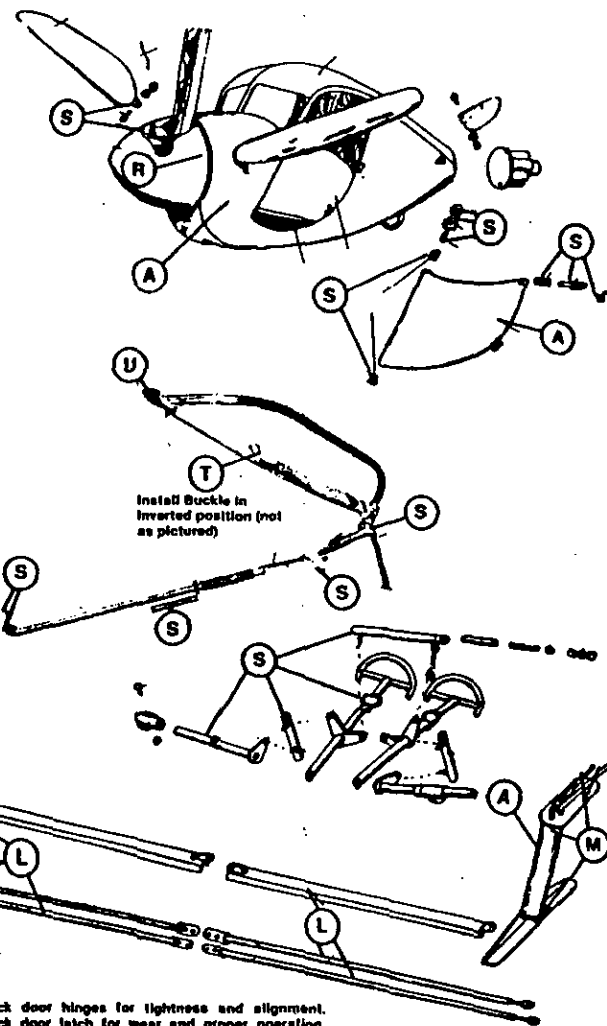
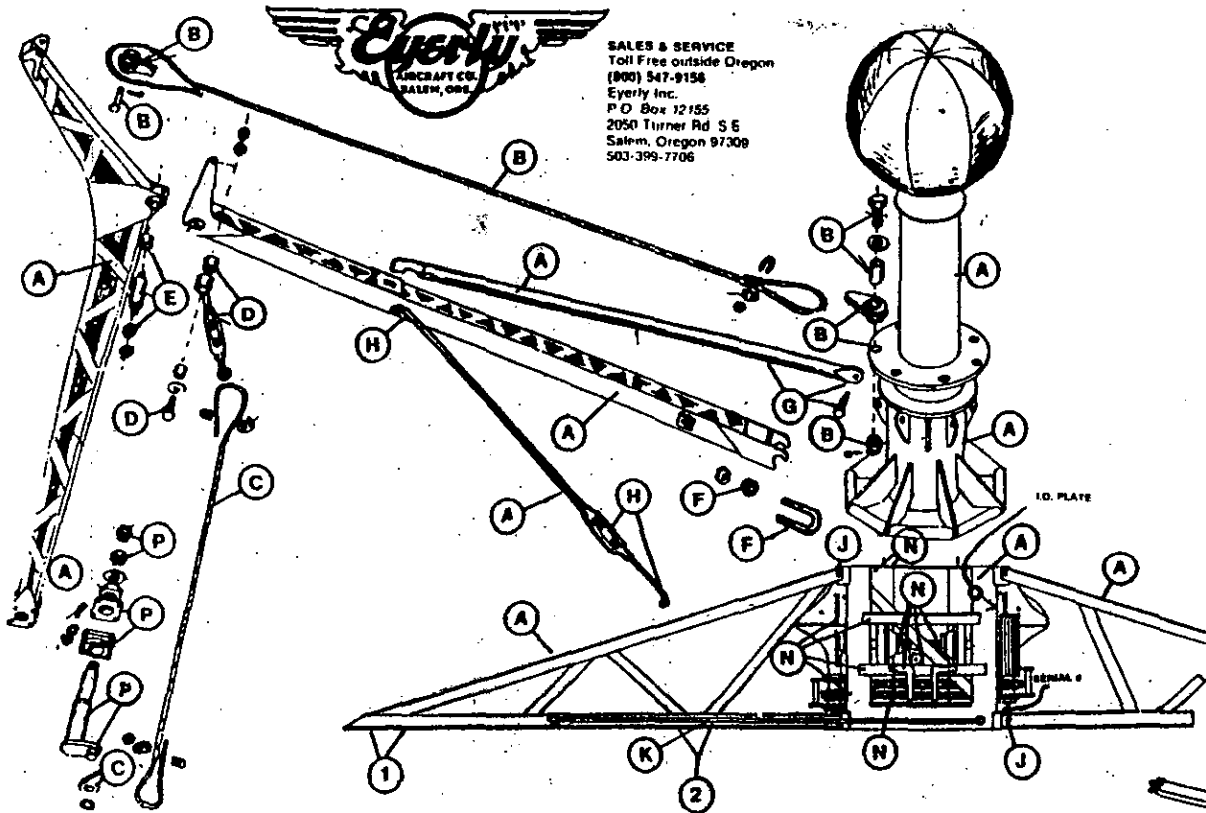




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2050 Turner Rd S E  
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Install Buckle in  
Inverted position (not  
as pictured)

- A. Inspect for weld cracks, structural damage. Car frame tubing should be checked for possible internal corrosion and deteriorated floor boards.
- B. Inspect lift cable condition and thimbles for wear. Replace cable if broken strands are found, high corrosion, etc. Replace thimbles at .0625 maximum wear. If galling has occurred or if thimble is damaged, inspect cable clamps — 3 to each end (proper application). Check attaching bolts for condition and if working, replace as necessary with Grade 5 or better.
- C. Inspect car leveling cable for condition and check cable clamps (min. 2 each). Inspect spindle crank for proper snap ring and thimble condition. Replace as required — cable thimble to have .0625 maximum wear.
- D. Inspect car leveling cable turnbuckle if equipped or new style (not shown) spring cushioned linkage for condition and usage. Check bushing and bolt for wear and replace as required.
- E. Inspect sweep hinge, nuts and bushings — maximum wear .065 (1/16) inch. Replace if threads damaged or excessive wear exists. Special tapered nut.
- F. Inspect inner sweep U-Bolt for damage. — Thread wear or poor nuts. Replace as required.

- G. Inspect sweep support rod for damage, pin hole enlargement and pin for damage, and proper safety key. Holes may be reamed to maximum 1/8" oversize — 1/16" and 1/8" oversize pins available.
- H. Check sweep tie rods for condition and turnbuckle for thread wear, etc. Inspect both ends and thread area for fractures. Rods are to be snug, over-tightening will cause failure of the tie rod. Attaching holes for the rod should be inspected and repaired if excessive wear is found.
- J. Check mudsill attaching pins for condition and proper safeties. Do not use hair pins in mudsill pins — pins rotate and push hairpins out. If mudsill attaching holes are worn, replace pin with factory 1/16" or 1/8" oversize pin only. Maximum oversize is 1/8".
- K. Inspect mudsill tie rods for condition of threads, broken or fractured ends, bearing collar wearing on rod, nut, etc. Also inspect attaching points at cage and mudsill for overwearing or fractures. Replace or repair as necessary.
- L. Inspect clutch/brake linkage for condition of attaching holes, pins, bolts and for bends, etc. Straighten, install oversized bolts in enlarged holes, repair as necessary.
- M. Inspect control stand for wear in linkage and worn ratchets and handles. Repair, replace as required.

- N. Inspect bolts in cage for looseness — tighten, oversize bolt if holes are enlarged. Check for properly adjusted chains and aligned gear reduction units. Also check clutch linkage for loose bolts oversized holes and proper adj. of clutches and brakes. Replace linkings if required.
- P. Check car spindles for condition of shaft thread area and keyway — check for crack and replace if required. Check condition of car revolving crank arm. Check spindle bearings for condition, lubrication and tight mounting bolts and bearing lock collar. Replace bearing if turning in housing. Check car spindle nuts for condition. Inner nut is special as it has a reversed taper and must be installed with taper toward car hub. Check condition of car lockwasher.
- R. Inspect car hub and make sure that end of spindle is slightly recessed in hub. If flush, then install special factory spacer lockwasher. If shaft protrudes more than 1/8", the hub or spindle is worn beyond maximum tolerance and must be repaired.

- S. Check door hinges for lightness and alignment. Check door latch for wear and proper operation. Check all steering linkage and safety belt bar mechanism for wear, bent rods, broken or missing springs or enlarged bolt holes and oversized bolts. Repair or replace as necessary. The factory has provided a self-aligning assist kit to help return the wings to a flat position (Bulletin F-5).
- T. Safety belt should be installed with the belt buckle between the wrap of the belts so that the upper belt prevents the buckle from being released by the passengers.
- U. Should the secondary safety pin hole become enlarged, weld up with mild steel rod and redrill to fit pin.

General Information:  
Maximum weight per car 340#. Maximum RPM 11ccw  
(Std. Model)

Blocking:  
Ride center must be floored at all times, evenly distribute weight on outer end of mudsill of area indicated by 1 (one). Quarter blocking located at 2 (two) should be finger tight and checked often to prevent blocks from transferring to outer blocks due to settling of quarter blocks. NOTE: Blocking should be 2 x 6 or better.

THE RECOMMENDED OPERATING PROCEDURES FOR STARTING, RUNNING AND STOPPING THE MONSTER RIDE ARE AS FOLLOWS:

### STARTING

**ROTATION** — AFTER THE LAST SWEEP OR CAR HAS BEEN LOADED AND SECURED, ADVANCE ROTATION CONTROL LEVER IN A SLOW, EVEN MOVEMENT TO ATTAIN THE MAXIMUM ROTATION RPM IN NOT LESS THAN  $\frac{3}{4}$  OF 1 REVOLUTION.

**CROSS ARMS** — WHILE ADVANCING ROTATION CONTROL LEVER, START CROSS ARMS ROTATING AND CHECK VISUALLY EACH SWEEP AS IT PASSES.

**ECCENTRIC** — THE ECCENTRIC IS STARTED IN THE SAME MANNER AS THE ROTATION. MAINTAIN A STEADY ADVANCEMENT OF THE CONTROL AS TO REACH FULL RPM IN NOT LESS THAN  $\frac{3}{4}$  OF 1 REVOLUTION.

### RUNNING

THE MAXIMUM RPM AND DIRECTIONS LOOKING DOWN FROM THE TOP OF THE RIDE ARE AS FOLLOWS:

ECCENTRIC — 11 RPM CLOCKWISE

ROTATION — 8 RPM COUNTER-CLOCKWISE

CROSS ARMS — 15 RPM CLOCKWISE

FOR REVERSE OPERATION REDUCE ROTATION AND ECCENTRIC SPEEDS A MINIMUM OF 50%. DO NOT EXCEED THESE SPEEDS.

### STOPPING

IN STOPPING USE REVERSE APPLICATION OF STARTING PROCEDURE.

## MONSTER OPERATING PROCEDURES

DRAWN BY: <i>NEA</i>	SCALE: ~	NO. REQ'D.: ~	MATERIAL: ~
DATE: 1-19-77	NEXT ASSY: ~	SOS. NO.:	ROD BY NO.:



Dwg. No P-4-77

P-4-77