DISSENT
OFF-ROAD

GX 470 INSTALL
INSTRUCTIONS

DISSENT
OFF-ROAD

Wing

Center Section

Wing

Light Plate

Light Plate

Recovery Point
Cover

Tie-in Skid

Hardware Kit

Recovery Point
Cover

Logo Badge

Weather Strip

Frame
Bracket

Reinforcement
Bracket

Top Plates*

Reinforcement
Bracket

Frame
Bracket

Tie-in Hardware Kit
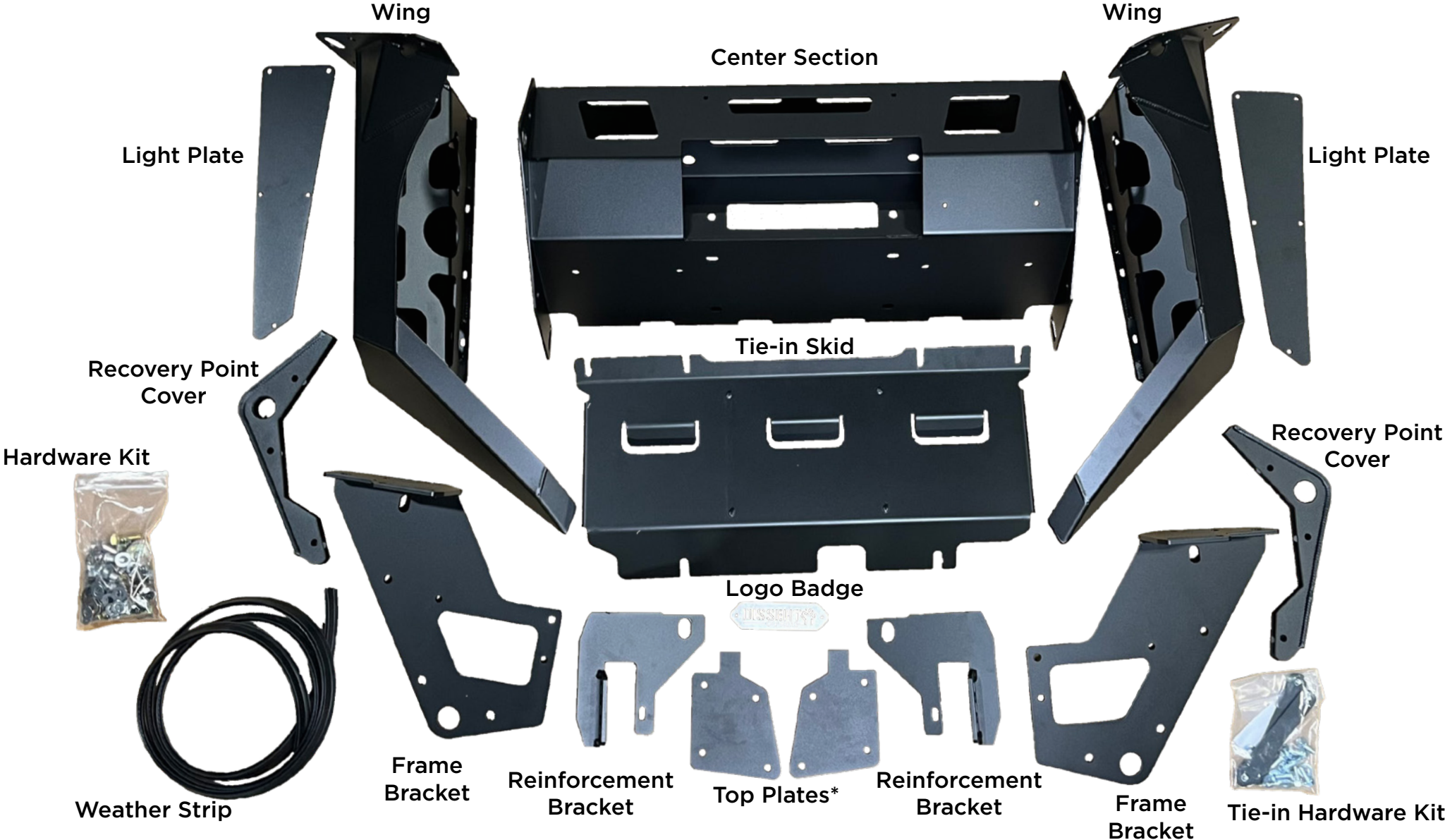
*If ordered, the optional stinger has top plates welded to it

2 Trimming Factory Bumper

2A We recommend using the two cut method, where you do an initial cut first, fit up the bumper, then do a final cut getting an ideal gap between the Dissent bumper and the factory bumper cover.

2B Only remove the wheel well screws that go into the front bumper, keeping the bottom of the bumper bolted to the crash bar.

2C Find the indented line on the side of the factory bumper extending to the crease at the top of the fog lights. You will be cutting exactly 2″ above that line, mark the bumper with a dry erase marker and use blue painters tape to mark the final cut line. Cut at the bottom of the tape, so the part of the bumper we want to save is protected by the tape.

2D Using your favorite cut tool (like an oscillating cut tool), cut the bumper along the tape. Be careful to not cut too deep and damage anything behind the bumper.

2E Unbolt the bottom half of the bumper minding that you'll need to unplug the fog lights as you remove the lower part.

3 Installing Frame Brackets
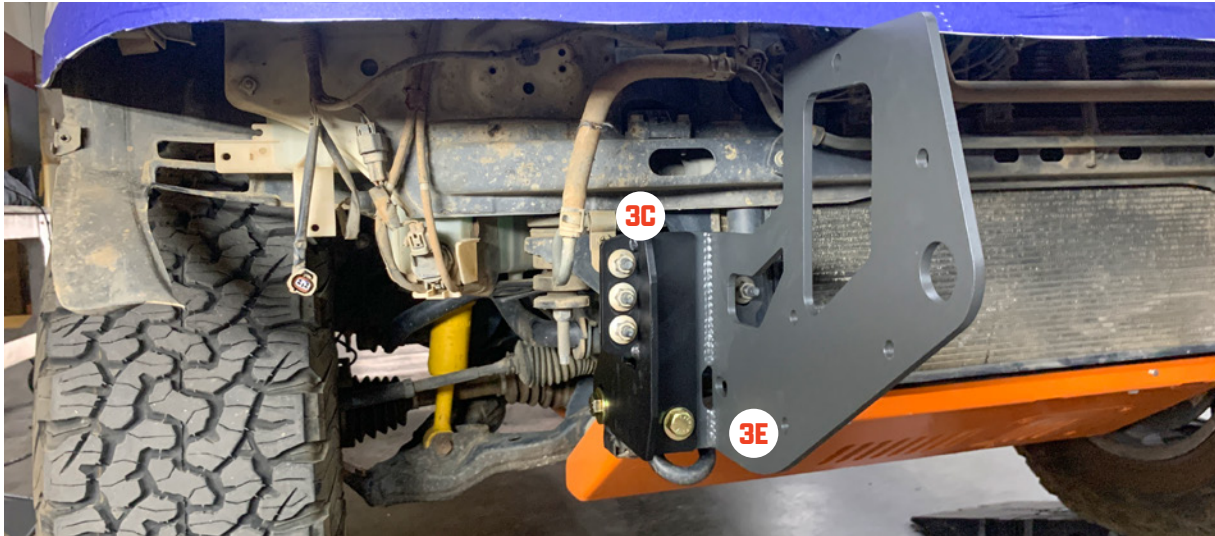
3A Unbolt the factory crash bumper from the vehicle frame. Save the eight flange nuts as we will be reusing these in the install.

**3B** Unbolt the hard-line bracket (Pic 3F) behind each frame mount point. The larger frame bracket goes on first, then sandwiched by the smaller frame reinforcement bracket. The hard-line bracket goes on the very outside.

3C Adding 3/8″ Grade 8 washers put the eight frame flange nuts back on (4x per side), finger tight.

3D The side of each frame reinforcement bracket goes to a factory threaded hole on the frame using a M12 bolt and a 1/2″ large diameter washer.

3E Bolt each frame and reinforcement bracket pairs together with a 1/2″ bolt, a washer on either side, threading the bolts outside-in.

3F Sandwich the hard-line bracket over the frame reinforcement bracket and thread on the new M8x30 flange bolt using a supplied extra thick washer.
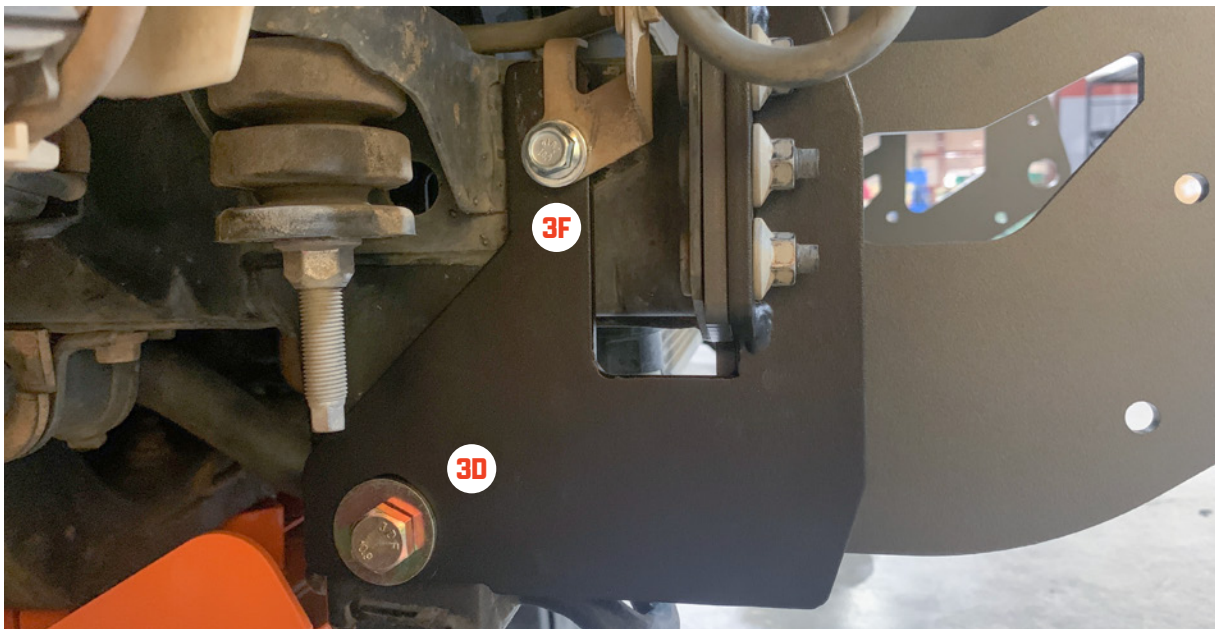
4 Prepare Center Section / Winch

4A Install the tie-in skid nut plates into the center section first, leave the bolts super loose like in Picture **4B**, the tie-in skid is slotted and will just slide around these bolts

If Applicable, install your winch, the power steering hardlines will need to be bent out of the way prior to winch installation.

We recommend the Comeup® SEAL GEN2 9.5rs. If you ordered a Comeup® winch from us, a winch control box relocation bracket is supplied. The 1/2" grade 8 bolt secures it to the center section. Get everything winch-related bolted in and plan your power cable routing.
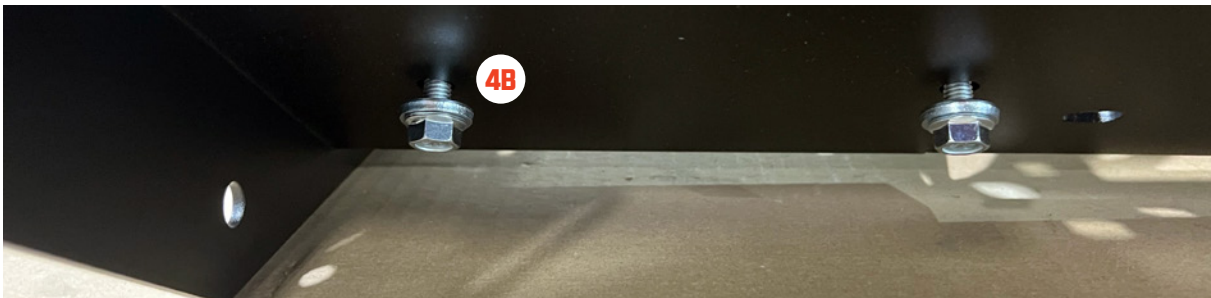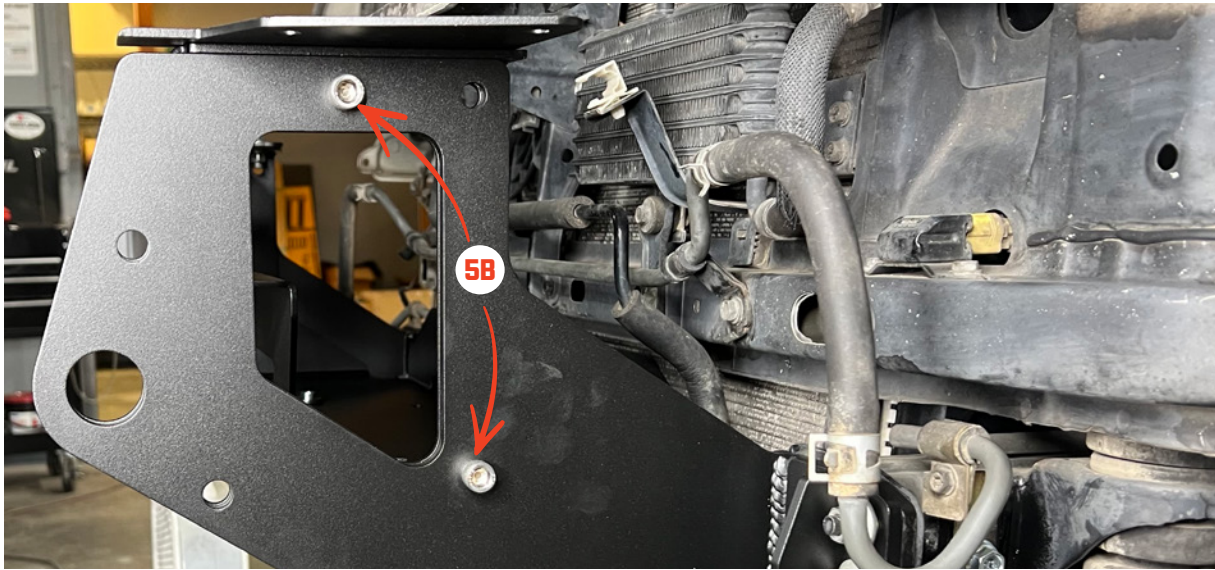
4C Install the top plates to the center section (finger tight), this will help support the center section as you hoist it into place. Top plates are installed using 3/8-16 x 3/4" (1" long bolts may be supplied) stainless steel bolts using two washers and a nut.
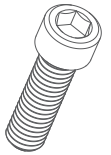
Note: If you ordered an optional stinger hoop the top plates are welded to the stinger.

5 Install Center Section

5A Hoist the center section into place letting the top plates rest on top of the frame brackets.

Identify the four alignment bolts: 3/8-16 x 1-1/4" Socket Head Cap Screw

5B Going outside in, place the socket head bolts (no washers) through the frame bracket where pictured.

5C From the side, use a screwdriver to align the circles perfectly.

5D Looking straight on, make sure the frame brackets align vertically with the center and they press tight against each other.

5E Tighten the four socket head bolts to 22 ft/lb securing the center section to the frame brackets.
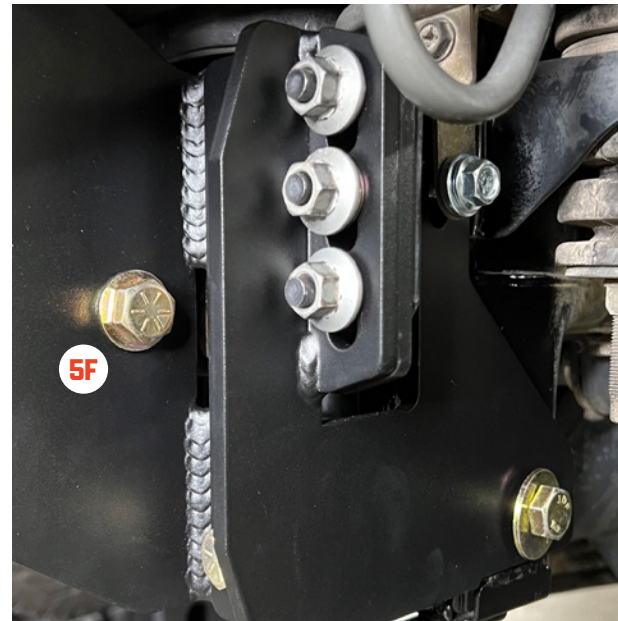
5F Bolt the frame bracket to the center with 1/2" grade 8 bolt using washers on either side.

6 Install Bumper Wings

passenger side wing

6A Place one of the wings against the center section, a hole in the wing should accommodate the head of the socket head bolt that sticks out from the center to help hold it in place.

6B Clamp the wings to the center section, particularly from the lower part so the recovery point covers can slide on in the next step.

6C Perfectly align the holes in the wing that match up with the center section using the screwdriver method we used in the previous step. (**Pic 5C**)

6D Once everything is perfectly aligned take a 3/8"-16 x 1" stainless bolt (with washers) and thread from inside the wing through to the center. Repeat on both sides

6E Align the top plate holes with the bumper wing and thread in the 3/8-16 x 3/4" stainless steel bolts (some kits have 3/8-16 x 1", use washers top and bottom) and secure loosely with a nut underneath. Once the recovery point covers are installed in the next step you may need to loosen the top plates to align them.

7 Install Recovery Point Covers

7A

7B

7C
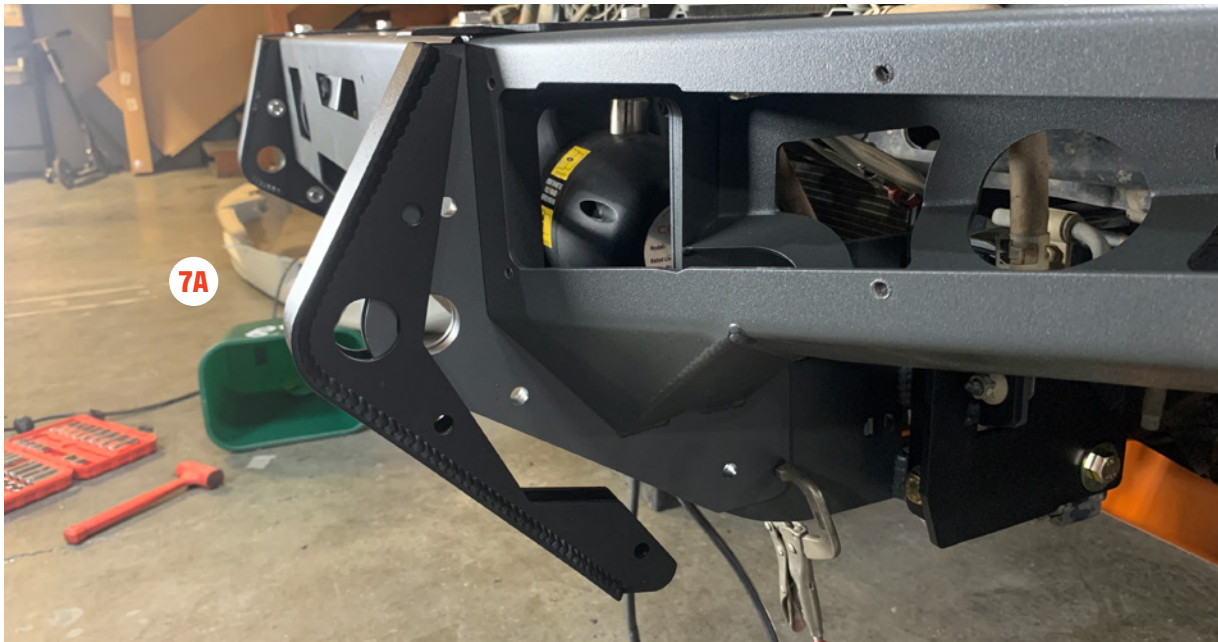
7A The two protrusions on either side of the center section are the recovery points. If you are certain all the holes are perfectly aligned between the center, frame bracket, and bumper wings, slide the recovery point covers on. Make sure the top plates are loose.

7B Each recovery point cover clamps on with three 3/8-16 x 1-1/4" stainless steel bolts, using washers on both sides the bolts thread from the outside in leaving the nuts on the center side. Tighten to 20 ft/lb

Loosen the top plates (if needed) to make sure the finger on the top plates perfectly aligns with the recovery point covers, once aligned tighten the top plates down.
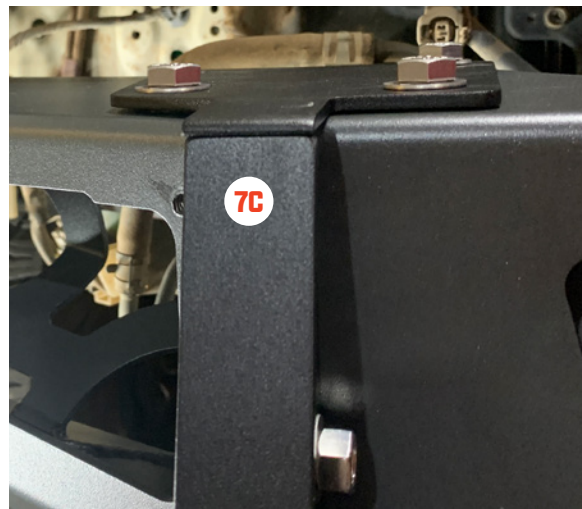
8 Level the Bumper

8A Measure from the top of the bumper wing to the fender on each side. To level the bumper get a floor jack with a piece of lumber to protect the bumper.

8B You're going to raise the frame bracket that is too low. First, support the lower frame bracket using the floor jack, then loosen the four flange nuts that hold the bumper to the frame on that side.

8C Slowly raise the jack and make sure you're **NOT** lifting the entire truck. You want just the bumper to slide up along the frame. If it's lifting the truck, loosen the flange nuts further, and you may need to hit it with a rubber mallet if there's too much friction. Raise in small increments and keep taking bumper-to-fender measurements on each side until they match.

8D Once the two sides match, re-tighten all the frame flange nuts as tight as you can without stripping the powder coat.

8E Torque the gold frame bracket 1/2" bolts (Grade 8) and the M12 bolt on the side to 90 ft/lb.

DISSENT OFF-ROAD

previous version of bumper shown, your cut line will be 2″ higher

9A You want a 7/16″ gap between the factory plastic and the Dissent bumper. *If you have more than a 7/16″ gap you'll want to raise the entire bumper (frame holes are slotted for up/down adjustability). Loosen the eight frame flange nuts, plus the M12 and M8 bolts that go to the side of the support frame bracket. Use a floor jack with a piece of wood and carefully raise the bumper until the correct gap is achieved.*

9B For most people the gap will be too small and a second cut will be required. Go around the bumper and mark the bumper cover every so often to create your final cut line.

9C Make the final cut using the tool you're most comfortable with. We have found that tin snips worked well if you use the correct technique. Be as diligent as possible to keep the cut line as straight and clean as possible, but do know the weather strip is great at hiding imperfections so don't worry if it's not perfect.

9D Apply the weather strip, cutting off any excess. Install the light plate covers and you're done!

10A The bolt holes on the tie-in skid are slotted to ease installation. In step **4A** we left the bolts under the center section loose, slide the tie-in skid udner those bolts as shown. You'll may need to remove the forward most bolts on your front skid to get the tie-in skid on

previous version of bumper shown, your cut line will be 2" higher

AA If you ordered the optional stinger/hoop you will need to further trim the bumper cover so it doesn't hit the stinger when off-road.