Art.no. 95151-1

ASSEMBLY INSTRUCTIONS

WIRE CONTROL UNIT Art. No. 11 280

Assembly:

Fit the wire control unit onto the head support fastening (C) as shown in Figure 1.
Three different types of head support fastening are available.
Typ C1: Current model in aluminium.
Typ C2: Previously model (before 2002.09).
Typ C3: Old model (before 1998.11) can not be used with this wire control unit.

1. Loosen the screws (A) and remove the cover plate (B).
2. Fit the head support fastening into the wire control unit as shown in Figure 1.
3. Fit the cover plate (B) and tighten the screws (A) – but not too tightly.
4. Fit the backrest as shown in Figure 3 using the existing screws (D).

Clip the wires into place on the backrest using the brace (X) as shown in Figure 3.

NB! See the back of these instructions for information on how to connect the wires.

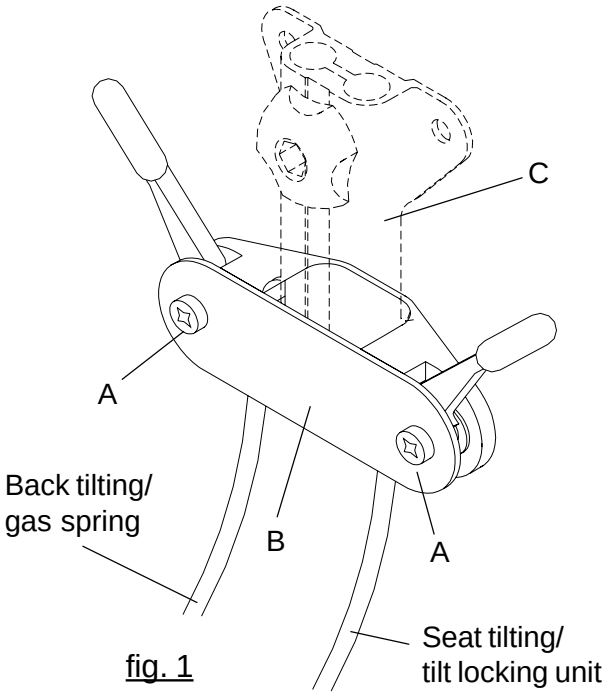


fig. 1

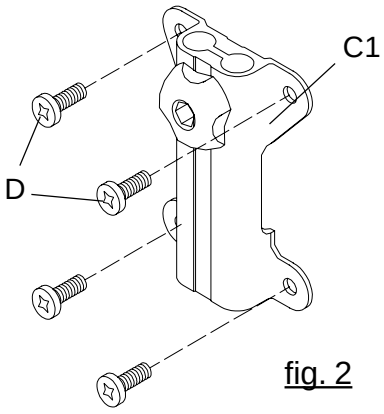


fig. 2

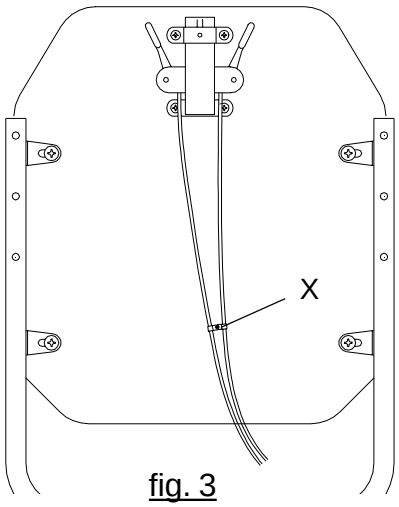
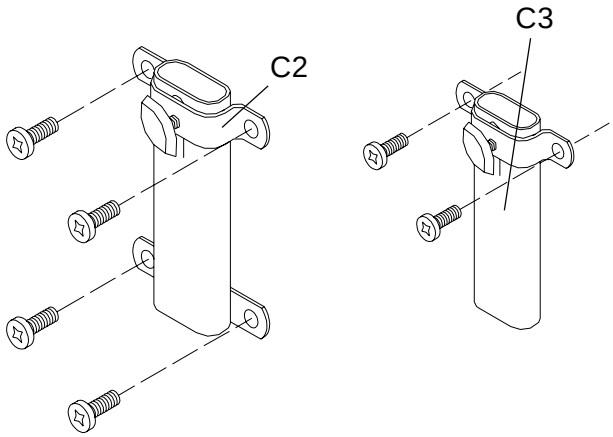


fig. 3



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ASSEMBLY INSTRUCTIONS

Fitting wires to older models of tilt locking unit:

Seat tilting/tilt locking unit, see Figure 5

1. Thread the wire through the spring (O), Figure 5, then through the case (P) and out through the lock pin (Q). **Please note: The spring (O) is delivered with the unit; do not use the old spring.**
   NB! Check that you connect the right wire; See Figure 4.
2. Pull the end of the wire to tension the wire. Check that the housing has slid into the case (P) and the lever of the control unit (M), Figure 4, is in its upper position.
   NB! The wire must not be tensioned excessively; the housing must be able to bend in towards the spring (O) about 4-5 mm. The control unit's lever (M) must be slightly loose.
3. Tighten the stop screw (R) to lock the wire int place.

NOTE!
Check the function, especially that the tilt locking unit locks correctly.

It is important that assembly and adjustment of control unit wires are done correctly. This should only be done by authorised personnel.

Back tilting/gas spring, see Figure 6 and 7.

1. Thread the wire through the adjusting screw (H), Figure 6.
   NB! Check that you connect the right wire; See Figure 4.
2. Thread the wire through the hole in the pin (I) *between* the washers (J). You may have to loosen the nut (K) slightly.
3. Pull the end of the wire to tension the wire. Check that the housing has slid into the adjusting screw (H) and the lever of the control unit (L), Figure 4, is in its upper position.
4. Tighten the nut (K).
5. Adjust using the adjusting screw (H) so that the gas spring can be released correctly. The control unit's lever (L) must be slightly loose. Tighten the lock nut of the adjusting screw.

NB! Older holders, Figure 7, do not have an adjusting screw. Adjust these models by pulling the wire to obtain the right amount of looseness in the control unit lever.

fig. 4

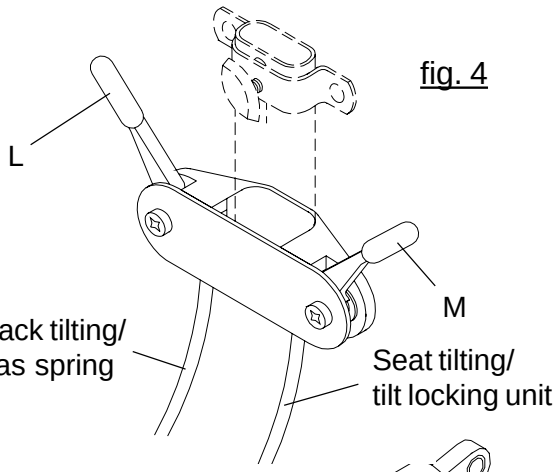


fig. 5

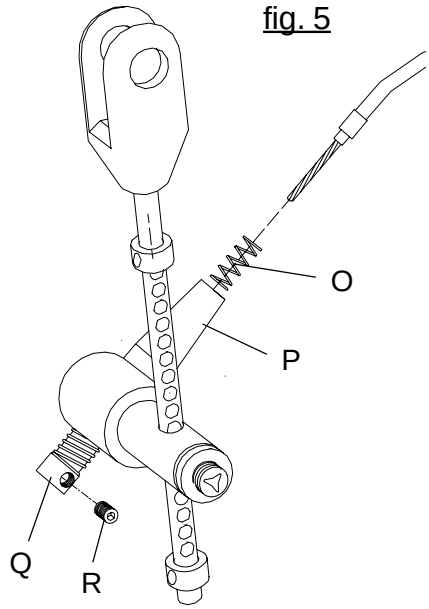


fig. 6

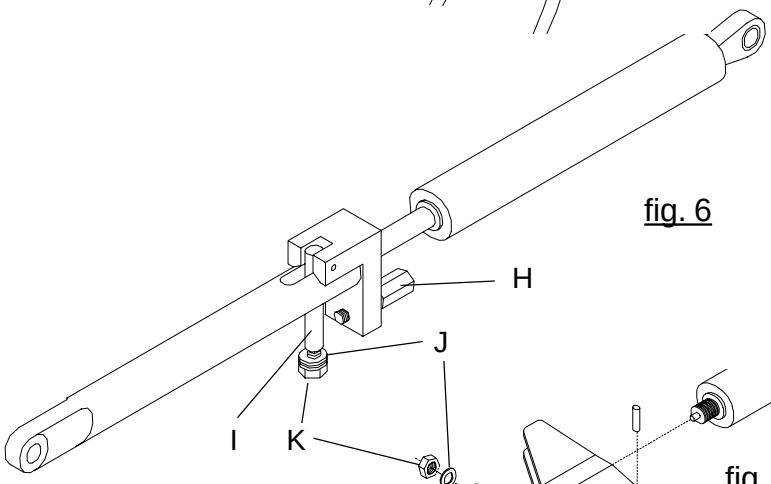
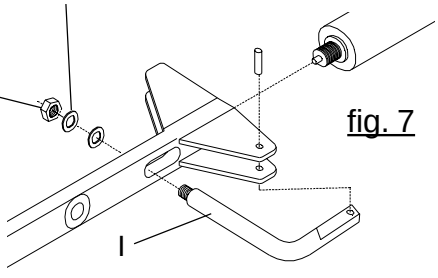


fig. 7



ASSEMBLY INSTRUCTIONS

Fitting wires to new models of tilt locking unit:

Seat tilting/tilt locking unit, see Figure 8.

1. Ensure that the nut (Q), Figure 8 is loose and that the adjustment casing (P) is unscrewed 1-2 mm from the fully screwed-in/tightened position.
2. Thread the wire through the spring (O), Figure 8, then through the adjusting screw (P) in the case (R) and out through the lock pin (S).
   Please note: The spring (O) is delivered with the unit; do not use the old spring.
   NB! Check that you connect the right wire; See Figure 4.
3. Pull the end of the wire to tension the wire. Check that the housing has slid into the adjusting screw (P) and the lever of the control unit (M), Figure 4, is in its upper position.
   NB! The wire must not be tightly tensioned; the control unit's lever (M) must be slightly loose.
4. Tighten the stop screw (T) to lock the wire i nto place.
5. Adjust using the adjusting screw (P) so that the tilt locking unit releases and locks correctly.
   NB! The control unit's lever (M) must be slightly loose.
6. Lock the adjusting screw by tightening the nut.

NOTE!
Check the function, especially that the tilt locking unit locks correctly.

It is important that assembly and adjustment of control unit wires are done correctly. This should only be done by authorised personnel.

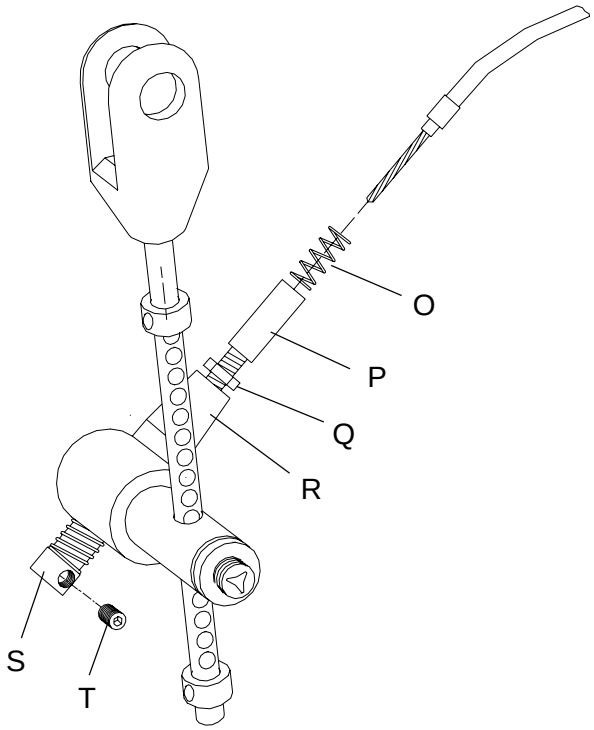


fig. 8

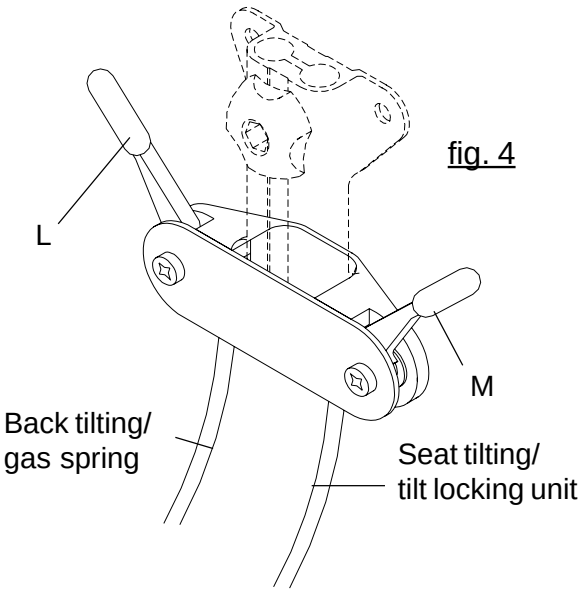


fig. 4

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