

# ASSEMBLY / DISASSEMBLY TILT BAR, ART NO. 11 040



## Disassembly:

1. Remove the armrests, pull out the recline pin and fold down the back. Remove the legrests for better access.
2. Remove the wire (15) by loosen the screw (5) a few turns.
3. Loosen the lock ring (14) and remove the pivot pin (13) so that the tilting bar (9) can be released.

**NOTE: The Gas spring sit with the same pin and will also come off.**

**Tip! Relieve the tilt bar by holding up the seat frame when the pin is pulled out. You may need to tap the pin.**

4. Unscrew the screw (12) and remove the stop ring (8) from the tilt bar.
5. The tilt bar can now be pulled out of the tilt lock (1). Loosen the brake (3) a little if necessary to make the bar slide easier.
6. Loosen the lock ring (4) and pull out the tilt lock.

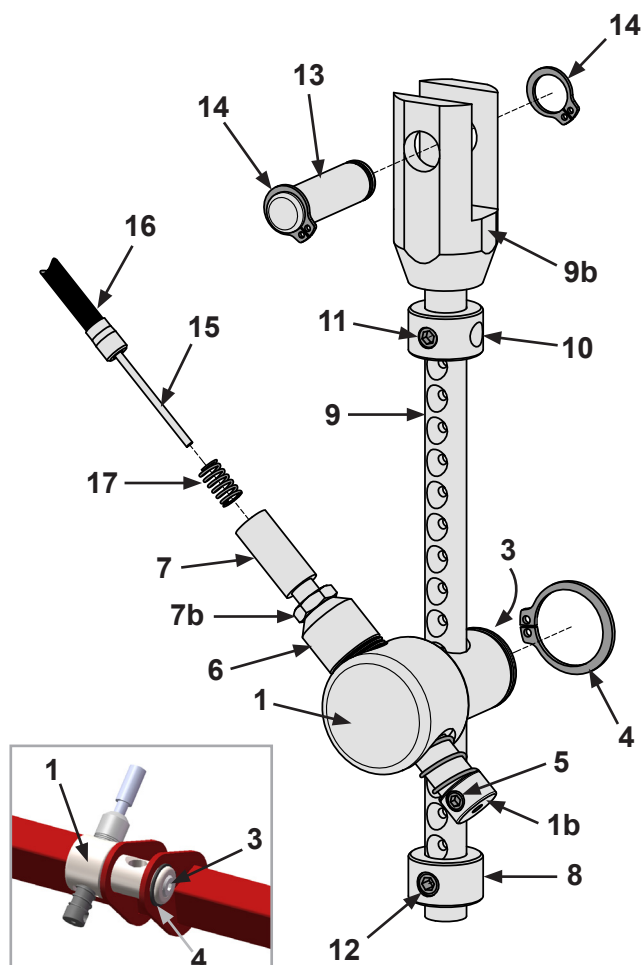
## Assembly:

Note that the pivot pin is used to both tilt bar and gas spring.

1. Insert the tilt lock (1) in the wheel frame. Mount the lock ring (4). See small picture.
2. Make sure the top stop ring (10) is mounted on the tilt bar (9).
3. Slip the tilt bar through the tilt lock while the lock pin (1b) is pressed. If the tilt bar goes well heavy, you can unscrew the brake (3) a little.
4. Turn the tilt bar acc. picture and make sure that the bar locks in a hole in the middle of the rod.
5. Tilt the seat unit forward and fit the seat frame bracket to the tilt bar mounting fork (9b).
6. Insert the pivot pin (13), but only through one side of the mounting fork.

**NOTE: To ensure tilt lock function the tilt bar must be securely fastened at the tilt lock when this operation is done.**

7. Insert the gas spring in the mounting fork and push the pivot pin completely through the fork and bracket.
8. Mount the locking rings (14).
9. Mount the lower stop ring (8) in position as shown on page 2.
10. Make sure the nut (7b) is loose and the sleeve (7) is unscrewed 1-2 mm from max tightened position.
11. Insert the wire (15, 16), from the tilt control lever, through the spring (17), on through the set screw and case (7,6) and out through the locking pin (1b).



12. Pull the wire end so that the wire is stretched. Make sure the wire casing slides into the set screw (7) and that the control lever is in its upper position.

**NOTE: The cable must not be pulled hard. There should be a little play in the control lever.**

13. Tighten the set screw (5) so that the wire locks.
14. Adjust the set screw (7) so that the tilting lock releases and locks properly.

**NOTE: There should be a little play in the control lever.**

15. Lock the set screw by tightening the nut (7b).

### ATTENTION!

**Check functionality. It is important that the mounting and adjustment of the tilt lock is done in a correct manner. This should only be performed by qualified personnel.**

## Positioning of the stop rings on different models

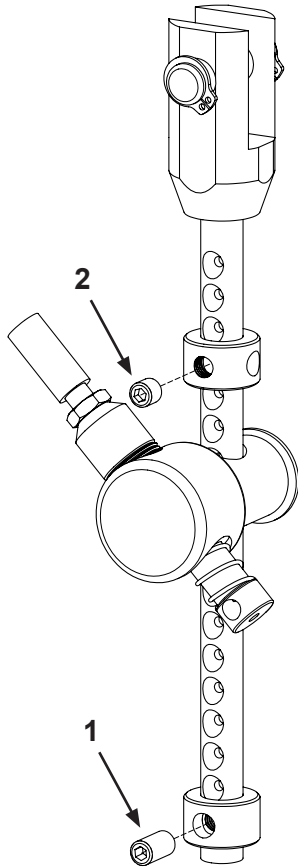


Figure 2

### Sb 38 and 45 Senior Model HD 650 / 600 / 500

The upper stop ring mounted in the 4th hole from above, see Figure 2.

The lower stop ring mounted in the first hole from the bottom, see Figure 2. Note that a longer set screw is used for this mode compared to the others and that the unthreaded hole in the stop ring is used. See below!

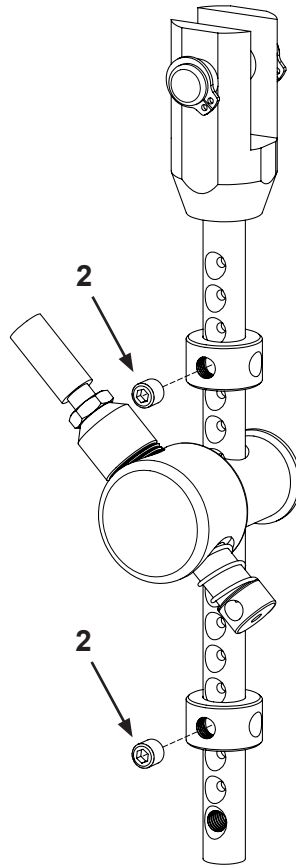


Figure 3

### Child models

The upper stop ring mounted in the 4th hole from above, see figure 3.

The lower stop ring mounted in the fourth hole from the bottom, see figure 3.

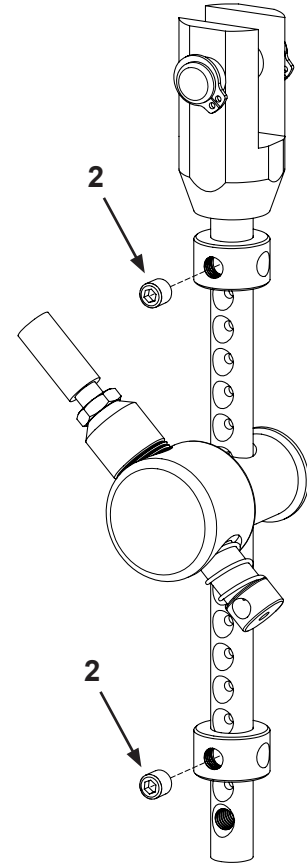


Figure 4

### For limitation or extension of the seat tilt.

**Stop rings mounted in the desired holes. Please note the different ways the stop ring is mounted depending on location. See below!**

**IMPORTANT! Remember that the risk of tipping (both forward and backward) change when the tilt possibilities changes.**

- In the bottom threaded hole on the tilt bar: Mount the stop ring with a set screw M6x12 (1, see Figure 2), through the unthreaded hole in the stop ring.
- In all other positions: Mount the stop ring with a set screw M6x6 (2, see Figure 2-4) through the threaded hole in the stop ring.