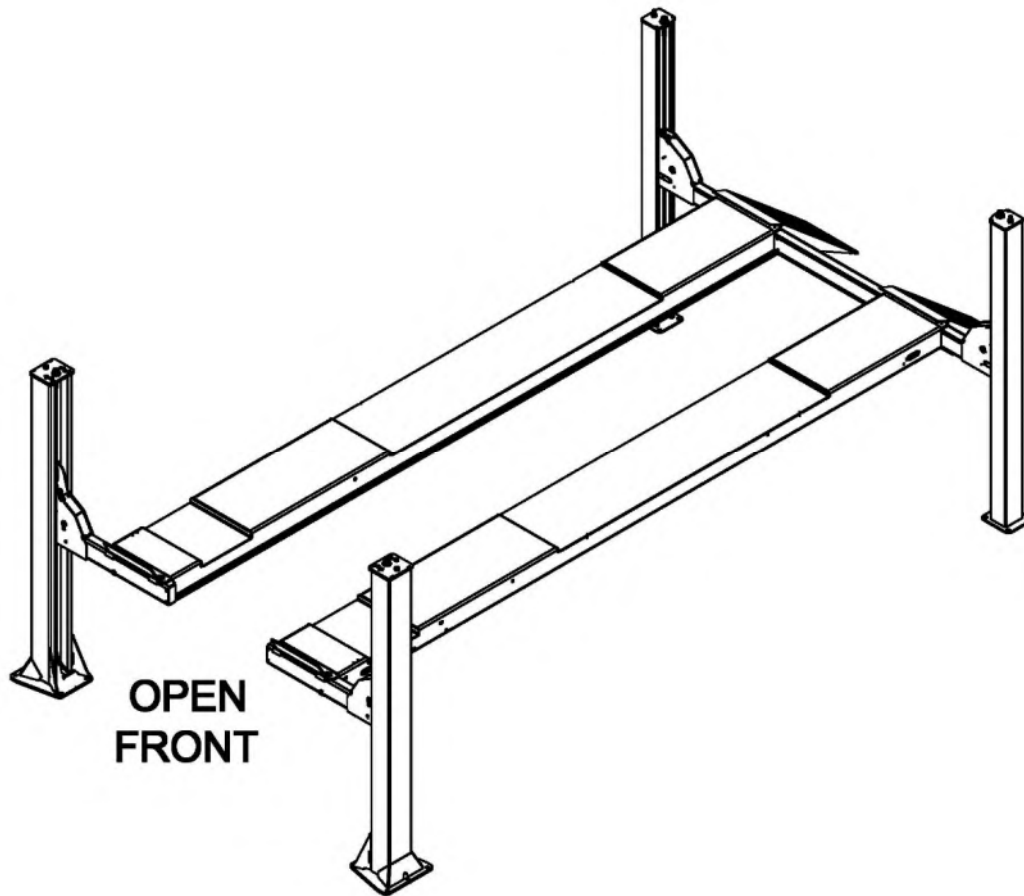


15K 4-POST ALIGNMENT LIFT

Installation, Operation & Maintenance Manual

Four Post Surface Mounted Lift



**Models EELR504A, EELR504LL,
EELR506A, EELR506LL, EELR706A,
EELR706LL, EELR708A, & EELR708LL**

Snap-on Equipment
309 Exchange Avenue, Conway, Arkansas, 72032
Tel: 501-450-1500
Fax: 501-450-1585

**IMPORTANT: READ THIS MANUAL COMPLETELY BEFORE
INSTALLING or OPERATING LIFT**

LIFT SPECIFICATIONS

SPECIFICATIONS	EELR504A/ EELR504LL EELR706A/ EELR706LL	EELR506A/ EELR506LL EELR708A/ EELR708LL
Lift Style	Open Front	
A Length Overall	250.75" (6370mm)	277" (7036mm)
B Width Overall	142" Front (3607mm) - 141.75" Rear (3600mm)	
C Inside Columns	120.75" Front (3067mm) - 125.5" Rear (3188mm)	
D Between Columns	195" (4953mm)	222.5" (5651mm)
E Height of Columns	99 1/4" front (2521mm) - 98" rear (2489mm)	
F Height of Runways	8" (203mm)	
G Width of Runways	26" (660mm)	
H Width Between Runways	40.625" (1032mm)	
I Max/Min Wheelbase *	183" (4648mm)/ 89.5" (2273mm)	210.5" (5347mm)/ 113" (2870mm)
J Max. 2 Wheel Alignment	167.75" (4261mm)	195.25" (4959mm)
K 4 Wheel Alignment	68" (1727mm) - 158" (4013mm)	
L Rise Height	78" (1981mm)	
Lifting Capacity (Hydraulic Pressure at Cap.)	15,000 lbs. (6804kg) (2190 psi) (151bar)	
Air Supply Required	90-120 psi Clean & Dry (6.2-8.23bar)	
Motor	3HP	
Voltage (Single Phase Std.) **	208v-230V, 60Hz	
Rise Time	85 Seconds (approximate)	
Min. Recommended Bay Size	14' x 24' (4267mm) x (7315mm)	14' (4267mm) x 26' (7925mm)
Approximate Shipping Weight	4350~4550 lbs. (1973~2046kg)	

* Wheelbase is based on a tire diameter of 30"

** Optional 3 phase, 50/60Hz, 208, 230 or 460V available.

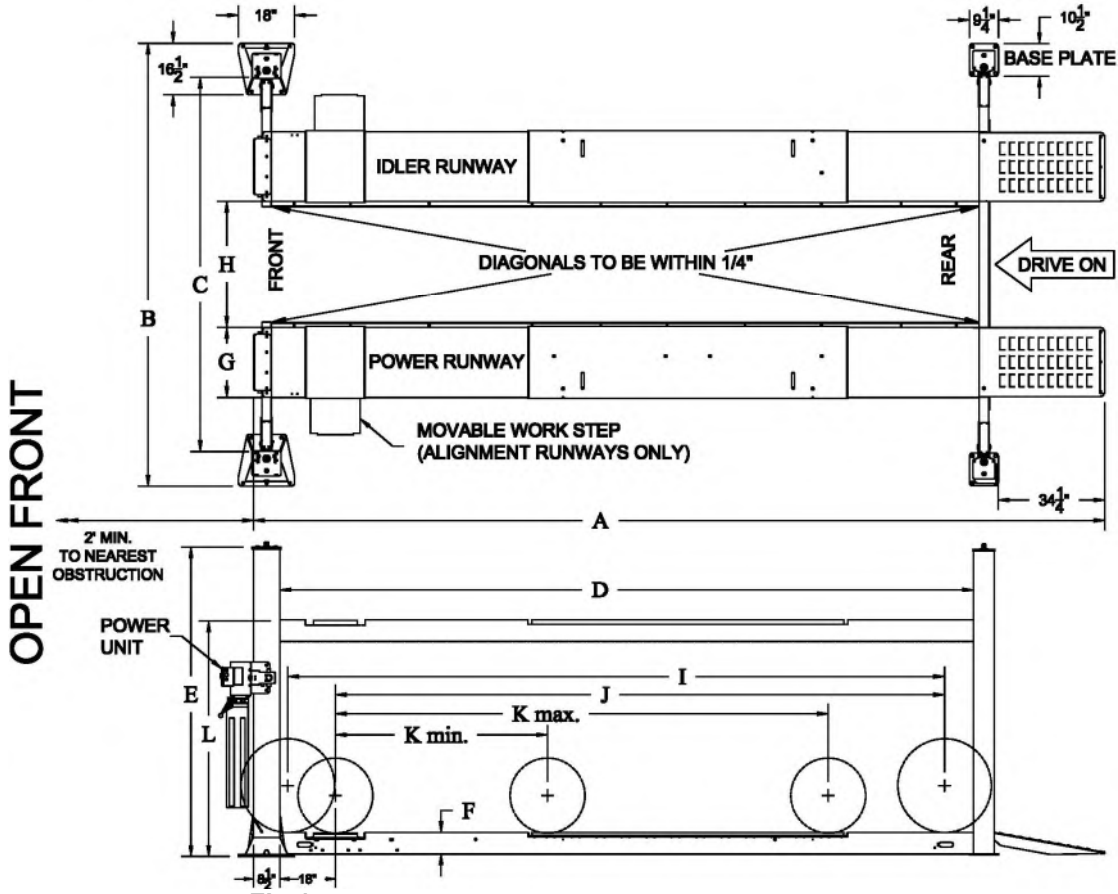


Fig 1 – General Specifications and Service Bay Layout

VERTICAL CLEARANCE

Check the height of the area where the lift is to be installed. Clearance should be calculated based on the full raised height of the lift.



Failure by purchaser to provide adequate clearance could result in unsatisfactory lift performance, property damage, or personal injury.

FLOORING

Be certain you have the proper concrete floor to properly handle the loaded lift. Floor should be in generally good condition with no large cracks, spalling or deterioration.

Minimum requirements for concrete are 4 inches minimum depth, with steel reinforcement, 3500 psi, cured for 28 days per local commercial practice. This lift is designed to accommodate a 3 inch total variation in elevation at the base of the four posts. Floor should be level within 1/2 inch from side-to-side and 2 1/2 front-to-rear to avoid special shimming. No anchors should be installed within 8 inches of any crack, edge, or expansion joint. If these conditions cannot be met, a pad may be poured to accommodate the lift.

Check with local building inspectors and/or permits office for any special instructions or approvals required for your installation.

A qualified person should be consulted to address seismic loads and other local or state requirements.



Failure by purchaser to provide the recommended mounting surface could result in unsatisfactory lift performance, property damage, or personal injury.

LOCATION

This lift has been evaluated for indoor use only with an operating ambient temp. range of 5–40°C (41-104°F). Outdoor Installation is Prohibited.

ELECTRICAL REQUIREMENTS

For lift installation and operation it is necessary to have a dedicated circuit with circuit breaker or time delay fuse. Refer to wiring diagram for circuit sizing.

AIR REQUIREMENTS

This lift is equipped with an air operated lock release system. **The air supplied to the lift must be clean, dry, lubricated, and regulated to 90-120 psi, FRL (Filter/Regulator/Lubricator).** The FRL must be within 30 feet of lift. **Failure to provide clean, dry, lubricated, and pressure regulated air will void warranty on pneumatic components.**

SAFETY NOTICES AND DECALS

For your safety, and the safety of others, read and understand all of the safety notices and decals included here.

READ ENTIRE MANUAL BEFORE ASSEMBLING, INSTALLING, OPERATING, OR SERVICING THIS EQUIPMENT.

PROPER MAINTENANCE AND INSPECTION IS NECESSARY FOR SAFE OPERATION.

DO NOT OPERATE A DAMAGED LIFT.

Safety decals similar to those shown here are found on a properly installed lift. Be sure that all safety decals have been correctly installed on the Power Unit reservoir. Verify that all authorized operators know the location of these decals and fully understand their meaning. Replace worn, faded, or damaged decals promptly.



Do not attempt to raise a vehicle on the lift until the lift has been correctly installed and adjusted as described in this manual.



RECEIVING

The shipment should be thoroughly inspected as soon as it is received. The signed bill of lading is acknowledgement by the carrier of receipt in good condition of shipment covered by our invoice.

If any of the goods called for on this bill of lading are shorted or damaged, do not accept them until the carrier makes a notation on the freight bill of the shorted or damaged goods. Do this for your own protection.

NOTIFY **Customer Service** AT ONCE if any hidden loss or damage is discovered after receipt.

IT IS DIFFICULT TO COLLECT FOR LOSS OR DAMAGE AFTER YOU HAVE GIVEN THE CARRIER A CLEAR RECEIPT.

File your claim with **Customer Service** promptly. Support your claim with copies of the bill of lading, freight bill, and photographs, if available.

Component Packing List

ITEM #	QTY/ LIFT	DESCRIPTION
1	1	POWER RUNWAY ASS'Y.
2	1	IDLER RUNWAY ASS'Y
3	2	FRONT COLUMN ASS'Y
4	2	REAR COLUMN ASS'Y
5	2	ENTRANCE RAMP WELD
6	1	FRONT POWER CROSSBEAM
7	1	FRONT IDLER CROSSBEAM
8	1	REAR CROSSBEAM ASS'Y
9	1	POWER UNIT
10	1	HARDWARE BOX
11	2	MOVABLE WHEEL CHOCK
12	2	FRONT WHEEL STOP
13	2	WORK STEP (alignment lifts only)
14	2	SHIPPING BRACKET WELD
15	8	1/2" SHIPPING HARDWARE

INSTALLATION

IMPORTANT: Always wear safety glasses while installing lift.

Refer to ANSI/ALI ALIS (current edition)

TOOLS (MINIMUM REQUIRED)

- a. Tape measure, 25ft
- b. Chalk line
- c. 4ft level
- d. 10" & 12" adjustable wrench (1-1/4 Opening)
- e. Standard open end wrenches 3/8", 7/16", 1/2", 9/16", 5/8", (2) 11/16", 3/4", 15/16", 1-1/8"
- f. Box knife
- g. Thread locking compound
- h. Thread tape sealant (for air line)
- i. Needle nose pliers
- j. Hammer drill with 3/4" diameter carbide tipped bits
- k. 2lb hammer
- l. Rolling Head Pry Bar
- m. Torque wrench: 150 foot pounds minimum with 1- 1/8" socket
- n. 8 ft. Step ladder
- o. Blocking – (4) 4x4x30", (4) 1/4" shim
- p. Transit for leveling alignment lift

LAYOUT

- 1) Layout the service bay according to the architect's plans or owners instructions (**see Fig 1**). Be certain that the proper conditions exist, **see page 4**.
- 2) Unpack lift. Remove all packaging from Power Runway (power runway has four cable sheaves at rear of the deck). Cut the white cable ties, but leave the black cable ties. Pull the three threaded cable ends out the rear and one threaded cable out the front. **See Fig 5**.

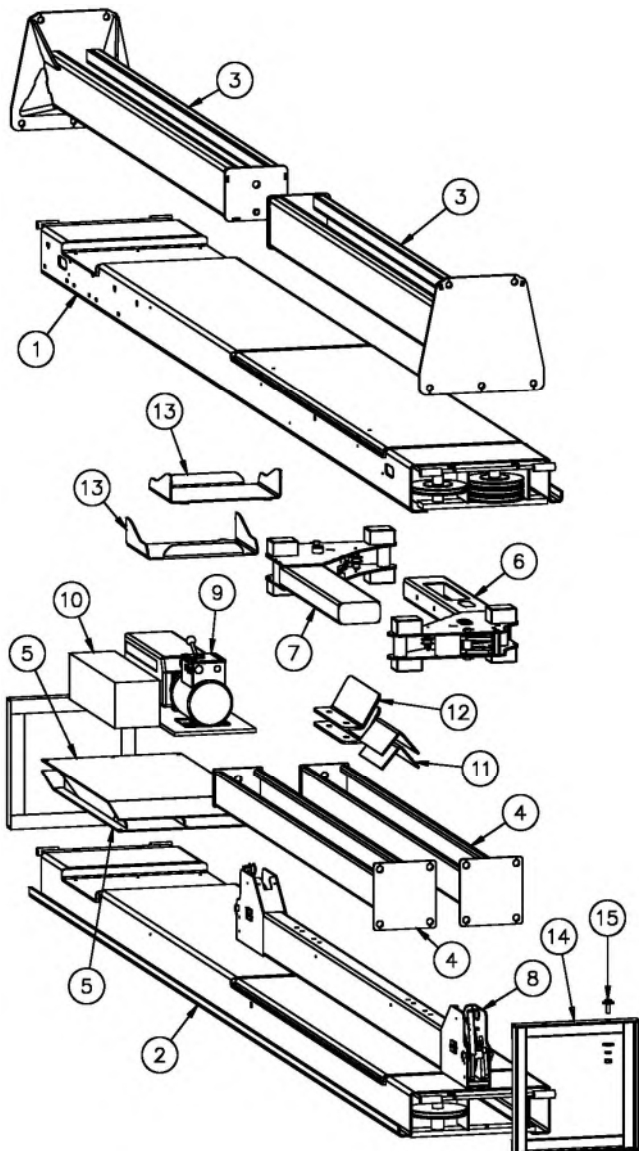


Fig 3 – Package Components

- 3) Position runways on blocking (*see Fig 5*) per layout lines established in step 1. Use four 30" long 4x4's spanning the width of the runway to shim up the runway. **Cable #1, #3, & #4** should be extending out from the rear of the power runway and **Cable #2** from the front of the power runway, **Fig 5. Check Cables to make sure each is being retained/routed as shown in Fig 6.**
- 4) Position the rear crossbeam near the end of the runways as in **Fig 5**. Reach in through both of the access holes in the Rear Crossbeam and pull out the roll of 4mm dia. plastic air line. Each air line has already been ran through the chase tube and connected to an air cylinder. Insert the air line into the first Ring of each runway end. See **Fig 6 and 7.**
- 5) If the lift is a LIGHTS & LOCKS version, gather the electrical cable (7 ft. long with identical red quad connectors at each end) and the red air line

(1/4" OD x 20 ft. long) from the Accessory Box. Mark the Electrical cable 15" from the tip of one of the connectors and mark the red air line 76" from one end. Tape the cable and air line together at the marks and route them thru the power runway opening of the rear crossbeam and back out the idler runway opening. At the idler opening, lift the electrical cable and air line up behind the Cable Tie-Off Bracket (Dog bone), **Fig 5**. Align the taped marks with the leading edge of the dog bone and secure both the cable and the air line to the dog bone with a cable tie, **Fig 5**. Install a second cable tie on the other side of the dog bone. From the Power Side access hole, place the cable and air line behind the Driver side dog bone, pull the slack and secure with two cable ties like the idler side. Cable tie the electrical cable to the red air line about 3" back from the connector and route the remainder of red air line through the first ring of each runway.

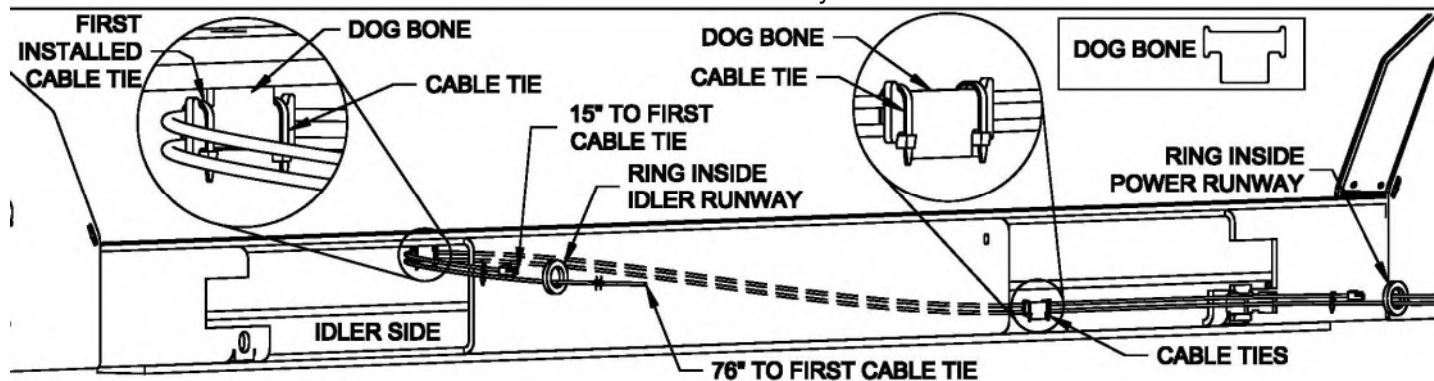


Fig 4 – LIGHT & LOCKS Rear Crossbeam Air Line and Electrical Cable Routing

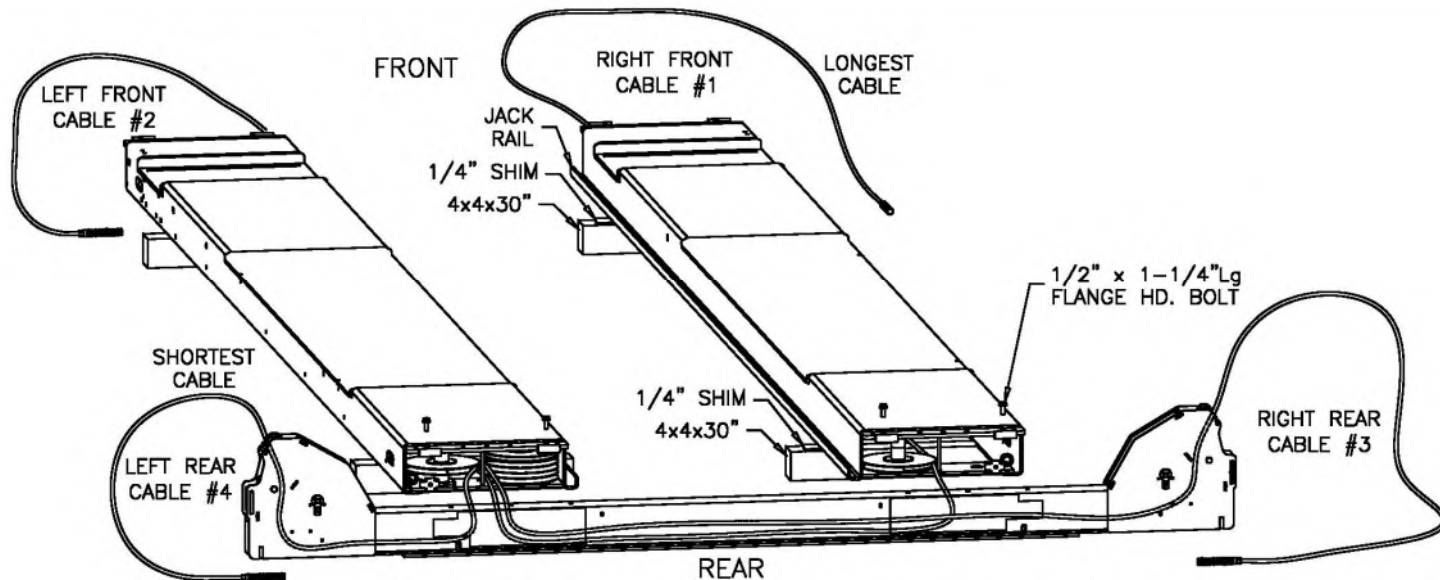


Fig 5 – Runway Layout

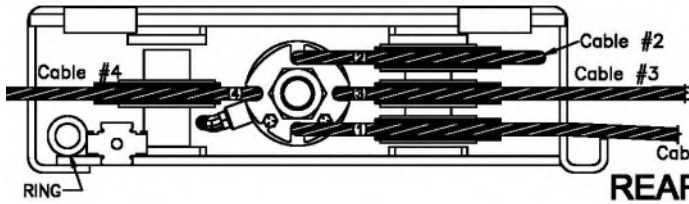


Fig 6 – Power Runway 3-Stack & Single Stack

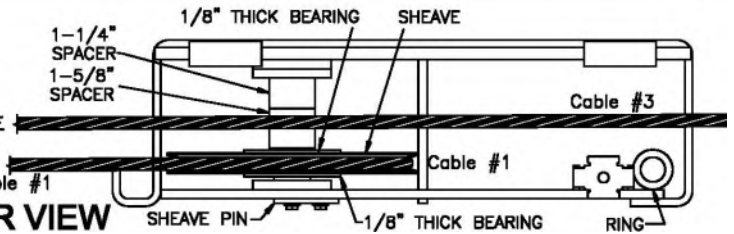


Fig 7 – Idler Runway Single-Stack

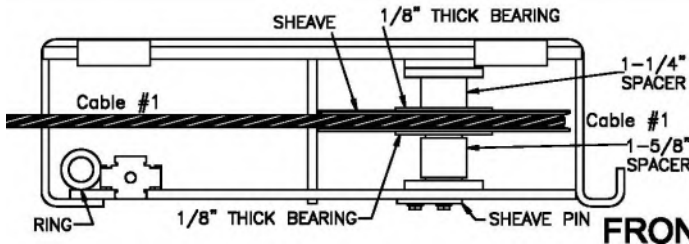


Fig 8 – Idler Runway Single Stack

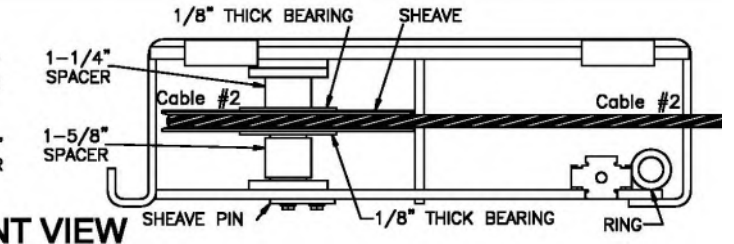


Fig 9 – Power Runway Single-Stack

- 6) Remove the two sheave guards, two sheave Pins, four bearings, four spacers, and two sheaves from the rear crossbeam noting the assembly order.
- 7) Drop the two sheave pins from the idler runway (runway without hydraulic cylinder) just enough to remove the sheaves, bearing, and spacers. The runway sheave pins do not need to be removed.
- 8) Starting from the rear of the lift. Identify **Cable #4** using Fig 6. Route **Cable #4** from the left single stack through the access hole and up out the end of the crossbeam as shown in Fig 10.

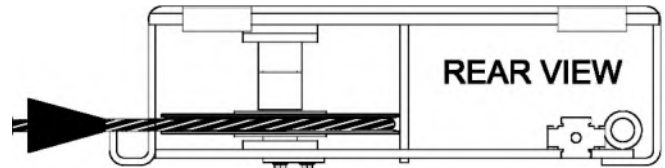


Fig 12 – Cable #1 Routing

- 11) Route **Cable #1** through the idler runway (don't forget to route it up over the cross-braces in the bottom of the runway) and out the front of the runway. Reinstall the front idler runway sheave, bearings, and spacers being sure to set the cable into the Sheave channel as shown in Fig 8 & 13.

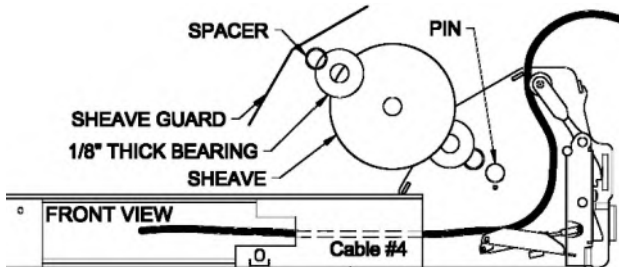


Fig 10 – Cable #4 Routing

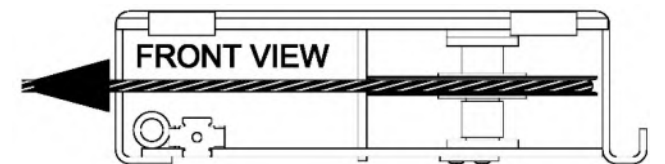


Fig 13 – Cable #1 Routing

- 9) Starting from the rear of the lift. Identify **Cable #1** using Fig 6. Route **Cable #1** through the access hole of the rear crossbeam, and back out the idler side access hole as shown in Fig 11.

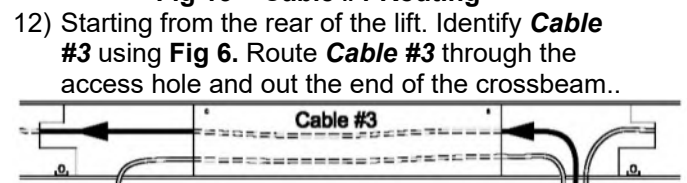


Fig 14 – Cable #3 Routing

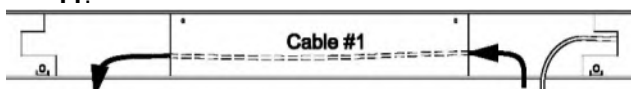


Fig 11 – Cable #1 Routing

- 10) Then route **Cable #1** through the rear of the Idler Runway. Reinstall the rear idler runway sheave, bearings, and spacers being sure to set the cable into the Sheave channel as shown in Fig 7 & 12.

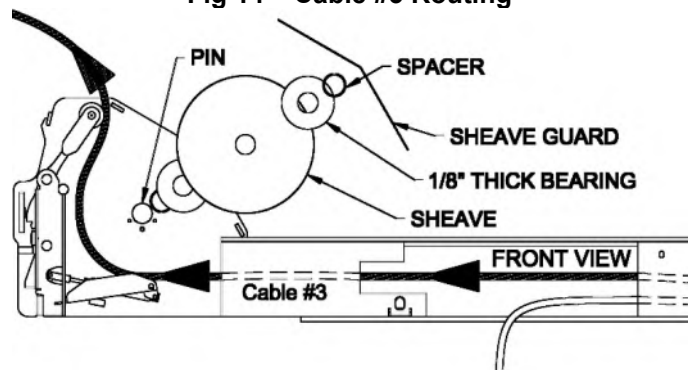


Fig 15 – Cable #3 Routing

NOTE: Look through the idler end of the crossbeam and ensure that cable #1 and #3 have not crossed. Cable #3 should be above Cable #1.

- 13) Double check to make sure **Cable #3** is above **Cable #1** and not crossed. See **Fig 6 and 7**.
- 14) Reinstall the crossbeam sheave for **Cable #3 and Cable #4**. Slide the sheave pin through the hole, slide one sheave spacer onto the pin followed by one 1/8" plastic bearing washer, and the sheave. Set the cable into the Sheave channel and proceed to adding a 1/8" plastic washer and sheave spacer to the pin. Install the 5/16 x 3/4 bolt to retain the sheave. Reinstall the sheave guards. See **Fig 10 & 15**.
- 15) Remove slack and route each 4mm air line through the first ring in the runway for both sides, see **Fig 6 and 7**. Bring the crossbeam up to the runways being careful to not pinch the air line, cables, and sheaves.
- 16) The runways to crossbeam positioning can be located using a tapered punch to pry on the locating holes in the runway and crossbeam **NOTE: The locating holes are not threaded. See Fig 20.**
- 17) Attach the rear crossbeam to the runways (**Fig. 5**) with 1/2 x 1-1/4" lg. flange head bolts. (Leave the air lines hanging out the bottom of the runway at this time. They will be fed in through the runway after the lift is raised.) **The outermost runway holes should be in line with the outermost holes in the top of the crossbeam, see Fig. 5.** Do not torque bolts yet.
- 18) Check the layout of the lift in the bay. (**This is the last opportunity to reposition the lift. Take a moment to determine the position of the front column anchors to ensure proper clearance from any crack, edge, or expansion joint. Ensure proper clearance for the lift operator at the Power Unit Controls**). Adjust the position of the runways so the distance from power side jack rail to idler side jack rail is the same at the front and rear and the diagonal measurements from the front tip of one rail to the rear tip of the opposite rail are within 1/8", **Fig 16**.

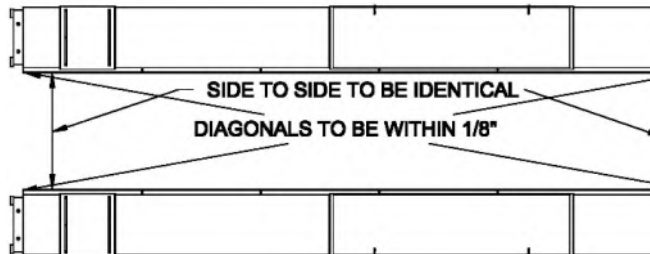


Fig 16 – Final Runway Positioning

- 19) Tighten rear crossbeam bolts to 60-80ft-lb.

REAR COLUMNS

- 20) Stand up both rear (small base) column assemblies near the rear corners of the lift. Thread the locking ladder jam nut (located under the column top plate) down approximately 9.5" to allow the ladder to be lifted freely.
- 21) Slide power side column onto crossbeam until the end of the crossbeam is approximately one inch from the back of the column. Position slide blocks as shown in **Fig 17** and attach with 5/16-18 x 3/4" bolts. Lift the column and place on wood 2" x 4"s.

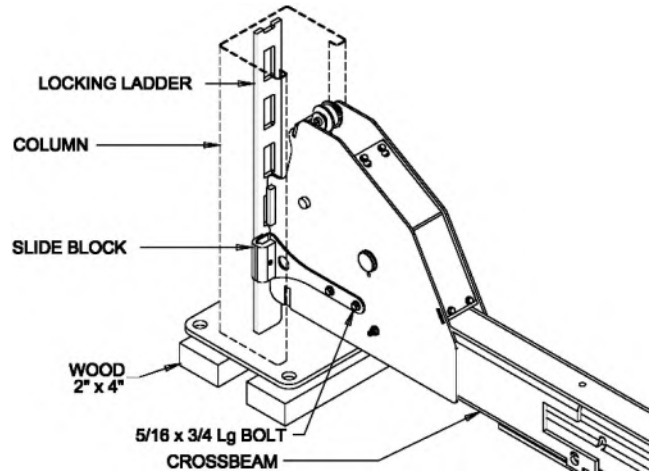


Fig 17 – Slide Block Installation

- 22) Raise the locking ladder, push the column against the slide blocks, and lower the ladder into crossbeam slot, **Fig 18**. Remove the Wood 2" x 4"s and push the column so the slide blocks are in the rear of the column as shown in **Fig 18**.

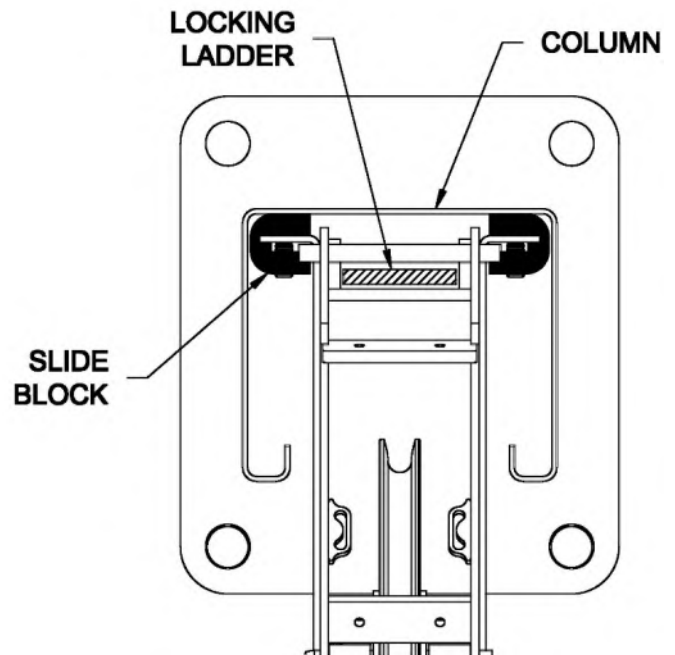


Fig 18 – Locking Ladder Orientation

- 23) Repeat **Step 21-22** for idler side rear column.

ANCHORING (Rear Columns Only At This Time)

- 24) The anchor bolts must be installed at least 8" from any crack, edge, or expansion joint.
- 25) Use a concrete hammer drill with a 3/4 inch carbide bit. Tip diameter should conform to ANSI Standard B94.12-1977 (.775 to .787). Do not use excessively worn bits or bits which have been incorrectly sharpened. A core bit may be necessary if an obstruction is encountered. **Never substitute with shorter anchor.**
- 26) Drill the anchor holes using the base plate as a template. Drill through the floor if possible or to a depth of 5 inches minimum.
- 27) Vacuum dust from the hole for proper holding power.
- 28) Shim columns to plumb using the shims provided or steel washers. **DO NOT** shim more than 1/2" at any given point. Use a level no less than 24" in length to plumb columns.
- 29) Assemble each washer and nut to each anchor with the nut just below impact section of bolt. Drive the outer anchors into the other holes until nut and washer contact the base. Align the spacer over the two inside anchor holes on top of the baseplate and drive the anchors assembly in both inside holes, **See Fig 18**. The spacer is used to space the crossbeam off the floor. Tighten each anchor bolt to 150 foot-pounds and recheck column for plumb. Re-shim as required. Note the Front Spacer is wider than the Rear.

NOTE: Level bubble should not only be between the lines, the bubble should be centered between the lines. If the provided shims do not allow sufficient centering of the bubble, it is best to lean the rear columns in the direction toward each other and the open front columns in the direction away from each other.

OPEN FRONT COLUMNS/CROSSBEAMS

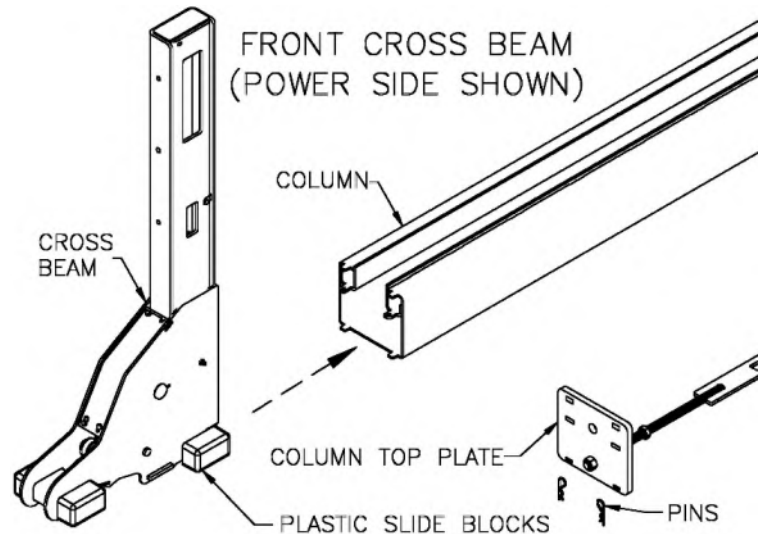


Fig 19 – Front Crossbeam Installation

- 30) Position the two front columns near the front corners of the lift on their sides; remove the pins from the top of the column and slide the top plate/ladder assembly out. Reach inside and pull out the Slide Blocks out of each crossbeam and place on 2"x4" ends. Insert the front crossbeams as shown in **Fig 19**. Notice that the front columns are identical, but the crossbeams are not. Make sure the slide block contact areas are greased with heavy viscous grease.

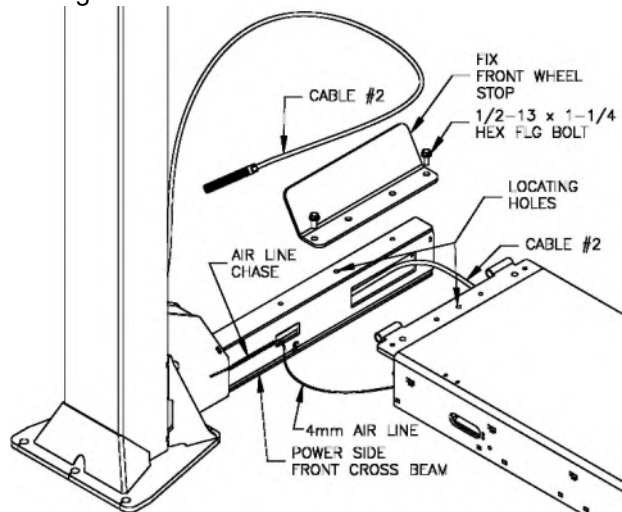


Fig 20 – Front Cross Beam Installation

- 31) Ensure that the power side front crossbeam is touching the power column base plate and stand the column up. Insert the Lock Ladder into the slot, **Fig 21**, and reinstall the Column Top Plate and pins. Move the column into position. Reach in through the small access hole in the crossbeam tube, **Fig 20**, and pull out the 6 ft. roll of 4mm" dia. plastic air line connected to the air cylinder at the end of the crossbeam.

- 32) Remove the crossbeam sheave guard, sheave, Pin etc. Feed **Cable #2** into the crossbeam's large access hole and back out the top, **Fig 20**. Insert the air line into the first Ring in the runway end. See **Fig 8 and 9** for ring location.

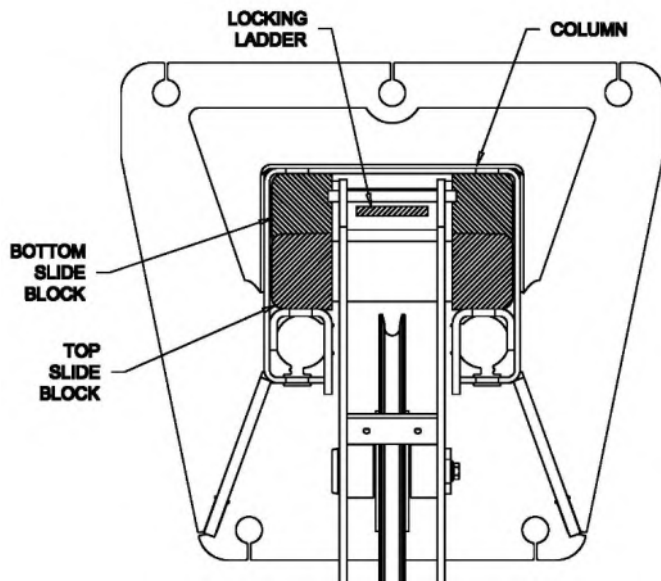


Fig 21 – Locking Ladder Orientation

- 33) Reinstall the crossbeam sheave for **Cable #1**. Slide the sheave pin through the hole, slide one sheave spacer onto the pin followed by one 1/8" plastic bearing washer, and the sheave. Set the cable into the Sheave channel and proceed to adding a 1/8" plastic washer and sheave spacer to the pin. Install the 5/16 x 3/4 bolt to retain the sheave. Reinstall the sheave guards
- 34) Bring the crossbeam up to the runways being careful to not pinch the air line, cables, and sheaves
- 35) Attach the crossbeam to the runway with 1/2 x 1-1/4 lg. flange head bolts being careful not to pinch the air line. (Leave the air line hanging out the bottom of the runway at this time. It will be fed in through the runway after the lift is raised.) Center the crossbeam bolts with slots in runway while squaring the cross tube with the runway (gap between the front of the runway and cross tube should be the same on both sides of the runway). Torque runway bolts to 60-80 foot pounds.
- 36) Repeat **Step 32-37** for idler side crossbeam.
- 37) Recheck the four runway measurements from **Fig 16**.
- 38) After ensuring column is touching lower Slide Block and not the upper Slide Blocks, drill and install anchors per steps 20-25, **See Fig 22**.
- 39) After properly shimming column plumb, loosen anchors and add one shim to both of the two inside anchors to lean the column outward slightly. Make sure lower Slide Blocks are in

contact with column and torque all anchor bolts to 150 foot-pounds, see **Fig 22**.

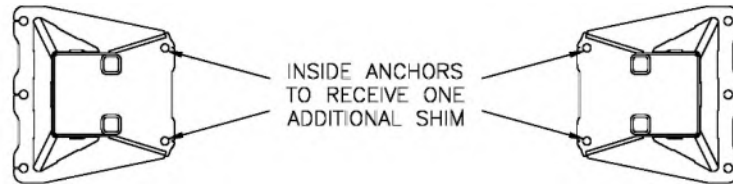


Fig 22 – Front Column Shimming

- 40) Install the four cable ends with one flat washer, one load nut, and one jam nut into the top plate. Hardware can be found in the hardware box. Thread the nut all the way down the threaded stud to maximize stroke (rise height).

OPEN FRONT POWER UNIT INSTALLATION

- 41) **POWER COLUMN ONLY** – To install the Power unit, slide the Power Unit Bracket in place. On the open side of the column screw in the 5/16" x 1" flange head bolt, see **Fig 23**. Using the nuts at the top of the column to lower the lock ladder until it contacts the top of the column baseplate. Now look inside the column, the 2 upper holes for the power unit should be visible through the lock ladder window. Insert two 5/16" x 1" flange head bolts from the inside out and screw on the two 5/16 nuts. **Note:** The bracket may need to be pivoted to align the bracket holes with the column holes.

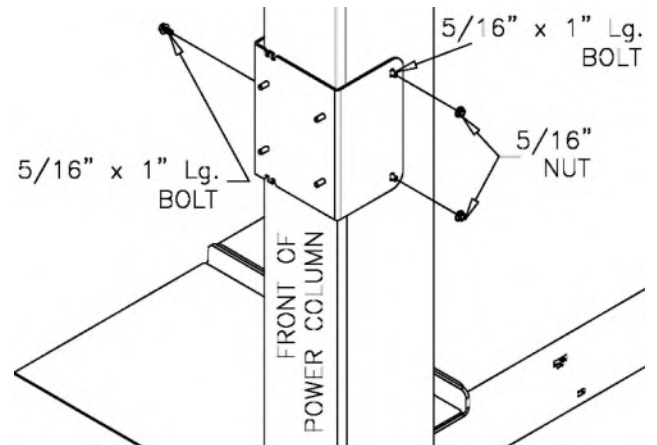


Fig 23 – Power Unit Bracket

- 42) Place the power unit on the studs and start to thread each nut on just to hold the power unit on the studs. Slip the FLR mounting bracket or the LIGHT & LOCKS control box behind the power unit and tighten all 4 nuts down. See **Fig 24a or Fig 24b**.

STANDARD FLR

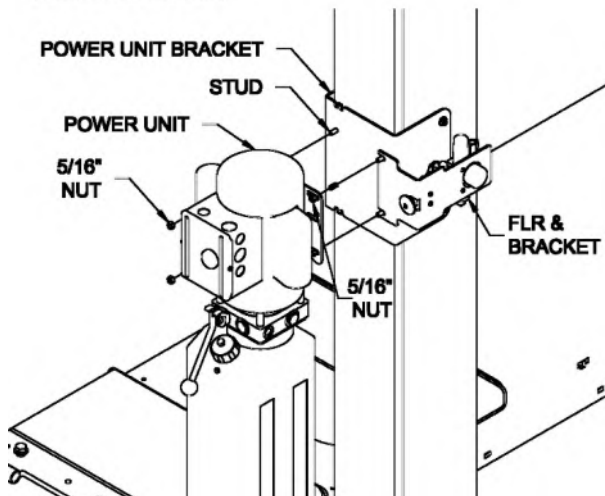


Fig 24a – Power Unit Bracket & Power Unit Mounting

L&L CONTROL BOX & FLR

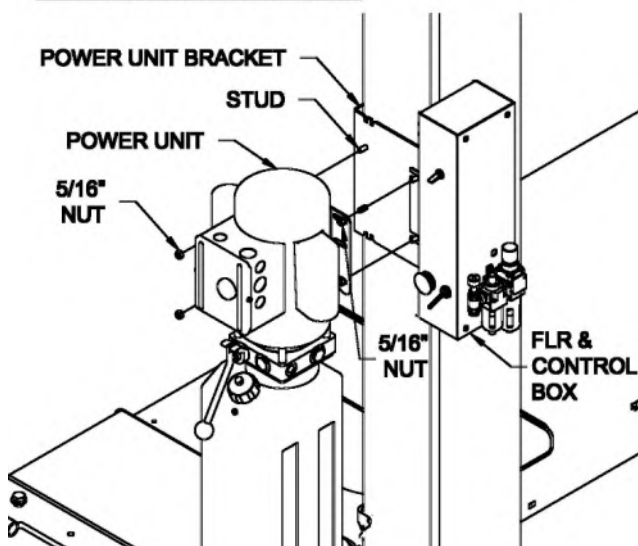


Fig 24b – Power Unit Bracket & Power Unit Mounting for LIGHT & LOCKS

- 43) Install O-Ring end of 90 degree hydraulic elbow (9/16-18 O-Ring x 37° Male JIC) to power unit output port. The hydraulic hose is pre-installed

to the hydraulic cylinder and secured inside the runway. Pull the loose end out through the opening in the power runway and attach to the elbow fitting.

Do Not Use Teflon Tape or Pipe Dope on fittings.

CONNECTING POWER TO POWER UNIT AND OPTIONAL L&L CONTROL

- 44) Have a certified electrician connect the power unit to a suitable electrical power source as shown in Fig 25.
- 45) **BE CERTAIN ALL FITTINGS AND CONNECTIONS ARE TIGHT. IT IS THE INSTALLERS RESPONSIBILITY TO INSURE SYSTEM IS LEAK-FREE.** Fill the Power Unit with three gallons of clean 10wt anti-foam anti-rust hydraulic oil or Dexron III ATF. **Do NOT USE OILS WITH DETERGENTS.**
- 46) Energize the power unit and raise the lift approximately 1 ft off the ground and look underneath the power runway to verify that the cable lugs are resting firmly against the cylinder pull bar.

Wiring Diagram

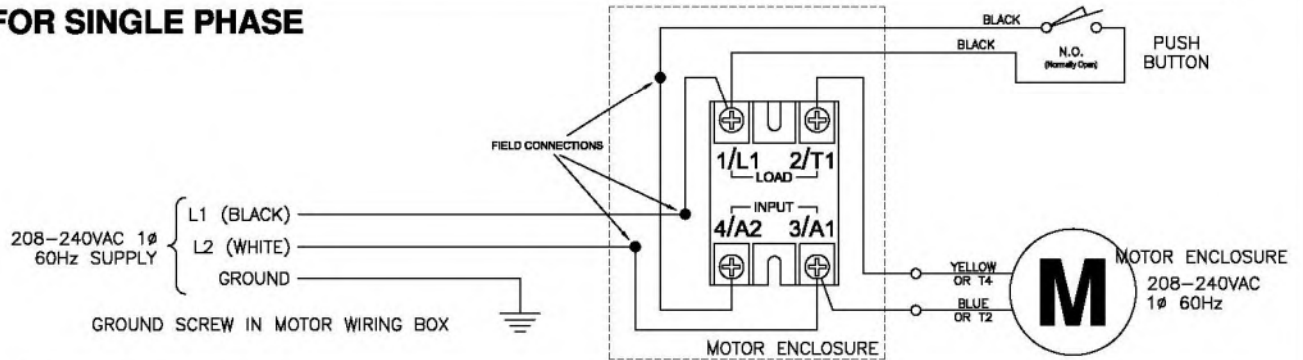
* EACH LIFT SHOULD HAVE A DEDICATED CIRCUIT WITH A DOUBLE POLE (THREE POLE FOR 3 PHASE) BREAKER OR TIME DELAY FUSE SIZED ACCORDING TO THE FOLLOWING CHART.

	1 ϕ 208-240V	3 ϕ 208V	3 ϕ 220-240V	3 ϕ 440-480V
3Hp	30amp	15amp	15amp	5amp

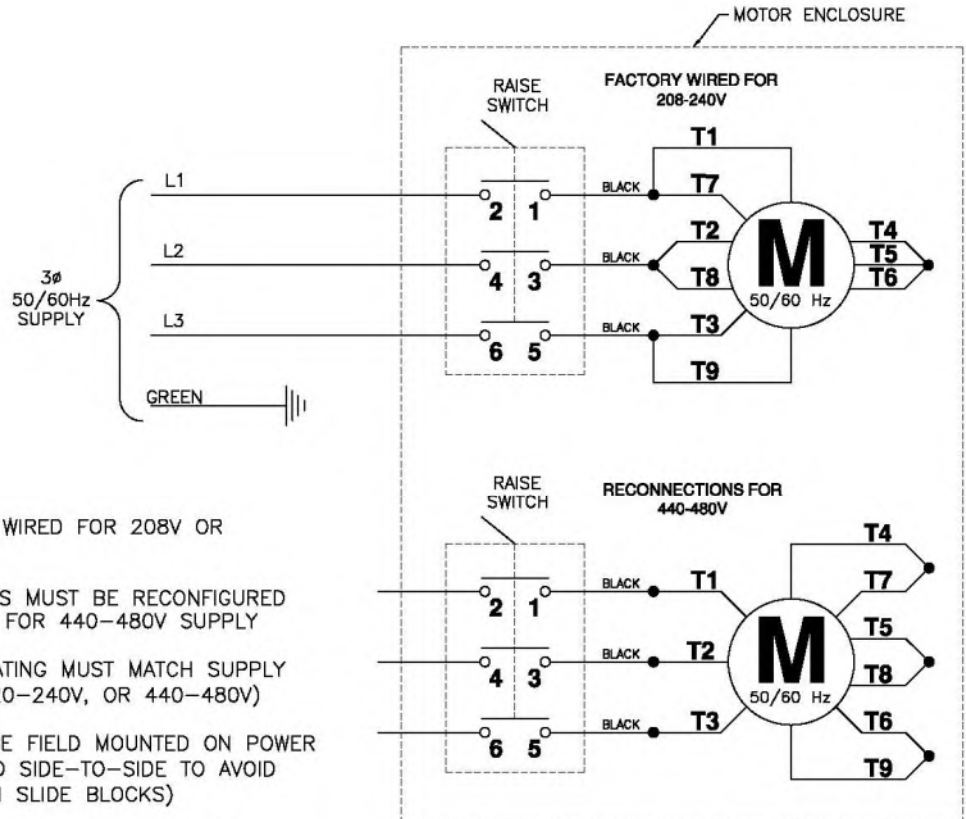
* WIRING MUST COMPLY WITH ALL LOCAL ELECTRICAL CODES.

* ELECTRICAL CODE REQUIRES A SERVICE DISCONNECT FOR THIS DEVICE. WE SUGGEST THIS SERVICE DISCONNECT BE LOCATED NEAR THE POINT OF OPERATION.

FOR SINGLE PHASE



FOR THREE PHASE



NOTES:

- 1) MOTOR IS FACTORY WIRED FOR 208V OR 220-240V SUPPLY
- 2) MOTOR CONNECTIONS MUST BE RECONFIGURED PER THIS DIAGRAM FOR 440-480V SUPPLY
- 3) CONTACTOR COIL RATING MUST MATCH SUPPLY VOLTAGE (208V, 220-240V, OR 440-480V)
- 4) CONTACTOR MUST BE FIELD MOUNTED ON POWER COLUMN (CENTERED SIDE-TO-SIDE TO AVOID INTERFERENCE WITH SLIDE BLOCKS)
- 5) MOTOR ROTATION IS COUNTER CLOCKWISE FROM TOP OF MOTOR

Fig 25 – Electrical Wiring Diagram

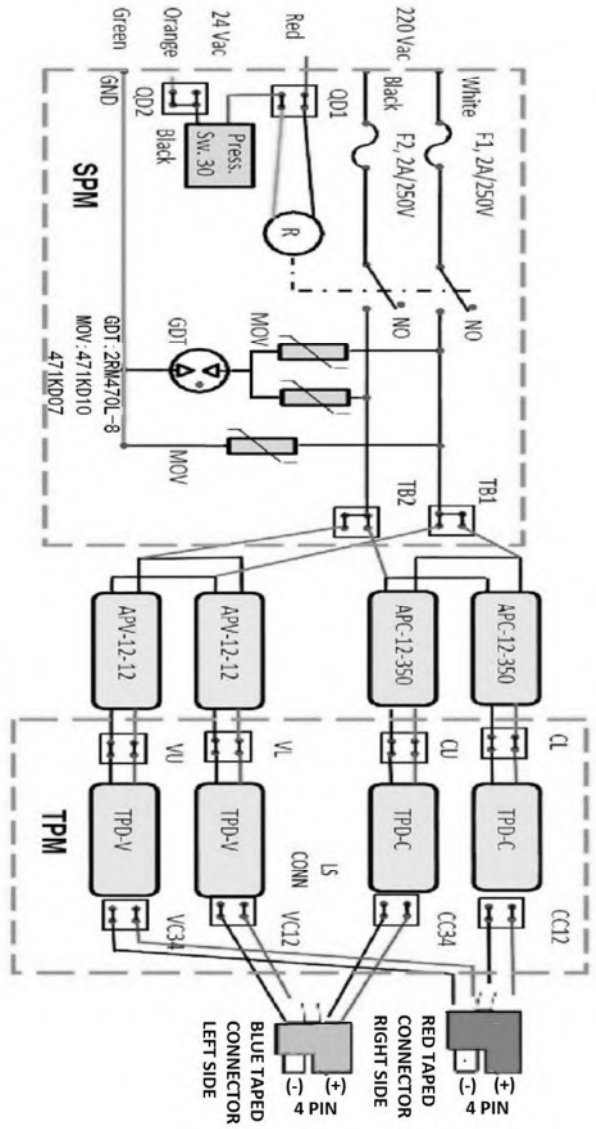


Fig 26 – Electrical Diagram for LIGHT & LOCKS

LOCK RELEASE AIR LINE INSTALLATION

- 47) For the L&L, install the 4mm air line into the 4mm union shown in **Fig 37**. For all other lifts install 4mm air line into the air valve assembly. For all lifts, route the airline thru opening in runway to Tee. See **Fig 27**

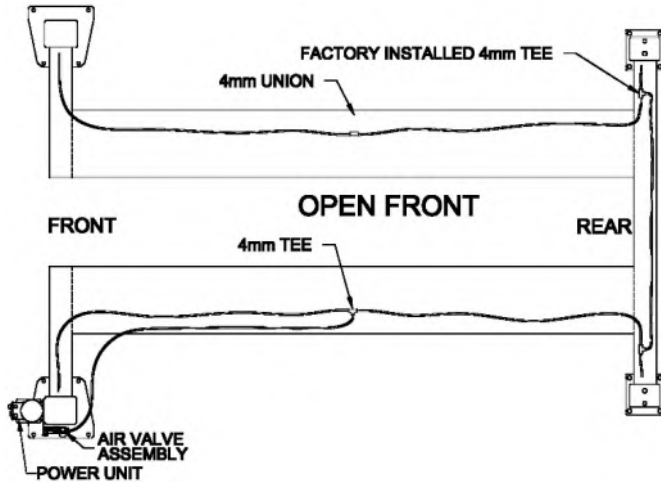


Fig 27 – Lock Release Air Line Routing

- 48) Route power side front and rear crossbeam air lines through power runway rings to Tee. Route idler side front and rear crossbeam air lines through idler runway rings and connect together with 4mm air line splice provided.
- 49) Using a suitable air source, connect the air source to the Female 1/4" NPT ball valve fitting.
- 50) Shutoff the ball valve and using a screwdriver remove the filler cap on the top of the FRL. Fill FRL to the max line. Re-install the oil filler cap. Adjust the drips to 2-3 per minute. Once adjusted turn the ball valve back on.
- 51) Pull up on the regulator knob and adjust the pressure to 100psi (allowable range 90-120 psi).
- 52) Press the lock release air valve button and ensure that all air cylinders are working properly.
- 53) Raise and lower lift several times to bleed hydraulic cylinder. Hydraulic cylinder is self-bleeding. Lower lift and check fluid level in reservoir. Add fluid as needed.
- 54) Pressure test hydraulic system. Energize power unit, raise lift to full rise and continue to run motor for additional 10 seconds. (NOTE: pressure relief will make a high pitch squeal sound for these 10 seconds.) Check hydraulic system for leaks

Place the two provided wheel chocks on top of the drivers side runway one wheel chocks on each runway

LIFT LEVELING

- 55) Adjust all four column lock ladders so the bottom of the ladder is floating just above the

column base plate. Lower the lift into a lock position.

- 56) Using a 4ft level placed at the following four different locations, find the highest corner of the lift:
- Spanning the two runways at the front turn plate cutouts
 - Spanning the two runways at the middle of the rear slip plates
 - Placed in-line with the power side runway just in front of the rear slip plate
 - Placed in-line with the idler side runway just in front of the rear slip plate

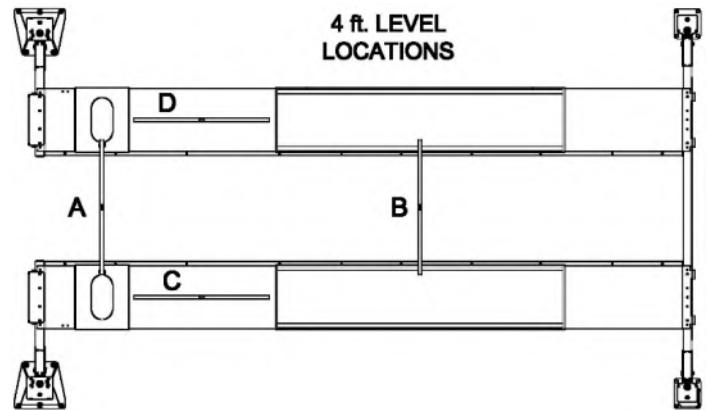


Fig 28 – 4 ft. Level Locations

- 57) Adjust the other three column ladders until the runways are level front-to-rear and side-to-side based on the four level locations shown above. Note: the ladder at the highest corner determined in **Step 56** should not be adjusted.
- 58) To synchronize all four locks, start with each cable nut threaded all the way down on its stud, as noted in the cable assembly instructions, to maximize lift stroke (rise height). Press the power unit raise button and listen to determine the lowest corner (last latch to engage). Loosen the other three cable nuts until the latches are synchronized with the lowest corner.
- 59) Raise lift to the Max Height and place a piece of tape on the power column lined up with the bottom of the crossbeam. Lower the lift into the nearest lock position and measure from the bottom of the crossbeam to the tape, **Fig 29**.

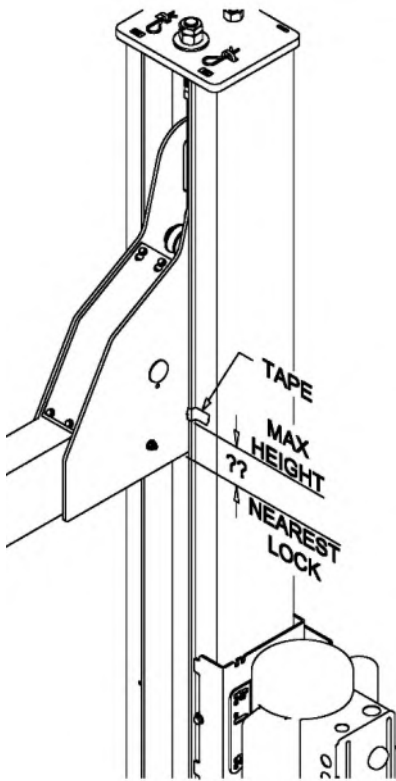


Fig 29 – Lock Clearance Measurement

- 60) If this distance is less than 1", adjust all four column ladders up by 12 revolutions (approx. 1-1/4") to ensure proper lock engagement in the highest position.

FRONT TURNPLATE LEVELING

- 61) Place the level in a front turn plate cutout, **Fig 30**. Place three 1/16" thick column shims (3/16" total thickness) under the level at the outside edge of the cutout and adjust the runway pitch leveling screws until the bubble is centered between the lines. Make sure all leveling screws are touching the crossbeam. Torque runway bolts to 60-80 foot pounds and recheck the level. Repeat for other side. (The rear of the runway usually does not require pitch adjustment as this is a closed rear crossbeam.)

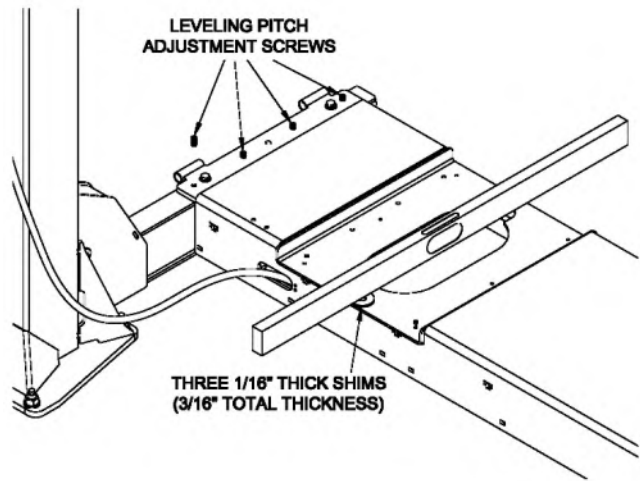


Fig 30 – Runway Pitch Adjustment

LEVELING WITH A TRANSIT

- 62) Use a transit to fine-tune the lift leveling while the lift is resting in its locks. Place the target on the center of the turn plate and the center of the rear slip plate. Adjust the column ladders as needed so all 4 target locations are on the same level plane.

- 63) Re-adjust cables until all four locks are synchronized when lift is raised.

FINALIZING LIFT LEVELING

- 64) Tighten lock ladder jam nut against bottom side of each column top plate.
- 65) Tighten cable jam nuts against adjustment nuts.
- 66) For the lifts that don't have the LIGHT & LOCKS option proceed to the Jack Installation section **Step 82**.

LOCKING FRONT TURN PLATES & REAR SLIP PLATES

Caution: Avoid inserting fingers in the front alignment pan cut-out, if position of the turn plate assembly exposes such openings.

Caution: Ensure that air supply to the lift is turned off and no person is operating on the console during maintenance of clamping elements of the locking system.

Caution: During normal use, the front turn plates and rear slip plates may move rapidly, when locking system is activated. This creates pinch points for your fingers or hands. Keep hands clear of these pinch points when lift air supply is connected. No person shall operate console while maintenance or inspection of the slip plates is in process.

- 67) Lower lift to a comfort height.
- 68) Place each front turn plate assembly, one by one, on the front alignment pan on runway. Moving handles of the turn plates should be oriented to the outside of lift, **Fig 31**.

NOTE: Ensure that the locking system components on the bottom of the turn plate (air cylinder, fittings, and plastic clamping parts) are not hitting against the runway during placement.

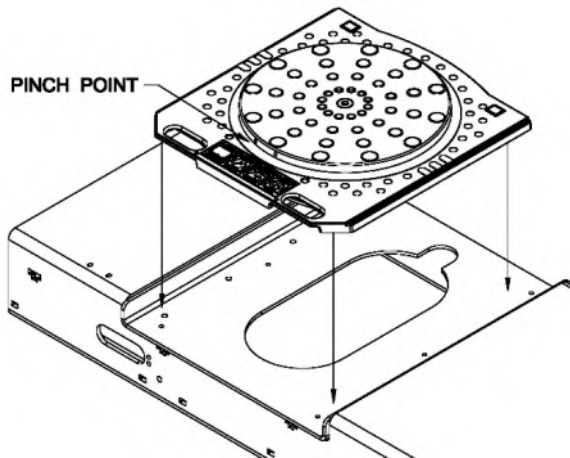


Fig 31- Turn plate Installation

- 69) Verify that the turn plate assembly is completely seated in the front alignment pan. Gently slide each turn plate in the alignment pan, left and right, to verify that they can be positioned for different car widths. Do not hit plastic locking ring forcefully against the edges of the cut-out in the front alignment pan.
- 70) Connect free ends of front air lines to the turn plate locking cylinder: red air line to the top cylinder port **Fig 32**. Remove and discard the bottom air fitting and replace it with the provided breather. Repeat for the idler side.

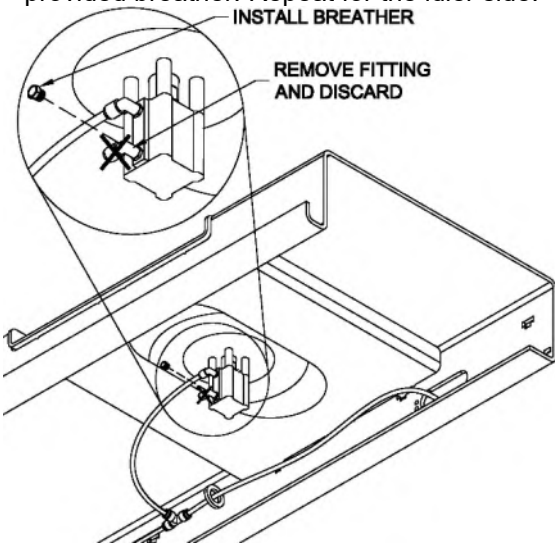


Fig 32- Turn Plate Installation

- 71) Plug the Four Pin Electrical Connector on the turn plate light cord into the Blue Four Pin Electrical Connector on the cable at the front for both the idler and power side. See **Fig 34**.
Note: The Power side Blue 4 Pin connector has only ONE Lead as the TWO Lead Blue 4 Pin connector will be plugged in at the L&L control box.

- 72) Route the rear red air line coming out of the rear cross member through each ring and connect to the tee for both the idler and power side. See **Fig 33**.

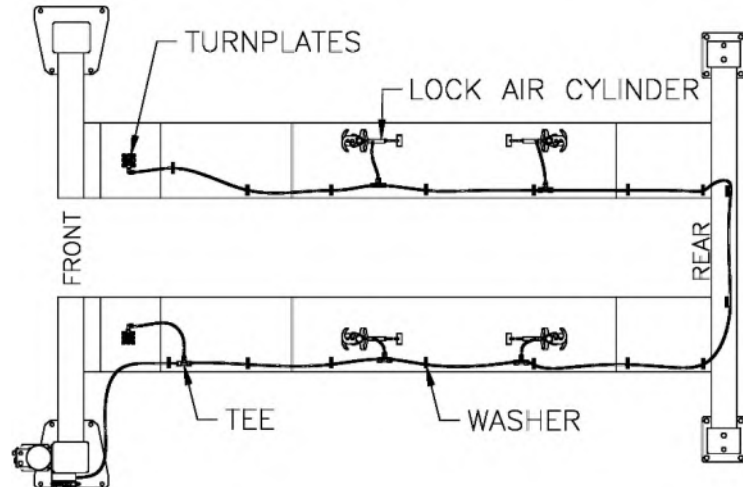


Fig 33- Lights & Locks Air Line Routing

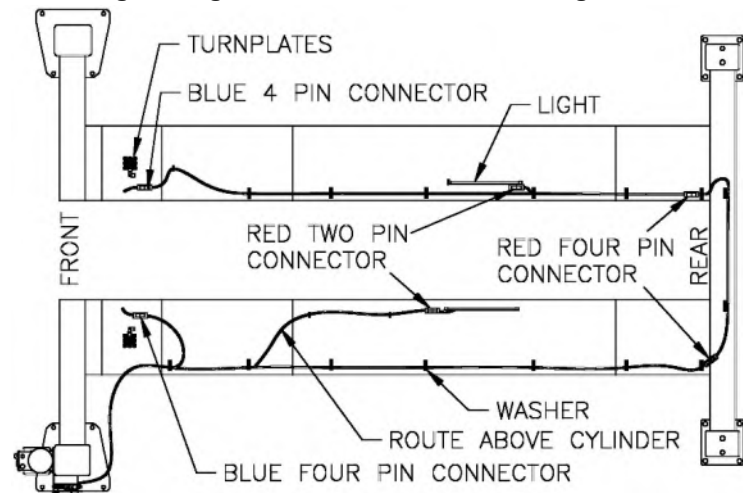


Fig 34- Lights & Locks Electrical Routing

- 73) In the rear of the idler side runway, connect the red connector for the light system coming from the rear crossbeam to the runway cable. Do the same for the power side runway, see **Fig 34**,

Light and Locks Lighting (Optional)

- 74) Remove the nut from front driver side cross beam. Mount the sensor follower plate to the crossbeam using the provide 5/16-18 x 3/4" bolt and the nut just removed. The 5/16 x 3/4" bolt can be found in the accessory box See **Fig 35**

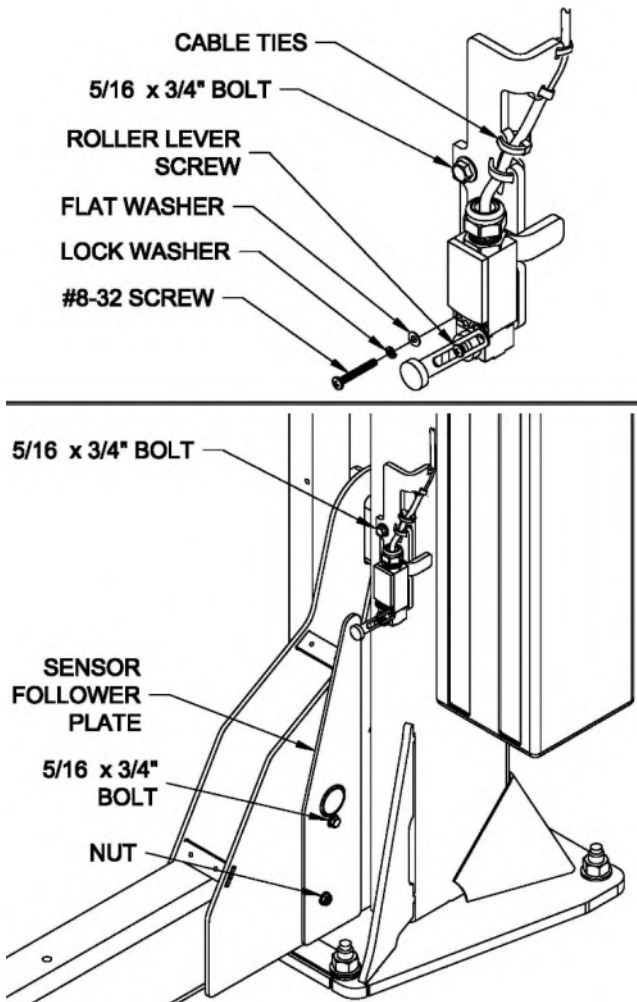


Fig 35 – Roller Lever Light Sensor

- 75) Mount the Roller Lever Light Sensor to the sensor bracket using the two #8-32 screws, two lock washers, and flat washers. Secure the cable to the bracket using the provided cable ties as shown in top of **Fig 35**.
- 76) Loosen the roller lever center screw and mount the sensor bracket to the power column using the 5/16" bolt as shown in bottom of **Fig 35**.
- 77) Adjust the Roller Lever arm by rotating it downwards until you hear a clicking sound. Slide the arm towards the crossbeam until the roller makes contact with the side of the front crossbeam. Tighten screw.
- 78) Use the provided cable ties to secure the sensor cable to power unit bracket as shown in **Fig 36**.

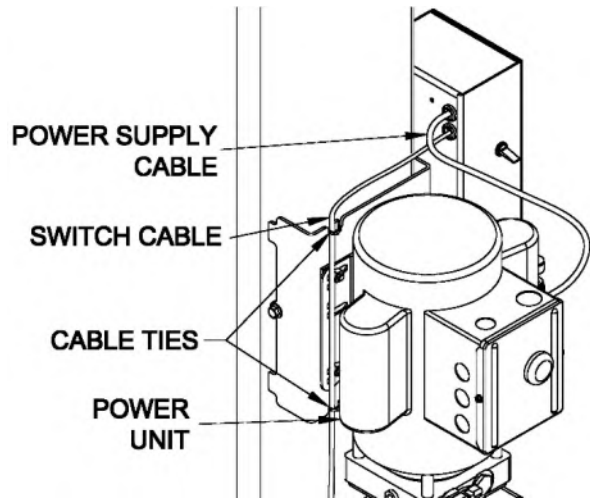


Fig 36 – Sensor Cable Routing

- 79) Follow the electrical schematic to connect the control box to the power unit See **Fig 26**.

**FINALIZE LIGHTS & LOCKS
INSTALLATION at PU (OPTIONAL)**

- 80) Route the two electrical cables and red air line through the access hole in the power runway,
- 81) At the control box, connect the red air line to the 1/4" union. Connect the connector with Red Tape to the Red Four Pin Connector. Connect the connector with Blue Tape to the Blue Four Pin Connector. See **Fig 37**

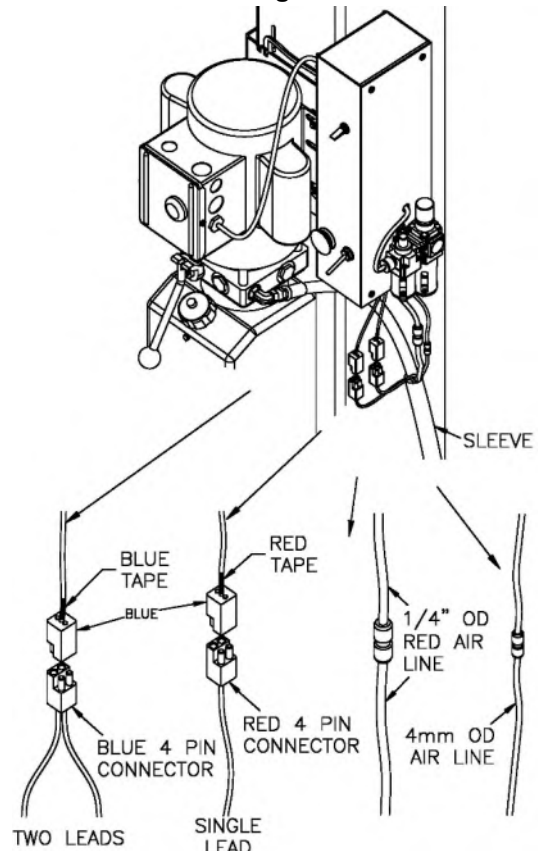


Fig 37 – Light Connection and Red Air Line

Jack Installation

82) Install Jacks per Jack Manual.

Air Accessories Installation

TEE FITTING INSTALLATION

83) Move lift to comfortable working height and rest in locks.

Note: Refer to Fig 40 for Location A, Location B, Location C, etc.

84) Locate $\text{Ø}13/16$ " hole on the vertical wall of the power runway. As shown in **Fig 40 Location A**

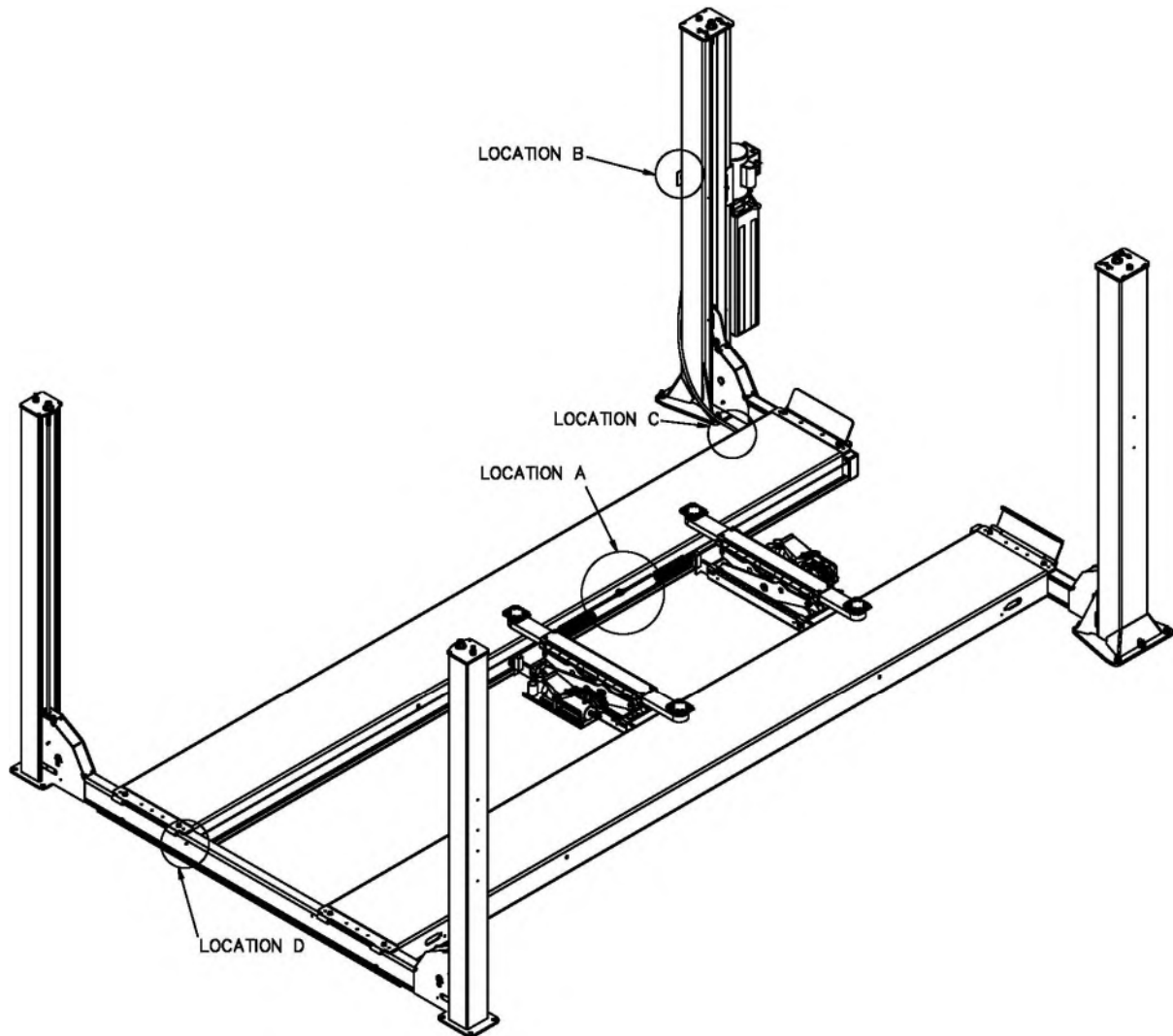
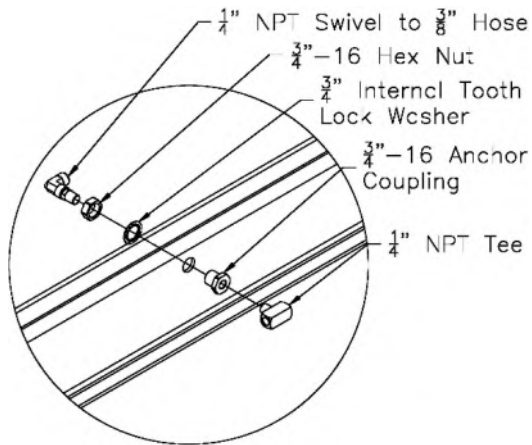


Fig 40 – Overall Detail View for Air Accessories

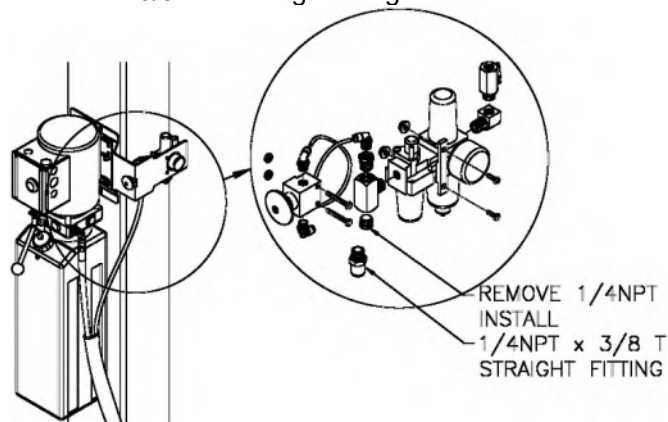
85) Assemble fittings as show in **Location A**



Location A – Fitting Assembly

AIR HOSE ROUTING

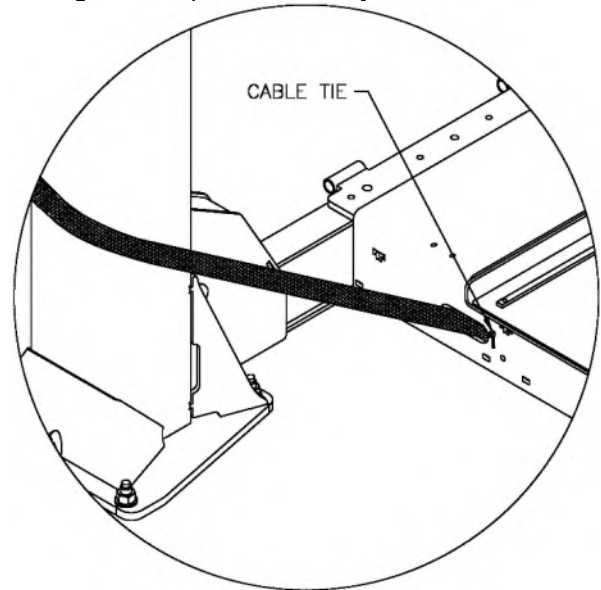
- 86) Shutoff the Air Supply Ball Valve. Locate Air Valve Bracket and assemble components supplied as shown in **Detail B**.
- 87) Remove the 1/4 NPT plug and install the 1/3 NPT x 3/8 tube straight fitting.



Location B – Lock Release Push Button Assembly

- 88) Wrap the corrugated wrap around the 3/8 air line, hydraulic hose, and 4mm air line. For lift with the optional LIGHT & LOCKS there will also be two electrical cables and red 1/4 air line that will also need to be included in the wrap.

- 89) Use the provided cable ties to secure the corrugated wrap to the runway as shown in.



Location C – Hose Routing

- 90) Once routed inside the runway, run along the outside wall of the runway until hose can clear hydraulic cylinder **Fig 41**. Secure other end with cable tie to runway as before.
- 91) Making sure to clear cylinder and connect to Tee, see **Fig 41**.

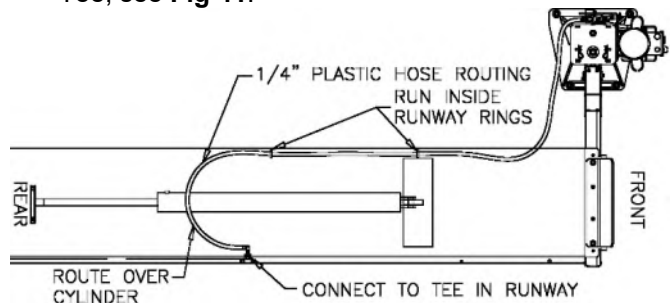
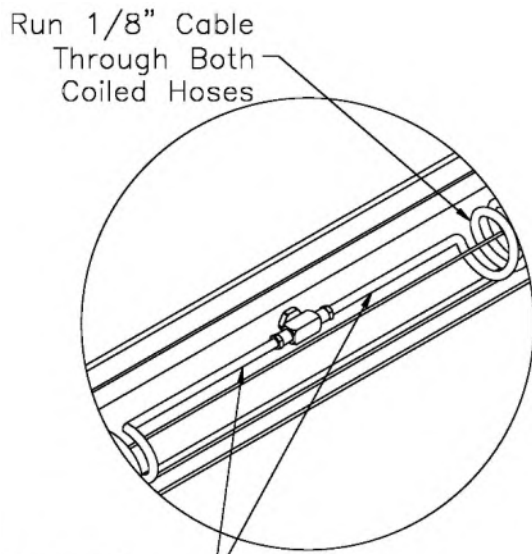


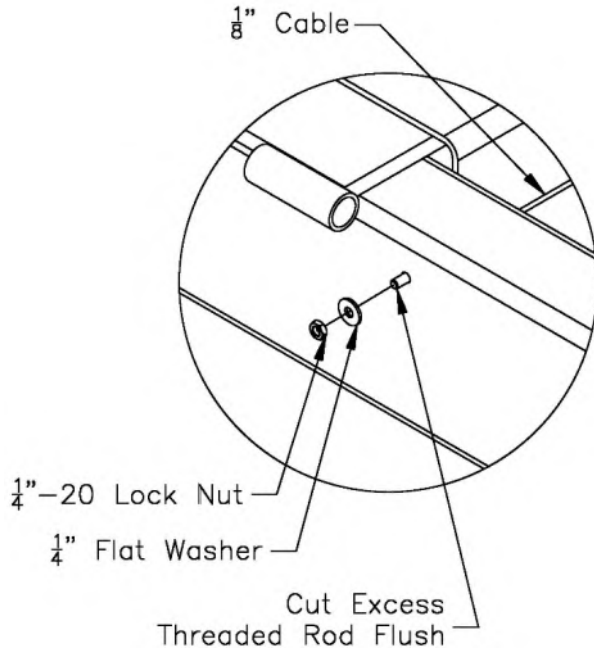
Fig. 41 – Hose Routing

COILED HOSE INSTALLATION

- 92) Attach the coiled hose to the Tee in the runway and to the jacks.
- 93) Connect the short pigtail with the swivel end to the tee. **Location A**.
- 94) Run Ø1/8" steel cable through the coiled hoses and into both crossbeams, attaching with 1/4" washer and lock nut. Cut excess thread flush. **Location D**.



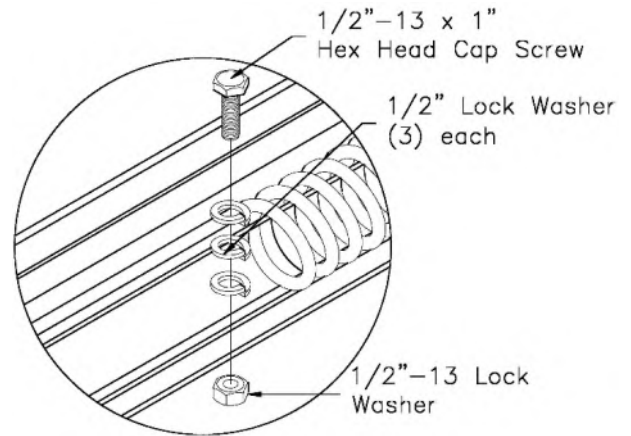
Location A – Hose Routing



Location D – Cable End Assembly

BOLT STOP INSTALLATION

- 95) Move the jacks to the ends of the runways. Locate Ø 1/2" holes on the power runway located at 50 3/4" and 105 3/8" from the front of the runway. Install 1/2-13 bolts with no more than (3) 1/2" lock washers as shown in **Location F**.



Location F – Jack Stops

WHEEL STOP AND OPTIONAL WORK STEP

- 96) Attach a Work Step to each runway. (The Work Step may be located in three different positions on each runway.) See **Fig 42**.
- 97) Use the hinge pin and cotter pins to install the alignment wheel stop. See **Fig 42**.

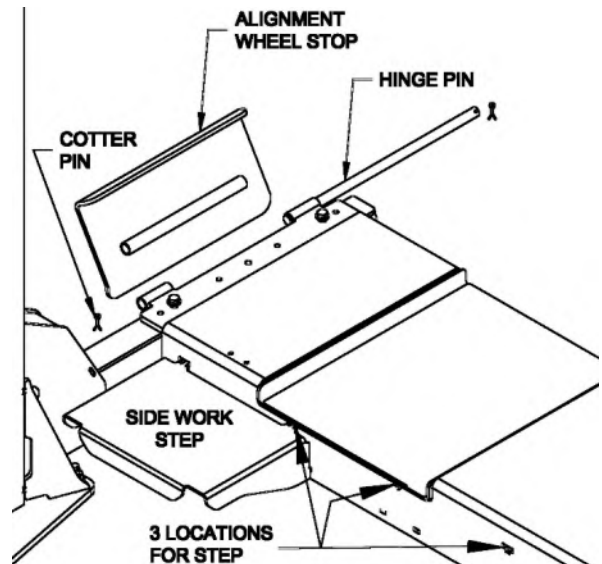


Fig 42 – Alignment Wheel Stop & Work Step Installation

COLUMN DECAL PLACEMENT

- 98) Apply decal on the side of the Power Runway and Idler Runway as shown in **Fig 43**. Center the decal between the two real slide plate lock chains.

NOTE: The Decals Are Directional

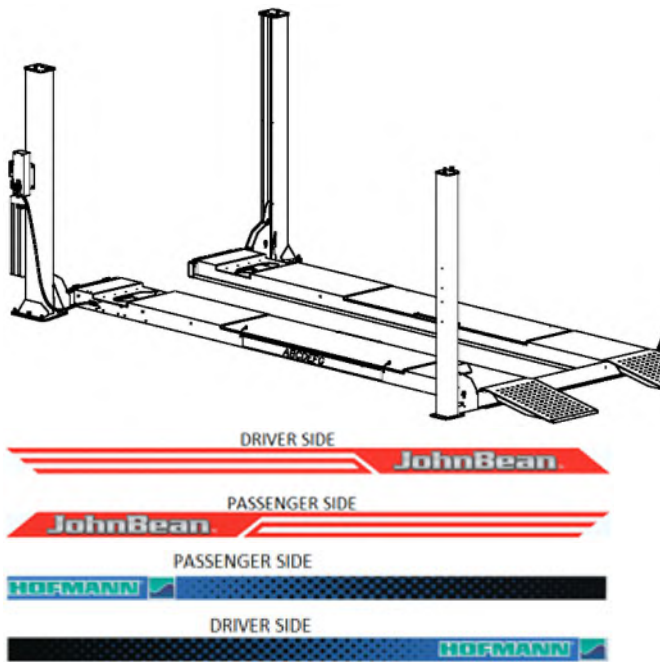


Fig 43– Decal Placement

- 99) Place the Warning Decal, Notice Decal, and Caution Decal as shown in Fig 44.
- 100) At this point turn the Air Supply Ball valve back on.

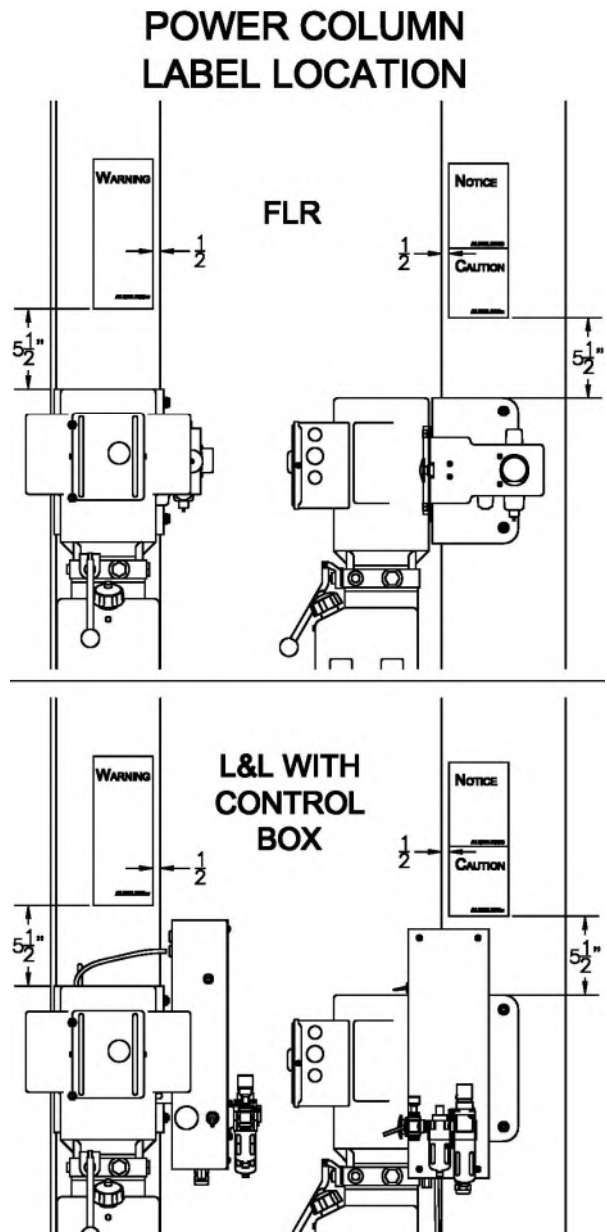


Fig 44 – Warning & Caution Decal

RAMP INSTALLATION

- 101) Install the four 1/2-13 x 4" bolts through front and rear crossbeam and into the runways. Torque to 60-80 foot pounds. See **Fig 45**
- 102) Assemble each Ramp using the hinge pins and cotter pins. See **Fig 45**.

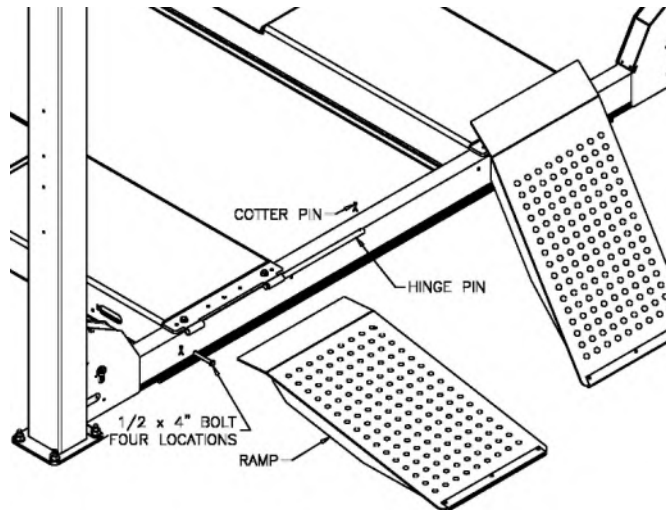


Fig 45 – Warning & Caution Decal

FINAL CHECKOUT PROCEDURE

- 103) Demonstrate the operation of the lift to the owner/operator/employer using a typical vehicle and review correct and safe lifting procedures using the Lifting It Right booklet as a guide.
- 104) Return all provided literature (including this manual) to the literature pack envelope and deliver the envelope to the owner/operator/employer.
- 105) Complete the online warranty registration (refer to the included warranty statement).

OPERATION PROCEDURE

SAFETY NOTICES AND DECALS

This product is furnished with graphic safety warning labels, which are reproduced on page 3 of these instructions. Do not remove or deface these warning labels, or allow them to be removed or defaced. For your safety, and the safety of others, read and understand all of the safety notices and decals included.

OWNER/EMPLOYER RESPONSIBILITIES

This lift has been designed and constructed according to ANSI/ALI ALCTV standard. The standard applies to lift manufactures, as well as to owners and employers. The owner/employer's responsibilities as prescribed by ANSI/ALI ALOIM, are summarized below. For exact wording refer to the actual standard provided with this manual in the literature pack.

The Owner/Employer shall insure that lift operators are qualified and that they are trained in the safe use and operation of the lift using the manufacturer's operating instructions; ALI/SM 93 - 1, ALI Lifting it Right safety manual; ALI/ST-90 ALI Safety Tips card; ANSI/ALI ALOIM, American National Standard for Automotive Lifts-Safety Requirements for Operation, Inspection and Maintenance; ALI/WL Series, ALI Uniform Warning Label Decals/Placards; and in case of frame engaging lifts, ALI/LP-GUIDE, Vehicle Lifting Points/Quick Reference Guide for Frame Engaging Lifts.

The Owner/Employer shall establish procedures to periodically inspect the lift in accordance with the lift manufacturer's instructions or ANSI/ALI ALOIM, American National Standard for Automotive Lifts-Safety Requirements for Operation, Inspection and Maintenance; and the employer shall insure that the lift inspectors are qualified and that they are adequately trained in the inspection of the lift.

The Owner/Employer shall establish procedures to periodically maintain the lift in accordance with the lift manufacturer's instructions or ANSI/ALIOIM, American National Standard for Automotive Lifts-Safety Requirements for Operation, Inspection and Maintenance; and the employer shall insure that the lift maintenance personnel are qualified and that they are adequately trained in the maintenance of the lift.

The Owner/Employer shall maintain the periodic inspection and maintenance records recommended by the manufacturer or ANSI/ALI ALOIM, American National Standard for Automotive Lifts-Safety Requirements for Operation, Inspection and Maintenance.

The Owner/Employer shall display the lift manufacturer's operating instructions; ALI/SM 93 -

1, ALI Lifting it Right safety manual; ALI/ST-90 ALI Safety Tips card; ANSI/ALI ALOIM, American National Standard for Automotive Lifts-Safety Requirements for Operation, Inspection and Maintenance; and in the case of frame engaging lift, ALI/LP-GUIDE, Vehicle Lifting Points/Quick Reference Guide for Frame Engaging Lifts; in a conspicuous location in the lift area convenient to the operator.

IMPORTANT SAFETY INSTRUCTIONS

When using your garage equipment, basic safety precautions should always be followed, including the following:

1. Read all instructions.
2. Care must be taken as burns can occur from touching hot parts.
3. To reduce the risk of fire, do not operate equipment in the vicinity of open containers of flammable liquids (gasoline).
4. Keep hair, loose clothing, fingers, and all parts of body away from moving parts.
5. Use only as described in this manual. Use only manufacturer's recommended attachments.
6. ALWAYS WEAR SAFETY GLASSES. Everyday eyeglasses only have impact resistant lenses, they are not safety glasses.

SAVE THESE INSTRUCTION

OPERATING INSTRUCTIONS

For lifts equipped with vehicle alignment capability, ensure that each front and rear slip plate is locked in position.

DO NOT ATTEMPT TO MOVE THE VEHICLE, OR RAISE OR LOWER THE LIFT, WHILE THE SLIP PLATES ARE UNLOCKED.

LIFTING A VEHICLE

Drive vehicle onto lift. Set parking brake and use wheel chocks that are provided with lift. Wheel chocks should be used at the front and back of the same wheel.

Press and hold the power unit raise button until the vehicle has reached the desired working height. Push the power unit lowering valve handle to lower the lift until its nearest set of locks are engaged. The vehicle should remain level when all locks are engaged. If one side engages and the other continues to descend, stop lowering the vehicle, raise it several inches, and try again to engage all four locks.

IMPORTANT, Before walking under the lift ensure that all locks are properly engaged.

It is not safe to work under the vehicle unless all locks are engaged, and the vehicle is level.

JACKING A VEHICLE

Note: Before lifting a vehicle, operate the jack through a couple of cycles to become familiar with the controls.

- Roll jack forward before moving vehicle on lift rack. Be sure vehicle is centered on rack, apply parking brake and chock wheels.
- Roll jack(s) to the vehicle manufacturer's recommended pick-up points. Extend lift pad arms to proper lift points. Use lift pad spacers if necessary.
- Raise jack by pushing on foot pedal on pump.
- Raise vehicle to desired height.
- Lower jack onto lock.
- To lower jack completely, raise off of lock and while holding lock release handle open lower jack. Push lift pad arms in, remove lift pad spacers (if used). Roll jack forward before moving vehicle off rack

LOWERING LIFT WITH A VEHICLE

Ensure that the area under the vehicle is clear of personnel and tools.

Raise the vehicle until locks are free to disengage.

Disengage the locks by depressing and holding the lock release palm button.

Lower the vehicle by depressing the lowering valve handle while continuing to depress the lock release palm button. Watch lift to insure that the lift is lowering evenly. If not, raise lift and check all locks to insure they are disengaged before trying to lower lift again.

Continue to lower the vehicle until the crossbeams stop against the base plate. It is important to fully lower the lift to release hydraulic pressure on the system.

LOSS OF POWER

If for any reason, the lift will not raise off the locks or the locks will not retract, consult factory authorized personnel.

DO NOT OVERRIDE ANY SAFETY FEATURE IN AN ATTEMPT TO LOWER THE LIFT.

IMPORTANT!

Failure to keep lift free of corrosive agents and solvents will lead to reduced service life, which could result in property damage and/or personal injury. If any problems are encountered, contact your local service representative

LIFT MAINTENANCE

To avoid personal injury, permit only qualified personnel to perform maintenance on this equipment. Maintenance personnel should follow lockout/tag out instructions per ANSI Z244.1.

The following maintenance points are suggested as the basis of a routine maintenance program. The actual maintenance program should be tailored to the installation. See ANSI/ALI ALOIM booklet for periodic inspection checklist and maintenance log sheet.

- If lift stops short of full rise or chatters, check fluid level.
- Replace all Safety, Warning or Caution Labels if missing or damaged. (**See *Installation instructions page 3.***)

Daily

- Keep lift components clean. **To keep alignment lifts with rear slip plates working properly use compressed air to blow out any debris from the bearing area.**
- Check for loose or broken parts.
- Check hydraulic system for fluid leaks.
- Check lock release activation.

Weekly

- Check cables and sheaves for wear or damage. Replace as required with parts approved by Snap-on Equipment.
- Inspect lock mechanism for proper function.

Monthly

- Lubricate Open Front slide tracks with heavy viscous grease. (Grease all four slide block contact areas on Open Front Columns.)
- Torque concrete anchor bolts to 80 ft-lbs.
- Clean and inspect cables and sheaves for wear or damage. Lubricate cables and sheaves with light oil.
- Visually inspect concrete floor for cracks and/or spalls within 12" of base plate

IMPORTANT! Failure to keep lift free of corrosive agents and solvents will lead to reduced service life, which could result in property damage and/or personal injury.

If any problems are encountered, contact your local service representative.

Jack Maintenance

Daily

- Inspect jack and it's components for damage or excessive wear. Replace parts as required. See parts list. Check for loose or broken parts.

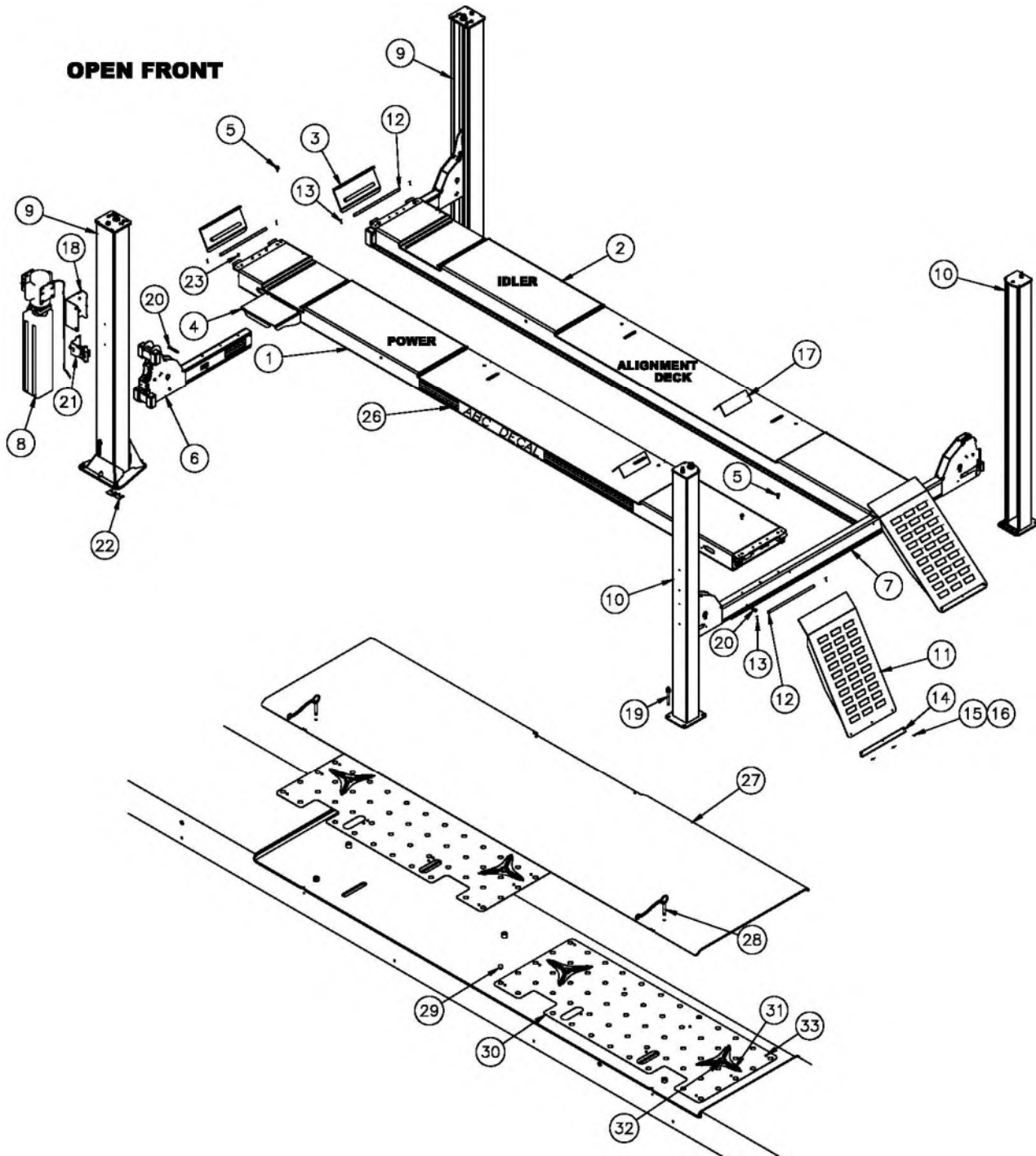
Annually

- Check hydraulic pump fluid level. When jack is completely lowered remove breather plug and check oil level. Oil should be at top of filler plug hole.

Notes:

Parts List

Fig A. General Layout



PARTS LIST (continued)**Table A. General Layout**

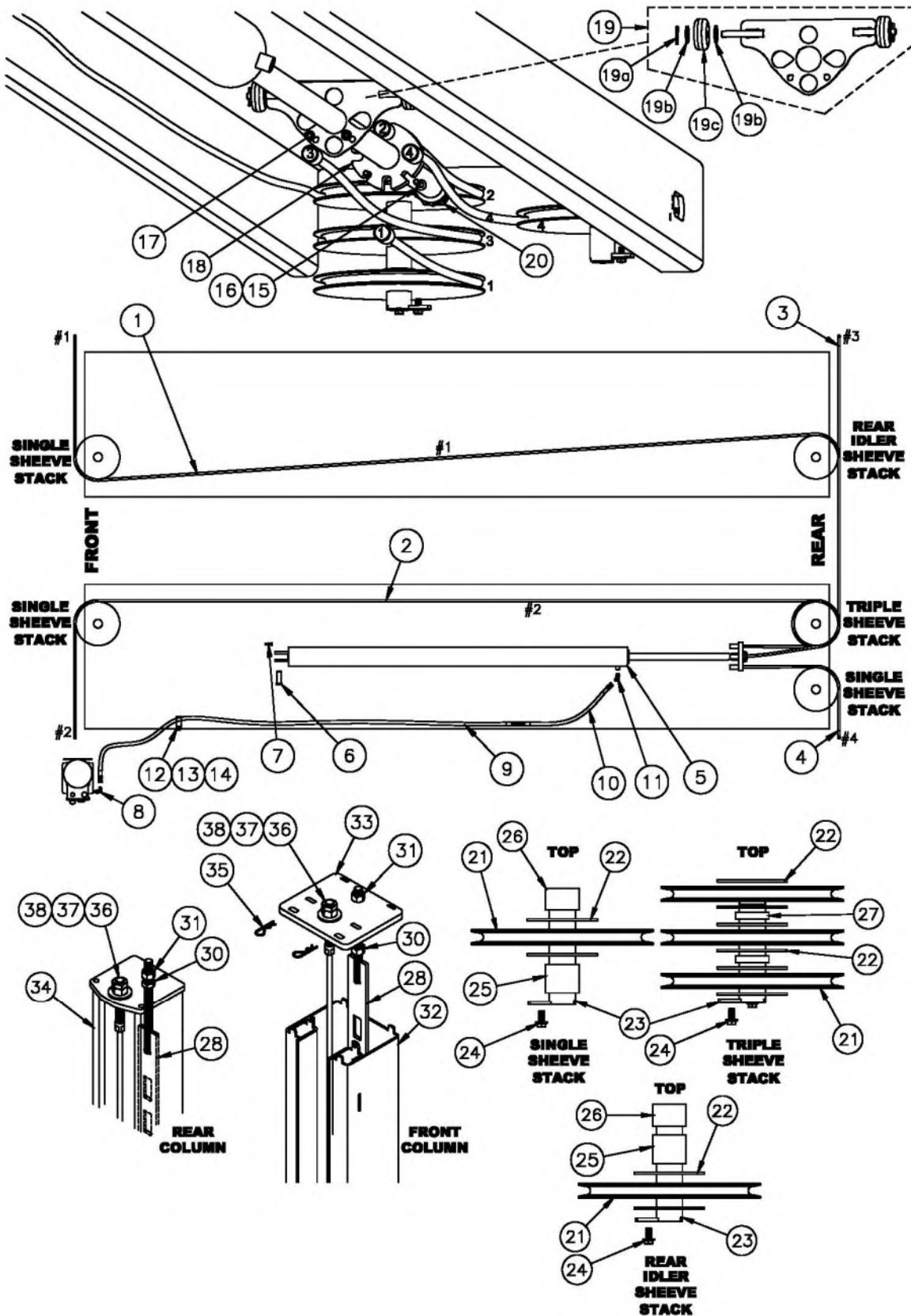
ITEM #	PART #	QTY/LIFT	DESCRIPTION
1	40796W	1	ALIGNMENT POWER RUNWAY WELD (EELR506A, EELR506LL, EELR708A, & EELR708LL)
	40786W		ALIGNMENT POWER RUNWAY WELD (EELR504A, EELR504LL, EELR706A & EELR706LL)
2	40798W	1	ALIGNMENT IDLER RUNWAY WELD (EELR506A, EELR506LL, EELR708A, & EELR708LL)
	40788W		ALIGNMENT IDLER RUNWAY WELD (EELR504A, EELR504LL, EELR706A & EELR706LL)
3	40801	2	FOLD-DOWN FRONT WHEEL STOP
4	40506W	2	WORK STEP
5	40083	8	1/2-13 x 1-1/4 HEX.FLG.HD.CAP SCREW
6	40719-P	1	FRONT POWER CROSSBEAM ASSEMBLY
	40719-I	1	FRONT IDLER CROSSBEAM ASSEMBLY
7	40760	1	REAR CROSSBEAM ASSEMBLY
8	AB-81795	1	POWER UNIT 1 PHASE, 60Hz, 208-230VAC
	AD-81795		POWER UNIT 3 PHASE, 230/460VAC
9	40710	2	FRONT COLUMN ASSEMBLY
10	40755-I	2	REAR COLUMN ASSEMBLY
11	40874	2	ENTRANCE RAMP
12	40165	2	RAMP HINGE PIN
13	40126	8	1/8 x 1 1/2" Lg. COTTER PIN
14	40168	2	RAMP SLIDE
15	31062	6	1/4-20NC x 3/4" Lg. PAN HEAD SCREW
16	40085	6	1/4-20NC HEX FLANGE NUT
17	40265	2	WHEEL CHOCK
18	40872	1	POWER UNIT BRACKET ASSEMBLY
19	31058	18	ANCHOR BOLT, 3/4 x 5 1/2"
20	40809	4	1/2 -13 x 4" HEX.HD.CAP SCREW
21	40878	1	AIR CONTROL BRACKET ASSEMBLY
22	480589	2	SHIM KIT
23	40806	8	1/2-13NC x 3/4 SET SCREW
26	6-4322-L	1	DECAL, JOHN BEAN (DRIVE SIDE)
	6-4322-R	1	DECAL, JOHN BEAN (PASSENGER SIDE)
	6-4321-L	1	DECAL, HOFMANN (DRIVE SIDE)
	6-4321-R	1	DECAL, HOFMANN (PASSENGER SIDE)
27	40833W	2	REAR SLIP PLATE WELDMENT
28	40220	4	PIN ASSEMBLY
29	40211	280	3/4" DIA. BALL
30	40835W	4	BALL RETAINER ASSEMBLY
	40836W	2	BALL RETAINER SHEET
	40527	28	STAND-OFF PIN
	40528	28	STAND-OFF SPACER (GROMMET)
	40221	24	1/2" DIA. EXTENSION SPRING
	CL40219	8	7/8" INTERNAL TOOTH LOCK WASHER
31	40221	12	1/2 DIA EXTENSION SPRINGS
32	40219	4	7/8" INTERNAL TOOTH LOCKWASHER
33	40527	40	STAND OFF PINS

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PARTS LIST (continued)

Fig B. Cables, Sheave Assembly, & Column Assembly



PARTS LIST (continued)**Table B. Cables, Sheave Assembly, & Column Assembly**

ITEM #	PART #	QTY/LIFT	DESCRIPTION
1	40703-X1	1	RIGHT FRONT CABLE #1 (EELR506A, EELR708A) (36' 7")
	40703-E1		RIGHT FRONT CABLE #1 (EELR504A, EELR706A) (34' 3-1/2")
2	40703-X2	1	LEFT FRONT CABLE #2 (EELR506, EELR708) (32' 2")
	40703-E2		LEFT FRONT CABLE #2 ((EELR504A, EELR706A) (29' 10-1/2")
3	40703-3	1	RIGHT REAR CABLE #3 (17')
4	40703-4	1	LEFT REAR CABLE #4 (11' 8-1/2")
5	40611	1	HYDRAULIC CYLINDER
6	40082	1	CLEVIS PIN
7	40126	1	1/8 x 1 1/2" Lg. COTTER PIN
8	16167	1	90 DEGREE ADAPTER ELBOW – MALE #6 O-RING x MALE #6 J.I.C.
9	40349	1	HYDRAULIC HOSE – FEMALE #6 J.I.C. BOTH ENDS 13 ft
10	39101-024	1	HYDRAULIC HOSE EXTENSION – 2 ft (EELR504A, EELR706A)
	39101-048		HYDRAULIC HOSE EXTENSION – 4 ft (EELR506A, EELR708A)
11	A2128	1	45 DEG ELBOW - #6 O-RING x #6 JIC 37 DEG
12	A1122-12	1	HOSE CLAMP
13	A1153	1	3/8-16NC x 3/4 HEX. FLG. HD. CAP SCREW
14	A1154	1	3/8-16NC HEX FLANGE NUT
15	44207	2	5/16-18NC x 2 HEX HD CAP SCREW
16	6-0295	2	5/16 SAE FLAT WASHER
17	4100237	2	5/16-18NC FLANGE HD LOCKING HEX NUT
18	40770	1	CABLE PULL BAR
19	40995	1	CABLE RETAINER ASSEMBLY
19a	40999	2	ROLLER
19b	31036	4	3/8 FLAT WASHER
19c	CL6-0267	2	COTTER PIN 1/8 x 1
20	44015	2	1 3/8-12NF JAM NUT
21	B40650	11	SHEAVES
22	40053	22	1/8" THICK BEARING
23	B40055	4	SHEAVE PIN WELD (RUNWAY)
24	40807	10	5/16 – 18NC x 3/4 HEX. SER. FLG. HD. CAP SCREW
25	40774-B	4	SHEAVE SPACER, BOTTOM 1-5/8
26	40774-T	4	SHEAVE SPACER, TOP 1-1/4
27	40774-S	2	SHEAVE SPACER, 3-STACK 3/8
28	40750	4	LADDER WELD
30	CL40130	4	3/4-10NC HEX JAM NUT
31	40129	4	3/4-10NC HEX NUT
32	40712	2 O	OPEN FRONT COLUMN WELD
33	40711	2 O	OPEN FRONT COLUMN TOP PLATE
34	40756	2	IDLER COLUMN WELD
35	40126	4	1/8 x 1-1/2" Lg. COTTER PIN
36	40147	4	7/8-9NC HEX NUT
37	40148	4	7/8-9NC HEX JAM NUT
38	CL40149	4	7/8 FLAT WASHER
39	1-3762	2	PLASTIC INSERT

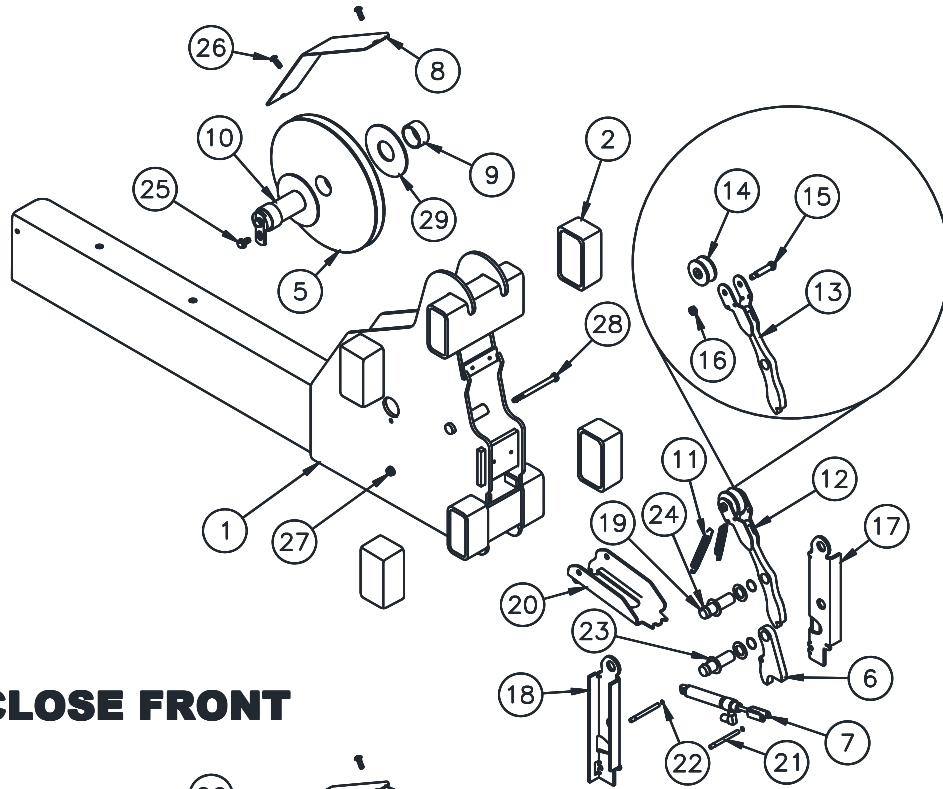
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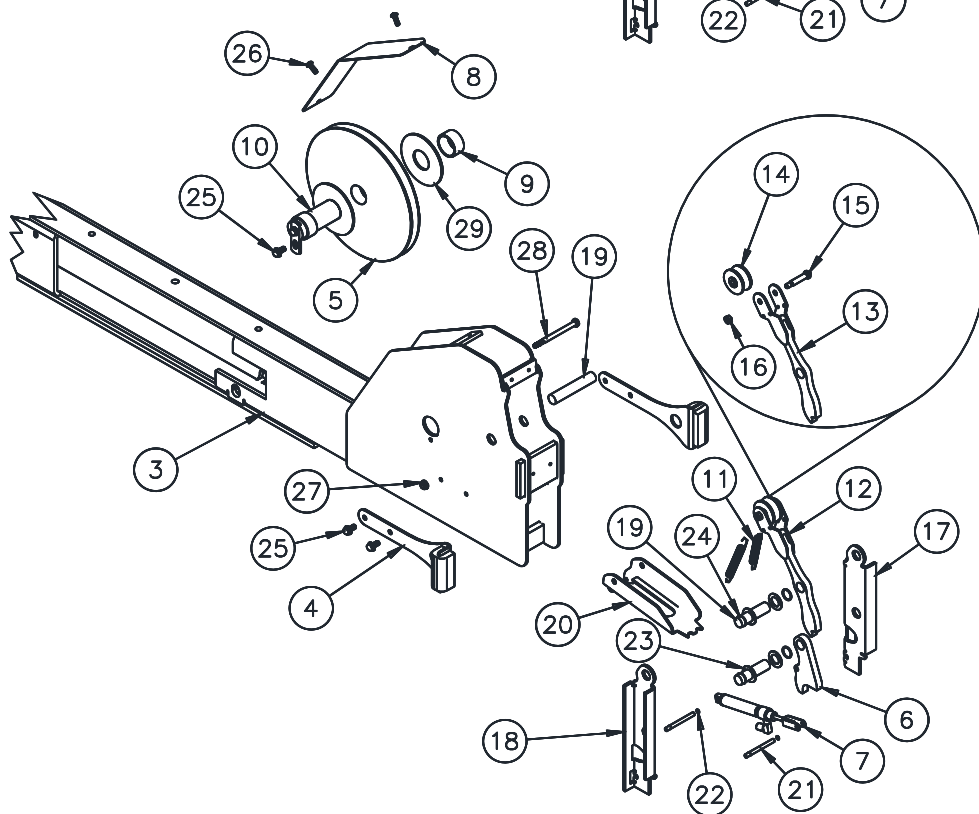
PARTS LIST (continued)

Fig C. Front and Rear Crossbeam Assembly

OPEN FRONT



CLOSE FRONT



PARTS LIST (continued)**Table C. Front and Rear Crossbeam Assembly**

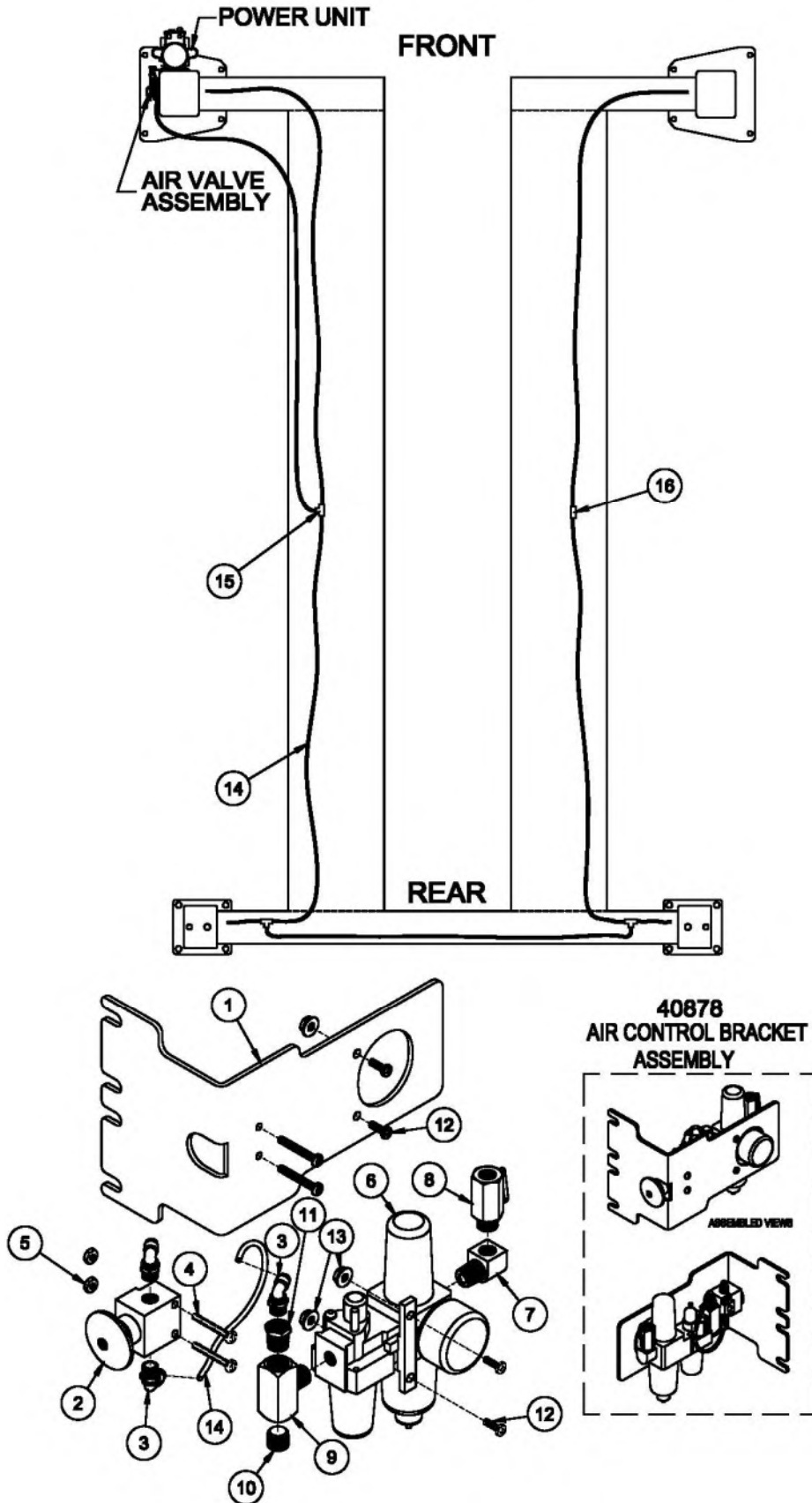
ITEM #	PART #	QTY/LIFT	DESCRIPTION
1	40720-P	1	OPEN CROSSBEAM WELD, POWER
	40720-I	1	OPEN CROSSBEAM WELD, IDLER
2	2-0772	8	OPEN SLIDE BLOCKS
3	40761	1	CROSSBEAM WELD
4	40766	4	CLOSE SLIDE BLOCKS ASSEMBLY
5	B40650	11	SHEAVE
6	40625	4	PRIMARY LOCK PAWL
7	40882	4	AIR CYLINDER ASSEMBLY
8	40844	4	SHEAVE GUARD
9	40774-X	8	SHEAVE SPACER BUSHING (CROSSBEAM)
10	B40116	4	SHEAVE PIN (CROSSBEAM)
11	CL40139	8	EXTENSION SPRING
12	40741	4	SLACK LATCH ASSEMBLY
13	40742	4	SLACK LATCH WELD
14	40745	4	CABLE ROLLER
15	36065	4	3/8 x 1-1/2 SHOULDER BOLT
16	70081	4	5/16 – 18 KEPS NUT
17	40746-L	4	LOCK SUPPORT CHANNEL, LEFT
18	40746-R	4	LOCK SUPPORT CHANNEL, RIGHT
19	40747	10	LATCH PIVOT PIN
20	40748	4	AIR CYLINDER SUPPORT BRACKET
21	40749	8	AIR CYLINDER PIVOT PIN
22	40850	16	RETAINING RING, AIR CYLINDER ROD
23	40734	16	FLAT WASHER, 3/4 x 1-1/4
24	40851	16	RETAINING RING, LATCH PIVOT PIN
25	40807	8	5/16–18NC x 3/4 HEX. SER. FLG. HD. CAP SCREW
26	31062	8	1/4-20NC x 3/4" Lg. PHILIPS PAN HEAD
27	4100237	4	HEX FL HD SL NUT 5/16-18NC
28	40808	4	5/16-18NC x 4 HHCS GR5 PLATED
29	40053	22	SHEAVE THRUST BEARING (1/8" THICK)

IMPORTANT!

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PARTS LIST (continued)

Fig D. Air Lock Release



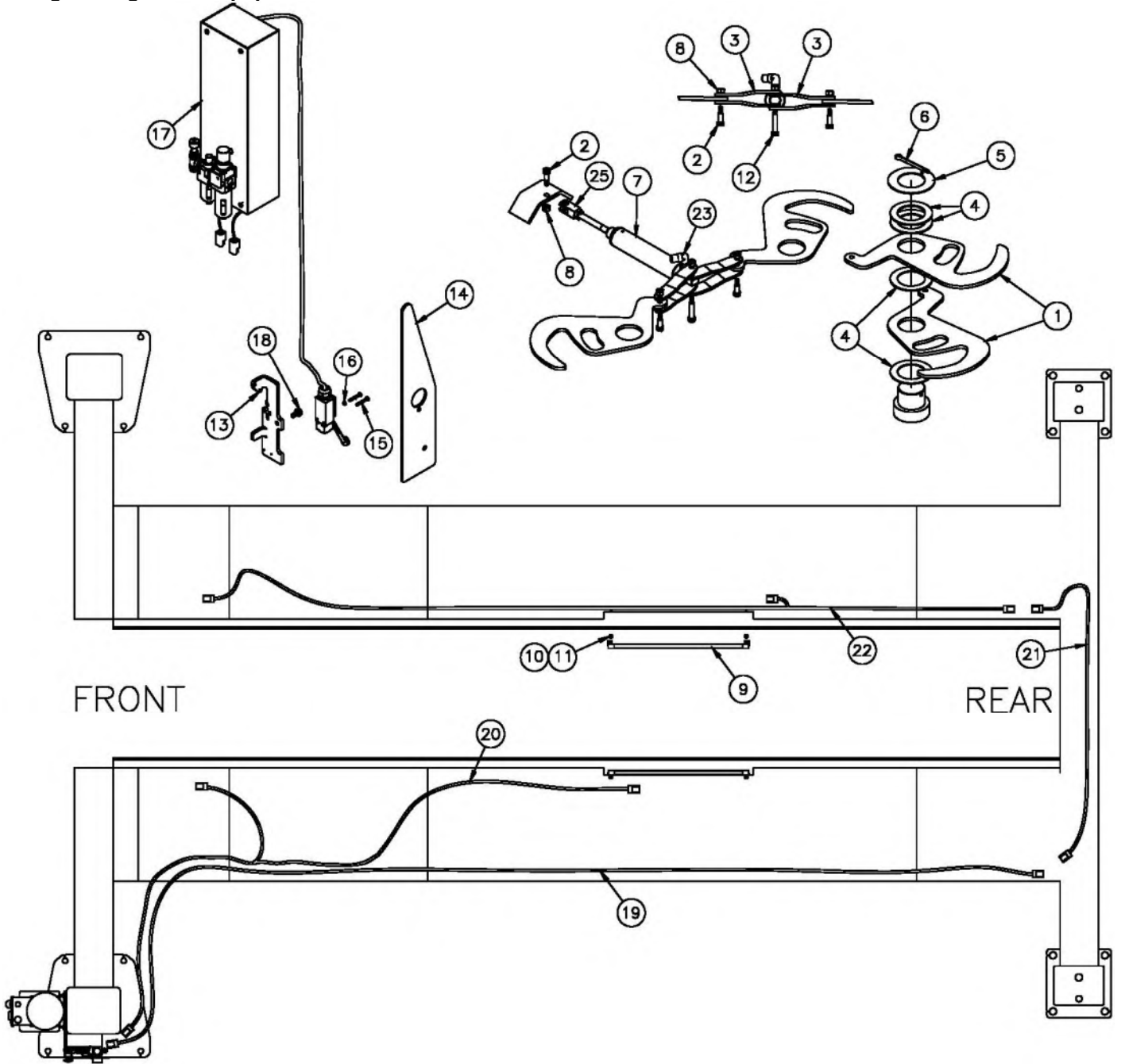
PARTS LIST (continued)**Table D. Air Lock Release**

ITEM #	PART #	QTY/LIFT	DESCRIPTION
1	40879	1	AIR CONTROL BRACKET
2	37016	1	PNEUMATIC VALVE (MAC)
3	B37019	1	ELBOW 1/8" NPT MALE x 4mm PUSH-LOCK
4	37022	2	#8-32 x 1 1/4 PAN HEAD SCREW
5	CL37024	2	#8-32 HEX NUT
6	40803	1	FRL ASSEMBLY
7	24104	1	STREET ELBOW, 1/4 NPT
8	RJ6-32	1	BALL VALVE, 1/4 NPT MALE x FEMALE
9	40236	1	BRANCH TEE, 1/4 NPT
10	40237	1	HEX SOCKET PLUG, 1/4 NPT
11	40805	1	REDUCER, 1/4 NPT x 1/8 NPT
12	VS10-40-18	2	#10-32 x 1/2 PHILLIPS PAN HEAD SCREW
13	A1206-15-14	2	#10-32 SERRATED FLG. HEX. NUT
14	00909	60 ft	4mm DIA. PLASTIC AIR LINE
15	B37032	3	4mm UNION TEE
16	B40445	1	4mm STRAIGHT UNION

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PARTS LIST (continued)
Fig E. Alignment Equipment



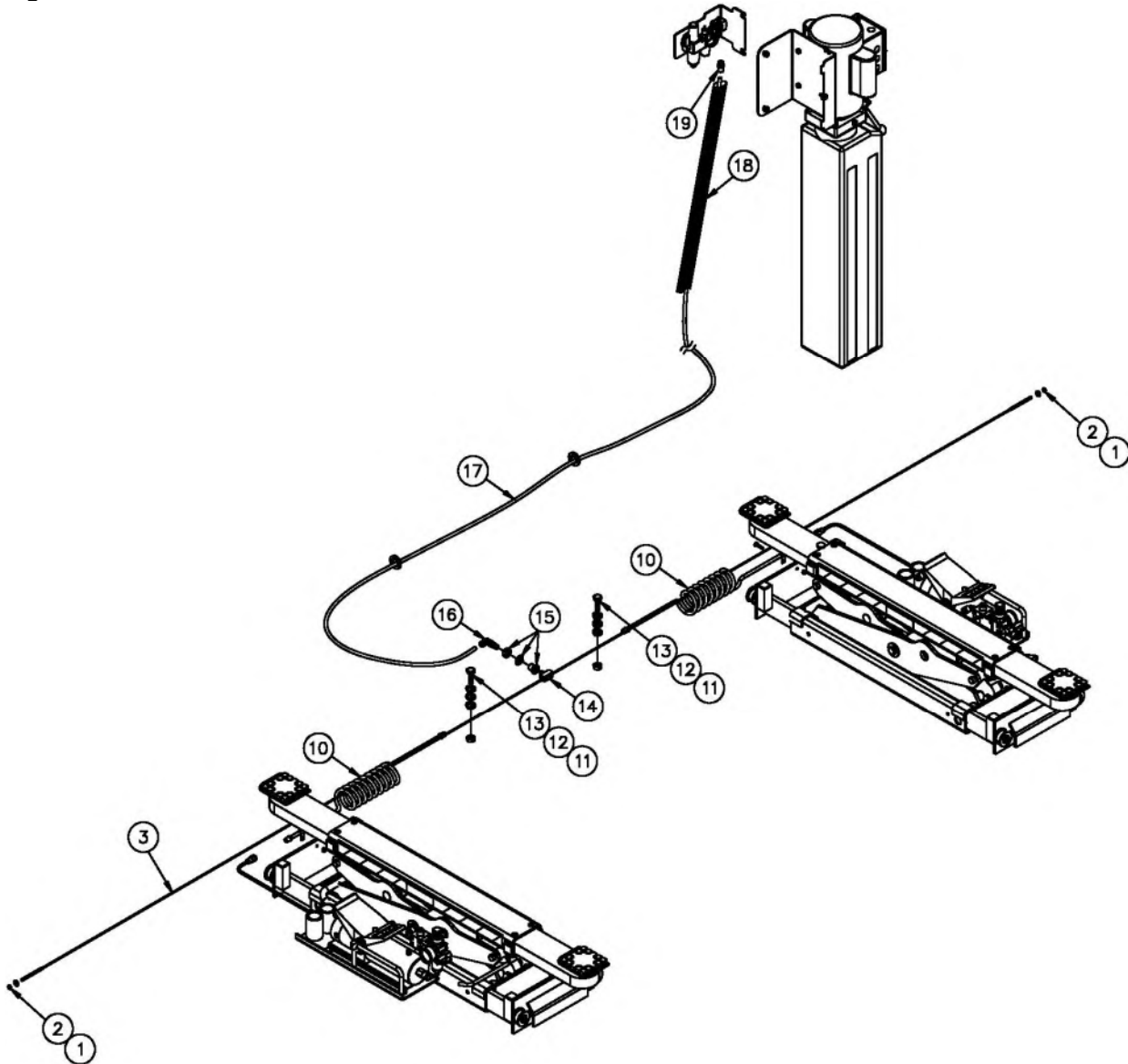
PARTS LIST (continued)**Table E. Alignment Components**

ITEM #	PART #	QTY/LIFT	DESCRIPTION
1	40861	4	JAW LIGHT & LOCKS
2	40863	12	SHOULDER BOLT 1/4 x 1/2"
3	40860	16	SHACKLE PLATE
4	1-0757	16	NYLON THRUST WASHER
5	1-3686	4	SPACER
6	6-3929	4	COTTER PIN
7	40866	4	AIR CYLINDER
8	055-127	16	#10-24 NYLON INSERT LOCKNUT
9	6-4216	2	LED LIGHT BAR
10	31062	4	1/4-20 x 3/4 PAN PHILIPS SCREW
11	40085	4	1/4-20 HEX SERRATED FLANGE NUT
12	40864	4	SHOULDER BOLT 1/4 x 1"
13	40870	1	SWITCH BRACKET
14	40871	1	SWITCH FOLLOWER BRACKET
15	CL6-4135	2	#8-32 x 1.25 SS PHMS
16	6-3465	2	LOCKWASHER, INTERNAL #8
17	6-4279	1	CONTROL BOX ASSY, LIGHT & LOCKS
18	40807	1	5/16-18 x 3/4 HSFHC GR5
19	6-4103	1	POWER RUNWAY EXTENSION CABLE ASSY.
20	6-4104	1	POWER RUNWAY CABLE ASSY.
21	CL6-4105	1	REAR CROSSMEMBER CABLE ASSY.
22	6-4106	1	IDLER RUNWAY CABLE ASSY.
23	40862	4	ELBOW 1/8 MALE
25	6498K43	4	CLEVIS / PIN KIT
26	6-2971	4	1/4" POLYTUBE UNION TEE
27	40869	2	BREATHER (NOT SHOWN)
28	8-0372	25ft	POWER RUNWAY, POLYTUBE 1/4" OD x .035W, RED (NOT SHOWN HERE REF FIG 27)
		20ft	IDLER RUNWAY, POLYTUBE 1/4" OD x .035W, RED (NOT SHOWN HERE REF FIG 27)
		20ft	REAR CROSSBEAM, POLYTUBE 1/4" OD x .035W, RED (NOT SHOWN HERE REF FIG 27)

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PARTS LIST (continued)
Fig F. Air Lock Release



Item#	P/N#	Qty	Description
1	36059	2	1/4"-20 ESNA LOCK NUT
2	31115	2	1/4" FLAT WASHER
3	40238	1	1/8" DIA. x 206 1/2" LG CABLE (40230-E ONLY)
4	40240	2	1/4" TUBE x 1/4" NPT, FEMALE CONNECTOR
10	40239	2	1/4" NPT x 15ft, COILED AIR HOSE
11	16157	2	1/2"-13 x 1" LG, HHCS
12	31013	6	1/2" LOCK WASHER
13	31012	2	1/2"-13 HEX NUT
14	40236	1	1/4" NPT, MALE BRANCH TEE
15	40235	1	1/4" NPT, BULKHEAD FITTING
16	40234	1	3/8" TUBE TO 1/4" NPT, SWIVEL ELBOW
17	40233	1	3/8" O.D. x 20' LG, PLASTIC TUBING
18	40347	1	HOSE SLEEVE
19	CL6-0710	1	1/4 NPT x 3/8" TUBE STRAIGHT FITTING

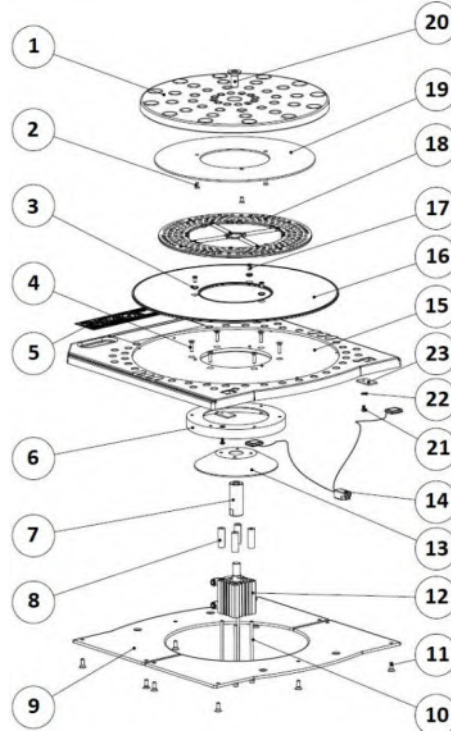
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TURN PLATE (Optional)

EXPLODED VIEW

EAK0336V49A (Set of Two 2-2932)



Item#	P/N#	Qty	Description
1	EAM0047J60A	1	TOP - TT, MACH.
2	6-3954	3	SCREW GB/T 70.3-2008 M5X10
3	EAC0105J18A	3	SEPARATOR-SCREW,TT
4	1-19388A	6	FHCS,#10-32 UNF X 3/4,STAINLESS STEEL
5	1-3719	1	TURN TABLE,LOCKING LABEL-
6	EAM0113V40A	1	LOCKING MECHANISM CENTERING RING
7	EAM0113V41A	1	LOCKING MECHANISMSTUB SHAFT
8	EAM0113V42A	4	LOCKING MECHANISM CYLINDER STAND-OFF
9	EAM0047J52A	2	PAD - TT
10	1-19488A	4	HEX SCREWGB/T 70.1-2008 M5X115
11	6-3955	10	PHIL SCREW - M6 X 16mm
12	EAH0069V01A	1	LOCKING CYLINDER ASSEMBLY
13	EAM0113V43A	1	LOCKING MECHANISM CENTERING CONE
14	EAA0441V53A	1	FRONT LED LIGHT ASSY
15	2-2931	1	TT BASE MACH,LOCKS & LIGHT
16	EAA0361J20A	1	PLATE ASM.-BOTTOM,TT
17	1-26603A	3	SCREW-FHSC,M5X10mm FHMS,PHIL
18	EAA0333J59A	1	BALL PLATE ASM.
19	EAM0047J57A	1	WEAR PLATE-TOP
20	6-3956	1	SCREW GB/T 70.3-2008 M14X30
21	1-0326A	2	M4X8 SCREW
22	1-3347	2	WASHER
23	EAM0113V94A	2	BACK PLATE

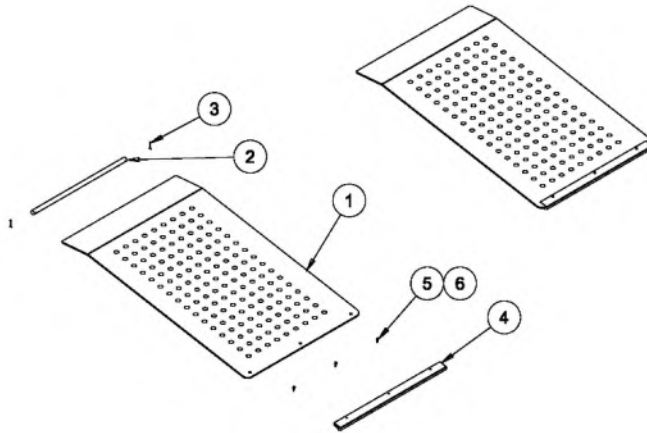
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DRIVE THROUGH (Optional)

PARTS LIST

EAK0371V01A



Item#	P/N#	Qty	Description
1	40874	2	ENTRANCE RAMP
2	40165	2	RAMP HINGE PIN
3	40126	4	1/8 x 1 1/2" Lg. COTTER PIN
4	40168	2	RAMP SLIDE
5	30162	6	1/4-20NC x 3/4" Lg. PAN HEAD SCREW
6	40085	6	1/4-20NC HEX FLANGE NUT

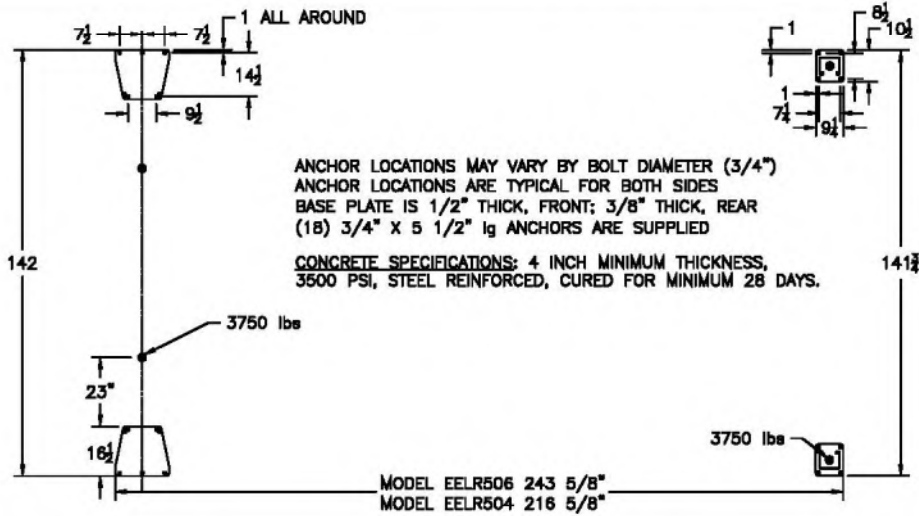
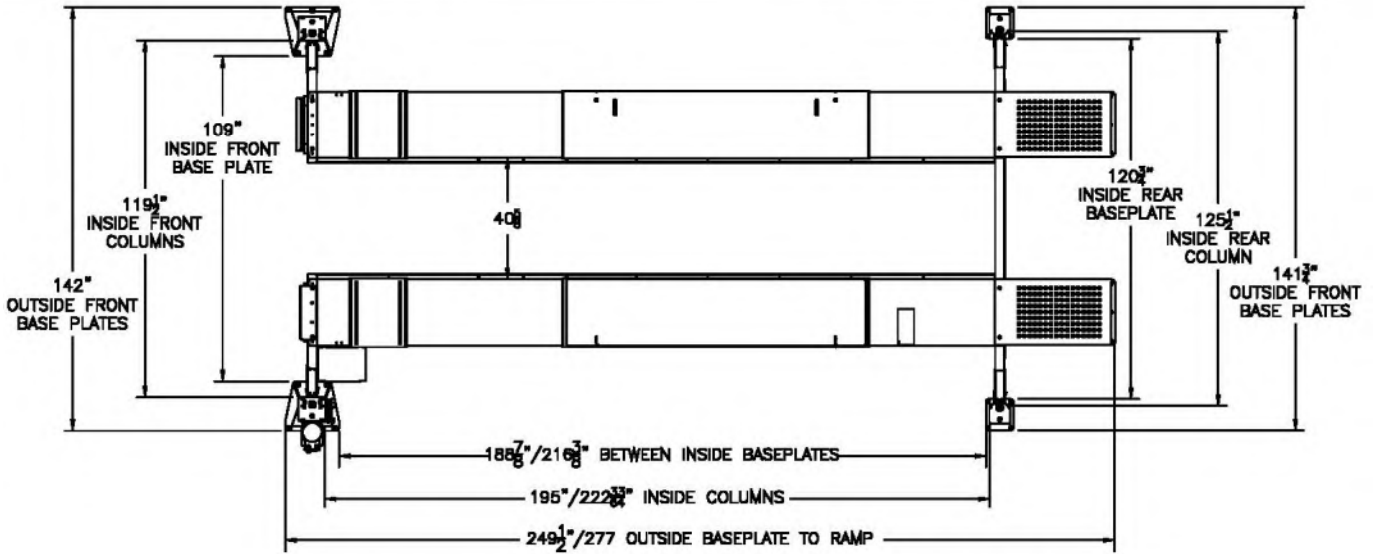
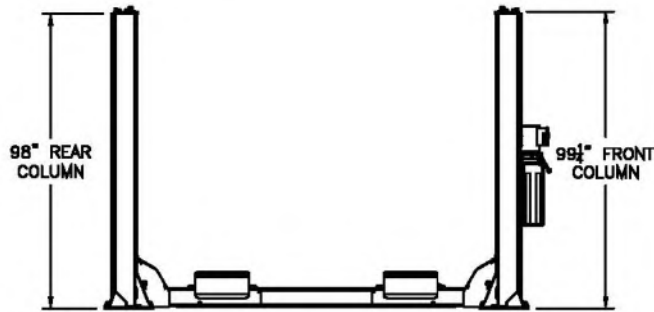
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Maintenance

<i>Date</i>	<i>Maintenance</i>

Layout View



ACCESSORY

TURNTABLES

ITEM#	PART#	DESCRIPTION	QTY.
1	EAK0289J06A	TURNTABLE (OPTIONAL)	2
2	EAK0277J28A	PADDLE KIT, TT (included)	1

SHIM KIT

ITEM#	PART#	DESCRIPTION	QTY.
	6-0739	LIFT SHIM KIT (included)	32

WORK STEP

ITEM#	PART#	DESCRIPTION	QTY.
1	40506W	WORKSTEP ASSEMBLY	2

DRIVE THROUGH KIT

ITEM#	PART#	DESCRIPTION	QTY.
1	EAK0371V01A	APPROCH RAMP KIT (OPTIONAL) (Include two complete set of ramps and hardware)	1

EXTENDED RAMP KIT

ITEM#	PART#	DESCRIPTION	QTY.
1	EAK0371V02A	EXTENDED APPROCH RAMP KIT (OPTIONAL) (Include two ccomplete ramps and hardware)	1

PRODUCT CHANGE NOTICE

DESCRIPTION	DATE
Changed specs to inches and metric	6/25/20
ADDED L&L CABLE ASSY PART NUMBER TO PARTS LIST	7/29/2020
ADDED MISSING PARTS TO PARTS LIST	8/5/2020
RAMPS IMAGES WERE CORRECTED TO SHOW HOLES INSTEAD OF LOUVERS	9/14/2020
SPACERS ADDED TO RAISE CROSSBEAM	9/22/2020
ADDED SPACERS TO FIGURES IN THE INSTALLATION	10/05/2020
ADDED HOFMANN JACK TO ACCESSORY LIFT, UPDATED PART LIST 40526 TO 40836W CHANGED LENGTH FROM 10FT TO 20FT OF 8-0372 FOR THE REAR CROSSBEAM UPDATED POWER UNIT SPEC FROM 2hp TO 3hp SHIM KIT UPDATE TO BOM LIFT LEVELING INSTRUCTION UPDATED WITH THE ADDITION OF FIG 22 AND 23	11/09/2020
UPDATE JACK SIDEMEMBERS	11/24/2020
UPDATED STEP 5 FOR CLEARER DIRECTIONS	11/25/2020
UPDATED PARTS LIST RAMP PART NUMBER, NEW FIG 29, ADDED MAINTENANCE PAGE, ADDED CABLE LENGTHS TO PARTS LIST	12/14/2020
UPDATED CABLE ROUTING INSTRUCTIONS WITH NEW FIGURES, INSERTED CLEARER IMAGE FOR EAK0336V49A, UPDATE FIG 25 ELECTRICAL DIAGRAM TO INCLUDE L&L CONTROL BOX, UPDATED CABLE LENGTHS IN PARTS LIST, ADDED NOTE FOR BRAND DECAL, UPDATED FIG 37 TO SHOW CORD GRIP, ADDED SPACER TO FIG 18 AND 22, ADDED MAINTENANCE PAGE	1/27/2021
UPDATED CABLE IDENTIFICATION ON FIGURES, UPDATED ROUTING AND CABLE INSTALLATIONS, ADDED STEP TO OPEN JACK AIR VENT	1/28/2021
UPDATED L&L WIRING DIAGRAM	02/01/2021
UPDATED 4MM AIRLINE INSTALLATION INSTRUCTIONS	02/17/2021
UPDATED ANTI-ROTATOR ASSEMBLY AND L&L JAWS ASSEMBLY ARRANGEMENT. UPDATED FIG REFERENCES, CLARIFIED INSTRUCTIONS, CHANGE JACK SPECIFICATIONS, UPDATED FIG 37	3/15/2021
UPDATED QUANTITIES AND MISSING BALLOONS IN PARTS LIST	3/26/2021
UPDATED ELECTRIC WIRING DIAGRAM	7/26/2021
OUTDOOR INSTALLATION IS PROHIBITED AND REMOVE 40452 AND CHANGE 40750 QTY TO 4	10/01/2021
REMOVED CROSSMEMBER SPACER	10/13/2021
REMOVED 545 & 746 JACK INSTALLATION INSTRUCTIONS	10/14/2021
CHANGED SHEAVE GUARD AND SHEAVE GUARD FASTENING SCREW PART NUMBERS, PARTS BREAKDOWN FIG. C, ITEMS 8 AND 26. CORRECTED MAINTENANCE SECTION, REMOVED REFERENCE TO ROLLERS.	06/21/22
ADDED OPERATING INSTRUCTION NOTE TO LOCK ALIGNMENT RUNWAY SLIP PLATES BEFORE MOVING VEHICLE OR LIFT. REMOVED REFERENCE TO ROLLERS FROM THE MAINTENANCE SECTION	2/17/2023