INSTRUCTION MANUAL

WARRANTY

OPERATION

MAINTENANCE

TROUBLESHOOTING

WARRANTY

The Manufacturer guarantees all of its products, or parts thereof, against defects in materials or workmanship for a period of 90 days from date of delivery to final purchaser. The equipment must be submitted with proof of purchase date, transportation charges prepaid, to the Manufacturer or its designated Field Service Depots for inspection. Liability under this guarantee is specifically limited to repair or replacement of parts, at the option of the Manufacturer. This guarantee does not apply to parts broken from accident, overload, or abuse, nor does it apply to any product which has been altered or used with special attachments other than recommended by the Manufacturer.
INTRODUCTION

Certain in-shop maintenance procedures should be performed to assure continued efficient operation of this equipment. Simple maintenance procedures can add many years of life to your jack, as well as provide top performance during this time. Specific maintenance information is discussed within this Instruction Manual.

Should any adjustments beyond simple maintenance be required, we recommend that you contact the Company-operated Service Branch or Factory Authorized Service Depot nearest you.

This equipment complies with OSHA Standards, where applicable.

CAREFULLY READ AND FOLLOW THE INSTRUCTIONS OUTLINED IN THIS MANUAL

OPERATING INSTRUCTIONS

HYDRAULIC MODEL ONLY

TO PREPARE JACK FOR USE
— Cut all wires and straps used to package jack for shipment. Raise handle to vertical position and connect pump link "A" to foot pedal "B". Attach foot pedal Spring "C" to the spring post "D" located on underside of end casting.
— Throw away vent closure in filler plug "F".

TO RAISE THE VEHICLE
Position the jack under the vehicle and pump the foot pedal "B" to quickly raise the lifting cap to the desired contact point. After checking to see that the cap has a firm grip on the vehicle, use the jack handle to develop the needed power to complete the lift.

CAUTION:
AFTER RAISING THE VEHICLE, ALWAYS SUPPORT IT WITH JACK STANDS BEFORE WORKING ON THE VEHICLE OR GETTING UNDER IT FOR ANY REASON.

TO LOWER THE VEHICLE
Apply a downward pressure to release pedal "E", varying the pressure to control the lowering speed.

AIR-OPERATED MODEL ONLY

TO PREPARE JACK FOR USE
— Cut all wires and straps used to package jack for shipment.
— Attach the male portion (with ¼" N.P.T.) of a quick disconnect coupling (not furnished) to the air valve of the jack at "J".

TO RAISE THE VEHICLE
Attach an air line to the air valve "J", using a quick disconnect coupling for convenience. Position the jack under the vehicle and squeeze the air valve lightly to raise the lifting cap to the desired contact point. After checking to see that the cap has a firm grip on the vehicle, squeeze the air valve fully to complete the lift.

CAUTION:
AFTER RAISING THE VEHICLE, ALWAYS SUPPORT IT WITH JACK STANDS BEFORE WORKING ON THE VEHICLE OR GETTING UNDER IT FOR ANY REASON.

TO LOWER THE VEHICLE
Apply a downward pressure to release pedal "E", varying the pressure to control the lowering speed.

NOTE
The air-operated jack cannot be pumped up manually. The long handle is for dollying purposes only—not for pumping. The release pedal "E" can be depressed with the foot when the handle is up out-of-the-way, or by manipulating control lever "G" when the handle is horizontal. Moving the control lever to the right causes cam "H" to push against the release pedal "E", depressing it and lowering the jack.

FOR YOUR SAFETY - USE JACK STANDS TO SUPPORT VEHICLE BEFORE GETTING UNDER IT.

Save these instructions for future reference.
MAINTENANCE INSTRUCTIONS

HYDRAULIC AND AIR-OPERATED MODELS

1. Use only hydraulic jack oil in the hydraulic unit. DO NOT USE BRAKE OR SHOCK ABSORBER FLUIDS. They have ingredients harmful to the jack’s oil seals. To add oil, remove filler plug “F” and fill reservoir to within 1" from the top through the exposed hole. Replace the filler plug.

2. Keep all moving joints well lubricated. Use grease to lubricate the lifting arm pin and the front wheels at the grease fittings provided. Use heavy oil at all other moving joints.

AIR-OPERATED MODEL ONLY

3. Should your jack seem to be working normally except that it raises the load very slowly (or not at all) it is probably air bound; i.e., there is a pocket of air in the hydraulic circuit which is preventing normal pumping activity.

To remove the air, follow these simple steps.

a. Use an allen wrench to remove the ¾" pipe plug (the air bleed plug) located at the top side of the Speed Pak, about mid length. If your jack is truly air bound there will be a pocket of air rather than a pool of oil directly beneath the plug. Replace the plug but screw it in only two or three turns so that there is plenty of room for air to escape around it.

b. Lower the handle to its lowest position and put a weight on it to force it down to the floor. This raises the front wheels off the ground and puts the Speed Pak in a near horizontal position, ideal for removing the air.

c. Connect an air line to the hand valve and give the jack a short burst of air, not more than one second in duration. This pressurizes the oil reservoir and pushes a column of oil toward the Speed Pak. Let the air and oil ooze out around the pipe plug until the bubbles stop coming, - this will usually take several minutes, - and then tighten the plug again.

Usually the above can be accomplished without losing more than ½ ounce or so of oil, which need not be replaced.

4. CAUTION: An excess of water in your air line can damage the AIR-OPERATED jack. Clear the line of raw water before each lift by holding the release pedal down while admitting air to the jack. This procedure “dumps” the water at the water separator “K” before it can enter the hydraulic unit. When the air blast from the water separator is free of water, let up on the release pedal and make the lift.

TROUBLESHOOTING CHECK LIST

<table>
<thead>
<tr>
<th>HYDRAULIC AND AIR-OPERATED</th>
<th>X</th>
<th>X</th>
<th>The Jack could be low on oil. Remove the Filler Plug and fill Reservoir with clean HYDRAULIC JACK OIL.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIR-OPERATED ONLY</td>
<td>X</td>
<td></td>
<td>The Jack could be air bound. Refer to Item 3 of the MAINTENANCE INSTRUCTIONS above.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>X</td>
<td>Air hose might be plugged or air pressure might be too low. It should be at least 160 psi.</td>
</tr>
</tbody>
</table>

IF THE ABOVE PROCEDURES DO NOT CORRECT THE PROBLEM, CONTACT YOUR NEAREST SERVICE DEPOT. WHEN SUBMITTING ANY JACK OR EQUIPMENT TO BE REPAIRED, BE SURE TO STATE THE NATURE OF THE PROBLEM AND INDICATE WHETHER AN ESTIMATE OF THE REPAIR COST IS NEEDED.

SPECIFICATIONS

<table>
<thead>
<tr>
<th>Model</th>
<th>Capacity (lbs.)</th>
<th>Low Pickup Height</th>
<th>High Lifting Point</th>
<th>Power Raise</th>
<th>Cap Size Dia.</th>
<th>Handle Length</th>
<th>Chassis Length</th>
<th>Chassis Height (Max.)</th>
<th>Front Wheel Dia.</th>
<th>Caster Wheel Dia.</th>
<th>Min. psi for Rated Load</th>
<th>Shipping Weight (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIR-OPERATED</td>
<td>20,000</td>
<td>6&quot;</td>
<td>22&quot;</td>
<td>16&quot;</td>
<td>7/8&quot;</td>
<td>39¾&quot;</td>
<td>61¾&quot;</td>
<td>8½&quot;</td>
<td>6&quot;</td>
<td>6&quot;</td>
<td>4&quot;</td>
<td>160</td>
</tr>
<tr>
<td>HYDRAULIC</td>
<td>20,000</td>
<td>6&quot;</td>
<td>22&quot;</td>
<td>16&quot;</td>
<td>7/8&quot;</td>
<td>39¾&quot;</td>
<td>61¾&quot;</td>
<td>8½&quot;</td>
<td>6&quot;</td>
<td>6&quot;</td>
<td>4&quot;</td>
<td>—</td>
</tr>
</tbody>
</table>

FOR YOUR SAFETY - USE JACK STANDS TO SUPPORT VEHICLE BEFORE GETTING UNDER IT.
Save these instructions for future reference.
**WARNING**

WHEN REFILLING, USE HYDRAULIC JACK OIL. DO NOT USE BRAKE OR SHOCK ABSORBER FLUID.

BEFORE OPERATING REMOVE & DISCARD SMALL VENT CLOSURE IN FILLER PLUG.

DISCHARGE OF WATER DURING THE RELEASE OF THE LOAD INDICATES THIS SEPARATOR HAS REMOVED THAT WATER FROM YOUR AIR LINE.

**CAUTION**

THIS JACK IS DESIGNED FOR RAISING & LOWERING LOADS ONLY AFTER RAISING A LOAD, ALWAYS USE JACK STANDS TO SUPPORT IT BEFORE GETTING UNDERNEATH IT OR MAKING REPAIRS. DO NOT OVERLOAD THE JACK OR JACK STANDS BEYOND THEIR RATED CAPACITIES.

FOR YOUR SAFETY

**JACK STANDS**

<table>
<thead>
<tr>
<th>PART NO.</th>
<th>Capacity In Tons (Ea. Stand)</th>
<th>Low Height (w/o pins)</th>
<th>High Height</th>
<th>Height Intervals</th>
<th>Base Size</th>
<th>Cap Size</th>
<th>Shipping Weight (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>J-202 (93506)</td>
<td>3</td>
<td>12¼&quot;</td>
<td>20&quot;</td>
<td>1¼&quot;</td>
<td>7&quot; x 7&quot;</td>
<td>2¼&quot; x 4¼&quot;</td>
<td>16 pr.</td>
</tr>
<tr>
<td>J-203 (93510)</td>
<td>3</td>
<td>14&quot;</td>
<td>24&quot;</td>
<td>1¼&quot;</td>
<td>7&quot; x 7&quot;</td>
<td>2¼&quot; x 4¼&quot;</td>
<td>18 pr.</td>
</tr>
<tr>
<td>J-892 (93505)</td>
<td>2</td>
<td>11&quot;</td>
<td>17½&quot;</td>
<td>¾&quot;</td>
<td>7&quot; x 9½&quot;</td>
<td>1&quot; x 5&quot;</td>
<td>17 pr.</td>
</tr>
<tr>
<td>J-895 (93516)</td>
<td>5</td>
<td>14½&quot;</td>
<td>24½&quot;</td>
<td>¾&quot;</td>
<td>10&quot; x 12½&quot;</td>
<td>1¼&quot; x 5½&quot;</td>
<td>33 pr.</td>
</tr>
<tr>
<td>J-897 (93519)</td>
<td>7</td>
<td>20&quot;</td>
<td>30½&quot;</td>
<td>¾&quot;</td>
<td>12½&quot; x 15½&quot;</td>
<td>1¼&quot; x 5½&quot;</td>
<td>48 pr.</td>
</tr>
<tr>
<td>J-810 (93522)</td>
<td>10</td>
<td>18¼&quot;</td>
<td>30&quot;</td>
<td>1½&quot;</td>
<td>16&quot; x 16&quot;</td>
<td>5&quot; x 5&quot;</td>
<td>70 pr.</td>
</tr>
</tbody>
</table>

J-202 (93506) & J-203 (93510) - 3 Ton (ea.) Jack Stands
Large square base provides firm support. Constructed of heavy gauge steel. Extra large support bar. Adjustment pin is chain connected to avoid loss.

J-810 (93522) 10 Ton (ea.) Jack Stand. Rugged, tubular steel construction. Chain connected support pin is highly visible for easy placement.

J-892 (93505), J-895 (93516) & J-897 (93519) - 2, 5, & 7 Ton (ea.) jack stands. Strong, rigid pressed steel frame construction. Large base with sure-grip corners. Sturdy rack bar for positive contact and support. Convenient release and carrying handle. Holding dog engages teeth in rack bar for secure load support.

**HYDRAULIC JACK OIL**

The use of any fluids other than Walker hydraulic jack oil could be damaging to internal parts.

- Inhibits interior rusting.
- Preserves leather cups.
- Contains anti-foaming agents.
- Peps up jack performance, prolongs jack life.
- Flows at 50° F below zero.
- Available in pints, quarts, gallons, 5 gallons.

**Walker Manufacturing**

A Tenneco Company

1201 Michigan Boulevard
Racine, Wisconsin 53402

H-501
(93290)
1 Pt.

H-502
(93291)
1 Qt.

H-503
(93292)
1 Gal.

H-504
(93293)
5 Gal.
<table>
<thead>
<tr>
<th>Code</th>
<th>Part No.</th>
<th>Description</th>
<th>Quan. Req'd.</th>
<th>Code</th>
<th>Part No.</th>
<th>Description</th>
<th>Quan. Req'd.</th>
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</thead>
<tbody>
<tr>
<td>*1</td>
<td>223180</td>
<td>Air Valve</td>
<td>1</td>
<td>16</td>
<td>212689</td>
<td>Cap Screw-Caster Brkt.</td>
<td>4</td>
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<tr>
<td>*2</td>
<td>223928</td>
<td>Air Hose</td>
<td>1</td>
<td>17</td>
<td>209970</td>
<td>Lockwasher-Caster Brkt.</td>
<td>9</td>
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<tr>
<td>*3</td>
<td>223172</td>
<td>Clip-Air Hose</td>
<td>1</td>
<td>18</td>
<td>226569</td>
<td>Cap-Lifting</td>
<td>1</td>
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<tr>
<td>*4</td>
<td>221509</td>
<td>Groove Pin-Hose Clip</td>
<td>1</td>
<td>19</td>
<td>207169</td>
<td>Nut-Set Screw</td>
<td>1</td>
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<tr>
<td></td>
<td>226505</td>
<td>Release Cam</td>
<td>1</td>
<td>20</td>
<td>205390</td>
<td>Set Screw-Cap</td>
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<tr>
<td>6</td>
<td>200650</td>
<td>Pin-Plunger Head</td>
<td>1</td>
<td>21</td>
<td>228973</td>
<td>Front Wheel Assy.</td>
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<tr>
<td>7</td>
<td>226268</td>
<td>Plunger Head</td>
<td>1</td>
<td>*22</td>
<td>222202</td>
<td>Elbow-Air Hose</td>
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<tr>
<td>8</td>
<td>226573</td>
<td>Plunger Housing</td>
<td>1</td>
<td>*23</td>
<td>223904</td>
<td>Air Hose Assy.</td>
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</tr>
<tr>
<td>9</td>
<td>200731</td>
<td>Pin-Release Cam</td>
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<td></td>
<td></td>
<td>*Use on the Air/Hyd. Jack only</td>
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</tr>
<tr>
<td>10</td>
<td>226216</td>
<td>Spring-Plunger</td>
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<td></td>
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<tr>
<td>11</td>
<td>204509</td>
<td>Cotter Pin-Hndle. Fulc. Pin</td>
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<tr>
<td>12</td>
<td>226272</td>
<td>Pin-Hdle. Fulc. Pin</td>
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<tr>
<td>13</td>
<td>226578</td>
<td>Foot Lever</td>
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<tr>
<td>14</td>
<td>229113</td>
<td>Caster &amp; Fork Assy.</td>
<td>2</td>
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<tr>
<td>15</td>
<td>212688</td>
<td>Cap Screw-Caster Brkt.</td>
<td>4</td>
<td></td>
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</tr>
</tbody>
</table>

Parts detail shown above covers minor repairs only. Repair requirements beyond those shown require special tools and testing equipment.

Our Authorized Service Depots offer complete repair service and parts availability — Including Factory Rebuilt Exchange Power Units.

NOTE—See reverse side for Service Depot Listing.