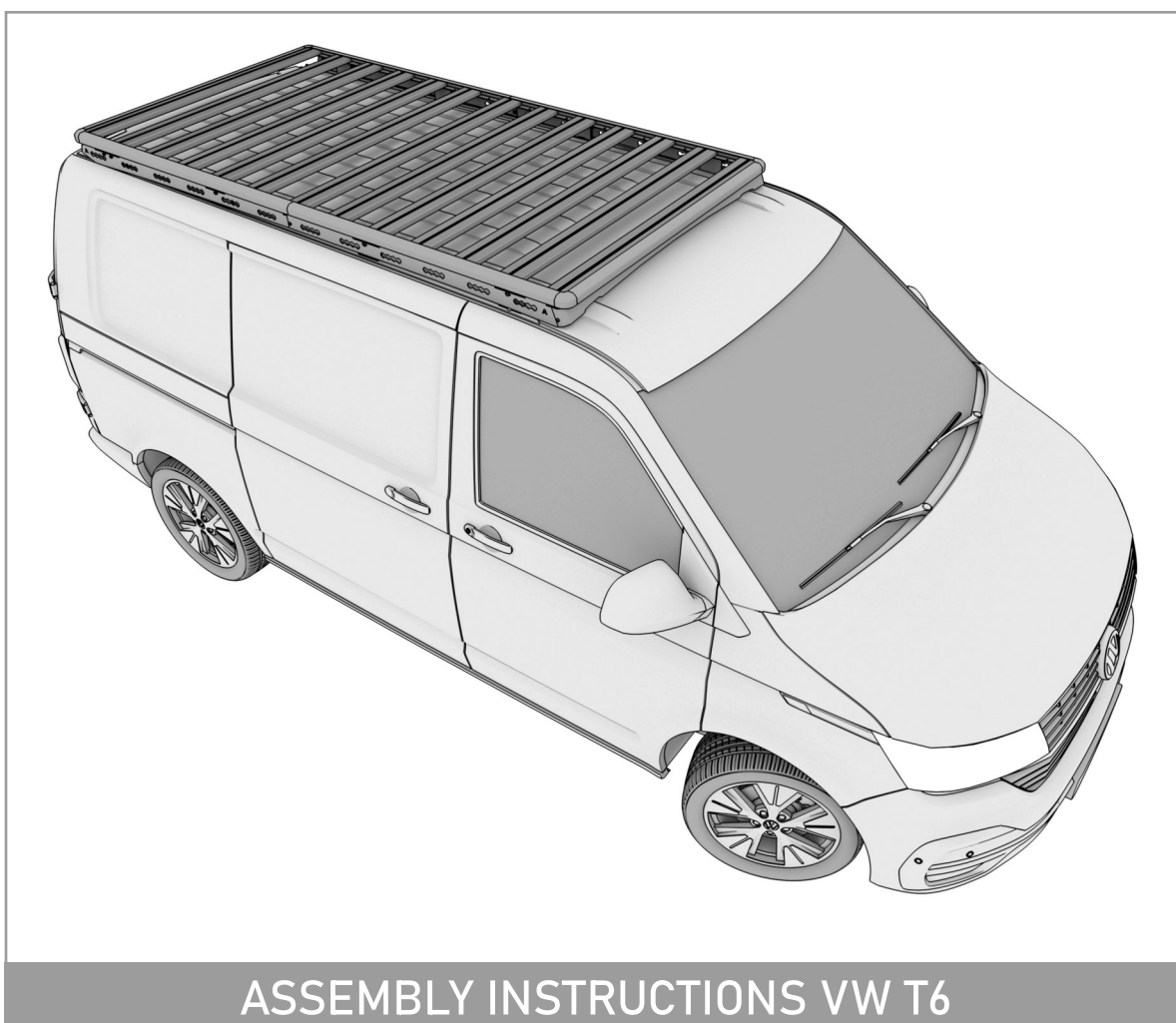
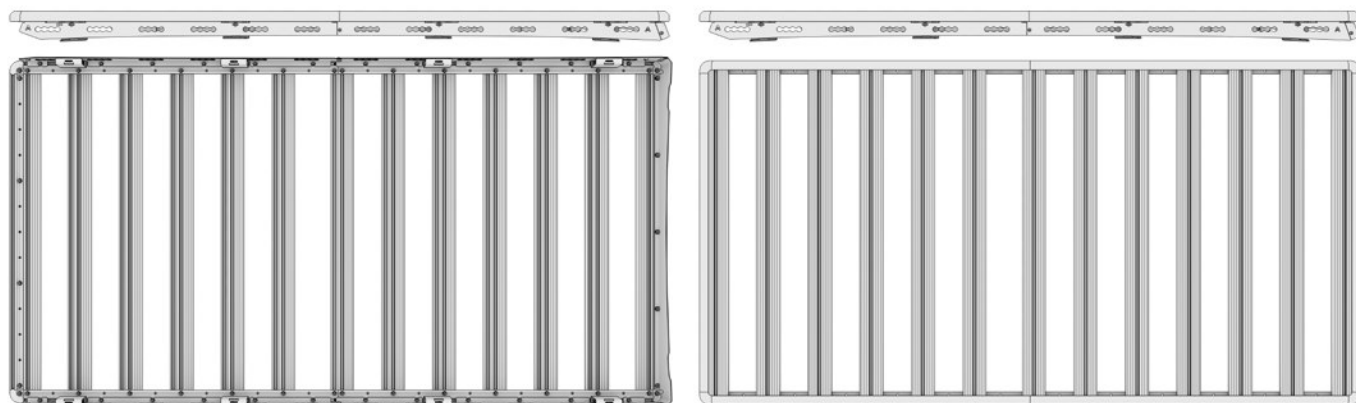


INSTRUCTION



ASSEMBLY INSTRUCTIONS VW T6

Thank you for purchasing the Airholder Roof Rack.
Before beginning the installation, please take a moment to review the assembly instructions and confirm that all components are present.



Airholder Roof Rack Disclaimer IMPORTANT SAFETY WARNING



It is essential that your Airholder Roof Rack is correctly assembled and securely attached to your vehicle. Failure to install or secure it properly may result in an accident, personal injury or death.

User Responsibility Proper installation:

You are responsible for ensuring that each component of the Airholder Roof Rack is correctly assembled and securely attached to your vehicle. Thoroughly read and understand all instructions and safety precautions provided with your Airholder product prior to installation or use.

Regular inspection:

Always check all attachments before use and inspect the product regularly for any necessary adjustments, wear or damage. Correct any problems (e.g. loose hardware, signs of wear) immediately before continuing use.

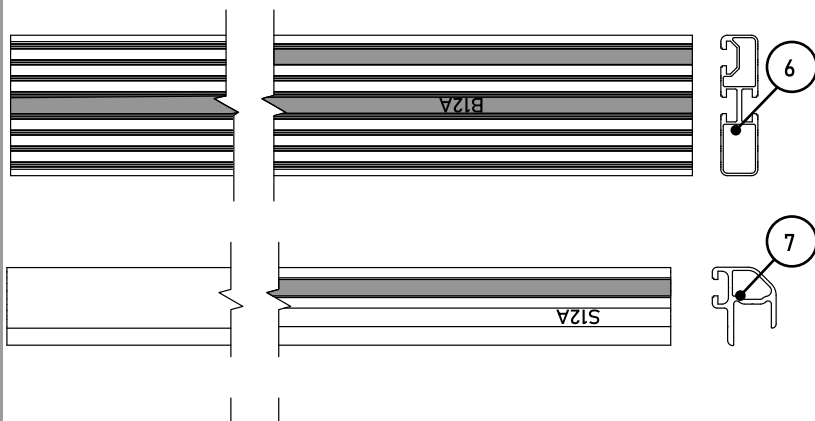
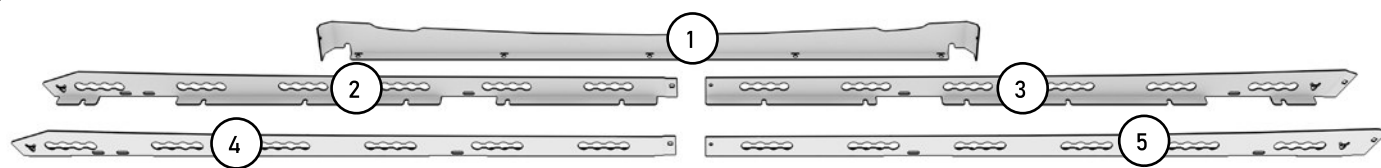
Seek professional assistance:

If you have difficulty understanding the installation procedures, or if you lack mechanical experience, consult a professional installer or other qualified person to ensure safe and proper installation.

Limitation of liability:

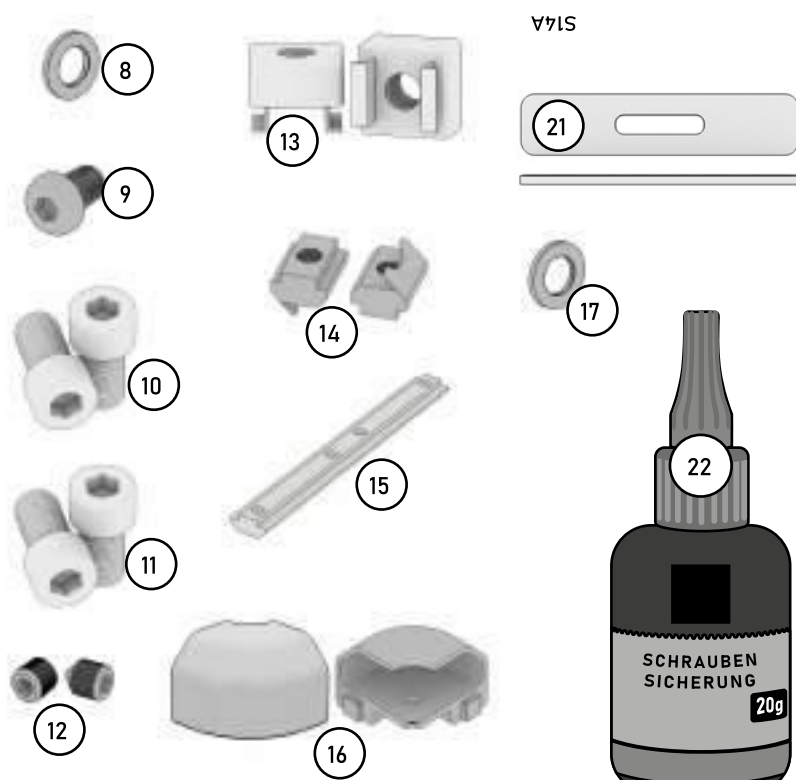
Airholder accepts no responsibility for damage resulting from failure to install or use the product in accordance with these instructions. Please contact us if you have any questions or concerns regarding the installation of your Airholder roof rack. By using the Airholder roof rack, you acknowledge that you have read and understood the warnings and instructions provided and accept all responsibility for proper installation and use.

PARTS LIST



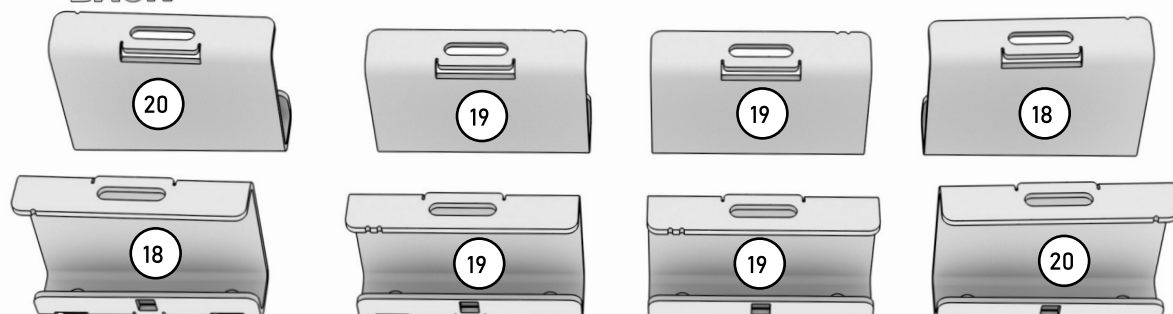
Parts:

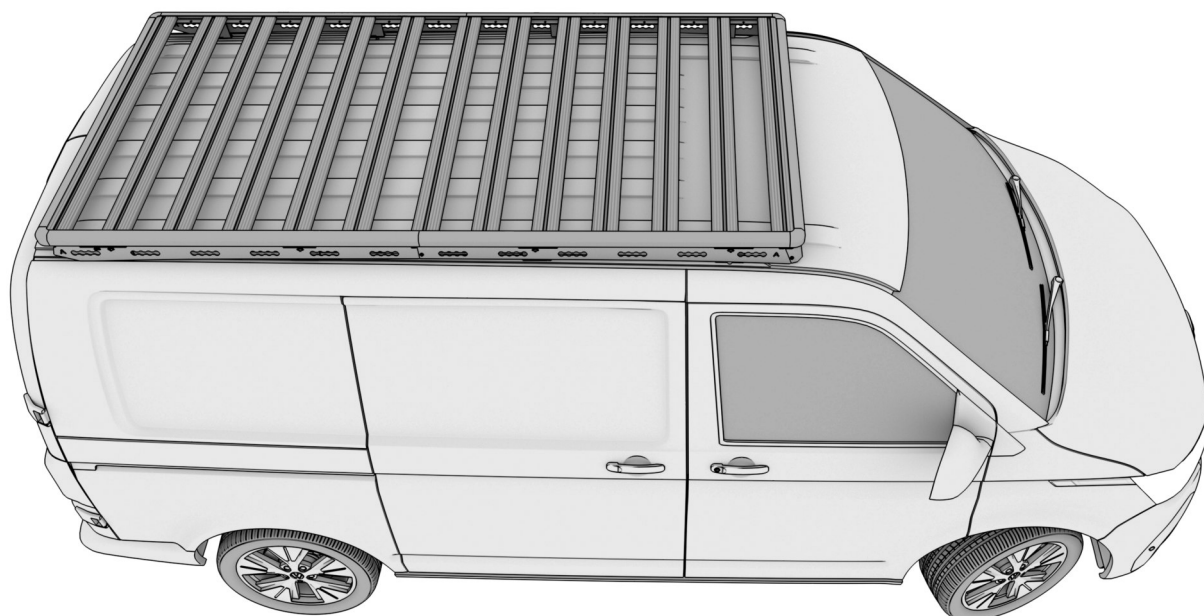
1. Windshield - 1 psc.
2. Back side wall Left - 1 psc.
3. Front side wall Left - 1 psc.
4. Back side wall Right - 1 psc.
5. Front side wall Right - 1 psc.
6. Bottom B profile B12 - 13 psc.
7. Side S profile B12A - 6 psc.
8. Washer DIN 125 M8 - 81 psc.
9. Bolt M6x12 ISO7380 - 12 psc.
10. Imbus bolt M8x14 DIN 912 - 81 psc.
11. Imbus bolt M6x20 DIN 912 - 8 psc.
12. Screw M8x10 ISO 4027 - 8 psc.
13. CAGE NUT M6 - 12 psc.
14. T nut with spring leaf M8 - 81 psc.
15. Long T nut black - 2 psc.
16. Corner - 4 psc.
17. Washer DIN 125 M6 - 20 psc.
18. Bracket L - 2 psc.
19. Bracket LR - 4 psc.
20. Bracket R - 2 psc.
21. Rubber pads - 8 psc.
22. High-strength screw lock - 1 psc.

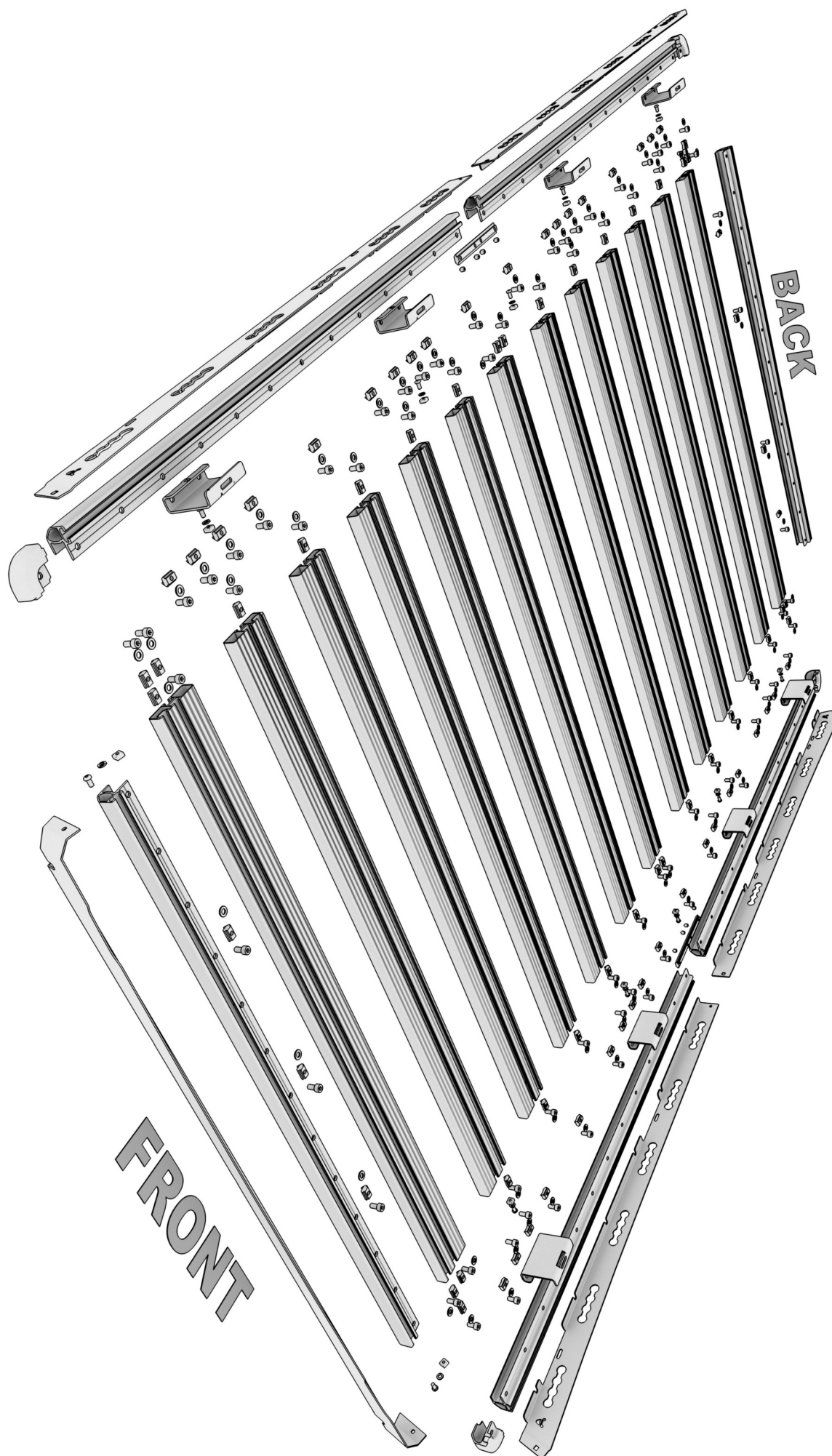


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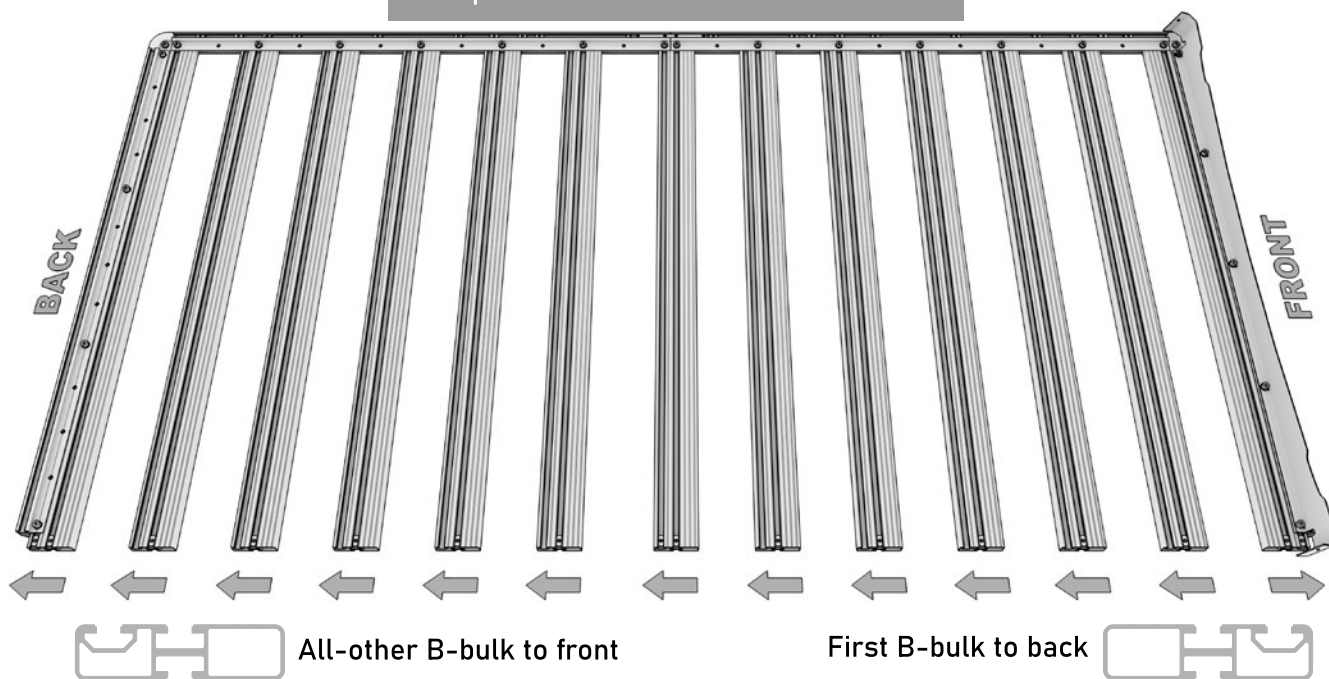
FRONT



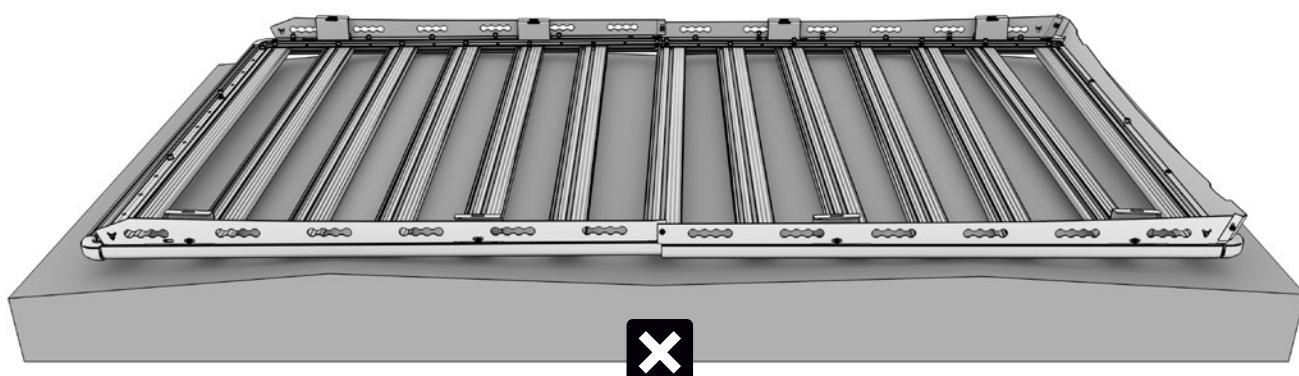
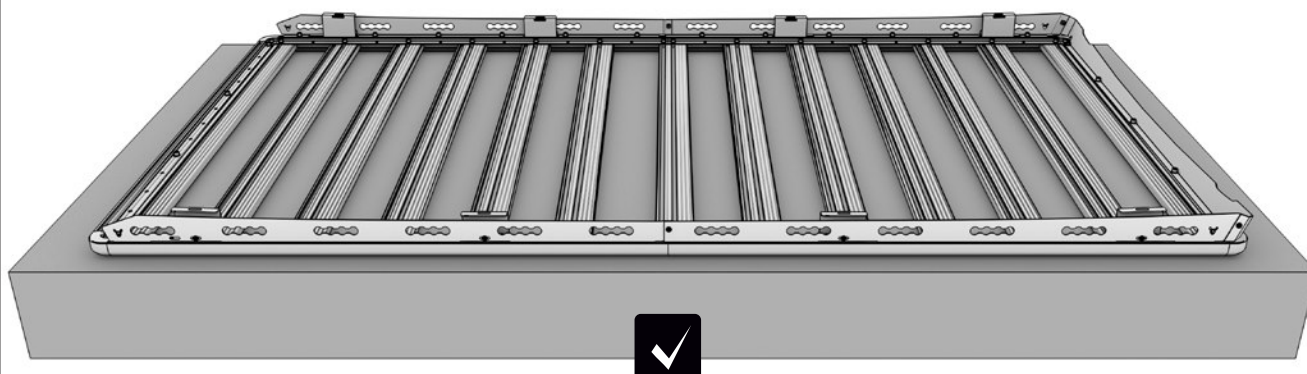


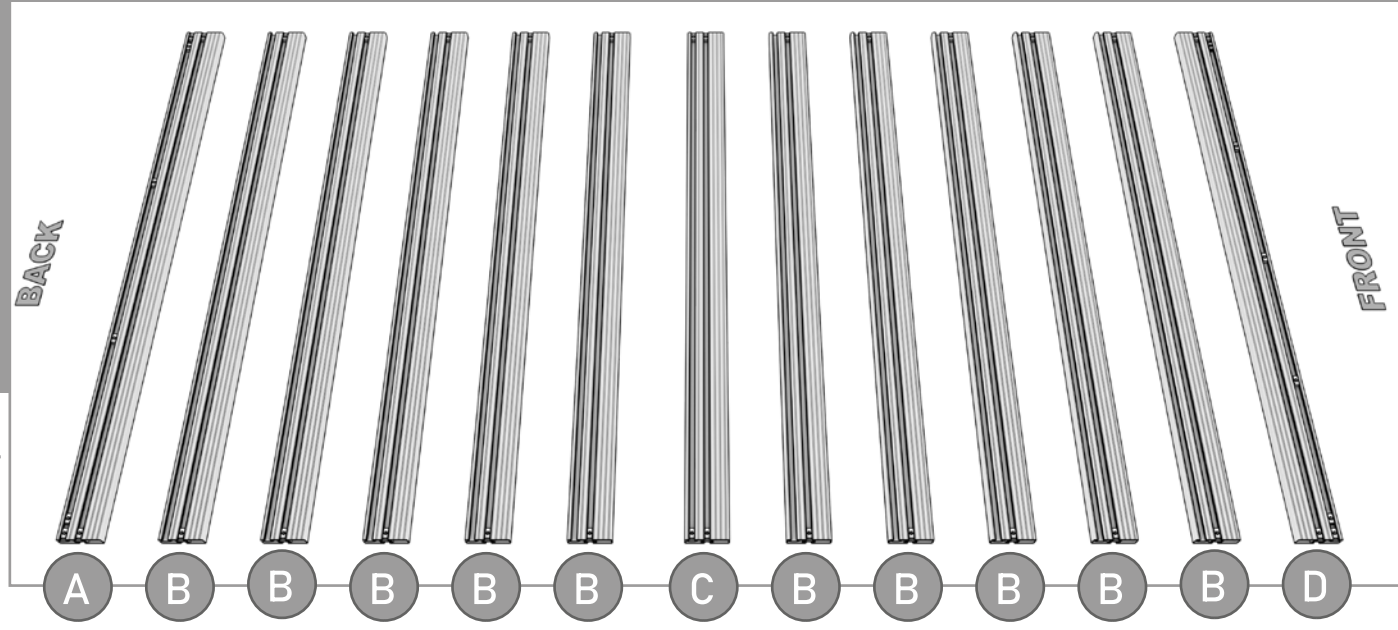
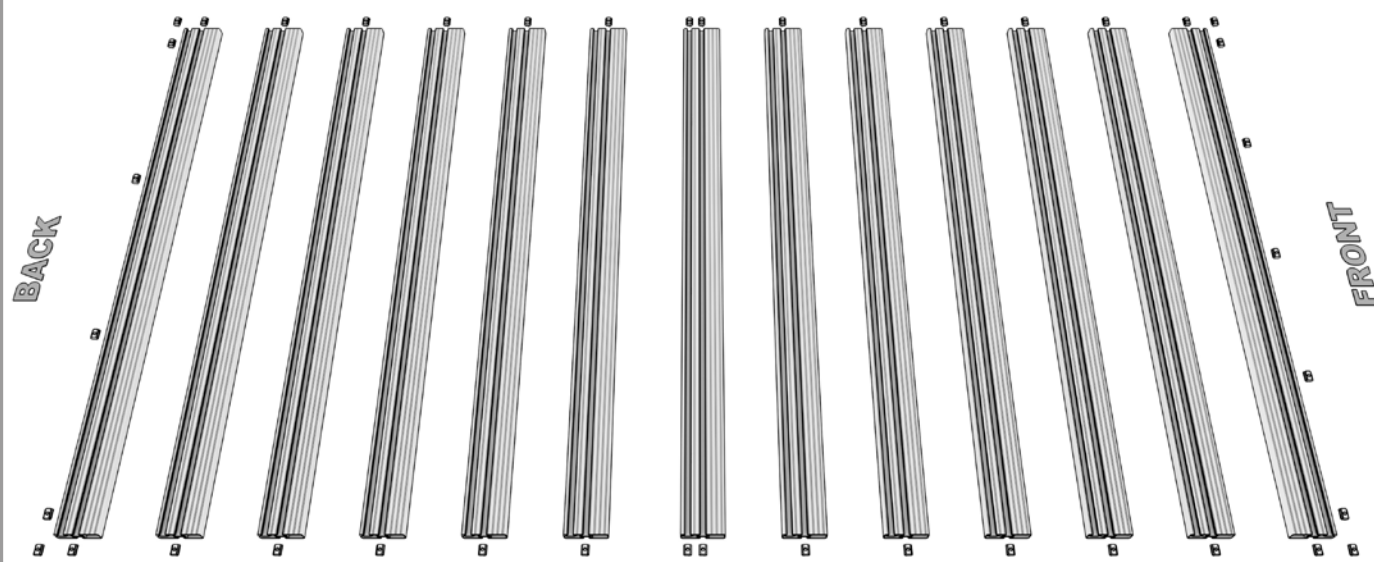


B-profile orientation at front to back



Assemble on a flat horizontal surface to avoid warping and backlash, upside down.

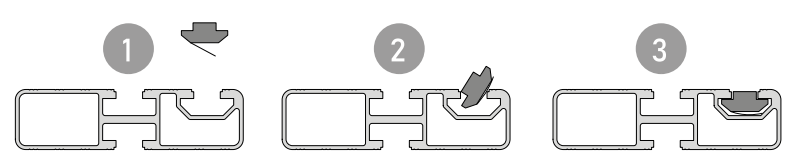
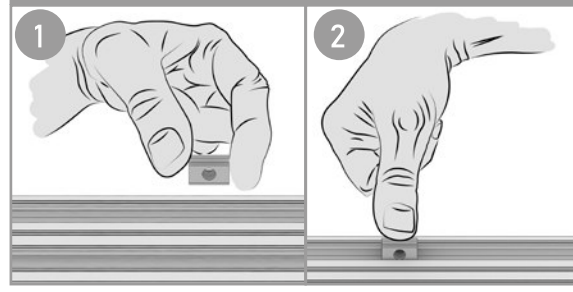




How to add T-nuts to your profiles

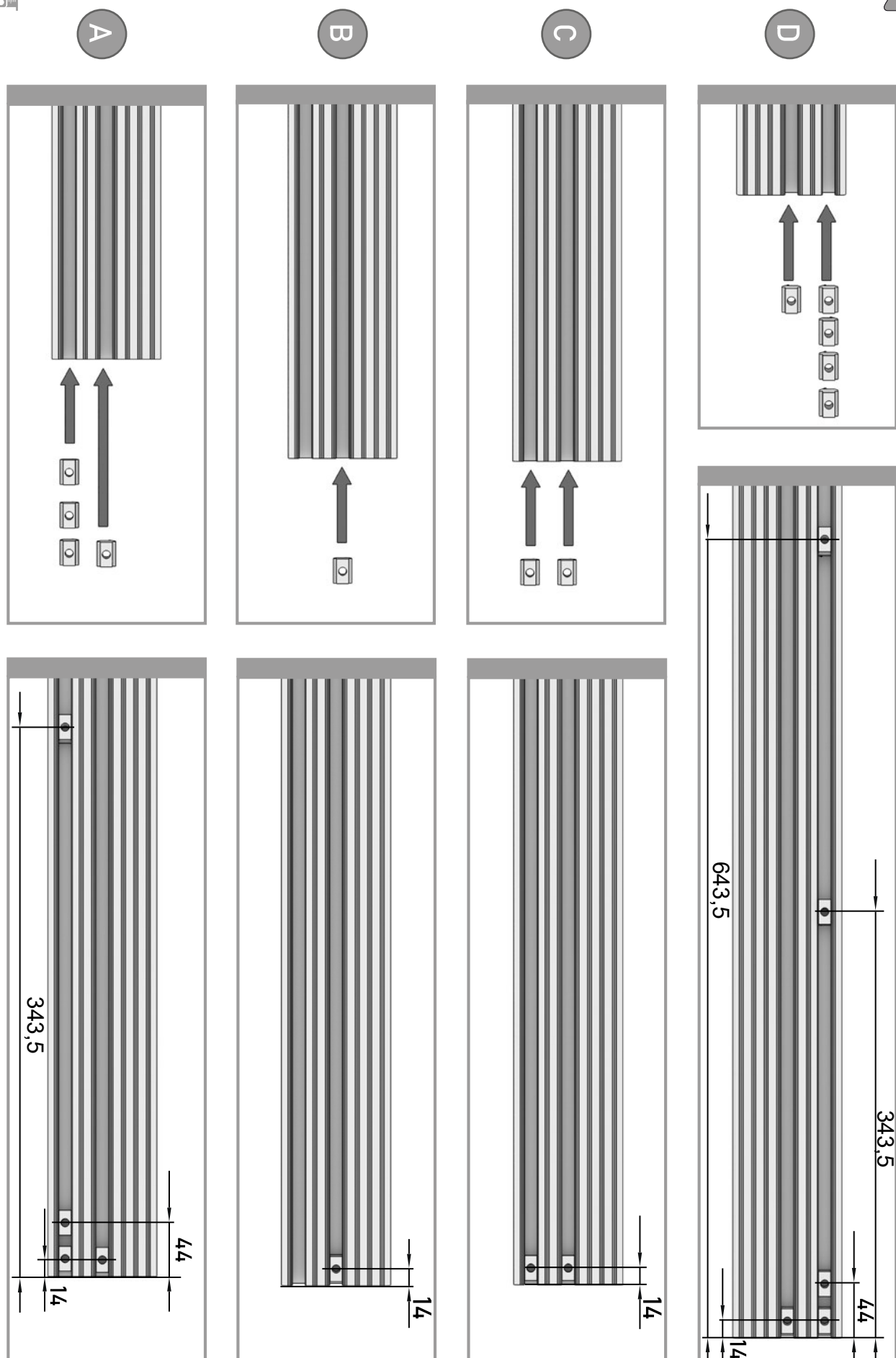


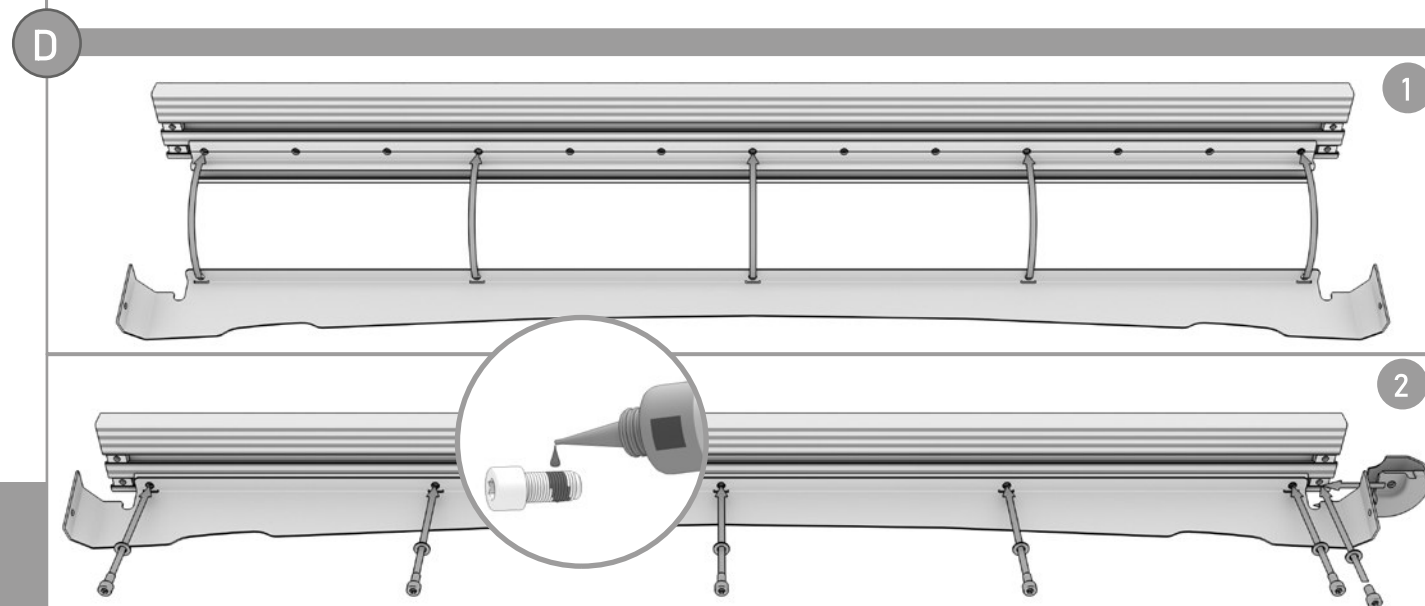
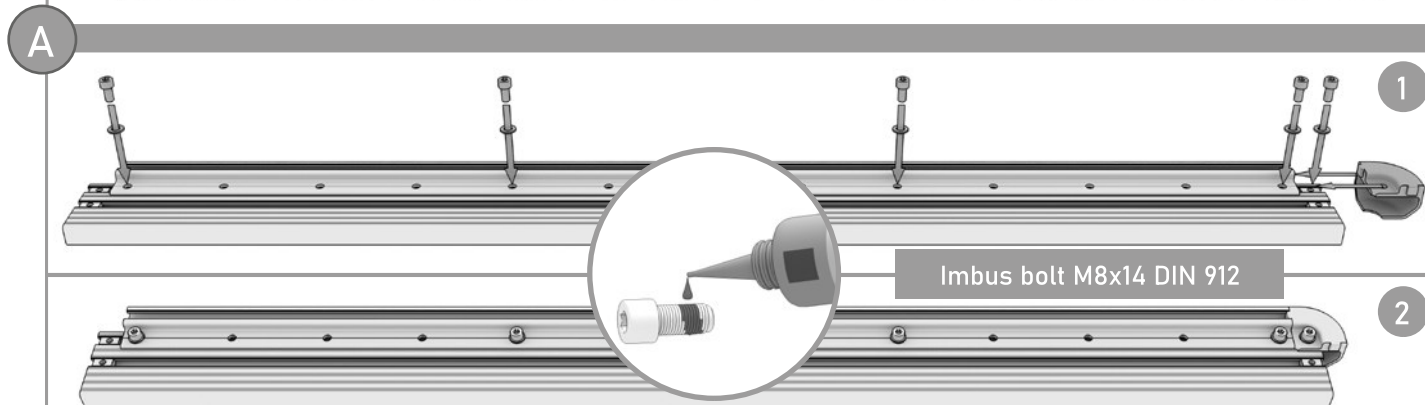
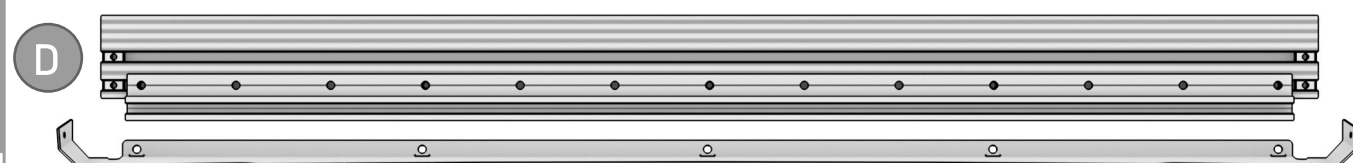
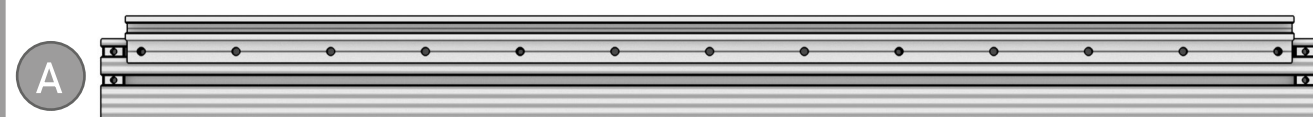
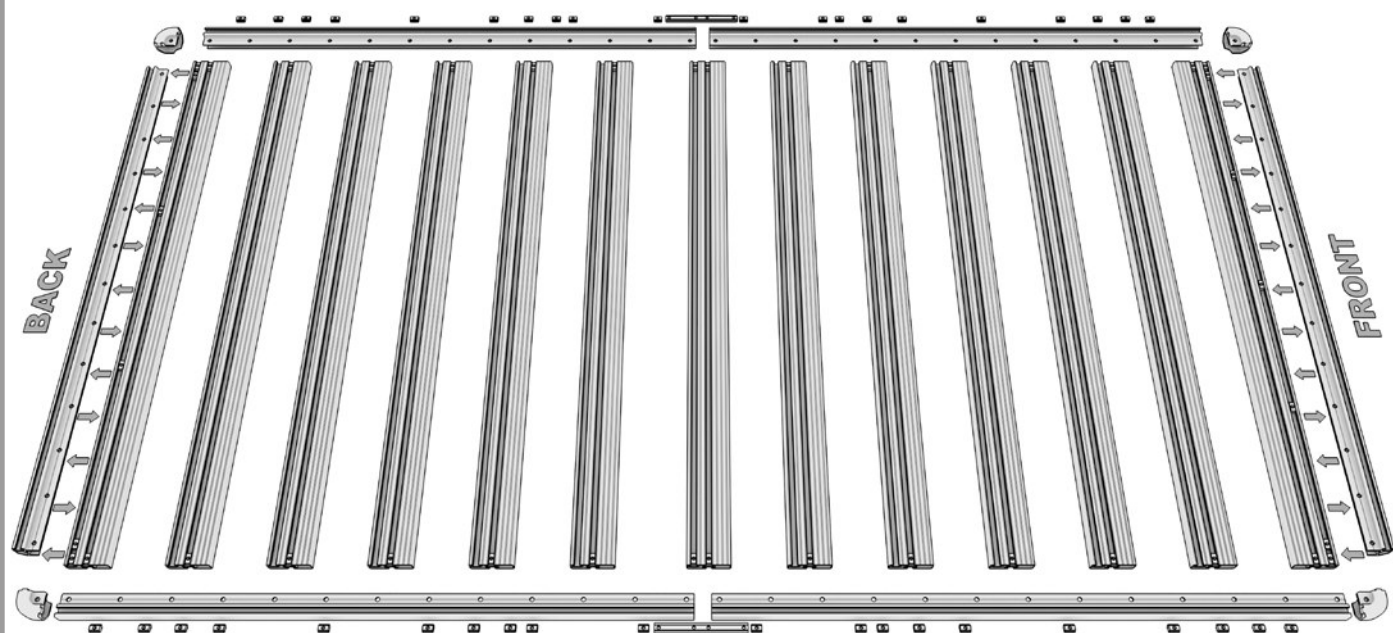
Way 1

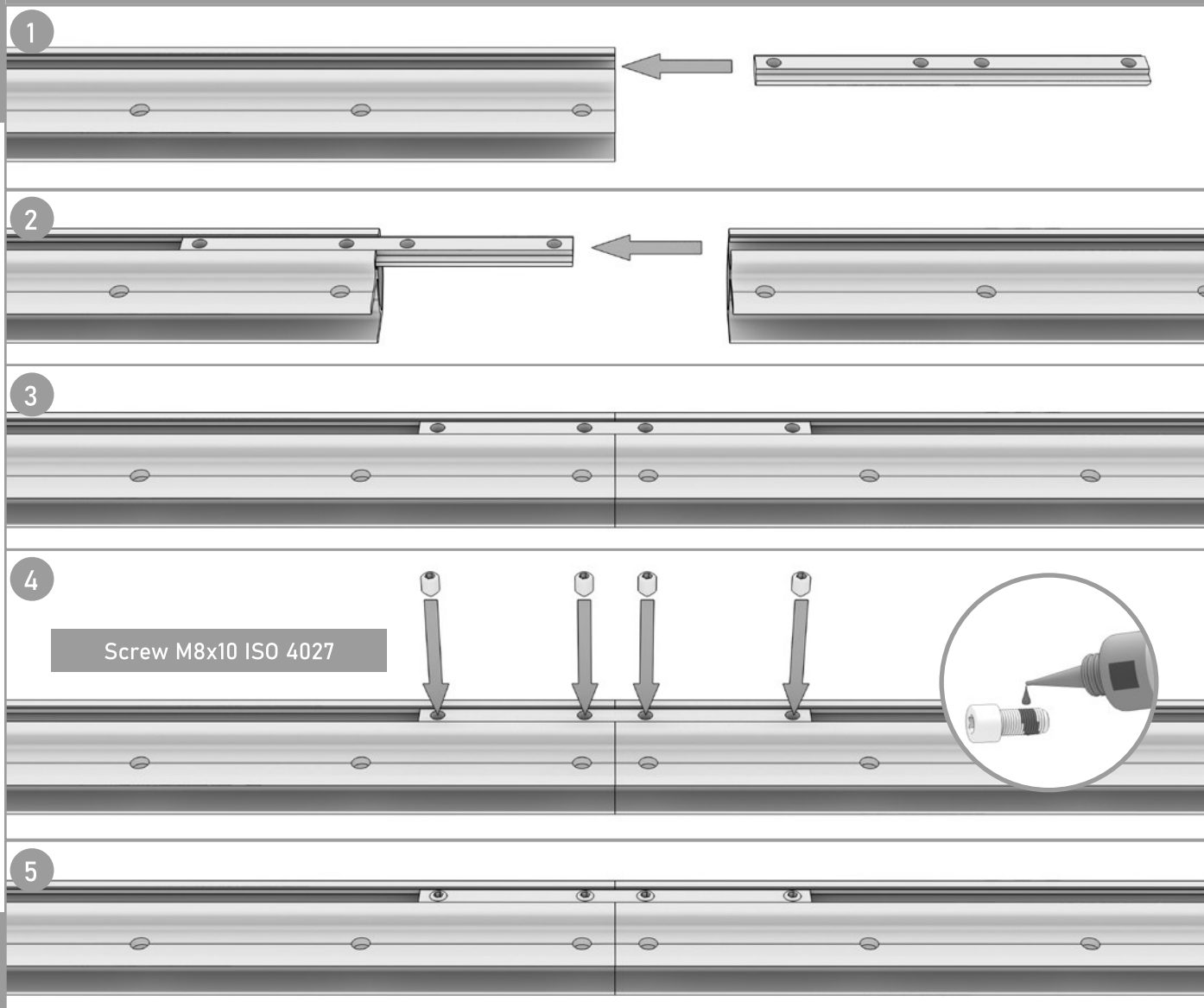
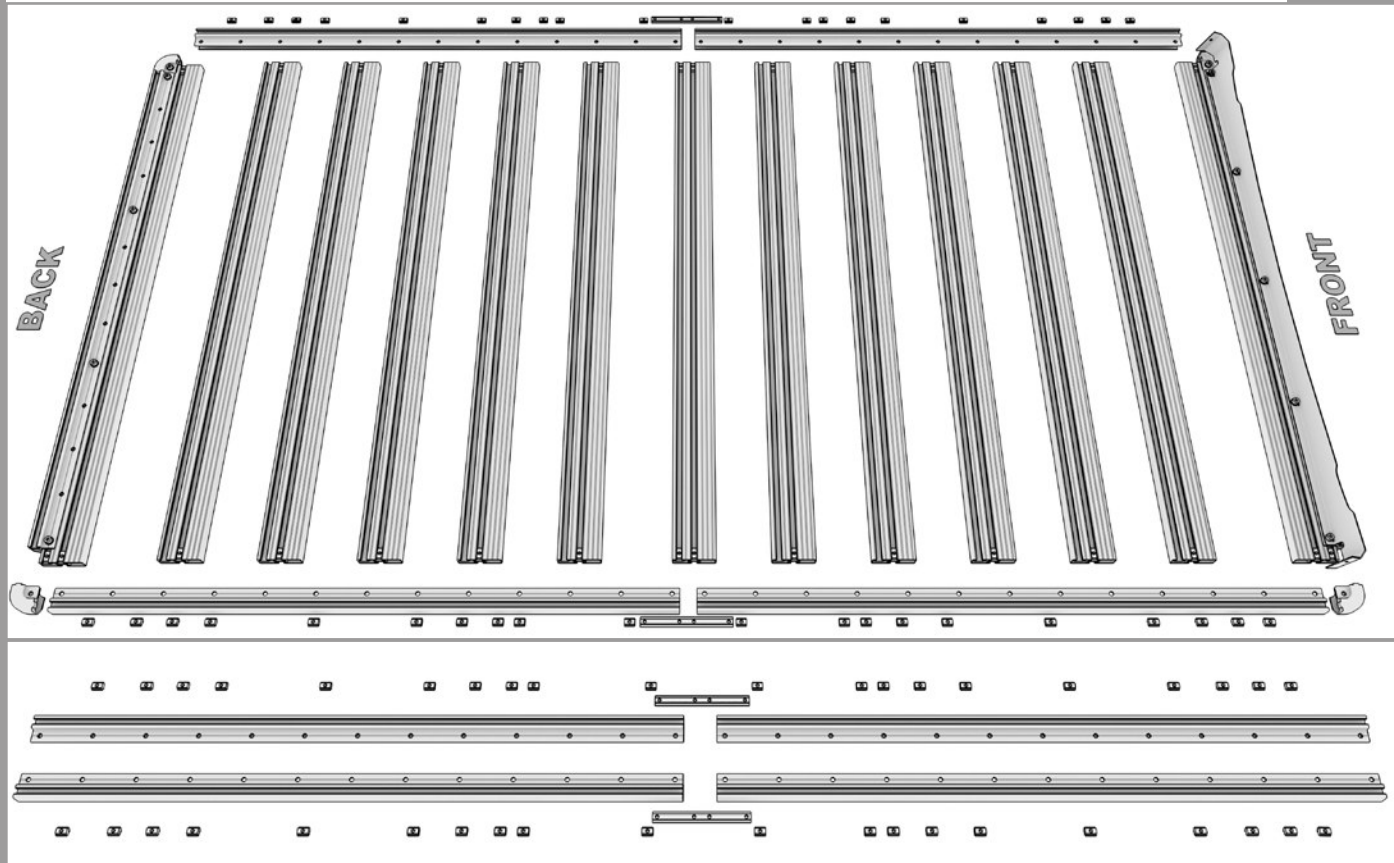


Way 2



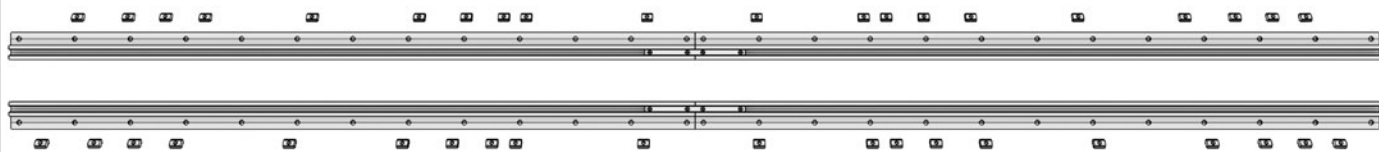








6



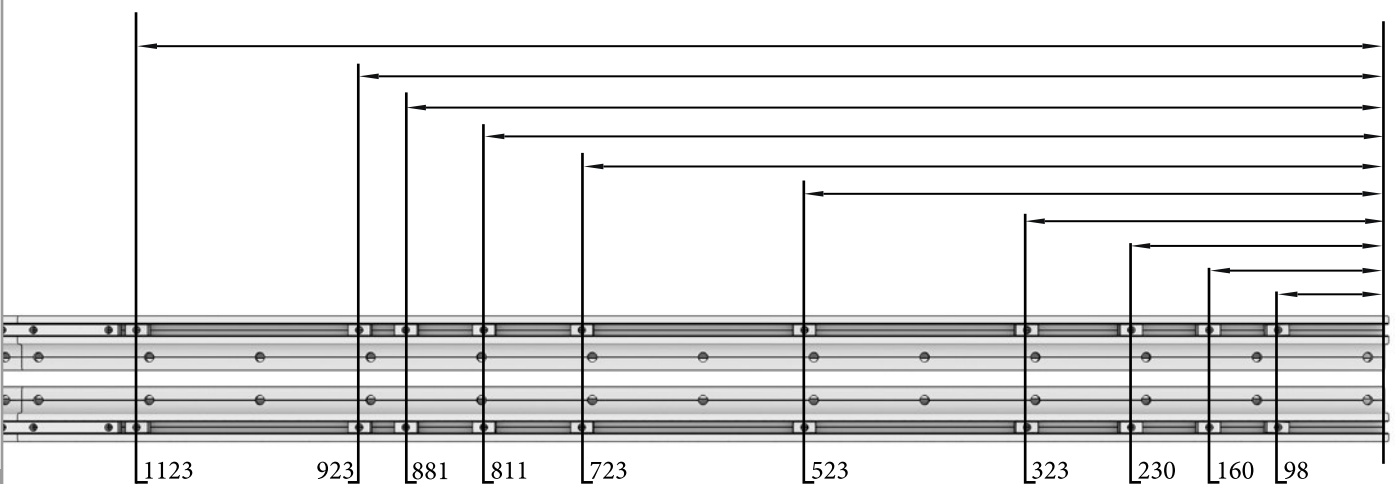
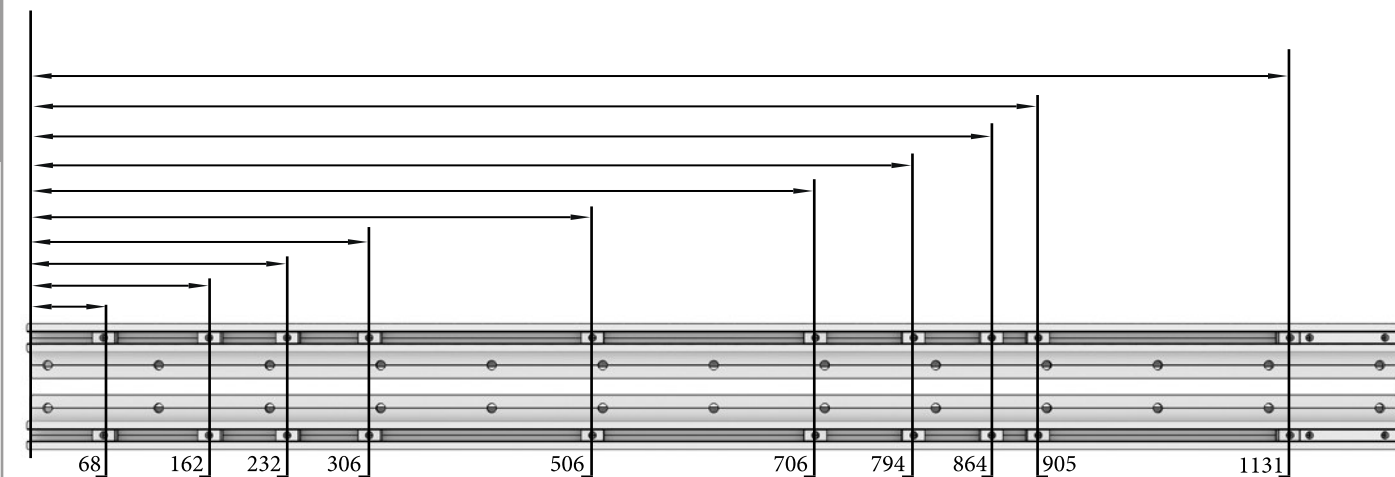
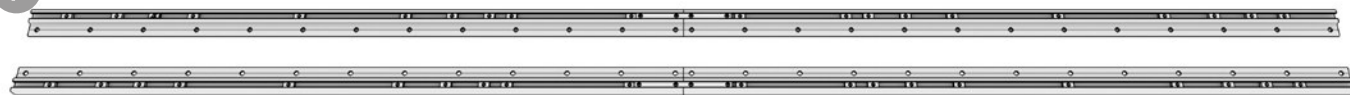
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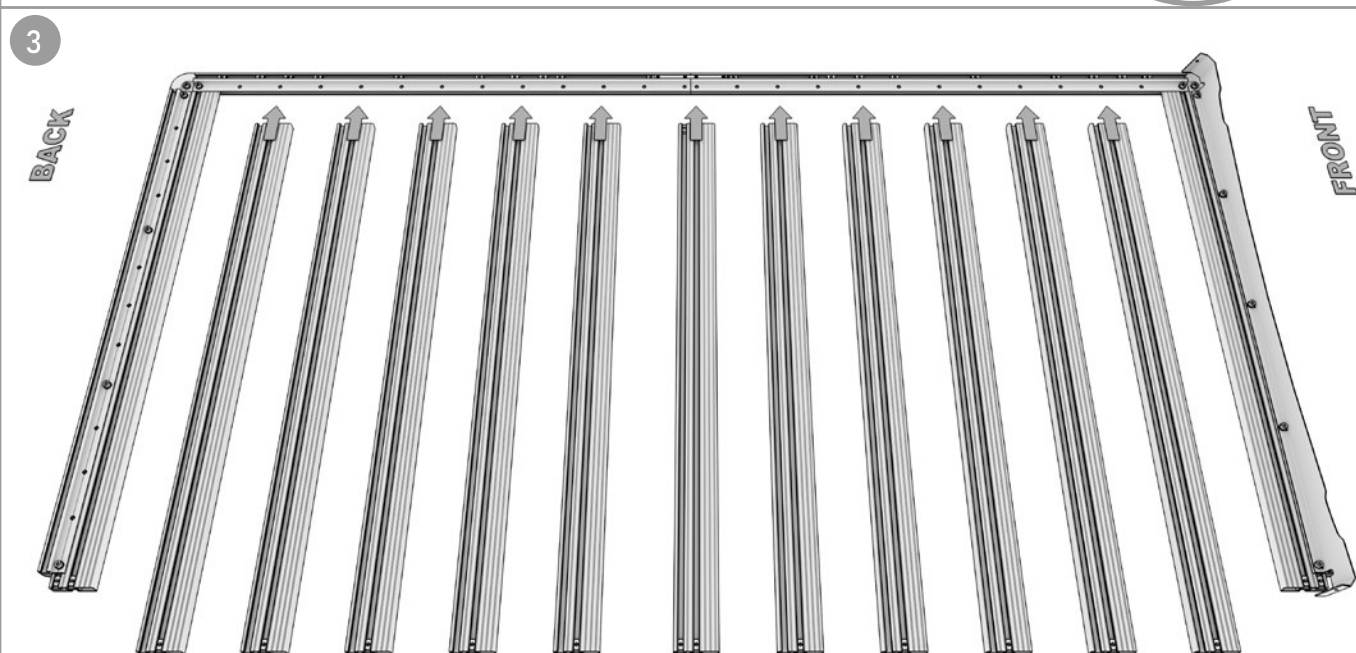
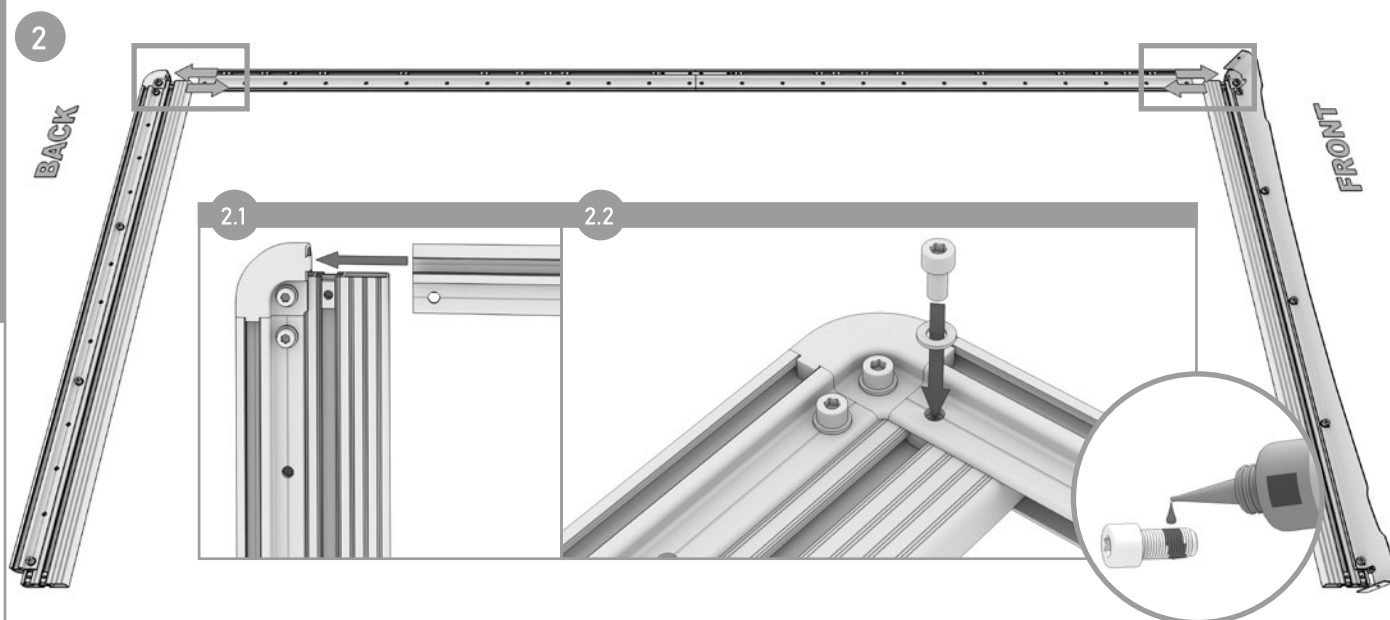
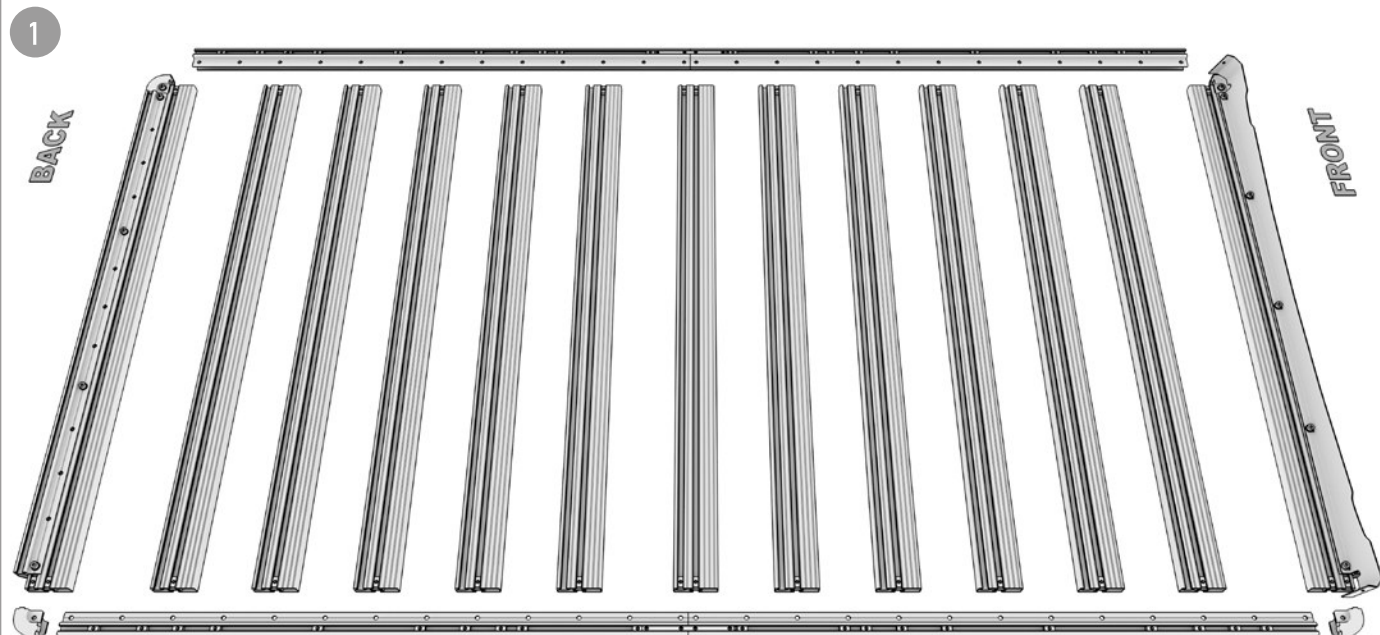


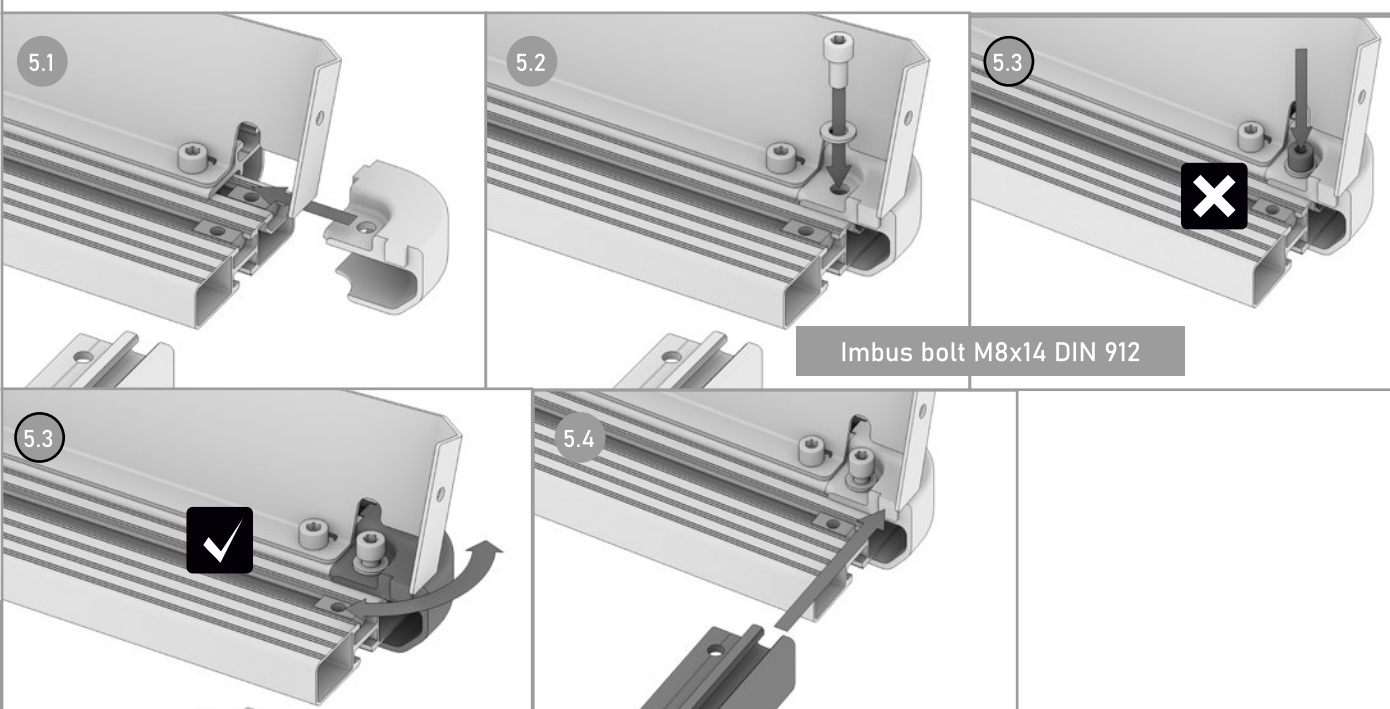
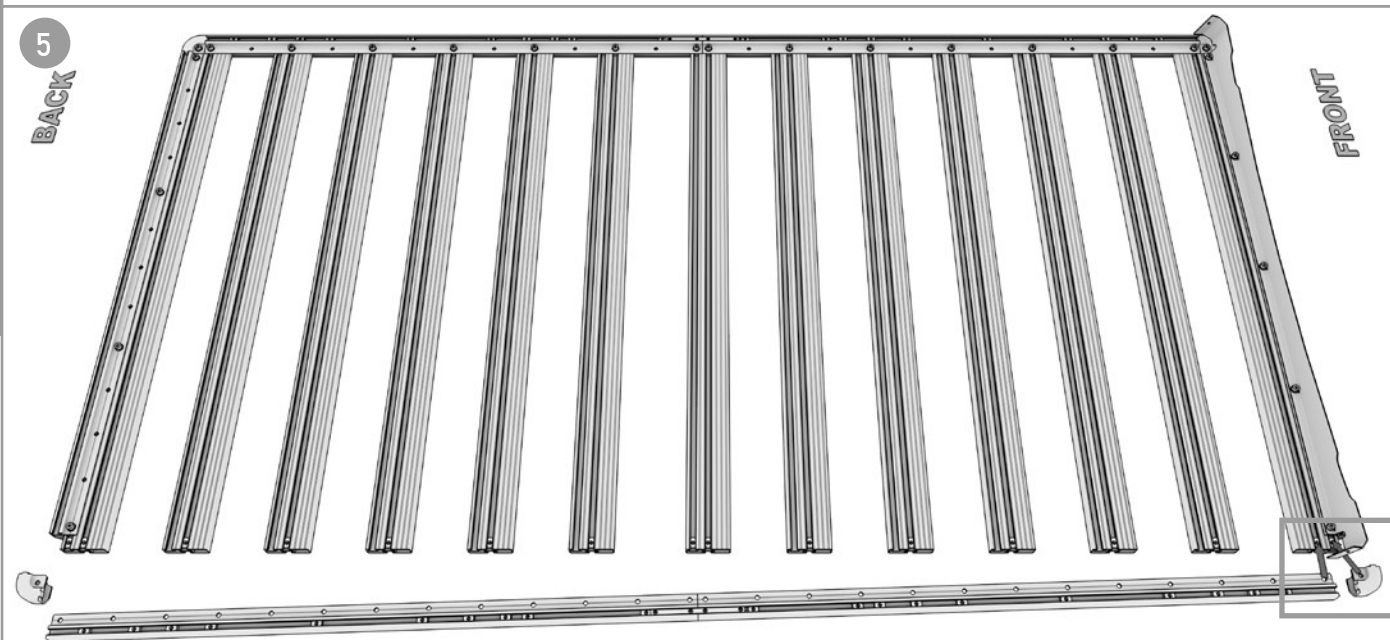
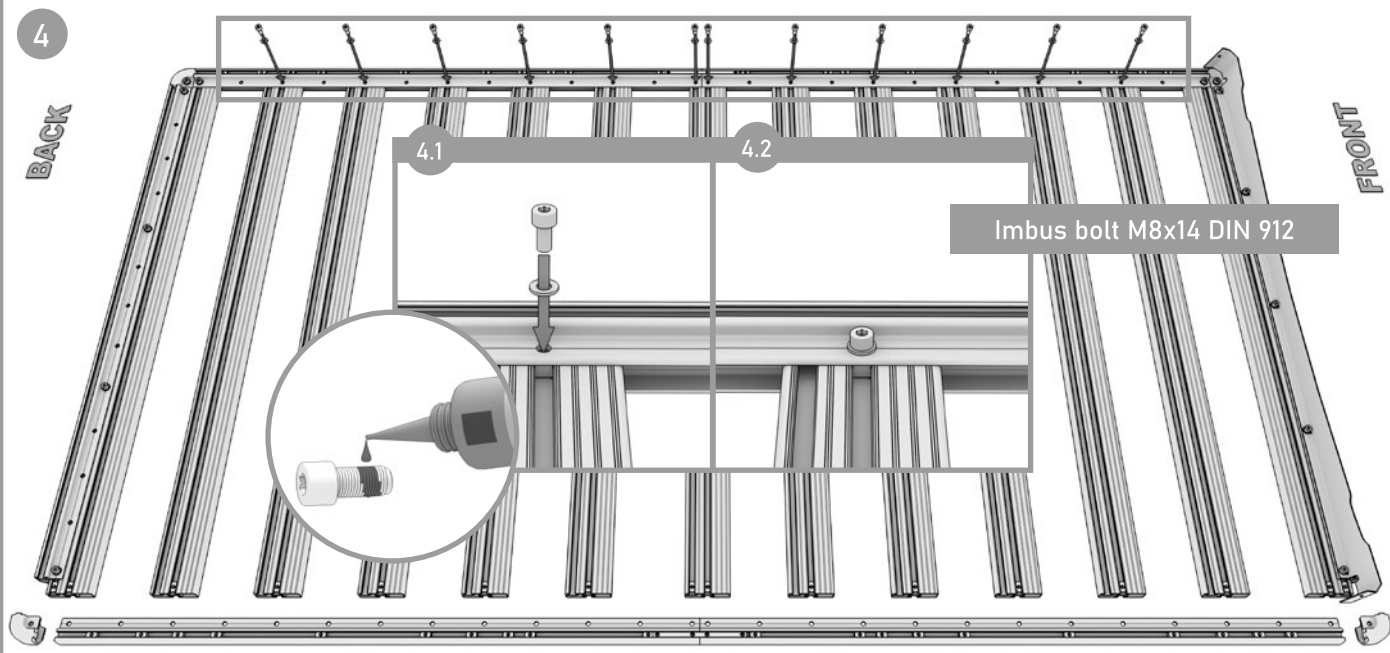
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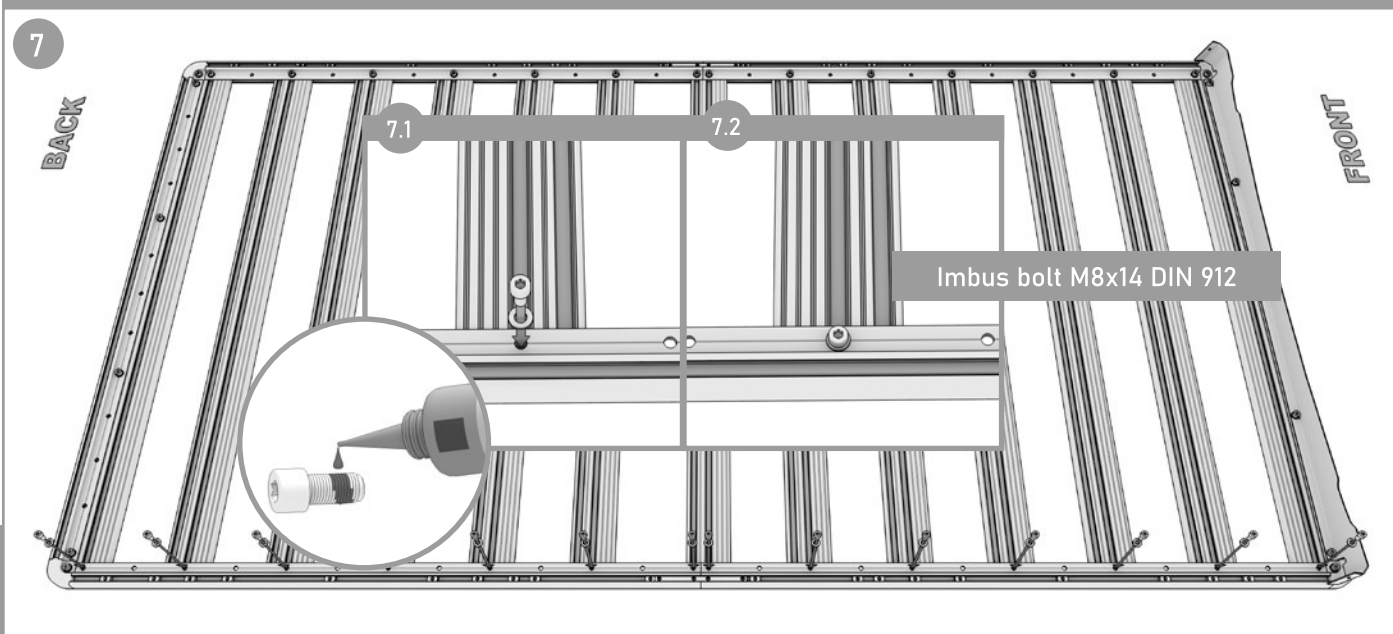
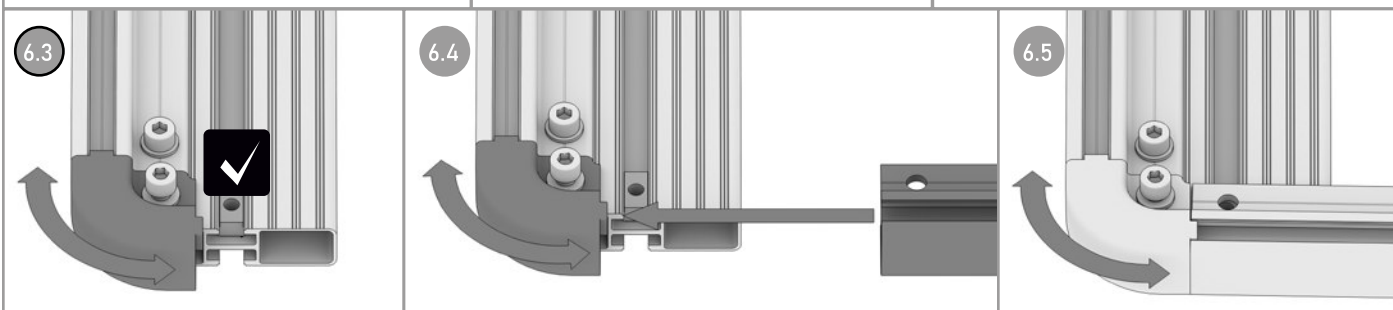
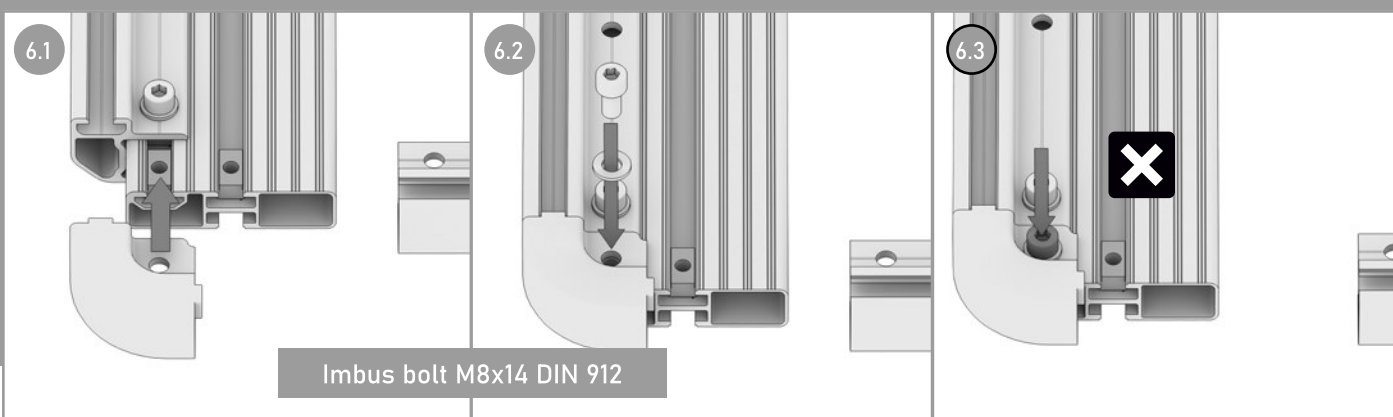
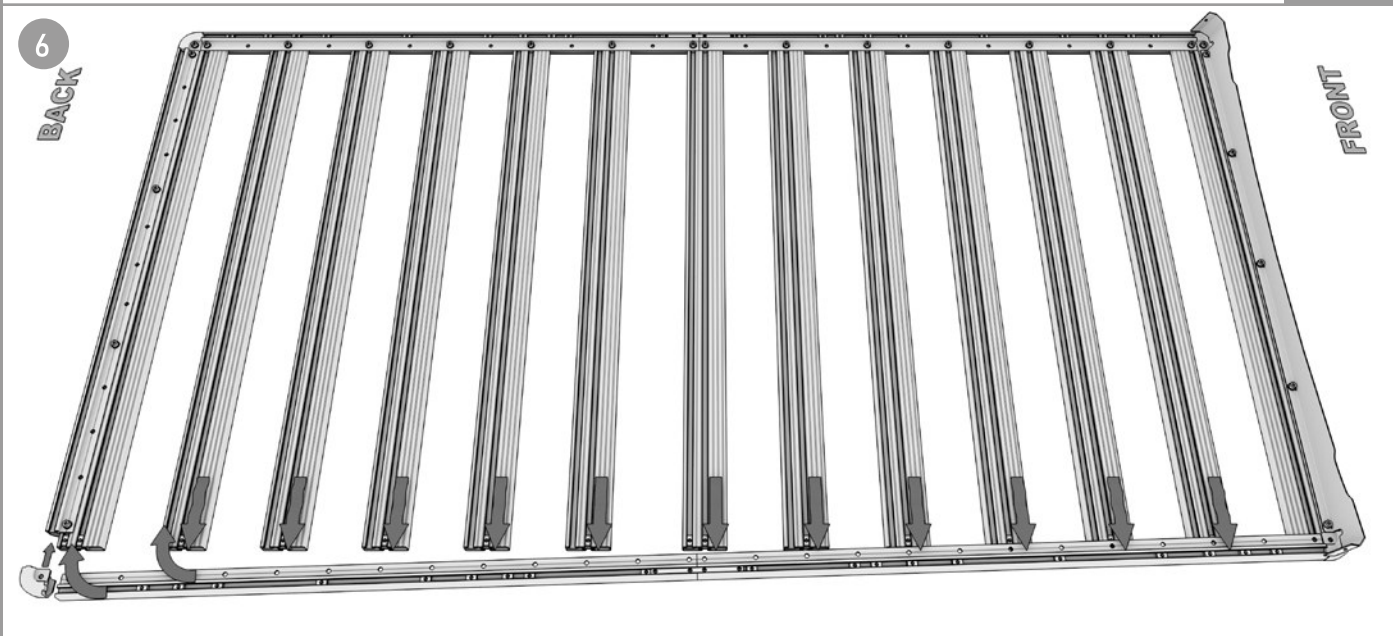


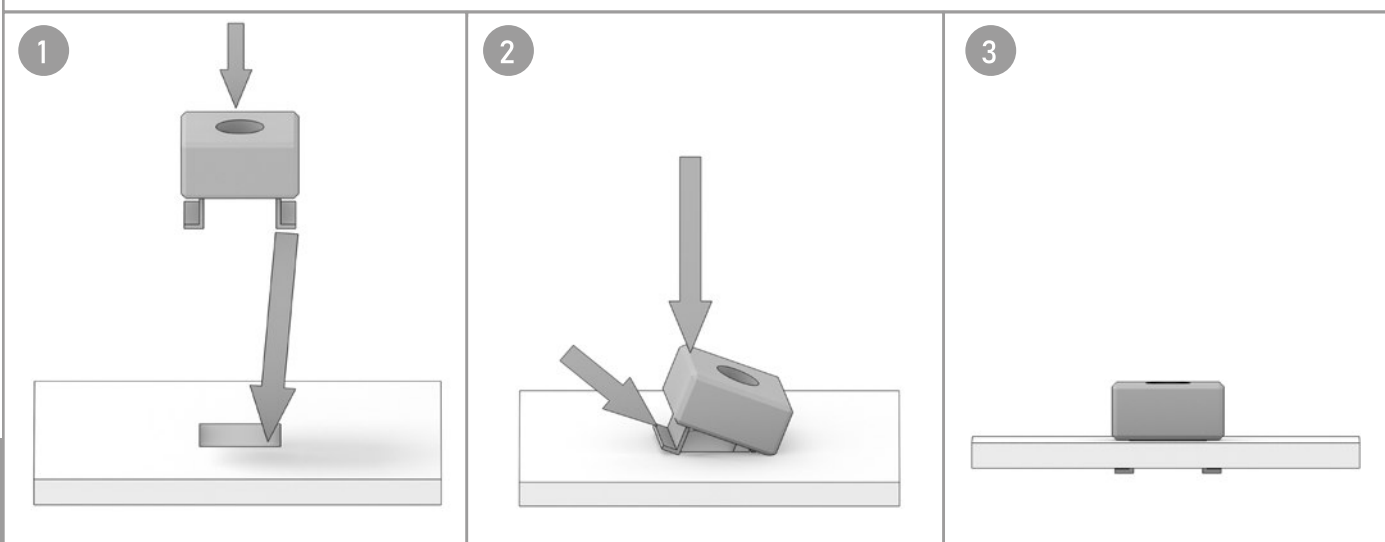
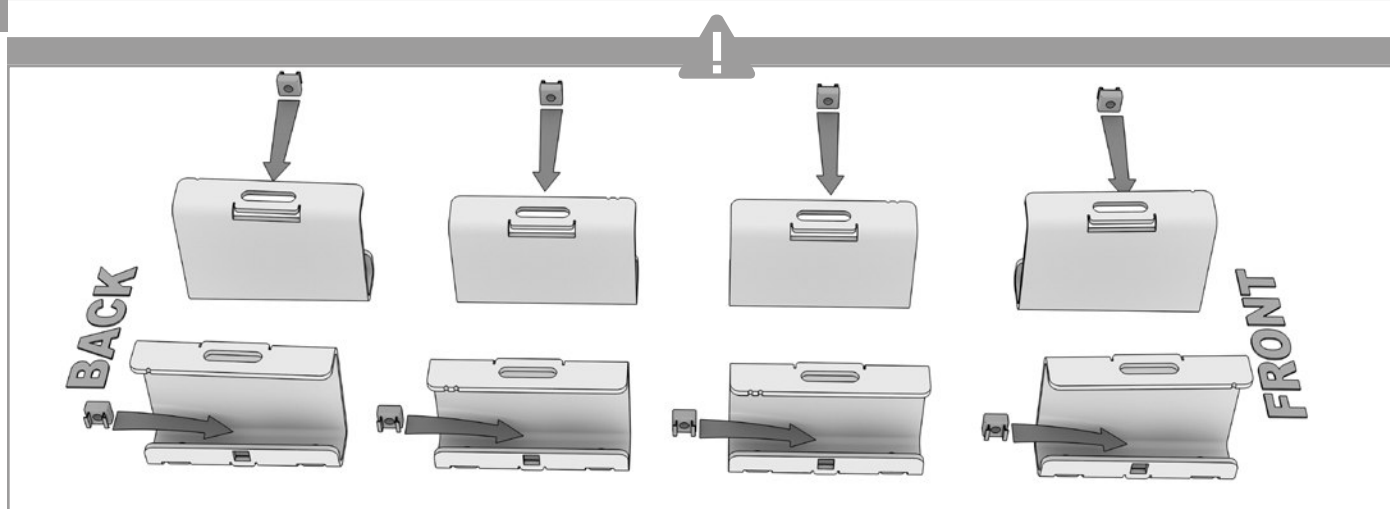
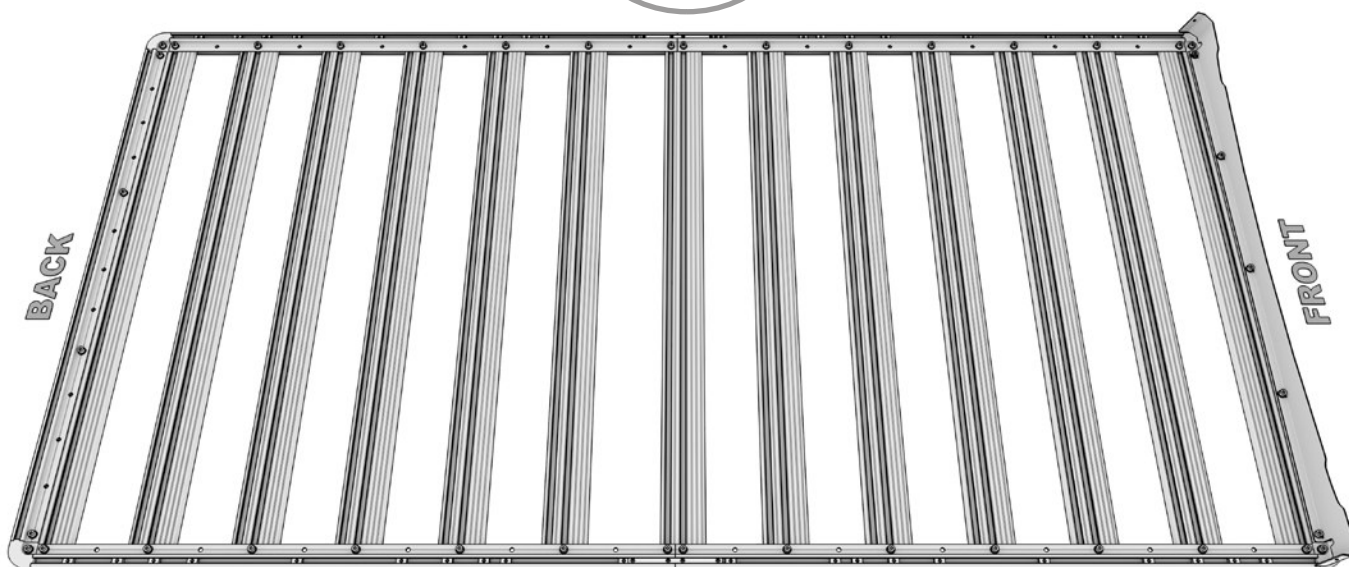
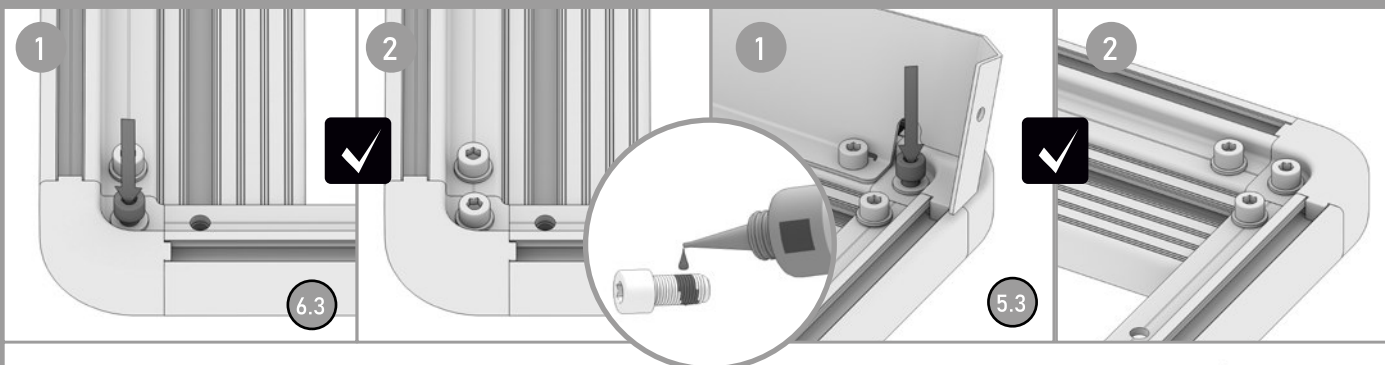
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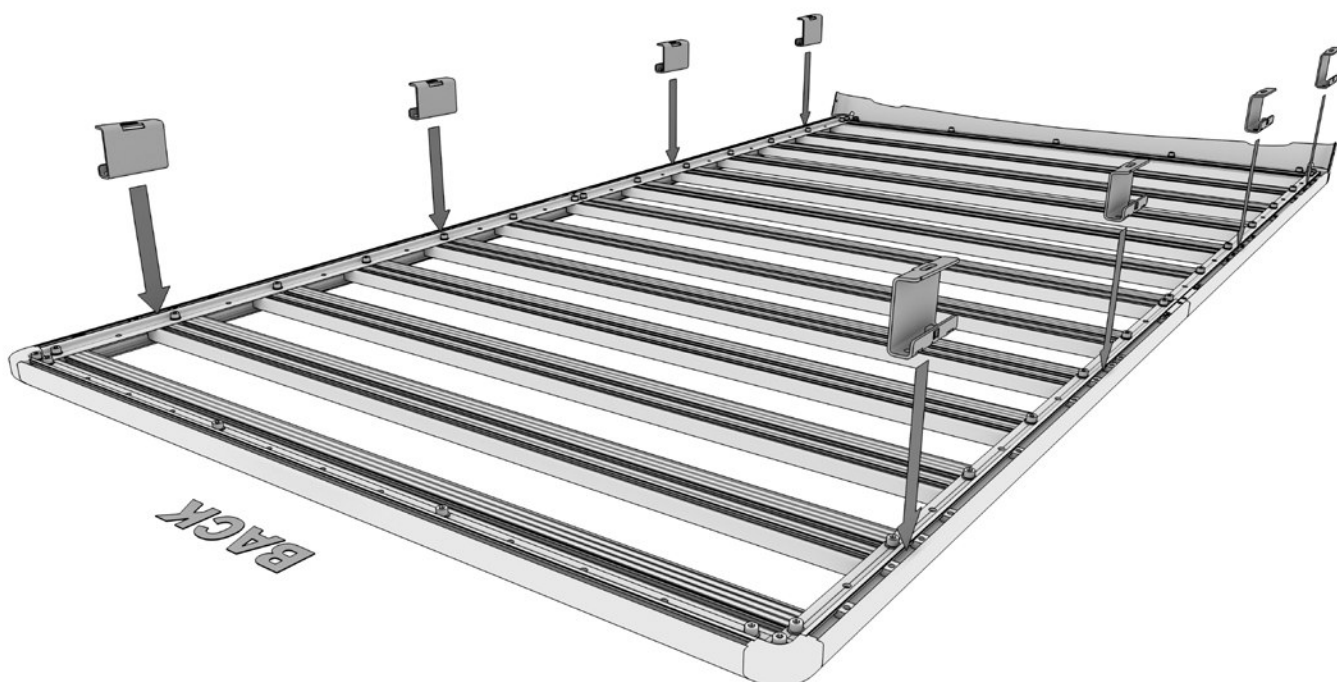
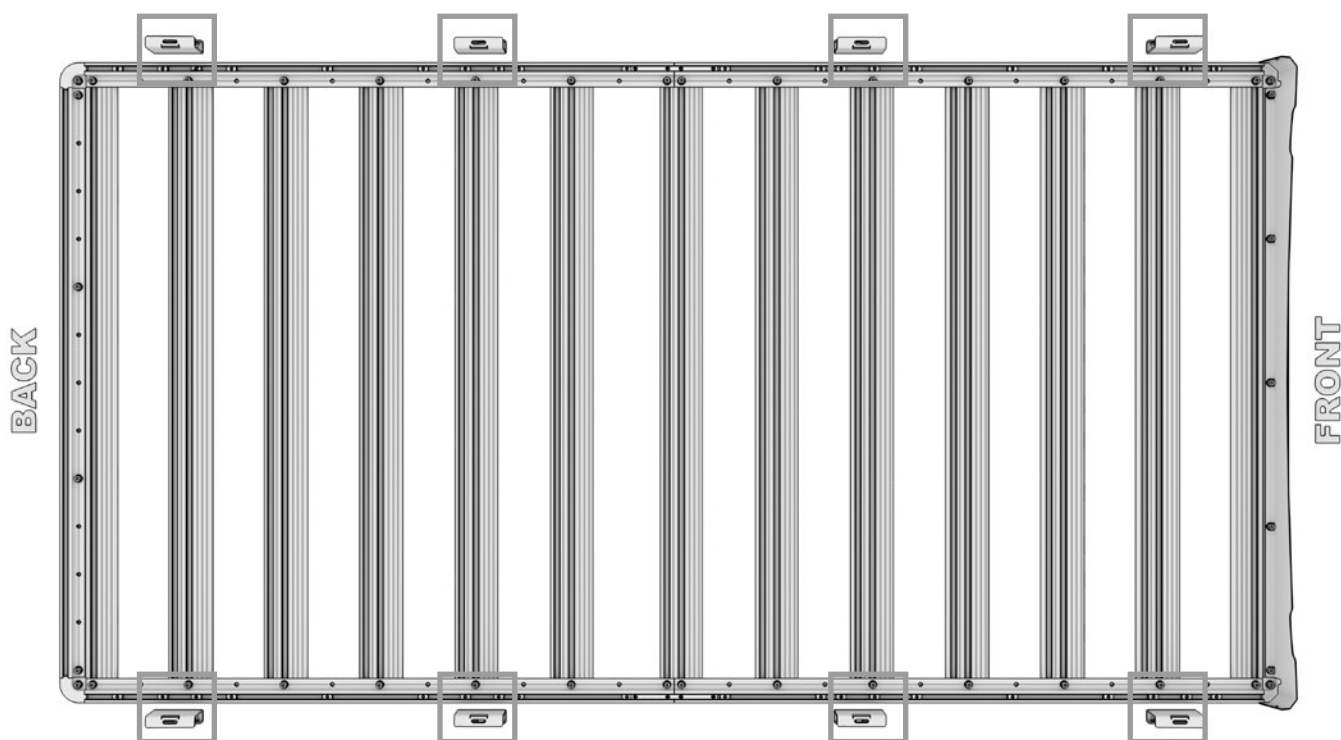
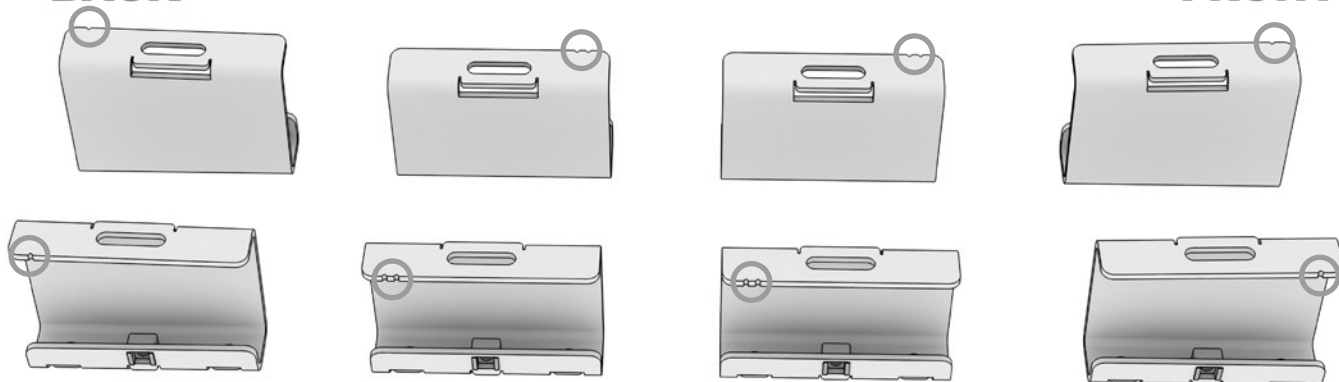


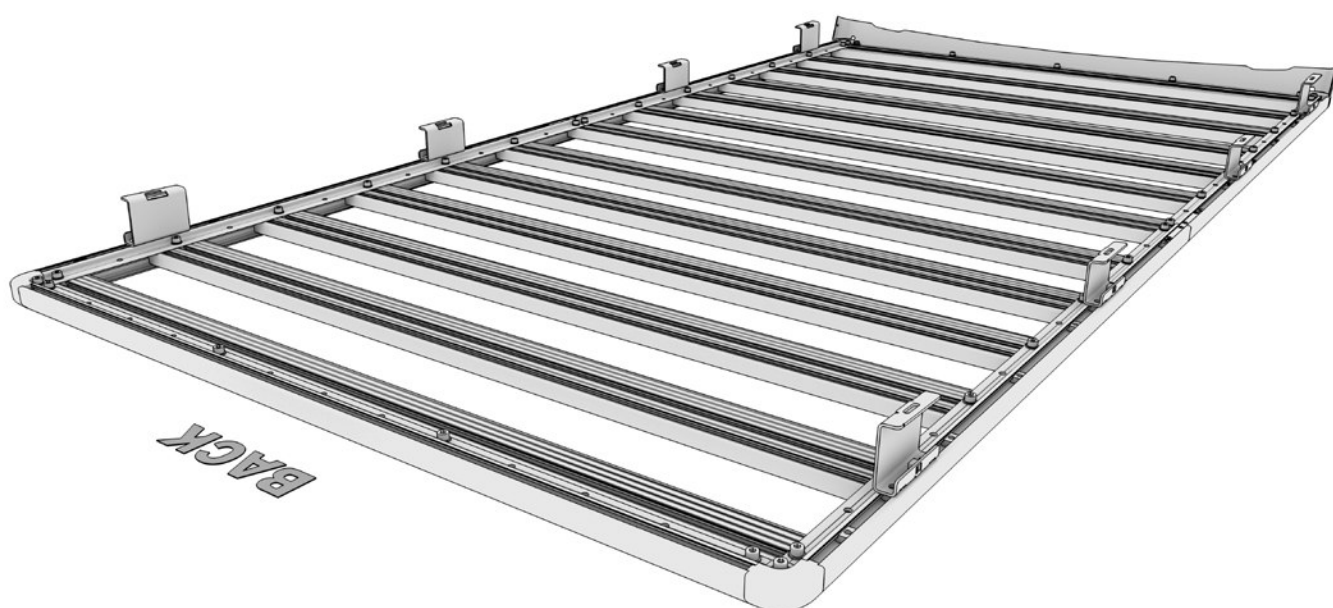
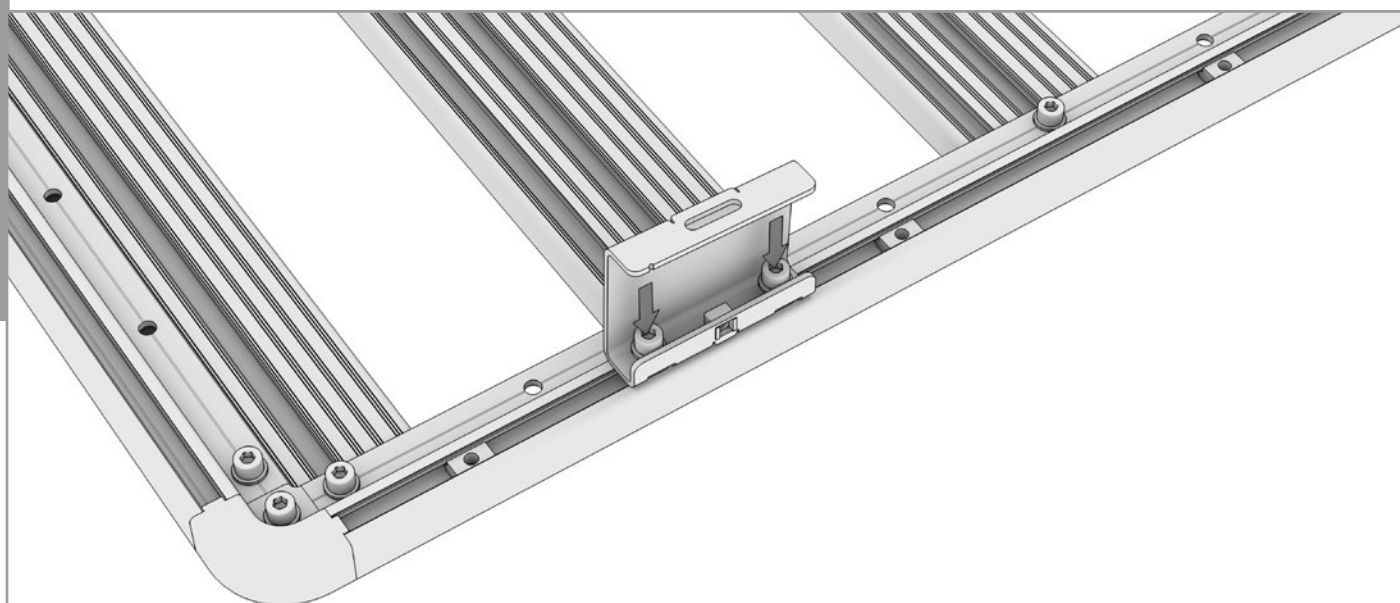
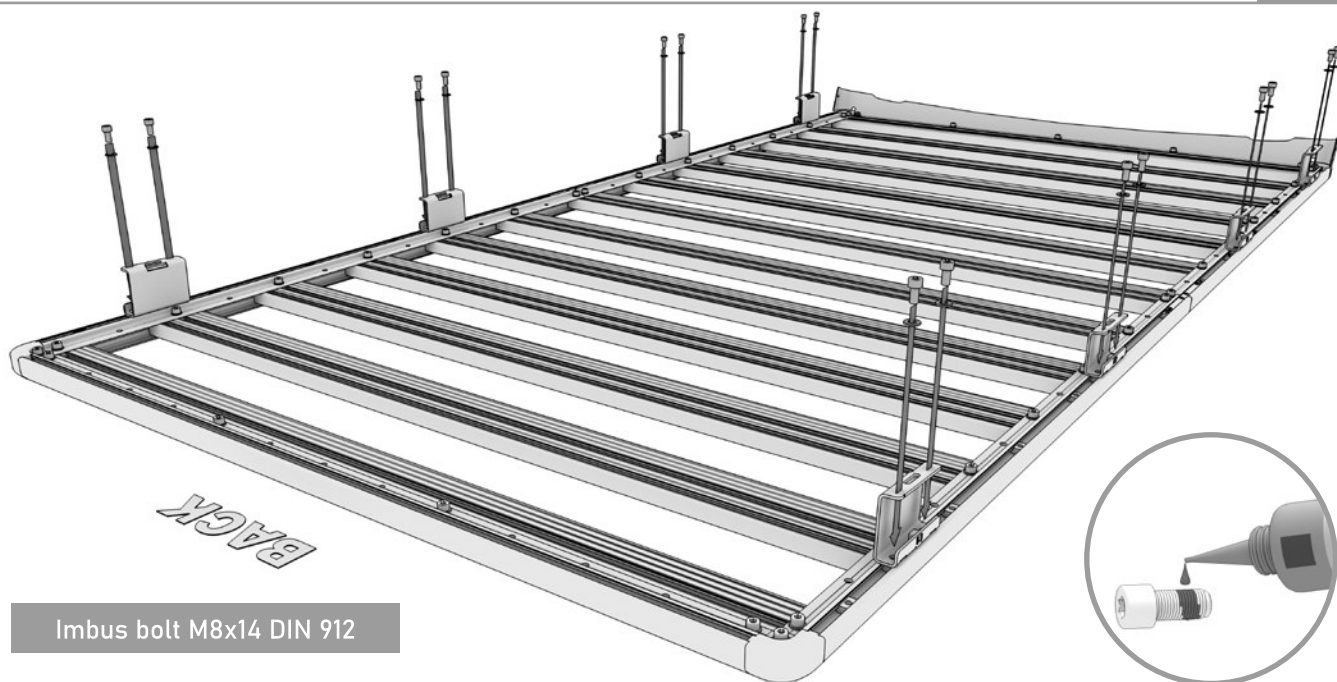


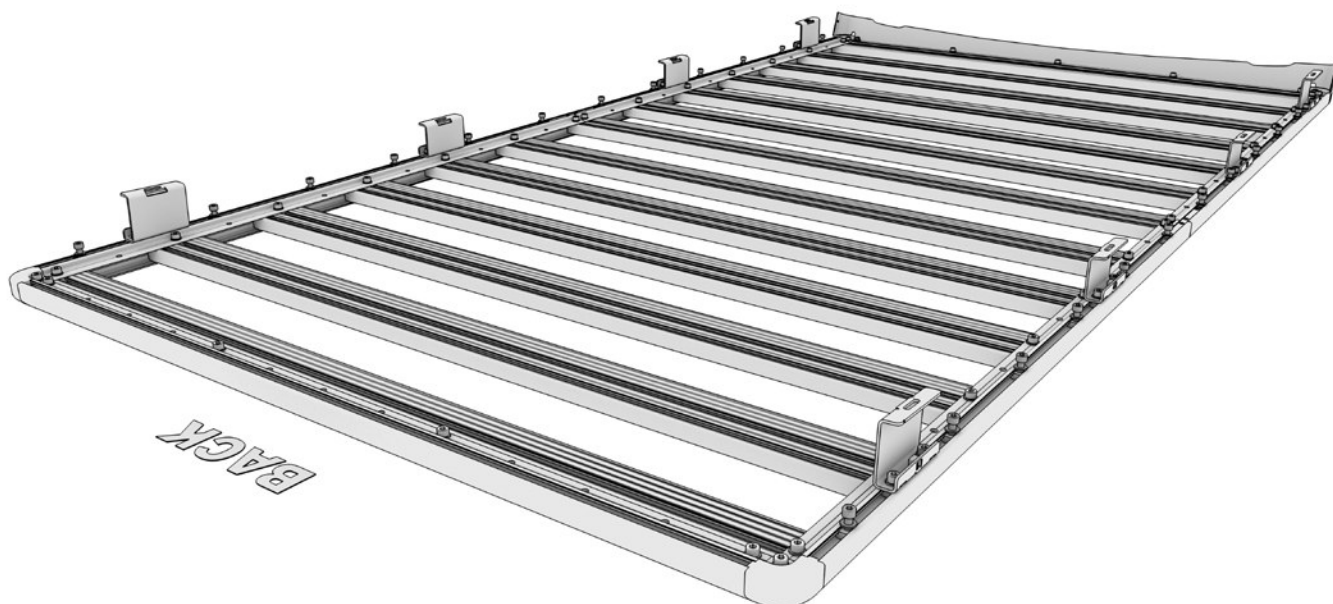
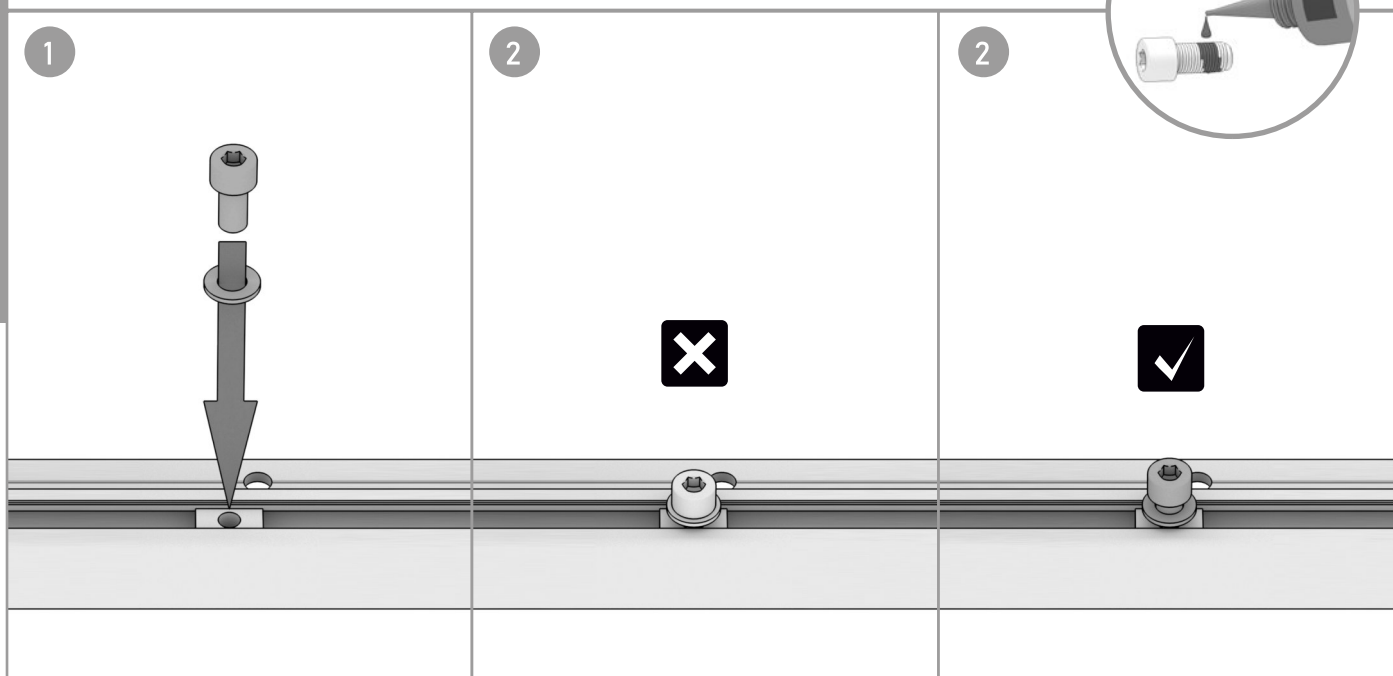
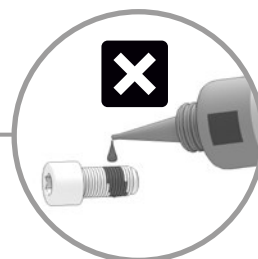
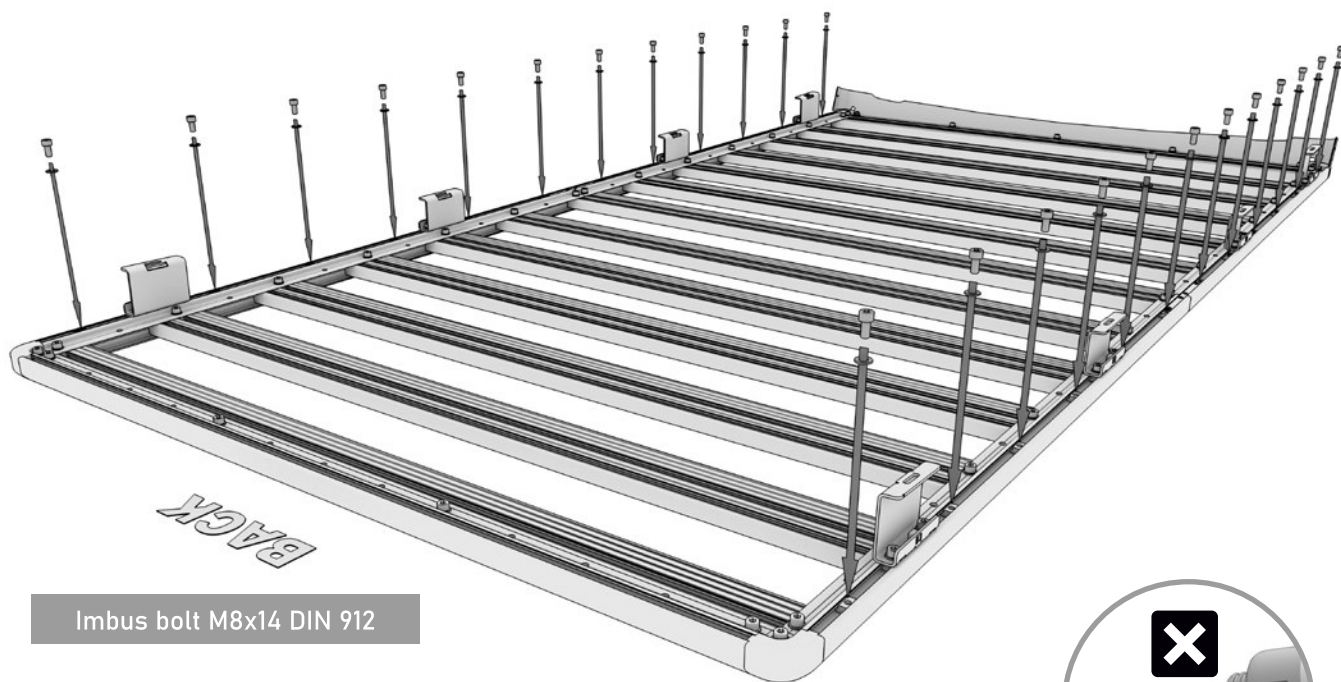


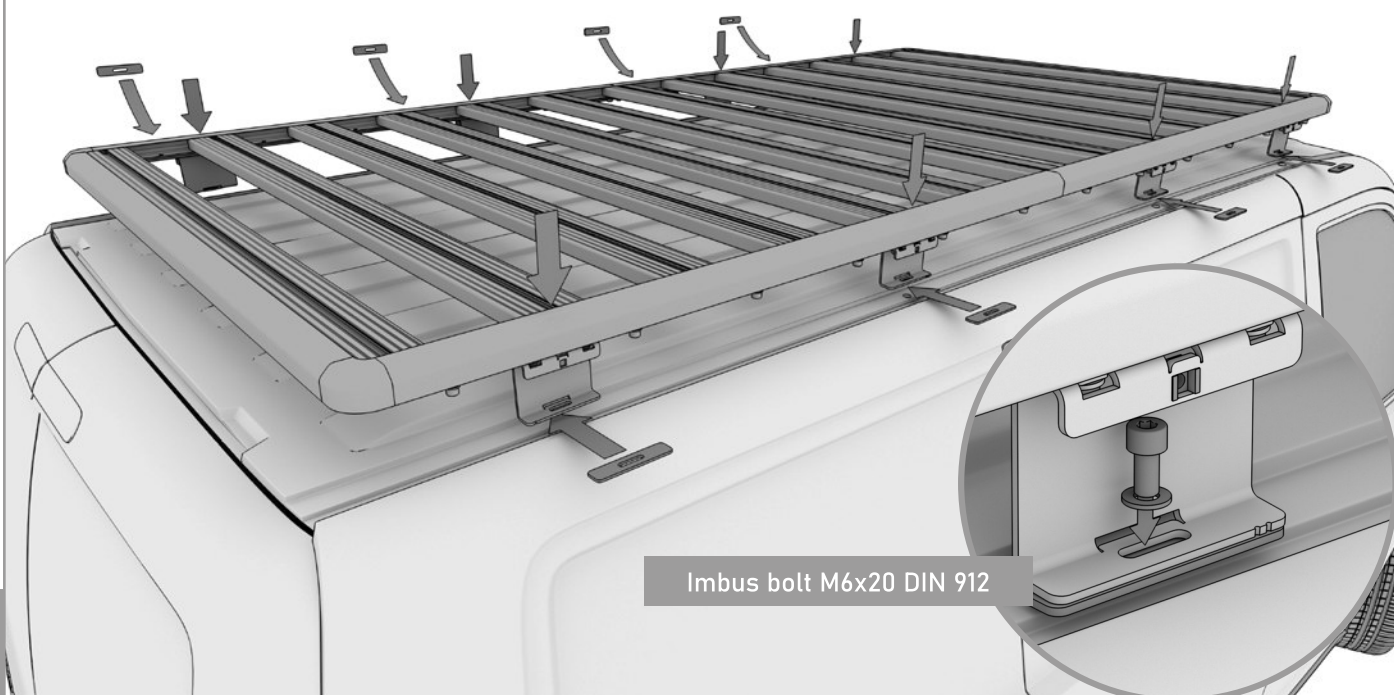
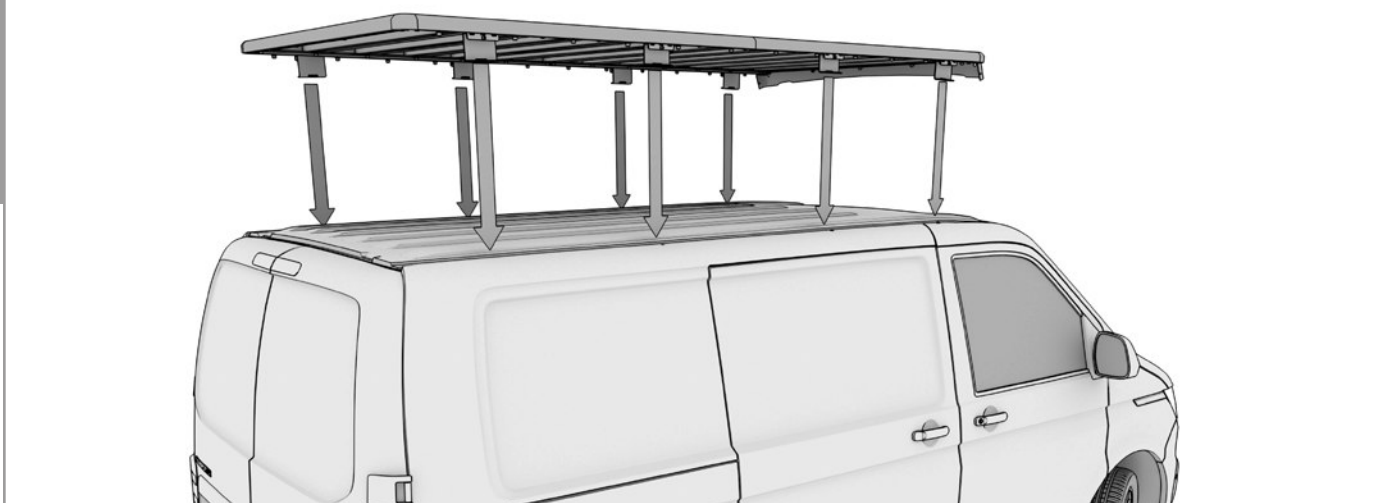
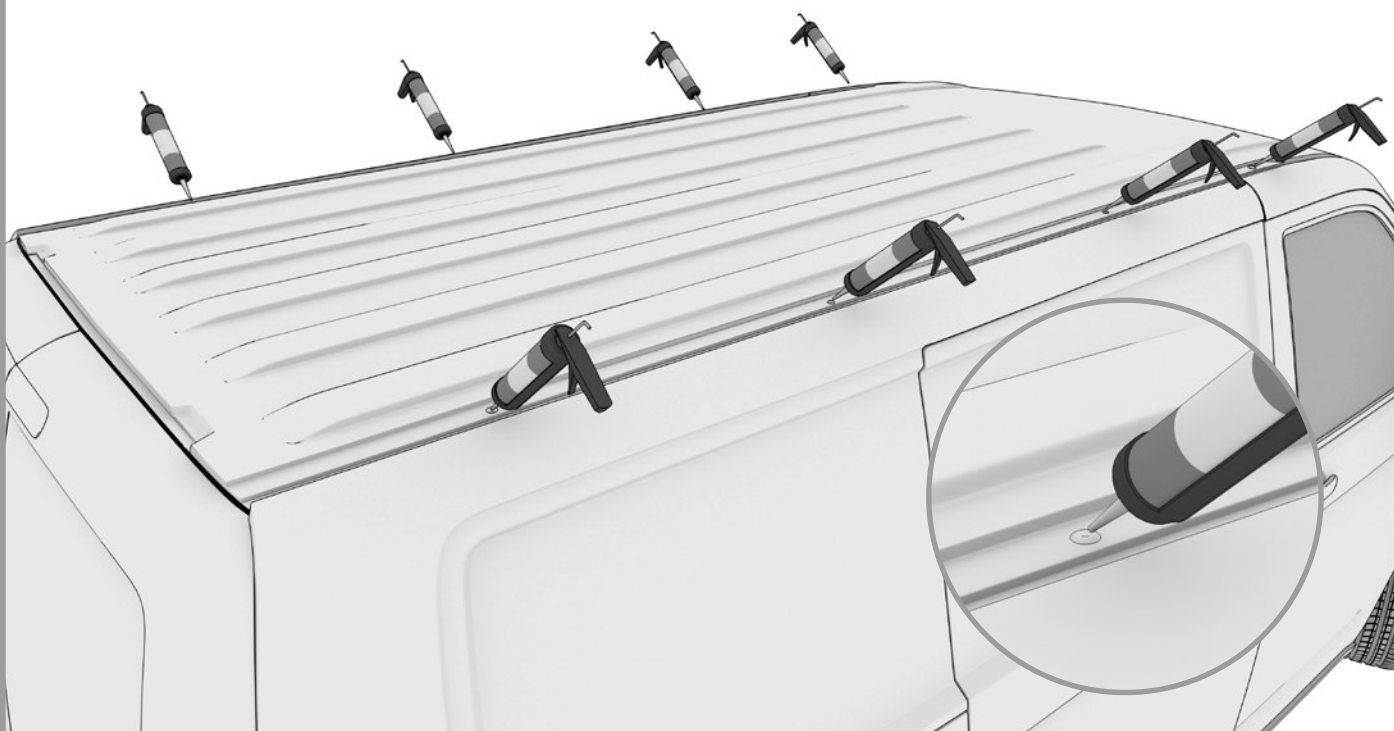
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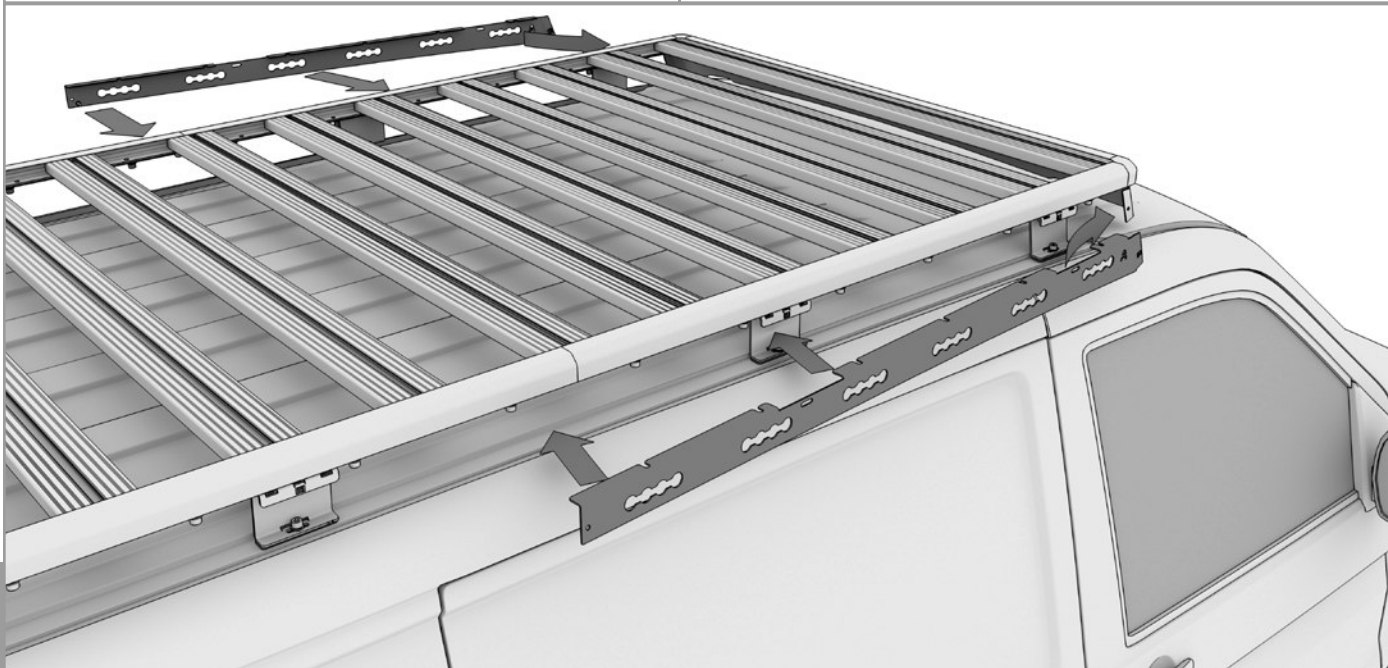
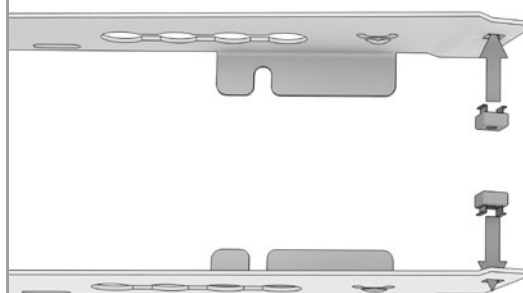
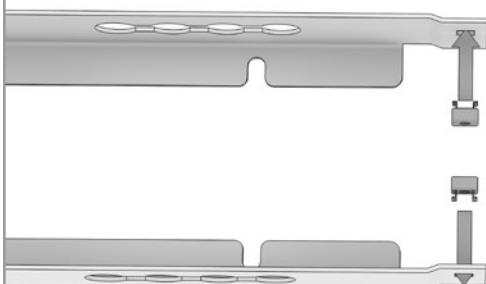
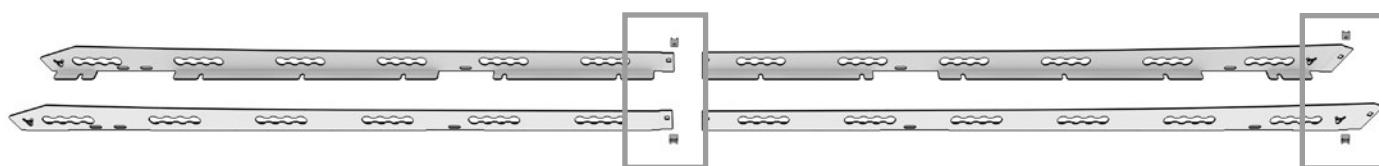
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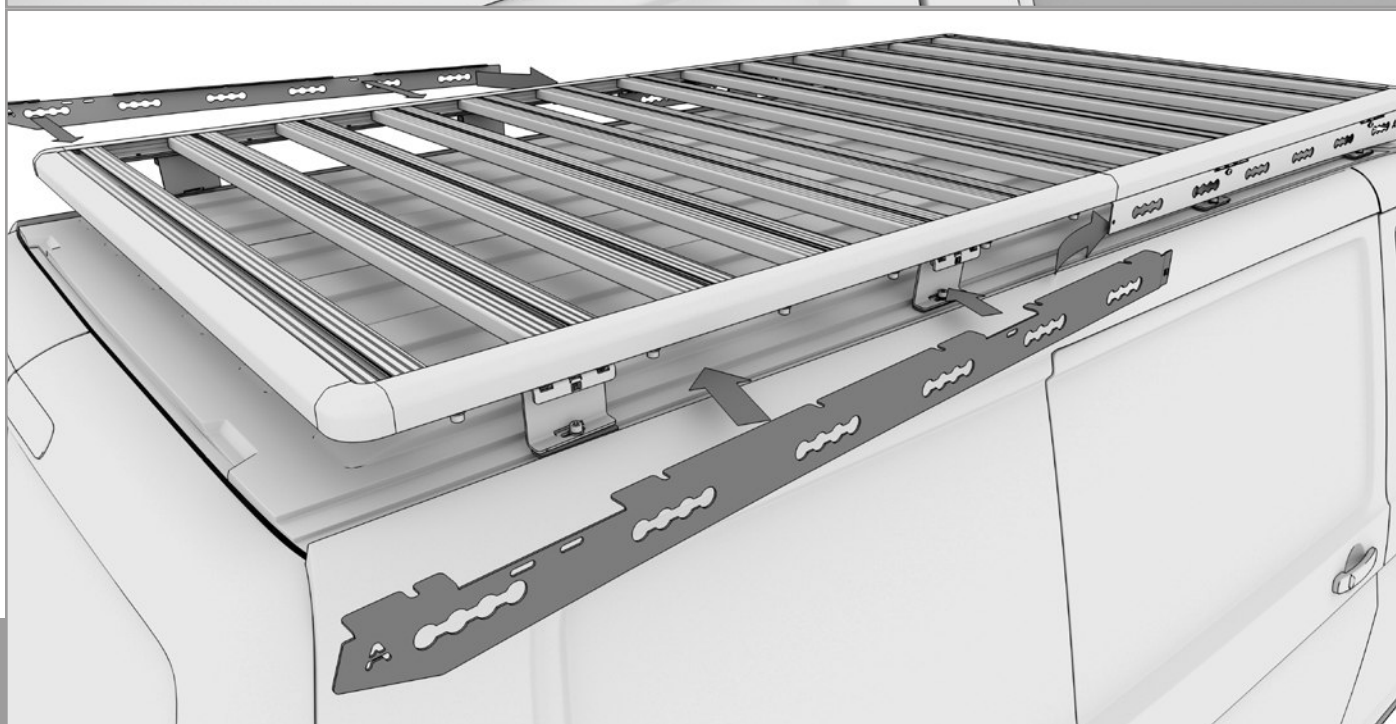
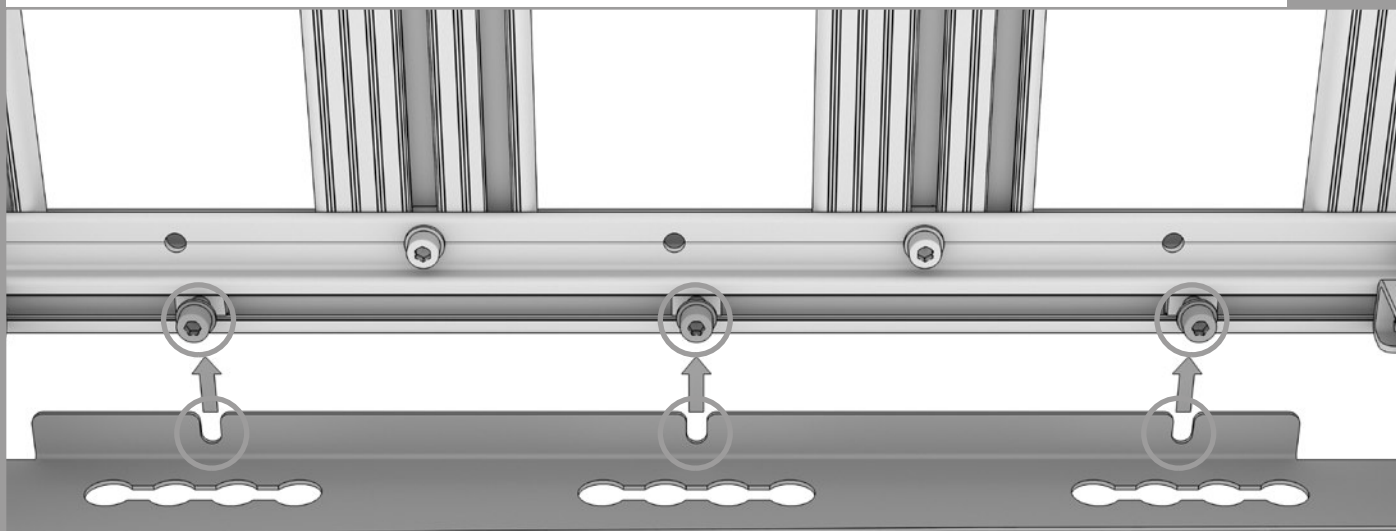


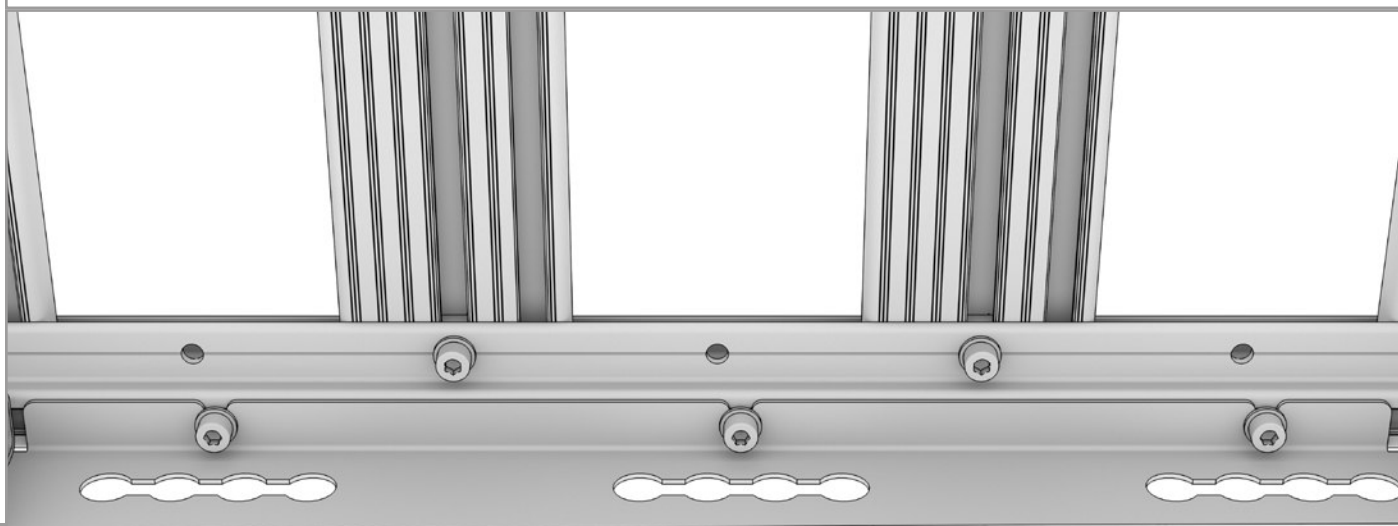
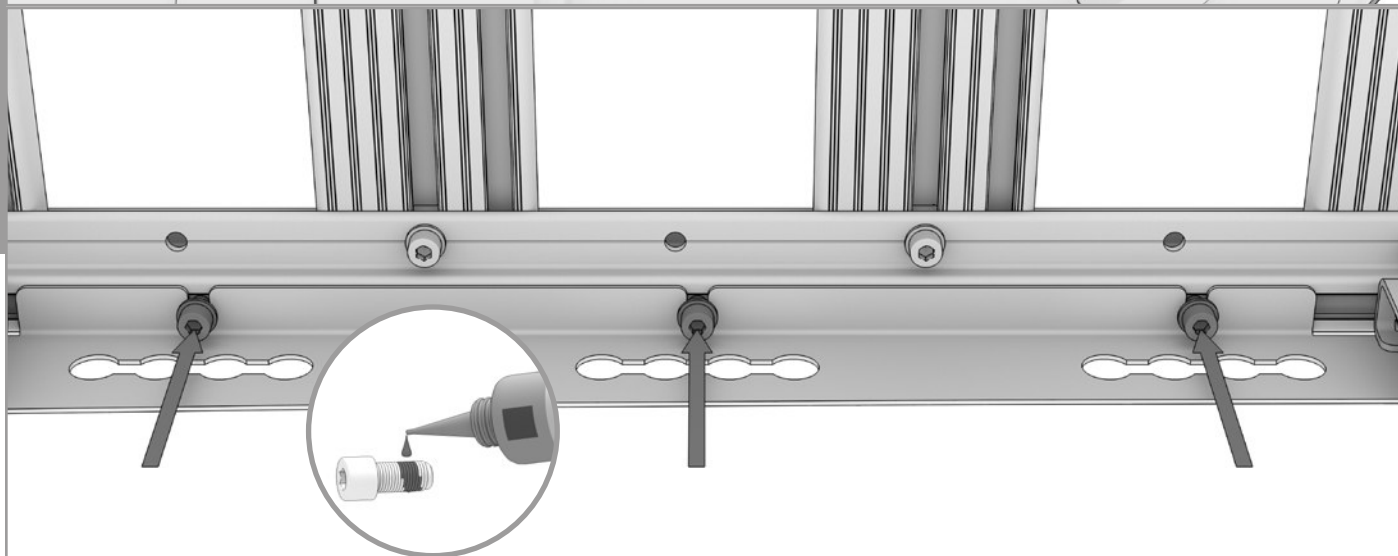
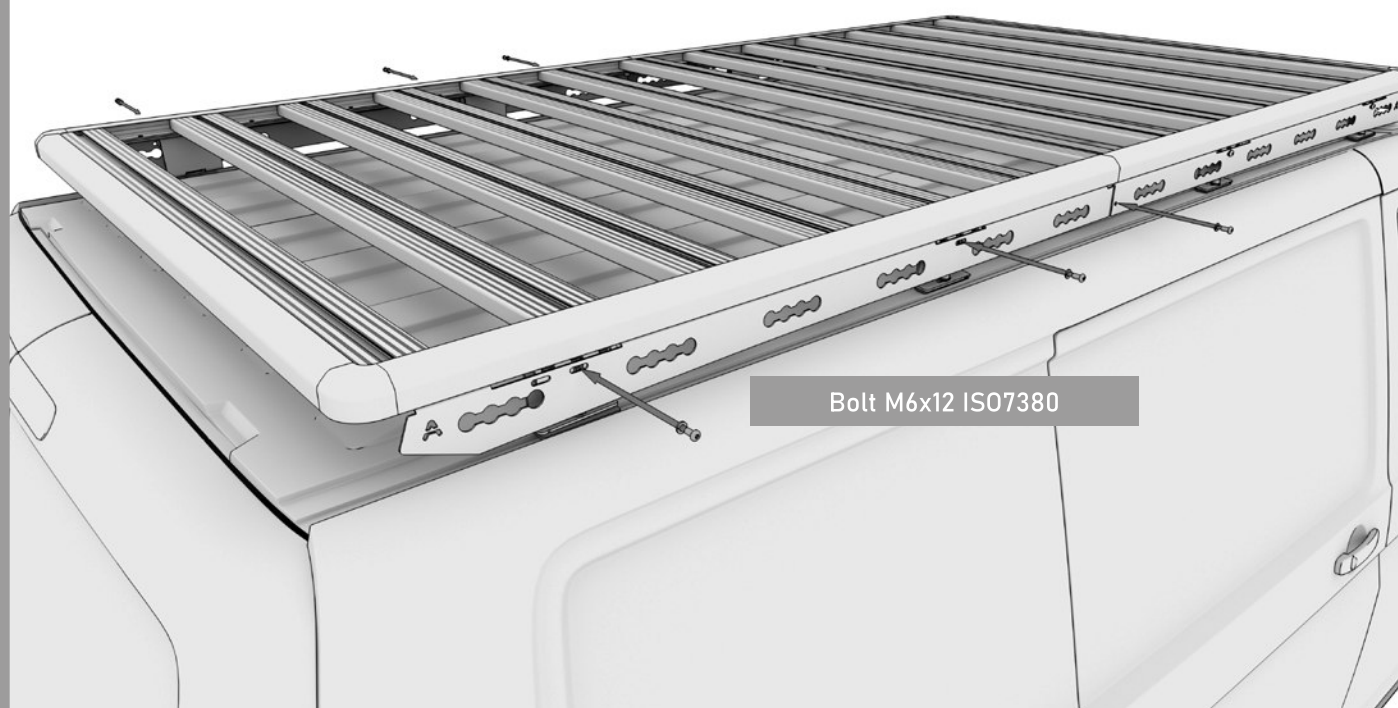


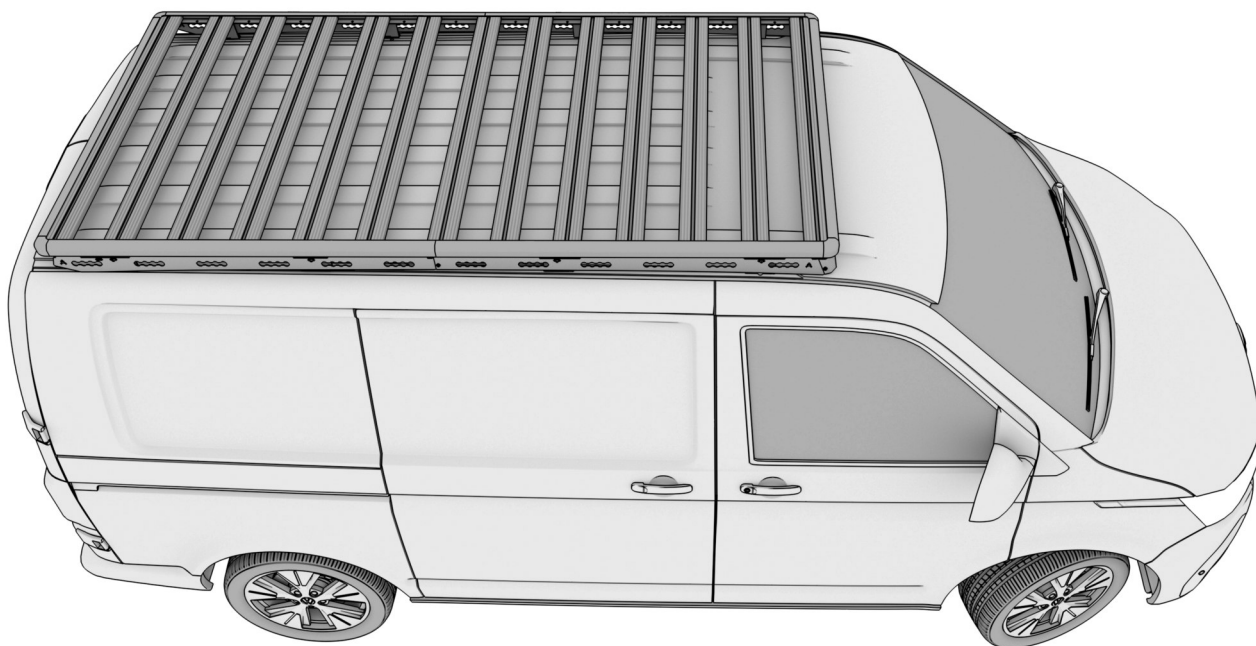












Notes:





IN PRINCIPLE, THE ROOF LOAD OF THE VEHICLE MANUFACTURER APPLIES AND MUST NOT BE EXCEEDED (INCLUDING THE WEIGHT OF THE ROOF RACK 43 KG). IN OFFROAD USE THE MAXIMUM LOAD CAPACITY OF THE ROOF RACK IS REDUCED BY 50%. LOADING MUST NOT TAKE PLACE SELECTIVELY, BUT MUST BE DISTRIBUTED EVENLY ON THE ROOF RACK INSTEAD. NO ONE-SIDED LOADING. THIS CAN HAVE A HUGE IMPACT ON THE DRIVING AND BRAKING PROPERTIES OF THE VEHICLE. THE LOAD TO BE TRANSPORTED MUST BE SECURELY LASHED USING APPROVED TENSIONING DEVICES.

