



**FORD RANGER 3.2 PX2 MK2 TECH PACK BULL
BAR SINGLE HOOP**

PRODUCT CODE: P-BB-RAN-3

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IMPORTANT BEFORE INSTALLATION

. Auto electrical work should be carried out by a competent person. Vehicle wire colours are listed as a guide only and may vary on some makes and models.

2. The function of each wire should be checked before any connections are made.

3. All wires tapped in to should be soldered and then insulated with electrical tape or heat shrink.

4. Grounding/Earth points must always be connected to the factory grounding points, not to the battery negative terminal. See owner's manual.

5. Using only a LED test light, test all electrical components of the vehicle before and after wiring.

This is to ensure everything works correctly.

6. the installation of large or light-coloured antennas or aerials to the front of a bull bar is discouraged as this may cause the lane departure system to malfunction.

Only a competent person should perform accessory installations. It is the responsibility of this person to ensure correct fitment.

- Whilst working on this vehicle, always use appropriate safety equipment.
 - Read and understand instructions fully before commencing fitment.
 - Check the hardware supplied against the contents list on the following pages.
 - Do not use this product for any vehicle make or model other than specified in these instructions.
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- This product and or hardware must not be modified in any way. Do not remove labels from this product.
 - Recording the batch number on the customer's job card is good practice for future reference, or complete the information below and file with customer job card.
 - to establish the Working Load Limits (WLL).
 - recovery points have been designed as a matching pair, supplied as right and left sides for vehicle-specific fitment.
 - Do not use this recovery point for any other vehicle make or model other than the one intended.
 - Do not alter or modify the recovery point in any way. Doing so may compromise the strength and integrity of the recovery point.
 - It is advised to use an equalising or bridle strap. Failure to do so correctly can result in recovery point fatigue or bending and void your warranty.
 - Never use a single recovery point combined with a side load pull.
 - Recovery Points are designed for a straight-line pull, by pulling on an angle or sideways pull may result in a reduction of the WLL.

INSTALLING YOUR NEW BULL BAR

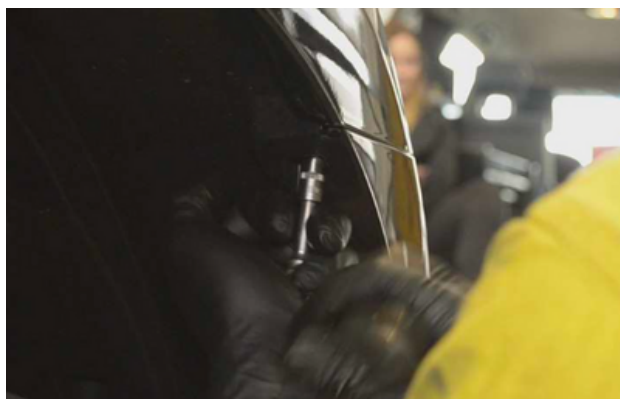
1. Congratulations on purchasing your very own Shoreline 4x4 Extreme Series Bulbar. To start, clear an area around the front of your car and unwrap the bar.



2. With the bar unwrapped, unbolt the factory bash plate.



3. Unbolt the bumper from the front quarter panels and remove the clips holding the inner liner to the bumper.



4. Remove the four bolts on the under side of the bumper.



5. Remove your license plate from the factory bumper.



6. Carefully remove the top grill plastic, pushing the plastic tags with a lat head screw driver as seen in the next image below.



7. *Plastic tag



8. Unbolt the top grill mount.



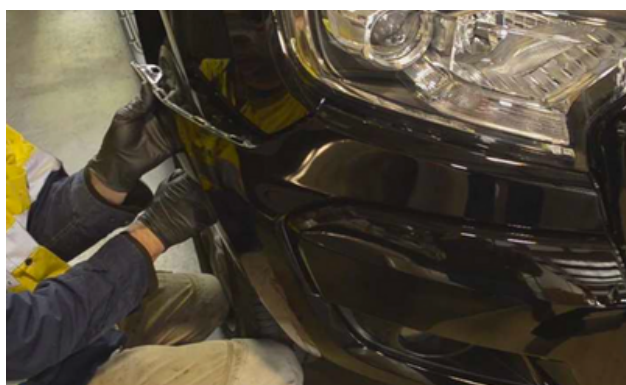
9. Unbolt the lower grill mount, you will need a long extension and socket to reach this bolt.



10. Carefully remove the plastic push clips. These are hard to locate but are right behind the mesh section of the grill.



11. Pop the front bumper away from the car.



12. Remove the lower bolts holding the factory air dams. Do not remove the hole air dams.



13. Tear away the plastic on the crash bar and dispose. Remove the factory radar unit from the impact bar.



14. Unbolt and remove the factory crash bar.



15. Remove the metal L brackets that are visible with the air dam moved out the way. Once removed, bolt the air dam back on securely.



16. Mark and trim the factory air dams as shown.
If PX3 see last page



17. Take care and pry away the metal antenna.



18. Unbolt the metal bracket that secures the inner wheel liner to the car.



19. Cut the cable ties holding the antenna wiring to the car ready to relocate.



20. Mount the antenna onto the air dam using the factory clip for the lower mount and drill a new hole to push in one of the clips spare from the bumper.



21. Separate the bar from the bracket.



22. Now mount the bracket using the four factory bolts and eight supplied nuts and bolts.



23. Mark and trim the inner wheel guard.
IF PX3 SEE LAST PAGE



CAUTION : INNER GAURD CUT PARTIALLY EXPOSES AIR INTAKE. SECURE GAURD & TAKE CARE DURING WATER CROSSING. TURN INTAKE UPWARDS OR GET A SNORKEL FOR WATER CROSSINGS

24. Pry the radar unit from the bracket and unscrew the star head bolts.

PX3



PX2



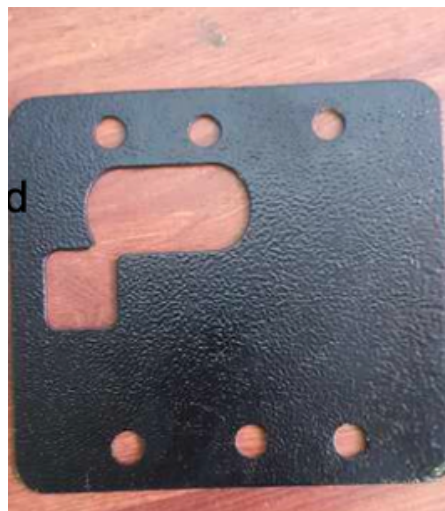
PX3



25. Mount the radar unit to the bar using the supplied hardware.
INSTALL PX3 AS SHOWN Make sure radar is installed correct way down. A BACK plate is also supplied which is to be installed back of the radar. 1 tab must be facing ground & 2 tabs facing upwards.
 You can change orientation with backing plate so ensure correct way mounted.



26. Remove the grill from the factory bumper by pushing the clips. radar back plate install between radar and screws. protect back of radar. You can notch metal plate to avoid having to disconnect radar. Make sure Radar 1 tab is facing the ground.



27. Mark and trim the grill as shown. Take care as this is a double skinned grill, a grinder or reciprocating saw will be best suited.

PX3 CUTTING LEVEL SHOULD BE CHECKED PRIOR

non wild track models now come with shorter grilles which may not require any trimming. You should secure grille back to radiator supports. Some grilles have screw holes in lower half in which you can install screw and washer to secure the lower half back to the car never the bull bar.



28. Remove the plastic mouldings from underneath the headlights.



29. Mount the grill back onto the car reusing the factory fittings.



30. With help, carefully mount the bar to the bracket using the supplied hardware. RECOMMENDED GAP IS 10-20MM. ADJUST TO SUIT USE PINCH WELD IF YOU PREFER NO GAP



31. Remove the front sensor wiring from the factory bar and secure to the front of the car.



32. Fit the front parking sensors reusing the factory sensor surrounds. Side wing sensor holes will need to be elongated with a die grinder to suit the angled shape of the sensor surround. You will need to trim the nibs off the middle two sensor clips as shown to ensure correct fitment.

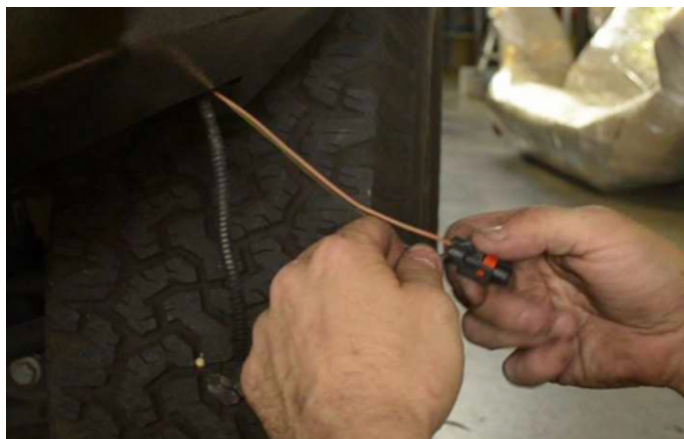


Update : MK2 & MK2 should clip into bar once you have removed the small plastic nib on the side. New model bars no longer require top of the sensor clip to be cut down. EVEREST Sensor's are glued on you need remove from back of plastic bumper, then elongate metal bar holes and glue in or remove plastic outer of sensor to 28mm then paint surround and install. Alternatively you can purchase MK2 surrounds from ford.

33. Fit the new bash plate over the bullbar and mount using the supplied nuts and bolts.



34. Wire in the fog lights, test and you're ready to go!



35. PX3 TRIM TO SUIT AS SHOWN
 SECURE FLAPS TO METAL SUPPORT WITH CABLE TIES OR
 NUT/BOLT



Care

- To maintain the finish of the product, wash regularly using a PH neutral car wash, hose off and
- chamois dry.
- Do not use acidic or alkaline cleaners.
- Plastic components can be maintained with a silicone spray or similar (non-acidic or alkaline based).
- Ironman 4x4 recovery points are FEA tested during design and destruction tested during development

