

8-LUG TECH



# FORM FOLLOWS



# FUNCTION

## TRAILREADY FRONT AND REAR BUMPER INSTALLATION

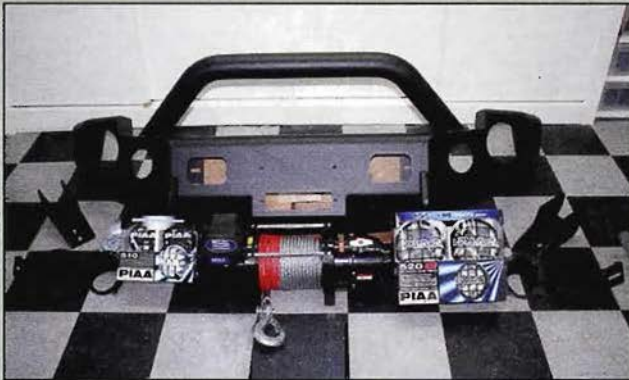
A STANDARD DESIGN PRINCIPLE STATES THAT THE SHAPE OF AN object should be based upon its intended function or purpose. TrailReady's line of extreme-duty winch bumpers has that concept covered. In fact, TrailReady was integral in the development of the original aggressive, high-style, plate bumper that has become the norm today.

Since 1997, TrailReady has been providing high-quality, cutting-edge, aftermarket bumpers for the four-wheel industry. The bumpers

offer truck owners a multitude of options while keeping weight to a minimum. They feature 1/4-inch and 3/8-inch steel construction and are designed to accept winches with a pulling force up to 16,500 pounds. The bumpers have D-ring mounts for 1-inch shackles and quad light ports for almost any brand of round 4-, 5-, or 6-inch lights. The frame mounting system allows for adequate horizontal and vertical adjustment of the bumper for a perfect alignment, because most truck bodies are not centered on the frame from the factory. To finish it off,



# LOW'S FUNCTION



For the front of the truck, we will install TrailReady's extreme-duty front winch bumper made from  $\frac{1}{4}$ -inch and  $\frac{3}{16}$ -inch steel with quad light ports for 4-, 5-, and 6-inch round lights, and D-ring mounts for 1-inch shackles. A Superwinch EP 16.5 winch, a pair of PIAA 520 ATP Xtreme White lights, and a pair of PIAA 510 Super White driving lights will be installed on the bumper.



The rear of the truck gets TrailReady's rear bumper, which is constructed pretty much like the front bumper. It also has D-ring mounts for 1-inch shackles. Diamond-extruded aluminum top plates add toughness, while the pair of PIAA 510 Super White driving lights add rear-facing illumination.



The first order of business was to remove the plastic top cover and grille to gain access to the bolts securing the bumper to the frame. There are eight plastic rivets, which attach the grille to the plastic cover, and six pinch clips. There are also four 10mm head bolts securing the grille to the body of the truck.



The stock bumper is held in place by six bolts that secure it to the frame. Retain the two dual bolts for use with the new bumper. I disconnected the electrical connector for the foglights and removed the bumper from the truck.

Since TrailReady's bumper comes with D-ring mounts for tow hooks, the stock ones are no longer needed. There are three bolts securing each tow hook to the frame of the truck. Once removed, they easily pull right out.

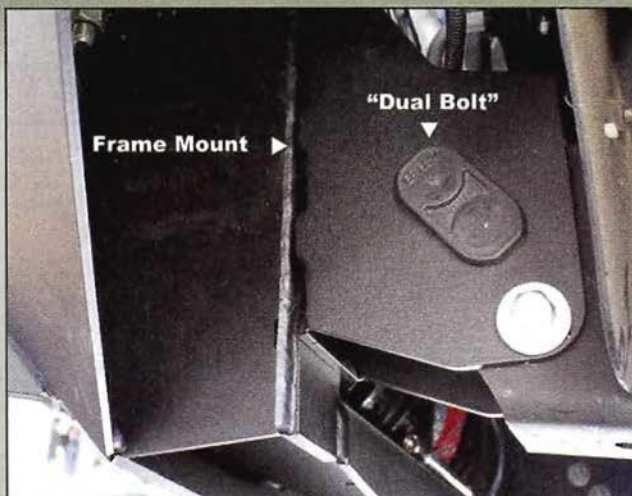




Even though the bumper is coated with Mini-Tex powdercoating, you still want to protect its finish by placing it on cardboard or other material while installing the accessories. The bumpers come with light buckets, mounting tabs, and ¼-inch Nylok nuts to secure the PIAA lights to the bumper.



After installing the lights, it was time for the EP 16.5 winch. The bumper is pre-drilled to accept the 10x4-inch pattern for the roller fairlead. TrailReady's design allows for winches to be mounted footforward or foot down. This is a feature not found in many bumper designs.



Before the bumper can be installed on the truck, the frame mount is attached to the frame using the OEM dual bolts and hardware provided by TrailReady.



The grille must be in place before the bumper is installed on the truck.



Now it was time to loosely attach the bumper to the frame mounts. TrailReady's mounting system allows for adequate horizontal and vertical adjustment of the bumper for a perfect alignment. The bumper is secured to the frame mount using 8½x1½-inch Grade 8 carriage bolts.



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these bumpers are sandblasted, phosphate-washed, primer-coated, and top-coated with a semi-flat, light-texture powdercoating.

To abide by the form-follows-function adage, I decided to install TrailReady's front and rear bumpers on my '07 Chevy Duramax 2500 4x4. I had already upgraded the suspension system, thanks to a 6-inch Fabtech lift, 4.11 gears, Eaton E-locker, and added more power with the Banks Six-Gun bundle with Super-Scoop, but the truck was lacking self-recovery ability and TrailReady's extreme-duty winch bumpers fit the bill. I outfitted the front bumper with a Superwinch EP 16.5 winch, a pair of PIAA 510 Super White driving lights, and a pair of 520 ATP Xtreme White lights. For the rear bumper, I chose to install one pair of PIAA 510 Super White driving lights.

From the first strike of the welder to wrapping the bumper for shipping, TrailReady takes note of the details. These bumpers not only provide extra functionality that was omitted from the stock bumpers, but they look exceptional while doing it. **E-L**



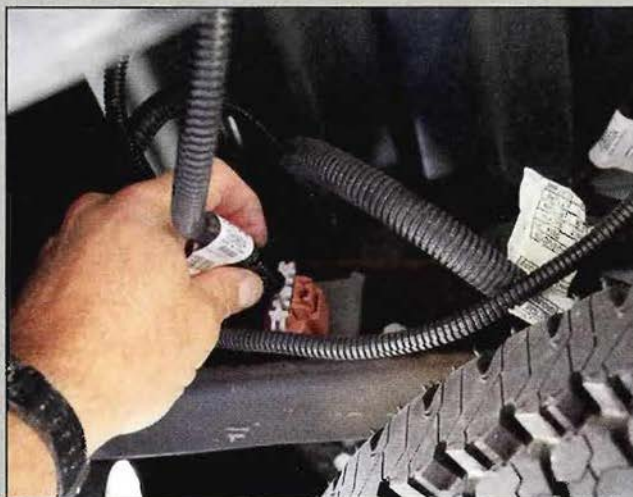
I made final adjustments for a clean and perfect fit. It was time to check and tighten all of the bolts.



**DONE!**



Once the front bumper was installed, I moved to the rear of the truck to finish the project. Removal of the stock bumper was easier and less time-consuming than the front.

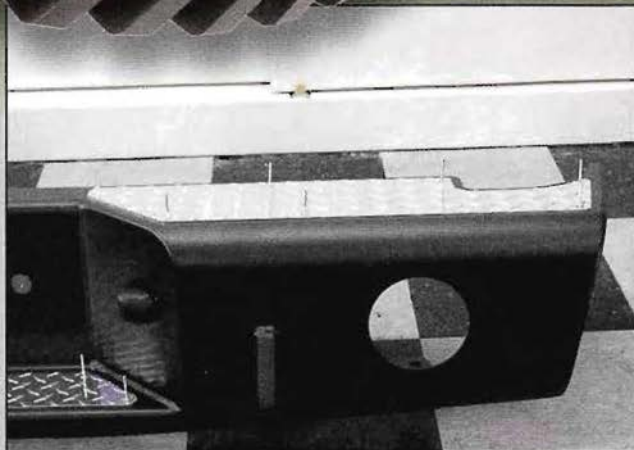


First, I removed the electrical connector for the license plate lights and trailer lights. Then I removed the dual bolt system, which attaches the bumper to the frame and the bolt through the receiver hitch. Repeat for the other side.



When placed side by side, TrailReady's rear bumper—with its all-steel construction, aluminum diamond-extruded top plate, D-ring, and light ports—makes the OEM look like it should be on a child's toy, not on a heavy-duty truck.





Before securing the top plates to the bumper, I testfit them in place and secured them with the rivets provided in the kit. Then the PIAA 510 Super White driving lights and trailer light mounting plate were installed.



The bumper is secured to the frame using the dual-bolt system and an additional bolt. A replacement nut and bolt is provided for securing the frame to the receiver hitch that was incorporated into the stock bumper.



Because TrailReady expects owners to use the functionality of the D-rings on their bumpers, it incorporates extra mounting hardware for the bumper. TrailReady provides two carriage bolts to secure the bumper to the receiver hitch. This makes sure it is securely fastened to the frame and the receiver hitch.



The most time-consuming part of this installation was completing all of the electrical connections. The light kits from PIAA are exceptional. They include everything needed for the installation and the wire harness has multiple connections for ease of installation of the lights, relays, and switch. The control harnesses for the lights are routed into the cab through the firewall and the floorboard.



The light switches are routed through the knee panel and secured under the main light switch. Once all the wires were routed and the switches were in place, the installation was complete, but the project wasn't. PIAA offers instruction for the proper control and alignment of the driving lights. There is nothing worse than poorly aligned driving lights. Once the lights were properly adjusted, the project was complete.

