

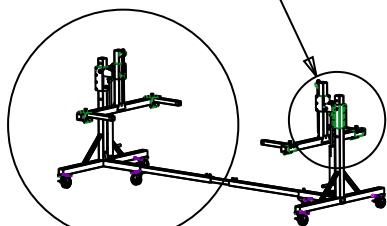
QUANTITIES ARE REPRESENTATIVE OF ENTIRE ASSEMBLY,
NOT JUST THE VIEW SHOWN.

| DESCRIPTION | QTY | PART # |
|--------------------------|-----|-------------|
| CENTER CONNECT TUBE | 1 | AT-PLUS-18 |
| CONNECTING ARM | 2 | AT-PLUS-W07 |
| STAND | 2 | AT-PRO-W01 |
| OUTER PIVOT HOUSING | 2 | AT-PRO-W04 |
| INNER PIVOT | 2 | AT-PRO-W03 |
| MOUNTING ARM "W" BRACKET | 4 | AT-PRO-11 |
| T-ARM | 2 | AT-PRO-W02 |
| MOUNTING ARM | 4 | AT-PRO-W05 |
| ACME THREADED ROD | 2 | AT-PLUS-W08 |
| HYDRAULIC JACK | 2 | 1-A214 |
| ACME THREAD LOCK COLLAR | 2 | AT-PRO-14-W |
| OUTER PIVOT "W" BRACKET | 2 | AT-PRO-09 |
| BALANCER "W" BRACKET | 2 | AT-PRO-W06 |

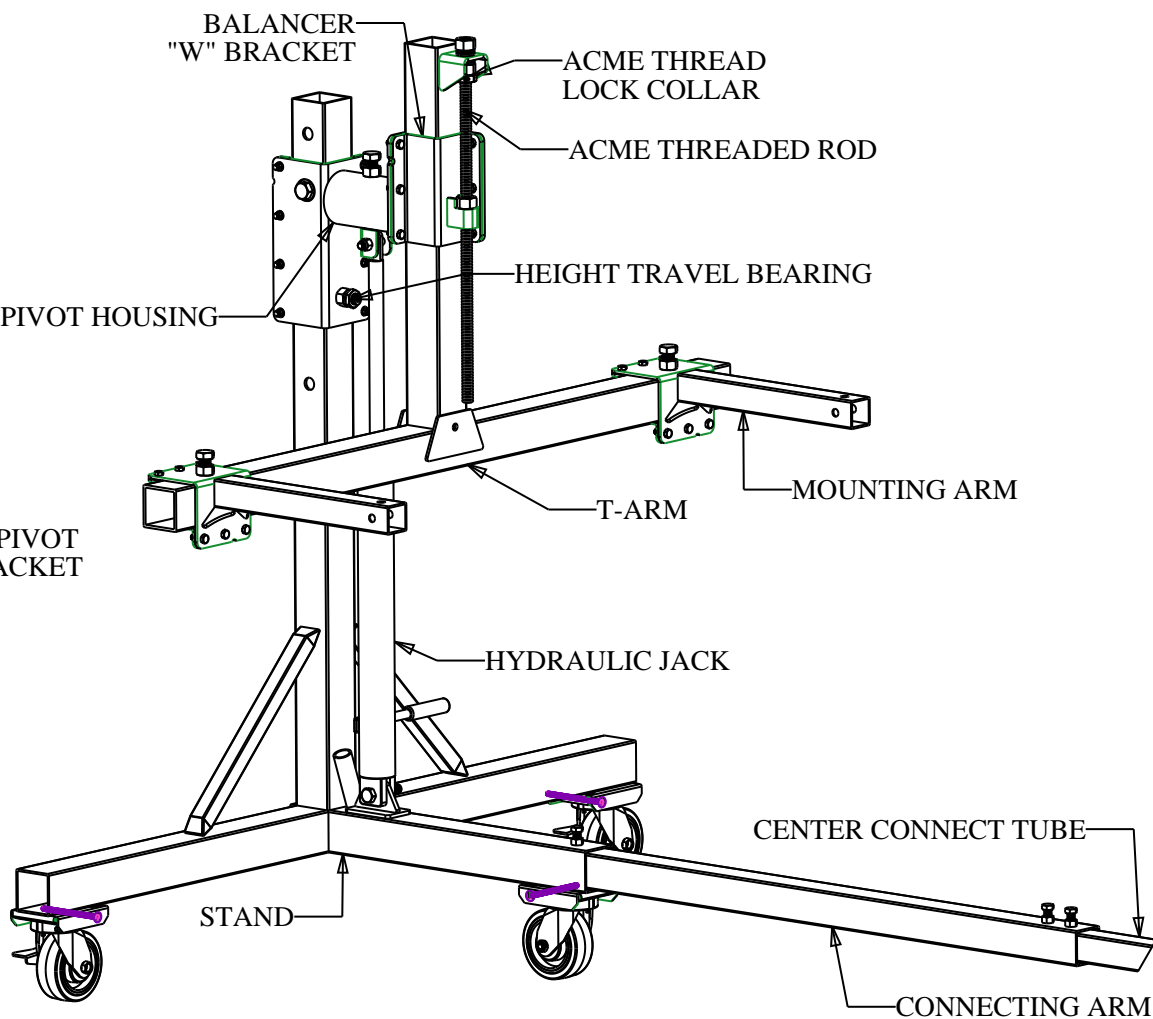
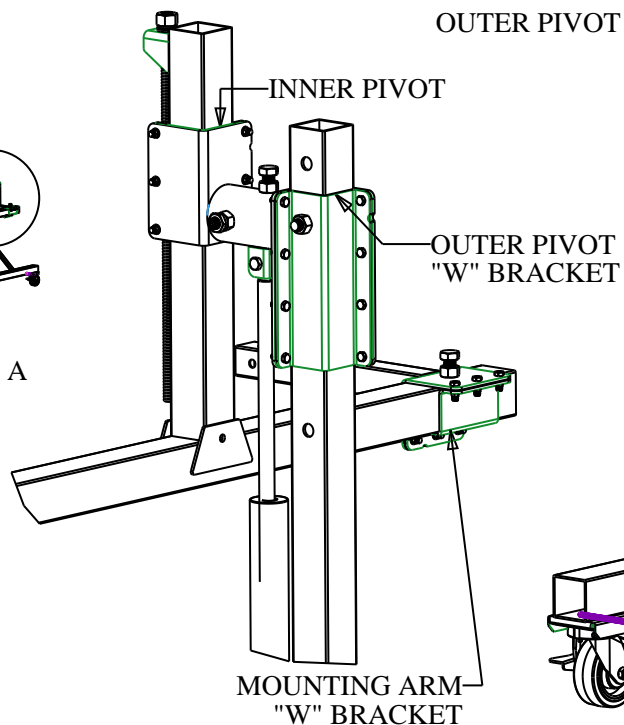
PRODUCT IS SHIPPED WITH 1 BOX CONTAINING
THE FOLLOWING HARDWARE FOR ASSEMBLY

| DESCRIPTION | QTY | PART # |
|-------------------------|-----|------------------|
| 5" CASTER WITH BRAKE | 4 | W-C5X2P-BK-TWIRL |
| 5" CASTER W/O BRAKE | 2 | W-C5X2P-TWIRL |
| 3/8" X 5" CARRIAGE BOLT | 6 | |
| 3/8" X 16 TPI NYLOC NUT | 6 | |

SEE DETAIL B



SEE DETAIL A



AutoTwirler®

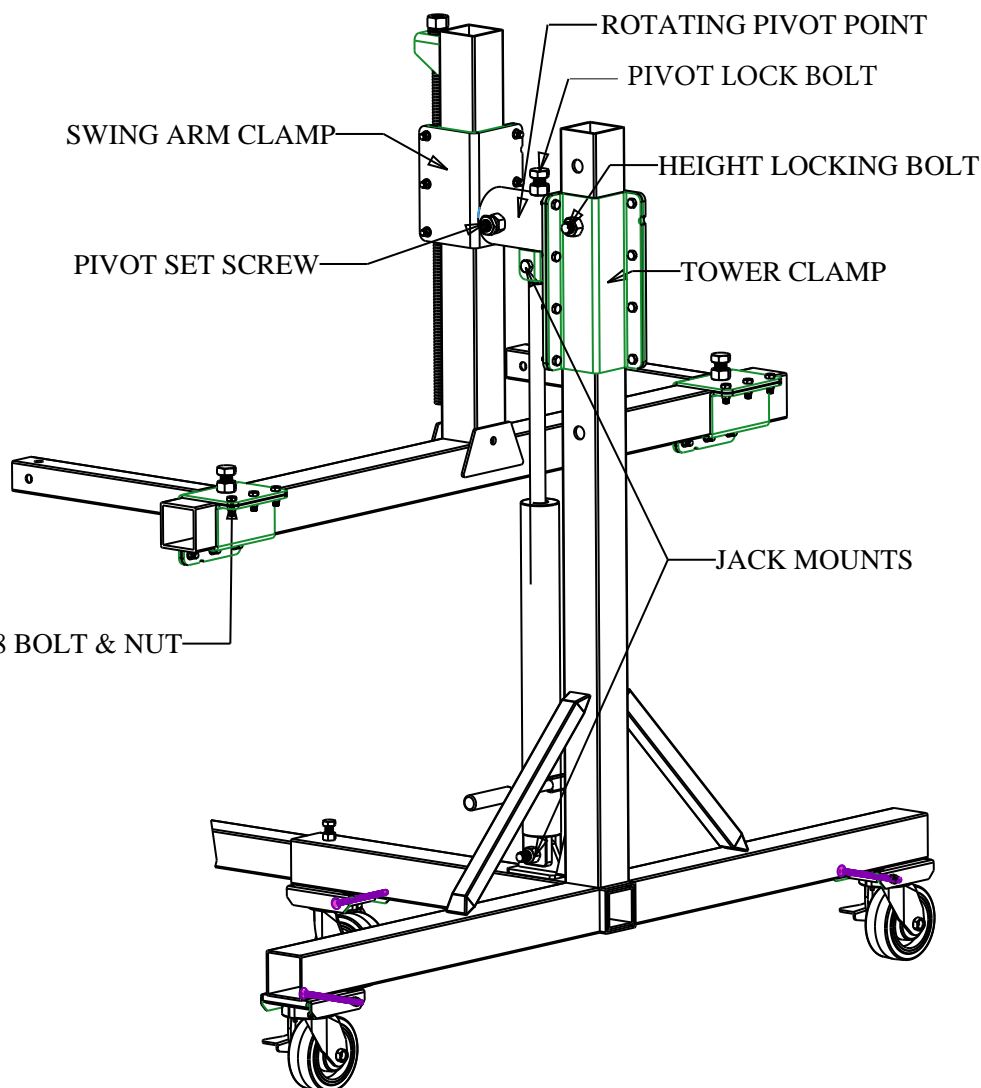
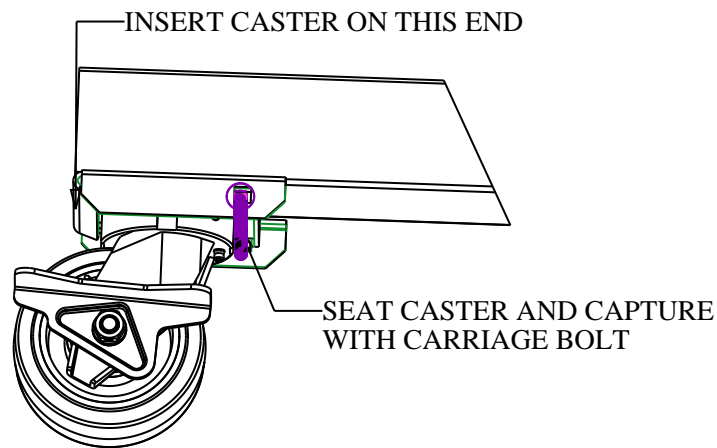
675 N 600 W STE 2, LOGAN UTAH, 84321

email: info@autotwirler.com website: www.autotwirler.com
3/23/15

AUTO TWIRLER PRO

Assembly Instructions

****WARNING:** Do NOT take the rotating pivot point (the round pipe) apart. This section contains ball bearings that may be difficult to re-assemble. Do NOT paint the vertical member of the tower or the swing arm. It will make it more difficult to slide the clamps over them. Make sure all hardware is properly tightened and Height Locking Bolt is inserted and secured before use. **



- 1.) Cut and remove the plastic wrap holding the swing arms together.
- 2.) Remove the single Center Connect Tube and the two Connecting Arms that are packaged inside the swing arms. Please use caution as these can fall, possibly causing injury. Set them aside for now.
- 3.) The casters are located in one of the boxes on the pallet. Install 3 casters into the quick connect caster pads on the bottom of each tower. Two of the casters do not have brakes - put one on the center leg of each tower. Note the caster will slide into one end and then retained on the other using the carriage bolt and locking nut provided. Do not over-tighten the bolts.
- 4.) Apply a dry lubricant to the sliding parts. The pivot point is pre-greased prior to shipping. We recommend greasing the pivot every 3-6 months by removing the locking bolt on top of the rotating pivot point and pushing grease down into the nut while rotating the pivot. Do not take the pivot apart as re-assembly may be difficult.
- 5.) The set screw on side of the pivot with the locking nut is a retaining bolt. It is aligned with a groove on the insert. It should be kept tight, but not overtightened, keeping slight pressure against the insert.
- 6.) Loosen the 3/8" flange head bolts on the mounting arms, remove the mounting arms and rotate them 90 degrees, positioning them in a horizontal manner. Make sure you tighten all bolts prior to putting weight on the mounting arm.

NOTICE: Before proceeding further, please make sure you have all your parts, bolts, everything. Any claim for missing pieces must be filed within 15 days of receiving your shipment. AutoTwirler will provide replacement parts as needed on a per charge basis after 15 days.

Lifting the Body off the Frame using the AutoTwirler PRO (Optional)

There are many methods to remove the body from the frame, albeit with a hoist, a 2 post lift, etc., but if these pieces of equipment are not available to you, you can use the AutoTwirler Pro to lift the body off the frame.

- 1.) Remove the casters from two towers to prevent them from rolling. Remove the bolt on the center leg.
- 2.) Lock down the pivot to prevent it from rotating.
- 3.) Push the mounting arms all the way up under the rockers on the side of the car, near the center as much as possible. Get them as far in as possible. If the frame is close to the edge of the car body, you may need to jack the body up to insert the mounting arms between the frame and the body.
- 4.) Extra support can be gained by sliding the 2 larger center tubes over the mounting arms, thereby connecting the two towers together.
- 5.) Slowly jack up each side of the car body. Keep the body level. Some bodies may be heavy in the rear and may require extra support to remain level. Additional equipment may be required to stabilize the rear.
- 6.) Roll the chassis forward, out from under the body. If the rear tires hit the center leg on the towers, use a floor jack to raise the differential enough to clear the tubing.
- 7.) Lower the body down onto jack stands, a cart, or blocks which are at least 20" high. AutoTwirler manufactures several options for this operation, like our standard body cart, body cart plus or heavy duty jack stands.
- 8.) Re-assemble the casters on the AutoTwirler PRO towers. Insert the bolt back into the center leg.



***** NOTICE *****

Improper use could result in property damage, injury, or even loss of life. Please read instructions carefully BEFORE you begin putting your vehicle on the AutoTwirler. Mounting your vehicle and finding the center of gravity will take some time. Please do not rush thru this process. If you have any questions, please contact us.

While AutoTwirler goes thru extensive measures and trials prior to selling our products to ensure they are safe, no liability can be accepted by the manufacturer, its distributors, or dealers when unauthorized modifications have been made to any component or the operating instructions were not observed. Manufacturer reserves the right to make changes in specifications, design, materials and manufacturing at any time without notification.

Mounting Instructions

1. Before mounting the car body, you MUST identify the mounting method or mounting location.
We can offer suggestions, but the ultimate decision is yours. It must be a strong enough mount to hold the weight.
 - a. On full frame cars, you can often mount to the body mounts.
 - b. For Ford and Mopar Uni-bodies, the front mounts are on the side of the frame rails where the bumper brackets are mounted. The rear can be mounted at the bumper mount using AutoTwirler Uni-plate Brackets or at the leaf spring mount using an AutoTwirler Leaf Spring Bracket.
 - c. For Chevy Uni-bodies, the front mounts at the firewall where the subframe comes off using AutoTwirler 8" Mounting Arms. The rear can be mounted at the bumper mount using AutoTwirler Uni-plate Brackets or at the leaf spring mount using an AutoTwirler Leaf Spring Bracket. You will have to clear the rear valence.



2. MAKE SURE THE MOUNTING POINTS YOU HAVE CHOSEN ARE STRUCTURALLY SOUND.
If not, you will need to repair, replace, or support the mounting location before mounting it to the rotisserie.
3. With the vehicle on jack stands, or cart, other elevated structure, at least 21.5" off the ground, center the AutoTwirler PRO tower to the front and rear of the car. Measure the same distance left to right from the center of the swing arm to each mounting arm. Most cars are symmetrical left to right, but if your car is heavier on one side versus the other, you may need to offset the unit to the heavier side.
4. Mount the AutoTwirler mounting arms or accessory brackets to your car body. See Step 1 for suggestions on mounting locations and methods. Tighten all bolts on all mounting locations and where the mounting arm is attached to the swing arm. The six 3/8" bolts on the mounting arm will lock down tight to prevent any rotation on the tube. The 3/4" bolt is added to bite into the tube as a secondary safety feature to prevent slippage.
5. Insert the center connecting tubes into the center legs of each tower. Make sure each tower, or base, is perpendicular to the floor and parallel to each other. Tighten the bolts on the center tubing. Do not overtighten.

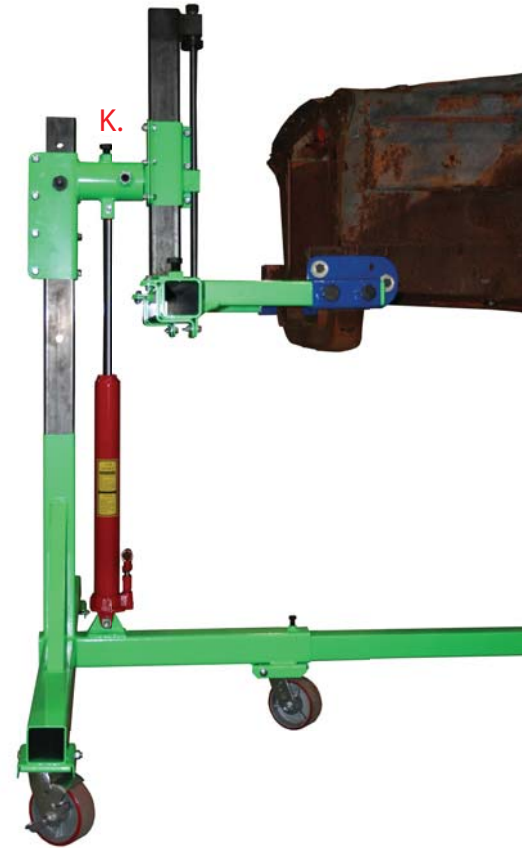


6. Double check all mounting locations and the tightness of ALL bolts.
** A loose connection could lead to damage or injury, so do not get in a hurry here. **
7. Start lifting the car body using the hydraulic jacks. Make sure the 3/8" bolts on the collar are only slightly loose to continuously keep the clamp square on the tube. One person on each end is ideal to keep the car level. If only one person is available, lift one end 2-3" and alternate back and forth until at the desired working height. Insert the 3/4" structural bolt to securely position the height setting. Tighten all 8 of the 3/8" bolts on the clamp. Remove all previously used jack stands, or carts, that the car body was sitting on originally.

Balancing Instructions

CAUTION: Do NOT use an impact wrench on the balancer tool. It may damage the nut on top of the rod and it will loosen the shaft collar. Please only use a wrench, a drill and socket, or a ratchet and socket.

1. Start with the car in the lowest position, making the unit bottom heavy.
2. Loosen the Locking Bolt (K) on the pivot to allow movement.
3. Make sure the height adjustment is high enough so the car will clear the center when fully rotated. For safety sake, start on the top hole. Always watch the clearance when rotating the car for the first time.
4. Push on the swing arm to test the balance. The car should swing back and forth, in a pendulum motion. If it stays in a vertical position, it is balanced. Stop. If it is too heavy to push to a vertical position, it is still bottom heavy. Move to step 5.
5. Rotate the Acme Rod clockwise. The Swing Arm will be drawn up thru the swing arm clamp. You may want to loosen the clamp slightly to allow this movement. Repeat on both ends, keeping the car somewhat level.
6. Repeat steps 4-5 until the car will sit vertically without drifting either direction.
7. If the car becomes top heavy, it may flip over upside down. If this happens, rotate the Acme threaded rod counter-clockwise until you can easily turn the car back right side up.
8. If 2 people are available, you can turn the Acme rod on each end simultaneously while pushing on the car at the same time. As you draw the car up, changing the position of the center of mass, the car will be easier to push to a vertical position. Once you get the car vertical, stop.
9. After adjusting the balance, tighten the six 3/8" bolts on the swing arm clamp.
10. The pivot point is very easy to rotate with very little drag. You can tighten the 3/4" structural bolt to lock it in any position, any angle. Or if you just want a little drag on it, you can tighten that bolt slightly on one end.



AutoTwirler[®]

675 N 600 W STE 2, LOGAN UTAH, 84321

email: info@autotwirler.com website: www.autotwirler.com

3/23/15