

EASY RIZER

Instruction Pack

Failure to follow these instructions will invalidate the warranty!

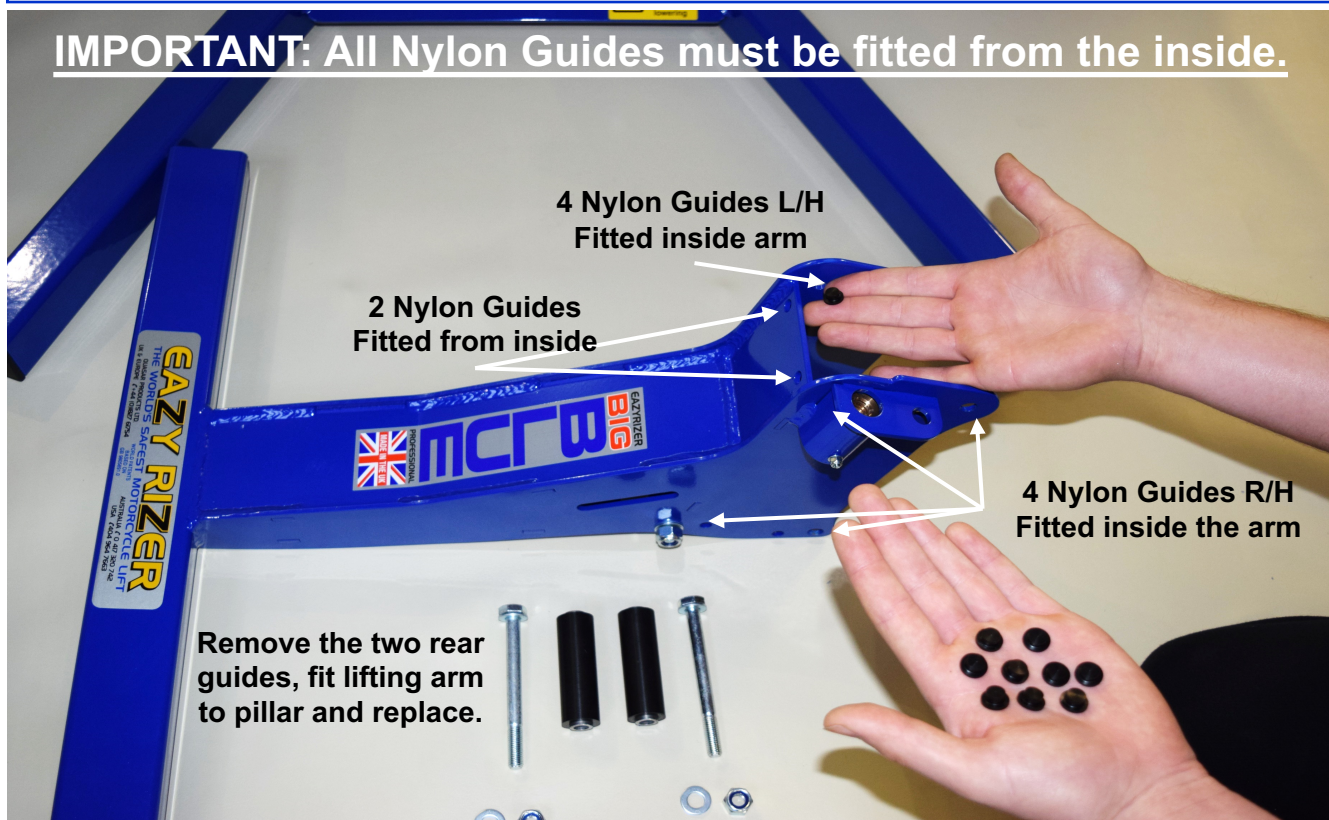
Included with your Big Blue Lift:



If it ain't **Big Blue**, it just won't do!



Assemble Using the two M10 dome head coach bolts, locate the pillar on to base then fit the washers and nuts followed by the remaining four hexagon M10 bolts, tighten up and then slack off slightly. Next as explained below fit the Main Lifting Arm to the pillar and centralise it. Once centralised you can finally tighten all six M10 bolts (25 lb ft).



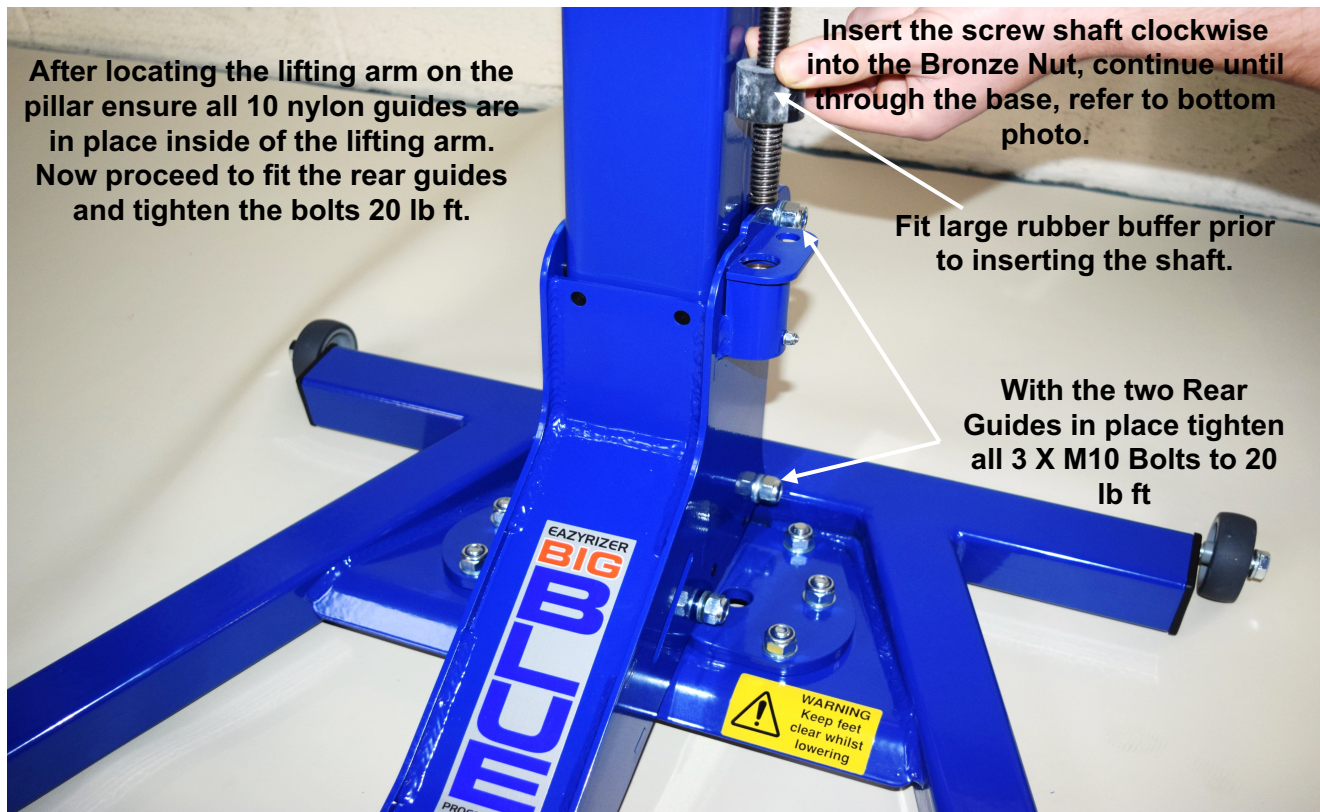
Using the sachet of grease supplied carefully apply a tiny dab of grease to the shoulder of the 10 black nylon guides and Insert them into the ten holes in the lifting arm (shown above) from the inside. THIS IS very important and will prevent metal to metal contact, **if you fail to locate these correctly, lift damage will occur!** The grease will hold them into place whilst you assemble the lifting arm onto the pillar, then fit the two rear nylon guides (above) tightening to 20 lb ft. The lower guide has provisions for slight adjustment!

After locating the lifting arm on the pillar ensure all 10 nylon guides are in place inside of the lifting arm. Now proceed to fit the rear guides and tighten the bolts 20 lb ft.

Insert the screw shaft clockwise into the Bronze Nut, continue until through the base, refer to bottom photo.

Fit large rubber buffer prior to inserting the shaft.

With the two Rear Guides in place tighten all 3 X M10 Bolts to 20 lb ft



At this point it is wise to Re-check the lifting arm is central/equal between the legs of the base and if any discrepancy slacken the base bolts to re-position then re-tighten. Clearance has been left to enable minor repositioning. Next grease the roller bearing, place on the shaft and enter through the white nylon top bush, fit the large rubber buffer and screw the shaft fully through the Bronze Nut and base of lift as shown below.

1) Nylon Bush

2) Small Rubber Buffer

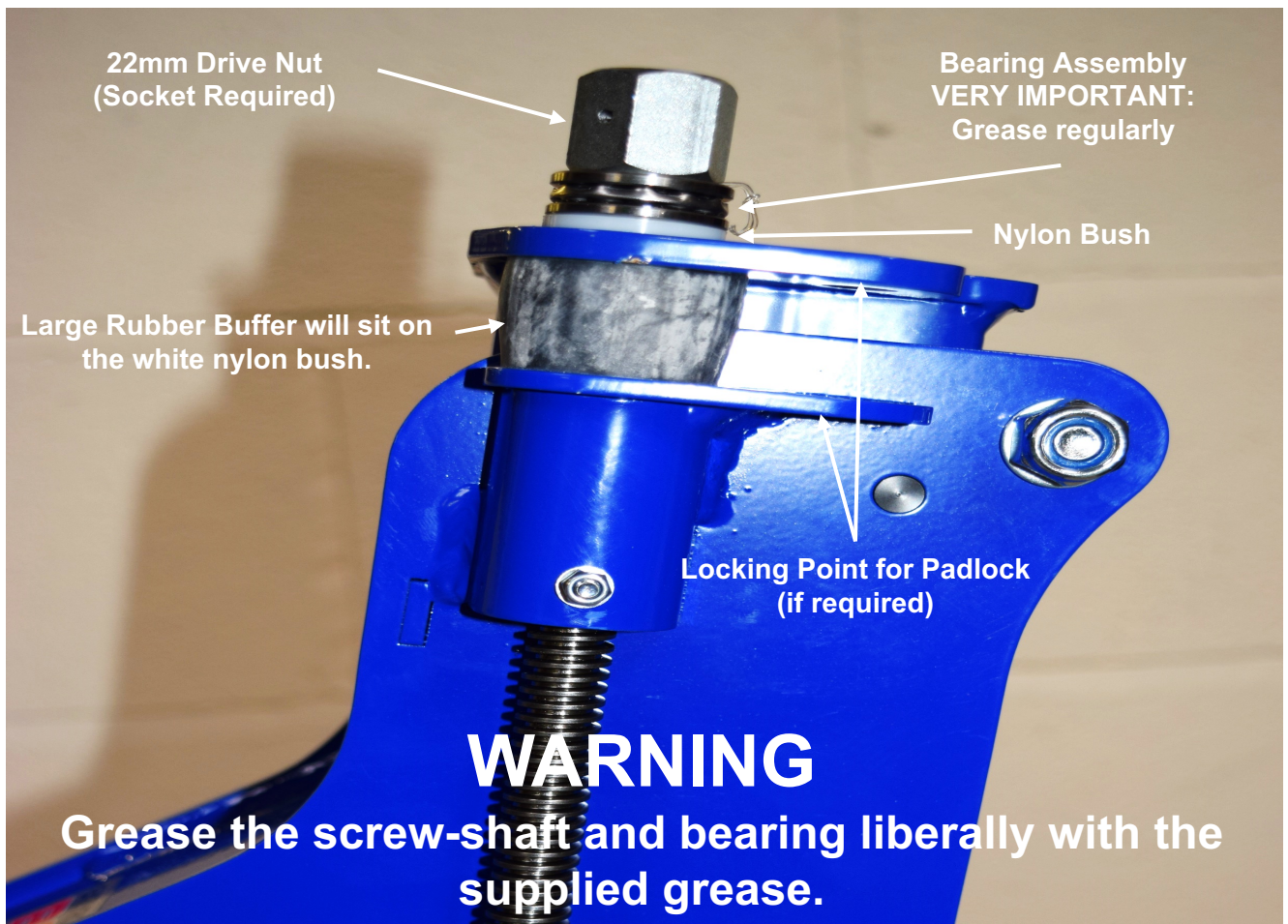
3) Steel Washer

SEE WARNING BELOW

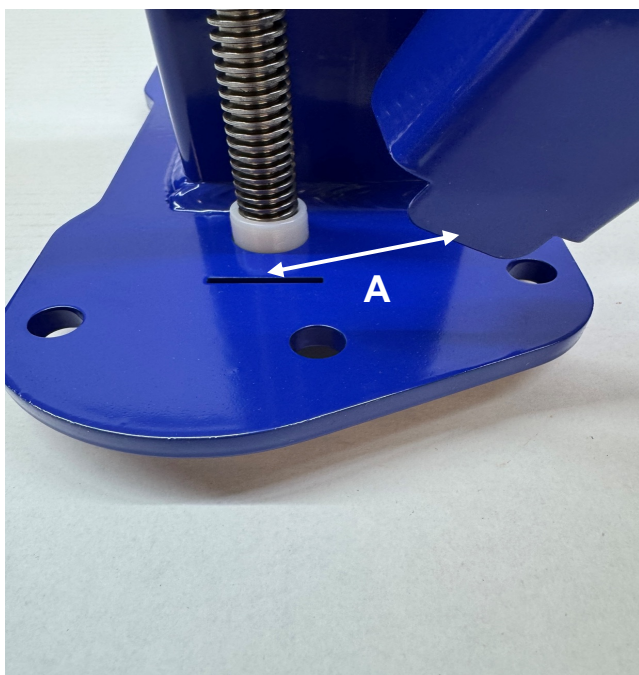
4) Insert Brass Pin through the screw shaft and open the tabs.

WARNING: The BRASS split pin is a very IMPORTANT SAFETY device and designed to shear in order to prevent personal injury when the extremes of travel are reached when NOT PAYING ATTENTION.

With the screw-shaft protruding through the base assemble as shown above then insert the brass split pin and open the legs enough to prevent removal. NEVER replace this pin with a steel alternative as it is designed to shear from overload in the event of operator misuse reaching the lower extreme of travel without paying due attention..... Replacing this pin with steel or similar could result in personal injury.



Now the lift is fully assembled, use the grease provided to fully coat the screw-shaft from top to bottom. Run the lift up and down several times to ensure an equal spread of grease. This needs to be performed occasionally to ensure your lift lasts a lifetime. **Be sure to grease the top bearing race.** The screw shaft cover can now be put in place by locating the tab (A) through the slot on the base of the pillar and securing in place with the M6 screw on the top plate of your Big Blue.



IMPORTANT! follow these instructions precisely and pay close attention to the brass split pin warning!

Always keep your lift clean and well greased for a lifetime of service.

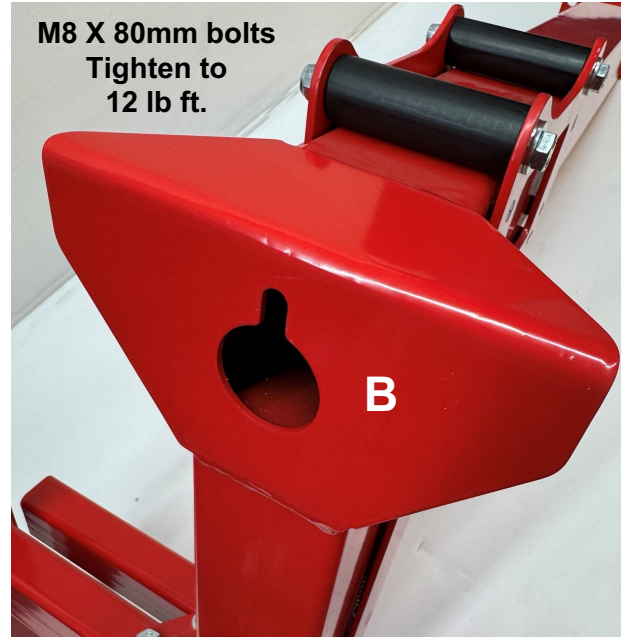
EasyRizer Original Red

For Sports/Race & smaller bikes only!

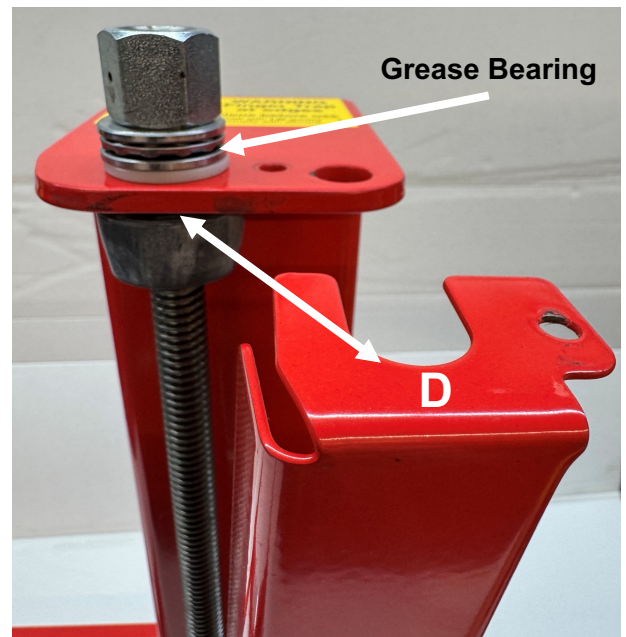
Assembly is the same procedure as Big Blue, with slight differences as shown in the photographs below. Proceed to assemble using these and the Big Blue images.



Point A, as shown above, tighten 2X M10 bolts to 20 lb ft and 2X M8 bolts to 12 lb ft.



Point B, as shown above, keyhole slot is designed for hanging the lift whilst not in use. A suitable masonry fixing 10cm (4 inch) down from ceiling.



For top and bottom bearing points and screw shaft cover, please follow the instructions as supplied for the Big Blue lift as they are identical.

Our full range of instructions are available to download from www.on-bike.com

Important Information

Follow the guidelines to get the best service from your new lift & maintain your Safety and product Warranty !!

NEVER use Impact or Hammer drives to power your lift as this will damage the all-important phosphor bronze lifting component.

NEVER operate the lift in a faulty or damaged condition!

Pay **FULL** attention when approaching ends of travel as failure will result in damage or injury.

Keep the **Screw Shaft and Bearing** fully greased with LM grease as supplied. Keep the lift in a Clean and Dry condition and If ever judder was to occur when lowering, apply a light coat of wax base polish to the surface of the lift pillar.

Only ever use the lift on a Firm, Flat, Level and Solid surface for your safety.

You can Power the lift manually with ease using a 22mm wrench by hand or employing mains & battery power tools. (example) Makita 18volt.... For the heavy bikes you Will need a strong drill.

Always use Low-Speed machines, maximum 900rpm, 35-40Nm of torque!
Two speed Mechanical Gearbox.

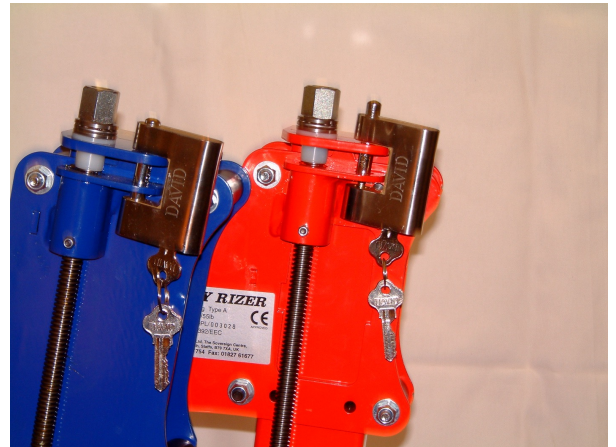
Low Speed High Torque Drills can be found in good hardware & DIY stores.

Do not confuse them with Variable speed only (0-3000rpm) models as they do NOT have the required Torque!!

When not in use, simply store the lift out the way.



For the ultimate security simply lift up & lock it.



Standard Beam Mount set.



Standard Beams : 400mm L x 40mm H shown above.

Lock in place along the lifting arm to suit your needs but should be kept as far apart as possible to give maximum stability.

They are designed to span the frame of the bike from left to right and come with 2 x "J" bolts provided to lock the bike firmly down to the lift.

Standard Beams are ideally suited to **Harley Davidson** motorcycles and other Cruisers with a "**Duplex**" (twin rail) frame.

Important: Ensure the blue lifting arm is Always kept Central to the motorcycle in line with the centre of the tyres!

Slide the lift central under the motorcycle and position the beams, when ready secure them to the lifting arm and proceed to raise the bike turning the screw-shaft clockwise.

Additional ratchet straps can be employed to secure the bike!

Great Tip...the beams provide a Flat&Level platform that can be utilised in unusual applications, customers with scooters and frameless motorcycles have achieve success by employing a 20mm thick plywood board 40 x 60cm wide fixed onto the beam rails. This provides you with a strong wooden platform for easy construction of bespoke mountings made up from timber pads-blocks or strips..... **Works well.... Imagination is all you need?**

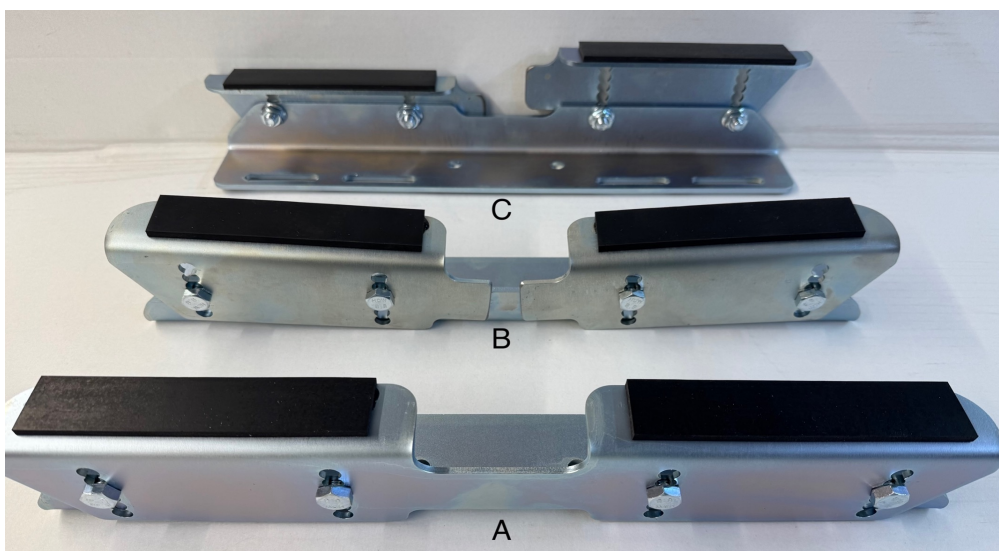
Adjustable Beams



Adjustable Beams 380mm long x 50mm high extending to 90mm max

With 6 adjustable positions essential with Harley Dyna engine models when the motor hangs down below the frame, they can be raised to give the required extra clearance!

Adjustable "GAP" Beams

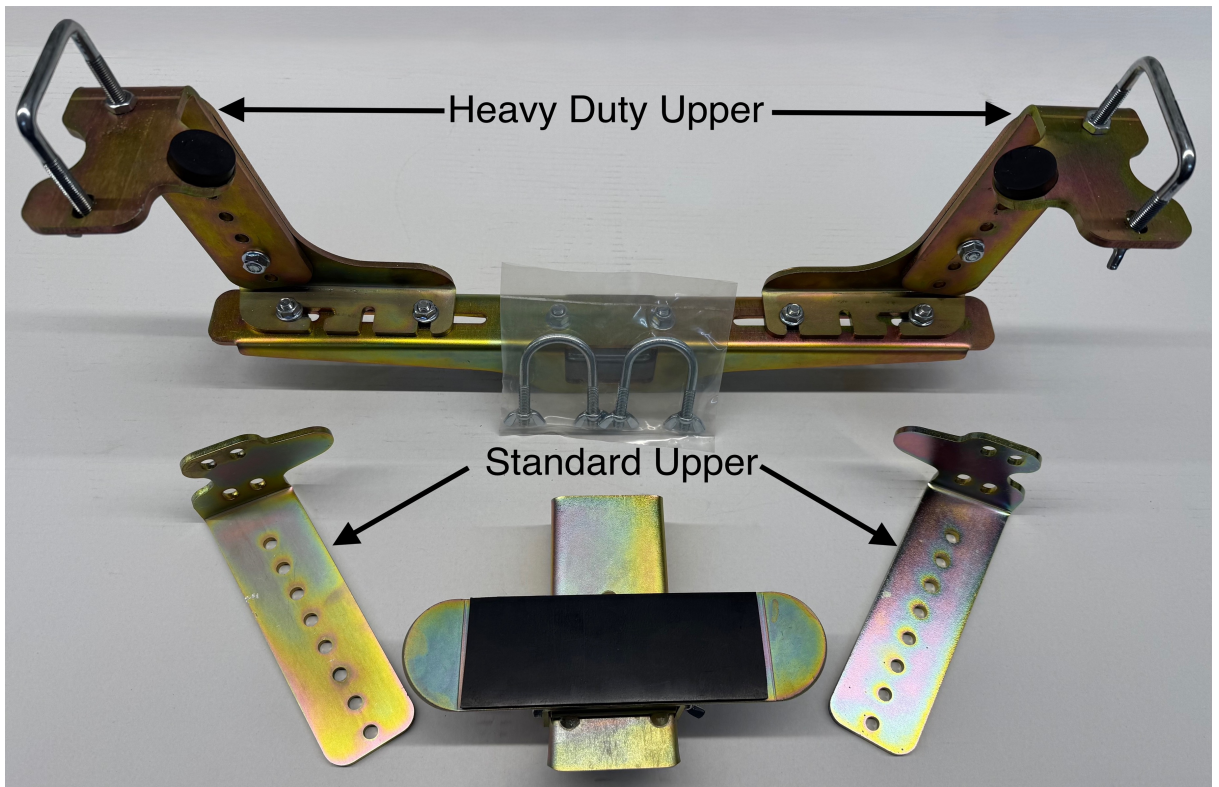


Same 380mm length, designed to accommodate the **Honda GL1800 & Indian motorcycles** with the protruding "Central spine" (joint) along the crankcase. The gap allows for this and gives the required stability!

They can be assembled at an Angle or Stepped to suit your situation (B&C)
There are six pre-set positions allowing adjustment from **50mm up to 90mm**.

For independent positioning you simply cut the top section midway.
Always be safe and secure the motorcycle with ratchet straps or similar!

Footpeg Mount set



Footpeg mount set - Heavy Duty or Standard

Available either way, with Individual upper sets available separately!

The Standard mounts are used predominantly on modern sports/race machines with footpegs up to 37mm wide (front to back) being more petite/slimmer in design.

Older heavier bikes use the Heavy Duty version and accept pegs up to 60mm in width they are heavier in construction and do not lend themselves to the finer more delicate build of modern race/sports bikes.



The pictures show several levels of adjustment.

Lateral, Height & Width, ensuring they will always give good results on both old and new machines.

Security is provided in the form of 2 x “U” Bolts that go over the bikes pegs securing them firmly down to the mounts, So Safe you will be amazed!!

The total weight is shared at 3 points, 2 direct into the bikes frame supporting under the footpeg pivot point and leaving **NO STRESS on the pegs!**

The third, **Front Mount** is laterally adjustable on both the lift and in height. It is designed to sit under the collector pipes of multi cylinder machines or directly under the engine crankcase with a Nitrile rubber cushion provided for protection plus it will accommodate a wooden pad if required to avoid delicate objects such as exhaust on single and twin cylinder machines.

In cases were you need to go down lower with the rear assembly, refer to the pic below, all you need to do is swap the UPPER top sections of the assembly over from left to right and fit them on the outer face of the lower section.

Never use this method when extending the mount upwards for extra height you must go back to the standard setup shown on the lift above!!



Something to consider:

With the footpeg mounts assembled it is useful to use a steel pipe/bar (30mm dia) to span the motorcycle frame left to right or under the swing arm to support the bike when needed.. It does Work!

Finally, when using the footpeg mount system we recommend you use a “BikeGrab” wheel chock stand or similar method as the bike **MUST** be held Vertical and Secure!

If in any doubt please telephone us for advice: 0044 (0) 1827 61754