

INSTALLATION INSTRUCTIONS AND PARTS LIST

FOR MOUNTING 401524/571524 GRIP STEPS/MEGA-OMEGA STEPS,
LONG/SHORT, 2015-NEWER FORD TRANSIT VANS.

READ INSTRUCTIONS COMPLETELY AND CHECK TO MAKE SURE THAT ALL REQUIRED PARTS
(LISTED ON SERVICE PARTS LIST) ARE ON HAND BEFORE STARTING THE INSTALLATION.

PASSENGER SIDE INSTALLATION

1. MEASURE FROM THE REAR OF THE FRONT FENDER OPENING, AND MARK THE PINCH WELD FOR DRILLING THE FRONT HOLE OF EACH BRACKET AS SHOWN IN FIG. 3. AND THE REAR HOLE OF EACH BRACKET, REAR HOLE DISTANCE IS 3" FROM THE FRONT HOLE ON THE FIRST 4 BRACKETS, AND 1-1/4" ON THE 5TH REAR MOST BRACKET.
2. DRILL 11/32" HOLE IN EACH OF THE LOCATIONS MARKED OUT ON THE PINCHWELD.

NOTE: SLIDE A FLAT PIECE OF METAL SUCH AS A PUTTY KNIFE BETWEEN THE PINCHWELD, AND THE PLASTIC ROCKER MOLDING, TO AVOID DAMAGING MOLDING DURING DRILLING.

3. INSTALL BOLT PLATE RETAINERS (ITEM #4, 5) AND 5/16-18 X 1" CARRIAGE BOLTS (ITEM #6) BETWEEN THE ROCKER MOLDING, AND THE PINCHWELD, WITH CARRIAGE BOLTS GOING THROUGH THE HOLES DRILLED IN THE PINCHWELD.

NOTE: IT MAY BE NECESSARY TO RELEASE THE LOWER CLIPS OF THE ROCKER MOLDING, TO ALLOW IT TO BE PULLED BACK ENOUGH TO GET CARRIAGE BOLTS AND RETAINER PLATES INSTALLED.

4. PLACE BRACKETS (ITEM #1, 2, 3) UP TO ROCKER, AND FASTEN TO THE 5/16-18 X 1" CARRIAGE BOLTS (ITEM #6) THAT YOU'VE ALREADY PUT THROUGH THE PINCHWELD, USING THE 5/16-18 SERRATED FLANGE NUTS (ITEM #7). LEAVE THESE FASTENERS FINGER TIGHT AT THIS TIME. **SEE FIG. 1 FOR PROPER BRACKET LOCATIONS.**
5. IN THE TOP HOLES OF EACH BRACKET DRILL A 17/64" HOLE THROUGH THE SHEET METAL OF THE ROCKER PANEL, AS SHOWN IN FIG. 1.
6. INSTALL THE 5/16-18 X 1" THREAD CUTTING BOLT (ITEM #8), AND THE 5/16" LOCK WASHER (ITEM #9) INTO EACH OF THE 17/64" HOLES THAT WERE DRILLED. TIGHTEN TO 10 LB. FT.

NOTE: DUE NOT TIGHTEN THE 5/16-18 X 1" THREAD CUTTING BOLTS (ITEM #8) TO MORE THAN 10 LB. FT. OF TORQUE. OVER TORQUEING THESE WILL RESULT IN STRIPPING OUT THE ROCKER PANEL.

7. TIGHTEN ALL REMAINING 5/16-18 FASTENERS 19 LB. FT.

DRIVERS SIDE INSTALLATION

1. REPEAT STEPS 1 THROUGH 7, USING EXPLODED VIEWS **FIG. 2** AND **FIG. 4**.

NOTE: DUE TO THE THICKNESS OF THE MATERIAL IN THE ROCKER PANEL FOR THE TOP 2 HOLES ON THE SECOND BRACKET BACK ON THE DRIVERS SIDE, YOU WILL NEED TO DRILL THOSE 2 HOLES WITH A 19/64" BIT.

2. ATTACHING THE STEP ASSEMBLY:
PLEASE REVIEW THE INSTALLATION INSTRUCTIONS THAT ARE INCLUDED IN YOUR STEP ASSEMBLY FOR SPECIFIC DETAILS.



1200 E. Birch St.

Brandon, SD 57005

REV A 15APR15
552585 SHEET 1 OF 6 07OCT14

INSTALLATION INSTRUCTIONS AND PARTS LIST

SERVICE PARTS LIST

ITEM	PART NO.	QTY	DESCRIPTION
1	552580	4	MTG-BRKT, FRNT, LH/RH, GRIP STEP
1	552608	4	MTG-BRKT, FRNT, LH/RH, MEGA STEP
2	552581	2	MTG-BRKT, MIDDLE, LH/RH, GRIP STEP
2	552609	2	MTG-BRKT, MIDDLE, LH/RH, MEGA STEP
3	552582	1	MTG-BRKT, REAR, LH/RH, GRIP STEP
3	552610	1	MTG-BRKT, REAR, LH/RH, MEGA STEP
4	552611	6	BOLT-RETAINER PLATE, FRONT, ZP, 401525
5	552612	1	BOLT-RETAINER PLATE, REAR, ZP, 401525
6	108683	14	BLT-CRG, 5/16-18 X 1, SST
7	102680	14	SRRTD FLNG-NUT, 5/16-18, SST
8	109177	14	THRD CTTNG-SCRW, 5/16-18 X 1, ZP
9	100030	14	WASHER-LK, 5/16, ZP
10	552616	1	MTG-BRKT, LH, AC, 401525
10	552617	1	MTG-BRKT, LH, AC, 571525



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REV A 15APR15
552585 SHEET 2 OF 6 07OCT14

SERVICE PARTS LIST

BRACKET NO. - 401524
571524

FIG. 1

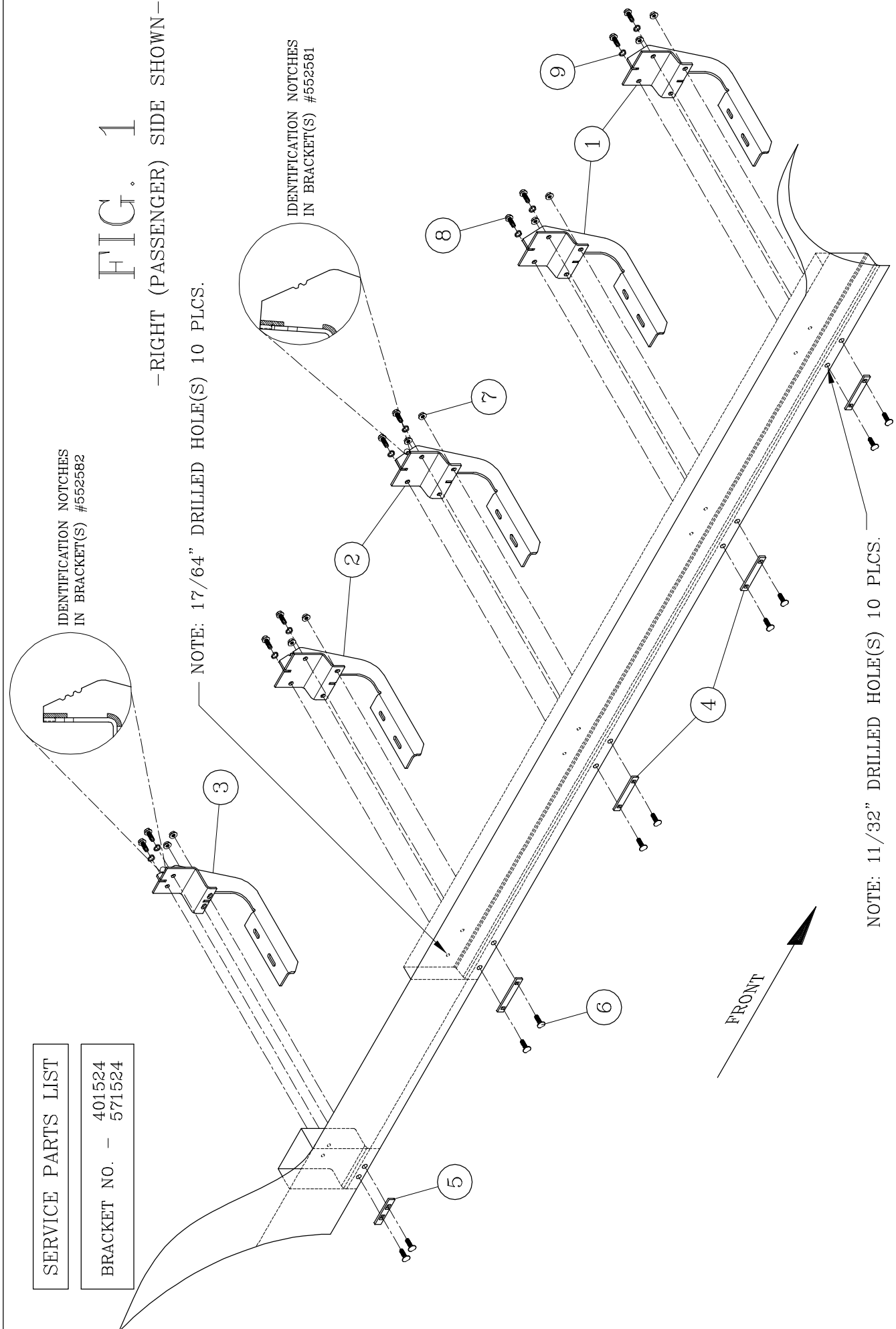
-RIGHT (PASSENGER) SIDE SHOWN-

NOTE: 17/64" DRILLED HOLE(S) 10 PLCS.

NOTE: 11/32" DRILLED HOLE(S) 10 PLCS.

IDENTIFICATION NOTCHES
IN BRACKET(S) #552581

IDENTIFICATION NOTCHES
IN BRACKET(S) #552582



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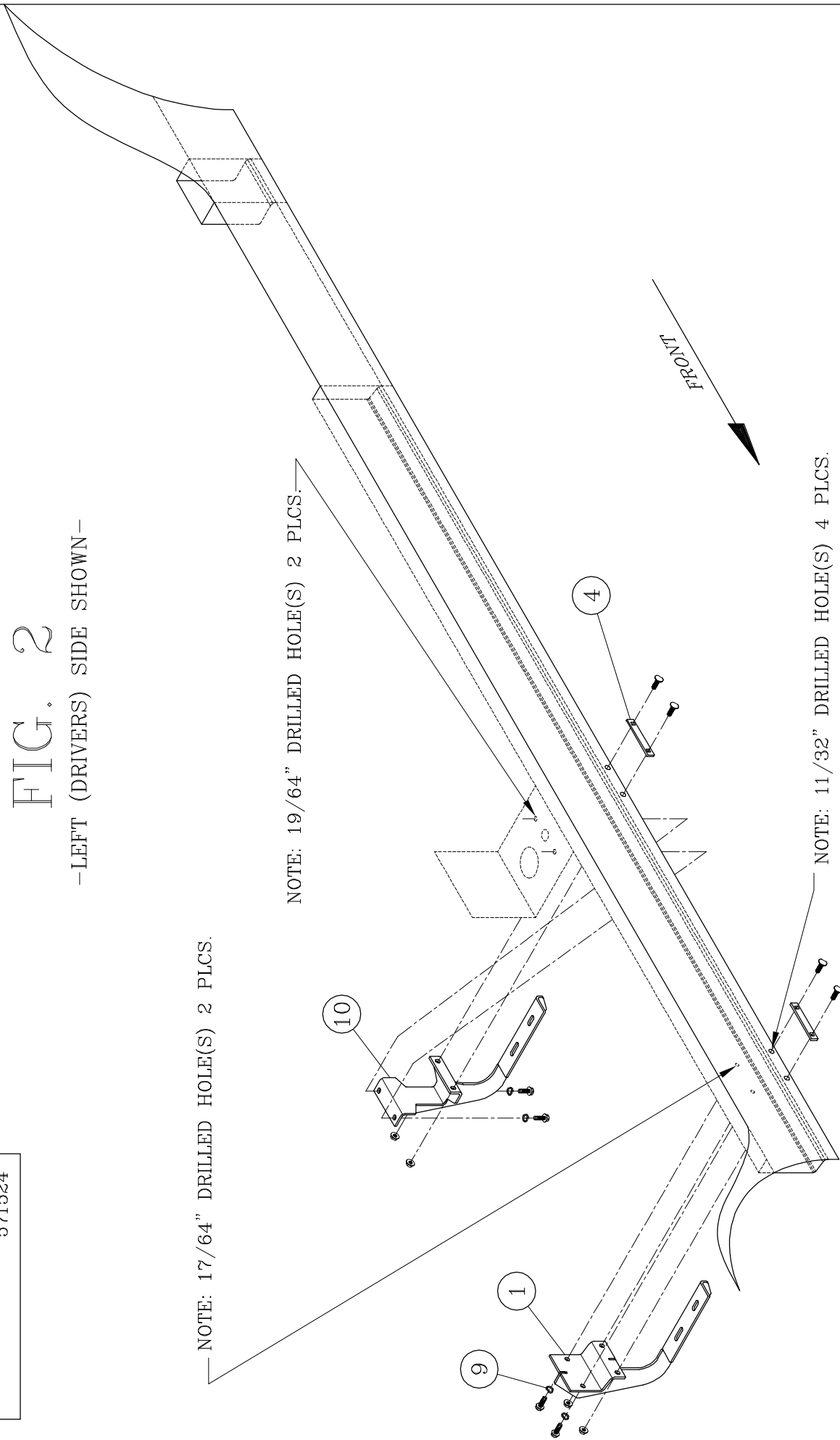
FIG. 2

-LEFT (DRIVERS) SIDE SHOWN-

NOTE: 17/64" DRILLED HOLE(S) 2 PLCS.

NOTE: 19/64" DRILLED HOLE(S) 2 PLCS.

NOTE: 11/32" DRILLED HOLE(S) 4 PLCS.



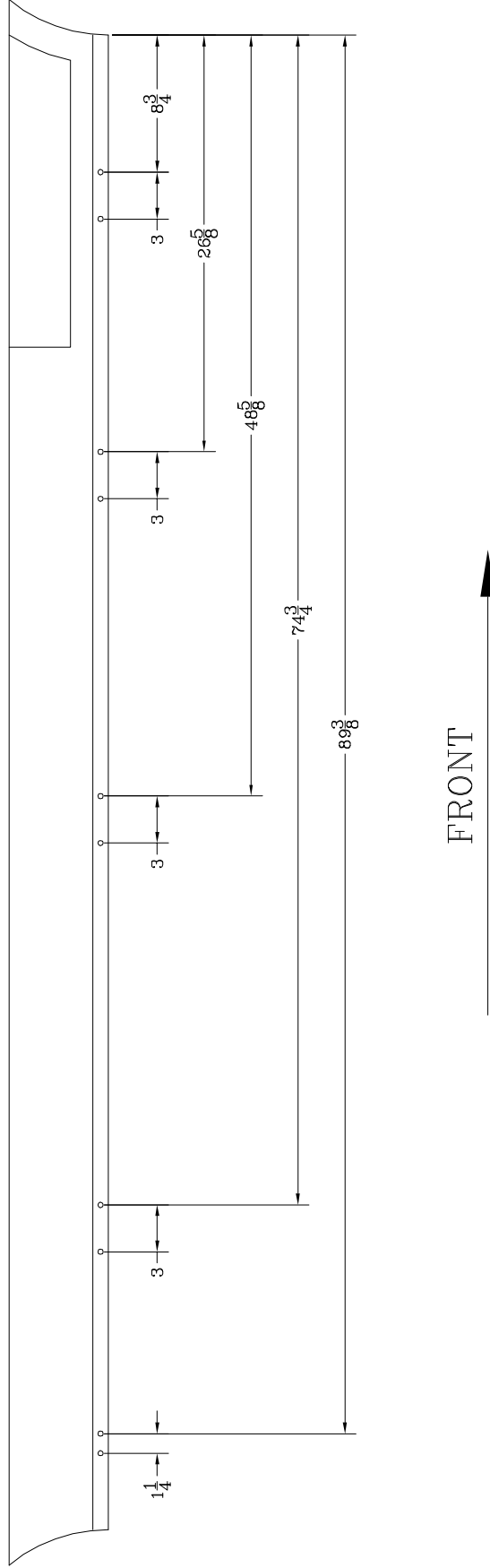
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SERVICE PARTS LIST

BRACKET NO. - 401524
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FIG. 3
RIGHT (PASSENGER SIDE)

NOTE:
THESE DIMENSIONS MAY NEED TO BE ADJUSTED FORWARD, OR BACKWARD
TO AVOID DRILLING THROUGH SPOT WELDS IN THE PINCH SEAM.



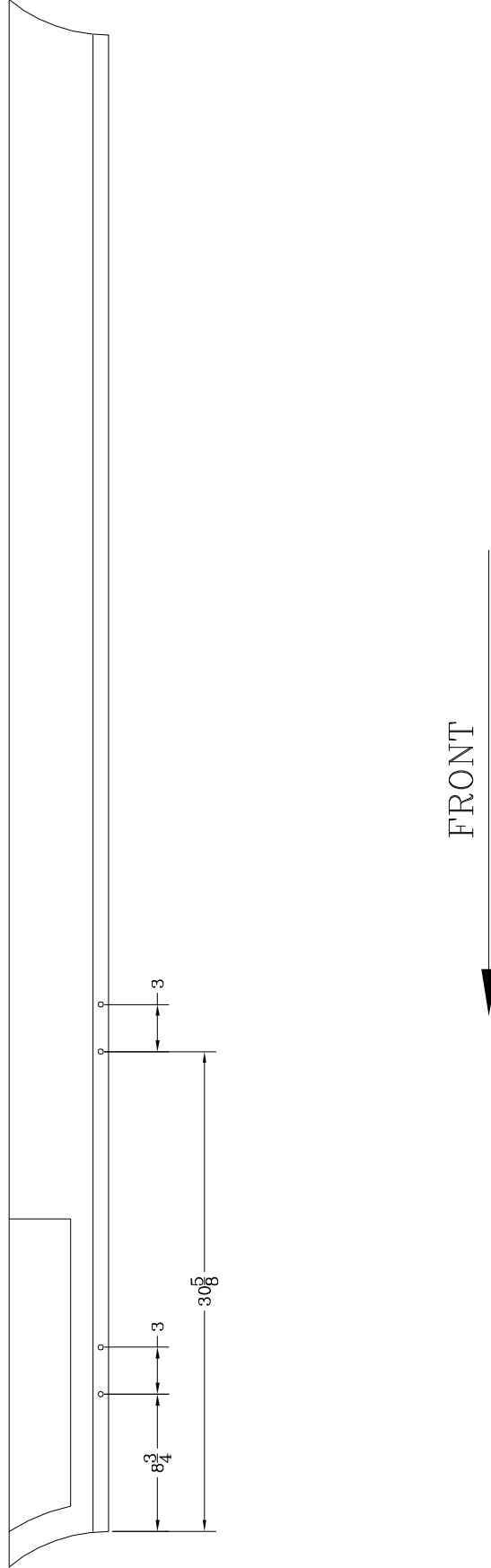
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SERVICE PARTS LIST

BRACKET NO. - 401524
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FIG. 4
LEFT (DRIVERS SIDE)

NOTE:
THESE DIMENSIONS MAY NEED TO BE ADJUSTED FORWARD, OR BACKWARD
TO AVOID DRILLING THROUGH SPOT WELDS IN THE PINCH SEAM.



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