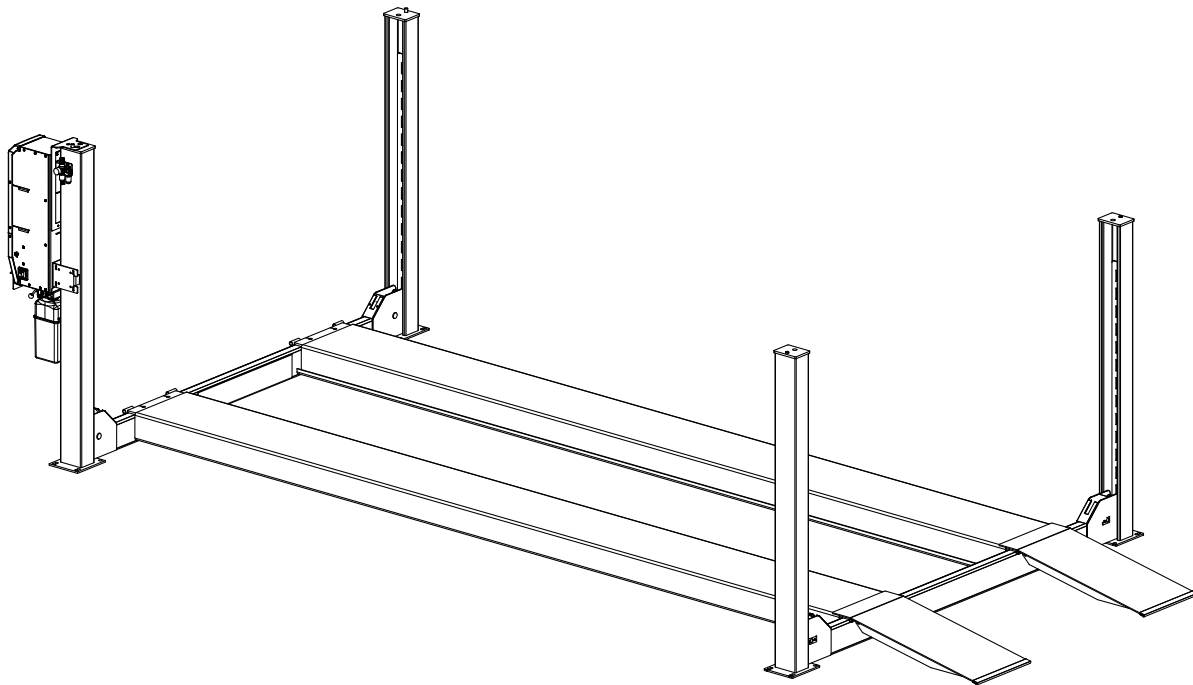




SHOCKWAVE EQUIPPED AR14/SM14

Four Post Surface Mounted Lift
Capacity 14,000 lbs. (7,000 lbs. per axle)



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INSTALLATION INSTRUCTION

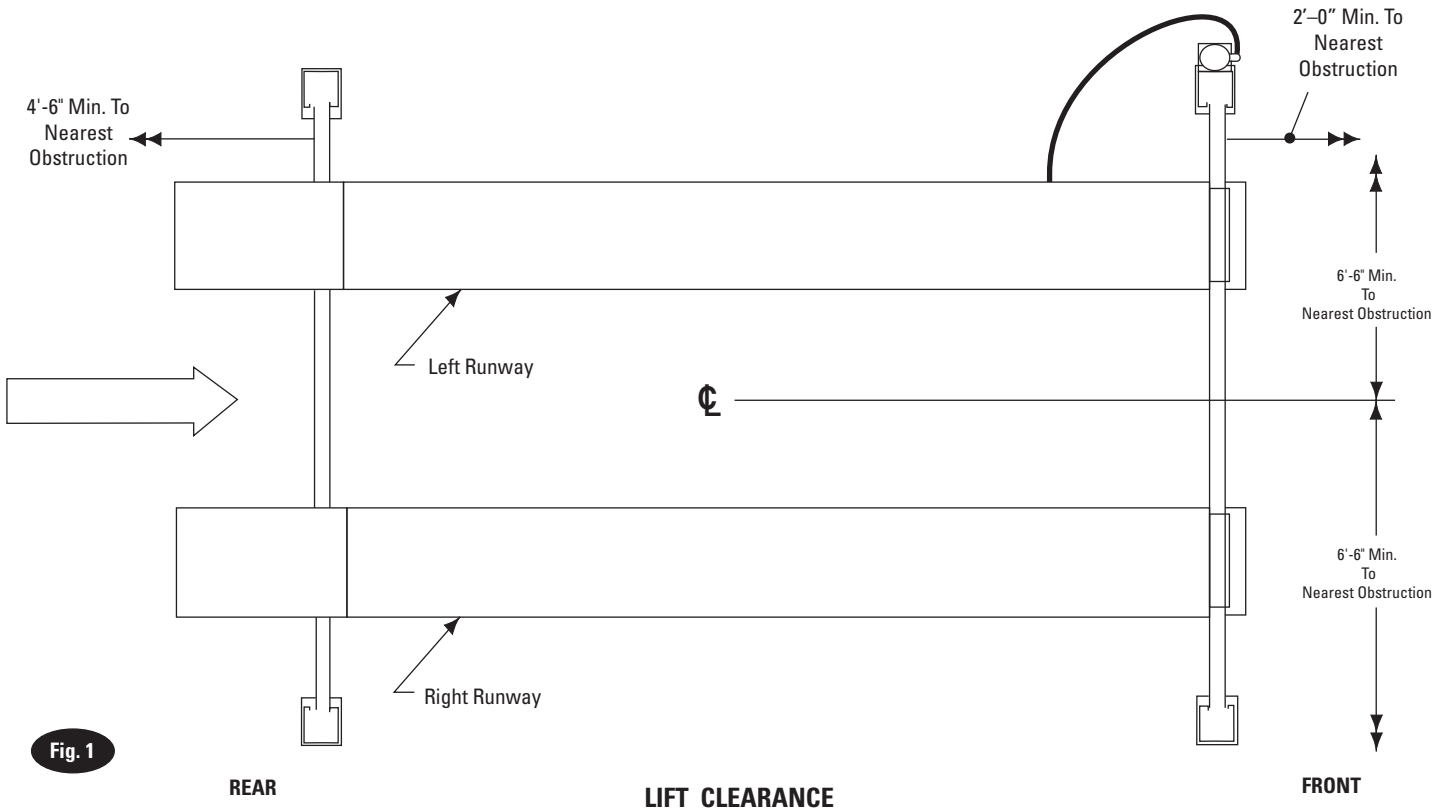


Fig. 1

Read and understand these instructions completely before proceeding with lift installation.

- Lift Location:** Use architects plan when available to locate lift. Fig. 1 shows dimensions of a typical bay layout. For power unit at right front, rotate lift 180°, leaving ramp/chocks and wheel stops in original position. Lift floor area should be level.

⚠ WARNING DO NOT install on asphalt or other similar unstable surface. Columns are supported only by anchors in floor.

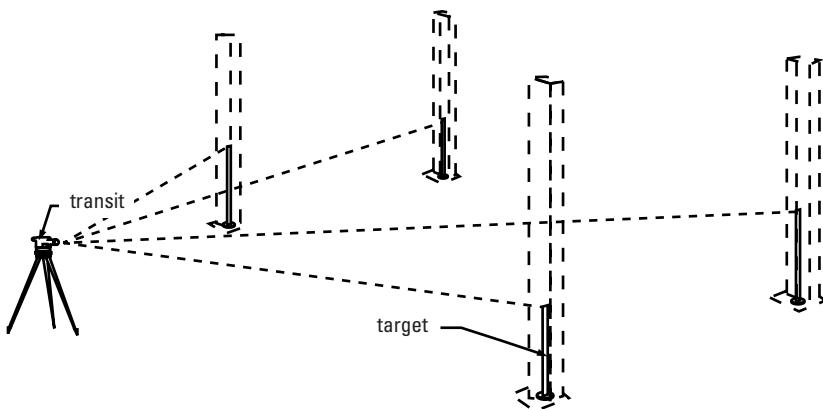
- Ceiling or overhead clearance must be 80" plus height of tallest vehicle.

3. Estimating Column Shim requirements:

In the following section, the terms "highest" and "lowest" refer to elevation of floor.

- Mark locations where lift columns will be positioned in bay.
- Place target on floor at column positions (NOT on column base plates) and record readings, Fig. 2.
- Find the highest of the four locations. Find the difference between the reading at each of the remaining three columns and the highest reading.
- The difference is the estimated amount of shim thickness needed at each column.

Note: Maximum shim thickness is 1/2" per column using shims and anchors provided with lift. Shim thickness of 2" is possible by using optional shim kit #FC5393. Contact your authorized Rotary Parts Distributor for ordering information.



Note: Target is positioned on floor at planned column positions (NOT on column base plates).

Dimension at highest position minus other position = shim thickness required

Fig. 2

COLUMN SHIM ESTIMATES

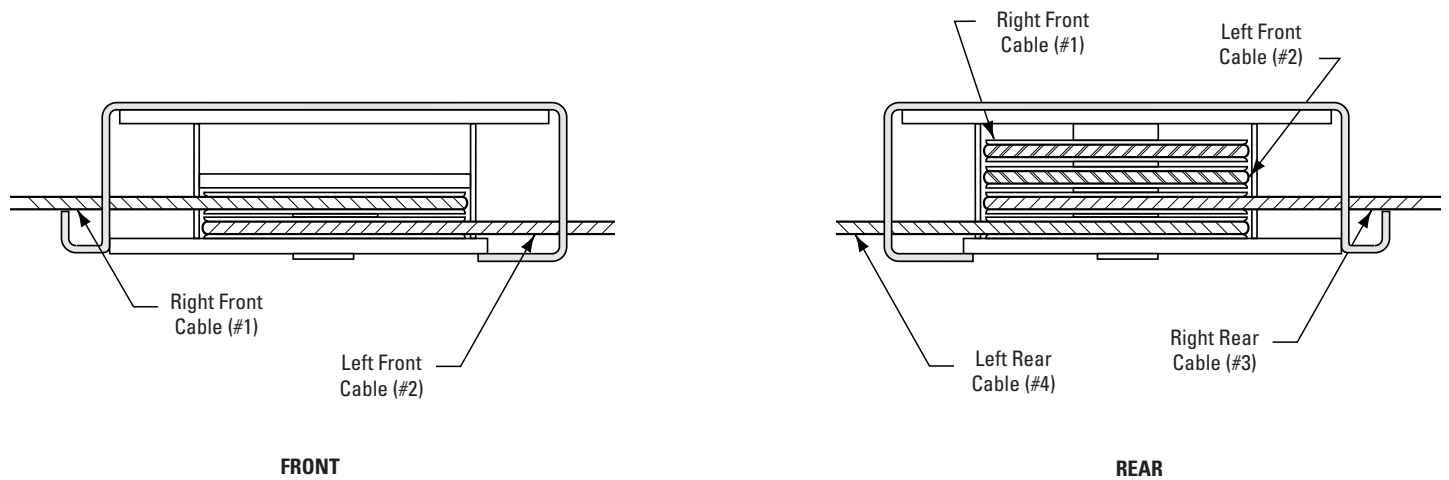


Fig. 3

CABLES IN PROPER SHEAVE GROOVES

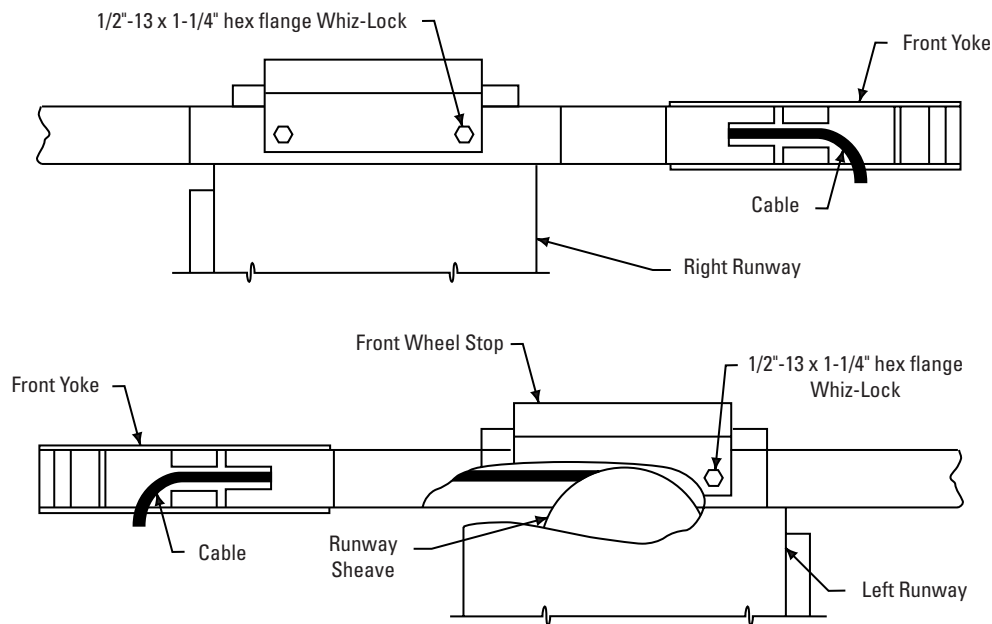


Fig. 4

FEED CABLE ENDS THROUGH YOKE OPENINGS

4. Runway and Yoke Tube Assembly:

- A. Determine direction of approach in bay.
- B. Position left runway in bay with hydraulic cylinder hose connection to front of bay. Cables and sheaves are pre-assembled in runway. Runway needs to be up off floor so shipping restraints can be removed from cable ends, air and hydraulic lines, and cylinder rod. Pull cable ends, air, and hydraulic lines out for assembly. Make sure cables are in proper sheave grooves, Fig. 3.
- C. Position front and rear yokes at respective ends of runway, Fig. 1. The opening in the side of the yokes should be lined up with the cable sheaves in the runway ends. Feed cable ends through yoke openings, Fig. 4. Do not assemble sheaves in yoke ends at this time.

5. Runway and Wheel Stop Attachment:

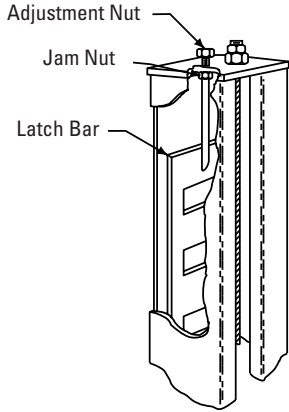
With the openings in the yoke tube side lined up with the left runway ends, align the two (2) holes in the top of the front yoke tube with the slots in the runway end plates and the holes in the front wheel stops. Bolt runway to the yoke using four 1/2" x 1-1/4" hex flange bolts, Fig. 4.

IMPORTANT

Be sure cables are not crossed inside yoke.

6. Column and Yoke Assembly:

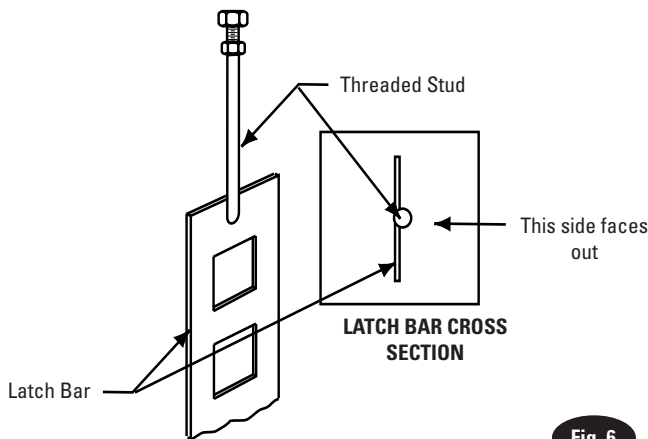
- A. Place the power unit column at the left front corner of the lift. The hydraulic cylinder connection in the left runway should be visible from this corner. Position remaining three columns.



LATCH BAR IN COLUMN

Fig. 5a

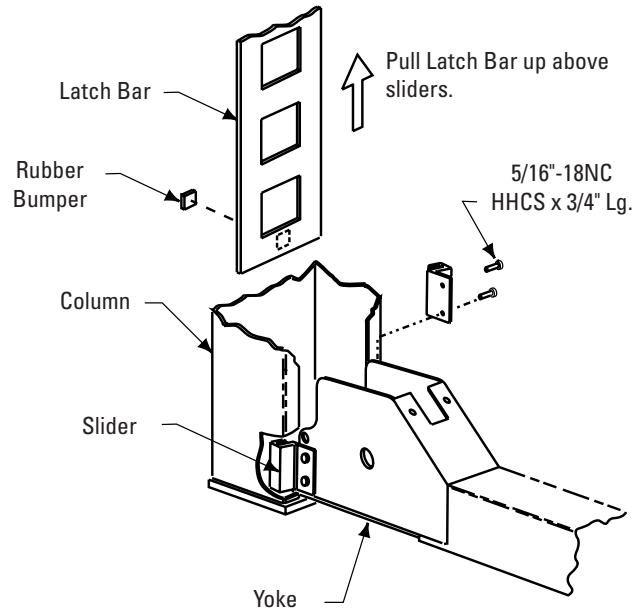
- B. Retain with sheave pin and 5/16" hex head machine bolt. Attach each cable to column top plate with spacer, nut, and jam nut, Fig. 8. Install rubber sheave guard on each yoke end, Fig. 8. Roping diagram shows a view of completed roping, Fig. 9.
- C. Thread the jam nut down the threaded stud as far as possible. Stick rubber bumper to bottom of latch bar, see Fig. 7. Place the latch bar in the back of the column, Fig. 5a. The latch bar is offset from the center line of the threaded stud (inset Fig. 6). The latch bar should be oriented toward the back of the column from center line of the threaded stud, Fig 5a.



LATCH BAR OFFSET

Fig. 6

- D. Start yoke end into the column, allowing slider bolt holes to stay exposed, Fig.7. Then bolt sliders onto each side of the yoke end with 5/16"- 18NC bolts provided. When both sliders are attached, push column toward yoke end until sliders touch latch bar.



ATTACH SLIDERS

Fig. 7

- E. Raise latch bar above sliders and move column toward yoke until the sliders contact the back of the column. Lower the latch bar into the sliders. Tighten latch bar jam nut against column top plate. Run latch bar adjustment nut down and tighten. The latch bar should engage the sliders for at least 1" when the lift is completely lowered. Repeat this procedure for each yoke end and column.
- F. Install yoke end sheaves and plastic spacers, Fig. 8. A plastic spacer is placed on each side of the sheave, inset Fig. 8.

Note: Failure to install plastic spacer will result in premature failure and void warranty.

IMPORTANT Be sure cable is located in the sheave groove.

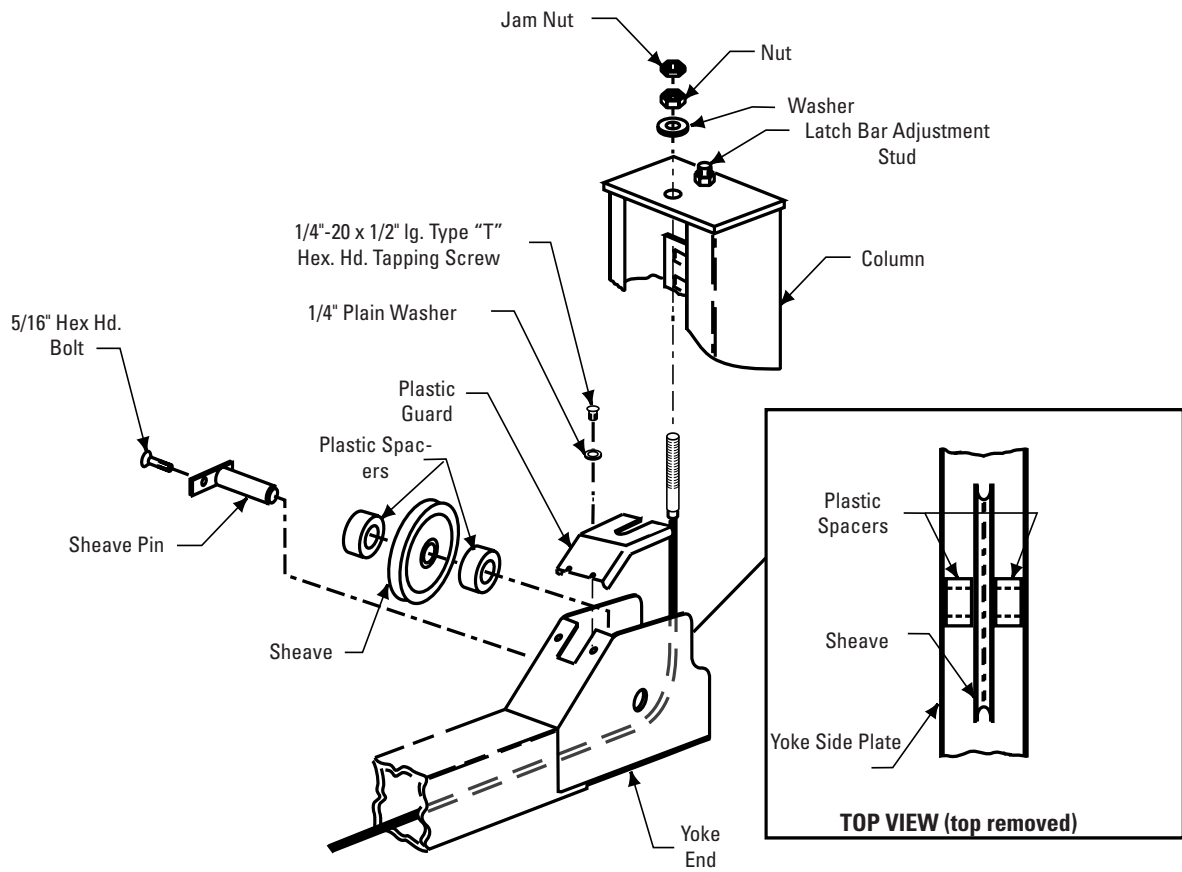


Fig. 8

SHEAVE INSTALLATION

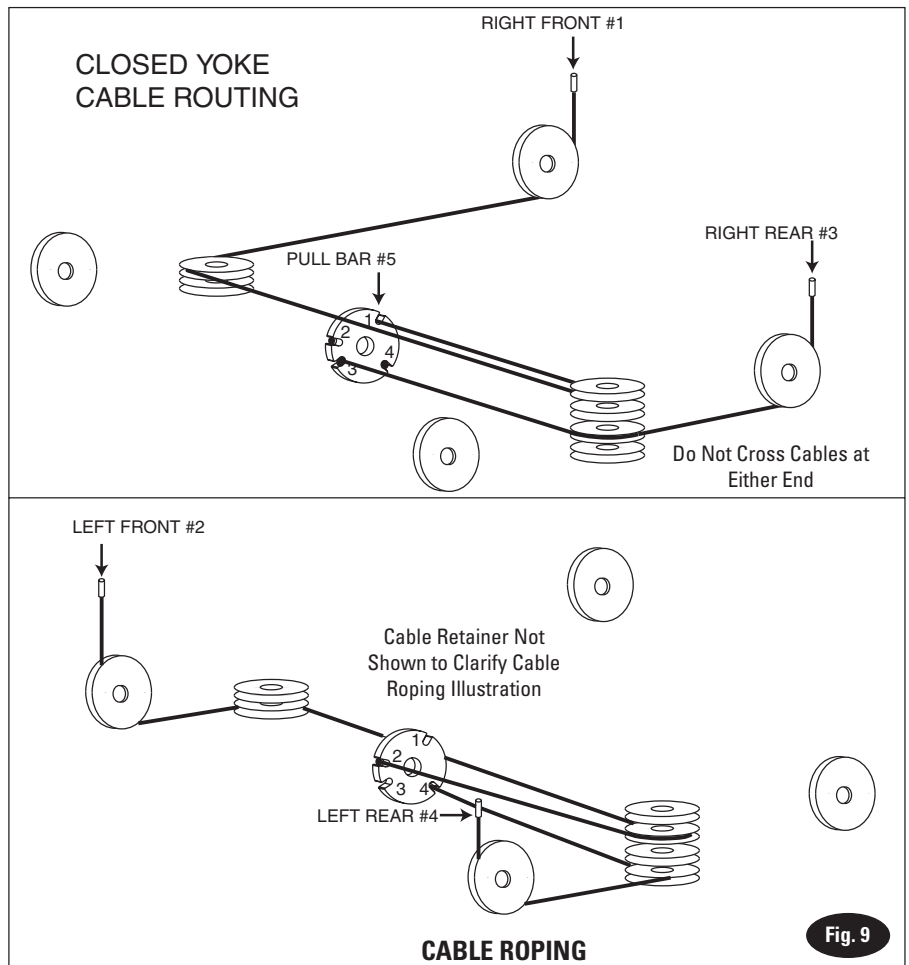
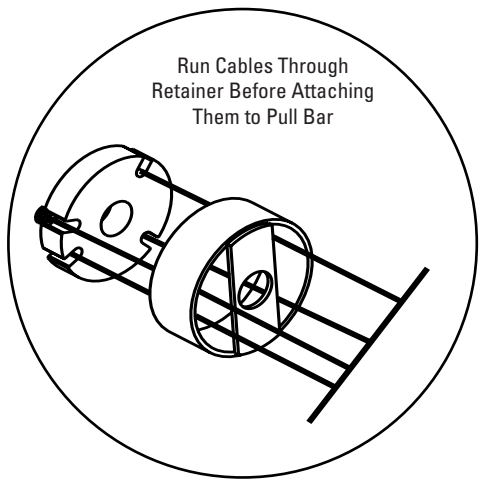


Fig. 9

7. Column Anchoring:

- A. Keep columns square to center line of lift. Check lift location in the bay. Check dimensions side-to-side, front-to-rear, and diagonally. Diagonals must be equal to within 1/4", Fig. 11.
- B. Move column towards yoke until the sliders contact the back of column, center yoke in column, Fig. 10.

- C. Place shims (estimated in Step 3) under each column. Drill four 5/8" diameter holes through concrete floor using base holes as guide. See Fig. 12a and 12b for hole depth, hole spacing, and edge distance requirements. Repeat for other columns.
- D. Insert base anchors, Fig. 's 12b and 13.
- E. Tighten nuts, Fig. 12b. Check columns for plumb and level. Re-shim if necessary. Torque anchor bolts to 60 ft. lbs., Fig. 12b.
- F. If anchor bolts do not hold when torqued to required amount, concrete must be replaced. Saw cut and remove 24" x 24" square area under each column base. Repour with reinforced 3000# minimum concrete to depth of 6", keying new concrete under existing floor.

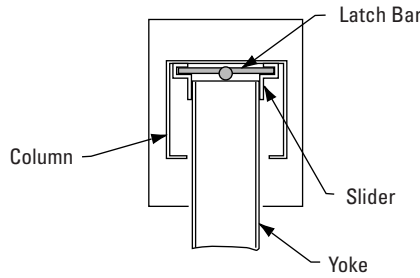


Fig. 10

COLUMN CROSS SECTION

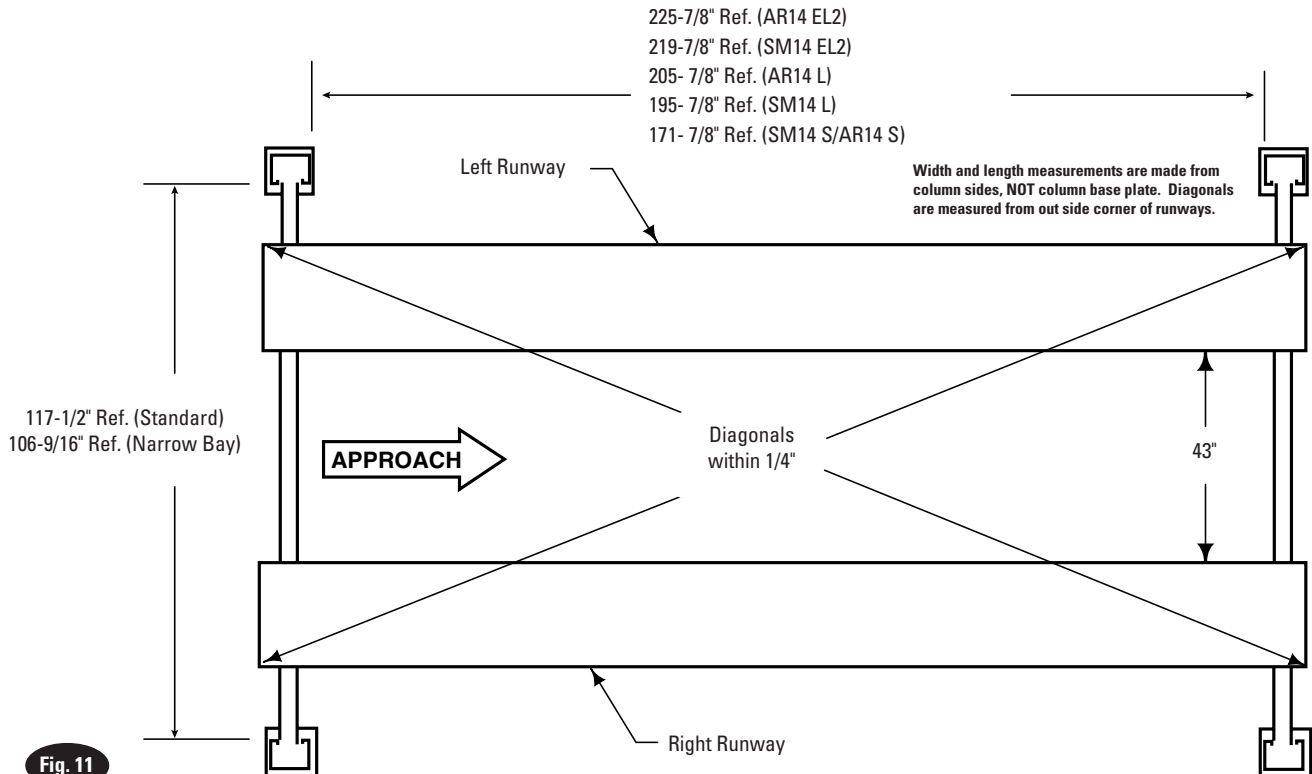
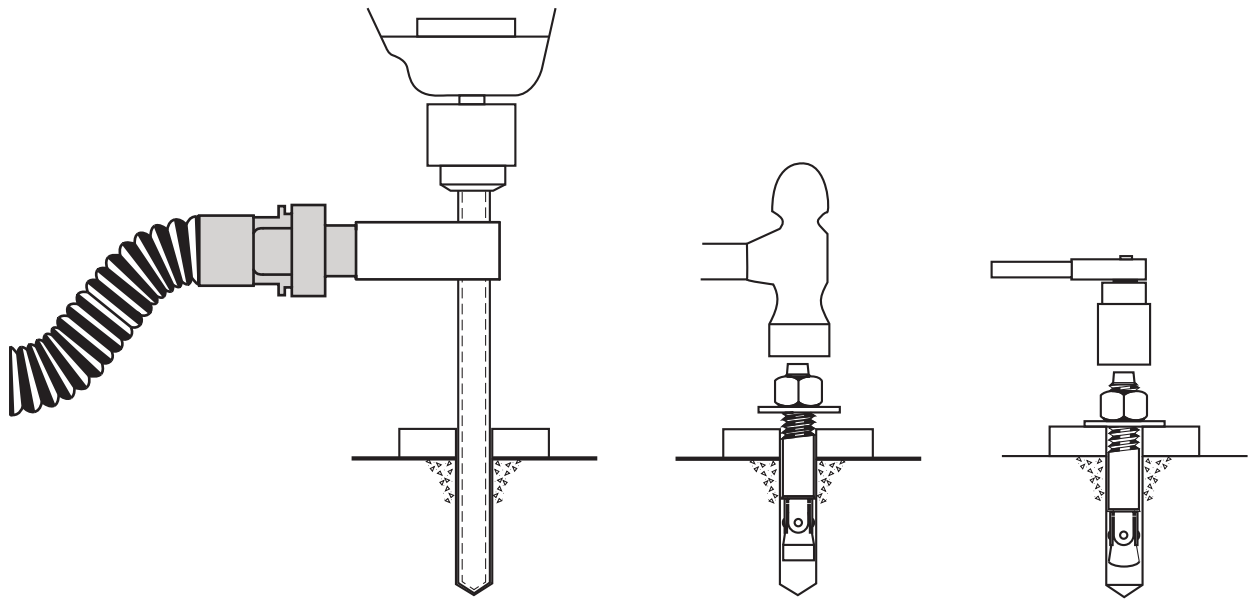


Fig. 11

CHECK DIAGONALS



Drill holes using 5/8" carbide tipped masonry drill bit per ANSI B212.15-1994 (R2000). Construction dust collected per OSHA 29 CFR 1926.1153.

Run nut down just below impact section of bolt. Drive anchor into hole until nut and washer contact base.

Manually hand tighten nut with torque wrench to 60 ft.-lbs. (81 Nm).

Fig. 12a

Note: KB1 and KB3 Anchors are NOT interchangeable.

14K 4-Post Lift Anchor Installation Reference Guide

Anchor:	Min Concrete Thickness	Min Edge Distance	Min Anchor Embedment	Installation Anchor Torque (ft.-lbs)	Min Concrete PSI Strength - For All Standards	Concrete pad Size If Concrete Does Not Meet Requirements	Maintenance Torque Values** (ft.-lbs)	SEISMIC
Hilti Kwik Bolt I (5/8" x 4-3/4")	3-5/8" (92mm)	7" (178mm)	2-3/4" (70mm)	60 (81Nm)	3000 (20684 kPa)	2'x2'x6" (610 x 610 x 152mm)	50 (68Nm)	Varies by location consult with your structural engineer and manufacturer's representative.
Hilti Kwik Bolt III (5/8" x 4-3/4")	3-5/8" (92mm)	4-1/4" (108mm)	2-3/4" (70mm)	60 (81Nm)	3000 (20684 kPa)	2'x2'x6" (610 x 610 x 152mm)	50 (68Nm)	
Hilti HY200 Epoxy (with HAS threaded rod) 5/8" Dia.	5" (127mm)	2 1/4" (57mm)	3-1/8" (80mm)	60 (81Nm) / less than 2" (51mm) edge distance use Torque Value of 18 ft.-lbs (24Nm)	3000 (20684 kPa)	2'x2'x6" (610 x 610 x 152mm)	N/A	

*The supplied concrete fasteners meet the criteria of the American National Standard

"Automotive Lifts - Safety Requirements for Construction, Testing, and Validation" ANSI/ALI ALCTV-2011, and the lift owner is responsible for all charges related to any additional anchoring requirements as specified by local codes. Contact customer service for further information at: 800.640.5438

Fig. 12b

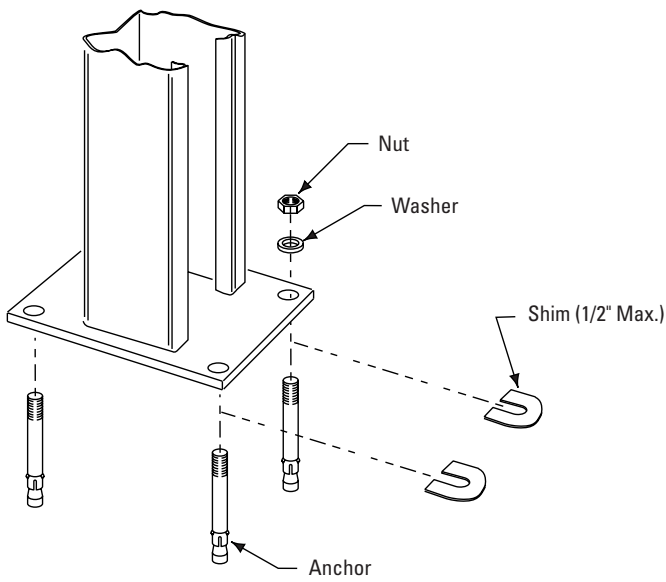


Fig. 13 INSERT ANCHORS

8. Runway Leveling:

- A. Use an engineer's automatic level (transit). Locate the Level at a convenient location in the shop that allows an unobstructed view of all four corners of the lift's runways. Follow the Level manufacturer's instructions for proper setup. Be sure it is adjusted level in all directions. Readjust level if it or tripod is bumped or disturbed.
- B. Make sure yoke tubes rest on column base plate.
- C. First place the Level target at the highest corner of the lift. Place it on the runway center line within 6" of yoke tube, whichever one is located over highest point. This will be referred to as target "A" position. Beginning with target "A"

position, Fig. 14, sight the Level to the target and mark the number or the graduation on the inch scale of the target that aligns to the crosshairs of the Level, Fig. 15.

RUNWAYS SHOULD BE LEVEL MAXIMUM TOLERANCE SIDE TO SIDE AND FRONT TO REAR 1/8" (SEE PAGE 15 FOR AR14)

Note: Use a pencil, marking pen or attach a paper clip on to the target scale at the crosshair reference.

- D. Next, move the target and place it on the runway at point "B", Fig. 14. Rotate the Level and focus on the target scale. Adjust the column at "B" using shims under base plate, Fig. 13, until the cross-hairs of Level align to reference mark on the target scale. Repeat for points C and D.

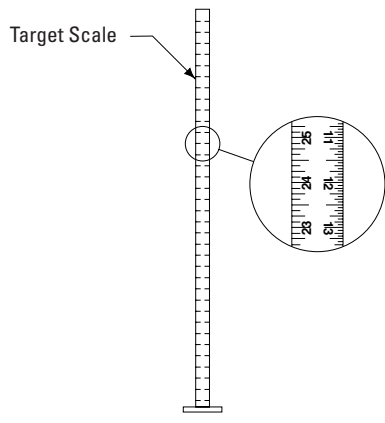


Fig. 15
TARGET SCALE

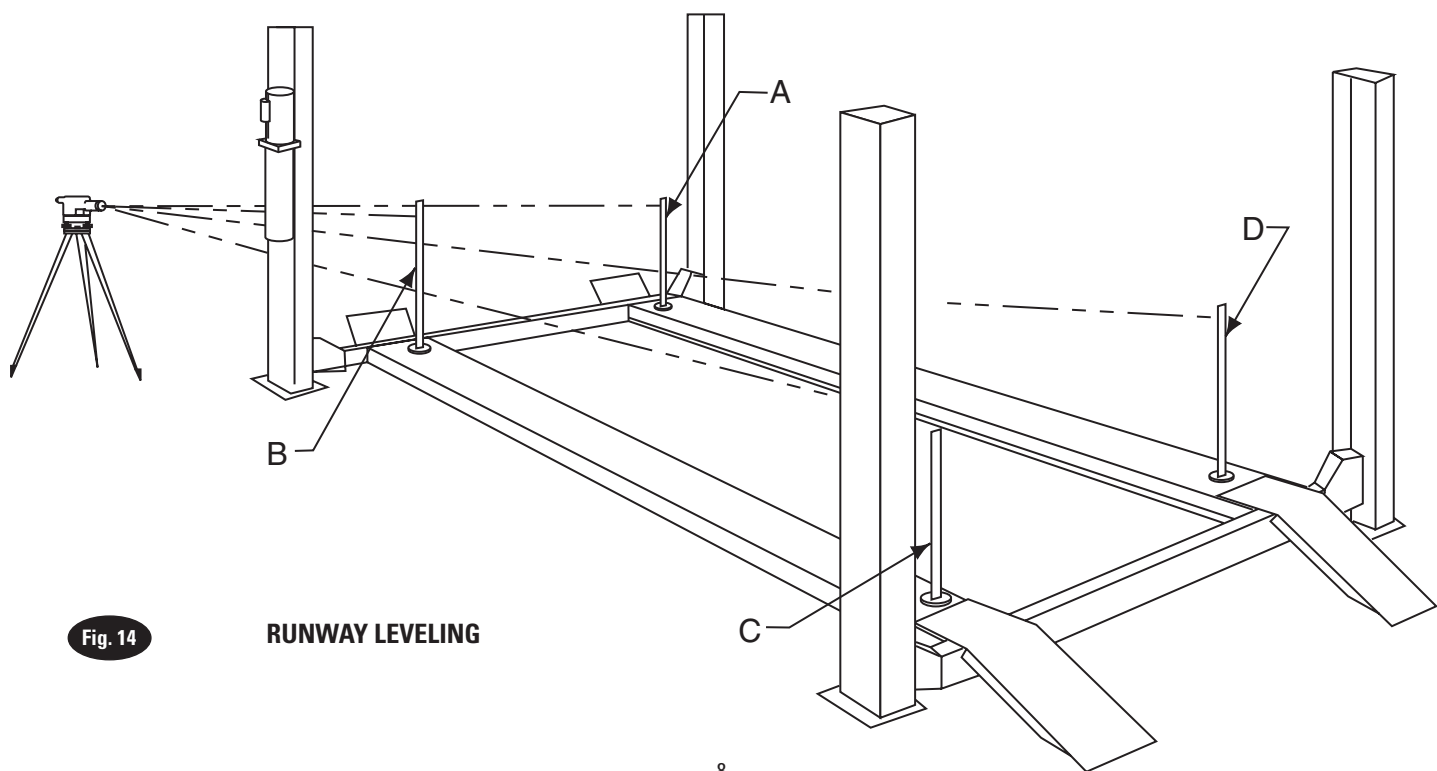
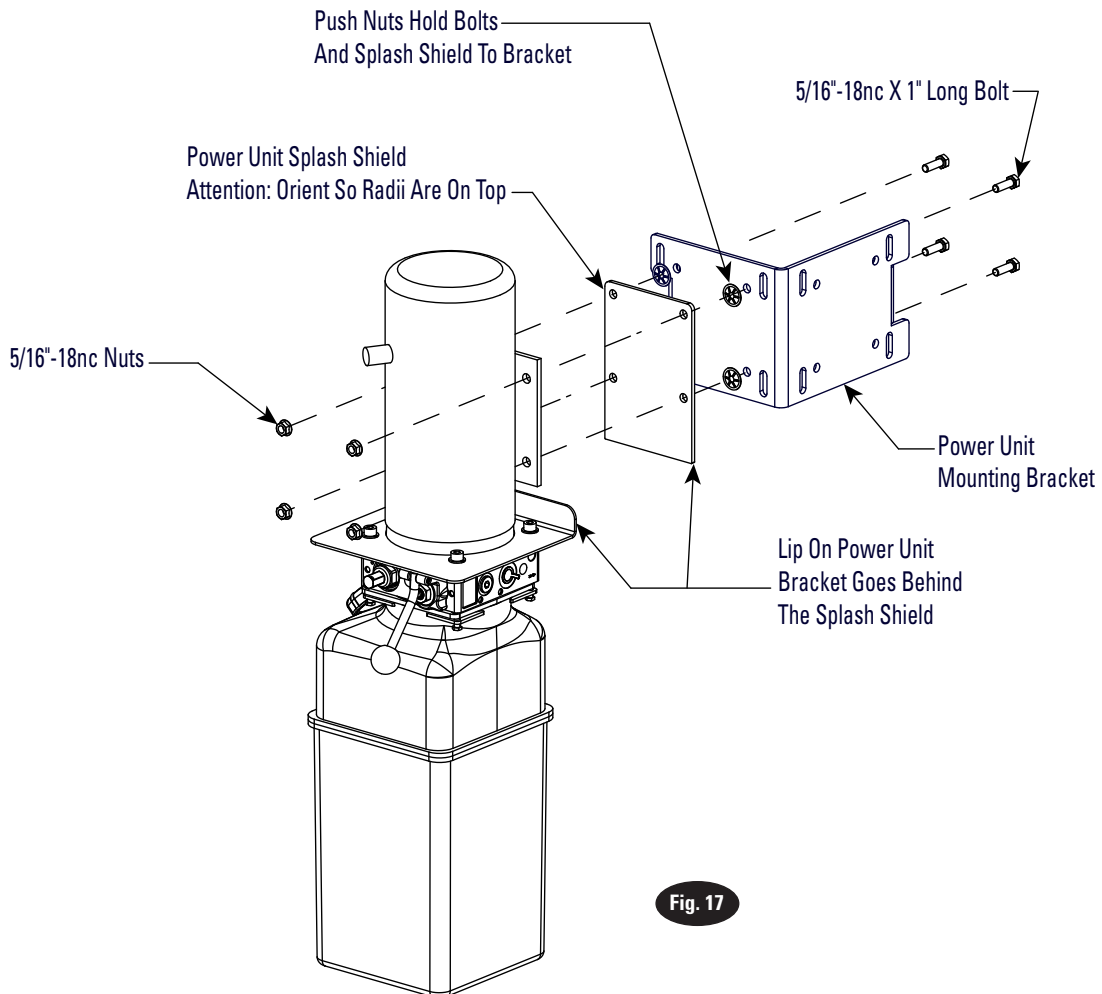
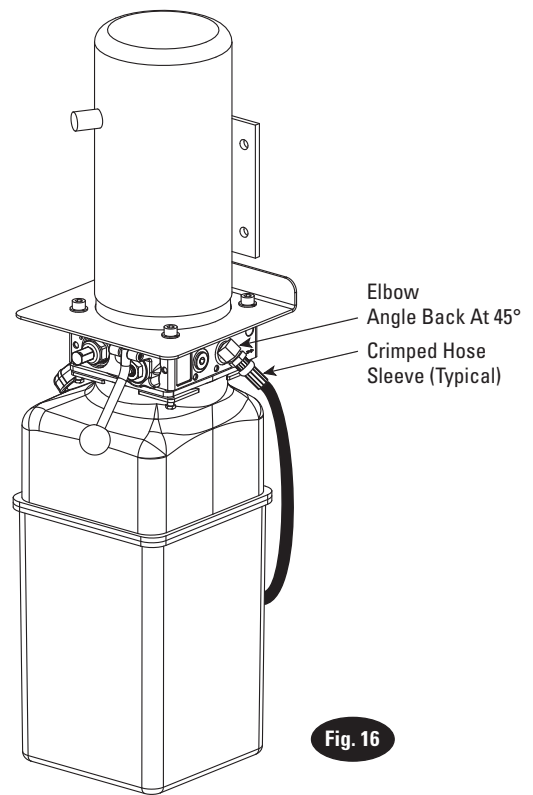


Fig. 14 RUNWAY LEVELING

9. Power Unit:

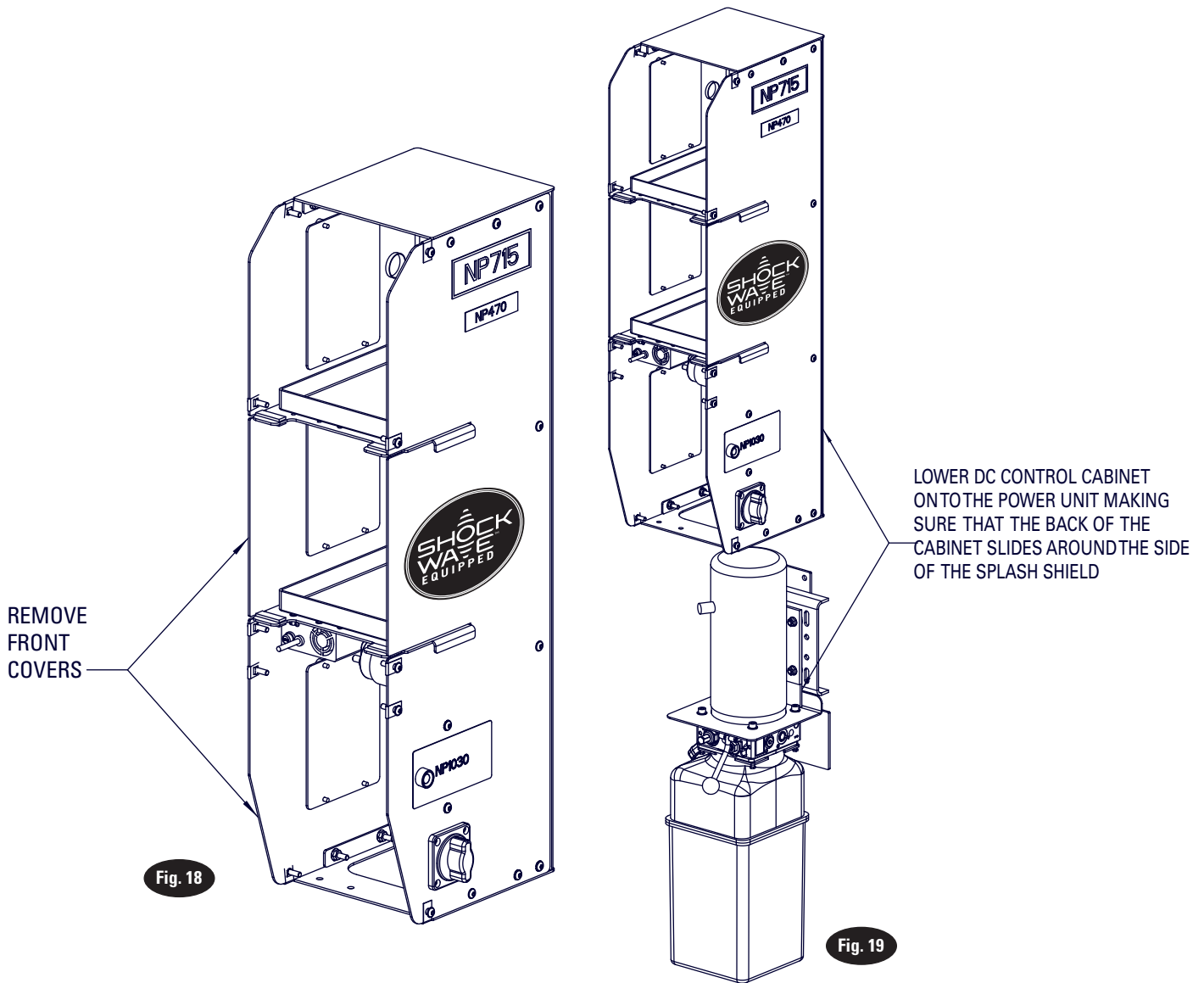
Note: The mounting bracket has 2 sets of holes for mounting the power unit and control cabinet to either the front or side of the column. Use the appropriate holes for mounting based on customer's preferred power unit/control cabinet location, Fig. 20.

- A. Put the (4) 5/16" -18NC x 1" HHCS thru holes in the power unit bracket using push-nuts to hold in place, Figure 17.
- B. Install splash shield and mount power unit with motor up to the column bracket and install 5/16" nuts, Figure 17. Be sure splash shield is behind lip on power unit.
- C. Run hydraulic hose from runway through slot in side of runway to power unit, Fig. 16. DO NOT use Teflon tape on hydraulic hose connections. Clean elbow and hose. Inspect all threads for damage and hose ends to be sure they are crimped. Install and hand tighten hose to pump until O-ring is seated and elbow should be oriented downward at approximately 45°, Fig. 16. Tighten locknut to 35-40 ft. lbs.



10. DC Control Cabinet:

- A. First, remove front plastic covers and lower cover, Figure 18, and set aside to be reinstalled later.
- B. Secure the DC control cabinet by mounting it to the cabinet mounting bracket, Fig. 20. Fasten the cabinet and FRL bracket using the included (4) 5/16"-18NC x 1" long bolts, (4) 5/16" USS flat washers and (4) 5/16"-18NC flanged lock nuts, Fig. 20.
- C. Remove the cable and latch bar nuts and washers from on top of the power unit column. Mount DC control cabinet by sliding the cabinet from the top of the power unit. Slide the back wall of the cabinet around the power unit splash shield that is mounted between the motor and power unit wall mounting bracket, Figure 19. Place mounting bracket over latch bar and cable studs.



11. Install the latch bar and cable nuts and washers.

Note: FRL bracket can be mounted to either side of the cabinet based on the customer's preference.

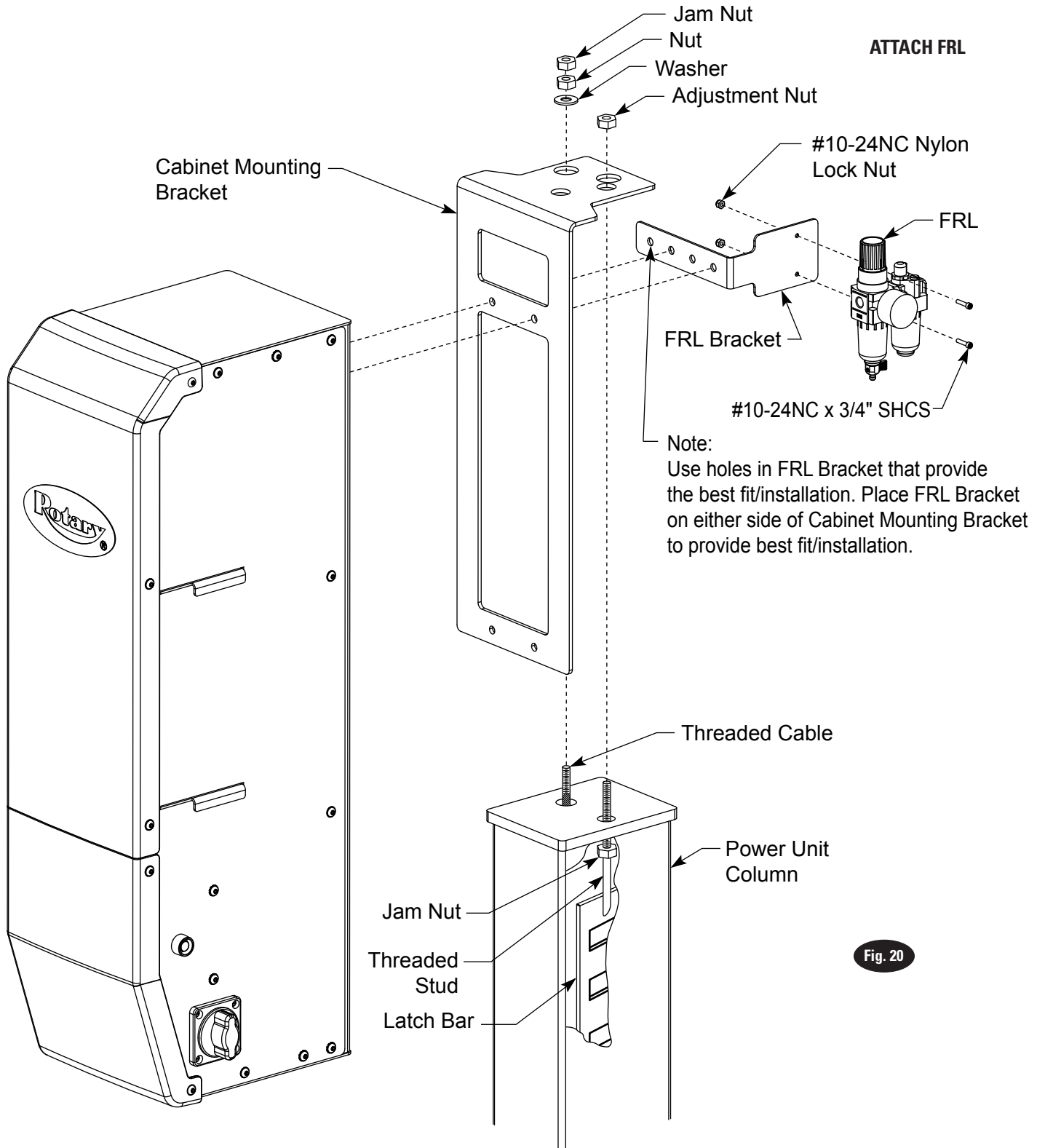


Fig. 20

12. Cable Adjustment:

Adjust cable with lift fully lowered. Loosen jam nut and tighten nut on cable stud on top of column until yoke end raises 1/4". Back off nut one turn. Retighten jam nut. Repeat for all four cables. Refer to Fig. 8.

IMPORTANT Cables must fit in slack cable arm rollers, Fig. 16.

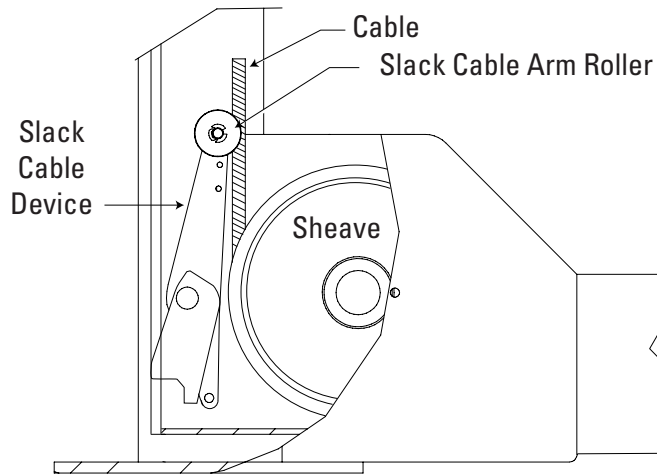


Fig. 21

CABLE IN SLACK CABLE ARM

13. Lowering Valve Bracket:

A. First, attach brass filter and swivel elbows to the air valve, Fig. 23.

B. Mount the air valve to the lowering valve bracket using the included #8-32NC x 1-1/2" screw, washer and nut. Attach the handle to the air valve lever.

C. Next, attach the lowering valve bracket to the underside of the control cabinet, see Fig. 23. Fasten the bracket using the included (2) 1/4"-20NC x 1/2" long button head cap screws and (2) 1/4"-20NC flanged locknuts, Fig. 23.

Note: FRL bracket can be mounted to either side of the cabinet based on the customer's preference.

**NOTE: COLUMN
IS HIDDEN**

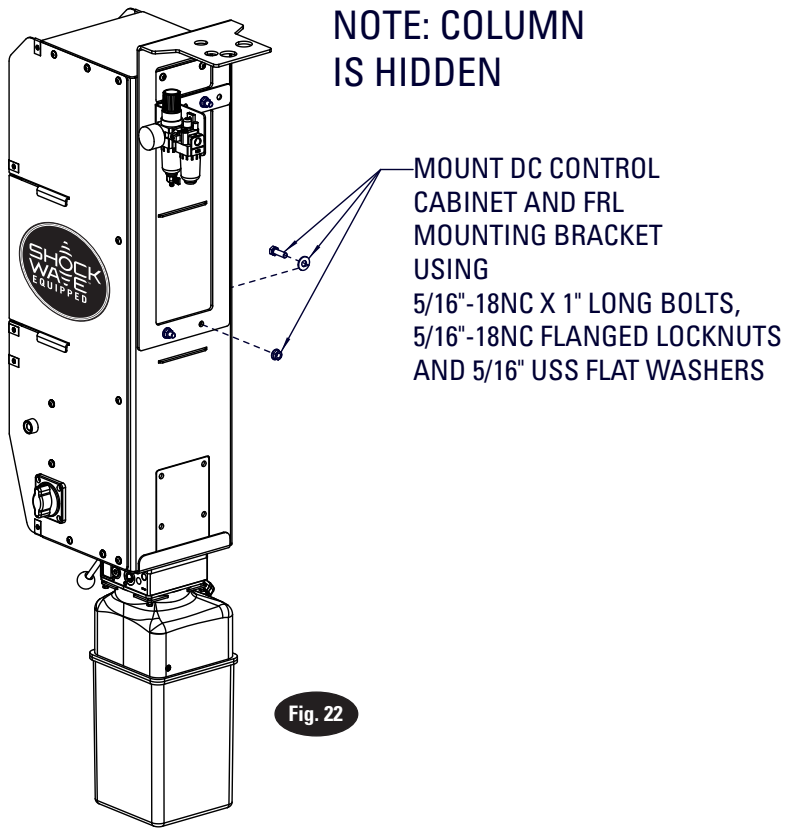
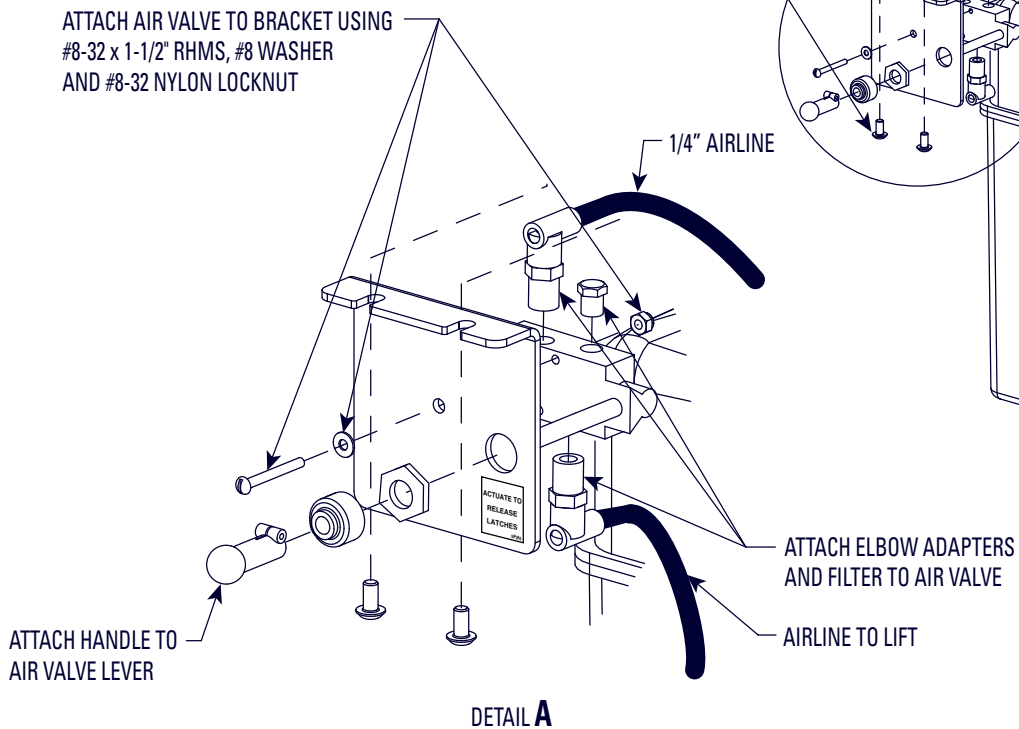


Fig. 22

MOUNT DC CONTROL
CABINET AND FRL
MOUNTING BRACKET
USING
5/16"-18NC X 1" LONG BOLTS,
5/16"-18NC FLANGED LOCKNUTS
AND 5/16" USS FLAT WASHERS

ATTACH AIR VALVE TO BRACKET USING
#8-32 x 1-1/2" RHMS, #8 WASHER
AND #8-32 NYLON LOCKNUT



DETAIL A

Fig. 23

14. **Group 24 Batteries:** (2) 12 volt group 24 car batteries are required to operate the lift and are not included. The batteries must be mounted inside the cabinet using the included battery trays, Fig. 24.

Recommended Battery Specifications		
	Normal Operation and Life	High Use (15 minutes or less between lift cycles) or increase in life under normal use
Battery Type	Standard Lead Acid	Absorbed Glass Mat (AGM) Technology
Voltage	12V	12V
Size	Group 24	Group 24
Cold Cranking Amps	525	710
Terminal Location	Top	Top
Note: If a single battery fails during use the system should be evaluated to determine if the second battery should be replaced at the same time to avoid down time at a later date due to issues with the battery.		

15. **DC Control Cables:**

- A. First, make sure that the disconnect switch is in the "off" position. Refer to Fig. 24 and the wiring diagram on the inside of the top plastic cover while fastening the following cables and wires.
- B. Fasten the red FA7669 cable, shipped connected to the positive terminal of the motor, to the empty motor contactor terminal.
- C. Attach the red FA7667 cable, shipped connected to the disconnect to the positive terminal of the top battery using the included terminal connectors.
- D. Connect the red FA7616 cable to the negative terminal of the top battery and positive terminal of the bottom battery using the included terminal connectors.

- E. Connect the FA982 shipped connected to the ground post to the negative terminal of the lower battery using the included terminal connector.
- F. Connect the black FA7668 cable to the negative terminal of the motor and the negative terminal of the lower battery.

CAUTION Connect the black FA7668 cable to the motor last.

16. **Charger Cable:** Plug the male end of the 10 foot charger cable into the receptacle on the back of the DC control cabinet, Fig. 24. Plug the other end into a 120 volt 15 amp receptacle. Check to make sure the charger lights are on. If charger lights are not on, flip switch on back of charger.

CAUTION Never operate the motor on line voltage. Motor damage may occur.

LIFT ELECTRICAL INPUT: 110-120 Volt, 60 Hz, 3.15 Amps

Figure 24 Cable Connections	
Follow these steps in order: Note wires and cables are labeled with a part number.	
Step 1 - Balloon 1	Attach included terminal connections to battery posts
Step 2 - Balloon 2	Motor contactor: Red FA7669 Cable
Step 3 - Balloon 3	Top battery positive terminal: • Red FA7667 Cable
Step 4 - Balloon 4	Top battery negative terminal: • Red FA7616 Cable
Step 5 - Balloon 5	Bottom battery positive terminal: • Red FA7616 Cable
Step 6 - Balloon 6	Bottom battery negative terminal: • Black FA982 Wire • Black FA7668 Cable

CHARGER
CABLE
RECEPTACLE

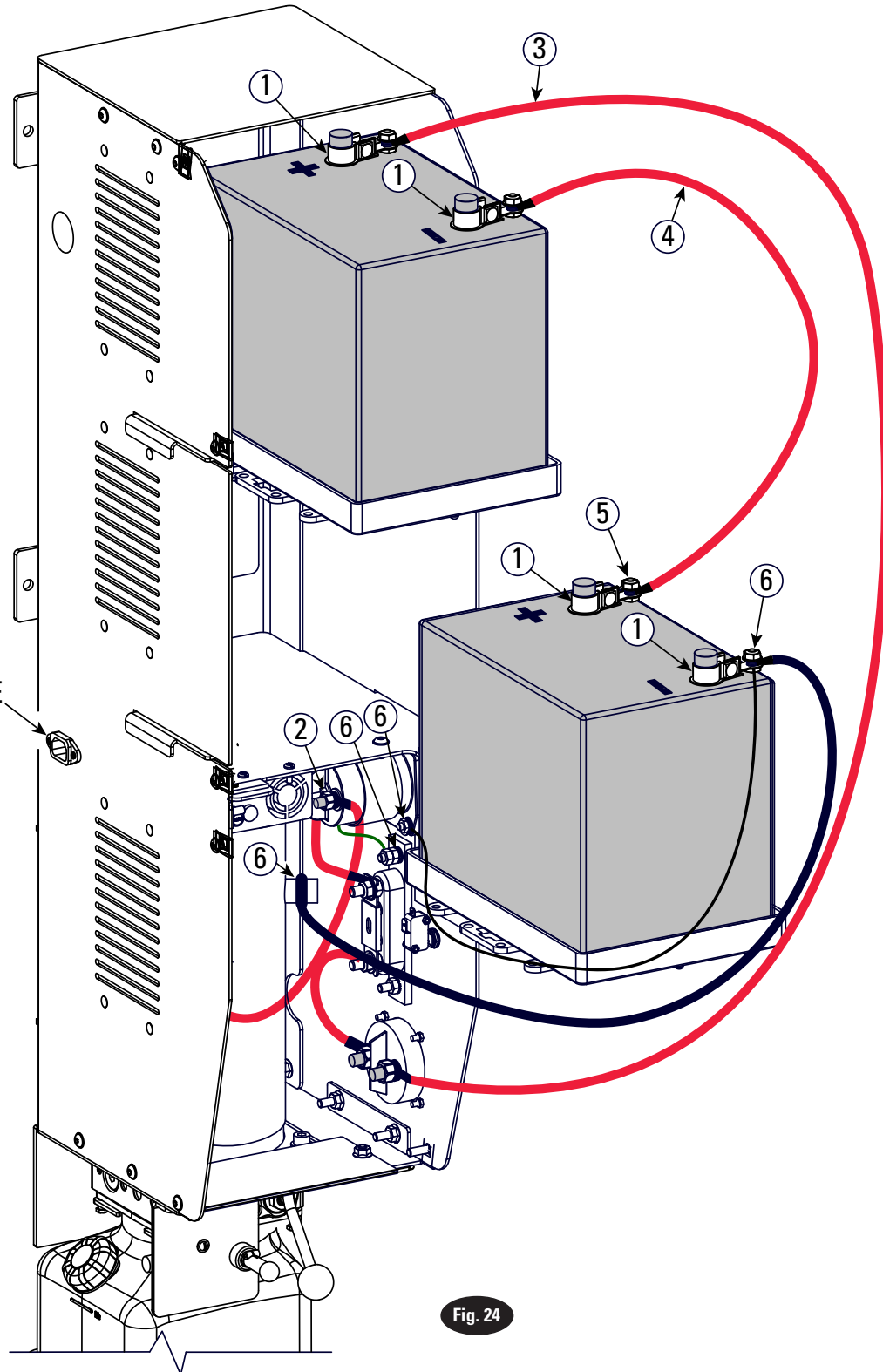


Fig. 24

17. **Close DC Control Cabinet:** Re-attach the front plastic covers to the DC control cabinet using the same button head cap screws, Fig. 25.
18. **Laser Spotter:** Mount the laser using the instructions included with the laser spotting kit.
19. **Plug-in Laser:** Plug wireless receiver for the laser into a 120 volt 15 amp receptacle. Plug the laser cable into the outlet on the bottom of the receiver.

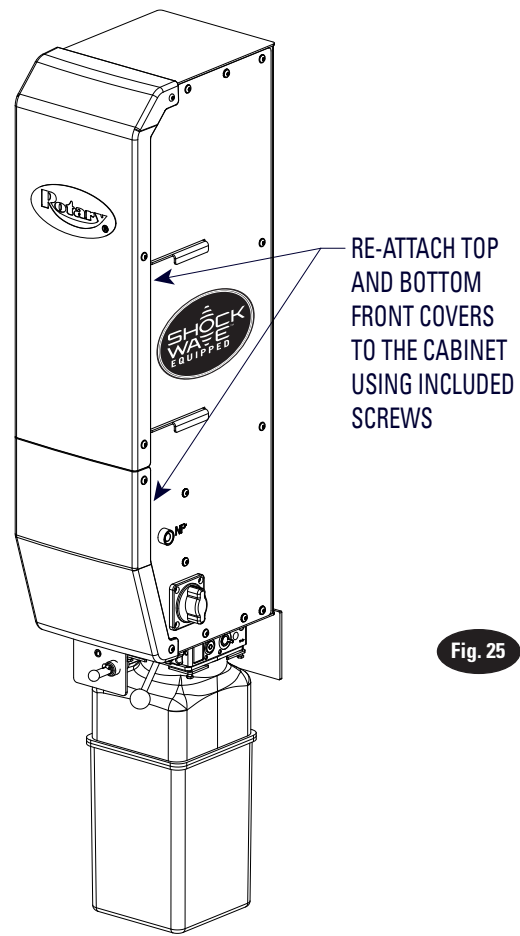


Fig. 25

20. **Hydraulic Fluid Filling:** System capacity is thirteen (13) quarts. Use Dexron III ATF. Remove fill/breather, Fig. 25b. Pour in thirteen (13) quarts of fluid. Replace fill/breather. Start motor and raise lift to full rise. Lower onto latches.

Note: If fill/breather, Fig. 25b, is lost or broken, order replacement.

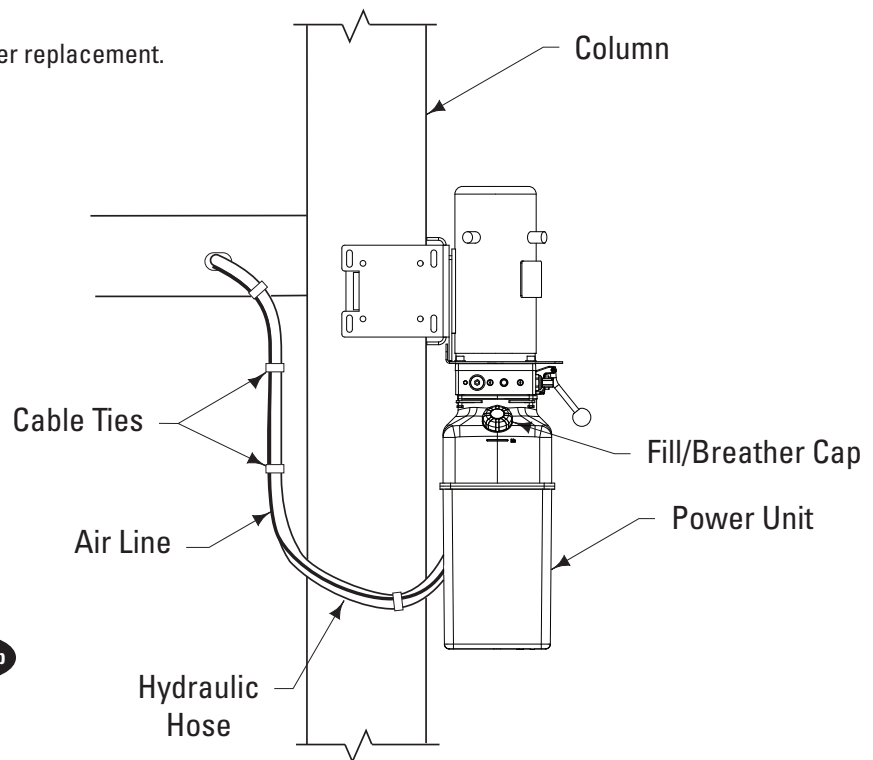


Fig. 25b

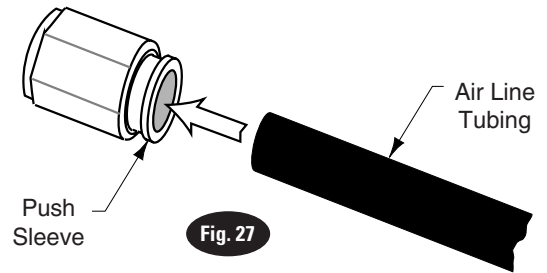
21. Air Line Connections:

Note: Locking latches require 100 psi. min. to 120 psi. max. air pressure.

A filter/regulator/lubricator must be installed on air supply at lift. Failure to do so will void the warranty.

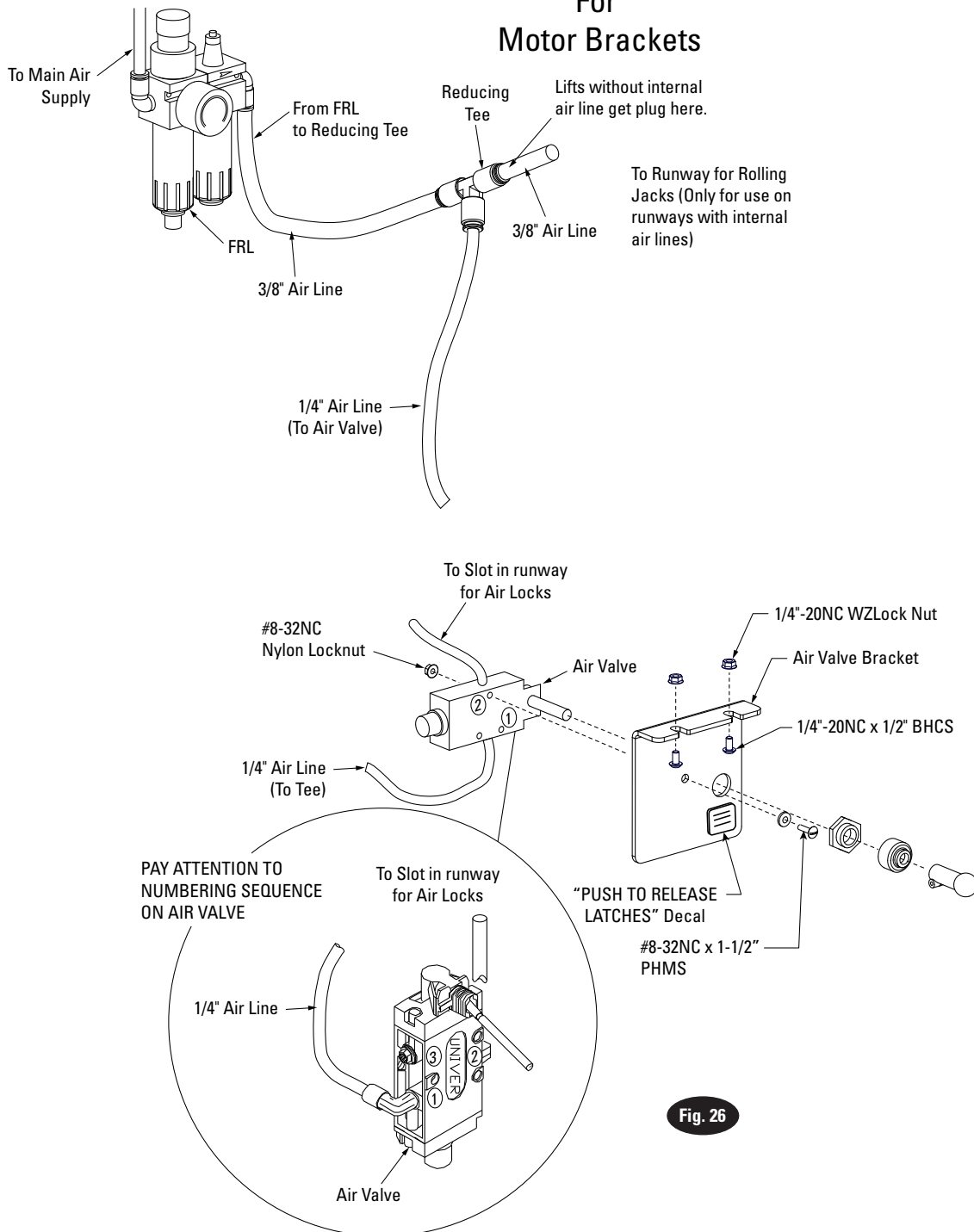
- A. Lift should be at full height and lowered on latches.
- B. Run 3/8" air line from existing facility main air supply to the FRL. Run 3/8" air line from FRL to reducing tee, Fig. 26.
- C. Connect air valve to Reducing Tee, Fig. 26.
Cut provided 1/4" air line tubing with sharp blade to length as required. Tubing must be cut square with no burrs.

Note: To assemble air line tubing into fitting, use firm, manual pressure to push tubing into fitting until it bottoms, Fig. 27. If removal of the air line tubing from the fitting is ever required, hold Push Sleeve in (against fitting) and, at the same time, pull out on tubing.



AIR LINE INTO FITTING

Air Valve Assembly For Motor Brackets



- D. Attach enclosed NP280 decal ("PUSH TO RELEASE LATCHES") below button on air valve bracket, Fig. 26. Run 1/4" air line from air valve to the slot in the fixed runway. Cut airline and attach a Tee, Fig. 29, 26.
- E. Run 1/4" air line from the Tee in the front yoke through air output on the air valve, Fig. 26, and Fig. 29.
- F. If lift has internal air, remove plug in reducing tee and connect the 3/8" line coiled inside of runway, Fig. 26.
- G. Check for air leaks by depressing air valve. Repair as required.
- H. Use provided cable ties to tie air line to hydraulic hose between power unit and lift.
- I. Actuate air valve and check latch operation on all four corners. The locking latches should pull in beyond yoke ends to clear the latch bars located in all four columns, Fig. 28.
- J. Use cable ties provided to tie 3/8" air supply to electrical supply conduit at approximately 2'-0" intervals.

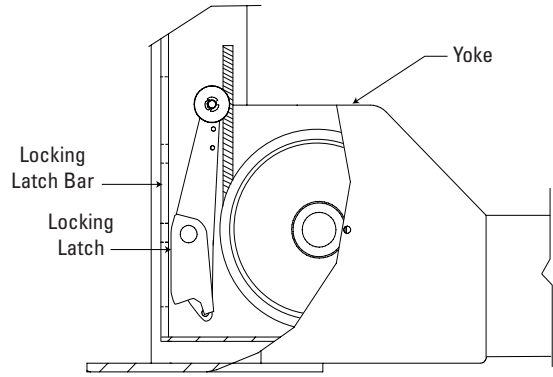
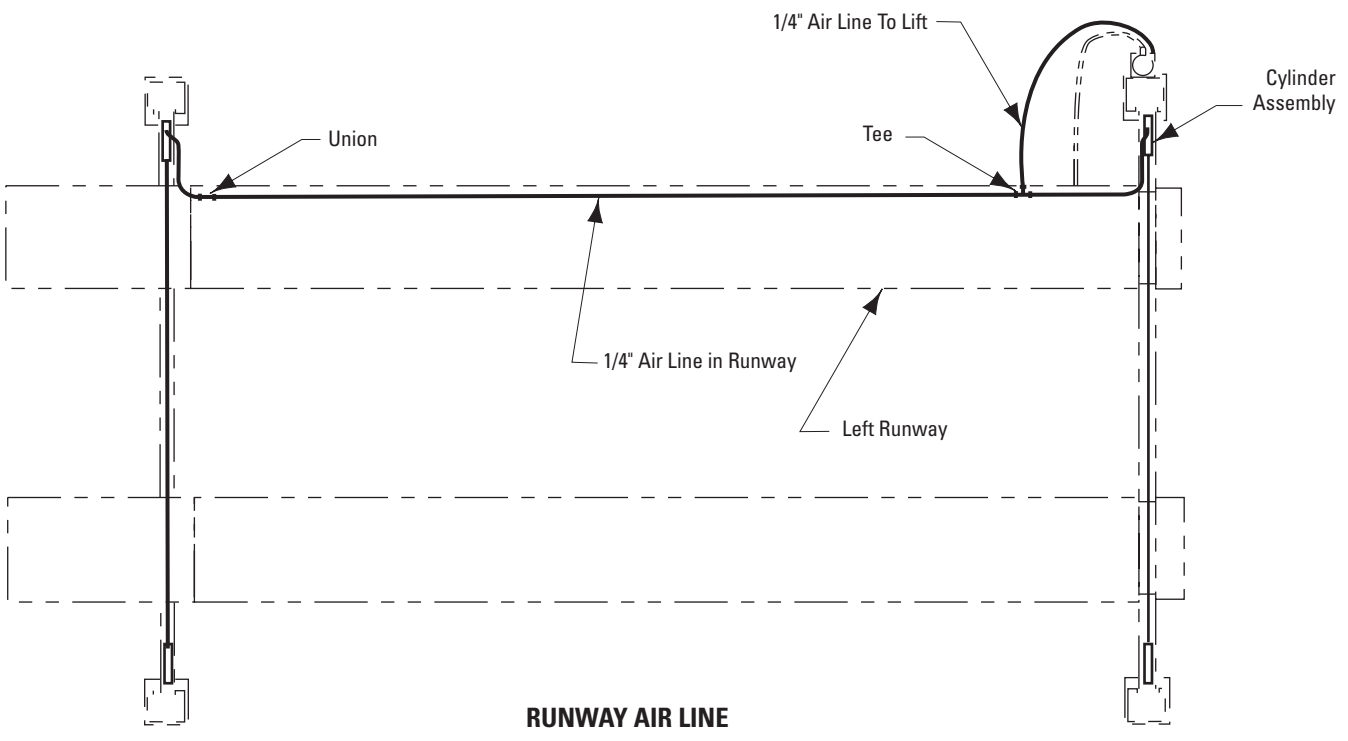


Fig. 28

LATCHES SHOULD CLEAR LATCH BARS



RUNWAY AIR LINE

Fig. 29

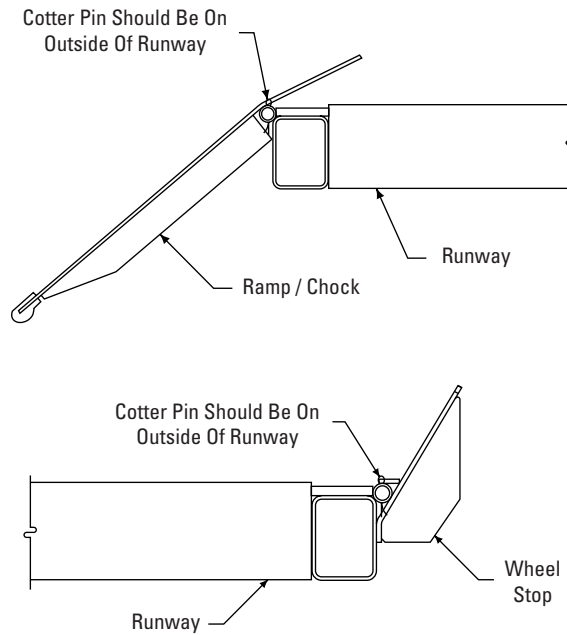


Fig. 30

WHEEL STOP / RAMP CHOCK ATTACHMENT

- 22. Bleeding:** Lift must be fully lowered before changing or adding fluid. Raise and lower lift six times. The cylinder is self-bleeding. After bleeding system, fluid level in power unit reservoir may be down. Add more ATF, if necessary, following instructions in Step 11.

To pressure test, run lift to full rise and run motor for approximately 5 seconds. Stop and check all fittings and hose connections. Tighten or reseal if required. Lower lift. If fill/breather, Fig. 19, is lost or broken, order replacement.

Note: Some test fluid may be spilled from the cylinder breather vent during bleeding of the system.

- 23.** Assemble ramp/chocks to rear of runways using hinge pins and cotter pins, Fig. 30.

24. Final Adjustments:

- A. Load vehicle such as an RV onto lift.
- B. Raise lift to full height. You will hear the locking latch click through all 12 latch slots.
- C. Lower lift onto topmost latch position.
- D. Check latch clearance.
 1. Starting with the right front column: use a straight edge to mark the yoke height on the column, Fig. 31.
 2. Raise lift to full height again. Mark second position. If gap between two marks is less than 2", adjust locking latch bar to reach clearance of 2".
 3. Adjust locking latch bar adjusting nut so that the bottom of the topmost latch bar slot is at least 2" below locking latch, Fig. 32. After adjustment, tighten jam nut underneath column top plate, Fig. 32.
 4. If entire 2" clearance cannot be attained by adjusting the

locking latch bar, adjust the cable stud. Loosen cable jam nut, Fig. 31, and turn adjusting nut to raise the locking latch 2" above bottom of latch bar slot. Tighten cable jam nut. Lower lift and remove vehicle.

- E. Raise the lift to full height. Listen and watch as the locking latches click in place. Synchronize the other three columns with the right front column by adjusting their cables so all four latches click at same time. Tighten jam nuts.

CAUTION When making changes to adjustment nuts on cable end or latch bar stud always leave at least two threads showing between nut and end.

Note: Latches may not click in at the same time when vehicle is being raised. They should be close. Be sure all four corners have passed the locking latch bar slot before lowering lift on locking latches.

Note: All bolts and nuts mentioned in this booklet are grade 5 unless otherwise stated.

IMPORTANT Cotter pins are usually good for onetime use only. Replace any cotter pin, if removed, with a new cotter pin.

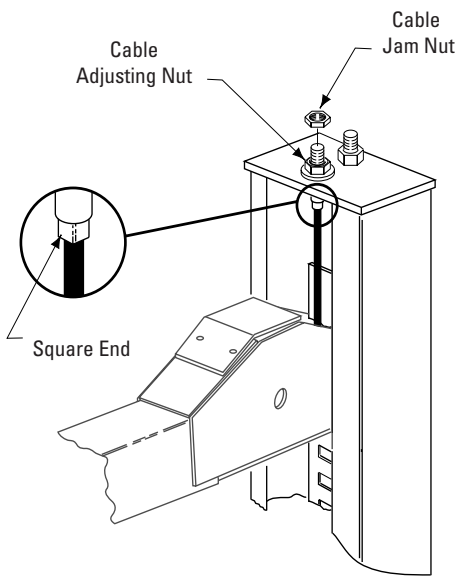


Fig. 31

25. Runway Leveling Adjustments (AR14):

- A. Engineer's automatic level (transit):
 1. Locate the Level, at a convenient location in the shop that allows an unobstructed view of all four corners of the Lift's runways.
 2. Follow the Level manufacturer's instructions for proper setup of the Level. Be sure it is adjusted level in all directions.
 3. Readjust Level if tripod or Level is bumped or disturbed.
- B. Raise lift approximately 28" - 32". Then lower lift until all locking latches are engaged in each column and the runways are in full down position on locks.
- C. Place the Level target on the right/front wheel turning radius gauge.
- D. Beginning with "A" position, Fig. 34, sight the Level to the target and mark the number or the graduation on the inch scale of the target that aligns to the cross hairs of the Level, Fig. 33.

Note: Use a pencil, marking pen or attach a paper clip onto the target scale at the crosshair reference.

- E. Next, move the target and place it on the turning radius gauge at point "B", Fig. 34.
- F. Rotate the Level and focus on the target scale.
- G. Adjust the adjustment nut on the locking latch plate adjustment stud at the top of the column at "B", Fig. 34, by loosening the jam nut and turning adjustment nut until the cross-hairs of Level align to reference mark on the target scale.

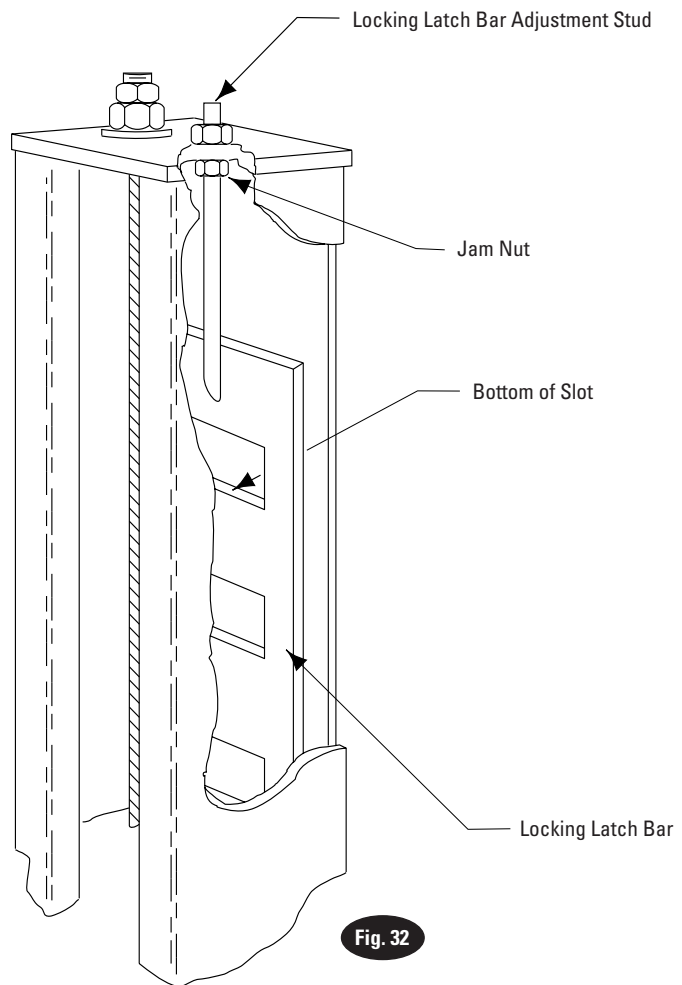


Fig. 32

ADJUST LOCKING LATCH BAR ADJUSTMENT NUT

- H. Repeat steps E., F. and G., locating the target assembly at points "C" and "D" and adjusting locking latch plate adjustment stud at each corresponding column until the reference mark on the target scale is on the crosshairs of the Level.

RACK RUNWAYS MUST BE LEVEL SIDE TO SIDE, MAXIMUM TOLERANCE FRONT TO REAR 1/16".

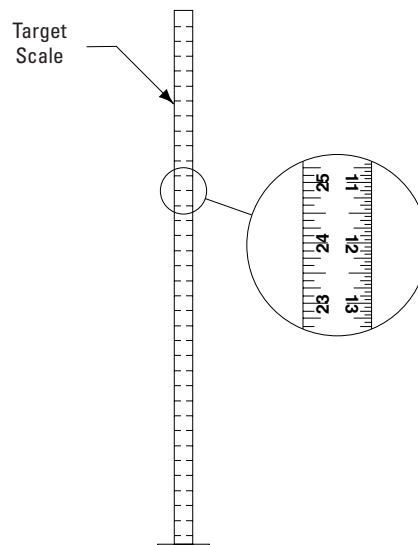


Fig. 33

- I. Always recheck the level of the runways to be sure all four locking latch plates are adjusted correctly. Start at point "A" and recheck level at points "B", "C" and "D", Fig. 35. Readjust, if needed.

The runways are now level at all four points.

- J. To complete the leveling procedures, lock each locking latch plate jam nut tightly against bottom of column top plate, Fig. 35.

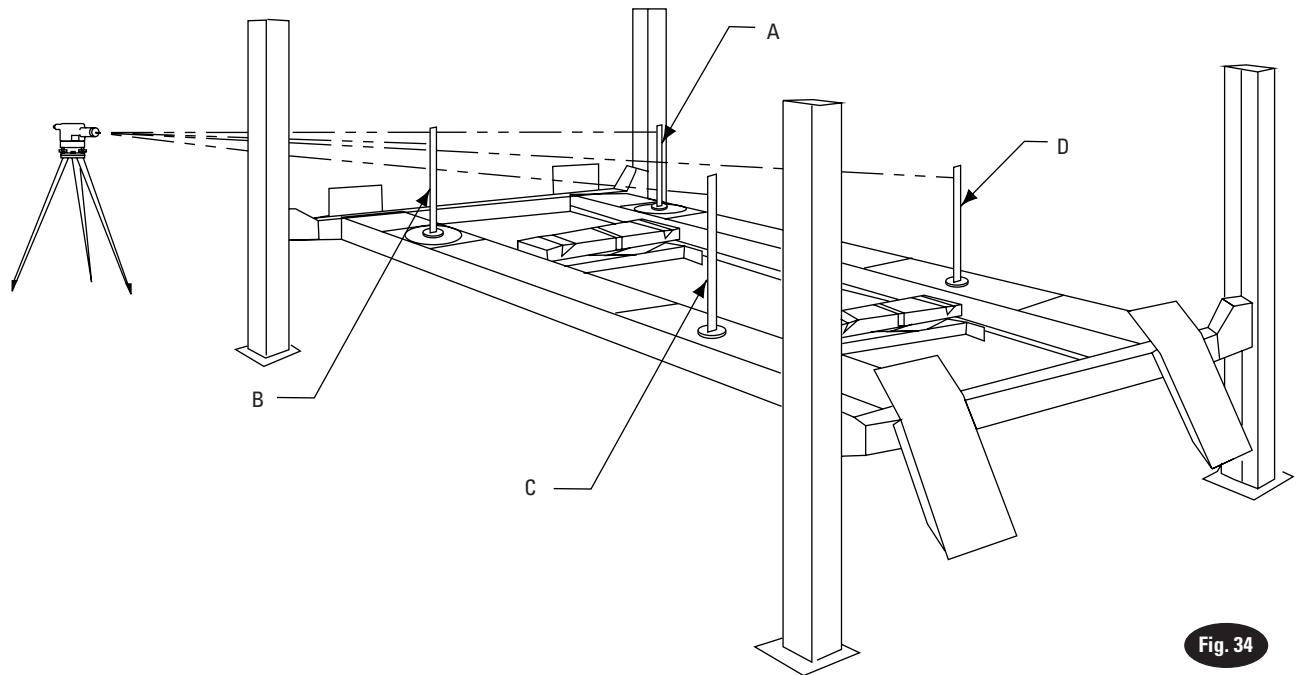


Fig. 34

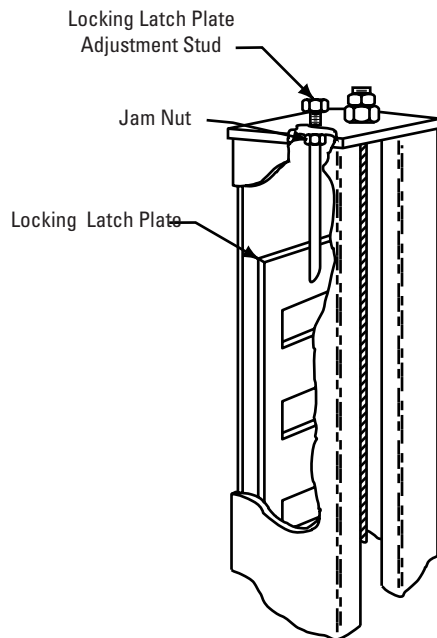


Fig. 35

26. Rolling Jack:

- A. Adjust rolling jack telescopic ends until roller rests on runway track rail. Make sure wheels are on tracks and center rolling jack between runway on end sections.
- B. Place jack on runway track at front and rear with air pump facing ends of runway, Fig. 36.
- C. Recommended operating pressure 100-120 psi.
- D. Attach rubber stop see Fig. 36.

3. Internal Air Line: (if installed)

This lift is equipped with an internal airline that provides air to both rolling jacks and extra access point for air driven tools (Quick Disconnect Coupler), Fig. 37. All internal air lines are factory assembled.

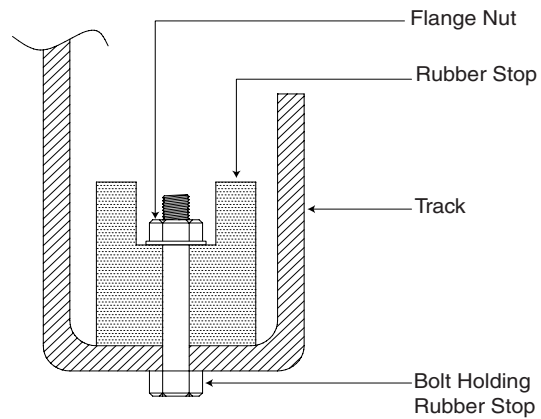
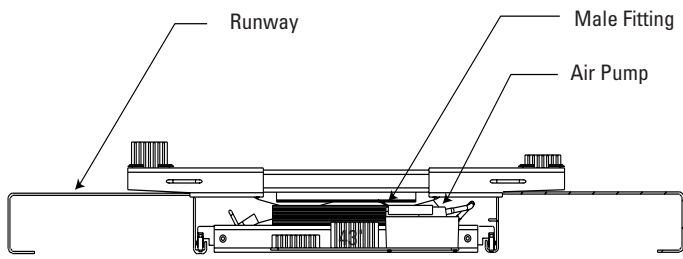


Fig. 36

Attach rubber bridge stops to 5/16" holes 14" off center of runways. Insert 1/4" bolt up through runway and stop. Attach 1/4" flange nut to top of stop.

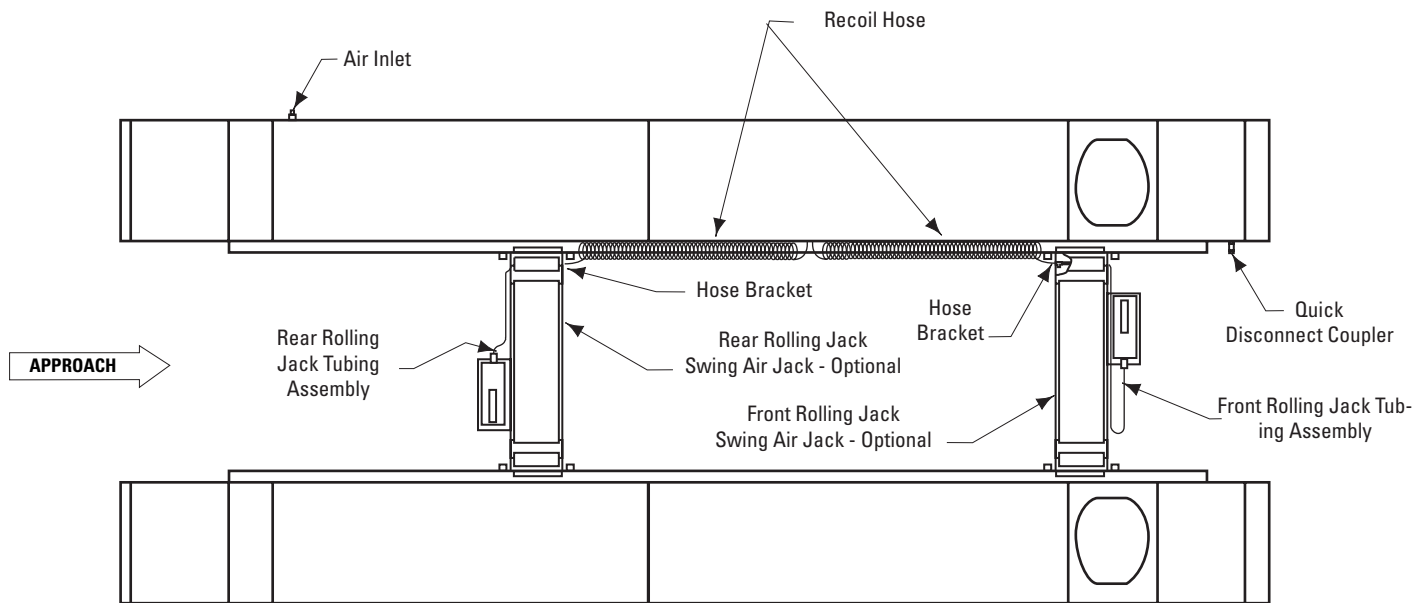


Fig. 37

27. Rear Recoil Hose Installation:

- A. Attach retainer brackets for the rear recoil hose with 3/8"-16NC x 3/4" Lg. hex cap screw, flat washer, lock washer and nut, Fig. 38.
- B. Insert retainer cable through coils of recoil hose, Fig. 38. Run a 1/4"-20NC hex nut down onto each end of retainer cable. Insert each end of cable into retainer brackets. Secure each cable end with another 1/4"-20NC hex nut. Tighten jam nuts, Fig. 38.
- C. Connect one end of provided rear recoil hose to bulkhead T-fitting at midpoint of runway. Connect other end of recoil hose to coupling welded on rolling jack, Fig. 39 and 41.
- D. Connect elbow end of rolling jack tubing assembly to air pump and male end to the coupling, Fig. 39 and 41.

28. Front Recoil Hose Installation:

- A. Insert retainer cable through coils of recoil hose, Fig. 38. Connect one end of recoil hose to coupling welded on rolling jack, Fig. 41 and 42.
- B. Connect other end of front recoil hose to bulkhead T-fitting in center of runway.
- C. Connect elbow end of rolling jack tubing assembly to air pump, and male end to the coupling, Fig. 41 and 42.

Note: Cut air line tubing with sharp blade to length as required. Tubing must be cut square with no burrs. To assemble air line tubing into fitting, use firm, manual pressure to push tubing into fitting until it bottoms, (see below). If removal of the air line tubing from the fitting is ever required, hold Push Sleeve in (against fitting) and, at the same time, pull out on tubing.

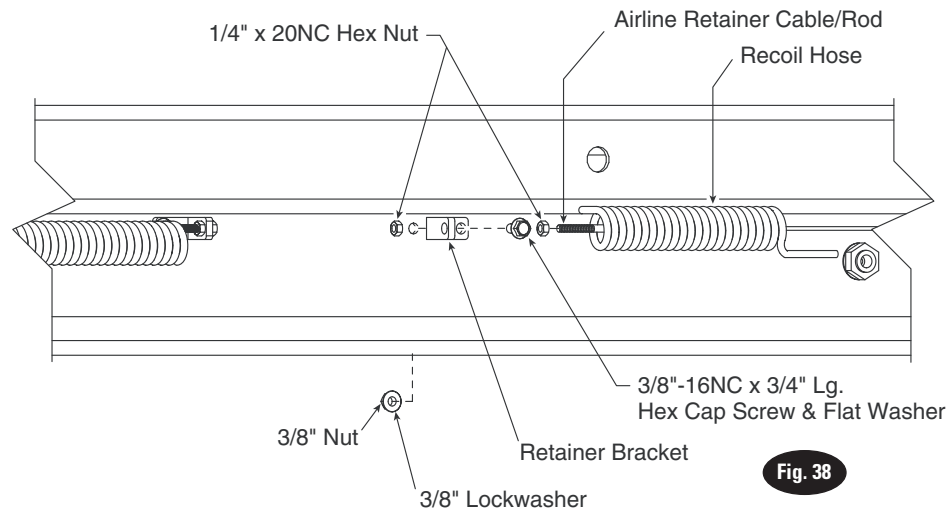


Fig. 38

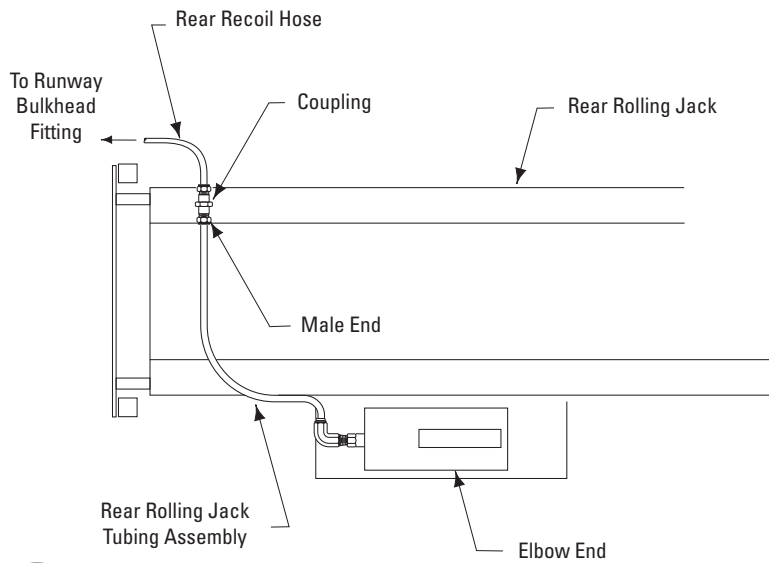


Fig. 39

REAR ROLLING JACK TO RECOIL HOSE

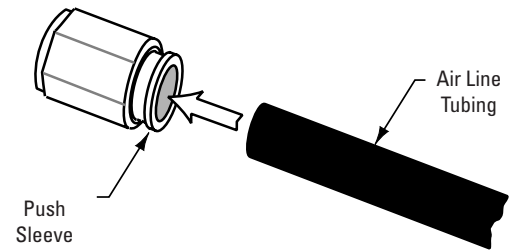
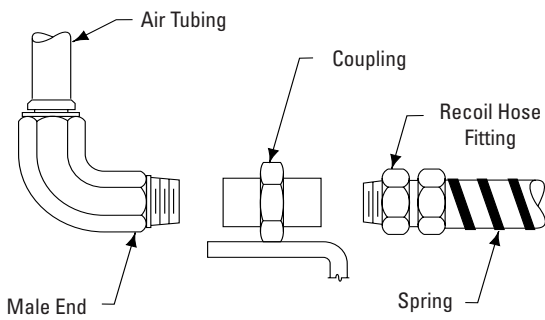
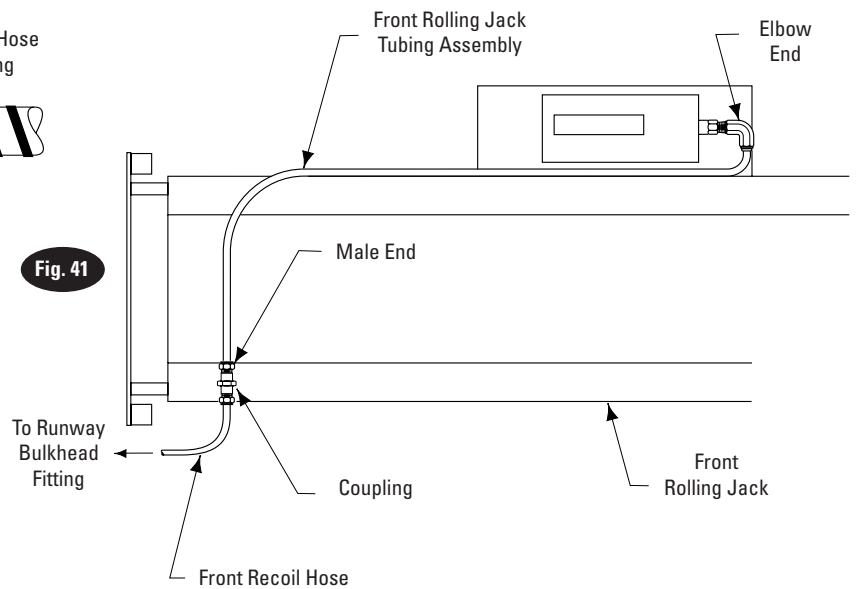


Fig. 40



COUPLING ON ROLLING JACK

Fig. 41



FRONT ROLLING JACK TO RECOIL AIR HOSE

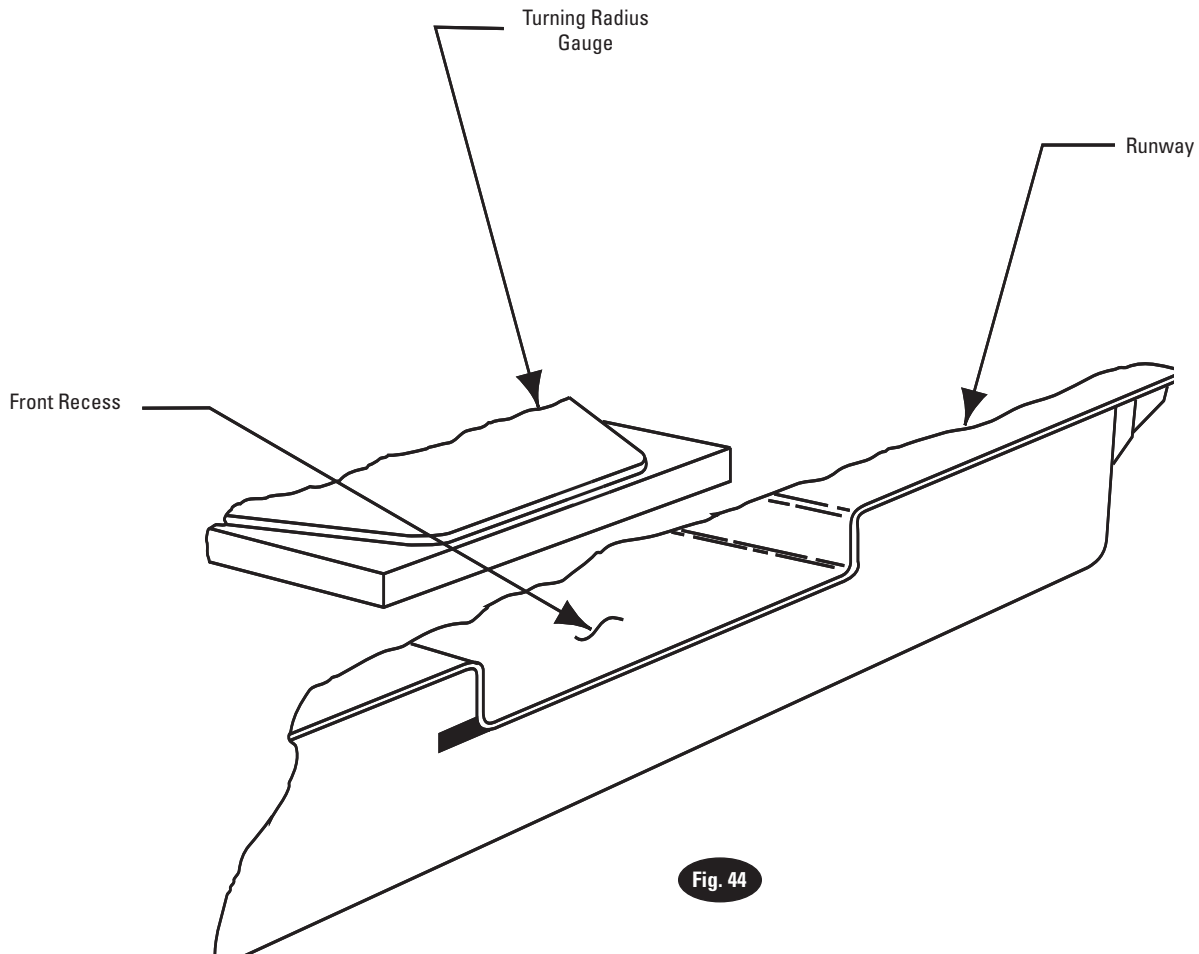
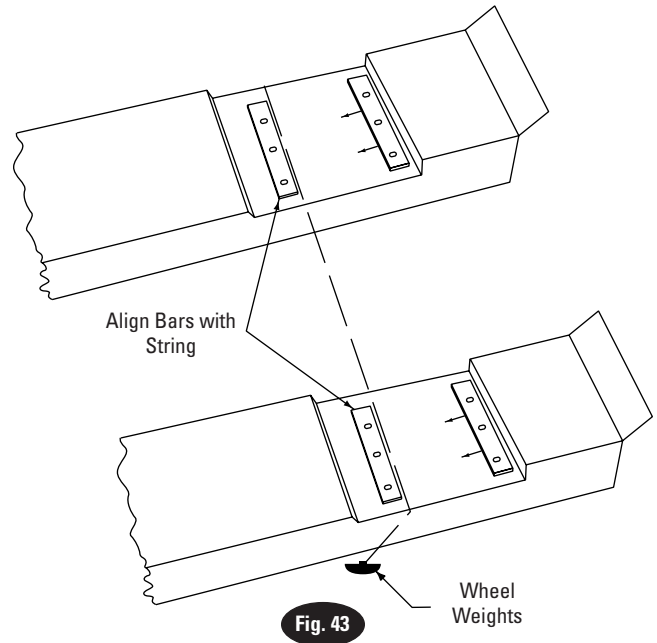
Fig. 42

AR14

WHEEL SERVICE

29. Aligning Turning Radius Guide Bars:

- A. Slightly loosen the turning radius gauge guide bar mounting bolts.
- B. Place a string (weights on each end) across the runways so that the string is touching along the full length of both rear guide bars, Fig. 43. If the string is not touching, tap the ends of the guide bars lightly until the guide bars make full contact against the string. Tighten the rear guide bar mounting bolts securely and remove the string.
- C. Place the turning radius gauges in the recesses of both runways with the pointer and lock pin to the outside of lift, Fig. 44. Position each gauge against the rear guide bars. Then position the front guide bar just against the front edge of the turning radius gauge. Repeat on other runway. (A tolerance of 1/16", end-to-end, would be acceptable.) Tighten the mounting bolts securely. The turning radius gauges are now square and in proper alignment with each other.



Notes

Notes

Notes

Installer: Please return this booklet to literature package, and give to lift owner/operator.

Thank You

Trained Operators and Regular Maintenance Ensures Satisfactory Performance of Your Rotary Lift.

Contact Your Nearest Authorized Rotary Parts Distributor for Genuine Rotary Replacement Parts. See Literature Package for Parts Breakdown.

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