# How To Guide

## ReVace Multi Channel Awning Rail with LED

### Ford Custom (SWB & LWB) Fitting instructions.

Please read these instructions in their entirety before commencing fitment.

Upon opening your ReVace Awing Rail please check the following.

- Check your awning rail is in good condition and not damaged. (There should be a slight bend in the rail towards the front of the rail).
- That all parts are included in the parts list.
- The LED lights are operational – check this by briefly touching the cable ends to a 12v battery or power source.

Before the rail is permanently fitted, we would always recommend a trial dry fit - securing the rail and end caps onto the van with tape and clamps. This will allow you identify the final position and help visualise the fitting process.

**Fully fitted ReVace awning rail. (Fig.1)**


Fig. 1

When fitted ensure there is a good quantity of adhesive along the entire rail length and in particular on the very ends of the rails, as this is where the threaded eyelets hangers are positioned.

The rail can be fitted with adhesive only, however if you plan to use the eyelet hanger fixing it is recommended that the supplied two small screws are used to give extra strength to the ends of the rail attachment. (Fig.2)

Fig. 2

First do a dry fit to position the rail onto the van with masking tape to ensure correct position.

The rail should be positioned with the metal edge of the rail 265mm from the edge of the windscreen. (Fig.3). The bottom of the rail should be 10-15mm above the sliding door leading edge.

Fig. 3

A 12mm hole is required to allow the cable access and grommet. Access is tricky on the Ford Custom due to multi layered skins and chassis reinforcement.

(Fig 4.)

Fig. 4


Fig. 5

The cable entry hole should be in line with the edge of the passenger door, centred approximately 15mm above the door seal. Drill at a 45-degree angle through the two skins of metal. (Fig.5). This will bring the cable into the sliding door track void. A second hole is required to be drilled from inside the van (Fig 6 & 7) above the seat belt upper fixing. Drill as far as possible to the nearside edge so that the cable clears the sliding door track runner when closing. When the cable is passed through this area ensure the cable is conduit is correctly fitted to protect the cable and positioned in a manner to avoid the door track runner mechanism. (Fig.8)

Fig. 6


Fig. 7

The cable should have conduit fitted in the exposed area of the door track runner and be positioned against the left-hand side of the cavity wall to avoid the door track runner – the conduit (Fig.8) can be glued to the left-hand side wall with silicone or Sikaflex if required, to keep the cable away from the door track runner.

The holes should be treated with an anti-rust primer. Once the primer is dry the rubber grommet can be fitted for the cable entry.

Fig.8

Dry/trial fit to ensure a satisfactory rail position.

Once you are happy with the rail position the supplied adhesive should be applied to the full length of the awning rail and the rail offered to the side of the van. Before the rail is pushed in place the cable length should be threaded through the grommet and pulled through into the cab area. The rail should then be clamped in place around 5-10mm above the sliding door edge, taking care to ensure the cable is not pinched under the rail as it enters the grommet. The clamps should remain in place throughout the fitting process and until the adhesive has had adequate time to dry to secure the rail position. (Fig. 9)

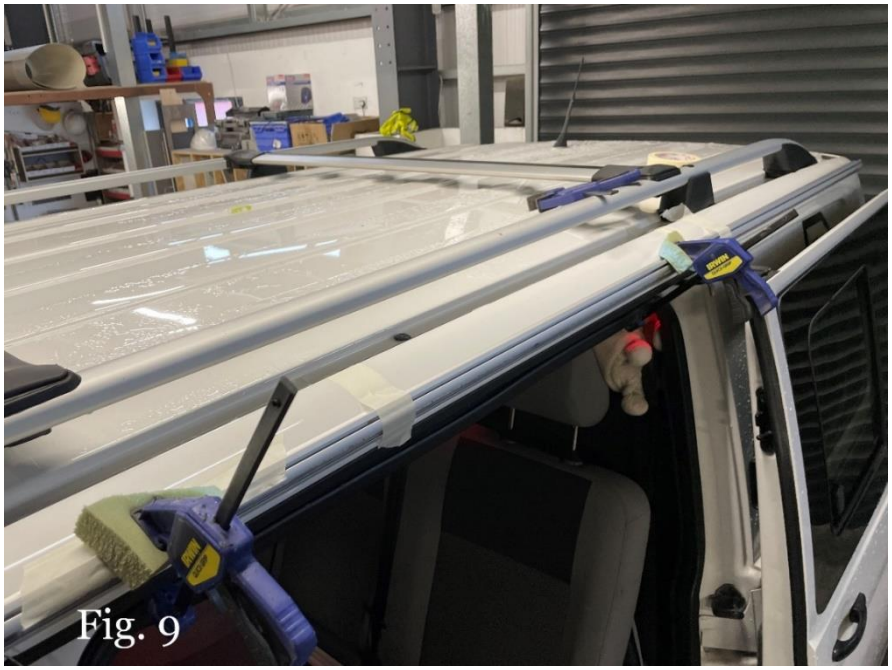


Fig. 9

The right hand and left-hand end of the rail should be screwed in place (pilot the hole first with a 2mm drill bit), (Fig. 10 & 11). Screwing the rail ends is optional however, if you are planning on using the threaded eyelet feature of the awning, we would recommend that the screws are installed for extra strength.


Fig. 10


Fig.11

The black plastic strip rail should already be pre-cut and in position on your awning rail, however if you are using screws to fix the ends of the awning then the plastic strips will need to be slid out of the way to access the screw holes at the end of the rail.

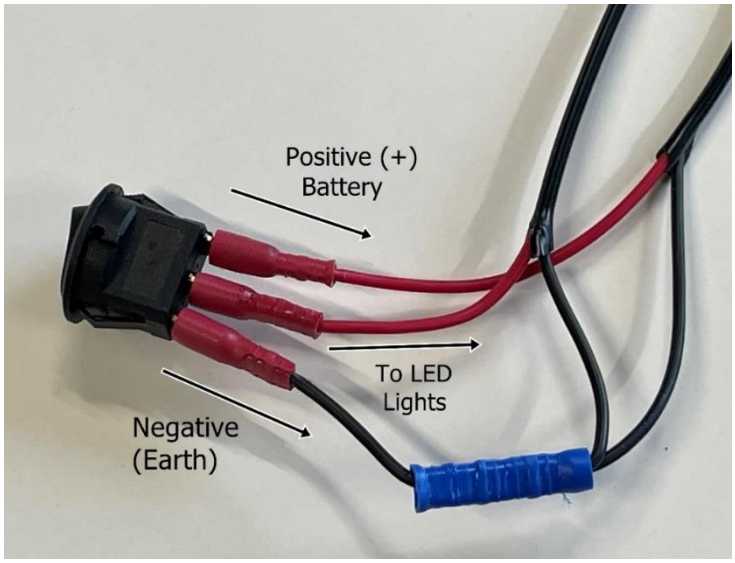

Carefully pilot and screw the end of the rail in place. At this point any adhesive that is visible on the top and bottom edges of the rail should be wiped off. If there is adhesive visible under the clamps, it will be necessary to fit additional clamps to either side of the originals so that they can be removed, and the adhesive cleaned off.

Once all visible adhesive has been removed from the rail edges then the rubber front end cap can be glued on with the same adhesive. Only use a small amount of adhesive to avoid the excess from being pushed out to the edges. Tape the end cap in place while it dries.

The cable for the led should be routed behind the plastic panels to the desired position, we recommend a position on the passenger pillar by the sliding door. This will allow convenient access to turning the led light on and off.

N.B. You will require a crimping tool to complete the wiring loom and crimps supplied.

The supplied switch should be connected as in the photo below.



The cable once connected to the switch should then be run to your leisure battery, the (+) red cable should be connected to the battery terminal using the inline fuse holder supplier and (-) black cable connected to the corresponding negative battery terminal.

Finally place the fuse in the wiring loom and check that the led light illuminates when the switch is operated.

For easy connection of your awning or sun canopy to your van we recommend using 4-6mm Kadar strip and plastic figure of 8 connections. This allows the awning to be attached and unattached without having to move the vehicle. The Kadar and plastic strip act as a kind of zip for easy quick connection.

To reconnect to a free-standing awning, it is advisable to mark your vehicle tyre position with some pegs/markers – this will allow you to drive into the same position on your return and make it much easier to reconnect to your awning.