



LIFTING CAPACITY w/available air - approximately	
PS.I.G. at unit lift capacity	LBS
50	3900
60	4680
70	5460
80	6240
90	7020
100	7800
110	8580
120	9360
130	10140
140	10920
150	11700
160	12480
170	13260
180	14040
190	14820
200	15600

LIFTING CAPACITY w/available air - approximately	
PS.I.G. at unit lift capacity	LBS
50	5650
60	6760
70	7900
80	9000
90	10100
100	11300
110	12400
120	13500
130	14600
140	15800
150	16900
160	18000
170	19200
180	20300
190	21400
200	22500



READ INSTRUCTIONS THOROUGHLY BEFORE OPERATING



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GENERAL INFORMATION

General: Remove contents from box. See Fig. 1 to verify parts received.
Read and follow all instructions and warnings for optimum use.
Maximum air pressure 200 PSI.

Overview: The TJ-70 is a 7 ton Air Lift Jack.
The TJ-110 is an 11 ton Air Lift Jack.
Other than different lifting capacities both jacks function the same way

DANGER

**SERIOUS BODILY HARM OR DEATH CAN RESULT
WITH IMPROPER USE OF THIS PRODUCT**

TJ-70: Primary Features

TJ-110 parts have the same name but are not interchangeable



Do not use parts or components that have become defective.

Due to the danger of lifting heavy objects CAUTION must be used when lifting vehicles with these jacks.

Make sure lift base is set firmly on a stable foundation so no sliding can occur.

Set-Up - How to use

See Fig. 2 showing the 3-way valve to connect an air service line to, 200 PSI Max. Temporarily put the pins through the cylinder tubes as shown in Fig. 3 & 4.

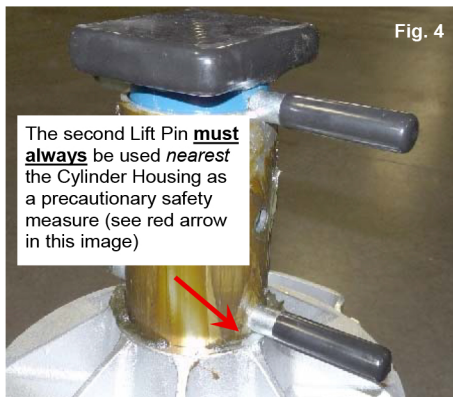
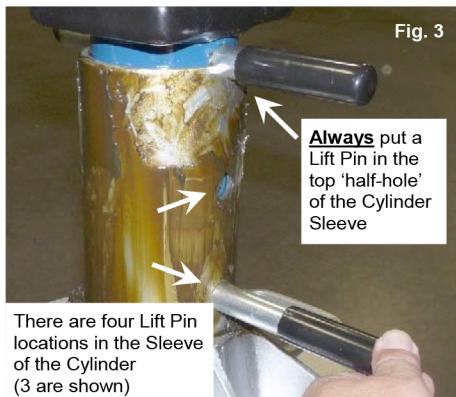
Do not use without Lift Pins. Two must be used at all times!



Fig. 2 is the 3-way valve

Use Teflon tape or other quality sealant to install air inlet fitting. This is supplied by the customer.

The yellow arrows indicate the valve lever can pivot in either direction to either put air into or take air out of the cylinder, thus giving the Jack lifting power and bleeding the air out of the cylinder to allow it to let down a vehicle.



Figure's 3 - 5: The Pins must pass completely through each pair of holes (at desired location) in the Cylinder Sleeve and the Lift Saddle. This includes Extension Tube usage. The Lift Saddle can extend upward and lower holes thru it can be used, but always maintain using the Lift Pin in the highest location in the Cylinder Sleeve.



As a General Rule: Use Lift Jacks in shortest setting heights as possible.

Fig. 5 (at left) **DO NOT** use Lift Saddle in Cylinder Sleeve without a Lift Pin.

However, the Lift Saddle can be used in the Extension Tube without a Lift Pin.

The Lift Pin normally used at top of the Cylinder Sleeve and Lift Saddle is then used at the desired hole location in the Extension Tube but still must rest in the top 'half-hole' of the Cylinder Sleeve.

After obtaining proper working height insert Lift Pin to Lock the Cylinder Sleeve in position and release air pressure in Cylinder to allow load to rest on Lift Pins.

USE SAFETY STANDS - USE IN PAIRS

This product is not intended for use as Safety Stands!

Make sure Air Lift Saddle is making contact on a solid frame member.

Chock wheels before lifting.

Maintenance

Fig. 6



Apply chassis grease to zerk fitting (Fig. 6) on Cylinder cap once weekly under normal use.

This will allow Cylinder Sleeve to slide freely.

Evaluate air hose as necessary and check for leaks on a regular basis.

If lifting ability of Air Jack begins to show signs of fading please do the following:

1. Remove air valve from air hose.
2. Remove top cylinder cap by removing bolts that assemble top cap to cylinder tube.
3. Remove piston and rod assembly. Remove wear ring and piston cup.
4. Clean out internal wall of cylinder. Wash out with a solvent. Use steel wool if necessary.
5. Inspect all parts for wear or breakage.
6. Liberally grease internal surfaces of cylinder. Wall with chassis grease.
7. Re-assemble unit.

Note: Wear ring will be split and appear in a long straight length. This is normal. It is not broken.

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TJ-70 & TJ-110 LIFTING JACK



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