



# DIY INSTRUCTIONS

**Item Description**  
**Vehicle**

**Front bumper**  
**2003-2009 GX Lexus**

## DEMELLO-OFFROAD

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### Kit contents for bumper

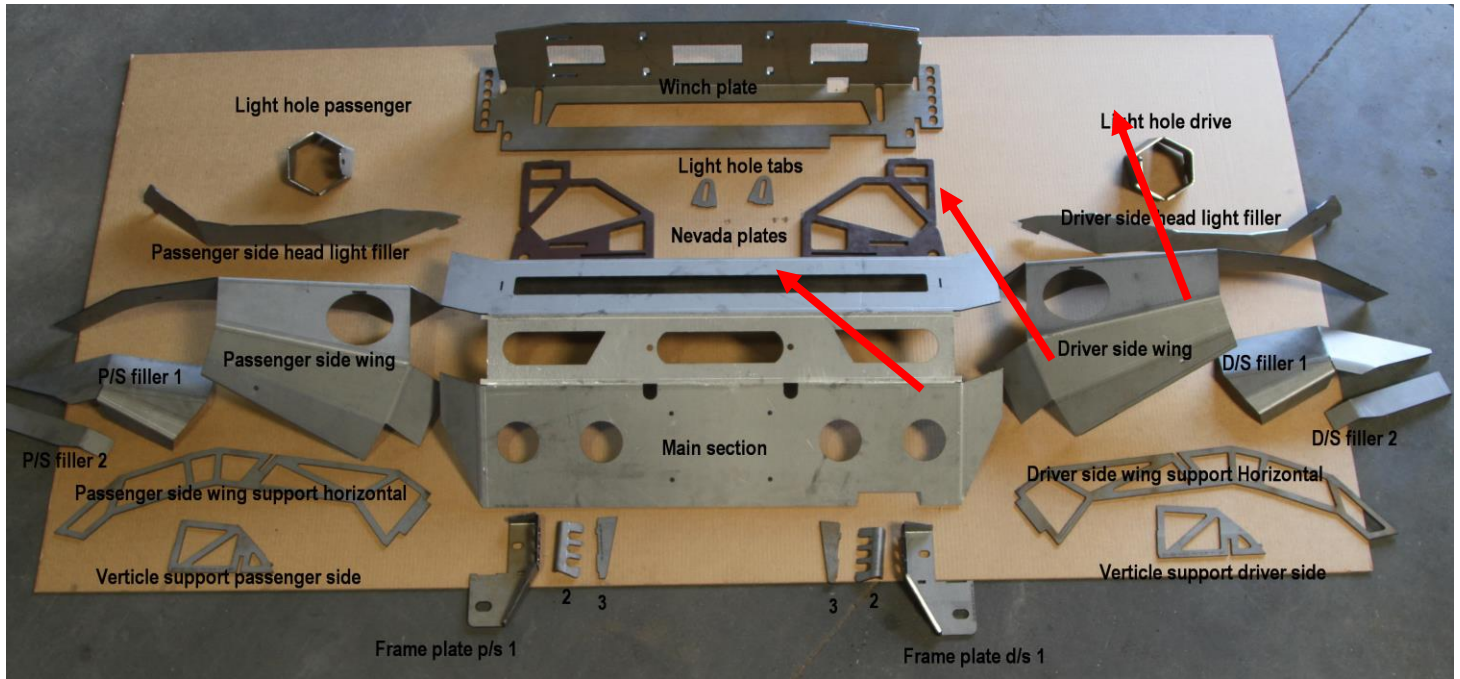
Winch plate QTY 1	Main Section QTY 1
Nevada plates QTY 2	
Light hole Tabs QTY 2	Light holes QTY 4
Head light filler QTY2	Side wing QTY2
Filler 1 QTY 2	Filler 2 QTY 2
Support horizontal QTY 2	Vertical support QTY2
Frame plate 1,2,3 QTY 2	Instructions

### Tools recommended for installation

Mig welder (preferably 220) Gasless not recommended	Grinder 4-4.5in is ideal with Flapper wheels 40-60 grit
Orbital sander	Small hammer
Common sense	Patience
Attention to details	

**Please read Installation guide for the 2003-2009 GX front bumper before starting on this kit so you fully understand how the bumper fits and mounts.**

Installation



### DeMello Off-road GX DIY kit

This kit is not intended for the DIYer who wants to build their own bumper but do it with a proven trail tested product. The GX DIY kit takes the guess work out of building a good off-road bumper for yourself with easy to fit together pieces that will weld up clean and give you that clean look on your 2003-3009 Lexus GX.

While for a experienced welder this shouldn't be a hard to build kit, we wouldn't recommend this be someone's first welding job. We will try to be as detailed as possible in the following directions, but a fair amount of common sense and fabrication skills go a long way in building a good clean project. Always remember measure 3 times cut once. Or in this case measure three times and weld once.



Step 1.) place the winch plate on a flat work bench or welding table. As shown above with the winch mounting surface vertical and the mounting surface flat on the table. The first thing you will want to do with all the pieces is lightly grind (with flapper wheel) all the edges and surfaces that will be welded. As you fit the pieces together this will become apparent to you. Some pieces will need ground down more than others to properly fit. It's best to do a little and test fit.



Step 2.) You will need to grind off the scale on the two "Nevada plates" or uprights. Note in the picture where to grind. You can also fit it and see wherever you will weld will need ground for good penetration.



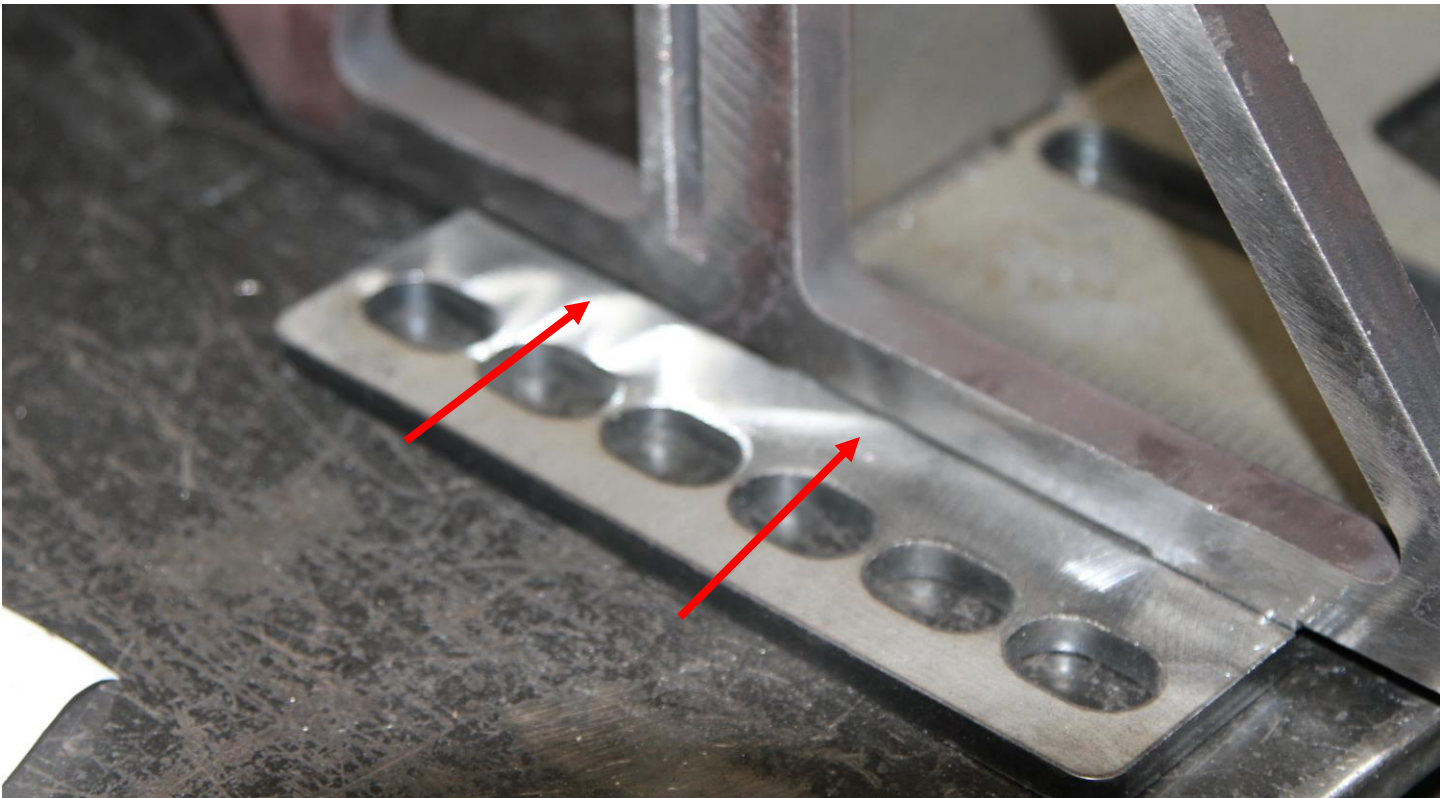
Still step 2.) Taking your time to make sure all contact area's are clean is important for a good strong final product.



Step 3.) Now that all your edges and contact points are ground clean you can start fitting the Nevada plates to the winch plate as shown above with the shackle point up towards you. You may find at this point you need to remove a little more material for proper fitment but all the pieces are key slotted so they fit snug and tight together.



Still Step 3.) You can use a hammer to help “convince” the plates to go in place, you don’t want to have to hit it so hard that you are bending or denting the material but a few “love taps” to get it into place isn’t bad.



Still step 3.) You will notice that the Nevada plate fits completely flat on the base of the winch plate. Remember the closer the tolerances are the tighter and cleaner the overall bumper will be. Repeat the same steps for the opposite side till both pieces fit snug on the winch plate.



Step 4.) At this point you can “tack” the Nevada plates to the winch plate. We recommend only tacking at this point and doing it in a place that you can easily grind off if you have to go back and change it.



Step 5.) Once you have tacked the two Nevada plates to the winch plate flip it over, so the shackles face you. Then take the “main section” piece and carefully fit it over the winch plate. Also make sure that you have ground the edges of this plate as well shown in the picture above. The main section is a tight fit and has two notches on top of the Nevada plates that it will fit into. Take your time and make sure you center it tight onto the winch plate.

Installation



Still Step 5.) note that the shackle when fitted correctly will poke through the front of the skin and fit up flush to main section.



Step 6.) You can now tack the main section to the winch plate starting with the bottom corners. Note how you pinch and hold together the bottom edge of the bumper so those two pieces meet up.

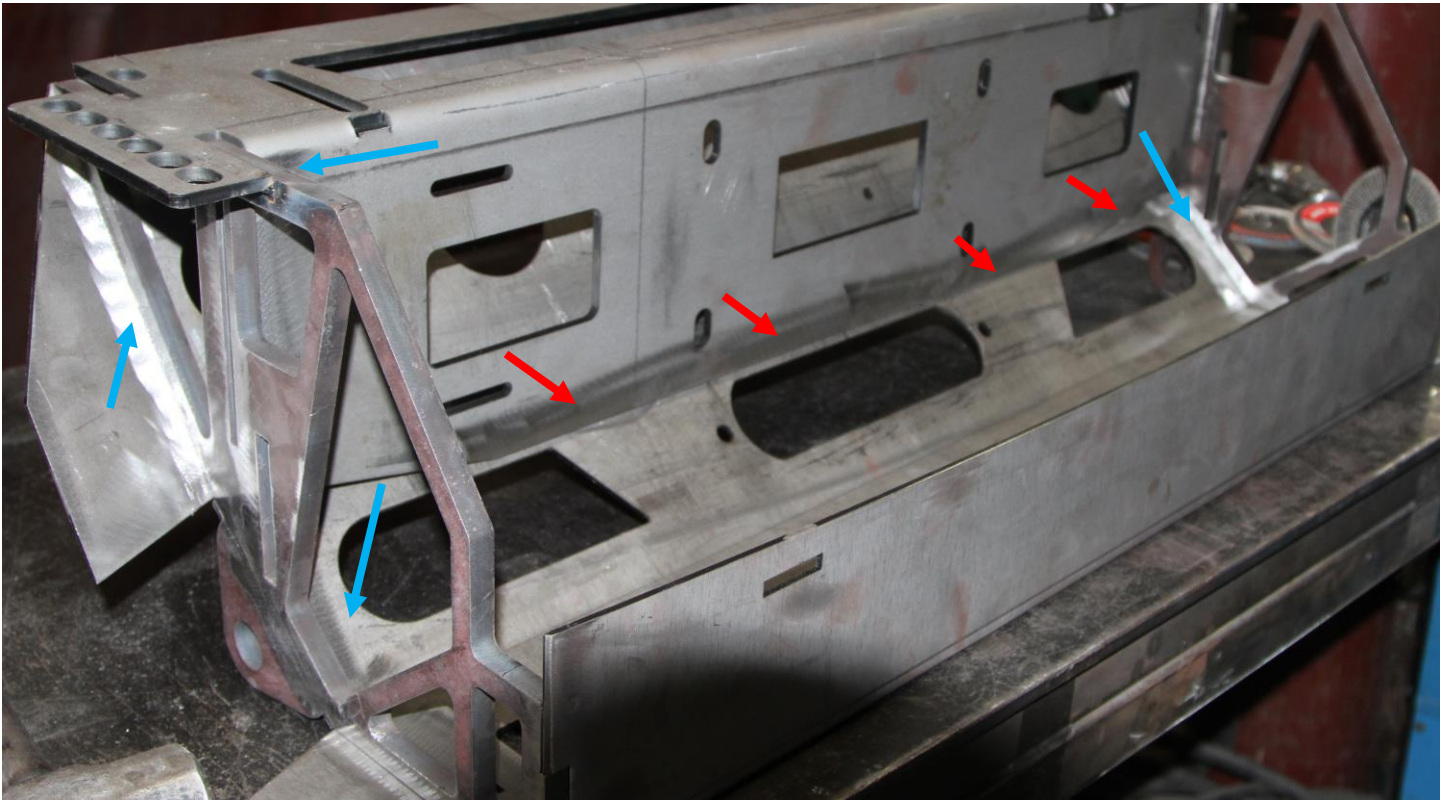


Step.7) Flip the bumper over again so that the top faces you and fit the top piece down into the notches and again tack it into place.



Step. 8) At this point once it's Tacked together you can jump over to the installation instructions for the 03-09 of the GX bumper (step # 18) and we highly recommend you test fit the bumper onto your GX before you go any further.



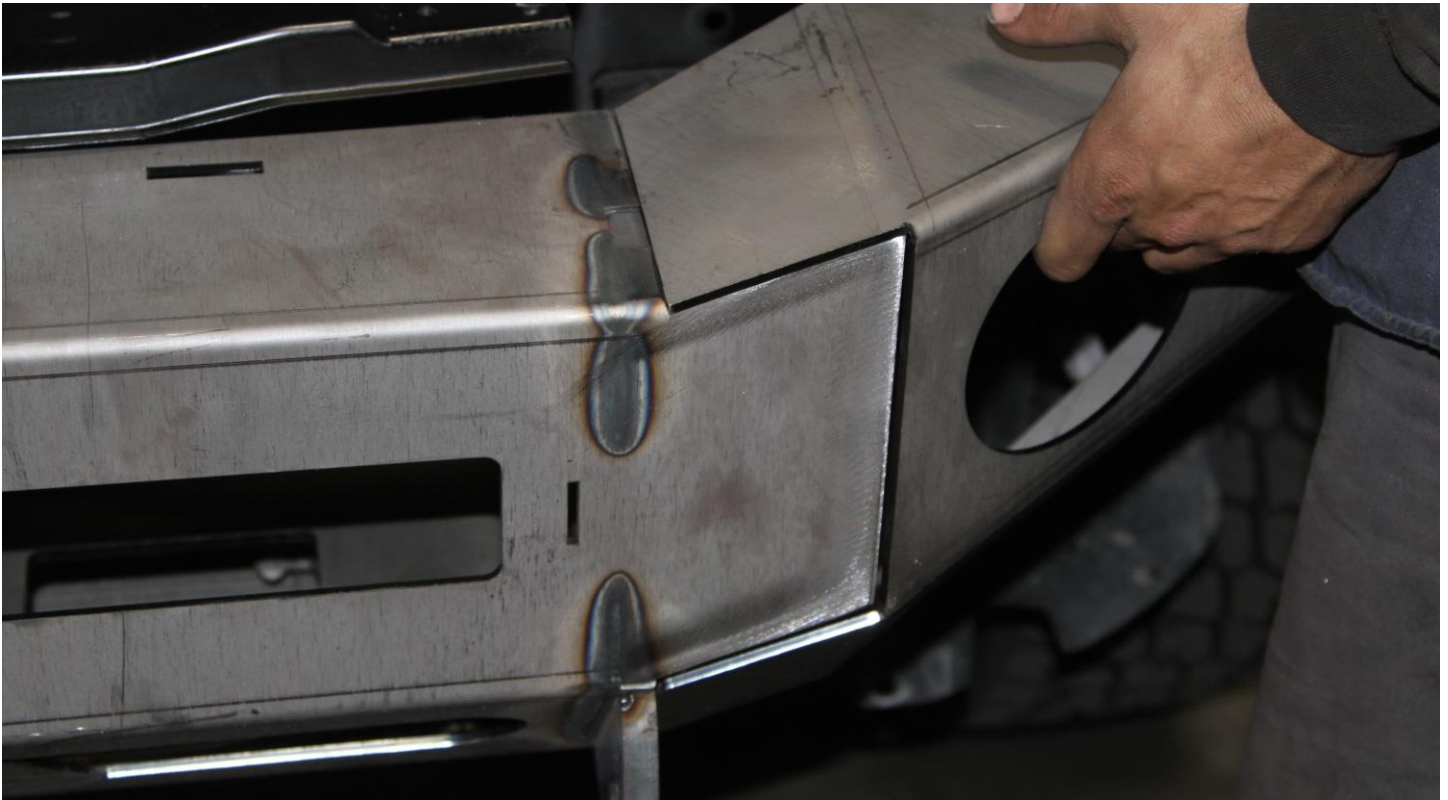


Step.9) Now that you have test fitted the bumper we recommend you weld the center section on the table. You can wait till the very end to weld the whole bumper together but welding the center section now flat on the bench allows you better access to area's and is much easier to work with than a full bumper. We recommend welding 2-3in long welds every 2-3in between the winch plate and main plate where the red arrows are. You will also want to run beads on both sides on the inside where the blue arrows are. You can break up this welding alternating from left to right to ensure you don't over heat the area.



Note all the welds in above picture.

Installation



Step.10) now that you are done welding the inner section. Go ahead and mount it back on the GX and you can fit up your side pieces. Make sure again that all your edges are clean. It's a good idea to grind down the edges so they create a perfect little 45° valley (shown below) for the welds to go into or as close to that as you can. Take your time and once you are happy with the fitment tack each side piece in place.



Still step.10.)



Step 11.)

Repeat the same process on the passenger side holding the outside wing in place tack it in a area that you can easily get to with a grinder if you need to remove it.



Step 12.) you can now take the DS and PS filler 1 plates and attach them as shown in the picture. Make sure all your edges are ground down with a soft wheel grinder at a 45\* angle for the best welds and strongest welds.



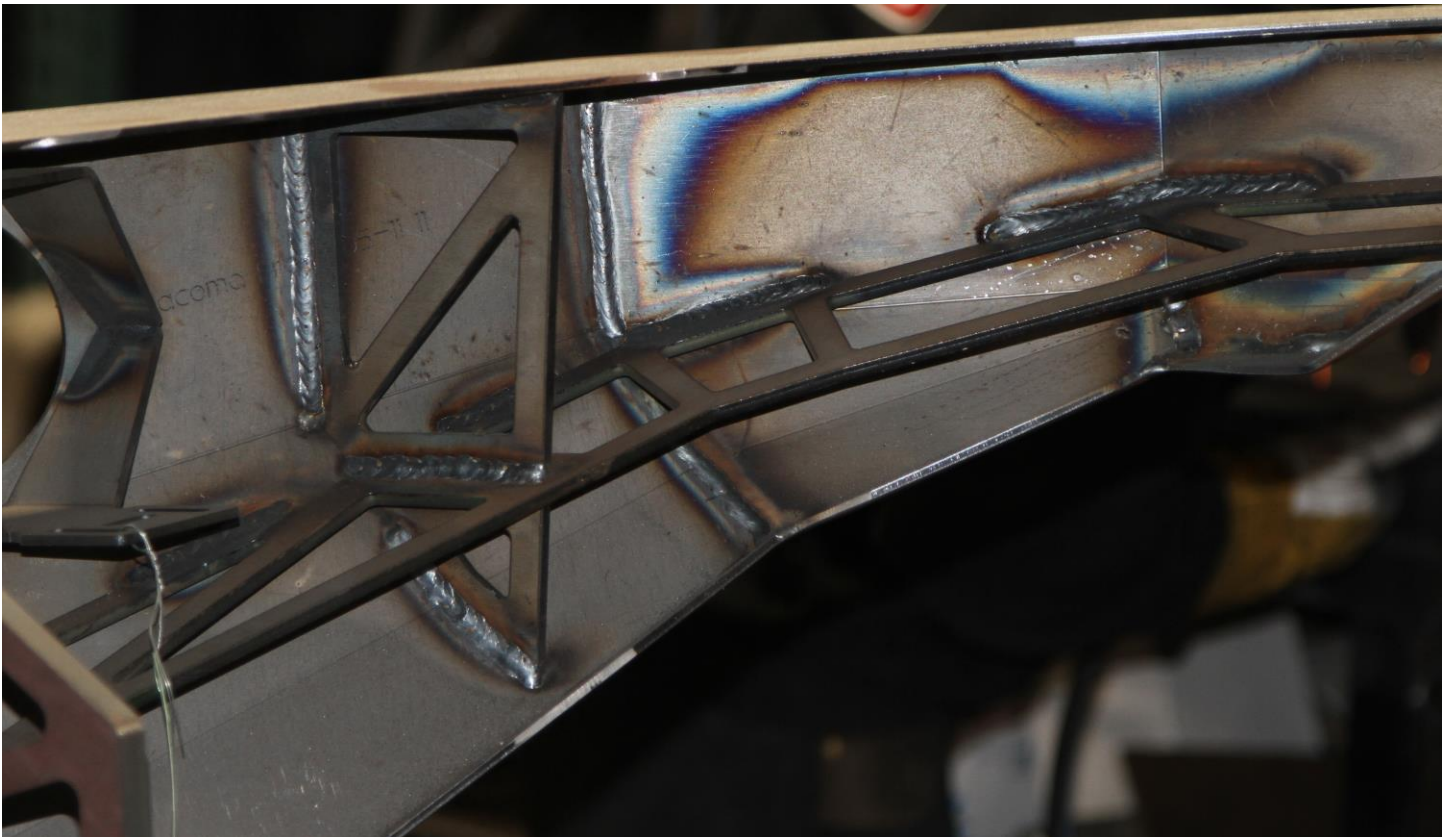
Step 13.) repeat the same thing for the driver side. As shown in the picture.



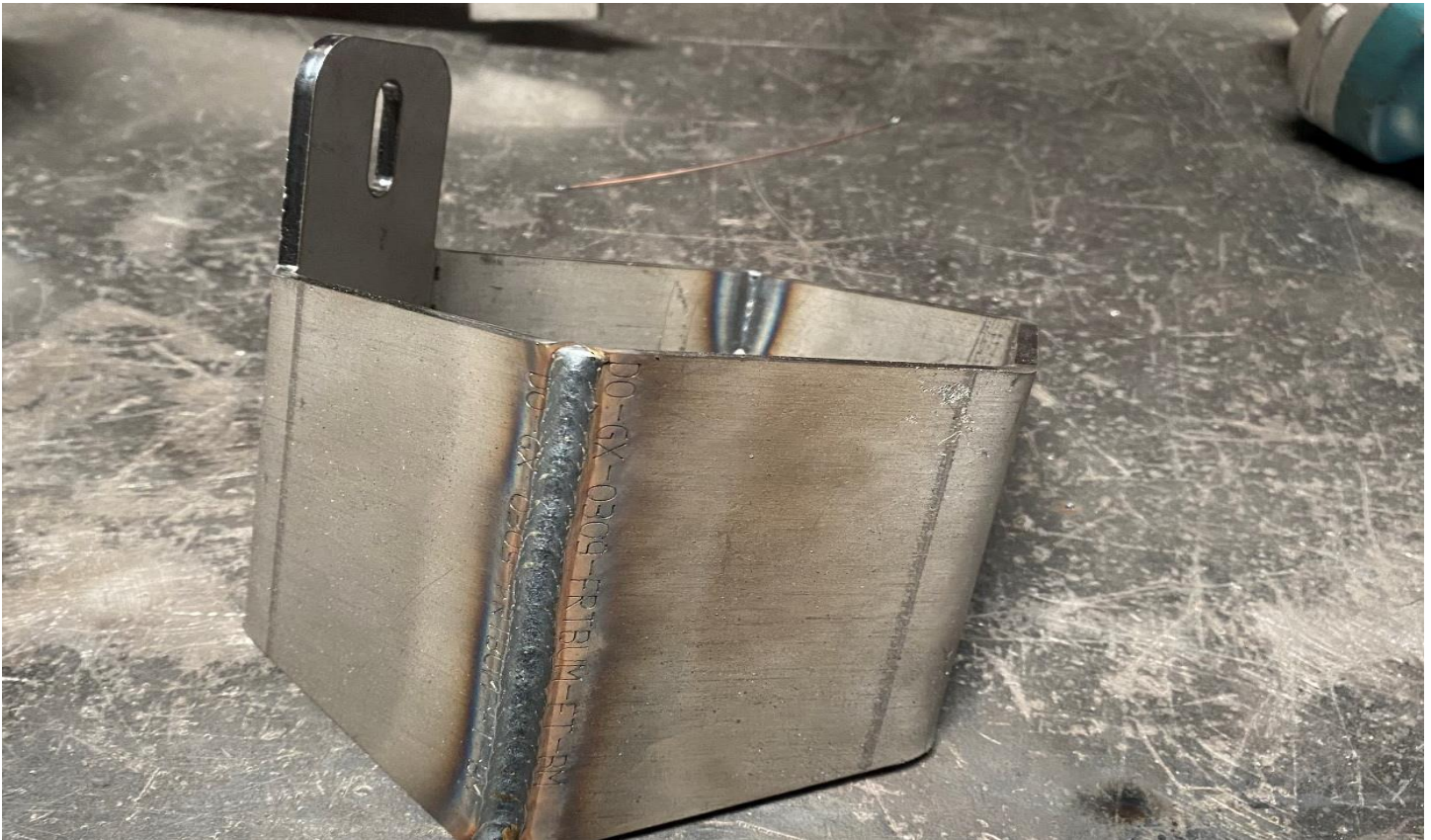
Step 14 tack the D/S filler on both sides as shown. This can be done on the vehicle. Sorry not shown on vehicle.



Step 15.) It's time to add the filler headlight piece on each side. Note that some GX sit lower on the driver side causing contact with the filler piece. We recommend 1/4in-1/2in gap along the filler piece between the headlight and bumper. You can use a soft wheel grinder to take down some material. Repeat step 15 on the passenger side as well.



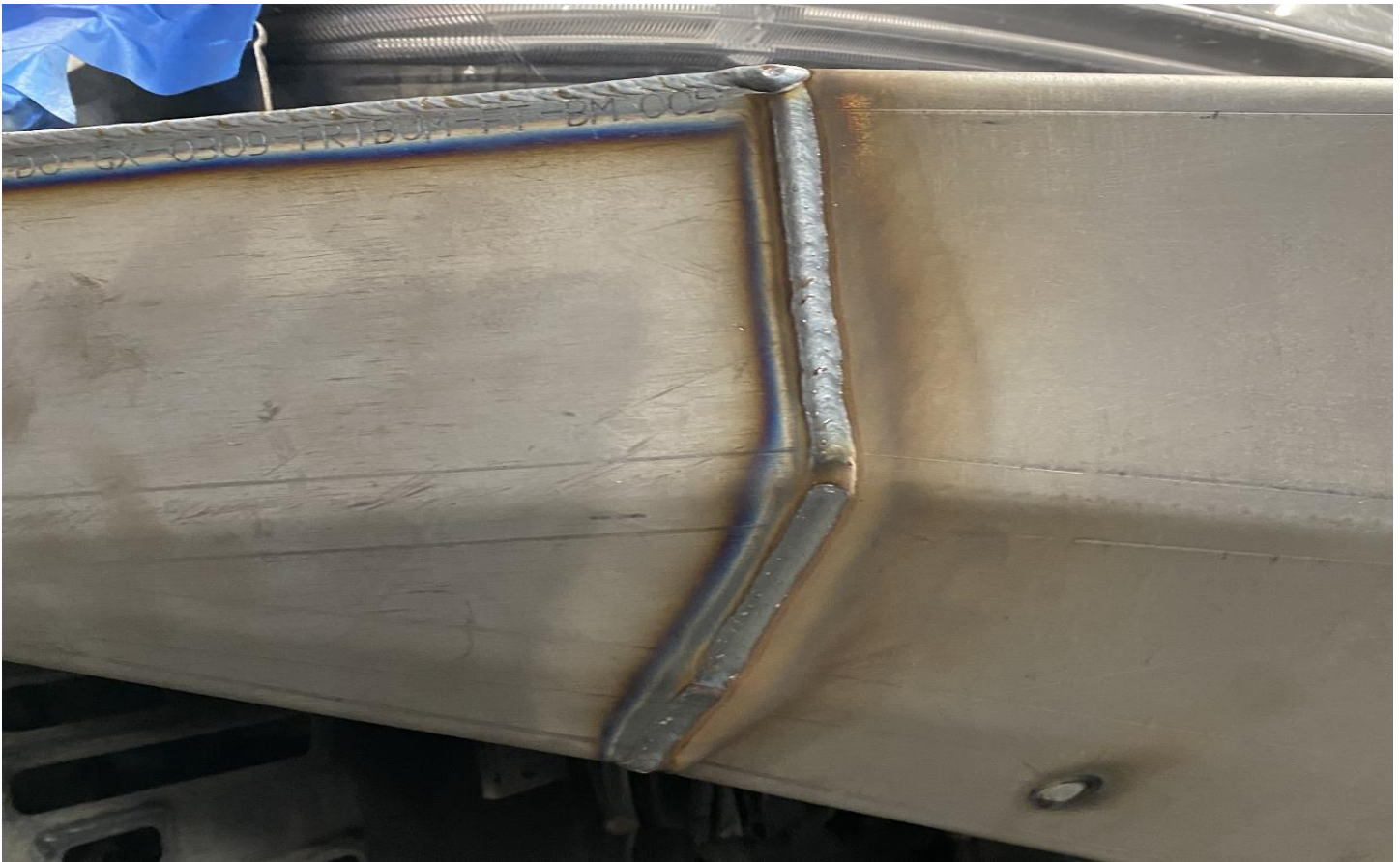
Step 16.) with the bumper removed you can now add the reinforcement pieces to the inside of the bumper. Same rules apply as with other pieces, make sure you dry fit them all first, some grinding/sanding may be necessary for proper fitment. Repeat steps for both sides of the bumper. Be sure to tack them in place on both sides before fully welding the bumper.



Step 17.) you can now tack them weld both of your light holes together as shown. You can also grind and sand them before you install if you would like to.



Step 18.) Fit the light holes from the back of the bumper and make sure the tab sits flush into the bumper. You can remove a little bit of material from this part as well to allow good weld penetration.



Step 19.) now with all the pieces tacked together in place it's best to put the bumper back on the GX and check for fitment. You can start welding the bumper seams. We recommend bouncing around from one area to another to prevent heat warping. You can also use a floor jack to hold the outer edges of the bumper supported while you weld to keep it straight. You can also clamp the bumper to a table and weld everything with it secured with as many clamps as possible. Either way you do it, it's recommended to move around your welding to keep it from warping.



Notice the heated-up areas around the weld and we generally leave the shackle weld for last so that we can do a nice clean weld as that's the only weld you won't grind down and we like it clean 😊



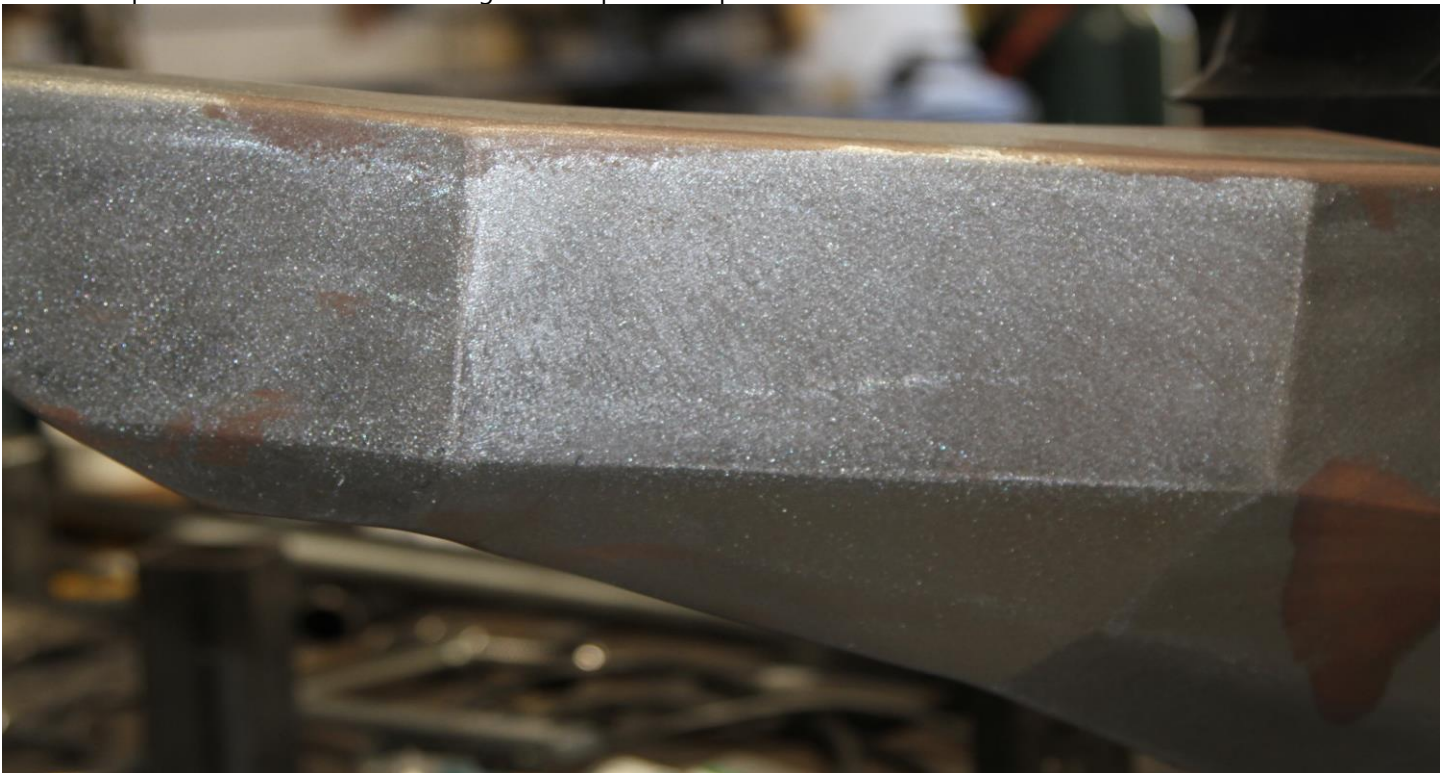


Make sure all the connecting points are fully welded for the strongest bumper possible.

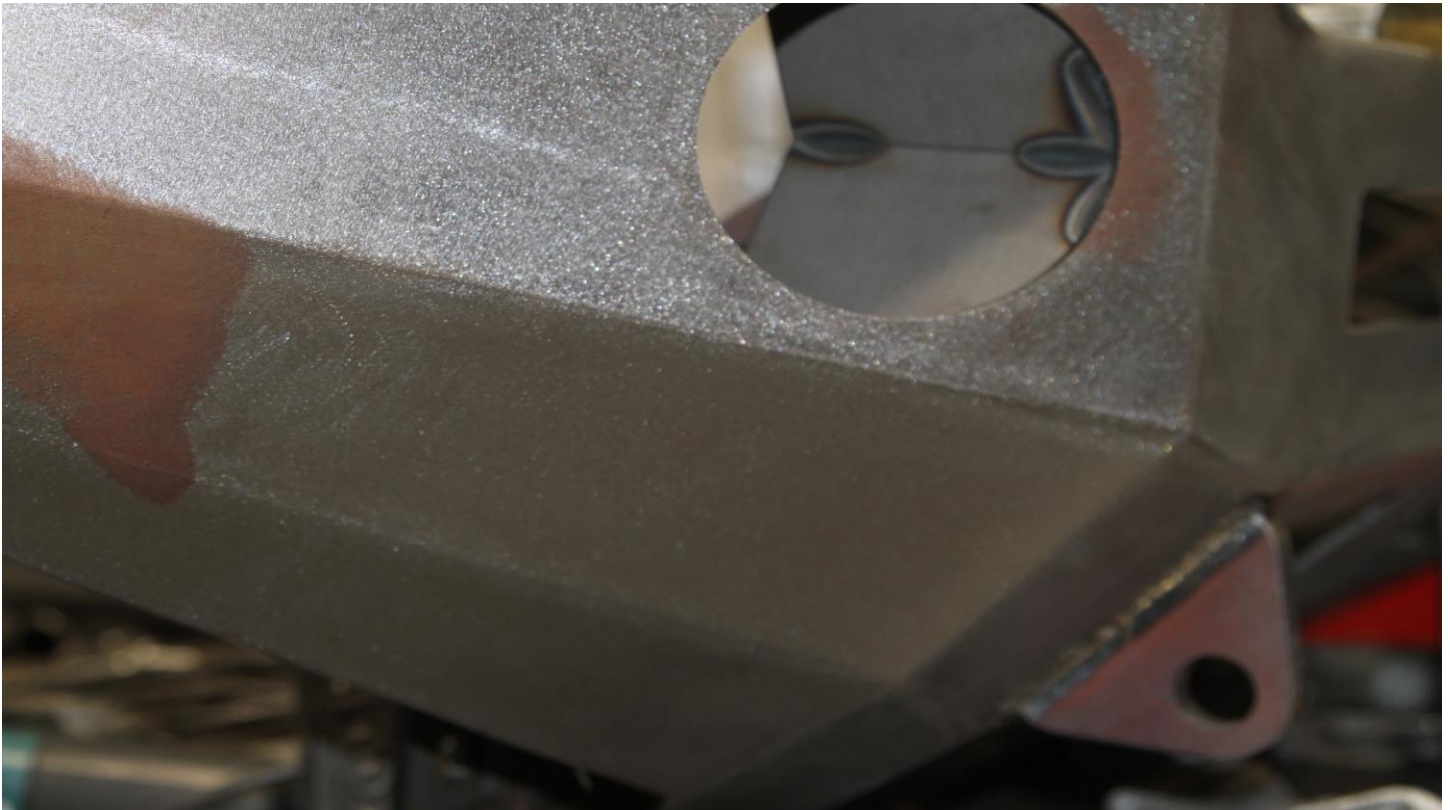




Notice the places we recommend welding the bumpers in a spaced out fashion.



Step 20.) Now that the bumper is fully welded it's time to grind down the welds first with a flapper wheel then we use a orbital sanding disc till the finish is as shown above.



We recommend grinding and sanding down every weld and the surface of the bumper till it looks like it does in these pictures.



Step 21.) The last and final step is to assemble and weld the reinforcement brackets as shown here.



Again, remember to clean all edges before you weld and tack them together and even test fit them on the bumper and GX to be sure a perfect fit.



It's a good idea to fit the bumper onto the GX one more time to make sure everything lines up properly before painting the bumper or powder coating it. If you have any questions please feel free to e-mail us a [orders@demello-offroad.com](mailto:orders@demello-offroad.com)