

BASE RACK FITTING INSTRUCTION

Part Number: **1780250**
Product Description: **BASE RACK Gas Bottle Holder**

WARNING

- ◆ The ARB BASE RACK system has a maximum capacity of 25kg per cross slat. Exceeding this limit may result in damage or failure
- ◆ This Gas Bottle Holder is design for use with refillable type LPG/propane “BBQ” bottles up to 9kg capacity. Gross bottle weight 20kg max. Not suitable for bottles significantly taller than their diameter.
- ◆ This product must be installed exactly as per these instructions using only the hardware supplied
- ◆ This product or its fixing must not be modified in any way
- ◆ These instructions are correct as at the publication date
- ◆ During installation, it is the duty of the installer to check correct operation/clearances of all components
- ◆ Work safely at all times
- ◆ Unless otherwise instructed, tighten fasteners to specified torque
- ◆ Fastener torques are to be checked at regular intervals

ARB 4x4 ACCESSORIES

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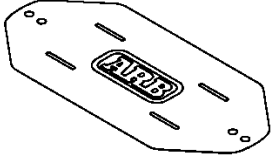
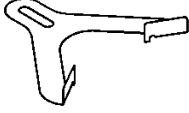
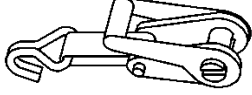

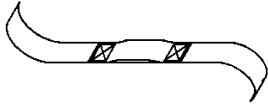
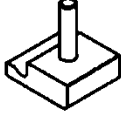



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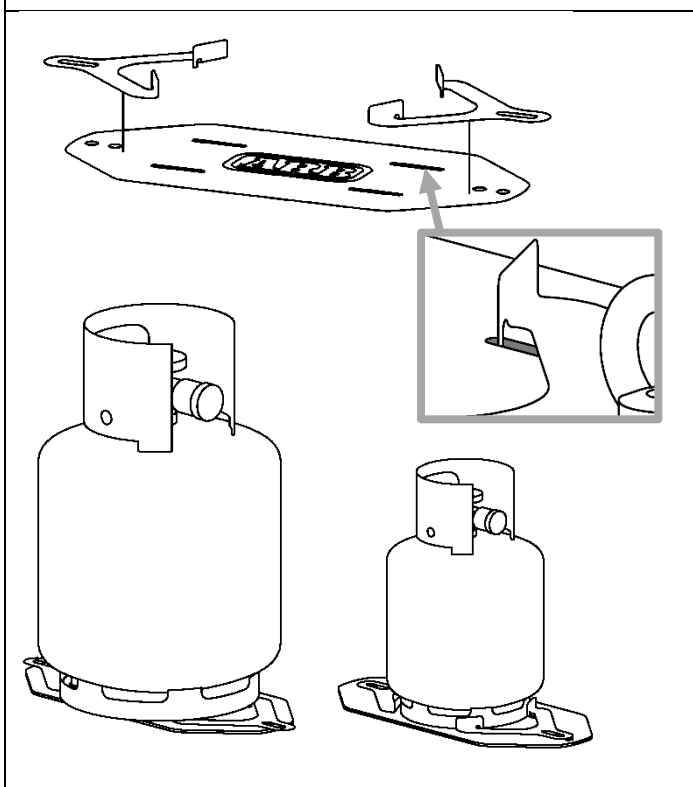
FASTENER TORQUE SETTINGS:

SIZE	Torque Nm	Torque lbft
M8	22Nm	16lbft

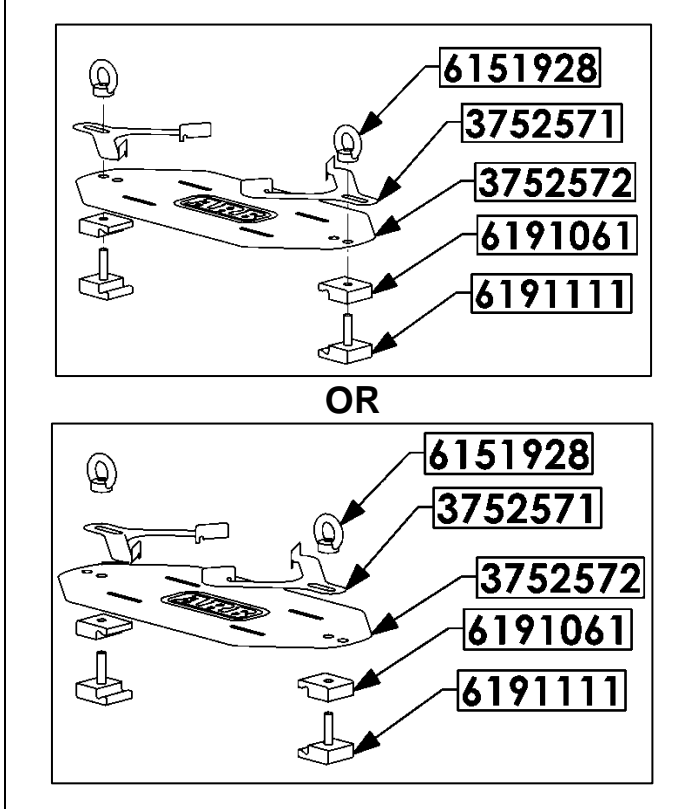
PARTS LISTING

APPLICATION.	PART NO.	QTY	DESCRIPTION
	3752572	1	BRKT RT GBOTTLE PLATE
	3752571	2	BRKT RT GBOTTLE Y ADJUSTER
	5670056	1	STRAP RT GBOTTLE HOLDER (Ratchet)
			STRAP RT GBOTTLE HOLDER (Cambuckle)
			STRAP RT GBOTTLE HOLDER (Strap)
	6191111	2	EXT ASSY ACC CLAMP 35MM W/STUD
	6191061	2	EXT RT ACC CLAMP 35MM
	6151928	2	M8 EYE NUT FORGED
	4584407	2	WASHER FLAT M8x20x3 (DISCARD)

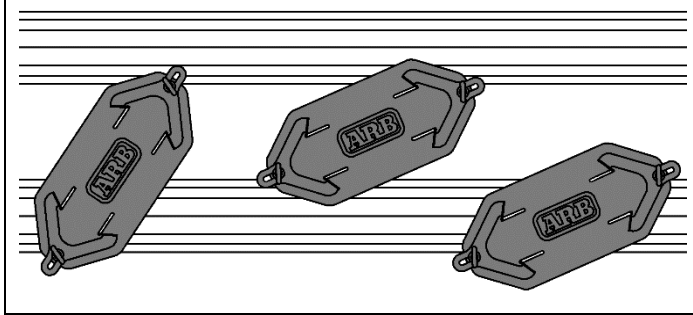
FITTING PROCEDURE



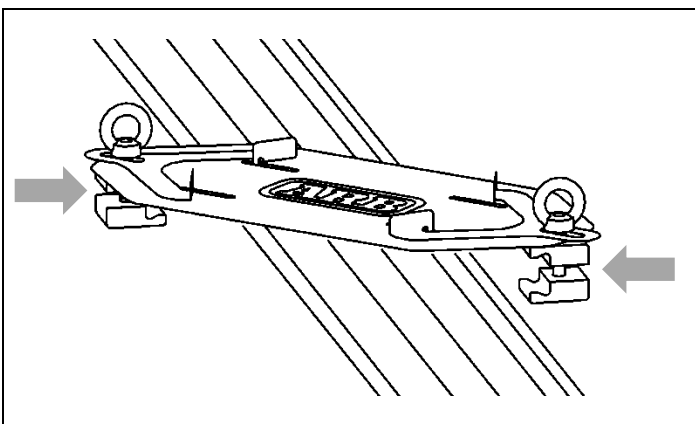
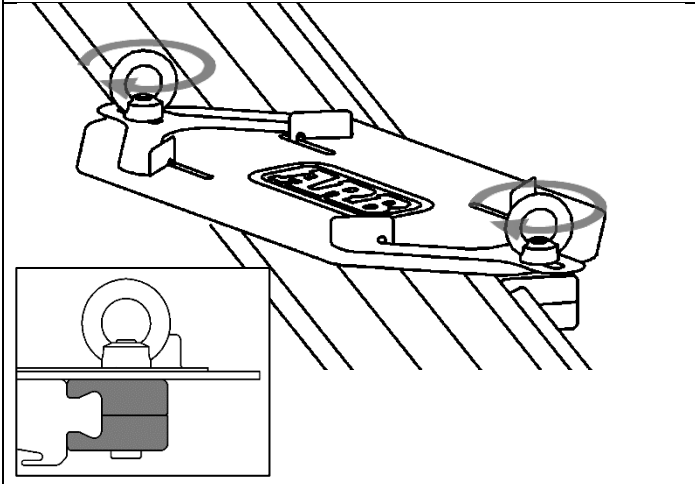
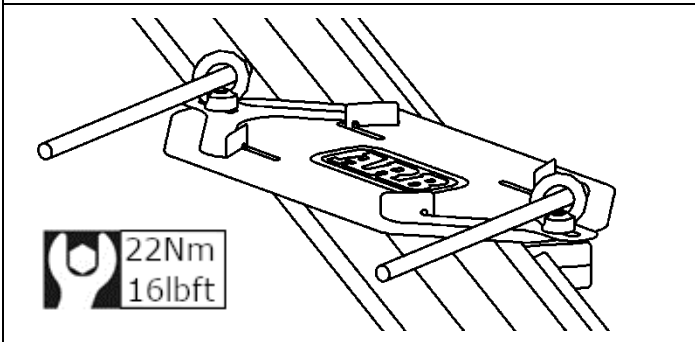
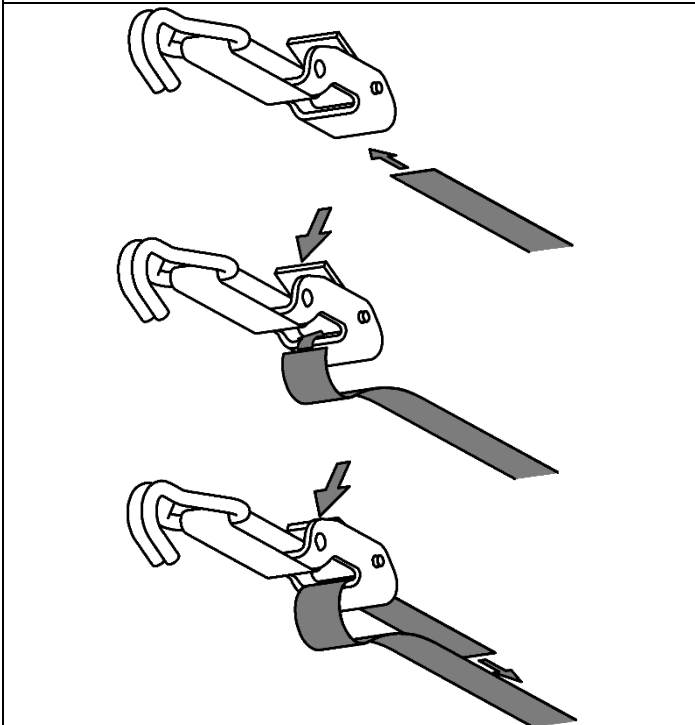
1. Place the Y-Adjusters onto the Baseplate. The ARB logo should face up
2. Lock the small tabs of the adjuster into the slots
3. Sit the Gas bottle on top of the plates and adjust to the bottle
 - The Y-Adjusters flange may sit inside or outside of the bottles lower ring
 - The Y-Adjuster should sit firmly against the lower ring to prevent movement of the bottle
 - Small bottles are best suited to outside the ring
 - The bottle should be centred on the plate

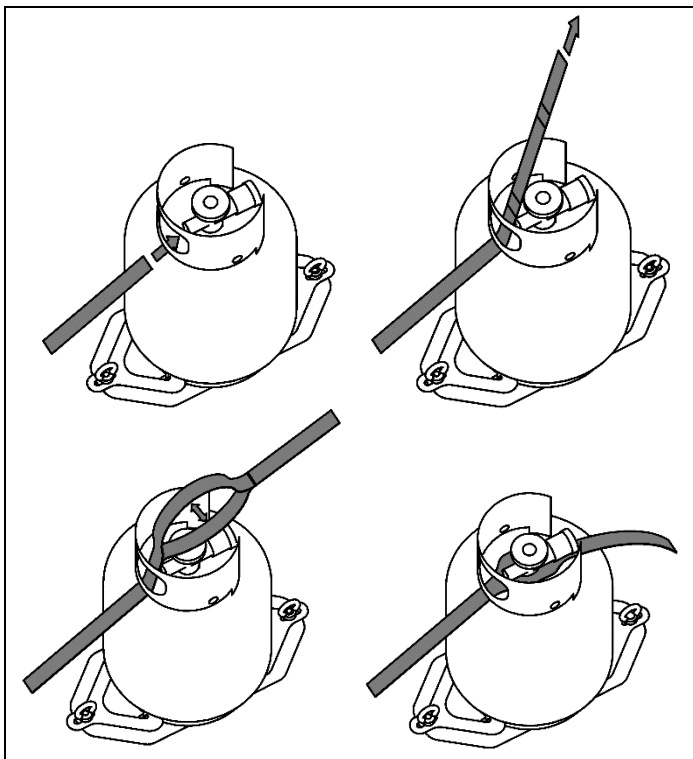


4. Fit the clamps and eye nuts as shown, into the inner or outer holes (to suit bottle size above)
Only tighten the eye nuts 1-2 turns



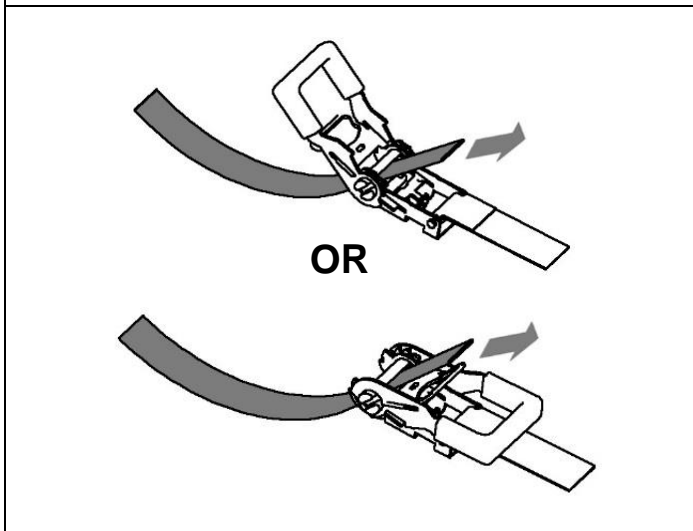
5. Determine the location of the holder on the rack. Positions can be
 - Over one slat
 - Between two slats
 - Spread over 1.5 slats

	<p>6. Sit the plate in desired location, separate the blocks and slide over BASE RACK dovetail</p> <p>Hint: blocks can be separated without removing the eye nut</p>
	<p>7. Hand tighten the eye nuts</p>
	<p>8. Tighten the eye nut to the specified torque</p> <p>Hint: an object such as a screwdriver may help to tighten</p>
	<p>9. Feed one end of the strap into the cam buckle from the central opening, as shown</p> <p>! WARNING – IF STRAP IS NOT FED CORRECTLY THE STRAP CANNOT BE TIGHTENED !</p>

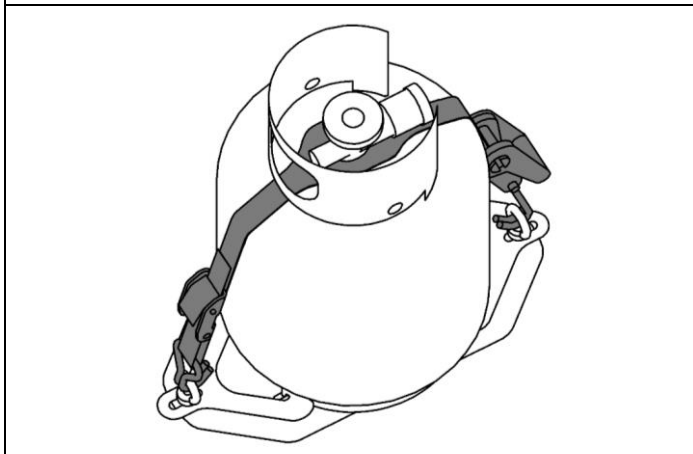


10. Fed the other free end of the strap through the gas bottle as shown

- Ensure the strap sits around the valve
- Ensure the strap sits on the bottle at the base of the valve
- The strap must never place load through fittings and valves

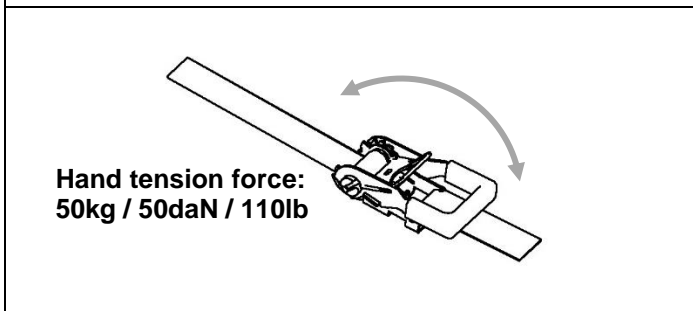


11. Feed the loose end through the ratchet as shown



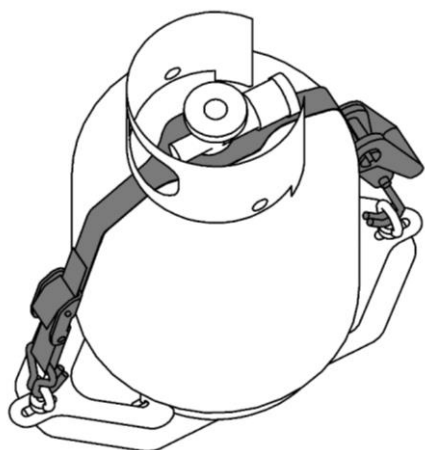
12. Engage the cam buckle and ratchet end hooks into the eye nuts

13. Adjust the cam buckle to centre the strap over the bottle valve



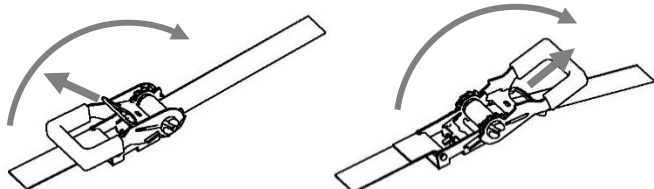
14. Rotate handle back and forth until tight – minimum 1.5 turns

Hand tension force:
50kg / 50daN / 110lb



15. Check the system is secure

- The strap is centred around the valve
- The bottle sits flat
- The bottle is central on the plate
- The Y-adjuster flanges are against the bottles base ring
- Shake the bottle by hand to ensure there is no movement



16. To release the bottle, release tension on the ratchet strap

17. Pull the release lever and rotate handle to full extension

Hint: leaving the cam buckle installed on the strap will pre-set the assembly for future use

RATCHET STRAP SPECIFIC WARNINGS

1. SELECTION

In selecting a webbing restraint system, consideration should be given to the required lashing capacity (LC), taking into account the mode of use and the nature of the load to be secured. The size, shape and weight of the load, together with the intended method of use, transport environment and the nature of the load, will affect the correct selection. Always refer to your regional transport authority for specific rules regarding requirements for load restraint

2. USE

The selected webbing restraint system should be both strong enough and of the correct length for the mode of use. Good lashing practice should always be followed. Fitting and removal operations for lashings should be planned before starting a journey. The lashings should be suitably pre-tensioned and regularly checked during the journey.

3. STABILITY OF LOAD

Care should be taken to ensure that the stability of the load is independent of the webbing restraint system and that the release of the webbing restraint system will not cause the load to fall off the vehicle, thus endangering personnel. If necessary, attach lifting equipment for further support to the load before releasing the tensioning device in order to prevent accidental falling.

4. MATERIALS

The materials from which webbings are manufactured have a selective resistance to chemical attack. The advice of the manufacturer or supplier should be sought if exposure to chemicals is likely. It should be noted that the effects of chemicals may increase with rising temperature. The resistance of man-made fibres to chemicals is as follows:

(a) Polyester (PES) is resistant to mineral acids but is damaged by alkalis.

(b) If there is any contamination from chemical products, web lashings should be removed from service and the manufacturer or supplier should be consulted. Straps may be sensitive to UV degradation, please check the quality of strap before use.

5. OPERATING TEMPERATURES

The webbing restraint systems complying with this Standard are suitable for use in the following temperature ranges:

(a) -40°C to +100°C for polyester.

These ranges may vary in a chemical environment, in which case the advice of the manufacturer or supplier should be sought. Changes in environmental temperature during transport may affect the tension force in the webbing. The tension force should be checked after entering warm areas.

6. OVERLOADING

Webbing restraint systems should not be overloaded. Mechanical aids such as levers or bars (cheater bars) should not be used unless they are designed for use with the webbing restraint system.

7. LIMIT OF TWIST

Webbing restraint system should not be used when knotted, and twisting of the webbing is prohibited; however, a half turn is allowable to prevent vibration and flapping.

8. PROTECTION

The webbing restraint system should be protected against friction, abrasion and damage from loads with edge radius less than twice the webbing material thickness, use of protective sleeves or corner protectors will assist.

9. WITHDRAWAL AND REPAIR

Webbing restraint systems should be withdrawn from service and replaced, if they show the following signs of damage (refer to Maintenance):

(a) *Webbing* Tears, cuts, nicks and abrasions in load-bearing fibres and retaining stitches exceeding 10%, and deformations resulting from exposure to heat.

(b) *End fittings and tensioning devices* Deformations, cracks and pronounced signs of wear or corrosion.

Only the manufacturer should carry out repairs on webbing restraint systems and on the webbing any identification labels should be repaired.

CARE AND MAINTENANCE OF WEBBING RESTRAINT SYSTEMS

10. EXTENDING THE USEFUL LIFE

The life of lashing webbing and components can be extended by observing the following: (Guide only) Note webbing straps will degrade over time and checking the strap before any use should be completed.

(a) *Care and maintenance*

(i) Never heat or heat-treat the lashing components.

(ii) Lightly oil the lashing components prior to prolonged storage. Sewing machine oil is best, reduce contact with the strap.

(iii) Store the lashing webbing and components in a clean dry place, inside the storage bag.

(iv) Keep the tie-down as clean as possible and the ratchet free from dirt.

(v) If contaminated with oil, fuel or acid remove with hot soapy water or discard immediately.

(vi) If contaminated with alkali, rinse thoroughly in cold water as soon as possible, do not allow the webbing to dry out before rinsing in water, or discard immediately.

(vii) If the ratchet mechanism becomes stiff in use, a small amount of lubricant applied to the moving parts will ease operation. Try to reduce contact with the strap.

(b) *Use*

(i) Ensure that the lashing webbing or components are free of any significant damage or wear.

(ii) Avoid throwing from heights or leaving on the ground where vehicles may damage the metal fittings.

(iii) Do not twist or knot the webbing.

(iv) Use the protective sleeves or other packing material to protect the webbing if it passes over sharp edges or rough surfaces. A corner is considered to be sharp when the corner radii is less than twice the thickness of the webbing.

(v) Ensure the lashing webbing is evenly loaded in use.

(vi) When the lashing webbing is tensioned ensure the force applied does not exceed the manufacturer's or supplier's recommendations.

(vii) Ensure that there is a minimum of 1½ turns of webbing on the ratchet spindle.

(viii) Do not allow modifications or repairs to the webbing to be carried out, except by the manufacturer or supplier.

11. MAINTENANCE

It is important that all components in the webbing restraint should be examined regularly by the users prior to use. If there is any doubt about serviceability of the system it should be withdrawn from use and examined by a competent person. Take note of the following for guidance:

(a) If necessary, the lashing webbing and components should be cleaned before they are inspected.

(b) Complete webbing restraint system should be individually inspected for any signs of wear, twisting or stretching.

(c) Clearly mark the defects on all webbing restraint systems and cut the strap into pieces to prevent the strap being used again, this applies to straps that have been withdrawn from service for evaluation.

(d) Any damaged webbing restraint system which cannot be repaired should be destroyed

ARB BASE RACK