

TRUNDLES

AUTOMOTIVE LTD

RECOVERY POINT (RPRAN01) FITTING GUIDE

FORD RANGER / MAZDA BT50 GEN 1



HARDWARE SUPPLIED WITH RP-RAN01

1x RP-RAN01L Tow Point
1x RP-RAN01R Tow Point
2x M12 x P1.75 x x115L Bolt
2x M12 x P1.75 x 140L Bolt
4x M12 x P1.75 Nyloc Nut
4 x M12 Flat Washer

12 x M12 x 29Ø Shaved Washer
2 x M12 x 23Ø Shaved Washer
2 x M10 x P1.25 x 35L Bolt
2 x M10 Split Washer
8 x M12 Split Washer
2 x 26mm Spacer Tubes

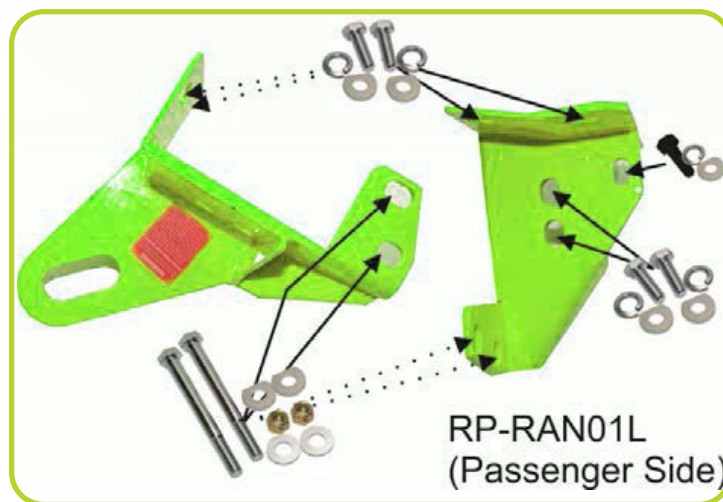
Ensure all supplied and specified components are used during the installation of tow points. Failure to do so will significantly reduce the Working Load Limit (WLL) specified for each individual point (5000kgs), which can result in serious injury or death.

The RP-RAN01 has been designed for fitment on Gen 1 Ranger & BT50 with standard bumper or factory alloy bar. If a bull bar is fitted, modifications might be required to the bar bracket, and/or additional hardware might be required (longer bolts etc).

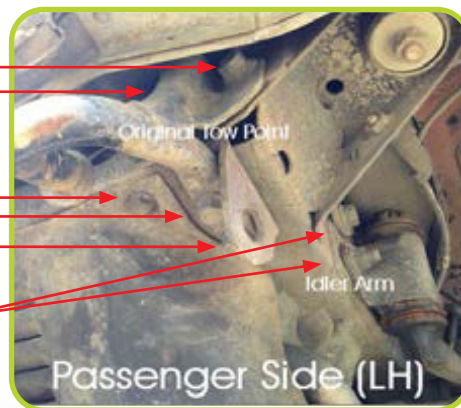
PASSENGER (LH) SIDE POINT

Remove the existing Tow Point and front bolt only of the idler arm, plus additional bolt above the idler bracket and bash plate (as indicated below). Install tow point and bolt up.

Uses the 2x M12 x P1.75 x 115L bolts.



Existing 7 bolts to be removed and replaced with kit hardware for correct tow point installation.



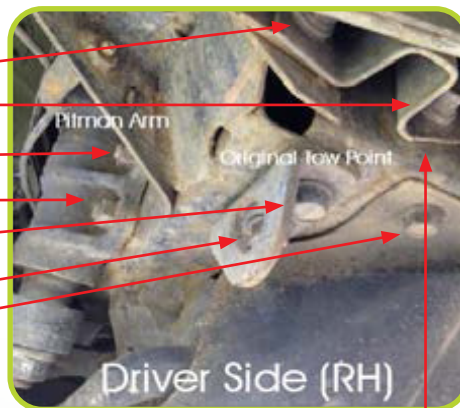
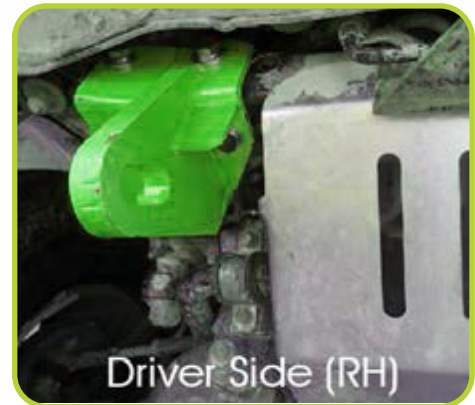
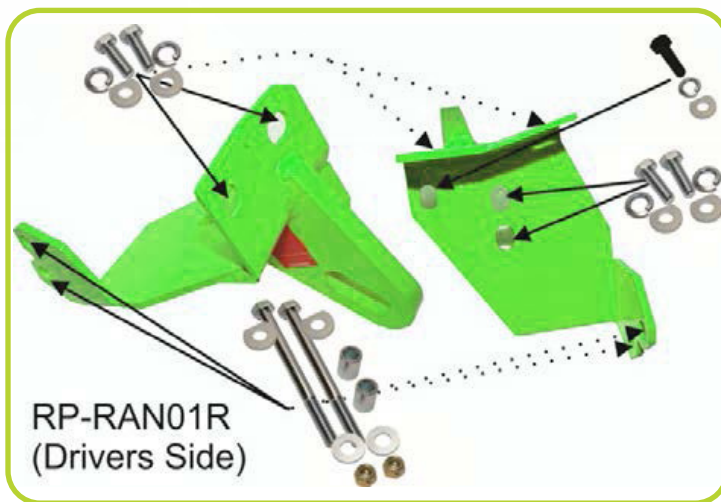
NOTE: Always use tow points as a matched pair teamed with an equalising bridle during any recovery situation.



DRIVER (RH) SIDE POINT

Remove the existing Tow Point and two front bolts only of Pitman, plus additional bolt for bash plate (as indicated below).
Install tow point and bolt up.

Spacers required between Pitman arm and tow point.



Existing 7 bolts to be removed and replaced with kit hardware for correct tow point installation.



NOTE: This bracket may be welded on later models. Check before fitment - to fit tow points this will need to be cut off.

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
M10	41-60 Nm	59-85 Nm	65-94 Nm
M12	71-105 Nm	105-150 Nm	114-164 Nm
M14	112-168 Nm	161-240 Nm	182-265 Nm
M16	175-260 Nm	250-371 Nm	282-406

Read entire instructions before commencement to understand varying instructions for different bull bar applications.

9. The under bar wings (of ARB bull bar) will need minor trimming in order to fit with RPHIL15V3.

See Figure 5 - Side Wings modifications

See Figures 6, 7, 8 - Center Tray modification

See Figure 9 - Trimming complete overview

10. With all guards bolted in place, tighten the slotted angle bracket to the recovery point.

11. When fitting with an Opposite Lock or PIAK bull bar, some steps will vary.

IMPORTANT: Keep outer bull bar mounting plate when fitting with OL bull bar.

12. Center bolt hole through chassis, be sure to use existing crush tubes.



Figure 5

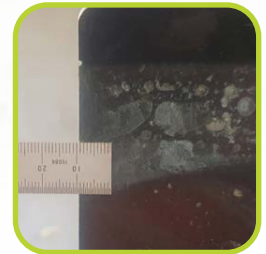


Figure 6



Figure 7



Figure 8



Figure 9 - Trimming of Guards complete and refitted with RPHIL15V3



Figure 10 - RPHIL15v3 Fitted with Opposite Lock Rear



Figure 11 - FINISHED PRODUCT