

Bullbar Installation Guide



USE TEMPLATE FROM THIS INSTRUCTION, ENSURE PAGE SCALING IS TURNED OFF WHEN PRINTING & CHECK SCALE LINE ON TEMPLATE BEFORE CUTTING BUMPER

Part Number: BU45-3504, BU45-3654

Fits:

Navara D40 **Resessed / Grooved Bumper** Suits 4x4 & 4x2 (Thailand Built) Excludes ST/STX 550 09/2005 on
Navara D40 **Resessed / Grooved Bumper** Suits 4x4 & 4x2 (Spain Built) Excludes ST/STX 550 09/2005 -04/2010



This Bullbar will take approximately 4 hours to install

Tools required are

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

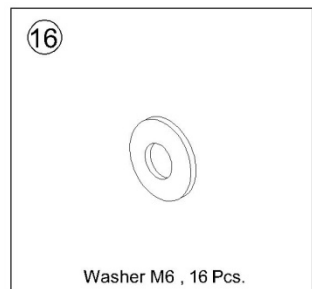
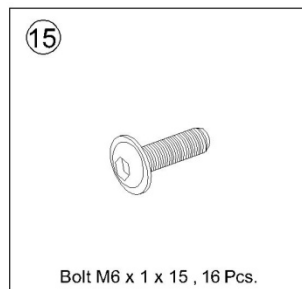
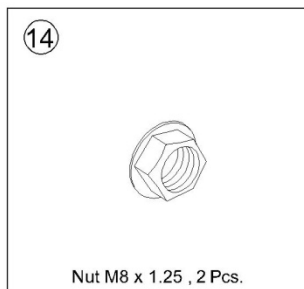
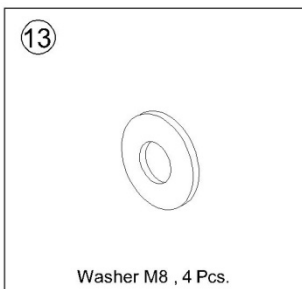
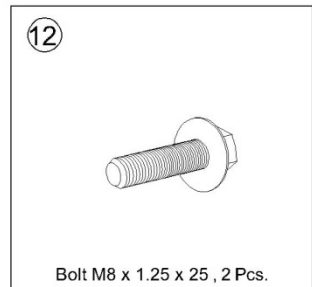
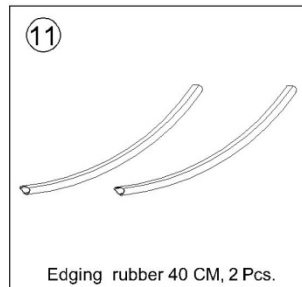
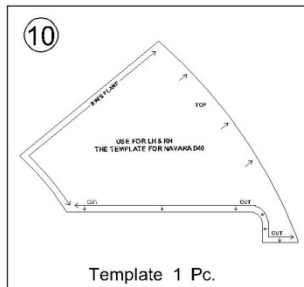
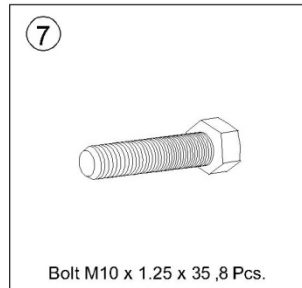
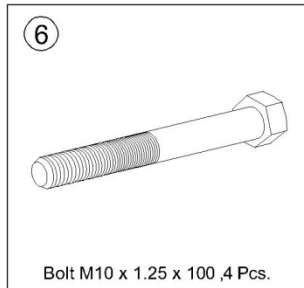
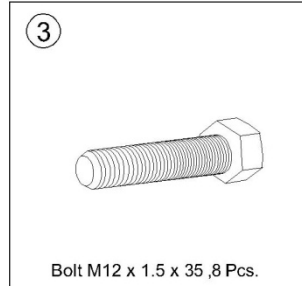
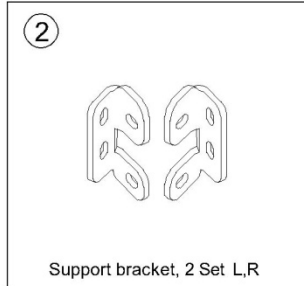
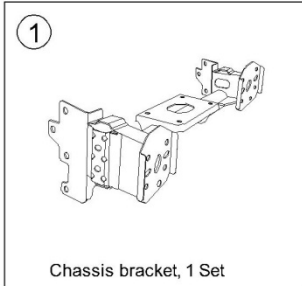
This bullbar only fits D40 Navara's With the Recess lined Bumpers

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

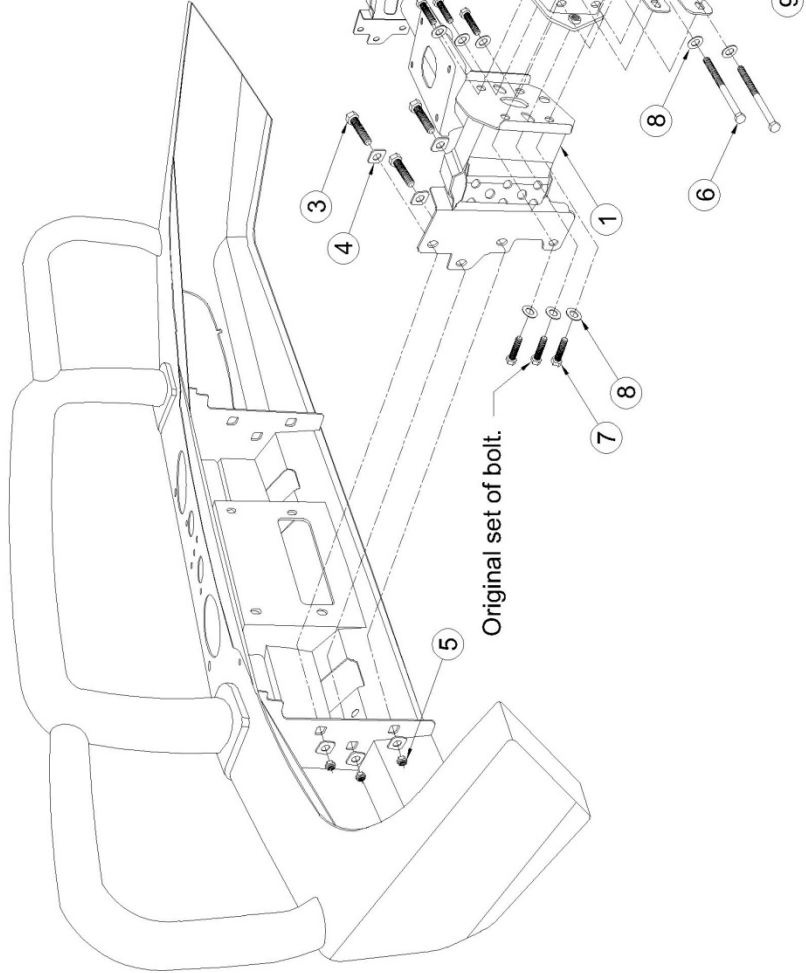
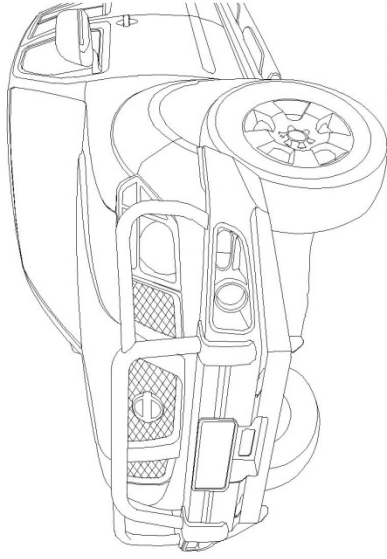


Part#
BU45-3504 &
BU45-3654

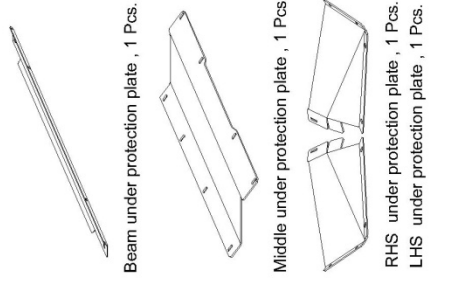




**Part#
BU45-3504 &
BU45-3654**



OPTION



Fitting Guide

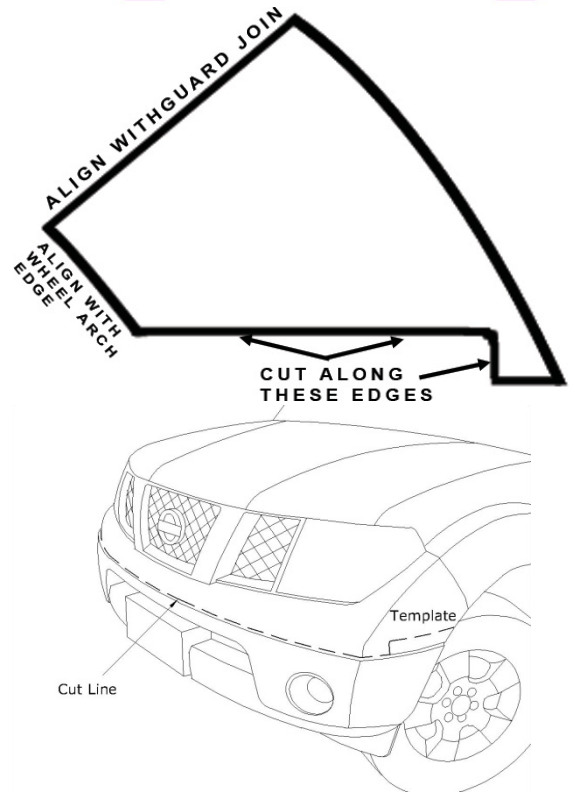
1. Remove the number plate.
2. Remove all the screws and fittings below the bumper recess that is holding the lower section of the bumper to the vehicle.
3. Mask a line along the top of bumper recess groove to protect the bumper from scratches.



4. Cut away the bumper ensuring you cut along the bottom edge of the tape cutting through the recess corner. (The picture has been cut slightly below the recess, as this is where the bumper cut is on the factory alloy bar.)



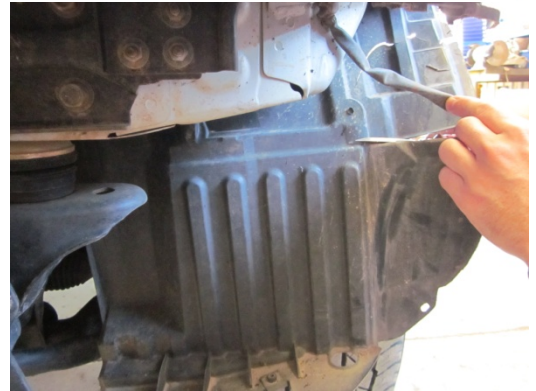
5. Align the cutting template on the guard as seen below, align the back edge where the guard meets the bumper and the bottom/back edge with the edge of the wheel arch and mark cutting edges. It is o.k. if the short edge of the bottom of the template does not quite line up exactly with the cut edge of the bumper.



6. Flip the template upside down and mark the other side.
7. Carefully mask a line along both marked cutting edges to prevent scratching on the bumper.



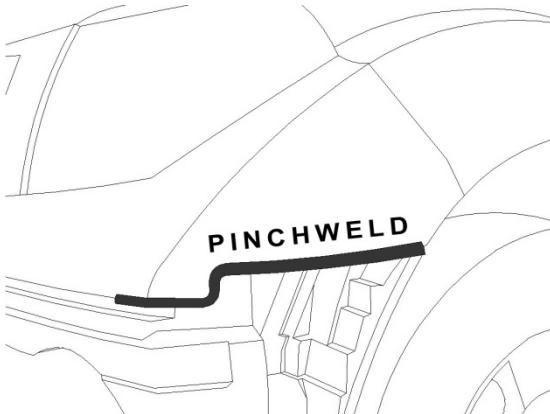
8. Carefully cut both sides using the a pneumatic hacksaw or similar. The section cut away from the bumper here allows for the bullbar wings to locate.



9. Install the pinch weld rubber stripping onto the cut section in step 8.



11. Remove the steel bumper bar re-enforcement section, mounts and the bash plate front support brackets.



10. Cut the mudguard liners along the line in the guard as seen below. Cut a small square section about 40 x 40mm in the mudguard liner in line with the cut edge form step 8 as seen below, for the rear of the bullbar wing to locate once fitted.



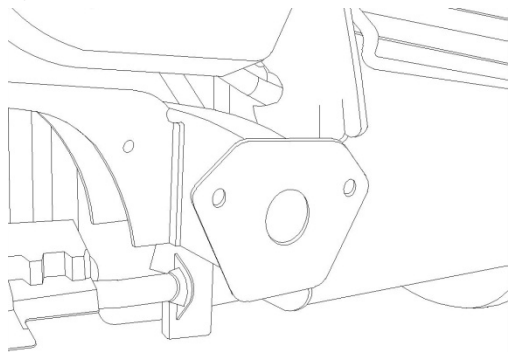
12. The chassis bracket can now be installed.
NOTE: There is a slight difference in the chassis between Spain and Thai Built Models. Some models have slightly wider chassis rails and may require a small amount of material to be removed from the outside of the "L" shaped support brackets.



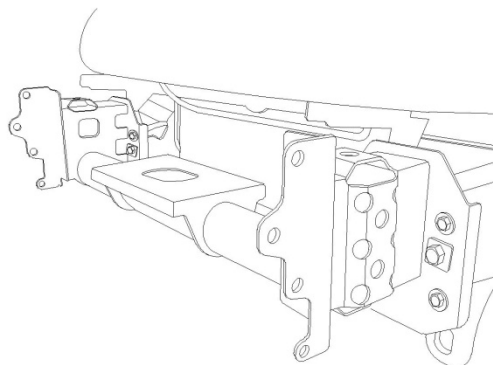
shaped brackets to the chassis bracket and do up finger tight using the bolts supplied. Bolt the outer "L" shaped brackets to the chassis bracket using the bolts supplied.



A). Thai built models -

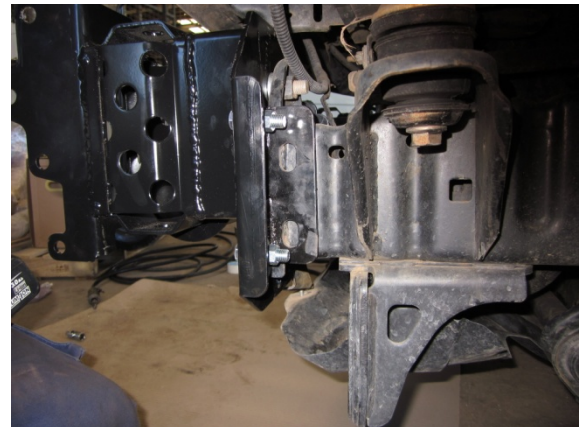


Install the chassis bracket as seen on page 3. Install the bolts "6" and the L shaped brackets first and whilst holding the L Shaped brackets firmly against the chassis, tighten nuts and bolts. Then use the "L" shaped brackets as a guide drill holes through the chassis to suit the bolts "7" (M10 x 1.25 x 100). Tighten all nuts and bolts.



B). Spanish models –

Bolt the bullbar bracket to the chassis using the OE bolts, and bolting through the top and 2nd bottom hole, and do up bolts finger tight. The top bolt will require a washer or 2 behind the bracket to take up the gap between the bracket and chassis step. Bolt the inner "L"



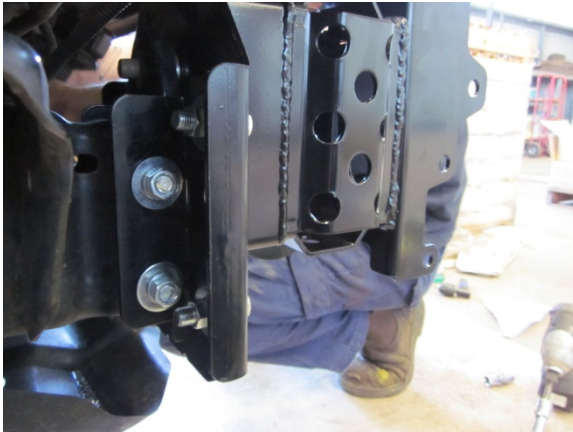
Tighten the bolts on the front of the chassis bracket. Using a 12mm drill, drill from the holes in the outer "L" shaped brackets through the chassis, drill right at the top of the lower hole to allow clearance from the front lower bolt.



Holding the drill behind the chassis bracket, carefully drill through the holes in the inner "L" shaped brackets through the chassis, again drilling at the top of the lower bolt holes. Remove the drill swarf, de-bur and rust proof the holes.



Install the bolts "7" (M10 x 1.25 x 100) through both sides of both "L" shaped brackets. Tighten all nuts and bolts.



13. Carefully un-wrap the bullbar 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.
14. If not installing a winch skip to step 22.
15. See the Installation section of your Dobinsons 4x4 Winch manual for specific detailed fitting instructions. For a brief overview see the following steps.
16. Test fit your winch to the mounting bracket and do up loosely with the clutch handle on the left hand side of the vehicle. You may have to trim a little more of the bumper away to allow the winch to fit
17. 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 bullbar holes. See instructions in winch user manual.
18. 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.



19. 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.
20. 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.
21. Install the roller fairlead into the bullbar.
22. Check the poly bullbar 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).
23. Align the bullbar and once happy tighten all nuts and bolts.
24. 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. This bullbar may have some pinning holes already drilled in one side of the plates.

25. 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.
26. 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.
27. 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.
28. 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
29. Install the cross bar under brace from the under protection kit to the inner bolts on the chassis bracket as seen below.



30. Install the under protection kit using the nuts and bolts supplied.



31. Re-install any other items removed during installation.
32. Trim the mud guard liners flush with the bottom of the under protection plates on each side wheel arch. Secure using zip ties.
33. **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.

TOP



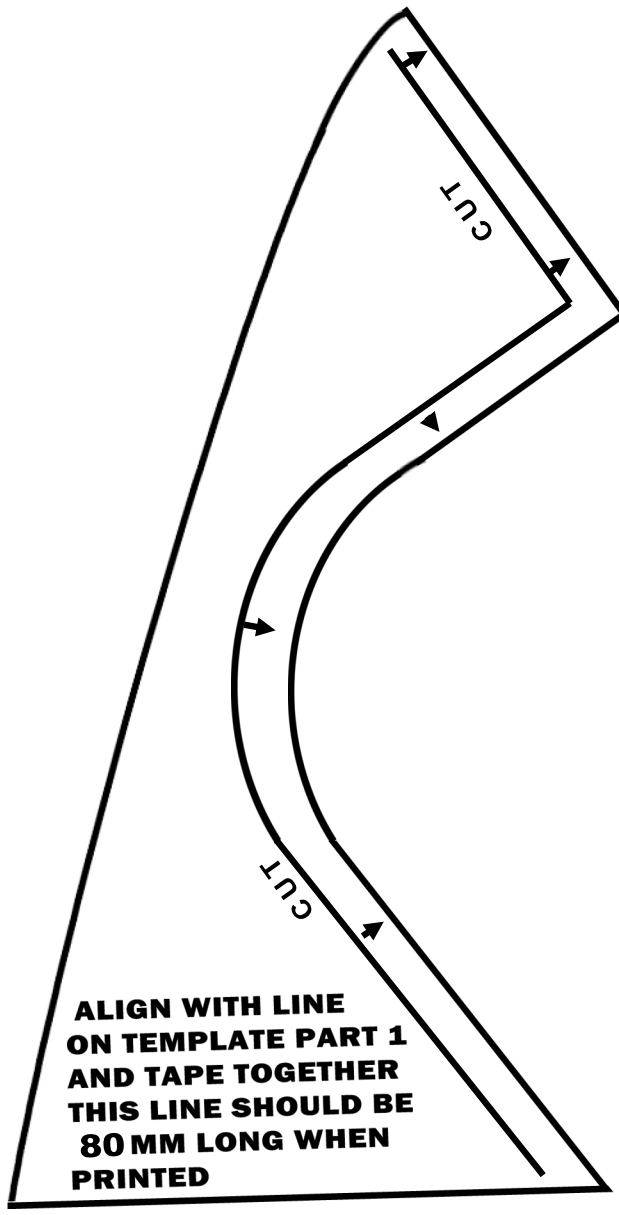
**D40 NAVARA BUMPER
CUT TEMPLATE, CUT BOTH
TEMPLATE 1 & 2 AND JOIN
TOGETHER ALIGING THE
ALIGNMENT LINE. FLIP
UPSIDE DOWN TO MARK
LH EDGE, WHEN PRINTING
ENSURE PAGE SCALING IS
TURNED OFF!!!!!!**

**ALIGN WITH LINE
ON TEMPLATE PART 2
AND TAPE TOGETHER**

CUT

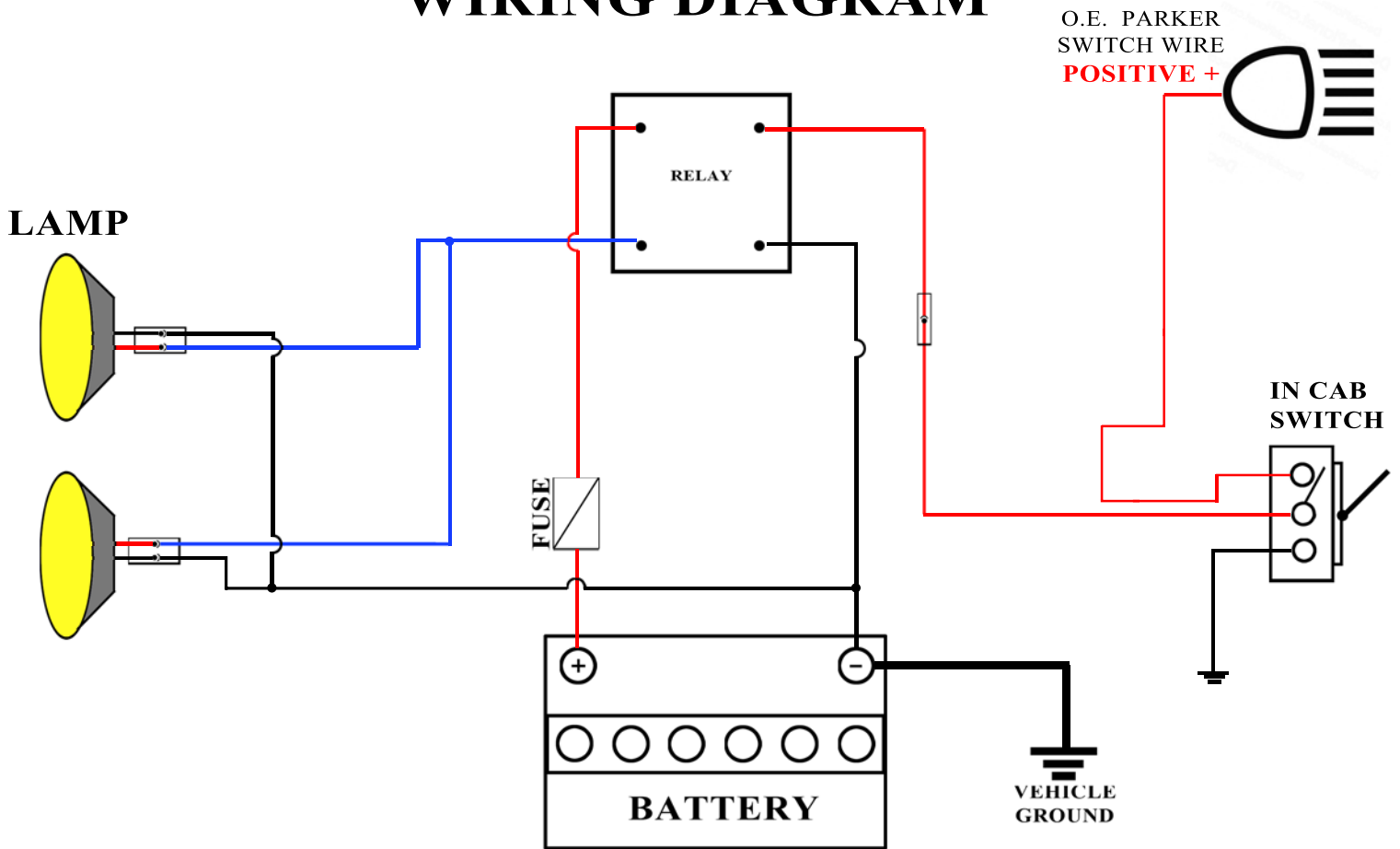
**ALIGN WITH
WHEEL ARCH EDGE**

ALIGN WITH BUMPER REAR EDGE JOIN



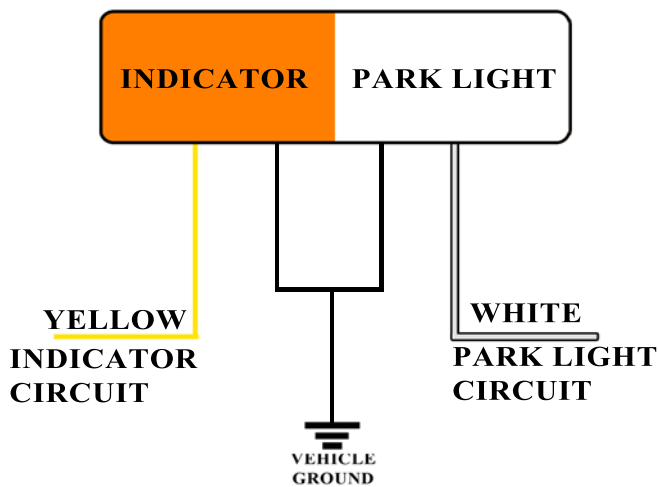
**ALIGN WITH LINE
ON TEMPLATE PART 1
AND TAPE TOGETHER
THIS LINE SHOULD BE
80 MM LONG WHEN
PRINTED**

FOG LIGHT WIRING DIAGRAM

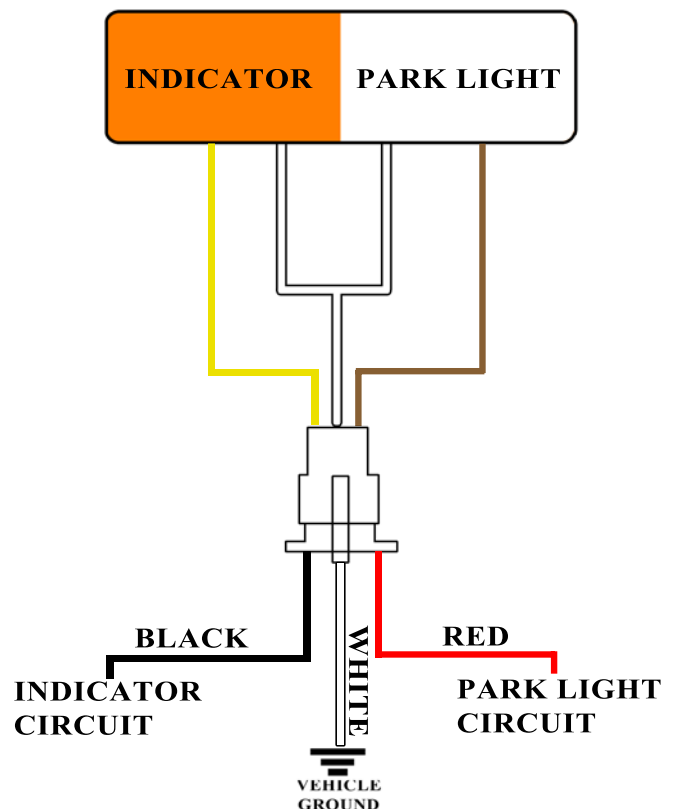


CHECK THE PARKER/INDICATOR WIRING LIGHT CONFIGURATION AND USE THE CORRECT WIRING DIAGRAM AS SEEN BELOW

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.