



INSTALLATION INSTRUCTIONS

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Before Starting Installation

Before beginning the installation of the Bannerman Truck Loading Ramp, Bannerman would like to thank, and congratulate, you for purchasing our Truck Loading Ramp. We would also like to offer you some helpful advice and list some necessary tools that are required to complete this installation.

Tools

Listed below are the required tools to complete this installation.

- Drill
- $\frac{3}{16}$ " Allen key
- $\frac{1}{4}$ " drill bit
- $\frac{7}{16}$ " wrench or socket
- $\frac{1}{2}$ " wrench or socket
- $\frac{9}{16}$ " wrench or socket
- $\frac{3}{4}$ " opened end or combination wrench
- Hammer
- Metal saw
- Measuring tape
- Phillips head screw driver
- Screw driver
- Marker

Installation Instructions

First, start by removing your truck tailgate. Please note that this step may require the aid of another person. If you are unsure how to do this, please consult the appropriate section of your vehicle owner's manual.

Before continuing to the necessary steps below, fit the plastic insert at the opened end of the half shaft that does not have a slot. Looking at the back of the truck, this would be the left side shaft. Insert this plastic piece until it is flush with the end of the half shaft. This may require some force. With the plastic insert in place, following the hole that is drilled in the outer metal tube, drill a $\frac{1}{4}$ " hole through the plastic. Then, slide a $\frac{1}{4}$ " x 2" bolt through the hole and thread a $\frac{1}{4}$ " nylon insert nut on the end, and tighten.

Set the shafts in their respective places (slotted shaft [right side shaft] on the right pivot pin, non-slotted shaft [left side shaft] on the left pivot pin) **overlaying them, without screwing them together**. Check if the threaded rod on the right side shaft crosses the inner hole of the left side shaft. If it does not, and this is not being placed on a Ford truck, please see page 4. If it does not and this is being installed on a Ford truck, please see below. If it does, measure $\frac{1}{2}$ " from the hole towards the middle of the ramp on the threaded rod and mark this measurement. Then, using a metal saw cut off the remainder of the threaded rod. This should only be a few inches. Sand off any burrs from the rod using sand paper, and then check that it can be threaded into the left side shaft. This step may need to be repeated until the rod winds in and out freely.

If this unit is being placed on a Ford (model 2009+), please see the following instructions on page 3 and then continue with the steps that follow.

FOR FORD TRUCKS (2009+) ONLY

In order to fit the half shaft with the slot in it, or the left side shaft, a small plastic piece on the tailgate pivot pins must be removed. Looking at the back of the truck, this is the pivot pin on the left side of the truck, at 45 degrees. This **must be done** or the left side shaft may be unable to rotate or not fit on the pivot pin the way it is intended to and **cause the complete unit to fall off the truck during transport**. Please refer to the following pictures below to complete the step mentioned above. This plastic piece should be kept in a safe place, as it will be required for the original tailgate to work and function properly when replacing it back on to the truck.

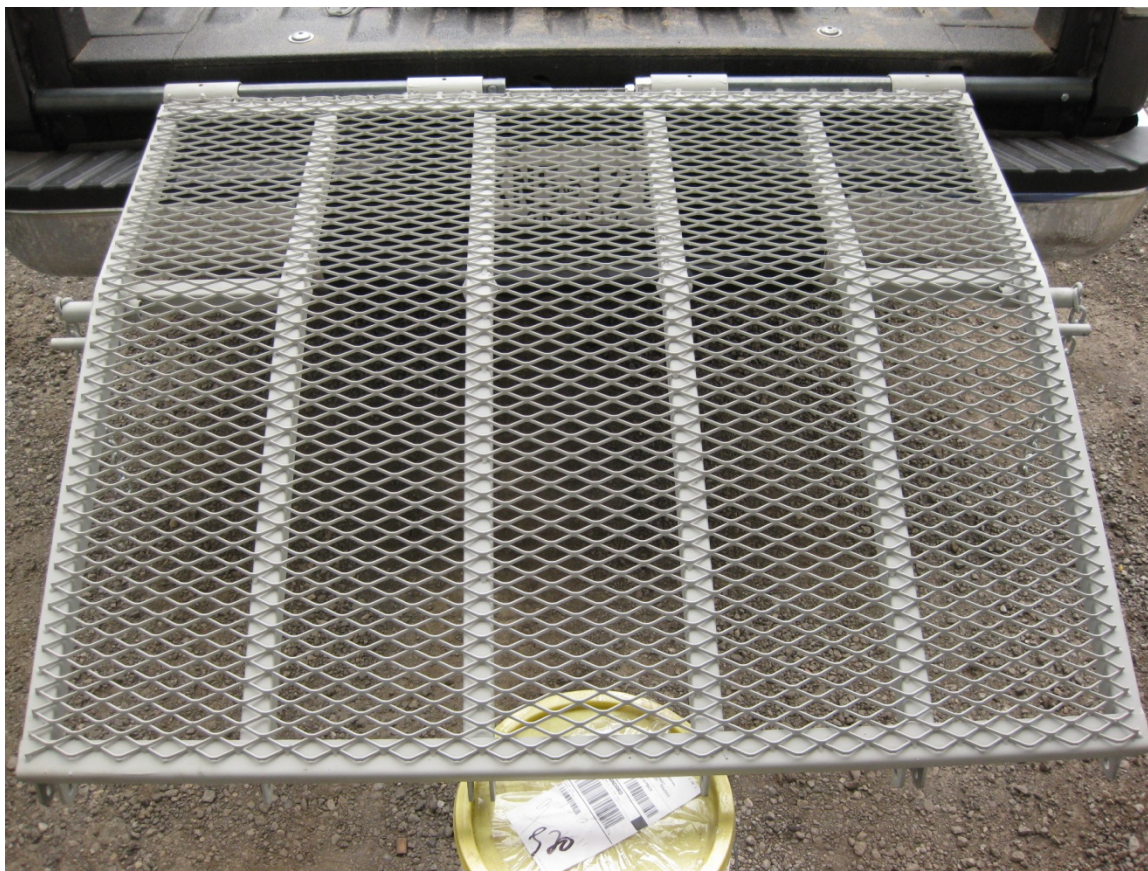


Before screwing the two half shafts together, ensure that a nylon insert nut is on the rod. If there is no nut on the rod please contact someone from where the unit was purchased. Next, screw the two half shafts together. Determine the length of your tailgate gate opening. This can be achieved in two ways. One, by measuring the tailgate width using a measuring tape. Or two, by bringing the half shafts to the proper length so that they lie on their respective pivot pins with both ends touching the tailgate opening.



Now that the proper length has been finalized, slide the shaft through the first half of the Truck Loading Ramp (curved half). Place both the shaft and ramp back on the tailgate pivots with something to support the ramp underneath. The picture on the next page shows the ramp being supported by a 5 gallon pale. This pale should preferably be **filled**, as this will be helpful later in the process.

(See page 5 for a reference picture)



With the ramp properly supported insure that the ends of the shaft are touching the sidewall of the tailgate opening. After confirming this, lock the shaft in place. To do this run the nylon insert nut, which is provided and mounted on the threaded rod, until it is against the left side shaft.

(See page 6 for a reference picture)



The Picture above is showing the shaft locked in place. This is done using a $\frac{3}{4}$ " combination wrench.

After locking the shaft in place, center the ramp in between the tailgate opening. See page 6 for reference picture.

The next step in the installation process is drilling, but before drilling any holes confirm that the **opening of the slot on the right side shaft is facing the front of the truck.**

Once this has been checked, using a $\frac{1}{4}$ " drill bit, drill either side hole first. When this hole has been drilled insert a Philips truss head bolt, and bolt the shaft and ramp together to maintain the centered position of the ramp. After bolting the one side, drill the opposite side hole and bolt it down as well.

(See pages 7 & 8 for reference pictures)





Now that the two end holes have been drilled and bolted, the rear pocket assemblies must be put together. But first, remove the caps for the pockets using a flat head screw driver. See the reference picture below.





FOR DODGE TRUCKS ONLY

A small modification must be made, which will require a metal saw, before any pocket assemblies can be completed. The pocket brackets may need to be shortened. This cut-off may vary depending on what truck year is being used. **It may be beneficial to measure the pocket depth** and cut off the amount needed, so that the eyebolt/bolt will be in line with the top of the truck bed. The following instructions below are based off our own measurements, but the same steps should be taken with the substitution of our number to the measurement obtained.

After removing the spacer, measure approximately 2 ½" from the bottom of the holder. Mark this measurement and then cut the 2 ½" off. After all four holders have been cut to size, the modification is complete, and you may proceed to the next steps.

The rear pocket assemblies are the tubes with the bigger holes in them. To build the rear pocket assemblies, first, take the 5/8" bolt and put it through the single hole of the latch bar. The 5/8" bolt should go through the hole on the inner radius of the form, not the outer. Next, take the 5/8" hex nut and run it up the bolt, until it cannot go any further. Add one 5/8" washer to the bolt and put it through the hole of the pocket holder. Then add another washer and 5/8" nylon insert nut and tighten. Repeat the above steps for the opposite rear pocket assembly.

(See below and page 11 for reference pictures)



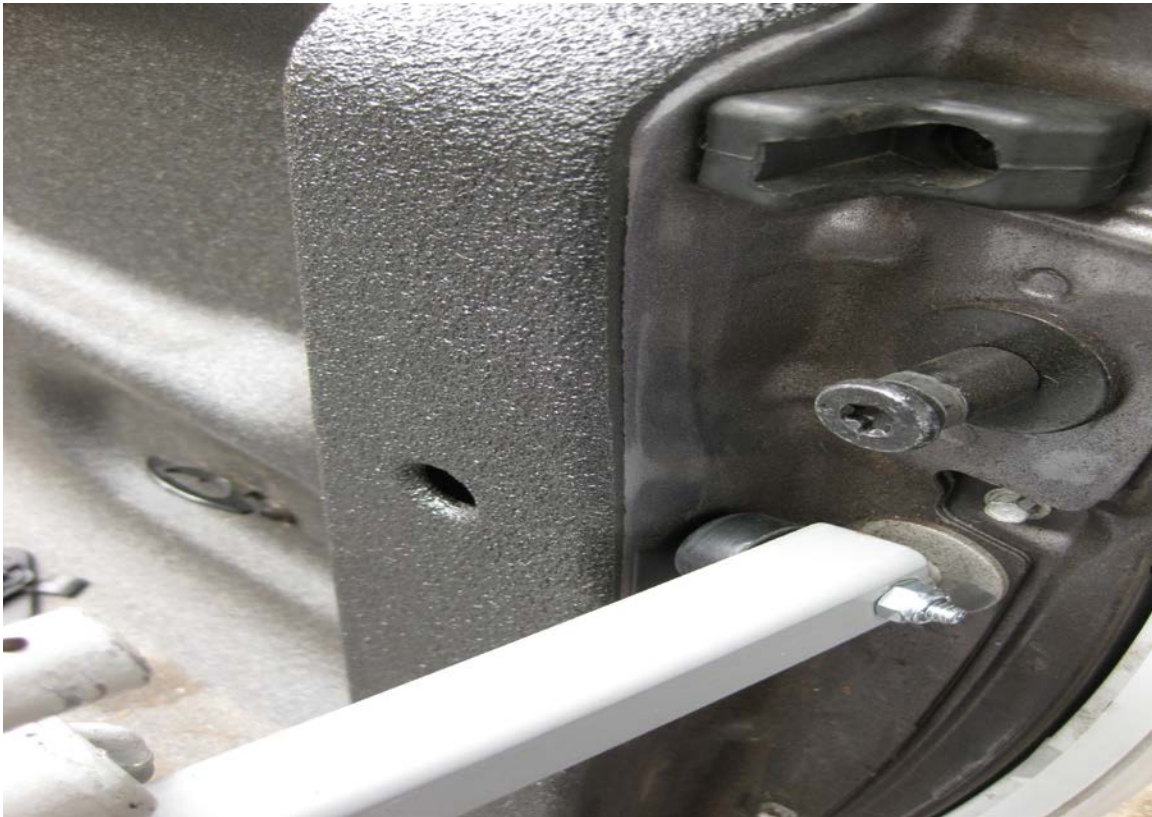
With the rear pocket assemblies completed, drop them into the rear pockets of the truck. Then (with the help of another person) lift the curved ramp half up and using the latch on the rear pocket holder, secure the gate in place. **Do not forget to put on the hitch pins.**

Now that the ramp is secured in the upright position, the other two holes can be drilled, and then bolted. See page 12 for reference pictures. After this, slide the stopper tubes through the square tubing on the back of the ramp. Then, mount the smaller rubber bumpers onto this tube using the $\frac{1}{4}$ " socket head screws. Position the stopper tubes so the rubber bumpers are resting on a good amount of the trucks surface, **not the tail lights.**

(See pages 13 & 14 for reference pictures)







Maintain the position of the stopper tubes and drill a $\frac{1}{4}$ " hole through the tube. Refer to the picture below.



Then using $\frac{1}{4}$ " x $1\frac{3}{4}$ " bolt, secure the stopper tube. Refer to the picture below.



With the stoppers in place, assemble the middle pocket holders. The middle pockets are directional, so it is best to place the pocket holders into the pockets of the truck, and then follow the steps listed.

To assemble the middle pocket holders take the $\frac{3}{8}$ " hex nut and thread it up the eye bolt until it cannot go any further. Next, slide one $\frac{3}{8}$ " washer, and put the eye bolt through the tube on the pocket holder. Slide another washer on, then finally the $\frac{3}{8}$ " nylon insert nut.

Since the eye bolts are mounted on the spring, slide the plastic sleeve over the spring. Then connect the free end of the spring to the chain (see the reference picture below). The second link may be used, but it can be set at variable positions according to customer needs.





The final assembly of the spring connection, from ramp to middle pocket holder, should look like the picture above.

Mount the larger rubber bumpers on to the feet of the ramp. These are the pieces that have a short 90 degree bend and 3 holes per piece (“L” shaped). The larger rubber bumpers should be mounted in the single hole. Connect the feet to the ramp using the double hole side. The feet bolt up to the ramp, right next to the double hole tabs, which are located beside the stopper tube mount.

(See page 18 for reference picture)



With the feet mounted, remove the middle pocket holders from their pockets and place them on the bed of the truck. Then, with the help of another person, bring the second half of the ramp (straight ramp half) near the back of the truck and lean it against the **filled** 5 gallon pale. Unlatch the curved ramp half from the rear pocket holders. And together, slowly bring the curved ramp down half way so that the pivot bars of the two ramp halves are aligned. While one person holds the curved ramp half (usually the side with the handle), the other person should take the pivot rod and feed it through the pivot bars, from the opposite side of the person holding the ramp. This will require a hammer and some arm stamina. Drive the rod through the lined up pivot bars, but stop just before the last set of bars and add two $\frac{1}{2}$ " washers onto the rod.

(See pages 19 & 20 for reference picture)





Continue to drive the rod until it is all the way through. Push the two washers against the second last set of pivot bars. Then insert the cotter pin in the hole and fold the legs of the cotter pin over. With the help of another person, lift the whole ramp up and latch each side, using the rear pocket holders. Then return the middle pocket holders back to their respective pockets. The Truck Loading Ramp installation is now complete. Now load the truck up and hit the road!

SOME HELPFUL ADVICE

It may be beneficial to drill a hole for a self-tapping screw to hold all the pocket holders in their respective pockets. A bolt and nut may also be used instead of a self-tapping screw.

Before letting the ramp down for the first time, be sure the spring is secure and will not fall out of either the chain link or the eyebolt. **This is a very important safety check and should be checked frequently after installation.**

Notes



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"The Home of Sportsturf Magic"

Scan the QR code below to visit our website



Or visit www.sportsturfmagic.com

For any Questions, Customer Support or General Inquiries, please email info@sportsturfmagic.com

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