



JK Front Inner Fenders

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 as soon as possible. This document last updated September 2025.

APPLICATIONS

These installation instructions apply to the following Poison Spyder products:



- (2) 5/16-18 Nut-Sert
- (1) 5/16" Nut-Sert Install Tool - includes:
 - (1) 5/16-18 X 2 Gr5 Hex Head Cap Screw
 - (2) 5/16" SAE Hardened Flat Washer
 - (1) 3/8-16 X 1-1/8 Coupling Nut
 - (1) 5/16-18 Nut-Sert

TOOLS NEEDED

- Mechanic's tool set
- Drill motor with #2 Phillips driver bit
- 3/8", 5/16" & 17/32" drill bits
- 3/4" hole saw, step-drill or knock-out punch
- Professional nut-sert installation tool (optional)

INSTALLATION NOTES

The following procedures for Installation of the Poison Spyder JK Front Inner Fenders assumes that Poison Spyder Crusher Flares have already been installed, or are being installed concurrently with the Inner Fenders. If the Crusher Flares were installed by someone else or if it has been a long time since they were installed, it might be helpful to take another look at the Crusher Flare installation instructions to re-familiarize yourself with certain aspects of that installation process and the components used. That knowledge may be helpful in installing these Inner Fenders.

If installing the Inner Fenders with the stock plastic flares or with other manufacturers' aftermarket flares, some creative problem solving may be necessary on the part of the installer, as Poison Spyder can not foresee all potential problems associated with installing these parts with other manufacturer's products.

INSTALL PROCEDURE

- 1. Park vehicle on a level** surface and set the emergency brake. You will want to wear eye protection beyond this point.
- 2. If you still have the** trimmed stock plastic inner fenders from a prior Crusher Flare installation, remove them.

17-02-080 JK Front Inner Fender Kit - Solid

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 as soon as possible. The ID numbers for each item correspond to the diagram on the following page.

- (1) **JK Front Inner Fender Left**
PN: 17-02-080-L
- (1) **JK Front Inner Fender Right**
PN: 17-02-080-R
- (1) **JK Front Inner Fender Hardware Kit**
PN: HWKIT-17-02-080 includes:
 - (2) #8-18 X 1/2 washer head self-tapping sheet metal screw
 - (4) 5/16" SAE High Strength Flat Washer
 - (4) 5/16-18 Gr8 Serrated Flange Nut



- 3. Apply masking tape to the** Jeep's fender, around where the flare attaches. This will protect the Jeep's paint finish in case the flare or the inner fender components are accidentally bumped against it during the following installation procedures.



- 4. Remove the LED marker light,** if it was installed as part of the prior Crusher Flare installation.



- 5. Unbolt and remove the Crusher Flare** from the Jeep.



- 6. Remove the Crusher Flare Lower** Sub-Frame Bracket from the rearward side of the wheel opening.



- 7. Carefully insert the Inner Fender** piece into the wheel opening. Make sure the correct piece is being used on each side. Refer to the photos to correctly identify the driver side and passenger side pieces.



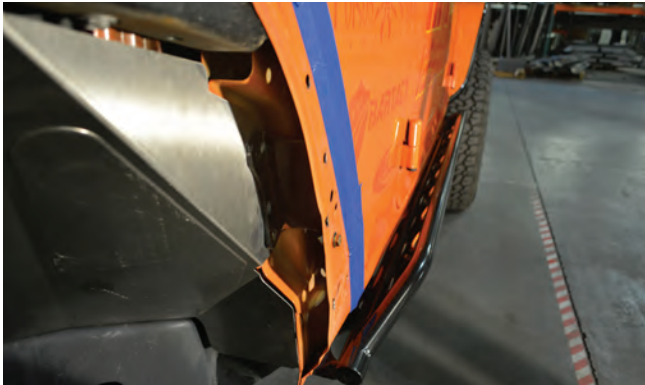
- 8. Hold the Inner Fender in** place while re-installing the OE metric hex head bolts that were removed at the top of the wheel opening. They will pass through the two holes at the top of the Inner Fender, through the Crusher Flare Upper Sub-Frame Bracket, and into the threaded holes in the Jeep's sub-frame.



Make sure the rearward flange of the Inner Fender piece aligns correctly into the pocket where the Crusher Flare Lower Sub-Frame Bracket was removed, then tighten the two OE metric hex head bolts at the top of the Inner Fender.



- 9. Re-install the Crusher Flare Lower Sub-Frame Bracket** using ONE of the bolts that were removed, to attach it to the outer sheet metal of the Jeep's fender to hold it into place. Make sure the other hole in the bracket is aligned with the corresponding hole in the Jeep's fender.



- 10. Use a 3/8" bit to drill** through the second (un-bolted) hole in the Lower Sub-Frame Bracket, using it as a drill guide to drill the corresponding hole through the Inner Fender.



- 11. Reinstall the two bolts (inner and outer)** on to the Crusher Flare Lower Sub-Frame Bracket at the hole location that was drilled in the previous step. **IMPORTANT:** On the **INNER** bolt, use the supplied 5/16-18 serrated flange nut on the inside of the Jeep's tub, rather than the nylon insert lock nuts that originally came with the Crusher Flares. The flange nuts will grip and be easier to tighten without keeping a wrench on the nut in a hard-to-reach location.
- 12. Remove the bolt that was** first temporarily installed into the Lower Sub-Frame Bracket, and drill through the Inner Fender at that location using a 3/8" bit, similarly as in previous steps for the other hole location.



Once this hole has been drilled, remove the outer bolt from the other hole location, install the inner bolt at the new location using another of the supplied serrated flange nuts, leaving the Lower Sub-Frame Bracket installed with only the two inner bolts in place (the two bolts which pinch the Inner Fender between the bracket and the Jeep's inner tub).

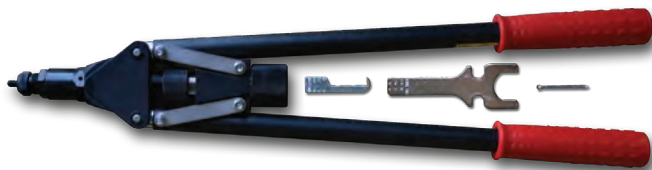
FAQ: Why do I have to drill these holes? Why aren't they already laser-cut into the panel at the Poison Spyder factory?

ANSWER: The JK Inner Fender is designed to fit all revisions of Poison Spyder JK Crusher Flares. The location of the Lower Sub-Frame Bracket has changed slightly through the several revisions of this product over the years, making it impossible to leave a hole that accommodates all variations. The solution is to leave it blank and let the installer place the hole where it needed to be in order to fit whichever revision Crusher Flare is being used.

13. One of the flare mounting bolts is in a location that will be impossible to access the nut on the back side of the panel after the Inner Fenders have been installed. A 5/16-18 nut-sert will need to be installed in this difficult bolt hole location, which is directly below the hood latch on either side of the Jeep. Drill this hole out to 17/32" in preparation for installing one of the supplied 5/16-18 nut-serts.



NOTE: It is HIGHLY RECOMMENDED to invest in a professional nut-sert installation tool, such as the one sold by Poison Spyder (p/n: 70-TS-325-RN) or elsewhere.



The professional tool will make the installation of nut-serts MUCH easier than using the free tool included in this kit, and it will come in handy with future product installations as well. If using a professional nut-sert installation tool, follow the directions that came with the tool and skip the next three steps of these instructions. The simple "tool" included with this product is admittedly frustrating to use, however it will work for those with patience who would like to save the cost of the professional tool. If using the simple tool included with this product, continue through the following steps.

14. The provided nut-sert install tool consists of a bolt, two washers and a coupler (long) nut. Assemble these items as shown (bolt—washer—coupler nut—washer—nut-sert). Insert the nut-sert end of the assembly into the hole you drilled.



15. Use an open end wrench to hold the coupler nut stationary while turning the head of the bolt clockwise with a ratchet (or small impact wrench) and socket. As you turn the ratchet, the bolt will draw the far end of the nut-sert toward the inside of the sheet metal, gripping it with the knurled outside edge of the nut-sert as it deforms. Continue to turn the ratchet until the nut-sert is fully seated. **DO NOT OVER-TIGHTEN** as you can damage the nut-sert, or cause it to lose its grip.



16. Once the nut-sert has seated correctly, loosen the bolt then remove it and the rest of the tool from the nut-sert. Install a new nut-sert onto the tool, oriented the same as the last, and set it aside until your next nut-sert installation. Inspect the nut-sert to make sure it is properly seated and that the surrounding sheet metal isn't excessively deformed. Note that some deformation of the sheet metal is normal, add another nut-sert in open hole as shown in photo and that it will be covered by the part after installation.



If you "spin" a nut-sert: That is, if it loses its grip due to over-tightening or improper installation, the quickest, easiest fix

is to use a MIG welder to place a small tack weld at the edge of the nut-sert flange. Before applying the tack weld, sand or grind the paint from a very small area of the sheet metal where the tack weld will be. Then insert a screw into the nut-sert to protect the threads from weld splatter. Only apply a very small tack or two, as you do not want to heat up and deform the nut-sert or the sheet metal. Then grind the tack(s) smooth and apply touch-up paint to prevent rust.

- 17. Re-hang the Crusher Flare, installing** the forward-most bolt and the lower bolt at the Lower Sub-Frame Bracket (at the rear of the flare). Make sure all of the flare's mounting bolts align properly into their holes.



- 18. At the front-lower corner of** the Inner Fender, find the screw-tab which should be resting against the Jeep's body tub sheet metal just above the forward body mount. It may need to be pushed slightly into place.



- 19. Use the supplied self-tapping sheet** metal screw to secure the Inner Fender to the body tub at this screw-tab location. The following photo depicts drilling a pilot hole



- 20. Use a rotor-broach, hole-saw or** step-bit to drill out the 3/4" hole at the forward LED lamp location. If using a rotor-broach or hole-saw, it may be possible to use the hole in the Crusher Flare as the drill guide. If using a step-bit it will probably be necessary to temporarily remove the Crusher Flare after marking the hole location, but before drilling the hole.

FAQ: Why do I have to drill this hole? Why isn't it already laser-cut into the panel at the Poison Spyder factory?

ANSWER: The JK Inner Fender is designed to fit all revisions of Poison Spyder JK Crusher Flares. The location of the LED marker lamp hole has changed slightly through the several revisions of this product over the years, making it impossible to leave a hole that accommodates all variations. The solution is to leave it blank and let the installer place the hole where it needed to be in order to fit whichever revision Crusher Flare is being used.



- 21. Re-install the 3/4" LED marker** lamp into the designated hole in the Crusher Flare, taking advantage of the clearance afforded by the new corresponding hole in the Inner Fender. It will be necessary to loosen/remove several of the bolts holding the Crusher Flare and Inner Fender to the Jeep, so they may be pulled away slightly to gain access behind the panel to re-attach the wiring and install the lamp.



- 22. Re-install any removed fasteners, then** go back over every bolt on the Crusher Flare and the JK Inner Fenders to ensure that each is tight.
- 23. Remove the protective masking tape** that was applied at the beginning of the installation.



- 24. Repeat the procedure to install** the Inner Fender on the opposite side of the Jeep.

Congratulations, you have completed the installation of your Poison Spyder JK Front Inner Fenders!

Poison Spyder Consumer Terms & Conditions

Product Care & Maintenance

Raw Aluminum Finish – Clean using a mild soap-and-water solution, then dry thoroughly with a soft cloth to prevent water spots. To reduce oxidation, apply a high-quality aluminum protectant or clear sealant periodically. Avoid harsh chemicals, acidic cleaners, or abrasive pads that may scratch or discolor the surface. Raw aluminum may naturally develop a patina over time; regular cleaning and protectant application will help preserve its look.

Stainless Steel Finish – Use a non-abrasive aluminum polish to address minor scratches or scuffs. For routine cleaning, use mild soap with water or a non-abrasive glass cleaner. To protect the finish, apply a high-quality carnauba automotive wax regularly. Do not use abrasive cleaners, polishes, or non-carnauba waxes as they may cause damage.

Smooth Powdercoated Finishes – Clean using mild soap and water with a soft cloth or sponge. For added protection, apply a non-abrasive automotive wax formulated for painted finishes. Avoid abrasive cleaners, solvents, or high-pressure washing directly at edges and seams, as this can compromise the coating and lead to chipping or peeling.

Textured Coated Finishes – Clean with mild soap and a damp sponge. Do not use polishes or waxes requiring buffing, as these can damage the textured surface.

Chrome Finish – Clean with mild soap and water, or a non-abrasive glass cleaner. Protect the finish by applying pure carnauba automotive wax regularly. Avoid abrasive products.

Limited Warranty

Poison Spyder offers a **Limited Lifetime Warranty** on the materials and construction of its fabricated products. This warranty guarantees to the original retail purchaser that the product will remain free from structural defects in material and workmanship for as long as they own it, subject to the terms and exclusions below.

Powdercoat “Spydercoat” Finish Coverage

5-Year Warranty – Standard-use products with powdercoated finishes are covered against defects for **five (5) years**.

1-Year Warranty – Products specifically designed for heavy contact with terrain—such as frame-mounted rocker protection and skid plates—carry a **one (1) year** finish warranty.

Finish warranties do not cover scratches, chips, or damage caused during installation, impacts, or normal wear and tear.

Exclusions

This warranty does not cover: Misuse, improper installation, or inadequate maintenance On-road or off-road hazards, accidents, or impacts Unauthorized modifications Normal wear and tear Racing or competition damage Chemical exposure (including road salts, de-icing agents, cleaning chemicals, or corrosive substances) Extreme environmental conditions (including prolonged exposure to moisture, UV radiation, or highly corrosive climates such as coastal or winter road environments)

Terms

The warranty is **non-transferable** and applies only to the original purchaser with valid proof of purchase. Remedy under this warranty is limited, at Poison Spyder’s discretion, to repair or replacement of the defective product, provided it is returned at the customer’s expense. Coverage eligibility is determined solely by Poison Spyder. Product designs, specifications, and finishes are subject to change without notice.

Legal Rights

Some states/jurisdictions do not allow limitations on implied warranties or the exclusion of incidental/consequential damages. This warranty provides specific legal rights, and you may also have additional rights that vary by state or jurisdiction.

Safety Warning

Vehicle modifications, including the use of Poison Spyder products, can affect handling, stability, and performance, potentially increasing the risk of accidents or rollovers.

- Poison Spyder products are decorative and not intended to prevent injury or damage in an accident.
- Review applicable state and local laws before installation. Ensure products do not obstruct lights or interfere with vehicle safety systems, and comply with bumper mounting height rules & regulations.
- Always follow your vehicle owner’s manual and Poison Spyder installation instructions.
- Safe driving remains the sole responsibility of the driver. Always wear seat belts, obey traffic laws, avoid impaired driving, and adjust speed to road conditions.

Proposition 65 Warning (California Only):

This product can expose you to chemicals known to the State of California to cause cancer and reproductive harm.