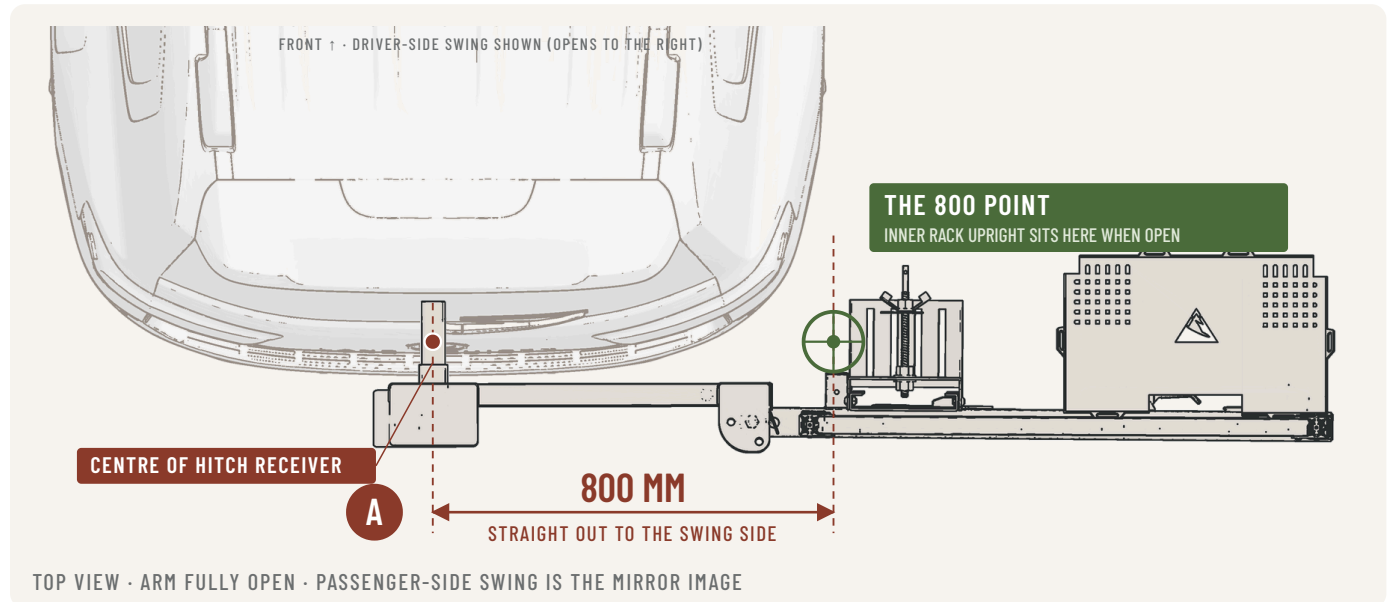


SIDE CLEARANCE & THE 800 MM RULE

When the arm swings fully open, the mounting rack ends up beside the car, not behind it. The only question is whether your **rear door** can open past where the rack sits. One tape measure, one point to check — no fitting, no guessing.



1 STAND BEHIND THE CAR
Find the centre of your tow hitch receiver — the square tube the hitch bar slides into.

2 MEASURE 800 MM SIDWAYS
From that centre, straight out to the side the arm will swing to. Mark the spot. That's where the mounting-rack upright sits when the arm is fully open.

3 OPEN YOUR REAR DOOR
If the door, fully open, clears that mark — the rack clears too. It fits. If the door would hit it, try the other swing side, or send us a photo.

WHAT YOUR REAR DOOR DOES

CLEAR

HATCH / LIFT-UP

Opens upward, never reaches the 800 point. Most wagons and SUVs — no measuring needed.

CLEAR

DROP-DOWN TAILGATE

Dual cabs and utes: the tailgate still drops fully with the arm open. The rack sits beside the tub, not behind it.

PICK THE SIDE

SIDE-HINGED DOOR

Prado, 70 Series, Wrangler, Jimny. Swing the arm **away from the door's hinge** so the door and the rack open in opposite directions.

PICK THE SIDE

BARN DOORS

Only the door on the swing side matters. If it clears the 800 point it fits — and that door may cover part of the rack when open.

BEFORE YOU GRAB THE TAPE

ON OUR CONFIRMED LIST? SKIP THE MEASURING.

Every vehicle on our Pick Your Vehicle page is already checked. The 800 rule is for vehicles we haven't fitted yet, modified rears, and anything with a bar, ladder or carrier already on the back.

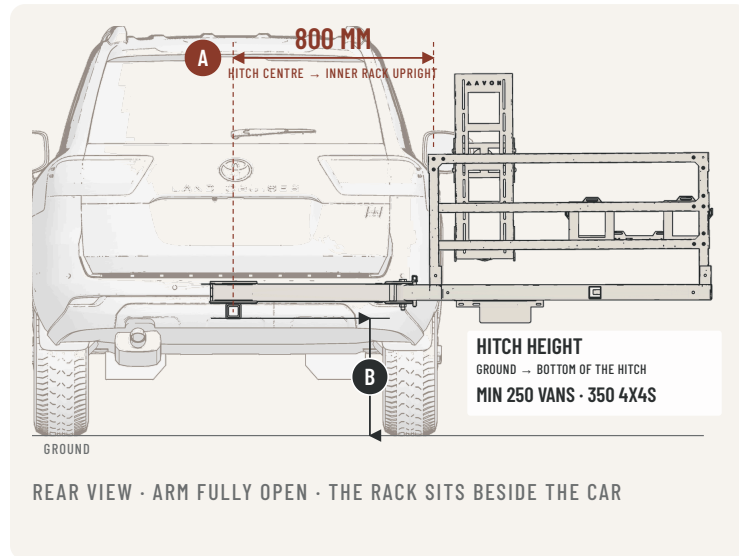
800 mm

Door clears the point → it fits. Pick your swing side and build it.

DOOR HITS THE POINT?

Try the other swing side first. Still tight? Send a rear photo, we'll call it.

THE DETAIL

THE SECOND NUMBER
HITCH HEIGHT

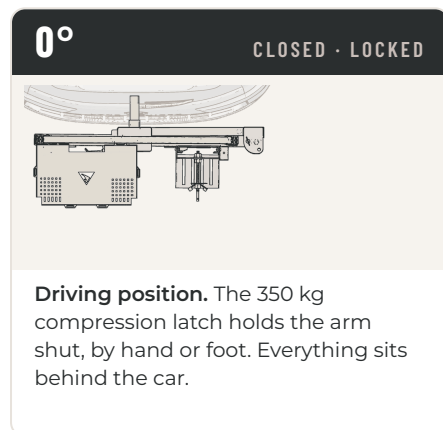
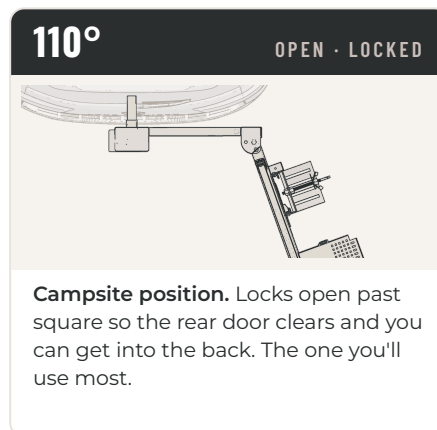
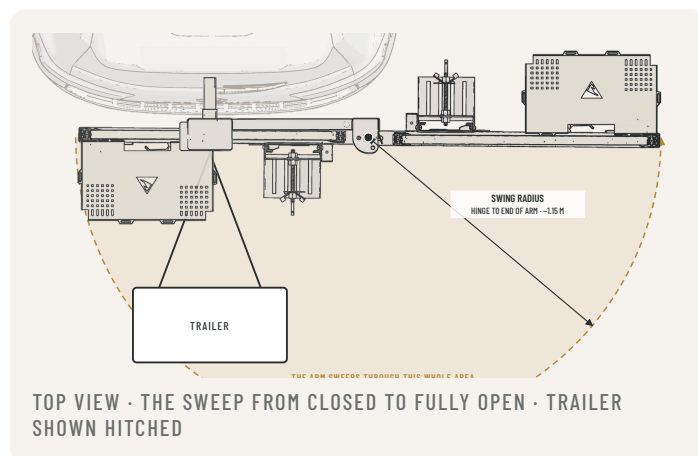
Measure from the ground to the **bottom of your hitch receiver**. The swing arm hangs below the hitch, so this sets your clearance over gutters, ruts and ramps with the system fitted.

250 mm
MINIMUM · VANS & WAGONS

350 mm
MINIMUM · 4X4S & OFF-ROAD

Under those, the arm is the first thing to touch down. Factory tow bars on 4x4s and most wagons are comfortably above; lowered vehicles, airbags on their lowest setting and some vans are the ones to check.

WHERE THE ARM STOPS



SWING RADIUS & TOWING

From the hinge, the arm sweeps a **~1.15 m radius** through the space directly behind the car before it comes to rest beside it. Anything parked in that arc — a trailer drawbar, a jerry can on the ground, the neighbour's awning — is in its path.

CAUTION · TRAILER HITCHED

The pass-through hitch keeps your 3.5 t tow rating, and you can tow with the system fitted. But before you swing the arm, **check the drawbar and jockey wheel are clear of the sweep**. On most setups that means unhitching first. Never swing the arm toward a coupled trailer.

WHICH SIDE SHOULD IT SWING?

DRIVER SIDE · OPENS RIGHT

The default. Keeps the passenger side free for an awning and puts the open rack on the traffic side at a roadside stop.

PASSENGER SIDE · OPENS LEFT

Kerb-side unloading, a driver-side awning, or a side-hinged rear door that opens to the right (Prado 150). The arm is handed — choose at order; it can't be swapped later.

Not sure? Email a photo of the back of the car and the hitch — we'll confirm clearance, height and side.