



AMERICAN CAR CRAFT INSTRUCTION

CHRYSLER 300 STAINLESS INNER FENDER COVERS

PART # 303003 patent pending



PARTS INCLUDED:

- 1- Long Extension Bracket
- 1- ¼-20 Nut & ¾" Bolt
- 2- Small Black "L" Brackets w/Holes
- 4- #8 1" Pan Head Screws
- 4- Small Chrome Screw Covers w/ White Sockets
- 1-Adhesive Promoter Pack
- 2- Small Black Spacers
- 1- Chrome Replacement Radiator Cap
- 1- 1 ¼" 1/4 -20 Carriage Bolt & Flat Fender Washer with Locking Nut
- 1- 2" Length of Foam Rubber Tape

Your covers come to you with a protective liner. Do not remove liner until final installation.

1. Remove the two 10mm fender bolts closest to the front of the car and install the two small black brackets (provided) to these two areas. Tighten them down so that the tongue of the bracket faces down.

2. Make sure that your car has cooled enough so that you can remove the water fill cap and overflow tube. The factory overflow tube must be re-routed back thru and between the a/c line bracket and shock tower at the rear of the engine bay up and reattached. Make sure that the factory tube clamp ears are in a downward position. You will notice a large vacuum valve bolted to the shock tower just to the left side of your engine bay. (Passenger side) Unbolt this valve and use the same bolt to attach the extension bracket (provided). Then attach the valve to the bracket using the ¼-20 nut and bolt (provided). This procedure will force the vacuum valve to sit in a further back position in order to allow the panel placement. On some newer models you will notice a power supply lead connected to the left side of the fuse box this area will need to be slightly modified to gain needed clearance for the new cover:

1. Remove the red wire guard. NOTE: This will not be reused.
2. Remove the nut securing the wire.
3. Remove the factory bolt by slipping your finger under the bolt and push in the two molded clips in the bolt housing away from the bolt head to allow the bolt to drop down and out of the housing. You won't be able to see the clips but there is one facing the front and one to the back of the car. Push one in and tilt the bolt down then push in the other and tilt the bolt loose to remove.
4. You have been provided with a stainless 1 ¼" ¼-20 carriage bolt, flat fender washer and locking nut. Simply replace the wire with the old bolt with the new one so that you will apply the flat washer and nut at the bottom of the housing instead of the top. This will create a nice flattened connection.
5. You will also need to remove the black plastic extrusion from the side of the housing. Cut this away using a tin snip or score the extrusion at its base and snap it off.
6. You have been provided with a small 2" length of foam rubber tape. Apply this tape over the button head of the new bolt to seal the modification.

3. Starting with the passenger side place your new cover into position. Although they come to you preformed don't be afraid to mold them slightly to achieve a nice proper looking fit. Your cover is designed to sit directly atop the front header ridge and the back shock tower ridge, flush with the fender with about 1/8" of an inch space between the fender and the cover. Holding in position mark the shock tower and newly installed bracket thru the two small holes in the new cover. (A small #1 Philips or a scratch awl works great). Once marked remove the cover and drill these two holes with a 5/32 drill bit. Blow away all shavings. Before repositioning the cover place the small black spacer (provided) over the shock tower hole. The hole should line up just between the two black cables running along the fender. NOTE: If you are installing the Chrysler 300 cover the spacers are not necessary and there will only be one cable which can easily be tucked away under the fender. (Use a small flathead screwdriver to lift the fender ridge).

4. Reposition cover. You have been provided with four #8 pan head screws and four chrome screw covers with sockets. Place a screw thru the white socket and insert it thru

the front hole, Start the screw but do not tighten! Using a scratch awl locate the back hole. Make sure the spacer is in position and place a second screw assembly thru the hole and start screw by hand. Secure both screws but be sure **NOT TO OVERTIGHTEN** as this will distort your new panel. Just make screws snug, it will be sufficient. Once secure snap chrome cover in place.

5. Prep the factory fuse box cover by scrubbing the top of it with household isopropyl alcohol. Let dry and they wipe once with the adhesive promoter (provided). With the fuse box cover in an open position snip the small plastic cross bar off the cover so as to allow cover to be opened and closed without latching. Then place the small section of the new fuse cover so that it lines up with the front of the fuse box cover and just over enough to cover the front part of the fuse box opening in the fender cover. Bend the stainless fuse box cover by hand if necessary to insure a nice even fit. Then remove the red liner and reposition. Press firmly to set. Next place the large section of the fuse box cover in position so that it hides all the exposed areas of the fuse box opening. Make note of its position. Remove the red liner and reposition. Press firmly to set. Make sure that the fuse box door is able to open and close freely.

6. The installation for the driver side cover is the same as the passenger side only it will be necessary to remove the black cable retainer from the shock tower and discard. Then follow the same attachment procedures. With the fender cover in place install the chrome replacement radiator cap.

If any questions occur during installation, please contact American Car Craft at 727 861-1500.

Thank you and enjoy your new purchase.

Note: Care must be taken when cleaning your covers. It is a good idea to lightly dust your covers with a clean soft cloth first in order to prevent any particles from scratching it. Then wipe (using a new clean soft cloth) with a good quality streak free glass cleaner.