

Liberty Staff Portable Hand Controls



OWNER'S MANUAL

Welcome to your very own hand-controlled driving experience.

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Inside the box:

- One control handle assembly
- One brake leg assembly
- One throttle leg assembly
- One brake clamp assembly
- One throttle clamp assembly
- One support strap
- One storage bag
- Four attachment knobs
- One spinner knob







Parts List:

1. Spinner Knob
2. Control Handle Assembly
3. Storage Bag
4. Throttle Leg Assembly
5. Throttle Clamp Assembly
6. Attachment Knobs
7. Brake Clamp Assembly
8. Brake Leg Assembly
9. Support Strap

Assembly Instructions

Putting together the Liberty Staff is easy but it does require some work. To make it even easier, line up all the contents of the box so that they're within easy reach as you assemble. Once that's done, you're ready for the following:

1. Fasten an attachment knob to one end of the throttle clamp (this will be clearly marked but just in case, the throttle clamp is the smaller clamp unit). Screw it in securely so that it doesn't rattle.
2. On the brake clamp, slip the free end of the safety chain over the free end of the brake clamp. Fasten it securely.
3. Place the top parts of the throttle and brake clamps over their corresponding partners. Put a bolt through the eye of the open end of a clamp and fasten each with a knob.
4. Take the strap and slip the looped end over the brake leg insert (the upper end of the brake leg assembly that is attached to the control handle). Tuck the throttle and brake leg inserts toward the free end of the control handle. Coil the strap over the entire control handle assembly. You can now put it inside the storage bag.
5. Always remember instructions number 6 and 7 and make sure to carry this instruction booklet in the storage bag with the rest of the control handle assembly.
6. Put the throttle and brake leg assembly in the storage bag with the clamp ends on top.
7. Secure the storage bag by pulling the drawstring and tying the ends.

Installation

Installing the portable Liberty Staff into your vehicle—or any vehicle for that matter—is a straightforward operation. It does not require tools or modifications to the vehicle. With practice, you can do it in 2 minutes tops.

1. Attach the clamps to their respective pedals, throttle to throttle, brake to brake. Position the clamps for maximum leverage and tighten the attachment knobs. Begin with the throttle clamp.
2. Double check the throttle clamp attachment. Push on the throttle leg and examine the following:
 - Free movement. Check if the clamp clears the side of the transmission tunnel and won't get caught in the rug, floor mat, or on anything else that might get in the way of the throttle returning to its neutral position. Adjust the clamp's position by loosening the knobs, moving it clear of the obstruction, and retightening the knobs.
 - Range of movement. Although you might not need to go all the way and floor your throttle, check how far or how deep it can go. If the clamp has the pedal more than a few eighths of an inch from the floorboard, you need to readjust.
 - Secure attachment. After clamping, checking, adjusting (if at all), make sure that the attachment knobs are fastened tightly. Test it with a few firm shakes to confirm that the clamp is securely attached to the pedal.
3. Move on to the brake clamp attachment. Attach the brake clamp onto one side of the brake arm—the steel bar that attaching the brake pedal to the master cylinder—and swing the safety chain onto the other side of the brake arm. Slip the open end of the safety chain over the attachment bolt on the free end of the brake clamp; put the bolt through the eye and screw on the attachment knob. Make sure the knobs are tightened.

4. Double check the brake clamp attachment. Push on the brake leg and examine the following:
 - Free movement. Because of its placement, having anything that the brake clamp might snag or get caught on from the floorboards is unlikely, except for the neighboring throttle pedal. With the throttle clamp attached to it, a striking overlap is a distinct possibility. Should the movement of the brake going down interfere with the throttle coming up, adjust and move one or both of the clamps around until they can move free and clear.
 - Range of movement. With the brake pedal, it's usually the arm it's joined to that touches the floorboard when stepped on all the way, not the pedal itself. Placing the brake clamp on the brake pedal without causing an obstruction to the brake pedal's range of movement should be easy. For overall safety considerations, you must ensure that you can employ the brakes fully.
 - Secure attachment. As with the throttle, after clamping, check and re-check! Examine tightness of the attachment knobs, the pedal's range of movement, and freedom from obstructions. Test the attachment with a few firm shakes to make sure that it's securely connected to the pedal. The safety chain is an added protective measure in the unlikely event that the clamp attachment gets loose.
5. Tackle the control handle assembly. The "handle" (the padded protruding end) of the control handle assembly goes to the left side, opposite the throttle. Take hold of the brake and throttle legs; you will find adjustment buttons. Rotate and align them to the holes in the leg adjustment inserts. With the adjustment buttons pressed down, you can slip in the leg adjustment inserts. This will let you easily modify the hand controls to a length comfortable to you.
6. Hang the support strap. The support strap should go over the steering column and around the upper end of the throttle leg before being clipped—via the side-release buckle. When hanging the strap, make sure that it does not get in the way of steering, turn signal control lever and wiper control lever, and the ignition switch. The adjustment strap assembly is optional. It is designed to ease the

Liberty Staff out of the way when you're getting in and out of the vehicle and for support while driving. For those who prefer having the Liberty Staff resting against their legs instead, remove the strap from the brake leg and keep it in storage.

7. Take a seat. All assembly is pretty much done at this point. Slide and adjust throttle and brake legs to a comfortable length and position. Rotate the legs so that the adjustment holes are on top and rearrange leg adjustment inserts as needed.
8. Do a final check. While seated on the driver's seat, you can do a better check on the hand controls. Try it out to see if you have full range of motion. Check if your steering wheel is getting in the way, you can either adjust the Liberty Staff or the steering column until it's all clear. Test if the Liberty Staff handle is at an awkward or unwieldy position or distance for you, this is the perfect opportunity to readjust it.

Do a check with the engine running. Make sure that the transmission is set in PARK at all times during testing. Push down on the brake and start your vehicle and slowly release or pull up to give the throttle some power. If all works without a hitch, then your adjustments are good and your test is complete.

Last note: Be sure there are no obstructions for the pedals. Keep your feet clear of pedals especially if you have no sensory feedback from them. A blockage in the pedal range of movement can be extremely dangerous while driving both for everyone on the road and to your feet. Always check that you can fully employ the brakes from your normal driving position.

9. Install the spinner knob. Attaching the spinner knob on the steering wheel is an easy clamp and screw operation. Basically, once the spinner knob is on the steering wheel, you can tighten the screw on the base and that's it. The recommended position is at about the 2 o'clock position for better leverage on sharp turns and for parking.

Operation

Using the Liberty Staff is a simple push and pull operation. Pull to go. Push to stop. The beauty of it rests not only on its simplicity but also on its portability. This device can be attached to a wide variety of vehicles; this is where its portability becomes extremely relevant.

While operating a vehicle with a simple push and pull motion sounds easy, it does take getting used to. The most important bit of instruction we have for you is practice, practice, practice!

In the same way that you learned how to drive the first time around, allow yourself time to get used to driving with your new hand controls. Even when you know what to do, having the muscle memory for the task of driving with hand controls is invaluable.

Before using the Liberty Staff make sure you get all your paperwork together. Update your license, get all the necessary certifications and permits, get your doctor's go signal. Requirements might differ from state to state, so check your local DMV if you're good to go.

The Liberty Staff is a tool to support your independence and mobility. Use it wisely and responsibly. To that end, please heed the following:

- Take the time to practice driving with the Liberty Staff in safe and open locations such as an empty parking lot or an open field. You already know how to drive; now you will learn to drive in a slightly different way.

Have a friend accompany you for back up and yes, for a bit of moral support. It's best to start out cautious but optimistic, and then go home triumphant.

- Because you'll be using your hands and your arms to drive with the Liberty Staff, make sure you have more than sufficient upper body strength to perform this task. This is vital when you're either trying to purposely lock up your brakes or avoiding

doing so—by pushing and releasing the brake pedal multiple times in quick bursts—while coping with possible emergency.

- Before going out in traffic, make sure you can perform a sudden stop surely and with confidence; that your reaction time and execution is swift and smooth between stimulus and response.

Practice applying the brakes in various situations: slowly or evenly (as in regular driving conditions) and abrupt, sudden stops. You never know when you'll need the latter, but it's better to practice it until you feel you can do it automatically and without too much thought or effort.

- Whenever you place the Liberty Staff in your vehicle or any vehicle, test the controls before heading out into traffic. Press on the throttle and press on the brake all the way. Make it a habit to do a controls check each time you drive out. This is a safety check for you and for everyone else on the road: other drivers, pedestrians, and the occasional child playing in the sidewalk who unpredictably ventures into the street from time to time.

Warnings

- Be sure that you're not on medication that can affect your driving. Whether it's a pain reliever or anti-depressant. Consult your physician regarding this matter but just the same, err on the side of caution and avoid getting behind the wheel when even slightly impaired.

Also, for the same reasons as above, driving and the consumption of alcohol is a no-no.

- The “handle” end of the control handle must be on the left. The Liberty Staff works on a system of leverage: pushing down increases pressure on the brake and releases the throttle and vice versa. This hand control system has been designed to take full advantage of leverage; altering or modifying the Liberty Staff in any way will mess with the system and render it ineffective and very likely, dangerous.

Some might be tempted to make this a two-handed rig by adding a handle on the right end of the control handle assembly; that's a really bad idea. It's easy to do and it might make putting pressure on the throttle easier but it will hamper the brake operation that leaves yourself and others in a dangerous situation.

- The Liberty Staff was created for paraplegics and amputees. Lately though, other types of users have surfaced such as people suffering from leg numbness, weakness or paralysis and seniors who have trouble with arthritis and other health problems relating to the use of their legs.

It is important to note that with hand controls, the parameters for their use include normal or common upper body strength and dexterity. If you have arm strength or grip concerns, there are other hand control devices that you can use on their own or in tandem with the Liberty Staff.

- Driving with a disability is what it is. It can be challenging but it's not impossible. The Liberty Staff is designed to help a wide variety of people but it's not a fits-all solution. If you find that it is a suitable device for you, great! If not, something else that better fits your needs might be out there.

Last Note

Adaptive or hand control driving is by itself, something to think about. Try your best to make your driving less of a worry. Although the Liberty Staff can fit a wide variety of vehicles, don't make it a challenge for yourself to fit into vehicles that will make driving more difficult for you e.g. quirky automobiles, poorly maintained cars, or older models without power steering—which by the way, should be a standard on your requirements when say, renting a vehicle or driving a friend's car. Always place safety and comfort above all else.

