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# Range Rover Classic

SWB



# Installation Instructions

## Note: Glass EmuWings

Remove the handles from the wing panel & upon reassembling, use some loctite on all threads (nuts & screws) to prevent them loosening over time.

## Parts List

Frame	Foam Seal, Gas Strut Mounts and Striker Plates attached
Door Panel	Handles attached
Hinges	Assembled With face plates and strut mounts
Support Brackets	
Weather Strip	
Pinch Weld Rubber	
Glue	310ml Sikaflex 291
Gas Struts	
Bag of bolts	4mm steel bolts, washers and Nylocs. 6mm nuts and washers Pan Head bolts
Instructions, Stickers & Flyer	

## Tools Required

\*Optional

Allen Keys	4mm and 2.5mm
Small Flat Bladed Screwdriver	
Philips screwdriver	
Clamps	
Spanners	7mm, 10mm and 27mm
Caulking/Glue Gun	
Rags	
*Chalk Pen	
Cleaning Fluid	To remove wax and grease from surfaces

***These instructions detail the installation of your new EmuWing(s). Allow 1 - 2 hours to fit (excluding curing time.) Read the instructions thoroughly before starting.***

# Important information:

## Handles

Please note the following:

When reassembling your EmuWing, you ***must*** use some Loctite on the threads and screws to prevent them loosening.

Failure to do so may result in loss of the handle and lock and will not be covered under the warranty and any replacement will need to be purchased.

## Glass

Remove the handles from the wing panel & upon reassembling, use some Loctite on the threads of all nuts & screws to prevent them loosening over time.

E.g., Remove handles, tint panel, reassemble handles using lock tight on all nut & screw threads.

Failure to do so may result in loss of the handle and lock and will not be covered under the warranty and any replacement will need to be purchased.

## Installation

To watch a video of EmuWings being installed, go to:

[https://emuwing.com.au/installation\\_docs\\_instal\\_videos.html](https://emuwing.com.au/installation_docs_instal_videos.html)

## Warranty

Twelve months replacement warranty on faulty parts upon correct installation. Parts will not be covered under warranty if the EmuWing has been incorrectly installed.

If you are unsure of how to place the weather strip in relation to your line, cut a small (10mm) section off the supplied rubber and test by attaching it to the door. Once the rubber is in place close the door for a few minutes, after this time when opening the door an indentation should be left on the foam rubber attached to the frame showing you how they are meeting when closed – if done correctly you will see a clear line in the foam rubber on the frame left by the ridge on the weather strip.

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.

You may also need to bend the cams on the door locks to compress the bottom part of the rubber seal, to do this remove the cam by taking the screw out from the back of the door handle. Put the cam into a vice so that any bend is applied away from the square hole – do not distort or bend this part of the cam. Bend slightly and then retest until the correct rubber compression is achieved.

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, dependent on your climate.

Time to enjoy the ultimate in vehicle access – your EmuWings!

Safe travelling!

### 1: Fixing the frame.

Remove the existing rear window rubber and any interior trims & wash off any dirt or residual glue from around the seam.

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.

If you are not sure of the positioning, we suggest a dry run first – Use a couple of bolts to fix the hinges to the frame and check the holes on the door panel align with the holes on the hinge face.

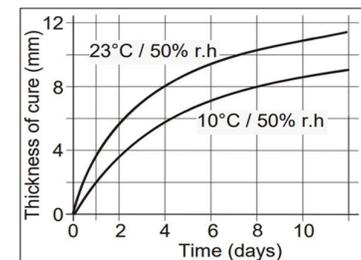
Surfaces must be clean, dry and free from all traces of grease, oil and dust before applying a bead of Sikaflex around the outside of the pinch weld, (*paying particular attention*) to the corners increasing the bead enough to fill any higher spots between the body and the frame. Make sure there are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

\*Chart 1



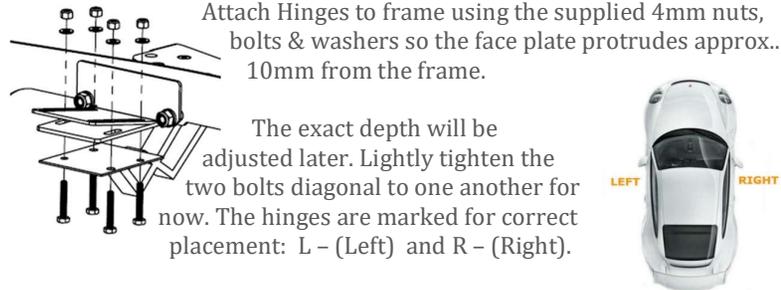
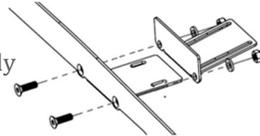
## 2: Attaching the wing panel.

Work carefully at this point as the glue may not be fully cured, See \*Chart 1, page 1.

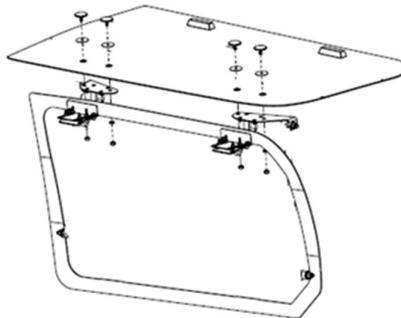
Remove the nut and washer from the top of the frame, put the support bracket in place.

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.



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.



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 detach the gas struts.

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.

Once you are happy the door panel is adjusted into position and the gas struts are reinstalled, the weather seal can be attached to the inside. Close the door panel and carefully mark inside the door panel around the inside edge of the frame - chalk pens are great for this.

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

