



**TOYOTA HILUX N80 BULL SUITABLE BULL BAR  
SINGLE HOOP 2018-2020**

PRODUCT CODE: P-BB-HLX-4

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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. Remove grill, front bumper bar, bumper reinforcement and lower bumper support brackets.



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



**INSTALL THE SUPPLIED CHASSIS REINFORCEMENT BRACKETS & COMBINED RECOVERY POINT**

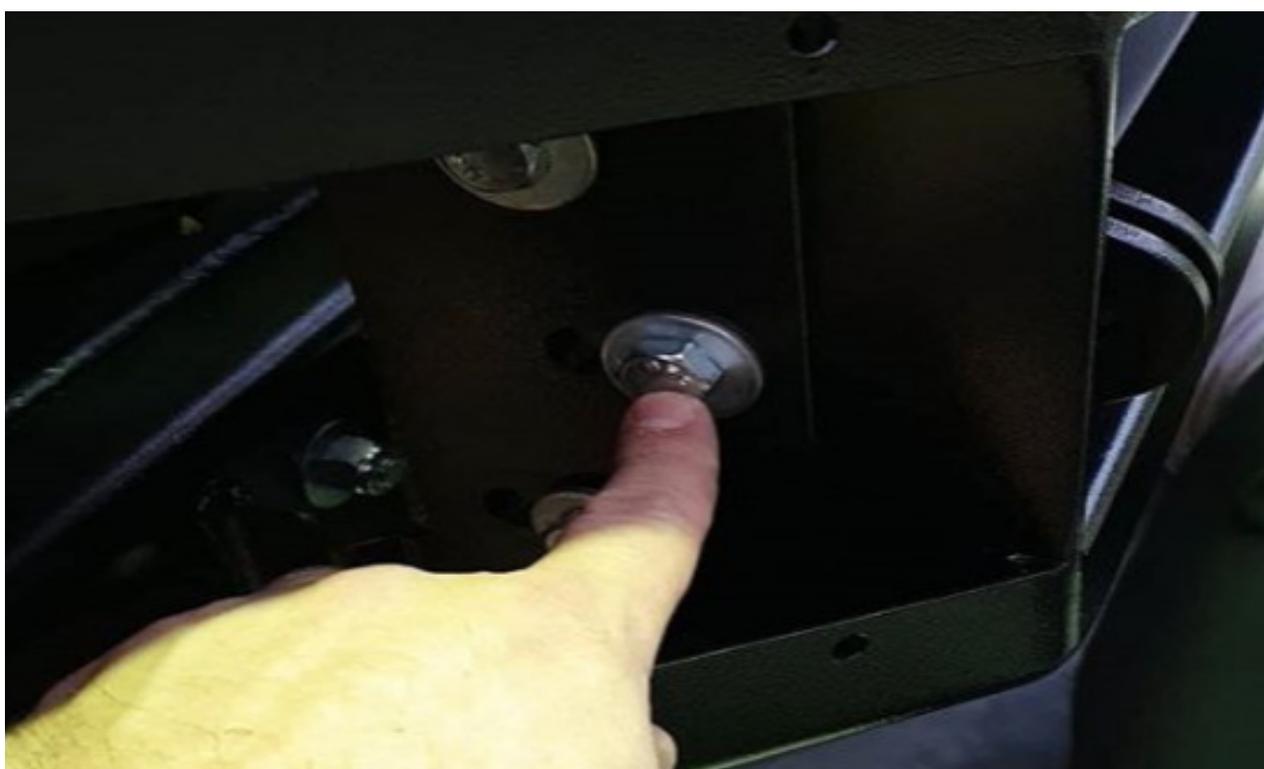


3. We recommend you bolt on cradle finger tight enough so you can move the cradle left to right if you need too. Use 10-15mm foam (clark rubber) or cardboard of equal depth and tape to the bulbar where the bar meets guards, use a tape which does not affect the paint. See images below typical image



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

4. At this point with everything loose do a quick line up with the 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 the slots. If you have a helping hand have them hold the 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.



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.



### Alignment

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

### Pinch Weld & Movement

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 1 m bulb type pinch weld for approx. \$12 per meter. If you have heavy loaded fwd, e.g. 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 color coded bull bar, 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 a light buff to blend in. If you have any questions about your install, please email [sales@shoreline4x4.com.au](mailto:sales@shoreline4x4.com.au)

## 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

