UNCRATING & ASSEMBLY GUIDE

Let's get your All-Terrain on the ground.

For the **StepRanger All-Terrain** · wood-box crate



Unpacking it and getting it rolling is a straightforward afternoon.

Welcome to the family. This is the same walkthrough we'd give you over the phone — every step to get your truck off the pallet and rolling.

WE'RE HERE TO HELP
hello@stepranger.com
Call or text: 707-329-4442

START HERE

Before you begin

You bought a truck we build, drive, and beat up on our own land — this is the same guide we'd walk you through over the phone. Set aside an afternoon and a clear, level spot; nothing here needs a mechanic, just patience and ideally a second set of hands.

One rule before anything moves

For your safety, complete every step in this guide — including attaching the handlebars — before you roll the All-Terrain off its shipping pallet. The handlebars are how you steer and brake it down off the pallet.

What you'll need

Most of this lives in a basic toolbox — the one to double-check is the socket size for the steering-column nut. Tools marked **optional** aren't required to finish the job.

- **Flathead screwdriver or pry tool** — A medium or large flathead works. The claw (nail-puller) side of a hammer, or a small pry bar, often gives better leverage to get under the crate clips and lever them up.
- **Pliers (optional)** — Handy for gripping or straightening a stubborn clip so panels slide free.
- **Wrench or socket — 13/16″ / 21 mm** — For the steering-column nut.
- **Torque wrench (optional)** — Only if you want to hit the 45 Nm spec exactly. Not required — see Step 7 for the no-wrench method.
- **Phillips screwdriver (optional)** — Only to adjust the headlight clamp tension. Go easy — over-tightening can strip the screws.
- **Safety glasses & gloves** — The plywood edges and metal clips are sharp. Wear both.
- **A second pair of hands** — Optional, but a big help with the handlebars and easing the truck down.

What's packed with the truck

Your handlebar assembly and battery charger ride in a small cardboard box in the rear bed — you'll open it in Part 2. Leave it sealed until then so nothing rattles loose during uncrating.

PART 1 · UNCRATING

1 Uncrating the crate

1 · Position the crate

Get the crate sitting flat on a stable, level surface — a driveway, garage, or barn floor is ideal. Leave plenty of clearance on all four sides so the wood panels have room to drop away and you have room to work around them. Once it's placed, it won't need to move again until the truck rolls off.



Fig. 1 — Your crate as delivered, banded and set flat with clearance on every side.

2 · Open the metal tabs

The crate panels are held by flat stamped-steel bowtie clips that fold flush against the panel when closed. Starting at the top edge and working down:

1. Get under a clip with your flathead, the claw of a hammer, or a small pry bar, and lever it up until the loop stands vertical.
2. With the clip standing straight up, that panel is released. Work around the crate, freeing each clip the same way.



Closed — the bowtie clip folded flush against the panel.



Open — the clip levered up into a standing loop, releasing the panel.

3 · Slide the panels apart

With every clip levered up, the panels are free. Lift the top panel off first, then slide the four side panels apart and set each one flat on the ground, well clear of the truck. Work with a partner where a panel is wide or awkward.

> **Mind the edges**
> Keep your gloves on. Plywood edges splinter and the freed metal clips are sharp — handle panels by their faces, not their edges.



Fig. 3 — Panels off: your All-Terrain revealed inside the crate.

4 · Clear the debris

Move all wood panels, metal brackets, and packing materials out of your way to create a safe, open path behind the truck. Your All-Terrain is now sitting fully exposed on the bottom wooden pallet. Set the crate materials aside for recycling, then take a walk around the truck and look it over before moving on to the handlebars.



Fig. 4 — Crate cleared: your All-Terrain freed and sitting on its shipping pallet.

PART 2 · SETUP

2 Handlebars & rolling off

5 · Locate the handlebars

Open the small cardboard box in the rear bed. Inside you'll find your handlebar assembly — grips, display, brake levers, ignition key — and your battery charger. Set the charger aside somewhere safe; you'll need it once the truck is on the ground.



Fig. 5 — Handlebar assembly and charger, packed in the rear bed.

6 · Position the handlebar assembly

Carefully lift the handlebar assembly out of the box and hold it near the steering column, ready to mount. Note the orientation — the headlight and display face forward.

The cables are already connected

All wires and cables are connected from the factory. Lift gently — do not pull, twist, kink, or pinch any cable as you move the assembly into place.

Aiming the headlight

The headlight is set to move by hand — tilt it up or down to the angle you want; no tools needed. The clamp holds it in position but still lets it pivot. If it's too loose or too stiff, adjust the clamp screws with a Phillips screwdriver. **Don't over-tighten — the screws can strip.**



Fig. 6 — Correct handlebar orientation before mounting: headlight forward.

7 · Mount & secure the steering column

Guide the black mounting bracket at the center of the handlebars over the large threaded stud at the top of the green steering column. Make sure the handlebars face forward — the headlight points toward the front of the vehicle.

1. Center the handlebars square to the front wheel.
2. Check that all four clamp bolts are snug. They're tightened at the factory — confirm each one and snug any with a hair of play. They shouldn't need much.
3. Adjust the central steering nut to set steering tension, then tighten it with your 13/16″ / 21 mm socket — see the torque note below.
4. Secure the top cap nut over the stud.

> **45 Nm · central steering nut**
> With a torque wrench, torque it to 45 Nm. No torque wrench? Tighten until firm and the handlebar mast no longer rocks by hand — snug and solid, not forced.

> **Check it's straight**
> The handlebar mast should sit vertical — not tilted. Sight down it to confirm it's straight and square to the frame before you lock it down. A straight mast means straight tracking.

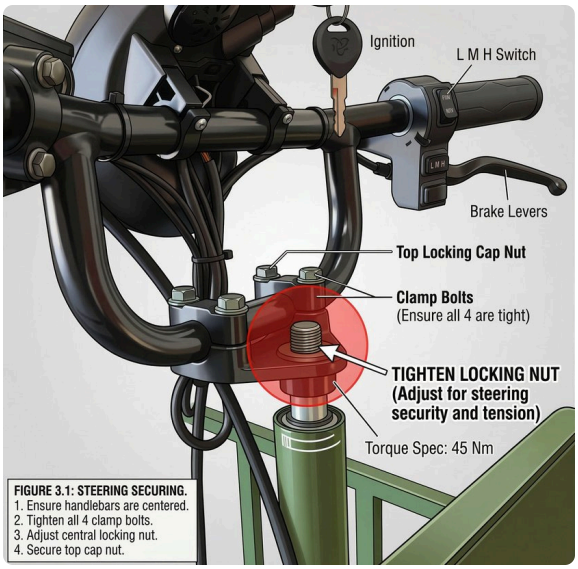


Fig. 7 — Bracket over the threaded stud; four clamp bolts, central steering nut, top cap nut. Headlight faces forward.

8 · Roll it off the pallet

With the handlebars firmly in place, make sure the path behind the vehicle is clear. Squeeze the hand-brake lever to release the parking brake, then choose your method:

- **Manual — pull it back by hand.** Grip the handlebars to keep the front wheel straight, and gently pull the truck backward off the pallet onto the ground.
- **Motorized — let the motor assist.** Switch on the main battery power, set the handlebar switch to Reverse (REV), and gently press the throttle to back it smoothly off the pallet.

> **Dual-battery trucks**
>
> If your All-Terrain has dual batteries, make sure both exterior battery switches are flipped on (up) before using motorized assist.



Fig. 8 — Assembled and ready. Headlight forward, parking brake set until you roll. Enjoy exploring with your StepRanger All-Terrain.

We're here to help.

“If it showed up at your place and something isn't right, that's on us to fix. Text or call — we mean it.”

— The founders · StepRanger · California & Montana



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