

MODEL 10000A/10000A2 TWO POST ASYMMETRIC LIFT

INSTALLATION AND OWNERS MANUAL

7/95

I MAN 991021

IMPORTANT NOTICE:

THE FLOOR ON WHICH THE LIFT IS TO BE INSTALLED MUST BE 4 INCH MINIMUM THICKNESS CONCRETE, WITH A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI, AND REINFORCED WITH STEEL BAR.

FAILURE BY THE PURCHASER TO PROVIDE THE RECOMMENDED MOUNTING SURFACE COULD RESULT IN UNSATISFACTORY LIFT PERFORMANCE, PROPERTY DAMAGE, OR PERSONAL INJURY.

IMPORTANT NOTICE REGARDING CEILING HEIGHT:

THIS IS AN OVERHEAD TYPE LIFT WHICH REQUIRES A CEILING HEIGHT OF AT LEAST 12'- 0".

IMPORTANT:

READ THIS INSTALLATION MANUAL BEFORE INSTALLING THE LIFT.

READ THE ANCHOR BOLT INSTRUCTION PAGE BEFORE DRILLING AND INSTALLING THE ANCHOR BOLTS.

DO NOT RAISE A VEHICLE ON THE LIFT UNTIL THE LIFT HAS BEEN CORRECTLY INSTALLED AND ADJUSTED AS DESCRIBED IN THIS MANUAL.

DO NOT REMOVE A TRANSMISSION, SUSPENSION ASSEMBLY, OR OTHER HEAVY ITEM FROM THE FRONT OF A FRONT WHEEL DRIVE VEHICLE UNLESS THE VEHICLE IS ADEQUATELY SUPPORTED IN THE REAR.

IMPORTANT NOTICE REGARDING INSTALLATION:

THIS LIFT REQUIRES A CERTAIN PROCEDURE DURING INSTALLATION TO REDUCE THE AMOUNT OF AIR TRAPPED IN THE CYLINDERS. FAILURE TO FOLLOW THE PROCEDURE WILL RESULT IN UNSATISFACTORY LIFT PERFORMANCE.

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MAINTENANCE, EVERY MONTH

1. Lubricate the four inside corners of the legs with heavy duty bearing grease.
2. Check the hydraulic fluid level. If necessary add oil cross referenced to Mobil DTE 25 or Texaco HD 46. These are petroleum based hydraulic oils, non foaming, non detergent, 10 weight. Fill to screw near top of tank. Do not overfill.
3. Check carriage latch synching: Latches should click at the same time. Adjust cables if required. Instructions are in the Installation text.
4. Check anchor bolt tightness. If the anchor bolts are excessively loose, check more often.

OPERATING TIPS

1. Always set a vehicle on the latches before working under it.
2. SLOWLY lower vehicles onto the safety latches.
3. Keep the four inside corners of the legs lubricated with heavy duty bearing grease.
4. If the carriages get out of sync (latches do not click at the same time), readjust the cables as described in the Installation instructions.
5. Check anchor bolt tightness every month.
6. Do not remove the transmission, suspension assemblies, or other heavy items from the front of front wheel drive vehicles without supporting the rear of the vehicle.

TOOLS FOR INSTALLATION

Concrete hammer drill with 3/4" bit

Level (18" minimum length)

11/16" open end wrench

Vise grips

3/4" open end wrench

Tape measure

1-1/16" deep socket

Funnel

1-1/8" socket or wrench

Hoist or forklift

13/16" open end wrench

Two 12' step ladders

3 gallons of petroleum based hydraulic oil, non foaming, non detergent, 10 weight, such as Mobil DTE 25 or Texaco HD 46.

SECTION 1

INSTALLATION

IMPORTANT NOTICE REGARDING CEILING HEIGHT:

THIS IS AN OVERHEAD TYPE LIFT WHICH REQUIRES A CEILING HEIGHT OF 12'-0".

IMPORTANT NOTICE REGARDING INSTALLATION:

FOLLOW THE RECOMMENDED PROCEDURE FOR HYDRAULIC SYSTEM BLEEDING TO AVOID UNSATISFACTORY LIFT PERFORMANCE.

1. Unpack the lift. Remove the swing arms, bolt box, power unit box, overhead beam, and uprights. Save all packing bolts.
2. Remove the 1/2" bolts which hold the two legs together. Remove the top leg.
3. Refer to Figure 1 to see how the lift is assembled. Note that there is a mainside leg and upright, an offside leg and upright, two overhead ring weldments and an upright ring weldment to guide the overhead switch limit cable, and a system of hoses connecting the Cylinders and the power unit.

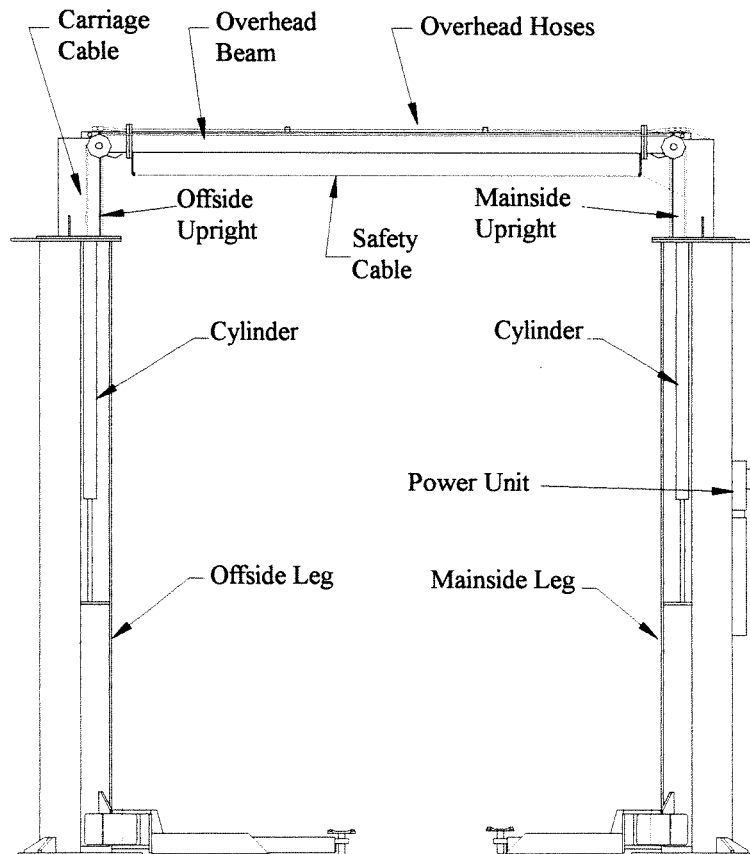


FIGURE 1

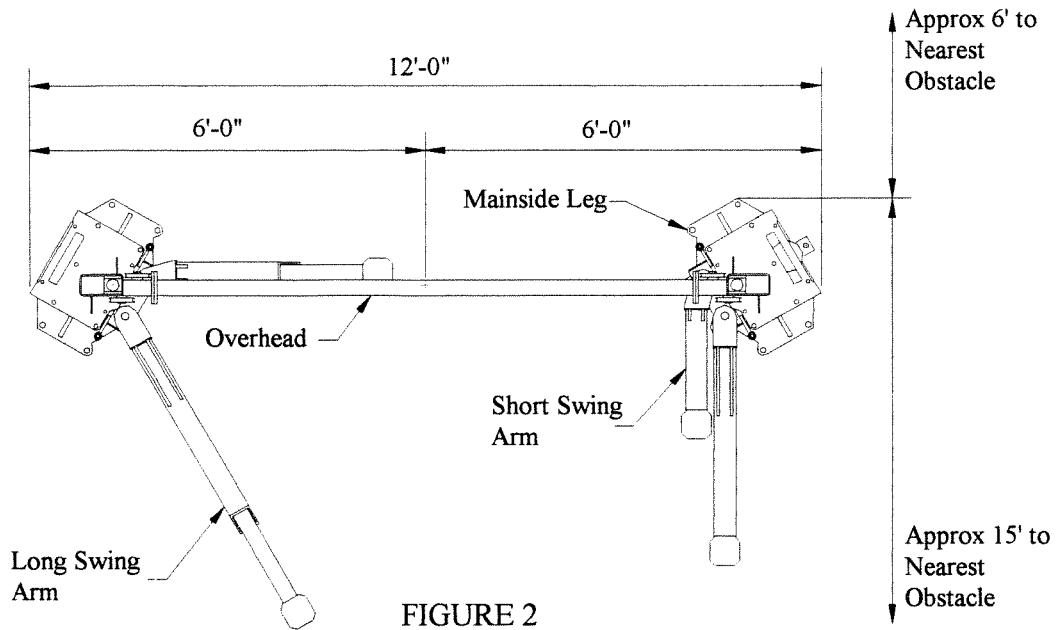


FIGURE 2

4. Refer to Figure 2 to determine where to place the legs in the service bay. The mainside leg holds the power unit. The mainside leg with its power unit is located on the right hand or passenger side of the lift.

5. Position the two legs on the floor on their backs. Refer to Figure 3. Attach the mainside upright to the mainside leg using five 1/2" x 2-1/2" grade 5 bolts. The mainside leg has a bracket on its back for mounting the power unit. The mainside upright has a bracket on its side for mounting the upright ring weldment and a bracket for mounting the bulkhead tee fitting. Attach the offside upright to the top of the offside leg using five 1/2" x 2-1/2" bolts.

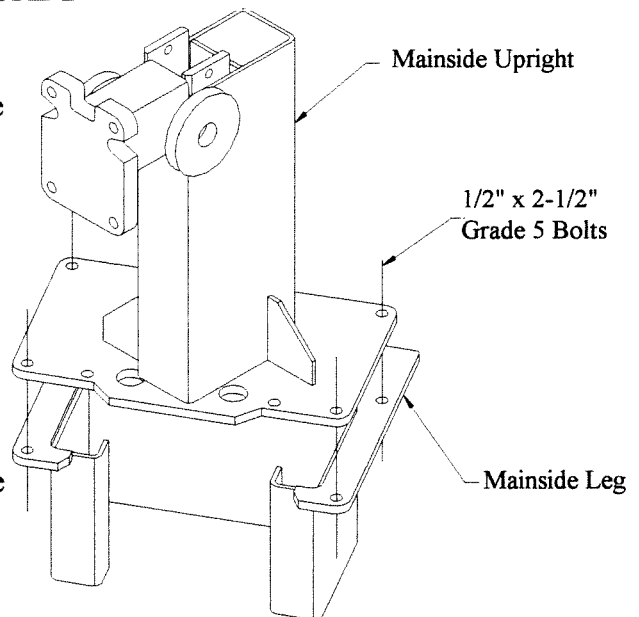


FIGURE 3

6. Remove the port plugs from the two cylinders. When attaching hydraulic fitting with pipe threads to the cylinders use Teflon tape. **DO NOT START THE TAPE CLOSER THAN 1/8" TO THE END OF THE PIPE FITTING.** This will prevent pieces of tape from contaminating the system. Refer to Figure 4 on the following page. Attach a male pipe thread to male JIC 90 elbow to the nipple at the rod end of both cylinders. The fitting should face away from the rod end and toward the top of the cylinder.

7. To one cylinder, attach a male pipe thread to male JIC branch tee to the top opening. See Figure 5 on the following page. The openings should be perpendicular to the mounting holes in the cylinder end. This is the *mainside* cylinder. Attach a male pipe thread to male JIC 90 elbow to the top opening of the other cylinder. The opening should be perpendicular to the mounting holes in the cylinder end and face away from the nipple at the rod end. This is the *offside* cylinder.

8. Mount the mainside and offside cylinders in their respective leg assemblies. The fittings at the rod end of the cylinders should be placed facing the rear of the leg on the mainside, and to the left on

the offside. At the top, the cylinder is mounted using a 1/2" x 5" Grade 8 bolt with nut. Do not extend the cylinder rods for the lower cylinder mounting at this time.

9. With both legs on floor, pull out the latch rods at bottom of both carriages. Slide the carriages to the bottoms of the legs. Push in the latch rods and slide each carriage up till the first "click" is heard. Measure the distance from the leg base to the bottom of each carriage. The two measurements should be within 3/8" of each other. If one carriage is low, raise it to the safety latch tooth which makes the two carriage heights approximately the same.

10. Lay out and mark the floor for the leg placement locations. Stand up and place the two legs in the correct locations.

NOTE:

READ SECTION 2 (PAGE 12) ON ANCHOR BOLT INSTALLATION BEFORE PROCEEDING.

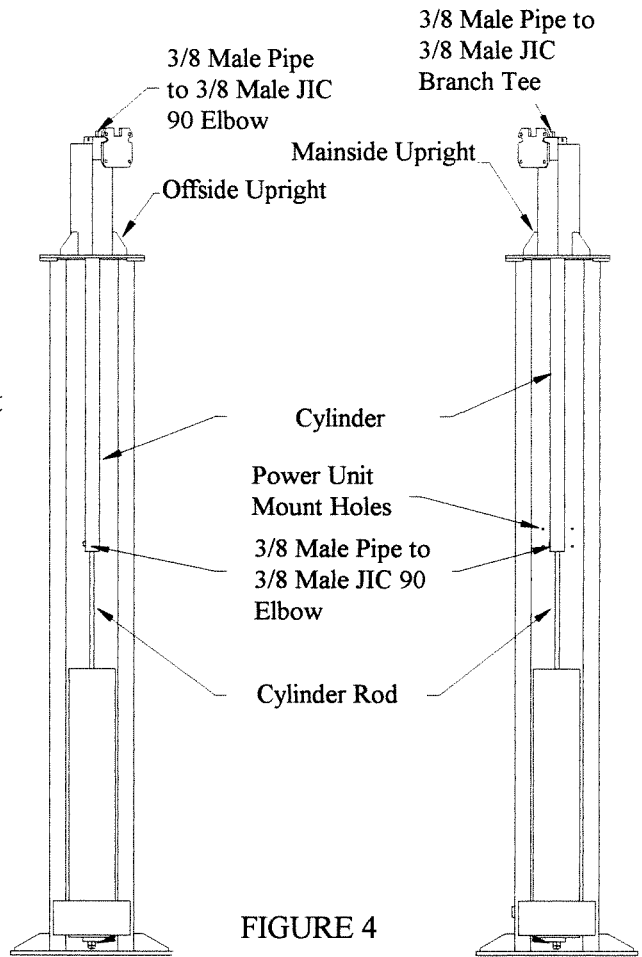


FIGURE 4

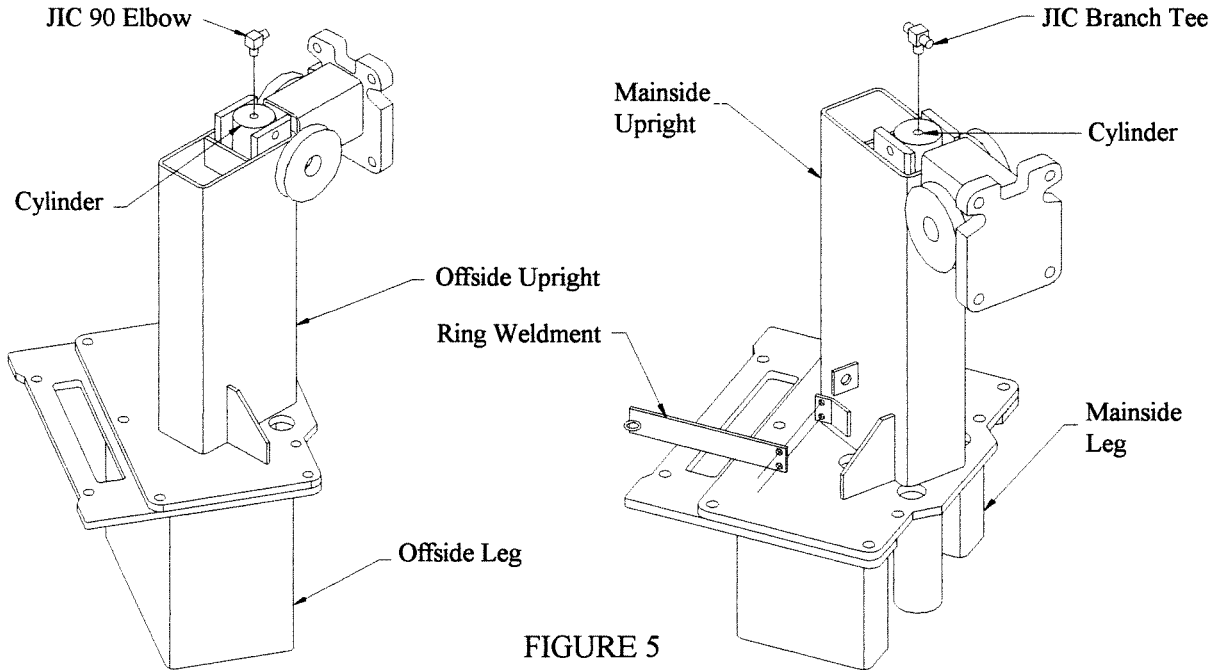


FIGURE 5

11. Drill the six anchor bolt holes for the MAINSIDE LEG ONLY. Install the anchor bolts but do not tighten the nuts.

12. The mainside leg must be checked for vertical alignment both side to side and front to rear. Use a level to check this. Shim the legs as necessary to level the legs. Shim next to and on both sides of the anchor bolts. **DO NOT USE AN IMPACT WRENCH TO TIGHTEN ANCHOR NUTS.** Tighten the anchor bolt nuts. Re-check the leg and make any necessary adjustments. See the concrete anchor bolt instruction in Section 2 for tightening information.

IMPORTANT:

The legs must be shimmed so that the bases are adequately supported. If more than 1/2" of shimming is required, do not use the small shims provided by the factory. Fabricate larger shims from steel flat, 1/4" or 1/2" thick by 2" or more wide.

13. Raise the overhead beam and attach it to the bolt plate on the uprights using 1/2" x 2-1/2" grade 5 bolts. Attach the Ring Weldment to the mainside upright using 5/16" x 1" NC bolts and nylon insert nuts as shown in Figure 5 on the previous page. Also attach the overhead limit cable ring weldments to the beam as shown in Figure 6.

14. Check the alignment and plumbness of the entire structure. Level the offside leg in both the side to side and front to rear directions. The base of the leg may vary slightly from the measured dimension, but it is more important that the leg be perpendicular to the ground and parallel with the other leg.

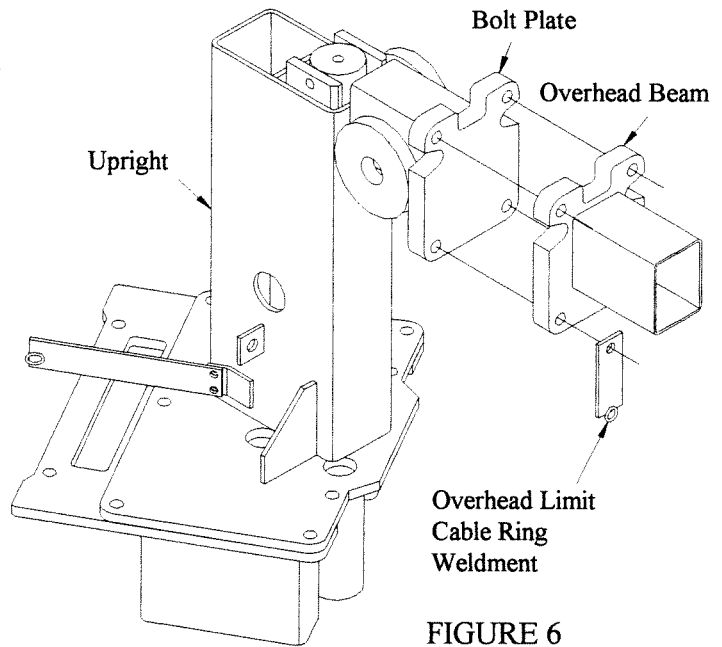


FIGURE 6

15. Drill the anchor bolt holes for the offside leg. Install the anchor bolts and shim the base as required. Tighten the nuts and recheck the plumbness of the leg. Make any necessary adjustments. **DO NOT USE AN IMPACT WRENCH ON THE ANCHOR BOLTS.**

16. Refer to Figure 7 on the following page. Assemble a 3/4" NF nylon insert nut with a SAE washer onto one end of each cable. Start at the left front hole at the top of the mainside carriage. Thread the SHORT cable up thru the hole in the carriage top, up to the overhead pulley, across to the other overhead pulley on the offside, down thru the hole in the leg top, down thru the hole in the right front of the offside carriage top, around the pulley in the leg bottom, and up to the right rear hole of the carriage top. Secure the cable end with a 3/4" NF nylon insert nut and SAE washer. Do not tighten the cable at this time.

17. Start at the left front hole of the offside carriage and run the LONG cable in the same manner. Secure the cable end with a 3/4" NF nylon insert nut and a SAE washer. Do not tighten the cable at this time. See Figure 7 on the following page.

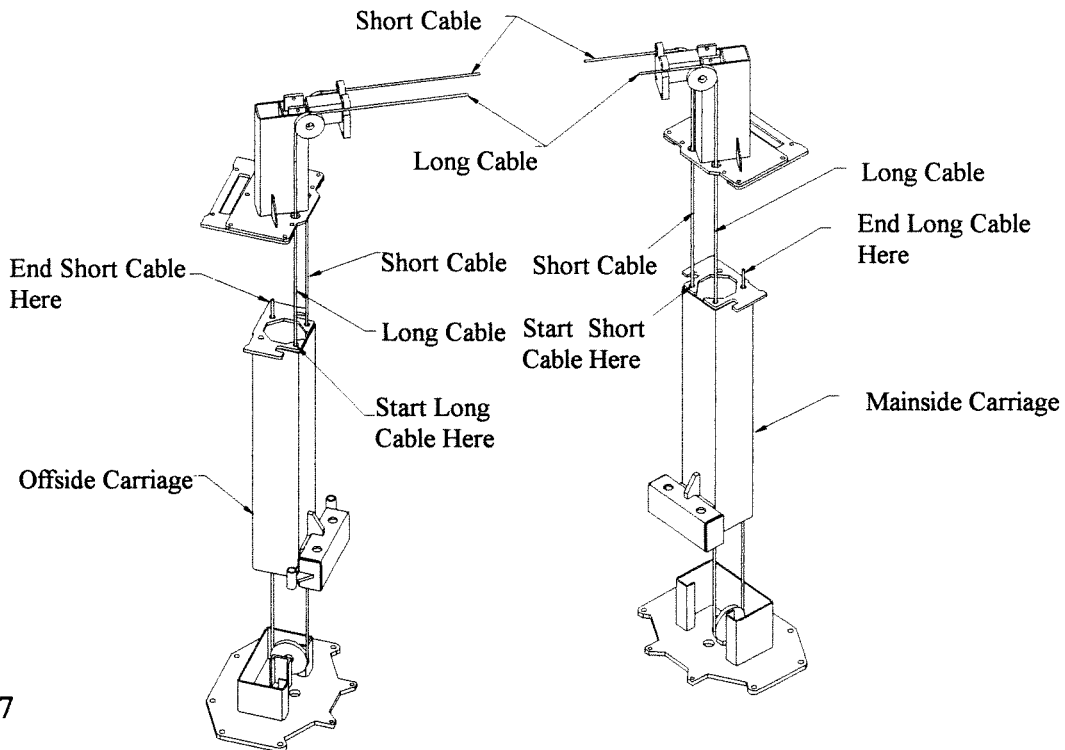


FIGURE 7

18. The carriages should be resting on the same safety rack tooth and the cables should be slack. The safety latch pull rods will not pull down, indicating that the weight of each carriage is on its safety latch. Measure the height above the base plate for each carriage. The measurements should be within 3/8" of each other. Make a note of the two measurements.

IMPORTANT:

The carriages *must* remain at the same height while the cross cables are being tightened. Overtightening of one cable could raise the carriage in the opposite leg and cause the carriage safety latches to be out of sync.

19. Take out the slack, but do not tighten, both cables by turning down the nuts on the top of each carriage top. Use vise grips to hold the cable end while tightening the nut. Do NOT damage the threads with the vice grips.

20. Alternately tighten the cable nuts at both carriages until the cables are tightened. Correct tension in the cables is indicated by approximately 1/4" deflection on the cable in the leg when pulled at its midpoint. Measure the carriage heights or check the safety latch pull rod for the carriage weight to verify that neither carriage has been raised. If a carriage has been raised more than 1/8", loosen the cables and repeat the procedure.

21. Pull each cylinder rod down and insert the threaded end into the mounting holes at the carriage base. Make sure the snap ring on the cylinder is in its groove. Pull the rod through the hole until the snap ring on the rod comes in contact with the carriage base plate. Attach a 3/4 NF nut to the threaded rod and tighten until the rod turns. Hold the 3/4 nut with a wrench and tighten a 3/4 NF jam nut against it. See Figure 8 on the following page.

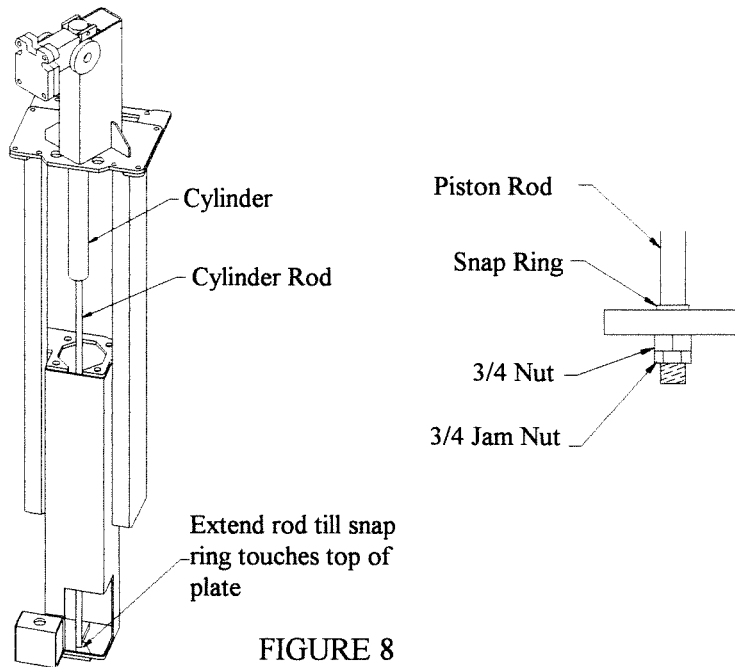


FIGURE 8

WARNING!

DO NOT HOLD THE ROD WITH PLIERS, CHANNEL LOCKS, ETC. CYLINDER LEAKS CAUSED BY DAMAGED FINISH ON THE RODS ARE NOT COVERED BY WARRANTY.

22. Locate the power unit mount holes on the back of the mainside leg. Insert the 5/16" x 1" bolts to face the outside and secure with 5/16" plain nuts. Attach the power unit to the bolts and secure with 5/16" nylon insert nuts. Figure 9.

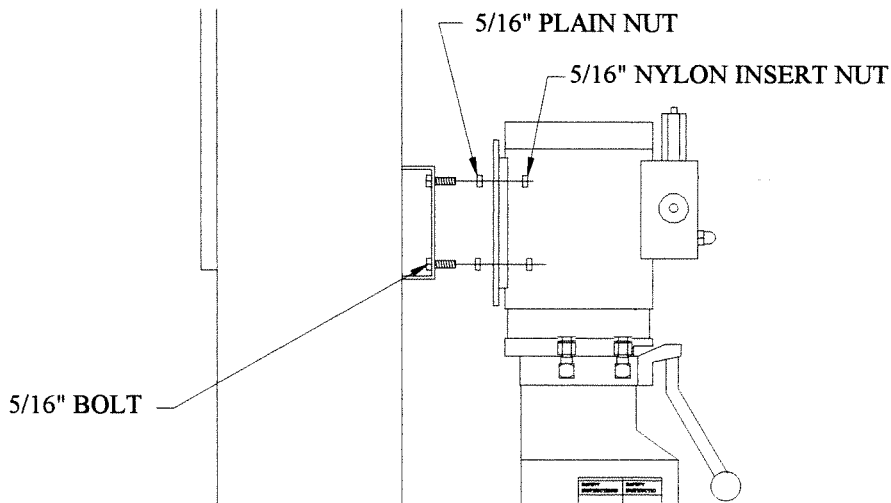


FIGURE 9

23. Refer to Figure 10, on the following page. Strip 6" from the end of the plastic coated 1/16" cable. Attach the cable to the offside overhead ring weldment using a squeeze clamp. Thread the cable thru the mainside overhead ring weldment, down to the upright ring weldment, and down to the power unit. On top of the conduit box of the power unit is the pull rod for the cable. Cut the cable 6" longer than the pull rod location, strip the cable end back 8", and attach with a threaded clamp. The cable should not have any slack, but it should not hold the plunger off the limit switch inside the conduit box. Check and adjust if necessary. Put a dab of grease on the rings where the cable rubs the ring.

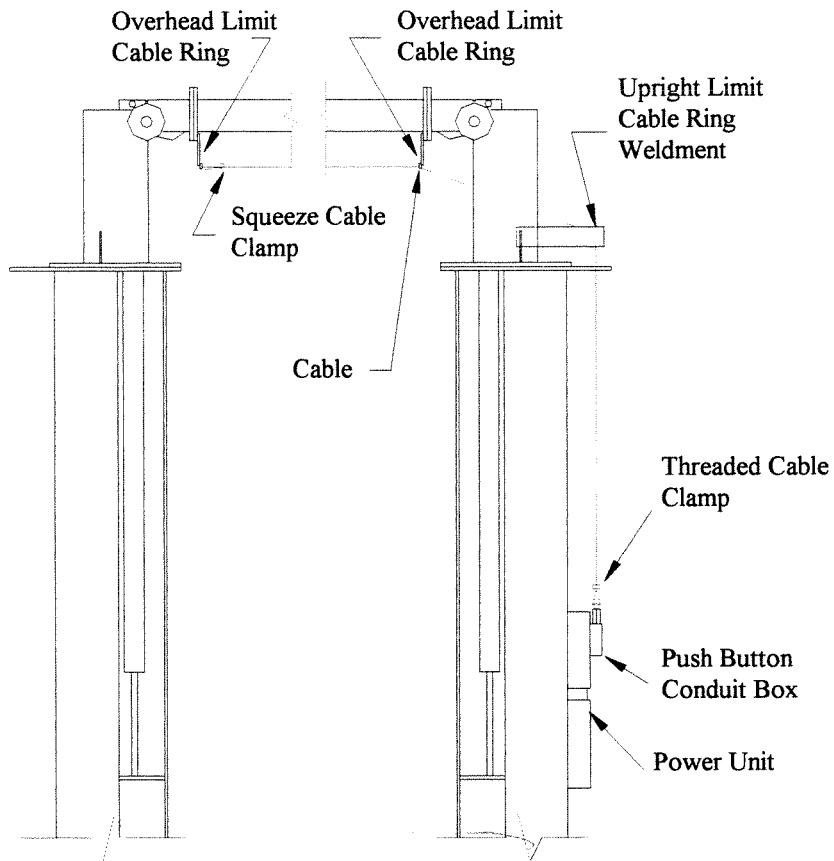
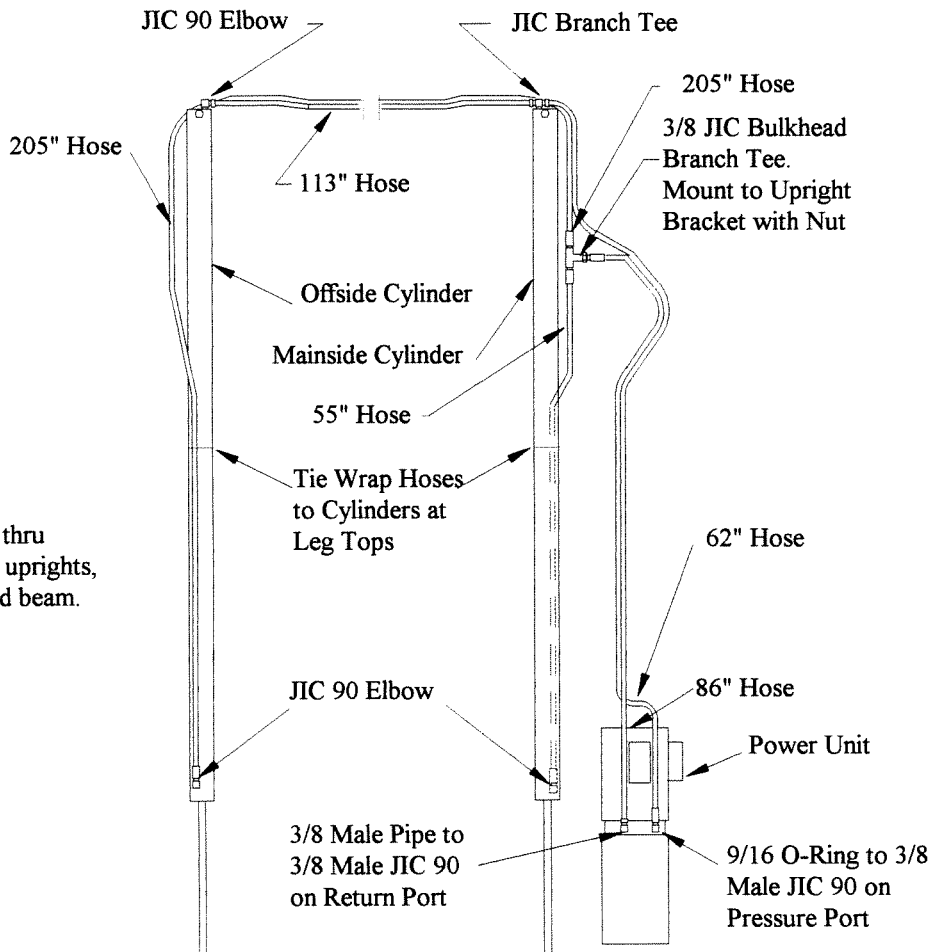


FIGURE 10



NOTE:
Route hoses thru brackets on leg, uprights, and the overhead beam.

FIGURE 11

24. Refer to Figure 11 on the previous page. Attach a 9/16 O-ring to 3/8 male JIC 90 elbow to the pressure port of the power unit and attach a 3/8 male pipe to 3/8 male JIC 90 elbow to the return port. The 113" hose is run between the fittings on the cylinder tops and the hose sits on top of the overhead beam. The 86" hose is run from the mainside cylinder top down thru the inside of the upright, out of the side hole, and down thru the guides on the leg to the return port on the power unit.

25. Mount the bulkhead branch tee fitting to the mainside upright bracket and attach the 3/8 JIC 45 swivel fitting as shown in Figure 12. The 55" hose runs from the bulkhead fitting down thru the leg top, behind the cylinder down to the mainside cylinder port. The 205" hose runs from the bulkhead fitting, up thru the side hole of the upright, over the top of the overhead beam, down thru the offside upright, thru the leg top, down the rear of the cylinder to the port. Tie-wrap these hoses to the cylinders as shown in Figure 11 on the previous page. The 62" hose runs from the 45 swivel fitting down thru the guides on the leg to the high pressure port on the power unit.

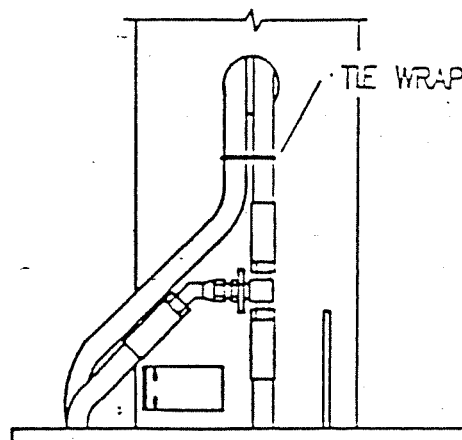


FIGURE 12

26. Remove the fill level screw near the top of the tank. Remove the breather/cap and insert a funnel in the tank and fill with petroleum base hydraulic oil, non foaming non detergent, such as Mobil DTE 25 or Texaco Hd 46. Replace the screw and tank breather.

27. Establish electrical hook-up to 220V single phase. See Figure 13,

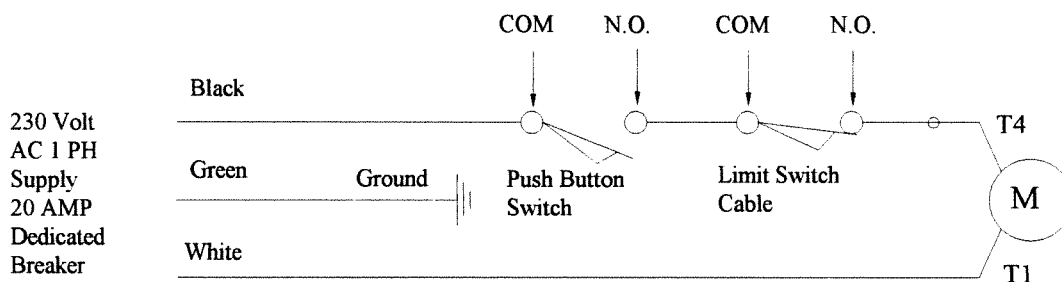


FIGURE 13

28. Install the swing arms with the swing arm pins. There is no fastening hardware for the swing arm pins, they just drop in. The long arms go to the front, or drive in side of the lift. Lubricate the swivel pad screws and install them onto the arms

39. Refer to Figure 14 on the following page. Attach the arm lock parts as shown.

30. Lubricate the four inside corners of both legs with heavy duty bearing grease.

WARNING!

DO NOT ATTEMPT TO RAISE A VEHICLE AT THIS TIME. THE HYDRAULIC SYSTEM MUST BE BLED TO REMOVE ALL AIR.

NOTE:

If you do not have a forklift, go to step 32

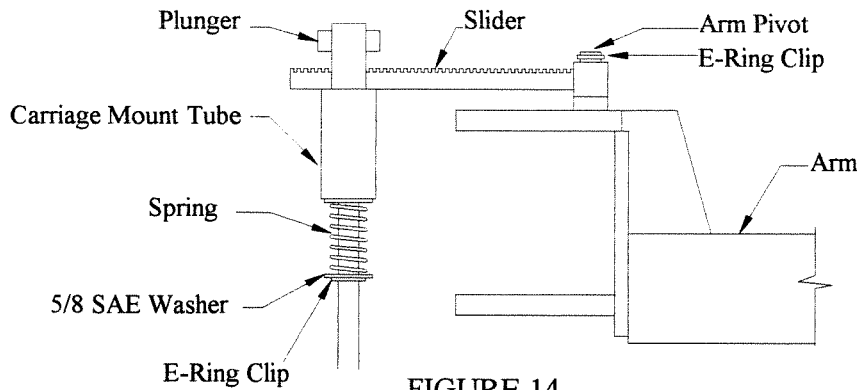


FIGURE 14

31. If you have access to a forklift, lift one carriage up just enough to release pressure from the safety latch. If the cables are installed correctly, both carriages will raise. Pull out the safety latch pull rods under both carriages and lower to the ground. This will simplify the cylinder bleeding procedure. Skip step 32.

32. Lower the lift to the ground. To lower, first raise the carriages just enough to release the latches using the push button switch on the power unit. Pull out the latch pull rods under each carriage, lower the lift using the lowering control lever on the power unit.

33. To bleed the hydraulic system, first loosen the hose connections at the rod end of both cylinders. Do NOT loosen the fittings from the cylinder, just the hose from the fitting. Run the power unit until fluid appears at the mainside cylinder port. Tighten that hose connection. Run the power unit until fluid appears at the offside cylinder port and there is no more air. Tighten that hose connection.

WARNING!

DO NOT ATTEMPT TO RAISE A VEHICLE AT THIS TIME.

34. Raise the lift to full height. Lower the lift onto the safety latches. Raise the carriages, pull out both latch pull rods, and lower the lift to the ground. If there are any problems, check the Troubleshooting section of the manual.

WARNING!

DO NOT ATTEMPT TO RAISE A VEHICLE AT THIS TIME.

35. Raise the lift to the top of its travel and lower it to the floor three times to remove air from the hydraulic system.

IMPORTANT:

DO NOT ATTEMPT TO RAISE A VEHICLE UNTIL;

1. The cables are adjusted correctly. The latches click together as the lift is raised. Both safety latches lock when the carriages are lowered onto the locks and the pull rods cannot be pulled out.
2. The legs have been leveled and the anchor bolts have been tightened.
3. The leg corners have been greased.

4. The hydraulic system has been bled and the lift has been cycled three times to remove air.

36. THE FIRST TIME A VEHICLE IS PLACED ON THE LIFT, RAISE IT NO HIGHER THAN THREE FEET. Lower the vehicle onto the latches. Lower the vehicle to the floor. The lift should move up and down smoothly. If there are any problems, check the Troubleshooting section of this manual. Correct any problems before continuing.

37. Raise the vehicle to full height and lower the carriages onto the safety latches. Lower the vehicle to the floor. If there are any problems, check the Troubleshooting section of this manual.

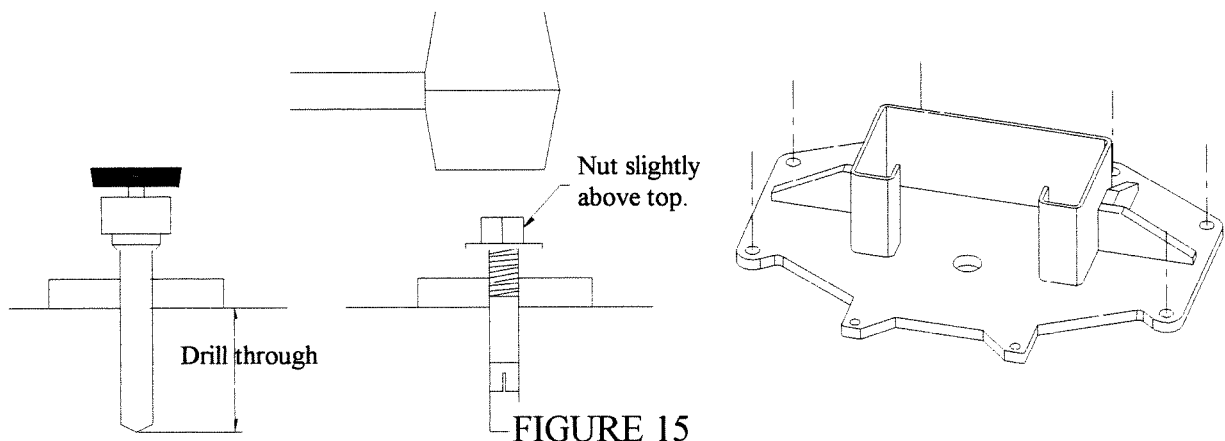
38. After cycling the lift a few times with a vehicle on it, re-check the tightness of the anchor bolt nuts. Check the nuts for tightness every week for the first month, and every month afterwards.

SECTION 2

CONCRETE ANCHOR BOLT INSTRUCTIONS

DRILLING AND INSTALLATION PROCEDURE

1. The anchor bolts must be installed at least 5" from any edge of the concrete or any seam.
2. Use a CARBIDE TIP, SOLID DRILL BIT, 3/4" DIAMETER. Tip diameter to ANSI STANDARD B95.12-1977. (.775" to .787").
3. Use a concrete hammer drill only!
4. Do NOT use excessively worn bits or bits which have been incorrectly sharpened.
5. Keep the drill perpendicular line while drilling.
6. Let the drill do the work. Do NOT apply excessive pressure.
7. Lift the drill up and down to remove dust and reduce binding.
8. Drill the hole completely through the slab.
9. Blow out the dust from the hole. This increases the holding power.
10. Assemble the washer and nut onto the anchor bolt. Thread the nut approximately 4/5's of the way onto the anchor bolt where the top of the nut is just above the top of the bolt. Using a hammer on the nut, *carefully* tap the anchor bolt into the concrete. DO NOT DAMAGE THE NUT OR THREADS. Figure 15 .
11. Tap the nut and bolt so the washer rests against the base of the lift.
12. Tighten the nut two or three turns using hand tools. DO NOT USE AN IMPACT WRENCH ON ANCHOR BOLTS.



SECTION 3

TROUBLESHOOTING

1. PUMP MOTOR WILL NOT RUN

- ◆ Check electrical supply breaker.
- ◆ Check for activation of the travel limit switch by a tall vehicle. Normally, lowering a vehicle onto the safety latches will deactivate the limiting mechanism. However, if the plunger in the switchbox has lifted off the limit switch and the carriages are on the safety latches, the pin on the limit switch must be manually held down to activate the circuit.
- ◆ Check adjustment of overhead cable and micro-switch in motor control box. Figure 16. If the cable holds the plunger off of the micro-switch the circuit is broken and the cable has too much tension. The cable needs to be readjusted.
- ◆ Check micro-switch in motor control box. Figure 16.

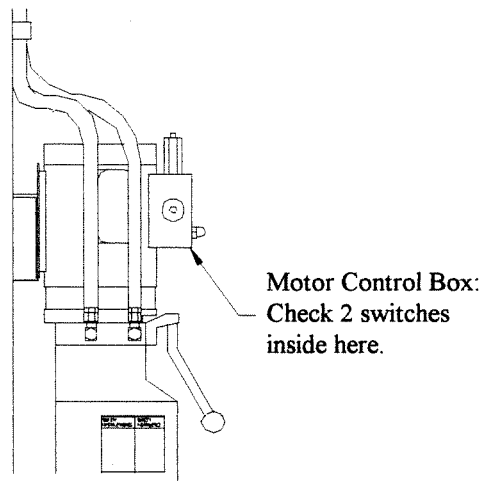


FIGURE 16

2. THE VEHICLE DOES NOT MOVE UP AND DOWN SMOOTHLY.

IMPORTANT!

IF A VEHICLE DOES NOT MOVE UP AND DOWN SMOOTHLY, DO NOT CONTINUE TO RAISE IT. LOWER THE VEHICLE AND CORRECT THE PROBLEM.

- ◆ Adjust vehicle placement on the lift for more equal weight distribution.
- ◆ Check the four inside corners of the two legs for roughness. Any rust or burrs must be removed with 120 grit emery cloth. The surfaces **MUST** be smooth.
- ◆ Lubricate the leg corners with heavy duty bearing grease.
- ◆ Check the legs for vertical alignment both side to side and front to back. use a level to check this. shim the legs as necessary to level the legs. Use steel 3/4" washers or 2 x 1 x 1/16" or 1/8" steel flat strips. Shim next to and on both sides of the anchor bolts.
- ◆ If bouncy, bleed the hoses as described in Step 33 in Section 1 of this manual.

IMPORTANT!

The legs must be shimmed so that the bases of the legs are adequately supported. If more than 1/2" of shimming is required, do NOT use the shims provided by the factory. Fabricate larger shims from steel flat which is 1/4" to 1/2" thick by 2" or more wide.

3. THE LIFT WILL NOT PICK UP ITS RATED LOAD.

- ♦ Adjust the vehicle placement on the lift for more equal weight distribution.
- ♦ Check the voltage of the electrical supply with the unit running under load. The voltage should be at least 208 V. Voltage less than this will not allow the motor to develop full power.
- ♦ The relief valve in the power unit is preset at the pump factory and cannot be adjusted. Call the lift manufacturer for assistance.

4. THE LIFT WILL NOT LOWER.

A. SAFETY LATCH PULL RODS

The lift will lower approximately 1", then it stops. Check the safety latch pull rods. If one of the rods has moved back up, that carriage is resting on its safety latch.

Explanation: The pull rod is out of adjustment and is rubbing on the leg. When the carriage is lowered, the rod is pulled in, engaging the safety latch. Adjust the rod to clear the leg. Push down on the first bend of the rod just inside the leg. Bend the rod slightly to allow it to move freely between the leg and the carriage.

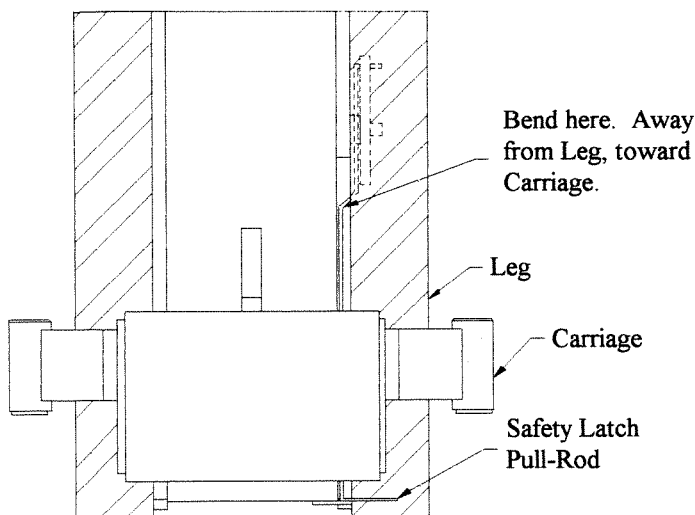


FIGURE 17

B. CARRIAGES OUT OF SYNC

The vehicle is at the top of the lift's travel and one safety latch will not disengage to allow the lift to lower.

Explanation: the carriages are out of sync. The carriage which is 'low' cannot be raised enough to clear the latch rack so that the safety latch can be disengaged. This is confirmed by the inability to pull down the latch rod on that carriage. Also, the carriages do not 'click' at the same time as the lift is raised.

To lower lift:

- ◆ Raise the lift to full height.
- ◆ Push IN both safety latch pull rods to engage latches.
- ◆ Use a hydraulic jack and a length of pipe to raise the low carriage enough to disengage the safety latch. Pull the latch rod on that carriage only.
- ◆ Remove the jack and pipe.
- ◆ Pull the latch rod on the other carriage to disengage the latch.
- ◆ Lower the lift and remove the vehicle.
- ◆ Readjust the cables as described in the INSTALLATION section of this manual.

5. CYLINDER LEAKS DOWN.

There may be some contamination in the check valve which prevents the valve from seating.

- ◆ Hold open the lowering valve by push the control lever on the power unit.
- ◆ Run the motor by holding the push button switch for 30 seconds to flush the valve.
- ◆ Repeat 3 or 4 times.
- ◆ If cylinder continues to leak down, the valve may be faulty. Contact the manufacturer.

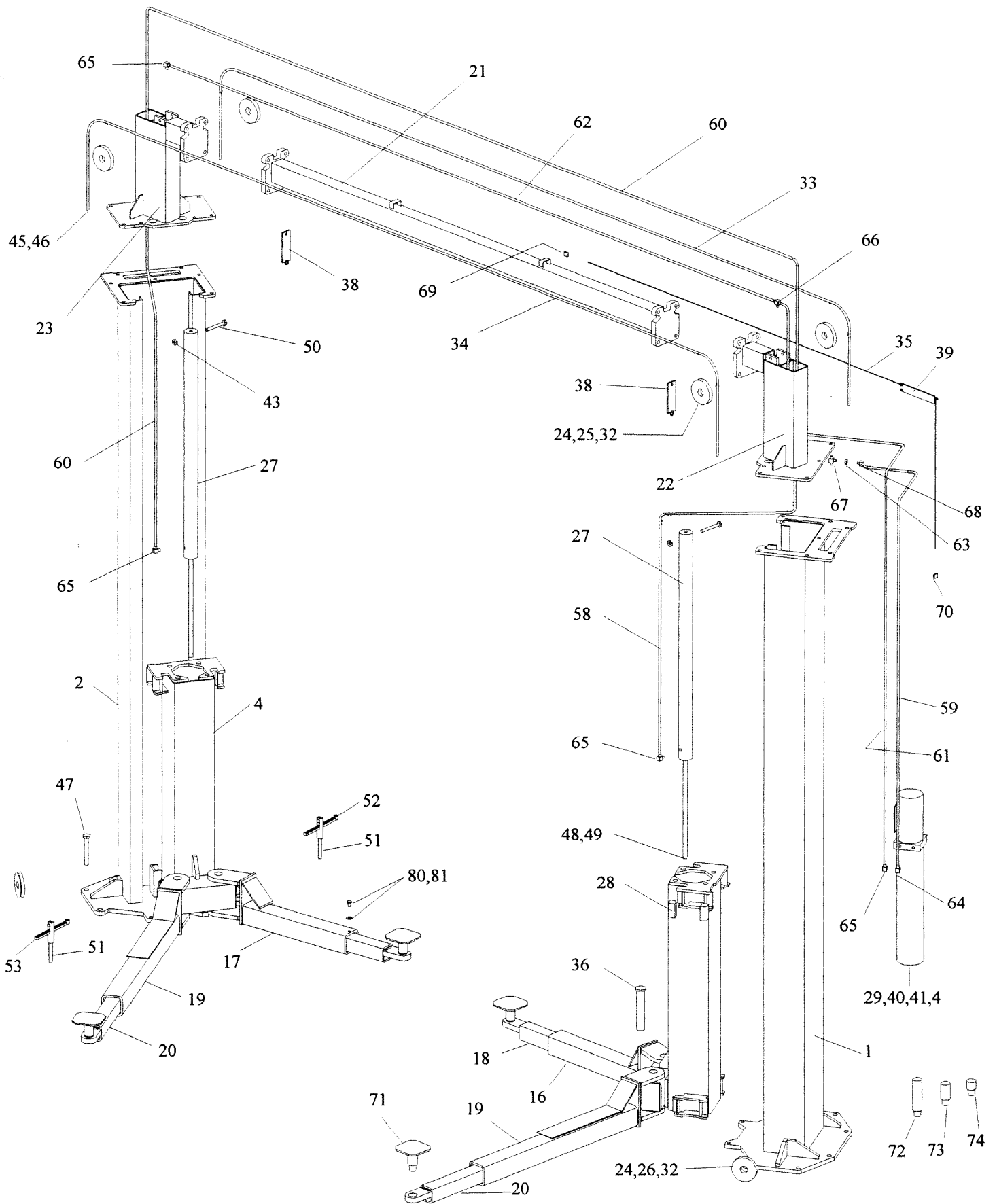
6. POWER UNIT SWITCH WILL NOT RELEASE.

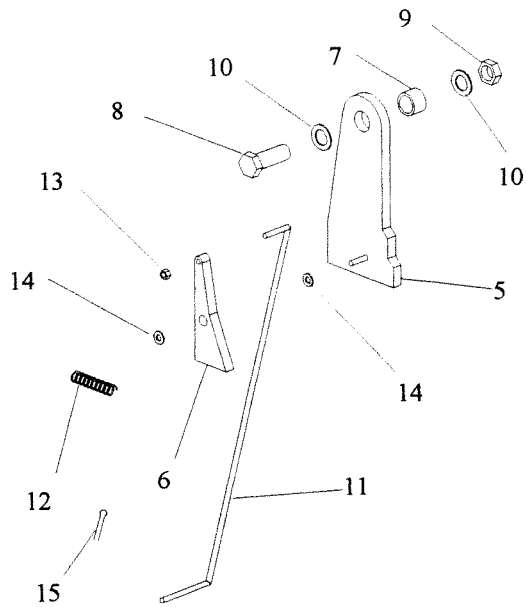
Contact the manufacturer for a replacement switch.

SECTION 4

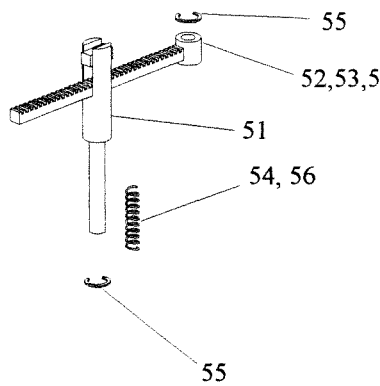
CYLINDER REPLACEMENT

1. Raise the lift carriages a few inches. Place a 2" spacer under each carriage. Lower carriages onto the spacers.
2. DO NOT HOLD THE CYLINDER ROD WITH ANYTHING WHICH WILL DAMAGE THE FINISH. CYLINDER LEAKS CAUSED BY DAMAGED RODS ARE NOT COVERED BY WARRANTY. Hold the 3/4" full nut and remove the jam nut. Remove the full nut.
3. Remove the pressure hose from the bottom fitting of the cylinder. Remove the low pressure hose from the top fitting.
4. Pull the rod from the carriage bottom plate. Push the rod into the cylinder to prevent damage to the rod during handling.
5. Remove the cylinder from the upright by taking out the 1/2 x 5 grade 8 bolt at the top of the cylinder.
6. Reverse the procedure to replace the cylinder.
7. Bleed hydraulic system as described in INSTALLATION section of this manual.

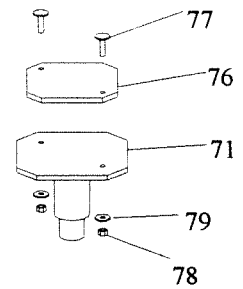




Carriage Safety Latch



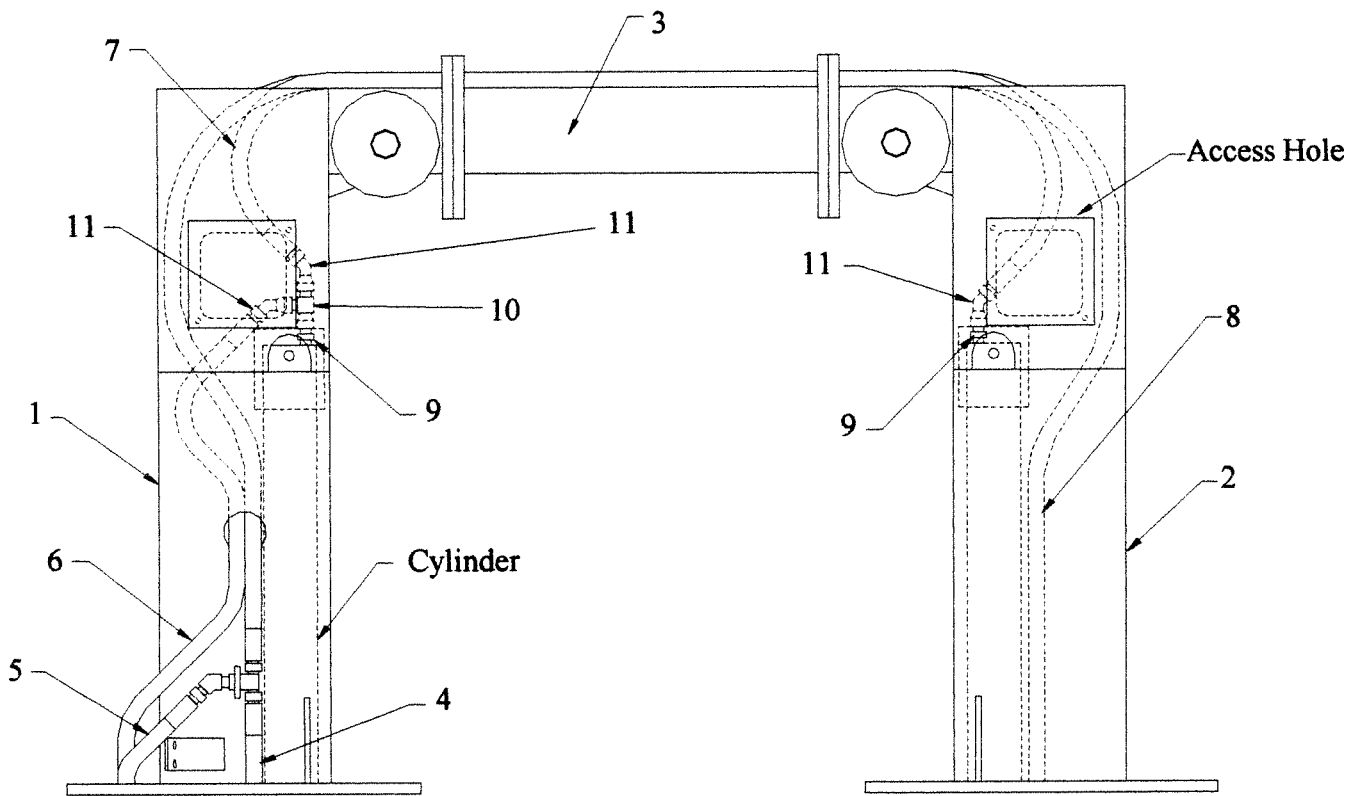
Arm Lock Assembly



Swivel Pad w/ Rubber Insert

| <u>Part No.</u> | <u>Description</u> |
|-----------------|---|
| 1 | 112101 Mainside Leg Weldment |
| 2 | 112201 Offside Leg Weldment |
| 3 | 057500 Carriage Assembly |
| 4 | 057501 Carriage Weldment |
| 5 | 070525 Safety Latch |
| 6 | 070528 Wipeout |
| 7 | 070530 Pivot, Latch |
| 8 | 913682 Bolt, Latch, 3/4 x 2 NC |
| 9 | 913600 Nut, Latch, 3/4 Nyloc NC |
| 10 | 913605 Washer, Latch, 3/4 Flat |
| 11 | 090541 Pull Rod |
| 12 | 991071 Spring, Latch |
| 13 | 991070 Cap, Nut, 3/16 |
| 14 | 912005 Washer, 3/8 Flat |
| 15 | 991077 Cotter Pin, 3/32 x 1-1/2 |
| 16 | 112604 Short S/A Tube Wld, R/H |
| 17 | 112605 Short S/A Tube Wld, L/H |
| 18 | 112606 Short Slider Weldment |
| 19 | 112607 Long S/A Tube Wld |
| 20 | 112608 Long Slider Weldment |
| 21 | 057803 Overhead Wldmnt, 100-3/4" |
| 22 | 057801 M/S Upright Weldment |
| 23 | 057802 O/S Upright Weldment |
| 24 | 991030 1-3/8 Snap Ring |
| 25 | 995020 4" Sheave |
| 26 | 995030 5" Sheave |
| 27 | 992317 Cylinder, 2 x 67-1/2 |
| 28 | 995120 Rub Block, UHMWPE |
| 29 | 992030 Pwr Unit, AB-1205, RV21 |
| 30 | 912701 1/2 x 2-1/2 NC Bolt |
| 31 | 912601 1/2 NC Nut |
| 32 | 991211 Bushing, Sheave |
| 33 | 992630 Cable, 3/8 Dia x 33' - 0" |
| 34 | 992627 Cable, 3/8 Dia x 33'-6" |
| 35 | 992609 Cable, Limit Switch, 1/16" x 16' |
| 36 | 995430 Swing Arm Pin, 8" |
| 37 | 991124 Shims |
| 38 | 056805 Overhead Limit Cable Ring Wld |

| <u>Item</u> | <u>Part No.</u> | <u>Description</u> |
|-------------|-----------------|---------------------------------|
| 39 | 057804 | Upright Limit Cable Ring Wldmnt |
| 40 | 911701 | 5/16 NC Nut, Power Unit Mount |
| 41 | 911703 | 5/16 Nyl Ins Nut, NC |
| 42 | 911741 | 5/16 x 1 NC Bolt, 4 P/U, 2 Ring |
| 43 | 912603 | 1/2 NC Nyloc Nut, Cyl mount |
| 44 | 912605 | 1/2 Flat Washer |
| 45 | 913604 | 3/4 Nyl Insert Nut, NF, Cable |
| 46 | 913606 | 3/4 SAE Washer |
| 47 | 913828 | 3/4 x 5-1/2 Anchor Bolt |
| 48 | 913602 | 3/4 NF Nut, Cyl Mount |
| 49 | 913611 | 3/4 NF Jam Nut, Cyl Mount |
| 50 | 912791 | 1/2 x 5 NC Bolt, Gr 8 |
| | 037760 | Arm Lock Assembly |
| | 51 | 10" Plunger |
| | 52 | 10" Slider |
| | 53 | 10" Bumper Slider |
| | 54 | Spring, 13/16 Dia x 3 |
| | 55 | E-Clip |
| | 56 | 5/8 SAE Washer |
| | 57 | Rubber Bumper |
| | 58 | 3/8 Hose x 55", High Press |
| | 59 | 3/8 Hose x 62", High Press |
| | 60 | 3/8 Hose x 205", High Press |
| | 61 | 3/8 Hose x 86", High Press |
| | 62 | 3/8 Hose x 113", High Press |
| | 63 | 3/8 Bulkhead Nut |
| | 64 | 9/16 O-Ring to 3/8 JIC 90 Elbow |
| | 65 | 3/8 Male JIC to 3/8 MNPT 90 |
| | 66 | 3/8 JIC Branch Tee to 3/8 MNPT |
| | 67 | 3/8 JIC Bulkhd Branch Tee |
| | 68 | 3/8 JIC 45 Swivel Nut |
| | 69 | 1/16 Cable Clamp, Squeeze |
| | 70 | 1/8 Cable Clamp, Threaded |
| | 71 | Pad Weldment Stacking Type |
| | 72 | 6" Pad Extension |
| | 73 | 3" Pad Extension |
| | 74 | 1-1/2" Pad Extension |
| | 75 | Tie Wrap, 24" |
| | 76 | Rubber Pad Insert |
| | 77 | 1/4 x 1 Elevator Bolt |
| | 78 | 1/4 NC Nut |
| | 79 | 1/4 Flat Washer |
| | 80 | 1/2 x 3/4 NC Bolt, S/A Assy |
| | 81 | 1/2 Lock Washer, S/A Assy |
| | 82 | 991021 Manual, 10000A/10000A2 |



| <u>Item</u> | <u>Part No.</u> | <u>Description</u> |
|-------------|-----------------|--|
| 1 | 057907 | M/S Ext. Upright +24" |
| 2 | 057908 | O/S Ext. Upright +24" |
| 3 | 057803 | Overhead Beam 100-3/4" |
| 4 | 992141 | 3/8 Hose x 55", High Press |
| 5 | 992142 | 3/8 Hose x 62", High Press |
| 6 | 992137 | 3/8 Hose x 86", High Press |
| 7 | 992154 | 3/8 Hose x 162", High Press |
| 8 | 992153 | 3/8 Hose x 253", High Press |
| 9 | 992403 | 3/8 JIC to 3/* MNPT Straight Adapter |
| 10 | 992465 | 3/8 JIC Swivel Nut Run Tee |
| 11 | 992464 | 3/8 JIC 45 Swivel Nut |
| 12 | 992639 | Cable, 3/8 Dia 37'-6" Not Shown |
| 13 | 992640 | Cable, 3/8 Dia 37'-0" Not Shown |
| 14 | 992609 | Cable, Limit Switch, 1/16 Dia x 20' Not Shown |

APPENDIX A

EXTENDED UPRIGHTS, 10000A2

Note:

Please familiarize yourself with the steps included here. The following steps should be replaced in Section 1 when installing the 10000A2 lift instead of the 10000A.

5a. Position the two legs on their backs. Attach the mainside extended upright to the mainside leg using five 1/2" x 2-1/2" grade 5 bolts. The mainside leg has a bracket on its back for mounting the power unit. The mainside extended upright has a bracket on its post for mounting the upright ring weldment and also a hole in the tube for passing the hoses through. Attach the offside extended upright to the top of the offside leg using five 1/2" x 2-1/2" grade 5 bolts.

8a. Refer to Figure 1 on the following page. To both cylinders, attach a 3/8 JIC to 3/8 MNPT straight adapter to the top openings. To one of these adapters attach a 3/8 JIC swivel nut run-tee. Attach a 3/8 JIC 45 swivel to the remaining free ends of the run-tee. This is the *mainside* cylinder. To the other cylinder attach a 3/8 JIC 45 swivel to the straight adapter. This is the *offside* cylinder.

13a. Raise the overhead beam and attach it to the bolt plate on the upright using 1/2" x 2-1/2" grade 5 bolt. Attach the Ring Weldment to the mainside upright using 5/16" x 1" NC bolts and nylon insert nuts as shown in Figure 6 in Section 1. Also attach the overhead limit cable ring weldments to the beam. Refer to Figure 6 in Section 1 to make sure the overhead limit cable ring weldment is on the correct side of the overhead beam!!

16a. Run the cables in the same manner as shown in Figure 7 in Section 1 and step 16 in Section 1. Run the 37'-6" cable on the sheaves that are on the same side of the lift as the long swing arms. Likewise, the 37'-0" cable goes on the sheaves that are on the same side of the lift as the short swing arms.

24a. Refer to Figure 11 in Section 1 to see how the hoses are hooked up to the power unit. Refer to Figure 1 on the following page to see how the hoses are run through the extended uprights. The 86" hose runs from the return port on the power unit, up through the hose guide on the leg, through the hole in the upright, and attaches to the 3/8 JIC 45 swivel on the side of the run-tee on top of the mainside cylinder. 162" hose starts at the remaining free end of the run-tee on the mainside cylinder, goes up and across the overhead beam, through the hose guides, and down to the JIC 45 swivel on top of the offside cylinder.

25a. Mount the bulkhead branch tee fitting to the mainside upright bracket and attach the 3/8 JIC swivel fitting as shown in Figure 12 in Section 1. The 55" hose runs from the bulkhead fitting down through the leg top, behind the cylinder, down to the mainside cylinder port. The 253" hose runs from the bulkhead fitting, up through the hole in the upright, across the overhead beam, through the hose guides and down the rear of the offside cylinder to the port. Tie-wrap these hoses to the cylinders as shown in Figure 11 in Section 1.

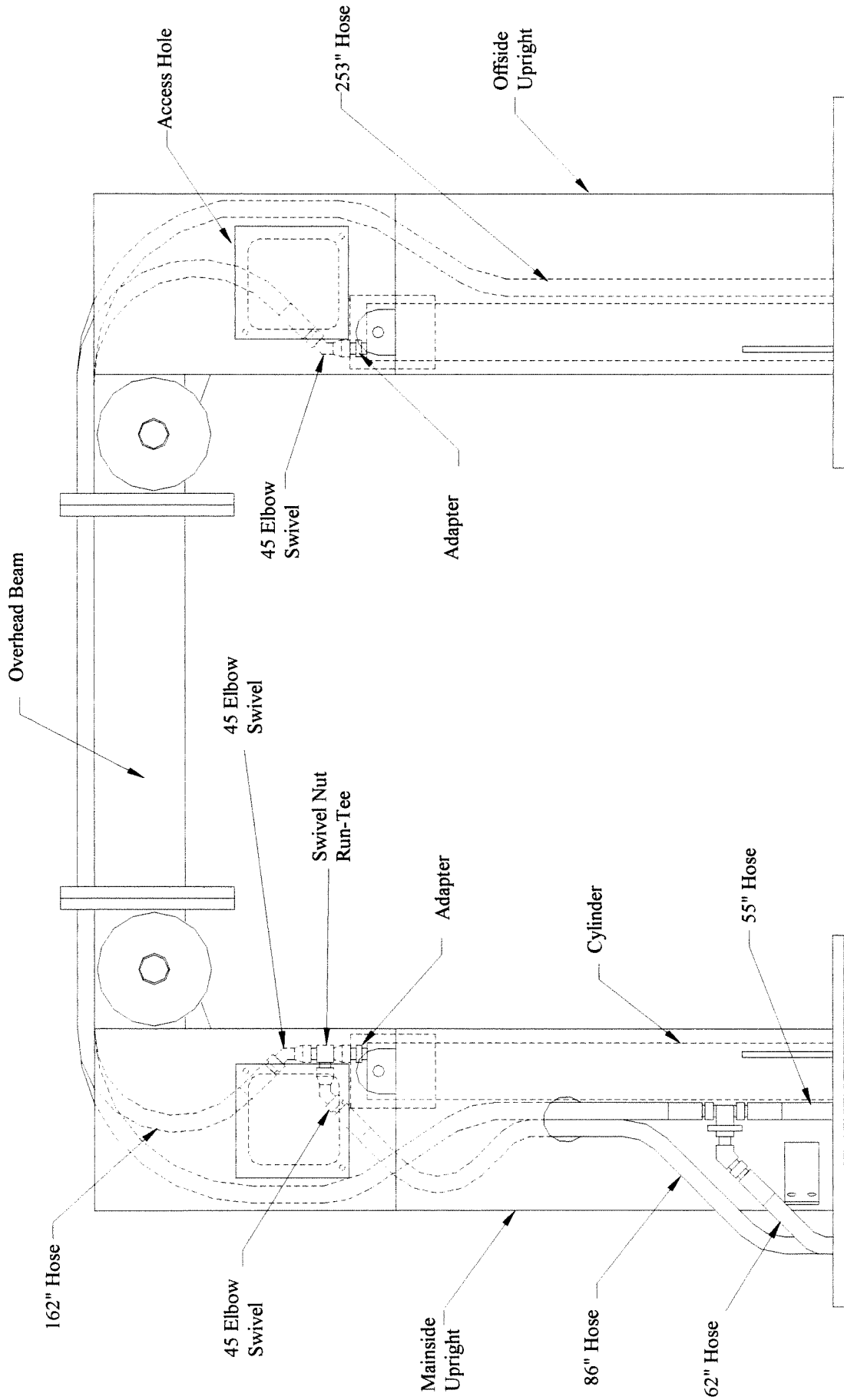


FIGURE 1