

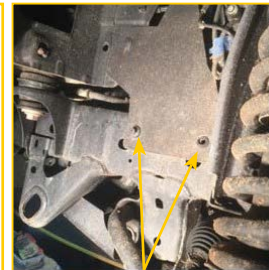
VEHICLE Ford Ranger Gen 2 & Mazda BT-50 Without Bull Bar
PRODUCT Rated Recovery Point
PRODUCT CODE RP-RAN02

DURING RECOVERY ALWAYS USE BOTH RECOVERY POINTS

THE RP-RAN02 HAS BEEN DESIGNED FOR FITMENT ON GEN 2 RANGER & BT-50 WITHOUT A BULL BAR. IF A BULL BAR IS FITTED MODIFICATIONS MIGHT BE REQUIRED TO THE BAR BRACKET.

Required for both sides of vehicle before fitment:

1. Place vehicle on hoist & remove both front wheels
2. Remove Bash Plate (optional—but makes it easier!)
3. Remove two screws from lower edge of the rubber inner guard flap, both sides. And tuck flaps up in behind the chassis rail (out of the way for tow point installation).
4. In the kit there are 5 x 'Nuts on Wire's' (NOW's) and equivalent lead edge bolts (with 15mm non-threaded ends). Pre-screw & undo these to ensure they have a smooth easy fit. If not, apply some lubricant until they screw freely.



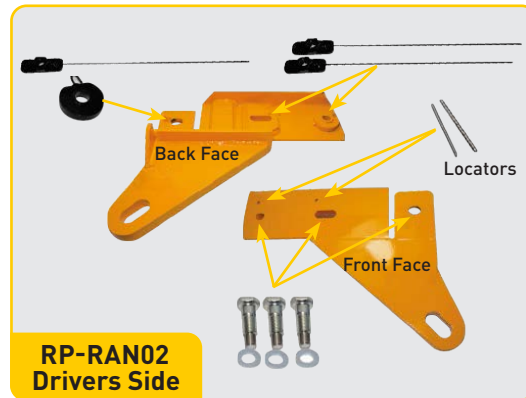
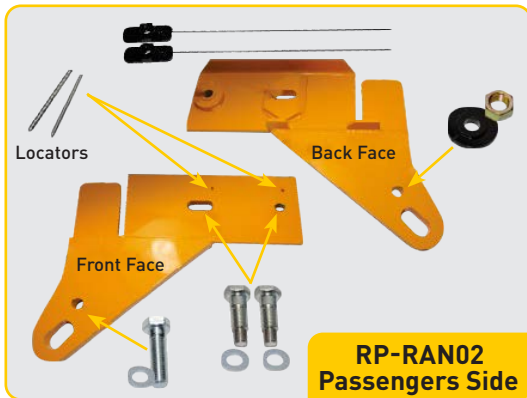
2 screws to be removed from rubber inner guard flap



Tuck flaps up in behind chassis rail (out of the way)

Hardware Supplied with RP-RAN02:

- 1 x RP-RAN02L Tow Point
- 1 x RP-RAN02R Tow Point
- 1 x M16xP2.0 bolt (standard)
- 1 x M16xP2.0 nut
- 6 x M16 washer
- 1 x Black Spacer (standard round)
- 1 x Black Spacer (with locating hook)
- 5 x M16xP2.0 bolt (15mm non threaded)
- 5 x M16xP2.0 Nut on Wire (NOW)
- 4 x 4mmx70mm locators (dowel pins)



BOLT TORQUE SPECS

	8.8	10.9	12.9
M10	41-60Nm	59-85Nm	65-94Nm
M12	71-105Nm	102-150Nm	114-164Nm
M14	112-168Nm	161-240Nm	182-265Nm
M16	175-260Nm	250-371Nm	282-406Nm

ENSURE ALL SUPPLIED AND SPECIFIED COMPONENTS ARE USED DURING THE INSTALLATION OF TOW RECOVERY POINTS, FAILURE TO DO SO WILL SIGNIFICANTLY REDUCE THE WORKING LOAD LIMIT (WLL) SPECIFIED FOR EACH INDIVIDUAL POINT, WHICH CAN RESULT IN SERIOUS INJURY OR DEATH.

RECOMMENDED FOR 4WD SPECIALIST MECHANICS TO FIT

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DURING RECOVERY ALWAYS USE BOTH RECOVERY POINTS

PASSENGER SIDE

1. Bend shape on NOW's to prefit required location.
See figure 1.
2. Insert NOW's into chassis rail in order of: 1. Rear first 2. Forward second
Push wire for rear NOW to upper section of chassis rail to allow clearance for the front NOW to pass.
3. Place tow point into position on chassis rail. Offer up plate at a slight angle to fit behind the body mount bracket. Insert 70mm locators (dowel pins).
4. Hand screw lead edge bolts, fitted with standard washer, to suit. Install rear bolt first, then forward bolt second. Finger tight only.
5. Install standard round black spacer behind existing tow point hole, and fit bolt & washer to suit.
See figure 2 & 3.
6. Tighten bolts to 160Nm, keeping locators (dowel pins) in place to stop NOW's from spinning.
7. Remove locators (dowel pins). Fold rubber inner guard flap down and refit screws to pin holes in point.
See figure 4 & 5.
8. Tighten front bolt to 160Nm.

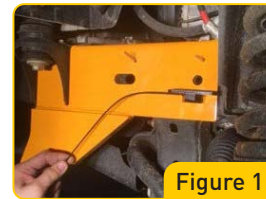


Figure 1

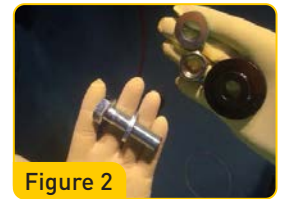


Figure 2



Figure 3



Figure 4



Figure 5



Figure 6

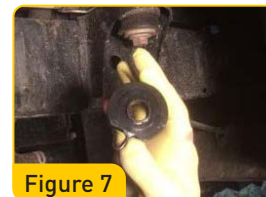


Figure 7



Figure 8

DRIVER SIDE

1. Bend shape on NOW's to prefit required location.
See figure 6.
2. Insert NOW's into chassis rail in order of:
1. Rear first 2. Forward second* 3. Middle third
*(Push wire for rear NOW to upper section of chassis rail to allow clearance for the front & middle NOW's to pass)
3. Install Black Spacer with locating hook to chassis rail for front hole.
See figure 7 & 8.
4. Place tow point into position on chassis rail. Offer up plate at a slight angle to fit behind the body mount bracket. Insert 70mm locators (dowel pins).
5. Hand screw lead edge bolts, fitted with standard washer, to suit. Install rear bolt first, then forward bolt second, and middle bolt last. Finger tight only.
6. Tighten bolts to 160nm, keeping locators (dowel pins) in place to stop NOW's from spin-ning.
7. Remove locators (dowel pins). Fold rubber inner guard flap down and refit screws to pin holes in point.
See figure 9.



Figure 9