



SPRING ASSIST INSTALLATION INSTRUCTIONS

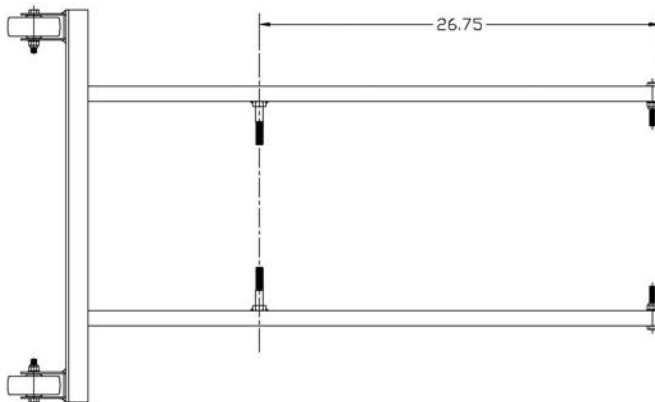
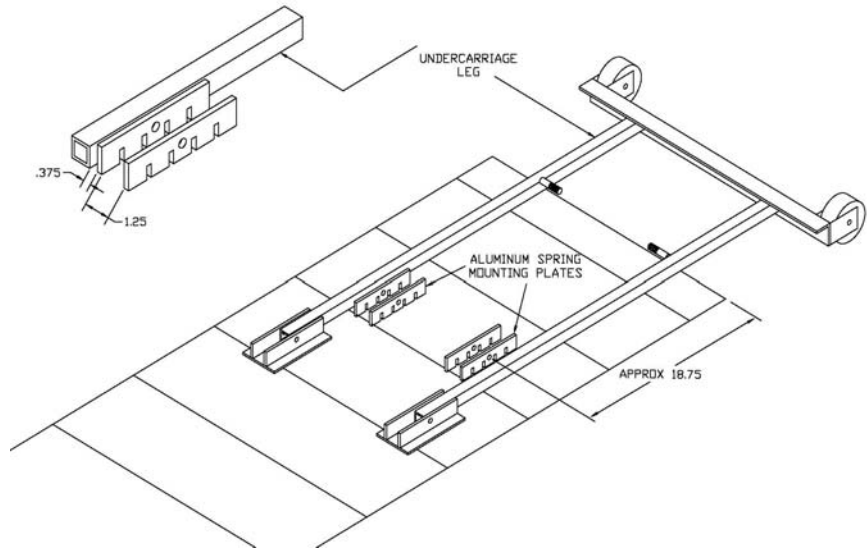
Resources Required for this Installation:

Tape Measure, Clamps, Welder (both steel & aluminum required), Imperial (US) Wrench and/or Socket Set, Allen Wrench Set, Grease

BEFORE STARTING INSTALLATION: REMOVE BOTH THE WALKRAMP AND UNDERCARRIAGE FROM RAMP FRAME BY REMOVING THE ANTI-THEFT PLATE FROM THE REAR OF THE UNDERCARRIAGE. LEAVE THE UNDERCARRIAGE ATTACHED TO THE WALK RAMP AND PLACE UPSIDE DOWN ON WORK STANDS (WALKING SURFACE DOWN).

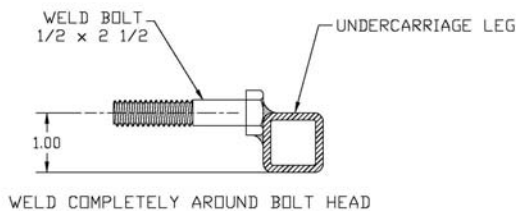
STEP 1: ALUMINUM SPRING MOUNTING PLATES: Measure in approximately 18.75" from the end of the ramp to a location that falls

between two ramp ribs. Center one of the two aluminum mounting plates between these ribs at a location 3/8" inboard from the inside edge of the undercarriage leg and clamp into position. Allow 1 1/4" between mounting plates and clamp the second plate into position. Be sure the holes in the mounting plate are aligned and that the mounting plates are parallel with the undercarriage leg. Securely weld both mounting plates in position. Repeat this step on both sides of the ramp. NOTE 1: Grind or mill ribs for clearance of pivoting assembly between mounting plates may be required. NOTE 2: Mounting plates provided are for TODCO RollaRamp. When installing spring assist on other ramps it may be necessary to modify the mounting plate to fit between ramp ribs.



STEP 2: WELD BOLTS TO THE UNDERCARRIAGE LEG:

With the undercarriage leg laying flat on the ramp, measure 26.75" from the bolted end of the undercarriage to a point on the rear of the undercarriage leg. The centerline of the bolt must be 1" from the bottom surface of the undercarriage leg as the ramp lies upside down, and perpendicular to the leg. Weld a 1/2" x 2 1/2" long hex head bolt to the undercarriage leg. Repeat this procedure on the opposite side of the undercarriage.



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TODCO® RollaRamp™ Spring Assist Installation Instructions

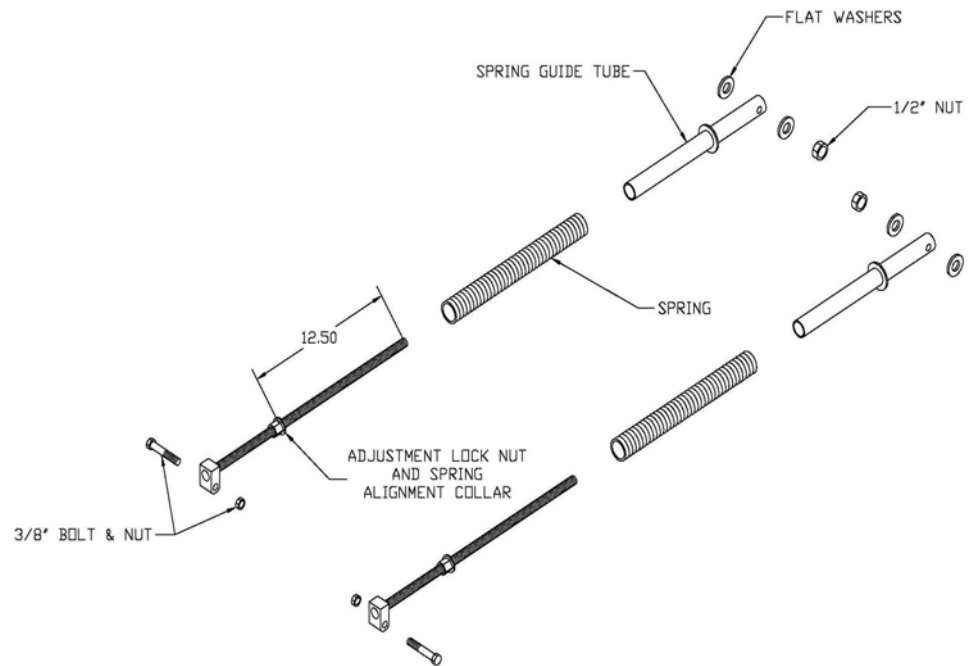
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STEP 3: ASSEMBLE SPRING ASSIST:

Grease the welded bolt installed in STEP 2. Slide a 1/2" flat washer onto the bolt, then slide the 1" spring guide tube onto the bolt, followed by another 1/2" flat washer, then a 1/2" lock nut. Tighten and then back off the lock nut until the tube pivots freely on the bolt. With the threaded rod in hand, position the 5/8" adjustment lock nut on the rod approx. 12.5" down from the end of the rod. Then slide the spring alignment collar on the rod. Insert the threaded rod into the spring on one end and slide the other end of the spring onto the slide guide tube. Repeat this step on opposite side. Lift the undercarriage legs to a position that will enable the unattached end of the threaded bolt/spring/guide tube assembly to fit between the aluminum mounting plates installed in STEP 1. Grease a 3/8" bolt and insert the bolt through the aluminum plates attaching the spring assembly and secure with a 3/8" locknut. Repeat this step on both sides. Reinstall the walk ramp and undercarriage into the truck.

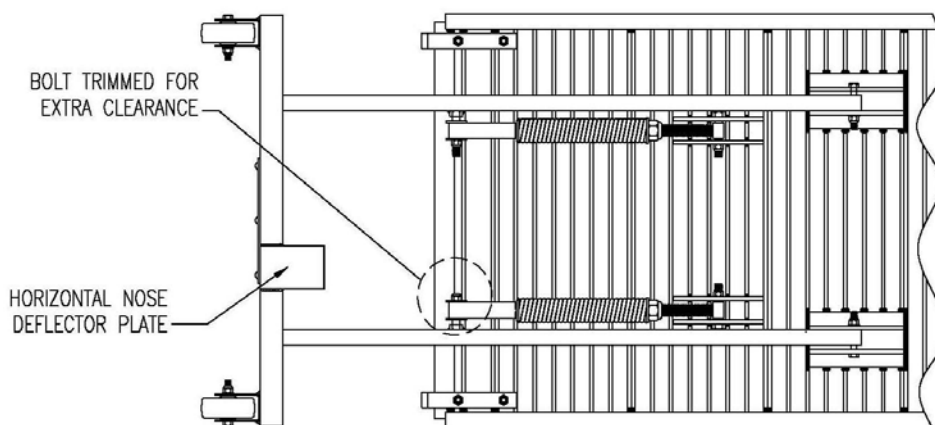


STEP 4: ADJUSTING SPRING ASSIST: Adjust the spring assist by turning the adjustment lock nut on the threaded rod in a clockwise or counterclockwise direction on both sides of the ramp. Spring assist should be adjusted so it "assists" in lifting the ramp and is not difficult to close.



CAUTION: DO NOT OVERTIGHTEN THE ADJUSTMENT NUT. Spring assist should not lift ramp by itself and is not designed to. Spring assist is designed to only "assist" lifting the ramp to the usable position from the stored position. Adding too much tension to the springs can damage the spring assist, damage the ramp, or cause personal injury.

STEP 5: ADDITIONAL CLEARANCE TRIMMING (Horizontal Nose Ramps Only): For models equipped with a horizontal nose additional trimming is required. A horizontal nose is easily identified by the lack of handles at the bottom of the ramp, a hand hole cutout in the bottom most panel, and a deflector plate attached to the undercarriage. If the ramp is not a horizontal nose ramp this step can be skipped. Trim the 1/2" bolt back to the nut on the side closest to the deflector plate. This provides extra clearance between the spring assist and the latch when pulling the ramp from the stored position. If this step is not taken interference can occur when ramp is pulled from the stored position. See the illustration below for reference.



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