

FLAT TOP

Flat Top is a division of Progress Industrial Spray. Its lids are Lite Infused for strength and lower fuel saving weight.

The genuine Flat Top Lids have been in the market place for over 20 years and are now manufactured in a modern automated composite manufacturing plant and Painted to exacting OEM standards of Finish at progress spray.

They are produced under strict ISO9001 quality assurance conditions .

The badge itself also serves as an over-temperature indicator (dark coloured lids) if the badge yellows or oxidizes it means the surface temperature has exceeded the 82c limit of the product . Under normal conditions this should remain clear.

Fitting Instructions D22 Navara 2010+ onwards only (Thai build) STR with Roll bars

NB: If received damaged Please note on delivery docket on receipt. Otherwise write "goods uninspected".

- 1) **Unpack Lid and inspect that part has arrived un damaged . Then Place upside down onto the foam /bubble wrap and place on cardboard , -Fitting damage is easily identified?? We inspect to a class A-minus standard viewed at 500mm in daylight**
- 2) **Precheck tub clearance to Cab is 25mm clearance both sides and that physically retaining bolts been done up and doesn't move(otherwise the risk is the infill's and or tongues may touch the cab) Then Check that the male hinges on the lid have been shortened slightly.**

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- 3) *The D22 chassis flexes quite a lot so some preliminary checking needs to be carried out. Tongues need at least 10 mm clearance from Cab.*
- 4) *By having somebody sit on the tailgate while watching the movement between the Tub and cab you will see movement, there must be enough clearance to avoid contact in severe movements (10mm clearance minimum)*
- 5) *Check the squareness of the Tub normally they are 2mm out of square , any more than this the position of the hinges need to be adjusted slightly to pack one of the hinges back to compensate. (otherwise male hinge will be too close to cab) -We have detected some builds to be as much as 6mm which will cause an issue if not corrected in fitting.*
- 6) *Check that the front D section seal is attached to the front of the lid, if it comes adrift in transit re attach with a blob of sikaflex silicone.*

- 7) *Check surface Finish Class A- allows Minor pin holes , dust specs smaller than 0.5mm (1 per 200mmdia only) and scratches etc are not sent out. -*

- 8) *The part is a generally commercially acceptable quality-or better. Sometimes a dull spot (grow back) may appear this is due to cure of clear coat, a simple cut and polish will cure. Note: Lid lid should be allowed to age for at least 2 months before any cut and polishing is done (not Normally required anyway but for those of us with Black or Blue vehicles with swirl marks??-this is the cross you have to bear??*

- 9) *Remove any over the Lip Tub liner at this stage put aside to trim and re install after lid fitting.(see trim pictures)*

- 10) *Open up the bolt holes for the Roll bar bolts 5MM with a Tapered Drill (re prime or coat) this will allow some adjustment and allow you to reassemble easier.(use of a taper drill is recommended) A Little drop of silicone or touch up primer will reseal the exposed steel.*

- 11) *Remove Roll bars from underside and put infill moldings in between . Re attach roll bars lossley.*
- 12) *Quick tip is to enlarge the bolt holes on the Tub to allow easier re-alignment of "Those bitch'n bolts" (the enlarge Holes will Help SEE!)*

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Leave finger tight at this stage. The fronts of the infil are self locating ,they will protrude 6-8mm from the front of the tub itself.

- 14) There are Two metal support straps for the rear of the Infil moulding .They go between the sports bar(rear) and the tub edge (by tightening the sports bar bolt back up it will firmly locate the strap to allow the other end to be threaded with a 6mm stainless bolt which screws up against a Metal tab to be Glued into position on the underside of the Fibreglass molding)*

The adjustment to bring the infil up to the lid is done last (BEFORE FINNALLT TIGHTENING THE SPORTS BAR BOLTS UP-incase the molding doesn't sit right (side edges will line up when lid is shut)



infil support straps

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bar mounting with foam underside and seal arrangement (sits 3mm above infill lips)- Note spacers under hinge to bring clearance back.

- *Attach Folded Hinge bar to the tub sill between the infills.*
 - *Bring it up to the level of plus 3mm above the infills .*
 - *Put the supplied foam tape or PVC tape underside of the bar and along the Hinge bar to provide an additional seal.*
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- *Drill and use self drilling screws supplied to attach the hinge bar to the tub One at each end and one in middle and 2 in-between (5 minimum use long draw screws) this gives extra support to make rigid this mounting edge.*
 - *be careful not to put securing screws for the bar where you are going to put hinges!! You can use the predrilled holes in the bar already. (Ignore the square holes-they are for the D40 ST).*

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The hinges when they are mounted should also line up with this edge leaving 8-10mm clearance at the tailgate to get fingers under?)



- *Tongues should have 10-12mm clearance to the Cab walls to avoid contact if tub twists*
- *The tongue shoulders should protrude 3-4mm to give same clearance at tailgate.*

- *Place loosely the female hinges on to the male tongues and move the lid forward so that the hinge bracket is located against the spacer bar and on the reinforcement bar . - then mark the hinge positions.*

- *Check that tailgate clearance is 10mm and that the lid is mounted square TO THE TAILGATE!! (most D22 tubs are out of square -if you dont do this the lid may rub!!! On the corners.*

- *Now Remove lid and Screw hinges in thru bar and into the Tub lip (be careful not to secure too far forward and not allow clearance when struts push the lid forward 2mm) These hinges must run in line with the edge of the bar and the edge of the tub itself.*

- **NB** It may be easier to unbolt the MALE HINGES line up the Lid and infils THEN REBOLT the hinges so that the lid**

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is realigned to the infils and square to the Tail Gate:

Before Re mounting check the clearances LH/RH at rear and clearance around Infill molding to the lid Rebate moldings to ensure even gap. The infill's can be moved slightly whilst bolts are loose and as the adjustment bolts are done up the infill's will come up to the same level as the Lid to form a seal.

- you can put the 35mm single sided foam tape across the Hinge to cover screws etc again make the Hinges look tidy(and seal).*
- Replace the lid angle at 55degrees and it will slide into the hinge brackets. (if you want to remove)*
- Don't scratch the paintwork??)*

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strut



pilot hole

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attach struts (right way up)

- *position the strut attachments on the tub walls ,*
- *the opening height is flexible so long as the struts do not bottom out.*
- *Secure brackets with self tapers see 20#below)*
- *Mount the brackets in the tub as low as you can get them (more higher initial leverage?)*

15) Struts should be 200N pressurized. Only



edges line up by rolling the infil around and adjusting support bracket.

Attach the two gas struts by carefully pushing the strut swivel on to the ball. The gas strut cylinder should be on top of the rod not other way around!!

16) The lid operation should be smooth and positive (after 2/3 strokes to loosen up the struts) . The lid should close gently and not crash down. The air seal should cushion the final action.

17) Re-Check the clearance of tongues to rear window . D22s are slightly out

18) there must be 25mm clearance Tub to Cabib Both sides!!

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19) and The tub not Move- if it does retighten Tub mounting bolts -or ref to Nissan dealer.

20) Close the lid carefully and check alignment Left To Right and Ensure lid is approx 4mm clear of tail gate (the struts will tend to pull lid forward) and located evenly side to side. There should be more clearance on the back corners -this is to ensure there is a spot to lift the lid.

- Adjustment is achieved by loosening the 8 mm bolts on the male tongues (with struts off) then squaring the lid and re-tightening .

21) Ensure to tighten up hinge tongues on the lid before attaching struts (yes you have to get in!!) -small tip: if the tongue clearances are tight the lid wont slop around!!!!

22) If you have an over the Lip Tub liner now is the time to rebate with a jig cutter to allow the infill to clear. Trim the top edge under the infill off and allow it to slip under the infill (a little touch grind to allow edge clearance may be required?)

- Slide into position with the Sports bar bolts loosened ,it will be able to be slid under the infill (4mm clearance allowed) .



after assembly)

Infill Trimming (tub liner can slide under ifils

Locks

23) Now open tailgate and attach the lock plates to the tub sides.

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- *The latch plates should line up with the rebate in the honeycomb and sit slightly proud 5-8mm to the top of the Tub .*
 -
- 24) *All lids are supplied without locks fitted (either the customer has expressed consideration of lid locks or a stock unit has been supplied -we drill holes on vehicle if we are fitting to ensure exact alignment)*
- *In which case locate pilot hole position to lock plate*
 - *-drill 5 mm hole upwards once you line up with the latch plate, use a 19mm hole cutter tool and drill out hole once masking tape is applied prior to drilling the paintwork!) this will stock edge chipping! NB only drill through the single layer fiberglass ??not the honeycomb!!*
****Tip: Run the hole cutter backwards to Score The carpet , then reverse drill from Top.*
- 25) *lidlok Auto remote servo latches are purchased as separate items but can only be fitted to lids with the latch mechanism . (most D22 ute don't have central locking at the moment -this will change?)*
- 26) *For LidLok fitment the latch plates on the lid are fixed and no holes are required , this is why lids are delivered with NO HOLES drilled. Separate Key fob is supplied and separate instructions are in the kit itself.*



note strut mounting position Cylinder barrels upper! Rods Lower.

- 27) *The lid may sit up slightly in one of the corners (this is due to compression in transport and the fact that moldings may be slightly green)*
- *This is not unusual*

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- *put some gentle pressure on the corner and adjust the lock latch and Bracket heights*
- *The lid and seals will relax after a few weeks once the locks have been used to hold in locked position.*
- *The molded stresses will relax .*

28) Re - Align lock tabs and check locking plates engage,

29) Clean off finger prints and the lid is ready to use then Polish. .

30) Please read ID warning tag , lids should be locked , no bodies to be stored and avoid jumping on lid.

Thank you for buying a Flat-Top lid please enjoy many years of operation most of our sales are from recommendations so your comments and feed back is appreciated to continually improve our product .

Useful Links:

www.Flat-Top-Products.com.au

www.lidlok.com.au

