

Xtreme Revolution

9630-B Black Mtn. Rd. • San Diego, CA 92126 • (858) 566-5788 • www.xtremerevolution.com

Thrasher Installation Instructions

If you have purchased an unpainted fender, please test install the fender before painting to verify proper fit. If your new fender is already painted, create a soft work surface using an old blanket to avoid scratching the paint.

1. Remove the stock rear fender and the support bracket from inside the fender.
2. Use a 1/8" drill to create pilot holes, as perfectly centered in the markers as you can make them, in each of the ten holes (four on each side and two in the top).
3. Use a 1/4" drill on the two holes on the top and the two small holes on the sides.
4. Use a 3/8" drill on the two rear holes on the sides.
5. Use a 7/16" drill on the four large holes on the sides.



6. Place the support bracket inside the fender and make note of any interference with the bracket and the inside of the fender. You must make sure that the bracket can lay flat against the fiberglass otherwise the fender may crack when you tighten the bolts.



Trim the leading edge of the bracket with a grinder. You may also need to use a half-round file to level the fiberglass slightly.

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7. Use a Phillips screwdriver inserted through the holes to pry the support bracket into position so that you can start the two small bolts that go on either side and the one small bolt that goes on top – **align the top bolt first**. Make sure all the remaining holes are properly lined up with the support bracket by actually starting the bolts just to make sure there is enough clearance. **If you can't get the side holes lined up don't kill yourself – just enlarge the holes as needed with a round file or dremel tool** – the holes on the sides are hidden and don't need to be perfect.



8. Mount the fender on the bike by using the four large bolts. **If the bolts won't reach use some long skinny bolts with washers and a nut to help spread the fender**. Tighten the four bolts equally, the first time you will hear some popping and cracking which is normal as the fender spreads out to its final shape.
9. Raise the rear wheel and check the clearance of the fender on either side of the wheel. It is impossible to predict how each fender will react when you tighten the bolts and the fender is expanded. Very likely your fender will not be perfectly aligned without first making some adjustments. In this picture the fender needs to go to the left.



10. Try loosening each of the four bolts one at a time until you find one that will cause the fender to come into alignment. When that bolt is identified use one of the supplied washers between the frame and the fender to maintain the gap. You may even have to use another washer on some other of the four bolts to get perfect alignment. In this picture one washer on the right-rear bolt gets the fender into alignment.

Preparing the fender for painting

1. Use a flexible sanding block and 120 grit paper to clean up the edges.
2. Use a flat sander to flatten the bottom edges.



Check the fiberglass carefully for any bubbles or voids and fill and repair as needed. We highly recommend that you expose the fender to heat in an attempt to discover any blisters. You can use a heat gun, a painting oven, or bright sunlight. Tap the surface looking for any weak spots. Dig out and repair anything that is questionable. Your paint job might get ruined if you don't deal with any problems now, so it's worth the effort to check very carefully.

Happy riding, hope to see you on the road someday.

-- Paul

DISCLAIMER OF WARRANTY

WARNING: Installation of any component or kit should **ONLY** be performed by persons experienced in the installation and proper operation of all systems. It is also the responsibility of the person installing any system or kit to determine the suitability of the component or kit for that particular application.

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