

Sport Jack V3

Instruction manual



[IM]-PKM-SPORT-JACK-V3-ENG

21/12/2023

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Chapt I : **Presentation**

1. Specifications

PKM Sport Jack is designed for easily lift rally cars out of assistance park for a reliable and quick wheel change.

Manufactured in lightweight materials, the on-board additional weight is strictly limited.

Stroke (mm)	320
Max load (kg)	700
Lifting speed	10 back and forth
Weight (kg)	3.2
Pin diameter (mm)	24
Pin lenght (mm)	245
Pin higher range (mm)	from 90 to 360 mm (+ Stroke)
Releasing button	screw system, adjustable speed
Automatic releasing time	2s for 320 mm
Occupied volume dimensions (mm)	598 x 109 x 132

High grip alloy pad



2. Additional feature

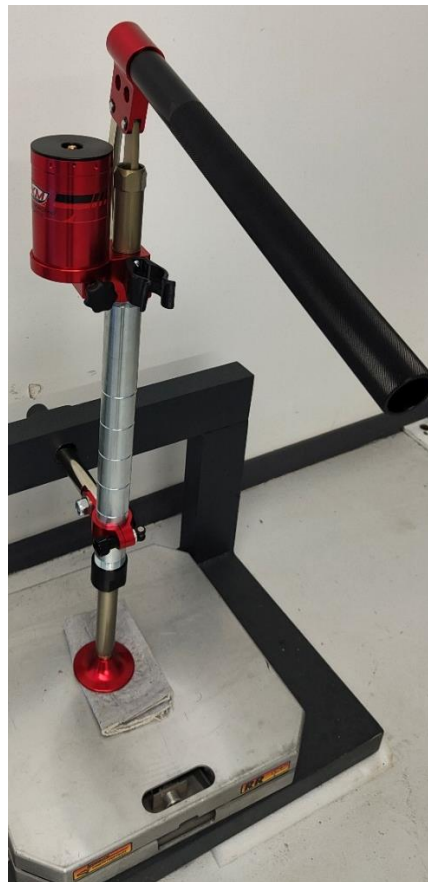
a. Automatic release

By the way of unscrewing the releasing button, the jack retracts its rod automatically and doesn't let any free stroke after use. You will not lose any time by pushing back the rod to the tube after use.

3. Quality

The Sport Jack is fully assembled by hands in our factory in France.

All the jacks are tested and approved at PKM Consulting factory before shipment. We load the jack under a metal frame with a scale on the floor and test if they keep the load after 15min.



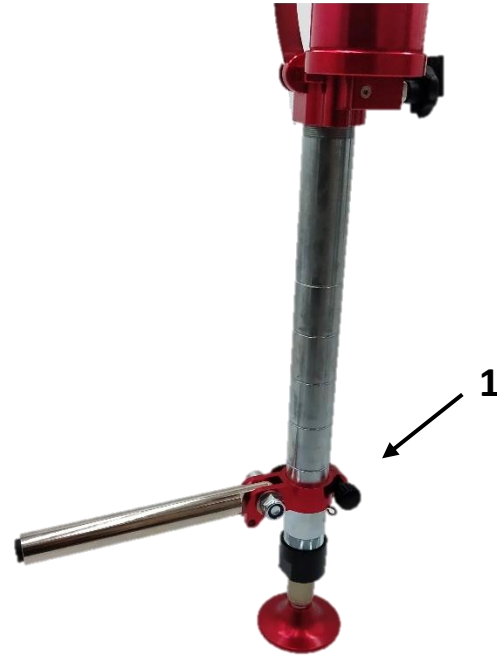
Chapt II : User notice

1. Set up

You must setup the low stop of the part n°1 on the picture to fit the jack with your car. For that, unlock the eccentric locker and unclip the circlip.



2
Set the circlip n° 2 at the height of your car. Be careful, do not set it up too high, in case of a puncture your car will be lower.



Clips manually the circlip on the groove you choose and lock the eccentric locker n° 3 against the clip.





Warning:

Please pay attention to place the ears of the circlip at the opposite angle of the lifting pin, as shown by the picture

2. Normal use

- Unlock the pin and plug it into the car lifting tube
- Get the pin inside the tube by at least 120mm.



- Pump by using the stick and enjoy the full stroke.



- For the safety, you must put the extra wheel beside the jack and under the car.
- To remove the jack, turn the releasing button n° 4 and let the car go down.



- For the first 30°, you can adjust the down speed. The jack is pressurized, that means the rod will automatically go in the tube. You will not have any free stroke after turning out the releasing button. Be careful, don't trap your hand with the jack pad, it will come fast.
- remove it from the car lifting tube.
- fold the pin and the stick over.
- Be sure of closing the releasing button
- Fit the jack in your trunk.

3. Warnings

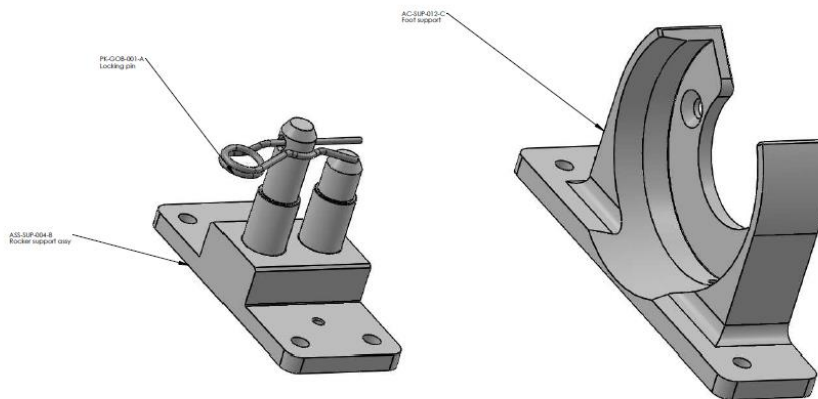
- Do not disassemble the jack, oil and gas on it are pressurized, it can be dangerous and cause damages.
- Do not hit the highest stroke of the stick while you are pumping.
- Maintain the jack correctly in the car.
- Do not leave your hand between the jack foot and the tube during automatic retraction.
- Pay attention to place the ears of the circlip at the opposite angle of the lifting pin.
- Do not switch the tube clips between alloy tube version and steel tube version.

Chapt III : Sport Jack options

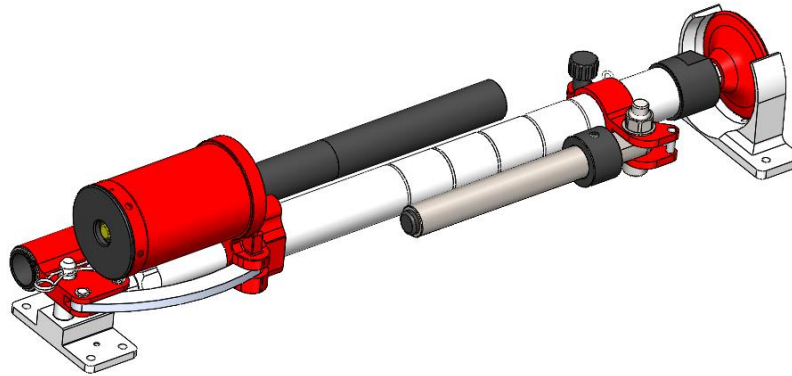


1. Sport Jack flatbed kit (ASS-SUP-006-A)

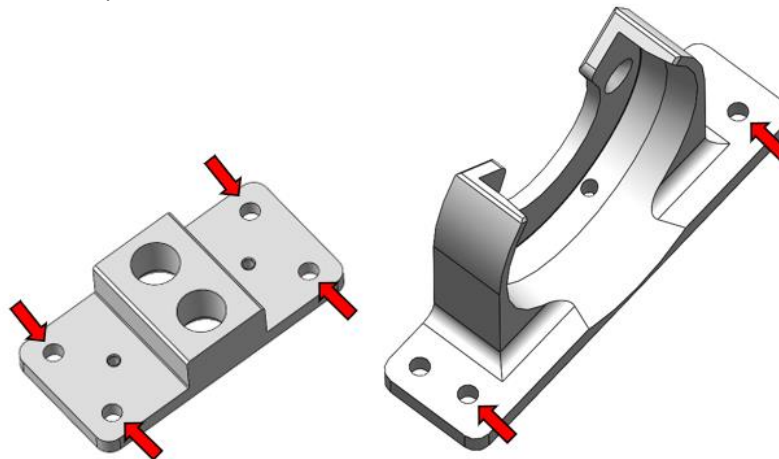
As an option, you can buy a specific kit for the Sport Jack to maintain it properly in the car. This kit is designed to maintain the jack flat.



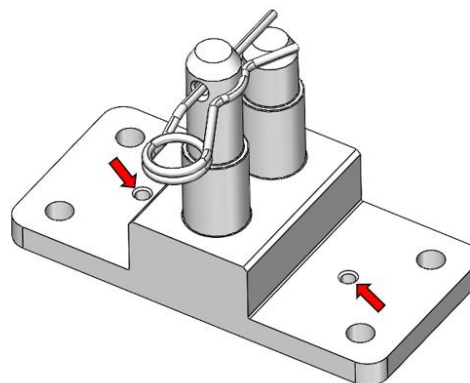
The kit is made up of two alloy parts: one hosts the foot of the jack, the other is made up of two rods allowing it to be positioned in the jack's rocker. The position is maintained by a pin. This means that the installation and removal of the jack in its support is very quick and easy.



The two parts of this kit have M6 screw holes for maintaining them to the car floor (fixing screws are not supplied with the kit):

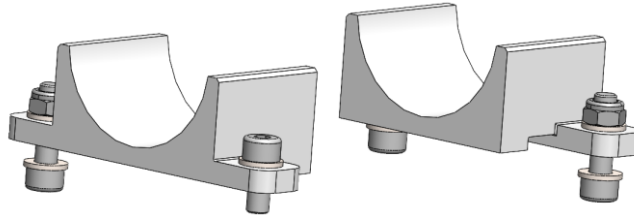


M4 screw holes are provided on the rocker attachment for attaching a small cable to prevent loss of the pin (M4 screws and cable are not included in the kit):

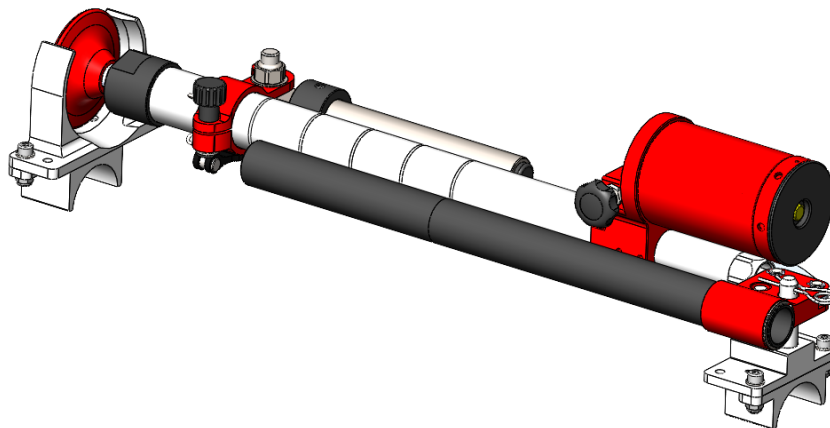


2. Sport Jack roll cage support kit (ASS-SUP-005-A)

If you need to attach the jack on the roll cage, the following additional support kit can help you:

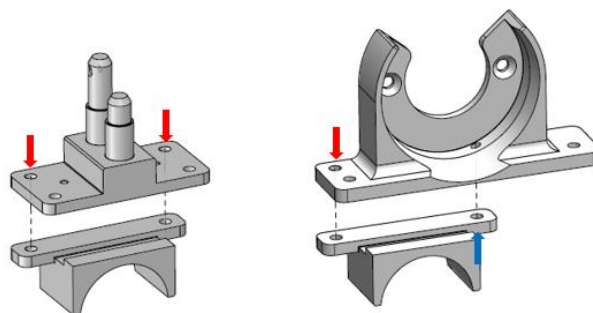


This support kit, which is an addition to the flat support kit, consists of two identical alloy parts that allow the two parts of the flat support to be attached directly to roll cage.

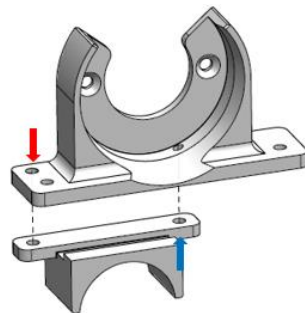


This "roll cage" support kit is supplied with the screws to attach the two parts of the kit to the flat support:

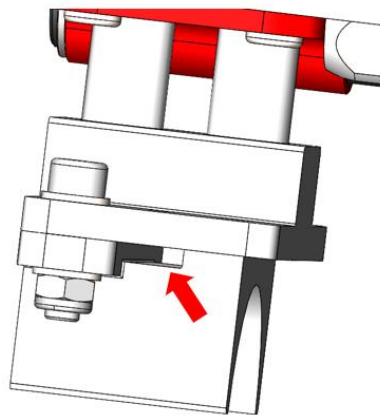
- 3 M6 CHC screws length 22mm with nuts (to be used in the holes marked with **red arrows** below).



- 1 M6 CHC screw length 14mm, this one must be used to attach the roll cage support to the jack foot support through the M6 thread located in the circular foot support area (marked with a blue arrow below). If this last instruction is not followed, the jack foot will not fit into its support.



To fix supports to the roll cage, grooves are provided to allow the passage of a serflex steel clamp (marked by the red arrow below):

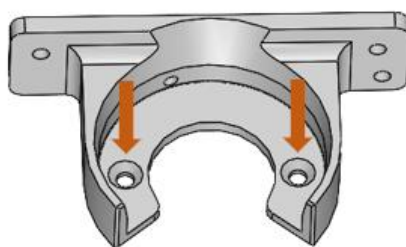


It is advisable to use steel clamps/clamping systems rather than plastic ones in this case.

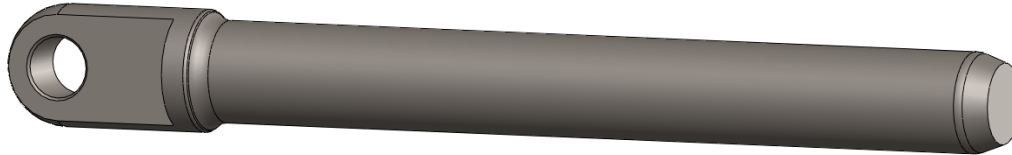
It is also possible to attach the jack supports in a third configuration, to fix the jack vertically in the car.



The flat jack foot support should be fixed into the body via the 2 M6 countersunk screw holes (marked by the two orange arrows below, screws are not supplied with the kit) and "rocker support - roll cage support" assembly to be fixed to a vertical roll bar tube.

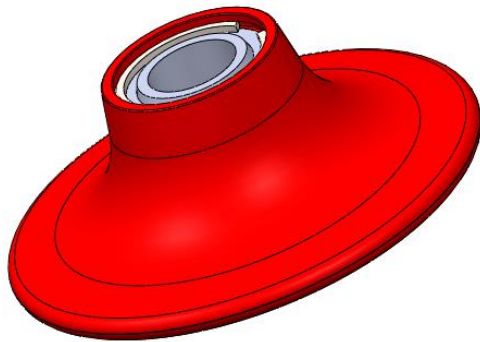


3. Pin for historic cars:



A 20 mm diameter pin (ref: JA-PIN-011-A), designed for historic cars, is available as optional part.

4. Swivel foot :



. A swivel foot (ref : ASJ-PIE-013-A), fixable in the same place than the standard one, is available as optional part.

Caution : use the handbrake when lifting the car

Chapt IV : Pressure check prodecure

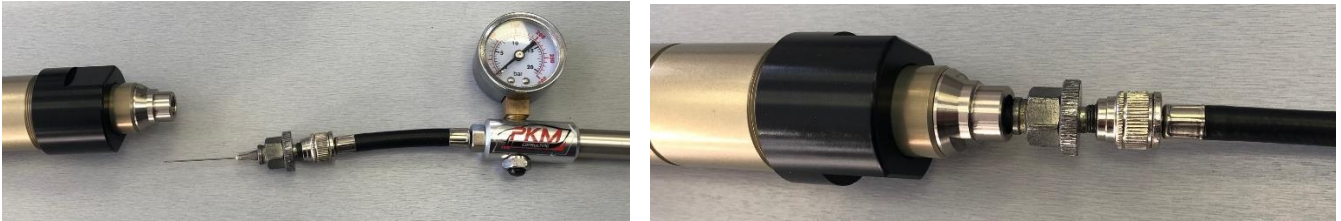
- Block the tube end with 16 mm spanner and unscrew the foot screw.



- Put the foot off, unscrew the Torx screw in the tube (don't lose the O-ring).



- With OT-AIG-001-A and a high-pressure air pump, prick the membrane.

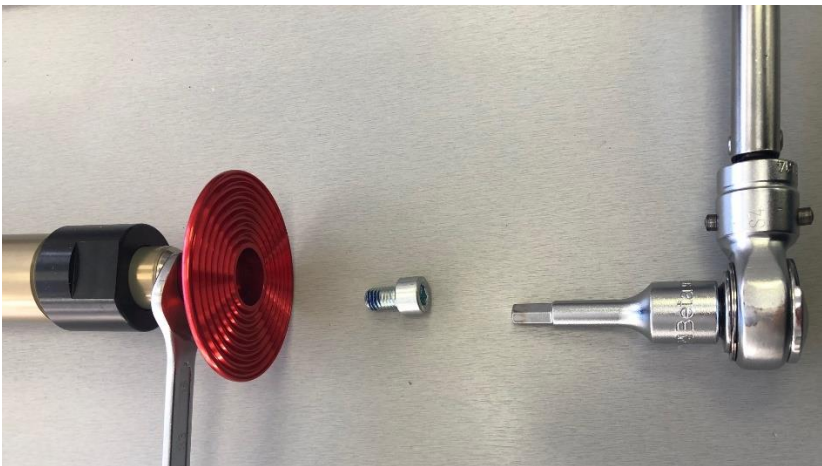


- Check the pressure on the manometer. If the value is less than 20 bars, re-inflate the jack.

- Put the inflating tool off, fit the Torx screw (don't forget the O-ring).



- Install the foot and screw it (Loctite 243 + Torque 20 N.m)



Recommendation: if you need to re-inflate the jack once, please re-control it once again. If you observe a lack of air a second time, please contact PKM Consulting.

Chapt V : Services

For the best performances and reliability:

- Complete service: each 2 years
- Gas pressure control (min. 20 bar): every 6 months

PKM Consulting
428, Avenue de Copenhague
83870 Signes, France
0033494903487 or contact@pkm-consulting.com

Chapt VI : Versioning

REV	NAME	DATE	CHANGES
A	BOTTAI	19/12/2023	Creation



Sport Jack V3



Chapt VII : Notes

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