



ROSSWULF

Thank you for purchasing the world's first rectangular washer kit for VW Type 1. Each Ross Wulf Kit consists of 10 washers and 10 stainless bolts, and you'll have the straightest fender bead in your crew after installation. The underside will have a little extra for the gazers as well.

Tools Required:

5mm Hex Key Allen Wrench

Motor Oil or All-Purpose Grease

Optional Tools:

Plastic Automotive Trim Tool (for help maneuvering/setting beading)

M8 x 1.5 Tap

Instructions :

There are two primary cases for installation of Ross Wulf fender washers:

1. New installation of fender and fender beading
2. Upgrade of hardware on installed fender/beading

New Installation:

Step 1: Make sure that all of the threads in the body are ready to install stainless hardware. Ross Wulf recommends running a tap in each thread hole before installing stainless bolts. Use a heavy motor oil or all-purpose grease on the fastener before installation. Contrary to popular belief – **Anti-Seize is NOT recommended** or necessary. Besides – it's messy, and the whole point of this purchase was to make your car look better – not to slather it with a gritty, gummy substance that never seems to go away and gets everywhere..... On to getting these washers installed now.

Step 2: Fender installation. We start with hanging the fender with the center top bolt. Then slightly thread in all the other bolts with washers leaving room for the fender beading installation. To ease installation of the fender beading hang your fender beading from one end in a warm shop or the house at least overnight, so it has a chance to straighten out from being coiled. Lay in the beading between the fender and body loosely to start and then from the front of the fender to the rear (opposite for rear fender), tighten the bolts as you adjust the fender placement and beading. You may have to loosen retighten tighten a few times to get the correct position. Use a plastic automotive trim tool to help set the fender beading in the correct position as you tighten the bolts. We like to leave the first front bolt (opposite for the rear fender) to last as you will need to pie cut the back of the beading to turn under the front of the fender.

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*Do not over tighten the fender bolts as this could create small waves on the fender or even worse, strip the nut out of the body.

*Because heat generated by friction is a contributing factor in galling, slowing down the installation speed can prevent galling. It is recommended that power tools not be used for the installation of stainless steel or other fasteners prone to galling.

*If a fastener begins to bind before you are actually tightening it down, stop immediately. Wait a minute or two to allow any heat to dissipate and then back the fastener off. Inspect the threads for damage, run the tap once more in the body and try again with a new bolt.

Upgrade of hardware on installed fender/beading:

Step 1: Remove existing fender washers and bolts one at a time. Make sure that all of the threads in the body are ready to install stainless hardware. Ross Wulf recommends running a tap in each thread hole before installing stainless bolts. Use a heavy motor oil or all-purpose grease on the fastener before installation. Contrary to popular belief – Anti-Seize is NOT recommended or necessary. Besides – it’s messy, and the whole point of this purchase was to make your car look better – not to slather it with a gritty, gummy substance that never seems to go away and gets everywhere..... On to getting these washers installed now.

Step 2: Install Ross Wulf washer and hardware onto the fender and body, and repeat steps until all washers are installed. To correct any waves or dips in the fender beading it may be necessary to loosen and adjust one or more Ross Wulf washers and adjust.

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