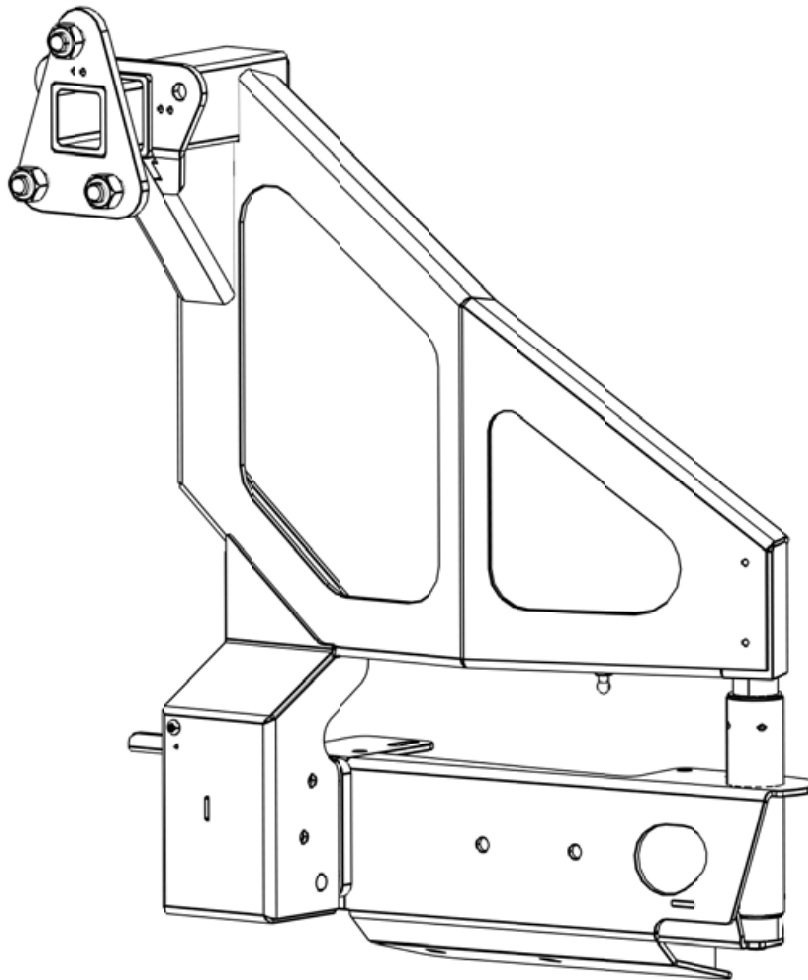


**FRONT RUNNER****LAND ROVER DISCOVERY 3/4
SPARE WHEEL CARRIER****ENG**

RBLD007

 **INSTALL TIME: 4.5 Hours**

NOTE: Park Distance Control will be affected by this fitment and the customer should be informed.

IMPORTANT WARNING!

IT IS CRITICAL THAT ALL FRONT RUNNER PRODUCTS BE PROPERLY AND SECURELY ASSEMBLED AND ATTACHED TO YOUR VEHICLE. IMPROPER ATTACHMENT COULD RESULT IN AN AUTOMOBILE ACCIDENT, AND COULD CAUSE SERIOUS BODILY INJURY OR DEATH TO YOU OR TO OTHERS. YOU ARE RESPONSIBLE FOR ASSEMBLING AND SECURING ALL FRONT RUNNER PRODUCTS TO YOUR VEHICLE, CHECKING THE ATTACHMENTS PRIOR TO USE, AND PERIODICALLY INSPECTING THE PRODUCTS FOR ADJUSTMENT, WEAR, AND DAMAGE. THEREFORE, YOU MUST READ AND UNDERSTAND ALL OF THE INSTRUCTIONS AND CAUTIONS SUPPLIED WITH YOUR FRONT RUNNER PRODUCT PRIOR TO INSTALLATION OR USE. IF YOU DO NOT UNDERSTAND ALL OF THE INSTRUCTIONS AND CAUTIONS, OR IF YOU HAVE NO MECHANICAL EXPERIENCE AND ARE NOT THOROUGHLY FAMILIAR WITH THE INSTALLATION PROCEDURES, YOU SHOULD HAVE THE PRODUCT INSTALLED BY A PROFESSIONAL INSTALLER OR OTHER QUALIFIED PERSONNEL.

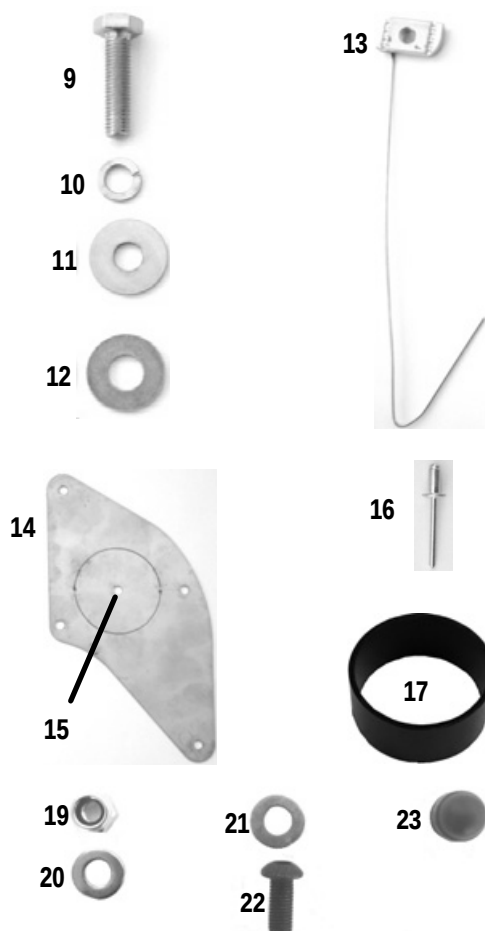
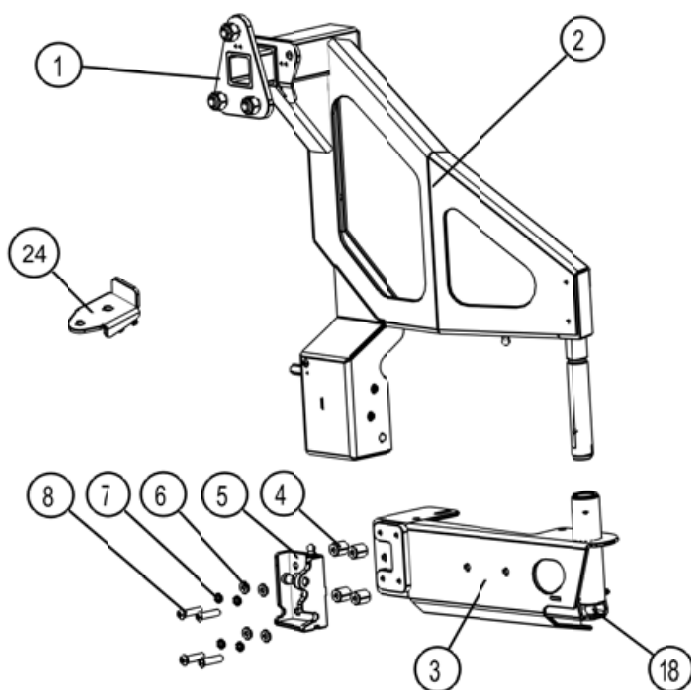
1 GET ORGANIZED...

Here is what you are looking at:

Item #	Quantity	Description
1	1	SPARE WHEEL MOUNT
2	1	SWING ARM
3	1	BOTTOM SECTION
4	4	SPACER
5	1	STRIKER PLATE
6	4	M8 FLAT WASHER
7	4	M8 SPRING WASHER
8	4	M8 x 40 BUTTON HEAD BOLT
9	9	M10 x 40 HEX BOLT
10	9	M10 SPRING WASHER
11	9	M10 x 30 x 3 FLAT WASHER
12	9	M12 x 30 x 3 FLAT WASHER
13	9	M10 WIRE NUT
14	1	COVER PLATE
15	1	TEMPLATE WASHER
16	4	POP RIVET
17	1	BUSH RETAINER
18	1	STEEL BALL
19	1	M8 NYLOC NUT
20	1	M8 FLAT WASHER
21	1	M8 x 19 FLAT WASHER
22	1	M8 x 20 BUTTON HEAD BOLT
23	1	M8 NUT CAP
24	1	GAS STRUT ADAPTER

You will need:

- ☐ Flat & Star Point Screw Driver
- ☐ 10, 12, 13, 17 mm Flat and Socket Wrench
- ☐ 5 & 12 mm Drill Bit
- ☐ Drill Machine
- ☐ Suitable Marking Pen
- ☐ Tape Measure
- ☐ 3, 4, 5 mm Hex Key
- ☐ 57 mm Hole Saw
- ☐ 20 mm Hole Saw or Step Drill
- ☐ Pop Rivet Gun
- ☐ Four M8 Studs - (Refer to Step 3M)
- ☐ Utility Knife
- ☐ Anti Rust Paint - (Refer to Step 3A)
- ☐ Black Paint - (Refer to Step 3A)
- ☐ Small amount of Grease
- ☐ Hack Cut Saw
- ☐ Steel File or Sandpaper



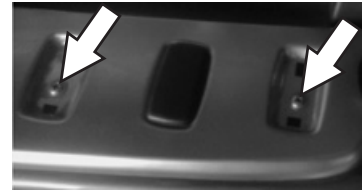
(A) Familiarize yourself with the parts and then step away from the work area and read through these instructions from beginning to end. Take a moment as a little prep now may save you a lot of time later.

2 REMOVE TRIM & AND REAR BUMPER



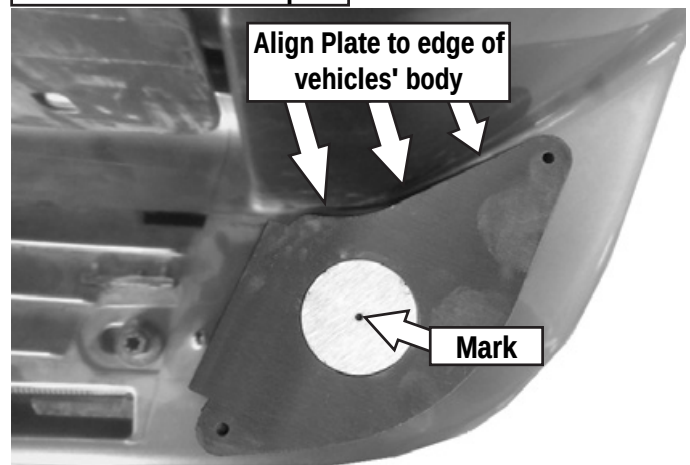
NOTE: Care should be taken to ensure that all bolts, screws, securing devices and retaining clips are correctly loosened and kept for re-assembly.

- (A) If your vehicle is fitted with the rear bumper that has the aluminium trim as shown below, you will need to remove the trim before proceeding. This is done by lifting the plastic rectangular caps and loosening the screws that secure the trim to the bumper all the way along.

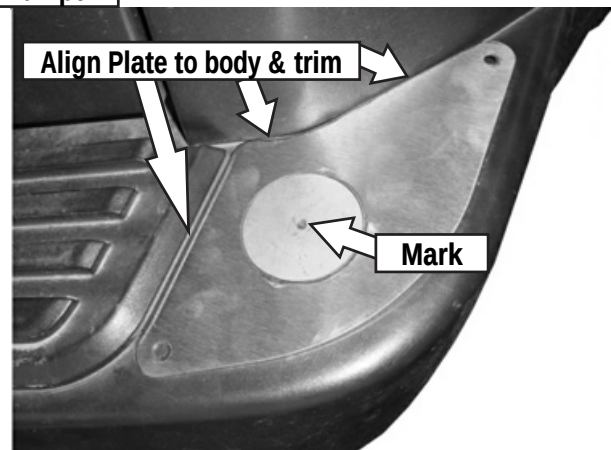
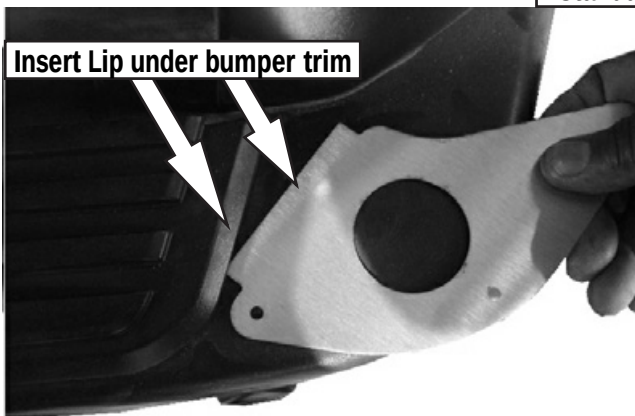


Position the Cover Plate (Item 14) onto the right hand side of the bumper as shown. Mark the position of the hole in the center of the Template Washer (Item 15) onto the bumper. If the Template Washer has come without being attached to the Cover Plate, place the Template Washer in the center of the Cover Plate before marking. Once marked, remove the Cover Plate, push out the Template Washer and discard. The Cover Plate must be kept for installation at a later stage.

Aluminium Trim Bumper

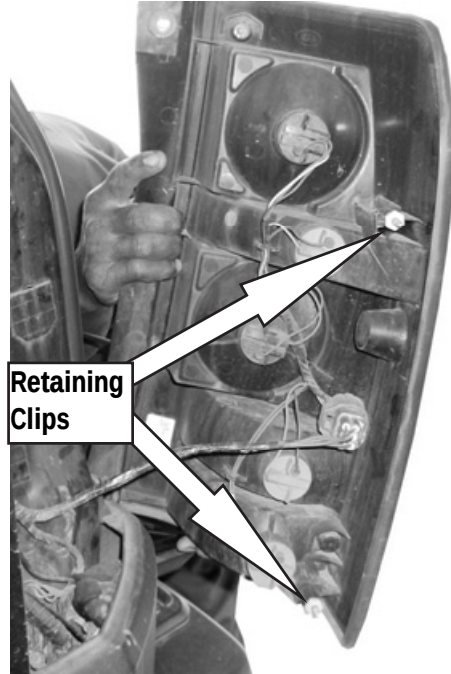
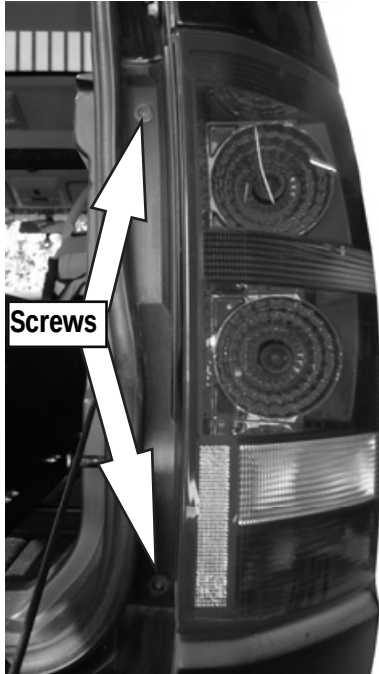


Standard Bumper

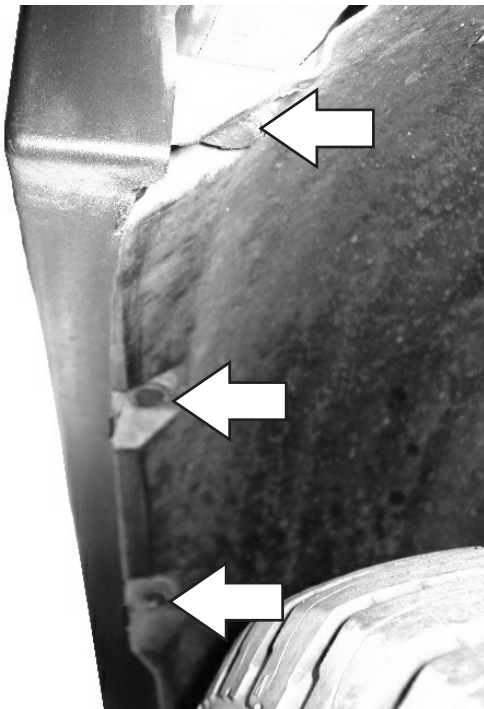


2 REMOVE TRIM & AND REAR BUMPER

- (B) Remove the two rear Taillight Clusters. This is done by removing the two screws between the Taillights and rear Door Seal. Gently pull the Light Clusters free from the two retaining clips securing the lights to the vehicle and unplug the electrical connector.

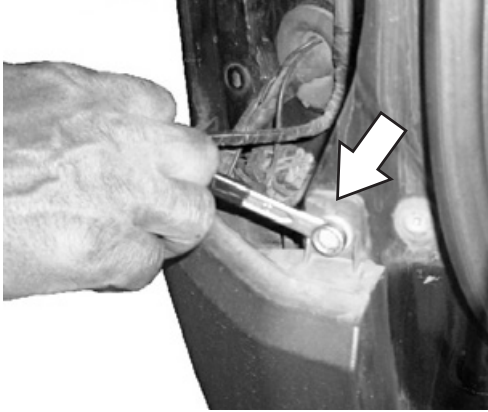


- (C) Open the rear passenger doors and remove the Plastic Clips securing the Wheel Arch Flares to the vehicle. Remove the Mud Flaps using a star screw driver and gently pull on the Wheel Arch Flares to remove them.



2 REMOVE TRIM & AND REAR BUMPER CONT...

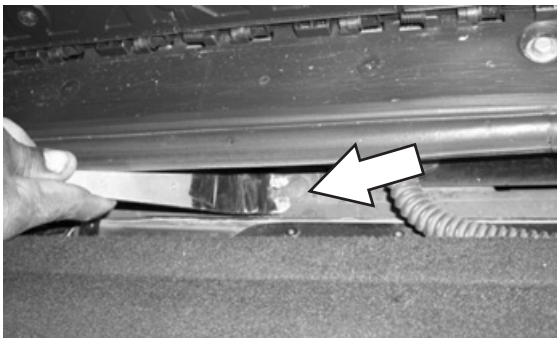
- (D) Remove the two M6 Bolts (1 left, 1 right) securing the Plastic Rear Bumper to the vehicle's body.



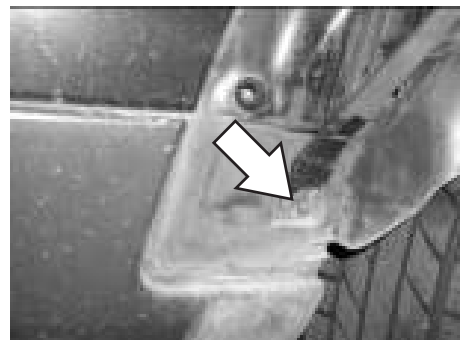
- (E) Looking underneath the Plastic Rear Bumper, locate and remove the four screws securing the Bumper to the vehicle.



- (F) Open the Rear Tailgate and lift up the Carpeted Flap. Locate and remove the four securing clips.



- (G) Remove the last two Retaining Clips (1 left, one right), found at the top corner of the Plastic Rear Bumper.

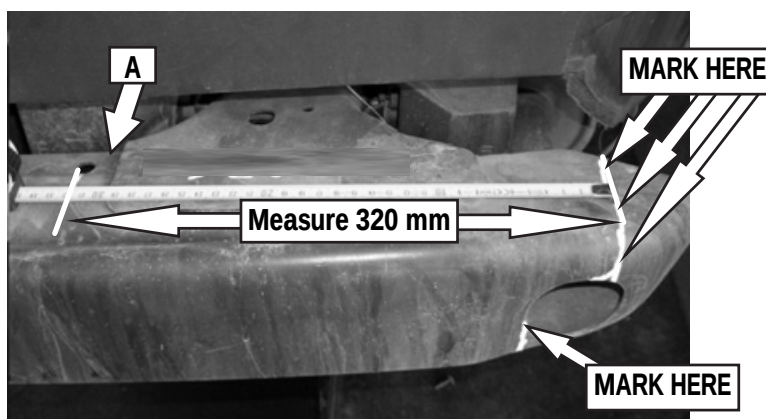


- (H) Unclip the sides of the Plastic Bumper by gently pulling them away from the vehicle's body. Disconnect the Electrical Plug for the Park Distance Control and remove the Plastic Rear Bumper from the vehicle.



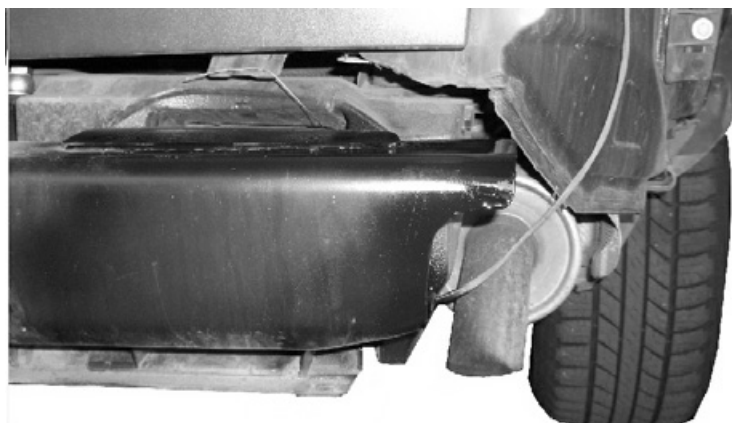
3 FIT BOTTOM SECTION OF SPARE WHEEL CARRIER

- (A) Looking at the right hand side of the Steel Bumper Locate Hole "A". Measure 320mm from Hole "A" towards the outside of the Steel Bumper and mark the Steel Bumper as shown using a suitable marker.

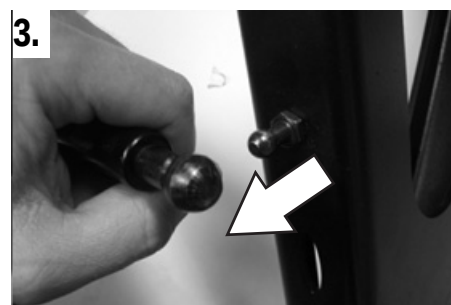
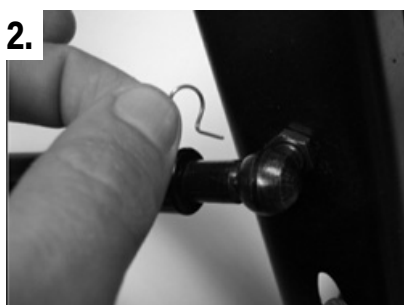


- (B) Using an angle grinder or suitable machine cut the corner of the Steel Bumper off along your markings. Ensure that the vehicle's body is protected from any sparks while cutting.

Once the corner has been removed, de-burr/file the edges and treat any bare metal with an anti rust coating before painting.



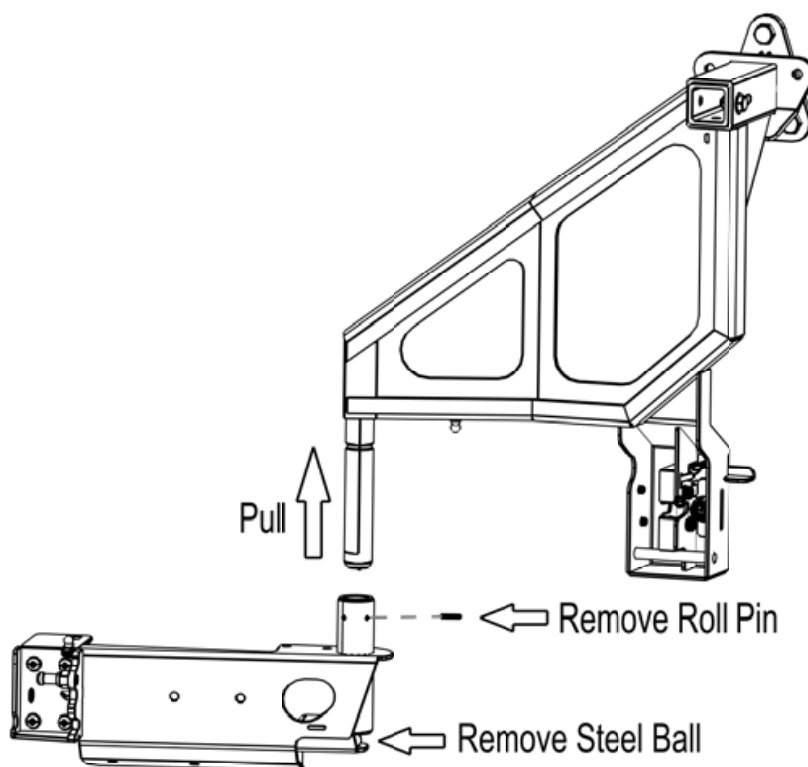
- (C) Open the Spare Wheel Carrier and remove the Gas Strut. This is done by removing the Locking Pin on either end and pulling the Gas Strut free from the two mounting points.



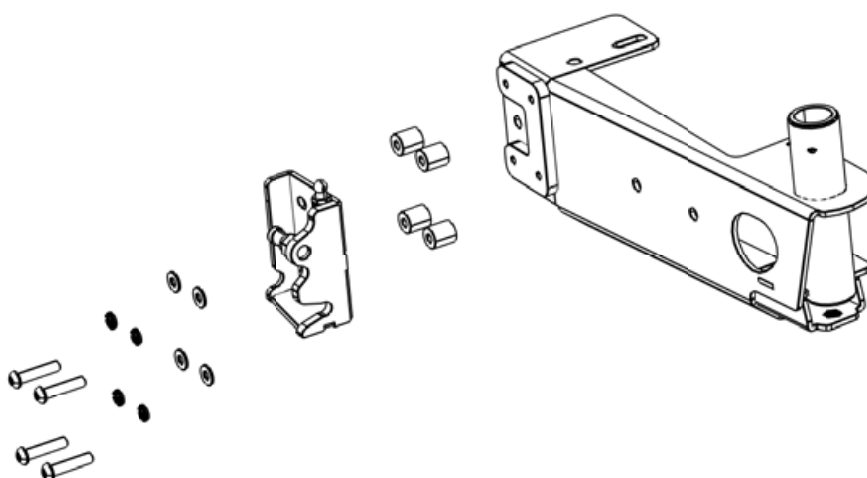
3 FIT BOTTOM SECTION OF SPARE WHEEL CARRIER CONT...

- (D) Remove the Roll Pin and pull the Swing Arm (Item 2) free from the Bottom Section (Item 3) of the Spare Wheel Carrier.

Remove the Steel Ball (Item 18) from the Bottom Section as indicated.



- (E) Loosen and remove the Striker Plate (Item 5) from the Bottom Section as shown.



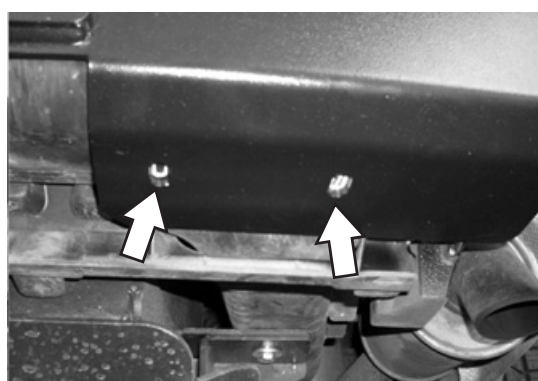
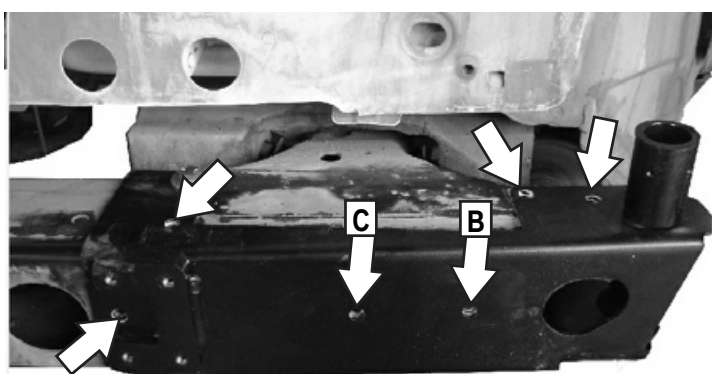
3 FIT BOTTOM SECTION OF SPARE WHEEL CARRIER CONT...

- (F) Place the Bottom Section of the Wheel Carrier (Item 3) onto the Steel Bumper.

For a Discovery 3, insert one M12 x30 x3mm Flat Washer (Item 12) between the Steel Bumper and Bottom Section behind Hole "B".

For a Discovery 4, insert two M12 x30 x3mm Flat Washers (Item 12) between the steel Bumper and Bottom Section Behind Hole "B" and one M12 x30 x3mm Flat Washer (Item 12) behind Hole "C".

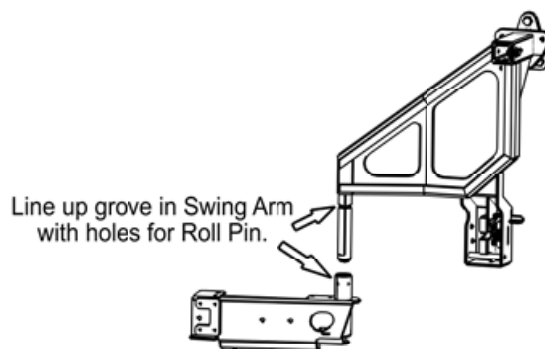
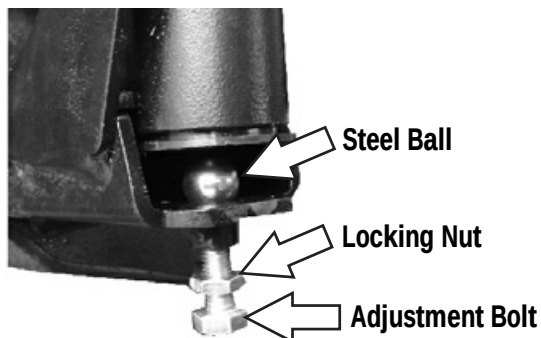
Secure the Bottom Section to the vehicle through Hole "A" in Step 3A using one of the M10 x40 Bolts, M10 Flat Washers and M10 Wire Nuts (Items 9, 11, 13) supplied. Using a suitable marker, mark the position of the holes as indicated by the arrows onto the Bumper.



- (G) Remove the Bottom Section from the vehicle and drill a 12 mm hole into the Steel Bumper on all of the markings from Step 3F. Place the Bottom Section back onto the Steel Bumper, lining up the holes in the Bottom Section with the holes you just drilled. Do not forget the Spacer Washers (Refer to Step 3F).

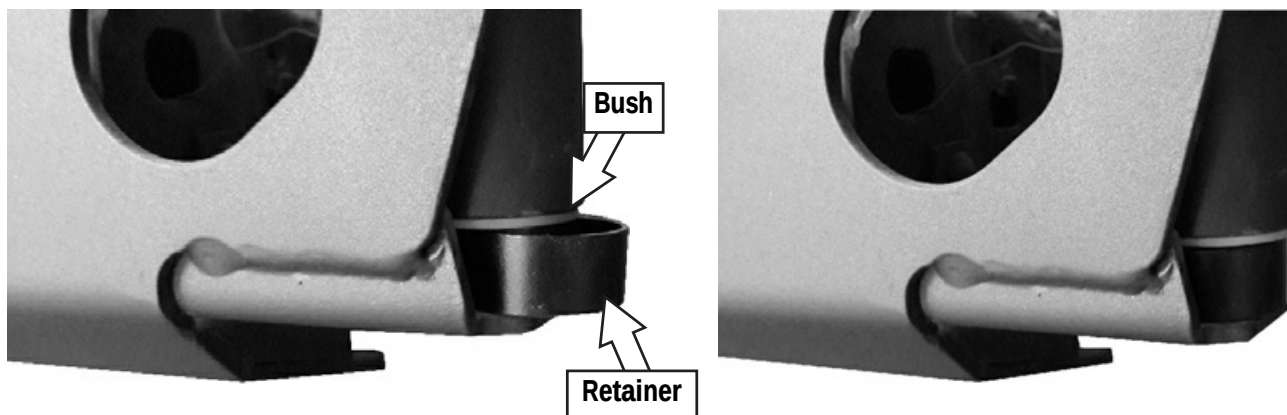
Fasten the Bottom Section to the Bumper using the M10 x40 Hex Bolts, M10 Flat Washers and M10 Wire Nuts (Items 9, 10, 11, 13) supplied.

- (H) Refit the Steel Ball to the Bottom Section (Refer to Step 3D). Slide the Swing Arm back into the upright of the Bottom Section. Screw the Adjustment Bolt in or out in order to set the height of the Swing Arm. The groove in the top of the Swing Arm must line up with the two holes for the Roll Pin. Once happy with the adjustment, fasten the Locking Nut on the Adjustment Bolt and remove the Swing Arm and Steel Ball.

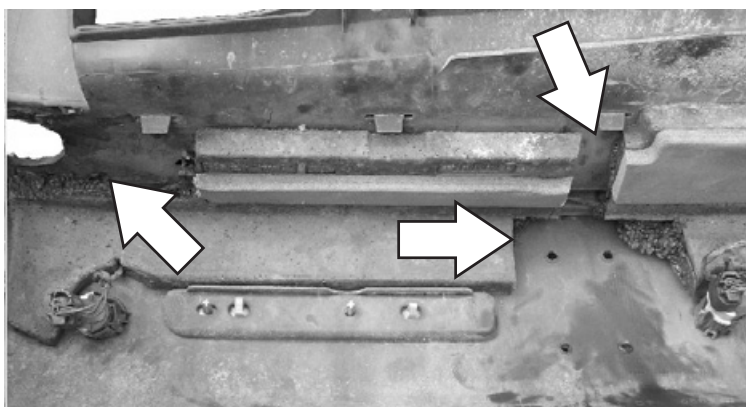


3 FIT BOTTOM SECTION OF SPARE WHEEL CARRIER CONT...

- (I) Ensure that the Bush found at the bottom of the upright is properly seated. Insert the Bush Retainer (Item 17) between the bottom of the Bush and the upright as shown below.



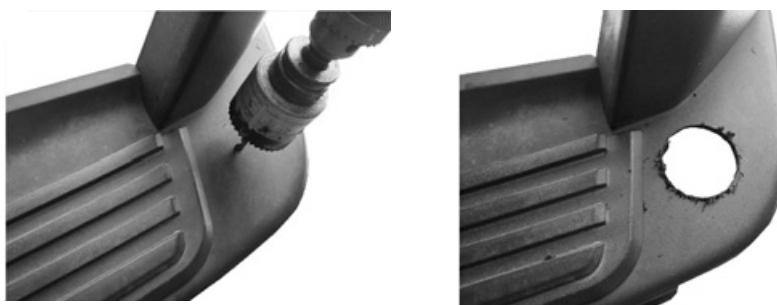
- (J) Cut away the Styrofoam found on the rear of the Plastic Rear Bumper as shown below to create clearance around the bolts and Bottom Section of the Wheel Carrier.



- (K) Remove the Park Distance Control Sensor as shown.

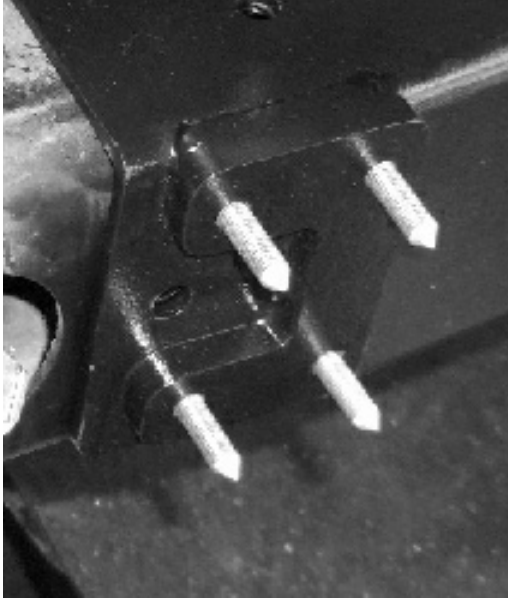


- (L) Using a 57mm Hole Saw, drill the pilot hole from Step 2A to 57mm.



3 FIT BOTTOM SECTION OF SPARE WHEEL CARRIER CONT...

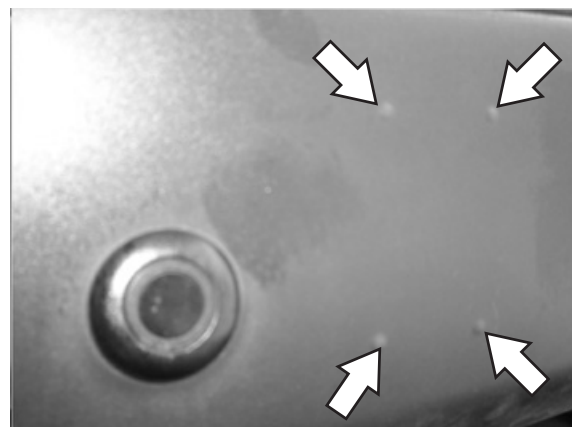
- (M) Sharpen the ends of four M8 studs to form "center punches". Screw the "center punches" into the Striker Plate mounting holes with the points facing outwards as shown. Using a block of wood or suitable surface to check, ensure all of the studs/ center punches are adjusted to the same height.



- (N) Fit the Plastic Bumper back onto the vehicle, sliding it on from the right rear across to left rear. Clip the Bumper into place.

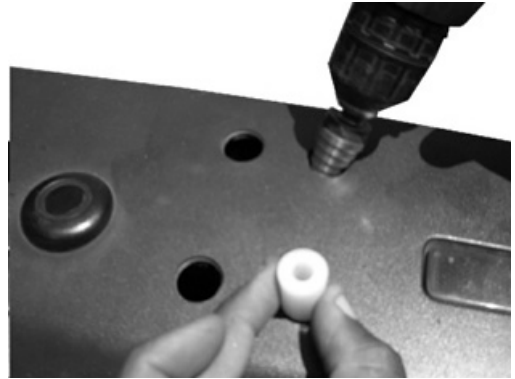


- (O) Using a rubber mallet, gently tap against the four "center punches" from Step 3M, marking their position on the Plastic Bumper. Note the four "punch" marks as indicated by the arrows.



3 FIT BOTTOM SECTION OF SPARE WHEEL CARRIER CONT...

- (P) Remove the Plastic Bumper. Using a 20mm hole saw or step drill, drill four holes into the Plastic Bumper on your markings from Step 3N. Refit the Plastic Bumper back onto the vehicle.



- (Q) Refit all the vehicle's trim removed in previous steps, taillight clusters, wheel arches flares and mud flaps.

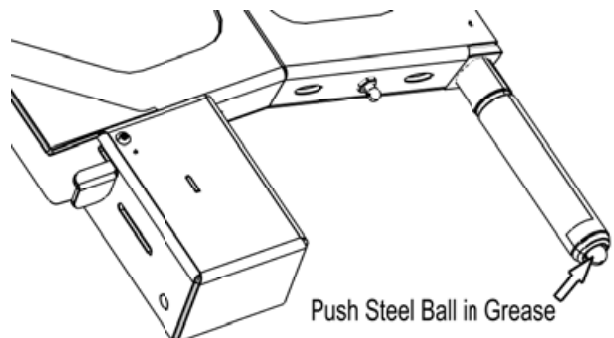
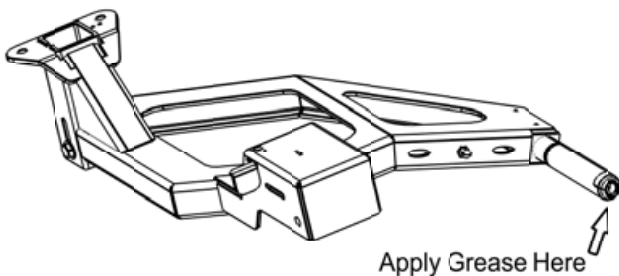
4 FIT AND ADJUST SWING ARM



NOTE: The following section shows the vehicle without the Plastic Rear Bumper fitted for illustration purposes only. The Plastic Bumper should remain fitted.

- (A) Fit the Corner Cover Plate over the upright of the Bottom Section and position the Cover as in Step 2A. Using a 5 mm drill bit, drill and rivet the Corner Cover Plate into position using the Pop Rivets (Item 16) supplied.

- (B) Place a suitable amount of grease in the hollow at the bottom of the Swing Arm and push the Steel Ball into the grease as shown. The grease is used to keep the Steel Ball in position when fitting the Swing Arm in Step 4C.

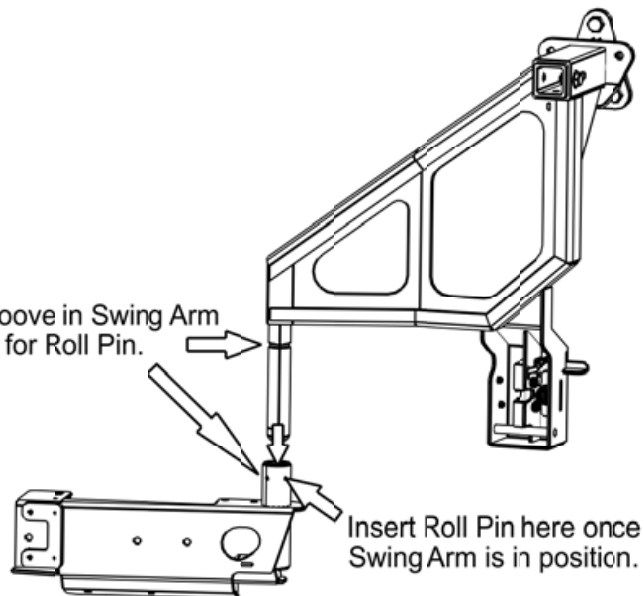


4 FIT AND ADJUST SWING ARM CONT...

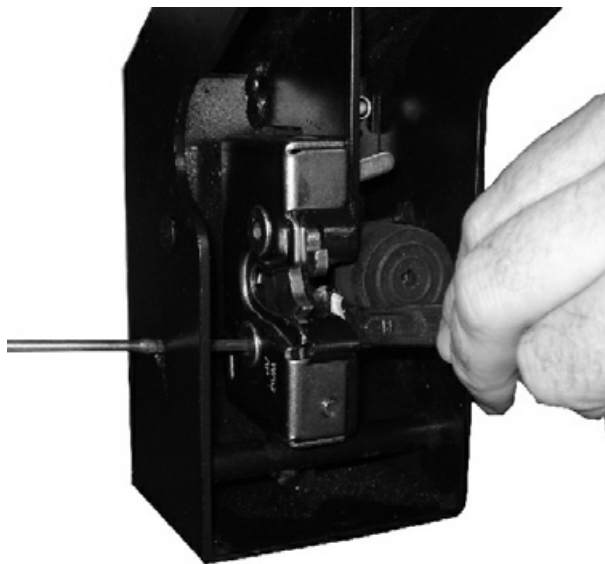
- (C) Carefully slide the Swing Arm into the upright of the Bottom Section making sure that the Steel Ball remains in position. Should the Steel Ball fall out and down the upright, you will need to remove the Bush Retainer (Refer to Step 3I), retrieve the Steel Ball, replace the Bush Retainer and start over from Step 4B.

Secure the Swing Arm in place by Inserting the Roll Pin as shown.

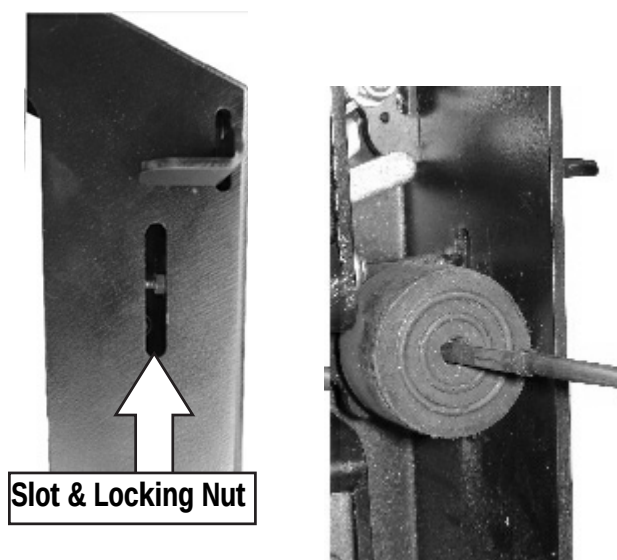
Line up groove in Swing Arm with holes for Roll Pin.



- (D) Remove the Latch as shown below.

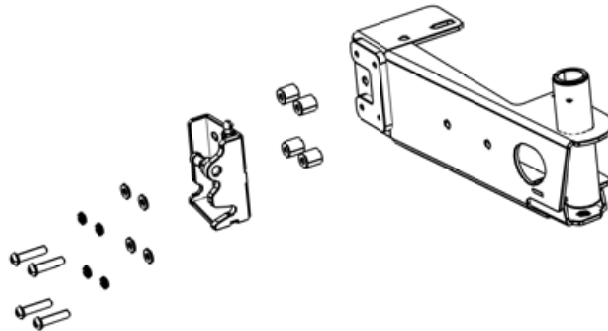


- (E) Make sure the Rubber Stopper is not stopping the Swing Arm from closing. The Stopper can be adjusted by loosening the Locking Nut through the slot found to the left of the Opening Lever and then screwing it in or out as required.



4 FIT AND ADJUST SWING ARM CONT...

- (F) Hand tighten the Striker Plate (Item 5) to the Bottom Section as shown using the M8 x40 Button Head Bolts, M8 Spring Washers, M8 Flat Washers and Spacers (Items 4, 6, 7, 8) provided. The Spacers (Item 4) are inserted through the 20mm holes drilled in Step 30. Ensure the Striker Plate is still able to move.



- (G) With the Striker Plate still able to move, push the Swing Arm into the closed position. If the Swing Arm fouls/catches on the Striker Plate, adjust the Striker Plate by shifting the plate in the appropriate direction until a smooth opening and closing operation is achieved.

You may need to add additional spacing (Extra M8 Flat Washers supplied) to the Striker Plate, either on a single corner or combination of corners in order to get the catch to close properly. It is very important that the Crossbar in the Swing Arm locates securely in the Striker Plate as this is where the load is carried, NOT ON THE LOCK!

Once happy with the opening and closing operation, fasten the Striker Plate. Check that the Striker Plate did not shift while fastening by opening and closing the Swing Arm.

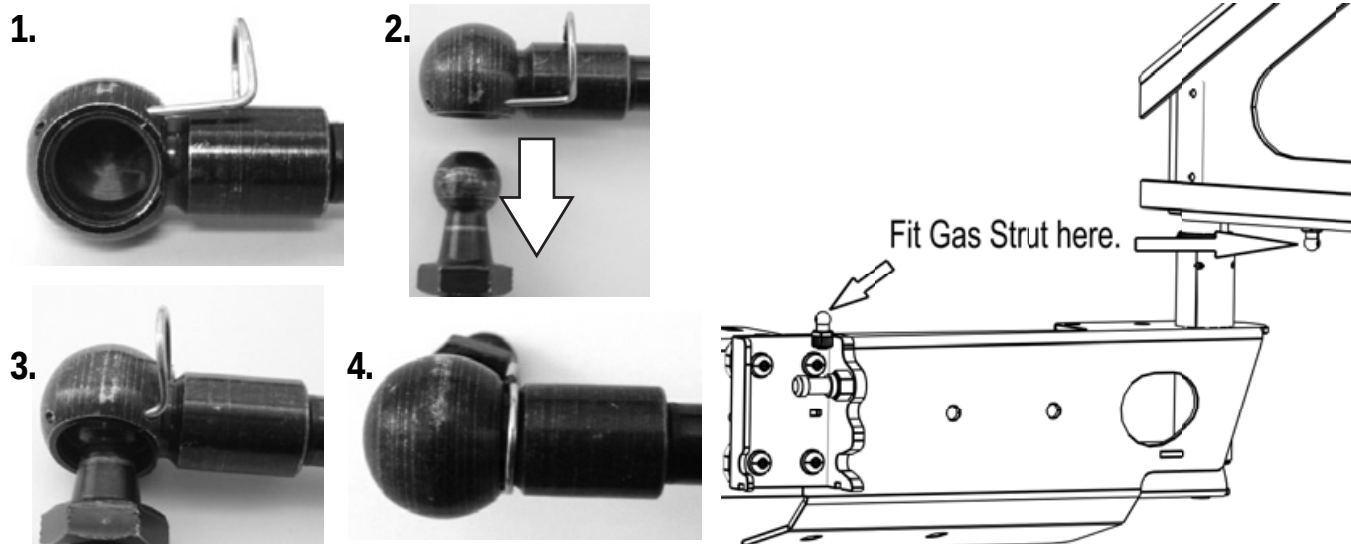


- (H) Refit the Latch and close the Swing Arm. Pull the lever on the bottom left hand side of the Swing Arm to release the Latch and Swing Arm. The Swing Arm should "pop" free. If the Swing Arm does not release freely, loosen and adjust the Latch until a smooth operation is achieved.

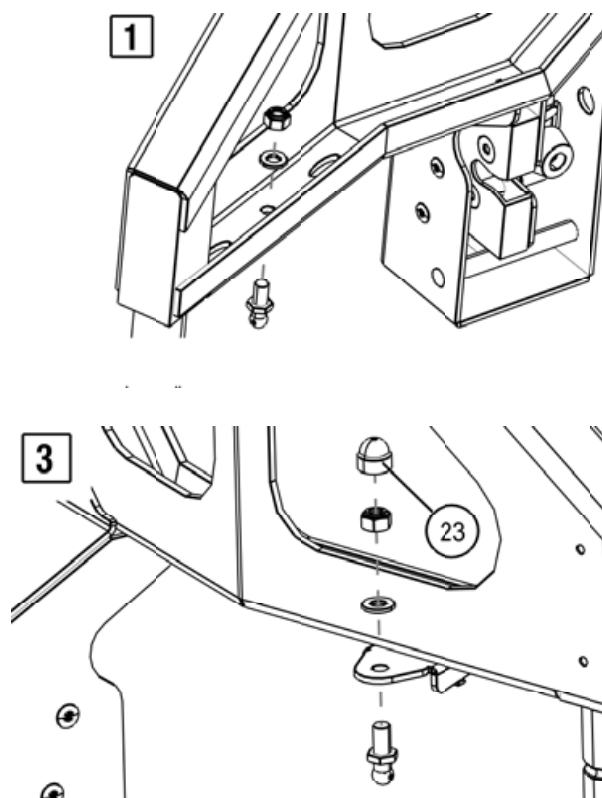
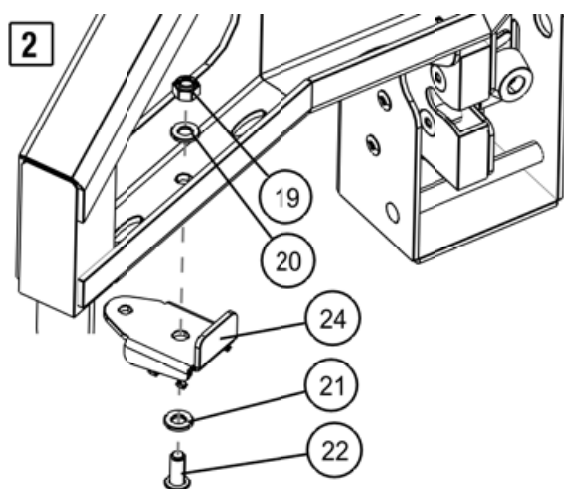
4 FIT AND ADJUST SWING ARM CONT...

- (I) Adjust the Rubber Stopper found to the right of the Latch so that it knocks up against the Striker Plate without affecting the opening and closing operation. Remember to fasten the Locking Nut (refer to Step 4C.)

- (J) Refit the Gas Strut as shown by the four easy steps between its two mounting points.



If you have the bumper with the aluminium trim or plastic bumper with raised tread detail, the Gas Strut mounting point on the Swing Arm needs to be relocated. This is done by removing the mounting from the Swing Arm, fitting the Gas Strut Adapter (Item 24) and refitting the mounting to the adapter as shown.

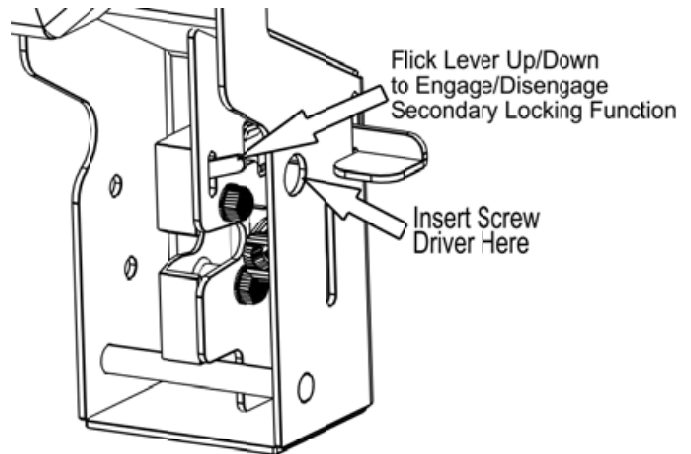


4 FIT AND ADJUST SWING ARM CONT...

- (K) Loosen the nut and bolt, as indicated by the arrow, on the side of the Wheel Mount (Item 1) enough for it to be able to slide. Fit the spare wheel and adjust the Wheel Mount so that the spare wheel presses against the Spare Wheel Carrier.

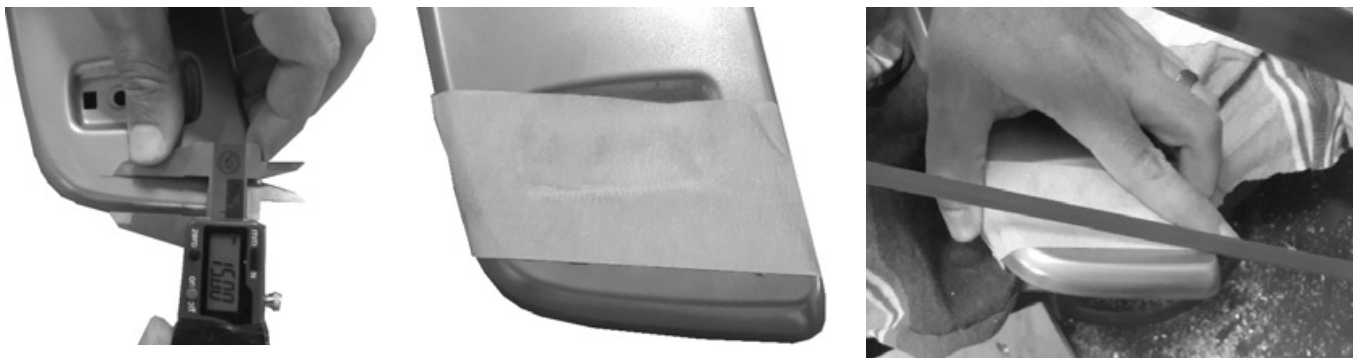


- (L) The Carriers's lock has a secondary locking function. Should you wish to use this function or should it accidentally engage during use, insert a screwdriver or suitable object through the hole in the side of the carrier and flick the lever up or down as required.



- (M) If you have the bumper with the aluminium trim, you will need to cut a section off the right hand side of the trim. Measure and mark a line 15 mm in from the edge of the trim and mask off the trim along your line as shown below. Cut the aluminium trim and foam along your marking. After cutting, move the foam out of the way and remove any sharp edges along the cut line using a steel file or sandpaper.

Fit the trim and foam back into position of the vehicle.



Congratulations, you have completed your installation. Take a step back and admire your work. Good Job!