Installation video can be found online at...

http://roadsafe.com.au/4wd/fitting-instructions/

RP-COL01

Australian Design Registration—201810097

Holden Colorado RC

FEA Rated to 3250kgs per tow point

Ensure all supplied and specified components are used during the installation of tow points. Failure to do so will significantly reduce the Working Load Limit (WLL) specified for each individual point (3250kgs), which can result in serious injury or death.

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The RP-COL01 points have been designed for fitment on a vehicle with factory standard bumper. If a Bull Bar is fitted modifications might be required to the bar bracket, and/or additional hardware might be required (longer bolts etc.) to facilitate fitment.

1. First remove your front bash plate to give you access to the front chassis rails and middle cross member below the engine.
2. Image 1 outlines the general concept of how the whole system works & integrates with the chassis.

Image 1

Hardware Supplied with RP-COL01

1 x M16 x 2.0 x 110mm bolt	4 x M12 U bolts
1 x M16 Nyloc nut	1 x M12 locater
2 x M16 flat washer	1 x M121.75x65L Bolt
1 x 1.2mm shim	10 x M12 Flat washer
1 x 2mm shim	7 x M12 Nyloc nut
Tie bar wing bracket	4 x M10 Flat washer
Backing plate	2 x M10 x 1.25x50L Bolt
2 x M14x1.5x45L bolt	2 x M12 x 1.75 x Nut
2 x M14 x 1.5x35L bolt	2 x Tie bars
6 x M14 x 1.5 nyloc nut	1 x ADJ Cross brace
8 x M14 flat washer	
1 x LH M16 Jam nut	
1 x RH M16 Jam nut	

3. The tow points are LEFT & RIGHT side sensitive and will only go on one way. Identify the correct point and place into position from the inside of the chassis rail below the body mount. Install the U bolts from the outside over the chassis, through the tow point, install flat washers and nyloc nut loosely.
4. The Passenger side point has been made as a snug fit into the factory tie down point, it will also have a machined washer on the outside to help secure the point to the chassis. Use the supplied M12x1.75x 65mm long bolt with flat washer and nyloc through the factory tie down point.
5. M10 x 50mm long bolt through the tow point up into the factory mount, use washers as spacers to fill the void if required, some bull bars/bash plates utilise this mount too.
6. Install the folded wing bracket to the front of the cross member under the radiator with the flat plate behind the cross member, use the M16 bolt with flat washer from the front, Do not tighten.
7. The rear tie bars have a set fold into the pressed flat ends. Ensure that when fitting them that you take notice of the angles and that they point and sit on the correct plane that they mount to, a good indication of this is once you have it in place the mounting surfaces of the tie bar and recovery point will be very close to being the same.
8. Install the tie bar so that the mounting bolts can pass through easily. Once it's all together at the end adjust the tie bar until it has a small amount of tension tying the recovery points together securely. Assemble the front tie bar together with the adjuster & 2 lock nuts and wind it all together, start with either side recovery point . You may require the shims to fit behind the wing mount on the cross member to keep the system

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6. Image 2 shows the bend from the rear tie bar that is the same angle as the recovery point. In this image the adjustable tie bar sitting on top, this was to clear the aftermarket bash plate that was fitted but can be mounted on the bottom side of the recovery point if required.

7. When fitting the long bolt through both the recovery point and tie bars make sure that you have clearance between the nut and radiator once tightened, use washers as spacers to adjust if needed. Once all of the bolts are in do up the u-bolts until tight.

8. The central mounting point for the angled tie bars is pictured in image 3. Using the appropriate bolt and washer for this bracket attach to the cross member and use brace plate on the back side of the cross member and affix with larger washer and nut, start to do the nut up and once there is some tension on the tie bars check for the gap between the front bracket and cross member and use supplied shims to fill the space, then when all bolts are snug tighten rear nut until tight.

9. Refit front bash plate and ensure all bolts are tightened to appropriate bolt torque specs.

Image 2

Image 3A

Image 3B

Bolt Torque Specs

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