



**8500 & 9000**

**Fabric Roller Tube Assembly  
with  
Recessed Universal Hardware**

**USA**  
SERVICE OFFICE  
The Dometic Corp.  
509 So. Poplar St.  
LaGrange, IN 46761  
219-463-4858

**CANADA**  
Dometic Dist.  
866 Langs Dr.  
Cambridge, Ontario  
CANADA N3H 2N7  
519-653-4390

**For Service Center  
Assistance Call:**  
800-544-4881

**INSTALLATION  
INSTRUCTIONS**

**MODELS  
8500 & 9000**

# INSTALLATION

COVERED BY PATENT 4,524,791

**IMPORTANT: Read ALL of the following steps before beginning installation.**

The Dometic Corporation reserves the right to modify appearances and specifications without notice.

## Application

The **A&E RECESSED HARDWARE™** is designed and intended for use and installation into a special pocket built in the side of motorhomes, mini-motorhomes, 5th wheels and travel trailers with straight or curved sides. The FRTA is intended to mount to **standard** awning rails mounted on the outer wall surface of the vehicle.

## RECESS SPECIFICATIONS:

**Recess Locations.** when built into the coach, must be in even full foot measurements apart, center-to-center, or left edge to left edge for the awning to fit and function properly. Awnings are available in even foot lengths from 7' to 25'.

The **recess size** must be 6.5" wide x 1.5" deep x 73.75" to 87.25" high.

The **recess base** is the mounting structure for the awning foot. The vehicle must have adequate strength in this area to support the awning in transit and in use.

The **recess top** should be within 2" of the awning rail to allow proper alignment of the fabric and roller tube.

The **top bracket** mounts to the area directly above the recess. The vehicle must have adequate structure here to support the awning rafters in use.

## CENTER TENSIONING AND SUPPORT ACCESSORIES:

There is an adapter in the hardware parts pack to allow the A&E Optima Tension Rafter to be used with the A&E Automatic Center Support and then stowed in transit. The rafter and support are accessories which may be purchased separately.

Installation of A&E Awnings may at some points, require three people. Use the following procedure to assure a properly installed, and properly functioning awning.

1. Where the A&E Awning is to be mounted above the entry door, the door roller must be installed on the exterior side of the door in the extreme upper corner above the door handle. **(FIG. 1A)**

In addition, if there is a screen door inside the regular door, a door edge guard must be installed on the exterior side of the screen door, in the extreme upper corner opposite the door hinges. **(FIG. 1B)**

This is so that when the entry door or the screen door is swung out while the awning fabric is extended low, the door roller or the door edge-guard (instead of the sharp door corner) makes contact with the under-side of the fabric.

**FIG. 1A**

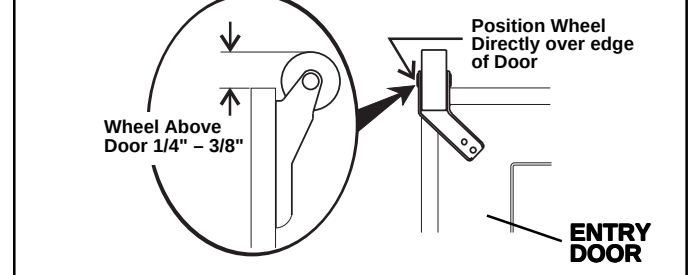
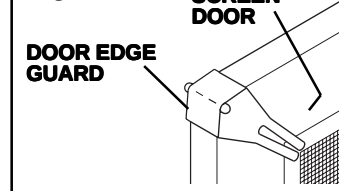
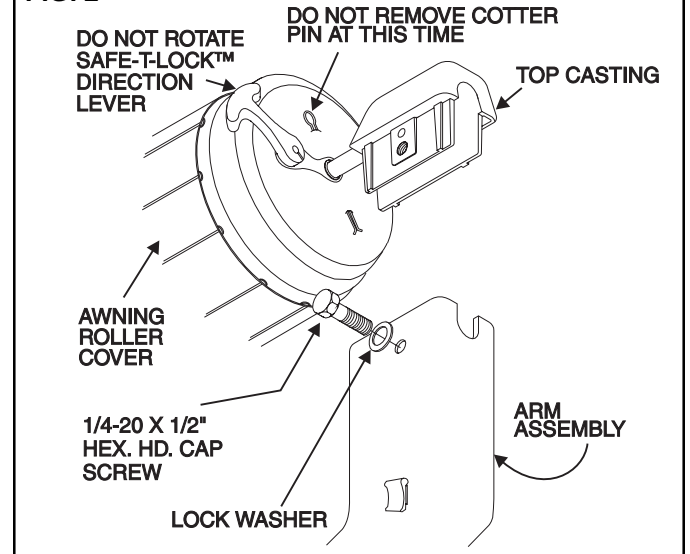


**FIG. 1B**



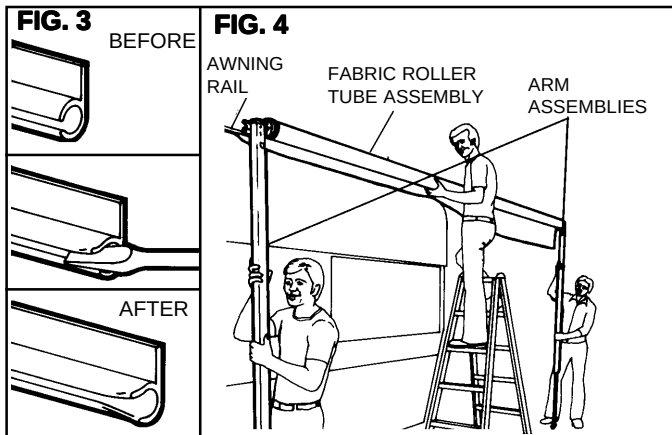
2. Carefully lay the fabric roller tube assembly on "V" troughs or other well protected surface to prevent fabric damage. Mount the arms to the top castings by installing the 1/4-20 x 1/2" hex. cap screws with lock washers through the arms and into the top castings. **(FIG. 2).**

**FIG. 2**



**CAUTION: DO NOT REMOVE the lock end cotter pin at this time and DO NOT attempt to rotate the Safe-T-Lock™ Lever until installation is complete. (Lever has been pre-set in the roll-up position.) (FIG. 2)**

3. Remove the left end cotter pin (non-locking end) **after both hardware arms are attached.**
4. Prepare the awning rail to accept the awning roller cover by selecting the end from which the awning shall be fed, then widen that end of the rail with a flat screwdriver. Lift the handle and lower the inner arm to the ground to support the awning. (FIG. 3)



5. With one person grasping each support arm, carefully lift the entire assembly to an upright position.

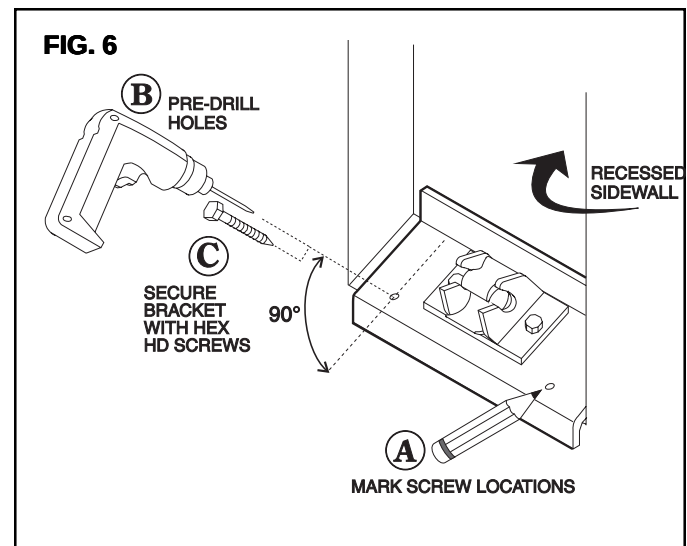
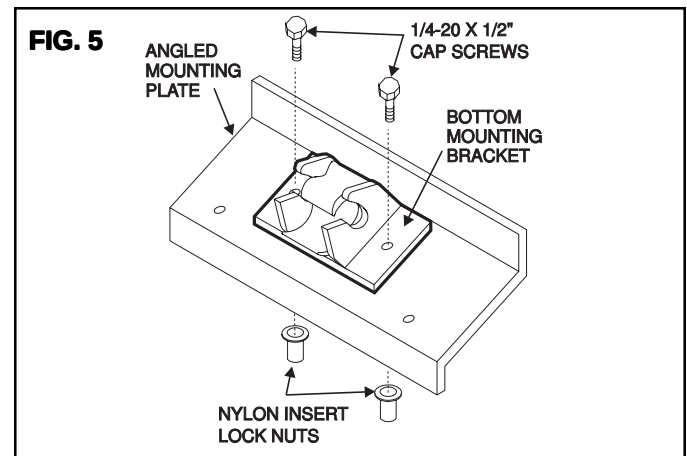
Keeping the two arm assemblies **Parallel** to each other to avoid excessive twisting and possible damage to assembly, walk the awning back to the end where the awning rail was prepared. (FIG. 4)

A third person is now required to feed the roller cover into the awning rail while standing on a stepladder, while the other two walk the entire awning assembly forward and into the desired position. (FIG. 4)

## 6. Installation of Bottom Mounting Brackets

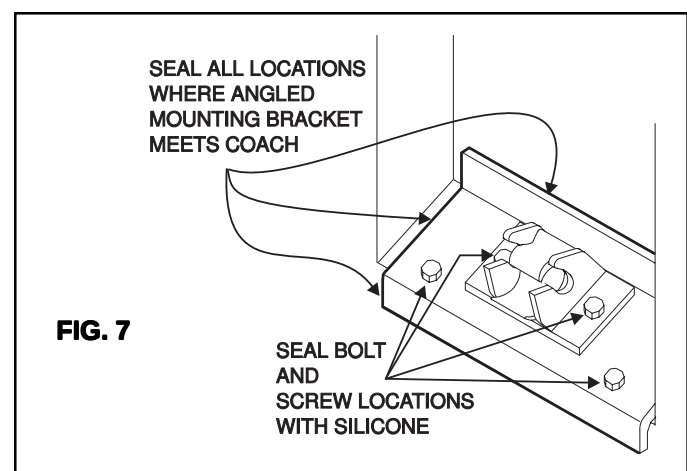
Bolt the bottom bracket to the angled mounting plate with two 1/4-20 x 1/2" cap screws and nylon insert lock nuts. (FIG. 5)

Position the bracket to the base of the vehicle pocket and mark the screw locations. Pre-drill 3/16"dia. holes at 45-degree angles through the marked locations (7/32"dia. if drilling into steel). (FIG. 6)

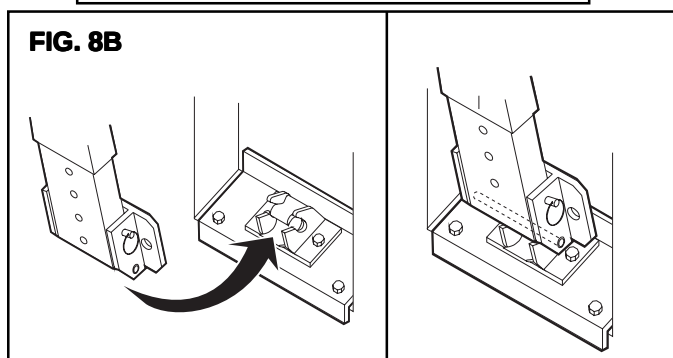
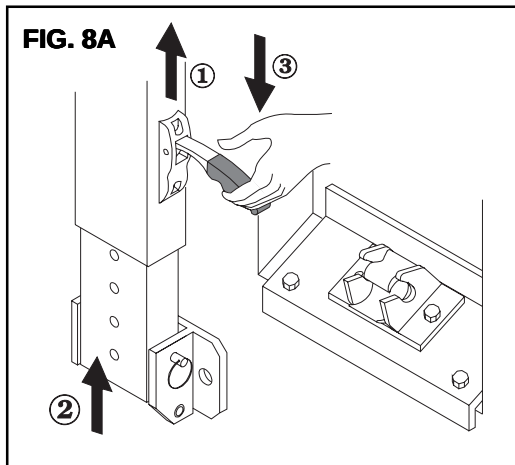


Secure the angle bracket with two #14 x 3" hex. head screws. (FIG. 6) **Do not overtighten.**

Seal the bolt and screw locations, and all locations where the angled mounting brackets meet the coach, with clear silicone to protect against water entry. (FIG. 7)



Release the adjustable arm by lifting the handle, and slide it up to the bottom mounting bracket. Snap the foot of the adjustable arm into the mounting bracket. **(FIG. 8B)**



## 7. Installation of Top Mounting Brackets.

Align the arm squarely in the recess. Insert the rafter top pivot into the top bracket. Place top bracket in position against the top of the recess as shown in **FIG. 9A, 9B**, and aligned directly behind and centered with the main support arm.

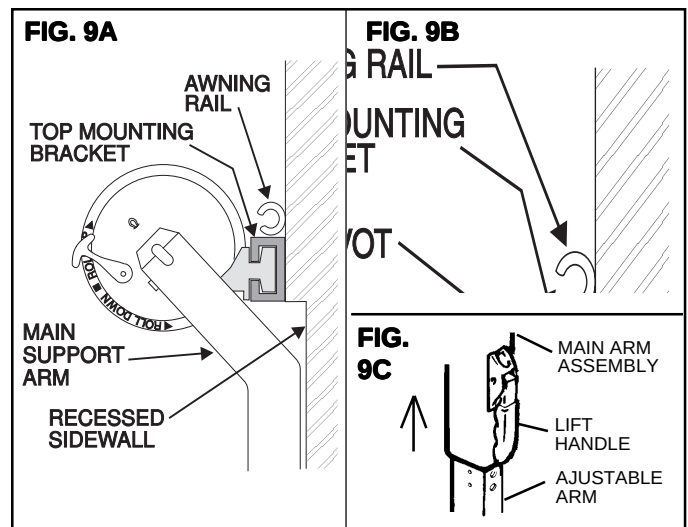
Pull the main support arm away from the vehicle. Mark the top bracket position and predrill the two holes using a 3/16" drill bit. (Use 7/32" drill bit if drilling through steel). Install top bracket with two #14 x 2" hex. hd. screws **(FIG. 9B)**. It is recommended that clear silicone be used to seal the screw where it enters the coach.

Repeat for other side.

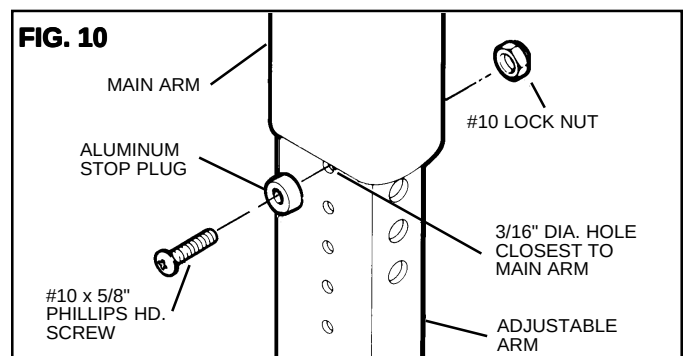
## 8. Installation of Stop Plugs

**CAUTION: This step is essential for the proper functioning of all A&E Awnings.**

With both bottom brackets installed, and both main arms closed fully against the coach and lowered onto the top pivot, **RAISE THE MAIN ARM UP BY ONE HOLE** by lifting it with the handle. **(FIG. 9C)**



On the front of the adjustable arm, locate the small 3/16" dia. hole which is closest to the bottom of the main arm **(FIG. 10)**. Install aluminum stop plug in this hole by inserting a #10 x 5/8" phillips screw through the stop plug and through the hole. Secure with a #10 lock nut **(FIG. 10)**. Lower the arm onto the stop plug.



**THE MAIN SUPPORT ARM SHOULD NOW COMPLETELY CLEAR THE TOP BRACKET AS IT SWINGS TOWARD THE VEHICLE SIDE. (FIG. 9A)**

Repeat for other side.

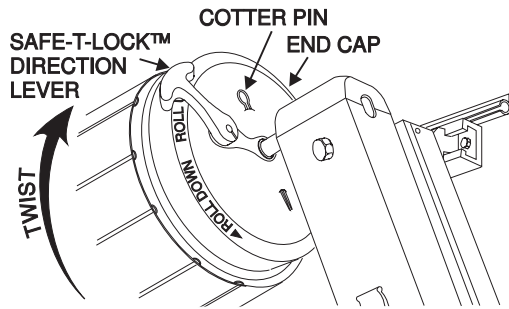
## 9. Releasing Pre-Set Tension

Remove cotter pin in the Safe-T-Lock™ end (right end) that is holding factory pre-set torsion. The cotter pin is found in the roller tube end cap (**FIG. 11**). For easier removal, twist the roller tube as if unrolling awning while pulling on cotter pin.

### **! WARNING**

**When cotter pins are removed, springs are under tension. The awning will attempt to close. Keep hands clear of hardware and roller tube.**

**FIG. 11**



The awning should now roll up snugly against the vehicle side. If no tension is felt, check to make sure the Safe-T-Lock™ Lever is in the roll-up position.

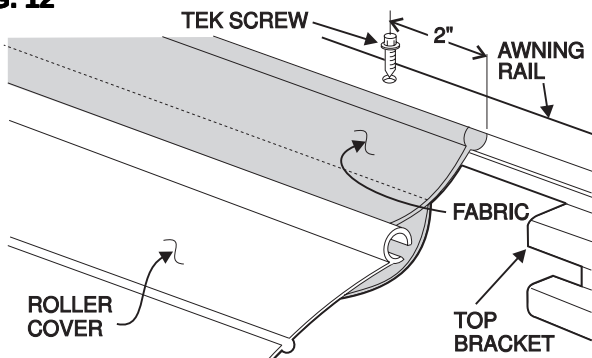
## 10. Securing Awning

The awning must be secured from shifting within the awning rail.

Open and close awning a few times to allow for natural self adjustment of awning.

Measure in 2" from the edge of the awning and drill a 1/8" hole through the awning rail (**FIG. 12**).

**FIG. 12**



Secure by driving a #6 x 1/2" Tek screw through the rail and into the hanger bead.

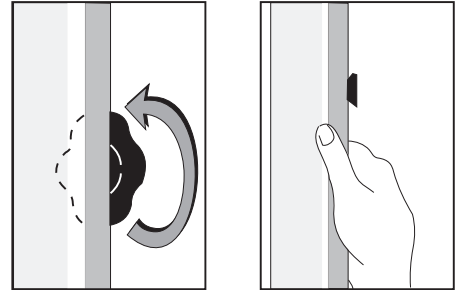
Repeat at other end.

**11.** Operate awning according to the Operating Instructions to check that all parts function properly.

## 12. To Secure Awning for Travel

For added securing and rattle-free travel, tighten adjustment lock knob. Engage the travel latches, and ensure the Safe-T-Lock™ is in the roll-up position. (**FIG. 13**)

**FIG. 13**





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CANADA N3H 2N7  
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**For Service Center  
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 **CAUTION**

**Whenever heavy or prolonged rain or wind is anticipated, or you will leave the awning unattended, it is important to close the awning. Damage as a result of weather is NOT covered by warranty.**

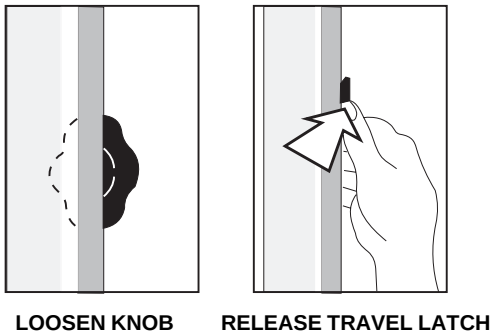
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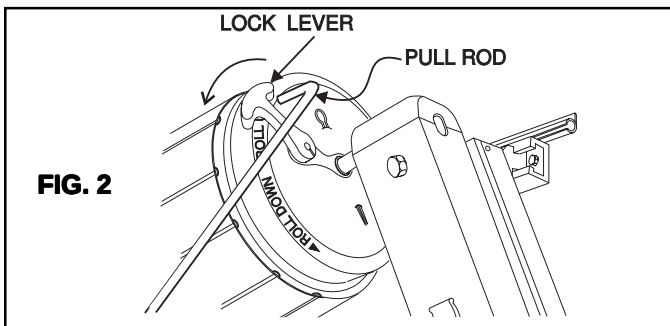
## TO OPEN AWNING:

1. Loosen the black adjustment knob behind each main arm. Push travel latch tab toward center of arm to disengage. **(FIG. 1)**

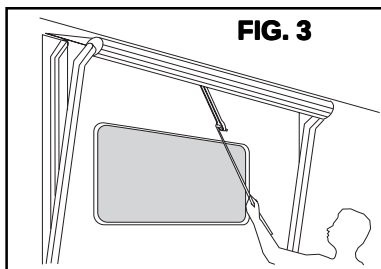
FIG. 1



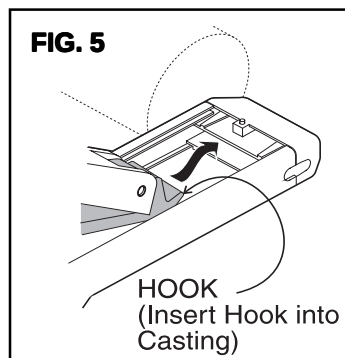
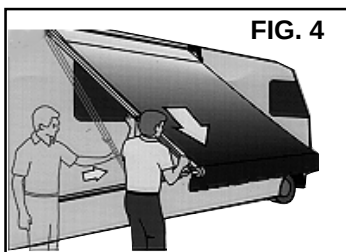
2. Pull the lock lever to release the awning. **(FIG. 2)**



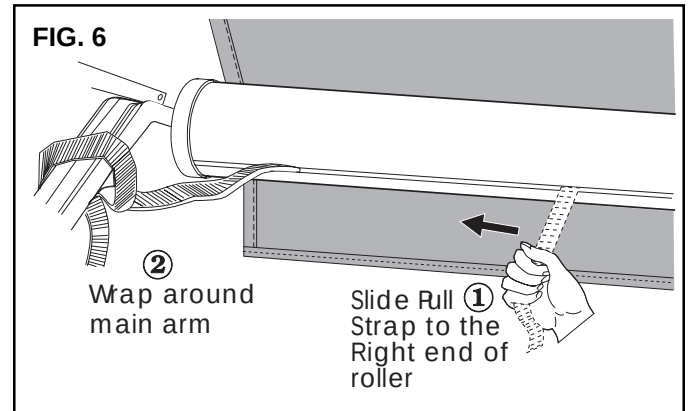
3. Hook the rod into the loop of the pull strap, and pull the awning all the way out. **(FIG. 3)**



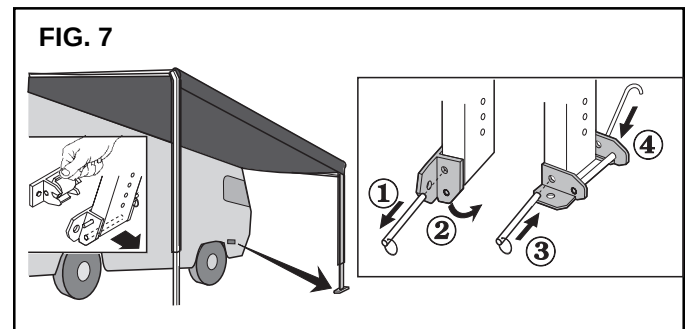
4. Slide the rafter up. Insert the into the casting. Repeat for other side. **(FIGS. 4 & 5)**
5. Pull down and out on the sliding rafter to remove slack from the fabric. Tighten the black adjustment knob. Repeat for other side. **(FIG. 4)**



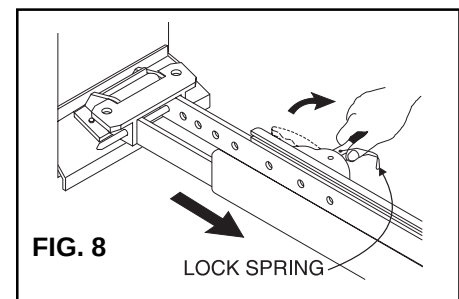
6. Slide the pull strap to the right end of the roller and wrap it around the main arm. **(FIG. 6)**



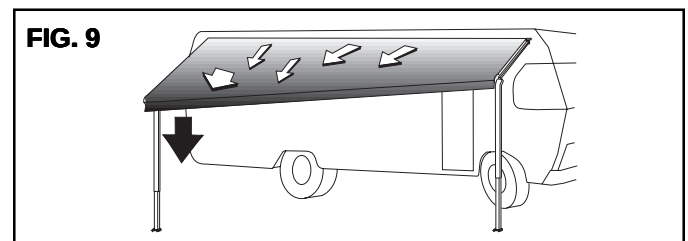
7. **OPTIONAL CARPORT POSITION:** Press the release lever at the bottom end of one main arm. Pull the arm assembly outward to a vertical position.
8. Reposition the foot and drive stakes through the foot into the ground. **(FIG. 7)**



9. Rotate lock spring to "UNLOCK" position, pull up on the lift handle, and raise the arm assembly to the desired height. Swing handle in and allow the lock button to snap into one of the holes. Rotate lock spring back to "LOCK" position. Repeat for the other side. **(FIG. 8)**



10. Lower the end furthest from the door to allow water to flow off. **(FIG. 9) (Refer to CAUTION on next page.)**

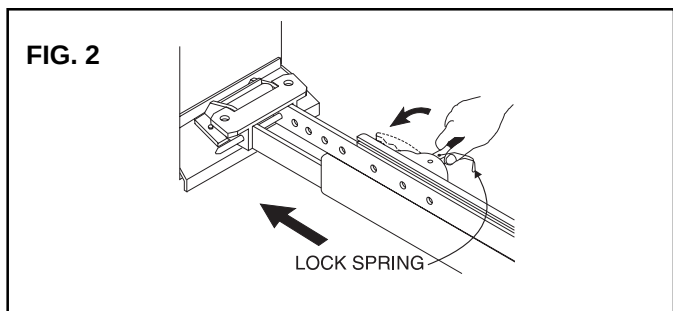
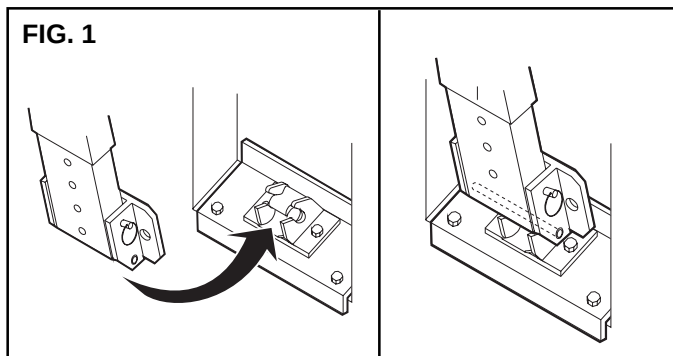


## ⚠ CAUTION

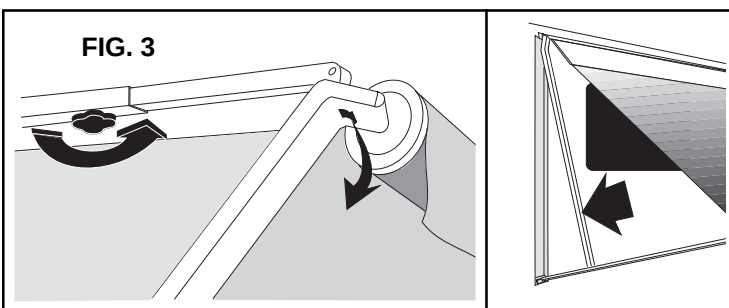
Whenever heavy or prolonged rain or wind is anticipated, or you will leave the awning unattended, it is important to close the awning. Damage as a result of weather is NOT covered by warranty.

## TO CLOSE AWNING:

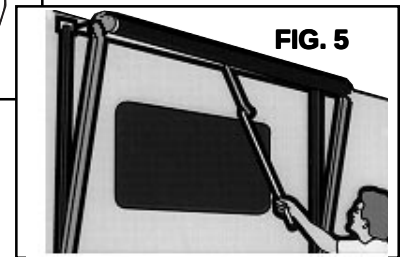
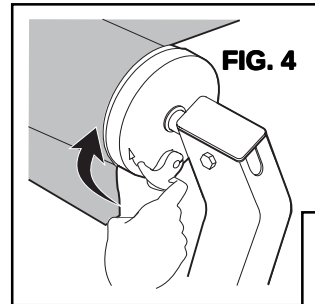
1. Pull stakes from the ground. Return the foot to the original position, swing arm toward the vehicle, and snap the patio foot into the bracket. Repeat for other side, and proceed to the next step. **(FIG. 1)**



2. Rotate the lock spring to "UNLOCK" position and raise the lock handle to release the lock button. Lower main arm to the stop plug. Swing the handle in to engage the lock button in a hole. Rotate lock spring back to "LOCK" position. Repeat for other side.
3. Loosen black adjustment knob, lift slider catch, and slide the rafter arm down to the bottom of the main arm. Leave black adjustment knob loose. Repeat for other side. **(FIG. 3)**



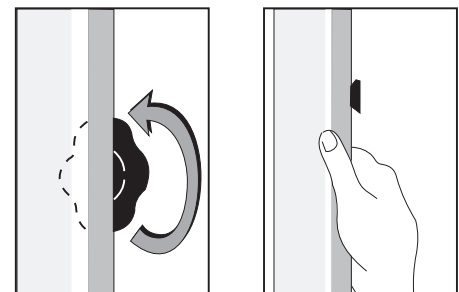
4. Grasp the pull strap, pull toward you, and flip the locking lever to the ROLL UP position. **(FIG. 4)**



**⚠ WARNING**  
**DO NOT** release the awning now. It is under tension and could snap back against the vehicle side.

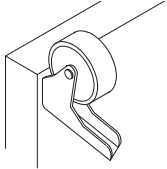
5. Slide the pull strap to the center, and using it to control speed, allow the awning to return slowly to vehicle side. **NOTE:** Wind the strap diagonally to prevent a bulge in the fabric. **(FIG. 5)**
6. Tighten black adjustment knob, squeeze rafter into arms to engage latch. Repeat for other side. The awning is now ready for travel. **(FIG. 6)**

FIG. 6



## HELPFUL HINTS FOR AWNING CARE

- ✱ Apply silicone spray lubricant at the beginning of each season and as needed to the awning's moving parts.
- ✱ Whenever the awning is wet while rolled up, as soon as conditions allow, roll it out and let it dry before rolling it up again. This will help prevent mildew and rotting.
- ✱ Mildew does not form on the fabric itself, but on the accumulated dust, dirt and grime. Periodically clean vinyl with mild soap and water.
- ✱ Always make sure the awning is extended high enough before opening the entry door.



***Please Note:*** A slight "travel line" may appear where the door roller contacts the awning fabric. This is considered normal and does not affect the integrity of the awning.

## WHEN TO GET MORE HELP:

- ✱ The hardware must be secure to travel. If the unit does not lock to the coach on closing:
  - Ensure the foot is repositioned to the storage position (FIG. 1)
  - Ensure the arm is lowered fully onto the stop bolt. (FIG. 2)
- ✱ If malfunctions occur that cannot be corrected by reviewing this manual, contact a qualified Dometic service technician.