

MOHAWK

MADE IN THE USA



MODELS LC-12 & LC-12-3SA

**Model LC-12 - 12,000 LB. CAPACITY TWO POST
VEHICLE LIFT MANUAL**

**THANK YOU
FOR SENDING IN YOUR
WARRANTY REGISTRATION
CARD**

**MOHAWK SERVICE
DEPARTMENT**

- ☒ INSTALLATION
- ☒ OPERATION
- ☒ MAINTENANCE
- ☒ PARTS



MOHAWK RESOURCES LTD.

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**READ MANUAL
THOROUGHLY BEFORE
INSTALLING,
OPERATING OR SERVICING
THIS LIFT !!**

**Deliver these instructions to lift
owner/user/employer along with
other instructional materials
furnished with this lift.**

LC-12 12-18-2013.doc

Rev Date 12-18-2013

Part #601-800-370

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. Do not operate equipment with a damaged cord or if the equipment has been dropped or damaged - until it has been examined by a qualified serviceman.
3. Do not let cord or hoses come in contact with hot manifolds or moving fan blades.
4. If an extension cord is necessary, a cord with a current rating equal to or more than that of the equipment should be used. Cords rated for less current than the equipment may overheat. Care should be taken to arrange the cord so that it will not be tripped over or pulled.
5. Always unplug equipment from electrical outlet when not in use. Never use the cord to pull the plug from the outlet. Grasp plug and pull to disconnect
6. To reduce the risk of fire, do not operate equipment in the vicinity of open containers of flammable liquids (gasoline). **WARNING: Risk of Explosion:** This equipment has internal arcing and sparking parts which should not be exposed to flammable vapors. This equipment is only suitable for installation in a garage having sufficient air circulation to be considered a non-hazardous location.
7. Adequate ventilation should be provided when working on operating internal combustion engines.
8. Keep hair, loose clothing, fingers, and all parts of body away from moving parts.
9. To reduce the risk of electric shock, do not use on wet surfaces or expose to rain.
10. Use only as described in this manual. Use only manufacturer's recommended attachments.
11. ALWAYS WEAR SAFETY GLASSES. Everyday eyeglasses only have impact resistant lenses, they are NOT safety glasses.

SAVE THESE INSTRUCTIONS

Rev (8/3/98)

LIFT ENVIRONMENT:

Mohawk prohibits the outdoor installation of this standard lift, which is APPROVED FOR INDOOR USAGE ONLY, in a normal garage type environment. Any concerns in applications that expose the lift to additional environmental effects, such as paint booths, wash bays, outdoors, high or low temperatures, etc. must be addressed to our engineering department, where provisions could/may be made to the lift to accommodate the area of use. Our engineering department must be made aware in advance of these conditions and any additional code requirements that must be met.

Also, the foundation for which this lift must be installed on must comply to the minimum specifications as set forth in this manual. Any drainage slopes in the bay where the lift is to be installed must be directed away from the posts to prevent water accumulation at the post bases.

Standard foundation flooring and anchorage specifications are contained within this manual. For installation within a seismic area, a qualified person must be consulted to address seismic loads and other local or state requirements.

ACCESSORIES:

All accessories (i.e. Lifting Pads, Height Adapters, Wheel Adapters, Turf Adapters) supplied with this lift are to be used on this lift only. Accessories from other lifts are not acceptable and could result in injury to the user.

If attachments, accessories or configuration modifying components are used on this lift and, if they are not certified for use on this lift, then the certification of this lift shall become null and void. Contact the participant (Mohawk Resources Ltd.) for information pertaining to certified attachments, accessories or configuration modifying components.

LOCK WARNING:

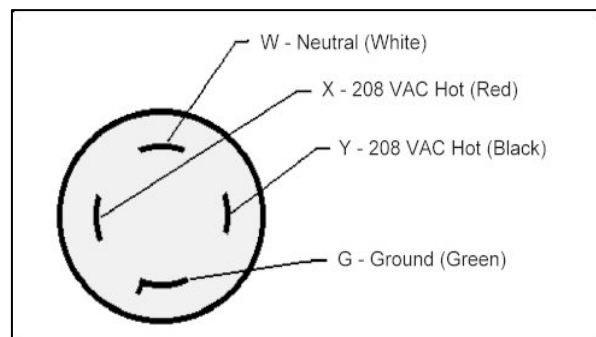
Latches do not automatically reset after disengagement. After the latches have been manually disengaged, this lift must be raised approximately 2 inches to reactivate the latches.

LOCKOUT/TAGOUT REQUIREMENTS:

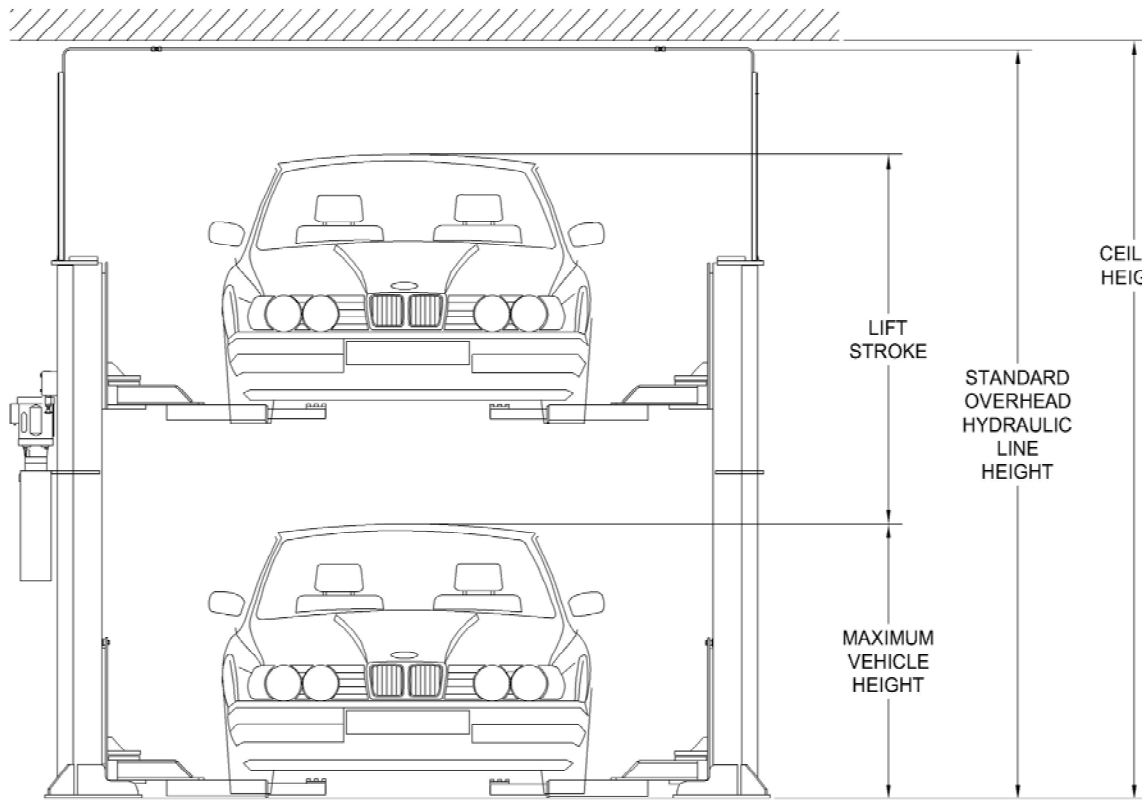
The start switch provided with this unit must not be used as a primary disconnecting means. A separate disconnecting means must be provided in accordance with all applicable codes. It is the responsibility of the owner/user of this unit to provide a proper lockout/tagout device for this unit before or during installation in conformance to ANSI Z244.1 and any local/state/national electrical codes and any OSHA regulations.

PROPER SELECTION OF POWER SUPPLY CORD:

Acceptable Cord Types: SO, SEO,STO, SOW, SEOO, SOW-A
 Cord Size: 12/4
 Cord Ampacity: 20 Amps
 Cord Wiring: Use Female NEMA Plug supplied with lift and wire as follows (See Diagram Below),
 G: Ground (green)
 W: Neutral (white)
 X: 208 VAC Hot, 110 VAC to ground (Red)
 Y: 208 VAC Hot, 110 VAC to ground (Black)

Face of Plug Represented:

CEILING HEIGHT WARNING



FILE: MAN090

WARNING:

Ensure that ceiling height* and/or overhead hydraulic line height is greater than the total lifted height of the tallest vehicle (maximum vehicle height plus lift stroke). Failure to ensure adequate overhead clearance may cause damage to equipment, vehicle and bodily injury to the user.

NOTICE:

In the event that the ceiling height* or hydraulic line height is reduced less than the standard heights recommended for the lift, an **OVERHEAD SHUT-OFF DEVICE MUST BE EMPLOYED**.

Note that underground hydraulic lines are available, but the ceiling height* must still be adequate to provide clearance for the tallest lifted vehicle. Ensure that the whole fleet of vehicles is reviewed and the tallest vehicle used.

*Overhead obstruction of any kind must be taken into account (i.e. overhead heaters, garage doors, beams, etc..)

HAVE A QUESTION?

**Call your local
Mohawk distributor
For parts, service and technical support.**

Distributor Place Card Here

Please have this unit's model and serial number when calling for service.

Model Number _____

Serial Number _____

OR CONTACT:

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Internet: www.MOHAWKLIFTS.com

E-Mail: Service@MOHAWKLIFTS.com



The Automotive Lift Institute (ALI) is a trade association comprised of US and Canadian manufacturers and certain national distributors of automotive lifts. For almost 50 years, the ALI in cooperation with the American National Standards Institute (ANSI) has continued to sponsor the national standard ANSI/ALI ALCTV:2011 "Safety Requirements for Construction, Testing, and Validation for Automotive Lifts."

The new "ALI/ETL Automotive Lift Certification Program" is based on ALI developed methods and criteria for third party testing of automotive lifts to validate conformance with ANSI/ALI ALCTV:2011.

For automotive lifts to be certified, manufacturers must execute an agreement with the ALI and ETL / Intertek Testing Services and must meet certain requirements:

- ◆ Must be structurally tested in accordance with the test requirements as outlined in ANSI/ALI ALCTV:2011.
- ◆ All motor operated units must be listed by a nationally recognized testing laboratory (NRTL) in accordance with ANSI/UL-201.
- ◆ The manufacturer's production facility must meet quality control requirements as set forth in the ANSI Z34.1-1987 and the ALI/ETL Automotive Lift Certification Program Procedural Guide.
- ◆ All manufacturer-provided instructions, manuals, and operator safety documents, must meet the requirements of the ANSI/ALI ALCTV:2011 and ANSI/UL-201.

Lifts meeting these rigid requirements may be listed in the directory of certified lifts and be labeled with the "ALI/ETL certification mark" (Above on right), and, if applicable, the ETL listing mark to ANSI/UL-201.

Mohawk has been a long-standing member of ALI and most of Mohawk's popular models are currently listed and certified. Other Mohawk models are in various stages of testing. To obtain a complete and current certification listing, contact Mohawk Resources Ltd. or visit www.mohawklifts.com or www.ali-directory.org To obtain a copy of the current automotive lift standard, contact ALI or ANSI or visit www.autolift.org

Some people purchase quality products and others do not. You are assured of quality when you purchase a Mohawk product in compliance with the certification program.

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ALL INFORMATION, ILLUSTRATIONS, AND SPECIFICATIONS IN THIS MANUAL ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF PRINTING. WE RESERVE THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE.

APPENDAGES

RECOMMENDATIONS BY THE INDIVIDUAL USER OR USING ORGANIZATION FOR IMPROVING THIS PUBLICATION OR ANY ASPECT OF THE PRODUCT ARE ENCOURAGED AND SHOULD BE FORWARDED IN WRITING TO:

**MOHAWK RESOURCES LTD.
PRODUCT IMPROVEMENTS
65 VROOMAN AVE.
AMSTERDAM, NY, 12010**

THIS IS NOT A VEHICLE LIFTING PROCEDURE MANUAL AND NO ATTEMPT IS MADE OR IMPLIED HEREIN TO INSTRUCT THE USER IN LIFTING METHODS PARTICULARLY TO THE INDIVIDUAL APPLICATION OF THE EQUIPMENT DESCRIBED IN THIS MANUAL. RATHER, THE CONTENTS OF THIS MANUAL ARE INTENDED AS A BASE LINE FOR OPERATION, MAINTENANCE, TROUBLE SHOOTING, AND PARTS LISTING OF THE UNIT AS IT STANDS ALONE AND AS IT IS INTENDED AND ANTICIPATED TO BE USED IN CONJUNCTION WITH OTHER EQUIPMENT.

PROPER APPLICATION OF THE EQUIPMENT DESCRIBED HEREIN IS LIMITED TO THE PARAMETERS DETAILED 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 MOHAWK RESOURCES LTD. 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.

DO NOT WELD, APPLY HEAT, OR MODIFY THIS EQUIPMENT IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM MOHAWK RESOURCES LTD. CERTAIN ALLOY OR HEAT-TREATED COMPONENTS MAY BE DISTORTED OR WEAKENED, RESULTING IN AN UNSAFE CONDITION.

MOHAWK RESOURCES LTD. IS NOT RESPONSIBLE FOR DISTORTIONS, WHICH RESULT FROM WELDING ON THIS EQUIPMENT AFTER MANUFACTURING IS COMPLETED. UNAUTHORIZED WELDING, APPLICATION OF HEAT, OR MODIFICATION OF THIS EQUIPMENT VOIDS ANY AND / OR ALL APPLICABLE WARRANTIES COVERING THIS EQUIPMENT.

ALL WARRANTIES APPLICABLE TO THIS EQUIPMENT ARE CONTINGENT ON STRICT ADHERENCE TO THE MAINTENANCE SCHEDULES AND PROCEDURES IN THIS MANUAL.

KEEP ALL SHIELDS AND GUARDS IN PLACE. INSURE ALL SAFETY MECHANISMS ARE OPERABLE. KEEP HANDS, FEET, AND CLOTHING AWAY FROM POWER-DRIVEN AND MOVING PARTS.

WARNING

- DO NOT INSTALL THIS UNIT IN A PIT OR DEPRESSION DUE TO FIRE OR EXPLOSION RISK

IMPORTANT NOTE

A LEVEL FLOOR IS SUGGESTED FOR A PROPER INSTALLATION SITE AND WILL ENSURE LEVEL LIFTING. SMALL DIFFERENCES IN FLOOR SLOPES MAY BE COMPENSATED FOR WITH SPECIAL LIFTING PADS. ANY MAJOR SLOPE CHANGES WILL AFFECT THE LOW PROFILE HEIGHT OF THE LIFTING PADS AND / OR THE UNITS LEVEL LIFTING PERFORMANCE. IF A FLOOR IS OF QUESTIONABLE SLOPE, CONSIDER A SURVEY OF THE SIGHT AND / OR THE POSSIBILITY OF POURING A NEW LEVEL CONCRETE SLAB SECTION. SIMPLY STATED, FOR OPTIMUM LEVEL LIFTING, THE EQUIPMENT, AT BEST, CAN LIFT ONLY AS

LEVEL AS THE FLOOR ON WHICH IT IS LOCATED... AND SHOULD NOT BE EXPECTED TO COMPENSATE FOR DRASTIC FLOOR SLOPE DIFFERENCES.

THIS EQUIPMENT MUST BE INSTALLED ON A LEVEL CONCRETE FLOOR WITH A MINIMUM THICKNESS OF 6-1/2" THE CONCRETE MUST BE AGED AT LEAST (28) TWENTY EIGHT DAYS PRIOR TO INSTALLATION AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 P.S.I.

DO NOT INSTALL THIS UNIT ON ANY ASPHALT SURFACE.

DO NOT INSTALL THIS UNIT ON ANY SURFACE OTHER THAN CONCRETE CONFORMING TO THE MINIMUM SPECIFICATIONS STATED IN THE **PRE-EXISTING FLOOR REQUIREMENTS SECTION.**

DO NOT INSTALL THIS UNIT ON EXPANSION SEAMS OR ON CRACKED, DEFECTIVE CONCRETE. CHECK WITH BUILDING ARCHITECT.

DO NOT INSTALL THIS UNIT ON A SECOND FLOOR OR ANY GROUND FLOOR WITH A BASEMENT BENEATH WITHOUT WRITTEN AUTHORIZATION FROM THE BUILDING ARCHITECT.

INSTALL THIS EQUIPMENT ON CONCRETE ONLY

IF, FOR ANY REASON, A NEW CONCRETE SLAB SECTION IS REQUIRED, THE MINIMUM THICKNESS, COMPRESSIVE STRENGTH, AND AGING ARE MANDATORY. FOR YOUR PROTECTION, CERTIFIED STRENGTH DOCUMENTATION SHOULD BE OBTAINED FROM THE FIRM WHO SUPPLIES THE CONCRETE MIXTURE AT THE TIME OF THE POUR. SPECIAL CONSIDERATION SHOULD BE MADE TO THE JOINING OF THE EXISTING FLOOR AND THE NEW SECTION BEING ADDED. CHECK WITH BUILDING ARCHITECT. THE SUGGESTED SIZE OF THE NEW CONCRETE SLAB SECTION IS SHOWN IN THE **NEW SLAB RECOMMENDATIONS SECTION.**

CAUTION

THE EQUIPMENT DESCRIBED IN THIS MANUAL COULD BE POTENTIALLY DANGEROUS IF IMPROPERLY OR CARELESSLY OPERATED. FOR THE PROTECTION OF ALL PERSONS AND EQUIPMENT, ONLY COMPETENTLY TRAINED OPERATORS WHO ARE CRITICALLY AWARE OF THE PROPER OPERATING PROCEDURES, POTENTIAL DANGERS, AND SPECIFIC APPLICATION OF THIS EQUIPMENT SHOULD BE ALLOWED TO TOUCH THE CONTROLS AT ANY TIME.

SAFE OPERATION OF THIS EQUIPMENT IS DEPENDENT ON USE, IN COMPLIANCE WITH THE OPERATION PROCEDURES OUTLINED IN THIS MANUAL ALONG WITH THE MAINTENANCE AND INSPECTION PROCEDURES WITH CONSIDERATION OF PREVAILING CONDITIONS.

THE EQUIPMENT DESCRIBED IN THIS MANUAL IS NEITHER DESIGNED NOR INTENDED FOR ANY APPLICATION ALONE OR IN CONJUNCTION WITH ANY OTHER EQUIPMENT THAT INVOLVES THE LIFTING OR MOVING OF **PERSONS.**

ALWAYS CONSULT THE VEHICLE LIFTING GUIDE FOR THE PROPER LIFTING POINTS ON ANY VEHICLE. THESE GUIDES ARE AVAILABLE FROM THE VEHICLE MANUFACTURERS. AFTER LIFTING THE VEHICLE TO THE DESIRED HEIGHT, ALWAYS LOWER THE UNIT ONTO THE MECHANICAL SAFETIES. THE FORMING OF GOOD OPERATIONAL WORK HABITS WILL ELIMINATE OVERSIGHTS IN THE USE OF PROVIDED SAFETY DEVICES.

LIFT SPECIFICATIONS**MODELS LC-12 & LC-12-3SA SPECIFICATIONS**

LIFT TYPE / TWO POST	ELEC/HYDRAULIC
LIFTING CAPACITY – MODEL LC-12	12,000 LBS.
PER ARM CAPACITY – MODEL LC-12	3,000 LBS.
LIFTING SPEED APPROX.	45 SECONDS
LIFTING HEIGHT	72 INCHES
OVERALL WIDTH	151 1/2 INCHES
WIDTH BETWEEN POST	120 INCHES
WIDTH BETWEEN LIFTING ARMS	102 – 7/8 INCHES
POST HEIGHT	104 INCHES
OVERHEAD HYDRAULIC LINES	144 INCHES
LIFTING PAD HEIGHT (MIN)	3-1/2 INCHES
LIFTING PAD HEIGHT (MAX)	75-1/2 INCHES
SHIPPING WEIGHT	2,400 LBS.

POWER UNIT SPECIFICATIONS

BRAND NAME	MONARCH
MODEL	M-4509-0100
POWER UNIT TYPE	VERTICAL
MOTOR VOLTAGE	208 / 230
F.L.A. AT RATED CAPACITY	13.9 / 13
MOTOR HORSEPOWER	2 1/2
MOTOR PHASE	SINGLE
MOTOR CYCLE / HERTZ	60
MOTOR SPEED (R.P.M.)	3450
PUMP FLOW (G.P.M.)	2.39 @ 3450 R.P.M.
RELIEF VALVE SETTING	3000 P.S.I.
WORKING PRESSURE	2900 P.S.I.
RESERVOIR CAPACITY	2.5 GALLONS
HYDRAULIC FLUID MEDIUM	DEXRON III

SUGGESTED SITE SELECTION / BAY SIZE

WIDTH	DEPTH	HEIGHT
15 FEET	20 FEET	12 FEET

NOTE

THE PLACEMENT OF THE UNIT IS DETERMINED BY THE TYPE (LENGTH, WIDTH, HEIGHT) OF VEHICLE BEING SERVICED.

WEJ-IT ANCHOR SPECIFICATIONS

LENGTH	DRILL DEPTH	DRILL SIZE	DRILL SIZE MIN. MAX.	TORQUE
6 IN.	THRU	3/4 IN.	.775 IN. .787 IN.	SEE ANCHOR SPECS

PRE-EXISTING FLOOR REQUIREMENTS

MINIMUM THICKNESS	MINIMUM COMPRESSIVE STRENGTH	MINIMUM AGING
6 - 1/2 IN	4000 P.S.I.	28 DAYS

DO NOT INSTALL ANY MOHAWK LIFT ON ANY SURFACE OTHER THAN CONCRETE CONFORMING TO THE MINIMUM COMPRESSIVE STRENGTH, MINIMUM AGING, AND THE MINIMUM THICKNESS STATED ABOVE.

DO NOT INSTALL ANY MOHAWK LIFT ON EXPANSION SEAMS OR ON CRACKED, OR DEFECTIVE CONCRETE.

DO NOT INSTALL ANY MOHAWK LIFT ON SECONDARY FLOOR LEVELS OR ANY SURFACE WITH A BASEMENT BENEATH WITHOUT WRITTEN AUTHORIZATION FROM THE BUILDING ARCHITECT. NEVER HAND MIX YOUR OWN CONCRETE.

IF FOR ANY REASON A NEW CONCRETE SLAB SECTION IS REQUIRED, FOLLOW THE INSTRUCTIONS FOR THE FLOOR MODIFICATION DATA.

**FLOOR MODIFICATION DATA
NEW FLOOR SECTION**

THICKNESS	SLAB SIZE WIDTH X LENGTH	CUBIC YARDS
12 INCHES	48 INCH x 161 INCH	2.1

IF, FOR ANY REASON, A NEW CONCRETE SLAB SECTION IS REQUIRED, MINIMUM THICKNESS, COMPRESSIVE STRENGTH, AND PROPER AGING IS MANDATORY.

THE NEW SLAB SECTION MUST BE TOTALLY SURROUNDED BY AN EXISTING CONCRETE FLOOR THAT IS STRUCTURALLY SOUND. CERTIFIED STRENGTH DOCUMENTATION SHOULD BE OBTAINED FROM THE FIRM WHO SUPPLIES THE CONCRETE MIXTURE AT THE TIME OF THE POUR.

NEVER HAND MIX THE CONCRETE. **REFER TO NEW SLAB RECOMMENDATIONS SECTION.**

MOHAWK MODELS LC-12 & LC-12-3SA
LC-12 & LC-12-3SA PACKING LIST

ORDER NUMBER	PART NUMBER	PART DESCRIPTION	QTY.
	009-010-015	PARTS BOX CONTENTS	1
423	009-010-009	BLEED VALVE ASSEMBLY	1
559	009-010-115	CARRIAGE STOP (DRILLED)	1
046	018-000-106	HEIGHT ADAPTER (5 INCH)	4
057	012-012-051	HEIGHT ADAPTER (7 1/2 INCH)	4
047	018-000-105	HEIGHT ADAPTER (10 INCH)	4
460	601-170-008	HUBBLE CONNECTOR (FEMALE)	1
040	012-012-047	LIFTING PAD	4
	012-001-XXX	MANUAL (INSTALLATION)	1
622	009-010-059	TUBING ASSEMBLY, 13-3/4 LG	1
482	600-690-008	LOCK NUT, 1-3/8-12 NF	8
623	007-007-075	SHIM BAG	1
284	009-010-071	SMALL PARTS BAG	1
145	012-012-113	SWING ARM PIN	4
	600-670-003	WEJ-IT ANCHOR (3/4 x 6)	16
284	009-010-071	SMALL PARTS BAG CONTENTS	
171	600-640-019	BOLT, 1/4-20 X 1-1/2	10
258	600-690-005	LOCK NUT, 1/4-20 NC	10
259	600-710-004	WASHER, 1/4 SAE FLAT	8
621	600-710-014	WASHER, 1-3/8 SAE FLAT	8
021	601-310-005	BREATHING CAP	1
094	601-420-011	FITTING, DOUBLE MALE UNION # 6 JIC	4
409	601-710-001	DOUBLE LINE CLIP	6
658	600-710-010	WASHER, FLAT, 1" (ARM RESTRAINT)	4
595	600-710-003	WASHER, FLAT, 5/16	4
593	600-690-001	LOCK NUT, 5/16-18 NC	4
585	600-640-001	BOLT, 5/16-18 NC x 1" LG	4
608	601-420-052	ELBOW, 90 DEG, #6 JIC TO #6 JIC	1
	600-710-006	WASHER, FLAT, FENDER, 5/16 ID X 1 1/2 OD	6
623	007-007-075	SHIM BAG CONTENTS	
633	600-740-001	SHIM, 1/16 (BLUE)	8
634	600-740-002	SHIM, 1/8 (RED)	8
635	600-740-003	SHIM, 1/4 (BLACK)	8
		OPTIONAL ITEMS INCLUDED in Place of 5" / 7 1/2" / 10" Adapters and Lift Pads IF 3-Stage Arms Supplied with Unit (LC-12-3SA)	
045	025-002-128	HEIGHT ADAPTER (6 INCH)	4
044	025-002-127	HEIGHT ADAPTER (3 INCH)	4
035	025-002-035	LIFTING PAD	4

RECOMMENDED TOOL LIST

SIZE / QTY	DESCRIPTION	USED IN
1 - 1/8 IN	WRENCH & SOCKET	WEJ-IT ANCHORS
15 / 16 IN	WRENCH & SOCKET	CARRIAGE STOPS
11/16 IN	WRENCH	HYDRAULIC LINES
5/8 IN	WRENCH	HYDRAULIC LINES
1/2 IN	WRENCH & SOCKET	BACK BOARD
7/16 IN	WRENCH & SOCKET	LINE CLIPS
2 IN	WRENCH & SOCKET	SWING ARM PINS
1	RATCHET WRENCH	AS NEEDED
1	SNAP RING PLIERS	AS NEEDED
1	VICE GRIPS	AS NEEDED
2 ¼ IN	CRESCENT WRENCH	AS NEEDED
1	4 FT BUBBLE LEVEL	VERIFY LEVEL ASSEMBLY
1	PRY BAR	MOVING HEAVY ITEMS
1	TIN SNIPS	PACKAGING BANDING
1	CHALK LINE	FLOOR LAYOUT
1	SOAP STONE	FLOOR LAYOUT
1	25 FT TAPE MEASURE	FLOOR LAYOUT / SQUARING POST
1	MEDIUM HAMMER	WEJ-IT ANCHORS
1	HAMMER DRILL	DRILLING CONCRETE
1	DRILL BIT (3/4 INCH)	DRILLING CONCRETE
1 TON	LIFTING DEVICE W/SLING	LIFTING / MOVING HEAVY ITEMS
8 FT	STEP LADDER	ASSEMBLE ELEVATED ITEMS
100 FT	LEAD CORD	OPERATE ELECTRICAL TOOLS

BEFORE INSTALLING A LIFT

IMPORTANT

BEFORE INSTALLING A MOHAWK LIFT THERE ARE A FEW ITEMS THAT MUST BE INSPECTED. EACH REPAIR SHOP BAY IS DIFFERENT. IN AN ATTEMPT TO PREVENT OVERSIGHTS, ALL OF THE FOLLOWING INFORMATION IS TO BE VERIFIED.

OVERHEAD OBSTRUCTIONS

THE AREA WHERE THE LIFT WILL BE LOCATED SHALL BE FREE OF OBSTRUCTIONS. HEATERS, BUILDING SUPPORTS, ELECTRICAL CONDUIT; ALL OF THESE ITEMS ARE TO BE TWELVE FEET ABOVE THE BAY FLOOR. **SEE FIGURE 1 & 2..**

DEFECTIVE CONCRETE

VISUALLY INSPECT THE BAY FLOOR AREA. THE UNIT CANNOT BE INSTALLED ON EXPANSION SEAMS, OR CONCRETE THAT IS CRACKED. THE UNIT IS ONLY AS STRONG AS THE FLOOR IT IS INSTALLED ON.

FLOOR REQUIREMENTS

THIS INFORMATION IS IN THE GENERAL FLOOR REQUIREMENTS. IF THE BAY FLOOR DOES NOT CONFORM TO THESE SPECIFICATIONS, REFER TO THE "NEW SLAB RECOMMENDATIONS" SECTION IN THIS MANUAL.

LOCATE THE MAIN SIDE POST ON THE HIGH SIDE OF THE FLOOR IF A SLOPE IS NOTED. **REFER TO FIGURE 12.**

POWER SUPPLY

THE STANDARD POWER UNIT IS 220-VOLT SINGLE PHASE. REFER TO THE POWER UNIT SPECIFICATIONS SECTION. REQUIREMENTS MAY VARY ON SPECIAL ORDERS.

THE MAIN SIDE POST WILL REQUIRE THE POWER SUPPLY FOR THE UNIT. NOTE THE LOCATION OF THE POWER SUPPLY.

BAY SIZE

TO OPTIMIZE SHOP SPACE, IT IS ADVISED TO LOCATE A VEHICLE IN THE BAY PRIOR TO LAYOUT. NOTE WALKWAY'S OVERHEAD OBSTRUCTIONS, AND ABILITY TO MOVE EQUIPMENT IN THE BAY AREA. **REFER TO FIGURE 1 & 2 & 3..**

REQUIREMENTS MAY VARY ON SPECIAL ORDERS.

SPECIFICATIONS

REFERENCE ALL SPECIFICATIONS PRIOR TO INSTALLING A LIFT.

WARNING

BEFORE DRILLING THE MOUNTING HOLES

- ALL ANCHORS MUST BE A MINIMUM OF 6 INCHES AWAY FROM ANY EXPANSION SEAMS, CONTROL JOINTS, OR OTHER INCONSISTENCIES IN THE CONCRETE. REFER TO ANCHOR MANUFACTURER SPECIFICATIONS FOR SPECIFIC INFORMATION CONCERNING EDGE DISTANCES AND BOLT TO BOLT DISTANCE REQUIREMENTS. **REFER TO FIGURES 5, 6 & 7.**
- REFERENCE ALL FIGURES PERTAINING TO DRILLING, WEJ-IT WARNINGS, AND INSTALLATION INSTRUCTIONS. **REFER TO FIGURES 5, 6 & 7.**
- CHECK THE INSIDE DIMENSIONS OF THE POST AT THE BOTTOM FROM THE FACE OF THE MAIN SIDE POST TO THE FACE OF THE OFF SIDE POST. THE INSIDE DIMENSION IS 120 INCHES.
- USE A SHARP DRILL BIT TO PREVENT DRILLING AN UNDERSIZED HOLE. DRILL THE HOLE EQUAL TO THE LENGTH OF THE WEJ-IT ANCHOR. BLOW OUT THE HOLE WITH SHOP AIR, OR VACUUM. INSERT THE WEJ-IT ANCHOR SO THAT THE WASHER RESTS AGAINST THE POST FOOTING.
- NEVER USE AN IMPACT TOOL TO TIGHTEN THE WEJ-IT ANCHORS. USE A TORQUE WRENCH ONLY.
- MAKE SURE THE CONCRETE IS SOLID WHEN DRILLING. CRACKS AND EXPANSION SEAMS REDUCE THE EFFECTIVENESS OF THE WEJ-IT ANCHOR. NEVER INSTALL THE ANCHOR UNDER THESE CONDITIONS.
- DRILL EIGHT 3/4-INCH HOLES ON THE OUTSIDE OF THE MAIN SIDE POST USING THE HOLES AT THE BASE OF THE POST AS A GUIDE. INSERT AND TIGHTEN THE WEJ-IT ANCHORS PER SPECS LOCATED IN THE BACK OF THIS MANUAL.
- INSURE THE INSIDE DIMENSIONS BETWEEN THE MAIN AND OFF SIDE POST IS STILL CORRECT. 120 INCHES.
- DRILL EIGHT 3/4-INCH HOLES ON THE OUTSIDE OF THE OFF SIDE POST USING THE HOLES AT THE BASE OF THE POST AS A GUIDE. INSERT AND TIGHTEN THE WEJ-IT ANCHORS PER SPECS LOCATED IN THE BACK OF THIS MANUAL.

INSTALLATION INSTRUCTIONS

IMPORTANT

READ THIS MANUAL IN ITS ENTIRETY. BE FAMILIAR WITH PART NAMES AND HAVE A GOOD UNDERSTANDING OF HOW THIS UNIT IS TO BE ASSEMBLED AND OF HOW INDIVIDUAL PARTS OPERATE, BEFORE ASSEMBLING THE UNIT.
REFER TO ANSI/ALI ALIS, SAFETY REQUIREMENTS FOR INSTALLATION AND SERVICE OF AUTOMOTIVE LIFTS.

USING A CHALK LINE, LAYOUT THE FLOOR DIMENSIONS WHERE THE UNIT WILL BE LOCATED. **REFER TO FIGURES 2 & 3.**

CUT THE SWING ARM BANDING AND REMOVE THE SWING ARMS.

SECURE THE OVERHEAD LIFTING DEVICE TO THE MAIN SIDE POST USING STRAPS OR CHAINS.

WARNING

- EACH POST WEIGHS OVER 1000 LBS. ERECT THE POSTS WITH CHAINS AND STRAPS ATTACHED TO THE TOP OF THE POST. DO NOT REMOVE THE CHAINS AND STRAPS UNTIL THE POST HAS BEEN SECURED.

SEPARATE THE POSTS. REMOVE THE PARTS BOX, HYDRAULIC LINES AND SUPPORTS. VERIFY PARTS BOX CONTENTS. IF MISSING PARTS ARE NOTED, THEY CAN BE OBTAINED BY CALLING 1-800-833-2006 OR BY CONTACTING YOUR LOCAL MOHAWK DISTRIBUTOR.

USING THE 5/8-INCH PACKING BOLTS, NUTS AND WASHERS, ASSEMBLE THE CARRIAGE STOPS TO THE TOP OF THE MAIN SIDE POST. TIGHTEN TO 150 FOOT POUNDS. **REFER TO FIGURE 4.**

ERECT THE MAIN AND OFF SIDE POSTS TO THE UP-RIGHT POSITION. ALIGN THE POST FOOTINGS TO THE CHALK LINE LAYOUTS.

SECURE THE MAIN AND OFF SIDE POSTS TO THE BAY FLOOR USING THE (16) 3/4 X 5 1/2 INCH WEJ-IT ANCHORS. REFER TO "BEFORE DRILLING THE MOUNTING HOLES" SECTION.

USING THE 5/8-INCH PACKING BOLTS, NUTS AND WASHERS, ASSEMBLE THE CARRIAGE STOPS TO THE TOP OF THE OFF SIDE POST. TIGHTEN TO 150 FOOT POUNDS. **REFER TO FIGURE 4.**

NOTE

- ♦ **REFER TO FIGURE 10** FOR PLACEMENT AND BLEED VALVE ASSEMBLY.

ASSEMBLE THE HYDRAULIC LINES TO THE BLEED VALVE. ASSEMBLE THE TWO OVERHEAD HYDRAULIC LINES (FLAT ON THE FLOOR) USING THE FOUR DOUBLE MALE UNIONS. **SEE FIGURE 10 & MAN201.**

ASSEMBLE TWO OF THE DOUBLE LINE CLIPS TO THE CENTER SPAN OF THE OVERHEAD LINES APPROXIMATELY 3 INCHES FROM THE DOUBLE UNIONS.

ASSEMBLE THE TWO OVERHEAD LINE SUPPORT BRACKETS TO THE TOP OF THE MAIN AND OFF SIDE POST.

ERECT THE OVERHEAD HYDRAULIC LINE ASSEMBLIES. ROUTE THE LINES THROUGH THE TOP OF EACH POST. ASSEMBLE THE LINES TO THE HYDRAULIC CONNECTIONS AT THE TOP OF EACH POST.

SECURE THE LINES TO THE OVERHEAD LINE SUPPORTS USING THE TWO DOUBLE LINE CLIPS.

REMOVE THE BREATHER PORT PLUG ON THE POWER UNITS RESERVOIR AND DISCARD. **REFER TO FIGURE 14.**

VERIFY FLUID LEVEL. (1/2 IN. BELOW BREATHER PORT IN THE POWER UNIT RESERVOIR WHEN BOTH CYLINDERS ARE FULLY RETRACTED) INSTALL THE BREATHER CAP.

AT THIS TIME HAVE A QUALIFIED ELECTRICIAN CONNECT THE POWER SUPPLY TO THE UNIT

ENGAGE THE UP BUTTON ON THE POWER UNIT AND RAISE THE CARRIAGES APPROX. 3 FEET, OR TO A HEIGHT SUITABLE FOR INSTALLING THE SWING ARMS.

REMOVE & REASSEMBLE THE FOUR SWING ARM RESTRAINTS ONTO THE MAIN AND OFF SIDE CARRIAGES. **REFER TO 012-001-008**

LIFTING UP ON THE SWING ARM RESTRAINT. INSERT THE FOUR SWING ARMS INTO THE CARRIAGES. **REFER TO 012-001-002.**

ALIGN THE THROUGH HOLES IN THE CARRIAGES WITH THE THROUGH HOLES IN THE SWING ARMS. SECURE THE SWING ARMS TO THE CARRIAGES USING THE FOUR SWING ARM PINS AND EIGHT NYLON LOCK NUTS.

PLACE THE FOUR LIFTING PADS INTO PLACE IN THE MOUNTING HOLE AT THE END OF EACH SLIDER. **REFER TO 012-001-002.**

SHIMMING FOR CHAIN TENSION

LIFT UP ON THE YOKE, MEASURE THE SPACE BETWEEN THE TOP OF THE CHROME ROD AND THE BASE OF THE YOKE. THIS WILL BE THE AMOUNT OF SHIMS REQUIRED. **REFER TO FIGURE 11.**

TO SHIM, MANUALLY LIFT THE CARRIAGE ONE-FOOT APPROX. AND LOWER THE CARRIAGE ONTO THE MECHANICAL SAFETY.

WARNING

- VISUALLY VERIFY SAFETY ENGAGEMENT BEFORE PROCEEDING.

PLACE THE CORRECT NUMBER OF SHIMS ON THE TOP OF THE CHROME ROD AND RE-INSTALL THE YOKE.

INSTALLATION INSTRUCTIONS

BLEEDING PROCEDURE

ENGAGE THE UP BUTTON ON THE POWER UNIT. OBSERVE THE CARRIAGE. WHEN THE MAIN AND OFF SIDE CARRIAGES HAVE REACHED FULL HEIGHT CONTINUE TO RUN THE UNIT FOR TEN SECONDS.

RELEASE THE UP BUTTON AND WAIT ONE MINUTE, THEN HOLD THE UP BUTTON AGAIN FOR TEN SECONDS. REPEAT THIS PROCEDURE THREE TIMES. (THIS WILL PURGE THE AIR FROM THE HYDRAULIC SYSTEM)

NOTE

- LISTEN FOR THE PRESSURE RELIEF VALVE. A NOTICEABLE INCREASE IN POWER UNIT VOLUME THIS WILL INDICATE AN EXCESS OF SHIMS BENEATH THE YOKE ASSEMBLIES RESTRICTING THE MAIN OR OFF SIDE CYLINDERS FROM REACHING FULL STROKE. IF THIS OCCURS, REMOVE ONE SHIM FROM BENEATH THE YOKE.

PLACE THE FOUR 3 IN. AND FOUR 6 IN. HEIGHT ADAPTERS INTO PLACE INTO THE HOLES IN THE CENTER BRACE. **REFER TO 012-001-002**

SHIMMING THE POST

LEVEL THE POST BY INSERTING THE SUPPLIED SHIMS UNDER THE POST FOOTING AROUND THE WEJ-IT ANCHOR. THE LIFT MUST BE LEVEL BOTH FRONT TO REAR AND SIDE TO SIDE. A LEVELING DEVICE AND A MEASURING TAPE MUST BE USED. **REFER TO FIGURES 8, 9 & 9A.**

- LEVEL THE MAIN SIDE POST FRONT TO REAR AND SIDE-TO-SIDE USING A BUBBLE LEVEL.
- LEVEL THE OFF SIDE POST FRONT TO REAR USING A BUBBLE LEVEL. SET THE POST PARALLEL TO THE MAIN SIDE POST USING A MEASURING TAPE, MEASURING FROM THE EDGE OF THE MAIN SIDE CHANNEL TO THE EDGE OF THE OFF SIDE CHANNEL AT THE BASE AND AT THE TOP OF THE POST.
- THE MEASUREMENT AT THE TOP OF THE POST MUST BE THE SAME AS THE MEASUREMENT AT THE BASE OF THE POST.

AT THIS TIME PERFORM THE PRE-OPERATION CHECK LIST AND MAINTENANCE PROCEDURES (DAILY - WEEKLY - MONTHLY) MAKE ALL ADJUSTMENTS PERTAINING TO THESE PROCEDURES.

DIVERTER VALVE OPERATION

WARNING

AS WITH ALL FUNCTIONS OF THE LIFT UNIT, NEVER OPERATE THE DIVERTER VALVE UNLESS YOU HAVE FIRST PERFORMED THIS OPERATION WITH NO VEHICLE, AND FULLY UNDERSTAND ITS FUNCTIONS.

BOTH MECHANICAL SAFETIES MUST BE ENGAGED BEFORE OPERATING THE DIVERTER VALVE.

PURPOSE

- THE PURPOSE OF THE DIVERTER VALVE IS TO ENABLE THE OPERATOR TO RAISE OR LOWER THE OFF SIDE CARRIAGE INDEPENDENTLY OF THE MAIN SIDE CARRIAGE.

TO OPERATE THE DIVERTER VALVE

ENGAGE THE DIVERTER VALVE BY PULLING DOWN ON THE DIVERTER VALVE PULL KNOB. **REFER TO MAN235**

- THIS WILL DIVERT ALL FUNCTIONS OF THE POWER UNIT TO THE OFF SIDE CYLINDER.

WITH THE VALVE ENGAGED, ENERGIZE THE POWER UNIT BY PUSHING THE UP BUTTON.

WHEN THE DESIRED HEIGHT HAS BEEN ACHIEVED, RELEASE THE DIVERTER VALVE PULL KNOB AND THE UP BUTTON.

PULLING DOWN ON THE LOWERING HANDLE, LOWER THE UNIT ONTO BOTH MECHANICAL SAFETIES ENDING THIS PROCEDURE.

SAFETY TIPS

PLEASE POST THE **AUTOMOTIVE LIFT SAFETY TIPS CARD**, (A COPY IS INCLUDED IN THE PARTS BOX) WHERE THEY WILL BE CONSTANTLY REMINDED TO YOUR LIFT OPERATOR. FOR INFORMATION SPECIFIC TO THE LIFT, ALWAYS REFER TO THE MOHAWK MANUAL.

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| <ul style="list-style-type: none"> • INSPECT YOUR LIFT DAILY. NEVER OPERATE IT IF IT MALFUNCTIONS OR IF IT HAS BROKEN OR DAMAGED PARTS. REPAIRS SHOULD BE MADE WITH ORIGINAL MOHAWK PARTS. • OPERATING CONTROLS ARE DESIGNED TO CLOSE WHEN RELEASED. DO NOT BLOCK OPEN OR OVERRIDE THEM. • NEVER OVERLOAD YOUR LIFT BEYOND STATED LIFTING CAPACITY. RATED CAPACITY IS SHOWN ON NAMEPLATE AFFIXED TO THE LIFT. • ONLY TRAINED AND AUTHORIZED PERSONNEL SHOULD DO POSITIONING OF VEHICLE AND OPERATION OF THE LIFT. • DO NOT ALLOW CUSTOMERS OR BY- STANDERS TO OPERATE THE LIFT OR TO BE IN A LIFTING AREA DURING ITS OPERATION. ONLY PROPERLY TRAINED PERSONNEL SHOULD BE ALLOWED TO OPERATE LIFT. • NEVER RAISE A VEHICLE WITH PERSONS INSIDE. • ALWAYS KEEP LIFT AREA FREE OF OBSTRUCTIONS, DEBRIS, GREASE, AND OIL. • PERFORM THE PRE-OPERATION CHECK LIST, PER INSTRUCTIONS, BEFORE RAISING VEHICLE TO DESIRED HEIGHT. • BEFORE DRIVING VEHICLE INTO THE BAY, POSITION ARMS AND SUPPORTS TO PROVIDE | <p>UNOBSTRUCTED CLEARANCE. DO NOT HIT OR RUN OVER LIFT ARMS, ADAPTERS, OR AXLE SUPPORTS. THIS COULD DAMAGE LIFT OR VEHICLE.</p> <ul style="list-style-type: none"> • LOAD VEHICLE ON LIFT CAREFULLY. POSITION LIFT SUPPORTS TO CONTACT AT THE VEHICLE MANUFACTURER'S RECOMMENDED LIFTING POINTS. RAISE LIFT UNTIL SUPPORTS CONTACT VEHICLE. CHECK SUPPORTS FOR SECURE CONTACT WITH VEHICLE. RAISE LIFT TO DESIRED WORKING HEIGHT. CAUTION: IF YOU ARE WORKING UNDER VEHICLE, LIFT SHOULD BE RAISED HIGH ENOUGH FOR LOCKING DEVICE TO BE ENGAGED. • NOTE THAT WITH SOME VEHICLES, THE REMOVAL OR INSTALLATION OF COMPONENTS MAY CAUSE A CRITICAL SHIFT IN THE CENTER OF GRAVITY, AND RESULT IN RAISED VEHICLE INSTABILITY. REFER TO THE VEHICLE MANUFACTURER'S SERVICE MANUAL FOR RECOMMENDED PROCEDURES WHEN VEHICLE COMPONENTS ARE REMOVED. • BEFORE LOWERING LIFT, BE SURE TOOL TRAY'S, STANDS, ETC. ARE REMOVED FROM UNDER VEHICLE. RELEASE LOCKING DEVICES BEFORE ATTEMPTING TO LOWER LIFT. • BEFORE REMOVING VEHICLE FROM THE LIFT AREA, POSITION LIFT ARMS AND SUPPORTS TO PROVIDE AN UNOBSTRUCTED EXIT. |
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LIFT FINAL CHECKOUT (AFTER INSTALLATION):

REV (6/28/2012)

THIS PROCEDURE OUTLINES THE FINAL CHECKS TO MAKE AFTER INITIAL INSTALLATION OF THE LIFT UNIT. REPEAT THIS PROCEDURE IF THE LIFT IS RELOCATED.

AFTER THE LIFT IS FULLY ASSEMBLED, RAISE THE LIFT EMPTY A FEW TIMES TO VERIFY:

- PROPER SYNCHRONIZATION OF LIFT ARMS
- UNIT IS RAISING SMOOTHLY (AIR IS BLEED FROM HYDRAULIC SYSTEM - SEE BLEEDING PROCEDURE FOR MORE DETAILS)
- NO LEAKS PRESENT AT ANY FITTING JUNCTIONS
- LOCKS ARE ENGAGING ON BOTH POSTS AS LIFT IS RAISING
- LOCKS ARE DIS-ENGAGING ON BOTH POSTS WHEN RELEASE CABLE PULLED (SEE J-BAR ADJUSTMENT PROCEDURE)
- LOCKS ARE RE-ENGAGING AFTER DIS-ENGAGED WHEN LIFT IS RAISED
- LIFT IS NOT DRIFTING DOWN WHEN RAISED (RAISE LIFT, THEN STOP, AND VERIFY DRIFT DOWN OF CYLINDERS)
- NO VIBRATIONS FROM LOOSE CLAMPING, ETC.
- SWING ARMS ROTATE SMOOTHLY WHEN LIFT FULLY LOWERED AND LOCK IN PLACE WHEN LIFT RAISED

ONCE THIS IS COMPLETE, LOCATE A REPRESENTATIVE VEHICLE INTO THE LIFTING AREA. USE A VEHICLE THAT WEIGHS AT LEAST 75 PERCENT OF THE CAPACITY OF THE LIFT. OBSERVING LIFTING PROCEDURES CONTAINED IN THIS MANUAL TO LOCATE VEHICLE IN LIFTING AREA, AND TO LOCATE LIFTING PADS AT LIFTING POINTS FOR VEHICLE, AND WHILE RAISING AND LOWERING.

RAISE LIFT APPROXIMATELY 1 FOOT. VERIFY THE FOLLOWING:

- PROPER SYNCHRONIZATION OF LIFT ARMS
- NO LOOSENING OF REAR ANCHOR BOLTS IN BASE PLATES AT FLOOR (LOOK FOR GAP BETWEEN FLOOR AND BASES)
- UNIT IS RAISING SMOOTHLY (AIR IS BLEED FROM HYDRAULIC SYSTEM - SEE BLEEDING PROCEDURE FOR MORE DETAILS)
- NO LEAKS PRESENT AT ANY FITTING JUNCTIONS
- LOCKS ARE ENGAGING ON BOTH POSTS AS LIFT IS RAISING
- LIFT IS NOT DRIFTING DOWN WHEN RAISED (RAISE LIFT, THEN STOP, AND VERIFY DRIFT DOWN OF CYLINDERS)
- NO VIBRATIONS FROM LOOSE CLAMPING, ETC.

RELEASE LOCKS AND LOWER UNIT. VERIFY THE FOLLOWING:

- PROPER SYNCHRONIZATION OF LIFT ARMS
- UNIT IS LOWERING SMOOTHLY (AIR IS BLEED FROM HYDRAULIC SYSTEM - SEE BLEEDING PROCEDURE FOR MORE DETAILS)
- NO LEAKS PRESENT AT ANY FITTING JUNCTIONS
- NO VIBRATIONS FROM LOOSE CLAMPING, ETC.
- LOCKS ARE NOT RE-ENGAGING WHILE LOWERING

RAISE LIFT TO FULL STROKE. VERIFY THE FOLLOWING:

- PROPER SYNCHRONIZATION OF LIFT ARMS
- NO EXCESSIVE DEFLECTION OF POSTS OR ARMS
- NO LOOSENING OF REAR ANCHOR BOLTS IN BASE PLATES AT FLOOR (LOOK FOR GAP BETWEEN FLOOR AND BASES)
- UNIT IS RAISING SMOOTHLY (AIR IS BLEED FROM HYDRAULIC SYSTEM - SEE BLEEDING PROCEDURE FOR MORE DETAILS)
- NO LEAKS PRESENT AT ANY FITTING JUNCTIONS
- LOCKS ARE ENGAGING ON BOTH POSTS AS LIFT IS RAISING
- LIFT IS NOT DRIFTING DOWN WHEN RAISED (RAISE LIFT, THEN STOP, AND VERIFY DRIFT DOWN OF CYLINDERS)
- NO VIBRATIONS FROM LOOSE CLAMPING, ETC.

LOWER LIFT ONTO LOCKS. VERIFY THE FOLLOWING:

- LOCK IS ENGAGING UPON DESCENT
- PROPER SYNCHRONIZATION OF LIFT ARMS

RAISE, THEN RELEASE LOCKS, THEN LOWER VEHICLE TO FLOOR. VERIFY THE FOLLOWING:

- PROPER SYNCHRONIZATION OF LIFT ARMS
- UNIT IS RAISING & LOWERING SMOOTHLY (AIR IS BLEED FROM HYDRAULIC SYSTEM - SEE BLEEDING PROCEDURE FOR MORE DETAILS)
- NO LEAKS PRESENT AT ANY FITTING JUNCTIONS
- NO VIBRATIONS FROM LOOSE CLAMPING, ETC.
- LOCKS ARE NOT RE-ENGAGING WHILE LOWERING
- NO LOOSENING OF REAR ANCHOR BOLTS IN BASE PLATES AT FLOOR (LOOK FOR GAP BETWEEN FLOOR AND BASES)

ENSURE THAT ALL MANUALS AND OTHER INSTRUCTIONAL MATERIALS ARE DELIVERED TO OWNER/USER/EMPLOYER. ENSURE THAT USERS ARE INSTRUCTED IN THE SAFE AND PROPER USER OF THE LIFT.

FINAL CHECKOUT OF LIFT IS COMPLETE.

2-POST LIMITATIONS AND ADAPTER

USAGE:

REV (4/8/2011)

2-POST LIMITATIONS:

ALL MOHAWK 2-POST LIFTS ARE FOR INDOOR USE UNLESS SPECIFICALLY QUALIFIED AND MODIFIED FOR A CUSTOM ENVIRONMENT.

ALL MOHAWK 2-POST LIFTS MUST ACCOMPLISH THREE MAIN CRITERIA IN ORDER TO LIFT A VEHICLE SAFELY:

1. **PROPER FRAME ENGAGEMENT WITH PADS.** ALL 2-POST FRAME ENGAGING LIFTS ARE DESIGNED TO LIFT STANDARD VEHICLES WITHIN THEIR RATED CAPACITY BY THE VEHICLE FRAME. IF SUITABLE FRAME CONTACT LIFT POINTS CAN NOT BE REACHED OR ACCOMMODATED BY THE LIFTING PADS, THE VEHICLE MUST NOT BE RAISED WITH THE LIFT. REFER TO VEHICLE MANUFACTURER LIFTING POINT SPECIFICATIONS (AND VEHICLE LIFT POINT LABEL PER SAE J2184, VEHICLE LIFT POINTS FOR SERVICE GARAGE LIFTING).
2. **PROPER CENTER OF GRAVITY PLACEMENT OF VEHICLE ON LIFT** ENSURE THAT THE CENTER OF GRAVITY OF THE VEHICLE LIES CENTERED BETWEEN THE LIFTING ARMS. THIS SHOULD PLACE THE CENTER OF GRAVITY OF THE VEHICLE IN LINE WITH THE CENTER OF THE POSTS AS WELL.
3. **PROPER LOADING OF ARMS.** INDIVIDUAL ARM CAPACITIES ARE ¼ OF THE RATED LIFT CAPACITY, AND MUST NOT BE EXCEEDED. FOR INSTANCE, A 10,000 LB RATED 2-POST LIFT HAS ARMS THAT ARE RATED FOR 2,500 LBS EACH. IT IS POSSIBLE THAT A 10,000 LB VEHICLE CAN OVERLOAD THE ARMS ON A 10,000 LB LIFT IF THE FRONT AND REAR LOADING ARE NOT EQUAL.

WITH RESPECT TO HEAVY ENDED VEHICLES SUCH AS FORK TRUCKS, DELIVERY VANS, PICKUP TRUCKS, ETC, ATTENTION MUST BE MADE TO ENSURE THAT THE PER ARM CAPACITY OF THE LIFTING ARMS IS NOT EXCEEDED AND THAT THE CENTER OF GRAVITY OF THE VEHICLE LIES CENTERED BETWEEN THE LIFTING ARMS.

SPECIAL SAFETY PRECAUTIONS MUST BE OBSERVED IN APPLICATIONS INVOLVING VERY LONG AND VERY SHORT WHEELBASE VEHICLES. 2-POST LIFTS ARE NOT DESIGNED TO RAISE STRETCHED LIMOS AND OTHER TYPES OF LONG WHEEL BASE VEHICLES. AS A RULE OF THUMB, THE VEHICLE LENGTH ON A 2-POST MUST BE LIMITED TO 4 TIMES THE LENGTH OF THE ARM SPREAD TO RAISE IT. THE CENTER OF GRAVITY ON THIS VEHICLE MUST LIE BETWEEN THE LIFTING PADS TO ACCOMPLISH THIS. NOTE THAT SOME VEHICLES, PER VEHICLE MANUFACTURER GUIDELINES, ARE NOT TO BE RAISED BY THE FRAME. REFER TO VEHICLE MANUFACTURER GUIDELINES FOR PROPER LIFTING TECHNIQUES.

THIS LIFT IS NOT INTENDED, NOR DESIGNED, TO LIFT VEHICLE FRONT OR BACK ENDS USING ONLY TWO ARMS.

CARE MUST BE OBSERVED WHEN REMOVING ANY HEAVY COMPONENTS FROM A VEHICLE AND THEREBY DRASTICALLY SHIFTING THE VEHICLE CENTER OF GRAVITY (I.E. ENGINE REMOVAL, TRANSMISSION REMOVAL, ETC.). THE USE OF JACK STANDS AT THE FRONT AND REAR ENDS OF THE VEHICLE IS HIGHLY RECOMMENDED WHEN PERFORMING THIS TYPE OF WORK.

ADAPTER USAGE AND LIMITATIONS:

THE USE OF HEIGHT ADAPTERS IS COMMON FOR MOST LIFTING SITUATIONS TO ACCOMMODATE HIGH FRAMES AND LOW OVERHANGING BODIES OF VEHICLES.

FOR A-7, A-7A, SYSTEM IA, SYSTEM IA-10, TOMAHAWK-9000 & LC-12-3SA:

THESE LIFTS COME STANDARD WITH (4) 3" AND (4) 6" HEIGHT ADAPTERS.

THESE LIFTS ARE ONLY ALLOWED TO USE 2 ADAPTERS WHEN STACKED: ONE (1) 6" AND ONE (1) 3" ADAPTER, RESULTING IN 9" MAXIMUM STACKING HEIGHT. LONGER CUSTOM SINGLE PIECE ADAPTERS ARE AVAILABLE UPON REQUEST.

FOR LC-12, LMF-12, TP-15, TP-16, TP-18, TP-20, TP-26, TP-30:

THESE LIFTS COME STANDARD WITH (4) 5", (4) 7 ½", AND (4) 10" HEIGHT ADAPTERS.

THESE LIFTS ARE ONLY ALLOWED TO USE 2 ADAPTERS WHEN STACKED: ONE (1) 10" AND ONE (1) 7½" ADAPTER, RESULTING IN 17 1/2" MAXIMUM STACKING HEIGHT. LONGER CUSTOM SINGLE PIECE ADAPTERS ARE AVAILABLE UPON REQUEST.

THE USER SHOULD BE WARNED THAT ANY SITUATION PRODUCING AN OFF-VERTICAL SLANTING OF THE HEIGHT ADAPTERS, SUCH AS DEFLECTION OF THE ARM DUE TO HEAVY LOAD, DEFLECTION OF THE ARM DUE TO SLOP, ECCENTRIC CORNER LOADING OF THE LIFT PAD, ETC. MUST BE AVOIDED. CUPPED OR YOKE STYLE LIFTING PADS (WHICH DO NOT RELY ON FRICTION) ARE ALSO AVAILABLE FOR SITUATIONS INVOLVING LIFTING NON-FLAT SURFACES. CONSULT MOHAWK SERVICE DEPARTMENT FOR CUSTOM PAD REQUESTS FOR YOUR APPLICATION.

PRE - OPERATION CHECK LIST**TRAINED OPERATOR**

- THE OPERATOR MUST BE FULLY TRAINED AND QUALIFIED TO SAFELY AND EFFECTIVELY OPERATE THIS EQUIPMENT OF THIS SPECIFIC MAKE AND MODEL.

ABSENCE OF OBSTRUCTIONS

- THE TOTAL WORK AREA MUST BE FREE OF ANY AND ALL OBSTRUCTIONS AND BE GENERALLY CLEAN. (FREE OF OIL AND DEBRIS)

VISUAL INSPECTION

- THOROUGHLY INSPECT THE UNIT WITH A TRAINED EYE, NOTING ANY PROBLEM AREAS. INSPECT THE FLOOR AND THE ANCHORING FASTENERS AS WELL. REPORT ANY QUESTIONABLE ITEMS.
- THOROUGHLY INSPECT ALL LIFTING PADS AND HEIGHT ADAPTERS FOR ANY WEAR, RUST, DEBRIS, OR DEFORMITIES. IF NEEDED THOROUGHLY CLEAN AND OIL WITH LIGHT OIL SUCH AS WD-40. ENSURE NO OIL OR GREASE IS PRESENT ON TOP SURFACES OF PADS WHERE PADS CONTACT VEHICLE PICK POINTS.

NO LOAD PERFORMANCE CHECK

- ALL MECHANICAL SAFETIES OPERATE PROPERLY AND CONSISTENTLY.
- NO EXTERNAL FLUID LEAKS.
- NO BLEED DOWN.
- EFFORTLESS AND SIMULTANEOUS MOVEMENT.
- LEVEL LIFTING.
- CONTROLS FUNCTION PROPERLY.
- ALL SAFETY MECHANISMS FULLY FUNCTIONAL.

PREVIOUS DAY'S OPERATION REPORT

- VERIFY WITH SUPERVISOR THAT THERE WAS NO PROBLEMS EXPERIENCED THE PREVIOUS DAY. IF THERE WERE ANY PROBLEMS, VERIFY THAT ALL NECESSARY REPAIRS HAVE BEEN COMPLETED.

LIFTING PROCEDURES**LIFT PREPARATION AND VEHICLE POSITIONING**

- PERFORM PRE-OPERATION CHECK LIST ITEM BY ITEM.
- POSITION THE SWING ARMS TO THE OUTSIDE OF THE UNIT.
- POSITION THE VEHICLE CENTERED BETWEEN THE POSTS.

NOTE:

ALIGN THE VEHICLE'S CENTER OF GRAVITY WITH THE CENTERLINE OF THE POSTS. THIS CAN BE VERIFIED BY VIEWING THE CAM FOLLOWER BEARINGS ON THE CARRIAGE. THESE BEARINGS ARE LOCATED AT EACH CORNER OF THE CARRIAGE. CENTERING OF VEHICLE IS ACHIEVED WHEN ALL 4 SIDE BEARINGS ARE FREE TO SPIN.

- PLACE THE LIFTING PADS PER MFG'S RECOMMENDED LIFT POINTS FOR THE VEHICLE. REFER TO ALI/LP-GUIDE, ALI/SMO1-2 "LIFTING IF RIGHT" GUIDE, AND REFER TO THE RECOMMENDED LOCATION AND FORMAT OF THE VEHICLE LIFT POINT LABEL PER ANSI/SAE J2184-OCT92.
- FRAME RAILS/PICK POINTS ARE TO BE CENTERED ON LIFTING PADS AND REST FLAT ON LIFTING PAD SURFACES (SEE FIGURE 18)
- LIFT PAD IS TO BE FULLY INSERTED INTO SLIDER HOLE OR HEIGHT ADAPTER.
- NO MORE THAN (2) TWO HEIGHT ADAPTERS ARE TO BE USED AT ANY TIME FOR ANY SINGLE LIFTING PAD

CAUTION:

IF PROPER AND SAFE LIFTING POINTS ON THE FRAME OF THE VEHICLE CAN NOT BE REACHED BY THE LIFTING PADS, DO NOT RAISE THE VEHICLE!

TO RAISE

- ENGAGE THE UP-BUTTON ON THE POWER UNIT.
- RAISE VEHICLE TO THE DESIRED WORKING HEIGHT.
- LOWER THE UNIT ONTO THE MECHANICAL SAFETIES.

TO LOWER

- INSPECT THE LIFTING AREA TO INSURE THAT ALL PERSONNEL AND DEBRIS HAVE BEEN CLEARED FROM THE LIFTING AREA.
- ENGAGE THE UP-BUTTON ON THE POWER UNIT.
- RAISE UNIT APPROXIMATELY TWO INCHES.
- DISENGAGE THE MECHANICAL SAFETIES.
- LOWER UNIT TO THE DESIRED WORKING HEIGHT.
- ALWAYS ENGAGE THE UP-BUTTON ON THE POWER UNIT AND RAISE UNIT UNTIL BOTH MECHANICAL SAFETIES RE-ENGAGE.
- LOWER THE UNIT ONTO THE MECHANICAL SAFETIES.
- IF WORK IS COMPLETE, CONTINUE LOWERING THE UNIT UNTIL BOTH CARRIAGES ARE FULLY LOWERED.

NOTE: IF FOR ANY REASON, THE LIFT BECOMES INOPERATIVE IN THE RAISED POSITION WITH A VEHICLE ON IT, CONTACT YOUR LOCAL MOHAWK REPRESENTATIVE OR THE MOHAWK FACTORY.

MAINTENANCE PROCEDURES

-- TRAINED LIFT SERVICE PERSONNEL ONLY --

REFER TO ANSI/ALI ALIS, SAFETY REQUIREMENTS FOR INSTALLATION AND SERVICE OF AUTOMOTIVE LIFTS.

DAILY

- PERFORM THE PRE-OPERATION CHECK LIST.
- REPORT ANY AND ALL EQUIPMENT MALFUNCTIONS IMMEDIATELY.
- CLEAN ALL MOVING PARTS. (IT IS NOT RECOMMENDED TO GREASE THE INSIDE OF THE CHANNEL ON THE POST, SWING ARMS OR SWING ARM RESTRAINTS.) IF OXIDIZATION IS OCCURRING USE A LIGHT LUBRICANT. (WD - 40 OR EQUIVALENT)
- KEEP AREA AROUND THIS EQUIPMENT FREE OF DIRT, SAND, WATER, ETC.

WEEKLY

- PERFORM THE DAILY OPERATION CHECK LIST.
- WIPE CLEAN, THE CYLINDERS' WIPER SEALS AND THE BASE OF EACH POST TO REMOVE ANY WEEPING OIL AND DUST.
- VERIFY FLUID LEVEL. WITH THE UNIT FULLY LOWERED, THE FLUID LEVEL WILL BE 1/2 INCH BELOW THE BREATHER CAP PORT. USE DEXRON III AS REPLACEMENT FLUID.
- LUBRICATE THE ARM RESTRAINT ASSEMBLIES AS NEEDED TO INSURE FREE, AND SMOOTH OPERATION.
(DO NOT USE GREASE)
- CYCLE UNIT TO FULL HEIGHT, AND BLEED APPROXIMATELY 30 SECONDS.

MONTHLY

- INSPECT LIFTING CHAINS AND COMPONENTS FOR DEFORMATION, WEAR OR CORROSION. SEE CHAIN INSPECTION AND MAINTENANCE PROCEDURE ON FOLLOWING PAGE.
- INSPECT SAFETY CABLES AND COMPONENTS FOR DEFORMATION, WEAR OR CORROSION. SEE CABLE INSPECTION AND MAINTENANCE PROCEDURE ON FOLLOWING PAGE.
- INSPECT ALL HYDRAULIC COMPONENTS FOR LEAKS, DEFORMATION, WEAR OR CORROSION.
- TIGHTEN ALL FASTENERS AND HYDRAULIC FITTINGS AS REQUIRED.
 1. ALL O - RING BOSS FITTINGS JAM NUTS ARE TO BE TIGHTENED TO 15-FOOT POUNDS TORQUE.
 2. ALL PIPE FITTINGS, IF LEAKING IS TO BE REMOVED, RE-SEALED, AND RE - INSTALLED. (SELECT - UNITE THREAD SEALANT OR EQUIVALENT ON FITTING THREADS)
- INSPECT ANCHOR CONDITIONS FOR ANY POSSIBLE CORROSION AND INSPECT THE FLOOR FOR ANY SIGNS OF FATIGUE OR FRACTURES.

SEMI- ANNUAL

- QUALIFY / RE-QUALIFY ALL PERSONNEL IN THE SAFE OPERATION OF THIS UNIT.
- VERIFY ALL FASTENERS TO PROPER TORQUE:
SWING ARM NUTS TIGHTEN TO 1000 FT-LB, THEN BACK OFF UNTIL ARMS MOVE FREELY.
CARRIAGE STOP FASTENERS TO 150 FT-LB
CARRIAGE SIDE ROLLER NUTS TO 250 FT-LB
ANCHORS (SEE ANCHOR SPECIFICATION SECTION)
- LUBRICATE LOCK BODY MAIN PIVOT PINS. REMOVE WITH SNAP RING PLIERS WHEN FULLY LOWERED AND CLEAN LOCK PIVOT PIN AND LOCK BODY HOLE. SPRAY PIN WITH A LIGHT LUBRICANT (WD-40 OR EQUIVALENT), THEN RE-ASSEMBLE, ENSURING SMOOTH MOTION.
- THE CHANNEL SECTIONS WHERE THE CARRIAGE BEARINGS RIDE AGAINST SHOULD BE CLEANED AND LUBRICATED USING SLIP PLATE OR A LIGHT LUBRICANT (WD-40).
- THE MAIN CARRIAGE BEARINGS ARE FACTORY LUBRICATED AND SEALED. THEY DO NOT REQUIRE ANY ADDITIONAL PERIODIC LUBRICATION. HOWEVER, IF ADDITIONAL LUBRICATION IS DESIRED ON THESE UNDER THE CUSTOMER'S OWN INSPECTION AND MAINTENANCE PROGRAM, IT IS RECOMMENDED TO USE CAM2 - MULTIPURPOSE #2 GREASE (PART NO. 86035) OR EQUIVALENT. USE APPROXIMATELY 2 OZ. PER BEARING.

ANNUALLY

- CHECK YOUR HYDRAULIC FLUID ANNUALLY EVERY FIVE YEARS REPLACE AND RE-BLEED THE HYDRAULIC FLUID. ALWAYS USE A CLEAN FUNNEL AND FILTER. USE DEXRON III HYDRAULIC FLUID.
- INSPECT ALL BEARINGS FOR UNUSUAL OR EXCESSIVE WEAR. (REPLACE IF NEEDED)
- REMOVE THE SWING ARM RESTRAINTS. THOROUGHLY CLEAN. USE A LIGHT LUBRICANT (WD-40 OR EQUIVALENT) REINSTALL. **DO NOT USE GREASE.**
- REMOVE THE SWING ARMS. THOROUGHLY CLEAN. USE A LIGHT LUBRICANT (WD-40 OR EQUIVALENT) REINSTALL. **DO NOT USE GREASE.**
- REMOVE THE LIFTING CHAINS, THOROUGHLY CLEAN, LUBRICATE AND RE-INSTALL. (REPLACE IF UNUSUAL OR EXCESSIVE WEAR IS NOTED) SEE CHAIN INSPECTION AND MAINTENANCE PROCEDURE ON FOLLOWING PAGE.
- PERFORM THE DAILY, WEEKLY, AND MONTHLY MAINTENANCE PROCEDURES.

PART REPLACEMENT NOTES

- REPLACE ALL WORN OR BROKEN PARTS WITH GENUINE LIFT MANUFACTURER SUPPLIED PARTS (FROM MOHAWK RESOURCES LTD. ONLY)
- ALL REPLACEMENTS OF PARTS ARE TO BE PERFORMED BY TRAINED LIFT SERVICE PERSONNEL ONLY.

UPON PART REPLACEMENT, LIFT MUST PASS A FULL LIFT INSPECTION AS DEEMED SUITABLE BY TRAINED LIFT SERVICE PERSONNEL.

CHAIN INSPECTION - MAINTENANCE PROCEDURES:

The following checks to be performed **MONTHLY**:

Inspect for contamination.

Visually inspect chain for areas of dirt/debris and any areas showing evidence of rust/corrosion. If dirty, clean chain using a light lubricant (WD-40) - 0.5 oz. per foot by spraying.

Inspect for corrosion.

If excessive rust or corrosion is witnessed, replace chain.

Inspect chain link pins.

Visually inspect link pins for wear on both ends, ensuring that pins retain links. If any links are loose or worn, replace chain.

Inspect chain links.

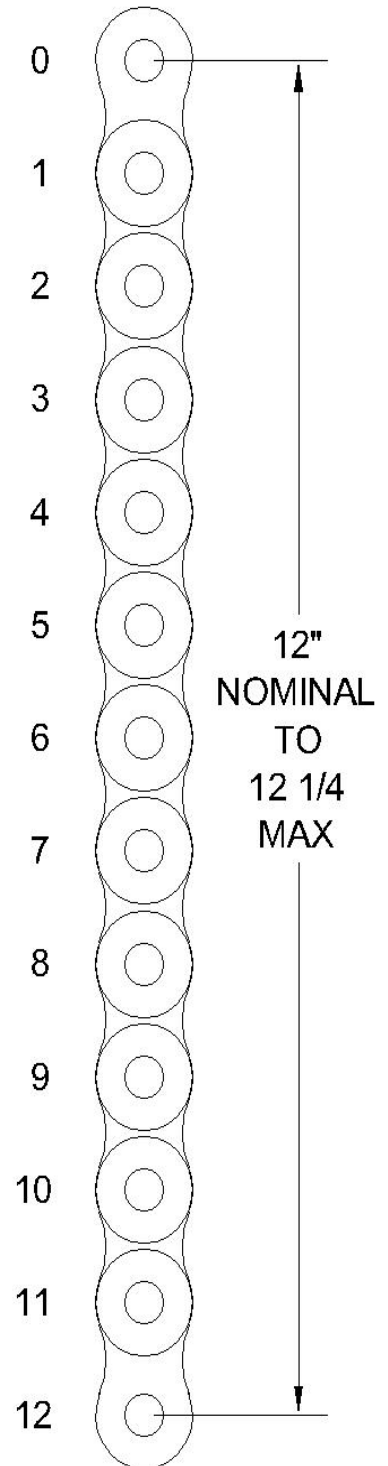
Inspect links for wear on surfaces in contact with crossrail rollers. Inspect crossrail rollers as well. If excessive wear is found, replace both chain and rollers.

Inspect for excessive chain stretch.

Measure 12 pitches of chain while taut (see picture to right). Dimension should be no more than 12 1/4. If longer, replace chain.

Note: It is a rule-of-thumb that when the chain is replaced, the crossrail chain rollers are replaced as well.

File: MAN3101.dwg



Cable Care & Maintenance

This lift incorporates a high strength synthetic cable which is used to prevent lift collapse in the unlikely event of a chain break. A few guidelines about its general use will help you to increase the life of the cable and assist you in achieving the best performance from our product.

Abrasion and Sharp Edges: Abrasion and sharp edges are a cable's worst enemies. Check all equipment prior to use to make sure there are no burrs or sharp edges.

Cleaning: Dirt on a cable can penetrate the cover strands resulting in abrasion in the core as well as on the cover. Water facilitates the introduction of dirt particles into the cable. When cable subjected to wet conditions, particularly where dirt is an issue, wash cable with fresh water and allow to air dry out of direct sunlight. For a thorough cleaning, soak your cables in warm water with a mild detergent (not bleach). When possible, use a front loading washer; otherwise, wash your cable in a mesh bag or pillowcase to avoid tangling.

Rinse thoroughly and then hang them up to dry out of direct sunlight.

Eliminating Twist: Twist increases the likelihood of the cable kinking and jamming in equipment. Severe twist can cause the cable to get out of round, resulting in higher wear rates and reduced strength. Eliminating twist from a cable will make the cable easier to handle and increase its life.

Chemicals: Synthetic fibers have good chemical resistance. However, exposure to harsh chemicals, such as acids and alkalis, should be avoided.

Damage: Inspect all cables frequently for signs of wear or damage, especially at eyebolt areas. Retire any cable that is cut, worn or abraded.

Sunlight: With time, all synthetic fibers will undergo degradation when exposed to sunlight.

Tensile Strength: The tensile strength is the load at which a new cable, tested under laboratory conditions, can be expected to break. Age, use and the type of termination used, such as knots, will lower tensile strengths significantly. A cable should always be taken care of. This is important to ensure that you get the most out of it and enhance your performance. Here is a list of the many things that you can do in taking care of your cables:

- ☐ Check your cable regularly. Just like the rest of your equipment, ocular inspection is very important. Check your cable for signs of wear and tear such as damaged sheath, fraying, and abrasion during each inspection
- ☐ Make sure that your cable is clean. Wash it with water and non-detergent soap. Avoid using bleach and other chemicals that can weaken the nylon cable. Air dry your cable away from direct sunlight.
- ☐ Keep your cable away from direct sunlight, acids, and oxidizing agents that can weaken your cable and shorten cable life.

□ It does not necessarily mean that if your cable does not have any signs of wear and tear, you can still use it. The cable should be changed every 5 years, regardless of condition. If there is any doubt during inspection of the condition of the cable, replace it with a new one. If in the unlikely event, a chain break occurs, a new cable must be used as well as a new chain.

Internal Wear: Internal wear can be detected by the tell tale signs of a loosening of strands and the presence of powdered fiber. It is most often caused when grit becomes trapped in a cable which is repeatedly flexed in wet conditions. If signs of this are detected, replace cable.

Attack by heat: This may be revealed by glazing of the cable surface. In extreme cases local fused sections indicate heat through friction and a considerable loss of strength can be expected. If, after careful visual examination, doubts still exist, discard the cable or consult the cable manufacturer.

Maintenance after Inspection: Any cable which has broken through any of above criteria should be discarded and replaced.



I.E. Chain Break Safety Cable

TROUBLE SHOOTING

WARNING: NEVER ATTEMPT TO LOOSEN HYDRAULIC FITTINGS, OR OVERRIDE SAFETY DEVICES IN AN ATTEMPT TO CORRECT A PROBLEM. ALL TESTS ARE TO BE PERFORMED WITH **NO** VEHICLE.

HYDRAULIC SAFETY CHECK

NOTE: THE HYDRAULIC SAFETY CHECK IS TO BE PERFORMED WITH NO VEHICLE ON THE UNIT.
CONTACT YOUR LOCAL MOHAWK DISTRIBUTOR OR THE MOHAWK FACTORY IF EITHER TEST FAILS.

MAINSIDE SAFETY CHECK:

1. RAISE THE UNIT APPROXIMATELY 3 FEET
2. DISENGAGE THE **OFFSIDE** MECHANICAL SAFETY
3. LOWER THE UNIT ONTO THE **MAINSIDE** MECHANICAL SAFETY
4. WHILE CONTINUING TO HOLD DOWN THE POWER UNIT LOWERING HANDLE, OBSERVE THE **OFFSIDE** CARRIAGE FOR MOVEMENT. THE UNIT HAS CHECK OUT OK IF THERE IS NO MOVEMENT (**OFFSIDE** CARRIAGE DOES NOT CONTINUE TO LOWER)

OFFSIDE SAFETY CHECK:

1. RAISE THE UNIT APPROXIMATELY 3 FEET
2. DISENGAGE THE **MAINSIDE** MECHANICAL SAFETY
3. LOWER THE UNIT ONTO THE **OFFSIDE** MECHANICAL SAFETY
4. WHILE CONTINUING TO HOLD DOWN THE POWER UNIT LOWERING HANDLE, OBSERVE THE **MAINSIDE** CARRIAGE FOR MOVEMENT. THE UNIT HAS CHECK OUT OK IF THERE IS NO MOVEMENT (**MAINSIDE** CARRIAGE DOES NOT CONTINUE TO LOWER)

POSSIBLE CAUSE	SOLUTION
NOT RAISING LOAD	
LOW HYDRAULIC FLUID LEVEL	LOWER UNIT. REMOVE RESERVOIR BREATHER CAP. FILL UNIT TO WITHIN 1/2 INCH BELOW PORT. USE DEXRON III TRANSMISSION / HYDRAULIC FLUID.
PRESSURE RELIEF ADJUSTMENT	CONSULT MOHAWK SERVICE DEPARTMENT
PRESSURE RELIEF CONTAMINATION	REFER TO POWER UNIT SPECIFICATIONS. REMOVE AND CLEAN DEBRIS FROM VALVE ASSEMBLY.
VOLTAGE TO POWER UNIT	REFER TO POWER UNIT SPECIFICATIONS. CONSULT AN ELECTRICIAN
UNIT OVERLOADED	VEHICLE IS TOO HEAVY TO BE RAISED
NOT LOWERING	
MECHANICAL LOCKS ENGAGED	RAISE UNIT. DISENGAGE MECHANICAL LOCKS.
UNIT UNEVEN (SIDE TO SIDE)	RAISE UNIT TO FULL HEIGHT TO EQUALIZE. THEN LOWER OR USE DIVERTER VALVE TO EQUALIZE
POSTS OUT OF SQUARE	VERIFY LEVEL ASSEMBLY. MAKE ANY AND ALL NECESSARY ADJUSTMENTS. SEE FIGURE 8 & 9.
DEBRIS IN POSTS (TOOLS ETC.)	CLEAN UNIT
OBSTRUCTION UNDER VEHICLE OR LIFT	REMOVE OBSTRUCTION.
RAISING UNEVEN	
<u>RULE OF THUMB:</u> IF THE MAIN SIDE IS HIGH, RUN UNIT TO FULL HEIGHT. IF THE MAIN SIDE IS LOW, LOWER UNIT TO FLOOR. ALLOW TIME FOR THE OFF SIDE TO EQUALIZE.	
AIR IN SYSTEM	BLEED UNIT. REFER TO BLEEDING PROCEDURES.
CARRIAGE BEARINGS CONTACTING CARRIAGE STOPS	CARRIAGE BEARINGS ON THE MAIN SIDE MUST NOT CONTACT CARRIAGE STOPS. (RESULT OF INCORRECT CYLINDER SHIMS.) SEE "SHIMMING FOR CHAIN TENSION" SECTION. SEE FIGURE 11.
POSTS OUT OF SQUARE	VERIFY LEVEL ASSEMBLY. MAKE ANY AND ALL NECESSARY ADJUSTMENTS. SEE FIGURE 8 & 9.
CYLINDER SHIMS	VERIFY CYLINDER SHIMS. MAKE ANY AND ALL NECESSARY ADJUSTMENTS. SEE "SHIMMING FOR CHAIN TENSION" SECTION. SEE FIGURE 11.
SHOP FLOOR UNEVEN	VERIFY PROPER INSTALLATION OF MAIN SIDE POST. MAIN SIDE TO BE ON HIGH SIDE. SEE FIGURE 12.

TROUBLE SHOOTING, CONTINUED

POSSIBLE CAUSE	SOLUTION
RAISING UNEVEN, CONTINUED	
SHOP FLOOR UNEVEN	USE SPECIAL LIFT PADS. SEE FIGURE 13.
DIVERTER VALVE	REMOVE BLEED LINE FROM THE TOP OF THE OFF SIDE CYLINDER AND CAP USING MOHAWK PART # 601-420-001. IF THE UNIT CONTINUES TO DRIFT DOWN THE DIVERTER PULL VALVE WILL NEED TO BE CLEANED OR REPLACED.
BLEEDER VALVE	REMOVE BLEED LINE FROM THE TOP OF THE OFF SIDE CYLINDER AND CAP USING MOHAWK PART # 601-420-001. IF THE UNIT NO LONGER DRIFTS DOWN THE BLEEDER VALVE WILL NEED TO BE SERVICED OR REPLACED..
MAIN SIDE CYLINDER	PERFORM HYDRAULIC SAFETY CHECKS. CHECK FOR INTERNAL HYDRAULIC LEAKS
SLOW DRIFT DOWN	
SAFETIES NOT ENGAGED	RAISE UNIT TO RE-ENGAGE SAFETIES. THEN LOWER UNIT ONTO SAFETIES.
POWER UNIT LOWERING VALVE CONTAMINATION	BACK FLUSH POWER UNIT: PULL DOWN ON THE LOWERING HANDLE, AND THEN ENGAGE THE UP BUTTON AT THE SAME TIME. RUN UNIT APPROX. 10 SECONDS
DIVERTER VALVE	REMOVE BLEED LINE FROM THE TOP OF THE OFF SIDE CYLINDER AND CAP USING MOHAWK PART # 601-420-001. IF THE UNIT CONTINUES TO DRIFT DOWN THE DIVERTER PULL VALVE WILL NEED TO BE CLEANED OR REPLACED.
BLEEDER VALVE	REMOVE BLEED LINE FROM THE TOP OF THE OFF SIDE CYLINDER AND CAP USING MOHAWK PART # 601-420-001. IF THE UNIT NO LONGER DRIFTS DOWN THE BLEEDER VALVE WILL NEED TO BE SERVICED OR REPLACED..
EXTERNAL HYDRAULIC LEAKS	
NOTE: TIGHTEN ALL FITTINGS PER SPECIFICATIONS	
MAIN SIDE CYLINDER	THOROUGHLY CLEAN THE CYLINDER. VERIFY LEAK ORIGIN. FITTINGS ARE TO BE TIGHTENED PER SPECIFICATIONS
OFF SIDE CYLINDER	THOROUGHLY CLEAN THE CYLINDER. VERIFY LEAK ORIGIN. FITTINGS ARE TO BE TIGHTENED PER SPECIFICATIONS.
BAD FLAIR OR FITTING	REMOVE THE HYDRAULIC LINE AND INSPECT FLAIR AND FITTING FOR DEFORMATION. REPLACE IF NEEDED.
BAD O-RING (O-RING TYPE FITTINGS)	CHANGE O-RING
LOOSE PIPE FITTING	REMOVE, RESEAL, AND RE-INSTALL FITTING. SEAL ALL PIPE FITTING CONNECTIONS WITH THREAD SEALANT MOHAWK PART # 601-610-002 NOTE: DO NOT USE TEFLON TAPE.
MECHANICAL LOCK RE-ENGAGES	
CHAIN BREAK SAFETY CABLE NEEDS ADJUSTMENT	TENSION IN CABLE MAY BE TO TIGHT. REFER TO FIGURE 16.
MECHANICAL LOCK HARD TO PULL	
CHAIN BREAK SAFETY CABLE NEEDS ADJUSTMENT	TENSION IN CABLE MAY BE TO TIGHT. REFER TO FIGURE 16.
FLIPPER STICKING ONTO LOCK BAR	APPLY A SMALL AMOUNT OF LUBRICANT TO THE LOCK BAR WHERE THE FLIPPER RIDES. (DO NOT USE HEAVY GREASE)

TO BE USED IN CONJUNCTION WITH ELECTRICAL SCHEMATIC**2-POST ELECTRICAL RATINGS:****Models A-7, System 1A, LC-12 - 2 HP, 60 HZ**

	VOLTS (VAC)	Ph (Ø)	FULL LOAD AMPS	MAXIMUM CIRCUIT BREAKER	MINIMUM SUPPLY WIRE AMPACITY
	208-230	1	13.9-13	35	25 (14 GA)
	208-230	3	6	15	25 (14 GA)
	460	3	3	7.5	25 (14 GA)

Models LMF-12 & TP-16: (4HP/1Ph/60Hz) (5HP/3PH/60Hz)

	VOLTS (VAC)	Ph (Ø)	FULL LOAD AMPS	MAXIMUM CIRCUIT BREAKER	MINIMUM SUPPLY WIRE AMPACITY
	208-230	1	19.7-17.8	45	30 (12 GA)
	208-230	3	13.7-12.4	20	25 (14 GA)
	440-480	3	6.5-5.9	10	25 (14 GA)

Models TP-18 & TP-20: (4HP/1Ph/60Hz) (5HP/3PH/60Hz)

	VOLTS (VAC)	Ph (Ø)	FULL LOAD AMPS	MAXIMUM CIRCUIT BREAKER	MINIMUM SUPPLY WIRE AMPACITY
	208-230	1	18.5-16.7	45	30 (12 GA)
	208-230	3	13.7-12.4	20	25 (14 GA)
	440-480	3	6.5-5.9	10	25 (14 GA)

1. CIRCUIT BREAKER TO BE THERMAL MAGNETIC.
 2. WIRE TO BE COPPER STRANDED, TYPE THHN, 90°C.
 3. DO NOT USE BELOW GARAGE FLOOR OR GRADE LEVEL.
- NE PAS UTILISER À UN NIVEAU INFÉRIEUR À CELUI DU
PLANCHER DU GARAGE OU DU SOL.

REV:5/2011 601-800-303

1. ALL ELECTRICAL EQUIPMENT AND WIRING SHALL CONFORM TO ANSI/NFPA 70, NATIONAL ELECTRICAL CODE.
2. IT SHALL BE THE RESPONSIBILITY OF THE OWNER / EMPLOYER TO PROVIDE NECESSARY LOCKOUTS / TAGOUTS OF ENERGY SOURCES IN ACCORDANCE WITH ANSI Z244.1, BEFORE ATTEMPTING REPAIRS.
3. ALL FIELD WIRING / ELECTRICAL RELATED LABOR SHALL BE PERFORMED BY CERTIFIED ELECTRICIANS.
4. UNIT MUST BE PROPERLY GROUNDED IN ACCORDANCE TO NEC ARTICLE 250 (GROUNDING), AND APPLICABLE LOCAL CODES.
5. ## DENOTE WIRE NUMBERS. (WHERE APPLICABLE)
6. LABEL MARKERS SHALL BE PLACED ON ALL WIRES (BOTH ENDS), SWITCHES, RELAYS, LAMPS, ETC., ALL WIRES TO BE INSTALLED WITH TERMINAL LUGS. ALL CONNECTIONS SHALL BE WRENCH TIGHT. (WHERE APPLICABLE)
7. THE FOLLOWING COLOR WIRES SHALL BE RESERVED.
 GREEN: ALL EQUIPMENT GROUNDING CONDUCTORS.
 WHITE: ALL NEUTRAL CONDUCTORS.
8. VERIFY PROPER MOTOR WIRING FOR PROPER VOLTAGE & ROTATION AT INITIAL START-UP.
9. TRANSFORMER TERMINALS TO BE WIRED AND FUSED ACCORDING TO CUSTOMER'S POWER SUPPLY. SEE TABLES ABOVE FOR FUSE SIZES, HEATER ELEMENT SIZES, & TRANSFORMER WIRING. (WHERE APPLICABLE)
10. ALL FUSES TO BE CLASS CC TIME DELAY TYPE. (WHERE APPLICABLE)

MODEL:SERIAL NUMBER:DATE OF INSTALLATION:**SERVICE CHART**

<u>DATE</u>	<u>PART REPLACED / SERVICED</u>	<u>SERVICE COMPANY</u>	<u>SERVICED BY</u>

MAINTENANCE CHART

<u>DATE</u>	<u>MAINTENANCE PERFORMED</u>	<u>SERVICE COMPANY</u>	<u>SERVICED BY</u>

MOHAWK

MODELS LC-12 & LC-12-3SA

FIGURES & DIAGRAMS



MOHAWK RESOURCES LTD.

65 VROOMAN AVE.
AMSTERDAM, NY 12010
TOLL FREE: 1-800-833-2006
LOCAL: 1-518-842-1431

FAX: 1-518-842-1289

INTERNET: WWW.MOHAWKLIFTS.COM
E-MAIN: SERVICE@MOHAWKLIFTS.COM

MODEL LC-12 & LC-12-3SA
SYMMETRICAL 2-POST LIFT
CAPACITY: 12,000 LBS [5441 kg]



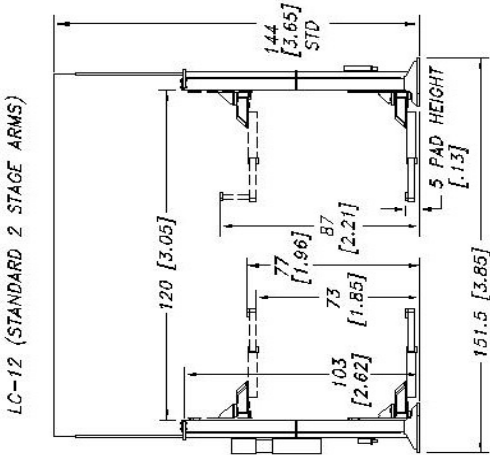
SPECIFICATIONS

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

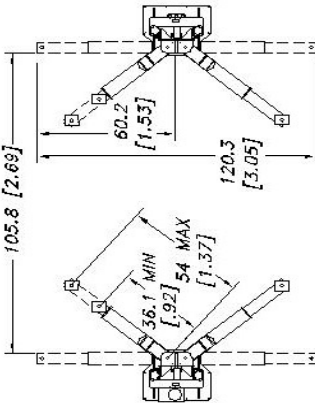
- MODEL: LC-12-3SA
Capacity: 12000 lbs. (5445 kg)
Lifting Speed: 2.5 HP/108-250 VAC
Motor Rating: single-phase, 60 cycle, (3-phase optional)
Synchronization: Hydraulic fluid displacement using no chains, cables, or overhead obstructions
Arm Pad Height: 4' 1/2" (11.4 cm) minimum
Lifting Height (Stroke): 8' 4 1/2" (1.94 m)
Arm Height @ Full Rise: 7' 1 1/2" (2.17 m)
Max. Pad Height With: 12' 7 1/2" (3.85 m)
Adaptors: 12' 7 1/2" (3.85 m)
Overall Width: 10' 9 3/4" (2.69 m)
Width Between Posts: 8' 7" (2.62 m)
Width Between Carriages: 12' (3.65 m)
Column Heights: (adjustable to accommodate any height ceiling or routed in-floor)
Overall Hydraulic Line Height: 5'100 lbs. (1406 kg)
Weight: 4000 PSI (27579.2 kPa)
Concrete Floor Requirements: min. 6 1/2" (16.5 cm) depth (14) 3/4" x 8" (1.90x15.2 cm) W-11 bolts
Anchoring System: Automatic; all position; starting @ 3" (7.62 cm) off the floor
Mechanical Safety Loads: Manual @ both columns
Hydraulic Safety Systems: Automatic; all position
Swing Arm Restraints: Automatic restraining upon ascent
Cylinders: 2 (1 per column)
Drive System: #6.45 inch chain routed over cylinder
3" Frame Adaptors (stackable): 4 included as standard
8" Frame Adaptors (stackable): 4 included as standard
Steel Carriage Bearings: 8 per carriage, double-sealed, self-lubricating
Floor Access Between Posts: clear and unobstructed
Warranty: 5 years
Lifetime on cylinders: Lifetime on cylinders

MOHAWK RESOURCES LTD.
12 WINDHAM AVENUE
AMSTERDAM, NY 12010
PHONE: (518) 835-2508
FAX: (518) 835-2509
FAX: (518) 846-1299

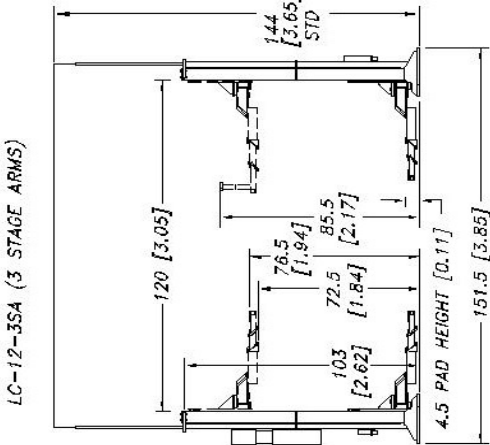
NOTE: MOHAWK RESOURCES LTD. RESERVES THE RIGHT TO MAKE CHANGES WITHOUT NOTICE.



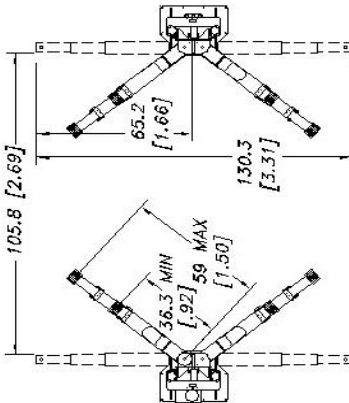
SHOWN WITH ADJUSTABLE HEIGHT
OVER-HEAD STEEL HYDRAULIC LINES.



UNITS: INCHES [METERS]



SHOWN WITH ADJUSTABLE HEIGHT
OVER-HEAD STEEL HYDRAULIC LINES.



UNITS: INCHES [METERS]

UNITS = INCH (mm)
= POUND (kg)

TECHNICAL SPECIFICATIONS		MOHAWK RESOURCES LTD.	
MODEL	LC-12	DATE	7/2009
REVISION	1	APPROVED	
DATE	7/2011	DATE	7/2011
BY		BY	
FOR		FOR	
FILE NAME	LC-12	FILE NAME	LC-12
NOTES	1. REMOVE ALL SHARP CORNERS & EDGES. 2. UNLESS OTHERWISE SPECIFIED, SURFACE FINISH TO BE 125 RMS. 3. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE SPECIFIED. 4. SPECIFICATIONS TO E-MAX ELECTRONICS OR E-MIT CODE 50 FLUX CODE VARE ONLY. 5. IF THE REQUEST FOR ANY OTHER PURPOSES, CONTACT MOHAWK RESOURCES LTD.		

Figure 1

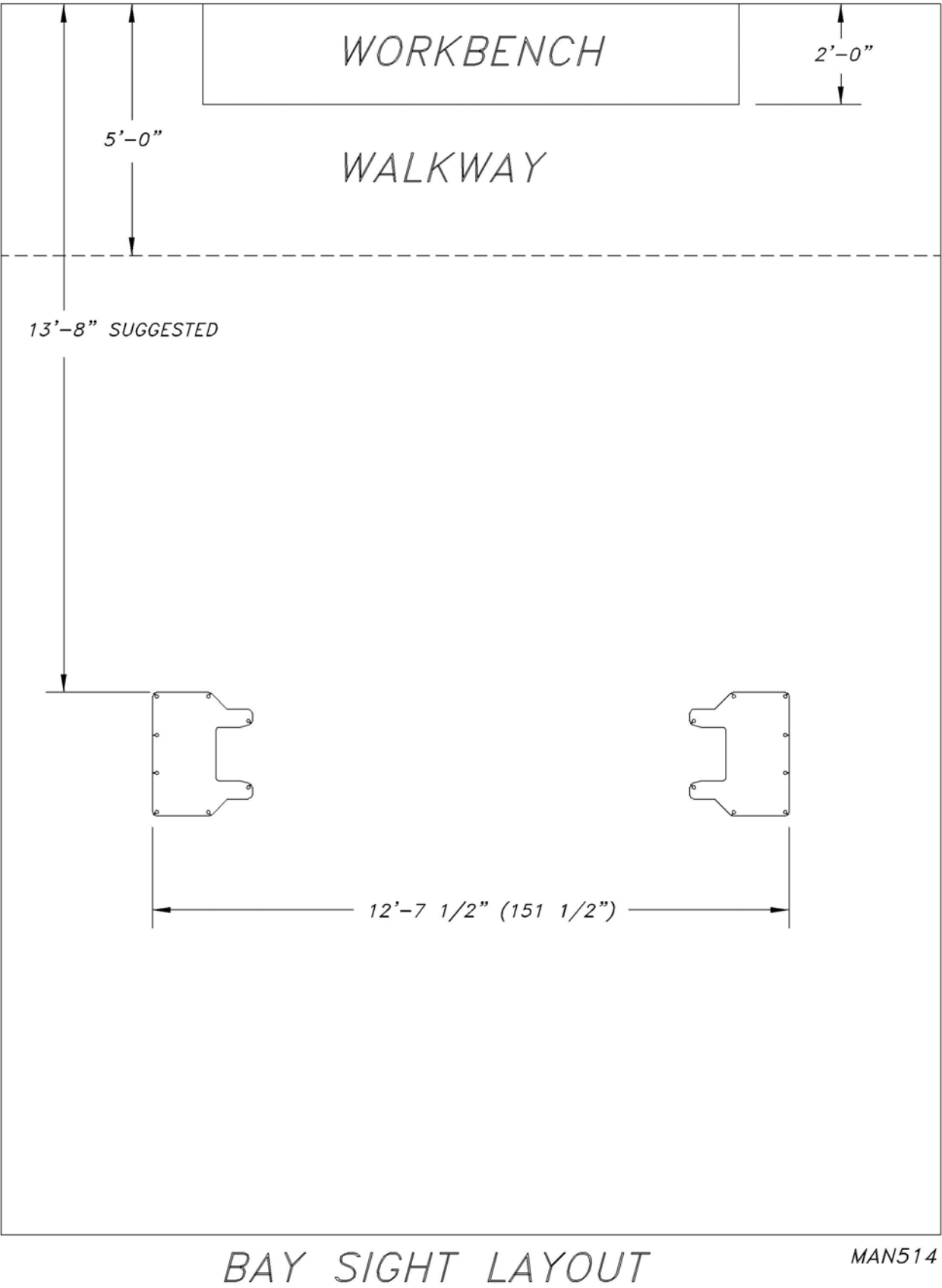


Figure 2

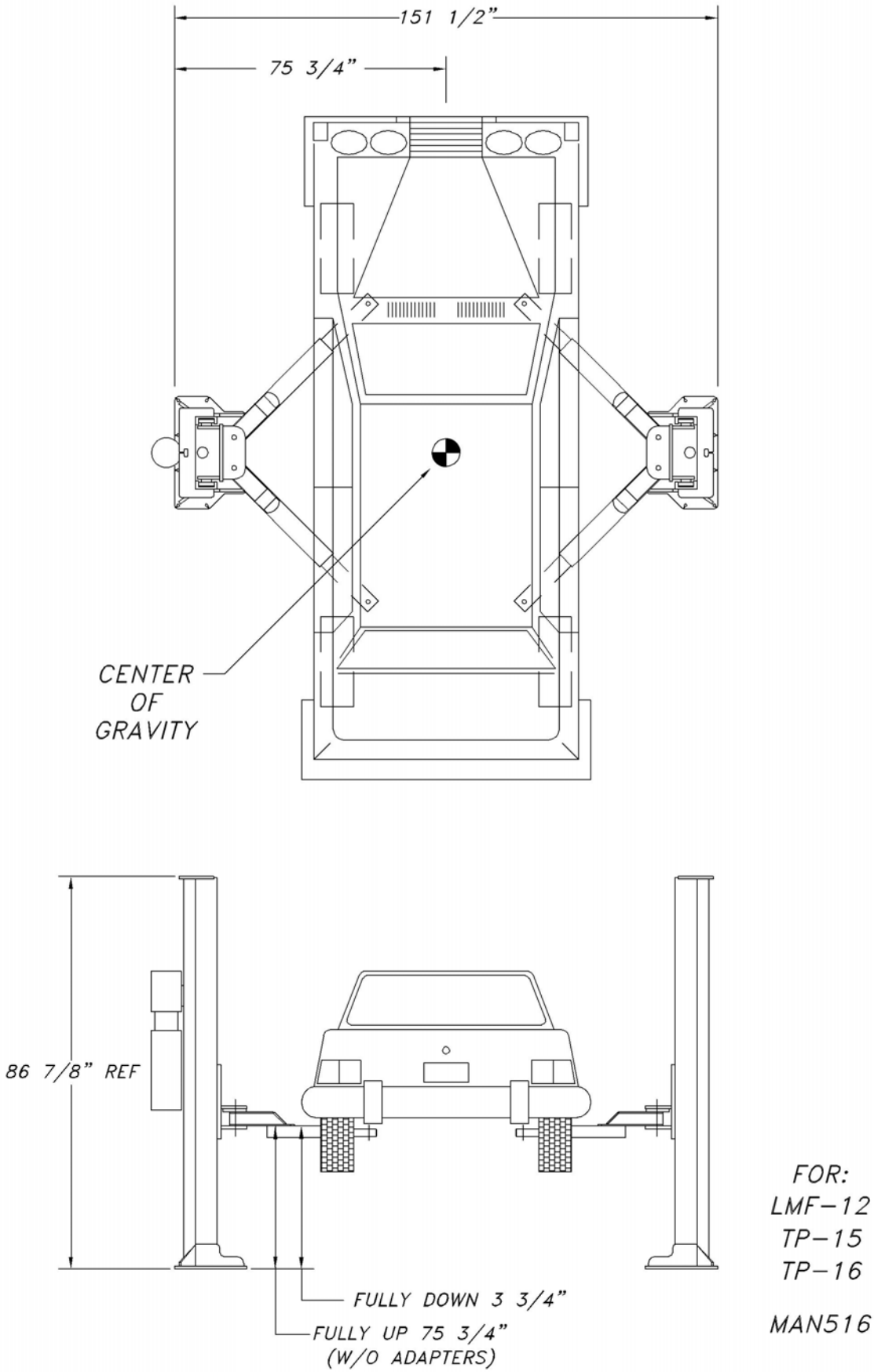
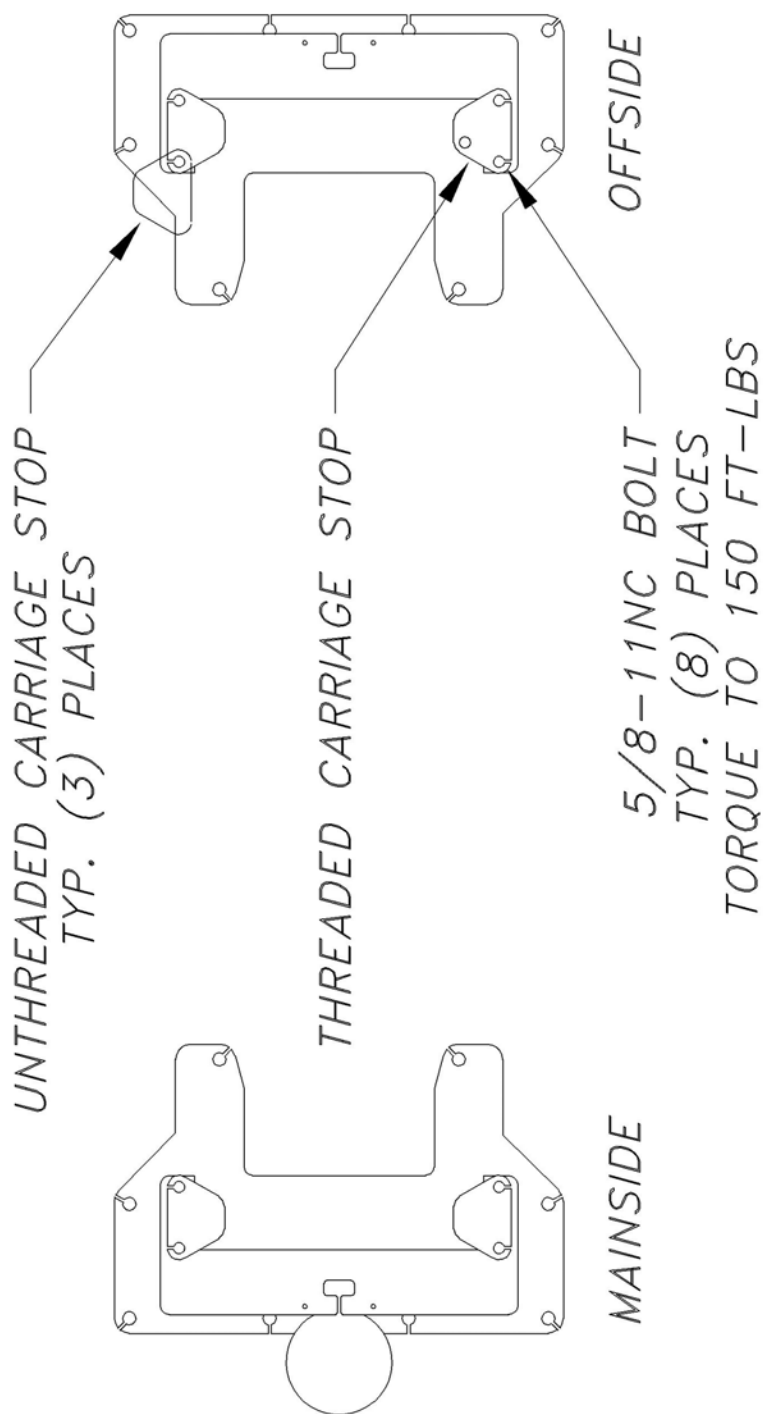


Figure 3

—CAUTION—

THESE CARRIAGE STOPS ARE TO BE USED IN THE ASSEMBLY OF THIS LIFT. IT IS EXTREMELY IMPORTANT TO PLACE THESE IN THEIR DESIGNATED POSITION WHICH IS SHOWN BELOW.



MAN234B

Figure 4

WEJ-IT INSTALLATION



**DO NOT USE
IMPACT WRENCH**

USE HAND WRENCH ONLY

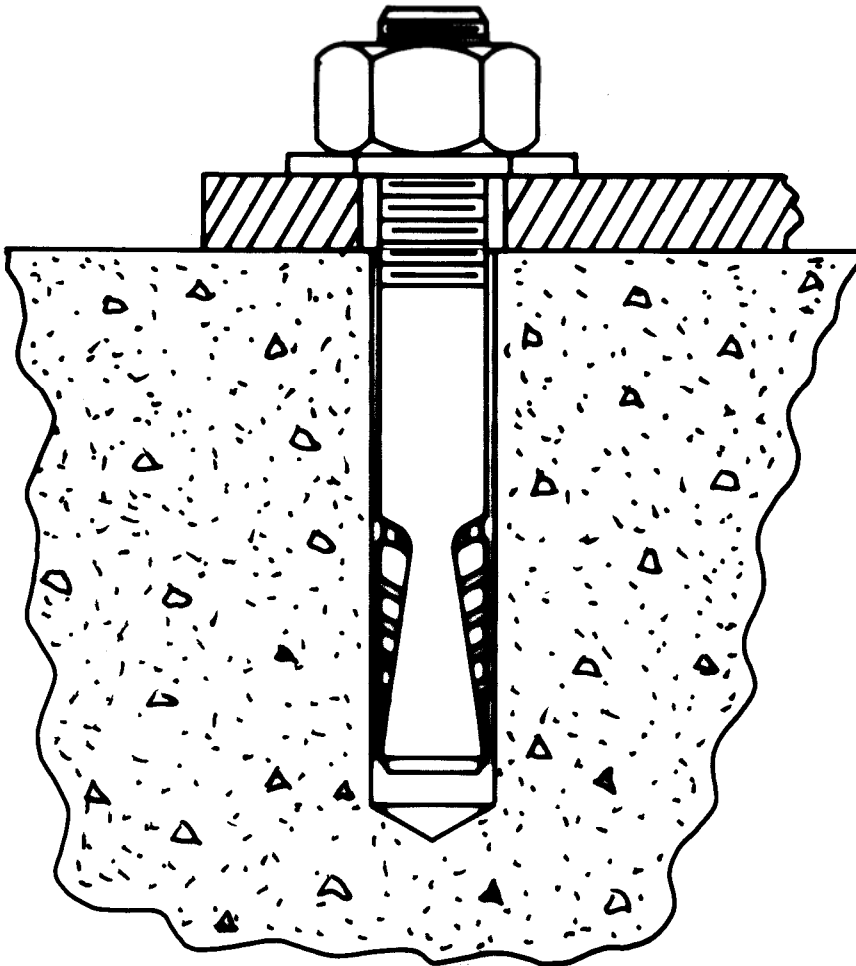
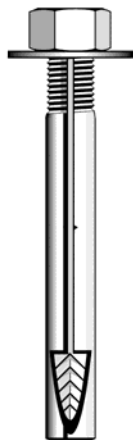


Figure 5



The Original **wej-it**® Wedge Anchors

KEY FEATURES/BENEFITS

- **Time-Tested, Proven Reliability.** An industry standard for over 45 years.
- **Fully Assembled and Ready to Use.** Unparalleled job-site convenience.
- **BOLT SIZE IS HOLE SIZE.®** Allows precision placement of equipment through pre-drilled holes.
- **Exclusive "Positive Wedge Connections."** Minimizes wedge loosening due to vibratory loads.



SPECIFICATIONS, APPROVALS AND LISTINGS

TYPE

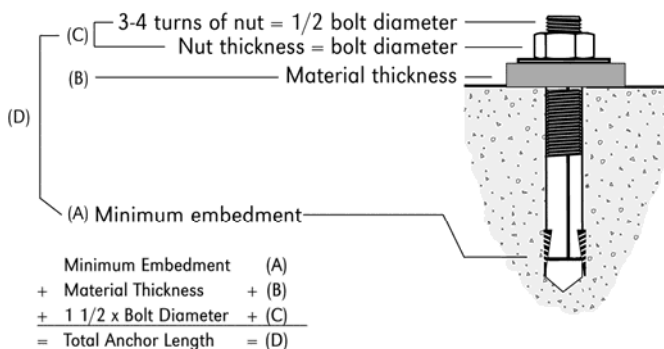
Zinc Plating	ASTM B-633, Type III, SCl
ICBO-ES	Report #1821
City of Los Angeles	#RR 24939
DOT	Please call Customer Service for specific information by state.
Federal Specifications	QQZ-325C, Type II, Class 3 (Clear Chromate added) FFS-325, Group II, Type 4, Class 1

MAXIMUM TENSILE AND SHEAR CAPACITY FOR STATIC LOADS

	LIMESTONE AGGREGATE			UNREINFORCED STONE AGGREGATE CONCRETE ZIN PLATED ARBON STEEL								UNREINFORCED LIGHTWEIGHT (IDEALITE)		
Anchor & Hole Size	Embed-	2000 psi		Embed-	3000 psi		5000 psi		7000 psi		Embed-	5000 psi		
	ment (in)	Tension (lbs)	Shear (lbs)	ment (in)	Tension (lbs)	Shear (lbs)	Tension (lbs)	Shear (lbs)	Tension (lbs)	Shear (lbs)	ment (in)	Tension (lbs)	Shear (lbs)	
3/4	•	•	•	3	11579	15537	19299	21000	27019	23103	3 1/2	17293	19050	
3/4	•	•	•	7	15444	15537	25740	21000	36036	23103	•	•	•	
1	•	•	•	5 1/2	16351	•	27252	33083	38153	35700	4 1/2	21616	31666	
1	•	•	•	7	17837	•	29728	33083	41619	35700	•	•	•	
Source	1			2								2		

Sources (available upon request): 1) University of Texas, Austin, TX (using new ICBO-ES testing criteria); 1993. 2) AA Engineers & Associates, Inc., Denver, CO; 1981.

LENGTH SELECTION GUIDE



EDGE DISTANCE AND SPACING REQUIREMENTS

Embedment (E) in Anchor Diameters (d)	Spacing	Edge Distance
$E < 6d$ (shallow)	3.50E	1.75E
$6d \leq E \leq 8d$ (standard)	2.00E	1.00E
$8d < E$ (deep)	1.50E	0.75E

NOTES:

- Information provided only for the use of a qualified design engineer. Use of technical data by persons not qualified could cause serious damage, injury, or even death.
- Ultimate values shown. For static loads, use one-fourth of the maximum tensile and shear capacities for the recommended 4:1 safety factor.

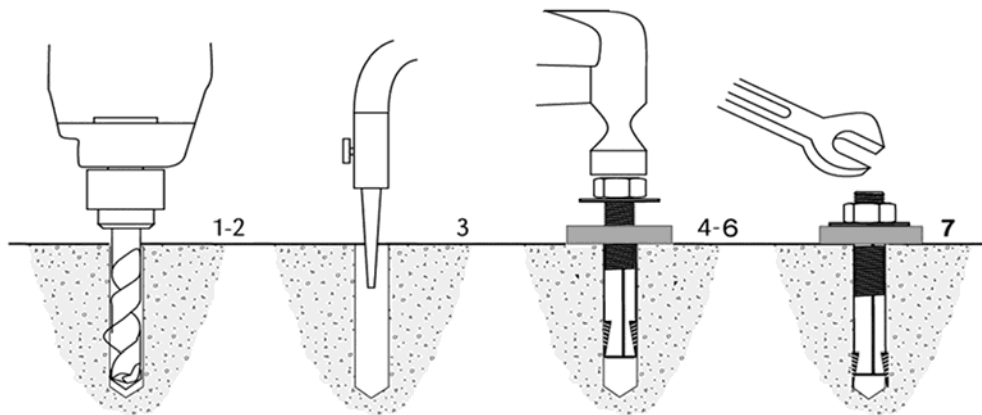
Figure 6

INSTALLATION INSTRUCTIONS – MOHAWK LIFTS

1. Drill the hole perpendicular to the work surface.* The drill bit diameter will be the same as the anchor diameter that you are installing. To assure full holding power, do not ream the hole or allow the drill to wobble. **Ensure all holes are a minimum of 6 inches away from any cracks, seams or defects in the concrete.**
2. Drill the hole 1 diameter deeper than the intended embedment of the anchor, but not closer than two diameters to the bottom (opposite) surface of the concrete.
3. Clean the hole using compressed air and a nylon brush. A clean hole is necessary for proper performance.
4. For ease of installation, make certain that the spear heads are located up against the wedge pockets.
5. Turn the nut onto the anchor until contact is made with the top of the spears and the bottom of the washer. Insert anchor into hole.
6. Tap anchor into hole with a 2 ½ lb. hammer until the washer rests solidly against the base plate.
7. Tighten the nut from 1 ½ to 3 turns past hand tight position to estimated installation torque below. Use of an Impact wrench for Installation of the anchor is NOT recommended.

TORQUE VALUES

Anchor Diameter (in)	Drill Bit Diameter (in)	Estimated Install Torque (ft-lb)
3/4	3/4	75
1	1	130



INSPECTION & MAINTENANCE INSTRUCTIONS

1. Verify torque on anchors to 70 ft-lbs for 3/4 anchors and 120 ft-lbs for 1" anchors for future/annual inspections.

* Always wear safety glasses. Follow the drill manufacturer's safety instructions. Use only solid carbide-tipped drill bits meeting ANSI B212.15 diameter standards as listed on back cover.

REV: 11/07

Figure 7

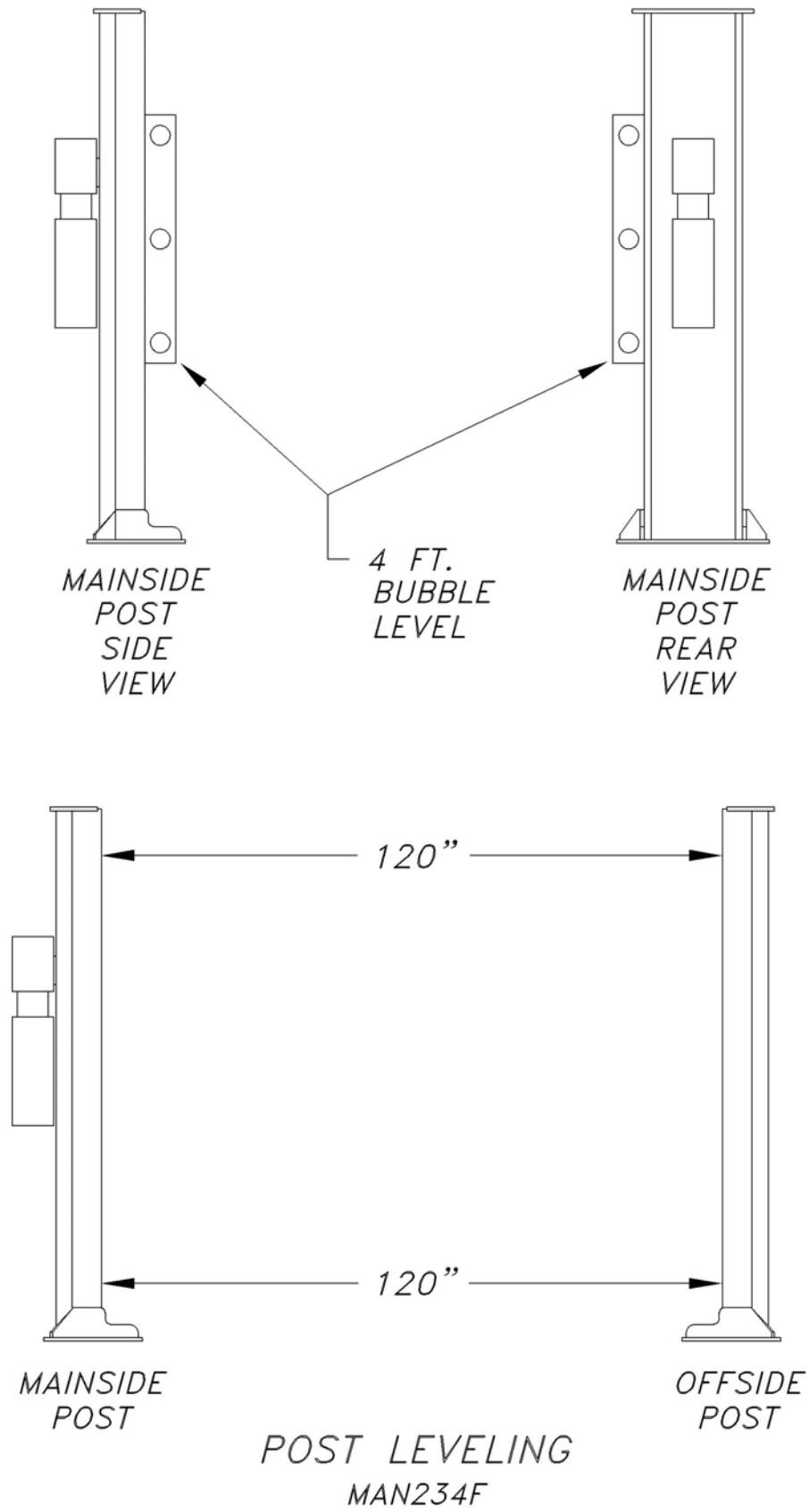
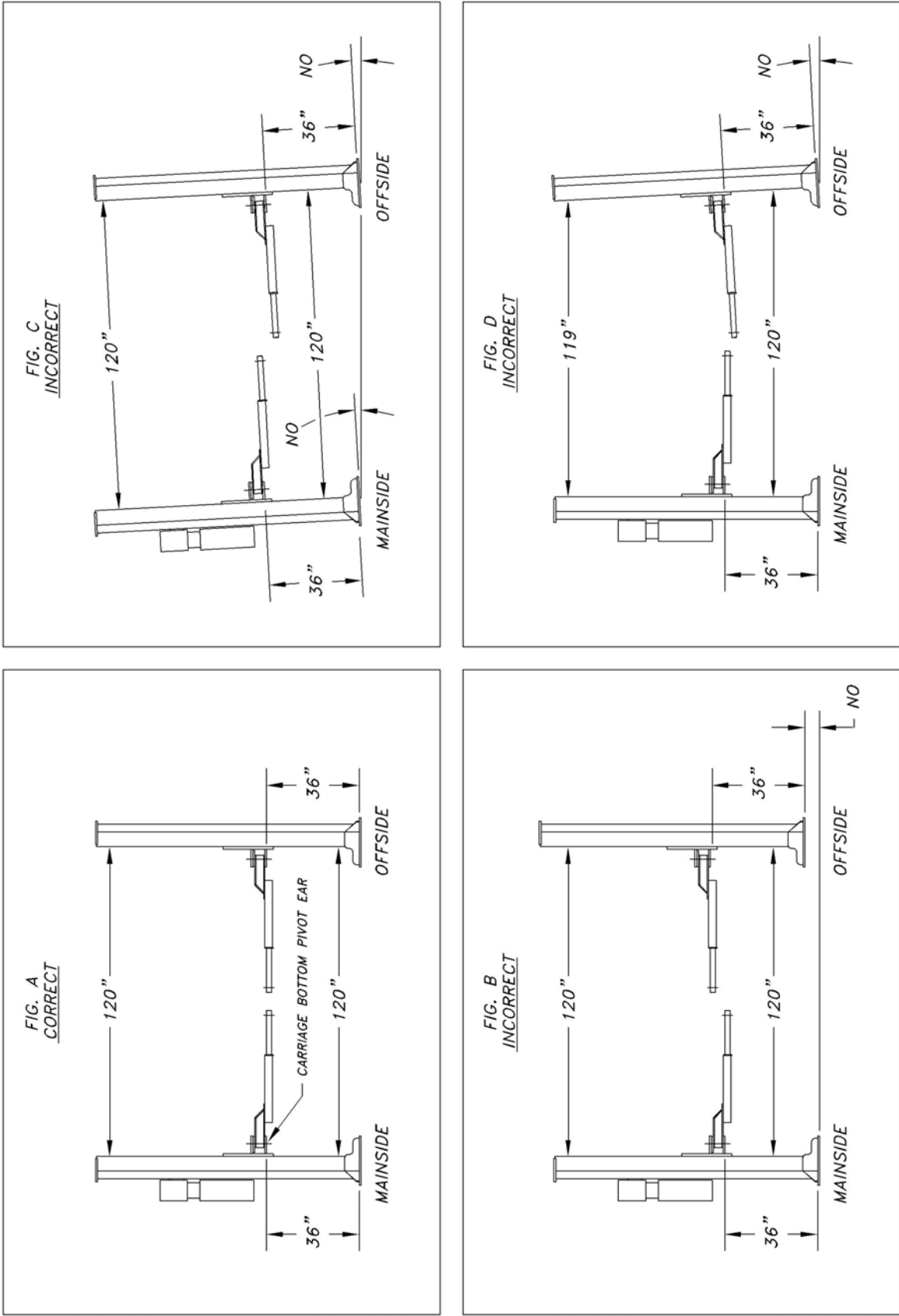


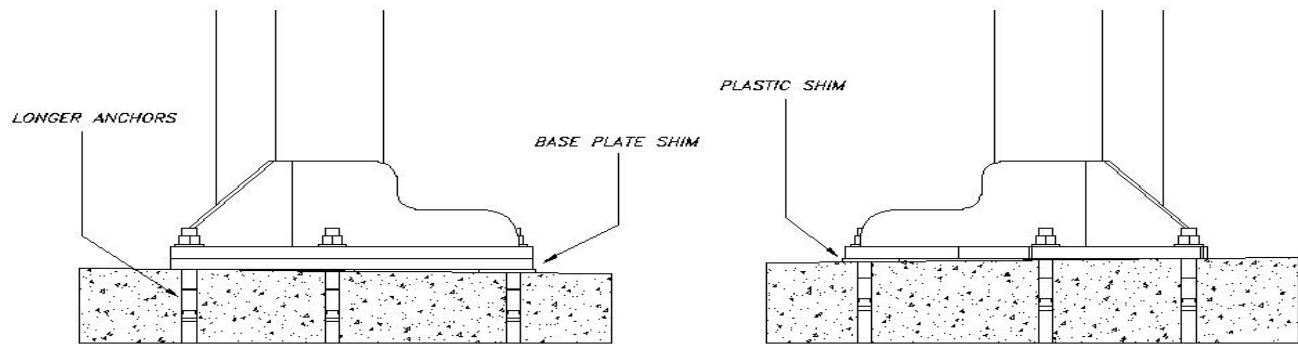
Figure 8



MAN234C

POST SHIMMING

Figure 9



GENERAL POST SHIMMING GUIDELINES:

1. High strength plastic shims are supplied with all lifts to accommodate slight slopes in floors for proper leveling of posts. These are not intended to compensate for larger slopes.
2. Post shimming should not exceed base plate thickness. If it does, it is recommended to use an additional base(s) as shims (ordered separately).
3. Any shimming, be it plastic shims or base plates, over 1/2 inch in total thickness, will require longer anchor bolts (ordered separately) to maintain proper anchor embedment depth in concrete.
4. For any gap filling in up to 1/2 inch, it is recommended to use high compression 2-part epoxy grouting under the base plate to spread the compressive load of the base plate onto the flooring. For filling gaps in excess of 1/2 inch, it is recommended to use high compression concrete grouting. Refer to Mohawk's recommendations on preferred grout types and methods.

FILE: MAN093.DWG

Figure 9A

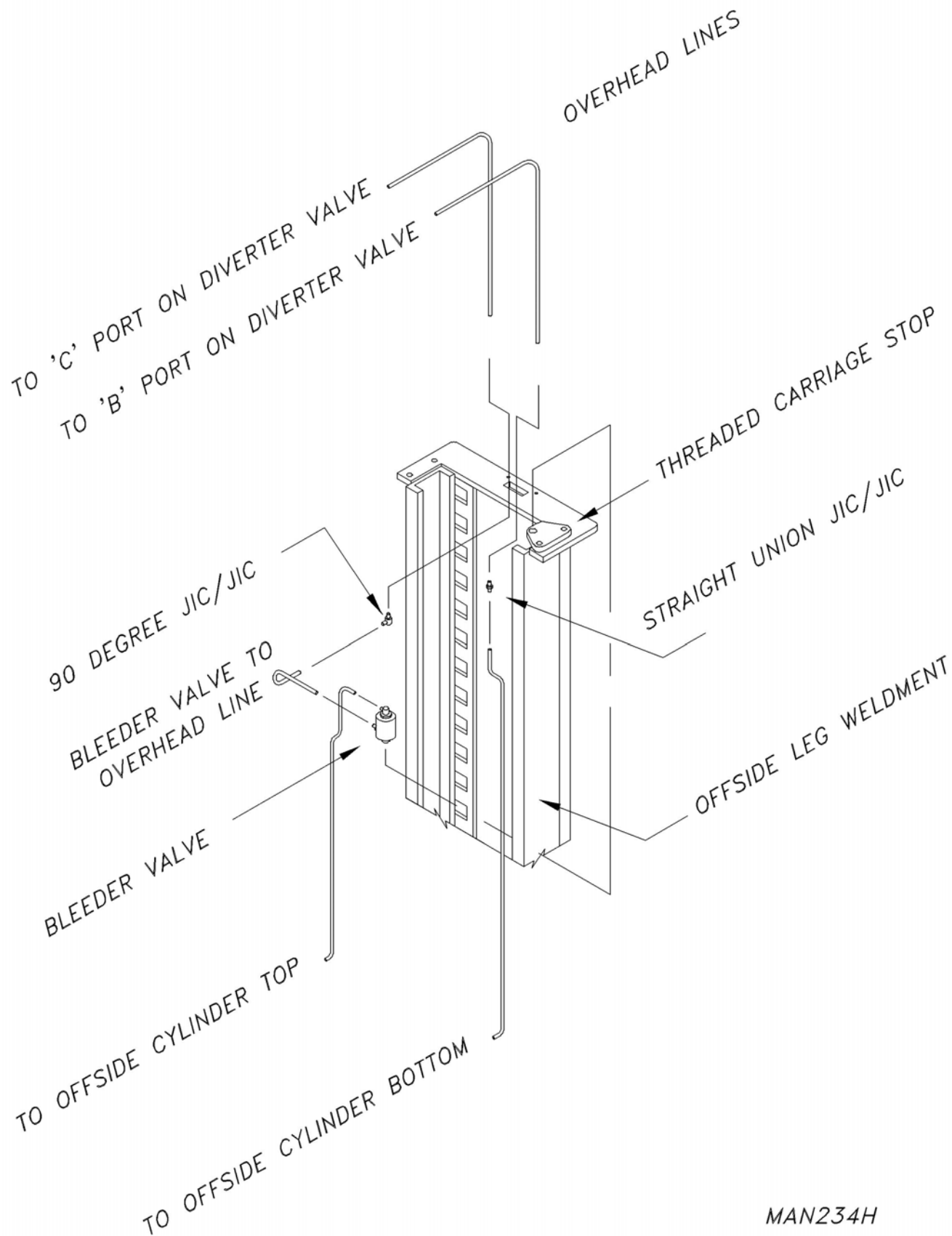
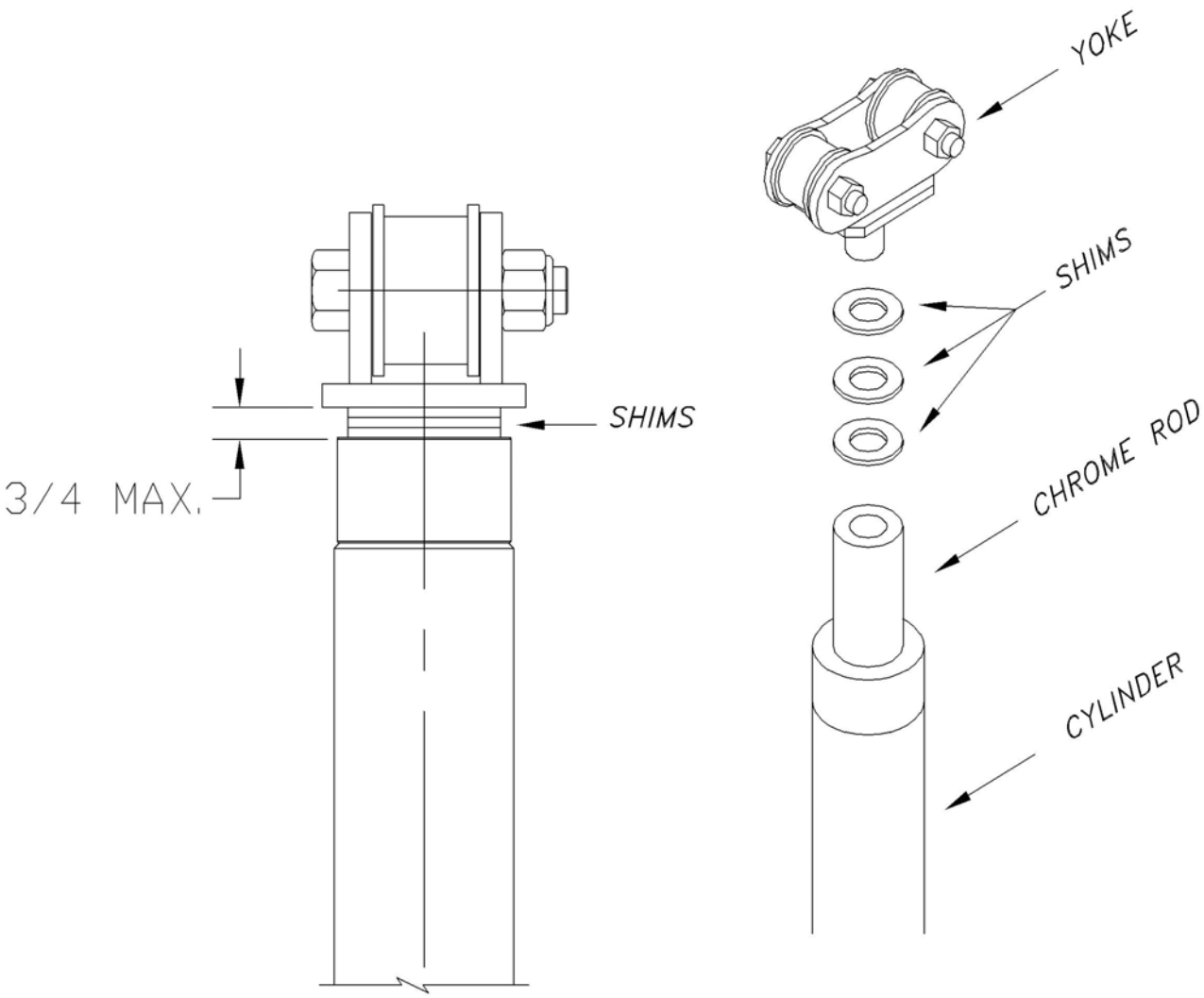


Figure 10



CYLINDER SHIMS

MAN117D

Figure 11

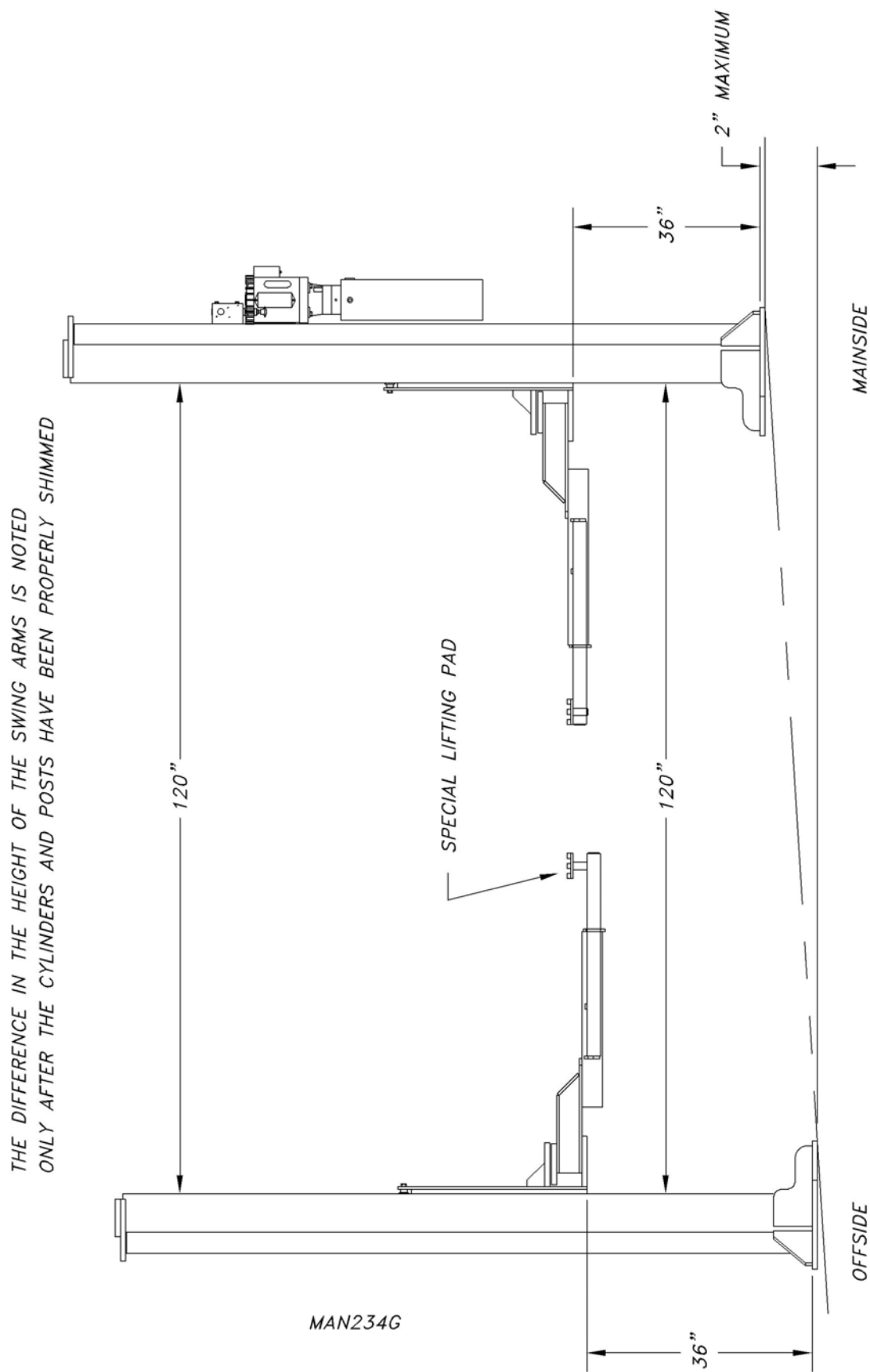


Figure 12

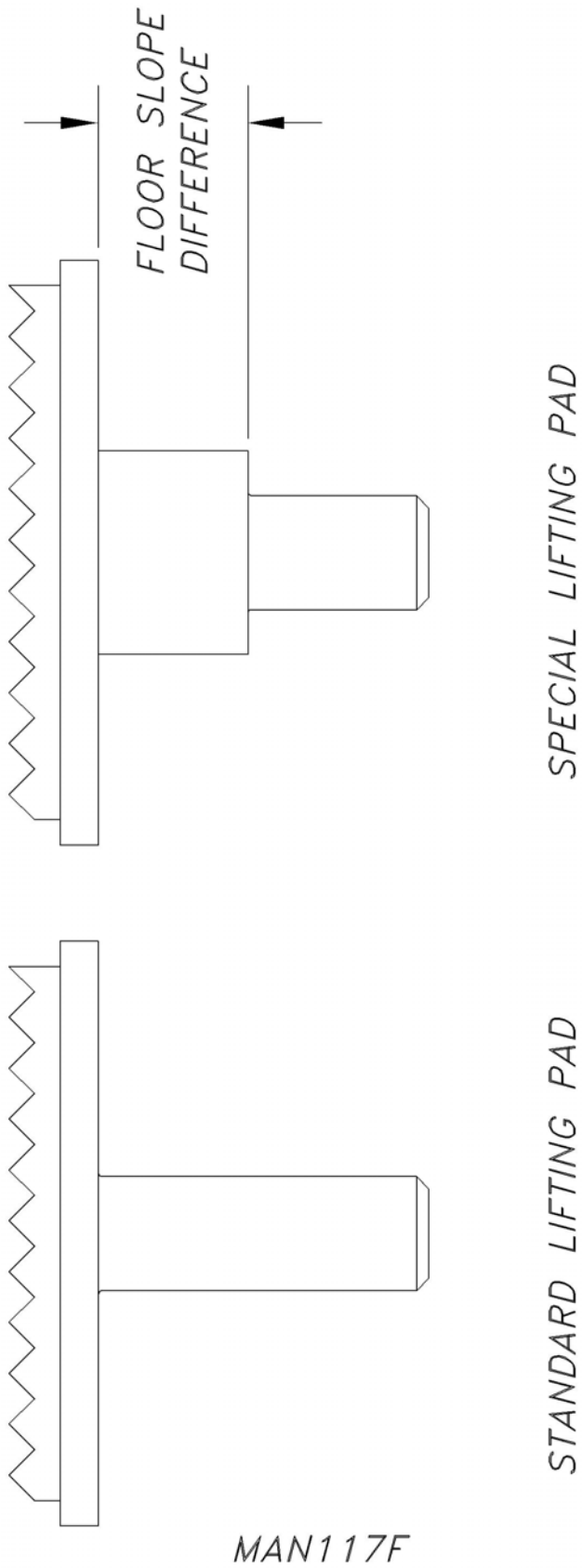


Figure 13

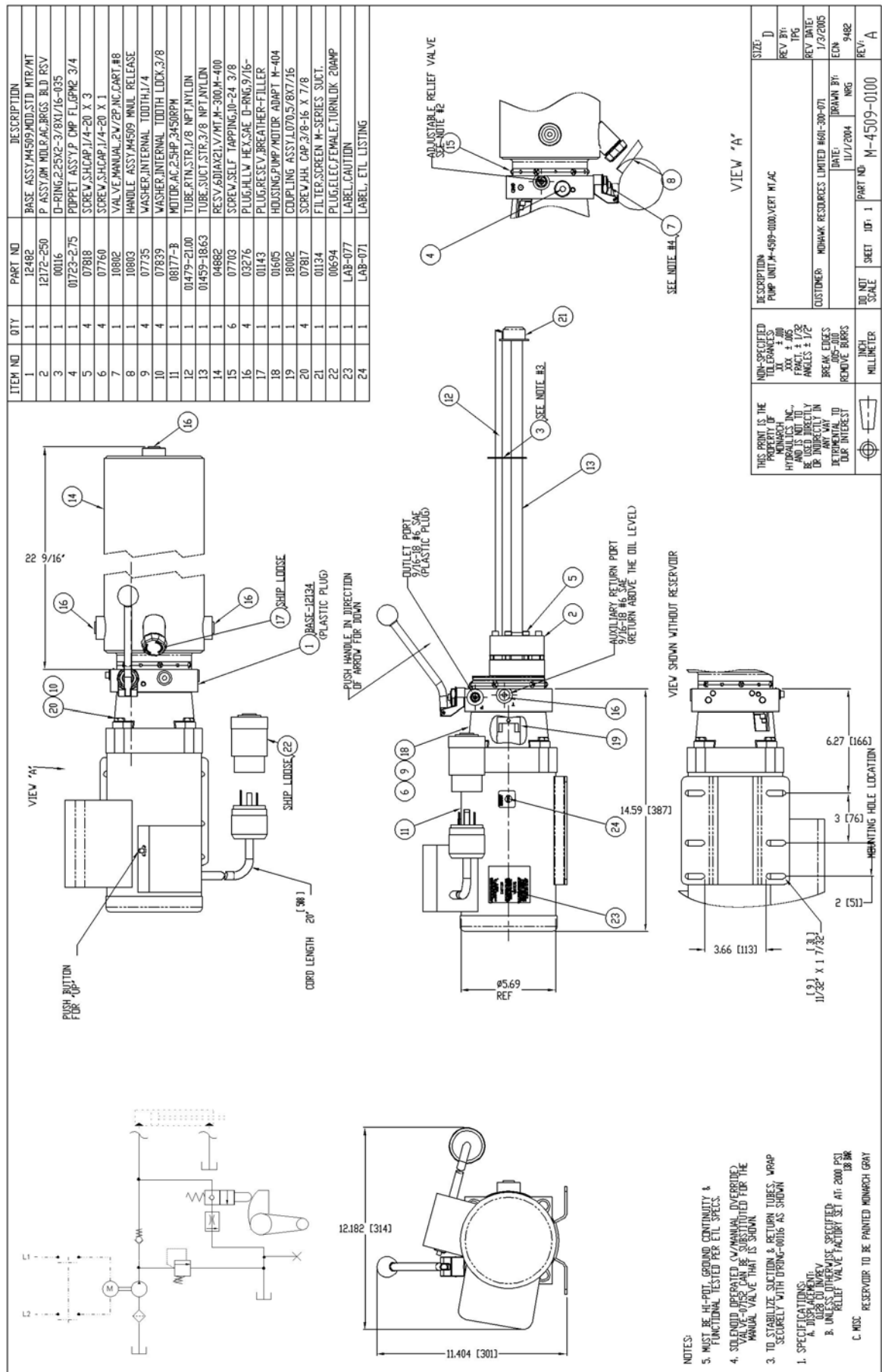
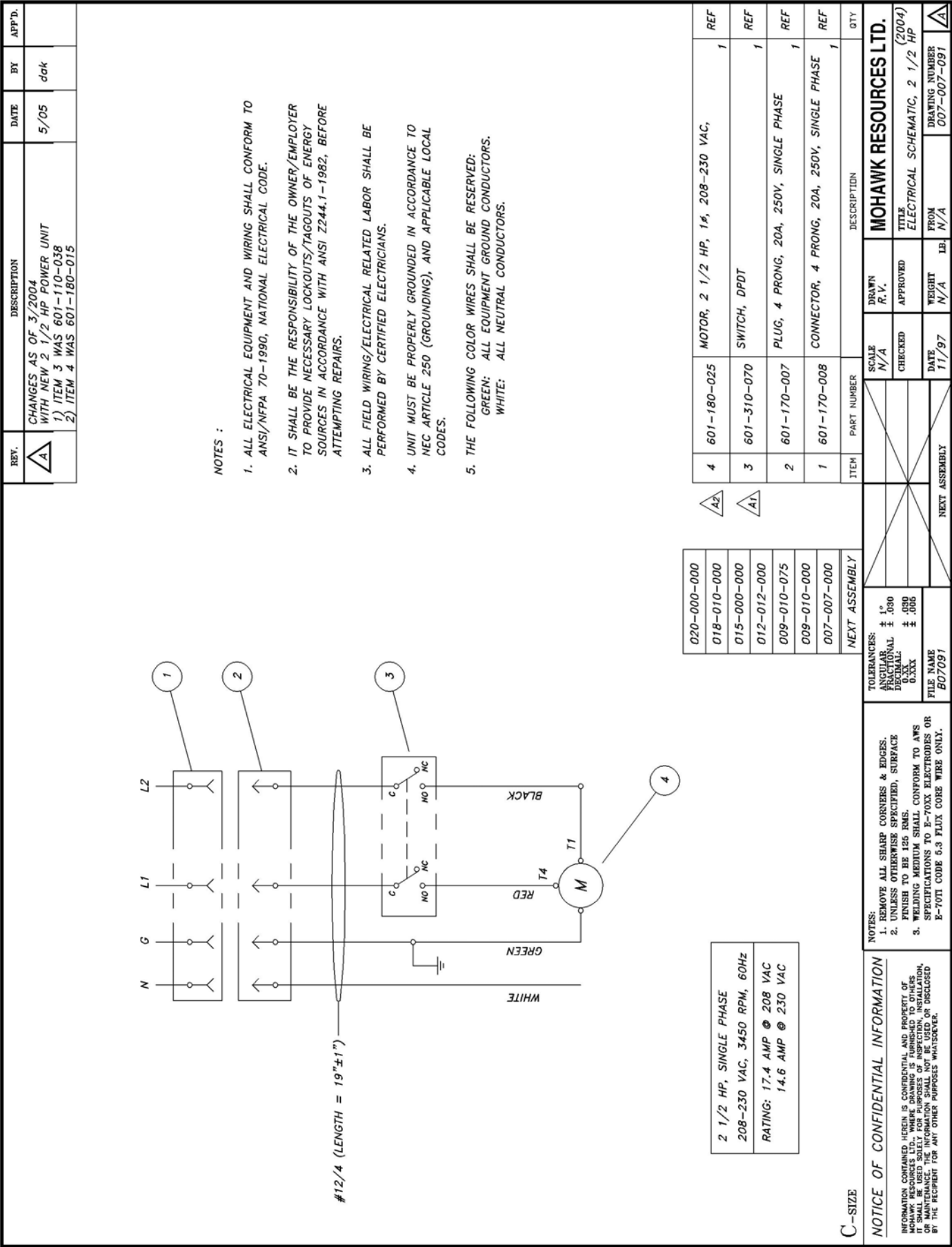
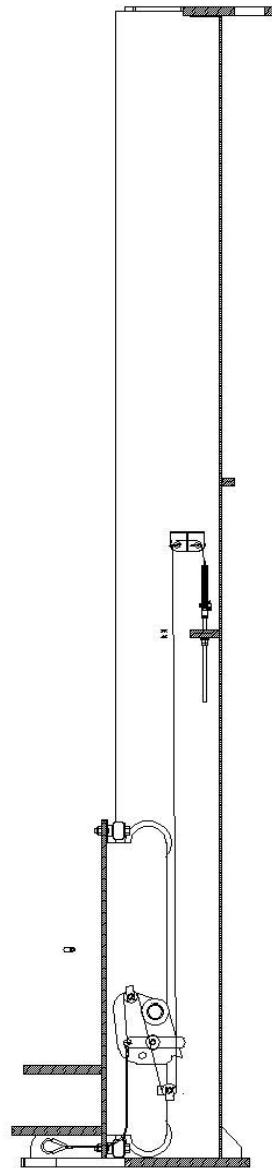
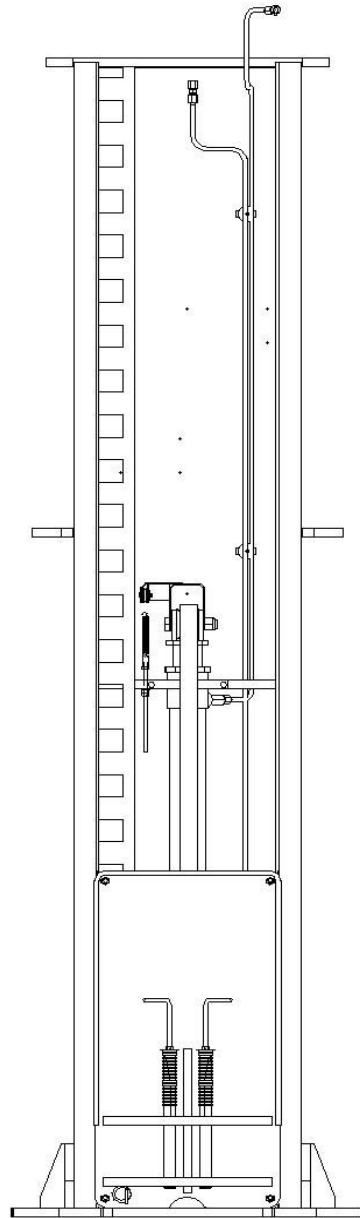


Figure 14



CHAIN BREAK SAFETY SYSTEM:

MAN250A.DWG



SECTION A-A

FOR SERVICING, INSPECTING AND REPLACING CHAIN BREAK SAFETY CABLE:

1. ROUTE CHAIN BREAK SAFETY CABLE AS SHOWN.
2. PULL LOCK RELEASE CABLE AND ALLOW THREADED ROD TO HANG UNDER ITS OWN WEIGHT TO TENSION CHAIN BREAK CABLE.
3. RAISE AND LOWER TO ENSURE THAT TENSION OF CABLE DOES NOT RE-ENGAGE LOCKS. ADJUST NUTS ON THREADED ROD IN BACK OF POST AS REQUIRED.
4. REFER TO CABLE INSPECTION AND MAINTENANCE PROCEDURES. REPLACE ANY CABLE THAT DOES NOT MEET INSPECTION CRITERIA IMMEDIATELY.
5. WARNING: DO NOT OPERATE THIS LIFT UNLESS THE CHAIN BREAK SAFETY CABLE IS PRESENT AND PERIODICALLY INSPECTED. FAILURE TO DO SO MAY COMPROMISE THE CHAIN BREAK SAFETY SYSTEM.

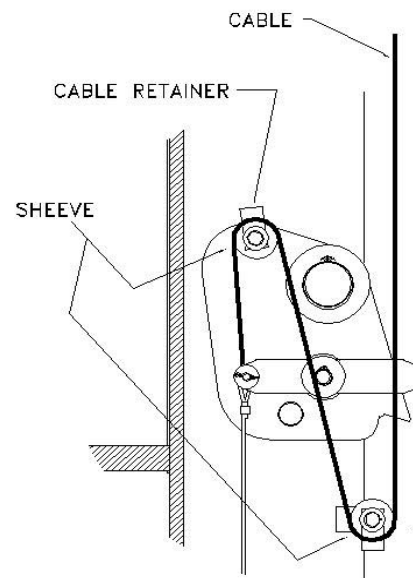
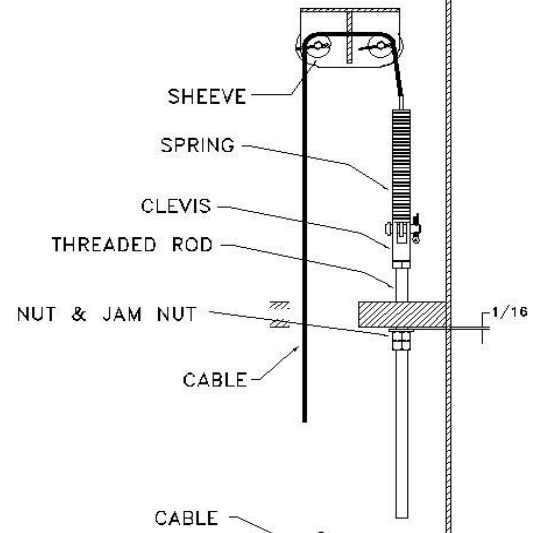


Figure 16

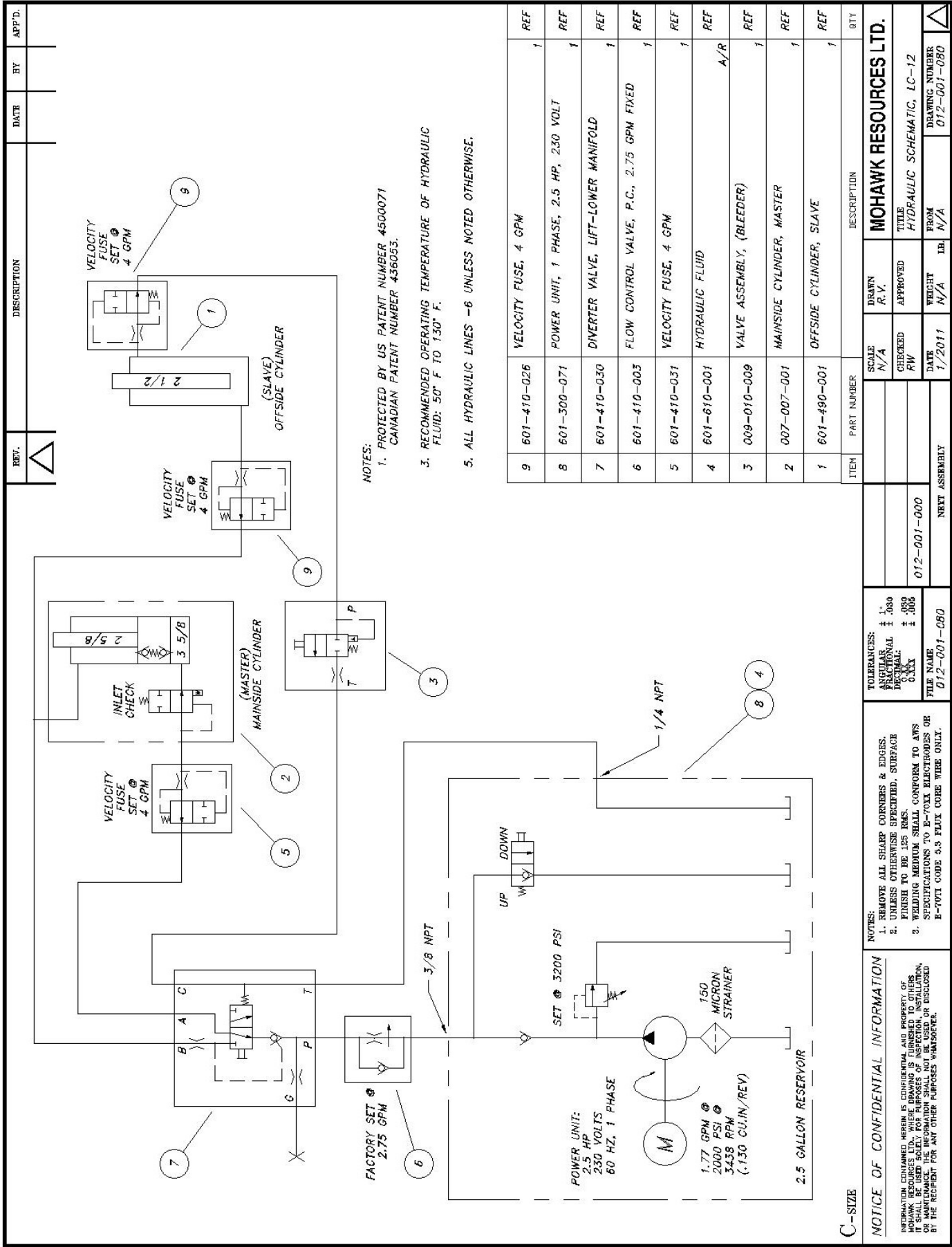


Figure 17

MOHAWK

MODELS LC-12 & LC-12-3SA PARTS MANUAL



MOHAWK RESOURCES LTD.

65 VROOMAN AVE.
AMSTERDAM, NY 12010
TOLL FREE: 1-800-833-2006
LOCAL: 1-518-842-1431
FAX: 1-518-842-1289
INTERNET: WWW.MOHAWKLIFTS.COM
E-MAIN: SERVICE@MOHAWKLIFTS

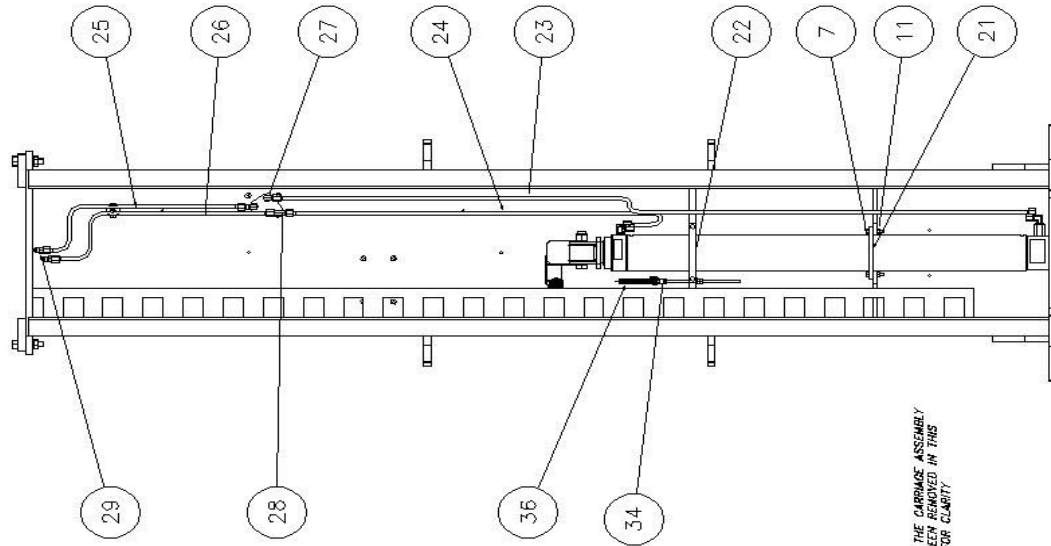
[illegible]

ITEM	NAME	DESCRIPTION	QTY
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[illegible]



PAGE 1 OF 2



NOTE: THE CARRIAGE ASSEMBLY
HAS BEEN REMOVED IN THIS
VIEW FOR CLARITY

NOTICE OF CONFIDENTIAL INFORMATION

INFORMATION CONTAINED HEREIN IS CONFIDENTIAL AND PROPERTY OF
HONOLULU BUSINESS LITIGATION. REVENUE IS FURNISHED TO OTHERS
IT SHALL BE USED SOLELY FOR THE PURPOSES OF REVENUE, NOTATION,
OR MAINTENANCE. THE INFORMATION SHALL NOT BE USED OR DISCLOSED
BY THE RECIPIENT FOR ANY OTHER PURPOSES WHATSOEVER.

NOTES:

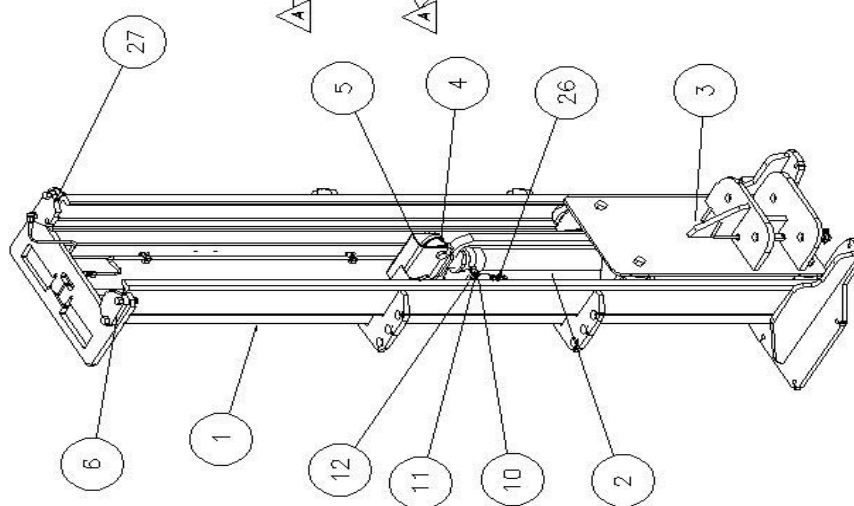
1. REMOVE ALL SHARP CORNERS & EDGES.
2. UNLESS OTHERWISE SPECIFIED, SURFACE FINISH TO BE US 100.
3. WELDING MEDIUM SHALL CONFORM TO AWS SPECIFICATIONS TO E-70XX ELECTRODES OR E-70T1 CODE 5.3 FLUX CORE WIRE ONLY.

TOLERANCES ANGULAR ± DIMENSIONAL ± FINISH 0.00 0.00X	FILE NAME 012-001-000
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◇	
330	
320	
10	
	NEXT ASSEMBLY

	SCALE 3/16	DRAWN G. CORE
	CHECKED	APPROVED
	DATE 11/10	VEIGHT

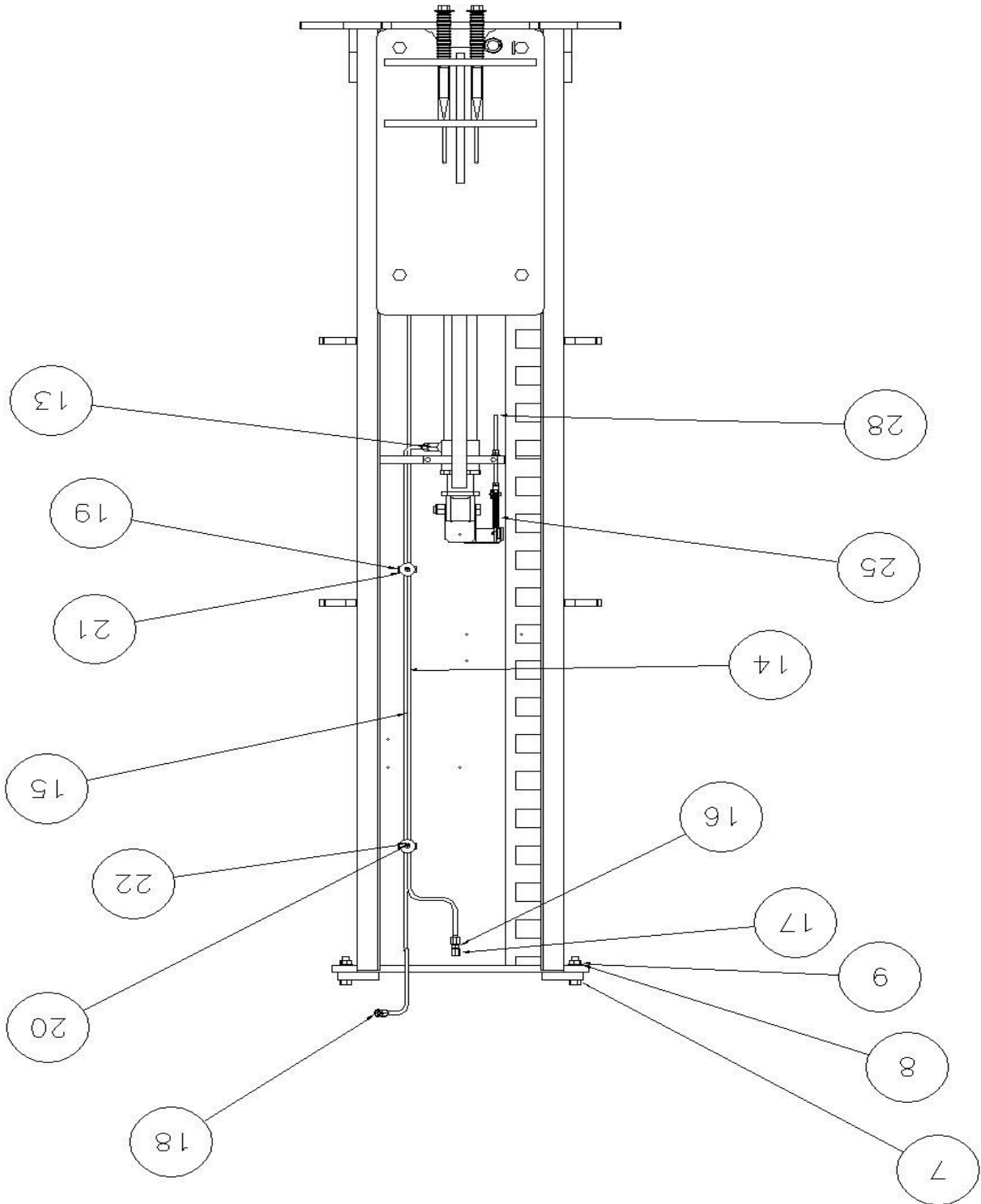
MOHAWK RESOURCES LTD.	
TITLE	LC-12 LEG ASSEMBLY, MAIN SIDE
FROM	DRAWING NUMBER 012-001-005
	



ITEM	NAME	DESCRIPTION	QTY	MATERIAL	NOTE
28	1012-001-022	Chain Break Adjusting Rod Assy	1		
27	009-010-115	CARRIAGE STOP (DRILLED & TAPPED)	1	600-000-041	3/4 x 3 3/4 x 5 9/16
26	600-830-023	Master Chain Link Assy, BL-844	1		
25	600-840-028	Spring, Extension, 9/16 Dia X 4 1/8 Lg	1	0.08 Dia Tempered Steel Wire	
24			0		
23			0		
22	600-690-005	Nut, Nylon Lock, 1/4-20 NC	2		
21	600-710-006	Washer, Flat (Fender), 5/16	2		
20	600-640-019	Bolt, Hex Head, 1/4-20 NC x 1 1/2 (GR5)	2		
19	601-710-001	Double Line Clip	2		
18	601-480-006	#6 JIC Cap, Red Plastic	1		
17	601-420-001	Nut, Cap, 9/16-18 NF, #6 JIC	1		
16	601-420-011	Union, Straight, #6 JIC	1		
15	009-010-033	Tubing Assy (68 3/4)	1		
14	009-010-032	Tubing Assembly (102 1/2)	1		
13	601-410-026	Velocity Fuse, 4 GPM	2		
12	600-690-001	Nut, Nylon Lock, 5/16-18 NC	2		
11	600-640-002	Bolt, Hex Head, 5/16-18 NC x 1 1/2 (GD5)	2		
10	012-001-108	CYLINDER BRACKET	1		1/4 X 3/4 X 8 5/8
9	600-680-002	NUT, 5/8-11 NC	4		
8	600-720-001	Washer, Lock, 5/8	4		
7	600-640-010	Bolt, Hex Head, 5/8-11 NC x 2 1/2 (GR5)	4		
6	009-001-141	Carriage Stop	1	600-000-041	3/4 x 3 25/32 x 5 9/16
5	009-010-062	Chain Cover Assembly	1		
4	009-010-040	Yoke Assembly, System 1A	1		
3	012-001-008	Carriage Assembly	1		
2	009-010-043	Cylinder Assembly (Monarch)	1		
1	012-001-021	Leg Weldment, TP-15 Offside	1	601-490-001	

SHEET 1 OF 2

D-SIZE



NOTICE OF CONFIDENTIAL INFORMATION

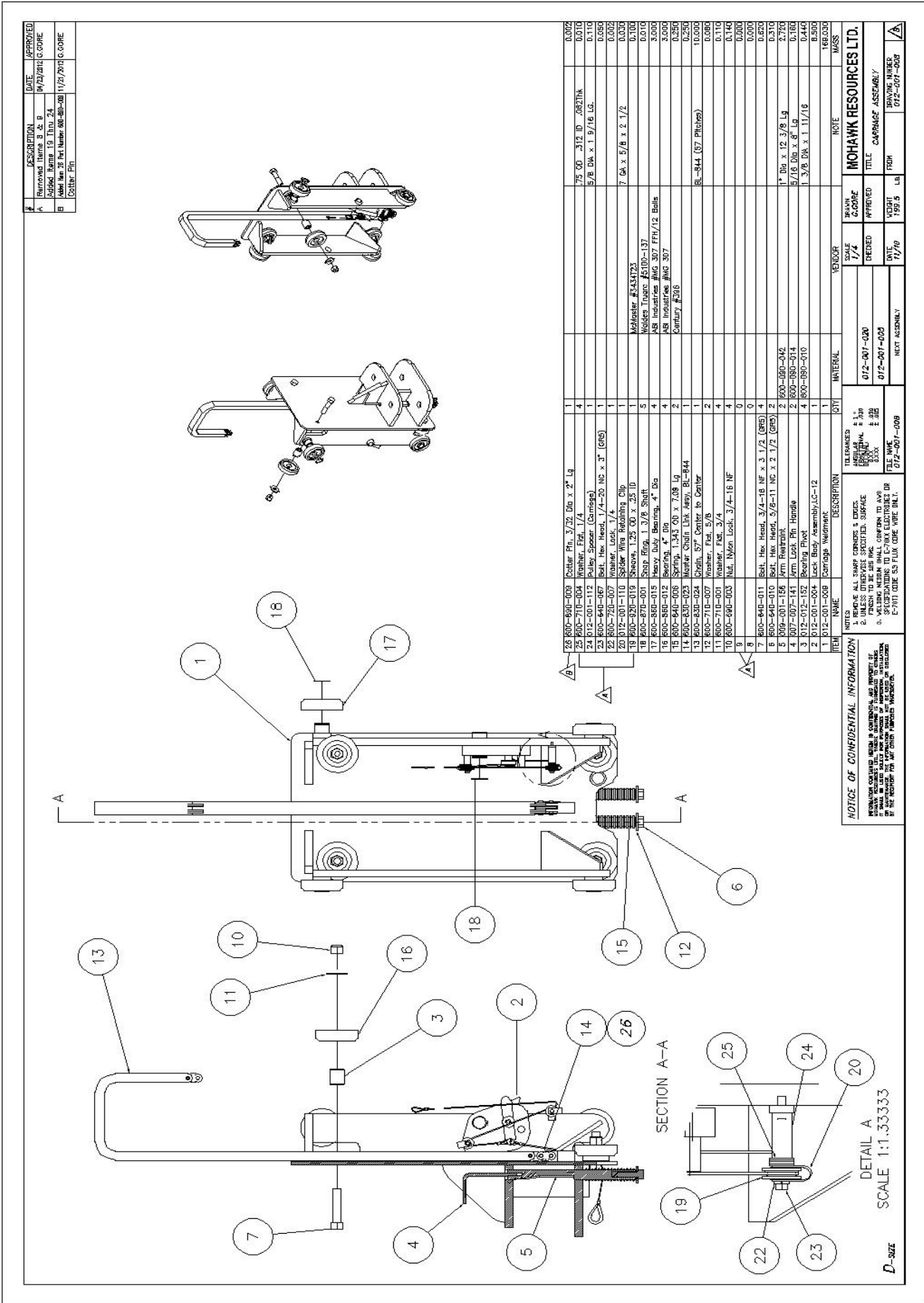
NOTES:

1. REMOVE ALL SHARP CORNERS & EDGES.
2. UNLESS OTHERWISE SPECIFIED, SURFACE FINISH TO BE 125 RMS.
3. WELDING MEDIUM SHALL CONFORM TO AWS SPECIFICATIONS TO E-70XX ELECTRODES OR E-70T CODE IS FLUX CORE WIRE ONLY.

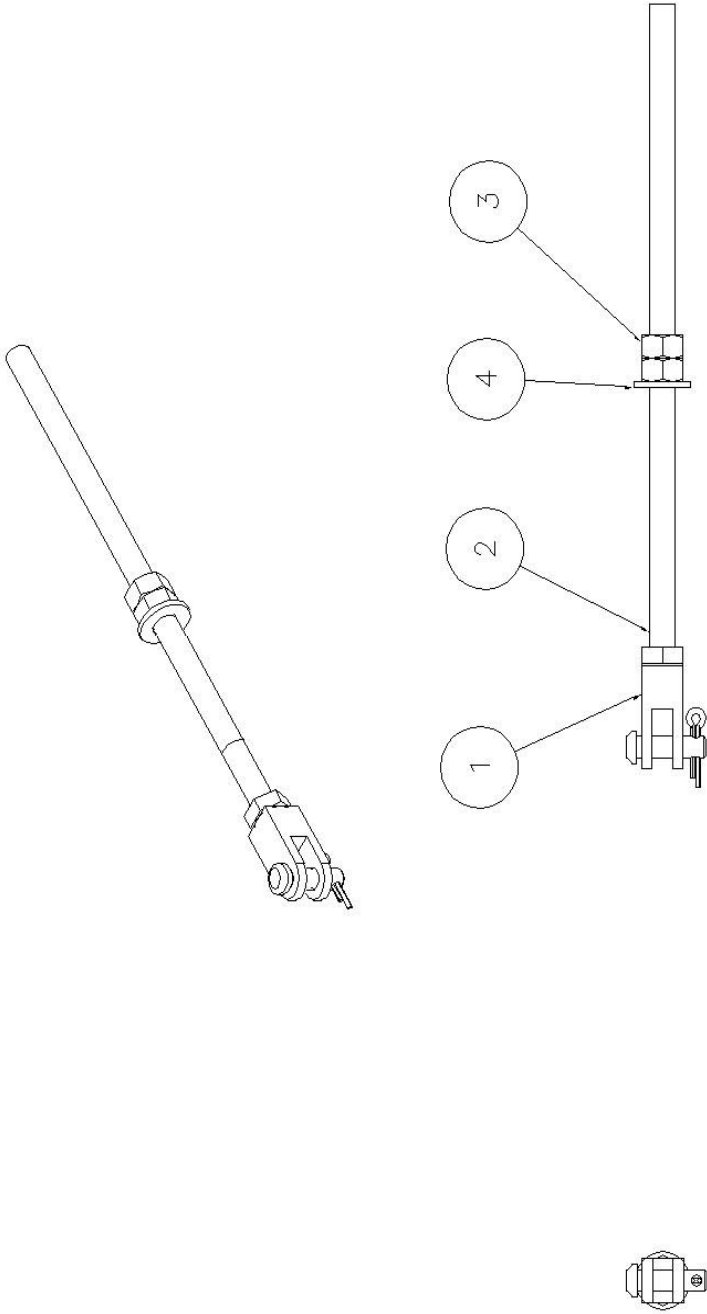
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FRACTIONAL	$\pm .030$	
DECIMAL	$\pm .030$	
0.005	$\pm .005$	
0.001	$\pm .001$	

IRVIN G.GORE	APPROVED	WEIGHT 1819 LB.
-----------------	----------	--------------------

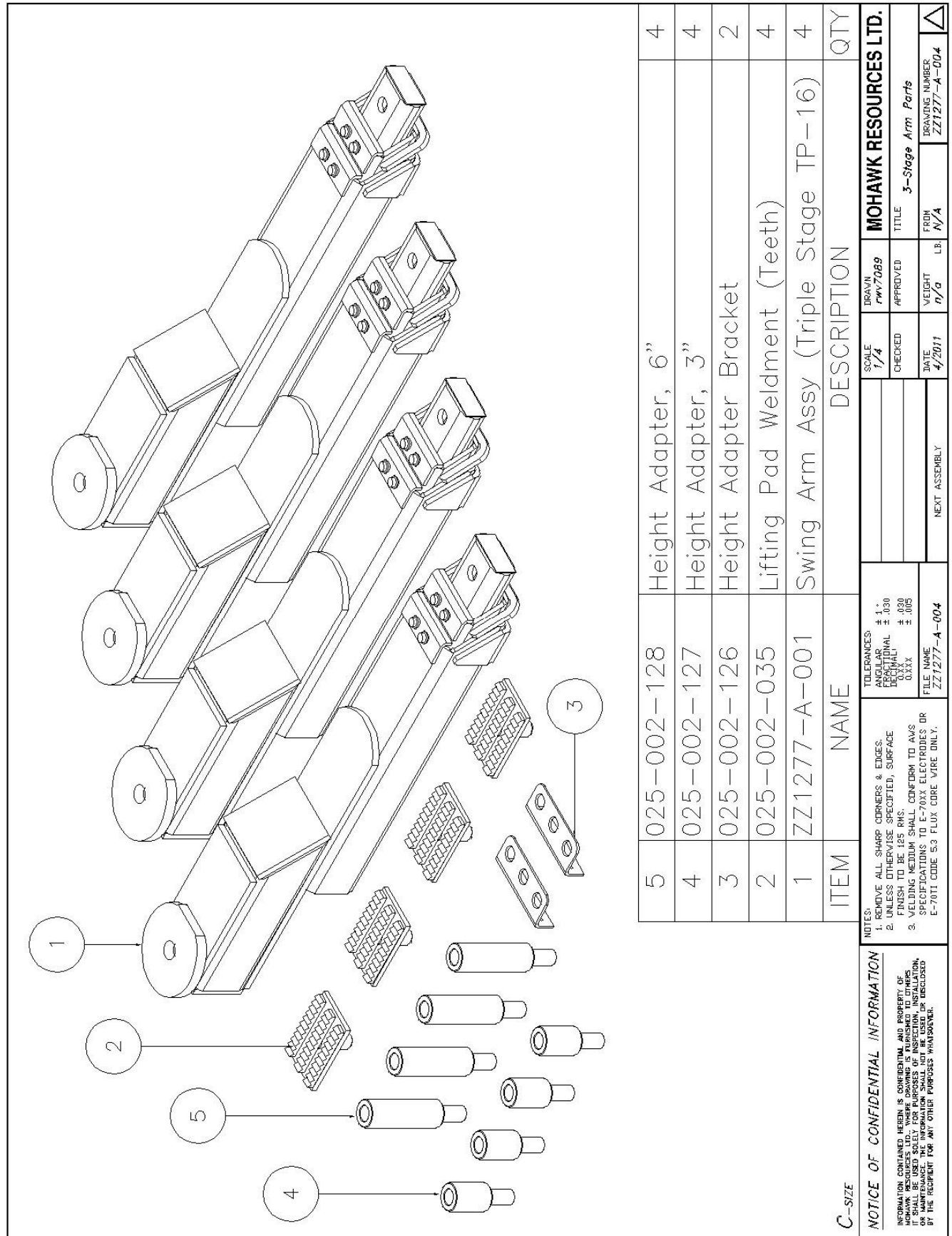
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TITLE	LWF LEG ASSEMBLY (OFFSIDE)
DRAWING NUMBER	012-001-020



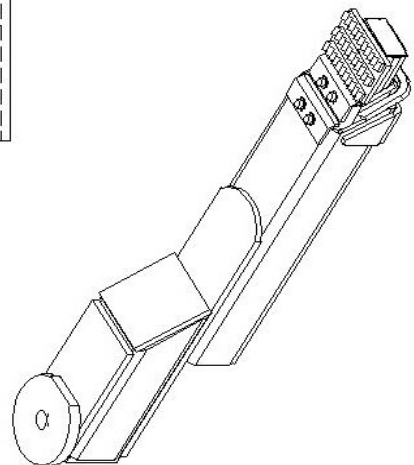
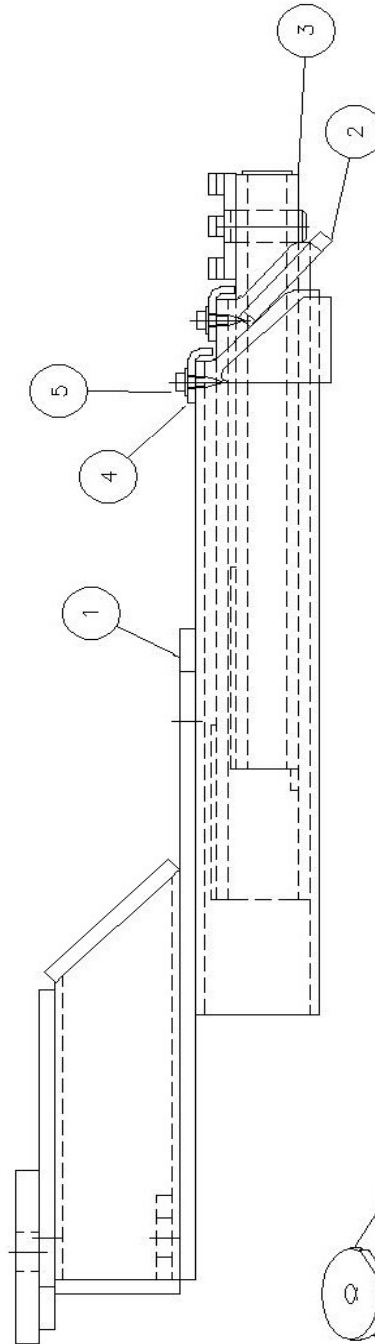
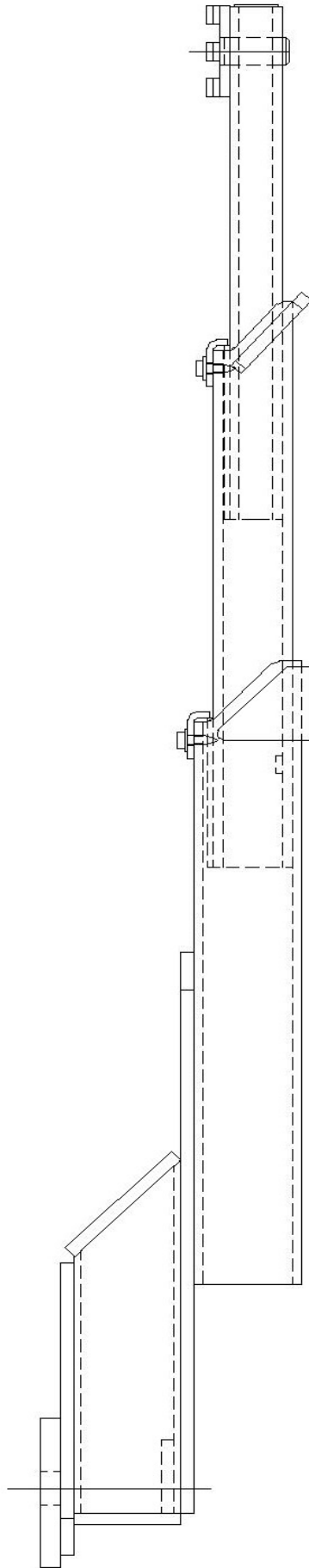




4	600-710-003	Washer, Flat, 5/16	1							
3	600-680-017	Nut, Plain, 5/16-24 UNF	2							
2	600-730-010	Threaded Rod	1	5/16-24 UNF x 12" Lg						
1	601-510-034	Rod Clevis Assembly	1							
C-SIZE		ITEM	NAME	DESCRIPTION	QTY	MATERIAL	NOTE			
NOTICE OF CONFIDENTIAL INFORMATION					NOTES: 1. REMOVE ALL SHARP CORNERS & EDGES. 2. UNLESS OTHERWISE SPECIFIED, SURFACE FINISH TO BE 125 RMS. 3. WELDING MEDIUM SHALL CONFORM TO AWS SPECIFICATIONS TO E-70XX ELECTRODES OR E-7011 CODE 5.3 FLUX CORE WIRE ONLY.					
TOLERANCES: ANGULAR ± .030 DIMENSIONAL ± .030 HOLE ± .005					FILE NAME 012-001-022					
DRAWN G.CORE					SCALE FULL					
CHECKED					DATE 04/12					
APPROVED					WEIGHT .52					
FROM					DRAWING NUMBER 012-001-022					
TITLE Chain Break Adjusting Rod Ass'y					MOHAWK RESOURCES LTD.					
FROM					LB.					



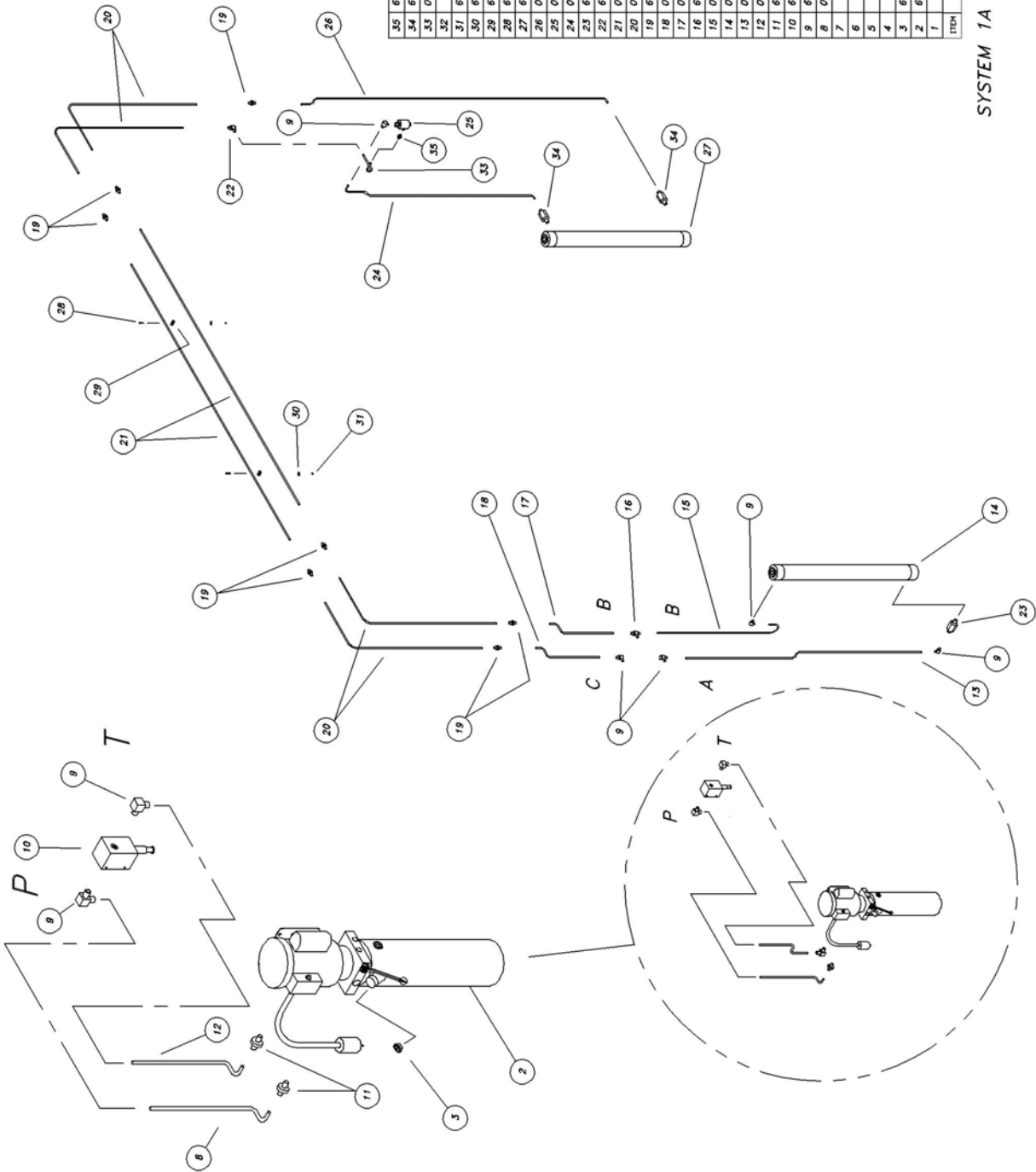
#	DESCRIPTION	DATE	APPROVED
A	Dim was 60 inch	11/19/2010	rwj 7089
	Dim was 37 1/2 inch		



5	600-600-004	Screw, 5/16-24 NF x 5/8 HX HD, SELF-TAPPING	4
4	007-007-130	Slider Arm Stop	2
3	ZZ1277-W-004	Slider Arm Weldment	1
2	ZZ1277-W-003	Swing Arm Middle Section Weldment	1
1	ZZ1277-W-002	Swing Arm Top Section	1

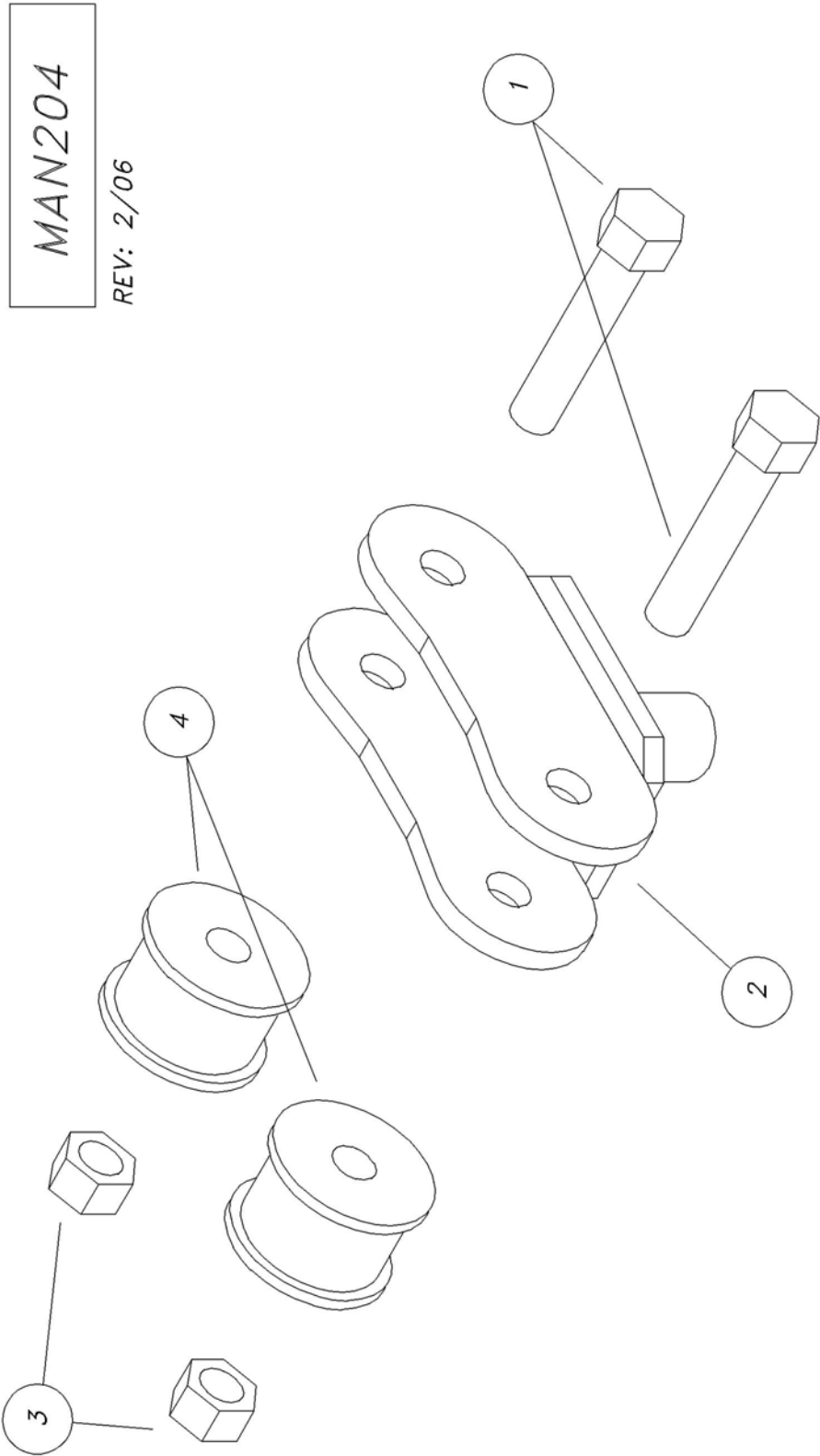
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NOTICE OF CONFIDENTIAL INFORMATION						
UNCLASSIFIED INFORMATION: THIS IS A CONFIDENTIAL AND PROPRIETARY DOCUMENT. IT CONTAINS INFORMATION THAT IS UNCLASSIFIED, BUT MAY BE SUBJECT TO PROTECTIVE ORDER OR OTHER RESTRICTIONS. IT IS NOT TO BE DISCLOSED TO THE PUBLIC OR OTHERS WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE ISSUING OFFICE. IT IS THE RESPONSIBILITY OF ALL PERSONS RECEIVING THIS DOCUMENT TO PROTECT IT FROM UNAUTHORIZED DISCLOSURE AND TO REPORT ANY SUCH DISCLOSURE TO THE ISSUING OFFICE IMMEDIATELY.						
1	REPAIR ALL THARP CORNERS & EDGES	TOLERANCES	SCALE	DRAWN	MOHAWK RESOURCES LTD.	
2	REPAIR ALL THARP CORNERS & EDGES	1.50	1/8"	PMW7089		
3	FINISH TO BE REFINISHED, SURFACE	1.50	1/8"	APPROVED		
4	FINISH TO BE REFINISHED, SURFACE	1.50	1/8"	DATE		
5	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	VEIGHT	7.65	
6	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	LB	221277-A-001	
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69	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
70	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
71	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
72	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
73	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
74	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
75	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
76	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
77	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
78	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
79	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
80	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
81	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
82	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
83	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
84	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
85	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
86	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
87	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
88	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
89	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
90	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
91	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
92	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
93	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
94	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
95	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
96	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
97	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
98	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
99	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	
100	WEATHER NETWORK SHALL CONFORM TO AISC	1.50	1/8"	PCIN	221277-A-001	

D-SIZE



ITEM	PART NUMBER	DESCRIPTION	QTY
35	601-420-025	STRAIGHT, #4ORB TO #6 JIC	1
34	601-410-026	VALVE, VELOCITY FUSE, 4 GPM	2
33	009-010-059	TUBING ASSEMBLY, 13 3/4"	1
32			
31	600-690-005	NUT, LOCK, 1/4-20 NC	2
30	600-710-006	WASHER, FLAT, FENDER, 5/16 ID x 1 1/2 OD	2
29	601-710-001	DOUBLE LINE CLIP	2
28	600-640-019	BOLT, 1/4-20 NC x 1 1/2	2
27	601-490-001	OFFSIDE CYLINDER	1
26	009-010-032	TUBING ASSEMBLY, 102 1/2"	1
25	009-010-009	VALVE ASSEMBLY, BLEEDER	1
24	009-010-033	TUBING ASSEMBLY, 68 3/4"	1
23	601-410-031	VALVE, VELOCITY FUSE, 4 GPM	1
22	601-420-052	ELBOW, 90°, #6 JIC TO #6 JIC	1
21	000-001-001	TUBING ASSEMBLY, 100"	2
20	009-010-018	TUBING ASSEMBLY, 59 1/4"	4
19	601-420-011	STRAIGHT, #6 JIC TO #6 JIC	7
18	009-010-028	TUBING ASSEMBLY, 23 1/4"	1
17	009-010-029	TUBING ASSEMBLY, 25 1/4"	1
16	601-420-046	TEE, BRANCH, #6 ORB TO #6 JIC TO #6 JIC	1
15	009-010-027	TUBING ASSEMBLY, 43"	1
14	007-007-001	MAINSIDE CYLINDER	1
13	009-010-026	TUBING ASSEMBLY, 78"	1
12	015-000-024	TUBING ASSEMBLY, 23 3/4"	1
11	601-420-019	STRAIGHT, #6 O-RING BOSS TO #6 JIC	1
10	601-410-030	DIVERTER VALVE	1
9	601-420-017	ELBOW, 90°, #6 ORB TO #6 JIC	3
8	015-000-025	TUBING ASSEMBLY, 28 15/16"	1
7			
6			
5			
4			
3	601-310-005	BREATHING CAP	1
2	601-300-045	POWER UNIT	1
1			

SYSTEM 1A & SYSTEM 1A-10 HYDRAULIC SYSTEM
FILE: MAN201
DATE: 4/96



MAN204

REV: 2/06

TWO (2) YOKE ASSEMBLIES PER LIFT

4	600-860-005	BEARING, CAM YOKE ROLLER	2
3	600-690-003	NUT, LOCK, 3/4-16 NF	2
2	009-001-061	YOKE WELDMENT	1
1	006-000-139	BOLT, 3/4-16 NF x 3 3/4 (MACHINED)	2
ITEM	PART NUMBER	DESCRIPTION	QTY

SYSTEM IA & SYSTEM IA-10 YOKE ASSEMBLY
(009-010-040)

FILE: MAN204
DATE: 4/96

NOTES:

1. PLACE ITEM 5 IN POSITION SHOWN & MATCH DRILL (2) 3/32 DIA HOLES THRU BACK PLATE.

NOTES:

1. REMOVE ALL SHARP CORNERS & EDGES.
2. UNLESS OTHERWISE SPECIFIED, SURFACE FINISH TO BE 150 RMS.
3. WELDING MEDIUM SHALL CONFORM TO AWS SPECIFICATIONS TO E-PXX ELECTRODES OR E-70Ti CODE 5.3 FLUX CORE WIRE ONLY.

TOLERANCES:

ANGULAR	± 1°
LINEAR	± .000
DECIMAL	± .000
XXX	± .000

FILE NAME: 012-001-050

NOTICE OF CONFIDENTIAL INFORMATION

INFORMATION CONTAINED HEREIN IS CONFIDENTIAL AND PROPERTY OF MOHAWK RESOURCES LTD. IT SHALL BE USED SOLELY FOR PURPOSES OF INSPECTION, INSTALLATION, OR MAINTENANCE. THE INFORMATION SHALL NOT BE USED OR DISCLOSED BY THE RECIPIENT FOR ANY OTHER PURPOSES WHATSOEVER.

ITEM **PART NUMBER** **DESCRIPTION** **QTY**

14	601-800-001	OPERATIONAL INSTRUCTION DECAL	1
13	601-800-108	WARNING DECAL, "RISK OF EXPLOSION" 4" x 6 1/2"	1
12	601-800-043	"MAXIMUM CAPACITY 12000 LBS" DECAL 5" x 5"	1
11	012-001-005	MAINSIDE LEG ASSEMBLY	1
10	012-001-020	OFFSIDE LEG ASSEMBLY	1
9	601-800-070	WARRANTY REGISTRATION CARD PACKAGE	1
8	601-800-061	"MOHAWK" DECAL 6 3/8" x 4 1/4"	2
7	601-800-052	CAUTION, WARNING & SAFETY DECAL SET (2 POSTS) 4" x 20 3/4"	1
6	600-620-001	SCREW, DRIVE #4 x 1/4, ROUND HEAD, TYPE U	2
5	601-800-039	SERIAL, SPEC. PATENT, LMF-12 PLATE 2 7/16 x 4 9/16	1
4	601-800-037	"ALI" PLATE 1 1/2 x 3 1/4	1
3	601-800-035	"CAUTION" DECAL 2" x 3 1/2"	1
2	601-800-034	"WARNING" DECAL 2" x 3 1/2"	1
1	601-800-030	"MADE IN AMERICA" DECAL 3 1/8 x 5 3/16	1

MOHAWK RESOURCES LTD.

TITLE TAG & DECAL LOCATION, LC-12

DRAWN RWV/089

APPROVED

DATE 4/2011

WEIGHT LB.

DRAWING NUMBER 012-001-050

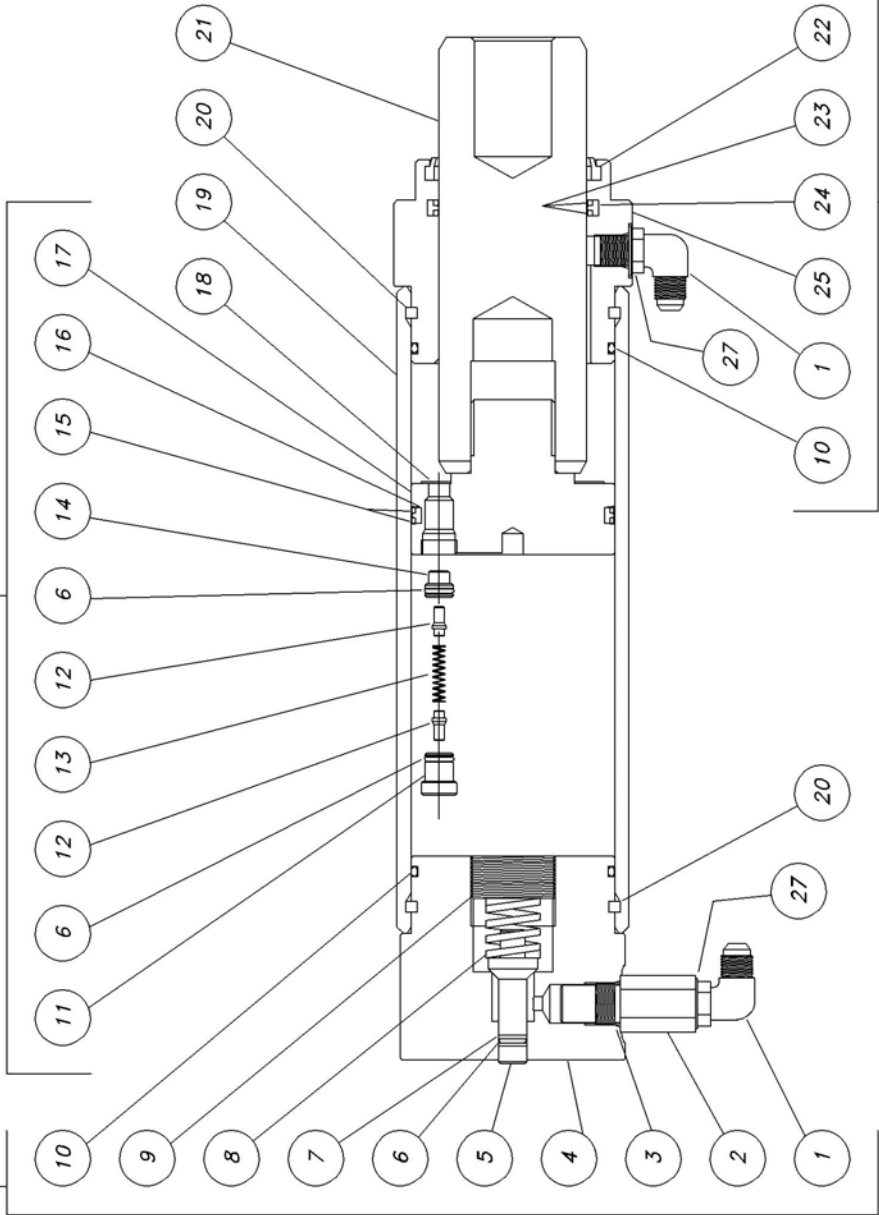
MAN209

REV B 2/06

BOTTOM GLAND ASSY, 007-007-007

PISTON ASSEMBLY, 009-001-006

ITEM	PART NUMBER	DESCRIPTION	QTY
1	601-420-017	FITTING, 90° ELBOW	2
2	601-410-031	VELOCITY FUSE -4	1
3	601-030-008	O-RING	REF
4	007-007-110	BOTTOM GLAND	1
5	009-010-113	INLET SPOOL	1
6	601-030-002	O-RING	3
7	601-060-003	BACK-UP RING	2
8	600-840-002	SPRING	1
9	007-007-145	SET SCREW	1
10	601-030-003	O-RING	2
11	009-001-153	RETAINER	1
12	009-001-152	SPOOL	2
13	600-840-008	SPRING	1
14	009-001-151	INSERT	1
15	601-060-013	BACK-UP RING	2
16	601-010-005	PISTON T-SEAL	1
17	009-001-108	PISTON	1
18	007-007-143	WASHER	1
19	009-001-104	BARREL	1
20	025-002-132	SPIN KEY	2
21	009-001-105	ROD	1
22	601-020-003	WIPER	1
23	601-060-007	BACK-UP RING	2
24	601-000-003	ROD T-SEAL	1
25	015-000-109	ROD GLAND	1
26	601-800-022	DECAL, PATENT	1
27	601-030-017	O-RING	REF



ITEM 26 ATTACHED TO ITEM 4

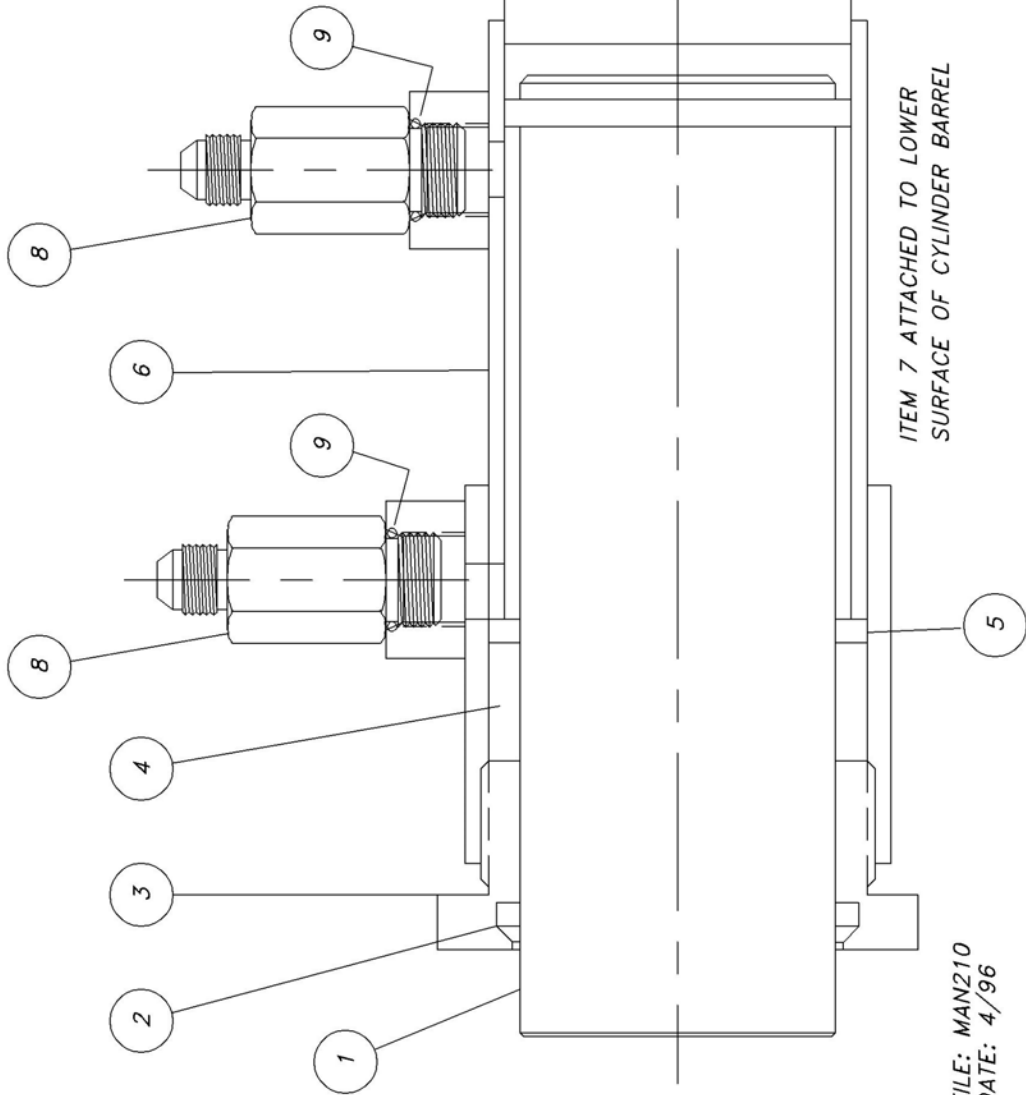
FILE: MAN209
DATE: 4/96

ROD GLAND HOUSING ASSEMBLY, 009-001-002

SYSTEM IA & SYSTEM IA-10
MAINSIDE CYLINDER ASSEMBLY
(007-007-001)

MAN210

REV A 2/06

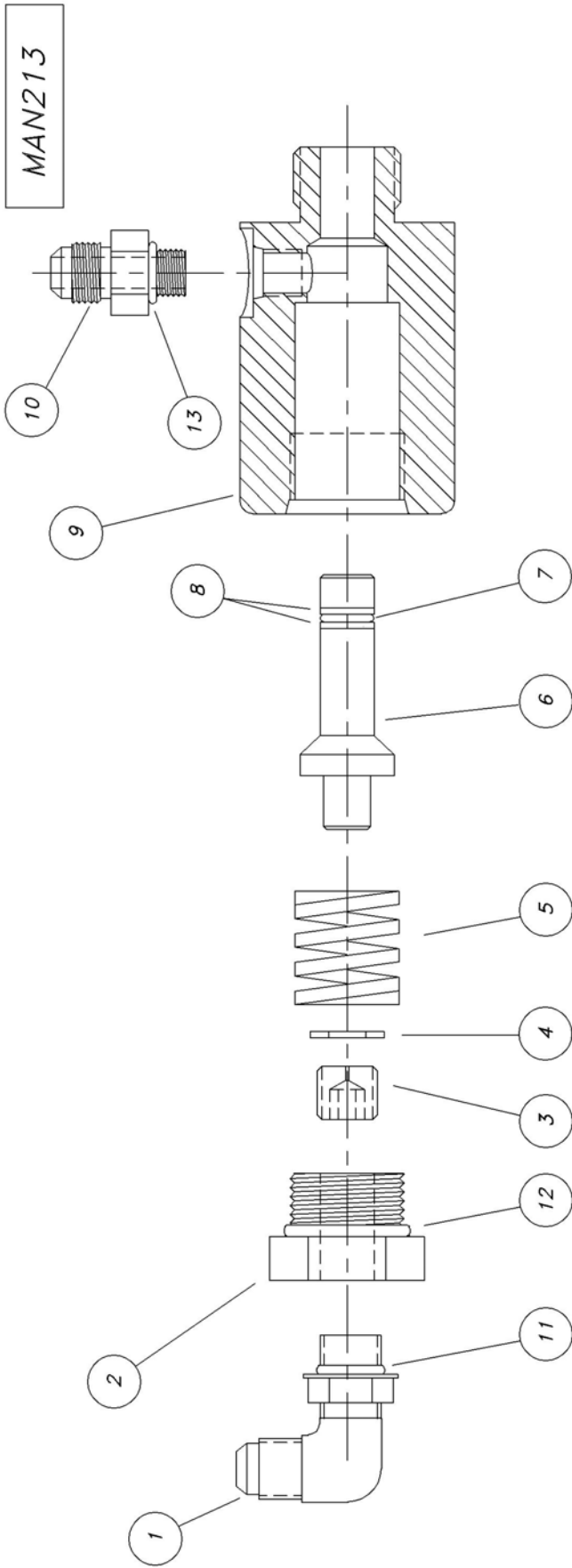


ITEM	PART NUMBER	DESCRIPTION	QTY
1	05469-44.50	ROD ASSY	REF
2	601-490-010	ROD WIPER	REF
3	05132	NUT	REF
4	601-490-011	PACKING SET	REF
5	601-490-012	RING	REF
6	05464-44.50	TUBE ASSY	REF
7	601-800-021	DECAL, CAUTION	1
8	601-410-026	VELOCITY FUSE	2
9	601-030-018	O-RING	REF

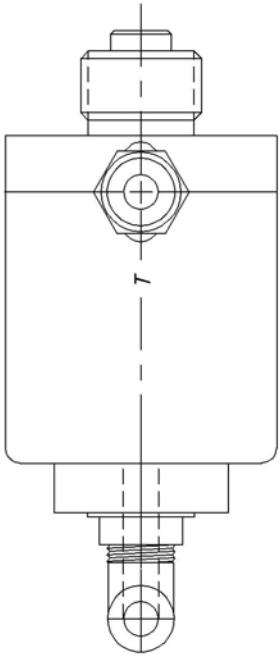
SYSTEM IA & SYSTEM IA-10
OFFSIDE CYLINDER ASSEMBLY
(601-490-001)

ITEM 7 ATTACHED TO LOWER
SURFACE OF CYLINDER BARREL

FILE: MAN210
DATE: 4/96



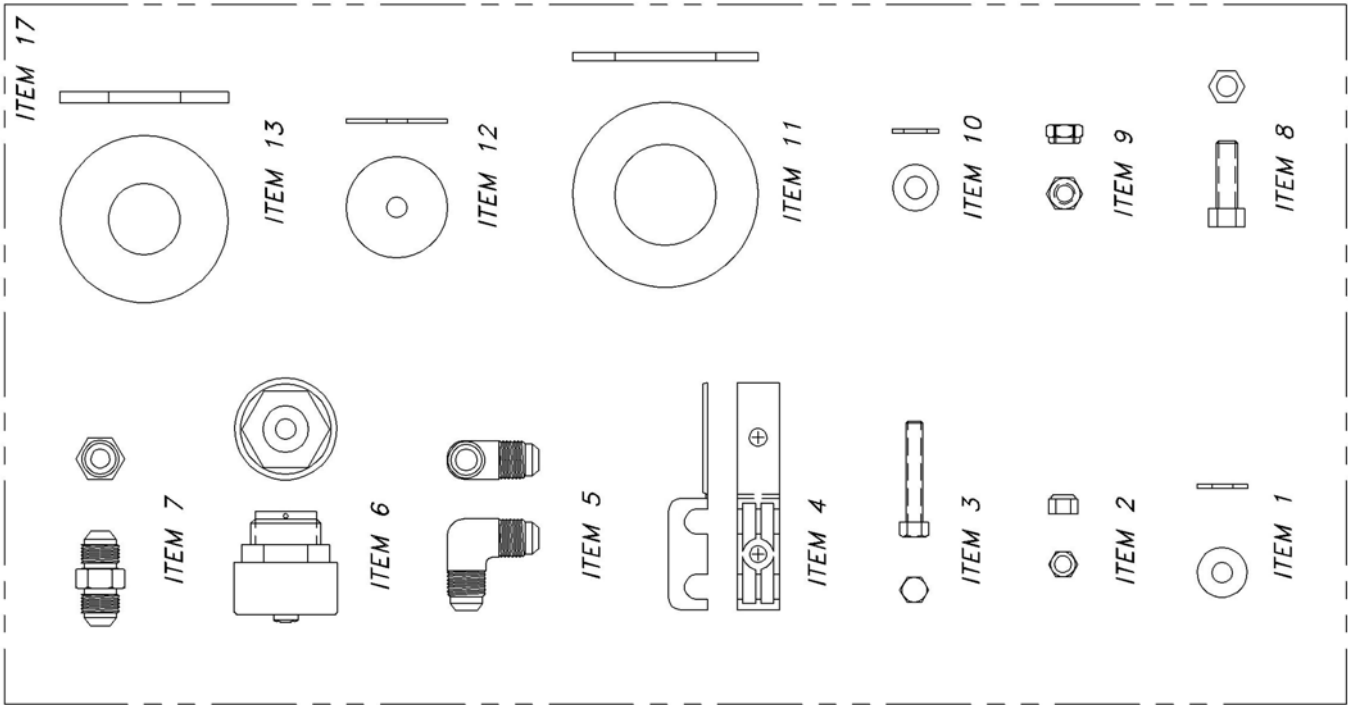
ITEM	PART NUMBER	DESCRIPTION	QTY
13	601-030-028	O-RING, .495 OD x .351	REF
12	601-030-027	O-RING, 1.156 OD x .924	REF
11	601-030-017	O-RING, .624 OD x .468 ID	REF
10	601-420-025	STRAIGHT, #4 ORB TO #6 JIC	1
9	009-010-101	BODY, VALVE, 2" DIA x 3 1/2 LG	1
8	601-060-003	BACK-UP RING, .496 OD x .390 ID	2
7	601-030-002	O-RING, 1/2 OD x 3/8 ID	1
6	009-010-113	SPOOL, INLET, 7/8 DIA x 2 1/2 LG	1
5	600-840-002	SPRING, .969 OD x .531 ID	1
4	600-710-003	WASHER, FLAT, 5/16	A/R
3	009-010-112	SCREW, SET, 9/16-18 NF x 1/2 LG	1
2	009-010-111	REDUCER, #12 TO #6 ORB	1
1	601-420-017	ELBOW, 90°, #6 ORB TO #6 JIC	1



BLEEDER VALVE ASSEMBLY

FILE: MAN213
DATE 6/96

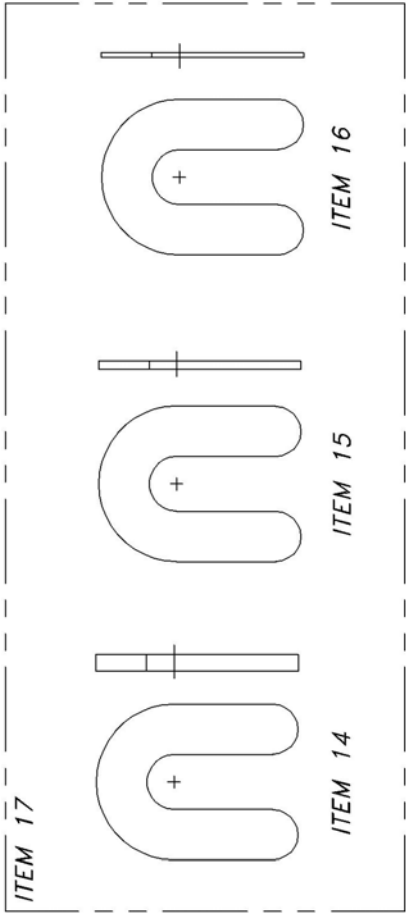
BAG #1 (009-010-071)



MAN231

REV D 2/06

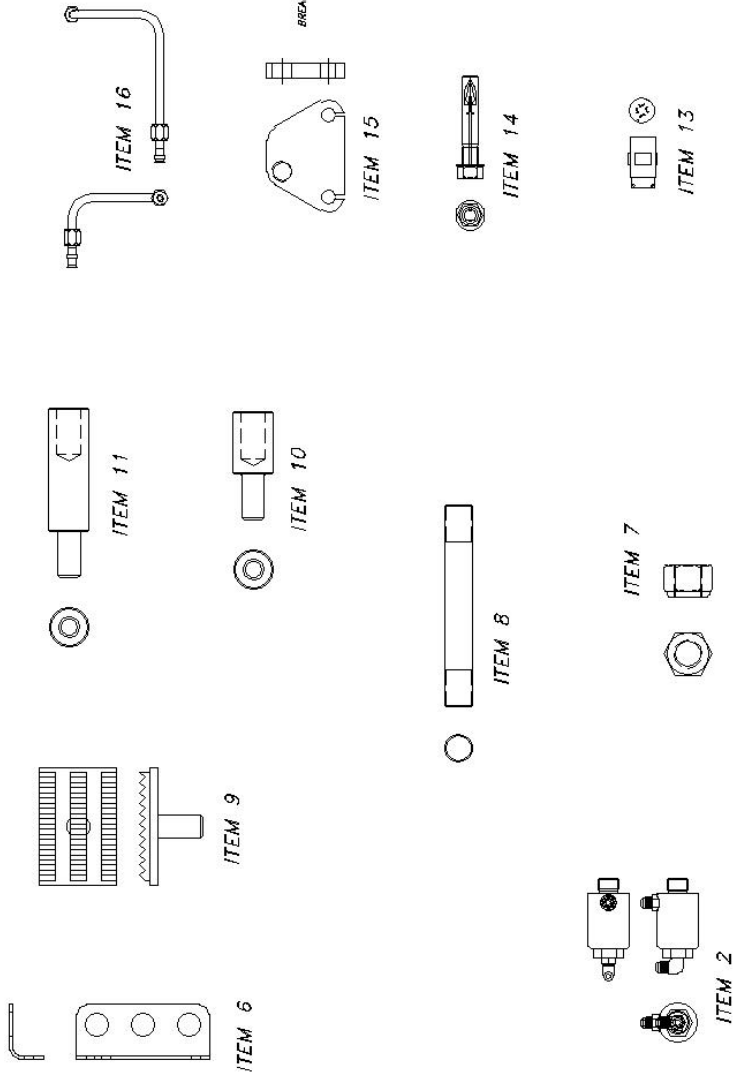
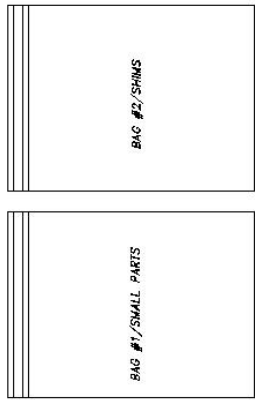
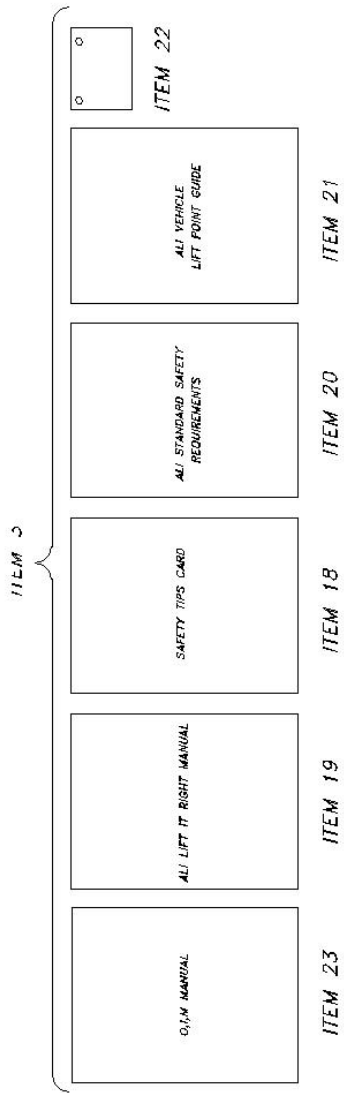
BAG#2 (007-007-075)



ITEMS 1 THRU 13 = BAG #1/SMALL PARTS
ITEMS 14 THRU 16 = BAG #2/SHIMS

ITEM	PART NUMBER	DESCRIPTION	QTY
17	601-600-022	BAG, ZIP-LOK, TRANSPARENT, 9" x 12"	2
16	600-740-001	SHIM, HORSESHOE, PLASTIC, BLUE, 1/16" THK	8
15	600-740-002	SHIM, HORSESHOE, PLASTIC, RED, 1/8" THK	8
14	600-740-003	SHIM, HORSESHOE, PLASTIC, BLACK, 1/4" THK	8
13	600-710-010	WASHER, FLAT, 1" (ARM RESTRAINT)	4
12	600-710-006	WASHER, FLAT (FENDER) 5/16 ID x 1 1/2 OD	6
11	600-710-014	WASHER, FLAT, 1 3/8 SAE	8
10	600-710-003	WASHER, FLAT, 5/16	4
9	600-690-001	NUT, LOCK, 5/16-18 NC	4
8	600-640-001	BOLT, 5/16-18 NC x 1", HEX HEAD CAP	4
7	601-420-011	UNION, #6 JIC TO #6 JIC	4
6	601-310-005	BREATHING CAP	1
5	601-420-052	ELBOW, 90°, #6 JIC TO #6 JIC	1
4	601-710-001	DOUBLE LINE CLIP	6
3	600-640-019	BOLT, 1/4-20 NC x 1 1/2, HEX HEAD CAP	10
2	600-690-005	NUT, LOCK, 1/4-20 NC	10
1	600-710-004	WASHER, FLAT, 1/4	8

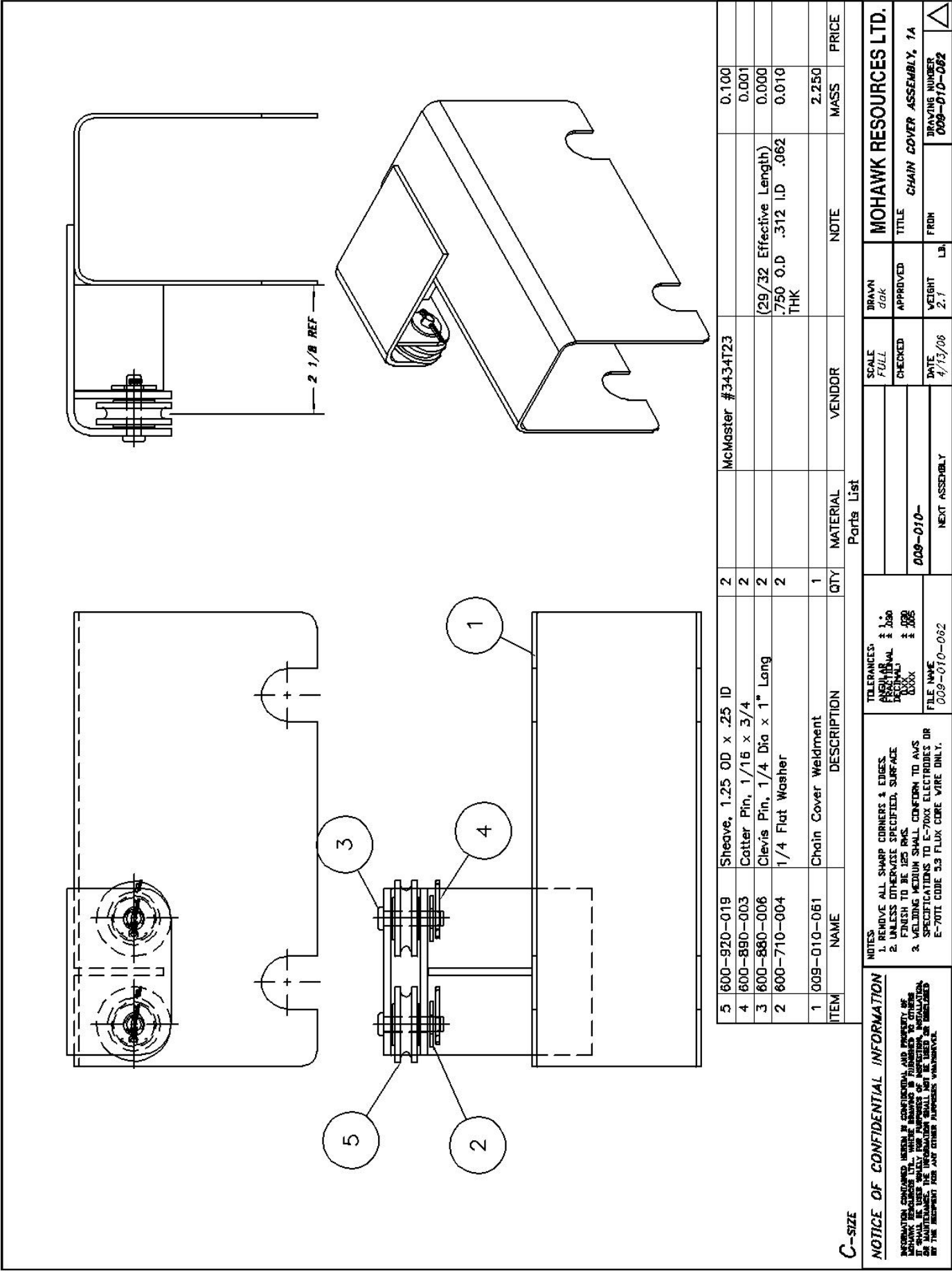
BAG #1/SMALL PARTS & BAG #2/SHIMS
FILE: MAN231
DATE: 4/96



MAN232
REV E 10/12

23	601-800-259	O/L/M MANUAL, SYSTEM 1A & SYSTEM 1A-10	1
22	601-800-115	WARRANTY CARD, 4" x 5 1/2"	1
21	601-800-082	ALI VEHICLE LIFT POINT GUIDE	1
20	601-800-007	ALI STANDARD SAFETY REQUIREMENTS	1
19	601-800-003	SAFETY MANUAL, ALI, LIFT IT RIGHT	1
18	601-800-006	SAFETY TIPS CARD	1
17	601-800-075	SAFETY TIPS CARD	1
16	601-800-075	BAG #2/SHIMS	1
15	601-800-075	BAG #2/SHIMS	1
14	601-800-075	BAG #2/SHIMS	1
13	601-800-075	BAG #2/SHIMS	1
12	601-800-075	BAG #2/SHIMS	1
11	601-800-075	BAG #2/SHIMS	1
10	601-800-075	BAG #2/SHIMS	1
9	601-800-075	BAG #2/SHIMS	1
8	601-800-075	BAG #2/SHIMS	1
7	601-800-075	BAG #2/SHIMS	1
6	601-800-075	BAG #2/SHIMS	1
5	601-800-075	BAG #2/SHIMS	1
4	601-800-075	BAG #2/SHIMS	1
3	601-800-075	BAG #2/SHIMS	1
2	601-800-075	BAG #2/SHIMS	1
1	601-800-075	BAG #2/SHIMS	1

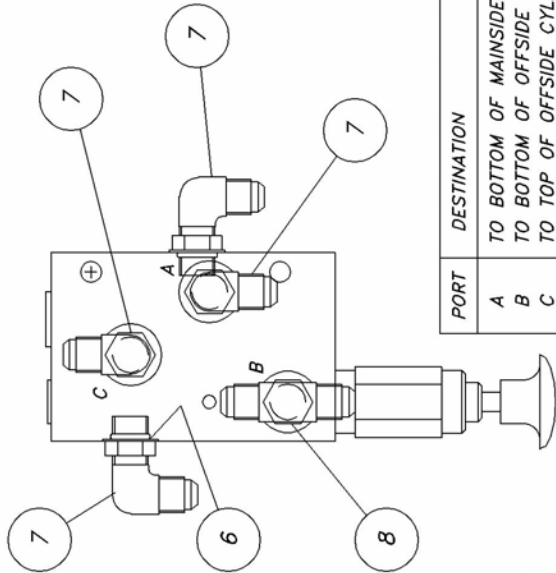
PARTS BOX & CONTENTS
FILE: MAN232
DATE: 4/96



MAN235

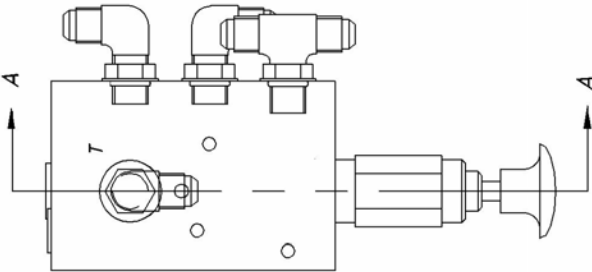
REV B 2/06

BACK VIEW:



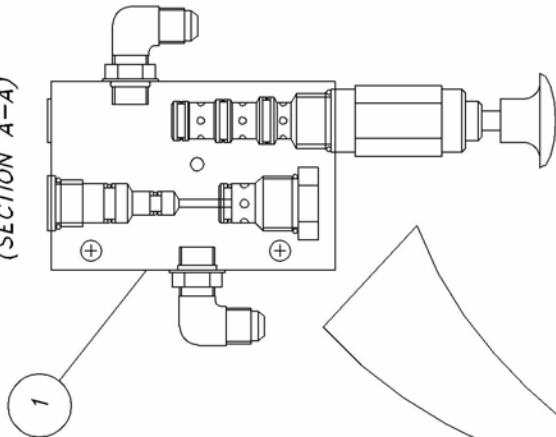
PORT	DESTINATION
A	TO BOTTOM OF MAINSIDE CYLINDER
B	TO BOTTOM OF OFFSIDE CYLINDER
C	TO TOP OF OFFSIDE CYLINDER
P	TO PUMP PRESSURE PORT
T	TO TANK (RESERVOIR)

RIGHT SIDE VIEW:

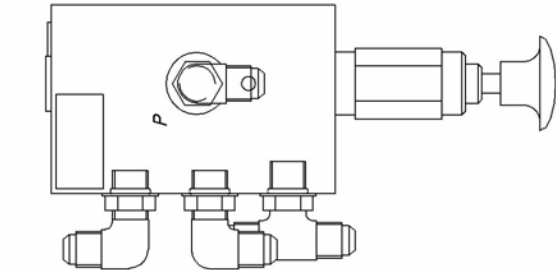


FRONT VIEW:

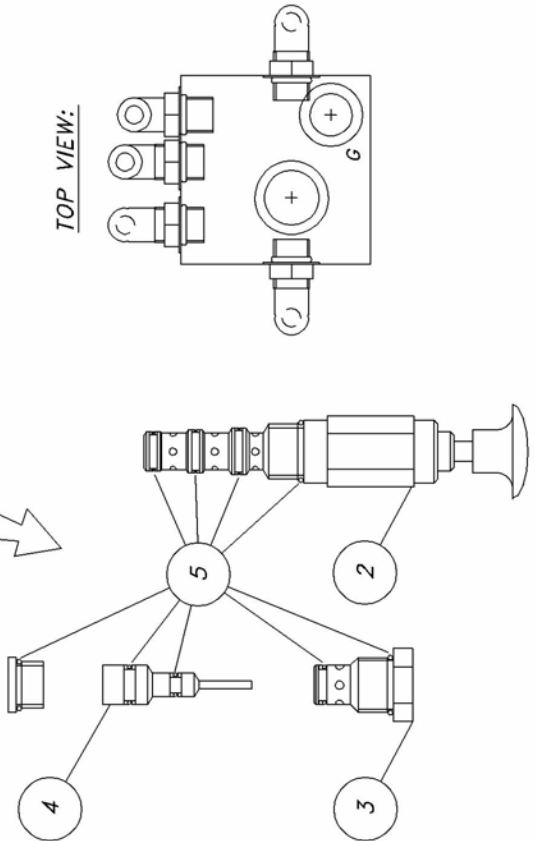
(SECTION A-A)



LEFT SIDE VIEW:



TOP VIEW:



ITEM	PART NUMBER	DESCRIPTION	QTY
8	601-420-046	FITTING, TEE BRANCH, #6 JIC/ #6 ORB	1
7	601-420-017	FITTING, ELBOW, 90°, #6 ORB TO #6 JIC	4
6	601-030-017	O-RING	5
5	212239ASK	SEAL REPAIR KIT	1
4	282247AA	PILOT PISTON ASSY	1
3	CV10-20-0-N-05	CHECK VALVE	1
2	MP10-42K-0-N	MANUAL PULL VALVE	1
1	601-410-030	DIVERTER VALVE	1

FILE: MAN235
DATE 4/96

DIVERTER VALVE ASSEMBLY

MOHAWK

NEW SLAB RECOMMENDATIONS



MOHAWK RESOURCES LTD.

65 VROOMAN AVE.

AMSTERDAM, NY 12010

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LOCAL : 1-518-842-1431

FAX : 1-518-842-1289

INTERNET: www.MOHAWKLIFTS.com

E-MAIN: Service@MOHAWKLIFTS.com

New Slab Recommendations:

The information contained in this appendage supercedes any other information given in the accompanied manual. This information is presented for design recommendations for a new concrete slab in the event that the pre-existing floor does not meet minimum requirements of the applicable lift type. Please read all instructions below carefully before producing new slab.

Basic Concrete Requirements:

Minimum Tensile Strength of Concrete:	4,000 P.S.I.
Minimum Aging of New Concrete Slab:	28 days (cure time)
Minimum Thickness of Concrete Slab:	See New Slab Table & Figure Attached
Minimum Width and Length of Slab:	See New Slab Table & Figure Attached

All properties of the new concrete slab are mandatory and must conform to the above stated properties before installation of the lift is deemed acceptable. The new slab must be totally surrounded by an existing concrete floor. Certified strength documentation should be obtained from the firm who supplies the concrete mixture at the time of the pour.

The slab above is designed as “stand alone” and does not take into account the contribution of strength from surrounding concrete. It may be desirable to reinforce the new slab to the pre-existing surrounding floor. Care should be taken to locate these specific reinforcement bars away from any anchor positions of the specific lift.

This new slab design does not account for second floor installations or installations in a ground floor with a basement beneath. For this case, the lift should not be installed without written authorization from the building architect.

All $\frac{3}{4}$ inch diameter anchors must be a minimum of 6 inches away from any expansion seams, control joints or other inconsistencies in the concrete. All 1 inch diameter anchors must be a minimum of 7 $\frac{1}{2}$ inches away from any expansion seams, control joints or other inconsistencies in the concrete. Refer to anchor manufacturer specifications for specific information concerning edge distances and bolt to bolt distance requirements.

NEVER, NEVER, hand mix your own concrete.

Rev: 4/2011
File: New-Slab.doc

New Slab Recommendations

File: New-slab.xls

Rev Date: 5/16/2012

NEW SLABS MUST BE 12" THICK MINIMUM !! (See Notes Below)

Lift Model	W Slab Width, (Inches)	L Slab Length, (Inches)	R Reinforcement Size, (Inch) (See Note 1 & 2)	S1 & S2 Reinforcement Spacing, (Inch) (See Note 3)	D Wej-it Dia, (Inch)	I Wej-it Length, (Inch)
A-7	48" Min	144" Min	8 - #4 - Main Bars 21 - #4 - Temperature Bars	6 in - Long Bars 8 in - Short Bars	3/4 in	5 in
System IA	48" Min	161" Min	8 - #4 - Main Bars 21 - #4 - Temperature Bars	6 in - Long Bars 8 in - Short Bars	3/4 in	5 in
System IA-10	48" Min	161" Min	8 - #4 - Main Bars 21 - #4 - Temperature Bars	6 in - Long Bars 8 in - Short Bars	3/4 in	5 in
LC-12	72" Min	168" Min	12 - #4 - Main Bars 23 - #4 - Temperature Bars	6 in - Long Bars 8 in - Short Bars	3/4 in	6 in
LMF-12	72" Min	168" Min	12 - #4 - Main Bars 23 - #4 - Temperature Bars	6 in - Long Bars 8 in - Short Bars	3/4 in	6 in
TP-15	72" Min	168" Min	12 - #4 - Main Bars 23 - #4 - Temperature Bars	6 in - Long Bars 8 in - Short Bars	3/4 in	6 in
TP-16	72" Min	168" Min	12 - #4 - Main Bars 23 - #4 - Temperature Bars	6 in - Long Bars 8 in - Short Bars	3/4 in	6 in
TP-18 (2012)	72" Min	168" Min	12 - #4 - Main Bars 23 - #4 - Temperature Bars	6 in - Long Bars 8 in - Short Bars	3/4 in	6 in
TP-20	72" Min	186" Min	18 - #4 - Main Bars 24 - #4 - Temperature Bars	4 in - Long Bars 8 in - Short Bars	3/4 in	6 in
TP-20-WB	72" Min	186" Min	18 - #4 - Main Bars 24 - #4 - Temperature Bars	4 in - Long Bars 8 in - Short Bars	3/4 in	6 in
TP-26	72" Min	198" Min	18 - #4 - Main Bars 24 - #4 - Temperature Bars	4 in - Long Bars 8 in - Short Bars	1 in	10 in
TP-26-WB	72" Min	220" Min	18 - #4 - Main Bars 24 - #4 - Temperature Bars	4 in - Long Bars 8 in - Short Bars	1 in	8 in
TP-30	72" Min	198" Min	18 - #4 - Main Bars 24 - #4 - Temperature Bars	4 in - Long Bars 8 in - Short Bars	1 in	10 in
TP-30-WB	72" Min	220" Min	18 - #4 - Main Bars 24 - #4 - Temperature Bars	4 in - Long Bars 8 in - Short Bars	1 in	8 in
TR-19 *	24" Min	24" Min	4 - #4 Bars 8 Bars Total	6 in - Each Way	3/4 in	5 in
FL-25 *	24" Min	24" Min	4 - #4 Bars 8 Bars Total	6 in - Each Way	3/4 in	5 in
TR-25 *	24" Min	24" Min	4 - #4 Bars 8 Bars Total	6 in - Each Way	3/4 in	5 in
TR-30 *	48" Min	48" Min	4 - #4 Bars 8 Bars Total	6 in - Each Way	3/4 in	5 in
TR-33 *	72" Min	72" Min	12 - #4 Bars 24 Bars Total	6 in - Each Way	3/4 in	5 in
TR-35 *	72" Min	72" Min	12 - #4 Bars 24 Bars Total	6 in - Each Way	3/4 in	5 in
TR-50 *	72" Min	72" Min	12 - #4 Bars 24 Bars Total	6 in - Each Way	3/4 in	5 in
TR-75 *	72" Min	72" Min	12 - #4 Bars 24 Bars Total	6 in - Each Way	3/4 in	5 in

* Four Separate Slabs Formed at each Post.

Note 1: An additional layer of 6 x 6 - 10/10 WWF at mid height of new slab would be advisable in any extremely hot or cold climate to control cracking due to temperature fluctuations and shrinkage.

At anchor bolt locations only keep WWF mesh below the elevation of the anchorage to avoid drilling interference with the wire.

Note 2: The main reinforcing and lower temperature steel shall be Grade 60 deformed bars

Note 3: The tolerance on spacing of the bars in each direction shall be the value shown, plus or minus 1 inch. In addition, the number of bars specified in the table must be used.

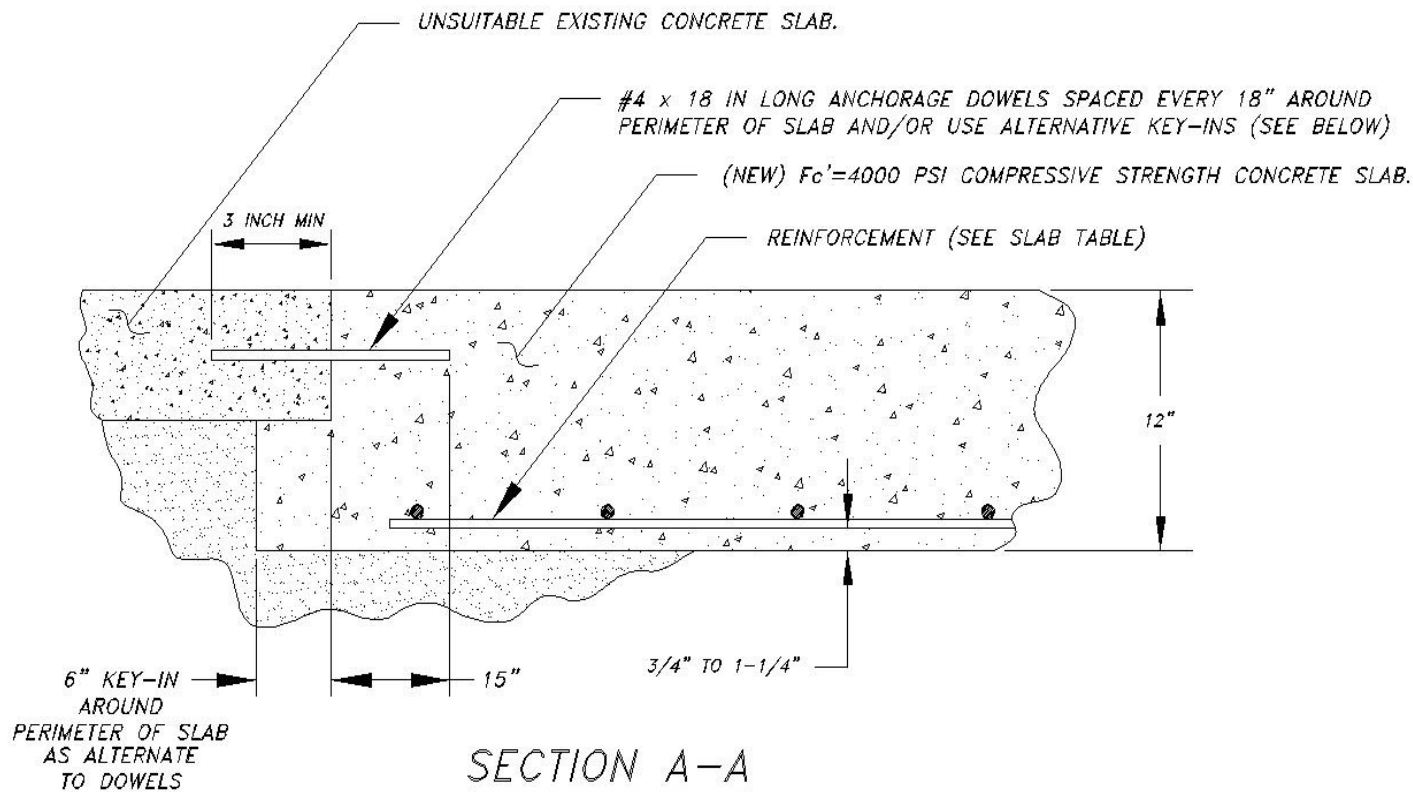
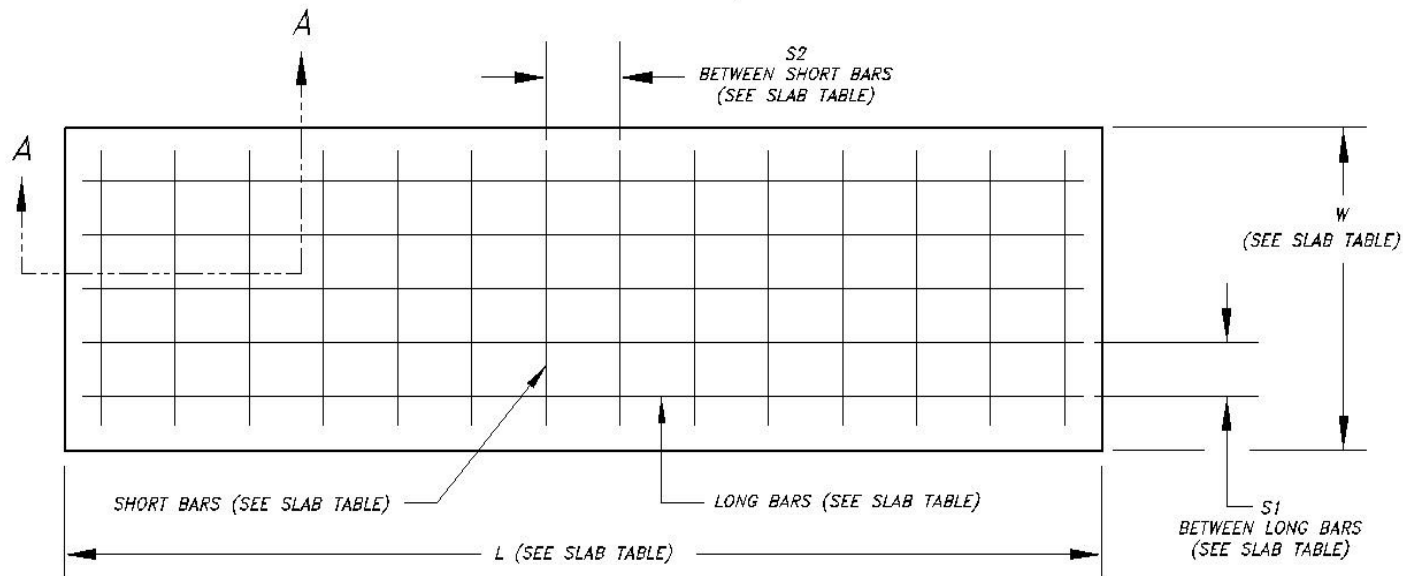
Note 4: The concrete outline dimensions and the reinforcing shown are for a foundation bed allowable bearing capacity of not less than 2,000 lb/sq ft (1 ton per square foot). Many clays, and most all firm clay, hard clay, sand & clay mixes, dry sands, coarse dry sands, dry sand and silt mixes, sand and gravel mixes, and gravel type soils meet or exceed this allowable bearing capacity. If there is question regarding the foundation bed allowable bearing capacity, a soils testing engineer should be consulted. Situations where the allowable bearing capacity is lower than this value will require special attention.

NEW RECOMMENDED SLAB DESIGN FOR 2-POST LIFTS

FILE: MAN066

DATE: 2/98

REV DATE: 7/2003

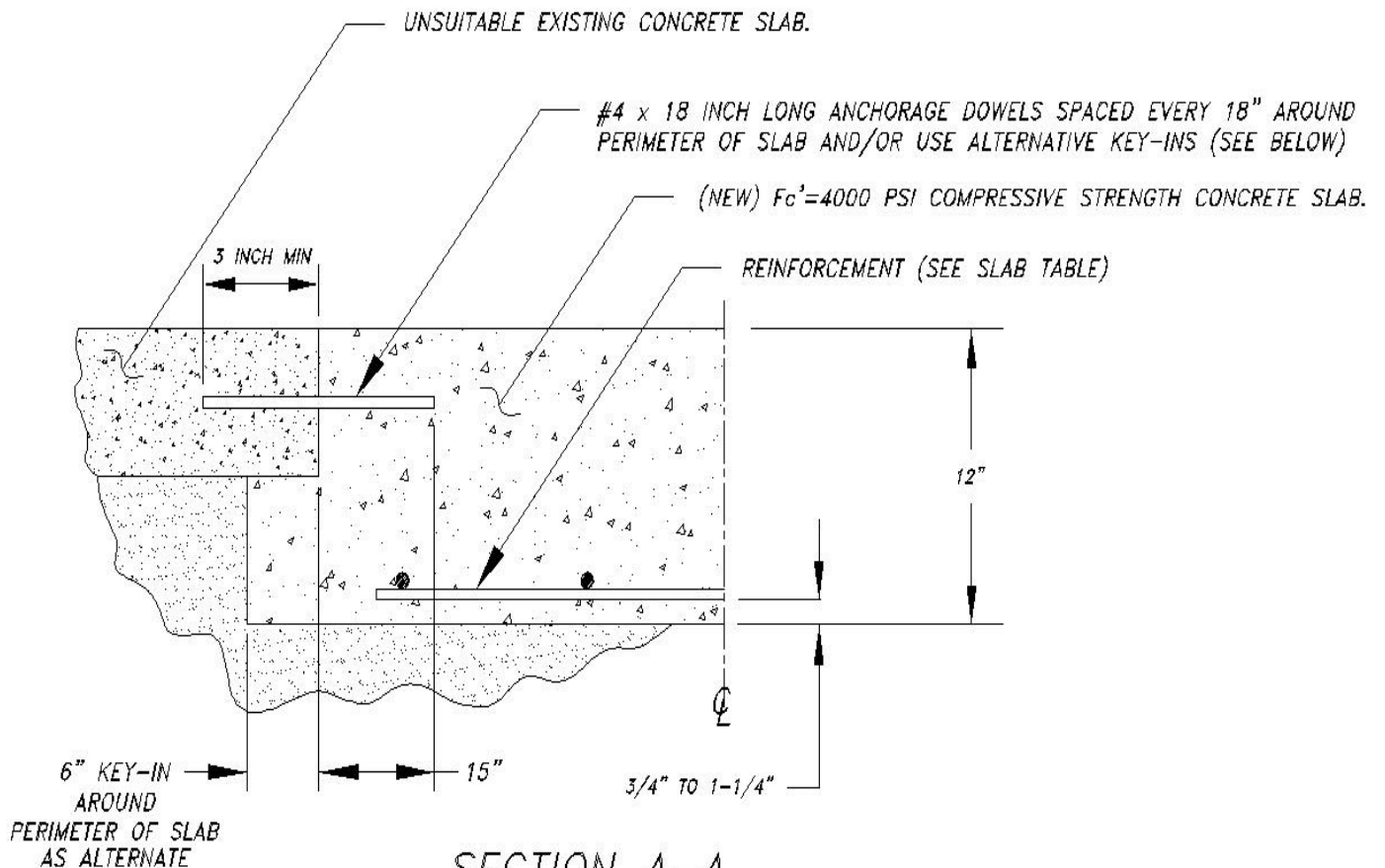
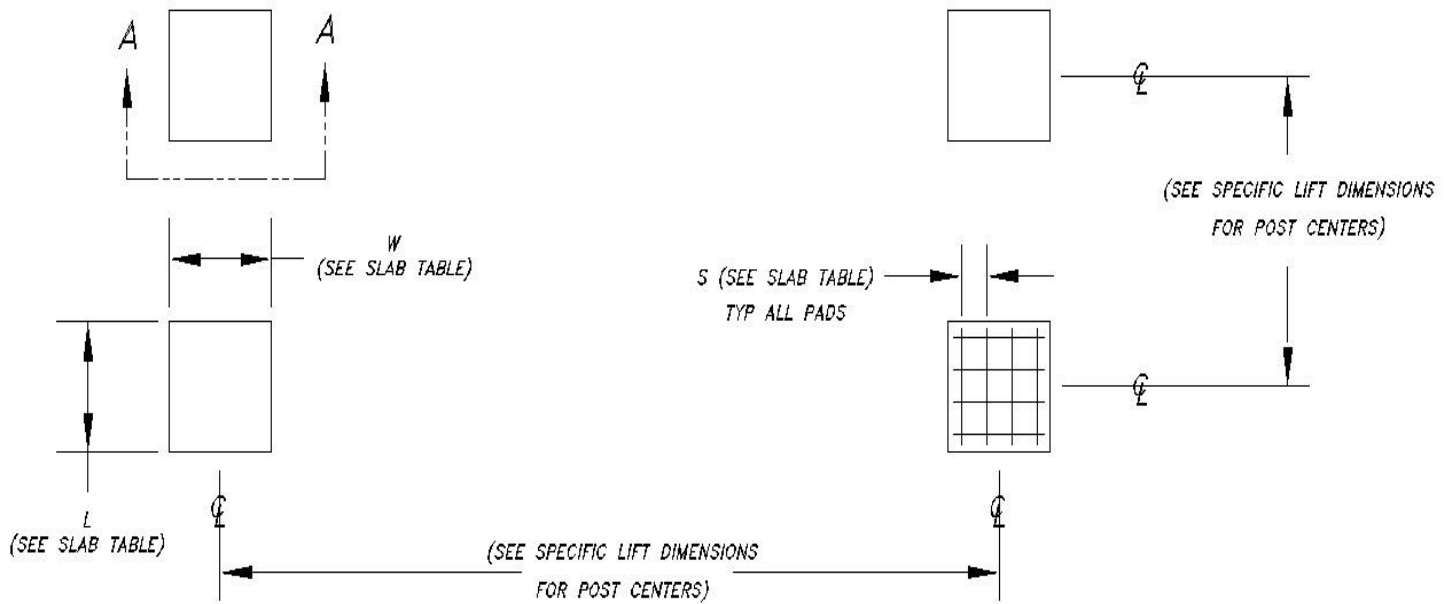


NEW RECOMMENDED SLAB DESIGN FOR 4-POST LIFTS

FILE: MAN089

DATE: 10/00

REV DATE: 7/2003





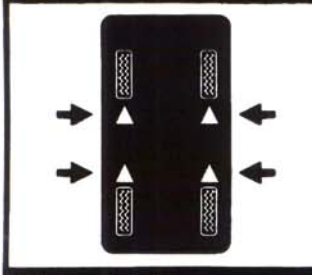
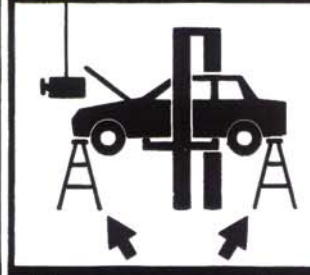


<p>⚠ WARNING</p>  <p>Clear area if vehicle is in danger of falling.</p> <p>©</p>	<p>⚠ WARNING</p>  <p>Position vehicle with center of gravity midway between adapters.</p> <p>©</p>
<p>⚠ WARNING</p>  <p>Remain clear of lift when raising or lowering vehicle.</p> <p>©</p>	<p>⚠ WARNING</p>  <p>Avoid excessive rocking of vehicle while on lift.</p> <p>©</p>
<p>⚠ WARNING</p>  <p>Do not override self-closing lift controls.</p> <p>©</p>	<p>⚠ WARNING</p>  <p>Keep feet clear of lift while lowering.</p> <p>©</p>

The messages and pictographs shown are generic in nature and are meant to generally represent hazards common to all automotive lifts regardless of specific style.

Funding for the development and validation of these labels was provided by the Automotive Lift Institute, PO Box 33116 Indialantic, FL. 32903.

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<p>⚠ CAUTION</p>  <p>Lift to be used by trained operator only.</p> <p>©</p>	<p>⚠ CAUTION</p>  <p>Authorized personnel only in lift area.</p> <p>©</p>
<p>⚠ CAUTION</p>  <p>Use vehicle manufacturer's lift points.</p> <p>©</p>	<p>⚠ CAUTION</p>  <p>Always use safety stands when removing or installing heavy components.</p> <p>©</p>
<p>⚠ CAUTION</p>  <p>Use height extenders when necessary to ensure good contact.</p> <p>©</p>	<p>⚠ CAUTION</p>  <p>Auxiliary adapters may reduce load capacity.</p> <p>©</p>

The messages and pictographs shown are generic in nature and are meant to generally represent hazards common to all automotive lifts regardless of specific style.

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<p>SAFETY INSTRUCTIONS</p>  <p>Read operating and safety manuals before using lift.</p> <p>©</p>	<p>SAFETY INSTRUCTIONS</p>  <p>Proper maintenance and inspection is necessary for safe operation.</p> <p>©</p>
<p>SAFETY INSTRUCTIONS</p>  <p>Do not operate a damaged lift.</p> <p>©</p>	<p>The messages and pictographs shown are generic in nature and are meant to generally represent hazards common to all automotive lifts regardless of specific style</p> <p>Funding for the development and validation of these labels was provided by the Automotive Lift Institute, PO Box 33116 Indialantic, FL 32903</p> <p>They are protected by copyright Set of labels may be obtained from ALI or its member companies</p> <p>© 1992 by ALI, Inc ALI/WL101s</p>

MOHAWK.

Because Quality Lasts Forever.



Model USL-6000

Full rise, space-saving, no-post, portable scissors lift, offers full under-car access.



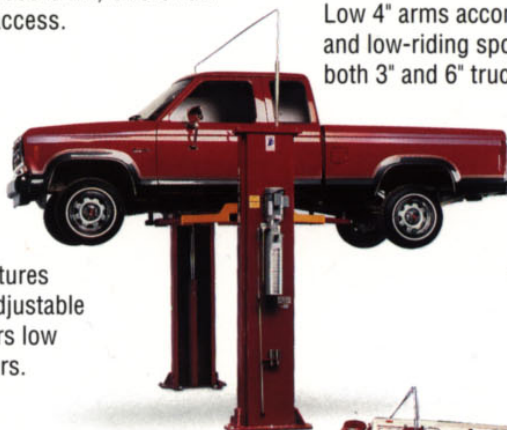
Model A-7

The A-7 is a 7,000 lb. capacity asymmetric lift that allows full opening of all vehicle doors as well as total undercar/underdash access, thanks to Mohawk's unique "clear-floor" design. Low 4" arms accommodate all imports and low-riding sports cars. Includes both 3" and 6" truck adapters.



Model System I

The 9,000 lb. capacity System I, like all Mohawk lifts, features Mohawk's patented hydraulic equalization system with adjustable overhead (or optional underground) hydraulic lines. Offers low 3 1/2" swing arms and comes standard with truck adapters.

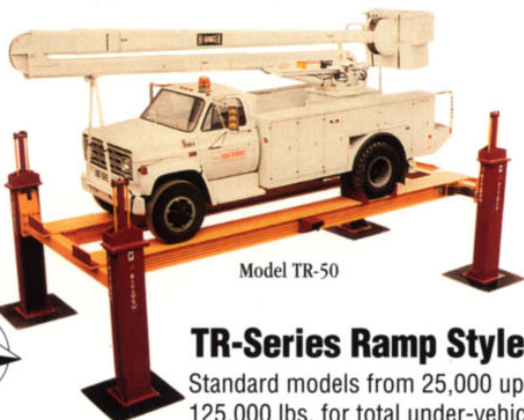


Model LMF-12, TP-15, TP-18, TP-26 & TP-30

These 12,000 to 30,000 lb. capacity models are the ideal heavy-duty lifts for up to Class VI trucks. Mohawk's unique "clear floor" design makes these the perfect lifts for all fleet applications. Truck adapters are standard equipment.



Model LMF-12



Model TR-50

TR-Series Ramp Style Lifts

Standard models from 25,000 up to 125,000 lbs. for total under-vehicle access.

Ramp lengths from 20' to 50'. Completely operated by a single technician, and features fully interlocked, redundant safety systems.



MOHAWK



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FAX 518-842-1289

www.mohawklifts.com



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(JPG FORMATS PREFERRED)

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BEST REGARDS & HAPPY LIFTING!

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