



FITTING INSTRUCTIONS

PRODUCT:

FLEXISPORT PREMIUM CANOPY

VEHICLE:

Isuzu Dmax MY24on Dual Cab

PART NUMBER:

CANFSPISU24XX

NOTE: Please familiarise yourself with the instructions before you start to ensure you are clear on all aspects of the fit

TOOLS REQUIRED

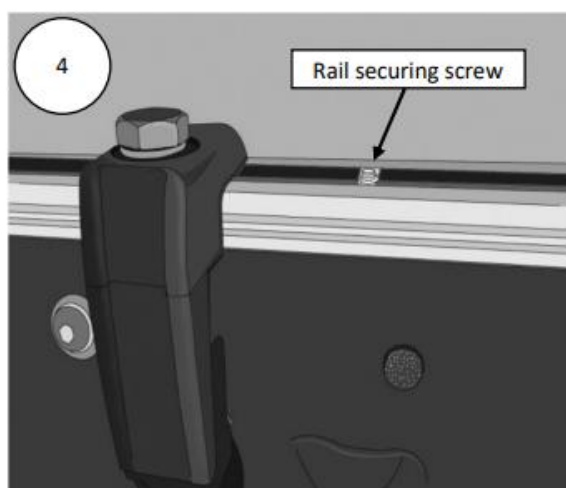
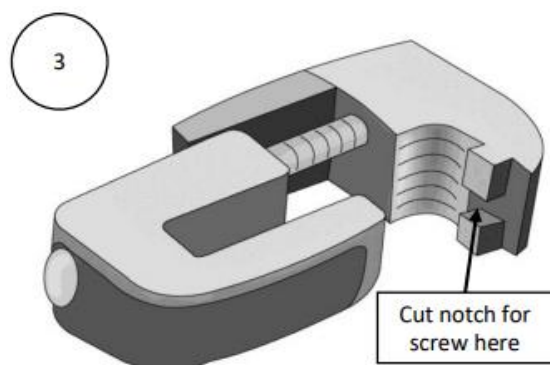
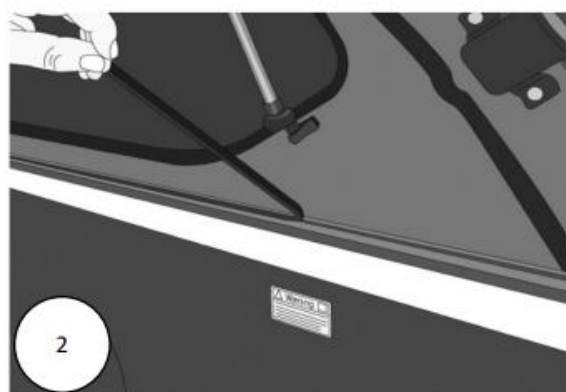
- Thin plywood or heavy cardboard sheet
- Pneumatic or hand hacksaw
- Grinder, sander or file
- Metal priming paint
- Paint brush
- Silicone sealant & applicator
- Pneumatic or electric drill
- 5mm drill bit
- Rivet gun with 5mm capacity
- 6mm Allen key
- Pneumatic or hand driver
- 17mm socket
- 25NM torque wrench
- Cable cutter, stripper, crimp tool
- Loctite or Threadlocker
- Knife or scissors
- Snake for guiding cables
- IPA Wipes or similar cleaning product

SAFETY EQUIPMENT

- Hearing protection as required
- Eye protection required

SECTION 1: REMOVAL of SPORTS BARS/CAB RACK. If not applicable please proceed to Step 4.

1. Place a piece of thin plywood or heavy cardboard sheet between the cab and the tub to protect paint and glass whilst cutting the cab rack off.
2. Sand cut areas of front panel flat and paint bare metal with metal priming paint.
3. Remove protective sheet from the vehicle.
4. Place canopy on its front end on a soft surface and remove the base rail protector strips. See fig1-a. Make sure that all screws are removed. Any forgotten screw leads to damage on the vehicle. See Fig1-b.
5. Apply a strip of truck tape TAPE 180 across the top of the tub front panel.
6. Lift prepared canopy onto the tub and feed wiring harness down between the cab and the tub.
7. Remove the rubber trim from each canopy base side rail and retain for future use. See Fig2.
8. If an over rail liner is fitted, holes will need to be cut in the liner to allow the fitment of the six clamps. If an under rail liner is fitted ascertain how stiff the plastic is. If it is too stiff to allow the clamp to be pushed up between it and the metal lip, proceed as follows.
9. Position the clamps so as to not miss any ribs on the liner and if possible missing the canopy alloy rail securing screws. The front and rear clamps should be approximately 150 mm from their respective rail ends. NOTE: If the securing screws cannot be avoided cut a notch in the clamp locating ridge of the top jaw of the clamp to bridge them. See Fig3.
10. Use a 17mm socket and torque wrench to pull down each clamp bolt to 10NM.
11. Carefully replace the plastic trim to the bottom rail channel. Cutting it either side of each clamp and each rail screw. See Fig4.



It is Flexiglass policy that the use of combination electrical cutting/crimping and stripping pliers be restricted to cutting and crimping use only.



It is a documented fact that the use of these pliers can cause personal injury due to the fact that they are reliant upon holding the cable in on hand while pulling with the pliers with the opposite hand. Any attachments to the gripped end can be pulled into and through the palm of the gripping hand causing injury.

The single hand action strippers always have to be used for stripping cable ends ready for joining or connecting.

Two types of cable strippers are recommended, one operates with the pliers at 90° to the cable Fig2 the other operates in-line with the cable Fig3.



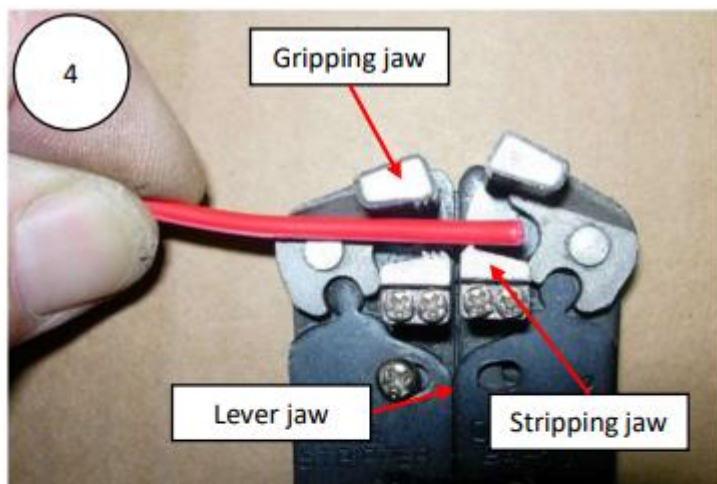
The tool in Fig2 is a generally stronger and harder wearing item but the other is very useful for getting to cables in restricted space, it is therefore recommended that both types be available.

1. Squeeze handles sufficiently to bring the lever jaws together. Lay cable between stripping jaws as shown in Fig4.

NOTE: There should be no necessity to strip more than 10mm of sheathing from the cable end for any of the connectors used by Flexiglass. If for any reason a longer stripped end is required, do it in repeated 10mm bites, the pieces can then be slid off the end using the fingers.

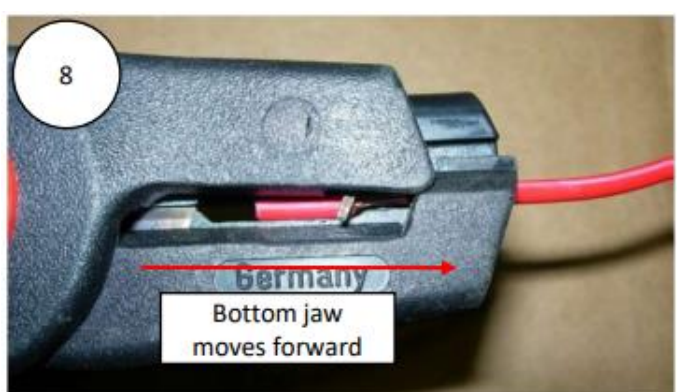
2. Continue squeezing the handles together to engage the gripping and stripping jaws.

3. Increase the pressure slightly as you continue to squeeze. The stripping jaws will then move independently of the pliers cutting and stripping the end of the wire until with a sharp click both sets of jaws will automatically disengage.



4. The Wurth pliers are simpler in operation. After placing the cable in the "V" of the bottom in Fig6, squeeze the handles together. The squeezing action brings the jaws together and forces the bottom jaw forward both cutting and pulling the sheath from the cable. See Fig7 & Fig8.

NOTE: Two options for making electrical connections are available. The preferred method is soldered joints, then protecting with heat shrink. The alternative (illustrated in this instruction) is using Scotch Lock Connectors.



12. Carefully remove the scuff panel and kick panel, from the drivers side door opening and foot well. See Fig5.



13. Drill a 18mm hole through the vehicle floor in the position shown in Fig6, remove sharp edges and paint metal in Fig7.

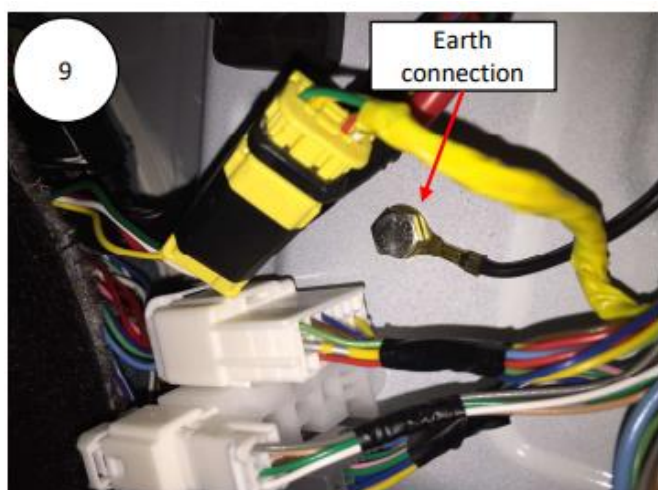


14. Apply Body Sealing plugs to cover the hole in Fig8.



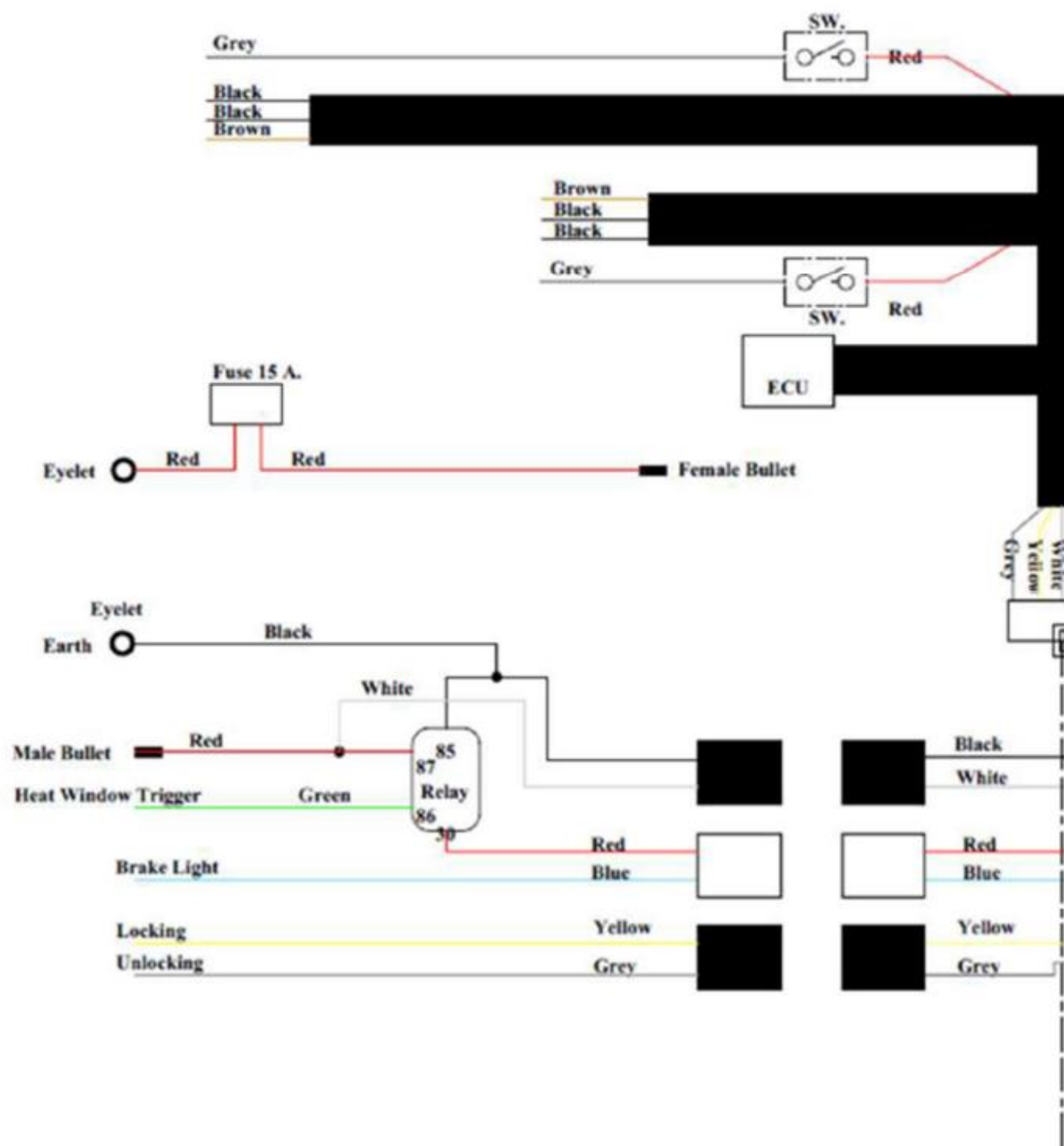
15. Pass the connectors through the hole under the vehicle until the junction point of the relay and the separate wires is beside the door still.

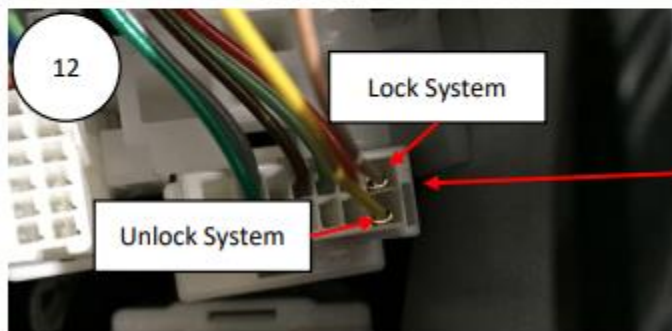
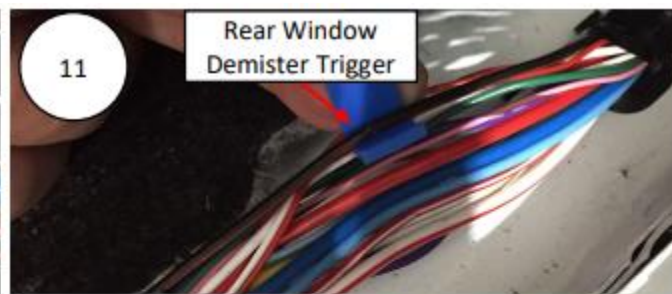
16. Clamp the eye on the earth line in side kick panel with a SCRHHSS620 & NUT6N. See Fig9.



17. Most wires can be found inside the door sill next to the driver seat, connect the vehicle wires to the canopy wires as indicated in Table using Scotch Lock Connectors (Preferred method Solder joints, then protecting with heat shrink). Make sure to stagger the positions of the connectors so that they don't prevent the scuff panel being replaced.

Signal	Vehicle Colour	Canopy Wiring Colour
Brake Light (need to test) (Fig13)	White	Blue
Power (Fig10)	Red (Big)	Red
Rear Window Demister Trigger (Fig11)	Black/Red	Green
Earth (Fig9)	To body	Black
Lock System (Fig12)	Light Brown	Yellow
Unlock System (Fig12)	Yellow	Grey





18. Run the canopy harness diagonally across between the cab rear and the tub front to meet the front Flexisport Premium Canopy harness at the rear driver side corner of the cab.

19. The canopy harness relay (Fig14) is not a waterproof relay. We recommend to keep the relay behind the kick panel. (Never place the relay out of the car Fig15).

20. Plug the two harnesses together using the attached connectors and re-fit the fuse to the demister fuse holder.

21. Test all circuits are functioning correctly.

22. Once all is working, tidy up the wiring along the door sill, tape and or tie where necessary.

23. Apply a liberal bead of silicone sealant around the hole the front harness passes through in the floor and place a patch of polythene wrapping film over it to prevent the carpet getting stuck to it.

24. Replace the carpet and trim panels.

25. Tie the canopy harness to the top of the chassis rails, bundle the connectors and excess wire together and tie them neatly out of the way against the chassis or to some convenient bracket or crossmember.

26. Clean and detail the canopy ready for delivery to the client.

