

KIRAVANS

 Build your adventure.



Fitting Guide



Kiravans Privacy Windows

In this guide, we'll give you an overview of the process of fitting Kiravans Privacy Windows into your campervan. We also have detailed video guides available on our website. These videos walk you through the process in much more detail, showing each step clearly, so we highly recommend watching them before you start.

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Protect your van

- Use some wide masking tape to protect your van bodywork next to where you will be cutting. You may want to stick some thick plastic below the window area too in case it gets scratched while working.



Remove top and bottom of the central strut

- Inside the vehicle use a ruler and a thin marker pen to mark the cutting line to neatly remove the top and bottom parts of the central strut. You can use a small grinder with a metal slitting disc to cut along the line but ensure the sparks don't damage any part of the vehicle, especially van windows.



Drill guide holes

- Use a metal drill bit large enough to allow your jigsaw blade through. From inside the van, drill a hole in each corner of the window opening about 10mm in from the corners.



Mark cutting lines

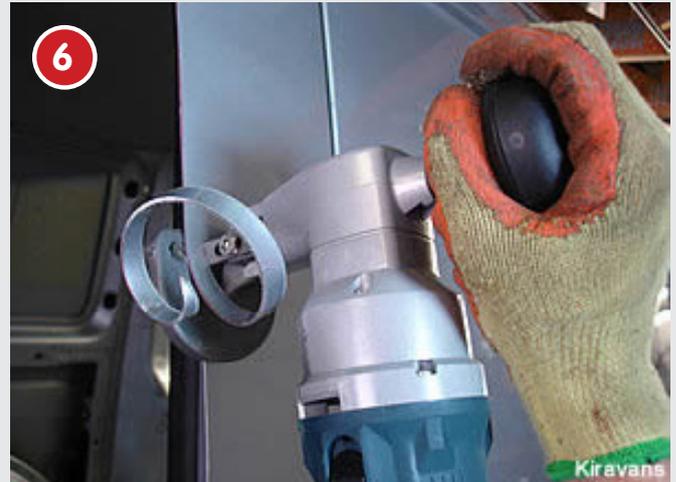
- Outside the vehicle, use a marker pen and a straight edge to join up the four holes in a rectangle.

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Cut out the panel

- Place suction handle in the centre of the panel and cut along each side of the rectangle using a jigsaw. Be sure to stop cutting about 5mm before the next hole to ensure the panel stays secured at the corners while other sides are being cut.
- Finally, cut the corners free while holding the handle so the panel does not drop and damage the vehicle.



Remove remaining metal

- Using metal cutting power shears or a jigsaw, you can now remove the remaining inch or two of metal all the way round the window opening by following the line of the internal skin.



Remove pinch-weld

- Use a long Stanley blade to cut away the stiff rubber pinch-weld between the two skins of metal all the way round the window opening.
- This is a fiddly job and requires a bit of force, so it can take a bit of time.



Rust proof edge

- Rust proof the cut edge of the window opening using a suitable rust inhibitor.

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Re-bond metal skins closer together

- Use a thin nozzle and some window adhesive. Apply a bead of adhesive between the two skins of metal all the way round the window opening.
- Make sure the nozzle is inserted well in and don't apply so much that it will squirt out when the rubber edge trim is knocked on.



Bend inner metal skin to close gap

- This is optional but we find that the edge trim goes on easier if you use a rubber mallet to knock the inner metal skin closer to the outer one. This effectively reduces the gap between the two skins.



Knock on edge trim

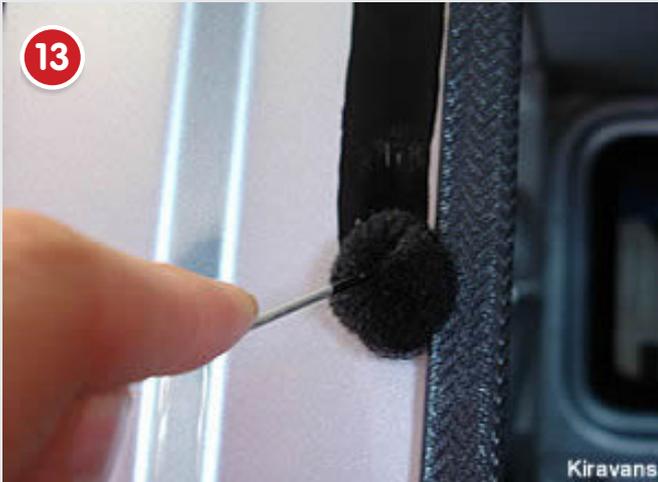
- Tidy up one end of your edge trim and open it slightly with a screwdriver. Starting in the middle of the bottom edge, knock the edge trim on over both skins. A couple of clamps will help hold the 2 metal skins together. Prise out the sliding door handle to make the trim fit behind.



Prime the metal

- Use a degreasing agent (bodyshops use a product called panel wipe) to clean the paintwork all the way round the opening. It is important to remove any dirt, polish or residue to get a good bond.

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Prime the metal

- Use a clean felt applicator to apply a strip of paint primer all the way round the opening. It is preferable to do this in one constant motion so that there is no build up of layers.
- Allow primer to dry for at least 15mins on a fairly warm day, longer in winter.



Check flushness of window fitting

- Clean the black ceramic band on the inside of the window using the glass activator tissue.
- Use two double suckers to lift the window. Offer it up to the opening and hold it roughly in position. Check that the window fits flush against the black edge trim. If there are any high spots, knock them in with a rubber hammer.



Mark and prime the glass

- With the window still held in place, have an assistant inside the vehicle draw lightly round the opening with a pencil. This guide line will ensure that no primer will show inside when the window is primed.
- Clean ceramic band with 'glass activator' before applying primer. Place the window back on your trestle and, in a single motion, apply a strip of primer all the way around (about 10mm outside the pencil line is ideal).



Tape straps

- Stick two lengths of non-stretch tape to the roof of the vehicle (about 400mm long) and loop them up out of the way.
- These are for stopping the glass sliding down once it is stuck in place.

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Apply adhesive to vehicle

- Ensure adhesive is at room temperature to make it easier to pump.
- Using the supplied notched nozzle, apply a continuous triangular bead of adhesive around the window opening keeping the nozzle running next to the black edge trim. On the bottom edge keep the glue as close as possible to the edge trim to avoid it being visible below the glass.



To ensure a watertight seal

- On the passenger side, start just below the top right corner and continue clockwise, finish off by feathering outside the start point so no water can get in.
- On the driver's side, start just below the top left corner and slightly out from the edge trim, continue around clockwise and finish by feathering inside the start point making a water tight seal.



Bond window to van

- Using two suction handles lift the window into place and press firmly onto the adhesive. You will have time to move the glass around a bit to get it in exactly the right place. Ensure the gap at top and bottom is roughly the same using your fingertips as a gauge.
- Once happy with the position, stick the tape straps down to stop the window sliding. Now press evenly all around the window.



Drive away time

- The vehicle should be safe to drive away in about 90 minutes.
- In colder winter temperatures it is advisable to leave more time for adhesive to set.



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