

Bullbar Installation Guide

Part Number: BU59-3662 & BU59-3512 & BU59-3697



ENSURE PAGE SCALING IS TURNED OFF
WHEN PRINTING. CHECK SCALE LINE ON TEMPLATE BEFORE CUTTING

Fits:

Toyota Prado 150 Series



This Bullbar will take approximately 3 hours to install

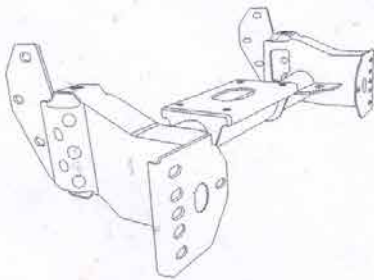
Tools required are

- 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.

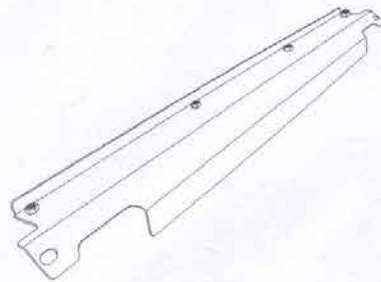
Fully read and understand the instructions before beginning the installation

①



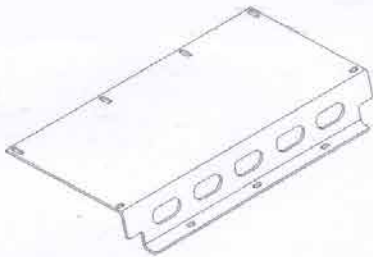
Chassis bracket, 1 Set

⑤



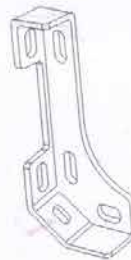
Across frame for middle under protection plate , 1 Pcs.

②



Middle under protection plate , 1 Pcs.

⑥



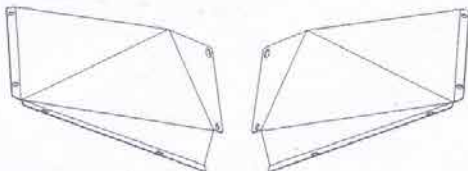
RHS support bracket , 1 Pcs.

⑦



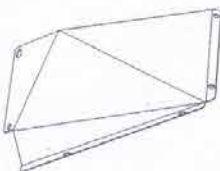
LHS support bracket , 1 Pcs.

③



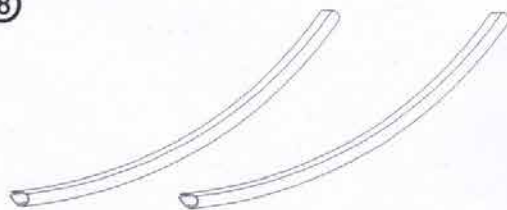
RHS under protection plate , 1 Pcs.

④



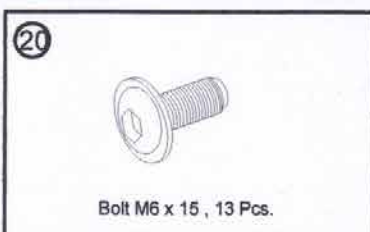
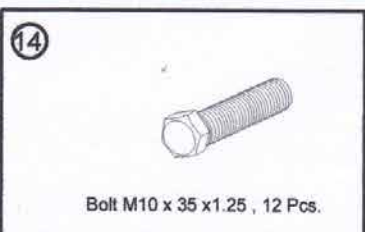
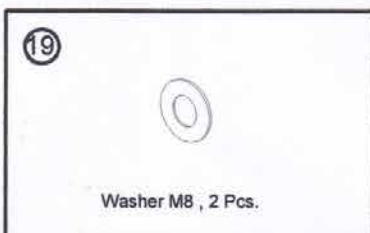
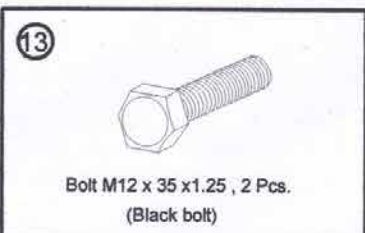
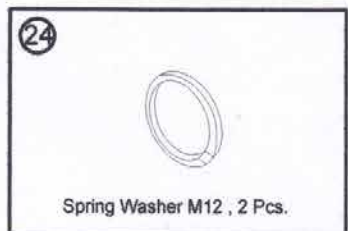
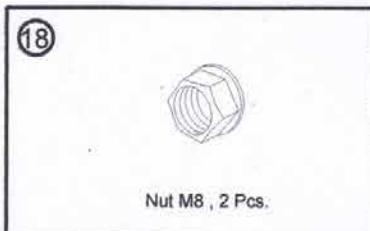
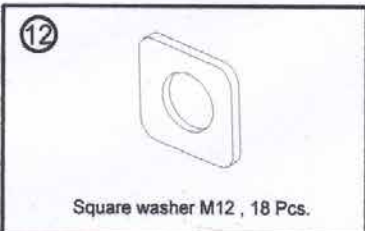
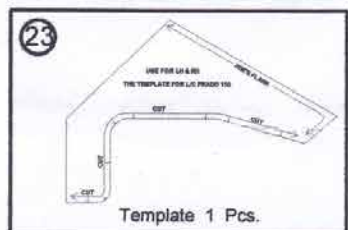
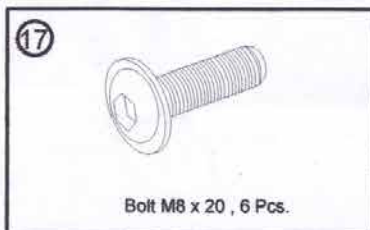
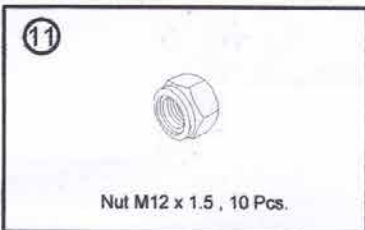
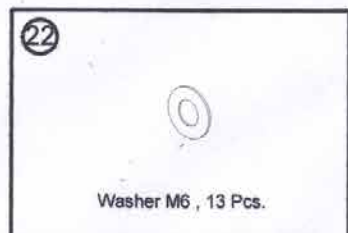
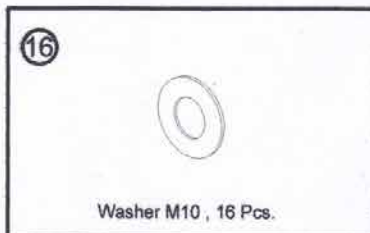
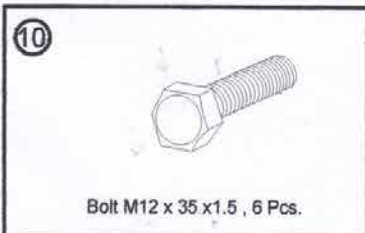
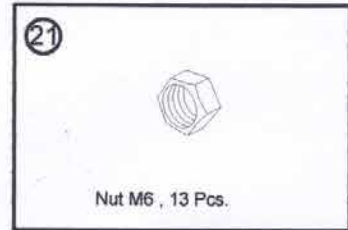
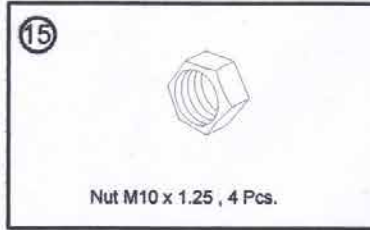
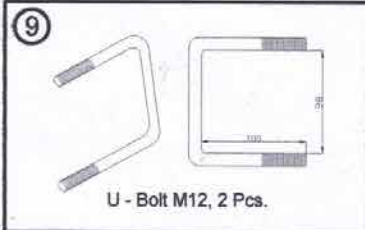
LHS under protection plate , 1 Pcs.

⑧



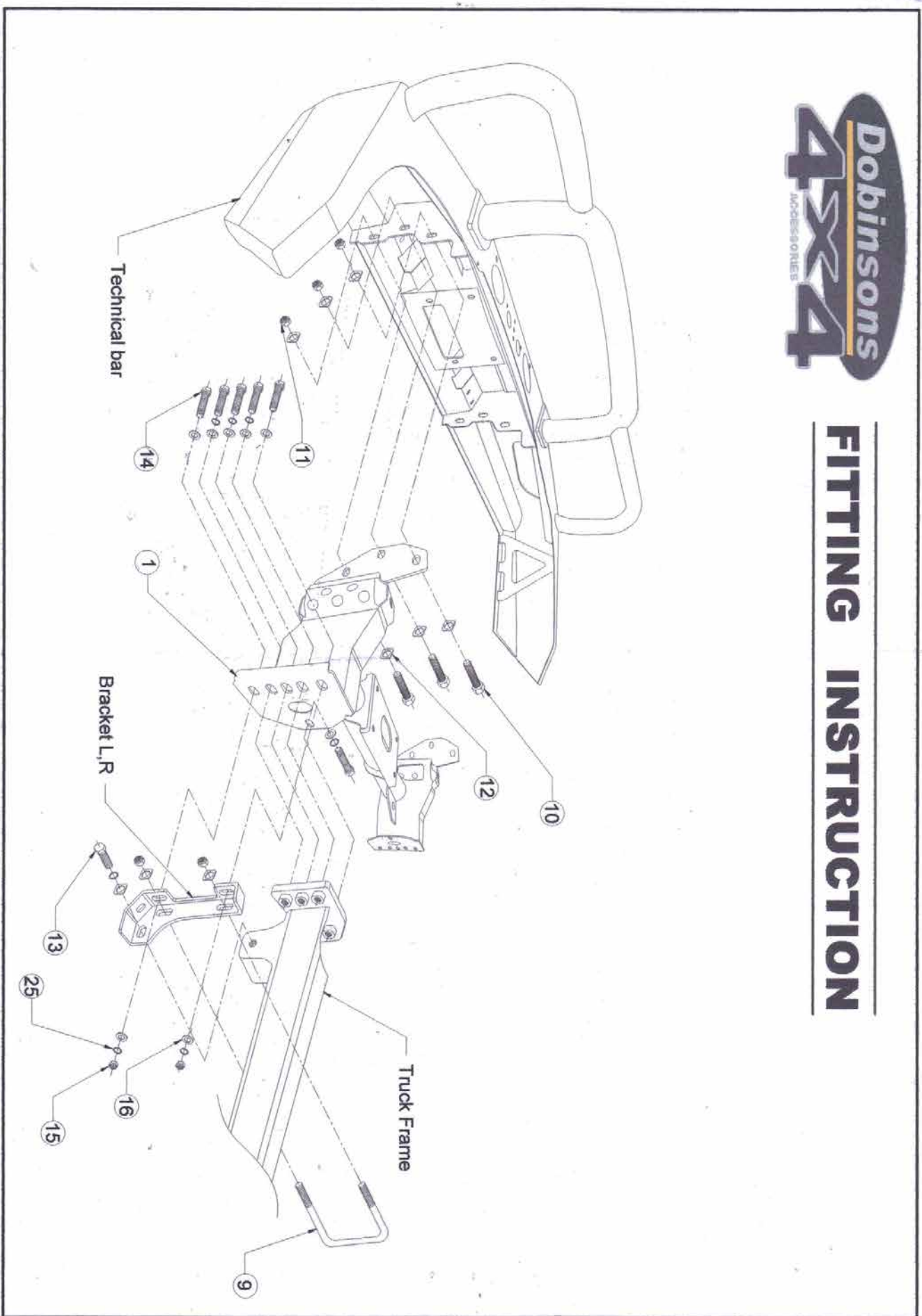
Edging rubber 30 CM, 2 Pcs.

PART LISTS





FITTING INSTRUCTION



Fitting Guide

1. Remove the number plate.
2. Remove the bolts along the edge of the wheel arch and lower section of the bumper attaching the lower section of the bumper to the vehicle.
3. Unplug the fog lights wiring plug (if fitted).
4. Using the template provided align it with the each side of the OE bumper as seen on the template and mark out each side. The straight line on the bottom of the template can then be marked across the centre of the bumper to join parallel with the top edge of the grill section. You can then flip the template upside down to mark the other side. (NOTE: The pictures below show the bumper removed from the vehicle for clarity.)



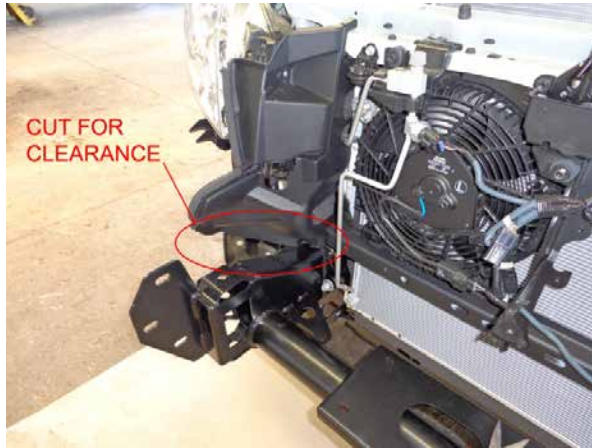
Mark from bottom edge of template across to top of grill section on bumper to cut

5. 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.
6. 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.



7. With the lower half of the bumper off you can now remove the aluminium bumper mount.
8. Remove the factory bumper mounts and tow hooks.
9. Cut the bottom section of each of the side radiator shrouds to allow them to clear the top of the bullbar mounting bracket. Cut them just below the bottom tab. (Again the bumper

is shown removed here for picture clarity).



10. From inside the chassis rails loosely install the U-bolts supplied (item 9) in front of the radiator facing out as seen on page 2.
11. Install the bulbar mounting bracket Item 2, by installing the front face bolts.
12. Install the Left and Right side u-bolt brackets over the U-bolt legs with nuts and washers, loosely install the 3rd bolt into the back of the bracket, and fit the 2 bolts with nuts and washers in the upper and lower bulbar mounting bracket holes as seen on page 2.
13. Ensure the bracket is central to the vehicle and tighten all nuts and bolts installed in steps 12-14.



14. The front lower part of the radiator shrouds can be drilled and cable tied to secure them.



15. Fit the pinch weld rubber edging to the edge of the OE bumper where it was cut away, starting from the wheel arch edge. Ensure it is tight and the bottom of the pinch weld is up against the edge of the bumper neatly.



16. Carefully un-wrap the bulbar taking care not to scratch it especially on the top loops. Reinstall the number plate. If installing driving lights to the bullbar it is easiest to install now.
17. If not installing a winch skip to step 25.
18. See the Installation section of your Dobinsons 4x4 Winch manual for specific detailed fitting instructions. For a brief overview see the following steps.
19. Test fit your winch to the mounting bracket and do up loosely with the clutch handle on the left hand side of the vehicle.
20. 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.

21. 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.
22. Now 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. Depending on the winch being fitted a small amount of material may have to be trimmed from the centre of the bumper to allow fitment.
23. 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.
24. Install the roller fairlead into the bulbar.
25. 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).
26. With help, fit the bulbar onto the mounting bracket and loosely fit the mounting hardware supplied.
27. Check for access to the clutch handle on the winch.
28. Align the bulbar to the vehicle and tighten the mounting bolts, leaving a gap between the bullbar and the bumper.
29. 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.



30. 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.
31. 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.
32. 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. Plug in wiring plugs to lights.
33. 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.
34. Check over all bolts to ensure they are tight.
35. Using the fastening hardware supplied fit the under bar protection kit. Loosely install the under protection cross bar first to the 2 outer

holes on the bottom of the under protection kit. The threaded holes go to the front with the nuts on top for the centre plate to attach to. Loosely install the centre and outer plates, align and then tighten all nuts and bolts.

36. Trim the left hand mud guard liner level with the bottom of the under protection kit.



37. Trim the right hand mudguard liner level with the bottom of the under protection kit until you reach the washer bottle. Leave a section in front of the washer bottle which can be folded up over the front of the washer bottle, drilled and secured to the bottle with a cable tie.



38. **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.

PAGE 1



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BU59-3512 & BU59-3612
PRADO 150 SERIES

CUT

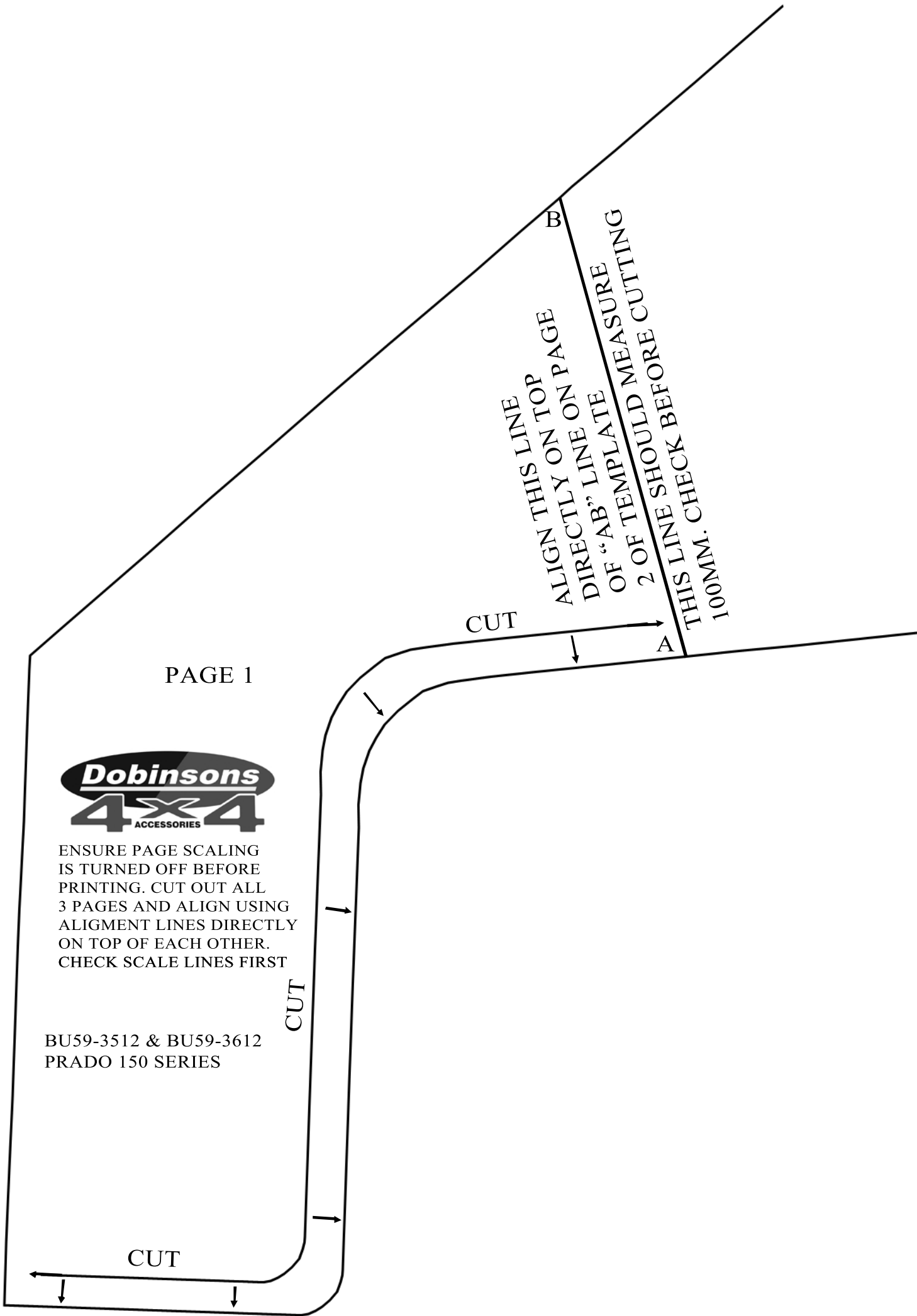
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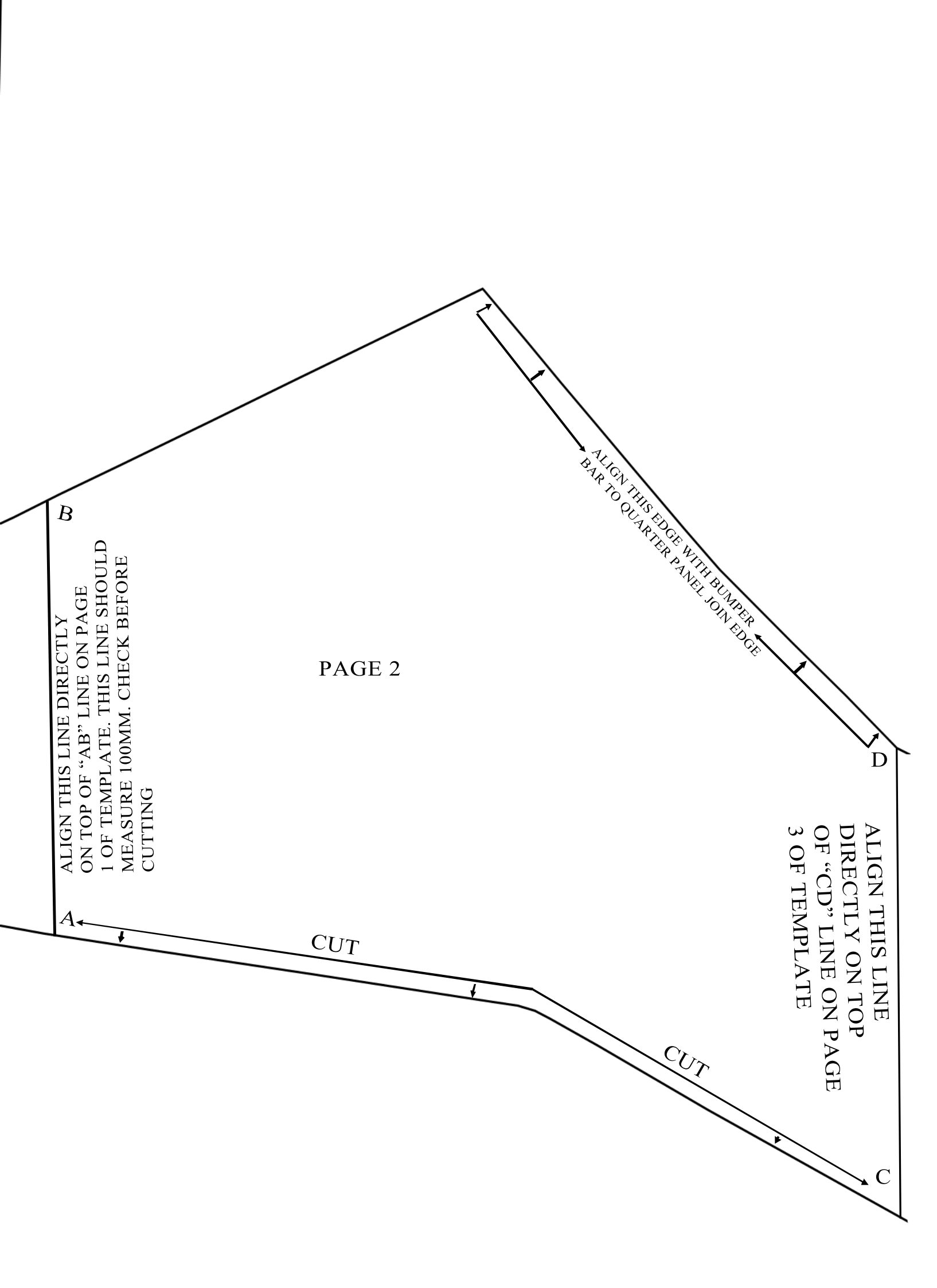
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CUT

CUT





PAGE 2

ALIGN THIS LINE DIRECTLY
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MEASURE 100MM. CHECK BEFORE
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ALIGN THIS EDGE WITH BUMPER
BAR TO QUARTER PANEL JOIN EDGE

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3 OF TEMPLATE

CUT

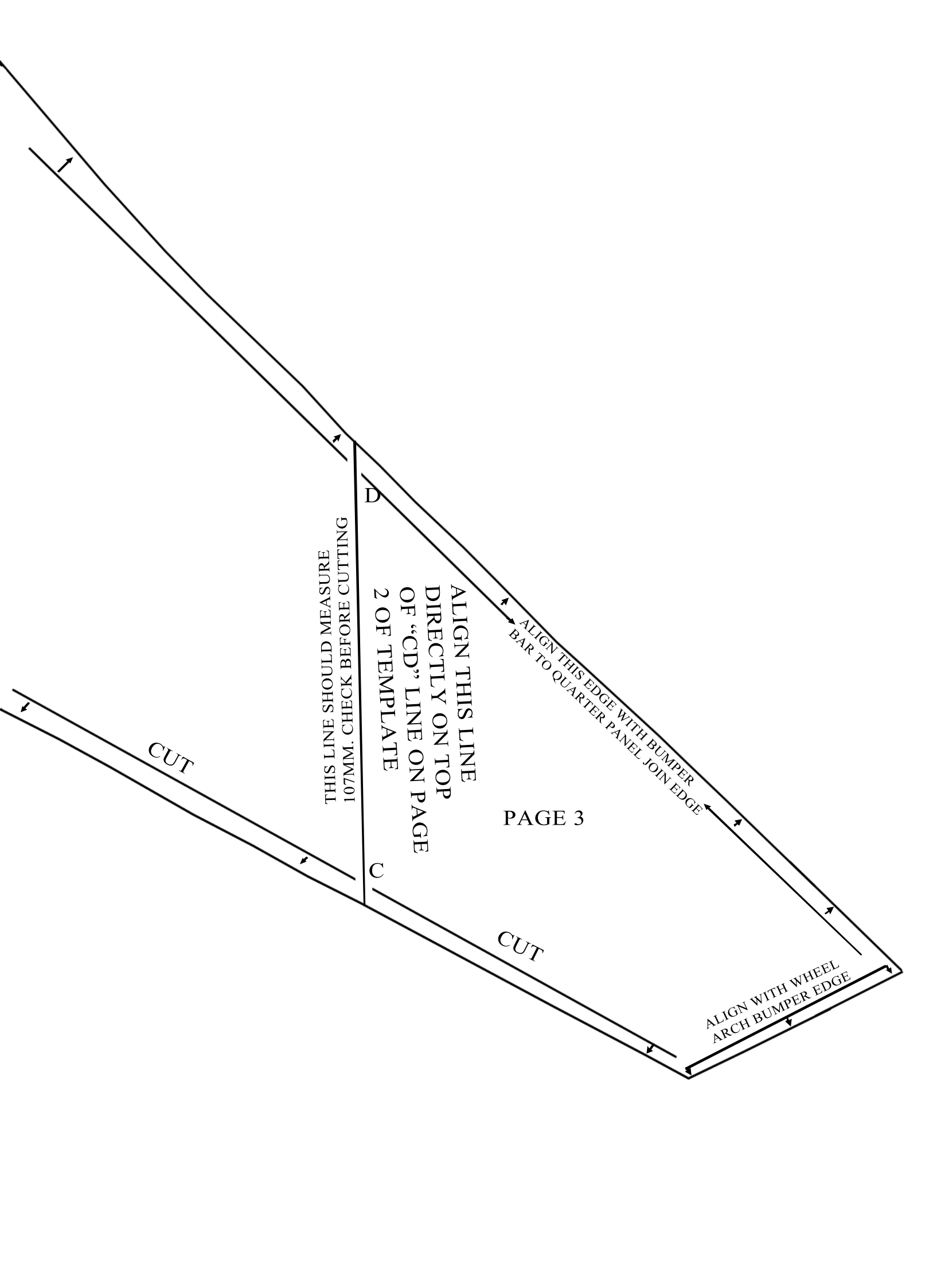
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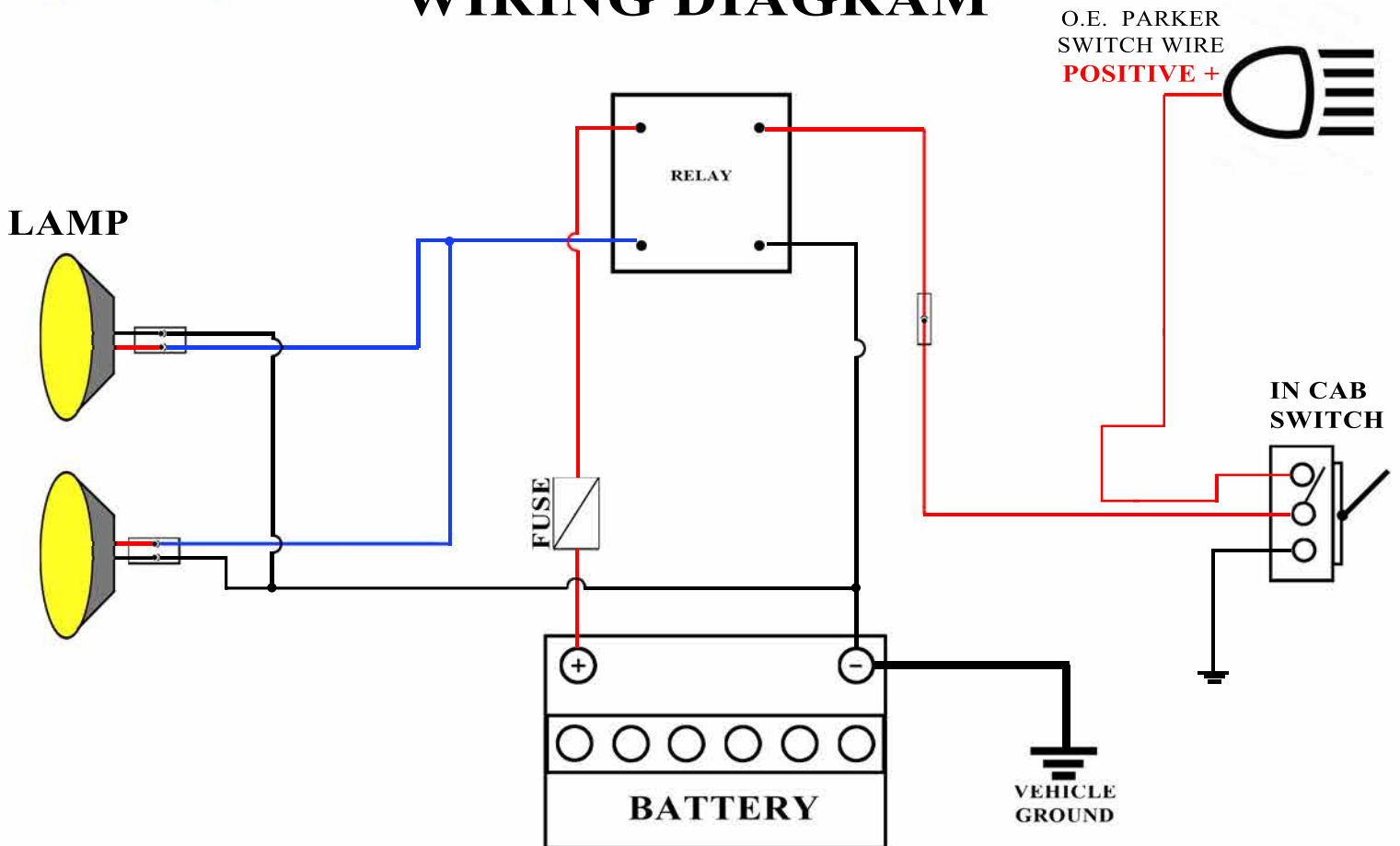
PAGE 3

CUT

ALIGN THIS EDGE WITH BUMPER
BAR TO QUARTER PANEL JOIN EDGE

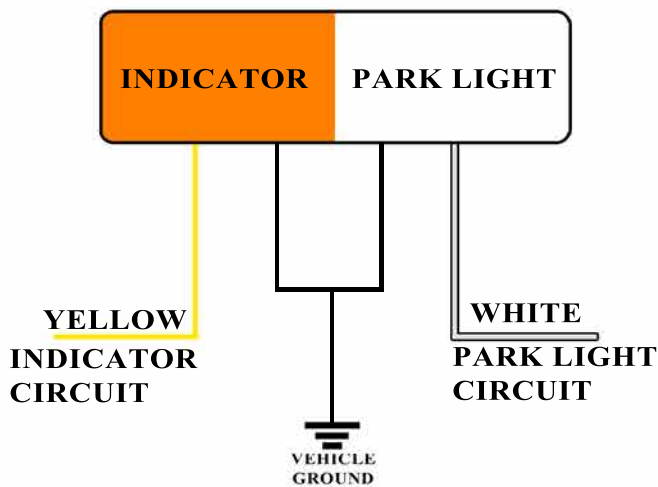
ALIGN WITH WHEEL
ARCH BUMPER EDGE

FOG LIGHT WIRING DIAGRAM

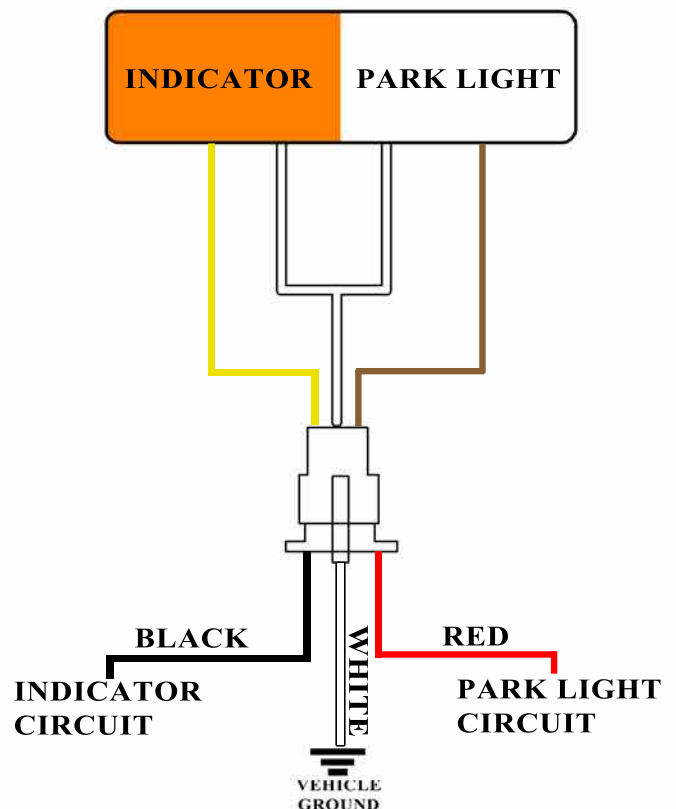


CHECK THE PARKER/INDICATOR WIRING LIGHT CONFIGURATION AND USE THE CORRECT WIRING DIAGRAM AS SEEN BELOW

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.