

SUPERTOW LIFT KIT

Lift bars expand the sizes and types of aircraft your Supertow may easily load.

Heavier nose gear may be difficult to load. Other factors affecting loading include the angle of the front strut or the size/hardness of the tire.

If the front roller **touches the ground even briefly** while loading, loading may be difficult or even fail. This contact may not be obvious from the viewpoint of the operator and may require a spotter to get down and close to observe when the roller encounters the tire.

Common Symptoms:

- 1) Plane begins to load
- 2) Supertow tires spin
- 3) If plane is chocked tug tires continue to spin; plane does not load
- 4) If plane is not chocked, the plane may roll backwards (we recommend always chocking for safety)

INSTALLATION ON SUPERTOWS WITH PRE-DRILLED HOLES:

Use included bolts to attach bar. If kit has 2 bars, start with the thinner of the 2 and move to the thicker if needed. The bars may be stacked for extra height. The included locknuts are not required, but are OK to use.

INSTALLATION ON OLDER SUPERTOWS:

Center Lift Bar on Carriage Support Bar, mark holes. Drill a 1/4" hole at each site. Use included locknuts to fasten.

