

Rear Bumper & Over riders

Parts needed.

1. Two over riders
2. Four 165mm lengths of M10 tread bar (studding)
3. Four M10 lock nuts & washers (4 old nut for temporary fit)
4. Eight M8 x 35 bolts & lock nuts + 16 washers
5. One pair RVD bumper brackets
6. Rear Bumper bar
7. Rubber grommets OR Chrome / S/Steel trim plates

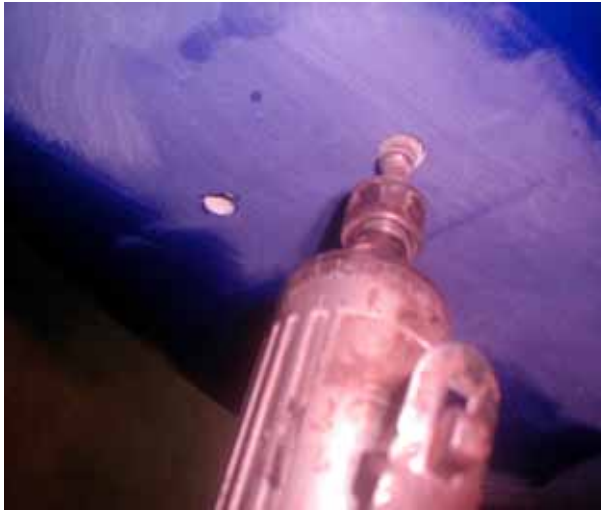
Method

1. First of all is to open up the four holes that are pre-drilled in the chassis at the two rear corners. This is best done with a long drill bit 9mm or 9.5 (3/8"), drill up from the under side of the chassis through the GRP as square as possible, you may not be able to get to all the four holes depending on the length of your drill bit, if this is so then use the bracket to line up the holes that you have drilled and drill from the boot down.

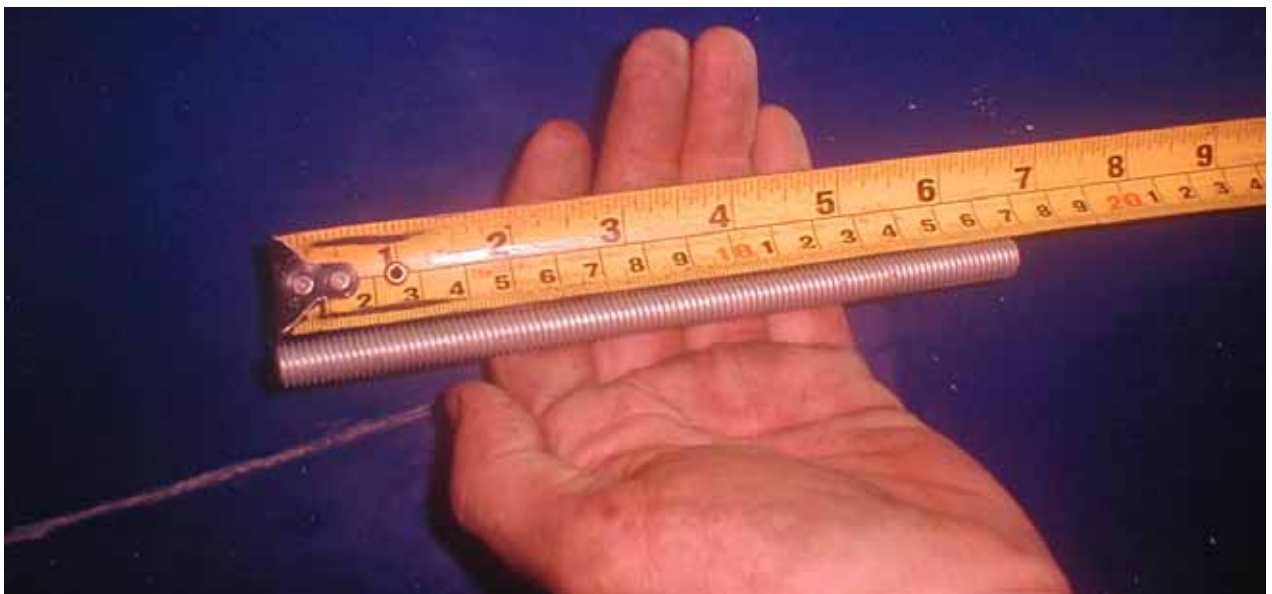


2. Once you have all eight bolt holes through the GRP "tack bolt the brackets in place each side (two bolts each side will do)
3. Now check that the centers of the 10mm bolt holes are close to that of the rear bumper bar, there is a small amount of movement present in the brackets due to the holes having. This will help achieve the correct centers to match the bumper bar.
4. You may need to sand the area under the bracket to achieve an upright position; this can be done with a power sander or grinder to remove any excess GRP from the "bonding in of the boot floor".
5. Now you have the brackets in the correct position drill back through the large holes, from the inside out as shown above in the right hand picture. Keeping the drill square and true as you drill through.
6. From the out side line up the tubes on the Bumper bar with the holes you have just drilled, (check that the tubes are the same centers on both sides and that they are all square and true).

- 7.** Note if the holes are out of position compared to the tubes and slowly open up with a file or a rotary burr until the tubes pass through the body, making sure that the bar looks level and on center as you do this.



- 8.** Now cut Four pieces of M10 thread bar (studding) to 165mm long and deburr the ends, a tip when cutting treads is to sand the end square with an angle grinder or air sander and then at an angle of 45 deg grinding from the outside of the tread to the center of the bar, grind a small chamfer around the end. This will make it easy to find the start of the tread again.



- 9.** Screw the thread bars into the sockets in the over riders, If you want to keep these in the over riders then its best to use thread lock on the sockets to “stick” them in, or this can be done when re-fitting after painting.
- 10.** Now slide the studs though the tubes and brackets and fit temporary M10 plan nuts (as not to damage the lock nuts that should only be used once)



- 11.** If you want to fit rubber grommets around the tubes then you will need 16mm(5/8”) center hole and at least 4mm(5/32) panel thickness slot around them. Check the size of the hole required and mark around the tubes and remove more of the GRP to allow the grommet to fit in. Or open up the hole to allow for paint and fit Chrome or Stain less steel trim ring around the tube, to be fitted after paint.



- 12.** Once you are happy with the fit its best to remove the Chrome and polished parts and store in a safe place, with a light coat of thin oil to prevent corrosion, especially if you live close to the sea or it is damp and cold in your workshop over the winter time. It also stops damage to the surface by dropped spanners or tools when you are working on the rest of the car.