

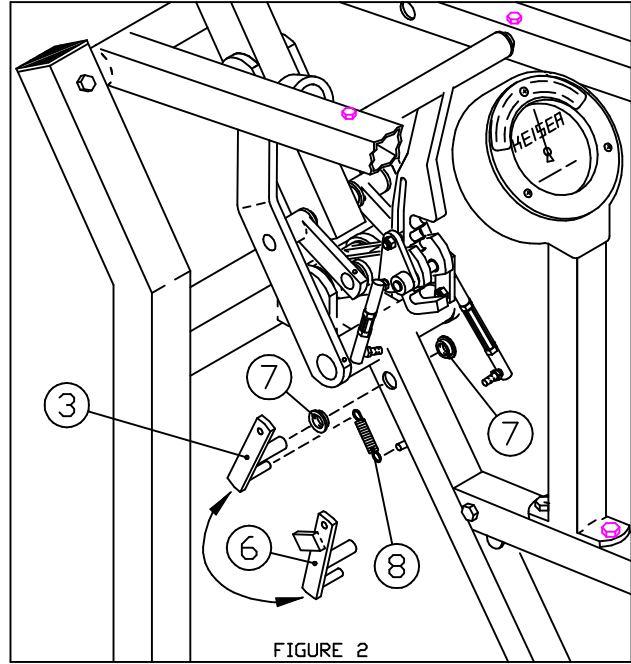
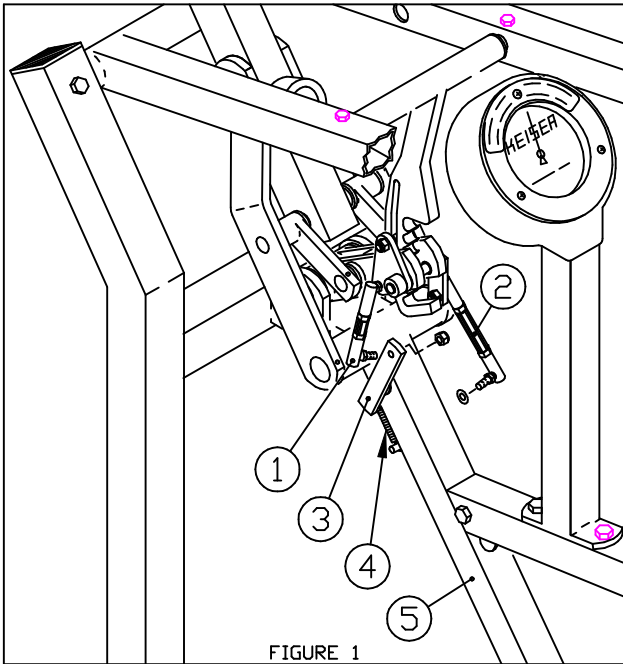
SEATED CALF RETRO
PARTS LIST

PART NO.	DESCRIPTION	REQD.
1.	(P/N 29-0008) RACK ASSY	1
2.	(P/N 13-5424) COMPRESSION SPRING	1
3.	(P/N 29-0962) ENGAGEMENT LEVER	1
4.	(P/N 11-5051) 1/2" BLACK BUSHING	2
5.	(P/N 9152) HHCS 1/4-20 X 2	1
6.	(P/N 29-0965) RACK STOP P	1
7.	(P/N 9225) HX ELAS LCK NUT 1/4-20 ZP	1
8.	(P/N 29-5409) UPHOL STOP	2
9.	(P/N 29-0811) GAS SPRING BRACKET ASSEMBLY	1
10.	(P/N 9353) 5/16" ACFT WASHER	1
11.	(P/N 29-0815) HANDLE BAR ASSY-SERVICE	1
12.	(P/N 9998) COMPRESSALIGN NUT	3
13.	(P/N 11-5430) BLK TIE 3" LG.	1
14.	(P/N 29-5400) GAS SPRING	1

TOOLS REQUIRED

DESCRIPTION	REQD.
1. 1/8" ALLEN WRENCH	1
2. 3/16" ALLEN WRENCH	1
3. 3/8" WRENCH	1
4. 7/16" WRENCH	2
5. 1/2" SOCKET WRENCH	1
6. PHILLIPS SCREW DRIVER	1
7. CENTER PUNCH	1
8. POWER DRILL	1
9. 11/64" DIAMETER DRILL	1
10. LOCTITE #242	1
11. HAMMER	1

ENGAGEMENT LEVER REPLACEMENT



1. USING A 3/8" AND A 7/16" WRENCH, DISCONNECT THE BALL JOINTS (ITEM 1 & 2) FROM THE ENGAGEMENT LEVER (ITEM 3).
2. SLIDE THE COMPRESSION SPRING (ITEM 4) OFF THE ENGAGEMENT LEVER AND THE MID GUSSET (ITEM 5) (SEE FIGURE 1).
3. REMOVE THE ENGAGEMENT LEVER FROM THE MID GUSSET. REPLACE BOTH OF THE 1/2" BLACK BUSHINGS (ITEM 7) WITH NEW BUSHINGS SUPPLIED.
4. REPLACE THE OLD ENGAGEMENT LEVER WITH THE NEW ONE (ITEM 6). RE-CONNECT THE BALL JOINTS AND THE NEW COMPRESSION SPRING (ITEM 8) TO THE NEW ENGAGEMENT LEVER.

RACK AND GAS SPRING BRACKET REPLACEMENT

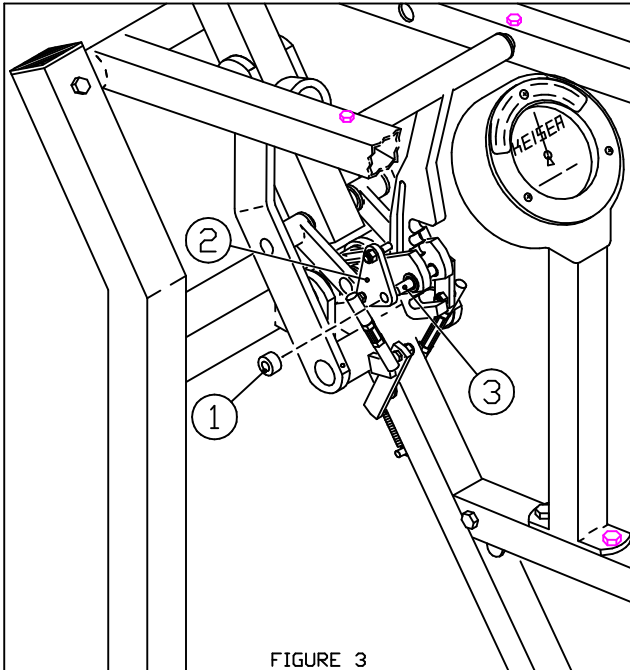


FIGURE 3

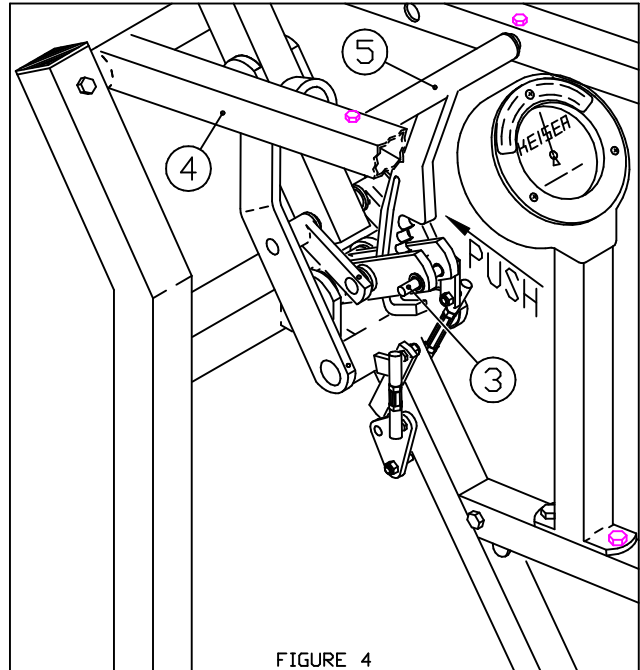


FIGURE 4

1. USING A 1/8" ALLEN WRENCH, REMOVE THE SHAFT COLLAR (ITEM 1) AND ENGAGEMENT BRACKET (ITEM 2) FROM THE ROTATE LINK (ITEM 3). ALLOW THE ENGAGEMENT BRACKET TO HANG FROM THE SIDE OF THE MACHINE UNTIL ASSEMBLY. (SEE FIGURES 3 & 4)
2. WHILE PUSHING DOWN SLIGHTLY ON THE KNEE PAD ARM (ITEM 4), PUSH THE RACK (ITEM 5) AWAY FROM THE ROTATE LINK (ITEM 3) (SEE FIGURE 4). CAREFULLY ALLOW THE KNEE PAD ARM AND RACK TO RAISE UP UNTIL THE RACK CLEARS THE ROTATE LINK AND THE KNEE PAD ARM IS AT FULL HEIGHT (SEE FIGURE 5).

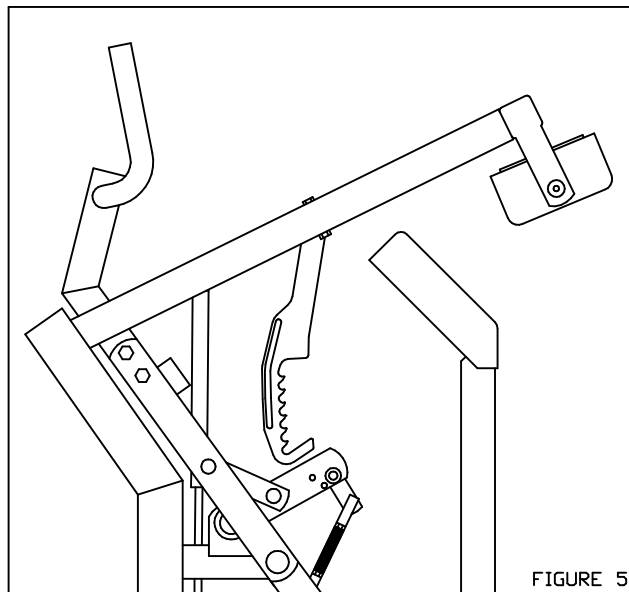


FIGURE 5

RACK AND GAS SPRING BRACKET REPLACEMENT

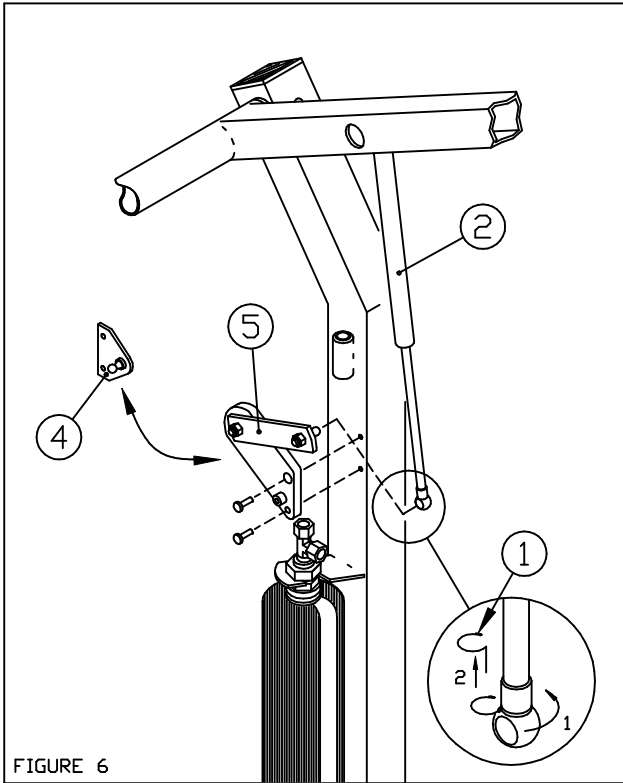


FIGURE 6

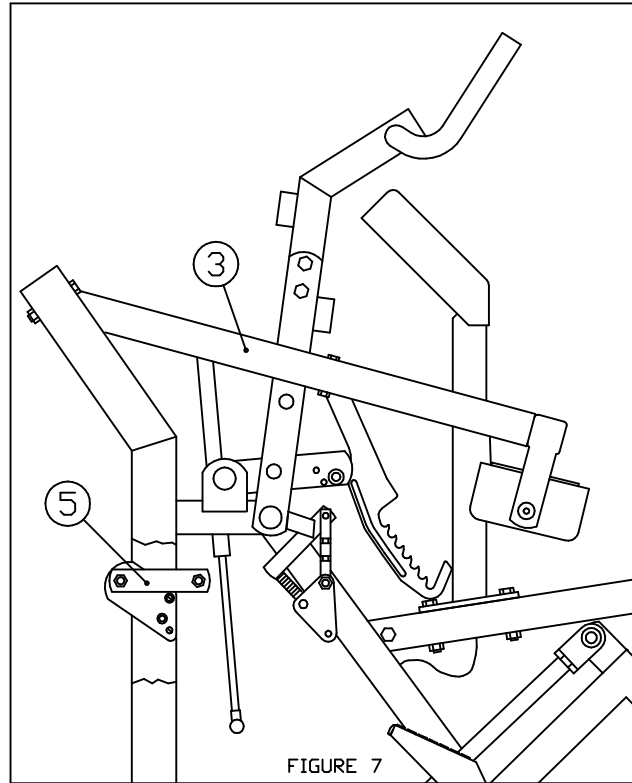
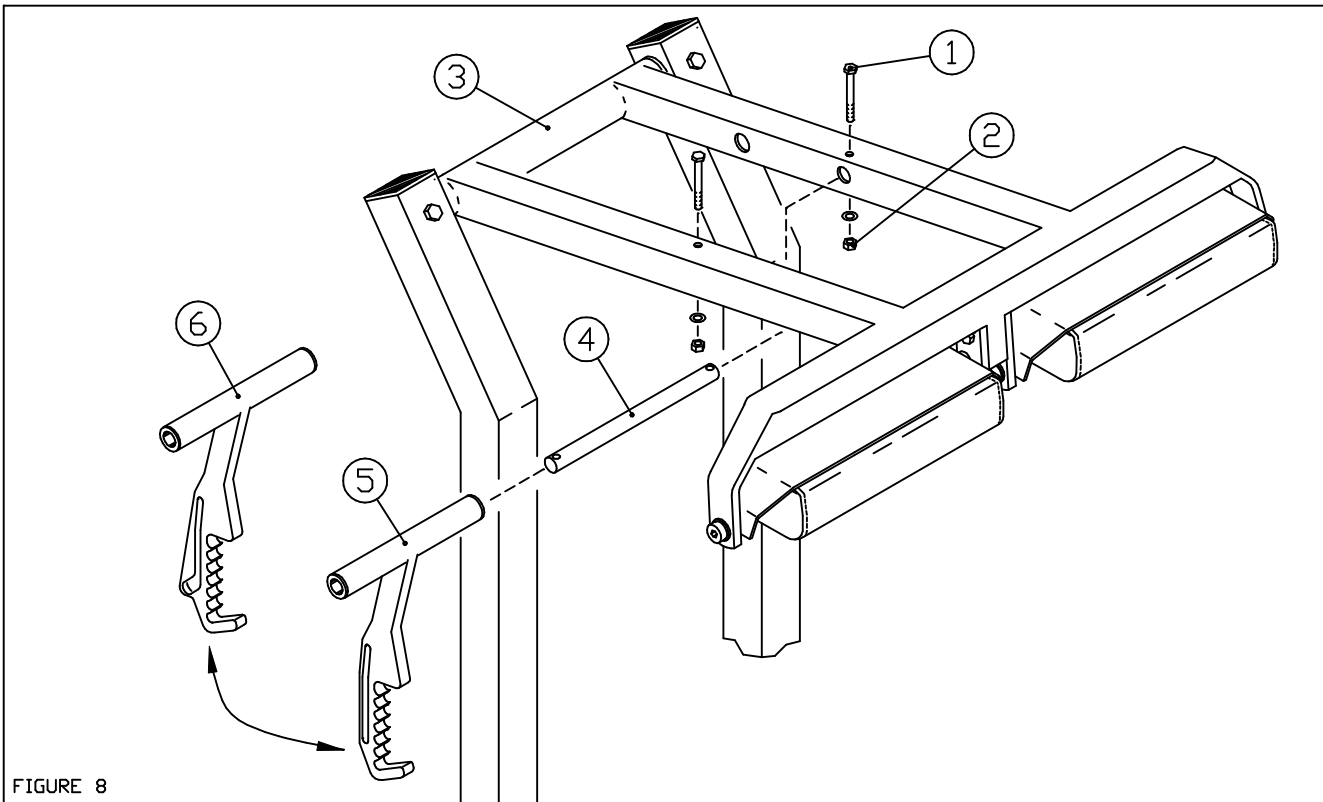


FIGURE 7

1. REMOVE SPRING CLIP (ITEM 1) FROM GAS SPRING'S (ITEM 2) LOWER BALL JOINT BY ROTATING THE CLIP FROM THE BALL JOINT, THEN SLIDING THE CLIP UP AND OUT FROM THE BALL JOINT (SEE FIGURE 6).
2. WHILE SUPPORTING THE KNEE PAD ARM (ITEM 3), POP THE GAS SPRING FROM THE EXISTING BRACKET (ITEM 4). CAREFULLY ALLOW THE KNEE PAD ARM AND GAS SPRING TO LOWER ALL THE WAY, UNTILL THE RACK TOUCHES THE FRAME (SEE FIGURE 7).
3. USING A PHILLIPS SCREW DRIVER, REMOVE THE GAS SPRING BRACKET AND REPLACE IT WITH THE NEW GAS SPRING BRACKET ASSEMBLY (ITEM 5), USING THE OLD SCREWS (SEE FIGURE 6). LIFT THE KNEE PAD ARM AND POP THE GAS SPRING SOCKET ONTO THE NEW GAS SPRING BRACKET ASSEMBLY. REPLACE THE SPRING CLIP TO LOCK THE GAS SPRING IN PLACE.

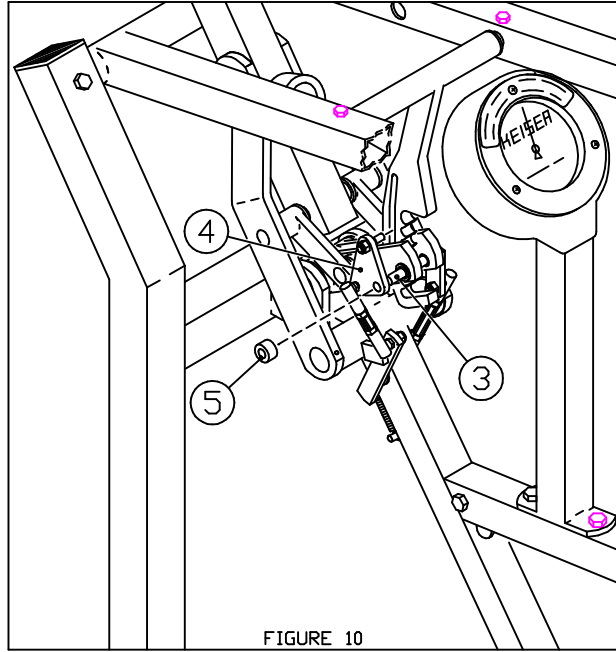
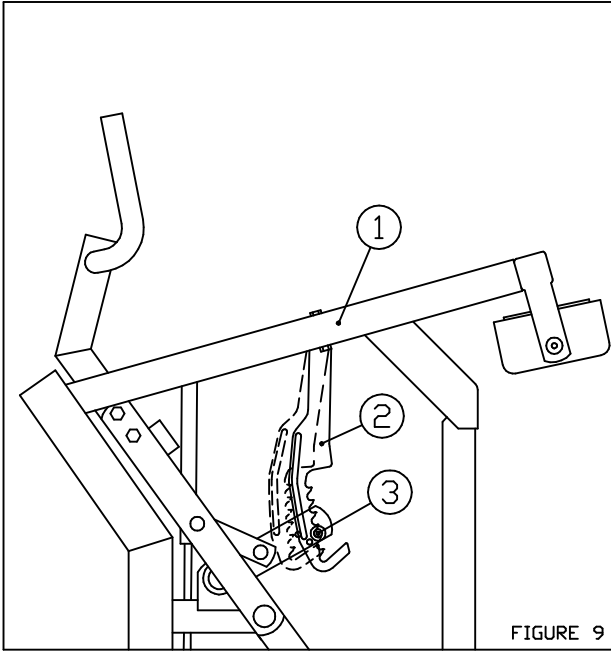
RACK REPLACEMENT



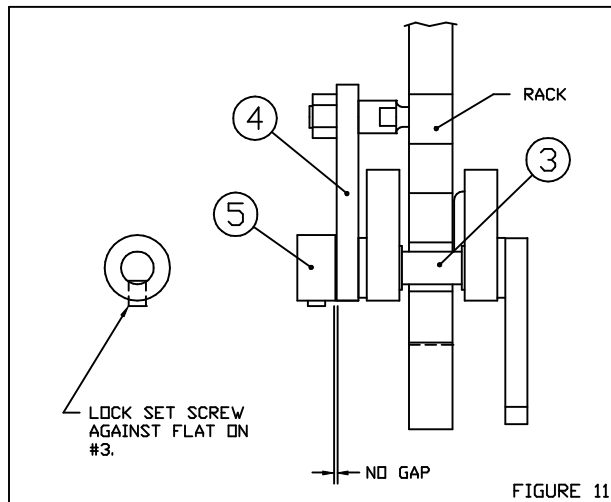
1. USING TWO 7/16" WRENCHES, REMOVE THE NUTS (ITEM 2) AND BOLTS (ITEM 1) FROM THE KNEE PAD ARM (ITEM 3).
2. WITH A SMALL SCREW DRIVER, SLIDE THE RACK'S SHAFT (ITEM 4) TO ONE SIDE, TO ALLOW REMOVAL OF THE RACK (ITEM 5).
3. REPLACE THE OLD RACK WITH THE NEW RACK (ITEM 6).

NOTE: MECHANISMS NOT SHOWN FOR BETTER CLARITY.

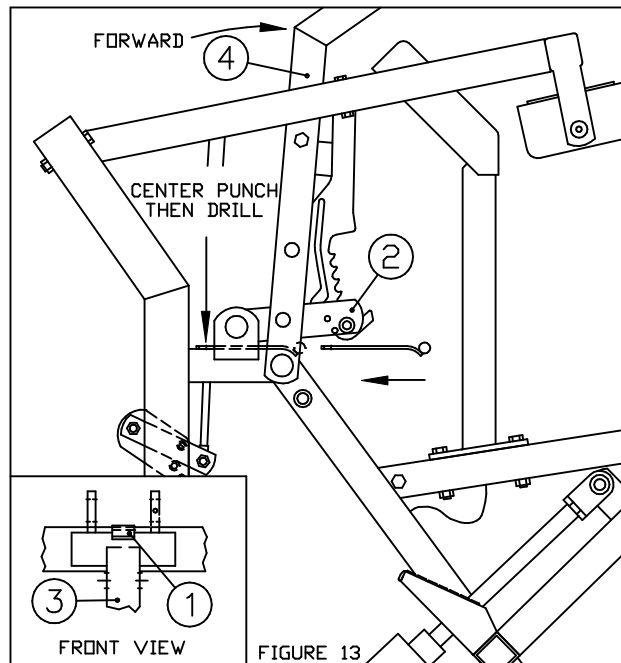
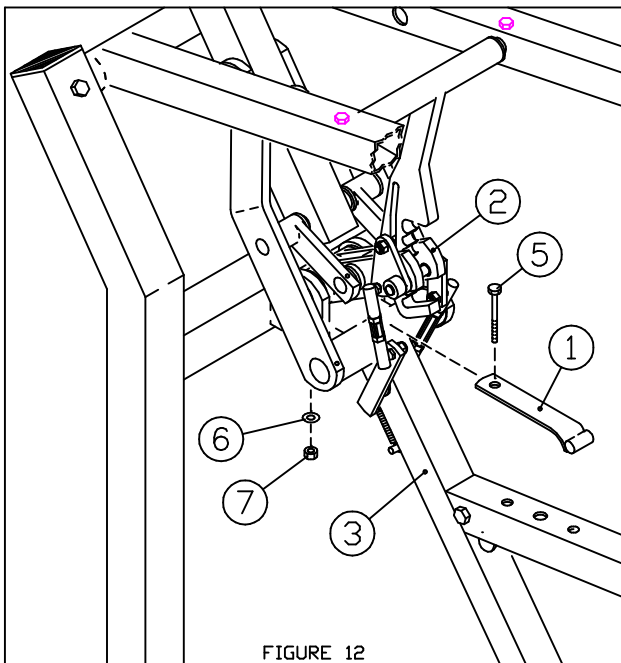
ASSEMBLY



1. PUSH THE KNEE PAD ARM (ITEM 1) AND THE NEW RACK (ITEM 2) DOWN WHILE GUIDING THE RACK BEHIND THE ROTATE LINK (ITEM 3). PULL THE RACK FORWARD AND ALLOW IT TO ENGAGE WITH THE ROTATE LINK (SEE FIGURE 9).
2. SLIDE THE ENGAGEMENT BRACKET (ITEM 4) AND THE COLLAR (ITEM 5) ONTO THE ROTATE LINK'S SHAFT. (NOTE: THE ENGAGEMENT BRACKET'S PIN SLIDES INTO THE RACK'S SLOT.)
3. THE COLLAR'S SET SCREW MUST BE FACING DOWN WHEN TIGHTENING WITH THE 1/8" ALLEN WRENCH, WHILE MAKING SURE THERE IS NO CLEARANCE BETWEEN THE COLLAR AND THE ENGAGEMENT BRACKET (SEE FIGURE 11).

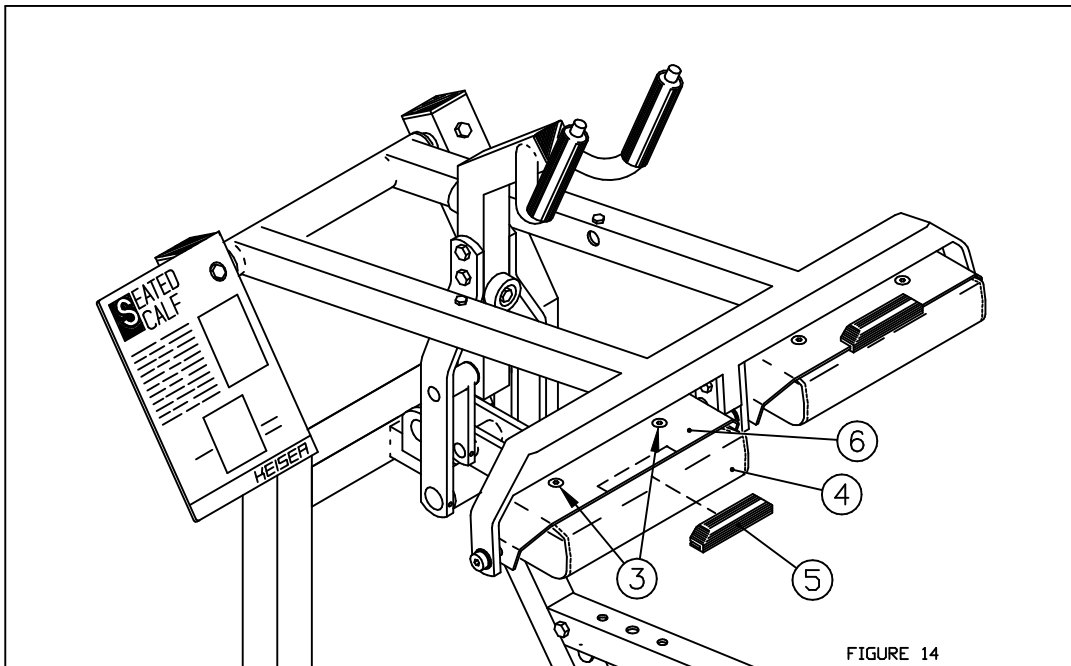


RACK STOP INSTALLATION



1. SLIDE THE RACK STOP (ITEM 1) BETWEEN THE LEVER ARM (ITEM 2) AND THE TOP OF THE MID GUSSET (ITEM 3) UNTIL IT IS FLUSH WITH THE FRONT OF THE MID GUSSET (SEE FIGURE 13). CENTER THE RACK STOP ON THE MID GUSSET (SEE FIGURE 13 INSET).
2. POSITION THE HANDLE BAR (ITEM 4) FORWARD TO ALLOW ACCESS TO THE TOP OF THE RACK STOP. HOLD THE RACK STOP IN PLACE AND CENTER PUNCH THE MID GUSSET THROUGH THE HOLE IN THE RACK STOP (SEE FIGURE 13).
3. AT THE CENTER PUNCH MARK, DRILL A 9/32" DIAMETER HOLE IN THE MID GUSSET, THROUGH BOTH SIDES OF THE TUBE. REMOVE ANY METAL CHIPS FROM THE MACHINE. USE THE 1/4" BOLT (ITEM 5), THE 1/4" WASHER (ITEM 6) AND THE 1/4" NUT (ITEM 7) TO SECURE THE RACK STOP TO THE MID GUSSET.

RUBBER STOP INSTALLATION



1. USING A 3/16" ALLEN WRENCH, LOOSEN THE FLAT HEAD SCREWS (ITEM 3) THAT HOLD THE KNEE CUSHION (ITEM 4) TO THE MACHINE. SLIDE THE RUBBER STOP (ITEM 5) ALL THE WAY ONTO THE UPHOLSTERY BRACKET (ITEM 6). CENTER THE RUBBER STOP ON THE UPHOLSTERY BRACKET AND TIGHTEN THE FLAT HEAD SCREWS.

HANDLE BAR REPLACEMENT

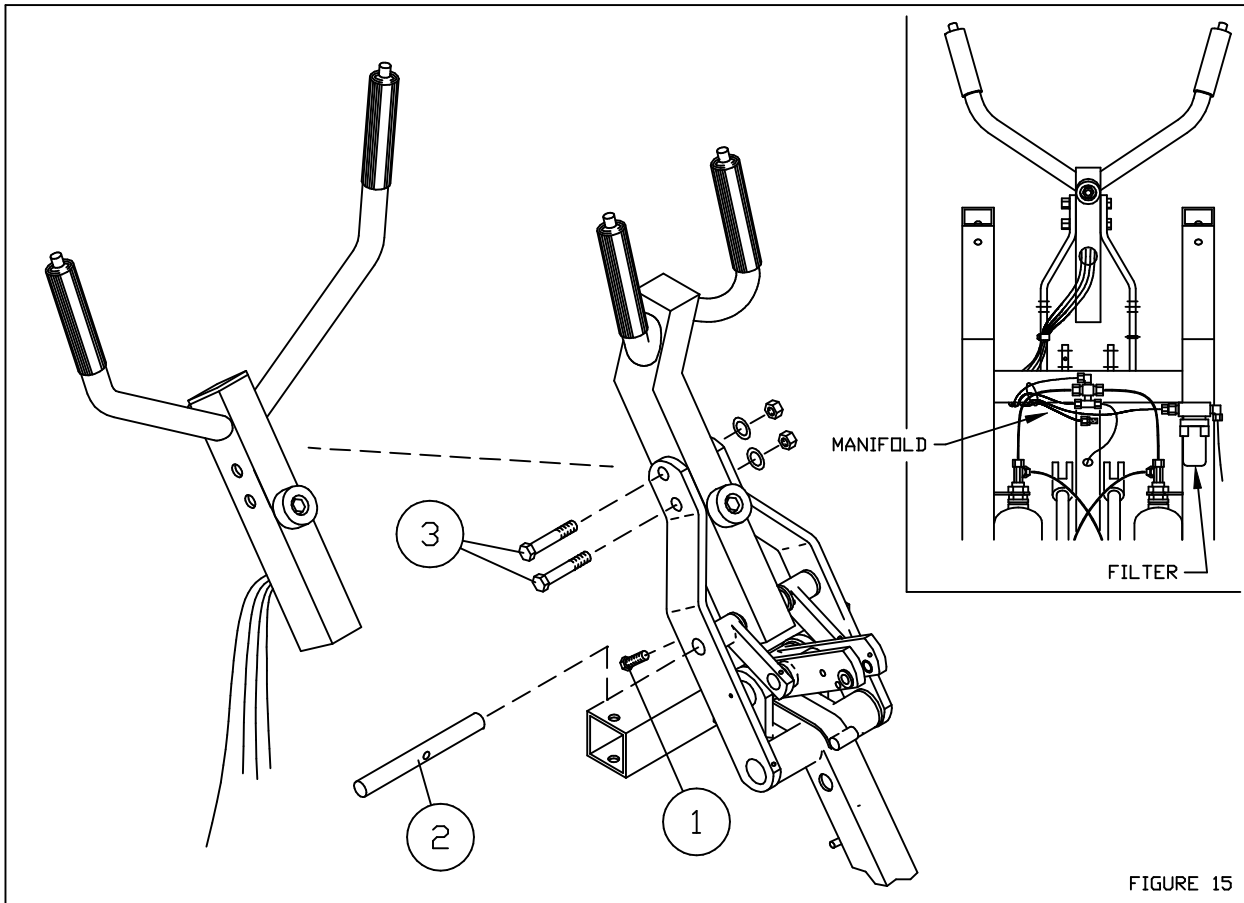


FIGURE 15

1. DISCONNECT MACHINE FROM THE AIR SYSTEM AND LET ALL AIR FROM THE MACHINE. GAGE SHOULD BE ON ZERO.
2. DISCONNECT AIR LINES WITH 1/2" WRENCH. CUT PLASTIC TIE AND REMOVE HOSE CLAMP FROM MACHINE.
3. USING A 1/2" WRENCH, REMOVE HEX BOLT (ITEM #1), THEN REMOVE 5/8" DIAMETER SHAFT (ITEM #2) AS SHOWN.
4. USING A 9/16" WRENCH, REMOVE BOTH BOLTS (ITEM #3) AS SHOWN.
5. REMOVE OLD ARM AND REPLACE WITH NEW ARM. REVERSE ABOVE ORDER TO REASSEMBLE..
NOTE: CONNECT LONGEST HOSE TO FILTER.
CONNECT SHORT HOSES TO MANIFOLD.
(SEE DETAIL)
USE LOCTITE ON #1 WHEN REASSEMBLING.
6. ATTACH NEW PLASTIC TIE TO HOLD HOSES AND EXHAUST MUFFLER IN PLACE.