

# Superior Engineering Installation Instructions

**Part Description: FORD PX RANGER BASH PLATE  
AND RECOVERY POINT**

**Part Nos: SUP-RANGUDRGRD**

*Superior*  
**ENGINEERING.COM.AU**  
PREMIUM 4X4 ACCESSORIES

499 Uhlmann Rd  
Burpengary QLD 4505  
Australia

## WARNING

- Read and completely understand these Installation Instructions before beginning the installation process.
- Retain these installation Instructions for future reference.
- It is highly recommended this item is installed by a Qualified Person.
- This product must be installed as per these instructions only using the hardware supplied by Superior Engineering unless under written consent of Superior Engineering.
- This product is not to be fitted differently or modified in anyway than what Superior Engineering specified, without written consent of Superior Engineering.
- Always check this product for any damage and to make sure all hardware is tightened to correct torque settings before using. If there is any damage to this product **DO NOT USE** in any circumstance, call Superior Engineering immediately.
- Do not make any repair or modification without written consent from Superior Engineering.
- This product is not to be used on any other vehicle than those specified by Superior Engineering.

### Kit Includes:

QTY	DESCRIPTION
1	Rated Recovery Point
1	Bash Plate
1	Threaded Plate
1	Recovery Point Boss
3	10mm Thick Spacers
2	20mm Thick Spacers
2	40mm Thick Spacers
2	M10 1.5 x 75mm Dome Head Bolts
2	M10 1.5 x 50mm Dome Head Bolts
3	M10 1.5 x 40mm Dome Head Bolts
7	M10 Flat Washers
7	M10 Spring Washers
2	M14 1.5 x 130mm Bolts
2	M14 Nylock/Conelock Nuts
4	M14 Flat Washers

1. Start with the vehicle front and rear wheels chocked and the vehicle in gear with the hand brake applied.
2. Remove the OE bash plate as per the vehicle service manual.



Figure 1: Factory Bash Plate

### CAUTION

Please ensure all bolts are tightened to correct torque setting with Loctite. Recheck in 500km.

Size	Torque (Nm)	Torque (ft-lb)
M10	49	36
M12	85	64
M14	135	96

3. Insert the supplied recovery point boss into the furthest hole towards the driver side of the front chassis cross member.  
NOTE: This boss is tapered. The narrowest part should be inserted first, making the narrowest part facing the rear of the vehicle.



Figure 2: Fitting Of The Recovery Point Boss

4. Slide the recovery point over the chassis crossmember (making sure the boss is fitted correctly). Insert the supplied M14 1.5 x 130mm bolt and flat washer through the recovery point and boss and secure loosely with another M14 flat washer and nylock/conelock nut.
5. On the other side of the recovery point insert the supplied M14 flat washer on the other M14 1.5 x 130mm bolt and loosely secure with a M14 flat washer and nylock/conelock nut on the rear.
6. Make sure the recovery point is hard up against the bottom of the crossmember (This can be done with a floor jack). Tighten the bolts up to correct torque settings.

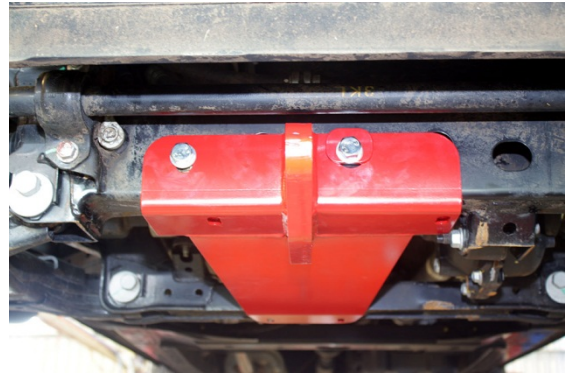


Figure 3: Correctly Fitted Recovery Point

**WARNING**

**Make sure all captive nuts and any components are free from any damage or wear. If there is, do not fit this product and contact Superior Engineering.**

7. At the rear of the recovery point insert the two (2) supplied 10mm thick spacers between the recovery point and the rear crossmember. Be sure to line these spacers up with the holes in the rear of the recovery point. (Refer to figure 4).



Figure 4: Fitting Of The 10mm Spacer

8. Lift the bash plate into position with a suitable lifting aid.
9. In between the front of the bash plate and the chassis crossmember, place the two (2) supplied 20mm thick spacers and loosely secure with the supplied M10 1.5 x 50mm dome head bolts. (As seen in figure 5).



Figure 5: Correct Fitting Of The Front Spacers

10. At the rear of the bash plate there are three holes, two of the holes line up with captive nuts in the crossmember and the other lines up to a blank hole. Loosely fit the two (2) supplied M10 1.5 x 40mm dome head bolts into the holes with the captive nuts, making sure they go through the bash plate, recovery point and 10mm spacers.
11. The third hole (closest to the passenger side) needs to use the threaded plate to secure the bolt. Slide the threaded plate through the hole in the crossmember above the hole in the bash plate. (NOTE: the threaded plate may need bending. The best way to do this is with a vice and a hammer).

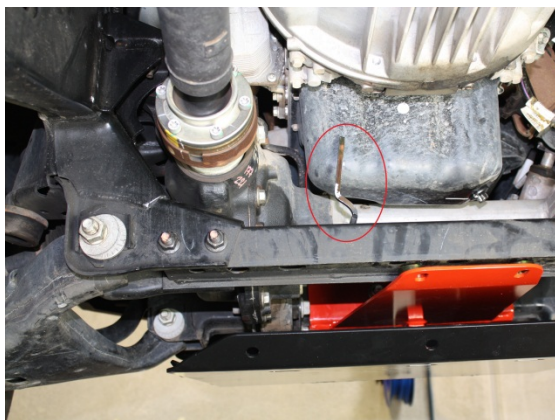


Figure 6: Correct Place To Insert The Nut On A Wire

12. Place the last supplied 10mm thick spacer between the bash plate and crossmember. (As shown in figure 6). Line the threaded plate up with the hole in the bash plate then loosely fit the supplied M10 1.5 x 40mm dome head bolt through the bash plate and spacer into the nut on a wire.

13. Insert the two (2) supplied 40mm thick spacers between the middle bash plate and recovery point. Centre the spacers over the bolt holes in the bash plate. Loosely fit the two (2) supplied M10 1.5 x 75mm dome head bolts through the bash plate, 40mm spacer and recovery point into the captive nuts in the chassis.

**NOTE: The bash plate may need to be moved around slightly to line the holes up correctly.**



Figure 7: Correctly Fitted Boss Spacer

14. Tighten up all the bolts to correct torque settings.

**NOTE: Use Loctite on all bolts.**



Figure 8: Correctly Fitted Bash Plate And Recovery Point