

About

These are the instructions for installing sailtracks on an A-Frame van (cruiselineer, cruiser, aliner, sportsliner or other).

Videos

Before we get into the instructions, I've prepared 5 short videos and shared them on youtube to help explain the installation process:

1 Fitting the standard one and a half tracks [Video 1](#)

Detailed instructions to install the standard Avan one and a half tracks especially for those who don't have any sail tracks at all.

2 Prepping for track extension [Video 2](#)

This discusses the issues involved with track extension, including the care kit, assessing roof clearance and the minor mods to the van.

3. Fitting the slidey bit [Video 3](#)

How to install the removable section, how to make lag screws work and making the small notch for roof to clear the new track.

4. Fitting the top piece [Video 4](#)

How to install the top section of track including details of how to relocate the bungee, use of the bungee mount bracket (part of the "care kit") and trimming the front roof edge to provide access for awning to sail track opening.

5 Fitting R-clips [Video 5](#)

Last job (or possibly only job if you aren't installing any tracks) is fitting R clips to retain the rods when in use and in transit.

Introduction

Parts 1 and 2 cover installing the standard Avan one and a half tracks just in case yours doesn't already have them.

Parts 3 and 4 cover extending the partial track on the rear roof to full length which is the best configuration for our awnings. The rear roof ends up with three sections of track, the middle section being easily removable (just slide in/out). This allows you to switch very easily between using our awning or the original Avan canvas awning or annex. The best of both worlds and even a good selling point for the van!

We can provide you with the slotted sliding section of track, the bungee mount bracket and some lag screws and wingnuts to make life easier for you / your installer. Just let us know.

Important:

- 1. All aluminium edges and corners must be filed smooth to prevent shredding the material. This can't be overemphasized. Test for smoothness by dragging a tissue through it (there's also the "tongue-test" if you're game!)**
- 2. All holes exposed or drilled must be filled with appropriate silicon.**

1. Instal track on front roof

Skip this section if track already exists.

Remove any obstructions from the roof edge angle where the track is going eg plastic rivet covers (it's ok to install track over rivet heads so long as they don't protrude very much).

Cut the new sailtrack to length - from roof peak to bottom edge it will be around 2450mm (sporties will be shorter of course).

Make a mark on the flat part of the track with a sharpie a few inches from each end then a few in the middle around 400 – 500mm apart along the track, leaving plenty of clearance away from any rivet heads. Drill the holes in the track where you've marked with a 3mm (1/8") drill and remove any burrs.

Place the sailtrack on the roof edge angle, tape it down so it doesn't move, and carefully drill through the holes you just made and through the aluminium also.

Take the track off and put a good blob of silicon over the rivet heads, as well any holes you left by removing other stuff and over all the holes you just drilled.

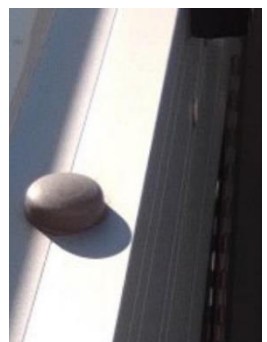
Screw the track to the roof (16-20mm, 8g, self-tappers)

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2. Instal lower section of track on rear roof

Skip this section if track already exists.

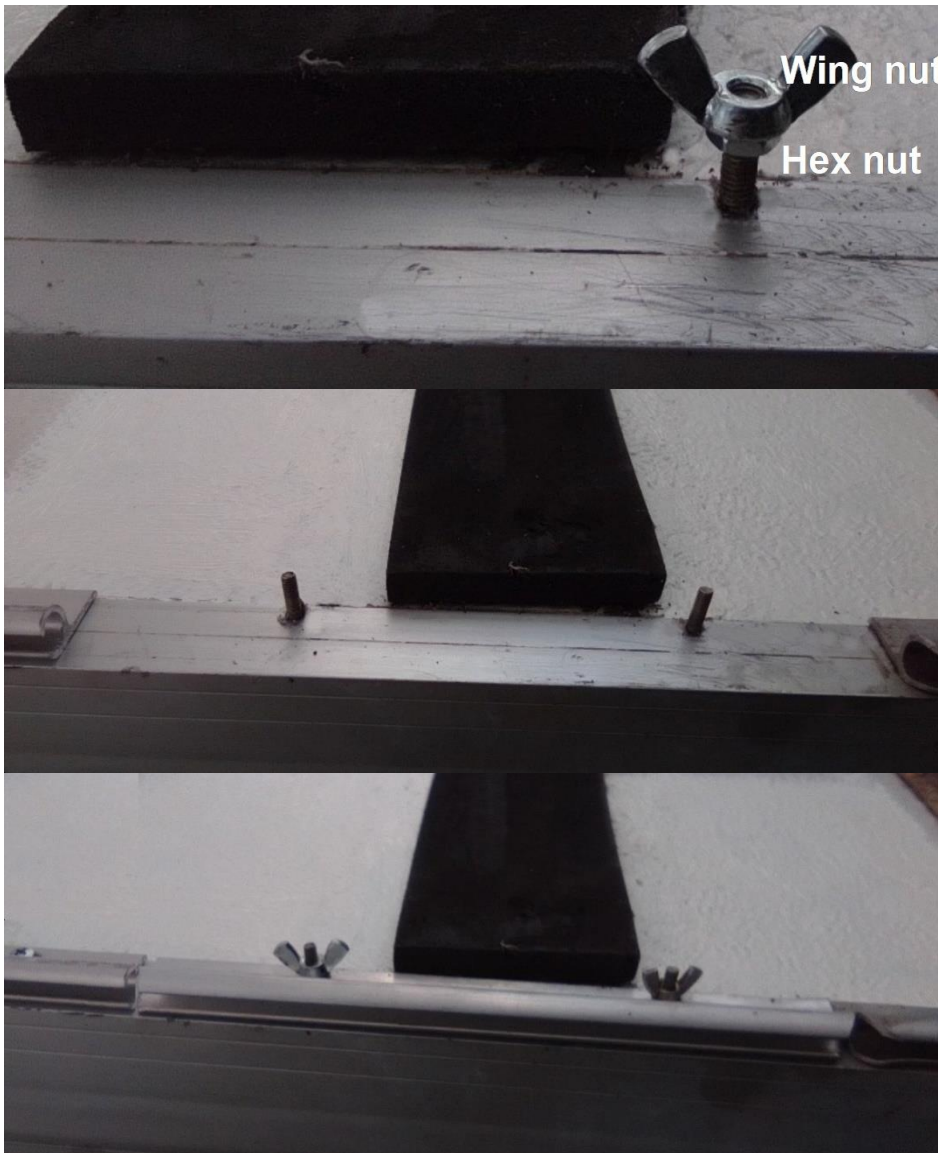
Cut sailtrack to fit from edge of rear roof to just short of point where front roof rests on rear roof when closed – probably about 91 cms then install this section as per Part 1 above.



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3. Installing the removable section

1. Drill 2* 3mm holes to line up with centres of the slots on the removable track. Make them as close as possible to the inside edge of the aluminium frame as shown.
2. Prepare the holes by screwing in and removing an 8g self-tapping screw. This will make the lag screws easier to fit.
3. Fill holes with silicon.
4. Insert lag screws.



5. "Jamming" 2 nuts (wing or hex) will allow you to screw in the lag screws. Then unjam to remove the nuts leaving screw in place. (Long-nosed pliers will help jam, tighten and unjam).

6. The bolt part of the lag screws protrude, ready for the sailtrack. Clean off the excess silicon.

7. The removable section of track in place secured by wing nuts and spring washers.



8. To remove the sailtrack section simply loosen the wing nuts and slide it out. No need to remove the wing nuts.

4. Installing Top Section of Track

Before you start on this section it's good to know if you have enough roof clearance. With the sail track and the bungee mount bracket together, you're adding 5mm to the combined thickness of the bungee. My roof had enough space for this, some don't.

To measure the space, roll up a lump of blutac, put it on the aluminium frame of the lower roof with a piece of paper on top (to prevent it sticking) and close the roof. The blutac will indicate whether you have enough space or not.

If you don't have enough, you can save half of it by making a cutout in the flat section of track so that the bracket can screw directly into the roof frame.

Even more space can be saved by omitting the Teflon block. I've never found these useful and they break when ever you look at them!!

Another option is to run an extra piece of rubber across where the front lip rests on the rubber strip across the rear roof. Moroday epdm rubber strip from bunnings would do the job. This will lift the front roof a few mm (remember to adjust the latch).



1. Cut the sailtrack to size, leaving a millimetre or so clearance so the removable section can slide easily. At the roof peak the ideal is that the sailtrack opening isn't obscured by the edge flap of the front roof. It's ok to let the sailtrack curve up very slightly to go over the existing seal, and you can even add a small shim to lift it slightly, otherwise you may need to grind a bit of the roof lip to get the clearance. Remember to smooth both ends. Fig 1 shows the front roof partially obscuring the track. Fig 2 overcomes this by shimming the track a few mm and Fig 3 shows the front roof cut away slightly to clear the opening (last resort)

2. Remove the bungee mount.



To do this safely, tie a rope around the bungee a few inches up from the mount and pull rope tight to remove tension on the mount. Tie the rope to somewhere secure eg the rear bumper. Be careful removing the plastic cover, they break very easily. The cover is held on by 1 screw and the steel mount by 2 screws. You'll need to scrape away a lot of silicon.

3. Fit the sailtrack as before (3 or 4 screws) remembering to silicon all holes.



4. Fit the bungee mount bracket to the track using the 2 end holes (use lots of silicon).
5. Screw the bungee and steel mount to the new bracket using the 2 middle holes (use lots of silicon).

6. Replace the bungee mount cover using the remaining hole (use lots of silicon).

7. Remove rope.

8. Finally, make a small semicircular cut (file or angle grinder) in the front roof lip so it will close over the new sailtrack – it's important but only needs to be a couple of millimetres. Try to leave the seal inside the lip unscathed.

