4 POST LIFT
CL 14,000 FP

LIFT FEATURES:
• Adjustable Runway Widths
• Anti-Float Rub Blocks
• Heavy Duty Chains-NO CABLES
• Adjustable Height:
  5’ 11½” Max Lifting Height
  (Top of Runways)
• 5 Safety Lock Positions
• Single Point Air Lock Release
• 5 YEAR WARRANTY
• Other Lifts Available!

Thank You For Your Purchase!

We reserve the right to make changes in specifications without notice and without making changes retroactive.
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DISTRIBUTED BY:

COMPLETE HYDRAULIC SERVICE & SALES, INC.
130 Commerce Park Drive
Franklin, IN 46131
(317) 736-5094
Web: www.CompleteHydraulic.com
E-mail: Sales@CompleteHydraulic.com
IMPORTANT NOTES

1. Read this installation and operation manual in its entirety before attempting to install the Lift. Manufacturer or Distributor assumes no responsibility for loss or damage of any kind, expressed or implied, resulting from improper installation or use of this Lift. Always use professional installation companies.

2. All persons using this equipment must be responsible, qualified, and carefully follow the operation and safety guidelines contained in this manual.

3. Always inspect the Lift for damage.

4. In case of freight damage, call the truck line immediately and report any damage as a freight claim on the bill of lading.

5. Insure you have heavy duty lifting equipment when unloading and assembling.

6. A level floor is required for proper Lift installation and operation.

7. DO NOT install this Lift on any asphalt surface. Only on concrete surface a minimum of 4” to 6” thick and 3,000 psi tensile strength with steel or fiber mesh reinforcement.

8. DO NOT install this Lift over concrete expansion joints or cracks. (Check with your building architect.)

9. DO NOT install this Lift on an upper floor without written authorization from your building architect. Should only be installed on the ground floor or basement floor.

10. DO NOT attempt to lift only part of a vehicle. This Lift is intended to raise the vehicle in its entirety. This will bend the arms and void the warranty.

11. NEVER lift any persons or vehicles containing persons. This Lift is designed to lift empty vehicles only.
Introduction

READ THIS BEFORE INSTALLING THE LIFT

Improper installation can cause injury or damage!

1. **Read this installation and operation manual in its entirety before attempting to install the Lift.** Manufacturer or Distributor assumes no responsibility for loss or damage of any kind, expressed or implied, resulting from improper installation or use of this Lift. Always use professional installation companies.

2. All persons using this equipment must be responsible, qualified, and carefully follow the operation and safety guidelines contained in this manual.

3. A level floor is required for proper Lift installation and operation.

4. **DO NOT** attempt to lift only part of a vehicle. This Lift is intended to raise the entire vehicle only. Any other use of this Lift will void the warranty. Make sure you have enough room to install the Lock Rods. You will need at least 9’ of clearance from the opposite end of the power unit end of the Lift (See floor plan on page 7). The Power Unit may be installed on the driver’s front or the passenger’s rear corner.

This is a Vehicle Lift Installation/Operation Manual and no attempt is made or implied herein to instruct the user in lifting methods particular to an individual application. Rather, the contents of this manual are intended as a basis for operation and maintenance of the unit as it stands alone or as it is intended and anticipated to be used in conjunction with other equipment.

Proper applications of the equipment described here 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 the factory for examination. The user assumes full responsibility for any equipment that will be documented and submitted in writing to the factory 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.
## TOOLS FOR INSTALLATION

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
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<tbody>
<tr>
<td>Concrete Rotary Hammer Drill with 5/8” inch Carbide Bit</td>
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<td>Rubber Hammer / 2 lbs. Sledge Hammer</td>
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<td>Chalk Line</td>
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<td>Sockets &amp; Open End Wrenches</td>
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<td>Ratchet Driver</td>
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<td>Screwdrivers</td>
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<td>Torque Wrench</td>
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<td>Step Ladder</td>
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<td>Crane or Other Method to Raise Top Rail Assembly w/ Cylinder</td>
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<td>4’ Foot Bubble Level</td>
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<tr>
<td>12” Inch Adjustable Wrench</td>
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<tr>
<td>AW – 32 Non-Foaming Non-Detergent Hydraulic Fluid (5 gallons)</td>
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We reserve the right to make changes in specifications without notice and without making changes retroactive.
We reserve the right to make changes in specifications without notice and without making changes retroactive.

WARNING: If ANCHORING Posts (optional) to floor, square up all measurements and wait until your Lift is assembled in its entirety. Once fully assembled, anchor Posts to floor.

FIGURE 2 (Vehicle Lift Layout Drawing)

Note for Figure 2 - We recommend 12" (INCHES) between the Lift and the nearest wall.

We reserve the right to make changes in specifications without notice and without making changes retroactive.
STEP 1: UNPACKING YOUR VEHICLE LIFT

CAUTION: While unpacking your Lift, be cautious of using sharp objects to open up the cardboard, do not cut to deep through cardboard, it may puncture objects underneath or cut the product.

When removing your Lift from shipping, be sure, for safety purposes, to remove the end plate bolts from BOTTOM to TOP of the end plate. Once unbolted, keep clear from the ends of the plates at the finalization, after taking them off.

STEP 2: MEASURING LIFT AREA AND CHECKING FOR DEFECTS

When unloading the Lift, place it near the intended installation location. Remove shipping bands and packing materials to allow the Post, Runways, Cross Rails, and Top Rail Assembly with the Cylinder to be unpacked. Remove the packing brackets and bolts holding the Lift to the end plates (end plates are for shipping purposes only and you will discard them - (specific instructions for the removal of the packing material is given throughout the instructions).

This Vehicle Lift is an anchored Lift and bottom Column Plates are required using concrete anchors. Instructions for mounting this Lift onto concrete floor are provided. Assembly of the Vehicle Lift requires 30’ ft. of space. The Lift should be installed on a level floor with a minimum 4" to 6" inches of 3,000 psi concrete (sufficiently cured). Visually inspect the floor, as the Lift should not be installed on cracked concrete or over expansion joints. The installed Lift will only be as strong as the foundation on which it is installed. It is best to test drill where the Lift is to be installed to verify the depth of the concrete. This Lift must be installed on level ground.

To measure for positioning of the Lift do the following.

Note: For illustration purposes (in Figure 2) we used a 30'-foot Installation Bay (or installation area). Your’s may vary.

(1) Snap a chalk line down the center and the full length of the installation bay. This will be your Center Line (This should be done by first measuring from the center of the installation bay door to the nearest foundation wall, then marking that same distance from the foundation wall to the center of the installation bay, at least 236” away from the first mark at the center of the door).

(2) Now, mark the Baseline by measuring in from the bay’s door, allowing enough space for the Drive-up Ramps once they are installed - we recommend a minimum of 4’ feet from the door, and snap a line perpendicular to the Center Line (Use a Square to ensure this line is 90° to the Center Line) from the Baseline, measure up to the front of the Lift 209” and snap another chalk line.

(3) From the Center Line, measure 68½” to one side, at two points, and snap a chalk line parallel to the Center Line exactly 68½” away. Repeat this process to snap a second chalk line from your 68½” inch mark all the way to 137” inches on the opposite side of the Center Line. You have now marked lines showing the width of the Lift (See Figure 2). Make sure that the area marked is square, and check the diagonal measurement from a front corner to a back corner to confirm this - the diagonal (Continued On Next Page)
measurement should be about 249" (or within ½”). (See Figure 2). You have now marked the installation area for your Lift without the Drive-up Ramps installed.

(4) Measure 10½” inside, from all 4 outside lines of the installation area. This will give you the footprint for each of the 4 Posts. (See Figure 2).

You should now have a square layout area like (Figure 2). This is where you will install the Lift.

**STEP 3. BEFORE GETTING STARTED**

**NOTE:** This Lift can be set up one of two ways. You can either set your Power Unit on the Driver Side Front or the Passenger Side Rear. Whichever side you decide to put your Power Unit on, that side will have your Top Rail along with the Cylinder that is connected to it. We will call that side the “Power Side” and the Posts on that side are called your “Main Side Posts” because those Posts hold the Main Side of the Lift. The other two Posts on the other side will be called the Offside Posts.

This Lift is originally setup to have the Main Side Posts on the Driver’s Side. But with a few minor **MODIFICATIONS** you can make your Main Side Post be on your Passenger’s Side, which will help avoid door dings from the Top Rail when opening a vehicle’s door when getting out and off of the Lift. If you are wanting to setup your Main Side on your Passenger Side please reference to (Page 10) for modifications.

For instructional and viewing purposes, this manual will have illustrations and instructions with the Main Side being on the Driver Side of the Lift. Take a look at the illustrations below in (Figure 3) the PU symbol stands for Power Unit. Do not apply Power Unit just yet, that will be later on in this instruction manual.

**FIGURE 3 (Power Side Configuration)**
STEP 4. PASSENGER SIDE/MAIN SIDE POST MODIFICATIONS (OPTIONAL)

If you are putting your Main Side Post on the Driver’s Side of the Lift, skip this step and go onto the next step.

With a few minor MODIFICATIONS you can make your Main Side Post be on your Passenger Side which will help avoid door dings from the Top Rail when opening a vehicle’s door when getting out and off of the Lift. To begin modifications to your Passenger Side, take the Runway that does not have holes on the OUTSIDE of the Runway. Drill two holes on the outside wall of this Runway. You will basically be mirroring the other Runway. Look at the other Runway and notice the holes on the outside of the Runway for the Airlines, they should both be at the ends of the Runway (See Figure 4).

The next step to modifying your Lift is to go underneath the very same Runway that you just drilled Airline Holes through and weld or apply some sort of eyelets to help hold the Airline Hose underneath the Runway. For reference, look underneath the other Runway and mirror the Eyelets underneath that Runway. Make sure to apply the Eyelets on the inner “closest to outside” edge of the Runway. For Example look at (Figure 5).

Once these two modifications are made, you should be well on your way to setting up your Lift with the Passenger Side being the “Strong Side” of your Lift.
STEP 5. INSTALLING MAIN SIDE POST (POWER SIDE)

This Lift requires a minimum of 8’ ceiling height (NOTE: This will be the actual height of the Lift itself to the highest point of the Top Rail, when the Lift is at its highest setting, the height of any vehicle on the Lift will be significantly higher than 8’, we recommend at least 12’).

INSTALLING THE MAIN SIDE POSTS AND TOP RAIL ASSEMBLY. Raise the Main Side Posts to vertical. (See Figure 6). The “Main Side” Posts (or the “Power Side” Posts) will be on the side you want your Power Unit on. The design of this lift is suppose to be for the “Main Side” Posts to be on the (Driver Side) part of the layout for standard installation. The Power Unit Post on the Main Side should be positioned at the front of the bay so that it will be on the Driver’s Side Front of the vehicle.

NOTE: The four Posts come in two pairs, 2 Main Side Posts, and 2 Offside Posts. When installing the Lift, the 2 Main Side Posts should be positioned on what will be the Driver Side of the vehicle (optional). Examine the area where the Base Plates of the Posts are going to be anchored to the floor. Anchor holes in the Base Plates should be at least 4” from any expansion joints or large cracks in the floor.

After the Power Unit Post has been positioned properly at the Front (Depending on how you configure your Lift) of the Main Side of the installation area, secure the post using two 5/8” X 5” Concrete Anchors.

FIGURE 6 (Main Side Posts/Top Rail Assembly)
**STEP 6. TOP RAIL ASSEMBLY**

Ensure that both Main Side Posts are now positioned in the area chalked off in Step 2 (Pg. 8).

Now, position the Top Rail (w/ Cylinder’s butt end closest to the Power Unit) onto the Main Side Posts (See Figure 6 Pg. 11). Allow it to set on the Main Side Posts and secure it using the Bolts (DO NOT REMOVE LIFTING SUPPORT UNTIL RAIL IS BOLTED IN PLACE). Do not tighten the Bolts. Check the Posts again to see if they are level and correctly placed in the Chalk Lines (See Figure 2). You may need to align the Posts using a rubber mallet towards or away from center in order to get them level. Be sure to keep the Posts even on the Base Line (See Figure 2). Check top for space between the Posts and Overhead Beam. You should have less than ¼” between them. If you have more, tighten Nuts on the Overhead Beam on both sides and re-level the Posts (See Figure 7).

![FIGURE 7 (Main Side Posts/Top Rail Assembly)](image)

**STEP 7. INSTALLING OFFSIDE POSTS & CROSS RAILS**

**INSTALLING THE OFFSIDE POSTS & CROSSRAILS.** Now, raise and position the Offside Posts in the two remaining corners. DO NOT ANCHOR AT THIS TIME (See Page 11 Figure 6). Position the Crossrails so that the Chain Connecting Blocks are facing the Main Side Posts. With both Crossrails positioned, use supports to raise the Crossrails 16”.

![Diagram of 4 Post Lift: CL 14,000 FP INSTALLATION manual](image)
STEP 8. BOLT THE POST ANCHORS

BOLT THE POST ANCHORS NOW. Recheck that the Crossrails are positioned correctly. You will now anchor all 4 posts to the concrete floor to prevent the Crossrail from slipping off of the Safety Locks.

You will need a rotary hammer drill with a 5/8” inch carbide masonry bit (most rental outlets have them for rent). Your concrete floor must be at least 4” to 6” thick and a minimum of 3,000 psi. Drill all 16 holes into the concrete, all the way through the floor. Install the Nut and Flat Washer on the Anchor Bolt before putting them in the holes. Be careful to not move the posts when drilling. One-way to avoid this is to drill the holes and place the bolts in one at-a-time, after each hole is drilled.

Recheck the level of each Column and place Shims around each Anchor and wherever they’re needed. If ½” inch or more of shim is required, either refinish concrete or use steel plates and extra long Anchor Bolts (FOR EXTRA PLATES OR LONGER ANCHORS, CALL YOUR LIFT DISTRIBUTOR). Tighten anchor bolts and recheck for level and plumb. Hammer the Anchor Bolts all the way down. Tighten anchor bolts using a torque wrench to 150’ ft. / lbs. (DO NOT use an impact gun when tightening the Anchor Bolts!)

NOTE: 4” - 6” of embedment is the minimum requirement for reinforced concrete.

Recheck the level of the posts. If the posts are off level at this point, loosen the Anchors and use a pry bar to tilt the Posts and Shim as needed. Retighten and check again. When satisfied as to level, tighten all the Anchor Bolts.

STEP 9. INSTALL LEVELING CHAINS IN THE CROSSRAILS

INSTALL LEVELING CHAINS IN THE CROSSRAILS. Use fish wire or baling wire to draw Chain through the Crossrail (Your Lift will likely come with the Chains already routed through the Crossbar, in this case, you must still ensure the Chains are properly attached to the appropriate Chain Anchors and also, that they are correctly positioned on the Rollers). (See Page 9 Figure 3). To connect the two Leveling Chains, install the threaded chain stud onto the offside end of the Leveling Chain, and secure the Master Link with two Cotter Pins. (Ensure that Chain is running inside of the Latch, not outside). Connect the Main Side end of the leveling chain to the chain anchor, and secure the master link with two Cotter Pins. (You may have to clean the chain anchor hole of paint and debris with a 5/16” drill bit (hand only). Ensure that leveling chains are routed correctly through the Crossrail and over the Rollers (See Figure 8).
STEP 10. INSTALL LIFTING CHAINS TO MAIN SIDE CROSSRAILS’ CHAIN ANCHOR

INSTALL LIFTING CHAINS TO MAIN SIDE CROSSRAILS’ CHAIN ANCHOR. Use a stepladder to access ties holding Lifting Chain to Top Rail Assembly, and cut them off. The Lifting Chains will hang down about 1’ foot from the Top Rail Assembly. Pull the Lifting Chains over the Rollers on either end of the Top Rail Assembly down through the Main Side Posts to the Chain Connecting Block at the top of the Safety Lock Assembly on each Crossbar (50 psi of compressed air can be run through the long air vent end of the Cylinder to assist). Attach the Lifting Chain to the Chain Connecting Blocks with 1½” Shoulder Bolt. Tighten Nuts. (Once Chains are installed, you must install the Rub Blocks onto the Crossrails, reference (Pg. 27, Figure 22) for more details.

FIGURE 8 (Chain Routing Illustration)
STEP 11. INSTALL HYDRAULIC MOTOR

INSTALLING YOUR HYDRAULIC MOTOR. Mount the Power Unit to the Mounting Bracket on the Power Unit Post using the provided 5/16"X1" Bolts and 5/16" Nuts. Install 2 Straight Fittings with the O-Ring into the Silver Manifold Block of the Power Unit Pump next to the lever which operates the release valve on the Port marked with a (P), this may come preinstalled.

NOTE: (See Pictures on Pg. 25 Figures 14-16 for details).

FILLING UP RESERVOIR. Fill the Power Unit’s Hydraulic Reservoir with 5 gallons of AW-32 OR ISO-32 Hydraulic Fluid. To do so, unscrew Reservoir from Hydraulic Pump, then sit Hydraulic Reservoir on a stable surface. Next, using a funnel, pour Hydraulic Fluid into Reservoir, approximately 5 gallons. Once filled up, attach Reservoir back to the Hydraulic Pump. This may take assistance when hooking your Reservoir back up to your Hydraulic Pump.

NOTE: The most common cause of Hydraulic System malfunction or failure is the contamination of the Hydraulic Fluid (water, paint chips, dirt, etc.). Throughout the manufacturing process, the components of your Lift have been kept thoroughly cleaned. The rest of the Hydraulic System, (Hoses, Cylinders, Valves, etc.) must be kept clean to prevent contamination problems.

STEP 12. INSTALL RUNWAYS ONTO CROSSRAILS

INSTALLING RUNWAYS ON CROSSRAILS. Use a Forklift to position and install Runways. Place Runways onto Crossrails, ensuring the the Channel on each Runway faces the inside of the Lift.

NOTE: The Driver’s Side Runway must be mounted within the 4 Welded Trunnions on each Runway. The Passenger’s Side Runway is the only Runway which can be adjusted on the Vehicle Lift. Unless you decided to do the Optional Configuration. Basically, whatever side is on the Main Side, that Runway is Stationary and the other Runway will be Adjustable.

![Diagram of Stationary and Adjustable Runways]

FIGURE 9 (Runway Installation)
STEP 13. INSTALL HOSING FOR AIR LOCK SYSTEM

INSTALLING HOSING FOR AIR LOCKS. Using the provided Orange Air Hose (NOTE: This Hose has been precut to the needed lengths, DO NOT cut the hose), run the Coiled Hose from the Power Unit to the #1 Air Lock Cylinder’s 2-Way Fitting located on the Power Unit Post’s Air Lock Assembly. (NOTE: See Pictures on Pg. 26 Figures 17-21 for details).

Now, run one Short Hose from the other end of the #1 (On Power Unit Post) Air Lock’s 2-Way Valve to the T-Fitting and position the T-Fitting underneath the closest Runway, facing the center of the Lift (See Figure 10). Run one of the two Crossrail Length Hoses straight down the Crossrail to the #2 Air Lock Cylinder. Now, run the Runway Length Hose down the Runway to the second T-Valve, which you will position the same way on the opposite end of the Runway (NOTE: You will notice Metal Eyelets welded to the underside of the Runway which you will use to thread the Hose along the Runway to the other end. See Figure 13). Now, run the 2nd Short Hose to the #3 Air Lock, and the 2nd Crossrail Length Hose to the #4 Air Lock. Push the Hose in the Fittings firmly, then lightly pull back on the Hose to ensure that it is tight.

A1 = Air Lock Single Fitting
A2 = Air Lock 2-Way Fitting
T = T-Fitting

FIGURE 10 (Recommended Configuration Shown)

FIGURE 11 (Hole For Main Side Runway)
FIGURE 12 (Valves)
FIGURE 13 (Metal Eyelets Under Runway)
STEP 14. HOOKING UP ELECTRICAL

WIRING & ELECTRICAL. Please reference the electrical diagram on pages 18-19 of this manual for the electrical hook-up of the Power Unit you have. It should be done ONLY BY A CERTIFIED ELECTRICIAN. The standard Power Unit requires 208-220 Volts, Single Phase, on a 20 Amp Dedicated Circuit Breaker.

YOUR POWER SUPPLY NEEDS TO BE 110 VOLTS ON EACH LEG TO GROUND.
220 V Single Phase 20 Amp Dedicated Breaker
WARNING: 3 PHASE & STINGER ELECTRICAL APPLICATIONS CONTACT A QUALIFIED ELECTRICIAN.

Electrical hook-up should be done ONLY BY A CERTIFIED ELECTRICIAN. The standard Power Unit requires 208-220 Volts, Single Phase, on a 20 Amp Dedicated Circuit Breaker.

STEP 15. TESTING AND ADJUSTING LIFT

TESTING AND ADJUSTING LIFT. With the power properly hooked up and Hydraulic Oil (AW32, AW46 or Dexron III Automatic Transmission Fluid) in the Pump Reservoir push the button on the Motor to raise the Runways all the way to their highest position. Then, pull the Air Lock Release Handle to release the Locks. To lower the Lift to the floor, push on the Release Valve Handle on the Power Unit, depending on which type of Power Unit you have to lower the Lift. Run the Lift all the way up and down two or more times or until you feel no more bubbling in the Tank, to bleed all the air from the system.

While running the Lift, listen to the Safety Locks clicking. Each side should click simultaneously or within a ½ second or so of each other. If they are not clicking together, adjust the Chains to compensate by tightening the side that is clicking last, at the Chain Bolt at the top of the Offside Post.

DANGER!

When lowering the Lift PAY CAREFUL ATTENTION. ALWAYS make sure that all four Locks are disengaged. If one of the locks inadvertently locks on descent the Lift and/or vehicle may disrupt causing personal injury or death. Install the Approach Ramps on the entry side of the Lift. Drive a vehicle onto the Lift Runways, and install the Front Wheel Stop Plates. ALWAYS CHOCK WHEELS AND SET PARKING BRAKES BEFORE USE.
DO YOU HAVE THIS STYLE HYDRAULIC POWER UNIT?

*IF SO, SEE NOTES BELOW!*

*INSTALLATION OF THE POWER UNIT IS TO BE DONE ONLY BY A CERTIFIED ELECTRICIAN BEFORE THE POWER UNIT IS INSTALLED. HAVE THE ELECTRICIAN WIRE A QUICK DISCONNECT BETWEEN THE MAIN POWER BREAKER BOX AND THE CONTROL BOX, THEN HAVE THIS QUICK DISCONNECT MOUNTED TO THE SIDE OF THE POST NEXT TO THE POWER UNIT.*

Remove the junction box cover on the motor. Run your electrical power wires from the main breaker box with 220 volt single phase on a 20 amp breaker.

Remove the knock out on the side electrical box on the motor. Now run your main power wires through the knock out hole on the side of the motor junction box to make the electrical connection to the switch wires inside the box.

Attach the Green wire to the ground screw on the motor in the back of the Power Unit junction box.

Put the junction box cover back on after the wiring is complete.
DO YOU HAVE THIS STYLE HYDRAULIC POWER UNIT?

IF SO, SEE NOTES BELOW!


Remove the junction box cover on the motor. Run your electrical power wires from the main breaker box with 220 volt single phase on a 20 amp dedicated breaker.

Remove the knock out on the side electrical box on the motor. Now run your main power wires through the knock out hole on the side of the motor junction box to make the electrical connection to the switch wires inside the box.

Attach the Green wire to the ground screw on the motor in the back of the Power Unit junction box.

Put the junction box cover back on after the wiring is complete.
GENERAL SAFETY INSTRUCTIONS

- **ALWAYS** make sure the Lift is on the Locks before going under the vehicle is level.
- NEVER allow anyone to go under the Lift when raising or lowering.
- Care must be taken as burns can occur from touching hot parts.
- Do not operate equipment with a damaged cord or if the equipment has been dropped or damaged, until a CHSSI Authorized Serviceman has examined it.
- To reduce the risk of fire, do not operate equipment in the vicinity of open containers of flammable liquids.
- Adequate ventilation should be provided when working on internal combustion engines.
- Keep hair, loose clothing, fingers, and all parts of the body away from moving parts.
- To reduce the risk of electrical shock, do not use on wet surfaces or expose to rain.
- Use only as described in this manual.
- Use only Manufacturer’s Recommended Parts & Authorized Installer.
- ALWAYS WEAR SAFETY GLASSES.
- NEVER allow unauthorized personnel to operate Lift.
- ALWAYS know the gross weight of vehicle.
- NEVER EXCEED CAPACITY OF LIFT. (14,000 LBS.) ON THIS LIFT.
- ALWAYS keep unqualified people away from area while loading, unloading, raising, or lowering the Lift.
- NEVER allow anyone to ride in the vehicle while raising, or lowering the Lift.
- ALWAYS keep the area clean and free of water grease, and oil.
- ALWAYS remove wheel chocks, tools, hoses, etc. before loading, unloading, raising, or lowering the Lift.
- ALWAYS insure Safety Locks are working on all 4 Posts.
LIFT OPERATING INSTRUCTIONS

THE PROPER OPERATION OF THE LIFT REQUIRES THAT ANY TIME YOU RAISE A VEHICLE, YOU MUST LOWER THE LIFT ONTO THE SAFETY LOCKS. This is done by raising the vehicle to the desired height and lowering the Lift by pressing the Release Valve Handle until reaching the next available lock. Note: The Power Unit is not made to hold the load and the Lift may bleed down on the locks.

To lower the vehicle, you must first raise the Lift off of the locks, using the power up button. Then, open the lock's engage and hold the lowering handle on the Power Unit until the Lift is on the ground.

NEVER WORK UNDER OR NEAR THIS LIFT WITHOUT THE LOCKS BEING ENGAGED AND THE LIFT SETTING ON THE LOCKS. THE POWER UNIT IS NOT DESIGNED TO BE A LOAD-HOLDING DEVICE. NOT USING THE LOCKS WILL RESULT IN A PREMATURE FAILURE OF THE CYLINDERS, PUMP AND/OR CHAINS AND CAN CAUSE SERIOUS PROPERTY DAMAGE OR PERSONAL INJURY! FAILURE TO HEED THIS WARNING WILL VOID YOUR WARRANTY.

MAINTENANCE SCHEDULE

The following periodic maintenance is the suggested minimum requirements and minimum intervals; accumulated hours or monthly period, whichever comes sooner. If you hear a noise or see any indication of possible failure - cease operation immediately and call an Authorized CHSSI Service Technician to inspect, correct and/or replace parts as required. Following these maintenance procedures is the key to prolonging the life of your Lift.

IF AT ANY TIME, YOU'RE NOT SURE OF THE SAFE OPERATION OF THE LIFT, DISCONTINUE USING IT AND CALL YOUR CHSSI AUTHORIZED DISTRIBUTOR FOR ASSISTANCE.

WARNING: OSHA AND ANSI REQUIRE USERS TO INSPECT LIFTING EQUIPMENT AT THE START OF EVERY SHIFT. THESE AND OTHER PERIODIC INSPECTIONS ARE THE RESPONSIBILITY OF THE USER.
DAILY PRE-OPERATION CHECK

The user should at least perform the following checks daily.

- Daily check & repair of safety latch system is very important - the discovery of device failure is very important from expensive property damage, lost production time, serious personal injury and even death.
- Check safety latches for free movement and full engagement with the Lift and insure that the Locks are locking correctly.
- Check hydraulic connections, and hoses for leakage.
- Check all bolts, nuts, and screws and tighten as necessary.
- Check wiring & switches for damage or loose wiring.
- Keep all Lift components free of dirt, grease or any other corrosive substances.
- Check for stress cracks in the concrete floor near the anchor bolts which, if present, could cause the anchor bolts to loosen and pull out of the floor. Do not use the Lift if this is apparent.
- Ensure all Chains are on all Pulleys when using your Lift.
- Check all Chains are on the proper Pulleys each time you use your Lift.
- All of the Pulleys / Sheaves on your Lift should be sprayed with a light oil such as WD-40 or similar lubricant, two to three times a year.

WEEKLY MAINTENANCE

- Check anchor bolt torque daily to 125ft. lbs.
- Check floor for stress cracks near anchor bolts
- Check hydraulic oil level.
- Check and tighten all bolts, nuts, and all screws.
- Check all Chains are on the proper Pulleys at all times.

YEARLY MAINTENANCE

- Check all Chains are on the proper Pulleys each time you use your Lift.
- All of the Pulleys on your Lift should be sprayed with a light oil such as WD-40 or similar lubricant, two to three times a year.
- Change the hydraulic fluid - good maintenance procedure makes it mandatory to keep hydraulic fluid clean. No hard fast rules can be established; - operating temperature, type of service, contamination levels, filtration, and chemical composition of fluid should be considered. If operating in dusty environment a shorter interval may be required.
- Grease the Safety Lock Tracks and also all Chain Pulleys.

The following repairs should only be performed by a CHSSI Authorized Expert.

- Replacement of hydraulic hoses.
- Replacement of chains or pulleys.
- Replacement or rebuilding hydraulic cylinders.
- Replacement or rebuilding power unit pumps / motors.
- Checking hydraulic cylinder rods and rod ends (threads) for deformation or damage.
- Checking cylinder mounting for looseness and / or damage.

Relocating or changing components may cause problems. Each component in the system must be compatible; an undersized or restricted line will cause a problem with pressure. All valve, pump, and hose connections should be sealed and/or capped until just before use. Air hoses can be used to clean fittings and other components. However, the air supply must be filtered and dry to prevent contamination. Most important - cleanliness - contamination is the most frequent cause of malfunction or failure of hydraulic equipment.

- Should you use a Rolling Bridge Jack, be sure that you are using an (FLR) Filter, Oil Lubricator & Air Regulator that you can purchase from your Distributor.
- Insure all Rolling Bridge Jack Rollers are in position at all times.
## Trouble Shooting

<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Causes</th>
<th>Suggested</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Motor won’t run</td>
<td>Fuse or circuit breaker</td>
<td>Replace blown fuse or reset circuit breaker</td>
</tr>
<tr>
<td></td>
<td>Incorrect voltage to motor</td>
<td>Supply correct voltage to motor</td>
</tr>
<tr>
<td></td>
<td>Wiring connections</td>
<td>Check and repair or insulate all connections</td>
</tr>
<tr>
<td></td>
<td>Burned out micro switch</td>
<td>Replace micro switch</td>
</tr>
<tr>
<td></td>
<td>Burned out motor windings</td>
<td>Replace motor</td>
</tr>
<tr>
<td>2. Motor runs but won’t raise Lift</td>
<td>Open lowering valve</td>
<td>Repair or replace lowering valve</td>
</tr>
<tr>
<td></td>
<td>Pump is sucking air</td>
<td>Tighten all hydraulic line fittings</td>
</tr>
<tr>
<td></td>
<td>Suction tube is off of power unit</td>
<td>Replace hydraulic line</td>
</tr>
<tr>
<td></td>
<td>Low oil level</td>
<td>Top-off tank</td>
</tr>
<tr>
<td>3. Motor runs, raises Lift but not vehicle</td>
<td>Motor is running on low voltage</td>
<td>Supply correct voltage to motor</td>
</tr>
<tr>
<td></td>
<td>Debris in lowering valve</td>
<td>Clean lowering valve</td>
</tr>
<tr>
<td></td>
<td>Improper relief valve adjustment</td>
<td>Call Technical Support</td>
</tr>
<tr>
<td></td>
<td>Overloading of Lift</td>
<td>Check vehicle weight or balance load properly</td>
</tr>
<tr>
<td>4. Lift settles down slowly</td>
<td>Debris in check valve</td>
<td>Clean check valve</td>
</tr>
<tr>
<td></td>
<td>Debris in lowering valve</td>
<td>Clean lowering valve</td>
</tr>
<tr>
<td></td>
<td>External oil leaks</td>
<td>Check for and repair any leaks</td>
</tr>
<tr>
<td>5. Lift goes up unevenly</td>
<td>Equalizer chains not properly adjusted</td>
<td>Adjust chains according to manual</td>
</tr>
<tr>
<td></td>
<td>Lift installed on uneven floor</td>
<td>Shim Post (not more than 1/2&quot;) or adjust swivel pads to compensate</td>
</tr>
<tr>
<td>6. Anchor bolts won’t stay tight or are pulling out of floor</td>
<td>Cement thickness or strength is insufficient</td>
<td>Remove bad cement, pour new pad per Lift specs in manual</td>
</tr>
<tr>
<td></td>
<td>Holes are too big for anchors</td>
<td>Relocate Lift using the proper size drill bit, or pour anchoring cement into holes to secure anchors</td>
</tr>
<tr>
<td>7. Safety latches don’t work</td>
<td>Safety not adjusted properly</td>
<td>Raise Lift until safety adjusting bolt appear in window and adjust as necessary</td>
</tr>
<tr>
<td></td>
<td>Safety spring not connected or weak</td>
<td>Reconnect or replace safety spring</td>
</tr>
<tr>
<td></td>
<td>Safety latch is rusted or frozen</td>
<td>Spray penetrating oil on latch and work the latch until it moves freely</td>
</tr>
<tr>
<td>8. Cylinder whines or chatters</td>
<td>Dry or tight cylinder seals</td>
<td>Replace seals in cylinder</td>
</tr>
<tr>
<td>9. Oil Leaks</td>
<td>Breather End of Cylinder</td>
<td>The piston seal of the cylinder is out. Rebuild the cylinder</td>
</tr>
<tr>
<td></td>
<td>Rod End of Cylinder</td>
<td>The rod seal of the cylinder is out. Rebuild the cylinder</td>
</tr>
<tr>
<td></td>
<td>Power unit</td>
<td>If leaking around the tank-mounting flange, check the oil level in the tank. The level should be below the flange of the tank located at the fill vent</td>
</tr>
<tr>
<td>10. Lift jerks going up and down</td>
<td>Air in hydraulic system</td>
<td>Raise Lift all the way to top and return to floor. Repeat 4-6 times. Do not let this overheat Power Unit.</td>
</tr>
</tbody>
</table>
This limited warranty is not transferable from the original retail purchaser.

No warranty exists until each piece of equipment is completely paid for. It applies to Vehicle Lifts and to any other automotive related equipment that may have been purchased from this distributor.

Power Units are covered for defects in workmanship for one (1) year. Any misuse of Power Unit will void this warranty. For Power Unit warranty repairs the original purchaser needs to provide the following information: (1) Date code of the Power Unit, (2) Serial Number of the Power Unit, and (3) Model Number. In cases of Power Unit replacements, you will be sent a replacement Power Unit after billing your charge card. It is the original purchaser’s responsibility to properly drain and box the defective unit, tag it, and call UPS to pick it up and have it shipped back to us. After receiving the Power Unit back to our facility and an inspection will be made to the unit to insure it was defective from the Manufacturer. If it is the Manufacturer’s defective unit we will credit your credit card back less any shipping. Failure to follow these procedures will void the Power Unit Warranty and any credit to your credit card.

Any other Lift parts (other than Hydraulic Hoses, Power Units, Chains, or parts made by other Manufacturers) which are found by the factory to be defective, within five (5) years, and which were not found to have been abused, will be repaired or replaced (at the Manufacturer’s or Master Lift Distributor’s option). Defects caused by ordinary wear and tear, abuse, misuse, overloading, accident (including shipping damages), improper maintenance and alterations, not approved by the Manufacturer or Master Lift Distributor, are specifically excluded.

The Manufacturer & Master Lift Distributor reserves the absolute right to decline responsibility for repair work made or attempted by any company or person not associated with, or approved beforehand, by the Manufacturer or Master Lift Distributor.

WARRANTY LABOR IS NOT INCLUDED under warranty unless expressly approved by the Manufacturer before the repairs are attempted or by your Master Lift Distributor in writing.
Screw the Pressure Gauge onto the Block Fitting as shown, mount the fitting onto the Cylinder as pictured below, and attach the Hose from the Power Unit to the fitting under the Block.

If you have the Applied Power Unit (black tank), attach the 90° fitting, as pictured below. Make sure to leave the open end of the fitting pointing down, in order to prevent dirt and debris from clogging up the opening. This fitting will serve as a vent for the Cylinder. The One end of the Hose will attach to the bottom of the Block, and the other end will run down to the (P) Port.

If you have the Monarch Power Unit (white), you will use both Hoses and connect them as illustrated above. The Block with attached Pressure Gauge will be mounted on the right side, as you face the cylinder, and a hose will run from the bottom down to the (P) Port on the Power Unit. Attach the 90° fitting to the opening on the left side (closest to the butt of the Cylinder) and a hose will be run down to the Straight Fitting, pictured above, and then into the (T) Port.
Detail Assembly

Run the Hose from your Air Compressor to the Port fitting on this piece and attach, using the NPT Fitting and a sealant.

(Figure 17)
Assemble the Air Valve System for the Air Locks, as pictured above, and mount to the Power Unit Post, using the provided Bracket, as pictured above on the right.

2-Way Fitting Air Lock   (#1 & #3 on Pg. 16)
Single Fitting Air Lock   (#2 & #4 on Pg. 16)
3-Way “T” Fitting   (“T” on Pg. 16)

Metal Tubing Welded to bottom of Crossrails
(Figures 18-21)
Use the pictures above in conjunction with the instructions and illustration on Page 16 to install the CL 14,000 FP’s Air Locking System
Install the 4 Rub Blocks onto the Crossrails as illustrated above.

Use this rod for securing the Approach Ramps onto the Runways.
(Figure 23 - Rolling Bridge Jack Assembly)

To install the Rolling Bridge Jacks, move adjustable Runway 5” inside. Lift the Jack so that the metal wheels on either side fit into the metal J-Channel on the inside of each Runway. Ensure that the Jack is firmly in place and rolls smoothly down the track. To complete the installation, run an air hose from your compressor into the pump as pictured above.
I would like to introduce you to COMPLETE HYDRAULIC SERVICE & SALES, INC. We are a Hydraulic Lift Company, specializing in Automotive Equipment as well as many other aspects of the Hydraulic Industry as you will see in our “Sales Flyer” enclosed. This introduction comes to you as an invitation to be part of our Special Distributor Program in your area that will include a “Protected Territory”.

We can offer you Special Lift Prices as a Distributor at an UNBELIEVABLE $2,999.95 with a Power Unit. With this Special Pricing, you will maintain a “Protected Territory” and “FREE FREIGHT” with any container orders, to your door, with a 9-18 piece order. Please see the CL 14,000 FP Lift Brochure we have enclosed, detailing specifications of this particular Lift or visit our web site www.CompleteHydraulic.com. This Lift comes with a 5 Year Structural Warranty and a 1 Year Warranty on the Hydraulics and Electrical. “WOW!” We sell over 500 Lifts per month and are looking for Distributors to increase this count. Payments and Open Credit Options are based on Credit Approval. In addition, we have 2-Post Base Plate Lifts, 4-Post Portable Lifts, Motorcycle Lifts, and 14,000 lb. Four Post & Alignment Lifts at UNBELIEVABLY low prices.

At this Low Low $2,999.95 Price, you have the opportunity to increase the Profits of your Business. I invite you to visit our Warehouse, at any time, or you may contact me personally for an appointment, 1-317-736-5094, 24 hours a day, 7 days a week to discuss this Distributor Program. You may also find our web site helpful to familiarize yourself with our company at www.CompleteHydraulic.com or E-mail me at Sales@CompleteHydraulic.com.

Thank You,

Randy Brown / Chairman-C.E.O.
Complete Hydraulic Service & Sales, Inc.
130 Commerce Park Drive
Franklin, IN 46131
North American Division
(317) 736-5094 Office
(317) 738-0555 Fax

www.CompleteHydraulic.com
Warranty Activation Form

ATTENTION: MAIL TODAY TO ACTIVATE YOUR WARRANTY!

WARRANTY IS NON-TRANSFERABLE

Company Name: ______________________________________________________
Owner / Shop Manager: ________________________________________________
Address: ____________________________________________________________
Phone: ( ) ___________________ Fax: ( ) ___________________ Cell: ( ) _______
City/State/Province/Zip: ________________________________________________
E-mail: ______________________________________________________________

Purchased From: ____________________________________ Purchase Date: ____
Address: _____________________________________________________________
City: ________________________________ State: ___________________ Zip: ____
Office Phone: ( ) ___________________ Cell Phone: ( ) __________________

FOLD IN HALF, TAPE TOP, APPLY STAMP & MAIL !!!

COMPLETE HYDRAULIC SERVICE & SALES, INC.
130 COMMERCE PARK DR.
FRANKLIN, IN 46131
(317) 736-5064

MODEL NO. CL 14,000 FP
CAPACITY: 14,000 LBS.
SERIAL NO.
DATE.