

Pro Park 9 Plus Quick Assembly Guide



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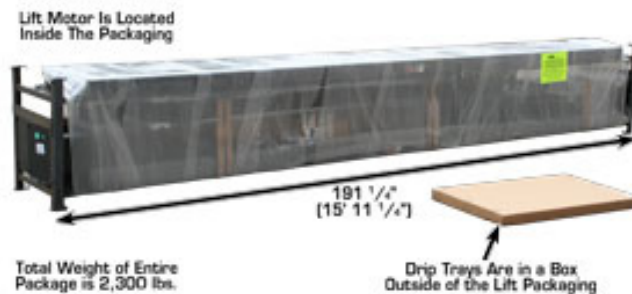
STEP 1:

*Click on each picture for a larger view.



Lift assembly requires a 40 foot work area. You will need one of the following to complete this project:
2-4 people, a cherry picker, or a fork truck.
Assembly will take approximately 4 hours.
You will need a metric wrench set and 4 foot level.
You will need 3 gallons of medium viscosity (AW 32 or AW 46) hydraulic fluid.
Please read this manual before you begin to assemble your lift.

STEP 2:



Pro Park 9 Plus that was just unloaded off of a freight truck or a trailer.

Power Unit (110 volt) is packaged inside the lift. The caster kit and the jack trays are packaged inside the lift crate. The plastic drip trays are in the thin and lightweight cardboard box.

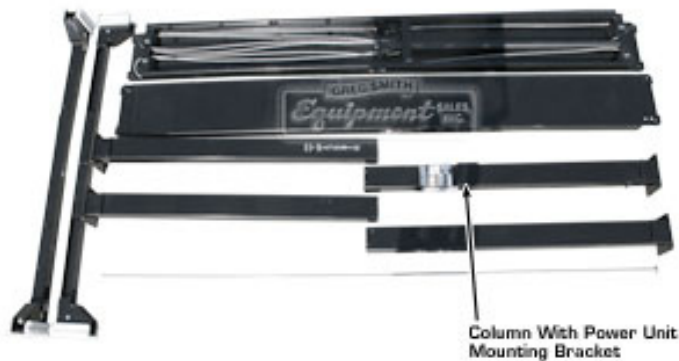
Lift package is about 17 feet and weighs 2300 lb.

Heaviest piece is the runway with cylinder: 800 LB. Other runway: 600 LB.
The columns weigh about 100 pounds each.

We suggest that two people and appropriate lifting equipment are used to make this job as easy as possible.

STEP 3:

*Click on each picture for a larger view.



The package contains: 2 crossbeams, 1 cylinder runway w/ pre routed lift cables, 1 runway without cylinder, 4 columns, 2 approach ramps, and the other items listed in #4.

IMPORTANT

Before you begin assembly, you will need to pull the ram (piston) end out of the cylinder (under the runway) as far as possible (this must be done to route the cables)

The ram (piston) can be pulled out by one or two people. Hold the plate attached to the ram and pull it straight out from the cylinder.

STEP 4:



Your package will also contain 4 lock ladders with corresponding nuts to fit on threaded top rod, 1 steel jack tray, 4 cables of different lengths, 4 spacing brackets, 2 stop plates, 1 hydraulic hose, 1 caster kit, 4 lock pins for the casters, 110 volt power unit

(DO NOT FILL POWER UNIT WITH HYDRAULIC FLUID UNTIL IT HAS BEEN MOUNTED ON THE LIFT), the lock rod assembly and all appropriate hardware. The 3 plastic drip trays are in a separate package.

STEP 5:

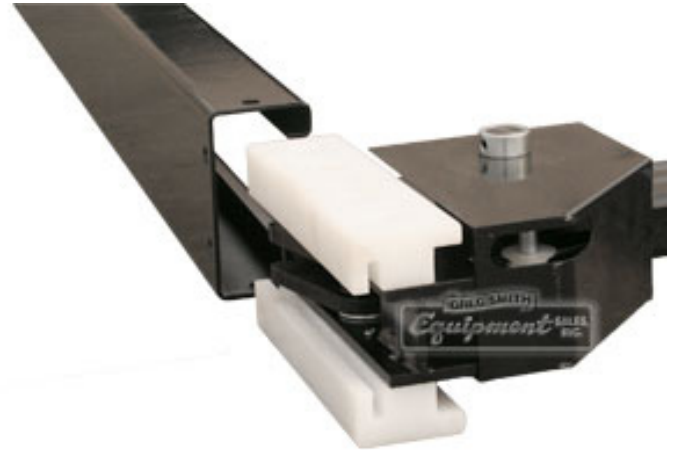
*Click on each picture for a larger view.



Lay one crossbeam flat on the ground, make sure the large interior pulleys are facing up. Then lay out two of the columns (one power unit column and one regular column) so that the bases are at the opposite end of the cross tube.

The open sides of the columns should be facing in towards each other.

STEP 6:



Line the sliding blocks on one end of the crossbeam to the inside of one column. Do the same for the other end of the crossbeam and then slide the crossbeam all the way to the bottom of both columns.

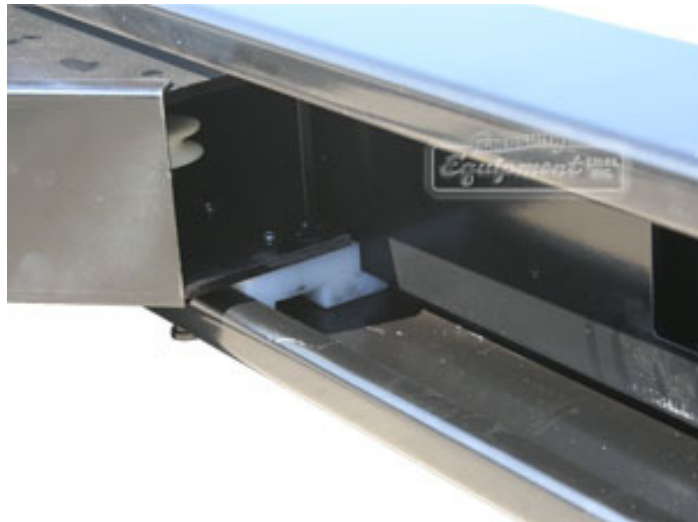
STEP 7:

*Click on each picture for a larger view.



Place one lock ladder near each column. With the threaded rod end of the lock ladders positioned at the TOP of the column.

STEP 8:



Insert a lock ladder into the center of the column and slide the lock ladder into the molded grooves on the inside of the slide blocks.
(located in the cross tube)

(See next picture)

Repeat this process with the second lock ladder.

STEP 9:

*Click on each picture for a larger view.



Lock ladder is now positioned properly. Note how the metal lock ladder has been inserted into the grooves of the slide block.

Ultra-high Molecular Weight Polyethylene UHMWPE is an engineering plastic which is used extensively as the glide rails for industrial equipment and the low-friction socket in implanted hip joints.

STEP 10:



The top cap is attached to the top of the columns.

STEP 11:

*Click on each picture for a larger view.



Place the top cap on top of the column and make sure the cable hole in the top cap is directly over the pulley in the crossbeam. This hole is for the threaded end of the cable to be attached.

Insert the threaded portion of the lock ladder bolt through the lock ladder hole in top cap.

STEP 12:

Secure The Top Cap
Onto The Columns
With The 4 Bolts.



Secure the top to the column with the 4 (19 mm) Bolts then secure the threaded rod of the lock ladder with the washer and nut.

Repeat this process for the top cap on the other column.

STEP 13:

*Click on each picture for a larger view.



This end of the lift is completed and is ready to be raised into position.

STEP 14:



Repeat steps 5-13 with the other two columns, crossbeam, lock ladders and hardware. When the two ends of the lift are finished, the crossbeams need to be positioned 15' 4" apart.

Check Step #18 to make sure you have the power unit column in the correct position.

Make sure that the large cable pulleys in the crossbeams are facing each other. Two people, one at each column will raise the end of the crossbeam in the column until the crossbeam is resting (level) on the locking ladder's lowest position.

STEP 15:

*Click on each picture for a larger view.

This image shows underneath the runway with the cylinder.

Piston end of cylinder
(This end should be next to the column without the power unit mounting bracket)

Sealed end of cylinder
(This end should be next to the column with the power unit mounting bracket.)



If you have a large work area, and can spin the lift when finished, do not worry about the position of the power unit column.

If you are in a tight space....remember that the power unit must be on the power unit column.... only the left front or right rear.

STEP 16:



Placing the runways on the crossbeams will require 2-4 people, a cherry picker, or a fork truck.

The runways are very heavy.

Use caution when lifting.

STEP 17:

*Click on each picture for a larger view.



IMPORTANT

Before you place the runways on the crossbeams; **Make sure that the runway (with the cylinder) is on the same side as the column with the power unit mounting bracket. Only one column has the power unit mounting bracket. The open end of the cylinder (where the piston comes out) should be facing away from the column with the power unit mount.**

The sealed end of the cylinder should be facing toward the column with the power unit mount.

Attach the runways with the appropriate hardware and make sure that one of the spacer brackets is put at the end of each runway.

STEP 18:



Your lift should look like this.

REMEMBER...YOUR LIFT DOES NOT CARE ON WHICH END THE APPROACH RAMPS ARE POSITIONED. THEY WILL FIT AT EITHER END!

Your power unit column will always be on the same side as the cylinder runway.

That means that your power unit will be on the left front or the right rear column.

The lift in this picture will have the power unit on the left front ...but if you "spin" the lift with the help of the caster kit; the power unit will be on the right rear.

STEP 19:

*Click on each picture for a larger view.



The lift cables on the Pro Park 9 plus are already routed through the block underneath the runway.

STEP 20:

*Click on each picture for a larger view.



The lifts cables on the Pro Park 9 plus are already routed through the pulleys underneath the runway.

STEP 21:

*Click on each picture for a larger view.



The lift cables still need to be routed through the pulleys in the cross tube and secured to the top cap at the top of the column.

STEP 22:



The pin holding the steel pulley in place needs to be removed so the steel pulley can be moved out of the way of the lift cable.

STEP 23:

*Click on each picture for a larger view.

Route the Cable Up the Column and Through the Lift Cable Hole in the Top Cap. Make Sure the Cable is Behind the Interior Steel Pulley and in Front of The Synthetic Lock Ladder Pulley.



Route the lift cable up through the cross tube. Set the cable in front of the nylon pulley making sure the lift cable rest in the groove of the nylon pulley.

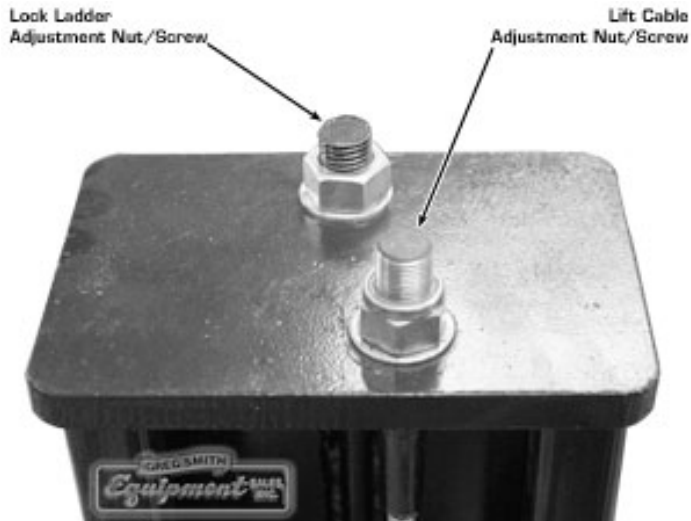
STEP 24:



Replace the steel pulley, and make sure the lift cable is resting in the grooves of both pulleys. Secure the steel pulley with the pulley pin.

STEP 25:

*Click on each picture for a larger view.



Route the lift cables through the appropriate hole on the top cap and secure with the appropriate nut and bolt.

STEP 26:



Your lift should look like this picture if you have been following the steps in the manual.

STEP 27:

*Click on each picture for a larger view.



Mount the power unit

This is a two person job.

Attach the power unit (using the four bolts and nuts provided) to the power unit bracket on the appropriate column.

STEP 28:



The power unit is properly mounted.

STEP 29:

*Click on each picture for a larger view.



STEP 30:



After the power unit has been securely mounted to the bracket, attach the hydraulic hose to the power unit. See Step #30

(Switch plate and connections may vary from picture shown.)

Attach the end of the hydraulic line with the 90 degree fitting to the power unit. Use caution when tightening.

STEP 31:

*Click on each picture for a larger view.



Attach the straight end of the hydraulic line to the fitting on the runway. Use caution when tightening.

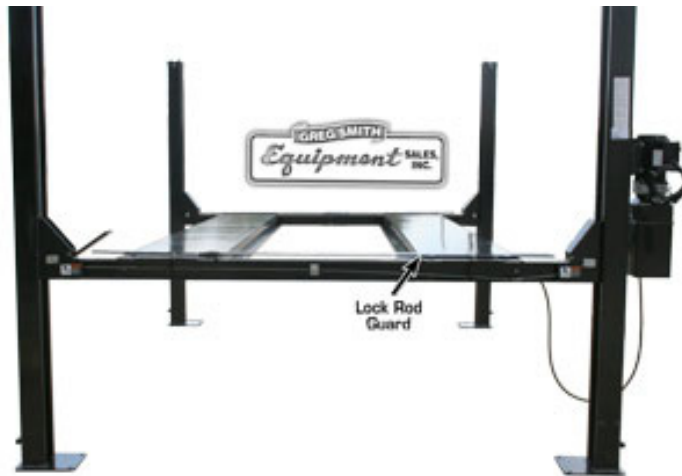
STEP 32:



Remove hydraulic fluid reservoir cap and fill with approximately 3 gallons of medium viscosity (AW 32 or AW 46) hydraulic fluid.

STEP 33:

*Click on each picture for a larger view.



Remove the lock rod guard from the front of each cross tube.

STEP 34:



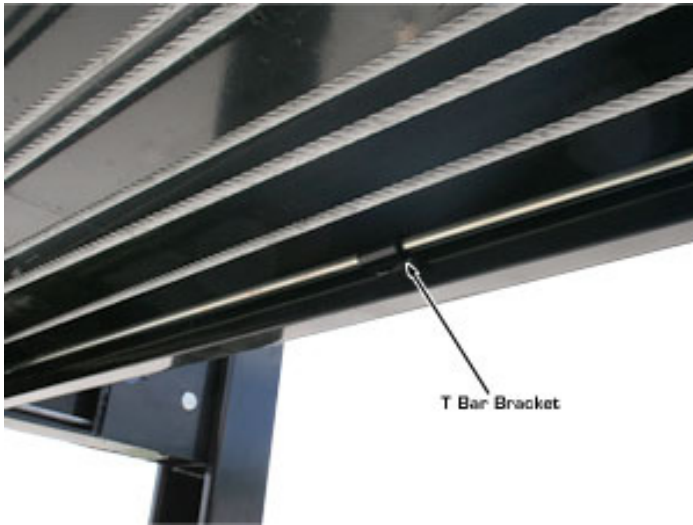
Insert the 17 foot metal "T" bar into the hole in the cross tube. Start at the end of the runway NOT attached to the power unit column.

(BUT: ON THE POWER UNIT SIDE OF LIFT)

It is very important to leave plenty of room to insert this part of the lock assembly.

STEP 35:

*Click on each picture for a larger view.



Make sure to route the "T" bar through the "T" bar bracket under the runway.

STEP 36:



Insert the screws into the back of the lock release.

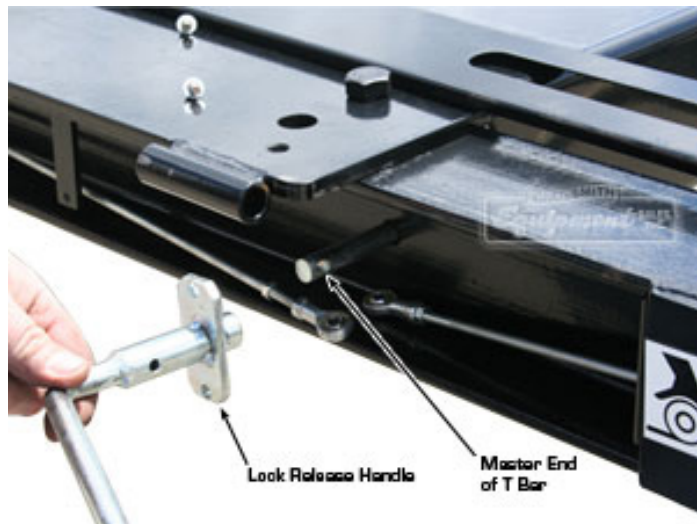
STEP 37:

*Click on each picture for a larger view.



Secure the lock rods to the lock release using the 10 mm nuts provided.

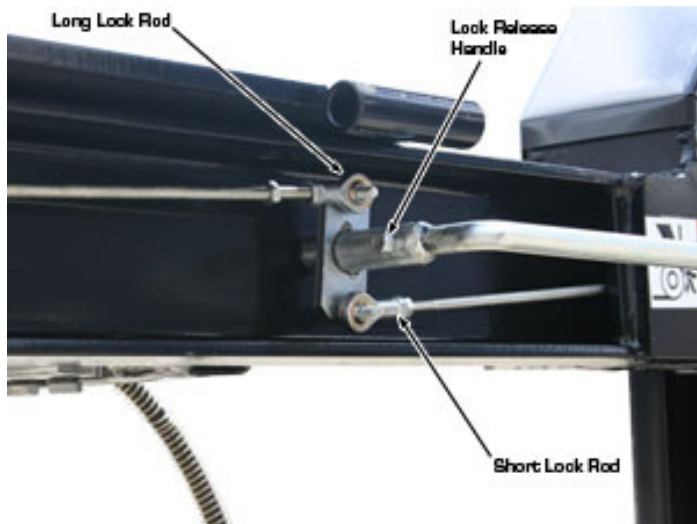
STEP 38:



At the other end of the lift (nearest the power unit column) insert the short T bar (to which the lock release handle is attached) secure the short section and long section of lock rods using the 10 mm nuts provided.

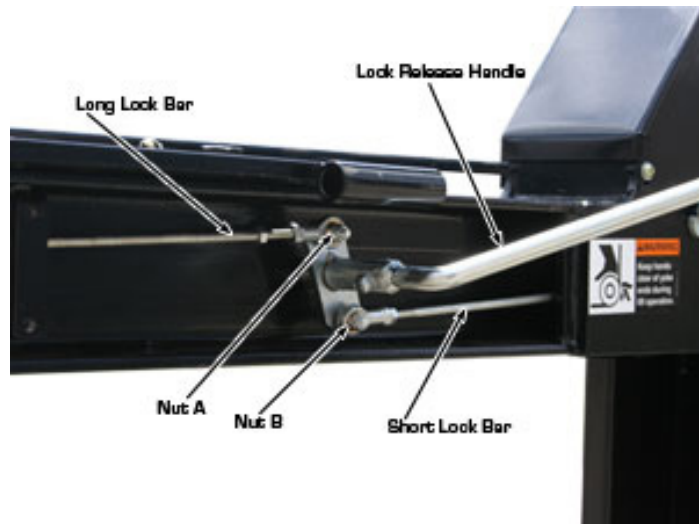
STEP 39:

*Click on each picture for a larger view.



This is the correct connection of lock rods and lock levers.

STEP 40:



You are "good to go" if your lift looks like this. Reattach the lock rod guards and continue to step 41.

STEP 41:

*Click on each picture for a larger view.



The lock release system is now complete. You must raise the lift up off the locks in order to engage the Lock Release Lever and lower the lift. When you "raise" the Lock Release Lever, the locks (in each of the four columns) become disengaged allowing you to lower the lift. You will need to continue to hold the Lock Release Lever up while you lower the lift (holding the dump valve lever down).

STEP 42:



Plug your lift into a 110 volt (20 amps) outlet using a heavy duty GROUNDED extension cord.

Make sure the lift is on a concrete level surface and all column bases are contacting the floor.

Keep everyone clear of the lift runways.

Press the power button and raise the runways to shoulder height.

STEP 43:

*Click on each picture for a larger view.



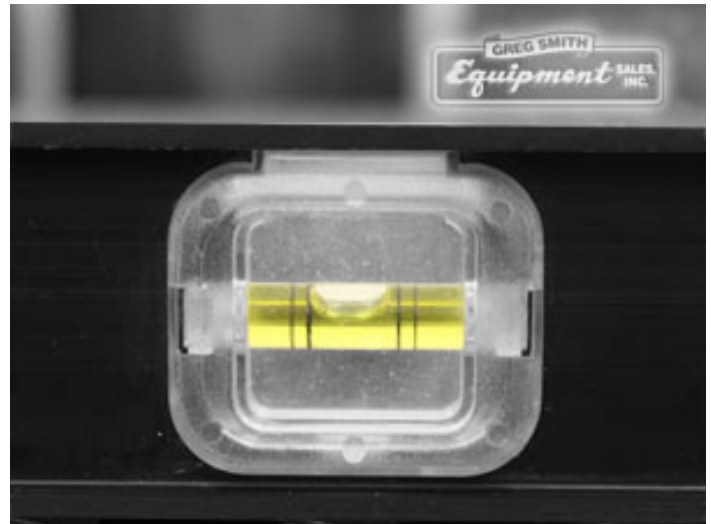
To level (front to back AND side to side) the lift, you will need to adjust the lock ladders and the lift cables.

The adjustments are made by turning the nut/screw combinations located on the top of each of the columns.

Begin the procedure by adjusting (leveling) the lock ladders. Once the lock ladders are leveled, then the cables will be leveled.

STEP 44:

*Click on each picture for a larger view.



To level the lock ladders of the lift, lower the runways to approximately a waist high position. Make sure that the runways are resting on the lock ladders. Depress the dump valve (Step #29) which allows the hydraulic oil in the cylinder to flow back into the power unit's reservoir. The runways will then lower to the next locking position on the lock ladder. The locks will automatically engage.

THERE ARE MANY WAYS TO "LEVEL" YOUR NEW LIFT.

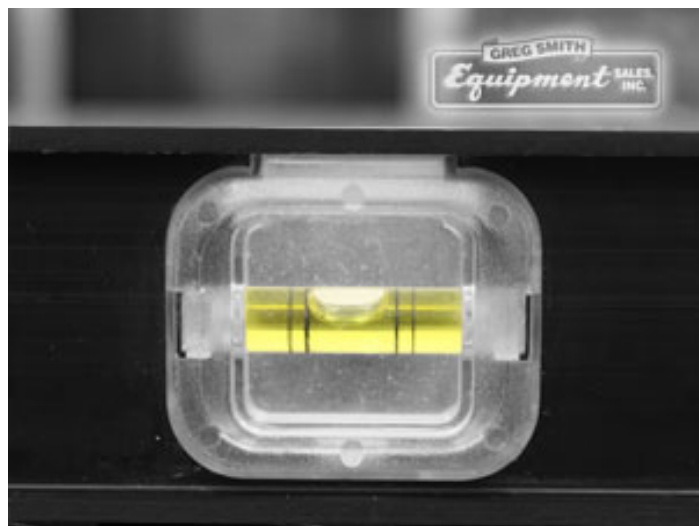
WE HAVE OUTLINED BELOW ONE OF THE EASIEST METHODS. Hope it helps!

You want to determine which column has its lock ladder in the highest position. Place your four foot level (minimum level length) in the middle of the right runway. (there is no left nor right runway, but for the purpose of this leveling guide, stand at the approach ramp end of your lift, and the runway on your right... will be the right runway)

The level bubble will determine which column has the highest positioned lock ladder. If the bubble is between the lines...the lock ladders are level in the front and back column on the right side.

STEP 45:

*Click on each picture for a larger view.



If the bubble is outside the line to the right (toward the front column), the right front column ladder locks are in the higher position. We will assume that this is the case.

Now place the level on the runways at the front of the lift. If the bubble is in the middle, both left and right front columns have lock ladders at a level position.

Let us assume that the bubble moves toward the right (outside the lines)

This means that that the right front column has the highest lock position of all three columns. We will use this column as a benchmark.

Carefully tighten the lock ladder nut on the top of the right front column until the inserted plastic lock is engaged. (held securely)

Adjust all other lock ladders (in the other three columns) to be "level" with the right front lock ladder position.

Next, the cables need to be adjusted to a level position. Raise the runways off their locked position (about 2 inches).

Repeat the same "leveling" process as was done for the lock ladders. Adjust the cable adjustment nut to obtain level runway positions.

STEP 46:

*Click on each picture for a larger view.



Tighten all eight nuts (two on each of the column tops)

Lower the runways to the ground...you must hold the lock release lever and the dump valve at the same time to make sure all locks are disengaged when lowering.

When the runways are on the ground, press the start button and raise the runways. If you have adjusted the lock ladders and cables correctly, then all four locks should engage at about the same time. You can listen to the lock sounds in each column and determine if additional adjustments are needed.

STEP 47:



To attach the caster kit, position each caster assembly so that the two metal arms (with holes near the end) line up with the tube welded near the base of the column.

To attach the caster kit, position each caster assembly so that the two metal arms (with holes near the end) line up with the tube welded near the base of the column.

STEP 48:

*Click on each picture for a larger view.



Insert Silver Pin Through Arms and Tube. Attach Cotter Key.

Insert the silver pin through arms and tubes.
Attach cotter key at opposite end.

STEP 49:

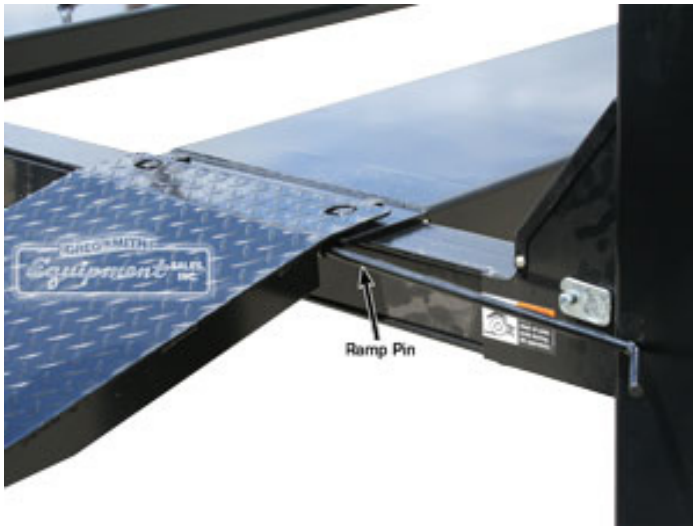


Weight of runways on
caster kit extensions
will lift all four columns
(less than 1") off the floor.
The lift will then roll easily
on the four poly coated steel casters.

Lower lift and pressure of casters on surface will
raise columns (less than 1/2 inch) off surface to
allow lift to be easily moved on a solid surface.

STEP 50:

*Click on each picture for a larger view.



To attach approach ramps; line up the holes underneath the ramp with the holes at the end of the runways and insert the ramp pin.

STEP 51:



Insert the cotter key through hole in the ramp pin.

Approach ramps can be placed at either end.

STEP 52:

*Click on each picture for a larger view.



Attach the stop plates at either end of each runway of the lift.

STEP 53:



Step mounting posts on the power unit column.

STEP 54:

*Click on each picture for a larger view.



Holes in the step line up with the mounting posts.

This step helps you reach the lock release lever when lowering the lift.

STEP 55:



Lift comes standard with three drip trays and heavy duty jack tray.

STEP 56:

*Click on each picture for a larger view.



The Direct Lift with the caster kit attached.

STEP 57:



These are REAL photos of a real dually truck. Longest dually we could find...You can use your Direct Lift with confidence for many years!