

FITTING INSTRUCTION

RV4248

Batch 000000

Rover 45 4dr Saloon & MG ZS 4dr Saloon

Type Approval Number e11 00-5518

COMPONENTS

| ITEM | QTY | DESCRIPTION |
|------|-----|--------------------------------------|
| A | 1 | Towbar |
| B | 2 | Towbar Neck Profile (LH & RH) |
| C | 2 | Side Angles (LH & RH) |
| D | 1 | Bracing Strap |
| E | 2 | Boot Spreader Plates (LH & RH) |
| F | 1 | Spacer Plate |
| G | 1 | M12 Rectangular Washer (70mm x 40mm) |

BOLT PACK

| ITEM | QTY | DESCRIPTION |
|------|-----|--|
| H | 2 | M16 x 60 Bolts, Nuts & Washers |
| I | 2 | M12 x 85 Bolts & Nyloc Nuts |
| J | 2 | M12 x 50 Bolts & Nyloc Nuts |
| K | 4 | M10 x 100 Bolts, Nuts & Washers |
| L | 8 | M10 x 35 Bolts, Nuts & Washers |
| M | 4 | M10 x 35 Bolts, Washers & 2 Nuts |
| N | 4 | Spacer Tubes – 17mm o/d x 65mm long |
| O | 1 | Spacer Tube – 34mm o/d x 12mm long |
| P | 4 | M10 H.D. Washer - 40mm o/d x 5mm Thick |
| Q | 8 | M10 H.D. Washer - 30mm o/d x 5mm Thick |
| R | 4 | M10 Washer - 21mm o/d x 2mm Thick |

FITTING PROCEDURE

- ⇒ Remove the bumper (Two plastic plugs on the lower edge, five plastic plugs on the top edge, one screw at the tip each side, disconnect number plate lights and reversing sensors (If fitted)). Cut bumper as shown below.
- ⇒ Temporarily remove the two impact absorbers from the end of the chassis.
- ⇒ Insert side angles (C) (LH & RH) fully into the chassis. Very loosely attach towbar (A) (through the small existing holes in the bottom of the chassis) to side angles (C) using bolts (M) with washers (R) under the bolt heads.
- ⇒ Remove boot floor covering. Through the existing holes in the base of the chassis drill up through the boot floor for bolts (K) (Note: It may be necessary to release the exhaust from its rearmost hanger to achieve this). Place boot spreader plates (E) (LH & RH) on the boot floor, mark around and remove underseal/mastic to allow the plates to seat correctly. Open up holes just drilled to just accept spacer tubes (N). Insert spacer tubes (N) into the chassis and loosely attach boot spreader plates (E) to side angles (C) / chassis using bolts (K) with heavy duty washers (P) under the chassis.
- ⇒ Using spreader plates (E) as templates drill at 11mm diameter for bolts (L) and attach using bolts (L) with heavy duty washers (Q) underneath.
- ⇒ Replace impact absorbers to the ends of the chassis rails. Reattach the bumper.
- ⇒ Attach towbar neck profiles (B) (LH & RH), spacer plate (F) and bracing strap (D) to towbar (A) with bolts (I). Attach towbar neck profiles with bolt (J). Attach bracing strap to towing eye using bolt (J), spacer tube (O) inside and rectangular washer (G).
- ⇒ Tighten all bolts (Attach coupling to faceplate prior to tightening). Re-hang exhaust onto its hanger. Replace boot floor covering.

When fitting this towbar to a vehicle requiring a type approved towbar, a type approved towball with 'D' and 'S' values which match or exceed those of the towbar must be fitted. The horizontal distance from the towbar faceplate to the centre of the ball must not exceed 76mm. The vertical distance from the centre of the towball holes to the centre of the ball must not exceed 75mm.

TIGHTEN ALL BOLTS

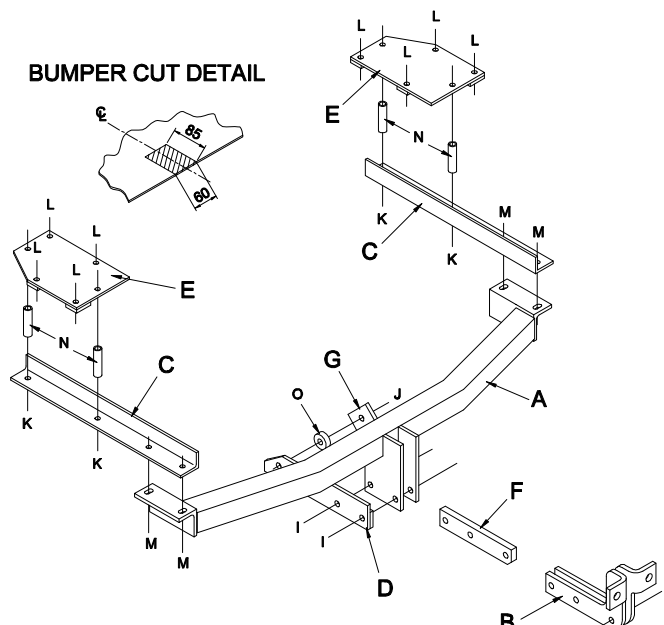
TORQUE SETTINGS

ISO Coarse Pitch M8=29Nm, M10=58Nm, M12=102Nm, M16=252Nm
ISO Fine Pitch M8=31Nm, M10=61Nm, M12=111Nm

THE VEHICLE MANUFACTURER'S SPECIFICATION FOR THE TRAILER WEIGHT AND NOSE LOAD LIMITS MUST BE OBSERVED.

FITTING DIAGRAM

BUMPER CUT DETAIL



IMPORTANT PRODUCT INFORMATION & GUARANTEE

(TO BE RETAINED WITH THE VEHICLE AND PASSED TO SUBSEQUENT OWNERS)

Thank you for purchasing a PCT Automotive product. Please read the following information carefully before fitting or using your PCT Automotive product.

GUARANTEE

We shall free of charge either repair or at our option replace defective goods where the defects appear

- i. if the goods are a towbar manufactured by us, during the economic lifetime of the vehicle it was first fitted to
- ii. in the case of all other products manufactured by us, within 3 years following the date of your order

PROVIDED THAT (in each case) such defects shall be found to our reasonable satisfaction to have arisen substantially from our faulty design, workmanship or materials and have not arisen by reason of a failure to follow our instructions (whether written or oral), any modification, misuse, neglect or interference with the installation, any damage or abuse to the goods or vehicle by impact or vandalism or by a failure to carry out reasonable inspection, maintenance and/or adjustment.

At all times, the above guarantee is subject to our standard terms and conditions of sale a copy of which is available upon request from our offices.

TOWING LIMITS

Our towbars have been designed for towing up to the vehicle manufacturer's maximum recommended trailer weight and nose load limits for your model. Towing with gross weights above that recommended at any time will invalidate the guarantee and cancel any liability for damage. Towing a twin axle trailer, towing over rough ground or using a bicycle/motorcycle carrier, etc, exerts extreme loads on a towbar and extra care should be taken in these situations not to exceed the vehicle manufacturer's maximum recommended limits.

PRODUCT IDENTIFICATION MARK

Your product carries a product identification mark. This mark carries important product and batch code information and if the product is type approved it also carries the type approval details which are required by law. Under no circumstances should this mark be defaced, removed or damaged.

INSTALLATION, INSPECTION, MAINTENANCE AND ADJUSTMENT

GENERAL INSTALLATION

- ⇒ Products should only be fitted by competent persons.
- ⇒ Read the product fitting instructions carefully and check all components are included in the fitting kit before commencing installation.
- ⇒ Check vehicle for corrosion and/or accident damage. Towbars should not be fitted to any vehicle suffering from corrosion or accident damage or which is not in a roadworthy condition.
- ⇒ Clean off all road dirt, underseal and sound deadening mastic where parts are to fit to ensure correct seating of all components.
- ⇒ Bumper cut information is given as a guide only. Variations in models may occur therefore the fitter should always check that the bumper cut is necessary and of the correct size and shape before commencing with the cut.
- ⇒ All drilling swarf should be removed from the vehicle and all holes drilled in the vehicle should be treated with an appropriate rust inhibitor.
- ⇒ Do not fully tighten bolts before towbar is completely fitted unless instructed to do so in the fitting instruction, this will allow some variances to be overcome before final tightening of bolts.

PAINT & CORROSION

Towbars manufactured by PCT Automotive undergo a phosphate chemical pre-treatment prior to an epoxy/polyester powder coat finish being applied. For long lasting good looks and in order to prevent corrosion the towbar should be regularly inspected for paint damage and wherever necessary re-painted in an appropriate finishing paint or underseal. The vehicle should also be regularly checked for any corrosion that could affect the towbar installation. Towbars should not be used on any vehicle suffering from corrosion that could affect the towbar installation.

BOLTS

All towbar fixing bolts should be checked initially after the first 300 towing miles and then every 3,000 towing miles or to coincide with the vehicle manufacturer's recommended service intervals, whichever is the sooner, and should be tightened using an appropriate torque wrench to the settings specified in the towbar fitting instruction.

ELECTRICAL INSTALLATION, TEST/COMMISSIONING AND MAINTENANCE

Failure to comply with the following instructions may cause damage to the towing vehicle's wiring loom and/or towing electrics installation.

Where displacement tap connectors e.g. Scotchloks, are the preferred method of connection, always use the correct colour coded tap connector for the size of cable to which it is to be connected. PCT Automotive's manufactured relays with integral cables should be connected using red tap connectors (0.5mm² to 1mm², conductor cross sectional area).

After installation of the 12N/12S sockets, prior to testing, a water displacement agent e.g. WD40 should be applied into the rear connection void through the water drain hole at the bottom of the sockets and also into the front pins under the socket flap. This socket maintenance should be carried out at least twice a year in the spring and autumn.

The towing electrics test procedure must be undertaken with the engine running. If any of the towing relays fail to function correctly, with the engine running and no other vehicle electrical systems turned on, check that the voltage across the vehicle's battery is between 13V and 14V approx, if this voltage is not correct, check the condition of the vehicle's battery/alternator.

Always ensure that the trailer/caravan/lighting board's own electrical systems are installed and functioning correctly before coupling to the vehicle's 12N/12S sockets.

Every six months (spring and autumn recommended) the battery and alternator of the vehicle should be checked to determine correct electrical functioning. All connections of the electrical installation including the earth should be checked for mechanical soundness and electrical quality. Plugs, sockets, relays and fixings should be checked for water ingress, mechanical soundness, electrical quality and general wear and tear.

Please complete the following information to validate the guarantee and for future reference.

VEHICLE OWNER NAME & ADDRESS:

VEHICLE MAKE & MODEL:

VEHICLE REGISTRATION NUMBER:

FITTER NAME & ADDRESS:

DATE TOWBAR FITTED:

If you have any comments or suggestions about the PCT Automotive product fitted to your vehicle, please address them to
PCT Automotive, Holbrook Industrial Estate, Sheffield S20 3GH or email techsupport@pctautomotive.com
Your comments will help us in our aim to continually upgrade our products to meet the high standards expected by our customers.