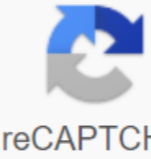


## Raven door seal installation instructions

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The RP4 Storm Proof Door Bottom Seal is suitable for all types of doors, including double doors. With closed door, marking line on the underside of the door, parallel to and 25mm from the door threshold. Remove the door. Saw along marked line. Sand and paint the cut end of the door to prevent moisture from penetrating. Hang the door again when it is dry. With a hack saw, cut profile plate (BILD. A) to the full width between the traffic jams. With a hacksaw, cut dense section (BILD. A) to the width between the traffic jams less than 2mm for the distance on the locking side. Cut rubber seals with scissors or a utility knife. Position profile plate on Derbank (ABB. A) and screw fix. Apply the sealant at the ends of the profile plate for a better seal. With closed door, screw fastening tightly inwards, hard against hinge side (BILD. A). Cut cover strips onto wide sealing section. Insert lid strips into the channel. Press in cover strip closure tabs at each end to hold cover strips. In tabs, tap flush with a small hammer. With closed door, marking line on the underside of the door, parallel to and 25mm from the door threshold. Remove the door. Saw along marked line. Sand and paint the cut end of the door to prevent moisture from penetrating. Hang the door again when it is dry. With a hack saw, cut profile plate (BILD. A) to the full width between the traffic jams. With a hacksaw, cut dense section (BILD. A) to the width between the traffic jams less than 2mm for the distance on the locking side. Cut rubber seals with scissors or a utility knife. Cut out the front edge corners of the profile plate (BILD. A) to fit door stoppers, or chisel door stoppers. Position profile plate on Derbank (ABB. A) and screw fix. Apply the sealant at the ends of the profile plate for a better seal. Cut out a small part at each end of the sealing section fastening leg (BILD. A) to allow the evacuation of door stops. With closed door, screw fastening tightly inwards, hard against hinge side (BILD. A). Cut cover strips onto wide sealing section. Insert lid strips into the channel. Press in cover strip closure tabs at each end to hold cover strips. In tabs, tap flush with a small hammer. With closed door, marking line on the underside of the door, parallel to and 25mm from the door threshold. Remove the door. Saw along marked line. Sand and paint the cut end of the door to prevent moisture from penetrating. Hang the door again when it is dry. Using a hack saw, cut each (PICTURE. A) up to half the width between the traffic jams. Cut each sealing section with a hack saw (BILD. A) up to half the width between the traffic jams. Angular cut for discounted meeting steles (BILD. B). Cut each sealing section on an angle during the session stilt to match discount. Position profile plate on Derbank (ABB. A) and screw fix. Apply the sealant at the ends of the profile plate for a better seal. With closed door, screw fastening tightly inwards, hard against hinge side (BILD. A). Cut cover strips onto wide sealing section. Insert lid strips into the channel. Press in cover strip closure tabs at each end to hold cover strips. In tabs, tap flush with a small hammer. (Note: additional cover strip locking tabs for double doors) With door door Marking line on the underside of the door, parallel to and 25mm from the door threshold. Remove the door. Saw along marked line. Sand and paint the cut end of the door to prevent moisture from penetrating. Hang the door again when it is dry. Cut each tread with a hack saw (BILD. A) up to half the width between the traffic jams. Cut each sealing section with a hack saw (BILD. A) up to half the width between the traffic jams. Angular cut for discounted meeting steles (BILD. B). Cut each sealing section on an angle during the session stilt to match discount. Cut out the front edge corners of the profile plate (BILD. A) to fit door stoppers, or chisel door stoppers. Position profile plate on Derbank (ABB. A) and screw fix. Apply the sealant at the ends of the profile plate for a better seal. Cut out a small part at each end of the sealing section fastening leg (BILD. A) to allow the evacuation of door stops. With closed door, screw fastening tightly inwards, hard against hinge side (BILD. A). Cut cover strips onto wide sealing section. Insert lid strips into the channel. Press in cover strip closure tabs at each end to hold cover strips. In tabs, tap flush with a small hammer. (Note: additional cover strip locking tabs for double doors) Note: If the doors are opened inwards, check whether the floor level can also be sealed. Flexible seal should easily actuate the sealing surface and gently sweep across the floor. Uneven or ramped floors can cause the seal to be pulled. The recommended adhesive temperature is above 21°C. Allow a few days to occur for full adhesion. The seal can be attached to the inside or outside of the door. Surface must be clean, smooth and, if painted, well cured. Mouse over photo for closer viewing DOOR SEAL for MGA VEHICLES\* MGA owners, we are pleased to announce our new and 100% correct door seal now available in 6 colors. Slamming the doors is a thing of the past! A lot of time and money was spent on this reproduction to get it right. The sealing assembly is faithfully made to the original and features a specially shaped flexible skeletal skeleton channel made of galvanized steel, covered with a cotton-covered plush wool material. The steel channel is manufactured in-house with a new progressive tool on one of our presses. The material was dyed by the mill house that makes the material for us according to the original colors. New tools have been created to produce the properly shaped soft neoprene rubber extrusion that the original spring steel clips is attached to the covered channel. The seal is fully assembled and guarantees a well-prepared surface fit as described in the manual. As part of the seal development, a set was attached to Todd Clarke's MGA Mk.II to ensure it was correct and did not cause shut problems. Many sealing sets have now been sold worldwide and installed with great results. \*This seal is also correct for Jaguar XK150, MK.7/8/9 & many BMC sedans. Ask for the price. Available in BLACK (coal), RED (rust), (Keks), DARK RED (Scarlet), GRAY (dove), BLUE (medium) – see rollover image P75A—Roadster 149.00 USD (per two-replacement) P75B—Coupé 220.00 USD (per double replacement) P75C—Magnette ZA/ZB (4-door set) 550.00 USD. Continuous lengths - starting at USD 15.50 per foot - status and ask for an offer. DOOR SEAL INSTALLATION INSTRUCTIONS Thank you for your interest in our MGA door seal. The seal can be installed in a few minutes as long as the surface/flange is properly prepared... Important!!! The metal/body flange surrounding the door opening should be at least 1/2 wide and a maximum thickness of 0.120 to 0.125. Originally, the steel plates that make up this flange were precisely welded together, creating a fairly smooth surface, etc. Excess thickness caused by sloppy body repair must be removed for the seal to fit properly! Also note – there should be at least one 1/2 gap between the body flange and the closed door all around. (In most cases you will find as much as a 3/4 gap between the front of the door and the body... this is OK) The 1/2 to 3/4 gaps do not take into account the thickness of the door plate – originally about 1/8 thick. The 1/8 reduces the 1/2 plus gap. Once you have determined that the flange is correct, you can install the seal manually – no tools are required. THE HAMMERN IS DISTORTING THE COMPANY. The small spring clips in the channel are about 3 apart. These clips are what actually secure the channel/seal on the flange. Make sure you press them over the flange edge and grab it! Once the channel is positioned, gently press it together to make sure it is as tight as possible against the body flange. Rubber is just around the corner. The door seal is delivered in sets with each length hand cut so that it becomes an LHRH-PC. Note: There is a finished end where the first spring clip is positioned about 2 from the end. START THE INSTALLATION WITH THIS END. The clips are positioned in such a way that they are not placed at the bottom corners, for example. The seal is flexible enough to push into the front bottom corner and create a good seal and finished look. In general, it is a good idea to assemble the seal after completion of the interior work... Installation of carpet and int. panels. It is best to get right the first time because pulling the channel out of the flange can release clips! Please contact us at any time if you have any questions. ROADSTERS – Start at the top (see drawing) by attaching the chrome cap (the chrome cap fits over the front and rear lining panels) so that it completely ends the channel Tuck channel, rubber and fabric in chrome cap. Once you have reached the upper front-end area, determine the final length and trim surplus. Gently fold the plush wool/cotton fabric and rubber back. Cut the metal channel with tin snippers and the fabric and rubber with sizzors. Sizzoren. Put the rubber and fabric back in position and install them in the chrome cover, etc. COUPE - Originally, the installation of the seal in the lower front corner was started/finished. The start/end in the lower middle provides a more completed job. (rubber ends can be connected with cement, etc.) Coupés have been equipped with a finishing trim PC. to protect the seal at the bottom. We are proud that all components except the clips are manufactured in the USA. The clips are made in BRITAIN with original tools. OUR SEAL IS NOT AVAILABLE FROM EVERY ELSE and, as far as we know, no one else produces the right seal! Seal!

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