



MITS ALLOY SERVICE BODY INSTALLATION

**FORD RANGER SUPER DUTY P703SD – DUAL CAB
- 2025 TO CURRENT**



Page 1 of 27

WARNING

- This product must be installed as per the instructions, using supplied hardware and parts.
- The recommended tooling and PPE are to be used.
- This installation may require the use of specialized tools.
- It is recommended that this product is to be installed by trained personnel.
- Do not modify the installation in any way unless authorized by a MITS team member.
- If any components are damaged, contact MITS ALLOY before any modifications or fixes can be made.
- Always follow the recommended torque specs when using fasteners.
- During the installation, ensure the procedure is always followed accurately.
- Work safely

GENERAL CARE + MAINTAINENCE

By purchasing a MITS ALLOY tray package, you have gained one of the best aluminium tray and canopy packages in the market for your 4WD. This is a high-quality product that is important it is kept in good condition to be as reliable as possible for your next adventure. To keep this product in its original condition it is important to maintain and follow the following recommendations.



- Check all accessories are fitted tightly with no rattles or loose components.
- Ensure witness marks are evident on bolts and hardware is torqued to spec.
- Ensure all electrical systems are functioning correctly.
- Ensure there are no damaged components that could cause further issues.
- Ensure wiring is secured neatly
- Ensure fueling components are secured and functioning.

If any issues occur, contact your local MITS ALLOY or ARB store. Likewise, you can contact your local store for a quote to have your product serviced.

REQUIREMENTS

SAFETY

HAVE SAFETY ITEMS AND PPE READILY AVAILABLE:

SAFETY GLASSES	
HEARING PROTECTION	
STEELCAP BOOTS	
GLOVES	
HI-VIS CLOTHING	

TORQUE SPECIFICATIONS

FASTENER TORQUE SETTINGS:

SIZE	TORQUE Nm
M6	9Nm
M8	22Nm
M10	44Nm
M12	77Nm

REQUIRED TOOLS

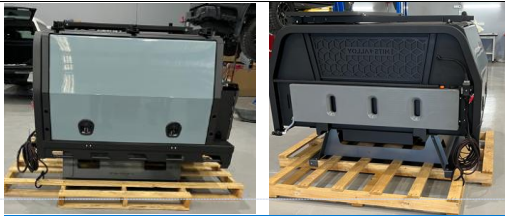
	CHECK
FLUSH CUTS	
BLADE / KNIFE	
BLACK PANTHERS / SCISSORS	
RATCHET	
SOCKETS / SPANNERS	
TORQUE WRENCH	
DRILL AND DRILL BITS	
IMPACT GUN	
WIRE STRIPPERS / CRIMPERS	
HEAT TORCH	
SOLDERING IRON AND SOLDER	
CABLE LUG CRIMPERS	
STEEL RULE AND PENCIL / PEN	
STEP DRILL	
SUPER GLUE / CABLE TIES / CABLE TIES HOLDERS	
PAINT PEN	
DEBURRER	
SCREWDRIVERS	

PARTS LIST

QTY	DESCRIPTION	PART NO.	CHECKED OFF
TRAY SPECIFICATIONS			
1	TRAY – 850H X 1765L X 1950W		
1	37-O” GUARDS – GUSSETED FRONT / INTERNAL LH		
1	37-O” GUARDS – GUSSETED FRONT / INTERNAL RH		
MOUNTS			
1	E2-F FRONT MOUNT		
2	E2-M MIDDLE MOUNT		
2	E2-R REAR MOUNT		
MUD GUARDS			
2	MIT S MUDFLAPS		
6	M6 X 20 SS SCREWS for MUDFLAPS		
6	M6 NYLOC NUT SS for MUDFLAPS		
UNIVERSAL MOUNTING KIT			
24	M10 X 25 BOLT ZINC		
24	M10 ZINC SPRING WASHERS		
16	3/8 x 1-1/2 x 16G ZINC FLAT		
8	3/8 x 1-1/2 x 16G ZINC FLAT		
20	M10 SS SPRING NUTS		
16	M10 X 30 BOLT ZINC 8.8		
16	M10 ZINC NYLOC NUTS		
32	M10 HT ZINC WASHERS		
4	M6 X 16 SS BOLT		
4	M6 NYLOC NUT SS		
4	M6 SS FLAT WASHER		
4	M6 NYLON WASHER		
2	M12 X 40 1.25 PITCH (FINE) 10.9 ZINC BOLT		
8	M12 X 1.75 X 50 (COURSE) 10.9 ZINC BOLTS		

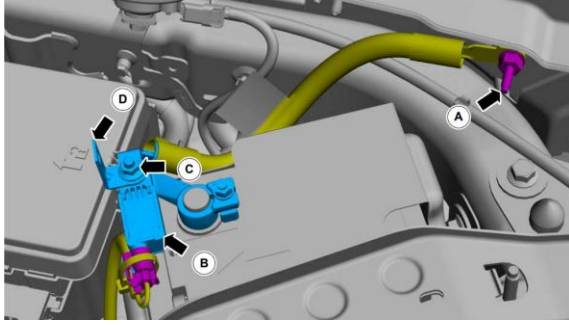


18	M12 HT ZINC WASHERS		
2	M12 ZINC SPRING WASHERS		
8	M12 X 1.75 NYLOC FLANGED NUT CLASS 8		
16	12MM X 50 X 6.0T WASHER SQUARE GALV		
4	M10 SS SPRING NUTS (EXTRA)		
FUEL HARDWARE			
1	SUPER DUTY DUAL CAB FUEL/ADBLUE FILLER		
6	M6 X 20mm SS BUTTON HEADS		
6	M6 SS NYLOC NUTS		
12	M6 SS FLAT WASHER		
1	38mm FUEL HOSE (FOR FACTORY HOSE PROTECTION)		
1	150MM LENGTH OF PINCH WELD		
2	19MM HOSE CLAMP		
1	5/8 th / 15.9MM X 200MM FUEL HOSE		
UNDER TRAY TOOL BOXES			
1	REAR BOX – 900 X 230 LH		
1	REAR BOX – 900 X 230 RH		
ELECTRICAL			
1 SET	NEXT GEN RANGER TAILLIGHT PATCH HARNESS PAIR	WH041	
PARTY PACK AND DOCUMENTATION			
1	STUBBY HOLDER, HAT, BOTTLE OPENER		
1	ELECTRICAL, SERVICE BODY INSTRUCTIONS, QA, INCOMING AND HANDOVER CHECKLIST		

INSTALLATION

		CHECK BOX
<ul style="list-style-type: none"> ENSURE WORK AREA IS TIDY TO COMPLETE WIRING 		
ENSURE A VISUAL INSPECTION OF THE VEHICLE AND THE PACKAGE HAS BEEN COMPLETED TO CHECK FOR ANY DAMAGE / ISSUES		
<ul style="list-style-type: none"> ENSURE THE VEHICLE INCOMING CHECKLIST HAS BEEN COMPLETED 	REFER TO INCOMING VEHICLE CHECKLIST	
<ul style="list-style-type: none"> ENSURE THE WORK BEING CONDUCTED FALLS WITHIN THE WEIGHT LIMITS OF THE VEHICLE. IF NOT, CAN WE COMPLETE THE WORK? HAS THE CUSTOMER BEEN NOTIFIED? 	HAS CUSTOMER SIGNED OFF THE REQUIREMENTS WITH SALES TEAM? ASSISTANCE WITH VEHICLE WEIGHTS CAN BE PROVIDED BY CONTACTING THE MITS ALLOY SALES OFFICE WHO CAN CONFIRM WEIGHT OF CANOPY /TRAY AND INCLUSIONS. IF VEHICLE HAS ALREADY BEEN MODIFIED PLEASE WEIGH THE VEHICLE TO CONFIRM IN SPEC PRIOR TO UNDERTAKING FURTHER WORK.	
<ul style="list-style-type: none"> IF THE VEHICLE IS FITTED WITH AFTERMARKET CARPET OR ALL WEATHER MATS IN THE DRIVERS FOOTWELL ENSURE THE FLOOR MATS ARE REMOVED FROM THE DRIVERS SIDE FOOTWELL 	(ARB ALL WEATHER MATS MAY REMAIN BUT CHECK THAT THEY ARE CLIPPED INTO THE RETAINING MOUNTS) DO NOT REINSTALL AFTERMARKET WEATHER MATS IN VEHICLE FOLLOWING COMPLETION OF WORK. ADVISE CUSTOMER THEIR MATS HAVE BEEN PLACED IN ANOTHER AREA OF VEHICLE.	

Commented [OL1]: @Michael Karageorgiou We haven't got Safety Culture implemented in ARB stores so I'm not sure how we can facilitate it. I think it's a great platform, but worried we can't rely on it today.

Commented [MK2R1]: good point we can remove reference to Safety Culture

<ul style="list-style-type: none"> • OPEN BONNET AND DISCONNECT NEGATIVE TERMINAL FROM STUD LOCATED INSIDE 		
<p>SUPER DUTY WITH STYLE SIDE BOX ONLY</p> <ul style="list-style-type: none"> • REMOVE THE TUB AND ALL THE NECESSARY WIRING HARNESSES AND SENSORS FOR FITMENT. (REVERSE CAMERA, BLIS, REVERSE SENSORS) - SET ASIDE 	<p><i>NOTE: FORD RANGER SUPER DUTY CHASSIS CAB HAS A DRIVER ASSISTANCE TECHNOLOGY REAR BAR (DAT BAR) WHICH HOUSES REVERSE SENSORS, REVERSE CAMERA AND CROSS TRAFFIC SENSORS. THEREFORE, NO ADJUSTMENT OR RELOCATION NEEDED IN THIS FITMENT UNLIKE OTHER VEHICLES.</i></p>	
<ul style="list-style-type: none"> • IF NEEDED CLEAN THE CHASSIS AND WIRING HARNESSES TO MAKE FOR A CLEANER FIT AND BETTER FINISHED PRODUCT FOR THE CUSTOMER 		
<ul style="list-style-type: none"> • REMOVE AND UNPLUG THE LIGHTS SUPPLIED WITH THE VEHICLE. 		

- FIT THE CHASSIS MOUNTS PROVIDED IN THE FITTING KIT USING THE SUPPLIED HARDWARE
- **NOTE:** E2-F = FRONT MOUNTS ([single piece, not shown in image](#))
 E2-M = MIDDLE MOUNTS
 E2-R = REAR MOUNTS

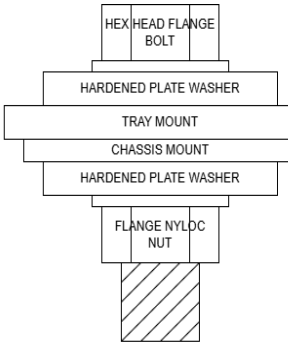

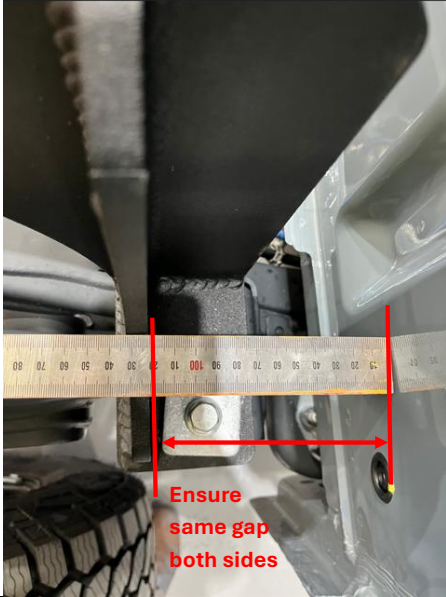



Commented [OL3]: NEED SUPER DUTY IMAGE HERE. OUR MOUNT NOT SHOWING WITH GALV WASHER INSTALLED



Commented [MK4]: Replace centre mount picture with version showing E2-M, not E1-M



<ul style="list-style-type: none"> USE THE HARDWARE AS FOLLOWS FOR ALL 6 MOUNTING LOCATIONS TO CHASSIS RAIL: <ul style="list-style-type: none"> 1x - M12x50mm COURSE THREAD FLANGE HEAD BOLT 2x - M12 HARDENED PLATE WASHERS 1x - M12 FLANGE HEAD NYLOC NUT 	 
<ul style="list-style-type: none"> POSITION THE FORWARD E2-F MOUNTING BRACKET AS REARWARD AS POSSIBLE ON THE FRONT CHASSIS MOUNT AND CHECK THE DISTANCE BETWEEN THE MOUNTING BRACKET AND THE CAB IS THE SAME ON BOTH SIDES. ONCE POSITIONED TIGHTEN TO SPEC. THE FRONT MOUNTING BRACKET (E2-F) WILL LOCATE THE TRAY/CANOPY IN POSITION. 	
<ul style="list-style-type: none"> SECURE THE E2-M and E2-R MOUNTS TO THE VEHICLE CHASSIS FINGER TIGHT SO MOUNTS CAN MOVE WHEN LOWERING TRAY. <p>NOTE: THERE MUST BE A MINIMUM GAP OF 1040mm BETWEEN EACH MOUNT ACROSS THE VEHICLE</p>	

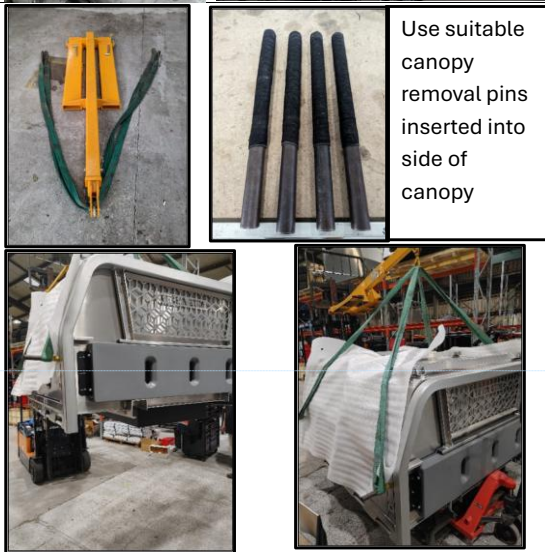
Commented [OL5]: NEED SUPER DUTY IMAGES HERE

- WITH MOUNTS FITTED, BEFORE TRAY IS INSTALLED ORIENTATE THE ADBLUE AND FUEL HOSES AS SHOWN IN IMAGE. ADBLUE BEHIND FRONT MOUNT, FUEL FILLER HOSE IN.FRONT OF E2-F MOUNT.
- **DO NOT INSTALL ADBLUE HOSES IN THE FRONT OF THE MOUNT.** THE HOSES WILL KINK AND DEFORM AND PREVENT THE SYSTEM FROM OPERATING PROPERLY.
- YOU CAN TWIST THE HOSE AT THE HOSE CONNECTIONS TO HELP REMOVE ANY KINKS



INSTALLING TRAY/CANOPY WITH JIB CRANE

- THE PACKAGE CAN NOW BE LIFTED ONTO THE VEHICLE. DEPENDING ON THE AVAILABILITY OF THE STORE, A JIB CRANE CAN BE USED ON A FORKLIFT. ENSURE THE DOORS OF THE CANOPY ARE PROTECTED BEFORE USING THE LIFTING STRAPS



Use suitable canopy removal pins inserted into side of canopy

Commented [MK6]: Can we add the option to lift the canopy/tray on a 2 poster hoist and roll the car underneath as most stores will not have a jib crane? They store can use wheel dollies to move car into position.

INSTALLING USING A 2 POST HOIST

- USING A FORKLIFT WITH SUITABLE LONG TINES, LOAD THE TRAY/CANOPY BETWEEN HOIST TO ALLOW HOIST ARMS TO PICK UP THE TRAY AT EACH CORNER
- ONCE CANOPY LOADED REMOVE THE TRANSPORT CRADLE AND REMOVE THE PALLET FROM UNDERNEATH
- CAREFULLY ROLL VEHICLE UNDER THE CANOPY ENSURING THE MOUNTING BRACKET ARE POSITIONED OUTBOARD OF THE TRAY STRUCTURAL RAILS (USE OF WHEEL DOLLEYS MAY ASSIST IN MANOEUVERING VEHICLE INTO POSITION)



ALTERNATIVE OPTION:

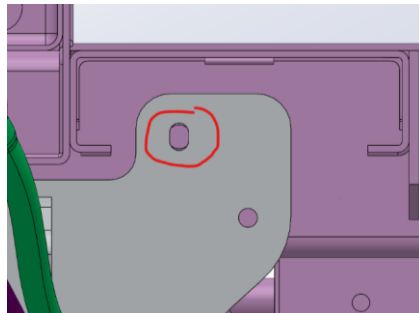
- LIFT PALLET WITH MITS PACKAGE ONTO 4 DOLLYS AND DRIVE INTO HOIST BAY. UNSCREW THE 3 BOLTS FROM METAL A FRAME AND LIFT TRAY PACKAGE UP WITH HOIST.



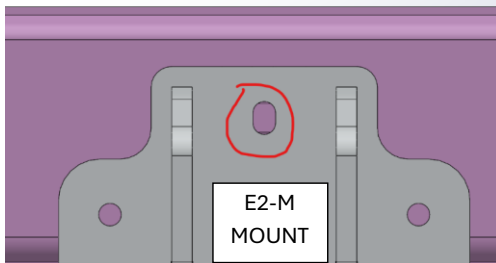
- THE FOREWARD/AFT POSITION OF THE CANOPY IS SET BY THE FRONT MOUNTING (E2-F) AND THIS SHOULD ALSO ESTABLISH THE LEFT/RIGHT POSITION OF THE CANOPY ALTHOUGH THIS WILL NEED TO BE CHECKED TO ENSURE THAT THE REAR OF CANOPY IS CENTRALLY POSITION LEFT TO RIGHT.
- CHECK THAT MINIMUM CLEARANCE OF 28MM IS PRESENT BETWEEN CABIN AND TRAY HEADBOARD.









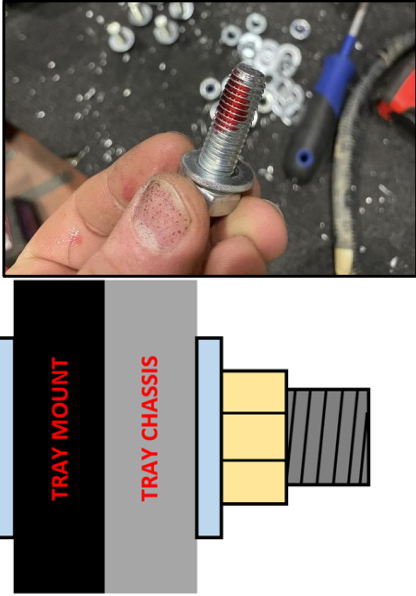
- USING THE FRONT MOUNTS HIGHEST HOLE (CIRCLED RED), LOCATE THE TRAY AND THE MOUNT, THIS WILL DETERMINE DISTANCE OFF THE VEHICLE CAB.
- INSTALL **M10 X 30, NYLOC NUTS AND FAST WASHERS** ON BOTH SIDES.





- USING THE MIDDLE MOUNTS HIGHEST HOLE (CIRCLED IN RED), INSTALL THE DESIGNATED HARDWARE.
- THIS NOW LOCATES THE TRAY SAFELY AND ENSURES THE TRAYS LOCATION IS CORRECT.



<ul style="list-style-type: none"> • USING THE STRAIGHT EDGE, PLACE IT FLUSH WITH THE HEADBOARD (ALTERNITIVELY YOU CAN CLAMP THIS TO THE HEADBOARD) AND FIND A POINT TO MEASURE OFF BOTH SIDES OF THE CHASSIS 		<p>Commented [OL7]: NOTE SURE WHAT THIS IS MEASURING? MAYBE WE CAN REMOVE AS LOCATING HOLE MAKES THIS REDUNDENT.</p>
<ul style="list-style-type: none"> • ENSURE BOTH SIDES OF THE CHASSIS ARE MEASURED FROM THE SAME POINT TO RECEIVE ACCURATE RESULTS 		
<ul style="list-style-type: none"> • WITH A SOFT MALLET, PUSH THE REAR INBOARD TO MEET THE FACE OF THE TRAY. • MANOUVRE EACH SIDE USING THE MALLET UNTIL BOTH SIDES MEASURE THE EXACT SAME SIDE TO SIDE ON THE STRAIGHT EDGE. • NOTE: THERE IS A 3mm TOLERANCE TOTAL FROM SIDE TO SIDE 		
<ul style="list-style-type: none"> • ONCE THE TRAY IS ALLIGNED, THE MOUNT BOLTS CAN BE INSTALLED AND TORQUED TO SPEC. NOTE: M12 BOLTS MUST BE TORQUED TO 77NM • ENSURE BOLTS ARE PAINT MARKED ON THE TOP AND BOTTOM AS UPPER MARKING MAY NOT BE EASILY SEEN DURING QC CHECK ONCE TOOLBOXES ARE INSTALLED 		<p>Commented [OL8]: Need image of mounts sitting on chassis</p>

		
<ul style="list-style-type: none"> REMAINING AVAILABLE HOLES IN THE MOUNTS NEED TO BE DRILLED. THERE WILL BE 7 HOLES PER SIDE. 		
<ul style="list-style-type: none"> USING A 10mm DRILL BIT, AND THE PILOT HOLES IN THE TOP OF THE MOUNT AS A GUIDE, DRILL EACH HOLE ONE BY ONE. ONCE ONE HOLE IS DRILLED, PLACE THE M10x30mm BOLT WITH HARDENED WASHERS AND A NYLOC NUT THROUGH THE HOLE TO PREVENT MOVEMENT. NOTE: BEFORE THESE BOLTS ARE FITTED ENSURE SUITABLE THREADLOCKER IS APPLIED TO THE BOLT 		

<ul style="list-style-type: none"> • BOLTS CAN BE TIGHTENED ONE BY ONE. ENSURE EACH ONE IS TORQED TO SPEC • NOTE: M10 HARDWARE MUST BE TORQED TO 44NM 		
<ul style="list-style-type: none"> • THIS STEP IS CRUCIAL! ENSURE EVERY BOLT IS WITNESS MARKED AS SOON AS IT IS TIGHTENED. TIGHTEN THEN MARK. • DO NOT MOVE ON TO ANY OTHER STEPS UNTIL <u>EVERY BOLT IS INDIVIDUALLY WITNESS MARKED.</u> • REFER WI-162 		

FUEL AND ADBLUE MOUNT PREPARATION.

- PUT MASKING TAPE ON THE VEHICLE SURFACE TO PROTECT THE PAINT INCASE OF ANY ACCIDENTS.
- POSITION BRACKET TO PROVIDE MAXIMUM CLEARANCE TO REAR OF CABIN WHILST ALLOWING ENOUGH CLEARANCE FOR CAP INSERTION/REMOVAL.
- FILLER BRACKET HAS SLOTS, ADJUST USING 4MM HEX.



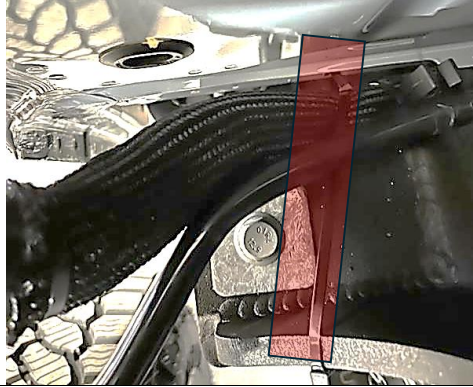
Commented [OL9]: IMAGE OF BLUE TAPE ON THE VEHICLE BODY NEXT TO FUEL FILLER.

Commented [OL10R9]: Complete

- PROTECTION TO FUEL HOSE.
- ADD PINCH WELD TO CABIN FLANGE
- ADD PROTECTIVE LAYER (RED REGION) TO PROTECT FUEL HOSE ON THE VEHICLE CAB SHARP EDGE.



- KEEP FUEL HOSE AWAY FROM FLANGE ON VEHICLE CAB WHICH WILL POSE A RISK TO RUBBING AND CUTTING HOSE. ZIP TIE WHERE NECESSARY TO KEEP THE HOSE AWAY FROM THE FLANGE.

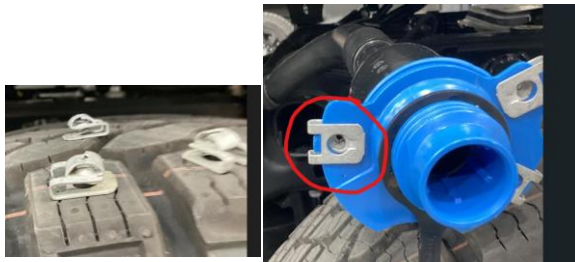


Commented [OL11]: POSSIBLE NEW IMAGE TO BE MORE CLEAR EXACTLY WHERE TO ZIPTIE.

- INSTALL THE FUEL AND ADBLUE FILLER CAPS INTO THE BRACKET SUPPLIED BEFORE.



- REMOVE METAL THREAD INSERT FROM ADBLUE CAREFULLY SO M6 BOLTS CAN BE INSTALLED.



- ENSURE NO KINKS OR PINCHING OF THE ADBLUE HOSES.
- NEGOTIATE THE HOSE WITHIN THEIR OWN MOUNTING BASES AS SHOWN IN IMAGE (CAN ROTATE ON CABLE TIED MOUNT).
- IMPORTANT THAT ADBLUE HOSES REMAIN USING THEIR FACTORY MOUNTING LOCATIONS.

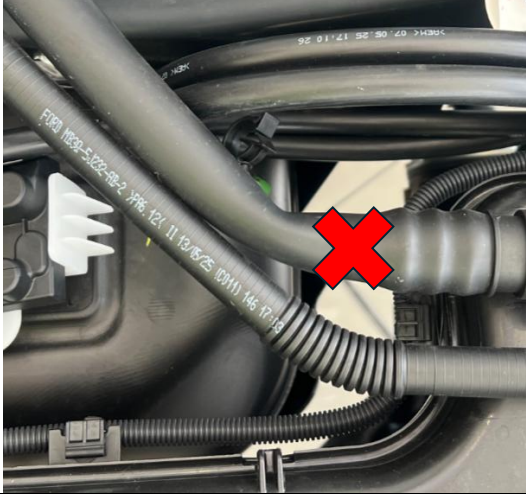

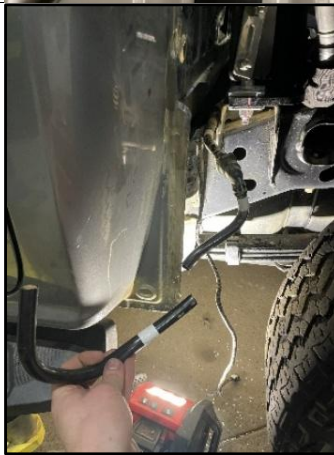


- FUEL FILLER BREATHER, ADD THE EXTENDED BREATHER SUPPLIED IN THE KIT.
- IMPORTANT – MAKE SURE BOTTOM OF BREATHER HOSE HAS VERTICAL ORIENTATION ALONG THE HOSE SO IT PROVIDES AIRLOCK.





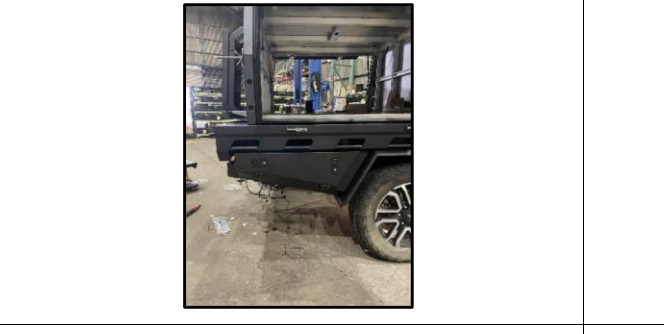


Commented [OL12]: NEED IMAGE OF EXTENDED BREATHER KIT.





Commented [OL13R12]: DELETE, USE FOR SINGLE AND SUPER CAB

<ul style="list-style-type: none"> ONCE FUEL AND ADBLUE HOSES AND FILLERS ARE INSTALLED, DOUBLE CHECK HOSES FOR POTENTIALLY RUBBING ISSUES AND HOSE KINKS. ADJUST IF NECESSARY. IMAGE SHOWS KINKED AND INCORRECT INSTALL. 	
<ul style="list-style-type: none"> SECURE THE DIFF BREATHER WITH CABLE TIES AROUND THE UNISTRUT. THIS IS TO PREVENT WATER INGRESS AND TO KEEP IN A SECURED POSITION. ZIPTIE THE HOSE BETWEEN END AND DIFF ALONG THE CHASSIS IN A LOCATION WHICH WON'T RUB. 	
<ul style="list-style-type: none"> CUT THE EXISTING SHEPPARDS HOOK PLASTIC HOSE AND ADD IN EXTENSION FUEL HOSE WITH THE SUPPLIED HOSE CLAMPS NOTE: ENSURE CLAMPS ARE TIGHT BUT NOT OVERTIGHTENED TO CRUSH THE SHEPPARDS HOOK 	



Commented [OL14]: NEED TO CONFIRM HOSE EXTENSION FOR SHEPPARDS HOOK WITH LACHY.

Commented [OL15R14]: Confirmed, he said same as current Ranger.

<ul style="list-style-type: none"> ROUTE SHEPPARDS HOOK UP THE HEADBOARD OF THE SERVICE BODY AND SECURE WITH CABLE TIES NOTE: ENSURE THERE ARE NO KINKS OR BENDS IN SHEPPARDS HOOK OR REPLACEMENT HOSE 		
<ul style="list-style-type: none"> ANY LOOSE OR UNSECURED HOSES OR WIRING, USE CABLE TIES TO PREVENT THEM FROM MOVING OR RUBBING OTHER COMPONENTS. 		
<ul style="list-style-type: none"> FIT THE CHANNEL NUTS INTO THE UNISTRUT, THEN THE BOX TO THE SERVICE BODY WITH THE SUPPLIED HARDWARE YOU MAY NEED TO TILT BOX INTO POSITION GIVEN THE LOCATION OF THE DAT BAR 		
<ul style="list-style-type: none"> ENSURE THE BOX IS PRESSED FIRMLY UP AGAINST THE GUARD WITH NO GAPS BETWEEN. ENSURE IT IS ALSO COMPLETELY FLUSH WITH THE RAILING OF THE SERVICE BODY. ONCE HAPPY IT IS SQUARE TIGHTEN THE BOLTS. 		

<ul style="list-style-type: none"> • HOLD THE MUDGUARD UP UNDER THE UNISTRUT AND MARK IN THE GAPS USING A PAINT PEN • NOTE: ENSURE VEHICLE IS ON THE GROUND AND GUARD IS ALIGNED CENTRAL TO THE WHEEL 		
<ul style="list-style-type: none"> • FIT THE CHANNEL NUTS IN THE MARKED LOCATIONS 		
<ul style="list-style-type: none"> • FIT THE GUARD USING THE SUPPLIED HARDWARE, KEEPING THE GUARD FLUSH AND EVEN TO THE SERVICE BODY • MIRROR THIS STEP FOR BOTH SIDES, MEASURE TO ENSURE BOTH ARE IN THE SAME POSITION AND TIGHT 		
<ul style="list-style-type: none"> • FIT THE MUDFLAPS TO THE MUDGUARDS USING THE SUPPLIED HARDWARE, • NOTE: THE MUDFLAP IS TO BE FITTED ON THE INSIDE OF THE MUDGUARD WITH THE NYLOC NUTS ON THE INSIDE 		

Commented [OL16]: Move Mudguard fitment to after Toolbox.

<ul style="list-style-type: none"> • WITH THE GUARD AND THE BOX TIGHTENED, USING A 6mm DRILL BIT DRILL THROUGH THE HOLE IN THE INSIDE OF THE FRONT FACE OF THE BOX THROUGH THE GUARD. WITH A 6mm HOLE DRILLED, PIN THE GUARD AND BOX TOGETHER WITH THE SUPPLIED 6mm HARDWARE. TIGHTEN TO SECURE, • VACUUM OR BLOW OUT ANY SWARF LEFT IN BOX 		
<ul style="list-style-type: none"> • WATER TAP MUST BE CONNECTED TO THE BRACKET ON THE DRIVERS SIDE OF THE TRAY. 		
<p>2ND WATER TANK FITMENT (IF APPLICABLE)</p> <ul style="list-style-type: none"> • IF A 60L TANK IS FITTED, FOR THE TAP AND BRACKET MARK OUT THE DESIRED LOCATION ON THE UNDER TRAY TOOL BOX. • CUT THE HOSE TO LENGTH AND FIT WITH A HOSE CLAMP • TERMINATE THE WIRING TO THE BACK OF THE SWITCH USING THE SUPPLIED 		

- THE WIRING FOR 60L PUMP IS ATTACHED AND SUPPLIED TO TRAY.
- WIRING MUST BE CONNECTED TO VEHICLE BATTERY AND **MUST** BE FUSED AS CLOSE TO BATTERY AS POSSIBLE.



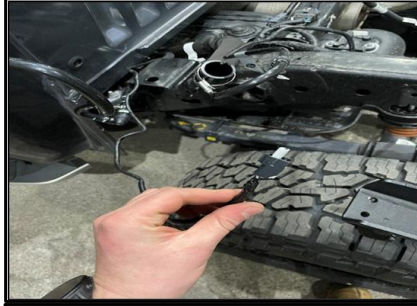
REAR LIGHT FITTING

- USING THE SUPPLIED ADAPTOR HARNESS, PLUG INTO FACTORY PLUG AND MITS LIGHT PLUG.
- LOOP EXCESS WIRING AROUND THE RAW ALU PLATE WHICH ZIPTIE HOLES.
- FORD RANGER HARNESS AND PLUG, LOOP AND ZIPTIE TO THE TRAY MOUNT.
- MAKE SURE THE WIRING IS NOT RUBBING ON A SHARP EDGE OF THE TRAY MOUNT.



**CENTRAL LOCKING –
VEHICLES WITH TUB**

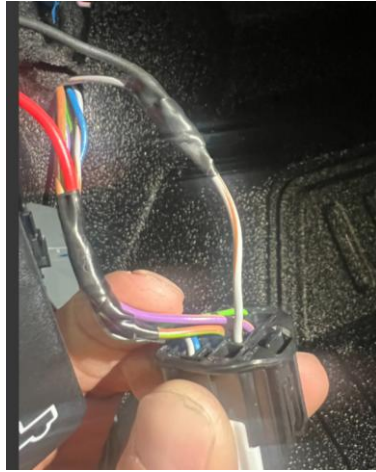
- FOR RANGERS FITTED WITH A FACTORY TUB THE CENTRAL LOCKING PICKUP IS LOCATED WITHIN THE FACTORY FUEL FILLER POINT.
- CUT EACH WITH INDIVIDUALLY TO REMOVE THE FACTORY PLUG AND WIRE IN THE SUPPLIED HARNESS EXTENSION TO SUIT THE MITS SERVICE BODY. CUT ANY EXCESS WIRING OUT.
- SECURE TO THE HEADBOARD AS SHOWN

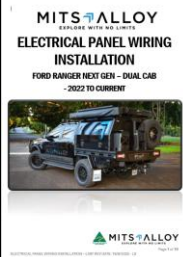


Commented [OL17]: What did we do for central locking on superduty, same as Next Gen?

**CENTRAL LOCKING –
CHASSIS CAB VEHICLES**

- IN CAB CHASSIS MODELS, CENTRAL LOCKING INPUTS CAN BE USED FROM THE WIRING HARNESS ON THE PASSENGER FOOTWELL A PILLAR.
- UNPLUG BLACK PLUG SHOWN AND LOCATE WIRES.
- **GREY AND BROWN** SPLICE WITH **BLACK** MITS WIRE.
- **BROWN AND GREEN** SPLICE WITH MITS RED WIRE.
- **TWIST, SOLDER AND TAPE** THE WIRE WHEN SPLICING.
- TEST CENTRAL LOCKING ONCE COMPLETE ON ALL LATCHED OF ALL MITS DOORS.



<ul style="list-style-type: none"> IF THE SERVICE BODY INCLUDES AN ELECTRICAL PACKAGE, REFER TO THE ELECTRICAL INSTRUCTIONS SUPPLIED RECONNECT BATTERY UPON COMPLETION 			
<ul style="list-style-type: none"> COMPLETE THE QA CHECKLIST, ROAD TEST AND ENSURE FINISHED PRODUCT MEETS ALL REQUIREMENTS BEFORE BEING HANDED OVER TO THE CUSTOMER 	<p>DURING ROAD TEST CHECK OPERATION OF ADAS SYSTEM AND THAT IT HAS NOT BEEN AFFECTED BY INSTALLATION BY MONITORING THE VARIOUS ADAS FEATURES.</p>		
<p>OTHER ADJUSTMENTS</p> <ul style="list-style-type: none"> COMPLETE AS REQUIRED 	<p>HEADLIGHT AIM</p> <ul style="list-style-type: none"> IF VEHICLE TO UNDERGO FURTHER MODIFICATION INSTALL MIRROR HANGER OTHERWISE COMPLETE HEADLIGHT AIM ADJUSTMENT PER WI-161 <p>WHEEL ALIGNMENT</p> <ul style="list-style-type: none"> RECOMMEND TO CUSTOMER THAT FOR OPTIMAL PERFORMANCE AND WEAR THAT THEY TAKE VEHICLE FOR A WHEEL ALIGNMENT ONCE THEY HAVE FULLY FITTED OUT WITH THEIR GEAR TO ALIGN AT THE NEW MINIMUM LADEN CONDITION. <p>VEHICLE WEIGHING</p> <ul style="list-style-type: none"> WEIGH THE VEHICLE PRIOR TO RETURNING TO CUSTOMER AND RECORD THE KERB MASS OF MODIFIED VEHICLE TO ALLOW CUSTOMER TO CALCULATE THE REMAINING PAYLOAD. 		
<ul style="list-style-type: none"> WALK CUSTOMER THROUGH THEIR PRODUCT GIVING THEM THE KNOWLEDGE AND CONFIDENCE IN THE PRODUCT PROVIDE MITS ALLOY GIFT TO CUSTOMER 			