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ADVISORY BULLETIN

RING OF FIRE (SUPER LOOPS)

Manufactured by Larson International & Hi-Roller Company

SUPER LOOPS

Manufactured by LMC, Inc.

SUBJECT: TOP HOOK BREAKAGE

Recently there have been several incidents of breaking the top hook. THERE IS NO WAY THE TOP HOOK CAN BE BROKEN UNLESS IT IS BY IMPROPER TEAR DOWN PROCEDURES. It is apparent that untrained personnel are being allowed to erect and tear down the Ring of Fire (Super Loops). It is imperative that all owners re-check the erection/tear down procedures and follow the instructions in the owners manual, on the decal at the control valves, and as shown in the erection video tape.

The only way the top hook can be broken is by extending it past the limits as marked by red paint and the operator trying to bring both sections down at the same time or bring the front section down first. The top hook should be extended only far enough to clear the guide rollers (See Figure B). The operator should then be able to lower the rear track section allowing the roller to come out of the top hook through the gap provided (See Figure C). If the roller remains at the outer end of the slot in the hook, then the leveling jacks must be adjusted so that the roller is at the back of the slot and free to come out of the gap when the track section is lowered, i.e. the hook should push the rear track section back thus opening the track and clearing the dowel pins. Roller must rotate freely and should have a coat of wheel bearing grease.

Note: Illustrations shown without top safety lock turnbuckles for simplicity purposes only. These turnbuckles must be in place before operating with passengers.

