Open the bracket kit and inspect what is included. The Main Brackets are marked with labels as to their positions on the vehicle, including the distance measured rearward from the wheel well edge (see yellow arrow in photo below). Also find the Horizontal Brackets and the fastener bag. Inside it you will find the Flange Bolts & Nuts, Square Head Bolts, and the Self Tapping Screws and washers.

Using the photo at right as your guide, begin by measuring back from the fender edge highlighted by the yellow arrow. Take a grease pencil or masking tape strips and mark the pinchweld (the lower lip) at these locations. Your main brackets will be centered on these marks. The brackets have labels on each of them to show their proper locations. Here, the passenger side is shown with the required 4 brackets. The driver side has a short running board and therefore uses only the first 2 brackets which use the same measurements.

At the marked locations, while pushing the bracket up as tightly as possible, use the main bracket as a drill guide and drill one 5/16” hole into the pinchweld. Once drilled, insert a serrated bolt and then a nut from behind and tighten. Then drill and bolt the other hole.

This is the rear view of the passenger side front bracket. There are 4 holes on the bracket where it rests against the rocker panel (green circle). We chose to use 2 diagonal holes for our self-tapping screws, but you can use any two holes you wish. Next, loosely bolt the stiffener bar to the main bracket and push it up against the underside of the frame rail (red circle), drill two 3/16” holes and install 2 self tapping screws up into the bottom of the frame rail. Then completely tighten the 2 serrated bolts and nuts.
With a pair of vice grips, clamp the 2nd bracket to the pinchweld at the 21” location, and before drilling, make sure that the side of the bracket is resting against the side of the ProMaster’s cross-beam as in the photo to the left (blue arrow). Once it’s set, drill and install the 5/16 bolts into the pinchweld and tighten. Then pre drill all 4 holes in the side of the ProMaster’s cross-beam and install 4 self tapping screws.

—Note: Unlike the 1st bracket you just installed, the tab of this bracket does not rest against the back of the rocker panel (yellow arrow) so it is not necessary to install any screws at this location.

Clamp the 3rd bracket at the location on the label and again, look at the side of the bracket and make sure its resting against the side of the crossbeam (blue arrow). Once set, drill and install the bolts & nuts into the pinchweld, then install two self tapping screws into the back of rocker panel, and 2 self tappers and washers into the side of the cross-beam. You probably will not need to pre-drill the self tapping screw holes for brackets 3 & 4 because the metal is thinner at these locations.

Note the holes marked with the RED arrows in the adjacent photo. These are the holes you will use to mount the horizontal bracket to the main bracket. The holes marked with the GREEN arrows are where the running board attaches.

Next, mount the Horizontal Brackets to the front and rear main brackets and hand tighten only. Then slide the Square Head bolts into the grooves on the underside of the running board. 4 bolts per groove for the long running board, 2 bolts per groove on the short running board. (We used blue masking tape to keep the bolts from sliding out of the grooves while handling the running board). Then flip the running board over and mount it to the horizontal brackets, and hand tighten the nuts. Next, slide the front of the running board up into position, then do the same with the rear. It will take some up-and-down adjusting to get the running board to look level and centered to the ProMaster's body. The flexible backsplash of the running board should gently contact the body of the van. Once you are satisfied with the appearance, tighten the horizontal brackets to the main brackets. Then, while standing, look straight downward at the running board and adjust it in-and-out to the body and tighten the nuts on the underside of the running board. You can then easily add the remaining horizontal brackets once all of the adjusting and leveling is done. Now double-check all of your
When installing the 2nd bracket on the driver side, again mount the bracket into the pinchweld while making sure that the side of the bracket is resting against the side of the crossbeam (blue arrow). Be careful when drilling into the crossbeam, as the fuel filler hose is located behind that panel, so drill only deep enough to go through. Use a drill stop, or make one by wrapping some tape around the 3/16" drill bit. Drill all 4 holes and install the self tapping screws. This bracket doesn't get screws into the rocker panel.

On the driver's side, the main brackets are again positioned using the front edge of the wheel well molding as your reference point (see yellow arrow). Measure back from this point and mark the pinchweld using the measurements on the labels on each main bracket. Each main bracket is centered at his location. Clamp the bracket in place, drill the pinchweld and install the supplied bolts and nuts and tighten fully. Then put 2 self tapping screws into the rocker panel like you did on the passenger side. Assemble the stiffener bracket and drill the two 3/16” holes into the frame and install self tapping screws. Tighten everything up.

When installing the 2nd bracket on the driver side, again mount the bracket into the pinchweld while making sure that the side of the bracket is resting against the side of the crossbeam (blue arrow). Be careful when drilling into the crossbeam, as the fuel filler hose is located behind that panel, so drill only deep enough to go through. Use a drill stop, or make one by wrapping some tape around the 3/16” drill bit. Drill all 4 holes and install the self tapping screws. This bracket doesn't get screws into the rocker panel.

Loosely bolt the horizontal brackets to the main brackets, and let them hang. Then slide two square head bolts into each of the grooves on the underside of the short running board, flip over and set onto the horizontal brackets. Thread the nuts onto the underside of the horizontal brackets finger tight. Rotate the running board up into place and eyeball everything from a few angles until you are satisfied with the look and then tighten all fasteners fully. Double check your fasteners on both running boards and you're done.

One significant characteristic of the ProMaster’s body styling is the downward slope of the body at the front of the vehicle, just under the front doors. Set the running board so that it’s level with the ProMaster’s body allowing the gap to tighten up at the front. A properly installed running board will naturally have a smaller gap at the front of the vehicle.