



Perfect Park 7000 Installation & Unloading Instructions **Operating Manual**

- 1) Always file a claim with the truck line if the lift has been damaged! (If you don't originally notice the damage, but find some after unpacking the lift, call the freight line **immediately** and let them know that there was some "concealed damage"). Note: Gemini **CAN NOT** file a freight claim for you. Don't panic (you've purchased insurance from the carrier when you purchased your lift). However, you **MUST** (we can't) note any damage on the freight bill **BEFORE** you sign for it (please note the phrase "I've received the listed freight in good condition" just above your signature on the freight bill of lading).

In the event that the damaged parts can't be repaired or just touched up, and must be replaced, Gemini will make available to you any replacement part you might need at a fair price (please remember, the freight company will reimburse you, the "consignee" but they won't reimburse us). Call for any price you might need. We must emphasize, due to you being the "recipient" and (able to view any damage first hand) the claim must be filed by the person "declaring" and able to "substantiate" (have witnessed) that there is a problem. Claims are a rare problem, however we want to make sure you're aware of the freight lines policy ahead of time in the rare event you should have one.

- 2) Always have help arranged to get the lift off the truck. Use of an engine hoist, or the boom on a wrecker can make the job quick, although most people just simply un-package the lift while it's still on the truck, and take it off a piece at a time. With 2 people this usually takes about 15-20 minutes. (Note: If the truck line calls and ask you if you have a fork lift, simply reply that you've made the necessary arrangements to off load your freight). We suggest that you have a friend available in the rare event that the driver isn't able to help. (Note: It's the freight companies responsibility to deliver your purchase in good condition, however, it's the consignee's responsibility to "off load" it). This can easily be done with 2 guys, taking it off a piece at a time.
- 3) Always read the instructions **FIRST**. Call if you have any questions or check the web site for info at: www.geminautolifts.com
- 4) Make sure you have enough room to lay out the parts for the installment of the lift.
- 5) Never raise a car until you have double checked your work!

- 6) Always level and check for any leaks. Never stand or store a car under the lift without the locks engaged.

TOOLS REQUIRED & SUPPLIES

- *Open or boxed end wrenches: 7/16", 1/2", 5/16" and 3/4".
- *Ratchet and 7/16", 1/2", and 3/4" sockets.
- *Large crescent wrench (8"-12").
- *Vise grips or lock type pliers.
- *Large punch (to align bolt holes).
- *12 Qt. of hydraulic oil (tractor supply or parts store).
- *Teflon tape for hydraulic fitting.
- *Tube or tub of "axle" type grease.

Step #1:

STUDY EACH ILLUSTRATION AND FOOTNOTES CAREFULLY BEFORE STARTING! When choosing a location to assemble the lift, make sure it's far enough away from the wall to allow installation of the lock rods (as shown in step #10), also note that the power unit is to be mounted at the "drivers front side" or the "passenger rear" side of the lift. Remember that the lift can be moved back into place after it has been assembled. *If using a fork lift to unload, always fork from the end only!*

Step #2: lay all the parts out on the floor and inventory them to make sure everything is there. Note: lay the ramps out in the same direction as you want the lift positioned, (making sure the ramp with the cylinder is positioned with the "hydraulic hose hole" closest to the corner where the power unit is to be mounted).

Enclosed items (excluding "options")

- 4 columns (2 with lock stops on the left, 2 with lock stops on the right)
- 2 cross rails (pulleys/lock tabs already installed)
- 2 runways (one with the cylinder and pulleys already installed)
- 2 approach ramps
- 4 cables
- 2 "bolt in" tire stops (flat plates 2/w holes in bottom of each one)
- 2 "drop in" tire stops (flat plates notched on bottom of each side)
- 2 1/4" lock linkage (long, go from side to side)
- 1 1/2" lock rod (threaded on one end, "T" welded on the other)
- 1 1/2" lock rod "short" (with handle welded onto it)
- 2 hydraulic hoses (same length)
- 4 top caps
- 1 small parts box
- 2 ramp clips (flat "strap" metal, with 2 spacers welded on the back side).

- 1 power unit
- 2 sheets of “poly” plastic (to enclose the cylinder under the runway)
- 1 dust cover box (4 rolls of vinyl)

Step #3:

Lay all 4 columns down with the opening facing up. Locate the column “dust cover box”. Using the drill bit supplied in the box, drill the dust cover holes into the columns as follows:

- A) Mark the holes with a pencil, starting at the top of the column, make a mark $\frac{1}{2}$ ” & then at 10” and every 10” after that.
- B) Assemble the lift per the instructions. The dust cover will be screwed into place after the lift is up and running. (after assembling the lift go to “C” below)
- C) Now hold the dust cover in place at the top of the column and working from side to side, screw the dust cover on with a sheet metal screw and a washer provided. (Note: make sure to pull the dust cover tight. It’s best to install the cover with the natural curve towards the column).
- D) With the dust cover in place, measure 2 $\frac{1}{2}$ ” from the top and in the center (side to side) of dust cover. Using a box knife, cut the dust cover down the center and then bevel the edges at the bottom.

Step #4:

Locate the 2 “cross bars”.

Locate the small parts box. Inside the small parts box, you’ll find 8 heim ends (these are a machined aluminum piece with a swivel ball joint on one end, and female threaded on the other end).

Retrieve: 4 heim ends
 4 long 1/4" bolts
 4 1/4" lock washers
 4 1/4" lock nuts

Locate the lock latch on each end of the cross rail. (This rotates open, and is spring loaded)

Insert one 1/4" bolt through the outside of the lock latch (the side furthest away from the cross rail). Insert the 1/4" lock washer (as a spacer) on the end of the bolt. Once the bolt has been completely inserted into the lock latch, now insert the "swivel end" of the heim end onto the bolt, then install the lock nut. (The "lock washer", "heim end" and lock nut should be installed on the back side of the lock latch, between the lock latch and the cross rail). Do not over tighten, this should be snug, but also allow the heim end to swivel free.

Repeat this procedure on the opposite end of the cross rail, and the 2nd cross rail.

Step #5:

Locate all four columns. With either a rag or a paint brush, apply a liberal coat of grease (not supplied) on the back of the columns (the extreme back sides, and back where the slider blocks travel up and down). Apply the grease from the top to the bottom. (Note: The manufacture of the UHMW slider blocks has provided research data that shows their slider block material last 50% longer if lubricated)

Step #6:

Position all four columns in place (approximately 156" front to back, and 104" side to side). Make sure the column that holds the power unit is at the same corner as the "hydraulic hose hole" on the ramp. Also note that the "lock tabs" on the four columns always face the "outside" of the lift. Locate the front cross bar, making sure the pulleys are facing the "inside" of the lift. (the lock "latch", like the "lock tabs" will always face the outside of the lift). Locate the short 1/4" lock rods. Install these lock rods into the heim ends (screw them into the heim ends approximately 70% of the way, this will leave some room for adjustment later). At this point, lift the cross bar (this is done easier with 2 people) up and slide it down each column at the same time. (Note: the lock latch's must be held open on each end to allow the cross rail to slide down the column.)

Slide the cross rails to approximately “waist high”, letting them rest on the lock tabs at that height. (Shaking the column slightly will help). Now repeat the cross bar installation with the other end.

Step #7:

Flip the runway with the cylinder installed onto it’s back. Locate the vent hole (end opposite the cylinder ram) and remove the plastic cap. (It may loose a little oil, don’t be alarmed, this was just for assembly of the cylinder). Now locate the “fill” hole of the cylinder (opposite end of the vent) and remove the plastic plug.

In the small parts box, locate the “cable block” and the large cylinder nut. Install the cable block and cylinder nut (finger tight) onto the end of the cylinder ram. Now, setting down on top the cylinder, push the cylinder block out with your feet (you need to extend the cylinder ram out about 2-3 feet).

Before installing the runways, make sure the “lip” of the runways are towards the inside, and facing each other. See drawings to see how the “tire stops” and “ramp clip” bolt into place. Place one end of the passenger runway (this is the lighter runway of the two) onto the cross bar, now start the two bolts through the cross bar into the end of the ramp. Note: Do not leave runway, “resting” on the cross rail with out a bolt in place. You must use a bolt and nut (loosely install them) to avoid the ramp from sliding off and falling when lifting the other end onto the cross rails. We’ve punched a larger hole than the bolt used to allow you to do this regardless of the “angle” of the runway!

You should install the tire stop or ramp clip (depending on the end your at, see drawings) at this time. Go to the other end and do the same there. Next with two people, lift one end of the cylinder side runway, (make sure the hole for the “hydraulic line” is at the same end as the power unit), install this runway the same way, making sure the bolts are tight when done. Note: Before tightening the runways down, make sure the distance between the two runways will allow the jack tray to slide from front to back with out binding.

Step#8:

Install the top caps now (making sure the cable hole is lined up directly above the pulley). See fig 2. Bolt the top cap in with short ½” bolt, 2 flat washers, and a lock nut on the back side of the column. Now install the long ½” “anti-spread” bolt, 2 flat washers, and lock nut through the side of the column (do not over tighten or allow the column to “pinch” close). Now run the cables. First, as indicated in fig #1, lay out each cable at the proper column leg. Using a pair of vise grips, hold the threaded end of the cable (clamp the vise grips onto the “shoulder” part of the threaded end, being careful not to “bite” into the threads). Install the large washer and cable lock nut. Run the lock nut onto the cable far enough that 2 or 3 threads of the cable are showing through the nut. Now, remove the vise grips and take the opposite end of the cable (the button end) and thread it down through the cable hole in the top cap. Route the cable according to the drawings in fig 6, making sure you’re properly installed onto each pulley. (Note: you should NEVER remove a pulley to install the cables).

Step #9:

Next, take the rear lock rod (the one with a “T” welded at the end). Slide one of the brass spacers down to the “T” portion, and slide the lock rod into the cross bar, making sure it is routed through the “loop” tab inside the ramp.

Step #10:

Next, take the handle end of the lock rod, slide one brass spacer onto it, and then insert it into the cross bar (power unit end). Once both halves of the lock rod are inserted, install one jam nut onto each threaded end of the lock rods, then join them together with the

coupler. Make sure to screw equal amounts of both lock rods into the coupler (at least $\frac{3}{4}$ "). Don't tighten jam nuts at this time.

Step #11:

First locate the lock rod guide (eye bolt) and two $\frac{1}{4}$ " flat washers, and two $\frac{1}{4}$ " nuts from the small parts box. Install one of the $\frac{1}{4}$ " nuts onto the eye bolt all the way to the shoulder, then insert one of the $\frac{1}{4}$ " flat washers onto the eye bolt. Now insert the eye bolt into the middle of the cross rail, install the other $\frac{1}{4}$ " flat washer, and nut. Tighten the assembly up, making sure the eye bolt is facing "up and down". Repeat this for the 2nd cross bar.

Now it is time to install the lock linkage (these are the $\frac{1}{4}$ " rods that run along the cross bar from side to side). With the lift resting on a set of lock stops, lay out one long, and one short piece of linkage for each end. Next locate the remaining four heim ends (four should already have been directly installed onto the lock tabs in step #4). Thread a heim end onto the end of each piece of linkage (the long ones must run through the eye bolt first as a guide). Install the shorter linkage on the bottom of the "T", and the longer linkage on the top, using the short $\frac{1}{4}$ " bolts, lock washer and lock nut. Remember to use the lock washer as a spacer between the heim end and the T-bar. Note: The top side of the "T" on the handle end should be at about 11:00 o'clock, and the other end should be in time with it). Now tighten the "union" and jam nuts on the main lock linkage (under the runway), tighten jam nuts tight!

Step #12:

Install runway union with jam nut on the outside of runway, firmly tighten. Now Install cylinder union (be sure to use Teflon tape). Route one hose from cylinder to runway union using wire ties to strap it to the cylinder, and keep it away from touching any of the cables.

Step #13:

Now mount the power unit onto the column. Remove the plastic plug (usually red) from the side of the pump, and install the elbow fitting. (This fitting has a jam nut on it and a O-ring). Route the hose from the pump to the runway union, routing it behind the pump canister. Go back over all bolts, and make sure everything is tight! Next fill the power unit with 12 quarts of hydraulic oil. Now it's time to raise the lift with nothing riding on it. Raise it up and down just a couple of feet to bleed the system. (Without any weight on the lift, and the new paint on the inside of the column, the lift may want to "stick" at first coming down, be patient and work with it). Check for leaks and double check to see that all cables are positioned correctly inside the pulleys (at all four corners and under the ramp)!

Go to each corner and adjust each cable to level the lift to the locks. (See "leveling the lift" in drawings on following pages).

Step #14:

Final adjustments. With the lift now leveled, raise it about 1" above the lock stops. Go to the end just opposite of the lock handle. Remove the bolt holding the heim ends onto the "T" bar. Turn the heim ends clock wise to "shorten" the lock rod to about 3/16" from the "T" bar. Now re-install the heim ends back onto the "T" bar (you should have to pull the lock open just a little to get the holes to line up to allow the bolt to be inserted). This will actually compensate for the "torsion" created from the length of the lock rod that travels the length of the runway. By doing this, it will give the "back" locks a "head start" from the front lock rods that are hooked directly to the lock handle.

Once this is done, lower the lift all the way to the floor and proceed with the column covers installation described in step #3.

Instructions for "optional caster kit"

NEVER LOAD OR UNLOAD A CAR ON OR OFF THE LIFT WITH THE CASTER KIT INSTALLED! ONLY INSTALL THE CASTER KIT TO MOVE THE LIFT. ONCE THE LIFT IS MOVED, THEN REMOVE THE CASTERS AND STORE OUT OF THE WAY!

- 1) Locate the caster frame work and one caster wheel .
- 2) Attach caster wheels to under side of frame work (Note: this is the side opposite the two pin tabs) using 4 bolts, 8 flat washers, 4 nuts.

- 3) Raise lift about waist high, while holding the caster/frame work with one hand, locate the hole in lift cross rail and straddle it with the two pin tabs on the caster/frame. Insert pin, and allow the caster to hang.
- 4) Lower the lift, carefully watching that all 4 caster forks (tips of the caster frame) makes contact with the bottom side of the pin on each side of the column. While lowering the lift, the caster frame should lift the column by the column pin.
- 5) Make sure there is a liberal amount of grease inside the bottom of the columns for the slider blocks (on the underside of the slider blocks).

Note: When manufacturing the columns, we keep the clearances as tight as possible to help make this lift as sturdy as possible. Because of this, the lift must have a “break in” time to allow the caster option to lower down properly when the lift is empty. To help with this until it has had it’s “break in” time, when attaching the casters to a new lift without a car on it, the lift may need some help to come completely down on the caster. You may assist it, by holding the release lever on the pump open and stand on the lift, wiggling the top of each column. After the lift has been used a few times, this will work by itself.

Instructions for “optional auto shut off” switch

MAKE SURE ALL POWER IS DISCONNECTED TO THE MOTOR BEFORE BEGINNING. MAKE SURE A LICENSED ELECTRICIAN IS WIRING THIS UP. (Hint: This should be done when you have the electrician come in to wire the unit up, to avoid additional cost to you)

- 1) Slide cut off switch rod through the rod tabs inside the column.
- 2) Slide the rod down below the top rod tab enough to allow the cut off switch to slide down onto the rod.

- 3) Put both lock collars into place, 1 above the top rod tab, and 1 below the bottom rod tab.
- 4) Run the wire housing through the hole in the top cap.
- 5) This switch is a very simple one when wiring it into the power unit. Simply remove the wire cover, remove one side of the wiring from the switch. Now wire the cut off switch in between. (One wire from the cut off to the wire removed, and the other wire from the cut off where the removed wire was. Either use a wire connector or electric wire nut when joining the two wire's together).

Instructions for the "optional Key Operated Switch"

- 1) Remove the cover from the push button switch on the pump.
- 2) Remove the appropriate "knock out" in the side of the push button switch box, to allow the "threaded nipple" on the key op to bolt into it.
- 3) Run the 2 wires, and threaded nipple through the knock out hole. Install the nut provided to bolt the two boxes together.
- 4) This switch is a very simple one when wiring it into the power unit. Remove one side of the wiring from the push button switch. Now wire the key op switch in between. (One wire from the key op to the wire removed and the other wire from the key op where the removed wire was. Either use a wire connector or electric wire nut when joining the two wire's together).

Perfect Park 7000 operating instruction

Note: The Perfect Park 7000 is equipped with a power unit that is mounted on the side of the column. On the front of the power unit you will see a "button" and on the side you'll see a "lever". These two items are explained below.

Lift Maintenance:

Before using your lift, make sure that all cables are on the pulleys (inside the column as well as under the runway).

Check to see that the slider blocks inside the column are properly lubricated per the instruction manual.

Check to make sure all bolts are tight, and lock linkage is properly operating all 4 locks.

Loading the Perfect Park 7000:

When driving onto your PP7000, make sure the runways are completely lowered.

Make sure that the approach ramps are “dropped into the ramp clips” properly.

If you own the optional caster kit make sure it is not on the lift when preparing to drive a vehicle onto the PP7000. (Never drive onto the PP7000 lift with the caster kit installed onto the lift).

Drive the vehicle onto the PP7000, stopping the vehicle when it’s “centered” on the runway.

Place the vehicle in park, and set the emergency brake.

Remove the approach ramps and place the “drop in” tire stops into place where the approach ramps were.

Raising the PP7000:

Before operating your PP7000, be sure everything and everyone is clear of the lift. Remove any object(s) (cleaning rags, tools etc) that might be on or against the PP7000.

Depress the button on the side of the power unit to raise the unit to the desired height (always watching to make sure the lift is raising level at all 4 corners, if it’s not raising level, do not proceed! Stop and see what the problem is!)

Once the lift has reached its desired height, lower the lift to set on a lock (to lower the lift onto a lock, slowly depress the “lever” on the side of the power unit until the lift rests on all 4 lock stops). While lowering your PP7000, always watch to make sure the PP7000 doesn’t make contact with the vehicle or any object parked beneath it).

Lowering the PP7000:

Depress the button on the side of the power unit to raise the lift 2”-3” off the locks (always watch to make sure the vehicle on the lift stays clear of any object above it, i.e. ceiling).

Once the lift is raised off the locks, release the button.

With one hand on the lock release handle (located on the front corner of the lift’s cross bar) pull the lock handle to fully release the locks on the PP7000.

While continuing to hold the lock release handle completely open, with the other hand, slowly depress the release handle on the side of the pump to allow the lift to come down

gradually. (Always watch that all 4 corners of the lift come down evenly, keep the lock release handle completely opened).

Continue this operation until the PP7000 is completely lowered. (Note: If you were to ever see or hear a problem, let go of the lock release handle and the release lever immediately!)

Removing the vehicle from the PP7000:

Once you have lowered the PP7000 completely to the ground:

Remove the drop in tire stops and replace them with the approach ramps. (Make sure the approach ramps are properly “clipped” into place).

Before driving the vehicle off the lift, make sure there are no objects in the way of the vehicle, and all 4 tires are properly on the runways of the lift. Carefully drive the vehicle off the lift, watching to make sure all mirrors and doors are going to clear the columns of the PP7000. (Never remove a vehicle from the lift with the optional caster kit in place on the lift).