



# FITTING INSTRUCTIONS

Part Number: **3438240 & 3438250 F/Kit 6172501**

Product **Deluxe Combination Winch and Non Winch Bull Bar, Flare and Non Flare**

Description:

Suited to **Nissan D40T Navara XC DC SC 2008 ON**  
vehicle/s:

## WARNING

### REGARDING VEHICLES EQUIPPED WITH SRS AIRBAG:

When installed in accordance with these instructions, the front protection bar does not affect operation of the SRS airbag.

### ALSO, NOTE THE FOLLOWING:

- ◆ This product must be installed exactly as per these instructions using only the hardware supplied.
- ◆ In the event of damage to any bull bar component, contact your nearest authorised ARB stockist. Repairs or modifications to the impact absorption system must not be attempted.
- ◆ Do not use this product for any vehicle make or model, other than those specified by ARB.
- ◆ Do not remove labels from this bull bar.
- ◆ This product or its fixing must not be modified in any way.
- ◆ The installation of this product may require the use of specialized tools and/or techniques
- ◆ It is recommended that this product is only installed by trained personnel
- ◆ These instructions are correct as at the publication date. ARB Corporation Ltd. cannot be held responsible for the impact of any changes subsequently made by the vehicle manufacturer
- ◆ During installation, it is the duty of the installer to check correct operation/clearances of all components
- ◆ Work safely at all times
- ◆ Unless otherwise instructed, tighten fasteners to specified torque

## ARB 4x4 ACCESSORIES

### Corporate Head Office

42-44 Garden St  
Kilsyth, Victoria  
AUSTRALIA 3137

Tel: +61 (3) 9761 6622  
Fax: +61 (3) 9761 6807

Australian enquiries  
North & South American enquiries  
Other international enquiries

sales@arb.com.au  
sales@arbusa.com  
exports@arb.com.au

**www.arb.com.au**

# GENERAL CARE AND MAINTENANCE

By choosing an ARB Bar, you have bought a product that is one of the most sought after 4WD products in the world. Your bar is a properly engineered, reliable, quality accessory that represents excellent value. To keep your bar in original condition it is important to care and maintain it following these recommendations:

- Prior to exposure to the weather your bar should be treated to a Canuba based polish on all exposed surfaces. It is recommended that this is performed on a six monthly basis or following exposure to salt, mud, sand or other contaminants.
- As part of any Pre Trip Preparation, or on an annual basis, it is recommended that a thorough visual inspection of the bar is carried out, making sure that all bolts and other components are torqued to the correct specification. Also check that all wiring sheaths, connectors, and fittings are free of damage. Replace any components as necessary. This service can be performed by your local authorized ARB Stockist.

## FITTING REQUIREMENTS

### REQUIRED TOOLS FOR FITMENT OF PRODUCT:

METRIC SOCKET SET	METRIC RING AND OPEN ENDED SPANNER SET
ELECTRIC DRILL	10mm DRILL BIT
SHARP KNIFE	PHILLIPS AND FLAT SCREW DRIVER SET
FELT TIP PEN	HACKSAW BLADE OR SMALL HAND SAW
FINE FILE OR SAND PAPER	ELECTRIC JIG SAW
METRIC TAPE MEASURE	ROLLS OF 12 mm & 50 mm WIDE MASKING TAPE

### HAVE AVAILABLE THESE SAFETY ITEMS WHEN FITTING PRODUCT:

Protective eyewear		Hearing protection	
--------------------	---	--------------------	---

**NOTE: 'WARNING' notes in the fitting procedure relate to OHS situations, where to avoid a potentially hazardous situation it is suggested that protective safety gear be worn or a safe work procedure be employed. If these notes and warnings are not heeded, injury may result.**

### FASTENER TORQUE SETTINGS:

SIZE	Torque Nm	Torque lbft
M6	9Nm	7lbft
M8	22Nm	16lbft
M10	44Nm	32lbft
M12	77Nm	57lbft

#### NOTE:

- ◆ OPTIONAL FOG LAMPS TO SUIT THIS PRODUCT ARE P#6821201. IF LOOM AND SWITCH REQUIRED USE P#MD02 LOOM KIT, P#180209 SWITCH AND P#180215 SWITCH CAP FOR FOGS
- ◆ UP TO 900 SERIES ROUND OR 800 RECTANGULAR DRIVING OR FOG LAMPS SUIT THIS PRODUCT

<b>PARTS LISTING</b>			
<b>APPLICATION.</b>	<b>PART NO.</b>	<b>QTY</b>	<b>DESCRIPTION</b>
<b>MOUNT BRACKET (IMPACT ABSORBER) TO CHASSIS</b>	3757742R&L	1 PR	BRACKET ASSY IMP ABS RH & LH
	6151357	8	BOLT SEMS M10 X 30
	6151204	8	BOLT M10 X 35
	4581040	8	WASHER FLAT M10
	4581048	8	WASHER SPRING M10
	3194002	4	CHASSIS NUT PLATE ASSY
	3194003	4	SPACER REAR IMP ABS
	3757625	2PR	BRACKET CHASSIS REINFORCING
	6151321	8	NUT FLANGED M10
<b>BULL BAR TO MOUNT BRACKETS</b>	6151360	6	BOLT M12 X 1.75P X 35
	4581007	6	WASHER FLAT M12 X 37 X 4
	4581050	6	WASHER SPRING M12
	6151428	6	NUT FLANGED M12
<b>BUFFERS TO BULL BAR</b>	3162470R&L	1 PR	BUFFER SLOTTED RH & LH
	6151128	12	NUT FLANGED M6
<b>LICENCE PLATE TO BULL BAR</b>	6151384	2	SCREW PAN HD
	6821189	2	GROMMET RND HD
<b>LIGHT INSERT AND INDICATORS</b>	3163015	1	COMBINATION LIGHT SURROUND KIT
	6821151R&L	1 PR	INDICATOR/CLEARANCE LAMP RH & LH
	6821191	1	LOOM KIT TURN SIGNAL
<b>WINCH TO BULL BAR</b>	3756499	1	CONTROL BOX MOUNT
	EG50	2	RUBBER GROMMET
	6151074	2	BOLT 3/8" x 1 3/4" HEX HEAD
	6151073	2	BOLT 3/8" x 1 1/2" HEX HEAD
	4581040	4	WASHER FLAT M10
	4581048	4	WASHER SPRING M10
	6151022	2	BOLT M8 x 25mm
	6151132	2	NUT FLANGE M8
	4581044	2	WASHER FLAT M8
180302	6	CABLE TIES	
<b>WINCH COVER (NOT FITTING WINCH)</b>	6522720	1	PANEL WINCH COVER
	6151256	2	SCREW M6 X 16MM BUTTON HEAD S/S
	6151128	2	NUT FLANGE M6
	6191006	1	EXTRUSION WINCH COVER
<b>STONE TRAY BRACE TO IMPACT ABSORBERS</b>	4681198	1	BRACE STONE TRAY
	6151022	2	BOLT M8 x 25 mm LONG
	4581044	2	WASHER FLAT M8
	4581046	2	WASHER SPRING M8
	6151132	2	NUT FLANGE M8
	6151300	2	CAGE NUT M6 ( LONG LEG )
<b>STONE TRAY TO BULL BAR</b>	6542066	1	STONE TRAY
	6151300	4	CAGE NUT M6 ( LONG LEG )
	6151213	6	BOLT M6 x 20 BZ
	4581082	6	WASHER FLAT M6 x 20 BZ
	4581287	6	WASHER SPRING M6 BZ
<b>PINNING BOLT HARDWARE</b>	6151357	4	BOLT SEMS M10 x 25 mm LONG
	6151321	4	NUT FLANGE M10
<b>MISCELLANEOUS</b>	180302	6	CABLE TIES
	6191014	2	PINCH WELD ( BLACK ) 330mm LONG

## PREPARATION TO VEHICLE



1. Remove licence plate from the vehicle and set aside
2. Remove the three plastic scrivets securing the bumper in the intake area behind the licence plate location
3. Remove the six bolt from the spoiler between the lower bumper and sump guard
4. Remove the four lower bolts that attach the lower bumper tabs to the vehicle (refer to attached photo). There are also another two self tapping screws in each side, located in a recess in the lower bumper face – these need to be removed.



5. Remove the two bolts and screw from the fender opening area each side that attaches the bumper bar to the plastic inner guard liner as shown.



6. Remove the screws securing the fender liners to bumper in the forward wheel arch areas

## PREPARATION TO VEHICLE

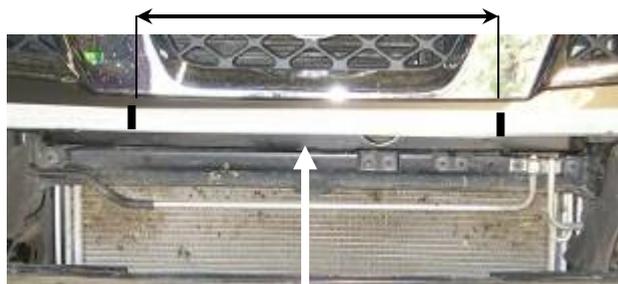


7. Remove the speed nut from the bumper on each side



8. Using the bumper bar "grooved highlight line" as a guide run the 12 mm wide masking tape from the fender opening from the left hand side across to the right hand side as shown. Align the lower edge of the tape with the groove in the bumper.
9. Ensure the area above the 12mm tape line is masked off with 50mm wide tape with approximately 3mm width gap between the two tape edges to ensure the top surface is not scratched or damaged during cutting process.

Mark two lines approx  
600mm apart before cutting



Metal bumper support  
panel behind bumper

10. Mark two vertical lines approx. 300 mm either side of the centre of the bumper, this area has a metal bracket behind it at a distance of approximately 30mm from the bumper face. You will need to use a hacksaw blade cutting by hand in this area to carefully cut through the bumper; alternatively you can also use a very short blade in the jigsaw.

## PREPARATION TO VEHICLE



11. Using an electric jig saw with a fine cutting blade - use the top of the 12mm tape as the cutting line. Start the cut in the wheel arch area as shown working from one side to the edge of the centre section to be cut by hand. Cut through both the back edge of the bumper and the plastic guard liner. An assistant at this stage could hold the bumper cover in place to ensure a straight & level cut. Ensure hearing and eye protection is used.
12. Cut the centre section as described in step 10 with a hand hacksaw blade or very short jigsaw blade.



13. With the cuts completed and the bumper supported, disconnect the fog lamp loom
14. The lower bumper bar is now free and can be removed.
15. The lower bumper can now be discarded.

***NOTE: The OE fog lamps are not reused***



**View of vehicle with bumper cut and removed**

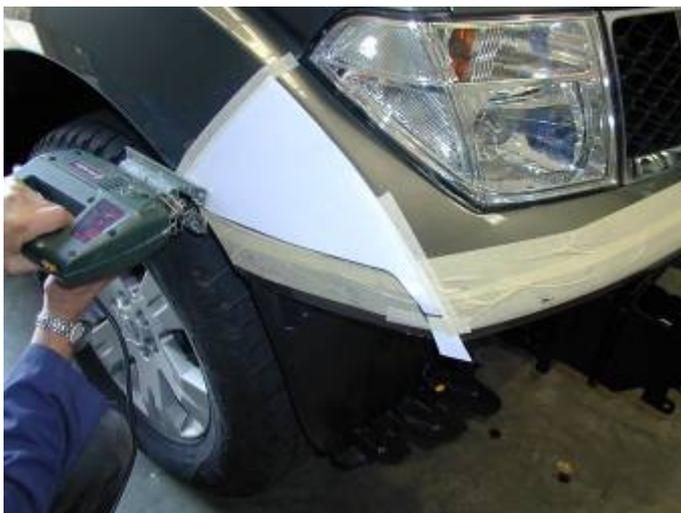
16. Clean up the cut edges of the bumper bar with a file or fine sand paper.

## PREPARATION TO VEHICLE



**Bend tab up to horizontal**

17. Bend up the three metal bumper support tabs to horizontal or alternatively cut them off



18. The side cut can now be done to the bumper bar. Mask the area to be cut with 50 mm masking tape to protect the surrounding surfaces. Starting on the RH side first, tape the template into position and mark with a felt tip pen.

19. Remove the template and cut out the area with the electric jig saw, a second cut may be necessary to fully cut the support structure that sits behind the bumper bar.

20. Clean up the cut edges of the bumper bar with a file or fine sand paper.



21. The pinch weld trim can now be attached to the cut area.

22. Starting at the wheel opening end pull the outer bumper outward slightly and slip the trim over the cut edge and work the trim forward.

## PREPARATION TO VEHICLE



23. The bumper reinforcement beam is now visible. Remove the two bolts that hold the factory steel stone tray to the beam and lower the front edge of the stone tray down passed the recovery hook.

24. The two bolts in the rear of the stone tray remain in place.



25. The four bolts that hold the bumper reinforcement beam can now be removed and set aside.



26. Bend up the tabs on each of the four nut plates as shown in two stages.

### **Stage 1**

*With the weld nuts up, bend up the tab arm at 90° at the first notch closest to the nut*

### **Stage 2**

*Fold the tab arm at the second notch position back down 90° so that it forms a zig zag.*

## PREPARATION TO VEHICLE



27. Insert a nut plate into the chassis hole as shown

**NOTE:** *Two nuts plates are inserted per chassis side with each facing away from each other with the flat faces against the inside of the chassis sides*



28. Break apart each of the bracket sets as shown. These are handed to fit around the weld nut on the rear of the chassis end plate.



29. Fit one hand of a pair of reinforcing brackets up against the side of chassis and chassis end plate as shown

30. Fix in position hand tight only using 2 of the M10 x 30 SEMS bolts and washer assemblies

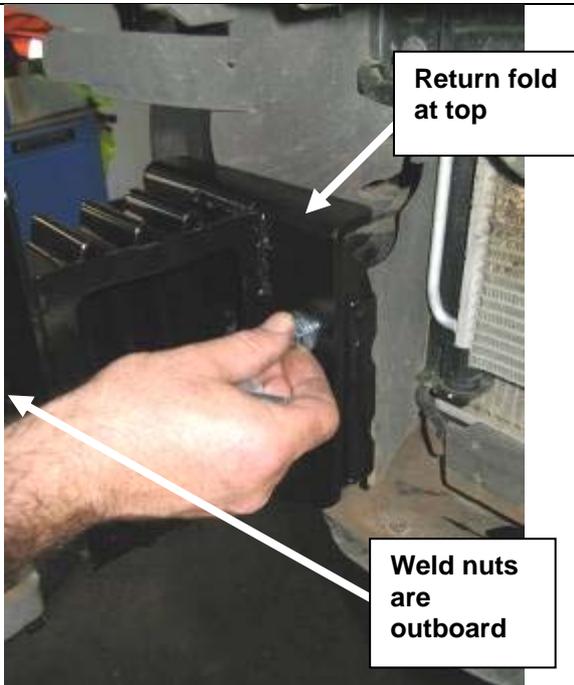
31. Repeat the same process for the other side of the same chassis end with the other handed part then repeat for the opposite chassis end

32. Once all reinforcing brackets are in position, nip up bolts a little tighter only with socket extension and socket (further adjustment may be necessary).

## PREPARATION TO VEHICLE

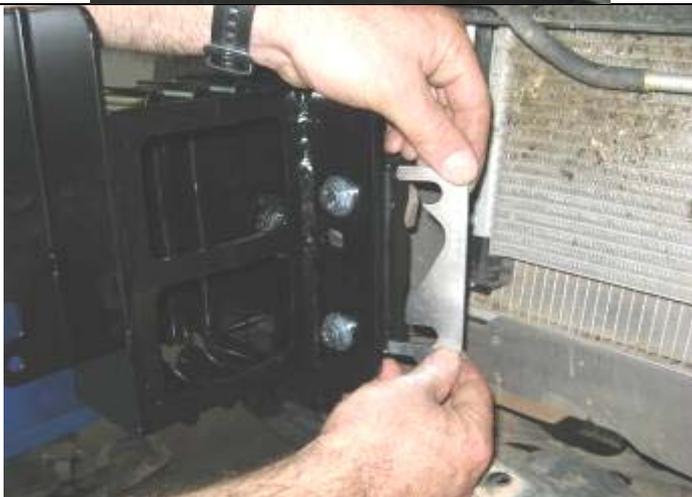


33. Bend back tabs on nut plates back into chassis ends with pliers as shown



34. Install the impact absorber as shown, with the welded nuts outboard and the return fold on the top.

35. Secure hand tight only using M10 x 35 bolt, washer and flange nut sets.



36. Insert packing plates as shown, these mate around the shape of the chassis end plate and are sandwiched in between the back face of the mount bracket (impact absorber) and the front flange of the angle bracket previously installed to the side of the chassis

## PREPARATION TO VEHICLE



37. Align the brackets ensuring that the packer plates are firmly pushed in and nip up the M10 bolts.
38. Check the overall width of the mount brackets by measuring the distance inside the faces as shown. The ideal width is 910mm; adjust the brackets to achieve this width then do all the bolts up to specified torque.

## BULL BAR PREPARATION



39. Fit the buffers to either side of the bull bar using 6 x M6 flange nuts. Do not over tighten.
40. Fit M6 cage nuts to four holes in lower pan flange. The nut bodies are inside the bull bar



### **IF NOT FITTING A WINCH**

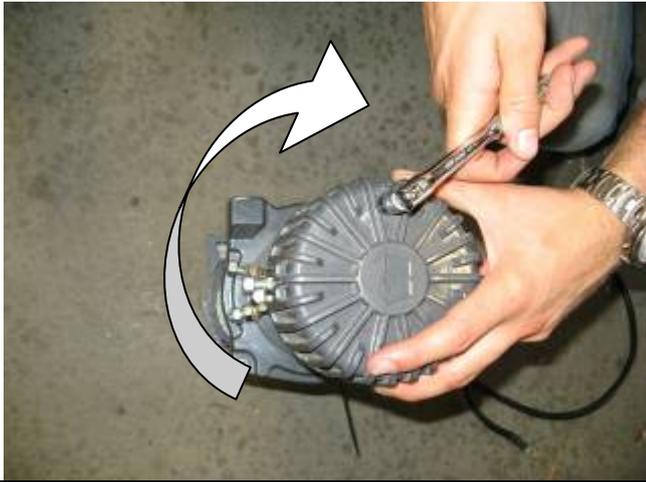
41. Apply rubber mould to edge of winch hole cover panel and trim off excess.



42. Fit panel to top face on bull bar using 2 x M6 dome head stainless steel screws, flange nuts and flat washers.

***NOTE: The flat washers are to be sandwiched between panel and top face of bull bar to stop the panel pulling down to form depression around screw heads.***

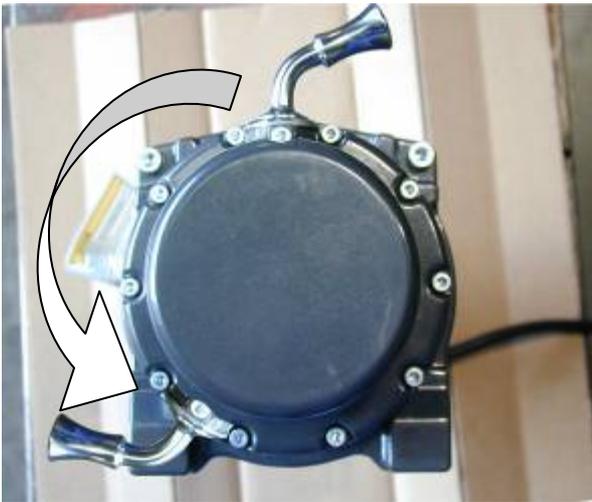
## WINCH FITMENT ONLY



### **IF NOT FITTING A WINCH GO TO BULL BAR FITMENT ON VEHICLE SECTION**

31. If fitting a winch, rotate the motor 90 degrees clockwise as shown ( terminals will be facing up when fitted to bull bar)

***NOTE: Follow the winch manufacturers instructions regards motor rotation and drainage requirements***



43. Remove the cap head screws retaining the gearbox to the winch drum. Carefully lift the gearbox a small amount (5 mm ) and rotate 144 degrees counter clockwise (four hole spacings) and re-fit the cap screws . This places the winch handle in the correct orientation.



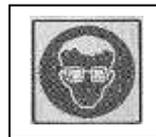
44. Lay the winch on a suitable flat surface and place the bull bar on top so that the wire rope will feed thru from the bottom.
45. Using the two 3/8" x 1 1/2" long bolts, M10 flat and spring washers, attach the bull bar to the winch through the top two bolt holes as shown.

## WINCH FITMENT ONLY



46. Using a 12mm drill bit, mark & drill two new holes in the roller fairlead 25mm below the original holes.

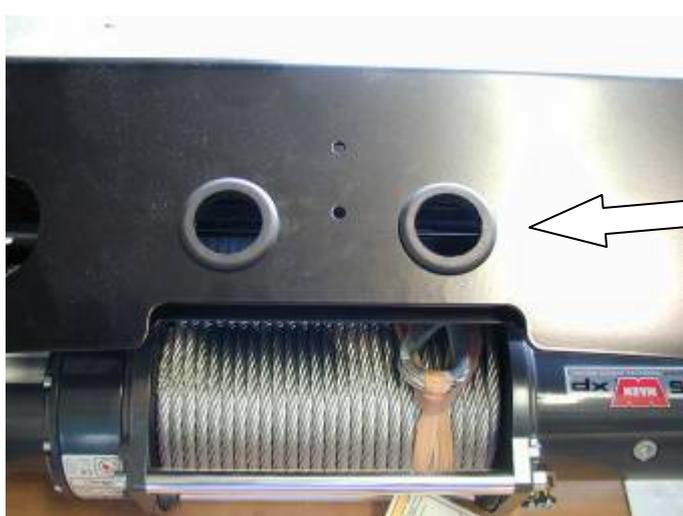
Drill the new hole 25mm below



**Warning: Drilling operations can result in flying metal debris, safety glasses should be**



47. Remove the cir clips from the bottom of the vertical rollers of the fairlead and push the pin upwards. Push the vertical rollers inwards on the lower edges as shown and using two 3/8" x 1 3/4" bolts M10 flat and spring washers, attach the lower section of the roller fairlead to the bull bar and winch.
48. Replace the cir clips on the vertical rollers on both sides.



49. Insert the two rubber grommets into the top face of bull bar.

## WINCH FITMENT ONLY

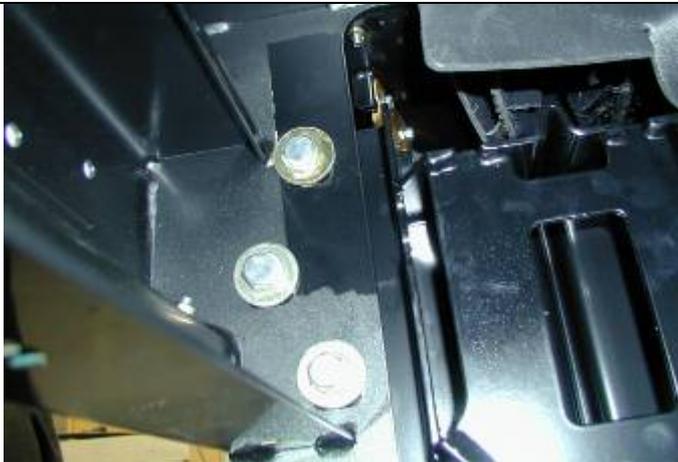


50. Attach the control box to the control box bracket as shown.
51. Fit the control box to the bull bar with two M8 x 25mm bolts, M8 flat washers and M8 flange nuts.



52. Run the cables through the rubber grommets and connect to the winch as per the wiring diagram supplied with the winch.
53. Using cable ties fix the cables securely and ensure they are well away from any moving, sharp or hot surfaces.

## BULL BAR FITMENT TO VEHICLE



54. With assistance guide the bull bar into position on the vehicle. The uprights on the bull bar sit inside the impact absorber blades.
55. Bolt the bull bar into position using the M12 bolts, spring washer, large body washer and flange nuts 3 places each side as shown. Tighten the bolts firmly – but allow enough movement for the bull bar to be adjusted



56. If the bull bar is not central to the vehicle, tap the outer corners of the mount bracket flanges as shown.

## BULL BAR FITMENT TO VEHICLE



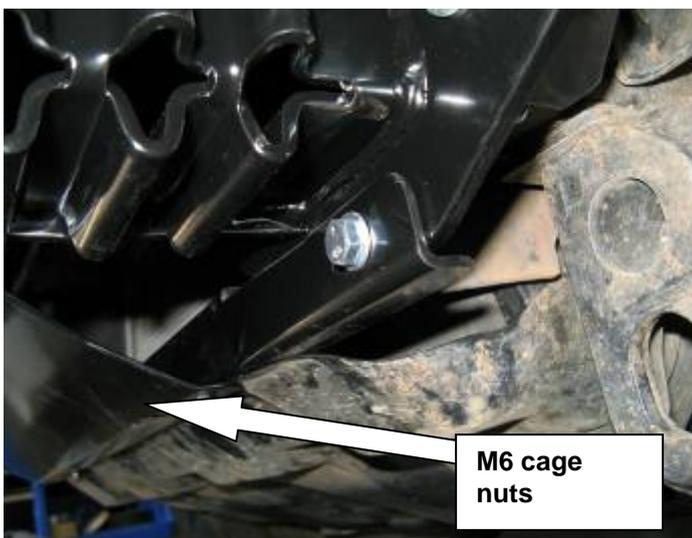
57. Ensure the bull is sitting on the vehicle level and the gap between the bumper bar and the bull bar wing is parallel.

**18 / 20 mm GAP REQUIRED**

58. Once happy with the position of the bull bar and the Gap is between 18mm – 20 mm clearance proceed with the next step



59. Now the bull bar is in position, all of the bolts on the chassis mount can be tightened firmly to specified torque.



60. The stone shield cross brace can now be fitted to the lower hole in the impact absorber using the M8 bolt, spring washer, flat washer and M8 flange nut.

**NOTE: The flanges on the channel section are to be facing the rear of the vehicle with the longer one on the low side**

61. Tighten both sides.

62. Install the two M6 cage nuts (long leg) with the body of the nut facing upward.

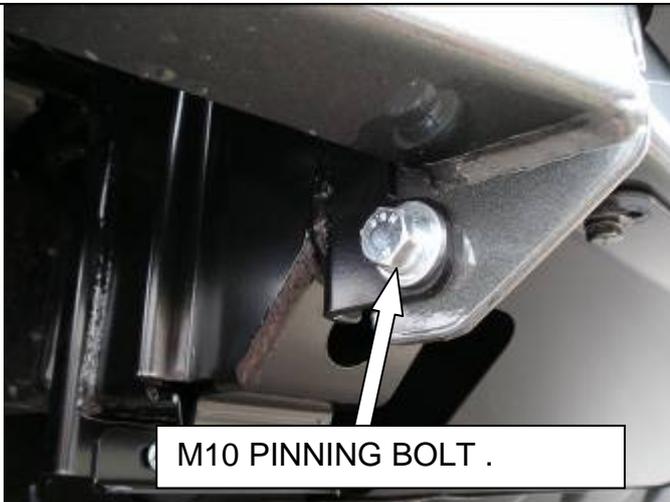
## BULL BAR FITMENT TO VEHICLE



63. Using an electric drill and a 10.0 mm drill bit, drill two pinning bolt holes through the bull bar upright each side using the holes in the mount bracket flanges as a guide. One hole is located in the lower lug of the mount face and one up above the welded nuts. Use access through the light surround opening for the top hole.



**Warning:** Drilling operations can result in flying metal debris, safety glasses should be



64. Fit the pinning bolts to the bull bar in the drilled positions using 4 x M10 SEMS bolt and washer sets and M10 flange nuts.



65. Assemble and install combination light surrounds (p/n 3163015) as per instructions no. 3786421 supplied with surround kit. Note: Optional fog lamps can be installed at this point as per fitting instruction no. 3783315 supplied with fog lamp kit no. 6821201.

66. Wire the combination lamp to the vehicles indicator and clearance lamps.  
**Caution:** Cable tie all cables together and keep all cables clear of sharp edges and moving parts.

## BULL BAR FITMENT TO VEHICLE



67. Attach the stone tray to the under side of the bull bar with the black M6 bolts, flat washers & spring washers.

There are four bolts in the front edge and two in the back edge.



68. The number plate can now be attached to the bull bar. Using the two plastic square plugs supplied, push them into the two square holes in the face of the bull bar. Position the number plate as shown - using the two lower outer holes.

69. Using the two dome head screws supplied screw into position firmly.



70. Using a hack saw blade or a sharp knife extend the top horizontal cut from the jig saw in towards the centre of the car.

71. Cut in approx 40/50 mm and do the same on the lower horizontal cut.

## BULL BAR FITMENT TO VEHICLE



72. With the two horizontal cuts done, cut down from the end of the top cut to the bottom cut vertically (the inner guard needs to have clearance to the bull bar wing return as shown).



73. With part of the inner guard now trimmed to clear the wing return the remaining part of the inner liner that hangs down below the bottom of the wing can be trimmed off horizontally.



74. Push the outer edge of the liner forward past the wing return edge so that it snaps in against the wing brace as shown.

**ENSURE ALL BOLTS ARE TIGHT, AND ALL WIRING AND TURN SIGNAL LAMPS ARE FUNCTIONING CORRECTLY .**

## FITTED PRODUCT

