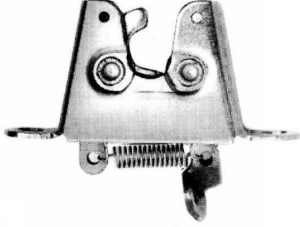
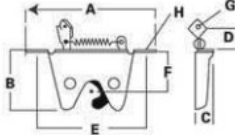

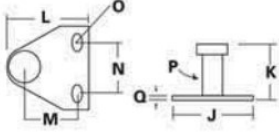


Revised 07-15-2018

## TROUBLESHOOTING: REAR LATCHES - ECAMPER

Latch																	
	 <table border="0"> <tr> <td>A. Length.....</td> <td>100mm</td> </tr> <tr> <td>B. Height.....</td> <td>50mm</td> </tr> <tr> <td>C. Width.....</td> <td>19mm</td> </tr> <tr> <td>D. Location.....</td> <td>21mm</td> </tr> <tr> <td>E. Hole Centres.....</td> <td>82mm</td> </tr> <tr> <td>F. Location.....</td> <td>30mm</td> </tr> <tr> <td>G. Hole Size (diameter).....</td> <td>3mm</td> </tr> <tr> <td>H. Hole Sizes.....</td> <td>7 x 9mm</td> </tr> </table> <p>Maximum force on trigger to release: 2.5kg</p>	A. Length.....	100mm	B. Height.....	50mm	C. Width.....	19mm	D. Location.....	21mm	E. Hole Centres.....	82mm	F. Location.....	30mm	G. Hole Size (diameter).....	3mm	H. Hole Sizes.....	7 x 9mm
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### Overview

1. Closed position
  - a. Position is set on the latch using washers to move it up and down
  - b. Position is set on the striker by the fasteners mounting it.
  - c. As the closed position is changed through washers, the pressure needed to latch will vary due to the need to compress the gaskets
2. Releasing / Unlocking
  - a. Pulling interior strap releases latch, total movement is about ¼" for the latch to release.
  - b. If interior strap is trapped under mattress, it may hold the latch in the unlocked position.
3. Locking force
  - a. The latch striker must hit the latch in the exact center of the latch for easiest locking.
  - b. Locking ease is also impacted by gasket compression on perimeter.
  - c. If the striker is located to either front or rear side of latch center in the closed position, it will be increasingly hard to snap the latch to the locked position
  - d. There is some flex in the top section and the hinge. This will allow the latch to lock if the striker is off center slightly from the latch due to the lever action of the "V" part of the latch pushing against the pressure of the gas struts to move the top.

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## TROUBLESHOOTING: REAR LATCHES - ECAMPER

### 4. Setting alignment

- a. Lower top almost to the point of latching and look in from the side. This will show if the striker is out of alignment.
- b. It's helpful to have a piece of tape on the side of the camper, then make a simple \o/ drawing of what is visible. Then when the camper is open, it is easier to remember which part has to move which direction!
- c. The latch has about 1/8" of movement front to back, sometimes this will be enough to set the striker to the center
- d. If the latch does not have enough travel, the striker can be moved. This is usually done by filing out the hole(s) slightly to allow the latch to be moved.
  - i. Remove the striker, and use a pencil file to carefully slot the hole on the side where the striker should move toward (see tape mentioned in b. above!)
  - ii. Replace striker in new position, tighten bolting and test latch to striker alignment.



The striker is held with 2 M6 metric bolts, with allen heads on outside, and nylock nuts on the inside.

- 10mm wrench for the nuts
- 4 mm Allen wrench for the bolts



The latch is held by M6 metric button head bolts. The bolts are mounted into a bonded nut inside the camper, they can be loosened without anything dropping off. If a washer drops into the slot, it will fall out inside the rear hatch of the Element (eventually)

- 4 mm Allen wrench for the bolts
- Typically 3 to 4 washers are under the latch

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## TROUBLESHOOTING: REAR LATCHES - ECAMPER



Example

Alignment check (view of driver side) Striker is too far forward.

1. Move latch toward front of car to match the striker
2. If there is not enough travel in latch, move striker toward rear of car to line up with latch



Example

Alignment check (view of driver side) Striker latches easily, pin almost exactly in center on inspection.

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## TROUBLESHOOTING: REAR LATCHES - ECAMPER

If Latch locks and then unlocks, or will not lock even if striker is aligned to latch:

1. With Camper open, use shaft of screwdriver or something similar to push down latch trigger to see if it will lock.
  - a. Zip tent open to make it easier to reach red release strap while testing
2. If latch will lock, the latch may need to be moved up by adding a washer under both sides.
  - a. As latch moves up, it may cause release tab to contact fiberglass slot
3. If latch will still not lock, verify that release tab on latch is not rubbing or stuck in fiberglass slot
  - a. Loosen latch at bolts and move outward (away from centerline of car) to see if this frees up tab
  - b. Remove latch, being careful to not drop washers etc into slot. If they fall in slot they will usually drop out into sheetmetal channel of roof and fall into open hatch.



File the slot open (at arrow) with file