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## Fitting Instructions- 3 bar sets with roller for Ford Transit Connect 2014-

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 some spanners (13mm and 10mm), a means to safely work at a comfortable height above your van without falling off, and a mate to help you.

Here are your brackets-



Short wheelbase- 4 matching brackets supplied

Long wheelbase- 2 tall and 2 short brackets supplied

The front brackets are taller to follow the slope of your vehicle's roof but **please note**- your vehicle has 8 mounting points in total but **we do not use the forward-most or middle pair**. (i.e, there are two brackets that go at the very rear, and then you skip a mount point, then fit your next pair)

When you get up on top of your vehicle you'll find some black plastic blanks fitted into the roof, beneath each of

which is a hole going straight through to your interior; these blanks are removed from the underside by squeezing the sprung lugs together.

The rear brackets are not handed, but the front ones are- please note that there is a little notch in one brace of each bracket (see below) - this notch must face **forwards**.

We recommend using some mastic around the holes in the roof to help seal things- but, **do NOT use silicone**, as the acetic acid will attack the nice gold zinc passivate finish and could cause rust.

The brackets attach with the M6 bolts supplied (the holes are 8mm to give you a bit of set-up room) and some washers. This is the correct arrangement for everything-



-Bolt and small plain washer on top of the bracket-

-Bracket on top of the roof- (Duh!)

-Large penny washer inside up against the roof-

-Spring washer-

-nut. Talking of nuts, you'll have noticed that this is where you need the mate we mentioned, because you can't be in two places at once. (If it's raining, make sure the mate is used on the outside)

Don't over-tighten- once the spring washer is flat and the brackets are nice and secure, you're good to go.

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- FS shown)

Again, these 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 bar 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. 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.**