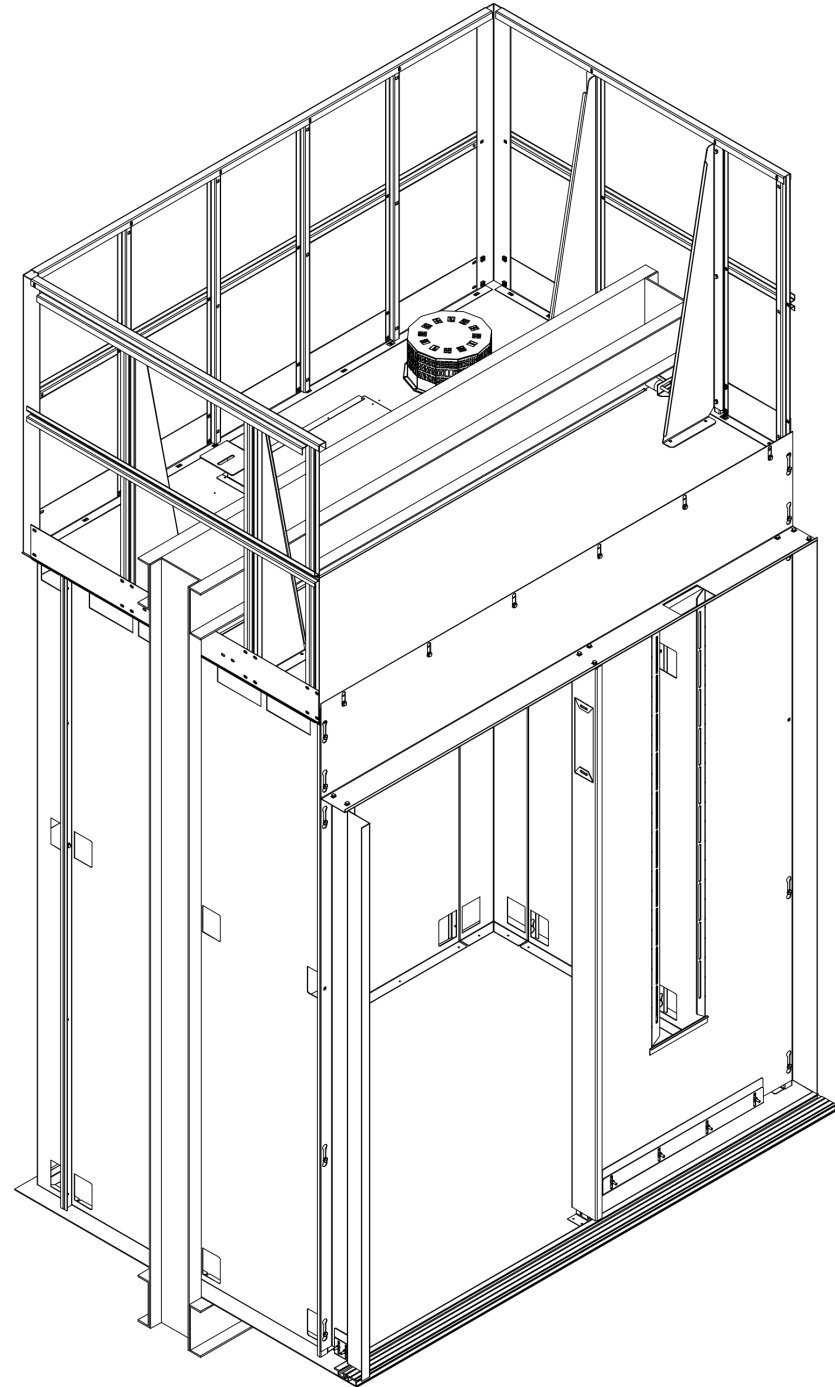


# F1 CAB SHELL INSTALLATION INSTRUCTIONS

for Single Entrance Cabs



Please remember to check all your parts. All square holes should have cage nuts. If any are missing, extras are provided for you.

# F1 CAB SHELL INSTALLATION INSTRUCTIONS

for Single Entrance Cabs

Numbers correspond with packaging labels.

Note: They are listed in order of usage.

- ① Fronts Bracket Kit (Wide Return & Narrow Assymetric Brackets)  
Note: All brackets are adjustable
- ② COP L-Channel
- ③ Tow Guards
- ④ Stabilizer Kits
- ⑤ Car Top Rail Corners
- ⑥ Triangular Stanchions
- ⑦ Triangular Braces
- ⑧ Mid & Top Car Top Rails
- ⑨ Non-Triangular Stanchions
- ⑩ Hatch Electrical Bracket
- ⑪ Baffles
- ⑫ Conduit
- ⑬ 2' 2" x 3" (for seating Quick Connect panels)

Please remember to check all your parts. All square holes should have cage nuts. If any are missing, extras are provided for you.

# F1 CAB SHELL INSTALLATION INSTRUCTIONS

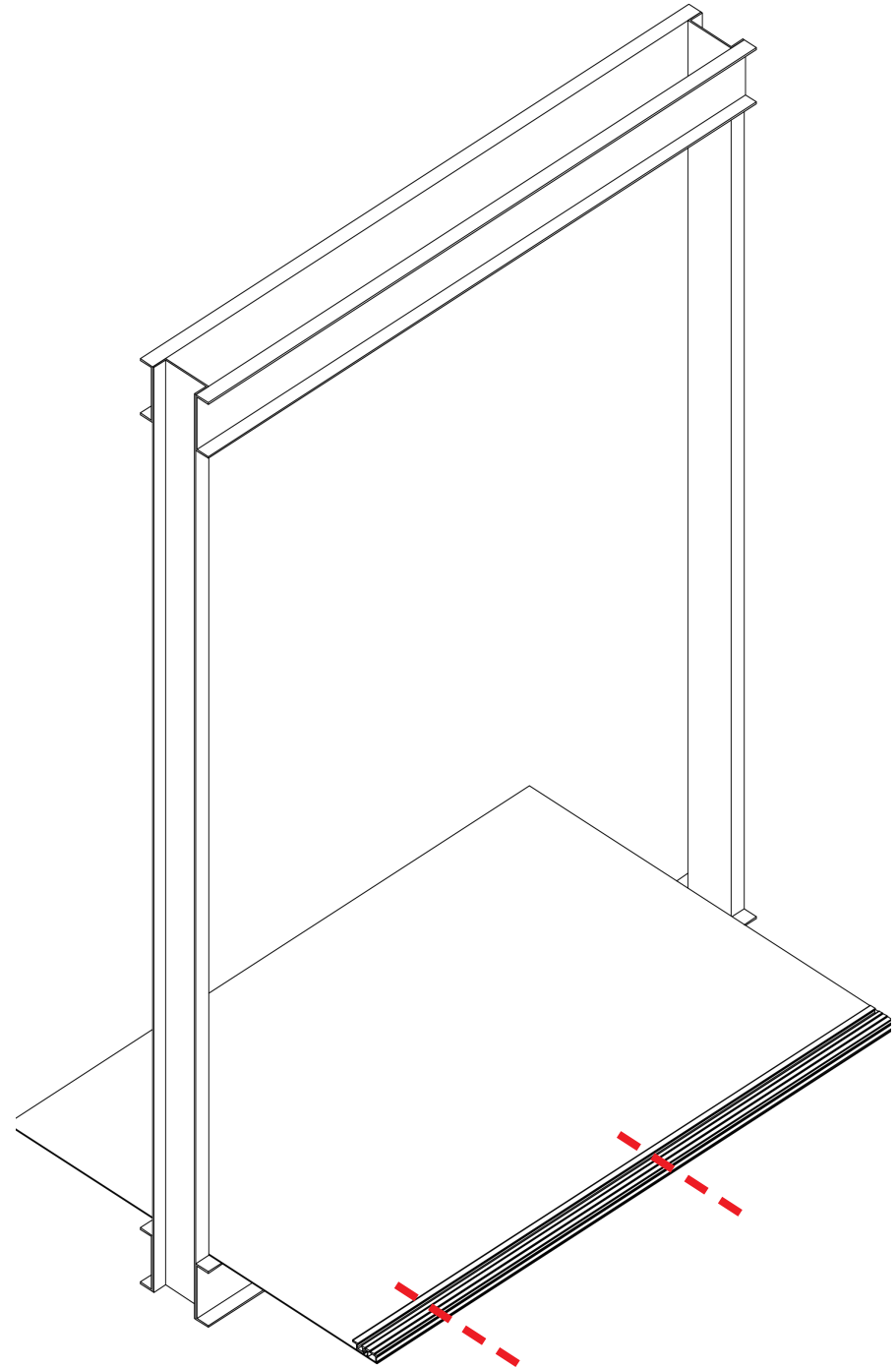
for Single Entrance Cabs

- ⦿ Non-Access Wall Panels
- ⦿ Non-Access Corner Panels
- ⦿ Canopy Panels
- ⦿ Sill
- ⦿ Return(s)
- ⦿ Slam (Jamb) Post(s)
- ⦿ Ventilation Fan
- ⦿ Hardware Kit

Please remember to check all your parts. All square holes should have cage nuts. If any are missing, extras are provided for you.

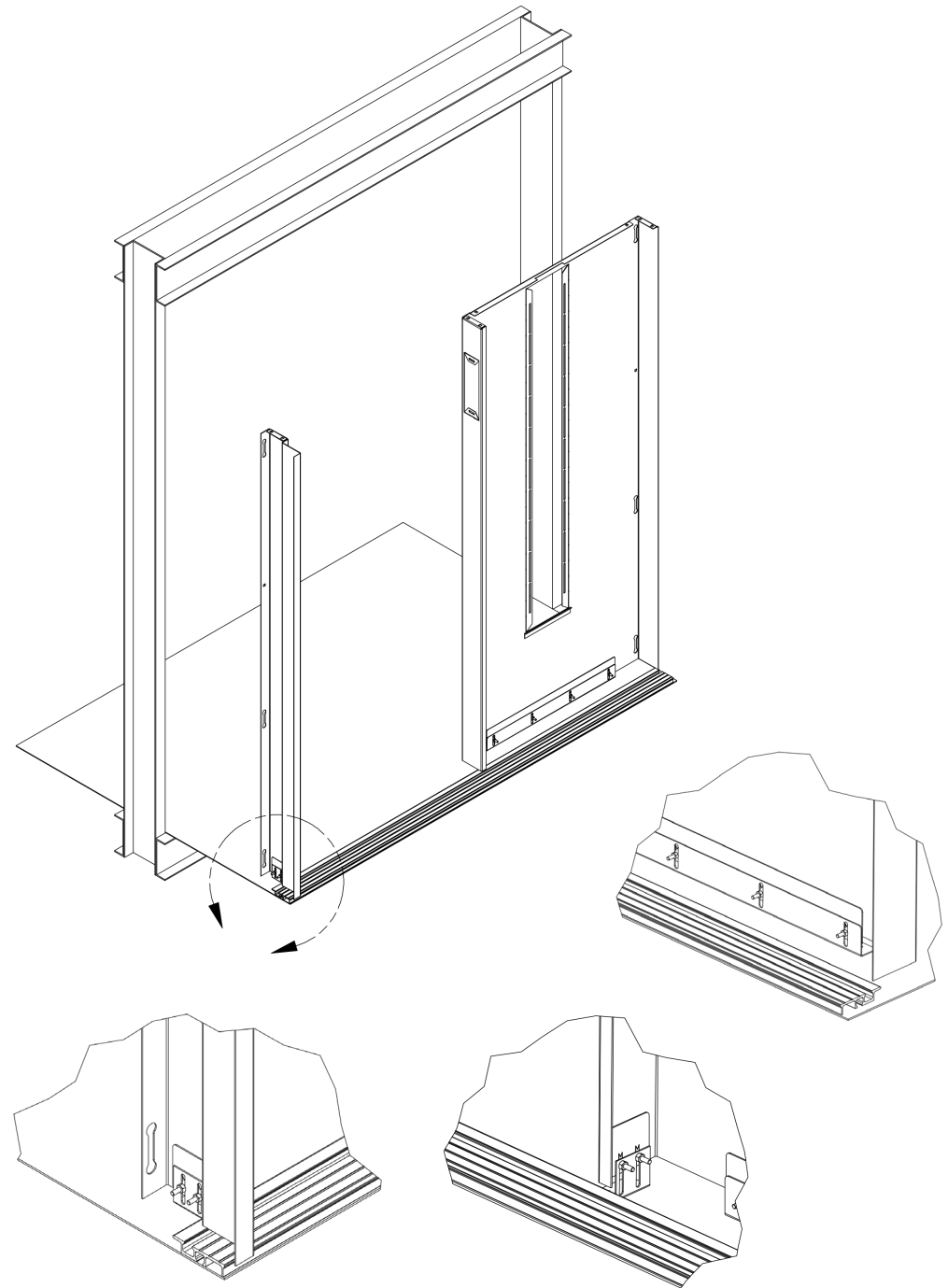
## STEP 1: INSTALL THE SILL

- Line up the sill on the platform in the desired position and secure it to the platform. Ensure you leave enough allowance in height for the floor.
- Mark out on the sill the daylight dimensions and/or the position of the return(s). It's most important the return lines up with the hall entrance.
- Note: Prioritize lining up the return over the slam if there is a conflict between aligning both sides.



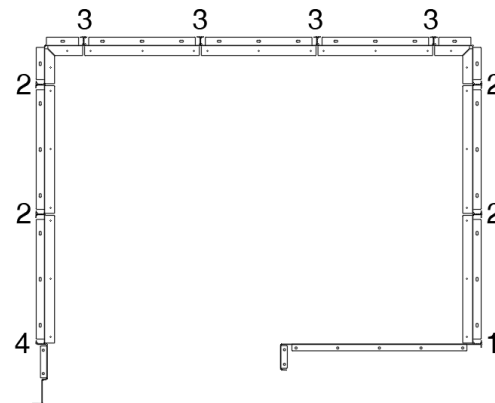
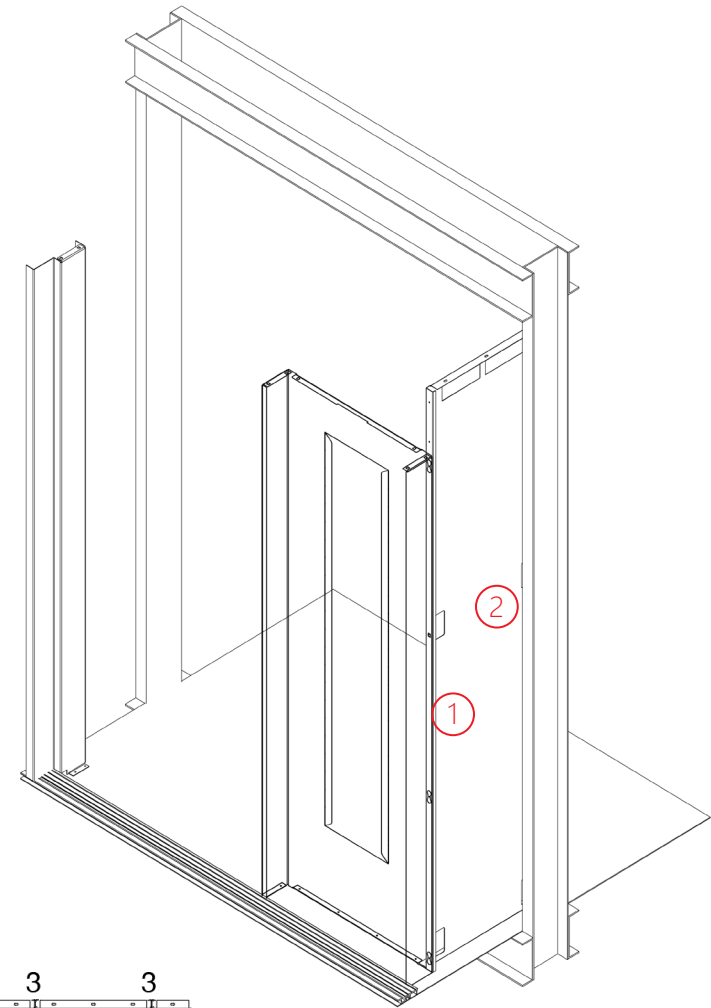
## STEP 2: SECURE SLAM POST(S) AND RETURN(S)

- Secure all front slam post(s) and/or return(s) to the platform aligning with the hall entrance marks made on the sill.
- Note: The bottom of the return or slam post must be flush with the top of the sill even if it does not sit on the sill at all.
- Ensure that when the brackets are adjusted, the return(s) and/or slam post(s) if applicable sit square to the platform. This can be confirmed when side panels are applied.
- Attach all fronts brackets to the return(s) and/or slam post(s) and secure them to the platform.
- All brackets should face the interior of the shell, except for any brackets that sit on the sill. Those brackets should face toward the outside of the shell such that they are not visible on the sill.



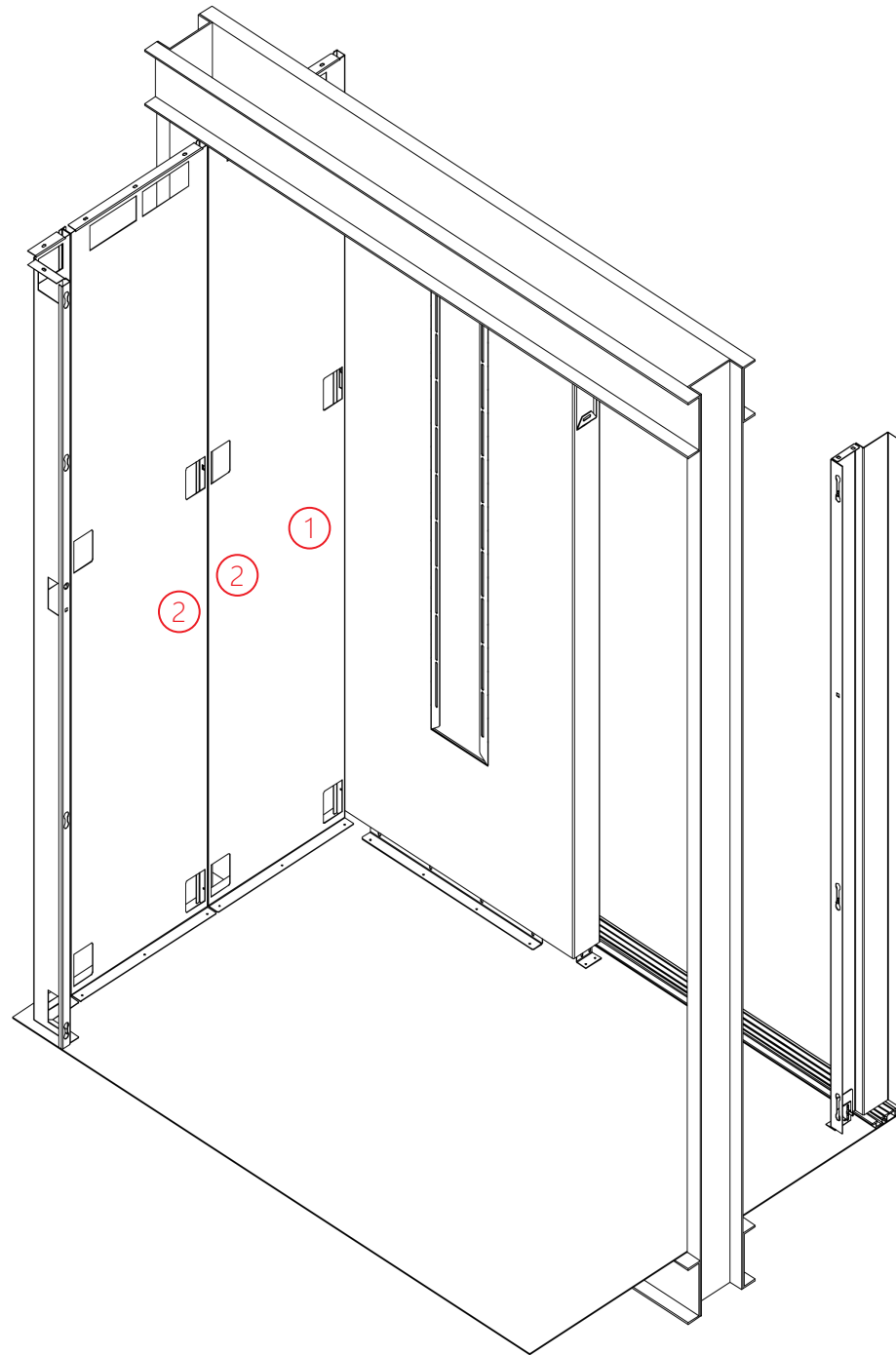
### STEP 3: BUILD THE RIGHT SIDE WALL PANELS

- Insert the side wall panel marked as "2" on side and "1" on the other into the right front structure (return or slam post). The side with "1" should face the right-side structure. Insert the quick connect buttons into the top of the dumbbell slots and slide the panel down into place.
- Note: when two panels touch, they will always share the same number.
- Adjust the brackets at the bottom of the slam post and/or return so that the bottom of that structure is at the height of the sill and the bottom of the bracket is on the platform.



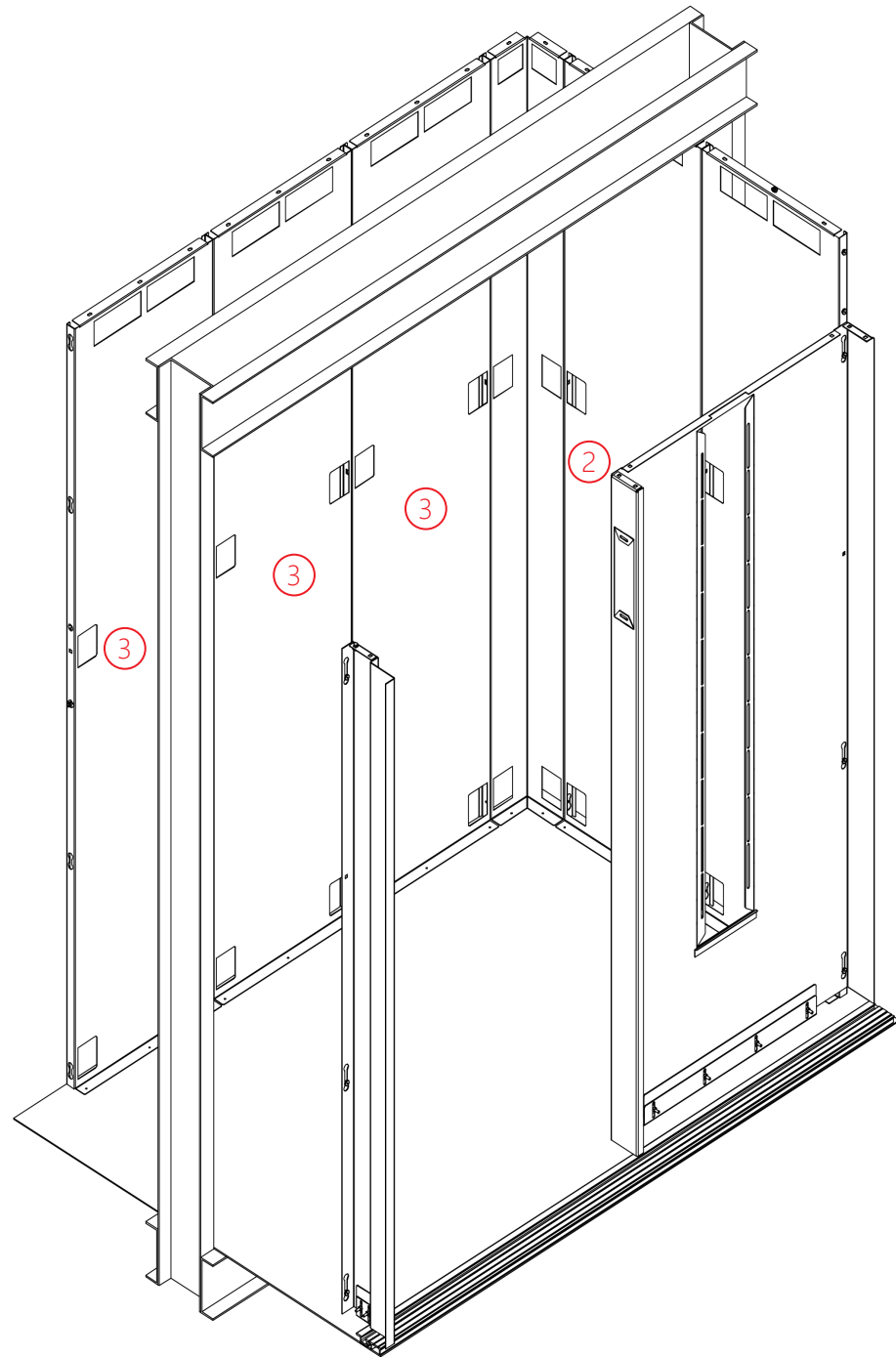
## STEP 4: ADD REMAINING RIGHT SIDE WALL PANELS AND RIGHT-SIDE REAR CORNER

- Add the remaining right side wall panels according to the drawing but do not secure them to the platform.
- Match the number "2" to "2".
- Note that except for the panels that are right against the fronts, the sidewall panels are identical.
- Add the right rear corner matching the number "2" on the corner to the number "2" on the right-side wall panel.
- Ensure that when the slam post/return is attached to the sidewall panel that the brackets used to secure to the platform are flush with the platform.



## STEP 5: ADD THE REAR WALL PANELS FROM THE RIGHT

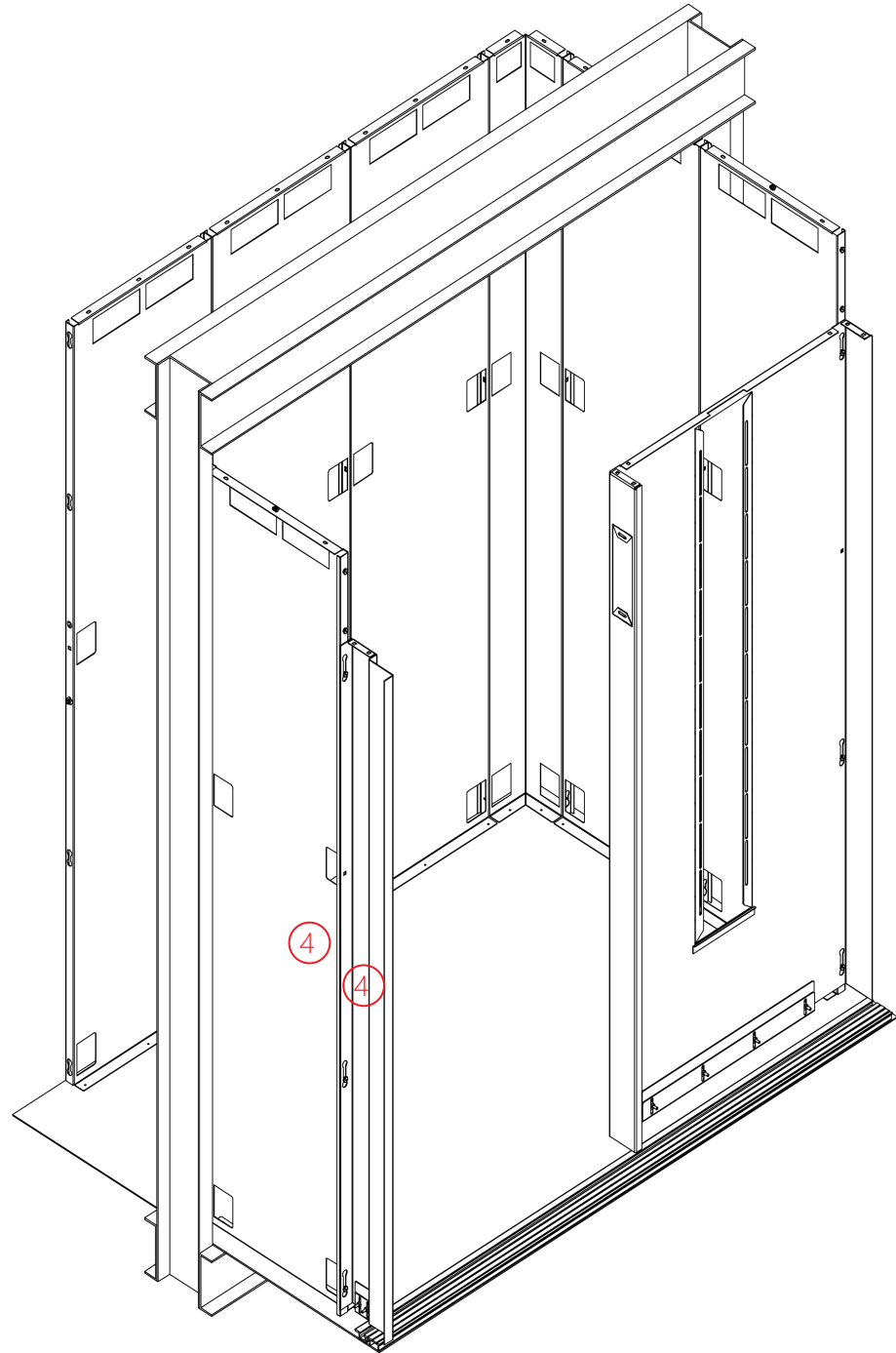
- Add the first rear wall panel to the right-side corner panel matching the number "3" on the panel to the number "3" on the corner panel.
- Add the remaining rear wall panels in the same manner, matching "3" with "3".
- All rear wall panels are identical.





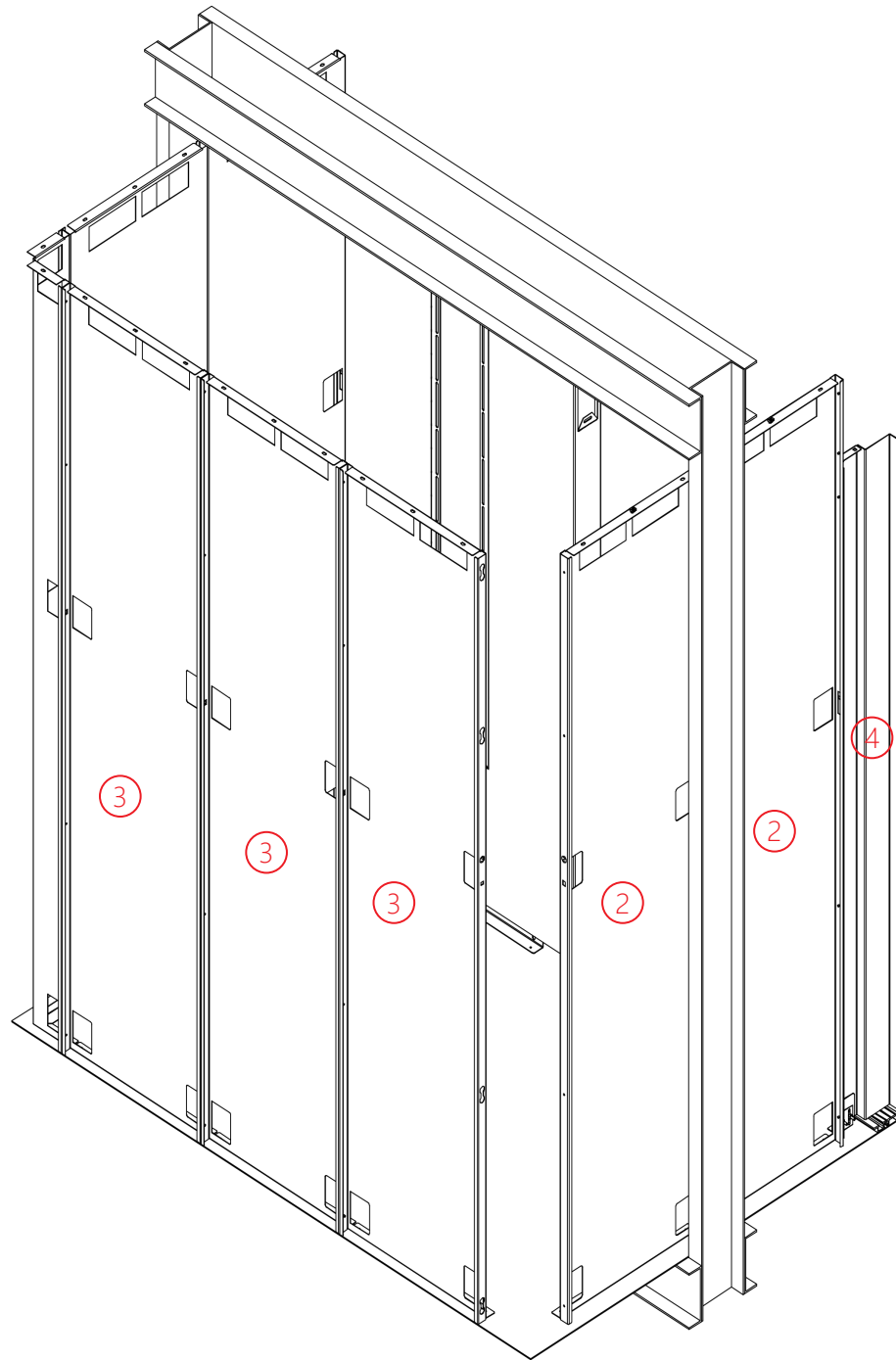
## STEP 6: BUILD THE LEFT SIDE, SIDE WALL

- Insert the left side wall panel marked as "2" on one side and "4" on the other into the left-side front structure (return or slam post), matching the "4" with the structure.



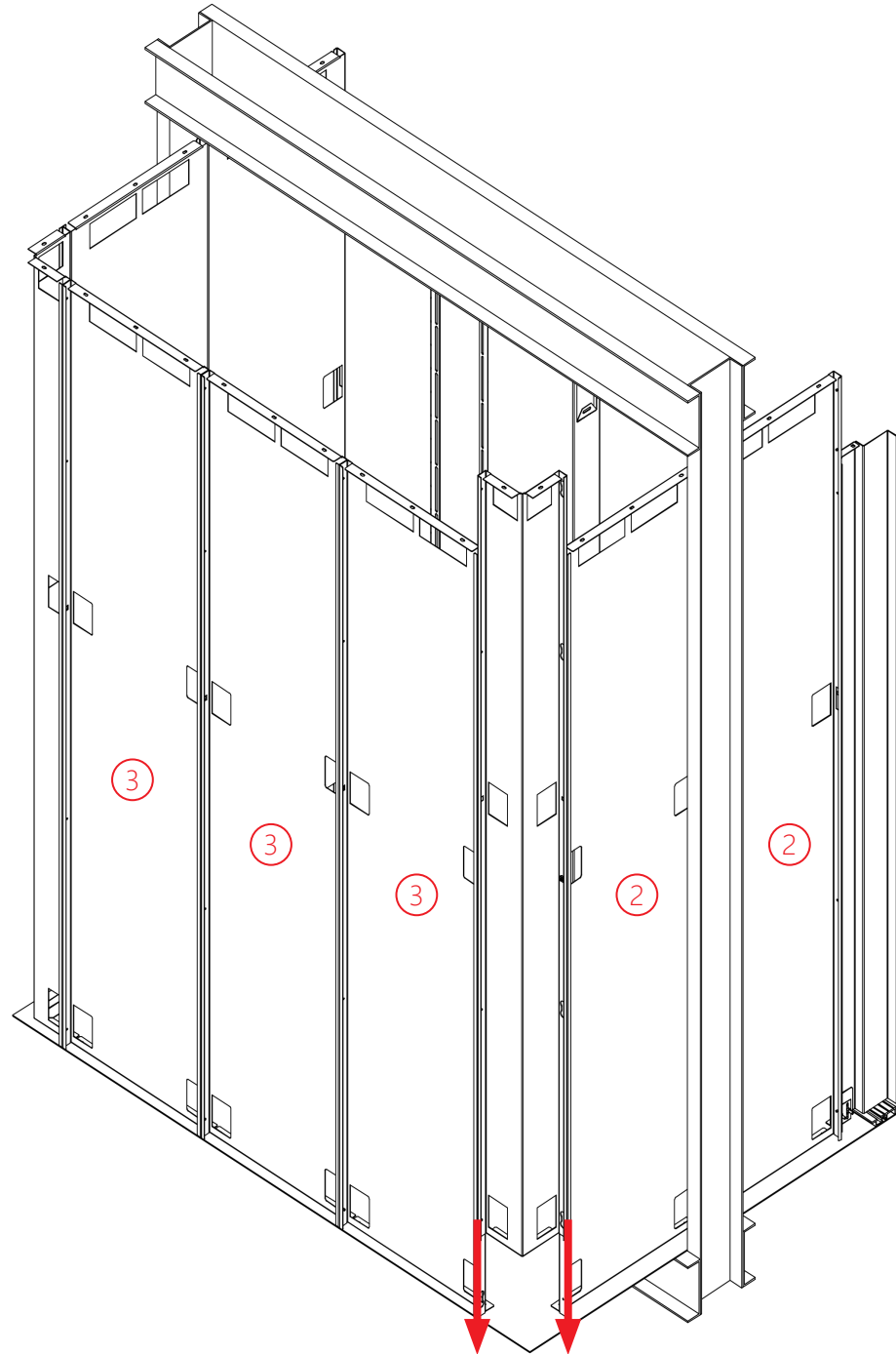
## STEP 7: ADD REMAINING LEFT SIDE WALL PANELS

- Add the remaining left side wall panels according to the drawing but do not secure them to the platform. Match the number "2" to "2"
- Note that except for the panels that are right against the fronts, the sidewall panels are identical.



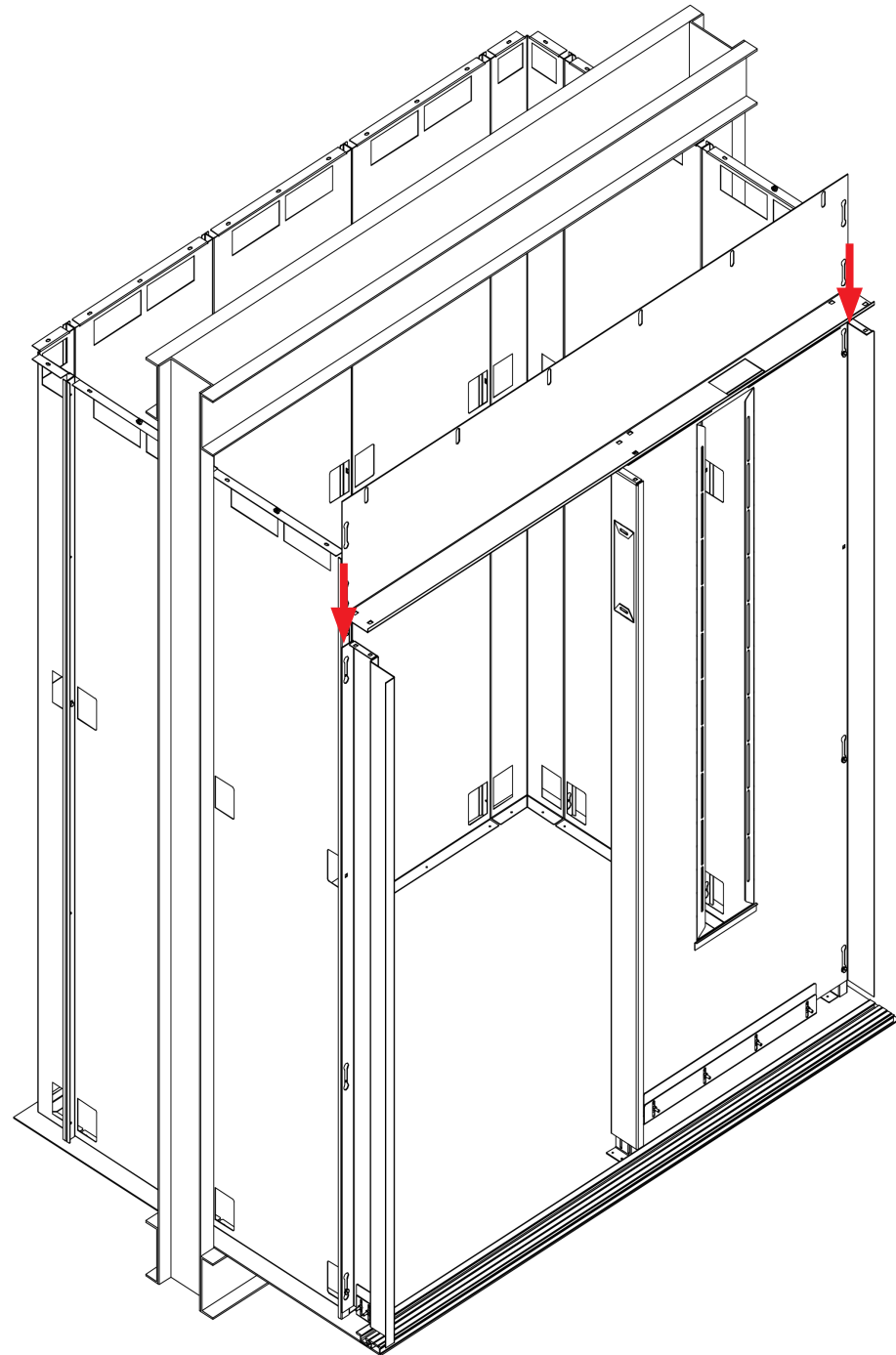
## STEP 8: CONNECT THE REAR WALL LEFT CORNER

- Connect the rear and left side wall with the left corner panel. Do this by moving the wall panels out, attaching one side of the corner to the side wall panel without sliding it down. Then slide that assembly into the rear wall panels. Once both slides are in the slots, slide the corner panel down.



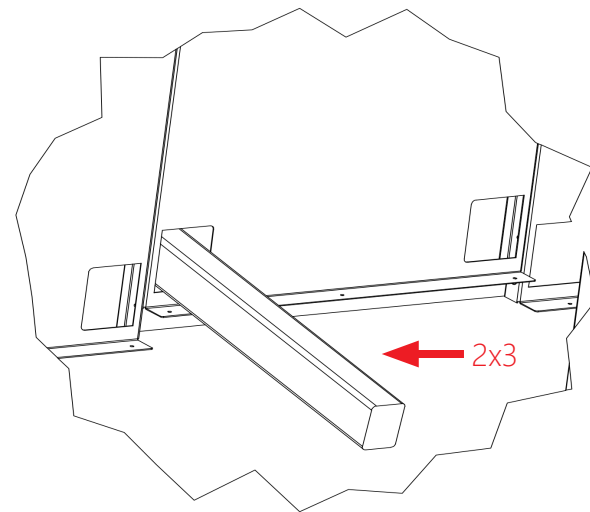
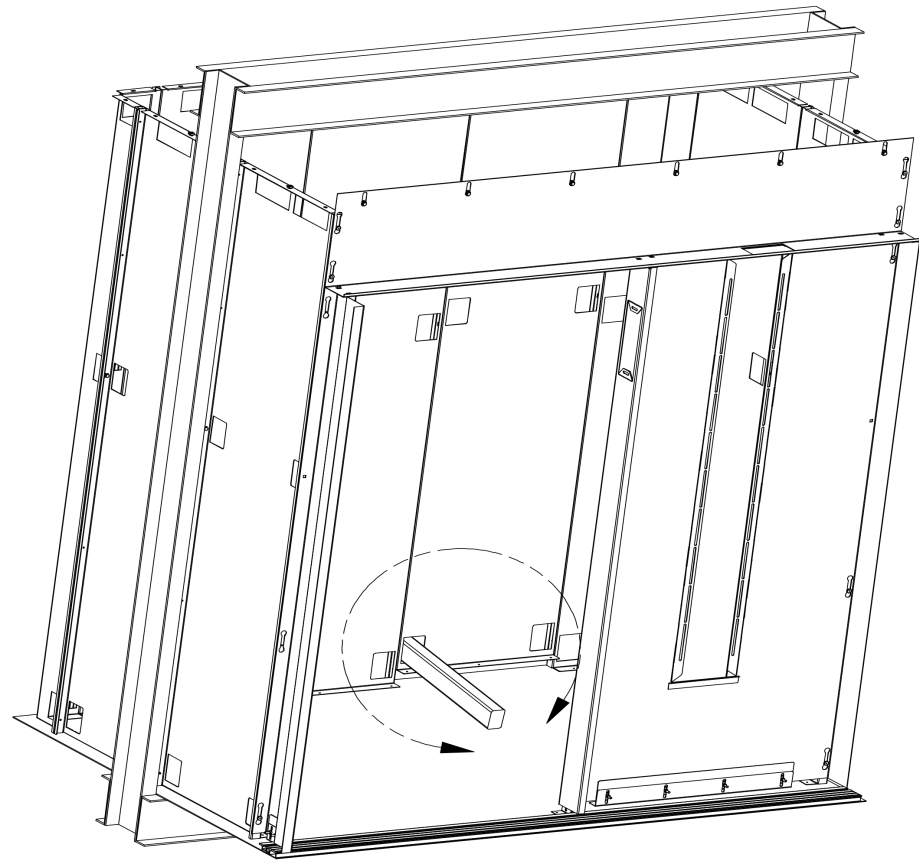
## STEP 9: CONNECT THE TRANSOM

- Connect the transom by sliding the lower part of the dumbbell slots onto the quick connect buttons on the two front side wall panels.



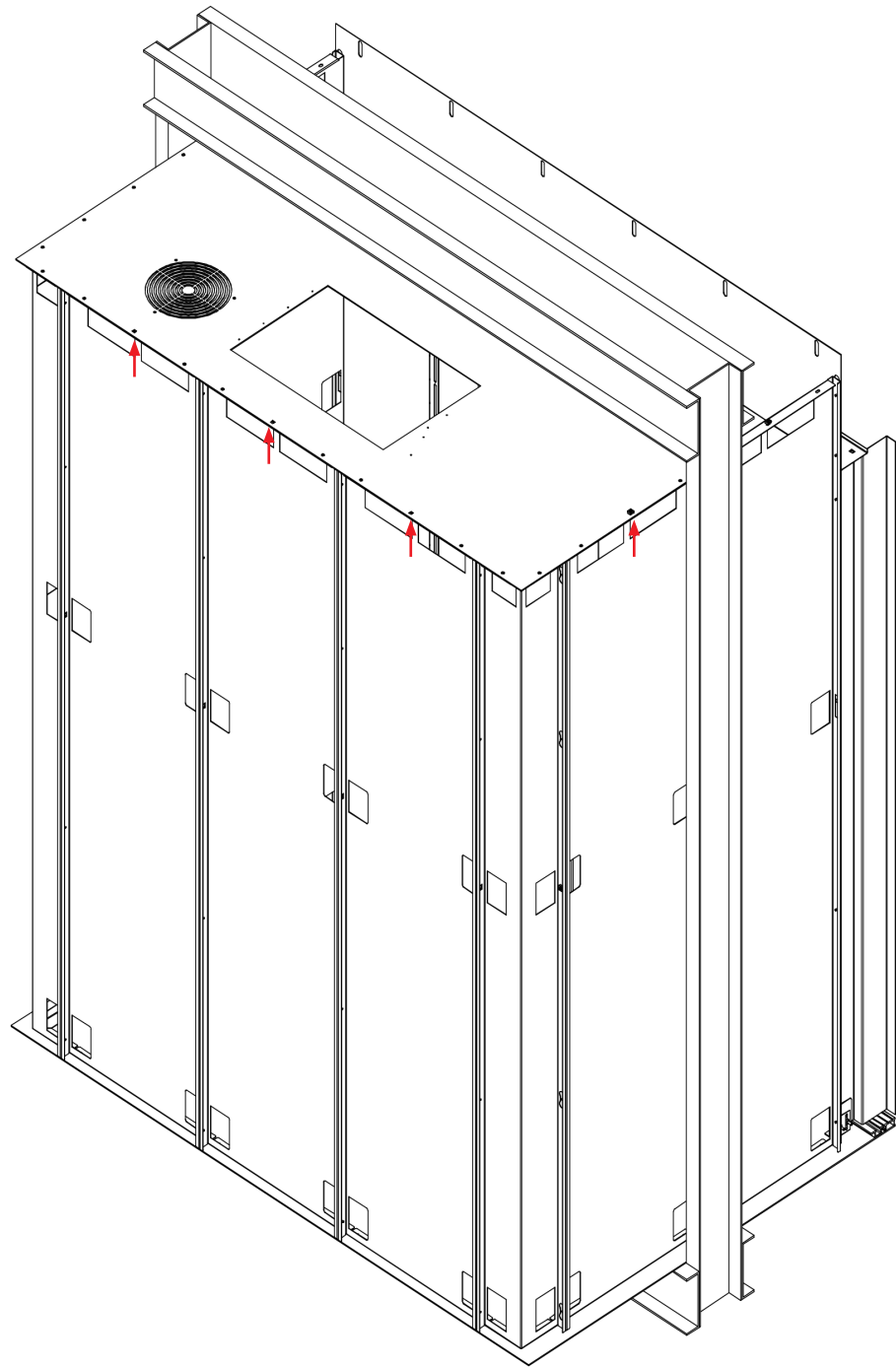
## STEP 10: SEAT ALL THE QUICK CONNECT PANELS

- Seat all the quick connect panels so that the flanges sit flat on the platform. This can be accomplished by putting a 2' 2 x 3 into the vent hole at the bottom of the panel and pushing down on it with your foot and body weight until the panel seats properly.



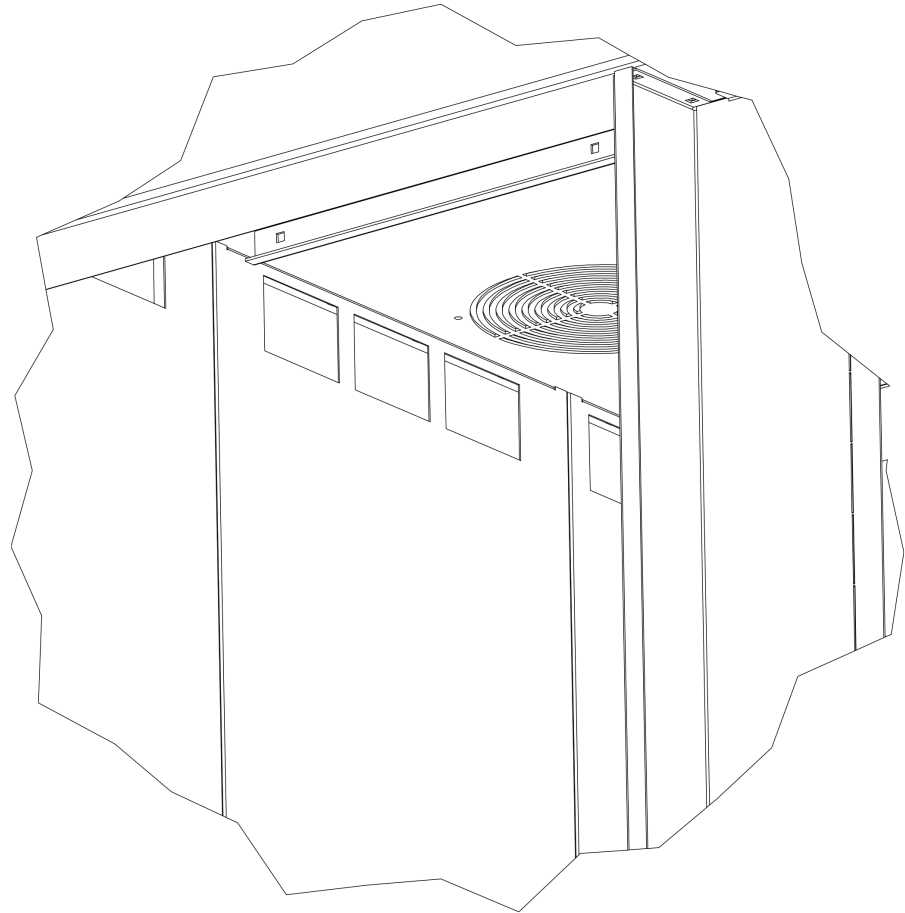
## STEP 11: ATTACH THE REAR CANOPY PANEL

- Carry the rear most canopy panel with the hatch and the ventilation fan grill into the shell and place it on top of the rear wall and side wall panels. The ribs might be facing up or down depending on the type of ceiling used on the car. Please refer to the job approval drawing to determine rib direction.
- Finger tighten a ¼-20 bolt provided into each of the positions in the ceiling panel that contain a cage nut through the holes at the top of the side wall panels.
- Note: The ¼-20 bolts should not be tightened until all canopy panels are in place. The front canopy panel should be flush with the front sidewall panels.



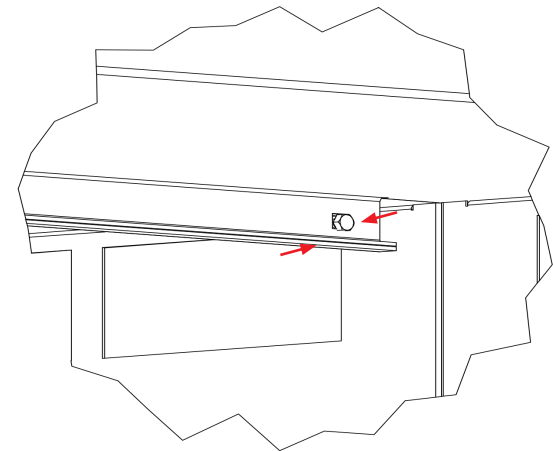
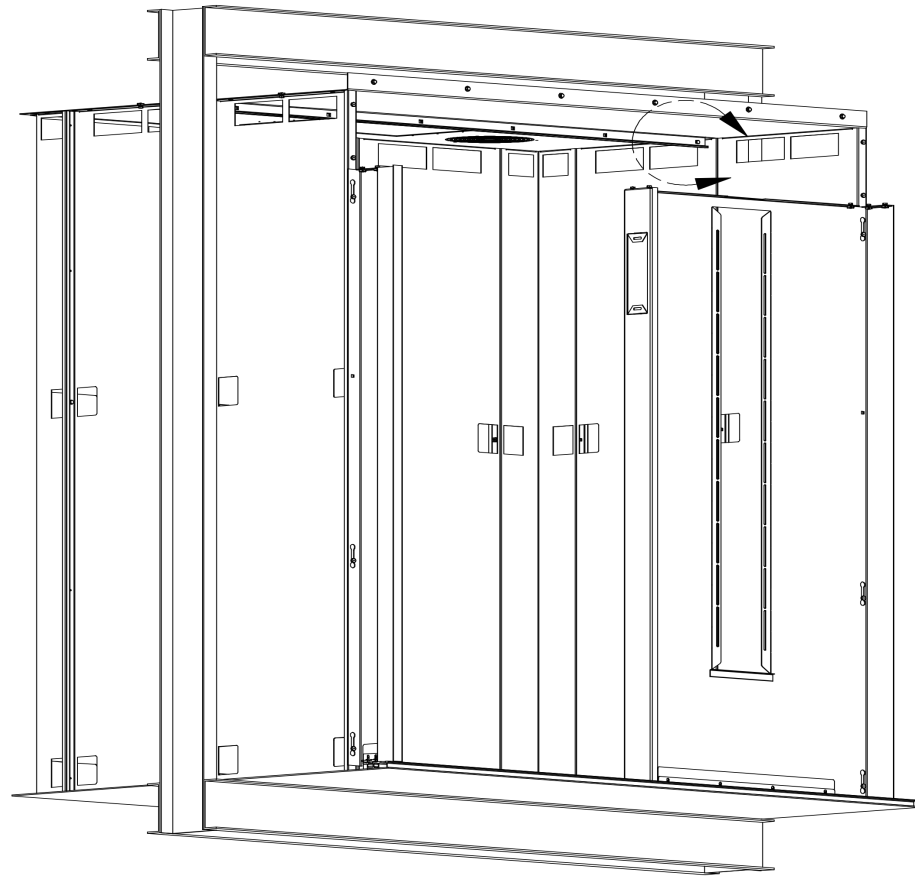
## STEP 12: ATTACH THE CENTER CANOPY PANEL, IF APPLICABLE

- Carry the center canopy panel that has a rib on both sides into the shell and place it on top of the side wall panels aligning it with the rear canopy panel. Ensure the ribs are oriented in the same direction.
- Finger tighten a ¼-20 bolt provided into each of the positions in the ceiling panel that contain a cage nut through the holes at the top of the side wall panels.
- There will not be a center panel on the canopy of small shells. In that case, proceed to step 13.
- Note: The ¼-20 bolts should not be tightened until all canopy panels are in place. The front canopy panel should be flush with the front sidewall panels.



## STEP 13: ATTACH THE FRONT CANOPY PANEL

- Carry the front canopy panel that has a rib on one side and a flange on the other into the shell and place it on top of the side wall panels aligning it with the center canopy panel. Ensure the ribs are oriented in the same direction.
- Finger tighten a 1/4-20 bolt provided into each of the positions in the ceiling panel that contain a cage nut through the holes at the top of the side wall panels.
- Ensure the front canopy panel is flush with the front side wall panels. Then fully tighten all the 1/4-20 bolts.

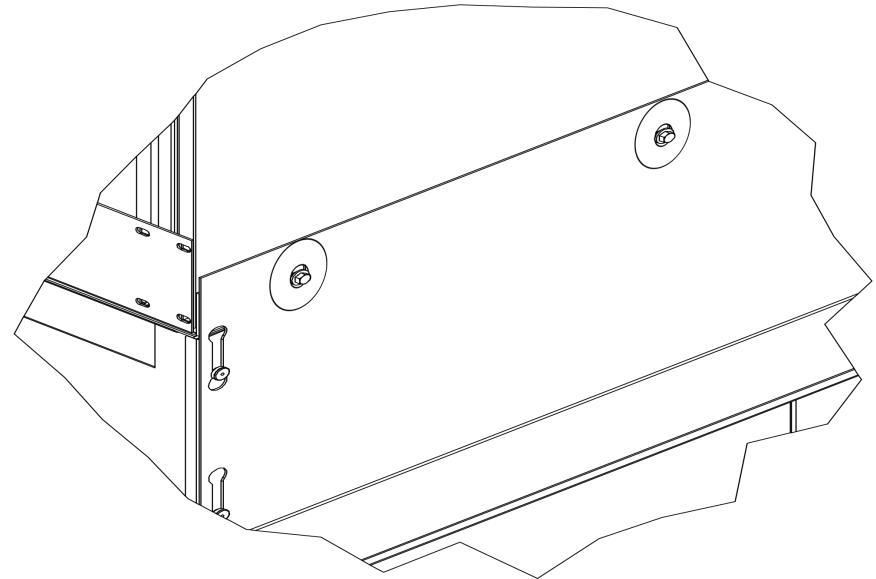
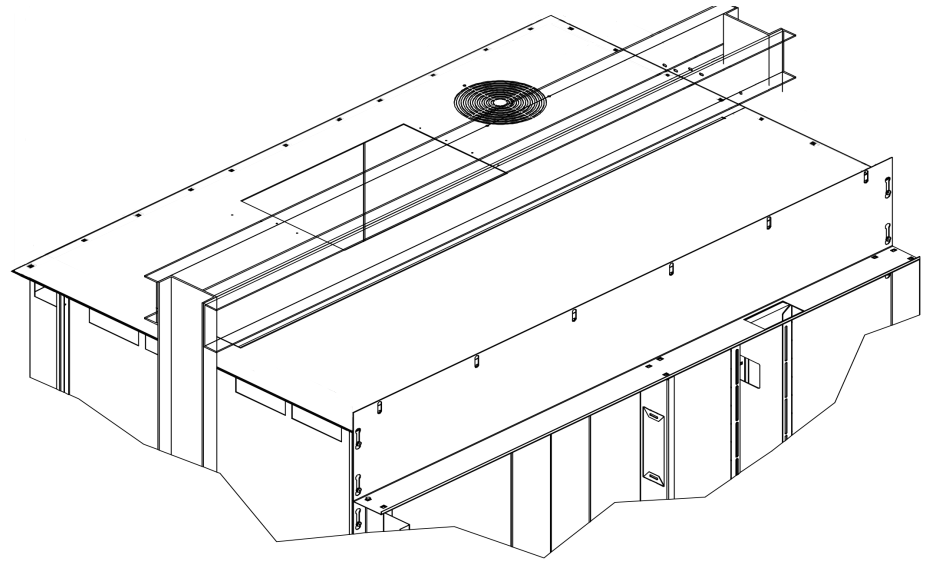


Note: The transom has been removed in this image for illustrative purposes



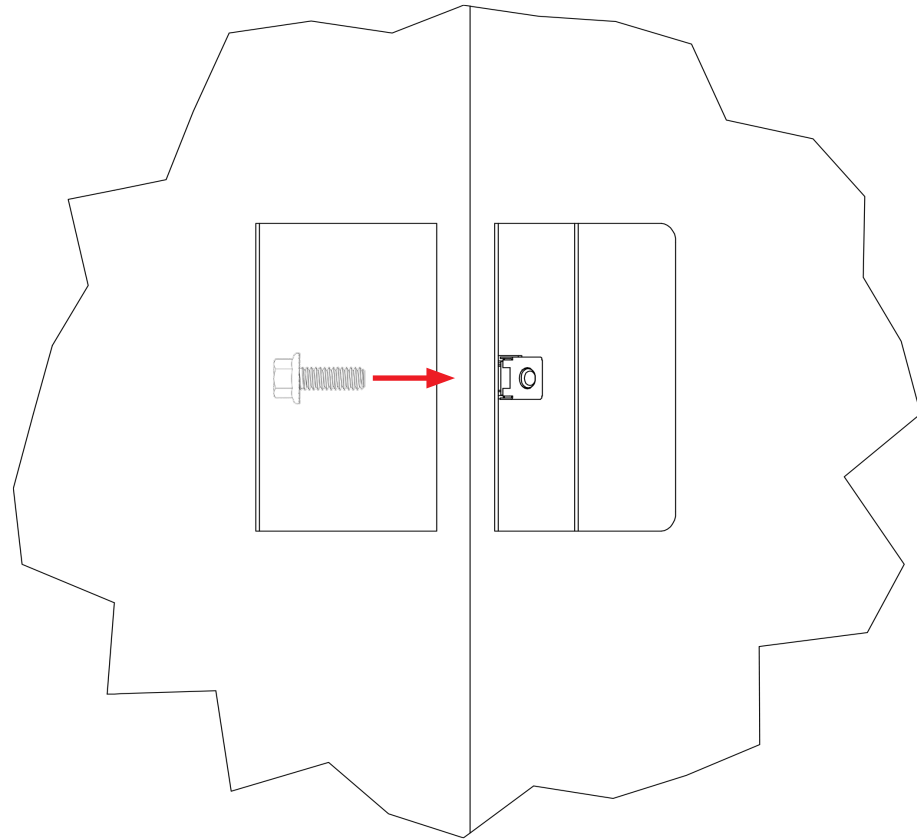
## STEP 14: INSTALL BOLTS INTO TRANSOM

- Install the 1/4-20 bolts through the transom into the cage nuts of the front canopy panel.
- Ensure you use a 1/4" washer with all the 1/4-20 bolts that secure the transom.



## STEP 15: SECURE ALL OF THE WALL PANELS TOGETHER

- Secure all of the non access wall panels together with 1/4-20 bolts at the center of each side wall panel through the access holes in the middle of the wall panels.
- Secure the sidewalls to the car fronts with the same technique.

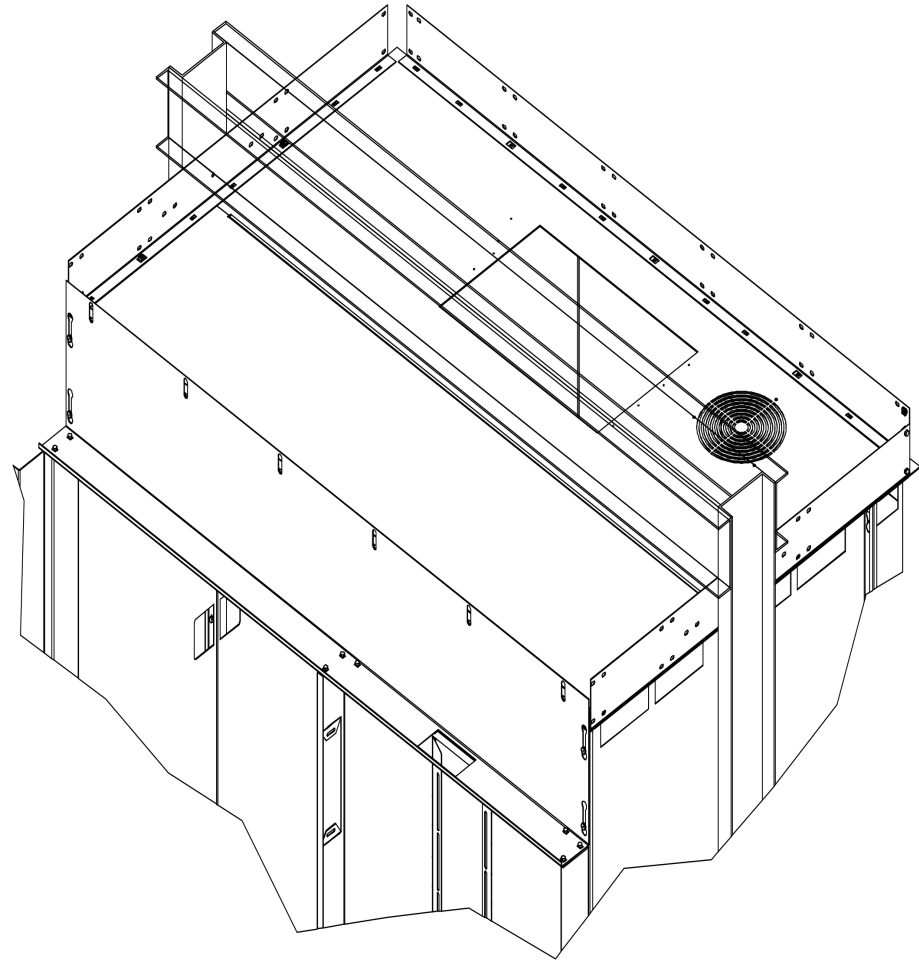


## STEP 16: INSTALL THE CAR TOP RAIL TOE KICKS

- Install the car top rail toe kicks onto the canopy. They will have holes in them where the center cage nuts were used to attach the sidewall panels to the canopy panels. Put the toe kicks over them. The toe kicks will have cage nuts in them which will allow the installer to secure them by inserting the ¼-20 bolts into the toe kicks through the top of the wall panels and the canopy. This can be done from below inside the shell or from reaching over the side from the car top.
- The side wall toe kicks can be reversed if there is not enough clearance for the center stabilizer bumper. The end of the toe kick that has four bolt slots should face towards the transom. Do not reverse the rear toe kick in any circumstance.

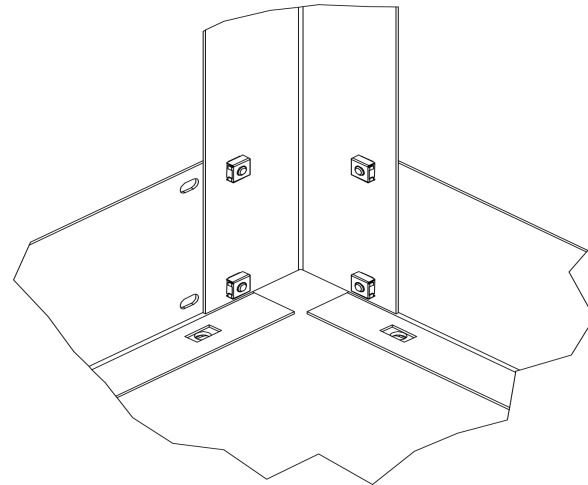
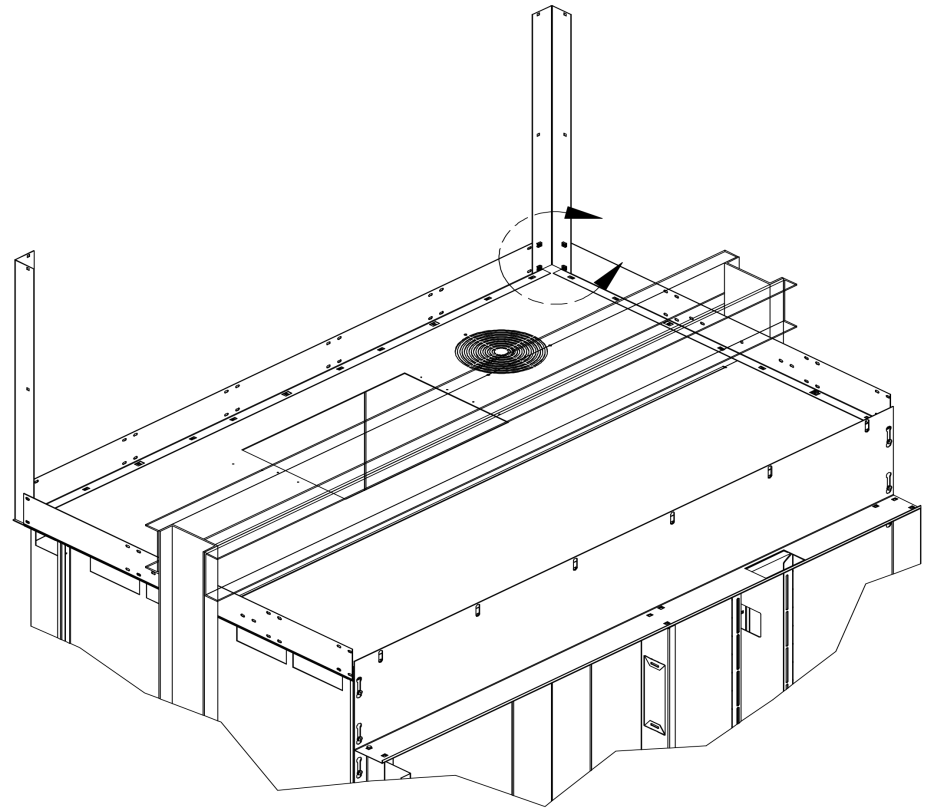
### Notes:

- There are holes on the side wall toe kicks which hold the stabilizer brackets. Ensure they are aligned with the stile of the sling.
- Do not tighten the bolts on the toe kicks until the whole set of car top rails are installed to make alignment of those parts easier.
- The toe kicks will have stickers on them labeled "front" and showing an arrow. Those arrows should always be facing the front of the car.



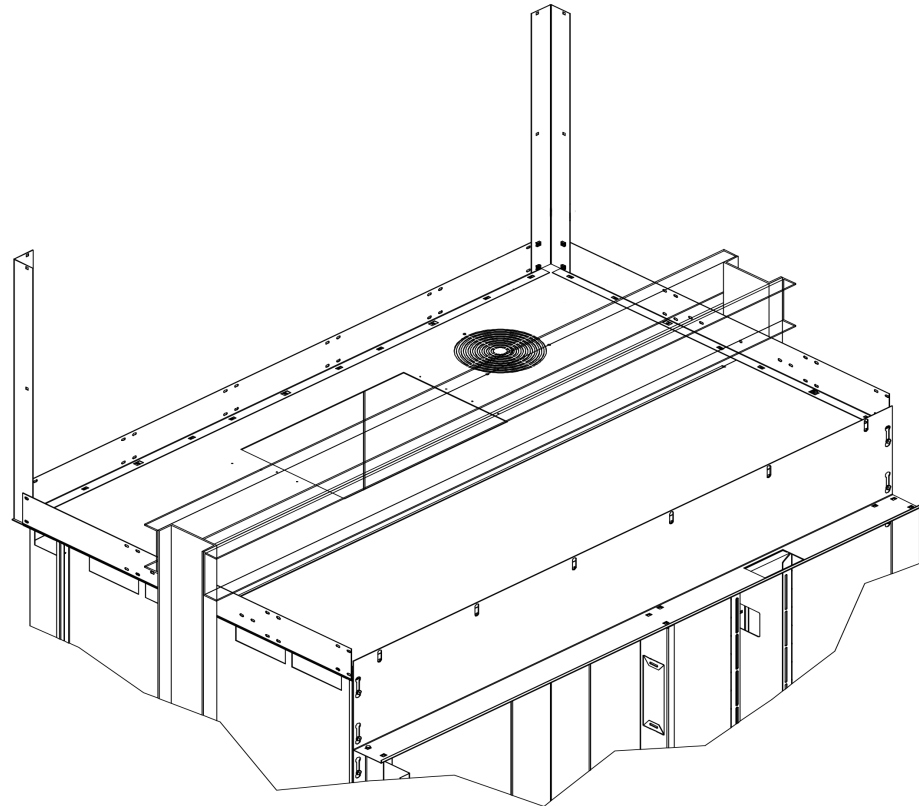
## STEP 17: INSTALL CAR TOP RAIL REAR CORNER STANCHIONS

- Install the car top rail rear corner stanchions. They sit inside the rear corners of the toe kicks. They are attached with ¼-20 bolts from behind the toe kicks into the cage nuts in the corner stanchions.
- Note: The rear toe kick has 4 holes on either end to accommodate the corner stanchions depending on the side toe kick configuration. Do not reverse the rear toe kick in either configuration.



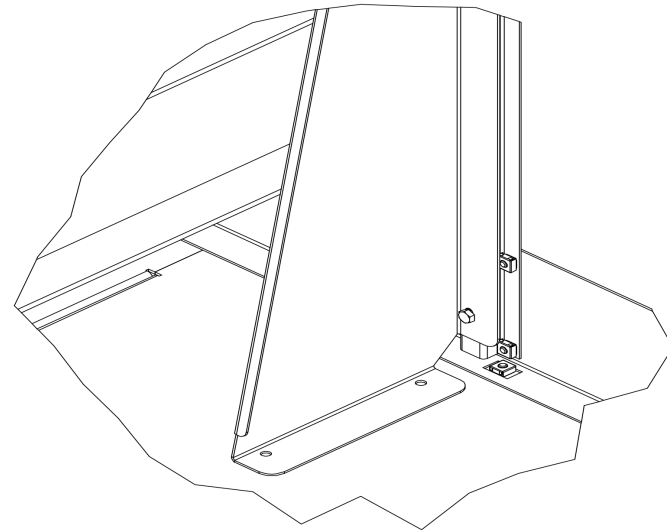
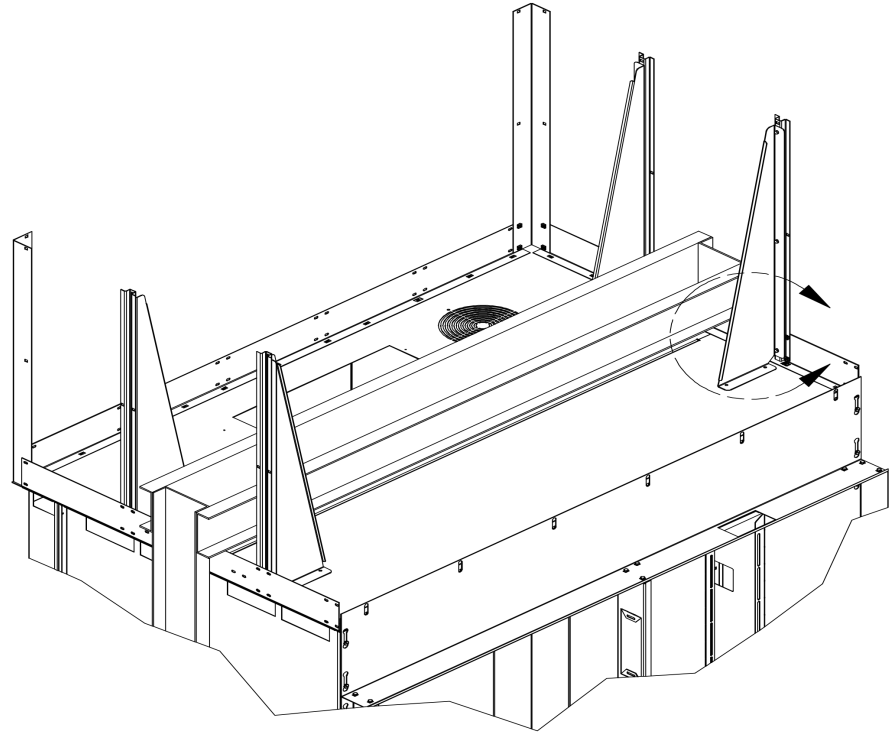
## STEP 18: INSTALL CAR TOP RAIL STABILIZER BRACKETS

- Install the stabilizer brackets. They consist of two triangular brackets for the sides of the stile. There are polyurethane isolators that bolt into each of those brackets and one that attaches directly to the toe kick to create the isolation.



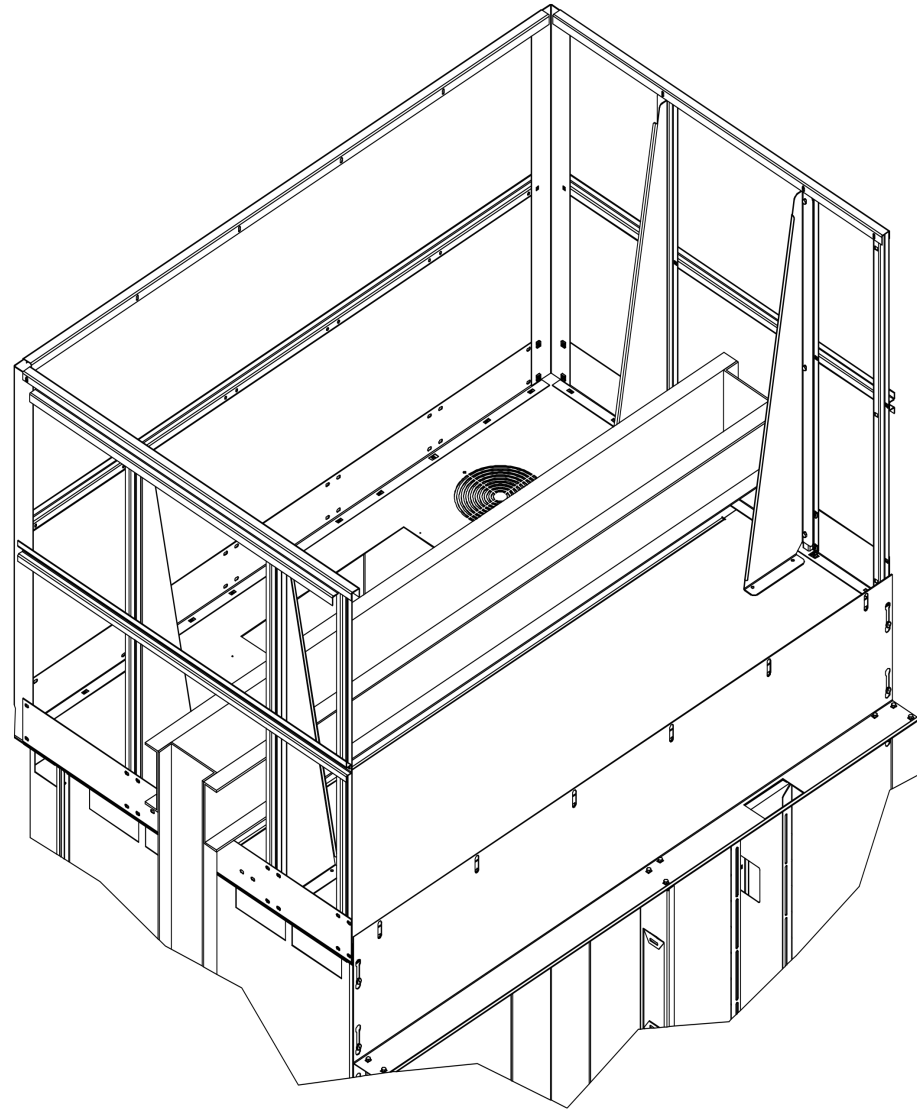
## STEP 19: INSTALL CAR TOP RAIL TRIANGULAR BRACE STANCHIONS

- Combine the triangular braces with the triangular brace stanchions which can be identified with the three extra holes in them.
- Install the car top rail triangular brace stanchions. They sit one position back from the car fronts on each side. They are attached with 1/4-20 bolts from behind the toe kicks into the cage nuts in the stanchions. The bottom of the triangular brace is attached through the canopy with a 1/4-20 flange bolt and nut. There is no hole in the canopy to accommodate this. It has to be drilled. This is so that the position of the triangular brace can be changed without creating unneeded holes in the canopy panels.



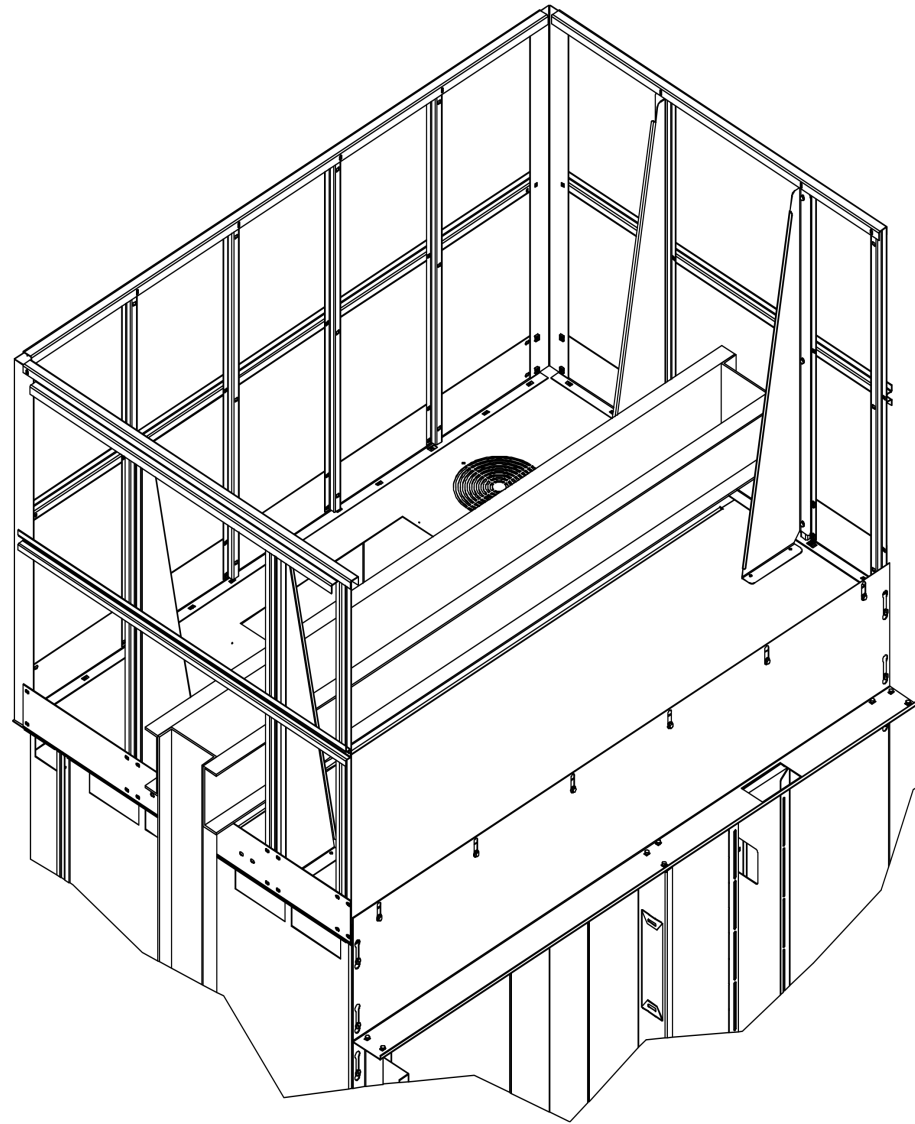
## STEP 20: INSTALL CAR TOP RAIL MID AND TOP RAILS

- Install the car top mid rails. They sit behind the stanchions facing toward the outside of the car. They are attached with 1/4-20 bolts from behind the mid rail into the cage nuts in the stanchions.
- Install the car top top rails. They sit on top of the stanchions. They are attached with 1/4-20 bolts from the front of the top rail into the cage nuts in the stanchions at all points except the rear corners. The rear corners are bolted in from the outside of the rail into the backside of the corner stanchions.



## STEP 21: INSTALL REMAINING STANCHIONS

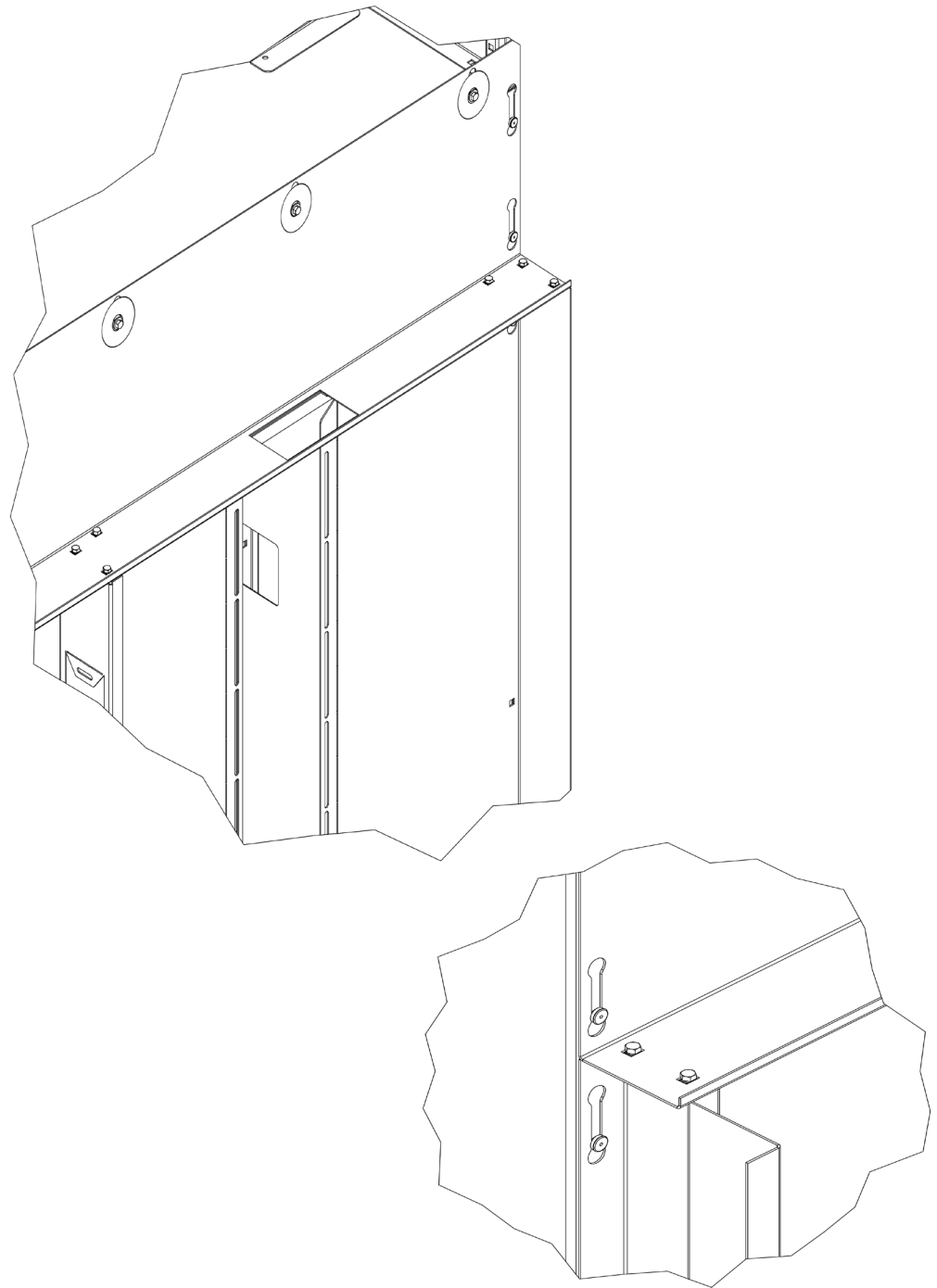
- Install the remaining car top rail stanchions. They are attached with 1/4-20 bolts from behind the toe kicks and mid rails into the cage nuts in the stanchions, and from the front in the case of the top rails.





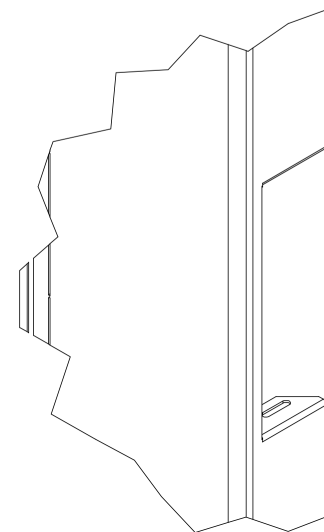
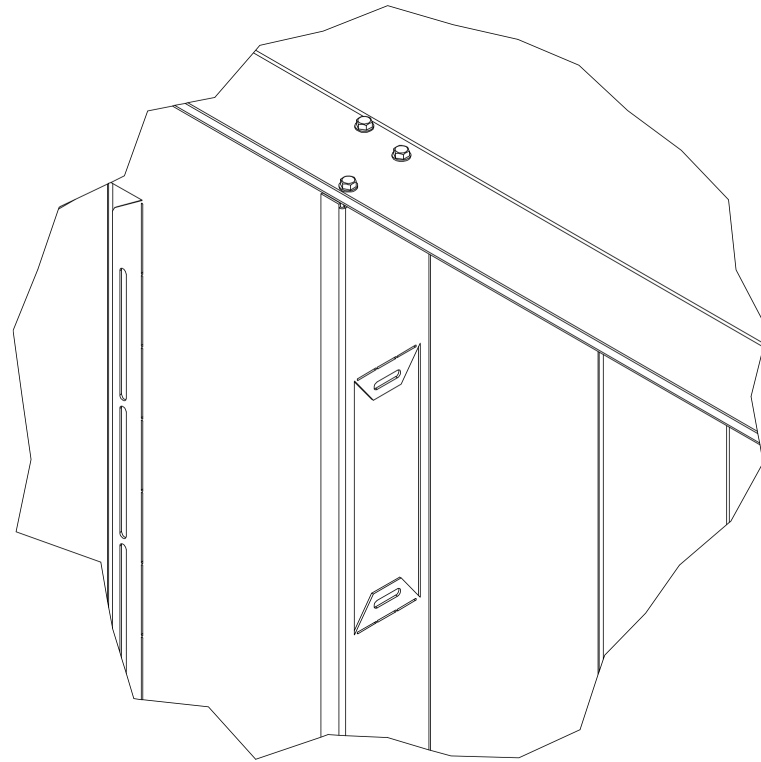
## STEP 22: INSTALL BOLTS FROM TRANSOM TO RETURN AND SLAM POST

- Install the 1/4-20 bolts through the bottom of the transom into the cage nuts at the tops of the return(s) and/or slam post(s), whichever applicable.
- Ensure you use a 1/4" washer with all the 1/4-20 bolts that secure the transom.



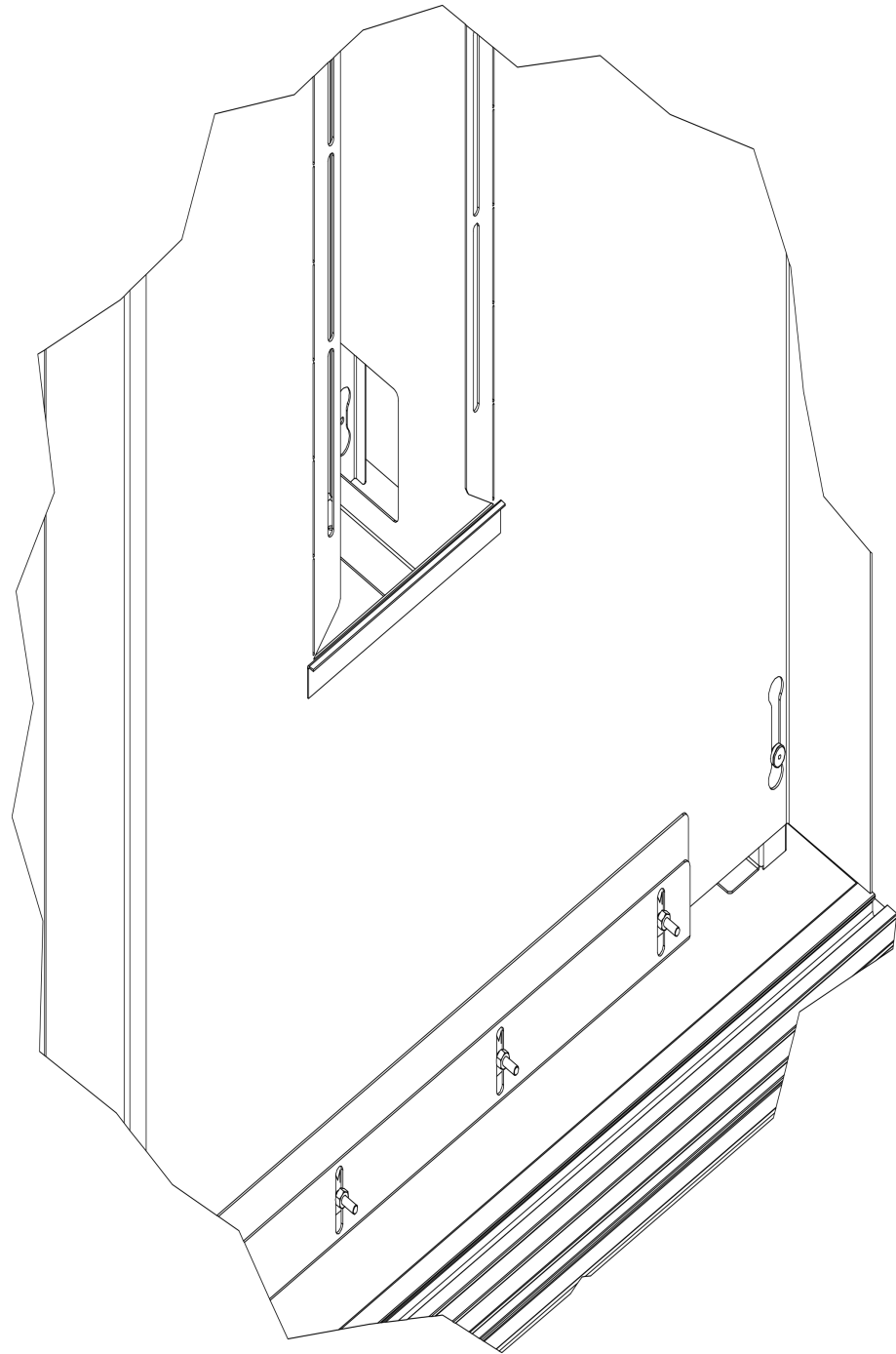
## STEP 23: ADJUST CDI TABS, IF APPLICABLE

- The slam post and return have built in CDI tabs that can be used if needed. Bend them into place, if needed, or snap them off if not needed.



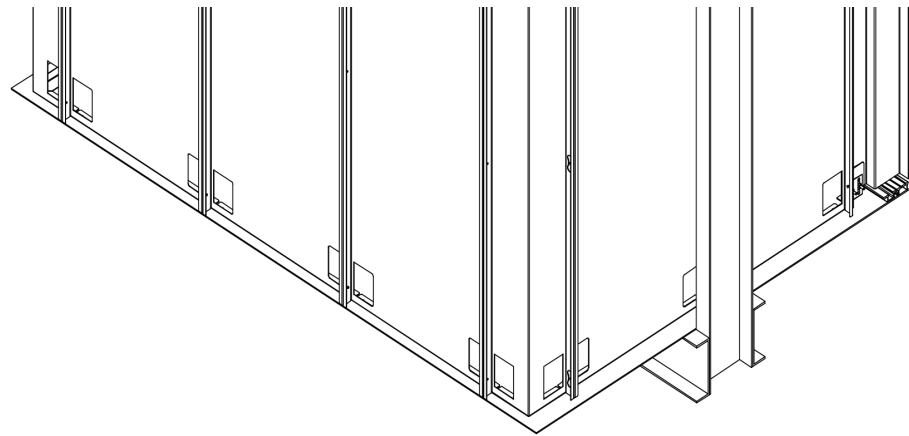
## STEP 24: INSTALL COP BRACKET(S)

- Install the COP bracket(s) at the bottom of the COP opening with the double-sided tape attached to each bracket.
- The side COP tabs fold out in the same way the CDI tabs do.



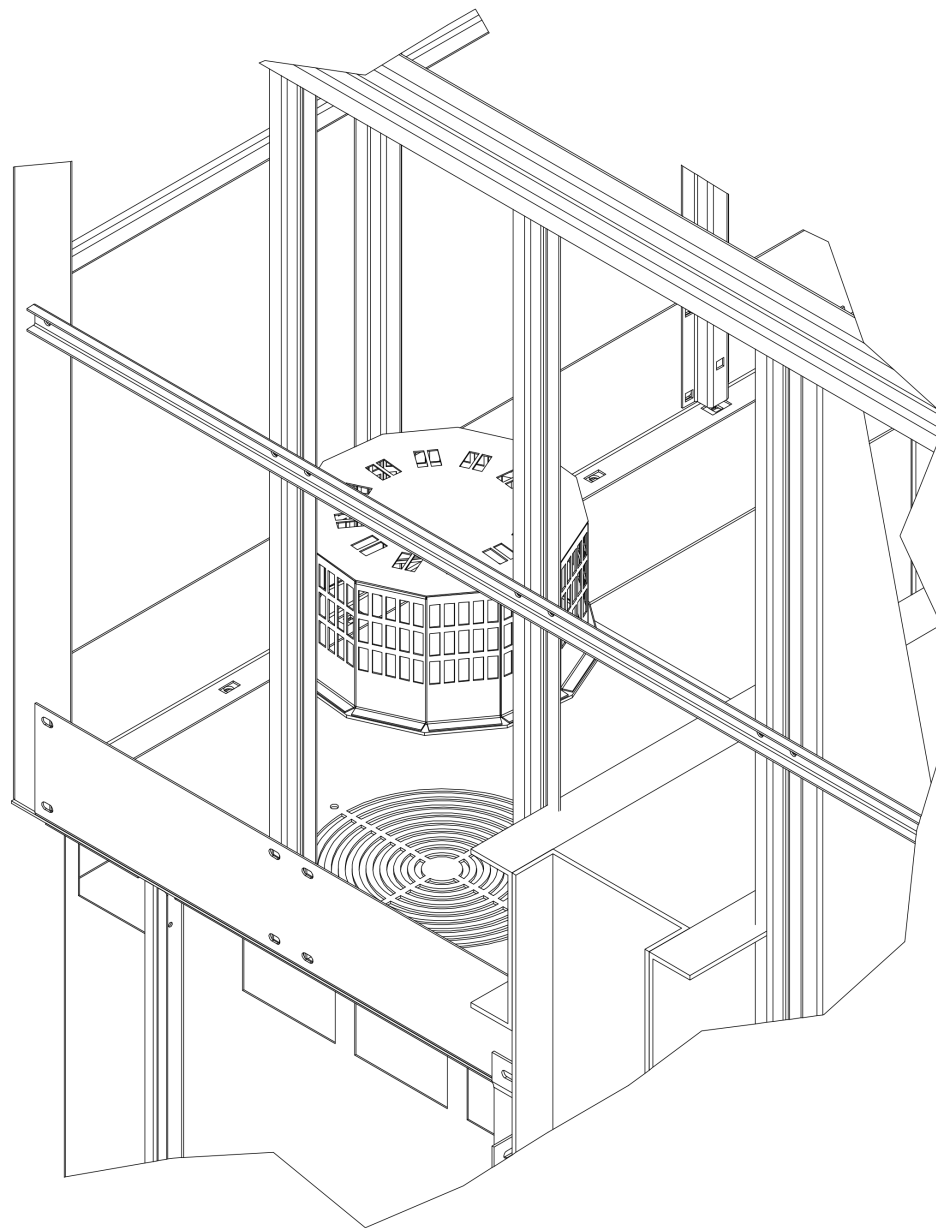
## STEP 25: INSTALL VENT BAFFLES

- Install the vent baffles into the holes at the bottom of each wall panel. The baffles will click into place.
- The baffles can be removed and bent back into shape, if necessary.
- The baffles are only installed in the side and rear wall panels, not in the corners.



## STEP 26: INSTALL VENTILATION FAN

- Install the ventilation fan to the canopy with pan-headed bolts.



## STEP 27: INSTALL UPPER AND LOWER DOOR OPERATOR BRACKETS

- Install the door operator brackets, if applicable.

## STEP 28: INSTALL UNIVERSAL WIRING RACEWAYS

- Install the universal raceways as needed. They can be adjusted in size to suit the installers' particular size and location needs.