THANK YOU
FOR SENDING IN YOUR
WARRANTY REGISTRATION CARD

MOHAWK SERVICE
DEPARTMENT

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

☑ INSTALLATION
☑ OPERATION
☑ MAINTENANCE
☑ PARTS

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

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

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

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

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

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

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

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

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

Face of Plug Represented:
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:2011 “Safety Requirements for Construction, Testing, and Validation for Automotive Lifts.”

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

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

♦ Must be structurally tested in accordance with the test requirements as outlined in ANSI/ALI ALCTV:2011.

♦ All motor operated units must be listed by a nationally recognized testing laboratory (NRTL) in accordance with ANSI/UL-201.

♦ The manufacturer's production facility must meet quality control requirements as set forth in the ANSI Z34.1-1987 and the ALI/ETL Automotive Lift Certification Program Procedural Guide.

♦ All manufacturer-provided instructions, manuals, and operator safety documents, must meet the requirements of the ANSI/ALI ALCTV:2011 and ANSI/UL-201.

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

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

Some people purchase quality products and others do not. You are assured of quality when you purchase a Mohawk product in compliance with the certification program.
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 LACK OF REQUIRED REGULAR DOCUMENTED 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 DECLARE RESPONSIBILITY WHEN REPAIRS HAVE BEEN MADE OR ATTEMPTED BY OTHERS. THIS WARRANTY DOES NOT COVER LABOR. THIS WARRANTY DOES NOT COVER DOWNTIME EXPENSES INCURRED WHEN UNIT IS IN REPAIR. THE LIFT MUST BE REGISTERED WITHIN 30 DAYS OF INSTALLATION BY MAILING SUPPLIED WARRANTY REGISTRATION CARD TO MOHAWK AND MUST BE SIGNED BY A LICENSED ELECTRICIAN. 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.

THIS WARRANTY DOES NOT COVER NORMAL SURFACE WEAR ITEMS, ITEMS SUBJECT TO ABRASION, OR ITEMS USED IN A CORROSIVE ENVIRONMENT. SOME ITEMS ON LIFT ARE SUBJECT TO NORMAL "WEAR AND TEAR" AND ARE NOT COVERED UNDER THIS WARRANTY.

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

25-YEARS STRUCTURAL / 10 YEARS MECHANICAL: MODELS A-7, SYSTEM IA-10, LC-12, LC-12-3SA, LMF-12, TP-16, TP-18, TP-20, TP-26, TP-30. STRUCTURAL ITEMS COVERED INCLUDE LEG, CARRIAGE, SWING ARM AND SLIDER WELDMENTS (EXCLUDING NORMAL WEAR AREAS AS STATED ABOVE). MECHANICAL ITEMS COVERED INCLUDE ROLLER BEARINGS AND LIFTING CHAIN.
5-YEAR: MODELS TL-7.
2-YEAR: MODELS PARALLELOGRAM SERIES LIFTS.
1-YEAR: MODELS TD-1000, TD-2000, CT-1000, USL-6000.

POWER UNIT (ALL LIFTS):
ALL POWER UNIT COMPONENTS (MOTOR, PUMP AND RESERVOIR) ARE GUARANTEED FOR TWO YEARS FOR PARTS, FROM THE DATE OF SHIPMENT FROM FACTORY, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED, CONNECTED BY A LICENSED ELECTRICIAN AND USED ACCORDING TO SPECIFICATIONS.

ELECTRICAL COMPONENTS (ALL LIFTS):
ALL ELECTRICAL COMPONENTS (EXCLUDING MOTOR) ARE GUARANTEED FOR ONE YEAR FOR PARTS, FROM THE DATE OF SHIPMENT FROM FACTORY, 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, FROM THE DATE OF SHIPMENT FROM FACTORY, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS.
HYDRAULIC CYLINDERS (MODEL SPECIFIC LIFTS):

THE FOLLOWING MODELS ARE GUARANTEED FOR 5 YEARS (PARTS ONLY), FROM DATE OF SHIPMENT FROM FACTORY, FOR HYDRAULIC CYLINDERS, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS: A-7, SYSTEM IA-10, LC-12, LC-12-3SA, LMF-12, TP-16, TP-18, TP-20, TP-26, TP-30.

ALL OTHER MODELS ARE GUARANTEED FOR TWO YEARS (PARTS ONLY), FROM THE DATE OF SHIPMENT FROM FACTORY, FOR HYDRAULIC CYLINDERS, AGAINST DEFECTS IN WORKMANSHIP AND/OR MATERIALS WHEN THE LIFT IS INSTALLED AND USED ACCORDING TO SPECIFICATIONS (EXCLUDING USL-6000, WHICH IS ONE YEAR).

AFTER THE FIRST 5 YEARS FROM DATE OF SHIPMENT FROM FACTORY, THE “EXTENDED LIFETIME CYLINDER SEAL WARRANTY” (BELOW) IS APPLICABLE TO THE FOLLOWING MOHAWK LIFTS ONLY: A-7, SYSTEM IA-10, LC-12, LC-12-3SA, LMF-12, TP-16, TP-18, TP-20, TP-26, TP-30. SEE MOHAWK’S “EXTENDED LIFETIME CYLINDER SEAL WARRANTY” FOR SPECIFIC WARRANTY PROVISIONS FOR HYDRAULIC CYLINDERS.

THE “EXTENDED LIFETIME CYLINDER SEAL WARRANTY” IS AS FOLLOWS:

AS THE ORIGINAL PURCHASER OF A MOHAWK LIFT MANUFACTURED BY MOHAWK RESOURCES, LTD. YOU ARE ENTITLED TO AN EXTENDED CYLINDER SEAL 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. (USE POSTAGE PAID WARRANTY REGISTRATION CARD ATTACHED TO THE FRONT OF THE MANUAL PROVIDED.)

MOHAWK’S OBLIGATION UNDER THIS WARRANTY IS LIMITED TO SUPPLYING MODEL SPECIFIC CYLINDER SEALS. THE CUSTOMER IS RESPONSIBLE FOR SHIPPING AND HANDLING OF THE SEALS. MOHAWK IS NOT RESPONSIBLE/LIABLE FOR THE REBUILD OF CYLINDERS BY OTHERS. THIS WARRANTY IS NON-TRANSFERABLE AND RUNS TO THE ORIGINAL PURCHASER ONLY.

STANDARD OPTIONS (ALL LIFTS):

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

CUSTOM LIFTS AND OPTIONS:

ALL “CUSTOM” LIFTS AND/OR “CUSTOM” OPTIONS ARE GUARANTEED ON A CASE-BY-CASE BASIS. CONSULT MOHAWK FACTORY FOR DETAILS ON SPECIFIC CUSTOM LIFTS AND/OR OPTIONS.

WARRANTY EXCEPTIONS (ALL LIFTS):

ADJUSTMENTS: THIS WARRANTY DOES NOT COVER CASUAL AND ROUTINE ADJUSTMENTS SUCH AS, BUT NOT LIMITED TO: FITTINGS, 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 VOID. 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 OR BEYOND NORMAL SHOP USAGE, 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.

SPECIAL/MODIFIED INSTALLATIONS: THIS WARRANTY DOES NOT COVER “NON-TRADITIONAL” INSTALLATIONS. INSTALLATIONS ARE TO BE DONE ACCORDING TO SPECIFICATIONS, OR THE WARRANTY IS VOID.

WEARABLE COMPONENTS: SOME ITEMS ON LIFTS ARE SUBJECT TO NORMAL “WEAR AND TEAR” AND ARE NOT COVERED UNDER THIS WARRANTY.

* THIS WARRANTY SUPERSEDES ALL OTHER WARRANTY POLICIES PREVIOUSLY STATED AND IN ALL OTHER MOHAWK PRODUCT SPECIFIC LITERATURE (MANUALS, BROCHURES, ETC.).
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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.
Mohawk Model TP-20

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 8". 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.
# MOHAWK MODEL TP-20

## SPECIFICATIONS

### LIFT SPECIFICATIONS

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lift Type / Two Post</td>
<td>Electric / Hydraulic</td>
</tr>
<tr>
<td>TP-20 Lifting Capacity</td>
<td>20,000 LBS.</td>
</tr>
<tr>
<td>Per Arm Capacity</td>
<td>5,000 LBS.</td>
</tr>
<tr>
<td>Lifting Speed Approx.</td>
<td>2 Minutes Approx</td>
</tr>
<tr>
<td>Lifting Height</td>
<td>72 INCHES</td>
</tr>
<tr>
<td>Overall Width</td>
<td>168 INCHES</td>
</tr>
<tr>
<td>Width Between Post</td>
<td>132 INCHES</td>
</tr>
<tr>
<td>Width Between Carriages</td>
<td>108 1/2 INCHES</td>
</tr>
<tr>
<td>Cylinder Extension</td>
<td>162-5/8 INCHES</td>
</tr>
<tr>
<td>Post Height</td>
<td>121-1/2 INCHES</td>
</tr>
<tr>
<td>Overhead Hydraulic Lines</td>
<td>192 INCHES</td>
</tr>
<tr>
<td>Lifting Pad Height (Min)</td>
<td>5-3/8 INCHES</td>
</tr>
<tr>
<td>Lifting Pad Height (Max)</td>
<td>77-3/8 INCHES</td>
</tr>
<tr>
<td>Shipping Weight</td>
<td>8,170 LBS.</td>
</tr>
</tbody>
</table>

### POWER UNIT SPECIFICATIONS

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brand Name</td>
<td>MONARCH</td>
</tr>
<tr>
<td>Model</td>
<td>M-4509-0191</td>
</tr>
<tr>
<td>Power Unit Type</td>
<td>Vertical</td>
</tr>
<tr>
<td>Motor Voltage</td>
<td>208 / 230</td>
</tr>
<tr>
<td>F.L.A. at Rated Capacity</td>
<td>19 / 18</td>
</tr>
<tr>
<td>Motor Horsepower</td>
<td>4</td>
</tr>
<tr>
<td>Motor Phase</td>
<td>Single</td>
</tr>
<tr>
<td>Motor Cycle / Hertz</td>
<td>60</td>
</tr>
<tr>
<td>Motor Speed (R.P.M.)</td>
<td>3,450</td>
</tr>
<tr>
<td>Pump Flow (G.P.M.)</td>
<td>3.2 @ 3450 R.P.M.</td>
</tr>
<tr>
<td>Relief Valve Setting</td>
<td>2,250 P.S.I.</td>
</tr>
<tr>
<td>Working Pressure</td>
<td>1,950 P.S.I.</td>
</tr>
<tr>
<td>Reservoir Capacity</td>
<td>5 Gallons</td>
</tr>
<tr>
<td>Hydraulic Fluid Medium</td>
<td>DEXRON III</td>
</tr>
</tbody>
</table>

### PERFORMANCE TABLE

![Pressure vs. Weight](image)

### SUGGESTED SITE SELECTION / BAY SIZE

<table>
<thead>
<tr>
<th>Width</th>
<th>Depth</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 FEET</td>
<td>25 FEET</td>
<td>16 FEET</td>
</tr>
</tbody>
</table>

### NOTE

The placement of the unit is determined by the type (length, width, height) of vehicle being serviced.

### AIR VALVE TRIO

<table>
<thead>
<tr>
<th>Filter / Regulator</th>
<th>Lubricator / Oil Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 PSIG</td>
<td>SAE NO. 10</td>
</tr>
</tbody>
</table>

It is not recommended to operate the lift under 33 degrees F due to air line freezing.

### FLOOR MODIFICATION DATA

#### NEW FLOOR SECTION

<table>
<thead>
<tr>
<th>Thickness</th>
<th>Slab Size</th>
<th>Cubic Yards</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 INCHES</td>
<td>72 INCH x 186 INCH</td>
<td>2.8</td>
</tr>
</tbody>
</table>

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.

### PRE-EXISTING FLOOR REQUIREMENTS

<table>
<thead>
<tr>
<th>Minimum Thickness</th>
<th>Minimum Compressive Strength</th>
<th>Minimum Aging</th>
</tr>
</thead>
<tbody>
<tr>
<td>8&quot;</td>
<td>4000 P.S.I.</td>
<td>28 DAYS</td>
</tr>
</tbody>
</table>

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.
## RECOMMENDED TOOL LIST

<table>
<thead>
<tr>
<th>SIZE / QTY</th>
<th>DESCRIPTION</th>
<th>USED IN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 - 1/4 IN</td>
<td>WRENCH &amp; SOCKET</td>
<td>SWING ARM PINS</td>
</tr>
<tr>
<td>1 - 1/2 IN</td>
<td>SOCKET</td>
<td>POST MOUNTING BOLTS</td>
</tr>
<tr>
<td>1 - 1/8 IN</td>
<td>SOCKET</td>
<td>POWER UNIT MOUNTING BRACKET</td>
</tr>
<tr>
<td>1 - 1/6 IN</td>
<td>WRENCH</td>
<td>POWER UNIT MOUNTING BRACKET</td>
</tr>
<tr>
<td>11/16 IN</td>
<td>WRENCH</td>
<td>HYDRAULIC LINES</td>
</tr>
<tr>
<td>5/8 IN</td>
<td>WRENCH</td>
<td>HYDRAULIC LINES</td>
</tr>
<tr>
<td>1/2 IN</td>
<td>WRENCH &amp; SOCKET</td>
<td>ACCESS PLATES</td>
</tr>
<tr>
<td>7/16 IN</td>
<td>WRENCH &amp; SOCKET</td>
<td>STARTER BOX</td>
</tr>
<tr>
<td>1</td>
<td>8 FT. MIN. CHAIN / NYLON STRAP</td>
<td>ERECTING POST / POWER UNIT</td>
</tr>
<tr>
<td>1</td>
<td>FLAT HEAD SCREW DRIVER</td>
<td>AIR REGULATOR</td>
</tr>
<tr>
<td>1</td>
<td>RATCHET WRENCH</td>
<td>AS NEEDED</td>
</tr>
<tr>
<td>1</td>
<td>VICE GRIPS</td>
<td>AS NEEDED</td>
</tr>
<tr>
<td>1</td>
<td>CRESCENT WRENCH</td>
<td>AS NEEDED</td>
</tr>
<tr>
<td>1</td>
<td>4 FT BUBBLE LEVEL</td>
<td>VERIFY LEVEL ASSEMBLY</td>
</tr>
<tr>
<td>1</td>
<td>PRY BAR</td>
<td>ADJUSTING / MOVING HEAVY ITEMS</td>
</tr>
<tr>
<td>1</td>
<td>TIN SNIPS</td>
<td>PACKAGING BANDING</td>
</tr>
<tr>
<td>1</td>
<td>CHALK LINE</td>
<td>FLOOR LAYOUT</td>
</tr>
<tr>
<td>1</td>
<td>SOAP STONE</td>
<td>FLOOR LAYOUT</td>
</tr>
<tr>
<td>1</td>
<td>25 FT TAPE MEASURE</td>
<td>FLOOR LAYOUT / SQUARING POST</td>
</tr>
<tr>
<td>1</td>
<td>2 TON MIN. FORK TRUCK OVERHEAD CRANE</td>
<td>LIFTING / ERECTING / MOVING HEAVY ITEMS</td>
</tr>
<tr>
<td>8 FT</td>
<td>STEP LADDER</td>
<td>ASSEMBLE ELEVATED ITEMS</td>
</tr>
</tbody>
</table>
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 HOLE

- 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.


- 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.


- INSURE THE INSIDE DIMENSIONS BETWEEN THE MAIN AND OFF SIDE POST IS CORRECT.

MOHAWK MODEL TP-20

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.


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.
INSTRUCTION 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 FUNCTION.

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 UNOBSERVED 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 UNOBSERVED EXIT.
LIFT FINAL CHECKOUT (AFTER INSTALLATION):
REV (6/28/2012)

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

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

- Proper synchronization of lift arms
- Unit is raising smoothly (air is bleed from hydraulic system - see bleeding procedure for more details)
- No leaks present at any fitting junctions
- Locks are engaging on both posts as lift is raising
- Locks are dis-engaging on both posts when release cable pulled (see J-bar adjustment procedure)
- Locks are re-engaging after dis-engaged when lift is raised
- Lift is not drifting down when raised (raise lift, then stop, and verify drift down of cylinders)
- No vibrations from loose clamping, etc.
- Swing arms rotate smoothly when lift fully lowered and lock in place when lift raised

Once this is complete, locate a representative vehicle into the lifting area. Use a vehicle that weighs at least 75 percent of the capacity of the lift. Observing lifting procedures contained in this manual to locate vehicle in lifting area, and to locate lifting pads at lifting points for vehicle, and while raising and lowering.

Raise lift approximately 1 foot. Verify the following:

- Proper synchronization of lift arms
- No loosening of rear anchor bolts in base plates at floor (look for gap between floor and bases)
- Unit is raising smoothly (air is bleed from hydraulic system - see bleeding procedure for more details)
- No leaks present at any fitting junctions
- Locks are engaging on both posts as lift is raising
- Lift is not drifting down when raised (raise lift, then stop, and verify drift down of cylinders)
- No vibrations from loose clamping, etc.

Release locks and lower unit. Verify the following:

- Proper synchronization of lift arms
- Unit is lowering smoothly (air is bleed from hydraulic system - see bleeding procedure for more details)
- No leaks present at any fitting junctions
- No vibrations from loose clamping, etc.
- Locks are not re-engaging while lowering

Raise lift to full stroke. Verify the following:

- Proper synchronization of lift arms
- No excessive deflection of posts or arms
- No loosening of rear anchor bolts in base plates at floor (look for gap between floor and bases)
- Unit is raising smoothly (air is bleed from hydraulic system - see bleeding procedure for more details)
- No leaks present at any fitting junctions
- Locks are engaging on both posts as lift is raising
- Lift is not drifting down when raised (raise lift, then stop, and verify drift down of cylinders)
- No vibrations from loose clamping, etc.

Lower lift onto locks. Verify the following:

- Lock is engaging upon descent
- Proper synchronization of lift arms

Raise, then release locks, then lower vehicle to floor. Verify the following:

- Proper synchronization of lift arms
- Unit is raising & lowering smoothly (air is bleed from hydraulic system - see bleeding procedure for more details)
- No leaks present at any fitting junctions
- No vibrations from loose clamping, etc.
- Locks are not re-engaging while lowering
- No loosening of rear anchor bolts in base plates at floor (look for gap between floor and bases)

Ensure that all manuals and other instructional materials are delivered to owner/user/employer. Ensure that users are instructed in the safe and proper user of the lift.

Final checkout of lift is complete.
2-POST LIMITATIONS:

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).


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.


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

THE USER SHOULD BE WARNED THAT ANY SITUATION PRODUCING AN OFF-VERTICAL SLANTING OF THE HEIGHT ADAPTERS, SUCH AS DEFLECTION OF THE ARM DUE TO HEAVY LOAD, DEFLECTION OF THE ARM DUE TO SLOP, ECCENTRIC CORNER LOADING OF THE LIFT PAD, ETC. MUST BE AVOIDED. CUPPED OR YOKE STYLE LIFTING PADS (WHICH DO NOT RELY ON FRICTION) ARE ALSO AVAILABLE FOR SITUATIONS INVOLVING LIFTING NON-FLAT SURFACES. CONSULT MOHAWK SERVICE DEPARTMENT FOR CUSTOM PAD REQUESTS FOR YOU APPLICATION.
MOHAWK MODEL  TP-20

PRE - OPERATION CHECK LIST

TRAINED OPERATOR

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

ABSENCE OF OBSTRUCTIONS

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

VISUAL INSPECTION

- THOROUGHLY INSPECT THE UNIT WITH A TRAINED EYE, NOTING ANY PROBLEM AREAS. INSPECT THE FLOOR AND THE ANCHORING FASTENERS AS WELL. REPORT ANY QUESTIONABLE ITEMS.

- THOROUGHLY INSPECT ALL LIFTING PADS AND HEIGHT ADAPTERS FOR ANY WEAR, RUST, DEBRIS, OR DEFORMITIES. IF NEEDED THROUGHLY CLEAN AND OIL WITH LIGHT OIL OR LUBRICANT, SUCH AS WD-40. ENSURE NO OIL OR GREASE IS PRESENT ON TOP SURFACES OF PADS, WHERE PADS CONTACT VEHICLE PICK POINTS.

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.


- FRAME RAILS/PICK POINTS ARE TO BE CENTERED ON LIFTING PADS AND REST FLAT ON LIFTING PAD SURFACES (SEE MAN094, PAGE 26)

- LIFT PAD TO BE FULLY INSERTED INTO SLIDER HOLE OR HEIGHT ADAPTER.

- ON MORE THAN (2) TWO HEIGHT ADAPTERS ARE TO BE USED AT ANY TIME FOR ANY SINGLE LIFTING PAD.

CAUTION:

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

TO RAISE

- ENGAGE THE UP-BUTTON ON THE POWER UNIT. 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.

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

- QUALIFY / RE-QUALIFY ALL PERSONNEL IN THE SAFE OPERATION OF THIS UNIT.
- VERIFY ALL FASTENERS TO PROPER TORQUE: SWING ARM NUTS TIGHTEN TO 1200 FT-LB, THEN BACK OFF UNTIL ARMS MOVE FREELY. CARRIAGE STOP FASTENERS TO 250 FT-LB LIFTING ROD NUTS TO 1200 FT-LB CYLINDER TOP BOLT TO 650 FT-LB ANCHORS (SEE ANCHOR SPECIFICATION SECTION)
- LUBRICATE LOCK BODY MAIN PIVOT PINS. REMOVE WITH SNAP RING PLIERS WHEN FULLY LOWERED AND CLEAN LOCK PIVOT PIN AND LOCK BODY HOLE. SPRAY PIN WITH A LIGHT LUBRICANT (WD-40 OR EQUIVALENT), THEN RE-ASSEMBLE, ENSURING SMOOTH MOTION.
- THE CHANNEL SECTIONS WHERE THE CARRIAGE BEARINGS RIDE AGAINST SHOULD BE CLEANED AND LUBRICATED USING SLIP PLATE OR A LIGHT LUBRICANT (WD-40).
- THE MAIN CARRIAGE BEARINGS ARE FACTORY LUBRICATED AND SEALED. THEY DO NOT REQUIRE ANY ADDITIONAL PERIODIC LUBRICATION. HOWEVER, IF ADDITIONAL LUBRICATION IS DESIRED ON THESE UNDER THE CUSTOMER’S OWN INSPECTION AND MAINTENANCE PROGRAM, IT IS RECOMMENDED TO USE CAM2 – MULTIPURPOSE #2 GREASE (PART NO. 86035) OR EQUIVALENT. USE APPROXIMATELY 2 OZ. PER BEARING.

ANNUALLY

- CHECK YOUR HYDRAULIC FLUID ANNUALLY. EVERY FIVE YEARS REPLACE AND RE-BLEED THE HYDRAULIC FLUID. ALWAYS USE A CLEAN FUNNEL AND FILTER. USE DEXRON III HYDRAULIC FLUID.
- INSPECT ALL BEARINGS FOR UNUSUAL OR EXCESSIVE WEAR. (REPLACE IF NEEDED)
- REMOVE THE SWING ARM RESTRAINTS. THOROUGHLY CLEAN. USE A LIGHT LUBRICANT (WD-40 OR EQUIVALENT) REINSTALL. DO NOT USE GREASE.
- REMOVE THE SWING ARMS. THOROUGHLY CLEAN. USE A LIGHT LUBRICANT (WD-40 OR EQUIVALENT) REINSTALL. DO NOT USE GREASE.
- 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 THERE 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 THERE IS NO MOVEMENT (MAIN SIDE CARRIAGE DOES NOT CONTINUE TO LOWER)

<table>
<thead>
<tr>
<th>NOT RAISING LOAD</th>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOW HYDRAULIC FLUID LEVEL</td>
<td>LOWER UNIT. REMOVE RESERVOIR BREATHER CAP. FILL UNIT TO WITHIN 1/2 INCH BELOW PORT. USE DEXRON III TRANSMISSION / HYDRAULIC FLUID.</td>
<td></td>
</tr>
<tr>
<td>PRESSURE RELIEF ADJUSTMENT</td>
<td>CONSULT MOHAWK SERVICE DEPARTMENT</td>
<td></td>
</tr>
<tr>
<td>PRESSURE RELIEF CONTAMINATION</td>
<td>REFER TO POWER UNIT SPECIFICATIONS. REMOVE AND CLEAN DEBRIS FROM VALVE ASSEMBLY.</td>
<td></td>
</tr>
<tr>
<td>VOLTAGE TO POWER UNIT</td>
<td>REFER TO POWER UNIT SPECIFICATIONS. CONSULT AN ELECTRICIAN</td>
<td></td>
</tr>
<tr>
<td>UNIT OVERLOAD</td>
<td>VEHICLE TO HEAVY TO BE RAISED</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>NOT LOWERING</th>
</tr>
</thead>
<tbody>
<tr>
<td>FLOW CONTROL VALVE</td>
</tr>
<tr>
<td>MECHANICAL LOCKS ENGAGED</td>
</tr>
<tr>
<td>UNIT UNEVEN (SIDE TO SIDE)</td>
</tr>
<tr>
<td>- OR -</td>
</tr>
<tr>
<td>POSTS OUT OF SQUARE</td>
</tr>
<tr>
<td>DEBRIS IN POSTS (TOOLS ETC.)</td>
</tr>
<tr>
<td>OBSTRUCTION UNDER VEHICLE OR LIFT</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RAISING UNEVEN</th>
</tr>
</thead>
</table>
| RULE OF THUMB: 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. |}

<table>
<thead>
<tr>
<th>AIR IN SYSTEM</th>
<th>BLEED UNIT. REFER TO BLEEDING PROCEDURES.</th>
</tr>
</thead>
<tbody>
<tr>
<td>THE CARRIAGE BEARINGS ON THE MAIN AND OFF SIDE MUST NOT CONTACT THE CARRIAGE STOPS. (RESULT OF INCORRECT ROD ADJUSTMENT.)</td>
<td></td>
</tr>
</tbody>
</table>
### TROUBLE SHOOTING CONTINUED

#### RAISING UNEVEN CONTINUED

<table>
<thead>
<tr>
<th>POSSIBLE CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>POSTS OUT OF SQUARE</td>
<td>VERIFY LEVEL ASSEMBLY. MAKE ANY AND ALL NECESSARY ADJUSTMENTS.</td>
</tr>
<tr>
<td>SHOP FLOOR UNEVEN</td>
<td>VERIFY PROPER INSTALLATION OF MAIN SIDE POST. MAIN SIDE TO BE ON HIGH SIDE.</td>
</tr>
<tr>
<td></td>
<td>ALSO SEE SPECIAL LIFTING PADS.</td>
</tr>
<tr>
<td>MAIN SIDE CYLINDER</td>
<td>PERFORM HYDRAULIC SAFETY CHECKS. CHECK FOR INTERNAL HYDRAULIC LEAKS</td>
</tr>
</tbody>
</table>

#### SLOW DRIFT DOWN

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>SAFETIES NOT ENGAGED</td>
<td>RAISE UNIT TO RE-ENGAGE SAFETIES. THEN LOWER UNIT ONTO SAFETIES.</td>
</tr>
<tr>
<td>POWER UNIT LOWERING VALVE CONTAMINATION</td>
<td>BACK FLUSH POWER UNIT: PULL DOWN ON THE LOWERING HANDLE, THEN ENGAGE THE UP BUTTON AT THE SAME TIME. RUN UNIT APPROX. 10 SEC.</td>
</tr>
<tr>
<td>EMERGENCY LOWERING VALVE OPEN</td>
<td>FULLY CLOSE THE VALVE. TIGHTEN SET SCREW.</td>
</tr>
</tbody>
</table>

#### POPPING NOISE WHEN RAISING

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>LOAD NOT CENTERED</td>
<td>VEHICLE IS TO 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.</td>
</tr>
</tbody>
</table>

#### EXTERNAL HYDRAULIC LEAKS

**NOTE: TIGHTEN ALL FITTINGS PER SPECIFICATIONS.**

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>MAIN SIDE CYLINDER</td>
<td>THOROUGHLY CLEAN THE CYLINDER. VERIFY LEAK ORIGIN. FITTINGS ARE TO BE TIGHTENED PER SPECIFICATIONS</td>
</tr>
<tr>
<td>OFF SIDE CYLINDER</td>
<td>THOROUGHLY CLEAN THE CYLINDER. VERIFY LEAK ORIGIN. FITTINGS ARE TO BE TIGHTENED PER SPECIFICATIONS.</td>
</tr>
<tr>
<td>BAD FLAIR OR FITTING</td>
<td>REMOVE THE HYDRAULIC LINE AND INSPECT FLAIR AND FITTING FOR DEFORMATION. REPLACE IF NEEDED.</td>
</tr>
<tr>
<td>BAD O-RING (O-RING TYPE FITTINGS)</td>
<td>CHANGE O-RING</td>
</tr>
<tr>
<td>LOOSE PIPE FITTING</td>
<td>REMOVE, RESEAL, AND RE-INSTALL FITTING. SEAL ALL PIPE FITTING CONNECTIONS WITH THREAD SEALANT MOHAWK PART # 601-610-002 <strong>NOTE: DO NOT USE TEFLEX TAPE.</strong></td>
</tr>
</tbody>
</table>
### SERVICE CHART

<table>
<thead>
<tr>
<th>DATE</th>
<th>PART REPLACED / SERVICED</th>
<th>SERVICE COMPANY</th>
<th>SERVICED BY</th>
</tr>
</thead>
<tbody>
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### MAINTENANCE CHART

<table>
<thead>
<tr>
<th>DATE</th>
<th>MAINTENANCE PERFORMED</th>
<th>SERVICE COMPANY</th>
<th>SERVICED BY</th>
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<tbody>
<tr>
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MODEL:

SERIAL NUMBER:

DATE OF INSTALLATION:
TO BE USED IN CONJUNCTION WITH ELECTRICAL SCHEMATIC

2-POST ELECTRICAL RATINGS:

<table>
<thead>
<tr>
<th>Models A-7, System IA, LC-12 - 2 HP, 60 Hz</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOLTS (VAC)</td>
</tr>
<tr>
<td>----</td>
</tr>
<tr>
<td>208-230</td>
</tr>
<tr>
<td>208-230</td>
</tr>
<tr>
<td>460</td>
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</tbody>
</table>

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

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

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

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

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

1. High strength plastic shims are supplied with all lifts to accommodate slight slopes in floors for proper leveling of posts. These are not intended to compensate for larger slopes.

2. Post shimming should not exceed base plate thickness. If it does, it is recommended to use an additional base(s) as shims (ordered separately).

3. Any shimming, be it plastic shims or base plates, over 1/2 inch in total thickness, will require longer anchor bolts (ordered separately) to maintain proper anchor embedment depth in concrete.

4. For any gap filling in up to 1/2 inch, it is recommended to use high compression 2-part epoxy grouting under the base plate to spread the compressive load of the base plate onto the flooring. For filling gaps in excess of 1/2 inch, it is recommended to use high compression concrete grouting. Refer to Mohawk's recommendations on preferred grout types and methods.
**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**

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zinc Plating</td>
<td>ASTM B-633, Type III, SC1</td>
</tr>
<tr>
<td>ICBO-ES</td>
<td>Report #1821</td>
</tr>
<tr>
<td>City of Los Angeles</td>
<td>#RR 24939</td>
</tr>
<tr>
<td>DOT</td>
<td>Please call Customer Service for specific information by state.</td>
</tr>
<tr>
<td>Federal</td>
<td>QQZ-325C, Type II, Class 3</td>
</tr>
<tr>
<td>Specifications</td>
<td>Clear Chromate added</td>
</tr>
<tr>
<td></td>
<td>FFS-325, Group II, Type 4, Class 1</td>
</tr>
</tbody>
</table>

### Maximum Tensile and Shear Capacity for Static Loads

<table>
<thead>
<tr>
<th>Anchor &amp; Hole Size</th>
<th>2000 psi Embedment (in)</th>
<th>Tension (lbf)</th>
<th>Shear (lbf)</th>
<th>3000 psi Embedment (in)</th>
<th>Tension (lbf)</th>
<th>Shear (lbf)</th>
<th>5000 psi Embedment (in)</th>
<th>Tension (lbf)</th>
<th>Shear (lbf)</th>
<th>7000 psi Embedment (in)</th>
<th>Tension (lbf)</th>
<th>Shear (lbf)</th>
<th>Unreinforced Lightweight (Idealite) Embedment (in)</th>
<th>Tension (lbf)</th>
<th>Shear (lbf)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4</td>
<td>3</td>
<td>11579</td>
<td>15537</td>
<td>19299</td>
<td>21000</td>
<td>27019</td>
<td>23103</td>
<td>3 1/2</td>
<td>17293</td>
<td>19050</td>
<td>4 1/2</td>
<td>21616</td>
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<tr>
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<td>15537</td>
<td>25740</td>
<td>21000</td>
<td>36036</td>
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<tr>
<td>1</td>
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<td>31666</td>
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</tbody>
</table>

**Source:**

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

- Minimum Embedment \( A \) + Material Thickness \( B \) + \( 1/2 \) x Bolt Diameter \( C \) = Total Anchor Length \( D \)

- 3-4 turns of nut = 1/2 bolt diameter
- Nut thickness = bolt diameter
- Material thickness = [Diagram showing anchor installation]

### 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.

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**MOHAWK MODEL TP-20**

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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.

<table>
<thead>
<tr>
<th>TORQUE VALUES</th>
<th>Drill Bit</th>
<th>Estimated Install Torque (ft-lb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchor Diameter (in)</td>
<td>Diameter (in)</td>
<td></td>
</tr>
<tr>
<td>3/4</td>
<td>3/4</td>
<td>75</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>130</td>
</tr>
</tbody>
</table>

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
LIFTING PAD PROCEDURES:

NOTICE:
IF ANY OF THESE REQUIREMENTS CANNOT BE MET, DO NOT RAISE ANY EQUIPMENT WITH LIFT.

PRE-OPERATION CHECK:
VISUALLY INSPECT ALL LIFTING PADS AND HEIGHT ADAPTERS FOR ANY WEAR, RUST, DEBRIS, OR DEFORMITIES. IF NEEDED, THOROUGHLY CLEAN AND OIL WITH LIGHT OIL OR LUBRICANT, SUCH AS WD-40. ENSURE NO OIL OR GREASE IS PRESENT ON TOP SURFACES OF PADS, WHERE PADS CONTACT VEHICLE PICK POINTS.

PLACEMENT:
- LIFTING PADS ARE TO BE POSITIONED TO CONTACT THE FRAME RAILS OR PICK POINTS OF VEHICLES ACCORDING TO THE LOCATIONS SPECIFIED IN ALL/LP-GUIDE VEHICLE LIFTING POINT GUIDE.
- FRAME RAILS/PICK POINTS ARE TO BE CENTERED ON LIFTING PADS AND REST FLAT ON LIFTING PAD SURFACES (SEE DIAGRAMS BELOW).
- LIFT PAD IS TO BE FULLY INSERTED INTO SLIDER HOLE OR HEIGHT ADAPTER.
- NO MORE THAN (2) TWO HEIGHT ADAPTERS ARE TO BE USED AT ANY TIME FOR ANY SINGLE LIFTING PAD.
NOTE: ALL PNEUMATIC LINES TO BE ROUTED ON INSIDE OF LEGS.
### Main Side & Off Side Leg Assembly

**File:** MAN2007  
**Date:** 9/98

<table>
<thead>
<tr>
<th>Item</th>
<th>Part Number</th>
<th>Description</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>500-640-019</td>
<td>BOLT, 1/4-20 NC x 1 1/2</td>
<td>4</td>
</tr>
<tr>
<td>20</td>
<td>007-007-033</td>
<td>LINE SUPPORT</td>
<td>1</td>
</tr>
<tr>
<td>19</td>
<td>500-640-067</td>
<td>BOLT, 1/4-20 NC x 2.5 HEX HEAD CAP</td>
<td>2</td>
</tr>
<tr>
<td>18</td>
<td>500-640-053</td>
<td>BOLT, 3/8-16 NC x 1/2 HEX HEAD CAP</td>
<td>12</td>
</tr>
<tr>
<td>17</td>
<td>026-002-105</td>
<td>ACCESS HOLE COVER</td>
<td>1</td>
</tr>
<tr>
<td>16</td>
<td>026-002-104</td>
<td>LOCK COVER</td>
<td>2</td>
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<tr>
<td>15</td>
<td>026-003-106</td>
<td>LOCK CYLINDER CLEVIS</td>
<td>2</td>
</tr>
<tr>
<td>14</td>
<td>001-420-003</td>
<td>SLEEVE, 3/8 TUBE</td>
<td>4</td>
</tr>
<tr>
<td>13</td>
<td>501-510-008</td>
<td>AIR CYLINDER</td>
<td>2</td>
</tr>
<tr>
<td>12</td>
<td>600-690-005</td>
<td>NUT, LOCK, 1/4-20 NC</td>
<td>2</td>
</tr>
<tr>
<td>11</td>
<td>500-690-001</td>
<td>NUT, LOCK, 3/8-18 NC</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>500-640-068</td>
<td>BOLT, 3/8-16 NC x 2.5 HEX HEAD CAP</td>
<td>2</td>
</tr>
<tr>
<td>9</td>
<td>026-002-130</td>
<td>LOCK BODY PNL, 1 1/2 DIA</td>
<td>2</td>
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<tr>
<td>8</td>
<td>600-670-004</td>
<td>SNAP RING, #5100-150</td>
<td>4</td>
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<tr>
<td>7</td>
<td>026-003-109</td>
<td>LOCK BODY</td>
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<tr>
<td>6</td>
<td>600-690-003</td>
<td>NUT, LOCK, 3/4-16 NF</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>500-675-001</td>
<td>WASHER, FLAT, 3/4</td>
<td>6</td>
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<tr>
<td>4</td>
<td>026-002-014</td>
<td>OFFSIDE LEG WELDMENT</td>
<td>1</td>
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<tr>
<td>3</td>
<td>026-002-015</td>
<td>MAINSIDE LEG WELDMENT</td>
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<tr>
<td>2</td>
<td>026-002-114</td>
<td>CARRIAGE STOP</td>
<td>1</td>
</tr>
<tr>
<td>1</td>
<td>500-640-011</td>
<td>BOLT, 3/4-16 NF x 3 1/2 HEX HEAD CAP</td>
<td>4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Part Number</th>
<th>Description</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>600-710-006</td>
<td>WASHER, FLAT (TENDER) 5/16 ID x 1 1/2 00</td>
<td>2</td>
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<tr>
<td>24</td>
<td>601-710-001</td>
<td>DOUBLE LINE CLIP</td>
<td>2</td>
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<tr>
<td>23</td>
<td>600-690-005</td>
<td>NUT, LOCK, 1/4-20 NC</td>
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<tr>
<td>22</td>
<td>600-710-004</td>
<td>WASHER, FLAT, 1/4</td>
<td>2</td>
</tr>
</tbody>
</table>

**Main Side & Off Side Leg Assembly**

**File:** MAN2007  
**Date:** 9/98
CUT "MADE IN USA" FROM ITEM 1 AND PLACE IN POSITION SHOWN (3) PLACES

SHOWN ON MAINSIDE CYLINDER (018-002-007)
LEFT SIDE VIEW:

FRONT VIEW:
(SECTION A-A)

RIGHT SIDE VIEW:

BACK VIEW:

1 4 3 2

PORT DESTINATION

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

DIVERTER VALVE ASSEMBLY
(020-000-032)

ITEM PART NUMBER DESCRIPTION QTY

MAN2013
020-000-032
FILE: MAN2013
DATE 9/98
PISTON ASSY, 025-000-012

ITEM | PART NUMBER | DESCRIPTION | OTY
--- | --- | --- | ---
1 | 601-420-017 | FITTING | 1
2 | 601-410-034 | VELOCITY FUSE -6 | 1
3 | 601-030-008 | O-RING REF | 1
4 | 026-002-010 | BARREL WELDMENT | 1
5 | 026-000-112 | PISTON | 1
6 | 601-050-003 | SEAL POLYPACK | 2
7 | 601-060-011 | BACK-UP RING | 2
8 | 601-010-001 | PISTON T-SEAL | 1
9 | 601-030-002 | O-RING | 2
10 | 009-001-152 | SPOOL | 2
11 | 600-840-009 | SPRING | 1
12 | 009-001-153 | RETAINER | 2
13 | 601-030-011 | O-RING | 1
14 | 601-420-017 | FITTING | 1
15 | 601-000-003 | ROD T-SEAL | 1
16 | 601-060-007 | BACK-UP RING | 2
17 | 601-020-003 | WIPER | 1
18 | 026-000-111 | ROD GLAND | 1
19 | 026-000-183 | SPIN KEY | 1
20 | 600-850-001 | BOLT | 1
21 | 007-007-143 | WASHER | 1
22 | 601-030-009 | O-RING | 1
23 | 012-012-103 | ROD | 1
24 | 601-800-021 | DECAL, CAUTION | 1
25 | 601-800-022 | DECAL, PATENT | 1

TP-18A, 20, 26A, & 30A
MINSIDE CYLINDER ASSEMBLY
(026-002-007)

FILE: MAN659
DATE: 11/97

ITEM 24 APPEARS ON ITEM 4
ITEM 25 APPEARS ON ITEM 18

CYL ROD ASSY, 012-012-004

ROD GLAND ASSY, 026-000-011
MOHAWK MODEL TP-20

BOTTOM GLAND ASSY, 026-002-009

PISTON ASSY, 026-000-005

1
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21

ITEM
1
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19
20
21

PART NUMBER
601-030-005
601-420-017
601-410-034
601-030-008
026-002-122
026-000-107
026-000-417
026-000-106
026-050-002
026-000-105
601-030-005
601-420-017
601-000-002
601-060-006
601-020-002
026-000-102
026-000-184
026-000-108
600-650-002
601-030-010
026-000-104

DESCRIPTION
O-RING
FITTING, 90 DEGREE
VELOCITY FUSE -6
O-RING
BOTTOM GLAND
SET SCREW
SPRING
CHECK VALVE
POLY-PAK SEAL
PISTON
O-RING
FITTING, 90° ELBOW
ROD T-SEAL
BACK-UP RING
ROD WIPER
ROD GLAND
SPIN KEY
BARREL
BOLT
O-RING
ROD

QTY
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1
2
1
1
1
1
1

OFFSIDE CYLINDER ASSEMBLY

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

FILE: MAN660
DATE: 11/97
<table>
<thead>
<tr>
<th>ITEM</th>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>1</td>
<td>600-600-013</td>
<td>NUT, PLAIN, #10-32</td>
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<tr>
<td>2</td>
<td>600-600-045</td>
<td>CABLE TIE HOLDER</td>
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<tr>
<td>3</td>
<td>600-600-036</td>
<td>PLASTIC TUBE TIE, 8&quot;</td>
</tr>
<tr>
<td>4</td>
<td>601-510-026</td>
<td>SCREW, #10-32 x 1/2&quot;</td>
</tr>
<tr>
<td>5</td>
<td>600-600-006</td>
<td>AIR LINE REGULATOR</td>
</tr>
<tr>
<td>6</td>
<td>601-510-025</td>
<td>L-BRACKET</td>
</tr>
<tr>
<td>7</td>
<td>601-510-034</td>
<td>GAUGE</td>
</tr>
<tr>
<td>8</td>
<td>601-510-033</td>
<td>ELBOW, 90° SWIVEL, 1/4&quot; NPT TO 1/4&quot; TUBE</td>
</tr>
<tr>
<td>9</td>
<td>601-510-032</td>
<td>TUBING, BLACK, 1/4&quot; x 120&quot;</td>
</tr>
<tr>
<td>10</td>
<td>026-002-034</td>
<td>BAG, ZIP-LOCK, 9&quot; x 12&quot;</td>
</tr>
</tbody>
</table>

MOHAWK MODEL TP-20

BAG #4, FILTER, REGULATOR & SMALL PARTS
MOHAWK

PRE-EXISTING
SLAB REQUIREMENTS
&
NEW SLAB
RECOMMENDATIONS

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

<table>
<thead>
<tr>
<th>Mohawk Lift Model</th>
<th>Minimum Slab Thickness</th>
<th>Minimum Compressive Strength</th>
<th>Reinforcement Size</th>
<th>Reinforcement Spacing (Rebar)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-7</td>
<td>4-1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>12 in.</td>
</tr>
<tr>
<td>System IA</td>
<td>4-1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>12 in.</td>
</tr>
<tr>
<td>System IA-10</td>
<td>4-1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>12 in.</td>
</tr>
<tr>
<td>LC-12</td>
<td>6 1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>12 in.</td>
</tr>
<tr>
<td>LMF-12</td>
<td>6 1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>12 in.</td>
</tr>
<tr>
<td>TP-15</td>
<td>6 1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-16</td>
<td>6 1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-18 (2012)</td>
<td>6 1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-20</td>
<td>8”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-20-WB</td>
<td>6 1/2”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-26</td>
<td>12”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-26-WB</td>
<td>8”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-30</td>
<td>12”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
</tr>
<tr>
<td>TP-30-WB</td>
<td>8”</td>
<td>4000 psi with 28 day aging</td>
<td>#6 rebar</td>
<td>10 in.</td>
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<tr>
<td>TR-19</td>
<td>4 1/2”</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>FL-25</td>
<td>4 1/2”</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>TR-25A</td>
<td>4 1/2”</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>TR-30</td>
<td>4 1/2”</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>TR-33</td>
<td>6” or (4 1/2” **)</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>TR-35</td>
<td>6” or (4 1/2” **)</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
<tr>
<td>TR-50</td>
<td>6” or (4 1/2” **)</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
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<tr>
<td>TR-75</td>
<td>6” or (4 1/2” **)</td>
<td>n/a</td>
<td>ACI Temp only*</td>
<td>ACI Temp only*</td>
</tr>
</tbody>
</table>

* The floor must be properly aged to American Concrete Institute specifications. The floor does not require reinforcement, but a minimum of 4” x 4” x 10/10 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 ¼ 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 ½ 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, additional provisions will need to be considered, and it is recommended to consult a building architect or engineer.
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 ¾ 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 ½ 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.
### New Slab Recommendations

**MOHAWK MODEL TP-20**

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

<table>
<thead>
<tr>
<th>Lift Model</th>
<th>W Slab Width, (Inches)</th>
<th>L Slab Length, (Inches)</th>
<th>R Reinforcement Size, (Inch)</th>
<th>S1 &amp; S2 Reinforcement Spacing, (Inch)</th>
<th>D Wej-it Dia, (Inch)</th>
<th>I Wej-it Length, (Inch)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-7</td>
<td>48&quot; Min</td>
<td>144&quot; Min</td>
<td>8 - #4 - Main Bars</td>
<td>6 in - Long Bars</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>System IA</td>
<td>48&quot; Min</td>
<td>161&quot; Min</td>
<td>8 - #4 - Main Bars</td>
<td>6 in - Long Bars</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>System IA-10</td>
<td>48&quot; Min</td>
<td>161&quot; Min</td>
<td>8 - #4 - Main Bars</td>
<td>6 in - Long Bars</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>LC-12</td>
<td>72&quot; Min</td>
<td>168&quot; Min</td>
<td>12 - #4 - Main bars</td>
<td>8 in - Long Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>LMF-12</td>
<td>72&quot; Min</td>
<td>168&quot; Min</td>
<td>12 - #4 - Main bars</td>
<td>8 in - Long Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>TP-15</td>
<td>72&quot; Min</td>
<td>168&quot; Min</td>
<td>12 - #4 - Main bars</td>
<td>8 in - Long Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>TP-16</td>
<td>72&quot; Min</td>
<td>168&quot; Min</td>
<td>12 - #4 - Main bars</td>
<td>8 in - Long Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>TP-18 (2012)</td>
<td>72&quot; Min</td>
<td>168&quot; Min</td>
<td>12 - #4 - Main bars</td>
<td>8 in - Long Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>TP-20</td>
<td>72&quot; Min</td>
<td>186&quot; Min</td>
<td>18 - #4 - Main bars</td>
<td>4 in - Long Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>TP-20-WB</td>
<td>72&quot; Min</td>
<td>186&quot; Min</td>
<td>18 - #4 - Main bars</td>
<td>4 in - Long Bars</td>
<td>3/4 in</td>
<td>6 in</td>
</tr>
<tr>
<td>TP-26</td>
<td>72&quot; Min</td>
<td>198&quot; Min</td>
<td>18 - #4 - Main bars</td>
<td>4 in - Long Bars</td>
<td>1 in</td>
<td>10 in</td>
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<tr>
<td>TP-26-WB</td>
<td>72&quot; Min</td>
<td>220&quot; Min</td>
<td>18 - #4 - Main bars</td>
<td>4 in - Long Bars</td>
<td>1 in</td>
<td>8 in</td>
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<tr>
<td>TP-30</td>
<td>72&quot; Min</td>
<td>198&quot; Min</td>
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<td>8 in</td>
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<tr>
<td>TR-19 *</td>
<td>24&quot; Min</td>
<td>24&quot; Min</td>
<td>4 - #4 Bars</td>
<td>6 in - Each Way</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>FL-25 *</td>
<td>24&quot; Min</td>
<td>24&quot; Min</td>
<td>4 - #4 Bars</td>
<td>6 in - Each Way</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>TR-25 *</td>
<td>24&quot; Min</td>
<td>24&quot; Min</td>
<td>4 - #4 Bars</td>
<td>6 in - Each Way</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
<tr>
<td>TR-30 *</td>
<td>48&quot; Min</td>
<td>48&quot; Min</td>
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<td>6 in - Each Way</td>
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<td>5 in</td>
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<td>TR-33 *</td>
<td>72&quot; Min</td>
<td>72&quot; Min</td>
<td>12 - #4 Bars</td>
<td>6 in - Each Way</td>
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<td>5 in</td>
</tr>
<tr>
<td>TR-35 *</td>
<td>72&quot; Min</td>
<td>72&quot; Min</td>
<td>12 - #4 Bars</td>
<td>6 in - Each Way</td>
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<td>5 in</td>
</tr>
<tr>
<td>TR-50 *</td>
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<td>72&quot; Min</td>
<td>24 Bars Total</td>
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</tr>
<tr>
<td>TR-75 *</td>
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<td>72&quot; Min</td>
<td>24 Bars Total</td>
<td>6 in - Each Way</td>
<td>3/4 in</td>
<td>5 in</td>
</tr>
</tbody>
</table>

* 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, course 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

UNSUITABLE EXISTING CONCRETE SLAB.

#4 x 18 IN LONG ANCHORAGE DOWELS SPACED EVERY 18” AROUND PERIMETER OF SLAB AND/OR USE ALTERNATIVE KEY-INS (SEE BELOW)

(NEW) F'c'=4000 PSI COMPRESSIVE STRENGTH CONCRETE SLAB.

REINFORCEMENT (SEE SLAB TABLE)

SECTION A-A
MOHAWK MODEL TP-20

NEW RECOMMENDED SLAB DESIGN FOR 4-POST LIFTS

FILE: MAN089
DATE: 10/00
REV DATE: 7/2003

SECTION A-A

UNSUITABLE EXISTING CONCRETE SLAB.

#4 x 18 INCH LONG ANCHORAGE DOWELS SPACED EVERY 18" AROUND PERIMETER OF SLAB AND/OR USE ALTERNATIVE KEY-INS (SEE BELOW)

NEW FC' = 4000 PSI COMPRESSIVE STRENGTH CONCRETE SLAB.

6" KEY-IN AROUND PERIMETER OF SLAB AS ALTERNATE TO DOWELS

REINFORCEMENT (SEE SLAB TABLE)

3/4" TO 1-1/4"

15"

12"

3 INCH MIN
TYPICAL BASE PLATE DETAIL
(SYSTEM IA SHOWN BELOW—8 ANCHORS PER BASE PLATE)

BASE PLATE ANCHORING INSTRUCTIONS:

1. LOCATE POSTS IN DESIRED LOCATION OF BAY, PER LIFT SETUP DIMENSIONS. REFER TO LIFT MANUAL FOR INSIDE DIMENSIONS OF COLUMNS, ETC. (FOR SYSTEM IA-10, THE INSIDE POST DIMENSION IS 120")

2. MATCH DRILL ALL BASE PLATE HOLES. REFER TO ANCHOR BOLT INSTALLATION SPECIFICATIONS ATTACHED FOR DRILL SIZE. (3/4" DIAMETER ORIGINAL WEJ-IT STYLE EXPANSION ANCHOR BOLTS).

3. INSTALL ANCHORS PER ANCHOR BOLT INSTALLATION SPECIFICATIONS ATTACHED. SHIM UNDER BASE PLATE AS NEEDED TO ENSURE THAT POSTS ARE SQUARE AND PLUMB (MAXIMUM OF 1/4") WITH COLORED SHIMS PROVIDED (HORSESHOE SHAPED).

4. ALL ANCHORS MUST BE A MINIMUM OF 6" AWAY FROM ANY EXPANSION SEAM, CONTROL JOINT, OR OTHER FLOOR INCONSISTENCIES.

5. DRILLING THRU ENTIRE SLAB THICKNESS IS PREFERRED WHEN POSSIBLE. THIS ALLOWS ANCHORS TO BE HAMMERED FLUSH TO CONCRETE IF LIFT IS RE-LOCATED.

SECTION A-A:

C-SIZE
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 looseness due to vibratory loads.

**Specifications, Approvals and Listings**
- **Type:**
  - Zinc Plated: 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:**
    - QQQ-325C, Type II, Class 3
    - Clear Chromate added
    - FFS-325, Group II, Type 4, Class 1

**Maximum Tensile and Shear Capacity for Static Loads**

<table>
<thead>
<tr>
<th>Anchor &amp; Hole Size</th>
<th>Limestone Aggregate 2000 psi Embedment Tension (in)</th>
<th>Embedment Shear (lbs)</th>
<th>Unreinforced Stone Aggregate 3000 psi Embedment Tension (in)</th>
<th>Embedment Shear (lbs)</th>
<th>Concrete 5000 psi Embedment Tension (lbs)</th>
<th>Embedment Shear (lbs)</th>
<th>Rebar 7000 psi Embedment Tension (lbs)</th>
<th>Embedment Shear (lbs)</th>
<th>Lightweight (Idealite) 5000 psi Embedment Tension (lbs)</th>
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<tbody>
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<td>1 1/8 1132 1211</td>
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<td>2464 2316</td>
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<td>1 1/2 1861 1947</td>
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<td>41619 35700</td>
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**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.

**Edge Distance and Spacing Requirements**

<table>
<thead>
<tr>
<th>Embedment (E) in Anchor Diameter (d)</th>
<th>Spacing</th>
<th>Edge Distance</th>
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<tbody>
<tr>
<td>E &lt; 6d (shallow)</td>
<td>3.50E</td>
<td>1.75E</td>
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<tr>
<td>6d ≤ E ≤ 8d (standard)</td>
<td>2.00E</td>
<td>1.00E</td>
</tr>
<tr>
<td>8d &lt; E (deep)</td>
<td>1.50E</td>
<td>0.75E</td>
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</table>

**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.
**ORDER INFORMATION**

<table>
<thead>
<tr>
<th>Catalog Number</th>
<th>Anchor Diameter &amp; Length (in)</th>
<th>Minimum Embedment (in)</th>
<th>Thread Length (in)</th>
<th>Quantity Box/ Carton</th>
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<td>100/600</td>
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<td>100/600</td>
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<td>100/600</td>
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<td>5/8</td>
<td>100/600</td>
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<td>5/16 x 3</td>
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<td>5/8</td>
<td>100/600</td>
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<td>3/4</td>
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<td>3/4</td>
<td>100/600</td>
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<td>1 x 12</td>
<td>5 1/2</td>
<td>2</td>
<td>5/15</td>
</tr>
</tbody>
</table>

**INSTALLATION INSTRUCTIONS - MOHAWK LIFTS**

1. Drill the hole perpendicular to the work surface. *To assure full holding power, do not ream the hole or allow the drill to wobble.*

2. Drill the hole deeper than the intended embedment of the anchor, but not closer than two anchor 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 on to 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 1/2 lb. hammer until the washer rests solidly against fixture.

7. Tighten the nut to not less than 3 full turns but not more than 5 turns past the hand tight position. Use of an impact wrench for installation of the anchor is NOT recommended.

**INSPECTION & MAINTENANCE INSTRUCTIONS**

1. Verify torque on anchors to 85 Ft. Lbs. 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.

**LENGTH SELECTION GUIDE**

- (C) 3-4 turns of nut = 1/2 bolt diameter
- (B) Nut thickness = bolt diameter
- (A) Minimum embedment
- (D) Material thickness

Minimum Embedment = (A) + Material Thickness + (B) + 1 1/2 x Bolt Diameter + (C) = Total Anchor Length = (D)
SAFETY INSTRUCTIONS

Read operating and safety manuals before using lift.

SAFETY INSTRUCTIONS

Proper maintenance and inspection is necessary for safe operation.

SAFETY INSTRUCTIONS

Do not operate a damaged lift.

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

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MOHAWK MODEL TP-20

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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.

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.

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