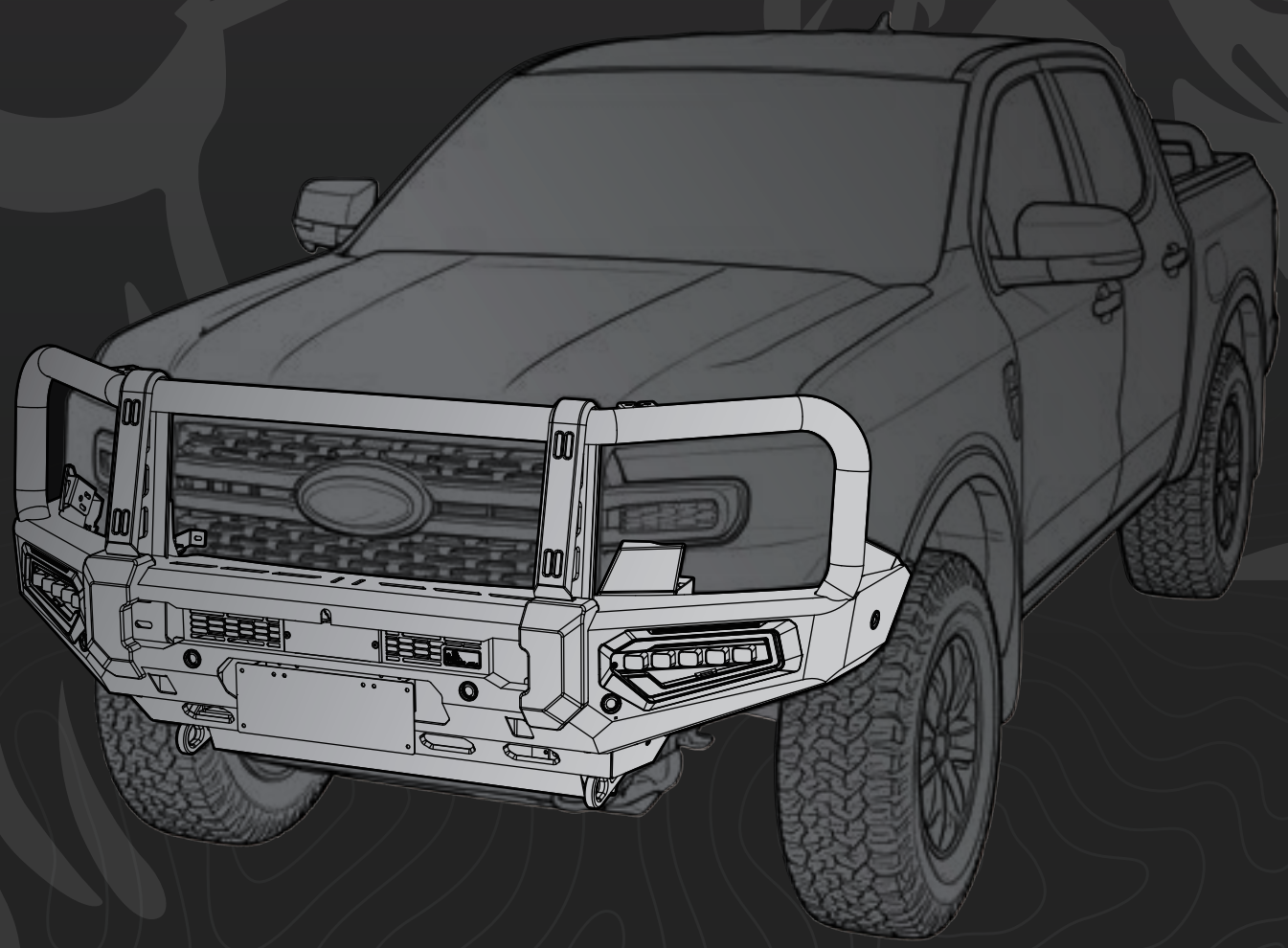
ZEUS 4X4

FRONT BULLBAR

FOR FORD RANGER & EVEREST

INSTRUCTION GUIDE ▸▸



- Prepare a clean work area.
- We recommend a minimum of 2 people for assembly and 4 people for installation.
- Ensure the required tools are present and all hardware contents are accounted for.
- Never use acetone or thinners on painted parts.
- Read through the entire instruction guide before starting this procedure and follow.
- The steps carefully to avoid any damage to the components or the vehicle.

DIRECTORY

01	INSTALLATION & SAFETY PRECAUTIONS	01
02	INSTALLATION TOOLS	02
03	ACCESSORIES	02
04	DISASSEMBLY STEPS	06
05	INSTALLATION STEPS	22
06	INSPECTION AND MAINTENANCE	30
07	INSTALLATION OF REAR ASSEMBLY	31

BEFORE INSTALLATION

- This product is a heavy-duty off-road modification component and must be installed by a professional with relevant vehicle modification experience.
- Before installation, be sure to read this manual carefully to ensure that all components, fasteners, and tools are complete and undamaged. Missing or damaged parts must be replaced immediately.
- Installation must be performed on a flat, stable surface, and the vehicle must be reliably supported to prevent displacement during installation.
- It is recommended to wear protective gloves to avoid cuts from metal parts and screws; disposable gloves should be worn when handling sealant to prevent skin irritation from chemicals.

DURING INSTALLATION

- Strictly follow the installation steps specified in the manual. Do not modify the process or skip key steps without authorization.
- Original Parts Removal:Carefully remove the original bullbar and sensors, retaining the original clip screws. Do not use excessive force to remove them, as this may break the clips.
- Beam Connection:The bullbar must be fixed to the pre-drilled holes in the original vehicle's longitudinal beams. Do not attempt to connect only to the body panels or adjust the original energy-absorbing box base structure. This must be done by two people to avoid damage to components or injury.
- Original Radar and Camera: The original radar and camera must be moved to the new bullbar in their original positions without changing their angle to avoid false alarms or image distortion.
- Lighting Wiring Harness:Wiring harnesses for the added lights must be run through corrugated conduit away from the exhaust pipe. After installation, check that the gap between the bullbar and the exhaust pipe, electric pedal, and license plate frame is no less than 10mm.
  Before installing any electrical components, disconnect the vehicle's power supply to avoid short circuits that could damage the electrical system or create safety hazards.

FASTENING & TORQUE SAFETY

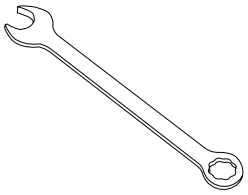
- All fasteners must be tightened using a calibrated torque wrench to the torque value specified in the manual, ensuring tightening accuracy.
- The final tightening process must not be performed using impact drills or power tools to prevent over-tightening and damage to components.
- Over-tightening may cause deformation of aluminum alloy components and damage to threads, thereby affecting structural stability and sealing performance; under-tightening may easily lead to loosening of components, posing a safety risk.

SEALING & WATERPROOFING

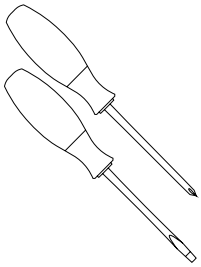
- Verify that all fasteners are tightened to the specified torque, with no loosening or stripping. Pay special attention to critical connections for M6 and M8 fasteners.
- Inspect all seals to ensure they are intact, continuous, without warping, and with tight gaps.
- Functional retest: Reconnect power, clear fault codes, and test the reversing radar, 360-degree camera, and blind spot monitoring for proper function and no persistent false alarms.
  Perform a low-speed test drive with the steering wheel fully turned to the left and right, over speed bumps or uneven surfaces, confirming no metallic friction or collision noises.
- Regulatory compliance: Ensure that the original headlights, turn signals, license plate, and license plate light are not obstructed. Otherwise, the license plate must be relocated and the lighting must be compliant to avoid penalty points.
- Post-driving retightening: Retighten all connecting bolts after driving 50-100 kilometers. Afterward, check the torque markings every 5000 kilometers or after each off-road trip.

DISCLAIMER

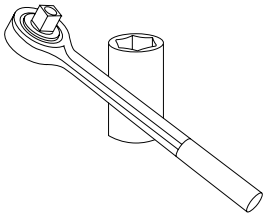
- The manufacturer accepts no liability for damage, injury, or loss resulting from installation, use, or maintenance not carried out in accordance with this manual.



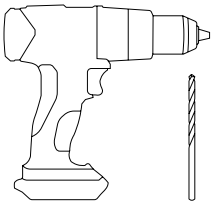
Metric wrench set



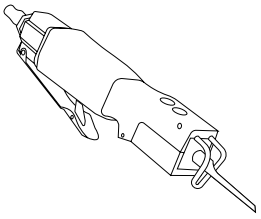
Screwdriver set



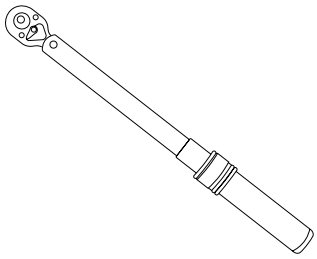
Metric sleeve assembly



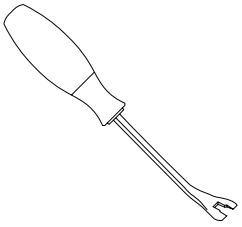
Drill and Drill Bits



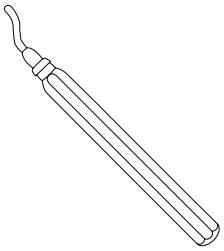
Air Hacksaw



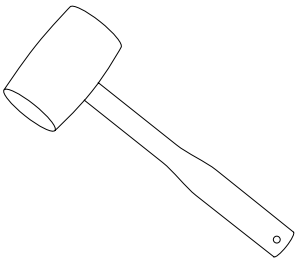
Torque Wrench



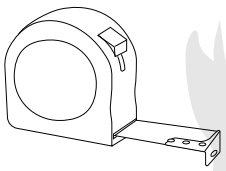
Clip Remover



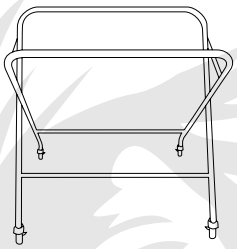
Deburring Tool



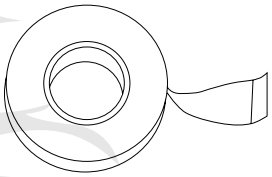
Rubber Mallet



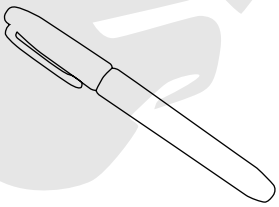
Tape Measure



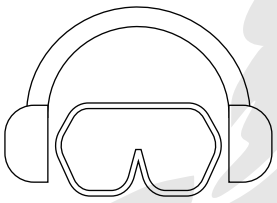
Bullbarr Support Stand



Masking Tape

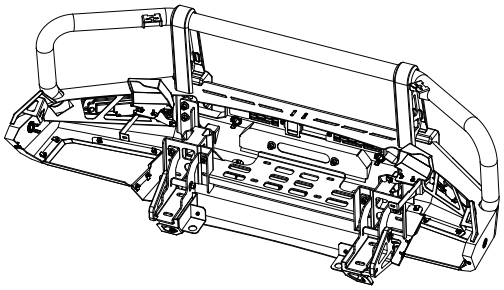


Marker and Paint Pens

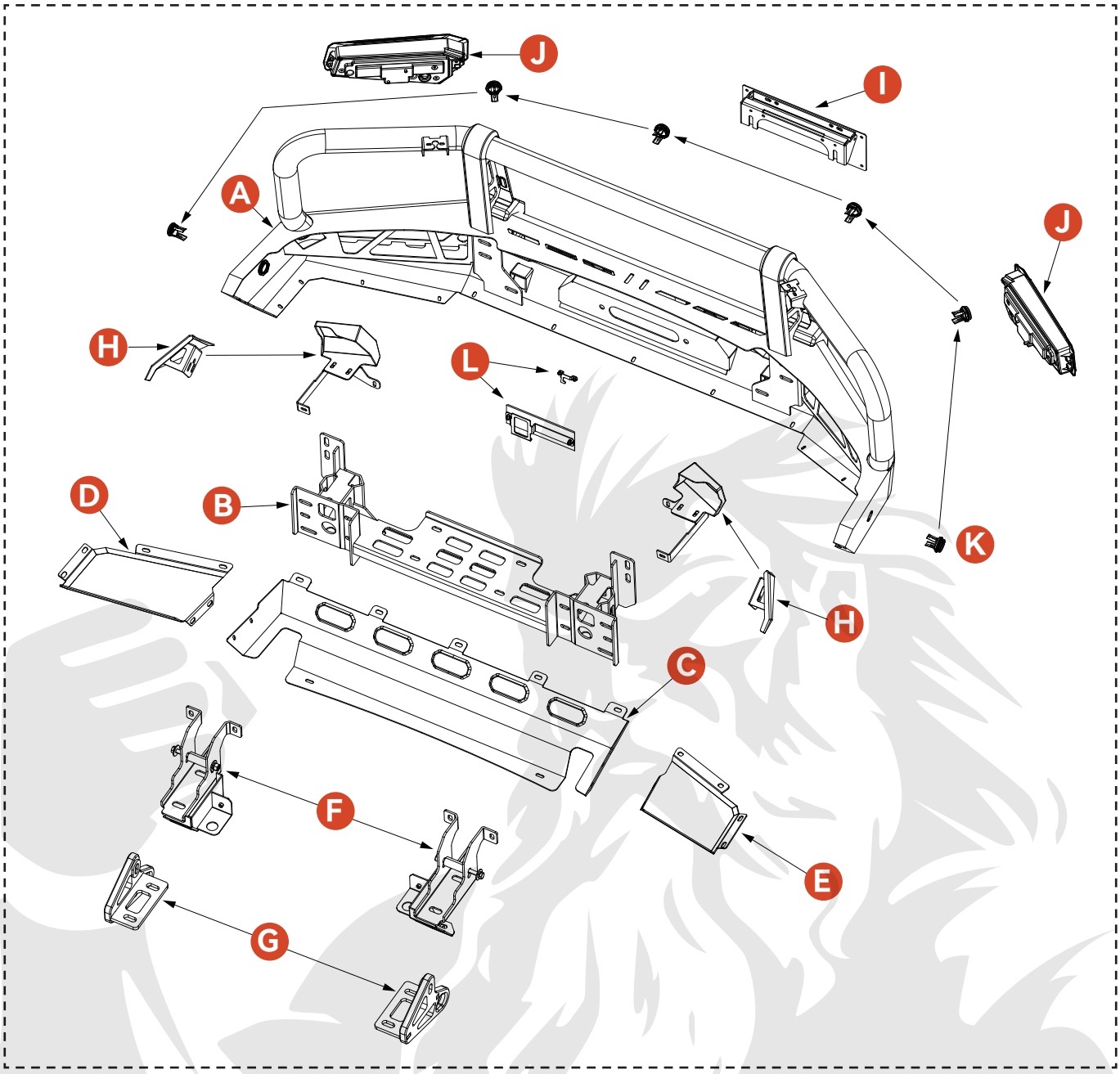


Personal Protective Equipment

PARTS 1



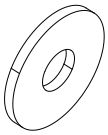
NO. Part name	NO. Part name
A. Front bumper main body	G. Tow hook
B. Winch bracket	H. OEM replacement part
C. Guard Plate - Middle	I. License plate base
D. Guard Plate - Right Side	J. Lighting modules
E. Guard Plate - Left Side	K. Radar bracket
F. Beam head reinforcement	L. Millimeter-Wave Radar & Camera Bracket



PARTS 2

Fixing of Front Bumper Main Body and Beam-End Reinforcement Parts

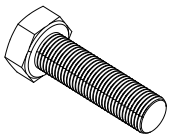
1 Large Washer **10mm**



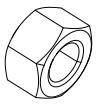
2 Spring Washer **10mm**



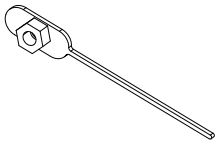
3 Hex head bolts **M10X35-S**



4 Hex nuts **M10-N**



5 M10 Nut plate



Fixing of Bumper Accessories

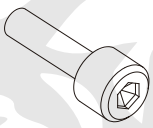
6 Large Washer **6mm**



7 Spring Washer **6mm**



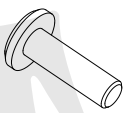
8 Hex socket head cap screws **M5X25-S**



9 Hex nuts **M6-N**



10 Hexagon Socket Screw **M6X20**



11 Hexagonal flange nut **M5-N**



PARTS 2

Fixing of Towing Hook

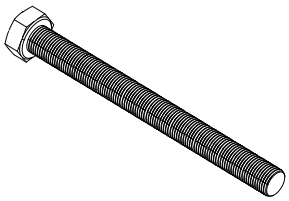
12 Large Washer
4mm



13 Spring Washer
4mm



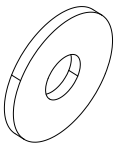
14 Hex head bolts
M10X130-S



15 Hex nuts
M8-N



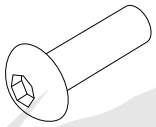
16 Large Washer
8mm



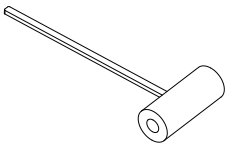
17 Spring Washer
10mm



18 Hexagon Socket Pan Head Screw
M4X12-N

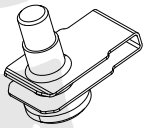


19 Beam-End Bushing

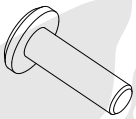


Installation of Guard Plate

20 Protective plate screws, nuts and fasteners
M6



21 Pan head socket screws
M6X20



22 M6 Standard Quick Clip Nut
M6



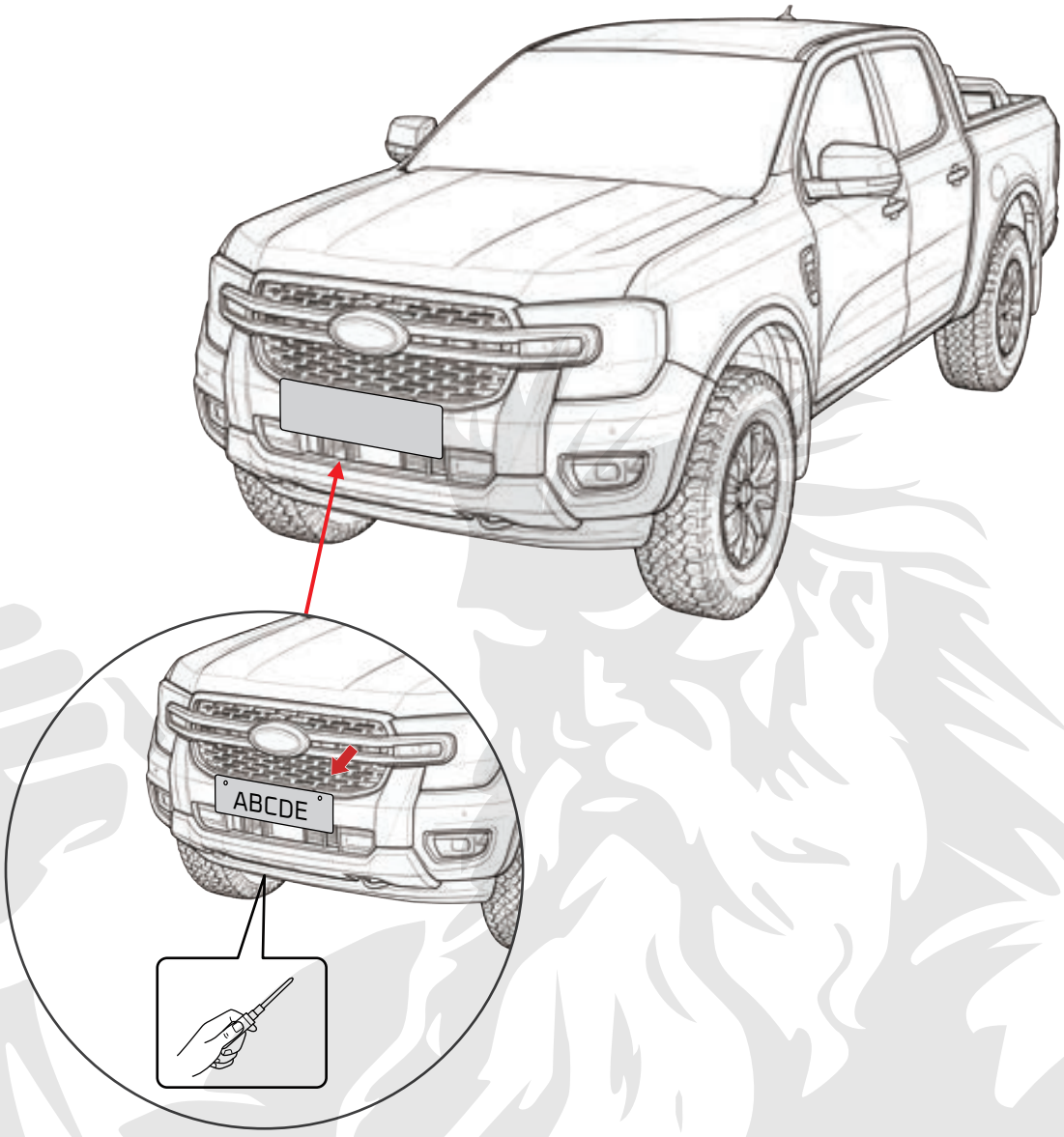
STEP 1

⚠ WARNING:

1. If Relocating Front Camera – Read and understand camera relocation bracket instructions before beginning work.
2. DO NOT turn on or move car whilst any camera or radar systems are disconnected. Failure to observe this precaution will result in system errors that will need car to be taken to Ford Dealership to resolve. Keep proximity keys away from vehicle and out of range to minimize the chances of computers activating whilst modules are disconnected.

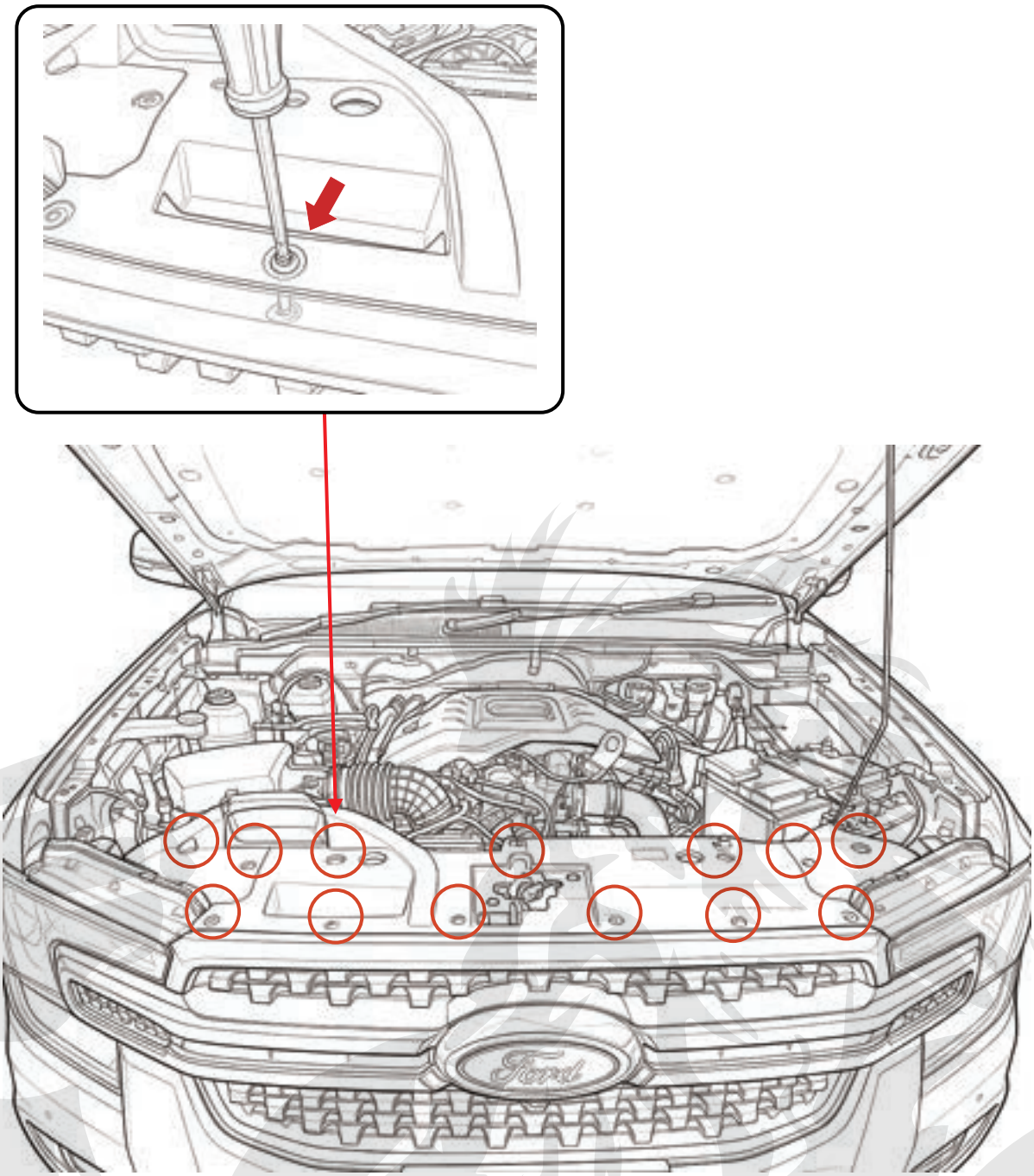
HIGH VOLTAGE WARNING:
This vehicle has a high voltage (HV) system. When working in the engine bay for installing accessories, do not touch any of the orange coloured HV components or cabling. Electric shock may cause serious or even life threatening injuries.

1. Remove number plate from bumper and set aside.
2. Open the bonnet by pulling twice on the lever under the steering wheel on the driver's side.



STEP 2

1. Open the bonnet.
2. Remove scrivets securing the top radiator cowling. Unscrew center section with Phillips screwdriver to unlock, then remove clip with trim tool.
3. Retain all clips for re-assembly.

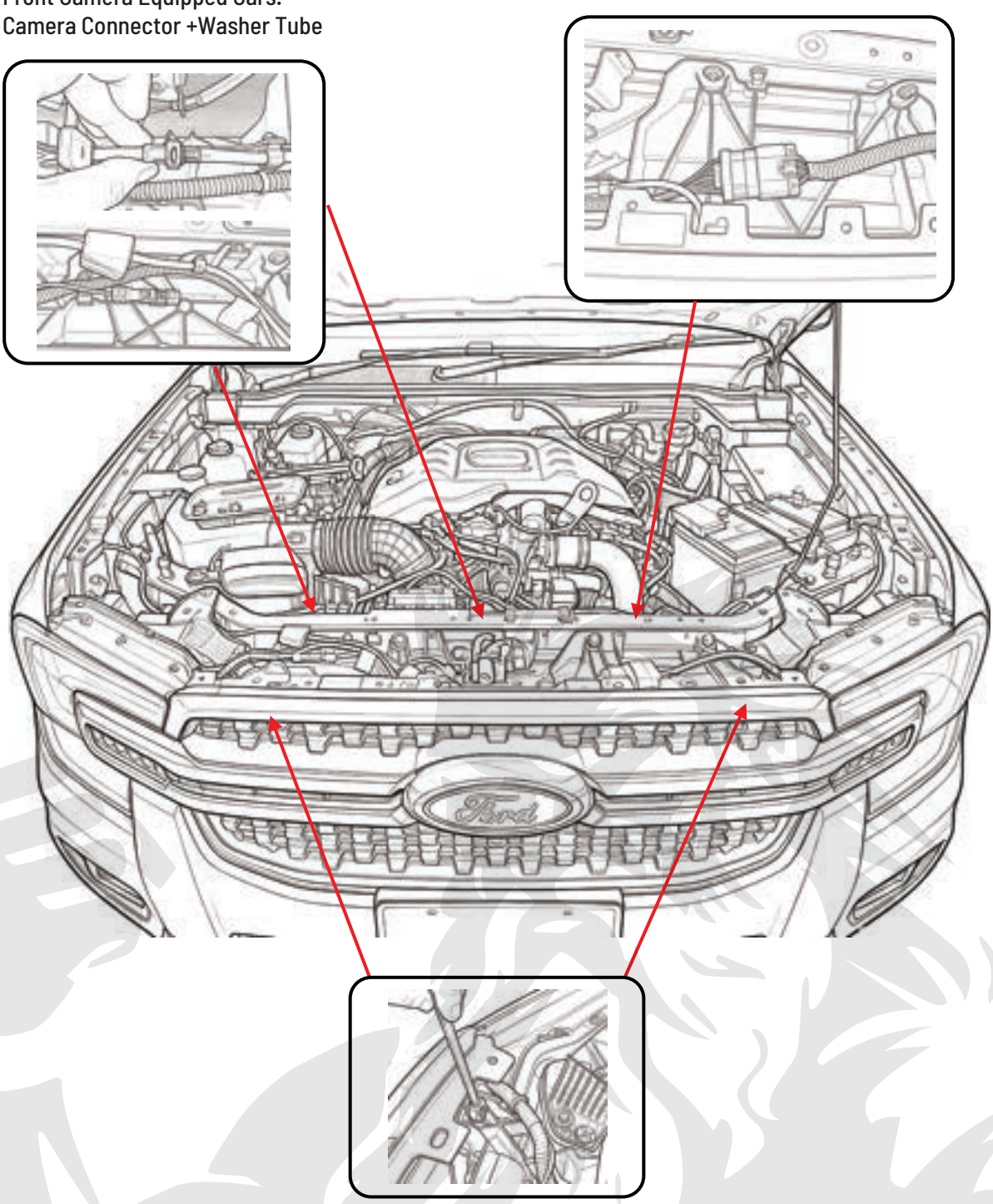


STEP 3

1. Remove the 2x bolts securing top of grille to body using 8mm socket.
2. Disconnect the main electrical harness connector camera, camera connecter and camera washer fluid connector (360 Camera equipped vehicles)

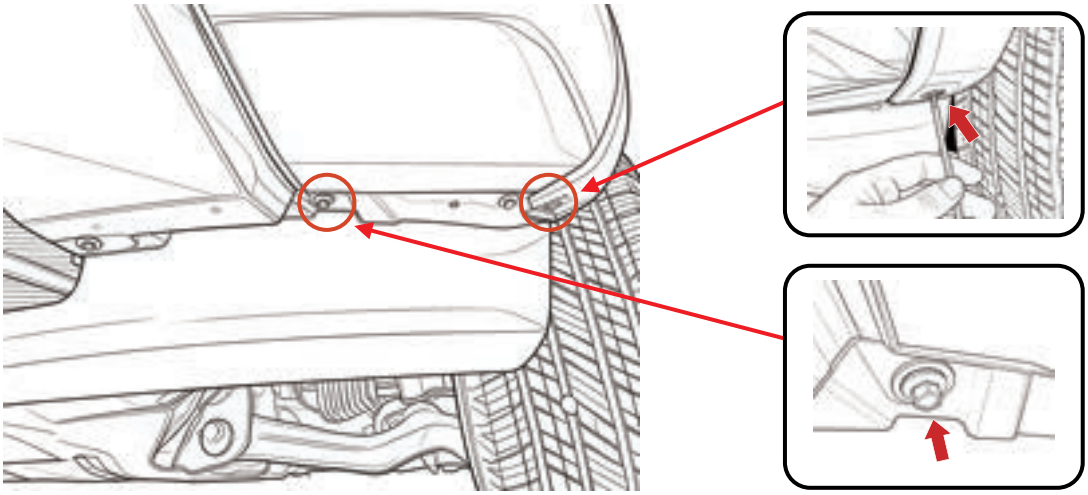
Front Camera Equipped Cars.
Camera Connector +Washer Tube

Electrical Connector



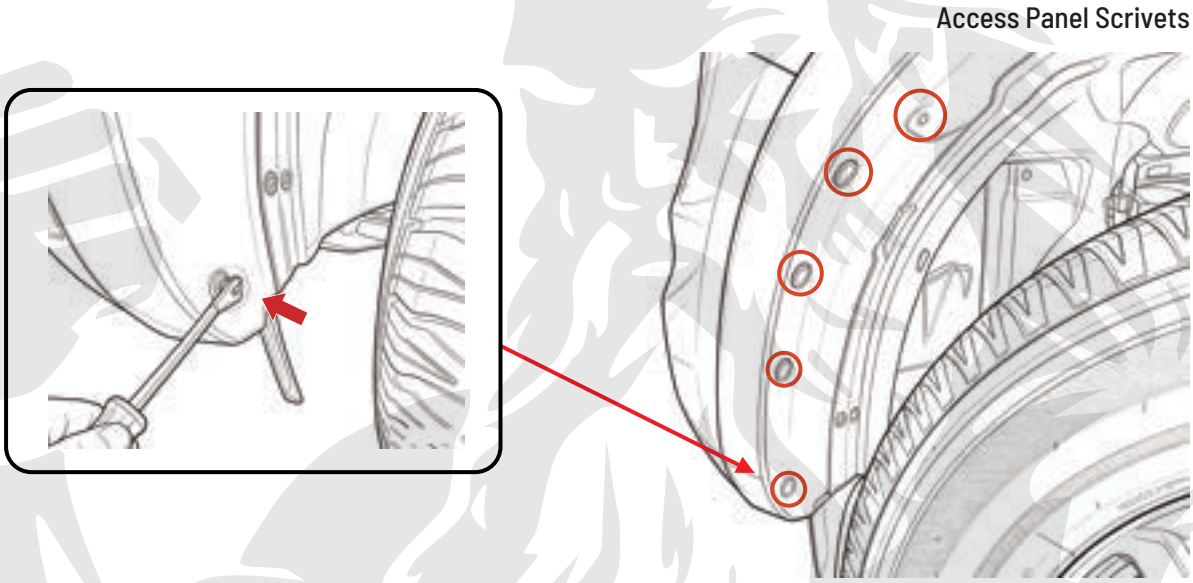
STEP 4

1. Remove the 8mm deep head screws securing the bumper to the lower crossmember. The other shallower head screws do not need to be removed.
2. Remove the Torx screw that secures the bottom of the flare to the bumper.
3. Complete for both sides of the vehicle.



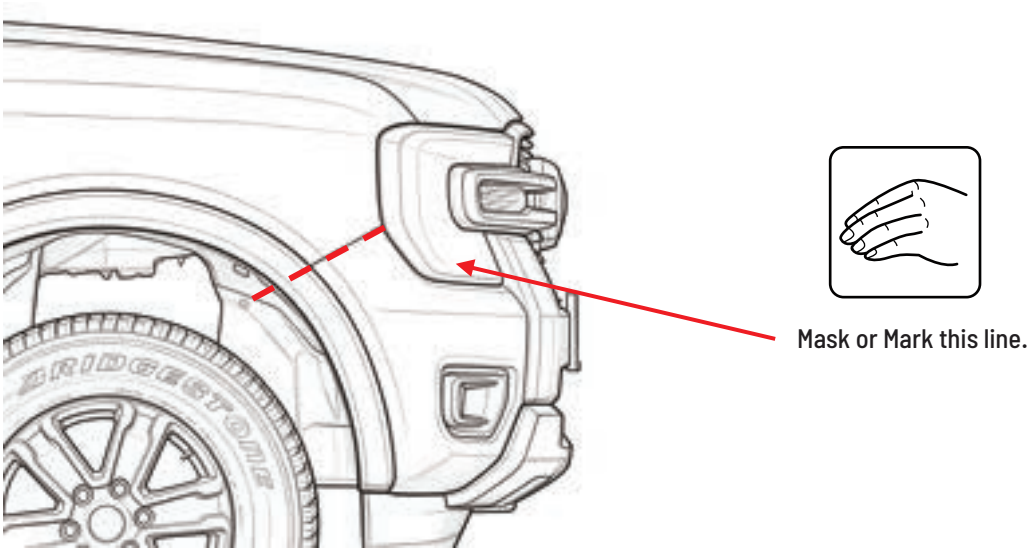
STEP 5

1. Remove clips securing wheel arch flare and inner guard liner by prying up center part of clip using a trim tool.
2. There are 4x flat head clips securing each flare.
3. Remove the lower two scrivets on the access panels on the wheel arch liner. This will allow the access panel to swing away giving access to the bumper bolts.



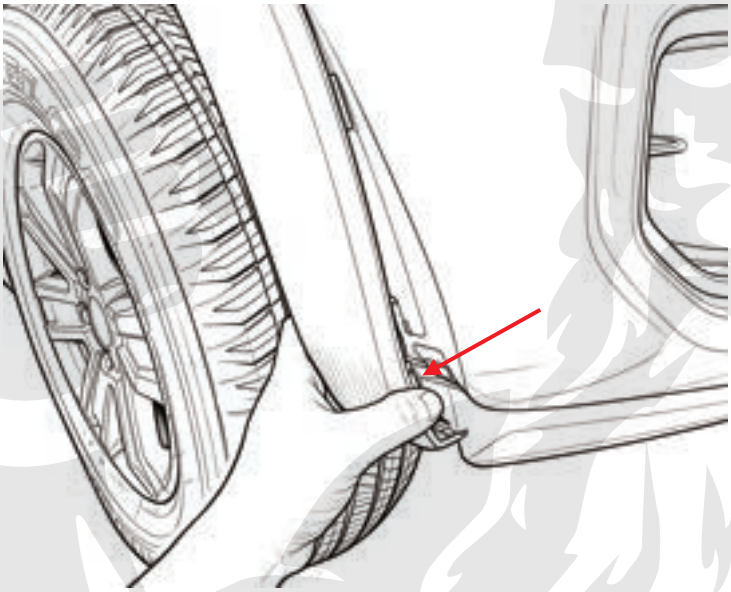
STEP 6

- Before removal of the flare, place masking tape / mark the flare in line with the bumper to guard panel line, this will assist in trimming flare later.

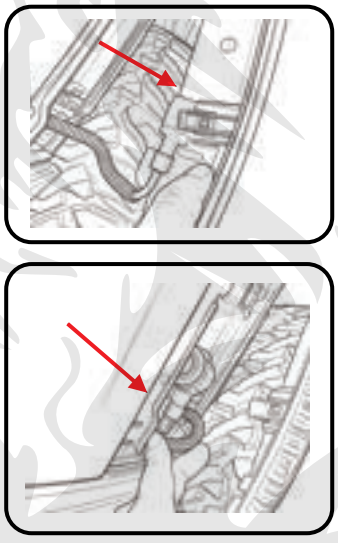


STEP 7

- Progressively release the clips securing the wheel arch flare to the bumper. Start from the bottom corner of the flare towards the front of the vehicle. Stop once the flare is free from the front guard.
  IMPORTANT: Remove the two concealed scrivets behind the flare securing the arch liner to the bumper.
  For high spec vehicles with 6x parking sensors, remove the sensor from the housing in the flare and temporarily stow sensor in bumper.

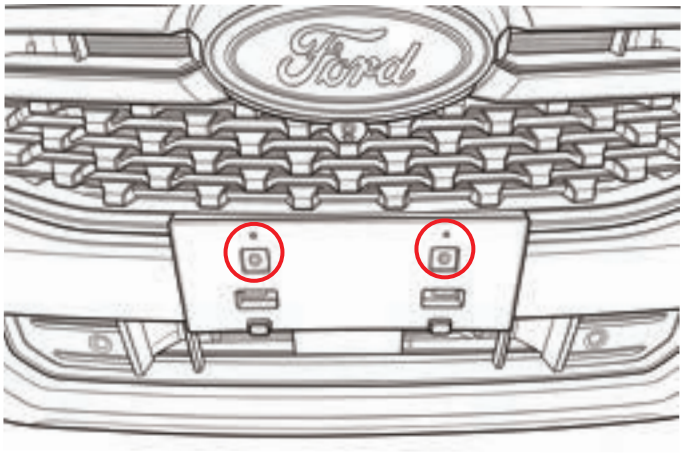


High Spec Vehicles – 6x Sensors



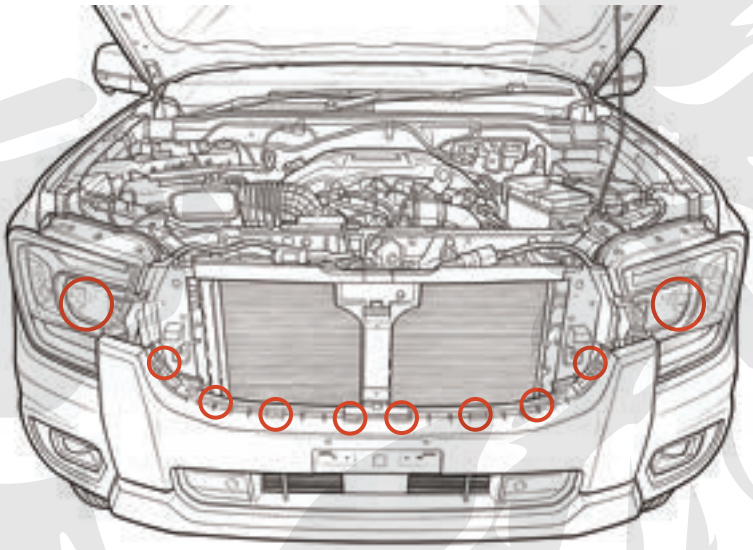
STEP 8

1. Remove number plate from the front of the vehicle.
2. Remove the number plate plinth by removing the two 8mm head screws securing it to the bumper. Then pull off to release the clips securing bottom edge.
3. Complete on both sides of the vehicle.



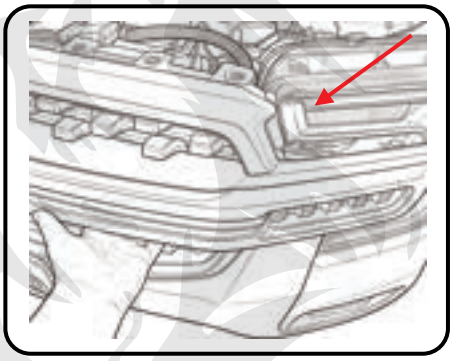
STEP 10

1. Remove the grille from the vehicle.
2. The grille is secured by molded clips in the locations shown in the photo above. Firmly pull the grille away from the bumper to release the clips. Start from the "Bar" section as shown and progressively release the clips to enable the grille to be removed.
3. If Relocating Front Camera – Camera and washer can be removed from grille. Refer to Camera relocation kit instructions.



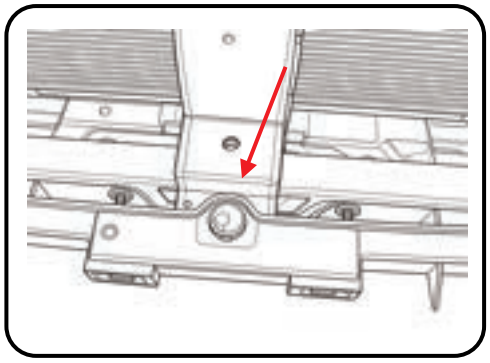
Clip Locations Circled

Start From Bar section

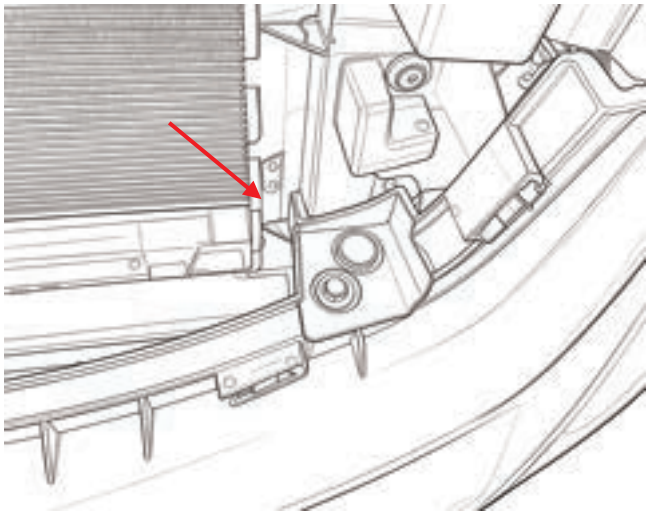


STEP 11

1. Remove 10mm head bolt and clip securing the bumper from each edge underneath where the grille was.
2. Remove the clip securing the center of the bumper to the radiator support.



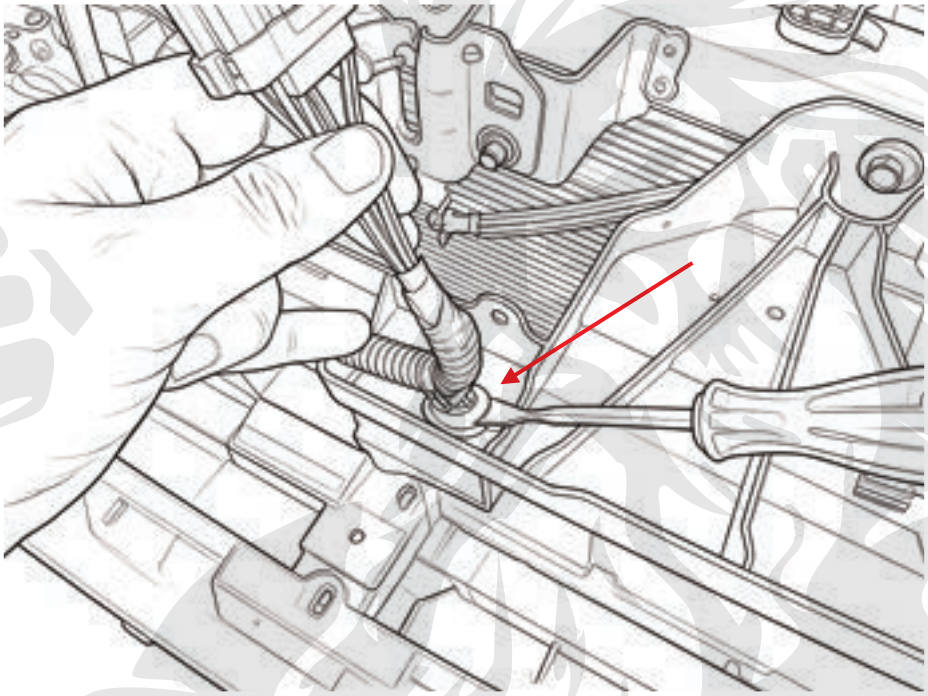
Center Clip



Outside Clip + 10mm Head Bolt

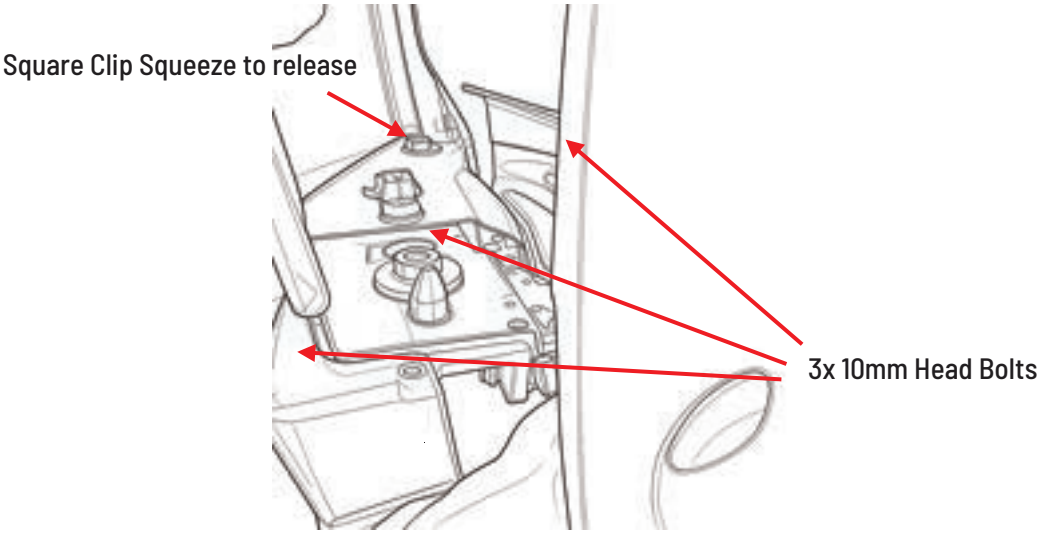
STEP 12

Unclip the main wiring harness from all locations where it is secured the radiator support panel.



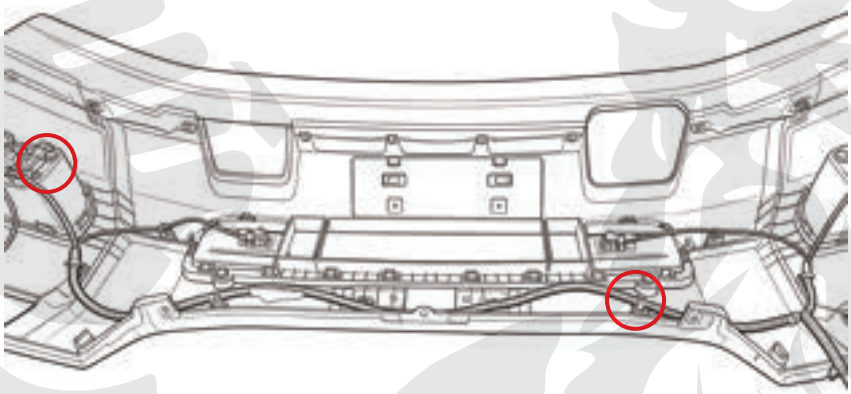
STEP 13

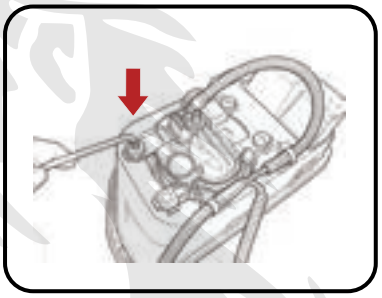
1. Looking through the access hatch on the wheel well liner, you can see the 3x 10mm head bolts securing the bumper to each side of the vehicle. Remove these 3 bolts. A mini ¼ drive ratchet is the best tool for this job. Complete on both sides.
2. Squeeze the sides of the square retaining clip whilst applying gentle downward pressure to the bumper. This may be easier using pliers to squeeze the clip.
3. Once the clips are released, remove the bumper from the vehicle and set down on a soft surface such as blanket or panel stand.

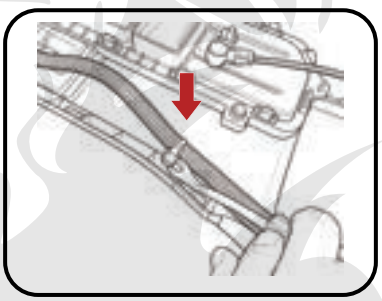


STEP 14

1. Disconnect the fog light harness from the fog light.
2. Remove the fog lights from the bumper, by removing the three Torx head screws.
3. Remove the electrical harness from the bumper by prying out the clips using trim tool.
4. Complete on both sides of bumper.





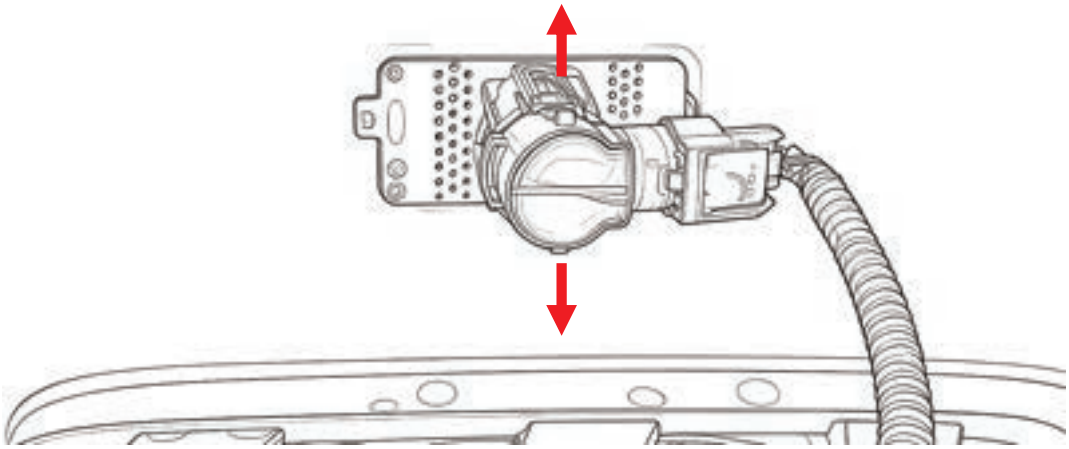


STEP 15

- Pry the two black retaining tabs on the sensor housing outwards whilst applying pressure to the face of the sensor from the front side of the bumper. The sensor should release from the housing. Remove from the rear side of the bumper.

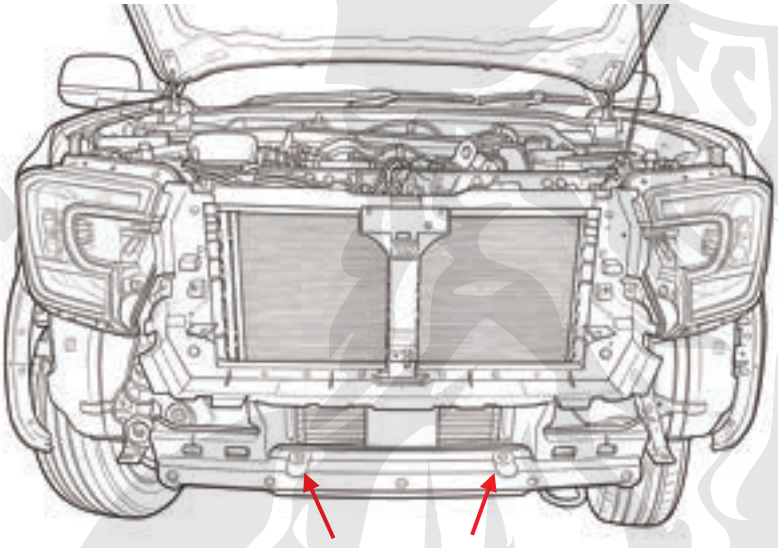
  Take care to ensure the rubber isolation rings remain in place with the sensor.

Pry tabs outwards and push from front of bar to remove sensor



STEP 16

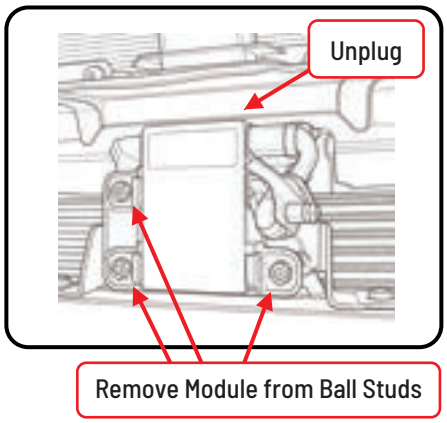
- 1. Remove the Foam covering the impact beam.
  2. The plastic is secured by clips in the front face, and molded clips on either end of the beam.
  3. Remove the visible clips and pull to remove.

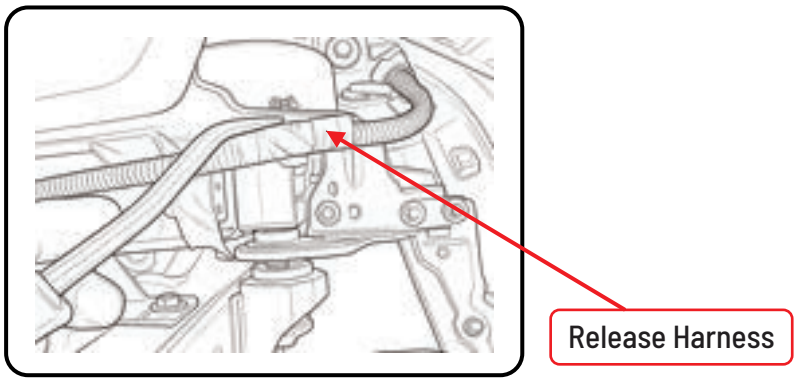


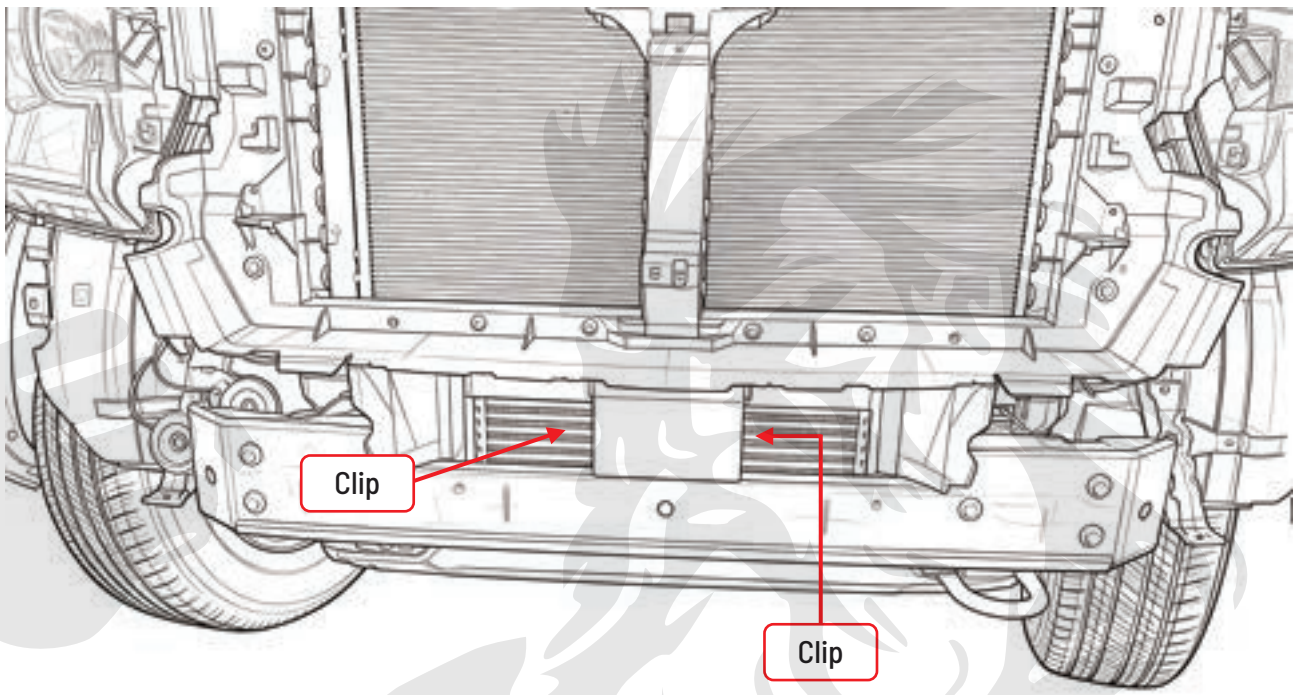
Clips Located Here

STEP 17

1. Remove the plastic radar cover by removing the two clips securing the bottom on the sides and two molded clips on the top side.
2. Unplug the radar module wiring harness connector.
3. Remove the radar modude by releasing it from the 3x ball studs it is clipped into. This can be done by carfully but firmly pulling the module forwards, away from the studs. A plastic trim tool may be used to help unclip the ball stud ends.
4. Release all clips securing the radar wiring harness to the impact beam and plastic air guides using a trim tool.

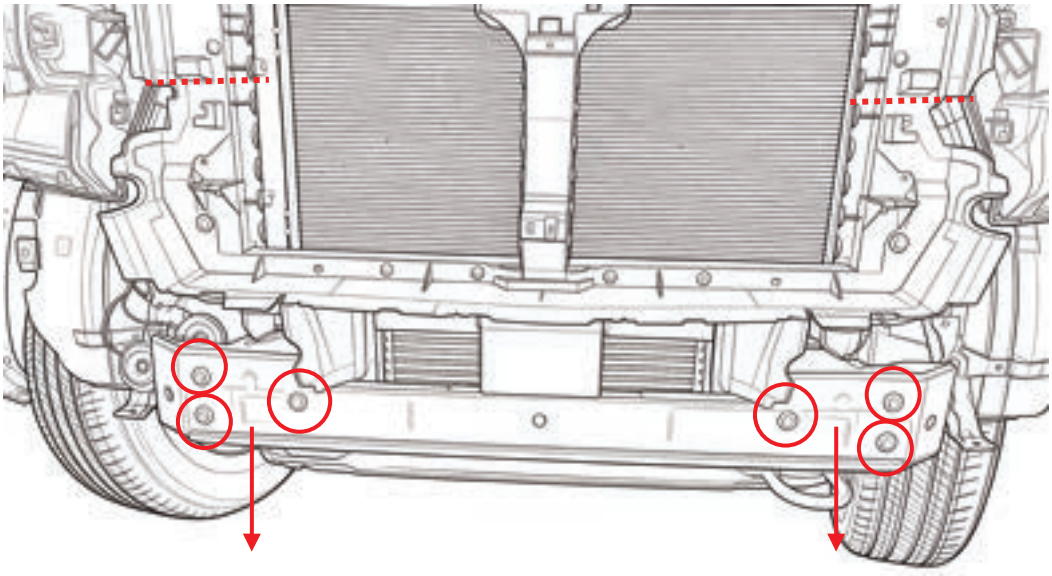






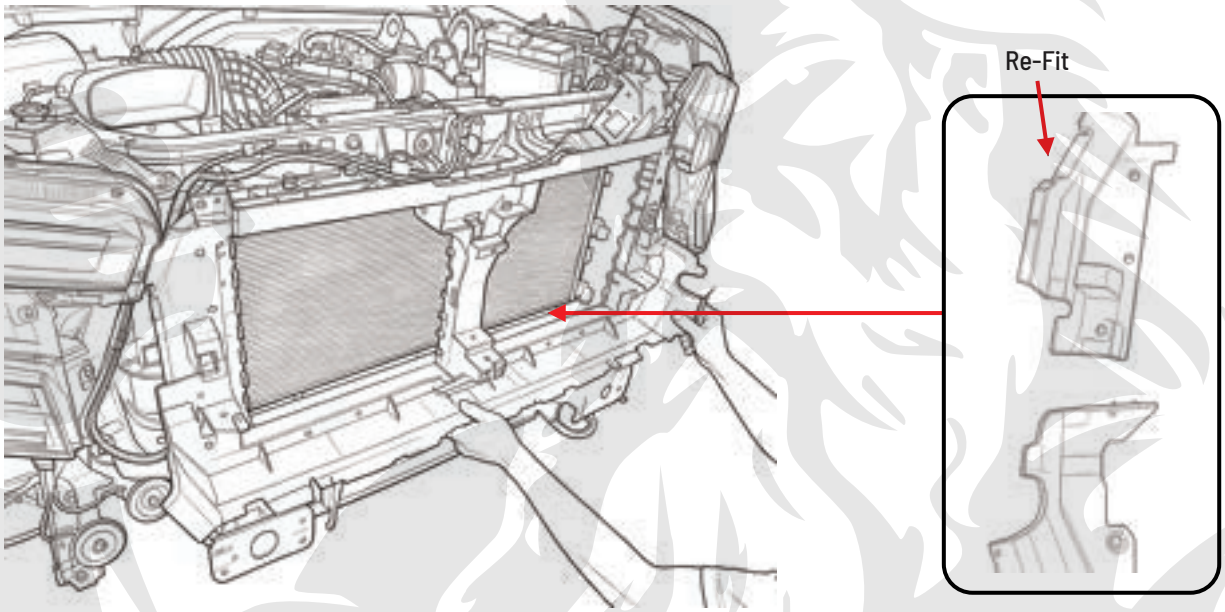
STEP 18

1. Remove Impact beam by removing the 6x M8 Bolts securing it to the chassis.
2. Retain bolts for fitment of impact assemblies.
3. Mark the plastic air guide through the narrowest points as shown by the red dashed lines on the images above.



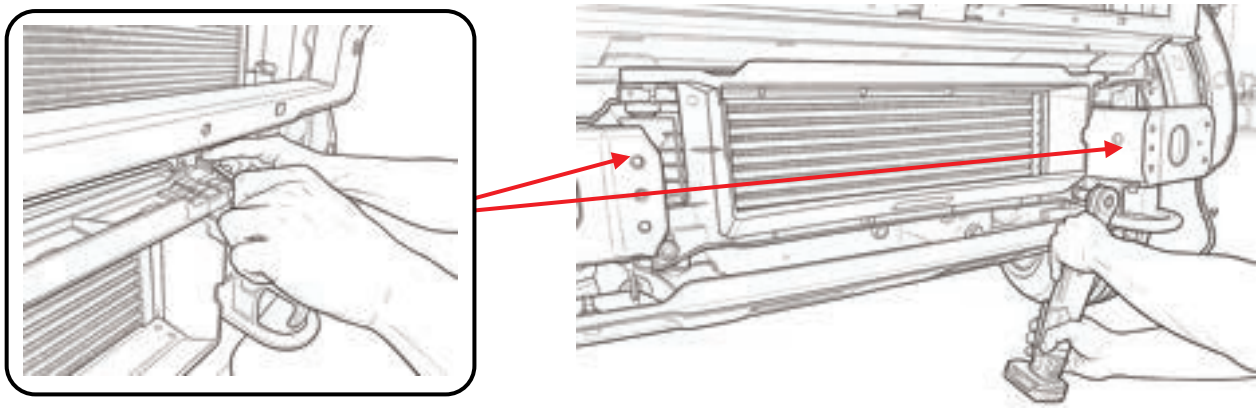
STEP 19

1. Remove the plastic air guide by removing the scrivets and 10mm head bolts securing to the vehicle.
2. Trim the air guide along the line marked earlier and re-fit top portion to car using original fasteners.



STEP 20

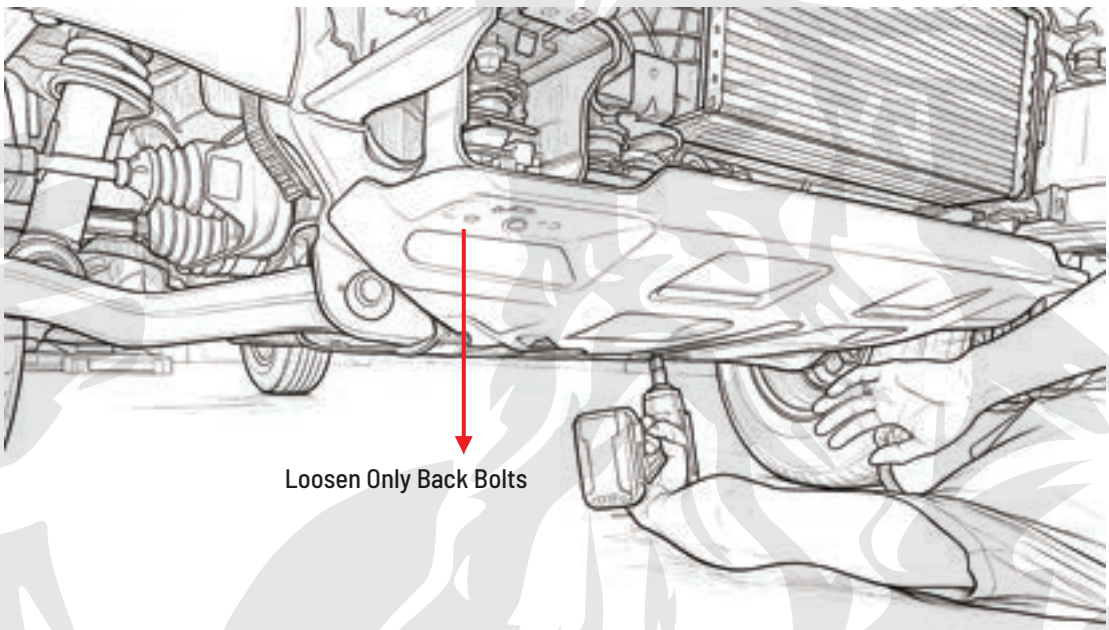
1. Remove the Intercooler air guide by removing the 4x bolts (2x top 2x front) securing it.
2. Bi-Turbo Everest models also have a louvre assembly in front of the intercooler.
   DO NOT remove the louvre assembly, only the outer air guide, highlighted in red in the inset image.



Everest Bi-Turbo Only. Retain Louvre Assembly
Louvre Assembly with Guide Removed
Remove highlighted air guide

STEP 21

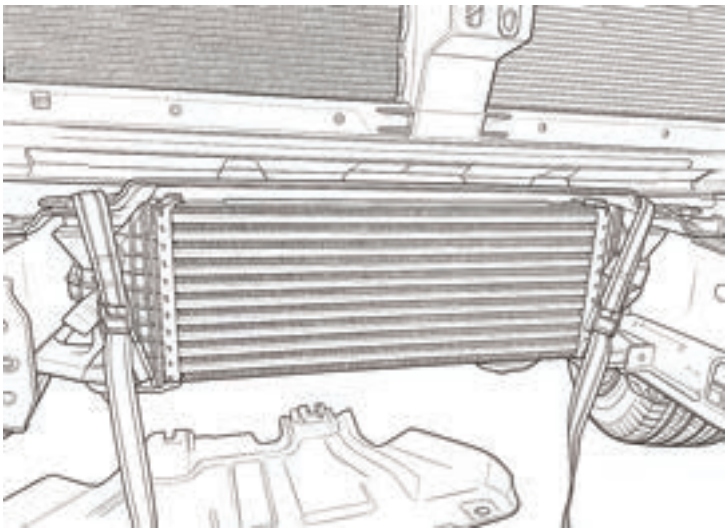
1. Remove lower bash plate.
2. First loosen only the rear 15mm head factory flange bolts.
3. Whilst supporting bash place remove two front bolts. Then remove bash plate toward front of the car.



Loosen Only Back Bolts

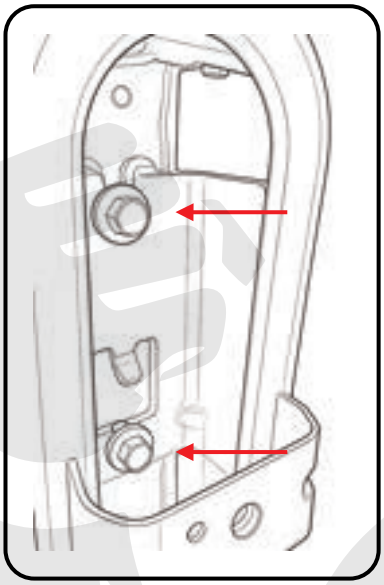
STEP 22

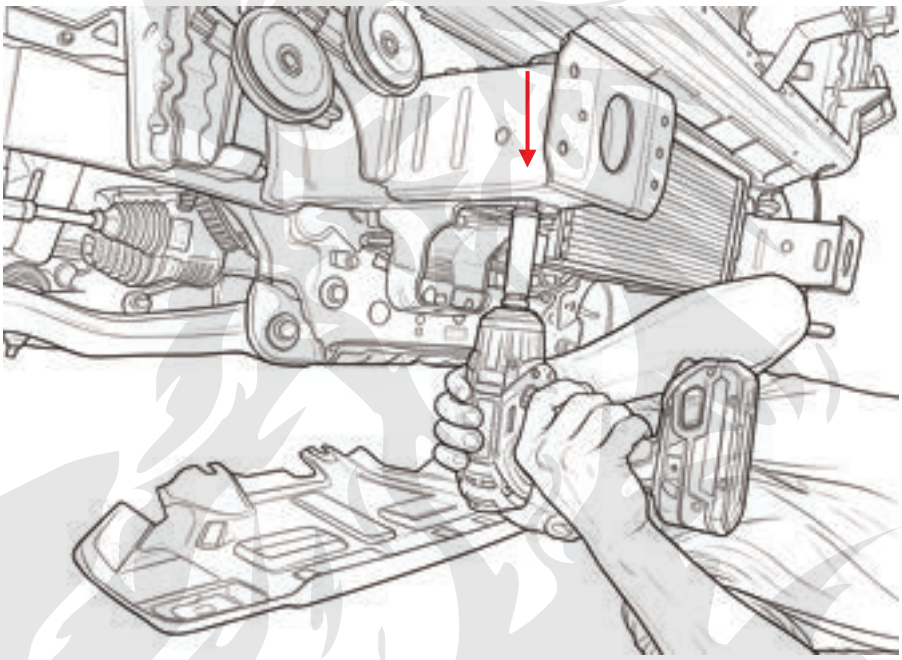
1. Temporarily support the intercooler by strapping to the upper intercooler support brackets.
2. This is best done with relatively short camlock straps or similar, Ensure the straps do not obstruct the lower rubber intercooler mounts.



STEP 23

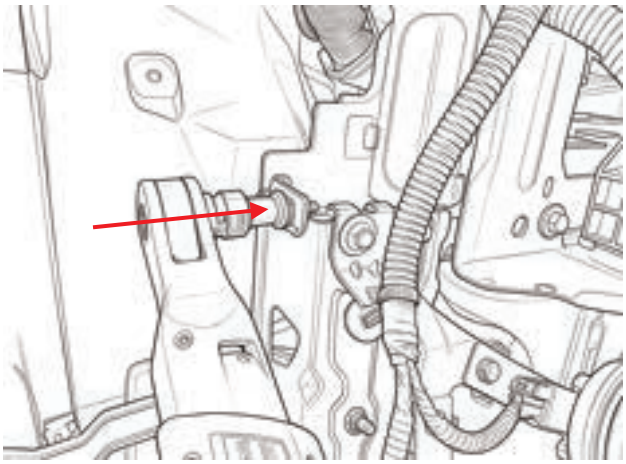
1. Remove the two 17mm head factory flange bolts securing the factory tow point / intercooler supports on both sides.
2. A extension bar can make reaching the rearmost bolt easier.
3. Retain factory Flange Bolts for Re-Fitment of Offroad Animal tow points.



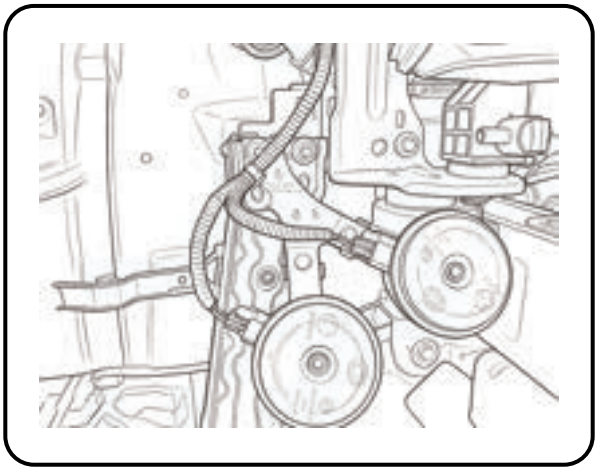


STEP 24

1. Remove the dropper bracket securing the horns to the body under the headlight on the RHS side. Also remove dropper bracket on other side of vehicle.
2. Remove the horns from the bracket and re-fit, in inverted position to the captive nuts in the body the dropper bracket was removed from, using original fasteners.
3. Everest vehicles have horn located elsewhere, and relocation is not required, just remove the dropper brackets.

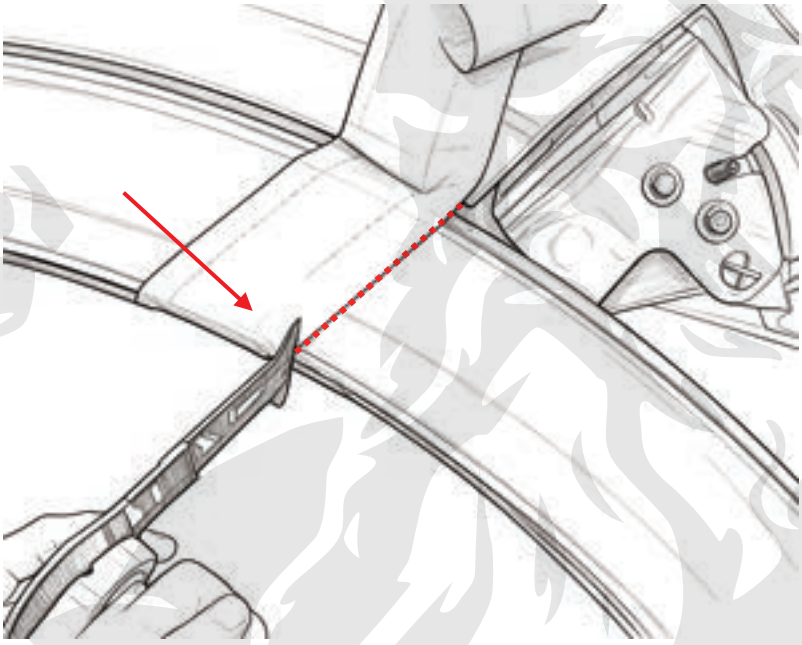


RANGER ONLY



STEP 25

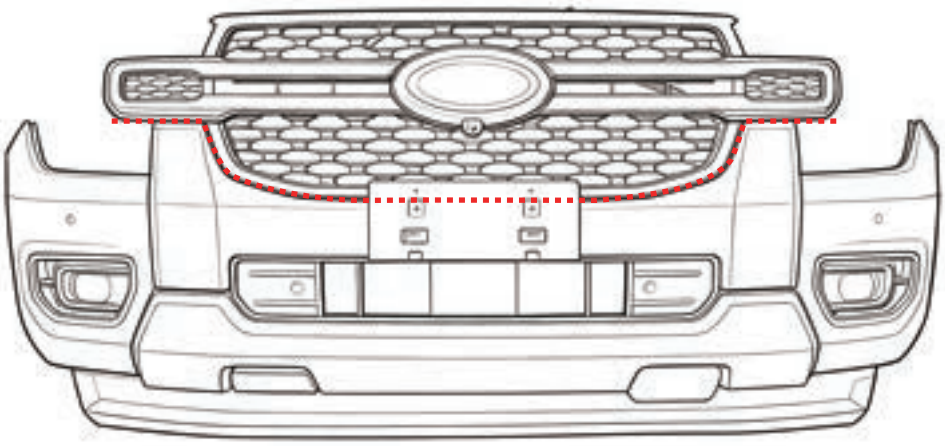
1. Cut the flare along the line colinear with the bumper junction marked with masking tape before the bumper was removed.
2. This can be done with an Air Hacksaw, Angle Grinder or Oscillating multi tool. Ensure cut is neat and straight.
3. Complete on both sides of the vehicle.



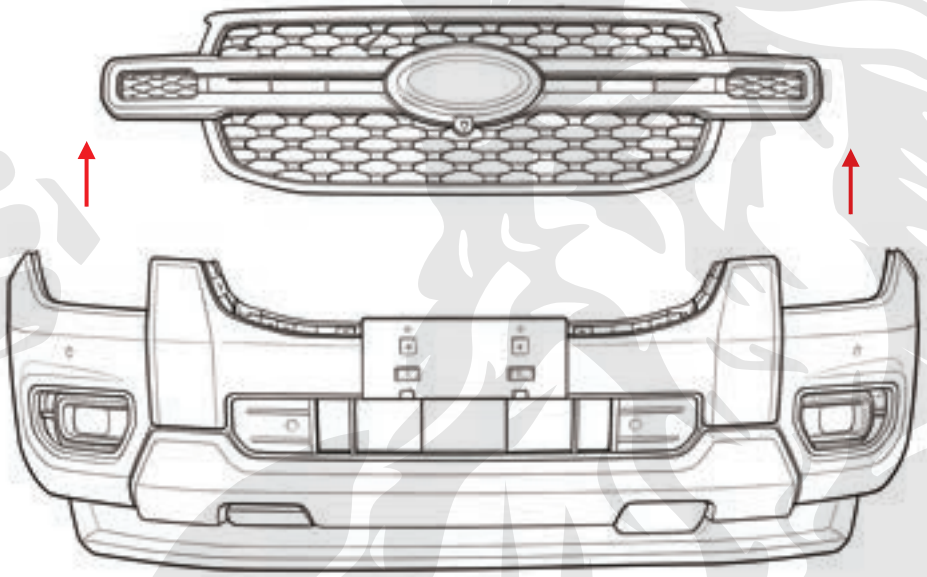
STEP 26

1. Apply masking tape surround areas to be trimmed, to prevent scratches to the grille.
2. Trim the grille as detailed on the previous page.
3. Discard the lower section of the grille.
4. Clean up the trimmed edges with a deburring tool or utility knife.

The grille will need to be cut as shown.

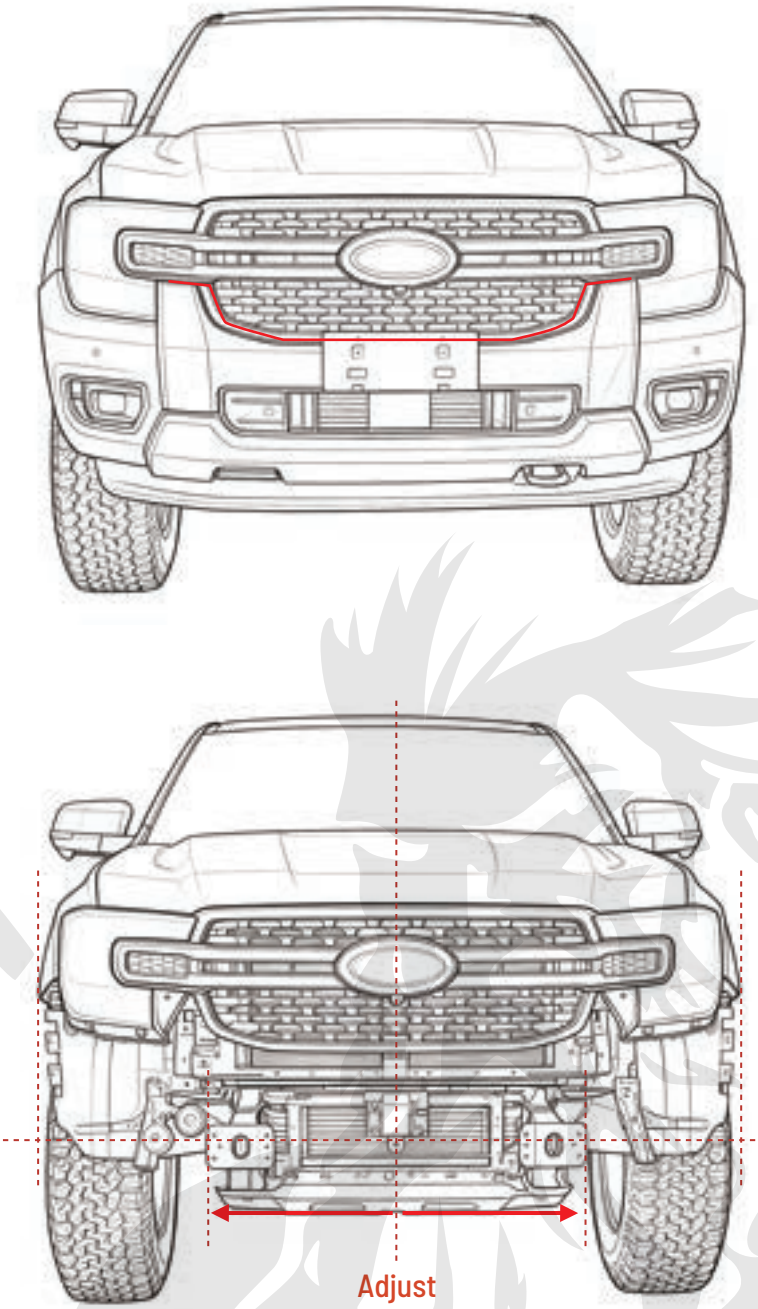


The grille will need to be cut as shown.



STEP 27

1. Measure Distance between outside edges uprights on bar using tape measure. Write distance below for reference if required.
2. Adjust mounts by sliding mounts on slots, such that distance between outside edges of mounts is approximately 2-4mm more than the bar.
3. Secure and tighten mounts. Tighten bolts that secure the tow point to chassis first, then impact assembly to chassis bolts.



IMPORTANT NOTE:

To ensure the parking sensors function correctly, these instructions must be strictly followed.

- Before removing the sensors from the original bumper, note the position and orientation of each one so that their original placement can be replicated when installing the new bumper.
- Do not paint the parking sensors. These sensors are precision components of the vehicle's safety system; the central "eye" of the sensor is responsible for detecting objects within a specific range.
- While painting the sensors will not damage them, it can impair their ability to detect surrounding objects, leading to malfunctions or premature detection alerts. Parking sensors should ideally be painted only once, by the original equipment manufacturer (OEM).
- We strongly recommend against color-coding the parking sensors when installing the bumper, as an excessively thick layer of paint can interfere with the proper operation of the parking aid system.

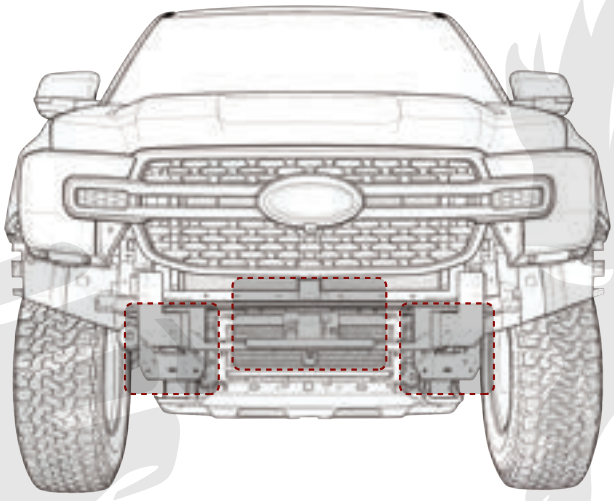
STEP 1

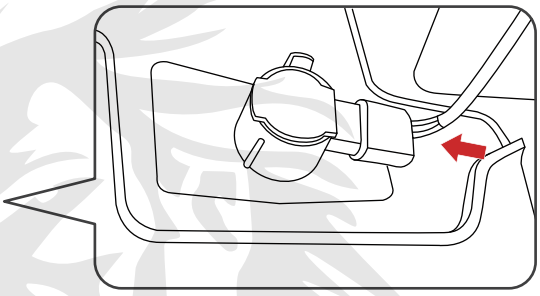
➤ Disconnect the parking sensors from the previously removed original bumper, release the retaining clips, and carefully set the sensors aside for transfer to the impact bar.

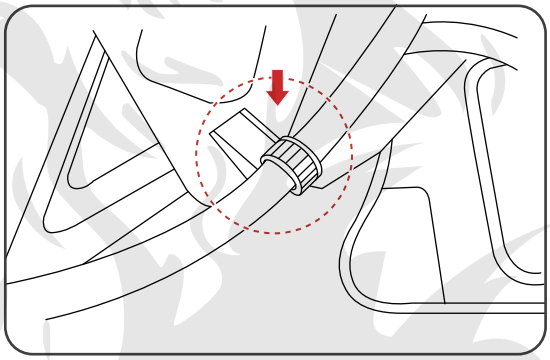
1. Mark the position and orientation on the back of each front-side radar sensor.
2. Disconnect the wiring and carefully remove the three screws securing each sensor, then detach them from the factory bumper.
3. Carefully remove the radar sensors and set them aside for transfer to the new bumper.

Note: Pay attention to the positional sequence and orientation of each sensor to ensure they are reinstalled in the bumper using the same configuration.

Note: Ensure the radar unit is not dropped, as this could cause damage or malfunction.







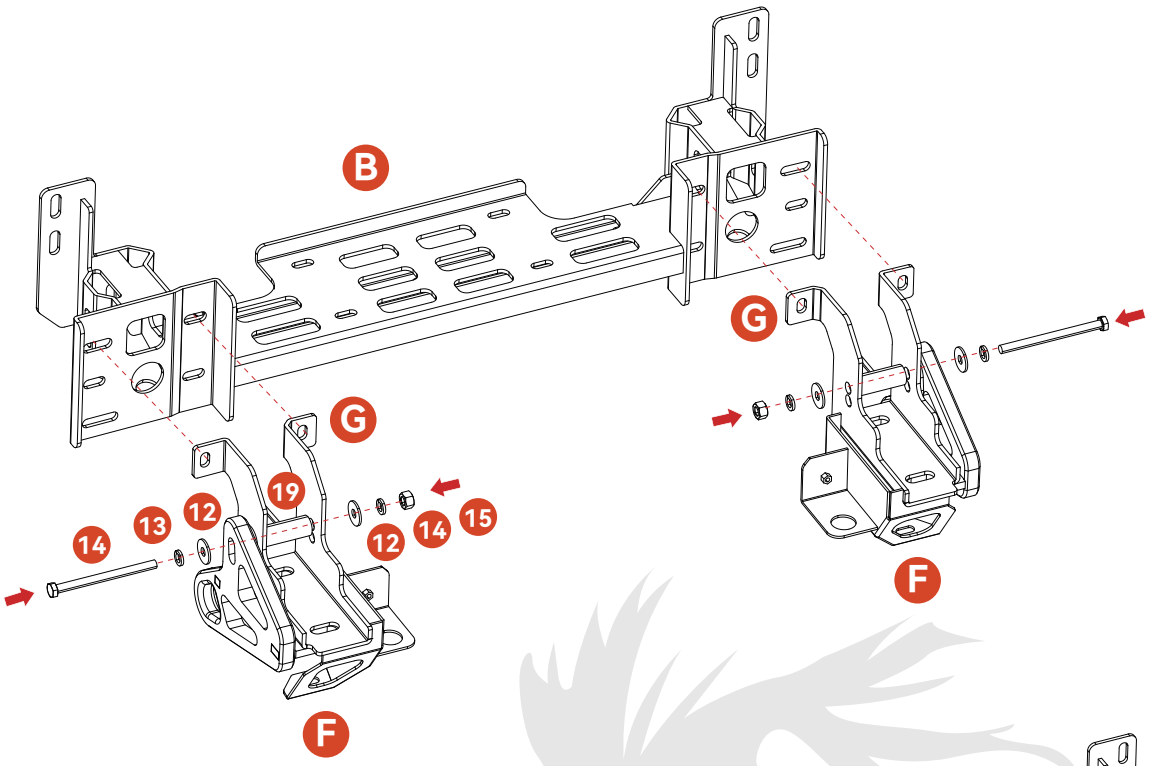
➤
1. Carefully remove the clips securing the original sensor and radar wiring harness to the lower part of the bumper, detaching the clips from the harness as you proceed.
2. There is no need to detach or remove the wiring harness from the grille section; leave it attached and in place.

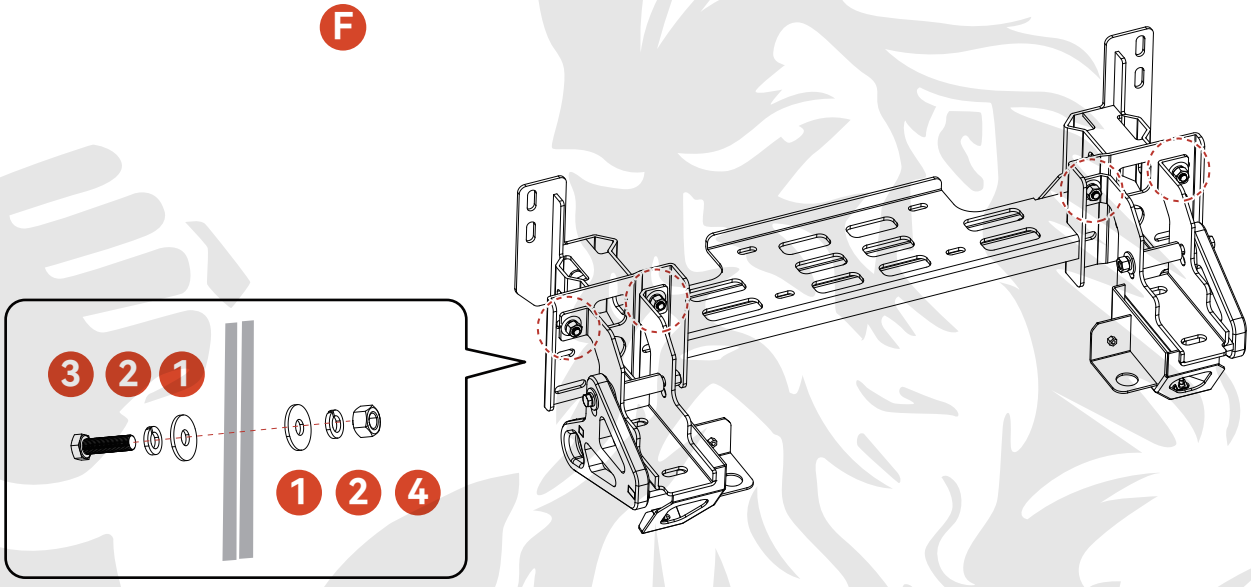
Note: Do not use force or pull, to avoid damaging the wiring harness.

STEP 2

1. Prepare and install the beam head fixing bracket.
2. Install the tow hook, aligning the holes at the connection points.
3. Secure the bottom with washers and bolts.
4. Fasten the tow hook guard on the side using M12×120 mm bolts and washers.

1 8X	2 8X	3 4X	4 4X
12 4X	13 4X	14 2X	15 2X
19 2X			

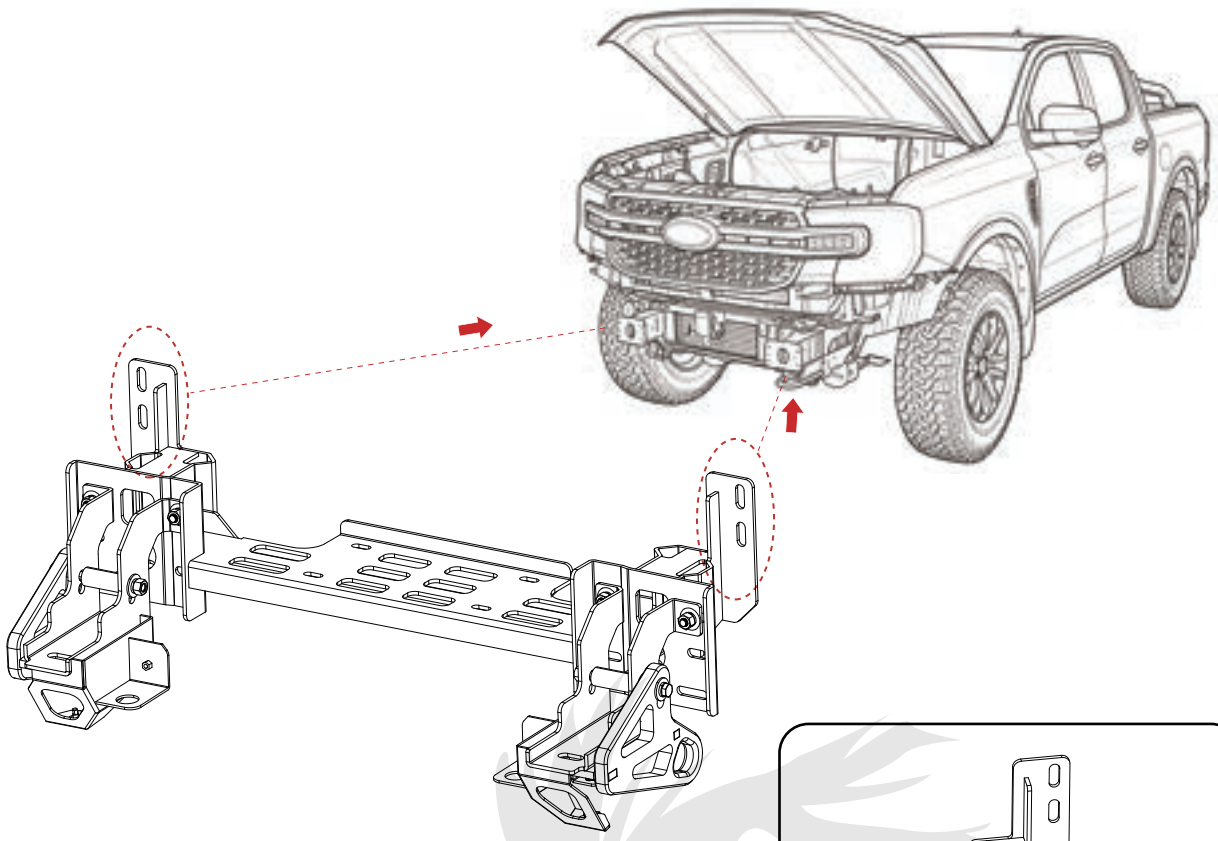


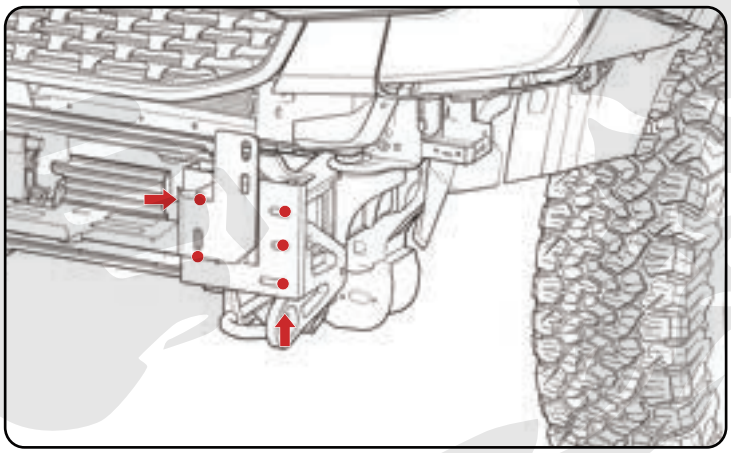


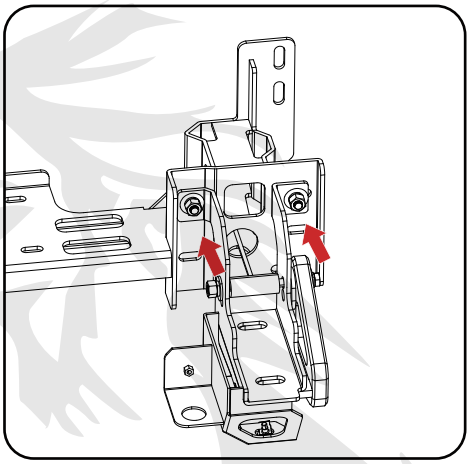
STEP 3

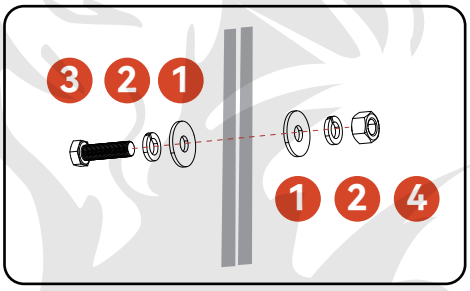
1 20X	2 20X	3 10X	4 10X

1. Install the winch bracket and align the holes at the connection points with the frame.
2. Secure the corner holes with M10×35 mm hex head bolts.





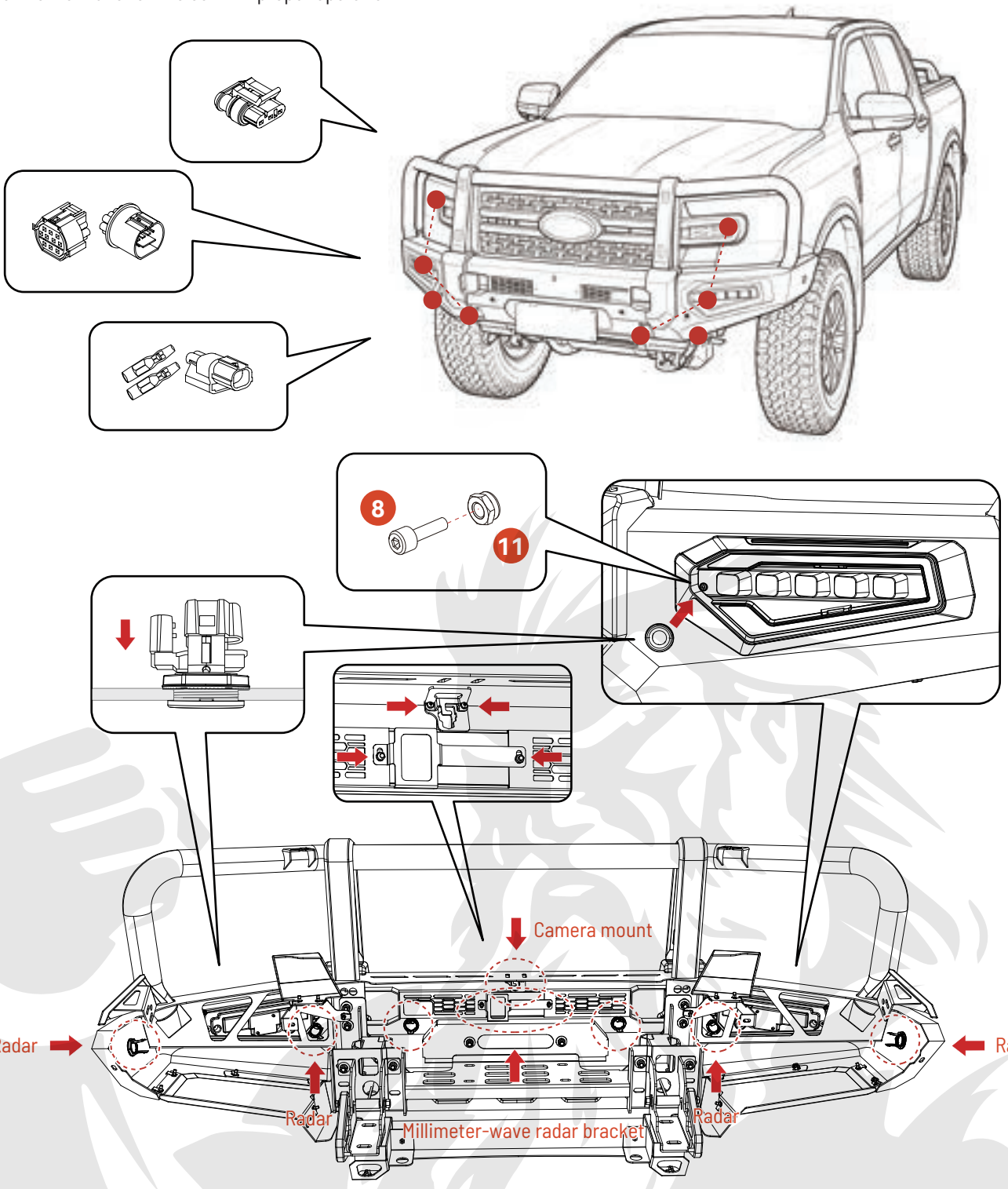




STEP 4

8 2X 11 2X

1. Install and secure the lights, then connect the wiring.
2. Mount the camera bracket and tighten the screws to secure it.
3. The radar bracket is clamped in place using nuts.
4. Secure all wiring and cables to the clips with cable ties.
5. Test all functions to confirm proper operation.

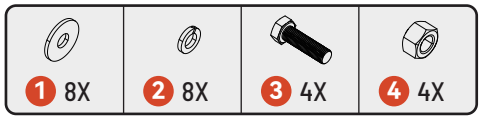


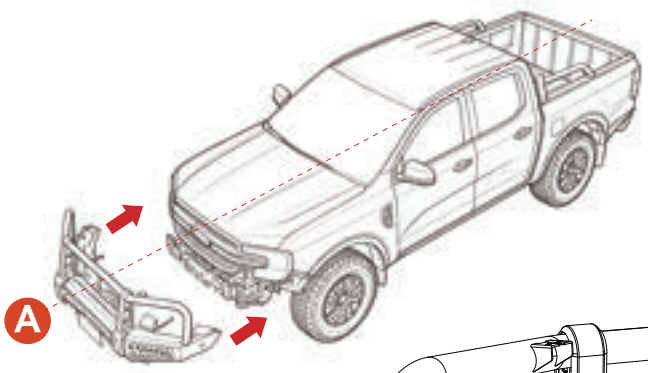
STEP 5

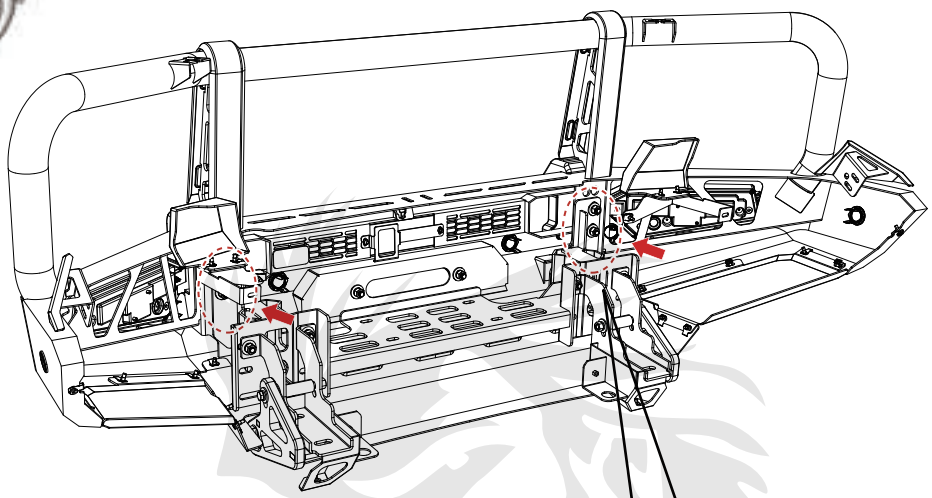
1. Place the vehicle on the ground or a four-post lift. Lift the bull bar into position, install the side protection plates on both sides and align them with the chassis mounting holes.
2. Secure the welded front bar assembly to the fenders and brackets using fully threaded M10×35 mm hex head bolts.
3. Repeat the same procedure on the other side.
4. Center the bull bar on the vehicle body and loosely fit the lower bolts on both sides for positional adjustment.

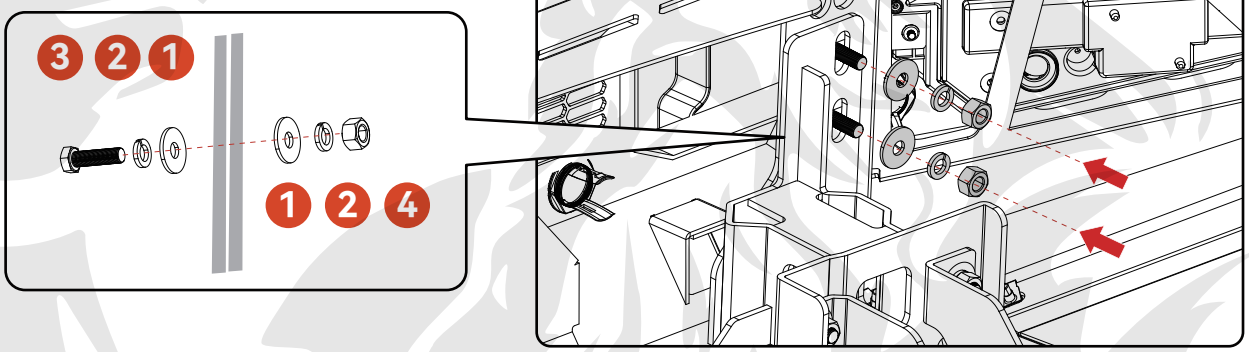
Note: Leave approximately 25 mm clearance between the bull bar and side protection wings. This allows chassis flexibility and prevents contact between the vehicle body panels and the bull bar.

Warning: Unless an auxiliary lift for the bull bar is used, this installation should be carried out by two people to avoid personal injury or damage to the vehicle and/or components.

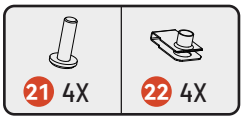






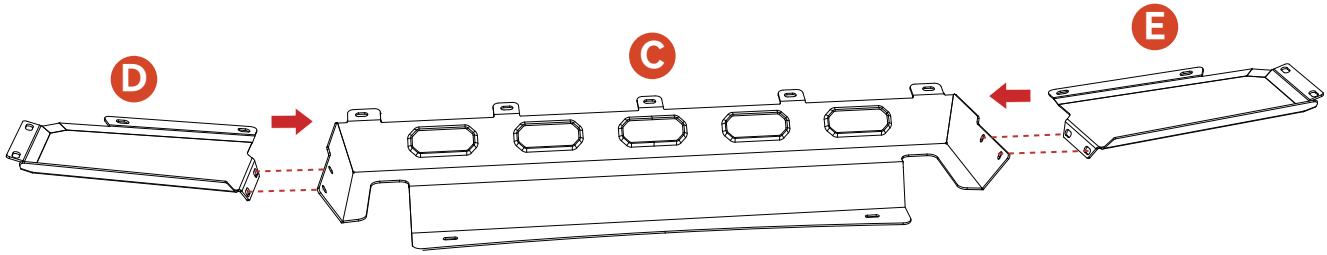


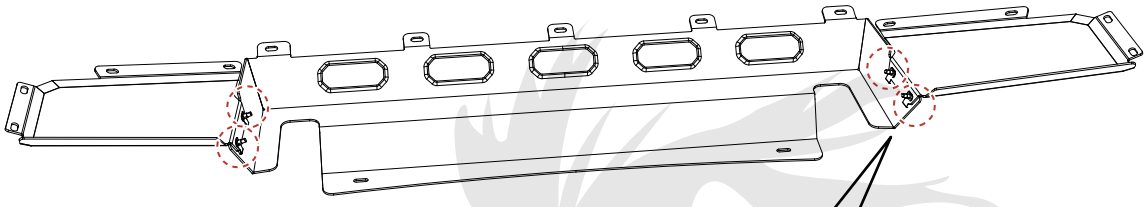
STEP 6

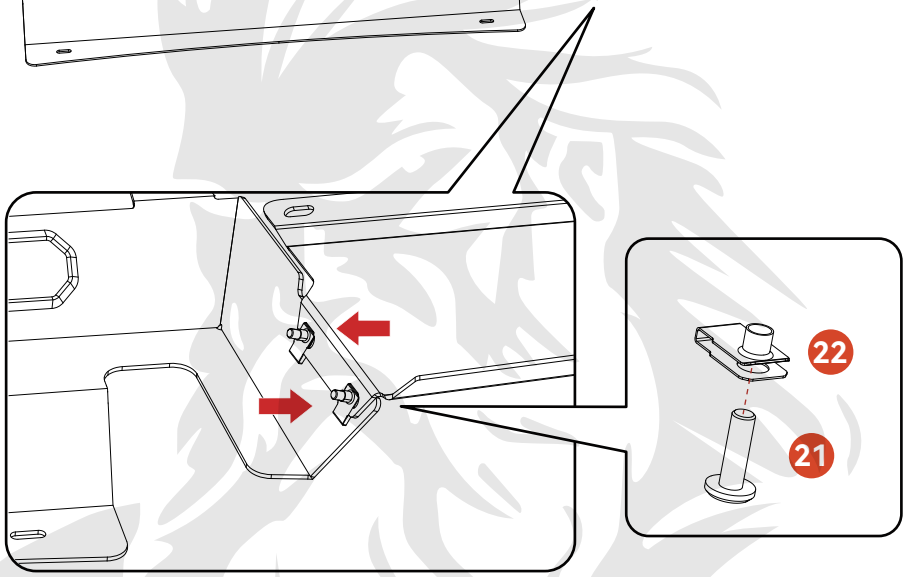


1. Install the skid plate and align the holes at the connection points.
2. Secure the skid plate with M6×20 mm bolts and clip nuts.

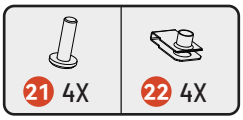




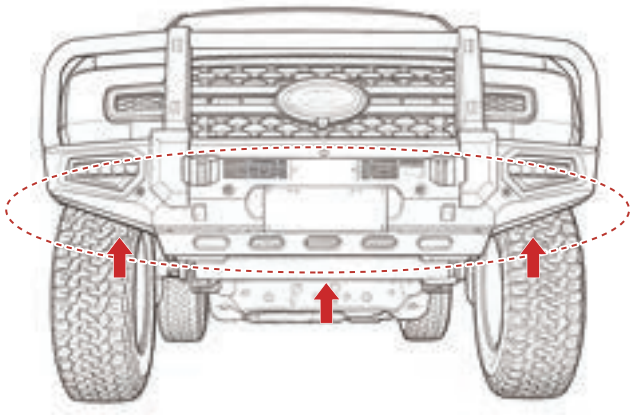


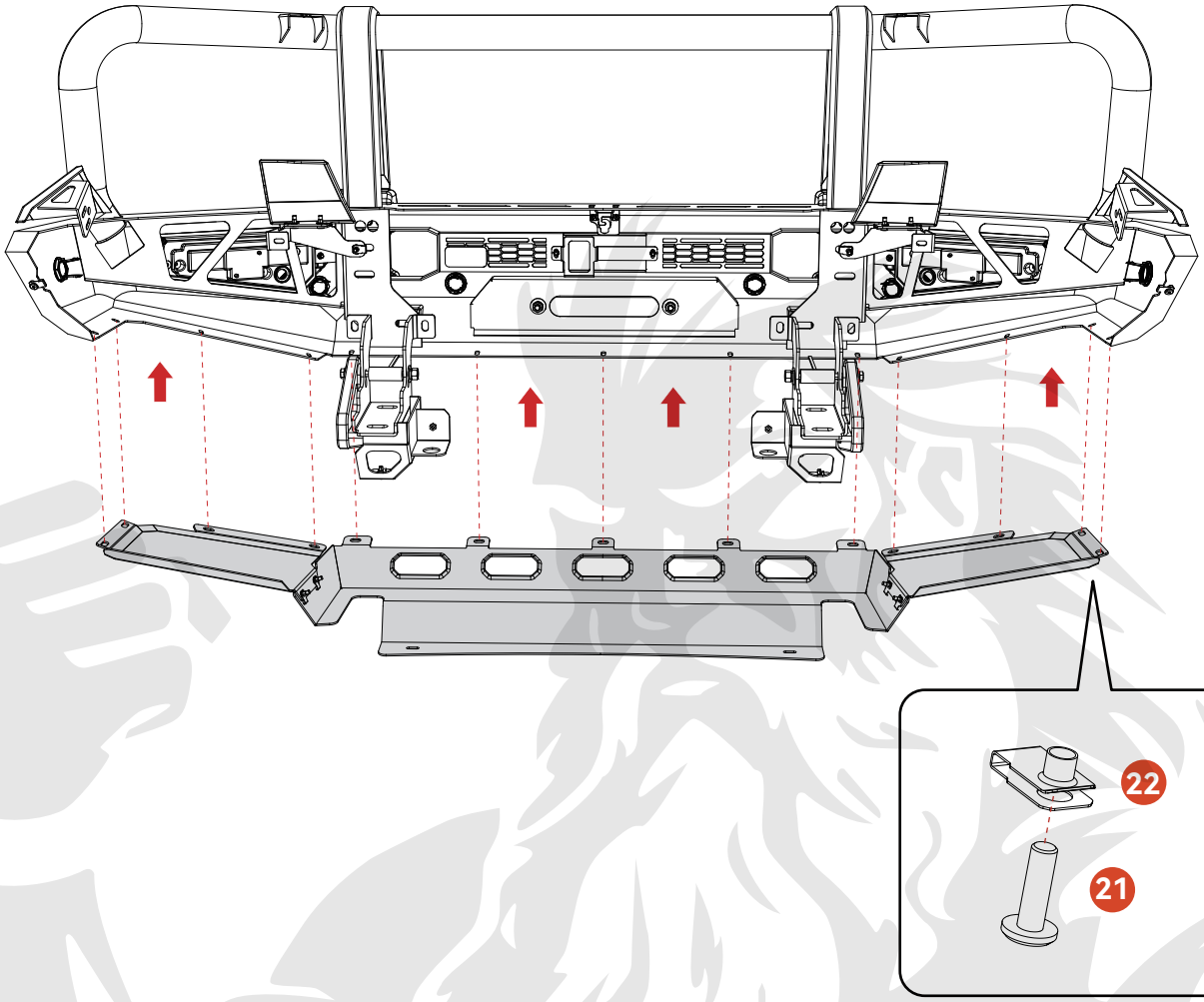


STEP 7



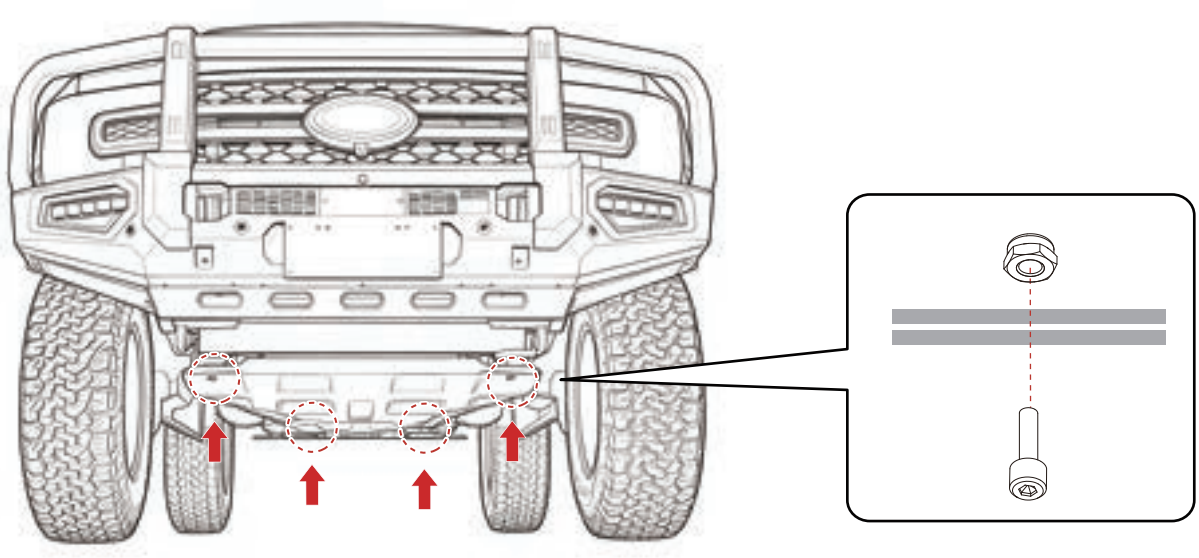
1. Install the skid plate and secure it to the bottom of the welded front bar main assembly. Align the holes at the connection points.
2. Fasten the skid plate with M6×20 mm bolts and clip nuts.





STEP 8

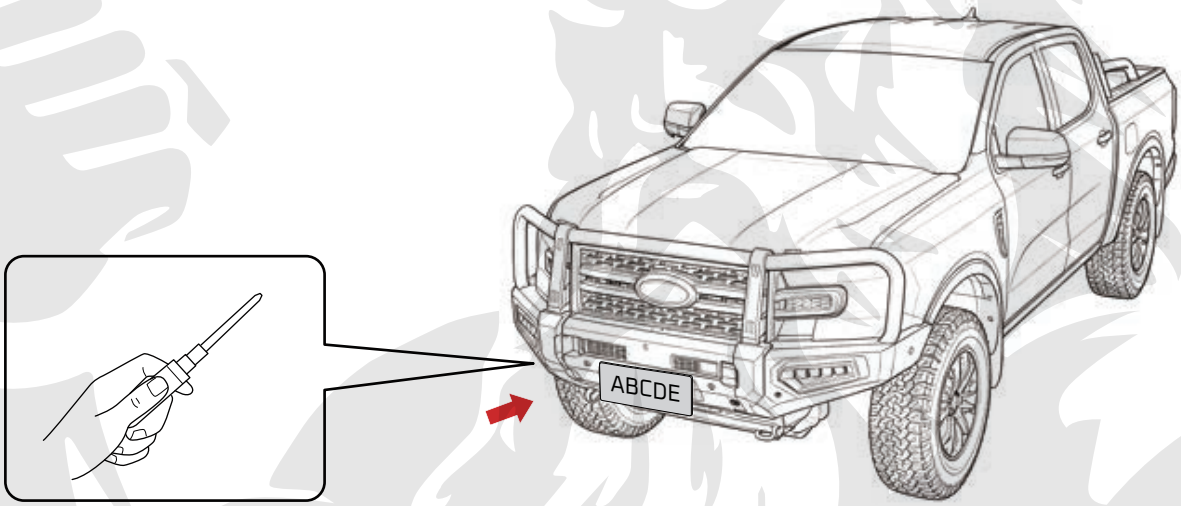
1. Align the mounting holes of the skid plate with the bottom of the bull bar.
2. Secure the bottom using the original vehicle screws.



STEP 9

1. Apply safety warning stickers to the left and right edges of the recovery points.
2. Clean the recessed area for the emblem badge.
3. Carefully attach the adhesive badge to the front face of the bull bar.
4. Refit the license plate onto the flip bracket using the original bolts.

Note: Proper alignment is critical. Ensure the brand emblem is affixed straight and adheres firmly to the surface of the bull bar.



POST-ASSEMBLY INSPECTION

Structural fastening inspection: Confirm that the crash bar has been securely installed in the reserved holes on the main beam using the matching bolts, without any shaking or displacement.

Bolt torque verification: Use a torque wrench to verify that all bolts have reached the specified torque value (M12: 100-120 N.m, M14: 140-160 N.m) and that thread-locking adhesive has been applied.

Wiring harness securely secured: Check that all added wires are not exposed, do not come into contact with sharp edges, and are reliably secured with flame-retardant cable ties, and keep them away from high-temperature components such as exhaust pipes.

Safety warning stickers: Ensure that the ACC adaptive cruise control calibration reminder and rescue towing point marking stickers have been affixed as required to prevent damage caused by accidental operation by others.

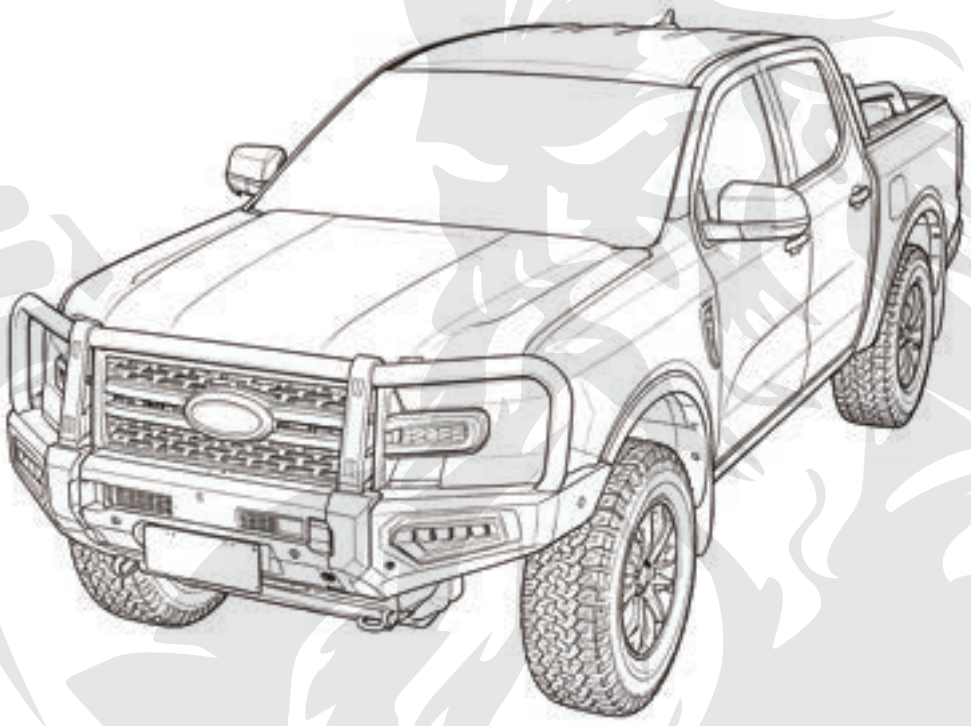
Lighting function test: Check in sequence whether the turn signals, brake lights, side marker lights, and added fog lights/strip lights illuminate normally without flickering or error messages.

Sensor function verification: Test the working status of the reversing radar, parking sensor, and 360-degree panoramic front camera (if any) to confirm that there are no continuous false alarms and that the images are not obstructed or distorted.

MAINTENANCE RECOMMENDATIONS

- Pre-departure inspection routine: Before each long-distance or off-road trip, visually inspect the bullbar for any obvious deformation or cracks, and check if the bolt markings are misaligned.
- Regular tightening and maintenance: It is recommended to perform a full inspection every 10,000 kilometers (approximately 6,200 miles) and tighten all connecting bolts with a torque wrench.
- Post-off-road inspection: After heavy off-roading or a collision, immediately check whether the connection between the bar and the frame is deformed, whether the bolts are loose, and whether the sensors have shifted.
- Rust prevention and cleaning: Regularly clean the mud, sand and salt accumulated inside the bar body (especially in the de-icing agent area in winter), check the welds and bolts for rust, and spray rust inhibitor if necessary.

SYMPTOM	POSSIBLE CAUSE	SOLUTION
ACC adaptive cruise control unavailable or forward collision warning error	The front bullbar may have obstructed the millimeter-wave radar, or the radar bracket may have deformed, causing an angle shift.	Inspect and remove any obstructions; replace any deformed brackets; and take the radar to an automotive service center for recalibration.
The front parking radar continues to issue false alarms (alarms even when there is no object).	The gap between the radar probe and the bullbar is too small (less than 15mm), or the probe is installed at an off-center angle.	Increase the gap between the probe and the bullbar, and adjust the probe angle to the original vehicle orientation.
The active grille cannot open or close properly.	The grille linkage mechanism was squeezed or bumped during installation, or the wiring harness was compressed by the bracket.	Check if the grid blades move freely, restore the wiring harness connection, and adjust the bracket to avoid interference.
Front fog lights or added strip lights not working, flashing, or displaying error messages	Power supply and wiring issues or compatibility problems.	The battery was used to draw power independently, and a relay and fuse were added. The grounding point was re-polished, and a decoding harness was used.
metallic noises or resonance from the front of the vehicle while driving	The connecting bolts are loose, or the bar body interferes with the chassis guard plate and water tank frame.	Use a torque wrench to tighten all bolts, check for interference points and grind or add buffer shims.



BUMPERS

ZEUS 4X4

THANKS FOR YOUR PURCHASE

PLEASE LET US KNOW IF YOU HAVE ANY QUESTIONS