



4031 – 2013-PRESENT, FORD TRANSIT, 148” WHEEL BASE ROCKER GUARDS

Version 1.1

General Notes

- For the most up to date and current instructions, please visit our website at www.vancompass.com
- Please read all instructions thoroughly before starting installing Van Compass products.
- These are bolt on rocker guards which can be installed with basic hand tools
- Drilling into the pinch seam of the van is required for installation.
- Note, the installation of these rocker guards requires removal of the lower rocker plastic trim. This plastic trim will be destroyed in the removal process. The plastic lower trim is replaced with these rocker guards.

Parts List

4031 – 2013-PRESENT, FORD TRANSIT, 148” WHEEL BASE ROCKER GUARDS

- (2) 4031-01 FORD TRANSIT 148” WB ROCKER GUARD, TOP PLATE
- (2) 4031-02 FORD TRANSIT 148” WB ROCKER GUARD, BOTTOM PLATE
- (12) 4031-03 FORD TRANSIT 148” WB ROCKER GUARD, TOP PLATE TO BODY, NUT TAB
- (2) 4031-04 FORD TRANSIT 148” WB ROCKER GUARD, FRONT CHASSIS TIE IN
- (2) 4031-05 FORD TRANSIT 148” WB ROCKER GUARD, MID CHASSIS TIE IN
- (2) 4031-06 FORD TRANSIT 148” WB ROCKER GUARD, REAR CHASSIS TIE IN
- (2) 403106-03 FORD TRANSIT 148” WB, REAR CHASSIS TIE IN, NUT TAB
- (1) 402206-01 MERCEDES SPRINTER NCV3, ROCKER GUARD INSTALL TOOL
- (76) BHCS02-10-20-SS BUTTON HEAD CAP SCREW, 1/4-20 X 1.0" LONG, STAINLESS STEEL
- (64) FNS-02-20 FLANGE NUT, SERRATED, 1/4-20, CLEAR ZINC
- (76) WFS-02 FLAT WASHER, 1/4" STAINLESS
- (4) HC5-07-40 HEAD HEAD BOLT, 7/16-14 X 4.0" LONG, GRADE 5, CLEAR ZINC
- (4) NNC-07 NYLOCK NUT, 7/16-14, CLEAR ZINC PLATE
- (8) WF8-07 FLAT WASHER, SAE, THRU-HARDNED, YELLOW ZINC, 7/16"
- (6) HC5-08-10 HEX HEAD BOLT, ½-13 X 1.0" LONG, GRADE 5, CLEAR ZINC
- (10) WF8-08 FLAT WASHER, SAE, THRU HARDENED, YELLOW ZINC, 1/2"
- (4) NNC-08 NYLOCK NUT, ½-13, CLEAR ZINC PLATE

Tools Needed

- Quality Jack and 2 jack stands.
- Simple hand tools:

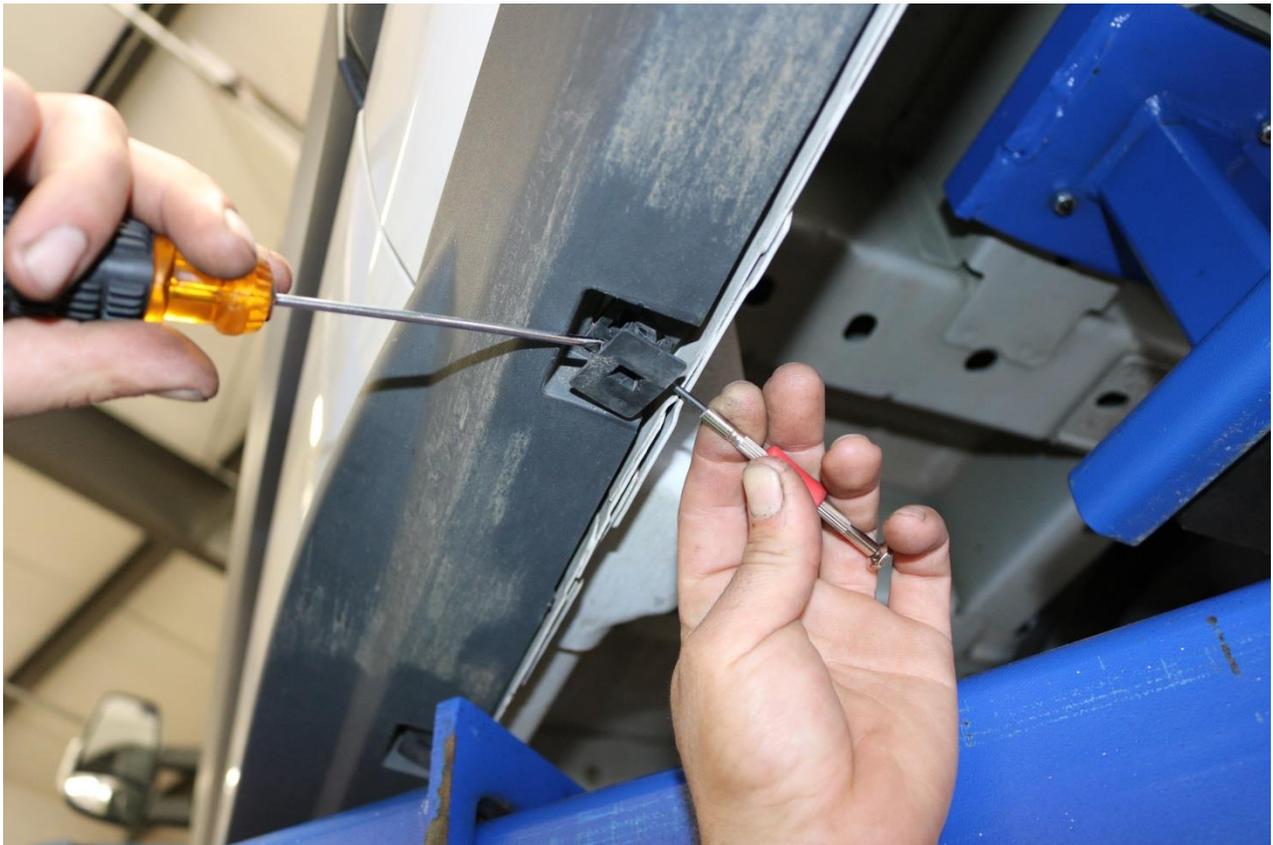
- Basic wrench and socket set:
 - Metric sizes: 18mm
 - SAE sizes: 7/16", 5/8", 11/16", 3/4"
 - 5/32" Allen wrench / socket bit
 - One pair of "Quick clamps" or C-clamps or vise grips
- Drill with quality metal cutting drill bits. Sizes needed:
 - 1/4" (7mm)
 - 7/16" (11mm)
 - 1/2" (13mm)
 - Recommended: Step Drill bit (Uni-bit) with 1/4" – 1/2" size range.
 - 1" hole saw
- Die grinder or Dremel style tool with burr bit for grinding thin sheet metal.

Approximate Installation Time

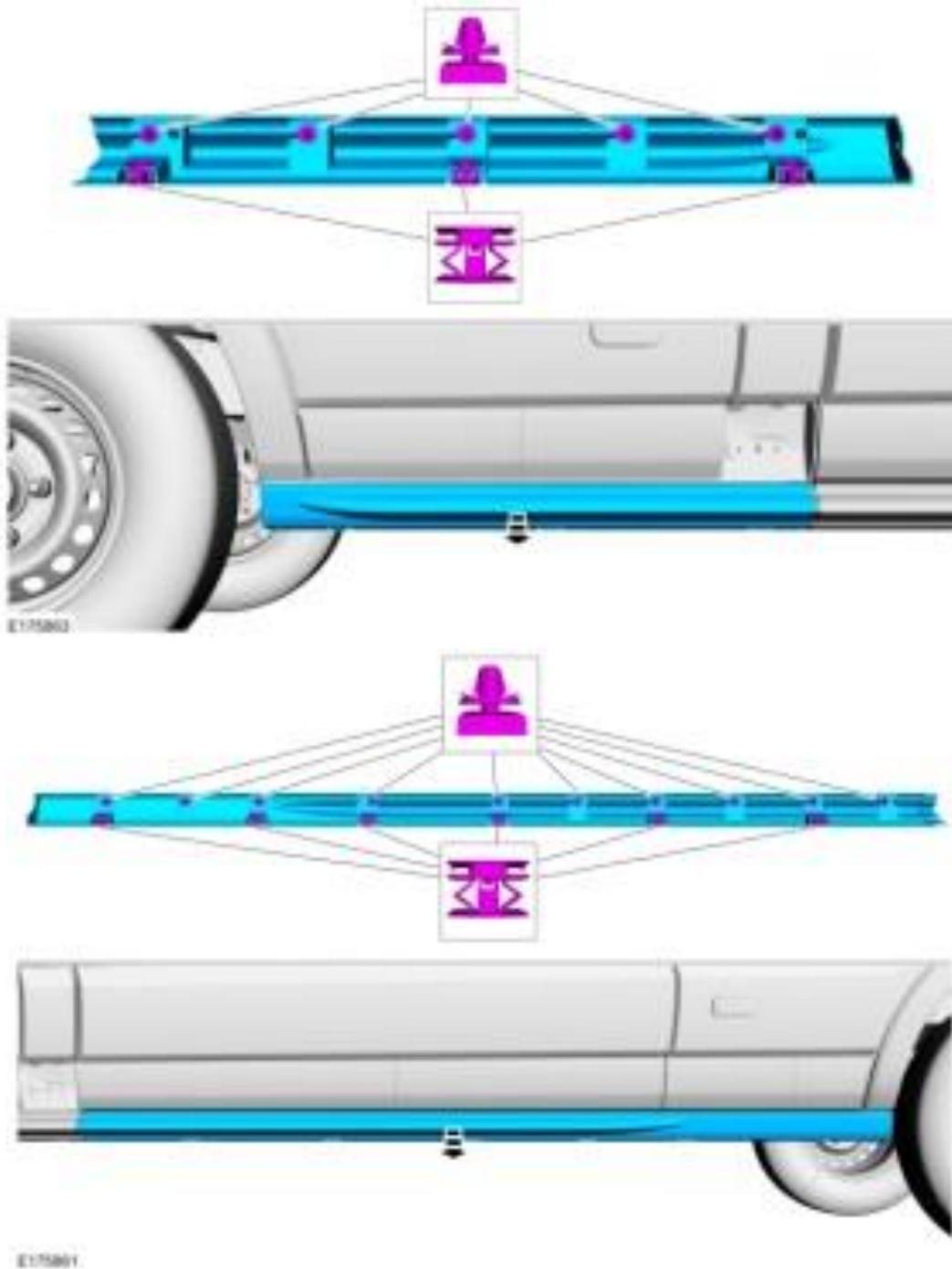
- 4-6 hours

Installation

- 1) Installation of the rocker guards is the same for both the left and right side of the vehicle. We recommend fully installing one side before moving onto the opposing side of the vehicle.
- 2) If possible, park the van on a level surface for the duration of the installation.
- 3) Begin by removing the factory lower rocker trim if the vehicle is equipped with it.
- 4) To remove the rocker trim, locate the scissor clip retainers on the bottom side of the rocker.
 - a. Use two flat blade screwdrivers to depress the metal barb fitting housed on the inside of the scissor clip.
 - b. Simultaneously pry the scissor clip down and out of the vehicle body.
 - c. Note; there are 9 scissor clips total per side.



- 5) With the scissor clips separated from the body, remove the front portion of the rocker panel molding by pulling down and away from the vehicle.



- 6) Note, the plastic molding will likely break during removal along with many of the remaining plastic clips.
- 7) With the molding off the vehicle, remove and remaining plastic barb clips from the vehicle. We have found it easiest to use a trim removal tool or sharp chisel to knock the head off the barb fitting.



- 8) With the last of the barb clips removed from the vehicle, tap smooth any portions of the body which may have become distorted during the trim removal process.

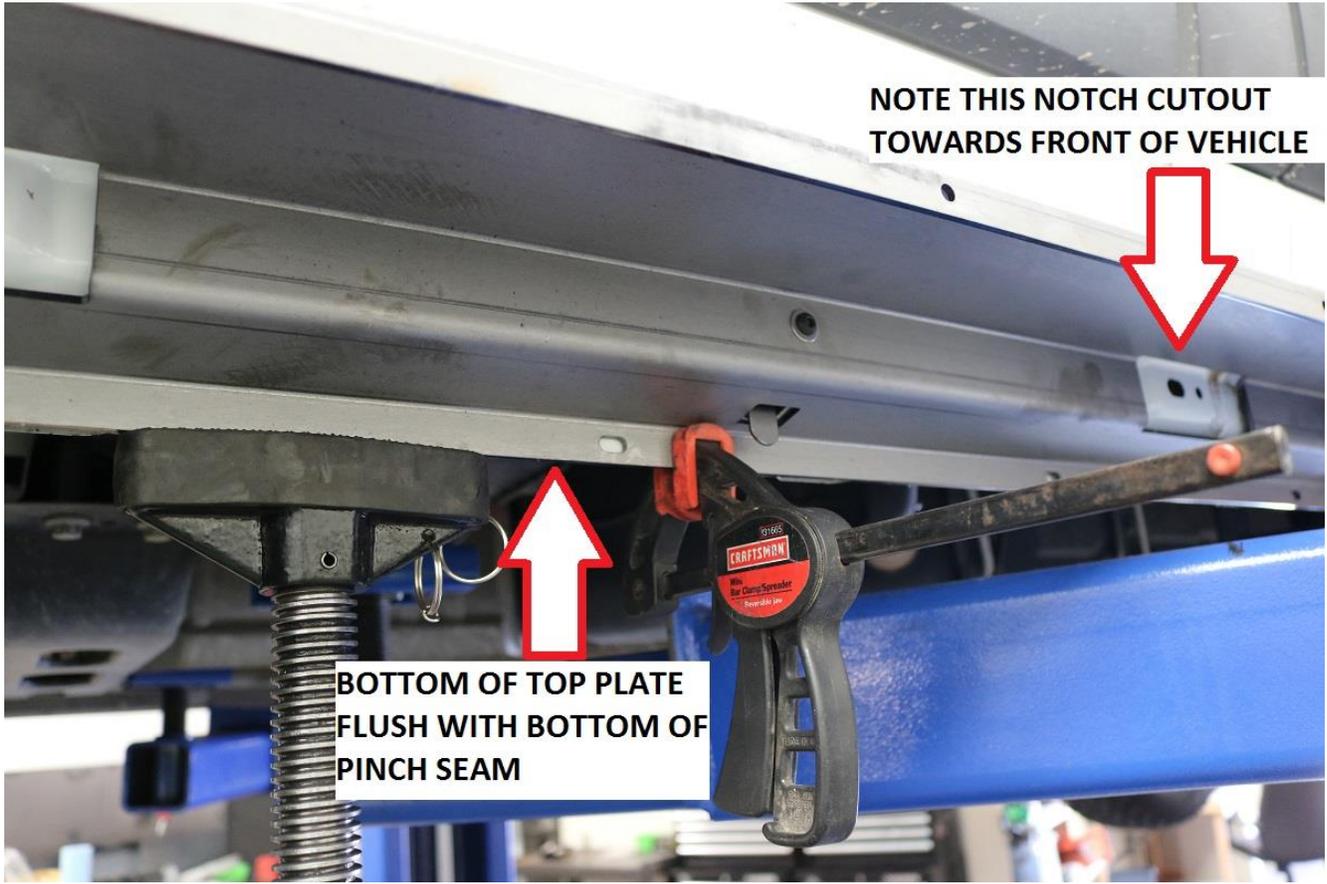


- 9) If desired, touch up any bare areas of metal with paint to prevent corrosion.

- 10) Locate the second slotted hole from the front and use a Dremel or die grinder with burr bit for cutting metal to enlarge the slot as shown in the image below.
- Test fit a nut tab as shown in step 12 to ensure it can be installed.
 - Note, only the second slotted hole from the front needs to be enlarged due to some internal ribbing of the body structure in this location.
 - Once the nut tab fits well, touch up any exposed areas of metal with paint to prevent corrosion.



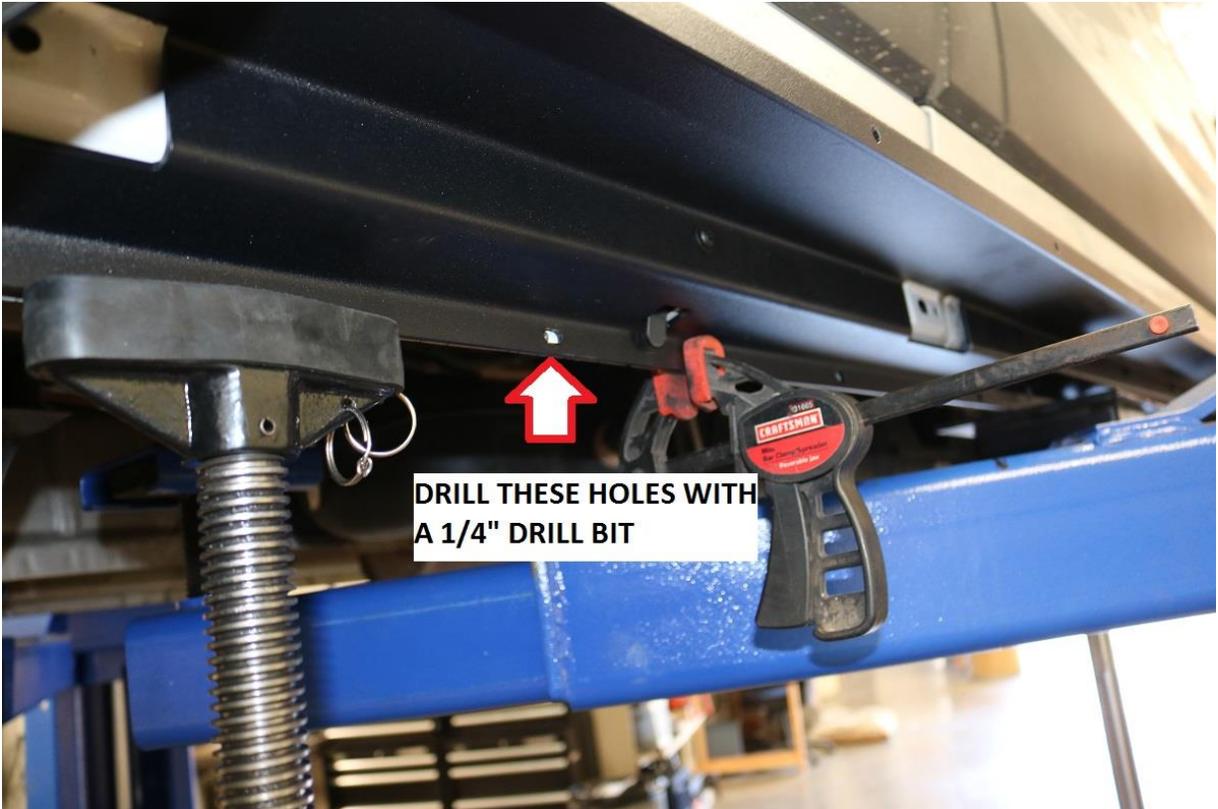
- 11) Begin on the driver side (left hand) of the vehicle first. Begin by fitting the 403101 Top Plate onto the vehicle as shown below.
- Align the holes in the top plate of the rocker guards with the slotted hole locations in the chassis as shown below.
 - Use a floor jack and some jack stands to support the top plate up against the bottom of the body.
 - A pair of clamps as shown in the images below if helpful in locating the top plate against the pinch seam.
 - Make sure rocker is pushed up against the bottom of the van and flush with the bottom edge of pinch seam. Use a screw jack or floor jack to position the plate. The rocker top plate should be level with the van.



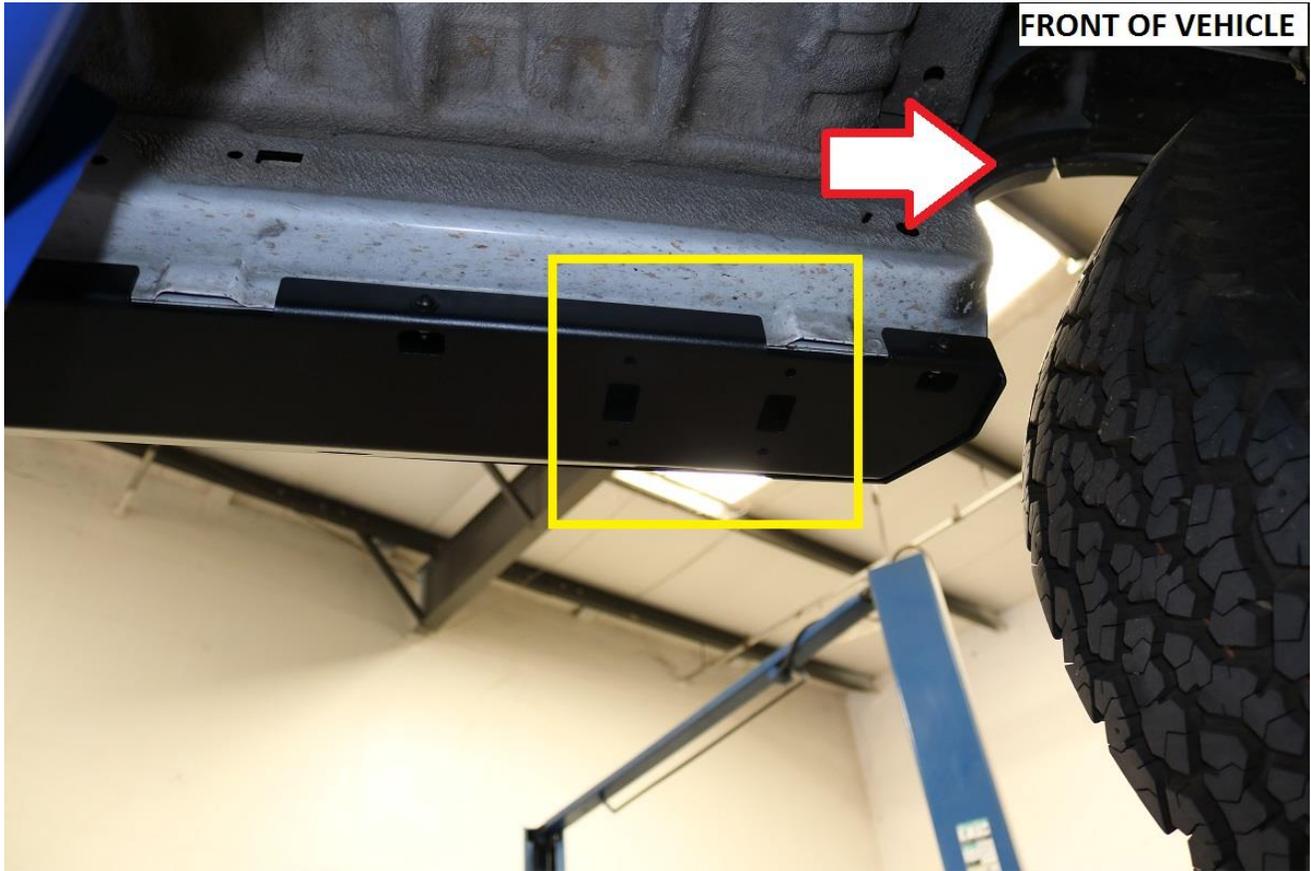
12) With the top plate in position, install the nut tabs as shown into the body. Use a ¼-20 button head with a flat washer under it to secure the nut tab to the chassis. Use a 5/32" allen wrench to snug the hardware. Do not fully tighten at this time.



- 13) With all the nut tab hardware installed, there are 6 nut tabs to be installed per side, double check that the top plate is flush with the bottom of the pinch seam and level with the van. Fully tighten the button head bolts with a 5/32" allen wrench. Torque bolts to 80 in-lbs (9 N.m).
- 14) With the hardware tightened, mark and drill the pinch seam mounting holes using a 1/4" drill bit. If desired, touch up any exposed areas of metal from drilling with paint. There are 10 holes per side to drill.



- 15) Remove any clamps or jacks that were used to position the top plate.
- 16) Install the bottom plate to the van so it sandwiches the pinch seam. Note, the symmetric square mounting pattern should be oriented towards the front of the vehicle as this is the attachment point for the front chassis tie in. See image below for reference.



- 17) Support the rocker so it is close to level and install all the bolts. Use a washer under the bolt head. Install all inner mounting bolts and nuts. Use the included specialty formed wrench to install the nuts on the inside of the rockers. Do not tighten until all hardware has been installed.
- Note, pictured below is a Van Compass Sprinter rocker guard reference photo to show proper leveling of the rocker guard.





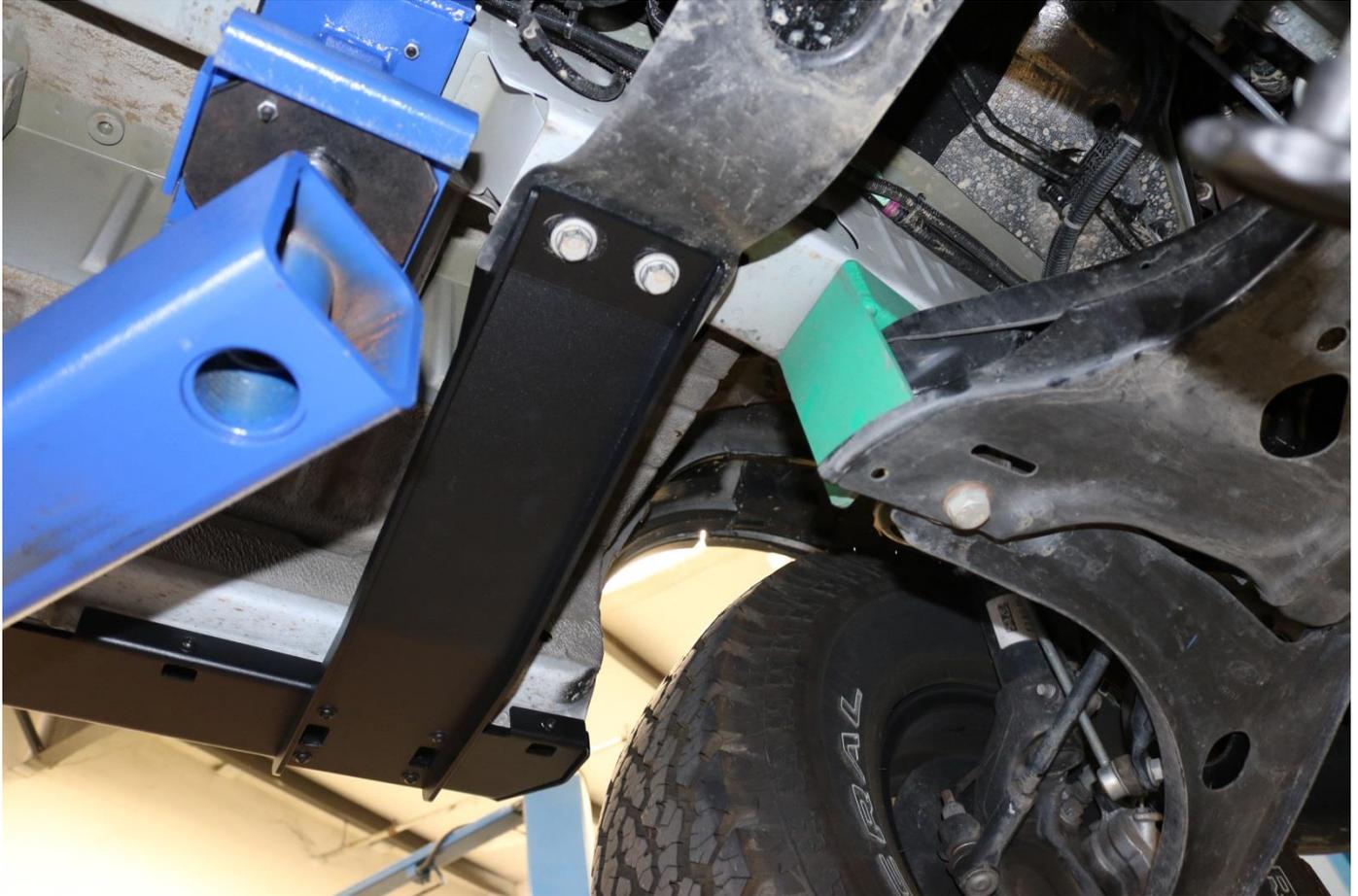
- 18) Once all inner and outer bolts have been installed with their respective flange nuts on the inside. Tighten the hardware. Torque all bolts to 80 in-lbs (9 N.m).
- Note, as inner and outer bolts are tightened, the rockers are sucked against each other in a manner which requires the hardware to be tightened to 80 in-lbs more than once. Go through the bolt tightening sequence at least two times on the inner and outer bolts before proceeding.

4031-04 Front Chassis Tie-in

- 19) Support the transmission cross member with a floor jack as shown below and remove the two bolts securing the transmission cross member to the chassis. Use an 18mm socket / wrench for removal and remove the lower control arm crash deflection bracket.



20) Install the 4031-04 Front Chassis Tie-in on the vehicle. These tie-in brackets are the same left and right.



21) Re-install the factory transmission cross-member bolts as shown below. Snug the bolts but do not fully tighten at this time. Snug the bolts just to the point where the bracket can still move slightly.

22) Align the holes securing the chassis tie in to the rocker guard and start the 1.0" long button head stainless bolts. Again, use a washer under the bolt head. Once all hardware has been started, torque the button head bolts to 80 in-lbs. (9 N.m).

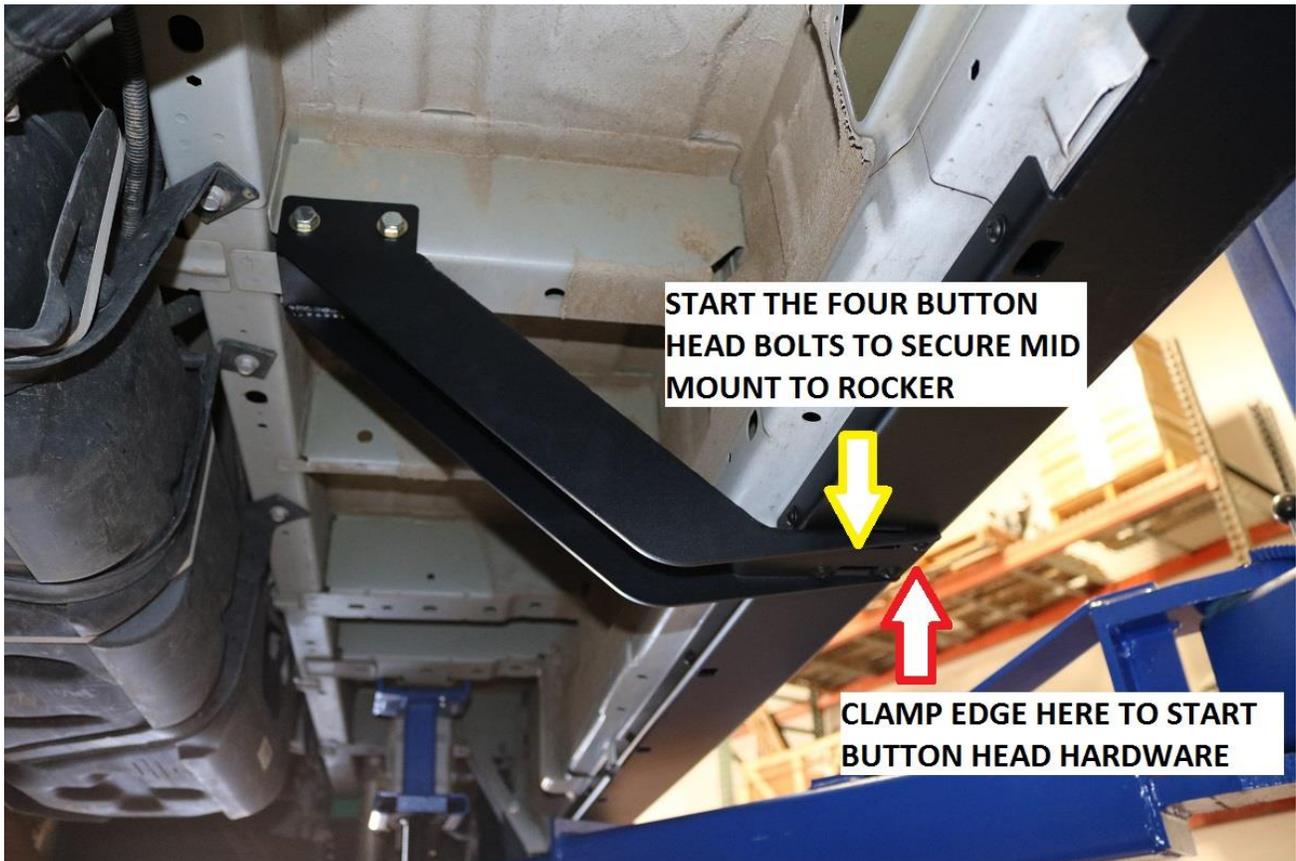
23) Torque the transmission cross member attachment bolts to 148 ft-lbs (200 N.m).

4031-05 Mid Chassis Tie-in

24) Again, have the rockers positioned level or close to level before installing the mid chassis tie in.

25) The mid chassis tie-ins are the same left and right.

26) Clamp the mid mount in place with a "Quick Clamp" or similar C-clamp to hold the bracket in place and start the 4 button head bolts which secure it to the rocker guard. See image below for reference.



- 27) Snug all the button head bolts with a 5/32" allen wrench but do not fully tighten at this time. Snug the bolts just to the point where the bracket can still move slightly.
- 28) At this point, double check that the rocker is level to the van. Adjust as needed using a floor jack or screw jack to level the rocker.
- 29) Mark and drill the upper mounting holes to install the 7/16" x 4.0" long bolts included. Drill the hole using a 7/16" (12mm) drill bit.
 - a. Note; you can drill the upper mounting holes with the bracket in place, although we recommend marking the holes and removing the bracket to drill the mounting holes as to not damage the powder coat on the bracket.
 - b. Once the holes are drilled, install the 7/16" x 4.0" long bolts provided. Use a washer under both the head of the bolt and the nylock nut.
 - c. See image below for reference.



30) Torque the 7/16" x 4.0" bolts using a 5/8" socket / wrench to 30 ft-lbs (40 N.m)

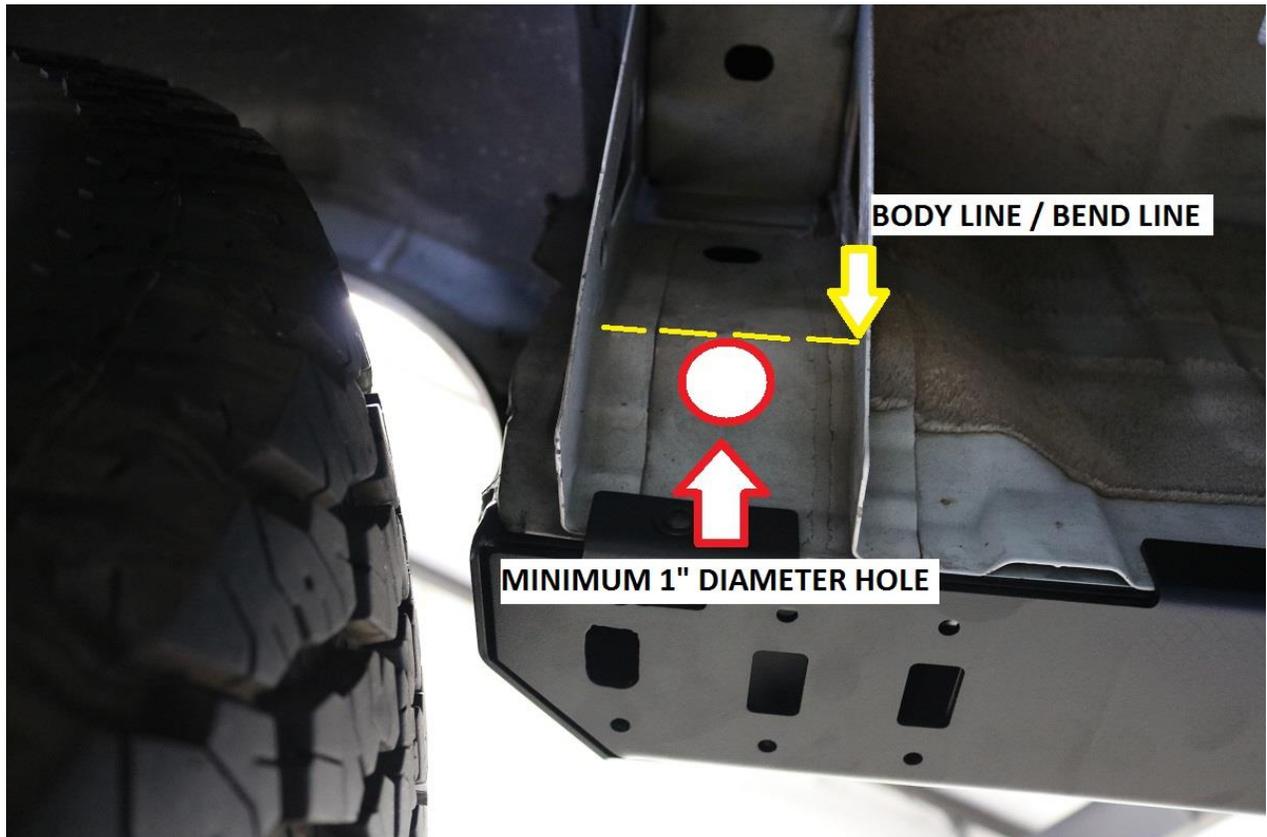
31) Torque the button head allen bolts using a 5/32" allen wrench to 80 in-lbs (9 N.m)

4031-06 Rear Chassis Tie-in

32) Again, have the rockers positioned level or close to level before installing the rear chassis tie-in.

33) Start by locating the rear body re-enforcement ribs just in front of the rear tire.

a. Mark and cut a 1" hole just below the body line as shown below.



34) Cut a minimum 1" (25mm) diameter hole with either a 1" hole saw or a drill bit / die grinder. Check fit the included nut tab to make sure it fits in the hole and can reach to the upper mounting hole as shown below.



- 35) Clamp the rear chassis mount to the rocker guard and start all four button head bolts / nuts. Use a washer under the bolt heads and snug all $\frac{1}{4}$ " button head bolts using a $\frac{5}{32}$ " allen tool. Snug the bolts just to the point where the bracket can still move slightly.
- 36) With the rear chassis tie-in bolted to the rocker guard. Insert the nut tab which was previously test fitted through the rear tie in and start the $\frac{1}{2}$ -13 x 1.0" long bolt into the nut tab.
- 37) Next, start the $\frac{1}{2}$ -13 x 1.0" long bolts in the side mounting holes. Use a washer under the bolt head and nylock nut.
- Once all hardware has been started, snug the bolts using a $\frac{3}{4}$ " socket / wrench.
 - Tighten the button head bolts with a $\frac{5}{32}$ " allen wrench to 80 in-lbs (9 N.m)
 - Tighten the $\frac{1}{2}$ " bolts to 50 ft-lbs (68 N.m) with a $\frac{3}{4}$ " socket / wrench.
 - Completed rear chassis tie-in should appear as pictured below.



Installation is Complete

RELEASE OF LIABILITY

I, the customer, do hereby release and forever discharge Van Compass LLC, their agents, employees, successors and assigns, and their respective heirs, personal representatives, affiliates, successors and assigns, and any and all persons, firms or corporations liable or who might be claimed to be liable, whether or not herein named, from any and all claims, demands, damages, actions, causes of action or suits of any kind or nature whatsoever, whether known or unknown, fixed or contingent, which I now have or may hereafter have or claim to have, as a result of or in any way relating to the following: Parts sold & installed by Van Compass LLC or parts sold & installed by end-user; any parts sold online, any parts sold online or installed by a re-seller, any parts installed by an installation shop.

It is understood and agreed that this payment is made and received in full and complete settlement and satisfaction of the aforesaid actions, causes of action, claims and demands; that this Release contains the entire agreement between the parties; and that the terms of this Agreement are contractual and not merely a recital. Furthermore, this Release shall be binding upon the undersigned, and his respective heirs, executors, administrators, personal representatives, successors and assigns. This Release shall be subject to and governed by the laws of the State of Idaho.

PRODUCT SAFETY WARNING:

Van Compass LLC strongly recommends the installation of products be done by a certified mechanic. If this does not occur, be certain the person(s) installing the product read, understand and follow all instructions and warnings pertaining to the application before installation. Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Van Compass LLC product purchased. Mixing component brands is not recommended.

Installation of suspension lift kits or any other lifting kits or devices will raise the center of gravity. For this reason, Van Compass LLC urges that extreme caution be used when encountering driving conditions which may cause vehicle imbalance. Furthermore, the driver's field of vision and judgment will not be as good due to the height of the vehicle. Due to the installation of larger tires, the speedometer will read slower than the actual speed being traveled and more distance will be required to stop the vehicle. It is the owner's responsibility to caution and warn any potential driver of the vehicle about these driving and handling conditions. Van Compass LLC will not be held liable or responsible for damages or personal injuries resulting from the use of lifting devices and or related products. The tires and rims should be changed to sufficiently increase the vehicle's total overall width and stability to help accommodate lifting devices.

Van Compass LLC aftermarket suspension products and accessories modify a vehicle for uses which exceed conditions anticipated by the vehicle manufacturer. The uses include the high performance demands required during off-road. These conditions vary in the degree of extremity and cannot be controlled by the vehicle or product manufacturer. If the components within the suspension system or accessories become worn due to frequent and/or extreme use, the safety and reliability of the vehicle is at risk. The maintenance of aftermarket equipment to ensure the vehicle occupants safety is entirely your responsibility. Do not purchase Van Compass LLC products unless you are willing to accept this responsibility. Do not install any Van Compass LLC suspension products or accessories unless you feel competent at installing the product without causing present or future injury to yourself or other vehicle occupants; seek an authorized installation center.

Most states have some type of law limiting vehicle height. The amount of lift allowed, and how the lift can be achieved, varies greatly. Several states offer exemptions for farm and commercial registered vehicles. It is the vehicle owner's responsibility to check state and local laws to ensure that their vehicle will be in compliance. Van Compass LLC reserves the right to make changes in design, materials and specifications as deemed necessary without prior notice and without assuming obligation to modify any product previously manufactured. Obligation or liabilities will not be assumed with respect to similar products previously advertised.

This Release of Liability and Product Safety Warning has been read and fully understood by the undersigned and has been explained to me.