

# TRUNDLES

NOTE: IF YOU ARE UNSURE ABOUT GENERAL FITMENT PLEASE CONTACT US BEFORE YOU START FITTING THIS COMPONENT TO YOUR VEHICLE.

TRUNDLES CANNOT BE HELD RESPONSIBLE FOR ANY FURTHER MODIFICATIONS OR DEVIATIONS FROM THE GIVEN INSTRUCTIONS LAID OUT IN THIS FITTING GUIDE.

## RECOVERY POINT (RPCOLO2) FITTING GUIDE

### HOLDEN COLORADO RG / ISUZU D-MAX 2012-ON

The RP-RAN02 has been designed for fitment on Holden Colorado RG & Isuzu D-Max 2012-On with Standard Bumper. If a bull bar is fitted, modifications might be required to the bar bracket, and/or additional hardware might be required (longer bolts etc.). We have included additional bolt holes in the tow point to cater for the common bull bar bolt locations.

**Trimming of the front plastic valance is required - a slot is required to be cut (approx. 30mm x 35mm) on each side of the front plastic valance to allow clearance for tow point installation.**



**TESTED TO 5000KGS  
PER TOW POINT**

#### **HARDWARE SUPPLIED WITH RPCOLO2**

1x RP-COLO2L Tow Point  
1x RP-COLO2R Tow Point  
2x 36mm Spacers (on wires)  
2x 5mm Square Spacer  
4x M12 x P1.75 x 90L Bolt  
4x M12 x P1.75 Nyloc Nuts

8x M12 x 29Ø Shaved Washer  
4x 8mm 25Ø Spacers  
2x M10 x P1.25 x 35L Bolt  
2x M10 x P1.25 x 45L Bolt  
4x M10 x 29Ø Washer

Ensure all supplied and specified components are used during the installation of tow points. Failure to do so will significantly reduce the Working Load Limit (WLL) specified for each individual point (5000kgs), which can result in serious injury or death.

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10-12 Cory John Place, Bell Block, New Plymouth  
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1. Put vehicle on hoist, remove wheels (can be done on ground—the hoist & wheel removal just makes it easier to access all required locations).

2. Remove Front Metal Skid Plate

3. Trim front plastic valance (splash guard) - 70mm in from side. Trim a 30mm wide slot - 35mm deep - on both sides of skid plate.

4. Work on one side at a time.

5. Remove two lower outer bolts (under chassis rail). Tray will hang slightly. These holes will be reused for the underside tow point fixings.

6. Insert 36mm Spacer (on wire) into chassis rail.

7. Insert M12xP1.75 x 90L bolt, with shaved washer, from inside of chassis rail. Line up so it slides through 36mm Spacer located in Point 6 and push through chassis rail. Push radiator slightly back on rubber mounts to allow for bolt head clearance.

8. Install 25Ø spacer on bolt thread.

**NOTE:** Always use tow points as a matched pair teamed with an equalising bridle during any recovery situation.



You might have to push the radiator back to get clearance for the bolt. The radiator is on rubber mounts & will push back slightly to give you the clearance required.



Step 7

Spacer goes here.



Step 8



Step 9

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9. Place tow point into position. Line up and push bolt through tow point. Finger tighten with nyloc nut & shaved washer.

10. Place another M12xP1.75 x 90L bolt with shaved washer and 5mm Square Spacer into position. Install from inside of chassis rail through to the front top hole in the tow point. Finger tighten.

11. Slide 25Ø spacer into gap between the chassis and tow point at the front lower bolt hole.

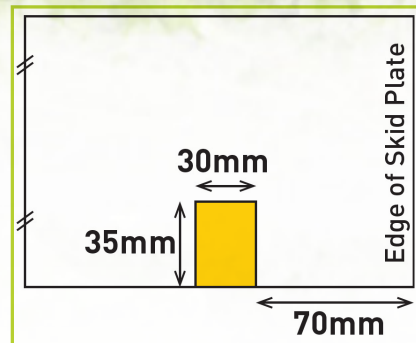
12. Install M10xP1.25 x 45L bolt and 29Ø washer into front bottom bolt hole.

13. Install M10xP1.25 x 35L bolt and 29Ø washer into rear bottom bolt hole.

14. Tighten all bolts to relevant torque specifications.

15. Repeat for tow point on the other side.

16. Reinstall Front Metal Skid Plate.



**All bolts to be tightened to the appropriate torque value based on nominal size, pitch and grade, or OE manufacturer's specs.**

	8.8	10.9	12.9
<b>M10</b>	41-60 Nm	59-85 Nm	65-94 Nm
<b>M12</b>	71-105 Nm	102-150 Nm	114-164 Nm
<b>M14</b>	112-168 Nm	161-240 Nm	182-265 Nm
<b>M16</b>	175-260 Nm	250-371 Nm	282-406 Nm

