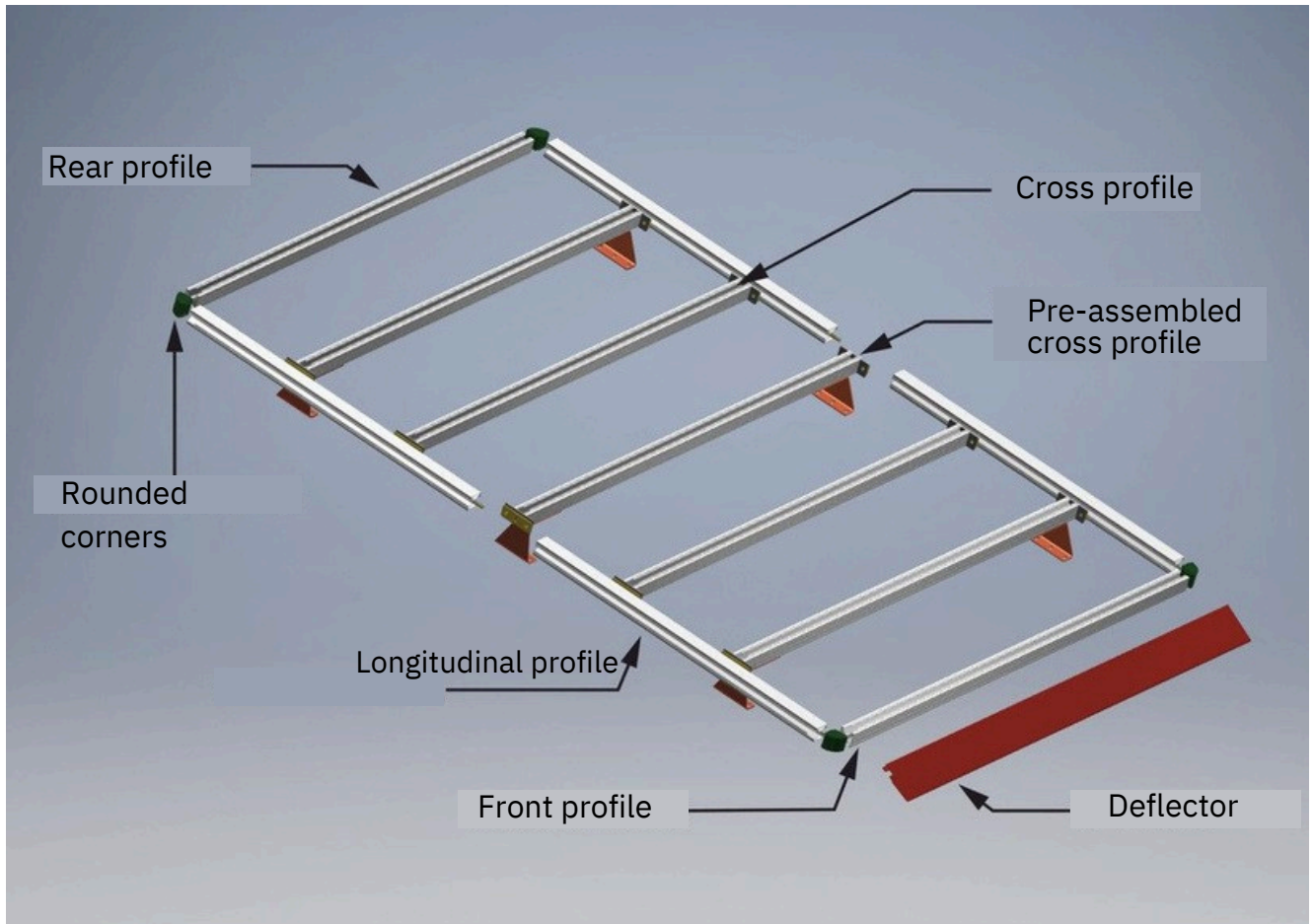


Roof rack assembly instructions



The roof rack consists of the following elements, some of which are pre-assembled:

Pre-assembled cross profile with support	Quantity varies depending on gallery size
Pre-assembled cross profile Deflector	Quantity varies according to customer requirements 1x 4x pre-
assembled air Side profile	Front profile (6x for XXL galleries) 1x 1x pre-assembled Pre-assembled rear
profile Rounded corners	4x

Start of assembly

The best way to assemble your new roof rack is with two people. You can also assemble the rack alone, but you must then cover the central area of the vehicle roof (between the fixed points or C-rails) with suitable material (e.g. blankets) to prevent damage during assembly.

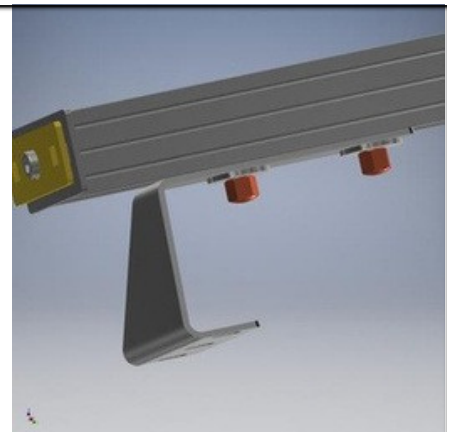
Before you start the assembly, prepare the appropriate tools. You will need per person: 1x ring spanner/open-end wrench size 13, if necessary a small ratchet with a socket size 13 1x Allen key for DIN 912 = 6mm 1x folding rule or suitable measuring tool



1.

Loosen the terminal nuts marked with arrows in the right picture on all cross profiles with supports. (only loosen/do not remove)

Attention! The brackets must be able to be moved easily in the profile. This makes assembly easier.

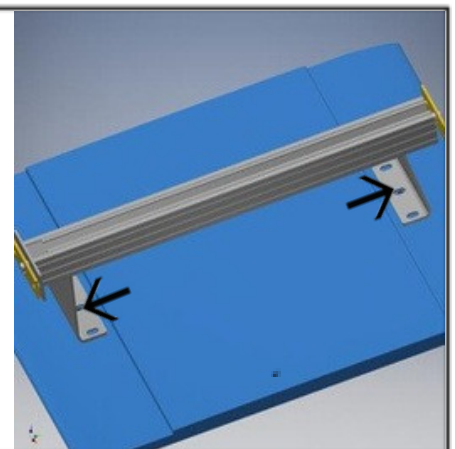


2. Now place the cross profiles with brackets on the roof

of the vehicle as shown in the image on the right and align the brackets with the vehicle's mounting points or C-rails.

Attention !

If your roof rack has brackets of different heights (e.g. VW T5/T6, Ford Custom), the higher ones are always mounted at the front and rear mounting points of your vehicle. The profiles with the lower brackets are mounted in the middle of the vehicle.



3. Then the brackets are screwed firmly to the fixing points or to the C-rail. The procedure differs

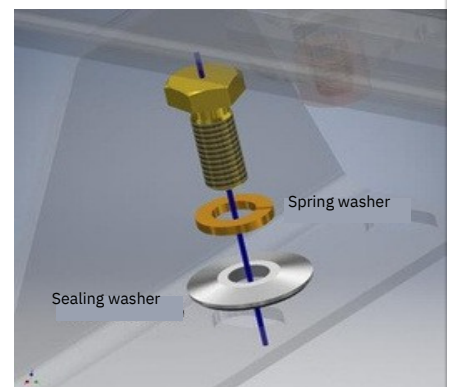
depending on

the type of vehicle. The appropriate mounting hardware for your vehicle has already been delivered with your roof rack.

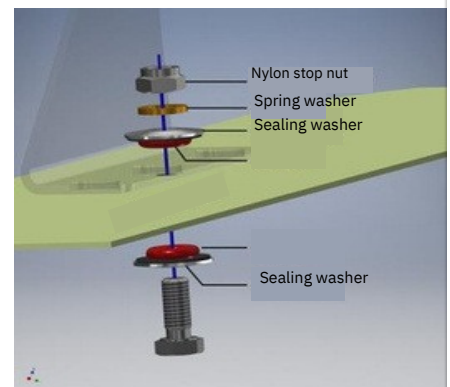
Attention !

Before starting assembly, make sure that the cutouts in the cross profiles for inserting the sliding nuts are all on the same side of the vehicle.

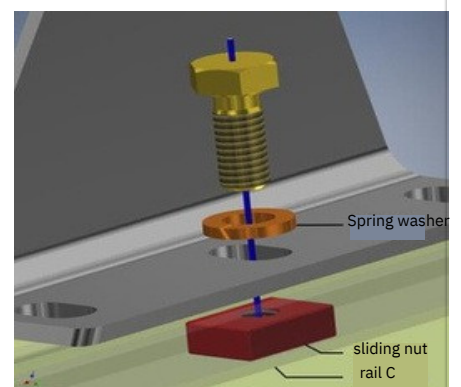
3a. Vehicles with original threaded holes at the mounting points. Always use the front and rear mounting points of your vehicle. Depending on the vehicle type, you can freely position the central supports at the other fixing points.



3b. Vehicles with through holes without threads at the fixing points. (e.g. MB-Sprinter) Make sure that the through holes are **CORRECTLY** sealed. The best way to do this is to apply Sikaflex to both sealing washers. In addition, you should apply a little Sikaflex to the inside and outside of the hole in your roof. The sealing washer should completely cover the slot in the bracket. This step must be done very carefully, otherwise leaks could occur in the roof of the vehicle.



3.C-Vehicles with C-rail for bracket fixing. First insert the appropriate number of required sliding nuts into the C-rails and place them at the desired positions of the cross profiles with brackets. Now screw the brackets into the positions you specified previously.



4. Assembling the longitudinal profiles Loosen the cap nuts marked with arrows in the right image on all transverse profiles until a gap of approximately 2 to 3 mm wide is created between the parts.

Loosen the cap nuts only as much as necessary / do not unscrew them.

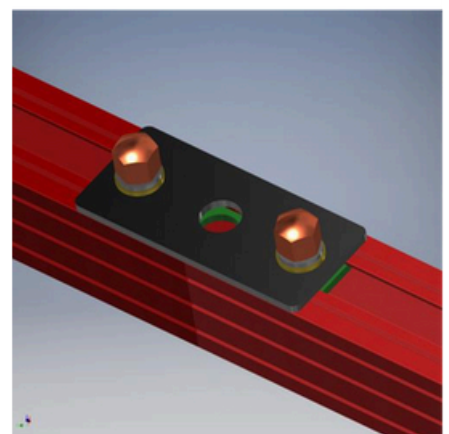
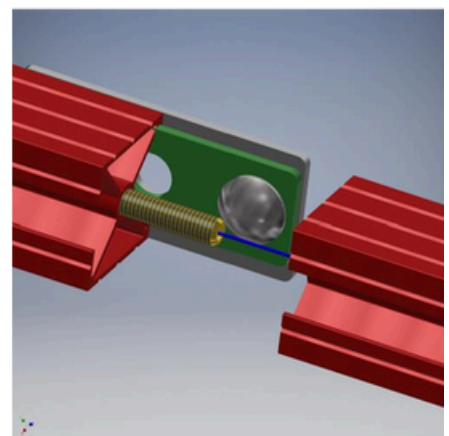
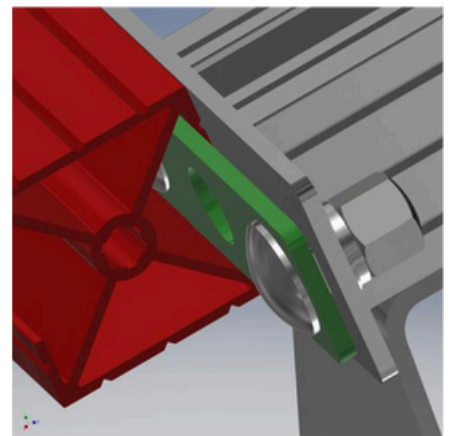
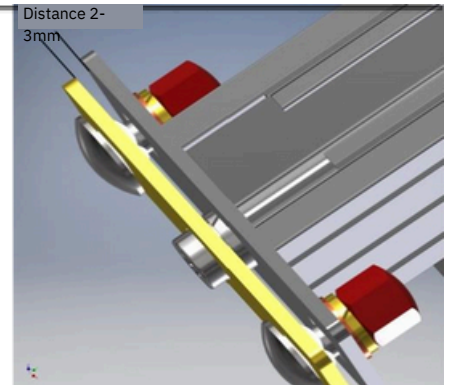
Now push the side profiles from the front and rear (one at the front of the vehicle and one at the rear of the vehicle) into the flange plates of the cross profiles. You can freely arrange the additional cross profiles without support between the fixed points as required. When assembling the profiles, make sure that the cut-outs for inserting the sliding nuts are facing the outside of the vehicle.

Insert the two side profiles (on each side of the vehicle) into each other and align the connecting plate in the middle.

Attention

The connecting rod is purely a plug-in connection and not a screw connection. The rod only serves to center the profiles relative to each other. This does not represent a defect or a defective thread but is intentionally designed that way. After inserting the profiles into each other and aligning the connecting plate in the middle, tighten the cap nuts as shown in the picture on the right. Alternatively, you can also connect the side profiles to the flange plate of a cross profile.

Caution The cap nuts you loosened in step 1 on the entire cross-section support is not yet screwed back in.



5. Front and rear profile assembly You have received two almost identical profiles for the front and rear of your vehicle. **The profile**

The front is factory equipped with a fixing screw with cap nut, while the rear profile is equipped with two of these fixing screws with cap nuts on the connection brackets.

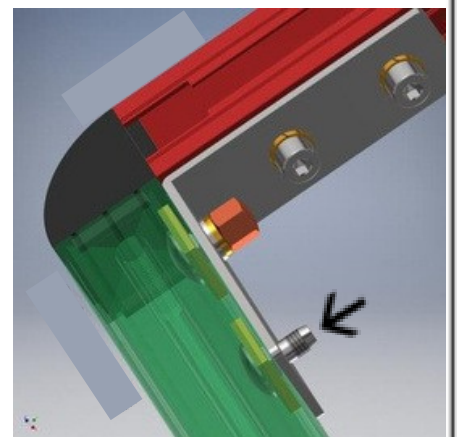
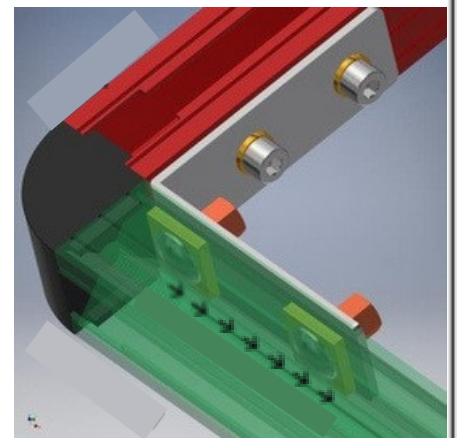
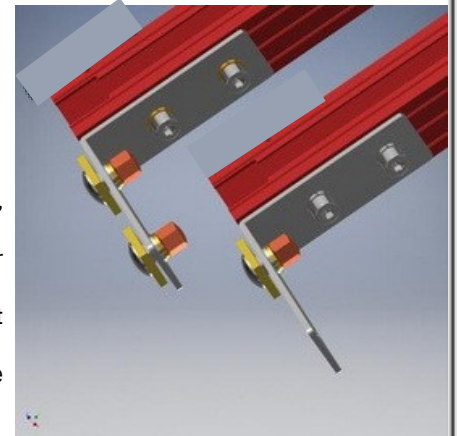
The front and rear profiles are already pre-assembled in the factory.

You can see the delivery status of the profiles on the right image.

The missing fixing screw on the front profile, consisting of the rectangular plate, washer and stop nut, is already pre-mounted on the spoiler. Remove it from the air deflector and initially use only the rectangular plate and screw to insert the front profile. The washer and stop nut will only be needed later, when mounting the deflector.

We start with the rear profile. First insert the supplied corner connectors on the left and right into the rear profile. Now loosen the M8 Allen screws on the rear profile by 2 full turns. Loosen the cap nuts so that there is a gap of about 2 to 3 mm wide between the corner and the rectangular plates and now insert the rectangular panels, on the left and right of the bracket, into the internal grooves of the side profiles. If everything fits correctly, pull the bracket towards the centre of the vehicle with slight pressure and then tighten the cap nuts firmly. Only now do you tighten the Allen screws firmly. This creates a slight pull towards the centre, which securely fixes the rear profile.

We now turn our attention to the front profile. Proceed exactly the same way as for the rear profile, except that the screw marked with an arrow in the right picture is not yet equipped with a stop nut and washer. The air deflector is installed here in the next step. Rectangular plate, round head screw, stop nut, etc. are located on the pre-assembled deflector. First, simply use the screw and rectangular plate and proceed as shown in the right picture.



6.

Installing the air deflector

Loosen the cap nuts marked with arrows in the right picture on the spoiler so that the mounting brackets can be easily moved in the groove. Loosen the cap nuts only as much as necessary / do not unscrew them.



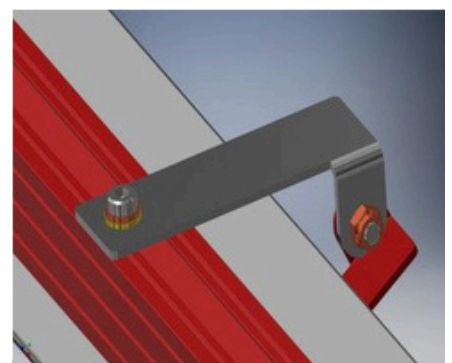
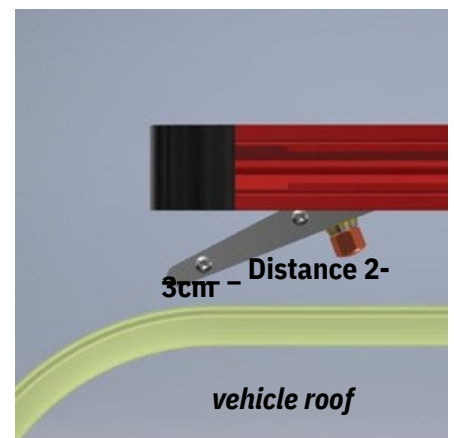
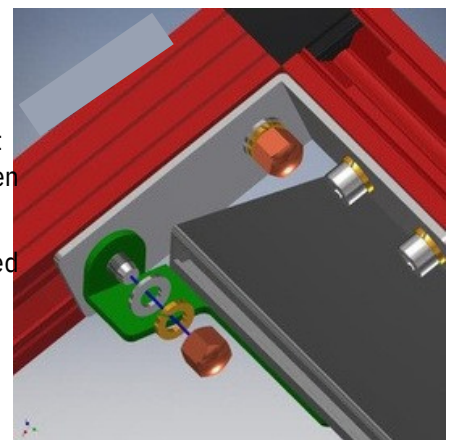
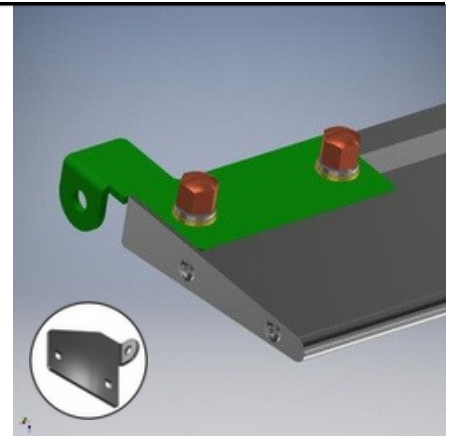
Attention! Make sure to tighten the nuts in the correct order. Tighten the spoiler angle up to the side profile.

Now insert the spoiler between the side profiles of the bracket, as shown in the picture on the right. Pull the spoiler mounting bracket completely against the side profile and secure it with a washer and a lock nut. At first, only tighten the lock nut until it is slightly tight.

When this is done on both sides of the roof rack, the cap nuts you loosened in the previous step at the bottom of the spoiler will finally be tight.

Now align the spoiler at a distance of 2-3 cm from the roof surface and finally tighten the stop nuts that you only lightly tightened in the previous step. You can use a mounting aid (e.g. a piece of 24x48 mm roof batten) that you clamp between the spoiler and the vehicle roof during assembly. On some vehicles (e.g. Ford Transit, Fiat Ducato) the spoiler is placed directly on the roof. A rubber buffer plate is then included in the delivery and is glued between the spoiler and the vehicle roof.

Finally, screw the already pre-assembled central support of the deflector onto the top of the front profile, as shown in the picture on the right. You can remove the M8 sliding nut from the central support and insert it into the upper part of the front profile via the side milling. The central support should be in the middle of its front profile. Now you can tighten all the screw connections of the central support. Don't forget the cap nuts under the deflector.



7. Align the roof rack *Align the roof rack in terms of width and*

length of the vehicle and

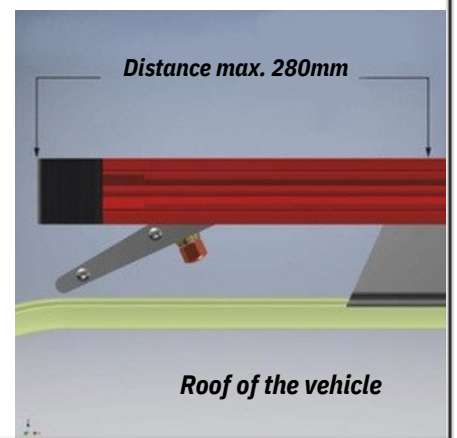
make sure the tailgate (if equipped) does not hit the roof rack.
Make sure the distances are as equal as possible everywhere.

**The forward projection of the roof rack must not exceed
280 mm measured from the first fixing point.**

When everything is aligned, ALL screw connections are tight.

Attention !

**After a short period of time and then at regular intervals, please
check the tightness of all screw connections.**



This completes the installation of your new roof rack.

***If any problems arise during assembly, we are available to help
you by email or phone!***

info@fillou.com or phone: +33 (0)6 07 01 19 91 +32 (0)478 38 07 11

Safety instructions and responsibility

The roof rack installation steps listed in these assembly instructions must be strictly adhered to. Even the smallest deviations can lead to a defective structure or limited further use.

Our roof racks are designed in such a way that no damage can occur to the vehicle if they are correctly installed. The manufacturer expressly disclaims any liability for damage caused by failure to follow the specified assembly process. Furthermore, any warranty claims against the manufacturer will be void in the event of incorrect assembly that deviates from these instructions. The driver of the vehicle is solely responsible for correct assembly and compliance with the applicable legal provisions.

When loading the roof racks, heavy objects should be placed in the middle of the roof bars if possible so that the total weight of the load is distributed evenly over the roof bars and the vehicle. All luggage must be secured to prevent it from slipping. The best way to achieve this is to use suitable and sufficiently strong tension straps. Only use special and approved restraint systems for sports equipment.

For safety reasons, loading and unloading of roof racks must always be carried out on the side facing away from road traffic. The roof load specified by the vehicle manufacturer (consisting of the weight of the roof rack and the load) must not be exceeded, nor the maximum permissible total weight of the motor vehicle. Before setting off, be sure to check whether the load is securely fastened. When using a roof rack, never drive (even for the shortest distance) with an unsecured load on the roof! The handling of your vehicle may change when using a roof rack with a load. It may therefore be necessary to adapt your driving style to the new weight and size conditions. For safety reasons, all screw connections and tension straps must be checked for damage before each journey, whether they are securely fastened and properly secured and tightened if necessary (replace damaged tension straps immediately). For the first time after a short journey, and then at appropriate intervals, all screw connections between the vehicle and the roof rack must be checked and tightened if necessary. Full use and frequent dynamic stresses (uneven road surfaces, high speeds) require checks at significantly shorter intervals.