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IMPORTANT!!

**BEFORE YOU BEGIN,
 READ THIS SECTION
 CAREFULLY.**

IT REQUIRES MORE LOAD OR FORCE TO RETRACT A LIFT CYLINDER WITH A LONG TUBING LENGTH THAN A SHORT TUBING LENGTH. FOR OPTIMUM SYSTEM PERFORMANCE, TRY TO KEEP TUBING LENGTHS AS SHORT AND AS CLOSE TO THE SAME LENGTH AS POSSIBLE. THIS SHOULD ENSURE THAT ALL LIFT CYLINDERS WILL RETRACT AT AN EQUAL RATE OF DESCENT. THIS RULE HOLDS TRUE ESPECIALLY WHEN THE SYSTEM LOAD IS LESS THAN 25 POUNDS PER CYLINDER.

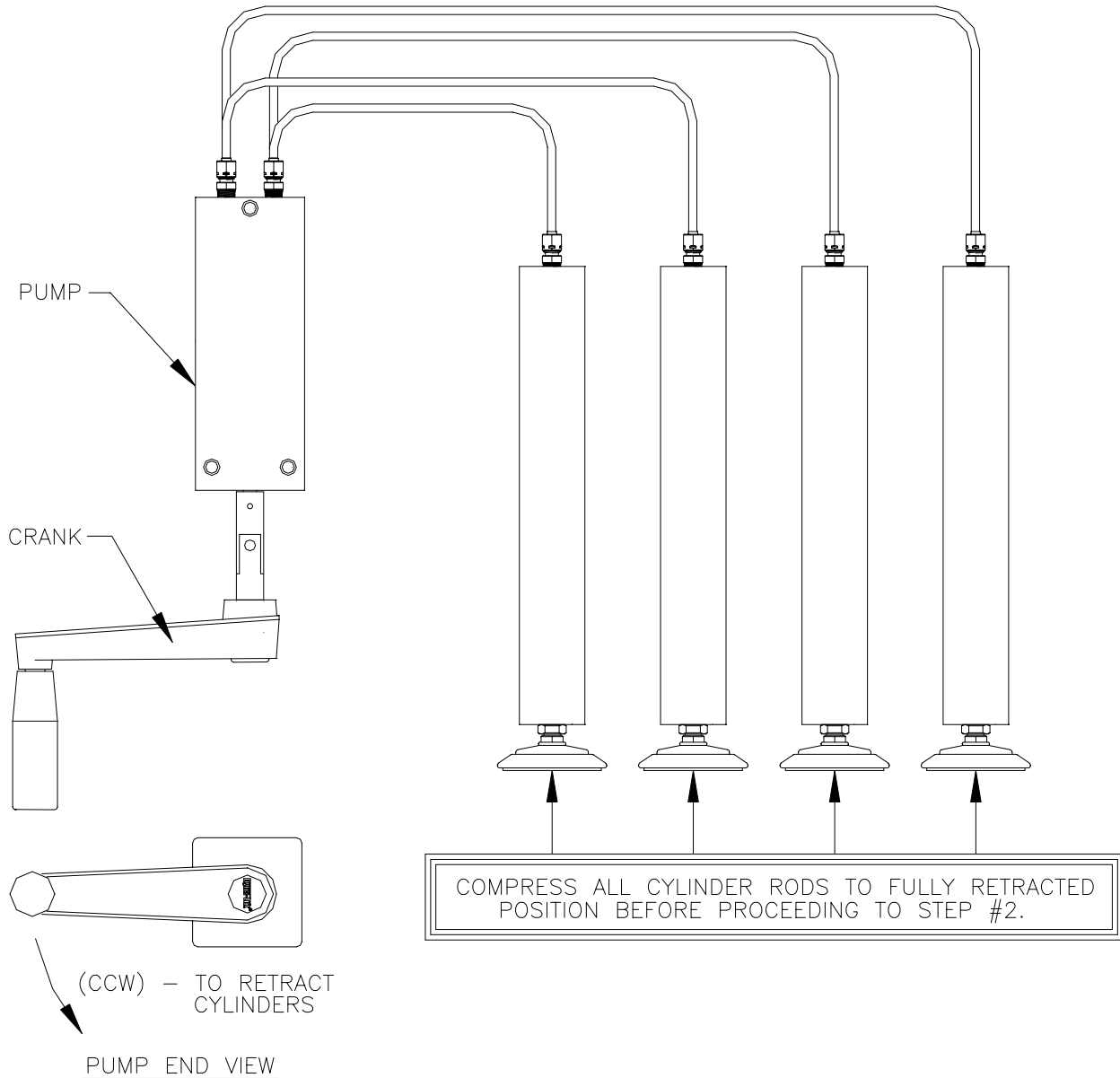


FIGURE 1 - ASSEMBLED SYSTEM

1.) RETRACT ALL CYLINDERS COMPLETELY BY TURNING CRANK FULLY COUNTERCLOCKWISE (CCW). MAKE SURE THAT ALL LIFT CYLINDERS ARE FULLY RETRACTED BEFORE PROCEEDING WITH STEP #2 ON PAGE 2 OF 2.

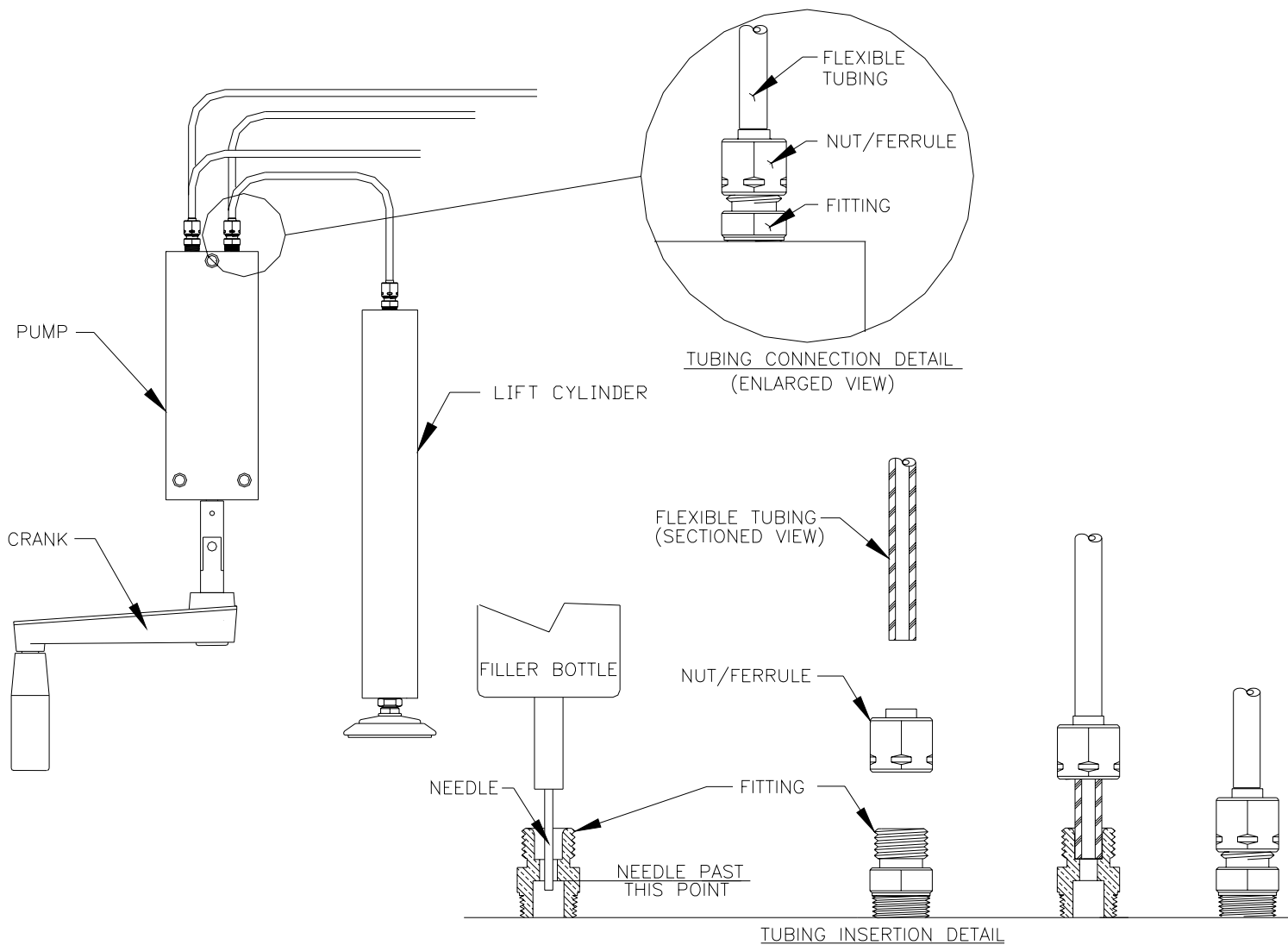


FIGURE 2 – FITTING ASSEMBLY DETAIL

2.) WITH PUMP IN AN UPRIGHT POSITION, UNSCREW PUMP NUT/FERRULE CONNECTED TO THE TUBING LENGTH TO BE SHORTENED. TAKE SPECIAL CARE NOT TO LOOSEN THE PUMP FITTING WHILE UNSCREWING THE NUT/FERRULE. REMOVE TUBING FROM PUMP FITTING.

CAUTION!!! TURNING THE CRANK WHILE PUMP PORT IS OPEN WILL RESULT IN FLUID SPILLAGE.

3.) FILL OPEN PUMP FITTING WITH DYNALIFT HYDRAULIC FLUID COMPLETELY TO THE TOP.

IMPORTANT NOTE: PUMP FITTING WILL NOT FILL PROPERLY UNLESS FILLER BOTTLE NEEDLE IS INSERTED PAST THE SMALLEST OPENING IN THE FITTING AS SHOWN IN FIGURE 2 ABOVE.

4.) CUT OFF EXCESS TUBING WITH A SHARP CUTTING BLADE, MAKING SURE THE CUT IS CLEAN AND SQUARE. TAKE SPECIAL CARE NOT TO LOSE ANY FLUID FROM THE TUBING LENGTH ATTACHED TO THE LIFT CYLINDER. DISCARD SECTION OF TUBING WITH ATTACHED NUT/FERRULE.

5.) SLIDE NEW NUT/FERRULE OVER FREE END OF TUBING AS SHOWN ABOVE.

6.) INSERT TUBING INTO OPEN PUMP FITTING UNTIL IT BOTTOMS ON THE SEAT INSIDE THE FITTING BODY. HOLD TUBING INTO POSITION AT THE BOTTOM OF THE FITTING AND FINGER TIGHTEN NUT/FERRULE ONTO PUMP FITTING AS SHOWN ABOVE. THEN, TIGHTEN THE NUT/FERRULE AN ADDITIONAL 1 TO 1¼ TURNS TO SECURE THE CONNECTION.

7.) REPEAT STEPS 2 - 6 AS NECESSARY.