



Arctic Tern Product Collection Considerations for Fitment

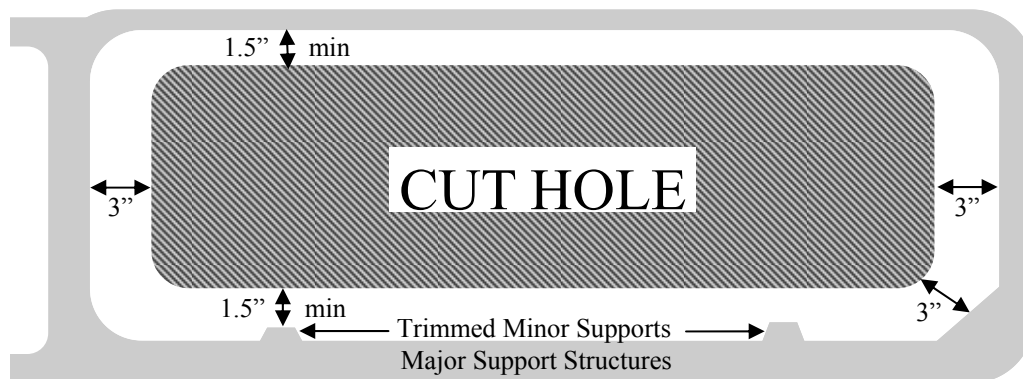
Considerations Regarding Fitment of Arctic Tern Windows, Roof Hatches & Cargo Access Doors

This material must be read and understood before ordering

Thank you for considering our products for your build! We have many happy DIY and professional builders using our windows with great success. Unfortunately we cannot make specific recommendations regarding fitment. There are so many variables regarding make, model, year, configuration, and modifications that recommending any particular component would be irresponsible on our part. What we can do is offer help with measurements and give you all the information you need to make that determination for yourself. On our website we have a Library tab with files that contain critical dimensions you will need to fit your components. We will be adding additional files, including videos in the coming months. If you have questions about items that are not clear, feel free to call or email us. We are happy to assist you!

Here are a few items that must be considered:

1. All utility vans have panels where windows or cargo doors may be installed. These panels are surrounded by major support structures, and they have thinner supports keeping the sheet metal rigid. We do not recommend ever cutting into, or modifying, major support structures. Minor support structures may be cut to allow for these installations. For the installation of windows and cargo doors into vans, you **MUST** keep the cut hole 3 to 4 inches away from any major support structures along edges that are curved. In most cases, this will be the vertical edges at the side of the window. If no curvature is present along the top and bottom, 1-1/2" of free sheet metal is sufficient. This allows enough free sheet metal to conform the curve of the wall to the window. In some cases, the van panel will have a corner that is angled, and this will reduce the available space for a window installation. An example is the door panel on most Sprinter vans. See the drawing below for appropriate clearances.



2. Make sure that the clearances on the inside of the van allow for the installation of the blind assembly. The blind is slightly larger than the window, which is nice! It allows the blind and screen to open completely out of the window opening. Care must be taken to allow enough room for this assembly so that cabinets or countertops do not interfere. Also, be aware that at least ½” of free space is needed above and below the assembly. This is required to open the housing and install the mounting screws. Complete dimensions for all of our windows are in our Library named Window Dimensions Side View and Front View.
3. The blind and screen assembly is designed to hook onto the window and screw to the wall. Note that sufficient framing must be present beyond the corners of the windows to screw the blind too. The frame should extend beyond the cut hole at least 1” and provide a corner to screw in the blind. Some installers have found it better to inset the window into the finished wall and mount the screen separately. This is perfectly fine. The blind and screen assembly does not need to be mounted directly onto the window.
4. Note Regarding Panel Vibration: The left and right rear panels in some vans, primarily Sprinters, are known to have vibration problems. These panels can literally vibrate like a drum head if unconstrained. A few customers have reported rattling from our windows when mounted in these locations, when the walls are not properly finished. A properly finished wall should include insulation and a hard inner panel that is tied to the outer skin so that the wall cannot vibrate uncontrollably. This is a good practice for all van mounted windows.
5. Choosing the right wall thickness specification for your windows is important! We need to know what your final wall thickness will be to ensure that you get the right components for your build. We have four window trim rings to choose from that accommodate walls from 24mm to 74mm. We can help you choose the correct ring. Our windows require a minimum wall thickness of 24mm, or 15/16”. Walls thinner than 15/16” will require spacer frames to be fabricated. All sheet metal (van) installations require this minimum spacer frame! The best materials to use for these spacer frames are hardwood or metal tubing. The spacers should be mounted into place inside the van, prior to window installation. A high strength polyurethane adhesive, such as Silaprene® SolidBond™ distributed by Tern Overland, Sikaflex 252, or 3M 5200 Quick Cure may be used, but we have found that Very High Bond (VHB) bonding tape is a quick and effective solution to attaching these frames. 3M and other companies sell automotive grade VHB tape. The frame/spacer should be clamped to the sheet metal to pull it flat, so that the window clamps to a flat surface. These frames can be as simple as 4 sticks of aluminum or wood. It is also important that we know the wall or roof thickness for the cargo access doors, entry doors and roof hatches, as there are four different clip sizes available to install these items.
6. Roof hatches must be installed on a flat secure surface. If you are considering installing a hatch on a van roof or other curved surface, a flat metal frame must be created to support the hatch. Failure to do this will result in malfunction of the hatch, and possibly damage. Roofs must also be a minimum of 30mm (1-3/16” thick). The Arctic Tern Windows are not designed to be used as a roof hatch. Contact us for options concerning mounting these hatches in corrugated van roofs.