FLEXIGLASS FITTING MANUAL - SECTION 1.5A

MITSUBISHI ML TRITON CANOPY BUILD - ISSB2

Note: Familiarise yourself with the instructions before you start to ensure you are clear on all aspects of the build

SAFETY EQUIPMENT
● Hearing protection as required
● Eye protection as required

TOOLS REQUIRED
● Same as per normal build
● 1 Pair of PU build rail formers
● 10x Side clamp extrusions
● 1 Pair of corner packers

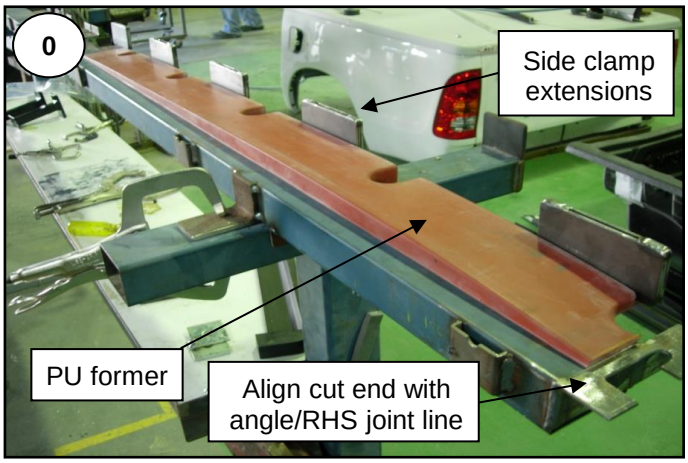
NEW PARTS REQUIRED

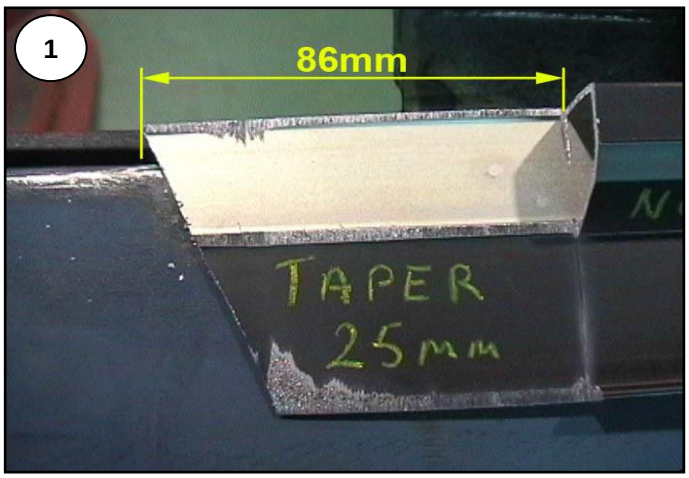
Part No.	Description	Qty.
RAIL11750C	Curved inner rails	2
TUBP200	Tube Triton Front P Cut	1
PAN131	Panel Triton	1
RAIL1750 R&L	Wide canopy outer rails	2

- The build of the NR canopy shells for this vehicle has some unusual aspects and will undoubtedly prove tricky for the first few builds. Due to the design of the vehicle, the canopy will only fit in one position, therefore a higher degree of accuracy in measuring and cutting is important if problems are to be avoided at the fit stage.

- Each branch will receive a pair of moulded polyurethane (PU) build bench formers, a pair of corner packers and 10 side clamp extensions with which to set up standard straight build bench rails as shown in **image 0**.

- **CUTTING**
  This should be carried out using the trim skins provided. Take extra care with marking and cut on the line to get as close to the exact trim skin dimensions as possible. It is recommended that the centre line is marked on the canopy and panel from the holes drilled through the skins. **PAN131** front panels will have the cutting outline marked on them from the mould. The minimum height of the front panel is 470mm, check this before cutting, the front slider opening is 50mm from the bottom edge. Check the cut length of 1440mm by clamping a length of combo angle across the bottom edge of the rear corners and measuring forwards.





1 Place the shell on to the bench over the formers: Make sure the formers line up with the riveting apertures of the bench rails and are pressed firmly against the side clamp extensions.

2 Grind flat the vertical chamfer on the rear corners as per the standard canopy build.

3 Fit the **PAN131** front panel to the canopy. **Note:** Lining up the centre marks will help to get an even placement.

4 Cut and insert the **TUBP200** "P" tube. Remove material from the long end to give a cut length of 1530-35mm.

5 Take two curved **IR1750T** inner rails and fit the CC151 corner blocks.

6 Measure the required length between the rear corner and the back of the "P" tube.

7 Add **86mm** to the measured length and notch the front of each rail as shown in **ILL 1**. Remove to keep them right and left handed.

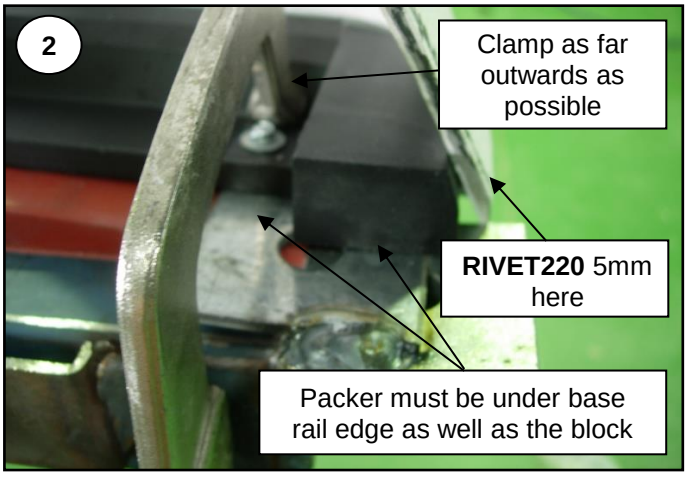
8 With the canopy and base rails over the PU formers clamp the rear as shown in **image 2**. **Note:** packing the inner end of the corner block is important.

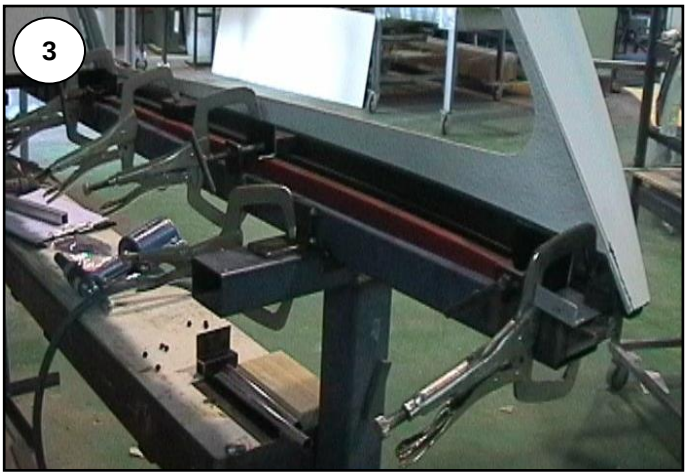
9 Working from rear to front, progressively clamp the base rail over the former so that it follows the contour of the former. See **ILL 3**. The rear corner will end up a bit clear of the former and should look like **ILL 4 and 5**. The front corner of the canopy shell will end up slightly lower than the build bench rails. See **ILL 6**.

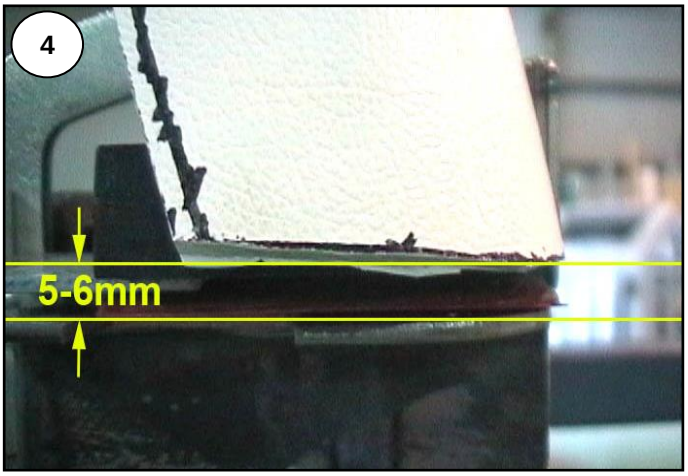
10 Use 3mm rivets (9 per side) to fix the rail to the shell. See **ILL 7**.

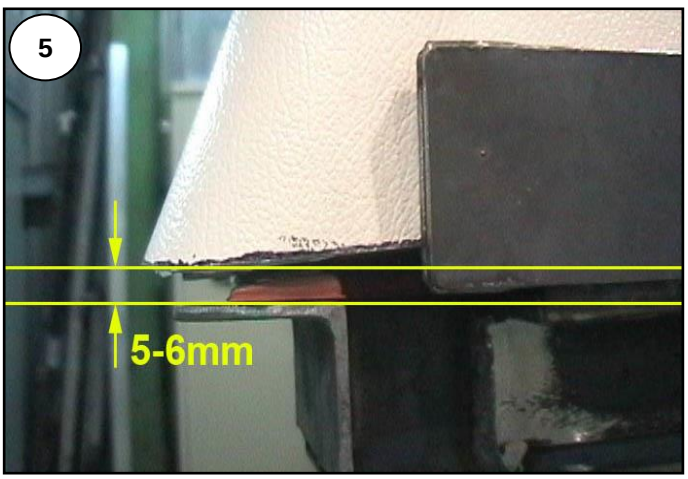
11 Clamp the rear corner to the corner block, mark a line 10mm in from the edge of the door opening and drill a 5mm hole through the canopy and the top facet of the corner block. See **ILL 2** & **8**.

12 Fit an **RIVET220** rivet and tighten.









13 Fit the outer base rail in the normal way but pay particular attention to the rear corner. Pack the inner end of the corner block and outer rail to make sure they don't droop downwards.

- Due to the severe angle formed by the base rail and the canopy rear, the outer rail will need quite heavy "dressing" with wood or nylon mallet to close the gap along the top of the corner. Do this before riveting the outer rail return to the corner block.

14 It would have been noticed while fitting the outer rail that the inner rail tried to revert to its original shape and buckled the fibreglass. For this reason it is essential that the window or windoor is fitted while the rails are still clamped over the former. See **ILL 10**.
Note: Relieve pressure on and remove the front two clamp extensions by slackening the screw clamp inside and easing the extensions upwards and off. This will give better access for the bottom front corners of the windows **while fitting**.

15 Trim the excess from the front of the outer rail to match the mitre of the inner rail. See **ILL 11**.

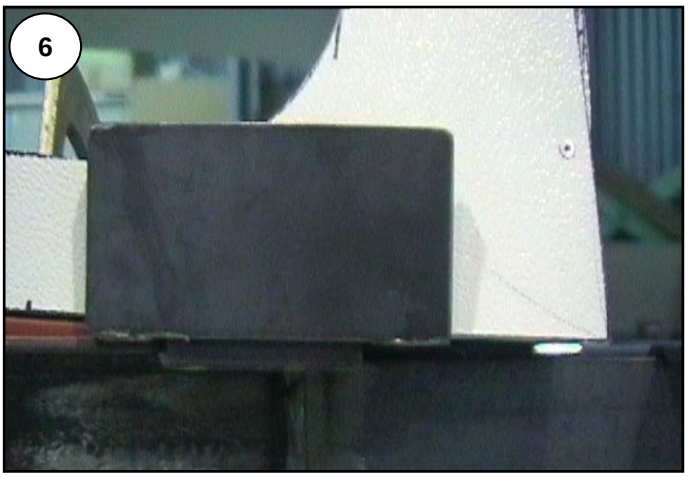
16 Trim the bottom ends of the door frames as shown in **ILL 12, 13, 14, 15**.

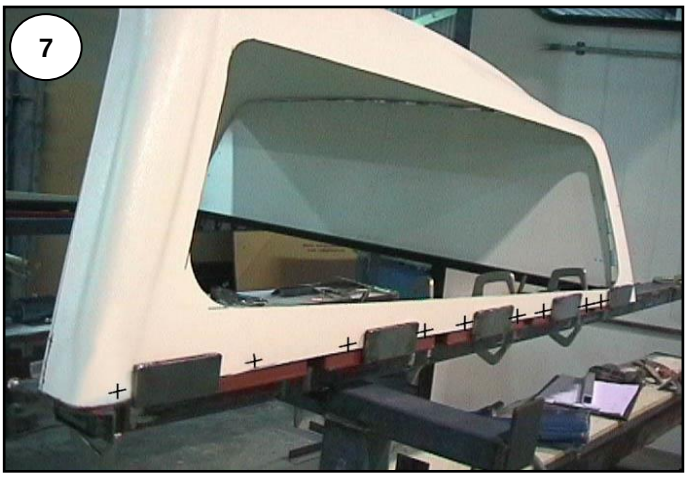
17 Trim the canopy corner blocks. Make a cut from the door opening forward to the edge of the base rail. Then a second cut from inside the canopy backwards at the opposite angle to the door opening. See **ILL 16**. Avoid cutting into the stem of the star rivet.

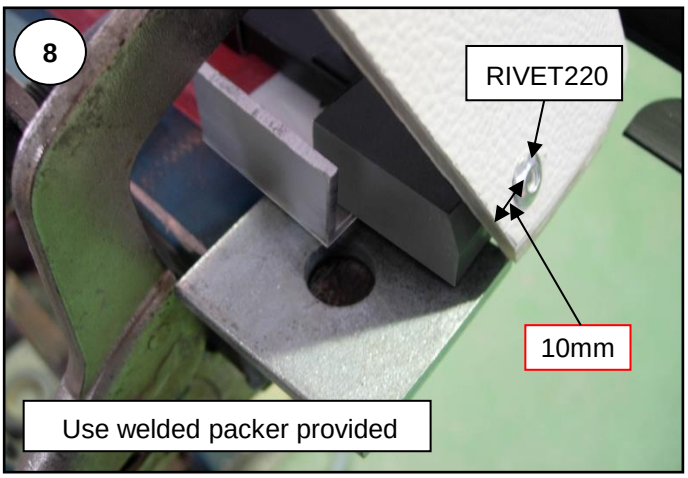
18 Place a 10mm thick packer under the rear corners of the canopy, position the canopy for rear door fitment.

19 Fit the rear door. The outer frame ends will project below the rear of the canopy rail 10-12mm. The reason for this is shown in **ILL 17**.
Note: The frame end notching should end up in line with the underside of the outer rail return. See **ILL 15**.

20 When attaching the 3mm **TAPE180** foam tape to the "P" tube it must be positioned flush with the inside edge of the tube as shown in **ILL 18**.







- **SPECIAL NOTES ON CAB HIGH BUILD**
  The main area of concern with this shell is the base rail rear corner angle. This is more acute than the HP canopy. Large gaps will form around the bottom rear of the corner blocks. There is little that can be done about this. Extra clamping at the outer rail fit and door fit stage can minimise it and improve the fit around the top corner of the block but the problem wont go away. The subsequent fitting of the **BLK1040 R** & **L** corner mouldings will at least hide these gaps where they are visible from beneath the corner.