

CSM T-BARS

Attention: Our entire line of CSM T-bars feature a powder-coated steel inner structure. All mounting must be done using said inner structure. This includes mounting the T-bar to the truck and/or hanging mud flaps and other accessories from the T-bar.

Not following these instructions will void the product's warranty.

These T-bars feature a mounting channel in the "top" and "bottom" so they are truly reversible. In these instructions, the light bar portion will be referred to as the bottom and the narrow part will be referred to as the top, like the picture below.

Note: Our S/S T-bars are skinned with a #8 polish 304 S/S skin. Our aluminum T-bars are designed to be prepped/painted. We grind and sand the welds as part of our finishing process on the aluminum T-bars, which also acts as sort of the 1st step in the paint prep process to give you a more professionally "finished" looking product. These aluminum T-bars can of course be cut/polished, but S/S is the best option if you want a polished T-bar.



Fig. 1

1. Remove the back panel from the T-bar. This is done by removing the bolts from the back panel along the bottom of the T-bar, then just pull it out and slide down until the tab at the top slides out of the frame.
You'll notice there are 2 – ¼" bolts in the top and bottom that hold the frame in the skin. These can be left in place unless you are mounting on a Peterbilt or something with a full rear x-member. Then only the 2 on the side you are mounting to the truck will need removed.
2. At this stage, you'll also want to drill for mud flaps you may be mounting. In Fig. 1 you can see the small angle iron that extends all the way out to the edge of the T-bar. You can drill into this angle to bolt your flaps on. Of course, you can simply use nuts and bolts but our guys decided to drill and tap the angle as you can see in Fig. 2. This will make it much easier to change flaps in the future.

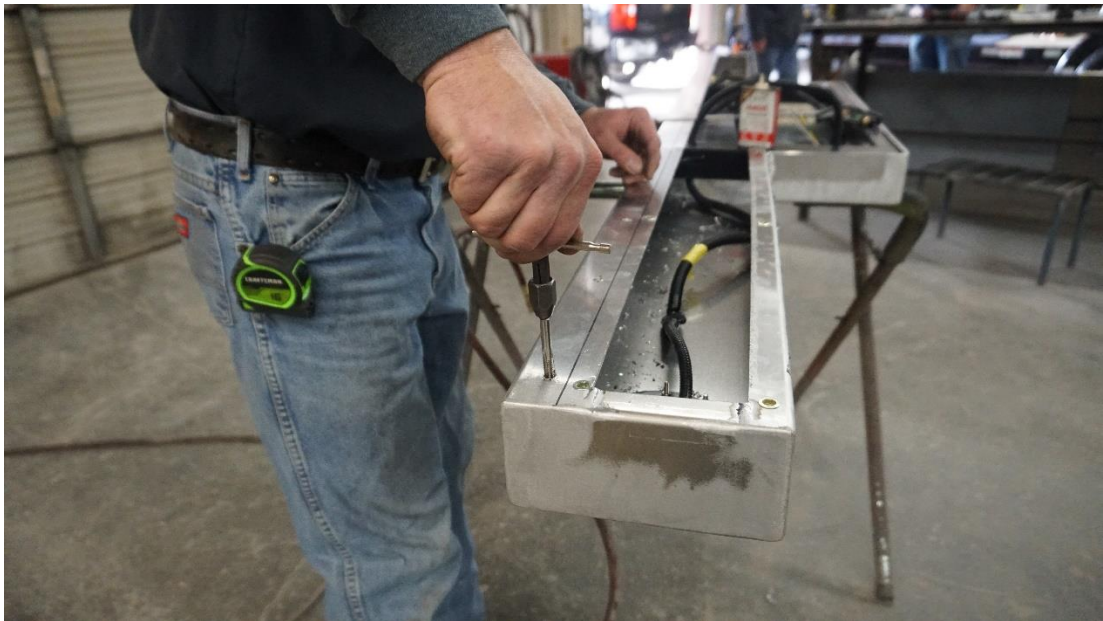


Fig. 2

Note: It is also recommended that you install/wire any lights you are putting in the T-bar at this time as it is much more convenient to do with it on the bench, rather than mounted on the truck.

3. Next you can place the T-bar under the rear of the truck however you are going to mount it. Your truck may have existing holes in the bottom of the rear x-member or in the bottom flange of the frame rail that you can use. If these holes hit the ¼" steel mounting channel inside the T-bar, you're good to go! Worst case scenario, you may have to drill your own holes. Again, just make sure these holes will hit the ¼" mounting channel. The mounting channel is nearly the width of your frame so not hitting it would be difficult.



Fig. 3



Fig. 4



Fig. 5

4. Mark the holes in your frame on the top of the T-bar and drill it now. (Fig. 6 & 7)



Fig. 6



Fig. 7

5. With the back panel still removed, you can easily access the inside of the T-bar to tighten down your hardware. (Fig. 8 & 9)



Fig. 8

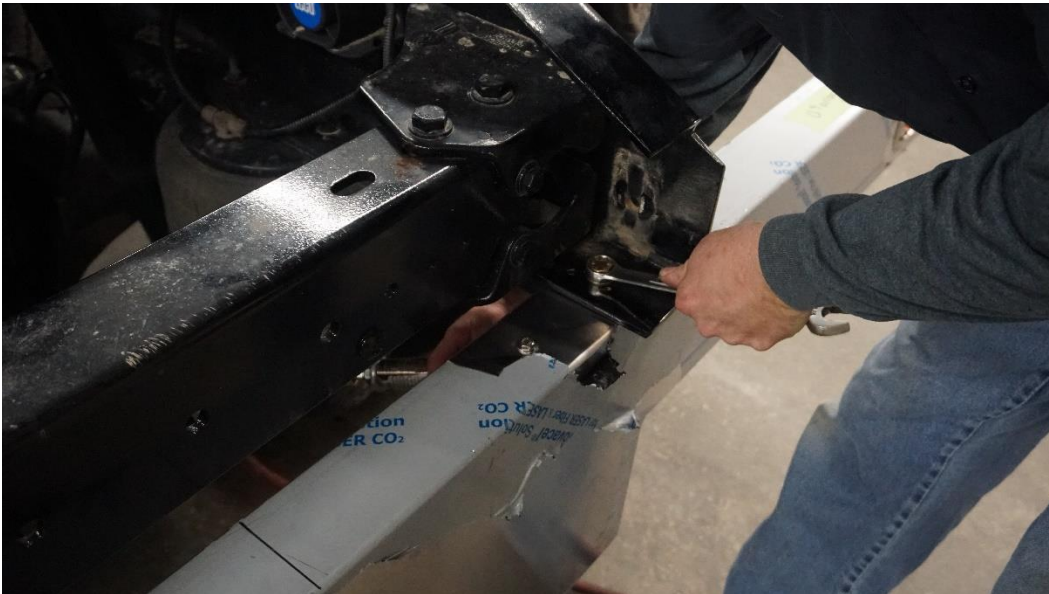


Fig. 9

6. Next, if you'll want to drill a hole in the back panel wherever you are going to bring the wiring out to connect to the truck.

Then if you tapped the mud flap holes, you can run the wiring out through the back panel and re-install by inserting the tab at the top (bottom in the pic) and sliding into place. Then put the bolts back in. (Fig. 10 & 11)



Fig. 10



Fig.11

Note: As you can tell by the pic, if you are mounting the T-bar with the light bar at the top, tapping the holes may be more desirable as accessing the inside of the T-bar if you are using nuts/bolts will be necessary and putting the back panel on after the mud flaps are on will be more difficult.

If mounting with the bar at the bottom, it makes little difference except making changing out flaps easier in the future. (Fig.12)

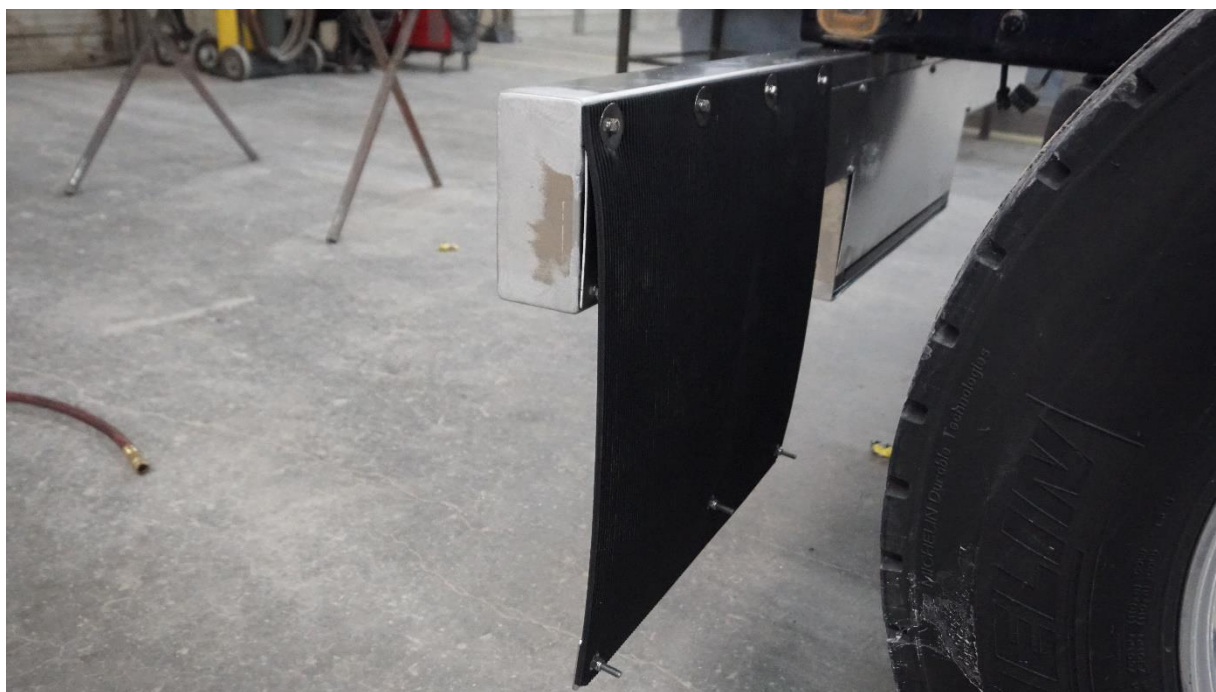


Fig. 12



Fig. 13

Recommendation: Especially if you are mounting the T-bar with the light bar portion at the bottom, it is recommended that you provide some sort of support for the bottom of the T-bar.

This will be different in almost every application.

For example, a truck that has our hidden fender brackets for full fenders or single radius fenders will be very easy to brace off of the rear fender brackets.

If a truck has plenty of distance between the air bags and the T-bar, a diagonal brace may be fashioned out of some simple flat stock or angle iron.

We realize that this isn't possible in every case, which is why this T-bar features such a heavy duty frame, but still a great idea where possible.