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Extreme Series Bullbar X-1



Fitting instructions for Holden Colorado 2012 on

Front TOW points only - Rated to 3.75T - NOT FOR SNATCHING

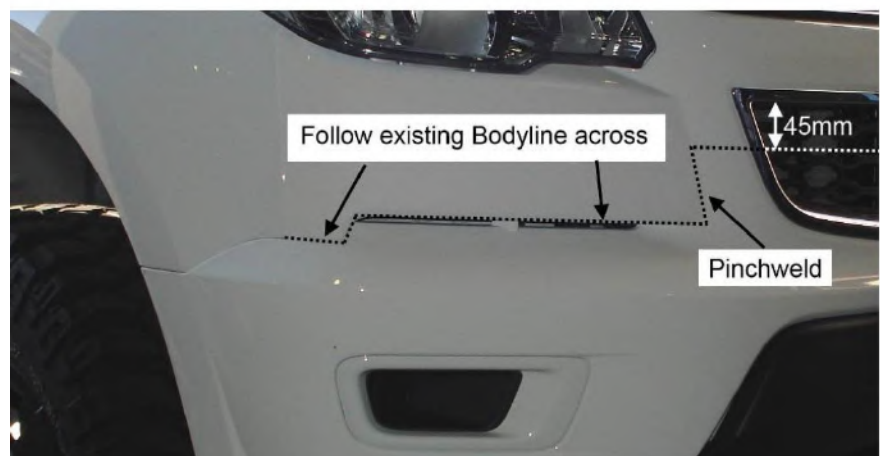
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1. Congratulations on purchasing your very own 4x4 Extreme Series Bulbar. To start, clear an area around the front of your car and unwrap the bar.



2. If you previously had a Xrox bulbar your front end will already be half cut. If you have a 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 loosen 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.



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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

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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

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