

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

- **D40 Nissan 2006+ onwards only
(Thai build) ST , (Spanish build STx)**
- **ISUZU Dmax 2012 + Dual and Space Cab(supplied with sports Bars)**

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 undamaged . 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 it has 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. If the clearances are less then the Tub has to be loosened pulled back and retightened correctly installed .*
- 3) *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.*
- 4) *Check surface Finish Class B Plus allows Minor pin holes ,dust specs smaller than 0.5mm (1 per 200mmdia only) and scratches etc are not sent out. -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 we have to bare??)*
- 5) *Remove any over the Lip Tub liner at this stage put aside to trim and re install after lid fitting.*



male tongues protruding 3-4mm only (this is a D40 RX lid no bars)

6) *Remove Roll bars from underside and put infill moldings in between Bar and Vehicle with foam tape to seal across front . replace Rolls bars with infil moldings on. Reattach Bolts to resecure bars with the original knut under the metal fold (we usually drill out and rethread with a 6mm rivnut but>?)*

7) *Attach the two corner reinforcement brackets using the existing bolts hole and large self tapper (this will stiffen up the front of the tub)*



Corner reinforcements Brackets(under infils)-shown here with bolts and riv knuts- self taper screws or Pop Rivets (flaged type) can be used.



Seal under front of infil (to seal) - there is a natural gap in the metalwork -seal with silicone filler)



*STX with packer to allow over lip
tub liner to be inserted underneath*



*infil support adjustment bracket
D22/D40/Dmax*

D40 STX (only) Extra Corner Reinforcement Bracket. Shown (the front is quite flimsy without and will push hinges Forward. Recommended for off road use.

- Place the lid in position and centralize, adjust the infils to centralize to the lid BEFORE attaching the hinge bar!! Make sure hinge tongues are clear of the Cab by at least 5mm. The Lid should be clear of the Tailgate 4-5mm mm min to allow grip on opening. (The ST and STX tub lengths are slightly different)*
- The STX and ST/Dmax are slightly different lengths the adjustment in the hinges compensate for this, the overhang on tailgate is 5mm approx (you need to get fingers under to lift)*



d40 st/stx only

*Note Hinge bar raised level to infil (bar is on slots secured with 8mmbolts- these can be self tappers-) **THE FOLD FACES REARWARDS** put the supplied foam tape (2mm thick) between the bar and the tub wall to stop any leaks?)*

Attach the folded Hinge spacer bar to the tub sill between the infils. It should sit 3-4mm proud of the lip on the water channel on the infils . Drill and either use self drilling screws supplied or drill and use knutserts and 6mm bolts to mount the bar having attached to the lid and postioned and premarked the mounting position. At this stage the folded bar is mounted with the fold to the rear .

One bolt at each end and one in middle(holes in bar already) and 2 in-between (5 minimum use long draw screws)this gives extra support to make rigid this bar.

This should line up with the rear edge. The hinges when they are mounted should also line up with this edge leaving 4mm clearance at the tailgate to get fingers under?) The bar height should be raised level with the infils.



8) *Place loosely the female hinges on to the male tongues and move the lid forward so that the hinge bar with brackets attached is located against the hinge bar the tailgate clearance is 4-5mm Remove lid and attach bar*

9)

Before securing hinges Mark the position when mounted loosely on the male hinges on the lid by pushing it forward against the hinge Bar.

Then Remove the Lid and secure mount the female Hinges. Then remove the Male hinges from the Lid and mount on to the female hinges.

Replace the Lid and re attach the 8x8mm stainless mounting bolts. Check realignment before tightening and making sure the hinges clear the edge paintwork!

check the clearances LH/RH at rear and clearance around Infill molding to the lid Rebate to ensure even gap.

The infill's can be moved slightly whilst bolts are loose and as the bolts are done up the infill's will come up to the same level as the Lid to form a seal.

Check the edge alignment.

Once aligned with the Lid on, weight can be applied to the sports bars (Fat Mates can be helpful!!) and THEN the sports bars can be done up tight.



D40

10) Replace lid, attach struts and 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) Mount the brackets in the tub as low as you can get them (more higher initial leverage?)



Correct alignment (check there are no pinch points)

D40 with slight misaligned infil . The adjustment screw is on the underside.(in this case its over adjusted and the infil has rotated more than its needs to)



adjustment support bracket and screw now replaced with two black metal straps (threaded one end for the adjustment screw)

- 11) a separate strut bracket is supplied to secure to the side of the Tub. L*
- 12) Laying out the strut in the opened position above head height and marking bracket position, then compare horizontally in closed position and imagine strut closing. 20-30mm should be allowed before bottoming out when the strut is closed .*

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!!

- 13) 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.*

- 14) Re-Check the clearance of tongues to rear window, some utes are slightly out of square due to the box construction and you may have to grind the tip nearest the driver back a little (or bend more upwards as a quick fix) there must be 25mm clearance and The tub not Move- if it does retighten Tub mounting bolts -or ref to Nissan dealer.*

- 15) Close the lid carefully and check alignment 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.*

- 16) Ensure to re tighten up hinge tongues(DO NOT OVERTIGHTEN)*

17) 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 .

18) Now open tailgate and attach the Manual lock plates to the tub sides. The latch plates should line up with the rebate in the honeycomb and sit slightly proud 5-8mm

19) lids are supplied without Manual 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, then use 19mm hole cutter tool and drill out hole once masking tape is applied prior to drilling the paintwork!) this will stop edge chipping! NB only drill through the single layer fiberglass ?? not the honeycomb!!

20) lidlok servo latch 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 however D40's and DMAX lids do)

21) 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 fob is supplied.

For manual locks align the latch plates to the rebate cut into the reinforcement underneath. Mark the lock position so that the lock latch will engage with the latch on the side of the Ute which you can screw into position. Drill pilot hole 4mm upwards, then apply a piece of masking tape to the painted surface and drill a 19mm hole with a Hole cutter downwards. Attach locks with seal on the outside, Line up latches vertically and a little leverage with a shifter to adjust -all keys are the same.



Lidlok wiring into fuse box

22) 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) so put some weight on the corner and locate locking plate and secure with locks The lid will relax after a few weeks once the locks have been used to hold in locked position.

23) Align lock tabs and check locking plates engage, do not put down force on the lid using the locks to engage at an angle.

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

25) 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.lidllok.com.au

www.progressspray.com.au



Dmax with supplied Sports Bars