



FITTING INSTRUCTIONS FOR

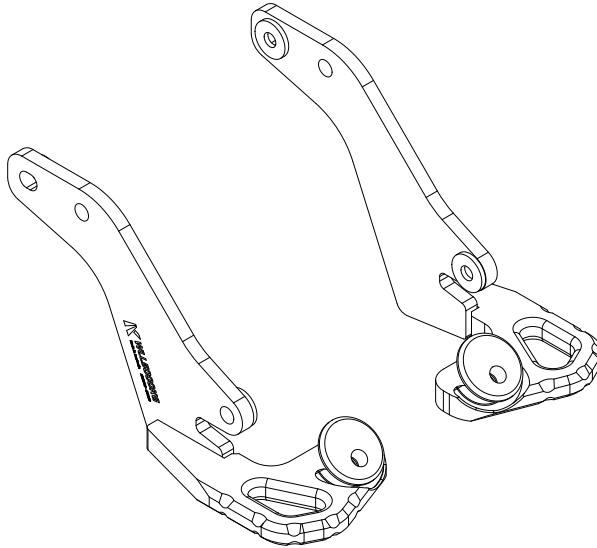
Recovery Tow Points

SKU

KS0549/557

COMPATIBILITY

Toyota Prado 150 & FJ Cruiser



Included contents

| QTY | COMPONENT | QTY | COMPONENT |
|-----|--------------------------------|-----|--------------------------------|
| 2 | Recovery Tow Point (LHS & RHS) | 2 | Nut Block Wire |
| 2 | Stainless Steel Clamping Disc | 6 | M12 x 1.25 x 40 Hex Bolt G10.9 |
| 6 | 4mm Spacer | 6 | M12 Nordlock Washer |



Time

1 hour / 1 beer

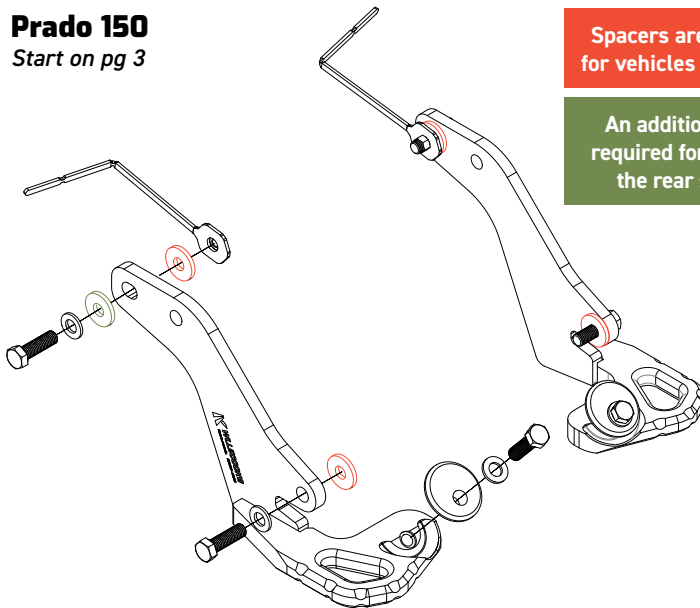
Scan the **QR code** to watch the video installation guide,
or for further information contact KAON on **07 3180 1470** or info@kaon.com.au



Installation differs slightly for the Prado 150 & FJ Cruiser.

Prado 150

Start on pg 3

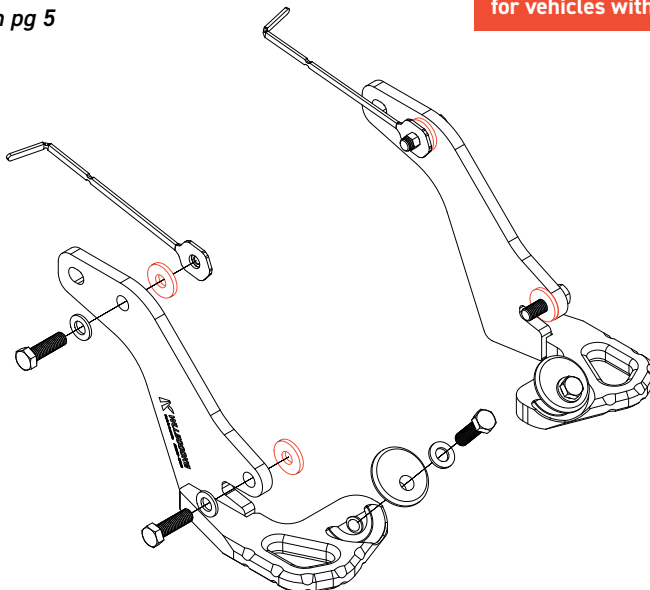


Spacers are only required for vehicles with no bull bar

An additional washer is required for installation to the rear slotted hole.

FJ Cruiser

Start on pg 5

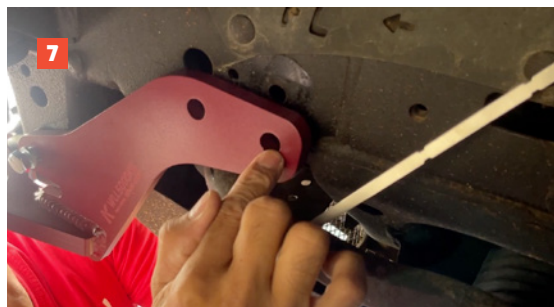
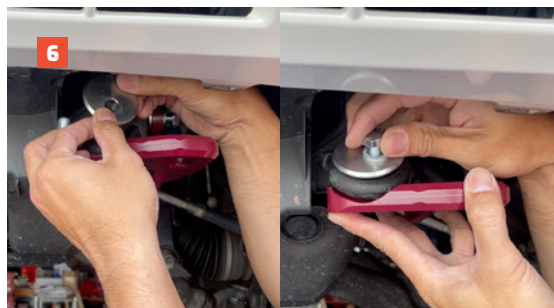


Spacers are only required for vehicles with no bull bar

Let's get to work – Prado 150.

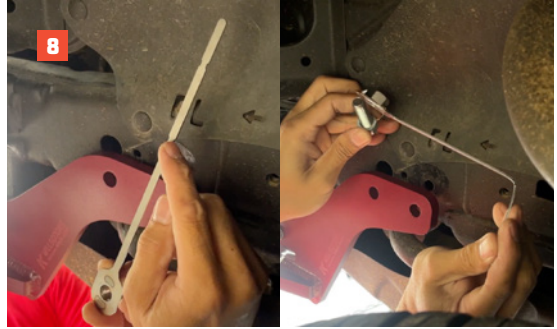
Installation

1. Ensure mating surfaces are clean and flat. We recommend applying some anti-seize compound to the holes prior to fitting your new recovery points.
2. Place the Nord-Lock washers over the bolts. If the Nord-Lock washers have separated during transit ensure that the wedge ramps are mating correctly.
3. Identify the correct orientation for each point.
4. **If your vehicle has no bull bar:**
You will require the two provided spacers (per side).
If your vehicle has a bull bar:
Your bull bar will have a side mounting plate, and you will not need to use any spacers.
5. Place the provided spacer behind the bottom side mount on the Recovery Point (if required). Lift the point into position, ensuring the factory tow hook is seated in the recess, as pictured. Install using an M12 bolt and Nord-Lock washer, and loosely tighten. This will hold the recovery point in place while the remaining bolts are installed.
6. Next, install the clamping disc into the factory tow point using an M12 bolt and Nord-Lock washer. The disc hole is off center and should be positioned towards the centre bottom. Loosely tighten.
7. For the top mount, the Prado 150 uses the back slotted mounting hole.



Installation cont.

8. The provided nut wire features two notches as a guide, the notch closest to the nut is for the Prado 150. Bend the wire at the notch designed for the Prado 150, as pictured.
9. Feed the nut wire into the chassis as pictured. If required, place the spacer behind, and sandwich a washer and Nord-Lock washer underneath the M12 bolt. Loosely tighten.



10. Gradually tighten all three bolts, whilst adjusting and checking the position of the point, ensuring the factory tow point is seated correctly in the recess and clamping disc. It's worth noting that on the drivers side, the washer bottle guard will sit tight against the recovery point



11. Tighten all bolts. The torque setting will vary depending on whether you have opted to apply anti-seize or lubrication to the bolts.

Lubricated M12 Bolts: 94 Nm
Unlubricated M12 Bolts: 125 Nm

12. Bend the nut wire to sit closer to the chassis. We recommend leaving them installed, should you ever wish to uninstall the point.
13. Apply supplied warning sticker to chassis, adjacent to the point.
14. Repeat for the other side.



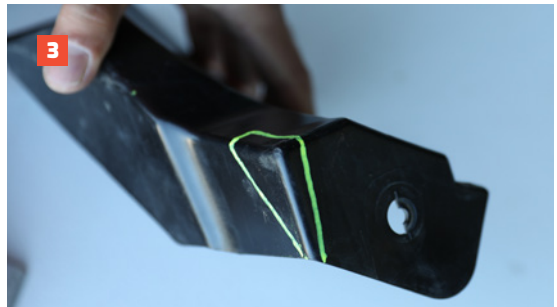
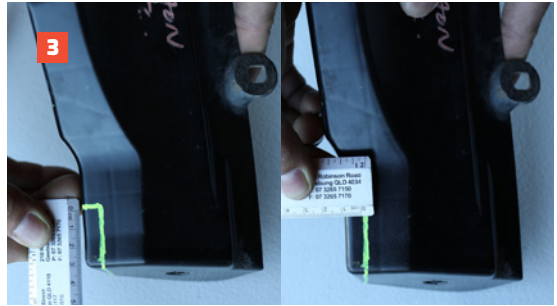
15. Stand back, admire your pride and joy and thank yourself for having such great taste in Recovery Points... if we do say so ourselves.



Let's get to work – FJ Cruiser.

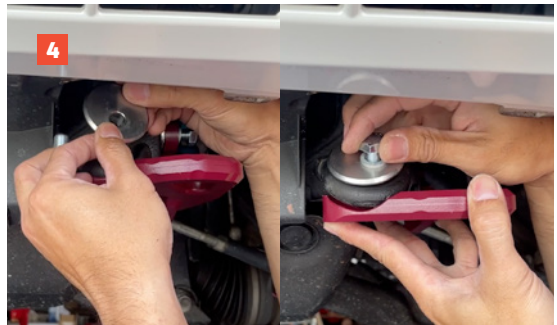
Preparation

1. On the drivers side, there is a washer bottle guard that needs to be trimmed slightly to clear the bolt heads. The easiest way to get access to it is to remove any splash guards.
2. Remove the M6 bolt at the top, and unclip the washer bottle guard at the bottom.
3. We need to trim a section 30mm long x 10mm wide. Mark these points and extend the lines down to the corner.
4. Cut the corner section out using a stanley knife, or a grinder.
5. Ensure mating surfaces are clean and flat. We recommend applying some anti-seize compound to the holes prior to fitting your new recovery points.
6. Place the Nord-Lock washers over the bolts. If the Nord-Lock washers have separated during transit ensure that the wedge ramps are mating correctly.



Installation

1. Identify the correct orientation for each point.
2. **If your vehicle has no bull bar:**
You will require the two provided spacers (per side).
If your vehicle has a bull bar:
Your bull bar will have a side mounting plate, and you will not need to use any spacers.
3. Place the provided spacer behind the bottom side mount on the Recovery Point (if required). Lift the point into position, ensuring the factory tow hook is seated in the recess, as pictured. Install using an M12 bolt and Nord-Lock washer, and loosely tighten. This will hold the recovery point in place while the remaining bolts are installed.
4. Next, install the clamping disc into the factory tow point using an M12 bolt and Nord-Lock washer. The disc hole is off center and should be positioned towards the centre bottom. Loosely tighten.
5. For the top mount, the FJ Cruiser uses the front mounting hole.
6. The provided nut wire features two notches as a guide, the notch furthest away from the nut is for the FJ Cruiser. Bend the wire at the notch designed for the FJ Cruiser, as pictured.



Installation cont.

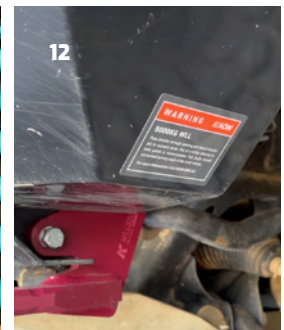
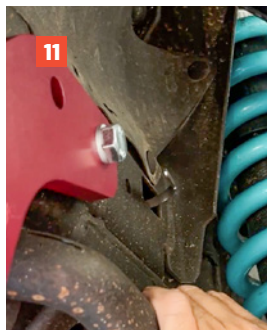
7. Feed the nut wire into the chassis as pictured. If required, place the spacer behind, and install an M12 bolt and Nord-Lock washer. Loosely tighten.
8. Gradually tighten all three bolts, whilst adjusting and checking the position of the point, ensuring the factory tow point is seated correctly in the recess and clamping disc.



9. Tighten all bolts. The torque setting will vary depending on whether you have opted to apply anti-seize or lubrication to the bolts.

Lubricated M12 Bolts: 94 Nm
Unlubricated M12 Bolts: 125 Nm

10. Reinstall the trimmed washer bottle guard by clipping in the bottom and using the original M6 bolt.
11. Bend the nut wire to sit closer to the chassis. We recommend leaving them installed, should you ever wish to uninstall the point.
12. Apply supplied warning sticker to chassis, adjacent to the point.
13. Repeat for the other side.
14. Stand back, admire your pride and joy and thank yourself for having such great taste in Recovery Points... if we do say so ourselves.



WARNING

This product must be installed exactly as per these fitting instructions and using only the components supplied. Do not use this Recovery Tow Point for any vehicle make or model other than the one intended and specified by KAON. Do not alter or modify the Recovery Tow Point in any way. Doing so may compromise the points strength and integrity.

Ensure the warning label is affixed adjacent to the recovery point, and do not remove the label for any reason. Ensure that fasteners are tightened to specified torque.

Whenever venturing off-road or on an annual service basis, KAON recommends a thorough inspection of the Recovery Tow Point. It is advised that all components are checked and tightened to the specified torque, and any components are replaced as necessary.



Local Knowledge & Assistance

We know half the fun of building your dream 4x4 is getting your hands dirty. But we also know that sometimes, things don't go to plan. If in the pursuit to build the ultimate setup you find yourself off-track, we're here to help you get unstuck.

For further information call 07 3180 1470 or email info@kaon.com.au

Disclaimer: The products sold by KAON should not be modified, and are for use only on the vehicles specifically stated. KAON will not be liable for any damages arising out of the use or misuse of its products. It is the customers responsibility to ensure the products are safely and properly used and installed. KAON consistently seeks to improve its products and reserves the right to make changes to any product.