

Location

Locate lift to allow plenty of working room on all sides. Allow room for workbenches at front of bay, aisles, lubrication equipment or other obstructions. Check overhead clearances. Ordinarily 12' is ample for automobiles. Observe the recommended minimums in Fig. 1.

New Construction Excavation

New construction requires an excavation as shown in Fig. 2. All depths are measured from the finished floor level. The power unit may be installed on the nearest wall or floor pedestal. The power unit should be located out of the working area around the lift and vehicle, but close enough to allow good visibility while operating the lift. Hydraulic and air lines from the lift should be recessed under the slab in a 2" sch. 40 PVC chase. Challenger Lifts Inc. will supply the proper coupling to join the PVC chase to the lift

Fig. 1

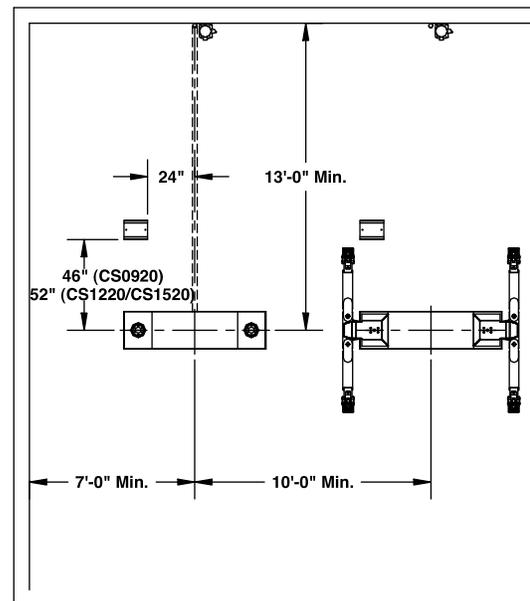
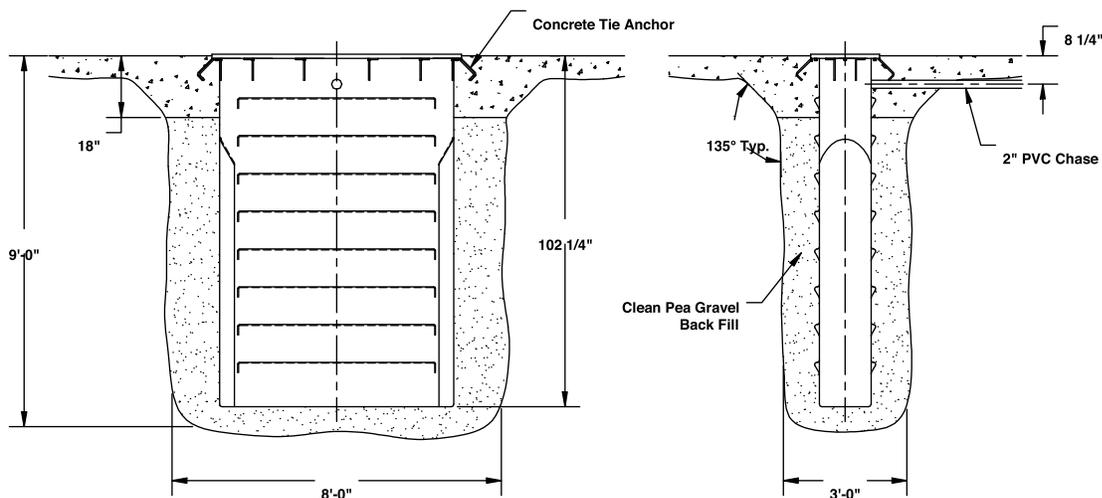


Fig. 2



Installation

1. For best balance of lift / containment assembly while lowering into excavation, sling using the shipping straps provided. See Fig. 3.

DO NOT remove or loosen any of the bearing assembly bolts at this time.

2. Using a chain hoist and tripod, fork lift, crane, etc. for lifting; lower the lift / containment assembly in the excavation being sure the PVC inlet hole is toward the power unit, until the top of the assembly is $\frac{1}{8}$ " to $\frac{1}{4}$ " above finished floor level and aligned with the previously determined center lines. Refer to Fig. 1 and Fig. 3.

3. Remove the outer two bolts from each end of the center cover plate and replace with $\frac{1}{2}$ -13 x 18 threaded rods. Attach two 6 x 6 timbers using $\frac{1}{2}$ -13 nuts and washers, to support the lift / containment assembly on the existing floor or forms. Remove the shipping straps and replace the bolts. Torque the bolts to 60 ft-lbs. Bend concrete tie anchors out 90 degrees and down 45 degrees. Refer to Figures 3 and 4

4. Plumb and level using a machinist level on top of each plunger. Level in several directions.

DO NOT level off the lift frame

Fig. 3

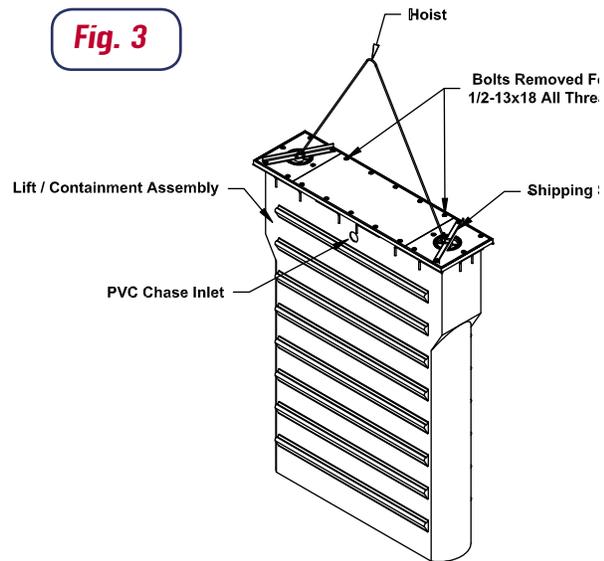
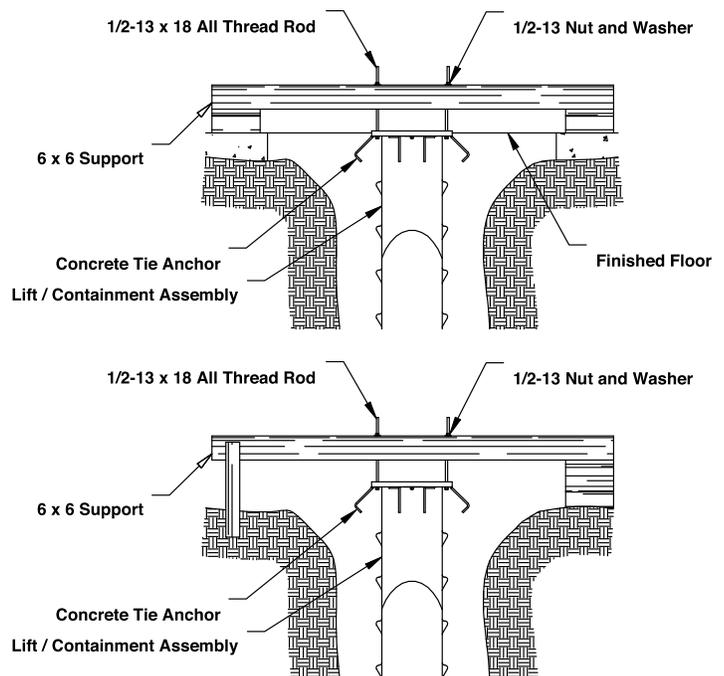


Fig. 4



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