

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.

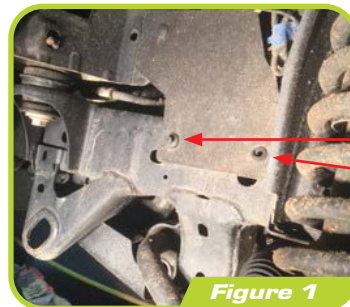
RECOVERY POINT (RPRAN02) FITTING GUIDE

FORD RANGER PX / MAZDA BT50 GEN 2

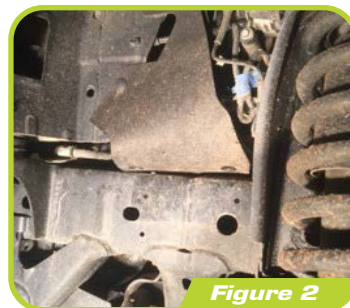
The RP-RAN02 has been designed for fitment on Gen 2 Ranger & BT50 with standard bumper or factory alloy bar. If a bull bar is fitted, modifications might be required to the bar bracket, and/or additional hardware might be required (longer bolts etc).

Required for both sides of vehicle:

1. Place vehicle on hoist and remove both front wheels.
2. Remove bash plate (optional - but makes it easier!)
3. Remove two screws from the lower edge of the rubber inner guard flap, both sides. Tuck flaps up in behind the chassis rail (out of the way for tow point installation).
4. In the kit there are 5 x "Nuts on Wire's" (NOW's) and equivalent lead edge bolts (with 15mm non-threaded ends).
Pre-screw and undo these to ensure they have a smooth easy fit. If not, apply some lubricant until they screw freely.



Two Screws to be removed from rubber inner guard flap



Tuck flaps up in behind chassis rail (out of the way)

HARDWARE SUPPLIED WITH RP-RAN02

- | | |
|----------------------------------|--|
| 1x RP-RAN02L Tow Point | 1x Black Spacer (With Locating Hook) |
| 1x RP-RAN02R Tow Point | 5x M16 x P2.0 Bolt (15mm Non Threaded) |
| 1x M16 x P2.0 Bolt (standard) | 5 x M16 x P2.0 Nut on Wire (NOW) |
| 1x M16 x P2.0 Nut | 4 x 4mm x 70mm Locators (Dowel Pins) |
| 6x M16 Washer | |
| 1x Black Spacer (Standard Round) | |

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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TRUNDLES AUTOMOTIVE LTD - 4X4 Specialist
10-12 Cory John Place, Bell Block, New Plymouth
sales@trundlesautomotive.com
www.trundlesautomotive.co.nz

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PASSENGER (LH) SIDE POINT

1. Bend shape on NOW's to prefit required location (see Figure 3).

2. Insert NOW's into chassis rail in order of: Rear first, forward second. Push wire for rear NOW to upper section of the chassis rail to allow clearance for the front NOW to pass.

3. Place tow point into position on the chassis rail. Offer up plate at a slight angle to fit behind the body mount bracket. Insert 70mm locators (dowel pins).

4. Hand screws lead edge bolts, fitted with standard washer, to suit. Install rear bolt first, then forward bolt second. Finger tight only.

5. Install standard round black spare behind existing tow point hole, and fit the bolt & washer to suit (see Figure 4,5).

6. Tighten bolts to 160nm, keeping locators (dowel pins) in place to stop NOW's from spinning.

7. Remove locators (dowel pins). Fold rubber inner guard flap down and refit screws to pin holes in point (see Figure 6,7).

8. Tighten front bolt to 160nm.

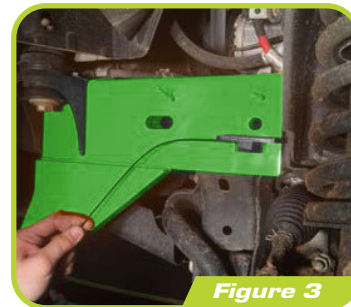
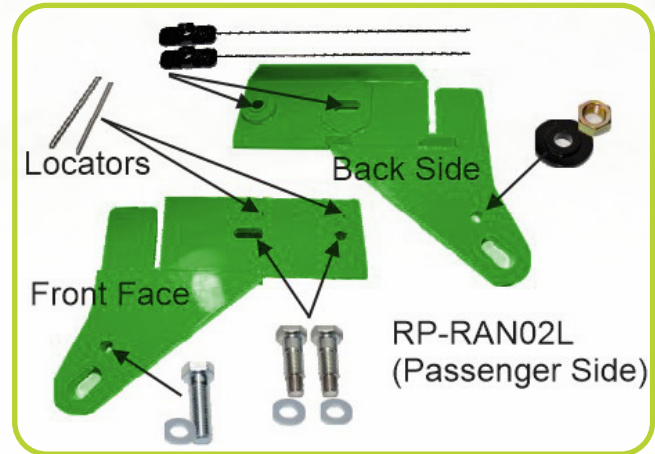


Figure 3

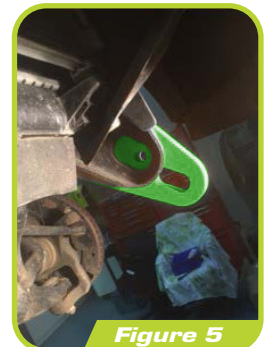


Figure 5

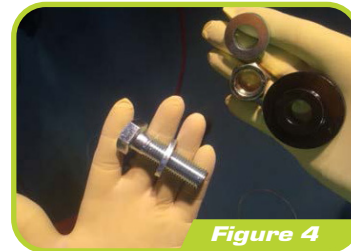


Figure 4

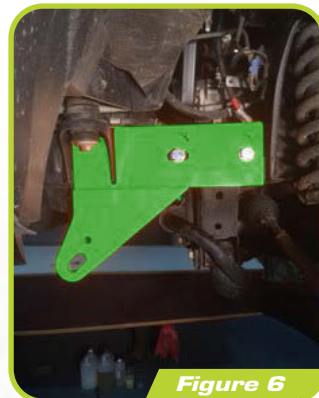


Figure 6



Figure 7

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



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DRIVER (RH) SIDE POINT

1. Bend shape on NOW's to prefit required location (see Figure 8).

2. Insert NOW's into chassis rail in order of: Rear first, forward second (Push wire for rear NOW to upper section of the chassis rail to allow clearance for the front and middle NOW's to pass) and middle third.

3. Install Black Spacer with locating hook to chassis rail for front hole (see Figure 9,10).

4. Place tow point into position on chassis rail. Offer up plate at a slight angle to fit behind the body mount bracket. Insert 70mm locators (dowel pins).

5. Hand screw lead edge bolts, fitted with standard washer, to suit. Install rear bolt first, then forward bolt second, and middle bolt last. Finger tight only.

6. Tighten bolts to 160nm, keeping locators (dowel pins) in place to stop NOW's from spinning.

7. Remove locators (dowel pins). Fold rubber inner guard flap down and refit screws to pin holes in point (see Figure 11).

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 Nm

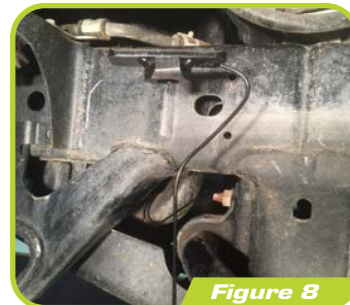
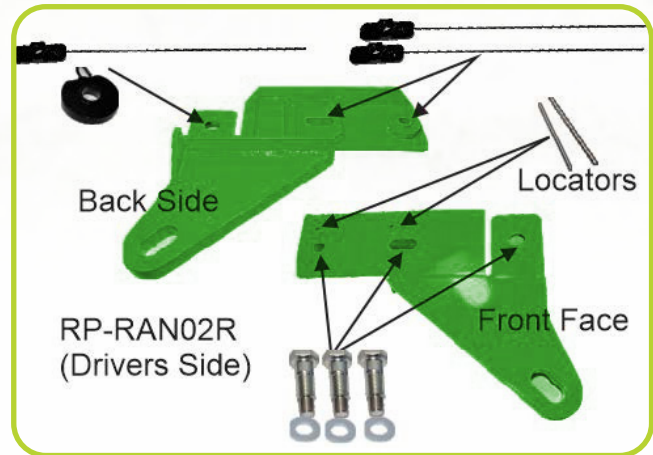


Figure 8

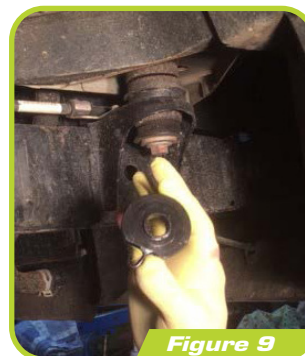


Figure 9

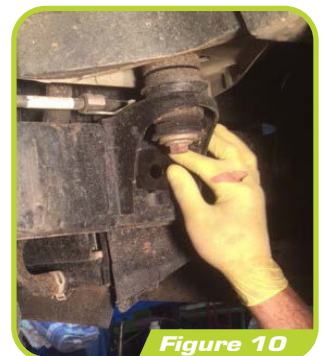


Figure 10



Figure 11

TRUNDLES RECOVERY POINT (RPRAN02) FITTING GUIDE

POST JUNE 2018 VEHICLES

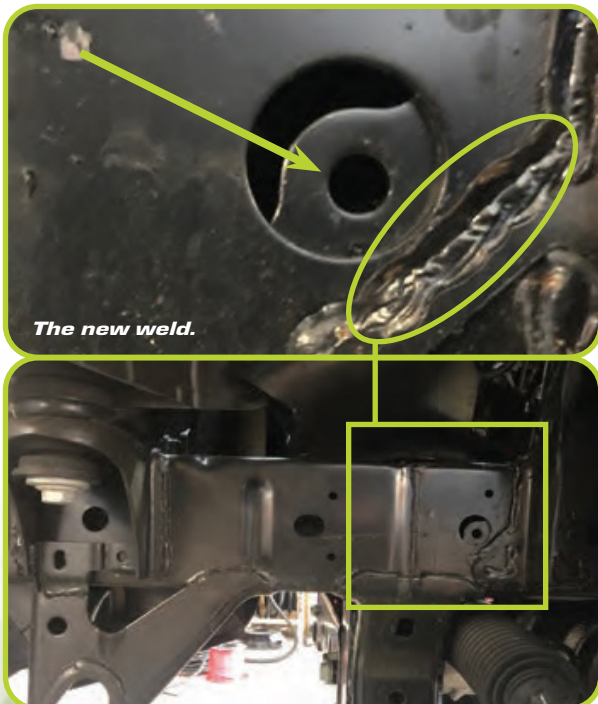


Applicable to vehicles manufactured post June 2018.

A stiffening plate installed inside the chassis rail affects access to one hole used in the fitment of RP-RAN02 (see Figure 12).

Using a step drill, enlarge this hole to allow fitment of the supplied hardware. The spacer pictured will require modification to clear the new weld not present on previous vehicles.

The nut plate will sit behind the stiffening plate, with the bolt passing through.



The new weld.

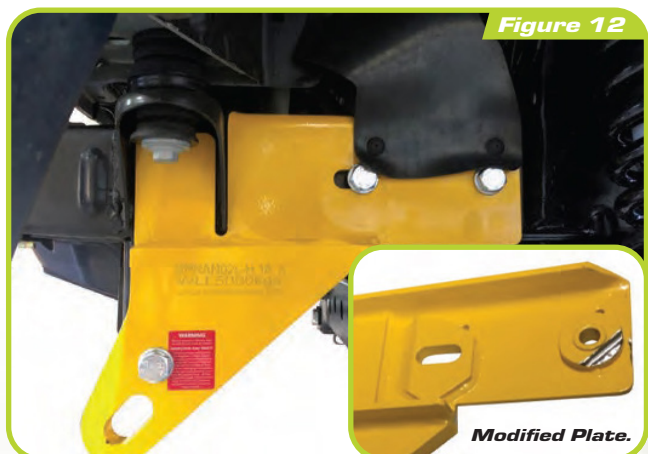


Figure 12

Modified Plate.