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Fitting Instructions

RS & FS 3 bar sets for-

Citroen Berlingo & Peugeot Partner (pre '08 model year)

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 is a single 13mm spanner and a means to safely work at a comfortable height above your van without falling off; when you get up there you'll find some little raised lips moulded into your roof.

Here are two of your brackets...



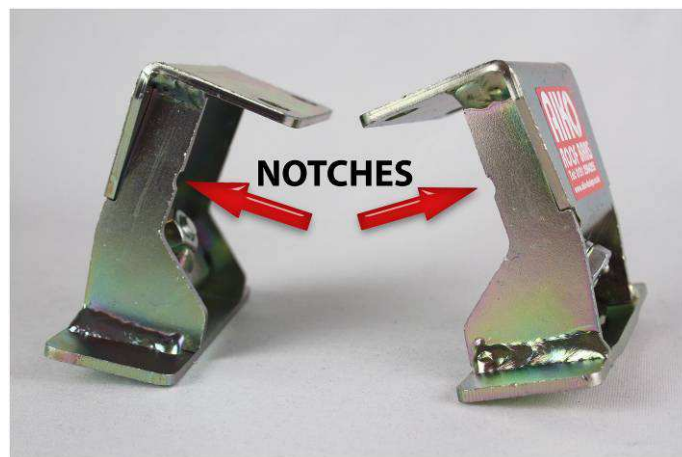
You can probably see how the brackets fit- the lip on the bottom slots under the lip in the van roof, and the little rubber-edged clamp does up with an M8 bolt and spring washer to secure it all in place.

Now, pay attention 007! We need to talk about notches and alas, not the kind you add to bed posts.

Each of your four brackets has a little notch cut into the back on one side or another- you'll have two pairs the same. These notches serve to correctly align the brackets on your vehicle and basically, each individual notch should face outwards over a corner of your van, i.e two notches facing forwards at the front, and two notches facing backwards at the rear.

So, keeping all your newfound knowledge of notches in mind and with the '**Aiko**' stickers facing outwards, (So passers-by will see where you bought such a fabulous product) crack on and fit your brackets as described above. There's no need to over-tighten the clamp bolt - once the spring washer is flat and the bracket secure, you're good to go.

Please note however that until the cross bars have been fitted, some side-to-side movement of the brackets may still be evident- this is normal and everything gets locked into place once the cross bars are on.



You can probably see what's coming next- lay your cross bars across the tops of your brackets, drop a strap over the top and run the M6 fasteners 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- FS shown with generic bracket)

Again, these 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.



The forward-most crossbar uses a pair of adjustable rubber feet and has an extra M6 Nyloc nut and bolt at the end to prevent it from turning. Drop this into place but again, don't tighten everything fully yet.



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.

Don't forget the adjustable feet- wind them down until they are in firm contact with your roof, and then do up the lock nuts.

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.