

MUD-UK Bulkhead Removal Bar Fitting Instructions



Land Rover Solutions

Tel: 01422-847704

www.mudstuff.co.uk

This kit should comprise the following items:

1 x Bulkhead Removal Bar
1 x Angle section finishing strip
2 x End plates
2 x Socket head fasteners and 2 washers
Rivets

Tools Required:

Drill
10mm or 3/8th drill bit
3/16th or 4.8mm drill bit
Clamping device
Riveting tool
5mm Allen Key

To cut the bulkhead we recommend using a jigsaw/nibbler/reciprocating saw or cutting disc. A grinding disc is useful for trimming back the body capping and tidying up any rough-cut edges. Use a saw blade suitable for cutting aluminium.

Always use eye protection when using cutting tools.

Step 1.

Remove the front seat base cushions; slide seats as far forward as possible and fold seat backs forward. Removal of the centre seat or cubby box will make fitting easier; it is however, possible to install the bar without their removal.

If you're fitting the bulkhead bar at the same time as fitting a pair of MUD seat rails, remove the seat frames from the vehicle at this stage.

Cover up as much of the interior as possible with a dustsheet as the tiny shards of aluminium generated when cutting the bulkhead will get everywhere! Always use eye protection when using cutting tools.

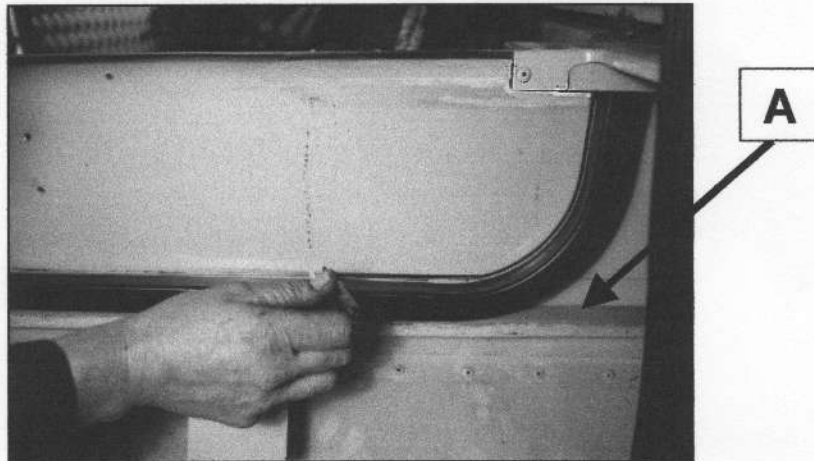
Step 2.

Remove the top capping from the central bulkhead by drilling out all of the rivets. These rivets secure two strengthening plates on the underside of the bulkhead top rail. The two strengthening plates are located at either end of the bulkhead top rail.



Step 3.

With the capping removed place the bulkhead removal bar on top of the raised rib that runs across the full width of the bulkhead behind the front seats arrowed A below.



Step 4.

Centralise the bar and mark a line around the **TOP/UPPER** edge of the bulkhead bar as illustrated above.

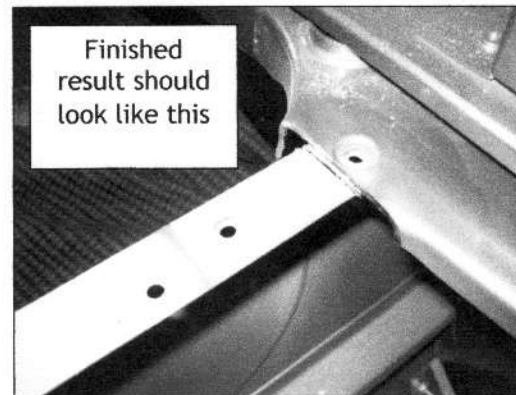
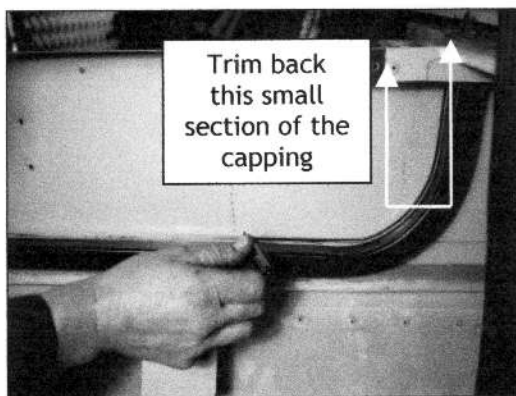
Remove the bulkhead bar. The section of the bulkhead panel above the line you've just marked is the section that needs to be cut away.

Step 5.

Cut away the bulkhead panel following the U-shaped cut-line you've just drawn. If you're using a jigsaw, remember to use the correct type of jigsaw blade suitable for cutting aluminium. Don't worry too much about getting an arrow straight line, as this cut edge will be hidden when you come to fit the finishing angle strip onto the main bulkhead bar. NOTE: Always wear eye protection when cutting aluminium.

Step 6.

Trim back the section of the front body corner capping in order that the capping does not protrude beyond the upright/vertical face of the bulkhead removal bar as arrowed in the pictures below. This cut can be made before cutting the bulkhead panel out as illustrated below right.

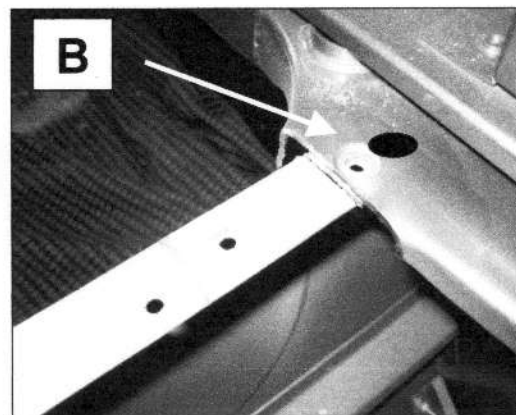
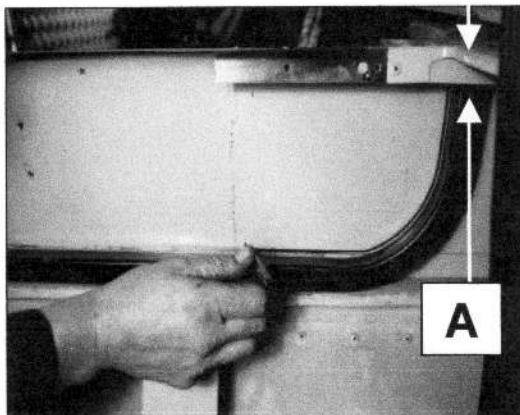


Step 7.

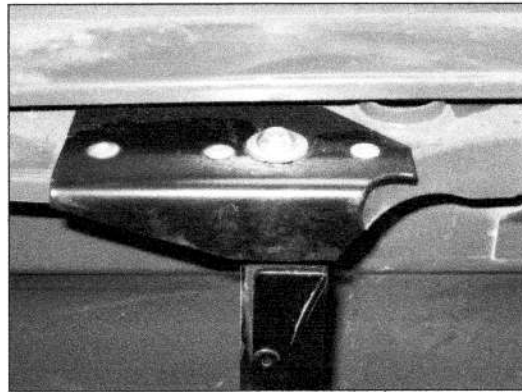
With the bulkhead cut away, you now need to mark the positions for the boltholes in the body capping. These holes need to align with the large hole in the end plate when positioned on top of the capping. This is the tricky part...!

We recommend marking a line on each upright leg of the bulkhead bar as per arrow **A** below. Centralise the bulkhead bar and use the marked line as a indicator for where to mark the position for the bolthole on the body capping. The bolthole should be just off the edge of the rivet hole as illustrated by **B** below.

Drill the capping using the 10mm drill. Bolt the end plates down into bulkhead bar with the fasteners supplied and then secure using the three rivets in each end plate.



The end plates are fitted as per the photo below. The end of the plate with the two rivets goes toward the front of the vehicle.



Rear of car

Note: Factory Station-Wagon models fitted with side window trim panels may require some minor trimming in their front corners to aid fitting of the bolts that secure the end plates into the bulkhead bar. Alternatively you may wish to remove the side panel completely to access the bolts.

Step 8.

The angle-finishing strip can now be placed over the bulkhead bar from the rear of the car so that it covers the rough-cut edge. To get a snug fit between the bulkhead bar and the finishing strip clamp the two together using small off cuts of timber or similar to protect the powder coating. With the two sections clamped together, work along the bar, drilling into the bulkhead bar through the holes in the finishing strip and rivet each hole in turn. Use a good drill bit since the steel box section is tough.

To conceal the rivet heads, you may wish to touch them in using a small paintbrush with satin black paint.

Why not compliment your new bulkhead removal bar with a pair of MUD Rails? These simple to install seat-mounting rails provide extra rearward travel to offer front seat occupants a greater degree of comfort and legroom. Ideal for taller drivers and owners of later model Defenders where footwell space and legroom space is further restricted.

