



SHORELINE 4X4 INSTRUCTIONS

EXTREME SERIES BULLBAR

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 (non-acidic or alkaline based).
- Ironman 4x4 recovery points are FEA tested during design and destruction tested during development
- 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.



Shoreline 4x4

Extreme Series Bullbar X-1

Fitting instructions

Y62 PATROL



EXTREME SERIES XI

- 1) Remove front bumper and grille. Grille held in by 4 points. 2 on the head light which require squeeze to get undone and middle lower 2 each side you pull. Do not pull on grille upper tabs.

The bumper is held in by various bolts under the car and guards, 10mm bolt inside the guard which you need to undo by pulling mud flap to access. Then using a pick tool you remove the corner facia to access other bolts. You need to undo the top covers in the engine bay to remove the grille, also using pick tool to pop them up.



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Remove the black bumper retainer shown in this photo held in by 2x 10mm bolt screws.

Unclip all harnesses including camera harness on the grille behind the badge. You will need extend the harness for radar by unclipping the retaining plugs

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from the car.



You will need take care with radar, avoid rattle gun vibration near it etc and try to keep unplugged for shortest time possible.

SEE 2ND LAST PAGE FOR RADAR ALIGNMENT, YOU WILL NEED TO LEVEL ONCE BAR INSTALLED. BEFORE YOU PUT ON THE BASH PLATE.

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Remove the air dams near head lights or you can trim to suit profile of the bar which only possible by putting bar on marking and removing. If you are fitting a winch unbolt the middle support bracket in the centre of the car above winch plate – Fits runva 11xp premium height.

- 2) Install the cradle onto the chassis rail ends. Bolts should be finger Tight as you need to align the bulbar later. The bar comes with 2 chassis extension brackets which get bolted to front of the chassis before the cradle.

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Remove the sensors by unclipping the harness from bumper, ensure you maintain correct sensor direction, you remove all double sided tape sensors by using heat gun and razor blade, they are double sided taped on. The park sensors try and clean up the excess double sided tape and glue into new bulbar with correct orientation, if you are using super glue be careful with amount applied as glue vapours will escape through the front of the bar and leave white residue(you may wish to apply tape front side of bar to prevent this)

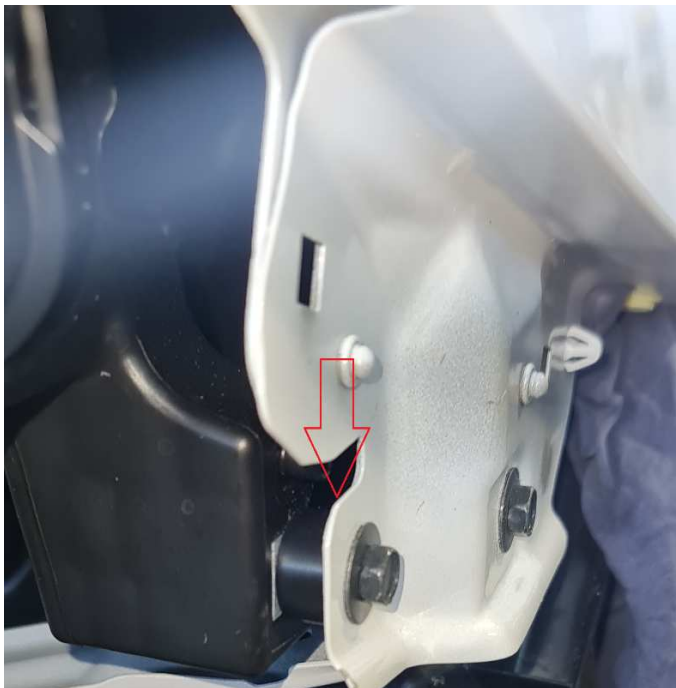
You must support the outside wires by pushing existing retaining clip onto the

note: if park sensor wires are tight, you must unpick the harness so increase the slack.
note : test fit washer in bar before removing foam or gluing to ensure flush with bulbar.
note: while most harness has clips with teeth pushes onto reinforcement on back of bar, where not supported use cable ties to support, generally in the ribbing gaps.

The Y62 bullbar is designed to suit slim line flare, if you do not have follow guide below
This kit is optional, if required please order sales@shoreline4x4.com.au



spacing guards to suit bar - each side of guard is held in with 2 bolts, remove bolts and install washer x2 each side as per below. use the longer factory bolts you removed from bumper in lieu of original bolts as they are too short.



Bash Plate : you will need to install a rivnut on drivers side to secure bash plate.

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bulbar reinforcements.





You also glue in the washer jets. The water line for washer jets can either be cable tied where possible or you can use double side tape cable tie patches(not supplied)

The radar simply bolts in with 3 bolts into new location.

- 3) We recommend you bolt on cradle finger tight enough so you can move the cradle left to right if you need too. Use 10-15mm foam (clark rubber) or cardboard of equal depth and tape to the bulbar where bar meets guards, use a tape which does not affect the paint. See images below typical image

NOTE : under each headlight 2 little plastic tabs which you can cut off with razor

This will create an even gap on both sides, vs trying to align 1 side at a time. We also recommend using same foam under the head lights to maintain the correct gap

- 4) At this point with everything loose do a quick line up with foam in place. Once the bar is aligned left to right you can tighten the cradle. At this point install all the bolts loose into slots. If you have a helping hand have them hold bar in place while you tighten the middle bolt only to about 70% this will allow you to tilt the bar back or forth to bring it into line with the guards. It also has some play up and down if needed.
- 5) The black inner guards need to be trimmed to suit the profile of the bulbar and be secured in place so they do not move around.

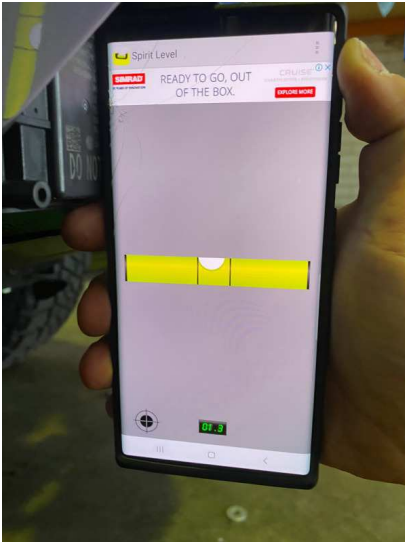
Alignment

The bulbar has slotted holes which allows the bar to be adjusted forwards or backwards on either side. If you have done without foam and have 10mm gap on the left side and 6mm gap on the right side the bar should be repositioned to create an even 8mm gap on both sides.

Pinch Weld & Movement.

You may prefer to fill the gaps between bar and guard with pinch weld (not supplied) Available from clark rubber or online you can purchase 1m bulb type pinch weld for approx. \$12 per meter. If you have heavy loaded 4wd, eg canopy or tools you may find your body moves far more than standard tub and that your bar needs to be positioned further away from the guards, in this case the use of pinch weld may suit your needs to give the continuous look

Radar Level



Download Level App
Radar Must be max 1.5Degree. 0 Degree level optimal

In your kit you will find black spacers to get radar level depending on how you aligned the bar on tilt you will need to combine spacers or cut them until radar is level.

once confirmed you can install the cover

THIS CAN NOT BE DONE ON A HOIST.
MUST BE LEVEL SLAB

THE COVER CAN NOT TOUCH THE RADAR -A SMALL GAP SHOULD EXIST AFTER YOU INSTALL THE COVER.

bash plate update : Selected models and years have tow hooks in different positions. The most recently batch of bars now has a bash plate in which you cut out section to suit your tow hitch setup. we have pre laser cut the areas to aid in the cutting. all models will require cutting of bash plate.

Depending on the year the bash plate angle at the car cross member may require metal spacer washer. if you require this please email sales@shoreline4x4.com.au to have one sent out.



Paint Protection

If you have purchased a colour coded bulbar, you must keep in mind the paint is fresh, while it is 2pac painted and baked the coating takes several weeks to fully cure and harden, in this time you should minimize the amount of debris which can strike your bar. If you do get stone chips later in time you can purchase paint matched pens for approx. \$34. Its critical you maintain and look after your bar by touching up stone chips then light buff to blend in. If you have any questions about your install, please email sales@shoreline4x4.com.au