



Full Length Hoop Step

Part No. A3206



Fits: 1999 - Current

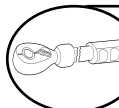
Ford F250 / F350 Extended Cab 6.5' Bed



REMOVE CONTENTS FROM BOX. VERIFY ALL PARTS ARE PRESENT.



READ INSTRUCTIONS CAREFULLY BEFORE STARTING INSTALLATION.



DO NOT OVER TORQUE. STANDARD OPERATING LOAD FOR TIGHTEN BODY MOUNT NUTS & BOLTS VARIES FROM 45 TO 65 FOOT POUND.



30-40 min



Cutting Not Required



Drilling Not Required



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POLISHED STAINLESS STEEL – LIMITED LIFETIME
POWDER COATED BLACK – 3 YEARS

PARTS LIST:

Qty	Part Description	Qty	Part Description
12	3/8 X 1 1/2" Carriage Bolts	12	3/8" Nuts
12	3/8" Washers	12	5/16" bolts and clips

Tools Needed

9/16" Gear Wrench Socket And Ratchet	1/2" gear wrench socket and ratchet
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INSTALLATION PROCEDURE:

Step 1. Hoop Steps are manufactured specifically for driver and passenger sides. The short 45 degree bend at the end of each Nerf-Step goes to the front of the vehicle.

Step 2. Starting with the driver side, open both doors and hold the Hoop Step to the underside of the vehicle. The oval holes in the Hoop Step bracket will align with the factory holes on the bottom pinch roll of the truck. Not all the holes in the pinch-weld will be used.

Step 3. Locate the holes for the clips, where they line up in relation to the upper holes in the bracket. Place clips in position.

Step 4. There are 1/2" round upper mounting holes on Superduty Hoop Step brackets, put the bolts for the clips in these holes, finger tight.

Step 5. Using the 3/8" x 1 1/2" carriage bolts provided, insert from the outside and attach the flat washer and nut loosely though the oval hole in the bracket. Once all six bolts have been inserted, hold the front of the Hoop Step firmly against the body and tighten the front bolt. Now move to the rear of the Hoop Step and hold the step level so the pinch weld gap is even along the entire Hoop Step. Next, tighten the rear bolt. You may then tighten all the remaining bolts to 18-22 lbs.

COMPLETE INSTALLATION



PRODUCT CARE

- Periodically check the product to ensure all fasteners are tight and components are intact.
- Regular waxing is recommended to protect the finish of the product.
- **Use ONLY Non-Abrasive automotive wax.** Use of any soap, polish or wax that contains an abrasive is detrimental and can scratch the finish leading to corrosion.
- Aluminum polish may be used to polish small scratches and scuffs for **Stainless Steel finish.**
- Mild soap may be used to clean the product for both **Stainless Steel and Black finish.**

FAQ's**1. Hardware's are not of correct size.**

In GMC / Chevrolet truck model 2006 & up, customer needs to reuse the factory body bolts to install the bracket. If your vehicle is not GMC / Chevrolet 2006 & up, ensure that holes are not partially covered with any plastic grommet or rust? If it is, remove the plastic grommet & rust from the thread holes & re-try the installation.

2. Mounting Bracket are not getting Installed properly.

In some cases Illustration images shown in Installation manual may not be the exactly same as per actual vehicle images ,also if Driver / Passenger side mounting brackets are very identical in the design, suggest referring Parts Identification guide to avoid fitment issue.

3. Products are thumping / rattling after installation.

Ensure that all required mounting brackets / hardware's are installed & tighten correctly. Suggest using white lithium / regular grease between the metal to metal contact surfaces.

4. Side Bar is not aligning with vehicle / Step Pads are not aligning with vehicle doors.

Side bar may be interchanged or mounting brackets are not installed at the correct position in the vehicle. Refer Parts identification guide.

5. Missing / Excess Hardware.

Recheck hardware count as per the part list.

6. Product not installing properly.

Ensure make model year, cab length and bed size of your vehicle is listed in the application. All installation steps are followed correctly.

Check out these other TrailFX Products!!

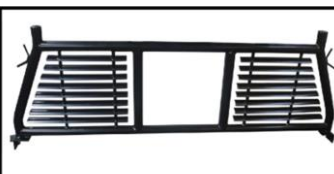
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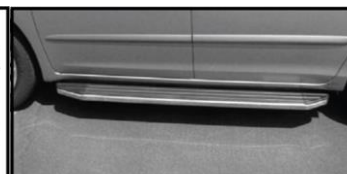
SIDE BAR



ROCKER GUADRS



HEADACHE RACKS



RUNNING BOARDS

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