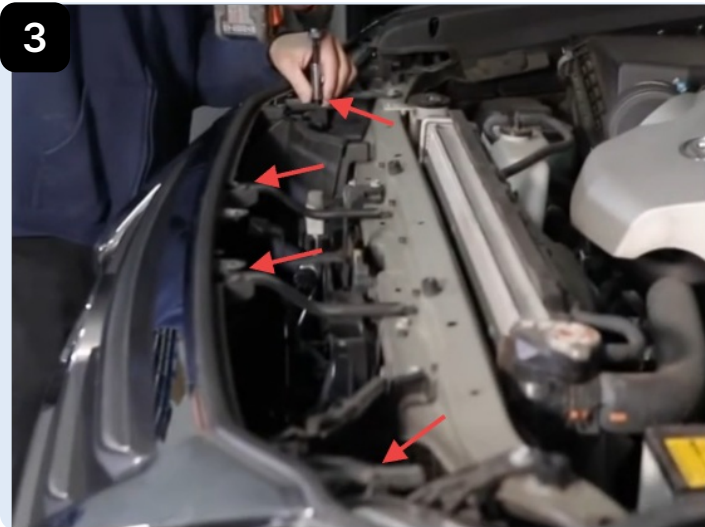




2010-2023 GX460 Evo Front Strike Installation



Begin by removing the clips retaining the upper radiator cover. Set the cover aside



Remove the (4) screws retaining the top of the grill.



Remove the clips and screws retaining the front half of the inner fender liner.



5



Remove the (3) fasteners on the bottom corner of each side of the fascia.

6



Remove the (2) remaining screws holding the bottom of the fascia along the center.

7



Pop the (2) clips holding each corner of the fascia to the inner fender liner on each side.

8



On each side, carefully pop the fascia out of the retainer at the front edge of the fender, as well as under each headlight.



9



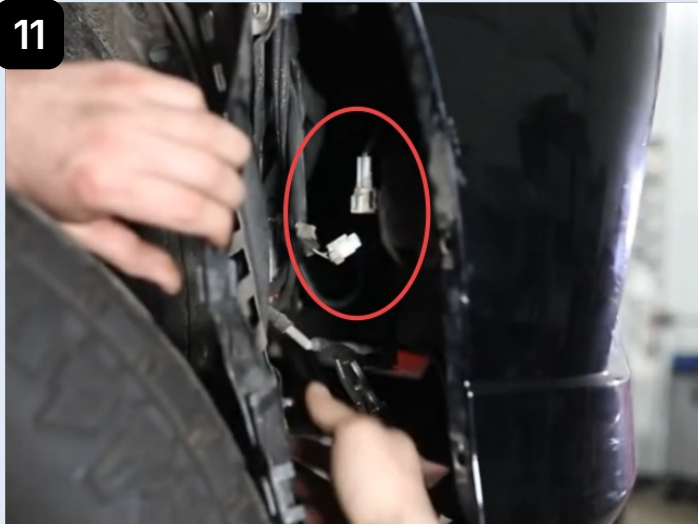
Disconnect the fog light and parking sensor harness on the driver side.

10



Disconnect the fascia harness on the driver side.

11



Disconnect the harness on the passenger side.

12



Use a clamp to pinch off the headlight sprayer fluid line on the passenger side, and disconnect from the fascia side.



13



With everything disconnected, lift the fascia assembly off of the vehicle.

14



Remove the crash-bar assembly. There are (4) fasteners attaching each standoff to the frame mount on each side.

15



14-23: Separate the lower fascia panel by removing the white retaining clips, and disconnect.

16



Gently remove the (2) parking sensors from their retainers in the lower grill (or from the center of the fascia if this is **10-13**) Remove the outer (2) parking sensors as well.



17



14-23: Remove the screws retaining the perimeter of the grill assembly.

18



14-23: Remove the clips retaining the center of the grill assembly to the fascia.

19



14-23: Finally, disconnect the tabs retaining the grill assembly.

20



14-23: Carefully release the tabs retaining the lower grill section to the outer grill frame on each side and separate.



21



14-23: Reinstall the grill assembly, minus the lower section, into the fascia. Tighten all screws and make sure the clips and any unclipped sections of harness are properly reattached.

22



Reinstall the modified fascia assembly on the vehicle.

23



Ensure that it is snapped into place along headlight and into the fender bracket.

24



Reinstall the top fasteners, as well the harness connections, and the headlight sprayer hoses.



25



Begin laying out the cut: You will need tape, a Sharpie, and ideally, but not necessarily, a lockable laser level.

26



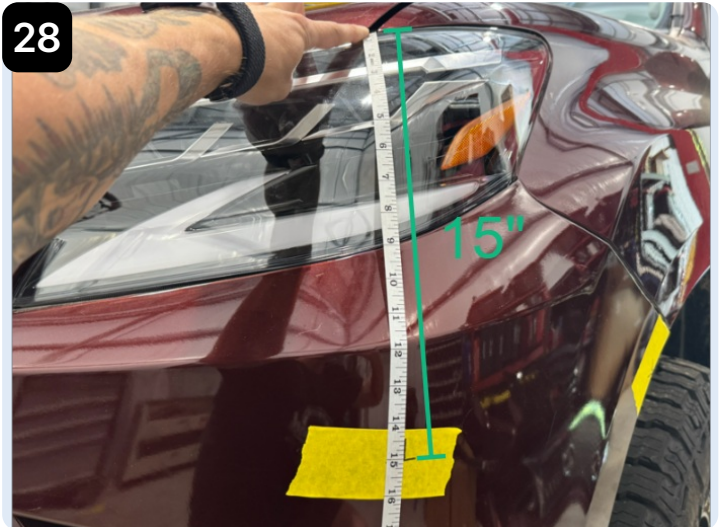
14-23: Make a mark at 2-1/2" from the parting line between the fender and the fascia.

27



14-23: From the mark made at 2-1/2", make a vertical mark at 15" wrapping around to the front of the fascia.

28



14-23: Using the corner of the fender where it meets the hood and the headlight, measure directly vertical down to mark made at 15" and make a horizontal mark at 15" where they intersect.



29



14-23: This mark should land at 3" below the bodyline just below the headlight.

30



14-23: Measure across, keeping the flexible tape tight to the fascia profile, and make a mark at 15-1/2"

31



32



14-23: Verify that the mark lands 3" below the headlight body line.



33



14-23: Verify that the mark is 2" from the front edge of the grill opening, when measured perpendicularly, as shown.

34



14-23: Starting with the center, begin connecting the marks using a locking laser level, or similar preferred method.

35



14-23: Connect the next segment, working around the side of the fascia. Repeat for both sides.

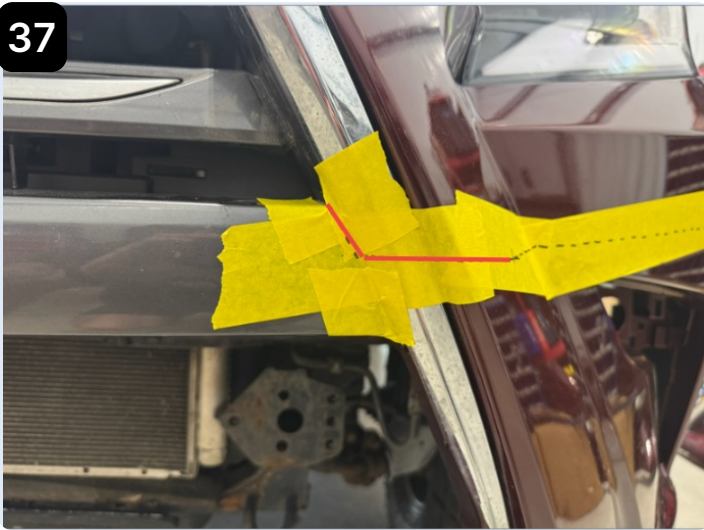
36



14-23: Connect the final segment to the first mark made at the wheel opening.



37



Connect the center marks so that the cut line follows direct back into the grill opening, then kicks vertical to the top of the taller "bar" in at the bottom of the upper grill assembly.

38



14-23: If you have the F-Sport or newer grill assembly, the lower portion of the grill will need to be trimmed for bumper clearance.

39

NOTE: It is advisable to error on the side of cutting less and trimming where additional clearance is needed once the fascia has been test fit.

40



To make the cut you may use a small reciprocating saw or a cut-off tool with an abrasive disc. Always wear safety glasses and protective equipment when performing these operations.



41



NOTE: Always be sure to wear appropriate PPE when making these cuts.

42



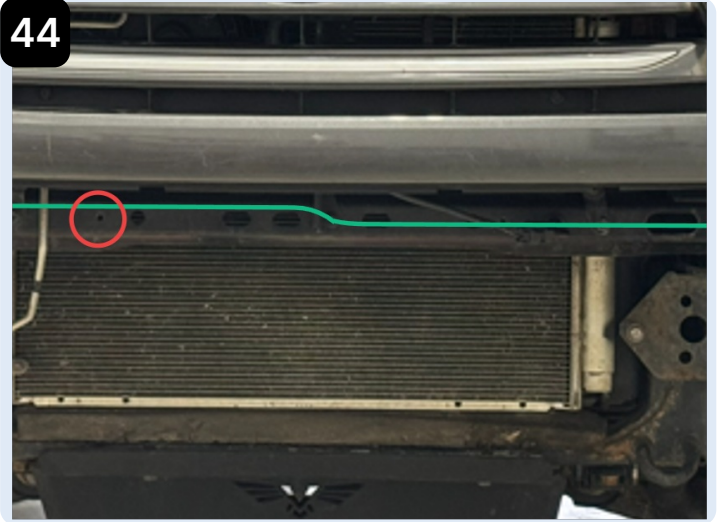
Carefully make the cut following the guide lines laid out.

43



Deburr the edges of the cut.

44



Some models may have a hard-line running along this the core support as indicated in green. In some circumstances this may interfere with winch solenoid clearance. Use the included P-clamp, 6mm button head screw, and flat washer to slightly reshape and relocate the line closer to the crossmember using an OEM threaded hole.



45



Lift the cradle in place and fasten it to the frame mounts in the outer most holes on each side using (1) M10 x 30mm flanged hex head bolt and (1) flat washer. Center the cradle vertically and horizontally and slightly snug the hardware.

46



Install the remaining (6) M10 bolts and washers in the inside frame mount locations. Leave these slightly loose. If a winch is being installed, that may be done now.

47



Install the bolt on D-rings with (3) 1/2-13 x 2-1/4" G8 bolts, Thru-hard yellow zinc washers, and 1/2-13 nylock nuts, with the bolts running from the inside-out. Make sure that the D-rings are protected so that they angle slightly downward, as shown in the photo. Tighten these completely.

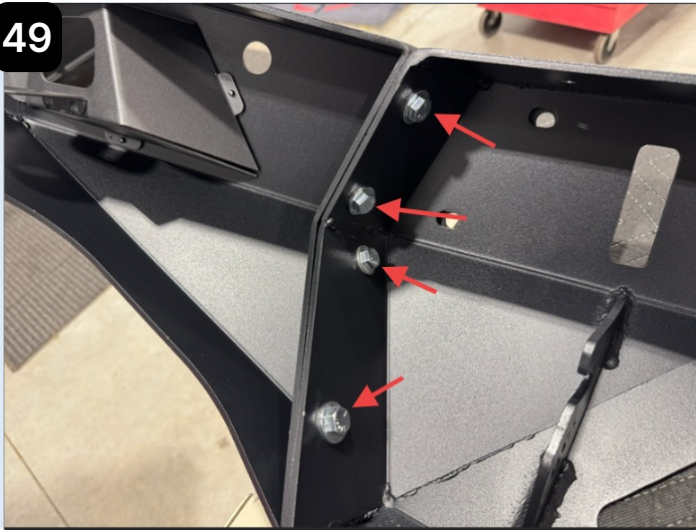
48



Attach the lower valance panel with the (3) 5/16-18 x 1" black button head screws, black flat washers, and flange-lock nuts. This may be fully tightened at this time.

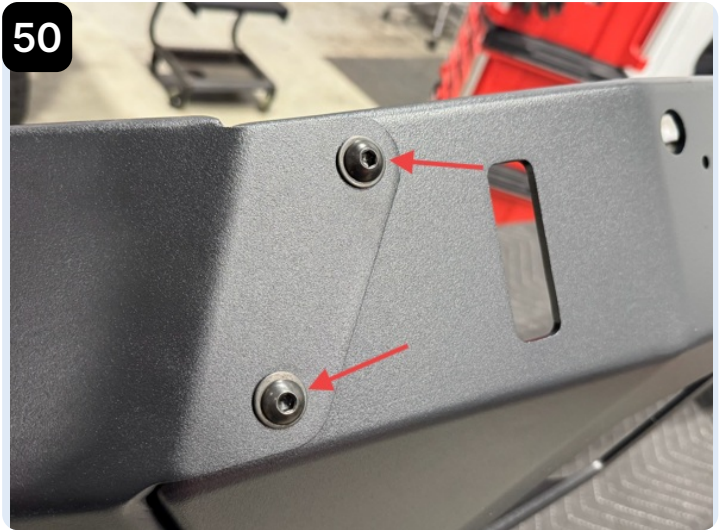


49



Attach each wing to the center section of the bumper shell using (4) 3/8-16 x 1" hex head screws, flat washers, and flange lock nuts. Do not fully tighten yet

50



Loosely install (2) 3/8-16 x 1" black button head screws, black flat washers, and flange lock nuts through the front flange of the wing and the bumper shell center section. Do not fully tighten yet

51



If a tube is being installed, begin doing that now.

52



Attach the center section of the tube assembly to the bumper shell using (2) 3/8-16 x 1" black button head screws, black flat washers, and flange lock nuts in the outermost holes. Ensure that the inner (2) holes are aligned and tighten.



53



Attach the side tubes to the center section using more 3/8-16 x 1" black button head screws, black flat washers, and flange lock nuts. Leave these loose.

54



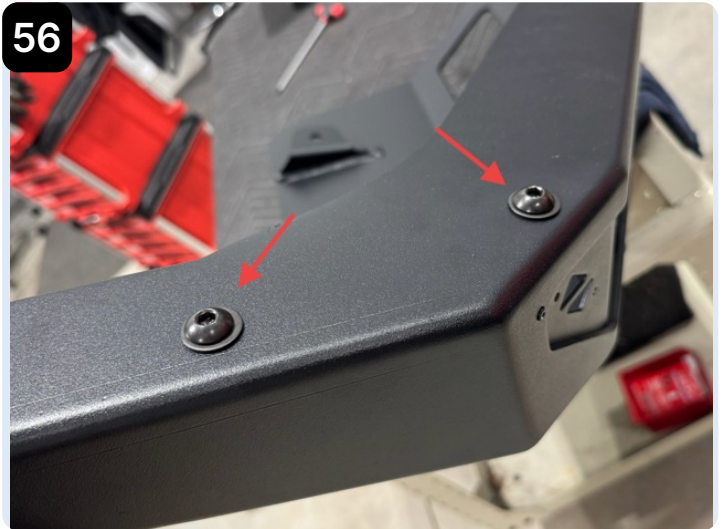
Orient the top mounting bolt so the the button head faces up.

55



Attach the outer flange to the top of the bumper wing, leaving this hardware loose as well.

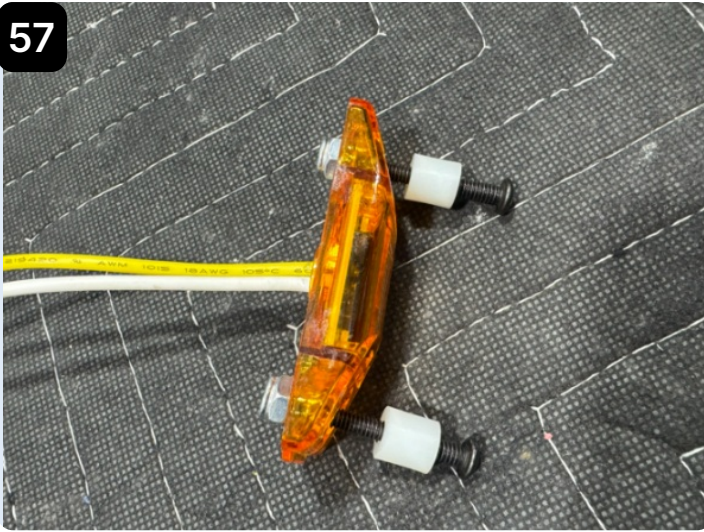
56



Use (2) 3/8-16 x 1" black button head screws, black flat washers, and flange lock nuts to fill the unused mounting holes if tube-work will not be installed.

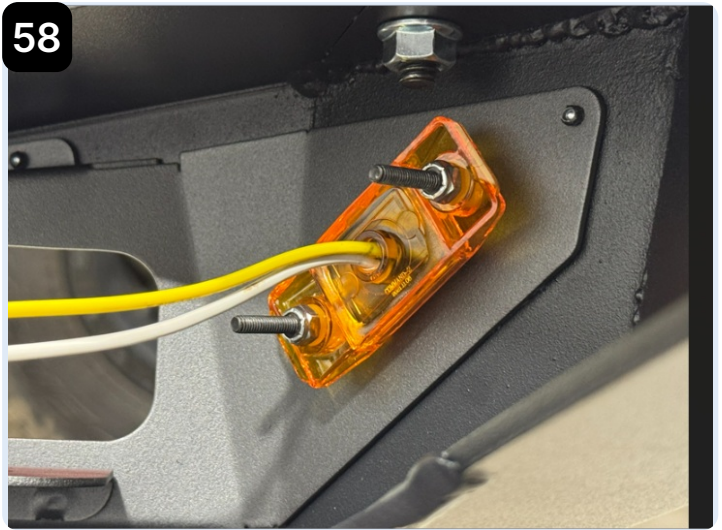


57



Gather the parts for the marker lights: you will use (2) white spacers, (2) black 8-32 button head screws, and (2) 8-32 nylon lock nuts per light.

58



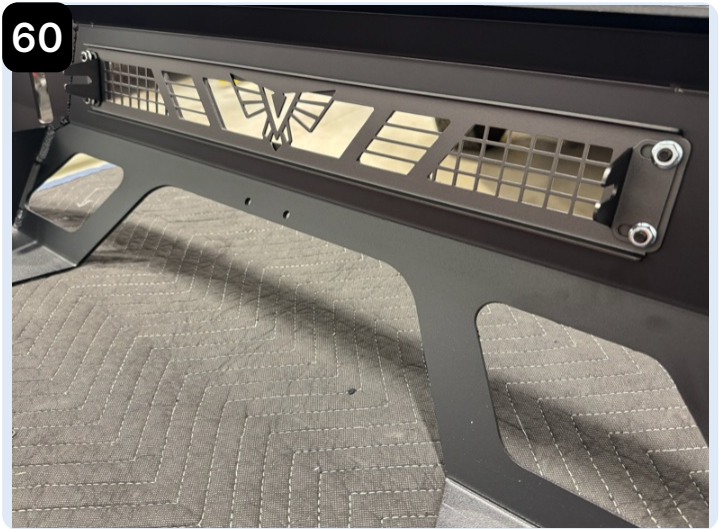
Install the lights into the provided space on each light bezel, using the white spacers as a stand-off. Carefully tighten these up evenly.

59



Install pod lights into light bezel.

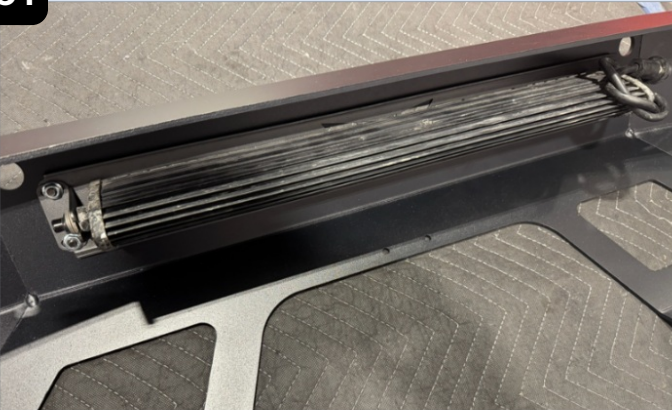
60



Begin assembling the bumper shell by installing the light-bar bezel, with the flanges facing away from the bumper, as well as the light-bar mounts, into the bumper shell using (4) 1/4-20 x 3/4" black button head screws, black flat washers, and flange lock nuts.

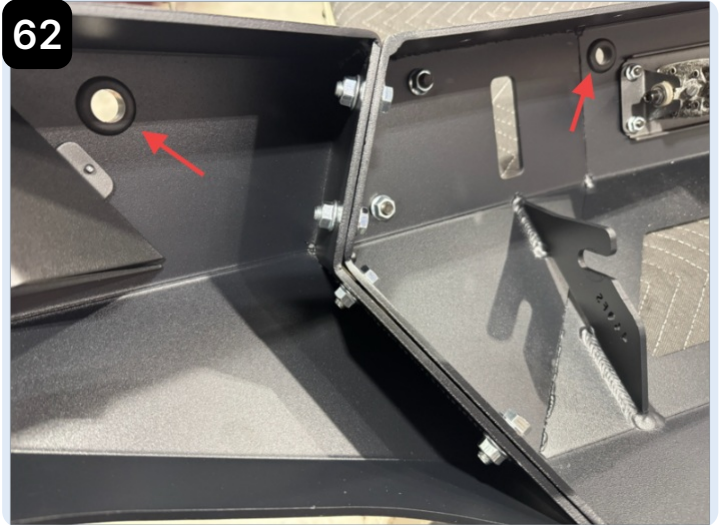


61



Install the light-bar into the brackets, center the assembly on the bezel/opening, and tighten all of the hardware.

62



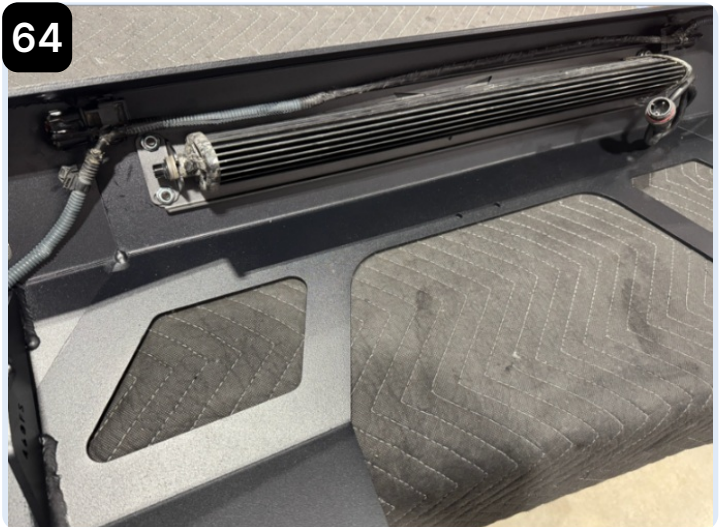
Install the (4) supplied grommets into the 7/8" holes in the bumper shell and wings.

63



Carefully install the parking sensors into the grommets. A small amount of lubricant will make this easier to do. Tie the harness back up to the structure. Be sure to put them back into the same location as they were originally installed.

64



Ensure that the harness between the center parking sensors runs along the top of the light bar. This section may need to have some of the tape removed to allow additional slack.

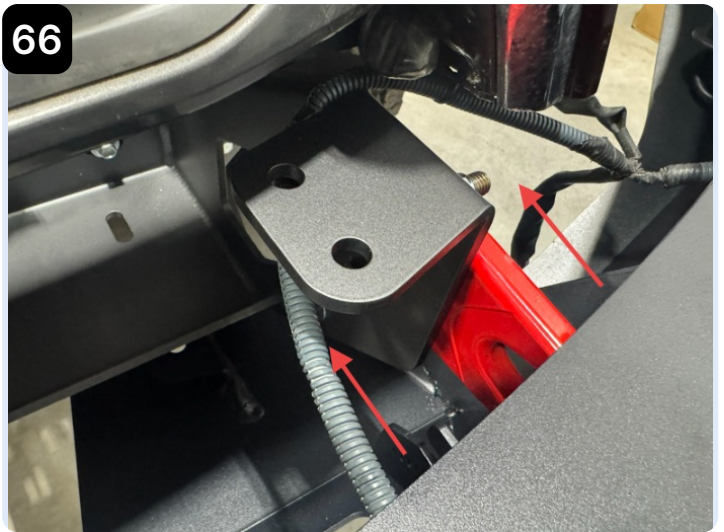


65



To prepare for the shell to be installed onto the cradle, use (2) 1/2-13 x 1-1/2" bolts, flat washers, and flange lock nuts and loosely install them into the remaining holes on each side of the cradle as shown.

66



Lift the bumper shell and carefully slide it around the D-rings and the upper mounts onto the bolts installed in the last step.

67



Make sure that the slotted inner mounts slide onto the loosely installed hardware correctly, as shown.

68



Attach the top of the shell to the cradle using (4) 3/8-16 x 1-1/4 black button head screws, black flat washers, and flange lock nuts.



69



If equipped, tighten only center mounting hardware for the tube where it attaches to the shell.

70



Using (2) 1/2-13 x 1" button head bolts and flange nuts, fasten the bottom of the bumper shell to the cradle at the locations indicated.

71



While hardware is loose adjust the shell on the cradle and check that it is square, even, and not touching the body. Make any adjustments now. If the bumper needs to be moved vertically or horizontally, loosen the two tight bolts holding the cradle and adjust accordingly.

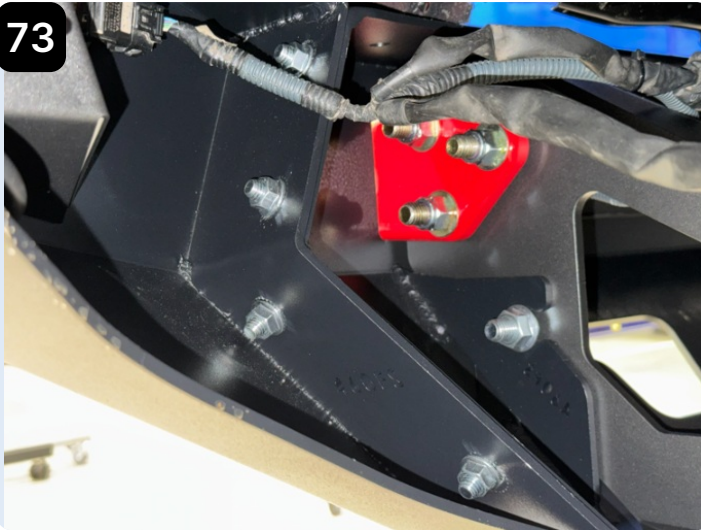
72



Begin adjusting the wing so that the gap is satisfactory where it meets the fascia. This may need to be tuned up more than once, until both sides and the center are positioned correctly.



73



You can access the hex bolts mounting the wing to the center of the shell through the back of the bumper. Tighten them when the wing is located appropriately.

74



Tighten the button heads fastening the front of the wing last.

75



With the wing located correctly begin tightening the remaining tube hardware, first at the wing, followed by the connection at the center tube section.

76



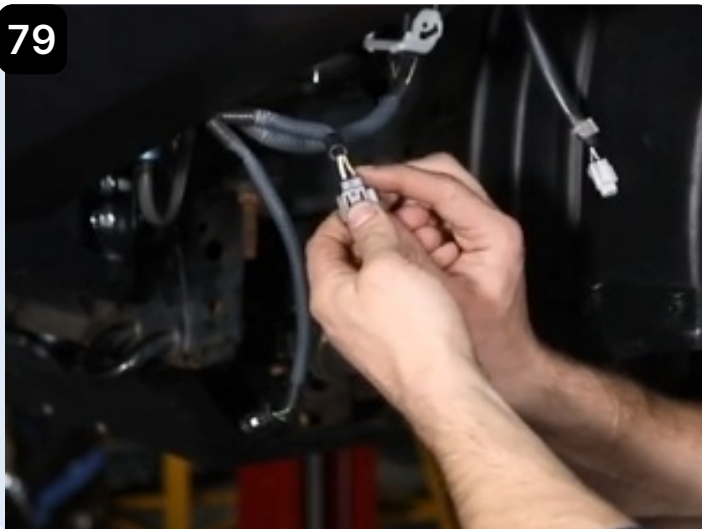
Reconnect fascia harness and headlight washer solvent hose.



77 Tie up any loose or unattached wiring and hoses.



Once the bumper is positioned satisfactorily, tighten any remaining hardware starting with the cradle. Move to the shell, tightening the middle mounts, then the upper mounting bolts, and finally the lower mounting bolts.



To connect the replacement indicator lights, use the factory turn signal connect. This may be cut and spliced (14-23) or T-tapped (10-13) for turn signal application.



The yellow wire for the factory connection is the positive, and the white with a black stripe is the ground. Verify this with a meter before cutting or splicing.



81



Holding the inner fender liner in place against the inside of the bumper, make reference marks for trimming. Something similar to what is shown provides tire clearance while still covering the interior portion appropriately.

82



Reattach fender liner with remaining original clips and fasteners. Some new mounting locations may need to be drilled for sufficient attachment depending on the way the liner has been trimmed.

83



If you have installed a winch and light-bar, wire those components now, being careful to avoid chafing cables or wiring on any sharp edges.

84

Thank you for supporting American-made. We hope you enjoy your new product!

If you have any questions or concerns please reach out to us.

info@jcroffroad.com
info@victory4x4.com
info@squatch-proof.com
info@fatamericanmfg.com

269-353-1184



**SQUATCH
PROOF**

**FAT
AMERICAN MFG.**