

RELENTLESS FAB 2015+

CHEVY COLORADO HIGH

CLEARANCE REAR BUMPER

INSTALLATION GUIDE

THANK YOU FOR YOUR PURCHASE!

Note: we recommend professional installation on all of our products. Please fully read install guide prior to attempting installation to ensure you have a complete understanding and all required tools and procedures. If you are not confident in your ability to complete the procedure please seek professional installation. Be aware that the bumper is heavy! You will need 2-3 people to lift the bumper into position to secure it to the vehicle. **We assume no responsibility for any injury or property damages from installation or use of our bumper.**

TOOLS/PARTS REQUIRED:

- ½" Drive Ratchet with assortment of Deep/shallow sockets and drive Extensions. 21mm socket needed for mounting bolts
- Standard and/or ratchet wrenches: 11/32", 7/16", 10mm, 15mm, 18mm, etc
- T15 Torx bit for flare/fender liner screws
- Strong scissors/shears for cutting felt fender liners
- Rotary cutting tool: small angle grinder, Pneumatic cutoff saw, etc. and safety glasses
- Sanding flap wheel for grinder, or metal file/sand paper to smooth cuts
- Masking tape and marker
- Flat and Philips screw drivers, also a trim pry tool is recommended
- Wiring tools/connectors/loom/etc for any lights you plan to install or camera relocation w/ tire carrier(separate instructions available).

INCLUDED HARDWARE:

- 2) #12 machine, with 2 nyloc nuts and 2x finish washers for license install
- 2) ¼-20x 1-3/4" Stainless bolts, 2x Nyloc nuts, 2x washers, 2x 1" spacers to license lights
- 2) 9/16" Washers

We always recommend working on a clean and dry vehicle that is securely parked on a hard surface and parking brake applied. We STRONGLY recommend wearing safety glasses throughout the install process to keep debris from within the bumper/fenders from falling into your eyes while under the truck, as well as for necessary protection from sparks when cutting the bed sides.

Read each step of the install procedure fully before beginning that step. With the vehicle parked on level ground, transmission in park, and parking brake securely set begin the install process:

STEP 1:

Original bumper removal and preparation:

While lying on the ground (use a creeper if you have one), disconnect the wiring connector(s) at the driver frame rail for the trailer wiring and license plate light harness, you may also need to disconnect the camera harness from the license light wiring harness. This connector is at the center behind the license plate.

Next remove the 4x M14 bolts, 2 on the side from each side of the frame rail holding the trailer hitch/bumper with your 21mm socket/ratchet. Next the 2 matching bolts going into the bottom of the frame rails will be removed on each side, before/while doing so you'll need to support the bumper/hitch with 2 people or some stands or it will fall off. With the bumper/hitch loose, wiggle it free from the truck, down and back away. With the bumper removed from the truck, separate the trailer plug, license lights, and wiring harness from the old bumper and transfer it into the new bumper with the included hardware.

All Colorado rear bumpers come with an integrated hidden receiver hitch, if you intend on using the hitch we recommend using the flip up light bracket sold by Rugged Ridge part number RGG-1123301, which can be purchased on Amazon.com, SummitRacing.com, and other online retailers. Other hinged license brackets may work but will likely need mounting holes drilled for a different pattern.

STEP 2:

Bedside trimming:

To begin the installation of the new Relentless high clearance bumper we'll need to trim away the lower bed sides.

The best way to mark the cut line is to use masking tape to lay a cut line to follow. The tape line should start at the bottom forward edge under the tail light and go forward parallel to the top of the bed rails. The approximate measurement for this cut is 26" as measured downward against the bedside from the lower edge of the plastic bed rail cap, while aligned at the rear edge of the fender flare. ***See images below.*** If your truck has aftermarket bed rail caps or a bed canopy these may interfere with making this measurement. Make adjustments as necessary for your accessories! The tape line will be parallel to the bed rail at the side and follow the contour as shown in photos below. Nearly all of the cut will be hidden behind the new bumper so do the best you can but it does not have to be completely perfect.

After laying the tape line but before making this cut: remove the torx screws securing the portion of the fender liners from the truck bed within the rear fender wells and any screws holding on the rear fender flares. With these screws removed separate the fender flares from the truck by starting at one end and carefully pulling outward away from the truck to release the clips. Next separate the lower portion of the wheel well liners near the area we'll be cutting- see images below.

Be sure not to cut bed sides too high, we can always remove more material if needed but we can't put material back if too much is cut! With all the prep done double check measurements and then cut the bed side with your cutting tool.

Once the initial horizontal cut has been made, make a vertical cut near the wheel well opening to remove a portion of material out of the way for easier access to the inner fender for the next cut to be made. ***See images below. DO NOT make a vertical cut above the initial horizontal cut or you'll have a permanent visible cut in your bed side.*** At this point we'll make the second additional cut to remove a portion of the inner fender sheet metal, see image and copy this cut.



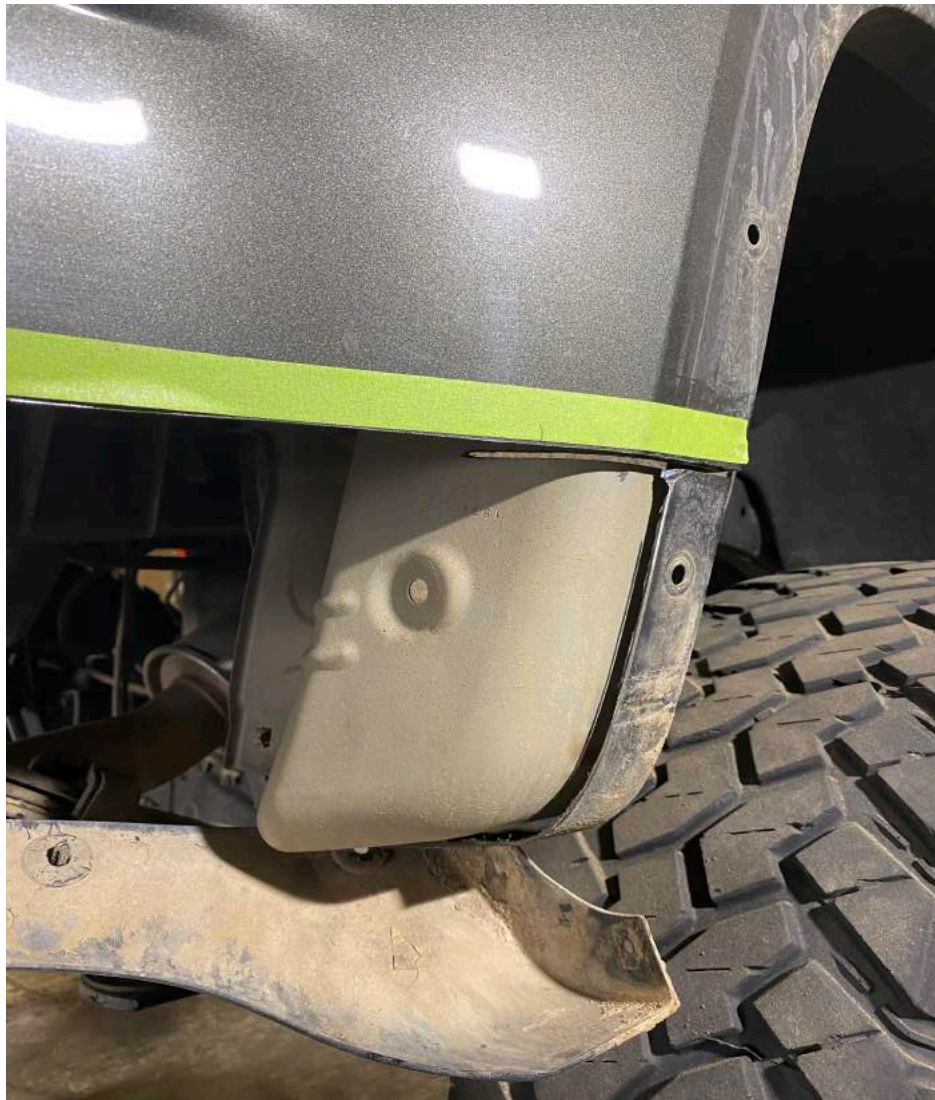
Tape line for cut contour, cut will be made under the tape.



Measure down 26" from edge of plastic rail cap, just behind flare.



Separate fender flare from truck and pull back the fender liner



Make vertical cut to remove rear portion under tape line to expose inner fender



Cut away inner fender matching this contour, use the bends as a guide

After both side cuts have been made do a test fit of the bumper to ensure both cuts are parallel and even before touching up the cuts. Make adjustments to the cut as necessary. There should be a small (about $\frac{1}{4}$ ") gap between the bedside cut and the end cap of the bumper to prevent contact rubbing and noises.

At this point we'll need to touch up, fine tune and sand down our cuts until smooth and then paint the cut edge to seal it and prevent rusting. We also recommend using a quality edge trim product to help protect the metal edge and protect against the sharpness of the sheet metal, this can be found at most auto parts stores as 'door edge trim'. It is not necessary, but it is recommended.

For ZR2 trucks, or those with aftermarket fender flares, we'll need to trim them at this time. The flares will be cut higher than the bedside sheet metal cut as the bumper wraps around/over the bedside cut. The ZR2 flares will be cut just below the second clip as shown in the image below. Once the bumper is installed in the next step, reinstall the flare and make adjustments to the flare cut as needed to maintain clearance above the bumper. See photo below for approximate cut location:



STEP 3:

Relentless Bumper install:

We are now ready to bolt on your new bumper!

The bumper can now be lifted onto the vehicle for final installation. We recommend you do this with 2 to 3 people or a hydraulic lift and then secure the bumper first with the 2 lower original hitch/bumper bolts into each frame rail, followed by the side bolts. Run these bolts back in until nearly tight, first snugging the bottom bolts to raise the bumper into place against the frame, then tightening the side bolts and finally fully tightening the bottom bolts. Take care to ensure there is adequate clearance between the bumper and truck while tightening as to not pinch or damage anything, placing rags or towels on the sides of the bumper while lifting into place will help prevent possible scratches. If the bumper is not level/parallel then you may need to use the included pair of washers to shim between the lower bumper mount and frame rail for fine tuning. With the bumper secured in place trim the wheel well liners as needed to tuck them inside the bumper ends and re-secure them where possible with the original screws. Finally, reinstall the trimmed/modified fender flares if your truck has them.

STEP 3B:

OPTIONAL step: Tire carrier installation

If the bumper was ordered with the tire carrier the carrier can be installed at this time. Do so by packing the bearings with grease (waterproof grease recommended) and installing a bearing into the carriers spindle from each top and bottom, followed by the tapered aluminum bearing preload spacers. The taper should sit inside the spindle sleeve up against the bearing with the large flat surface at the outside. The carrier can now be lifted and slid in place between the brackets on the bumper. This is a 2 person job in most cases as it is a very snug/tight fit. A dead blow hammer may be necessary to hit the carrier spindle between the brackets, protect the powder coating by placing a rag over the carrier where the dead blow hammer will contact. With the arm in position and the pivot bracket holes lined up with the spindle, install the 1" bolt and nyloc nut to secure the arm. After this is snugged down, thread in the T-knob lock open pin and adjust the tensioning bolt/jam nut for the latch. The latch has a positive detent action

and should take a little force to overcome the detent and hold tension to secure the carrier from bouncing. If it is left too loose or allowed to come out of adjustment it will cause wear to the brackets and lead to noise and rattling. Adjust periodically and lube latch pivots with PTFE or Graphite dry lube occasionally. The carrier pivot bearings should be greased periodically, we usually recommend greasing them in the fall and in the spring, depending on use and your environment more periodic greasing may be needed.

Lastly, run your accessory reverse light wiring harness safely and securely along the frame rail away from any sharp edges that could rub through the wire casings, and connect the light wiring per the light manufacturer directions.

Congratulations on completing the installation of your new Relentless Off-Road Fabrication bumper! We hope you enjoy your new bumper for years to come!

Be sure to re-check torque on all bolts after the first 250 miles of use, and periodically thereafter as parts can settle or rattle loose from off-road use. Bumper may shift if not kept properly tightened.

If you have any questions or comments please feel free to contact us Mon-Fri 9am-5PM PST at 775-200-0544 or any time via email: Sales@relentlessfabrication.com