

FITMENT INSTRUCTIONS

Alu-Cab™



Thor Roof Conversion suited to the Land Cruiser 76 Series

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Review all instructions information carefully before installation.

Any damages, direct or incidental to the installer and/or property due to incorrect installation of any parts are the responsibility of the installer. Due to the various applications and fitment options available, the responsibility lies with the user to ensure all mounting points are secure and tight before every trip. If unsure, consult with your Distributor regarding the operations of our products.

Users are advised to be mindful of the load they are carrying and drive in accordance with road conditions.

DISCLAIMER

Alu-Cab

Thor roof conversion Fitment – Tools, Fasteners & Materials

The tables below show the equipment, i.e. tools and fasteners required to start the Thor roof conversion fitment onto a Landcruiser 76 series.

1.1. Tools & Items Required:

TOOLS	ITEM
Ratchet/impact wrench	Turpentine
Nibbler	Cloth
Adhesive applicator	sealant, silicone or Sika flex
Drill	Masking tape
Grinder	Rust preventative paint
Star screw driver	
10mm spanner	
6mm Allen key	
Plastic block	
Hammer	
Centre punch	
Pop Rivet Gun	

1.2 Fasteners supplied: (Included with Thor)

ITEM	QTY
M6 x 25 mm Button Head Bolt	4
M6 x 25 mm Hex Head Bolt	4
M6 Nyloc Nuts	4
M6 Flat washers	4
M6 Split Washers	4
4.8 x 20 mm Black Pop Rivets	16

NB: The color of the vehicle images may vary as additional improvements have been made over time.

1.3 Hardware Required: (Included with Thor)

ITEM	DESCRIPTION	QTY
320-RER-MNT-BRKT-01	REAR MOUNTING BRACKET	2
320-FNT-MNT-BRKT-LHS-01	LHS FRONT MOUNTING BRACKET	1
320-FNT-MNT-BRKT-RHS-01	RHS FRONT MOUNTING BRACKET	1
PRJ004-FACIA-RHS-SIDE-PLT	RHS SIDE COVER PLATE	1
PRJ004-FACIA-RHS-SIDE-PLT	LHS SIDE COVER PLATE	1
PRJ004-FACIA-PLT-REAR	REAR COVER PLATE	1



It is important to check for any leaks that may be occurring through the roof or door areas, before starting the roof conversion. This will ensure that you are aware of problem areas that may arise when the roof conversion is completed.

STEP 1 :

Once you have checked the vehicle for any leaks, you can then set about preparing the vehicle by covering any areas inside the vehicle that may be susceptible to damage when removing the roof. Once all the parts are covered you can begin stripping the interior roof lining, seat belt mounts, and anything that may be attached or affected by the fact that you are about to remove the roof.



WARNING

Always wear appropriate PPE (Personal protection equipment) when fitting this product. Although the mounting kit is designed to be DIY, if you have any doubts or concerns, contact an accredited fitment centre to carry out the work. Alu-Cab will not be liable for any injury to persons, and/or damage to products and/or vehicles.

STEP 2 :

Remove both the front and rear interior lights from the roof lining panel as well as the grab handles and front sun visors.



Rear Interior Light

Front Interior Light



Removing of the clear plastic cover of the light



Once the clear cover is removed, you will then need to unscrew 4 screws and unplug the wiring adapter in order to remove the interior light



Removing the rear seats and carpet is not a necessity but is recommended as it allows one to work more easily in the space and prevents metal shavings from getting caught in the fibers of the carpet.



At this point you can proceed to remove the roof ceiling panel.



STEP 3 :

You can now unbolt the rear top hat.

There are 2 x M6 bolts on each side. (10 mm spanner/socket needed)



Location of rear
top hat

STEP 4:

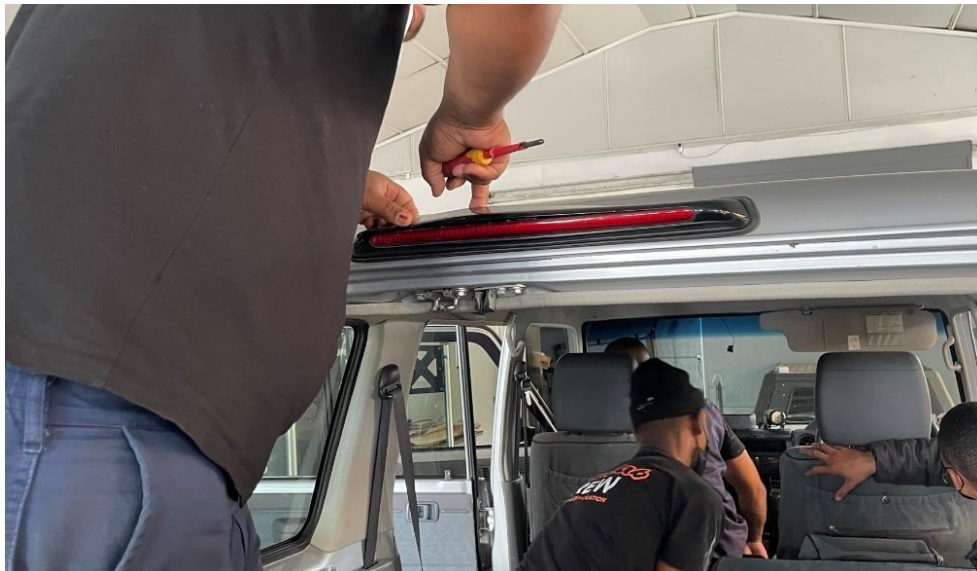
Be sure that when removing all interior window linings, sun etc, that you store them in a safe place, as some of these parts will be re-installed during the installation of the Thor Roof Conversion.



(Note: If possible, put all the small nuts and bolts as well as any small parts that are likely to go missing into labelled bags and store them in a secure place)

STEP 5 :

Remove the rear brake light from the roof (Ensure to keep the OEM light as you are going to need to remove the plug of the light and use it for the Roof Conversion at a later stage).



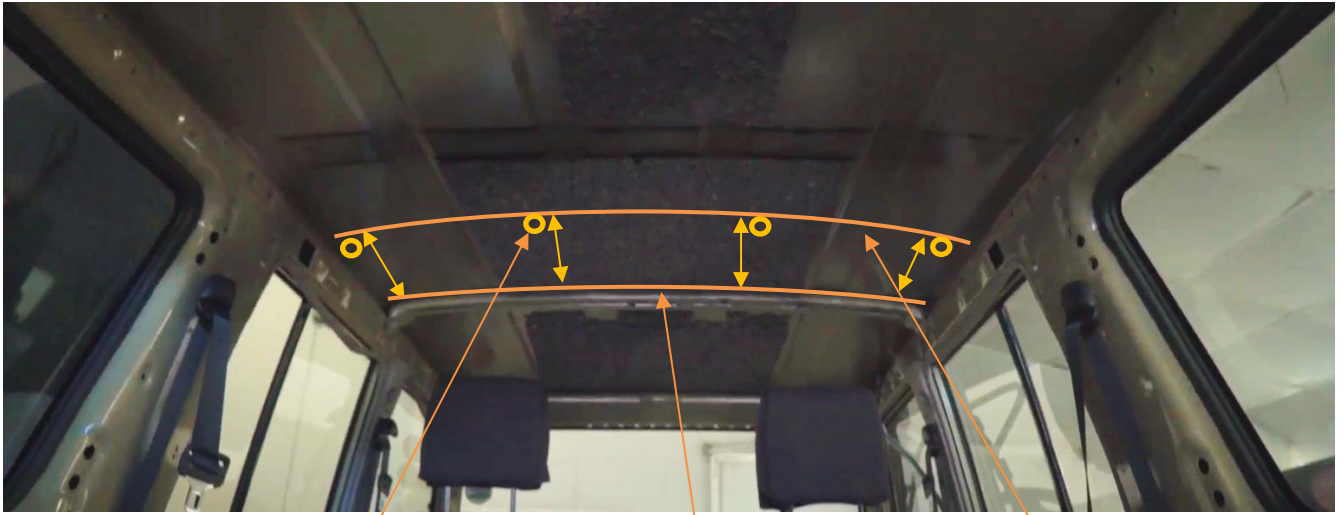


STEP 6 :

Measure and mark the roof 50 mm along the sides and rear end of the vehicle and run a line of masking tape to give you a reference to cut to.



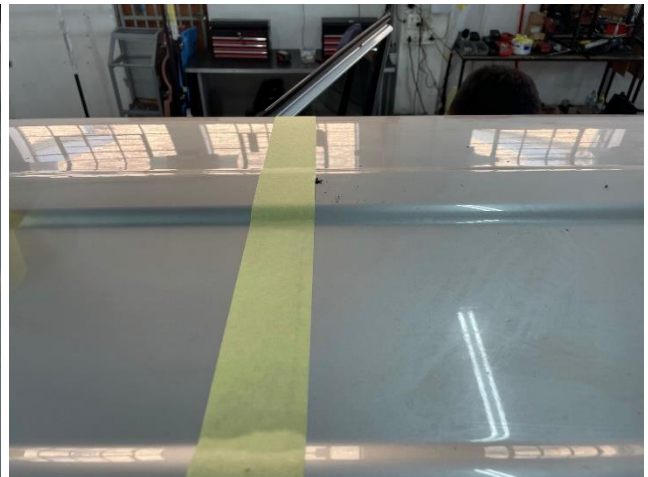
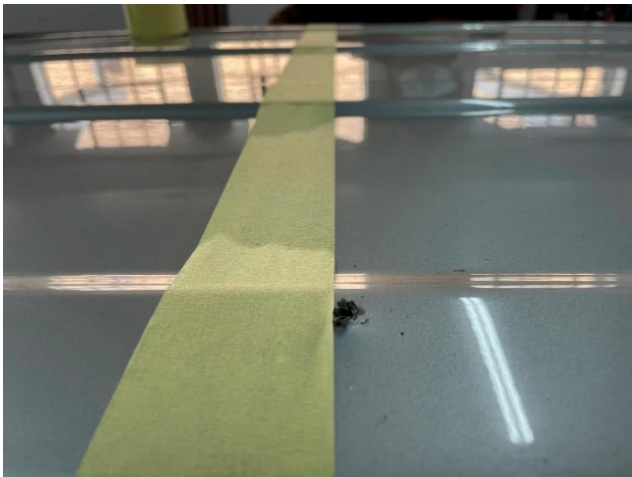
You will then need to drill access holes from the inside of the vehicle 35 mm from the rear edge of the front top hat using a 3 or 4 mm drill bit.



The distance from rear edge of the front top hat to the centre of the hole is 35 mm.

This line represents the rear end of the front top hat looking from the back of the vehicle.

This is an imaginary line that shows where the making tape will be placed on top of the vehicle as your cutting guide.



STEP 7 :

You can then drill the holes bigger using an 8 or 10 mm drill bit to allow the Nibbler access to cut.

You will then use these holes as reference points on the roof and mark the line with masking tape.



STEP 8 :

Once the holes have been drilled, you can now proceed to cut the roof off using the Nibbler tool as seen below.



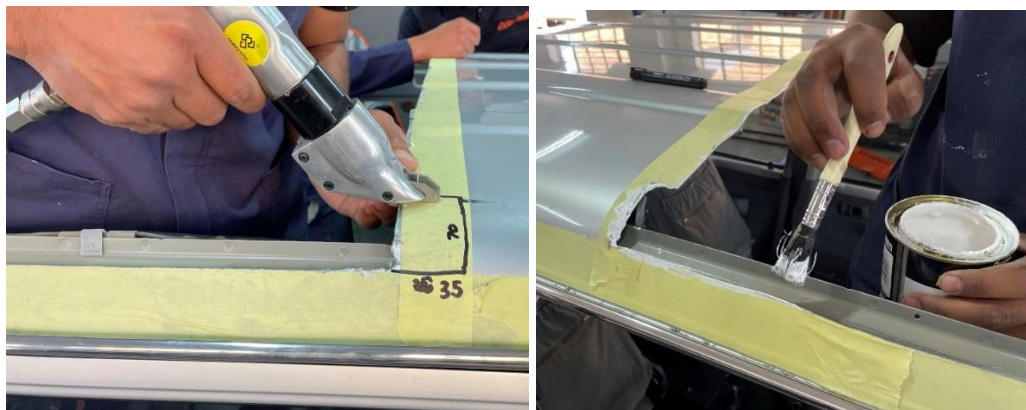
STEP 9 :

You can now remove the roof.



STEP 10 :

You will need to cut out a 70 x 35 mm rectangle from the front corners as indicated below. Once that is done, you can now proceed to paint the rust preventing paint on the raw metal that is exposed after cutting the roof.



STEP 11 :

You may now proceed to fit the pinch weld rubber along the inside edge of the roof as shown in the image below.



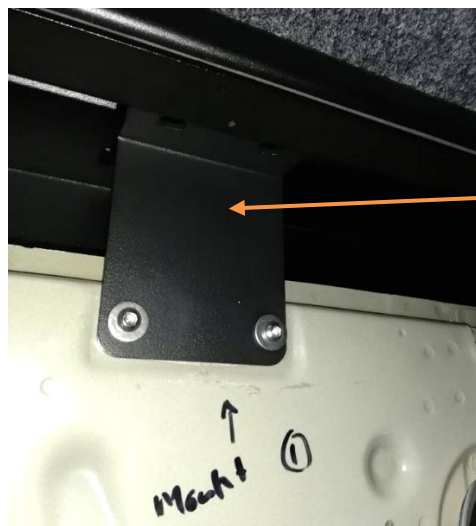


STEP 12 :

Dry fit the roof conversion into position, using two bars to balance the conversion on top of the vehicle. This will help you to make the necessary markings for the mounting kit.

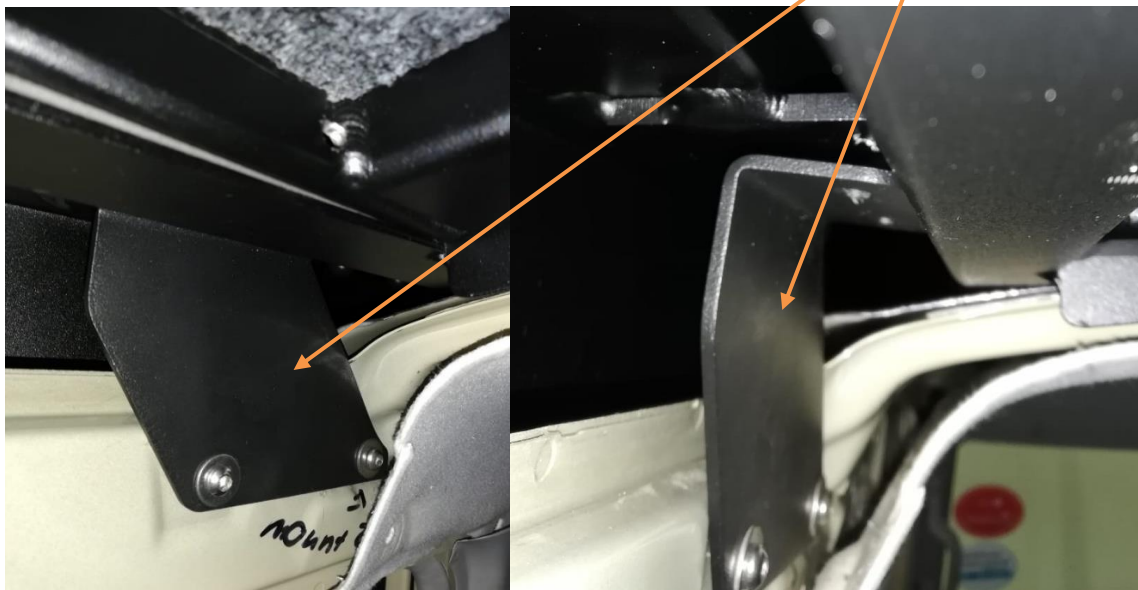


Mark the hole positions and drill out the holes on the base mounting plate.



MOUNT 1: (REAR MOUNTING BRACKET)

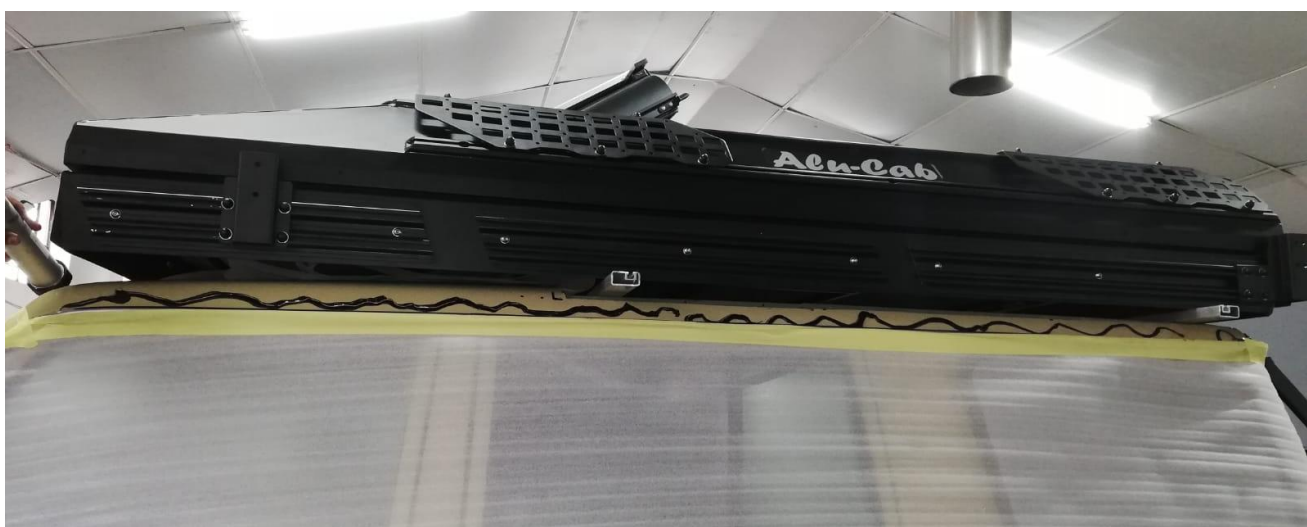
MOUNT 2: (FRONT MOUNTING BRACKETS)



Ensure to remove any dirt or filings that may be caught in the gutters as this could affect the adhesion of the Sika Flex in the next step.



You can now apply the Sika flex to the vehicle all along the sides and rear, as seen below.



Apply Sika flex along the inside of the front face of the Thor roof conversion as well as the body of the vehicle above the windscreen.



You can now lower the roof into position.



Clamp down the roof on the rear and sides of the vehicle for a proper seal.

Bolt the mounting brackets to the vehicle and base and tighten as seen below.





FRONT LEFT (MOUNTING 2):

You will need to remove the rear bolt from the top hat when installing the mounting brackets on both the left and right side.

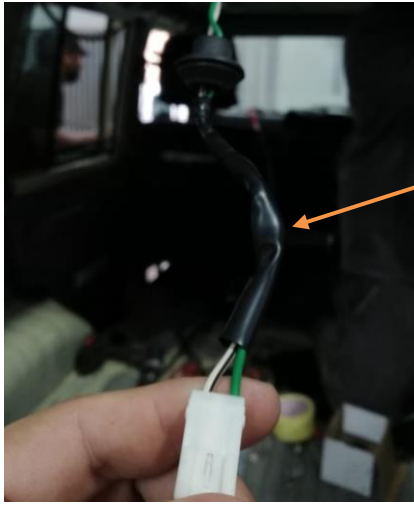


Once the Roof conversion is bolted down, you may now proceed to seal the sides and all around the roof with the appropriate colour sealant.

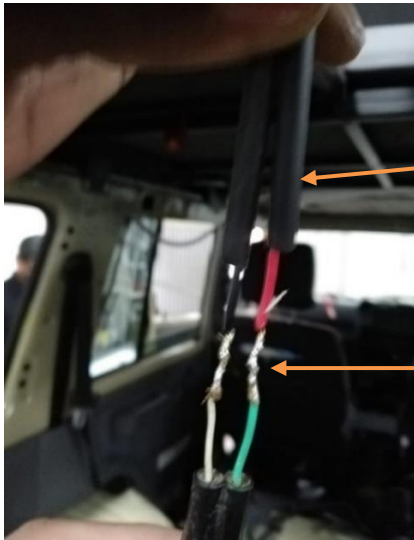
STEP 13:

You can now remove the plug from the OEM brake light, remembering to leave enough wire to make a connection to the wires on the roof conversion brake light.

- Strip the wires on both the plug and the base wires.
- Slide the Larger diameter heat shrink over the one set of wires
- Slide the smaller diameter heat shrink over the individual wires
- Spline the wires together
- Soldering the wires together.
- Slide the smaller heat shrink over the wires and heat up with medium heat using a heat gun
- Finally slide the larger heat shrink over the 2 wires and heat up with medium heat being careful not to over heat the plastic.
- You will now be able to connect up the plugs and check if there is power to the light.



Remove this plug and strip the wires here.



Smaller diameter heat shrink over individual wires

Spline and solder the wires together in order to get a solid connection

STEP 14:

There are 3 side panels provided that need to be pop riveted into place with 4.8 mm black rivets.

The LHS and RHS panels are plug and play just needing to be pop riveted in place.



Front 2 holes on LHS of base



Rear 3 holes on LHS of base



LHS Cover Panel lose



Cover Panel in place. (Note: the picture displayed here shows the large and small bed sections in the closed position, however the bed sections will need to be in the open position in order to pop in the rivets)

The same process applies to the RHS cover panel and should look like the below picture once fitted. Ensure that the pinch weld rubber as well as the foam are firmly in place as they prevent the panels from rattling.



The rear panel should be fitted roughly into place and with a marker, the holes on the body that correspond with the cover plate should be marked out and drilled to 5mm in diameter. You will notice that the 2 holes on the far ends do not line up with a hole, you will need to mark out the position of this hole and drill it to 5mm in diameter.



LHS hole that will need to be marked out and drilled

The 3 Holes that need to be drilled bigger

RHS hole that will need to be marked out and drilled.



Once the holes have been drilled bigger, you can now proceed to fit the rear panel in place and insert the pop rivets



Use a pop rivet gun to secure the pop rivets in place.

Once the pop rivets are in place the installation of your Thor roof conversion is complete.

NB: Allow 12 hours for the adhesive sealant to set and 48 hours to cure before operating the Roof Conversion.

**By now you should have successfully fitted your
Thor Roof Conversion.**

All that's left to do is pull the vehicle outside, pop open your new roof, fit the spring poles and see how well your new roof conversion works.



Should you experience any problems, please contact us so that we can assist you.

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