

Step 1:

Remove Packaging; you will want to keep 1m of banding for later. Be careful when using the utility knife.

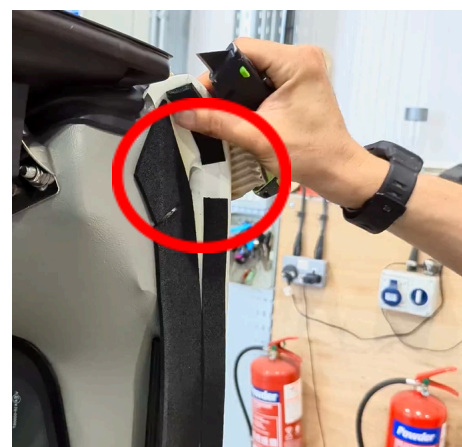
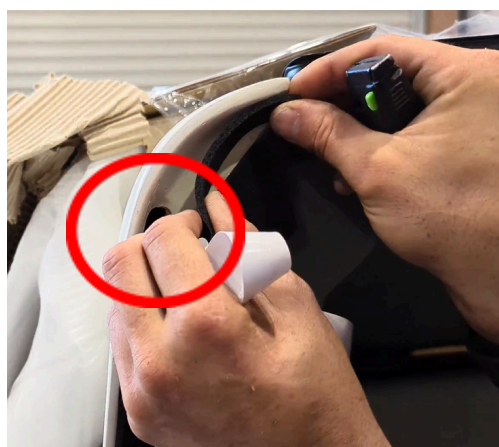
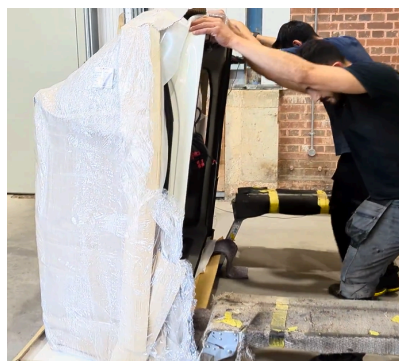
Requires:



Step 2:

Remove Packaging; The canopy needs to be moved to stands, this will allow you to remove the rest of the packaging.

Requires:



Step 3:

Applying Base Seal; The base seal must be stuck to the canopy in 5 separate places. Side rails, front bulkhead and rear corners. Please note do not cover the holes located at the rear of the canopy (circled in red).

Requires:



Step 4:

Cleaning Glass; Before fitting the canopy, you must make sure you to clean the glass on the canopy and the rear window on the vehicle, as these won't be reachable once fitted.

Requires:



Step 5:

Sealing the Bed; Using silicone, you'll need to fill the front corners of the bed to insure a watertight fit. Note: the truck cannot be washed for 24/48 hours to allow the sealant to dry.

Requires:



Step 6:

Lifting the Canopy; when lifting the canopy off the stands, you will need a person on each corner. Note: don't lift the canopy by the rear door.

Requires:



Step 7:

Preparing the Clamps; you'll find a clamps in the fitting box. Remove the cap-nuts and you want to orientate the rubber so the flat edge is facing out. (circled in red)

Requires:



Step 8:

Fitting the Clamps: The clamps need to fitted as pictured. The top of the clamps needs to sit in the 3rd groove back and tightened to 10nm. Note: dont not use power tools.

Requires:



Step 9:

Re-fitting Cap-nuts: Once clamps are fitted and equally spaced, please refit the cap-nuts.

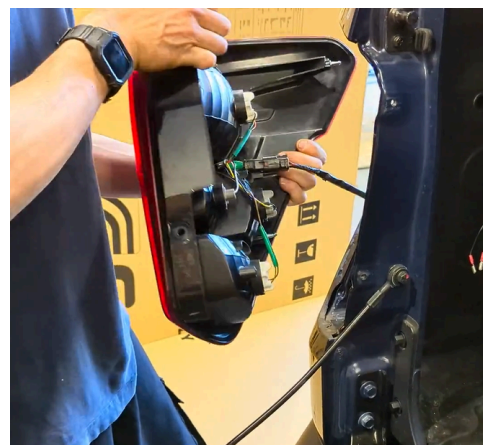
Requires:



Step 10:

Remove Rear Light: Next job is to remove the N/S rear light. You'll need a 10mm socket. Once bolts are removed, pull the light out of it mounting location and disconnect the plug.

Requires:



Step 11:

Removing Liner Fixings: To remove the fixing, you will require a Phillips head screwdriver.

Requires:



Step 12:

Running the Banding: Using the banding you kept from the packaging earlier, you will feed the banding in the rear light mounting location. The gap is found under the rail as pictured.

Requires:



Step 13:

Tape the Wire: with the banding that you have fed through into the rear light mount location, you will need to tape the loom to the banding using electrical tape. Once secured, please pull the band and loom carefully through. Note: having someone hold the liner away from the body helps with pulling the loom through and reducing snagging..

Requires:



Step 14:

Fixing the liner: Now with the loom pulled through, you'll need to put the fixings in the liner and secure it place with phillips screwdriver. Make sure not to damage the loom and to tuck it neatly above the liner as shown (circled in red)

Requires:



Step 15:

Removing Wheel Arch Liner: Removing the N/S rear wheel arch liner will require a screwdriver and socket. Note: the rear mud flap must be removed to remove the liner.

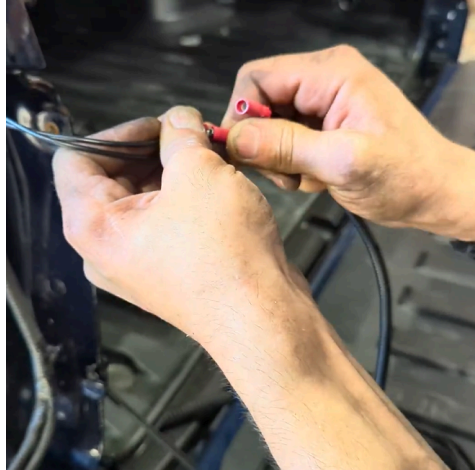
Requires:



Step 16:

Connecting Central and Heated Screen Loom: The central locking and heated screen wires need to be connected to the loom via there bullet connectors. Note: Make sure that green goes to green and yellow goes to yellow.

Requires:



Step 17:

Feeding the Loom: Once all connected, the heated screen and central locking loom must be fed into the wheel arch and pulled through. Note: use the hole circled in red.

Requires:



Step 18:

Connecting Central Locking: The plug for the fuel filler is found as shown (red circle). This will need to be unplugged, and fit piggyback loom. Note: if the canopy locks when trying to unlock, please swap the polarity on the bullet connectors.

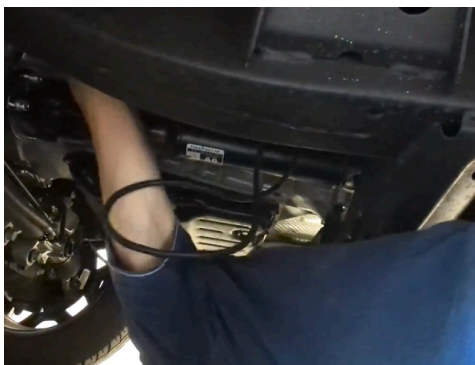
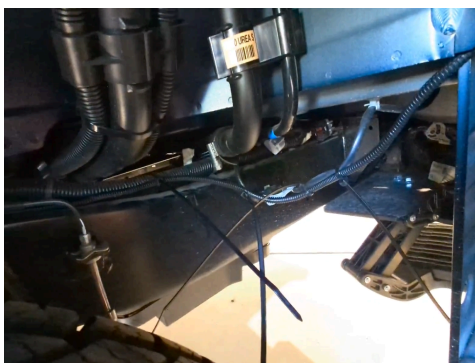
Requires:



Step 19:

Securing Heated Screen Loom: With the central locking fitted, the heated screen wiring needs to be run down the chassis leg and attached using zip ties. The wire must be fed up into the engine bay. Note be careful not to crimp or damage brake lines.

Requires:



Step 20:

Routing the Wires: Open the bonnet and retrieve the cable that was run under the vehicle. The cable is to be neatly run to the right, behind the ABS module, to end up next to the fuse box. Remove lid off the fuse box.

Requires:



Step 21:

Preparing the Wire: With the loom next to the fusebox, you'll need to remove a section of the protective sheath to expose roughly 20cm of wire. Locate and remove the 10amp micro fuse for the heated mirrors (circled).

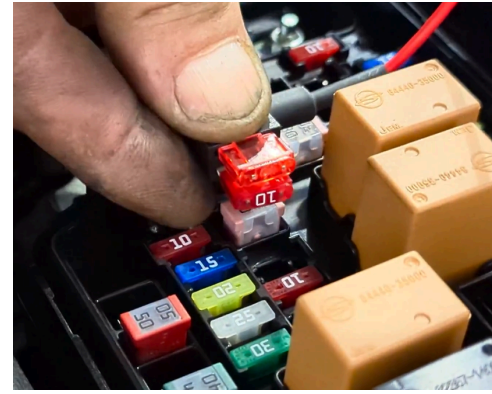
Requires:



Step 22:

Adding Piggyback: The fuse will need to be replaced by the piggyback loom and a 10amp fuse (found in fitting kit) the micro fuse removed from the fuse box won't fit the piggyback. The black cable will need to be routed to the bolt circled for earthing. Note: when refitting the lid to the fusebox please be careful not to damage the loom. For wiring looms fitted with a relay(s) these will need to be fixed upright to ensure they do not hold water. We recommend using the bolts on the bulkhead.

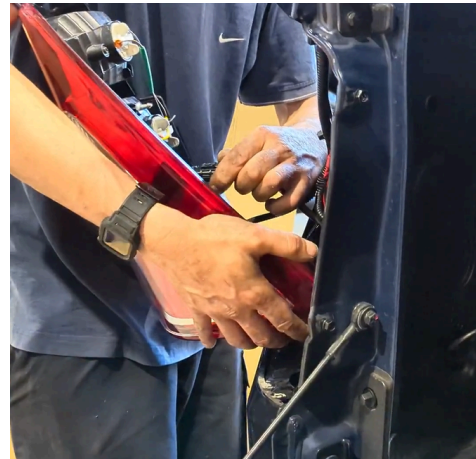
Requires:



Step 23:

Connecting the Brake Light: Moving to the rear of the vehicle, we now need to connect the brake light via the scotch-locks. Once connected, refit the light into its location and using a 10mm, secure the lights with bolts removed earlier in the fitting. Note: make sure the loom doesn't snag behind the unit.

Requires:



Step 24:

Cleaning: the rear and side glass needs to be cleaned. Note: the TQ sticker can be removed by soaking in brake cleaner and then removing with a cloth or blade.

Requires:



Step 25:

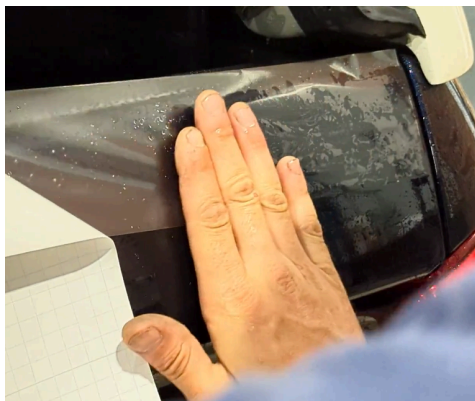
Prepping Tailgate: Before applying the tailgate protection tape, make sure you soak the area with soapy water. This will make the application a lot more effective.

Requires:**Step 26:**

Applying the Tape: When applying the tape, make sure to take your time as it must be square, once square, apply the tape by hand. Note: the tape can be adjusted if fitted incorrectly.

Requires:**Step 27:**

Finishing: Use a card or squeegee to push water and air bubbles out from out under the tape. Note: a heat gun can be used to help with this process.

Requires:

Latch Adjustment

Latch Adjustment - Not Catching

The door latch won't catch - if the door shuts but won't catch, it's most likely due to the connecting rods being too short.

This can be tested by having the door open and manually pushing the catches up by hand. If they don't stay up, follow the instruction below.

Latch Adjustment - Not Catching

Step 1:
Remove the cover and handle.

Requires:



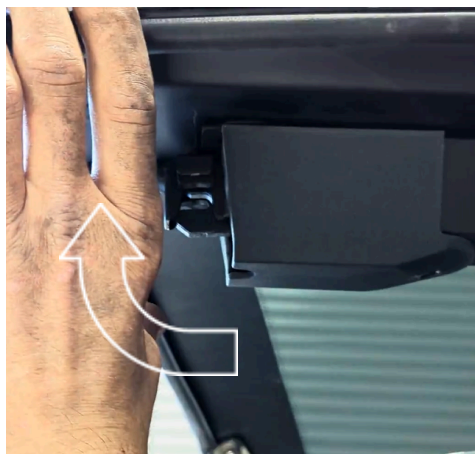
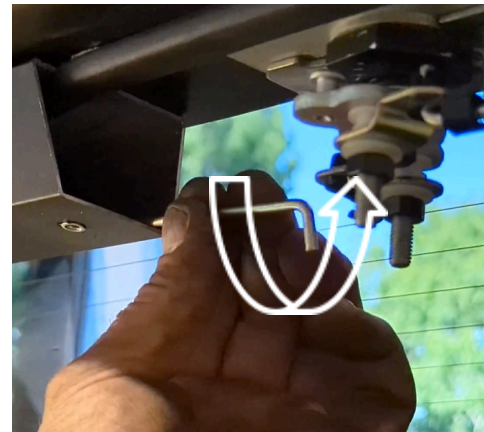
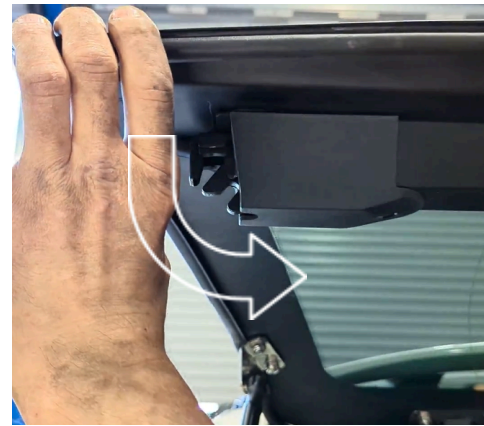
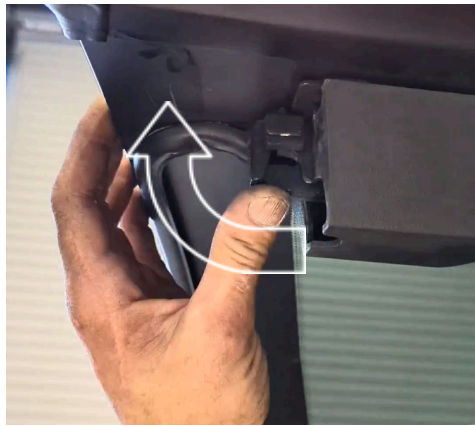
Latch Adjustment - Not Catching

Step 2:

Disconnect the rod from plastic clip on the handle. To lengthen the rod, you will need to rotate it anti-clockwise. Once adjusted, reconnect the rod and the latch should click and hold when pressed into position. The latch should release when the handle is 1/2 to 3/4 through its travel.

Once adjusted, refit the cover and handle. (step 1 in reverse)

Note: one rotation at a time.



Latch Adjustment - Not Releasing

The door latch won't release when using the handle - if the door shuts but won't open, it's most likely due to the connecting rods being too long.

This can be tested by having the door open and manually pushing the catches up by hand. If they stay up and don't release, follow the instruction below.

Latch Adjustment - Not Releasing

Step1:
Remove the cover and handle.

Requires:

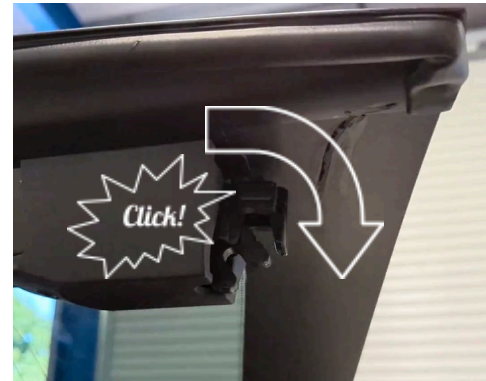
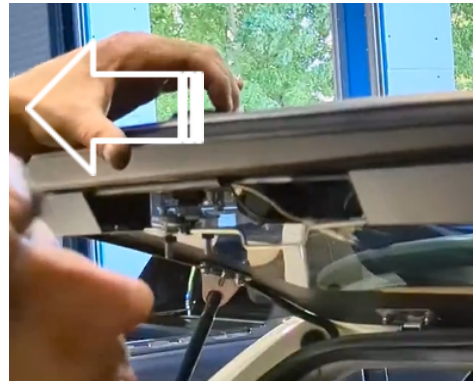
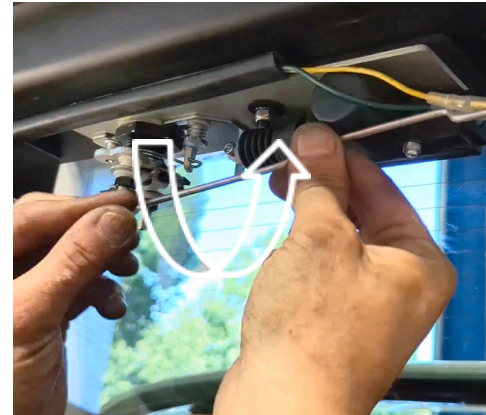
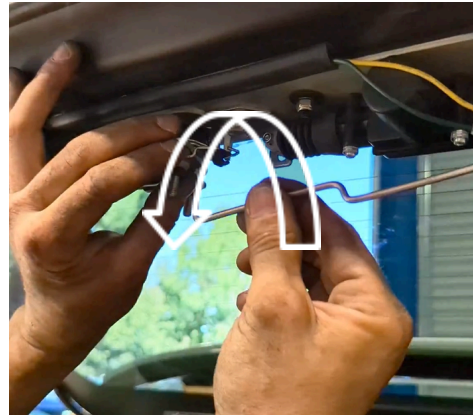
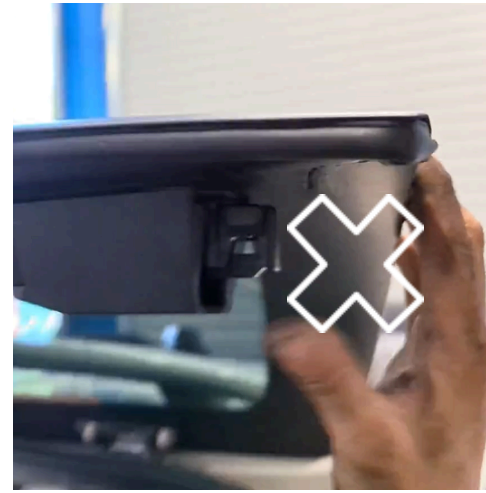


Latch Adjustment - Not Releasing

Step 2:

Disconnect the rod from plastic clip on the handle.
To shorten the rod, you will need to rotate it clockwise.
Once adjusted, reconnect the rod and the latch should click and hold and release when the handle is turned. The handle should release the latch when the handle is 1/2 to 3/4 through its travel.

Note: one rotation at a time.



Latch Adjustment - Synchronizing Latches

The latches are designed to release at the same time, to achieve this please follow the instructions above. Both latches should release when the handle is 1/2 to 3/4 through its travel.

Latch Adjustment - Testing the Latches

If you find the latches are still not holding the door shut or catching, you might need to use a screwdriver (as shown below) to test the latches. This is done by applying pressure downwards and if the latches still release after adjustment, try again with the rod disconnected as this will help troubleshoot if it's a rod or latch issue.

If the latch, with the rod disconnected, still doesn't hold, you will most likely need to replace the latch.

