



FITTING INSTRUCTIONS: 80 REAR BAR.

INSTALL TIME: APPROX 3 HOURS.

EQUIPMENT REQUIRED:

- Socket set.
- Grinder.
- Hand Saw.
- Pliers.



**INNER CHASSIS
BRACKETS**



FRONT PLATES



**FRONT CHASSIS
CLAMPS**

STEP 1:

Remove the factory plastic bumper from your landcruiser. To do this you will need to remove the factory mudflaps and all bolts and screws that hold on the plastic bumper. Once the plastic wings have been removed you will need to remove the aluminium strip that sits along the top of the chassis, this can be done by removing the bolts that will be found on either side of the aluminium strip. Following this you will need to remove the factory plastic bumper brackets that will be found on the side of the vehicles chassis.

STEP 2:

Remove the plastic bumper brackets. Your landcruiser will have small brackets that are welded to the chassis on both the left and right side. These brackets serve the purpose of holding in place the factory plastic bumper, in order to install The Cruiser Company's rear bar you will need to remove these brackets to allow the new rear bar to slide over the chassis rails. To remove these mounts you will need to utilise a grinder. Carefully cut next to the welds on the bracket until the bracket breaks free from the chassis leaving only the welds behind, be careful not to cut into the chassis. Once the brackets are removed and the welds are left behind, carefully grind the welds away until the chassis is left bare and clean, do not grind into the chassis rail. You may want to paint the exposed metal after this stage in order to prevent rust.

STEP 3:

Trim the bottom bracket of your flare. When install of The Cruiser Company rear bar begins, you will notice that the bar sits tight to the side of the vehicle and beneath the flare, in order for this accurate fitment to occur you must first trim the bottom mount of the vehicles flare, this will allow the bar to sit beneath it uninterrupted. In order to complete this stage a hand saw may be used, however be cautious not to damage the paint or panel of the vehicle.

STEP 4:

Trim the plastic guard that is present underneath the left hand rear wheel arch. In order to make way for the rear bars front mounts, the plastic guard under the wheel arch will first need to be trimmed, in order to accurately do this, you should hold up the front plate provided with the purchase of the rear bar to mark out the cut line which will be above the front plate.

STEP 5:

Slide the rear bar onto the vehicle without any of the swing away carriers fitted. Find the inner chassis brackets that have been provided with the purchase or the rear bar and slide them inside the chassis rails so that the nuts face the inside of the vehicle. Carefully align the bar so that it slides over the chassis rails of the vehicle, you will notice that the bottom of the main brackets is bent down, this is so that it can clear the lip of the chassis cross member, this may be tight when fitting. Once the bar has been slid over the chassis, use the provided bolts to fasten the bar to the chassis, tighten the bolts on the side of the chassis first and ensure the bar is sitting in the correct location in relation to the flares before tightening. Once the side bolts are tightened, tighten the bottom bolts, this will cause the bracket to bend in to meet the chassis.

STEP 6:

Fit the front chassis clamps to the chassis. To do this you will need to slide the clamps over the top of the chassis and push them down and align them with the furthest most forward part of the bars side wings. It is usually easiest to get the clamps over the chassis from behind the rear wheel arch, under the quarter panel.

STEP 7:

Fit the front plate which spans the distance between the chassis clamp and the front of the bars side wings, the front plate should sit behind the front of the bars side wings and in front of the bars chassis clamps.

STEP 8:

Fit the carrier arms. To do this you will need to first place the dust seal over the swing away stub, then place the larger bearing (cone side up), then you will need to place the swing away arm on top followed by the smaller bearing (cone side down). Finally install the washer and then nut followed by split pin and bearing cap. Ensure all bearings are properly greased throughout this process. Once this is completed, the gas strut should be clipped onto its ball joint located beneath the carrier arm.

STEP 9:

Wire up the tail lights. To do this you will need to tap the wiring looms from each of the tail lights attached to the bar into the vehicles trailer plug wiring.

STEP 10:

Adjust the carrier arms. Use the adjustable bump stops for the carrier arms to control how far you would like the arms to open. A long bolt has been included as the bump stop to give optimal range of adjustability, if you wish to adjust the bump stop all the way in, you may need to trim the length of the bolt so that it does not collide with the vehicles body.

STEP 11:

Install spare wheels. Lift the spare wheels onto the studs of the carrier arms and tighten the provided nuts. Do not over tighten these as the studs are tapped into the 5mm steel plate which the wheel sits against, therefore if overtightened, these tapped holes may strip out. As a precautionary measure, it is recommended to hold the bolt head whilst tightening the wheel nuts.

STEP 12:

Install the foam pad for swing away arm. Included with your purchase is two foam squares with adhesive backing, these are intended to be fitted behind the swing away arms latch to soften the close of the arm.