



## HOLDEN COLORADO & TRAILBLAZER BULL BAR SINGLE HOOP 2012-2016

PRODUCT CODE: P-BB-COL-1

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## IMPORTANT BEFORE INSTALLATION

1. 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.

- 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.

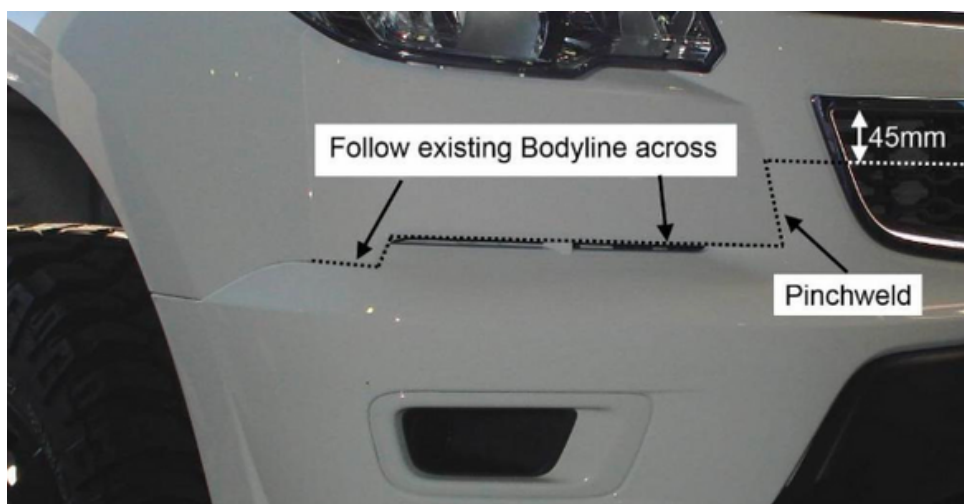
## INSTALLING YOUR NEW BULL BAR

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. If you previously had a Xrox bulbar your front end will already be half cut. If you have complete bumper there are different ways you can go about cutting your front bumper.

2.1 If you follow the xrox cut and remove the lower half you should be then able to undo the grille screws at the top of the grille (under bonnet) and remove the remaining 1 piece bumper grille off the car.

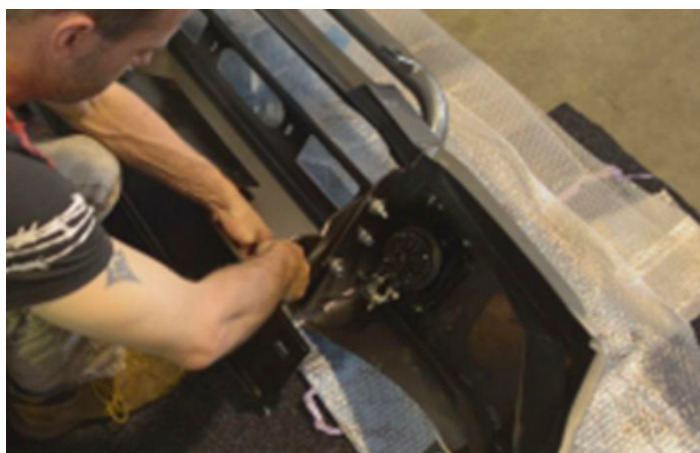




3. It is suggested you remove the front grille off the car in order to make the final cut shown below. You will need to remove the 2 barbs either side under the head lights with bolt cutters or grinder, do not grind near colour coded bullbar.



4. Now separate the bar from the bracket.

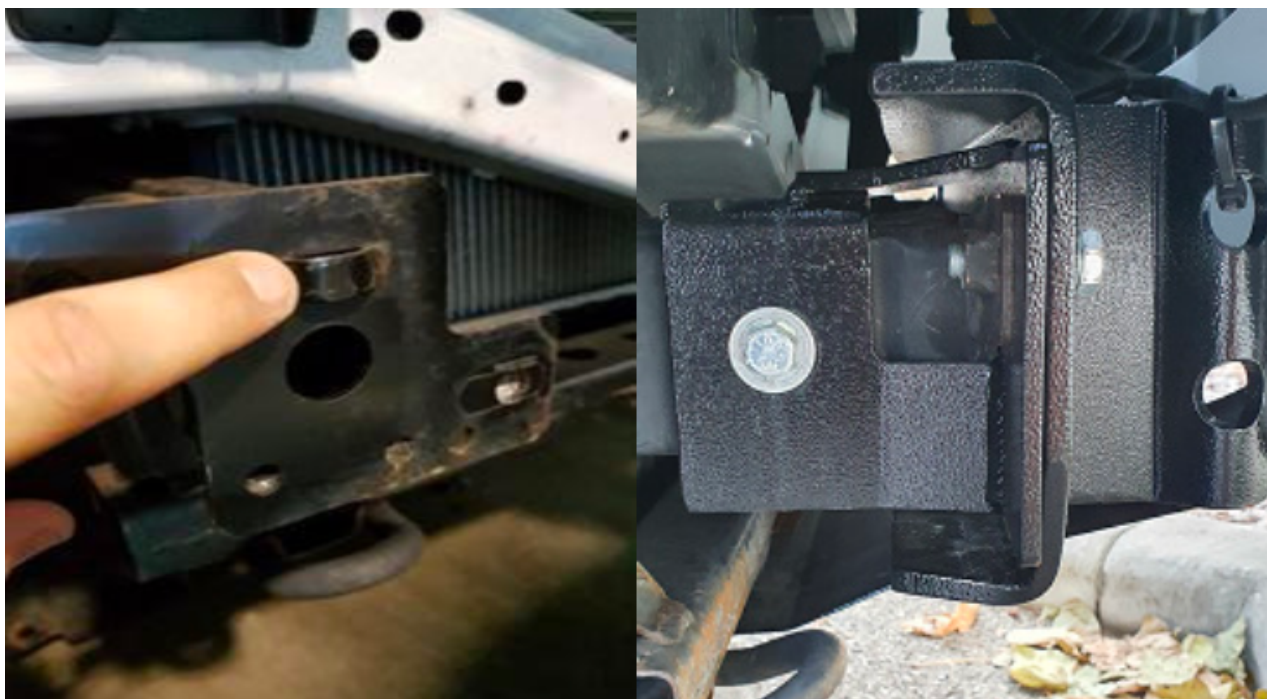


5. Fit and bolt up the bar using the factory bolts.

Recommended bolts be loosened enough so you can move the cradle to further help you align the bullbar



6. If you need further adjustment left to right you may need to flatten the bump on the chassis front member & install the Chassis collar bracket.



7. Trim and secure the inner wheel line where applicable



8. Carefully mount the Extreme Series bar it is best to get someone to help you. The bulbar alignment can be difficult. Its best to have bolts loose enough so two persons can hold the bar in place while a 3rd tightens the bar. If you are installing by your self alignment can be difficult its suggested you tighten 1 side enough so it can still move under pressure and wedge foam (or similar) between bar and fender to retain gap when lifting the other side into place.



**NOTE : When you remove RG bumper the alignment of the actual gaurd may change profile due to potrivot supports being removed, if you find lower section or side profile does not line up enough see solution end of this document**

9. Alignment can be difficult on the Colorado RG, Suggest approx. 10-15mm gap between bar and fender. The body of the car moves independently to the chassis as it sits on rubber/nylon body blocks. If these are old or worn you can get excessive movement which can result in the fenders coming into contact with the bullbar. If you want the 'hard up' look we suggest pinch weld in these areas or stick on tabs of rubber, form and furniture floor protectors have been successfully in creating barrier between the bar & car paints.

10. Solder the fog lights to the factory wiring and test. If you Base model Colorado you typically don't have fog lights, you can run separate switch and wiring to LED fogs.

11. Fit the bash plate lining up the holes in the bash plate to the holes in the bulbar, you may find the mounting bash plate to the chassis does not line up perfectly this maybe due to your alignment, in some cases you may need to elongate or widen the bash plate holes and use larger washers, if you do this please ensure you seal the cut with rust paint.



12. The finished result should follow the curve of the fender, you may wish to paint the inner fender black or use pinch weld.





### ALIGNMENT SOLUTION FOR COLORADOS

SIMPLY SPACE GAURD OUT WITH  
REQUIRED NUMBER OF WASHERS



You may wish to purchase 12x12mm Adhesive form available from clark rubber for \$7, you need about 60cm worth, 30cm on each side and you apply It between guard and bulbar for seamless look

## 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
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- 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.



## NOTES

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## THANKS FOR JOINING THE LEGENDEXNATION

If you're on Facebook or Instagram we would love to show off your vehicle on our page. Simply use the hashtag #legendexnation in a post with photos of your Legendex product you can also tag us using the tags below and we will feature your vehicle.

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