



FLEXIGLASS FITTING MANUAL - SECTION 1.6F

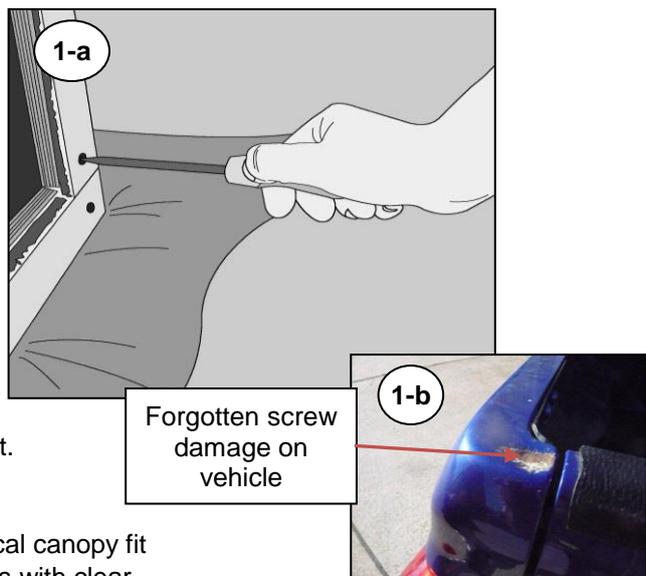
NISSAN NP300 NAVARA 2015+ FLEXI-XOVER, FLEXISPORT CANOPY FIT ISSA0

Note: Familiarise yourself with the instructions before you start to ensure you are clear on all aspects of the fit

| SAFETY EQUIPMENT |
|-------------------------------|
| ● Hearing protection required |
| ● Eye protection required |

| TOOLS REQUIRED |
|---|
| ● Silicone sealant & applicator |
| ● Pneumatic or electric drill |
| ● 5mm Drill bit |
| ● Rivet gun with 5mm capacity |
| ● 6mm Allen key |
| ● Pneumatic or hand driver |
| ● 14mm Socket |
| ● Cable cutter, stripper, crimp tool |
| ● Lock tight |
| ● Knife or scissors |
| ● Snake for guiding cables |
| ● IPA Wipes or similar cleaning product |
| ● Toledo cable strippers |
| ● Wurth Cable strippers |
| ● 13mm Socket |
| ● 13mm Combination spanner |
| ● Rivet gun |
| ● 10mm Socket |
| ● 10mm Combination spanner |

| MATERIALS & PARTS REQUIRED | | |
|----------------------------|--------------------------------|------|
| Part No. | Description | Qty. |
| SEAL205 | Silicon clear 970 | |
| TAPE380 | Tape CLR 35mmx2.1M All Weather | 1 |
| | | |
| | | |
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| | | |



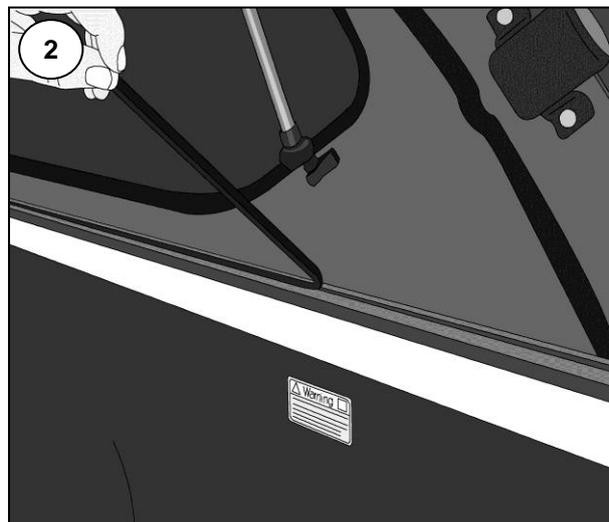
- 1 Remove front headboard loop per usual canopy fit.

- 3 Complete the sealing of the tub at front per a typical canopy fit
Fill the gaps between the headboard and tub sides with clear silicon to seal against water ingress, and run a strip of TAPE05 across the top surface of the headboard.

- 5 Place canopy on it's front end on a soft surface and remove the base rail protector strips. See **ILL 1-a**.
Any forgotten screw leads to damage on the vehicle. Make sure that all screws are removed. **ILL 1-b**.

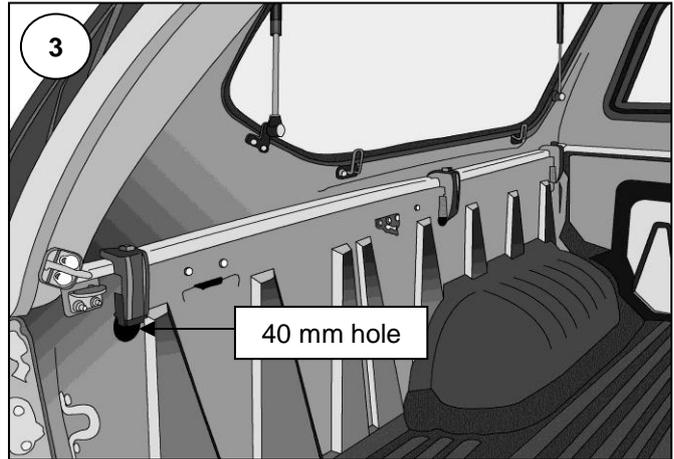
- 6 Lift prepared canopy onto tub and position for best fit.

- 7 Remove the plastic trim from each canopy base rail and retain for future use. See **ILL 2**.

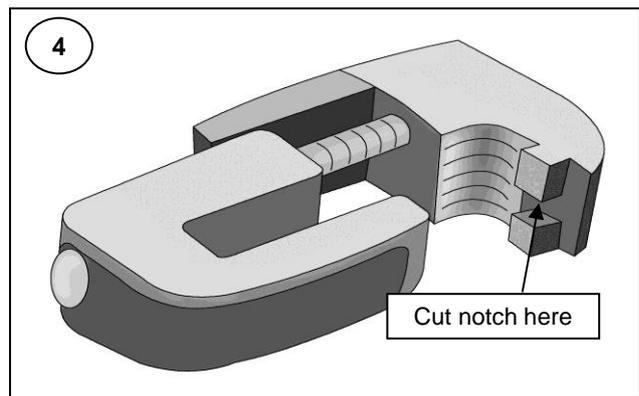


8 If an over lip liner is fitted holes will need to be cut in the liner to allow the fitment of the six clamps. If an underlip liner is fitted ascertain how stiff the plastic is. If it is too stiff to allow the clamp to be pushed up between it and the metal lip continue with step 9, if not proceed to step 10.

9 Use a 40mm hole saw to cut a hole in the liner so that the top is level with the bottom edge of the coaming lip. Repeat for all six holes. See **ILL 3**.



10 If the securing screws cannot be avoided cut a notch in the clamp locating ridge of the top jaw of the clamp to bridge them. See **ILL 4**.

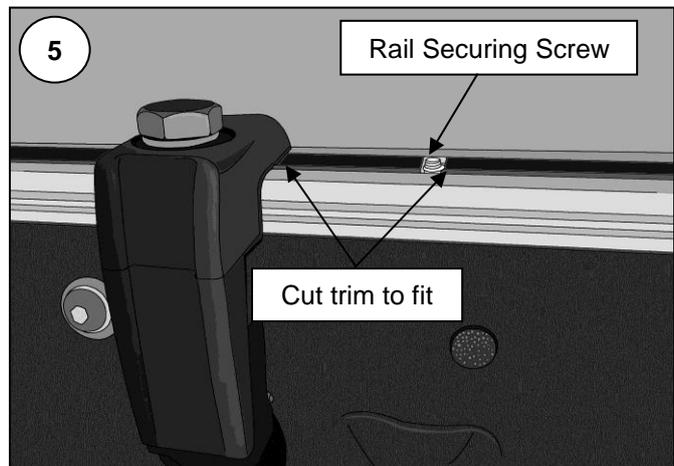


11 Use a 17mm socket and a torque wrench to tighten the six clamp bolts to a setting of **10NM**.

Note: Be careful not to over tighten the bolts as the captive nut can be pulled from it's housing if tightened over much.

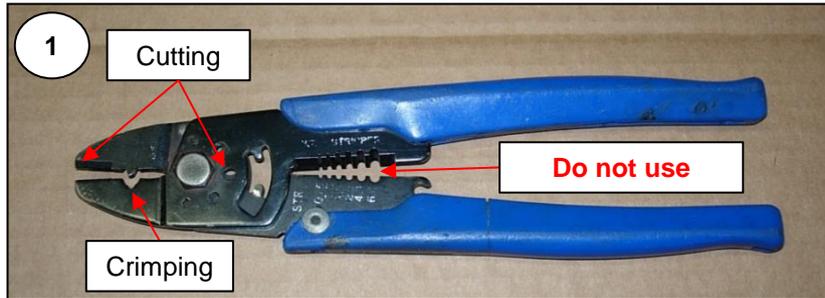
12 Check to see that the canopy has sealed against all surfaces of the tub. An additional strip of TAPE05 may be added to the top of the headboard if required.

13 Carefully replace the plastic trim to the bottom rail channel. Cutting it either side of each clamp and each rail screw. See **ILL 5**.



ELECTRICAL WIRE STRIPPING SAFETY PROCEDURE

It is Flexiglass policy that the use of combination electrical cutting/crimping and stripping pliers be restricted to cutting and crimping use only.



It is a documented fact that the use of these pliers can cause personal injury due to the fact that they are reliant upon holding the cable in one hand while pulling with the pliers with the opposite hand. Any attachments to the gripped end can be pulled into and through the palm of the gripping hand causing injury.

The single hand action strippers are to be used at all times for stripping cable ends ready for joining or connecting.

Two types of cable strippers are recommended, one operates with the pliers at 90° to the cable (2) the other operates in-line with the cable (3).



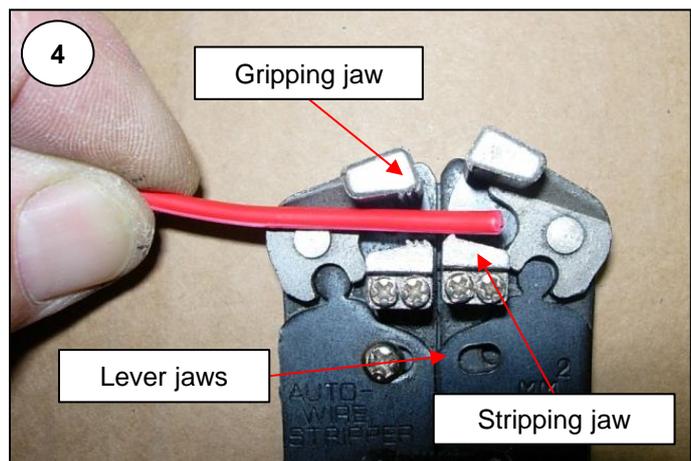
The tool in ILL 2 is a generally stronger and harder wearing item but the other is very useful for getting to cables in restricted space, it is therefore recommended that both types be available.

OPERATING INSTRUCTIONS

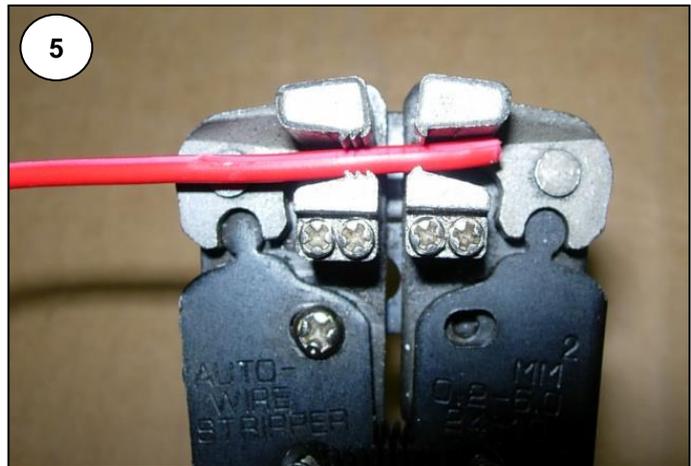
- A Squeeze handles sufficiently to bring the lever jaws together. Lay cable between stripping jaws as shown in ILL 4.

Note:

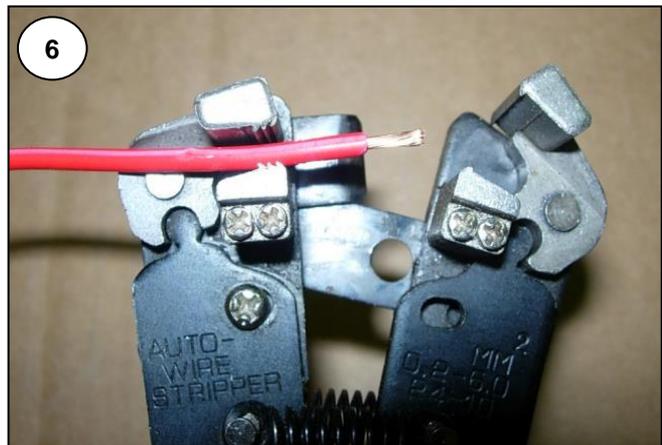
There should be no necessity to strip more than 10mm of sheathing from the cable end for any of the connectors used by Flexiglass. If for any reason a longer stripped end is required, do it in repeated 10mm bites, the pieces can then be slid off the end using the fingers.



B Continue squeezing the handles together to engage the gripping and stripping jaws.



C Increase the pressure slightly as you continue to squeeze. The stripping jaws will then move independently of the pliers cutting and stripping the end of the wire until with a sharp click both sets of jaws will automatically disengage.



D The Wurth pliers are simpler in operation. After placing the cable in the "V" of the bottom ILL 7, squeeze the handles together. The squeezing action brings the jaws together and forces the bottom jaw forward both cutting and pulling the sheath from the cable. See ILL 8 & 9.



NOTE: Two options for making electrical connections are available. The preferred method is soldered joints, operators must be trained and familiar with ----- Soldering Iron S.O.P ISS ---. Found in the S.O.P. section of the Secure Members page of the Flexiglass web site. The alternative (illustrated) is using Scotchlock connectors.

WIRING INSTRUCTIONS

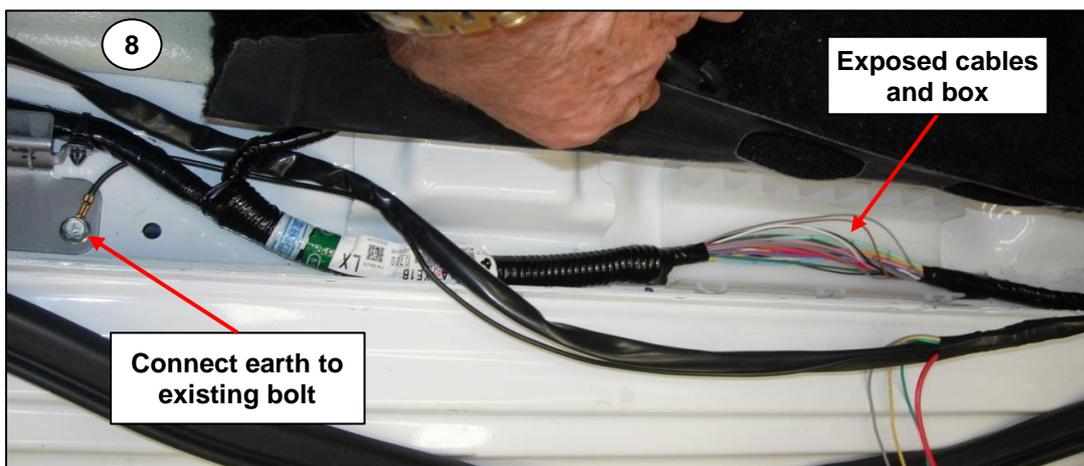
- FLEXISPORT shown below.

- For FLEXI-XOVER only brake and earth required (Steps 21-24 & ILL 8)

- 14 Most of the necessary wiring will be found around the driver side foot well. Carefully remove the door sill scuff cover and the adjacent kick panel. See ILL 6.
- 15 Underneath and to the rear of the drivers seat is a hole in the floor covered with sound proofing material. Poke through the hole and clear it to accept a 30 X 12mm grommet. See ILL 7



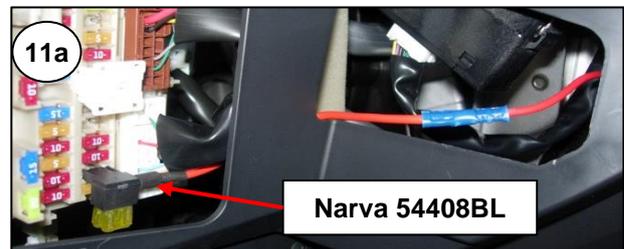
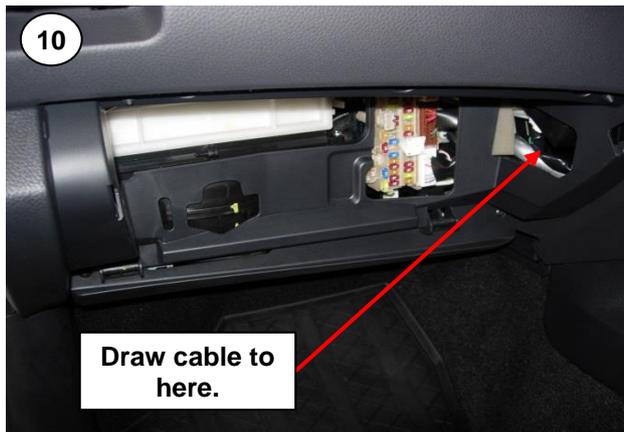
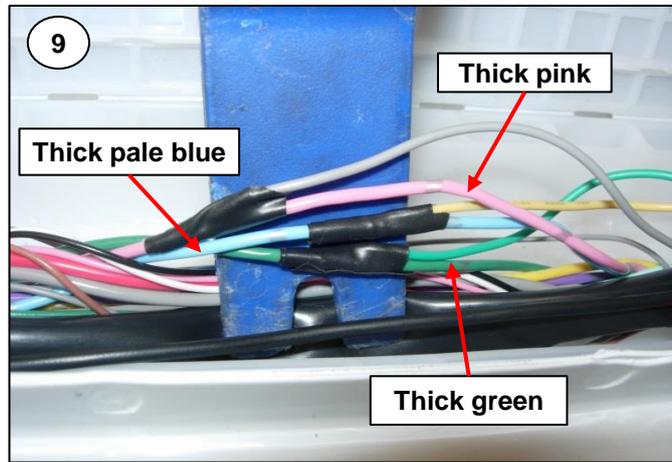
- 16 Thread the harness through the grommet and pass it through the hole in the floor. Arrange it to lay as shown in ILL 8, with the harness exposed cables adjacent to the exposed cables in the door sill plastic cable box.



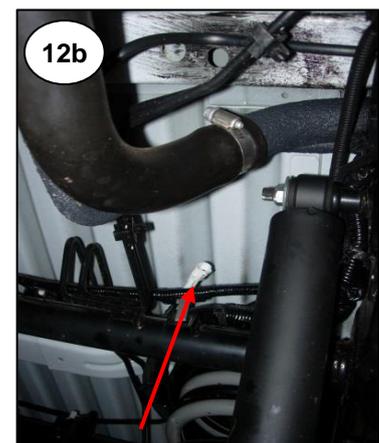
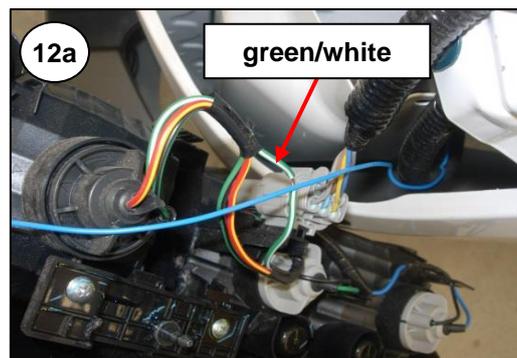
NOTE:

The NP300 has models with and without alloy sports bars. On models with no sports bar the canopy brake lamp cable can be connected to the wiring at the door sill. See stages 22 to 24. Models with the sports bar have the relevant cable, to the cab brake lamp, de-activated (presumably at the system management computer). This means that the canopy brake lamp will have to be tapped into either the rear brake lamp, or the sports bar brake lamp cable underneath the tub. In ILL 8 above, the blue brake cable has been pulled back through the conduit to a slot cut in it, closer to these two points, this minimises the length and number of joins in the cabling.

- 17 ILL 9** illustrates the cables used to tap into for a model that had a sports bar fitted:
 Grey central locking to thick pink.
 Yellow central locking to thick pale blue.
 Green relay activator to thick green.
 Double check cable thicknesses as there are duplicate colours in thinner cables.
- 18 ILL 10, 11a & 11b** illustrates the safest way tap into the power circuit and connect the demist relay.
 Remove the glove box on the passenger side.
 Pass a "snake" from that side and pull the relay cable across to the opening indicated.



- 19** Connect a **Narva 54408BL**, Add A Circuit "piggy back" fuse holder to the end of the relay cable.
- 20** Remove the 20A fuse from it's position 2nd from the bottom right of the fuse panel and insert the Add A Circuit and fit 2 X 20A fuses into the slots provided.
- 21** Select which option you wish for connecting the brake cable. Be warned that the rear brake lamp can be a "real pig" to get off as the rearward facing clips are so tight that they can bend the brackets that they are fitted to, which locks them in place the harder you pull. **(12a)**
12b shows the position of the alternative Sports Bar brake cable adjacent to the fuel filler.



- 22** If the vehicle has no sports bar fitted the canopy brake lamp can be connected at the driver side door

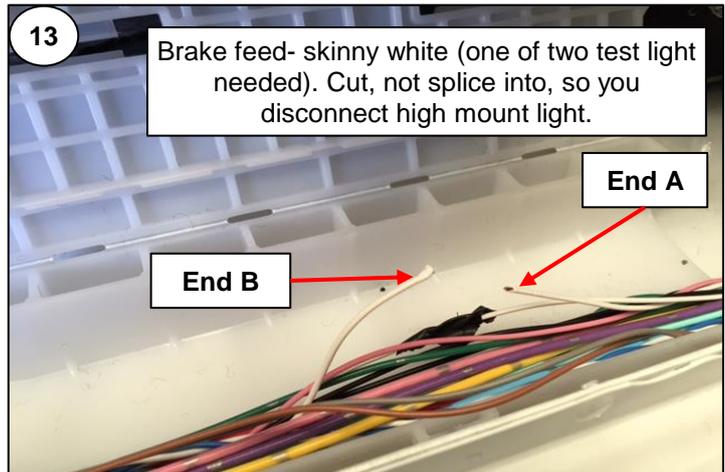
sill. The cable bundle contains no less than three white wires, one is twined with a blue cable and can be ignored. The remaining two will need to be tested with a probe test lamp to ascertain which one is the feed to the vehicle high level brake lamp.

23 Once the correct cable is found, cut it as shown in **ILL 13**.

24 Wrap end **B** with insulation tape and lay back in the bundle. Join the blue, canopy brake lamp directly to the end **A** in the usual manner.

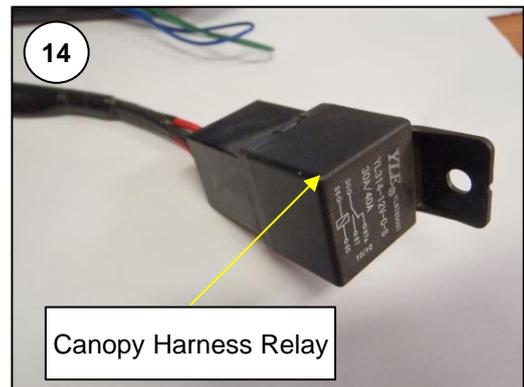
NOTE:

The vehicle HLBL is not removable so isolating it offers the best solution.



25 Tidy up the wiring in the kick panel area and tuck the relay out of the way tying cables to fixtures or wire bundles as necessary.

26 The canopy harness relay is not a waterproof relay. We recommend to keep the relay behind the the kick panel **ILL 14**. Never place the relay out of the car **ILL 15**.



27 Take the excess harness cable, bundle it tidily out of sight beneath the vehicle and tie it securely to the underbody/chassis of the vehicle so that it can't drop down.

28 Replace the kick panel to the side of the foot well.

29 Replace the centre pillar cover on the drivers side making sure not to trap the seat belt.

30 Replace and snap down the scuff panels along the door bottom edges.

31 Clean and detail the vehicle and canopy ready for inspection and delivery to the client.