



200 SERIES

LandCruiser



Installation Instructions



LC200 Installation Instructions

Due to the intrusion of the hinge this product is not suitable for vehicles that passengers in the seats adjacent to the Emuwing. The Emuwing is designed as an addition to a storage system and should be removed if the seats adjacent to the Emuwing are ever reinstated.

Parts List



Emuwing Frame
- One per side



Emuwing Panel
- One per side



Polyurethane Glue & nozzle
- One (1) per kit



Support brackets
- Two (2) per side



Hinge and Faceplate
- Two (2) per side



Adhesive Weatherstrip
- One (1) length per side



Pinchweld (if applicable)
- One (1) length per side



Gas Struts
- Two (2) per side



3M Primer
- One (1) per side



M5 CSK bolts- Eight (8) per side



Panhead bolts
- Four (4) per side



M4 Hex bolts, Washer & Nyloc nut
- Eight (8) per side



Handle
Two (2) per side



Keys & Keyring
- One (1) keyring with two (2) keys for each Emuwing



Chalk Pen
One (1) per kit



Latch Plates and Spacers
Two (2) per side

Tools required:

- 4mm Allen Key
- Medium size Phillips's head screwdriver
- Eight to Twelve Clamps per side
- Spanners 7mm
- Sockets 7mm, 10mm and 14mm
- Caulking/Glue gun

Other things that you will need:

- Wax and Grease remover
- Clean rags or kitchen paper
- Masking tape
- Trim pry

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Contents

1: Remove the existing rear window and mark the interior trim for cutting.	3
- Remove interior trim, glass and rubber.....	3
- Marking interior trim for cutting.	3
2: Installing the frame.	4
- Positioning the frame.	4
- Gluing the frame into place.	5
- Attach the Latch plates	6
- Cutting interior trims.	7
2: Attaching the door panel.	7
- Tighten the support brackets.....	7
- Attach the hinges.....	7
- Placing the door panel.	7
- Securing the door panel.....	8
- Attach the gas struts.....	8
3: Adjusting the door panel depth and fitting the weather-strip.	8
- Adjustments – left/right and up and down.	8
- Applying the weather-strip.	9
- Primer	9
- Adjustments – Depth.	9

The following instructions detail the installation of your new EmuWing kit; allow a total of three to four hours fitting time for each panel excluding curing time. Read the instructions thoroughly before starting.

Allow any additional time that may be required for rust repairs.

We have installations on our YouTube channel which may be worth looking at before beginning.

Note: The radio antenna may need to be replaced. The antenna is a diversity type and selects which antenna to use based on signal strength -antennae are embedded in the glass on one side or both.

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1: Remove the existing rear window and mark the interior trim for cutting.

- Remove interior trim, glass and rubber.

We recommend having a professional glazier remove the rear window, as it's glued in place and can be quite tricky. While it's technically possible to do it yourself, we don't currently have a video guide for this step—mainly because we use specialised tools that most DIYers won't have access to. If you do decide to give it a go, a windscreen removal tool is a smart investment. Just be aware that there are hidden plastic clips embedded in the original adhesive, and they're tough to cut through.

The interior trim in the 200 Series is made up of multiple sections and simply clips into place. After removing any handles and seatbelt mounts, carefully pull the panels off—watching out for brittle clips that can snap or go flying across the shed.

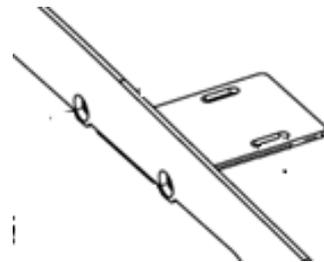
The upper trim is held in with plastic connectors designed to allow the curtain airbag to deploy. These are especially stubborn and may need to be cut to remove the panel cleanly.

Once the window is out, give the area a good wash and remove as much of the old glue as you can. It doesn't need to be spotless, but the Emuwing frame should be able to sit flat and snug against the body—so trim away any lumps or excess adhesive.

- Marking interior trim for cutting.

With the glass removed, temporarily refit the interior trim panels to their original position. You'll notice that some sections will now overhang the window opening on the outside of the vehicle.

Carefully check for any areas of the trim that extend past the body line—these will need to be trimmed back. Whilst the trim is in place, hold the Emuwing frame up against the vehicle and mark the locations of the top support brackets and bottom latch plates. These spots will require extra clearance to allow the frame to sit flush—see the next section: [Positioning the Frame](#).



Support bracket on frame

Once marked, remove the trim again and neatly cut away the excess material to ensure a clean, precise fit between the Emuwing frame and the vehicle body.

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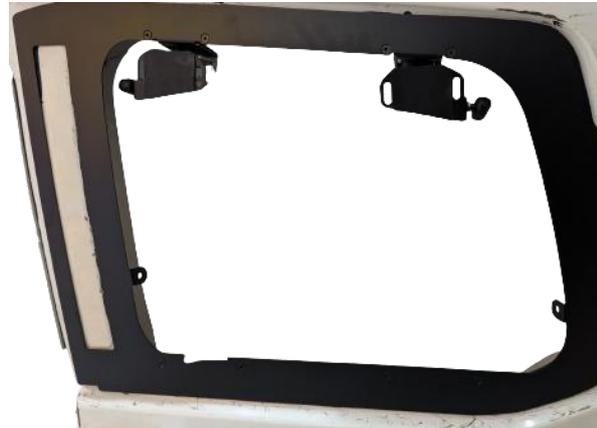
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2: Installing the frame.

- Positioning the frame.

Before installing the Emuwing frame, remove the side and bottom trim panels around the window opening. This step is important to ensure there's enough access to properly attach the mounting clamps.

When positioning the frame, keep in mind that there's very little room for adjustment. The front cut-out of the frame is designed to fit over a raised section of the vehicle body, which naturally limits how much the frame can be shifted—so take your time and align it carefully from the start.



Important: Before installing the Emuwing frame, the top interior trim panel must be trimmed and refitted. Once the frame is glued in place, this panel becomes nearly impossible to reinstall—so it must be done beforehand.



Don't skip this step. Trim the top panel as needed (based on your previous markings), and make sure it fits properly in place before proceeding with the frame installation.

Loosely attach the support brackets to the back of the frame.

Refit the **top interior trim panel only**, and test-fit the Emuwing frame again to ensure it sits flush against the vehicle body. If the frame doesn't sit flat, further trimming of the trim panel may be required—**make sure this is done before any glue is applied.**

Trim additional material where the support bracket sits, around 5mm extra.

We'll say it again: once the frame is glued in, the top trim panel is extremely difficult to reinstall. Double-check your fit now to save yourself a major headache later.

With the fit confirmed, place a clamp on each corner of the frame. The frame is designed to flex slightly and will naturally mould to the vehicle's shape. It's also a good idea to run some masking tape around the outer edge of the frame—this makes cleaning up any excess glue much easier later on.

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- Gluing the frame into place.

Remove the frame and give both the back of the frame and the window seam on the vehicle a thorough clean. Make sure there's no leftover dust, glue, or debris—clean surfaces are critical for a proper bond. We recommend wearing gloves during this step to avoid contaminating the area with oils or grease from your hands.

Next, apply a consistent bead of Sikaflex around the inside edge of the window opening on the vehicle. Aim for a bead around 5-6mm wide, increasing slightly to 7-8mm around the corners for a better seal.

You'll find there's plenty of adhesive in your kit, so if you'd like to do a practice run first (on some scrap material), go for it—it's a great way to get a feel for the product before committing.

Before placing the frame, double-check that the glue bead is continuous with no gaps or breaks.

Have your clamps ready and within reach—things will move quickly from here.

Carefully place the frame into position and immediately secure it with clamps, ensure the support brackets go inside the body—start with each corner, then add clamps along the bottom and sides as needed.

Once clamped in place, inspect the frame closely. If you can see any light between the frame and the body, add more clamps. The goal is a snug, flush fit all the way around.

For the front two corners, you'll need larger clamps—these sections of the frame are wider and may need a bit of extra pressure to conform snugly to the vehicle body. Don't be afraid to really cinch them down to get a tight, even seal.

Now you can tighten the support brackets. These are designed to apply gentle pressure to the top edge of the frame and help hold it in position while the glue cures. Tighten the brackets just enough so the glue begins to squeeze slightly—but not so much that the frame distorts. It's all about light, even pressure. Once the adhesive has fully cured, you can come back and give the brackets a final tighten if needed.

Once the glue is applied and the frame is in place, leave to dry for at least 24 hours.

Whilst the glue is wet and the frame is clamped, carefully clean up any excess glue from around the frame.

Use an old rag to push the excess glue onto the masking tape, once all the glue has been pushed back – remove the masking tape carefully ensuring the glue remains on the tape and not all over you and the car.

The glue can be cleaned up using wax and grease remover whilst wet, do not leave it to dry as its much more difficult to remove without damage to the paintwork.

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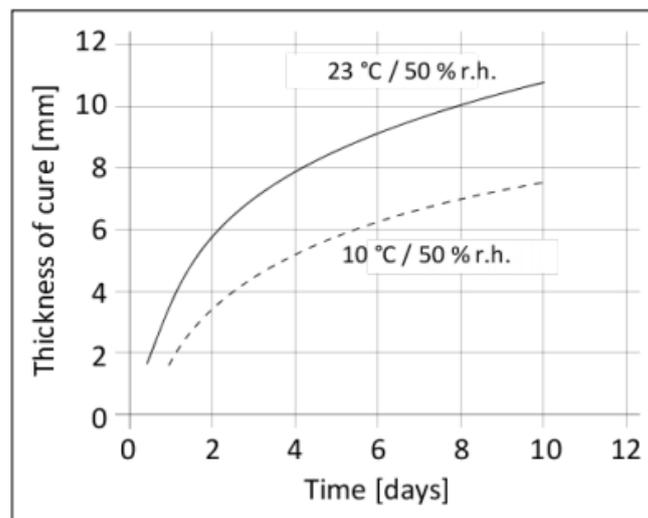
- Attach the Latch plates

Next up: attaching the latch plates to the bottom edge of the frame.

From inside the vehicle, position each latch plate so it clamps the frame to the car body. Use the two included M5 x 8mm bolts to secure the latch plate—start by loosely threading them into the latch plate to hold everything in place.

Once the bolts have just started to bite into the threads, slide the spacer in between the latch plate and the frame. This ensures the correct spacing and alignment before lightly tightening.

Do Not proceed with fitting any hardware to the frame until the glue has set and the frame is securely in place (at least 24 hours). With our latch plate addition, work can continue but the glue should still be left for three to four hours to begin curing.



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- Cutting interior trims.

You can now trim the interior panels in preparation for final reinstallation. If you're unsure about how to approach the cuts, check out our guide on YouTube—it's a handy visual reference.

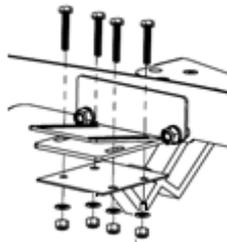
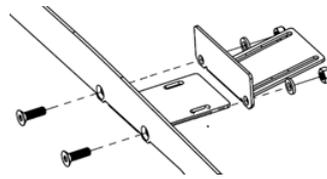
Using the marks you made earlier, carefully trim away the excess material from the interior trim panels. You'll typically need to remove between 2mm and 5mm, depending on the area. Take your time and cut cleanly for the best finished look.

2: Attaching the door panel.

- Tighten the support brackets.

Assemble the support brackets on top of the frame, using the M5 bolts. Securely clamp the frame to the body with these bolts. When tightening, avoid over-tightening; instead, ensure to tighten them firmly to approximately 5 Newton-meters (5NM).

Ensure even tightening of the two bolts to align the slots in the brackets and firmly press the bracket against the body.



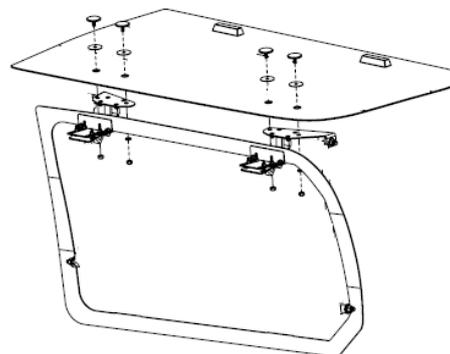
- Attach the hinges.

Attach the Hinges to the frame using the supplied 4mm nuts, bolts and washers so the face plate protrudes around 10mm from the frame. The exact depth will be adjusted later.

- Placing the door panel.

When the hinges are in the closed position, position the door panel centrally. Use a spacer at the bottom of the door panel to elevate it slightly, ensuring proper alignment. It's recommended to close the rear passenger doors to aid in alignment.

Partially close the handles to engage the cam latches over the frame, securing the door panel in place temporarily. This provides stability while fixing it into its final position.



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- Securing the door panel.

From the outside, insert the Pan Head bolts with rubber washers. On the inside, place a washer first, followed by a nut. Once all four pan heads are in place and secure, check that the door does not foul the car when opening and closing. If there is any fouling, adjust the door accordingly before attaching the gas struts.

Once all four pan head bolts are in place, tighten each up to approximately 6NM, taking care not to strip the thread of the Aluminium pan head bolt. Align each of the pan head bolts visually from the outside, they should follow a straight line across the door panel.

- Attach the gas struts.

After adjusting the door panel as much as possible, open the door and attach the struts with the wider end positioned at the top. Carefully close the panel, observing any potential contact with the car. Once closed, take note of any necessary adjustments required to align the door panel with the car.

The depth of the door can be fine-tuned later during the attachment of the seal. At this stage, focus on the position of the panel in relation to the car. If the panel extends more than 8mm out from the frame, consider adjusting it inward to at least 10mm.

- Before loosening any nuts for any further adjustments, detach the gas struts first.

3: Adjusting the door panel depth and fitting the weather-strip.

- Adjustments – left/right and up and down.

The door panel's vertical and horizontal positioning can be adjusted by loosening the pan heads that attach the door to the hinge. Before removing the struts and loosening the pan heads, take note of the required adjustments. Mark the current position of the hinge plate on the inside of the door.

Once satisfied with the adjusted position of the door panel and the gas struts are reinstalled, proceed to attach the weather seal to the interior.

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- Applying the weather-strip.

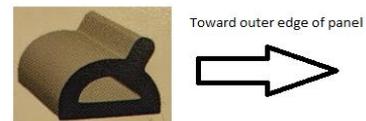
C Close the door panel and meticulously mark inside the door panel around the inner edge of the frame. Take note of the distance between the marked line and the edge of your frame.



- Primer

Before attaching the weather strip, use the provided 3M primer along the areas where the strip will be applied. Apply the primer using long strokes precisely where the weather strip will be placed.

Once the door has been marked and primed, attach the weather seal to the door, following the outside of the marked lines. Ensure the seal aligns with the frame correctly to prevent moisture and dust from entering the back of the vehicle.



- Adjustments – Depth.

After setting the weather seal in place, close the door panel and check the depth to ensure it aligns with the car, effectively compressing the rubber seal. If adjustments are needed, follow these steps:

Loosen the hinges from the top supports (the gas struts do not need to be removed).

Apply even pressure to the outside of the door where the hinge meets the door until you observe the rubber compressing onto the frame.

Re-tighten the bolts.

If additional help is required, please feel free to give us a call on +613 8592 1926 between the hours of 10am and 4pm AEST – Monday to Friday.

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