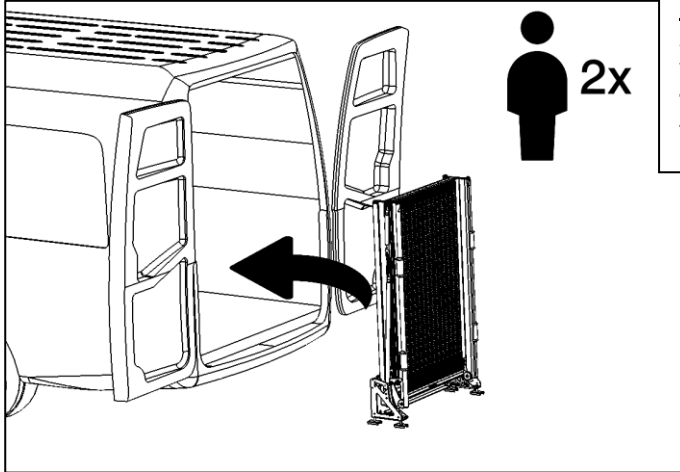


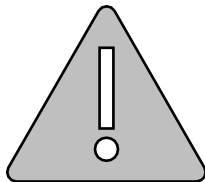
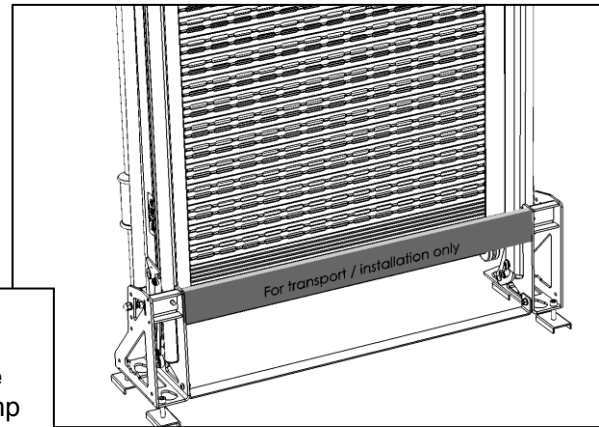
**Note**

The Turning device can be used to swing both in or out, or simultaneously in and out and it can be used as a left side or right side installation. The installation depends mainly on the available space in the vehicle and door section. This instruction describes the left side installation. For a right side installation all instructions need interpreted mirror wise and parts needs to be installed mirror wise.

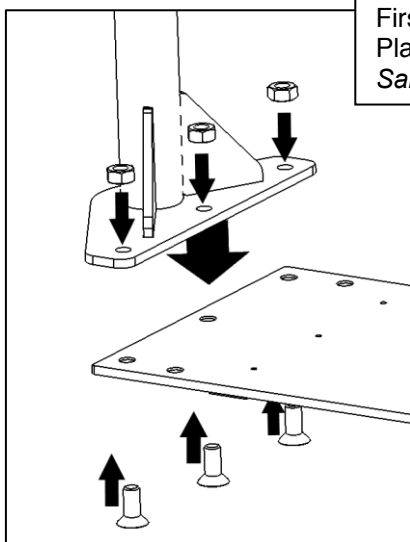
**First read the whole instruction before starting to work**



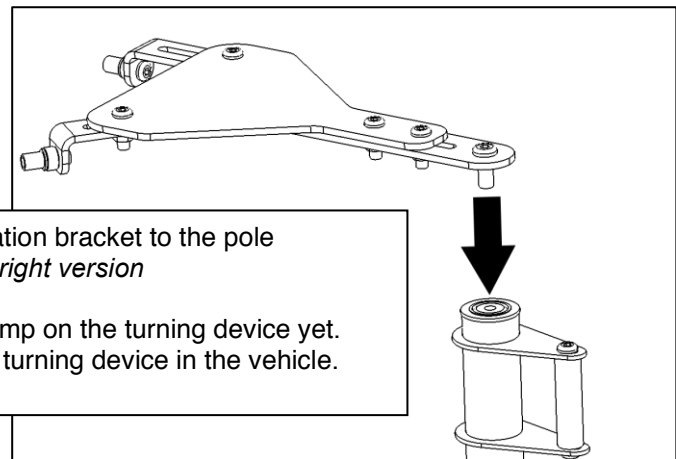
**Mechanical Installation**  
Always create a safe working environment. As the weight of the ramp exceeds 25Kg; it is advisable for **two people** to be needed for lifting the ramp in or out the vehicle.



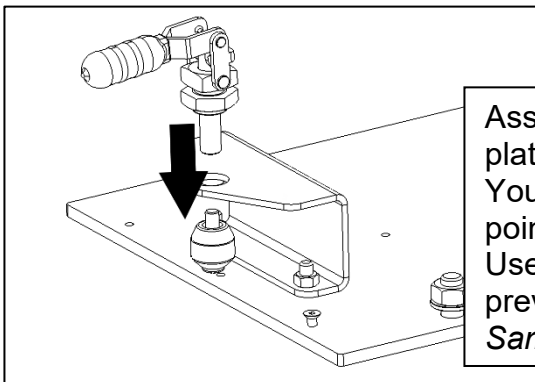
**Do not** remove the wooden and steel transportation distance pieces between the feet assemblies until the ramp is fitted into the vehicle.



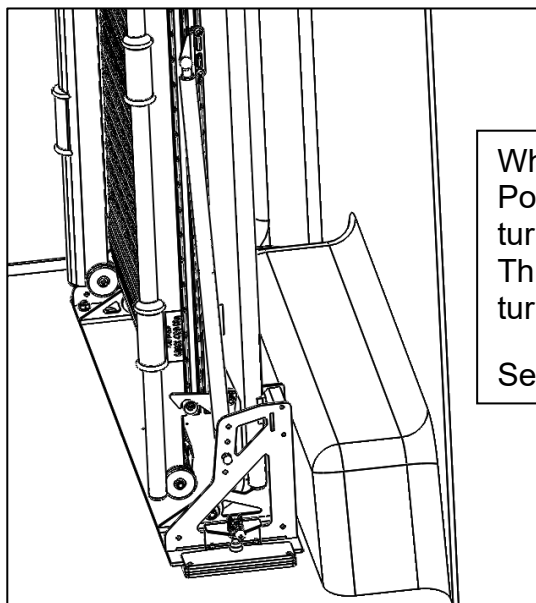
First assemble the turning device.  
Place the pole at the bottom plate and fix with the 3 bolts (M10)  
*Same for Left or right version*



Fix the upper fixation bracket to the pole  
*Same for Left or right version*  
Do not put the ramp on the turning device yet.  
First position the turning device in the vehicle.

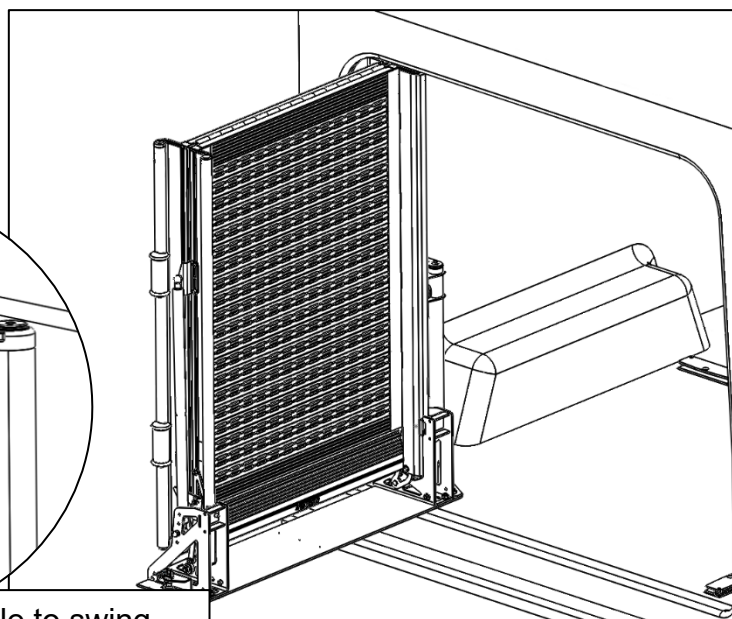
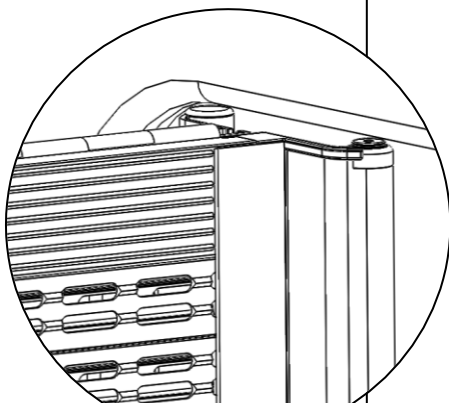


Assemble the lock and the centre piece in the bottom plate assembly.  
You can choose the direction of the locking lever pointing side or rear  
Use blue Loctite on the M6 wire from the center piece to prevent it from loosening  
*Same for Left or right version*



When the ramp must have a swing in stow position: Position the turning device in such a way that it can turn inside but does not collide with the wheel arch. This only applies when the ramp must be able to be turned to an inside stow position

See below sketch with approximately dimensions

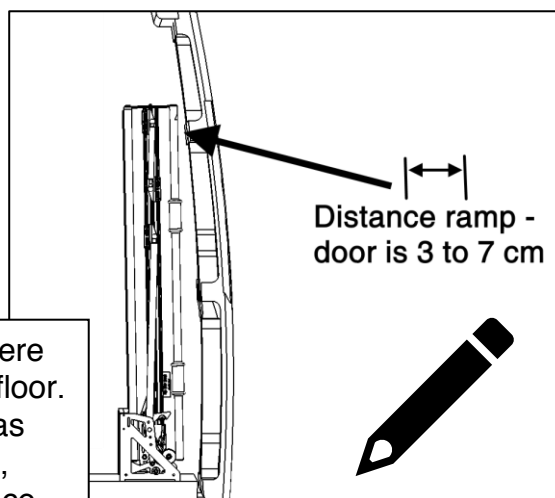


In case the ramp should only be able to swing out, you should position the swing unit in such a way that it stays clear from the door post in the swing out position

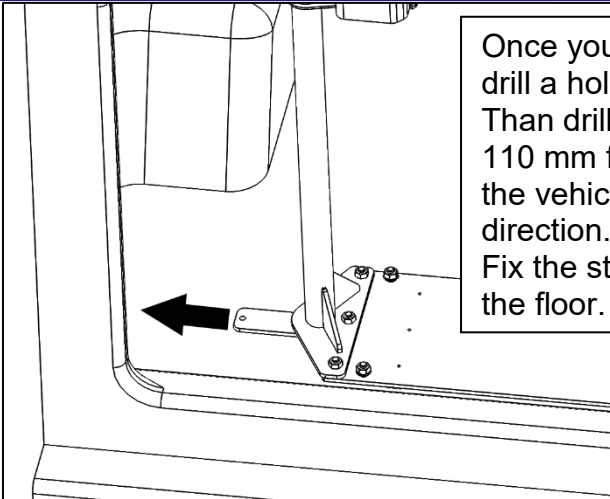
**Important note:**

Ensure that the ramp will stay free from the door post if the door post curves in at the top of the door. As you have not fitted the ramp at the turning device yet, you should pull down a line from the imaginary highest point of the ramp projected at the doorpost down to the turning device.

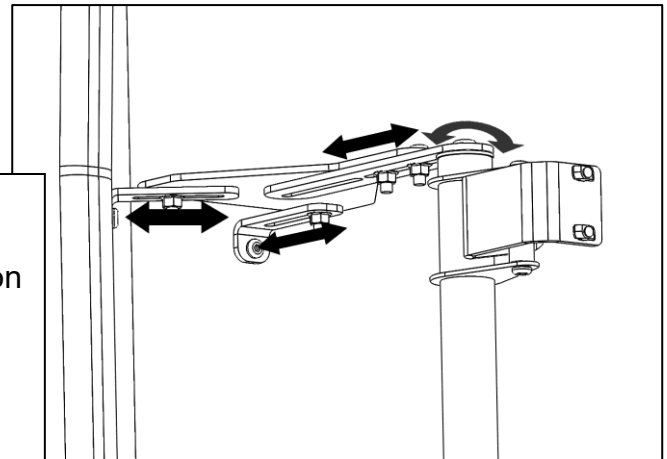
Locate the exact position where the ramp will be fitted at the floor. The ramp should be placed as close as possible to the door, leaving 3-7cm clearance space when the door is closed.



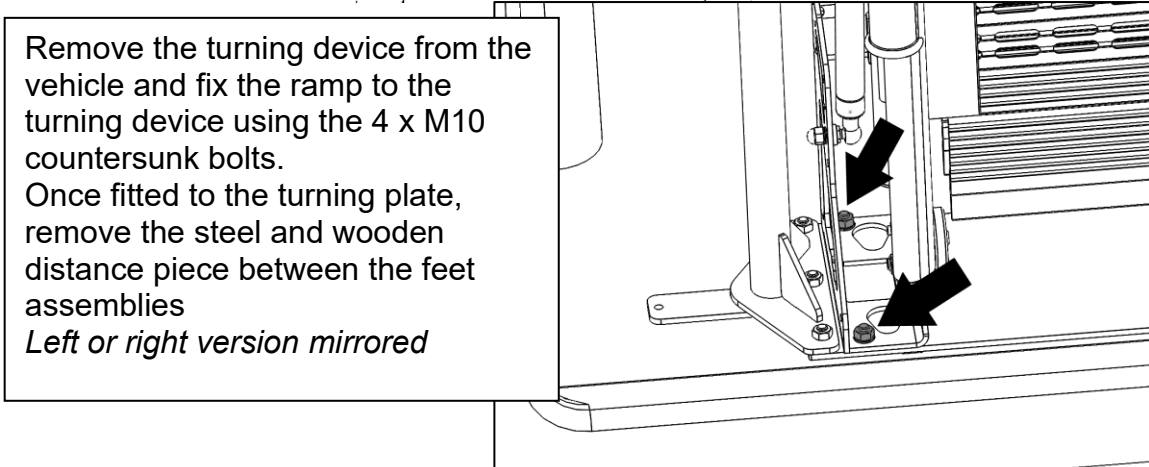
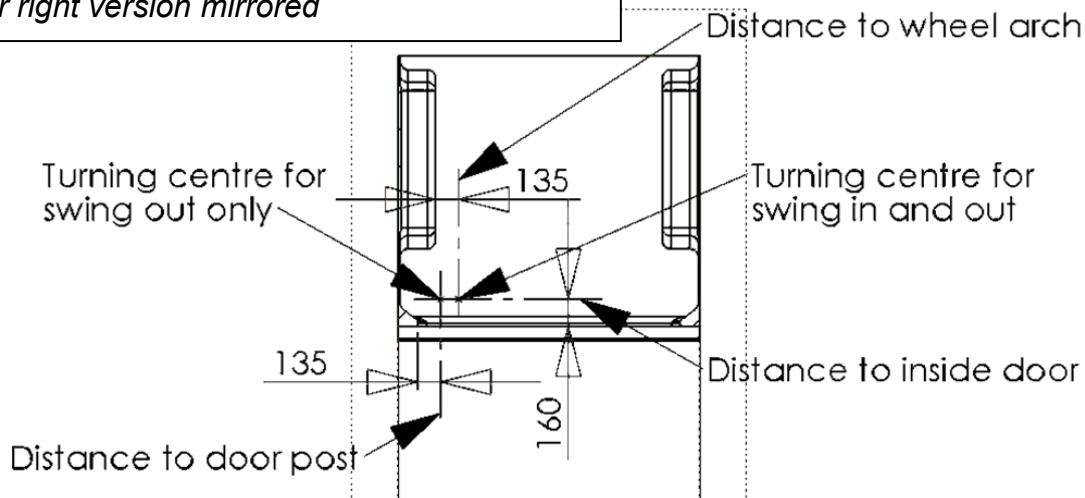
Distance ramp - door is 3 to 7 cm



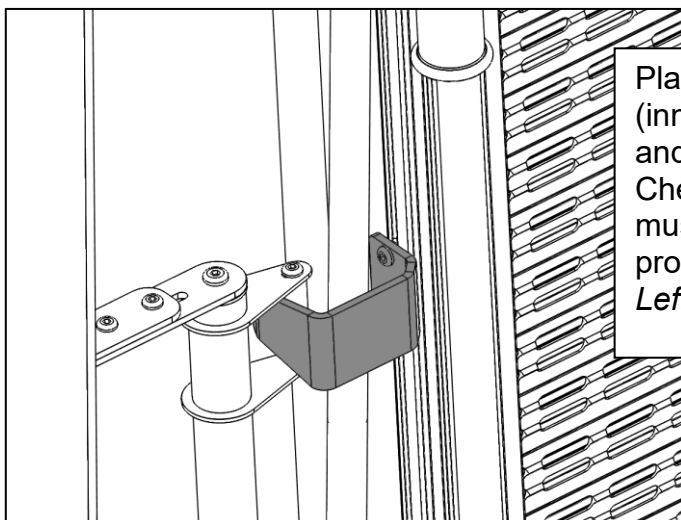
Once you have determined the position of the turning point drill a hole of 11 mm in the floor at the turning point. Than drill a second hole of 11 mm at a center distance of 110 mm from the first hole, in the direction of the side of the vehicle so that the strip stands at 90 deg with vehicle direction.  
Fix the strip from the pole with the M10 wire struts through the floor. (you will need to remove this later)



Move the top fixation bracket as close as possible to the wall. Then position the two fixation 90 deg brackets on the wall and position at a place where you have a firm counter section in the wall.  
Note that all brackets are adjustable.  
Drill two 11 mm holes and fix the rivet nuts in the wall.  
Do not fix the brackets yet!  
*Left or right version mirrored*

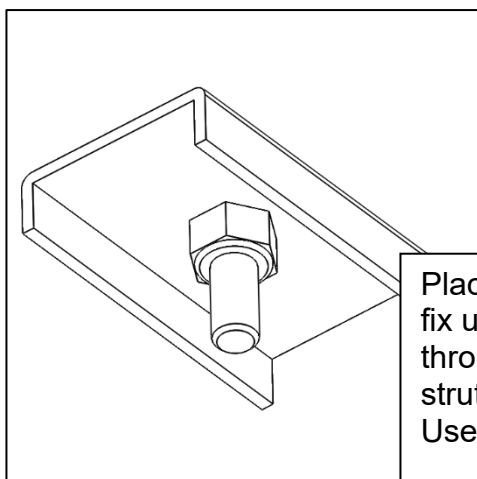
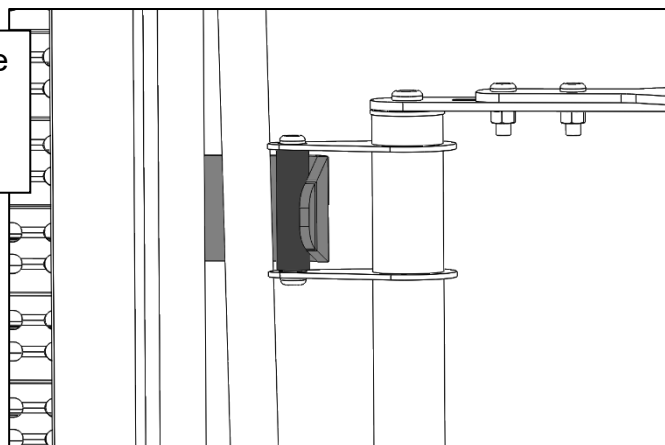


Remove the turning device from the vehicle and fix the ramp to the turning device using the 4 x M10 countersunk bolts.  
Once fitted to the turning plate, remove the steel and wooden distance piece between the feet assemblies  
*Left or right version mirrored*

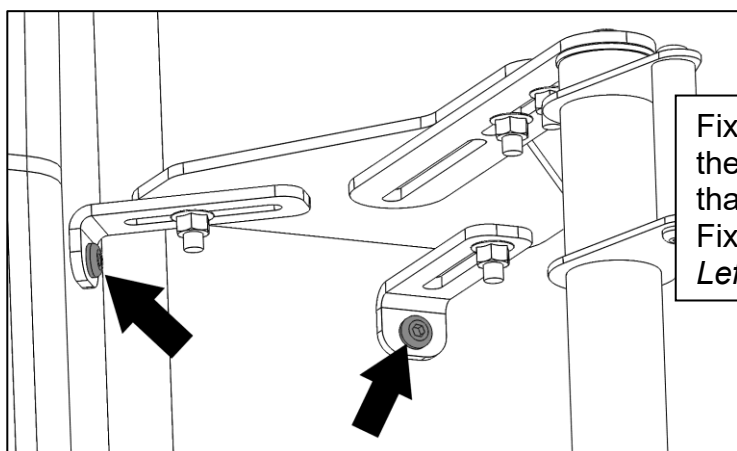


Place the hook at the slit in the first (inner) platform using the M8 bolts and T Nuts.  
Check the T Nuts after fitting. They must be under 90 deg with the profile  
*Left or right version mirrored*

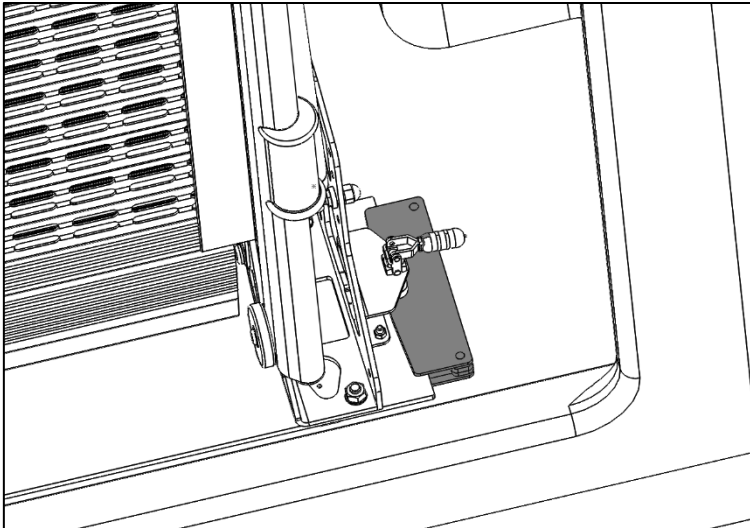
The hook should be aligned with the center of the lock roll (approximately)



Place the ramp and the turning device in the vehicle and fix using the M10 wire struts. If the holes are going through the chassis, longer struts may be needed. These struts can be purchased from a local supplier.  
Use the U shape counter brackets under the vehicle.



Fix the top bracket to the wall with the two M8 bolts at the rivet nuts that already have been put in place.  
Fix all bolts firmly  
*Left or right version mirrored*



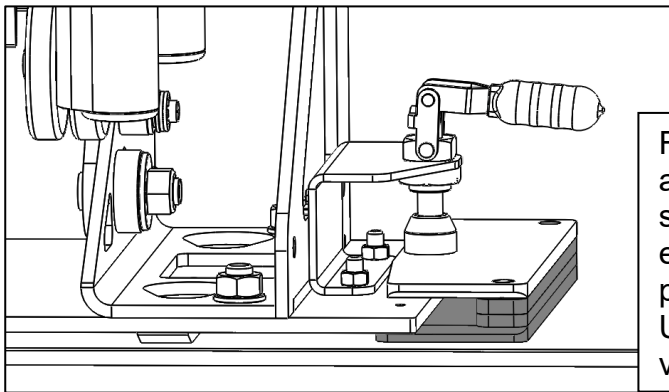
Place the lock plate (red part in picture) in the lock on the bottom plate and close the lock. Make sure the lock plate is aligned with the side of the bottom plate.

Align the ramp / bottom plate with the rear of the vehicle floor.

Make two centre points in the floor - with a drill of 8 mm drill through the two holes from the lock plate. Then remove the lock plate and drill with a drill of 11 mm through the floor.

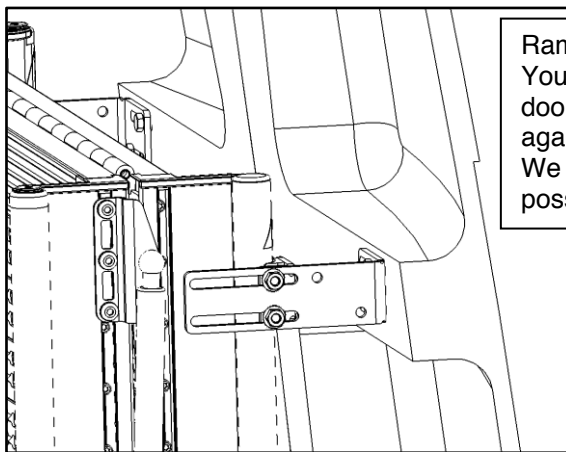
If the ramps needs to be stowed at the 90 deg inside position, repeat this exercise in this position.

*Left or right version mirrored*



Fix the lock plate(s) with enough spacers at the floor. Adjustment should be made in such a way that the bottom plate slides easily under the lock plate with very little play.

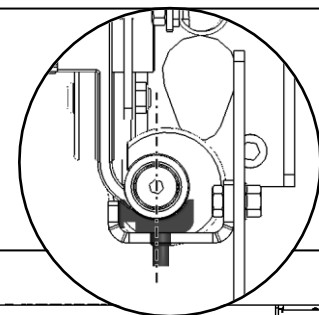
Use the U shaped counter plates under the vehicle floor



Ramp stop / Ramp Anti rattling device.

You will also need to install the ramp stop at the door to prevent the ramp for rattling or hitting against the rear door/window.

We recommend positioning this as high as possible at the door

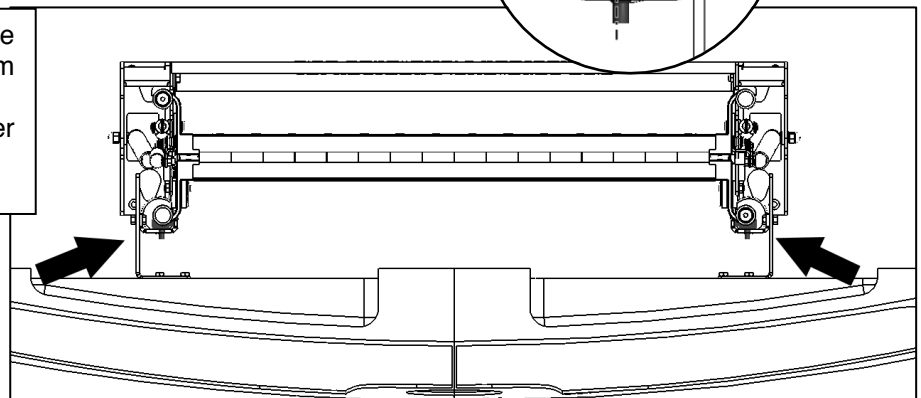


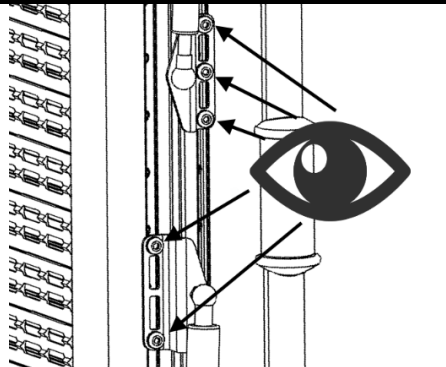
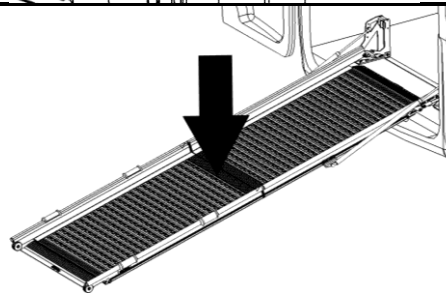
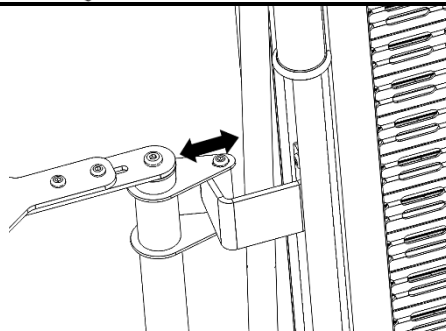
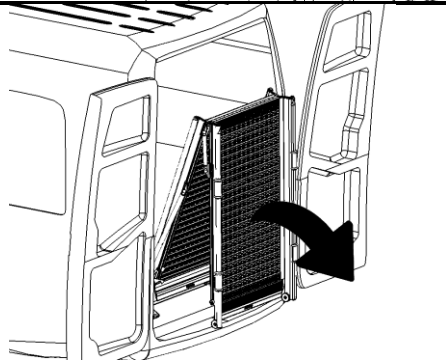
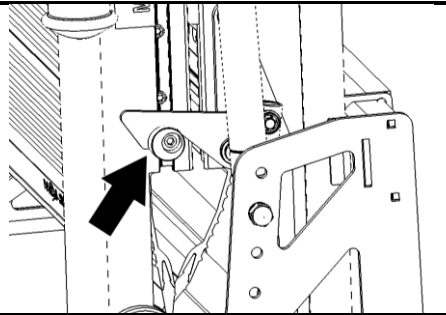
The bracket needs to be fitted with the two rivet nuts M8. (Drill Ø11 mm holes).

Position the bracket so that the rubber aligns with the rail of the ramp.

Place brackets left and right

Adjust the brackets so the ramp is held tight when the door is closed.



<p><b>Before using the ramp: The ramp should always be tested after installation. Follow the following instructions</b></p>	<p><b>checked</b></p>
<p><b>MOUNTING</b> – Check that all bolts on the ramp are in place and tightened. Check that the MAX load stickers are on the ramp</p>	
<p><b>MOUNTING</b> – Unfold the ramp and load it with the max load as indicated at the ramp or approx 4-5 people. Check that the fixing &amp; fitting of the ramp is strong enough for this weight.</p>	
<p>The lock roller can be adjusted in the slot hole. Swing the ramp to the outside position and then swing it back into the vehicle. When closing the ramp it should pass easily back over the vehicle floor. If there is too much collision with the floor you need more pre-load on the hook. The roller needs adjustment in direction of the arrow. <i>Left or right version mirrored</i></p>	
<p><b>OPERATION</b> – Move the ramp in and out to check that all moving parts are running freely.</p>	
<p>Check that the ramp closes properly into the auto lock The black nylon roll is eccentric and can be adjusted if the ramp lock is to loose. A loose lock will give a rattling noise.</p>	
<p>If this small test procedure is followed with success the ramp is ready to be used. If one of the steps is failed please resolve the problem before putting the ramp in to service use.</p>	