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OPERATOR & PARTS MANUAL

PRO-CLASS® DUMP BODY

Airflo®

PRO-CLASS® DUMP BODY

TABLE OF CONTENTS

INTRODUCTION:

THIS MANUAL CONTAINS INFORMATION NECESSARY FOR THE PROPER OPERATION AND MOUNTING OF YOUR AIR-FLO PRO-CLASS®BODY. PLEASE STUDY THE ENTIRE MANUAL THOROUGHLY BEFORE ATTEMPTING TO OPERATE OR INSTALL THE BODY AND SUBFRAME.

THE FOLLOWING DANGER AND WARNING STATEMENTS MUST BE ADHERED TO WHEN OPERATING THIS DUMP BODY. PLEASE READ AND STUDY THESE WARNINGS FOR YOUR PROTECTION.

A SET OF DANGER LABELS ARE INCLUDED WITH EACH DUMP BODY. THEY MUST BE INSTALLED ON THE BODY IN THE LOCATIONS NOTED ON PAGE 27 OF THIS MANUAL.

YOU MAY REORDER ANY OF THE DANGER LABELS DIRECTLY FROM AIR-FLO MFG. AT 607-522-3574.

DANGER

NEVER GET UNDER A RAISED BODY FOR ANY REASON UNLESS IT IS EMPTY AND THE BODY PROP IS SUPPORTING THE BODY.

USE OF BODY PROP (EMPTY BODY ONLY):

1. RAISE THE BODY TO FULL "UP" POSITION.
2. PUSH AND TURN HANDLE TO LIFT PROP OUT OF THE RETAINING BRACKET AND PLACE IN UPRIGHT POSITION UNDER HOIST.
3. LOWER BODY UNTIL RESTING ON PROP.

DANGER LABEL #24013

WARNING

1. NEVER GET UNDER A RAISED BODY UNLESS IT IS EMPTY AND SECURELY PROPPED UP WITH THE BODY PROP.
2. MAKE CERTAIN NO ONE IS BEHIND THE BED BEFORE DUMPING.
3. MAKE CERTAIN THE LOAD IS EVENLY DISTRIBUTED.
4. DO NOT RAISE A LOAD ON UNEVEN OR UNSTABLE GROUND.
5. STAY AT THE CONTROLS THROUGHOUT THE DUMP CYCLE.
6. DO NOT TRY TO FREE A STUCK LOAD BY BACKING AND BRAKING ABRUPTLY.
7. DO NOT LOAD ANY AXLE BEYOND VEHICLE MFG'S RATED CAPACITY.
8. DO NOT MOVE THE TRUCK WITH THE BODY IN A RAISED POSITION.

FAILURE TO COMPLY WITH ANY OF THE ABOVE WARNINGS COULD RESULT IN PROPERTY DAMAGE, SERIOUS INJURY OR DEATH.

WARNING LABEL# 24014

⚠ DANGER ⚠

FAILURE TO SUPPORT THE TAILGATE WHILE OPENING THE TAILGATE FROM THE TOP DOWN WILL RESULT IN THE TAILGATE ROTATING OPEN UNCONTROLLABLY AND COULD RESULT IN SERIOUS INJURY. SUPPORT THE TAILGATE AT THE VERY TOP WHILE OPENING THE TAILGATE FROM THE TOP DOWN.

FAILURE TO KEEP EXTREMITIES AWAY FROM CHAINS AND OTHER PINCH POINTS WHILE OPENING THE TAILGATE FROM THE TOP DOWN COULD RESULT IN SERIOUS INJURY. WHEN OPENING THE TAILGATE FROM THE TOP DOWN HOLD THE TAILGATE ONLY AT THE VERY TOP AWAY FROM CHAINS AND OTHER PINCH POINTS.

FAILURE TO MAINTAIN PROPER ADJUSTMENT ON TAILGATE LATCH LINKAGE AND/OR FAILURE TO SECURELY LATCH TAILGATE BOTTOM WHILE OPENING TAILGATE FROM THE TOP DOWN WILL RESULT IN THE TAILGATE FALLING WHICH COULD RESULT IN SERIOUS INJURY. LATCH THE TAILGATE AND CHECK FOR PROPER LATCH LINKAGE ADJUSTMENT BEFORE OPENING THE TAILGATE FROM THE TOP DOWN.

DANGER LABEL # 24012

WARNINGS!

FAILURE TO OBEY THESE WARNINGS MAY LEAD TO SERIOUS INJURY OR DEATH!

- MALFUNCTIONING EQUIPMENT MAY LEAD TO PROPERTY DAMAGE. IF THERE IS DAMAGED EQUIPMENT HAVE IT REPAIRED BEFORE CONTINUING USE.

- POSSIBLE SHORTING OF THE TRUCKS ELECTRICAL SUPPLY CAN CAUSE A FIRE OR EQUIPMENT DAMAGE. ALWAYS DISCONNECT THE BATTERY PRIOR TO INSTALLING, REPAIRING OR SERVICING THE PUMP.

- NEVER POSITION YOURSELF OR ALLOW OTHERS TO POSITION THEMSELVES UNDER A LOADED BODY. ALWAYS PROP THE **UNLOADED** BODY WITH THE SUPPLIED BODY PROP.

- OVERLOADING OF A TRUCK CAN CAUSE DAMAGE TO PROPERTY. NEVER EXCEED THE GROSS AXLE WEIGHT (GAW) OR THE GROSS VEHICLE WEIGHT (GVW) RATING OF YOUR VEHICLE.

- MAKE SURE YOU USE THE BODY PROP FOR THE BODY WHEN YOU ARE INSTALLING ANY COMPONENTS UNDER A RAISED, UNLOADED BODY.

- THE HEAT FROM THE TRUCKS EXHAUST SYSTEM COULD LEAD TO HYDRAULIC COMPONENT FAILURE AND A POSSIBLE FIRE. NEVER INSTALL EQUIPMENT TOO CLOSE TO THE EXHAUST SYSTEM.

- TAKE STEPS TO PREVENT SPARKS FROM IGNITING YOUR FUEL SYSTEM WHILE YOU ARE WELDING OR GRINDING DURING INSTALLATION OF EQUIPMENT.

- ALWAYS INSTALL EQUIPMENT IN ACCORDANCE TO YOUR MANUFACTURERS INSTRUCTIONS. MAKE SURE YOU FULLY UNDERSTAND THE OPERATORS MANUAL BEFORE INSTALLING.

"WARNING"

The hydraulic system supplied with a given hoist is made up of components (pump, valves, cylinder, reservoir, hoses, etc.) that are designated to be compatible with each other.

If you substitute any components, you must **MAKE SURE** that they are compatible with the other components supplied. Incompatible hydraulic components may cause failure of the hoist, which in turn could cause damage to the truck, property, and cause physical injury or could result in death.

Air-Flo Manufacturing will void any warranty, and responsibility, for a given hoist that has been determined that substituted components were used that were incompatible with the ones supplied.

To ensure component compatibility, consult Air-Flo Manufacturing Co.

MOUNTING INSTRUCTIONS FOR HOIST SUBFRAME

THE SUBFRAME IS NORMALLY MOUNTED TO THE TRUCK BEFORE ATTACHING THE BODY TO IT. THE FOLLOWING INSTRUCTIONS APPLY TO BOTH FLAT FRAME AND HUMPED FRAME INSTALLATIONS. POSITION THE SUBFRAME WITH A MINIMUM OF 2" OF CLEARANCE BETWEEN THE CAB AND THE SUBFRAME RAILS. THE BACK OF THE FRAME RAILS SHOULD BE A MINUMUM OF 2" BEHIND THE REAR SPRING SHACKLE. MARK THE TRUCK FRAME FOR CUTTING AT THE BACK OF THE SUBFRAME RAILS. MAKE SURE THE MARKS FOR CUTTING THE TRUCK FRAME ARE ACCURATE AND EVEN FROM SIDE TO SIDE. THE TRUCK FRAME SHOULD NOT EXTEND OUT PAST THE SUBFRAME. TRUCKS WITH HUMPED FRAMES MAY NEED SOME TEMPORARY BLOCKING.

NOTES: **ON TRUCKS WITH HUMPED FRAMES THE GAP NEEDS TO BE FILLED WITH SQUARE TUBING BETWEEN THE TRUCK FRAME AND THE SUBFRAME.**

CAUTION: **BE CAREFUL OF BRAKE LINES, WIRING, FUEL TANK, ETC. INSIDE OF TRUCK FRAME WHEN DRILLING.**

WARNING: **BEFORE WORKING UNDER A RAISED, EMPTY BODY, MAKE SURE IT IS SUPPORTED BY THE BODY PROP.**

1. PLACE THE HOIST INTO THE SUBFRAME AND FASTEN WITH FOUR ½" X 1 ½" HEX CAP SCREWS, LOCKWASHERS, AND NUTS, AND EIGHT FLAT WASHERS. ALIGN THE SADDLE BRACKETS OF THE HOIST WITH THE CORRESPONDING BRACKETS IN THE SUBFRAME TO KEEP THE HOIST STRAIGHT. SEE FIGURE ONE.

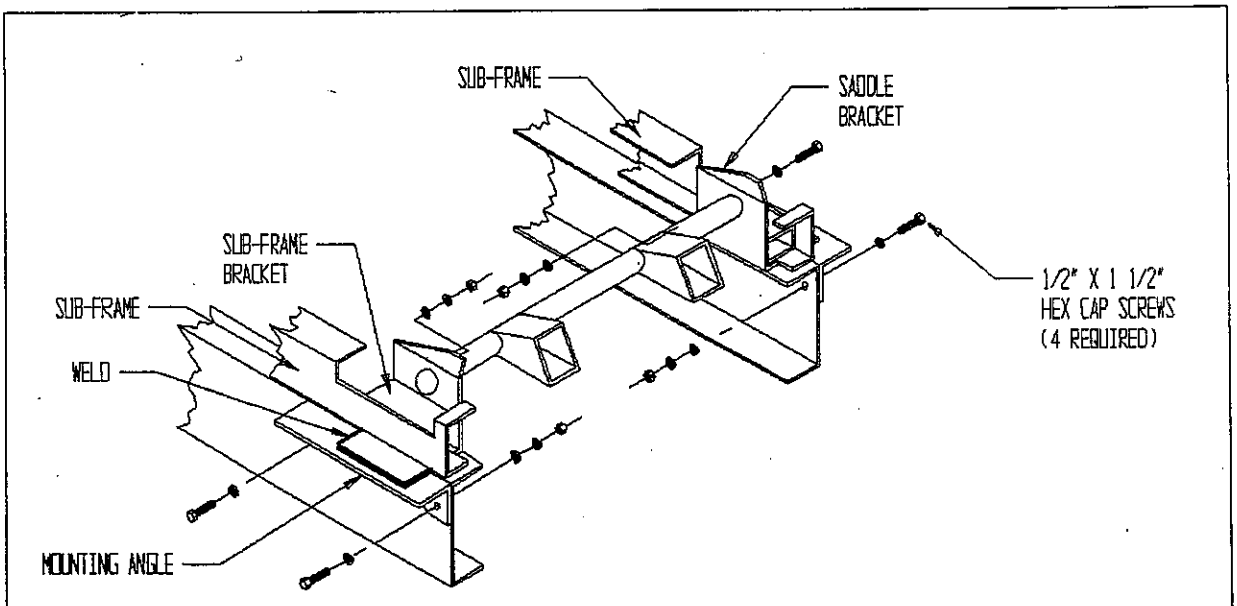


FIGURE # 1

2. PLACE THE HOIST WITH THE SUBFRAME ON THE TRUCK FRAME.

3. ATTACH THE REAR OF THE SUBFRAME TO THE TRUCK BY WELDING THE REAR HINGE ANGLE TO THE CHASSIS FRAME. REFER TO FIGURE 3.

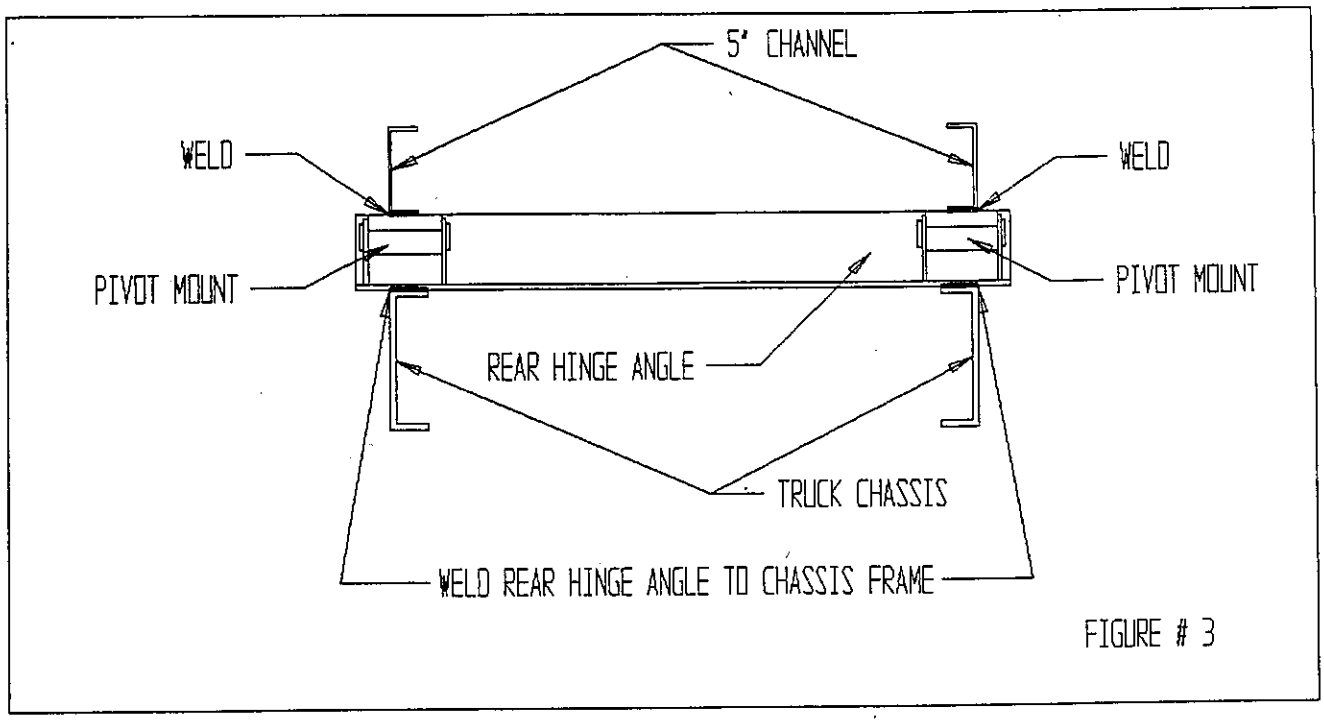


FIGURE # 3

4. ON EACH SIDE OF THE SUBFRAME, PLACE A MOUNTING ANGLE UNDER EACH SADDLE FLAT. SECURE EACH MOUNTING ANGLE TO THE TRUCK FRAME BY DRILLING TWO 17/32" DIAMETER HOLES AND BOLTING THE LARGE MOUNTING ANGLE TO THE TRUCK FRAME. LASTLY, WELD EACH MOUNTING ANGLE TO ITS RESPECTIVE SADDLE FLAT.

NOTICE: **DO NOT WELD SADDLE FLATS OR MOUNTING ANGLES TO THE TRUCK FRAME.**

NOTICE: ALL OF THE FASTENERS THAT ARE USED IN THE PREVIOUS STEPS ARE ½" X 1 ½" HEX CAP SCREWS, LOCKWASHERS, AND NUTS. ALL THE ½" FASTENERS SHOULD BE TORQUED TO 90 FT. LB.

5. CUT THE EXCESS FRAME OFF BEHIND THE SUBFRAME REAR HINGE.

IMPORTANT NOTICE: IF THE TRUCK HAS FUEL TANKS LOCATED BETWEEN THE RAILS OF THE CHASSIS, RUN THE FILLWELL SPOUT BETWEEN ONE OF THE SUBFRAME SIDERAIL CUTOUTS FOR ACCESS TO REFUELING THE TRUCK. IF AN ALTERNATE LOCATION IS NEEDED FOR LOCATING THE FILLWELL SPOUT, OTHER THAN THE ONES PROVIDED, CUT A HOLE IN THE SUBFRAME SIDE RAIL AT THE PREFERRED LOCATION. THE HOLE MUST BE COMPLETELY CONTAINED IN THE WEB PORTION OF THE SIDE RAIL, NOR BE LARGER THAN 3", OR DISTURB THE TOP AND BOTTOM FLANGES.

6. PLACE A LOCK COLLAR ONTO EACH OF THE LIFTING SHAFTS. SLIDE A LIFTING SHAFT WITH COLLAR INTO EACH END OF THE HOIST LIFTING TUBE. REFER TO FIGURE 4.

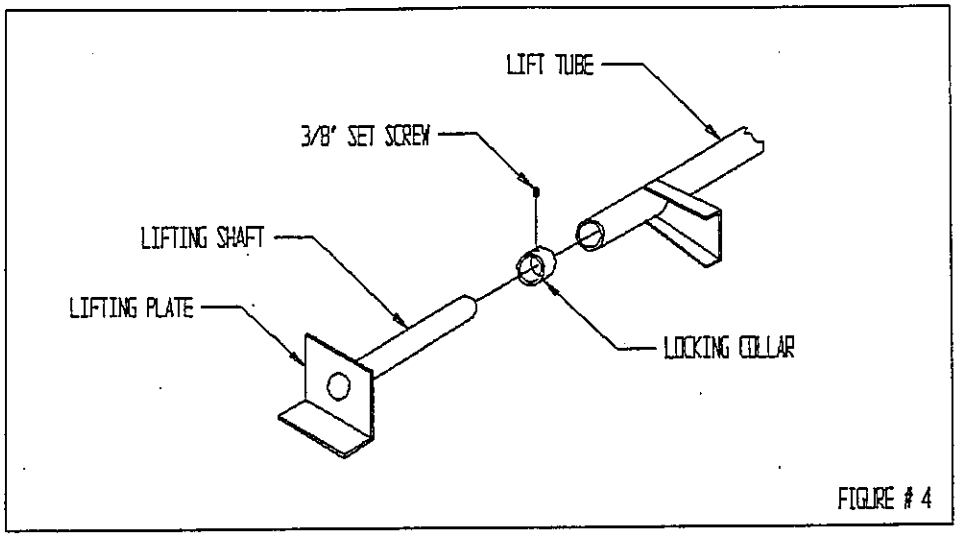


FIGURE # 4

7. PLACE THE BODY WITH THE LONG BEAMS (OR THE LONG BEAMS IF THEY ARE SEPARATE FROM THE BODY) ONTO THE TRUCK FRAME.

8. PLACE THE HINGE BRACKETS AGAINST THE BOTTOM OF THE LONG BEAMS. ONCE THEY ARE IN POSITION, WELD THE REAR HINGE BRACKETS TO THE BODY LONG BEAMS. SEE FIGURE 3.

9. PLACE BOTH OF THE LIFTING SHAFTS AGAINST THE INSIDE OF THE CHANNEL LONG BEAM. TO SECURE THE SHAFT TO THE LONG BEAM, WELD THE LIFTING SHAFT AS SHOWN IN FIGURE 5. AFTER THE LIFTING SHAFT IS SECURED, SLIDE THE LOCK COLLARS AGAINST THE HOIST LIFTING TUBE AND SECURE THEM IN PLACE BY TIGHTENING THE 3/8 SET SCREW. REFER TO FIGURES 4 AND 5. THE SET SCREW SHOULD BE TORQUED TO 24 FT. LB.

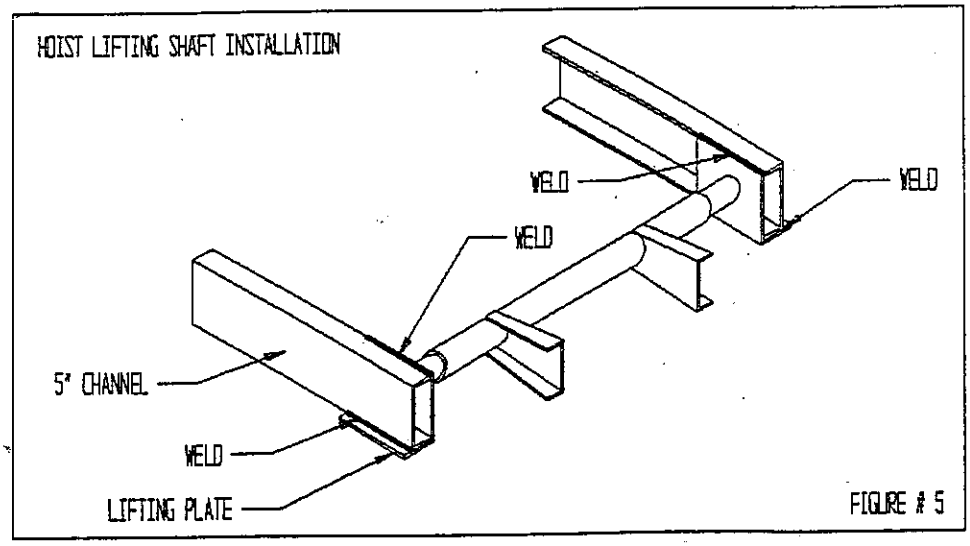
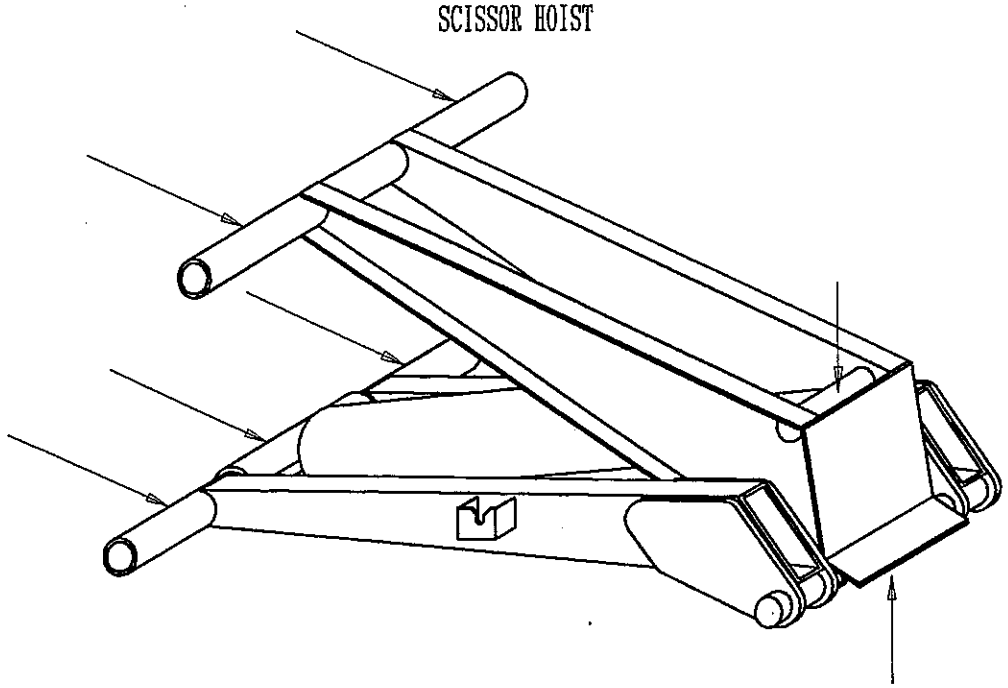


FIGURE # 5

10. INSTALL ALL THE GREASE FITTINGS WHEN DONE. **MAKE SURE TO GREASE ALL THE FITTINGS AFTER INSTALLATION.** FOR THE LOCATION OF THE GREASE FITTINGS, REFER TO THE LUBRICATION POINTS DIAGRAM.

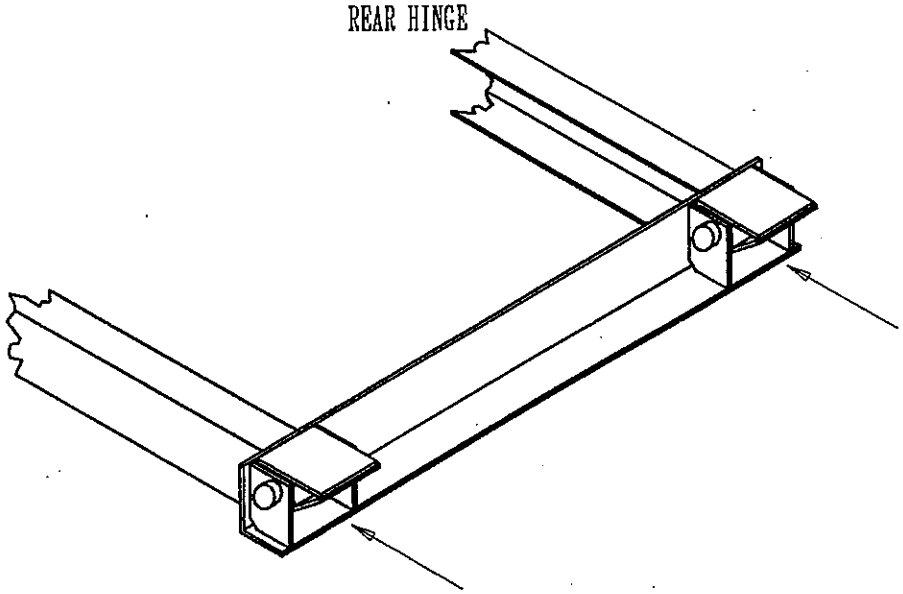
PRO-CLASS® DUMP BODY
LUBRICATION POINTS

SCISSOR HOIST



POINTER ARROWS REPRESENT LOCATION OF ZERK FITTINGS.

REAR HINGE



POINTER ARROWS REPRESENT LOCATION OF ZERK FITTINGS.

TAILGATE

LUBE HINGE AND GREASE PIVOT PINS IN TAILGATE LATCH PERIODICALLY. ALSO LUBE QUICK LATCH PINS PERIODICALLY.

BODY

GREASE BODY HINGES AND ANY OTHER ZERK FITTINGS PERIODICALLY.

PRO-CLASS® DUMP BODY

BODY TO SUBFRAME MOUNTING DIAGRAM

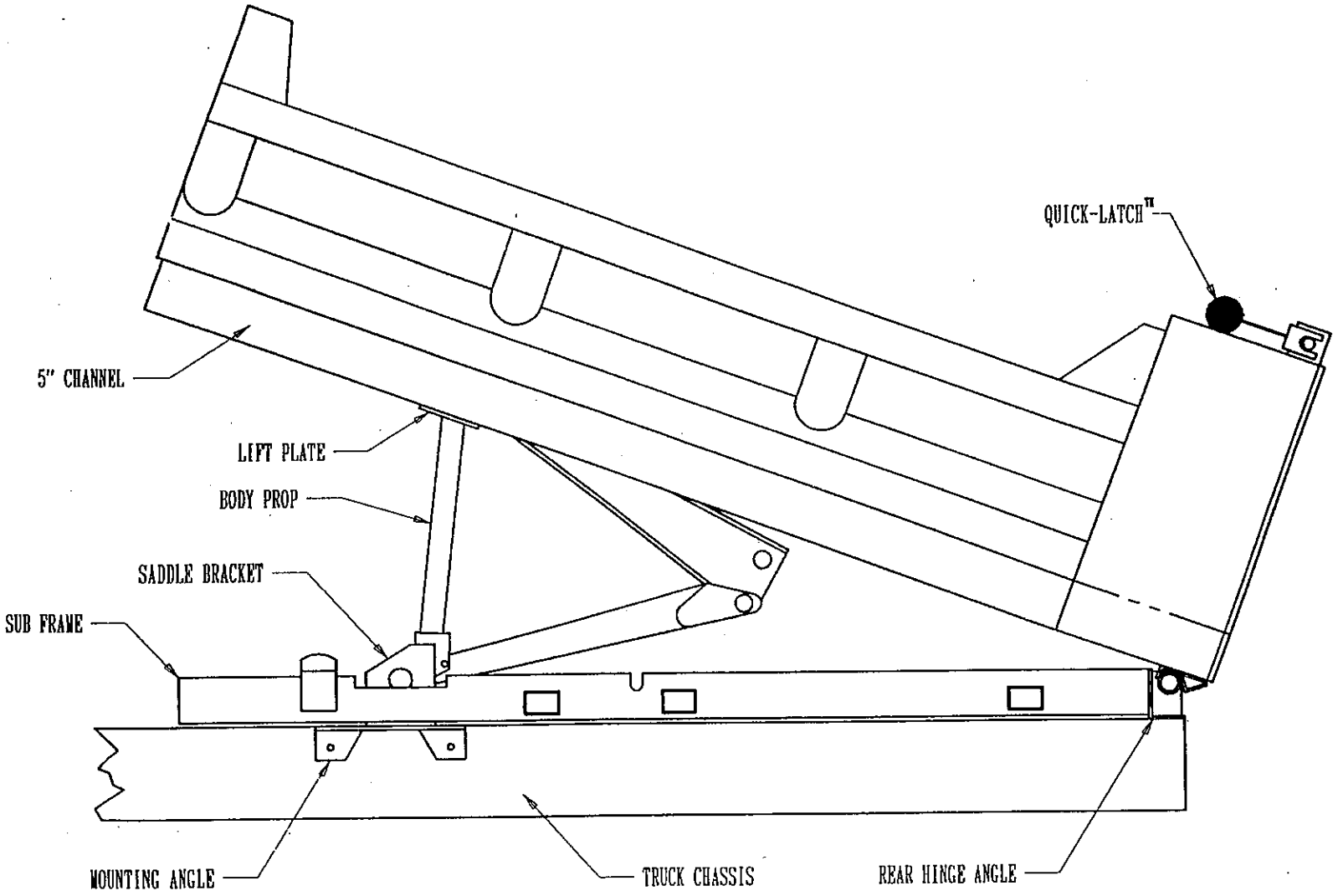
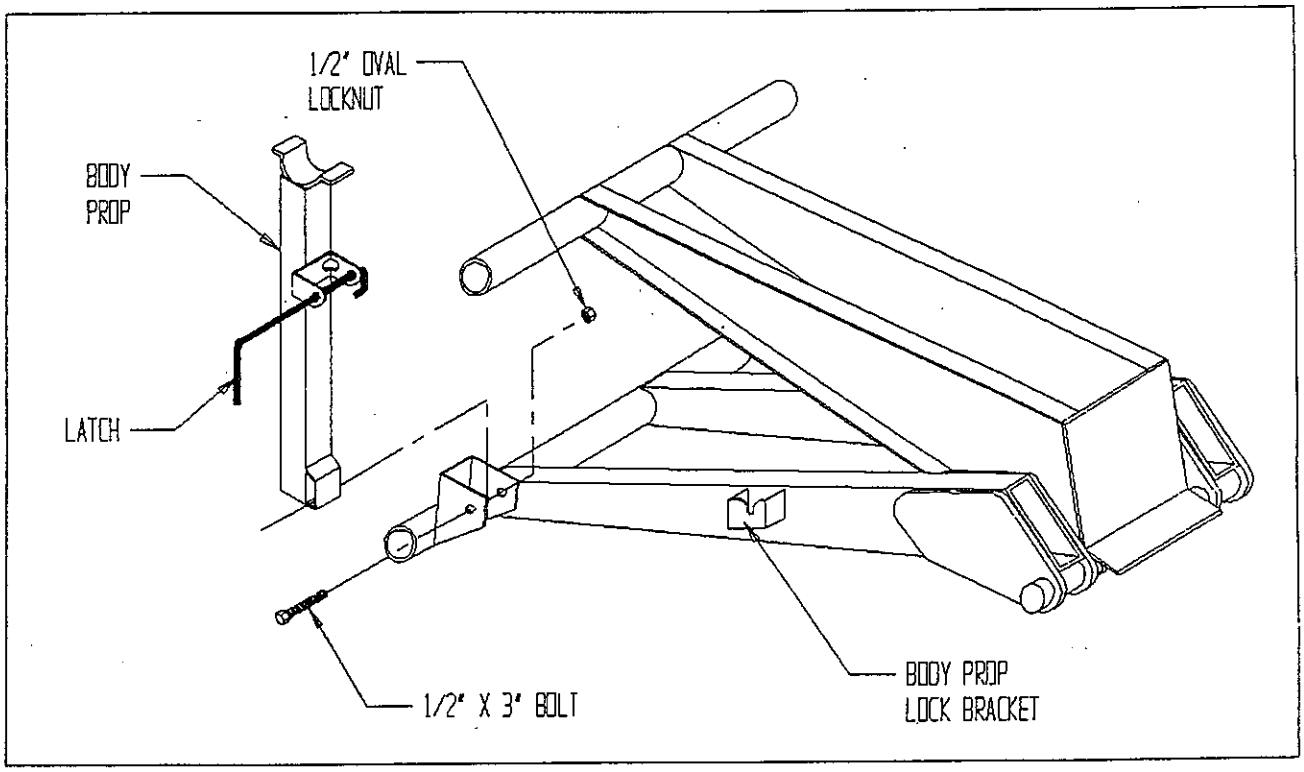


FIGURE # 2

BODY PROP INSTALLATION:

1. A BODY PROP IS SUPPLIED WITH EVERY AIR-FLO HOIST PACKAGE KIT
2. INSERT THE BODY PROP INTO THE BODY PROP BRACKET. MAKE SURE THE LATCH IS LINED UP WITH THE LOCK BRACKET.



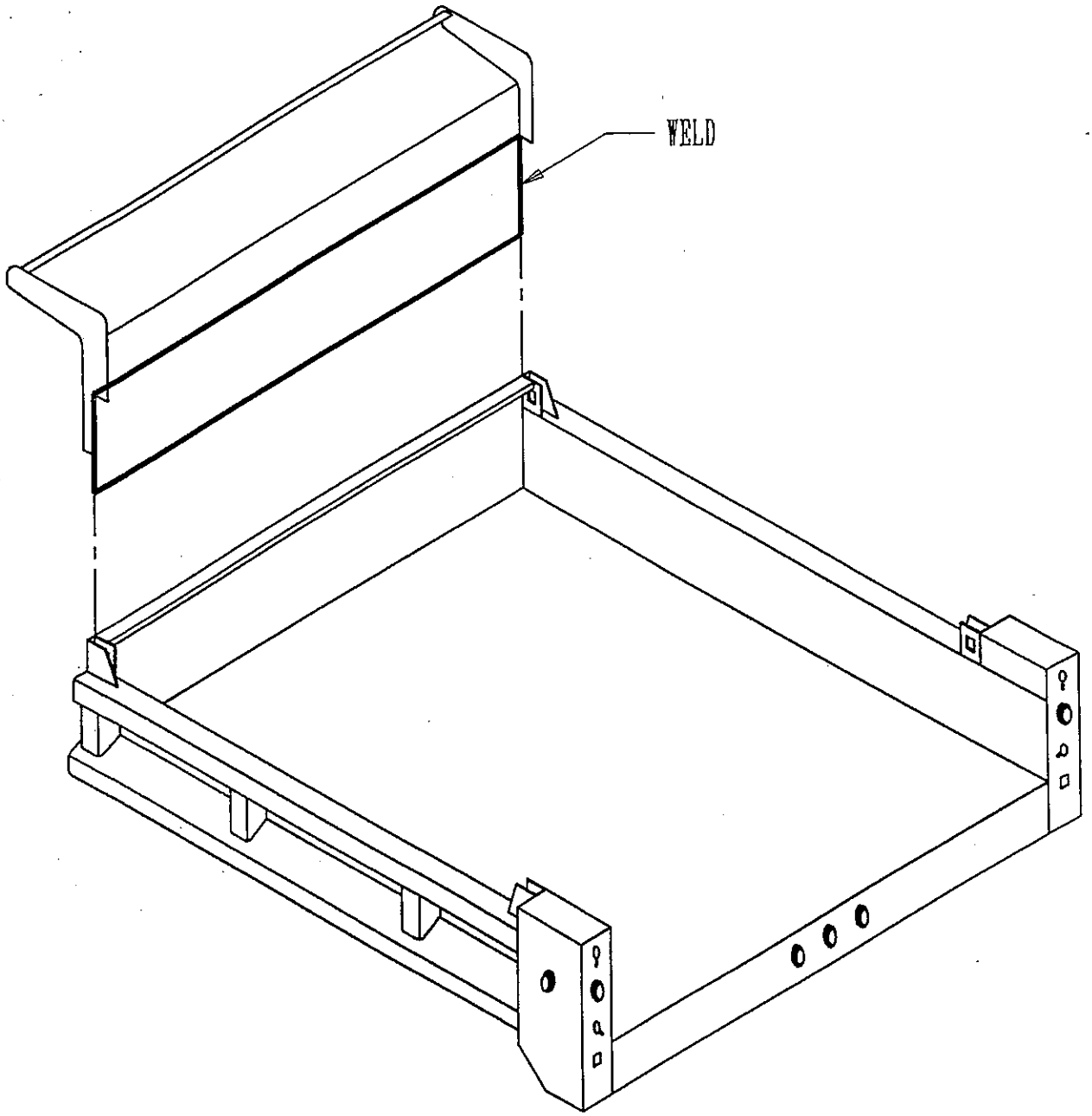
3. FASTEN THE BODY PROP TO THE WITH THE ½" OVAL LOCKNUT AND ½" X 3" BOLT (SUPPLIED). TIGHTEN LOCKNUT TILL PROP BINDS WHEN MOVED, THEN BACK OFF THE LOCKNUT TILL PROP SLIDES FREELY.
4. WITH THE HANDLE PUSHED IN, LOWER THE PROP TO THE DOWN POSITION, MAKING SURE THE LATCH IS RESTING IN THE LOCK BRACKET.
5. ROTATE THE HANDLE UNTIL THE HOOK LOCKS AGAINST THE BOTTOM OF THE LOCK BRACKET.

NOTE: TO RAISE AND LOWER BODY PROP, SEE THE **"OPERATION OF BODY PROP"** SECTION OF THIS MANUAL.

PRO-CLASS® DUMP BODY

CAB SHIELD MOUNTING

NOTE: POSITION CAB SHIELD TO PROPER HEIGHT
AND WELD TO FRONT OF DUMP BODY.



ELECTRIC HYDRAULIC PUMP INSTALLATION INSTRUCTIONS

This hydraulic control system has been thoroughly tested and cleaned.

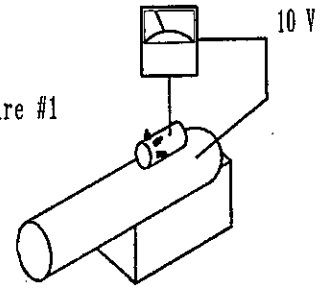
To ensure proper operation and longevity its is mandatory that the system is properly charged.

Fill the reservoir to the proper level, affix the high pressure hose(s) to the high pressure outlet(s). Activate the unit until oil flows from the hose(s). Then, affix the hose(s) to the cylinders.

IMPORTANT
WIRING INFORMATION

The minimum allowable voltage between the solenoid battery cable and the motor case is 10.0 V* (12 volt system) at the maximum relief value pressure setting.(Figure #1)
* Voltage drop is proportional for other D.C. voltages*

Figure #1



Power cables (hot & ground) must be .33 inch (8.4 mm) or larger #1 copper stranded automotive or welding cable. Check the cable diameter with template "A". Cables exceeding 16 feet (4.90m) require an "0" or "00" gauge cable.

TEMPLATE "A" 

(Template "A" is the diameter of a #1 cable)

MAXIMUM TORQUE ALLOWANCES:

FIGURE #2

15 in. lbs.
(1.69 N.m)

Motor start solenoid

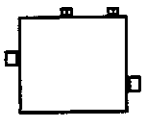
35 in. lbs.
(3.95 N.m)

35 in. lbs.
(3.95 N.m)

Exceeding the above torque limits may cause electrical failure by twisting the stud(s) and voids the warranty.

35 in. lbs
(3.95 N.m)

FIGURE #3



MOTOR STUD(S)

Do not coat electrical connections. Certain coating material may conduct electrical current and cause the circuit to fail.

Score painted surfaces and use lock washers with mounting hardware to obtain an optimum power unit to vehicle ground.

ELECTRIC PUMP INSTALLATION – SINGLE ACTING

INSTALL A 3/8 – 18 NPT MALE ELBOW X 3/8" FPT 90° SWIVEL FITTING IN THE WORK PORT ON THE VALVE BLOCK ON THE ELECTRIC PUMP. INSTALL A 9/16" MORB X 3/8" FPT SWIVEL (STRAIGHT OR ELBOW) INTO C-1 PORT ON THE CYLINDER. CONNECT THE 3/8" HOSE, WHICH IS CONNECTED TO THE BASE END PORT ON THE CYLINDER, TO THE "C 1" PORT. INSTALL AN AIR BREATHER IN THE ROD END PORT OF THE CYLINDER.

ELECTRIC PUMP INSTALLATION – DOUBLE ACTING

INSTALL A ¼ NPT X 3/8-18 NPT MALE ELBOW IN EACH OF THE WORK PORTS ON THE VALVE BLOCK ON THE ELECTRIC PUMP. INSTALL A ¼ NPT MALE X ¼ NPT FEMALE ADAPTER IN EACH CYLINDER. CONNECT THE HOSE, WHICH IS CONNECTED TO THE BASE END PORT ON THE CYLINDER, TO THE "C1" PORT; CONNECT THE OTHER HOSE, WHICH IS CONNECTED TO THE ROD END PORT ON THE CYLINDER, TO THE "C2" PORT.

NOTE: THE "C2" PORT IS THE POWER DOWN PORT AND ONLY HAS 500 PSI MAXIMUM PRESSURE.

FUEL FILL TUBE INSTALLATION

THERE ARE HOLES IN THE LEFT (DRIVER'S SIDE) SUBFRAME RAIL FOR ROUTING THE FUEL TANK FILL TUBE TO THE OUTSIDE OF THE TRUCK FRAME. ROUTE THE FILL TUBE THROUGH ONE OF THE HOLES IN THE SUBFRAME. AFTER THE BODY HAS BEEN INSTALLED, CONSTRUCT A SUPPORT FOR THE FUEL TANK TUBE. CONSTRUCT THE SUPPORT SO THAT IT DOES NOT INTERFERE WITH ANY PORTION OF THE BODY OR HOIST OPERATION.

ELECTRIC PUMP MOUNTING – GENERAL

THE ELECTRIC PUMP IS INTENDED TO BE MOUNTED JUST BEHIND THE CAB, BETWEEN THE LONG BEAMS OF THE BODY.

CONNECT THE LARGE TERMINAL ON THE STARTER SOLENOID TO THE POSITIVE TERMINAL ON THE BATTERY, USING A NO. 0 GAUGE OR HEAVIER CABLE. INSTALL A HEAVY DUTY ROUND CABLE FROM THE NEGATIVE TERMINAL OF THE BATTERY DIRECTLY TO THE TRUCK FRAME USING A NO. 0 GUAGE OR HEAVIER CABLE. THE LIGHT CABLE NORMALLY USED FOR GROUNDING THE ENGINE TO THE FRAME IS NOT HEAVY ENOUGH. INSTALL FUSE LINK BETWEEN MOTOR AND STARTER SOLENOID.

INSTALL THE ELECTRIC PUMP CONTROL INSIDE THE CAB AND ROUTE THE CABLE OUT OF THE CAB THROUGH A HOLE IN THE BACK OF THE CAB. CONNECT THE CONTROL TO THE PUMP USING THE INSTRUCTIONS WITH THE PUMP.

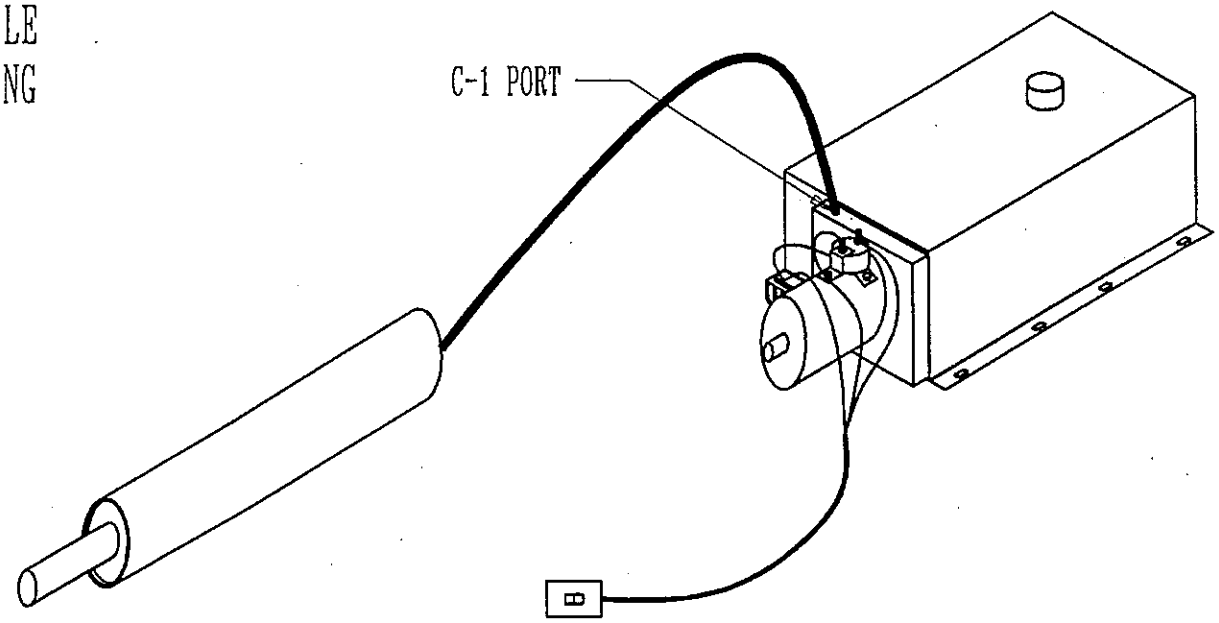
MOUNTING OF CAB CONTROL – ELECTRIC

1. FIND SUITABLE LOCATION WITHIN EASY REACH OF DRIVER.
2. MOUNT LIFT CONTROL NEAR CONTROL PANEL OR SIMILAR LOCATION.
3. WIRE PER WIRING DIAGRAM.

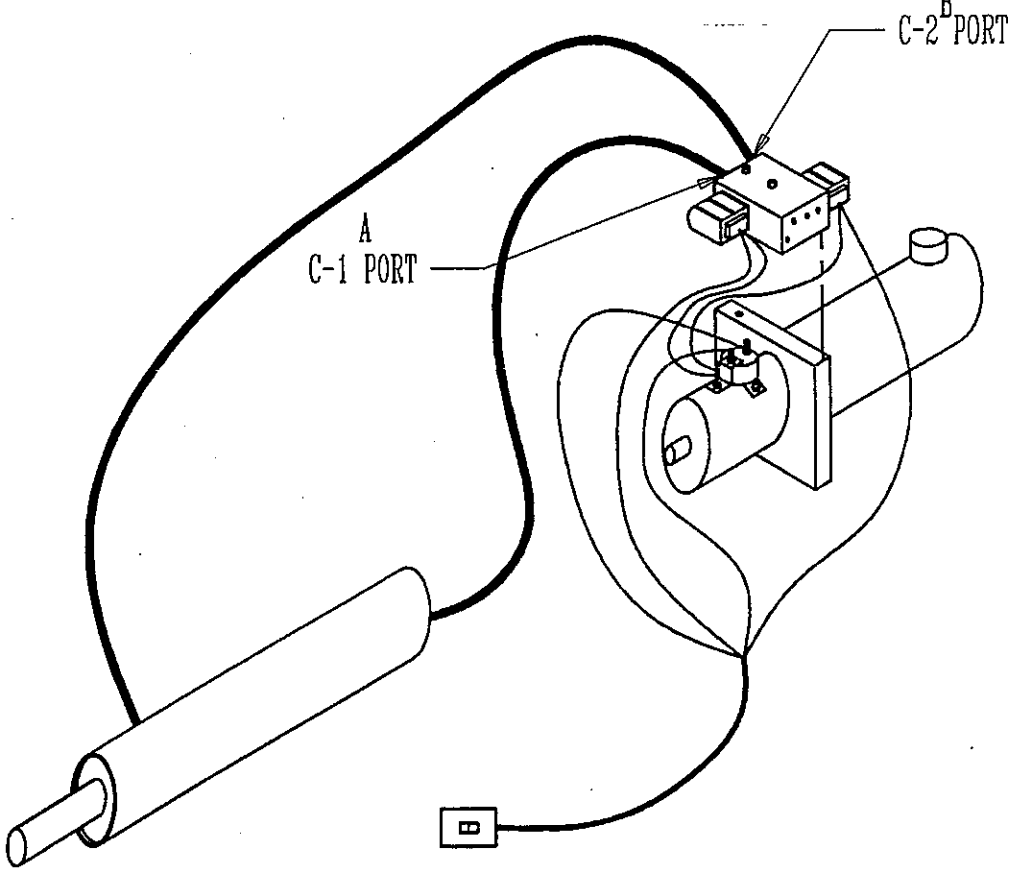
NOTE: *LAST CONNECTIONS SHOULD BE MADE TO BATTERY, ONLY AFTER ALL WIRING IS DOUBLE-CHECKED.*

ELECTRIC HYDRAULIC PUMP

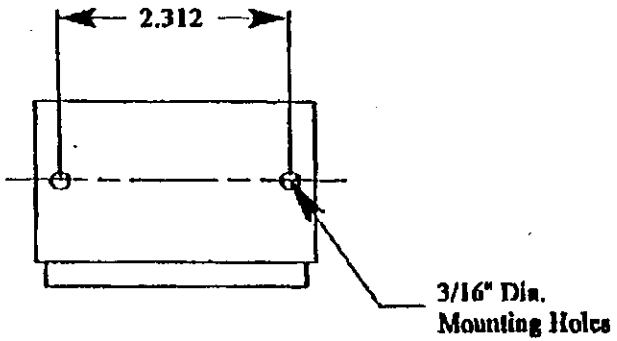
SINGLE ACTING



DOUBLE ACTING

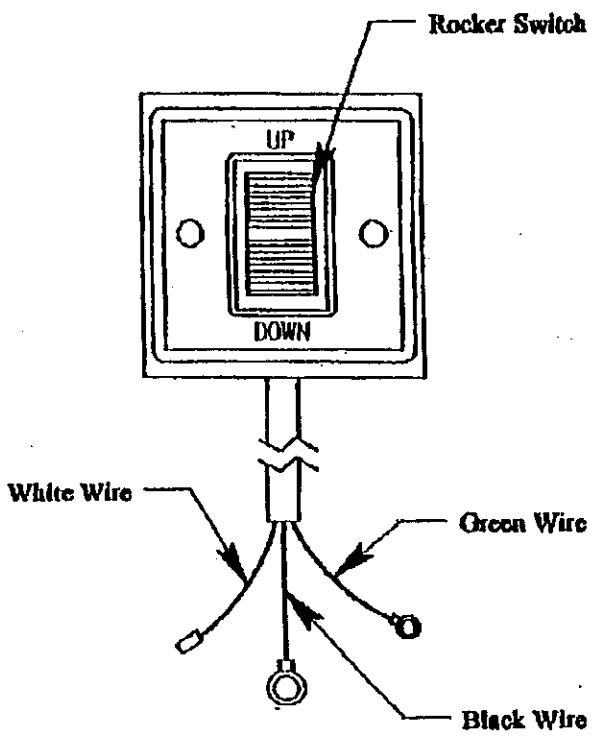


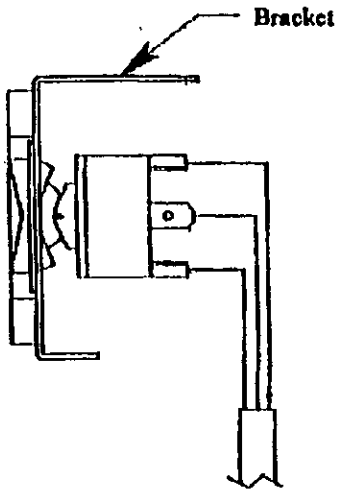
WIRING DIAGRAM FOR SINGLE ACTING APPLICATION

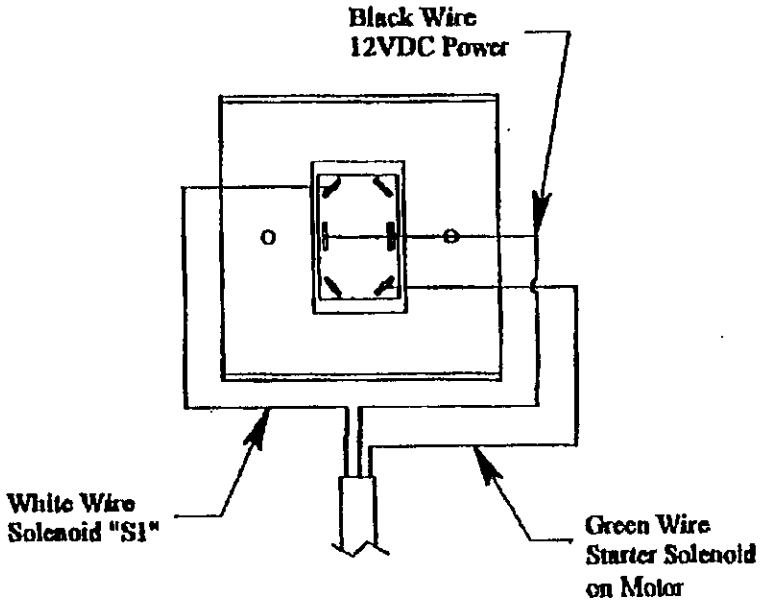


Notes :

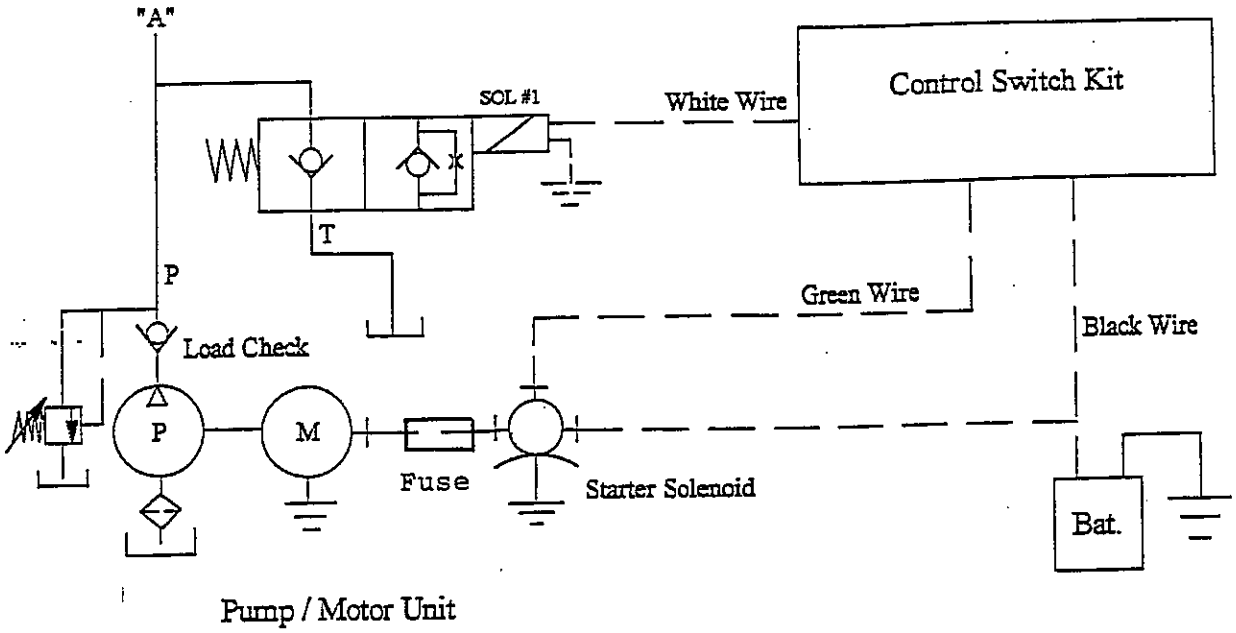
1. When actuating the rocker switch toward the "UP" position, the green wire is activated.
2. When actuating the rocker switch toward the "DOWN" position, the white wire is activated.
3. The switch used in this unit is a Double Pole Double Throw Rocker Switch.







WIRING DIAGRAM FOR SINGLE ACTING SWITCH



System Function

Energizing Power unit only, oil is directed to Port "A".

Energizing SOL #1 only, oil is directed from Port "A" back to tank ("T" port).

Valve Characteristics

1. Uses one 2-way, N/C P.O. poppet type cartridge valve, solenoid operated.
2. Manifold block machined for one 2-way, cartridge valve and with one 3/8" NPT port.

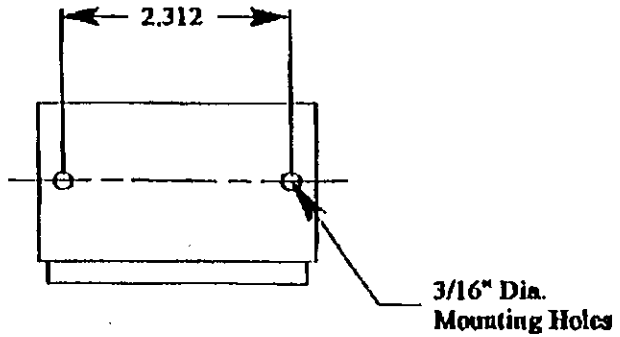
Application

1. Power Up / Gravity Down

Limitations

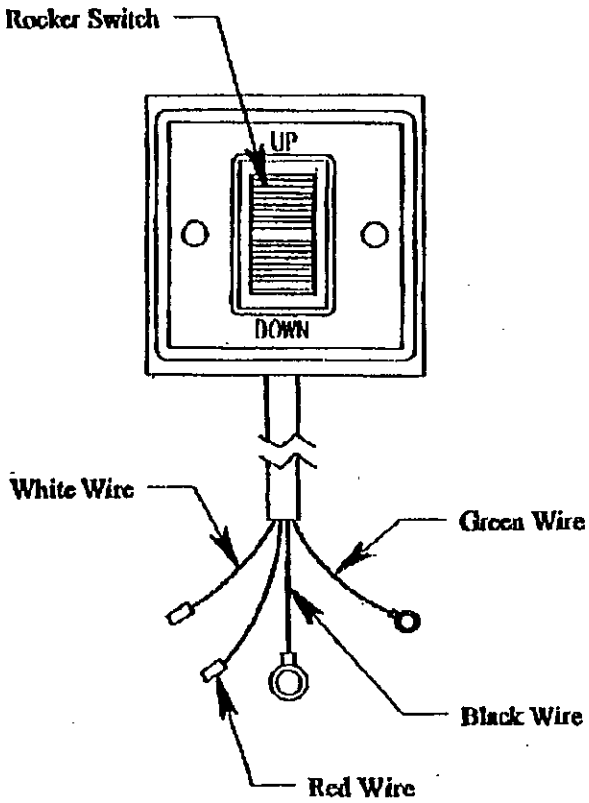
1. This valve may be used in lifting applications with the following precaution :
   -If valve is used in an application in which a cylinder is to be lowered with a load on it (over-riding load), it should be noted that the loaded cylinder may lower very rapidly (in as little as one (1) second with a heavy over-riding load on the cylinder).
2. This valve is not stackable.
3. It is recommended that in applications in which a cylinder is to be lowered with a load on it (over-riding load), the #11, #12, 15, or #16 valve is to be used so that complete "control" of cylinder is obtained at all times.
4. Horizontal Mounting.

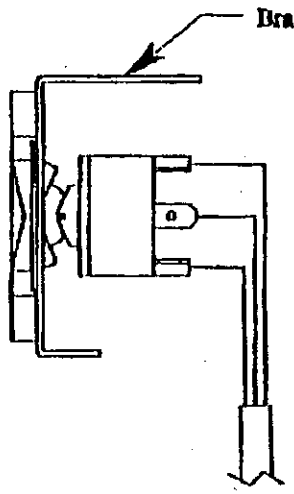
WIRING DIAGRAM FOR DOUBLE ACTING SWITCH

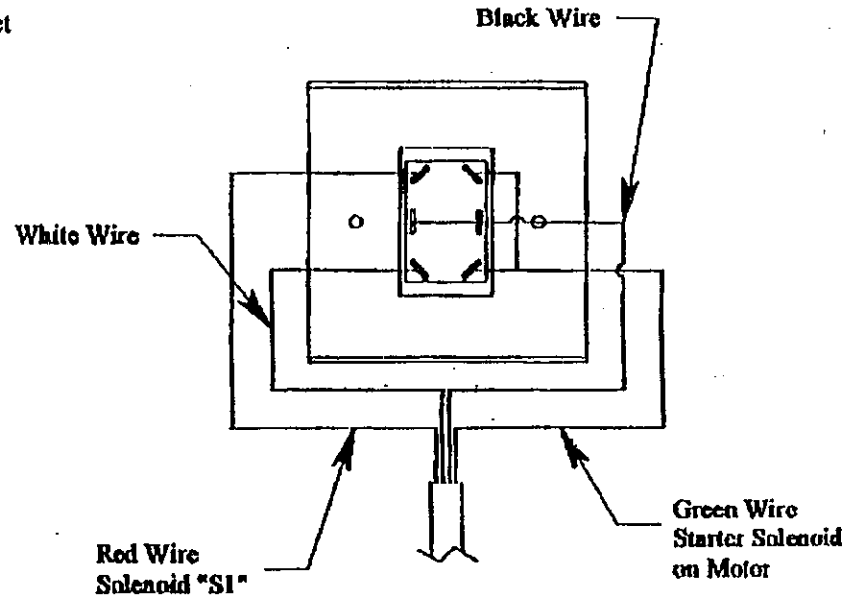


Notes :

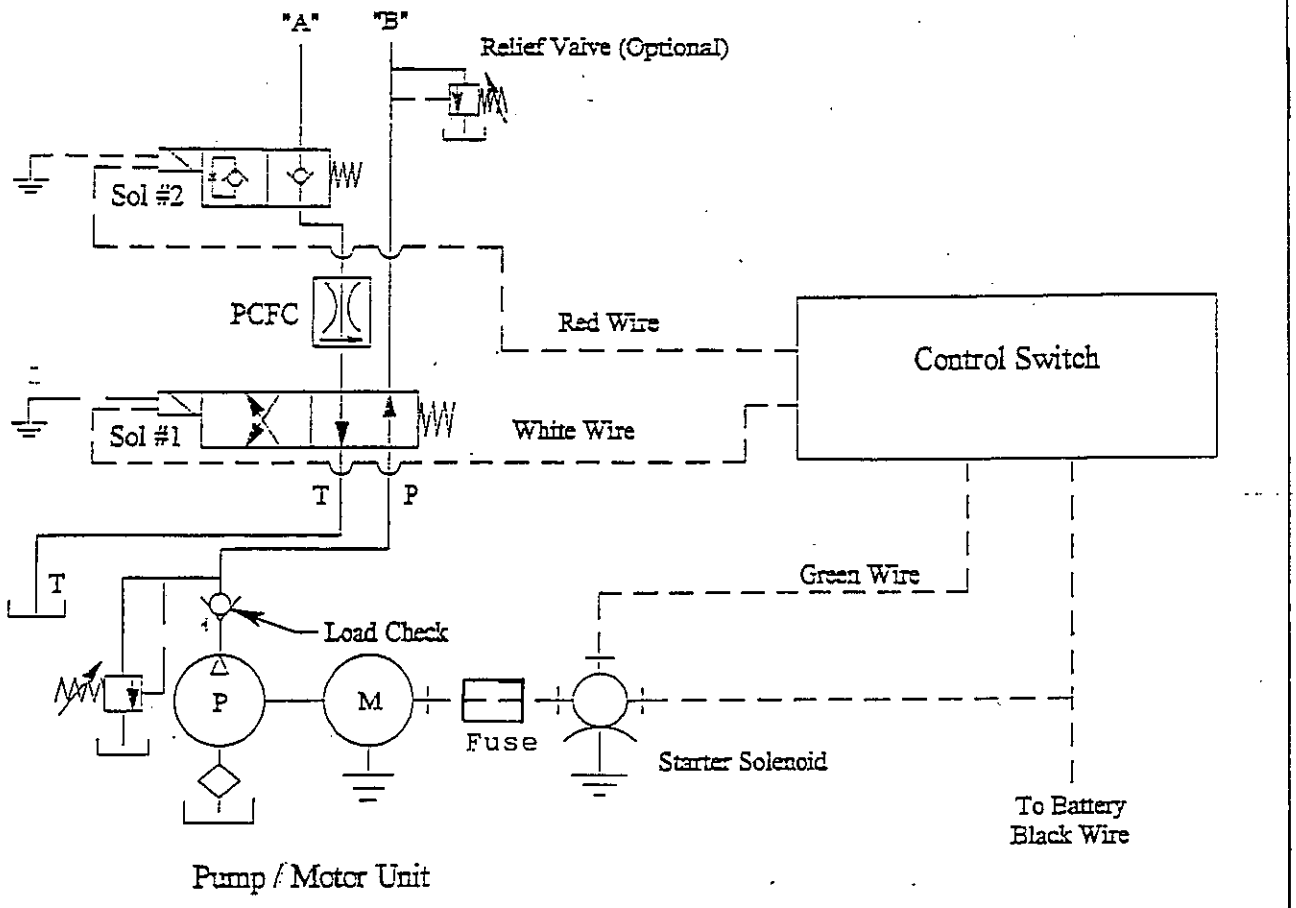
1. When actuating the rocker switch toward the "UP" position, the green and white wires are activated.
2. When actuating the rocker switch toward the "DOWN" position, the green and red wires are activated.
3. The switch used in this unit is a Double Pole Double Throw Rocker Switch.







WIRING DIAGRAM FOR DOUBLE ACTING APPLICATION



System Function

Energizing Power unit and Sol # 1, oil is directed to Port "A" and oil from Port "B" is directed back to tank ("T" Port).

Energizing Power unit and Sol # 2, oil is directed to Port "B" and oil from Port "A" is directed back to tank ("T" Port).

Application

1. Power up / Power Down
2. Power extend / Power retract

Valve Characteristics

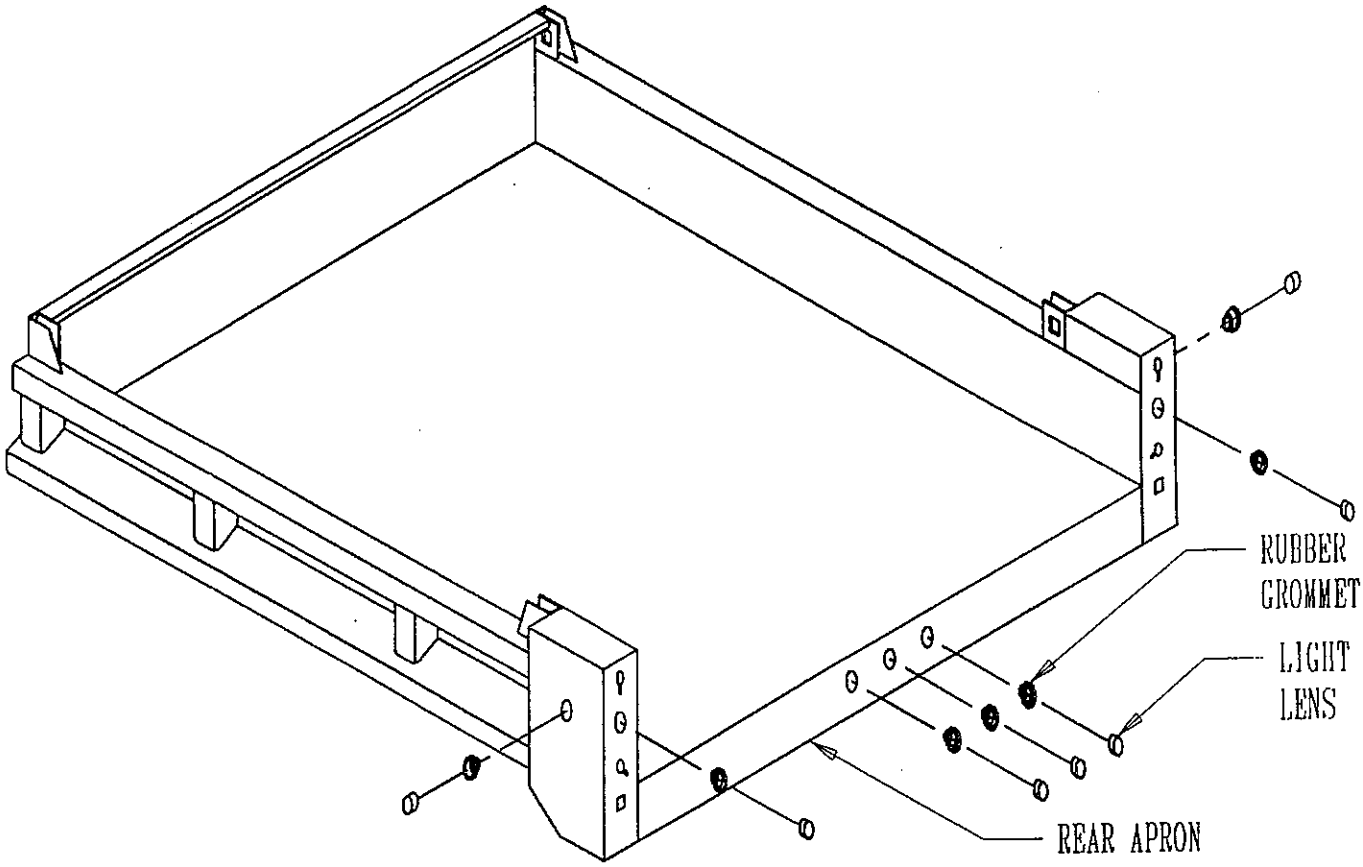
1. Uses one 4-way, 2-position spool type cartridge valve and one 2-way NC P.O. poppet type check valve, solenoid operated.
2. Aluminum manifold block machined for one 4-way, 2-position cartridge valve, two 2-way check valves (plugging one cavity in this application) and with two 3/8" NPT Ports.
3. Pressure compensated flow control.

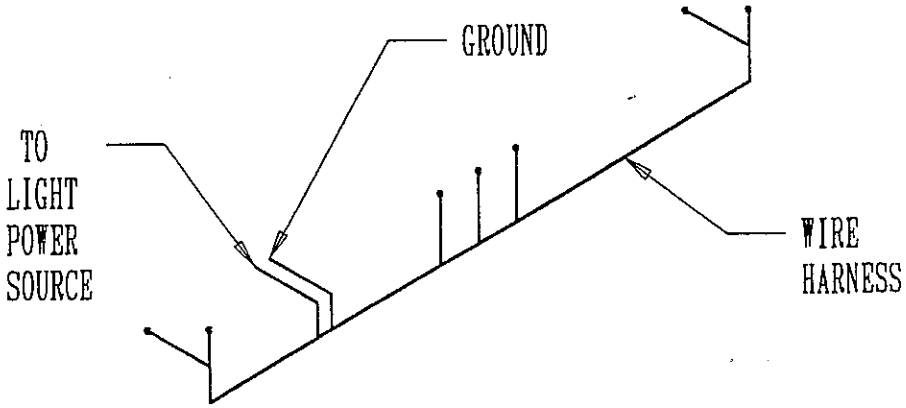
Limitations

1. When lifting and/or holding a load, use port "A".
2. If valve is used in an application in which a cylinder is to be lowered with a load on it (over-riding load), it should be noted that pressure surges can occur in the load holding hose.
3. This valve is stackable from the factory up to three valves.
4. Horizontal Mounting.

PRO-CLASS® DUMP BODY

LIGHT KIT INSTALLATION





1. INSERT RUBBER GROMMETS INTO CORNER POSTS AND THE REAR APRON.
2. INSERT THE LIGHT LENSES INTO THE RUBBER GROMMETS.
3. RUN THE WIRE HARNESS ALONG THE REAR APRON AND CONNECT TO ALL LENSES.

DUMP BODY OPERATING INSTRUCTION

TO DUMP A COMPLETE LOAD:

1. VERIFY THAT THE QUICK LATCH RELEASE HANDLES ARE LOCKED IN PLACE.

2. CHECK TO MAKE SURE THE TAILGATE SPREADER CHAINS ARE LOCKED INTO THE CORNER POST CHAIN HOLDERS, AND THAT THEY HAVE ENOUGH SLACK TO ALLOW THE TAILGATE TO OPEN COMPLETELY.

3. REMOVE THE DUMP RELEASE HANDLE SAFETY CHAIN AND PUSH THE HANDLE DOWNWARD TO DISENGAGE THE TAILGATE LOCKING MECHANISM.

4. ENGAGE THE HOIST AND RAISE THE BODY TO MAXIMUM HEIGHT. DRIVE TRUCK FORWARD IF IT IS NECESSARY TO COMPLETE THE DUMP.

   CAUTION: BE ALERT FOR ANY OVERHEAD OBSTRUCTIONS WHILE RAISING THE DUMP BODY.

   WARNING: NEVER STAND DIRECTLY BEHIND THE DUMP BODY WHILE DUMPING A LOAD! NEVER STAND IN OR ON THE DUMP BODY WHILE DUMPING! NEVER STAND ON ANY PART OF THE TRUCK WHILE OPERATING THE DUMP BODY!

5. WHEN LOAD IS FINISHED DUMPING, LOWER THE HOIST AND PULL THE DUMP RELEASE HANDLE UPWARDS UNTIL FULLY CLOSED. REPLACE THE SAFETY CHAIN AROUND THE HANDLE.

TO SPREAD A LOAD:

1. VERIFY THAT THE QUICK LATCH RELEASE HANDLES ARE LOCKED IN THE CLOSED POSITION.

2. LOCK THE TAILGATE SPREADER CHAINS INTO THE LOWEST CORNER POST CHAIN HOLDER. CHECK TO MAKE SURE THAT THE SLACK IN THE CHAIN IS AT THE DESIRED LENGTH, AND THAT IT IS EVEN ON BOTH SIDES.

3. REMOVE THE DUMP RELEASE HANDLE SAFETY CHAIN. ENGAGE THE HOIST AND RAISE THE BODY JUST ENOUGH FOR THE LOAD TO DUMP.

4. PULL THE TRUCK FORWARD AND PULL THE DUMP RELEASE HANDLE DOWN TO DISENGAGE THE TAILGATE LOCKING MECHANISM. THEN BEGIN SPREADING THE LOAD.

5. WHEN THE LOAD IS FINISHED DUMPING, LOWER THE HOIST AND PULL THE DUMP RELEASE HANDLE UPWARDS UNTIL FULLY CLOSED. REPLACE THE SAFETY CHAIN AROUND THE HANDLE.

BODY PROP USE INSTRUCTIONS:

1. THE BODY PROP SHOULD BE USED WHENEVER ANY ACTIVITY IS TO BE PERFORMED UNDER A RAISED, EMPTY BODY.

WARNING: NEVER USE THE BODY PROP TO SUPPORT A LOADED BODY!

2. TO PROP THE RAISED BODY:

   A. RAISE THE BODY TO A HEIGHT SLIGHTLY HIGHER THAN THE REACH OF THE PROP

   B. SHUT OFF ALL POWER TO THE UNIT, MAKING SURE THE PUMP CONTROL KNOB IS IN THE NEUTRAL POSITION.

   C. GRAB THE PROP FROM THE LATCHED POSITION BY TURNING THE PROP HANDLE CLOCKWISE WHILE PUSHING HANDLE IN.

   D. MOVE PROP UPWARDS INTO VERTICAL POSITION.

   E. PUSH DOWN UNTIL PROP LOCKS INTO VERTICAL POSITION.

   F. USING THE CAB CONTROLS, LOWER THE BODY SLOWLY UNTIL UPPER CROSS BEAM OF THE HOIST COMES TO REST ON THE HOOK OF THE PROP.

   WARNING: DO NOT POWER DOWN THE HOIST WHILE BODY PROP IS SUPPORTING THE BODY.

3. TO LOWER THE PROP FOR OPERATION OF THE TRUCK, "REVERSE" THE STEPS ABOVE.

CAUTION: NEVER POSITION YOURSELF OR ALLOW OTHERS TO POSITION THEMSELVES UNDER A LOADED BODY.

TROUBLESHOOTING

WARNING: THE BODY PROP MUST BE USED BEFORE WORKING ON ANY RAISED BODY!

1. HOIST WILL NOT RAISE WITH LOAD:

A. THE LOAD MAY BE TOO HEAVY OR TOO FAR FORWARD.

1a. REDUCE THE LOAD OR DISTRIBUTE THE LOAD TO THE REAR.

B. A HYDRAULIC LINE MAY HAVE A RESTRICTION OR BE DAMAGED.

1b. CHECK FOR A DAMAGED OR PINCHED LINE. REPLACE OR RE-ROUTE LINE IF NECESSARY.

C. THE VALVE MAY NOT BE ACTUATING PROPERLY.

1c. WHEN ENGAGED THE VALVE MUST RUN A FULL STROKE. CHECK THE VALVE FOR DAMAGE OR CONTAMINTATION. CLEAN VALVE OR REPLACE DAMAGED VALVE IF NECESSARY.

2c. CHECK FOR WEAR ON THE PUMP CONTROL CABLE. REPLACE IF NECESSARY.

NOTICE: THE PUMP CONTROL KNOB SHOULD RETURN TO THE NEUTRAL POSITION NATURALLY, WHEN THE KNOB IS RELEASED.

D. THE PUMP PRESSURE MAY NOT BE SET CORRECTLY.

1d. THE MAXIMUM OUTPUT PRESSURE SHOULD BE 2500 PSI FOR THE HOIST.

2d. IF THE PUMP RELIEF VALVE CANNOT BE ADJUSTED TO MEET THE REQUIRED SPECIFICATIONS REPLACE THE PUMP.

2. HOIST WILL NOT LIFT LOAD TO TOP OF CYCLE:

A. THE OIL LEVEL IN THE RESERVOIR MAY BE LOW.

1a. CHECK THE LEVEL OF THE OIL IN THE RESERVOIR. ADD OIL TO THE RESERVOIR IF THE OIL LEVEL IS LOWER THAN 2 INCHES FROM THE TOP WITH THE HOIST IN THE CLOSED POSITION.

3. HOIST DELAYS BEFORE BEGINNING TO LIFT:

A. THE SYSTEM MAY HAVE AIR TRAPPED IN IT.

1a. RUN THE HOIST FOR A FULL CYCLE 6-7 TIMES TO REMOVE ALL THE AIR FROM THE CYLINDER.

B. THE PUMP MAY BE INADVERTANTLY DRAWING AIR INTO THE SYSTEM.

1b. CHECK ALL THE HOSES AND FITTINGS TO MAKE SURE THAT NO AIR IS BEING DRAWN INTO THE SYSTEM. TIGHTEN THE FITTINGS AND HOSES. REPLACE IF NECESSARY.

4. THE HOIST LIFTS SLOWLY:

A. THE FLOW RATE OF THE PUMP MAY BE TOO LOW.

1a. CLEAN THE RESERVOIR FILTER SCREEN AND BREATHER CAP IF NECESSARY.

2a. CHECK FOR SEVERE BENDS IN THE PUMP SUCTION HOSE. REPLACE IF DAMAGED OR RE-ROUTE.

B. THE OIL MAY BE TOO THICK.

1b. REPLACE WITH A LIGHTER WEIGHT OIL, PREFERABLY DEXRON ATF (AUTOMATIC TRANSMISSION FLUID).

5. LOAD SLOWLY DESCENDS WHILE IN A HOLD POSITION:

A. OIL MAY BE LEAKING.

1a. THE VALVE MAY BE DEFECTIVE OR WORN. REPLACE IF NECESSARY.

2a. THERE MAY BE AN OIL LEAK PAST THE CYLINDER SEALS. REPLACE ALL OF THE SEALS OR THE CYLINDER IF NECESSARY.

3a. THERE MAY BE AN EXTERNAL LEAK. INSPECT ALL THE HOSES, FITTINGS, AND THE CYLINDER FOR ANY OIL LEAKS. REPAIR OR REPLACE AS NEEDED.

GENERAL MAINTENANCE

WARNING: BEFORE WORKING UNDER A RAISED BODY, MAKE SURE IT IS SUPPORTED BY THE BODY PROPS!

ELECTRIC HOIST LIFT

CLEANLINESS IN HANDLING OF THE HYDRAULIC OIL CANNOT BE STRESSED ENOUGH. TO INSURE MAXIMUM PERFORMANCE OF THE SYSTEM, THE OIL MUST BE KEPT IN CLOSED CONTAINERS AND HANDLED WITH CLEAN MEASURES. OIL MUST BE CHANGED EVERY 200 HOURS UNDER NORMAL USE CONDITIONS. IN HEAVY USE AND/OR DUSTY CONDITIONS, FLUID SHOULD BE CHANGED MORE OFTEN. **USE DEXRON AUTOMATIC TRANSMISSION FLUID ONLY!**

ELECTRIC LIFT SYSTEM

CHECK FLUID LEVEL AT LEAST ONCE A WEEK. REPAIR ANY LEAKS AS SOON AS POSSIBLE AS THIS SYSTEM HAS A LIMITED RESERVOIR CAPACITY. PLEASE SEE THE LUBRICATION SECTION OF THIS MANUAL FOR MORE INFORMATION.

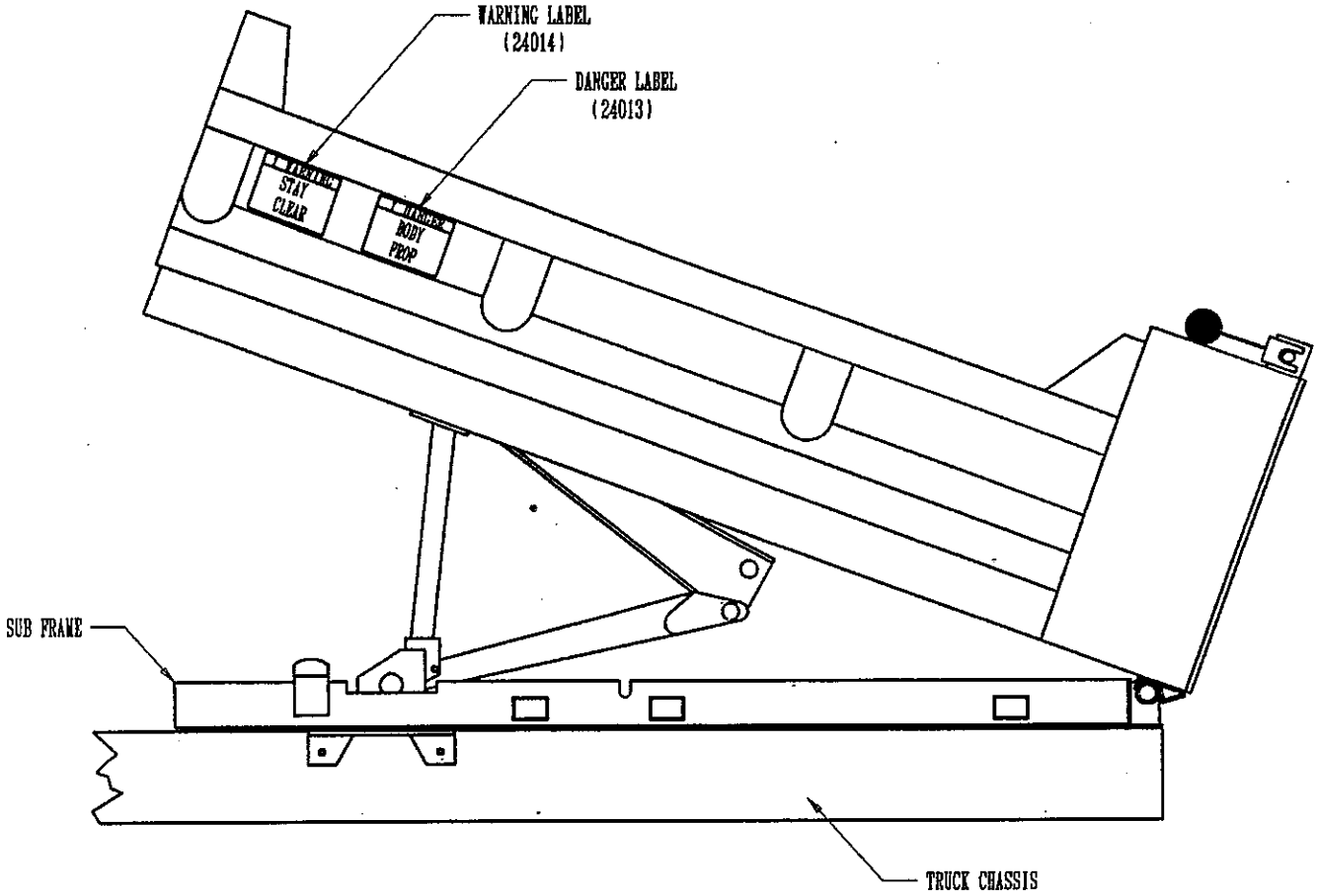
ELECTRICAL PLUGS

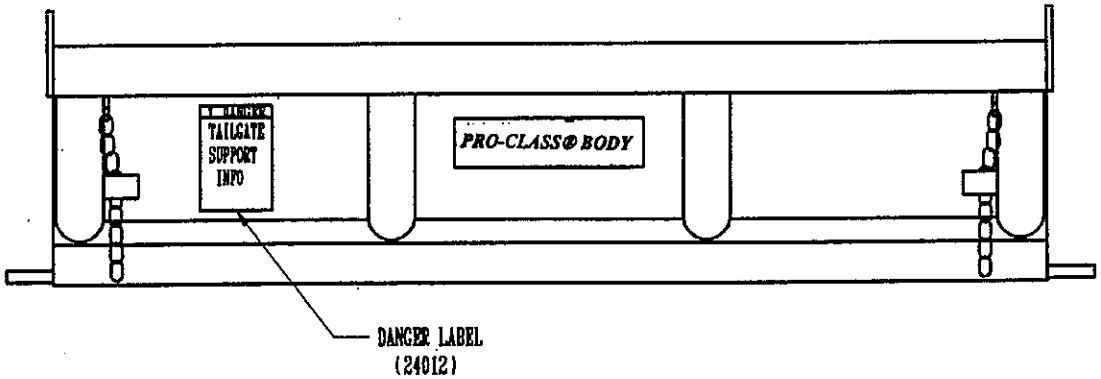
ELECTRICAL PLUGS SHOULD BE CHECKED PERIODICALLY, ESPECIALLY IN THE WINTER FOR CORROSION. RECOMMEND USE OF A CORROSION INHIBITOR THAT CAN BE FOUND IN ANY ELECTRICAL SUPPLY STORE.

BODY

ANY RUST SPOTS SHOULD BE SAND BLASTED OR SANDED & REPAINTED WITH A GOOD QUALITY PRIMER AND ACRYLIC ENAMEL PAINT. THIS SHOULD BE DONE EVERY SPRING. SPECIAL ATTENTION MUST BE GIVEN TO THE SPLASH AREA ABOVE THE REAR WHEELS AND THE CONVEYOR AREA OF THE BODY. THESE ARE THE AREAS WHERE THE PAINT IS MOST LIKELY TO WEAR OFF.

PRO-CLASS® DUMP BODY
DANGER LABEL LOCATIONS





NOTE: REPLACEMENT DANGER LABELS MAY BE ORDERED DIRECTLY FROM AIR-FLO MFG. (607) 522-3574

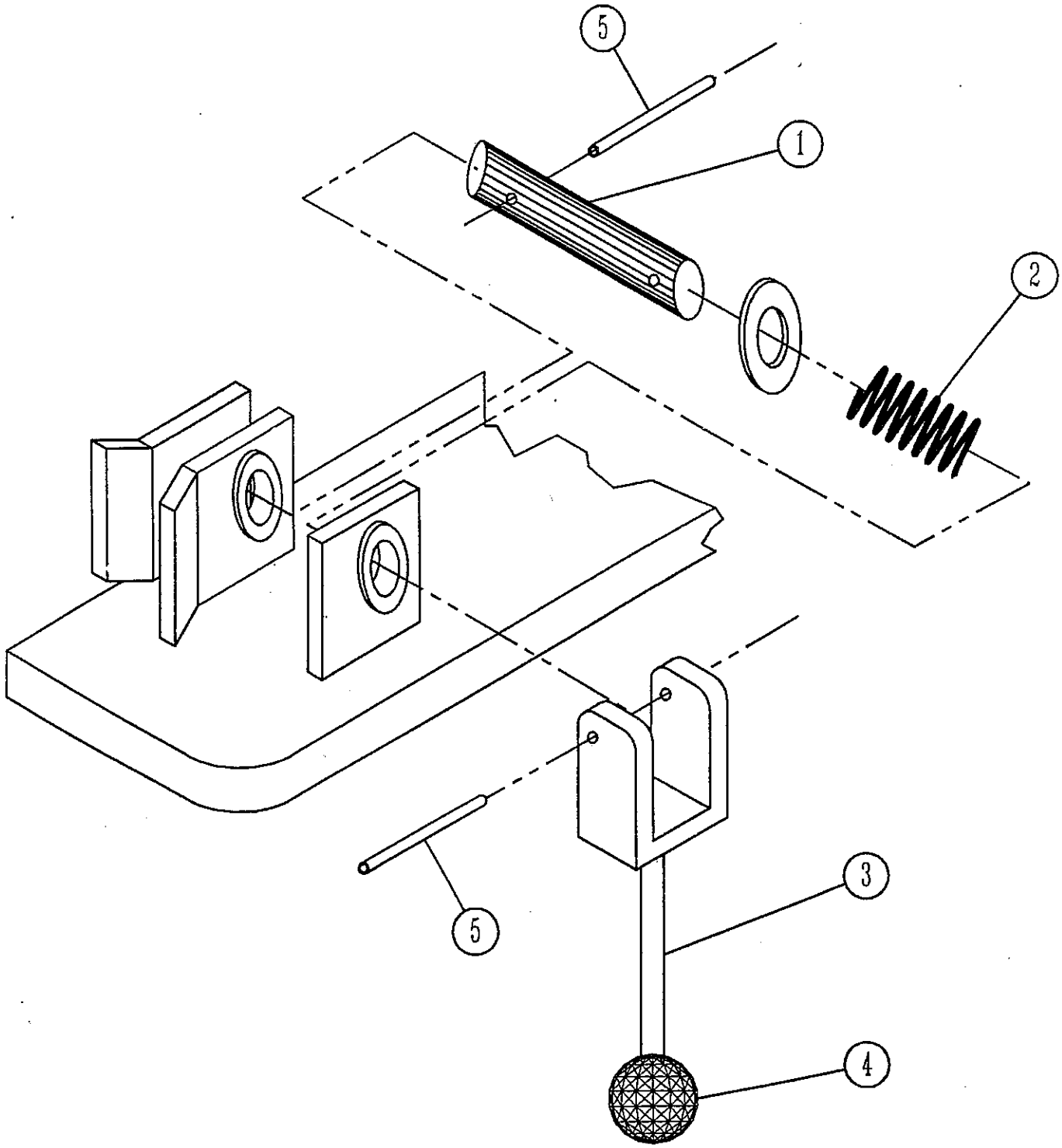
PARTS LISTS

AND

ILLUSTRATIONS

PRO-CLASS® DUMP BODY

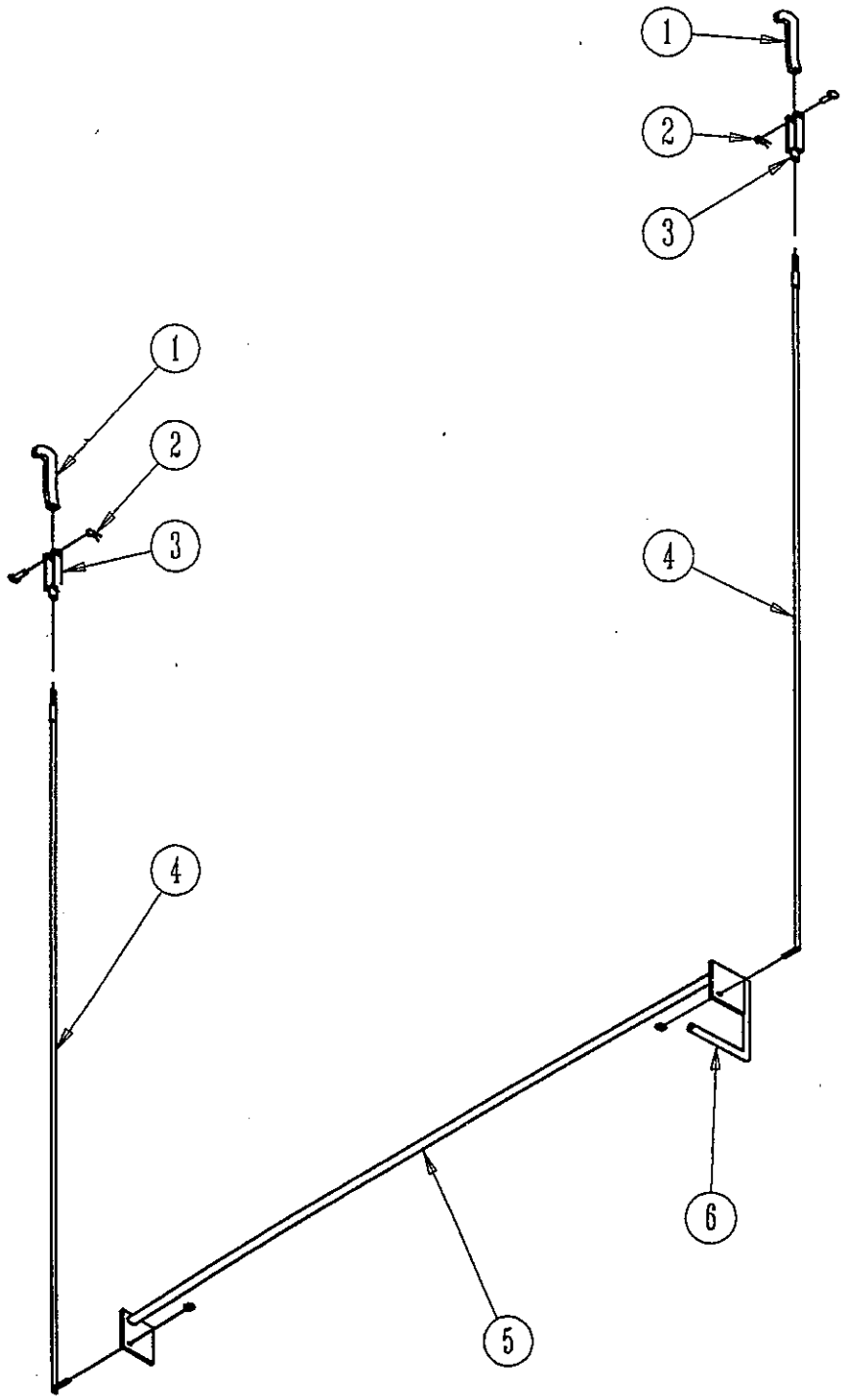
QUICK-LATCH™ TAILGATE LATCHING SYSTEM



PRO-CLASS® DUMP BODY
(QUICK-LATCH™ MECHANISM)

DIAGRAM NUMBER	PART NUMBER	DESCRIPTION
1.	86012	RELEASE PIN
2.	86013	SPRING
3.	86011	QUICK-LATCH LEVER
4.	01131	LEVER KNOB
5.	86037	ROLL PIN

PRO-CLASS® DUMP BODY
DUMP RELEASE MECHANISM



PRO-CLASS® DUMP BODY
(DUMP RELEASE MECHANISM)

DIAGRAM NUMBER	PART NUMBER	DESCRIPTION
1.	86006	TAILGATE LATCH HOOK
2.	86007	YOKE PIN AND HAIR PIN
3.	01095	YOKE
4.	86008	TAILGATE RELEASE ROD
5.	86009	HORIZONTAL TG RELEASE ROD
6.	86010	TAILGATE RELEASE HANDLE

PRO-CLASS® DUMP BODY PARTS LIST

PART NUMBER	DESRCIPTION
37022	HYDRAULIC CYLINDER SEAL KIT
37023	HYDRAULIC CYLINDER (8'-9') 26" RETRACTED
37024	HYDRAULIC CYLINDER (10'-11') 27 ¼" RETRACTED
12019	HYDRAULIC HOSE WITH CRIMPED FITTINGS
37025	HYDRAULIC CYLINDER BREATHER
86016	SCISSOR HOIST
17015	FUSE HOLDER FOR ELECTRIC PUMP
17014	250 AMP FUSE FOR ELECTRIC PUMP
86014	BODY PROP
86015	LIGHT KIT
15011	SINGLE ACTING HYDRAULIC PUMP UNIT
15012	DOUBLE ACTING HYDRAULIC PUMP UNIT
24012	TAILGATE DANGER LABEL
24013	BODY PROP DANGER LABEL
24014	WARNING'S DANGER LABEL

PRO-CLASS ® DUMP BODY WARRANTY

AIR-FLO MANUFACTURING CO., INC., hereinafter referred to as "Manufacturer", warrants each new Pro-Class ® Body sold by the Manufacturer to be free from defects in material and workmanship, under normal use and service, for a period of One (1) year after the date of delivery to the original retail purchaser, and Manufacturer will, at its option, replace or repair, at one of the Manufacturer's Dealer's, or at a point designated by the Manufacturer, any part or parts which shall appear to the satisfaction of the Manufacturer upon inspection at such point, to have been defective in material or workmanship. This Warranty does not obligate the Manufacturer to bear any transportation charges in connection with the replacement or repair of defective parts.

This Warranty shall not apply to any Unit which shall have been installed or operated in a manner not recommended by the Manufacturer; nor to any Unit which shall have been repaired, altered, neglected or used in any way which, in the Manufacturer's opinion, adversely affects it's performance; nor to any Unit in which parts not manufactured by the Manufacturer, or supplied by the Manufacturer or by one of Manufacturer's Distributors or Service Centers, have been used; nor to any accessories installed on the Unit where the accessory manufacturer has its own warranty; nor to normal maintenance services or replacement of normal service items. Items this would pertain to include the Electric/Hydraulic Pump Assembly and the Hydraulic Cylinder.

Manufacturer reserves the right to modify, alter, and improve a unit or parts without incurring any obligation to replace any Unit or parts previously sold with such modified, altered, or improved Unit or part.

THIS WARRANTY, AND THE MANUFACTURER'S OBLIGATION HEREUNDER, IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS, IMPLIED, OR STATUTORY, INCLUDING ANY WARRANTIES OR MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE, and all other obligations or liabilities, including special or consequential damages or contingent liabilities arising out of the failure of any Unit or part to operate properly. No person is authorized to give any other warranty or to assume any additional obligation on the Manufacturer's behalf unless made in writing and signed by the Manufacturer.

Air Flo Mfg. Co. Inc.

Prattsburg, New York 14873

NOTES