



2 DOOR AND 4 DOOR

Range Rover Classic

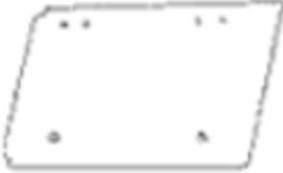


Installation Instructions



Range Rover Classic Emuwing Installation Instructions

Parts List

 <p>Frame 1 per side</p>	 <p>Wing Panel x 1 per side</p>	 <p>Glue and Nozzle x 1 per kit</p>
 <p>Support Brackets x 2 per side</p>	 <p>Hinge & Faceplate – One front & One rear per side (Pre-Assembled)</p>	 <p>Weather Seal, 1 per side cut to length</p>
 <p>Gas Struts – two per side</p>	 <p>Panhead bolts x 4 per side</p>	 <p>Pinch Weld, 1 per side cut to length</p>
 <p>M4 Nyloc Nut x 8 per side</p>	 <p>M4 Nyloc Washer x 8 per side</p>	 <p>M4 Hex Bolts x 8 per side</p>
 <p>Keyring x 1 per kit Keys x 2 per side</p>	 <p>Installation Instructions</p>  <p>Model specific installation instructions x 1 per kit</p>	 <p>Emuwing Flyer x 1 per kit</p>

Other items and Tools Required:

- Allen Key 3mm
- Medium size Phillips's head screwdriver
- Eight to Twelve Clamps per side
- Spanners and or sockets (7mm, 8mm, 10mm, *27mm)
- Caulking/Glue gun
- Wax and Grease remover or other solvent that leaves no residue
- Clean rags or kitchen paper
- Masking tape
- Heat Gun

*Glass models only

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The following instructions detail the installation of your new EmuWing kit; allow a total of one to two hours fitting time for each panel excluding curing time. Read the instructions thoroughly before starting.

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1: Remove the existing rear window and mark the interior trim for cutting.

- Remove interior trim, glass and rubber.

Remove the existing rear window by prying the rubber over the body seam from the inside and the glass should pull out from the outside, on occasion the rubber has hardened too much and needs to be cut.

After removing the rear window, wash off any dirt or residual glue from around the seam.

Apply the pinch weld supplied in the kit around the exposed seam ensuring that any interior trims and the roof lining are securely held in place. The lower rear corner may be a good place to make your join due to the tight turn required.

- Applying the pinch weld.

After removing the rear window, wash off any dirt or residual glue from around the seam.

If there is any rust address this now before continuing.

Apply the pinch weld supplied in the kit starting on the bottom edge, continue around the exposed seam ensuring that any interior trims and the roof lining are securely held in place.

2: Installing the frame.

- Positioning the frame.

Fix the frame in place using clamps to assess where you will need to thicken the bead of Sikaflex to ensure no gaps between the pinch weld rubber and the frame.

Make sure you understand the positioning of the frame before attempting to glue it into position. This is critical so the panel aligns to the hinges later in the assembly.

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If you are not sure of the position, we suggest a dry run first – the frame aligns centrally in the opening.

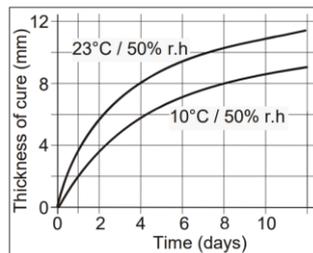
- Gluing the frame into place.

Surfaces must be clean, dry and free from all traces of grease, oil and dust before applying a bead of Sikaflex around the outside of the pinch weld, (*paying particular attention*) to the corners increasing the bead enough to fill any higher spots between the body and the frame.

Make sure there are no gaps in the bead, and it is applied evenly. Get some light clamps and place them close by, you will need them as you place the frame into position.

Once the glue is applied and the frame is in place, apply the clamps paying particular attention to the corners and leave to dry for at least 24 hours. Using a torch check no light can be seen between the frame and the car body.

Whilst the glue is wet and the frame is clamped, carefully clean up any excess glue from around the frame.



Do Not proceed with fitting any hardware to the frame until the glue has set and the frame is securely in place.

2: Attaching the door panel.

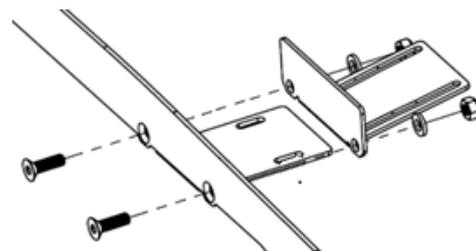
Work carefully at this point as the glue may not be fully cured, see the chart above.

Remove the nut and washer from the top of the frame, put the support bracket in place.

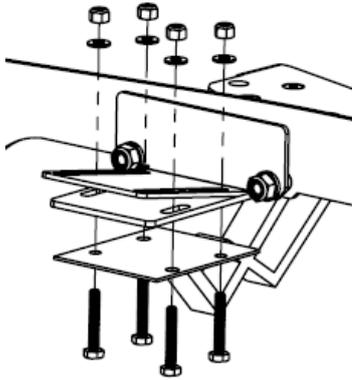
- Place and tighten the support brackets.

Attach the support brackets above the hinge brackets on the top of the frame. Do not over tighten these bolts.

Ensure the two bolts are evenly tightened so the slots in the two brackets align. You will need to carefully roll the rubber back slightly to get the Allen key into the bolt, press firmly back in place.



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- Attach the hinges.

Attach the Hinges to the frame using the supplied 4mm nuts, bolts and washers so the face plate protrudes around 10mm from the frame. The exact depth will be adjusted later. Just tighten the two bolts diagonal to one another for now. The hinges are marked for correct placement:

L – (Left)
and R – (Right).

L – (Left)
and R – (Right).



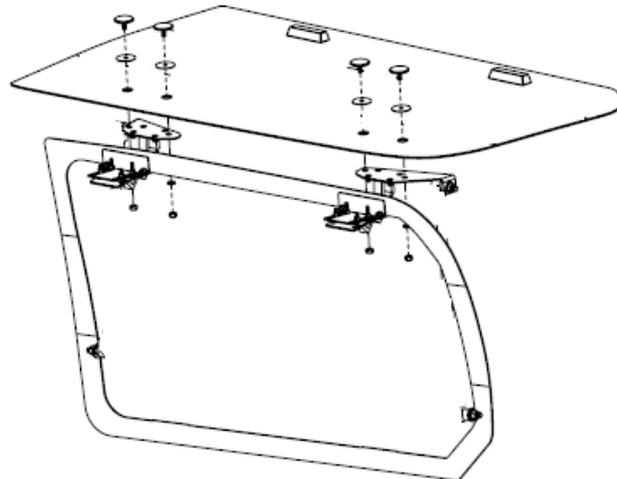
- Placing the door panel.

When the hinges are in the closed position, place the door panel centrally; we suggest using a spacer at the bottom of the door panel to lift it up slightly so that the panel is aligned correctly.

Note: when the gas struts are attached the door panel will be pushed up a little as the hinges compresses.

- Securing the door panel.

Close the handles a little so the cam latches over the frame to secure the panel in place while fixing into position. Placing the Pan Head bolts from the outside; fit a washer and nut on the inside (you may need some pressure on the outside of the panel to allow the nuts to catch onto the thread of the pan head).



Once all four pan heads are in place and secure, check that the door doesn't touch the car when opening and closing. If there is any touching, adjust the door accordingly before attaching the gas struts.

Finally screw in the rest of the bolts through the hinge into the support bracket – make sure everything is tight, open the door and attach the struts (wider end to the top). Close the panel carefully, again watching if it touches the car as it closes. Once closed note any required adjustments to the door panel to align it with the car.

The depth of the door can be adjusted later, once the seal has been attached.

3: Adjusting the door panel and fitting the seal

Before loosening any nuts for any further adjustments, detach the gas struts first to prevent the hinges from twisting.

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Make note of the required adjustments and mark the current position of the hinge plate on the inside of the door before removing the struts and loosening the pan heads.

- Applying the weather-strip.

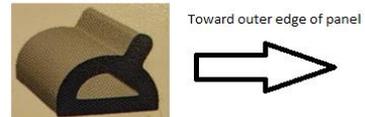
Close the door panel and carefully mark inside the door panel around the inside edge of the frame noting the distance between the line and the edge of your frame.



- Primer

Before attaching the weather strip use the 3M primer where you will be applying the weather strip. Apply using long strokes exactly where the weather strip will be placed

Once the door has been marked and primed, the weather seal can be attached to the door following outside of the marked lines so the seal will line up on the frame (if the seal does not correctly align, moisture and dust will find its way into the back of the vehicle).

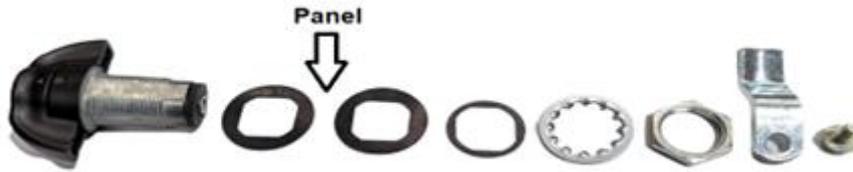


Once the weather seal has been set in place, close the door panel and check the depth to ensure it compresses the rubber seal. Disconnect the gas struts and loosen the hinges from the top supports, apply pressure evenly to the top edge of the door until you see the rubber compress, re-tighten the bolts. Do not open the wing as this will cause the rubber to roll and possibly not adhere. If they are not already, carefully close the door handles and lock the wings, they need to be left alone for a few hours to allow the rubber to set.

Leave the car in the sun to activate the 3M glue on the back of the weather seal, ensure it gets some heat into the panel (this is a heat activated glue) – leave the wing closed for approximately 24 hours while the glue on the weather seal sets dependant on your climate.

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5: Glass supplement.



We recommend tinting the glass prior to installation, this ensures the weather strip will not deteriorate faster than usual due to UV exposure.

Instructions:

1. Ensure glass is tinted and dry before attempting assembly.
2. Disassemble handles noting the order of reassembly, the panel is located between the two rubbers when reassembling.
3. Tighten the barrel nut until the rubbers are compressed ensuring a good seal.
4. Assemble and insert handles.
5. Ensure thread locking compound is used on the 10mm bolt securing the cam latch.

Prior to installation of the Emuwing kit the handles should be reassembled into the glass panel.

Ensure thread locking compound is used on the threads of the 10mm bolt securing the Cam.

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