



Installation Instructions: RMW Ladder Adapter_Pinch Weld Version

Main Components:

- 5 bracket pieces
- Indexing plunger
- Rubber Bumper

Hardware:

- 2 – SS shoulder bolts
- 4 – Black nylon washers
- 2 – 5/16" Nylock Nuts
- 2 - #10-32 Counter sunk screws
- 2 – M6 x 20mm SS Button head bolts
- 2 – M6 washers
- 2 – M6 Nylock nuts
- 1 - #10-32 Round head bolt
- 1 - #10-32 Nylock nut
- 2 – 16mm Shaft Collars

Tools Required:

- 1/8", 5/32", and 3/16" Allen head wrenches
- 10mm, 3/8", 1/2" wrench or sockets
- ¼" drill bit and hand drill

Adapter Bracket Assembly:

1. Begin by bolting the indexing plunger to the pivot bracket using the 2 supplied #10 countersunk screws.



2. Next, insert one of the two shoulder bolts through the middle hole as shown, along with a plastic washer:



3. Then install the bracket with the bent tab, followed by another plastic washer as shown:



4. Next, install the small curved bracket as shown, followed by a Nylock Nut. Leave the nut loose at this time.

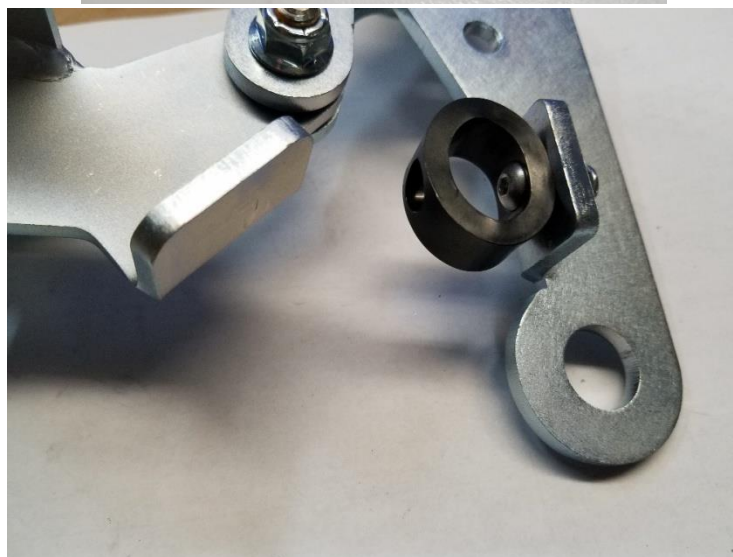


5. Install the pinch weld bracket between the other brackets making sure to put a plastic washer between each piece. Also ensure that the bracket is facing the correct direction. Add the last Nylock nut and tighten them both down. **Make sure not to over tighten the nuts however. The brackets should be snug but able to move freely:**



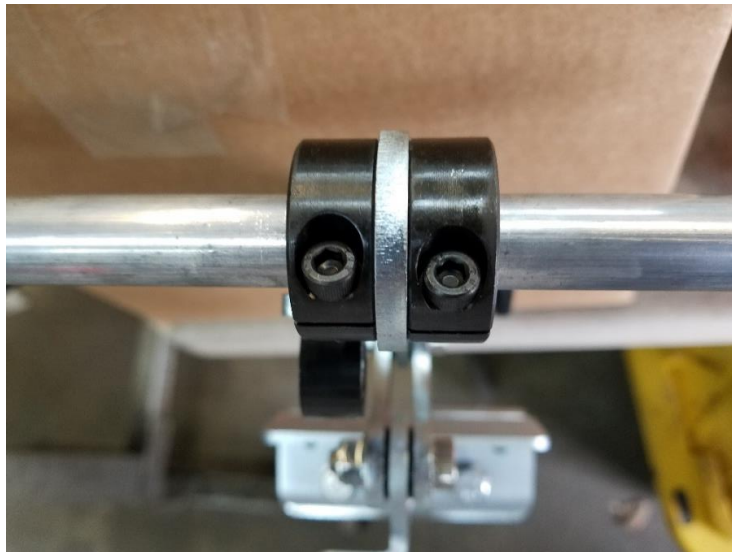


6. Next, you'll install the rubber bumper using the small #10-32 bolt and nylock nut. Run the bolt through the bumper, and attach to the bracket as shown (be careful not to over tighten!)



Installing the bracket assembly onto the Ladder and then Van:

1. Now you can attach the adapter assembly to your ladder. You'll need to cut and remove the black plastic sleeve on the lower 16mm aluminum rungs, and insert the rung into the bottom of the adapter bracket assembly. Position the assembly in the middle of the rung, and install both shaft collars on either end to sandwich the bracket and tighten them down. Now you can install (or reinstall if your ladder is already assembled) the lower rung on the ladder with the adapter attached.



2. You may now install the Ladder onto the van making sure that the lower adapter bracket has a nice rust-free spot on the lower pinch weld. Adjust and tighten the upper lock tabs so that there is pressure on the rain gutter to prevent the ladder from lifting off (shown in your ladder instructions).



3. Attach the backing plate to the adapter using the 2 M8 x 25mm bolts, 4 washers and M8 lock nuts but leave about a ¼" gap. Hold the adapter tight onto the van's lower pinch weld and tighten the bolts so that the adapter is firmly held in place.





4. With the adapter securely attached to the van, you will now need to drill threw the 2 holes into the pinch weld using a $\frac{1}{4}$ " drill bit. After drilling, remove any burrs and touch up the holes with some paint to prevent rust from forming.



5. Once drilled, you can install the 2 M6 button head screws, washers and nuts. **Note:** These bolts are important and **considered required** for proper installation. They give redundancy in the attachment to the van in case the pinch attachment was to fail.



6. **(Step optional):** If you're lower pinch weld is fairly corroded, you may choose to add two #10 self tapping screws (not included) to attach the back plate to the van. This simply adds an additional attachment point for redundancy purposes.



7. Before using your ladder here are some quick tips!

- a. Adding some white lithium grease to the plunger holes and pin surface will keep it operating smoothly and prevent it from sticking.
- b. Do **NOT** attempt to step on the ladder before making sure the plunger pin is in the locked position!
- c. Before driving the van, ensure the ladder is in the closed and locked position.
- d. If you find the linkage is hard to move, try slightly loosening the two 5/16" nuts and shoulder bolts.
- e. Thank you for the business and enjoy!

Don't like the silver Zinc finish? Tips for painting the parts:

(You may also choose to have the parts powder coated, however the plunger pin holes may need to be drilled out due to coating thickness).

1. Clean the parts thoroughly with some solvent (brake cleaner, or acetone) to remove any grease or oil.
2. Prime the zinc surfaces using a solvent base or self-etching primer. (do not use a latex, acrylic or oil based primer as it will flake)
3. Top coat the parts using an epoxy or enamel engine paint. (It is recommended to use paint from the same MFG as the primer used to ensure compatibility).