OFF-ROAD

SHIELD

TOYOTA HILUX 2026+

BULL-BAR INSTALLATION INSTRUCTIONS

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STEP 1:

Open the bonnet.

Remove the factory front bumper from the vehicle.



STEP 2:

Remove the Upper Plastic Trim

Remove the top plastic trim panel above the front bumper/grille.

Keep all nuts, bolts and plastic clips you remove. Do not throw anything away, as some of the factory hardware will be reused later.

Keep the plastic trim panel itself, as it will be refitted toward the end of the installation.



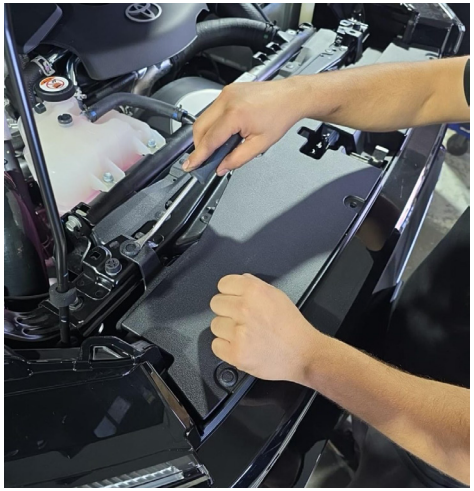
STEP 3:

Remove the Plastic Trim Clips

Remove all the plastic retaining clips holding the upper trim in place.

Use a trim tool or flat screwdriver carefully so you don't damage the clips.

Keep every clip and fastener, as some will be reused when the trim is fitted back on later.



STEP 4:

Remove Inner Bumper Fasteners

Remove the clips and screws inside the wheel arch/inner bumper area on both sides.

Keep all factory clips, screws, nuts and bolts together, as some will be reused during reassembly.

Once removed, gently free the bumper edges from the guards



STEP 5:

Remove Remaining Bumper Fasteners

Remove all remaining bolts and screws securing the factory front bumper to the vehicle.

Check both sides, underneath, and around the bumper mounting points to make sure no fasteners are left.

Keep all removed hardware aside, as some factory bolts may be needed later.

Once everything is removed, the bumper will be ready to come off.



STEP 6:

Refit Headlight Support Bolt

Once the surrounding grille and plastic trim pieces have been removed, refit this factory bolt.

This bolt helps secure the headlight in position, so make sure it is installed and tightened before moving on.



STEP 7:

Remove the Sensor Loom

Carefully unclip and remove the complete sensor wiring loom from the factory bumper.

Take care not to damage the wiring, plugs, clips, or sensors during removal.

Keep the loom and sensors together, as they will be transferred and fitted onto the new bullbar later in the installation.



STEP 8:

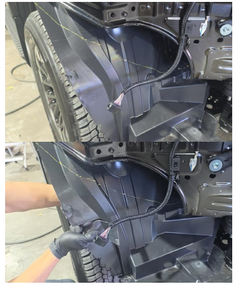
Trim the Inner Plastic Guards

Mark the plastic inner trim on both sides where it will eventually need to be cut.

For the first cut, cut well below the marked line and leave plenty of extra material.

Do not try to make the final cut yet.

Once the bullbar is fitted and aligned, you can come back and trim the plastic neatly to the correct finished position.



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STEP 9:

Relocate the Chassis-Mounted Wire

Remove the factory bolt securing the wire/bracket to the outside of the chassis.

Route the wire across the top of the chassis rail.

Move the mounting point to the inner side of the chassis.

Refit the bolt and secure the wire/bracket firmly on the inside.



STEP 10:

This is how it should all look, ready for the bar to be fitted





STEP 11:

Final Check Before Bullbar Installation

At this stage, the front of the Hilux should look like the photos shown.

Before fitting the bullbar, confirm that:

- The factory bumper and grille sections have been removed.
- The required plastic trims have been removed or trimmed back.
- The sensor loom has been removed from the factory bumper and kept ready for the new bar.
- The chassis-mounted wiring has been relocated and secured.
- Loose wiring has been cable-tied safely out of the way.
- The headlight support bolts have been refitted.
- Both chassis mounting points are clear and accessible.

The vehicle is now ready for the bullbar installation.

STEP 12:

Unpack the Bullbar Components

Unwrap the bullbar, cradle and bash plates.

Take extra care when cutting the protective plastic wrapping off.

Cut from the inside of the bars wherever possible, so the blade is pointing away from the visible outer surface.

Cut gently and slowly — do not press the blade hard against the bar, as it is easy to accidentally scratch or cut the coating



STEP 13:

Lay Out All Components

Once everything is unpacked, lay all the bullbar parts, brackets, bash plates, wiring and hardware out together in one area.

Keeping everything organised makes the installation much easier and helps you identify each part as you go.

Note: There will be quite a few spare bolts, washers and other hardware left over. This is normal, as the kit includes hardware for different configurations.



STEP 14:

Position the Bullbar for Assembly

Lay the bullbar face-down on a clean, flat surface.

Place foam, cardboard, a blanket, or other soft protection underneath the bar.

Make sure the painted/powder-coated surfaces are not resting directly on the floor.

Important: Keep the bar protected throughout assembly so it does not get scratched or damaged.



STEP 15:

Fit the Under-Headlight Trims

Position the under-headlight trim panels onto the bullbar as shown in the photos.

Line up the mounting holes and install the supplied hardware through each mounting point.

Fit the hardware in this order: bolt → spring washer → flat washer → nut on the opposite side.

Start all fasteners first so the trim can be aligned properly.

Once the panel is sitting evenly and the gaps look correct, tighten all bolts securely.

Repeat the same process on the opposite side.



STEP 16:

Fit the Rubber Edge Trim

Run the supplied rubber trim around the inside edge of the bullbar where it sits close to the vehicle body.

Press the rubber trim fully onto the edge so it sits securely and evenly all the way around.

Make sure there are no gaps or loose sections.

Important: Do not skip this step. The rubber trim helps prevent the bullbar from making direct contact with the bodywork, reducing the chance of rubbing, vibration, or paint damage.



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STEP 17:

Prepare the Sensor Mounting Holes

Before fitting the sensor loom, count how many factory parking sensors the vehicle has. Some vehicles use 2 sensors, while others use 4.

Identify the matching sensor positions on the bullbar.

Carefully knock out only the required circular metal sensor blanks in the bar.

Do not remove extra blanks that are not needed for the vehicle.

After knocking the blanks out, there may be exposed bare steel around the edge.

Important: Touch up any exposed bare steel with paint before fitting the sensors. This helps prevent rust and corrosion later.



STEP 18:

Fit the Radar

Position the factory radar unit onto the supplied mounting bracket as shown.

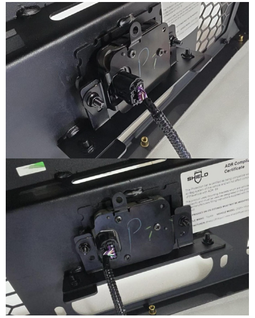
Make sure the radar is sitting in the correct orientation and is centred in the bracket.

Bolt the radar and bracket securely to the bullbar mounting points.

Reconnect the factory radar plug and make sure the loom has enough slack with no tension on the wiring.

Double-check that the radar is sitting straight and has not been twisted or angled during installation.

Important: The radar position and angle need to stay correct for the vehicle's safety systems to operate properly.



STEP 19:

Fit the Parking Sensors

Fit the factory parking sensors into the bullbar using the supplied sensor brackets.

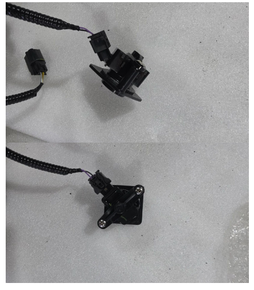
Apply 3M double-sided tape to the front face of the sensor bracket so it bonds securely to the inside of the bar.

Position the sensor so it sits straight and centred in the sensor hole.

Add a small amount of silicone or suitable automotive adhesive around the bracket to help hold it securely in place.

Repeat for all sensors, then reconnect the sensor plugs to the loom.

Important: Make sure the sensors are facing straight ahead and are not tilted, as incorrect positioning can cause false readings.

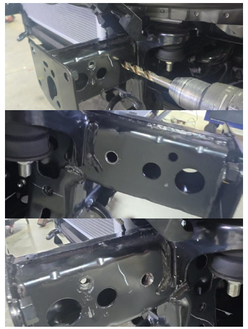


STEP 19 [CONT.]:





STEP 20:



Enlarge the Chassis Mounting Holes

Before fitting the cradle, one factory hole on each side of the chassis needs to be enlarged slightly.

Locate the furthest mounting hole on each chassis rail, as shown in the photo.

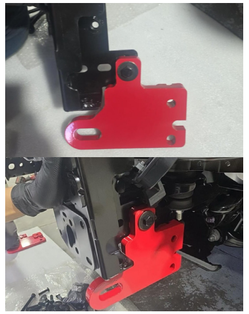
Using a 13 mm drill bit, carefully enlarge this hole.

Repeat the same process on the opposite side.

Clean away any metal shavings once drilling is complete.

Important: Only enlarge the specified outer/ furthest hole on each side. sand/deburr the edge of the hole and paint any exposed bare metal before fitting the cradle. This helps prevent rust and corrosion.

STEP 21:



Fit the Cradle Side Brackets / Recovery Point Plates

Position the red recovery-point bracket against the cradle back/side panel as shown.

Insert the supplied bolt through the recovery-point bracket first, then through the cradle back panel.

Line the assembly up with the 13 mm chassis hole enlarged in the previous step.

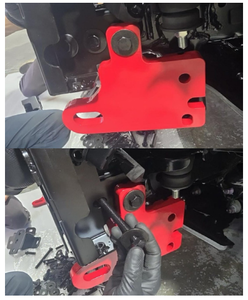
Slide the bolt through both brackets and into the drilled chassis mounting hole.

Fit the required washer and nut, but do not fully tighten yet. Leave some movement so the cradle can be aligned properly.

Repeat the same process on the opposite side.

Make sure the left and right brackets are fitted in the correct orientation shown in the photos.

STEP 22:



Install the Remaining Cradle Bolts

With the recovery-point bracket and cradle back panel held in position, slide the remaining mounting bolts through the aligned holes.

Make sure each bolt passes cleanly through the cradle bracket, recovery-point plate, and chassis mounting points.

Fit the required washers and nuts on the opposite side.

Leave the bolts slightly loose for now so the cradle can still be adjusted and aligned.

Repeat the same process on the opposite side

STEP 23:



Check Bolt Position

Once all the cradle mounting bolts are installed, check the opposite side of the bracket.

All bolts should be fully through the mounting points and protruding out the other side, as shown in the photo.

Make sure:

- Every bolt has passed through correctly.
- There is enough thread exposed to fit the washers and nuts.

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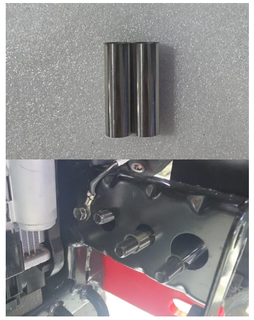
STEP 24:



Fit the Chassis Sleeves

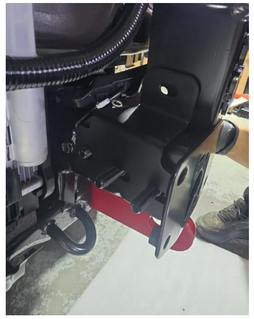
Take the supplied steel sleeves.

Slide one sleeve over each of the two inner mounting threads.

Push the sleeves fully into the chassis so they sit correctly around the bolts.

Do not fit a sleeve to the outer/end bolt — this is the hole that was drilled out to 13 mm in the previous step.

STEP 25:



Fit the Outer Cradle Bracket

Position the outer black cradle bracket over the exposed mounting bolts, as shown.

Slide the bracket fully onto the bolts so it sits flat against the chassis/cradle assembly.

Make sure all mounting holes line up correctly.

Leave the hardware loose at this stage so the cradle can still be aligned before final tightening.

Repeat on the opposite side.

STEP 26:



Fit the Top Bracket Bolt

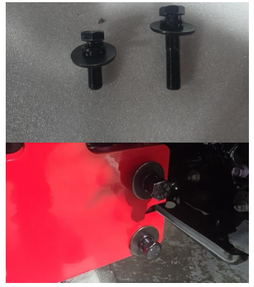
Fit the supplied bolt and large washer through the top mounting hole of the outer cradle bracket.

Make sure the washer sits flat against the bracket as shown.

Fit the nut on the opposite side and tighten it enough to hold the bracket in position.

Leave final tightening until the cradle is fully aligned.

STEP 27:



Fit the Recovery Point Bolts

Use the longer bolt in the upper mounting hole.

Use the shorter bolt in the lower mounting hole.

Fit the supplied large washers under the bolt heads as shown.

Make sure both bolts pass cleanly through the recovery-point bracket and mounting points.

Repeat the same setup on the opposite side.

Leave them slightly loose until the cradle is fully aligned, then tighten everything evenly.

STEP 28:



Fit the Nuts and Washers

Now secure the cradle mounting bolts.

For each exposed thread, fit the hardware in this order:

Spring washer → flat washer → nut

Start all nuts by hand first, then tighten them evenly once everything is sitting correctly.

STEP 29:



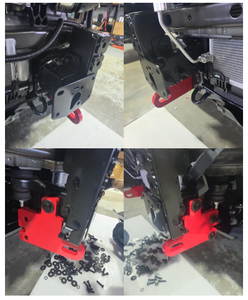
Repeat on the Driver Side

Repeat the same cradle and recovery-point bracket installation process on the other side of the vehicle.

The main difference is the sleeves:

- On the passenger side, only 2 sleeves are fitted.
- On the driver side, fit 3 sleeves — one over each of the three mounting bolts/threads.
- Once the sleeves are in place, continue with the same bracket, washer, spring washer, and nut setup as the other side.

STEP 30:



Check Both Sides Before Tightening

At this stage, both sides should look like the photos shown.

Check that:

- Both recovery-point brackets are fitted in the correct orientation.
- All cradle brackets are sitting flat and square against the chassis.
- The top and lower bolts are in the correct positions.
- The passenger side has 2 sleeves fitted.
- The driver side has 3 sleeves fitted.
- Washers, spring washers, and nuts are fitted correctly.

STEP 31:

Fit the Cradle

Now lift the cradle into position between the two mounting brackets.

Line the cradle up evenly with the mounting points on both sides.

Start the cradle bolts by hand first so everything can still move slightly.

Make sure the cradle is sitting square, level and centred before tightening.

Once all mounting points are lined up correctly, tighten the cradle hardware evenly on both sides.

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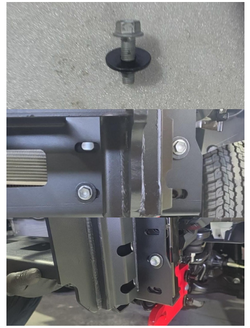
STEP 32:



Bolt the Cradle in Place

Lift and align the cradle with the mounting brackets.

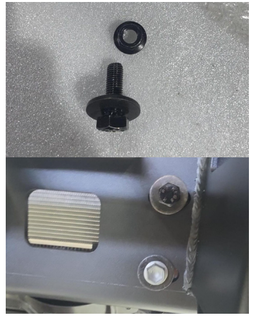
Use the factory bolts removed earlier to secure the cradle.

Start all bolts by hand first so the cradle can still be adjusted if needed.

Once everything is lined up properly, tighten the factory bolts securely.

Repeat the same process on both sides of the vehicle.

STEP 33:



Fit the Inner Cradle Bolt

Fit the supplied bolt and washer through the mounting hole directly above the factory cradle bolts.

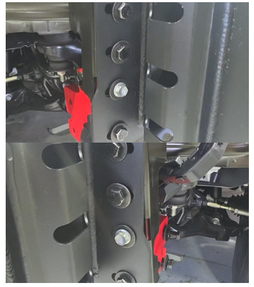
Install this bolt from the inside of the cradle, as shown in the photo.

Fit the washer and nut on the opposite side.

Tighten it securely once the cradle is sitting square and correctly aligned.

Repeat on the opposite side.

STEP 34:



Secure Both Sides of the Cradle

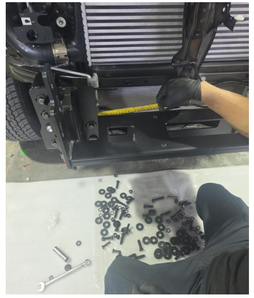
Fit the bolt that goes under each side of cradle. Close to the recovery points

Repeat the same cradle mounting setup on the opposite side.

Make sure both sides have:

- The same bolt and washer arrangement
- All cradle mounting bolts fitted
- Brackets sitting flat and square
- Hardware tightened evenly
- Once both sides match the photos, the cradle should be sitting securely and evenly across the front of the vehicle.

STEP 35:



Centre and Fully Tighten the Cradle

Before final tightening, measure the cradle from side to side and make sure it is sitting centred on the vehicle.

Adjust it as needed until the spacing is even on both sides.

Once the cradle is centred and square, fully tighten all cradle, bracket, recovery-point, and chassis mounting hardware.

Tighten everything evenly from side to side so the cradle does not pull out of alignment.

Do a final check that the cradle is level, secure, and not contacting any wiring, hoses, radiator, or other components.

STEP 35 [CONT.]:



STEP 36:

Connect the Bullbar Light Wiring

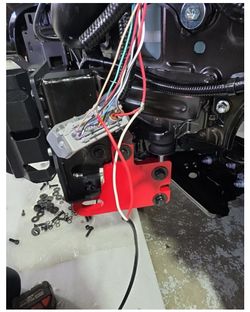
On the N90 factory loom - This is the plug that you remove from under the headlight module.

Beige wire = Indicator

Red wire = Park light

Carefully split into the factory loom and run a new wire down toward the bullbar light wiring.

Make sure every connection is properly soldered, then tape or heat-shrink the joint securely so no bare wire is exposed and the connection is protected from water and vibration.



STEP 37:

Finish and Secure the Wiring

Once the indicator and park-light wires are connected:

- Solder all joins properly.

- Cover every join with electrical tape or heat-shrink so no bare wire is exposed.

- Wrap the new wiring neatly back into the factory loom.

- Route the red and white wires down toward the bullbar ready to connect to the lights.

- Secure the wiring so it cannot rub, hang loose, or get pinched when the bullbar is fitted.



STEP 38:

Leave the Light Wires Ready

Once the wiring is soldered and taped, leave the new park light and indicator wires hanging down neatly as shown.

Make sure:

- The wires are long enough to reach the bullbar lights.

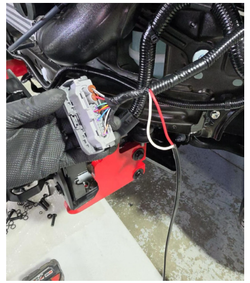
- The joins are fully insulated.

- The factory loom is wrapped back up properly.

- The wires are routed away from sharp edges and moving parts.

- Nothing will get trapped when the bullbar is lifted into position.

- The wiring is now ready for the bullbar lights to be connected after the bar is fitted.



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STEP 39:

Reconnect the Factory Headlight Plug

Plug the factory connector back into the headlight module.

Make sure the plug is pushed in fully and the locking tab is engaged.

Check that:

- The connector is secure.

- No wires are trapped or pulled tight.

- The factory loom is routed back into its original position.

STEP 40:

Opposite Side Wiring

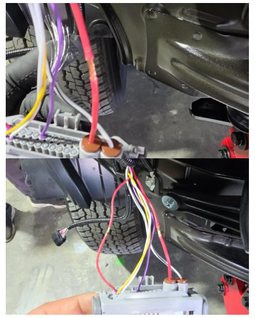
On the opposite-side N90 headlight loom:

Park light = thicker red wire

Indicator = the last wire on the plug, also red

Because both wires are red, make sure you identify them by wire thickness and plug position before cutting or joining anything.

Splice into the correct wires, run the new wires down toward the bullbar, then solder the joins properly and tape or heat-shrink them securely.



STEP 41:

Feed the Bullbar Wiring Kit

Now feed the bullbar light wiring kit through the vehicle.

Feed the wiring through the factory grommet in the back wall/firewall and into the cab.

Feed the switch wire through the cab to wherever you want the bullbar light switch mounted.

Choose a suitable blank panel or clear section of trim, then carefully drill/cut a hole to suit the switch.



STEP 42:

Mount the Relay

Mount the relay next to the battery in a secure position, as shown in the photo.

Bolt it firmly in place and make sure the wiring is kept tidy



STEP 43:

Fit the Bullbar

Slide the bullbar carefully onto the cradle.

Fit 3 bolts on each side, using the washers as shown in the photos. Leave them slightly loose at first so the bar can still be adjusted.

With someone holding each side of the bar, lift and position it evenly. Check the gaps on both sides and make sure the bar is sitting straight and centred.

Once you are happy with the position, tighten all 6 mounting bolts securely.



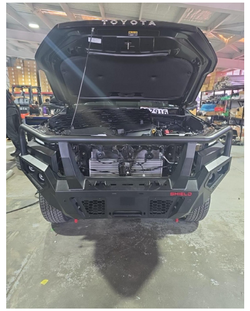
STEP 44:

Check Bullbar Position

This is how the bullbar should sit once fitted.

Before fully finishing the install, check that the bar is:

- Centred with the vehicle
- Level from side to side
- Sitting with an even gap under both headlights and guards
- Not touching the body anywhere
- Tightened securely on both sides
- Once the alignment looks right, the bar is ready for the remaining wiring and finishing pieces.



STEP 45:

Wire the Park Light & Indicator

Now wire the park light and indicator light on the bullbar.

Use the wires you ran down earlier from the factory headlight loom and connect them to the corresponding bullbar light wires.

Outer bullbar light – Indicator:
Cut the green wire on the outer bullbar light.

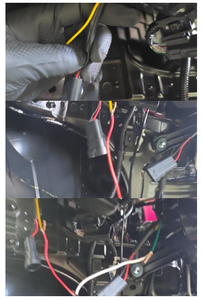
Connect the yellow wire from the outer light to the red indicator wire that was fed down earlier.

Inner bullbar light – Park light:
Cut the yellow wire off the inner bullbar light.

Connect the green wire from the inner light to the white park-light wire that was fed down earlier.

Solder all connections properly and insulate them with electrical tape or heat-shrink.

Repeat the same process on the other side of the vehicle.



STEP 46:

Fit the Number Plate Bracket

Fit the number plate bracket to the bullbar as shown.

Use the supplied bolts and washers on both sides of the bracket, then tighten the nuts securely.

Make sure the bracket is sitting straight and can pivot correctly before fully tightening.



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STEP 47:

Mark Skid Plate Cut Line

Position the skid plate where it will sit and align it correctly with the bullbar.

Hold it in place, then mark the plastic where it needs to be trimmed so the skid plate can fit neatly.



STEP 48:

Reconnect Radar & Refit Grille

Plug the radar sensor plug back into the radar unit.

Refit the factory grille back into position.

Before fully securing the grille, make sure you reconnect the factory camera plug into the grille camera.

Once both plugs are connected, clip and secure the grille back into place.



STEP 49:

Connect Wiring Kit to Battery

Finish connecting the bullbar wiring kit to the battery.

Connect the positive wire to the positive battery terminal and the negative/earth wire to the negative battery terminal or suitable earth point.



FINISHED!

Enjoy your new Bull-Bar!

