

# P490/P491HD Pit Rack Operation Manual

Form RM07895-00, 01-2021



# Table of Contents

1. For Your Safety .....	3
1.1. Decal List .....	3
1.2. Decal Overview .....	3
2. Operations .....	4
2.1. Chocking Procedure .....	4
2.2. Unlock and Lock Slip Plates with PowerSlide Slip Plates (Optional) .....	4
3. Jack Operations (Optional) .....	4
3.1. Preparing the Vehicle for Lifting .....	4
3.2. Jacking Procedure .....	5
3.3. Lowering the Jack .....	6
4. Position Runway .....	6
5. Regular Maintenance .....	7
5.1. Jack Schedule .....	7
5.2. Warranty Information .....	8

# 1. For Your Safety



## CALIFORNIA WARNING

This product may contain chemicals known to the State of California to cause cancer and reproductive harm. [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

Please read and follow these decal instructions to prevent equipment damage and/or personal injury. If any decal shown in this manual has been removed, is missing, or cannot be read completely for any reason, contact your local service representative for a replacement decal(s). Or call Hunter Engineering Company at 1-800-448-6848. A new warning label kit, 20-3064-1 may be ordered free of charge. The kit will contain all the decals described in the lists below.

## 1.1. Decal List

- 128-1089-3DECAL-COMPOSITE RACK #3
- 128-1091-3DECAL-COMPOSITE RACK #5
- 128-1752-2DECAL-HUNTER WHITE, 19"
- 128-1835-2DECAL-MAX VEHICLE WT 35,000#
- 128-202-2DECALS HANDS OFF
- 128-245-2DECAL-YELLOW and BLACK

## 1.2. Decal Overview

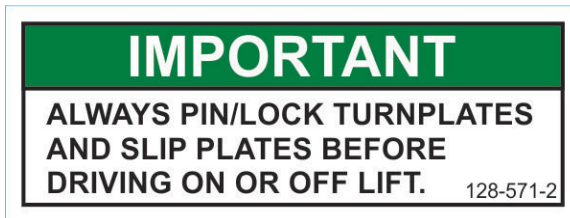
128-180-2



128-567-2



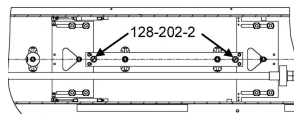
128-571-2 One per turnplate / slip plate



128-1835-2 One sticker per runway



128-202-2 Hands Caution: PowerSlide Runways



## 2. Operations



### NOTE

Read and thoroughly familiarize yourself with these instructions before operating.

Be certain the front wheel stops are in the "up" position.

Carefully drive the vehicle onto the runways until the front wheels are centered on the plates. Apply the parking brake.

Chock the front and rear of the left front wheel and left rear wheel so the vehicle can move no more than 1" forward or rearward.

Chock the wheels.

Be sure the vehicle parking brake is applied and transmission is in park. Remove all chocks. Carefully back the vehicle off the rack.

### 2.1. Chocking Procedure

Read and thoroughly familiarize yourself with these instructions before operating the lift. Adjust the turning angle gauges (with lock pins installed) to match the tread width of the vehicle.



### CAUTION

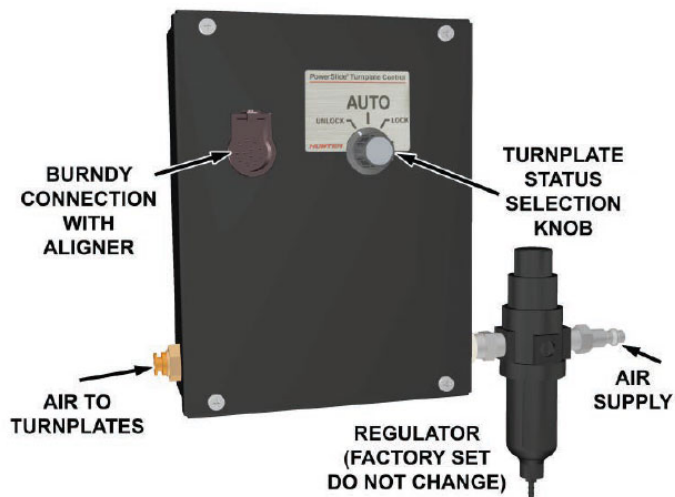
For safety, proper chocking of vehicle wheels is very important to prevent the vehicle from rolling while positioned on elevated runways.

Drive the vehicle onto the rack, place the transmission in PARK, and SET the emergency brake. Place a wheel chock at the front and rear of the left rear wheel. Leave the wheel chocks in place while elevating the lift, performing service operations on the vehicle, and while lowering the lift. After lowering the lift, remove the wheel chocks from the front and rear of the tire before moving the vehicle.

### 2.2. Unlock and Lock Slip Plates with PowerSlide Slip Plates (Optional)

Connect a Burndy cable from aligner to controller for automatic turnplate operation.

Use turnplate status selection knob for manual use.



## 3. Jack Operations (Optional)

### 3.1. Preparing the Vehicle for Lifting

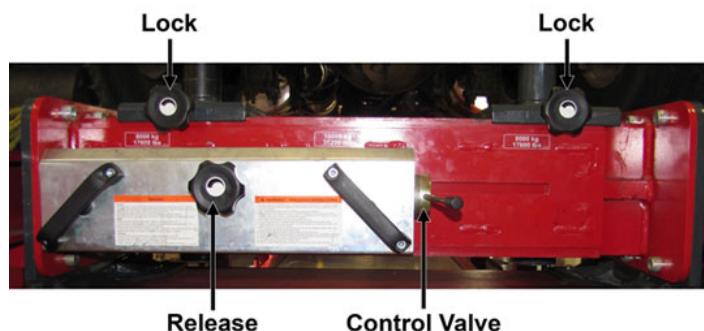


### NOTE

See Manufacturer recommendations: Section: Intro to Ops in RM07952-00 HD Jack Operations

Drive the vehicle onto the rack so that it is approximately centered from side to side on the rack.

Do NOT apply parking break. Chocking is NOT recommended.





If needed, install extensions supplied with the jack. Choose the correct saddle for lifting point.



**CAUTION**

Never install multiple extension adaptors in one cylinder. Only one extension per cylinder may be used at any time.

Always use saddles when extensions are needed.

### 3.2. Jacking Procedure

Slide the jack to the approximate vehicle manufacturer's specified jacking point.

Jacking beams with mechanical locks (optional): When released (control valve fully down), always stop lowering (close the release) before reengaging the mechanical locks

The lock valve in each cylinder nut is for operating the cylinders individually in order to keep the load horizontally by opening or closing the valves. The cylinder will neither lift nor lower with the valve closed. See warnings 8, 9 and 10! The release located in the center of the control panel is used for lowering.

The control valve located on the right center of the control panel controls lifting, and lowering without load. Mechanical locks (optional): The two mechanical locks on each cylinder will lock (engage) automatically when lifting or lowering. The locks are released by continually turning the control valve fully down. If the locks are engaged it is necessary to lift a few cm to allow releasing.

Lifting: Check that both lock valves are open. See warnings 8, 9 and 10! Turn the control valve upwards. First stage is air-operated high-speed approach. Turn further and the air-motor starts for power lift operation. Use the lock valves to keep the load horizontally: close the cylinder having the correct height and then adjust the height of the other cylinder by lifting or lowering.

Check that both cylinders lock valves are fully open.



**NOTE**

If only using one cylinder, make sure the unused cylinder lock valve is fully closed.



**CAUTION**

When using the optional differential beam adaptor make sure both lock valves are fully open.

Turn the control valve upwards to the first stage to bring the jack in contact with the vehicle.



**CAUTION**

Failure to jack the vehicle at the proper locations can result in serious structural damage to the chassis and/or personal injury.

Position cylinders to desired location.

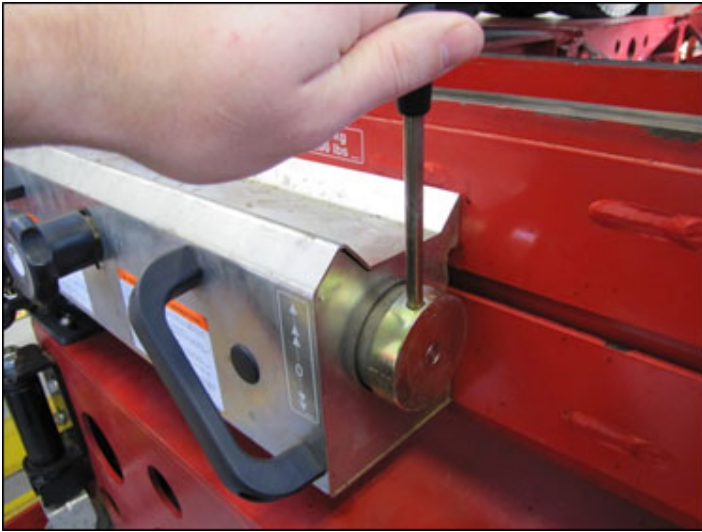


**CAUTION**

Never position both cylinders on one side of the center line of the jack. If the optional differential beam adaptor is used, keep the center of the adaptor on the center line of the jack.

Once the jack pads have contacted the vehicle, check that they are stable before proceeding.

Turn the control valve further upwards to the second stage to begin lifting vehicle.



**NOTE**

If only using one cylinder, make sure the unused cylinder lock valve is fully closed.

Carefully open the release by turning the knob counter-clockwise. Use the lock valves to keep the load horizontal while lowering.



Make sure the jack cylinders lift in unison. If they do not, adjustment of the lock valves will correct this.



**CAUTION**

The vehicle must be allowed to run freely during lifting and lowering (without brakes and in neutral)

Raise the vehicle to the desired height. Support the vehicle after rising to desired height.

After the load on the cylinders is removed, turn the control valve handle downwards to lower the rams completely while keeping release knob open.

### 3.3. Lowering the Jack



**NOTE**

See Manufacturer recommendations: Section: Intro to Ops

Check that both lock valves are fully open.



## 4. Position Runway

Use lifting equipment to move and position runway. Ensure Jack rails are inboard side on runway.

Carefully lift and position one runway suspended above its front pedestal.

Jack the pedestal to the runway for pedestal attachment.



Secure the pedestal to the runway attaching the mounting plate and two 74-653-2 bolts.

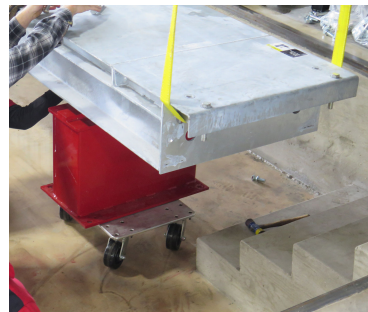


With the pedestal attached, place a cart under the pedestal.

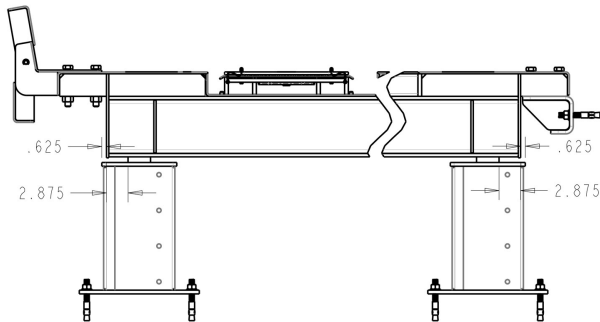
Using a forklift carefully roll the runway into pit.



Roll the runway out over the second pedestal using lifting straps.



Be sure to observe 5/8 spacing as show in below image.



Secure the pedestal to the runway using the mounting plate and two 74-653-2 bolts.

Be sure to observe 5/8 spacing as shown in previous drawing.

## 5. Regular Maintenance

### 5.1. Jack Schedule

**Weekly** • Clean both rams and apply SAE 30 Oil (see figure below). Check proper operation of control levers. Verify two handed operation of raise/lower controls. Check for air leak. Check that the locks are fully engaging and unlocking at the correct times. Check that pivot lock pins are undamaged and lock and unlock freely. Verify that counter balance spring is functional. Perform general structural check for damage.

**Monthly**

- Apply SAE 30 Oil to linkage pins and levers **Annually**

- Apply 3 shots of Moly-Grease to each fitting on both sides of the jack channel assembly. Apply 1-2 shots of Moly-Grease to each fitting on both sides of the lower cylinder assembly with jack fully extended (see figure below). Composite cylinders without grease fittings do not require annual lubrication.

## 5.2. Warranty Information

Hunter Engineering Company warrants new equipment to be free from defects in material and workmanship under normal conditions of use for a period of three (3) years from the date of installation. Exceptions to this warranty are listed below:

- Field labor is covered under this warranty for a period of six (6) months.
- ADASLink™ units carry a one (1) year warranty and remain under warranty as long as a subscription is maintained there after.
- DAS 3000 units, including electronic circuit boards, carry a one (1) year warranty.
- Printers carry a one (1) year warranty.
- Normal consumables and wear items are not covered. Exception is batteries, which are warranted for a period of six (6) months.
- Product that has been subject to abuse, misuse, alterations, accident, exposure to the elements, tampering, unreasonable use, or not maintained in a reasonable or necessary manner.
- Replacement parts purchased through the Hunter Service Center and no longer covered by machine warranty are warranted for a period of six (6) months.

In case of any warranty claim, it will be necessary to contact your local authorized Hunter Service Representative. To have an item considered for warranty, it must be returned to Hunter Engineering Company for inspection and evaluation. This must be done on a freight prepaid basis. If after our inspection the product proves to be defective, and is within the time frame specified, we will repair or replace the item at no additional cost.

This is Hunter Engineering Company's only warranty with respect to new equipment. Hunter Engineering Company disclaims all other warranties to the extent permitted by law. This express warranty and any implied warranties of merchantability and fitness for a particular purpose shall not extend beyond the warranty period. Hunter Engineering Company is not responsible for any incidental or consequential damages, including, but not limited to, loss of business.

We do not authorize any person to assume for us any other liabilities with our products. Any remaining warranty may be transferred to subsequent purchasers by forwarding the purchaser's name, address, phone number and equipment serial number to:

See our document library at [www.Hunter.com](http://www.Hunter.com) for additional details.

Hunter Engineering Company | Customer Service Department

11250 Hunter Drive, Bridgeton, MO 63044

(800) 448-6848

Form 3221-T, Updated: 06-2021, Supersedes 12-17a



## Hunter Training

**Develop the skills and Knowledge to excel**

***hunter.com/training***



Hunter Engineering Company leads the under-vehicle service equipment industry & accepts the responsibility to train tomorrow's technicians.



Based on Hunter's know-how and industry-leading technology, Hunter Training begins with concept theory and discussion (40%) and finishes with hands-on training (60%).



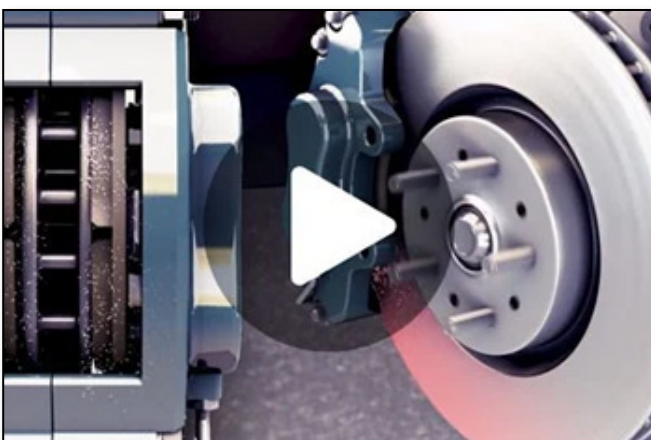
All Hunter Training classes are led by ASE-certified instructors and all training material is kept up-to-date through a rigorous curriculum review process.



**Local Training Classes**



**On-Site Training**



**Video Tutorials**



**Hunter University**

Visit **hunter.com/training** for more information