



Extreme Series Bullbar X-1

- 1) Remove the existing Bumper from the retaining clips located around the wheel arch and bonnet, in some models lower section may pot rivot on, remove and make sure neat with nothing protruding.



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- 2) Install the cradle onto the chassis rail ends. Bolts should be finger Tight as you need to align the bulbar later.



- 3) We recommend you bolt on cradle finger tight enough so you can move the cradle left to right if you need too. Use 10-15mm foam (clark rubber) or cardboard of equal depth and tape to the bulbar where bar meets guards, use a tape which does not affect the paint. See images below typical image



This will create an even gap on both sides, vs trying to align 1 side at a time. We also recommend using same foam under the head lights to maintain the correct gap

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You may wish to install Neoprene (CR) self adhesive tape 12mm Black or rubber bulb pinch weld on your bar to create flush sealed look. Rubber pinch weld available from clark rubber or our website.

- 4) At this point with everything loose do a quick line up with foam in place. Once the bar is aligned left to right you can tighten the cradle. At this point install all the bolts loose into slots. If you have a helping hand have them hold bar in place while you tighten the middle bolt only to about 70% this will allow you to tilt the bar back or forth to bring it into line with the guards. It also has some play up and down if needed.



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- 5) The black inner guards need to be trimmed to suit the profile of the bulbar and be secured in place, so they do not move around.
- 6) The sensors are removed from the old bumper and either double side tape to new bulbar or Sikaflex in place as below. Ensure you keep same locations and orientation



- 7) Finally make sure you secure the grille back into place so it can not flap around by cable tying the grille to nearest support firmly. Depending on what

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model winch you have you may need to cut grille to suit the winch profile as the grille hangs below the bar line.

- 8) You may also wish to install “Neoprene (CR) self adhesive tape 12mm Black” available from Clark rubber in between the bar and the guards to create a flush look.
- 9) If you are wiring up fog lights, ensure you use appropriate clips and connectors suited for purpose if your model does not come standard with fog lights you will need to run separate harness.
- 10) Depending on how you aligned the bulbar when installing your bash plate you may find it few mm out, you can attempt to realign bash plate or elongate holes and reseal the paint. The Bash plate wedges under the factory tow points, loosen the tow points to fit bash plate then ensure you retighten.



Alignment

The bulbar has slotted holes which allows the bar to be adjusted forwards or backwards on either side. If you have done without foam and have 10mm gap on the left side and 6mm gap on the right side the bar should be repositioned to create an even 8mm gap on both sides.

Pinch Weld & Movement.

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You may prefer to fill the gaps between bar and guard with pinch weld (not supplied) Available from clark rubber or online you can purchase 1m bulb type pinch weld for approx. \$12 per meter. If you have heavy loaded 4wd, eg canopy or tools you may find your body moves far more than standard tub and that your bar needs to be positioned further away from the guards, in this case the use of pinch weld may suit your needs to give the continuous look

Paint Protection

If you have purchased a colour coded bulbar, you must keep in mind the paint is fresh, while it is 2pac painted and baked the coating takes several weeks to fully cure and harden, in this time you should minimize the amount of debris which can strike you bar. If you do get stone chips later in time you can purchase paint matched pens from super cheap for approx. \$34. Its critical you maintain and look after your bar by touching up stone chips then light buff to blend in.