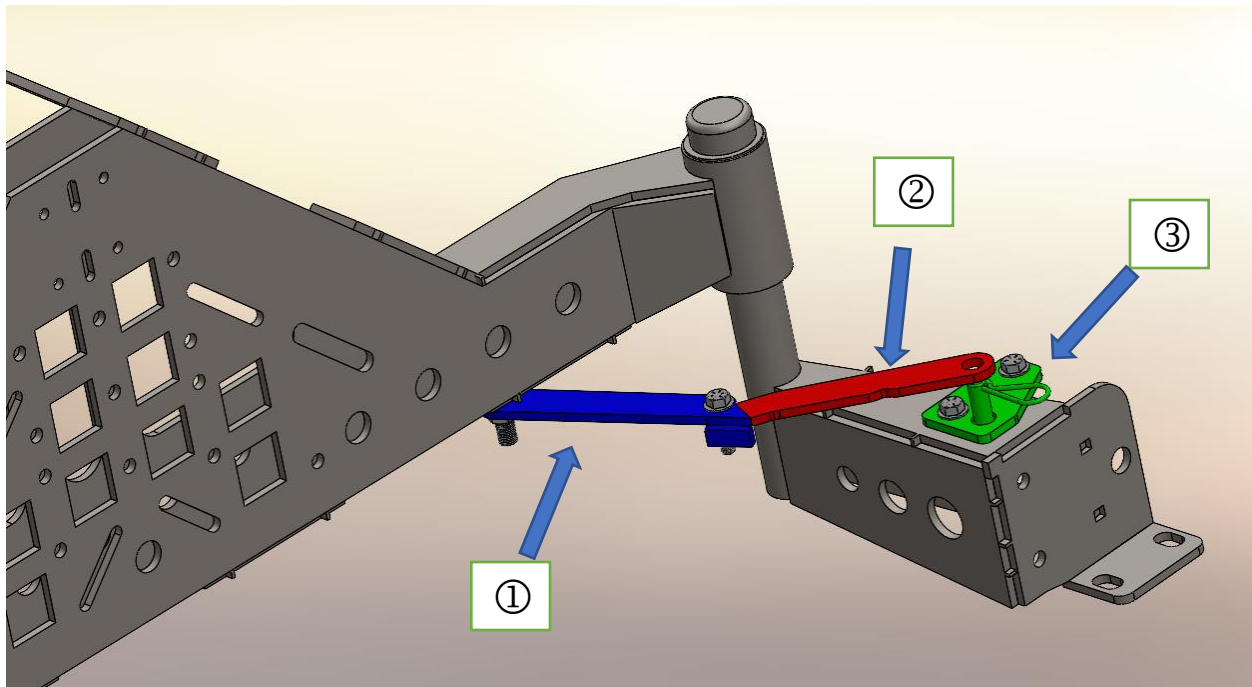




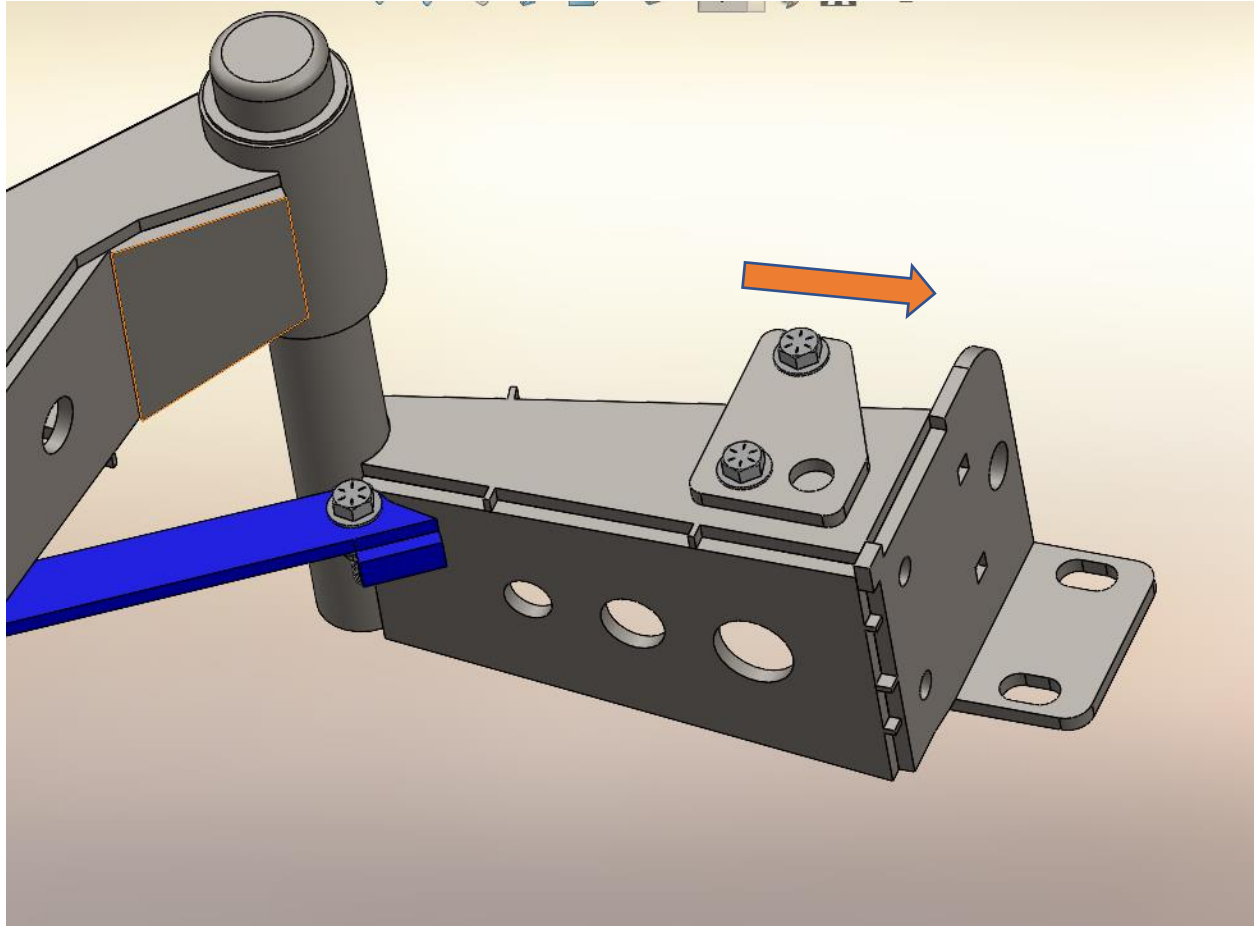
To start this installation, the swing out must be installed and operational **without** the plastic installed. Adjustments will be made throughout the installation. **Always open the swing out with caution, do not let the swing out swing freely hitting the stop aggressively!** When opened, the linkage should “lock” by swinging inward on itself, but this is **NOT** guaranteed to happen. To “unlock” pull the linkage towards you and close the swing out. Use with caution!

The parts of the system:

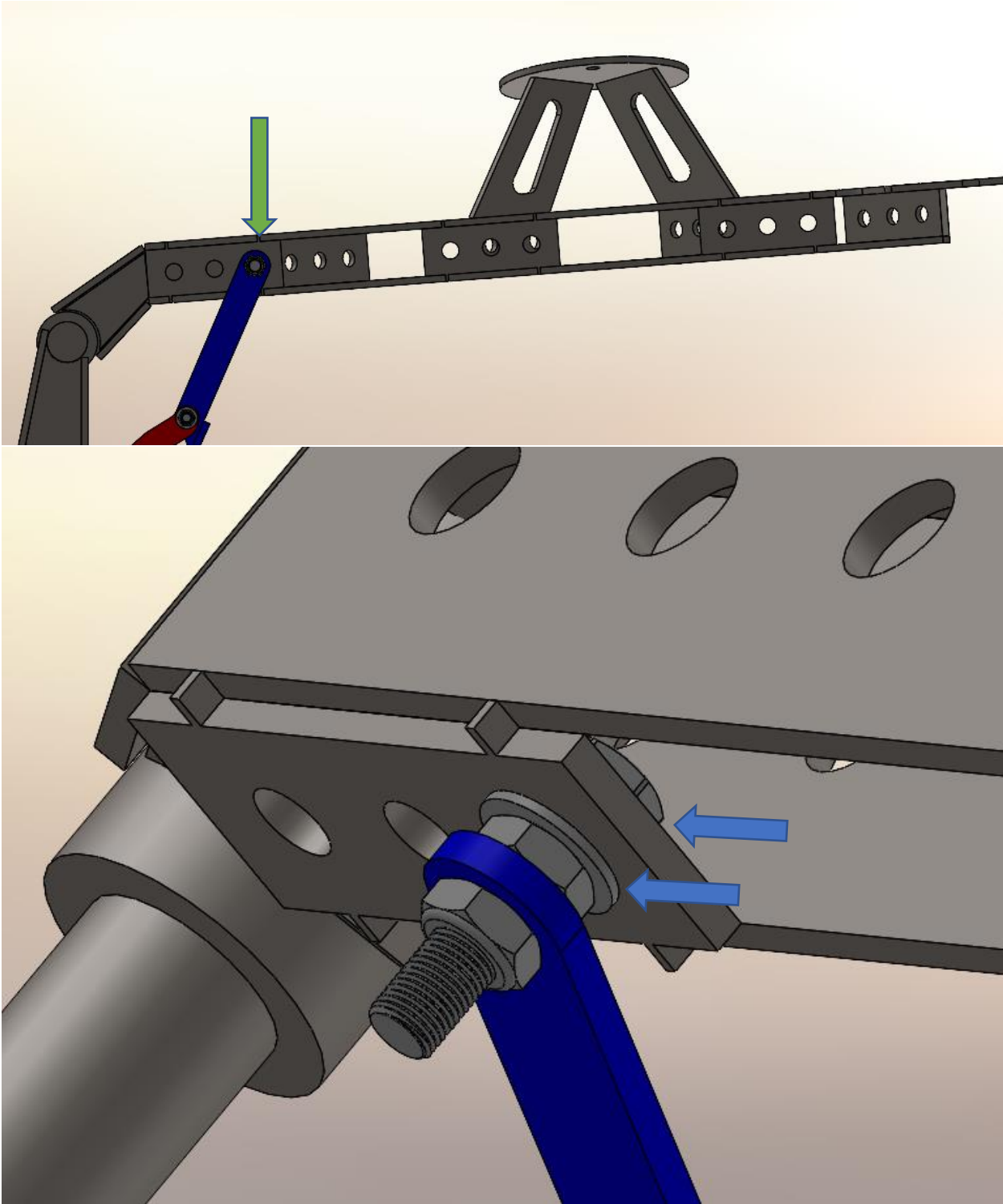
- ① Tabbed Linkage (in Blue)
- ② Frame Side Linkage (in Red)
- ③ Frame Mount Pivot (in Green)



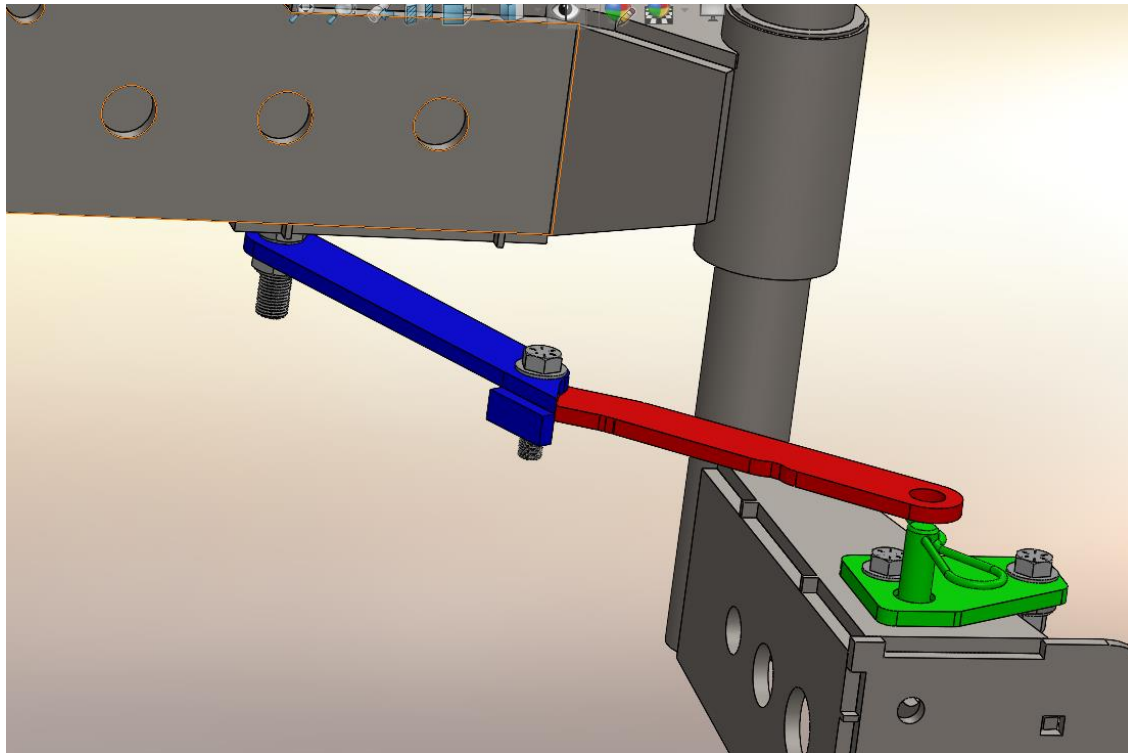
First, start by installing the Frame Pivot to the frame mount using the supplied 3/8" bolts, washers and full sized locknuts. Start by pushing the Frame Pivot towards the center of the vehicle and snug it down.



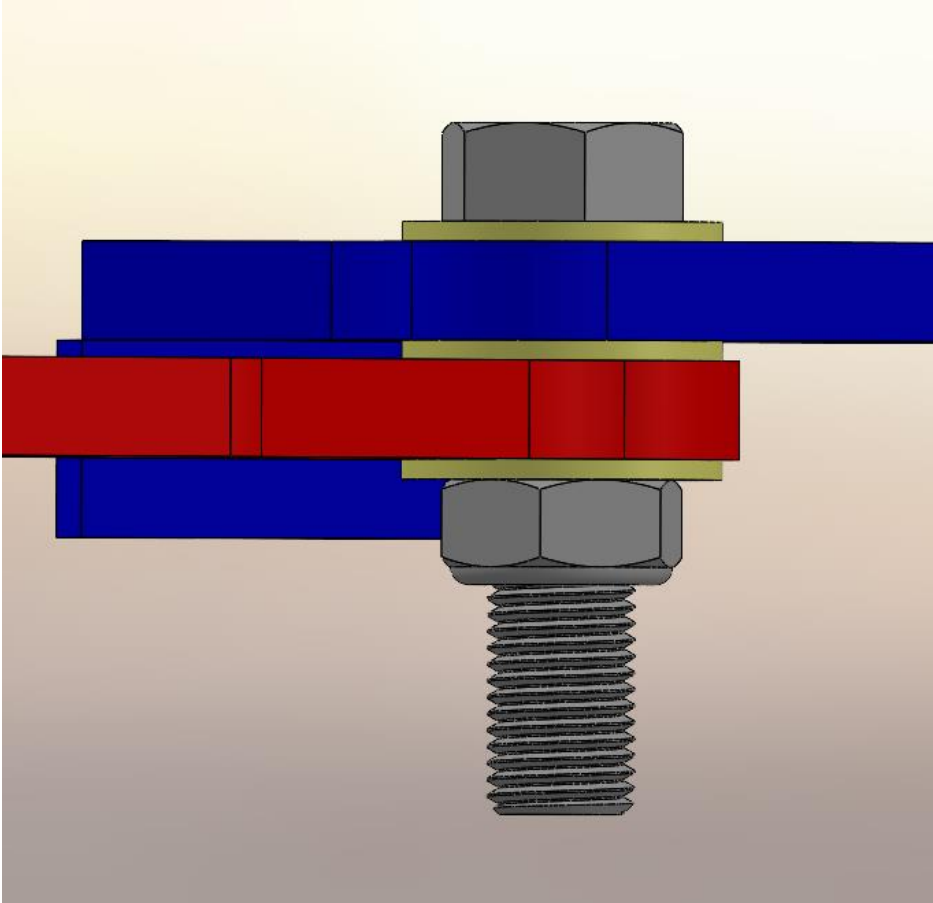
Next, install the 1/2" bolt into the third hole starting from the inside of the swing out (green arrow). Make sure to use a washer on each side (blue arrow). Tighten.



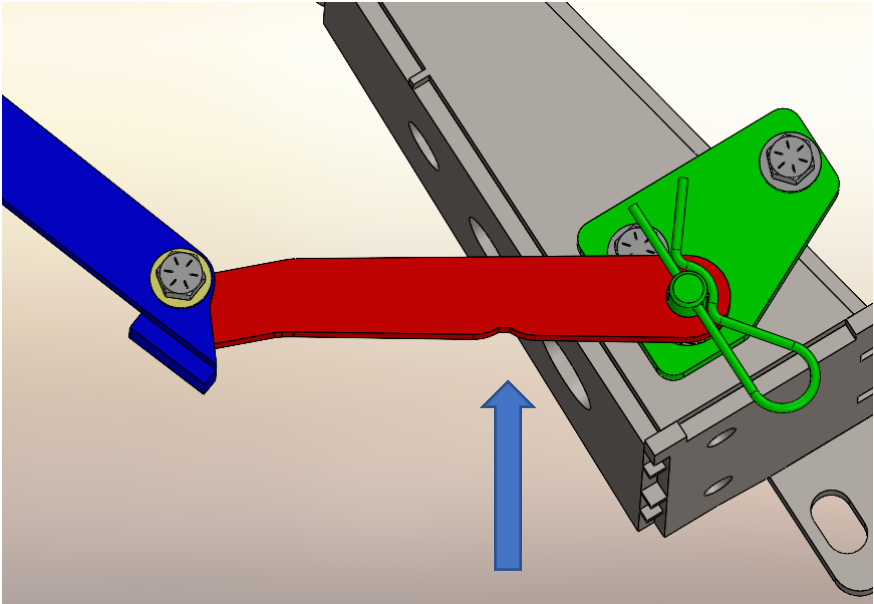
Then add the Tabbed Linkage with the tab facing down and towards you, use the second ½" nut, leave loose. This tab acts as a stop against the Frame Side Linkage.



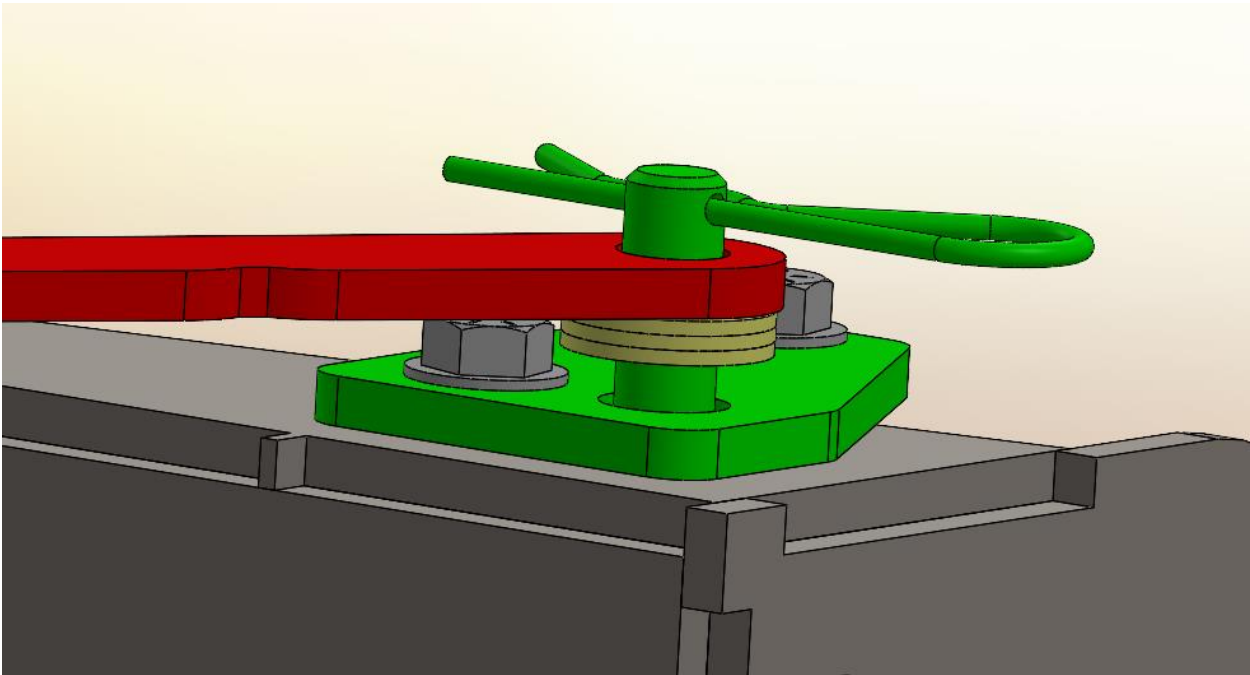
Next, bolt the Frame Side Linkage to the Tabbed Linkage using the shorter 3/8" bolt. Use a washer on the top, in between the linkages and on the bottom. Leave loose.



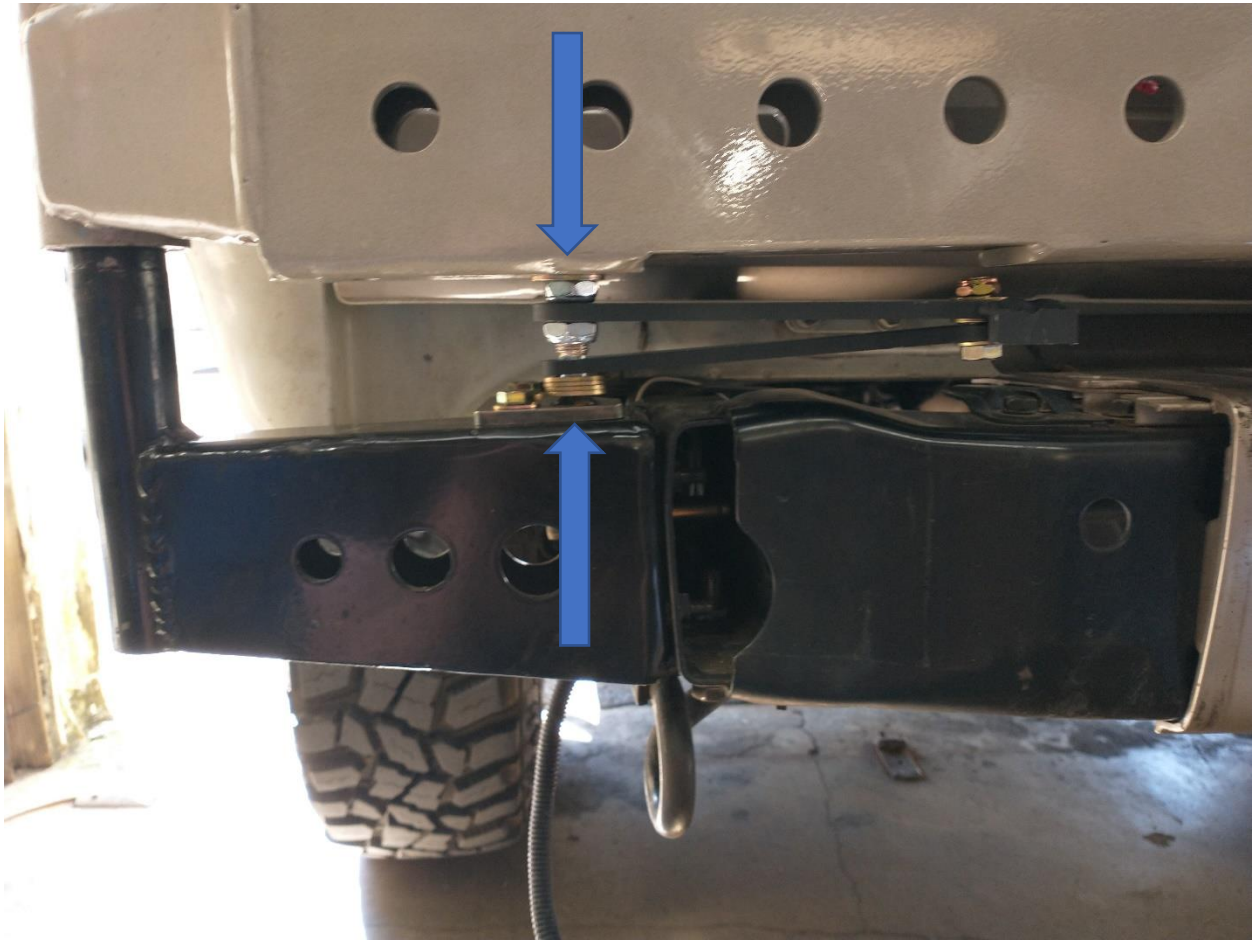
Take note of the orientation of the Frame Side Linkage, there is a small notch indicator. The notch should face you.



Next, place 2 or 3, 1/2" washers on the pivot point on the frame and attach the Frame Side Linkage.



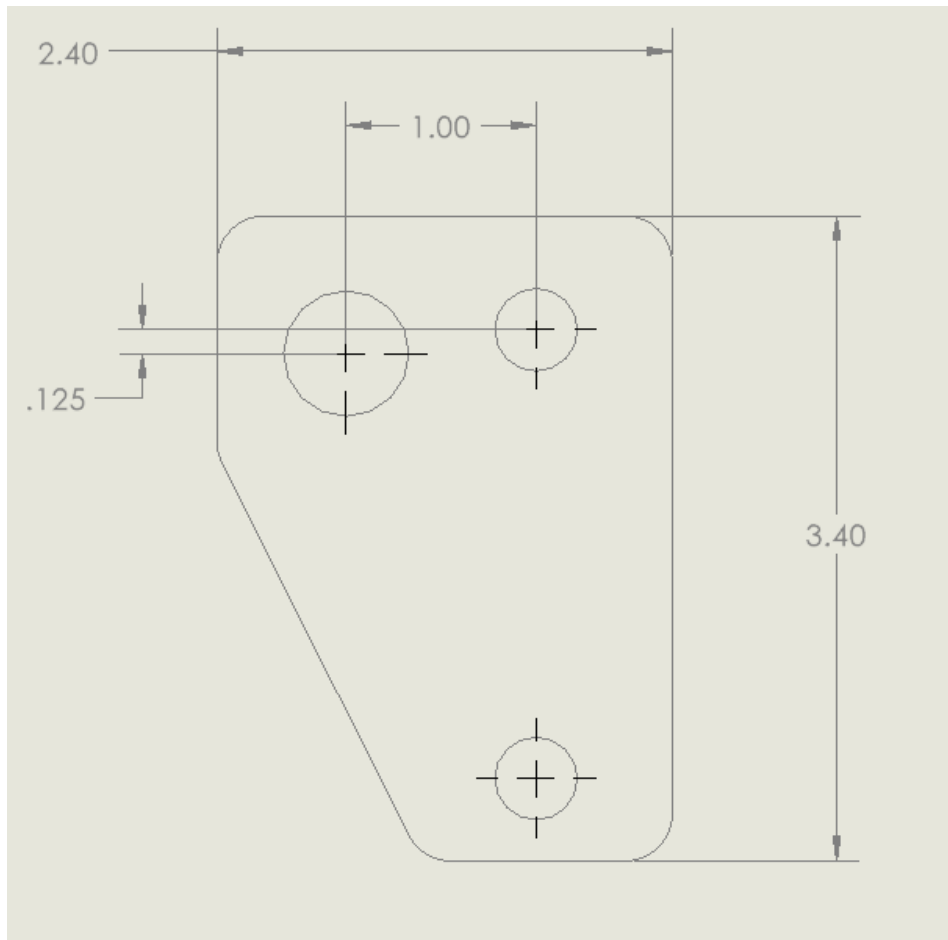
Ensure all pivot points are loose. Now carefully open and close the swing out and check for binding. The linkage should move freely. Ideally, the pivot point on the swing out should align with the pivot point on the frame. When closed the linkage should fit between the swing out and bumper and be close to parallel with the swing out. Some misalignment is acceptable if no binding is present. If needed, the Frame Pivot can be slid over, away from the center of the vehicle. **Warning!** If you do this, the linkage will end up closer to the bumper plastic once installed. Try to keep the Frame Mount Pivot closer to the center of the vehicle if possible.



Once everything is cycling freely, take note of where the Frame Mount Pivot is along the slots and remove. Remove the swing out and reinstall the plastic as best as you can without the factory steel bracket. Using a permanent marker or alike, mark on the plastic where the slots meet from the frame mount.

Remove the plastic and mark the hole for the pivot point. A template can be downloaded from the website to assist in alignment. Otherwise, see the below drawing for layout. Remember the orientation as you flip the plastic over.

Drill a $\frac{1}{2}$ " or greater hole, try not to go too oversized because the pivot pin will help hold the plastic in place. **Therefore, be as precise as possible with the placement and drilling of this hole.**



Reassemble following the steps before. Torque the 3/8" bolts on the Frame Mount Pivot to 38 lb-ft. Stack washers on the pivot stud, on top of the plastic until desired linkage height is achieved. Several washers come with the kit to use as adjustment. **REMEMBER to keep the hairpin down flat or it may interfere with the tailgate!** Tighten the nut on the swing out side to bring the linkage upward away from the plastic. The 3/8" bolt at the center pivot should be tightened and then backed off about 1 full turn. Do not over tighten and create drag on the linkage some looseness in the linkage aids with its function. Check final alignments with the swingout latched down.

