

Tools Required

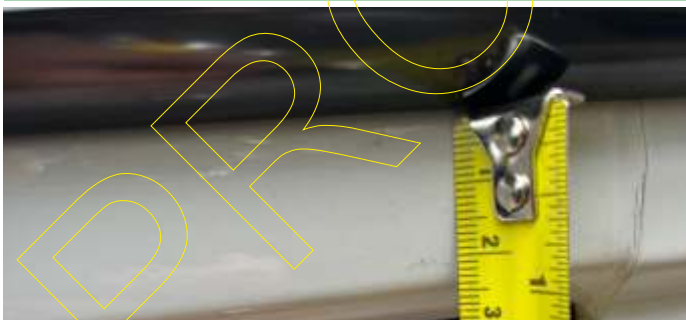
- Sturdy Steps or Trestle
- Metric Tape Measure
- Battery Drill/Driver with Phillips 2 & PZ2
- Masking Tape
- Pencil or Sharpie
- PZ2 Hand Screwdriver
- Skeleton/Caulking Gun
- Tube of Black Sikaflex 221 (if not supplied)
- An Assistant

Step One



From the designated start point X as shown in the photo This is the front start point for the main rail on all variants of the VW Crafter / Mercedes Sprinter / Man TGE L3 L4 & L5

Step Two



Hold the rail approximately 22mm above the shut line of the side loading door, so it sits just above the horizontal swage line. you can use a pencil line or masking tape to provide a reference point if necessary . With the help of an assistant, hold the rail on this reference point and also the designated start point X at the front of the van (pic 1).

Reference Pictures



NB: Some pictures used are of other marques of vehicle, these are for illustrative purposes only as the fixing methods remain the same, however the start point given in Step One is specific to the vehicles listed at the top of the instructions. It is solely the installers responsibility to double check all dimensions and the fit before drilling/screwing into the vehicles bodywork, measurements are given as a guide only.

Step Three

Using the self drilling pilot screws supplied (pic 1)(silver) start from the middle of the main rail and



work forwards towards the windscreen except for the last 3 holes, securing the rail to the van - TAKE CARE NOT TO OVER TIGHTEN THESE PILOT SCREWS. If necessary curve the rail to the contours of the van (the Combi-Rail is made from a malleable alloy) and install the remaining 3 screws. When the front half is secured do the same from the middle of the rail towards the rear of the van, try to keep the distance between the TOP of the rail and the edge of the vehicles roof gutter as parallel as possible (this will help if you are intending to install a wind out Fiamma/Thule awning using our Vamoose universal awning brackets. (L4 and L5 versions are in 2 parts in which case, butt up the extension section neatly to the main rail and temporarily fix in place using the silver self drilling screws.

Step Four

Remove all the temporary self drilling pilot screws, and put the rail (and any extension pieces) carefully to one side.



With the supplied IPO wipe, clean the entire area thoroughly where the complete Vamoose Combi-Rail will sit, and also the back surface of the Combi-Rail itself. (Retain moist wipe for clean up afterwards) **DANGER ! WHEN CLEANING BEWARE OF ANY SHARP BURRS LEFT FROM THE DRILLING PROCESS**



Step Five

Apply a bead of adhesive sealant (either supplied with DIY kit or use Sikaflex 221 if trade user) the bead should be no more than 8mm or approx pencil width, and run down the **centre** of the back of the Vamoose Combi-Rail, this correct amount will minimise any clean up after installation.

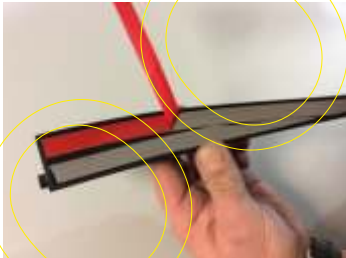


Step Six

Apply a tiny amount of the sealant over each pre-drilled hole in the van. With the help of an assistant, hold the rail in position being very careful not to smudge the sealant bead. Fix the rail into the pre-drilled holes with your PZ2 **hand screwdriver** using the supplied **chemically blacked stainless steel screws**. Again, start from the middle, work towards the front, and then from the middle towards the rear (if the rail is in 2 sections apply a smear of the sealant between the 2 mating ends to seal against leaks and give a neater appearance, wipe off any excess before it cures) **TAKE CARE NOT TO OVERTIGHTEN THE SCREWS** the sealant is the main fixing once cured.

Step Seven

Dry fit the front rubber profile following the contours of the van, put a pencil reference mark when happy with position. Peel the backing from the tape and fix into place following the reference mark - **YOU ONLY GET ONE CHANCE!** Press firmly into place all the way along. **YOU MUST THEN MASK AND APPLY A THIN SEAL ALL AROUND THIS PROFILE USING THE SAME ADHESIVE TO SECURE IN PLACE!**



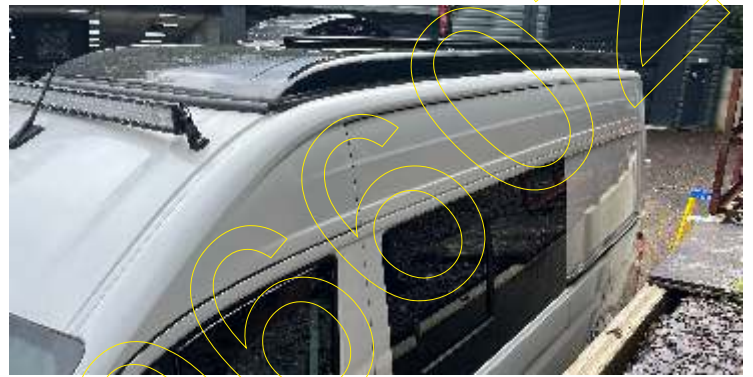
Step Eight

Take the end stops, apply a marble sized blob of sealant to the back and push into place. **NB:** Due to the body contours at the rear differing on some variants of vehicle, This may require a little



extra sealant to fill out the gap at the rear and give a neater appearance. **GOOD TIP:** You can also screw the end caps in place using the extra screws supplied in the pack. If you decide to screw these in place **BEFORE APPLYING THE SEALANT** pre drill and countersink a 4mm hole in the back tab of the rear finial at the same height as the ones in the main rail, Add the sealant as above and screw in place using the self drilling silver screw then removing this and replacing it with a black screw.

Step Nine



When the front and rear end stops are finally positioned, and you are happy with the appearance, mask off the surrounding area and fill any gaps around the end stops with sealant. **Ensure that you clean off any excess sealant** using the retained wipe. You can also use white spirits or panel wipe to clean off excess if you have accidentally smudged or over applied sealant. Please allow 24 hours to cure fully before attaching any awning or roof rack etc. Dispose of any unused products responsibly.

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