



### Installation of the One-Piece Light Bar:

1. Remove the (4) total 5/16-18 countersunk torx head bolts from both sides of the mounting location. Use caution not to strip the torx head. If corroded these bolts may be difficult to remove, and you may need to apply heat with a torch or magnetic induction heat tool. In an extreme case with excessive rust, consider welding a nut to the bolt head.
2. If re-using the torx head bolts, remove corrosion with a die or soak in vinegar for 24 hours.
3. If desired, replace the torx head bolts for easier installation. Use (4) of 5/16-18 x 3/4" Button Head Socket Cap Screws and a washer for each.

**Note:** *If using stainless steel hardware, apply a small amount of anti-seize to the threads and tighten by hand, never use power tools with stainless steel fasteners.*

4. To position the light bar in place is a two person job. With a second person, position the light bar over the bolt holes on the windshield frame. The light bar should be approximately 1/2" to 3/4" wider than the windshield frame, this is normal.
5. Thread the new bolts in a few (3-5) turns by hand on one side only, do not tighten down.
6. Compress the light bar on the other side to allow the bolts to get close enough to engage, this should take some minor pushing force. Thread the new bolts in a few (3-5) turns on this side.
7. Tighten down the bolts on both sides, alternating per side as you tighten. Fully tighten the bolts, but do not overtighten.

### Prepping the One-Piece Light Bar for Paint:

1. It is normal for bare uncoated steel to show minor signs of corrosion, but to avoid excessive corrosion, store the light bar indoors in a dry environment until you are ready to paint.
2. Remove the antenna clip (if applicable).
3. Drill and debur any holes, for example if you are running wires up to search lights, or the search light drill out pattern.
4. Clear the surface to remove any minor corrosion or dirt, the easiest method is WD40 combined with Red 3M Scuff Pads.
5. The oils and shipping tape residue now need to be thoroughly removed prior to paint, wear proper PPE and use Klean-Strip Prep-All or Acetone in a well-ventilated room to strip the surface clean. At this point the metal has no protective oil layer and will rust rapidly if left to the elements.
6. Prime the light bar. An etching primer then a build primer works best. Once dry, sand the build primer (220 then 400 then 600 grit if you want a showroom finish) and use a tack cloth to remove any dust.
7. Paint using the same paint and technique used on the gas powered Jeep.