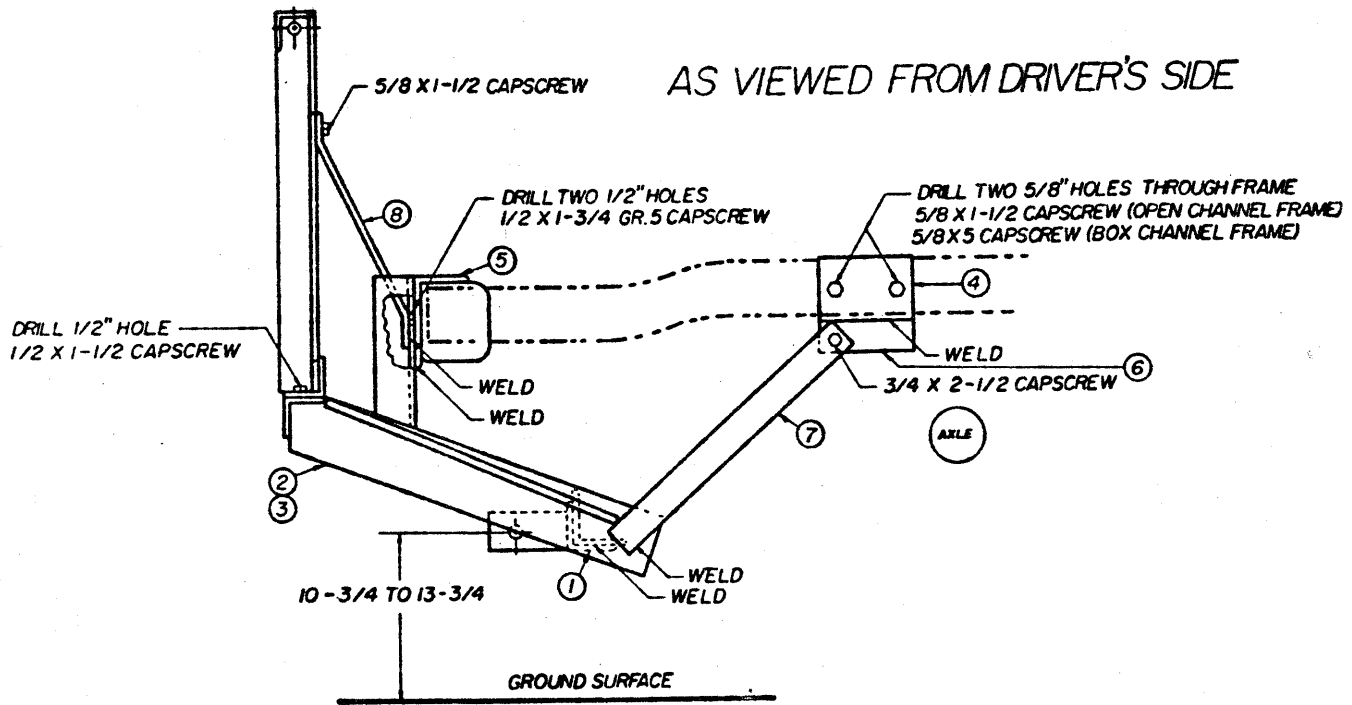


6260



REF# PART# QTY. DESCRIPTION * PART OF 6798 BOLT BAG

1	6001	1	PUSH ANGLE
2	6002	1	PUSHPLATE, DRIVER SIDE
3	6003	1	PUSHPLATE, PASSENGER SIDE
4	5995	2	REAR FRAME ATTACHING ANGLE
5	5996	2	FRONT BUMPER ANGLE
6	5997	2	REAR FRAME ATTACHING BAR
7	5998	2	REAR PUSHBARS
8	5999	2	HEADGEAR BRACE
9	90456	4	* 5/8 X 5 (NC) GR.5 CAPSCREW
10	90244	6	* 5/8 X 1-1/2 (NC) GR.5 CAPSCREW
11	90343	6	* 5/8" (NC) NUT
12	90366	6	* 5/8" LOCKWASHER
13	90324	4	* 5/8" FLATWASHER
14	90459	2	* 3/4 X 2-1/2 (NC) GR.5 CAPSCREW
15	90345	2	* 3/4 (NC) NUT
16	90367	2	* 3/4" LOCKWASHER
17	90214	4	* 1/2 X 1-3/4 (NC) GR.5 CAPSCREW
18	90210	2	* 1/2 X 1-1/2 (NC) GR.5 CAPSCREW
19	90337	6	* 1/2 (NC) NUT
20	90364	6	* 1/2 LOCKWASHER
21	90319	8	* 1/2 FLATWASHER
22	6920	2	CONNECTING PIN ASSEMBLY
23	6815	2	CONNECTING PIN W/HANDLE
24	821	2	* SPRING
25	90601	2	* 1/4 X 1-1/2 COTTER PIN
	4289	2	* 3/4 X 1-7/8 MACHINE PIN
	90658	2	* 5/32 X 1-1/4 COTTER PIN

FASTENER TORQUE (FT-LB)

DIAMETER- THREADS PER INCH	GRADE DESIGNATION		
	GRADE 2	GRADE 5	GRADE 8
1/4 - 20	6	9	13
5/16 - 18	11	18	28
3/8 - 16	19	31	46
7/16 - 14	30	50	75
1/2 - 13	45	75	115
9/16 - 12	66	110	165
5/8 - 11	93	150	225
3/4 - 10	150	250	370
7/8 - 9	150	378	591
1 - 8	220	583	893

- A.** DETERMINE WHERE THE REAR FRAME ATTACHING ANGLE (4) CAN BE LOCATED ON THE VEHICLE FRAME. THE IDEAL LOCATION WOULD BE JUST FORWARD OF THE CENTER OF THE FRONT AXLE. THE LOCATION AND MOVEMENT OF THE SPRINGS, SHOCK ABSORBERS, STEERING LINKAGES, AND ASSOCIATED COMPONENTS HAVE TO BE TAKEN INTO CONSIDERATION WHEN DETERMINING THE LOCATION. ATTACH THE REAR FRAME ATTACHING BRACKETS TO FRAME BY DRILLING TWO 5/8" HOLES THRU EACH FRAME RAIL. FASTEN USING FOUR 5/8 X 1-1/2 CAPSCREWS (10) (FOR OPEN CHANNEL FRAMES) OR FOUR 5/8 X 5 (NC) CAPSCREWS(9) (FOR BOX CHANNEL FRAMES), LOCKWASHERS (12), NUTS(11), AND FLATWASHERS (13) IF NECESSARY.
- B.** ATTACH REAR PUSHBARS (7) TO REAR FRAME ATTACHING BARS (6) USING TWO 3/4 X 2-1/2 (NC) CAPSCREWS (14), LOCKWASHERS (16) AND NUTS (15). HOLD PUSHBARS WITH ATTACHED BRACKET BARS IN DESIRED LOCATION AND TACK WELD BRACKET BARS TO REAR FRAME ATTACHING ANGLE.
- C.** ASSEMBLE CONNECTING PINS(22) TO PUSHANGLE(1). FIRST INSERT SPRINGS (24) BETWEEN TWO INNER EARS ON EACH SIDE OF PUSHANGLE. THEN, INSERT CONNECTING PIN(23) THROUGH ALL THREE EARS WITH HANDLE OF PIN TOWARDS THE CENTER OF THE PUSHANGLE. LEAVING THE HOLE IN THE PIN BETWEEN THE INNER TWO EARS, PULL BACK ON SPRING AND INSTALL THE COTTER PIN (25).
- D.** MEASURE THE DISTANCE BETWEEN THE REAR PUSHBARS TO DETERMINE THE WIDTH OF THE PUSH ASSEMBLY. NOTE: PUSH ASSEMBLY CONSISTS OF THE TWO PUSHPLATES (2,3), PUSHANGLE (1) AND HEADGEAR. THESE PARTS CAN BE ASSEMBLED IN ANY WIDTH FROM 27" TO 37". ASSEMBLE PUSH ASSEMBLY TO DESIRED WIDTH BY CENTERING AND TACK WELDING THE PUSHANGLE TO THE ANGLE BRACKETS OF THE PUSHPLATES. PLACE AND CENTER THE HEADGEAR ONTO THE FRONT ANGLES OF THE PUSHPLATES. DRILL TWO 1/2" HOLES THROUGH THE FRONT ANGLES. FASTEN USING TWO 1/2 X 1-1/2 (NC) CAPSCREWS (18), LOCKWASHERS (20) AND NUTS (19).
- E.** BLOCK UP ASSEMBLED PUSH ASSEMBLY UNDER VEHICLE SO THAT THE CENTER OF THE A-FRAME ATTACHING HOLES IN THE PUSHANGLE EARS ARE FROM 10-3/4 TO 13-3/4 FROM THE GROUND. BE SURE THE PUSHANGLE AND THE HEADGEAR ARE LEVEL AND PLUMB.
- F.** THE FRONT ATTACHING ANGLES OF THE PUSHPLATES CAN NOW BE SECURELY ATTACHED TO THE FRONT BUMPER AND/OR FRAME USING THE TWO FRONT BUMPER ANGLES (5), THESE SHOULD BE SECURED TO THE BUMPER AND/OR BUMPER BRACKETS OR THE FRAME USING TWO 1/2 X 1-3/4 (NC) GR. 5 CAPSCREWS (17), LOCKWASHERS (20) AND NUTS (19) ON EACH SIDE. IF NECESSARY, 1/2" FLATWASHERS (21) CAN BE USED AS SHIMS BETWEEN THE BUMPER AND THE BUMPER ANGLE BRACKET. TACK WELD THE BUMPER ANGLE BRACKET TO THE ATTACHING ANGLES OF THE PUSHPLATES.
- G.** ATTACH THE HEADGEAR BRACES (8) TO THE HEADGEAR USING TWO 5/8 X 1-1/2 (NC) CAPSCREWS (10), LOCKWASHERS (12) AND NUTS (11). TACK WELD OTHER END OF THE BRACES TO THE TOP FRONT OF THE ATTACHING ANGLE OF EACH PUSHPLATE.
- H.** CUT REAR PUSHBARS TO LENGTH (IF NECESSARY) AND TACK WELD TO THE PUSHPLATES.
- I.** TIGHTEN ALL FASTENERS AND SECURELY WELD ALL PREVIOUSLY TACK WELDED JOINTS.