



INSTALLATION INSTRUCTIONS

Trans4mer Mounting System Ford F150 Kit No. 76259 (black) or 76260 (stainless steel)

As you read these instructions, you will see **NOTES**, **CAUTIONS** and **WARNINGS**. Each message has a specific purpose. **NOTES** are additional information to help you complete a procedure. **CAUTIONS** are safety messages that indicate a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. A **CAUTION** may also be used to alert against unsafe practice. **WARNINGS** are safety messages that indicate a potentially hazardous situation, which, if not avoided could result in serious injury. **CAUTIONS** and **WARNINGS** identify the hazard, indicate how to avoid the hazard, and advise of the probable consequence of not avoiding the hazard. **PLEASE WORK SAFELY!**

PARTS LIST

PART NO.	QUANTITY	DESCRIPTION
66389	2 (black kit only)	SIDE MEMBER, BLACK
66402	2 (stainless kit only)	SIDE MEMBER, STAINLESS
66398	1	DIAGONAL BRACKET, RH
66397	1	DIAGONAL BRACKET, LH
67850	1	FRAME BRACKET, RH
67849	1	FRAME BRACKET, LH
67851	1	FRAME EXTENSION,RH
67852	1	FRAME EXTENSION,LH
66392	1	BOTTOM BRACKET,RH
66391	1	BOTTOM BRACKET,LH
60326	2 (stainless kit only)	2-1/2" TUBE, STAINLESS
29366	2 (black kit only)	2-1/2" TUBE, BLACK
66399	2	BOTTOM BRACKET SPACER
67844	2	FRAME EXTENSION SHIM
67845	2	NUT PLATE

TORQUE SPECIFICATIONS

3/8 INCH	30 lb. ft. (40.7 N-M)
7/16 INCH	50 lb. ft. (67.8 N-M)
1/2 INCH	70 lb. ft. (94.9 N-M)

Note: Do not securely tighten any fasteners until directed later.

This **WARN Trans4mer system** can be customized to give your vehicle a wide variety of looks, front end protection and winch mounting capability. The system starts with this strong two-tube Grille Guard that attaches to the truck's frame with brackets designed by Warn engineers to handle up to a 9500 lb. winch. It is durable and good looking, even as a stand alone Grille Guard, but can be easily upgraded with some great options! You can add a third large size tube (Light Bar) that adds even more protection and includes tabs for mounting auxiliary lights. The tubes can be mounted in a variety of positions to achieve the look and function that you desire. You can mount a Winch Carrier Bracket that provides a permanent mount for a Warn winch. An accent cover is available to dress up the winch carrier. You may also add a Receiver Bracket that will handle the Warn Multi-mount winch system, a draw bar or any other accessory that fits the standard 2-inch receiver tube. Finally, Brush Guards that protect the headlights and front corners of the truck that can be easily added to any of the options above.

WARN PART NUMBERS FOR AVAILABLE OPTIONS

Light Bar Kit, (Black)	29395
Light Bar Kit, (Stainless)	63325
Winch Carrier Kit (argent color)	29394
Receiver Kit (Black only)	29397
Brush Guard Kit (Black)	66405
Brush Guard Kit (Stainless)	66404
Accent Cover Kit	63130

NOTES: PLEASE READ THESE INSTRUCTIONS THOROUGHLY BEFORE STARTING THE INSTALLATION OF THIS KIT. MINOR MODIFICATIONS MAY BE REQUIRED DUE TO VARIATIONS BETWEEN VEHICLES. STAINLESS STEEL KITS WILL BE SLIGHTLY DIFFERENT AND MAY CONTAIN DIFFERENT HARDWARE.

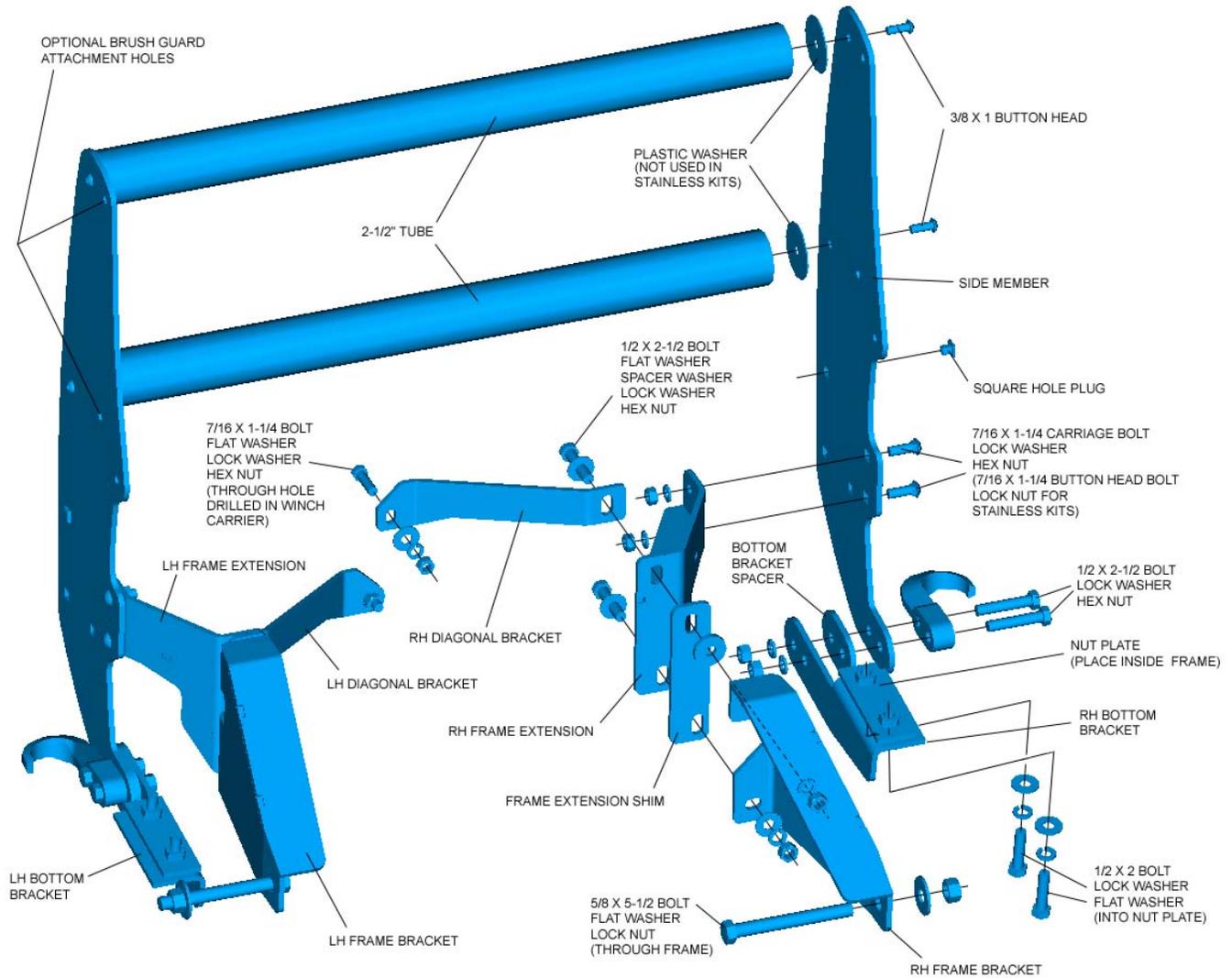
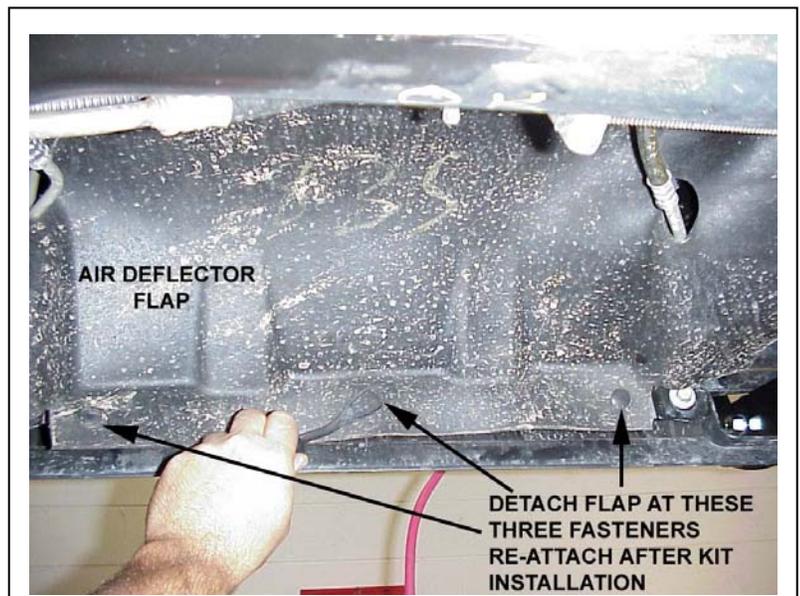


Figure 1 F150 Trans4mer Kit components - vehicle components not shown

Note for models without factory tow loops: It will be necessary to trim the plastic air dam around the Bottom Brackets and Side Members.

1. Detach the front edge of the air deflector flap from the bottom of the bumper. It is held in place with three plastic push-in fasteners. Temporarily push it out of the way. Figure 2
2. Open the hood to access and remove the screws securing the hood latch and the grille bump stops to the top of the bumper and fascia. Also remove the



center screw securing the plastic fascia to the bumper. Figure 3

3. Remove the bumper. Note the spacing between the bumper and fascia. You will want to return the bumper to this same position after the mounting kit hardware is installed. Remove the nuts on either side of each of the bumper brackets (4 total) and remove the bumper assembly. See Figure 4. Note: The plastic, top portion of the bumper (fascia) stays attached to the vehicle.
4. Remove the tow loops and hardware (if so equipped). New hardware and Nut Plates are provided for mounting kit attachment.
5. Install the left and right Bottom Brackets. See Figure 1 for bracket identification. Insert a Nut Plate inside each frame end. Install the 1/2 x 2" bolts with lock washers and flat washers through the Bottom Brackets, the tow loop holes in the frame and into the Nut Plates inside the frame. Do not tighten yet.

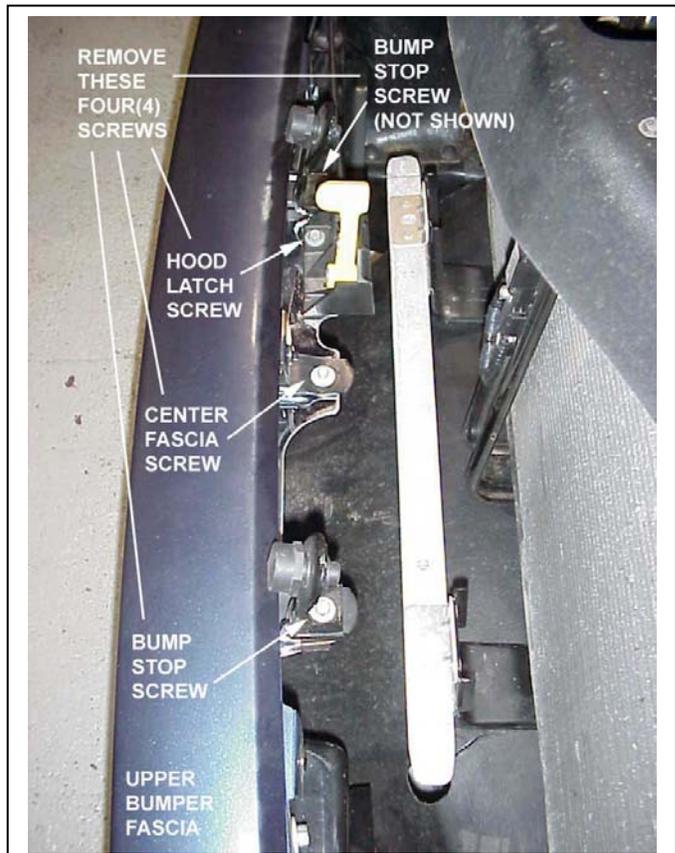


Figure 3 Bumper fascia with hood open

6. Remove the plastic grille insert from the bumper. It is held in place by nine (9) plastic rivets. Pry the center pin out of the rivet with a screwdriver, then lift out the rest of the rivet. It may be necessary to partially disassemble the bumper to remove the grille insert. The grille insert will not be reinstalled.
7. Remove the inboard bumper bracket bolts and retaining clips (1 each per side) from the bumper. Figure 4.
8. Reinstall the bumper in the original position. Use only the two outboard bolts and nuts at this time. Align the bumper and tighten the bolts.

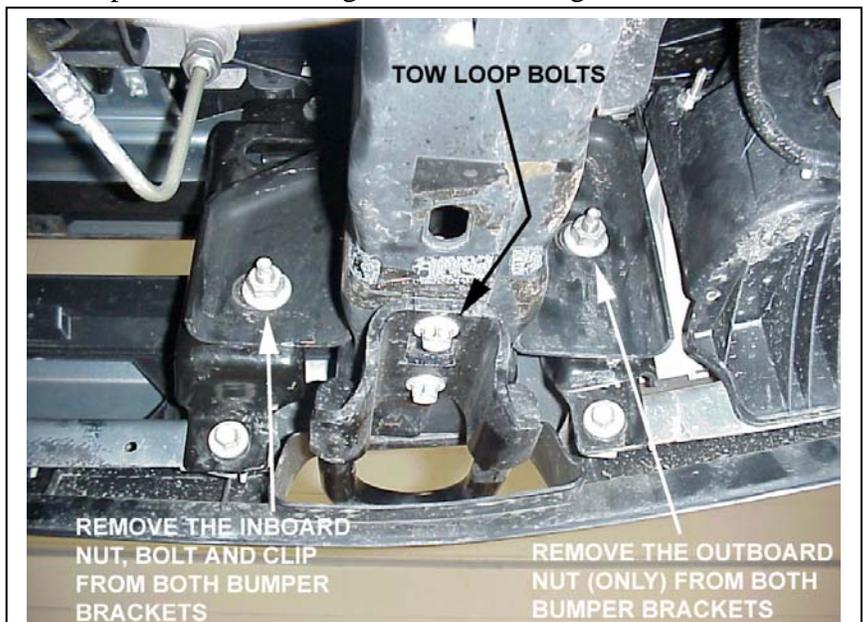


Figure 4 RH frame and bumper bracket from beneath the vehicle

9. Install the Frame Brackets and Frame Extensions. “Sandwich” the bumper brackets between the Frame Extension (in front) and the Frame Bracket (behind, next to the frame). Also, insert a Frame Extension Shim between the Frame Extension and bumper bracket. Make sure that both Shim slots are aligned with the Bumper Bracket slots. Insert a 1/2 x 2-1/2” bolt with flat washer through the lower Frame Extension hole. Install a flat washer, lock washer and nut on the bolt. Do not tighten yet.

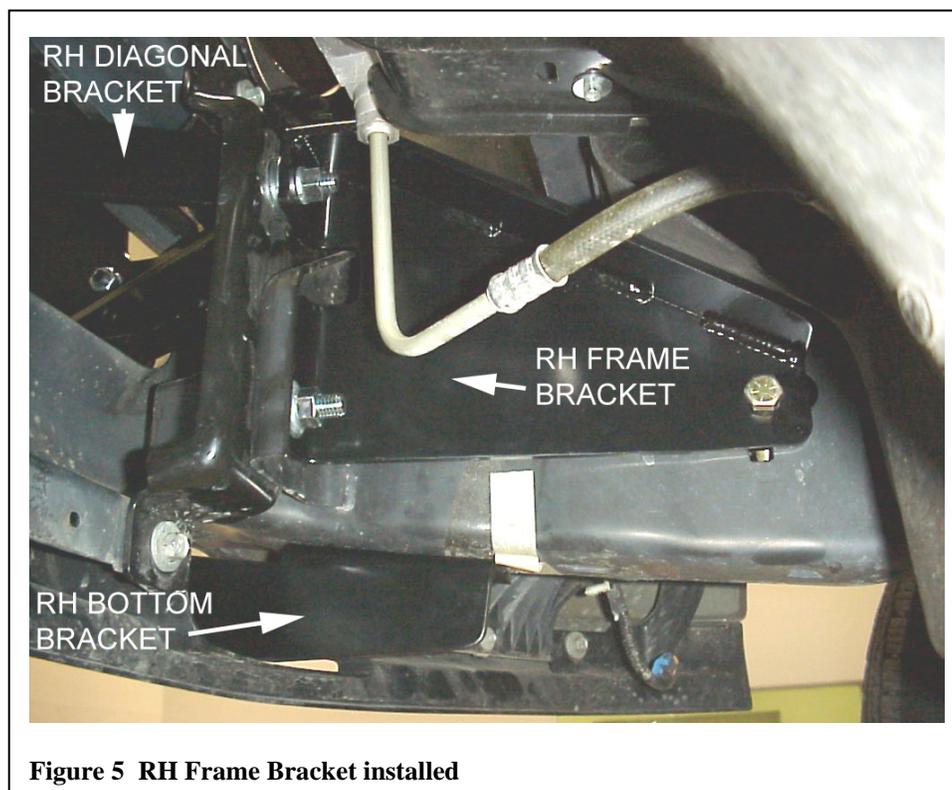


Figure 5 RH Frame Bracket installed

10. If a Winch Carrier or Front Receiver is being installed, insert a 1/2 x 2-1/2” bolt through the “small” end of the corresponding Diagonal Bracket and through the upper Frame Extension hole. If a Winch Carrier is not being installed insert the bolt without the Diagonal Brackets. Save the Diagonal Brackets if a winch may be installed in the future. Insert a thick spacer washer between the upper Frame Bracket hole and the bumper bracket. Install a lock washer and nut on the top bolt.
11. Install a 5/8 x 5-1/2” bolt through the rear hole in the Frame Bracket and large side slots in the frame. Install a 5/8” flat washer and lock nut outside the frame. Do not tighten yet.
12. Install the Side Members. Use two 7/16 x 1-1/4” carriage bolts, lock washers and nuts (stainless kits use stainless button head screws and lock nuts) to attach the Side Members to the outside of the Frame Extension Brackets. Do not tighten yet.
13. Install the supplied Tow Hooks using two 1/2 x 2-1/2” bolts. Insert a Bottom Bracket Spacer between the Side Member and the Bottom Bracket. Install lock washers and nuts.
14. If you are installing a Winch Carrier or Front Receiver, temporarily bolt it in place (it must be removed later for drilling). Use 7/16 x 1-1/4” carriage bolts, lock washers and nuts. Do not tighten yet.

15. Attach one 2-1/2" diameter tube to the forward, top Side Member holes. Insert a large plastic washer between each Tube end and each Side Member. Stainless kits do not use plastic washers. Insert a 3/8 x 1" button head screw through the Side Member into each end of the tube.

16. Align the Trans4mer and tighten the Winch Carrier or other accessory. Tighten any remaining Side Member bolts. Tighten the top and bottom Frame Extension bolts. Tighten the 5/8 x 5-1/2" bolts. Do not tighten enough to distort the frame.

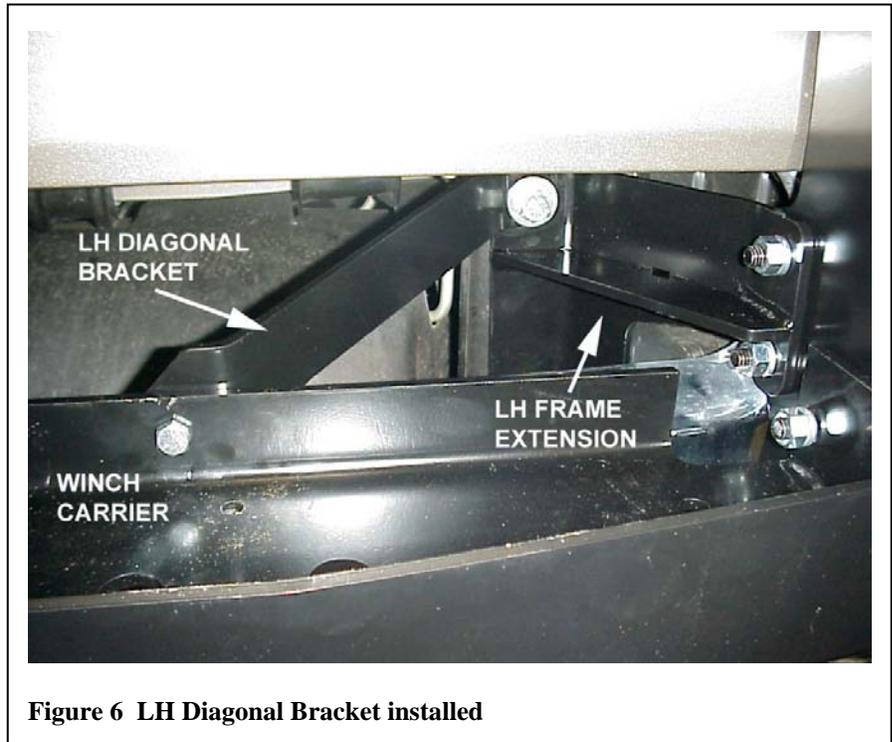


Figure 6 LH Diagonal Bracket installed

17. Tighten the Bottom Bracket/Side Member/Tow Hook bolts then tighten the Bottom Bracket to Frame bolts



WARNING



Drilling operations can cause flying chips. **WEAR SAFETY GOGGLES.** Flying chips can cause eye injury.

18. Position the Diagonal Brackets so the holes are centered in the rear vertical panel of the Winch Carrier or Front Receiver. Mark this panel for drilling at the Diagonal Brace holes. Remove the Carrier or Receiver (it may be necessary to loosen the 2-1/2" Tube screws) and drill two 7/16" holes where marked. Figure 6.

19. Reinstall the Winch Carrier or Front Receiver and tighten the hardware. Insert two 7/16 x 1-1/4" bolts through the Carrier or Receiver into the Diagonal Braces. Install flat washers, lock washers, nuts and tighten. Tighten the Tube screws if loosened.

20. Reinstall the hood latch, grille bump stops and center screw.

21. Re-attach the air deflector flap to the bottom of the bumper.

22. Install the Winch and fairlead as directed in the Winch Installation Manual.

23. Install the second 2-1/2" diameter tube. Use the same size hardware as used for the top tube.

Warn Industries

Stainless Steel Truck Accessories

What to expect:

Polished stainless steel combines the beauty of a chrome-like appearance with extreme durability and corrosion resistance. With a minimum amount of care, the appearance will last almost indefinitely. Unlike platings or coatings, there is nothing to peel off or wear away that would allow corrosion underneath.

The actual appearance may not be exactly like new chrome in either the degree of luster or color. There may be fine polishing lines visible up close and small differences between mating parts of an assembly. A grille guard, for instance, may have small differences between the round tubing and the flat plate. The backside of a part may not be as highly polished as the front. However, part of the beauty and appeal of stainless actually lies in the smooth “hand-worked” appearance.

There also is a possibility that small rust spots can appear on stainless products. They are usually due to minor iron contamination on the surface as a result of normal manufacturing and handling processes. This minor rust, if it occurs at all, is easy to remove and will not tend to spread.

Recommended care:

Regular washing with fresh water and mild car wash detergents followed by rinsing and drying with a soft towel is the best minimum care. Beyond that, any cleaner/wax recommended for automotive finishes will work well to remove minor stains and scuffs, enhance the shine and provide protection. Always use clean soft cotton cloths. In most cases, this will be all that is required for many years. For more serious blemishes or a rust spot, use a cream metal polish recommended for stainless, aluminum, etc. Try to rub in the direction of the original polishing lines. Ultimately, any stainless part can be restored to a brilliant shine with power buffing processes.

Caution:

Do not use steel wool or any type of metal scraper. Do not use “Scotch Brite” pads or abrasive powdered cleaners. Do not try to clean with muriatic acid or any other acid.

Stainless Fasteners

Stainless steel fasteners are included in many of the stainless kits. These fasteners provide similar corrosion resistance and appearance as the rest of the kit. However, stainless fasteners are prone to galling when installed in similar stainless material. It is a good idea to apply a small amount of anti-seize compound to the threads when installing them. Care should also be taken when tightening the fasteners to prevent rounding or deforming the corners of the bolts. Make sure the wrenches are the correct size and fit properly. In the case of socket heads, the wrench should have sharp, un-worn edges. With a few precautions during assembly the products should provide years of service.