



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).

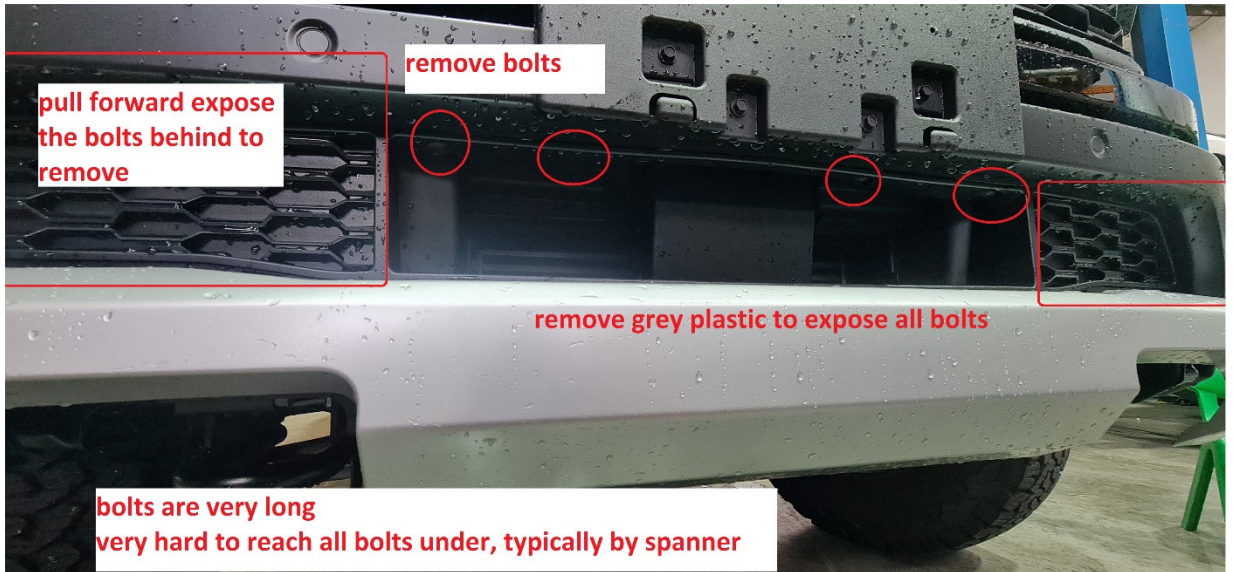
- recovery points have been designed as a matching pair, supplied as right and left sides for vehicle-specific fitment.
- Do not use this recovery point for any other vehicle make or model other than the one intended.
- Do not alter or modify the recovery point in any way. Doing so may compromise the 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.



- 1) Remove the factory bumper, you can remove the whole bumper as one then remove all wiring from that plastic bumper, first you need to disconnect the main harness from under the front grill, cut the cable ties that hold it and pull it through. 2x 8mm sockets either side of grill near headlights hold it in place. To pull grill forward grab the plastic big tabs which integrate to headlights and give sharp hard pull, they are just pressed into headlights. The grill does not need come out so don't over pull whole grill.



- 2) Remove plastic bumper



- 3) You can leave everything else in place. You need to unpick the harness from the plastic bumper, good luck and enjoy. Once removed we have provided sensor extenders, so the sensors reach the new locations on the bar. Current batch requires the outside holes 27mm to suit the 6th outside sensor OR you can drill 18mm hole and use the 3d printed surround provided. Put tape and step drill bit.



- 4) The remaining sensors we have 3d Printed which require double side tape(not provided) and recommended you also put Sikaflex or similar on the back to ensure never falls out.



- 5) install winch cradle and bolt tight. Before you install bar now is time decide if running loop or not. Install loop before bar if so.
- 6) Install radar with plug in facing towards to sky. Due to bracket design it can be installed upside down so be careful you install as below with bump (electrical connect) at the top when bar is installed.



- 7) The bar reuses factory fog lights, reinstall fog lights install the bar. Passenger side has thinner gauge wires in which if you are wiring up the fog lights you can jumper off this side using the small connector harness, either press clip or solder in. The main fog LED which is larger wattage must be connected via a harness (not supplied) or recommended that you connect those when wiring a led bar (in parallel) the standard arrangement is to connect

DRL part only, Wiring anything else is extra cost.



- 8) The wireharness goes under the mounting brackets and secure with cable ties.
- 9) The radar must be between 0 to 1.6degree max, download digital level app hold to radar when bar is installed on level ground. You must check this before gluing on the radar cover. If you have large phone turn side ways hold to radar, standard preset on bars is between this but if you have tilted you bar it maybe out of alignment.
- 10) Install bash plate – tolerances are tight with bash plate, may require realignment or hole elongation if slightly out.
- 11) Install Number plate.