line.

20



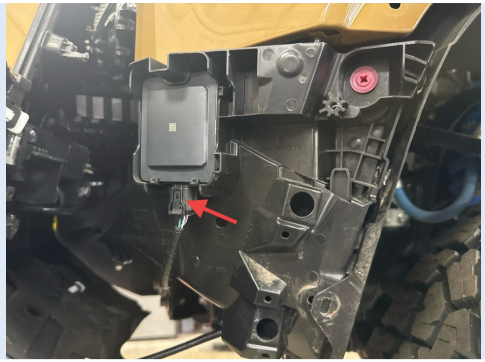
This may take some time to get correct, and require some interpretation and re-checking of measurements. It is always better to err on the long side, and leave room to trim and fine tune the fit.

21



Disconnect the wire harness retainers from the inside of the fascia as indicated above.

22



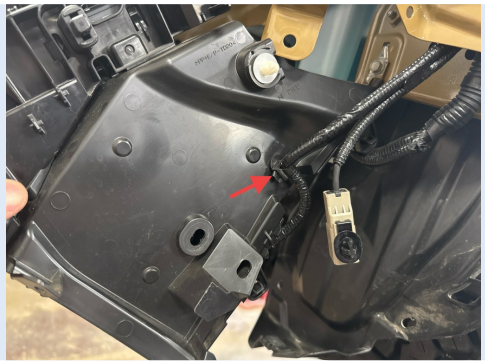
Unsnap the fascia from each side, and disconnect the corner radar.

23



Remove the screw And rehearse the retainers holding the radar/fascia mounting bracket from the steel substructure.

24



Disconnect wire harness retainer on the backside of the radar bracket

25



To make the cut you may use a small reciprocating saw or a cut-off tool with an abrasive disc. Always wear safety glasses and protective equipment when performing these operations

26 **Before cutting the fascia, ensure that all wires and other sensitive parts are clear from behind the marked area. Alternatively, the fascia may be removed entirely to perform the cut off of the vehicle entirely.**

27



Begin splitting the inner and outer shell of the radar bracket by releasing the two clips at the bottom of the assembly as shown.

28



Use a small screwdriver to releases a third clip found at the lower rearward corner of the assembly.

29



Retain main portion the bracket to reinstall after fascia is trimmed. Inner section may be discarded.

30



Mark radar mounting bracket as shown. Use reference features to create a cut line across the bottom of the bracket.

31



The trimmed bracket should look very similar to this.

32



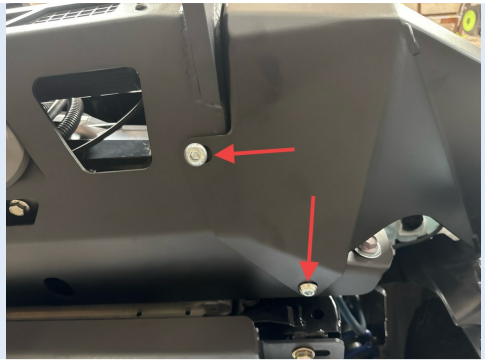
Install the Viper wing to test fit the cut:

33



Bolt the wing to the Blitz bumper outside upright using (2) 1/2 x 1" hex head screws, flat washers, and 1/2" flange lock nuts. Snug but do not fully tighten.

34



Bolt the bottom of the Viper wing to the Blitz bumper using (2) 1/2" x 1" button head screws and more flange lock nuts. Snugs these up and verify the wing is fitting correctly before fully tightening.

35



Tighten the two initial mounting bolts once the outer bolts are tightened.

36



Reinstall the radar and bracket, and reconnect the harness.

37



If you removed the fascia for the cut, go ahead and trim the flare to match at this time.

38



Use the wing as a guide to mark the fascia to create an even cut with approximately 1/8"- 3/16" gap.

39



Reinstall the screw to retain the corner of the fascia on each side.

40



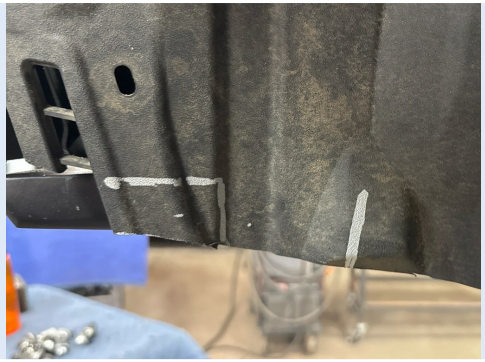
Reconnect the main harness on each side. Tidy and tie up the loose wiring harness before registering the inner fender.

41



Using the Viper wing as a guide, mark the inner fender for the initial trim.

42



Refund the cut further, as shown. Ensure that the "flap" that will remain hanging down overlaps the spot in the back of the viper wing.

43



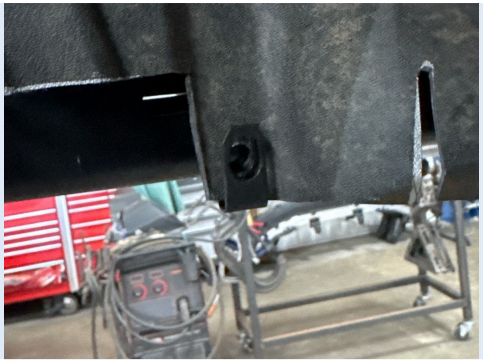
You should be left with something like this.

44



Using the slot as a guide, drill first and 1/8" hole and then a 3/8" hole in the inner fender to accommodate the included clip nut.

45



Install the clip nut into the liner and tuck the flap inside the viper wing so that the clip nut sits behind the slot.

46



Thread the 6mm x 20mm black button head screw, with black flat washer, into the clip nut and tighten.

47



Snap the flare back on and reinstall the clips and the screw retaining it and the inner fender to the fender structure.

48



Double check that everything fits appropriately, that all fasteners are tight, and that all of the fascia harness is reconnected.

49


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If you have any questions or concerns please reach out to us.
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info@squatch-proof.com
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