

Change your view in a campervan

HOW TO GUIDE

Fit (and use) your Reimo Awning Rail (VW T4,5,6)

TOOLS REQUIRED:

- 12v Battery Drill/Driver
- 2mm Drill Bit
- Polyurethane Glue
- Silicone
- Caulking Gun



The Reimo Awning rail is a neat looking aluminium, powder coated rail that enables your free standing awning to be secured tightly onto your van. It creates a weather tight seal along its length which means that you can be free from water trickling into your van when you have the door open on those wet days out.

INSTRUCTIONS

The Reimo rail is used in conjunction with a Kadar strip and figure of 8 strip to facilitate easy connection onto your van. The type and size of Kadar strip used will depend on your free standing awning design but 6mm to 6mm is the most common. ①

If you have an elevating roof the awning rail can also be useful in redirecting any water from the roof out of the way, onto the windscreen ② Many elevating roofs suffer from water running down through the middle of the driver and passenger window, a by-product of the upper roof cannels being covered by the elevating roof cap. When raining hard this can be a real pain when entering or exiting the van



FITTING OF THE AWNING RAIL

So, before you can enjoy your awning and rail, you'll need to fix it in place.

First of all, the position of the rail needs to be set, this is easiest with a few helping hands.

Offer the length of the awning up against the top of the van about 10mm above the level of the sliding door.

In the awning kit there are front and back end cap. Hold the rear end cap in place on the awning and locate the awning rail so that the end cap is 10-20mm in from the back rear door joint. With a pencil mark the front end and the back end of the metal rail position ③ Ensure that the front end cap is correctly positioned and terminates just short of the front windscreen. ④



Once the metal rail position is set, drill the middle holes of the rail with a 2mm drill bit and use the provided black screws to secure temporarily in place. ⑤ ⑥ When you originally offer the rail up to the van it may seem like the profiles are out (especially at either end), however, when the rail is fixed in place there is enough flex in the rail to fit the shape of the van.

Once 2-3 screws have been fixed in the middle of the rail position, drill the outer ends of the rail, and secure in place with the screws provided. Use the front end cap to help guide the preferred position of the metal rail. Then pilot all other screw holes but don't fix the screws.



Note, the rear of the rail should remain parallel to the floor rather than following the outline of the window reveal below it.

Once all the screw holes have been piloted, remove the screws and awning rail from the van. If the van hasn't been covered with a protective cover then the areas around where the holes have been drilled should be cleaned with a vacuum cleaner and wiped down to avoid metal swarf from rusting on the van.

On the back of the awning rail create a circle of sealant ⑦ - you can use either silicone or polyurethane sealant glue - around each of the screw holes. Now re-fix the awning rail on to the van, again using the middle screw positions first.



De-grease the area around the front end cap with the wipes provided. ⑧ Remove the permanent adhesive backing from the cap and release the screws on the rail slightly so that the cap can be slide into the rail housing, then re-screw the rail and press the front end cap firmly in place. ⑨



The rear end cap is a little trickier. Although there is permanent double sided tape on the backside, it has a small surface area and can often come off after little use. Instead, we remove the double sided tap from the rear cap and use a polyurethane glue to bond to the van and the rail (taking care to keep the c-channel groove of the rail and cap clear of adhesive).

It is likely that the end cap won't be a perfect fit on the body of the van, in which case a small amount of adhesive is used to glue the cap in place initially. Once this has dried further adhesive is built up to seal around the edge of the cap and eliminate any shadow gaps. ⑩

Once the awning and end caps are fixed in place then the whole upper edge of the awning rail is sealed with Silicone or Polyurethane glue. This stops water running behind the rail and allows water from the roof to be redirected onto the front windscreen.

The Reimo awning rail is available as Passenger or Driver side for SWB and LWB. The awning rails can be used and fitted in conjunction with most elevating roofs. ⑪ ⑫



The rails can have the awning threaded directly into the C-channel or be used in conjunction with a figure of 8 channel ⑬ and Kadar strip. ⑭



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