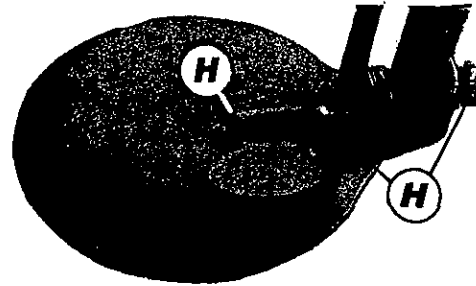
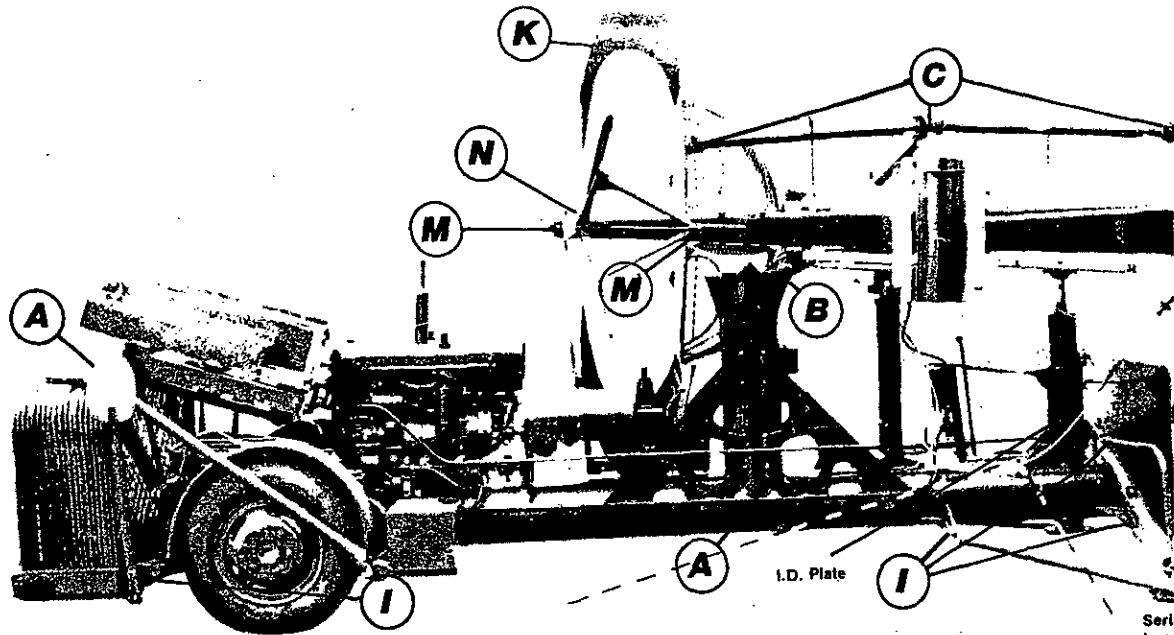


LOOP-O-PLANE

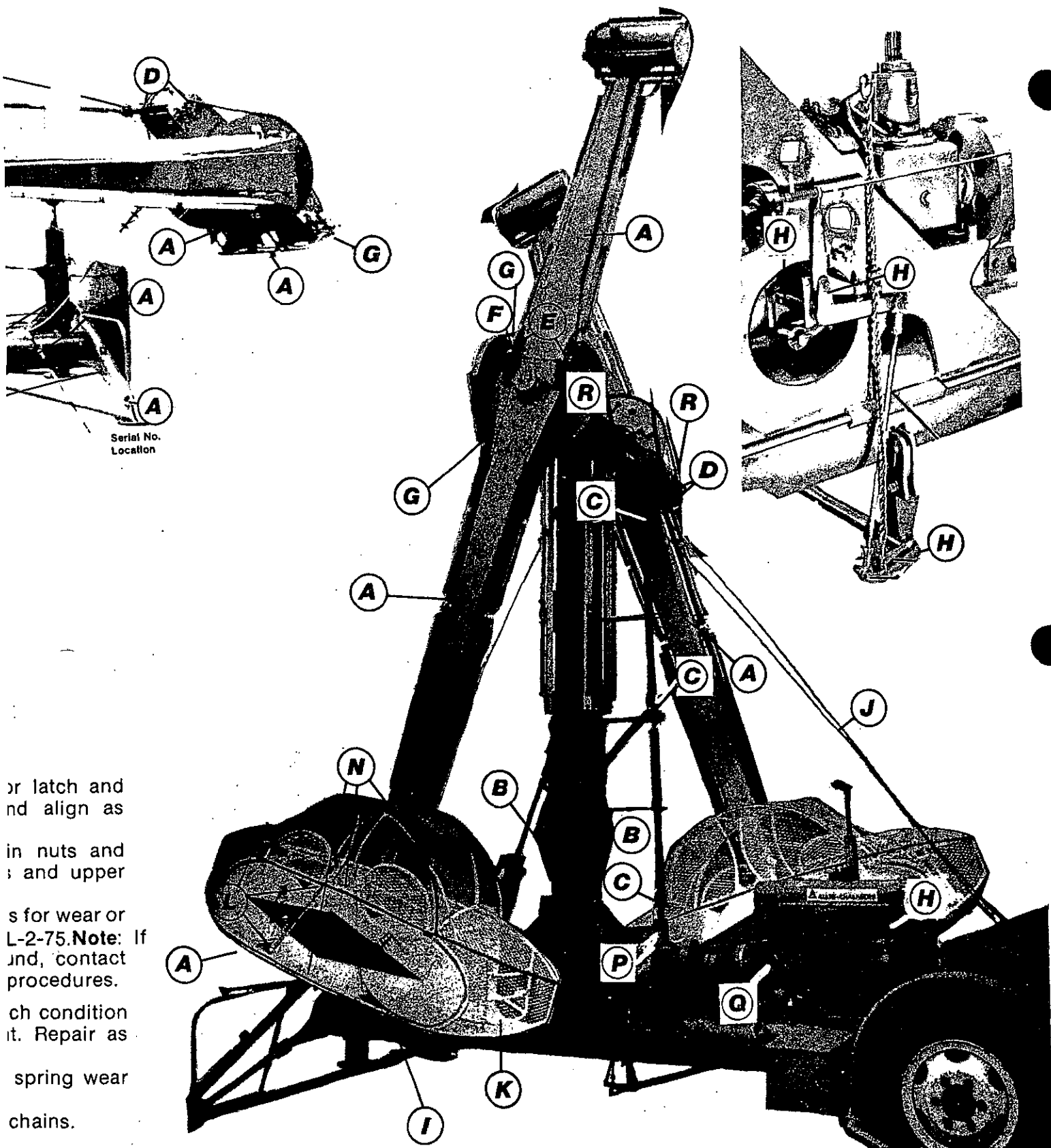
INSPECTION CHECK LIST



- A. Inspect weld area for cracks and structural damage.
- B. Check condition of hinge pin and clamping bolt.
- C. Gas model, check condition of universal and mounting bearings.
- D. Check rear end for loose pinion nuts or sprockets.
- E. Check bolts for condition.
- F. Check bushing for wear; 1" movement at car indicated .060 maximum wear in bushing—end play not to exceed .030.
- G. Check condition of sign hinge.
- H. Inspect wear areas of linkage.
- I. Inspect attaching bolts and pins.
- J. Guy cables are to be equally tightened—can cause cars to strike ride if hinge pin has wear and cables unevenly tightened. Check for cable and turnbuckle condition.
- K. Inspect cars for broken or worn tubes, broken screen, bent automatic door return bar—lost or broken springs, worn bolts, enlarged attaching holes, safety key wearing end of bar which safeties door, and worn or damaged door safety key. (See Bulletin L-1-70)
- L. Inspect condition of door latch and hinges. Remove play and align as necessary.
- M. Inspect car bracket main nuts and safety nut for looseness and upper bolts for wear.
- N. Inspect car attaching bolts for wear or looseness, see Bulletin L-2-75. **Note:** structural damage is found, contact factory for proper repair procedures.
- P. Inspect gear box for clutch condition and any shaft movement. Repair as required.
- Q. Check engine clutch for spring wear and bearing failure.
- R. Check for loose or worn chains.

General Information:

Maximum weight 340 lbs. per car.
Maximum RPM is 20—see adjustment in parts book. Ride should be level side-to-side and remove weight from axle when set up. Service axle as required.



Serial No.
Location

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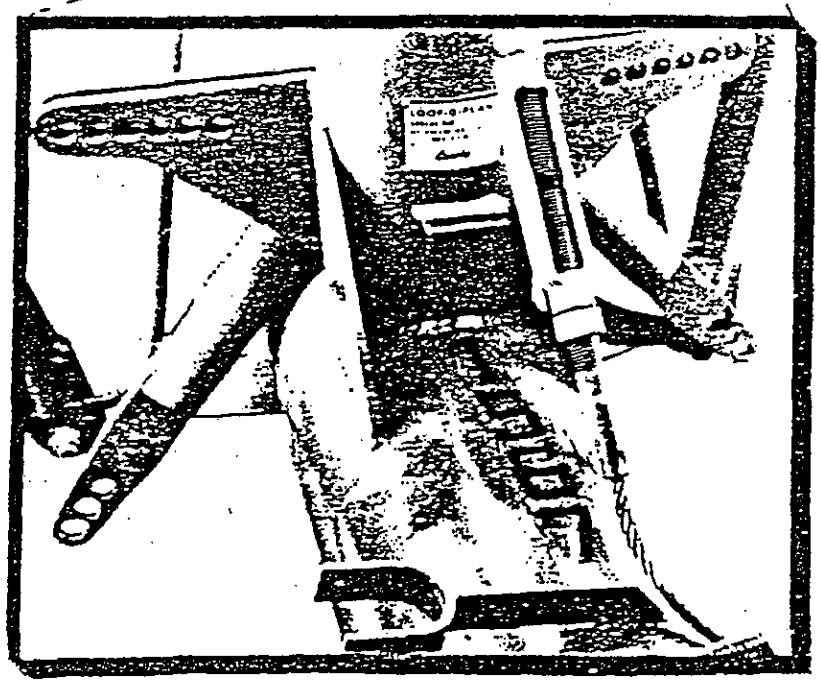
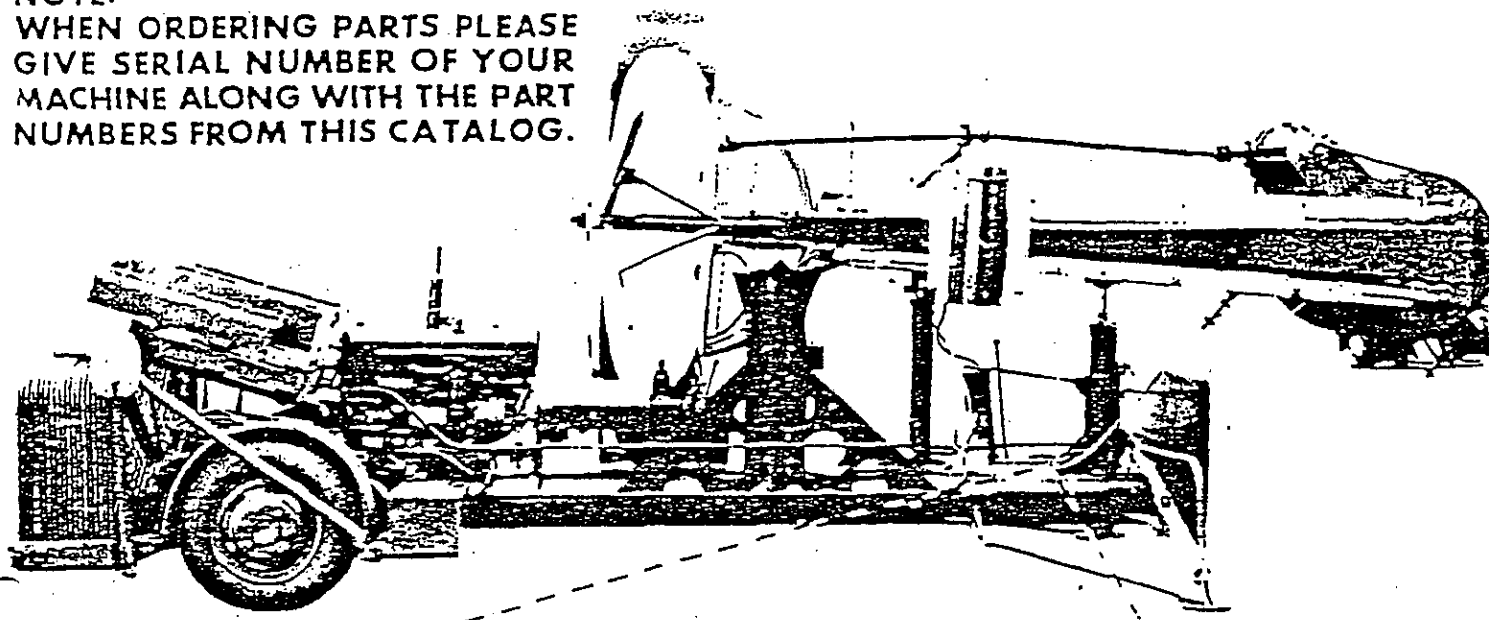
er car...
adju: ent in
level side-to-
axle when set

SALES & SERVICE
Toll Free outside Oregon
(800) 547-9156
Eyerly Inc.
P.O. Box 12155
2050 Turner Rd. S.E.
Salem, Oregon 97309
503-399-7706



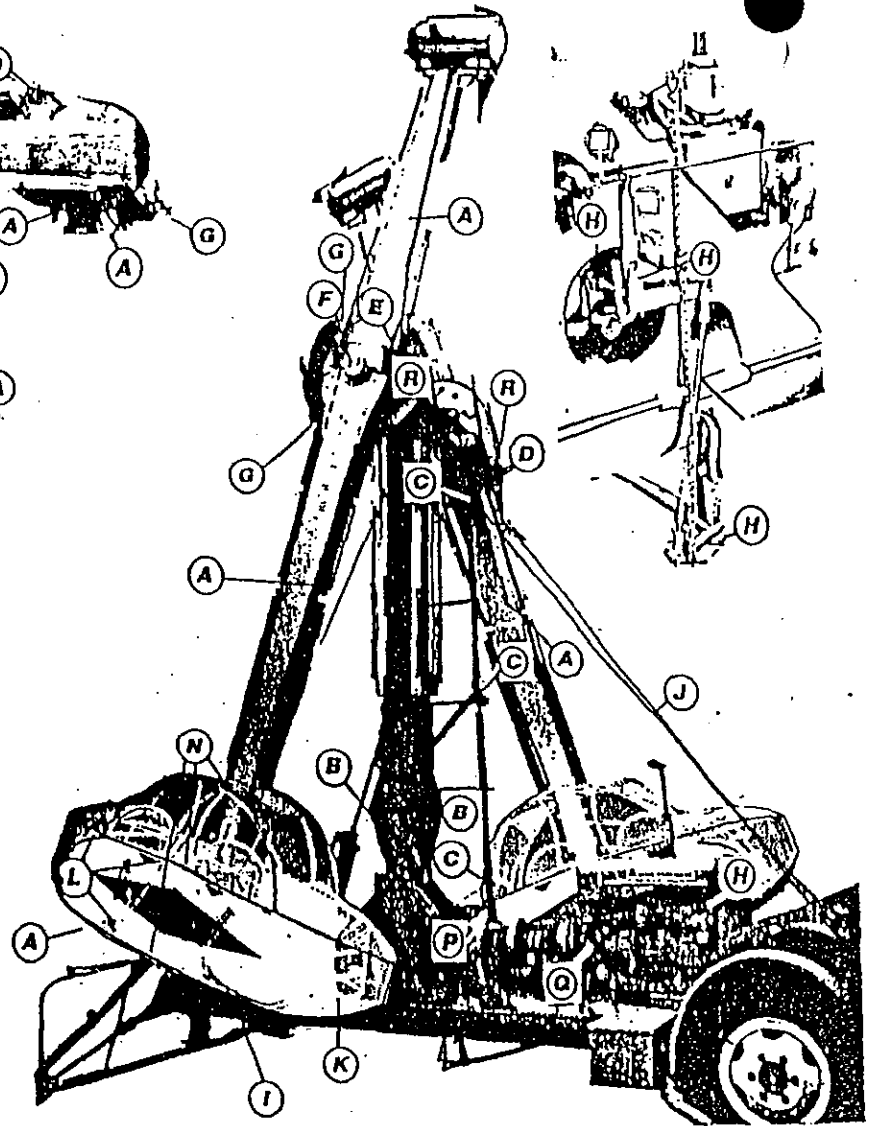
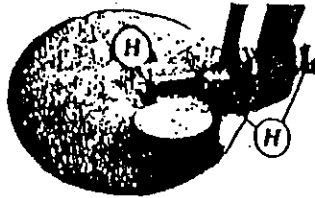
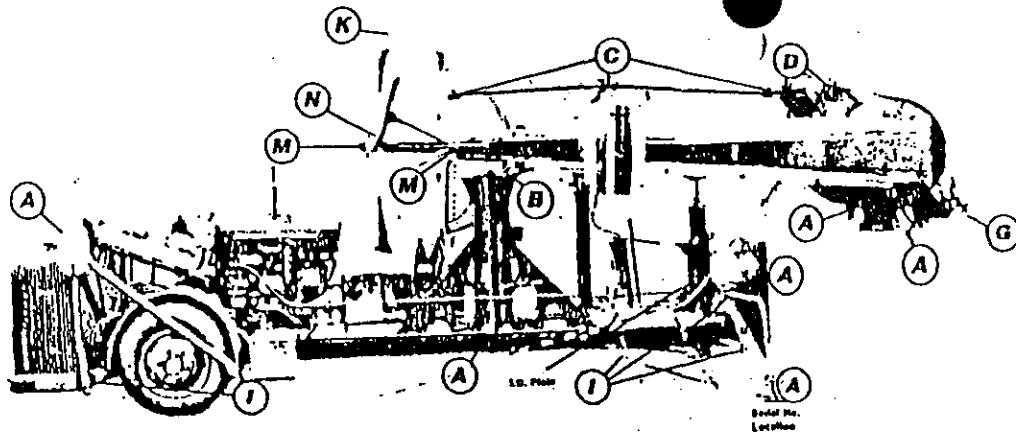
LOCATION OF LOOP-O-PLANE SERIAL NUMBER

NOTE:
WHEN ORDERING PARTS PLEASE
GIVE SERIAL NUMBER OF YOUR
MACHINE ALONG WITH THE PART
NUMBERS FROM THIS CATALOG.



THE SERIAL NUMBERS ASSIGNED TO THE
PARK MODEL LOOP-O-PLANE START AT
1301 AND THE PORTABLE MODEL STARTS
AT 1500.

**LOOP-O-PLANE
INSPECTION CHECK LIST**



- A. Inspect weld area for cracks and structural damage.
- B. Check condition of hinge pin and clamping bolt.
- C. Gas model, check condition of universal and mounting bearings.
- D. Check rear end for loose pinion nuts, or sprockets.
- E. Check bolts for condition.
- F. Check bushing for wear; 1" movement at car indicated .060 maximum wear in bushing—and play not to exceed .030.
- G. Check condition of sign hinge.
- H. Inspect wear areas of linkage.
- I. Inspect attaching bolts and pins.
- J. Guy cables are to be equally tightened—can cause cars to strike ride if hinge pin has wear and cables unevenly tightened. Check for cable and turn-buckle condition.
- K. Inspect cars for broken or worn tubes, broken screen, bent automatic door return bar—lost or broken springs, worn bolts, enlarged attaching holes, safety key wearing end of bar which *safeties door, and worn or damaged door safety key.* (See Bulletin L-1-70)

- L. Inspect condition of door latch and hinges. Remove play and align as necessary.
- M. Inspect car bracket main nuts and safety nut for looseness and upper bolts for wear.
- N. Inspect car attaching bolts for wear or looseness. see Bulletin L-2-75. Note: If structural damage is found, contact factory for proper repair procedures.
- P. Inspect gear box for clutch condition and any shaft movement. Repair as required.
- Q. Check engine clutch for spring wear and bearing failure.
- R. Check for loose or worn chains.

General Information:
 Maximum weight 340 lbs. per car.
 Maximum RPM is 20—see adjustment in parts book. Ride should be level side-to-side and remove weight from axle when set up. Service axle as required.

Sales & Service
 ORI IND.
 PO Box 15029
 Salem, OR 97309
 Phone: 503-588-0984
 FAX: 503-588-1127



CLUTCH & THROTTLE ADJUSTMENTS

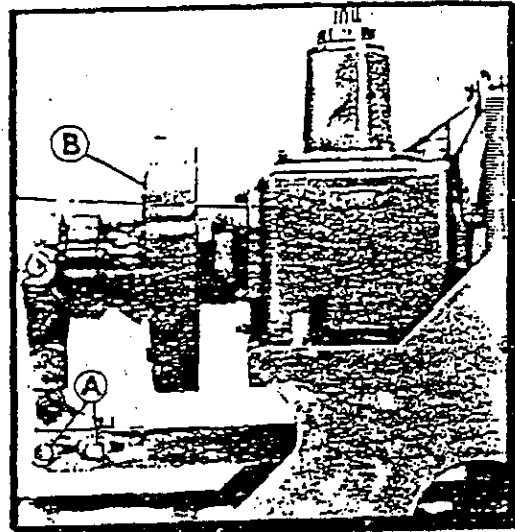
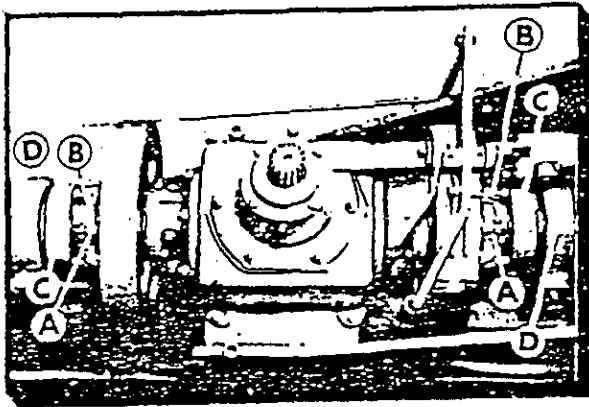


FIG. 2

Adjust the clutches by depressing the lock lever (A) Fig. 1, or by loosening Allen Head Screw, and screwing the clutch finger assembly (B) in a clockwise direction, facing the clutch, to tighten and in a counter-clockwise direction to loosen. They should be adjusted to where it requires some leverage to engage them and should feel and hear a definite snap as the rollers engage the recess in the cam (C). Be sure the lock lever (A) drops into the slot, or the Allen Head Screw is tight, when the adjustment is completed.

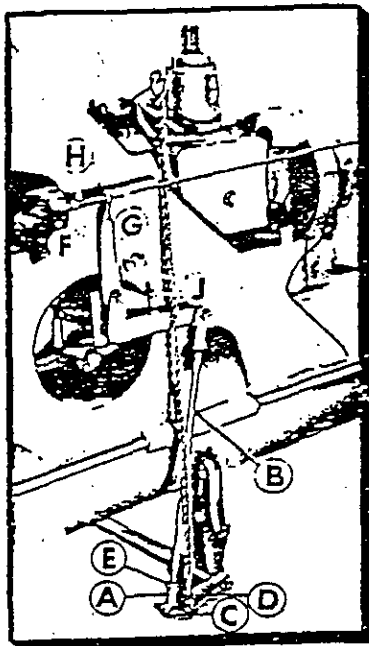


FIG. 3

If the control stand is located on the right hand side of the machine, adjust the cam (C) on the clutch to the right when facing the machine from the control stand. With the control lever on the control stand in the neutral position, adjust the cam by moving the shifter yoke assembly (D) Fig. 1 allowing a maximum of .015" between the cam and rollers. Adjust the cam on the left hand side by releasing the two bolts (A) Fig. 2 on the shifter yoke and adjusting it in the same manner as the right hand clutch.

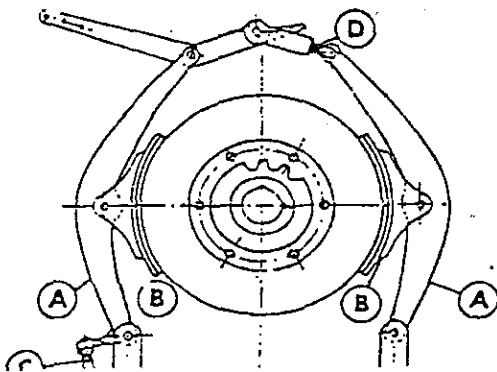
With the clutches in this neutral position, adjust the rod end (A) Fig. 3 on the rod (B) to where the bolt (C) may be inserted in the rod end and the lever (J). When adjustment is completed, be sure to tighten jam nut (E).

With the engine idling and the control lever on the control stand in neutral position and the nut (F) Fig. 3 about 3/4" from the end of rod (G), adjust the rod to where the spring (H) contacts the nut (F) but does not compress the spring.

Adjust stops (J) to where the engine runs the same speed in either direction. This may be accomplished by first running the ride in one direction and marking the position of the rod (C) in relation to the outer rod guide and then reversing the ride and adjusting the stop until the rod is in the same position relative to the rod guide.

Adjust the spring (H) by means of the nut (F) to where the ride revolves from 22 to 24 R. P. M., without load.

ELECTRIC MODEL BRAKE ADJUSTMENT



The Brake Supports, Ref. (A), are adjusted on the Motor Plate so as to center the Brake Shoes, Ref. (B), on the Drum. Adjust Brake Stop, Ref. (C), so that the left Brake Shoe, Ref. (B), will clear the Brake Drum about 1/16". Adjust the other Shoe by threading Brake Adjuster, Ref. (D), in or out for the same clearance.



LUBRICATION INSTRUCTIONS

REF. NO.	NAME OF PART	BEARING TYPE	FREQUENCY	
			*GREASE	OIL
1	CLUTCH SHIFTER LINK	BRONZE		D
2	CLUTCH SHIFTER LEVER	BRONZE		D
3	CLUTCH THROTTLE LEVER	BRONZE		D
4	A. C. THROTTLE ALTERATION	BRONZE		B
5	SHIFTER RING	ANTI-FRICTION	A	
6	PENDULUM BUSHING	BRONZE	A	
7	DRIVE SHAFT UNIVERSALS	ANTI-FRICTION	C	
8	CONTROL STAND	STEEL	B	
9	DRIVE SHAFT BEARING	ANTI-FRICTION	C	
10	CONTROL STAND	STEEL	B	
11	BRAKE PEDAL	STEEL		B
12	CLUTCH CONTROL ROD	MONO-BALL	D	
13	LOWER GEAR BOX	GEARS		E
14	UPPER GEAR BOX	GEARS		E
15	CLUTCH ROLLERS & SHAFT	STEEL		D
16	ENGINE CLUTCH SHAFT BEARINGS	ANTI-FRICTION	C	
17	LOWER GEAR BOX	ANTI-FRICTION	B	
18	CAR	STEEL		F

(A) DAILY OR EVERY 8 HOURS DURING HEAVY OPERATION.

(B) EVERY SET-UP.

(C) EVERY THREE MONTHS.

(D) DAILY.

(E) CHECK EVERY MONTH, CHANGE EVERY YEAR, USE EP-90

(F) KEEP ALL MOVING PARTS OILED DAILY

*USE A MULTI-PURPOSE WATER RESISTANT GREASE WITH AN ACCEPTED EXTREME PRESSURE ADDITIVE, SUCH AS MOLYBDENUM DISULFIDE, ON ALL PRESSURE GUN FITTINGS.

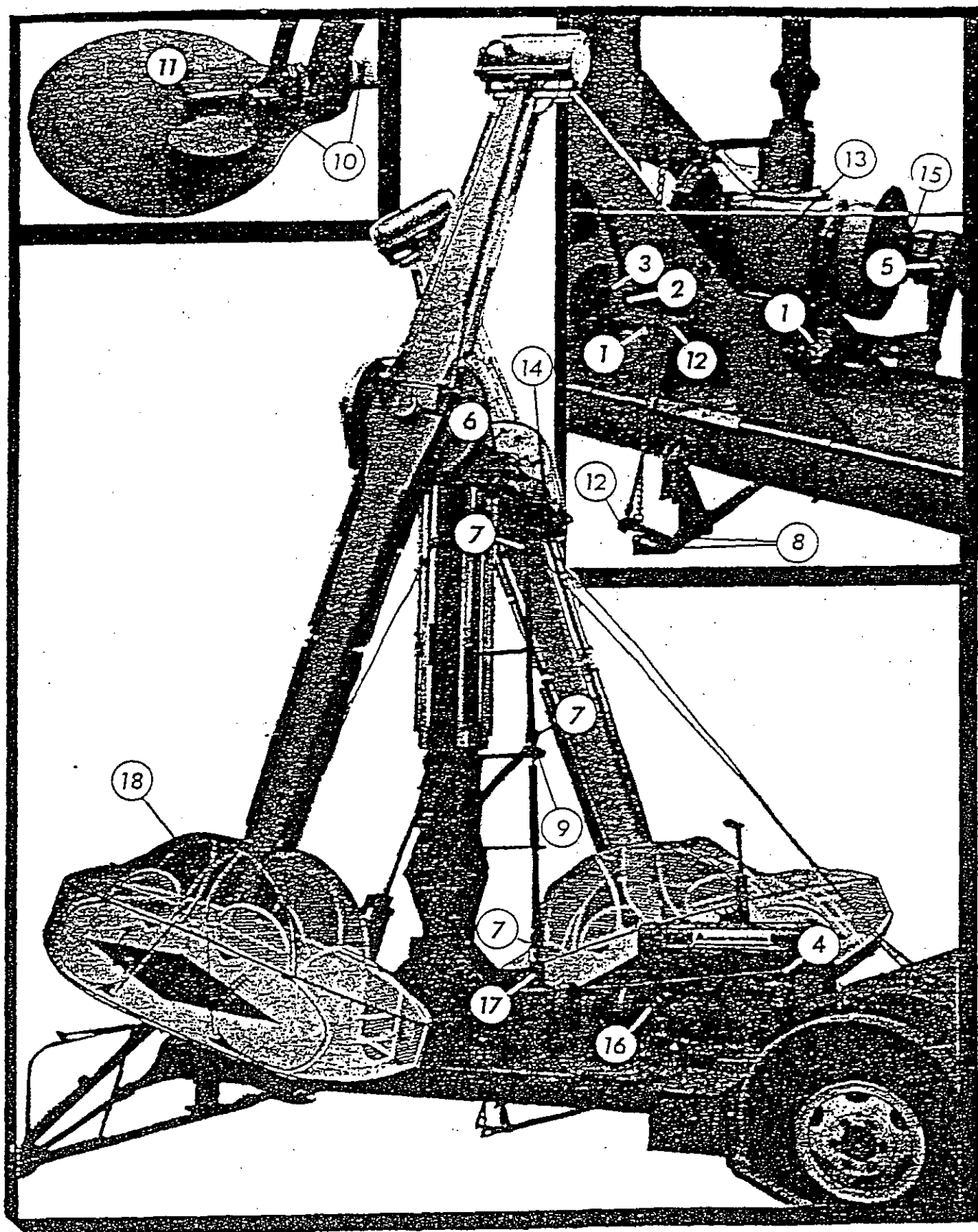
LUBRICATE THE CHAINS EVERY TWO WEEKS WITH AN APPROVED LUBRICANT.

NOTE: SEE ALLIS-CHALMERS OPERATION & MAINTENANCE MANUAL FOR SERVICE OF G-138 ENGINE.

THE ABOVE FREQUENCY OF GREASING THE BEARING IS FOR AVERAGE OPERATING CONDITIONS WITH SEALS INTACT.

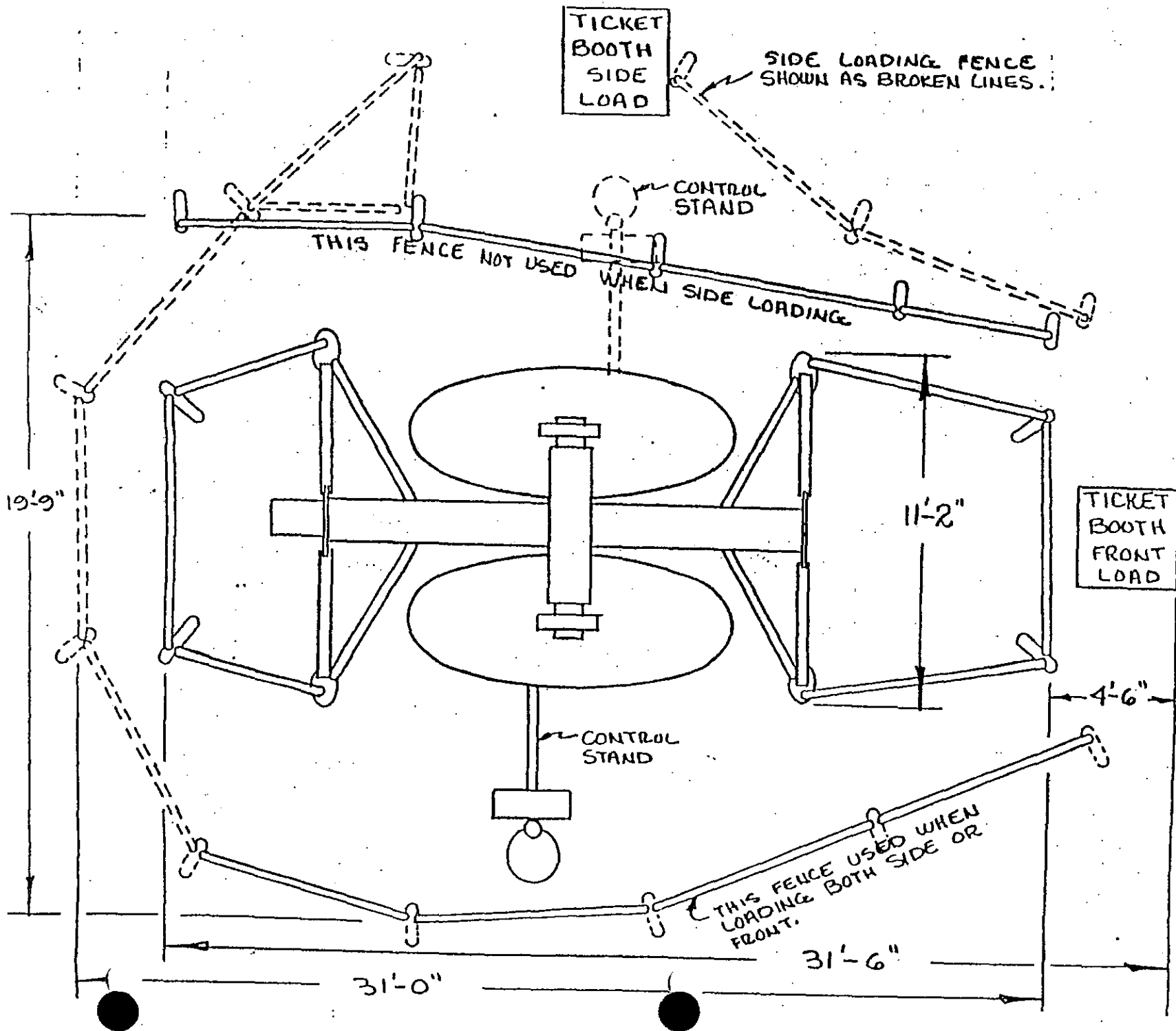


LUBRICATION INSTRUCTIONS



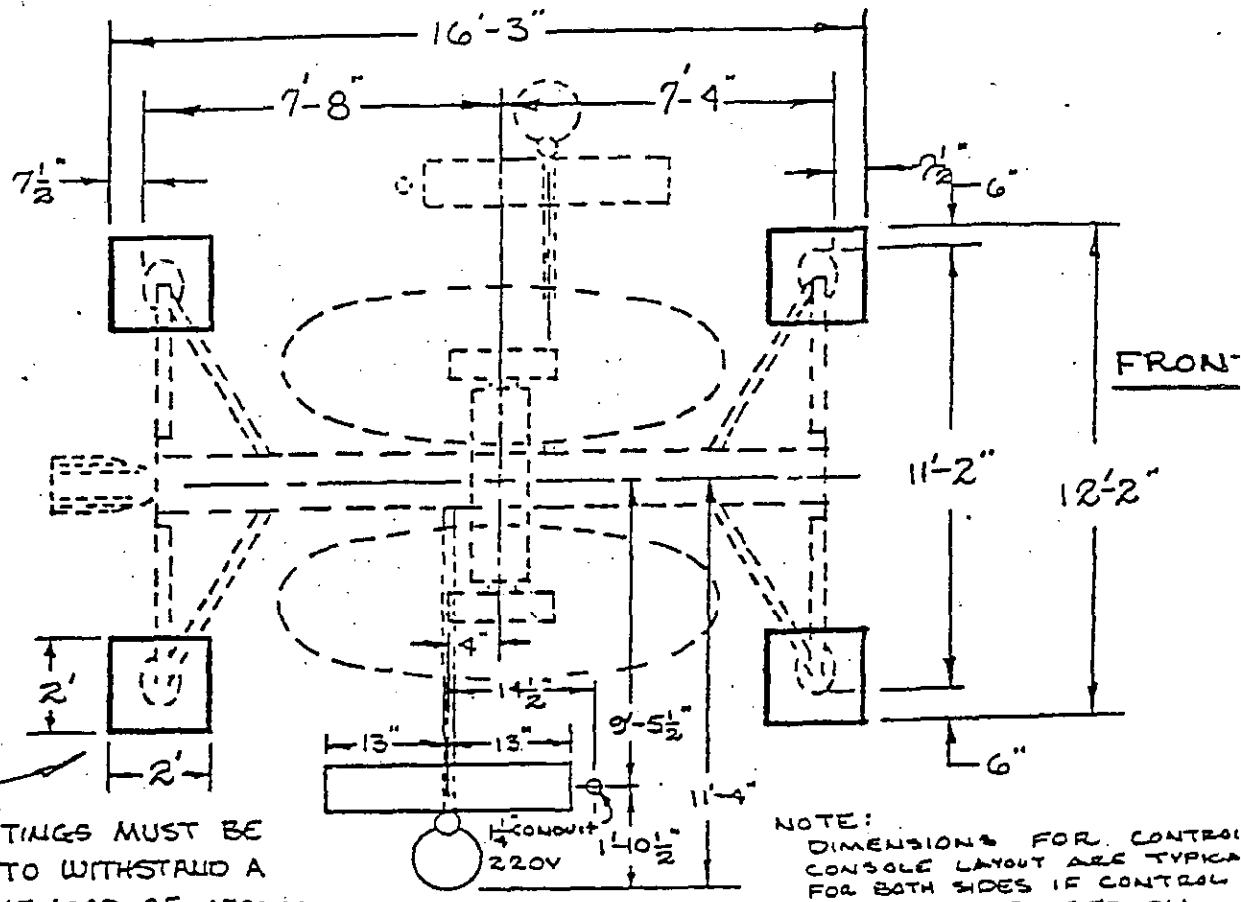


PLAN VIEW & FENCE LAYOUT — PARK MODEL



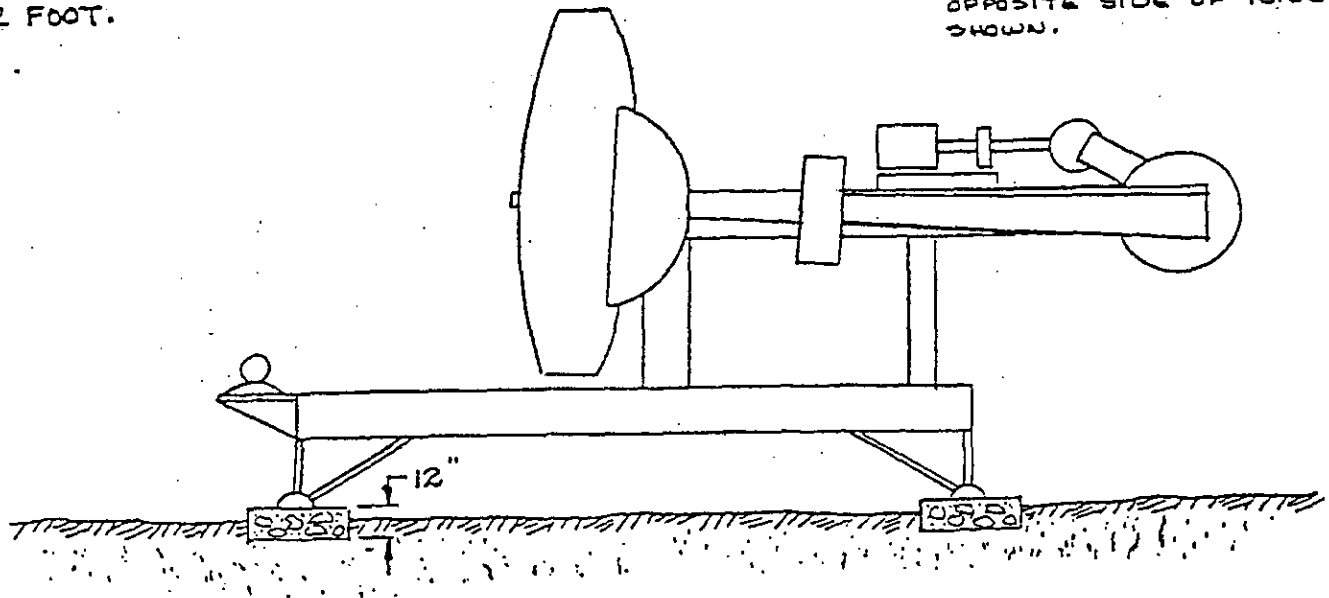


SPACE REQUIREMENTS—PARK MODEL



MIDSILL FOOTINGS MUST BE DESIGNED TO WITHSTAND A MAXIMUM LIVE LOAD OF 4700 LBS. PER FOOT.

NOTE: DIMENSIONS FOR CONTROL CONSOLE LAYOUT ARE TYPICAL FOR BOTH SIDES IF CONTROL CONSOLE IS PLACED ON OPPOSITE SIDE OF RIDE AS SHOWN.



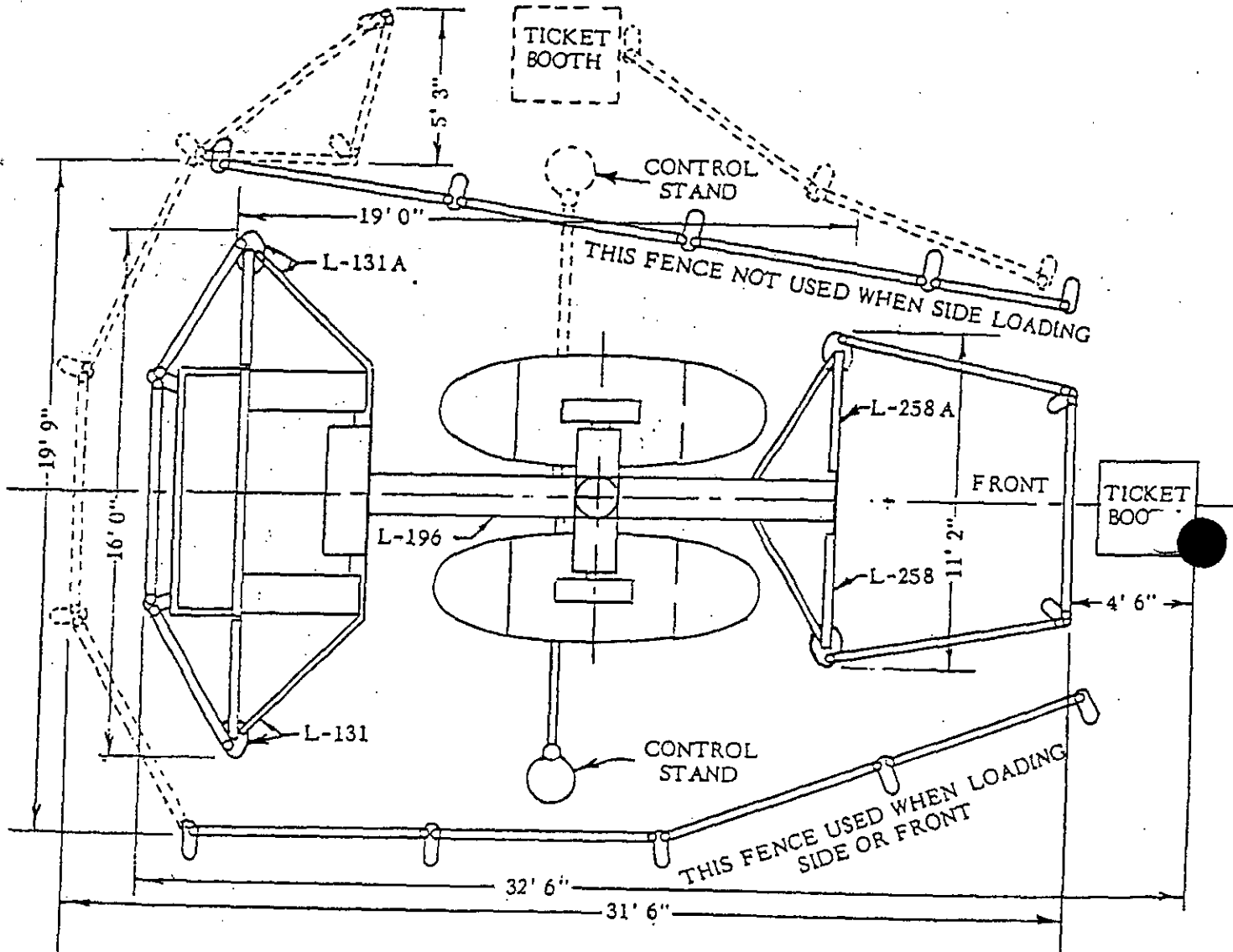
POWER REQUIREMENTS:

ONE MAIN 1/4" CONDUIT WITH 3-#2 T.W. BLACK, 1-#10 WHITE (NEUTRAL) PLUS #8 FOR GROUND
 UNIT: 208/220V. 3φ. 60~ 117V. 1φ. 60~



PLAN VIEW & FENCE LAYOUT

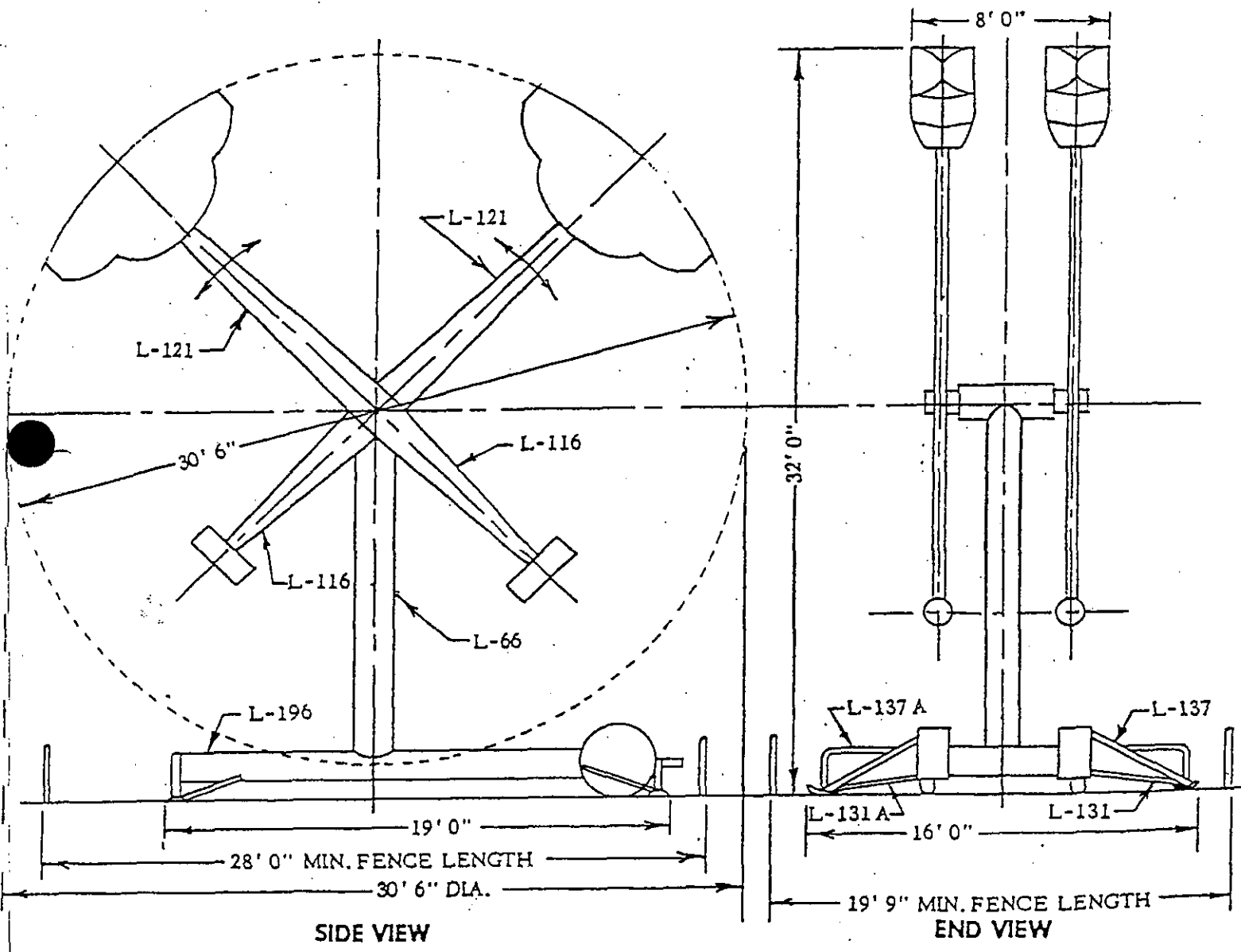
SIDE LOADING FENCE AND TICKET BOOTH SHOWN AS BROCKEN LINES





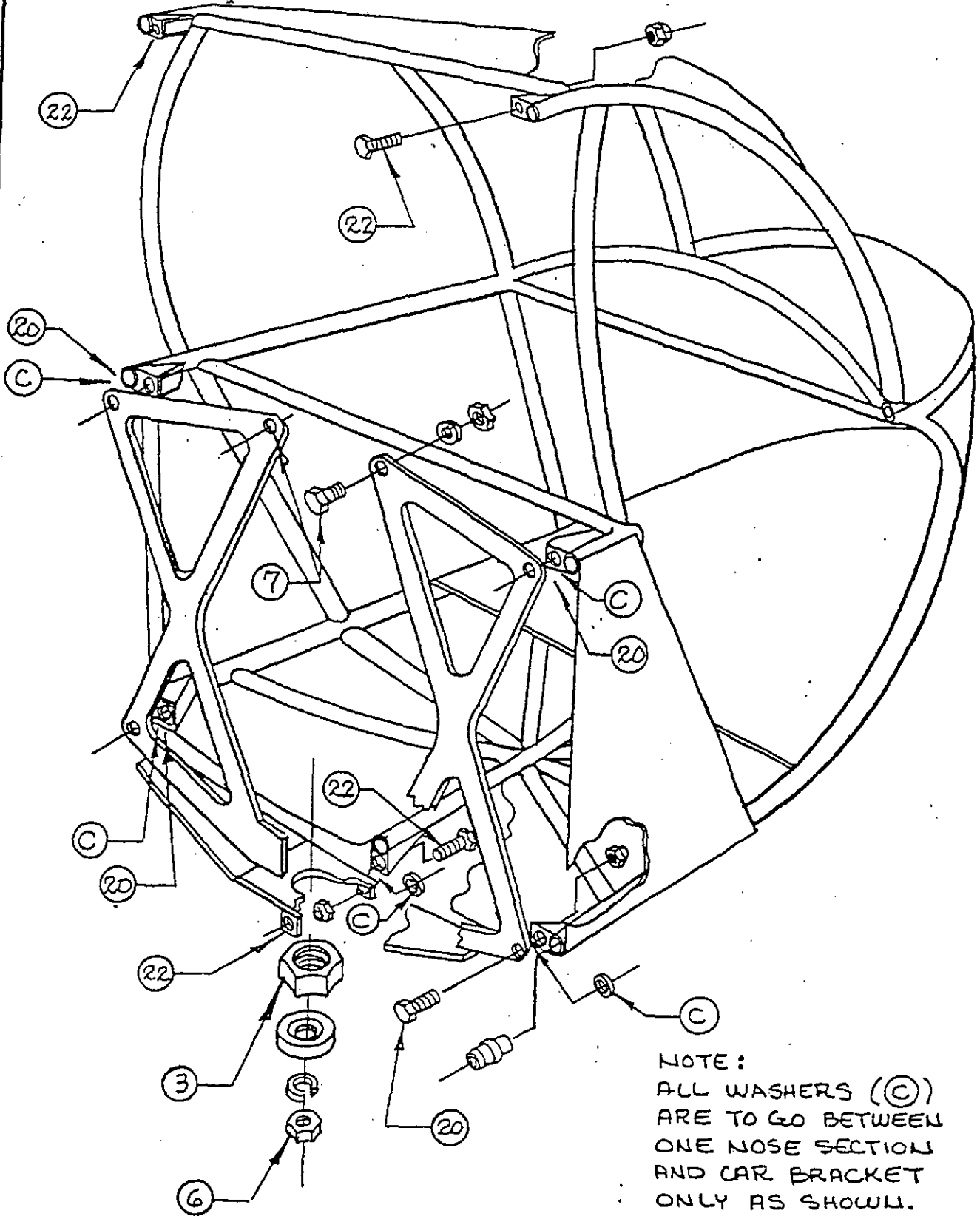
II

SPACE REQUIREMENTS



SIDE VIEW

END VIEW



NOTE:
 ALL WASHERS (C)
 ARE TO GO BETWEEN
 ONE NOSE SECTION
 AND CAR BRACKET
 ONLY AS SHOWN.

LOOP CAR ATTACHING BOLT BULLETIN

DRAWN BY: NEA	SCALE: ---	NO. REQ'D.:	MATERIAL:
DATE: 9-9-75	NEXT ASSY.:	SOS. NO.:	SDD. BY NO.:



Drq. No. BULLETIN # L-2

LOOP-O-PLANE CAR ATTACHING BOLT REPLACEMENT

FACTORY CHECKING OF SEVERAL UNITS HAS REVEALED SOME INSTANCES OF IMPROPER TIGHTENING OF THE ATTACHING BOLTS AND OTHER MAINTENANCE FAILINGS WHICH MAY RESULT IN FAILURES IN THE BOLT BRACKETS AND ADJACENT MEMBERS. SHOULD YOU FIND ANY LOOSENESS EVIDENT AT THE ATTACHING AREAS CAREFULLY INSPECT ALL AREAS OF CAR ASSEMBLY. ANY FRACTURES SHOULD BE REPORTED TO THE FACTORY IMMEDIATELY TO DETERMINE PROPER REPAIRING PROCEDURE.

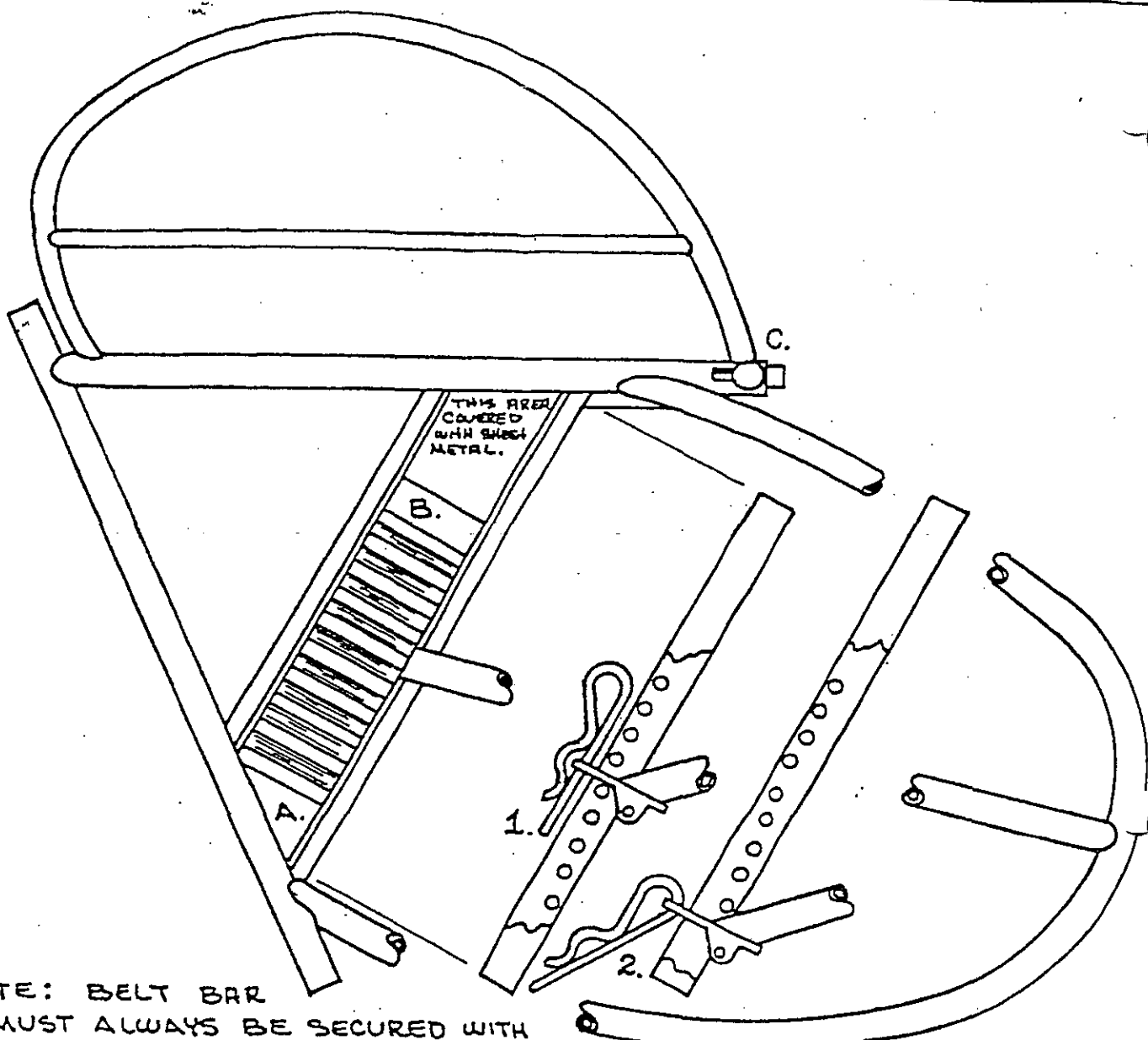
1. REMOVE ALL SEAT UPHOLSTERY AND HEAD RESTS.
2. BACK NUTS OFF ON THE FOUR $\frac{3}{8} \times \frac{1}{2}$ (20) BOLTS AND THE FOUR $\frac{3}{8} \times 1$ (22) BOLTS NOT MORE THAN $\frac{1}{4}$ ".
3. REMOVE & REPLACE, ONE AT A TIME, THE FOUR $\frac{3}{8} \times \frac{1}{2}$ (20) BOLTS WITH THE NEW GRADE 8 $\frac{3}{8} \times \frac{1}{2}$ BOLTS SUPPLIED IN THE KIT. WHEN REPLACING EACH (20) BOLT ADD ONE $\frac{3}{8}$ " SAE FLATWASHER (C) BETWEEN ONE CAR NOSE SECTION AND CAR BRACKET ONLY. THE PLACING OF THE WASHERS BETWEEN THE NOSE AND BRACKET IS TO ASSURE A PROPER CLAMPING LOAD BETWEEN THE THREE ASSEMBLIES. DO NOT TIGHTEN BOLTS AT THIS TIME.
4. REMOVE & REPLACE, ONE AT A TIME, THE FOUR $\frac{3}{8} \times 1$ (22) BOLTS WITH THE NEW GRADE 8 $\frac{3}{8} \times 1$ BOLTS SUPPLIED IN THE KIT. START WITH THE TWO BOLTS AT THE TOP OF THE CAR ASSEMBLY. WHEN REPLACING THE TWO BOTTOM CENTER BOLTS, MAKE SURE THE WASHER (C) IS PLACED BETWEEN THE SAME NOSE SECTION AND CAR BRACKET AS WASHERS WERE PLACED IN STEP #3.
5. USING A TORQUE WRENCH TIGHTEN THE GRADE 8 BOLTS TO 40 TO 50 FOOT POUNDS DRY. DRY MEANS THE THREADED AREA OF THE NUT & BOLT HAVE NO LUBRICANT ON THEM.
6. CHECK THE TWO (7) BOLT ASSEMBLIES ON EACH CAR BRACKET FOR PROPER TIGHTNESS, REPLACING IF LOOSE OR WORN WITH GRADE 5 OR BETTER. TORQUE TO 200 TO 250 FOOT POUNDS DRY.
7. CHECK (3) NUT FOR LOOSENESS ON BOTTOM OF EACH CAR ASSEMBLY BY BACKING OFF (6) NUT AND APPLYING UP TO 1000 FOOTPOUNDS TORQUE DRY TO (3) NUT AND RETIGHTEN (6) NUT TO 160 FOOT POUNDS TORQUE DRY.
8. REPLACE ALL UPHOLSTERY.

LOOP CAR ATTACHING BOLT BULLETIN

DRAWN BY: NEA	SCALE: ~	NO. REQ'D.: ~	MATERIAL: ~
DATE: 9-9-75	NEXT ASSY.: ~	SOS. NO.:	SDD. BY NO.:



Drg. No. BULLETIN # L-2



NOTE: BELT BAR MUST ALWAYS BE SECURED WITH BELT TAUT OVER PASSENGERS BETWEEN UPPER AND LOWER DOOR LADDER RUNGS. SPRING SAFETY KEY MUST BE RETAINED AT FIRST DETENT (FIG. 1.). IF BELT BAR IS IMPROPERLY SECURED BELOW BOTTOM RUNG (POINT A) OR ABOVE TOP RUNG (POINT B.) IN DOOR LADDER AND IF SAFETY KEY IS IMPROPERLY THROUGH BELT BAR PAST DETENT TO THE TOP OF THE LOOP (FIG. 2.) AND IF SEPARATE DOOR LATCH (FIG. C.) IS NOT PROPERLY FASTENED, DOOR MAY OPEN.

FACTORY APPROVED AND RECOMMENDED MODIFICATION:
 INSTALL GUSSETS (1/8" MATERIAL) AT POINTS A & B COMPLETELY FILLING AREA TO WITHIN 1/2" OF NEAREST LADDER RUNG. ATTACH BY WELDING.

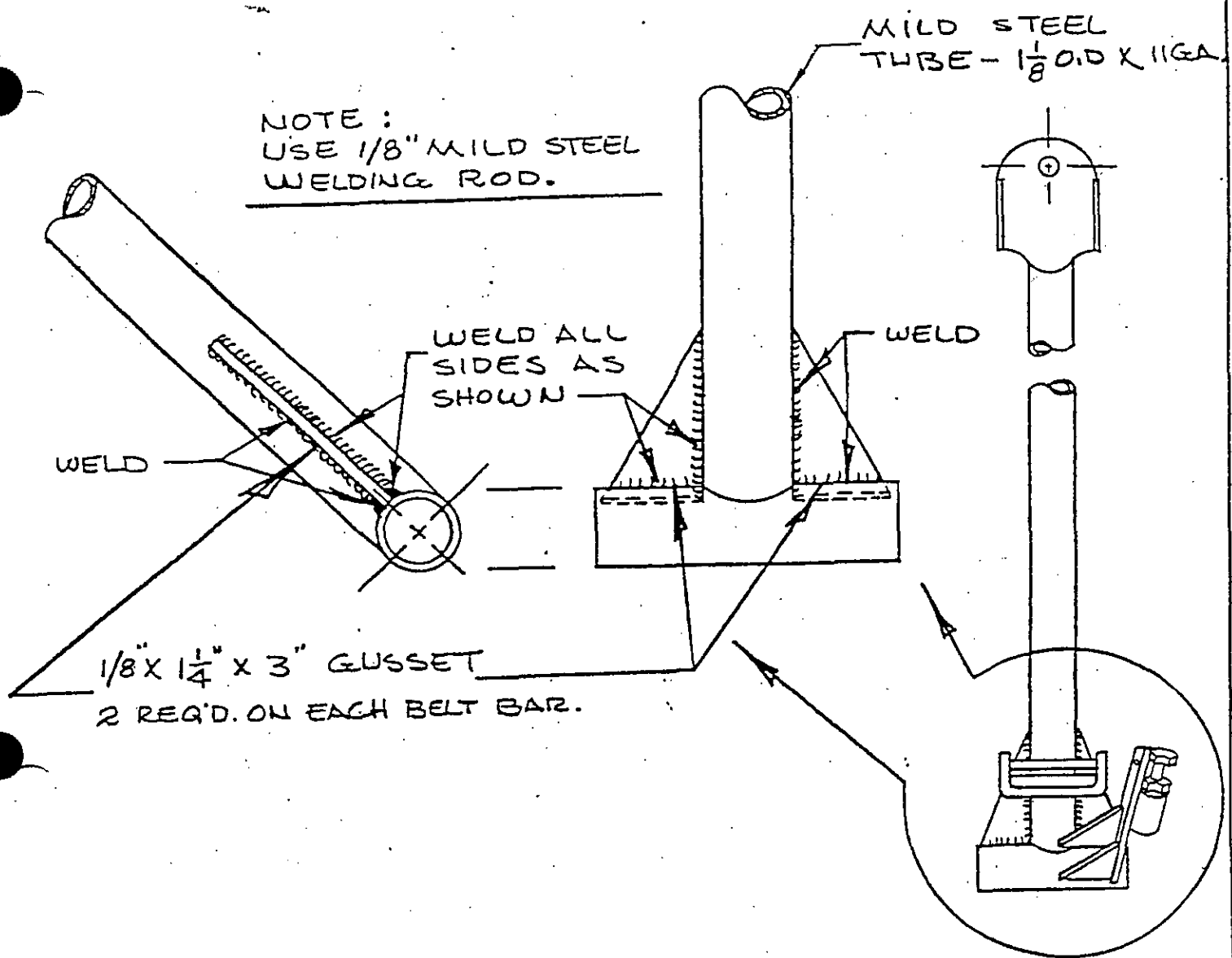
THIS INSTRUCTION MAY ALSO BE USED WITH FLY-O, ROCK-O & ROLL-O-PLANE CAR DOORS.

DOOR MODIFICATION BULLETIN


DRAWN BY: NEA	SCALE: NONE	NO. REQ'D.: ~	MATERIAL: ~
DATE: 4-6-78	NEXT ASSY.: ~	SDS. NO.:	SD. BY NO.:



Drg. No. L-8-78



DUE TO IMPROPER OPERATIONAL PRACTICES, THERE HAVE BEEN REPORTED FAILURES OF THE CAR BELT BAR ASSEMBLY (L-421). REINFORCEMENT GUSSETS ARE REQUIRED TO ELIMINATE THIS PROBLEM. GUSSETS SHOULD BE INSTALLED AS SHOWN IN THE ABOVE DRAWING.

BELT BAR REINFORCEMENT				 Drg. No. L-1-70
DRAWN BY: NEA	SCALE: NONE	NO. REQ'D.: ~	MATERIAL: AS SHOWN	
DATE: 7-15-70	NEXT ASSY.: ~	SOS. NO.:	EFF. W/SN:	
		SOD. BY NO.:	EFF. W/SN:	

ASSEMBLY INSTRUCTIONS

NOTE: TAPERS TO BE CLEANED WITH SUITABLE SOLVENT AND WIPED DRY. DO NOT USE MOLYBDENUM DISULFIDED OR EQUIVALENT FRICTION REDUCING COMPOUNDS ON FASTENERS OR TAPER.

1. INSTALL SEAL AND NEEDLE BEARING IN REAR BEARING CARRIER.
2. INSTALL "O" RING IN COUPLING FACE. MOUNT REAR BEARING CARRIER TO COUPLING FACE USING THE SIX 12 POINT CAPSCREWS WITH "O" RINGS. TORQUE CAPSCREWS TO 27-30 LB.FT.
3. INSTALL BALL BEARING INTO FRONT BEARING CARRIER. CARE MUST BE TAKEN TO NOT DAMAGE CIRCUIT FRONT COVER ADJACENT TO FLAT HEAD SCREWS.
4. INSTALL OUTPUT SHAFT OR OUTPUT FLANGE ASSEMBLY THROUGH REAR BEARING CARRIER AND INTO TAPER IN RUNNER HUB. SUPPORT THE OUTPUT END OF OUTPUT SHAFT OR OUTPUT FLANGE ASSEMBLY AND PRESS BALL BEARING ONTO OUTPUT SHAFT UNTIL BEARING INNER RACE OVERHANGS SHAFT END 0.060" TO 0.120". CAUTION: DO NOT PRESS FLUSH WITH SHAFT END. PRESS FORCE NEVER TO EXCEED 24,000 LBS. INSTALL ROLL PINS IN RETAINER WASHER. INSTALL RETAINER WASHER WITH ROLL PINS AND CAPSCREW AND TORQUE TO 177-195 LB.FT. BEARING AND RUNNER ARE NOW IN PLACE.
NOTE: TO HOLD SHAFT FROM TURNING WHILE TORQUING CAPSCREW, USE OPEN END OR PIPE WRENCH ON RETAINER WASHER.
5. MOUNT SELECTED INPUT GROUP WITH "O" RING AND SIX 12 POINT CAPSCREW WITH "O" RINGS TO INPUT END. TORQUE 27-30 LB.FT.
6. CHECK AIR TIGHTNES WITH 5-10 PSI PRESSURE APPLIED THRU FILLER HOLE.

SERVICE DISASSEMBLY INSTRUCTIONS

1. REMOVE THE TWO PIPE PLUGS IN THE FRONT COVER AND IMPELLER, ALLOW FLUID TO DRAIN COMPLETELY.
2. REMOVE COUPLING ASSEMBLY FROM INSTALLATION.
3. REMOVE THE SIX 12 POINT CAPSCREWS AND "O" RINGS FROM THE INPUT GROUP. REMOVE INPUT GROUP AND "O" RING.
4. REMOVE HEX HEAD CAPSCREW WHICH RETAINS THE OUTPUT SHAFT OR OUTPUT FLANGE ASSEMBLY. REMOVE THE RETAINER WASHER.
5. TO REMOVE MODELS HC OR HCF OUTPUT SHAFT AND MODEL HCM OUTPUT FLANGE ASSEMBLY, PACK SHAFT CENTER SCREW HOLE WITH GREASE. WRAP THREAD OF REMOVED HEX HEAD CAPSCREW WITH SEVERAL LAYERS OF TEFLON TAPE TO SEAL AGAINST HIGH GREASE PRESSURE. INSERT SCREW THROUGH RETAINER WASHER INTO GREASE FILLED HOLE AND TIGHTEN. REPACK HOLE IF NECESSARY UNTIL RELEASE OF TAPER JOINT IS ACHIEVED. TO REMOVE MODEL HBM OUTPUT SHAFT, FIRST REMOVE OUTPUT BEARING CARRIER PER INSTRUCTION NO.6. SUPPORT RUNNER ON A TUBE * AND PRESS OUTPUT SHAFT FROM RUNNER. USE PLUG AGAINST OUTPUT SHAFT TO PROTECT THREADS IN SHAFT.
6. REMOVE SIX 12 POINT CAPSCREWS AND "O" RINGS FROM OUTPUT BEARING CARRIER. REMOVE CARRIER ASSEMBLY AND "O" RING.
7. IF REMOVAL OF BEARING AND SEAL FROM OUTPUT BEARING CARRIER IS NECESSARY, PRESS OUT FROM COUPLING SIDE.
8. TO REMOVE INPUT BALL BEARING USE A ROD AND TAP OUT FROM COUPLING OUTPUT END.

NOTE: IF THE FRONT COVER AND IMPELLER ASSEMBLY IS DAMAGED, THE BASIC UNIT MUST BE REPLACED.

* TOOLS REQUIRED FOR DISASSEMBLY.

1. TEFLON TAPE
2. TUBE (3.00" OD X 2.06" ID X 7.00" LONG)

RECOMMENDED REPLACEMENTS FOR OVERHAUL:

1. SEAL
2. BEARINGS
3. ALL "O" RINGS

MODELS 12.4 HC, HCF, HCM, HBM FLUID COUPLINGS
UNIT ASSEMBLY AND SERVICE INSTRUCTIONS

DRAWN BY: AFA	SCALE: ~	NO. REQ'D.: ~	MATERIAL: ~
DATE: 6-20-77	NEXT ASSY.: ~	SDS. NO.:	SDS. BY NO.:



Drq. No. L-7-77

Guy D. Sherbourne, Sr., President

LOOP-O-PLANE OPERATION

One man operates during "grind" periods with one additional loader required for capacity operation. Control stand functions from either side of ride, allowing full flexibility on location. The clutches and throttle are operated by one lever. Braking is accomplished by releasing spring-loaded foot pedal, which requires an operator to be at the control stand whenever the ride is in motion.

MAX--RPM:

- Gas -- 22 RPM
- Electric -- 22 RPM

Capacity:

- 3 Kids or 2 Adults
- 340 Lbs. -- Maximum weight per car
- Balance load per side -- Rock car back and forth until cars will go over top 3 or 4 times. Stop ride and run opposite way.
- Do not stop and hold cars upside down.



OREGON RIDES INC.

MEMBER

LOOP-O-PLANE CHECKLIST

(Device) Name _____ Serial Number _____

INSPECTION DATE _____ INSPECTED BY _____

Please refer to the proper factory Parts Catalog and Operating Instruction Manual for detailed explanation of Inspection and Maintenance procedures. (Additional copies are available from us) In addition to your routine inspection and maintenance the following items should be checked:

DESCRIPTION	WHAT TO CHECK	OK/ /BY	DATE	NOTES AND REMARKS
1. Mudsills	Cracks and structural damage.			Notify O.R.I. if damage or cracks are discovered.
2. Column				
3. Sweeps				
Column Hinge Pin and Clamp Bolt	Damage or looseness.			Replace hinge pin if clearance exceeds +.065". Replace clamping bolt and nut if threads are damaged or worn excessively.
5. Upper gear Box	Loose pinion nuts sprockets and lubricant.			If pinion is loose, adjust bearings to snug fit. Replace damaged or worn nuts. Lubricate as per instructions in Operating Manual.
6. Counter - weight Bolts	Worn or damaged bolts, nuts, correct size & type.			Replace with factory specified size and type.
7. Pendulum Bushing	Wear; diameter and end movement			If car moves in excess of 1/4" toward and away from column, with ride in operating position, replace.
8. All Fasteners	Worn, damaged or missing. Wrong type or size.			Replace with factory specified size and type.

P.O. BOX 13483, SALEM, OR 97309

OFFICE: (503) 760-1511 ; PARTS & SHOP: (503) 588-0984 ; FAX: (503) 588-1111

DESCRIPTION	WHAT TO CHECK	OK/ /BY	DATE	NOTES AND REMARKS
9. Sign Hinge & Fastenings	Worn, damaged correct size bolts. Enlarged holes.			Replace with correct size bolts and factory parts.
10. Guy Cables & Turnbuckles	Corrosion, broken strands, kinks, damaged turn - buckles.			Replace if any of these conditions exist.
11. Mudsill Attaching Points & Pins	Cracks or structural damage. Loose fitting pins.			Contact O.R.I. for repair procedures. Replace worn pins and damaged safeties.
12. Cars	Loose, cracked or missing screen Worn or broken frame tubing.			Contact O.R.I. for repair procedures on tubing. Repair or replace screen.
13. Automatic Belt Bar Assy	Condition of all fasteners, lost or broken spring, belt bar door key hole for wear. (Max. from out - side of hole to end of bar 3/8") Worn or damaged door keys, missing door key straps, restraint belt condition.			Replace worn belts. Enlarged key holes should be weldfilled and drilled to correct size. Install new fastenings, keys and straps as required.
14. Door Latch & Hinges	Broken or missing parts. Proper alignment. Positive locking			Align hinges for proper door locking. Replace missing, worn, or broken parts.
15. Car Attaching Bolts & Nuts	Looseness, wear and structural damage.			If bolts are loose or structural damage is found, contact O.R.I. for information on bulletin # L-275 and proper repair procedures.
16. Chains & Sprockets	Chain stretch & wear. Sprocket teeth for wear.			If chain is stretched it must be replaced. Sprockets that are worn to excess, or otherwise damaged, must be replaced.

DESCRIPTION	WHAT TO CHECK	OK/ /BY	DATE	NOTES AND REMARKS
17. Electrical Components	Worn or bad cords or plugs, light rings & brush assemblies.			Replace worn or unsafe cords & plugs with proper size & type. Replace brushes & light rings if worn excessively.

ADDITIONALLY FOR GAS MODEL

18. U-Joints	Excessive wear & missalignment.			Replace or repair as necessary. Lubricate.
19. Mounting Bearings (U-joint)	Wear & lubrication.			Replace as necessary. Lubricate.
20. Engine Clutch	Wear & pilot bearing failure.			Repair or replace as necessary.
21. Clutch & Throttle Control Linkage	Excessive slack & wear.			Adjust, repair or replace loose or worn parts.
22. Lower Gear Box	Shaft movement, clutch condition			Shaft should have no movement laterally or <u> </u> Clutch should be positive. Repair or replace as required.

NOTE: When ordering parts, please give machine serial number along with the parts numbers from the Parts Catalog and Operating Instruction Manual.