



# TJ DeFender™ XC Inner Fender Kits

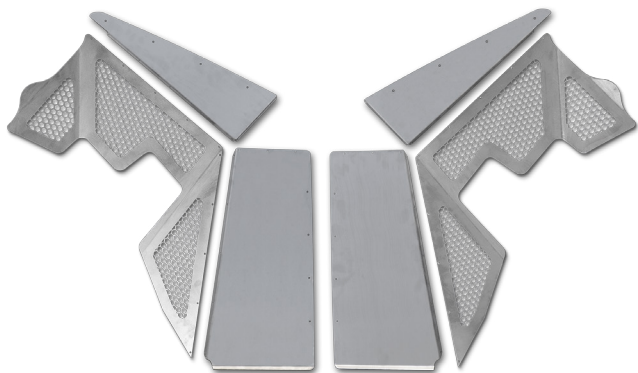
**IMPORTANT:** Thank you for purchasing this Poison Spyder product. Please read through this entire document before proceeding with installation. If you are not confident in your mechanical skills, please seek the help of a professional to perform the installation. Check your packages immediately upon arrival to ensure that everything listed is included, and to check for damage during shipping. If anything is missing or damaged, or if you need technical assistance with any aspect of this installation, call Poison Spyder at (951) 849-5911 as soon as possible. This document last updated May 2015.

## APPLICATIONS

These installation instructions apply to the following Poison Spyder products:



14-02-099 TJ DeFender™ XC Solid Inner Fender Kit



14-02-099-V TJ DeFender™ XC Vented Inner Fender Kit

## PARTS LIST

Please check your packages immediately upon arrival to ensure that everything listed is included, and to check for damage during shipping. If anything is missing or damaged, call Poison Spyder at (951) 849-5911 as soon as possible.

- (1) 3-Piece Driver side DeFender™ XC Inner Fender Set
- (1) 3-Piece Passenger side DeFender™ XC Inner Fender Set
- (1) TJ DeFender XC Inner Fender Hardware Kit  
PN: HWKIT-14-02-099 includes:
  - (34) 10-24 X 1/2 SS Button Head Cap Screw
  - (18) 10-24 X 3/4 SS Button Head Cap Screw

- (52) 10-24 SS Nylon Insert Lock Nut
- (52) #10 SS Flat Washer
- (2) #10-12 X 1 SS Phillips Pan Head Sheet Metal Screw

## INSTALLATION NOTES

**IMPORTANT:** Completely install and remove the DeFenders™ XC Inner Fenders prior to painting or powder coating it. This will allow you to check for fitment or do any clearancing or fitting ahead of time, to reduce the chance of damage to the finish during final installation. Poison Spyder Customs Inc. is not responsible for costs for or damage to paint or powder coat finish under any circumstances, including paint or powder coat of incorrectly shipped or defective parts.

- Note that the two sets are mirror images of each other. The pieces are not individually identified, however their orientation may be quickly determined by dry-fitting them together. The triangular piece is the top plate. The roughly rectangular piece is the rearward plate. The odd-shaped piece is the inner panel that faces the side of the engine (the odd-shaped cut-out is to accommodate the spring/shock tower).
- Install the 3 pieces of each inner fender set on to the Jeep. Depending on your Jeep's configuration and how much equipment has already been removed, it may be possible to pre-assemble the Inner Fender before bolting it in. Otherwise the three pieces will have to be installed one by one.
- Use the 10-24 X 1/2 SS Button Head Cap Screws (with flat washers and lock nuts) to attach the pieces of the Inner Fender to each other.
- Use the 10-24 X 3/4 SS Button Head Cap Screws (with flat washers and lock nuts) to attach the Inner Fender to the DeFender™ (along the top and rearward edges).
- Use the #10 SS Pan Head Sheet Metal Screw to attach the Inner Fender to the side of the Jeep's grille. The hole is already present in the Inner Fender, however a pilot hole will need to be drilled into the grille. Use a 9/64" drill bit to drill the pilot hole, then carefully thread in the sheet metal screw with a Phillips head screw driver. Be careful not to over-tighten and strip the sheet metal or the screw.
- When assembling the Inner Fenders, leave each fastener loose until everything is in place, then finish tightening all fasteners.

- You will need to figure out strategies for mounting any under-hood components that were previously mounted to the OE inner fender. In some cases it may be as simple as drilling a new hole in the DeFender™ XC Inner Fenders and using the OE bracket and hardware. Other items may require more creativity or fabricating a bracket.
- Extra stainless steel hardware has been included [(2) 10-24 X 3/4 & (8) 10-24 X 1/2, plus lock nuts and washers] for use with re-mounting under-hood components to the DeFender Inner Fenders, for a cleaner appearance versus re-using existing fasteners.
- Re-using the stock air intake box may be a challenge. Until we develop a more suitable solution, we recommend using a conical K&N style intake filter, which is more compact and easier to mount under the hood.