100130
Fender Mounting Instructions for MINTA1554, MINTA910, MINTF1554 & MINTF900 Fenders

STEP 1

A. Unpack all cartons and lay out parts.

B. Compare the parts with hardware kit 100130 as shown in Figure 1.

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<th>DESCRIPTION</th>
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WARNING:
DO NOT APPLY CHROME POLISH, METAL POLISH, OR ANY TYPE OF BUFFER TO MINIMIZER SILVER MIRROR PRODUCTS. USING ANY OF THE ABOVE ITEMS WILL VOID PRODUCT WARRANTY.

- Protective wrap has been applied to protect the brackets during shipment.
- Wash brackets with mild soap and water.
- Do not wipe the mirror finish when it is dry or with a dry cloth. Only use a clean, damp microfiber cloth when wiping or drying your Minimizer Silver Mirror products.
- Do not use any abrasive cleaners or pads.
- Care for Minimizer Silver Mirror products as you would care for an automotive paint finish.
- To maintain the luster of Minimizer Silver Mirror products, apply an off the shelf wax/polish combination that you would use on the painted surfaces of your automobile. Follow the manufacturer’s instructions on the product of your choice e.g. “Meguiars”, “Mothers Gold”, “Blue Coral”.

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STEP 2

A. Lay the fenders out and clamp them together depending if the fender style is MINTA (Figure 2) or MINTF (Figure 3). This will make bolting them together much easier.

![Figures 2 and 3](image)

B. Bolt the fenders together. A pack of 5/16 x 1" bolts, 5/16" nuts and 5/16" x 1 - ½" fender washers is included in the kit. **Use four bolts per joint. Recommended torque is 10-15 ft-lbs.**

STEP 3

A. In some cases TF44 or TA53 will need to be cut down to accommodate a shorter wheel base.

B. To install the end cap, cut the end of the center section off and clamp PMTF44EC to the unfinished end of the fender (Figure 4)

a. PMTF44EC can be used with either TF44 or TA53.

C. Drill five 1/4" holes through the fender using the holes in PMTF44EC as a guide.

D. Use five ¼" x ¾" Phillips truss head bolts and lock nuts to connect the fenders.

a. **This is a hardware kit (PM10PK) that is sold separately from the bracket kit.**

![Figure 4](image)

STEP 4

A. Measure the suspension travel. This measurement is used to determine the distance between the fender and the wheel.
a. For air suspension systems, let the air out of the air bags.

b. For spring systems, measure from the stops on the springs to the bottom of the frame.

**NOTE:** For air suspensions with travel exceeding 6”:
In some cases a travel stop may need to be installed to prevent such large gaps between the fenders & tires. This will help with alignment and 5\(^{th}\) wheel plate clearance. *(Please call Minimizer @ 800-248-3855 for questions regarding this issue).*

B. Gap the fenders ¾” over the maximum travel point of the suspension system. The goal is to make sure the fender does not rub on the tire. A gap larger than ¾” may be necessary if using worn tires.

**TIP:** Establish the ¾” minimum gap required in Step 4B.

a. For an air suspension system, place a ¾” board on top of the tires after the air has been let out of the airbags (Figure 5). Place the fender on top of the board.

b. For a spring suspension system, add ¾” to the measurement from Step 4A.

**STEP 5**

A. Position the fenders exactly where they will be mounted.

a. Visually pick and mark the locations that the brackets will bolt to the frame.

B. Try to use existing holes in the frame to bolt through. It is possible to remove any existing frame bolt and replace it with the supplied bolt in the bracket kit.

**Tip:** It is common for the front bracket to align with the existing quarter fender holes and the rear bracket to align with the holes left from the mud flap hanger.

**NOTE:** Depending on the length of the truck frame and the placement of the mud flap hangers, the fender may tuck inside the mud flap hanger. Figure 6 shows a truck with flaps and fenders.
C. Spacers are supplied to bring the steel swivel away from the frame in the event of any obstructions (Figure 7).
   c. The ideal setup is to mount the steel swivel directly to the frame.

   **NOTE:** Use spacers only when necessary.

E. Install center bracket assembly (Figure 8).
   a. Try to use existing holes in the frame to bolt through. It is possible to remove any existing frame bolt and replace it with the supplied bolt in the bracket kit. **Recommended torque for the 5/8 x 2-1/2” bolt with washer is 110-115 ft-lbs.**

   ![Figure 8]

F. Install the center brackets as close to where the fenders join together as possible (Figure 9).
   a. Drill three 5/16” holes through the fenders using the holes in bracket PB5069 as a pattern.
   b. Use three 5/16” x 1 ¼” bolts to bolt the center bracket and fenders together.
   c. Use 5/16” fender washers and 5/16” nuts provided with the kit on the inside of the fenders.
   d. **Recommended torque for all 5/16” hardware is 10-15 ft-lbs.**

   ![Figure 9]

**NOTE:** Do not drill into the weld or any other part of the light box. If a mud flap is mounted to the light box style fender and the mud flap is backed over, it may cause the interior welded plate to become loose. Slot the mud flaps to prevent this issue. This is NOT covered under warranty.

See IMPORTANT assembly Instructions for center bracket PB5069 & PB5067, last page of this form.
G. Some installations may not allow the center bracket to bolt through the ends of the fenders.

a. In these cases use the plastic angle (PB5071) to connect the fenders to the center bracket assembly (Figure 10).

b. Use three 5/16" x 1" bolts, washers, and nuts to bolt PB5071 to the center bracket assembly. Do not tighten these until the fender assembly is level. **Recommended torque is 10-15 ft-lbs for all 5/16” hardware.**

**Tip:** PB5071 has slotted mounting holes to allow proper height adjustment and clearance for the fenders.

H. Drill four 5/16" holes through the fender using the holes in bracket PB5071 as a guide (Figure 11).

a. Install the 5/16" x 1 ¼" bolts through the bracket and into the fender.

b. Use 5/16" fender washers and 5/16" nuts provided with the kit on the underside of the fender.

c. **Recommended torque for all 5/16” hardware is 10-15 ft-lbs.**

A. If possible, position the mounting brackets so they are located within 15" of the bottom of the fender. This protects against wind blowing the leading edge of the fender back into the tire (Figure 12).

**Tip:** If the front fender bracket is mounted higher than 15", refer to [http://www.minimizer.com/instructions .html](http://www.minimizer.com/instructions .html) for further suggestions on adding additional support.
STEP 6

A. Use four 5/16" x 3" bolts to attach the bracket (part number PB501026) and the backing block (part number PBLOCK) to the steel swivel (part number PB5015).

**Tip:** USE CARE WITH POWER TOOLS AS OVER-TORQUING WILL CAUSE CRACKS IN THE BRACKET. RECOMMENDED TORQUE IS 10-15 ft-lbs. (Figure 13).

**NOTE:** DO NOT EXCEED RECOMMENDED TORQUE. THIS WILL VOID THE WARRANTY.

TIP: Do not completely tighten one side of the backing block before moving to the other side. Alternate tightening bolts as pictured in Figure 14. Make sure to only tighten halfway and then repeat the pattern in Figure 7 until backing block is flush against the bracket (PB501026).

STEP 7

A. Once the brackets are placed in position with the fender, tighten the 5/8" x 4-1/2" bolts that go through the PB5015 steel swivel to attach the swivel securely to the frame (Figure 15). **Recommended torque is 160-170 ft-lbs.**
B. If using the optional PMTF44EC, make sure to mount PB501026 far enough from the end so it doesn’t interfere with the bolts used for PMTF44EC (Figure 16).

STEP 8

A. Attach the bracket (PB501026A) to the fender.

   a. Drill six 5/16” holes through the fender using the holes in bracket PB501026A as a pattern.

   b. Install the 5/16” x 1” bolts through the bracket and into the fender.

   c. Use six 5/16” fender washers and 5/16” nuts provided with the kit on the underside of the fender.

   d. **Tighten the bolts to recommended torque of 10-15 FT-LBS.** Hand tightening with Torque wrench is recommended. **DO NOT EXCEED RECOMMENDED TORQUE.**

   e. Make sure the fenders are square and aligned (Figure 17). Twists or bows in the fender will fatigue the material over time.

STEP 9

A. For trucks with air suspension, raise and lower the suspension one final time to confirm that there is adequate clearance between the fenders and wheels.

B. Recheck all brackets and bolts to ensure they are tightened to the recommended torque.

**NOTE: ONCE FENDERS ARE IN SERVICE OCCASIONALLY CHECK TORQUE ON 5/8” X 4-1/2” HEX BOLTS IN THE FRAME TO MAKE SURE THEY DO NOT LOOSEN OVER TIME.**

Revised 04/01/2016
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**CAUTION**

Over-torquing the hardware will damage the plastic arm and could cause it to fail. Recommended torque for all 5/16" hex head AFX 10-15 fl-t-12s.

**IMPORTANT INFORMATION**

The plastic arm has been highlighted. It is highly recommended to replace the plastic arm. If the plastic arm is loose and delaminates, the plastic arm can be removed from the bolt head screwed to the metal plate side. The plastic arm uses the nut on the plastic cam side. The section on the bolt head of the bolt head will damage the plastic arm. The bolt head must be on the metal plate side. Assemble the bolt and lock as an assembly as shown in the diagram.