



INSTALLATION INSTRUCTIONS

TRANS4MER KIT

Part Number: 76255 and 76256

Application: Ford Super Duty

Your safety, and the safety of others, is very important. To help you make informed decisions about safety, we have provided installation and operating instructions and other information on labels and in this guide. This information alerts you to potential hazards that could hurt you or others. It is not possible to warn you about all potential hazards associated with this product, you must use your own good judgment.

CARELESS INSTALLATION AND OPERATION CAN RESULT IN SERIOUS INJURY OR EQUIPMENT DAMAGE. READ AND UNDERSTAND ALL SAFETY PRECAUTIONS AND OPERATING INSTRUCTIONS BEFORE INSTALLING AND OPERATING THIS PRODUCT.

This guide identifies potential hazards and has important safety messages that help you and others avoid personal injury or death. **WARNING** and **CAUTION** are signal words that identify the level of hazard. These signal words mean:

▲WARNING signals a hazard that *could* cause serious injury or death, if you do not follow recommendations. **▲CAUTION** signals a hazard that *may* cause minor to moderate injury, if you do not follow recommendations.

This guide uses **NOTICE** to call attention to important mechanical information, and **Note**: to emphasize general information worthy of special attention.

▲ WARNING **INJURY HAZARD**

Failure to observe these instructions could lead to severe injury or death.

- Always** use extreme caution when drilling on any vehicle. Make sure that all fuel lines, brake lines, electrical wires, and other objects are not punctured or damaged when/if drilling on the vehicle. Thoroughly inspect the area to be drilled (on both sides of material) prior to drilling, and relocate any objects that may be damaged. Failure to inspect the area to be drilled may result in vehicle damage, electrical shock, fire or personal injury.
- Always** wear safety glasses when installing this kit. A drilling operation will cause flying metal chips. Flying chips can cause eye injury.
- Always** use extreme caution when cutting and trimming during fitting.
- Always** remove jewelry and wear eye protection.
- Never** lean over battery while making connections.
- Never route electrical cables:**
 - Across any sharp edges.
 - Through or near moving parts.
 - Near parts that become hot.
- Always** insulate and protect all exposed wiring and electrical terminals.
- Always** install terminal boots as directed in installation instructions.
- Always** use appropriate and adequate care in lifting components into place.
- Always** insure components will remain secure during installation and operation.
- Always** tighten all nuts and bolts securely, per the installation instructions.
- Always** replace all worn or damaged parts before operating.
- Never** operate this WARN product with damaged or missing parts.

NOTES

- Installation of the Warn winch carrier p/n 62027 (for winches with 10,000 lbs. to 16,500 lbs. capacity) will block the factory fog lamps.

I. BEFORE YOU BEGIN

- Read and understand these Installation Instructions.
- Refer to **Figure 2** to become familiar with the components and hardware in this kit.

II. PARTS LIST

<i>Part Number</i>	<i>Qty</i>	<i>Description</i>
69366	2	Side Member,black
69365	2	Side Member,stainless
29366	2	2 1/2" Tube, black
60326	2	2 1/2" Tube, stainless
69363	1	Bracket, Upper, LH
69364	1	Bracket, Upper, RH
69679	1	Bracket, Frame, LH
69681	1	Bracket, Frame, RH
38049	1	Frame Extension Assembly, LH
38048	1	Frame Extension Assembly, RH

III. TOOLS REQUIRED

- 8mm socket or end wrench
- 15mm socket
- 18mm socket
- 7/32" hex socket (Allen) wrench
- 1/4" hex socket (Allen) wrench (stainless kit)
- 9/16" socket or end wrench
- 5/8" socket or end wrench
- 11/16" socket or end wrench
- 3/4" socket *and* end wrench
- 15/16" socket and end wrench

IV. TORQUE SPECIFICATIONS

1/4	8 lb. ft. (10.8 N-m)	1/2	75 lb. ft. (101.7 N-m)
3/8	30 lb. ft. (40.7 N-m)	5/8	150 lb. ft. (203.4 N-m)
7/16	50 lb. ft. (67.8 N-m)	12mm	58 lb. ft. (78.6 N-m)

VI. INSTALLATION

1. Disconnect the fog lamp wires at the fog lamps, if so equipped.

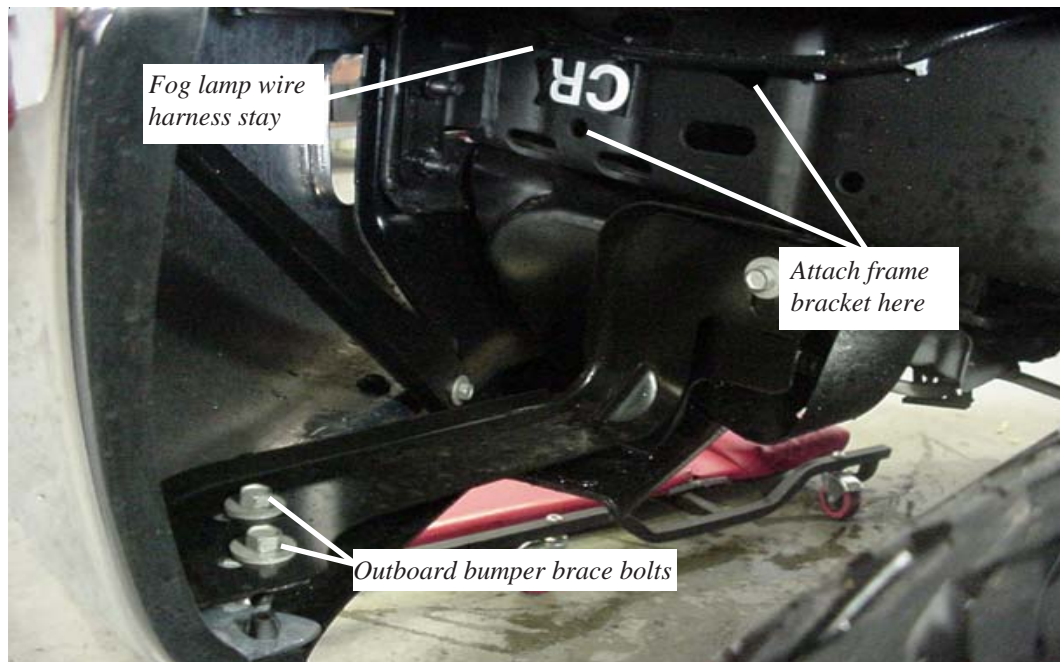


Figure 1 - Inside left fender

2. Remove the outboard bumper brace bolts from both ends of the bumper. **Figure 1.**

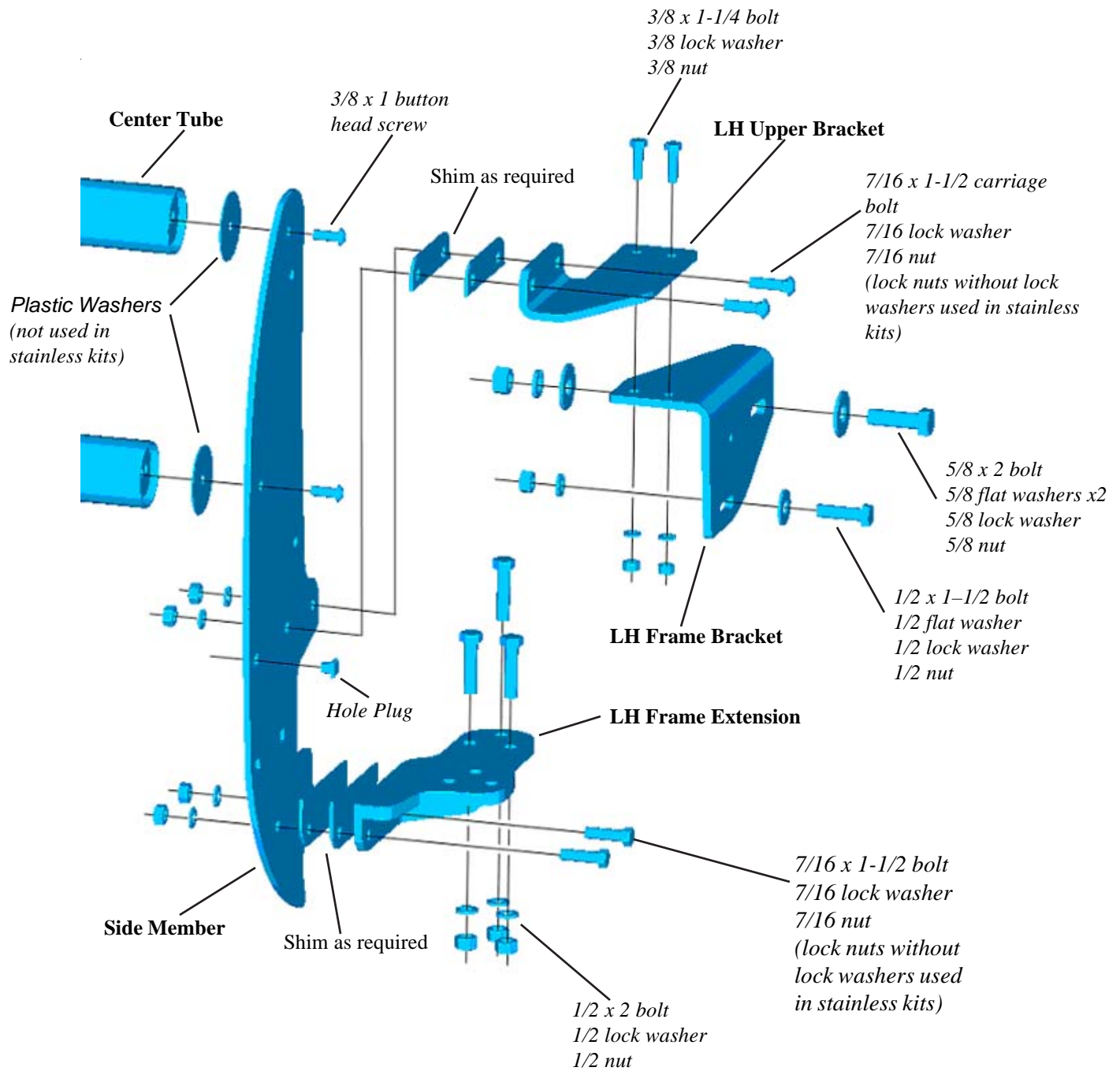


Figure 2 - Exploded view of kit

VI. INSTALLATION Continued

3. Remove the front bumper mounting bolts (2 per side) and remove the bumper. **Figure 3.**

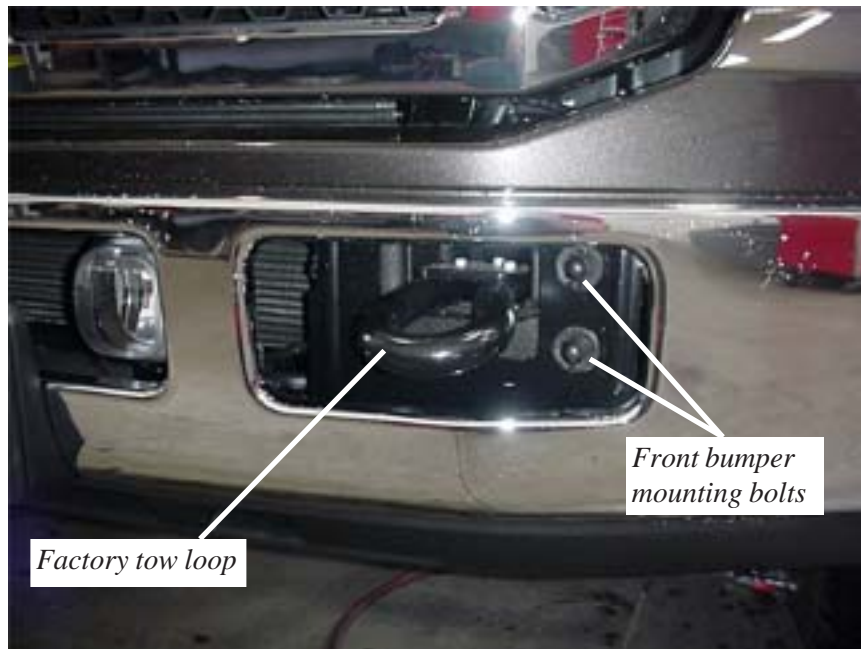


Figure 3 - Left bumper detail

4. Remove the factory tow loops from the frame. These will be reinstalled later.
5. Pre-assemble the Upper Brackets to the Frame Brackets. Refer to **Figure 2** for bracket identification. Use 3/8" bolts, lock washers and nuts. Tighten the hard



Figure 4 - LH Bracket Assembly Installed

6. Carefully remove the fog lamp wire harness stay pressed into the LH frame rail. Slide the LH Bracket Assembly (from step 5) under the fog lamp harness. Use 5/8" and 1/2" hardware to attach both LH and RH Bracket Assemblies to the vehicle frame using the holes shown in **Figure 1**. Slide the Bracket Assemblies as far forward as possible and tighten the hardware. Press the fog lamp wire harness stay into the small hole in the LH Frame Bracket. **Figure 4.**

VI. INSTALLATION Continued

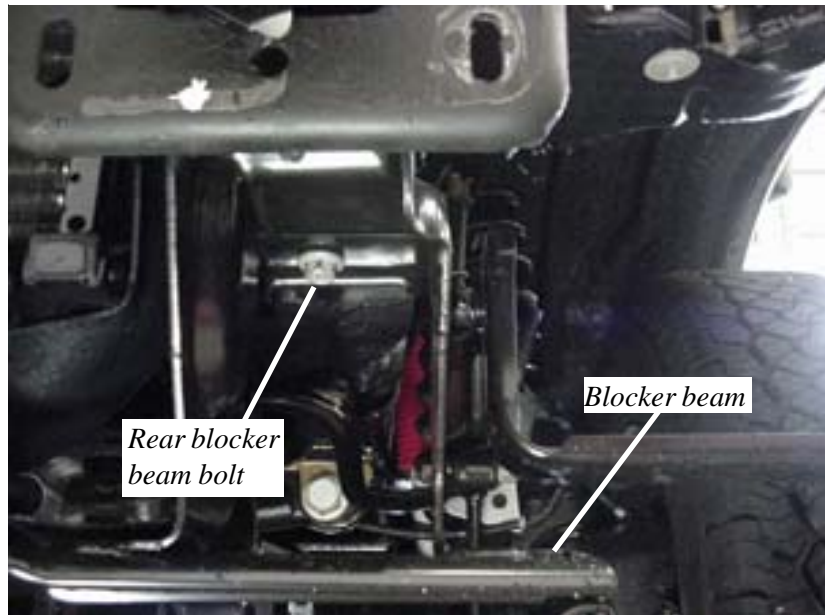


Figure 5 - Left blocker beam bolt beneath frame

7. Install the Frame Extensions inside the frame using the original tow loop holes as attachment points. Use 1/2" hardware as shown in **Figure 2**. It may be necessary to loosen the rear blocker beam bracket/frame bolt and shift the blocker beam slightly to get the larger 1/2" bolts through the holes. Refer to **Figure 5**. Tighten the hardware.

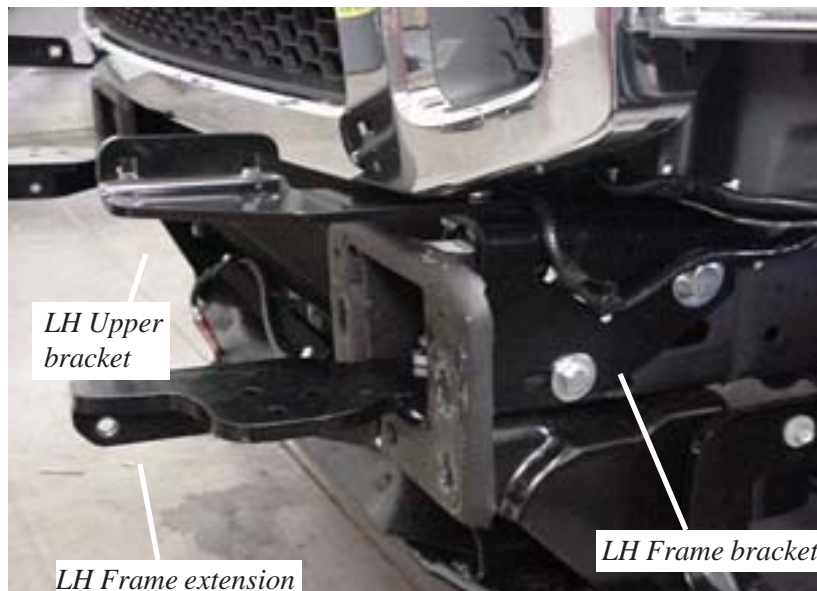


Figure 6 - LH Frame/Upper Bracket Assembly and Frame Extension installed.

8. Install the bumper with the original hardware. Center the bumper and tighten the mounting bolts. Also install the outboard brace bolts and tighten.
9. Attach the Side Members. Refer to **Figure 2** for the correct hardware and location. Do not tighten yet.
10. If a Winch Carrier or Front Receiver is being installed, do so now. Use the hardware provided in the Carrier or Receiver Kit unless you are installing a Stainless Steel Trans4mer. For stainless kit installation use the stainless steel fasteners provided in [this kit](#). Do not tighten yet.

VI. INSTALLATION Continued

11. Install a 2 1/2" Center Tube in the top position. Insert a large black plastic washer between the ends of the tube and the Side Members (*plastic washers are not used in the stainless kits*). Use 3/8" button head screws to secure it. If installing a winch, do not install a Center Tube in the mid position until after the winch has been installed.
12. Tighten the Winch Carrier or Receiver hardware now, followed by the Center Tube hardware.
13. Two different "two hole" shims are included to help center the kit on the vehicle. Hole spacing and shape differ slightly. One style is for the Upper Brackets and the other is for the Frame Extensions. Insert as many shims as needed (if any) between the Side Members and the Frame Extensions, and the Side Members and the Upper Brackets. When the kit has been centered, tighten the mounting hardware.
14. Position the factory tow loops above the Frame Extensions. Insert the "three hole" shims as necessary, between the tow loop and Frame Extension then install the 12M x 55mm bolts and lock washers. Tighten the bolts.

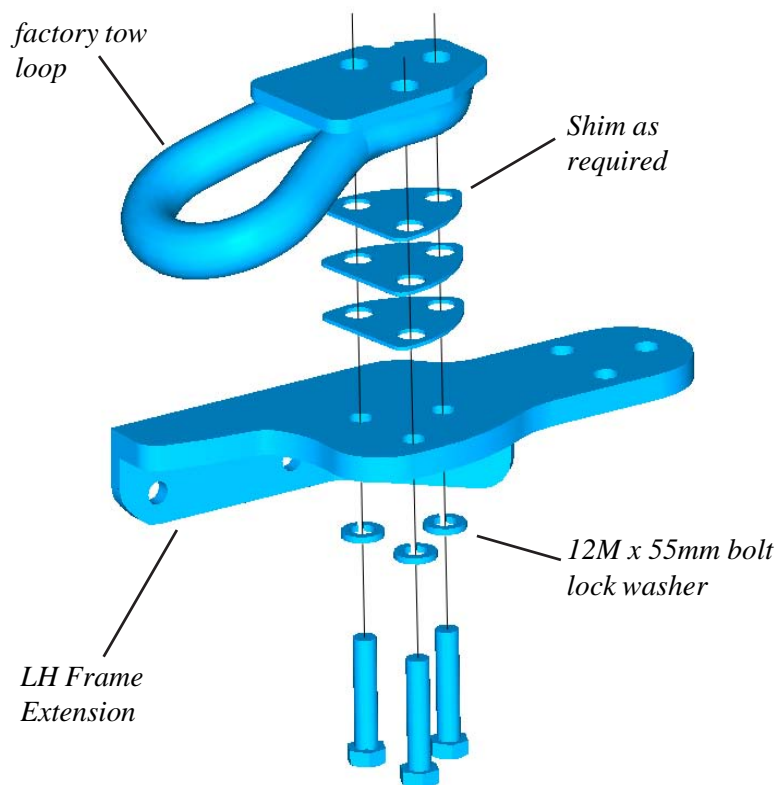


Figure 7 - LH tow loop detail

15. Complete the winch installation as described in the instructions packaged with the winch.
16. Install the remaining 2-1/2" Center Tube in a mid position. Insert a large black plastic washer between the ends of the tube and the Side Members (*plastic washers are not used in the stainless kits*). Use 3/8" button head screws to secure it.



Figure 8 - Exploded view of LH tow loop/Frame Extension

⚠ WARNING

READ THE VEHICLE'S OPERATOR MANUAL, WINCH OPERATOR MANUAL, AND ALL WARNING LABELS PRIOR TO OPERATION OF WINCH.

⚠ WARNING

FAILURE TO SECURELY TIGHTEN ALL BOLTS ON THE WINCH PLATE, WINCH, AND FAIRLEAD CAN RESULT IN PRODUCT FAILURE WHICH MAY RESULT IN VEHICLE DAMAGE AND OPERATOR INJURY OR DEATH. DOUBLE CHECK THAT ALL BOLTS ARE SECURELY TIGHTENED PRIOR TO USE.

VI. MAINTENANCE/CARE

- Inspect all metal parts on the winch, winch mount, and related hardware. Replace all hardware that appears rusted or deformed prior to use.
- Inspect all nuts and bolts on the winch, winch mount, and related hardware prior to each use. Tighten all nuts and bolts that appear to be loose. Stripped, fractured, or bent bolts or nuts need to be replaced immediately.
- Check all cables prior to use. Replace cables that are worn or frayed.
- Check all moving and rotating parts. Remove debris that may inhibit the part from moving freely.

⚠ WARNING

PERFORM REGULAR INSPECTIONS ON THE WINCH, WINCH MOUNT, AND RELATED HARDWARE. NEVER OPERATE THE WINCH WITH DAMAGED OR MISSING PARTS. FAILURE TO FOLLOW THIS WARNING MAY CAUSE VEHICLE DAMAGE AND OPERATOR INJURY OR DEATH.

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.