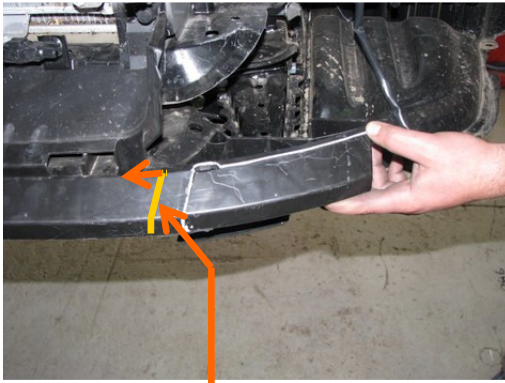


**Note: This is a partial bumper replacement bullbar. The cars' plastic bumper must be cut laterally. See over for photographs.**

1. With reference to the photo, cut out the enclosed bumper cutting template, tape the top edge to the top bumper profile and trace the bottom edge with a fine marker pen. (Protect paintwork with masking tape)
2. Remove previously marked original plastic bumper and original steel bumper reinforcement bar. Cars with headlight washers: lift washer covers and unclip.
3. Accurately cut the plastic on the line-this may be easier on the car. An air hacksaw or jig saw work well for this. Protect paint work with masking tape.
4. Attach the supplied steel mounting bracket in place of the original bumper reinforcement bar, using original bolts, and tighten.
5. Re-fit top portion of plastic bumper to car.
6. Fit supplied rubber profile to cut edge of plastic and trim the ends.
7. Cars with headlight washers: remove connecting pipe from reo. bar and re-install on top rear face of bull bar. Note that it should be accurately positioned. Drill 7mm holes to allow the use of attached plastic 'rivets' or use cable ties (not supplied).
8. Trim both ends of air dam as shown in photograph. It is important that this air dam is retained to aid in engine cooling however temporarily remove for fitting. (3 bolts behind front of sumpguard) Hold against inside bottom edge of bullbar to confirm areas to be cut-it will finally sit hard against the inside of the bullbar and provide smooth entry for cooling air to the radiator.
9. Loosely bolt bar in place using supplied M12 bolts/nuts/washers, align as required, tighten all bolts.
10. Fit original fog lights into bar, align and tighten.
11. Attach plastic strip to inside bottom centre of bullbar to bridge gap to sumpguard.
12. Fit alloy splash panels to inner guard area and secure with supplied 5 mm screws through pre-drilled holes in bar into nut blocks in panels.
13. Drill 10 mm holes into inner guards using panels as guide and secure with previously removed buttons. **Take care with the LHS-the washer bottle is very close and on diesels the turbo pipe is even closer!**
14. Neatly trim the original plastic inner guard flush with the new alloy panels.
15. Before attaching the number plate, ensure the towing eye is able to screw in its hole or modify to suit.



Trim both ends of air dam 30mm from plastic web at arrow point. This dimension is a little wider than the distance between the bullbars' alloy mounting brackets.

- Components**
- 1-Cutting template
  - 1-Aluminium bar
  - 1-Steel mounting bracket
  - 1-Fitting instruction
  - 2-Alloy inner guard panels
  - 2.5m Plastic edge cover
  - 6-M12 x 35mm bolts
  - 6-M12 Nyloc nuts
  - 12-M12 washers
  - 6-5 mm screws
  - 6-5 mm nut blocks
  - 1-800 x 75mm black plastic (sumpguard gap filler)

120 mm from point of headlight. (allow tape to 'cut the corner' to bodywork ridge)

135 mm Measure perpendicular to plastic/mudguard seam



NOTE: Dimensions correct for current model- file photo from previous model

24 mm from bottom edge of chrome-work surrounding grill

145 mm from headlight 'corner' (allow tape to 'cut the corner' to bodywork ridge)

213 mm from point of plastic