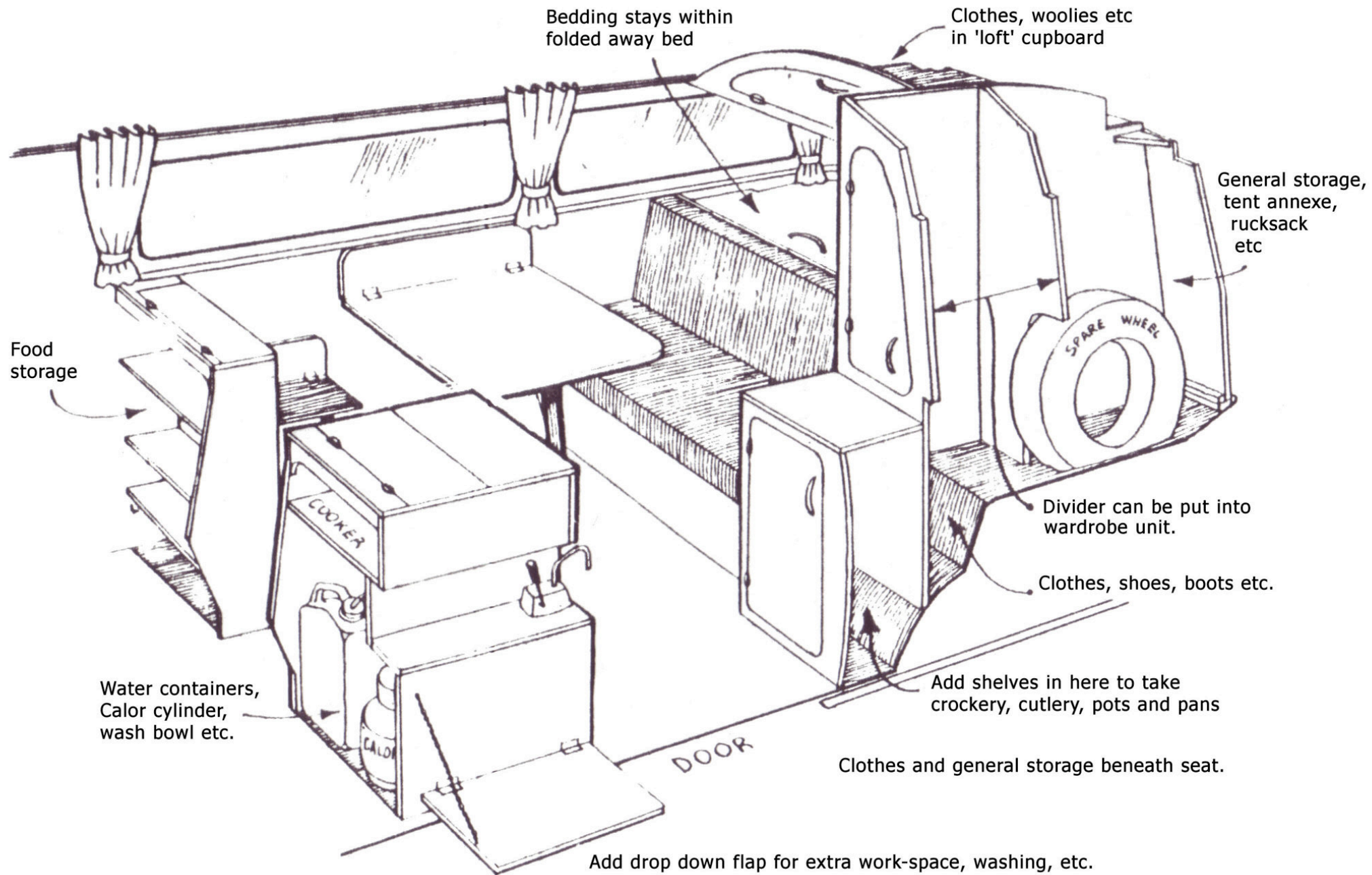


GENERAL ARRANGEMENT





1 WINDOWS

The windows may be fitted either at the start of the conversion or at the finish. Fitting instructions are given at the foot of this sheet

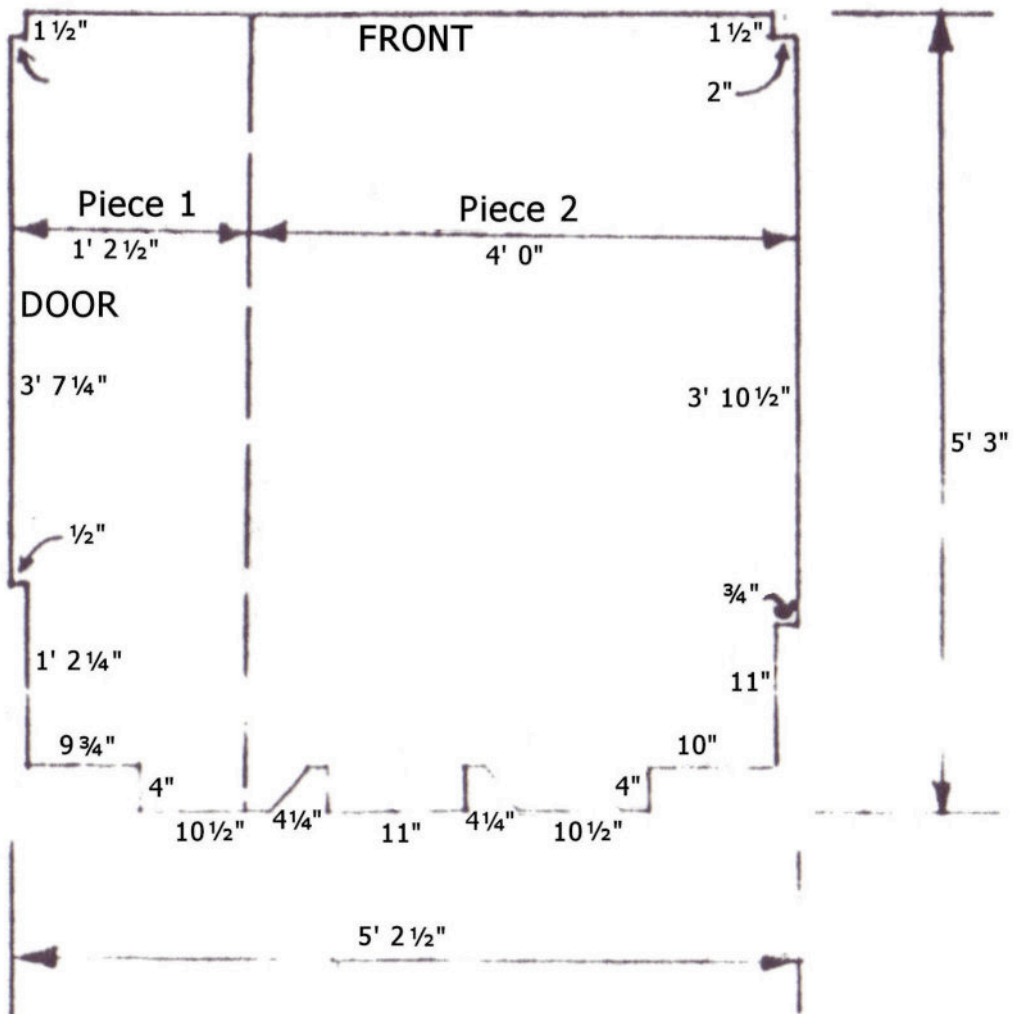
Fitting at the start gives you more light within the van to see what you're doing. It also means you can to advantage settle up with customs for your Car Tax liability and also be release from the speed limits that apply to plain vans

A lot of the conversion can still be done before the windows are fitted, if you so choose.

2

FLOOR

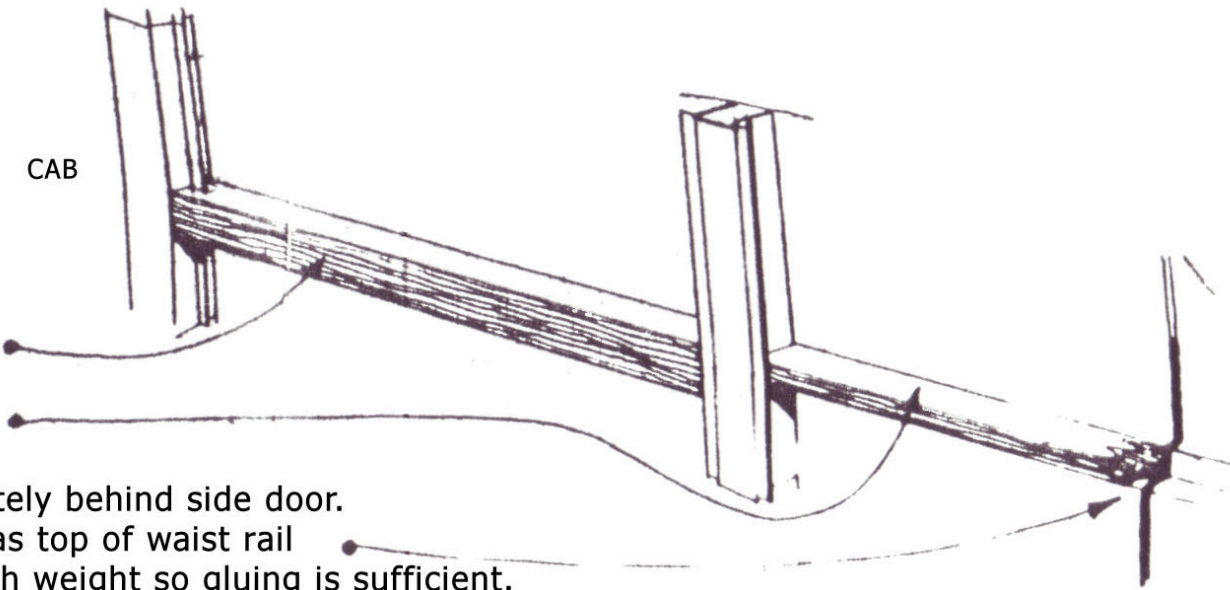
Made of 1/8" hardboard, in two pieces.
Screw directly to metal floor of van with
self-tapping screws, countersunk into
surface of hardboard.



3

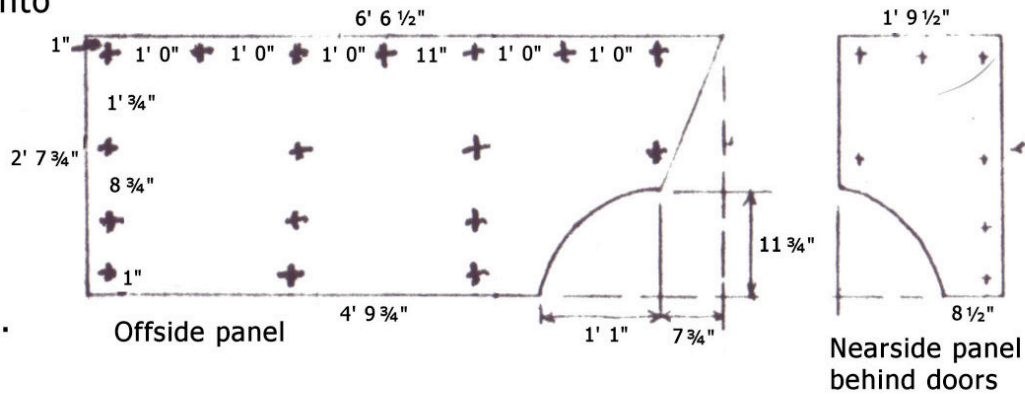
SIDE PANELS

1. Fix battens along offside and behind side door to support top of side panels.
 1 piece 2" x 1 3/4" between ribs on front panel of offside, notched and wedged between ribs.
 1 piece 1 5/8" x 3/4" between centre rib and rear notched and Evosticked to side.
 1 piece 1 5/8" x 3/4" x 1' 9 1/2" long only immediately behind side door.
 Top edge of all above bearers at same height as top of waist rail in steel body-pressing. They do not carry much weight so gluing is sufficient.



2. Insulate sides between all bearers using 'Cosy wrap' or underfelt pasted directly onto the metal with 'Clam 143' adhesive

3. Cut side panels from 1/8" hardboard and drill for screws (see lower sketch)
4. Cover panels with Vynide pasted on with Clam, folding material over all edges of panel. Leave about 2" all around for fold.



This edge butts hard up to body rib

5. Fix panels into place using self-tapping screws into the body-frame and wooden top-battens. Use cup-washers for neatness and grip.



Cup washer

4 WARDROBE & ROOF LOCKER

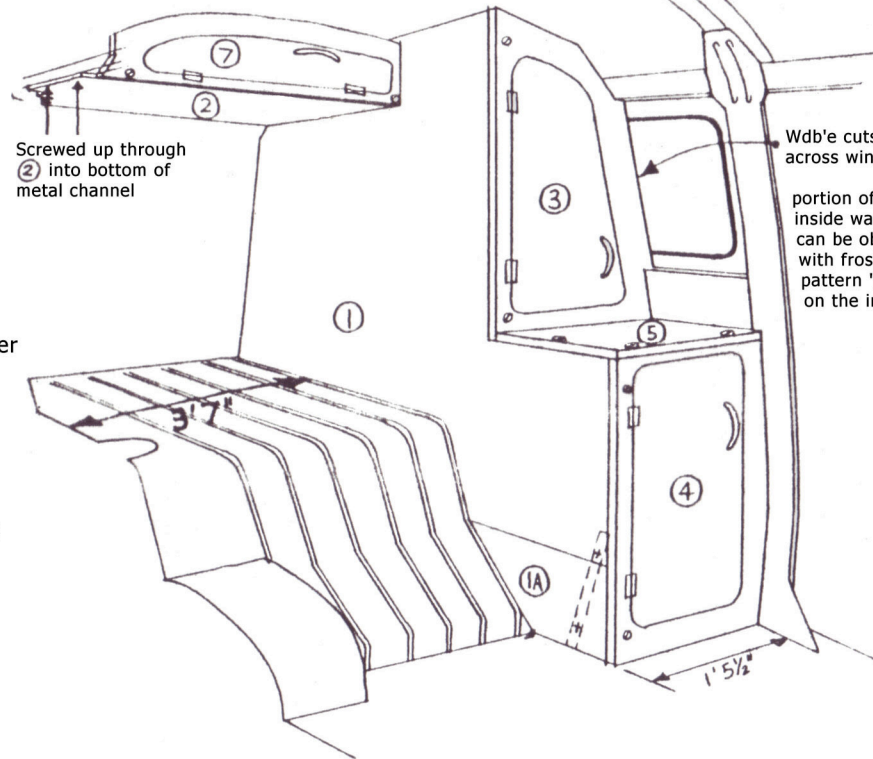
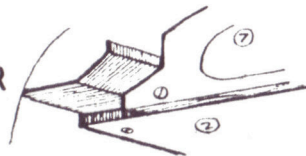
All pieces are cut from sheet material. Cut out all pieces, make doors, fit hinges, catches, handles. Drill and countersink all holes.

- 1 Join ① and ①A
- 2 Position ① upright and screw to ② which is screwed to the bottom of channel around body.
- 3 Fit ③ and screw to ①
- 4 Fit ④ and screw to ①
- 5 Fit ⑤ and screw to ① ③ and ④
- 6 Fit ⑦ and screw to ① and ②
- 7 Fasten ① and ④ to floor either with blocks on inside, or screws through floor and engine cover

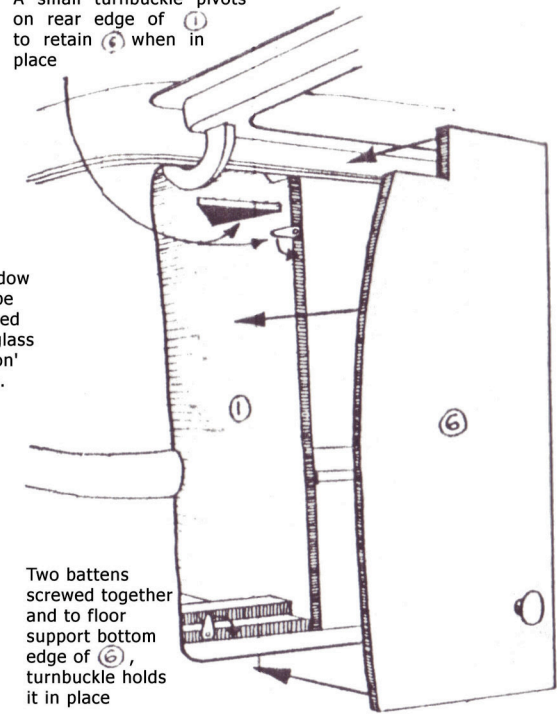
IT IS MOST IMPORTANT THAT PIECE ① IS ACCURATELY POSITIONED

both upright and front and rear, as the whole design depends on this being achieved

- 8 The back of the wardrobe ⑥ must be able to be completely removed to permit the spare-wheel to be removed from its position. The sketch shows how it fits.



Fix support to piece ① on which top of ⑥ rests. A small turnbuckle pivots on rear edge of ① to retain ⑥ when in place



Two battens screwed together and to floor support bottom edge of ⑥, turnbuckle holds it in place



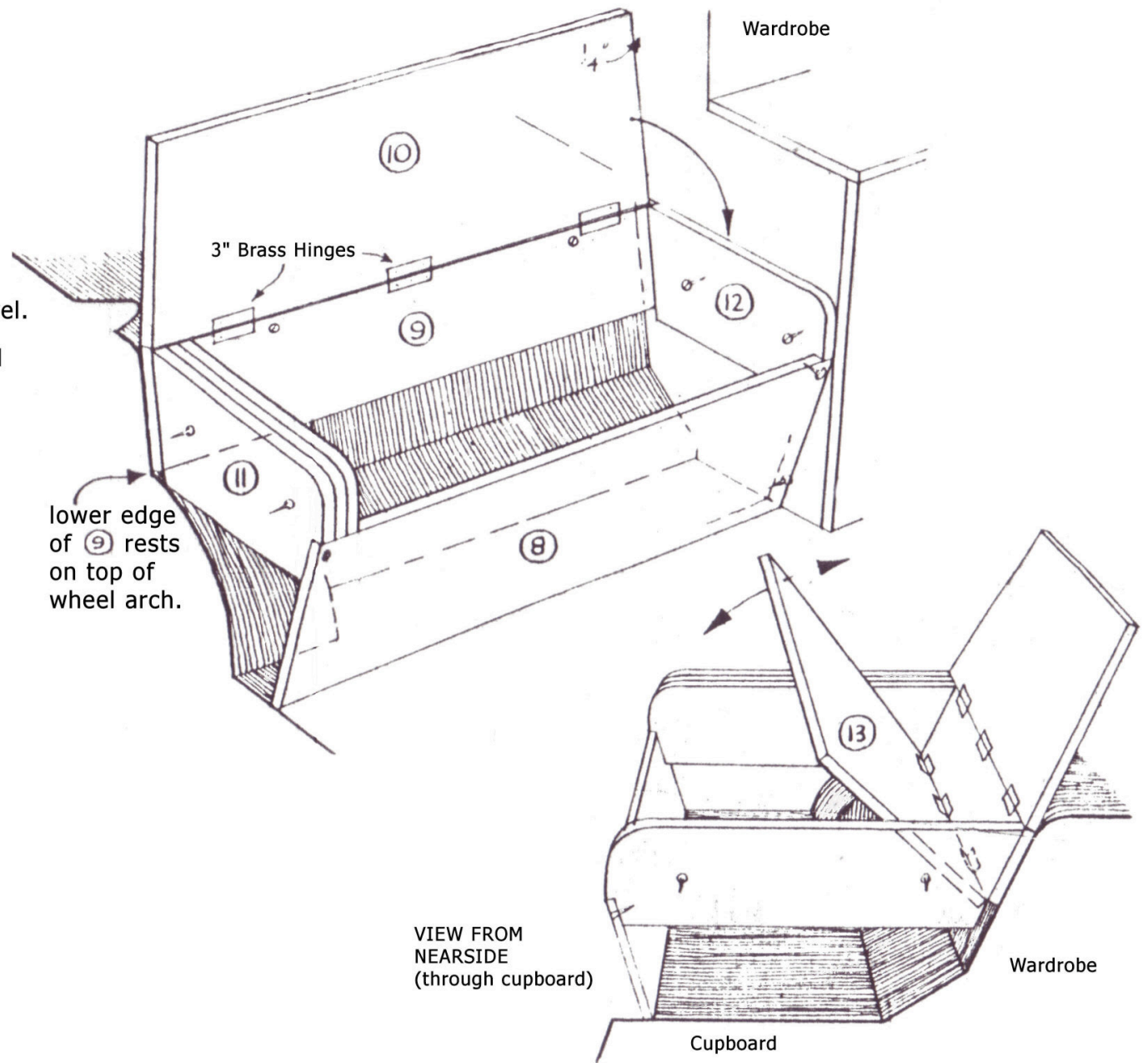
METHOD OF FIXING REMOVABLE BACK TO WARDROBE UNIT, TO PERMIT ACCESS TO SPARE WHEEL AND CUPBOARD SPACE.

5

BENCH SEAT

All pieces are cut from sheet material. Cut out, drill, countersink and fit hinges.

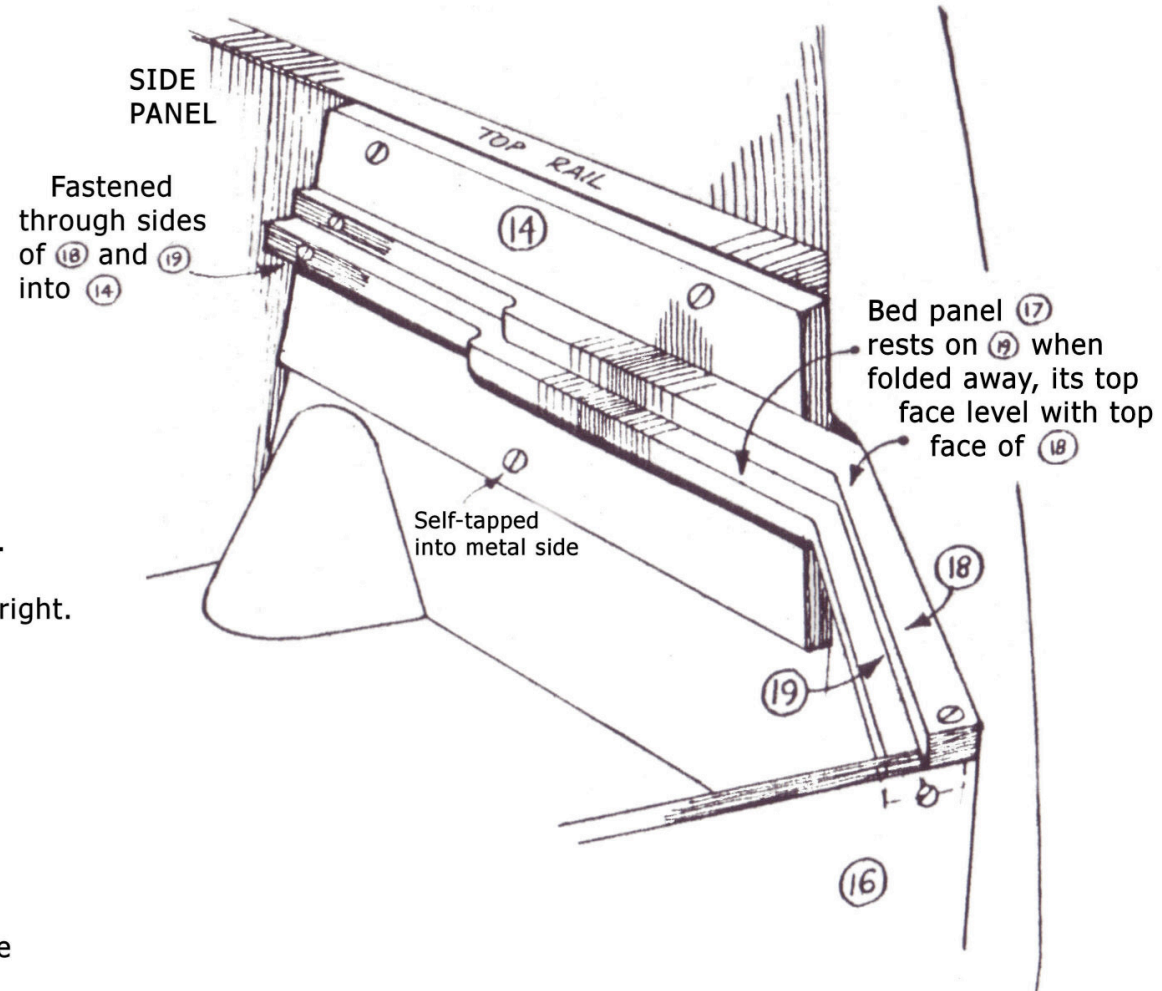
1. Fasten ⑨ to front slope of engine compartment with self-tappers, its lower edge resting on top of the wheel arch and dead level.
2. Loosely position ⑧, sloping forward and spaced at the top with ⑪ and ⑫, which are screwed into the side panel and side of ① respectively. Screw ⑧ to the ends of ⑪ and ⑫, and from inside of cupboard through ① into lower end of ⑧.
3. ⑪ needs packing out to support the bed when unfolded, so 'Evostick' ⑪A and ⑪B to it to make treble width.
4. Use three 3" brass hinges to fasten ⑩ to top edge of ⑨, leaving $\frac{1}{4}$ " between right hand edge of ⑩ and ①. It should fold forward freely to rest on arms ⑪ and ⑫ to form a section of bed.
5. Use three 3" brass hinges to fasten ⑬ to ⑨ to form top of seat, its leading edge resting on top of ⑧. It should lift up easily to permit access to locker space beneath.



The principal involved in the Bed Unit is to make use of the otherwise wasted space over the engine, whilst leaving adequate floor space when the bed is in the sleeping position. The unfolding action employed to achieve this is best seen from the sketches. Valuable storage space is gained when the bed is folded away.

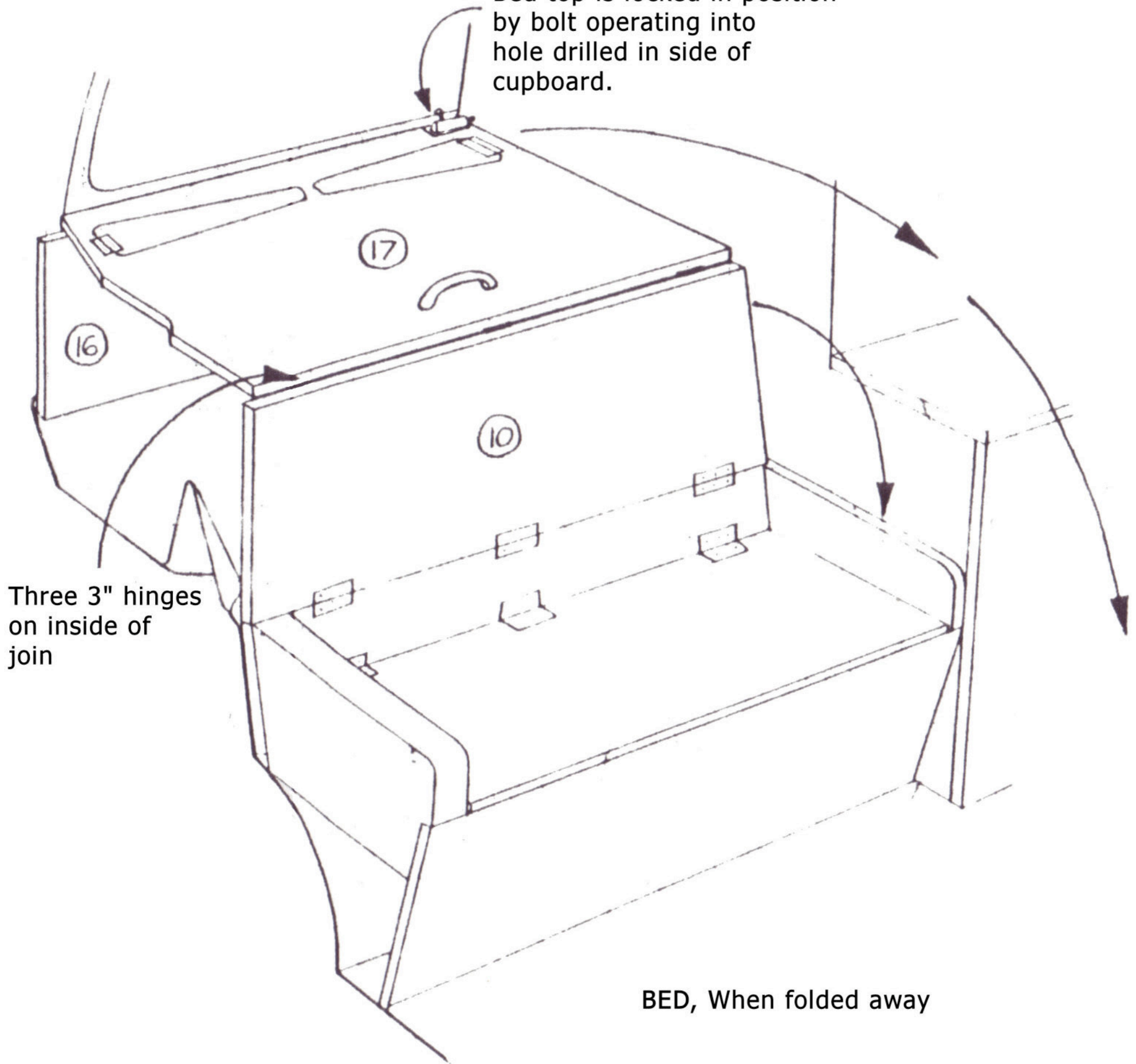
All pieces are from the sheet material.

1. Fasten (14) to offside immediately behind side panel with top edge of (14) level with top of top-batten.
2. Position (16), fastening through from inside of cupboard and into bottom edge through from engine compartment.
3. Fit side support (15) level with top of (16), and (10) when upright.
4. Cut (17) and (18) in one piece, then divide. (19) fastens to (16) and (14), level with top of (16), and (10) when upright (18) rests on top of (19), and is fastened to (14) and (16).
5. Cut out drop-down legs in (17) exactly as method for cupboard doors. Fit harbour stop, catches and handle.
6. Fasten (17) to top edge of (10), using three 3" hinges on underside. The edges adjoining the wardrobe should line up. The offside edges should be staggered.
7. (17), when folded away should rest on (15) and (19), its top edge flush with top of (18) and its rear edge level with (16). It should slide forward easily and unfold to complete the double-bed, being supported on (11), (12) and the drop-down legs.



VIEW OF OFFSIDE BED SUPPORTS
as seen through rear door.

Bed top is locked in position by bolt operating into hole drilled in side of cupboard.

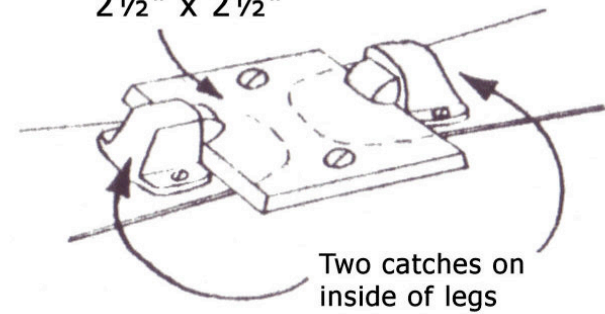


Three 3" hinges on inside of join

BED, When folded away

Central fastening arrangement
for legs when folded away

Hardboard
2 1/2" x 2 1/2"



Batten supports bed panel
when folded away, and acts
as stop for back of seat

screw from
inside cpd
into (16)

(15)

(16)

Bed panels rest
on pieces (11) and (12)

Note how panels get
progressively narrower to
allow unfolding without
fouling tapering van side
and folded table

Back of (10)

Back of (17)

See separate
sketch for
details of
drop out legs

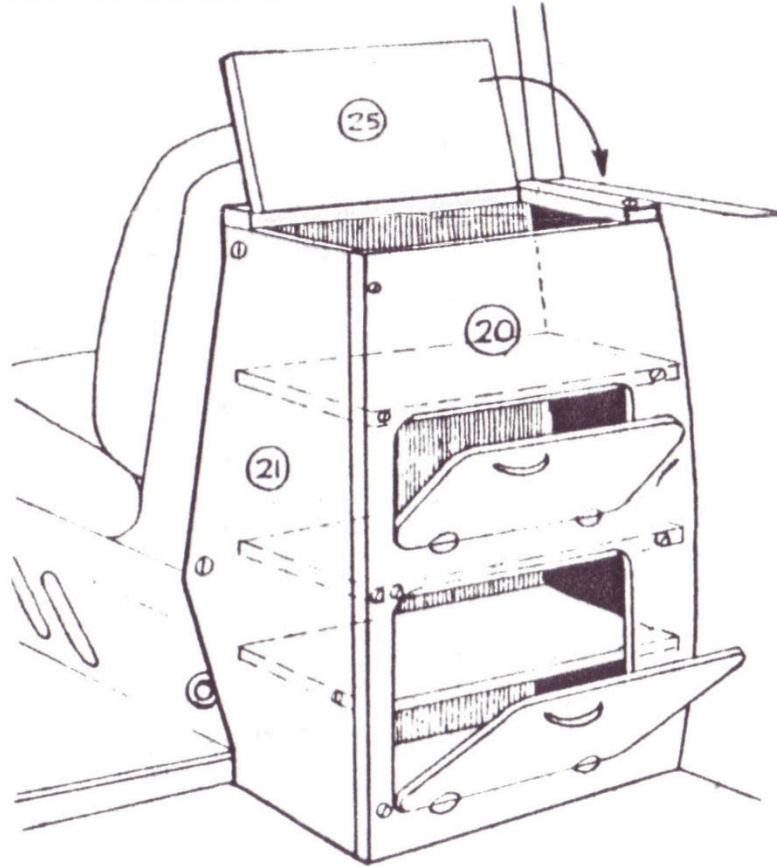
When unfolded, the total bed length is about
6' 5". Usual requirements are for 6' 0" only,
so you can hinge the last few inches if
desired to save valuable floorspace

BED, when unfolded

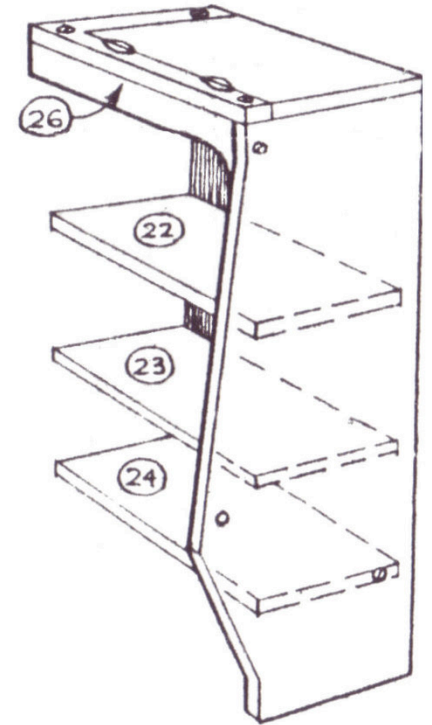
7 OFFSIDE STORAGE CUPBOARD

All pieces are cut from the sheet material

1. Fasten (20) to (21), and then add (24), (23), (22) and (25).
Note that (22) and (23) position halfway across the top cut of the two doors, so forming door stops.
2. Position (26), fastened to (21) and (25).
3. Fasten the completed unit in position by self-tapping through (21) into the side of the seat back, and by screwing through the metal into pieces (22) and (23).



VIEW FROM REAR COMPARTMENT



VIEW FROM REAR OF UNIT
BEFORE FIXING IN POSITION

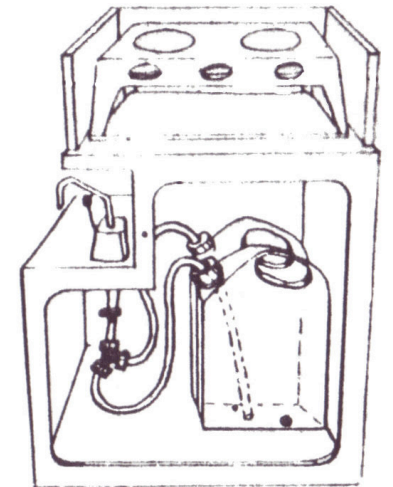
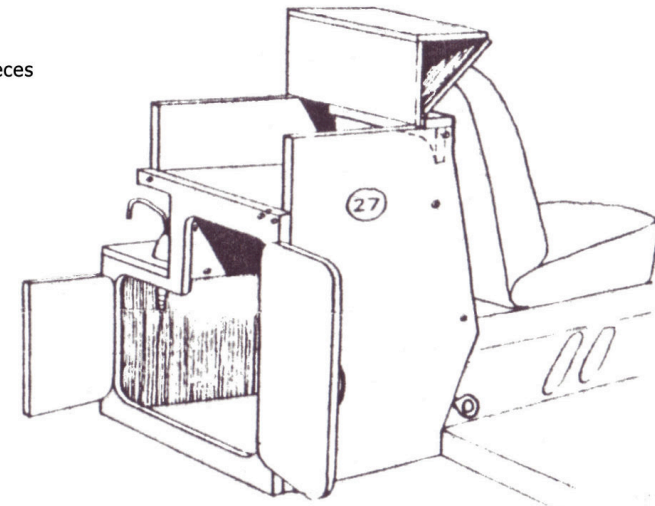
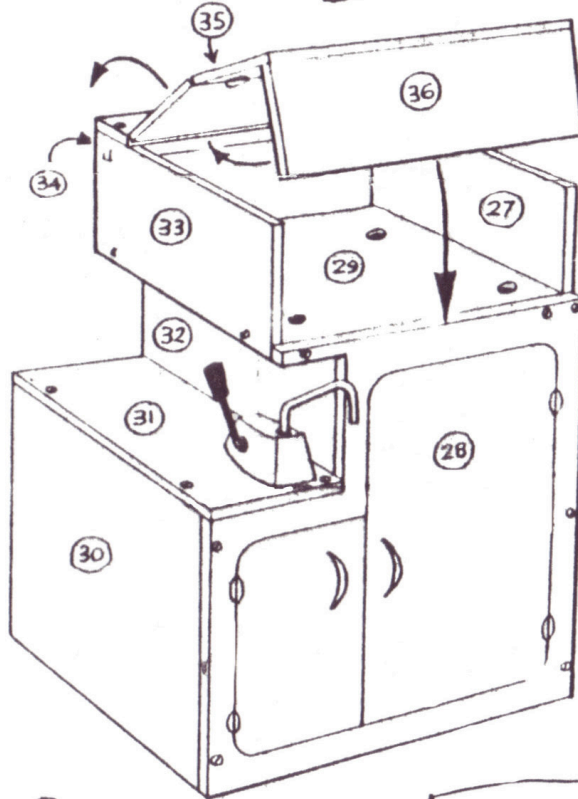
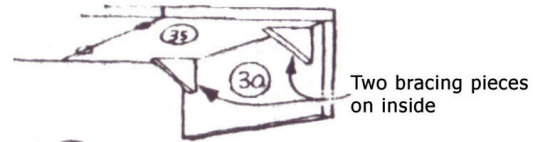
It positions snugly over the metal back shield of the driver's seat, which forms the back of the cupboard.

8

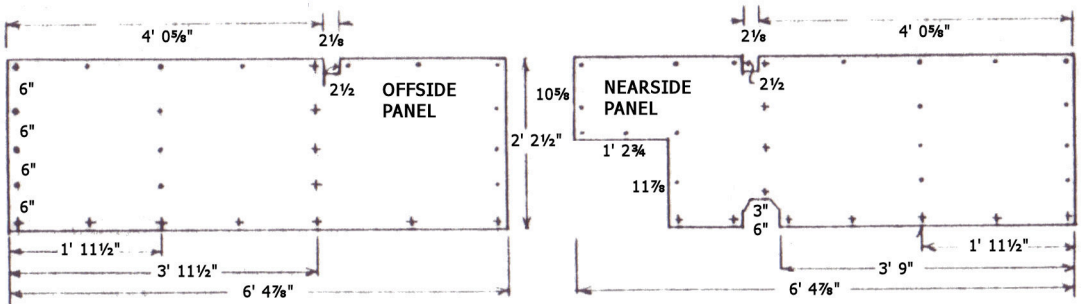
COOKER UNIT

All pieces cut from sheet material

1. Fasten (28) to (30), then (31) to both.
2. (32) screws to (31) from inside. Fasten (27) to (28), then (29) to (27) and top edge of (32).
3. (33) screws to edge of (29) and bridges on the top to (27) by the rear portion of (35). (34) screws across the back, fastened to (27) and (35).
4. To complete the construction (36) fastens to the front lower edge of (35). Two bracing pieces in the angle of (36) and (35) keep them rigid - position these so that they fall just within the inner faces of (27) and (33).
5. The folding top is so proportioned that when it is concertinered back, (36) forms an upright back splash to the cooker whilst the front portion of (35) forms a horizontal work top above cooker level.
6. Fasten water-pump in position and attach non-toxic pipe as in lower right sketch. The single tube separates to two lengths at a hose three-way junction. The two lengths drop to the bottom of the twin water containers housed on the right hand side of the cupboard.
7. The 'Argyll' hotplate fastens with bolts at each corner through (29). Insulation of the Calor Gas cylinder and connections is described later.
8. Fasten the completed unit in position behind the passenger seat by self-tapping through (27) into the side of the seat back, and by screwing through the metal into pieces (30) and (29). Extra fastening can be up through the floor into (28).



Before commencing the ceiling any portions to be painted should be done. If normal blockboard has been used it should now be stained and varnished after first sanding smooth and filling all cracks and screw-holes with plastic-wood.



The false ceiling is not absolutely essential, but considerably improves the appearance and insulation of the van and is well worth while. The panels are from 1/8" hardboard.

Firstly, make provision for the addition of a fluorescent light. Along the offside body channel runs the electric wire feeding the centre compartment interior light. Cut this near to where it enters the body cross member and add an extra extension wire which is left hanging loose.

A 2" x 1 3/8" batten (in two pieces) is fastened centrally along the whole length of the roof by screwing diagonally into the metal cross-members for the forward piece, and by notching above the roof-light and into ⑦ for the rear piece.

Support for the centre of the panels must be provided between the cab roof and the centre body cross-member. Evostick six small blocks of 2" x 1 3/8" across the roof (6 each side) glued to the steel. These do not carry any weight, but purely prevent the panels from belling inwards. The pressing across the roof metal is a useful guide for these blocks.

Similar blocks are placed behind the cab-ceiling-panels to support the front of the roof, and again in front of ⑦ and around the top of the wardrobe.

The spaces between the bearers are now coated with insulating material by glueing direct onto the metal van roof, in similar manner to the metal van sides.

The two ceiling panels are cut from hardboard, and fastened to the bearers with self-tappers and small nails. The centre edges butt together, and the offside panel's outer edge runs along the lower edge of the metal channel. The nearside panel's outer edge sits on top of the sliding door track.

The ceiling is covered with Vynide in two pieces. Each piece goes from the centre line, across the panel, under the metal channel and finishes just above the window line.

Conceal the centre joint with a thin strip of Vynide, and the gap between cab and compartment ceilings may be bridged in similar manner.