

# Mounting External Footbar on Studio Reformer

**DISCLAIMER:** This kit is designed to replace the Revo footbar and should only be installed by a trained professional. Drilling into the frame voids the frame warranty. If you have any questions, please contact Balanced Body at 1-800-PILATES.

## TOOLS REQUIRED (NOT INCLUDED):

- » 9/16" Box Wrench
- » Hammer
- » Ruler
- » Power drill

## PARTS LIST (INCLUDED):

ITEM	PART NO.	QTY
Footbar Assy	16592	1
Trunnion plate, LH	16611	1
Trunnion plate, RH	16612	1
Shoulder Screw	15212	2
Spacer	16889	2
Drill Template	16964	1
Hex Nut	13700	1
3/8" Washer	13552	1
3/8-16 X 2" Buttonhead Bolt	16478	1
3/8-16 x 1.5" Flathead Bolt	16391	6
3/8-16 Propeller Nut	13715	6
7/32" Allen Key	16479	1
5/16" Allen Key	13629	1
7/16" Drill Bit	17197	1
Washer	13720	2
Shim	18703	2

1. Remove the existing footbar from your Reformer.
2. Notice the existing hole in the frame for the pivot bolt on the footbar. Line up the smallest hole in the drill template with this pivot bolt hole in the frame. Fasten the template to the frame using the 3/8-16 X 2" buttonhead bolt, washer and hex nut provided in the kit. A 7/32 Allen key (included) and 9/16 box wrench (not included) will be required for this step. See figure A. Make sure to position the template such that the leg of the template is aligned with the frame leg.

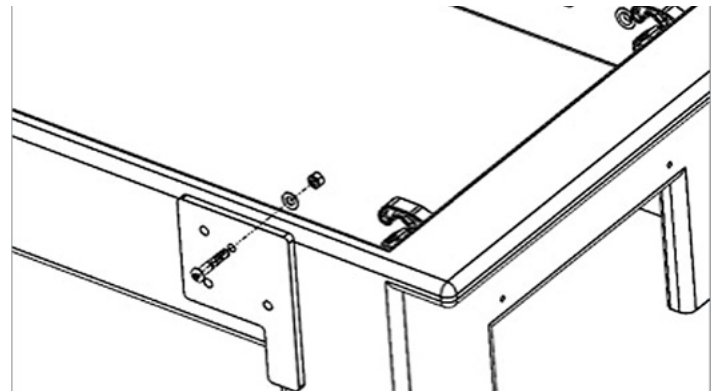


Figure A

3. Using a ruler check to make sure that the top face of the drill jig is aligned with the top of the Reformer frame. The entire top face of the template should line up with the top face of the frame. This ensures the position of the template is correct. Check to make sure that the nut and bolt holding the template are tight. See figure B.



Figure B

4. Use the drill template to drill three 7/16" holes using a power drill with 7/16" drill bit (included). It is recommended that you only start the three holes with the template, then remove the template and finish drilling the holes. Make sure to not wobble the template out of alignment. The holes drilled need to be straight and should go all the way through the frame. See figure C.

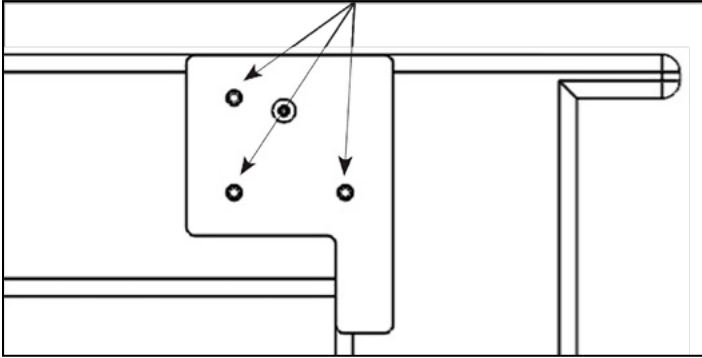


Figure C

5. Follow steps 2 to 4 to drill the holes on the other side of the frame. Ensure correct position of the drill template by reviewing Steps 2 to 4.
6. Using a hammer, install the propeller nuts on the inside of the frame. Three propeller nuts go on each inner side. See Fig. D.

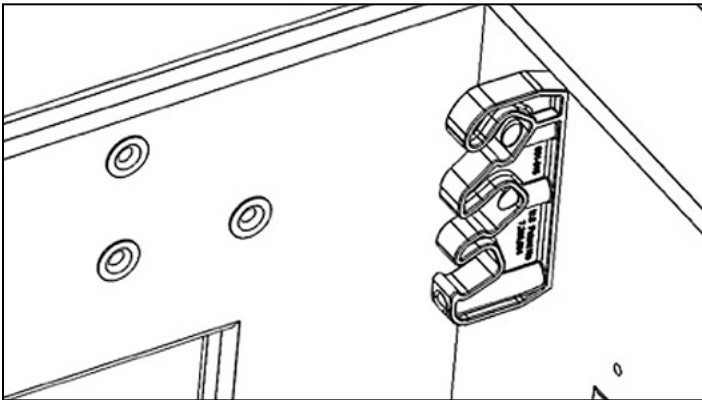


Figure D

7. Now mount the trunnion using the provided flat head bolts and 5/16 Allen key. Do this for both sides. See figure E. The threaded insert on the plate should be facing out.

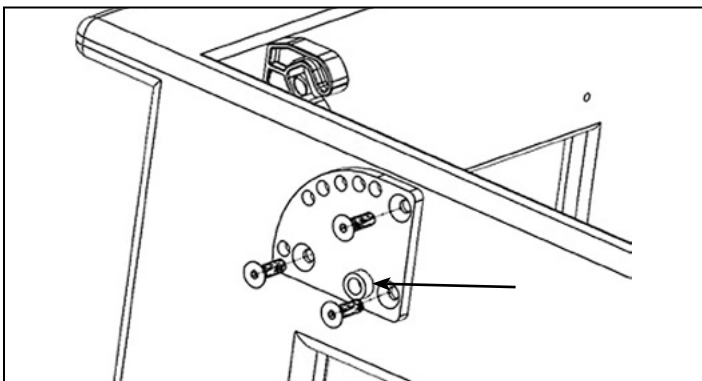


Figure E

8. Pick up the footbar with the seam of the footbar cover away from the carriage pad. While squeezing the footbar plunger levers, guide the footbar over the outside of the trunnion plates.

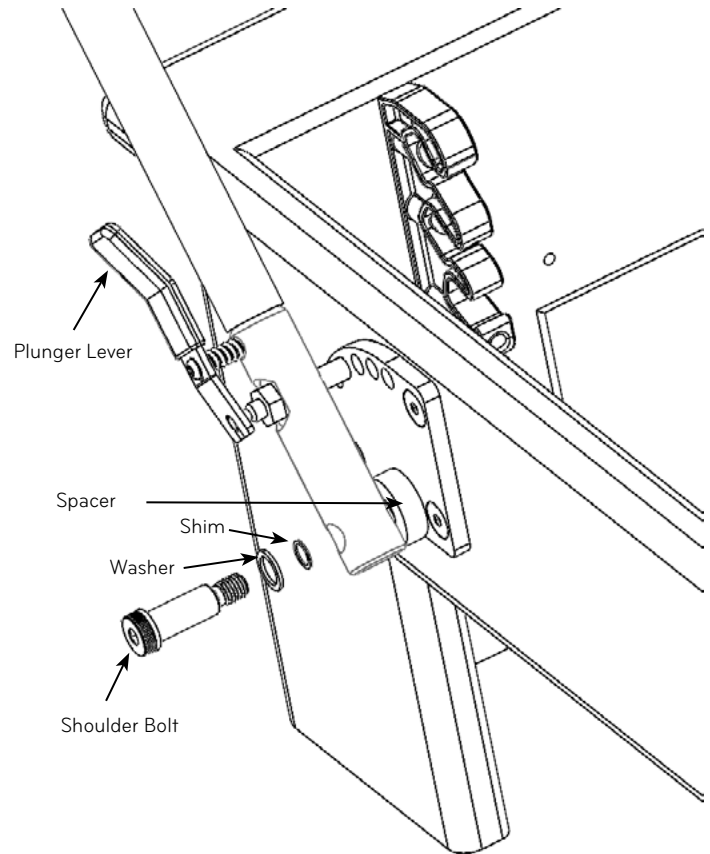


Figure F

9. Align each footbar pin with the same hole in each trunnion plate. While still supporting the footbar, release the plunger levers to engage the trunnion plate. Be sure the pins on both sides are engaged. See Figure F for reference.
10. Place the spacer on the threaded insert on the trunnion plate. The plastic side of the spacer should face away from the trunnion plate. Pivot the footbar slightly until the large hole at the bottom of the footbar aligns with the spacer on the trunnion plate. Install the large washer over the smooth part of the shoulder bolt and then insert through the footbar pivot hole and the black spacer. Then thread the shoulder bolt into the trunnion plate and tighten with the large Allen key (5/16"). Repeat on the other side. See Fig. F for reference. Note- If the footbar is hard to adjust you will need to install the shim onto the shoulder bolt threads.
11. Check to make sure that the footbar pins lock properly on both trunnion plates by squeezing the plunger levers and moving the footbar through every position in the trunnion. If the pins are not lining up evenly, it means the trunnions are not aligned properly. Loosen the flat head bolts on the trunnions and move the trunnions back into proper alignment. Tighten the flathead bolts and test again.