NOTES:
1. WHERE CLEARANCES ARE NOT A FACTOR, SIGNALS SHALL BE
   SET 12 MIN. TO 15 MAX. FROM CENTER LINE OF TRACKS
2. FOR SIGNAL UNIT REFERENCE SEE SD-5255, NUMBER PLATE
   TO BE CHASED OR CONTROLLED SIGNALS
3. FOR FOUNDATION SEE 50-9314
4. ALL IN-LINE SIGNAL LIGHT UNITS SHALL BE LIT.
   INCANDESCENT LIGHT IS NOT ACCEPTABLE.
5. "5" PLATE OUTLINED UNLESS CALLED FOR ON CIRCUIT PLANS
6. SIGNALS SHALL BE EQUIPPED WITH LATCHED GUARD AND
   LOOKING PLATES, LATCHES AND PLATFORMS SHALL MEET
   CURRENT CODE REQUIREMENTS AND SHALL BE MOUNTED ON
   FIELD SIDE OF MAST
7. PROVIDE A MIN. DISTANCE OF 4" FOR WALKWAY AROUND
   SIGNAL & LATCH
8. ADJUST SIGNAL LIGHT HORIZONTAL TO MANUFACTURER'S
   SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER
9. A LAYER OF GROUND ROCKS 3/4" X 1/2" SHALL BE PLACED
   AROUND STRUCTURE & MINIMUM DISTANCE OF 4"
NOTES:
1. WHERE CLEARANCES ARE NOT A FACTOR, SIGNS SHALL BE SET 15" TO 18" MAX FROM CENTER LINE OF TRACKS
2. FOR SIGNAL UNIT REFERENCE SEE SE-5002, NUMBER PLATE TO BE PLANTED ON CONTROLLED SIGNALS
3. FOR FOUNDATION SEE SE-5014
4. ALL IN-LINE SIGNAL UNIT LICENSED UNITS SHALL BE LOCATED TO PROVIDE MAXIMUM VISIBILITY AND NOT BE DISRUPTED BY RAILROAD DEVICES OR STRUCTURES
5. "O" PLATE UNIT UNLESS CALLED FOR ON CIRCUIT PLANS
6. SIGNALS SHALL BE EQUIPPED WITH LACER GUARD AND LOCKING MEANS TO ENSURE COMPLETE MT.
7. SIGNAL SHALL BE MOUNTED ON 2" X 4" FLEX PLATE AT MAST BASE TO PROVIDE INSTABILITY.
8. SIGNALS SHALL BE MOUNTED 4' BEYOND STRUCTURE.
9. A LAYER OF CRUSHED ROCKS, 3/4" X 1/4" SHALL BE PLACED AROUND STRUCTURE A MINIMUM DISTANCE OF 4"
NOTES:
1. WHERE CLEARANCES ARE NOT A FACTOR, SIGNALS SHALL BE SET 12 IN. TO 15 IN. FROM CENTER LINE OF TRACKS
2. FOR SIGNAL UNIT REFERENCE SEE SD-5005, NUMBER PLATE TO BE MOUNTED ON CONTROLLED SIGNALS
3. FOR FOUNDATION SEE SD-5014
4. ALL 8-LINE SIGNAL LIGHT UNITS SHALL BE LED.
   INCANDESCENT LIGHT IS NOT ACCEPTABLE
5. 10" PLATE OMITTED UNLESS CALLED FOR ON CIRCUIT PLANS
6. SIGNAL SHALL BE EQUIPPED WITH LADDER GUARD AND LOCKING MECHANISM LACED AND PLATING SMALL METAL CURRENT CIRCUIT REQUIREMENTS AND SHALL BE MOUNTED ON FELD SIZE OF NAIL
7. PROVIDE A MIN DISTANCE OF 4" FOR WALKWAY AROUND SIGNAL & LADDER
8. ACROSS SIGNAL LENS INTERIOR TO MANUFACTURER'S SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER
9. A LAYER OF CRUSHED ROCKS, 3/4" X 1/4" SHALL BE PLACED AROUND STRUCTURE A MINIMUM DISTANCE OF 4"
NOTES:

1. WHERE CLEARANCES ARE NOT A FACTOR, SIGNALS SHALL BE SET 12 MIN. TO 15 MAX. FROM CENTER LINE OF TRACKS

2. FOR SIGNAL UNIT REFERENCE SEE SD-5005, NUMBER PLATE TO BE OMITTED ON CONTROLLED SIGNALS

3. FOR FOUNDATION SEE SD-514

4. ALL PHOTIC SIGNAL LIGHT UNITS SHALL BE LIT. INCANDESCENT LIGHT IS NOT ACCEPTABLE

5. "O" PLATE OMITTED UNLESS CALLED FOR ON CIRCUIT PLAN

6. SIGNAL TO BE EQUIPPED WITH LACED GUARD AND LOADING BRACKET LOCATED AT EXTREMUM SIGNAL UNIT HOUSE POINTS AND SHALL BE MOUNTED ON MINIMUM 1" HUB

7. PROVIDE A MINIMUM DISTANCE OF 4' FOR WALKWAY AROUND SIGNAL & LACED

8. ADJUST SIGNAL AND LIGHT MOUNT TO MANUFACTURER'S SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER

9. A LAYER OF CRUSHED ROCKS 3/4" X 1/4" SHALL BE PLACED AROUND STRUCTURE 2 MINIMUM DISTANCE OF 4'
NOTES:

1. TERMINAL BOX SHALL BE ALUMINUM MEASURING 17" X 28" X 9 1/2". 
2. INSTALLED TEST TERMINALS AS SHOWN IN SC-SIZE SHALL BE INSTALLED BENEATH FLEX CONDUCTOR AND CABLE CONDUCTOR.
3. ALL CONDUCTORS SHALL BE IDENTIFIED WITH SELECT TYPE TAGS. TAGS SHALL DISPLAY IDENTIFICATIONS AS SHOWN ON CIRCUIT DRAWS.
4. EACH SPARE CABLE CONDUCTOR SHALL BE TERMINATED ON AN ARCHAIC TAG MANUFACTURED PART 14-15 TERMINAL AND LOCKED DOWN TIGHTLY WITH TWO TERMINAL NUTS.
5. TERMINALS NOT USED SHALL BE EQUIPPED WITH TWO WASHERS AND TWO CROWN NUTS.
6. CABLE ENTRANCE SHALL BE DESIGNED TO PREVENT ACCESS BY ROBOTS AND OTHER FATS.
7. PROTECT WIRE FROM SHARP EDGES WITH RUBBER GROMMET/WATING.
8. AN ADDITIONAL JUNCTION BOX MAY BE REQUIRED IF AMOUNT OF CONDUCTORS EXCEED THE AMOUNT OF TERMINALS.
WHEN INSTALLING ON SIGNAL APPLY PLASTIC TAPE TO ALUMINUM SURFACES IN CONTACT WITH STEEL SURFACES.

3/8" x 1 1/2" x 1 1/2"
ALUMINUM ANGLE BRACKET

9/16" HOLE FOR 1/2" BOLT

1/4" SCOTCH TAPED ROUND HEAD ALUMINUM MACHINE SCREWS 5/8" LONG WITH HEX NUT AND SNAKE-PROOF WASHERS

9/16" HOLES IN PLATE & BRACKET

1/16" E OF BRACKET

1/16" E OF PLATE

5/16" ALUMINUM SHEETING SIGN PANEL

FOR REFERENCE ONLY
NOTES:
1. BASE OF BRIDGE MAST SHALL BE LEVEL WITH TOP OF HIGHEST RAIL
2. 48" x 72 3/4" x 24" FIRE STANDING PIPE
   COATED STEEL JUNCTION CASE REQUIRED WHERE MAST MOUNTED JUNCTION CASE DOES NOT HAVE
   SUFFICIENT CAPACITY
3. BRIDGE LADDER AND CASES SHALL MEET ALL ORwahl REQUIREMENTS
4. SIZING OF BRIDGE MOUNTED SIGNALS VARIES PER LOCATION AND WILL BE DETERMINED DURING DESIGN

FOOTING REQUIREMENTS:
1. A LAYER OF CRUSHED ROCKS, 3/4" x 1/4" SHALL BE PLACED AROUND STRUCTURE A MINIMUM
   DISTANCE OF 4'. PROVIDE RETAINING WALL IF REQUIRED

4" FLEX CONDUIT MAY BE RUN OUTSIDE OF FOUNDATION TO TOP BOTTOM OF JUNCTION
   BOX. REFER TO SD-5208
NOTES:

1. CONCRETE SHALL BE IN ACCORDANCE WITH AGENA SPECIFICATIONS FOR CONCRETE STRUCTURES.

2. TOP AND BOTTOM SURFACES OF ALL PARTS SHALL BE FLAT AND PARALLEL.

3. STEEL PLATE AND NUT ASSEMBLIES SHALL BE PLACED FLAT AND PARALLEL. THE BOLTS SHALL BE PERPENDICULAR TO THE SAME PLATE TOP SURFACE WITHIN ONE DEGREE OF PERPENDICULARITY.

4. NUT ASSEMBLIES SHALL BE ARRANGED SO THAT ONE NUT AND FLAT WASHER WILL BE USED TO SECURE ANCHOR BOLTS TO FOUNDATION ANOTHER NUT AND FLAT WASHER SHALL BE USED TO LEVEL THE BRIDGE AND OR CANTILEVER MAST AND A THIRD NUT/WASHER COMBINATION TO SECURE MAST IN PLACE.

5. TRASH EXCAVATED WILL PROVIDE CRUSHED ROCK PRIOR TO SETTING FOUNDATION.

4-MAST WAYSIDE CANTILEVER 4'X4'
NOTES:

1. Foundation shall be hot-dipped galvanized and in accordance with ASTM SPEC A525.

2. All angle iron shall be ASTM A36 structural steel 2 1/2" x 1 1/2" x 1/4" thick and all plate steel to be ASTM A36 and at least 1/4" thick.

3. Each assembly shall consist of 4 double hex bolted 5/16" x 10" x 1 1/2" long hex head bolts, 4 hex nuts and 8 flat washers for attaching tiers to struts and case.

4. Tap foundation hole and provide crushed rock prior to setting foundation.

INSTALLATION SET-UP

<table>
<thead>
<tr>
<th>Bolt Centers</th>
<th>Use with Case</th>
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<tbody>
<tr>
<td>18 1/2&quot; x 3/4&quot;</td>
<td>3/4&quot; x 7&quot;</td>
</tr>
<tr>
<td>18 1/2&quot; x 40 3/4&quot;</td>
<td>2&quot; x 7&quot;</td>
</tr>
<tr>
<td>18 1/2&quot; x 61 1/4&quot;</td>
<td>1 1/2&quot; x 11&quot;</td>
</tr>
<tr>
<td>18 1/2&quot; x 85 1/4&quot;</td>
<td>1 1/2&quot; x 8&quot;</td>
</tr>
<tr>
<td>18 1/2&quot; x 118 1/4&quot;</td>
<td>1 1/2&quot; x 8&quot;</td>
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**NOTES:**
1. The vertical height of a Dwarf Signal shall not be greater than 12 above top of any adjacent rail.
2. No portion of the Dwarf Signal shall be within 5 of the centerline of any track.
3. Signal foundation shall be centered on end post of effective insulated joint.
4. Top of junction box lid/cover shall be level with top of tie.
1. Loosen light guide holding screws A and B. The four panel screws C.
2. Set distance 1/4" from the end of the light guide to face of lens casing per table by sliding the panel forward or back as required.
3. Check light indication and adjust focal length setting for optimum collimated beam indication.
4. Tighten screws A and B.
5. Use lens screws, however LED lenses shall be installed if they fit into the signals.
NOTES:
1. STANDARD JUNCTION BOX SHALL CONTAIN A MINIMUM OF 25 AE TERMINALS
2. ALTERNATE JUNCTION BOX SHALL CONTAIN A MINIMUM OF 12 AREA CODE MANUAL PIGTAIL TERMINAL TO BE USED ON NEW INSTALLATIONS ONLY WITH APPROVAL OF THE ENGINEER
3. ONLY ONE SOLID WIRE PER TERMINAL RECOMMENDED
4. IMAC INSTALLATION - PEDESTAL MODIFICATION TOP OF INS UD LEVEL WITH TOP OF PE
5. CASTING CONCRETE DOES NOT REPLACE JOINT BOX INSTALLATION

STANDARD TYPE

ALTERNATE TYPE
NOTES:
1. TOP OF JUNCTION BOX (C) SHALL BE LEVEL WITH TOP OF TIE
2. SWITCH CIRCUIT CONTROLLER SHALL BE Equipped WITH RETURN INTERNAL OR EXTERNAL SPRING
3. CIRCUIT CONTROLLER SHALL Be MOUNTED ON A 1/2 TIE 8 TO OPEN AWAY FROM TRACK
4. THE CENTER LINE OF THE CRANK SHAFT SHALL Be A MAXIMUM 25" FROM THE FACE OF THE BALE
5. FLEX CONDUIT BETWEEN JUNCTION BOX AND SWITCH CIRCUIT CONTROLLER SHALL Be 1/4" TO 2/4" AND CONTAIN A STEEL CORE
6. FLEX CONDUIT SHALL Be ROUTED SO IT DOES NOT INTERFERE WITH ROD MOVEMENT
7. SEE TRACK STANDARDS FOR PROPER TIE LENGTH & SPACING
8. LAYOUT BASED ON USE OF NEW SWITCH CIRCUITS. MAKE ADJUSTMENTS BASED ON SWITCH STAND USED
9. WITH THE OPERATING CRANK POINTING VERTICALLY DOWNWARD AND THE SWITCH POINTS IN MID-POSITION, MARK THE LOCATION OF THE CONTROLLER BOX MOUNTING HOLES AND DRILL
10. PLACE 5/8" X 6" BOLTS THROUGH THE HEAD OF BALE SHALL BE SUNK WITH HOLLOW WASHER 2" OUTSIDE OF TIE
11. INSTALL OPERATING ROD ON POINT BALE AND OPERATING CRANK WITH THE SWITCH POINTS IN MID-POSITION
12. CENTER SCREW SHAFT ON THREADED PORTION OF POINT DETECTOR ROD
14. ALLWALCIE STR. FORMERLY USAG
NOTES:
1. THROW ROD CUT OFF TO 14" LENGTH REMOVE ADJUSTER FITTINGS FROM TURNOUT BOLT TO CLEAR COVER ON SWITCH MACHINE
2. SWITCH ADJUSTER VERTICAL
3. LOCK ROD CONNECTION
4. POINT DETECTOR ROD
5. SCREW JAM
6. SCREW JAM
7. ADJUSTABLE UNIT
8. PIPE GUIDE
9. SWITCH POINT ROLLER, DH-2 (TWO PER SET; 3 SETS PER SWITCH)
10. 2" X 1/2" STEEL STRAPS
11. "T" CRANK STAND ASSEMBLY (SHORT)
12. "T" CRANK STAND ASSEMBLY (LONG)
13. SCREW, 1/4" X 6" LACES
14. CRANK STAND BACK
15. FOR THE LENGTH AND THE SPACING REFER TO 50-2000 SERIES DRAWINGS

FOR REFERENCE ONLY
2. Switch Adjuster, Vertical.
3. Lock Rod Connection.
4. Point Detector Rod.
5. 1/2" x 2" Steel Strap Cut To Required Length And Drilled For 3/4" Lag Screw.
6. 1-1/2" x 2" Angle Iron Shall Be Level Between Switch Machine And Junction Box. Top Of Junction Box Shall Not Be Higher Than Top Of Switch Machine.
7. Flex Conduit to Be Steel Core.
8. Set Machine So That Connecting Rods Are Perpendicular To Track.
9. Refer To SD-2003 Series Drawings For Tie Spacing And Length.
NOTES:

1. THROW ROD CUT OFF TO 7/4" LENGTH.
   REMOVE ALLENE FITTINGS TURNED BOLT TO CLEAR COVER ON SWITCH MACHINE
2. SWITCH ADJUSTER, VERTICAL
3. LOCK ROD CONNECTION
4. POINT DETECTOR ROD
5. SOLID JAW
6. SCREW JAW
7. ADJUSTABLE LINK
8. PIPE GUIDE
9. SWITCH POINT KEEPER, SW-2 (TWO PER SET, 2 SETS PER SWITCH)
10. 2 IN X 1/2 IN STEEL STRAPS
11. "T" CRANK STAND ASSEMBLY (SHORT)
12. "T" CRANK STAND ASSEMBLY (LONG)
13. SCREWS, 3/8 IN X 6 IN LAGS
14. CRANK STAND BASE

END OF POINT NEEDS SHALL
HANG OVER THE FRONT EDGE OF
THE #1 CASE PLATE BY 9/32".

HOLE-DIE MAX. LEVERAGE
SHALL BE LEVEL BETWEEN
SWITCH MACHINE AND
JUNCTION BOX. TOP OF
JUNCTION BOX SHALL NOT
BE HIGHER THAN TOP OF
SWITCH MACHINE.

# SET MACHINE SO THAT CONNECTING
RODS ARE PERPENDICULAR TO TRACK

5/8"-11 MAX. LEVERAGE
SHALL BE LEVEL BETWEEN
SWITCH MACHINE AND
JUNCTION BOX. TOP OF
JUNCTION BOX SHALL NOT
BE HIGHER THAN TOP OF
SWITCH MACHINE.
END OF POINT NEEDS SHALL
HANG OVER THE FRONT EDGE OF
THE #1 GAGE PLATE BY 9/32"
LEFT HAND MOUNTED
NO. 10 WOOD TIES
SPACING

END OF POINT NEEDS SHALL
HANG OVER THE FRONT EDGE OF
THE 94 CASE PLATE BY 9/16".

5 1/4" MAX. &
4 3/4" MIN. THROW.

RIGHT HAND MOUNTED
NO. 14 WOOD TIES
SPACING

END OF POINT NEEDS SHALL
HANG OVER THE FRONT EDGE OF
THE 94 CASE PLATE BY 9/16".

19 1/2" 22"

5 1/4" MAX. &
4 3/4" MIN. THROW.

NOTES:
1. SET MACHINES SO THAT CONNECTING RODS ARE PERPENDICULAR TO TRACK.
2. 18"-24" MAX. LATERAL CLEARANCE BETWEEN SWITCH MACHINE AND JUNCTION BOX. TOP OF JUNCTION BOX SHALL NOT BE HIGHER THAN TOP OF SWITCH MACHINE.
3. REFER TO 89-2000 SERIES DRAWINGS FOR SPACING AND LENGTH.

PENINSULA CORRIDOR JOINT POWERS BOARD
STANDARD DRAWINGS

SIGNALLING AND COMMUNICATION
SWITCH APPARATUS
5F MACHINES LAYOUT
No. 10 or No. 14 WOOD TIES
PIPE GUIDE
1. PIPE CARRIER STAND
2. PIPE CARRIER ROLLER (LOWER)
3. PIPE CARRIER ROLLER (UPPER)
4. CENTER PIN FOR ROLLERS

"T" CRANK (LONG)
DRILL A HOLE FOR 1/8" PIN
MANUFACTURE OF HOLLOW ROD ASSEMBLY TO DETERMINE FINAL DIMENSIONS

"T" CRANK (SHORT)
DRILL A HOLE FOR 1/8" PIN
MANUFACTURE OF HOLLOW ROD ASSEMBLY TO DETERMINE FINAL DIMENSIONS
NOTE:
Galvanized 1/2" pipe shall be secured to screw jaw and solid jaw with a minimum of two sets.

Screw Jaw

Adjustable Link

Solid Jaw
HIGH PROFILE SWIVEL FRONT ROD

LOW PROFILE SWIVEL FRONT ROD

THROW ROD FOR INTERLOCKED SWITCH LAYOUTS

NOTE:
THROW RODS SHALL BE MADE FROM 1 1/4" ROUND BAR STOCK.
PROVIDED WITH ONE 3/8" THREADED BOLT, 2 HEXAGON NUTS
AND LOCK WASHERS, AS SHOWN. NO HOLDING OF ROD IS
PERMITTED.
PROCEDURE:
1. CENTER SCREW JACKS ON THREADED PORTION OF POINT DETECTOR ROD
2. POSITION SCREW ON HEADLOCK TO INSURE AMPLE CLEARANCE FOR OPERATING ROD ON THE POINT LUG AND OPERATING CRANK POINTED VERTICALLY DOWNWARD
3. WITH THE SWITCH POINT IN MID-POSITION INSTALL THE OPERATING ROD ON THE POINT LUG AND OPERATING CRANK
4. WITH CRANK VERTICALLY DOWNWARD AND SWITCH POINTS CENTERED, MARK HOLES AND DRILL

NOTES:
1. THIS DRAWING SHALL BE USED ONLY IF SWITCH STAND IS BETWEEN TRACKS
2. FLEX CONDUCT BETWEEN JUNCTION BOX AND SWITCH CIRCUIT CONTROLLED ON A MINIMUM 24" TOP OF JUNCTION BOX IS LEVEL AT TOP OF TE
3. FOR TE LENGTH AND SPACING REFER TO TRACK STANDARDS
4. CIRCUIT CONTROLLED SHALT BE POSITIONED SO THAT LUG OPENS AWAY FROM THE TRACK

JUNCTION BOX DETAIL
FOR PEDESTAL JUNCTION BOX DETAIL SEE SD-533. LOCATE JUNCTION BOX OUTSIDE BALLAST LINE AND HARRY CONDUIT TO PREVENT WAVING WEIGHT TOP OF JUNCTION BOX LEVEL WITH TOP OF TE.
PROCEDURE:
1. CENTER SCREW JAWS ON THREADED PORTION OF POINT DETECTOR ROD
2. POSITION SCREW ON HEADBLOCK TIE INSURING ADEQUATE CLEARANCE FOR OPERATING ROD ON THE POINT LUG AND OPERATING CRANK PLATED HORIZONTALLY DOWNWARD.
3. WITH THE SWITCH POINT IN MID-POSITION INSTALL THE OPERATING ROD ON THE POINT LUG AND OPERATING CRANK.
4. WITH CRANK DEGREELY DOWNWARD AND SWITCH POINTS CENTERED, MARK HOLES AND DRILL.

NOTES:
1. TOP OF JUNCTION BOX LD LEVEL W/ TOP OF TOE
2. FOR TOE LENGTH AND SPACING REFER TO TRACK STANDARDS
3. CIRCUIT CONTROLLER SHALL BE POSITIONED SO THAT LD OPENS AWAY FROM THE TRACK

JUNCTION BOX DETAIL
FOR JUNCTION BOX DETAIL SEE 95-523. LOCATE JUNCTION BOX OUTSIDE BALLAST LINE AND BURY CONDUIT TO PREVENT UNEVEN BORDERS TOP OF JUNCTION BOX LEVEL WITH TOP OF TOE.
NOTES FOR 50/51 SWITCH STAND:
1. BOLT CLAMP 2 TO SWITCH LOCK, FIGURES 6 AND 8.
3. NO BOLT CAPPING, FIGURE 8.
4. INSTALL CANE END FLAT SPRING AND BOLTS THREE TIMES BEFORE ROLLING LOCK IN PLACE. SECURE LOCK ON THE SUPPORTING PLATE WITH THREADED ROD, BOLT NUTS, AND WASHER FIGURES A.
5. TO ASSEMBLE LATCH ROD FIGURE 9, PLACE SWITCH LOCK IN LOCKED-UP POSITION, FIGURE 6. REMOVE METAL SCREW AND INSERT LATCH ROD THROUGH TREXADEX HOLE IN LOCK HEAD. INSERT LEVER 6, FIGURE 5, THROUGH METAL SCREW IN LATCH HEAD AND TEMPORARILY SECURE TO CLAMP. SECURE LEVER AS FAR AS IT WILL GO AND MAKE IT IN POSITION SCREW ACROSS FACE OF LATCH ROD NEXT TO RIVET CASTING FIGURE 5. REMOVE LEVER AND LATCH ROD. CUT OFF LATCH ROD 3/32" SHORT OF SCREW MARK.
6. FOR ADJUSTABLE LATCH ROD FOLLOW PREVIOUS PROCEDURE, EXCEPT ADJUST LATCH ROD IN 1/32" INCREMENTS INSTEAD OF CUTTING.
7. IN FINAL ASSEMBLY, INSERT LEVER 6, FIGURE 5, WITH A WRENCH TO SECURE LATCH ROD TO CLAMP, DRILL THROUGH CLAMP AND STUD WITH A 1/8" DRILL, INSERT PIN 5, FIGURE 8.

NOTES FOR MERIDIAN (RACOR) SWITCH STAND:
1. BOLT CLAMP 2, FIGURE 8, TO SWITCH LOCK FIGURE C.
2. USE A 3/8" DRILL DRILL THROUGH CLAMP AND LEVER AND INSTALL RIVET 4, FIGURE C.
3. INSTALL CANE END FLAT SPRING AND BOLTS THREE TIMES BEFORE ROLLING LOCK IN PLACE. SECURE LOCK ON THE SUPPORTING PLATE WITH THREADED ROD, BOLT NUTS, AND WASHERS FIGURE A.
4. TO ASSEMBLE LATCH ROD FIGURE 9, PLACE SWITH LOCK IN LOCKED-UP POSITION, FIGURE 6. REMOVE METAL SCREW AND INSERT LATCH ROD THROUGH TREXADEX HOLE IN LOCK HEAD. INSERT LEVER 6, FIGURE 5, THROUGH METAL SCREW IN LATCH HEAD AND TEMPORARILY SECURE TO CLAMP. SECURE LEVER AS FAR AS IT WILL GO AND MAKE IT IN POSITION SCREW ACROSS FACE OF LATCH ROD NEXT TO RIVET CASTING. REMOVE LEVER AND LATCH ROD. CUT OFF LATCH ROD 3/32" SHORT OF SCREW MARK.
5. IN FINAL ASSEMBLY, INSERT LEVER 6, FIGURE 5, WITH A WRENCH TO SECURE LATCH ROD TO CLAMP, DRILL THROUGH CLAMP AND STUD WITH A 1/8" DRILL, INSERT PIN 5, FIGURE 8.