ASSEMBLY INSTRUCTIONS

POST & RAIL KIT

NEWERA USIT SYSTEM
INFORMATION ABOUT THE POST & RAIL KIT

The Post & Rail Kit has been designed and developed specifically to greatly reduce the risk of rotational falls. The most important element of this kit is that it will not break the fence or risk injury to the horse if hit vertically. The rail is only released when impacted horizontally by the horse. The risk of a resulting rotational fall is thus reduced.

<table>
<thead>
<tr>
<th>RECOMMENDED FENCE DIMENSIONS</th>
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<tbody>
<tr>
<td>POST</td>
</tr>
<tr>
<td>MIN-MAX SIZE</td>
</tr>
<tr>
<td>6 – 10 inch</td>
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<tr>
<td>150 – 250 mm</td>
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<tr>
<td></td>
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<tr>
<td>RAIL</td>
</tr>
<tr>
<td>MIN-MAX DIAMETER</td>
</tr>
<tr>
<td>8 – 12 inch</td>
</tr>
<tr>
<td>200 – 300 mm</td>
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<tr>
<td>MAXIMUM LENGTH</td>
</tr>
<tr>
<td>16.4 ft</td>
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<tr>
<td>500 cm</td>
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<tr>
<td>MAXIMUM WEIGHT</td>
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<tr>
<td>440.92 lb</td>
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<tr>
<td>200 kg</td>
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</table>

It is essential to follow the recommended dimensions on the fence for the correct function. If the recommended procedure is not correctly followed it may cause the failure of the device.

For your own safety and that of others please note the following step by step advice for correct preparation and installation. It is important that you follow your own health and safety requirements when constructing this kit.

**WARNING!**

Ensure that you have all parts of the Post & Rail Kit.

Be aware of the risk of injury when handling heavy rails, poles and the tools for mounting.
IMPORTANT

The posts must be:
PARALLEL, VERTICALLY LEVELLED & FRONTAL ALIGNED

Jumping direction

A F65 Part no 2x
B F64AS Part no 2x
C F70A Part no 4x
D F18C Part no 6x

M-SM12x120 2X
M-BR12x22x2s 2X
M-MM12Ny 2X
M-TS10X90 4X
POST 2X
RAIL 1X

not included
not included
STEP 1

2X

M-SM12x120 2X
M-BR12x22x2s 2X
M-MM12Ny 2X

ADJUST TO CORRECT POSITION

important
The A & B pieces must be:
PARALLEL,
VERTICALLY LEVELLED & HORIZONTALLY ALIGNED

1X not included
**STEP 5**

- *alternative

**STEP 5**

- CORRECT alignment of the clip
- WRONG alignment of the clip

- top view
- Square 90° degrees angle
- Jumping directions
- Jumping direction

12X not included

2X not included

2X not included

12X not included
This position is to be used for **INTENDED NORMAL APPROACHING SPEED**

- The C pieces must be: PARALLEL AND HORIZONTALLY LEVELLED

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This position is to be used for **INTENDED LOW APPROACHING SPEED** and/or **JUMP WHICH COULD BE JUMPED AT AN ANGLE**

- The C pieces must be: PARALLEL AND HORIZONTALLY LEVELLED

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This position is to be used for **JUMP WITH DROP** combined with the following **MODIFIED POST MODEL**

- The C pieces must be: PARALLEL AND HORIZONTALLY LEVELLED

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The C pieces must be: PARALLEL AND HORIZONTALLY LEVELLED

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This position is to be used for **JUMP WITH LANDING LOWER THAN TAKE OFF**

- The C pieces must be: PARALLEL AND HORIZONTALLY LEVELLED

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**Alt. positioning**

**STEP 7**

- alternative

**M-TS10X90**

- 2X

- 8X

- not included

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**STEP 7**

- alternative

**M-TS10X90**

- 2X

- 8X

- not included

---

**STEP 7**

- alternative

**M-TS10X90**

- 2X

- 8X

- not included

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**JUMP WITH DROP**

- 150 mm
- 6 inch

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- 90°(±10°)
The advantages of the Post & Rail Kit

1. It has been produced with safety being the first and foremost important factor.
2. Reduces the possibility of rotational falls.
3. FEI approved number FEI01SWE.
4. Controlled movement of fence during release.
5. Reconstruction time is less than 30 seconds.
6. The parts are made of powder coated steel and can be left outside, no maintenance is required.
7. The very highest quality of product from Sweden.

The Mim clip (F18C) breaks on impact, which clearly indicates when replacement is needed. The rail is connected to the post with an hinge that makes the fence easy to reconstruct. This saves time, guarantees fair and correct judging for riders and contributes to the overall safety of the sport.

WARNING
When rail is released the distance between rail and ground should be minimum 200 mm. If distance between ground and rail is less, then place an object which will prevent the rail to fall into the SAFE AREA.