



## 80 Series Rear Bar installation

### **FITTING INSTRUCTIONS:**

80 Series Rear Bar

### **INSTALL TIME:**

Approximately 5-8 hours.

### **EQUIPMENT REQUIRED:**

- Step drill bit - up to 16mm + Drill.
- Floor Jack
- Black etch primer paint for chassis.
- 8-10-12-14-16-18-21-22mm spanners and sockets
- Large adjustable shifter
- Allen key set
- Hammer
- Angle grinder or oscilating multi-tool for cutting bumper (multitool for cleaner cut)
- Masking Tape
- Tape measure
- Bearing grease
- Loctite

### **STEP 1: FACTORY REAR BAR REMOVAL**

Remove existing rear bar/factory setup. Some of the bolts may be rusted in.

### **STEP 2: DRILL**

Drill holes pointed to roughly 14mm, the point is to remove the factory captive nuts as they interfere with our sandwich plate. Repeat on the passenger side and touch up with black etch primer when complete.



#### STEP 4: NUT PLATES AND CHASSIS CLAMPS

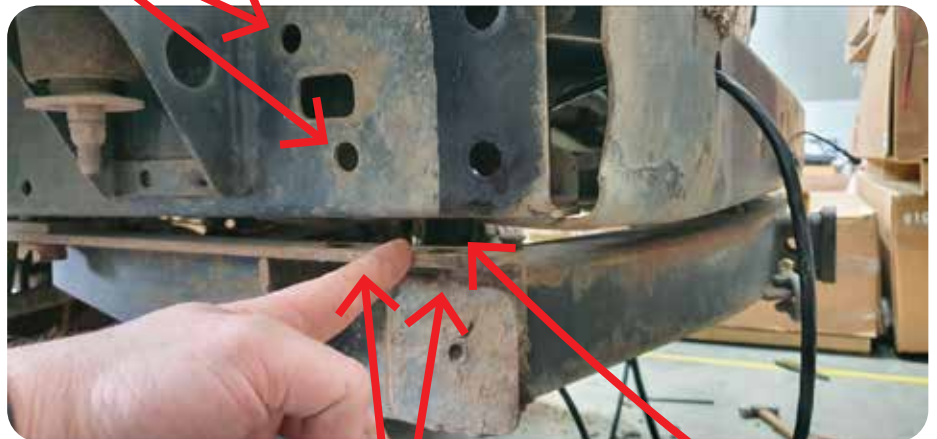
Locate the shims, nut plates and chassis clamps. You should have a left and right of the clamps and nut plates.



Install the chassis clamps as show above (top right) You can also put the clamp on from underneath depending on your exhaust/long range tank,



Insert the nut plates into the chassis so the nuts line up with the holes further in the chassis (Don't bolt them up yet)



Remove the front tow bar bolts and loosen the rears so the front of the tow bar drops (if applicable). Not all 80 series tow bars use these mount points. If you have a spacer here remove it (some brands have it welded on, cut the welds and remove it) Your rear bar will form the new spacer. Leave everything loose.



### STEP 5: PRE FIT

Before installing the bar pre fit your lights (reverse lights if optional) Latch hooks, Strut balls for gas struts



### STEP 6: FLARE TRIMMING

If Applicable trim your flares. On the factory fitted flares trim along the line shown below. On aftermarket flares you will need to offer up the bar with two people holding it then check where they will need to be trimmed.



## STEP 7: INSTALL THE REAR BAR

Using two people fit the rear bar on the car, you will need to slip the lower mount of our bar between the tow bar mounts and chassis if you have that style of towbar.



Loctite and loosely install the m10x35 with load rated washers into the nut plates on both sides of the chassis. Loosely install the 4x m12x50 1.25 bolts with large gold washers into the captive nuts. If you have no captive nuts on the drivers side you will need to reuse the tow bar nut plate or drop the bolts down from the top and install the nut with large washer.





**STEP 8: WING TO CHASSIS PLATE AND CHASSIS CLAMP**

Install the wing to chassis plate with the provided m10x35 nuts with load rated washers (silver or gold)  
Install the m10x80 shank bolt through the hole on the chassis clamp. Tighten until the chassis clamp bends right around the chassis



**STEP 9: TIGHTEN ALL CHASSIS BOLTS**

Check alignment of the rear bar before tightening all bolts and nuts. If you are running 35's we suggest moving the bar back as far as possible to create space in the wheel arch.

### STEP 10: LATCH PRE ASSEMBLY

Assemble the Latches as shown in the pictures below. Do not install the eyelet bolt yet as it obstructs access to bolting the latch base on. Take special note of the washers being used to space the pins out, these washers are on your eyelet bolts. Please use a grease between all the surfaces to ensure long term smooth operation. Once fully assembled bolt them to the latch drop downs and adjust to suit.



### STEP 11: LOWER BEARING INSTALL

Grease the stubs, inside of the sleeves and pack the bearings. Fit the large bearing in the bottom then fit the seal using a block of wood to evenly tap it down, use a series of soft blows making sure you keep bearing level with the sleeve. If it tilts over reset its position and continue. Once it begins to seat you may hit it harder into place until it is flush with the bottom of the sleeve.





### STEP 12: CARRIER ARM ASSEMBLY

Assemble your carrier arms with your chosen accessories. Install your latch drop downs with the supplied m14x 30 and latches with the stainless button head m8's as shown in the picture below. Install your gas strut balls and gas struts. Install the m10x35 with 2x nuts into the hole on the carrier arm that hits the bump stop. **DO NOT LET YOUR CARRIER ARM FREELY SWING OPEN AND STRIKE THE BUMP STOP.** You should always guide your carrier arm out for the safety of others and to ensure a long life span of the bump stop.



### STEP 13: CARRIER ARM INSTALL

Gather the remaining parts of your bearing kit (castle nut, small bearing, washer, split pin and tin cap). Ensuring the small bearings are pre greased, install the arm onto the stub. Place the washer and castle nut on and tighten until tight, then swing the arm open and close until moving freely again (this is done to ensure the bearing seats properly on the stub, skipping this step can lead to play in your carrier arm). Tighten again and check movement, repeat the previous step if arms still move too freely. Once they feel snug you will need to either tighten or back the nut off slightly to align the split pinhole as seen below. Take note of how much thread is showing below the split pin.



#### STEP 14: BEARING CAP

Install the tin cap, we recommend finding something that will go around it and just contact the flange marked below.



#### STEP 15: LIGHT WIRING

If you are not confident in your ability to wire the lights into the car we recommend using a local auto electrician to install your rear tail lights. They can be wired into your trailer plug or into the back of your tail lights.

#### STEP 16: BOLT CHECK

Bolt check! Double check every bolt on the bar. We also recommend checking again after 100km of driving.

#### STEP 17:

ENJOY, don't forget to send us photos and feel free to call through for any assistance.

