

SwingLock Operation and Maintenance



Figure 1 - SwingLock Rear with SwingLock Upper



Figure 2 - SwingLock Rear with Angled Hook Upper

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INSTALLATION & OVERVIEW

The installation of the SwingLock requires thought and planning. Easy access for the cyclist to embark and disembark with minimal disturbance to other passengers and efficient placement of bicycle are all issues to consider including:

- Rack Height
- Ceiling Height
- Aisle Clearance
- Rack Spacing/Stagger

Carefully read and understand the following information regarding the positioning of the rack in coach or car before beginning the installation process.

Choices in Upper Assemblies

The SwingLock lower assembly can be paired with the SwingLock upper hook (shown on the left on page 1) or the Angled Hook (shown on the right on page 1). The SwingLock upper is a good choice to use in combination with vertical stagger to achieve a higher density. The Angled Hook is a good choice to use for height-constrained areas where high density is needed.

Rack Height, Ceiling Height

When paired with the SwingLock upper, the SwingLock needs to be installed in an area with at least 77" of total height in order to fit most bikes (this does not include any vertical staggering). When paired with the Angled Hook upper, about 74" of total height is needed. For more detailed information on space requirements, see the *SwingLock Generic Layout* document at www.sportworks.com/product/swinglock and the *Angled Hook Generic Layout* document at www.sportworks.com/product/angled-hook.

Installation Angle, Aisle Clearance, Spacing

The SwingLock is installed perpendicular to the mounting wall. Typical recommended rack-to-rack spacing can be as high as 24" to accommodate wide, flat handlebars. To increase density, adjacent SwingLocks can be staggered vertically (typically between 9"-12" vertical stagger). This can reduce the rack-to-rack spacing to about 16". With the Angled Hook upper, rack-to-rack spacing can be as low as 15". Typically, vertical stagger is not used with the Angled Hook.

For more detailed information on space planning prior to installation, see the *SwingLock Generic Layout* document at www.sportworks.com/product/swinglock and the *Angled Hook Generic Layout* document at www.sportworks.com/product/angled-hook.

Mounting the SwingLock

The SwingLock upper and lower sections mount to the wall independently. They each have different mounting hole patterns and are typically secured to the wall with nut plates, rivet nuts, attached to a seat rail, or installed onto a mounting bar if spanning a window is necessary.

General Torque Specs

The SwingLock is installed with a combination of 18-8 SS SHCS and BHCS, 5/16-18 and 3/8-16 thread sizes.

Recommended torque values are:

For 5/16-18 = 132 IN-LB (15 Nm)

For 3/8-16 = 236 IN-LB (27 Nm)

OPERATION OF THE SWINGLOCK

Loading Bikes

When used properly the SwingLock is quick and easy to load.

1. Start by deploying the rear wheel loop so that it is resting against the floor.
2. As you approach the SwingLock with your bike, raise your front wheel by lifting the handlebars and roll your bike towards the rack on your rear wheel. Line up your bicycle with the rack and lift the bike using your thigh against the seat to assist.
3. With the front wheel axle close to the level of the hook, place the wheel over the hook and let the wheel sit in rest on the wall.
4. Raise the rear wheel loop over the rear wheel to secure.

Unloading Bikes

Users should wait until the coach or car has come to a stop.

1. Deploy the rear wheel loop
2. Raise the bike and lift the front wheel off the hook using your thigh against the seat to assist.
3. Stow the rear wheel loop so it is not a tripping hazard.
4. Proceed to disembark.

SwingLock Bike Rack Visual Inspection

The SwingLock does not require any periodic maintenance, however to ensure the bike rack has not been damaged and that it is working properly a periodic inspection is recommended. The following quick visual inspection will ensure an operable interior bike rack. Use this page as an inspection sheet for your transit operators.

Examine the items below before operating your coach. If the SwingLock bike rack does not function properly, service it before putting it into operation.

- 1) _____√ LOWER ASSEMBLY RANGE OF MOTION – The Lower Assembly (Rear Wheel Loop) should stow against the wall and remain against the floor when deployed. Check that the travel between positions is smooth. The Mounting Hardware or Gas Spring may need replacement if problems are encountered.
- 2) _____√ MOUNTING FASTENERS ARE SECURE - Verify that both the Upper Assembly screws and the Lower Assembly screws are present and secure. Replace or tighten if needed.
- 3) _____√ HOOK GRIP INTACT - Verify that cushioned hook grip on the Upper Assembly is in place and not damaged. Replace if needed.

SwingLock Bike Rack Visual Inspection Schematic

