3PC Tonneau Cover
Installation Instructions
Isuzu D-Max 2012

Installation Time:
2.5 Hour (Approximately)

PLEASE KEEP INSTRUCTIONS IN GLOVE BOX FOR FURTHER USE

RECOMMENDED TOOL LIST - (Not Supplied in Kit)
- Ø7.0, Ø5.5, Ø9.0 mm Drill Bit
- Drill
- Cleaning Cloth
- Socket Wrench 10,12,13mm
- Counter Sinking Drill Bit
- Hammer & Centre Punch
- Non-permanent Marker
- Phillips Head Screwdriver
- Rivet Gun
- T40 size Torx Bit
- Tape Measure
- Masking Tape
- Spanner 10,13mm
- Silicon Dispenser and Silicone
- Torque Wrench
- Clamp

IMPORTANT: To obtain correct installation, we recommend that you follow these step by step instructions carefully. Failure to do so may result in improper fit and or retention.

- Please take care when assembling and installing this product to protect the finish and your investment.

Finish Protection:
- Only use cleaners, waxes, or products that are labelled safe for use on plastics. Avoid the use of any chemicals to clean your Tonneau Cover unless labelled safe for plastics. Avoid use of abrasive type cleansers as they may dull the finish.
- If fuel is splashed onto the Tonneau Cover immediately wash it of with car washing detergent and water. If staining is apparent polish the stain out with a commercially available car polish.

Maintenance:
- The gas struts are self lubricating and should only be cleaned occasionally with a damp cloth.
- Premature seal failure will result if solvents or lubricants are used to clean struts.
- The locking mechanisms & Latches only require occasional lubrication with Graphite Powder.
- DO NOT use any other lubricants or oils. Using alternative products will VOID Warranty.
- All installation hardware and fasteners must be checked every so often for tightness.

Disclaimer: The buyer assumes all risk and liability whatsoever from the installation and use of our products. Our products are sold as decorative accessories and should not be relied upon as protection for the vehicle or occupants in the event of a collision or rollover. The manufacturer assumes no liability for injury, loss, incidental or consequential damages in the event of a collision or rollover.
Remove cabin guard if fitted, then cover the exposed tub area with the blackout decal supplied. Repeat for the opposite side.

Place the header rail (4) on top of the front tub rail and accurately centralise the header rail on the tub by measuring the distance from the inside of the tub side rails to the ends of the header rail. Once the header rail has been centralised use a suitable marker to mark the centre of the top 3 and 2 front holes then use a centre punch at each location. Drill all holes with a 5.5mm drill. Remove all drill shavings and thoroughly apply the rust inhibitor to each hole. Note: If the vehicle was originally fitted with a factory cabin guard, the top centre hole on the header rail will also need to be drilled to 6.5mm and counter sunk in order to accommodate the M6 counter sunk screw (37).

Apply a bead of non-acetic silicone to the underside channel of the header rail (4) along the full length of the rail.

Place the header rail (4) on the tub aligning with previously drilled holes and secure with 3 rivets (20) from top. Insert the 5mm spacers (19) between header bar and tub and secure with two rivets (40). NOTE: If vehicle was fitted with cabin guard, use M6 counter sunk screw (36) in top center hole.
Apply bead of silicone along the end of the header bar between the join in the sheet metal and down the front, as illustrated above. Repeat on the other side of the tub.

Use the primer supplied to prime top of the header rail. Cut the bulb seal (5) to 1190mm and trial fit on the header rail (4). Apply the bulb seal along the top of the header rail positioning it centrally. Place corner piece (2) on top of the tub and mark position where the seal will enter the corner piece.

NOTE: If there is a Sports Bar already fitted to the vehicle then the holes at location "B" and "C" will already exist. Do not re-drill holes "B" and "C".

Use the T40 Torx Bit to remove front side rail bolts from the tub and then position the drill template (31) on the inside of the tub rail, ensure arrow faces upwards and secure at front with M8 bolt (22) through the hole "A". Ensure the template is aligned centrally on the inside of the side rail and mark holes "B", "C", "D" and "E". Reverse the template and repeat for other side of tub. Remove the template.

Center punch hole locations B-E. Drill 5.5mm pilot holes and then drill 9mm holes at locations B-D and a 7mm hole at location E. Apply supplied rust inhibitor to the drilled holes.
Attach the jacking bracket (28) to the side rail using M6 screw (41), M8 flat washers (24) and M8 nutlock (25). Screw M8 nut (26) onto the M8 screw (27) and screw the bolt into the jacking bracket half way in.

Fit the M6 ball stud screw (13) to the side rail and secure with two M6 flat washers (14) and M6 nyloc nut (15) as shown. Repeat process for the other side of the vehicle.

Use T40 Torx Bit to remove the side rail bolts at the rear of the tub. Repeat for the opposite side.

Attach the lock striker bracket (10) and the lock striker packer (12) to side of side rail using two M8 hex head bolts (22), flat washers (24) and spring washers (23). Repeat for other side of the vehicle.
Place the RHS corner piece (3) in position on the tub. Trial fit the anti-abrasive tape (35) onto the bedrail, it's positioned half under the corner piece and half exposed. Use a non-permanent marker to help if needed but make sure to remove the mark before applying the tape in position. Apply the tape (35) and ensure there are no air bubbles on the underside. Your hands need to be clean before applying the tape. Repeat for the LHS.

**IMPORTANT:** Ensure surfaces are clean and dry before applying abrasive resistant tape.

Apply primer to the rear of the corner piece, on the underside where the adhesive tape for the Extrusion (36) will contact. Remove protective tape liner from the Extrusions and fit to the rear of the corner pieces and trim to length as shown.

**NOTE:** FOR SPORTS BAR ASSEMBLY AND BRAKE LIGHT WIRING PLEASE REFER TO FITTING INSTRUCTION SB0027 SUPPLIED WITH SPORTS BAR

Secure the corner pieces in place using four M6 large flat washers (14) and M6 x 30mm screws (21), leave screws loose. Ensure harness is pulled through and does not get pinched under sports bar feet.

Re-fit the sports bar and corner pieces to the vehicle and ensure the LED wiring is fed through under the side rail through the hole in the tub and it does not get pinched between the corner piece and side rail.

Adjust the corner pieces (if necessary) so that they are both pushed as far back as possible.
Secure sports bar front legs to the vehicle using M8 cap screws, M8 flat washers and M8 spring washers as shown. NOTE: Hardware supplied with sports bar. Tighten to Torque 10Nm.

Clamp the rear sports bar leg mounting tabs to the tub bed rails, as shown.

Adjust corner pieces (if necessary) so that the distance/gap between the edge of the corner piece and the side of the tub is even for both left and right hand side. i.e. distance A=A distance B=B.

Tighten all four (21) M6x30 Phillips head screws, securing the corner pieces to the sports bar.
Carefully remove the clamps and secure the sports bar rear legs to the vehicle using M8 cap screws, rubber bracket cover, M8 flat washers, M8 spring washer and backing plate.

**FIG. 21**

NOTE: Hardware supplied with sports bar. Tighten to Torque 10Nm.

**FIG. 22**

Apply silicone around the area where the bulb seal (5) enters the corner piece (3). Repeat for both sides.

**FIG. 23**

Drill a 6mm hole at the rear of the corner piece (3) and apply rust inhibitor. Push scivet (29) into the corner piece to secure it.

**FIG. 24**

Fit tonneau cover (1) and secure hinges with hinge pins (8) hooked into header bar (4).
Check clearance of tonneau cover to vehicle rear corners. Ensure the tailgate is open and close tonneau cover. Check clearances at both rear corners between tonneau cover and sheet metal, gaps should be consistent and at least 2mm. If tonneau cover is touching sheet metal or gaps are not even, adjustment may be required.

**ADJUSTMENT:**
Do this with 2 people, tonneau cover closed and tailgate open. Loosen all screws holding latches and hinges inside tonneau cover. Manually position tonneau cover centrally on tub ensuring even clearances at both rear corners. Hold the tonneau cover in this position and tighten hinge screws.

**FIG. 26** Attach gas struts (1) by clipping them into place. Ensure narrow end (2) mounts to the vehicle.

**FIG. 27** Adjust jacking bolts (27) until corner pieces are level with the main surface of the Tonneau Cover. Once in the correct position, lock the M8 Nut (26) into position against the bracket.
Assemble striker U-bolt (11), M6 small flat washers (16), M6 stainless spring washers (17) and M6 stainless hex nuts (18) onto lock striker bracket (10). Adjust so the top of the striker U-bolt (11) is 5mm down from the top of the side rail. Tighten ensuring the 5mm to the top of the side rail is maintained.

**Latch alignment.** Ensure the tailgate and tonneau are open. Slowly close the tonneau cover holding it in the middle and look where the latches will engage the hoop of the striker and make sure the latches are closing over the striker centrally. Note the latches have 2 stages and should close fully over the striker. Check both sides. If the latches do not fully engage the strikers have been positioned too low and will need to be lifted. If cross vehicle adjustment is required loosen the screws holding the latch and re-position them manually over strikers. Tighten latch screws with tonneau cover closed over the striker while the latch is in the right position. Ensure the latch is angled at 90° to the striker before re-tightening screws.

**IMPORTANT:** Do not slam the tonneau cover closed until the latch position has been verified because it could damage the latches.

Measure the length of exposed thread (Xmm) from bottom of the nut to the end of the thread. Measure length (Xmm) on the rubber thread cap (30) and cut to length. Repeat for four thread caps and fit to threads.
Push button lock operation. Open tonneau cover, manually close latches and depress push button lock, both latches should open immediately. If latches do not open you may need to adjust the length of pull rods inside tonneau cover. To do this remove inspection cover by removing the two screws and rotating it clockwise. Release plastic retainer clips (2) and unclip pull rods (3), do one at a time. If pull rods are too long they can be shortened by twisting clockwise. If too short they can be lengthened by twisting anti-clockwise. After a couple of turns put pull rods back into position and check operation of push button lock, adjust until lock operation is good.

NOTE
SPORTS BAR FITMENT WILL REQUIRE ADDITIONAL BED LINER TRIM.
PLEASE REFER TO SPORTS BAR FITTING INSTRUCTION SB0027

Screw the striker packer (12) on top of the tub liner with M8 bolts (22). Mark the bed liner around the packer. Remove the packer (12). Cut the tub liner as shown using die grinder or Dremel. Repeat for the opposite side.
**REMOVAL OF TONNEAU COVER**

1. Open tonneau cover, detach gas strut (1) by inserting a small screwdriver and adjusting the spring clip (2) on the gas strut (1). Refer to figure 1. **NOTE:** Do not remove the spring clip; only a small amount of levering is required to detach.

2. Remove hinge pins (1) and remove tonneau cover (2). Refer to figure 2.

**REPLACEMENT OF TONNEAU COVER**

**NOTE:** 2 people are required to lift and fit the tonneau cover onto the vehicle.

1. Fit tonneau cover (2) and secure hinges with hinge pins (1). Refer to figure 1.

2. Attach gas struts (2) by clipping into place. Ensure narrow end (1) mounts to the vehicle. Refer to figure 2.