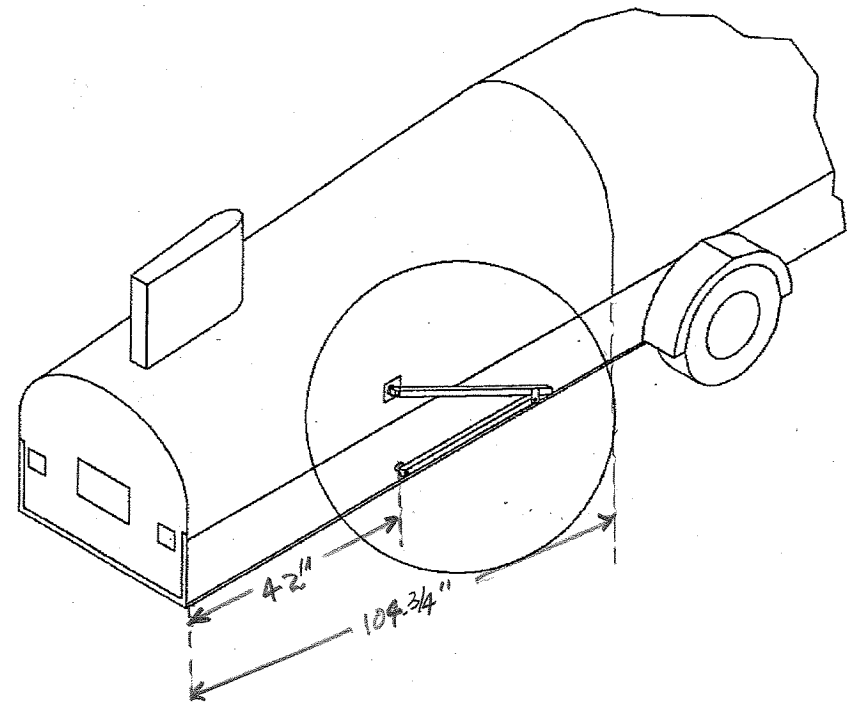


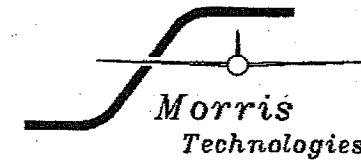
2501 Trinity Court
Chester Springs, PA 19425



**EBERLE TRAILER
LID LIFT AND SUPPORT KIT**

DIM - DATA FROM:
S/N #206
N 4024
C. T. STOLTZ

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Specifications subject to change without notice.



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INSTALLATION INSTRUCTIONS EBERLE TRAILER LIFT KIT

1.0 GENERAL

Thank you for purchasing the Morris Technologies' Eberle trailer lid lift kit. You will find that this kit is made with the materials and workmanship that you expect. The kit is made to withstand the rigors of an exposed environment for many years.

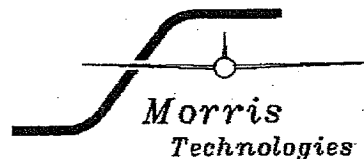
The trailer lift assembly provides both an assist in lifting the clamshell lid and a means to support the lid in its open position. The lift forces are balanced so that the lifting force required is reduced to just a few pounds when the lid is closed. From about waist height, the lid can be opened with one finger. The design provides a mechanical advantage arrangement to securely hold the lid in the full open position.

With the lift installed, the lid opens approximately 1/2 inch wider than with the original pole supports. It is recommended to leave the pole supports installed to permit them to be used in any event where it may be desirable to secure the lid in the open position.

The lift assembly installs between the upper clamshell lid and the lower portion of the trailer. The installation involves only simple drilling operations, and nut and bolt assembly of the parts, however it does require basic mechanical skills. With exception of the gas springs, all exterior exposed parts are made of aluminum, with the hardware being all stainless steel.

CAUTION

THE GAS SPRINGS SUPPLIED AS A PART OF THIS KIT ARE CAPABLE OF EXERTING OVER 150 LBS OF FORCE. WHEN HANDLING A GAS SPRING THAT IS COMPRESSED USE ADEQUATE SAFETY MEASURES TO PREVENT INJURY.



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WARNING

THE GAS SPRINGS SUPPLIED AS A PART OF THIS KIT CONTAIN VERY HIGH PRESSURES WHICH MAY BE GREATER THAN 1000 PSI. DO NOT ATTEMPT TO DISASSEMBLE OR TAMPER WITH THE GAS SPRINGS AS INJURY OR DEATH MAY RESULT. DISPOSE OF THE GAS SPRINGS IN ACCORDANCE WITH THE ENCLOSED SHEET.

1.1 TOOLS REQUIRED

The following tools will be required for the installation:

3/8 inch capacity drill motor
13/32" drill bit
3/16" drill bit
9/32" drill bit
Pop Rivet Gun
Center punch

Wrenches and or Sockets
3/8" 7/16" 1/2" 9/16"

Combination square
2 ft. bar clamp

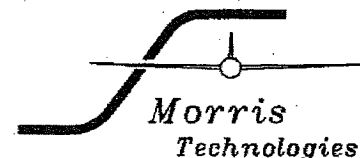
1.2 SUPPLIES

The following supplies are required but not supplied with the kit.

1. Silicone sealant or other resilient sealer.

1.3 PARTS LIST

The bill of materials provided on sheet 1 of the drawing is a complete parts listing. Inventory the kit to determine if there are any shortages. If there are missing parts please contact the manufacturer.



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2.0 PREPARATION

NOTE: It is highly recommended to remove the glider from the trailer for the installation of the lifts. It will be necessary to work on the inside, and under the back of the trailer.

1. Secure the trailer from rolling by engaging the brake if applicable, and/or chocking the wheels.
2. Open the trailer and gain access to the aft lower sides.
3. Gather the recommended tools.

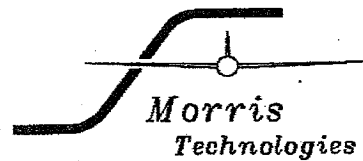
3.0 INSTALLATION

(REF. Drawing 92-001-106)

NOTE: the installation and parts are identical for both sides.

3.1 LOWER MOUNT

1. Measure 42 inches from the aft end of the trailer along the inside of the left and right hand sides and mark the lower side rail. This will be the center of the lower attachment point (REF SHT 3). **NOTE:** Befor proceeding check both sides to determine if the 42 inch mark places either of the blocks installed in step 3 into the radius of the trailer side braces. Both holes may be moved up to 1 inch in either direction. You must move both blocks the same direction and amount.
2. Find the lower attachment block (Dwg. 92-001-106 item 21). Notice that the two 9/32 in. holes are offset to one side of the blocks. When installed the holes will be offset to the inside of the trailer.
3. Place the block on the lower side rail with the 3/8 inch threaded hole horizontal and centered on the 42 inch mark. Through the 3/8 inch hole, mark the trailer side. Drill a 3/16 hole through the trailer side in the center of the mark. Confirm the hole location with the block. Using a square draw a line on the outside of the trailer, perpendicular to the trailer floor, through the center of the 3/16 inch hole down to the bottom of the trailer. Extend the line under the trailer across the bottom of the side rail. Measure 1 inch from the extended line forward



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on the bottom of the rail. This will be the forward end of the block. Use the block as an alignment tool when drilling the vertical attachment holes into the trailer. Position the block on the lower surface of the rail tight against the outboard trailer trim extrusion, with the 9/32 inch holes offset to the outside of the trailer. Align the front end with the mark.

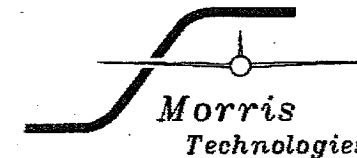
CAUTION

Wear eye protection during any drilling operation. The following operation will involve drilling up. Use extreme caution to protect eyes and face from debris.

4. Clamp the block to the trailer with a bar clamp. Drill up through the 9/32 inch holes with a 9/32 inch drill. Drill completely through the rail. Use extreme care to keep the drill perpendicular to the trailer floor, otherwise the holes will not line up when installing the block on the inside.
5. Place the block on the inside and check hole alignment.
6. When the block position is confirmed, enlarge the 3/16 hole previously drilled in the side to 13/32 inch.
7. Install block and plate (item 15) per Detail A using two 1/4 inch bolts nuts and washers (items 18, 19, 20). The block should be tight against the inside of the trailer. Snug the bolts but do not tighten.

3.2 UPPER MOUNT

1. With the trailer lid closed, use the square to mark a line from the center of the 13/32 inch hole, perpendicular to the floor, up the outside of the trailer, and onto the trailer lid. Extend the line across the bottom of the lip of the lid to the inside and up the inside surface about 4 inches.
2. Identify the doubler (item 14). Locate it inside the lid with the wide flange down. While holding the doubler tight against the top of the lip on the lid, center the 13/32 inch hole in the center of the doubler over the line. Drill the four 3/16 holes and the 13/32 inch hole through the trailer.

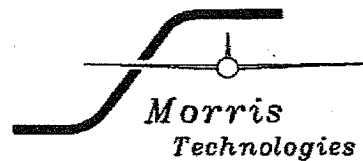


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3. Identify the plate (item 13). Install the doubler and plate using four 10-32 screws, nuts, and eight washers. Apply sealant between the trailer and the plate to prevent water entrapment.
4. Optionally, attach the lower flange of the doubler to the lip on the lid with three 3/16 pop rivets. Evenly space the rivets and install with the heads facing down.

3.3 SUPPORT ASSEMBLY

1. Temporarily assemble the two arms (items 10 and 11) at their pivot joint. Install the bearing, bolt washers and nut (items 3, 4, 5, 9). NOTE: the bolt head is toward the trailer. Install the support assembly to the lower attachment point using the bearing, bolt, washer, lock washer and spacer (items 2, 5, 8, 22, 25). With the lid open, check the alignment of the lower block by extending the arm to the upper attachment point. With the upper spacer (item 12, 5/8 inch thick) in place the arm should contact the lid without forcing. If inward or outward force is required, shim the lower block per step 2.
2. Lower block shimming- if required install shims under either the inside or outside edge of the block to adjust the angle of the block. Typically the trailers are made with the lower sides angled outward at the top. This effects the straightness of the block and shimming is generally required on the outside. Shims of approximately .032 inch are generally required (supplied).
3. Attach the arm to the lid using the listed hardware (items 1, 4, 5, 8,). Close the lid to check the swing of the support. If it does not clear the trailer adjust per step 4.
4. Lower block angle adjustment- The blocks must be parallel to the lengthwise centerline of the trailer. When tightening the 1/4 inch bolts adjust the angle of the block to obtain the proper position.
5. When adjustments are complete tighten the upper and lower attachment point hardware.



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3.4 GAS SPRING INSTALLATION

NOTE: This operation requires a minimum of 2 people.

WARNING !

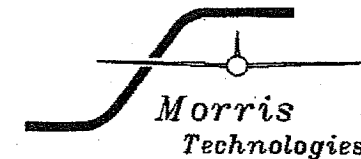
Do not place side loads on the gas springs, or apply forces that could bend the gas spring rods. Bent rods, side loads, or dented cylinders will cause premature gas spring failure.

NOTE: The gas springs are installed with the ROD DOWN. This keeps the seals lubricated and prolongs the life of the gas spring.

1. Lower the back end of the trailer to the ground.
2. Install the ball ends and washers (items 6,23) in the threaded holes on the upper and lower arms. Tighten to 65 in lbs. DO NOT OVERTIGHTEN !
3. Remove the 3/8 inch bolt from the pivot joint of the two support arms. With the rear of the trailer lowered as far as possible, place a wood block under the free end of the lower arm to support it in the horizontal position. Attach the gas spring to the upper support arm ball end. Open the trailer lid sufficiently to attach the extended gas spring to the lower arm. While firmly holding the upper support arm against the spring, and supporting the gas spring against side loads, close the lid to the point that the support arm pivot joint bolt (item 3) may be inserted from the outside. Be sure the bolt is through both sides of the upper arm bracket. Once inserted, raise the lid to its fully open position. Carefully install a second bolt with the head toward the trailer by driving out the first bolt with the second bolt. Install the washer and nut and tighten.

4.0 CONCLUSION

1. With the lid closed, thread a nut onto the carriage bolt (item 26, 27) and install the carriage bolt into the end of the upper arm with the head facing downward. Adjust the bolt to limit the support extension. The proper adjustment will allow maximum lid height without the gas spring rods



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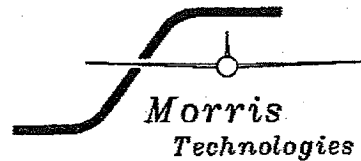
hitting the supports. This will also keep the supports from going over center. Adjust both sides for equal extension. Tighten the jam nut to secure the adjustment.

2. Ensure that all fasteners have been tightened. Lubricate the bearing points with a grease gun and general purpose grease.
3. The original supports for the trailer lid may still be used. In the event of strong or gusty winds it is recommended to secure the lid with the original supports.
4. The lift parts may be painted to improve the appearance, prevent corrosion and prolong their life. The gas springs may be painted, however use extreme caution not to get paint on the rods or seal areas. This will cause the gas spring seals to wear and fail. Even a small amount of over spray must not be permitted on the rods. If paint gets on the rods remove with solvent. DO NOT USE ABRASIVES.
5. Install the warning decal on the upper arms on both sides of the trailer as indicated on sheet 1 of the drawing.

5.0 MAINTENANCE

LUBRICATION: Lubricate the bearing points annually.

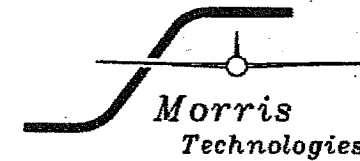
CLEANING: If the trailer is towed when road salt is present, the struts should be rinsed off as soon as possible. The gas spring rods should be kept clean. Do not oil as this will collect dirt that will ruin the seals.



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GAS SPRINGS: Gas springs have a limited life. Normally this is at least 2 but may be in excess of 5 years. Past this age they may lose their pressure and need replacing. If the rod is bent or the cylinder becomes dented the spring should be replaced. Replace the gas springs only with factory replacement parts, as the pressure and length of the springs are critical. Improper gas springs may overload the support arms. This could lead to a failure resulting in injury or death.

NOTE: The forces that the gas springs develop change with temperature. The colder it gets the weaker the spring will be. While the design of the lift takes this into account for normal temperature ranges, it may be necessary to use the existing supports to hold the lid open in extremely cold weather. This is not necessarily an indication of a weak gas spring.



DISPOSAL INSTRUCTIONS

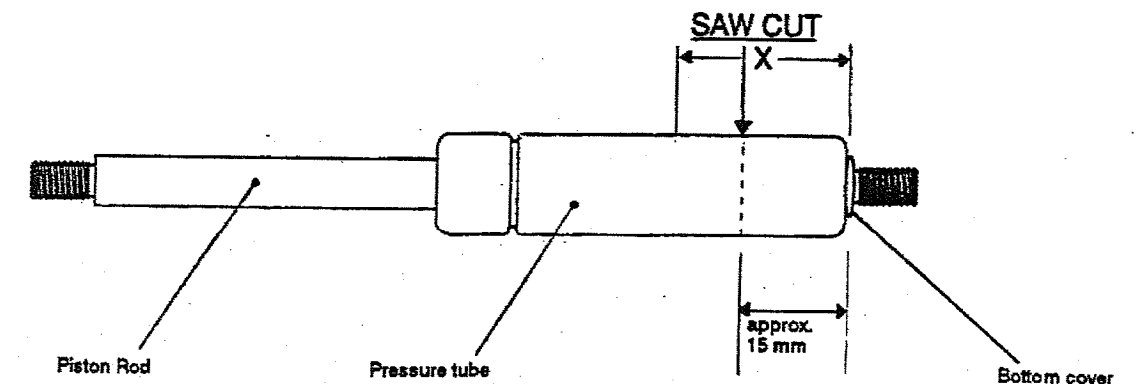
GENERAL INSTRUCTIONS FOR VENTING NITROGEN GAS SPRINGS

These instructions apply to the gas springs supplied as part of your Eberle trailer lift kit.

- Gas Springs are pressurized units. Before these units are discarded they must be depressurized as described below.

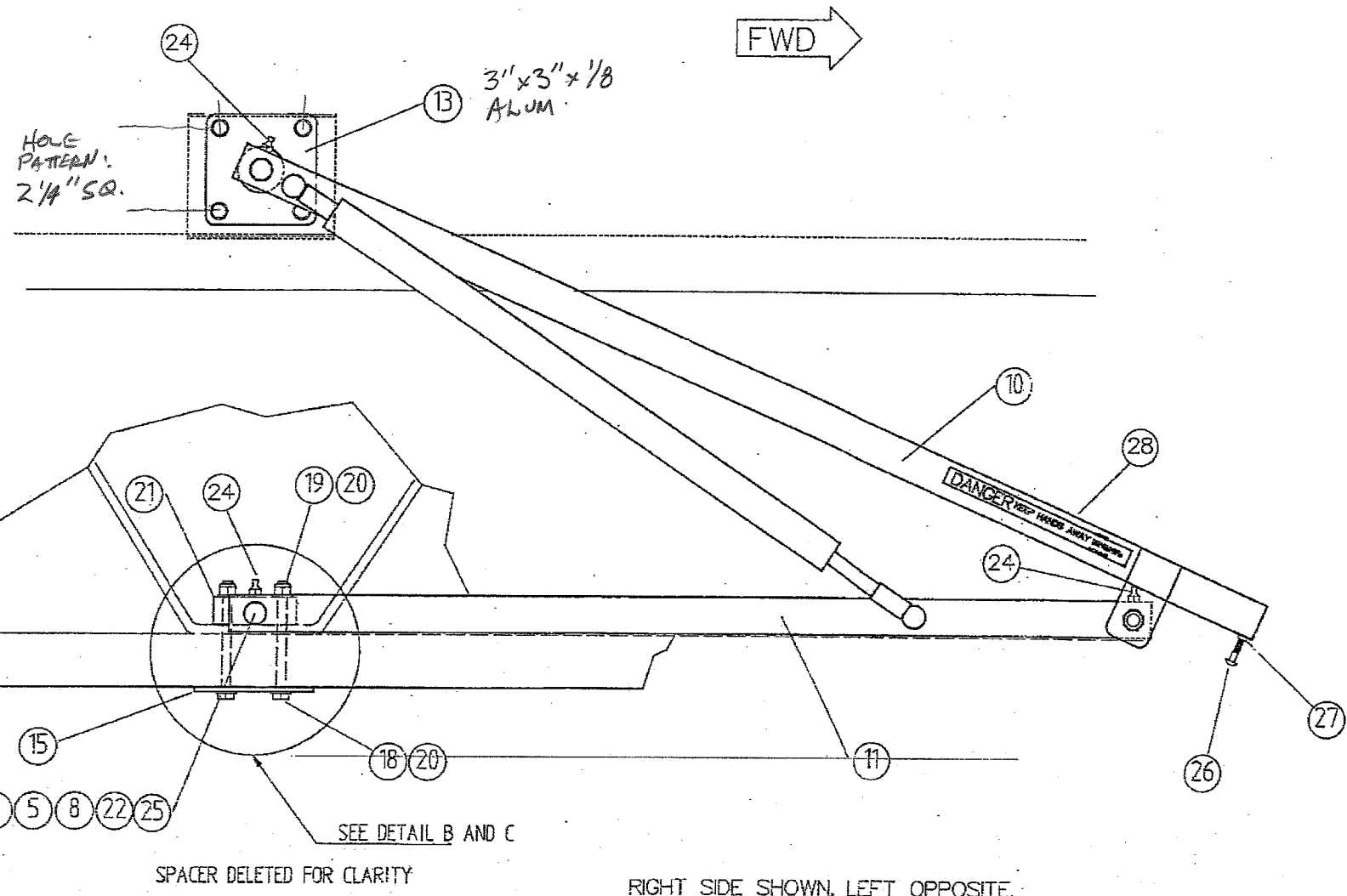
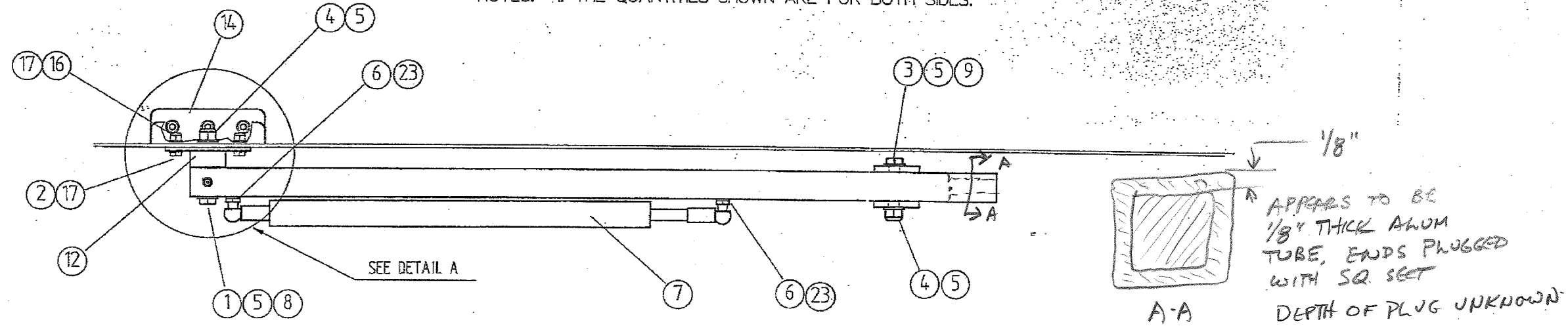
- Before releasing the gas, the instructions for venting the springs in question must always be observed.

1. The pressure tube must be clamped between two V blocks outside the range $x = 25$ mm. The pressure tube must not be bent or dented when it is clamped.
2. The pressure tube to be vented must be sawn open slowly at the indicated point with a HANDSAW.
3. Precautions must be taken against oil and metal filings ejected when the unit is sawn open. Be sure to wear goggles and cover the sawing area with rags.
4. When sawing, be sure to keep the piston rod directed away from the body.
5. The gas spring is properly vented when the piston can be pushed in and out with minimal effort.



- Saw cut: Make the saw cut about 15 mm from the bottom cover on pressure tube.

NOTES: 1. THE QUANTITIES SHOWN ARE FOR BOTH SIDES.

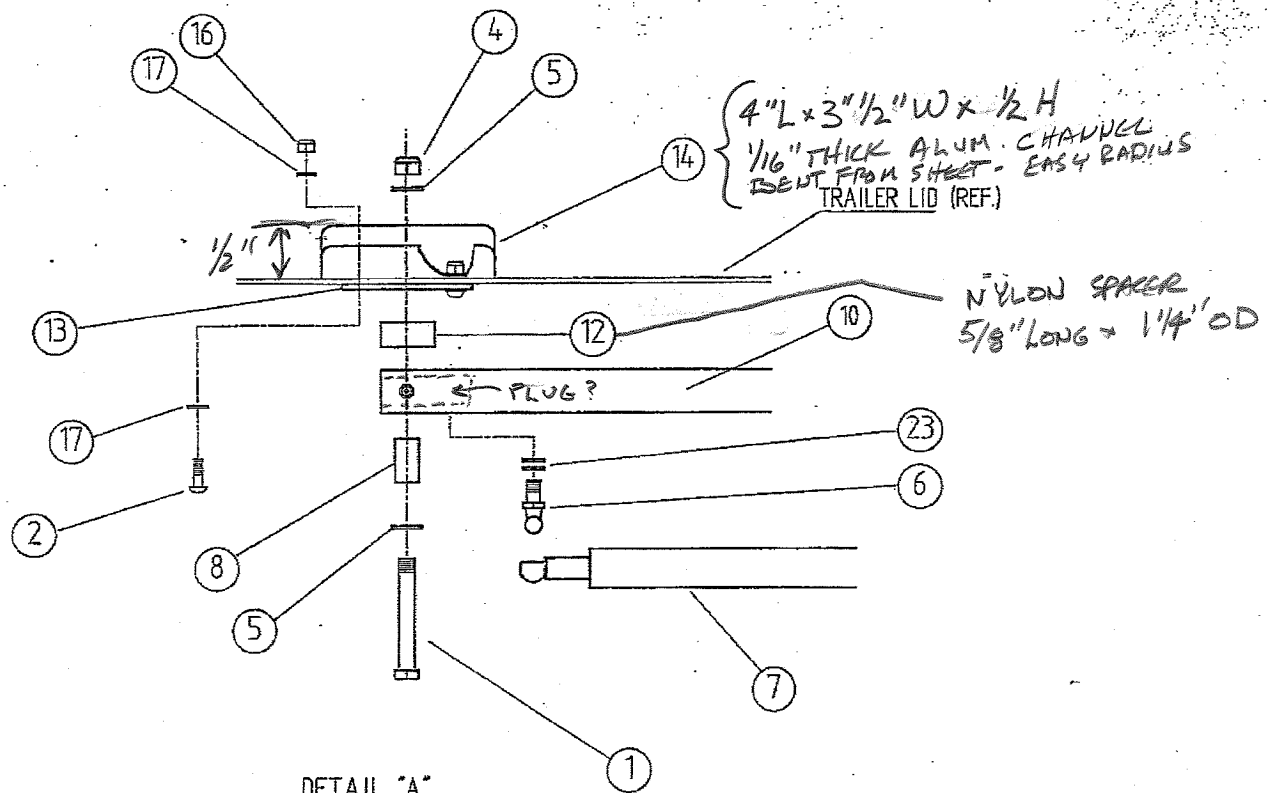


SPACER DELETED FOR CLARITY

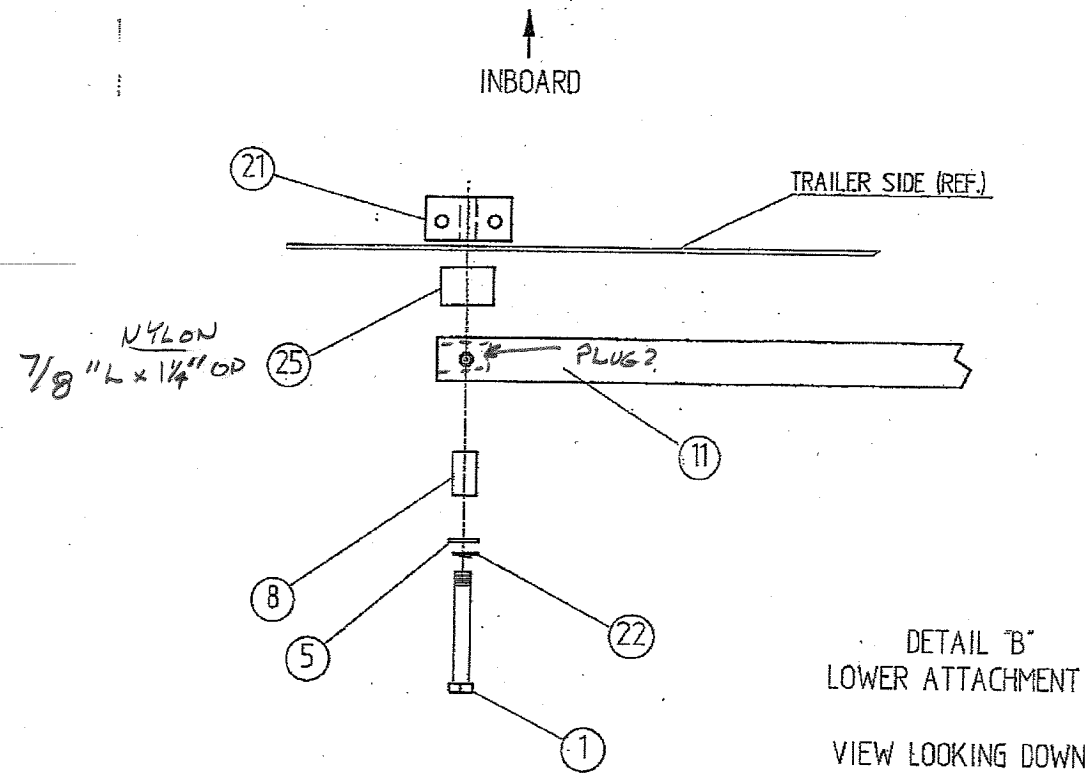
RIGHT SIDE SHOWN, LEFT OPPOSITE.

ITEM	QTY.	PART NUMBER	DESCRIPTION	MATERIAL	SPECIFICATION
29	2	92-001-102-3	SPACER		
28	2	92-001-107-1	DECAL		
27	2	516-18-SS	NUT	18-4 SS	
26	2	516-CAR-SS	CARRIAGE BOLT	18-4 SS	
25	2	91-001-101-4	SPACER		
24	6	3-5348	GREASE FITTING 1/4-28 ST THD		
23	8	515-WA-SS	WASHER, 5/16	18-4 SS	
22	2	38-LW-SS	LOCKWASHER	18-4 SS	
21	2	91-001-102-1	BLOCK		
20	8	14-WA-SS	WASHER	18-4 SS	
19	4	14-20-SS	NUT	18-4 SS	
18	4	14-20-325-SS	BOLT, 1/4-20 X 3 1/2"	18-4 SS	
17	16	10-WA-SS	WASHER	18-4 SS	
16	8	10-32-SS	NUT	18-4 SS	
15	2	92-001-102-2	PLATE		
14	2	92-001-101-2	DOUBLER		
13	2	92-001-101-1	PLATE		
12	2	92-001-101-3	SPACER		
11	2	92-001-105-2	SUPPORT ARM, LOWER		
10	2	92-001-103	SUPPORT ARM, UPPER		
9	2	92-001-105-7	BUSHING, 1 1/16" LONG	304 SS	
8	4	92-001-105-6	BUSHING, 1 1/32" LONG	304 SS	
7	2	92-001-104	GAS SPRING		
6	4	BALL STUD	BALL STUD		
5	10	38-16-WA-SS	WASHER, 3/8	304 SS	
4	4	38-16-SS	NUT, 3/8-16	304 SS	
3	2	38-16X2.0-SS	BOLT, 3/8-16 X 2	304 SS	
2	8	10-32X.625-SS	MACH. SCREW, 10-32 X 5/8" ALLOW HEAD	304 SS	
1	4	38-16X2.5-SS	BOLT, 3/8-16 X 2 1/2	304 SS	

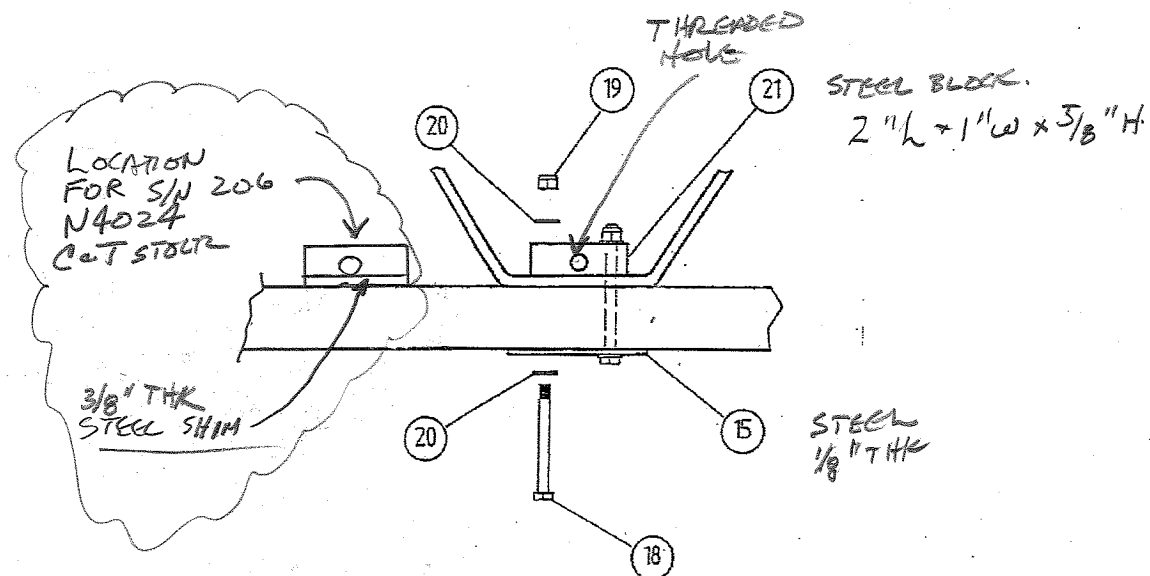
UNLESS OTHERWISE SPECIFIED
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DETAIL "A"
UPPER ATTACHMENT
VIEW LOOKING DOWN



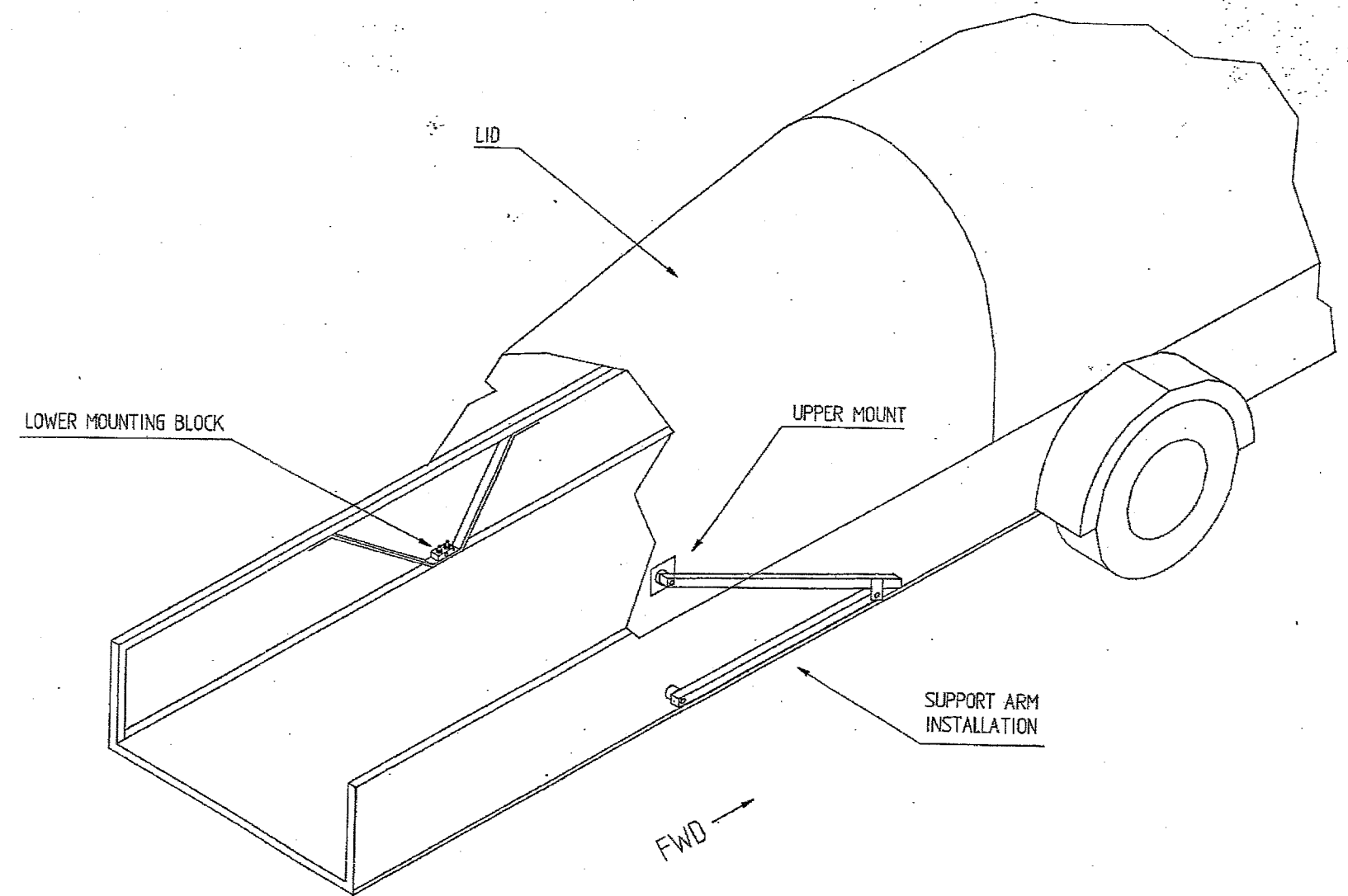
DETAIL "B"
LOWER ATTACHMENT
VIEW LOOKING DOWN



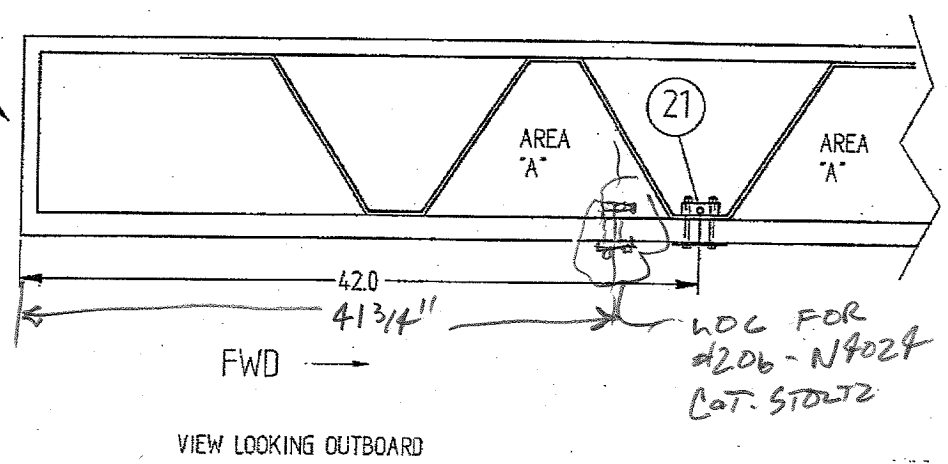
DETAIL "C"
VIEW LOOKING OUTBOARD

DWN. BY D. MORRIS	DATE 7/31/92	MORRIS TECHNOLOGIES	
CHKD. BY	DATE	DWG. NO. 92-001-106	REV.
APPD. BY	DATE	SIZE D	SCALE 1:2
		SHEET 2 OF 3	

- NOTES:
1. 42" DIMENSION MAY VARY FROM 41" TO 45" AS REQUIRED TO PREVENT INTERFERENCE WITH THE DIAGONAL BRACE. THE PREFERRED LOCATION IS 42".
 2. IF THE BLOCK (ITEM 21) IS LOCATED OFF OF THE FLAT OF THE BRACE, IN THE AREAS MARKED "A" THEN THE SPACER (ITEM 29) MUST BE USED UNDER THE BLOCK TO SPACE THE BLOCK UP.
 3. THE POSITION OF THE BLOCK MAY VARY FROM SIDE TO SIDE BY 1". IF REQUIRED TO ELIMINATE INTERFERENCE WITH THE DIAGONAL BRACE.

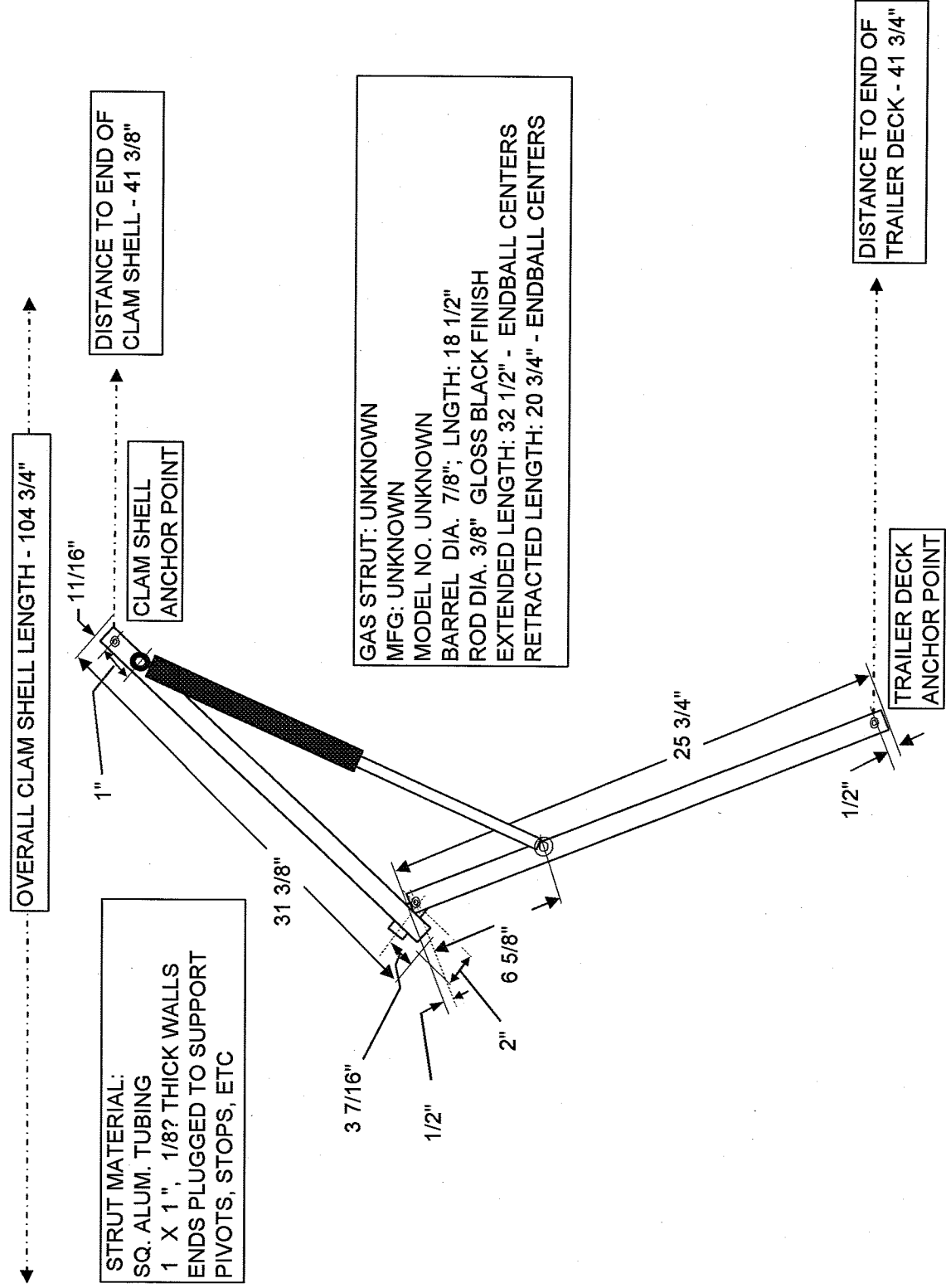


BACK END OF TRAILER



DRWN BY	D. MORRIS	DATE	7/31/92	MORRIS TECHNOLOGIES	
CHKD BY		DATE		DWG. NO.	92-001-106
APPD. BY		DATE		SIZE	D
				SCALE	NONE
					SHEET 3 OF 3

MORRIS TECHNOLOGIES LIFT STRUT SYSTEM BASIC GEOMETRY



Measurements taken from N4024, SN 206 Eberle Trailer
Chuck & Tom Stoltz, Owners