



## STEP 1\_

All captive bolts in this fitting kit are to be installed using the above method. Our fitting kit uses pre-existing mounting holes on the van, ensuring a simple and hassle free installation. We like to begin with the rear brackets.

## STEP 2\_

Both of the rear bracket t-bolts can be installed by inserting the plate-end of the bolt into the pre-existing holes shown. The bolt should then be rotated in the hole to sit level and perpendicular to the frame to ensure a snug fit.



## STEP 3\_

With both bolts installed, the rear brackets can be offered up over the threads to sit flush against the frame of the van. These brackets are handed, so need to be installed in the correct orientation as shown above. These brackets fit with the mounting plates facing towards the front of the vehicle.

## STEP 4\_

There is no adjustment on this bracket, so these can be fully installed and secured in place. Install the penny washer first, followed by a spring washer, and finally the nut. No specific torque settings are required for these, simply ensure they are tight and even fix with a small amount of thread lock (not supplied) if you see it necessary.

**CONTINUED...**



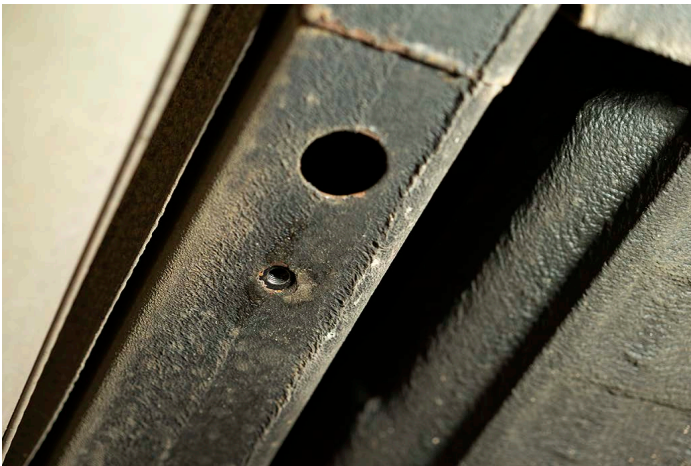
## STEP 5\_

With the rear brackets installed, you can now move to the front. The two pre-existing holes at the front of the van are a little harder to locate, but can be found in the sill adjacent in the inner frame. Install these t-bolts using the same method as the rears.



## STEP 6\_

As for the inner frame mounting hole, a rectangular captive nut is used rather than a t-bolt. This is posted through the access hole alongside the mounting hole and positioned ready to accept the bolt once the front bracket is aligned.



## STEP 7\_

Above is an image showing the result of posting the captive nut through the access hole. Simply align the threaded hole over the hole in the frame. Take great care not to push the nut too far down the frame since it cannot be easily retrieved.



## STEP 8\_

With both the sill bolt installed, and the captive nut placed within the frame, the bracket can be offered up into place. Begin by hooking the bracket over the bolt in the sill and install the washers and nut if required. This keeps the bracket in place while you start the threads on the frame fixing.

**CONTINUED...**



## STEP 9\_

Getting the thread started on this fixing can be tricky since the bolt has a habit of pushing the captive nut up further into the frame. This bolt can be fully tightened now, but it is advised the sill fixing is left for the moment. This is your level adjustment and should be fully tightened once the bar is installed and checked for level.

## STEP 10\_

With both brackets now installed, the first side is almost complete. Now is time to offer up the sidebar and adjust to your preference. We recommend inserting the inner-most bolts to allow the bar to be adjusted freely inboard and outboard before inserting the outer-most fixings.



## STEP 11\_

Technically, the bar can be positioned in front of or behind the mounting bracket surface. We opted for behind this time to achieve the most central positioning possible. Ensure correct use of the supplied spring washers here to prevent the fixings vibrating loose.

## STEP 12\_

Finally, don't forget to tighten up the front sill fixings after making any required adjustments. Follow the same fitting procedure for the opposite side and you're all done!

It's highly recommended to check all fixings after covering a number of miles to ensure everything is still secure.

**FINISHED...**

# INCLUDED FITTING KIT\_



**x10**



**x6**



**x2**



**x10**



**x12**



**x20**



**x4**



**x4**



**x4**



**x2**



**x2**