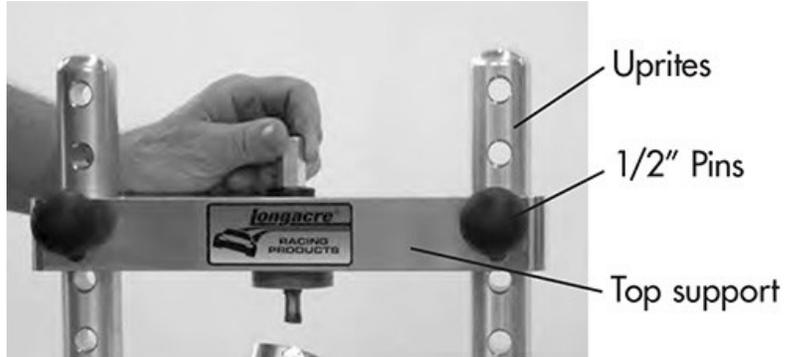


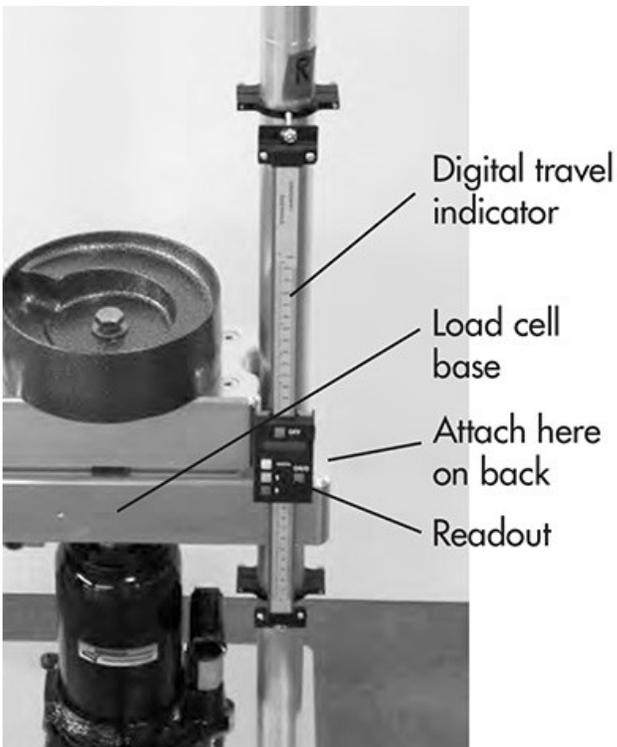
# Assemble Tester

Attach round uprights w. holes to main assembly. Note: Right and left pieces. Hand tighten only.

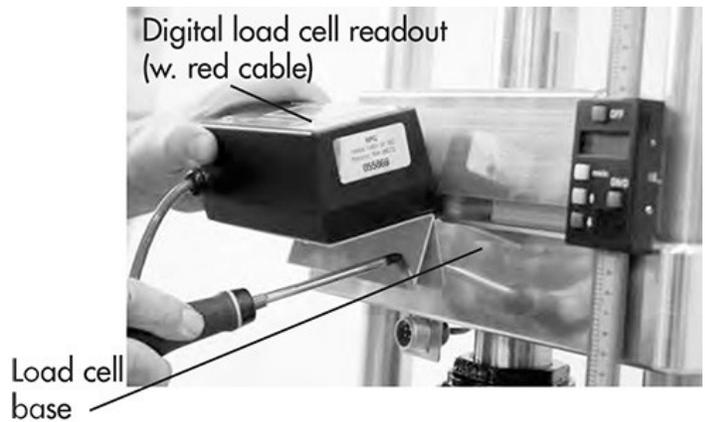


Slide top support over top of round uprights and install 2) 1/2" pins as shown. If holes do not line up (they should if you install the extensions right & left) lay the tester on its side and slightly loosen the countersunk allen bolts in the bottom. Rotate the round uprights until the pins go through properly. Retighten allen bolts on bottom.

Install the digital travel indicator on the right upright. There are brackets and 1 nut at the top and bottom plus 2 small screws to attach the center section readout to the load cell base.



Mount the digital load cell digital readout to the load cell base as shown. Charger is supplied to recharge battery as needed.



Connect cable on underside of load cell base as shown. Hand tighten collar nut.



# IMPORTANT INFORMATION:

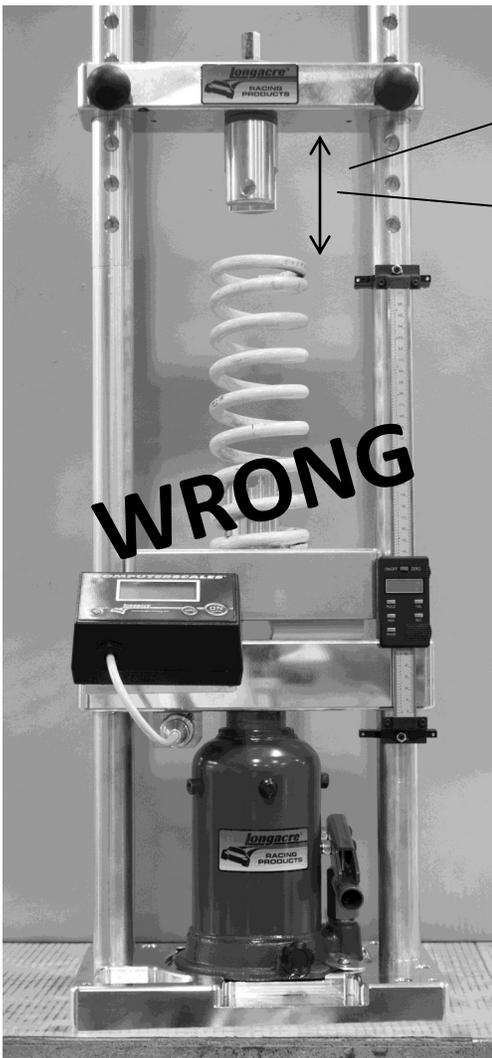
## Please read & understand



The new HD hydraulic jack used in this tester has 2 cylinders to increase maximum travel, a larger outer one and a smaller inner one. If you raise the ram with no load the inner cylinder will rise first. As soon as force is applied the large cylinder will start to move. Under some conditions the smaller cylinder will rapidly compress and the larger cylinder move up. This can happen unexpectedly. Keep hands away from the cylinder area. Injury could occur.

**Compressed coil springs are potentially dangerous due to the energy contained. Be very careful to avoid injury or death.**

**NEVER compress a spring if it shows signs of 'bowing' out to one side. The spring could come out of the tester and cause injury or death.**

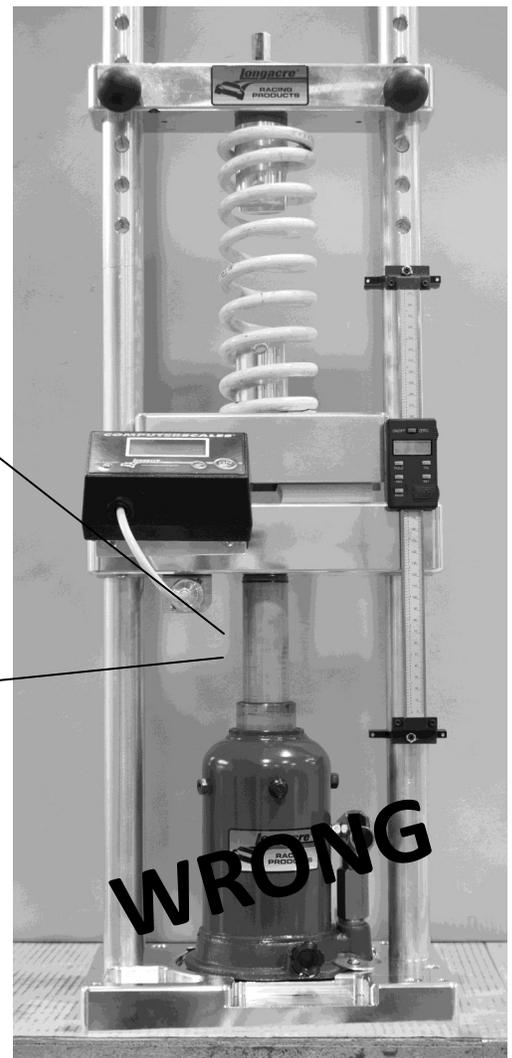


## Wrong

See space above spring. Inner cylinder will come out first because of no load and may re-compress suddenly when load is applied.

See how inner cylinder has come out before outer one.

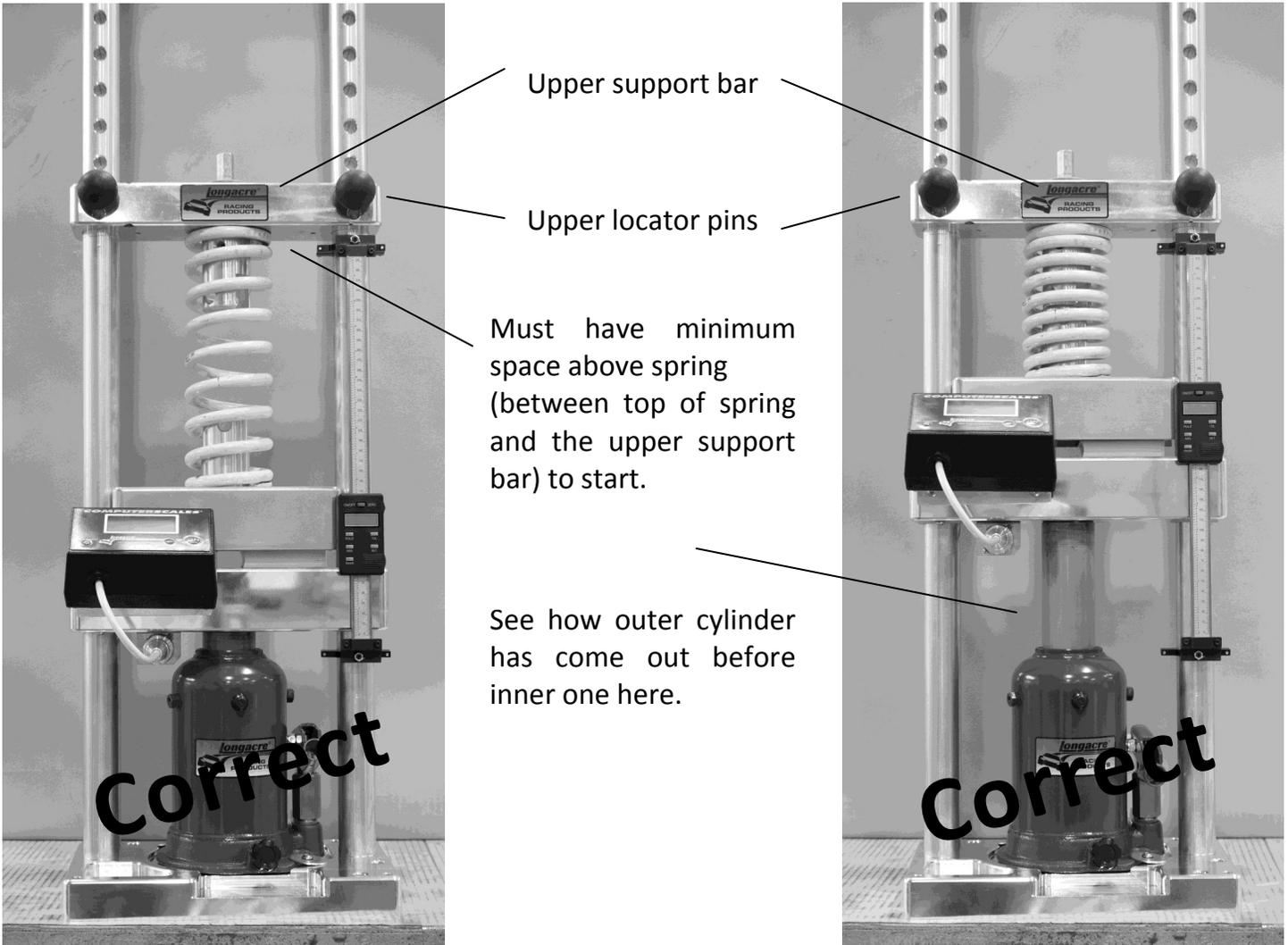
**KEEP HANDS AWAY FROM THIS AREA**





# Correct Way

Install the spring in the tester. Remove upper locator pins (black ball handles) and slide the upper support bar down as far as possible. Re-install the pins.



When testing a **COILOVER SPRING & SHOCK** together use the same procedure. There must be a minimum space at the top before you start.

**NOTE:** When compressing shock/spring combinations you will see that the force will go up as you compress the spring, then likely start to drop when you stop pumping. This is NOT the tester bleeding down. It is the internal valving of the shock and will vary from 10-20 lbs. to as much as 200 lbs., depending on the shock valving and internal pressure. You can take the reading as soon as you stop or allow the shock to bleed down and stabilize (tests do take longer this way). This does not happen when testing a spring alone. This can be minimized by taking all the rebound out of the shock prior to testing.

**NOTE:** When (and if) the travel of the outer cylinder reaches the maximum the inner cylinder will start to rise, extending the range. At this point the effort to pump the jack will increase substantially. This is normal and is the nature of all 2 cylinder jacks.