



EASY RIDER CONTROLS

INSTALLMENT INSTRUCTIONS



(Patent pending no 2007/01128)

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WELCOME TO EASY RIDER HAND CONTROLS

Congratulations on your purchase of the Universal Easy Rider Hand Control Unit!

This unit is designed to give you years of trouble-free operation with little or no maintenance. It complies with American specification SAE standard J1903 and has been independently tested by Gerotek Testing Facility ([test certificate here](#)).

This control unit has been designed with the ultimate aim of safety and control, giving paraplegics ease of mobility once again allowing us to be independent.

The telescopic arms have been sealed to ensure that they do not fail. Besides normal length adjustments, no other length adjustments are possible.

It is extremely important to remember that this is a Push-Pull system, the handle of the left-hand control cannot be flipped around to make it “right-handed”; once the handle is flipped around it is no longer a Push-Pull system, and the control becomes unsafe.

The Easy Rider Control comes to you assembled. Once set up for your vehicle the control can be fitted or removed in minutes, making it suitable to use in a family car, allowing the vehicle to be driven normally by another person. Long distance driving becomes a pleasure as driving can now be shared.

Going overseas or need to rent a car? Pack your control into your bags. Renting a car has never been this easy your control can be used on any rented car. Being an adjustable hand control unit, it will fit most automatic, 4x4, SUV's and all-wheel drive vehicles. The left-hand control here is fitted to an F-Type Jaguar:



INTRODUCTION



Package Contents

- Your pre-assembled control
- Two sets of clamps (2, 8, 9): for permanent & temporary vehicles respectively
- The strap (3) that holds the control to the steering column (for height adjustment)
- The usage and installation instructions together with your warranty

Useful media links for before/when you install

The following links can help provide you context before / when you install:

- <https://easyridercontrols.com/> - information about the product, our company & users of the product
- A [video illustrating the use of the hand controls](#) in practice
- A [video illustrating the installation of the permanent clamps](#)

Disclaimer

- The warranty and safe use of your Easy Rider Hand Control depends on the correct installation & care as per this document.
- Kindly note the various important safety guides (including use of safety chain, not using left-hand controls by switching them to be used as right-hand controls, not wiggling the controls back-and-forth during driving, checking daisy wheel screws are tight, and so on).

Warranty

We wish you many safe trips with our control!

The Easy Rider Control comes with a **three year unconditional warranty** on materials and workmanship. Please contact us should you need spare parts.

We welcome client feedback to support our continuous improvement ethos.

Contact Info

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Louis Nortje uses his own product!



FITMENT INSTRUCTIONS - PORTABLE HAND CONTROL

Adjusting your temporary portable hand control to fit your vehicle:

Pedal Clamps (2)

The accelerator pedal will always fit horizontally while the brake pedal will fit vertically.

It is important to ensure that your pedal clamps are properly fitted and tightened to your brake and accelerator pedals.

Do not remove your pedal rubbers under any circumstances.

Brake

The importance of the safety chain on your brake pedal cannot be overstressed. The safety chain is the most important safety feature on your hand control. You must ensure that it is fitted correctly.

The correct fitment of the safety chain:

The brake clamp will be placed to the left of the brake stalk, the safety chain needs to go around the front of the brake stalk and down the back of the pedal once again to the right of the brake stalk, the chain must then be connected to the bottom bolt on the brake clamp. You can now continue to connect the top piece of the brake clamp and tightening with the hand wheels provided (ensure that you can see the silver nut inside the hand wheel when putting it on. It must be facing up towards you not down to the pedal)

Once in place the clamp should not be able to slide off the pedal, either to the left or the right. Both hand wheels should come off before the clamp comes off the pedal. If the clamp comes off the brake pedal when you slacken the hand wheels, the chain is fitted incorrectly.

Accelerator

On some European cars the clamp needs to be split in order to clamp it to the accelerator pedal. However, on most cars the clamp will simply slip over the pedal from the bottom or top.

If possible, it is recommended that it be slid from the top down. After tightening the hand wheels ensure that the clamp does not catch on the carpeting or the interior body work to the right of the pedal, and that the pedal moves freely.

It is important to check the tension on your hand wheels regularly, this is the clamp that is likely to come off first, if the hand wheel tightness goes unchecked for some time.

Do not panic if the clamp slides off, you are still able to brake. Stop the car and refit your clamp on the pedal.

Telescopic Arms (4)

It is recommended that the control adjustment be carried out, outside of the vehicle, though it is easy to do the adjustment from within the vehicle if desired.

From outside the vehicle:

Measure the distance between top of your brake pedal to the inside of the steering wheel, do the same measurement for the accelerator.

If you minus 10cm from these measurements and adjust your control to this length you will be close to the measurement that will be required to operate your vehicle.

Example: if the measurements you obtained are –

Brake 620mm

Accelerator 670mm

Minus 100mm of these measurements:

Measurement to be used on control –

Brake 520mm

Accelerator 570mm

The control measurement is done from the inside of the clamps to the top part of the handle.

Adjustments is made to the telescopic arms in the following way:

Slacken the locknut (Hand wheel) (6) on the bottom of the telescopic. Turn the clamp to the left (anti clockwise) to lengthen the arm, to the right (clockwise) to shorten the arm.

Once fitted, final adjustment could be made by removing the clevis pins (7) on the handle and adjust by rotating the telescopic bar in the required direction.

Hand-tighten the screws at the bottom of the outer telescopic arm to lock the Telescopic in place. Ensure that your brake clamp faces downward and your accelerator clamp to the right.

Your control is now ready for fitment.

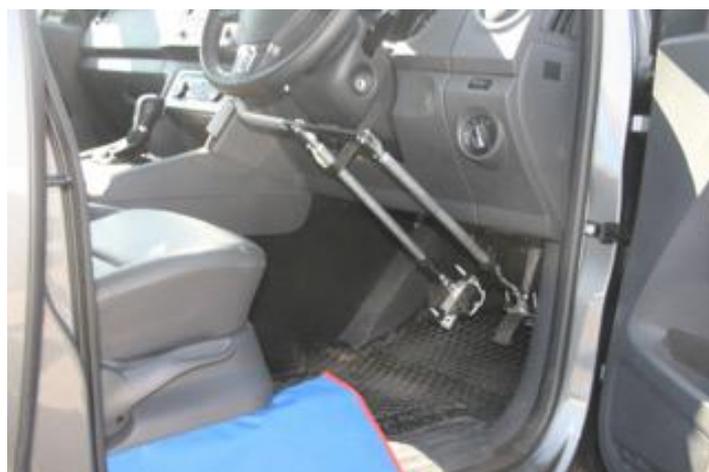
If you do not have a tape measure available, remove the bottom parts of the clamps. Place the brake telescopic on the brake pedal and adjust as above until you have sufficient clearance. Do the same for the accelerator.

From inside the vehicle:

First begin by fitting the clamps to the pedals. This works best if you disconnect the telescopic arms (4) from the handle (1), simply clip off the clevis pins (7) and pull lightly.

Refit the handle (1) to check where the handle is in relation to the steering wheel. if it is not the required 100mm (10cm) away from the steering wheel, either shorten the brake and lengthen the petrol telescopic or vice versa to get the best adjustment.

Adjusting from inside the car does works best when one telescopic is adjusted at a time.



Fitment Sequence:

Step 1. Suspend your control via the brake telescopic (4) to the steering column with the strap (3) provided.

Step 2. Slide your accelerator clamp (2) onto the accelerator pedal and clamp down using the daisy wheel screw.

Step 3. Slip the brake clamp (2) over the brake pedal from the back. Slip your safety chain around the pedal ensuring that it would prevent the clamp from slipping off the pedal. Attach before you clamp down the pedal with the daisy wheel.

Step 4. Adjust your sling strap (3) to the correct height ensuring that it does not catch on other controls, and that it keeps the control out of the way of your legs.

Your control is now ready for use, check the following:

Height

Ensure that your control handle (1) can be pushed and pulled, without clashing with other steering controls. The position should allow you simultaneous control of the steering wheel, controls, and control handle, if not, adjust the strap.

Check and ensure that the clamps (2) do not catch at the bottom on the carpets or side. Ensure that you have free movement.

Length

Check to ensure that by pulling the handle to within 1cm from the steering wheel that you get maximum acceleration. This adjustment can also be used to govern your car.

Adjust as required by removing the handle, slack the screw at the bottom of the telescopic (4) and turning the outer brake telescopic in the required direction.

Levelling

Your control arm can be levelled. Loosen the hand wheel lock screws at the bottom of the Telescopes (4), and re-tighten, with your control arm in the correct position.

Make sure that you lock the hand wheel screws at the bottom of the Telescopes (4) once your adjustments are done.

Caution:

Your clamps (2) are hand tightened with the daisy wheels (ensure correct fitting of daisy wheels: the nut should be visible on the top).

Under adverse conditions it could be possible for the screws to vibrate loose. It is therefore recommended that visual and physical inspections be carried out on a regular basis to ensure that the clamps are still properly tightened and attached to the pedals.

Very Important

For your and your passenger's safety it is important that you follow the safety instructions covered in this manual.

Regularly check the daisy wheel screws on your pedals (2) and the lock screws on your telescopic arms (4) to ensure that they are tight.

When your car is serviced ask the mechanic to check for any wear on the control and rectify if necessary.

Specifications:

Weight: 1.2 kg

Length adjustment: 160mm

FITMENT INSTRUCTIONS – PERMANENT CLAMPS

Permanent Clamp fitment: Small clamp for accelerator (9); Big Clamp for brake (8).

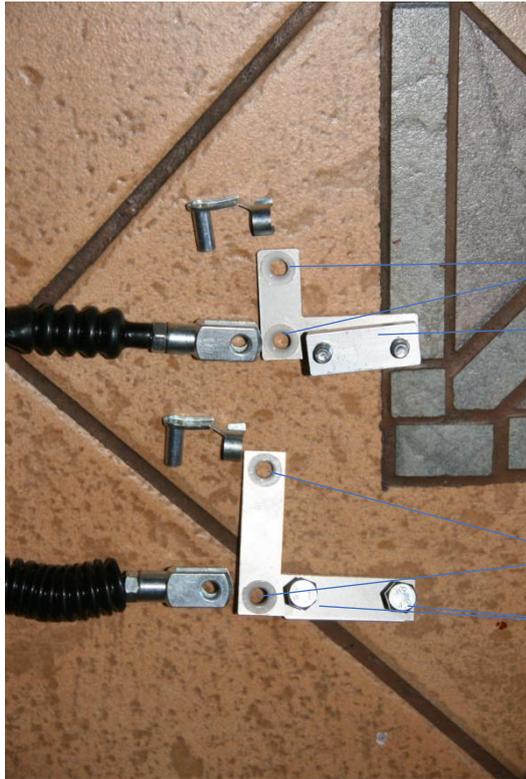
1. Clamps can slide up or down on pedal stalks; knee upholstery will determine.
2. Clamps could be fitted with point down or up.



Clips removed from clevises (7) to enable change of clamps.

Small clamp for accelerator (9).

Large clamp for brake (8).



Care should be taken with the fitment of the clips. Make sure they go through the holes with the nylon bushes.

NB: Always ensure that they stay clipped in. if not they could fall out.

→ Different fitting points. Nylon Bushes fitted.

→ Back plate on clamp is threaded for bolts. A lock nut can be fitted if required.

→ Different fitting points

→ Bolts that need to be tightened. By using a size 13 spanner, tighten until clamp cannot move. Attach lock nut and fasten until it reaches the clamp securely.

On certain model cars accelerator clamp cannot be fitted and portable clamp should be used.

Please also see the [video illustrating the installation of the permanent clamps](#).