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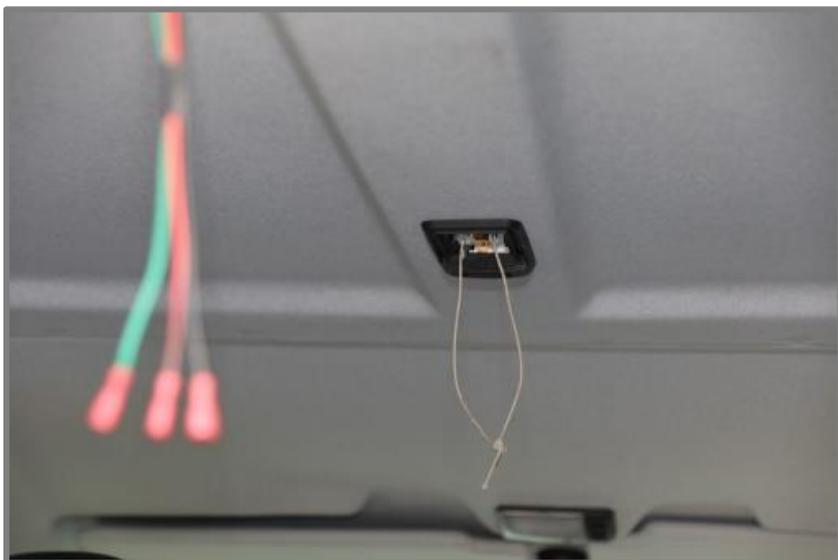
Designers and manufacturers of Land Rover 'Roof Lockers'® and other accessories

ROOF LOCKER FITTING INSTRUCTIONS

Thank you for purchasing one of our Roof Lockers. I am sure you will find it one of the most useful storage items that you have ever had for your Land Rover. Personally I cannot think how I managed without one before I built the first one, 10 years ago.

You will find it very easy to fit on a Land Rover 90 or 110 Hardtop, but you will have to remove the side trims and cut around the channels and locking plates on Station Wagons, marking carefully and using a fine toothed saw, then refit them.

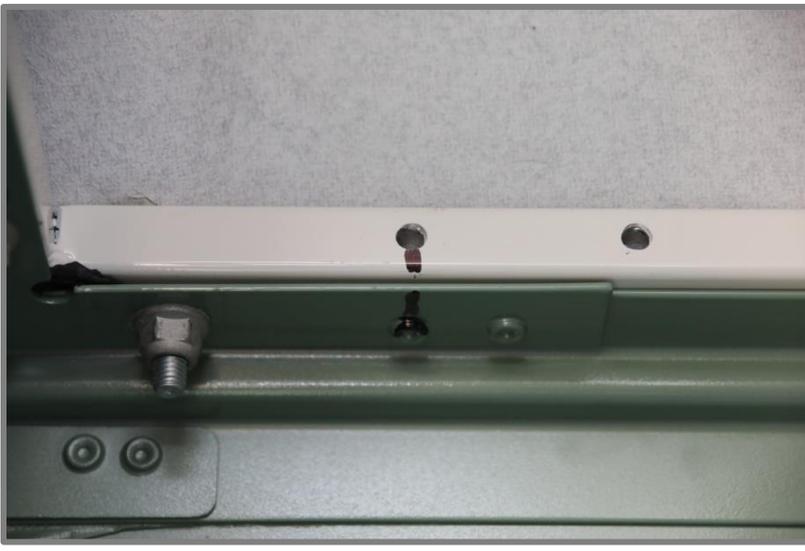
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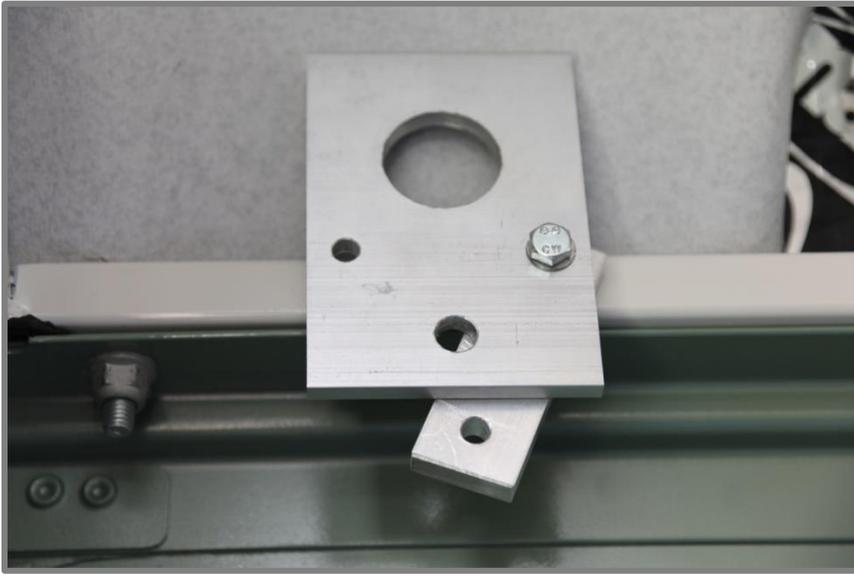
1. If you have a rear head lining and lamp fitted, I suggest you either remove the bulb, or, better still simply drop out the light fitting after dismantling the battery as two of the wires will be live! Extend the 3 wires to the back of the vehicle, say the nearside rear for wiring in an appropriate new lamp, or one each side better still for shinning into the Roof Locker when open, or underneath when closed. If you tie a piece of string to the back plate, you can pull it down whilst you screw back into place the lamp surround and clip the cover back.



2. Before attaching the three aluminium channels, fit the edging to the six edges of the channels on your work bench or protected table as it is easier to tap them on down, than tap them on up afterwards! Then trim any surplus off the ends. Attach the three aluminium channels starting first with the one at the front using the 25mm round spacers provided after removing the existing setscrews securing the roof to the side panels. Use the longer setscrews with the Nylocs on the top. Later vehicles have captive nuts in place, but you could still use the Nylocs above these for extra security.



3. To install the locking plates each side, use either one of the locking plates or spacers, to mark the hole positions. To find where to drill, you will see 2 rivets each side of the vehicle. Taking the rearmost one of these two rivets, mark above it, first using a centre punch, then drill the first 6.5mm hole, which will then give you the position for the 2nd hole as shown.



4. Place the locking plate in place with the spacer behind and secure using the shorter 6mm setscrews with Nylocs behind. It is a little bit of a fiddle, do not bother with plain washers behind, but do use them behind the head of the setscrew in front. The bottom central hole is for hanging an air freshener to, which is always a good idea in a Land Rover!



5. Press the yellow caps into the front of the large holes of the locking plates and extend the two sliding tubes of the locking bar by pulling them apart so they push back into the yellow caps. Mark the position of where to drill the hole for the split pin using a drill to give just a little clearance. You may want to use a small deep hasp lock, but using one might give the impression that something valuable could be up there. I find the split pin is fine and in any case from the outside of the vehicle the Roof Locker does not really show!



6. **Be very careful when handling the Roof Locker hinged sections as I have left a gap under the hinge to allow for the hatches to not only fold down, but also to fold partly upwards towards the roof when closing and inserting the locking tube under. It would be very easy to trap your fingers in the gap underneath when handling – you have been warned!**

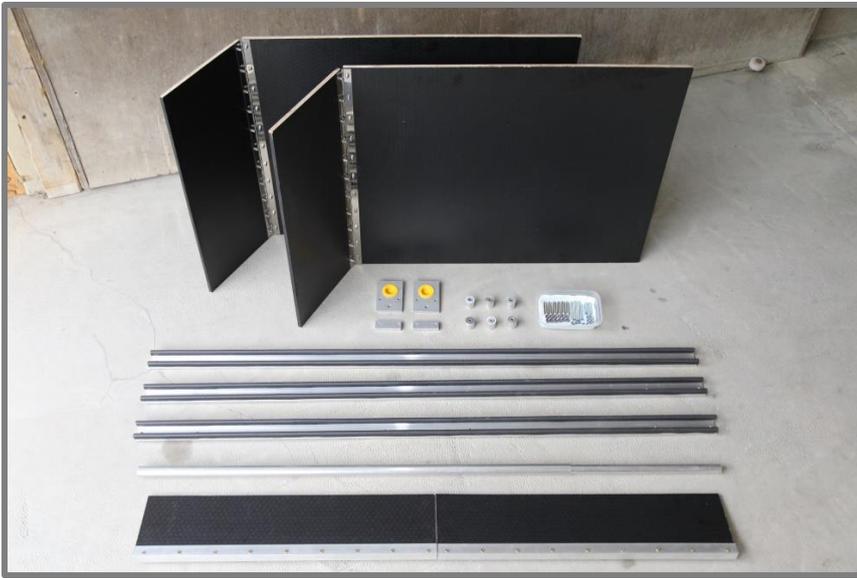


7. With the locking bar removed, slide the two sections into place, one at a time with the close fitting gap to the middle and the larger gap on the outside which allows some space to miss the locking plates and setscrew heads. Position these two sections so there is an even parallel gap each side between them and the roof sides. **The underside back of**

the piano hinge butts up to the edge of the rear channel. Wedge the sections tight down with something as shown. Reach under the hatches and use a 6.5mm drill to drill upwards through the two outer holes in the back channel and into the plywood. Insert button head machine screws downwards and fit the Nylocs underneath using a 10mm deep socket to tighten with an Allen key on top. Then go and kneel on the driver's seat and drill up through all 4 holes in the front channel ensuring the side gaps are still parallel and fit these screws, then finish off the remaining 2 screws at the back and 4 screws in the centre channel.



8. Take the front upstands and ready drilled aluminium angles for preparing to fit them. As some vehicles have head linings, and some do not, I have not angled the two outside ends, so have left you to trim these to suit. If you do have a head lining, I have included the shape drawn out of what needs to cut off, or I have been told that you have a head lining, I have prepared it for you. Drill through holes in the aluminium angles into the upstands first on the work bench and put the wood screws in part way, not poking out, then lift into position and secure nice and square to the locker sections.



9. Items included in the Roof Locker kits:

Fitting Instructions.....Please read first!!!

- 2 of pre hinged Roof Locker boards
 - 3 pre drilled aluminium channels for above
 - 6 lengths of edging for above
 - 2 front upstands
 - 2 pre drilled aluminium angles for above
 - 2 locking tubes, one inside the other
 - 2 split pins, with one as a spare
 - 2 locking plates
 - 2 spacers for the locking plates
 - 6 25mm dia spacers
 - 2 yellow plastic caps
 - 6 6mm x 50mm BZP setscrews c/w Nylocs and washers for channel ends
 - 4 6mm x 30mm BZP setscrews c/w Nylocs and washers for locking plates
 - 12 6mm x 35mm stainless steel machine screws c/w Nylocs for boards
 - 24 4mm x 35mm PZ2 woodscrews for front up stands
- Or use instead,
- 24 4mm x 35 T15 TORX woodscrews which would be more secure to use if you have a T15 TORX drive bit handy