

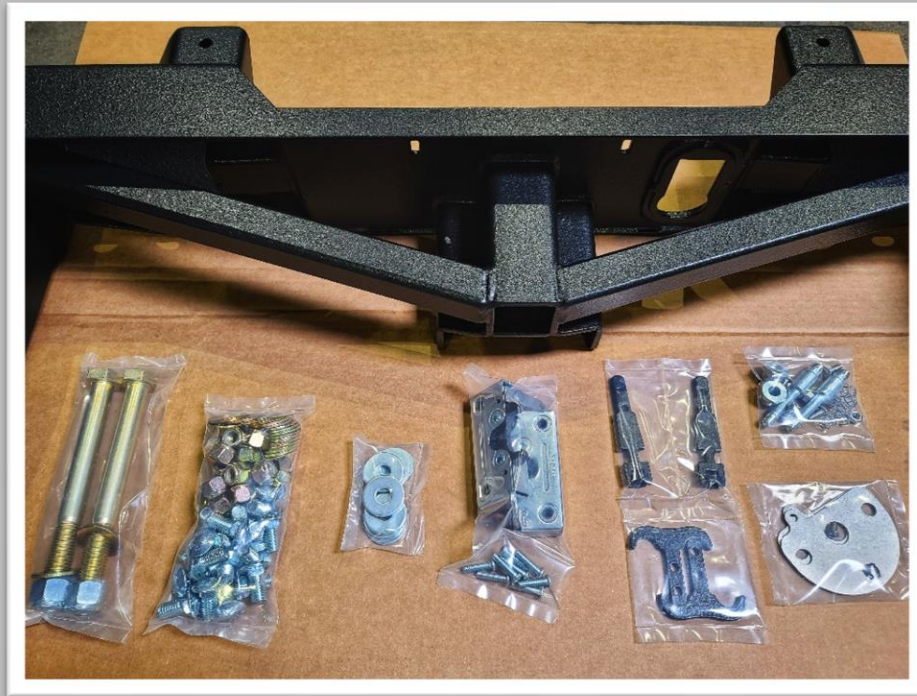
## **2016 PLUS HIGH CLEARANCE REAR BUMPER INSTALL**



## **TOOLS**

- 1. Metric Wrenches 17mm, 12mm, 10mm**
- 2. 1/8<sup>th</sup> and 7/32<sup>nd</sup> Allen wrenches**
- 3. SAE Wrenches, 3/8<sup>th</sup>, 9/16<sup>th</sup>, 3/4", 1 1/6<sup>th</sup>**
- 4. Flat head screw driver or prying tools**
- 5. Painters tape, straight edge, angle grinder and cut off wheel**
- 6. (Bare Metal Only) shop press is needed**

# Hardware packs



## **UPRIGHT BOLTS**



## **SWING ARM SLIDE PLATE**





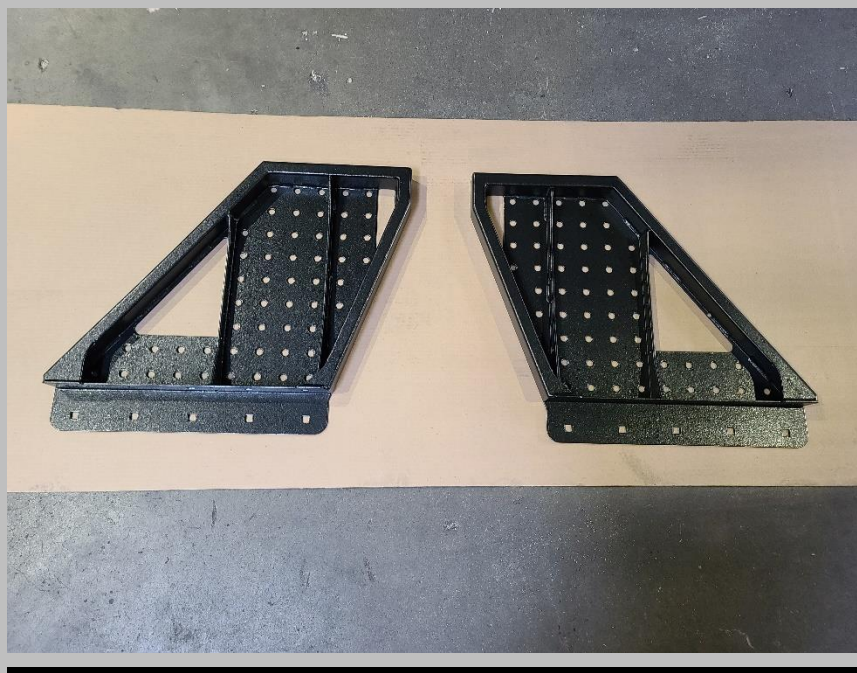
# Bumper Components



# Swing Arms

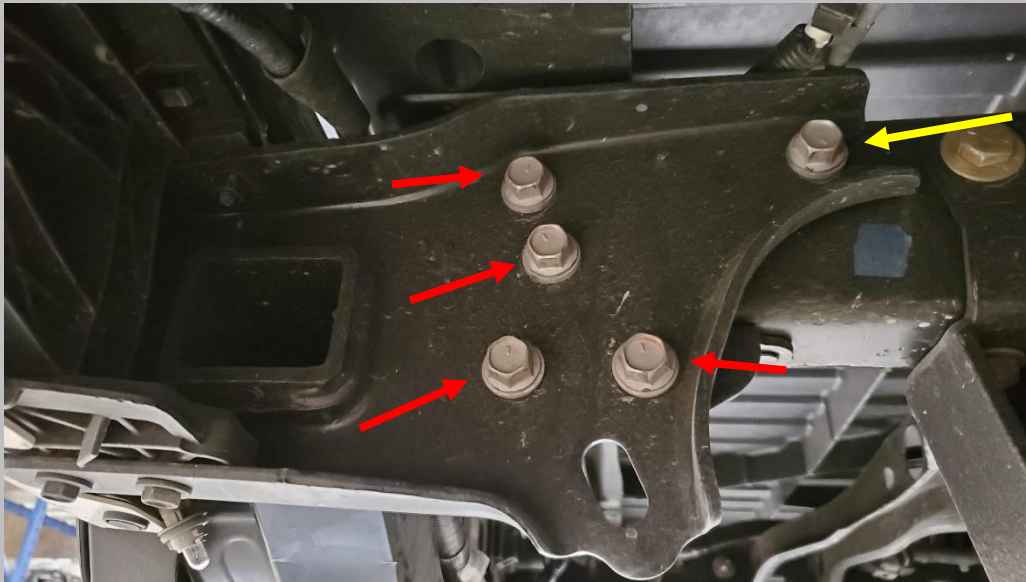


# Uprights

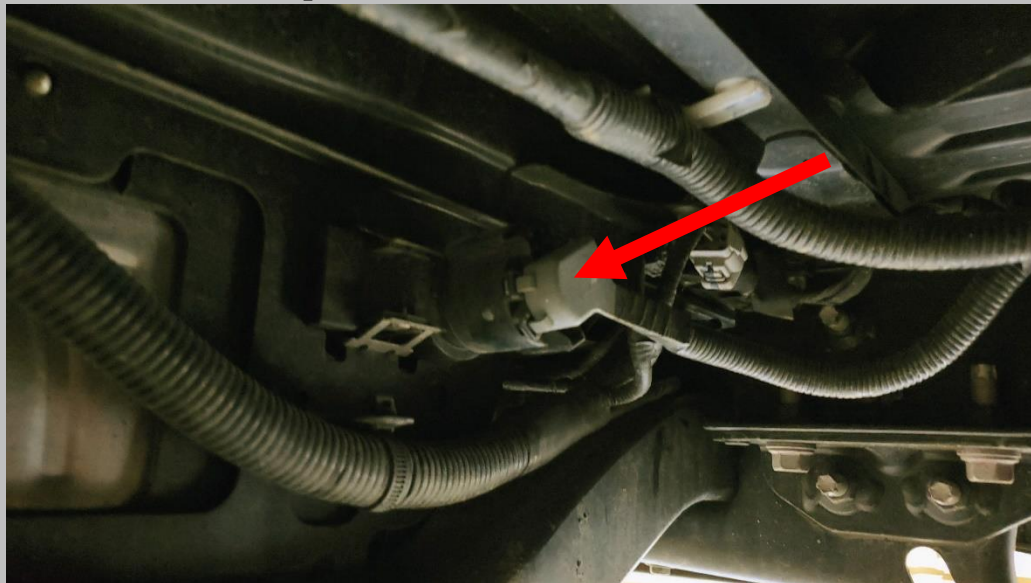


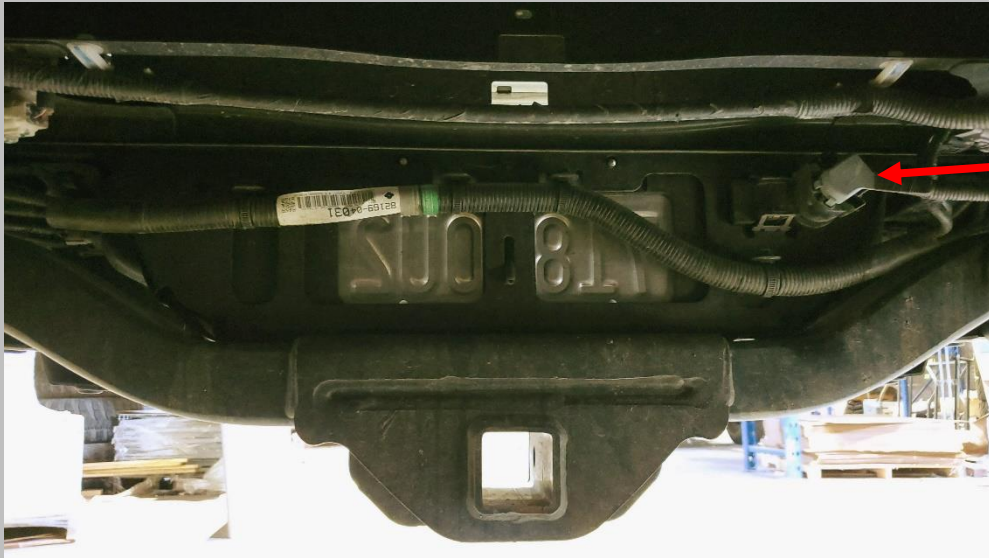
# Factory Bumper removal

Start with these 5 bolts. Remove the red arrows and only loosen the yellow to slip the bumper off.



You will need to unclip the electrical connections.

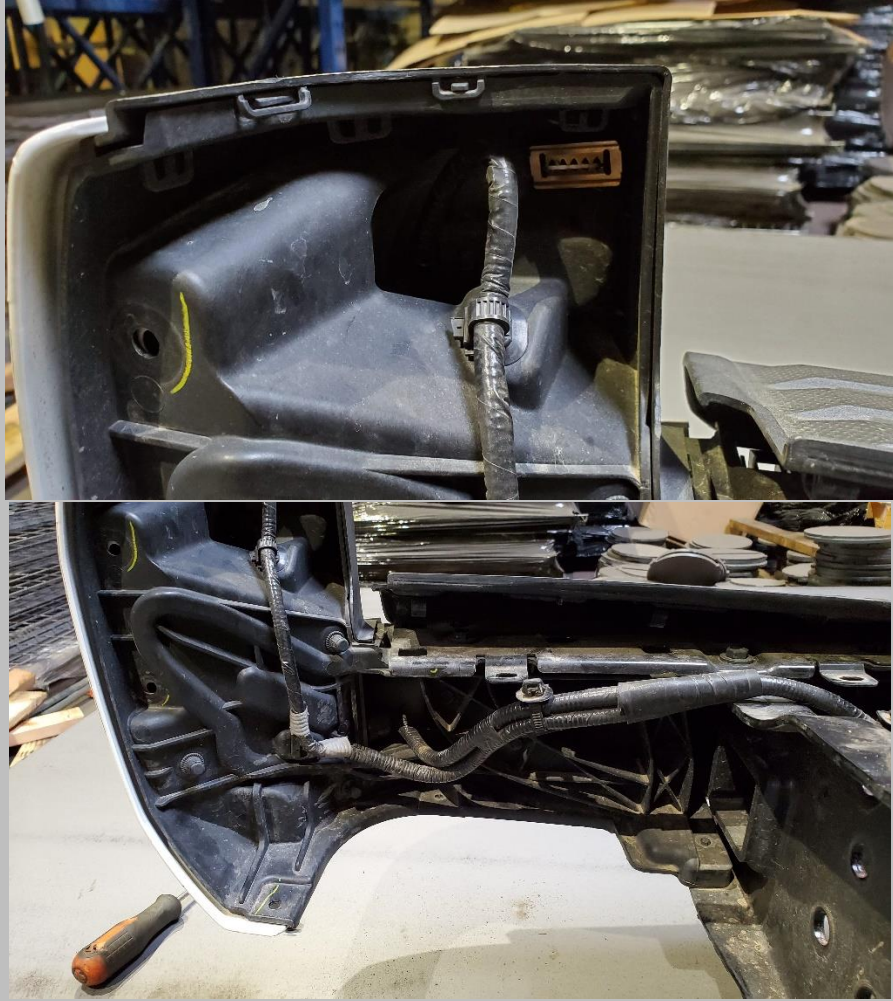


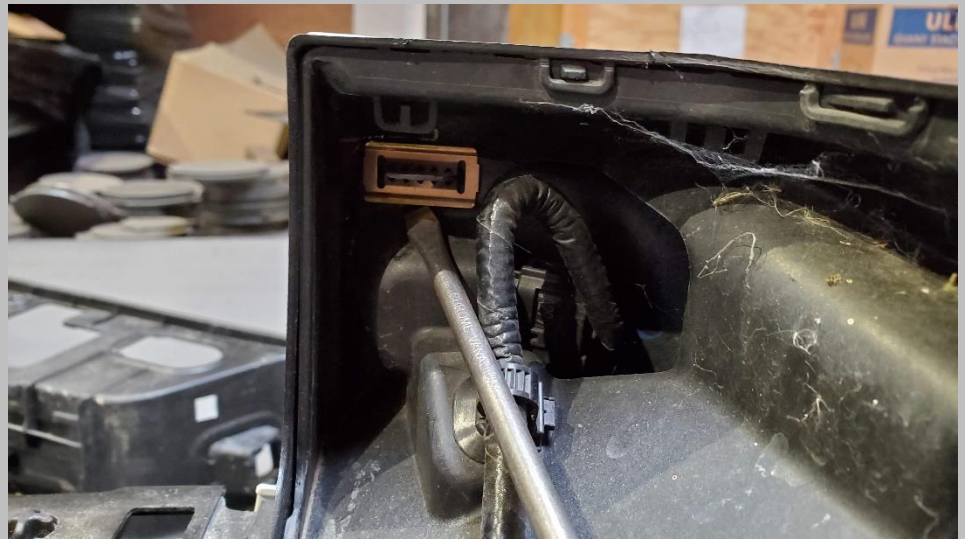
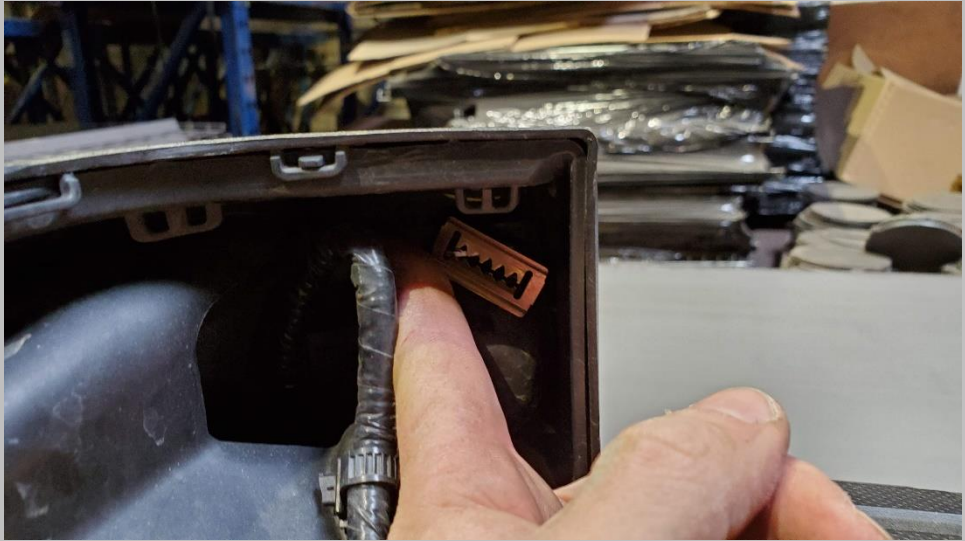


**Once you have the harness disconnected, lift the bumper off the frame.**

**On the ground you can go about removing the backup sensors and license plate lights.  
(NOTE) the bumper doesn't not reuse the TSS sensors if equipped.**







The backup sensors are very fragile so carefully unclip them.



# The Cut!

Cutting the bed sides is probably the most intimidating part for most. But it's really not that bad. The sheet metal cuts very easily with a 4.5" grinder and cut off wheel (zip wheel) to locate the cut location it's best to measure from the top of the bed.

Use a straight edge or board across the bed sides. It's a good idea to put painters tape on the paint to avoid messing it up in the cutting process.



Measure  $\frac{1}{4}$ " below the tail light about 17.75" on the 3<sup>rd</sup> gen and take the same measurement at the fender flair and mark a line.





**Time to chop! Take your grinder and start slow using a light pass not cutting all the way through to avoid over heating the paint. This lower section only needs trimmed like so.**

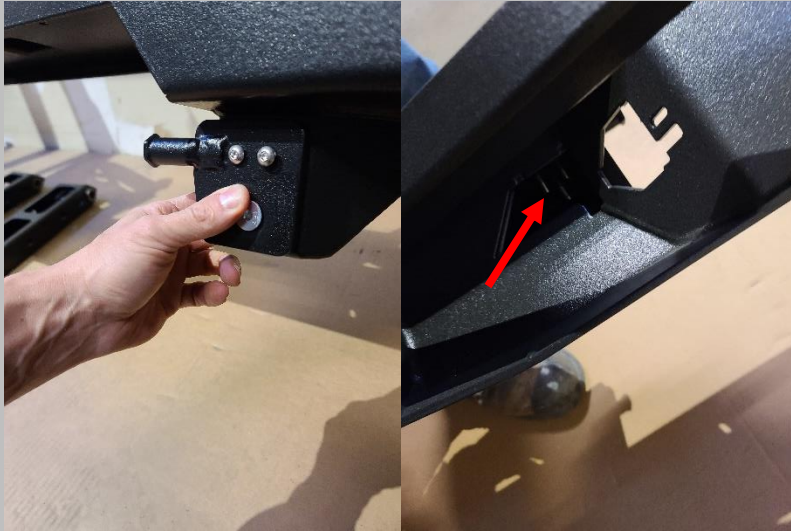


Once cut use a flap disk or sander to clean up the Sheetmetal.



# Installing the bumper

Before hanging the bumper is a good idea to install the latch pin plates. It's a pain to do it on the truck.



This is a three-person job it's a beast! Have two people lift the bumper into place until it hooks the two bolts you left in place. Once hooked have the third install the other 8 bolts and supplied fender washers.



# Swing Arm Installation and Assembly

If you ordered a powder coated bumper you can skip this step as we have already pressed in the thrust washers for you.

The Oilte bearings need to be pressed in with a shop press. 5 tons should be plenty. (NOTE) this needs to be done after paint or powder coat. These bearings cannot be heated in a oven.



Once pressed in check alignment with the swing arm bolt. If it slides in freely your good to move on to the next step. If it's tight you might want to run a .75" drill bit through it to hone it out.

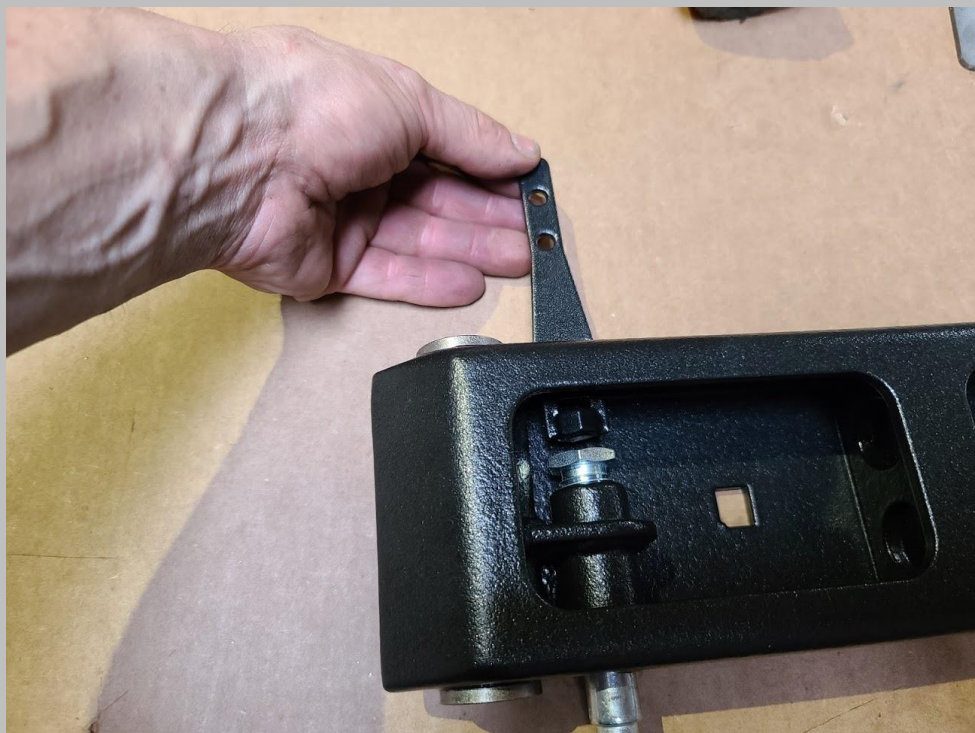


**The pull pins need to be installed before the swing arm. Start by threading the top on the pin barrel with the 7/8<sup>th</sup> wrench just snug it on.**

**The pull pin and spring are inserted from the bottom passed through to the lower handle section with the nut on the end.**



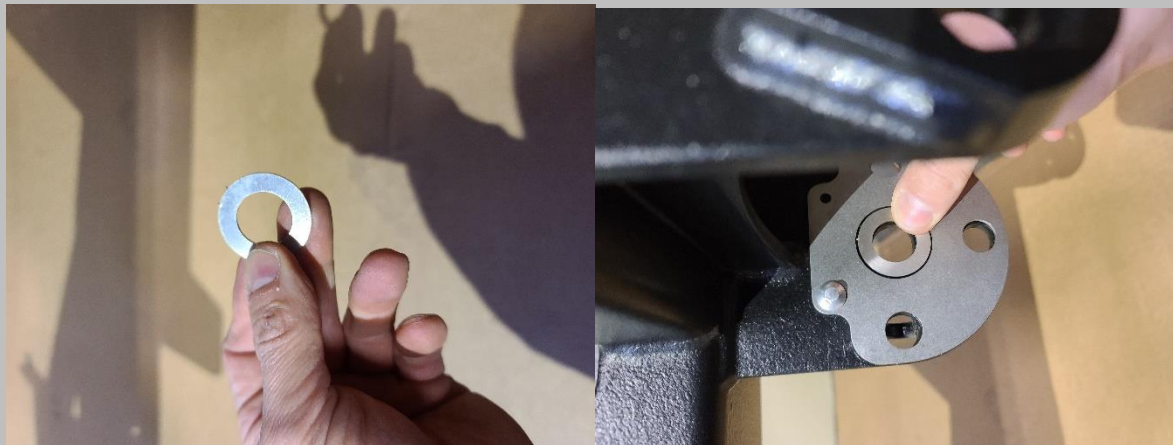
**The lower handle passes through the top of the swing arm and threads into the pin top.**



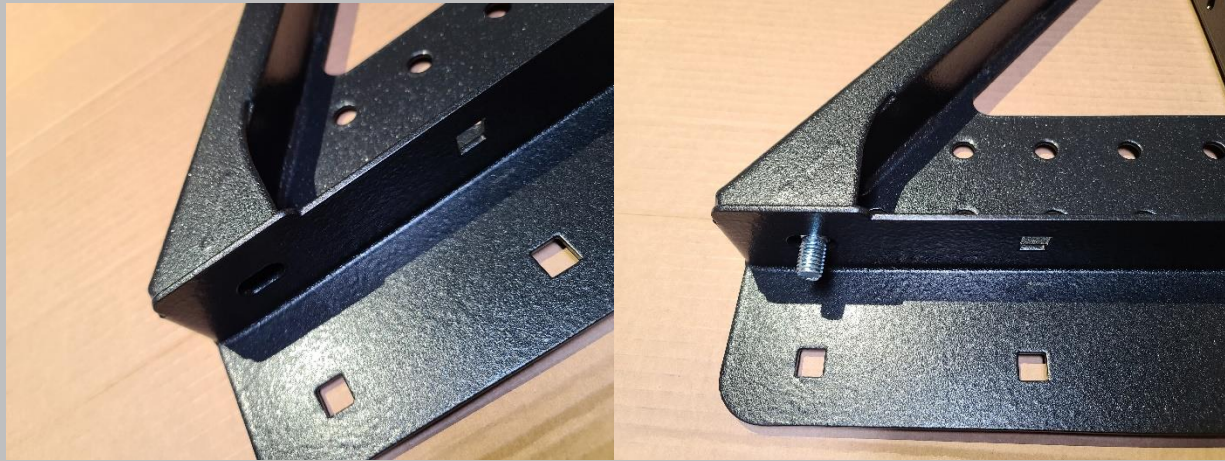
**The Southco Rotary latches nest in the latch pocket in the swing arms and are fastened in place by four ¼” button heads. (NOTE) apply a small amount of anti-seize to the bolts to avoid issues down the road.**



**Installing the swing arms and slide plates. The slide plates are riveted in place with drive rivets. The large plate gets fastened to the holes and are not required they are there to help avoid scuffing the powder or paint off over time. But our pins do have lock outs so you can run the slide plate or not it's up to you. To install the swing arms the 16 gauge SS washer is placed first then the swing arms. Install the swing bolt all the way to the indexing hex and tighten the swing arm bolts down to the desired tension. You want them to be tight enough to be sold yet not over tight making it hard to open the swing arms.**



**When installing the uprights the slot in the corner needs the bolt installed before the upright is placed onto the swing arm. Install the other bolts and torque down.**



**All of the add on components bolt to the uprights. The hole spacing is 2" on center so you get to play with the layout.**

