

Bullbar Installation Guide

Part Number: BU39-3530, BU39-3682, BU39-3694



**ENSURE PAGE SCALING IS TURNED OFF
WHEN PRINTING**

Fits:

Mazda BT50 10/2011 on



This Bullbar will take approximately 3.5 hours to install

Tools required are

- Spanners and socket set.
- Pneumatic hacksaw.
- Screwdrivers
- Pliers and side cutters

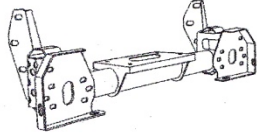
Dobinsons BULLBARS should be installed by a qualified installer and it is the installer responsibility to ensure correct fitment.

Fully read and understand the instructions before beginning the installation




Part#
BU39-3682
BU39-3530
BU39-3694

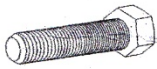
- ①




Chassis bracket, 1 Set
- ④



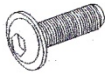
Bolt M12 x 1.5 x 35, 7 Pcs.
- ⑦



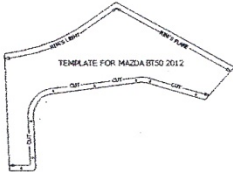
Bolt M10 x 1.25 x 30, 10 Pcs.
- ⑩



Bolt M8 x 1.25 x 20, 6 Pcs.
- ⑬

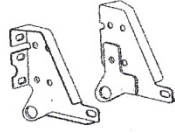


Bolt M6 x 1 x 15, 11 Pcs.
- ⑯




Template, 1 Pc.


- ②




Support bracket, 2 Set L,R
- ⑤



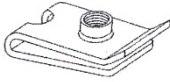
Square washer M12, 22 Pcs.
- ⑧



Washer M10, 24 Pcs.
- ⑪

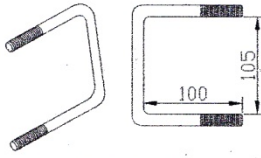


Washer M8, 12 Pcs.
- ⑭




Fix nut M6 x 1, 11 Pcs.


- ③




U - Bolt M12 x 1.5, 4 Pcs.
- ⑥



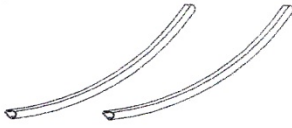
Nut M12 x 1.5, 15 Pcs.
- ⑨



Nut M10 x 1.25, 10 Pcs.
- ⑫



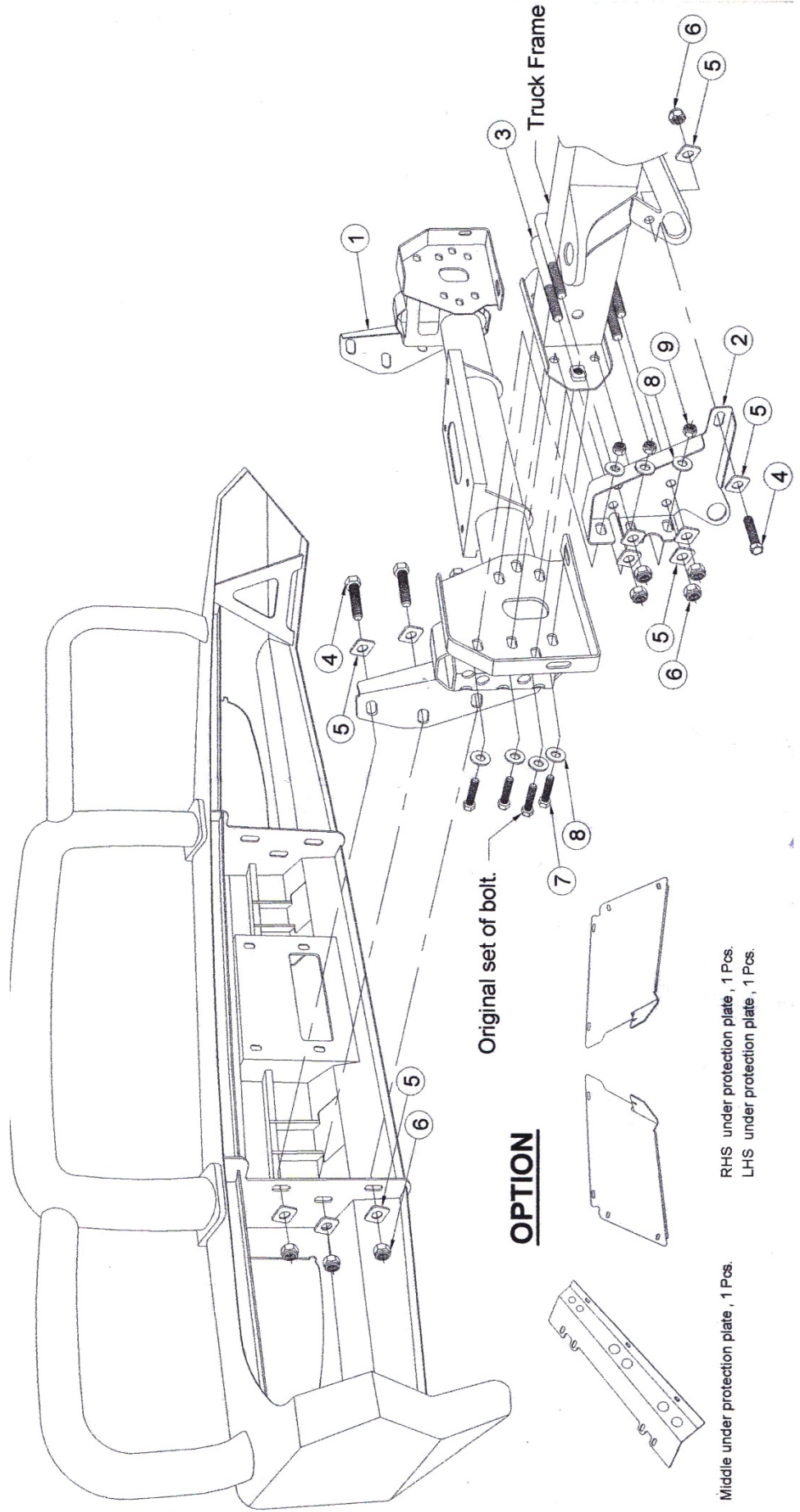
Nut M8 x 1.25, 6 Pcs.
- ⑮



Edging Rubber 45 CM, 2 Pcs.

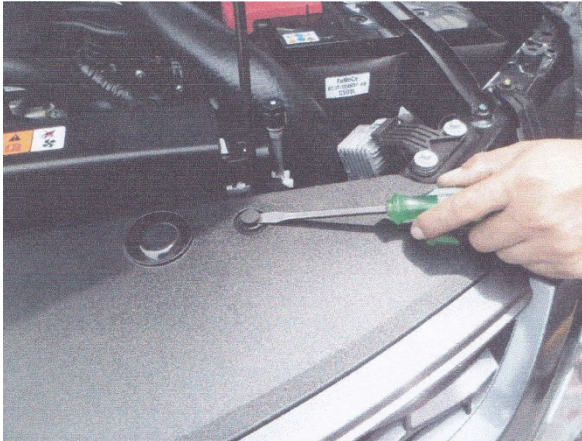


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Fitting Guide

1. Remove the number plate.
2. Remove the top radiator plastic cover by remove the clips.



3. Remove the grill by removing the clips along the top and in behind the grill and the screws and clips attaching the grill to the top of the bumper near the inner part of the headlights.



4. Remove the top bumper clips.
5. Remove the bolts along the edge of the wheel arch.



6. Remove the bolts along the lower section of the bumper attaching the lower section of the bumper to the vehicle.
7. Unplug the fog lights wiring plug (if fitted).
8. Starting from the outer edges and working towards the centre, gently unclip the bumper from the edges and under the headlights and remove.



9. Remove the inner upper plastic radiator deflectors but do not discard.



10. Remove the plastic air deflector attached to the front of the steel cross beam



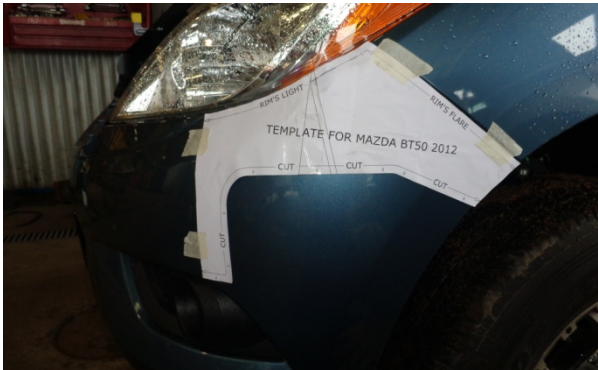
11. Remove the steel cross beam and discard.



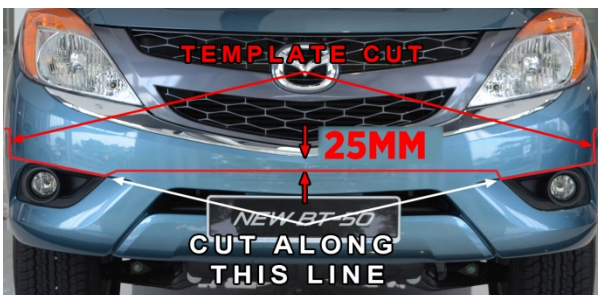
12. Remove the O.E. bash plate and keep aside for re-fitment later.
13. Remove the inner and outer steel lower bumper supports.



14. Take the template from the end of this manual and **double check the scale line is the correct measurement, so that it has not been scaled down when printing.**
15. Cut both halves of the template out and tape them together aligning the 2 centre alignment and scale lines directly on top of each other.
16. Align the template onto the guard and using a felt tip marker carefully mark the required cut.



17. The straight line on the bottom of the template can then be marked across the top of the fog light recess. You can then flip the template upside down to mark the other side.
18. Then measure down from the top of the centre of the bumper (bottom of chrome) 25mm and mark a line across, joining it with the top of the fog light recess corner as seen below.



19. Apply a small amount of masking tape around the top/visible edge of the marked line on the bumper to protect the visible paint surface when cutting.



20. Using an air operated hacksaw or equivalent carefully cut away the lower section of the O.E. Bumper and cut parallel just above the top of the lower bumper grill section. Remove the plastic burrs to neaten up where the cut was made.



21. Reinstall the bumper and grill to the vehicle.

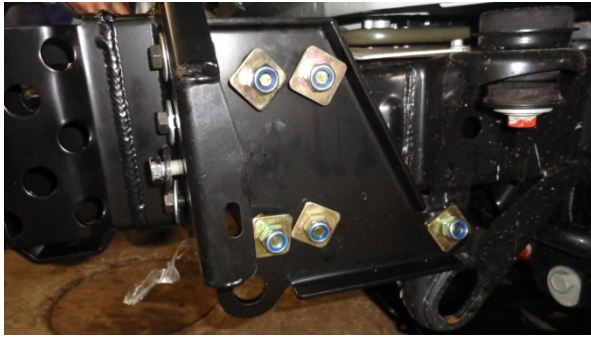


22. Install the rubber edging to the outer edges where the cut was made.

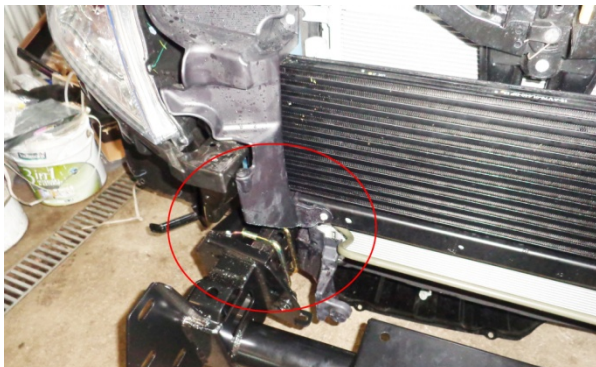


23. Using the hardware supplied install the outer chassis support brackets as shown on page 3.

Ensure the U-bolts do not clamp over anything wires or other components.



24. Mark and trim the bottom front corners of the radiator air deflectors removed earlier to allow clearance to the bullbar bracket as seen below.



25. Install the bulbar mounting bracket Item 1 using the hardware supplied as per the diagram on page 3. Use the original bolts to bolt the bracket to the existing threaded holes and use the supplied nuts, bolts and washers to bolt the rest of the holes.
26. Ensure the bracket is central to the vehicle and tighten.



27. Carefully un-wrap the bulbar taking care not to scratch it especially on the top loops. Reinstall the number plate to the bullbar as it is easier now. If installing driving lights to the bullbar it is easiest to install now.
28. If not installing a winch skip to step 35.
29. See the Installation section of your Dobinsons 4x4 Winch manual for specific detailed fitting instructions. For a brief overview see the following steps.
30. Test fit your winch to the mounting bracket and do up loosely with the clutch handle on the left hand side of the vehicle.
31. This may require the clutch handle and gear-box housing to be rotated forward one or 2 bolt holes to allow easy access through the bulbar holes. See instructions in winch user manual. *This also may require a small section at the centre of the bumper to be trimmed a little to allow clearance of the winch body.*
32. Determine where the winch control box will be located and mount the control box. See instructions in winch user manual for control box mounting options. If mounting to the top of the bullbar using the supplied bracket, check clearance of control box to grill and also check where the wires will route as if the wires are passing through the holes in the top of the bullbar the control box may not be able to be wired until the bullbar has been fitted as below.
33. Wire the winch up as per the winch instruction manual and bolt the winch to the

mounting bracket, ensure the mounting bolts are not too long and tighten correctly. Route the wires and connect to battery and also route the breather hose.

34. Unwind some cable from the winch, and pass the cable through the fairlead hole in the bullbar and through the roller fairlead. This may require removing a circlip from the fairlead and re installing once the cable is passed through.
35. Install the roller fairlead into the bulbar.
36. Check the poly bulbar over riders, fog light and top loop bolts are tight (Do not over tighten the stainless steel loop mounting bolts. Do not over tighten the poly bullbar over riders as they will pull the over riders out of shape).
37. With help, fit the bulbar onto the mounting bracket and loosely fit the mounting hardware supplied.
38. Check for access to the clutch handle on the winch.
39. Align the bulbar to the vehicle and tighten the mounting bolts, leaving a gap between the bullbar wings and the bumper to allow for movement of the vehicle body.
40. Wire up the lights. Using a multimeter or test light first locate the earth wire, parker positive and indicator positive wires from the wiring on the back of the original vehicle lights on each side.
41. Unclip the wiring from the indicator/parker lights. Check that the wiring will be long enough to reach the new bullbar indicator/parker lights and extend if required. Using the diagram at the end of this manual, join the corresponding wires to original vehicle wires located in the previous step. The wires can be joined by either using good quality snap lock crimp connectors or by soldering. Ensure the connection is secure and is sufficiently insulated.
42. If fitting a bullbar with fog lights, the fog lights can be connected using the original vehicle fog light wires if fitted. If required, cut the old fog light wiring plugs off and cut the new fog light wiring plugs and join. If the vehicle is not fitted with OEM fog lights the wiring loom



supplied can be used. Follow the wiring diagram at the end of this manual.

43. Check over all bolts to ensure they are tight.
44. Once happy with the alignment of the bullbar drill 2 x 8mm pinning holes on each side of the bullbar drilling through both the mounting bracket mounting plate and bullbar mounting plate. Fix with 8mm bolts and nyloc nuts to keep the bullbar in its position.
45. Plug the wires into the indicator, parker light plug and fog lights. Test all lights and adjust the position of the fog lights if required.
46. Using the fastening hardware supplied fit the under bar protection kit. Install the under protection brace plates first, these will bolt to the new centre under protection plate and also the O.E. under protection plate will bolt to this. Install the centre and outer under protection plates, align and then tighten all nuts and bolts.
47. Trim the left hand and right hand mud guard liners flush with the bottom of the under protection plates and secure.
48. Check over all items removed during installation
49. **IMPORTANT NOTES:** It is important to inform the customer that headlight adjustment may also be required due to the change in ride height. It is also important to inform the customer that there will be a change in vehicle handling characteristics. It is also important to note that due to their nature fog lights are required to provide a yellow light to allow clear fog vision. For this reason Dobinsons bullbars utilise a Halogen bulb. Halogen bulbs generate a considerable amount of heat to achieve the yellow colour and this causes the air inside the fog light lens to expand and contract. For this reason the fog light assembly cannot be sealed and has a small breather on the back. In some cases this may cause condensation to form inside the

fog light. The customer may choose to seal the lens of the fog light but must not seal the rear breather.



**BUMPER EDGE
UNDER HEADLIGHT**

BUMPER TO QUARTER PANEL JOIN

BUMPER BACK EDGE

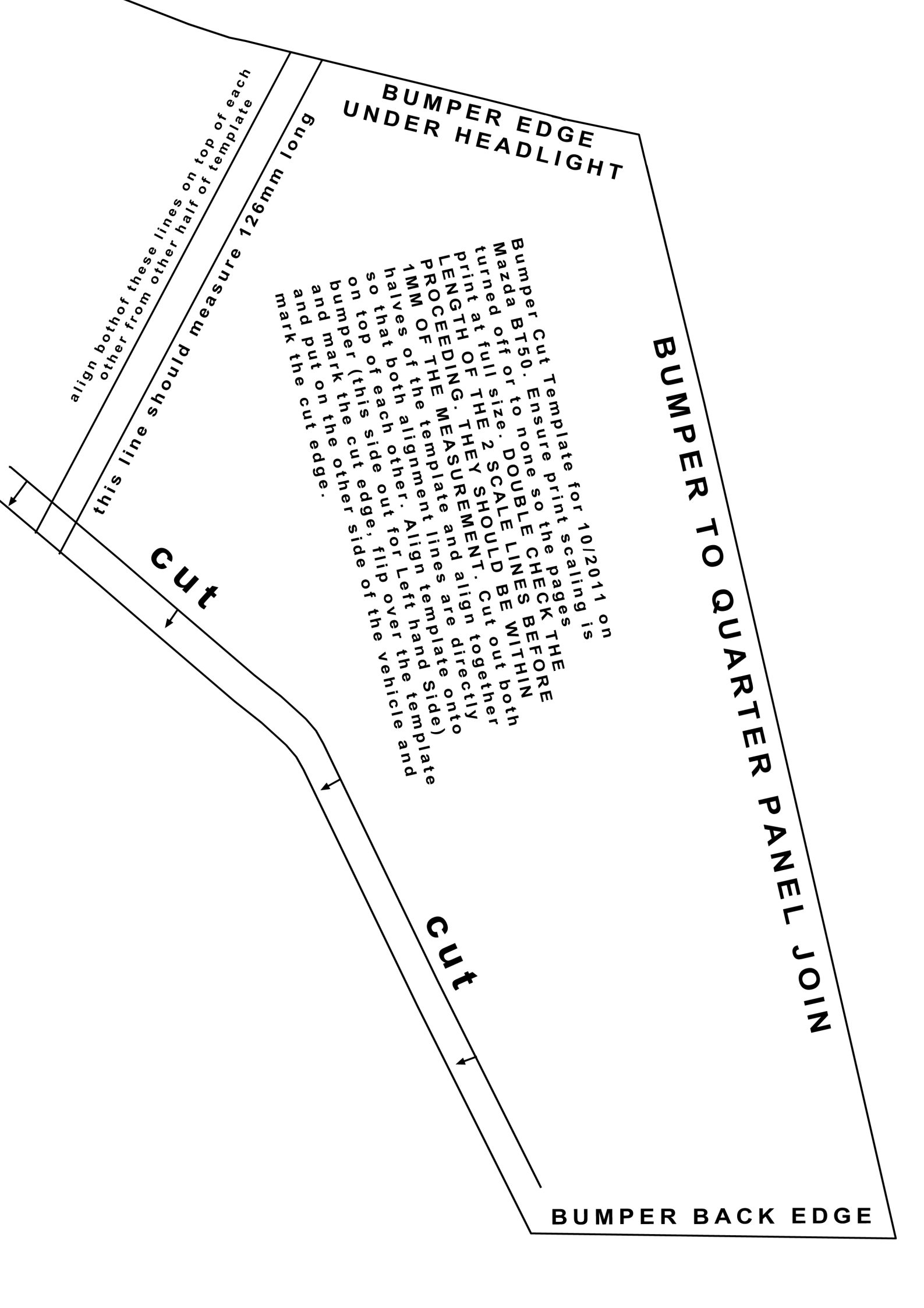
Bumper Cut Template for 10/2011 on Mazda BT50. Ensure print scaling is turned off or to none so the pages print at full size. DOUBLE LINES WITHIN LENGTH OF THE MEASUREMENT. Cut out both halves of the template and align directly PROCEEDING. THEY SHOULD BE WITHIN 1MM OF THE MEASUREMENT lines are template on top (this side out for Left hand the template bumper the cut edge, flip over the vehicle and mark the cut edge.

align both of these lines on top of each other from other half of template

this line should measure 126mm long

cut

cut



BUMPER EDGE UNDER HEADLIGHT

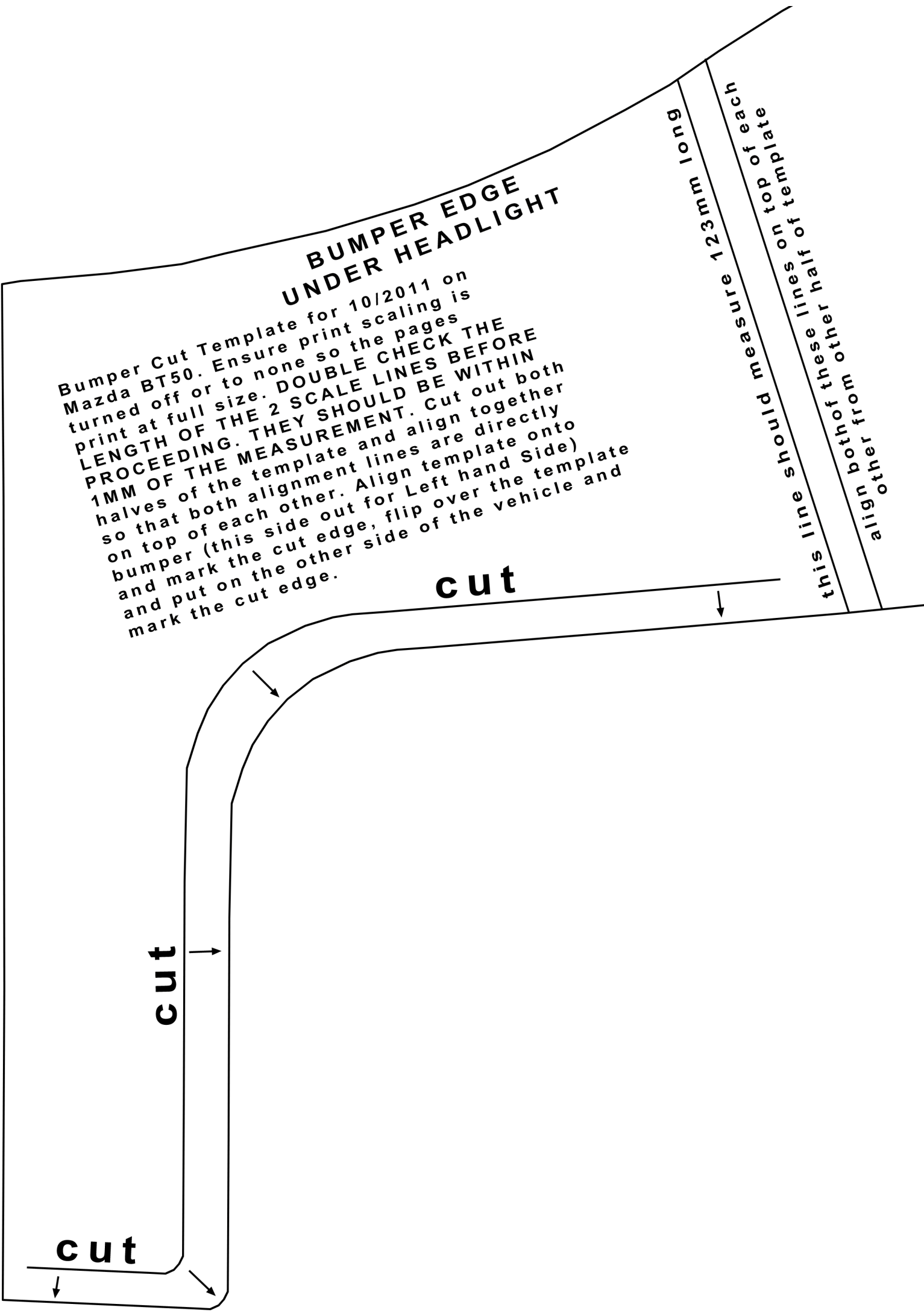
Bumper Cut Template for 10/2011 on Mazda BT50. Ensure print scaling is turned off or to none so the pages print at full size. DOUBLE CHECK THE LENGTH OF THE 2 SCALE LINES BEFORE PROCEEDING. THEY SHOULD BE WITHIN 1MM OF THE MEASUREMENT. Cut out both halves of the template and align together so that both alignment lines are directly on top of each other. Align template onto bumper (this side out for Left hand Side) and mark the cut edge, flip over the template and put on the other side of the vehicle and mark the cut edge.

each half of template
align together
this line should measure 123mm long

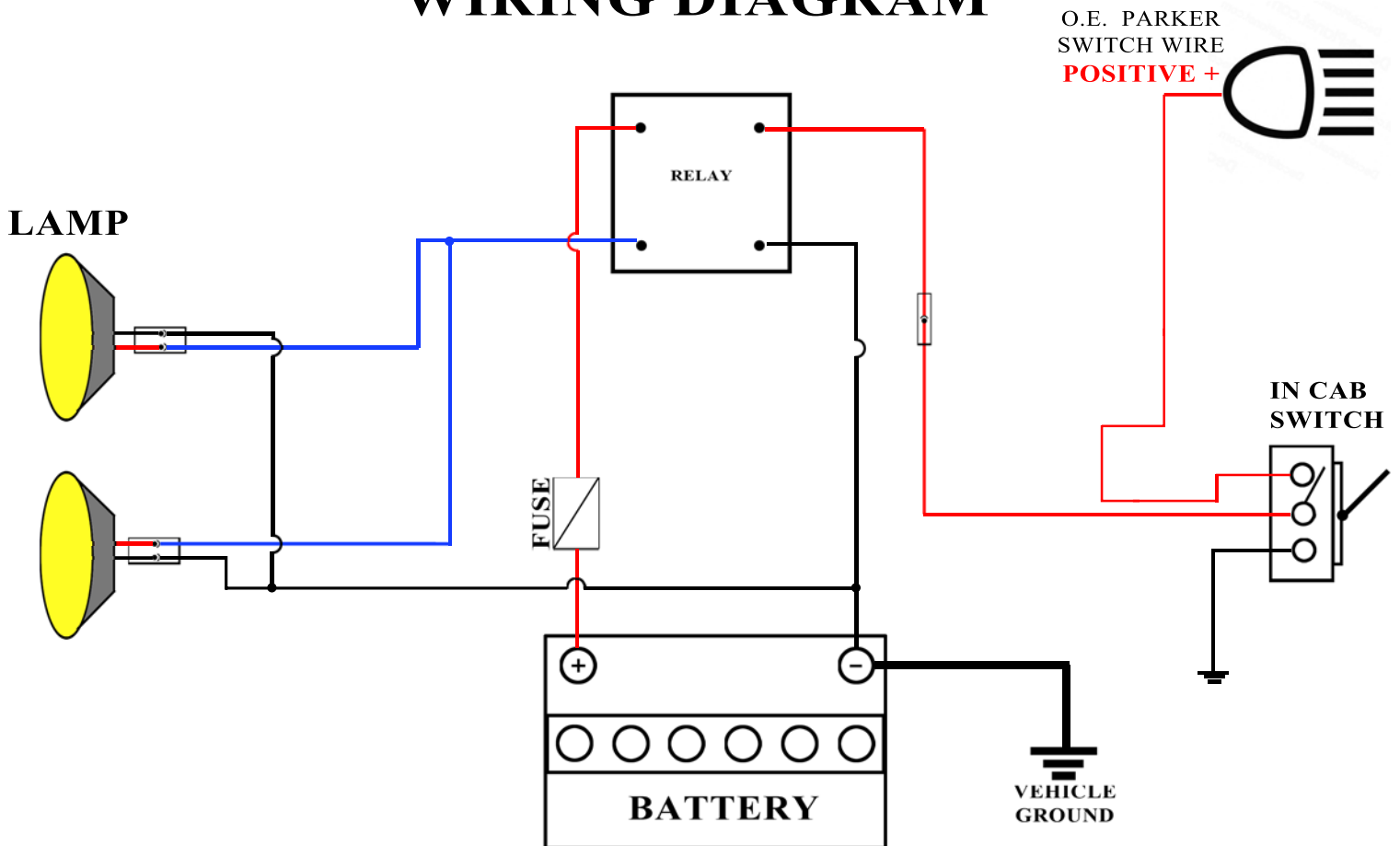
cut

cut

cut

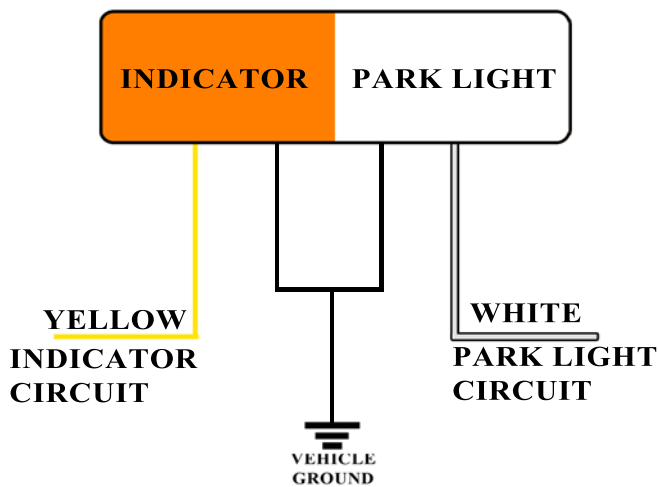


FOG LIGHT WIRING DIAGRAM

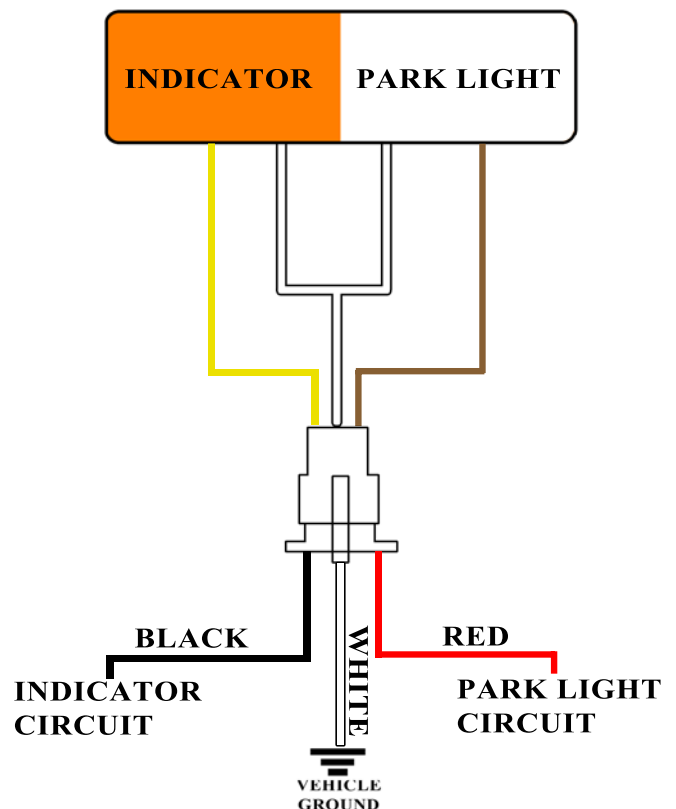


CHECK THE PARKER/INDICATOR WIRING LIGHT CONFIGURATION AND USE THE CORRECT WIRING DIAGRAM AS SEEN BELOW

TYPE 1 - YELLOW, BLACK WHITE FROM LIGHT AND CONNECTOR



TYPE 2 - YELLOW, WHITE, BROWN FROM LIGHT BLACK, WHITE, RED FROM CONNECTOR



Customer Copy: Bullbar Care Instructions



To ensure the surface finish quality it is recommended that the bullbar be washed and cleaned regularly to prevent build up of dirt and contaminants which when exposed to the elements can degrade the surface finish. It is also recommended that the mounting fasteners on the bullbar be checked after 1000km's. Winch servicing and care should also be carried out as per the winch instruction manual.

Stainless Loop Deluxe Bullbar Loop Care and Maintenance

(Customers with Stainless Loop Deluxe Models Only)

The top loops on your Dobinsons Stainless Loop Deluxe steel bullbar are manufactured from high quality 304 grade stainless steel. Once formed and welded it is highly polished to provide a high gloss finish. Whilst the material is a high quality stainless steel, like any other exterior polished surface, care and some maintenance is required to ensure the surface finish quality.

It is recommended that the stainless loops be kept as clean as possible and is thoroughly washed and dried regularly to prevent build up of dust and contaminants. This is especially important in coastal and high dust areas. The loops can simply be cleaned with most regular car cleaning items like a soft sponge, car wash and a chamois, avoid strong cleaning chemicals. Like many other highly polished exterior metals, over extended periods of time and heavy weathering can cause some staining of the surface may occur. If this occurs the surface can be simply polished using the following methods to remove the stains and restore the high gloss surface using simple tools and cheap readily available polishing items.

Tools Required:

- Electric buffer or Electric drill (an electric/cordless drill is generally more convenient).
- Polishing compound – This can be supplied by Dobinsons Spring and Suspension. Please contact head office on the details below for polish, as a specific type is used.
- Soft finishing type buffing wheel – The buffing wheel should be a soft, finishing type/Calico loose leaf style to allow the surface to be polished to a high gloss without further marking the surface. The 2 types of discs shown below are readily available from most hardware stores (Australian customers – Bunnings etc). The brand below is Josco, and if purchasing a twin pack ensure that only the finishing buff is used and not the cutting buff. **DO NOT USE METAL OR HARSH BUFFING PADS.**



Method

1. The stainless loops may be removed from the bullbar if this makes it easier to work on, however if using a cordless drill this is not a necessity. If removing the loops, do not over tighten the loop retaining bolts when re fitting.
2. Ensure the loops are first completely clean and dry.
3. Fit the polishing buff wheel to the drill or buffing tool –take note of the maximum wheel speed and rotation direction.
4. It is recommended to follow specific instructions on the packaging of the buffing wheel for best results. However if no instructions are provided the following guidelines can be used:
 - A). Carefully dress the buff wheel with the compound across the rotating wheel for a few seconds, taking care not to apply too much compound, it is better to apply a little compound more frequently than to overdress the buff.



- B). Gently buff the work area with the buffing wheel and with light pressure move back and forth across the job.



- C). After polishing use a soft, clean, dry rag to clean the surface and inspect in the light for an even finish.
- D). Once complete clean thoroughly again with a sponge and warm water.