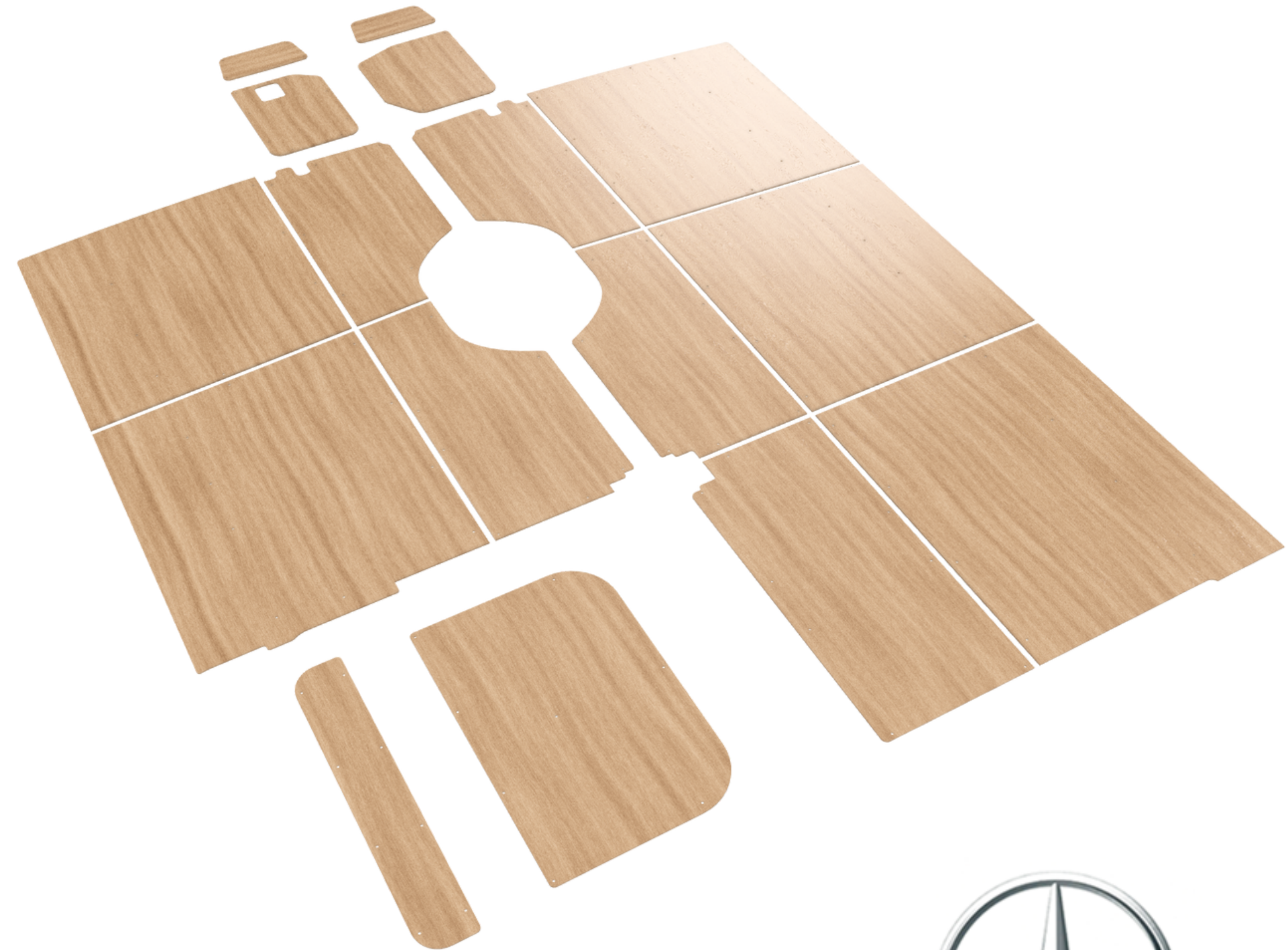


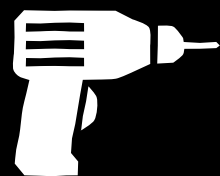
SPRINTER 170" WALL KIT

Installation Guide

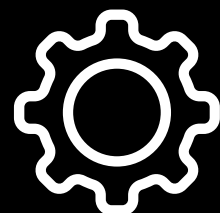
www.sergsupply.com



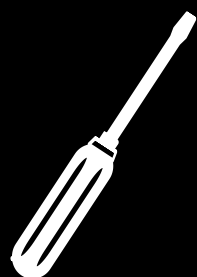
What you will need to get started:



Power Drill
With Phillips Drive



Rivet Nut Tool
With 1/4"-20 Thread Pattern



Screwdriver
With Phillips drive



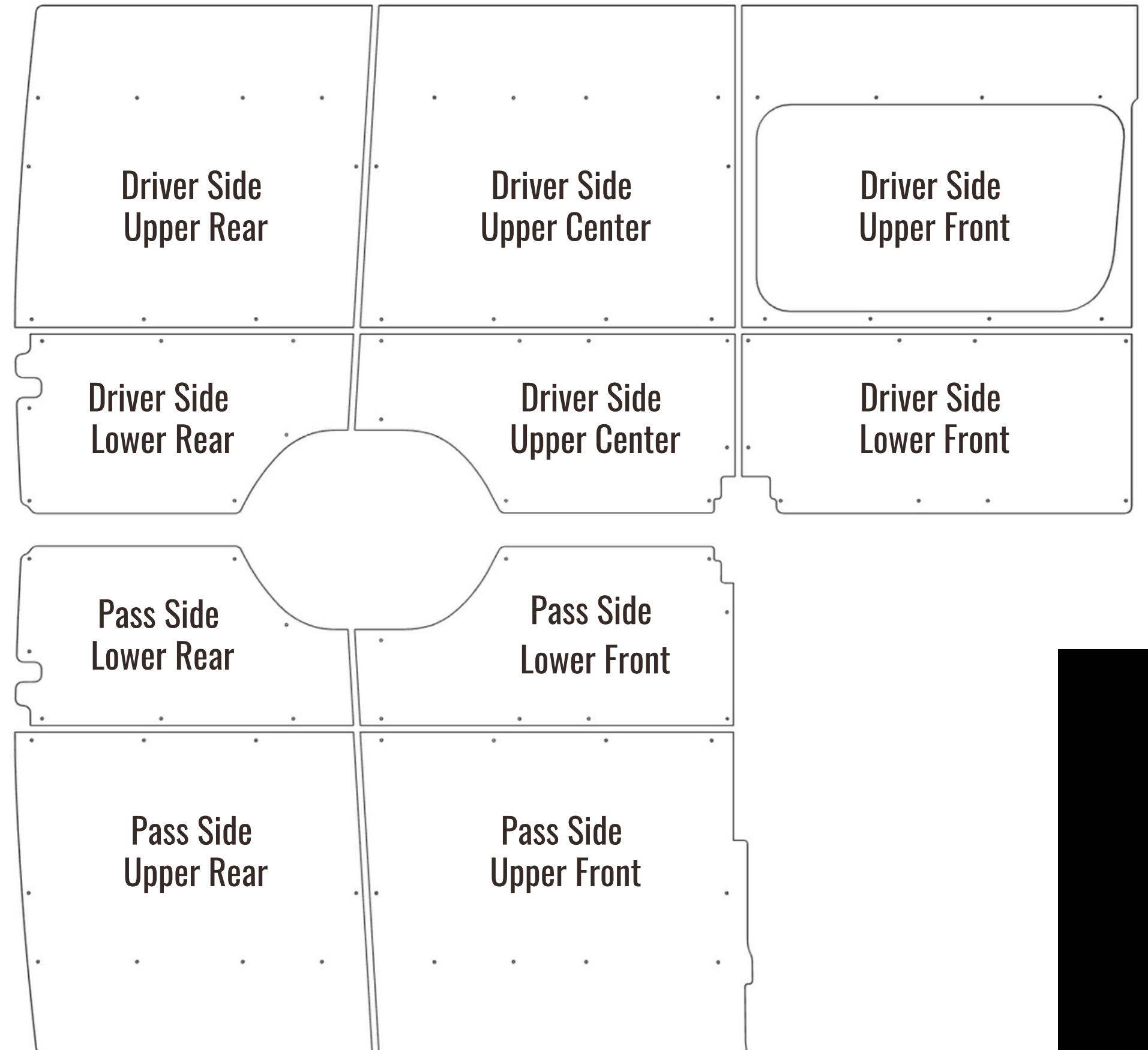
Disclaimer!



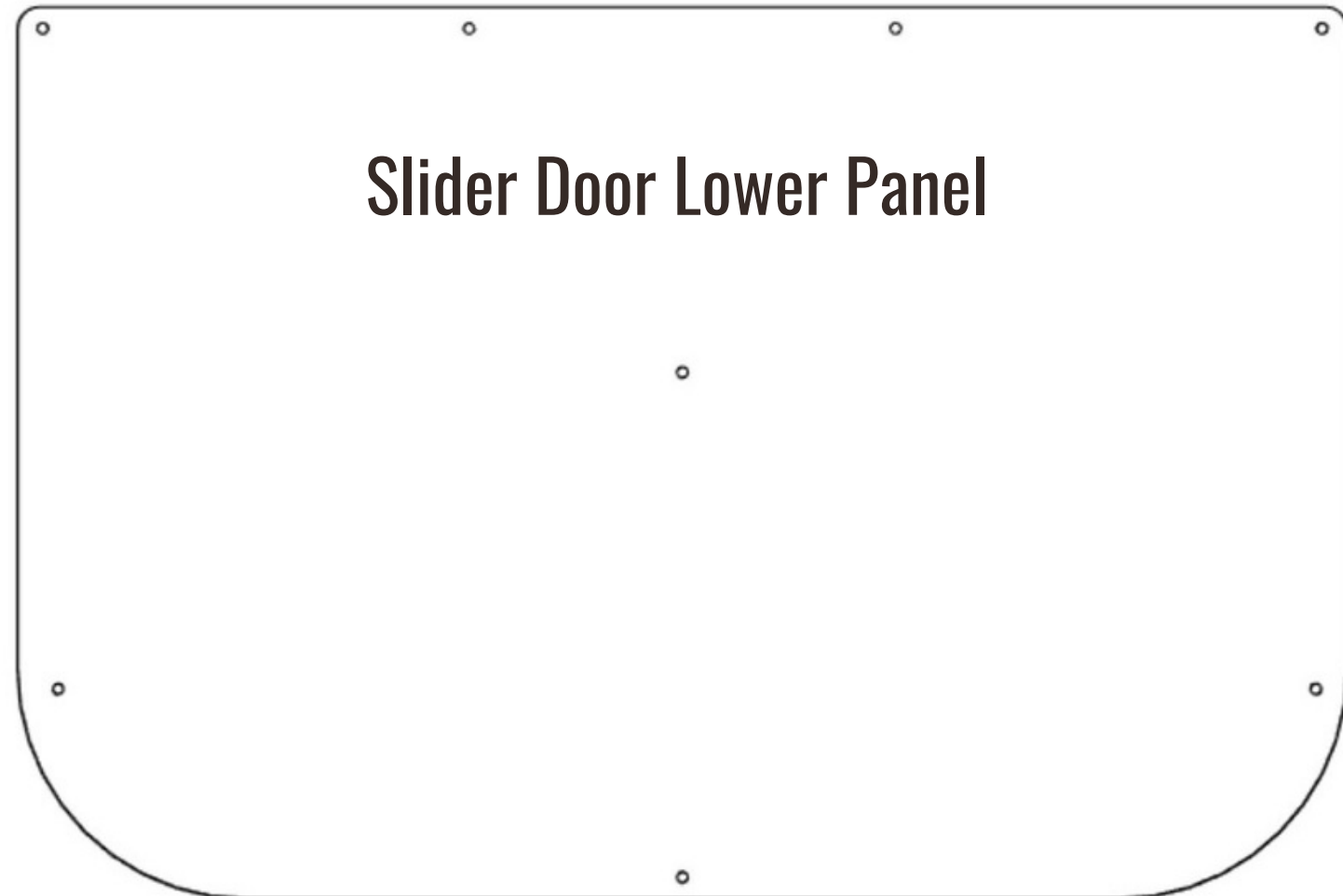
This kit must be fastened properly to the walls of the vehicle to avoid damage or injury. You are responsible for ensuring that this kit is fastened using rivet nuts or other fastening method equal in strength. Avoid making large cuts on vehicle partitions or beams as this may weaken the vehicle. You are responsible for ensuring proper wiring and insulation when wiring your build as faulty wiring may create a fire hazard. Any cabinetry or load-bearing components need to be mounted to the vehicle and not to the walls alone.

What's Included:

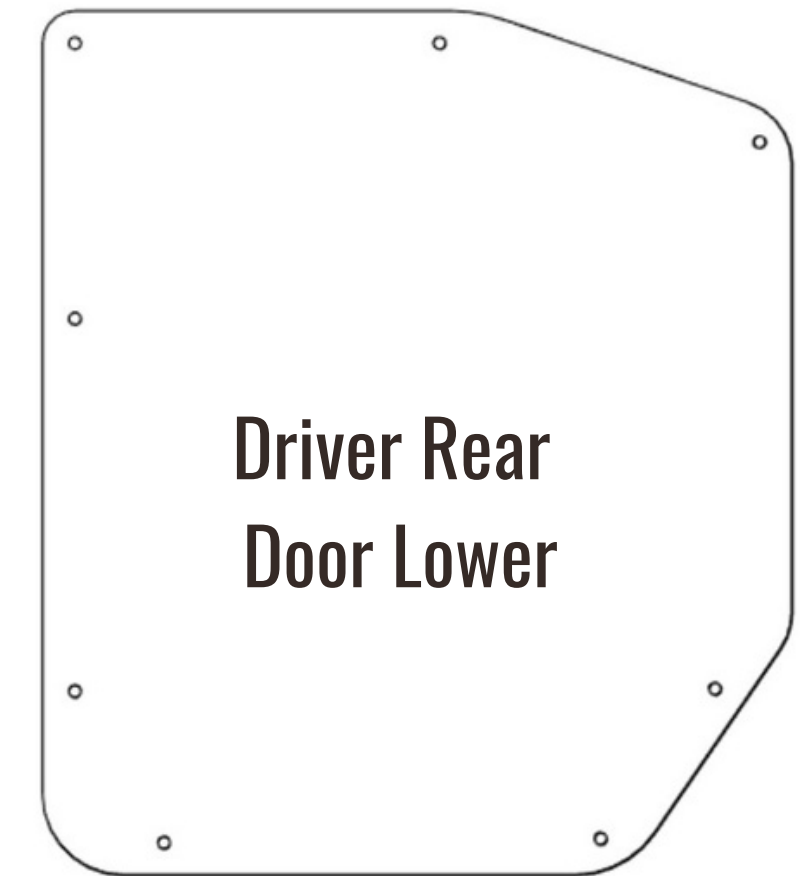
- Driver Side Panels
- Passenger Side Panels
- Slider Door Panel
- Rear Door Panel
- Installation Hardware



Slider Door Panels



Rear Door Panels

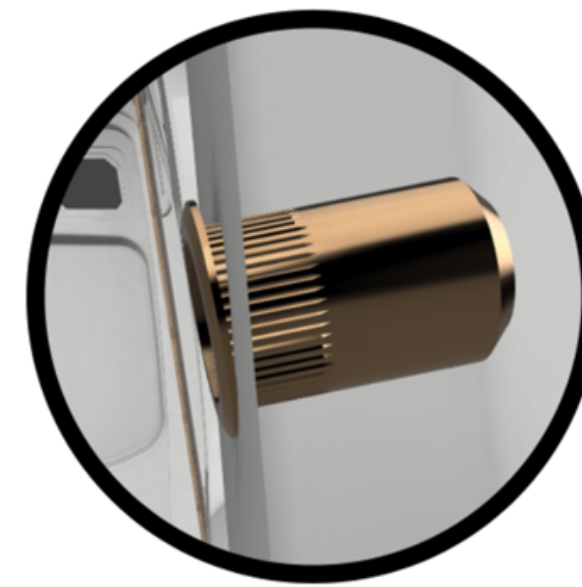


Pre-Installation Tips

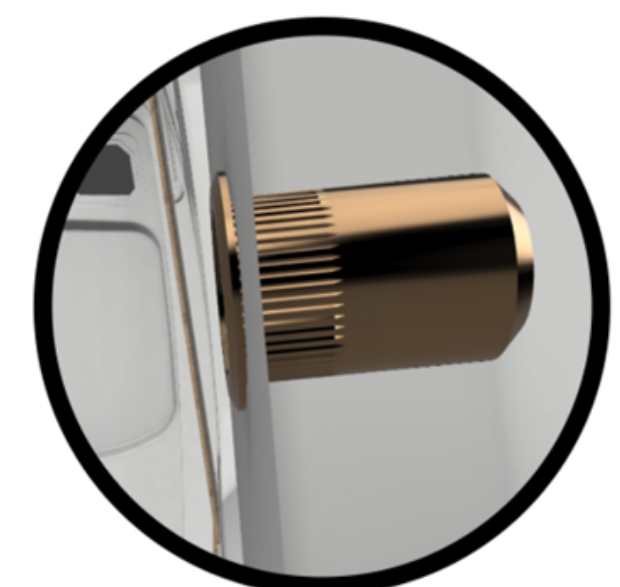
1. Get a helping hand. This installation is dramatically easier with someone to help you out and offer good company.
2. You'll need a power drill, screwdriver with Hex bits, and a drill bit set with assorted bits.
3. **NOT ALL VANS ARE MADE EQUAL!** Sometimes holes differ in exact position from van-to-van. This could be seen as 1-2mm difference in smaller panels and up to 5mm difference in larger panels. You will need to bore out the holes to fit properly in these cases. While you may use the 9mm bit included to widen these holes, generally a **burring Dremel head** is the most effective.
4. Undo the wiring harness clip inserts along the driver side wall of the vehicle as these will get in the way of the panels.

Rivet Nuts & Proper Threading

- Mark the proper holes with a permanent marker all at once before beginning to drill them out to size with the included drill bit.
- Be very careful not to apply too much pressure and keep the drill at a low speed to avoid damaging the outer shell of your vehicle if using any tool other than a Step bit. A drill bit tends to catch the metal and slam the bit into the sidewall of the van if you're not careful.
- Once all holes are drilled out, begin installing the rivet nuts. Be sure that the rivet nut is installed perpendicular to the surface as threading screws in at an angle may cross-thread the rivet nut.



Improper Angle



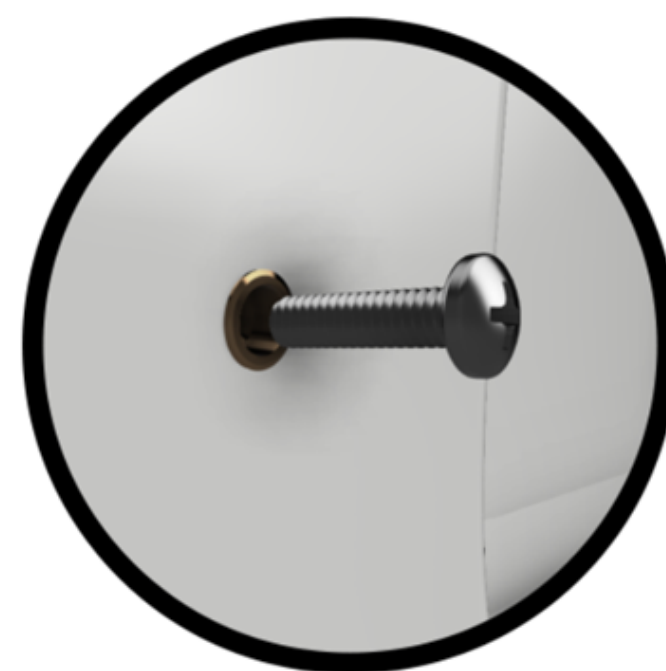
Proper Angle

NOTE:

Rivet nut size is specifically chosen to match the opening size of the rectangular slots in your ceiling – drilling may not be necessary for beams.



Improper Angle

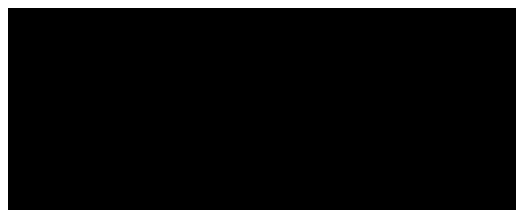
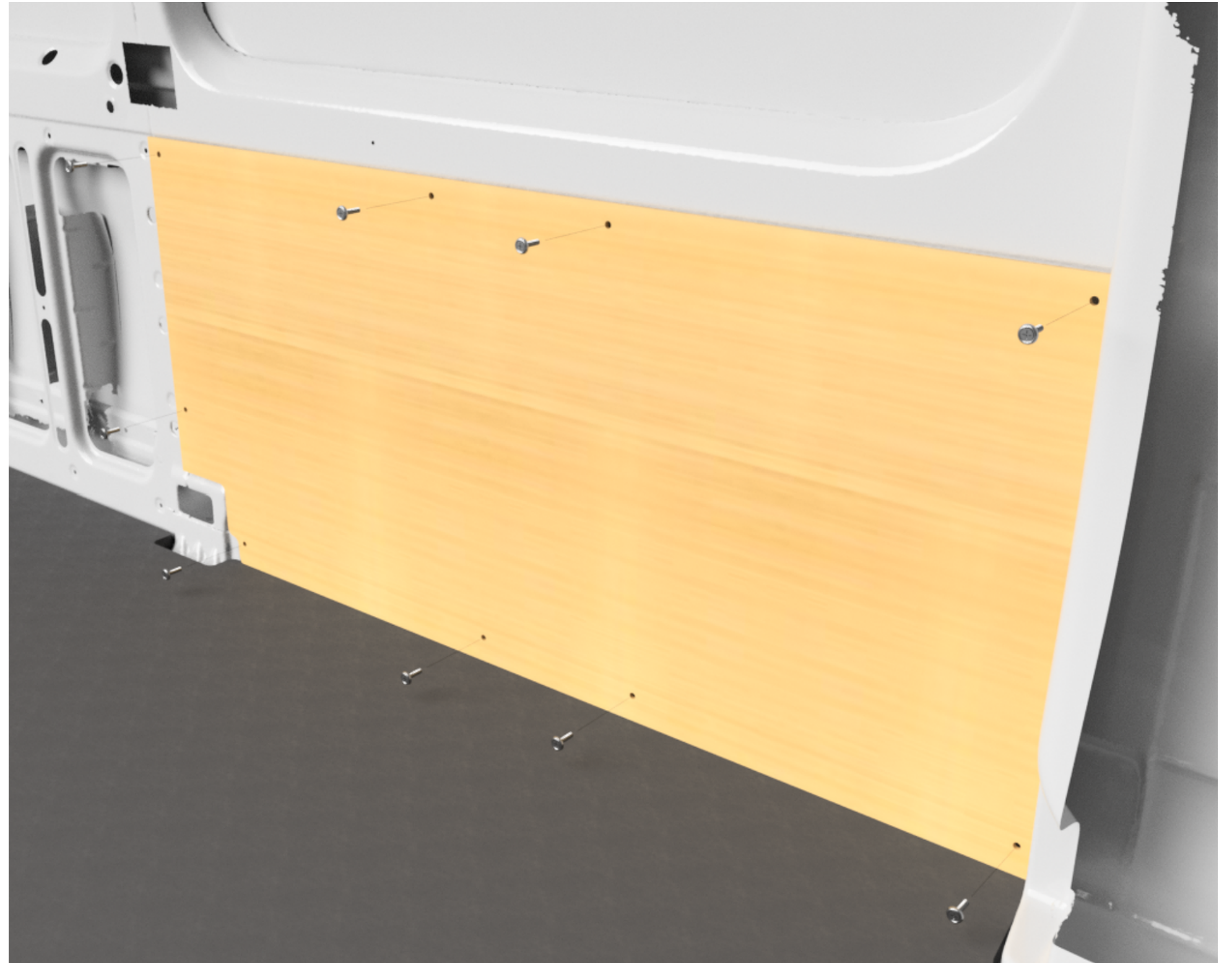


Proper Angle

- Take extra care to ensure the screw is threaded straight and not at an angle. Threading the screw at any angle may cross thread the rivet nut.
- Once all rivet nuts are installed, begin threading on your ceiling screws with a screwdriver.
Never use power tools to thread machine screws.
- Always use finish washers when doing final installation. These act to cover any re-sized holes and prevent the screws from loosening over time.
- The panels are designed to fit factory holes throughout the vehicle. Line up the panel up against the area it covers to approximate the holes you'll need to apply rivet nuts into.

Start with Lower Panels

- Begin with the drive side front lower panel. This is right behind the driver seat.
- The panels are designed to fit factory holes throughout the vehicle. Line up the panel up against the area it covers to approximate the holes you'll need to apply rivet nuts into.



Install Passenger Side Lower Panels

Make sure all 3 main lower panels are installed before proceeding to upper panel installation.

Note: You may always add more rivet nuts if you need extra mounting on specific panels. You can use existing factory holes or make your own new fastening points.



Upper Main Panel Installation

- Main wall panels need to be carefully installed as they're curved panels that will need to be pushed against the wall.
- There are no factory holes along the center height of the main wall panels. It is advisable to bore out and install rivet nuts halfway up the wall panels along areas backed by vertical beams to pull the curved paneling towards the wall. Extra hardware is included in your kit for this purpose.
- The vertical seams along at the left and right ends of each main wall panel are up against a solid beam you can mount to. Place a rivet nut 1" from the left or right of each seam for a firm mounting position.



Installing Rear Door Panels:

Thread the machine screws by hand into your rivet nuts as to avoid cross-threading. If you have an older model sprinter, you may note that the appearance of your lower panels varies slightly.

NOTE: You may always add more rivet nuts if you need extra mounting on specific panels. You can use existing factory holes or make your own new fastening points.

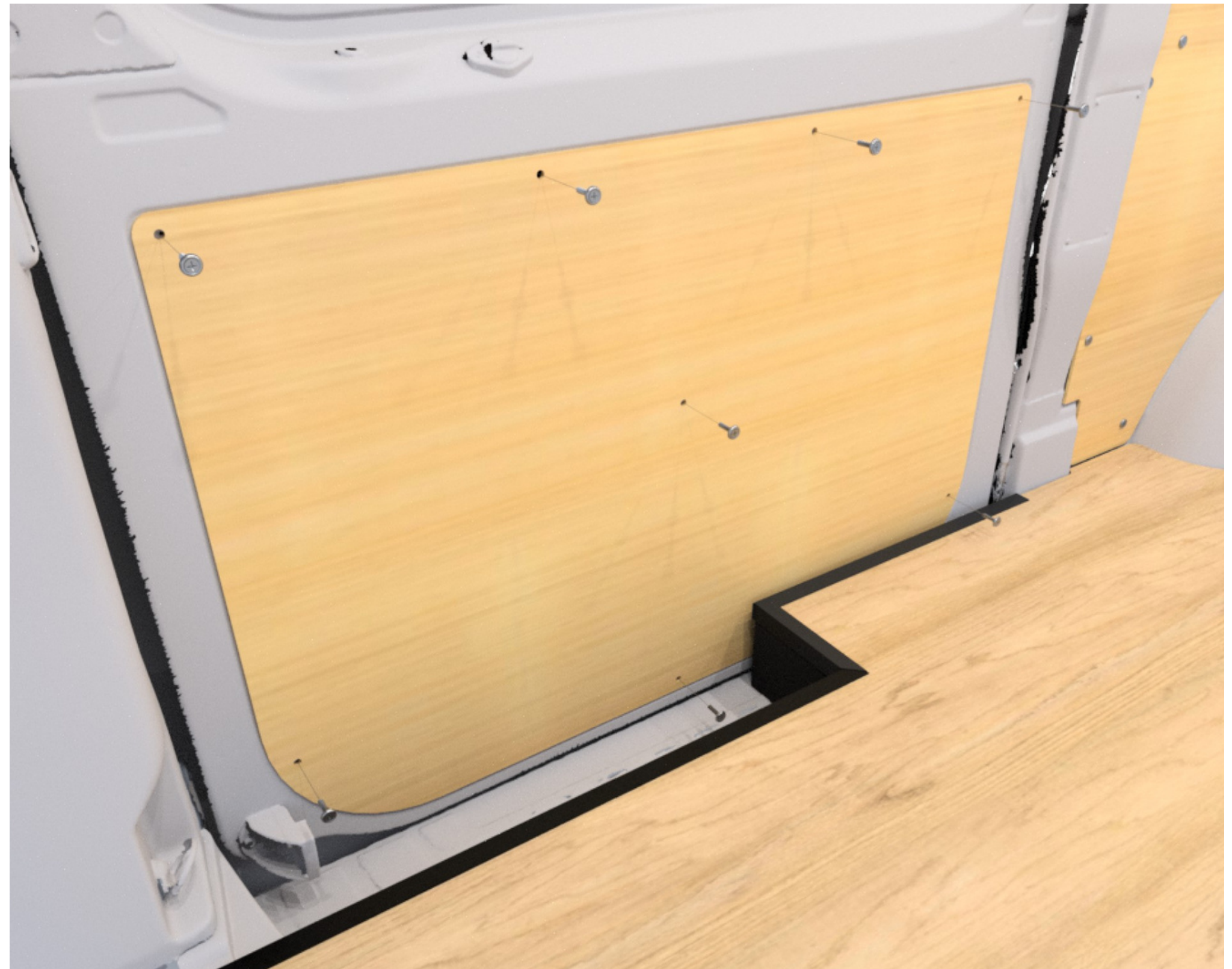


Installing Slider Door Panels

These are straight forward and easy to get to, although it is advised that you install them with the doors closed.

To access the lower bolts on the slider door panel, you will need to partially open the slider door for enough clearance.

NOTE: You may always add more rivet nuts if you need extra mounting on specific panels. You can use existing factory holes or make your own new fastening points.



If The Holes Do Not Line Up

As mentioned above, each van has mild variation. If you notice the center of a rivet nut is not centered with the holes, try the following:

- If you can thread the screw on without cross threading, give it a try.
- Loosening all installed screws and moving the panel into position to thread the misaligned screw.
- If there's no way to thread the screw, note the position of the rivet nut relative to the hole.
- If it is just hardly off center, use a burr Dremel bit or drill bit (up to 1/2") to bore out the hole so that it may line up. We've included large finish washers to cover this in case it happens during your install.

Installation with a Factory Headliner Kit:

The factory headliner kit typically mounts using the long oval shaped cutouts along the beam just above the windows. If you have a factory headliner and want to continue using it in your kit, you will need to replicate the factory cutouts along the beam.

Tips for headliner-compatible installation:

1. Carefully un-tuck the headliner sidewall tabs and mark the slots they correspond with using a sharpie marker for reference. If you must, remove the headliner carefully.
2. Rest the upper panel on the floor below their corresponding holes. As you lift, slip it behind the headliner.
NOTE: The wiring harness will obstruct the panel - remove the wiring harness or cut off the top 3" of the panel lengthwise for clearance.
3. Move the panel into place and lightly thread only the bottom row of rivet nuts. This is also a great time to pre-drill your center-height holes that act to pull the panel to the wall.
4. Using a pencil, mark the left and right "bounds" around the installation "tabs: on the factory headliner.
5. Once all left-right tabs cutout bounds are marked on the panel, remove it.

Installation with a Factory Headliner Kit:

- Carefully measure the height from the factory line which marks the bottom of the upper panel to
 - A:** The lower inside edge of the factory oval cutout on the wall,
 - AND**
 - B:** The upper inside edge of the factory oval cutout on the wall.
- Transfer these measurements to your panel and trace a rectangle in the approximate shape of your cutout.
- Make all your tab cutouts and reinstall the upper panel by slipping it behind the tabs, lightly threading lower panel screws, and inserting the headliner tabs into place.
- Tighten all screws when all adjustments are complete.

For Sprinter Models 2006-2017:

- You will notice a surprising lack of factory holes on the larger main wall cover panels. No reason to worry! Your paneling kit will serve as a drilling template for the rivet nuts. To install properly, align the upper panels with the top edge of the lower panels and work front to back.
- The rear door lower panels and sidewall rear lower panels are slightly different than the image depicted on page 3. The panels will still align with factory holes.