



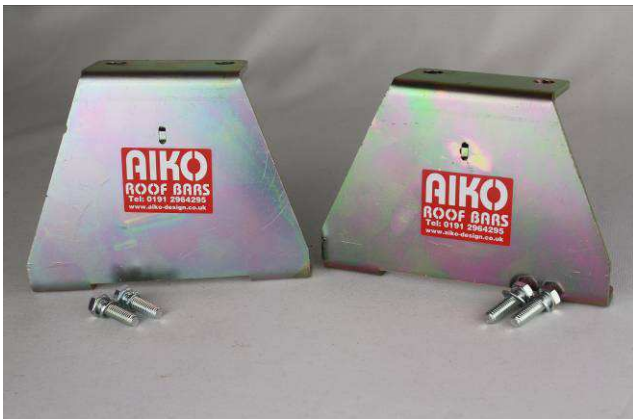
Fitting Instructions

RS & FS 3 bar with roller sets for-

Fiat Doblo 2010 on-

Thank you for choosing **Aiko Design** roof bars – we aim to produce a no-nonsense product so all you will need to install your bars are a 10mm and 13mm spanner and a means to safely work at a comfortable height above your van without falling off.

Here are two of your brackets-



The brackets are shown here as if you are looking at the left hand/near side of your vehicle. The front brackets are slightly taller, and are shaped to follow the slope of your roof. (This arrangement keeps your bars parallel to the road surface so that when you put large sheets of material up there, your van will neither try to take off nor drive you into the road- both of which are known in engineering terms as 'bad'.)

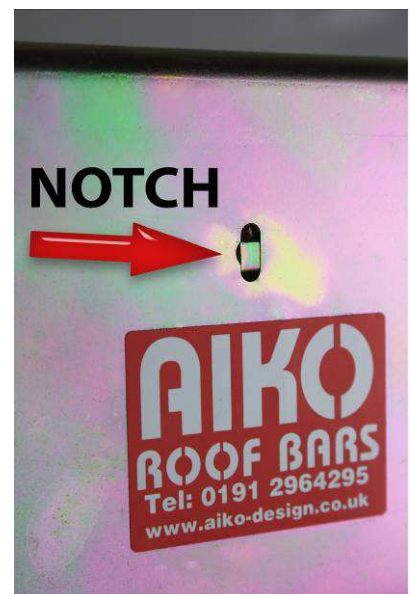
(The brackets fit on the front and rear roof mounts- the middle mounts are not used.)

Please note that there is a small notch cut into the edge of the front brackets- this notch must be facing **forwards**-



Front Bracket

- and the pair of rear brackets are also handed, with a small notch in the centre of the bracket which must be facing **rearwards**.



Rear Bracket

When you get up on top of your vehicle you'll find some black plastic covers in the roof, beneath each of which is a threaded hole. (If the van has had a rack fitted previously then sometimes these blanks- designed to keep the weather out- can be missing.) . If this is the case, **be sure to check that the threads are clean and free running because you really don't want to snap a bolt off in there.** Ideally, you should be able to run a bolt in and out with your fingers.

The brackets attach with the M6 bolts and spring washers as supplied so with the 'Aiko' stickers facing outwards (this will further ensure that each bracket is in the right orientation, and passers-by will see where you bought such a fabulous product) and with all your notches facing forwards, crack on and fit your brackets. Once the spring washer is flat and the bracket has stopped moving around, things are tight enough.

You can probably see what's coming next- lay your cross bars across the tops of your brackets, drop a U-bolt over the top through the holes and run the M8 Nyloc nuts most of the way home- don't tighten them fully yet though as first we need to add the longitudinal bars. (Plain for RS customers and with the raised sides on the FS set)

Again, the longitudinal bars are very straightforward- they bolt into the ends of the cross bars with an M8 x 16 bolt with a spring washer.

Put one longitudinal in place with the barest nip on the bolts- this will begin to align the cross bars...



...and fit the roller at the back as you install the other side. The bearings are made from self-lubricating Nylotron (graphite impregnated nylon) and need no additional lubrication.

By now you should have the whole rack loosely assembled and it's time to have a walk around admiring your handiwork and giving it a nudge here and there until everything lines up nice and squarely and looks the part. Once you're happy with the position and fit it's finally time to tighten everything up. When tightening the U-bolts be sure to stop just as the bars are nipped- if you bend up the corners of the bracket at all, you've gone **way** too far- aim for no more than 10nm torque.

Make sure everything is secure and don't forget to give your rack periodic spanner-checks over the next week or so just in case it needs any settling down and that's it; we suggest a nice cup of tea at this stage.

Should you get stuck, though, please give us a call and we'll be happy to talk you through it.

Cheers!

Note- Please check your vehicle manufacturer's handbook for the maximum recommended roof load