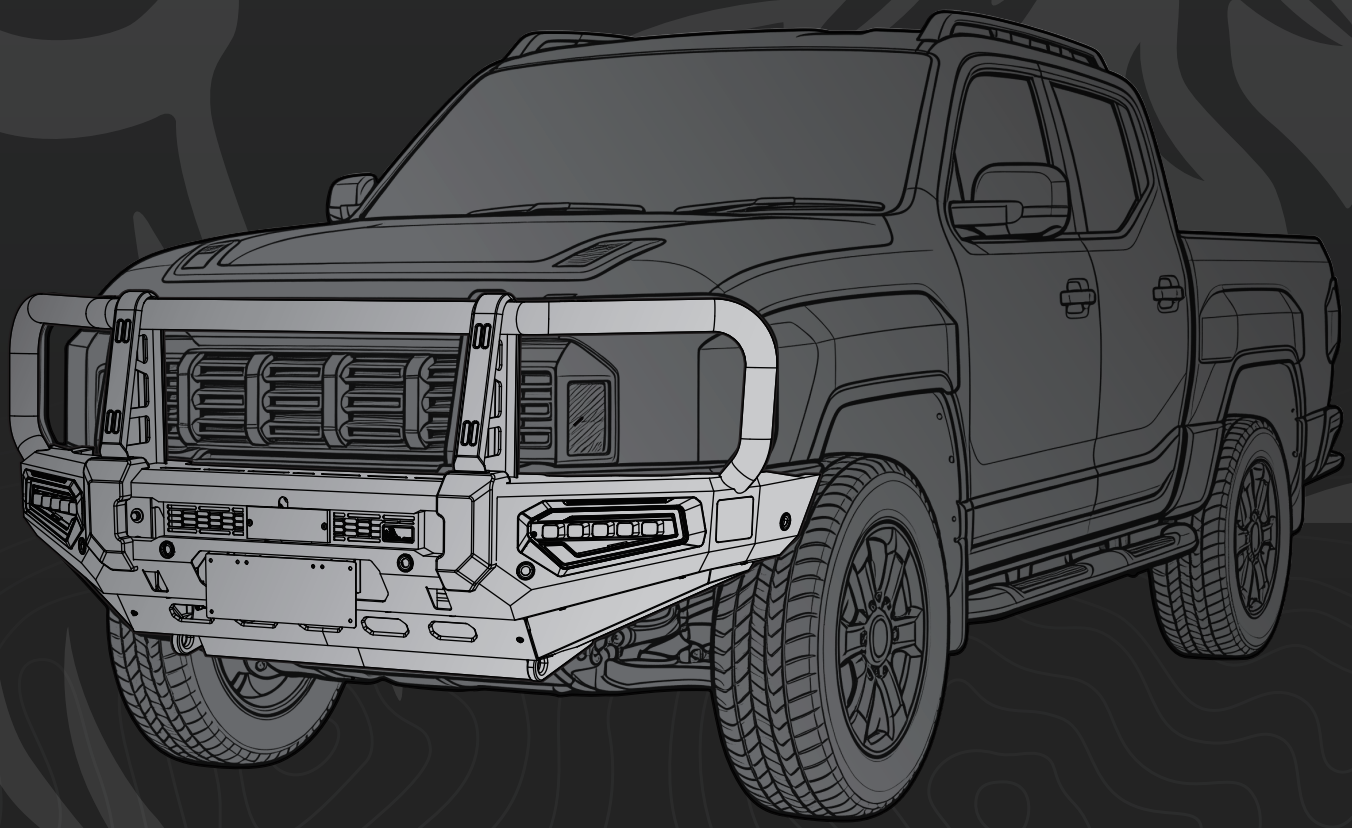
ZEUS 4X4

FRONT BULLBAR FOR KIA TASMAN MY25

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
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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

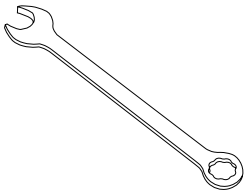
- All fasteners must be tightened using a calibrated torque wrench to the torque value specified in the manual, ensuring tightening accuracy.
- The final tightening process must not be performed using impact drills or power tools to prevent over-tightening and damage to components.
- Over-tightening 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

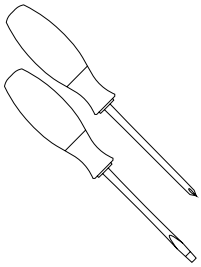
- Verify that all fasteners are tightened to the specified torque, with no loosening or stripping. Pay special attention to critical connections for M6 and M8 fasteners.
- Inspect all seals to ensure they are intact, continuous, without warping, and with tight gaps.
- Functional retest: Reconnect power, 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

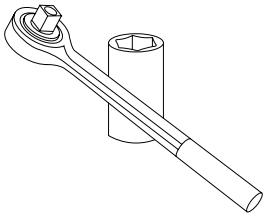
- The manufacturer accepts no liability for damage, injury, or loss resulting from installation, use, or maintenance not carried out in accordance with this manual.



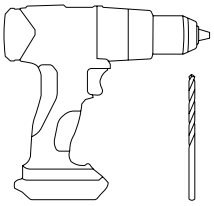
Metric wrench set



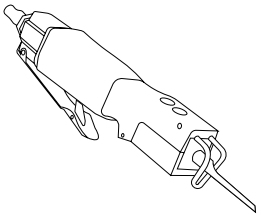
Screwdriver set



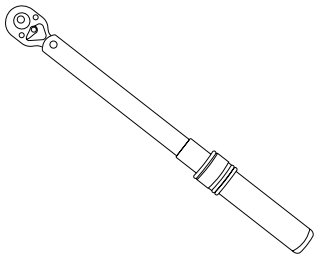
Metric sleeve assembly



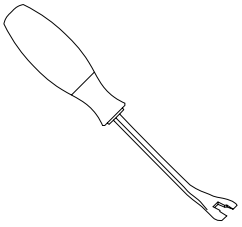
Drill and Drill Bits



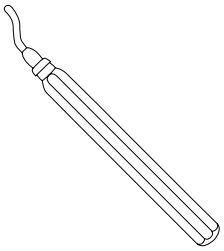
Air Hacksaw



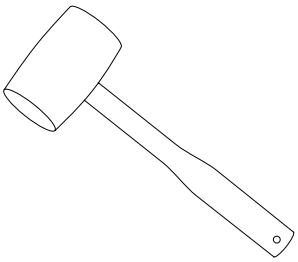
Torque Wrench



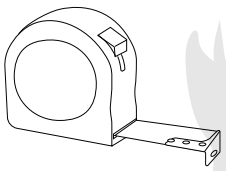
Clip Remover



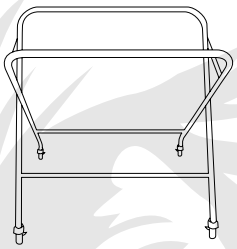
Deburring Tool



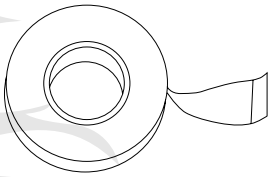
Rubber Mallet



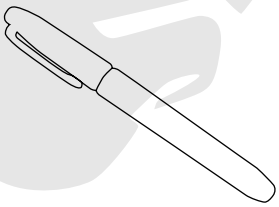
Tape Measure



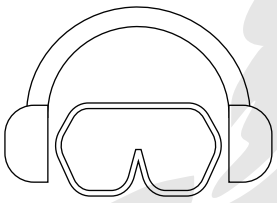
Bullbarr Support Stand



Masking Tape

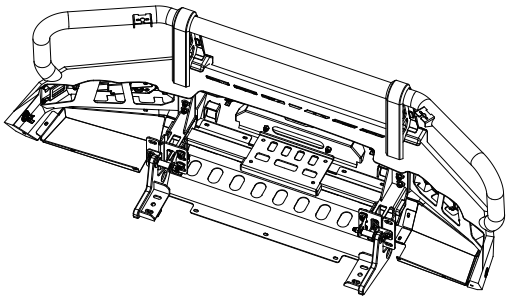


Marker and Paint Pens

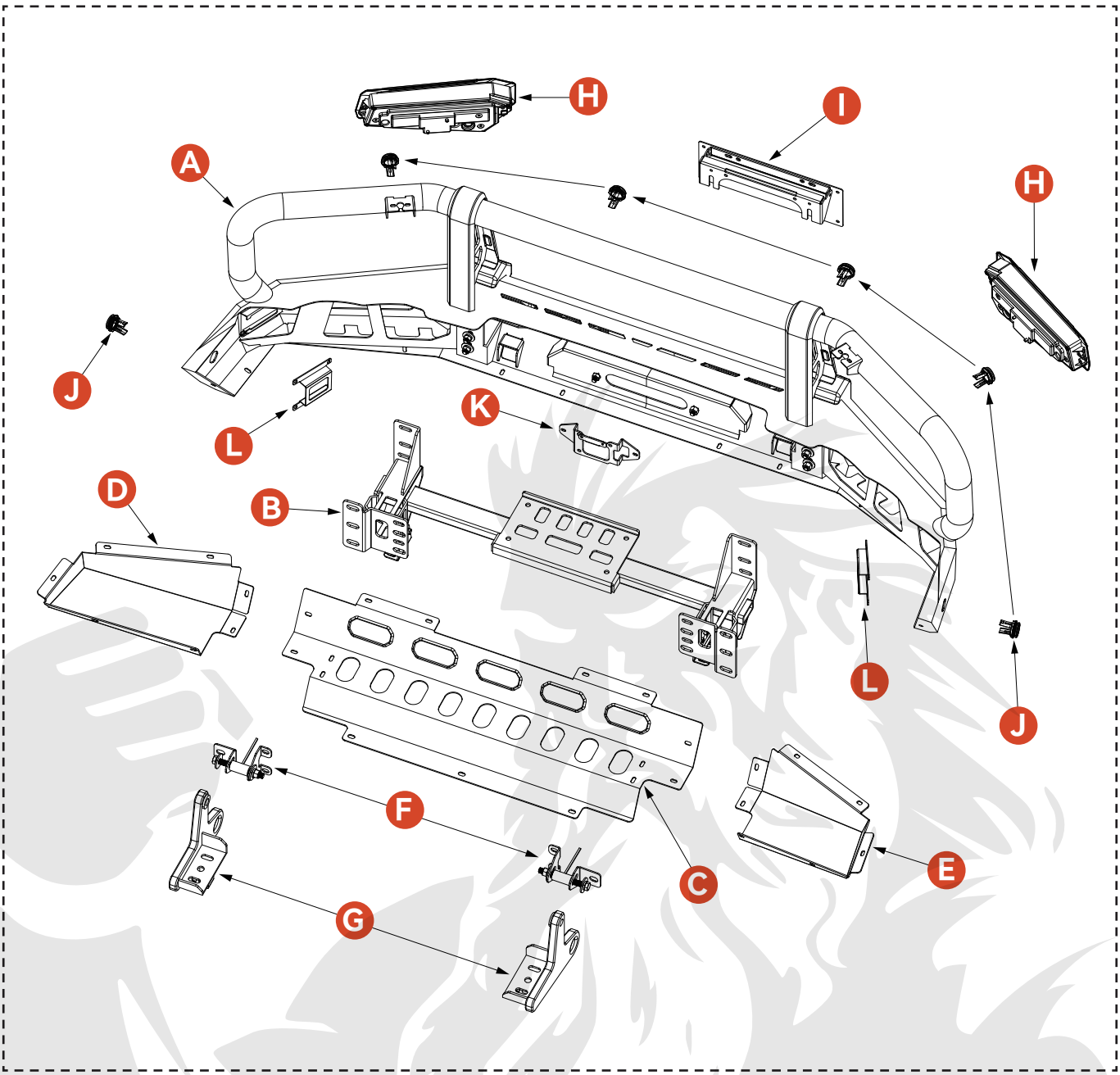


Personal Protective Equipment

PARTS 1



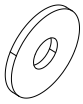
NO. Part name	NO. Part name
A. Front Bar Main Welded Assembly	G. Tow Hook
B. Winch Bracket	H. Light Module
C. Guard Plate - Middle	I. License Plate Base
D. Guard Plate - Right Side	J. Radar Bracket
E. Guard Plate - Left Side	K. Millimeter Wave Radar Mount Bracket
F. Beam End Reinforcement	L. L&R Millimeter Wave Radar Cover



PARTS 2

Fastening of Front Bar Main Body and Beam End Reinforcement

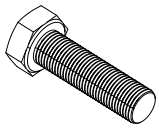
1 Washer **10mm**



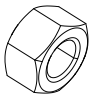
2 Spring Washer **10mm**



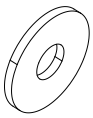
3 Hex Head Bolt **M10X35-S**



4 Hex Nut **M10-N**



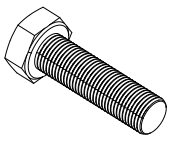
5 Washer **12mm**



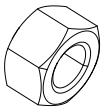
6 Spring Washer **12mm**



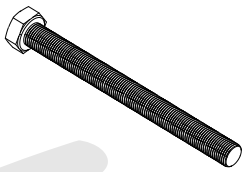
7 Hex Head Bolt **M12X40-S**



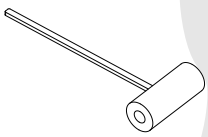
8 Hex Nut **M12-N**



9 Hex Head Bolt **M12X100-S**



10 Beam End Bushing



Tow Hook Fastening

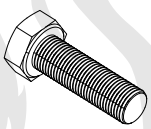
11 Washer **8mm**



12 Spring Washer **8mm**



13 Hex Head Bolt **M8X20-S**



14 Hex Nut **M8-N**



PARTS 2

Bar Accessories Fastening

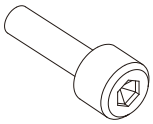
15 Washer
6mm



16 Spring Washer
6mm



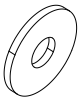
17 Hex Head Bolt
M5X25-S



18 Hex Nut
M6-N



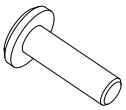
19 Washer
4mm



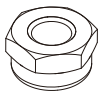
20 Spring Washer
4mm



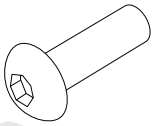
21 Hex Socket Screw
M6X20



22 Hex Flange Nut
M5-N

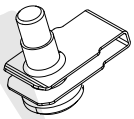


23 Hex Socket Button Head Screw
M4X16-N

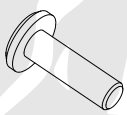


Skid Plate Installation

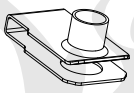
24 Skid Plate Screw & Nut Fastener
M6



25 Pan Head Hex Socket Screw
M6X20



26 Standard Spring Clip Nut
M6

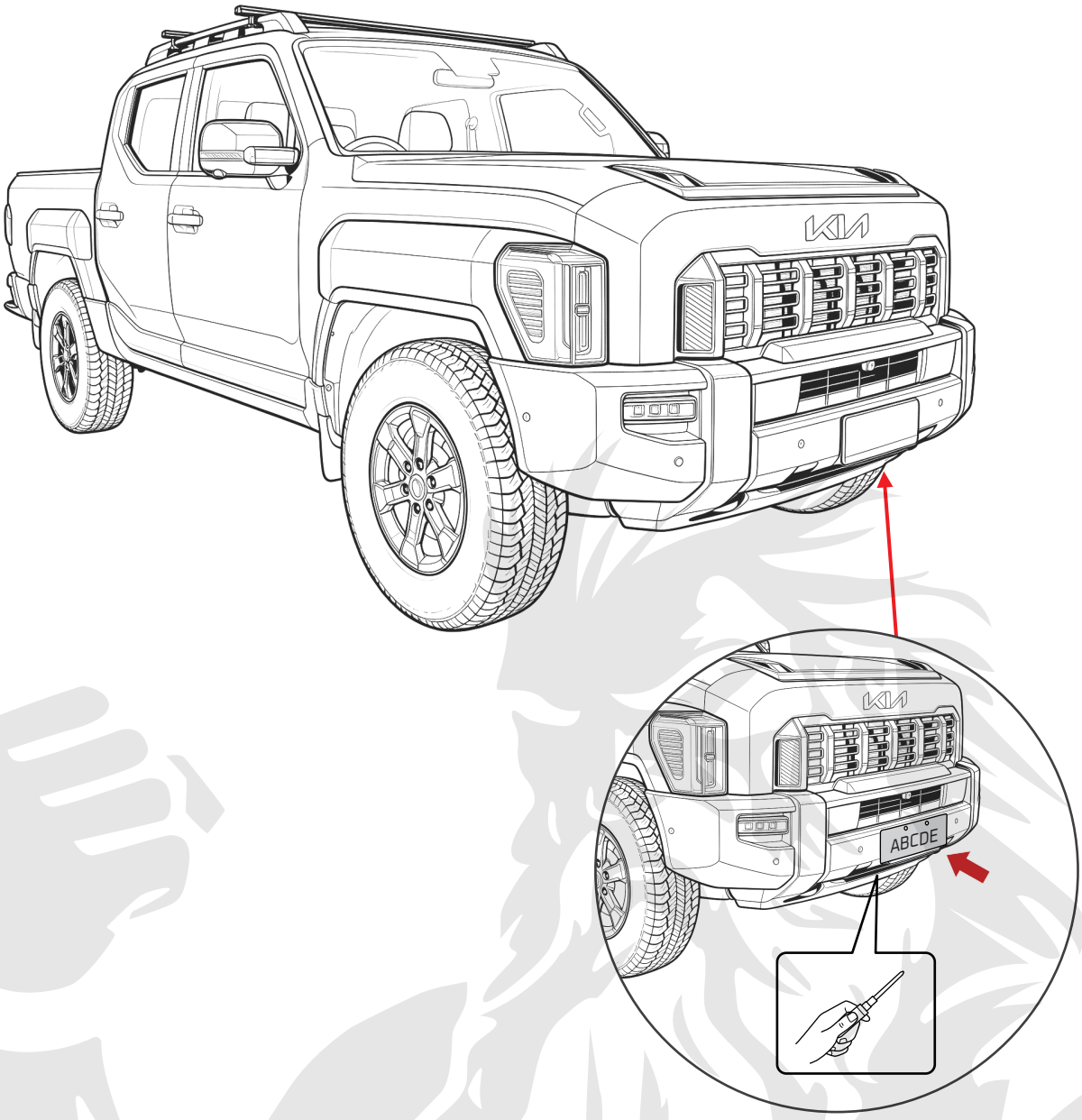


STEP 1

WARNING:

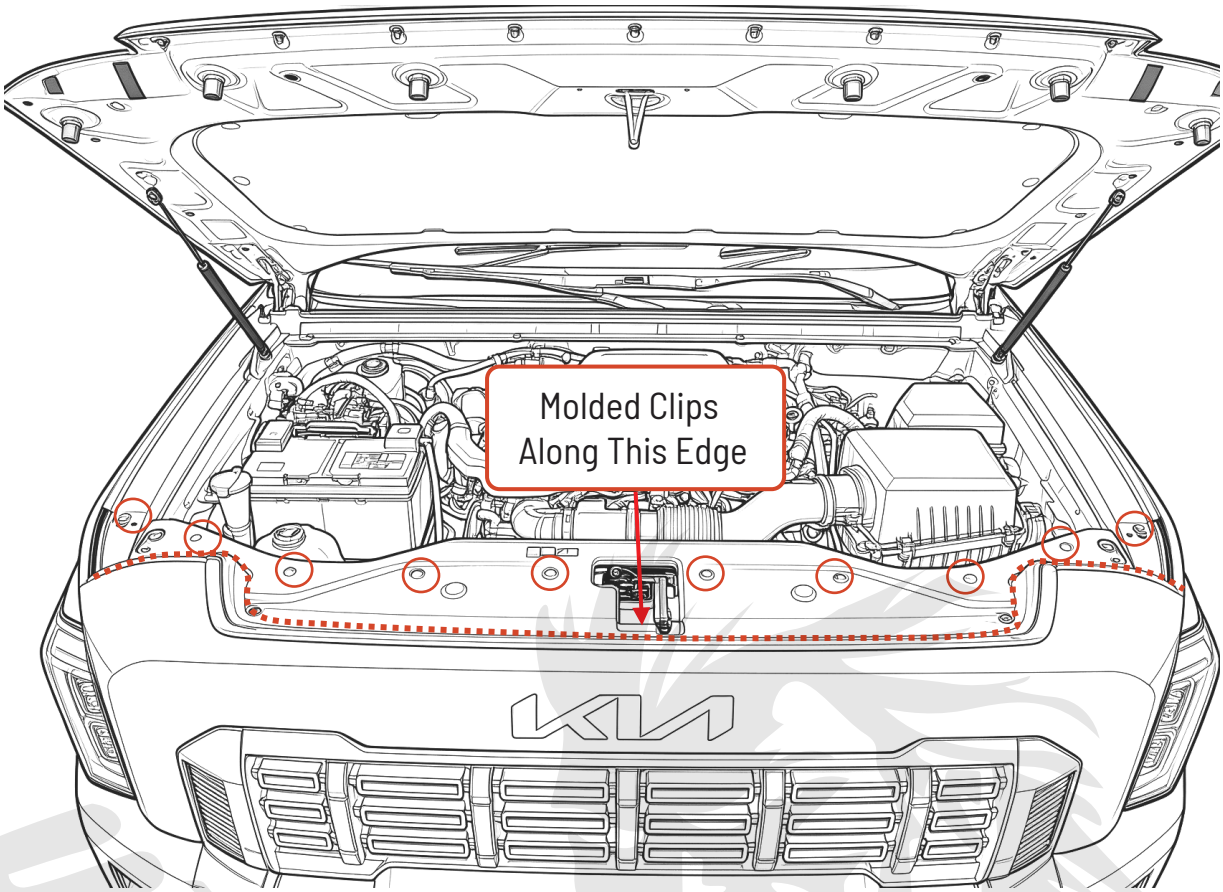
Do not attempt to turn on and move the vehicle while the radars, sensors and camera are disconnected. Do not drop or impact any of these parts. Failure to do so may cause sensor malfunctions that can only be rectified by a KIA dealer.

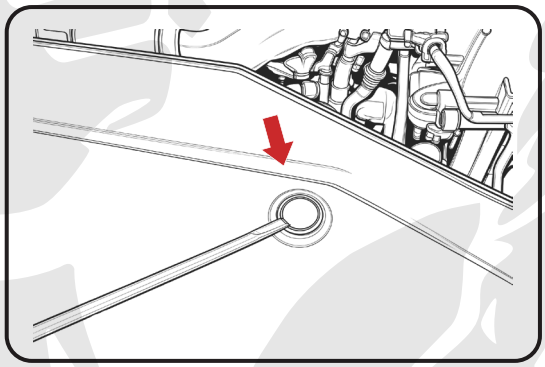
1. Remove number plate from bumper and set it aside.
2. Open the bonnet using the lever under the steering wheel on the driver's side.

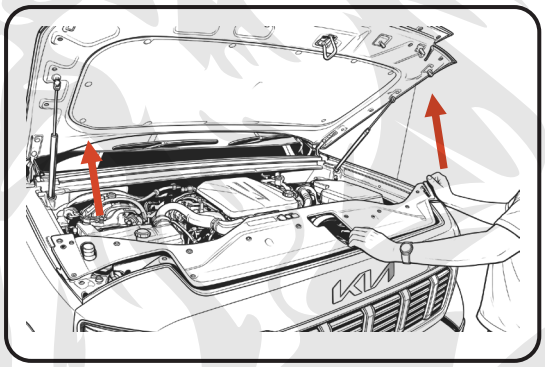


STEP 2

1. Open the bonnet.
2. Remove the 10x center lift clips securing the back edge of the radiator top cover. Use a trim tool or flat screwdriver to pry up the center section, then use a trim tool to remove.
3. Remove the radiator top cover by carefully pulling upwards to release the molded plastic clips along the front edge of the cover. Work progressively from outside until all clips are released.

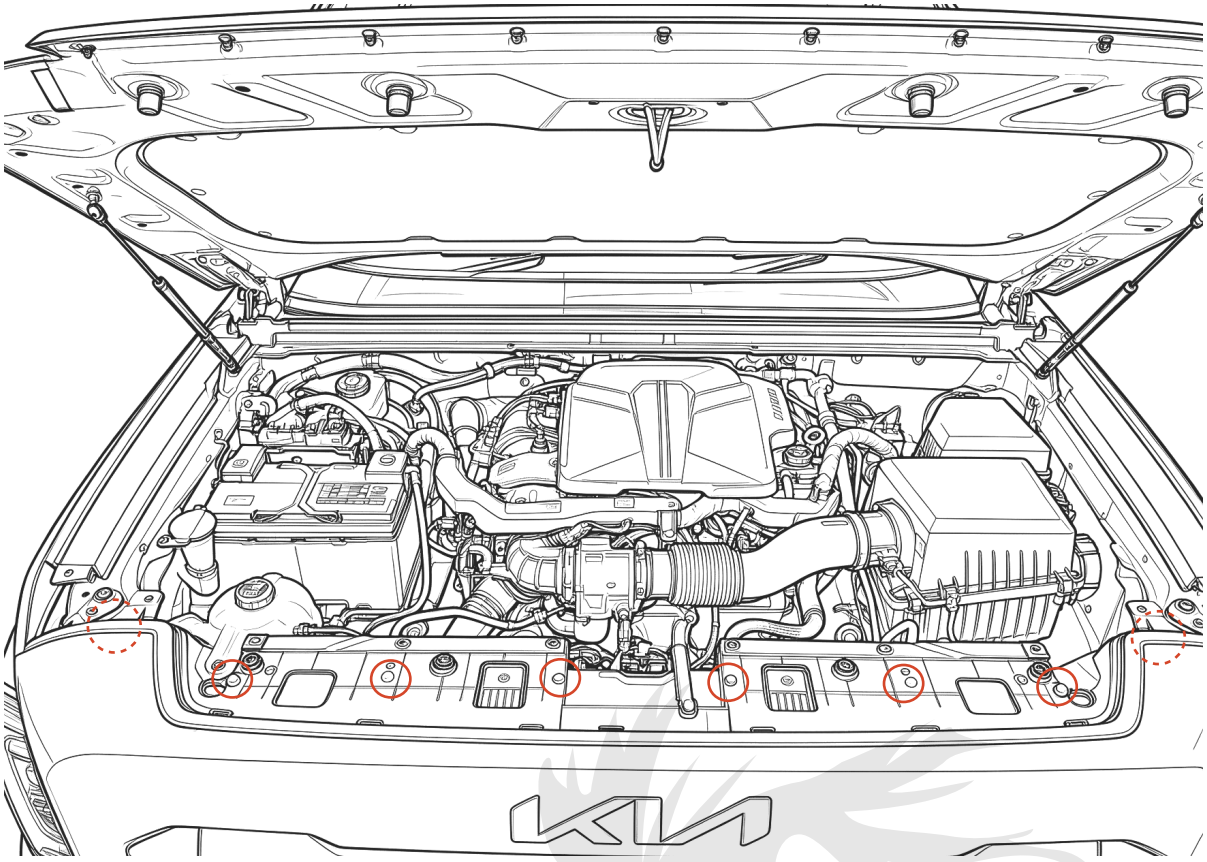


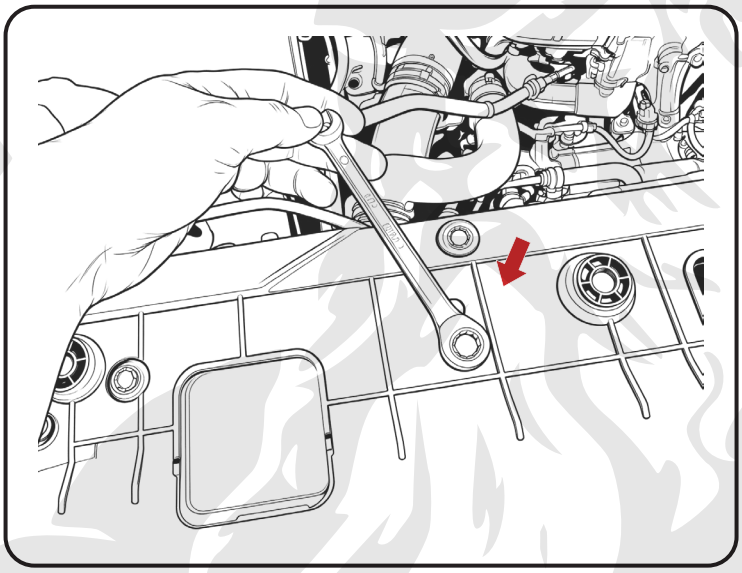




STEP 3

- Remove the 8x silver M6 Bolts securing the top edge of the bumper to the vehicle using 10mm socket / spanner.

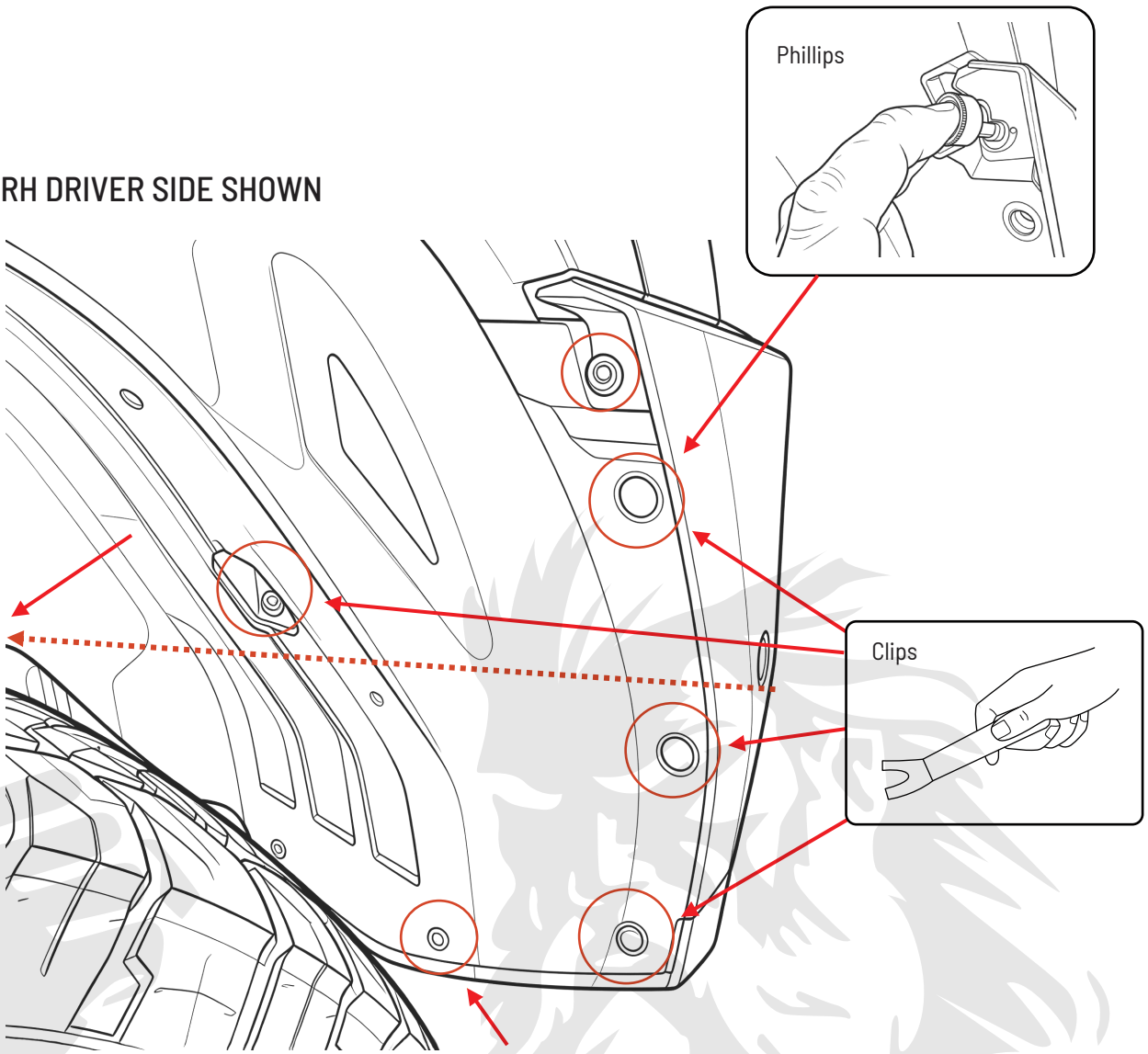




STEP 4

1. Remove the 5x center lift clips securing the inner wheel arch liner to the bumper/body. Use a trim tool or flat screwdriver to pry up the center section, then use a trim tool to remove.
2. Remove 2x Phillips head screws securing the arch liner to the bumper / body.
3. Complete for both sides of the vehicle.

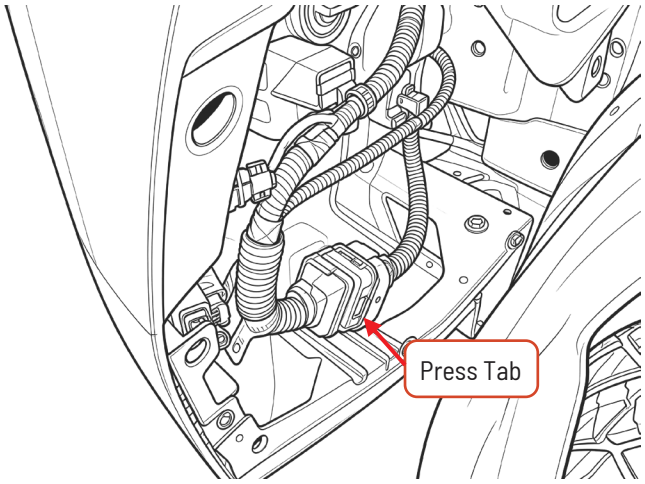
RH DRIVER SIDE SHOWN



STEP 5

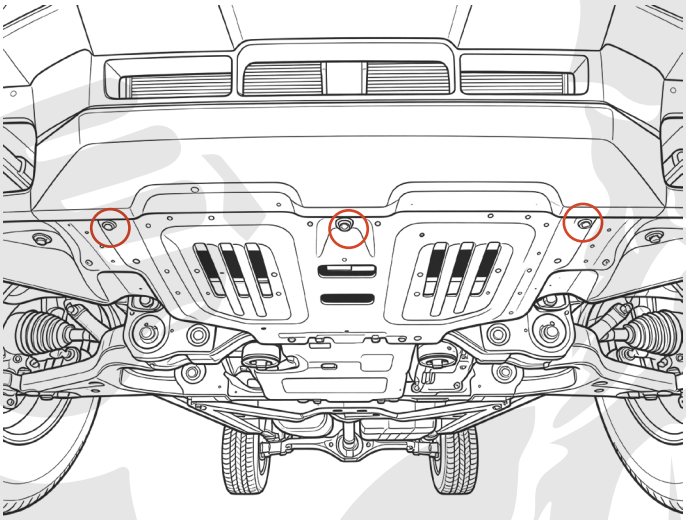
1. On the LH passenger's side, pull back the wheel arch liner to reveal the main bumper wiring harness connecter.
2. Disconnect the wiring harness plug. First depress the locking tab of the plug lever. Whilst holding tab, lift the locking lever. Once fully disengaged, disconnect the multipin plug

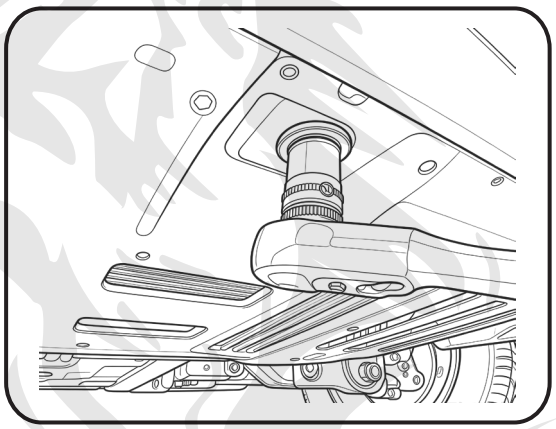
LH PASSENGER SIDE SHOWN



STEP 6

Remove 3x M8 Flanged head hex bolts securing the bottom edge of the bumper to the bash plate / impact beam using a 12 mm socket / spanner.



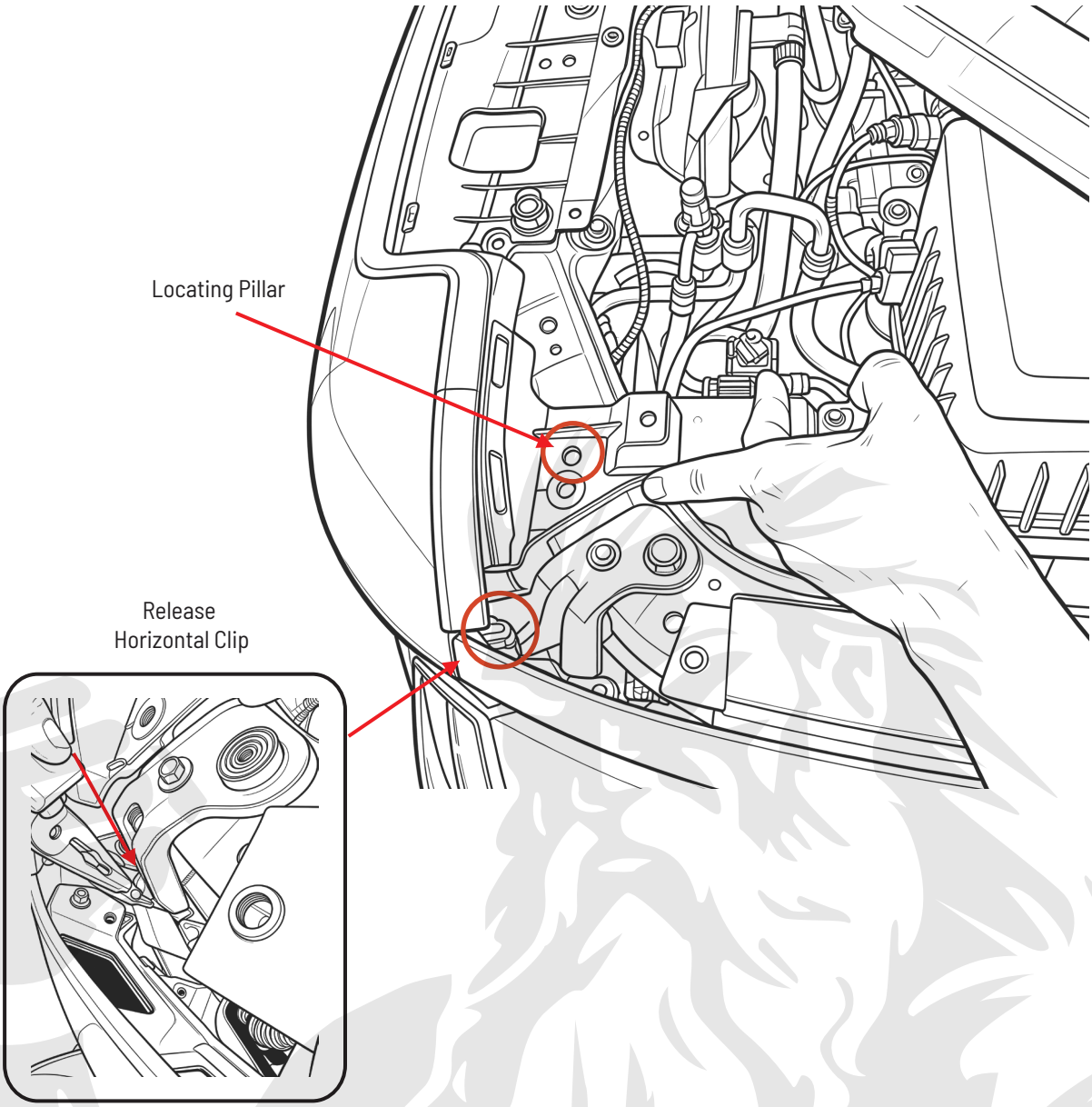


STEP 7

1. Lift the top corner of the bumper and disengage the locating pillar from the molded retaining feature.
2. Release the white horizontal clip securing the bumper to the body. It can help to squeeze the back of this clip with pliers, whilst pulling forward to release.
3. Complete on both sides and leave the corners of the bumpers slightly pulled forward.

Hint: It is possible for the bumper to "re clip" itself whilst releasing the other side. Check both sides are loose before proceeding.

LH PASSENGER SIDE SHOWN

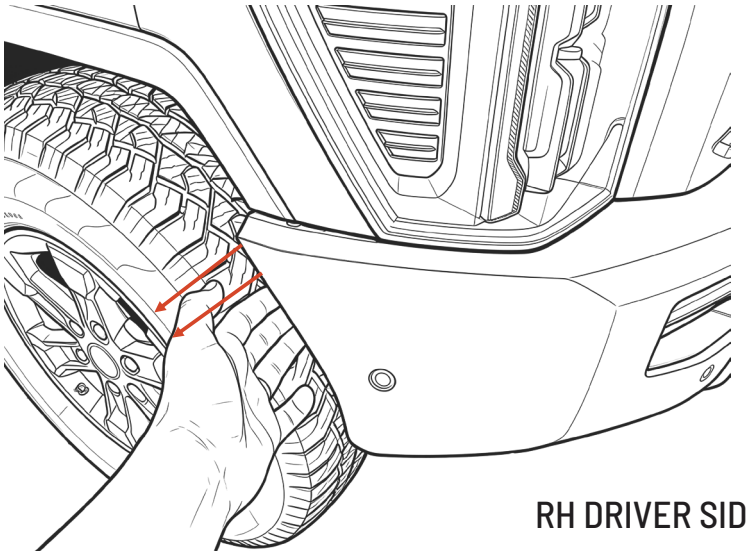


STEP 8

- Firmly but carefully pull outward from the edge of the bumper to release the clips securing the bumper to the underside of the headlight.

  Complete on both sides and the bumper should be loose.

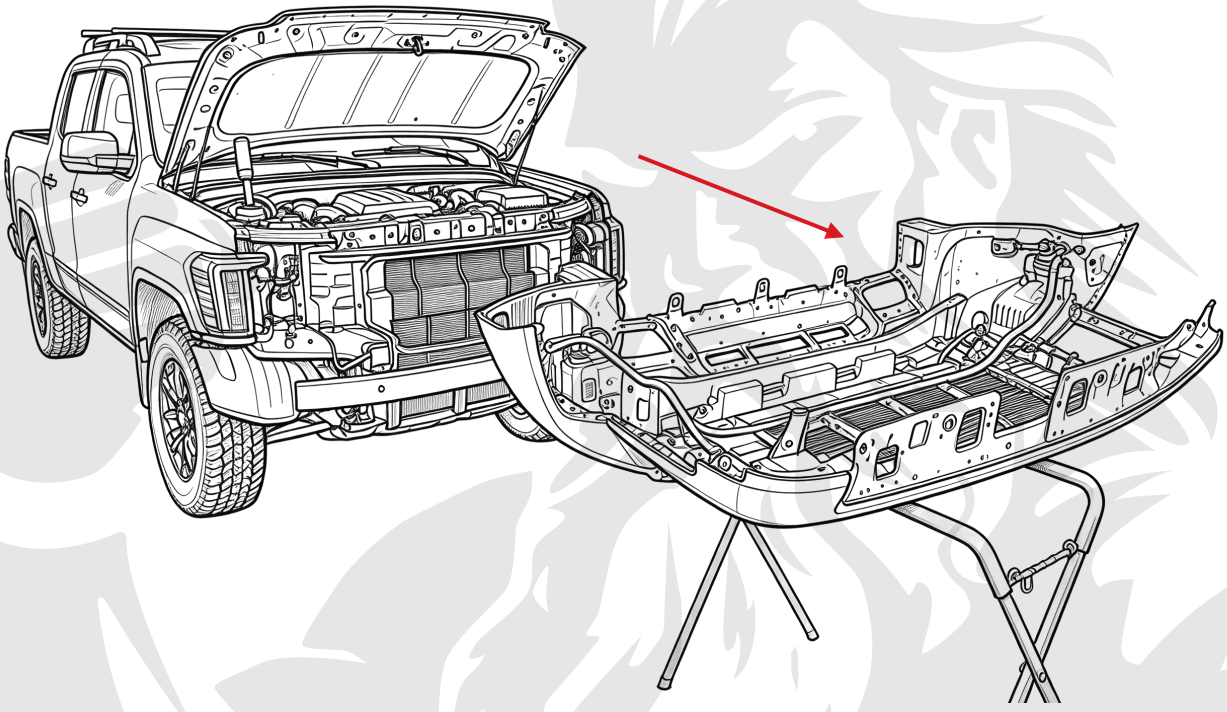




RH DRIVER SIDE SHOWN

STEP 9

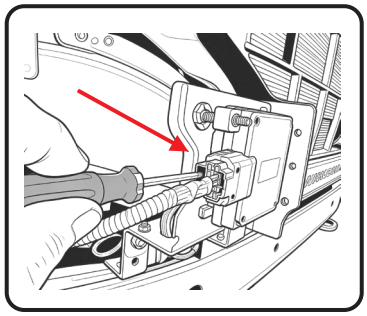
- With assistance, lift the bumper off the vehicle and place on panel stand or soft blanket.

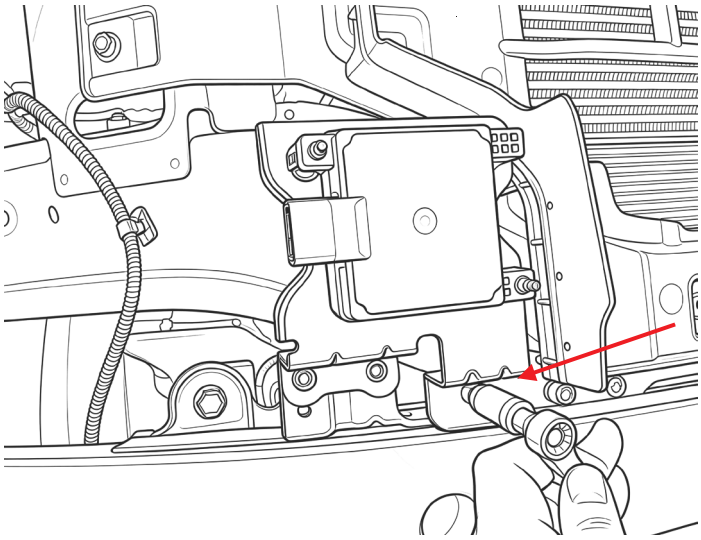


STEP 10

1. Use a small flat blade screwdriver to lift the locking tab on the wiring connector and disconnect the radar harness from the radar module.
2. Remove the radar bracket from the impact beam, by removing the 3x M6 Bolts securing it using a 10mm socket.
3. Unclip the radar loom from the body using a trim tool.
4. Set radar module aside in safe location for later refitment to bar.

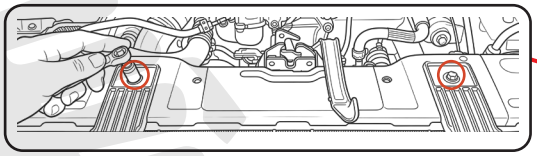
Release tab with screwdriver

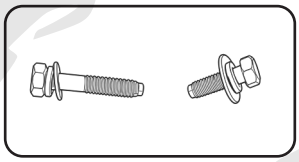


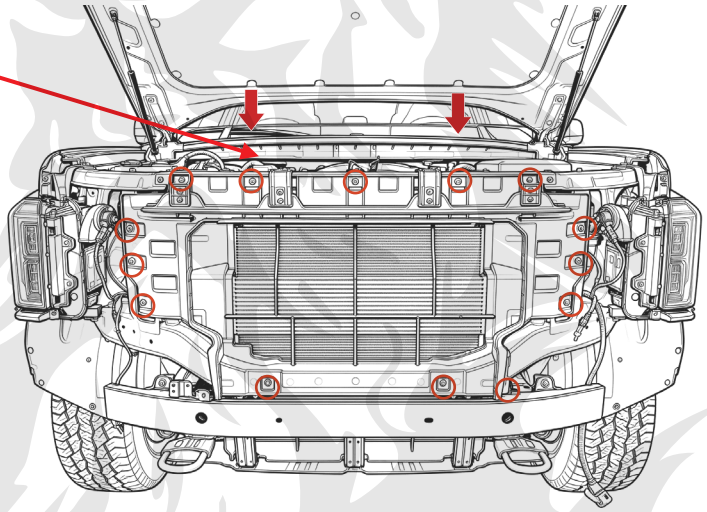


STEP 11

1. Remove the radiator air guide. It is secured to the body by 11x M6 Bolts and 5x Center Lift clips.
2. Remove M6 bolts, circled yellow in above image, using 10mm socket / spanner. 2x of the bolts are longer than others, Note position of long bolts for re-assembly.
3. Remove clips, circled blue in above image. Use a trim tool or flat screwdriver to pry up the center section, then use a trim tool to remove.
4. Retain all fasteners for re-assembly.

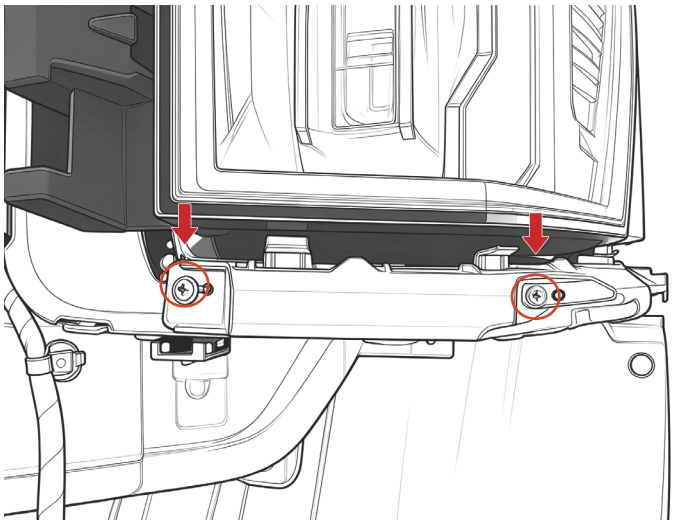






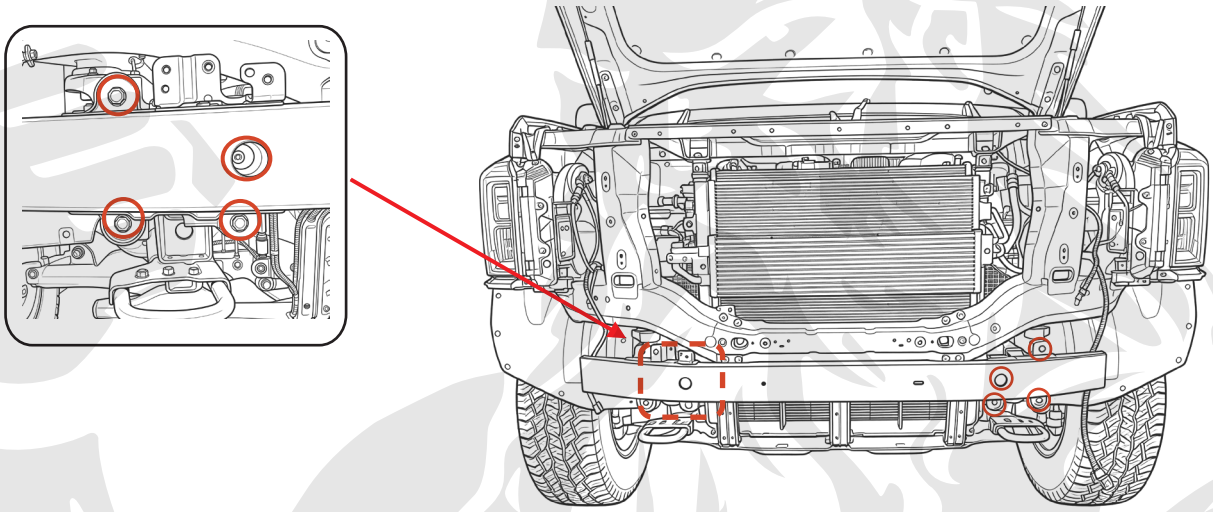
STEP 12

1. Remove the bumper retainer bracket from the bottom of the headlights. It is secured to the body by 2x phillips head screws.
2. Remove on both sides of the vehicle.
3. Discard bracket and fasteners



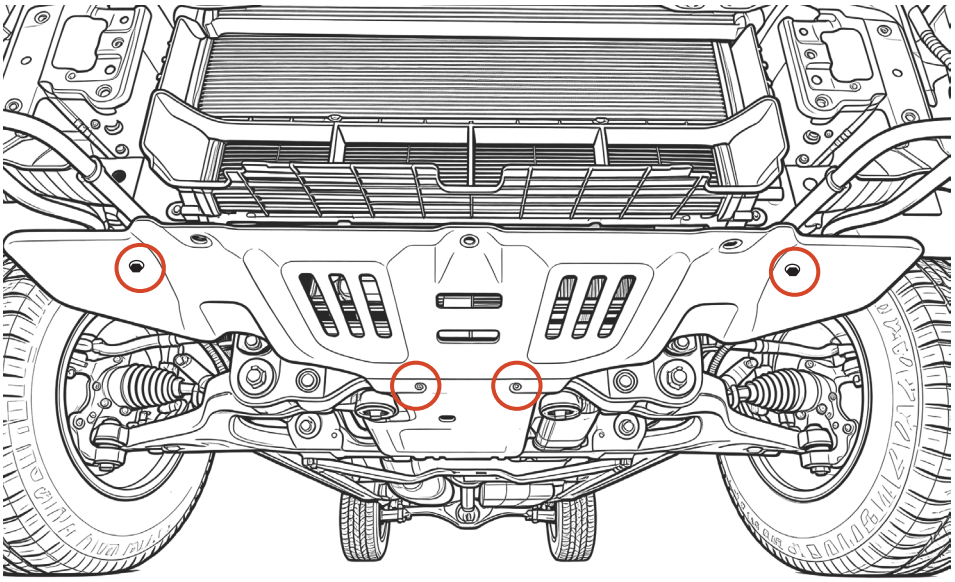
STEP 13

1. Remove the Impact beam from the vehicle. It is secured to the body by 8x M10 fine pitch flange bolts.
2. Remove M10 fine pitch flange bolts using 14mm socket & Extension bar.
3. Discard impact beam and fasteners.



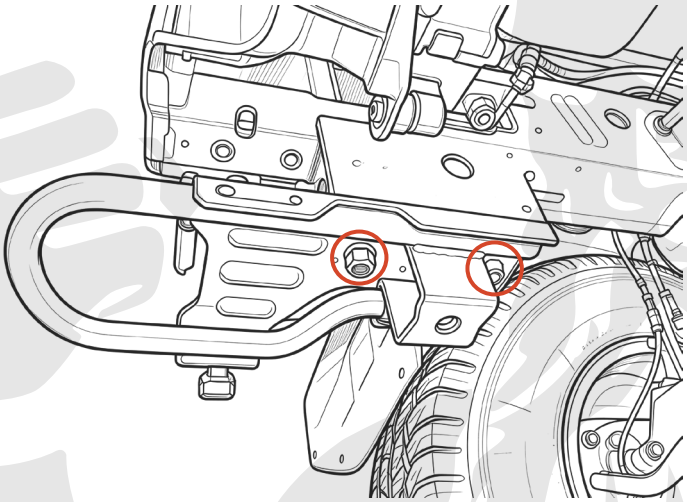
STEP 14

- Remove the lower bash plate by removing the 4x M8 flange head bolts securing it to the tow points and crossmember using a 12mm socket / spanner.



STEP 15

- 1. Remove the tow points by removing the 2x M10 fine pitch flange head bolts securing it to the chassis using a 14mm socket.
  2. Remove the tow point on both sides of vehicle.

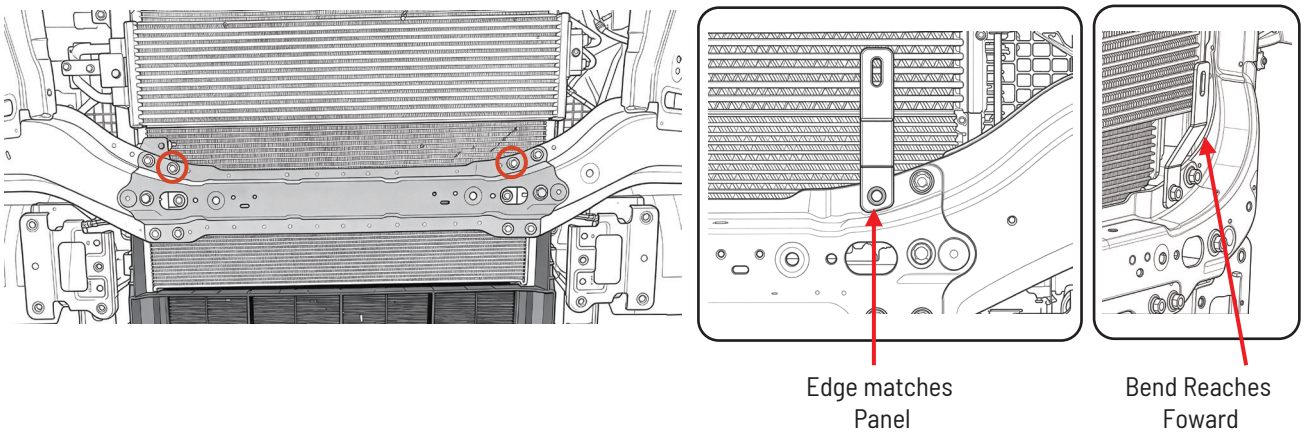


RH DRIVER SIDE SHOWN

STEP 16

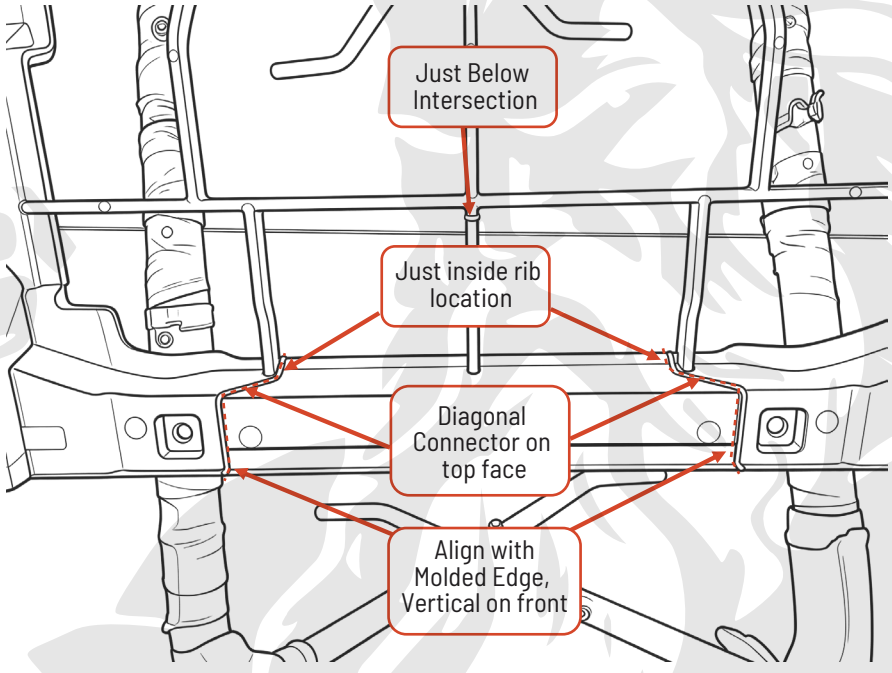
1. Remove 2x M8 bolts shown from the lower radiator crossmember, using 12mm socket or spanner.
2. Fit B-1825L/R Grille Support Bracket A to the threaded point in the chassis, using the OE bolt removed.

Ensure correct hand is fitted to each side. The bottom of the bracket should align with the curve in the panel, and the bend should reach forward.



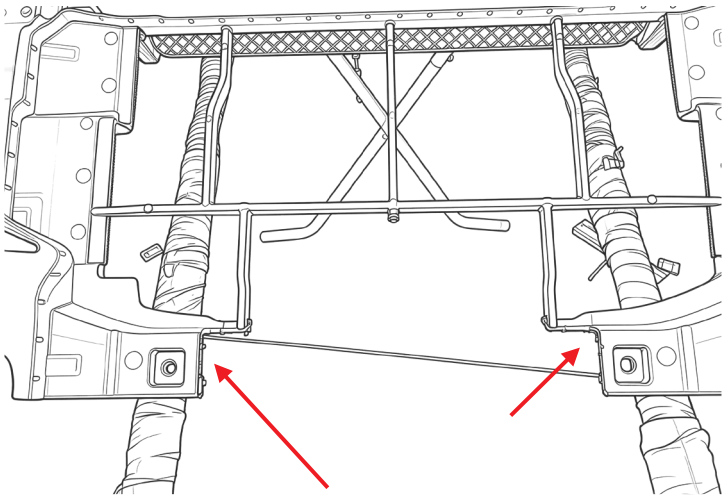
STEP 17

1. If you are fitting a winch, the plastic radiator air guide needs to be trimmed. Even if not fitting winch now, perform the trim to allow winch to be fitted easily in the future.
2. Mark out the section to be trimmed on the air guide, as per the image above.



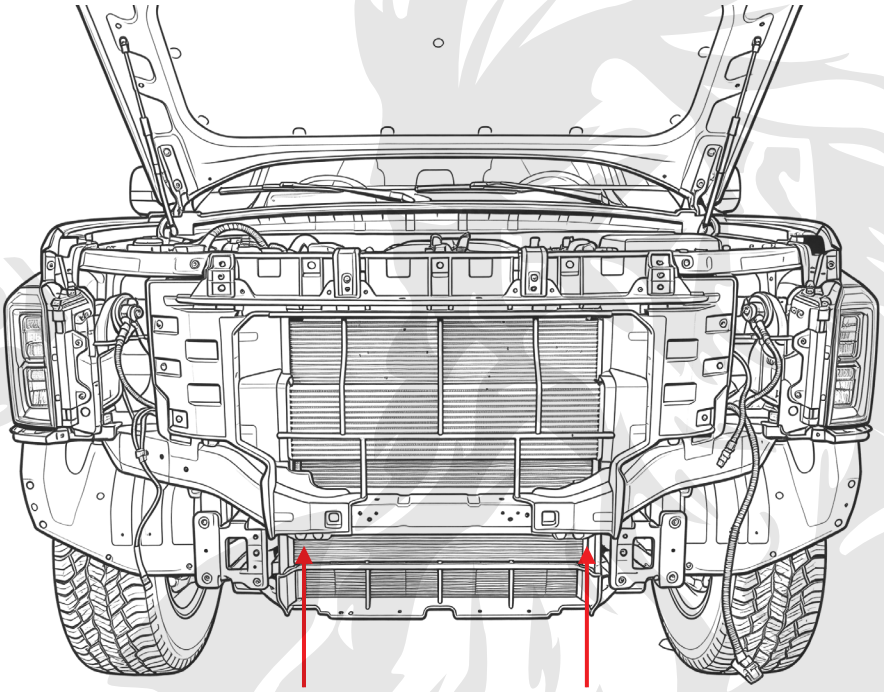
STEP 18

1. Using a suitable plastic cutting power tool, such as an oscillating multi tool or air hacksaw, cut along the lines marked in the previous step.
2. Clean up the trimmed edges with a deburring tool or utility knife.



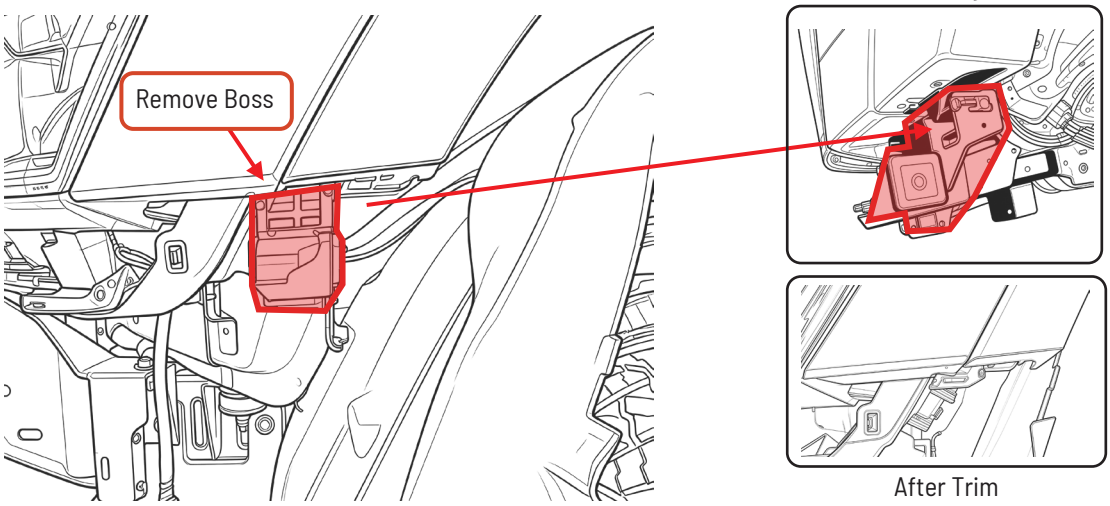
STEP 19

Re-fit the radiator air guide. Re secure to the body using the 11x M6 Bolts and 5x Center Lift clips removed earlier.



STEP 20

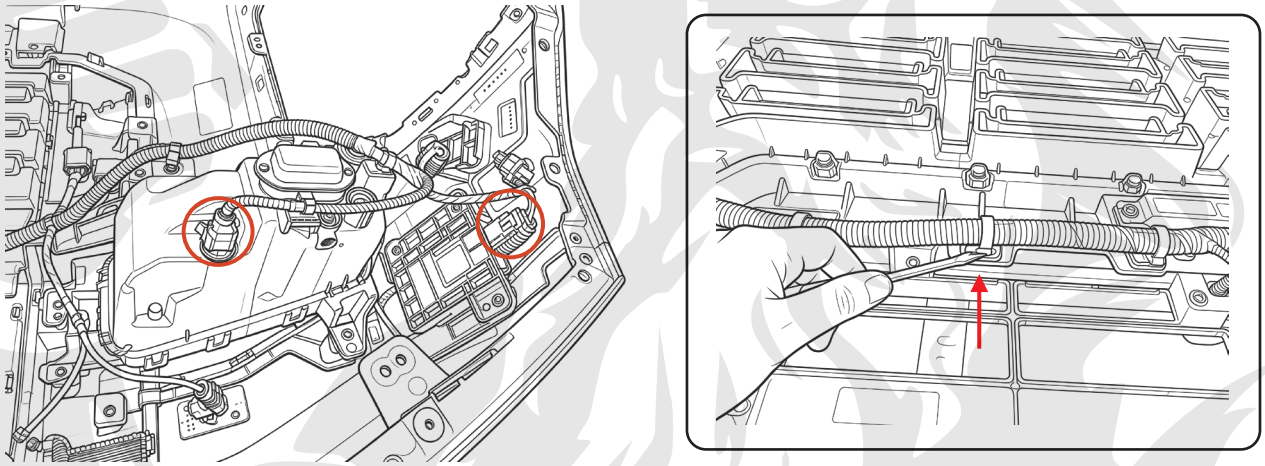
1. Using a suitable plastic cutting power tool, such as an oscillating multi tool or air hacksaw, carefully remove the screw retainer boss from the underside of the headlight.
2. After trimming it should be close to flush with underside of fender flare.
3. Complete trim for both sides.



STEP 21

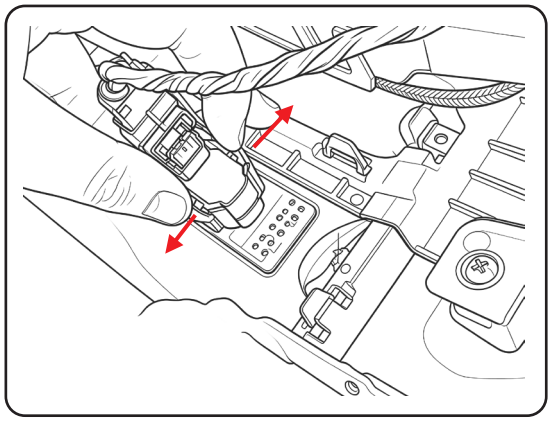
1. Now the car is ready for the bar, we need to get the bar ready for the car! Time to strip the bumper.
2. First unplug the wiring harness connectors from the Fog light and side radar modules. Press on the tabs to unlock before unplugging.
3. Complete on both sides of bumper.
4. Next remove 3x Phillips head screws holding the front park assist camera to the bumper.
5. Remove the 2x Phillips head screws holding the electronic module to the bumper.
6. Loosen and remove the camera and module from the bumper.

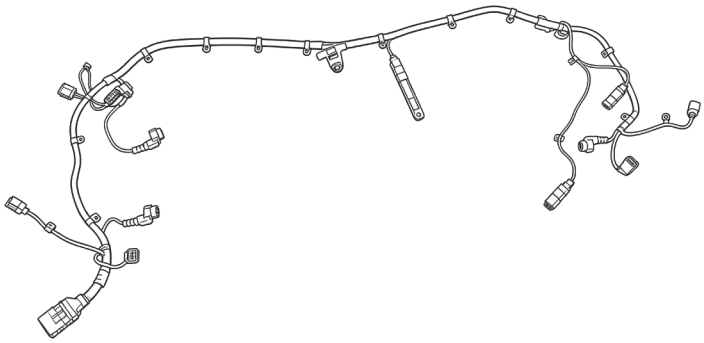
RH DRIVER SIDE SHOWN



STEP 22

1. Unclip the 6x parking sensors from the bumper. Spread the tabs on the bumper apart and push the sensor out the back.
2. Leave the sensors plugged into the loom at this stage.
3. Unclip the wiring harness from the bumper using a trim tool
4. Place the wiring harness aside in a safe area for later re-fitment to the front bar.

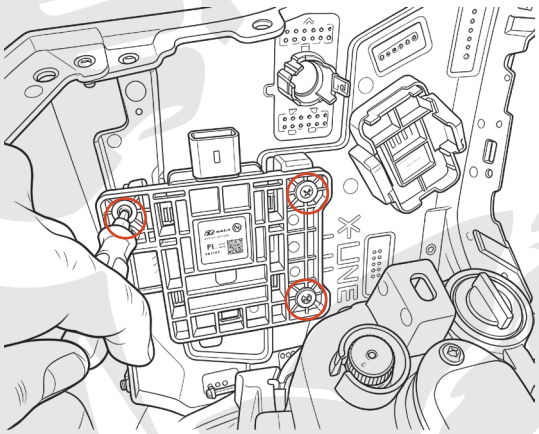


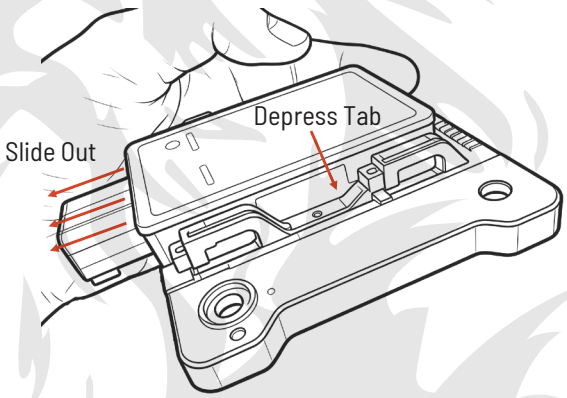


STEP 23

1. Remove the side radar modules, by removing the 3x Phillips head screws securing it to the bumper.
2. The third screw can be removed with a mini ratchet driver without removing the fog lamp.
3. Take care to not drop or impact the radar unit.
4. Remove side radar unit from other side of bumper also.
5. Release the side radar from the holder bracket. First depress the locking tabs (on both sides of the module) whist appling pressure to slide the module out of the holder as shown.
6. Complete for both side radar modules.
7. Set radar modules aside in safe location for later refitment to bar.

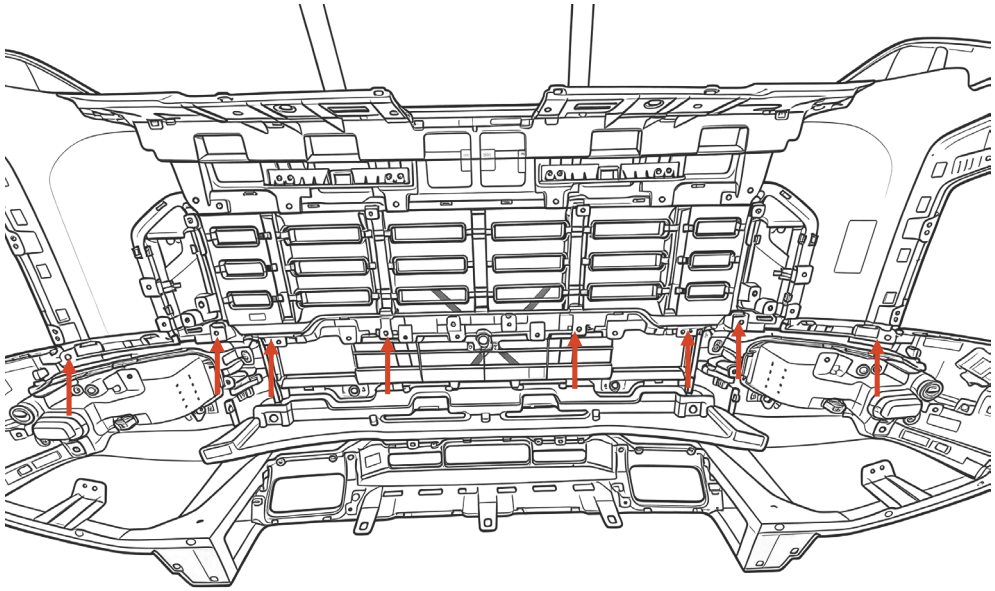
LH PASSENGER SIDE SHOWN





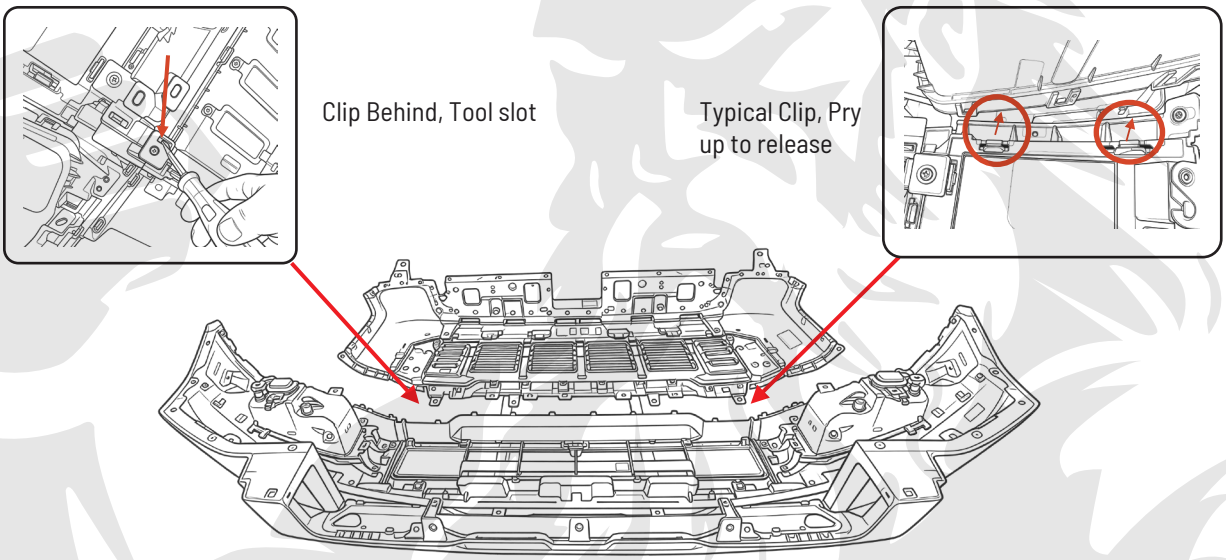
STEP 24

➤ Remove the 8x Phillips head screws securing lower section of bumper to grille.



STEP 25

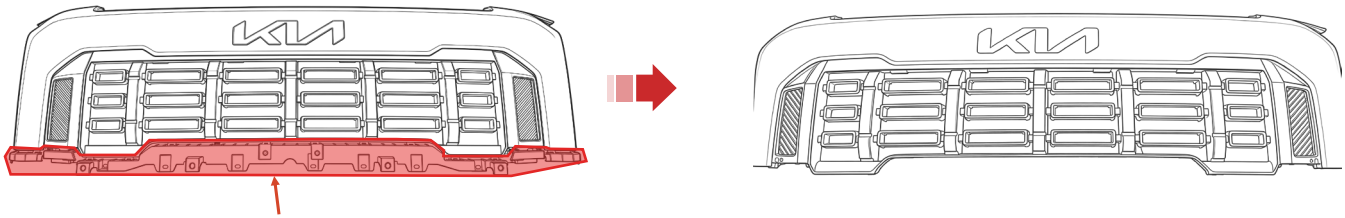
➤
1. Use a trim tool or flat screwdriver to release the clips/tabs holding the Grille to the lower part of the bumper. Work progressively from the edges toward the center untill the grille is seperated.
2. In one location, adjacent to one of the screws the clip/tab is obstruted by the structure of the bumper. There is a small slot to insert a trim tool to assist in releasing tab at this location.



STEP 26

1. Setup the grille on a panel stand and mark out the trim as line as shown in the image above.
2. Trim the grille along the line marked with an oscillating multi-tool or other suitable plastic cutting power tool.
3. Clean up the trimmed edges with a deburring tool or utility knife.

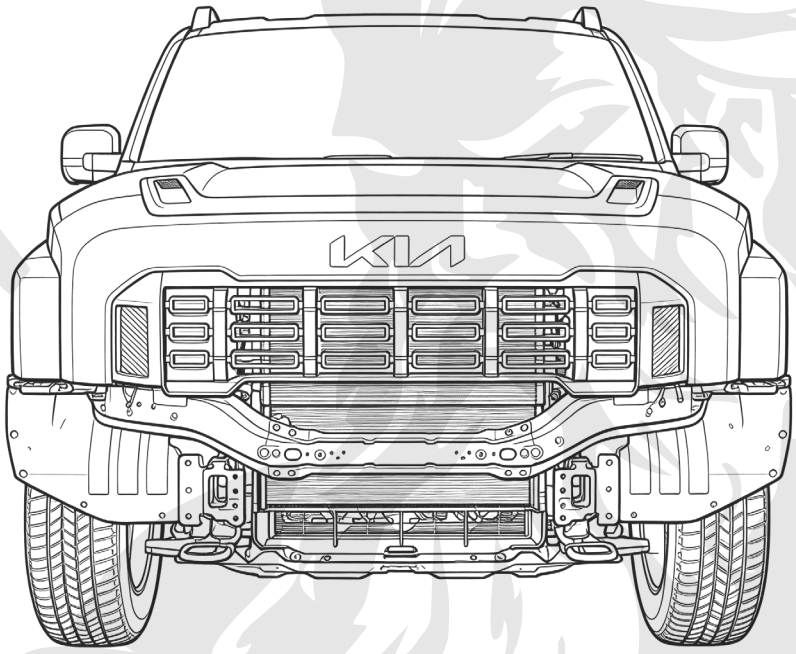
The cut line is to follow the "Ditch" formed by the clip mating surface below the finished top section of the grille.



Section to be trimmed

STEP 27

1. Install the split grille, ensuring the headlights are properly positioned.
2. Install the windshield strip and reinstall the original mudguards, carefully pushing the retaining clips back onto the mudguards.
3. Repeat this process on the other side.



Safety Warnings:

- Due to the increasing complexity of new cars with cameras, sensors and radars, it is imperative that when installing accessories on cars, the vehicle is not turned on at all - not even to accessories - without having all cameras, sensors and radars connected.
- All late model vehicles with push-button start use a proximity sensor, which is continually searching for a signal.
- Keys located in the vehicle or nearby will retain residual power within the vehicle, causing faults once the key safety features are unplugged.

  DO NOT leave keys within the vehicle, or locate nearby.
- As newer vehicles become more technically advanced, some will flag fault codes if turned on when cameras, sensors and radars are not plugged in.
- This can result in error messages on the dash that cannot be cleared, requiring the car be taken back to a dealership to be cleared and recalibrated.
- Please be aware of this when working on any car with cameras, sensors or radars.

Important Note:

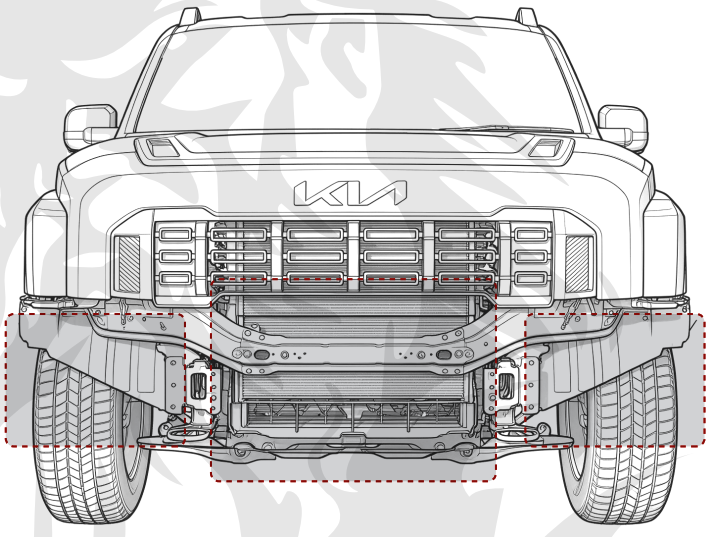
To ensure the parking sensors function properly, this instruction must be strictly followed.

- Before removing the sensors from the original bullbar, record the position and orientation of each sensor. This will allow you to replicate their original position when reinstalling them on the bullbar.
- Do not paint the parking sensors. Parking sensors are precision components in a vehicle's safety system. The sensor's central "eye" is responsible for detecting objects within a specified distance of the vehicle.
- Painting parking sensors will not damage them, but it will inhibit their ability to detect surrounding objects, potentially leading to malfunction or premature triggering. Parking sensors should only be painted once by the original equipment manufacturer (OEM).
- We strongly recommend against color-coding parking sensors when installing bullbar, as excessively thick paint can interfere with the proper functioning of parking assist systems.

STEP 1

➤ Disconnect the parking sensor from the previously removed original bullbar, unfasten the clip, remove it, and carefully place it aside for transfer to the crash bar.

Note: Please pay attention to the positional order and orientation of each sensor to ensure they are reinstalled in the bullbar with the same configuration.



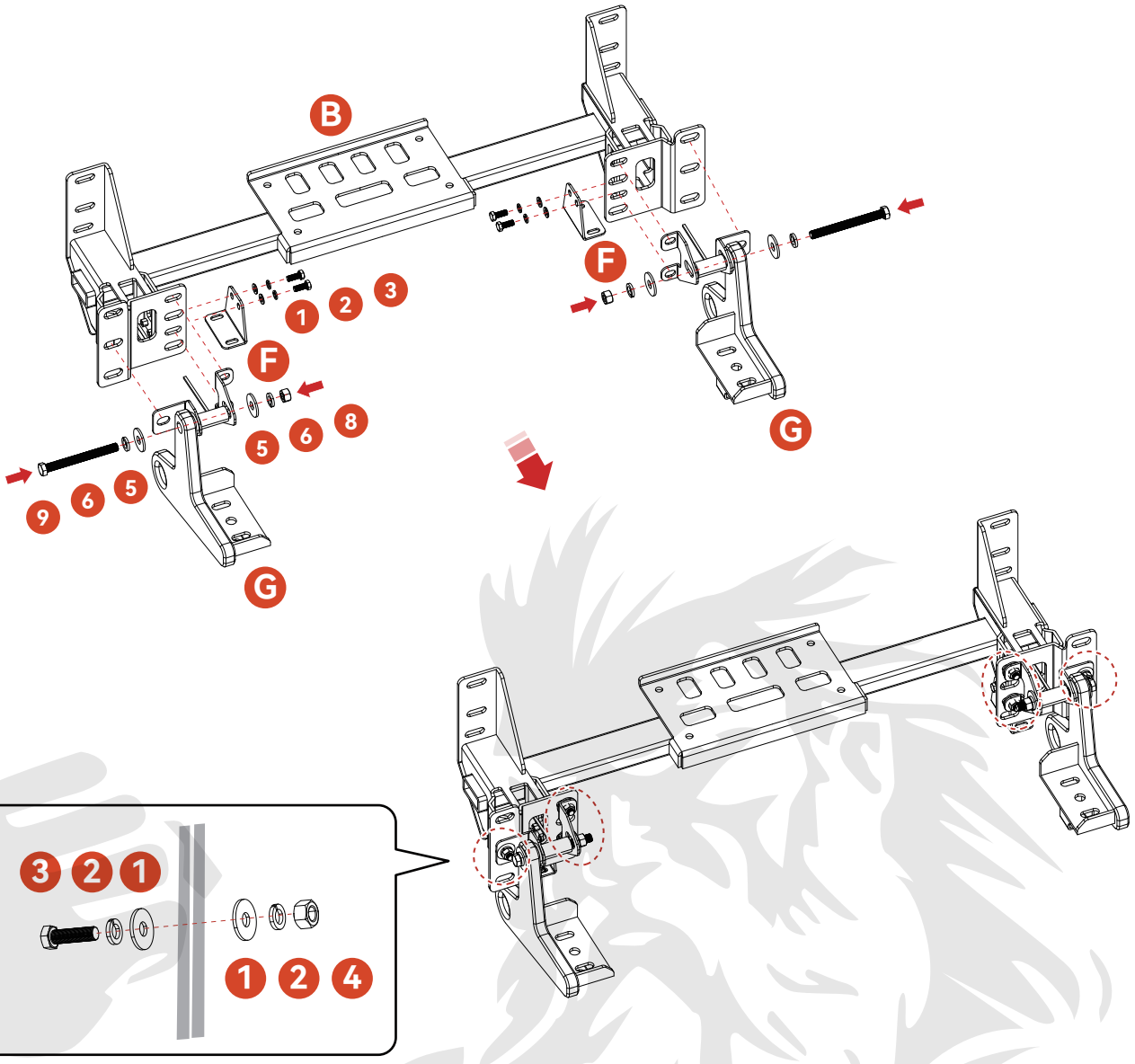
➤ 1. Carefully remove the clips securing the original sensor and radar wiring harness to the lower part of the bumper, detaching the clips from the harness as you proceed.
2. There is no need to detach or remove the wiring harness from the grille section; leave it attached and in place.

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.

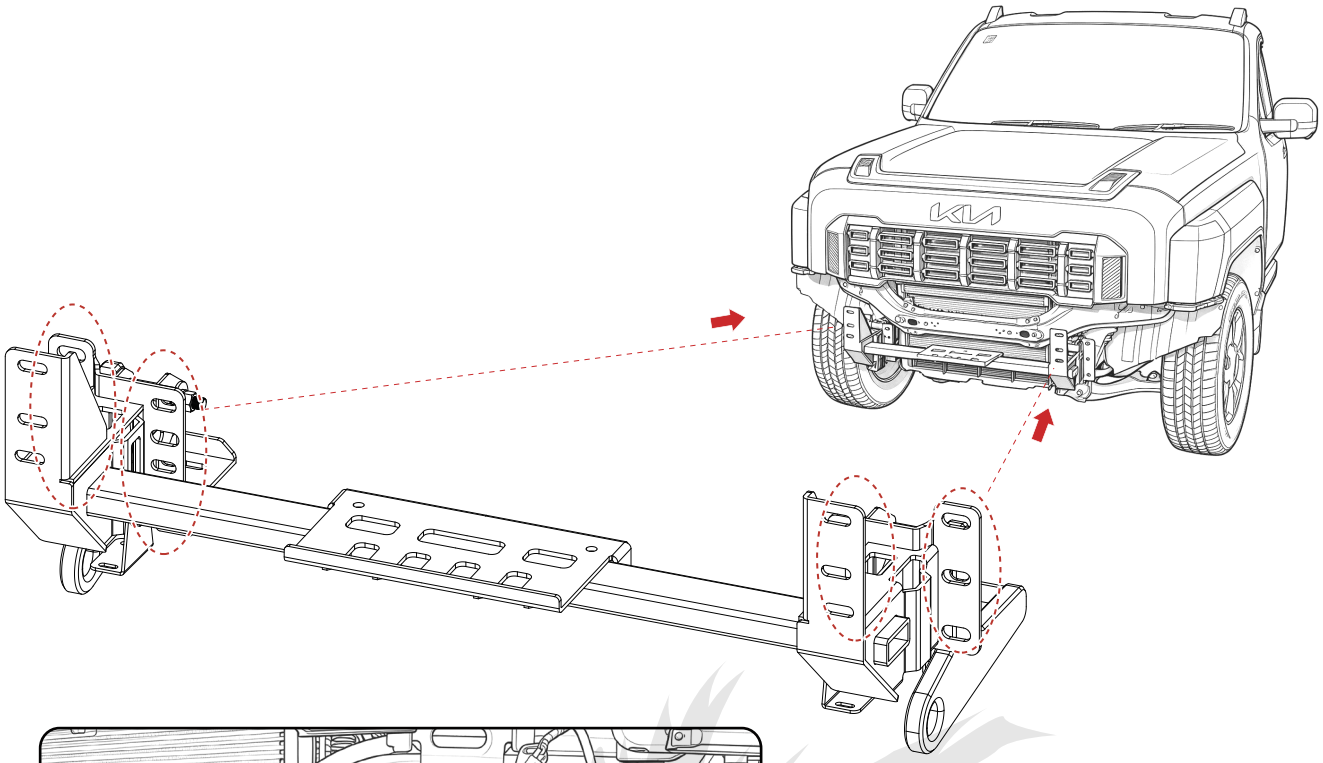
1 8X	2 8X	3 10X	6 2X
5 4X	6 4X	8 2X	9 2X
10 2X			

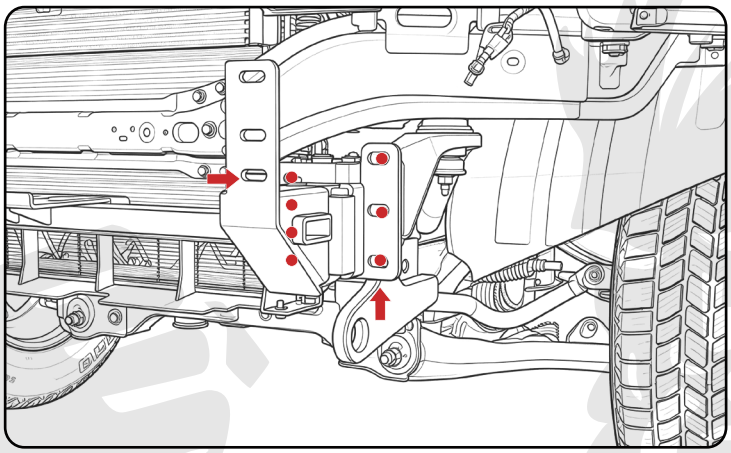


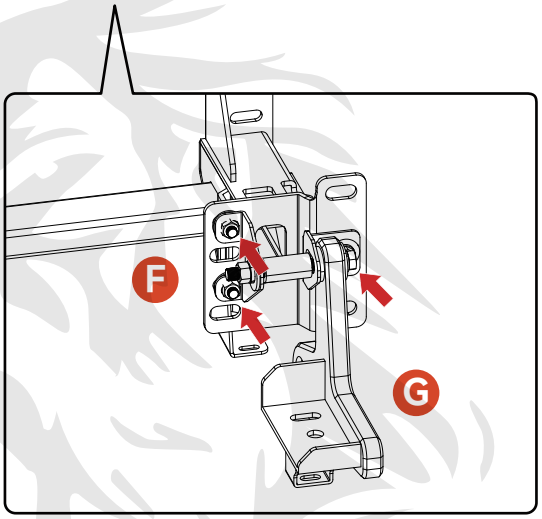
STEP 3

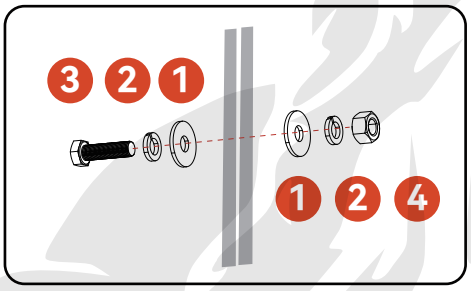
1 28X	2 28X	3 14X	4 14X

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.

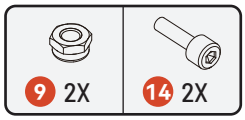




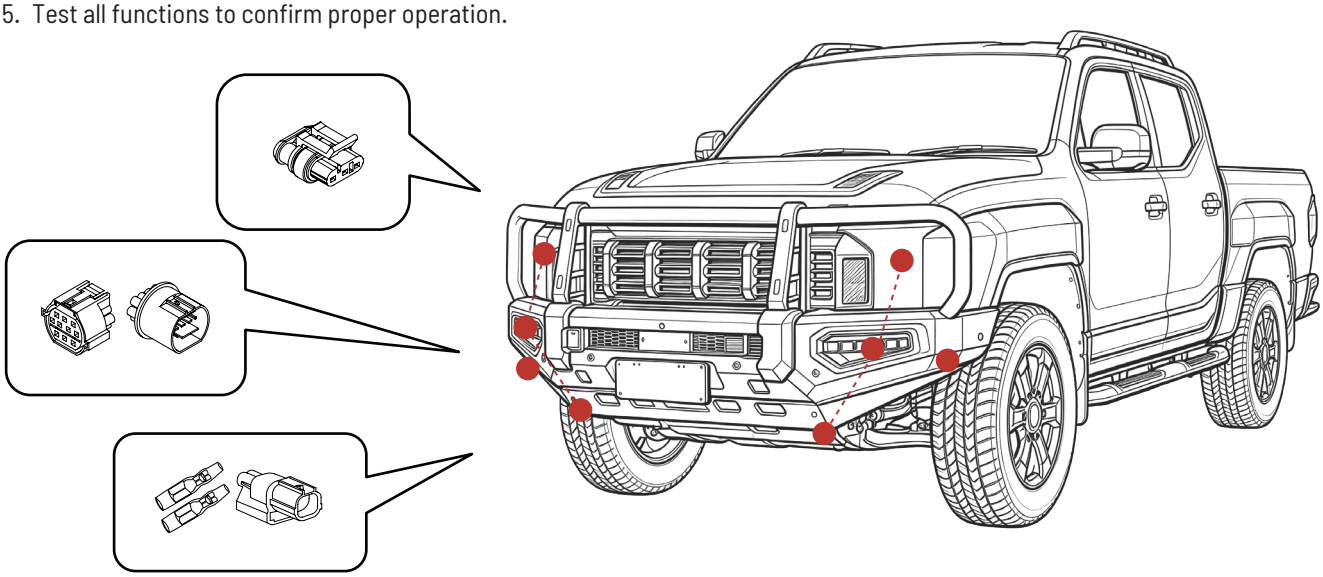


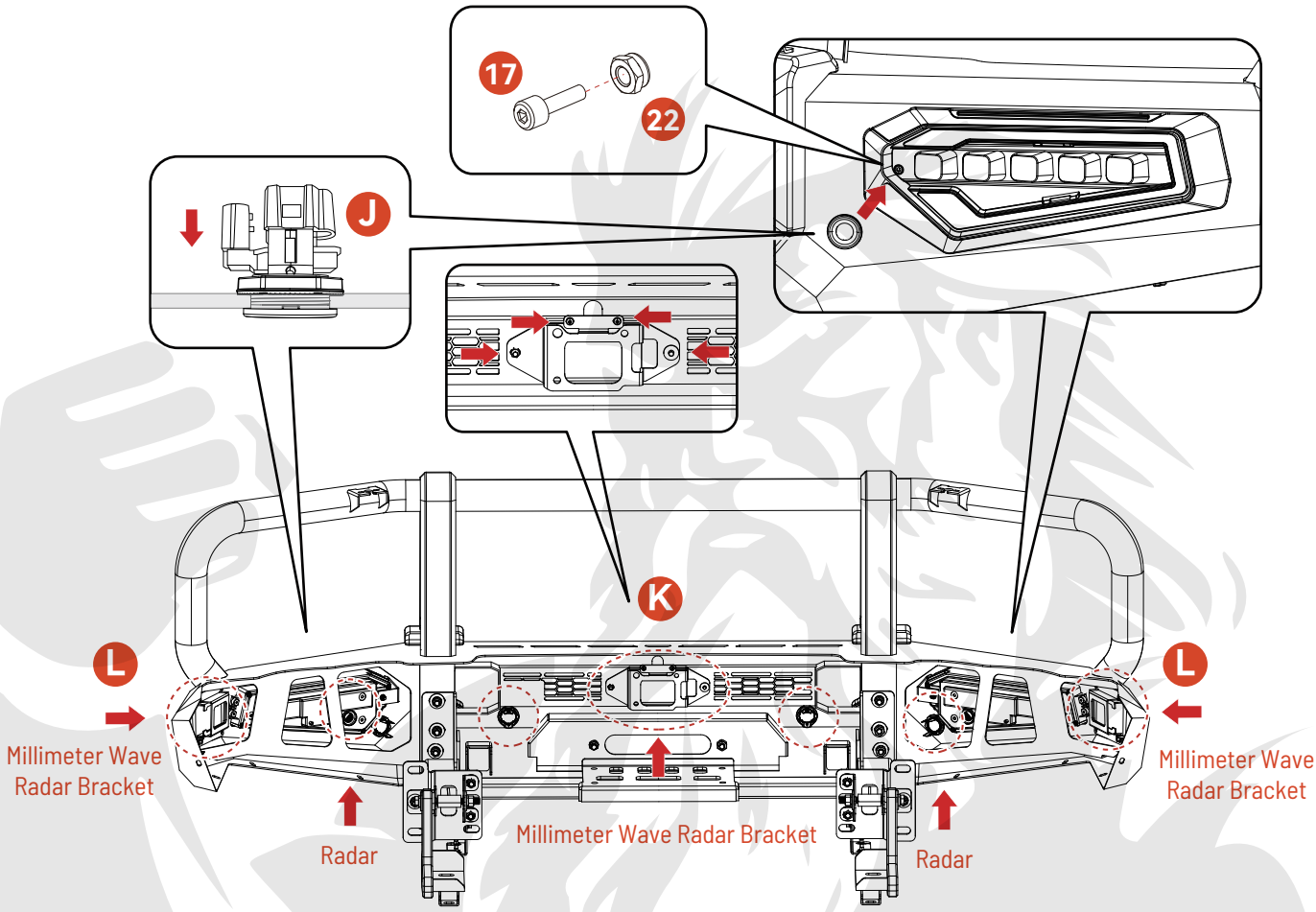


STEP 4



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.



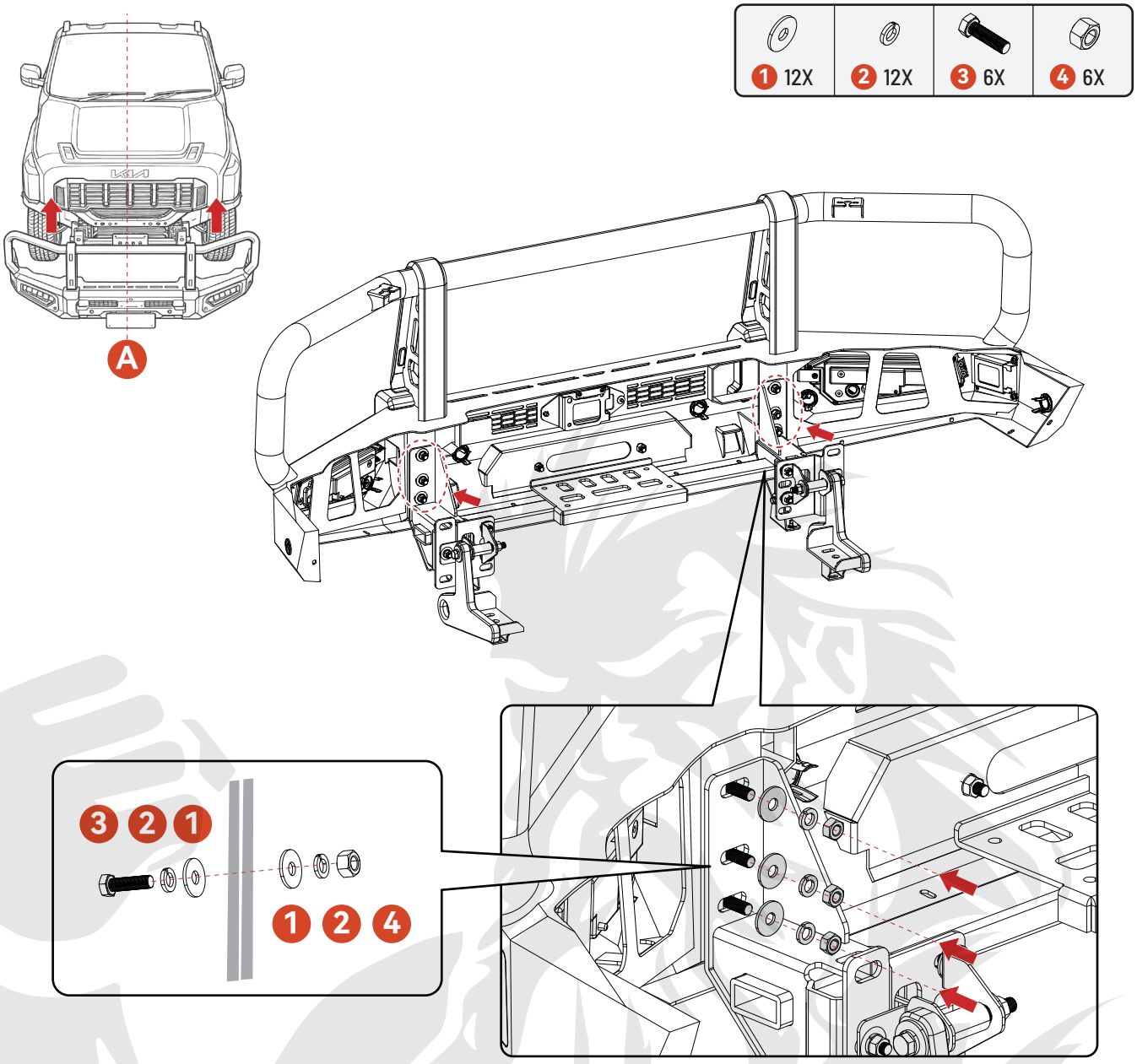


STEP 5

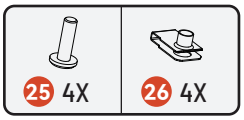
1. Place the vehicle on the ground or a four-post lift. Lift the bull bar into position, install the side protection plates on both sides and align them with the chassis mounting holes.
2. Secure the welded front bar assembly to the fenders and brackets using fully threaded M10×35 mm hex head bolts.
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.

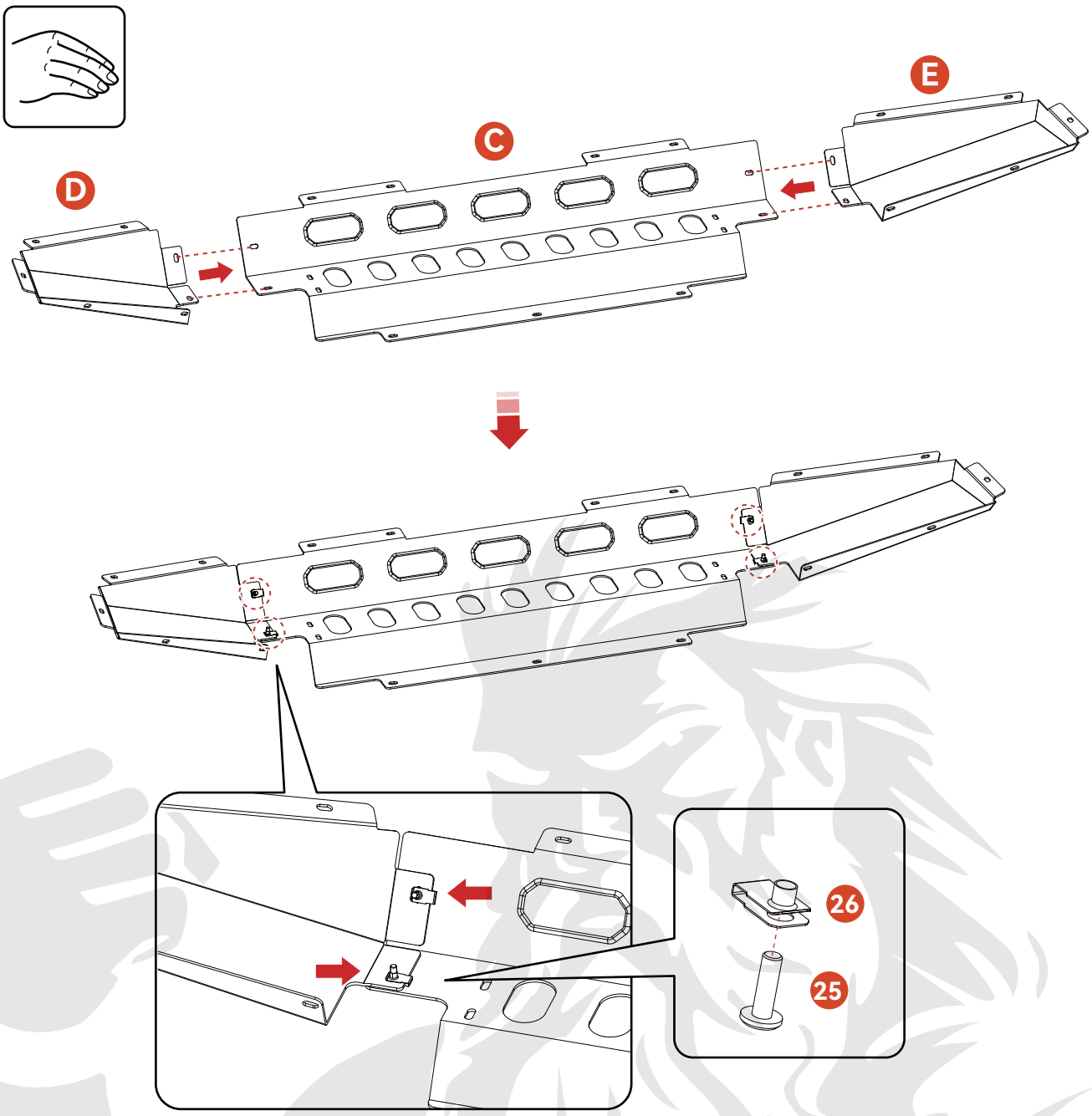
Warning: Unless an auxiliary lift for the bull bar is used, this installation should be carried out by two people to avoid personal injury or damage to the vehicle and/or components.



STEP 6



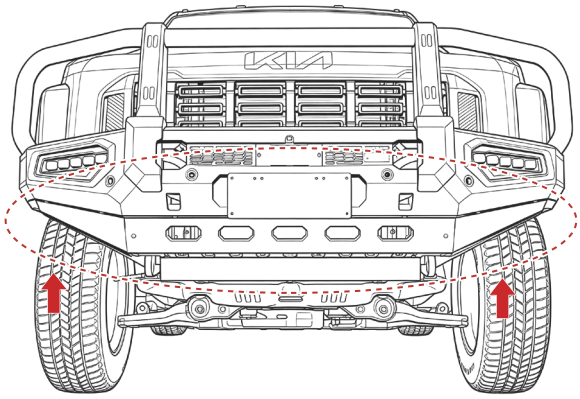
1. Install the skid plate and align the holes at the connection points.
2. Secure the skid plate with M6×20 mm bolts and clip nuts.

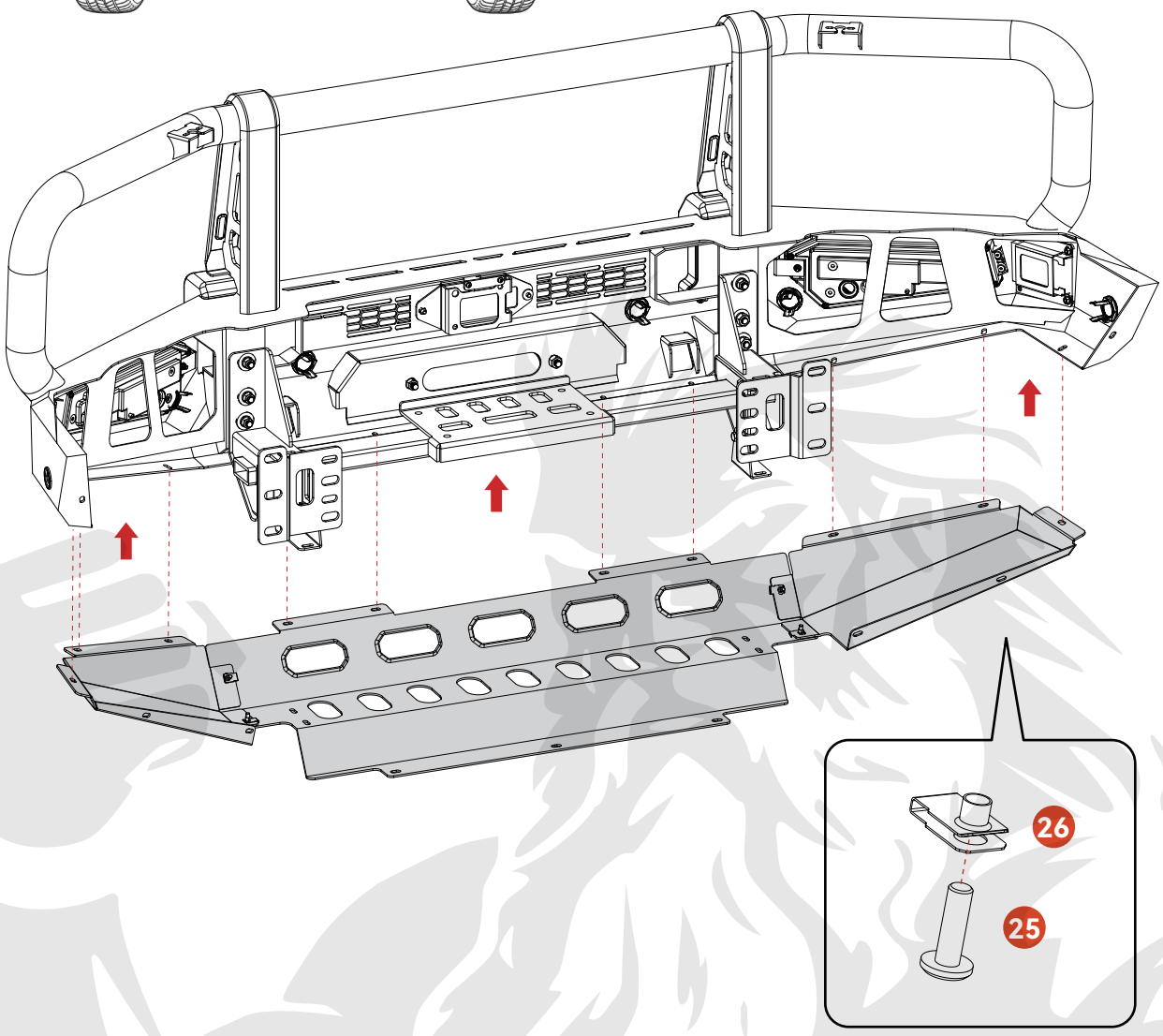


STEP 7

25 16X	26 16X

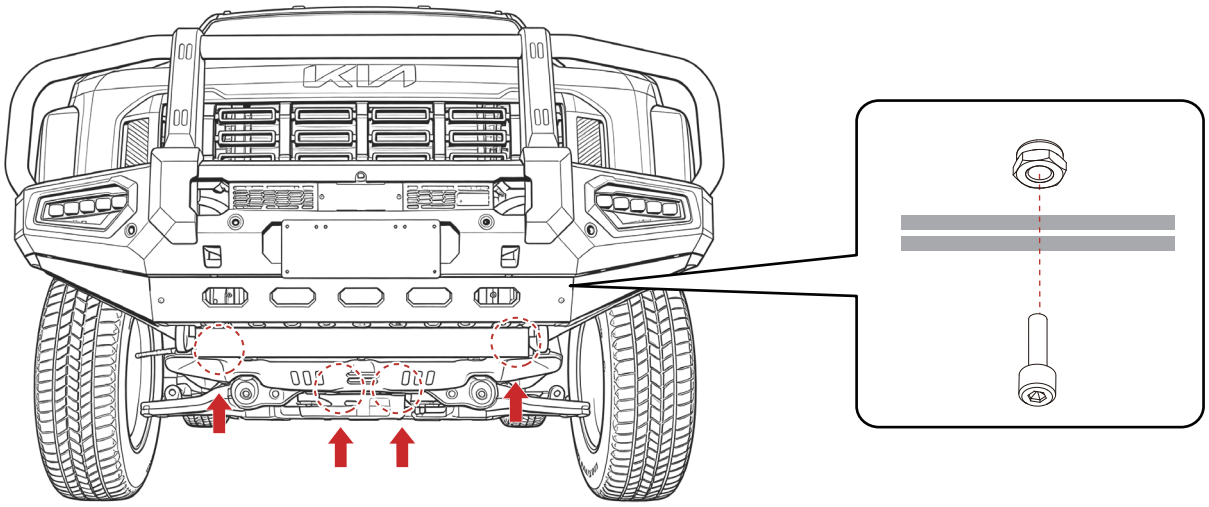
1. Install the skid plate and secure it to the bottom of the welded front bar main assembly. Align the holes at the connection points.
2. Fasten the skid plate with M6×20 mm bolts and clip nuts.





STEP 8

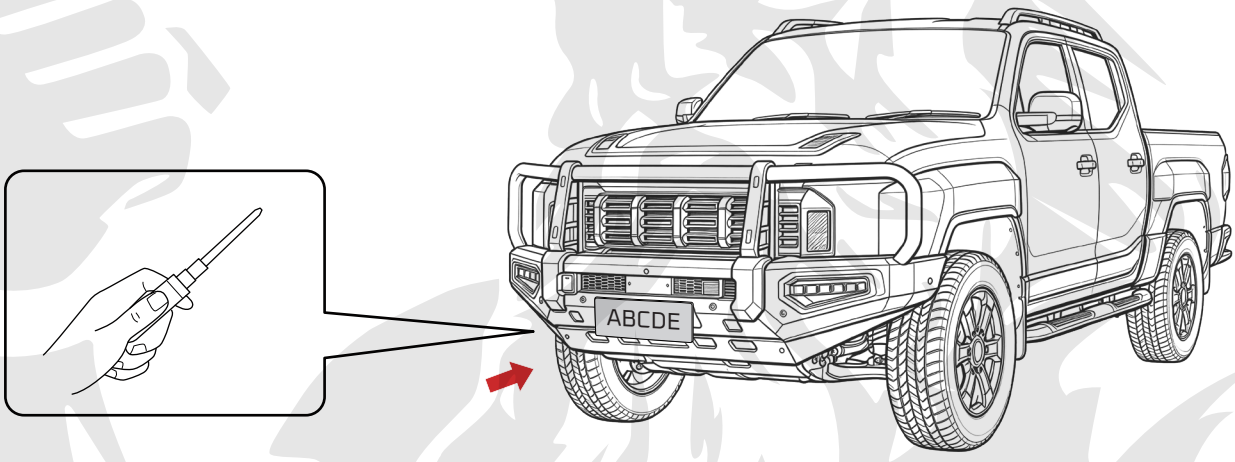
1. Align the mounting holes of the skid plate with the bottom of the bull bar.
2. Secure the bottom using the original vehicle screws.



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.

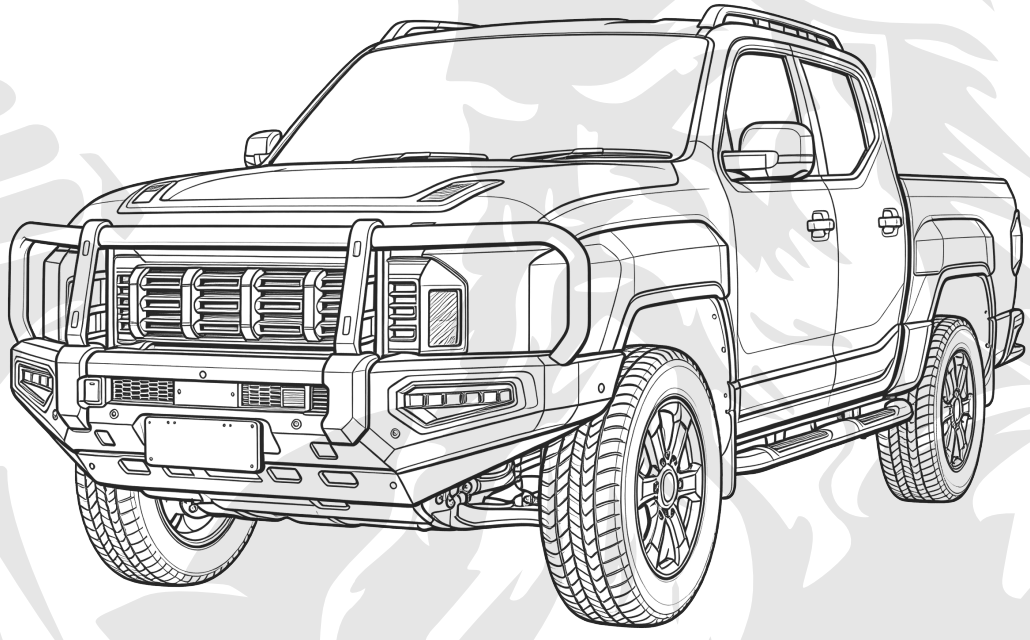
Lighting function test: Check in sequence whether the turn signals, brake lights, side marker lights, and added fog lights/strip lights illuminate normally without flickering or error messages.

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