

Installation Guide MH-FT51



Parts List:



Off-Set, Powder-Coated, Steel Tube x 4



Mounting Bolt & Distorted Thread Nut x 4



Tube End Caps x 4



Center Bracket Assembly x 2



Swing Arm w/ Mounting Assembly x 2



Button Head Bolt w/ SpinLock Nut x 8



Nylon Hanger x 8



Elevator Bolt w/ Washer x 16



Locking Nut w/ Washer x 16



Connector Hardware x 8

Watch the Installation Video:
RobmarPlastics.com/install/



> Important Notice <

These instructions are only a guide! Every truck is different and each setup is unique. It's your responsibility to make sure there is enough clearance between your tires and the fenders at all times. Improper installation will void your warranty.

The Basics:

Your MH-FT51 kit will mount one set (4) of Robmar 'FTF' series fenders.

Two fenders are secured back-to-back, using the Connector Hardware, to make the full tandem setup complete on each side of the truck.

Each fender is mounted to the frame of the truck by one steel tube and by one Center Bracket Assembly that's shared by both fenders near the middle of the two.

Both Center Bracket Assemblies are mounted to the frame with a swing arm and its mounting assembly.

The fenders are secured to the Center Bracket Assembly by the button head bolts and nuts.

Each steel tube will be bolted onto the frame of the truck with a mounting bolt. Two nylon hangers will slide onto each tube, which secure the fenders to the tube.

The fenders are secured to the hangers with the elevator bolts, connecting them together using the elevator washers and locking nuts with washers.

Preparing for Installation:

If your truck has an air suspension, begin by dumping all of the air. A flat level surface is strongly advised for the installation process.

It's important to note that when you load up your truck (e.g. with a trailer), the added weight may cause the truck to sit lower than normal, thus decreasing the space between the tires and fenders.

Maintaining proper spacing between your truck's tires and your fenders is essential for preventing damage. There needs to be a minimum of 1.5" of free space at all times.

You need to know how low your truck will sit when it's under the maximum load with all of the air released (if applicable.) It is best to install the fenders when your truck is under these conditions to ensure that your fenders won't make contact with your tires.

If that is not possible, you need to leave plenty of extra space between the tires to prevent contact. Then, when your truck is under the maximum load with the air released (if applicable) you can adjust your fenders down to the minimum 1.5" gap.

Always inspect your fenders and tires after putting a new load on your truck to ensure proper spacing is maintained.

Fenders that have been worn/damaged by tires are not covered under warranty!

Notice on 5th Wheel Height:

Proper 5th wheel height is essential to ensure clearance between trailers and your fenders. You can measure from the ground to the top of the 5th wheel to determine 5th wheel height. Below are recommendations for 5th wheel height, depending on tire size:

22.5 'low-pro' tires – 48"

22.5 tall tires – 49"

24.5 'low-pro' tires – 49"

24.5 tall tires – 51"

This is a general guide for recommended spacing. It's up to you to make sure that your trailer doesn't contact the fenders. A higher 5th wheel will always be safer for clearance.

Installation Instructions:

Start by installing the swing arm to the frame, which will mount the center bracket assembly. Choose which side the Center Bracket Assembly will be installed. (The front facing or back facing fender.)

The Center Bracket Assembly can be installed on either side. You can decide based on mounting hole availability of your specific truck. The assembly should be close to where the two fenders will meet, while leaving enough room to install the Connector Hardware.

1. Choose your desired bolt hole location and remove existing bolt. (You will need to drill through the frame if there aren't any acceptable locations). Then, insert the swing arm mounting bolt through the swing arm with washer installed.

A distorted thread nut is included to prevent your tube from coming loose during operation. The use of LOCTITE[®] Threadlocker Blue 242[®] is highly recommended. Use LOCTITE[®] Threadlocker Red 271[®] for high vibration applications. (*LOCTITE[®] products not included*).

This applies to the swing arm mounting bolt and the offset tube mounting bolts.

2. Secure the swing arm with the distorted thread nut, but don't tighten down all the way. Allow for the rotation of the swing arm for adjustment.
3. Plan the placement of the offset tubes for suitable locations in front of the front axle and behind the rear axle. Choose an existing bolt hole and remove the bolts. You may need to drill a new hole if there aren't any acceptable existing holes.
4. Insert the offset tube mounting bolts through the tubes or through the inside of the frame (whichever is more convenient). Apply LOCTITE[®] (if applicable) and secure with the distorted thread nut. Don't tighten down all the way yet.

Notice on Bolt Length:

The 5/8" bolts included in your kit are long enough for most applications. It's important that the distorted thread nut is able to fully thread onto the bolt to be effective. If your bolt(s) isn't long enough for the distorted thread nut to fully thread onto the bolt (with at least 1/4 to 1/2 inch thread showing) please contact us. We have longer bolts available.

At this point, you should have both offset tubes and the swing arm secured to the truck on one side.

5. Slide the Center Bracket Assembly onto the Swing Arm. Then, tighten the Center Support to the Swing Arm.

The Center Mount position can be adjusted vertically.

6. An easy way to set your fenders to the 1.5" minimum spacing (between fenders and the tires) is to use a 2x6" board. The width of the 2x6 will prevent the fender from teetering back and forth. Place the spacer boards on top of your tires now.

If your suspension has a high amount of vertical travel, you may want to use a thinner spacer. Just make sure that you can maintain 1.5" clearance when the tires move.

7. Connect 2 of the fenders back to back, using the connector hardware, to complete the full tandem assembly.

Turn 2 fenders upside down and place them back to back. Align them together (the use of clamps is helpful in this step).

You will drill 4 holes and secure the fenders together with included Connector Hardware. The process is the same if your kit has Connector Plates (as shown in install video).

8. Place the completed fender assembly over the tires and spacers. Adjust the position of the fenders, offset tubes, and Center Bracket Assembly (if necessary).
9. Slide 2 hangers over each offset tube. Position them over the outside fender ribs.
10. Mark the position of the hanger holes by tracing through the bolt holes in the hanger directly onto the fender.
11. Slide the hangers to the side and carefully drill your hanger holes through the fender.
12. Pair the elevator bolts and washers and insert the elevator bolts through the underside of the fender and up through the hanger. The large black plastic washers will be on the underside of the fender.
13. Secure the hangers to the fender with the elevator bolt lock nuts.
14. Make any final tube adjustments before the final tightening to 161 ft/lbs of torque.
Over-tightening can lead to broken bolts!

15. Secure the hangers to the tubes by tightening the set screws with an Allen Wrench.

AVOID OVER TIGHTENING THE SET SCREW!

Tighten set screw only ½ turn passed the point of separation between the top of the tube and the hanger. Going further will cause damage to the hanger.

16. Tighten the Center Mount adjustment nuts.

17. Drill holes up through the bottom of the Center Mount through the fender while using the pre-drilled holes in the Center Mount as a guide.

18. Insert button head bolts and secure them with the included SpinLock nuts from the underside.

Repeat these steps to install the fenders on the opposite side of the truck.

The final step is to ensure all fasteners are tightened and everything aligned.

Before operating your truck, every time, you need to follow the Pre-Operation Checklist below:

Pre-Operation Checklist

1. Check to ensure proper spacing between the tires and fenders.
2. Check to ensure all tubes are tightened properly to the frame.
3. Check to ensure all bracket components are free from damage or excessive wear.
4. Check to ensure proper clearance between fenders and trailer (account for movement of trailer during operation).