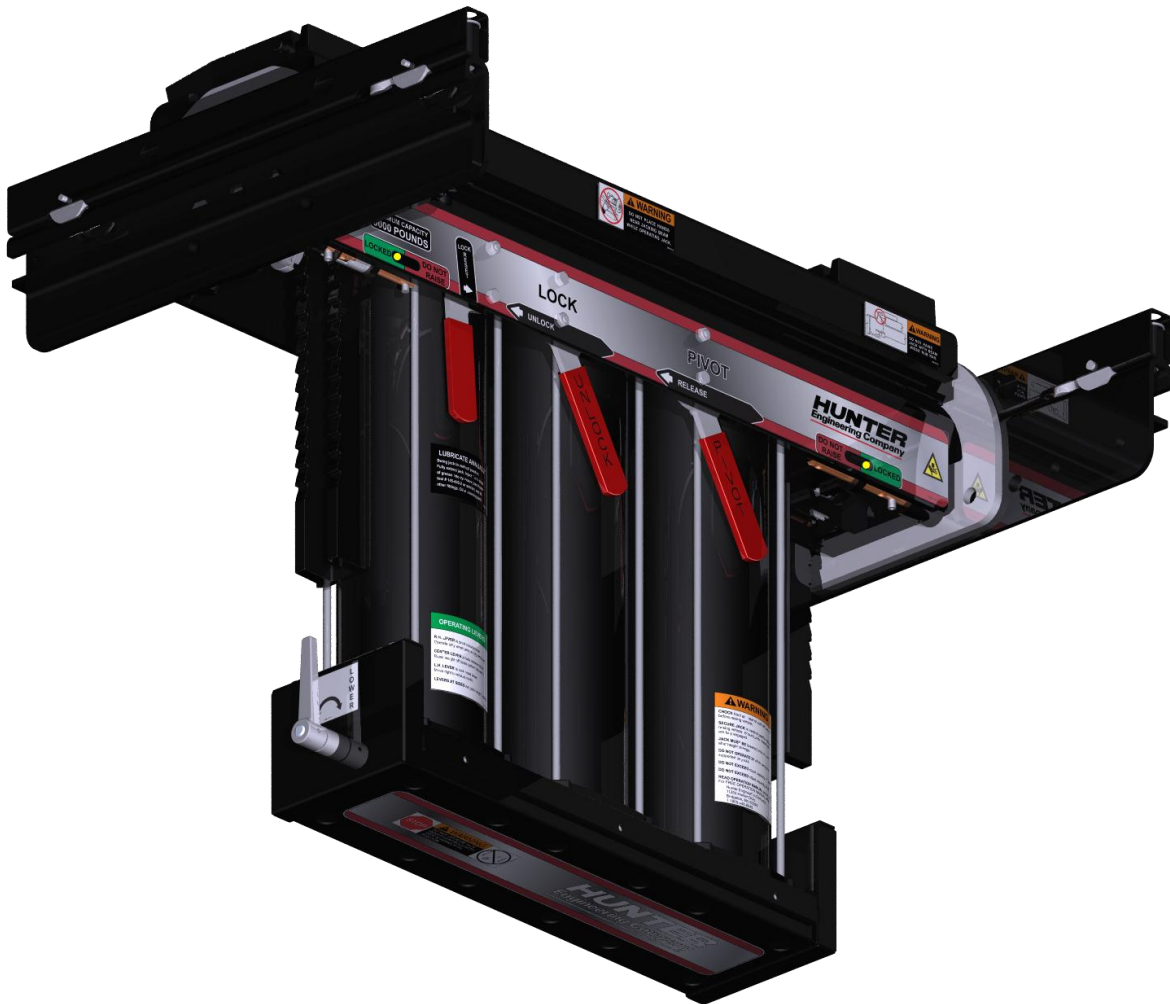


# Swing Air Jack Model 133-84-1 & Model 133-85-1





# CONTENTS

<b>1. GETTING STARTED.....</b>	<b>5</b>
1.1 Introduction.....	5
1.2 For Your Safety .....	5
1.3 Warning/Instruction Decal Placement .....	6
Decal Kit.....	6
133-84-1 9000 lb. Capacity.....	7
133-85-1 6000 lb. Capacity.....	8
Safety Instructions .....	9
Warning Labels.....	10
Informational.....	11
<b>2. JACKING THE VEHICLE.....</b>	<b>13</b>
2.1 Jack Layout .....	13
2.2 Preparing the Vehicle for Jacking.....	13
2.3 Jacking Procedure.....	16
<b>3. LOWERING PROCEDURE.....</b>	<b>19</b>
3.1 Lowering the Jack.....	19
<b>4. LIFTING PAD OPERATION.....</b>	<b>23</b>
4.1 Standard Operation .....	23
4.2 Riser Kit 20-2801-1 Operation.....	25
<b>5. MAINTENANCE.....</b>	<b>27</b>
5.1 Weekly.....	27
5.2 Monthly .....	27
5.3 Annually.....	27



# 1. GETTING STARTED

---

## 1.1 Introduction

This manual provides operation instructions and information required to operate the swing air jacks.

### “References”

This manual assumes you are already familiar with the basics of lift rack operations. If you are not familiar with the basics of lift rack operations, please refer to the appropriate lift rack operation manual. Replacement operation manuals are available free of charge by calling 1-800-448-6848, emailing [customerservice@hunter.com](mailto:customerservice@hunter.com) or by writing to Hunter Engineering Company 11250 Hunter Drive Bridgeton Mo. 63044.

*“Italics”* are used to refer to specific parts of this manual that provide additional information or explanation. For example, *refer to “Vehicle Specifications”*. These references contain additional information to the instructions being presented.

---

## 1.2 For Your Safety

Read and follow the instructions in this manual and all caution and warning labels affixed to equipment and tools. Failure to read and follow this information could result in personal injury or death and could shorten the life of the equipment.

NOTE:	Read and thoroughly familiarize yourself with these instructions and the ANSI/ALI ALOIM-2000 prior to operating the equipment.
-------	--

### Don'ts:

Do not allow the jack to be caught under jack rails while lifting. If this occurs, completely lower jack before attempting to reposition.

Do not place hands or head over jack if cylinders are pressurized.

Do not operate jack if damaged or not operating correctly. See chapter five (5) for inspection points.

Do not attempt to pivot jack when in raised position.

Do not raise or lower lift with the vehicle supported on jacks.

Do not use raise control if jack is in stowed position.

### Do's:

Always ensure that jack is locked into upright position before operating jack.

Always ensure that the vehicle is safely supported on lift pads before raising the vehicle.

Always set jack on the locks after raising the vehicle.

Always raise jack off locks before attempting to release locks.

---

## 1.3 Warning/Instruction Decal Placement

**WARNING, CAUTION, SAFETY INSTRUCTIONS**, and other decals have been attached to the equipment for your safety. To reduce the risk of serious injury or death and to prevent equipment damage, read and follow the information contained in these decals.

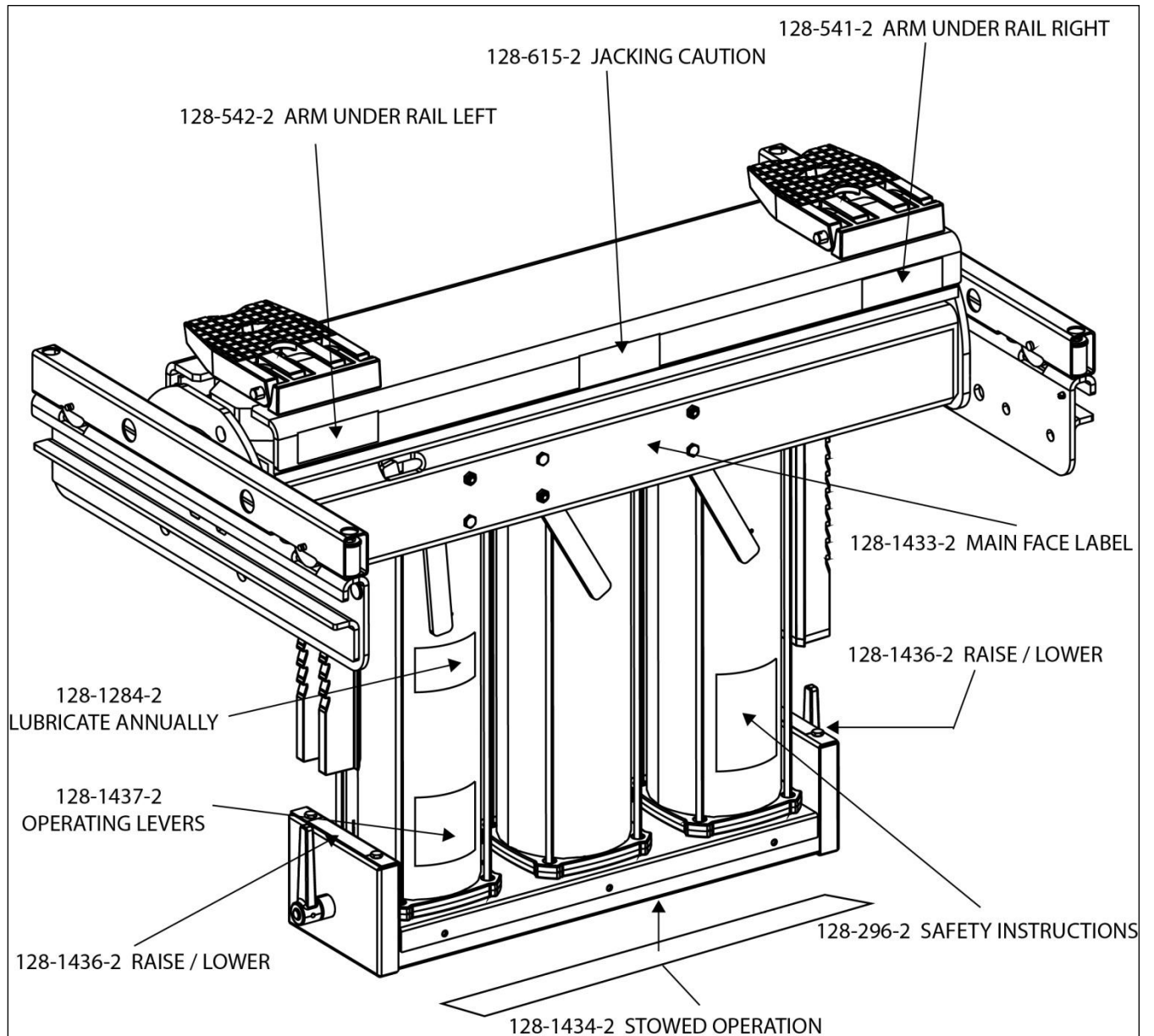
If any decal shown in this manual has been removed, is missing, or cannot be read, contact your local service representative for a replacement decal(s) or call Hunter Engineering Company at 1-800-448-6848 or emailing [customerservice@hunter.com](mailto:customerservice@hunter.com) or by writing to Hunter Engineering Company 11250 Hunter Drive Bridgeton Mo. 63044.

### Decal Kit

<p>For 133-84-1 9,000lbs. Jack - Order decal kit 128-1435-3 For 133-85-1 6,000lbs. Jack - Order decal kit 128-1454-3</p>
--

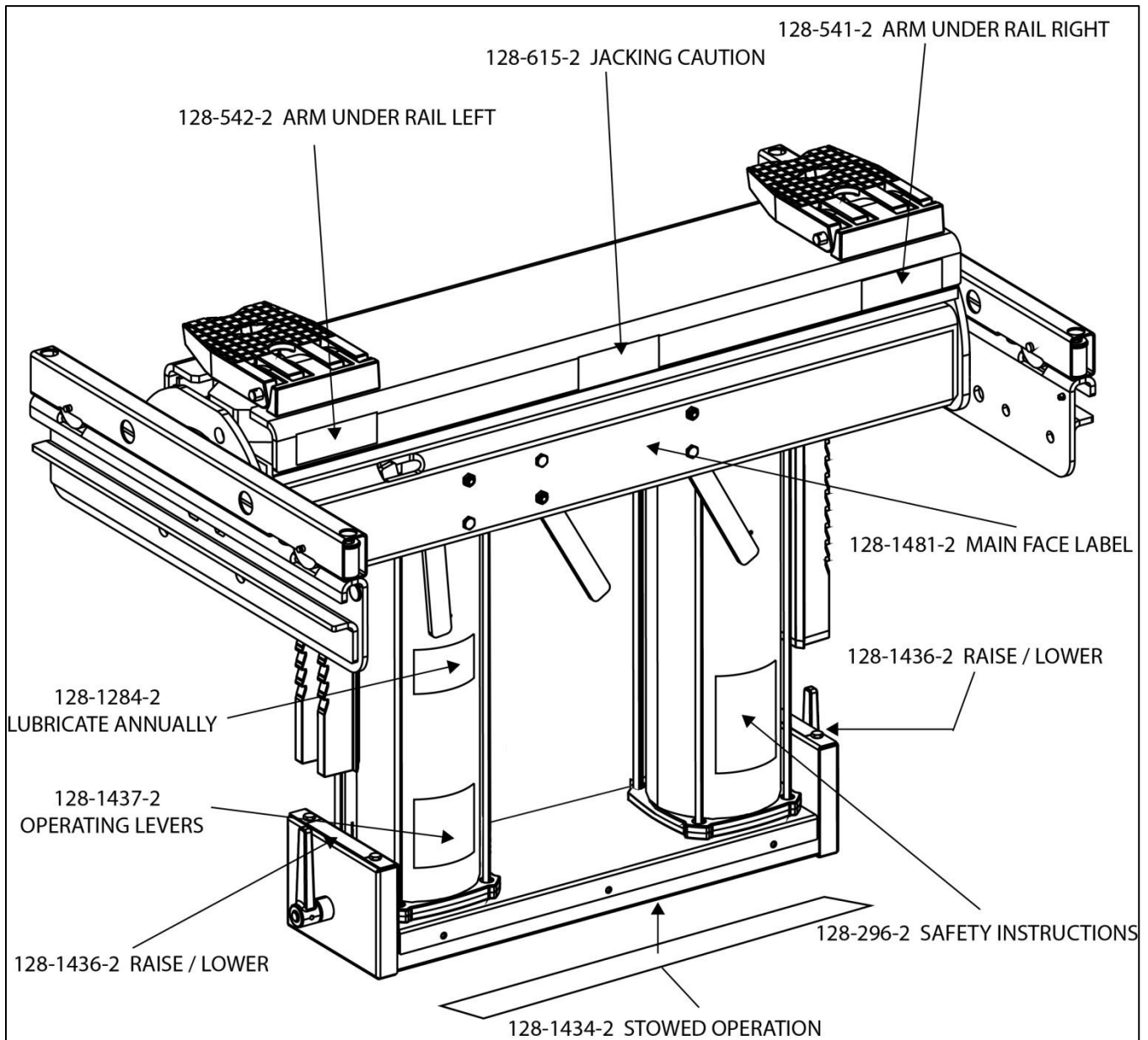
## 133-84-1 9000 lb. Capacity

Replacement decals are available free of charge by calling 1-800-448-6848.



## 133-85-1 6000 lb. Capacity


Replacement decals are available free of charge by calling 1-800-448-6848.





## Decal Diagrams

### Safety Instructions



# WARNING

**CHOCK** front and rear of the left rear wheel before raising vehicle

**SECURE JACK** in vertical position before raising vehicle. Ensure pivot lock pins are fully engaged.

**JACK MUST BE** lowered onto locks after height change.

**DO NOT OPERATE** lift while vehicle is supported on jacks.

**DO NOT EXCEED** rated capacity of jack.

**DO NOT EXCEED** rated capacity of lift.

**READ OPERATION MANUAL** before use.  
For FREE OPERATION MANUAL write:  
Hunter Engineering Company  
11250 Hunter Drive  
Bridgeton, MO 63044  
1-800-448-6848 128-296-2

128-296-2



128-1434-2

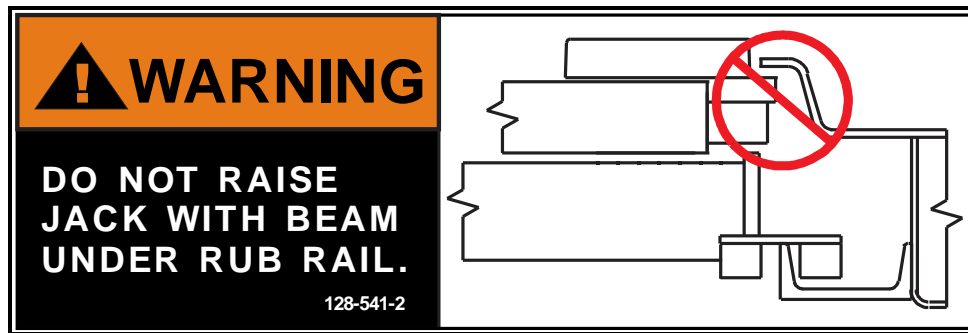


128-1433-2 (9,000 lb. Jack)

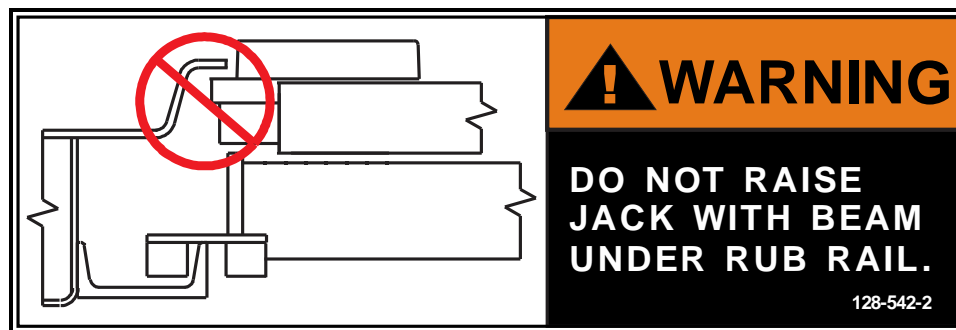


128-1481-2 (6,000 lb. Jack)

## Warning Labels



128-541-2



128-542-2



128-615-2

## Informational



128-1436-2

### OPERATING LEVERS

**R.H. LEVER** is pivot release lever.  
Operate only when jack is fully retracted.

**CENTER LEVER** is lock release lever.  
Raise weight off locks before releasing.

**L.H. LEVER** is lock reset lever.  
Move right to enable locks.

**LEVERS AT SIDES** are jack height controls.

128-1437-2

128-1437-2

### LUBRICATE ANNUALLY

Swing jack to vertical position.  
Fully extend jack. Inject 1 or 2 shots  
of grease into cylinders (use Hunter  
tool # 145-420-2 or similar) and all  
other fittings. Oil all moving parts.

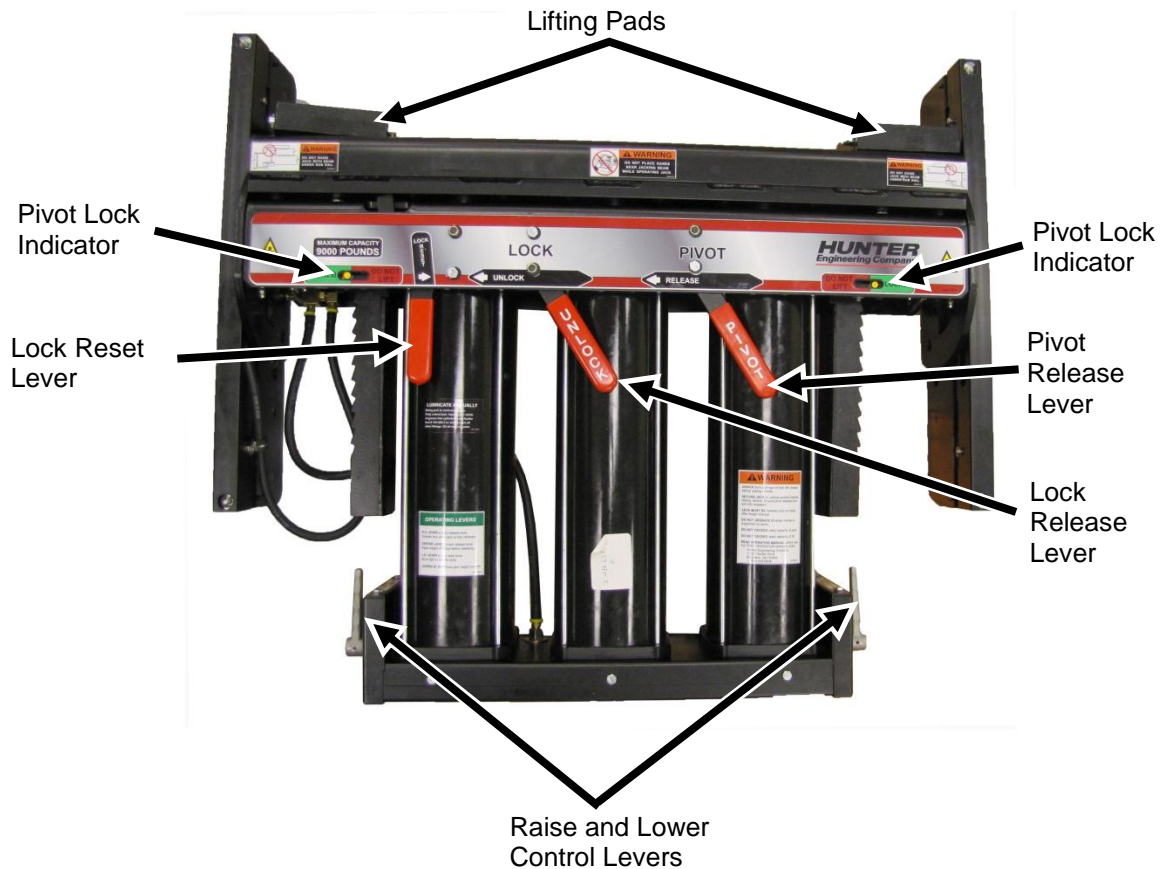
128-1284-2

128-1284-2



## 2. JACKING THE VEHICLE

### 2.1 Jack Layout



### 2.2 Preparing the Vehicle for Jacking

Drive the vehicle onto the rack so that it is approximately centered from side to side on the rack. Apply the parking brake and securely chock front and rear of left rear wheel to prevent the vehicle from rolling. *Refer to Form 4446T for chocking procedure.*

Raise the rack to a comfortable, safe operating position. Be certain that the lift rack is on the safety locks prior to operating the jack, Refer to the specific operation instructions for your lift rack for information on its operation.

Slide the jack to the approximate jacking point.

**⚠ WARNING:** Failure to jack the vehicle at the proper jacking point could result in serious injury or death from a loss of a load and could also seriously damage the vehicle.

Hold the jack base and move the pivot lever to the left.



Move the "Pivot" lever to the left.



Pivot the jack to the upright position.

Let go of the pivot release lever and lower the jack down until the pivot lock pins snap into position. (See the pictures below for reference) You should hear and feel the pins snap when they engage. Push and pull the base of the jack to verify that it is locked and cannot move forward or backward.



**⚠ WARNING:** Be certain both pivot lock pins (one on each side of jack) are fully engaged before jacking. Pivot Lock Indicators on both sides of the jack should be in the "LOCKED" position as shown above.

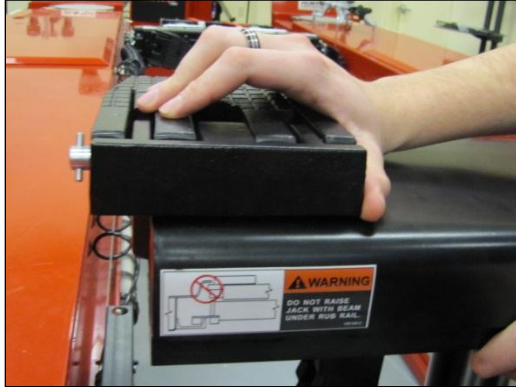
**⚠ CAUTION:** In some cases the total lifting capacity of the two jacks may exceed the total lifting capacity of the rack. If so, the jacks **can not** be located within 60 inches of each other when lifting simultaneously. Damage to lift or vehicle shifting could occur.

## 2.3 Jacking Procedure

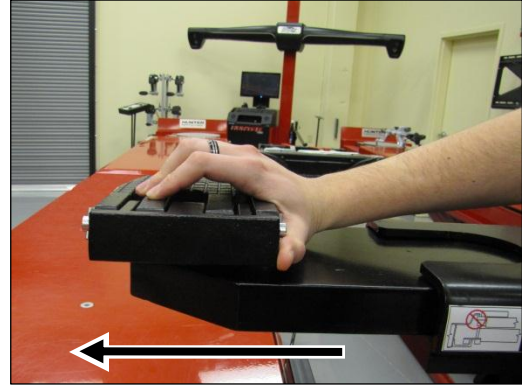
**⚠ WARNING:** Do not allow the jack to be caught under jack rails while lifting. If this occurs, completely lower the jack before attempting to reposition.

**⚠ WARNING:** Do not attempt to jack one wheel at a time with the swing air-jack. Damage to the jack or vehicle can occur.

Raise the jack to the first lock position, then slide the lifting pads to position them directly under the jacking points.



Grasp the pad to slide out.



Slide the pad to desired location.

Before lifting, ensure that the pawls engage the locks. The unlock handle should be toward the right, if not, move the lock reset handle to the right.

After you are sure the pawls are engaging the locks, push both control handles on the jack base at the same time to raise the jack until the pads contact the jacking points.



Push lever forward to raise jack.



Raise jack to contact jacking points.

**⚠ CAUTION:** If the jack begins to “cock” sideways as the vehicle is raised, do not continue to jack. Damage to the jack or vehicle can occur. Lower and reposition the vehicle centered on the rack.

As soon as the lifting pads contact the vehicle, check that they are stable before proceeding.

Raise the jack to the desired height.

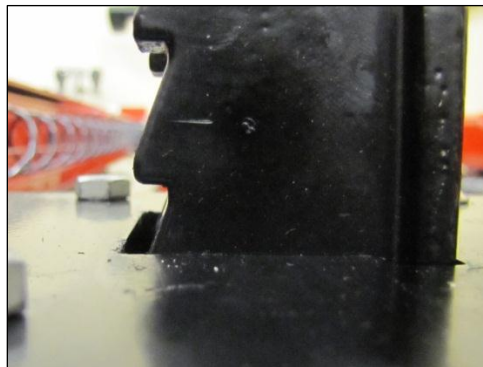


**CAUTION:** After obtaining the desired height, be certain the pawls are engaged in the locks.

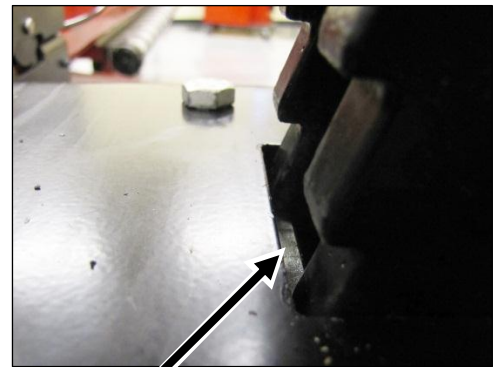
Rotate the "Raise/Lower" lever toward the operator to lower the jack onto the locks.



The locking mechanism (pawl) for the locks is NOT visible when looking directly at the locks from the operator's position. The pawl is located under the main top cover.



Pawl not visible from operators position.



Pawl engaged in lock.

**CAUTION:** Ensure the locks are securely resting on the pawls. By lowering the jack and waiting for the upper beam to completely stop moving, the operator can be assured the locks have completely engaged.

**NOTE:** There is no need to continue to lower once jack is on locks. In fact, it is usually faster to leave some air in cylinders.

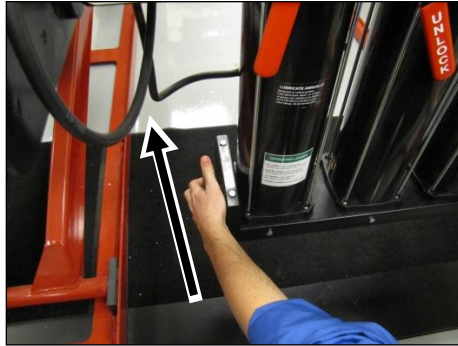
**WARNING:** Once the vehicle is raised on the jack, **DO NOT** raise or lower the lift until the vehicle is off of the jacks. Failure to follow these instructions can cause a vehicle to fall off the jacks. This can result in property damage, injury, or death.



# 3. LOWERING PROCEDURE

## 3.1 Lowering the Jack

To lower the jack, push both control handles on the jack base to lift the weight off the locks. Move the lock release lever to the left. Pull both control handles to release air from the jack until the vehicle is fully lowered. (See pictures below)



Raise locks off of pawls.



Move the lock release lever to the left.

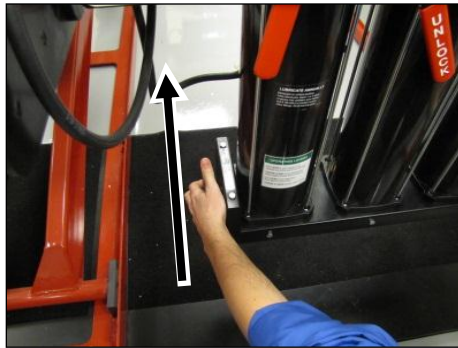


Lower the jack.



Ensure that the lifting pads are retracted before completely lowering jack.

If the jack is in a raised position and it is necessary to lower it only part way, use the height control handles to lift the weight off the locks, move the lock release lever to the left and lower the jack to the desired height. Move the lock reset lever to the right to reactivate the locks. Lower the jack onto the locks.



Raise jack off of locks.



Unlock the jack.



Lower the jack to just above the desired height.



Move the reset lever to the right to re-engage the locks.



Lower the upper beam onto the locks.

**⚠ WARNING:** Do not support the vehicle without the pawls being engaged in the locks. Without the locks engaged, loss of air pressure could result in the jack falling, resulting in possible injury, death, or damage.

When you are done using the jack and it is fully lowered, you may then pivot the jack to the stowed (horizontal) position. Move the pivot release lever to the left and rotate the jack into the horizontal position.



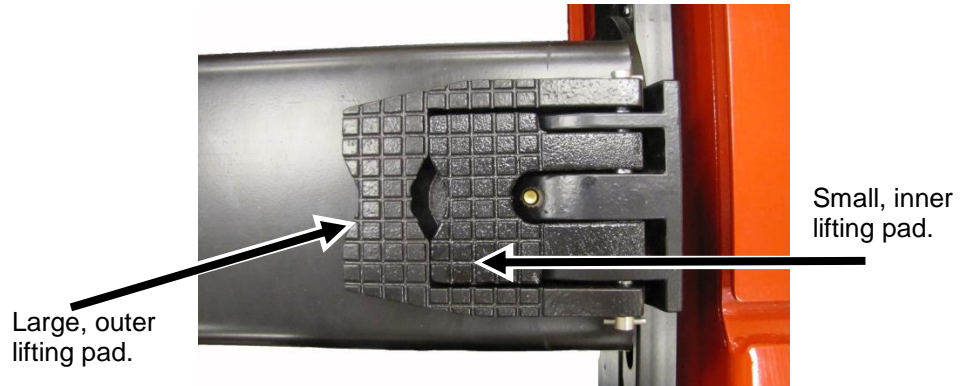
Move the "Pivot" lever to the left.



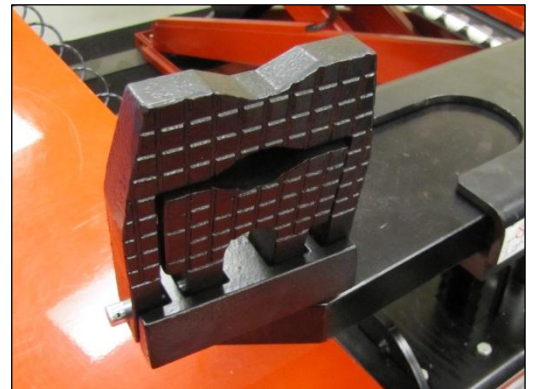
# 4. LIFTING PAD OPERATION

## 4.1 Standard Operation

Swing air jacks are equipped with two (2) height adjustable lifting pads.



Smaller, inner lifting pad raised.



Large, outer lifting pad raised.

Flip them upright and pick a stable location to lift from. Use caution not to lift inboard on a suspension component where suspension droop may push pad inboard.



Incorrect lifting location.

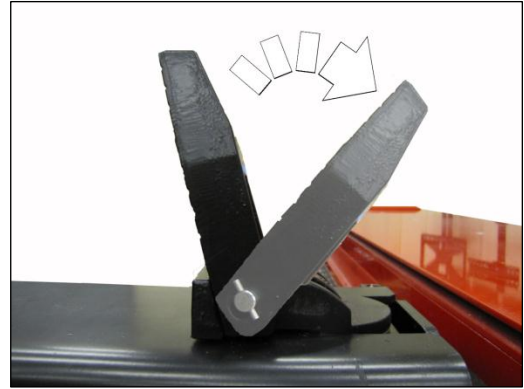


Correct lifting location.

Current swing air jack designs have lifting pads that lock when flipped up. They deploy as usual; to stow, pull upward on the lifting pad then rotate it downward. See picture set below.



To stow lifting pad, pull up to disengage the lock.



Rotate downward to stowed position.



Lifting pad shown in the fully collapsed position.



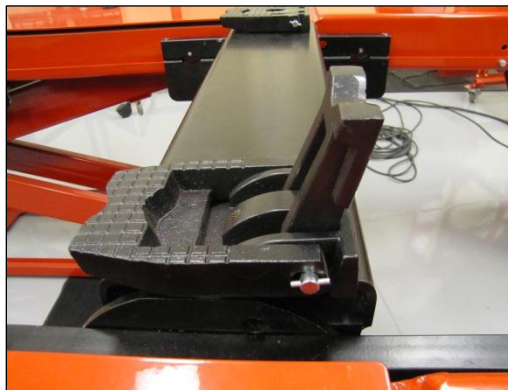
---

## 4.2 Riser Kit 20-2801-1 Operation

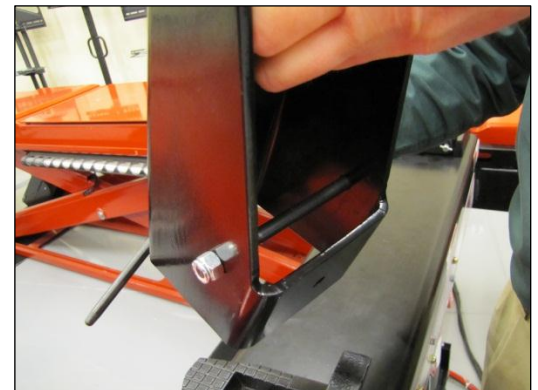
Optional Riser kit 20-2801-1 extends the reach of the jack to make lifting high ground clearance and long wheelbase vehicles easier and safer.



The risers install on the inner part of the lifting pad. Extend the lifting pad and slide the riser over the lifting pad.

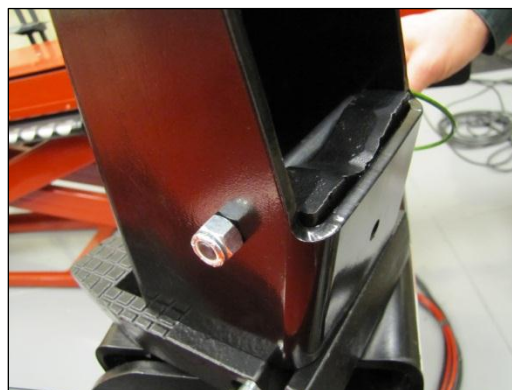


Raise the lifting pad.



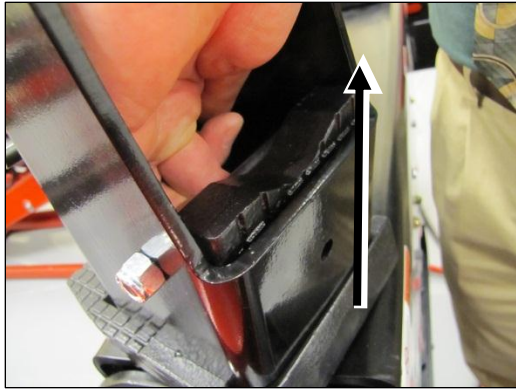
Slide riser onto the raised lifting pad.

The riser will slide over the lifting pad and trap the pad between the riser body and the riser thru-bolt.

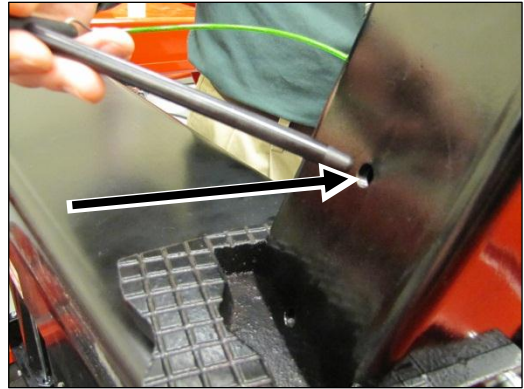


The lifting pad properly positioned between the riser body and the thru-bolt.

Reach into the riser body and pull the lifting pad up to allow the T-pin to be inserted.



Slide the lifting pad up to allow insertion of T-pin .



Insert locking T-pin.

Push the T-pin in until it seats flush with the riser body.



Riser fully seated.

When lifting a vehicle using the risers, ensure that the vehicle is positioned correctly on the lifting pads. The correct position is in the middle of the lifting pad. Do not lift by engaging the edge of the lifting pad. Correct and incorrect lifting locations are demonstrated below.



Incorrect lifting location.



Correcting lifting location.

# 5. MAINTENANCE

---

## 5.1 Weekly

- Clean cylinder rods 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 leaks.
- 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 springs are functional.
- Perform general structural check for damage.

---

## 5.2 Monthly

- Apply SAE 30 Oil to levers and raise / lower controls (see figure below).

---

## 5.3 Annually

- Apply 3 shots of Moly-Grease to each fitting on both sides of the jack channel assembly. Grease air cylinders per decal on front of jack. (see figure below)

### **LUBRICATE ANNUALLY**

**Swing jack to vertical position.  
Fully extend jack. Inject 1 or 2 shots  
of grease into cylinders (use Hunter  
tool # 145-420-2 or similar) and all  
other fittings. Oil all moving parts.**

128-1284-2

## Lubrication Diagram

