



CARLIFT

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USER MANUAL FOR THE KING & THE FORTRESS MODEL 4 POST CAR HOIST.

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READ THIS BEFORE INSTALLING THE LIFT

Improper installation can cause injury or damage!

1. Always inspect the lift for damage and make note of any damages on the bill of lading.
2. In case of freight damage, call the truck line immediately and report any damage as a freight claim.
3. Make sure you have extra help or heavy duty lifting equipment when unloading and assembling.
4. Read this installation and operation manual in its entirety before attempting to install the lift. Manufacturer or Distributor assumes no responsibility for loss or damage of any kind, expressed or implied, resulting from improper installation or use of this lift. Always use professional installation companies.
5. All persons using this equipment must be responsible, qualified, and carefully follow the operation and safety guidelines contained in this manual.
6. A level floor is required for proper lift installation and operation.
7. DO NOT install this lift on any asphalt surface. Only on concrete surface a minimum of 4" to 6" thick and 3,000 psi tensile strength with steel or fiber mesh reinforcement.
8. DO NOT install this lift over concrete expansion joints or cracks. (Check with your building architect.)
9. DO NOT install this lift on an upper floor without written authorization from your building architect. Should only be installed on basement floor.
10. DO NOT attempt to lift only part of a vehicle. This lift is intended to raise the entire body of a vehicle only. Any other use of this lift will void the warranty.
11. Make sure you have enough room to install the lock rods. You will need at least 9' of clearance from the opposite end of the power unit end of the lift (See floor plan on page 4). The power unit may be installed on the driver's front or the passenger rear corner.
12. DO NOT attempt to use the overhead beam to lift engines, or any other parts out of a vehicle. Doing so will bend the overhead beam and void the warranty.
13. NEVER lift any persons or vehicles containing persons. This lift is designed to lift empty vehicles only.

This is a vehicle lift installation/operation manual and no attempt is made or implied herein to instruct the user in lifting methods particular to an individual application. Rather, the contents of this manual are intended as a basis for operation and maintenance of the unit as it stands alone or as it is intended and anticipated to be used in conjunction with other equipment.

Proper applications of the equipment described here is limited to the parameters details in the specifications and the uses set forth in the descriptive passages. Any other proposed application of this equipment should be documented and submitted in writing to the factory for examination. The user assumes full responsibility for any equipment should be documented and submitted in writing to the factory for examination. The user assumes full responsibility for any equipment damage, personal injury, or alteration of the equipment described in this manual or any subsequent damages.

TOOLS FOR INSTALLATION

Rubber Hammer

Chalk Line

Sockets & Open End Wrenches

Ratchet Driver

Vice Grips

25' Measuring Tape

Screwdrivers

Torque Wrench

Box Cutter or Knife

4 Foot Bubble Level

12 Inch Crescent Wrench

AW - 32 Non-Foaming Non-Detergent Hydraulic Fluid (5 gallons)

BOLT BOX CONTENTS

Anchor Bolts - 16

Lock Nuts - 24

M18 Bolts - 8

M18 Nuts - 8

1 1/4" OD Washers - 8

1 1/4" OD Lock Nuts - 8

5/16" Bolts - 4

5/16" OD Washers - 4

5/16" OD Lock Nuts

Specifications

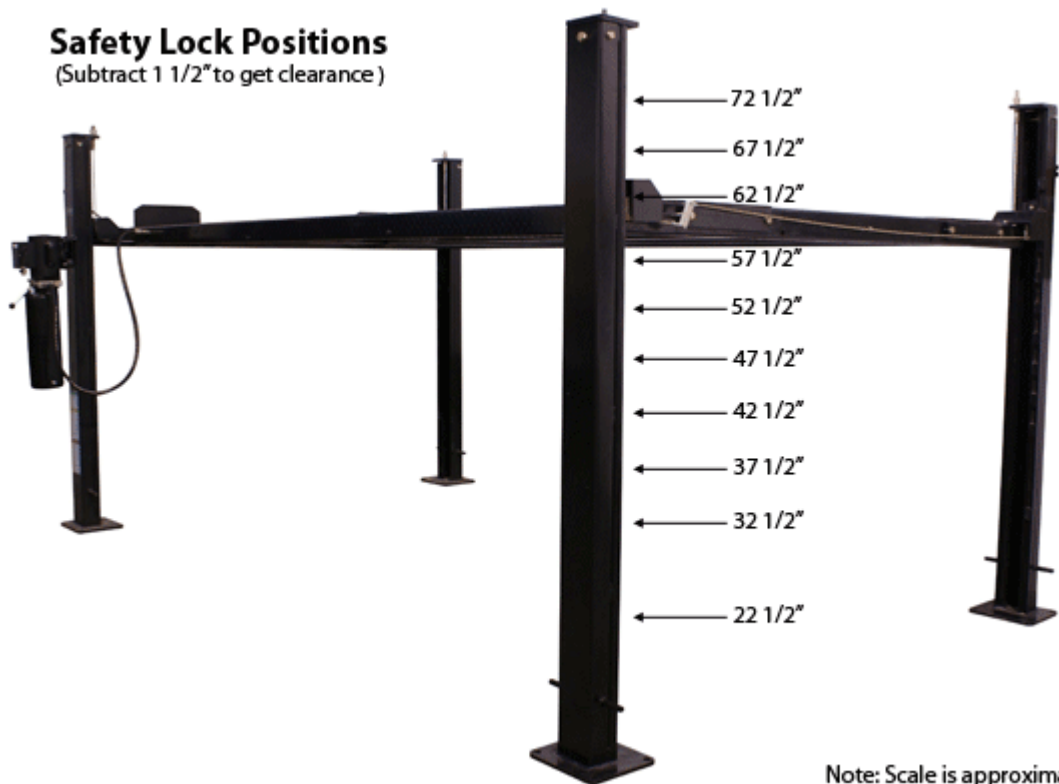
Lift	Fortress & King Lifts	Fortress XL
Lifting Capacity	8,000 Lbs	8,000 Lbs
Power Unit	3HP, Single Phase, 110V, 30Amp (Optiona: 220V, 21Amp)	3HP, Single Phase, 110V, 30Amp (Optional: 220V, 21Amp)
Height of Columns (overall height of lift)	84"	94"
Size of columns	6"x 4"	6"x 4"
Lifting height in top lock position (to top of runway)	75"	85"
Clearance in top lock position (to bottom of runway)	71"	81"
Length of runway	165"	185"
Width of runway	20"	20"
Length of approach ramp	36"	36"
Width between runways	34"	38"
Distance to outside of both runways	74"	78"
Clearance between columns	93"	97"
Overall length (post to post)	169"	188"
Overall width (without motor)	101"	105"
Overall width (with motor)	113"	117"
Shipping weight	1543 Lbs	1743 Lbs
Shipping dimensions	26" x 26" x 174"	26" x 26" x 193"
Warranty	Lifetime on structure, 1 year on pump	Lifetime on structure, 1 year on pump

**NOTE: Specifications are subject to change without notice.

FORTRESS & KING

Safety Lock Positions

(Subtract 1 1/2" to get clearance)

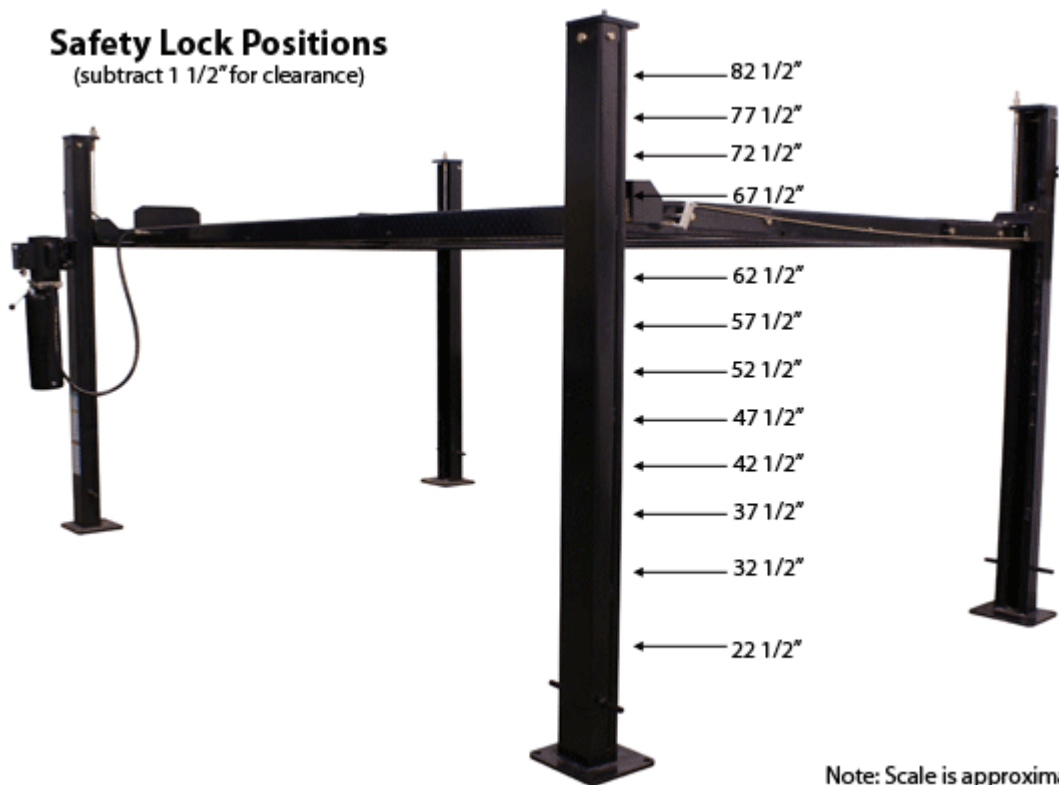


Note: Scale is approximate.

FORTRESS XL

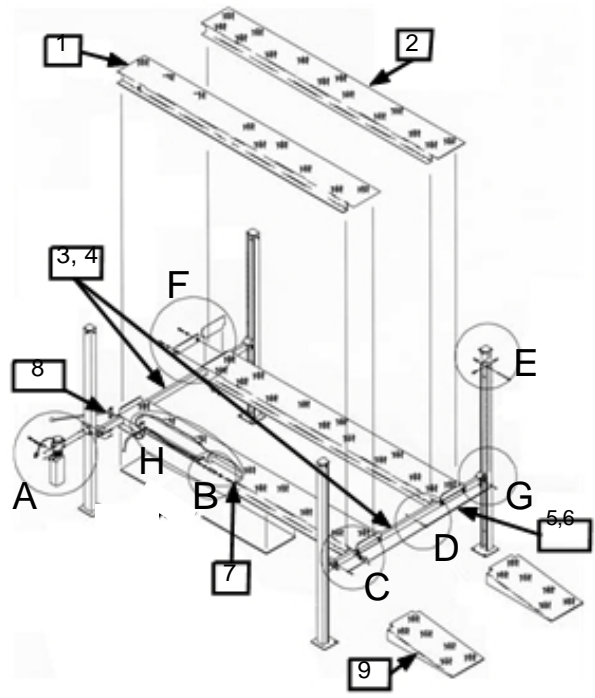
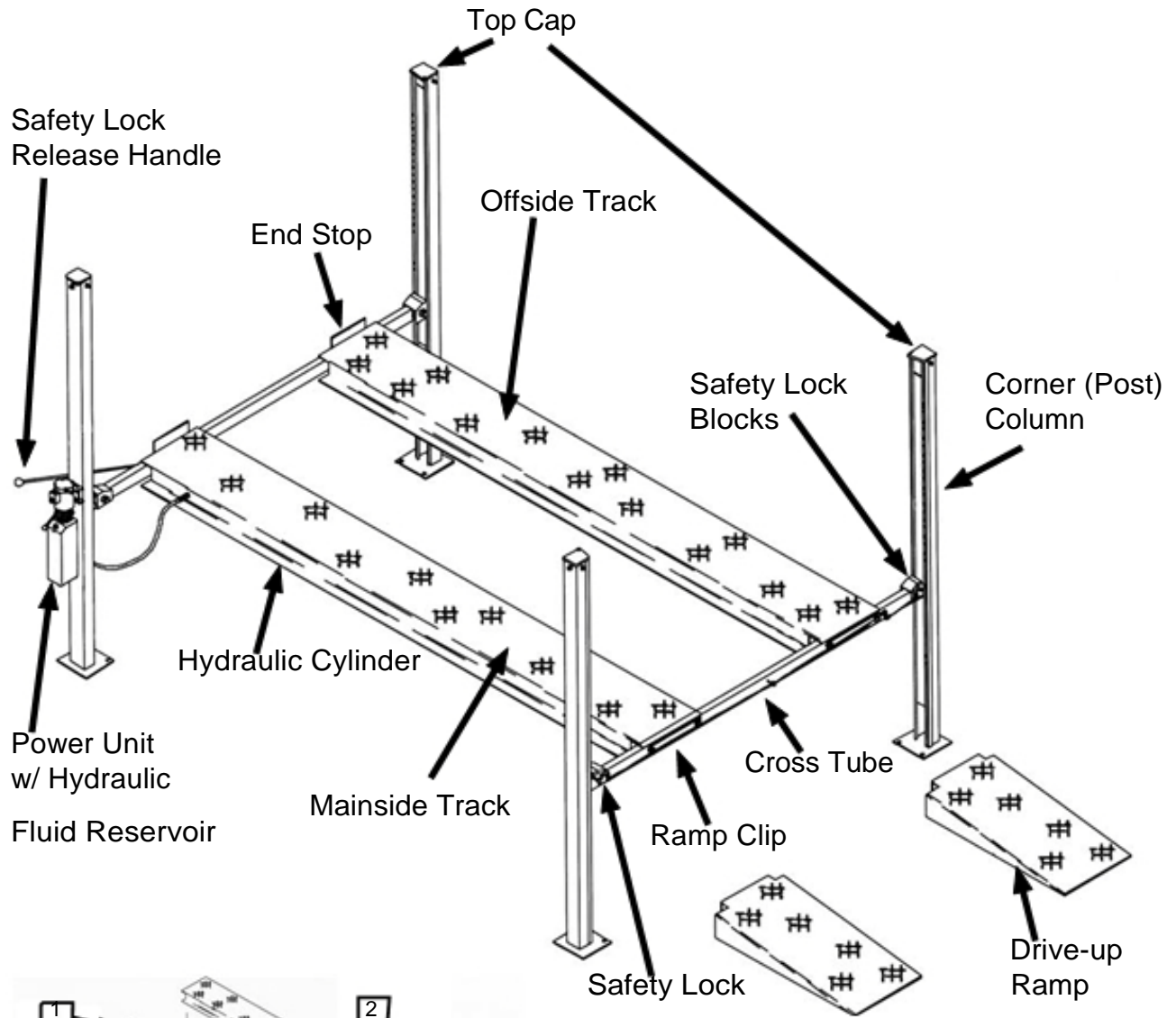
Safety Lock Positions

(subtract 1 1/2" for clearance)



Note: Scale is approximate.

MAJOR COMPONENTS OF THE KING, FORTRESS & XL



See Appendix A for a more complete list.
A-G Correspond to Detail Shots found after Appendix A.

- 1 ... Mainside Runway w/ Cylinder
- 2 ... Offside Runway
- 3 ... Cross Rail
- 4 ... Cross Rail
- 5 ... Long Rod
- 6 ... Long Rod
- 7 ... Lock Release T-End Rod
- 8 ... Lock Release Handle Rod
- 9 ... Approach Ramp

INSTALLATION INSTRUCTIONS

STEP 1: MEASURING LIFT AREA AND CHECKING FOR DEFECTS

Unload the lift and place it near the intended installation location. Remove shipping bands and packing materials to allow the Posts, Runways, Cross rails, Safety Lock Rods, Hoses and Cylinder to be unpacked. Remove the packing brackets and bolts holding the Lift to the end plates (end plates are for shipping purposes only and you will disregard them - specific instructions for the removal of the packing materials is given throughout the instructions).

The King & Fortress (XL) is a portable lift and mounting the base plates using concrete anchors is not required. However, instructions for mounting this lift onto a concrete floor are provided. Assembly of the King & Fortress requires 30 ft. of space (15' of space is needed for the installation of the T-Rod & Handle Rod). The lift can be rolled into the lift bay after assembly if there is not 30' of space available in the bay.

The lift should be installed on a level floor with a minimum 4 to 6 inches of 3,000 psi concrete (sufficiently cured). Visually inspect the floor, as lift should not be installed on cracked concrete or over expansion joints. The installed lift will only be as strong as the foundation on which it is installed. It is best to test drill where the lift is to be installed to verify the depth of the concrete. Lift must be installed on basement level of building.

STEP 2. POSITIONING, & PREPERATION OF CYLINDER, RUNWAYS & CROSS RAILS

PREPARE THE CYLINDER FOR ASSEMBLY. Remove plastic wrap from Top Runway and remove all hardware, Safety Lock Rods, Hoses and Cables. You should also find this manual in the Top Runway.

Find the end of the Hose that is already mounted to the Cylinder and, using Teflon tape, tighten the Elbow that attaches the Hose to the side of the Runway using the Jam Nut. Also, check the Fitting at the Cylinder End and make sure it is tight.

Extend Cylinder Rod out of the Cylinder to about 18" from end of Runway. This can be done by pulling or pushing on the 1/2" plate on the end of the Cylinder. Make sure that the 1/2" Plate is threaded tight against the Cylinder Rod. Also, be sure the 1/4" Plate is on the Rod and hand tighten the Lock Nut on the end of the Cylinder.

REMOVE THE RUNWAYS & POSTS FROM PACKAGING AND PLACE THEM IN THE INSTALLATION AREA. Unbolt the Top Runway from the Shipping Plates at each end of the package. Be sure to secure Runway with a hoist to prevent Runway from falling. The Runway will need to be turned over so it is no longer upside down. Place this Runway in your bay with the hydraulic fitting facing toward the outside.

Next, unbolt the four Posts from the package and place the Post with the Power Unit Mounting Bracket at the end of the previously unpacked Runway nearest to the Hydraulic Fitting. Stand these Posts on their Base Plates with the Locking Ladders facing to the outside (front or rear) and the Pulleys toward the inside.

Unpack the Bottom Runway. Lay the Approach Ramps near the approach end of the Lift and set out the remaining parts away from the Lift. Place the two Cross Rails at each end of the lift with the Locks toward the outside (front or rear) of the Lif. Remove the shipping brackets from the Bottom Runway and turn over placing the Runway in the bay next to the other Runway.

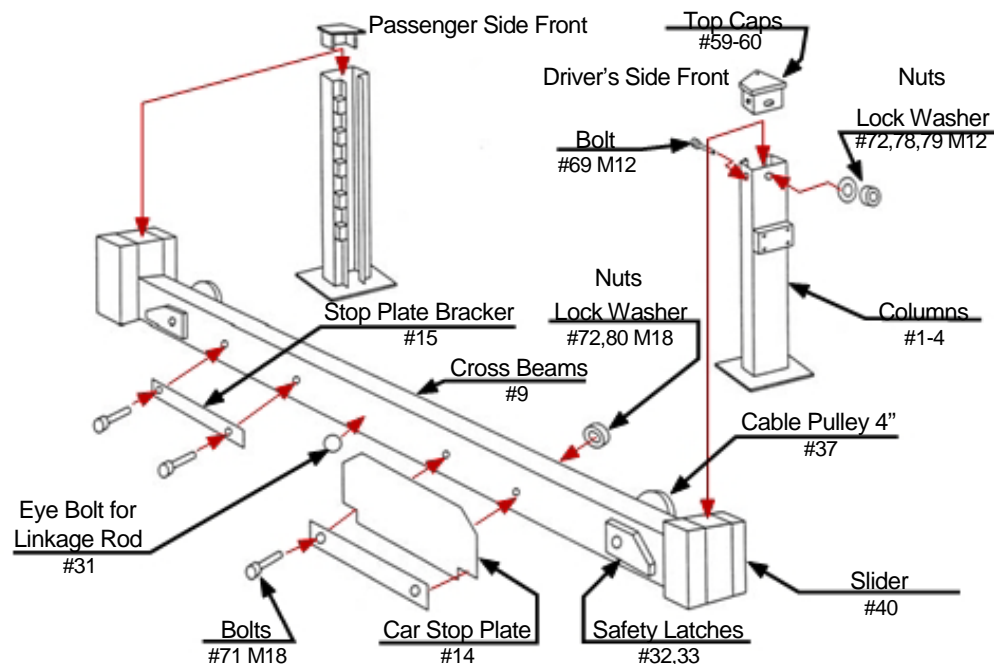


FIGURE 3 (Front Side Post & Cross Rail Assembly)

STEP 3. INSTALLING THE CROSSRAILS

You will need to lay the Columns down and remove the Top Plates to allow the Cross Rails to be slid into the Columns. Using white grease makes this task and operation of the lift smoother.

Slide each Cross Rail into the front or rear two Columns by holding the lock lever down, to allow the Rail to slide past the Locking Position. Leave the Cross Rail locked in the lowest position on the Column. Repeat this step for the other Cross Rail (See Fig. 3).

Position the front Cross Rail Columns at 170.5" (194" for the XL) from the rear Cross Rail Columns by measuring from the outsides of the Columns. Square the lift by measuring diagonally between the outside right, front Column to the same position on the left rear Column. Compare your measurement between the left front Column and the right rear Column. This should be within ½" of 203" (222.5" for the XL) to allow some forgiveness to bolt on runways.

STEP 4. INSTALLATION OF RUNWAYS

Lift the Runways onto the Cross Rails and bolt them in place using the ¾" holes towards the outside of the Cross Rails. The two drop-in Ramp Plates will be used with the spacer side facing the Lift and bolted from the outside of the Cross Rail through the Runway using Bolts provided with Washers, Lock Washers and Nuts (See Fig. 4).

After Runways are bolted on, install the Column Top Plates back to their original Columns and tighten.

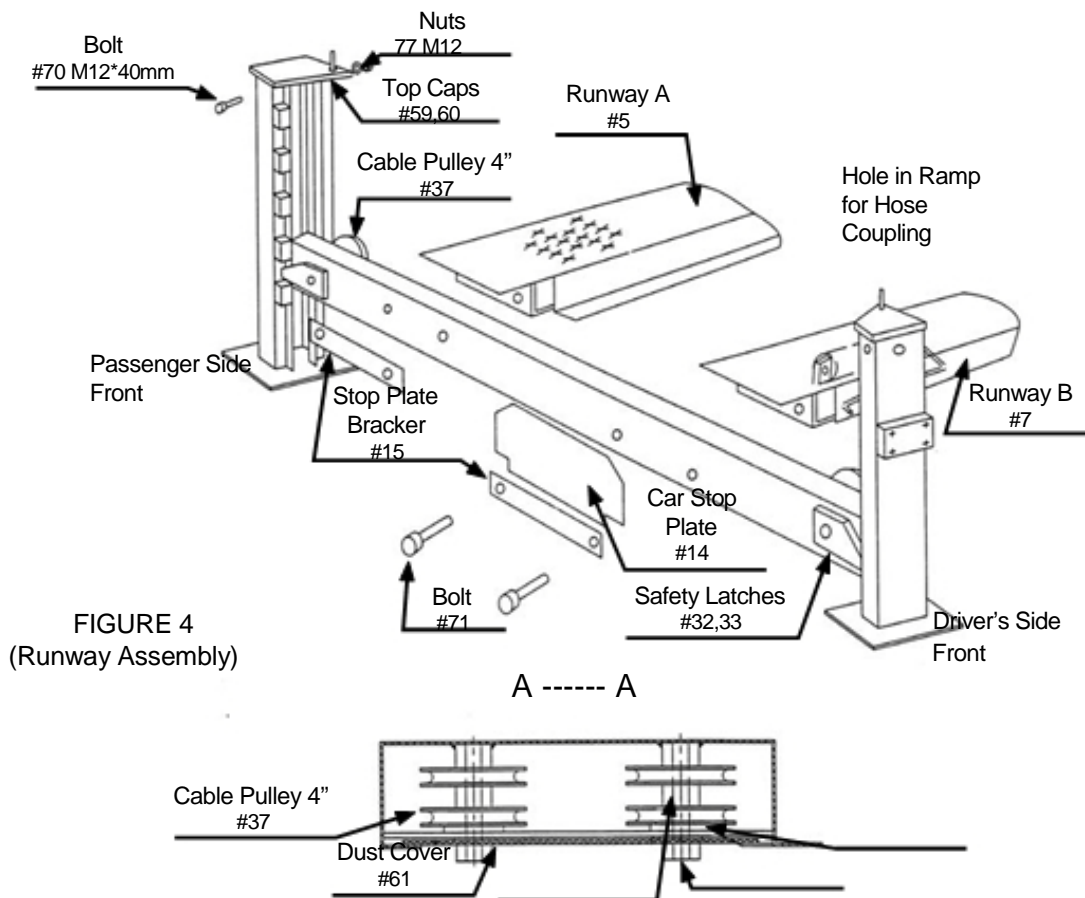
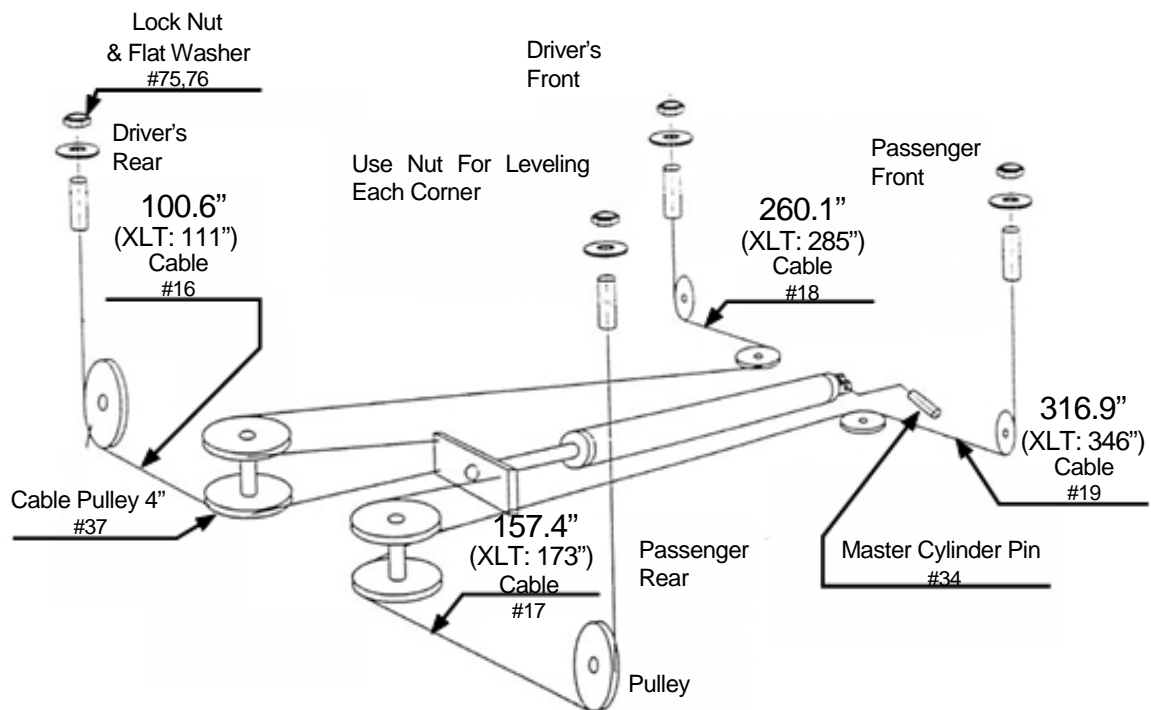


FIGURE 4
(Runway Assembly)

STEP 5. CABLE INSTALLATION

INSTALLING THE CABLES. Lay out all Cables and measure from end to end to determine correct Cable positions (See Fig. 5).

Run the threaded Cable Ends into the hole in the Top Caps and secure with washer and Nut. Hand tighten only, final adjustment will be made later. Do tighten the Nut on the end of the Cylinder at this time.



Cable Hookup

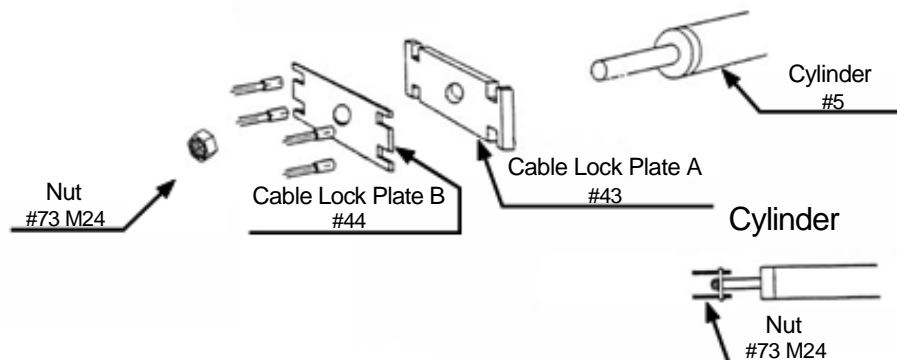


FIGURE 5 (Cable Installation)

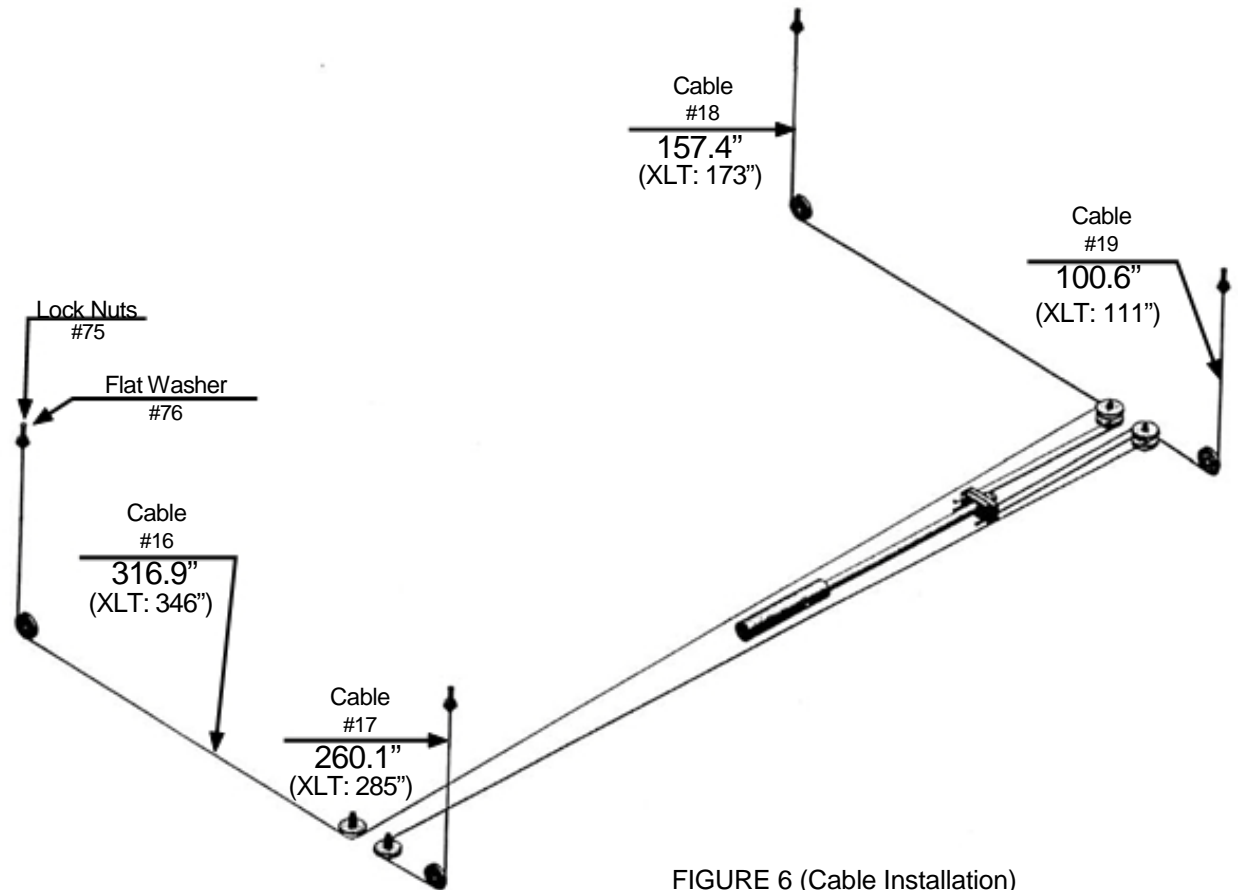


FIGURE 6 (Cable Installation)

STEP 6. HYDRAULIC ASSEMBLY

HYDRAULIC ASSEMBLY. Be sure wiring is in compliance with your local electrical codes - see pages 23 & 24 for more instructions on wiring your Power Unit.

Find the four 5/16" Bolts, Nuts and Lock Washers and attach the Power Unit to the Mounting Bracket on the Column.

Remove Dust Cover from the "P" port on the side of the power unit and attach the hose. Do not over tighten.

Install the 3/8" Hose to the Fitting on the side of the Runway and connect opposite end to the fitting on the Power Unit. Tighten JIC fittings carefully. Do not over tighten.

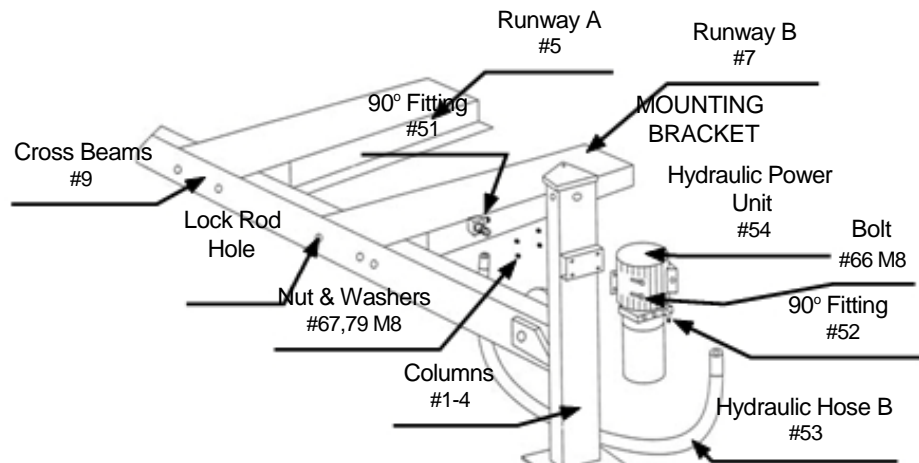


FIGURE 7 (Power Unit Installation)

STEP 7. LOCK LINKAGE ASSEMBLY

LOCK LINKAGE ASSEMBLY. The Single Point Safety Lock is a system of Connecting Rods and Linkage that disengage the four Lock latches that secure the Lift to each Column.

Locate the six Rods:

- a. 2 - Long Rods
- b. 2 - Short Rods
- c. 1 - Handle Rod
- d. 1 - T-Rod

Also locate hardware:

- a. 1 - Rod Coupling with 2 Jam Nuts
- b. 8 - Heim Ends with connecting Nuts and Bolts
- c. 2 - Spacers

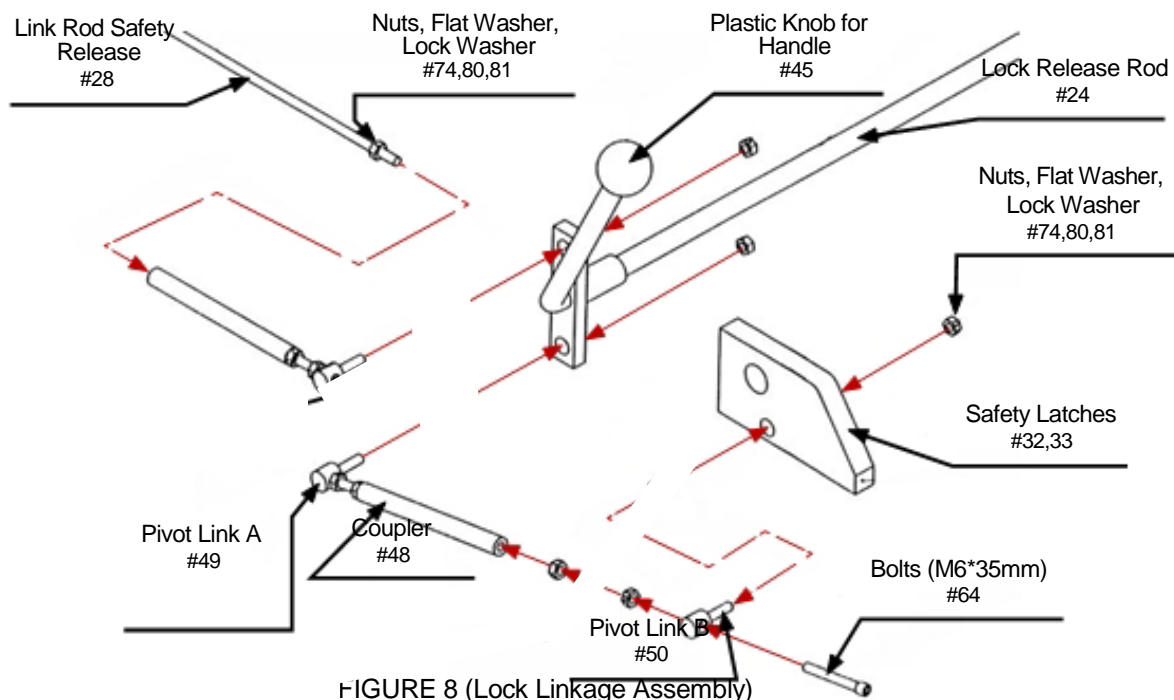
Insert handle Rod into hole on Cross Bar near Power Unit Post. Insert T-Rod into hole located on opposite Cross Rail, taking care to run Rod through Rod Guide located under Ramp.

Thread Jam Nuts onto ends of Handle Rod and T-Rod. Attach the Handle Rod to the T-Rod using the Rod Coupling. Adjust Coupling to keep the slack out of the Rods. The Rods should remain free enough to move with no slack. Do not tighten Coupler or Lock Nuts at this time.

Locate the two Long Rods and remove one end from each Rod and slide off the Eye Bolt. Attach Eye Bolts to center of Cross Rails by threading $\frac{1}{2}$ of the way in and tighten Jam Nut.

Attach Short Rod on the T Side Lock and to the bottom of the T and hand tighten. Slide Long Rod through the Eye Bolt and attach one end to the top side of T. Attach the other end of the Long Rod to the lock on the other side. Repeat this process for the other end of the lift. The Locking Rods should be in perfect alignment since the lift is still sitting in the locked position. Tighten all Jam Nuts, making sure the linkage does not bind.

Go back to the Coupler that attaches the T-Rod to the handle rod and tighten the jam nuts. Do not adjust Coupler, only lighten the Jam Nuts.



STEP 8. CASTER KIT ASSEMBLY

ASSEMBLING THE CASTER KIT. Install the Casters onto the Caster frames using four 3/8" x 1 1/2" Bolts and Lock Nuts for each Caster.

Raise the lift to the lowest Safety Lock. Secure the Casters to the Cross Rail using Caster Pins. Secure the Caster Pins to the frame using the Large Hitch Clips.

After all four Casters are installed, lower the Lift. As the Lift lowers, the Casters will touch the floor and the arm of the Caster assembly will engage beneath the protruding column pin. The Casters will then lift the Posts off of the ground.

Your lift can now be moved freely. Casters may be installed with or without a vehicle on the lift.

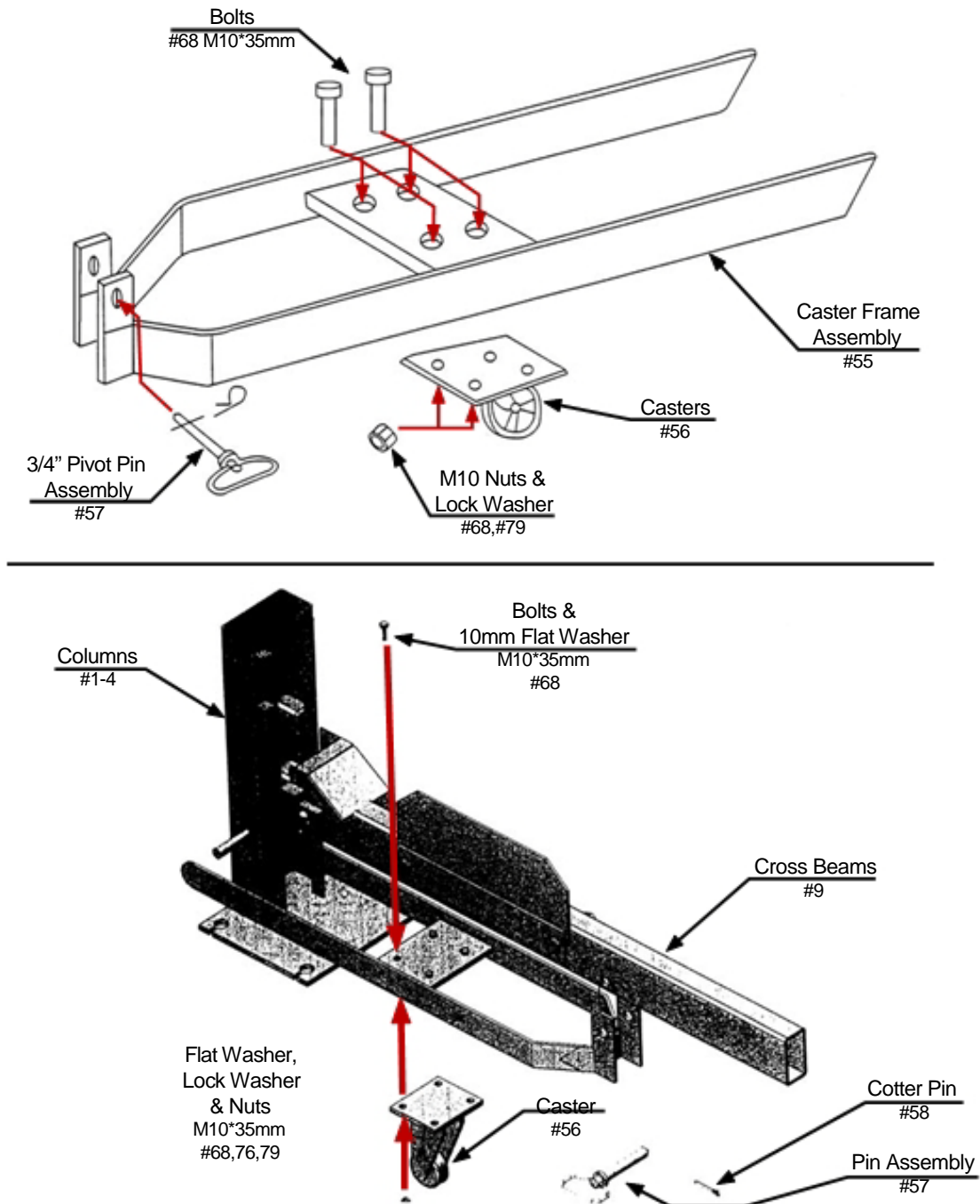


FIGURE 9 (Caster Kit Assembly)

Please reference the electrical diagram on page ?? of this manual for the electrical hook-up. It should be done **ONLY BY A CERTIFIED ELECTRICIAN**. The normal power unit requires 208-220 volts, single phase, on a 30 amp circuit breaker.

YOUR POWER SUPPLY IN NEEDS TO BE 110 VOLTS ON EACH LEG TO GROUND.

220 V Single Phase 30 amp Breaker

WARNING: 3 PHASE & STINGER ELECTRICAL APPLICATIONS CONTACT A QUALIFIED ELECTRICIAN.

STEP 9. TESTING AND ADJUSTING LIFT

FINAL ADJUSTMENTS. Fill the tank with three gallons of R & O, 1S032 Hydraulic Oil (Available at any auto supply store). Dexron III Transmission Fluid can also be used.

Check over cables and make sure they are all in their pulleys. Press the up switch on the power unit and the fluid will start to purr into the cylinder. The lift will eventually rise after the cylinder fills up. Once the Lift is raised off of the Locks, release the Up Switch and pull the Lock Lever to disengage the Locks and lower the Lift with the Lowering Lever on the Power Unit. Hold Lever after Lift reaches the very bottom until you hear all of the air escape.

Raise the Lift up to the point where the Square Block above the Lock aligns with the second Column Lock, and stop. Look at each Column Lock to determine the highest point. Adjust the Cable on the highest point Column until three threads pass through the Nylock Nut. Now adjust the other three Cables to match this height.

NOTE: There will be some initial stretching of the Cables in the beginning. It will be necessary to readjust the Cables a week after first use, then every six months thereafter. Run the Lift up and down a few times to insure that the Locks are engaging uniformly and that the Safety Release mechanisms are functioning properly. Readjust if necessary.

DANGER!

When lowering the lift **PAY CAREFUL ATTENTION**. **ALWAYS** make sure that all four Locks are disengaged. If one of the locks inadvertently locks on descent the lift and/or vehicle may disrupt causing personal injury or death. Install the approach ramps on the entry side of the lift. Drive a vehicle onto the lift runways, and install the front and rear wheel chocks. **ALWAYS CHOCK WHEELS AND SET PARKING BRAKES BEFORE.**

ANCHORING THE POSTS (OPTIONAL):

The King, Fortress and Fortress XL are all portable lifts, made to function without being anchored to the floor. Both of these lifts are designed, however, to be anchored to the floor using the provided Anchor Bolts. Anchoring the Car Stacker Portable lifts will make the lifts more stable, but the lift will not be portable until the anchors are removed.

You will need a rotary hammer drill with a 5/8 inch carbide masonry bit (most rental outlets have them for rent). Your concrete floor must be at least 6" thick and a minimum of 3,000 psi. Drill through 16 holes into the concrete drilling all the way through the floor. Install the nut and flat washer on the Anchor bolt before putting them in the holes. Be careful not to move the posts when drilling. One-way to avoid this is to drill the holes and place the bolts in one at-a-time after the holes are drilled.

Recheck the level of each column and place shims around each anchor and wherever they're needed. If ½ inch or more of shim is required, either refinish concrete or use steel plates and extra long anchor bolts (FOR EXTRA PLATES OR LONGER ANCHORS CALL YOUR LIFT

DISTRIBUTOR). Tighten the anchor bolts and recheck for level and plum. Hammer the anchor bolts all the way down. Tighten anchor bolts using a torque wrench to 150 ft. / lbs. (DO NOT use an impact gun when tightening the Anchor Bolts!) NOTE: 4" - 6" of embedment is the minimum requirement for reinforced concrete.

Recheck the level of the posts. If the posts are off level at this point, loosen the anchors and use a pry bar to tilt the posts and shim as needed. Retighten and check again. When satisfied as to level, tighten all the anchor bolts.

GENERAL SAFETY INSTRUCTIONS

- ALWAYS make sure the lift is on the Locks before going under the vehicle.
- NEVER allow anyone to go under the lift when raising or lowering.
- Care must be taken as burns can occur from touching hot parts.
- Do not operate equipment with a damaged cord or if the equipment has been dropped or damaged until a qualified serviceman has examined it.
- To reduce the risk of fire, do not operate equipment in the vicinity of open containers of flammable liquids.
- Adequate ventilation should be provided when working on internal combustion engines.
- Keep hair, loose clothing, fingers, and all parts of the body away from moving parts.
- To reduce the risk of electrical shock, do not use on wet surfaces or expose to rain.
- Use only as described in this manual.
- Use only manufacturer's recommended parts.
- ALWAYS WEAR SAFETY GLASSES.
- NEVER allow unauthorized personnel to operate lift.
- ALWAYS know the gross weight of vehicle.
- NEVER EXCEED CAPACITY OF LIFT. (8,000 LBS.)
- ALWAYS keep unqualified people away from area while loading, unloading, raising, or lowering the lift.
- NEVER allow anyone to ride in the vehicle while raising, or lowering the lift.
- ALWAYS keep the area clean and free of water grease, and oil,
- ALWAYS remove wheel chocks, tools, hoses, etc. before loading, unloading, raising, or lowering the lift.

THE PROPER OPERATION OF THE LIFT REQUIRES THAT ANY TIME YOU RAISE A VEHICLE TO WORK ON IT, YOU MUST LOWER THE LIFT ONTO THE SAFETY LOCKS. This is done by raising the vehicle to the desired height and lowering the lift by pressing the release valve handle until the arms stop on the next available lock. Note: The power unit is not made to hold the load and may bleed down on the locks.

To lower the vehicle, you must first raise the lift off of the locks using the power up button. Then engage and hold the lowering handle on the power unit until the lift is on the ground.

NEVER WORK UNDER OR NEAR THIS LIFT WITHOUT THE LOCKS BEING ENGAGED. THE POWER UNIT IS NOT DESIGNED TO BE A LOAD-HOLDING DEVICE. NOT USING THE LOCKS COULD RESULT IN A PREMATURE FAILURE OF THE CYLINDERS, PUMP AND/OR CABLES AND CAN CAUSE SERIOUS PROPERTY DAMAGE OR PERSONAL INJURY! FAILURE TO HEED THIS WARNING WILL RESULT IN IMMEDIATE TERMINATION OF YOUR WARRANTY.

MAINTENANCE SCHEDULE

The following periodic maintenance is the suggested minimum requirements and minimum intervals; accumulated hours or monthly period, whichever ever comes sooner. If you hear a noise or see any indication of possible failure - cease operation immediately and inspect, correct and/or replace parts as required. Following these maintenance procedures is the key to prolonging the useful life of your lift.

IF AT ANY TIME YOU'RE NOT SURE OF THE SAFE OPERATION OF THE LIFT, DISCONTINUE USING IT AND CALL YOUR DISTRIBUTOR FOR ASSISTANCE.

WARNING OSHA AND ANSI REQUIRE USERS TO INSPECT LIFTING EQUIPMENT AT THE START OF EVERY SHIFT. THESE AND OTHER PERIODIC INSPECTIONS ARE THE RESPONSIBILITY OF THE USER.

DAILY PRE-OPERATION CHECK

The user should at least perform the following checks daily.

- Daily check of safety latch system is very important - the discovery of device failure could save you from expensive property damage, lost production time, serious personal injury and even death.
- Check safety latches for free movement and full engagement with rack.
- Check hydraulic connections, and hoses for leakage.
- Check bolts, nuts, and screws and tighten.
- Check wiring & switches for damage.
- Keep base plate free of dirt, grease or any other corrosive substances.
- Check for stress cracks in the concrete floor near the anchor bolts which, if present, could cause the anchor bolts to loosen and pull out of the floor.

WEEKLY MAINTENANCE

- Check anchor bolts torque to 120 ft-lbs.
- Check floor for stress cracks near anchor bolts
- Check hydraulic oil level.
- Check and tighten bolts, nuts, and all screws.

YEARLY MAINTENANCE

- All of the pulleys on your lift should be sprayed with a light oil such as WD-40 or similar lubricant, two to three times a year.
- Change the hydraulic fluid - good maintenance procedure makes it mandatory to keep hydraulic fluid clean. No hard fast rules can be established; - operating temperature, type of service, contamination levels, filtration, and chemical composition of fluid should be considered. If operating in dusty environment a shorter interval may be required.
- Grease the Safety Lock tracks and also all Chain Pulleys.

The following repairs should only be performed by a trained maintenance expert.

- Replacement of hydraulic hoses.
- Replacement of Chains or Pulleys.
- Replacement or rebuilding hydraulic cylinders.
- Replacement or rebuilding power unit pumps / motors.
- Checking hydraulic cylinder rods and rod ends (threads) for deformation or damage.
- Checking cylinder mounting for looseness and /or damage.

Relocating or changing components may cause problems. Each component in the system must be compatible; an undersized or restricted line will cause a drop in pressure. All valve, pump, and hose connections should be sealed and/or capped until just before use. Air hoses can be used to clean fittings and other components. However, the air supply must be filtered and dry to prevent contamination. Most important - cleanliness - contamination is the most frequent cause of malfunction or failure of hydraulic equipment.

TROUBLE SHOOTING

1. Motor won't run	Fuse or circuit breaker.	Replace blown fuse or reset circuit breaker
	Incorrect voltage to motor	Supply correct voltage to motor
	Wiring connections	Check and repair or insulate all connections
	Burned out micro switch	Replace micro switch
2. Motor runs but won't raise lift	Burned out motor windings	Replace motor
	Open lowering valve	Repair or replace lowering valve
	Pump is sucking air	Tighten all hydraulic line fittings
	Suction tube is off of power unit	Replace hydraulic line
3. Motor runs, raises lift but not vehicle	Low oil level	Top-off tank
	Motor is running on low voltage	Supply correct voltage to motor
	Debris in lowering valve	Clean lowering valve
	Improper relief valve adjustment	Replace relief valve cartridge
4. Lift settles down slowly	Overloading of lift	Check vehicle weight or balance load properly
	Debris in check valve	Clean check valve
	Debris in lowering valve	Clean lowering valve
	External oil leaks	Check for and repair any leaks
5. Lift goes up unevenly	Equalizer cables not properly adjusted	Adjust cables according to manual
	Lift installed on uneven floor	Shim Post (not more than 1/2") or adjust swivel pads to compensate
6. Anchor bolts won't stay tight or are pulling out of floor	Cement thickness or strength is insufficient	Remove bad cement, pour new pad per lift specs in manual
	Holes are too big for anchors	Relocate lift using the proper size drill bit, or pour anchoring cement into holes to secure anchors
7. Safety latches don't work	Safety not adjusted properly	Raise lift until safety adjusting bolt appear in window and adjust as necessary
	Safety spring not connected or weak	Reconnect or replace safety spring
	Flat washer bent too far, squeezing release cable	Bend flat washer away from release cable until it moves freely
	Safety latch is rusted or frozen	Spray penetrating oil on latch and work the latch until it moves freely
8. Cylinder whines or chatters	Dry or tight cylinder seals	Replace seals or hydraulic cylinder
9. Oil Leaks	Breather End of Cylinder	The piston seal of the cylinder is out. Rebuild or replace the cylinder
	Rod End of Cylinder	The rod seal of the cylinder is out. Rebuild or replace the cylinder
	Power unit	If leaking around the tank-mounting flange, check the oil level in the tank. The level should be two inches below the flange of the tank. Check with a screwdriver
10. Lift jerks going up and down	Air in hydraulic system	Raise lift all the way to top and return to floor. Repeat 4-6 times. Do not let this overheat power unit.

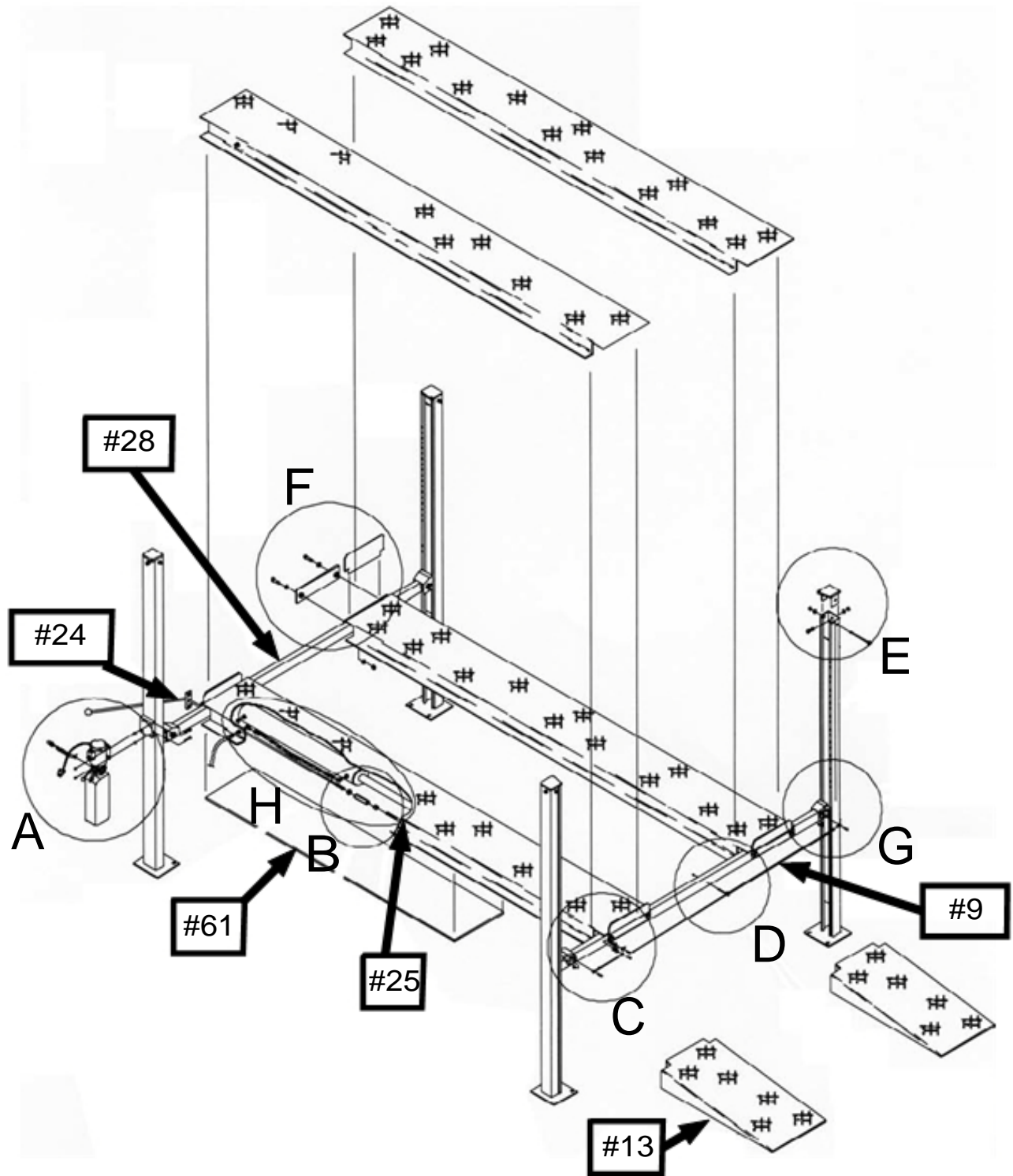
APPENDIX A - Parts List

1	CL8CSP0001	Post : Power Unit	1
2	CL8CSP0002	Post: ^ Diagonal from P.U. Post ^	1
3	CL8CSP0003	Post: Passenger Side Front	1
4	CL8CSP0004	Post: Driver's Side Rear	1
5	CL8CSP0005	Runway A (Cylinder)	1
6	CL8CSPXLT0005	XLT Runway B	1
7	CL8CSP0006	Runway A (Cylinder) XLT	1
8	CL8CSPXLT0006	XLT Runway B	1
9	CL8CSP0007	Cross Rails	2
10	CL8CSPXLT0007	XLT Cross Rails	2
11	CL8CSP0008	Monarch Power Unit (White)	1
12	CL8CSP0009	Applied Power Unit (Black)	2
13	CL8CSP0010	Approach Ramps	2
14	CL8CSP0011	Car Stop Plate	2
15	CL8CSP0012	Stop Plate Bracker	1
16	CL8CSP0013	100" Cable	1
17	CL8CSP0014	157" Cable	1
18	CL8CSP0015	260" Cable	1
19	CL8CSP0016	317" Cable	1
20	CL8CSPXLT0013	XLT 100" Cable	1
21	CL8CSPXLT0014	XLT 157" Cable	1
22	CL8CSPXLT0015	XLT 260" Cable	1
23	CL8CSPXLT0016	XLT 317" Cable	1
24	CL8CSP0017	Lock Release Handle Rod	1
25	CL8CSP0018	Lock Release T-End Rod	1
26	CL8CSP0017	XLT Lock Release Handle Rod	1
27	CL8CSP0018	XLT Lock Release T-End Rod	1
28	CL8CSP0019	Long Rod	2
29	CL8CSP0020	XLT Long Rod	2
30	CL8CSP0021	Short Rod	1
31	CL8CSP0022	Eyelet Bolt	1
32	CL8CSP0023	Safety Latch A	2
33	CL8CSP0024	Safety Latch B	2
34	CL8CSP0025	Master Cylinder Pin	1
35	CL8CSP0026	Cotter Pin 5*60mm	2
36	CL8CSP0027	Pulley Pin	4
37	CL8CSP0028	Cable Pulley 4"	10
38	CL8CSP0029	Spacers	2
39	CL8CSP0030	Bushings	4
40	CL8CSP0031	Slider	8
41	CL8CSP0032	Pulley Cover	4
42	CL8CSP0033	Spacer, Cable Pulley	2
43	CL8CSP0034	Cable Lock Plate A	1

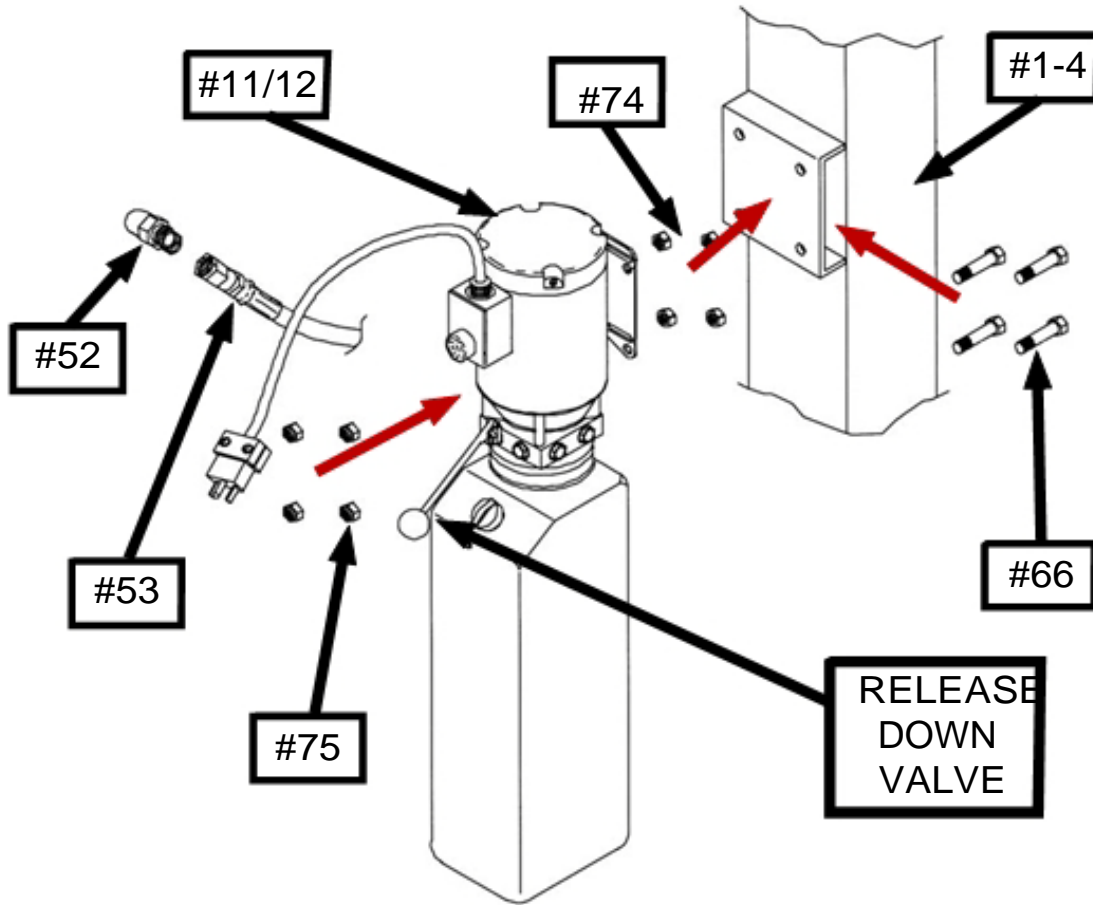
APPENDIX A - Parts List

44	CL8CSP0035	Cable Lock Plate B	1
45	CL8CSP0036	Plastic Knob for handle	1
46	CL8CSP0037	Bushing B	4
47	CL8CSP0038	Bushing A	4
48	CL8CSP0039	Coupler	6
49	CL8CSP0040	Pivot Link - Short	4
50	CL8CSP0041	Pivot Link - Long	4
51	CL8CSP0042	90° Fitting	1
52	CL8CSP0043	90° Fitting	1
53	CL8CSP0044	Hydraulic Hose B	1
54	CL8CSP0045	Hydraulic Hose A	1
55	CL8CSP0046	Caster Frame	4
56	CL8CSP0047	Casters, 6" x 2" PV	4
57	CL8CSP0048	Pin Assembly, Caster Frame	4
58	CL8CSP0049	Cotter Pin	4
59	CL8CSP0050	Top Cap A	2
60	CL8CSP0051	Top Cap B	2
61	CL8CSP0052	Dust Cover	2
62	CL8CSP0053	Parts Box	1
63	CL8CSP0054	Bolts M6*10mm	16
64	CL8CSP0055	Bolts M6, 35mm	8
65	CL8CSP0056	Nuts M6	28
66	CL8CSP0057	Bolts M8*, 25mm	4
67	CL8CSP0058	Nuts M8	6
68	CL8CSP0059	Bolts M10*35mm	16
69	CL8CSP0060	Bolts M12*120mm	8
70	CL8CSP0061	Bolts M12*40mm	12
71	CL8CSP0062	Bolts M18, 100mm	8
72	CL8CSP0063	Nuts M18	8
73	CL8CSP0064	Lock Nut M24*2mm	1
74	CL8CSP0065	Nuts 10mm	16
75	CL8CSP0066	Lock Nuts 5/8" - 16	4
76	CL8CSP0067	Flat Washer	48
77	CL8CSP0068	Lock Washer, 6mm	8
78	CL8CSP0069	Lock Washer, 8mm	4
79	CL8CSP0070	Flat Washer, 8mm	12
80	CL8CSP0071	Flat Washer, 10mm	32
81	CL8CSP0072	Lock Washer, 10mm	16
82	CL8CSP0073	Flat Washer, 12mm	32
83	CL8CSP0074	Flat Washer, 18mm	8
84	CL8CSP0075	Lock Washer, 18mm	8
85	CL8CSP0076	Flat Washer, 20mm	24

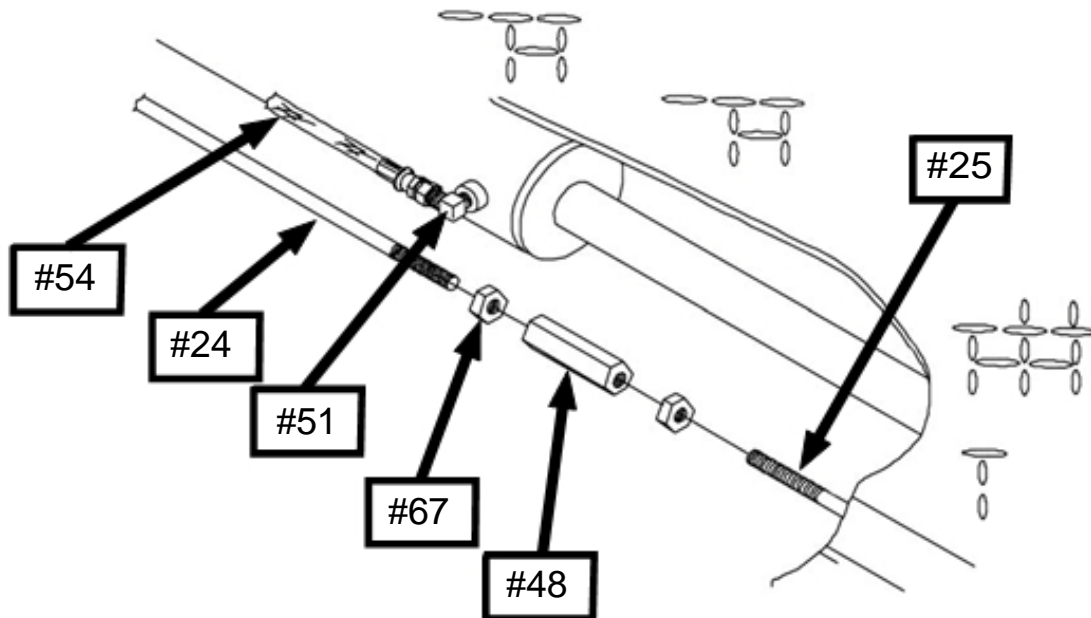
Parts Illustration



Parts Illustration Detail A



Parts Illustration Detail B



Parts Illustration Detail C

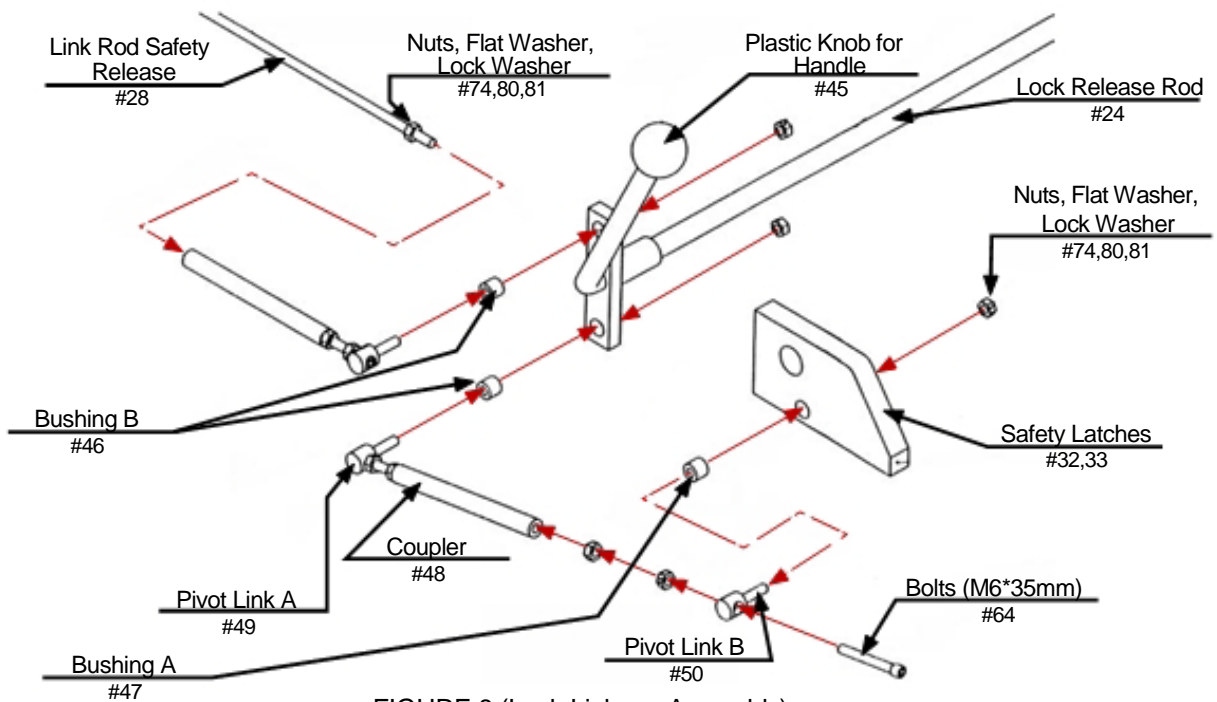
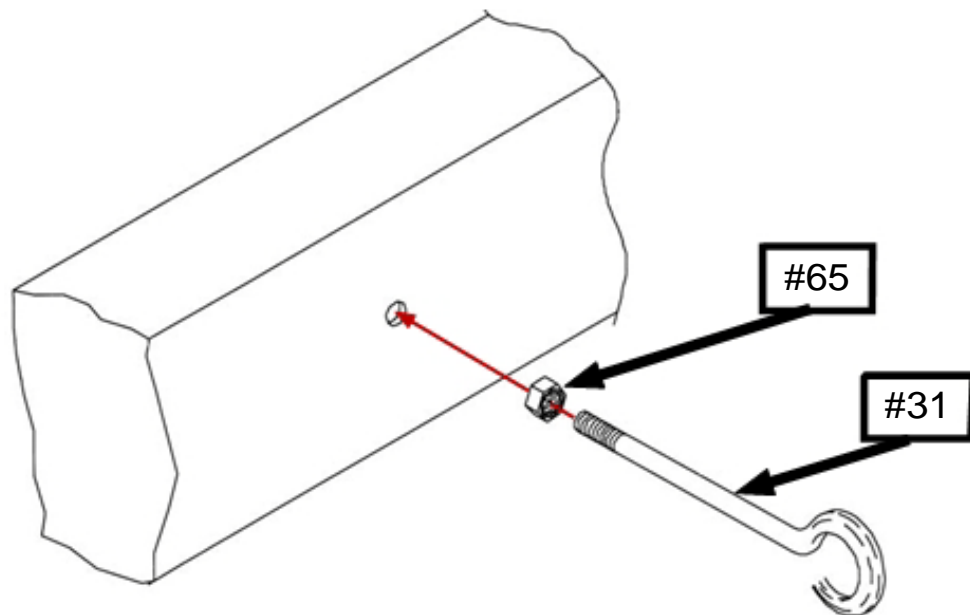
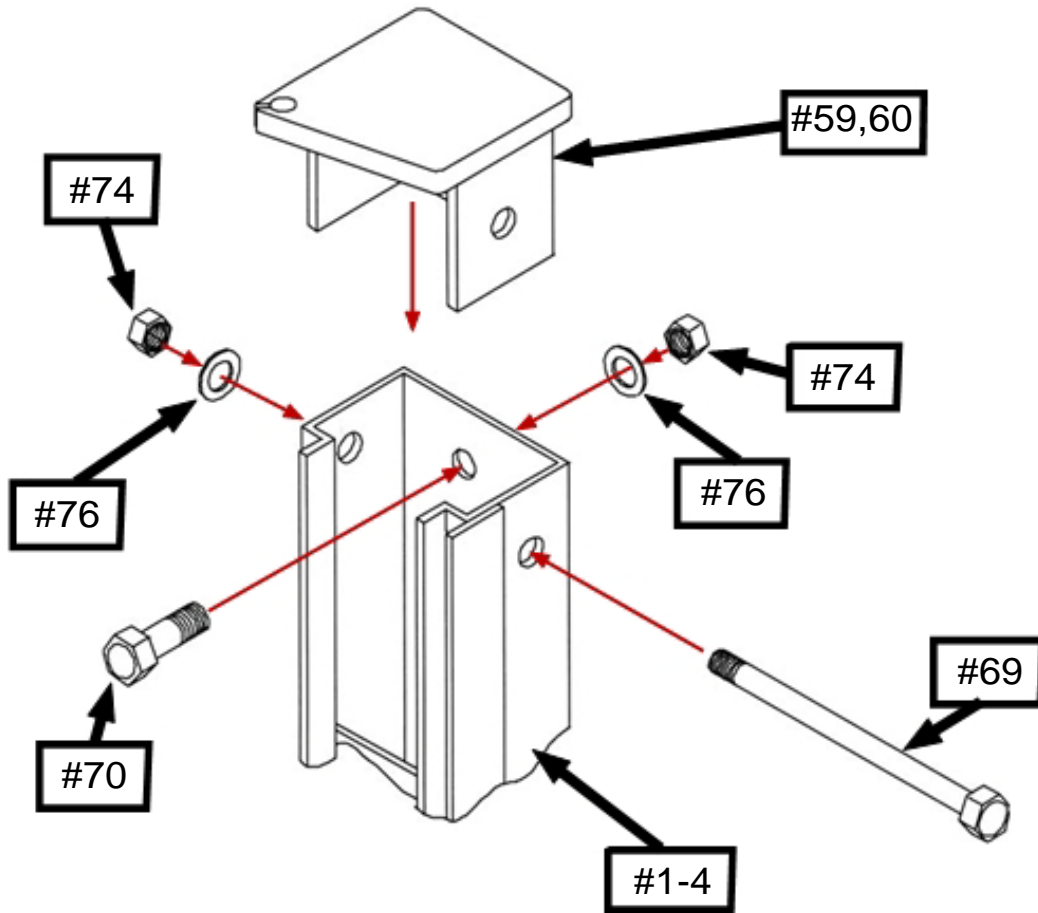


FIGURE 8 (Lock Linkage Assembly)

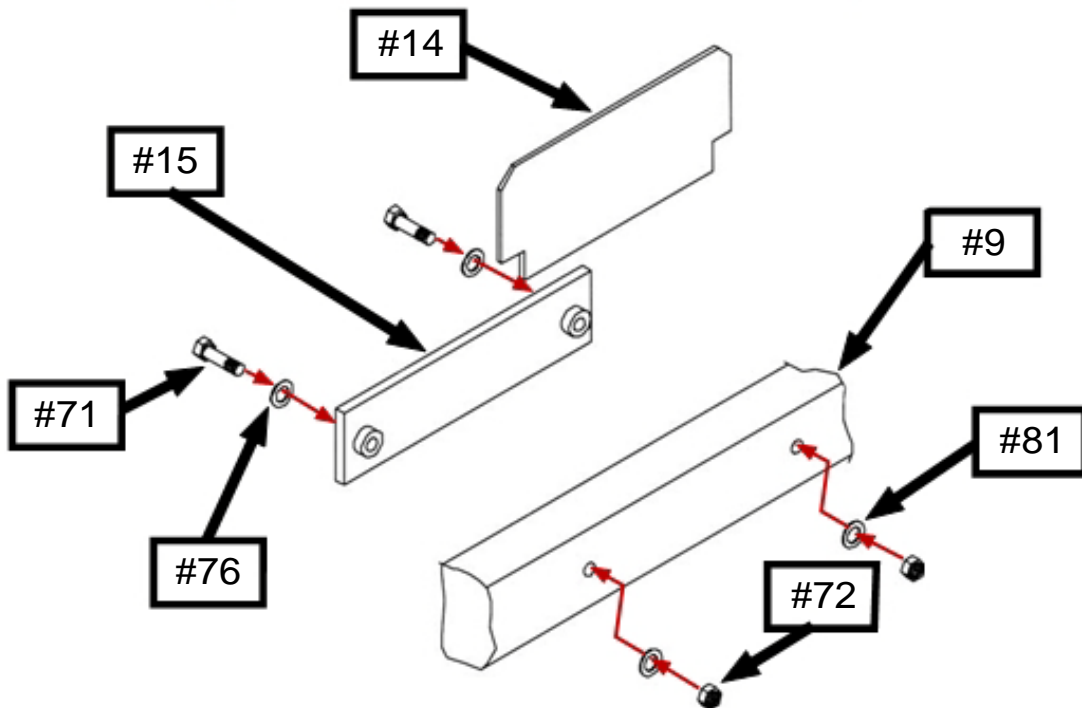
Parts Illustration Detail D



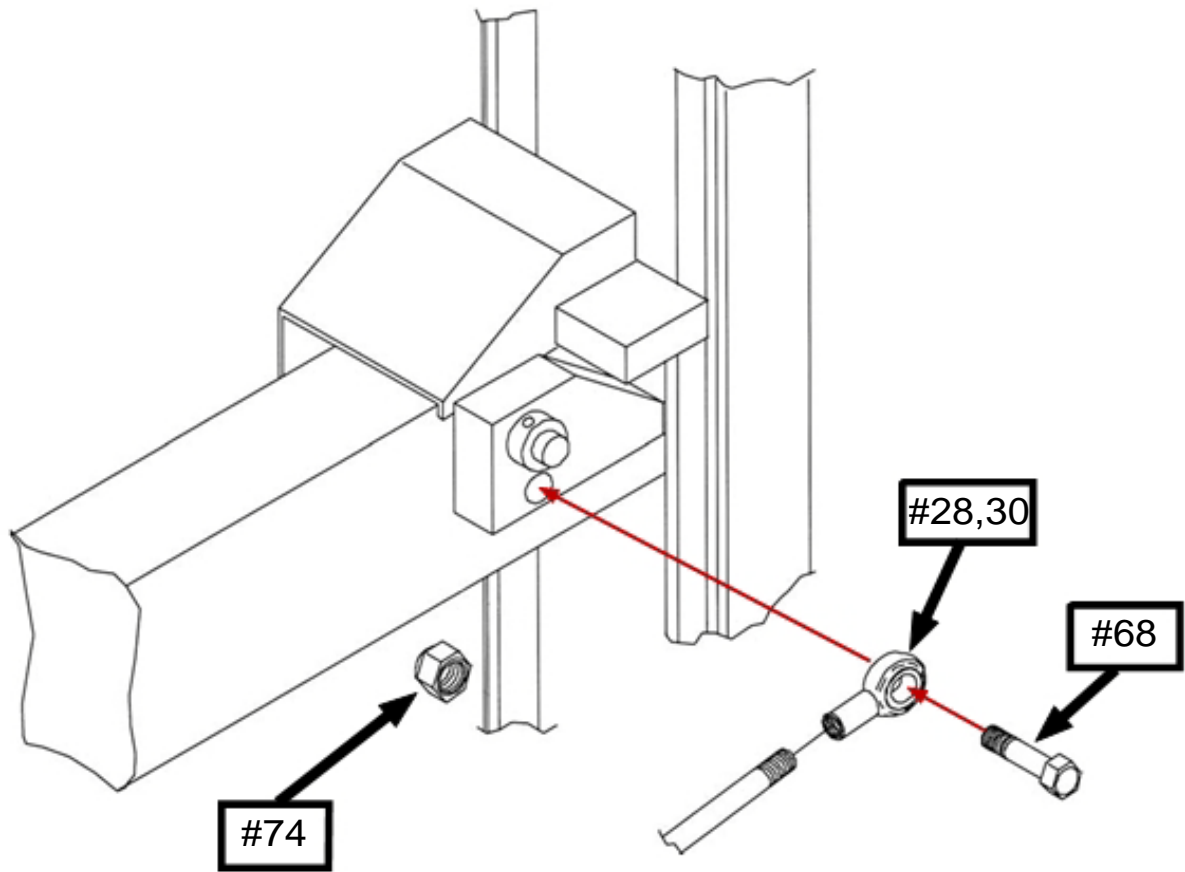
Parts Illustration Detail E



Parts Illustration Detail F



Parts Illustration Detail G



Parts Illustration Detail H

