

6. After completing fender lip reforming, recheck for possible tire contact and repeat steps as required to achieve desired clearance.
7. To avoid accumulation of road debris on the inside of the newly formed lip, it is recommended to apply Eastwood #16031Z, Heavy Duty Anti-Rust or clear RTV silicone for rust protection.
8. If paint damage does occur at the newly formed bend area, you can apply primer and touch-up paint or a coating of RTV silicone to the non-visible areas to prevent further paint lifting.



OPTIONAL ITEMS

- #43522 Heat Gun
- #11476 Compact IR Thermometer
- #16031Z Heavy-Duty Anti-Rust
- #13651Z Rubberized Rust Encapsulator

If you have any questions about the use of this product, please contact
 The Eastwood Technical Assistance Service Department:
 800.544.5118 >> email: techelp@eastwood.com

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DO THE JOB RIGHT.

Part #11537

FENDER FINISHER INSTRUCTIONS



The **EASTWOOD FENDER FINISHER** is a precision engineered tool designed for use by the seasoned professional or the hobbyist. It was created to provide additional fender-lip-to-tire clearance on lowered cars and trucks or those fitted with oversize wheels and tires without the need to remove the wheels from the vehicle.

In addition, this tool can be used for many other gentle metal forming tasks such as crimping door skins in place, straightening bent edges and more.



OPERATION

Please note that many variables may affect the resistance to the paint cracking in the work area such as type of finish, age, thickness and the amount of forming required in the area. Please be aware that paint and metal damage can occur with use of this tool and the user assumes all responsibility for such damage.

The use of a Heat Gun, such as Eastwood #43522, will greatly reduce the chance of paint cracking by allowing it to soften and flex with the metal.

1. Begin by determining the extent of the area of tire to fender interference. To do this, turn the front wheels through their full range of travel noting where interference is likely to occur. Keep in mind that as the suspension compresses while driving, interference may be greater so allow for these conditions.
2. With masking tape, outline the area to be modified (Fig 1). Make note of and mark the center of the outlined area.



3. Using a Heat Gun, warm the outlined area to a temperature above 120°F but no greater than 150°F. Using an IR thermometer, such as Eastwood #11476 or 11477, is highly recommended to avoid overheating and damaging the finish (Fig 2). The use of heat softens and minimizes the chance of paint cracking.



4. Place jaws of the tool over the fender lip (Fig 3) with the wider pivoted jaw on the outside against the painted surface.



5. Begin at the center mark and work gently outward to your tape marks along the fender lip, overlapping the pad position each time being **VERY CAREFUL TO ONLY REFORM THE LIP A LITTLE AT A TIME**. Multiple passes with a small amount of metal forming are better than one “do it all” pass to help avoid paint cracking. A gentle “pulling-up” motion at the handle end while squeezing will sometimes help to form a crimp in the fender lip (Fig 4). Work slowly and carefully keeping the paint temperature in the above noted range and constantly check for paint cracking.



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