



PAJERO GENERATION 2

Mitsubishi






Installation Instructions



Paj Gen2 Emuwing Installation Instructions

Due to the intrusion of the hinge this product is not suitable for vehicles with passengers in the seats adjacent to the Emuwing. The Emuwing is designed as an addition to a storage system and should be removed if the seats adjacent to the Emuwing are ever reinstated.

Parts List

 <p>Frame x 1 per side</p>	 <p>Wing panel x 1 per side</p>	 <p>Glue & Nozzle x 1 per kit</p>
 <p>Support Brackets x 2 per side</p>	 <p>Hinge & Faceplate - Front & Rear per side (Pre-assembled)</p>	 <p>Wing Panel Rubber x 1 per side</p>
 <p>Gas Strut x 2 per side</p>	 <p>Plastic Grommets x 2 per side</p>	 <p>Panel buttons x4 per side</p>
 <p>M4 Nyloc Nut x 8 per side</p>	 <p>M4 Washer x 8 per side</p>	 <p>M4 Hex bolts x 8 per side</p>
 <p>Chalk marker x 1 per kit</p>	 <p>Keyring x 1 Keys x 4</p>	 <p>emuwing 100 Series Logo</p>  <p>Installation Instructions</p> <p>Instructions x 1</p>
 <p>Flyer x 1</p>	<p>Tool required:</p> <ul style="list-style-type: none"> - Allen Keys (2.5mm & 4mm) - Small flathead screwdriver - Phillips screwdriver - Clamps - Spanners (7mm, 10mm & 27mm) - Caulking/Glue gun - Cleaning <u>fluid</u> (to clean surface) - Rags 	

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The following instructions detail the installation of your new EmuWing kit; allow a total of two to three hours fitting time for each panel excluding curing time. Read the instructions thoroughly before starting. Allow any additional time that may be required for rust repairs. We have installations on our YouTube channel which may be worth watching before commencing.

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1: Remove the existing rear window

- Remove interior trim, glass and rubber.

Remove the existing pinch weld from the interior, this will expose four metal clips.

Pull the four metal clips off and the window will simply pull out leaving some sealant which can be cleaned up easily.

- 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.

2: Installing the frame.

- Positioning the frame.

Make sure you understand the positioning of the frame before attempting to glue it into position.

Although there is some adjustment in the panel later during installation – correct positioning of the frame will ensure a smooth installation and a great finish.

Without applying glue, position the frame centrally.

Figure 2.



At this point place a clamp on each corner of the frame, the frame will easily mould to the car. It is a good idea to apply some masking tape around the frame, this will help with glue clean up later in the process.

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- Gluing the frame into place.

The surface of the pinch weld and the frame should 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. Apply a continuous bead around 5mm thick, increasing this to 6/7mm around the corners.

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 pinch weld.

Whilst the glue is wet and the frame is clamped, carefully clean up any excess glue from around the frame. The masking tape applied earlier will help with this.

Use an old rag to push the excess glue onto the masking tape, once all the glue has been pushed back – remove the masking tape, carefully ensuring the glue remains on the tape and not all over you and the car.

The glue can be cleaned up using wax and grease remover whilst wet, do not leave it to dry or it will be difficult to remove without damage to the paintwork.

Do Not proceed with fitting any hardware to the frame until the glue has set and the frame is securely in place (at least 24 hours). Figure 3.

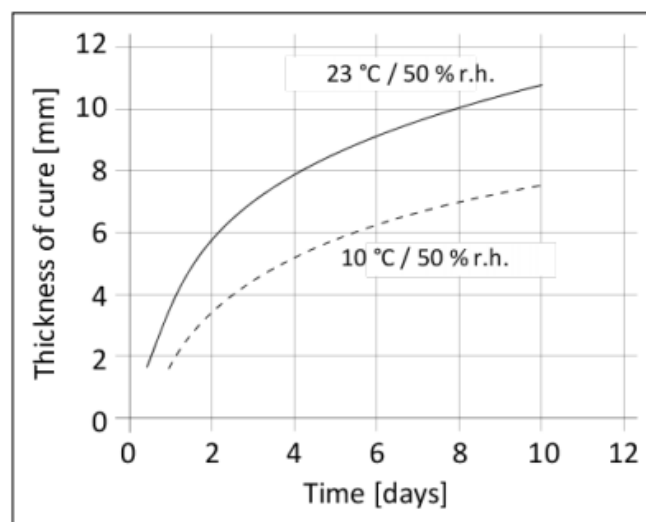


Figure 3.

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3: Attaching the door panel.

- Place and tighten the support brackets.

Assemble the support brackets on top of the frame; using the previously removed nuts and bolts to clamp the frame to the body. Do not over tighten these bolts, just tighten them firmly.

(Figure 5).

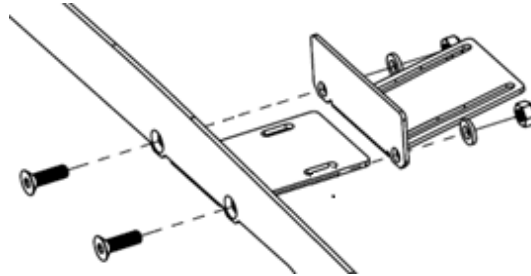


Figure 5.

Ensure the two bolts are evenly tightened so the slots in the two brackets align and the bracket is firmly against the pinch weld.

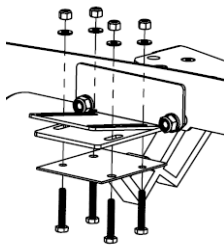


Figure 6.

- Attach the hinges.

Attach the Hinges to the frame using the supplied 4mm nuts, bolts, and washers so the face plate protrudes around 8mm from the frame. The exact depth can be adjusted later. (Figure 6).

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- 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. Close the rear passenger doors to help with alignment. (Figure 7).

Note: when the gas struts are attached the door panel will be pushed up as the hinges compress – try to allow for this when placing the door by positioning the panel 1 or 2 mm lower than it needs to be.

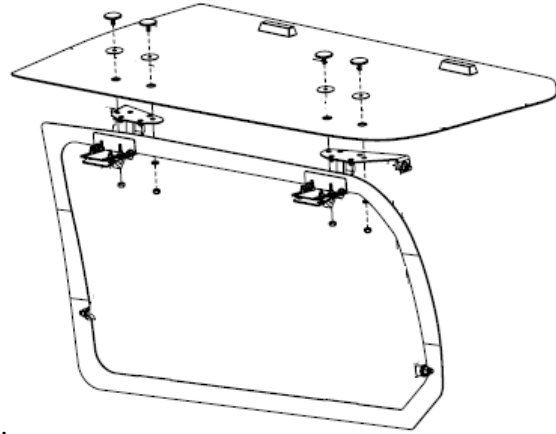


Figure 7.

Close the handles a little so the cam latches over the frame to secure the panel in place while fixing into position.

- Securing the door panel.

Placing the Pan Head bolts with rubber washer from the outside; place a washer and nut on the inside.

Once all four pan heads are in place and secure, check that the door does not foul the car when opening and closing. If there is any fouling, adjust the door accordingly before attaching the gas struts.

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

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- Attach the gas struts.

Once the Door panel is adjusted as much as possible, 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. At this stage we are only concerned with the position of the panel in relation to the car, however, if your panel sits out from the frame more than 8mm it may be worth adjusting this in to at least 8mm.

4: Adjusting the door panel depth and fitting the weather-strip.

- Adjustments – left/right and up and down.

The door panel can be adjusted up/down and left/right by loosening the pan heads that attach the door to the hinge. 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.

- 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).



Do not stretch the weather strip, especially around the corners – just allow it to place onto the panel. Otherwise, you may find it will shrink with heating and peel from the panel.

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- Adjustments – Depth.

Once the weather seal has been set in place, close the door panel and check the depth to ensure it aligns with the car and compresses the rubber seal. If adjustment are required, loosen the hinges from the top supports (the gas struts do not need to be removed), apply pressure evenly to the outside of the door where the hinge meets the door until you see the rubber compress onto the frame, and then re-tighten the bolts.

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 rubber on the panel compresses equally top and bottom.

- Thread locking compound – handle/cam screws.

*The small screw holding the handle and cam in place has not had thread locking compound applied to facilitate any bending required. **It is essential this is applied onto these screws to ensure you retain your handles.***

Close the Emuwing and leave the car in the sun for a few hours to activate the glue on the back of the weather seal – leave the wing closed for around 24 hours while the glue on the weather seal sets. The panel needs to get hot to the touch to activate the glue on the rubber and ensure long term adhesion. A heat gun may assist in cooler weather.

The interior panel will require some trimming around the bottom to allow the door handle cams to close.

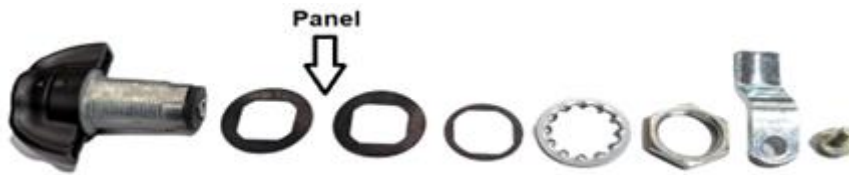
Place the interior panel into position and mark where it will need to be cut and check clearances before putting everything back together.

If additional help is required, please feel free to give us a call on +613 8592 1926 between the hours of 10am and 4pm AEST – Monday to Friday.

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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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