REIMANN & GEORGER
HOISTING EQUIPMENT

P.O. Box 681 Buffalo, NY 14240 (716) 895-1156

MH-400/500 TROLLEY TRACK HOIST

OPERATING INSTRUCTIONS AND PARTS LIST

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(1) INTRODUCTION

Your Reimann & Georger Mechanical Hoist (MH) has been engineered to provide lifting performance, long term economics, and safety advantages that no other type can match.

It can be used in minutes without special tools. These instructions are provided so the maximum benefit may be derived from your Mechanical Hoist.

(2) SAFETY FEATURES/SAFETY FIRST

- Dual controls, one for raising and one for lowering loads.
- Load is powered up by tensioning belt with clutch lever.
- Brake automatically activates if controls are released.
- For raising loads the pawl should be used.

IMPORTANT

To reduce the possibility of personal injury or property damage:

Read, fully understand and follow these instructions prior to assembly and operation. Retain these instructions. They should be kept within the instruction tube on hoist frame for ready reference.

Counterweight must be one and one half times the weight of the load. This will insure a 3:1 safety factor. Using the unit ground mounted requires at least twice the weight of the load as counterweight.

Inspect the cable for damage or wear prior to each use (see page 7).

The cable end-loop must always be bolted to the drum.

Always leave at least four wraps of the cable on the drum.

Do not exceed the rated capacity of the unit.

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(3) MODEL IDENTITY

Model	MH400	MH500
Capacity-single line	400 lbs	500 lbs
Capacity-double line	N/A	1000 lbs
Lifting speed-single line	150 fpm	265 fpm
Lifting speed-double line	N/A	135 fpm
Cable supplied	200 ft	200 ft
Cable maximum	Consult factory for your application requirements.	

NAME PLATE AND SERIAL NUMBER TAG

The name plate and serial number tag is located on the frame. Use the model number and serial number when referring to your Mechanical Hoist for parts or service.

MODEL NUMBER _____
SERIAL NUMBER _____

SPECIFICATIONS:

Engine	B&S	HONDA	B&S	B&S Van.	HONDA
HP	5	5.5	8	8.5	8
Model #	130252	GX160	190452	161400	GX240
Num. of cylinders	1	1	1	1	1
RPM max	3600	3900	3600	3600	3900
Gear reduction	6:1	6:1	6:1	6:1	6:1
Engine oil cap. pints	1.25	1.1	2.75	2.5	2.3
Fuel tank cap. qts	3	3.88	4	5	6.4
Oil type	10W-30	10W-30	10W-30	10W-30	10W-30

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SPECIFICATIONS: CONTINUED

MH-500E (Electric) Wiring Specifications

1. Wire on 220v single phase 50 amp circuit (per leg).
2. Cord length 50 ft and under use minimum 10-3 wire.
3. Cord length 50 ft to 100 ft use minimum 8-3 wire.

(4) PRESTART CHECKLIST

A. Check engine and 6:1 gear reduction oil level. Follow engine manufactures' recommendations as to type of oil to add if necessary (see engine manual).

B. Check the engine air cleaner and air intake screen for dirt or obstruction. Clean as required.

C. Fill the fuel tank with clean fuel. The requirements are listed in engine manufacturers specifications.

WARNING: HANDLE FUEL WITH CARE. IT IS HIGHLY FLAMMABLE. USE APPROVED FUEL CONTAINER. NEVER REMOVE THE FUEL CAP OR ADD FUEL TO A RUNNING ENGINE. EXHAUST FUMES ARE DEADLY DO NOT RUN ENGINE WITHOUT PROPER VENTILATION.

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(5) PREHOISTING CHECKLIST

A. Inspect all nuts/bolts and pins, tighten or replace as necessary.

B. Inspect all hooks, swivel latches and sheaves.

C. Inspect all hoisting accessories such as buckets, forks, etc.

D. Inspect cable replace if damaged, worn or unraveled.

E. Be certain that the proper amount of counterweight is securely in place before hoisting operation begins.

F. Be certain that hoisting operation will clear all power lines and obstructions. **Failure to do so may cause severe injury or electrocution.**

G. Make sure all safety devices such as guards and operator fences are in place.

H. Oil and/or grease all necessary points.

I. Inspect and maintain unit as specified by manufacturer.

J. Make sure that hoisting area is clear of personnel at all times.

K. Make a few "dry runs" (no load) to test hoisting operation, controls, and power unit. It is best to keep 10-20 lbs. of tension on cable at all times to insure proper riding of cable on blocks and sheaves (Use cable weight).

L. Learn and use hoisting signals and discuss them prior to hoisting; an alternative means of communication is a hand-held walkie-talkie where working conditions warrant.

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(6) RULES FOR HOISTING

A. Only trained personnel should operate hoist.

B. Always follow prehoisting checklist before operating.

C. Make sure the hoisting area is clear of power lines. Consult power company before you work near power lines. Take appropriate measures before you start. Insulating power lines for your protection from electrocution is a service that all utitity companies offer their customers.

D. Make sure hoisting area is clear of personnel at all times. Place barricades or markers if necessary.

E. Do not exceed the rated capacity of **any** hoisting component.

F. **Check counterweight before hoisting, every time you use the hoist.**

G. Make sure load is secure before lifting.

H. Do not normally hoist over open doorways. If you must, secure the area with barricades and markers.

I. Use **tag lines** to control load.

J. Check the hoist periodically during operation.

K. Do not try to make adjustments while hoist is running.

L. Keep fingers and clothes clear of machinery.

M. When lowering, keep descent smooth, **avoiding sudden stops.**

N. At end of operation, all ropes and cables should be up and secured and trolley support should be retracted and secured to counterweight leg.

O. Never assume you will find the hoist in the same condition that you left it. Take a few minutes to "look it over" before proceeding to hoist.

P. Repairs should be made by authorized trained personnel.

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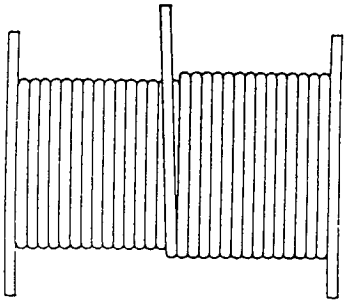
(7) WIRE ROPE & SAFETY HOOK

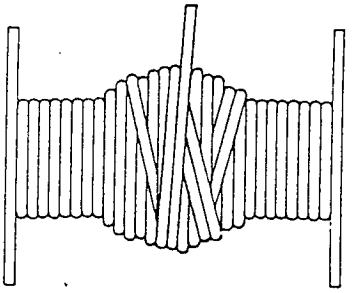
WIRE ROPE

Inspect the wire rope frequently for signs of wear; ALWAYS inspect prior to operation. The standard wire rope supplied with the unit has 133 strands. If 13 or more of these strands are broken, pinched, or unraveled, the wire rope must be replaced. Regular inspection and replacement will protect your investment.



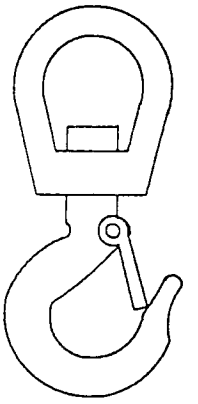
BUILDUP

The speed and lifting capability of the unit is determined by the diameter of the drum. As the wire rope is wound onto the drum, the diameter increases, which increases the lifting speed, **but decreases lifting capacity.** Likewise, when there is less wire rope buildup, the capacity is greater, but the speed is lowered.



SAFETY HOOK

All Reimann & Georger hooks come equipped with a safety latch. If the latch should become broken, bent or disassembled, replace it immediately. Replacement latches are provided by Reimann & Georger at no cost.



(8) OPERATING CONTROLS AND OPERATION

A. Throttle - Put the throttle in slow position when starting and when stopping the engine. This permits a warming and cooling period.

B. CHOKE - Close to start a cold engine. Open choke slowly after engine starts. The choke must be open during normal operation or when starting a warm engine.

C. BRAKE LEVER - When lever is raised, brake rope will disengage, and the load will lower. Lowering the brake lever will engage the brake ropes and stop the load. Applying force down on the brake lever will increase braking ability and stop load faster.

WARNING: Avoid Shock Loads
Do not "jam" on the brake lever. This will cause a severe shock load which can result in equipment damage or personal injury.

D. Clutch Lever - The clutch lever is used to hoist a load. When the lever is raised, the drive belt is engaged. The Brake is simultaneously disengaged. The clutch lever must be fully (raised) to completely engage clutch. Never "ride" clutch; this will cause belt wear and excessive heat, also the brake will not fully disengage causing unnecessary stretch and wear. These conditions will be noted by loss of hoisting performance and the increase in brake rope adjustments required.

E. Stabilizer Handle - used to stabilize unit, an operator convenience.

CAUTION: RAISE AND LOWER LOADS SMOOTHLY, AVOIDING SUDDEN STARTS AND STOPS.

OPERATION

Before operating, read and fully understand the instructions for your mechanical hoist. Refer to the engine operating instructions for all engine related questions.

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HOISTING

A. Engage the Pawl on the Drum sheave, located directly above Clutch and Brake Levers.

B. Increase the engine speed.

C. Raise the Clutch Handle which simultaneously releases the Brake and raises the load.

D. Use the Stabilizer Handle for better control.

E. Release the Clutch Handle when the load reaches the desired height.

F. Pull load onto roof.

LOWERING

A. Disengage the Pawl. If the Pawl cannot easily be released because of pressure, raise the load slightly to release the pressure and the Pawl can be readily disengaged.

WARNING: NEVER ENGAGE PAWL WHEN LOWERING!

B. Raise the Brake Handle to release the brake and lower the load.

C. Lowering the Brake Handle applies the brake and decreases the lowering speed. Vary the handle position cautiously to maintain a safe, controlled lowering speed.

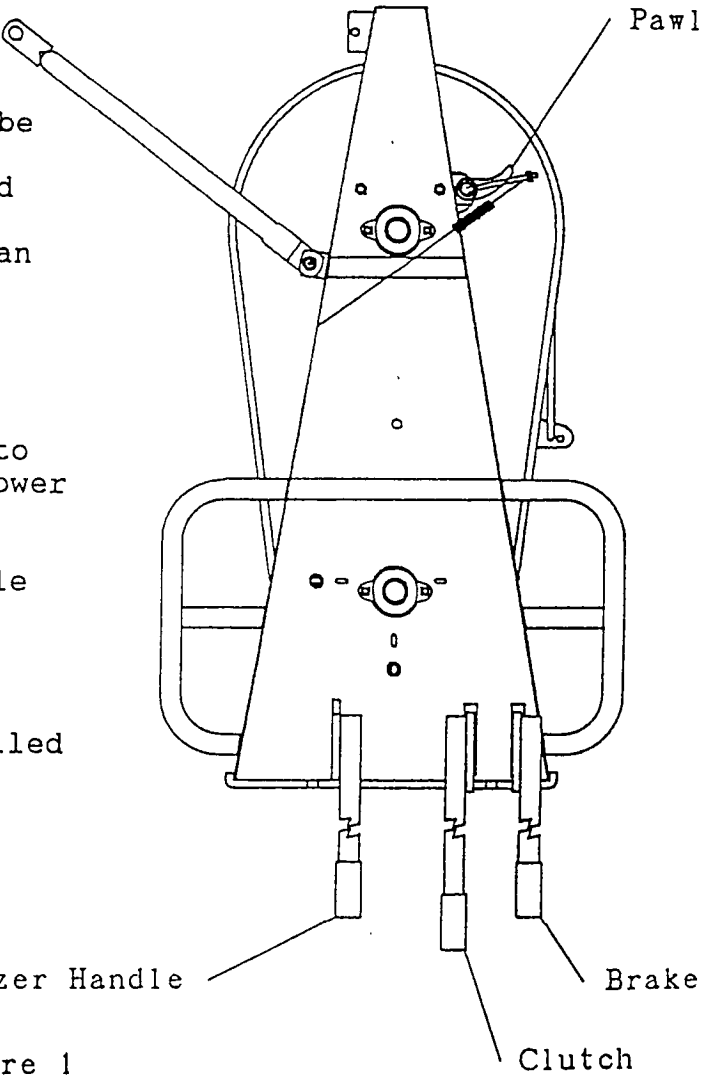

Figure 1

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(9) RAISING TO ROOF

The Trolley Track Hoists are shipped in sections for ease of transportation and assembly.

A. Position the sections at the base of the wall below the site of operation.
B. Use two men on the roof for lifting and one man on the ground with tag line to guide sections up, keeping them clear of the wall.
C. Raise the Rear Leg Assembly to the roof and place it well back from the roof edge (approximately 25 feet).
D. Raise the Front Leg Assembly and place it approximately 14 feet in front of the Rear Leg Assembly, still keeping it at least 10 feet from the roof edge.
E. Raise the Trolley Rail and place it between the front and rear section.

CAUTION: Insert Handle Pin #12 through the Trolley Rail at point "B" to prevent the Trolley Support #10 from rolling during transport and handling. This pin should remain in place until the Power Unit is raised and ready to be pulled onto the roof (as covered in the instructions for raising the Power Unit). (See Point "B" Fig. #4.)

(10) ASSEMBLY

With the three sections placed into position and ready for assembly, well back from the roof edge, erection of the unit can begin.

A. Remove Spring Lock Pin #16 on the Rear Leg Base #9 and raise the Rear Leg #8 to an upright position.
B. Move the socket on the Rear Leg #8 to its lowest position by releasing the Lock Screw(s) #14 and retighten.
C. Slide the Rear Leg Brace #7 into the Trolley Rail Assembly #1 (rear). (Fig. 3).
D. Raise the Trolley Rail assembly over the projection at the top of the socket on the Rear Leg #8 and attach with a Short Handle Pin #12 through the matching holes in the Trolley Rail Assembly and the socket projection.

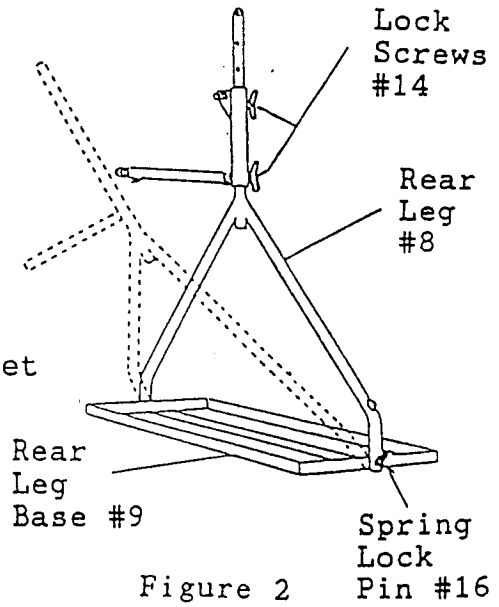

Figure 2

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ASSEMBLY: CONTINUED

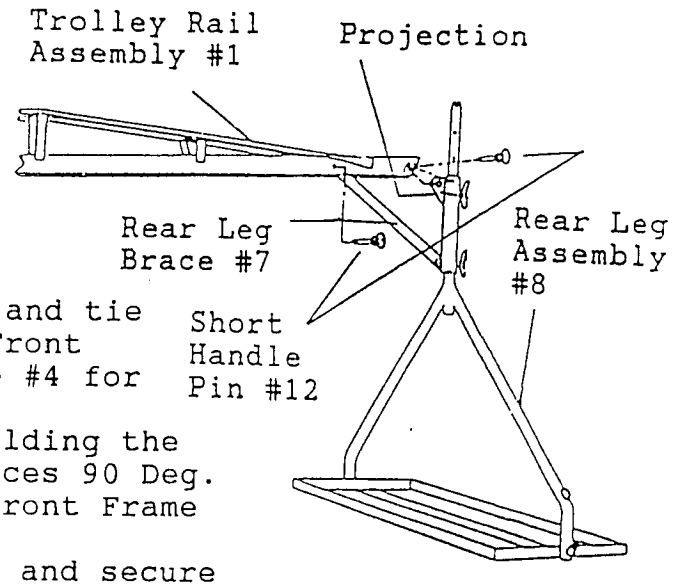

Figure 3

E. Pin the Rear Leg Brace #7 to the Trolley Rail Assembly with a Short Handle Pin #12 through the matching holes. (See figure 3.)

F. Raise the Front Frame Brace #3 and tie temporarily to the top of the Front Frame Assembly #2. (See Figure #4 for remaining steps in assembly.)

G. Release the Spring Lock Pins holding the Operator Fence(s) and swing fences 90 Deg. to help support the Brace and Front Frame during assembly.

H. Raise the Trolley Rail Assembly and secure the Front Frame Assembly with Handle Pin and Hairpin #28 through the matching holes in the Front Support of the Trolley Rail Assembly and the Front Frame pin tabs.

I. Untie the Front Frame Brace #3 and secure to the Trolley Rail Assembly with a long Handle Pin #19 through the matching holes in the Trolley Rail Assembly rear support.

J. Swing the Operator Fence(s) outward to their protective wing positions on either side of the Front Frame Assembly and pin into place with a Spring Lock Pin.

K. To adjust the height of the Trolley Rail Assembly, raise it on both the Front Frame Legs and the Rear Leg until it is in the desired position (generally at maximum height). Insert Pins into each leg (front and rear), lower Front Frame and Rear Leg Socket to rest Pins and tighten Lock Screws #14.
NOTE: If not using track at maximum working height. insert pin above socket on Rear Leg. The Trolley Rail should be slightly lower at the Rear Leg to facilitate pulling in loads.

L. Carefully move the entire unit to the edge of the roof carrying from the Front Frame and the Rear Leg assembly. The Front Frame Assembly should be as level as possible, resting on a secure base several inches in from the roof edge. Holes are provided in the Cross Tie #5 so it can be fastened to a 2 x 6 plank or plywood.

M. Load counterweight on the Rear Leg Base #9. Make certain it is properly nested. Tie the counterweight securely to the "D" rings on the Rear Leg Assembly to prevent accidental removal.

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ASSEMBLY: CONTINUED

WARNING: COUNTERWEIGHT MUST BE ONE AND ONE HALF TIMES THE MAXIMUM LOAD BEING LIFTED, OR 1500 POUNDS ON A TT1000 AND 600 POUNDS ON A TT400.

N. As an additional precaution, attach the stay wire to a suitably fixed object on the roof.

O. Tighten all Lock Screws and be sure all Lock Pins are inserted.

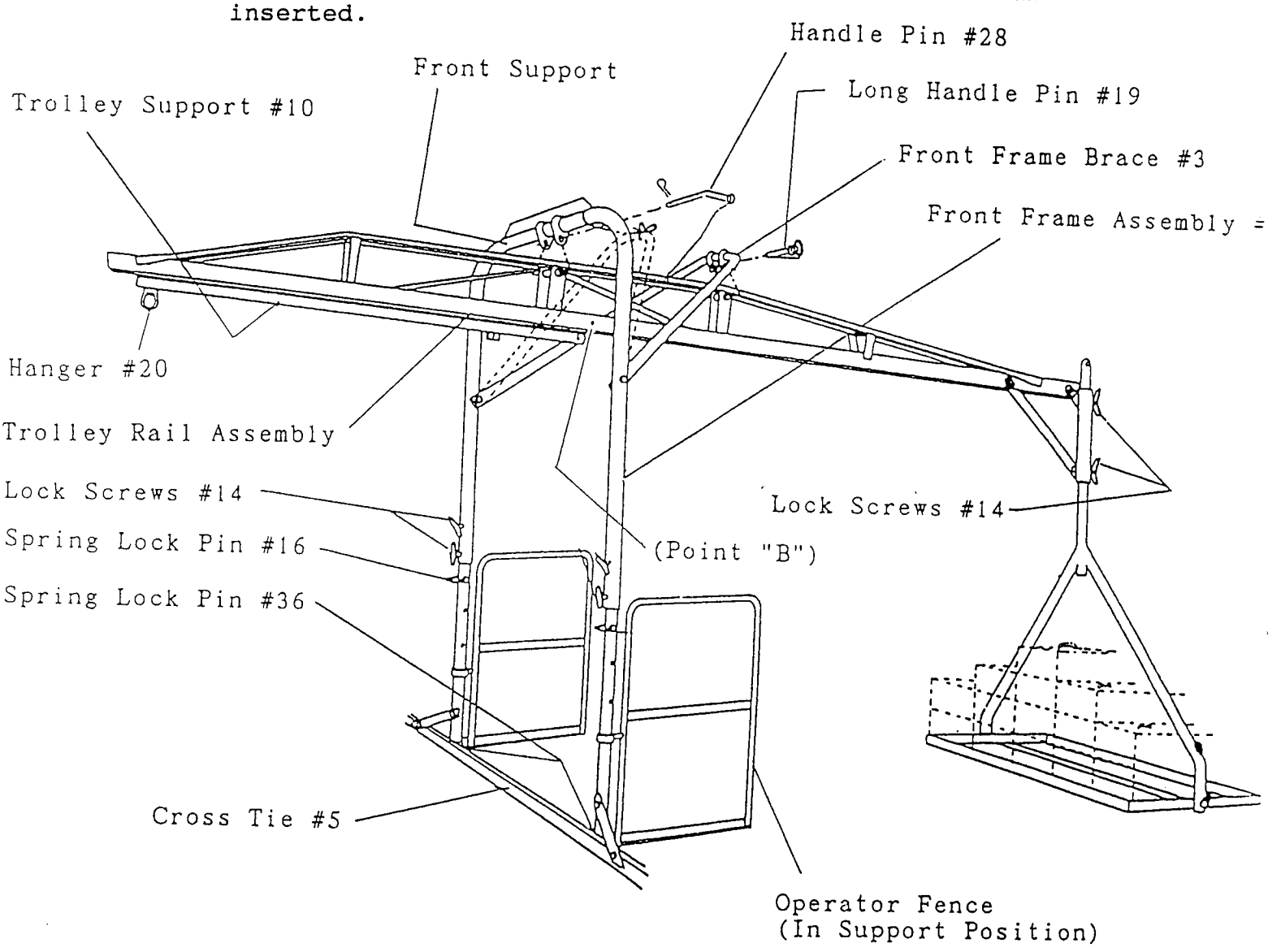

Figure 4

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(11) RAISING THE POWER UNIT TO THE ROOF
RAISING BY POWER

A. Start Engine and allow to warm for a few minutes.
B. Unwind enough wire rope to attach to assembled counter-weighted frame on roof.
C. Reeve wire rope through pigtail on the Mechanical Hoist(MH) frame indicated by decal " USE THIS CABLE GUIDE FOR RAISING UNIT FROM GROUND TO THE COUNTERWEIGHTED HOIST FRAME ABOVE.
D. Attach a 3/8 rope to Clutch Lever. Reeve rope between frame and tube to operator on roof (See Fig. 5).
E. Attach a tag line to frame handle for operator on ground to guide unit up.
F. Set throttle to approximately 1/3 speed.
G. Operator on roof pulls the 3/8 rope firmly to engage clutch, keeping tension on rope constant (hand over hand) which will raise unit to roof.

WARNING: IF UNIT STALLS RELEASE CLUTCH TO ENGAGE BRAKE.

H. When the MH reaches the Trolley Support release the rope tension, and the brake will automatically be applied holding the unit in position.

WARNING: OPERATOR ON GROUND WITH THE TAG LINE MUST STAND CLEAR OF SUSPENDED UNIT AT ALL TIMES.

LOWERING MECHANICAL HOIST

A. Run the Trolley Support #10 to extreme rear and insert Pin #12 at point "B" (See Fig. #4).
B. Remove Spring Lock Pin #16 holding the Trolley Support #10 to socket of the MH. Slide the unit off the support and place on roof.
C. Attach a 3/8 or less rope to the Brake Lever which needs to be pinned in a horizontal position. Run the rope between frame and tube on MH frame and to the operator on the ground.

WARNING: NEVER OPERATE THE BRAKE WITH A LINE FROM THE ROOF.

D. Using the MH's cable, attach the safety hook to hanger #20 at the end of the Trolley Support #10.

E. Raise the MH, until it clears the roof.

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LOWERING MECHANICAL HOIST: CONTINUED

F. Run the Trolley Support #10 out over the edge and insert Short Handle Pin #12 at point "B" to keep support from rolling back.

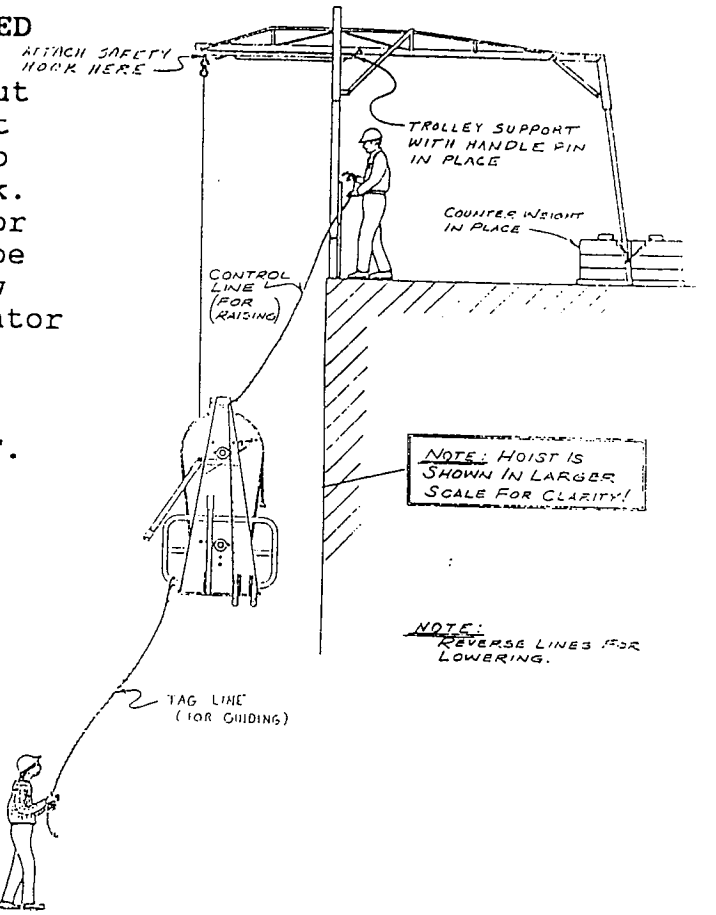
G. To lower the unit, the operator on the ground pulls on the rope to release the brake. To slow or stop the descent, the operator releases the rope.

WARNING: NEVER OPERATE THE BRAKE WITH A LINE FROM THE ROOF.

H. A tag line should be used in lowering the power unit as it was in raising it.

WARNING: NEVER USE A GUIDE ROPE LARGER THAN 3/8" DIA AS THE WEIGHT MIGHT RESTRICT THE BRAKES OPERATION.

I. Remove the Pin #12 from Rail and run the Trolley Support #10 back in over the roof to extreme rear. Re-lock the Support in position at point "B" and remove the MH unit cable.



(12) MOUNTING THE UNIT

With frame located where it will be used, have four operators lift the unit and pin to Trolley Rail at two places.

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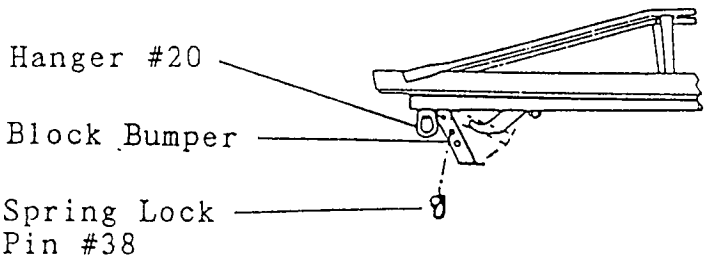
(13) REEVING

SECURING THE BUMPER BLOCK - TT1000 ONLY -

Prior to reaving wire rope, the Block Bumper should be lowered from its shipping position on the Trolley Support. Remove the Spring Lock Pin, lower Block Bumper and resecure with same pin.



REEVING THE CABLE

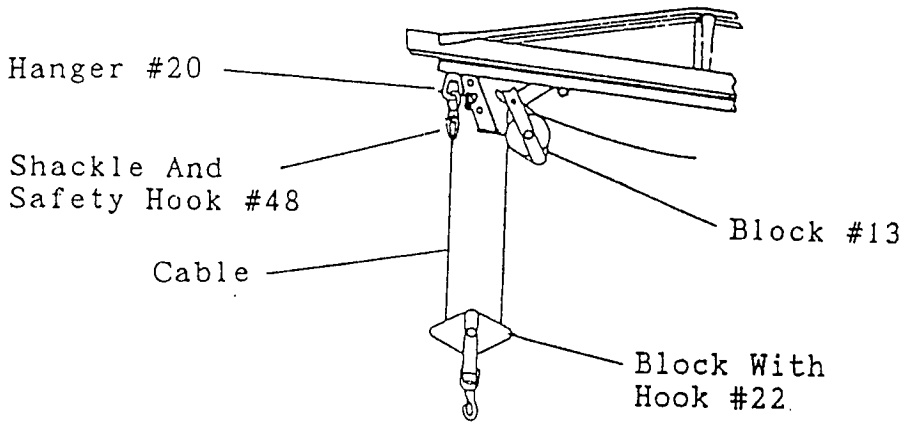
MH-500 ONLY WITH 2 PARTS OF LINE

A. For double line operation loads. Reeve the cable through Block #13, then through Block #22. Fasten the shackle and safety hook to the cable and attach safety hook to Hanger #20.

MH-400/500

B. For single line operation of loads. Reeve the cable through the Block #13 and fasten with the Shackle #48 and safety hook to cable.

WARNING: INSPECT THE WIRE ROPE PRIOR TO OPERATION (SEE SECTION 7 FOR DETAILS).



(14) MAINTENANCE & ADJUSTMENT

1. ENGINES

Engines and motors are guaranteed against defects by their respective manufacturers. Follow the manufacturer's instructions for proper lubrication and maintenance. For repairs contact the nearest authorized service center.

2. BELTS

Check belts regulary for wear or stretching. If a belt requires replacement, follow these steps.

A. Remove Guard #51/52, and the ratchet and Pawl assembly #8. B. Support the Drum Assembly #37 by tying it to the frame above to prevent it from dropping. Remove the 1/4-20 x 1/2 bolt retaining the Shaft #7 on the belt side. Remove the 5/16 x 1" bolts fastening the Bearings #3 to the Frame (both ends). Drive the shaft (toward the brake rope) through the bearing until the 1" collar may be removed, taking care not to damage the internal threads on the Shaft.

C. Remove the Engine mounting bolts (qty 4), slide the engine toward the brake ropes, and remove the belt.

D. Replace belt, reverse above procedure to assemble.

3. DUAL BRAKE ADJUSTMENT

For proper operation the two brake ropes should hold capacity load when the handles are released.

The auxiliary brake is factory adjusted so that a 1/8" gap is provided between the Brake Lever and adjusting nut on the Eyebolt #24. This ensures that the main brake will release before the auxiliary brake as the Brake Lever is raised. If this 1/8" gap is not maintained, both brakes may release together causing control difficulties in lowering.

If the load drifts down, tighten the nut to compress the Spring #23 on each brake equally.

All the settings and adjustments for proper brake operation are made at the factory. If wear or parts replacement require that a major adjustment be made, follow these procedures.

If the load continues to drift, move the Brake End #42 from the outer hole to the inner hole on the Brake Actuater #45.

If the Brake Actuater lowers during operation due to brake rope stretch/wear, move the Brake End #42 to the inner hole as noted above.

If the Brake rim is too hot to touch, reduce the lowering speed (do not touch while in operation). Check the brake sheave periodically for excessive heat. If the heat persists, check the wearing surface of both brake ropes and determine if one is wearing more than the other.

If the main brake rope shows more wear, it is taking too much of the load. To compensate, increase the tension on the auxiliary brake by tightening and adjusting nut on the Spring #23 by one or two turns.

If the auxiliary brake rope shows more wear, loosen the adjusting nut on the Spring #23 to relieve tension.

4. CLUTCH LEVER ADJUSTMENTS

If the engine stalls when the Clutch Lever is raised with or without a load, check that both brake ropes are releasing as the Clutch Lever is raised. If brakes are not releasing as the Clutch Lever is at the top of its stroke, the clutch needs adjustment. To adjust remove the 1/4-20 x 2 3/4" bolt retaining the Clutch Sheave Guard #51 or #52 depending on engine model. Remove the 1/2-13 locknut retaining the Rod End #11 on the Idler Assembly #10. Loosen the 1/2-24 hex nut below the Rod End. Remove the Rod End from the Idler Shaft and turn the Rod End counterclockwise approximately five turns. Reposition the Rod End on the Idler Assembly and replace the retaining locknut. Check adjustment by raising Clutch Lever; the top of the lever should be 1/2" below the top of the slot opening. DO NOT ADJUST WITH ENGINE RUNNING.
Assemble by replacing guards.

The brake may require adjustment, see Section 3 if the brake will not hold load or brakes do not disengage.

After making adjustments hoist a 50 lb. load to determine if any further adjustments are necessary.

(15) PREVENTIVE MAINTENANCE

Check and clean obstructions from engine air intake screen	Daily
Check engine oil level--add if required	Daily
Wash air filter precleaner	25 hrs.
Change engine oil. First - 5 hours	25 hrs.
Check air cleaner filter - replace if necessary	100 hrs.
Lightly oil throttle cables	100 hrs.
Check, clean, and replace spark plug	100 hrs.
Have cylinder head removed and cleaned (unleaded fuel)	200 hrs.
Check ignition timing	500 hrs.
Check valves and tappet clearances	500 hrs.
Fuel filter in line	500 hrs.

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(16) TROUBLESHOOTING

COMPLAINT: Power unit won't lift load.

Cause: Load in excess of capacity.
Remedy: Check load weight including accessories. Reduce load to conform to capacity.

Cause: Belt slipping.
Remedy: Belt may be worn or stretched/glazed. Replace or adjust.
Check for clutch handle restriction. Adjust as necessary.(See Clutch lever adjustments Section 14.)

Cause: Brake dragging.
Remedy: Brake must be released when raising load. Check adjustment.(See Dual Brake Adjustment, Section 14.)

Cause: Gas engine out of adjustment.
Remedy: Tune engine - consult engine manufacturer.

Cause: Inadequate power source - motor cuts out - blows fuses -low voltage.
Remedy: Check power source.
2 HP electric motor requires - 50 AMP circuit at 230 volts.

Cause: Wire rope buildup on drum or excessive wire rope length.
Remedy: Wind wire rope evenly on drum or decrease wire rope length to suit job site requirements.

Cause: Broken belt, belt out of sheave groove.
Remedy: Replace belt, position in sheave groove, adjust belt guides as necessary.(See Section 14.)

COMPLAINT: Gas engine frozen

Cause: No oil in crankcase.
Remedy: Service at engine manufacturer service center or replace with equivalent.

Complaint: Hoist drum won't move freely.

Cause: Brake dragging.
Remedy: Out of adjustment - refer to brake adjustment Section 14.

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TROUBLESHOOTING CONTINUED

Cause: Clutch belt dragging.
Remedy: Chalk "V" belt.
Clutch lever adjustment may be required. (See Clutch Lever Adjustment Section 14.)

Complaint: Electric motor won't start.

Cause: Faulty switch
Remedy: Replace Switch

Cause: Faulty centrifugal switch or burned out capacitor.
Remedy: Follow warranty policy. Serviced by motor manufacturer.
Note: If there is any doubt to the problem with a gas engine or electric motor, always follow manufacturers' warranty policy before any other repair or replacement is attempted.

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TT400 & TT1000 TROLLEY HOIST

EFFECTIVE JANUARY 1, 1992

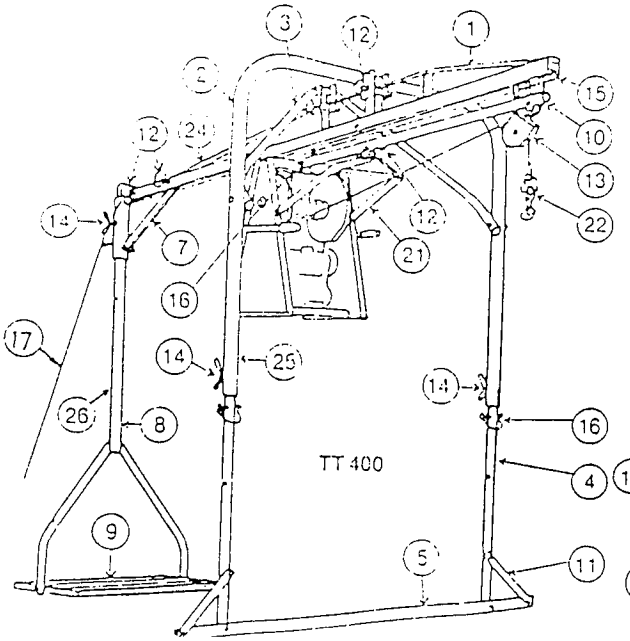
WHEN ORDERING PARTS, PLEASE INCLUDE ORDER CODE NUMBER AS SHOWN. ALSO INCLUDE MODELD NUMBER AND SERIAL NUMBER AS SHOWN ON NAME PLATE. ORDER PARTS FOR GAS ENGINE FROM B&S DEALER. ALL PRICES F.O.B. BUFFALO, NY SUBJECT TO CHANGE WITHOUT NOTICE.

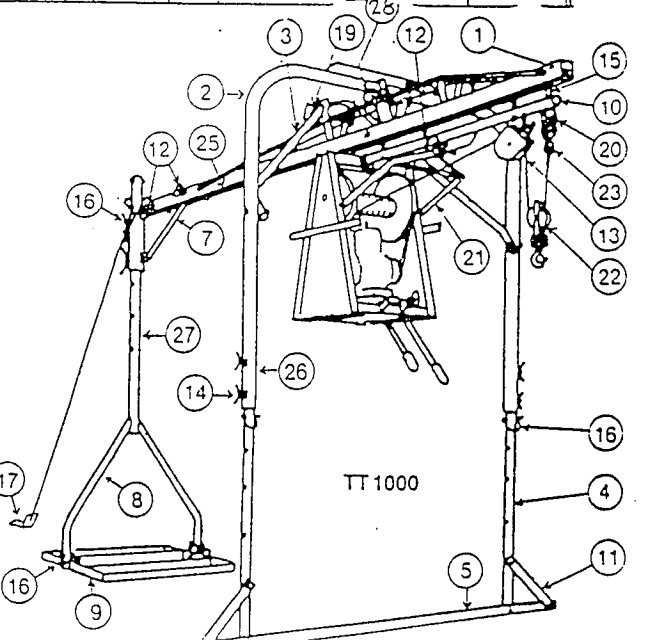
TT400

ITEM#	PART#	QTY	DESCRIPTION	PRICE
00040	1	1	TROLLEY RAIL TT400	
00252	2	1	FRONT FRAME TT400	
00253	3	1	FRONT BRACE TT400	
00254	4	2	FRONT ADJ.LEG TT400	
04165	5	1	CROSS TIE	
04177	7	1	REAR LEG BRACE	
00258	8	1	REAR LEG TT400	
04179	9	1	REAR BASE	
00260	10	1	TROLLEY SUPPORT	
04171	11	2	FRONT BRACE	
00212	12	5	HANDLE PIN - SHORT	
00213	13	1	BLOCK	
00214	14	8	LOCK SCREW	
00262	15	3	TROLLEY ASSY.	
00142	16	4	SPRING LOCK PIN	
04137	17	1	STAY WIRE & BRACKET	
04020	21	1	HOIST SUPPORT	
00147	22	1	HOOK SWIVEL 1 TON	
00348		1	SHACKLE FOR HOOK	
00023	24	1	TROLLEY RAIL ASSY.	
00024	25	1	FRONT FRAME ASSY.	
00025	26	1	REAR LEG ASSY.	
00038		1	TROLLEY SUPPORT ASY	

TT1000

ITEM#	PART#	QTY	DESCRIPTION	PRICE
00039	1	1	TROLLEY RAIL TT1000	
00202	2	1	FRONT FRAME TT1000	
00203	3	1	FRONT BRACE TT1000	
00204	4	2	FRONT ADJ. LEG	
04159	5	1	CROSS TIE	
04127	7	1	REAR LEG BRACE	
00208	8	1	REAR LEG	
04129	9	1	REAR BASE	
00210	10	1	TROLLEY SUPPORT	
04160	11	2	FRONT BRACE	
00212	12	3	HANDLE PIN - SHORT	
00213	13	1	BLOCK	
00214	14	6	LOCK SCREW	
04215	15	2	TROLLEY ASSY. KIT	
00142	16	5	SPRING LOCK PIN	
04137	17	1	STAY WIRE BRACKET	
00134	19	1	HANDLE PIN - LONG	
04220	20	1	HANGER TROLLEY ASSY	
04020	21	1	HOIST SUPPORT	
00222	22	1	BLOCK W/HOOK	
00223	23	1	SAFETY HOOK	
04370	24	1	BLOCK BUMPER	
00148		1	SHACKLE FOR HOOK	
00020	25	1	TROLLEY RAIL ASSY.	
00021	26	1	FRONT FRAME ASSY.	
00022	27	1	REAR LEG ASSY.	
04139	28	1	HANDLE PIN/HAIR PIN	
00037		1	TROLLEY SUPPORT ASY	





MH-400/500

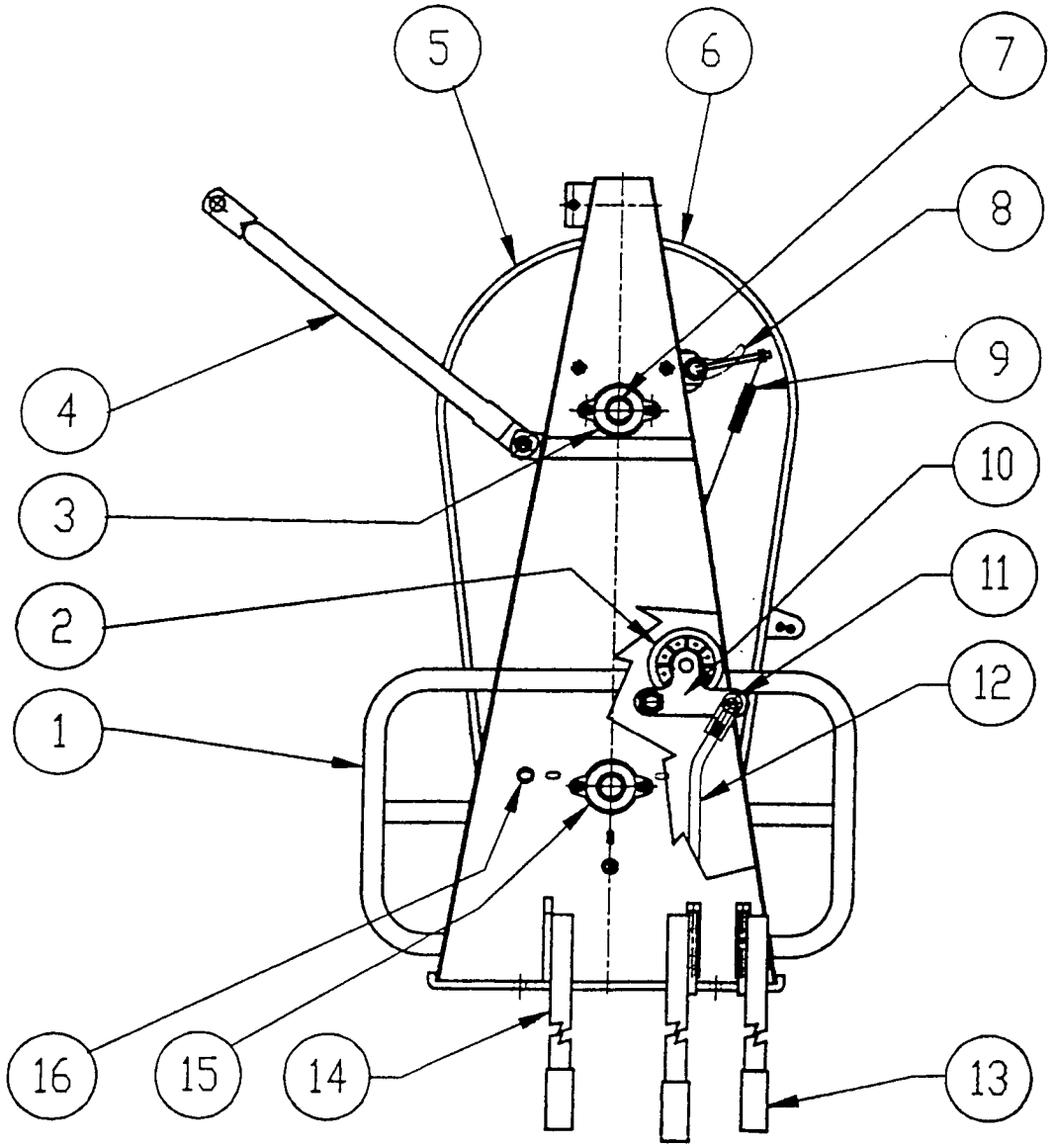
WHEN ORDERING PARTS, ALWAYS SPECIFY MODEL NUMBER

1-1-94

ITEM#	PART#	QTY	DESCRIPTION	PRICE
1	00100	1	FRAME	
2	00662	1	IDLER	
3	00925	2	BEARING	
4	04019	1	HOIST SUPPORT	
5	04013	1	CLUTCH GUARD, FRONT	
6	04014	1	CLUTCH GUARD, BACK	
7	04044	1	SHAFT	
8	04001	1	PAWL ASSEMBLY	
9	00146	1	PAWL SPRING	
10	04018	1	IDLER ASSEMBLY	

ITEM#	PART#	QTY	DESCRIPTION	PRICE
11	04006	1	ROD END	
12	04005	1	ROD 1/2"	
13	00143	3	HANDLE GRIP 1"	
14	00826	1	OPER. HANDLE KIT	
15	00925	1	BEARING 8 HP	
15	01811	1	BEARING 5 HP	
15	04102	1	BEARING ELECTRIC	
16	04028	3	BELT GUIDE	

ALL PRICES F.O.B. BUFFALO, N.Y. SUBJECT TO CHANGE WITHOUT NOTICE



MH-400/500

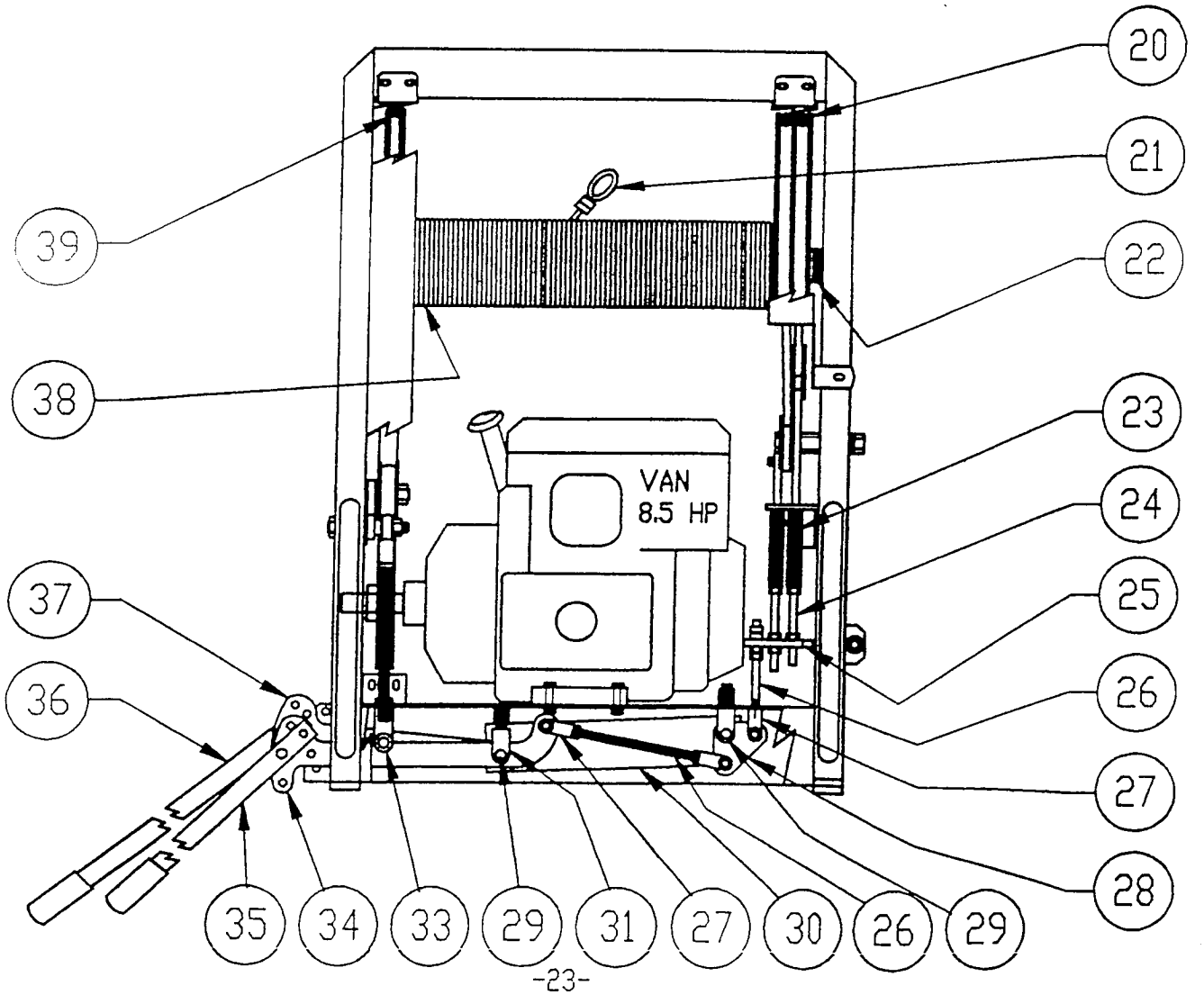
WHEN ORDERING PARTS, ALWAYS SPECIFY MODEL NUMBER

1-1-1994

ITEM#	PART#	QTY	DESCRIPTION	PRICE
20	00117	2	BRAKE ROPE	
21	04212	1	WIRE ROPE 3/16 200'	
21	04213	1	WIRE ROPE 3/16 100'	
22	00115	3	FIBER WASHER	
23	00135	2	BRAKE SPRING	
24	00132	2	EYE BOLT	
25	04022	1	BRAKE LINKAGE	
26	04008	1	ROD KIT 3/8'	
27	00709	3	YOKE 3/8	
28	04023	1	BRAKE PIVOT	
29	04027	1	BRAKE/CLUTCH PINS	

ITEM#	PART#	QTY	DESCRIPTION	PRICE
30	04024	1	TIE STRAPS (SET)	
31	00127	1	YOKE 1/2 MALE	
32	00712	1	YOKE 1/2 SPECIAL	
33	00711	1	YOKE 1/2 FEMALE	
34	04016	1	BRAKE LEVER	
35	04041	1	EXT. HANDLE BRAKE	
36	04040	1	EXT. HANDLE CLUTCH	
37	04015	1	CLUTCH LEVER	
38	00107	1	DRUM ASSEMBLY	
39	01251	1	BELT 5H740 8-HP	
39	01250	1	BELT 5H700 5-HP	
39	04104	1	BELT 5H690 ELEC	

ALL PRICES F.O.B. BUFFALO, N.Y. SUBJECT TO CHANGE WITHOUT NOTICE



MH-400/500

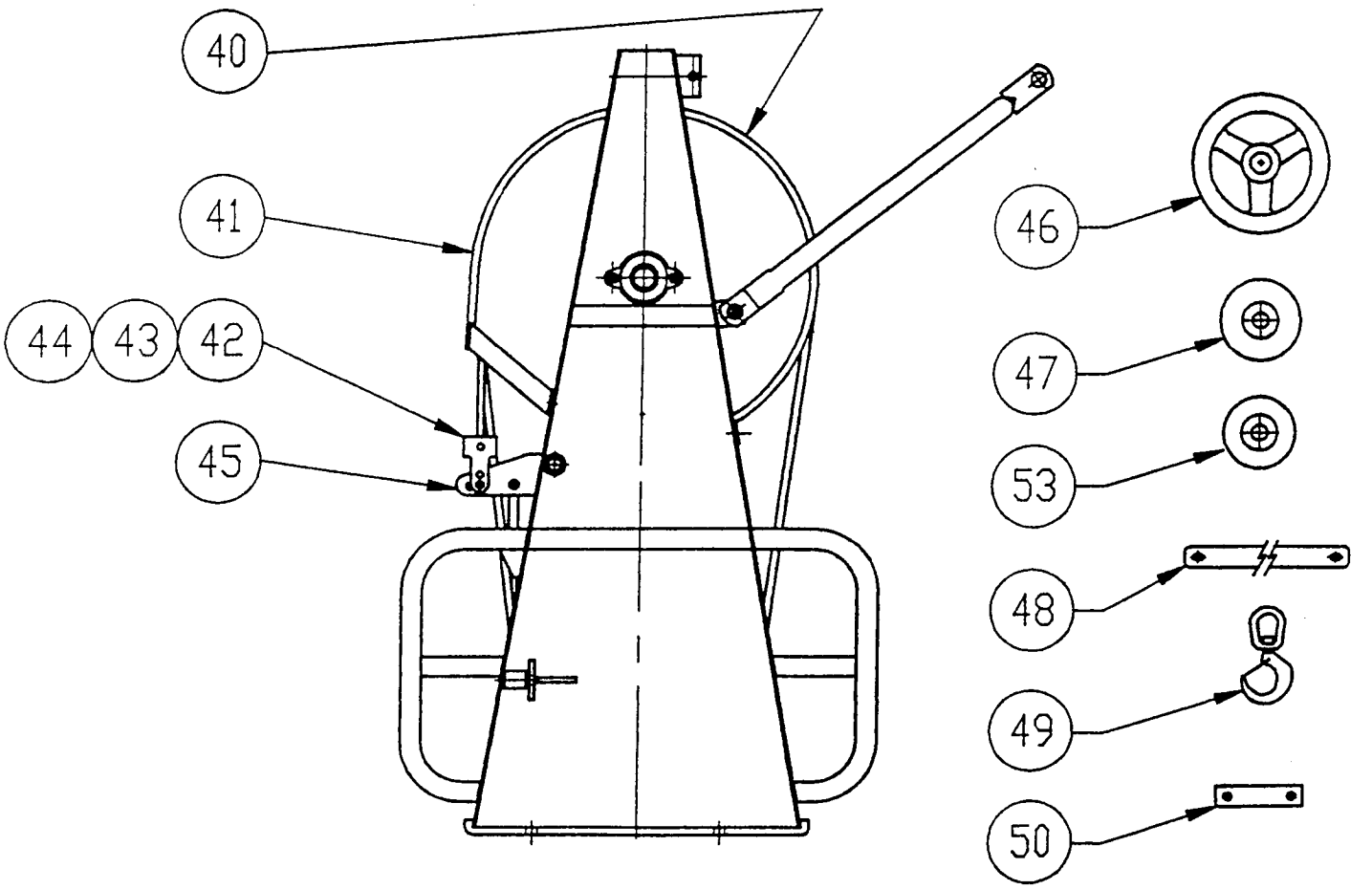
WHEN ORDERING PARTS, ALWAYS SPECIFY MODEL NUMBER

1-1-1994

ITEM#	PART#	QTY	DESCRIPTION	PRICE
40	04011	1	BRAKE GUARD, FRONT	
41	04012	1	BRAKE GUARD, FRONT	
42	00123	2	BRAKE ROPE END	
43	00124	2	BRAKE ROPE CLAMP	
44	00125	2	PIN + COTTER PIN	
45	04017	1	BRAKE ACTUATOR	
46	00111	1	SHEAVE BK-70 8-HP	
47	00153	1	SHEAVE BK-40 5-HP	
48	04039	1	SLACK CABLE BAR	
49	00147	1	HOOK SWIVEL 1 TON	

ITEM#	PART#	QTY	DESCRIPTION	PRICE
50	04007	2	SPACER FOR 5-HP	
51	04118	1	GUARD, SHEAVE 5-HP	
52	04119	1	GUARD, SHEAVE 8-HP	
100	00636	1	5 HP HONDA	
101	00155	1	5 HP B&S	
102	00639	1	8 HP VANGUARD	
103	00166	1	8 HP B&S	
104	00629	1	8 HP HONDA	
53	04101	1	SHEAVE BK-34 ELEC.	

ALL PRICES F.O.B. BUFFALO, N.Y. SUBJECT TO CHANGE WITHOUT NOTICE



OPTIONS AND ACCESSORIES

NESTING BALLAST BLOCKS

Developed for use with the Trolley Track Hoist, these blocks have a cavity which locks the blocks together preventing dislodgement during hoisting operations. Steel and wood clad, each block weighs 55 lbs. after filling with concrete. Each block has a carrying handle which fits into the nesting cavity of the block above. All parts are included except concrete filler.

GB400 GRAVEL BUCKET

3-1/2 cubic foot capacity. Unit has a rugged, reinforced bottom discharge trap door which can be operated from either side. 18 in. square x 24 in. high. Shipping weight 48 lbs.

GB800 GRAVEL BUCKET

7 cubic foot capacity. Unit has bottom discharge with a positive shut off valve. Its low profile provides greater clearance under hoist frame. Easy to fill from shovel or dump truck, 36 in. square top opening x 29 in. high. Shipping weight 70 lbs.

HF400 HOIST FORK

Lifts 6 rolls of felt or 32 in. high bundles of 2 ft. x 4 ft. insulation. Forks are spaced to straddle material carrier to make unloading easier. 30 in. wide x 38 in. high x 32 in. deep. Shipping weight 40 lbs.

HF800 HOIST FORK

Lifts up to 12 rolls of felt. Special extensions fold out to cradle rolls, fold back for bundles or pallet loads. Forks straddle materials carriers to ease unloading. 31 in. wide x 50 in. high x 32 in. deep (with extensions unfolded - 38 in.). Shipping weight 55 lbs.

GROUND MOUNTED POWER HOIST

This ground-mounted unit is designed for use with conventional roof beams. It has a lifting capacity of 500 lbs. and four lifting speeds from 150 feet per minute to 300 feet per minute depending upon the power unit used (refer to the chart on page 2). Two mounting Base Brackets #20 are supplied with models 500G and 500E. These must be bolted to the unit's frame. The hoist may either be bolted down to the floor or planks may be slid through the base brackets and loaded with ballast (ballast must be 2 times the weight of the load minimum).