

3 ton Pittsburgh – Off-Road Jack Instructions

Note: read instructions completely before modifying your Floor Jack.

Warning – Use at your own risk! You are responsible for your own safety, please use “common” sense. The longer extensions add leverage to your jack base, which will bend if used improperly. The fail point in our destructive testing is the floor jack base, where our 1 ½" pin attaches. This bends your jack, then our extension pin with around 500-1000 lbs of side load, depending on the jack and extension.

Using

- Ensure vehicle and/or jack can roll as you lift, so the load stays centered as the jack arm swings up.
- When using long extensions, start with it leaning toward you, which will square up as the jack rises.
- Do NOT work on vehicle while being held with jack. Use jack stands to support vehicle.
- Ensure the "bolt on" pin stays tight, if it loosens that means you are bending your jack.
- Weld our 1 ½" pin to your jack for increased strength, a couple stitch welds is all it takes.

Jack Extension Pin: Remove factory saddle AND bolt with 10mm hex, if too tight hold tension and hit with hammer. Install large washer and then 1½" pin. Use a screwdriver or ¼" extension through the side hole to tighten it, make sure pin seats on washer and jack.

Big Wheel Install:

Step 1: Side Handle - Remove side handle if desired, we prefer to use the axles as grab handles. Remove the front bolt, raise jack arm up until you can get to the rear bolt, hold rear bolt and spin off side handle.

Step 2: Front - (left pic. below) Remove front wheels. Install new washer and front axle extension with blue loctite, tighten axle extension to approx. 35 lb./ft. using 8mm allen wrench.

Step 3: Rear - (right pic. below) Remove rear casters. Install side plates and axle with factory bolts, snug up bolts then tighten evenly. Axle is approximately 1/32" wider than the frame, which may slightly angle the side plates. This holds the axle from spinning when tight.

OLD 3 ton REAR: Some older jacks may require drilling new holes in the frame because the factory casters are in a different spot. Locate the side plates with the bigger bottom bolt, then square them up to the frame and drill holes for the two smaller bolts. Your jack will still end up looking like the right picture.

Step 4: Skid plate – Install with new bolts on frame cross bar. Drill 13/64" hole using skid plate as guide, install a rivet to locate. Drill and install remaining rivets as pictured below.

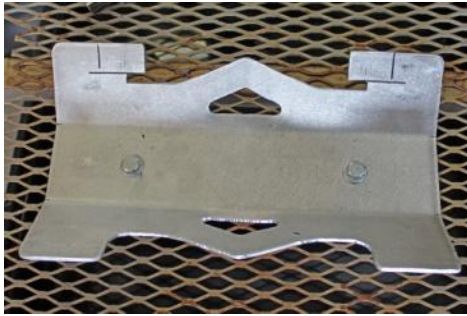
Step 5: Wheels - Install plastic washers on rear axle, then wheels and snap rings all around. Front wheels have stepped bushing on inside.



Vehicle Mount:

Step 1: Bend tabs on jack mounts - Place jack wheels on mount, center and mark inside of wheel edges on tabs(left pic. below). Clamp in vise to bend tabs, or you can use adjustable wrenches once mount is secured to vehicle(right pic. below).

Step 2: Install jack and mounts in vehicle, center and align. Mark, drill and secure mount. Drop jack in before tightening bolts, for final alignment.



Step 3 Secure jack handles under jack if desired. Lace the S hook of strap through mount to take up extra length (left pic.). To strap, wrap around saddle and over the v notches(left pic.). Make sure that it doesn't spin off under tension. Ensure the saddle doesn't have any sharp edges that could wear through the strap. For the rear of jack (right pic.) use the handle bolt to center the strap.



This is a new product and we would like to hear how the Offroad Jack works for you!

911 Motorsports, LLC Warranty Information (Please read before use of product)

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