



Install - VLC250RS-PC

Feedback?



1
First, remove fasteners shown in the rear wheel well. There should be (7) fasteners in this area. They may be a 10mm hex head, a 4 mm allen head, or a push clip, depending on your year and model. Repeat on other side of vehicle.



2
Remove the remaining two fasteners shown above located toward the top of the wheel opening. Repeat on other side of vehicle.



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3



Moving from the wheel well to the hitch, remove the (7) fasteners shown above. Repeat this on the other side of the vehicle.

4



With the inner splash guard removed from the wheel well, remove the two square clips shown above. This is done by pinching them from the top side with pliers and working them out from below the vehicle.



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Remove the lower hitch cover by pulling straight backwards. Then remove the two clips shown above.

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With the upper hitch trim removed, remove the two clips shown above and remove the third hitch trim piece.



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Remove the top plastic tread plate from the factory fascia. This works best starting from the front corner, working your way across, then working backward.



Next remove the rear sill trim using a plastic pry tool. Remove the upper pieces first just inside the tail lights, then the bottom pieces. The driver side overlaps the passenger side so it should be removed first.



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Remove the trim pieces under the tail lights by pulling them straight backwards from the rear of the vehicle. A plastic pry tool can make this process easier to get started. Repeat on the other side of the vehicle.

10



With the sill trim removed, remove the (10) fasteners holding the rear fascia to the body using a 10 mm socket.

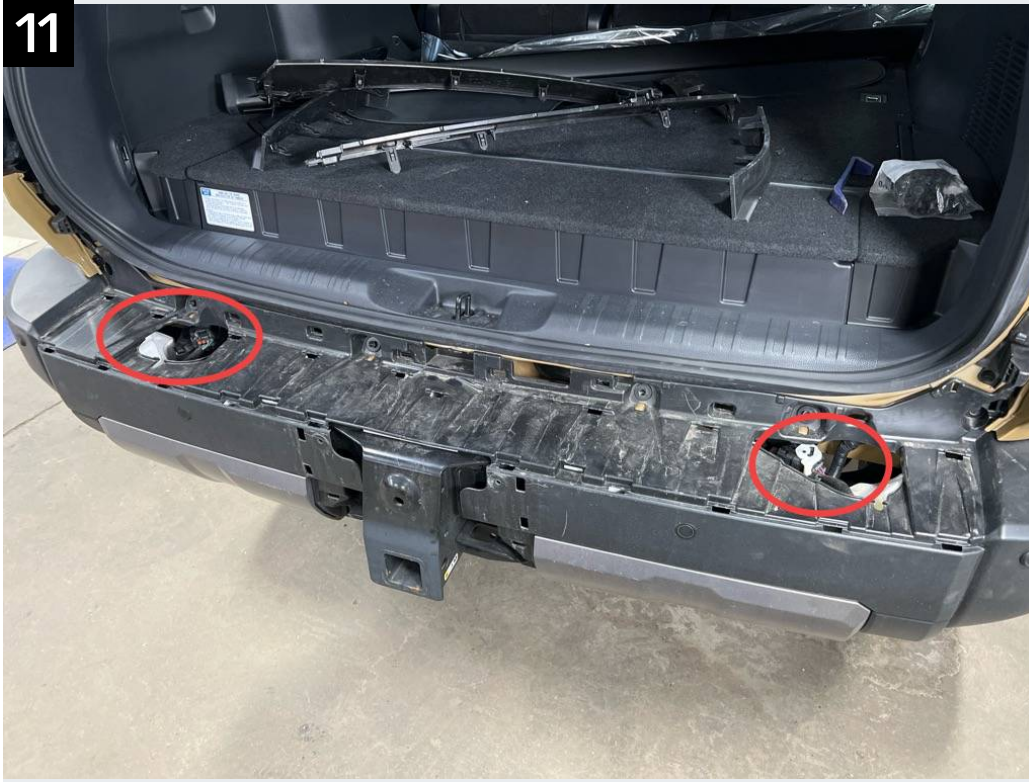


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Unplug the two harnesses shown above. There's should left harness is a simple push clip to separate, the right harness has a push clip and then a white lever that must be opened to remove the plug.

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Working from the bottom to the top, carefully pull the plastic fender flare away from the vehicle to release the clips until you can remove the flare.



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Remove the clip shown above. Repeat on the other side of the vehicle.

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With all the fasteners removed, the fascia can be removed by releasing the clips along the sides by pulling straight out at each wheel well and working your way to the back of the vehicle. The fascia will be completely removed in this step.



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Remove the remaining inner splash guards by removing the two clips shown above. Do this on both sides on the vehicle.

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Remove the impact foam from the top of the rear crossmember.



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Using a 12 mm socket, remove the (5) fasteners per side to remove the crash bar brackets.

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Using a 17mm socket, remove the factory tow point on the passenger side of the frame.

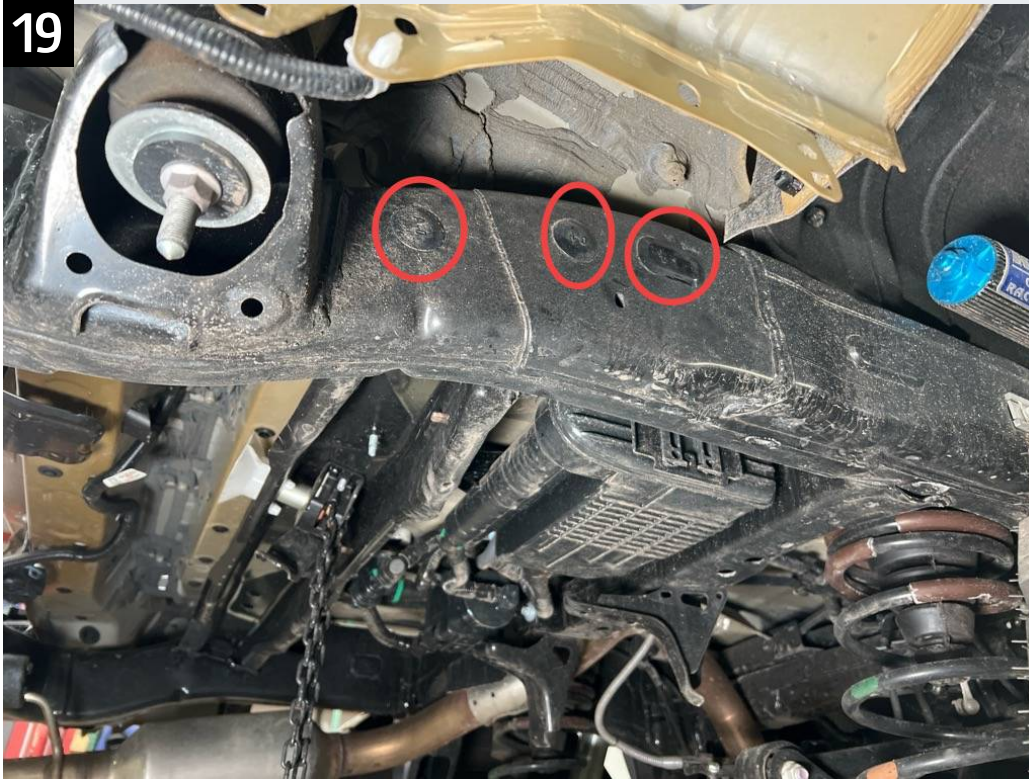


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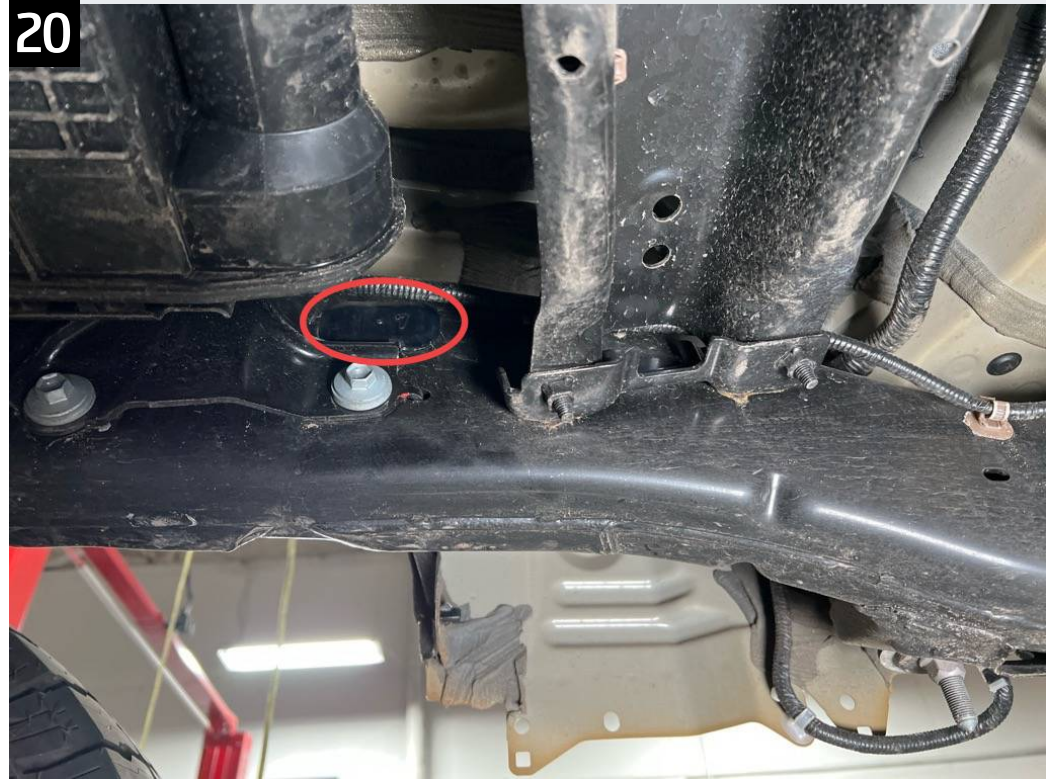


19



Remove the (3) plastic caps in the frame just ahead of the rear body mount. Repeat on the other side of the vehicle.

20



Remove the large rectangle plastic cap inside the frame rail as shown above. Repeat on the other side.

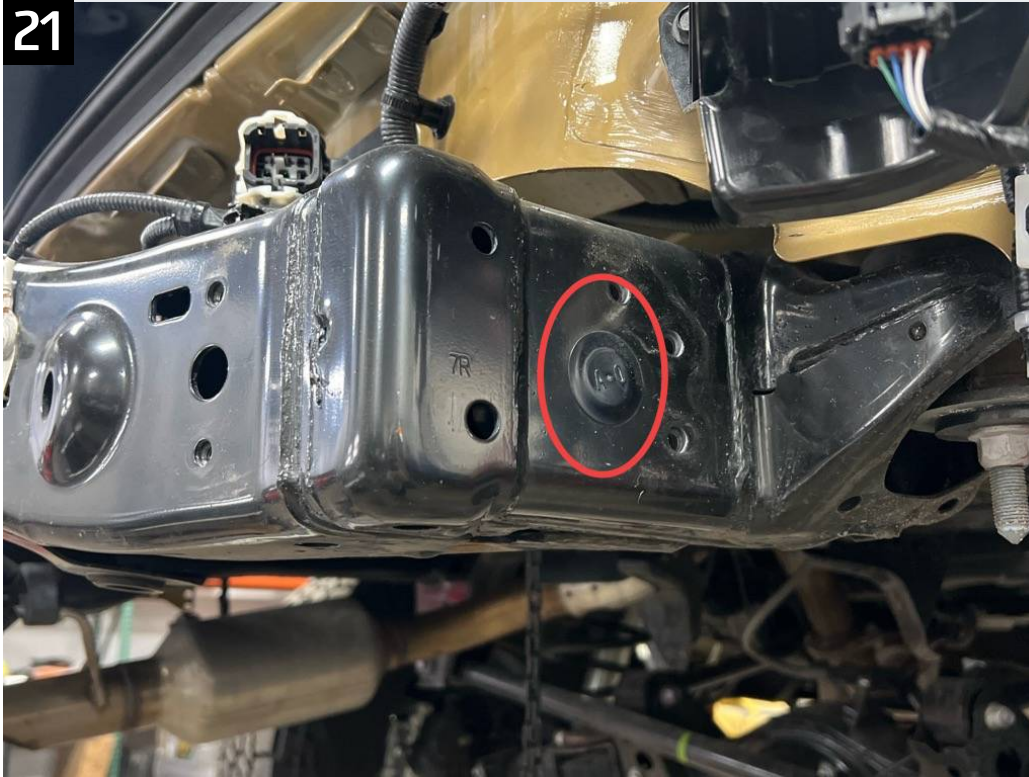


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Remove the large plastic cap located behind the rear body mount, as shown above. Repeat on the other side.

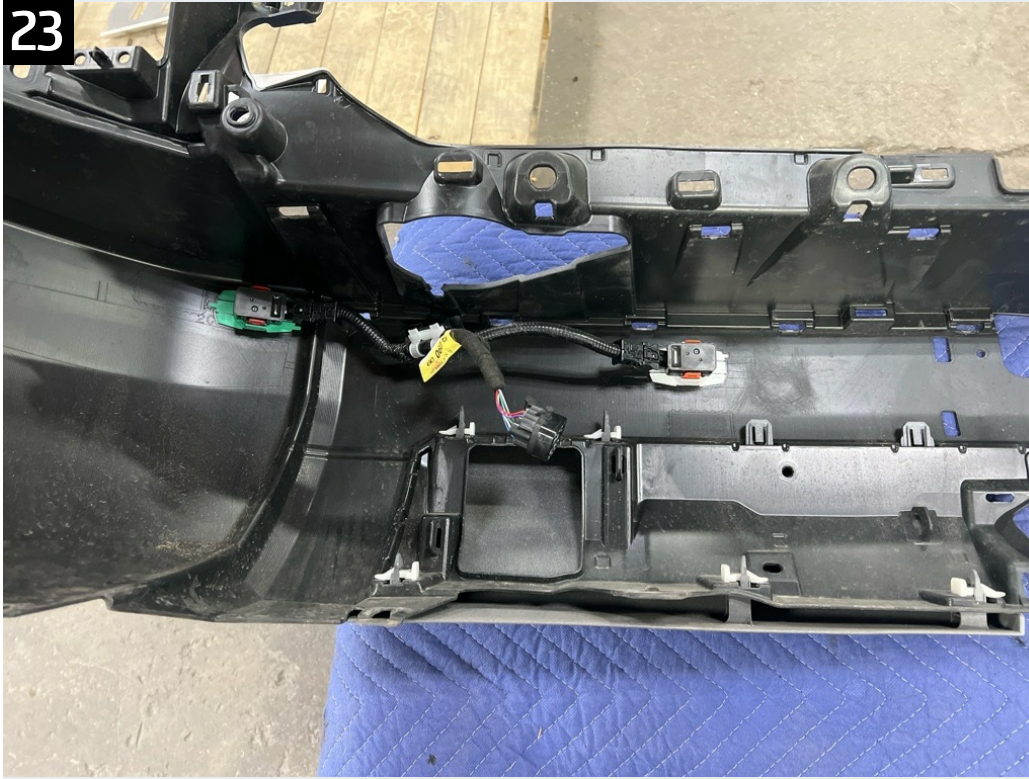
22



Remove the harness from the inside of the factory fascia by spreading the clips and carefully pulling rearward on the sensors. The antenna can be removed from the fascia using a pry tool to remove the oval shaped push connector.



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Remove the passenger rear sponsor harness from the factory fascia using the same method from the previous step.

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Included parts: (1) Rear Strike Bumper, (1) Center Accent Plate, (L&R) Rear Tie-in Brackets, (L&R) Wing Tie-in Brackets, (2) Rear Access Plates, (1) Hardware Pack



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For the next step, locate the aluminum spacers and longer coarse thread screws from the hardware pack.

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Temporarily remove the (3) mounting fasteners for the blind spot monitor as shown above. You will be using the hardware from the previous step to space the brackets out on both sides.



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Using a 3/8" socket, fasten the blind spot monitor brackets back to the vehicle with the spacers as shown above. BE SURE to not overtorque these fasteners.

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Using the supplied M8 hardware, install the rear tie-in brackets to the frame using a 13mm socket. It is easiest to start the two rear fasteners loosely, and then manipulate the bracket as needed to get the other 3 started. Start all hardware before tightening. Repeat on the other side.



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Locate your wing tie in brackets and the hardware shown above.

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Using the long 1/2-13" bolt from the previous step, with a flat washer, bolt the bracket securely to the frame on the orientation shown above. On the back side, use the provided square washer and nylock nut. Be sure that the bracket is pushed tightly to the bottom of the frame, and tighten the bolt so the bracket can stay held in place.



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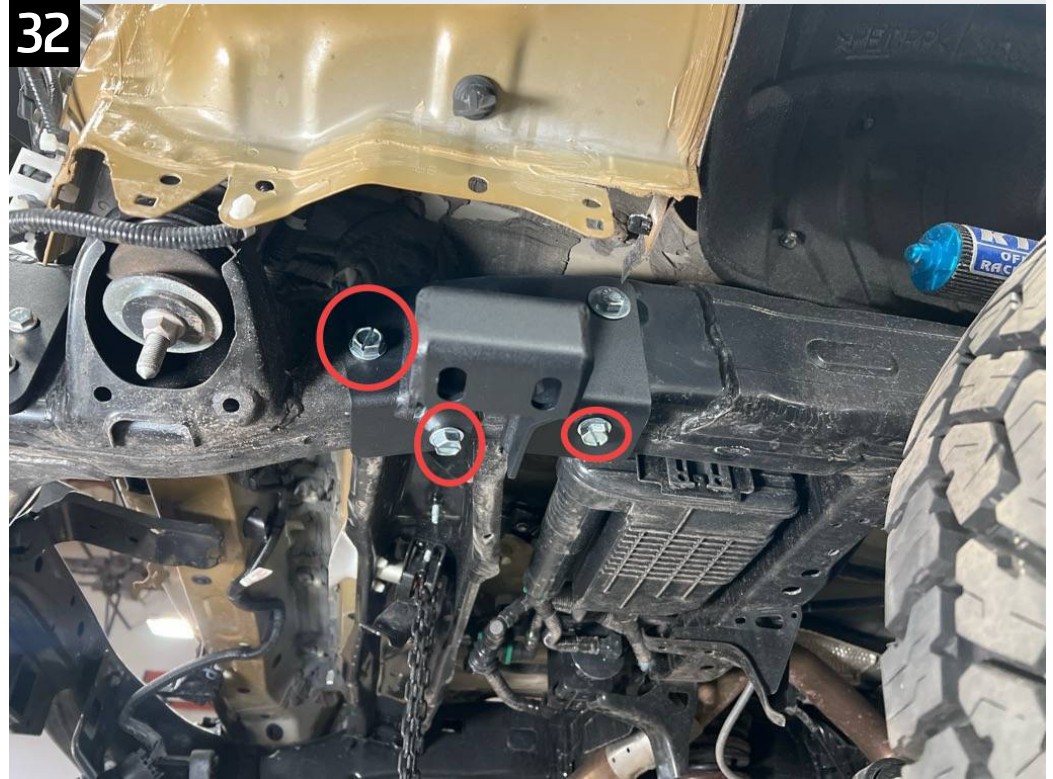


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Using the bracket as a guide, drill the three remaining holes up to 7/16" to install the provided self-threading bolts. Note: the rear hole in the side of the frame is best drilled with a right angle drill. This location is recommended for a vehicle that will be wheeled heavily, but is probably fine to be omitted if not.

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Install the 1/2-13 self threading hardware into the tie in bracket. Repeat on the other side.



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Note - for the driver side tie-in bracket, it may be necessary to temporarily disconnect the two exhaust hanger grommets to make room to install the self-threading bolts. Be sure to re-install the hangers when the bracket is installed.

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Locate the (4) rubber grommets from the hardware pack and install them in the bumper in the locations shown above.



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In this step, we recommend installing the backup sensors and cube light of choice at the same time. Your wiring routing will depend specifically on your configuration. The wiring can run above or below the cube light depending on what works for you. Just be sure that you leave room for the mounting hardware through the top of the bumper in a later step.

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Repeat process on other side as shown above.



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Using the supplied 1/4-20 button heads, washers, and flange nuts, install the provided blind spot monitor covers as shown above.

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Using the supplied 5/16-18 button head bolts, washers, and flange nuts, install the center accent bezel into the bumper as shown above.

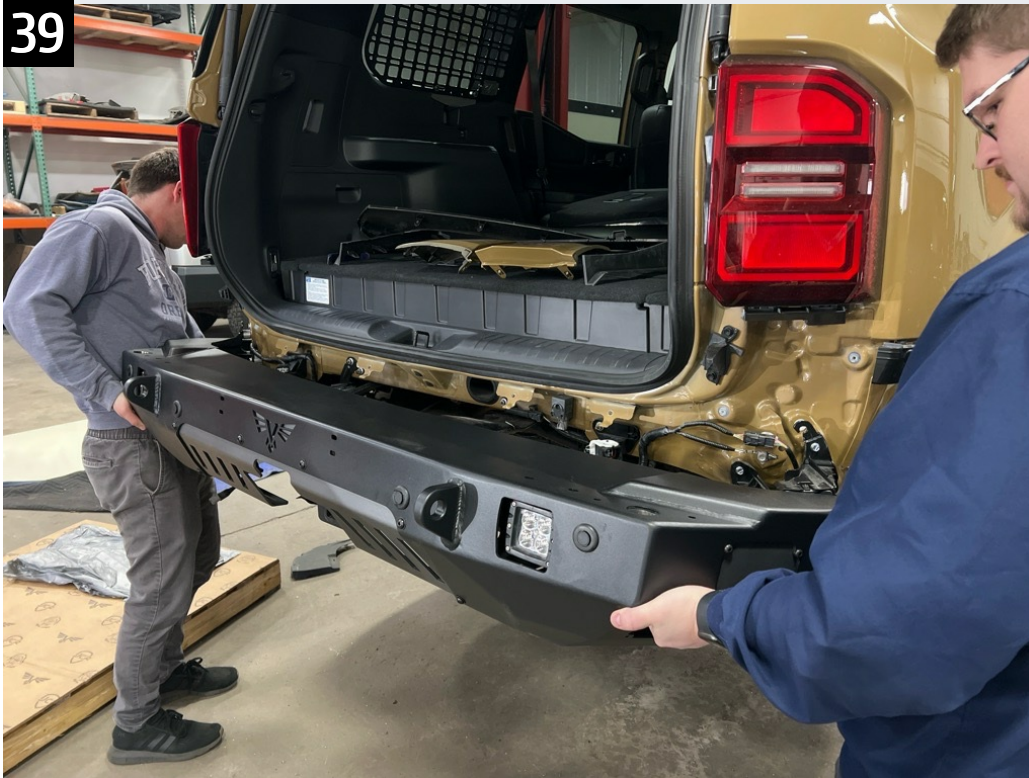


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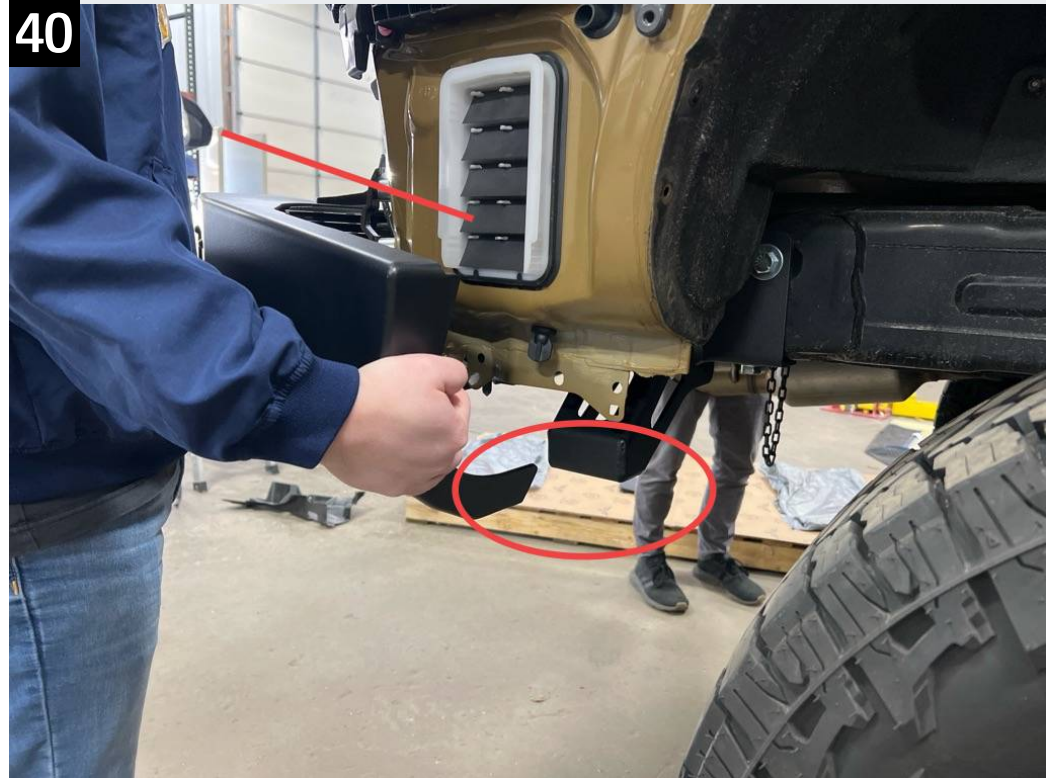


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With the help of a friend, install the bumper on the vehicle as shown. Be sure in this step that you keep track of the parking sensor harness connectors, ensuring that they remain on top of the frame and don't get pinched during installation.

40



When installing the bumper, tip wings down to clear the tie-in brackets as the bumper moves forward.



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Once the bumper clears the tie in bracket, the wings can be lifted and loosely attached using the 1/2-13 button heads and flange nuts. Some light pressure with an alignment punch can be used to get things lined up, as shown above. Get all four wing bolts installed loosely for now.

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Install (4) 1/2-13 button head bolts with flange nuts into the mounting locations on the top of the bumper near the spindle. Depending on your light configuration, this step can be tricky. If you are having trouble accessing the nut locations, you can use a wrench to hold the nut through the light opening as shown above.



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Install the long grade 8 1/2-13 bolts with flat washers thru the oval holes in the bottom of the frame. An alignment punch can be used in the square holes to align the hardware properly and allow it to pass all the way thru the frame.

44



From underneath the vehicle, install the 1/2" flat washer and nylock nut on the bolt installed in the previous step. Leave hardware loose until later. Repeat on other side.

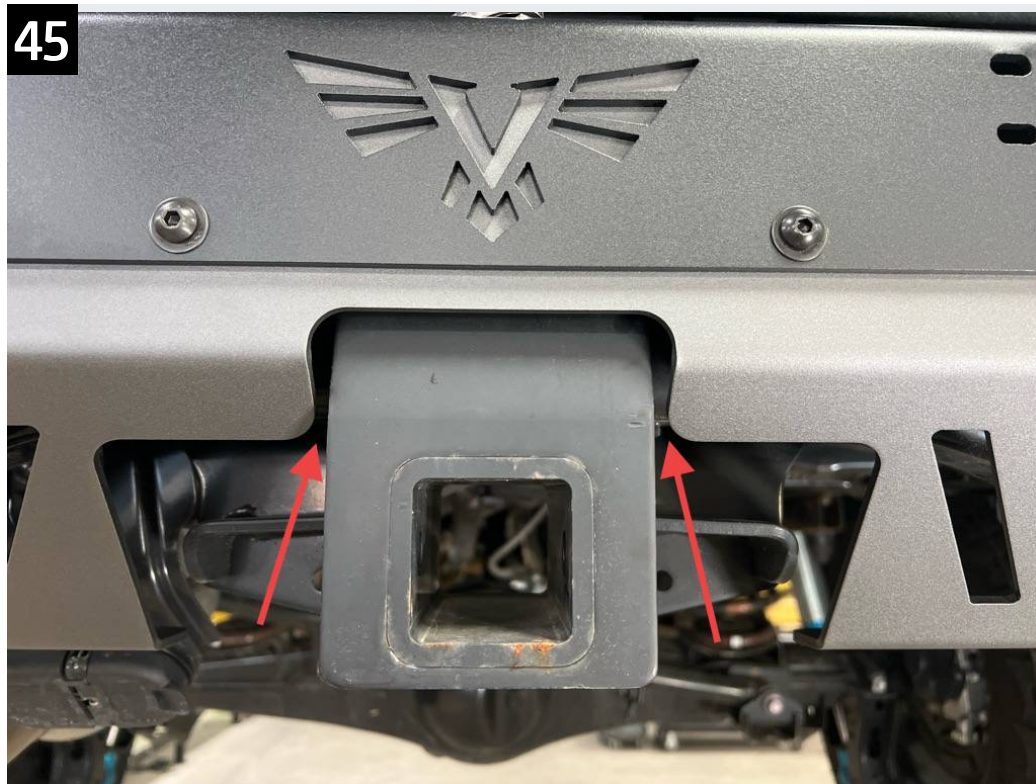


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With all hardware started loosely, check the bumper clearances to the hitch to verify you are happy with its adjustment left/right. A pry bar with a rag can be used in this space to hold the bumper centered as you tighten hardware. We recommend tightening the bolts on the top face of the bumper first, then the wing bolts, and finish with the large gold bolts going through the bottom.

46



If you are installing one or more Victory 4x4 Adventure Carriers, you will skip this step. If you are not installing a carrier into the spindle at this time, install the provided plastic caps in the top AND BOTTOM of the spindle sleeve using a small bead of RTV sealant as shown.



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Install access covers using supplied 1/4-20 button heads and flat washers, as shown.

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With the bumper installed and tightened properly, take measurements for cutting the plastic fascia. Start by measuring from the bumper to the body line on the vehicle at the front and rear of the wing. Repeat on the other side. It is not uncommon to have different measurements from side to side with vehicle variance!

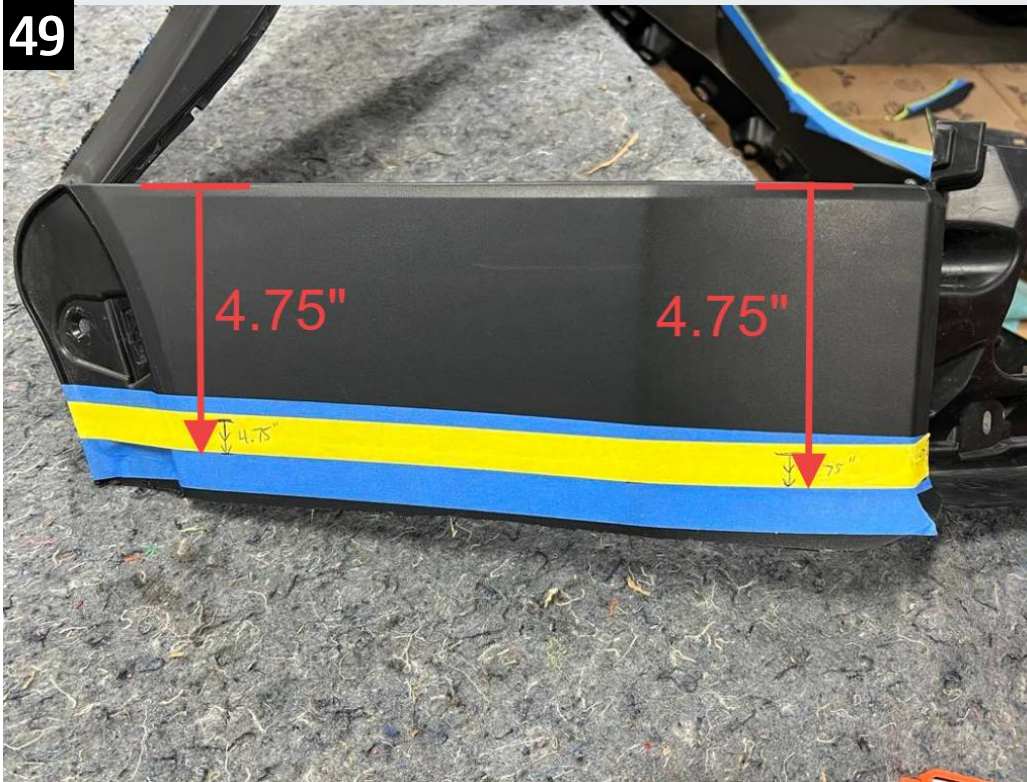


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Layout the cut with masking tape as shown. This is when you will choose your body gap to the bumper. We recommend 3/8" as a starting point. Subtract your desired body gap from your measurements in the previous step and mark out your cut at the front and rear of each wing. Make sure you verify both sides of the vehicle, measure twice, cut once! **NOTE: our measurement was 4.75" but yours may vary.**

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Carry your side measurement around the corner and into the area where the trim panel installs underneath the tail light. **NOTE: our measurement was 4.75" but yours may vary.**



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Starting from the circle in the photo above, follow the cut line as shown by the arrows. The important information here is that you **KEEP** all the mounting locations that run along the bottom of the hatch.

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Snap the fascia back onto the vehicle and check your cuts. This may require some trial and error. Remember, you can always cut more, but you can't put any back on if you cut too much. We are looking for a minimum of 3/8" here to account for body flexing and movement.



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Once you are happy with your fitment, install the fascia with the factory hardware. You should have one push clip per side under the fender flare, three coarse thread fasteners under the tail light, and four machine screws along the bottom of the hatch.

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Reinstall the plastic covers under the tail lights.



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Before reinstalling the plastic sill trim, you must trim the tab off from the right lower piece cut at the red line shown above.

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Reinstall the (4) sill trim pieces.



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Before re-installing the fenders, they must be cut at the red line shown above. Due to the complexity of measuring this cut, we just recommend partially snapping it back onto the vehicle and then marking the cut to maintain your body gap to the bumper. Your cut should be somewhere near the bottom of the rear most mounting tab. Be sure to keep that tab connected for mounting.

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Once the fender is cut appropriately, reattach it to the vehicle with the snaps and the three push clips you removed earlier. Repeat on the other side of the vehicle.



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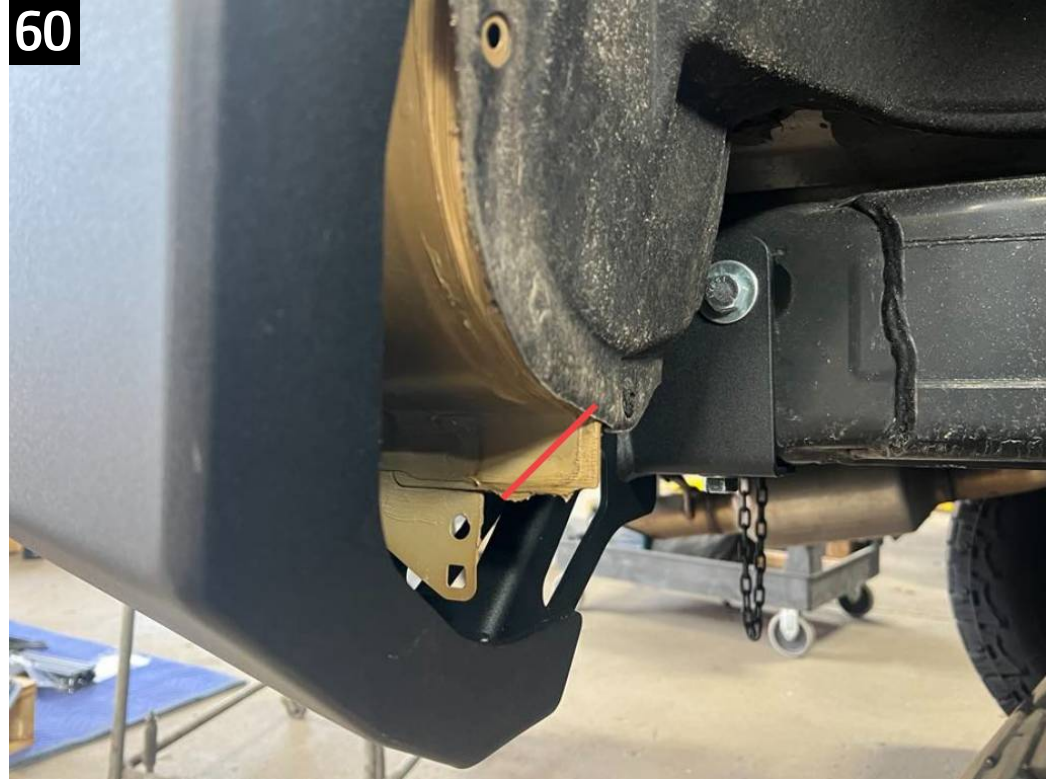


59



Before reinstalling the plastic splash guard, cut the bottom as shown. Be sure to hold the piece up before you cut and leave enough material for it to tuck inside the bumper.

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Before installing the splash guards, the pinch weld must be bent or cut to provide clearance. Remove the material as shown above.



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Reinstall the splash guards using the factory hardware in the two locations shown above.

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