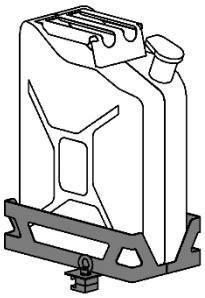
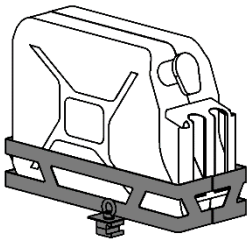
ARB BASE RACK
FITTING INSTRUCTION

Part Number: **1780320, 1780330, 1780340, 1780350**

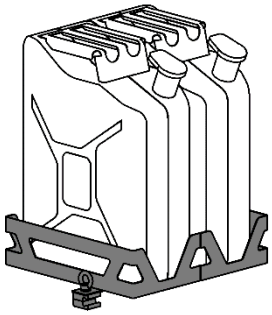
Product Description: **BASE RACK JERRY CAN HOLDER**



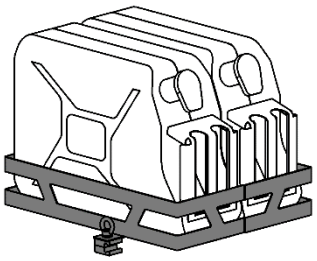
1780320



1780330



1780340



1780350

WARNING

- The ARB BASE RACK system has a maximum capacity of 25kg (approx. 20L filled jerry can + holder) per cross slat. Exceeding this limit may result in damage or failure
- This product is designed for use with 10L (2.6 US gal) and 20L (5.3 US gal) jerry cans. Extra room has been allowed for thick wall plastic jerry cans.
- Double jerry can holders (1780340 & 1780350) must always carry a matching pairs of cans, to prevent uneven or reduced strap tension
- 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

Corporate Head Office

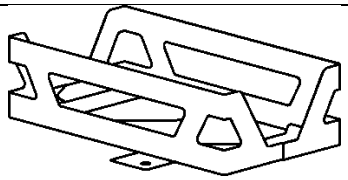
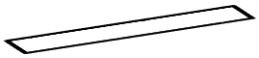
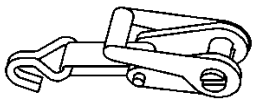
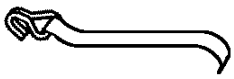
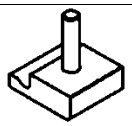
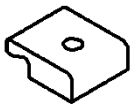
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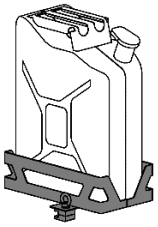
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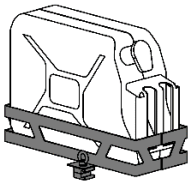
PARTS LISTING			
APPLICATION.	**PART NO.**	**QTY**	**DESCRIPTION**
	-	1	WELDED ASSY JERRY CAN HOLDER (SINGLE VERTICAL SHOWN)
	6781440	1 (Single) OR 2 (Double)	TAPE BACKING 350MM
	5670055	1	STRAP 25MM X 1.5M (Ratchet)
			STRAP 25MM X 1.5M (Strap)
	6191111	2	EXT ASSY ACC CLAMP 35MM W/STUD
	6191061	2	EXT RT ACC CLAMP 35MM
	6151928	2	M8 EYE NUT FORGED
	4584407	2	WASHER FLAT M8x20x3

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FITTING PROCEDURE

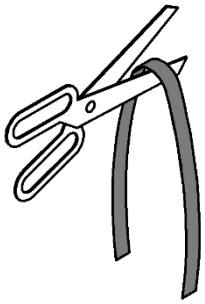


1780320

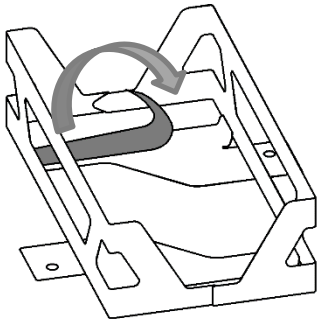


1780330

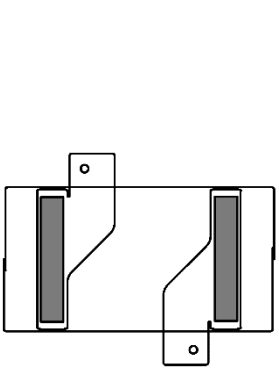
ONLY



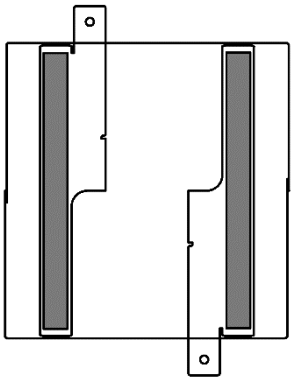
1. For single holder only – cut the backing tape in half



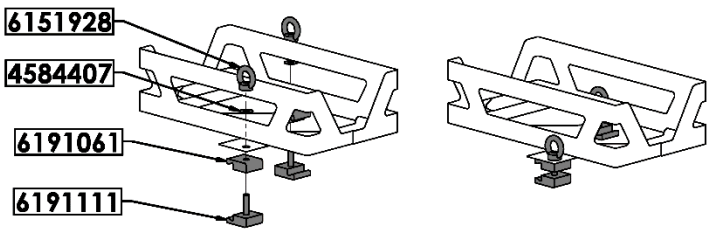
2. Apply the backing tape inside the holder in the location shown
3. Rub the tape firmly to adhere



SINGLE



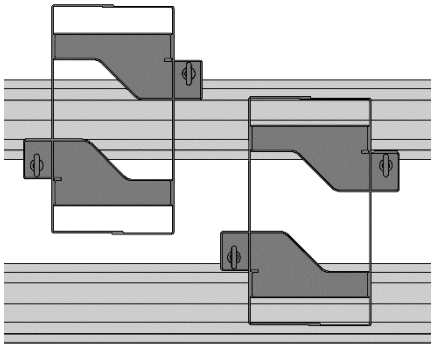
DOUBLE

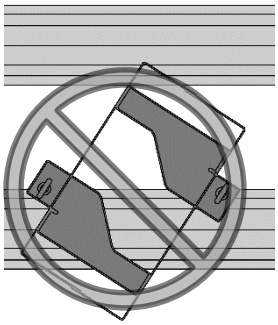


4. Fit the clamps and eye nuts as shown

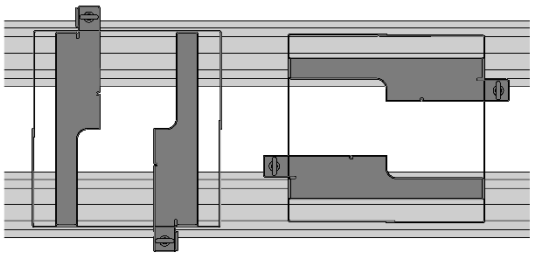
   Only tighten the eye nuts 1-2 turns

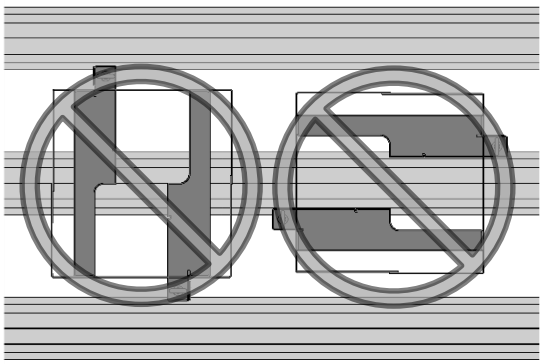
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SINGLE



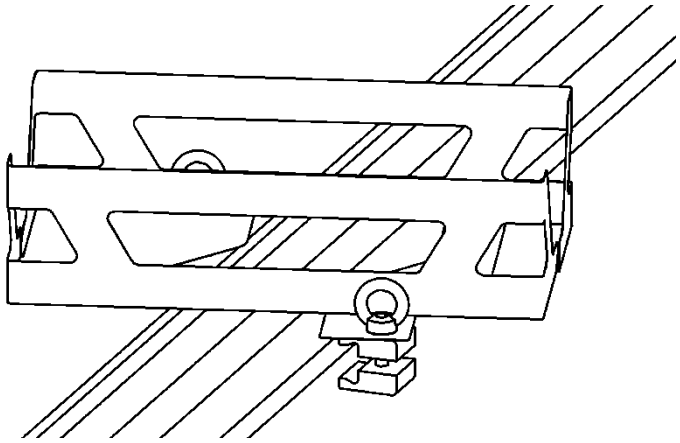
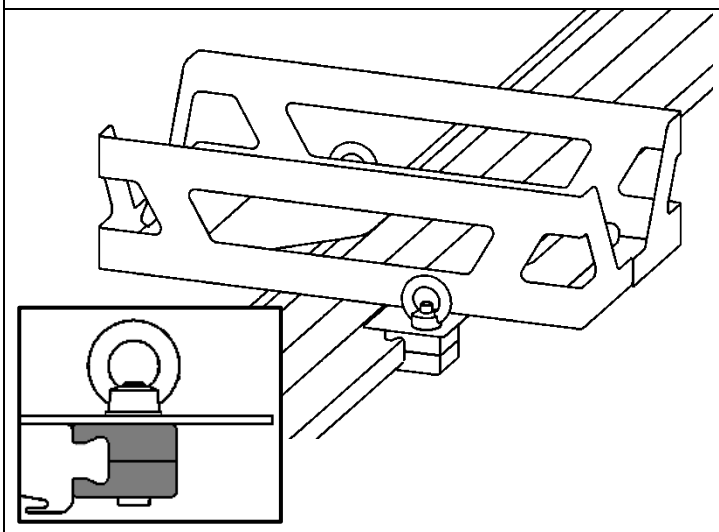
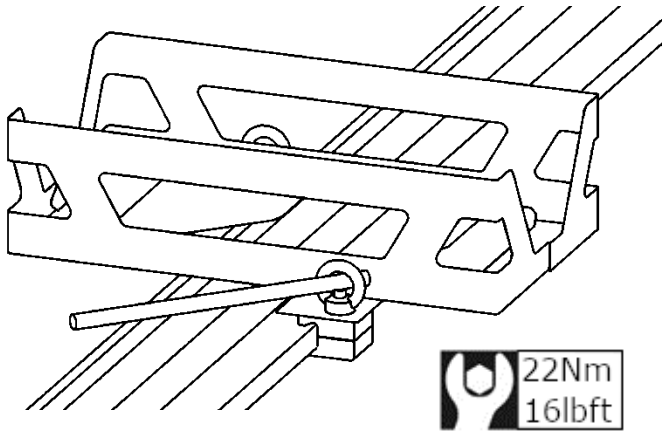
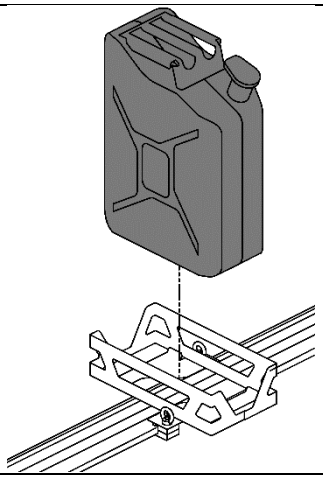


DOUBLE

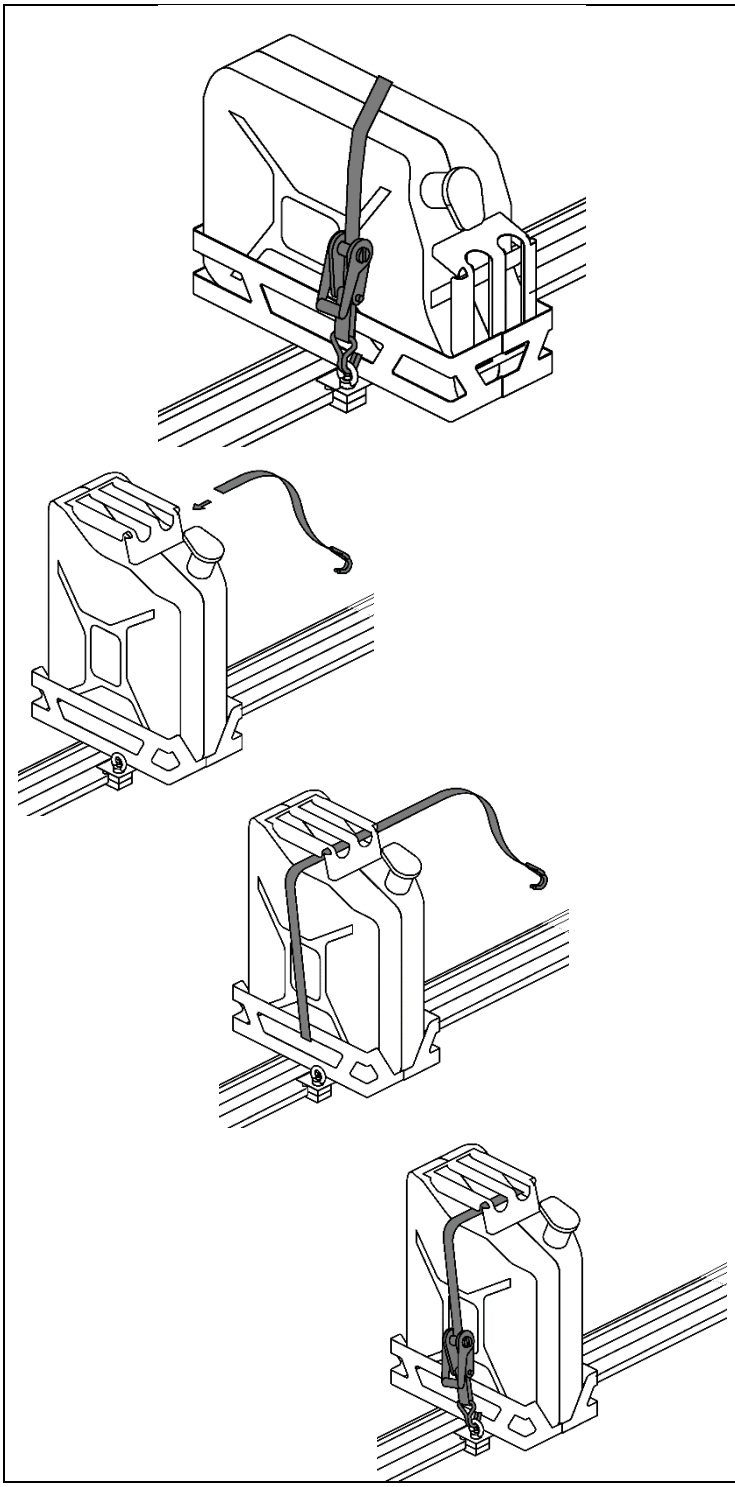
5. Choose the location of the holder on the rack

   - Single holders can go over one slat or between two slats
   - Dual holders can go between two slats
   - Do not fit both clamps on one dovetail channel
   - Do not place a double holder on over one rail

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	6. Sit the holder in desired location, separate the blocks and slide over BASE RACK dovetail
	7. Hand tighten the eye nuts
	8. Tighten the eye nut to the specified torque **Hint: an object such as a screwdriver may help to tighten**
	9. Insert can into holder

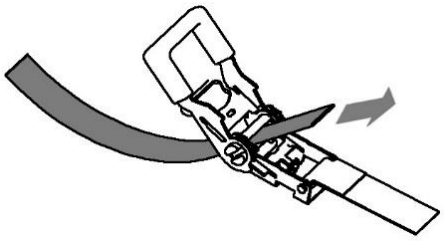
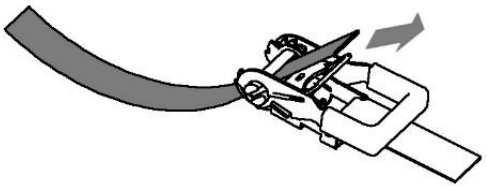
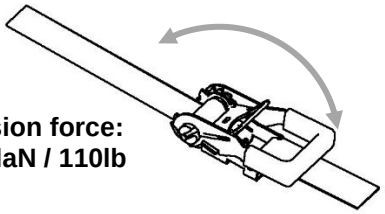
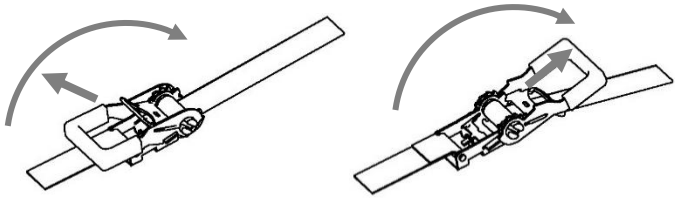
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10. For horizontal holders:
    Fit the ratchet strap over the jerry can(s)
    Attach the hooks to the eye nuts

11. For vertical holders:
    Fit the ratchet strap through the handle(s)
    Attach the hooks to the eye nuts

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 **OR** 	12. Feed the loose end through the ratchet as shown
Hand tension force: **50kg / 50daN / 110lb** 	13. Rotate handle back and forth until tight – minimum 1.5 turns
	14. To release the cans, release tension on the ratchet strap 15. Pull the release lever and rotate handle to full extension

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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) *Webbings* 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

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