



# **FITTING MANUAL FOR HILUX REVO HEADLIGHT BRACKET/RUBBER**

September 2016

The intention of this manual is to aid with the fitting of the pinch-mould rubber between the headlight and the Bullbar.

As the AFN Bullbar is a one-piece full bumper replacement Bullbar, the gap between the headlight and the Bullbar has to be filled with a single uniform rubber. This manual will offer some assistance in getting the pinch-mould rubber to fit properly. The following set of pictures are to help guide you through this process.

It is paramount that the aluminium bracket be adjusted prior to the Bullbar being fitted to the vehicle. Please note that this process will take some time especially if this is the first time you are undertaking this. It is estimated that it could take up to 60 minutes the first time you do this.

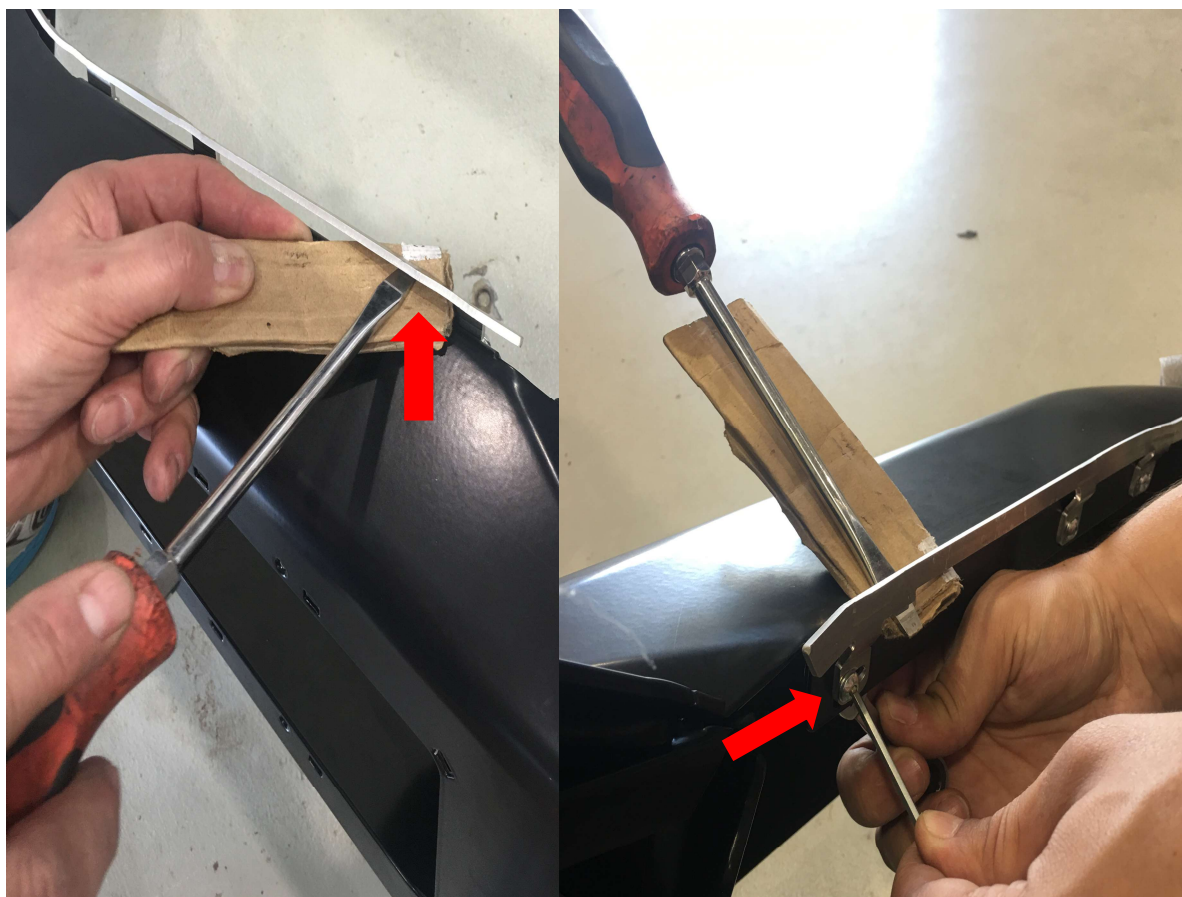
The picture below shows the desired result.



1. When you first unwrap your Bullbar you will find the aluminium Pinch-mould bracket already attached to the Bullbar. This bracket will need to be adjusted so the rubber has the correct contour to follow.



2. This bracket has been designed to be manipulated to allow the correct fitting of the rubber. Don't be afraid to bend and manipulate this bracket to suit the correct angle and shape of your vehicle.
3. Start off by slightly loosening each of the bolts (4 off) so as to allow the brackets to be moved up and down in their adjustment slots.





4. Using a flat screw driver or a similar tool, lift and hold the bracket to the highest possible position. Start at bolt number 1 and repeat this for the 2<sup>nd</sup> and 3<sup>rd</sup> bolts. Take care not to damage the painted surface. You should not have to apply a lot of force to lift the bracket to the highest position. If you are struggling to lift the bracket, then loosen of the bolts a little further.
5. Once the bracket is in the highest position for the first 3 bolts then proceed to tightening up the bolts.



6. The 4<sup>th</sup> bolt has to be adjusted in the complete opposite direction and this bracket needs to be pushed down as far as possible. Using a soft tool or similar push the bracket down and tighten in place.



7. Once the bracket has been tightly fitted to the Bullbar and is in the correct position, you now need to angle and manipulate the bracket. The idea is to get the bracket to tilt forward so that the Pinch-mould rubber has a proper edge to sit on. The aluminium is a very soft material that will allow easy bending. It is advisable to continuously trial fit the pinch-mould rubber to the bracket to ensure you are getting the desired result. **(Please do not attempt to cut the rubber to size until the Bullbar is fitted to the vehicle).**
8. Using a shifting spanner or similar tool, tightly grip the edge of the bracket and slowly start to bend the bracket forward (to the outside of the Bullbar). The idea is to have the bracket at a forward leaning angle. Start at the end closest to the grill and work towards the outside of the Bullbar. Do not attempt to bend the bracket the full angle on the first attempt. The idea is to slowly adjust the angle using numerous adjustments from middle towards the outside.
9. Please note that the bracket towards the fender side does not require the same angle.
10. The idea is that the bracket closest to the fender where the gap is very tight needs be adjusted just enough to only have edge of the pinch mould fit in the gap. If the bracket is too far away from the bumper it will cause some fitting problems when finally fitting the rubber.
11. During the process it is advisable to use the rubber as a guide to check the fitment and to ensure the gap is uniform.



12. Once complete the bracket should look similar to the picture below. At this stage don't be overly concerned if the bracket is not 100% as the bracket can still be adjusted once fitted to the vehicle.
13. The end result should have the bracket leaning forward to about 45 degrees over the first 3 bolts with less of an angle towards the fender corner.





14. Repeat this process for both sides of the Bullbar.
15. At this stage you would have had numerous attempts at fitting the rubber and would have a good idea on how the rubber fits to the edge of the Bullbar.
16. Starting at the fender edge, allowing for a small amount of overhang, fit the rubber onto the aluminium bracket.
17. Take the time to fit the rubber to each side of the Bullbar. **At this stage you still do not want to cut the rubber to its final length.**

### **Trial fitting**

1. Once you have completed the bracket adjustment process you are going to need to do a trial fitment of the Bullbar.
2. With the help of a friend slow lift the Bullbar into position taking care not to damage the bodywork and secure the Bullbar using at least 2 bolts per side. Do not fully tighten these bolts at this stage.
3. With the bar secure but not fully tightened slowly adjust the bar to ensure the bar is centralised. There should be enough adjustment to allow this to take place.

***Please note that we have on some occasions had to adjust the body position on the chassis rails. This is not the norm but in some instances this may be require. Please consult with AFN4x4 if you are unable to centralise the Bullbar.***

4. With the bar centralised you are going to want to adjust the position of the Bullbar in an up and down motion. The idea is to ensure that the gap between the Bullbar and the edge of the fender is uniform. The gap needs to be around 20-25mm. With the Bullbar in the optimal position tighten up the Bullbar. (Please note that you will need to remove the Bullbar once again before fully securing the Bullbar in place). At this stage you will still not have fitted the smaller pinch-mould rubber to the edge between the Bullbar and the fender.
5. With the Bullbar secure you will have a much better idea on how the pinch-mould rubber needs to fit between the headlight and the Bullbar.
6. Using the same method as described above you might need to make some smaller adjustments to the aluminium bracket to get the best fit of the rubber.
7. Please note that the intention is for the rubber to fit underneath the headlight closest to the fender and to fit just forward as the rubber runs to the front of the vehicle.
8. If you find that the aluminium bracket runs very close to the tabs on the headlight, then you are going to need to trim the pinch mould rubber.
9. Without actual pushing the rubber into place, hold the rubber in the approximate fitted position and mark off the location of the tabs onto the rubber. Only mark areas that require trimming.
10. Trim away the area on the rubber that is going to foul with the head light tabs. Please take special care as to not to trim away more than what is required. (See picture below).
11. Please note that the idea is to only trim away the edge of the pinch-mould that is likely to interfere with the headlight tabs.

**12. Please do not attempt to cut the tabs off the headlight. This will damage the sealing of the headlight unit.**



Headlight Tabs



Take the time to fit this rubber and to ensure the desired result is achieved.

**Finishing off the pinch-mould fitting.**

1. Once you are happy with the fitment of the rubber you are going to need to remove the bar to finish off the fitting of the side rubber.
2. With the bar removed fit the side rubber to the two narrow edges closes to the fender.
3. This rubber should be the full length of the edge of the Bullbar.
4. Some trimming may be required to achieve the desired result.



5. With the side rubbers in place, refit the front pinch-mould. At this stage you are going to need to trim the front rubber as well as the side rubber so as to get the best fit. It is advisable to round off the rubber where required to obtain the neatest fit.
6. On the inner edge, closest to the grill you might need to trim away any excess rubber. Please note that the rubber is intended to fit underneath the lip on the inner upright. Allow for at least 30-40mm of excess rubber on the inside (below the grill). (See picture below.)
7. It is not uncommon to remove a piece of the inner steel reinforcing closest to the edge of the pinch-mould so as to prevent sharp edges of the steel being exposed. This will also prevent the steel from being exposed and causing corrosion later on.
8. Once you are happy with the fitment of the pinch-mould then refit the Bullbar to the vehicle and finish of the balance of the fitting process.

