

# Bullbar Installation Guide

Part Number: BU59-3541 & BU59-3706 & BU59-3707

Fits:



## Toyota Hilux Revo 2015 on



***This Bullbar will take approximately 3.5 hours to install***

Tools required are

- Spanners and socket set.
- 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*

## Fitting Guide

1. Remove the number plate.
2. Remove the screws and clips in the top of the grill to radiator cover.



3. Remove the screws and bolts attached the top of the grill.



4. Reach down in behind the grill and gently unclip the lower grill tabs and slide the grill forward to remove it from the vehicle.



5. Remove the screws and clips along both wheel arch edges of the bumper and also along the bottom edges of the bumper that attached the bumper to the vehicle.
6. Remove the top clips that attached the under grill air dam to the top of the bumper.



7. Unclip the fog light wiring plugs if fitted.
8. Starting from either side of the vehicle gently unclip the bumper from the edge of the guard and headlight.



9. Remove the bumper.



10. Remove the front horizontal air dam and the LH and RH vertical air dam, keeping aside for re-fitment later.



11. Remove the front plastic bumper support by sliding sideways to release from the clips and remove the steel bumper mount. Keep the original bolts for fitment of the bullbar bracket. Remove the small plastic air dams also.



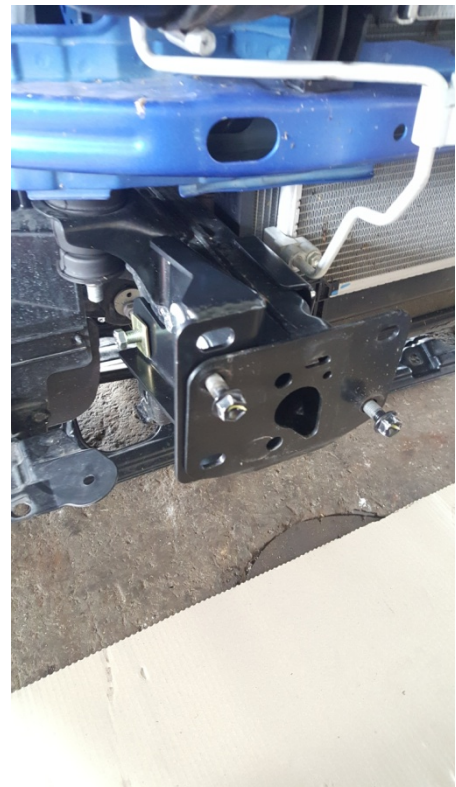
12. Remove the lower bash plate and keep aside for re-fitment.



13. Remove the 2 outer bumper support brackets.



14. Install the inner and outer bullbar bracket supports to each side of the chassis using the M12 fine bolts with washers for the rear 2 outer mounting points. The longer bolts pass through the chassis through both brackets. Use a washer on each side. Leave bolts loose for now.



15. Install the bullbar bracket using the nuts, bolts and washers supplied. Use the original bolts

with the washers supplied in the original bolt position.

16. Centralise the bracket to the vehicle and tighten all fasteners.



17. Trim the original LH and RH vertical air dams as seen in the photo below to clear the new mounting bracket and bullbar.



18. Re-install the air dams to the vehicle.
19. Remove the plastic screw clips from the original bumper mounts near the inner lower corners of the headlights.



20. Drill a small hole in the air dams just in front of this to attach a cable tie to, and cable tie it to stop movement.



21. Install the new grill support bracket. It is recommended to remove the screw plug and use a nut and bolt to tighten it correctly.
22. Re-install the grill inserting the centre 2 tabs into the new bracket and re-install the upper bolts and screws. It is also recommended to drill a hole in the outer lower tabs on each side at the base and cable tie to the holes drilled in step 20 to secure the grill.





23. Now a good time to run the wiring for the new parker lights and indicators.
24. In the base of the headlight you will see a light grey and dark grey wire connector this will slide out from the headlight and the plug can then be disconnected.



25. It is recommended to take the earth directly off the vehicle body.
26. For the parker light positive feed it can be taken from the vehicle side of the wiring loom (the light grey plug) and taken from the grey wire on the right hand side and green wire on the left hand side (Australian vehicles) NOTE: you must double check this with a multimeter or test light to confirm.



27. For the indicator positive feed, there is a small conduit that goes up into the back of the indicator, this can be pulled down below the headlight and the red wire on the right hand side used, and the yellow on the left hand side (Australian vehicles) NOTE: you must double



check this with a multimeter or test light to confirm.



28. 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 (soldering recommend. Ensure the connection is secure and is sufficiently insulated.
29. If fitting a bullbar with fog lights, the fog lights can be connected using the original vehicle fog light wires if fitted but this will require cutting and joining the fog light plugs from the loom supplied. 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.
30. 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.
31. If not installing a winch skip to step 39.
32. See the Installation section of your Dobinsons 4x4 Winch manual for specific detailed fitting instructions. For a brief overview see the following steps.



33. Test fit your winch to the mounting bracket and do up loosely with the clutch handle on the left hand side of the vehicle.
34. 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.
35. 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.
36. 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.
37. 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.
38. Install the roller fairlead into the bulbar.
39. 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).
40. Fit the rubber headlight to bumper inserts on the top of each bar and tighten (Do not over tighten).



41. With help, fit the bulbar into position and install nuts and bolts supplied.
42. Align the bar with the vehicle into its correct position leaving a gap of about 15mm between the bullbar wing and the bottom of the quarter panel.



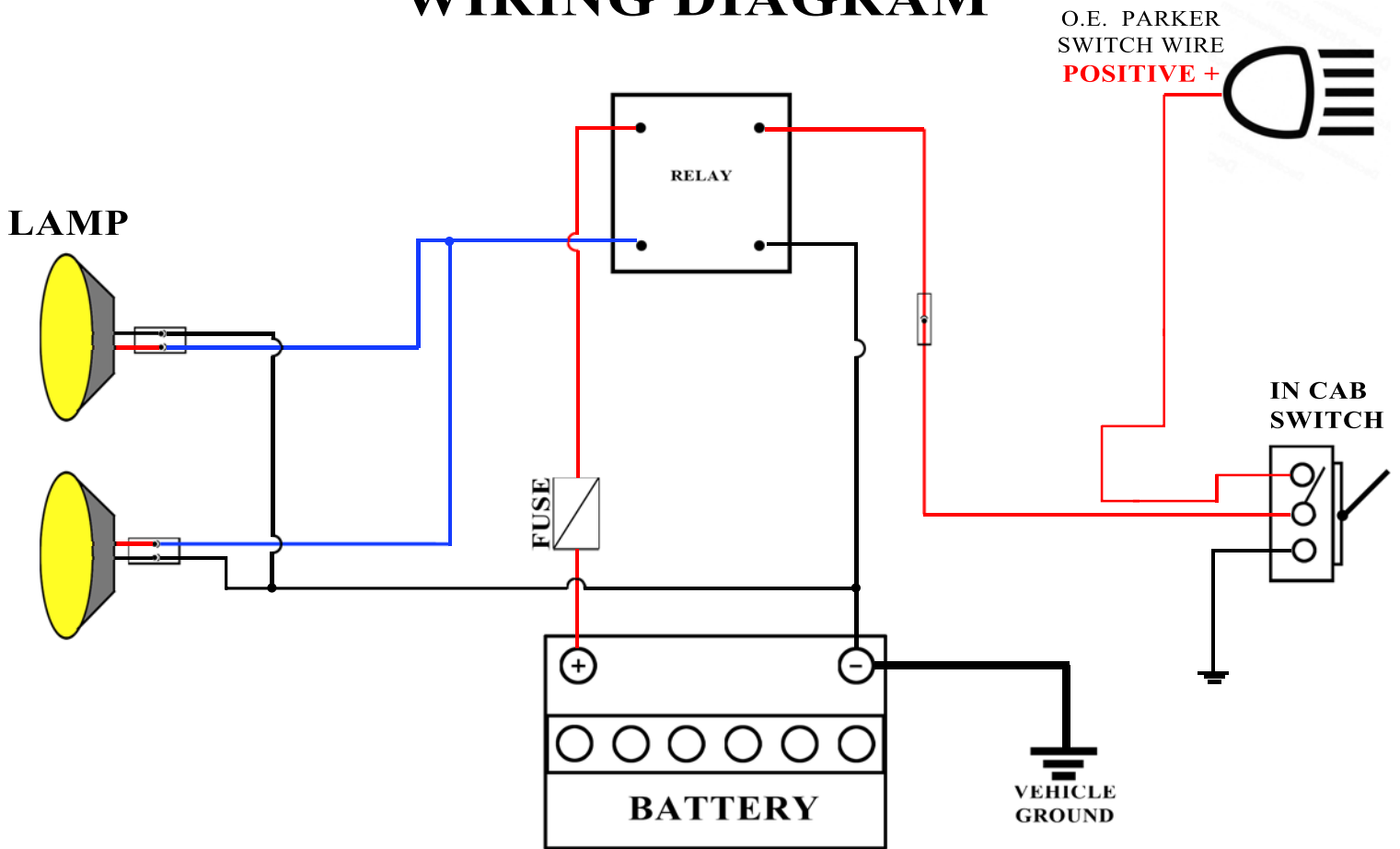
43. Once you are happy with the alignment tighten the 3 nuts and bolts on each side.
44. Once happy with the alignment of the bullbar drill through the pinning holes on each side of the bullbar bracket mounting plate. Fix with bolts and nyloc nuts the same diameter as the pinning hole to keep the bullbar in its position.
45. Plug the wires into the indicator and parker light plug. Test all lights and adjust the position of the fog lights if required.
46. Fit the under bar protection kit now with the bolts supplied.
47. Cut along the bottom of both wheel arch splash guard so that they are flush with the bottom of the side protection plate ensuring you do not cut into washer bottle bracket on the LH side and secure to the back side of the bash plates. For the LH side you may need to

cut them longer and bend it in place to reach the back of the guard.

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.

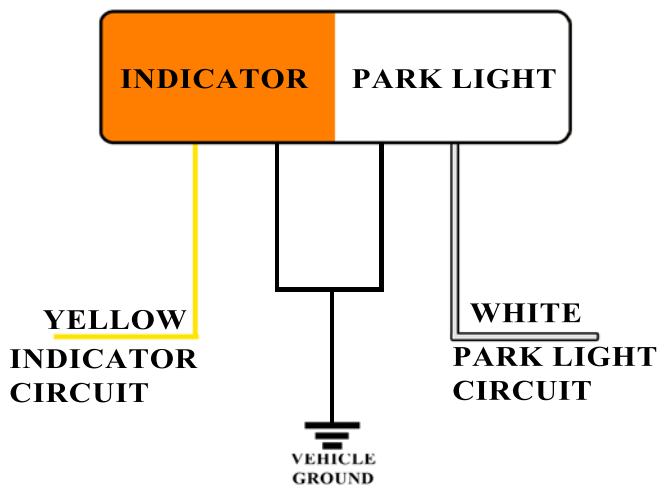


# FOG LIGHT WIRING DIAGRAM

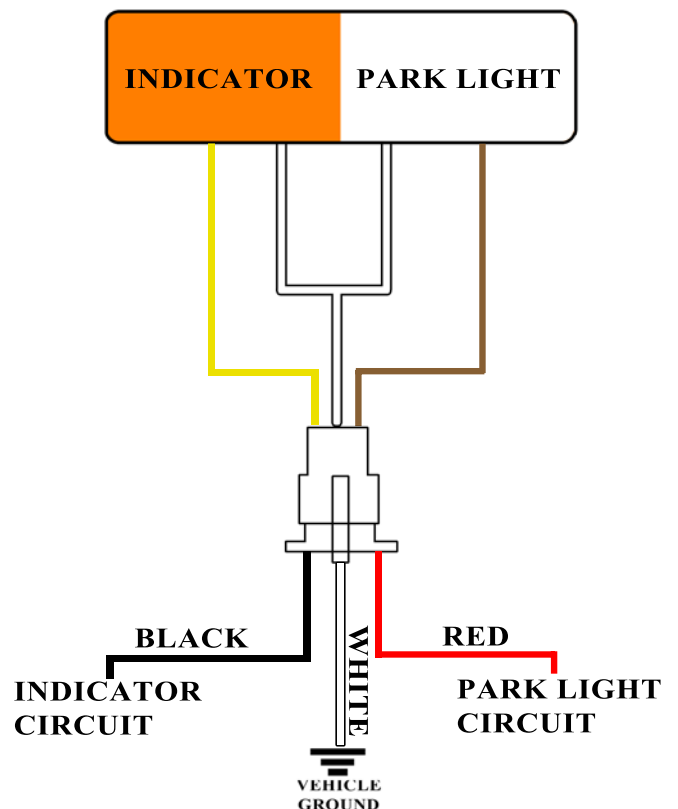


**CHECK THE PARKER/INDICATOR WIRING LIGHT CONFIGURATION AND USE THE CORRECT WIRING DIAGRAM AS SEEN BELOW**

**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.