

MOHAWK

MADE IN THE USA



MODELS TP-18 & TP-20

**TP-18: 18,000 LB CAPACITY TWO-POST
TP-20: 20,000 LB CAPACITY TWO POST
VEHICLE LIFT MANUAL**

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

**MOHAWK SERVICE
DEPARTMENT**

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



Standard Mohawk Models
TP-18 & TP-18-WB
TP-20 & TP-20-WB

MOHAWK RESOURCES LTD.

P.O. BOX 110
65 VROOMAN AVENUE
AMSTERDAM, NY 12010
TOLL FREE : 1-800-833-2006
LOCAL : 1-518-842-1431
FAX : 1-518-842-1289
INTERNET: WWW.MOHAWKLIFTS.COM
E-MAIL: SERVICE@MOHAWKLIFTS.COM

TP-18-20-Master 11-07.doc
PART #601-800-015

REV DATE 11/5/07

**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.**

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)

APPENDAGE:

Rev (2/9/2006)

LIFT ENVIRONMENT:

All standard lifts are designed for indoor usage 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 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.

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.

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),

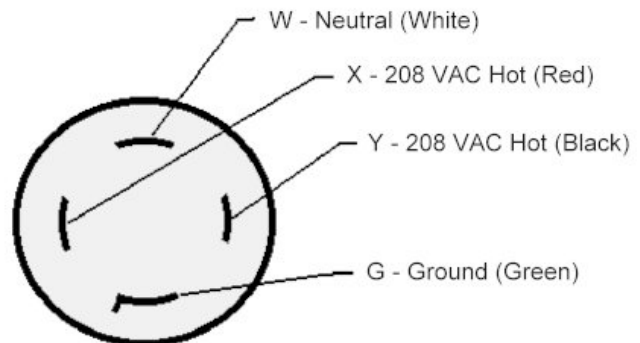
G: Ground (green)

W: Neutral (white)

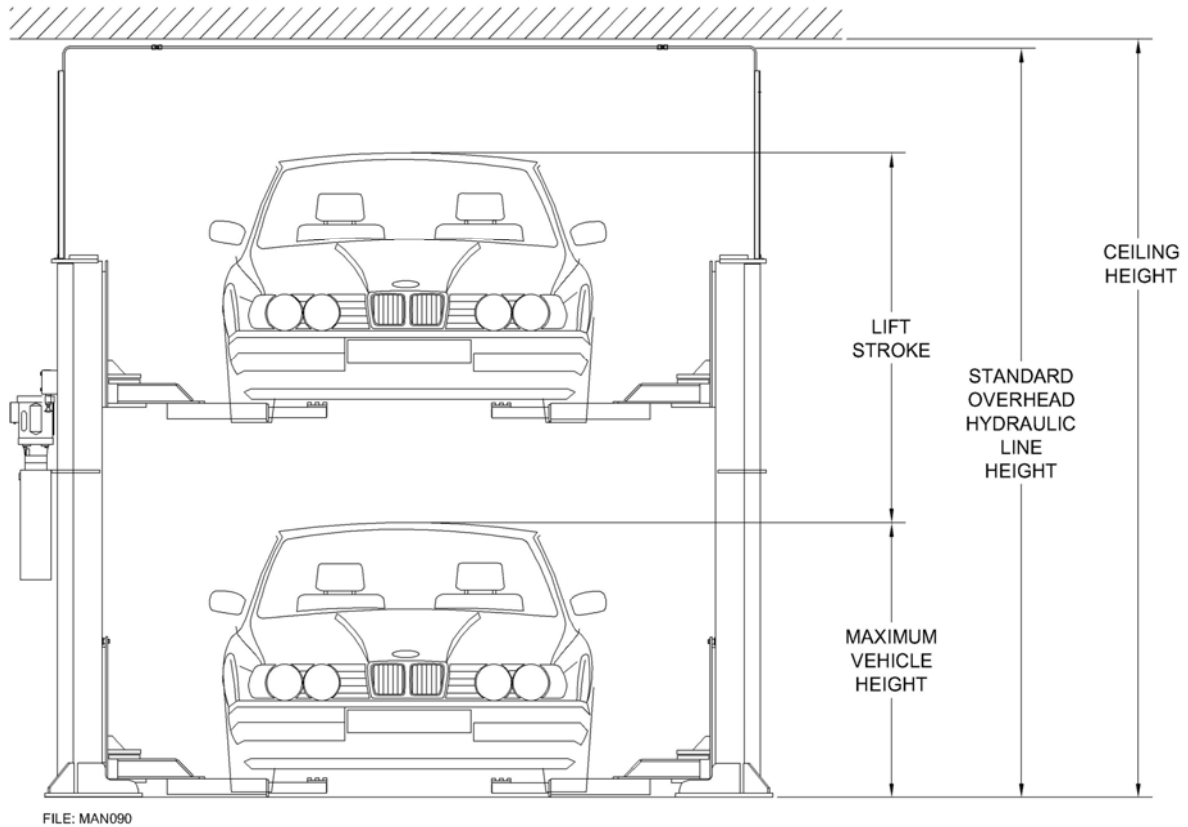
X: 208 VAC Hot, 110 VAC to ground (Red)

Y: 208 VAC Hot, 110 VAC to ground (Black)

Face of Plug Represented:



CEILING HEIGHT WARNING



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..)

MOHAWK MODEL TP-18 & TP-20

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:

MOHAWK RESOURCES LTD.

65 Vrooman Ave.

P.O. Box 110

Amsterdam, NY 12010

Toll Free: 1-800-833-2006

Local: 1-518-842-1431

Fax: 1-518-842-1289

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:2006 "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:2006.

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:2006.
- ◆ 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:2006 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.

MOHAWK WARRANTIES

EFFECTIVE DATE: 5/7/2007 *

GENERAL WARRANTY INFORMATION:

MOHAWK'S OBLIGATION UNDER THIS WARRANTY IS LIMITED TO REPAIRING OR REPLACING ANY PART OR PARTS RETURNED TO THIS FACTORY, TRANSPORTATION CHARGES PREPAID, WHICH PROVE UPON INSPECTION TO BE DEFECTIVE AND WHICH HAVE NOT BEEN MISUSED. DAMAGE OR FAILURE TO ANY PART DUE TO FREIGHT DAMAGE OR FAULTY MAINTENANCE IS NOT COVERED UNDER THIS WARRANTY. ALL WARRANTY CLAIMS MUST BE PERFORMED IN ACCORDANCE TO MOHAWK'S WARRANTY PARTS RETURN POLICY (CONTACT MOHAWK'S SERVICE DEPARTMENT FOR MORE INFORMATION). THIS WARRANTY DOES NOT COVER MIS-DIAGNOSING OF UNIT OR PARTS RETURNED THAT ARE NON-DEFECTIVE. THIS WARRANTY DOES NOT COVER ANY CONSEQUENTIAL OR INCIDENTAL DAMAGES INCLUDING, BUT NOT LIMITED TO, LOST REVENUES OR BUSINESS HARM. THIS EQUIPMENT HAS BEEN DESIGNED FOR USE IN NORMAL COMMERCIAL VEHICLE MAINTENANCE APPLICATIONS. A SPECIFIC INDIVIDUAL WARRANTY MUST BE ISSUED FOR UNITS THAT DEVIATE FROM INTENDED USAGE, SUCH AS HIGH CYCLE USAGE IN INDUSTRIAL APPLICATIONS, OR USAGE IN EXTREMELY ABUSIVE ENVIRONMENTS, ETC.. MOHAWK RESERVES THE RIGHT TO DECLINE RESPONSIBILITY WHEN REPAIRS HAVE BEEN MADE OR ATTEMPTED BY OTHERS. THIS WARRANTY DOES NOT COVER DOWNTIME EXPENSES INCURRED WHEN UNIT IS IN REPAIR. THE MODEL NAME AND SERIAL NUMBER OF THE EQUIPMENT MUST BE FURNISHED WITH ALL WARRANTY CLAIMS. THIS WARRANTY STATEMENT CONTAINS THE ENTIRE AGREEMENT BETWEEN MOHAWK RESOURCES LTD. AND THE PURCHASER UNLESS OTHERWISE SPECIFICALLY EXPRESSED IN WRITING. THIS NON-TRANSFERABLE WARRANTY APPLIES TO THE ORIGINAL PURCHASER ONLY. THIS WARRANTY IS APPLICABLE TO UNITS LOCATED ONLY IN THE UNITED STATES OF AMERICA AND CANADA. CONTACT MOHAWK RESOURCES LTD. FOR SPECIFIC WARRANTY PROVISIONS FOR UNITS LOCATED OUTSIDE OF THESE COUNTRIES.

STRUCTURAL COMPONENTS (ALL LIFTS):

ALL STRUCTURAL AND MECHANICAL COMPONENTS OF THIS UNIT ARE GUARANTEED FOR THE BELOW STATED TIME FRAME, SPECIFIC TO MODEL LISTED, FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

5-YEAR: MODELS A-7, SYSTEM IA, SYSTEM IA-10, TOMAHAWK-9000, LMF-12, TP-15, TP-16, TP-18, TP-20, TP-26, TP-30, & TL-7.

3-YEAR: MODELS TR-19, TR-25, FL-25, TR-33, TR-35, TR-50, TR-75, TR-110, TR-120, MP-SERIES, RP-SERIES LIFTS.

2-YEAR: MODELS PARALLELOGRAM SERIES LIFTS.

1-YEAR: MODELS HR-6, TD-1000, CT-1000, USL-6000.

POWER UNIT (ALL LIFTS):

ALL POWER UNIT COMPONENTS (MOTOR, PUMP AND RESERVOIR) ARE GUARANTEED FOR TWO YEARS FOR PARTS (ONE YEAR LABOR), FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

HYDRAULIC CYLINDERS (MODEL SPECIFIC LIFTS):

SEE MOHAWK'S "EXTENDED LIFETIME CYLINDER WARRANTY" FOR SPECIFIC WARRANTY PROVISIONS FOR HYDRAULIC CYLINDERS. THE "EXTENDED LIFETIME CYLINDER WARRANTY" IS APPLICABLE TO THE FOLLOWING MOHAWK LIFTS ONLY: A-7, SYSTEM IA, SYSTEM IA-10, LMF-12, TP-15, TP-18, TP-20, TP-26, TP-30. ALL OTHER MODELS ARE GUARANTEED FOR TWO YEARS PARTS AND ONE YEAR LABOR (EXCEPT HR-6, WHICH IS ONE YEAR PARTS ONLY), FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

ELECTRICAL COMPONENTS (ALL LIFTS):

ALL ELECTRICAL COMPONENTS (EXCLUDING MOTOR) ARE GUARANTEED FOR ONE YEAR FOR PARTS AND LABOR, FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

PNEUMATIC-AIR COMPONENTS (ALL LIFTS):

ALL PNEUMATIC (AIR) COMPONENTS (I.E. AIR CYLINDERS AND POPPET AIR VALVES) ARE GUARANTEED FOR ONE YEAR FOR PARTS AND LABOR, FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

STANDARD OPTIONS (ALL LIFTS):

ALL STANDARD OPTIONS OF THIS UNIT ARE GUARANTEED FOR ONE YEAR FOR PARTS AND LABOR, FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

SPECIAL AND/OR CUSTOMIZED LIFTS AND OPTIONS:

ALL "SPECIAL" LIFTS AND/OR "CUSTOMIZED" OPTIONS ON THIS UNIT ARE GUARANTEED FOR ONE YEAR FOR PARTS ONLY (EXCLUDING LABOR), FROM THE DATE OF INVOICE, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.

WARRANTY EXCEPTIONS (ALL LIFTS):

ADJUSTMENTS: THIS WARRANTY DOES NOT COVER CASUAL AND ROUTINE ADJUSTMENTS SUCH AS, BUT NOT LIMITED TO: FITTINGS, J-BAR ADJUSTMENTS, ANCHOR BOLT RE-TIGHTENING, OR ANY SHIMMING OR ADJUSTMENTS REQUIRED DURING A PROPER AND PROFESSIONAL INSTALLATION BY A QUALIFIED INSTALLER.

MAINTENANCE AND INSPECTIONS: IF THIS UNIT IS NOT MAINTAINED AND INSPECTED IN ACCORDANCE TO THE RELEVANT SECTIONS IN THE USERS MANUAL FOR THIS SPECIFIC MODEL, WARRANTY IS SUSPENDED UNTIL THE LIFT CONDITION IS PROVEN TO BE TO MOHAWK'S SATISFACTION (ANY CURRENT CLAIMS WILL NOT BE PAID UNTIL THIS REQUIREMENT IS MET). OSHA, ANSI AND MOHAWK REQUIRE THAT RECORDS MUST BE MAINTAINED TO PROVE THAT INSPECTIONS AND MAINTENANCE OF THIS UNIT HAVE BEEN ROUTINELY PERFORMED BY QUALIFIED INDIVIDUALS.

ABUSE: IF THIS UNIT IS FOUND TO BE OVERLOADED (PURPOSELY OR UNKNOWINGLY), USED IN A SITUATION BEYOND ITS INTENDED FUNCTION, NOT MAINTAINED OR INSPECTED REGULARLY, OR USED IN AN ABUSIVE ENVIRONMENT, ETC., THIS WARRANTY IS VOID IN ITS ENTIRETY.

NON-EXISTENT PROBLEMS: FOR SERVICE VISITS, PART REPLACEMENTS, LABOR, ETC. FOR PARTS FOUND TO BE NON-DEFECTIVE, OR FOR A UNIT DIS-FUNCTION THAT DOES NOT EXIST, IT IS THE LIFT OWNER THAT REQUESTED THE SERVICE VISIT WHO BEARS THE RESPONSIBILITY OF ALL RELATED EXPENSES.

BATTERIES: ALL BATTERIES CARRY THE BATTERY MANUFACTURER'S WARRANTY. MAINTENANCE REQUIREMENTS AND ABUSE PROVISIONS ARE AS STATED BY THE BATTERY MANUFACTURER. REFER TO BATTERY MANUFACTURER'S WARRANTY.

*** THIS WARRANTY SUPERSEDES ALL OTHER WARRANTY POLICIES PREVIOUSLY STATED AND IN ALL OTHER MOHAWK PRODUCT SPECIFIC LITERATURE (MANUALS, BROCHURES, ETC.).**

EXTENDED LIFETIME CYLINDER WARRANTY

AS THE ORIGINAL PURCHASER OF A MOHAWK LIFT MANUFACTURED BY MOHAWK RESOURCES, LTD. YOU ARE ENTITLED TO AN EXTENDED CYLINDER SEAL KIT REPAIR WARRANTY. TO QUALIFY FOR THIS WARRANTY, THE FOLLOWING CONDITIONS MUST BE MET:

- ◆ ALL LIFTS MUST BE REGISTERED WITH MOHAWK RESOURCES, LTD., P.O. BOX 110, 65 VROOMAN AVENUE, AMSTERDAM, NY 12010, WITH THE ORIGINAL CUSTOMER NAME, ADDRESS AND PHONE NUMBER, WITHIN 30 DAYS OF INSTALLATION.
(PLEASE USE THE POSTAGE PAID WARRANTY REGISTRATION CARD ATTACHED TO THE FRONT OF THIS MANUAL.)
- ◆ ANY CYLINDER THAT IS PAST ITS NORMAL 5-YEAR WARRANTY PERIOD MUST BE SHIPPED FREIGHT PRE-PAID TO THE MOHAWK PLANT.
- ◆ UPON COMPLETION OF INSTALLING A COMPLETE SEAL KIT, MOHAWK WILL SHIP THE CYLINDER TO YOU, FREIGHT COLLECT.
- ◆ MOHAWK'S OBLIGATION UNDER THIS WARRANTY IS LIMITED TO REPAIRING ANY CYLINDER, WHICH UPON INSPECTION HAS NOT BEEN MISUSED. MOHAWK RESERVES THE RIGHT TO DECLINE RESPONSIBILITY WHEN THE REPAIRS HAVE BEEN MADE, OR ATTEMPTED BY OTHERS. THE FOREGOING CONTAINS THE ENTIRE AGREEMENT BETWEEN MOHAWK RESOURCES, LTD. AND THE PURCHASER, UNLESS SPECIFICALLY EXPRESSED IN WRITING. THIS WARRANTY IS NON-TRANSFERABLE AND RUNS TO THE ORIGINAL PURCHASER ONLY.

THIS IS NOT A "LEND A CYLINDER" POLICY. AS STATED ABOVE, YOUR ORIGINAL CYLINDER (WHEN OUT OF ITS ORIGINAL 5-YEAR WARRANTY) WILL HAVE ITS SEALS REPLACED, WITH ALL FREIGHT CHARGES THE RESPONSIBILITY OF YOU, THE CUSTOMER.

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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
P.O. BOX 110
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. SEE FIGURE 1. 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 ½". 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 LISTED 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.

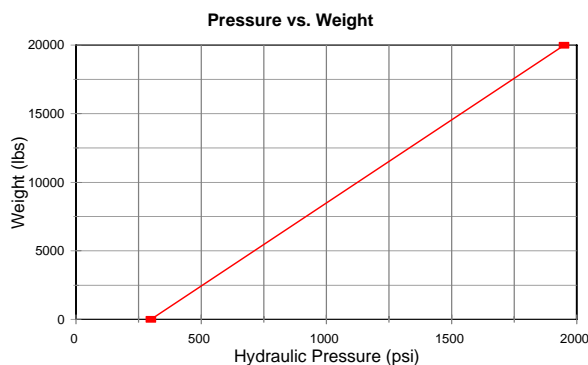
SAFE OPERATION OF THIS EQUIPMENT IS DEPENDENT ON USE, IN COMPLIANCE WITH THE OPERATION PROCEDURES OUTLINED IN THIS MANUAL ALONG WITH THE MAINTENANCE AND INSPECTION PROCEDURES WITH CONSIDERATION OF PREVAILING CONDITIONS.

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.

SPECIFICATIONS**LIFT SPECIFICATIONS**

LIFT TYPE / TWO POST	ELECTRIC / HYDRAULIC
TP-18 LIFTING CAPACITY	18,000 LBS.
TP-20 LIFTING CAPACITY	20,000 LBS.
PER ARM CAPACITY	5,000 LBS.
LIFTING SPEED APPROX.	3 MINUTES 45 SECONDS
LIFTING HEIGHT	72 INCHES
OVERALL WIDTH	168 INCHES
WIDTH BETWEEN POST	132 INCHES
WIDTH BETWEEN CARRIAGES	108 1/2 INCHES
CYLINDER EXTENSION	162-5/8 INCHES
POST HEIGHT	121-1/2 INCHES
OVERHEAD HYDRAULIC LINES	192 INCHES
LIFTING PAD HEIGHT (MIN)	5-3/8 INCHES
LIFTING PAD HEIGHT (MAX)	77-3/8 INCHES
SHIPPING WEIGHT	8,170 LBS.

PERFORMANCE TABLE**PRE-EXISTING FLOOR REQUIREMENTS**

MINIMUM THICKNESS	MINIMUM COMPRESSIVE STRENGTH	MINIMUM AGING
6 1/2"	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.

POWER UNIT SPECIFICATIONS

BRAND NAME	MONARCH
MODEL	M-4509-0101
POWER UNIT TYPE	VERTICAL
MOTOR VOLTAGE	208 / 230
F.L.A. AT RATED CAPACITY	17.4 / 146
MOTOR HORSEPOWER	2.5
MOTOR PHASE	SINGLE
MOTOR CYCLE / HERTZ	60
MOTOR SPEED (R.P.M.)	3,450
PUMP FLOW (G.P.M.)	2.39 @ 3450 R.P.M.
RELIEF VALVE SETTING	2,250 P.S.I.
WORKING PRESSURE	1,950 P.S.I.
RESERVOIR CAPACITY	5 GALLONS
HYDRAULIC FLUID MEDIUM	DEXRON III

SUGGESTED SITE SELECTION / BAY SIZE

WIDTH	DEPTH	HEIGHT
15 FEET	25 FEET	16 FEET

NOTE

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

AIR VALVE TRIO

FILTER / REGULATOR	LUBRICATOR / OIL TYPE
65 PSIG	SAE NO. 10

IT IS NOT RECOMMENDED TO OPERATE THE LIFT UNDER 33 DEGREES F DUE TO AIR LINE FREEZING.

**FLOOR MODIFICATION DATA
NEW FLOOR SECTION**

THICKNESS	SLAB SIZE WIDTH x LENGTH	CUBIC YARDS
12 INCHES	72 INCH x 186 INCH	2.8

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 WHICH 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.

RECOMMENDED TOOL LIST

SIZE / QTY	DESCRIPTION	USED IN
2 - 1/4 IN	WRENCH & SOCKET	SWING ARM PINS
1 - 1/2 IN	SOCKET	POST MOUNTING BOLTS
1 - 1/8 IN	SOCKET	POWER UNIT MOUNTING BRACKET
1 - 1/6 IN	WRENCH	POWER UNIT MOUNTING BRACKET
11/16 IN	WRENCH	HYDRAULIC LINES
5/8 IN	WRENCH	HYDRAULIC LINES
1/2 IN	WRENCH & SOCKET	ACCESS PLATES
7/16 IN	WRENCH & SOCKET	STARTER BOX
1 8 FT. MIN.	CHAIN / NYLON STRAP	ERECTING POST / POWER UNIT
1	FLAT HEAD SCREW DRIVER	AIR REGULATOR
1	RATCHET WRENCH	AS NEEDED
1	VICE GRIPS	AS NEEDED
1	CRESCENT WRENCH	AS NEEDED
1	4 FT BUBBLE LEVEL	VERIFY LEVEL ASSEMBLY
1	PRY BAR	ADJUSTING / 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 2 TON MIN.	FORK TRUCK OVERHEAD CRANE	LIFTING / ERECTING / MOVING HEAVY ITEMS
8 FT	STEP LADDER	ASSEMBLE ELEVATED ITEMS

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 IN WHICH THE LIFT WILL BE LOCATED SHALL BE FREE OF OBSTRUCTIONS. HEATERS, BUILDING SUPPORTS, ELECTRICAL CONDUIT, ETC.

DEFECTIVE CONCRETE

VISUALLY INSPECT THE BAY FLOOR AREA. THE UNIT CAN NOT BE INSTALLED ON EXPANSION SEAMS, OR CONCRETE WHICH 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.

POWER SUPPLY

THE STANDARD POWER UNIT IS 208-230 VOLT SINGLE PHASE. REFER TO THE POWER SUPPLY SPECIFICATIONS. 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.

AIR SUPPLY

THE MAIN SIDE POST WILL REQUIRE THE AIR SUPPLY FOR THE UNIT.

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. 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.
- REFERENCE ALL FIGURES PERTAINING TO DRILLING, WEJ-IT WARNINGS, AND INSTALLATION INSTRUCTIONS.
- 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 132 INCHES. SEE **FIGURE 8**.
- 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 NINE 3/4 INCH HOLES ON THE OUTSIDE OF THE MAIN SIDE POST USING THE HOLES AT THE BASE OF THE POST AS A GUIDE.. (DO NOT DRILL AT THE 1 INCH DIAMETER HOLES IN THE BASE PLATE.) 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 CORRECT.
- DRILL (9) NINE 3/4 INCH HOLES ON THE OUTSIDE OF THE OFF SIDE POST USING THE HOLES AT THE BASE OF THE POST AS A GUIDE. (DO NOT DRILL AT THE 1 INCH DIAMETER HOLES IN THE BASE PLATE.) 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.

INSTALLING THE LIFT

USE THE PACKING LIST IN THIS MANUAL TO VERIFY ALL SUPPLIED PARTS.

WARNING

- EACH POST WEIGHS OVER 4,000 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.

ERECT THE MAIN AND OFF SIDE POSTS TO THE UP-RIGHT POSITION. ALIGN THE POST FOOTINGS TO THE DIMENSIONS SHOWN FOR SETTING OF LIFT. ENSURE THAT INSIDE POST DIMENSION IS HELD. MATCH DRILL BASE PLATE HOLES AS STATED IN PREVIOUS SECTION.

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.

- 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

SECURE THE MAIN AND OFF SIDE POSTS TO THE BAY FLOOR USING THE (18) ¾" x 6" WEJ-IT ANCHOR BOLTS & FLAT WASHERS. SECURE THE POWER UNIT TO THE MAIN SIDE POST WITH HARDWARE INCLUDED IN PARTS BOXES.

REMOVE THE BREATHER PORT PLUG ON THE POWER UNITS RESERVOIR AND DISCARD. VERIFY FLUID LEVEL. (1/2 IN. BELOW BREATHER PORT WHEN BOTH CYLINDERS ARE FULLY RETRACTED) ADD DEXRON III AS NEEDED TO FILL. ALWAYS USE A CLEAN FUNNEL AND FILTER. INSTALL THE BREATHER CAP.

REMOVE THE PULL VALVE PORT PLUG ON THE DIVERTER VALVE. INSERT AND TIGHTEN THE PULL VALVE. TIGHTEN TO 10 FOOT POUNDS. REFER TO DIVERTER VALVE ASSEMBLY

ASSEMBLE THE MANUAL PNEUMATIC VALVE TO THE POWER UNIT MOUNTING BRACKET. CONNECT AIR LINE FROM VALVE TO THE AIR CYLINDERS IN THE POST AS SHOWN IN THE TP-20 PNEUMATIC SYSTEM DIAGRAM.

CONNECT OVER-HEAD HYDRAULIC LINES BETWEEN POSTS. REFER TO THE TP-20 HYDRAULIC SYSTEM. CONNECT OVER-HEAD PNEUMATIC LINES BETWEEN POSTS. REFER TO THE TP-20 PNEUMATIC SYSTEM.

AIR LINE HOOKUP

CONNECT SHOP AIR SUPPLY TO MANUAL PNEUMATIC VALVE LOCATED NEXT TO POWER UNIT. FILTER, REGULATOR AND LUBRICATOR TO BE SUPPLIED BY OTHERS. ENSURE THAT INCOMING PRESSURE TO LIFT DOES NOT EXCEED 100 PSI.

INSTALLATION INSTRUCTIONS CONTINUED

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

REMOVE THE PACKING BRACKETS FROM THE MAIN AND OFF SIDE CARRIAGE.

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

LIFTING UP ON THE SWING ARM RESTRAINT. INSERT THE FOUR SWING ARMS INTO THE CARRIAGES. 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 AT THE END OF EACH SLIDER.

PLACE THE 12 HEIGHT ADAPTERS INTO PLACE ON THE SIDE OF THE MAIN AND OFF SIDE POSTS.

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 TWO MINUTES. (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.

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 THE DIVERTER VALVE PULL KNOB.

- 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.

ENGAGE THE DOWN BUTTON, 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.

- 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.
- POSITIONING OF VEHICLE AND OPERATION OF THE LIFT SHOULD BE DONE ONLY BY TRAINED AND AUTHORIZED PERSONNEL.
- 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, 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 UNOBSTRUCTED CLEARANCE. DO NOT HIT OR RUN OVER LIFT ARMS, ADAPTERS, OR AXLE SUPPORTS. THIS COULD DAMAGE LIFT OR VEHICLE.
- 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.

LIFT FINAL CHECKOUT (AFTER INSTALLATION):

REV (2/9/2006)

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 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.

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 (2/9/2006)

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:

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 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) 7 ½" 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.

AIR PRESSURE TO LIFT

- INSURE SUFFICIENT AIR IS AVAILABLE TO THE LIFT TO OPERATE THE PNEUMATIC LOCK SYSTEM.

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 WERE 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 CAM FOLLOWER 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.

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. STOP AND VERIFY LIFTING PAD POSITION WHEN THE LIFTING PADS HAVE MADE CONTACT WITH THE VEHICLE.
- RAISE VEHICLE TO THE DESIRED WORKING HEIGHT.
- PRESS THE DOWN HANDLE AND 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.
- DEPRESS THE UP-BUTTON ON THE POWER UNIT. RAISE UNIT APPROXIMATELY TWO INCHES.
- DEPRESS THE LOCK RELEASE AND DOWN HANDLE. LOWER UNIT TO THE DESIRED WORKING HEIGHT.
- ALWAYS RAISE UNIT UNTIL BOTH MECHANICAL SAFETIES RE-ENGAGE. DEPRESS THE DOWN-HANDLE LOWERING THE UNIT ONTO THE MECHANICAL SAFETIES
- IF WORK IS COMPLETE, CONTINUE LOWERING THE UNIT UNTIL BOTH CARRIAGES ARE FULLY LOWERED.

MAINTENANCE PROCEDURES

QUALIFIED MAINTENANCE PERSONNEL ONLY

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.
- PERFORM THE HYDRAULIC SAFETY CHECKS. (SEE TROUBLE SHOOTING)
- 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.
- CHECK LUBRICATOR FLUID LEVEL. FILL IF NEEDED.
- DRAIN FILTER REGULATOR OF EXCESSIVE MOISTURE.

MONTHLY

- INSPECT ALL HYDRAULIC COMPONENTS FOR LEAKS, DEFORMATION, WEAR OR CORROSION.
- TIGHTEN ALL FASTENERS, HYDRAULIC / PNEUMATIC 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 ARE TO BE REMOVED, RE-SEALED, AND RE - INSTALLED. (SELECT - UNITE THREAD SEALANT OR EQUIVALENT ON FITTING THREADS)
- INSPECT ANCHOR BOLT CONDITIONS FOR ANY POSSIBLE CORROSION AND INSPECT THE FLOOR FOR ANY SIGNS OF FATIGUE OR FRACTURES.

SEMI- ANNUAL TRAINING

- QUALIFY / RE-QUALIFY ALL PERSONNEL IN THE SAFE OPERATION OF THIS UNIT.
- VERIFY ALL FASTENERS TO PROPER TORQUE:
 SWING ARM NUTS TO 1000 FT-LB
 CARRIAGE STOP FASTENERS TO 170 FT-LB
 CARRIAGE SIDE ROLLER NUTS TO 300 FT-LB
 LIFTING ROD NUTS TO 720 FT-LB
 CYLINDER TOP BOLT TO 720 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 A LIGHT LUBRICANT (WD-40).
- THE MAIN CARRIAGE BEARINGS ARE FACTORY LUBRICATED AND 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

- 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.**
- 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.

TROUBLE SHOOTING

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

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 FAIL.

HYDRAULIC SAFETY CHECK

MAIN SIDE SAFETY CHECK:

1. RAISE THE UNIT APPROXIMATELY 3 FEET
2. DISENGAGE THE OFF SIDE MECHANICAL SAFETY
3. LOWER THE UNIT ONTO THE MAIN SIDE MECHANICAL SAFETY
4. WHILE CONTINUING TO HOLD DOWN THE POWER UNIT LOWERING HANDLE, OBSERVE THE OFF SIDE CARRIAGE FOR MOVEMENT. THE UNIT HAS CHECKED OUT OK IF THEIR IS NO MOVEMENT (OFF SIDE CARRIAGE DOES NOT CONTINUE TO LOWER)

OFF SIDE SAFETY CHECK:

1. RAISE THE UNIT APPROXIMATELY 3 FEET
2. DISENGAGE THE MAIN SIDE MECHANICAL SAFETY
3. LOWER THE UNIT ONTO THE OFF SIDE MECHANICAL SAFETY
4. WHILE CONTINUING TO HOLD DOWN THE POWER UNIT LOWERING HANDLE, OBSERVE THE MAIN SIDE CARRIAGE FOR MOVEMENT. THE UNIT HAS CHECKED OUT OK IF THEIR IS NO MOVEMENT (MAIN SIDE CARRIAGE DOES NOT CONTINUE TO LOWER)

NOT RAISING LOAD	
POSSIBLE CAUSE	SOLUTION
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 TO HEAVY TO BE RAISED
NOT LOWERING	
FLOW CONTROL VALVE	CLOSE FLOW CONTROL VALVE. OPEN TWO TURNS. RAISE UNIT THEN LOWER.
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.
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.
	THE CARRIAGE BEARINGS ON THE MAIN AND OFF SIDE MUST NOT CONTACT THE CARRIAGE STOPS. (RESULT OF INCORRECT ROD ADJUSTMENT.)

TROUBLE SHOOTING CONTINUED

RAISING UNEVEN CONTINUED	
POSSIBLE CAUSE	SOLUTION
POSTS OUT OF SQUARE	VERIFY LEVEL ASSEMBLY. MAKE ANY AND ALL NECESSARY ADJUSTMENTS.
SHOP FLOOR UNEVEN	VERIFY PROPER INSTALLATION OF MAIN SIDE POST. MAIN SIDE TO BE ON HIGH SIDE.
	ALSO SEE SPECIAL LIFTING PADS.
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, THEN ENGAGE THE UP BUTTON AT THE SAME TIME. RUN UNIT APPROX. 10 SEC.
EMERGENCY LOWERING VALVE OPEN	FULLY CLOSE THE VALVE. TIGHTEN SET SCREW.
POPPING NOISE WHEN RAISING	
LOAD NOT CENTERED	VEHICLE IS TOO FAR FORWARD OR TOO FAR BACK. POSITION THE VEHICLE SO THAT THE TWO TOP CAM BEARINGS (BEARINGS ON THE CARRIAGE WHICH RIDE ON THE EDGE OF THE POST CHANNEL) ARE FREE TO SPIN WHEN ALL FOUR TIRES ARE OFF THE FLOOR.
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.

MODEL:
SERIAL NUMBER:
DATE OF INSTALLATION:

SERVICE CHART

DATE	PART REPLACED / SERVICED	SERVICE COMPANY	SERVICED BY

MAINTENANCE CHART

DATE	MAINTENANCE PERFORMED	SERVICE COMPANY	SERVICED BY

MOHAWK MODEL TP-18 & TP-20

MOHAWK

MADE IN THE U.S.A.

MODEL TP-20

FIGURES & DIAGRAMS



MOHAWK RESOURCES LTD.

P.O. BOX 110

65 VROOMAN AVENUE

AMSTERDAM, NY 12010

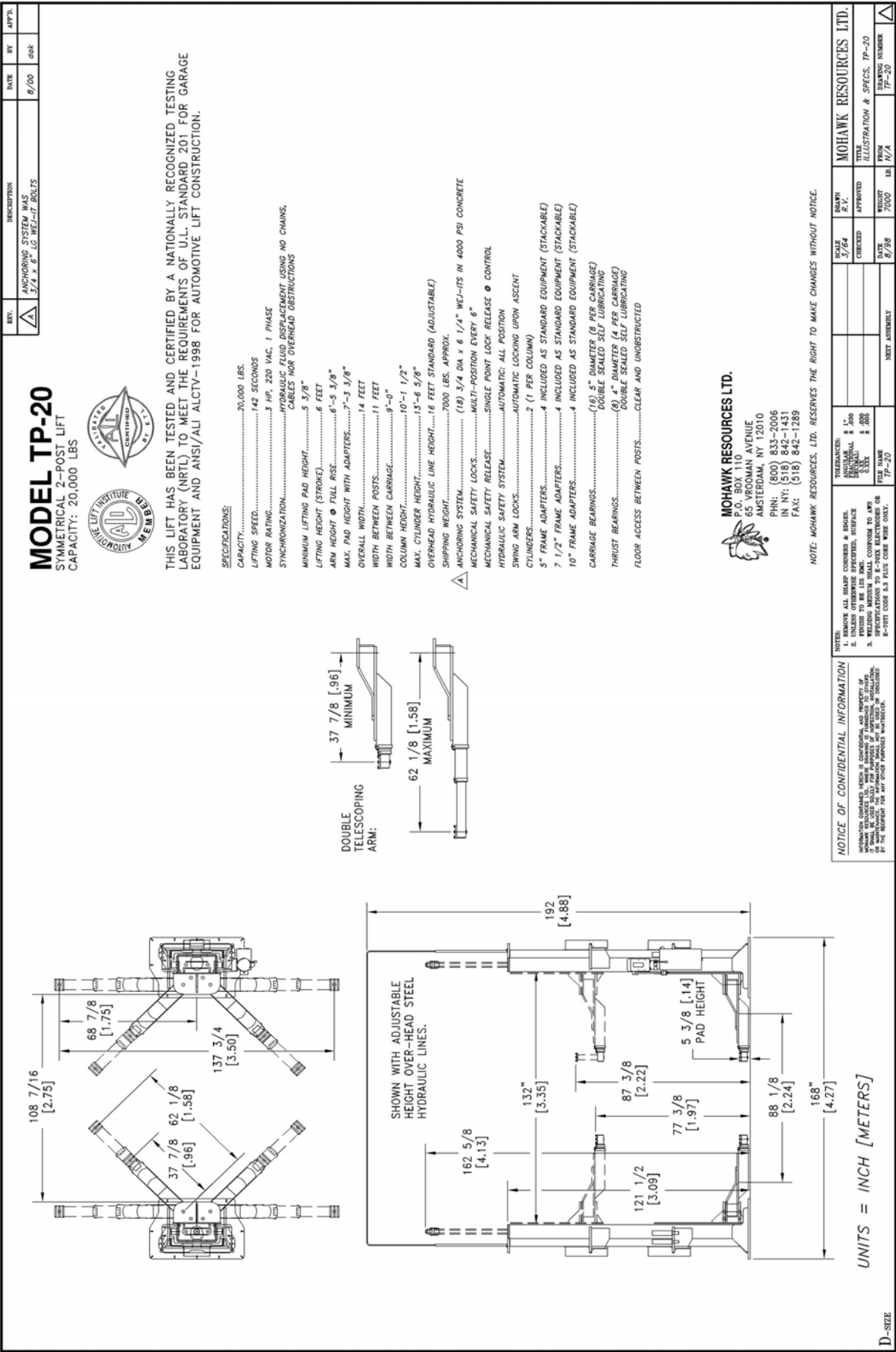
TOLL FREE : 1-800-833-2006

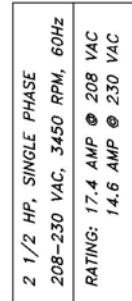
LOCAL : 1-518-842-1431

FAX : 1-518-842-1289

INTERNET: WWW.MOHAWKLIFTS.COM

E-MAIL: SERVICE@MOHAWKLIFTS.COM





TOLERANCES:
ANGULAR
FRACTIONAL
DECIMAL:
0.XX
0.XXX

		SCALE N/A	DRAWN R. V.	MOHAWK RESOURCES LTD. TITLE ELECTRICAL SCHEMATIC, 2 1/2 HP (2004)
		CHECKED	APPROVED	
NEXT ASSEMBLY		DATE 11/97	WEIGHT N/A	FROM N/A
				DRAWING NUMBER 00-007-091 

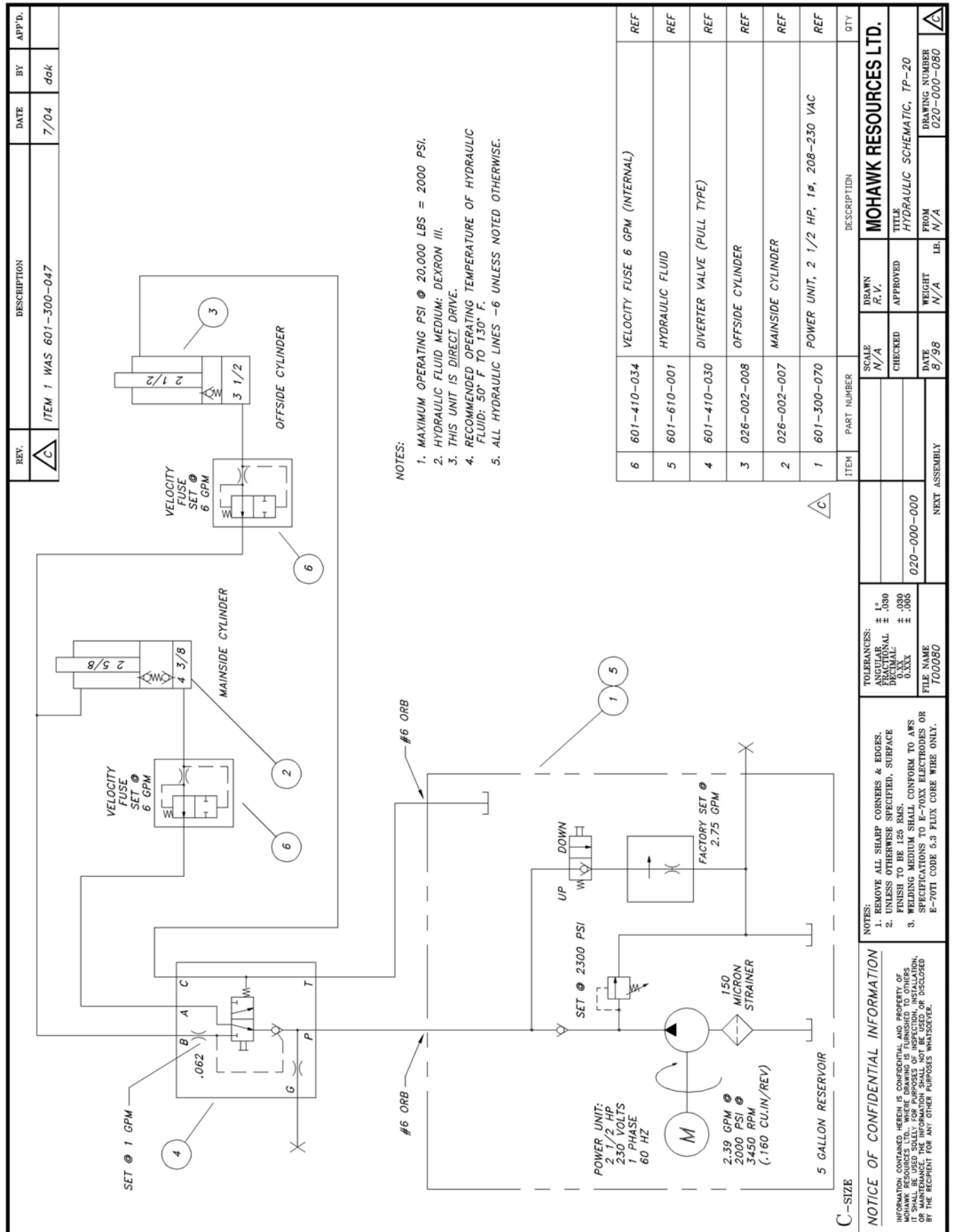
NOTICE OF CONFIDENTIAL INFORMATION

2. UNLESS OTHERWISE SPECIFIED, SURFACE FINISH TO BE 125 RMS.

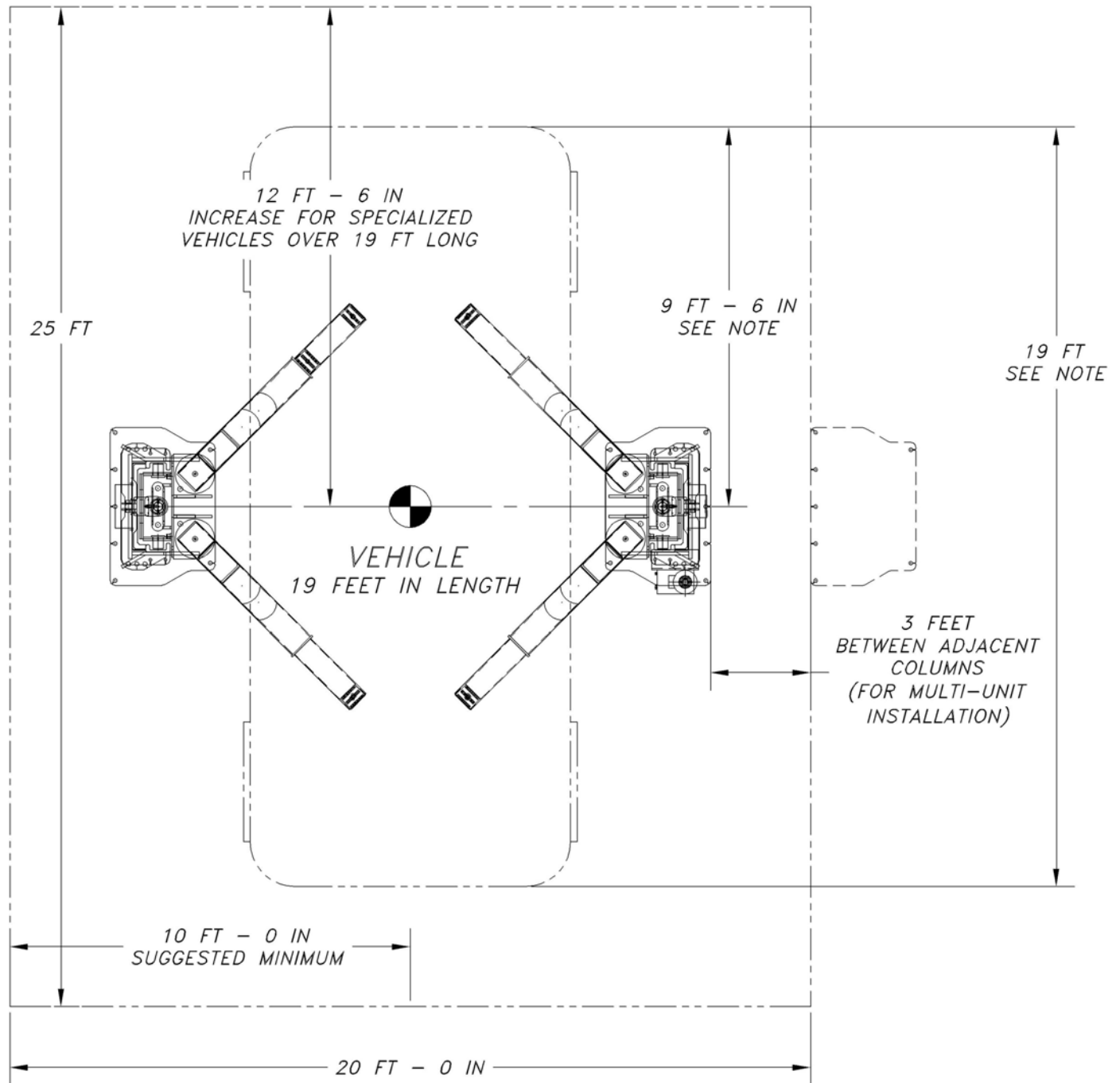
3. WELDING MEDIUM SHALL CONFORM TO AWS SPECIFICATIONS TO E-70XX ELECTRODES OF E-70T1 CODE 6.3 FLUX CORE WIRE ONLY.

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 E-70T1 CODE 5.3 FLUX CORE WIRE ONLY

1. ALL ELECTRICAL EQUIPMENT AND WIRING SHALL CONFORM TO ANSI/NFPA 70-1990, 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 Z244.1-1982, 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. THE FOLLOWING COLOR WIRES SHALL BE RESERVED:
GREEN: ALL EQUIPMENT GROUND CONDUCTORS.
WHITE: ALL NEUTRAL CONDUCTORS.



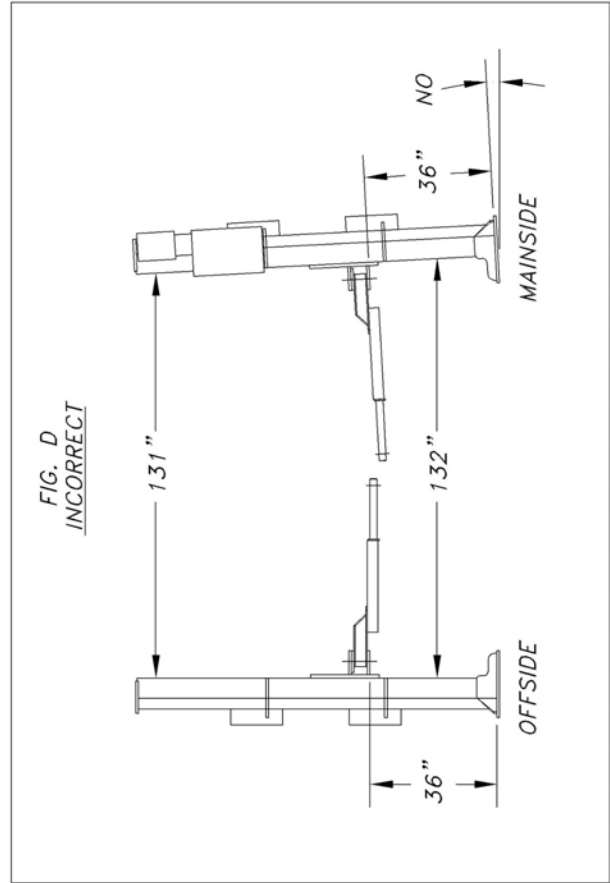
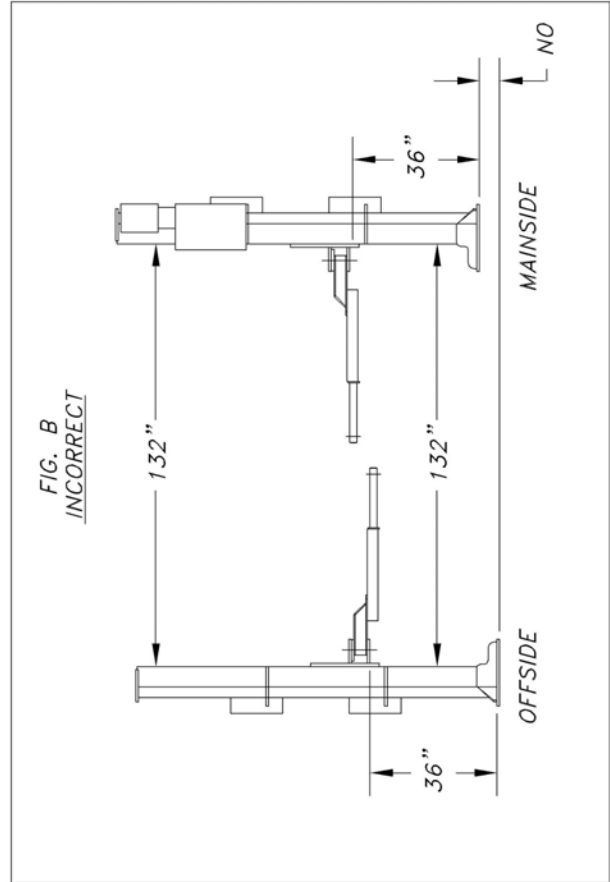
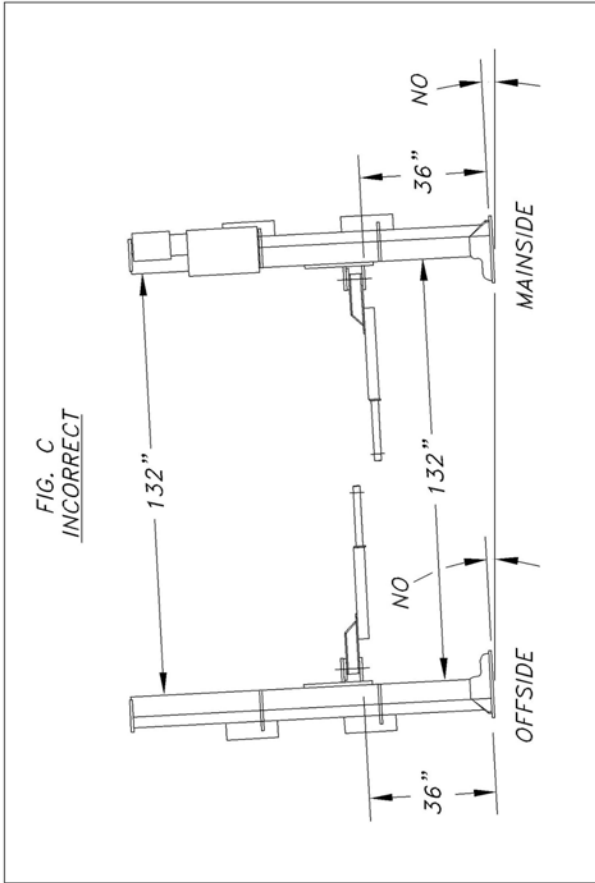
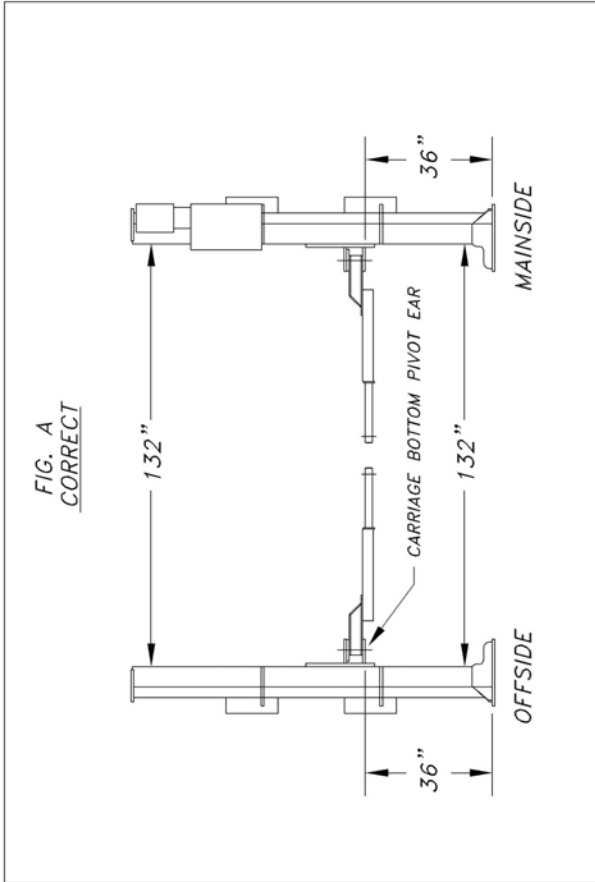
BAY SIGHT LAYOUT

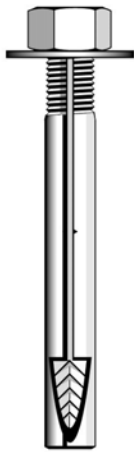


IMPORTANT NOTE

MOST VEHICLES' CENTER OF GRAVITY (C.O.G.)  LIE BETWEEN WHEEL BASE CENTERS, HOWEVER, SOME VEHICLES C.O.G. MAY BE OFFSET. VERIFY THE CENTER OF GRAVITY ON THE VEHICLE FLEET TO INSURE REAR AND FRONT ACCESS OF THE VEHICLE.

FILE: MAN2014





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

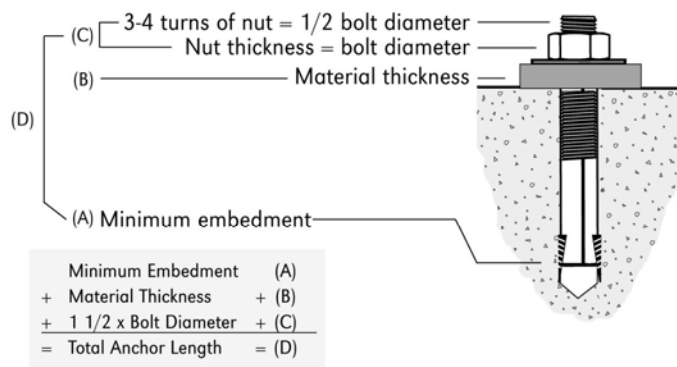
TYPE	
Zinc Plating	ASTM B-633, Type III, SCI
ICBO-ES	Report #1821
City of Los Angeles	#RR 24939
DOT	Please call Customer Service for specific information by state.
Federal Specifications	QQZ-325C, Type II, Class 3 (Clear Chromate added) FFS-325, Group II, Type 4, Class 1

MAXIMUM TENSILE AND SHEAR CAPACITY FOR STATIC LOADS

	LIMESTONE AGGREGATE			UNREINFORCED STONE AGGREGATE ONCRETE ZIN PLATED ARBON STEEL								UNREINFORCED LIGHTWEIGHT (IDEALITE)		
Anchor & Hole Size	Embed- ment (in)	2000 psi		Embed- ment (in)	3000 psi		5000 psi		7000 psi		Embed- ment (in)	5000 psi		
		Tension (lbs)	Shear (lbs)		Tension (lbs)	Shear (lbs)	Tension (lbs)	Shear (lbs)	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:

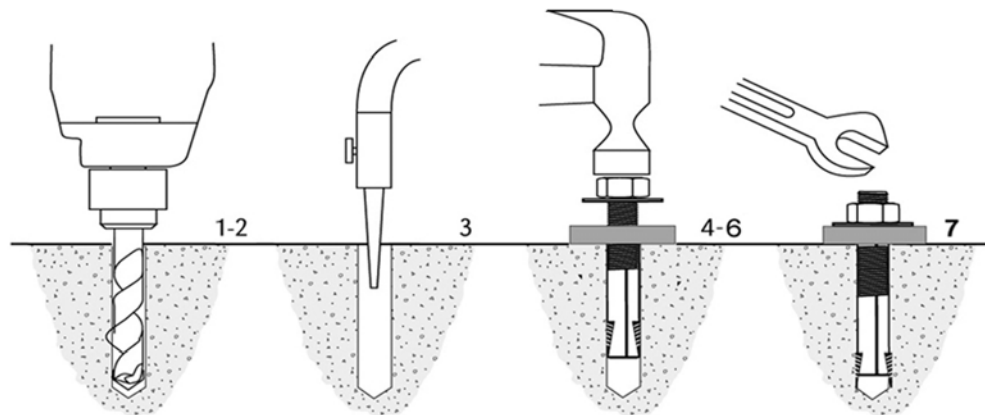
- Information provided only for the use of a qualified design engineer. Use of technical data by persons not qualified could cause serious damage, injury, or even death.
- Ultimate values shown. For static loads, use one-fourth of the maximum tensile and shear capacities for the recommended 4:1 safety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

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

MOHAWK MODEL TP-18 & TP-20

MOHAWK

MADE IN THE U.S.A.

MODEL TP-20

PARTS



MOHAWK RESOURCES LTD.

P.O. BOX 110

65 VROOMAN AVENUE

AMSTERDAM, NY 12010

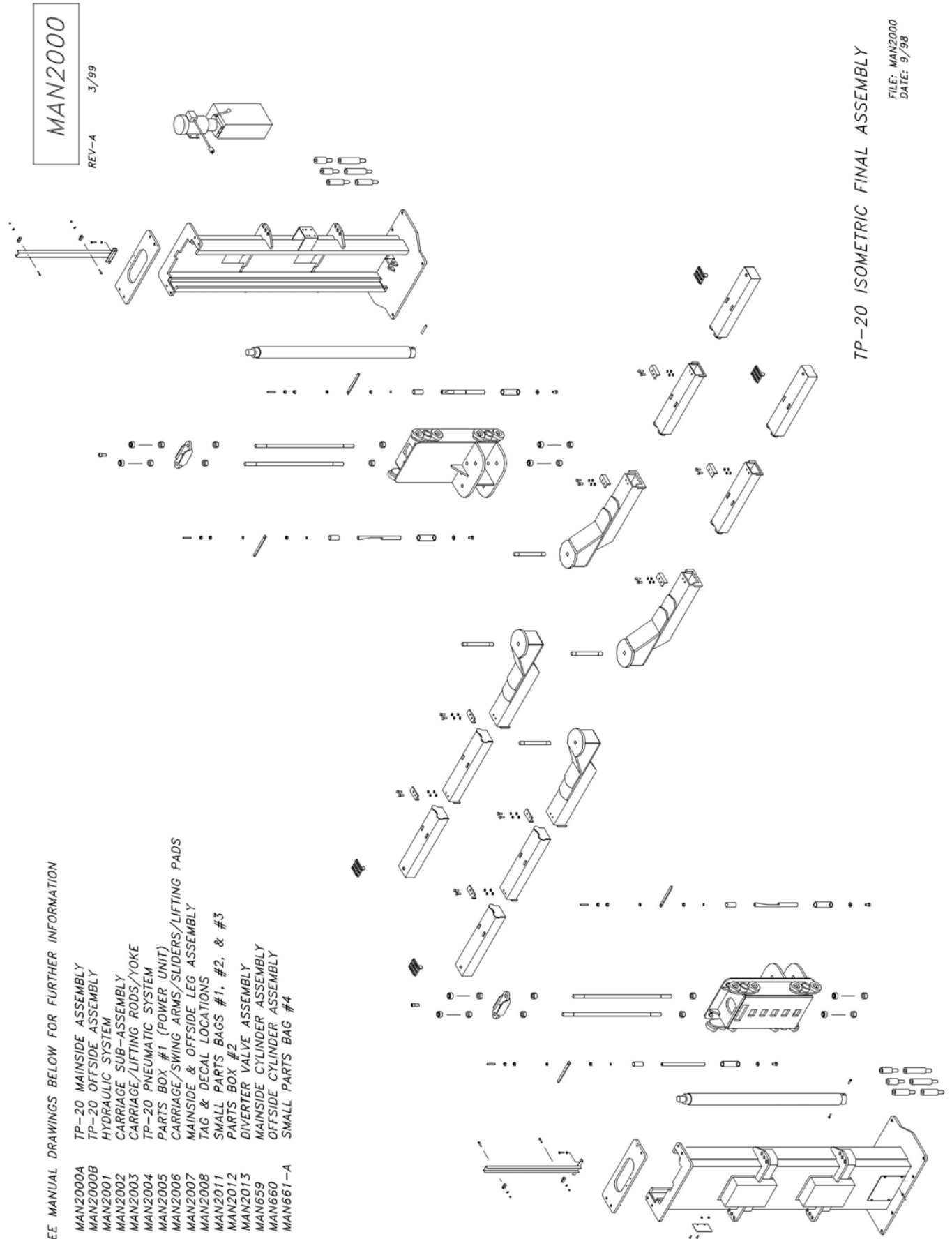
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LOCAL : 1-518-842-1431

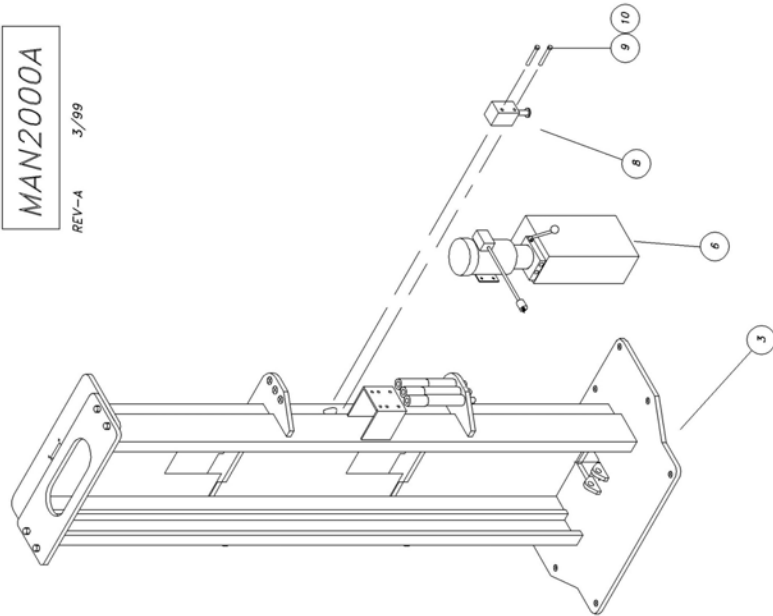
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E-MAIL: SERVICE@MOHAWKLIFTS.COM



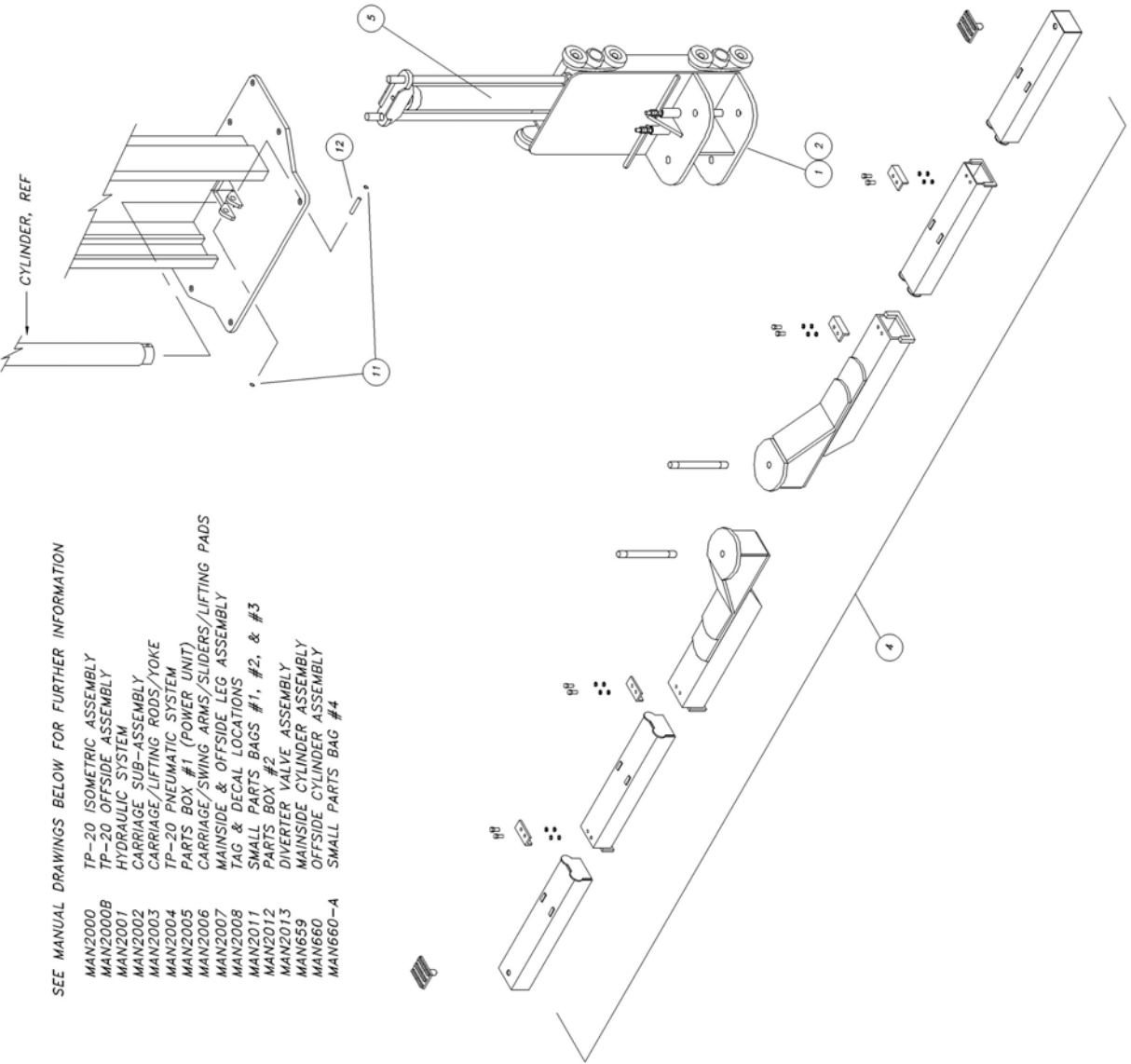
MOHAWK MODEL TP-18 & TP-20



ITEM	PART NUMBER	DESCRIPTION	QTY
12	026-002-128	MAIN CYLINDER RETAINING PIN	1
11	600-870-002	SNAP RING, 1"	2
10	600-690-001	NUT, LOCK, 5/16-18 NC	2
9	600-640-020	BOLT, 5/16-18 NC x 3 1/2 LG. HEX HEAD CAP	2
8	MAN2013	DIVERTER VALVE, 3000 PSI MAX. 6 GPM	1
7	MAN2001	HYDRAULIC SYSTEM	1
6	601-300-046	POWER UNIT	1
5	MAN659	MAINSIDE CYLINDER ASSEMBLY	1
4	MAN2006	CARRIAGE/SWING ARMS/SLIDERS/LIFTING PADS	1
3	MAN2007	LEG ASSEMBLY	1
2	MAN2003	CARRIAGE/LIFTING RODS/YOKE	1
1	MAN2002	CARRIAGE SUB-ASSEMBLY	1

TP-20 MAINSIDE ASSEMBLY

FILE: MAN2000A
DATE: 9/98

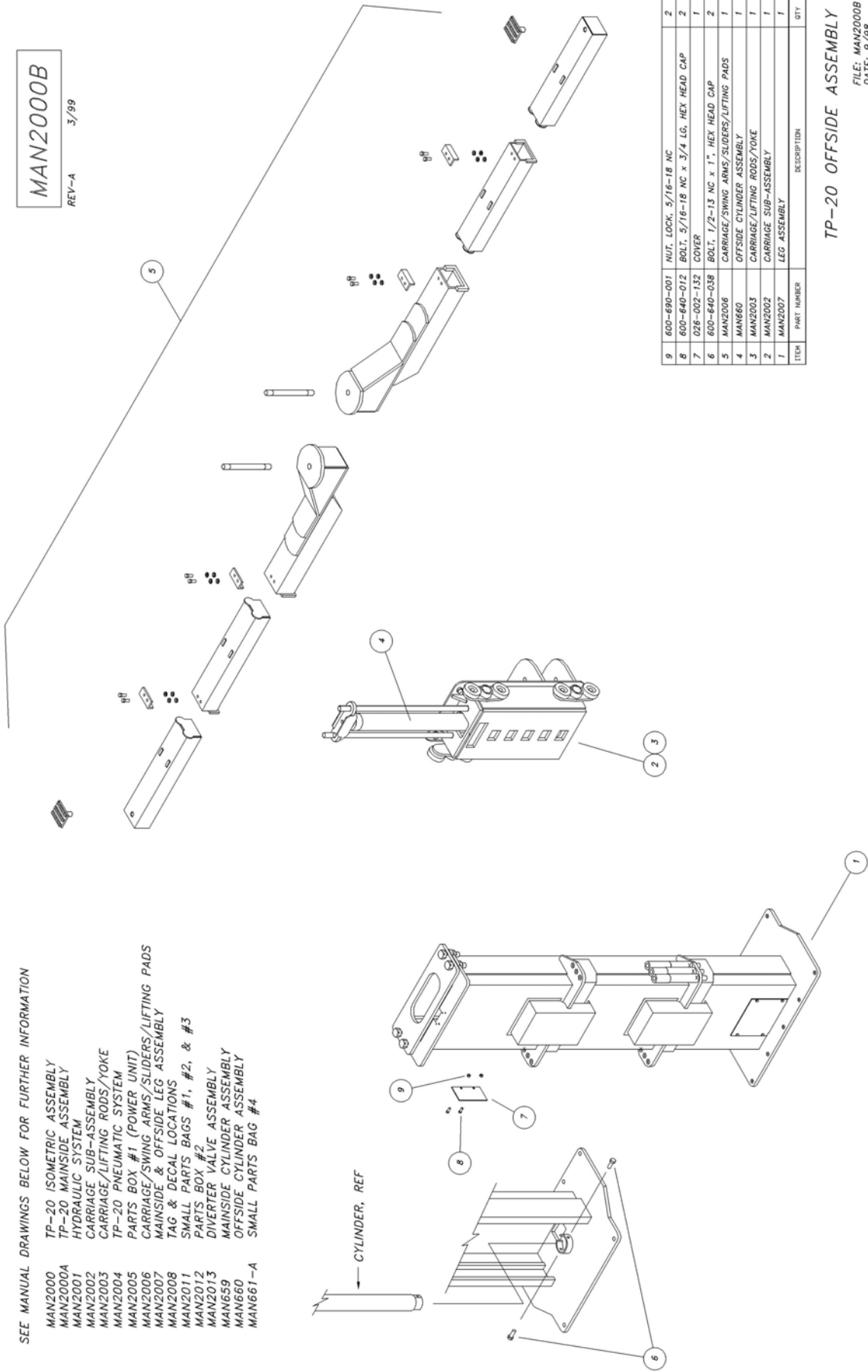


SEE MANUAL DRAWINGS BELOW FOR FURTHER INFORMATION

- MAN2000 TP-20 ISOMETRIC ASSEMBLY
- MAN2000B TP-20 OFFSIDE ASSEMBLY
- MAN2001 HYDRAULIC SYSTEM
- MAN2002 CARRIAGE SUB-ASSEMBLY
- MAN2003 CARRIAGE/LIFTING RODS/YOKE
- MAN2004 TP-20 PNEUMATIC SYSTEM
- MAN2005 PARTS BOX #1 (POWER UNIT)
- MAN2006 CARRIAGE/SWING ARMS/SLIDERS/LIFTING PADS
- MAN2007 MAINSIDE & OFFSIDE LEG ASSEMBLY
- MAN2008 TAG & DECAL LOCATIONS
- MAN2011 SMALL PARTS BAGS #1, #2, & #3
- MAN2012 PARTS BOX #2
- MAN2013 DIVERTER VALVE ASSEMBLY
- MAN659 MAINSIDE CYLINDER ASSEMBLY
- MAN660 OFFSIDE CYLINDER ASSEMBLY
- MAN660-A SMALL PARTS BAG #4

MAN2000B

REV-A 3/99



SEE MANUAL DRAWINGS BELOW FOR FURTHER INFORMATION

- MAN2000 TP-20 ISOMETRIC ASSEMBLY
- MAN2000A TP-20 MAINSIDE ASSEMBLY
- MAN2001 HYDRAULIC SYSTEM
- MAN2002 CARRIAGE SUB-ASSEMBLY
- MAN2003 CARRIAGE/LIFTING RODS/YOKE
- MAN2004 TP-20 PNEUMATIC SYSTEM
- MAN2005 PARTS BOX #1 (POWER UNIT)
- MAN2006 CARRIAGE/SWING ARMS/SLIDERS/LIFTING PADS
- MAN2007 MAINSIDE & OFFSIDE LEG ASSEMBLY
- MAN2008 TAG & DECAL LOCATIONS
- MAN2011 SMALL PARTS BAGS #1, #2, & #3
- MAN2012 PARTS BOX #2
- MAN2013 DIVERTER VALVE ASSEMBLY
- MAN659 MAINSIDE CYLINDER ASSEMBLY
- MAN660 OFFSIDE CYLINDER ASSEMBLY
- MAN661-A SMALL PARTS BAG #4

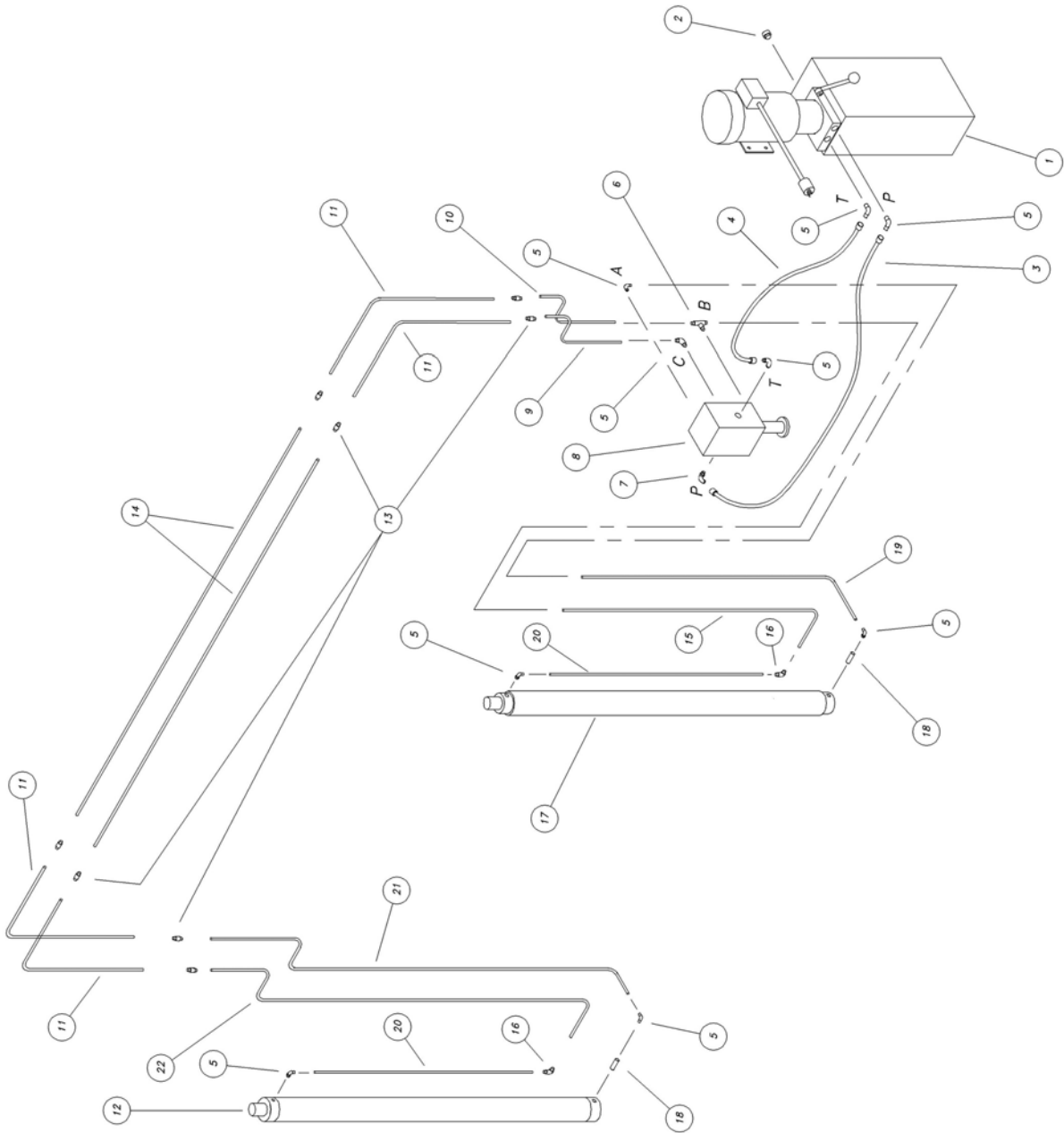
ITEM	PART NUMBER	DESCRIPTION	QTY
9	600-690-001	NUT, LOCK, 5/16-18 NC	2
8	600-640-012	BOLT, 5/16-18 NC x 3/4 LG, HEX HEAD CAP	2
7	026-002-132	COVER	1
6	600-640-038	BOLT, 1/2-13 NC x 1", HEX HEAD CAP	2
5	MAN2006	CARRIAGE/SWING ARMS/SLIDERS/LIFTING PADS	1
4	MAN660	OFFSIDE CYLINDER ASSEMBLY	1
3	MAN2003	CARRIAGE/LIFTING RODS/YOKE	1
2	MAN2002	CARRIAGE SUB-ASSEMBLY	1
1	MAN2007	LEG ASSEMBLY	1

TP-20 OFFSIDE ASSEMBLY

FILE: MAN2000B
DATE: 9/98

MAN2001

REV-A 3/99



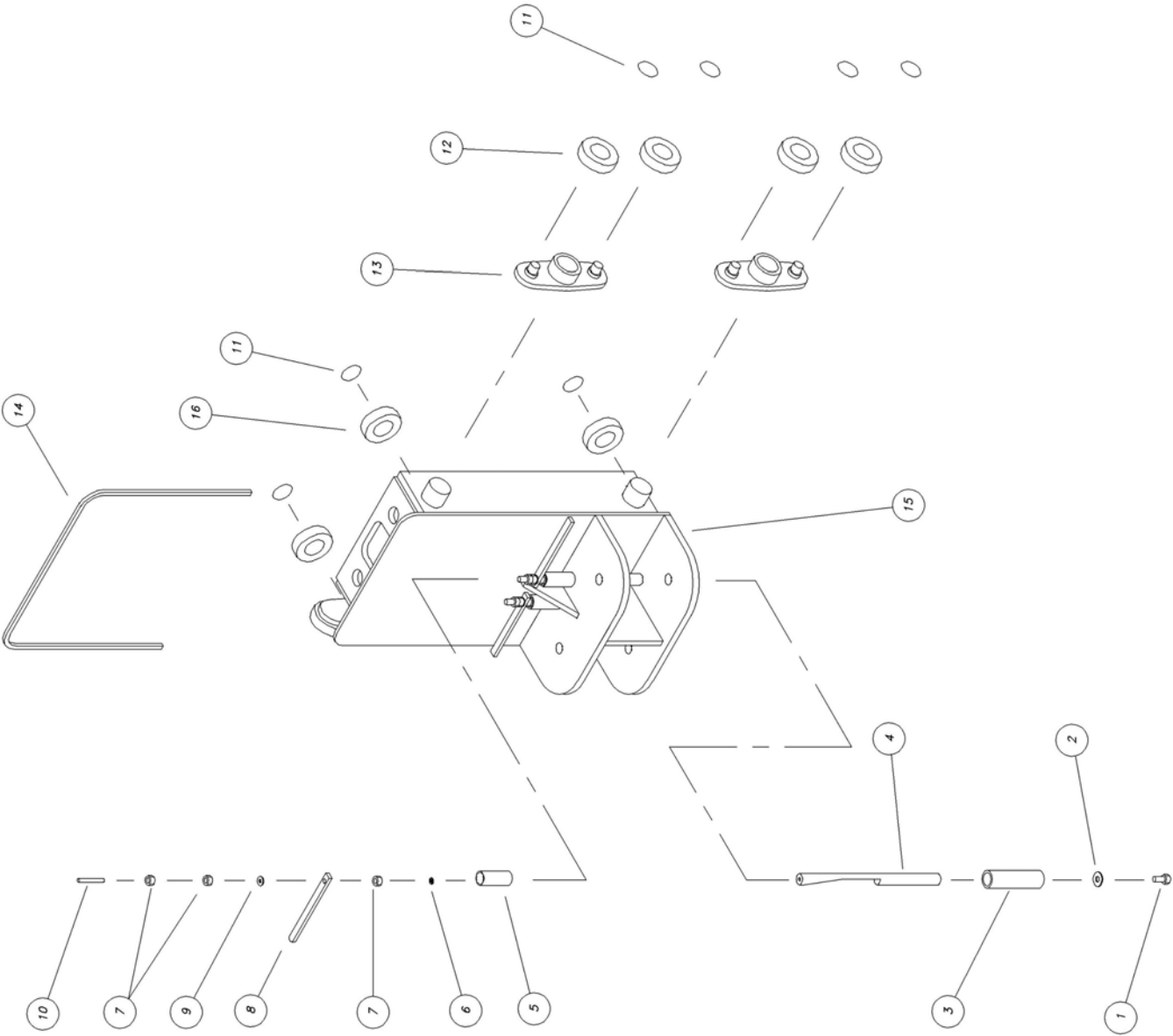
ITEM	PART NUMBER	DESCRIPTION	QTY
22	020-000-026	TUBING ASSEMBLY, 1.56 1/2"	1
21	018-012-018	TUBING ASSEMBLY, 1.56 1/2"	1
20	000-001-035	TUBING ASSEMBLY, 76"	2
19	026-002-013	TUBING ASSEMBLY, 70 3/4"	1
18	601-410-034	VELOCITY FUSE, 6 GPM	2
17	MAN659	MAINSIDE CYLINDER ASSEMBLY	1
16	601-420-052	ELBOW, 90°, #6 JIC TO #6 JIC	2
15	026-002-014	TUBING ASSEMBLY, 68 1/2"	1
14	000-001-032	TUBING ASSEMBLY, 108"	2
13	601-420-011	UNION, STRAIGHT, #6 JIC TO #6 JIC	8
12	MAN660	OFFSIDE CYLINDER ASSEMBLY	1
11	018-012-019	TUBING ASSEMBLY, 93 3/4"	1
10	018-012-016	TUBING ASSEMBLY, 66 1/4"	1
9	018-012-015	TUBING ASSEMBLY, 63 1/4"	1
8	601-410-030	DIVERTER VALVE, 3000 PSI MAX, 6 GPM	1
7	601-420-061	ELBOW, 45°, #6 ORB TO #6 JIC	1
6	601-420-046	TEE, #6 ORB TO 6 JIC	1
5	601-420-017	ELBOW, 90°, #6 ORB TO #6 JIC	9
4	020-000-031	HOSE ASSEMBLY, 1/4 ID x 3/4" LG	7
3	020-000-030	HOSE ASSEMBLY, 3/8 ID x 24" LG	1
2	601-310-003	BREATHING CAP	1
1	601-500-046	POWER UNIT ASSEMBLY	1

TP-20 HYDRAULIC SYSTEM

FILE: MAN2001
DATE: 9/98

MAN2002

REV A 4/99

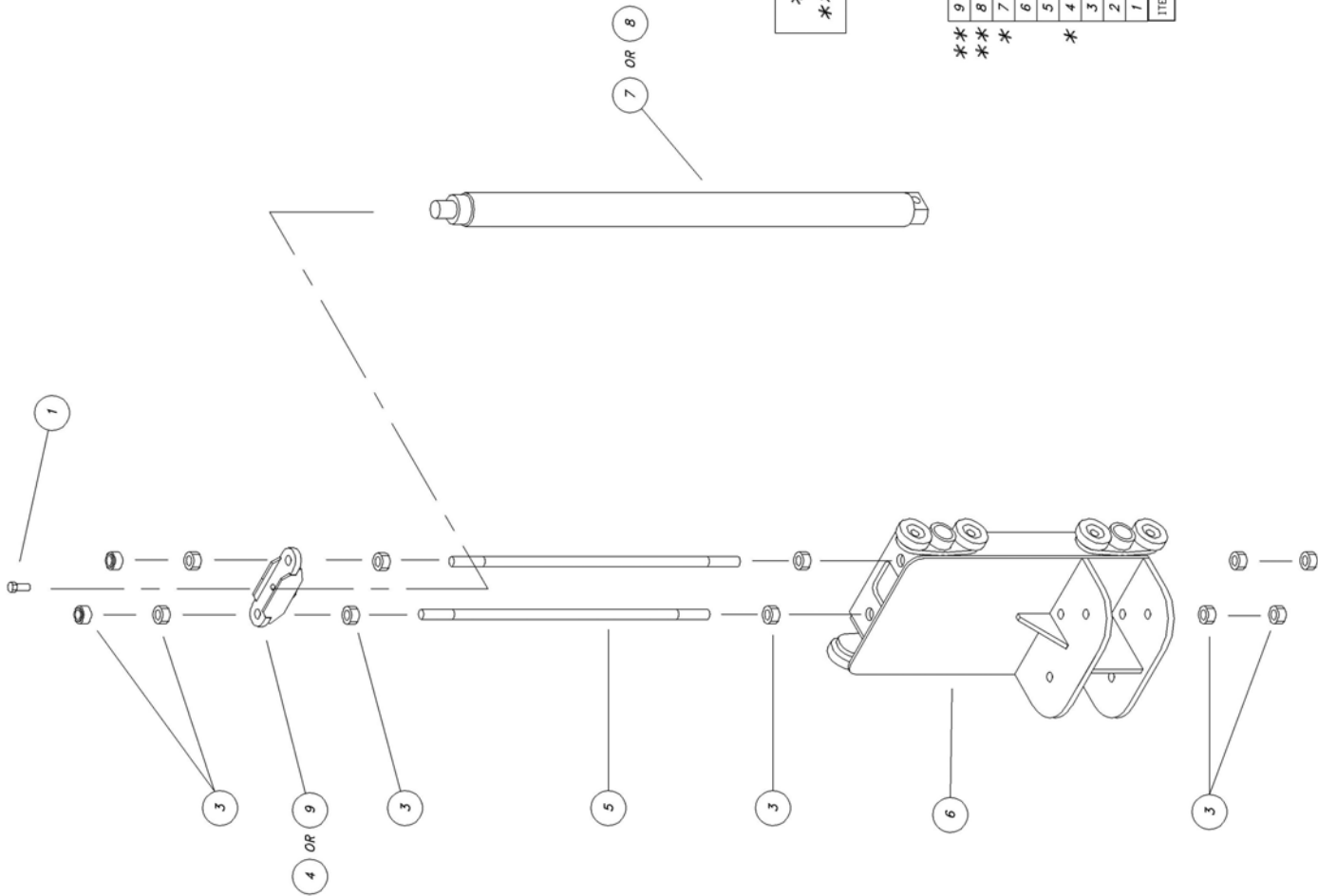


ITEM	PART NUMBER	DESCRIPTION	QTY
16	600-860-012	CARRIAGE ROLLER ASSEMBLY, 4"	4
15	020-000-010	CARRIAGE WELDMENT	1
14	026-000-404	TRIM-LOK, 68"	1
13	026-000-007	BEARING HOLDER	4
12	026-000-046	CARRIAGE ROLLER ASSEMBLY, 5"	8
11	600-870-001	SNAP RING, #5100-137	12
10	018-000-102	ALL THREAD ROD, 1/2-13 NC x 4"	2
9	600-710-008	WASHER, FLAT, 1/2	2
8	018-000-101	HANDLE	2
7	600-680-001	NUT, PLAIN, 1/2-13 NC	6
6	600-720-005	WASHER, LOCK, 1/2	2
5	018-000-103	SLEEVE	2
4	020-000-101	ARM RESTRAINT	2
3	020-000-114	SPRING, 7" LG	2
2	600-710-001	WASHER, FLAT, 3/4	2
1	600-640-031	BOLT, 3/4-16 NF x 1 1/2, HEX HEAD CAP	2

CARRIAGE SUB-ASSEMBLY

MAN2003

REV-A 8/99



* USED ON MAINSIDE
** USED ON OFFSIDE

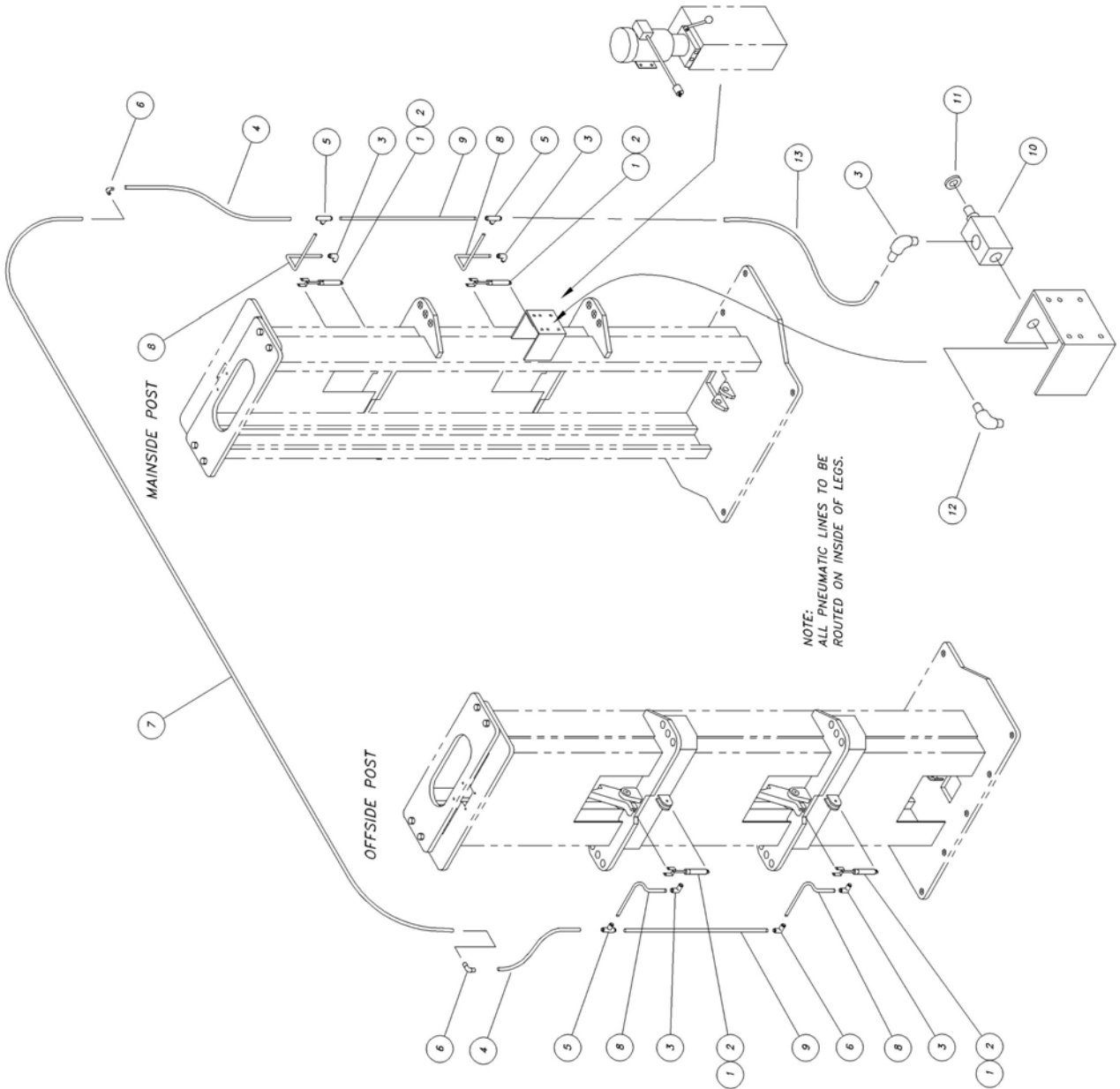
** 9	026-000-013	YOKE WELDMENT (OFFSIDE)	1
** 8	MAN660	CYLINDER ASSEMBLY (OFFSIDE)	(REF)
* 7	MAN659	CYLINDER ASSEMBLY (MAINSIDE)	(REF)
6	MAN2002	CARRIAGE SUB-ASSEMBLY	(REF)
5	026-002-126	LIFTING ROD, 1 1/2 DIA	2
* 4	026-000-010	YOKE WELDMENT (MAINSIDE)	1
3	600-680-007	NUT, PLAIN, 1 1/2-12 NF	12
2			
1	600-640-055	BOLT, 1-14 NF x 2 1/2, HEX HEAD CAP	1
ITEM	PART NUMBER	DESCRIPTION	QTY

CARRIAGE/LIFTING RODS/YOKE

FILE: MAN2003
DATE: 9/98

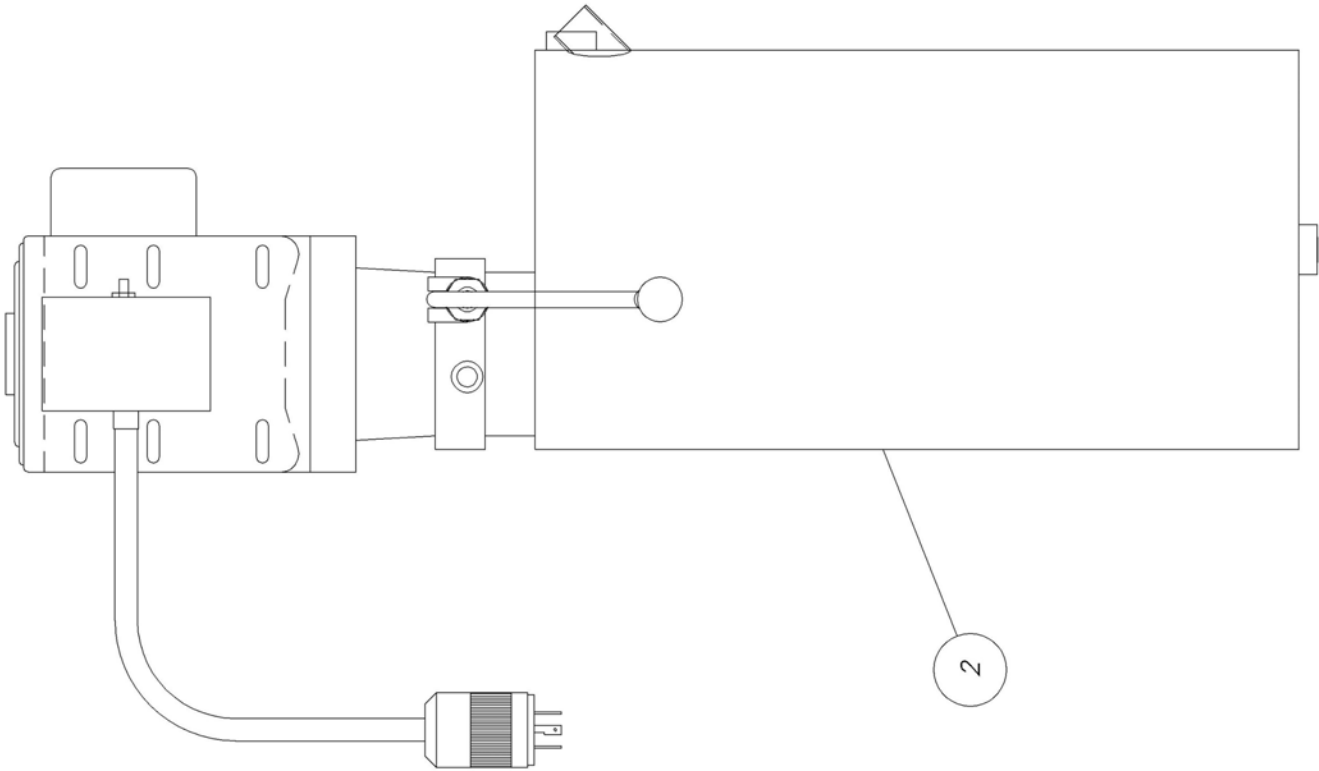
MAN2004

REV-A 8/99



ITEM	PART NUMBER	DESCRIPTION	QTY
13	020-000-409	TUBING, 1/4 ID x 30"	1
12	601-420-121	ELBOW, 90°, 1/8 MALE NPT TO 1/4 FEM NPT	1
11	601-510-005	POPPET VALVE PUSH BUTTON	1
10	601-510-004	POPPET VALVE, PNEUMATIC, 3 WAY	1
9	026-002-407	TUBING, 1/4" x 42" LG	2
8	026-002-406	TUBING, 1/4" x 11" LG	4
7	020-000-406	TUBING, 1/4" x 302	1
6	601-520-006	90° ELBOW, 1/4 TUBE TO 1/4 TUBE	1
5	601-520-004	UNION TEE, 1/4" TUBE	1
4	020-000-405	TUBING, 1/4" x 40"	2
3	601-520-002	90° ELBOW SWIVEL, 1/8 NPT TO 1/4 TUBE	5
2	026-002-106	CLEVIS	4
1	601-510-006	AIR CYLINDER	4

TP-20 PNEUMATIC SYSTEM



MAN2005

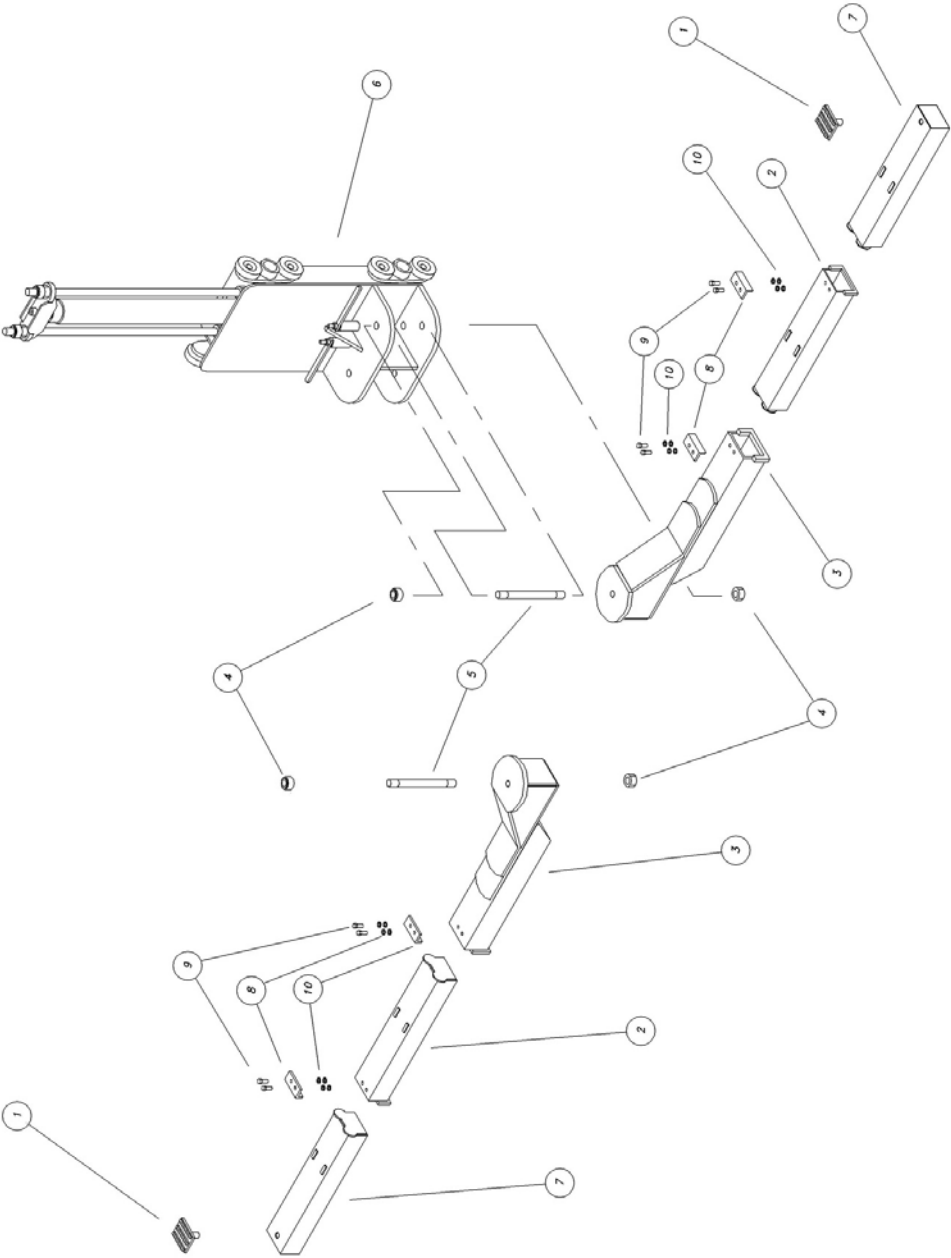
REV A 6/06

2	601-300-070	POWER UNIT, 2.5 HP, SINGLE PHASE	1
1	601-600-023	BOX, CORRUGATED	1
ITEM	PART NUMBER	DESCRIPTION	QTY

TP-20 POWER UNIT & BOX
(020-000-036)

FILE: MAN2005
DATE: 9/98

MAN2006

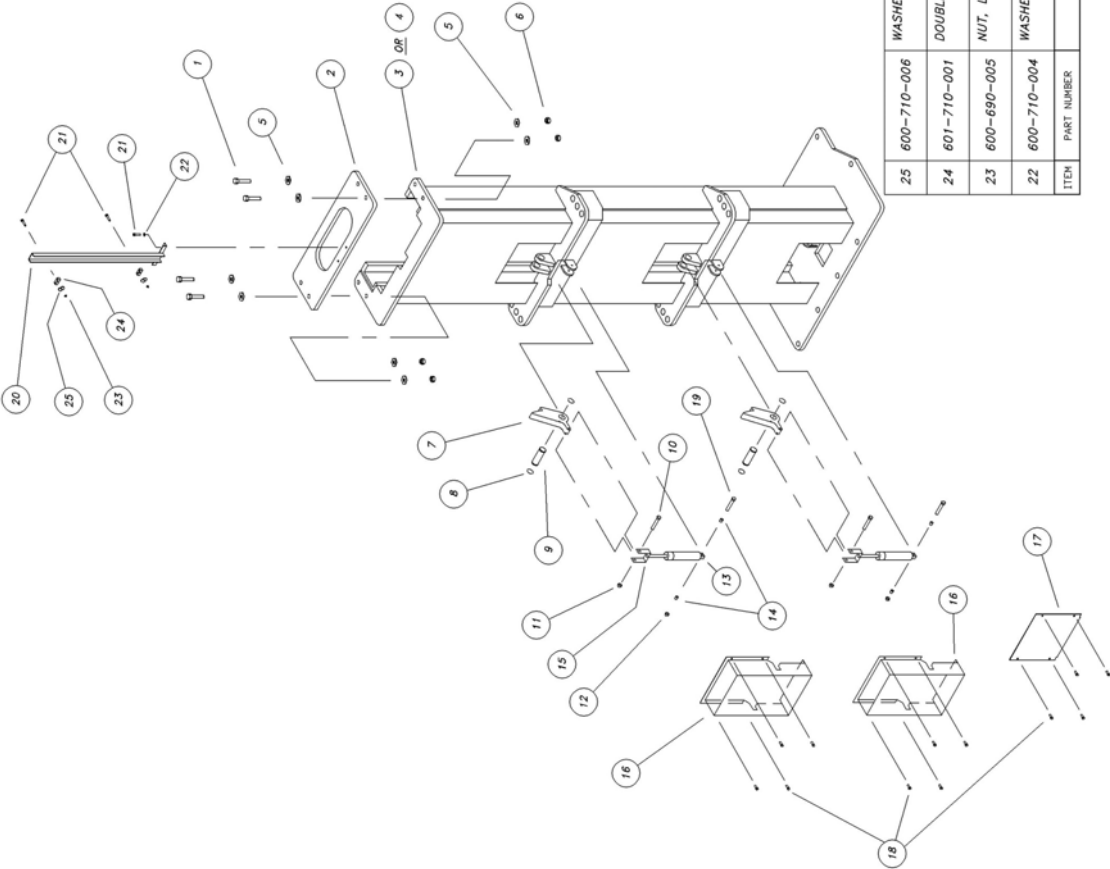
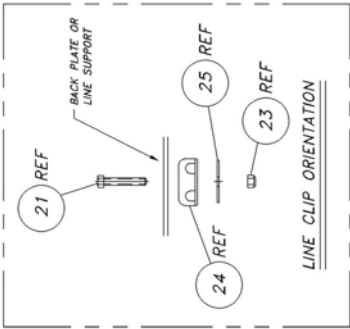


10	600-710-003	WASHER, FLAT, 5/16	16
9	600-600-004	SCREW, 5/16-24 NF x 5/8, SELF TAP, HEX HEAD	8
8	020-000-116	SLIDER ARM STOP	4
7	020-000-019	SLIDER ARM WELDMENT (LIFT PAD)	2
6	MAN2003	CARRIAGE/LIFTING RODS/YONE	1
5	028-000-153	SWING ARM PIN	2
4	600-600-013	NUT, LOCK, 1 1/2-12 NF	4
3	020-000-017	SWING ARM WELDMENT	2
2	020-000-020	SLIDER ARM WELDMENT (CENTER)	2
1	012-012-047	LIFTING PAD WELDMENT	2
ITEM	PART NUMBER	DESCRIPTION	QTY

CARRIAGE/SWING ARMS/SLIDERS/LIFTING PADS

MAN2007

REV-B10/01

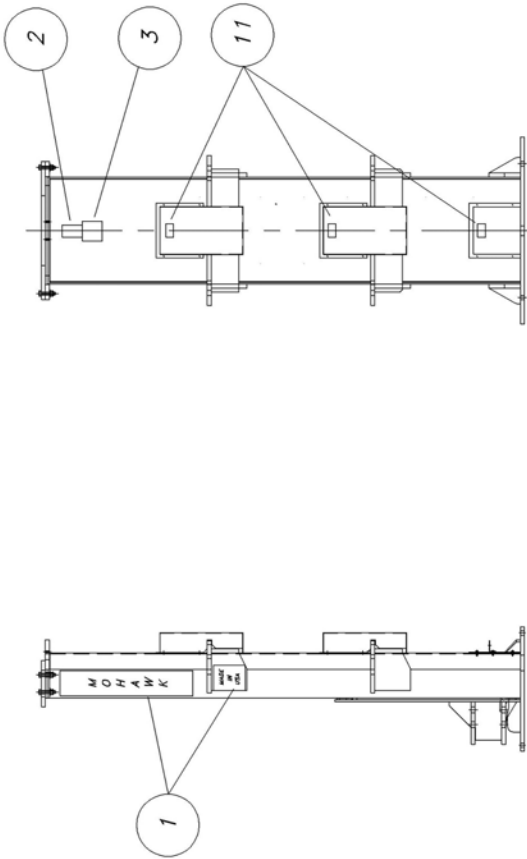


21	600-640-019	BOLT, 1/4-20 NC x 1 1/2	4
20	007-007-033	LINE SUPPORT	1
19	600-640-067	BOLT, 1/4-20 NC x 3" HEX HEAD CAP	2
18	600-640-053	BOLT, 5/16-18 NC x 1/2" HEX HEAD CAP	12
17	026-002-105	ACCESS HOLE COVER	1
16	026-002-104	LOCK COVER	2
15	026-002-106	LOCK CYLINDER CLEVIS	2
14	601-420-003	SLEEVE, 3/8 TUBE	4
13	601-510-006	AIR CYLINDER	2
12	600-690-005	NUT, LOCK, 1/4-20 NC	2
11	600-690-001	NUT, LOCK, 5/16-18 NC	2
10	600-640-068	BOLT, 5/16-18 NC x 3" HEX HEAD CAP	2
9	026-002-130	LOCK BODY PIN, 1 1/2 DIA	2
8	600-870-004	SNAP RING, #5100-150	4
7	026-002-107	LOCK BODY	2
6	600-690-003	NUT, LOCK, 3/4-16 NF	4
5	600-710-001	WASHER, FLAT, 3/4	8
4	020-000-014	OFFSIDE LEG WELDMENT	1
3	020-000-012	MAINSIDE LEG WELDMENT	1
2	026-002-114	CARRIAGE STOP	1
1	600-640-011	BOLT, 3/4-16 NF x 3 1/2 HEX HEAD CAP	4
ITEM	PART NUMBER	DESCRIPTION	QTY

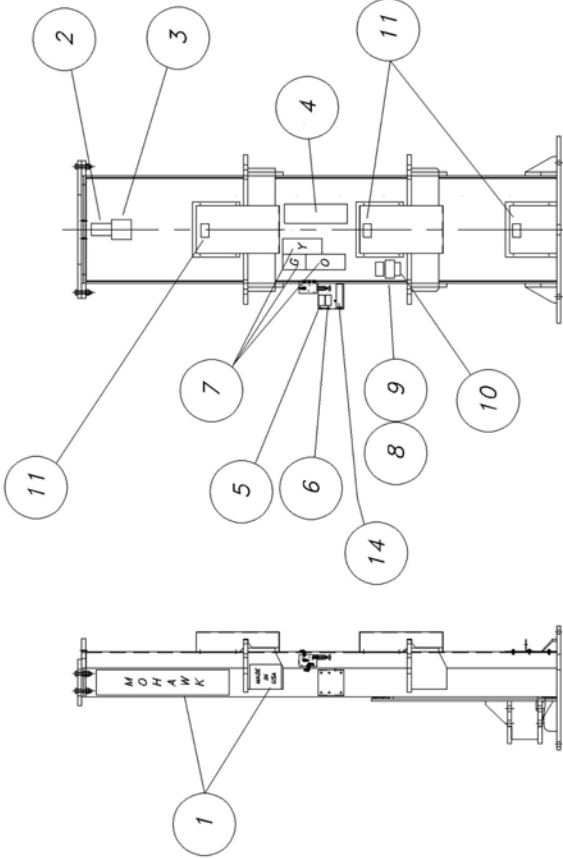
25	600-710-006	WASHER, FLAT (FENDER) 5/16 ID x 1 1/2 OD	2
24	601-710-001	DOUBLE LINE CLIP	2
23	600-690-005	NUT, LOCK, 1/4-20 NC	4
22	600-710-004	WASHER, FLAT, 1/4	2
ITEM	PART NUMBER	DESCRIPTION	QTY

MAINSIDE & OFFSIDE LEG ASSEMBLY
FILE: MAN2007
DATE: 9/98

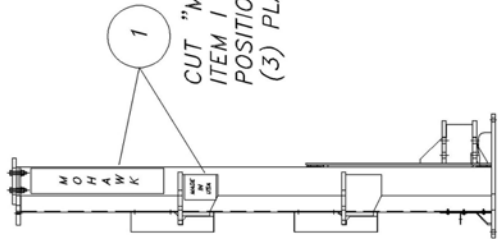
MAN2008
REV-B 6/06



OFFSIDE LEG



MAINSIDE LEG



CUT "MADE IN USA" FROM
ITEM 1 AND PLACE IN
POSITION SHOWN
(3) PLACES

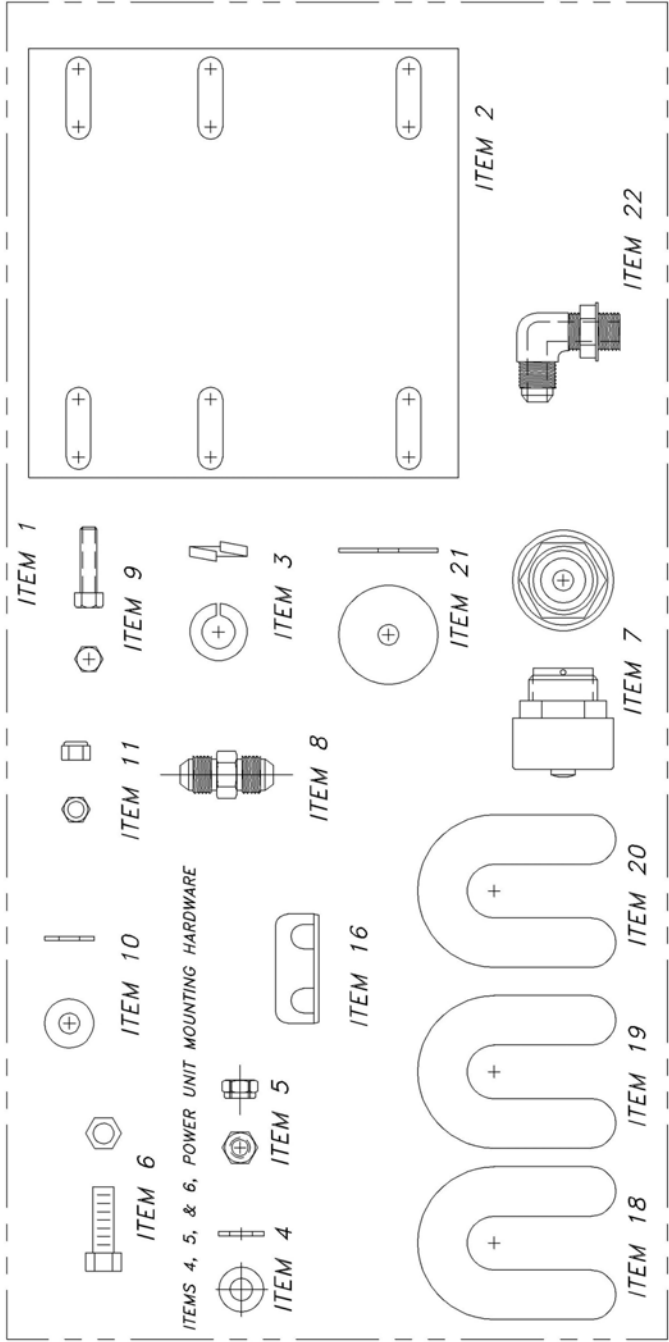
12 13

SHOWN ON MAINSIDE CYLINDER (018-002-007)

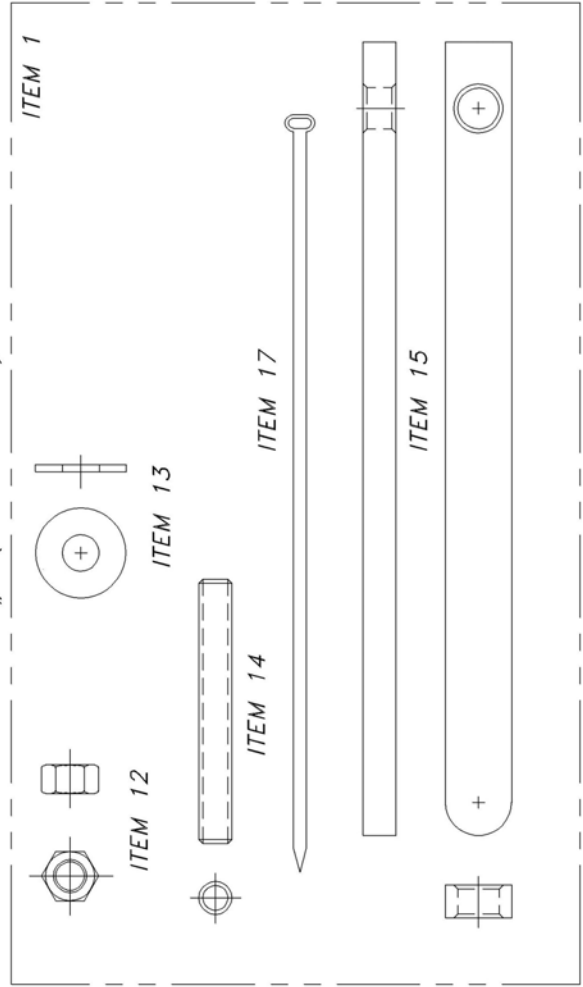
14	601-800-118	DECAL, PRESSURE WARNING, 2" x 6 1/2"	1
13	600-800-022	PATENT DECAL	1
12	601-800-021	"NO USER SERVICEABLE PARTS" DECAL	1
11	601-800-084	"GUARD & COVER" DECAL, 2" x 3 1/2"	6
10	601-800-037	"ALI" PLATE, 1 1/2 x 3 1/4"	1
9	601-800-026	SERIAL, SPEC, PATENT PLATE, 2 7/16 x 4 9/16"	1
8	600-820-001	SCREW, DRIVE, #4 x 1/4, ROUND HEAD, TYPE U	2
7	601-800-052	"CAUTION, WARNING, & SAFETY" DECAL SET (2 POST)	1
6	601-800-035	"CAUTION" DECAL, 2" x 3 1/2"	1
5	601-800-034	"WARNING" DECAL, 2" x 3 1/2"	1
4	601-800-001	OPERATIONAL INSTRUCTION DECAL, 5" x 16"	1
3	601-800-112	"MAXIMUM CAPACITY" DECAL, 5" x 5" (20000 LBS)	2
2	601-800-030	"MADE IN AMERICA" DECAL, 3 1/8 x 5 3/16"	2
1	601-800-061	"MOHAWK" DECAL, 6 3/8 x 41 3/4"	4
ITEM	PART NUMBER	DESCRIPTION	QTY

TP-20 & TP-20B TAG & DECAL LOCATION

BAG #1 (020-000-033)

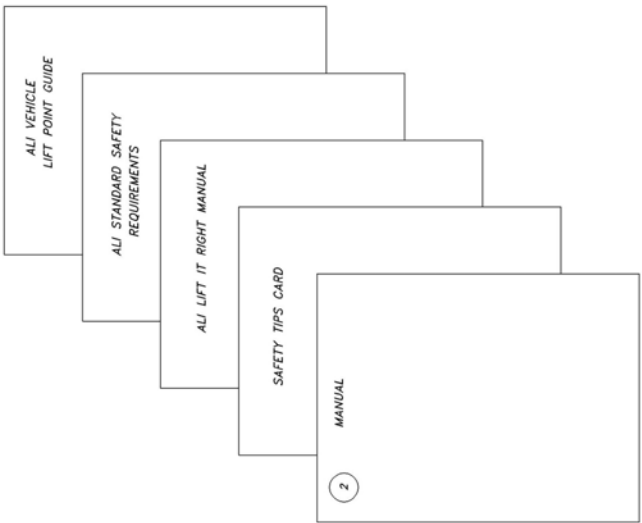


BAG #2 (020-000-034)

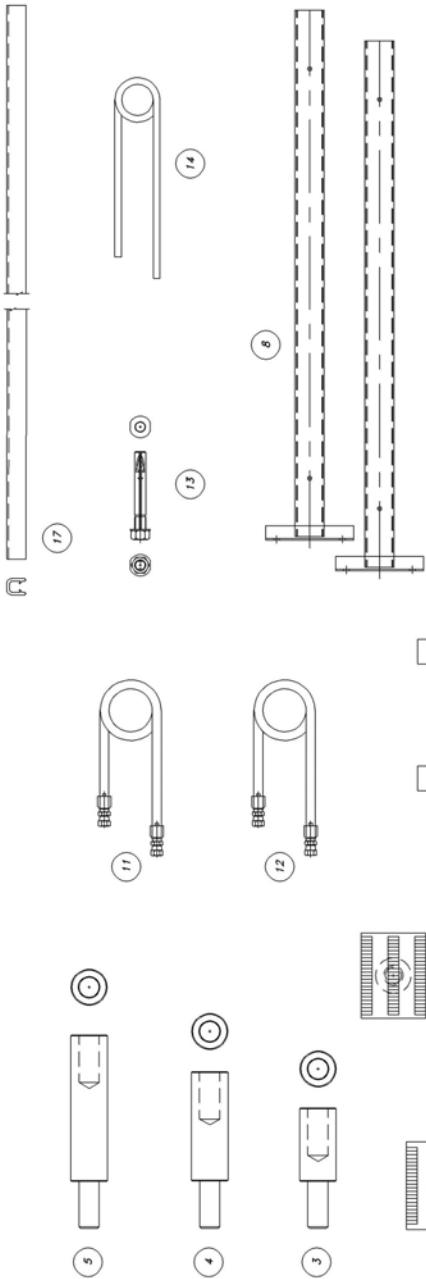
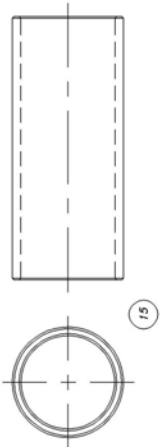
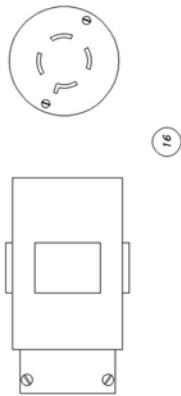


ITEM	PART NUMBER	DESCRIPTION	QTY
22	601-420-017	ELBOW, 90°, #6 ORB MALE TO #6 JIC MALE	2
21	600-710-008	WASHER, FLAT (TENDER) 5/16 ID x 1 1/2 OD	6
20	600-740-003	SHIM, BLACK, 1/4	9
19	600-740-002	SHIM, RED, 1/8	9
18	600-740-001	SHIM, BLUE, 1/16	9
17	601-600-036	PLASTIC PULL TIE, 8" LG	25
16	601-710-001	DOUBLE LINE CLIP	6
15	018-000-101	HANDLE	4
14	018-000-102	ALL THREAD ROD, 1/2-13 NC x 5 1/2	4
13	600-710-008	WASHER, FLAT, 1/2	4
12	600-680-001	NUT, PLAIN, 1/2-13 NC	12
11	600-680-005	NUT, LOCK, 1/4-20 NC	10
10	600-710-004	WASHER, FLAT, 1/4	4
9	600-640-019	BOLT, 1/4-20 NC x 1 1/2	10
8	601-420-011	UNION, #6 JIC TO #6 JIC	4
7	601-310-005	BREATHER, VENT PLUG	1
6	600-640-001	BOLT, 5/16-18 NC x 1" LG	4
5	600-680-001	NUT, LOCK, 5/16-18 NC	4
4	600-710-003	WASHER, FLAT, 5/16	4
3	600-720-005	WASHER, LOCK, 1/2	4
2	007-007-174	RUBBER PAD (POWER UNIT) 1/8 x 6 1/2 x 6 1/2	1
1	601-600-022	BAG, ZIP-LOK, 9" x 12"	3

BAG #1/PULL VALVE, BAG #2/SMALL PARTS, &
SHIMS, BAG #3/CARRIAGE LOCK PARTS



MAN2012
REV-G 6/06



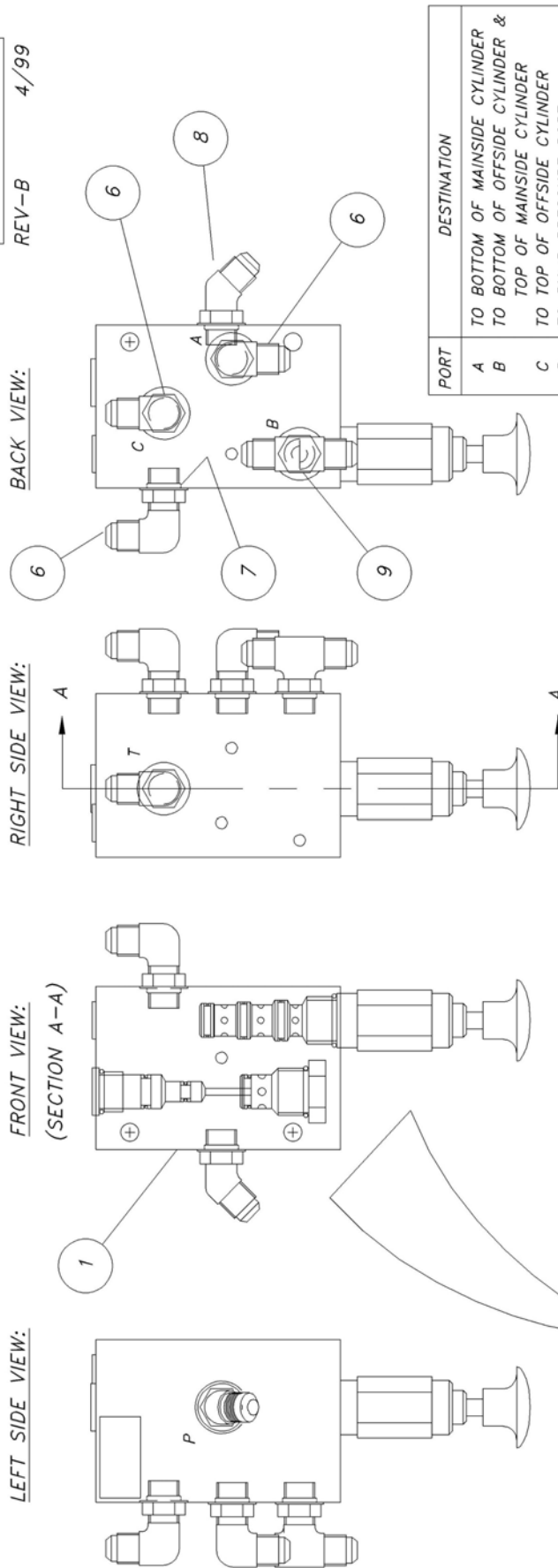
NOTE: PLACE ALL ITEMS IN ITEM 1.

ITEM	PART NUMBER	DESCRIPTION	QTY
19	020-011-003	LIFTING PAD WELDMENT (2" SHOULDER)	4
18	MAN2012-A	SMALL PARTS BAG #3	1
17	026-000-404	TRIM-LOK, 68"	2
16	601-170-008	CONNECTOR, 4 PRONG, 20 A, 250 V, SINGLE PHASE	1
15	018-000-103	SLEEVE	4
14	020-000-406	HOSE, 1/4 ID x 302" LG	1
13	600-670-003	WE-J-IT, 3/4 x 6"	18
12	020-000-030	HOSE ASSEMBLY, 3/8 ID (24")	1
11	020-000-031	HOSE ASSEMBLY, 1/4 ID (34")	1
10	601-630-010	PAINT, SPRAY, YELLOW	1
9	601-630-008	PAINT, SPRAY, RED	1
8	007-007-033	LINE SUPPORT	2
7	MAN2011	SMALL PARTS BAGS #1 & 2	1
6	012-012-047	LIFTING PAD WELDMENT	4
5	018-000-105	HEIGHT ADAPTER, 10"	4
4	012-012-151	HEIGHT ADAPTER, 7 1/2"	4
3	018-000-106	HEIGHT ADAPTER, 5"	4
2	020-000-043	TP-20 MANUAL ASSEMBLY	1
1	601-600-023	BOX, CORRUGATED	1

TP-20 PARTS BOX & CONTENTS
(020-000-035)

FILE: MAN2012
DATE: 9/98

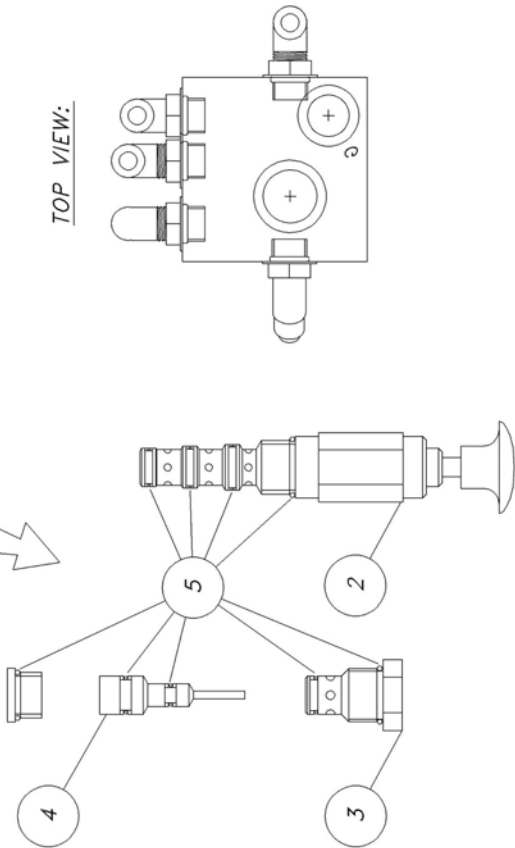
MAN2013
REV-B 4/99



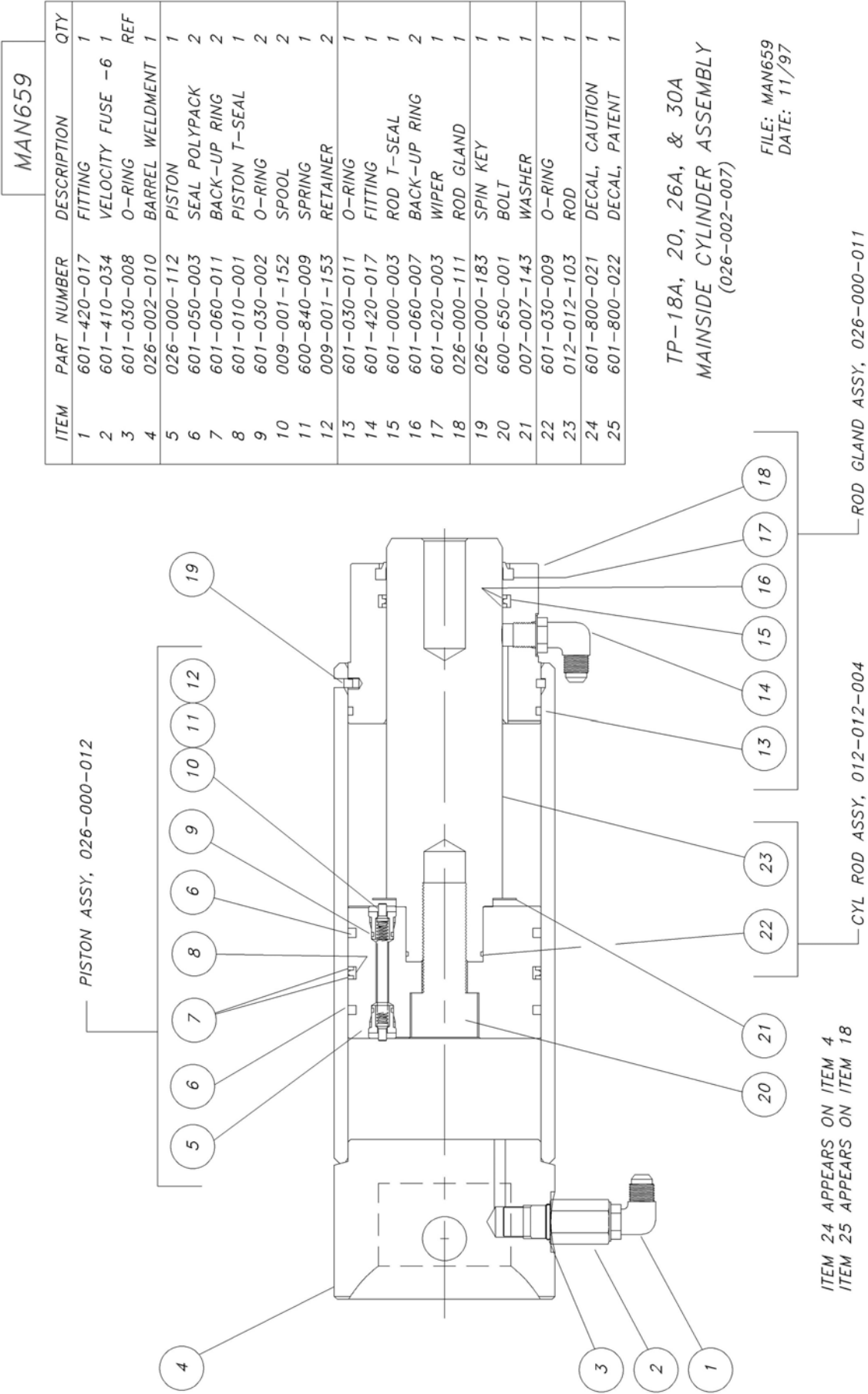
PORT	DESTINATION
A	TO BOTTOM OF MAINSIDE CYLINDER & TO BOTTOM OF OFFSIDE CYLINDER
B	TO TOP OF MAINSIDE CYLINDER
C	TO TOP OF OFFSIDE CYLINDER
P	TO PUMP PRESSURE PORT
T	TO TANK (RESERVOIR)

ITEM	PART NUMBER	DESCRIPTION	QTY
9	601-420-046	TEE, BRANCH, #6 ORB TO #6 JIC TO #6 JIC	1
8	601-420-061	ELBOW, 45°, #6 ORB TO #6 JIC	1
7	601-030-017	O-RING	5
6	601-420-017	ELBOW, 90°, #6 ORB TO #6 JIC	3
5	21239ASK	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

TOP VIEW:



DIVERTER VALVE ASSEMBLY
(020-000-032)
FILE: MAN2013
DATE 9/98



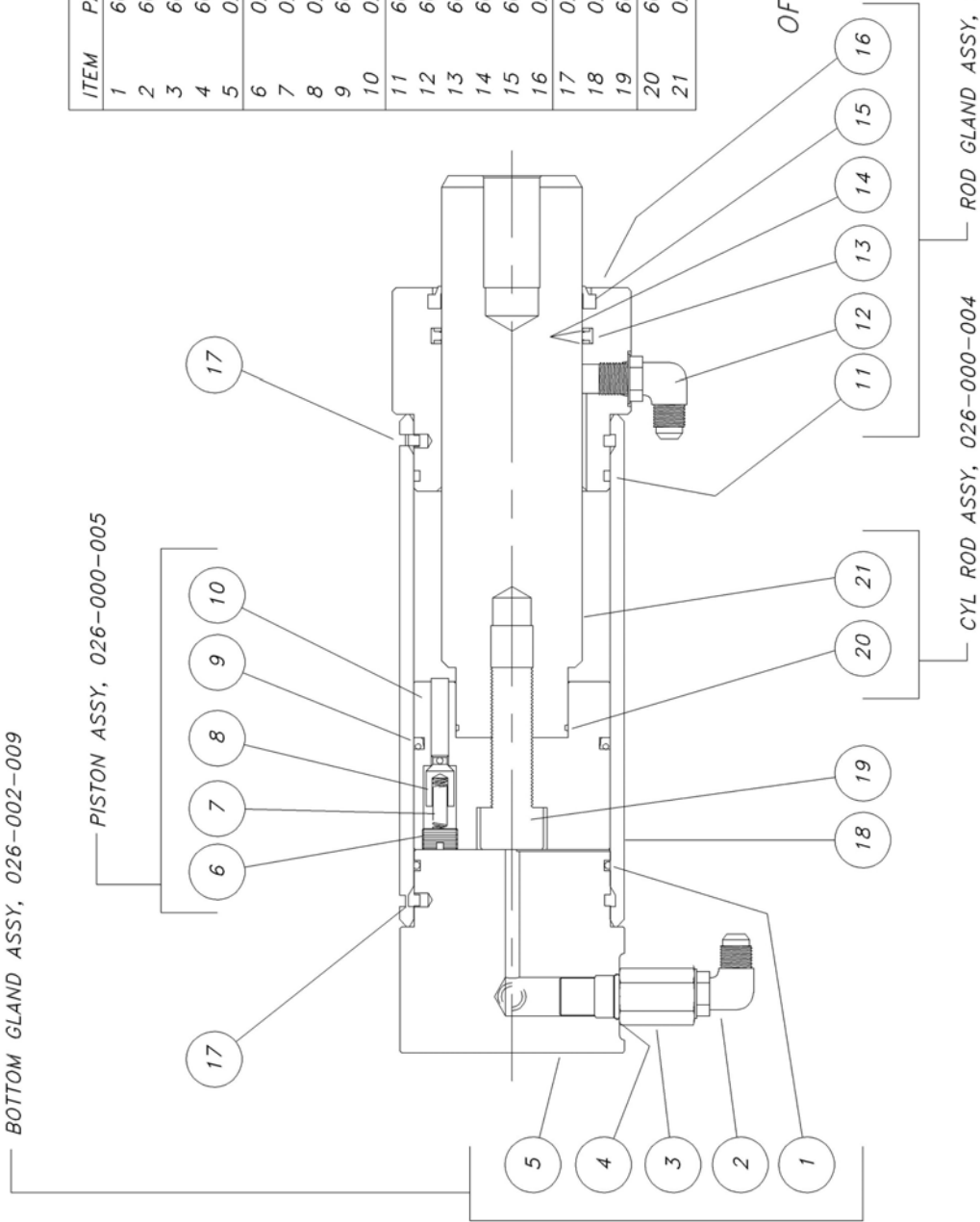
MAN660

REV-A 6/06

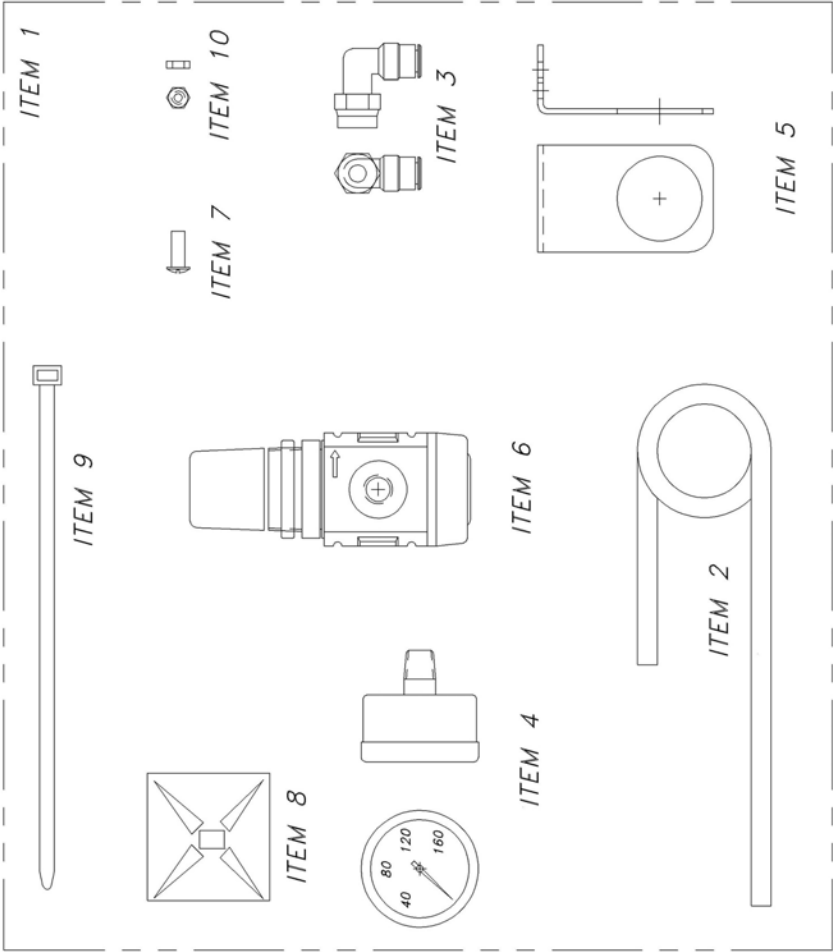
ITEM	PART NUMBER	DESCRIPTION	QTY
1	601-030-005	O-RING	1
2	601-420-017	FITTING, 90 DEGREE	1
3	601-410-034	VELOCITY FUSE -6	1
4	601-030-008	O-RING	REF
5	026-002-122	BOTTOM GLAND	1
6	026-000-107	SET SCREW	1
7	026-000-417	SPRING	1
8	026-000-106	CHECK VALVE	1
9	601-050-002	POLY-PAK SEAL	1
10	026-000-105	PISTON	1
11	601-030-005	O-RING	1
12	601-420-017	FITTING, 90° ELBOW	1
13	601-000-002	ROD T-SEAL	1
14	601-060-006	BACK-UP RING	2
15	601-020-002	ROD WIPER	1
16	026-000-102	ROD GLAND	1
17	026-000-184	SPIN KEY	2
18	026-000-108	BARREL	1
19	600-650-002	BOLT	1
20	601-030-010	O-RING	1
21	026-000-104	ROD	1

TP-18A, 20, 26A, & 30A
OFFSIDE CYLINDER ASSEMBLY
(026-002-008)

FILE: MAN660
DATE: 11/97



BAG #3 (026-002-034)



MAN661-A

REV-D 6/06

ITEM	PART NUMBER	DESCRIPTION	QTY
10	600-680-013	NUT, PLAIN, #10-32	2
9	601-600-045	CABLE TIE HOLDER	10
8	601-600-036	PLASTIC PULL TIE, 8"	10
7	600-600-006	SCREW, #10-32 x 1/2	2
6	601-510-026	AIR LINE REGULATOR	1
5	601-510-025	L-BRACKET	1
4	601-510-024	GAUGE	1
3	601-520-003	ELBOW, 90°, SWIVEL, 1/4 NPT TO 1/4 TUBE	2
2	026-002-412	TUBING, BLACK, 1/4" x 120"	1
1	601-600-022	BAG, ZIP-LOK, 9" x 12"	1

BAG #4/FILTER, REGULATOR & SMALL PARTS
FILE: MAN661-A
DATE: 9/98

MOHAWK

PRE-EXISTING SLAB REQUIREMENTS & NEW SLAB RECOMMEDATIONS



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

Mohawk Resources Ltd.



PRE-EXISTING Minimum Floor Requirements

Mohawk Lift Model	Minimum Slab Thickness	Minimum Compressive Strength	Reinforcement Size	Reinforcement Spacing (Rebar)
A-7	4-1/2"	4000 psi with 28 day aging	#6 rebar	12 in.
System IA	4-1/2"	4000 psi with 28 day aging	#6 rebar	12 in.
System IA-10	4-1/2"	4000 psi with 28 day aging	#6 rebar	12 in.
LMF-12	6 1/2"	4000 psi with 28 day aging	#6 rebar	12 in.
TP-15	6 1/2"	4000 psi with 28 day aging	#6 rebar	10 in.
TP-16	6 1/2"	4000 psi with 28 day aging	#6 rebar	10 in.
TP-18	8"	4000 psi with 28 day aging	#6 rebar	10 in.
TP-20	8"	4000 psi with 28 day aging	#6 rebar	10 in.
TP-26	12"	4000 psi with 28 day aging	#6 rebar	10 in.
TP-26-W	8"	4000 psi with 28 day aging	#6 rebar	10 in.
TP-30	12"	4000 psi with 28 day aging	#6 rebar	10 in.
TP-30-W	8"	4000 psi with 28 day aging	#6 rebar	10 in.
TR-19	4 1/2"	n/a	ACI Temp only*	ACI Temp only*
FL-25	4 1/2"	n/a	ACI Temp only*	ACI Temp only*
TR-25A	4 1/2"	n/a	ACI Temp only*	ACI Temp only*
TR-33	6" or (4 1/2" **)	n/a	ACI Temp only*	ACI Temp only*
TR-35	6" or (4 1/2" **)	n/a	ACI Temp only*	ACI Temp only*
TR-50	6" or (4 1/2" **)	n/a	ACI Temp only*	ACI Temp only*
TR-75	6" or (4 1/2" **)	n/a	ACI Temp only*	ACI Temp only*

* The floor must be properly aged to American Concrete Institute specifications. The floor does not require reinforcement, but a minimum of wire mesh is recommended.

** Larger 4' x 4' base pads (available from Mohawk) required for floors with a thickness range less than 6", but greater or equal to 4 1/2".

The floor should be test drilled to verify minimum floor thickness and to confirm building drawings. A core sample should be obtained and tested to verify minimum floor compressive strength. When investigating floor properties, consult building drawings to verify proper floor reinforcement.

All 2-post lifts require a continuous single slab. Spanning expansion seams or positioning posts on separate slabs is not acceptable.

--- ALL MOHAWK LIFTS MUST BE INSTALLED ON CONCRETE ONLY ---

DO NOT install any Mohawk lift on any surface other than concrete, conforming to the minimum compressive strength, aging, reinforcement, and thickness stated in the table above.

DO NOT install any Mohawk lift on expansion seams or on cracked or defective concrete. All 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 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 install a Mohawk lift on hand mixed concrete.

DO NOT install any Mohawk lift on a secondary floor level or on any ground floor with a basement beneath without written authorization from the building architect and prior consultation and approval from Mohawk Resources Ltd.

If the floor does not meet these minimum pre-existing floor requirements, it is suggested to construct a slab as outlined in **New Slab Recommendations**. If the location of the lift is in a seismic zone, contact Mohawk Resources Ltd. for seismic slab designs.

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: 6/7/06
File: New-Slab.doc

New Slab Recommendations

File: New-slab.xls

Rev Date: 6/7/06

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
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	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	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-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
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-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.

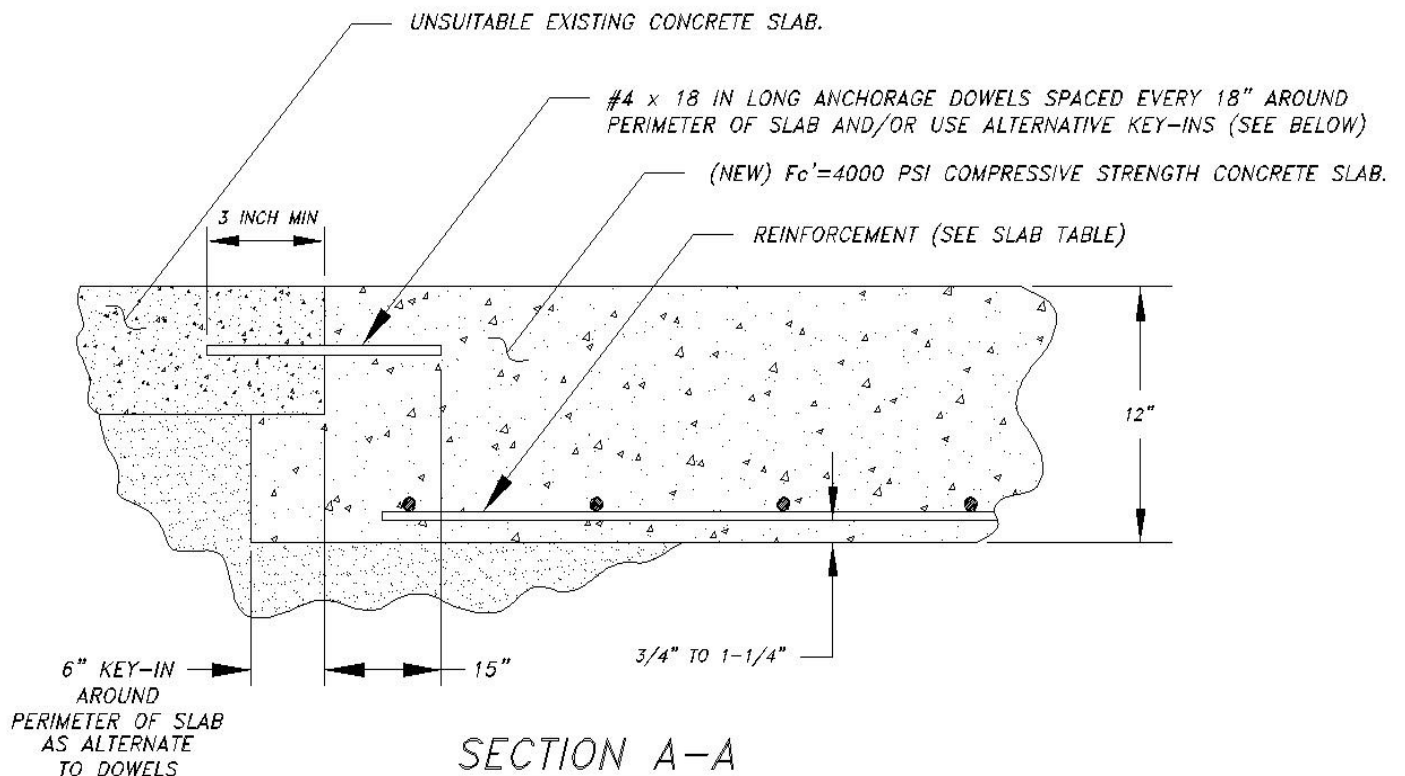
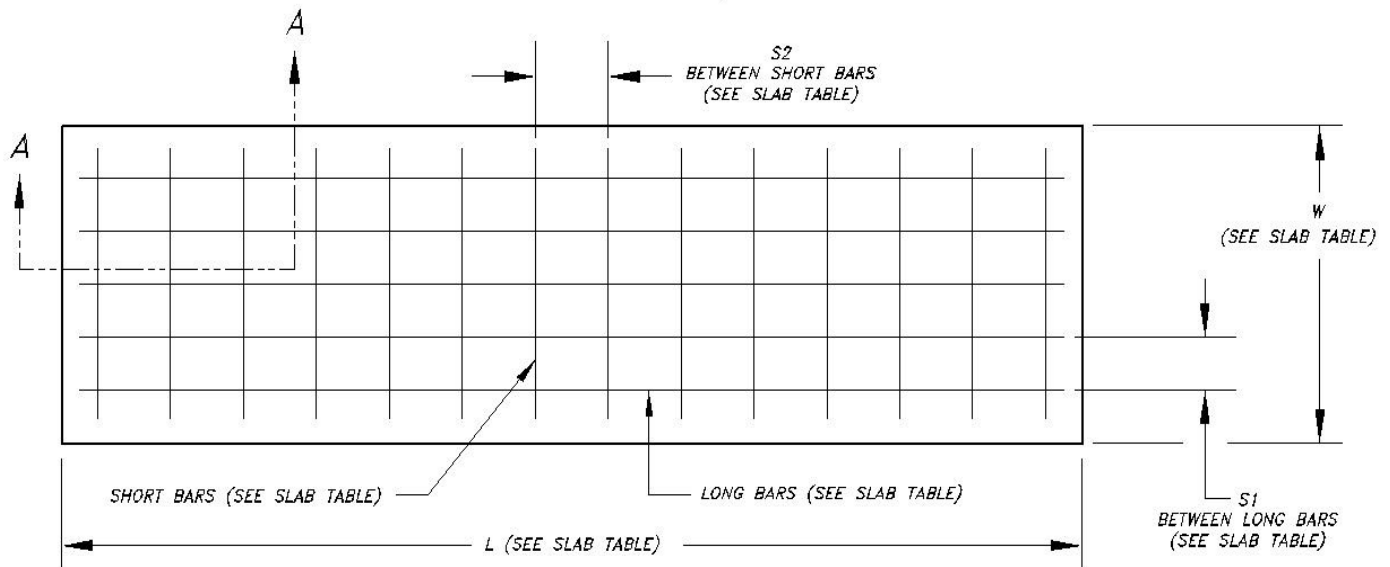
Note 4: The concrete outline dimensions and the reinforcing shown are for a foundation bed allowable bearing capacity of not less than 2,000 lb/sq ft (1 ton per square foot). Many clays, and most all firm clay, hard clay, sand & clay mixes, dry sands, coarse dry sands, dry sand and silt mixes, sand and 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

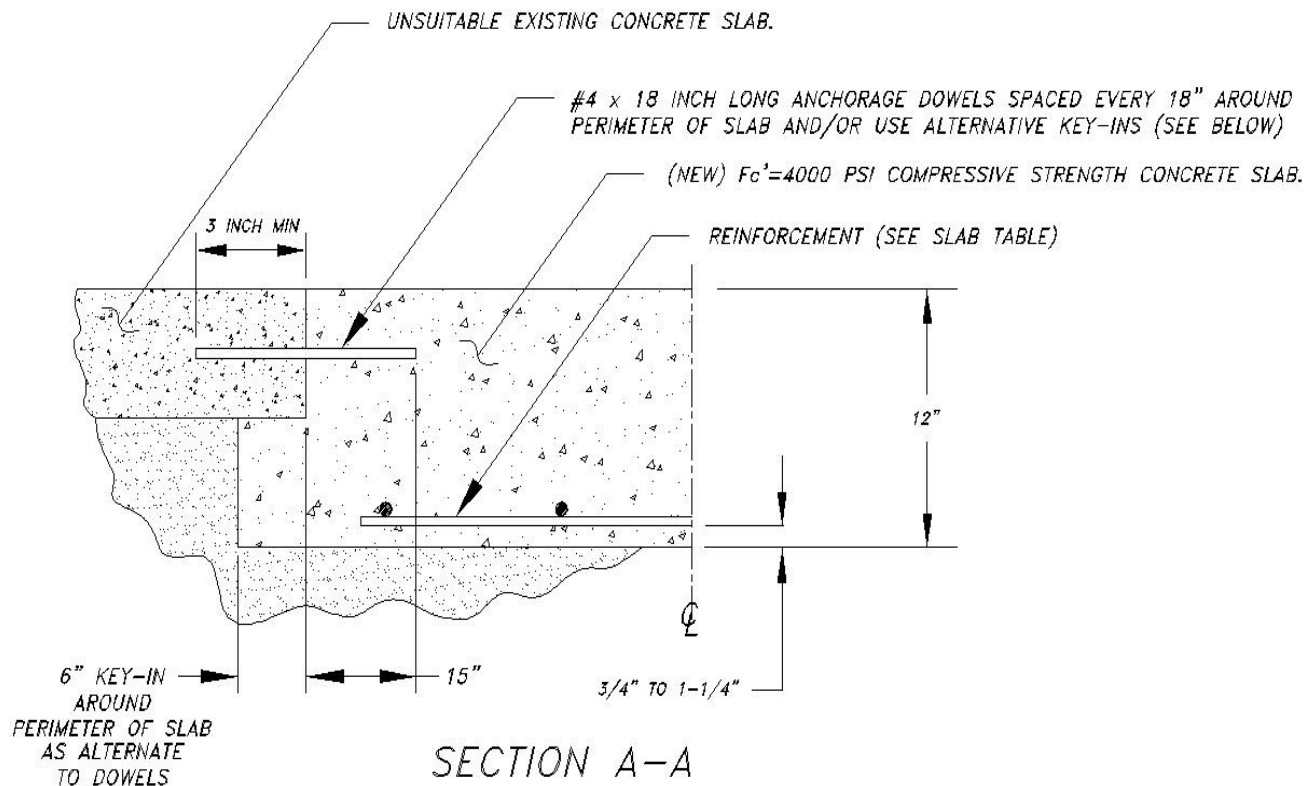
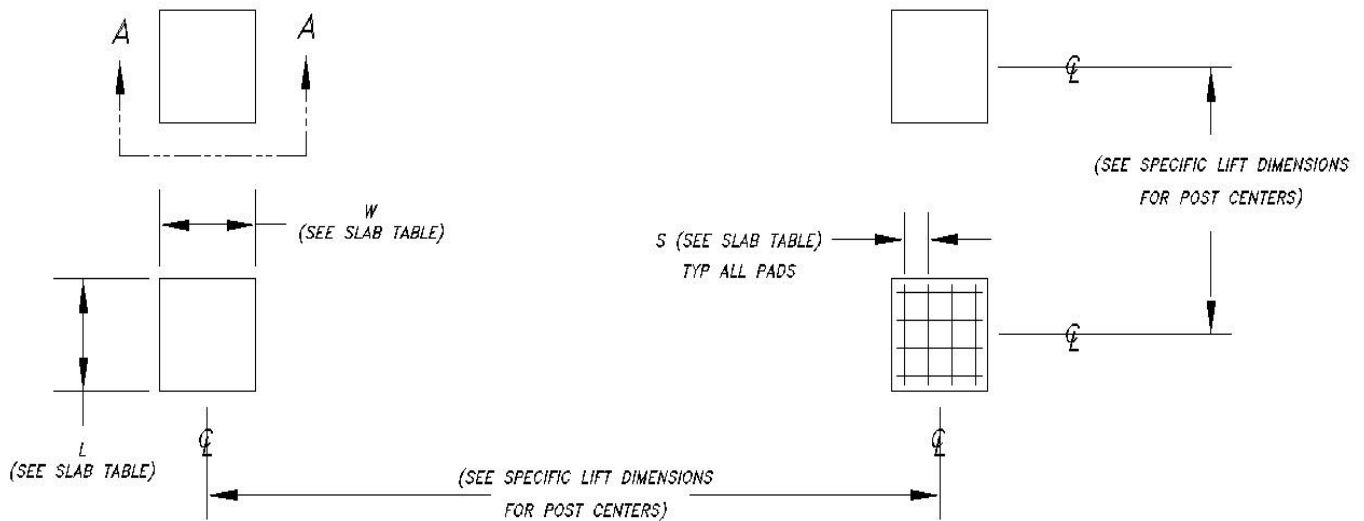


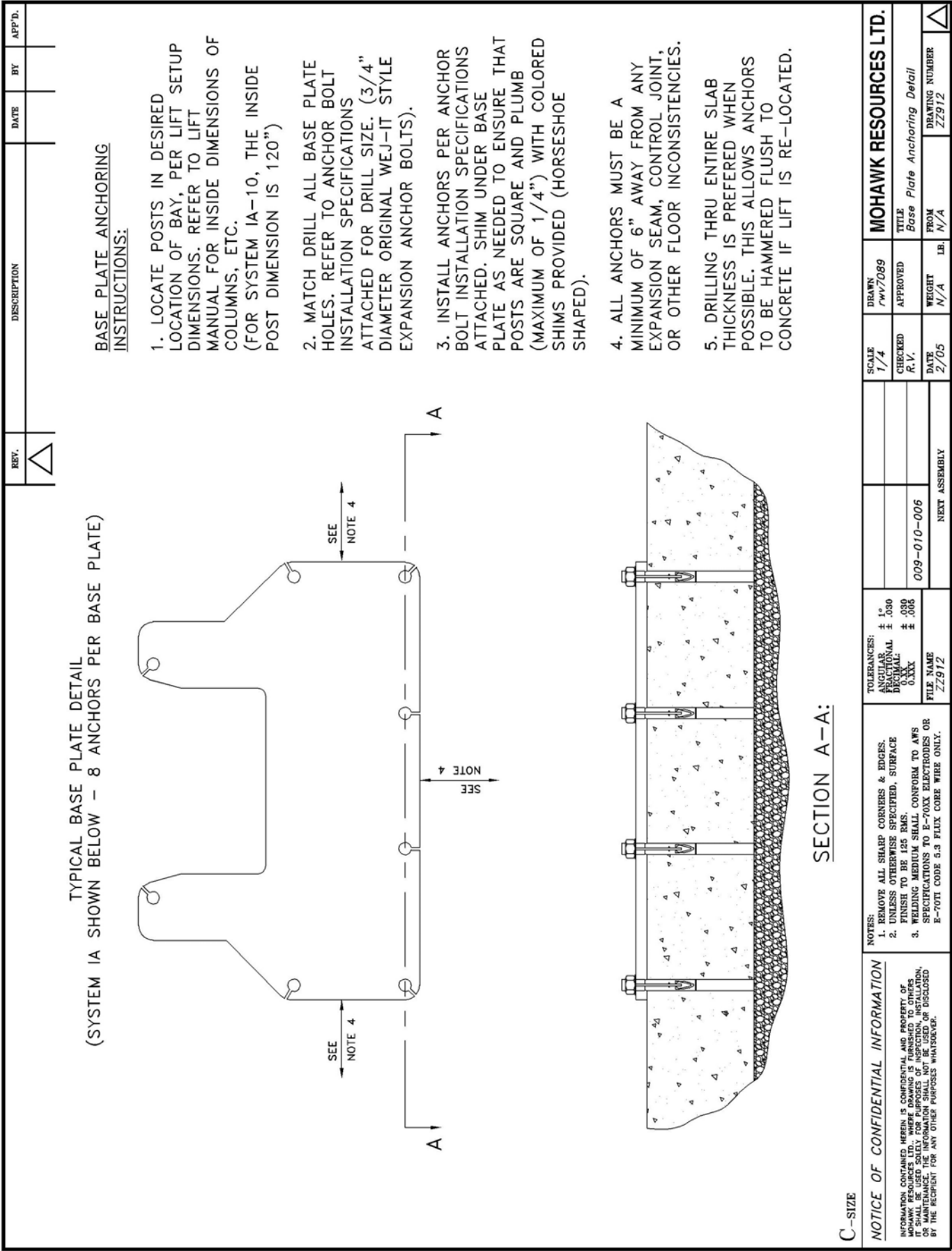
NEW RECOMMENDED SLAB DESIGN FOR 4-POST LIFTS












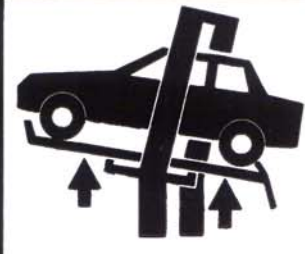
FILE: MAN089

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>⚠ 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>⚠ 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>⚠ 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>⚠ 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>	<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>
<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/WL101w</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/WL101e</p>	

<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.



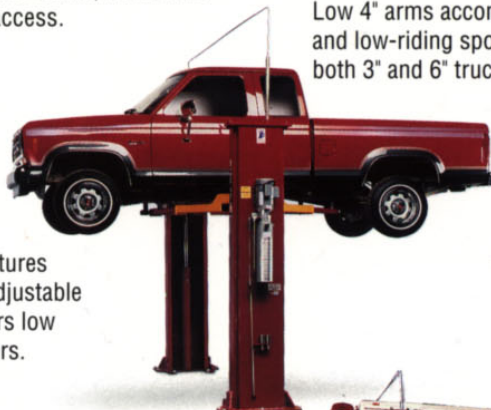
Model A-7

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.

www.mohawklifts.com

MOHAWK

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FAX 518-842-1289



SEND US YOUR PHOTOS!

MOHAWK IS ALWAYS INTERESTED IN SEEING HOW YOUR LIFTS ARE USED. WE HAVE CREATED AN ON-LINE PHOTO DATABASE FOR CUSTOMERS TO VIEW OUR LIFTS IN USE.



VISIT WWW.MOHAWKLIFTS.COM/PR/ AND MAYBE WE CAN ADD YOUR PHOTOS TO OUR COLLECTION.
(JPG FORMATS PREFERRED)

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