

OPERATION MANUAL

AUN210/250

MANUAL

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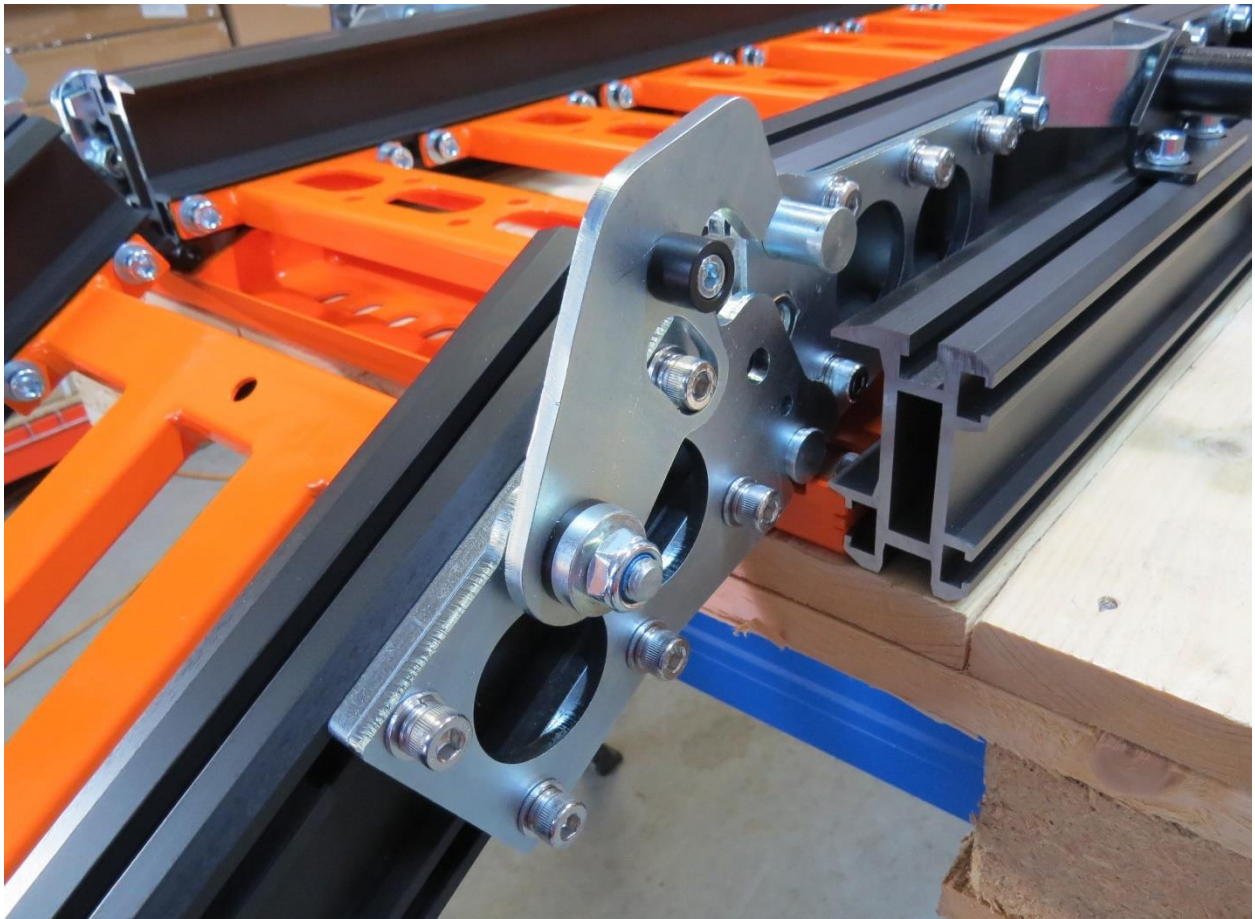
AUN250



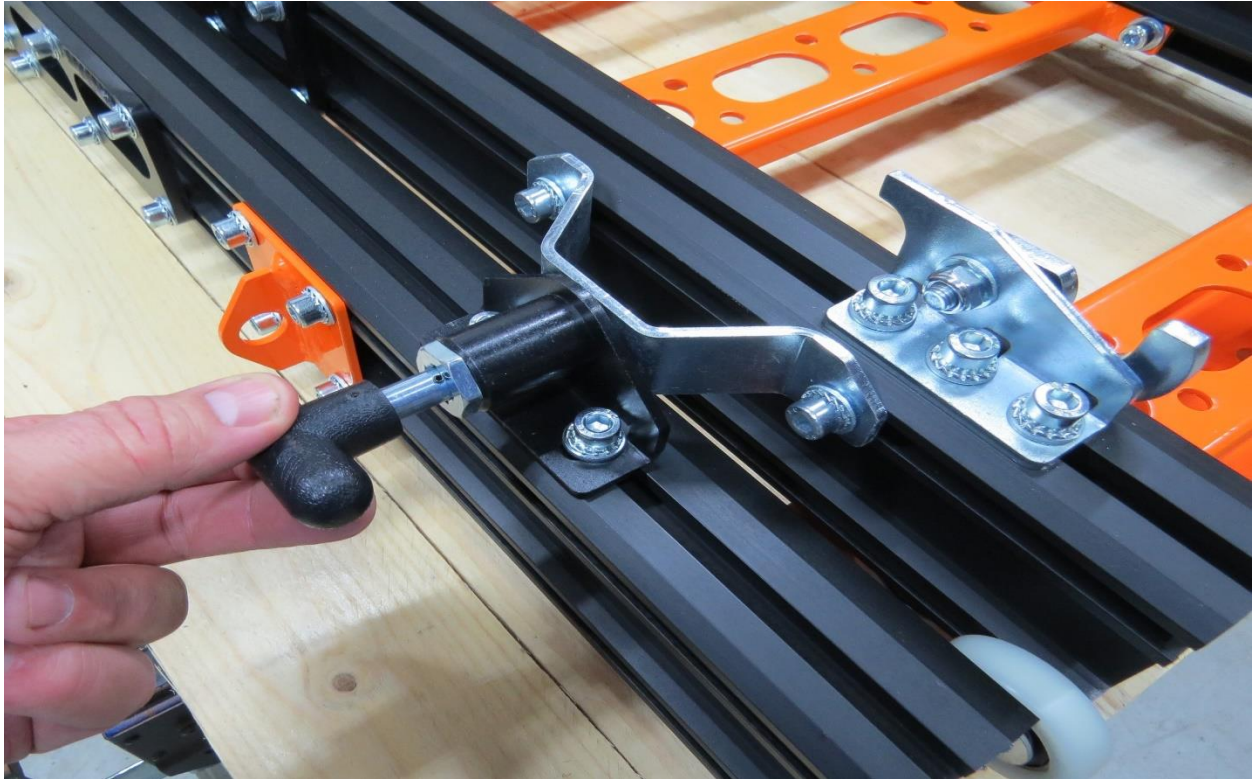
Unfold unit



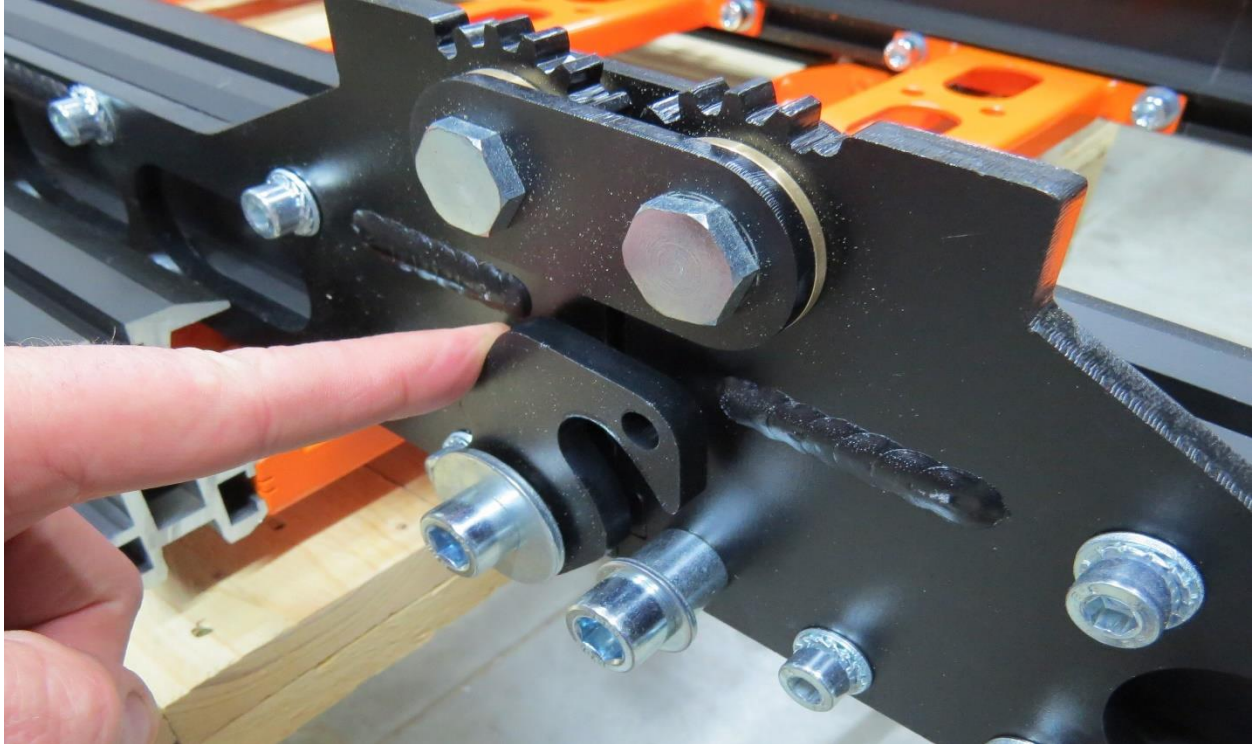
Secure the base ramp hooks making sure they fully seat down on the pins (below right).



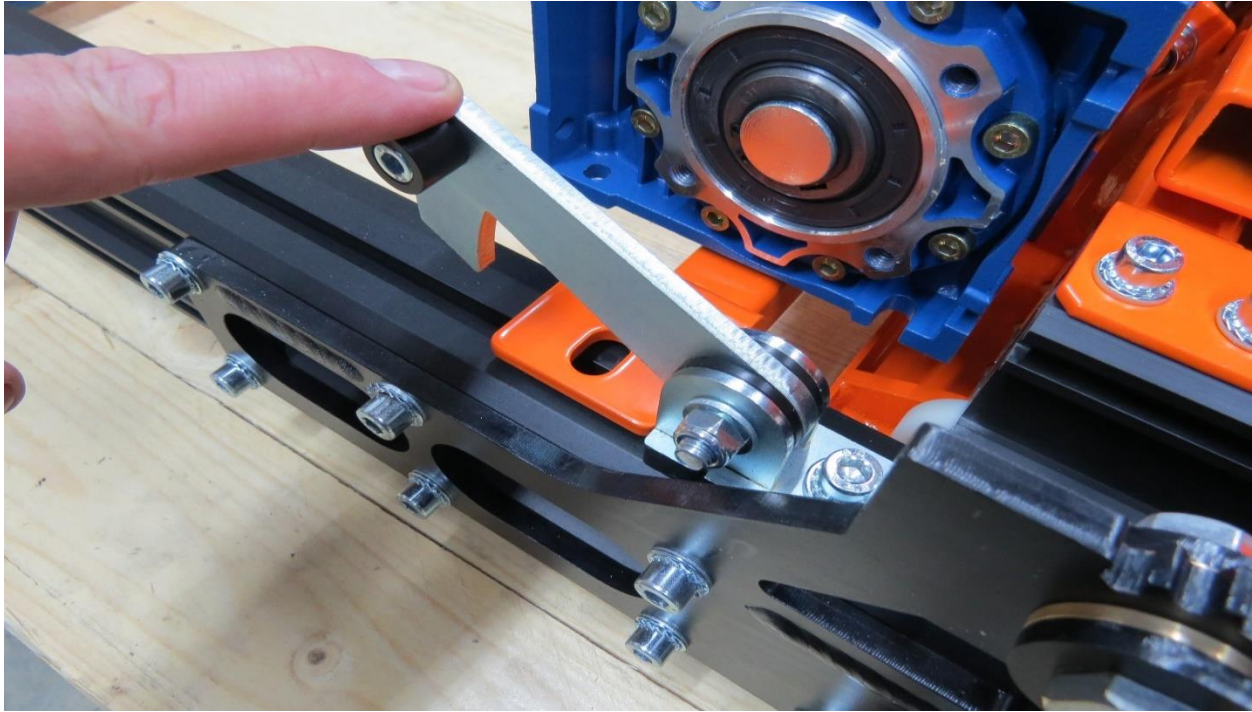
AC001 User: Attach the extension to the lower pin of the tilt ramp then raise extension up until the upper pin is engaged; lock the hooks over these pins.



AUN210/250: Disengage both transport locks with a gentle pull and 1/4 turn left or right.



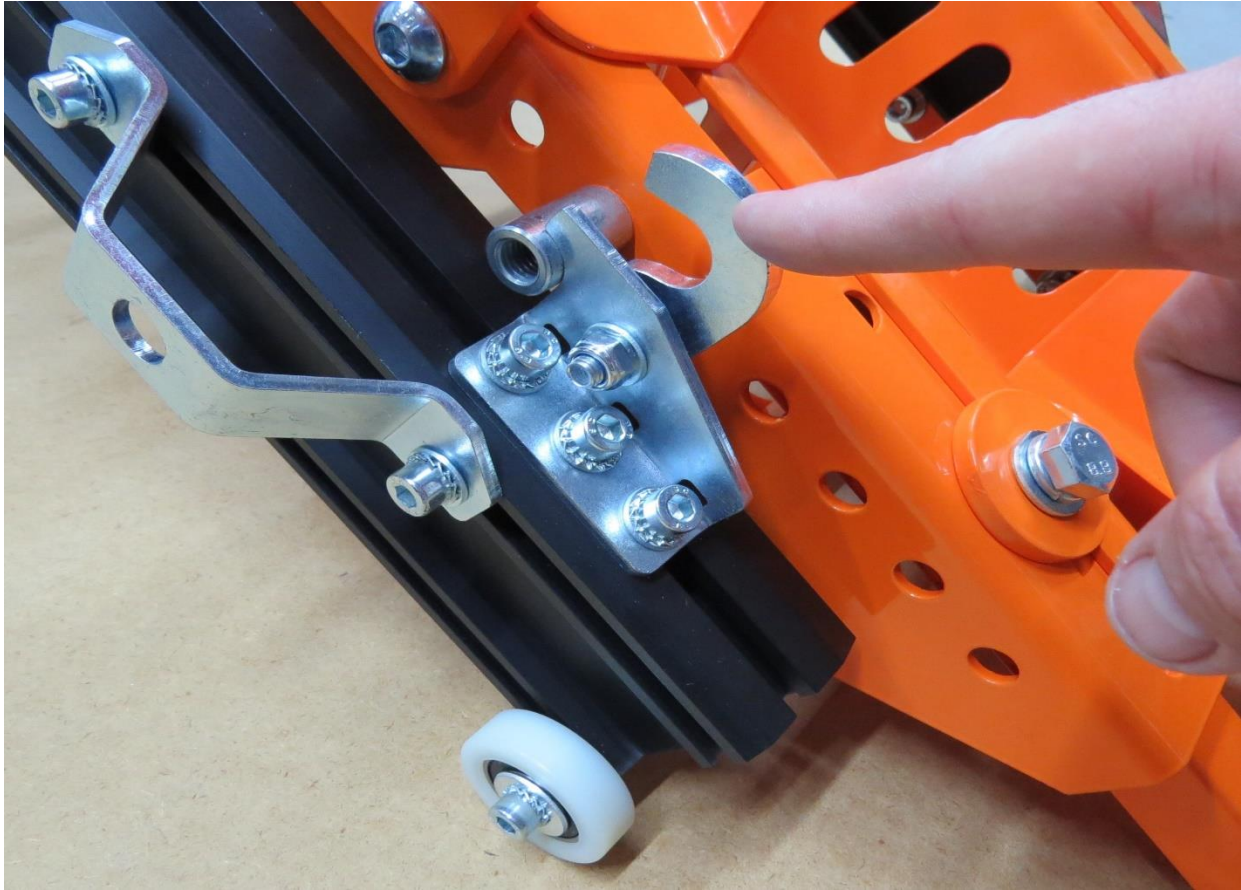
Pull the tilt ramp out to access the 2nd set of hinges and secure the hooks: **MAKE SURE THESE HOOKS ARE FULLY SEATED DOWN ON THE PINS!**



AUN210/250: Once the tilt ramp stops at the stop blocks, secure the tilt ramp loading lock.



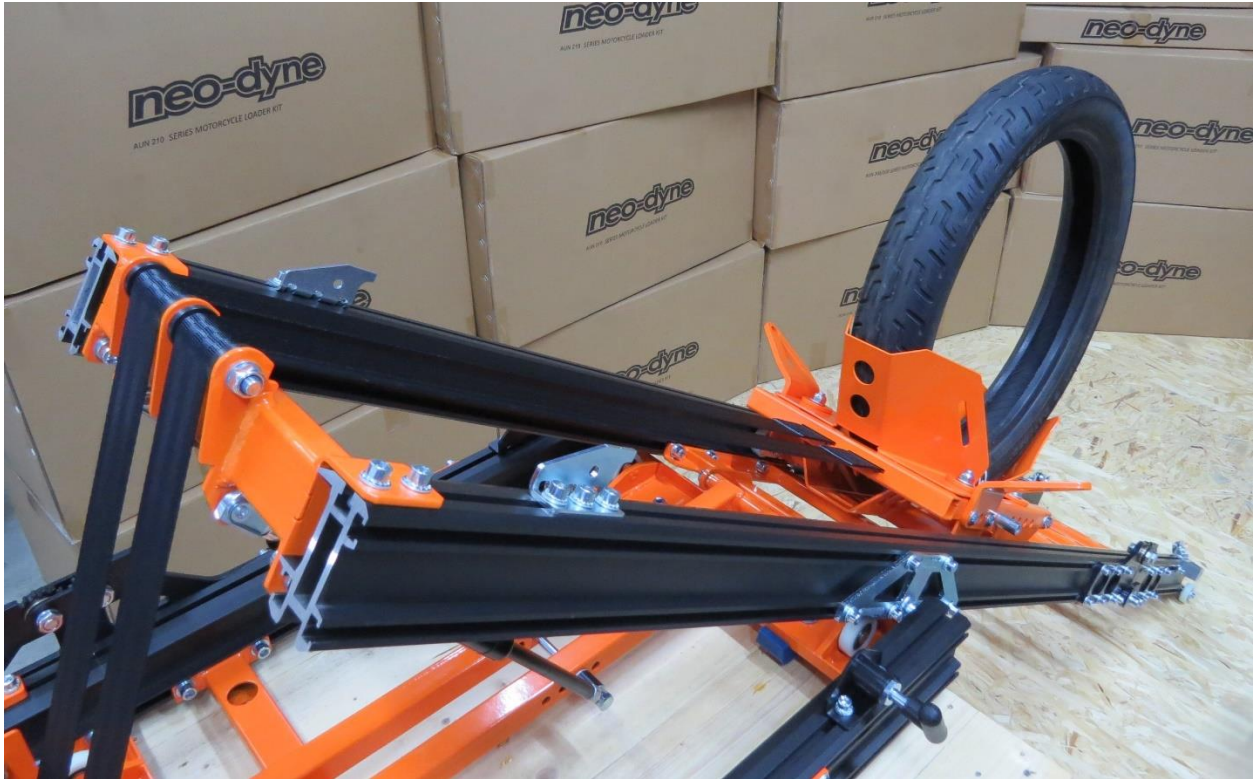
AUN210/250: Operate the drill (IMPACT OR HAMMER DRIVER WILL DAMAGE GEARBOX AND VOID WARRANTY) counterclockwise until the tilt ramp touches the ground and the wheel chock assembly reaches the stops with loading hooks.



AUN210/250: Engage both wheel chock loading locks.



Roll the bike into the wheel chock and secure the bike to the bat wings.



AUN210/250: Loading: Disengage the wheel chock loading locks; NOTE: if the bike does not immediately start moving forward/up, STOP, and make sure these locks are unhooked.

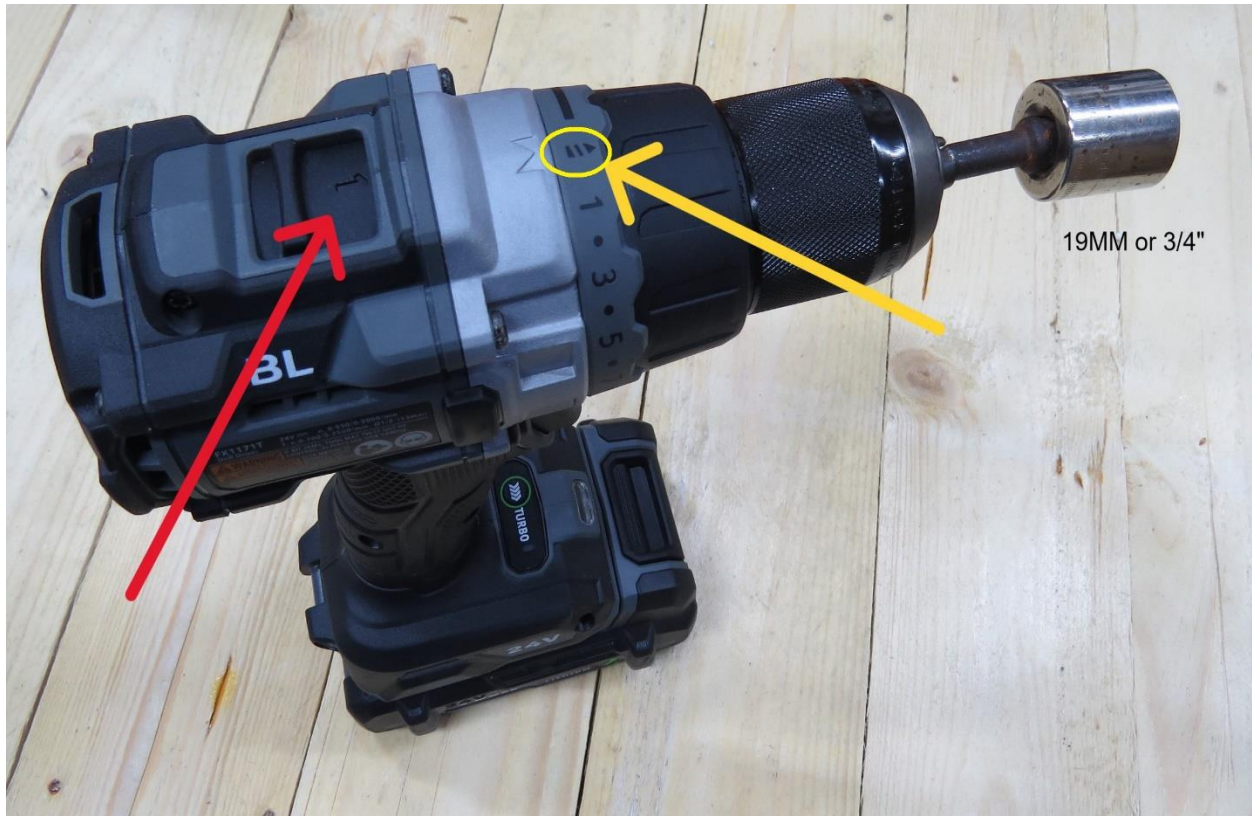
Operate DRILL: 19mm socket, LOW SPEED, on the drill setting (see below).

Tilt ramp will level; push bike into the vehicle; secure the transport locks.

SECURE THE BIKE TO THE VEHICLE WITH 4 ADDITIONAL STRAPS.

Hit the road.

REVERSE THESE STEPS FOR UNLOADING. AUN250 note: Never attempt to fold the ramp unless the transport locks are engaged allowing both the tilt and base ramp to fold at the same time.



DRILL OPERATION 101:

Loading: 1) Low Speed (RED arrow)

2) Drill setting (YELLOW arrow); if drill makes “clicking” noise then it is set incorrectly

Unloading/Empty ramp: Drill can be operated on High speed

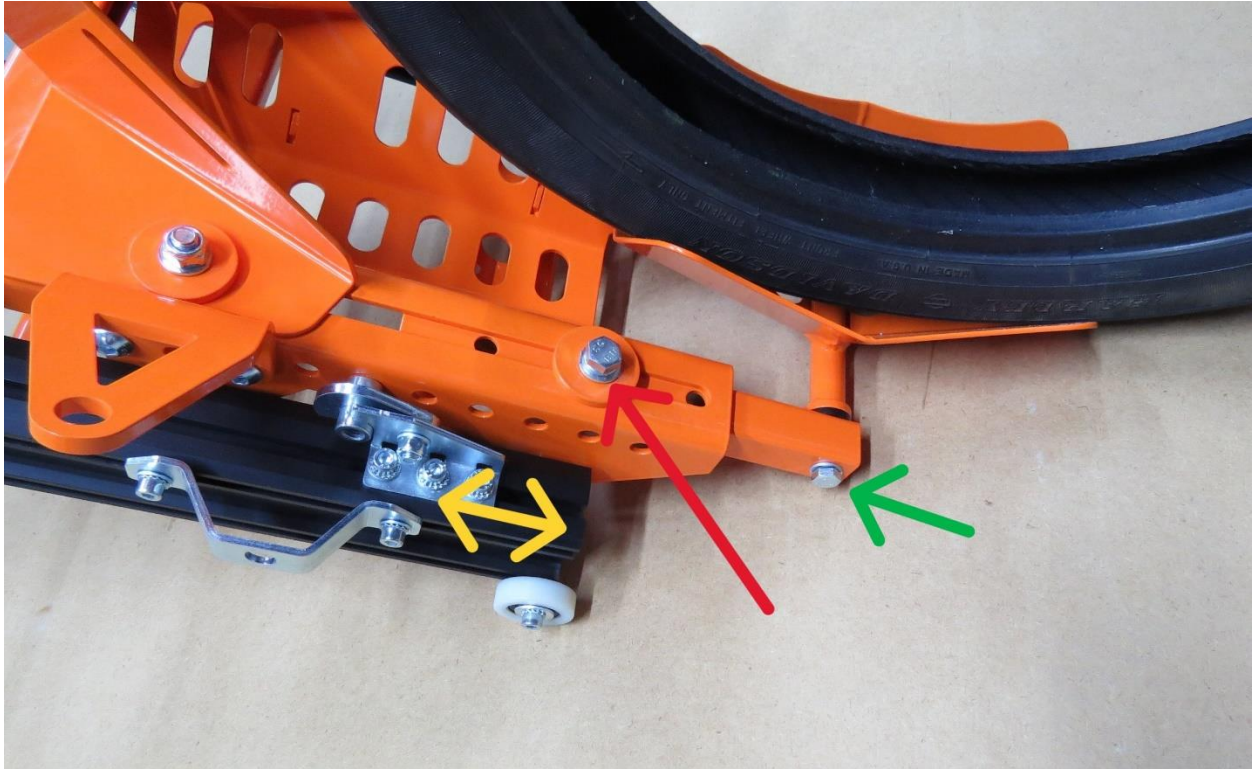
NOTE: OPERATING THE RAMP WITH AN IMPACT OR HAMMER DRILL WILL DAMAGE THE GEARBOX AND VOID ANY WARRANTY.

THIS RAMP IS CAPABLE OF LOADING UP TO 1200 LBS WITH A GOOD QUALITY 18-24V DRILL SUCH AS DEWALT, MAKITA, OR MILWAUKEE.

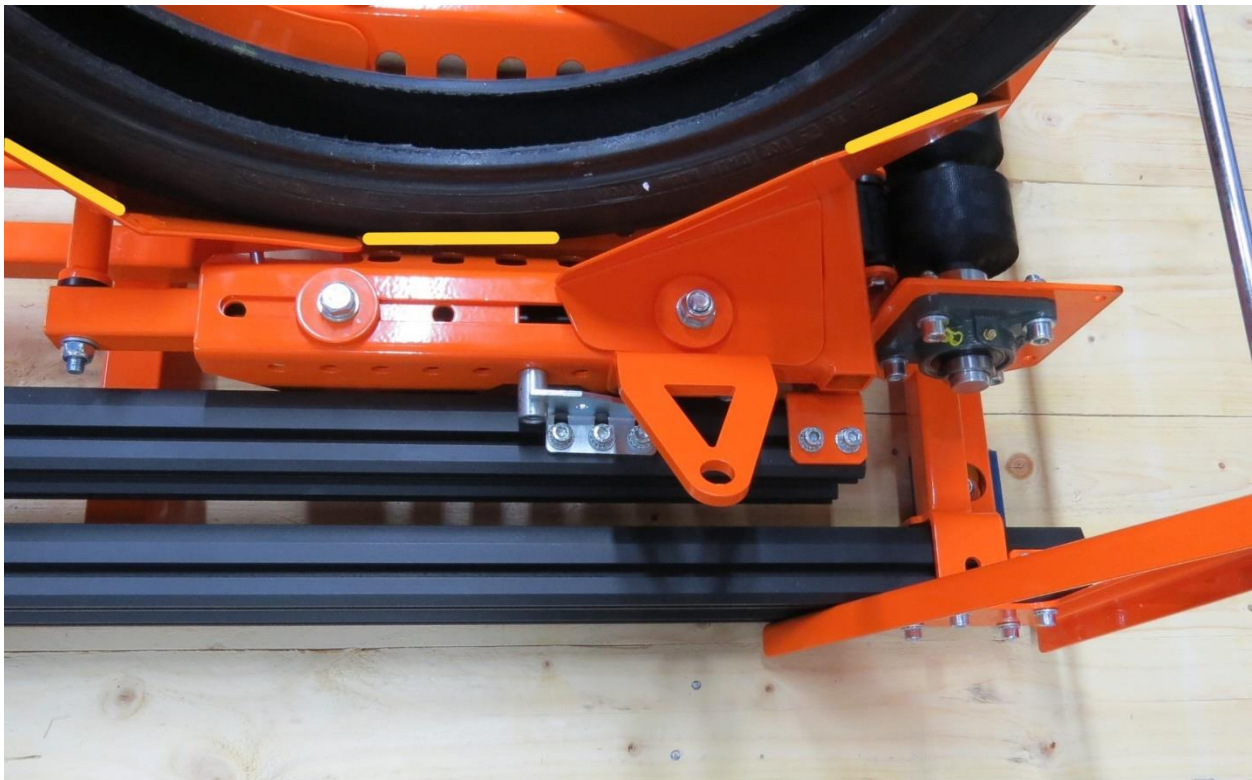
INITIAL WHEEL CHOCK ADJUSTMENT



Initial flipper assembly position: For 18-19" wheels, expose the 1" flipper tubes about 3" from the trolley and roll the bike into the chock. If the bike does not stand firmly by itself (and can withstand a gentle side-to-side movement of the handlebars), adjust the wheel chock.



Loosen the flipper bolts (RED arrow, 18mm wrench) and position the flipper assembly so the tire is fully cupped by the wheel chock system (next photo). Securely tighten the flipper adjustment bolts and then the flipper mounting bolt (GREEN arrow; should be stiff to move by hand).





Flipper should be able to sit close to the ground for easy loading. After adjusting the wheel chock to the size of the wheel, the wheel chock loading locks can be adjusted (YELLOW arrow) making sure the trolley rollers (RED arrow) do not come out of the beams.

QUESTIONS: PLEASE CALL YOUR DEALER