

## SHORELINE 4X4 INSTRUCTIONS FOR DMAX 2021 ON

## **EXTREME SERIES BULLBAR**



www.slx4x4.com.au (08) 9444 2946 126 Hector St W - OSBORNE PARK W.A. 6017

- 1. Auto electrical work should be carried out by a competent person. Vehicle wire colours are listed as a guide only and may vary on some makes and models.
- 2. The function of each wire should be checked before any connections are made.
- 3. All wires tapped into should be soldered and then insulated with electrical tape or heat shrink.
- 4. Grounding/Earth points must always be connected to the factory grounding points, not to the battery negative terminal. See owner's manual.
- 5. Using only a LED test light, test all electrical components of the vehicle before and after wiring.

This is to ensure everything works correctly.

- 6. the installation of large or light-coloured antennas or aerials to the front of a bull bar as this may cause the lane departure system to malfunction. Only a competent person should perform accessory installations. It is the responsibility of this person to ensure correct fitment.
- Whilst working on this vehicle, always use appropriate safety equipment.
- Read and understand instructions fully before commencing fitment.
- Check the hardware supplied against the contents list on the following pages.
- Do not use this product for any vehicle make or model other than specified in these instructions.
- This product and or hardware must not be modified in any way. Do not remove labels from this product.
- Recording the batch number on the customer's job card is good practice for future reference, or complete the information below and file with customer job card.

## Care

- To maintain the finish of the product, wash regularly using a PH neutral car wash, hose off and
- chamois dry.
- Do not use acidic or alkaline cleaners.
- Plastic components can be maintained with a silicone spray or similar (nonacidic or alkaline based).
- to establish the Working Load Limits (WLL).
- recovery points have been designed as a matching pair, supplied as right and left sides for vehicle-specific fitment.
- Do not use this recovery point for any other vehicle make or model other than the one intended.
- Do not alter or modify the recovery point in any way. Doing so may compromise the strength and integrity of the recovery point.
- It is advised to use an equalising or bridle strap. Failure to do so correctly can result in recovery point fatigue or bending and void your warranty.
- Never use a single recovery point combined with a side load pull.
- Recovery Points are designed for a straight-line pull, by pulling on an angle or sideways pull may result in a reduction of the WLL.

Main Cradle Bolts - 8 off 35 x 12mm - 16 washers - 8 Nyloc Nuts

Chassis – Dependant on model as bolts are reused – 35x12mm – chassis cross member 80-110mm m10 or m12 bolt plus washer and nut.

Bash plate – 4 off M8 x 25mm – 4 washers and 4 nuts. Reuse factory bolts for cross member. Selected models require rivnut.

Fog light metal insert – depending on model 4-8 off black cup head bolts

Cross wing support – 2 off 25mm – 4 washers – 2 nuts for bracing if model comes with it.

Step1: Open Bonnet and remove Retention clips to top cover and remove cover.



Step 2: Remove retention clip and screw to front of grill and remove top grill section.

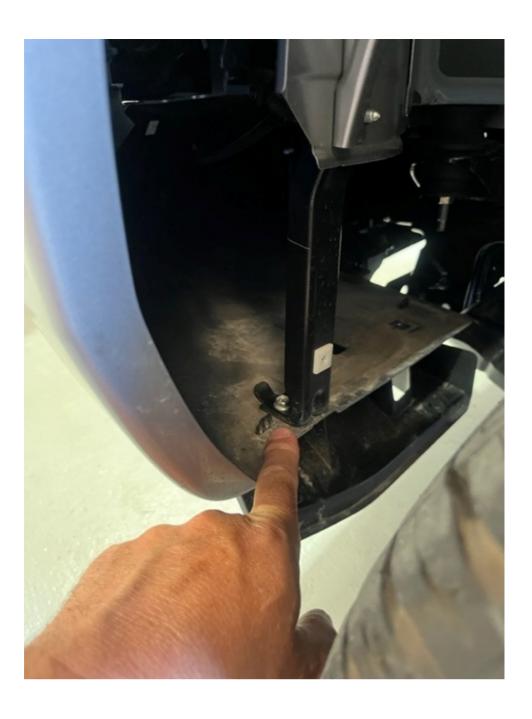


Step 3: Remove retention Clips to top of bumper grill.

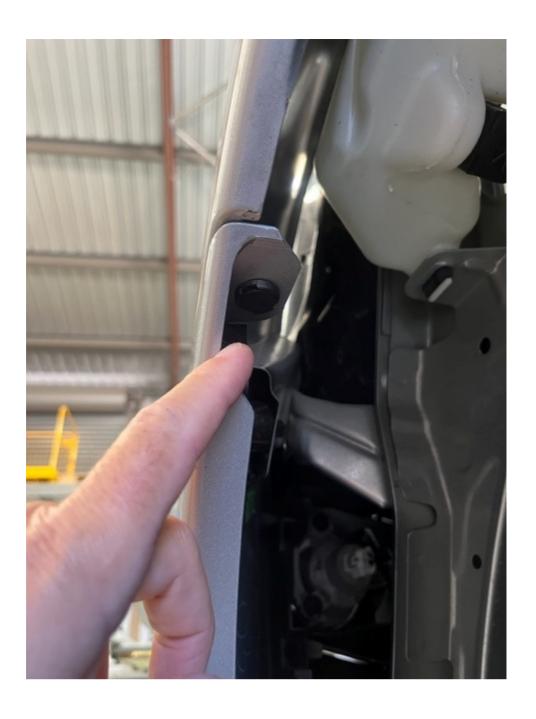


Step 4: Remove Mud flaps to left and right wheel wells. Remove retention clips holding inner wheel fender liners in place.

Undo nut attaching inner liner to mounting bracket and front bumper. Liner has been removed to show nut location.



Remove Retention clip connecting liner, bumper and fender. Liner removed to show location.



Step 5: Remove 5 bolts holding the front skid plate underneath the bumper.

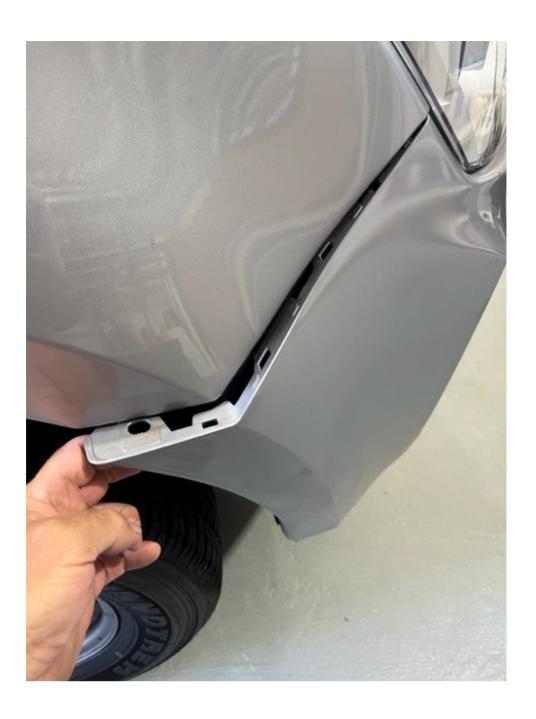
Remove the skid plate and discard. This will not be reused.



Step 6: All fasteners should now have been removed holding bumper in place.

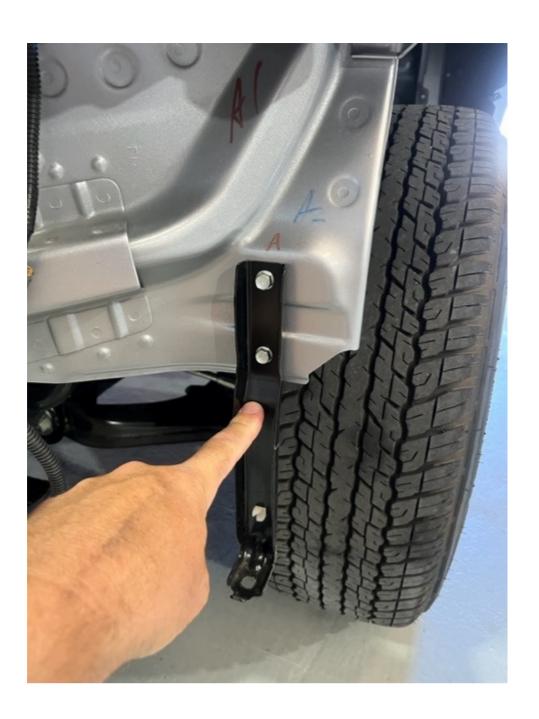
Pull bumper away from panel on each side and forwards away from vehicle.

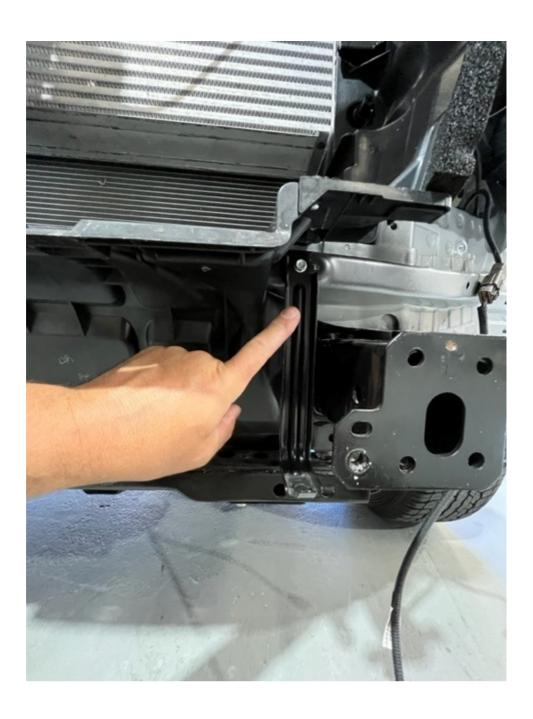
The electrical wiring is still connected, gently place bumper down and unclip all electrical connections.



Step 7: Remove 10mm bolts to 2 outer support bumper support struts and remove and discard.

Remove 10mm bolt to 2 middle bumper support strut and remove and discard.





Front of vehicle should look similar to this now.



Step 8: Remove/unclip plastic air flow director. If no wince will be added, this part can be reinstalled.



Step 9: Remove 4/14mm Bolts to remove front bumper support and discard. It will not be reinstalled.



Step 10: Slide 2 Recovery point brackets over end of Chassis and install 100mm Bolts through chase with Nyloc Nuts and washers. Leave loose. Do not tighten till later.



Step 11: Install Bar/Winch Mounting Bracket using 4 supplied bolts (Black) with washers.

Washers supplied are too thin and too small a diameter and crush into the mounting slot. Replace with upgraded washers.

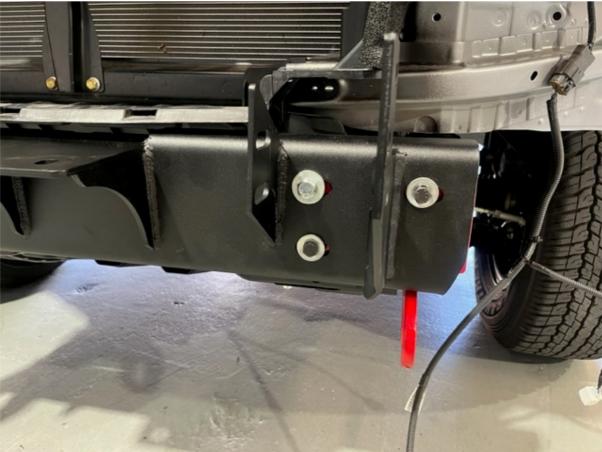


Step 12: Drill a pilot hole then drill a 12mm hole to third bolt location and install supplied M12/35mm bolt with upgraded washers and Nyloc nuts.

Once All bolts are installed, locate the bracket to the centre of the chassis and tighten to torque specs.

NOTE: Even though bar is centered to chassis, minor side adjustment may be required once bar work is fitted to match with front panels.





Step 13: Mark right and left plastic bumper locking blocs as per pictures. Requires 18mm from fender edge to cut.

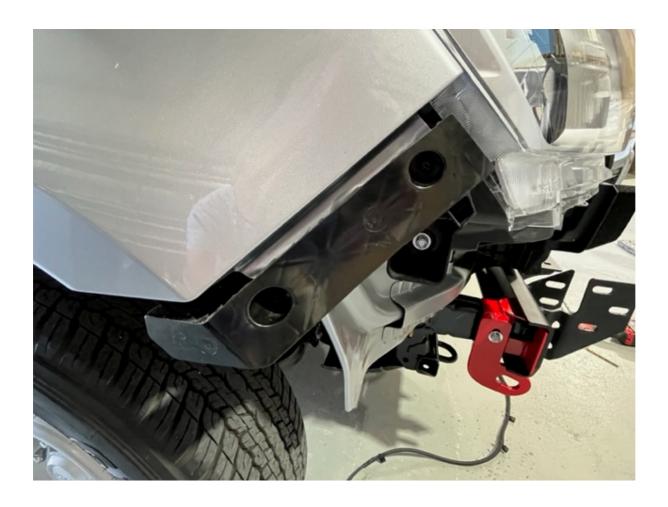
Remove the blocks from the vehicle.

Clamp the blocks safely to a bench or vice before cutting.

Use a jigsaw with a fine-tooth metal blade or similar and carefully trim away excess to allow for the bumper to be installed.

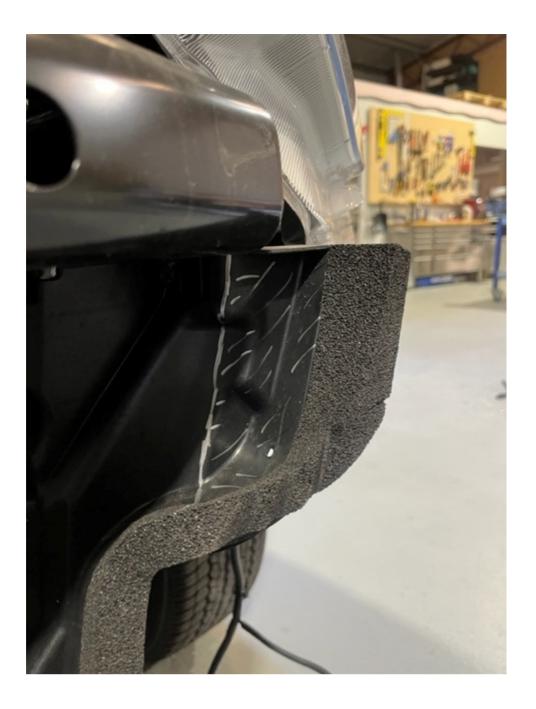


Reinstall blocks to each side.



Step 14: Trim of corners to air flow plastic "wings" below lights to both sides.





Step 15: Before installing bumper, mark a line parallel with the edge of the existing structure as shown in picture.

Trim off metal inner fender wall to both sides of vehicle using a fine-tooth metal blade in a jigsaw or similar tool.

This can be done afterwards but increases the risk of damaging the bar.

Smooth off the cut edges and seal with primer to eliminate corrosion.



Step 16: Install all lights, indicators, sensors and any other aftermarket parts to bar work and prep for installation.

Mount bar with 2-3 people and install 1 mounting bolt to each side for temporary installation.

Bolts supplied all have nyloc nuts, it's easier to use regular non locking nuts for this purpose.

Once final adjustments have been made and bar has 14mm clearance around all edges, install 2 more

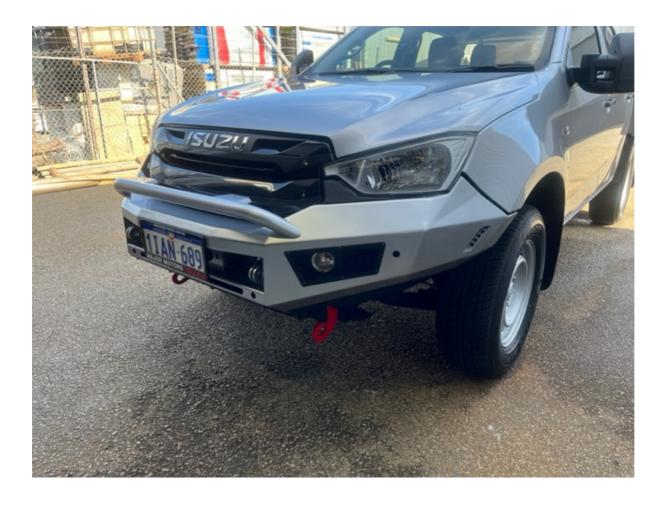
Bolts to each side with nyloc nuts and tighten before removing temporary bolts.

Install all other bolts and tighten to torque specs.

Connect all wiring to required items.

Remove the main grille from bumper and install back onto vehicle.

Reinstall all parts in reverse order or removal.



Step 17: Mark and trim wheel arch liner to suit new bar work and install along with mud guards.



Step 18: Install 2 side lower bash plates with Bolts provided.

Paint Silver screw heads if so inclined.

## SIDE BASH PLATES BY SPECIAL ORDER ONLY.



Step 19: Install center baseplate with bolts provided. Reuse 2 bolts from factory to mount bashplate to existing location.

Replace nuts with nylons or to prevent loosening and possibly loosing the plate.

Paint bolt heads black if so inclined.

