



# Mounting instructions

## TOP-RAIL T5

®

Thank you for opting for original German high-quality accessories from BRANDRUP.

These guidances are not final nor can they be final either.

All changes, errors and improvements are and remain excepted.

We point out that no warranty for the correctness of the contents of this manual is taken. We cannot consider all individual handlings, external circumstances, particular individual skills etc., and therefore manual errors cannot be avoided.

If you have any questions concerning usage, mounting, maintenance etc. of our products, please trustfully contact your BRANDRUP licensed retailer or us directly. We are happy to offer you any advise you need and thankfully accept your suggestions for improvement.

**TOP-RAIL may only be mounted by a BRANDRUP licensed retailer** or a qualified specialised garage. The mounting has to be done accurately and uniformly on both sides.

### **⚠ ATTENTION:**

**Responsibility and verification for proper mounting rests on the person who mounted TOP-RAIL T5.**

### **Additional necessary mounting tools for TOP-RAIL T5:**

- masking tape, breadth 3-5 cm
- 1 cartouche "Sikaflex Adhesive 252" (colour: black)
- 1 "Sika Cleaner 205" (clinging cleaner)
- 1 "Sika Primer 210 T", 1 Sikaflex Remover
- 1 steel drill each of 3.00 mm with centre punching point
- 1 sheet of sandpaper, granulation 40-60
- 1 overhead marker or soft pencil
- 1 transparent parcel tape

In general, these mounting tools are sufficient for two TOP-RAIL mountings. As far as possible only use **"bullet"-drills**. Those are drills which have a further smaller and thinner point in front of the real drill point (obtainable at specialised shops).

### **⚠ ATTENTION:**

**It is not allowed to mount the aluminium rail without spoiler set (endings).**

## I. Mounting instructions for VW T5

### TOP-RAIL T5 is available for VW T5 vehicles with short wheelbase.

The aluminium rails are always mirror imaged. This means, we have one for the right and one for the left side of the vehicle.

#### 1. Preparing the vehicle/mounting surface (applies to all VW T5 vehicles)

The perforations in the aluminium profile have to be applied to the mounting surface on the vehicle with a drill of **3 mm** diameter.

##### ⚠ ATTENTION:

**You need an assistant to help you to adjust the aluminium rail to the vehicle.**

The aluminium rail is mounted **onto the longitudinal spar** above the windows.

The lower edge of TOP-RAIL has to be **flush** with the **lower sheet metal edge** of the **longitudinal spar**. However, the aluminium rail has to rest entirely upon the vehicle sheet; the lower edge must not protrude below.

For the right position of the aluminium rail, first put the ending (rear) onto the longitudinal spar. Thereby, the **put the ending close to the back end of the longitudinal spar** (but not over the bending, cp. image 1).

Mark the **exact beginning of the aluminium profile** with a overhead marker (cp. image 2). Then, put the aluminium rail onto the longitudinal spar together with your assistant (the assistant holds the aluminium profile in the front) and bring it into line with the just marked spot at the back. Now apply the **back drilling** onto the vehicle sheet. Right thereafter, cautiously screw in the correspondent screws.

Now, **pre-drill the holes one after the other from back to front and insert the screws**. Thereby, your assistant has to appropriately hold the aluminium rail onto the longitudinal spar.



##### ⚠ ATTENTION:

**If your drilling machine suddenly penetrates the sheet, be careful that the drill chuck does not damage the anodisation of the TOP-RAIL.**

**You can insert the screws with a cordless screwdriver at minimum rotating speed, but you do not fasten them herewith: screw in the screws very cautiously by hand in order not to over-twist them!**

After attaching the aluminium profile, cover the vehicle sheet above and under the TOP-RAIL with masking tape (cp. illustration 3). Before, thoroughly remove the drill chuck (either you wipe it away or use a vacuum cleaner with a soft brush). The masking tape has to be flush with the aluminium rail. At the back, loosely hold the rear ending onto the sheet in order to apply the masking tape.



**At the front,** attach the **front spoiler** as follows:

As an elongation of the aluminium rail, the front spoiler has to be attached to the vehicle as **straight** as possible. Do not bend it to one side! **At the windscreen pillar (A pillar) bend the front spoiler slightly downwards.** The front spoiler has to be **flush with the windscreen's rim**, so that the rainwater can drain off.



Equally attach masking tape to the vehicle sheet above and beneath the front spoiler (cp. image 4, 5).

Thereafter, cautiously screw out the screws and remove the aluminium rail.

Before bonding, thoroughly degrease all screws (e.g. with petrol)!



## 2. Final assembly of the aluminium profile, bonding

### ⚠ ATTENTION:

**Applies to all bondings: the ideal bonding temperature lies between 18–25° C (64,4°-77° F). In cold weather, put the vehicle into a heated room for at least 2 hours and let the sheet warm up and the condense water evaporate for bonding. In general, the mounting surface on the vehicle has to be absolutely dry!**

Please implicitly control the proper state of the anodisation on the contact face. If the anodisation has fissures or irregularities, grind these spots with sand paper (granulation 100) until you reach through to the bare aluminium.

## 2.1. Preparing the bonding

### **⚠ ATTENTION:**

**Thoroughly grind the contact faces of all spoiler parts with sand paper (granulation 40/60) until the respective surface is evenly matt. At the foremost point of the front spoiler (approx. 30 mm long) grind a small hollow of approx. 3 mm depth to ensure an absolute clean subsurface.**

Now, all mounting surfaces on the vehicle, on the TOP-RAIL and the spoiler parts have to be thoroughly cleaned with Sika Cleaner (cp. image 7). Let the surface flash off for at least **30 minutes**.

Thereafter, brush with primer and let the surface flash off again for at least **30 minutes**.

**Please use adhesive, cleaner and primer as prescribed in the processing instructions of there respective manufacturers.**

**Don't forget** to appropriately clean the cutting edges of the aluminium rail. This equally applies to the respective small contact face of the rear piece/front spoiler extensions within the TOP-RAIL rainwater gutter!



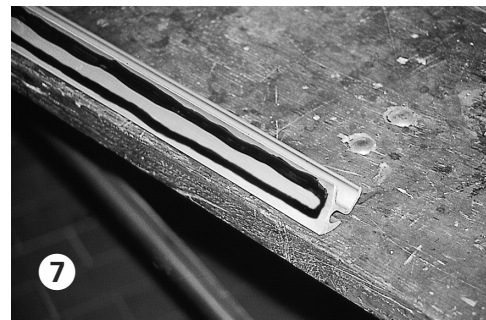
### **⚠ ATTENTION:**

**Be careful when using the primer! If primer drips onto varnished vehicle sheets, stains can remain, even if you immediately wipe the drops away.**

Now applicate two longitudinal stripes (lines) of "Sikaflex adhesive 252" along the contact surface of TOP-RAIL (onto the aluminium profile!) leaving a free stripe in-between (cp. image 7).

In order to achieve a good sealing, the stripes have to be thick enough in order that the adhesive emerges a little above and beneath the profile when pushing TOP-RAIL against the surface.

The upper stripe has to be approx. 8 mm and the lower one approx. 4-5 mm thick.



## 2.2. Final assembly of the aluminium profile

### **⚠ ATTENTION:**

**Herefore you need an assistant to hold the TOP-RAIL.**

Place the TOP-RAIL into the right position on the vehicle's spar and screw in the last back screw as explained before.

### **⚠ ATTENTION:**

**Before inserting the screws, put a clot of Sikaflex adhesive into the holes of the aluminium profile in order to guarantee a good protection of the screws against humidity.**

After screwing in the screws, the emerging adhesive has to be wiped off with the cleaner.

Then, successively accomplish all the screw connections while the assistant pushes the aluminium profile appropriately onto the vehicle. Caution: do not overtwist the screws!

**The attachment is correct if the upper and lower edge of the TOP-RAIL rest with its entire surface upon the vehicle's sheet and the adhesive continuously emerges a little all along the rail.**



Planish the emerging adhesive with a cloth soaked in soap-water (better: dishwashing liquid) so that the top and bottom side of the TOP-RAIL is thoroughly sealed. Scrape away the remaining adhesive with a spatula. Now, carefully remove the masking tape. Adhesive remainings must be removed with the cleaner (hint: only wipe in one direction!). Once hardened, it is hardly possible to remove the adhesive.

**⚠ ATTENTION:**

**After approx. 10 minutes carefully examine if each screw has been fitted tightly enough.**

### **2.3. Assembly of the rear ending and front spoiler**

#### **a) Preparing the bonding**

Slightly grind the bottom side (installation faces) of the rear ending and front spoiler with sand paper and thoroughly clean them with “Sika Adhesive Cleaner 205”; let them flash off for at least **30 minutes**. Then, put “Sika-Primer 210T” onto the bonding points and let them flash off again for at least **30 minutes**. Cover the joint between aluminium rail and rear ending/front spoiler at its lateral outside with masking tape. You can then remove the emerging adhesive more easily.

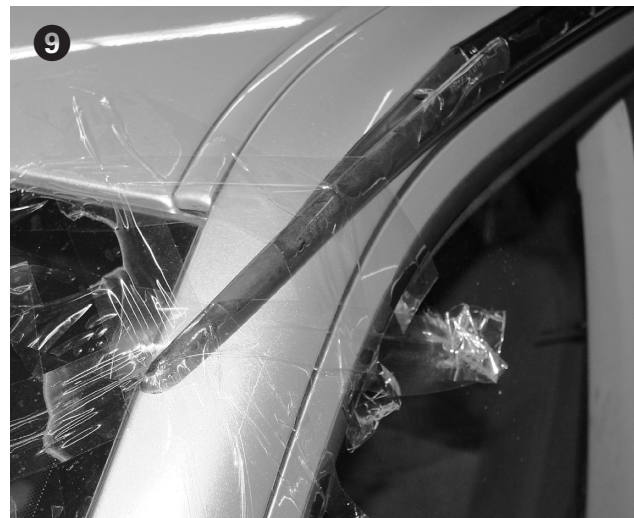
Now, apply “Sikaflex Adhesive 252” to the rear ending and the front spoiler, more precisely to the joint with the aluminium profile as well as to the contact face with the vehicle.

Apply little adhesive as these parts ease off when pressing them onto the vehicle’s sheet. If you use too much adhesive the parts can slide on the vehicle’s sheet and are then hard to fixate. Nevertheless, the contact face channel which goes all around has to be completely filled with adhesive. Remove the emerging adhesive as described above. If the adhesive is already hard, you have to remove it with a blade (please avoid!).

Please watch out that the piper entry is not blocked by adhesive remains and that it proceeds to the rear ending without swelling. Hint: induct a piece of folded carton in matching diameter into the piper rail so that one part sticks inside the aluminium profile and the other part in the rear ending (cp. image 8). Hereby, it appropriately widens the piper entry.

#### **b) Fastening the front spoiler with masking tape**

At the front, fasten the front spoiler with transparent masking tape: first, stick the masking tape onto the windscreen, then over the end of the spoiler and finally onto the driver’s/passenger’s window in such a way that the front spoiler is in the right position with its point properly pressed onto the vehicle. If required, you can fasten the spoiler with further tape stripes: place the stripes crossed over the spoiler with the crossing point directly above the spoiler (cp. image 9).



**⚠ ATTENTION for every fixing with masking tape**

**Never follow the shape of the rear ending or the front spoiler! Apply the masking tape onto the upper edge and stick it onto the sheet on a large scale. Thereby, you achieve the best strain.**

Emerging adhesive has to be removed immediately. Please check if an allround sealing has been achieved (as mentioned above in the mounting instructions of the aluminium rail).

**⚠ ATTENTION:**

**Let the adhesive harden for at least 24 hours.**

**Please also consider the instructions of the adhesive manufacturer!**

**Do not move the vehicle during the hardening process.**

After the hardening process of the adhesive, please remove the masking tapes. If the adhesive in the linking fugue of PUR-parts/aluminium rail has shrunked, you can fill up these fugues with adhesive: put masking tape onto both sides of the fugue, fill it with adhesive and smoothen it with your finger previously dipped in dish liquid; then remove the masking tape.

**⚠ ATTENTION:**

**If the peak of the front spoiler has not been sealed correctly, fill the affected parts with adhesive. Please first clean these parts with “Sika Cleaner 205” (very sparingly) and leave to flash off before bonding!**

**⚠ WARNING:**

**After the attachment, do not stress TOP-RAIL for at least three weeks in order to guarantee a proper hardening of the adhesive. It is not yet permitted to use TOP-RAIL as mounting support for roof load carriers.**

### **3. Maintenance**

The TOP-RAIL aluminium profile can be maintained with wax polish for cars.

The rear ending and the front spoiler can be “spruced up” with a plastic care product for cars.

Black silicone shoe polish is just as good and cheaper.

## **II. OTHER**

Material: aluminium profile made of Al Mg Si 0,5, F 18-22, anodised in black G220 (“carbon”);

Front spoiler and rear ending made of flexible PUR integral foam;

Cross-head screws made of high-grade steel A2/A4: 10 pieces 3,9 x 9,5 mm, DIN 7982.

**⚠ ATTENTION:**

**In order to identify and to give evidence about the origin of the product at all times, the included label has to be attached well visible to the outside of the rail.**

**Please keep these mounting instructions for controls and general inspections in your vehicle .**

## **III. Guarantee conditions**

The guarantee declarations and conditions are only effective for all original BRANDRUP products which have been attached and are used according to the instructions.

The entire guarantee strictly only refers to the quality of the good. Continuing claims concerning deficiency of delivery are excluded, especially claims concerning compensation for damages not caused at the product itself. This certainly does not apply for intent or gross negligence by us.

We are not liable for any damages resulting from improper usage, mounting, storage, transport, force-majeure, air contamination or suchlike. Furthermore, we are not liable for damages to people or objects caused by mounting or dismounting, by usage or during attachment (e.g. damages on the surface,

fissures, bulges, contaminations etc.). **Any usage or attachment is solely at one's own risk.**

Reclamations cannot be lodged due to inapplicable or mistakable instructions: if you have any practical problems you can ask for support by our specialised retailers or contact us during our general office hours.

All information in our catalogue and the manual are given to the best of our knowledge.

The instructions for bonding or linking follow the current state of technology. However, we cannot give any guarantee for the general durability of possible linkings as the durability depends on the respective mounting surface.

**Therefore, please always ask your specialised retailer or vehicle manufacturer which kind of connection (e.g. which adhesive) is suitable for your mounting surface.**

**Car paintings vary and have been changed a lot lately. Therefore, it can occur that an adhesive, although suitable for the respective car painting so far, has to be replaced by another adhesive.**

**All reclamations have to be transacted by your specialised retailer**, unless he has given up his business. In this case, please contact us directly. For this purpose, please keep your proof of purchase. Yet, we explicitly point out that we give no guarantee for mounting errors or changes of the product which have not been authorised by us in writing.

In general, complaints about defects have to be **explained in writing** and must be added to the damaged product. Only send in the damaged piece; otherwise, the additional costs for delivery shall be for your account. Proper and justified complaints on damages caused by production or material error are either replaced or repaired at our choice.

If repairs or replacement of the defective product fail three times in a row, you can claim for an appropriate reduction of the purchase price.

**Our guarantee declarations and conditions have no effect on your rights concerning the purchase contract with your retailer who is liable for justified damages due to the legal warranties deed.**

Yet, double demands are excluded. That means, action from us and your retailer at the same time cannot be required as this means that you would receive compensation for your claim twice. The same applies to a time-delayed double demand.

**Stamp of the garage that mounted TOP-RAIL:**

Date:

Signature:

Ref: 900 700 011 As at: 01.07.2005 © 2005 by BRANDRUP All changes and errors are excepted.

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