
ROCKSLIDER FITTING:

- FIRST THING YOU WILL NEED TO DO IS GO AHEAD AND TAKE OFF YOUR SILL PANELS SECURED BY SEVERAL SMALL NUTS AND BOLTS, AND IN MANY CASES A FEW PLASTIC RIVETS AT THE FACTORY WHEEL FLARES WHERE THE SILL PANEL IS ATTACHED TO THE FLARE
- ON THE FRONT OUTRIGGER BOLT, REMOVE THE **NUT AND WASHER ONLY** – **NOT THE BOLT**. (THIS WILL BE TIGHT AS ITS A STRUCTURAL NUT AND BOLT) YOU CAN SEE THIS BOLT BELOW WITH THE NUT AND WASHER REMOVED.
- ON SOME EARLIER TRUCKS IT MAY BE NECESSARY TO TAKE A GRINDER OR FILE AND REMOVE THE SMALL 5mm X 5mm PIECE OF METAL TO MAKE A NICE CORNER AS SHOWN BELOW. 99% OF VEHICLES DO NOT REQUIRE THIS TO BE DONE HOWEVER. THE SAID CORNER SECTION IS INDICATED IN WHITE BELOW



- LIFT YOUR ROCK SLIDER INTO PLACE, LINING UP THE FRONT OUTRIGGER BOLT , AND SLIDING INTO THE ROCKSLIDERS FRONT MOUNT FIRST, FOLLOWED BY THE REAR. LOOSLY INSTALL THE M12x35mm NUTS, BOLTS & WASHERS SUPPLIED TO THE REAR BRACKET/OUTRIGGER.
- THIS IS YOUR QUE TO PERSUADE AN ASSISTANT TO HELP YOU, BY HOLDING THE REAR OF THE ROCK SLIDER IN THE DESIRED LOCATION, WHILST YOU NIP UP AND TIGHTEN THE M12 HARDWARE IN THE REAR MOUNTS TO 90-100Nm

- THERE IS AN ADDITIONAL 2 HOLES IN EACH OF THE REAR MOUNTING BRACKTS. THESE ARE 10mm.
- THESE ARE OPTIONAL EXTRA BOLTING POINTS – AND ARE ONLY RECOMMENDED IF YOU ANTICIPATE COMP AND/OR EXTREME OFFROAD USE.
- GO AHEAD AND DRILL THESE OUT AND FIT THE M10X35mm NUT AND BOLTS. ITS BEST TO USE A 10mm DRILL BIT IN THESE HOLES JUST TO GET A CENTRE POINT STARTED, THEN SWAP TO SOMETHING AROUNDS A 5-6mm BIT TO DRILL PILOT HOLES BEFORE GOING AHEAD AND RUNNING THE 10mm BIT THROUGH COMPLETELY. THIS WILL SAVE MUCH TIME AND ACHING ARMS. TIGHTEN THESE TO 60Nm. THESE BOLTS PEGG THE SLIDERS IN PLACE IN THE REAR FOR EXTREME USE.
- GO AHEAD AND PUT YOUR FRONT OUTRIGER BOLTS NUT AND WASHER BACK ON, TIGHTENING TO 100Nm.
- STAND BACK AN ADMIRE YOUR DEFENDER LIKE SHE DESERVES ;)
- DONT FORGET TO TAKE SOME PICS AND SEND THEM THROUGH TO FACEBOOK- (KINGPIN DESIGN and FAB),OR EMAIL THEM THROUGH TO rick@kingpindesignandfab.com.au

SPECIAL PERENTIE HATCH LIDS SECTION...

NOW THERE ARE MANY WAYS YOU CAN FIT THE SLIDERS, WHILST STILL MAINTAINING THE HATCH DOORS WHILE SOME WILL AGREE IT IS NOT THE BEST WAY - IT CERTAINLY IS THE EASIEST!

“THE DOORS ARE ORGINALLY MOUNTED VIA A HING TO THE SILL PANEL THAT NEEDS TO BE REMOVED TO FIT THE SLIDERS. ALL YOU NEED TO DO IS DRILL OUT THE SPOT RIVETS, STRAIGHTEN THE HINGE OUT AND CLEAN IT UP, THEN BOLT/RIVET IT UNDER THE REAR QUARTER/TUB PANEL.

THEY DOOR STILL REMAINS FUCTIONABLE AND OPEN DOWNWARDS...JUST NOT AS FAR AS ORIGINALLY.

AGAIN...THERE ARE MORE WAYS TO DO THIS, BUT WE HAVE FOUND THIS TO BE THE QUICKEST AND EASIEST

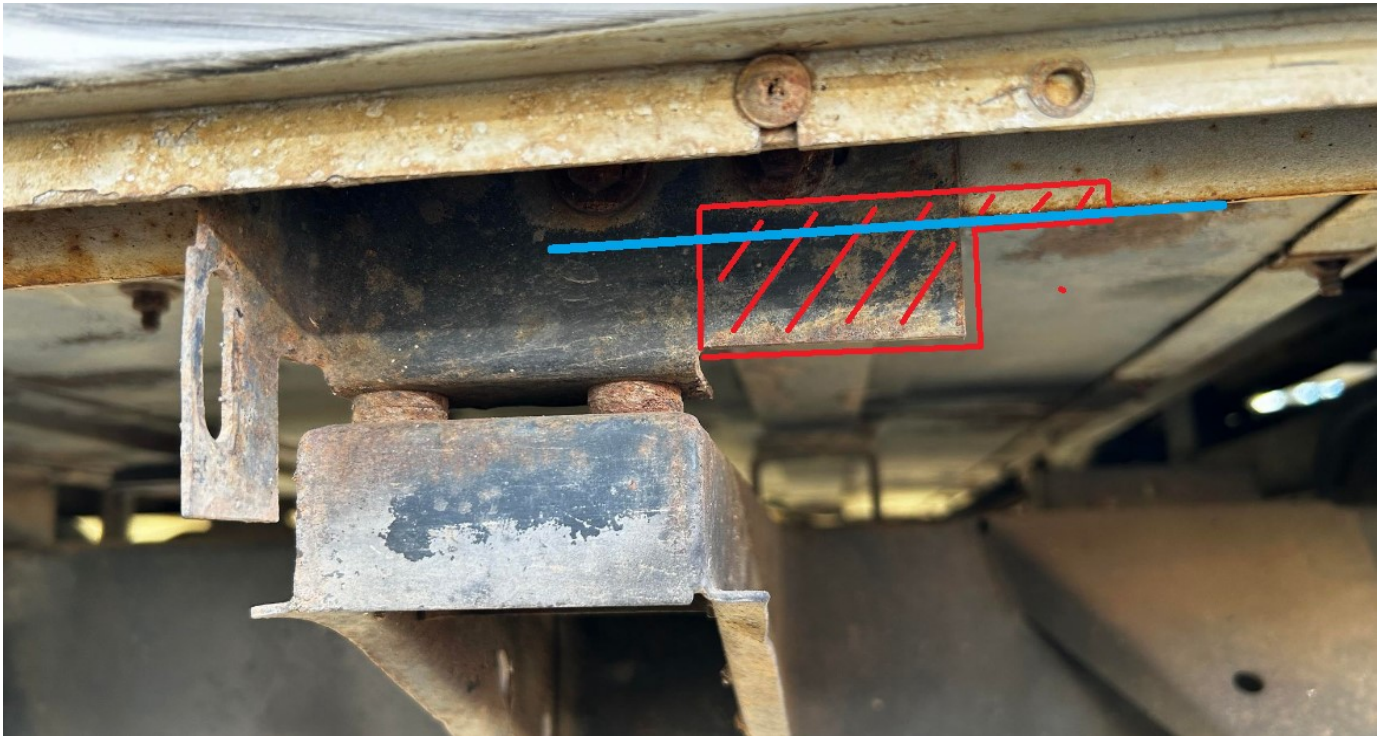


SPECIAL DEFENDER 130 SECTION...

IN THE BELOW PIC YOU WILL SEE THE AREA YOU WILL NEED TO TRIM BACK TO AT LEAST THE BLUE LINE ON THE REAR FACE OF EACH OF THE TWO REAR OUTRIGGERS EACH SIDE OF THE VEHICLE.

DEPENDING ON YOUR PARTICULAR VEHICLES BUILD TOLERANCES, YOU MAY NEED TO TRIM FURTHER UP AS INDICATED IN THE RED AREA.

YOU CAN FINISH OF WITH A FLAPPER DISC ON A GRINDER TO ACHIEVE NEAT RESULTS. TOUCH UP ALL BARE METAL WITH PRIMER AND PAINT. WE USE WHITE KINIGHT RUSTGAURD RATTLE CAN OR SIMILAR.



YOU WILL ALSO NEED TO CUT OFF THE SECTION OF TRIM AS SEEN BELOW... **(ALSO APPLICABLE TO D110 UTE CAB SLIDERS)**

