

# IMPORTANT

## 2 Speed Power Drill Information

The minimum power requirement for drill use with your EazyRizer Lift is 550 watt upwards and a maximum speed of 850 rpm. We recommend the use of the drill shown below available from all B&Q outlets model number (PHD1050A-2 1050W) Cost £35.00.

This machine is a very high performance drill with a **2 Speed Mechanical Gearbox**, this is very important when lifting heavy loads due to the massive torque required and the **First Gear Option** with this machine provides all the power that is needed.

DO NOT confuse Mechanical Gear Reduction with Electronic Variable Speed Control as these machines run up to very high speeds but do not have the necessary torque required for the task!



There are many similar machines available from other stores but be sure to choose the two speed mechanical option easily identifiable by the speed selector dial seen above.

# EAZYRIZER INSTRUCTIONS 2001.

1

YOUR LIFT HAS BEEN EXTENSIVELY TESTED MEETING THE HIGHEST RELEVANT LEGISLATIVE STANDARDS. FURTHERMORE BY USING HIGH PRECISION LASER CUTTING FOR COMPONENT MANUFACTURE AND 'STATE OF THE ART' WELDING TECHNOLOGY WE CAN OFFER YOU:

## A LIFETIME MECHANICAL GUARANTEE.

EAZYRIZER HAS A SAFE WORKING LOAD OF 350kg-770lbs CHASSIS METHOD AND 250kg - 550lbs WHEEL METHOD.

PLEASE USE THE LIFT SENSIBLY AND FOLLOW THE GUIDELINES SET OUT BELOW FOR YOUR PERSONAL SAFETY.

KEEP HANDS, FEET AND LOOSE CLOTHING AWAY FROM ALL MOVING PARTS WHEN OPERATING.

WE STRONGLY ADVISE ASSISTANCE IN THE INITIAL STAGES UNTIL PROFICIENCY IS ACHIEVED FOR SOLO OPERATION AND REMEMBER! ALWAYS USE THE LIFT ON A FLAT AND LEVEL SOLID BASE, NEVER ON SLOPING, SOFT OR UNEVEN SURFACES.

NEVER CLIMB ONTO THE MACHINE WHEN ELEVATED.

WHEN INVOLVING WHEELS, FRONT FORKS OR ENGINE REMOVAL, COMPLETE ALL HEAVY TORQUING AT GROUND LEVEL THEN RAISE TO SUIT.

IF USING A POWER DRILL TAKE CARE NOT TO REACH THE EXTREMES OF TRAVEL AT SPEED, OTHERWISE SNATCH OR EVEN DAMAGE TO THE MACHINE MAY OCCUR, (CLOCKWISE TO RAISE - ANTI-CLOCKWISE TO LOWER). A BUFFER IS INCORPORATED TO REDUCE THIS EFFECT.

IF IN DOUBT ABOUT THE CONTENTS OR CONTEXT PLEASE CONTACT YOUR DISTRIBUTOR FOR FREE ADVICE BEFORE USE.

### WHEEL MOUNTING

1. INSERT BOTH TELESCOPIC ARMS AS SHOWN IN THE MAIN ILLUSTRATION Fig 1.
2. REMOVE THE SIDE STAND CAPTURE 'C' CLAMP FROM IT'S HOUSING Fig 2B AND SLACKEN THE 17mm ADJUSTER BOLT.
3. SLIDE THE FULLY LOWERED LIFT PARTIALLY UNDER THE BIKE AND LOWER THE SIDE-STAND, NEXT POSITION THE LIFT AS THE SIDE-STAND AND CAPTURE PLATE ALIGN, THEN POSITION THE TELESCOPIC ARMS TO FIT AROUND THE TYRES AND PUSH THE LIFT HOME UNTIL THE "U" TUBES CONTACT THE TYRE WALL.
4. HOLDING THE BIKE UPRIGHT, POSITION THE SIDE-STAND CAPTURE PLATE TO SIT SQUARELY UNDER THE SIDE STAND FOOT Fig 3 THEN FIT THE 'C' CLAMP WITH ITS FINGERS LOCATED IN THE BRACKET APERTURE AND LOCK DOWN WITH THE M8 BOLT PROVIDED (Avoid over tightening).
5. WHENEVER POSSIBLE FIT THE 'U' BOLT AROUND THE STAND LEG FOR ADDED SECURITY. Fig 3.
6. NOW WITH A 22mm SOCKET, RAISE THE LIFT BY TURNING THE SCREWSHAFT 'CLOCKWISE' UNTIL THE WHEELS JUST BREAK GROUND - 5mm MAX. CHECK THE BIKE IS VERTICAL AND THE SIDE STAND IS SECURE ADJUSTING ATTITUDE IF REQUIRED, NOW TIGHTEN THE SIDE STAND BRACKET ADJUSTER BOLT WITH A 17mm WRENCH TO 40lbs ft.

NOTE. AN INDICATOR OF MAXIMUM TELESCOPIC ARM TRAVEL IS PROVIDED IN THE FORM OF A 5mm HOLE IN THE TOP OF THE WHEEL MOUNTINGS Fig 1. DO NOT EXTEND OUT PAST THIS POINT.

**WARNING, IT IS IMPERATIVE THAT YOUR FULL ATTENTION IS PAID TO THE ADJUSTABLE STAND - BRACKET & CLAMP ASSEMBLY, FAILURE TO SECURE AND FASTEN THE FIXINGS AS DIRECTED MAY RESULT IN DAMAGE OR EVEN PERSONAL INJURY. FURTHERMORE DO NOT ATTEMPT ADJUSTMENTS WHEN ELEVATED.**

### CHASSIS - SUPERBIKE

1. FOLLOW INSTRUCTIONS 2 above AND PLACE THE MULTI-MOUNTINGS ON THE LIFTING BEAM AS IN MAIN ILLUSTRATION. See supplement sheet. TAKE CARE TO LOCATE THE REAR MOUNTING SECURELY UNDER THE MONOSHOCK OR CENTRE STAND IF FITTED AND THE FRONT MOUNTING UNDER THE COLLECTOR PIPES AS ILLUSTRATED. Note: In some cases it will be necessary to fit the mountings after the lift is in place.
  2. NOW FOLLOW INSTRUCTIONS No 3/4/5/6. (Disregard the reference to, Telescopic Wheel Mountings).
  3. FOR BIKES WITH CENTRE-STANDS LIFT FROM THIS POINT WITH THE STAND IN THE RAISED POSITION.
- Note: THE REAR MULTI-BRACKET IS DESIGNED SO THE 'TABS' CAN BE BENT DOWN IF NEEDED FOR LOCATION. Spares are available separately.

### CHASSIS - HARLEY/CUSTOM & CLASSICS duplex frames.

1. LOCATE THE BEAM MOUNTINGS ON THE MAIN LIFTING ARM KEEPING THEM AS FAR APART AS POSSIBLE AND TIGHTEN THE FOUR M8 BOLTS TO SECURE THE BEAMS TO THE MAIN ARM. NOW SLIDE THE LIFT UNDER THE BIKE LOCATING IT IN THE BEST POSITION TO ENSURE MAXIMUM STABILITY.
2. WITH THE BEAMS FIRMLY UNDER THE FRAME TURN THE 22mm DRIVE NUT CLOCKWISE TO RAISE THE LIFT UNTIL FULL CONTACT IS MADE, NOW SECURE THE BEAMS TO THE FRAME BY USING THE HOOK BOLTS PROVIDED OR TIE DOWN WITH A SUITABLE ALTERNATIVE. See supplement sheet.

NEVER OPERATE THE LIFT WITH WORN OR DAMAGED PARTS AS THIS MAY COMPROMISE THE SAFETY OF THE MACHINE.

REGULARLY CHECK THE FOUR-MAIN M8 BOLTS (FIG 4) AND TENSION TO 20lbs ft IF NECESSARY.

ALWAYS KEEP THE SCREW SHAFT, BRONZE NUT AND TOP BEARING WELL LUBRICATED WITH LM TYPE GREASE.

WHEN EMPLOYING A POWER DRILL ENSURE IT HAS A RATING OF 600 WATTS & GEAR REDUCTION DRIVE AROUND 1000 RPM, DO NOT EXCEED THIS SPEED.

### DECLARATION OF CONFORMITY Dated 25 June 1998

MOTOR CYCLE LIFT. TYPE A  
COMPLIES TO MACHINERY DIRECTIVES  
EC TYPE EXAMINATION BY  
TECHNICAL FILE No

This equipment conforms to the above standards & directives.

Director

SERIAL No 99/QD/00  
89/392/EEC 91/368/EEC 93/44/EEC & 93/68/EEC.  
S.G.S. U.K. TIVIDALE, WEST MIDLANDS, B69 3HX.  
DUR20518/RWR/MD98-MDTF207. CERTIFICATE No MDC207

**QUASAR PRODUCTS LTD. Tel (44) 01827 61754. Fax (44) 01827 61677.**  
2c Mariner, Lichfield Rd I.E. Tamworth, Staffordshire, B79 7UL United Kingdom

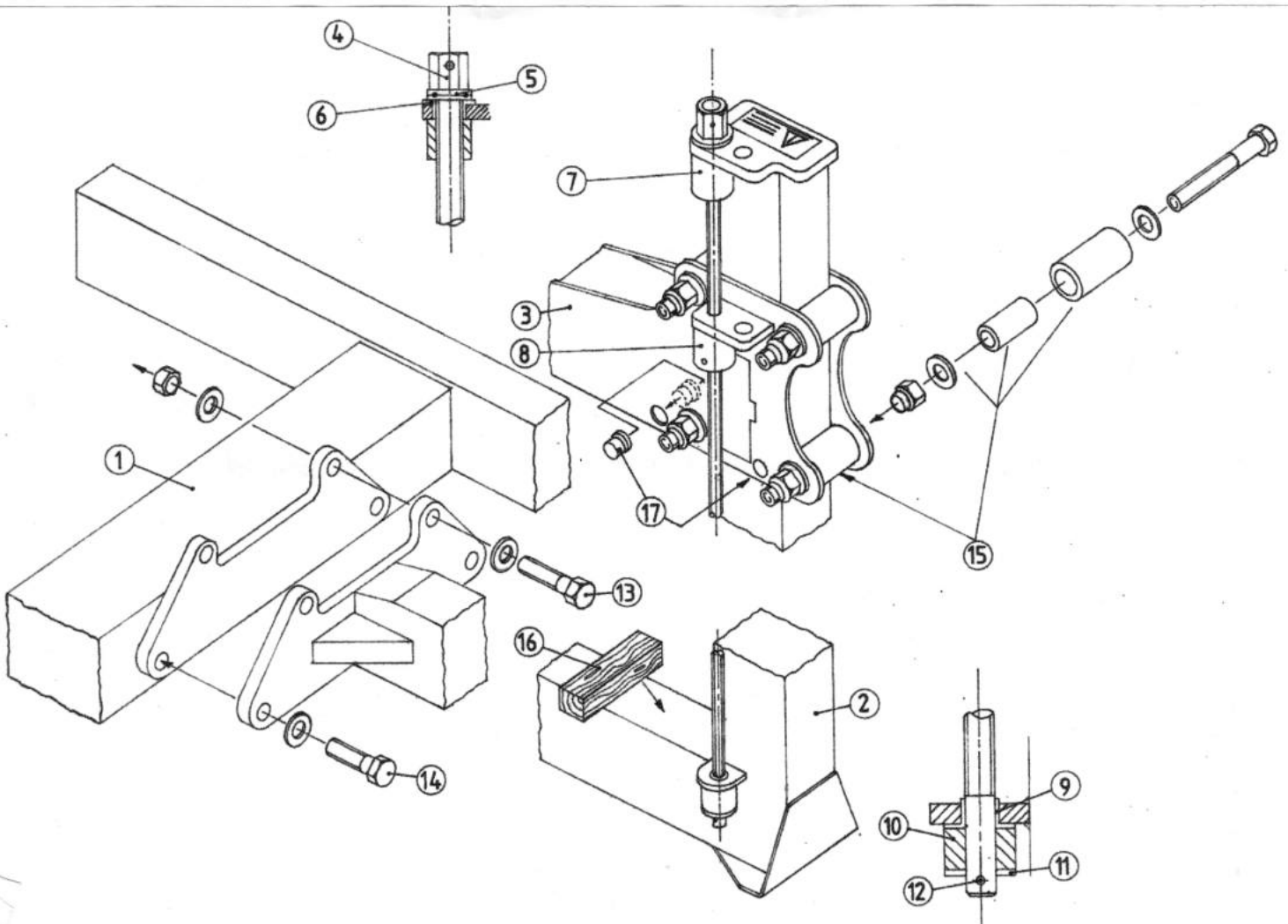
IF IN ANY DOUBT WHATSOEVER CONTACT US FOR ADVICE OR [http://](http://www.bikelift.com)

**WWW.BIKELIFT.COM**

# EAZYRIZER ASSEMBLY

1. COUPLE THE MAINFRAME (ITEM 2) TO THE BASE FRAME (ITEM 1) USING THE TWO M8 BOLTS (ITEM 13) & M10 BOLTS (ITEM 14) TIGHTENING THEM TO 18&24 LBS FT RESPECTIVELY. NOW COMPLETELY REMOVE THE SCREW SHAFT ASSEMBLY (ITEM 4).
2. TAKE THE MAIN LIFTING ARM (ITEM 3) AND REMOVE THE TWO OUTER GUIDES (ITEM 15).
3. **NOW FIT THE 8 SMALL NYLON GUIDES (ITEM 17) AS SHOWN WITH THE 'HEAD' INSIDE THE ARM.**
4. THESE CAN BE HELD IN PLACE WITH A DAB OF PETROLEUM JELLY WHILE YOU SLIDE THE ARM ONTO THE MAIN PILLAR (ITEM 2). FAILURE TO FIT THESE WILL RESULT IN DAMAGE TO THE FINISH.
5. RE-FIT THE TWO GUIDE ASSEMBLIES (15) BACK TO THEIR RESPECTIVE POSITIONS AND LOCATE THE M8 BOLTS, PLACE A SMALL BLOCK OF WOOD (ITEM 16) IN THE CORNER OF THE LIFT AND LOWER THE MAIN ARM (ITEM 3) ON TO IT. NOW WHILE APPLYING A DOWNWARD PRESSURE WITH YOUR KNEE TO THE FAR END OF (ITEM 3) YOU WILL BE ABLE TO POSITION THE GUIDES SQUARELY AGAINST THE FACE OF THE PILLAR, MAINTAINING THIS PRESSURE TIGHTEN THE FOUR HIGH TENSILE M8 GUIDE BOLTS TO 18 LB FT TORQUE.
6. REPLACE THE MAIN SCREW SHAFT (ITEM 4) WITH THE BEARING THRUST RACE (ITEM 5) NYLON BUSH (ITEM 6) AND LARGE RUBBER BUFFER (ITEM 7) ALL IN PLACE. SCREW THE SHAFT THROUGH THE BRONZE BEARING NUT (ITEM 8) AND CONTINUE THROUGH INTO THE SUPPORT HOUSING AT THE BOTTOM OF THE LIFT. NOW FIT THE NYLON BUSH (ITEM 9) SMALL RUBBER BUFFER (ITEM 10) M14 WASHER (ITEM 11) AND FINALLY THE SPLIT PIN (ITEM 12).
7. GREASE THE SCREW SHAFT THOROUGHLY WITH THE SACHET PROVIDED AND RE-APPLY AT **REGULAR** INTERVALS. **YOUR LIFT IS NOW READY FOR USE.**

**THIS PRODUCT IS DESIGNED TO GIVE YOU LIFE LONG SERVICE. PLEASE KEEP CLEAN AND LUBRICATED!**



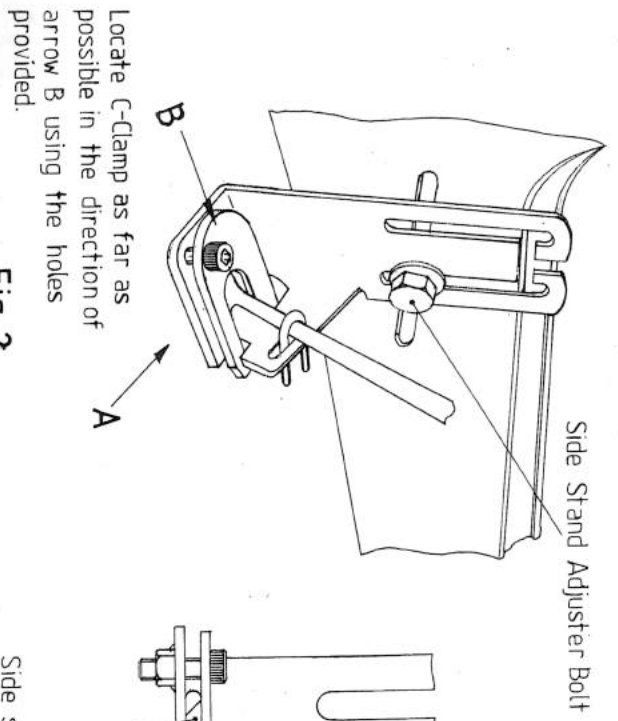


Fig. 2

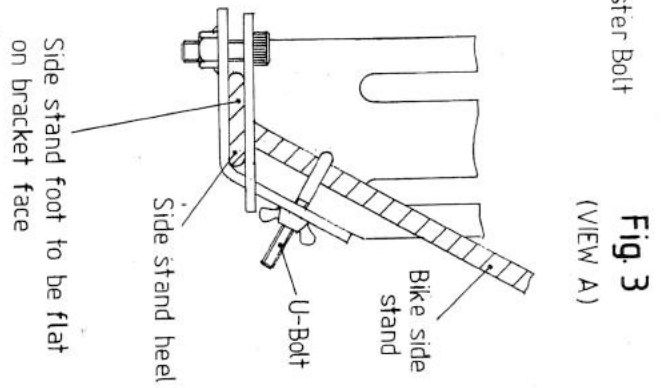


Fig. 3  
(VIEW A)

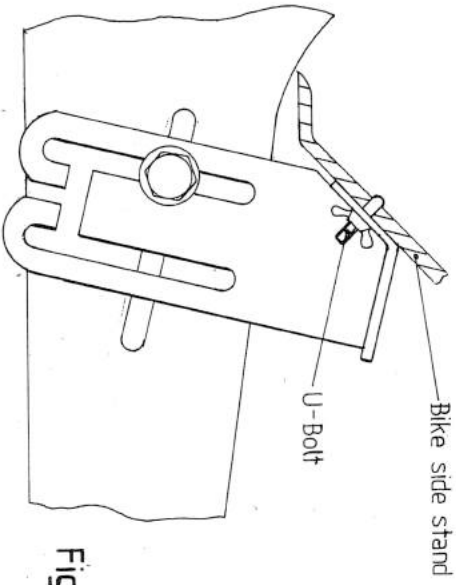


Fig. 2A

ALTERNATIVE POSITIONING OF SIDE STAND BRACKET  
(Note:-C-Clamp is not used)

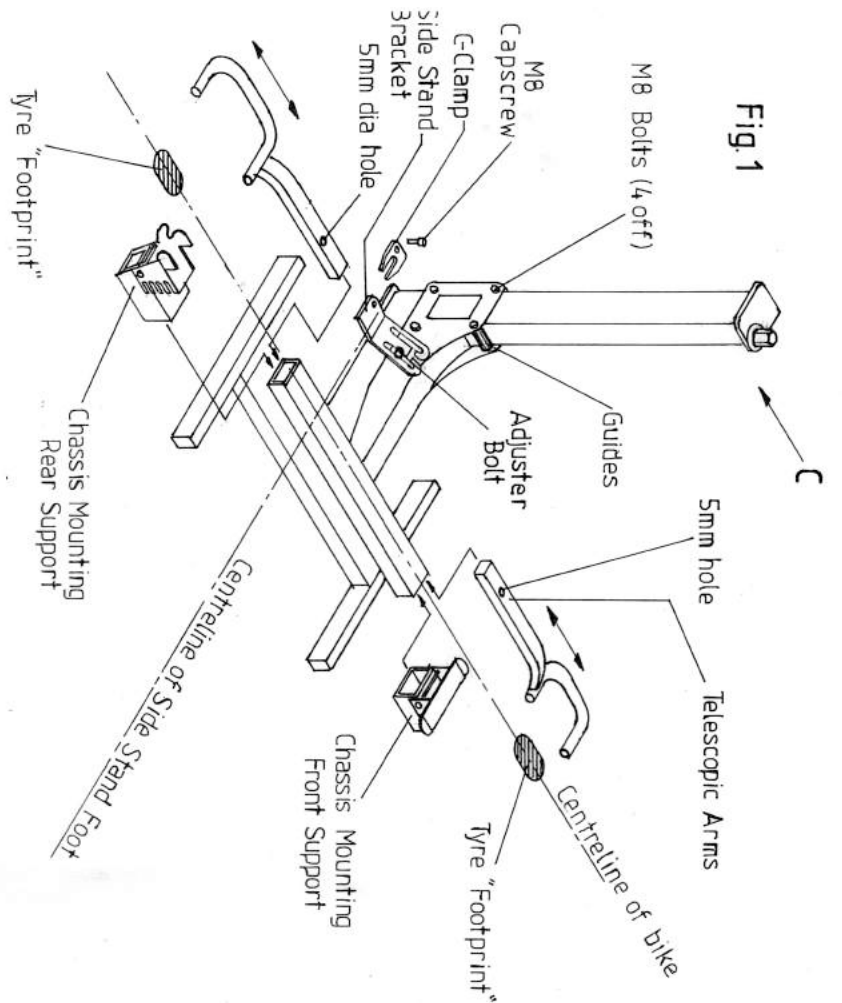
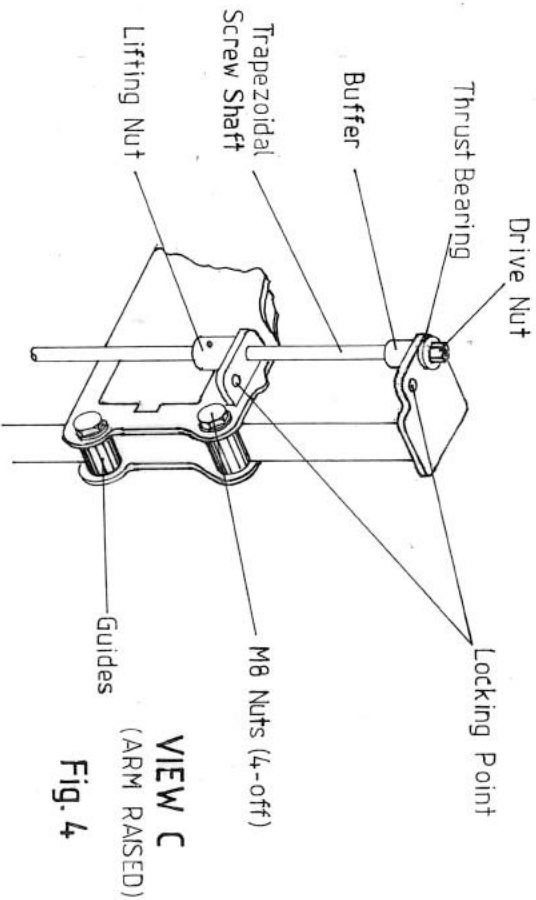


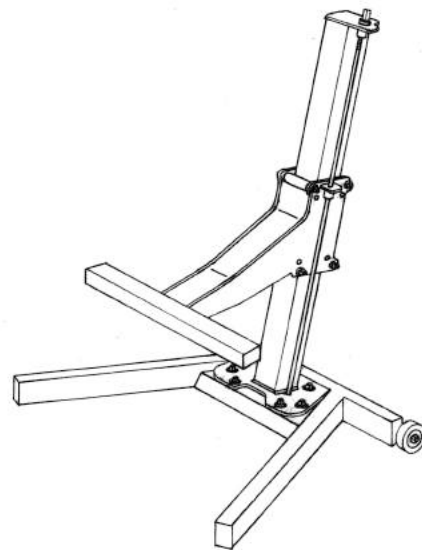
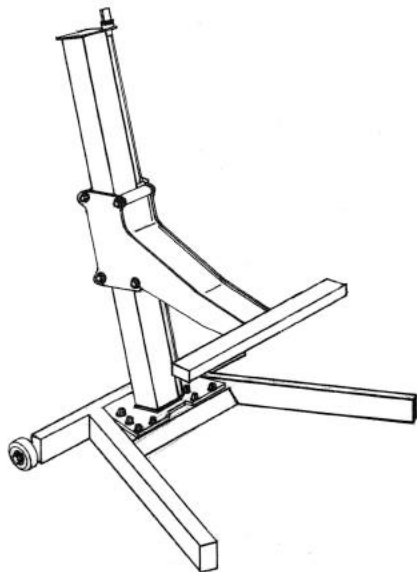
Fig. 1



VIEW C  
(ARM RAISED)  
Fig. 4

# EazyRizer Professional

## “Big Blue”



The result of constantly developing its younger brother to perfect a universal lift that is easy to use and **100%** reliable.

EazyRizer has years of unrivalled success: along with some four thousand units sold worldwide it also boasts an Unblemished safety record.

The basic principles are the same with built in “fail-safe” design and the new leaning pillar that **increases stability** as the lift rises.

Designed for more professional applications with the ability to go lower than other lift - under 3” high, offering obvious benefits to the low-slung cruisers.

The **1800 Gold Wing** is lifted like a child’s toy by a single person.

Success with this bike has astounded and surprised even our own design team with unparalleled ease of use, stability and safety.

**Big Blue** lifts cruisers using our standard **Beam mounts**. Sports and all other style bikes are lifted using the newly developed **Foot Peg** mounting kit.

Weighing in at **38 kg**, **25%** more than EazyRizer **Red**, it is still very manageable due to the transportation wheels provided to assist moving.

Unlike the lesser table lifts, EazyRizer raises your bike to working height with the wheels and suspension totally free to give you global access to carry out any task - totally superior in ability and looks, not to mention the Lifetime Guarantee.

**With a massive SWL of 750 kg or 1650lbs** we firmly believe your bike is in Safe Hands!!

# BIG BLUE

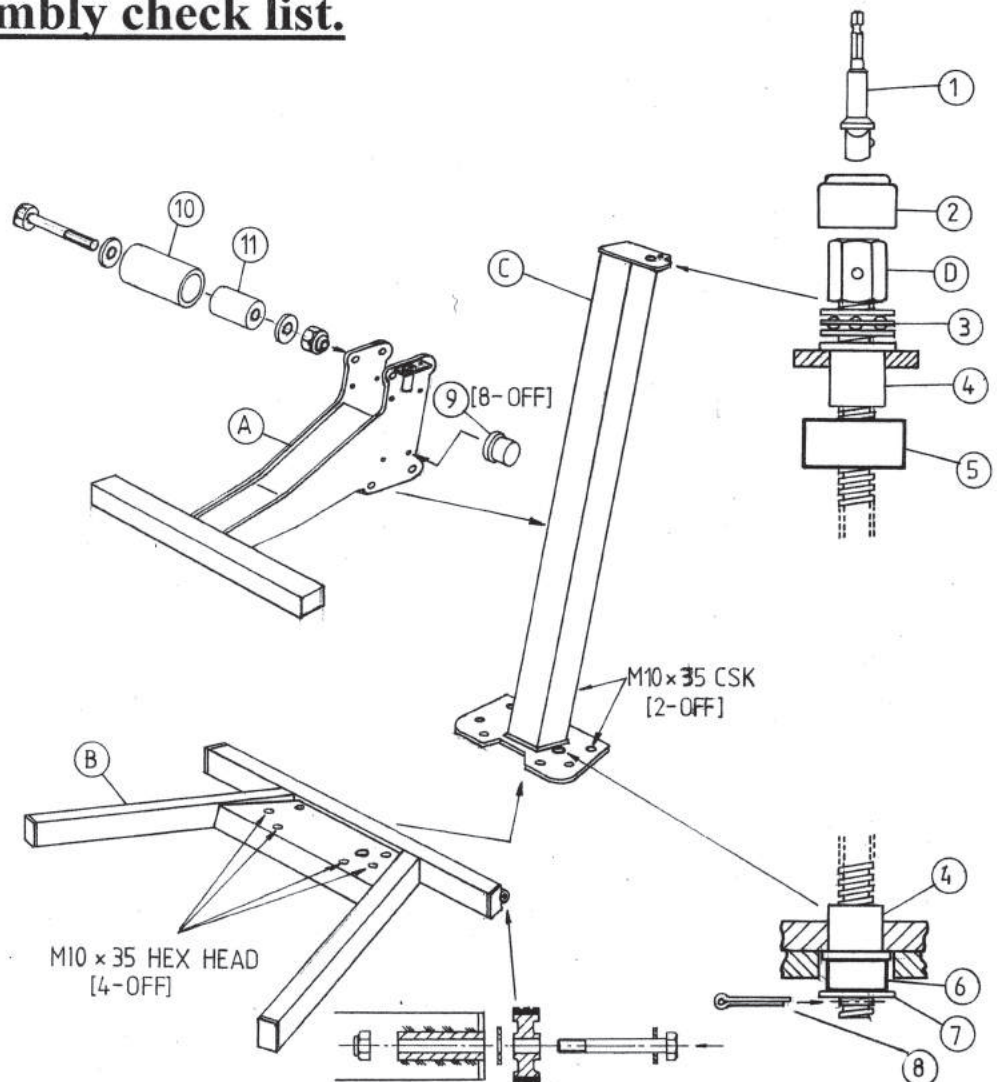
## Assembly instructions.

1. Remove all packaging and check contents, now take the lifting pillar **fig C** and after removing the screw-shaft assembly assemble it with base **fig B** using the six **M10 x 35** bolts and tighten them to **30 ft lb**.
2. Turn upside down and fit the two wheel assemblies as shown in the diagram **fig 12** tightening the bolts until resistance is felt then back off  $\frac{1}{4}$  turn until the wheel is free to turn.
3. With the lift in the normal position take the lifting arm **fig A** and remove the two outer guide bolts and fittings, now using a small amount of grease (supplied) fit the **8** nylon guides **fig 9** into their respective holes from the inside.
4. Place the lifting arm onto the pillar and re-fit the two outer guides tightening all four bolts to **30 lb ft** and check that the lifting arm is free to move up and down the lift.
5. Take the screw-shaft assembly and after greasing the bearing **fig 3** re-fit it to the lift as shown in the diagram, be sure to locate the large rubber buffer **fig 5** before screwing it through the bronze lifting nut in the arm **fig A**.
6. Continue screwing the shaft until it travels through the base plate and fit the nylon bush, small rubber buffer and 14mm washer as shown **fig's 4/6/7** and finally the split pin **fig 8**.
7. Assembly is now complete, lubricate the entire length of the shaft with the grease and with your power drill run the machine up & down several times. **The lift is now ready to use.**

Refer to the EazyRizer instructions for general safety and maintenance details along with the pages provided for the respective mountings.

### Pre-assembly check list.

- |                               |     |
|-------------------------------|-----|
| 1. Drive adaptor.             | x 1 |
| 2. 22mm socket (not supplied) |     |
| 3. Bearing race.              | x 1 |
| 4. Nylon bush.                | x 2 |
| 5. Large buffer.              | x 1 |
| 6. Small buffer.              | x 1 |
| 7. 14mm washer.               | x 1 |
| 8. Split pin.                 | x 1 |
| 9. Nylon guides.              | x 8 |
| 10. Nylon guides.             | x 4 |
| 11. Steel spacers.            | x 4 |
| 12. Wheel assy.               | x 2 |
- 
- |    |                   |     |
|----|-------------------|-----|
| A. | Lifting arm.      | x 1 |
| B. | Base.             | x 1 |
| C. | Lifting pillar.   | x 1 |
| D. | Screw shaft assy. | x 1 |



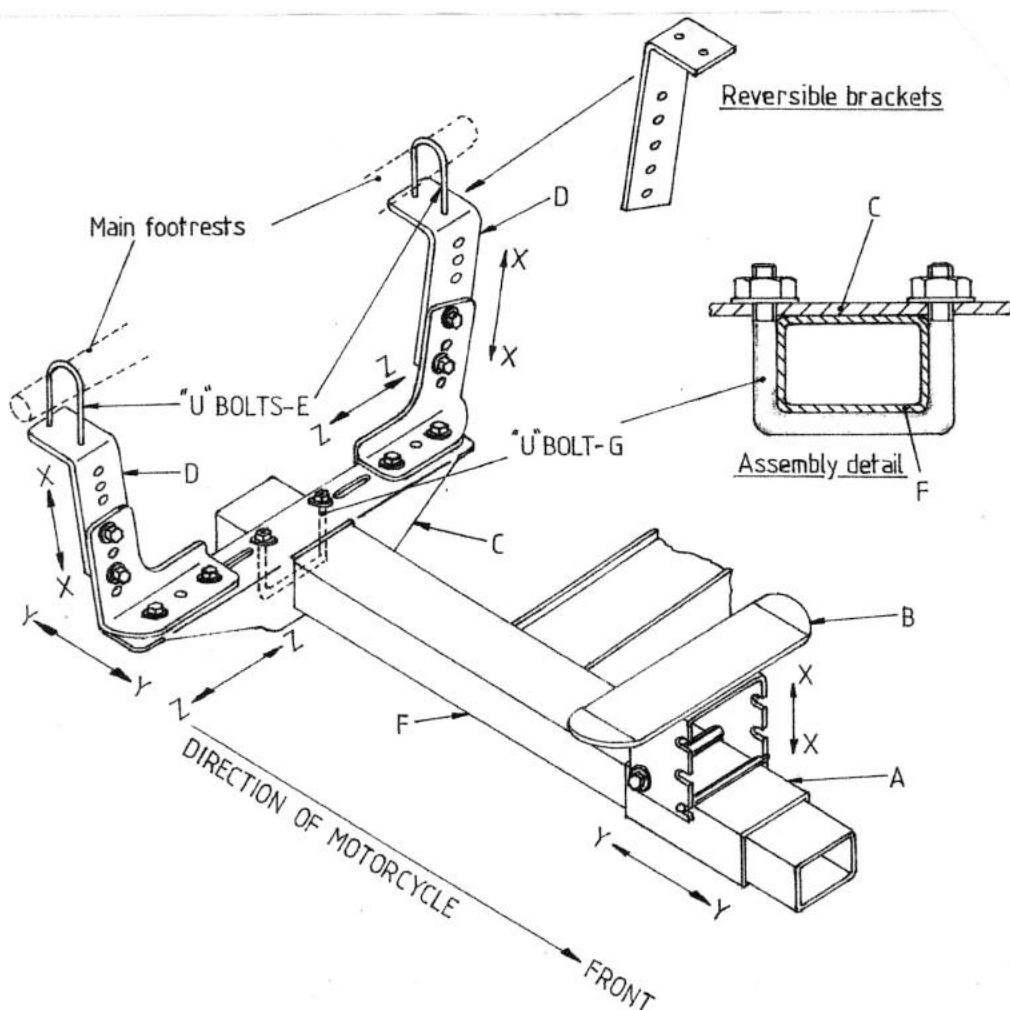
## Foot-Peg Mounting

Please read the main instructions before commencing then follow steps shown below.

For this method of lifting you will require the assistance of a paddock stand or more suitably EazyRizer's companion the BikeGrab.

1. Stand the bike in the vertical position and move the lift to your preferred side aligning the lifting arm under the engine and directly below the foot-peg area.
2. Place the front mounting Fig A under the collector pipe assembly as far forward as possible were the pipes turn to the horizontal and raise the lift to make contact.
3. Fit the rear beam to the lifting arm in a position below the footrests of the bike and tighten 'U' bolt Fig G.
4. Loosely fit the two lower elements of the vertical section Fig D and then the upper elements as to sit directly under the footrest and inward as far as possible preferably supporting under the pivot point close to the bikes frame.
5. Place the two 'U' bolts Fig E over each footrest and hand tighten the wing nuts to grip them. (If required protect the footrest with large bore plastic tube or similar.)
6. When satisfied with the positioning of this assembly suitably tighten the eight M8 fixings and proceed to lift the Bike.

**Note, the side stand is not used in this application as all support comes from the rear mounting assembly.**

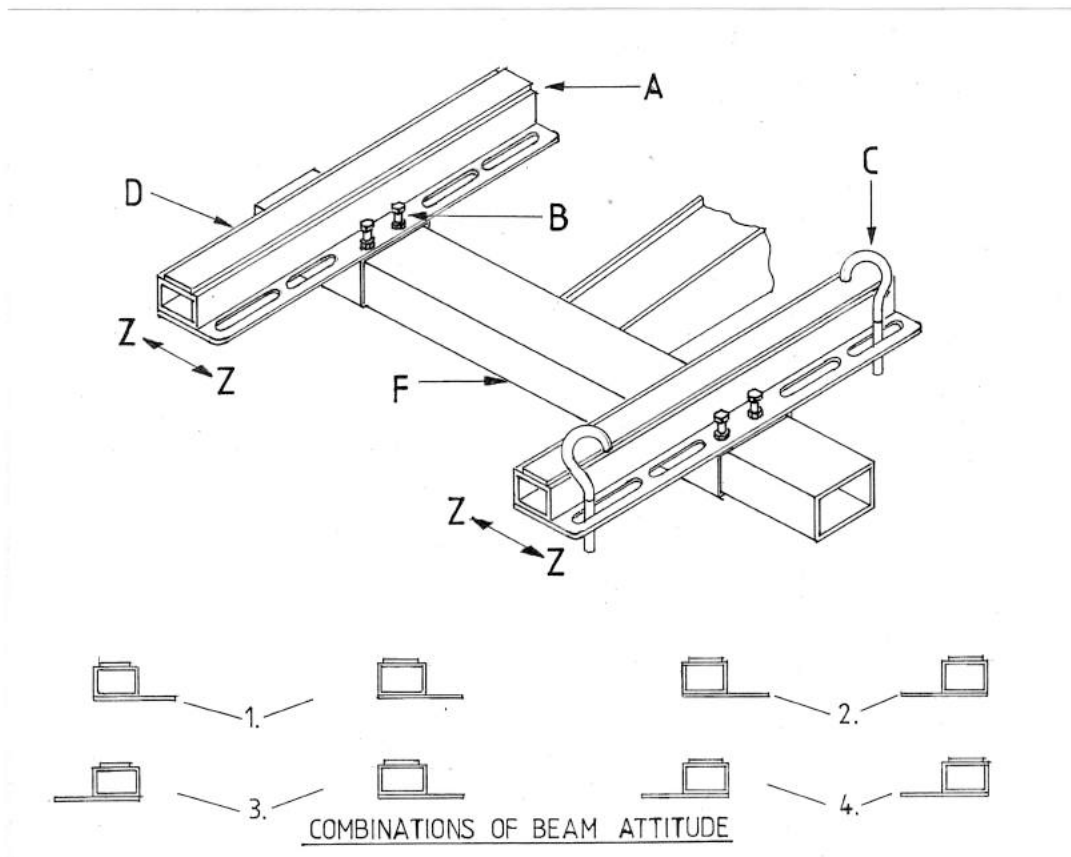


## BEAM – MOUNTING

**PLEASE READ THE MAIN INSTRUCTIONS BEFORE COMMENCING,  
THEN REFER TO THIS SUPPLEMENT.**

- A.** ADJUST THE BEAMS TO THE REQUIRED POSITION FOR YOUR MACHINE (Z – Z)
- B.** WHEN IN POSITION LOCK THE FOUR M8 BOLTS FOR MAXIMUM STABILITY.
- C.** LOCATE THE TWO HOOK BOLTS OVER THE FRAME OF THE MACHINE AND SECURE.
- F.** REFERENCE TO MAIN LIFTING ARM.

**THE BEAM MOUNTS HAVE BEEN DESIGNED TO FIT IN ANY COMBINATION OF  
POSITIONS TO SUIT YOUR NEEDS. (SEE BELOW).**



**NOTE; THE SIDE-STAND IS NOT USED WITH THIS METHOD.**



# FRAME MOUNTINGS

**PLEASE READ THE MAIN INSTRUCTIONS BEFORE COMMENCING,  
THEN REFER TO THIS SUPPLEMENT.**

These mountings have been designed for applications where it is not possible to lift the bike by employing the normal '**beam**' method in pairs, due to obstructions or uneven surfaces such as the exhaust system or crankcase falling below the frame line of the bike.

They can be fitted on the **front** or **rear** beam mount to support the bike, typically by the legs of the raised centre stand or the engine crankcase.

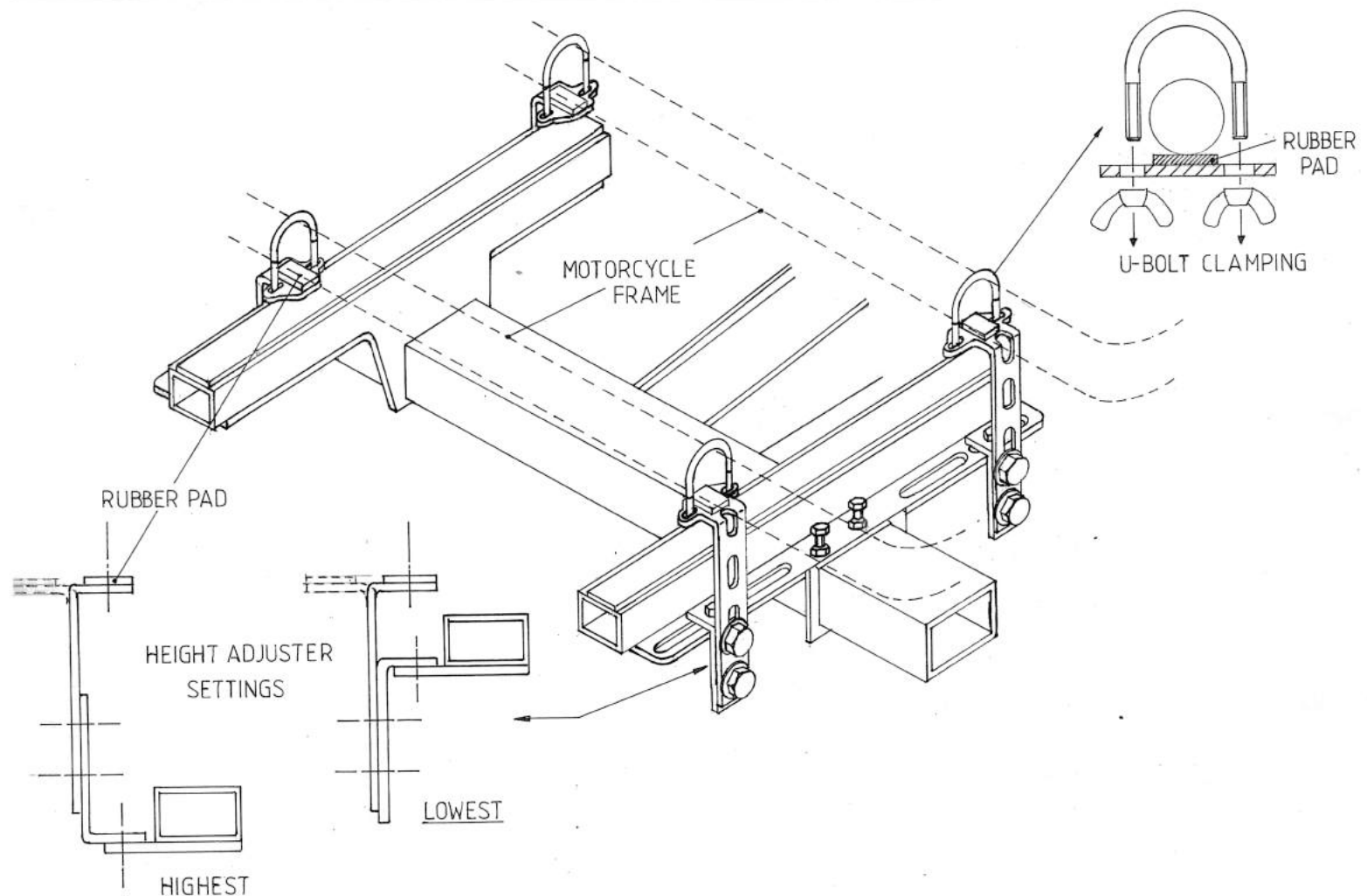
This is done usually in pairs and can be individually adjusted to differing heights to suit the contour of the engine casing.

A set comprises of **two** mountings complete with '**u**' bolts that secure the bike frame but can also be used without these providing an alternative form of stabilizing is employed.

For example, by the beam mount '**j**' bolts or quality '**ratchet type**' strapping.

This design allows for mounting in many different ways and has a range of height extension from (zero to 5in)

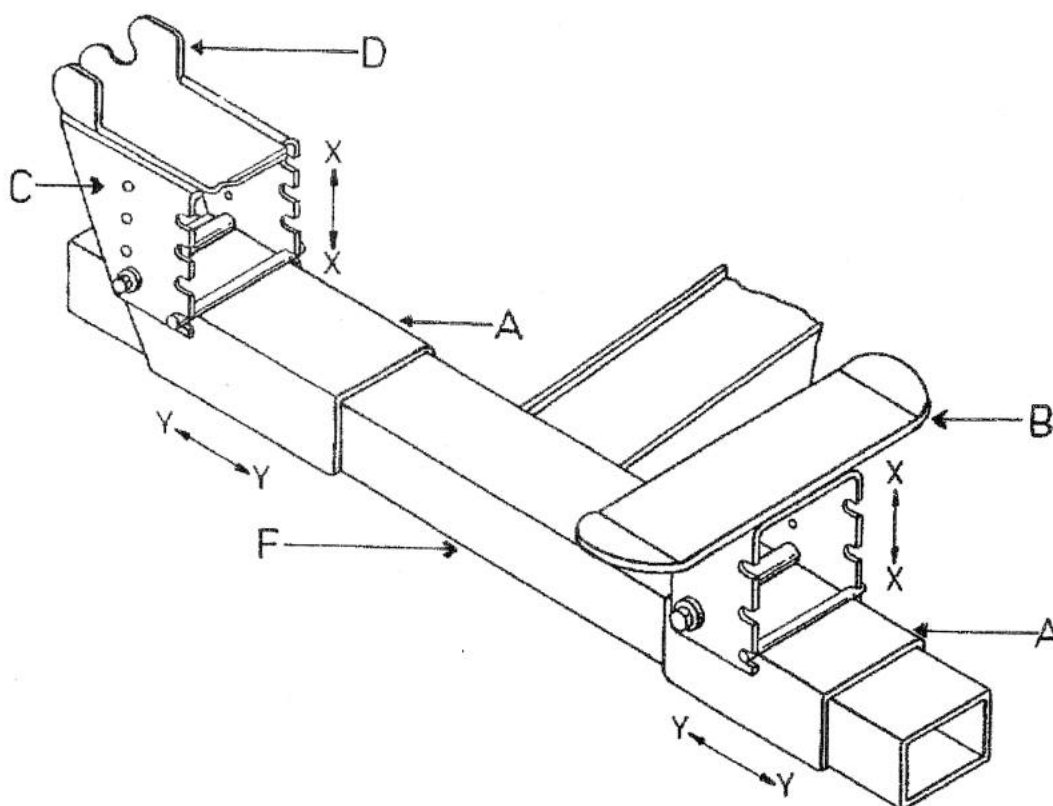
**Please note.** The diagram below shows four mountings this is for illustration only.



## MULTI – MOUNTING

**PLEASE READ THE MAIN INSTRUCTIONS BEFORE COMMENCING,  
THEN REFER TO THIS SUPPLEMENT.**

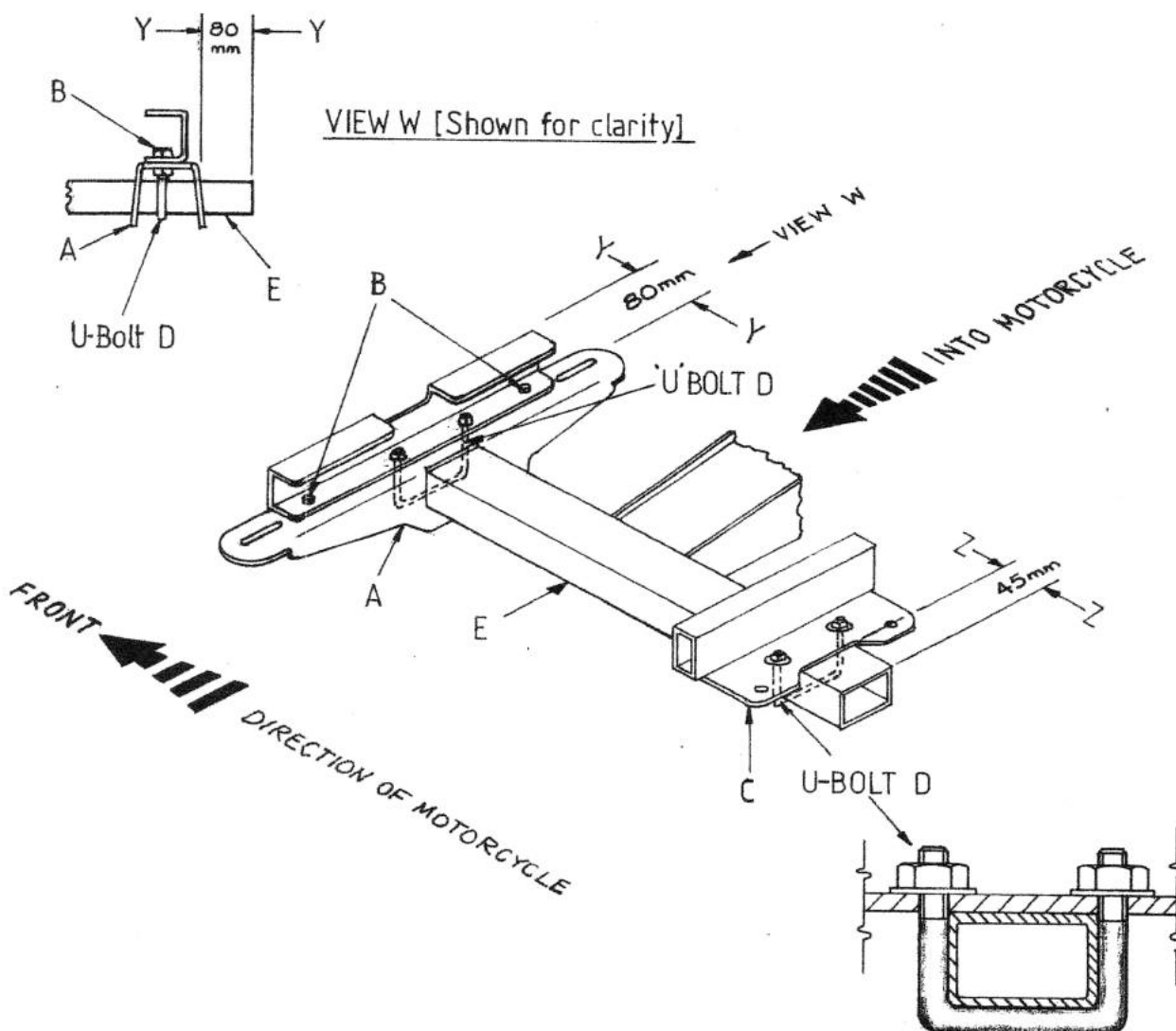
- A.** SLIDE THE TELESCOPIC BOX SECTION TO THE DESIRED POSITION (Y – Y)
- B.** ADJUST THE FRONT CARRIER HEIGHT TO SUIT THE APPLICATION (X – X)
- C.** ADJUST THE REAR CARRIER HEIGHT TO SUIT THE APPLICATION (X – X)
- D.** THE SIDE TABS ARE DESIGNED TO FIT MOST BIKES BUT CAN BE REMOVED IF REQUIRED.
- F.** REFERENCE TO MAIN LIFTING ARM.



1. With the lift facing you and the pillar farthest away locate the front beam 'A' as shown below **80mm** from the end of the lifting arm 'E'
2. Locate the rear mounting 'C' as shown **45mm** from the end of arm 'E' and tighten both 'U' bolts 'D' and **M8 bolts 'B'** to **18 lb ft.**
3. With the bike on its **side-stand leaning away from you** push the lift into and underneath the bike from the **R/H** or opposite side.
4. Now position the rear mounting directly forward of the centre stand and under the machined flat section of the gearbox **Avoiding the trim or any other obstacles.**
5. The front mounting will now be in the correct position. **Ensure** the crankcase centre joint **locates into the aperture** on the front mounting and proceed to turn the screw-shaft clockwise by hand until the mountings contact the underside of the bike.

At this point take the handle-bars with your other hand and assist the bike as it tries to stand upright. Now continue turning until the bike is vertical, then give a final check that the mountings are in the correct position and if all is OK continue to raise to the desired height. Tie down with ratchet straps or similar if required.

**Always refer to main instructions.**



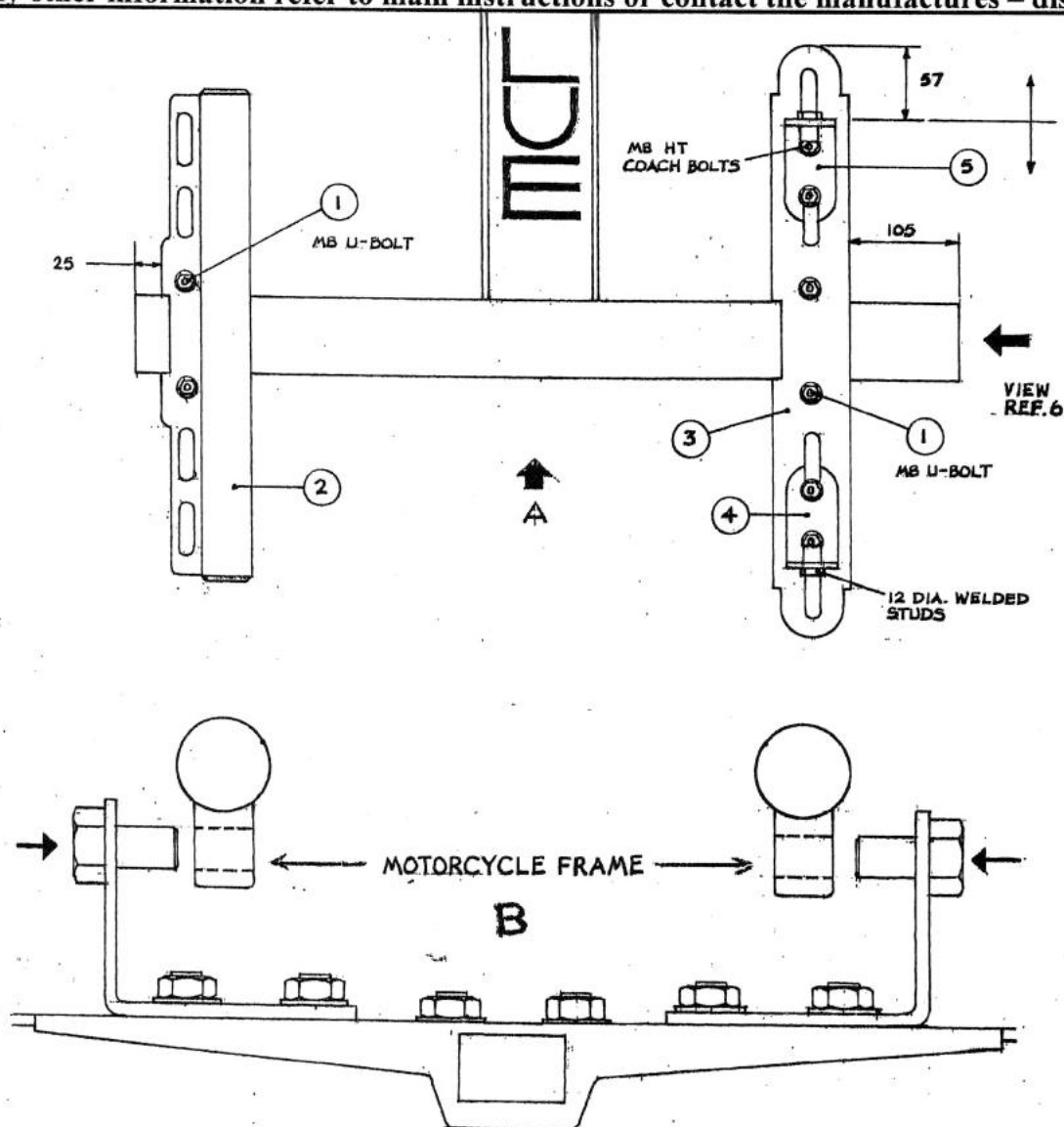
Assembly detail showing U-Bolts D

# Triumph Rocket 3 Mounts

Please read the main instructions before commencing then follow steps shown below.  
**For lifting you will require assistance, paddock stand or Eazy Rizer's companion the Bike Grab.**

1. Stand the bike in the vertical position and move the lift to your preferred side aligning the lifting arm under the engine area and in line with the wheels.
2. Place the front mounting Fig 2 exactly 25mm from the end of the lifting arm and secure the 'U' bolt Fig 1.
3. Fit the rear beam to the lifting arm 105mm from the end as shown and secure 'U' bolt Fig 1.
4. Fit the vertical lifting bracket Fig 5 at 57mm from the end of the beam as shown in the drawing and secure.
5. Push the lift inwards until the spigot locates fully into the lifting point of the frame directly below the transmission casing.
6. Now assemble the bracket on the opposite side locating it in the frame lifting point as before pushing it firmly up against the frame and secure the coach bolt nuts. (check all positioning and fixings for a second time)
7. When satisfied that the setup is correct you can proceed to lift the bike.
8. For front or rear wheel removal ensure that the engine/transmission is secured to the lift with tie down straps for added safety.

**For any other information refer to main instructions or contact the manufactures – distributor.**

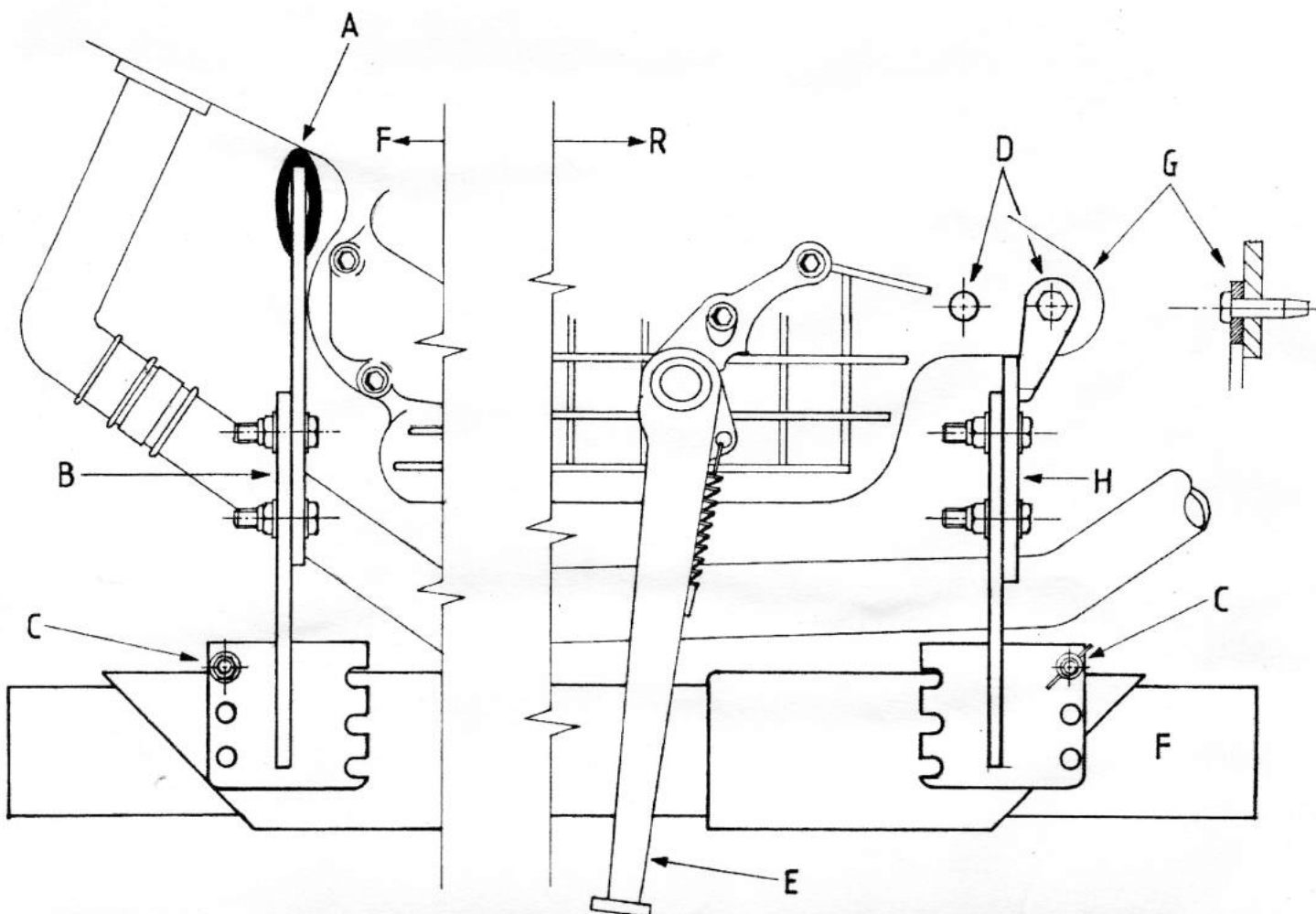


## DUCATI FITMENT

PLEASE READ THE MAIN INSTRUCTIONS BEFORE COMMENCING,  
THEN FOLLOW STEPS SHOWN IN THE DIAGRAM BELOW.

1. POSITION THE FRONT MOUNTING (B) IN THE AREA (A) BETWEEN THE EXHAUST MANIFOLD AND CRANKCASE.
2. POSITION THE REAR MOUNTING (H) UNDER THE GEARBOX AND FULLY LOCATE THE M8 TAPER PIN INTO THE RIGHT HAND CASING HOLE (G).
3. ADJUST THE MOUNTINGS TO THE DESIRED HEIGHT TO SUIT YOUR MACHINE AND FIRMLY TIGHTEN THE FOUR M8 BOLTS AT ADJUSTER SLOTS.

**NOTE** THE SIDE STAND 'C' CLAMP FOR THE DUCATI HAS TWO FIGURE OF '8' HOLES ALLOWING EXTRA INWARD TRAVEL TO COVER THE UNUSUALLY SMALL STAND FOOT POSITION THIS FULLY IN THE CAPTURE PLATE AND ALWAYS USE THE 'U' BOLT FOR ADDED SECURITY.



# VALKYRIE MOUNTING

**PLEASE READ THE MAIN INSTRUCTIONS BEFORE COMMENCING,  
THEN REFER TO THIS SUPPLEMENT.**

This mounting has been designed specifically for use with the **Valkyrie** and must be used in conjunction with the **Beam Mounting kit**.

With the bike in it's resting position on the side stand take the mounting and position it under the frame rail situated between the swing arm and rear of the gearbox casing.

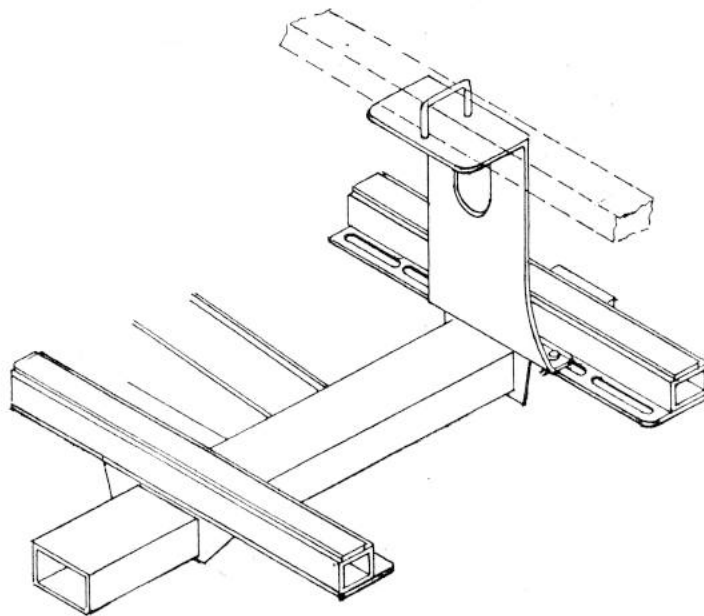
The mounting is sized to fit between the stand bracket casting and the R/H frame rail.

With this in position place the "U" bolt over the frame then through the plate, now secure the two M8 wing nuts provided, (this becomes part of the bike for lifting yet can be removed at will).

Take the **EAZYRIZER** lift complete with the two **Beam Mountings** (slots facing inward) and securely lock them near to the ends of the main lifting arm, now slide the lift under the bike from the R/H side aligning the rear beam under the mounting previously secured to the bike frame.

At this stage holding the bike vertical, turn the screw shaft manually in a clockwise direction to raise the lift and support the bike while you **secure the two lower M8 bolts** (mounting plate to beam assembly).

**See diagram below for reference.**



# TRIUMPH THUNDERBIRD

1600 & 1700.

