

# Bullbar Installation Guide

Part Number: BU45-3505, BU45-3691, BU45-3655

Fits:



## Nissan Patrol GU Series 4 on



***This Bullbar will take approximately 2.5 hours to install***

Tools required are

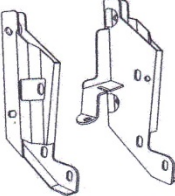
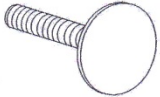
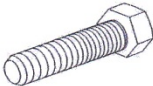
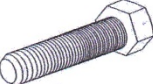






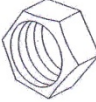

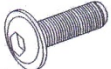


- Spanners and socket set.
- Pneumatic hacksaw.
- Screwdrivers
- Pliers and side cutters

***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*

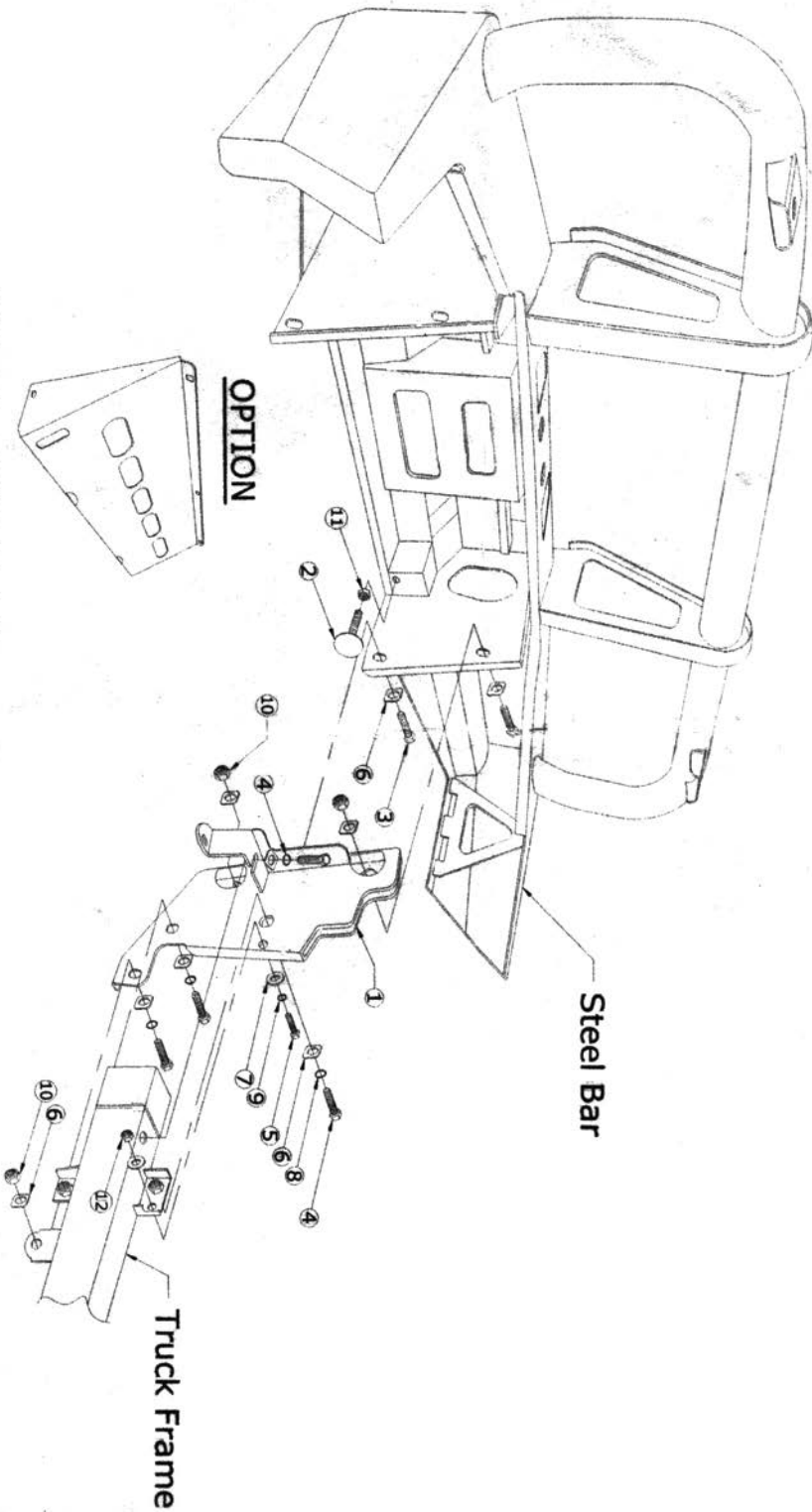


**Part#**  
**BU45-3505**  
**BU45-3691**  
**BU45-3655**

<p>①</p>  <p>chassis bracket, 1 Set R,L</p>	<p>②</p>  <p>Bracket, 2 Pcs.</p>	<p>③</p>  <p>Bolt M12 x 1.5 x 35, 6 Pcs.</p>
<p>④</p>  <p>Bolt M12 x 1.25 x 35, 6 Pcs.</p>	<p>⑤</p>  <p>Bolt M10 x 1.25 x 35, 2 Pcs.</p>	<p>⑥</p>  <p>Square Washer M12, 18 Pcs.</p>
<p>⑦</p>  <p>Washer M10, 4 Pcs.</p>	<p>⑧</p>  <p>Spring Washer M12, 6 Pcs.</p>	<p>⑨</p>  <p>Spring Washer M10, 4 Pcs.</p>
<p>⑩</p>  <p>Nut M12 x 1.5, 6 Pcs.</p>	<p>⑪</p>  <p>Nut M12 x 1.5, 2 Pcs.</p>	<p>⑫</p>  <p>Nut M10 x 1.25, 2 Pcs.</p>
<p>⑬</p>  <p>Bolt M6 x 1, 3 Pcs.</p>	<p>⑭</p>  <p>Washer M6, 6 Pcs.</p>	<p>⑮</p>  <p>Nut M6 x 1, 3 Pcs.</p>



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Middle under protection plate, 1 Pcs.

## Fitting Guide

1. Remove the number plate.
2. Remove the bumper bar or factory bullbar if fitted.
3. Install the bullbar mounting brackets and cross brace as per the diagram on page 3.
4. Install all bolts and tighten. The bolts at the top rear section of the outer brackets may need to be drilled through the chassis and installed.
5. 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.
6. If mounting a winch see steps 7 – 16.
7. The winch mounts directly to the rear of the bullbar. If fitting a Dobinsons Winch the clutch handle will be on the left hand side of the vehicle, with the wire spooling from the bottom of the winch.
8. See the Installation section of your Dobinsons 4x4 Winch manual for specific detailed fitting instructions. For a brief overview see the following steps.
9. This will require the clutch handle and gear-box housing to be rotated forward 2 bolt holes to allow easy access through the bulbar holes. See instructions in winch user manual.
10. Determine where the winch control box will be located and mount the control box; it is easiest to mount to the top of the bar.
11. Sit the winch behind the bullbar and un wind about a metre of cable and pass through the fairlead hole in the bullbar.
12. With the fairlead sitting in front of the bullbar pass the winch cable through the roller fairlead. This may require removing a circlip from the fairlead and re installing once the cable is passed through.
13. With help from another person, hold the fairlead in position at the front of the bullbar and the winch in position at the rear of the bullbar and bolt the winch and fairlead to the bullbar using the lower bolts.
14. Install the top winch mounting bolts.
15. Tighten the winch bolts and ensure the winch bolts are not too long and tighten correctly.
16. Wire the winch up as per the winch instruction manual and bolt the winch to the mounting bracket. Route the wires and connect to battery and also route the breather hose.
17. 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.
18. 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.
19. 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.
20. For a better finish the lower outer sections of the front wheel arch panel can be painted satin black.
21. With help, fit the bulbar into position and install nuts and bolts supplied. The adjustment stopper bolts on the front of the bullbar (item 3) touch against the front of the chassis. Depending on the exact alignment of the bar these may need to be cut a little shorter.

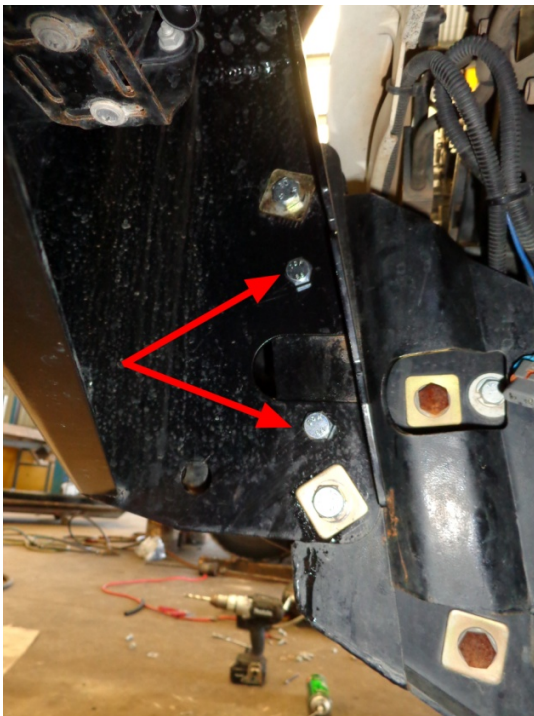




22. Align the bar with the vehicle into its correct position, leaving an even gap between the top of the bullbar and the bottom of the flare/headlight/grill of about 10-20mm.

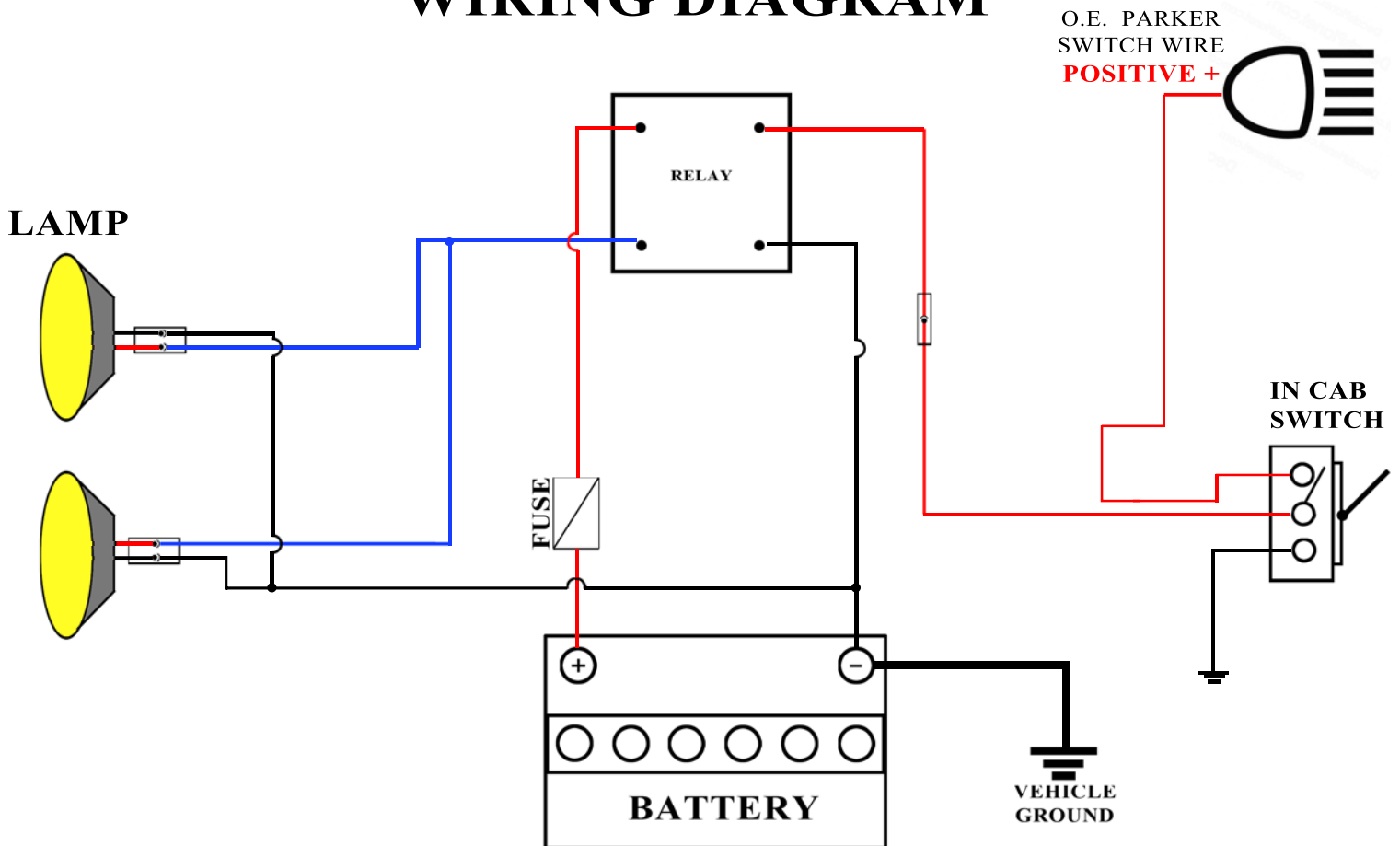


23. Once you are happy with the alignment tighten the nuts and bolts on each side.
24. Tighten the adjustment stopped bolts so they are firm against the front of the chassis.
25. Using a 10mm drill bit, drill 10mm holes through the bullbar mount into the mounting bracket as seen below. This only drills through the outer plate on the mounting face of the mounting bracket.
26. Install 10mm x 25mm high tensile bolts into the pinning holes. Slide an 10mm nyloc nut into the space between the 2 bracket plates and align with the nut and tighten. This must be done to prevent the bullbar moving when winching.



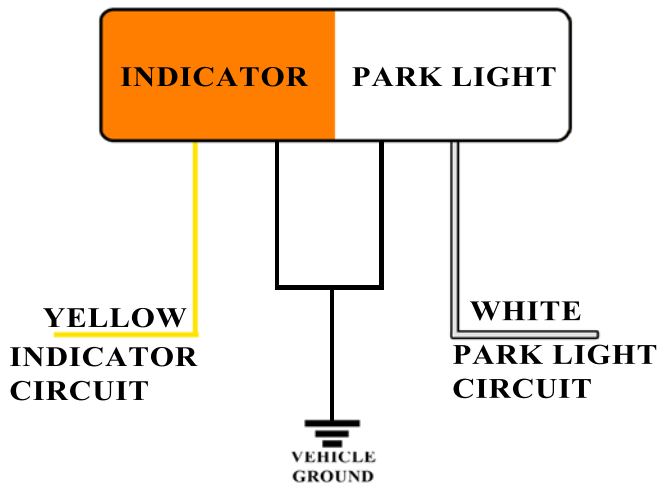
27. Plug the wires into the indicator, parker light plug and fog lights. Test all lights and adjust the position of the fog lights if required.
28. Fit the under bar protection kit now with the bolts supplied. The original plastic splash guard can be secured to the rear of the new bash plate.
29. Trim the wheel arch mud guard liners back so they are not visible from the front of the vehicle.
30. Check over all items removed during installation.
31. 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.

# FOG LIGHT WIRING DIAGRAM

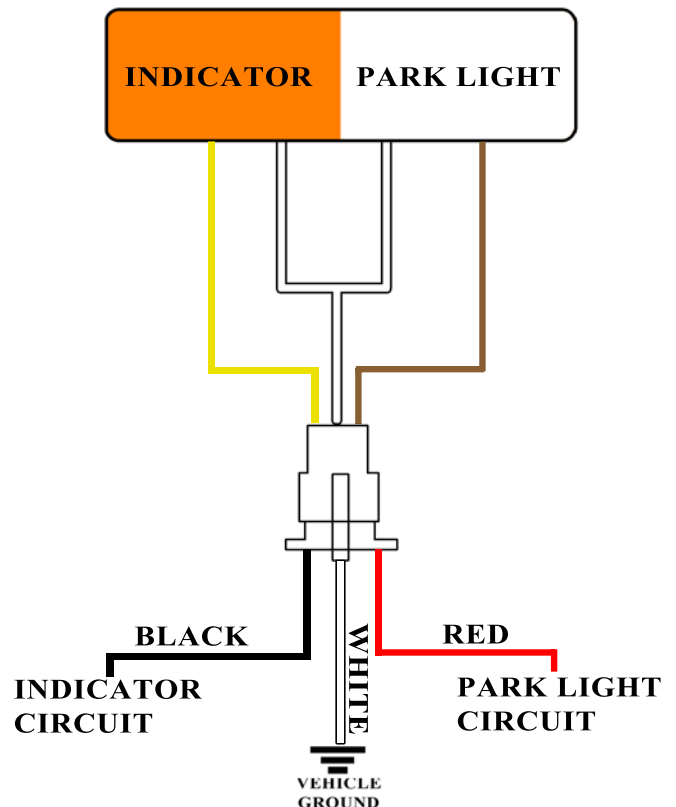


**CHECK THE PARKER/INDICATOR WIRING LIGHT CONFIGURATION AND USE THE CORRECT WIRING DIAGRAM AS SEEN BELOW**

**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.