

Attachment Installation Instructions

This is a general guide to get you started with the most common types of attachment installations. For specific installation information, please see your serial number specific installation, maintenance and service manual, available online in the Manuals and Publications tab at www.alliedsystems.com.

Bolt-On Hooks

First, remove the lower bolt-on hooks and, if applicable, make a note of any factory-installed shims. Shims are used to create space between the hook and carriage.

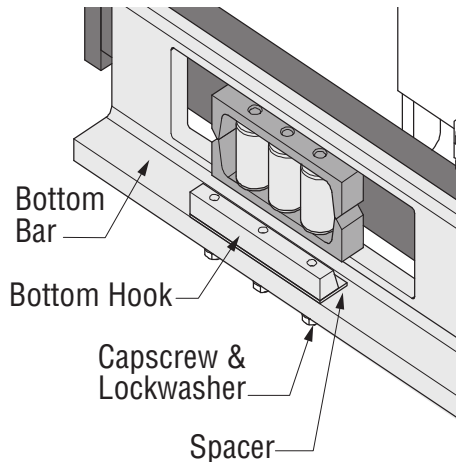


Figure 7 Remove the bottom bolt-on hooks

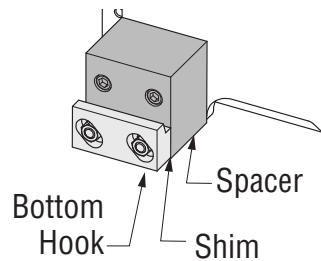


Figure 8 Remove the bottom bolt-on hooks, leave the spacers and shims, if applicable

Quick Hooks

There are two kinds of quick hook, detent-pin style and push-button style.

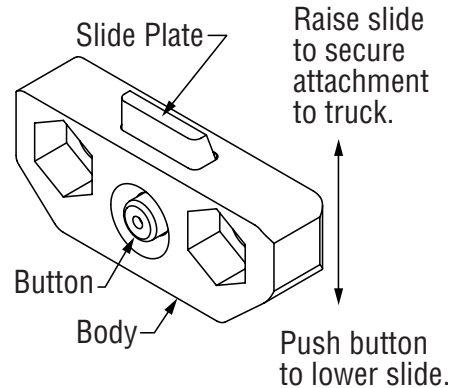


Figure 9 Push-button style quick hook

For push button quick hooks, depress the button on the back of the hook and allow the slide plate to drop.

Removing push button quick hooks is NOT recommended.

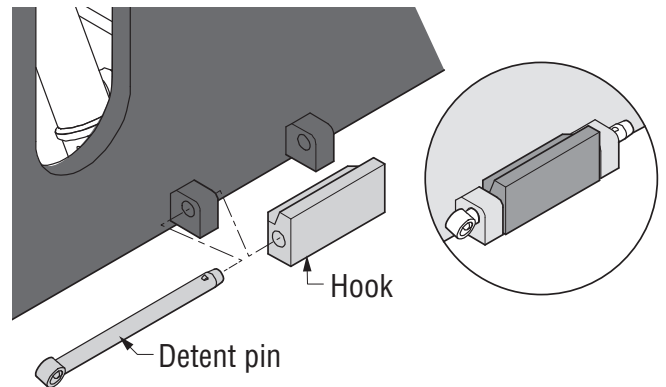


Figure 10 Detent pin style quick hook

For detent-pin style quick hooks, just pull the pin and remove it. The hook will come loose.

NOTICE

Installations with Bolt-On Hooks

1. Center the truck behind the attachment and drive toward it with the mast tilted forward about 4 degrees.
2. Line up the locking lug (if equipped) with the notch closest to the center on the truck's carriage.
3. Raise the truck carriage completely to engage the top hooks with the truck carriage. Tilt carriage back until the unit is against the carriage bottom fork bar (0 degrees).
4. Inspect for proper engagement of the locking lug in the notch that puts the attachment closest to the center of the truck's carriage.
5. Weld on the (optional) extra locking lug supplied with the attachment, (two pieces of 1/2" x 1/2" x 2.00" steel, shipped loose) with either E-6011 or E-6013 welding rod, or equivalent, on each side of the truck carriage.

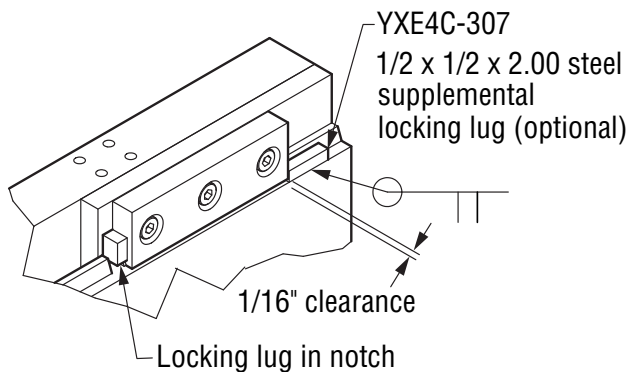


Figure 11 Welding the optional locking lug

6. Install the bolt-on lower hooks. Check the clearance between the carriage and the lower hooks. Loosen the bolts on the front of the hooks, and slide them up or down so the clearance is no more than 3/32".

On Class II and Class III units, tighten the 3/8" bolts to **33 ft-lbs**. On Class IV units tighten the 1/2" bolts to **77 ft-lbs**. On units using 9/16" UNC bolts, tighten the bolts to **112 ft-lbs**.

Make note of any factory-installed spacers or shims. Shims are used to create clearance between the hook and carriage.

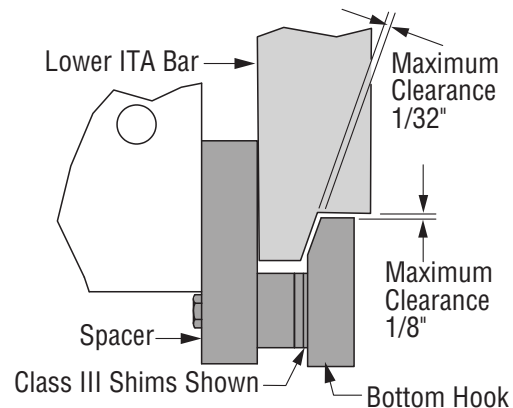


Figure 12 Adjusting bolt-on bottom hooks with spacers

Installations with Quick Hooks

1. Follow steps 1-5 under bolt-on hooks.

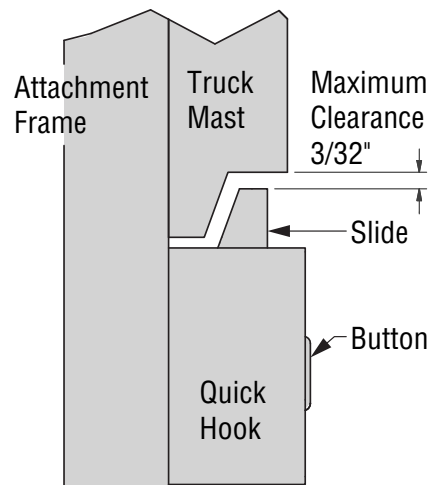


Figure 13 Quick hook inspection

2. Raise the slide plate until the button clicks into place.



WARNING

The attachment could fall off the truck if the quick hook is not properly installed.

Slide plate must click into place. If the slide plate does not click into place because the truck carriage prevents the slide plate from being raised up high enough, install shims between the attachment and the body of the quick hooks.

Installations with External Sideshift

1. Center the truck behind the attachment and drive toward it with the mast tilted forward about 4 degrees.
2. Place the midplate onto the ITA bar. Make sure it is seated all the way down on the bar. Make sure the locking lug is in the notch closest to the center of the truck's carriage.
3. Slowly raise the truck carriage completely to engage the top hooks with the truck carriage. Tilt carriage back until the unit is against the carriage bottom fork bar (0 degrees).

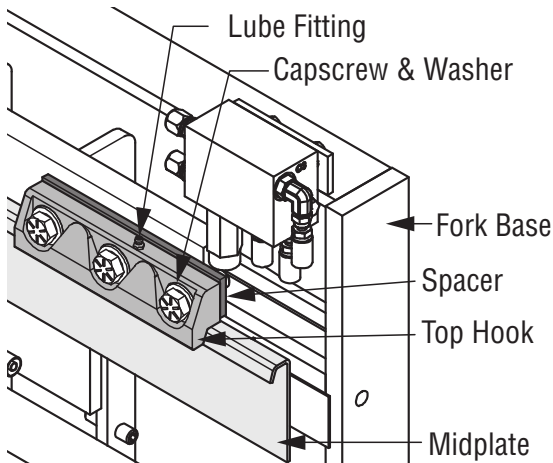


Figure 14 Sideshifting top hook

4. Inspect for proper engagement of the locking lug in the notch closest to the center of the truck's carriage.
5. Weld on the (optional) extra locking lug supplied with the attachment, (two pieces of 1/2" x 1/2" x 2.00" steel, shipped loose) with either E-6011 or E-6013 welding rod, or equivalent, on each side of the truck carriage.

Lower Roller Assemblies (if Applicable)

1. Move the attachment away from the carriage about two inches. Place a block between the attachment and the carriage to hold it in position.
2. Place the rollers anywhere in the heel plate pockets on the lower right and left hand sides of the attachment. They are a loose fit, and do not need to face a particular direction.

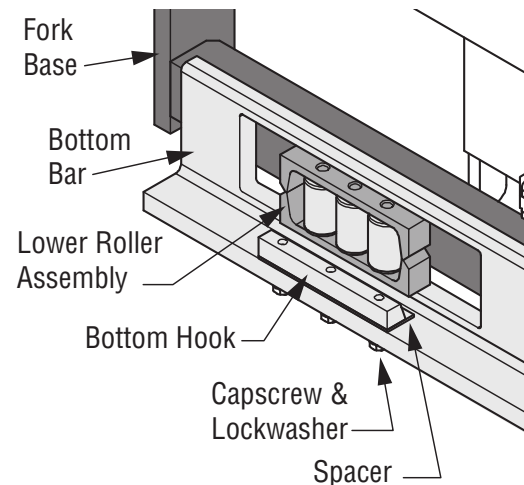


Figure 15 Lower hooks and rollers for sideshifter models

3. Gently move the bottom of the attachment out to remove the block. Lower the attachment down the face of the carriage. Ensure that the rollers remained in the pockets and are in contact with the carriage.
4. Install the bolt-on lower hooks. Inspect clearance between the carriage and the lower hooks. Add or subtract shims under the lower hooks so the clearance is no more than 3/32". On Class II and Class III units, tighten the 3/8" bolts to **33 ft-lbs**. On Class IV units tighten the 1/2" bolts to **77 ft-lbs**. On units using 9/16" UNC bolts, tighten the bolts to **112 ft-lbs**.

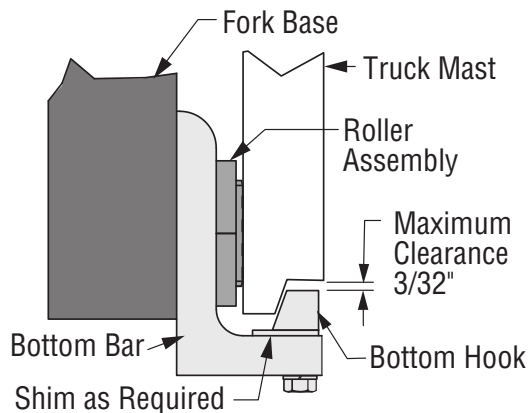


Figure 16 Adjusting sideshifting lower bolt-on hook assembly

Hydraulic Connections

1. Before connecting the truck hydraulic system to the attachment, the system **must** be purged through the filtration system. This will eliminate any contamination that might exist in the auxiliary hydraulic system of the truck.
2. Purge the system by installing a jumper line and operating each hydraulic function (clamp, rotate and side shift, if equipped) in each direction for a minimum of 30 seconds. (Figure 12)

Hoses should meet or exceed SAE100 RI Type AT, with maximum working pressure of 3,000 psi for all attachment functions.

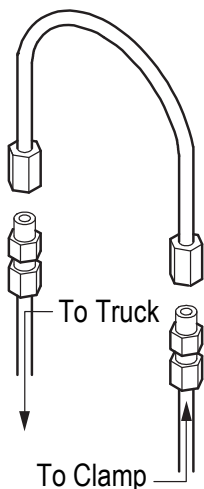


Figure 17 Jumper line setup

3. Install the hoses from the truck to the attachment. For specific hydraulic schematics and installation information, please see your serial number specific installation, maintenance and service manual, available online in the Manuals and Publications tab at www.alliedsystems.com.

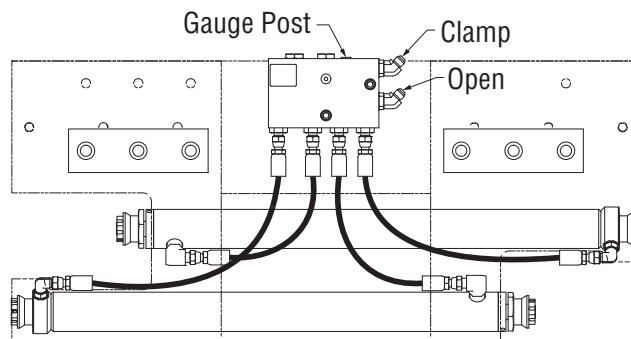


Figure 18 Hose connections

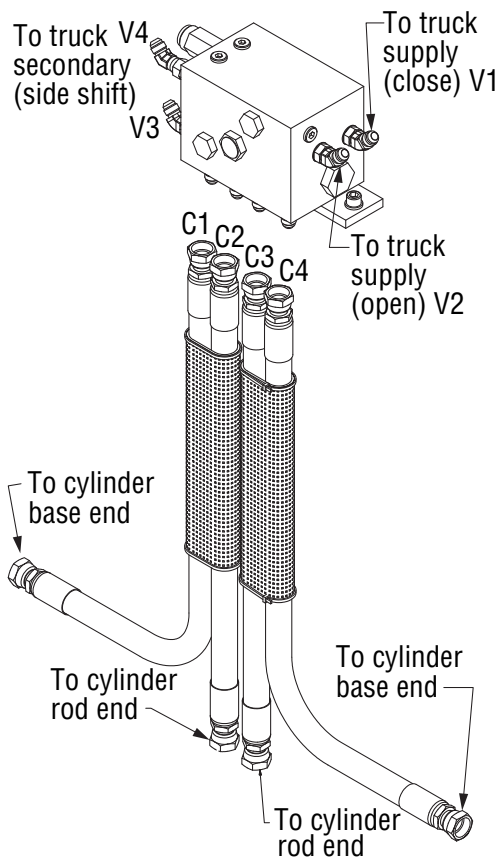


Figure 19 Hose connections

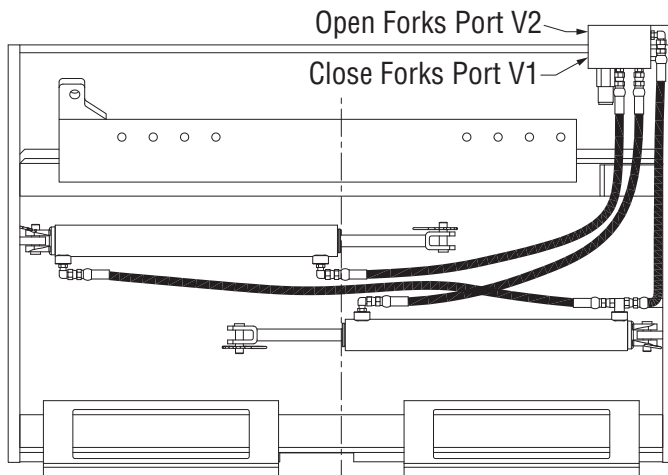


Figure 20 Hose connections

4. Inspect installation to make sure hoses are not kinked or pinched between the truck carriage and attachment.
5. Operate the attachment continuously for several minutes to determine that all hydraulic connections are secure with no leaks, and to remove any air in the hydraulic system.

NOTICE

Equipment damage and loss of performance could result if air is trapped in the hydraulic system.

Activate the hydraulic functions several times after hydraulic service has been performed, to bleed trapped air out of the system before returning attachment to service.

6. With the mast in the vertical position, open the attachment arms all the way. If you are working with a paper roll clamp, close the arms all the way. Now check that the truck's hydraulic oil reservoir level is at the recommended level.

7. Before placing the attachment in operation check the following:

- A. Inspect all hoses and fittings for leaks and routing clearance. Be sure to include clearance of jumper hoses to the mast.
- B. Check the valve and cylinder for leaks.
- C. Check cotter pins at each end of the cylinder for security.

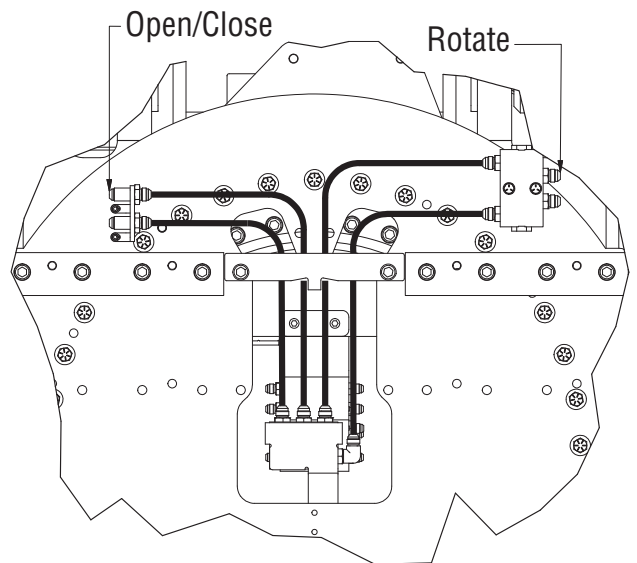


Figure 21 Hose connections

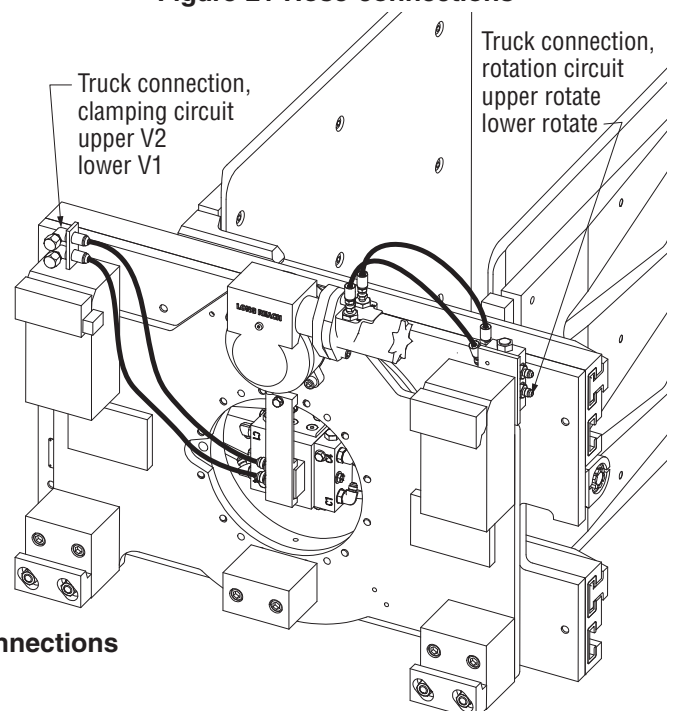


Figure 22 Hose connections

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