

Installation Instructions: Please retrieve installation instructions for your bumper at:

<http://www.exp-one.com/resources/installation-instructions/>

You can also request a copy via email by contacting us at: info@ExpeditionOne.biz or 801-627-2921 M-F 8am-5pm

Proper Care and Maintenance of your Powder Coat Finish

As part of the powder coat process, your product received a 5 stage powder coat process including a zinc wash and zinc primer. However, Salt, Magnesium Chloride, and all the other fun stuff put on icy winter roads (and the beach) will do a number on your finish. Please follow these guidelines in extending the life of your finish.

- 1. Keep it Clean!! Don't let salt and other elements work their magic...wash with regular water and soap regularly.** We don't recommend you drive your vehicle in places like the ocean either, but if you do...wash immediately!
2. When rust spots do show up or if you have damage to powder coat, clean them up and touch up the paint following the instructions below:

In the area that is damaged, remove any spots that have chipped or loose paint, and thoroughly clean away any rust until you are to powder coat with good adhesion to the bumper. If you have deep gouges in the steel, you may want to apply either Bondo or JB weld. If this is needed, be sure to remove all rust before applying. When ready, sand the repaired surface flat again to match the original surface. Now you can sand any edges (if there are any) between the original powder coat and the metal to gradually transition the undamaged power coat to the steel. This is done with 120 grit to 240 grit to insure a good smooth transition. if you desire, you can put some primer on the damaged area - we recommend that you brush it on so you don't get overspray on the powder coat. Since Rustoleum paint is designed to resist rust it can act as primer coat and the Rustoleum Textured Black is what we recommend for the build up and first coats. Using several thin layers of paint you will build up the damaged area to the same thickness as the powder coat. This may take several applications if damage was extensive. Try to prevent too much over spray on the powder coat. If too much spray paint builds up on the coat it may create ripples. If high spots occur you can use 240 grit or finer sand paper to sand it down until you have the height that matches the original powder coat. Use this for enough layers to get the texture and coverage that best matches your powder coat. The final layer of paint should overlap the existing powder coat feathering out onto the original powder coat to help insure that it matches without abrupt changes. If you feel the repaired area is a close enough match to the powder coat, you are finished. If you feel that the repair is too "textured" or not a close enough match, you can find an automotive/industrial paint supply that can mix a spray can using the code below. Then use the custom paint to get a better match. A very thin feathering with the custom paint should create a very nice blend between the powder coat and repair paint.

NOTES: • Be sure to adequately protect your vehicle. • Work in an area with plenty of light and ventilation, but without wind or anything to create dust. • Don't paint until all traces of rust have been meticulously removed and surface is smooth. • Go Slow. Spray in thin even coats. Never get paint can closer to bumper than 12 inches. • Start about 18

inches out and slowly move in to optimal distance. (no closer than 12 inches) • Avoid paint runs and excessive overspray onto the powder coat. • Patience will help provide the best results.

Textured Black Powder Coat to Custom Match Spray Paint Code:

NOTE: This code is for large quantity and has to be converted for a spray can. Snap Black Court Black - H Oz= 1.0 DMR490 24.6 24.6 DMR401 .6 25.2 PRL95 .3 25.5 DXR495 .6 26.1 DX685 4.9 31.1

Proper Care and Maintenance of your Tire Carrier System

1. Re-tighten your coupling unit after a period of time or after a good off-road trip. Looseness in your hub assembly or seizing of your carrier may be a sign you need to replace your bearings or that the 1” nyloc nut in under the cap in your hub assembly has come loose and needs to be tightened.

- 1. Always be sure to use the anti-seize when installing and re-installing your hub cover**, otherwise removal will be very difficult! Remove your hub cover and check inside your hub assembly regularly. If you live in a dry climate and off-road a “standard” amount, we would recommend you check your hub assembly at least once per year. If you live in a wet climate, humid climate, or a climate with extremes, we would recommend you check your hub assembly quarterly or with season changes. Climates with heavy salt content are some the harshest conditions on your components and may need to be checked more frequently.

When installing and/or re-installing bearings be sure to use a white lithium marine-style grease for best results.

Once you have removed the cap, check the grease. Bad grease will be black or have lost most of its original color, will show signs of moisture, and/or will have become “chunky”. If this is the case, remove your bearings and re-grease them.

Check your bearings. The bearing cage can become corroded over time and break. Looseness or seizing in your hub and carrier assembly may be a sign that you need to replace your bearings.

Races generally do not need to be replaced unless you can see they have broken or are heavily corroded. Races can be knocked out and replaced if/when needed.

1. Replacement parts. You can purchase a rebuild kit directly from us at Expedition One, however you can also find most of your hub assembly components at your local automotive/hardware store. Replacement part #'s can be found below for your convenience:

Grease Seal: 37502250

Grease: Any marine-grade lithium grease

Large Bearing: 102949
Lower Race: 102910
Small Bearing: 15123
Upper Race: 15245