

# FLAT TOP

## GENERIC POWER Strut Fitting Instructions

BT50

Colorado

Dmax

Nissan D40

Rangers

Toyota

- 1) Finish fitting lid first
- 2) Open tailgate with lid closed
- 3) Close the strut



*(you can use some external power 12v and bolt strut to the lid, motor on top of the strut facing forward.*

- 4) Swing **STRUT** and **BRACKET** up to side rail of tub and fit squarely with 2 screws to start
- 5) Locate 8 mm hole in **BRACKET** just above motor and drill through it + the tub liner inner panel of the tub



6) Put 90mm x 8mm **SET SCREW** through the holes in the bracket and fit a **GOLD FLANGED NUT** to it.

Spin nut up to the back of the bracket with the bolt through both the tub liner and inner panel.

- 7) Push bracket to a vertical position and tighten nut and bolt



8) Fit the WASHER and NYLOK NUT to the end of the bolt protruding into the space between the inner and outer panels and tighten nut until it is flush with inner panel.

**DO NOT KEEP TIGHTENING OR YOU WILL BEND BRACKET TOO FAR from vertical!**

- 9) Fit LOOM: to strut wires and apply 12v external supply to open lid (drill battery)
- 10) Disconnect LOOM: and drill holes for wires to enter area between inner and outer Skins. (Drill the same as Bolt hole and near where they exit from the strut motor)
- 11) Fit GROMMETS to wires and pass them through the holes and into the area between the panels. Leave enough wire for the movement of the struts.

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- 12) Connect LOOM to strut wires firmly!!! And cable tie to secure.
- 13) Run end of LOOM with MALE FITTING up right hand chassis rail and bring into cab in the area of the right hand Door sill. (Pop off sill cover) through existing grommet
- 14) Remove kicks panel beside accelerator pedal and locate power source and earth and connects
- 15) Mount override switch on kick panel and place control box in secure convenient position behind kicker panel

Mount and feed the power feed straight to battery and earth. This is separately Current protected 7.5 AMP as well as timer override protection in case of failure to shut. The system does not need to be tied in to the vehicle wiring system.

Allow access to FUSE when all panels are replaced.

- 16) Connect LOOM from STRUTS to LOOM from switch and check operation of STRUTS with up/down button on KEY FOBS. You can reverse wires to suit if not correct. ie: **Black to Red, Red to Black.**
- 17) Replace all panels and test operation with TAILGATE CLOSED. They should come to rest without straining or ticking at the end of their travel.  
  
If they are too tight loosening the bottom NUT and slide STRUT upwards in the slotted hole to ease closing pressure.
- 18) TURN ISOLATOR switch **OFF** to freewheel lid in an emergency or when running with lid partially open.