

VEHICLE Ford Ranger Gen 1 / Mazda BT50  
 PRODUCT Recovery Point  
 PRODUCT CODE RPRAN01

The RP-RAN01 has been designed for fitment on Gen 1 Ranger & BT50 with Standard Bumper or Factory Alloy Bar. If a Bull Bar is fitted, modifications might be required to the bar bracket, and/or additional hardware might be required (longer bolts etc.)

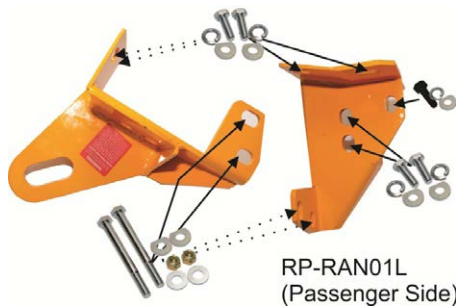
Ensure all supplied and specified components are used during the installation of tow points. Failure to do so will significantly reduce the Working Load Limit (WLL) specified for each individual point (5000kgs), which can result in serious injury or death.

### HARDWARE SUPPLIED WITH RP-RAN01

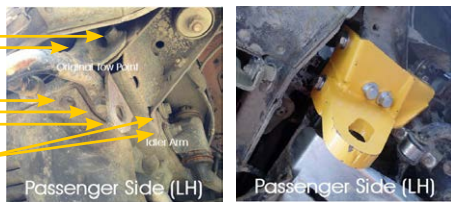
|                           |                           |                              |                       |
|---------------------------|---------------------------|------------------------------|-----------------------|
| 1 x RP-RAN01L Tow Point   | 2 x M12xP1.75 x 140L bolt | 12 x M12 x 29Ø shaved washer | 2 x M10 split washer  |
| 1 x RP-RAN01R Tow Point   | 4 x M12xP1.75 nyloc nut   | 2 x M12 x 23Ø shaved washer  | 8 x M12 split washer  |
| 2 x M12xP1.75 x 115L bolt | 4 x M12 flat washer       | 2 x M10xP1.25 x 35L bolt     | 2 x 26mm Spacer Tubes |

### PASSENGER LH SIDE POINT

Remove the existing Tow Point & front bolt only of idler arm, plus additional bolt above idler bracket and bash plate (as indicated below). Install tow point & bolt up. Uses the 2 x M12xP1.75 x 115L bolts.

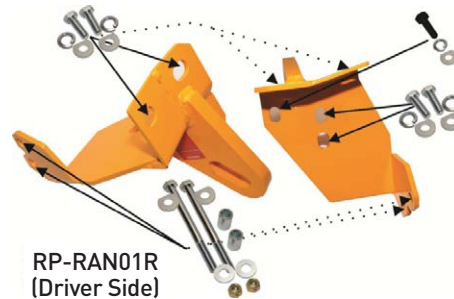


Existing 7 bolts to be removed and replaced with kit hardware for correct tow point installation.

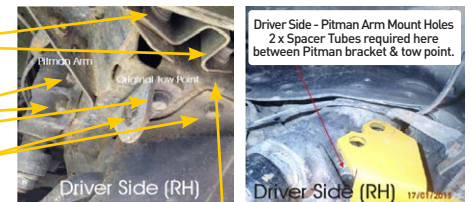


### Driver (RH) Side Point

Remove the existing Tow Point & two front bolts only of Pitman, plus additional bolt for bash plate (as indicated below). Install tow point & bolt up. Spacers required between Pitman arm and tow point.



Existing 7 bolts to be removed and replaced with kit hardware for correct tow point installation.



Always use tow points as a matched pair teamed with an equalising bridle during any recovery situation.



This bracket may be welded on later models. Check before fitment—to fit tow points this will need to be cut off.

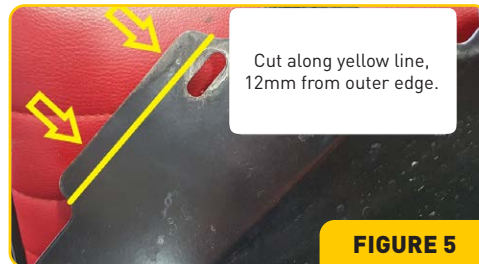
All bolts to be tightened to appropriate torque value based on nominal size, pitch and grade, or OE manufacturer's specs.

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

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**\*Read entire instructions before commencement to understand varying instructions for different bull bar applications.**

**9.** The under bar wings (of ARB bull bar) will need minor trimming in order to fit with RPHIL15V3.  
 See figure 5 - side wings modifications.  
 See figures 6, 7, 8 - centre tray modification.  
 See figure 9 - trimming complete overview.



**10.** With all guards bolted in place, tighten the slotted angle bracket to the recovery point.



**11.** When fitting with an Opposite Lock or PIAK bull bar, some steps will vary.  
 Important: Keep outer bull bar mounting plate when fitting with OL bull bar.

**12.** Centre bolt hole through chassis is not used with OL bar.  
 a. When fitting supplied bolts through chassis, be sure to use existing crush tubes.

