

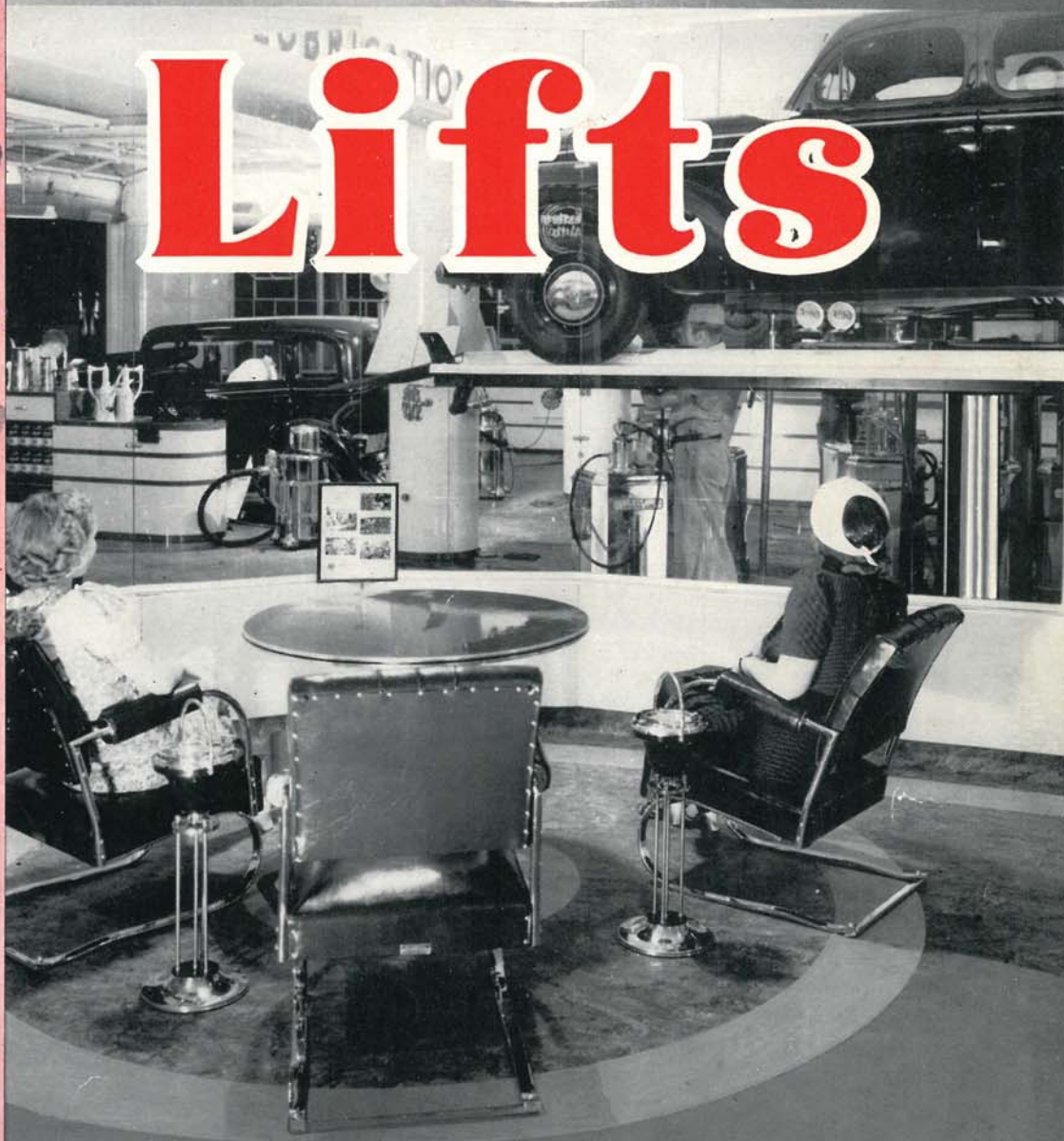
1925

Your new ROTARY LIFT incorporates all the engineering advances developed by Rotary through the building of 36,000 lifts since that day in 1925 when Rotary introduced the first automotive Hydraulic Lift ever built!

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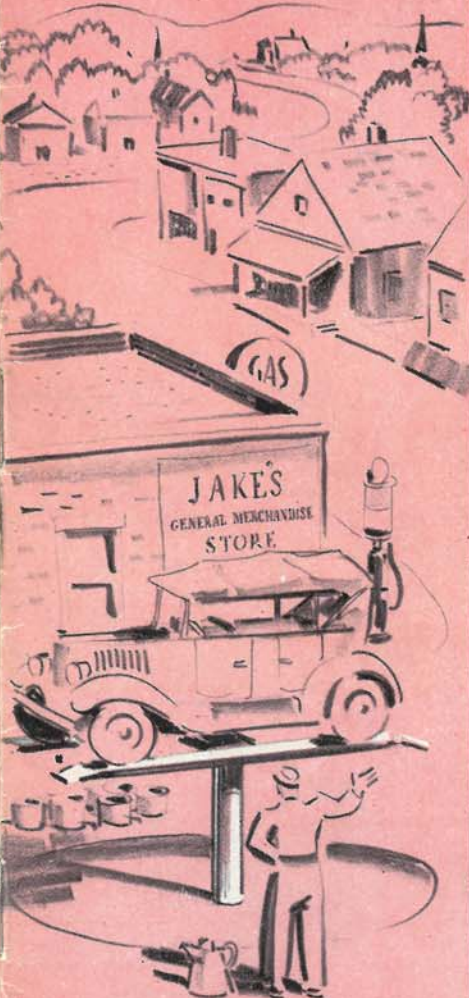
Rotary
MEMPHIS

Lifts



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ROTARY LIFT CO. • CATALOG No. 114 • MEMPHIS, TENN.



GAS
≡ OIL ≡
REPAIRS

36,000 BOOSTERS • 36,000 USERS • 36,000 BOOS

FREE WHEEL *and* ROLL-O

Rotary Life

MEMPHIS

MEMPHIS

AVAILABLE WITH 3 TYPES OF J

AIRDRAULIC... OILDRAULIC... FLOW

Pages 5 thru 12**Pages 5 thru 8**

16 & 17

Meet **ROTARY JACK**



... the Man Who'll Show You Why **ROTARY IS THE NUMBER ONE AUTO SERVICE LIFT**

"Hello, Men! When the question of lifts comes up I know there are a lot of questions you want answered. I've been through the 'mill' — I know lifts from **A** to **Z** — and I want to give you the 'low-down' on the whole program.

"The best thing to say right at the start is, 'When You Buy a Rotary You Buy the Best.' For sixteen years that's been the buy-word of lift users. Year after year Rotary keeps ahead and this year is no exception. Sixteen years ago the first Rotary Lift was offered to the automotive service field — it was the Grandfather of the present famous Airdraulic model. This new Airdraulic embodies all the design improvements of modern engineering skill, yet it retains the operating simplicity of the first lift ever built. A single jack controlled by a single valve elevates the superstructure!

"Today ALL Rotary models are even better values than ever before because

Both superstructures have been made sturdier and even more beautiful.

All 3 jacks are equipped with the new Babbitt-lined steel bearings and the new Automatic Packing Adjustment.

AND

The new Airdraulic has in addition the **sensational new invention** — the Automatic Air Bleeder.

"Rotary Lifts — long considered the most fool-proof lifts built — are more trouble-free than ever . . . 75% more trouble-free! These are some of the facts this book of mine will show you. These facts will remove all doubts from your mind as to which is the best lift to buy. **Knowing all lifts like I do, I can guarantee you your best bet's a Rotary!"**

Rotary Jack

Why Rotary Lifts are the Choice of BUY-WISE Operators



Those Who've Investigated Have Found:

ROTARY HAS THE GREATEST EXPERIENCE IN BUILDING LIFTS

Sixteen years ago a garage mechanic had the idea that quicker, easier inspection and servicing of car under-parts could be attained by raising the car. The Rotary Hydraulic Auto-mobile Lift was invented. Starting with this basic idea, the **Rotary Lift Company** pioneered and developed their product until today they are the largest manufacturers of this specialty equipment with more than **36,000 units in use over the world.**

To you this experience means that in a Rotary Lift you obtain a mechanically perfect, highly developed piece of equipment . . . equipment incorporating engineering refinements that set new standards of simplicity, safety, operating economy, handling ease and beauty.

ROTARY LIFTS ARE SAFER AND REQUIRE LESS SERVICE

All Rotary models are built up to a standard — not down to a price! This means that no expense has been spared to provide maximum safety under all operating conditions. There is less dependence on the operator than with any other lift built because of the **simple automatic Rotary control parts**, such as the Automatic Air Bleeder and the Automatic Oil Control Valve.

Simplicity is practically a religion with Rotary Engineers. This means less time-out-of-service headaches with your lift . . . fewer moving parts . . . no gadgets to get out of order.

ROTARY LIFTS ARE BUILT FOR ALL SERVICE REQUIREMENTS

No matter what the job . . . Wash Rack . . . Lubrication . . . Motor Work . . . **Underbody Service** . . . Underbody Parts Replacement . . . they're all done faster and easier with less fatigue on a Rotary!

Washing cars on a lift was something that operators shied away from a few years ago. And, they were right! Rotary's Engineers overcame that problem so thoroughly that car-washing on a Rotary is commonplace today. **No water, mud or grit can enter the vital parts** of a Rotary Lift even under continuous washrack operation

ROTARY IS THE LARGEST MANUFACTURER SPECIALIZING IN LIFTS ONLY

You know that when you buy in volume you can give your customers better values. It's the same with Rotary . . . 36,000 lifts in use, steady sales and large-scale production in the world's most modern lift plant all mean you get a great deal more for your money.

Rotary's specialization means much more than that . . . you get lifts designed for future as well as present requirements . . . you get equipment without "bugs" . . . also, ten or fifteen years from today you can order a part from Rotary and get one that will fit.

ROTARY LIFTS ARE No. 1 IN SALES APPEAL

Appearance . . . Beauty that Attracts Attention . . . Smooth, Rapid Operation that Commands the Attention of Car Owners . . . These are some of the "extras" you get that spell increased profits—at no extra cost.

The gleaming, brightly polished plunger, the colorful, attractively painted superstructure, the overall stream-lined beauty of an entire Rotary Lift tell your customers you are in business! This **Sales Appeal Plus** converts ordinary "greasing jobs" into **LUBRICATION SERVICE.**

That Rotary Lifts do a big merchandising job has been proved by thousands of users! They have made them the cornerstone of service profits by placing their Rotaries in the center of clean, comfortable and inviting surroundings. Customers like to watch a job done on a good-looking Lift — and they will when you "stage" it right . . . and they'll **GIVE YOU THE OPPORTUNITY TO SELL THEM ADDITIONAL SERVICES!**



NEW ROTARY DELUXE 16 FOOT ROLL-ON

FOR USE WITH ANY TYPE ROTARY JACK



You need these 12 extra inches provided by the new Rotary 16 foot Roll-On Superstructure to make more money with your lift! With this extra long superstructure you can load light trucks with long 157" or even 160" wheel-bases . . . and center the load over the plunger to save air power.

Rotary's new Roll-On models actually will increase your money-making possibilities because you can now handle practically anything that comes into your station. In addition, this long Superstructure saves wear and tear on the jack parts.

Permanent Wheel Stops

. . . beautifully tapered and rounded. Two automatic ramp-chocks substituted here at no extra charge.



Heavy, deep cross-members across. Full steel construction, so necessary for a



Attractive Cover. A smooth, finished surface—no ugly cap screws.

Edge Bead. Adds to stiffness and beauty. Prevents feet slipping when pouring oil into motors.



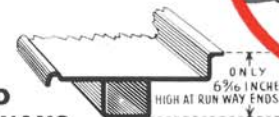
Ramps. Only 20" long yet not as steep as other makes because runways are nearer the floor . . . saves space.

Designed to service the cars of tomorrow as well as present models, no other superstructure can approach this new Rotary Roll-On in general utility and beauty of design. The *modern, clean-cut lines* . . . beautifully molded runways . . . perfectly proportioned, matched ramps . . . substantial, smooth-top cross-member . . . all have rugged strength without excessive, bulky weight.

These are the reasons why it is *by long odds today's "best buy"* for lubrication, oil changing and general service work!

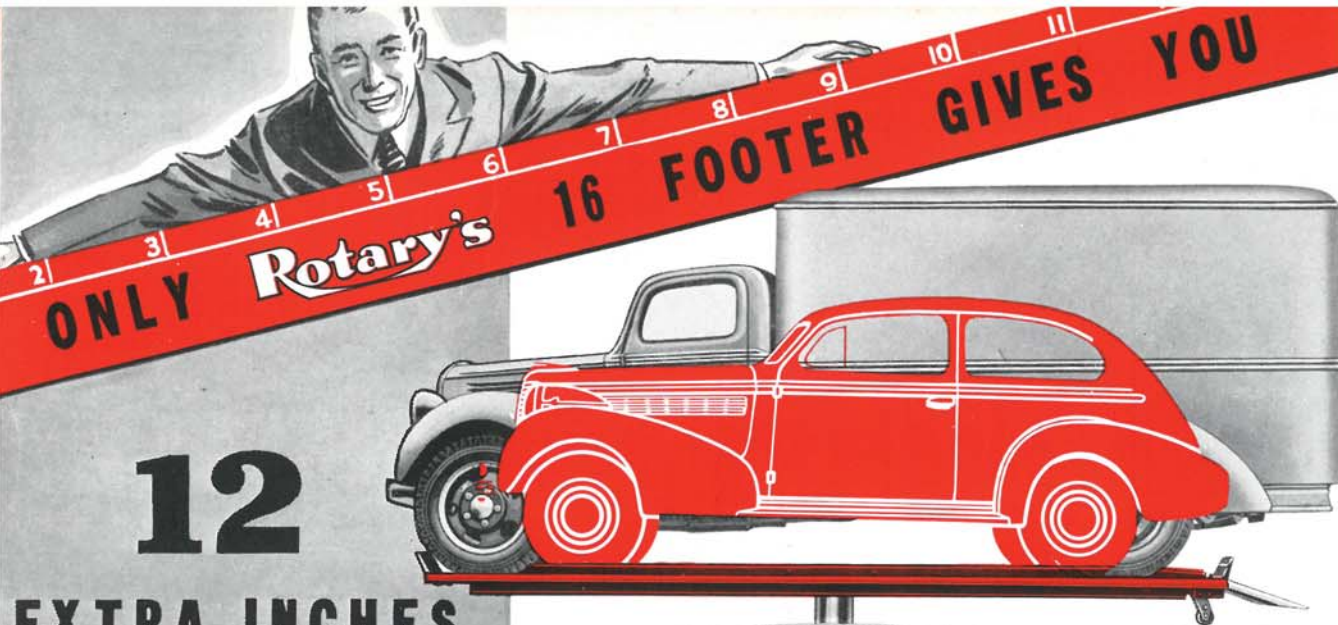
LIFT THE ROTARY

ROTARY
MEMPHIS



REINFORCED STEEL RUNWAYS

Rotary is the only lift manufacturer who presses out lift runways in their own plant. These **straight, true runways** are reinforced underneath by an extra heavy (5/16" steel) box member to provide the extreme strength needed to handle light trucks.

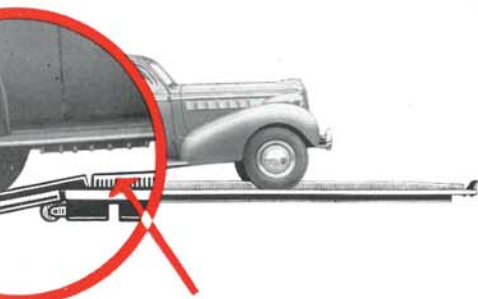
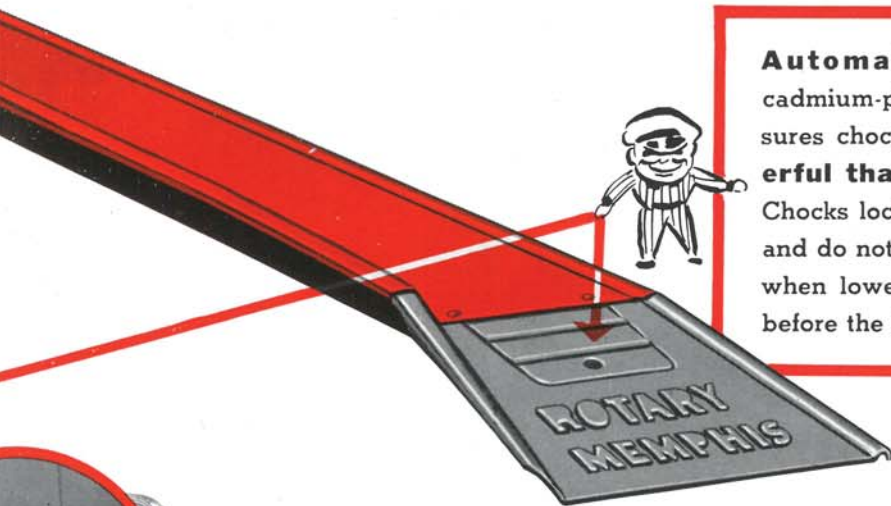


12

EXTRA INCHES At No Extra Cost

cross-member . . . only 18" underplate for extreme stiffness when car-rocking devices are used.

These 12 Extra Inches
enable you to Service 80% of
the Commercial Vehicles as well
as ALL Passenger Cars



TAPERED RUNWAY FLANGES

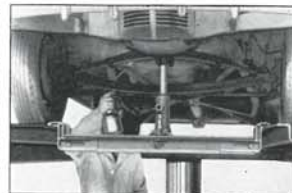
The smooth taper of the runway flanges near the ends allows even the lowest running boards to clear. This taper is important because modern cars are being built with steadily decreasing road clearance. With under-car parts such as mufflers, shock-absorber hangars, etc. close to the road level, improperly designed runway flanges can damage such parts, cause unnecessary replacement expense and customer dissatisfaction. Rotary engineered design insures you against all such expensive losses!

Automatic Wheel Chocks. A dual cadmium-plated spring drive positively insures chocks locking . . . **far more powerful than any roller weight device!** Chocks lock when lift is only 6" off the floor and do not unlock until within 2" of the floor when lowering. They can also be hand set before the lift is raised . . . **greater safety.**



ROTARY LUBRIDGE
Frees Wheels—Stops Squeaks—
Speeds Service

The practical answer for wheel repacking, relieving springs and shackles of body weight, adjusting brakes, changing tires, applying skid chains, etc. Fits all Roll-On type lifts or steel rim pits. You use your own jack on the Lubridge. (Jack not furnished.) Inexpensive. Shipping weight, 50 pounds.



Rotary's **wide Free**

MEMPHIS



*This new Superstructure sets a new standard of modern styling which actually makes all others look unfinished. The 20th Century Red beams, the Silver head, the Chromium-plated control valve and the Black supports enhance the trim, sturdy lines of the whole assembly. The wide spacing of the heavy duty 5" H-beams (18.9 lbs. to the ft.) which are 16 ft. long *impresses you with its generous design.* The airplane wing type Loading Guides are things of beauty and their action in completely folding under the beams as the lift rises is something at which bystanders marvel.*

A smoothly designed and finished *Cover Plate* covers the 18" wide head, in place of the usual ugly circle of cap screws.

Rounded to prevent tire injury, undercut for toe safety.

32 INCHES

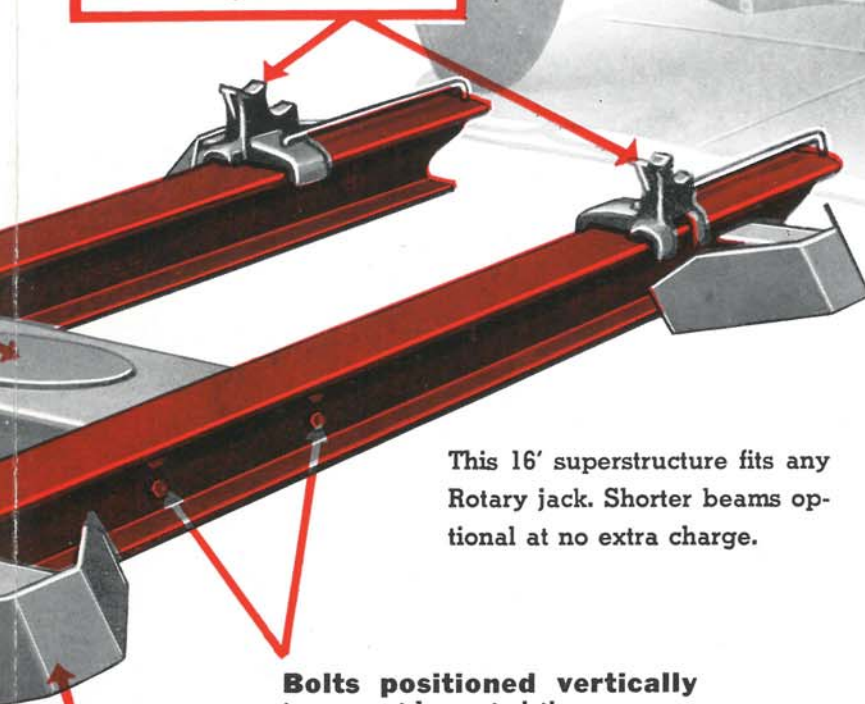
This extra width makes a Rotary approximately 25% safer than superstructures only 28" wide.

ROTARY'S LIFT-ALL FRONT END SUPPORT

This Support handles all new or old cars. Completely safe . . . main frame is "keyed" to the beams and the adaptor blocks are "keyed" into the frame itself. To take care of future under-car changes it should only be necessary to replace the adaptor blocks, not buy complete new axle supports as with other types. The LIFT-ALL tends to prevent beam deflection by equalizing the load over both beams. One of two models fit all new or old Rotaries or any other make of lift. A long handle is furnished.

Wheel Superstructure

Rear Axle Supports are furnished with two height steps and are designed to handle even the older truss-rod differentials. Handles fitted to the supports permit quick spotting of cars without crawling underneath.

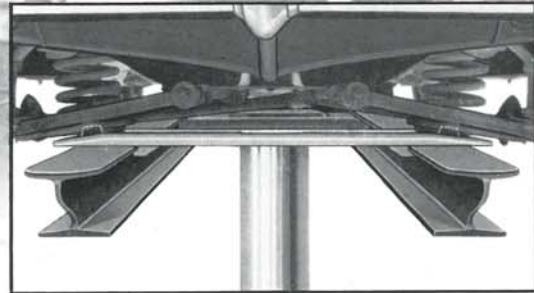


This 16' superstructure fits any Rotary jack. Shorter beams optional at no extra charge.

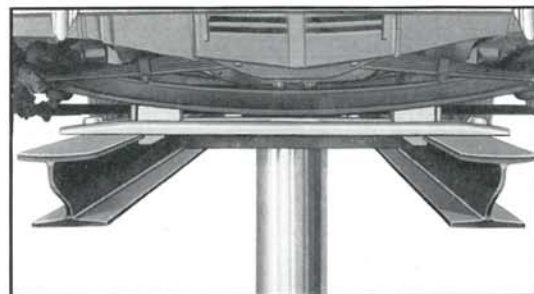
Bolts positioned vertically to prevent beam twisting.

Automatic Loading Guides (sold as an extra). These Guides automatically center cars, allowing them to be loaded more rapidly . . . even a customer can drive on the lift and load his car properly. By eliminating off-side loadings they pay for themselves many times over because brake drums, battery boxes, mufflers, etc., will not be crushed. They are never in the way because they actually drop down and *under the beams* when the lift rises. Dual rollers prevent floor damage.

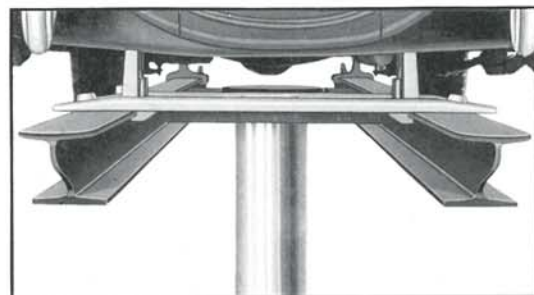
HERE IT IS MEN!



1 Standard knee spring pads securely locked over cones on new Buicks, Chevrolets, Chrysler Cars, etc.



2 Conventional axles are quickly and accurately placed in position at correct height.



3 Adaptor block in "high" position to accommodate Dubonnet axles such as older Chevrolets.

The "LIFT-ALL'S" extreme adaptability to the various old or newer cars is shown above . . . it handles them all. Note the widely different positions the blocks can assume to handle different conditions.



Rotary's History Making **AIRDRAULIC JACK** with the New **AUTOMATIC AIR BLEEDER**

A Complete Unit—No External Tank

The "Heart" of Any Lift is The Jack! It must function properly if dangerous conditions and expensive out-of-service periods are to be eliminated. Only with a Rotary can you obtain highest jack efficiency, the ultimate in safety and continuous, trouble-free operation!

Why Wash Rack Service Is "Duck Soup" for Rotary

Felt Wiper. A low pressure seal to prevent dirt, grit and water getting into vital working parts.

Grease Fitting. Designed to lubricate Wiper and force dirt and water out of stuffing box.

Packing—Automatic Adjustment. This factory-adjusted five-ring packing is right at the surface for easy inspection or replacement. It automatically adjusts itself to allow smooth operation under all conditions without compression losses. The packing gland can also be adjusted within a purposely limited range. Average packing life is from four to seven years.

HIGH COMPRESSION HEAD
Only a 160 cu. in. space

Pipe Connection Close to Surface . . . saves underground piping.

BABBITT LINED STEEL BEARINGS

A real improvement offered after twelve years of testing. Fine grained Babbitt metal affords extremely smooth operation even with unbalanced loads . . . tends to prevent scoring by allowing abrasives that accidentally get into the lift to imbed in the bearing material, rather than to cut into the plunger surface . . . outwears other metals.

Both top and bottom bearings are immersed in oil at all times. The extra long (26") guide bearing is removable with ordinary tools.

OUTER CASING: Heavy steel tank plate, 1/4-inch thick. EVERY CASING IS TESTED UNDER A WORKING PRESSURE OF 400 POUNDS PER SQUARE INCH BEFORE SHIPMENT!

AUTOMATIC AIR BLEEDER: An extremely simple, automatic device to automatically prevent the accumulation of air pockets during lift operation.

PLUNGER: Made of seamless steel tubing, polished and honed to a mirror finish.

STOP PLATE: Positively prevents the plunger ever leaving its casing.

HYDRAULIC SAFETY CONTROL VALVE: This automatic valve insures double safety, as it positively prevents the lift going up or coming down at an unsafe speed, even if the pipe connection to the jack were completely severed.

*There Is No Substitute For
Actual Experience!*

Fully Described on Next Page

The New Rotary AIR BLEEDER

**The Most Sensational Invention
In Lift History**



The New Rotary AUTOMATIC BLEEDER

AVAILABLE ONLY ON AIRDRAULIC JACKS

The Greatest Single Invention in Lift History

Exclusive with Rotary

"As sure as my name is 'Rotary Jack'—if you have ever tried to use an auto lift with an air pocket in the jack assembly—you **KNOW** this new Rotary Automatic Air Bleeder is the most important forward step in lift history! Jerky Movement . . . Excessive Bearing Wear . . . Scored Plungers . . . Oil Waste . . . Oil Smeared floors . . . They're all annoying, money-wasting conditions resulting from an air pocket in the lift jack.

"They all mean costly servicing, sales lost while your lift is out of service and customer dissatisfaction . . . and they're all eliminated by this New Automatic Air Bleeder! Now—servicing a Rotary Airdraulic is even more rare than before!"

WHAT IT IS-HOW IT WORKS

The experiences of more than 36,000 users of Rotary Lifts prove that maintenance and service expense is extremely small over a period of years. Yet, of the nominal servicing required by air operated lifts with self-contained or auxiliary tanks, 75% is caused by air pockets forming in the lift. Of the remaining 25%, fully half is indirect damage caused by air pockets: oil losses, causing bearing wear . . . plunger scoring, dry packing, etc., etc.

These are the troubles that the new Rotary Automatic Air Bleeder eliminates! AND—that "bounce" or "jerk" in raising or lowering the lift is prevented—a dangerous condition that might throw a car from the superstructure and is certain to cause plenty of worry and uneasiness to customers.

HOW AIR POCKETS ARE FORMED

Most oil in lifts will absorb air under pressure. Each time the lift is raised a few tiny bubbles of air flow out through the Hydraulic Control Valve or through the pipe line of a tank type lift. This progressively builds up an air pocket here. This entrapped air raises the oil level when the lift is lowered. As a result, oil is exhausted, working parts run dry, floors are messed with oil and operation is highly unsatisfactory. On all makes of lifts but Rotary the only solution is to manually remove a vent plug on or near the gland.

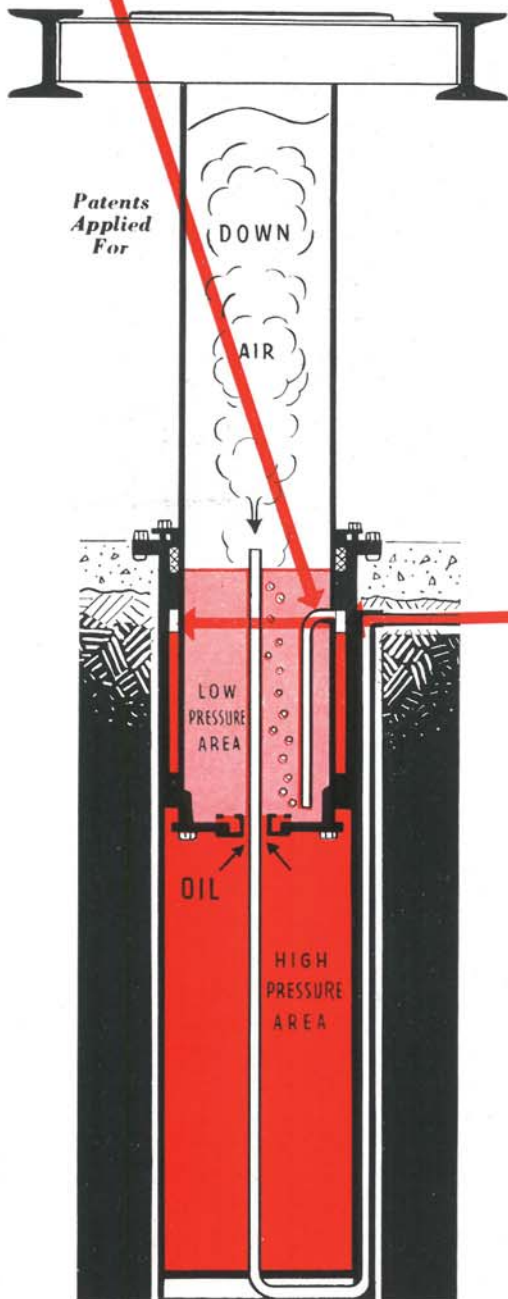
HOW THE BLEEDER OPERATES

The Automatic Air Bleeder is a bent steel tube electrically welded into the inner lift plunger wall, furnishing an opening from the air pocket zone into the lift exhaust chamber. The bottom of the tube is always immersed in oil to prevent air reversing through it.

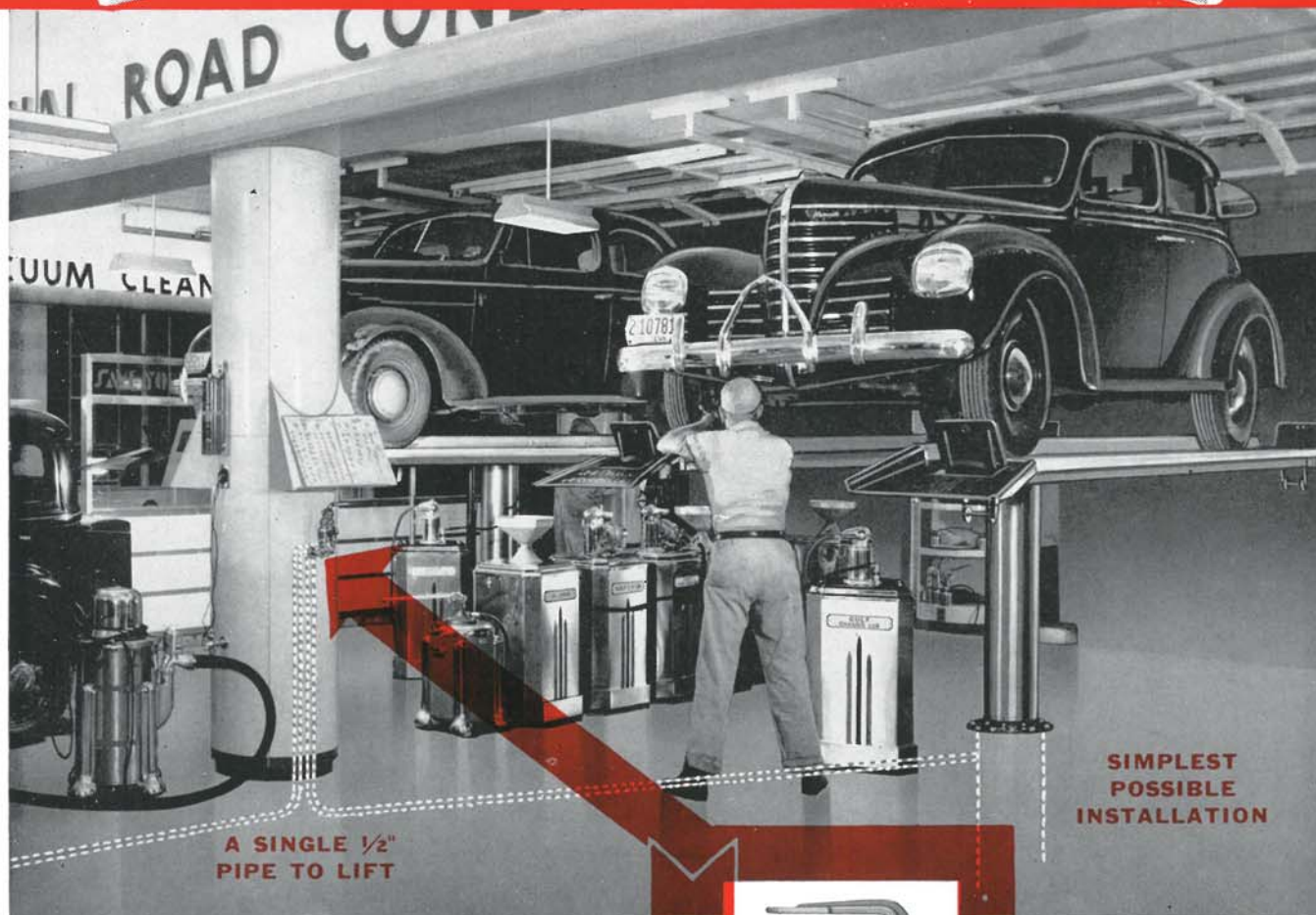
Just as the lift starts to lower the pressure on the oil in the inner plunger becomes less than the pressure on the oil in the outer casing and air pocket zone. (If this weren't true the lift would not lower.) This difference in pressure immediately forces all entrapped air down through the bleeder tube and out the lift exhaust.

Operation of the Automatic Air Bleeder is as simple as that—not a moving part—yet it is completely positive and automatic in operation.

ALL THESE TROUBLE MAKERS KNOCKED OUT



Rotary Airdraulic's SINGLE VALVE CONTROL and MUFFLER



WHY OPERATE TWO CONTROL VALVES WHEN ONE WILL SERVE — BETTER?

Rotary Jack says: "When you can get a device that's Compact . . . Fast Acting . . . Smooth Operating . . . Safe and Economical it's worth its weight in cash register receipts! These are the advantages you get with the Airdraulic's Single Valve Control. Lift the handle—The Lift rises. Depress it—The Lift lowers. Release it—The Lift stops because of "dead-man" valve action. It's air operated yet full hydraulically controlled!"

The "dead-man" type control valve is standard but it can be furnished to lock either when lift rises, when it lowers, or both.

THE EXHAUST MUFFLER

Rotary Jack says: "You don't have to put up with the ear splitting exhaust noises common with so many other lifts! When you install a Rotary with an exhaust Muffler you know car owners can listen attentively to additional service suggestions!"

The Rotary Muffler helps to maintain the quality of your service by eliminating air exhaust blasts. It costs very little extra . . . yet pays for itself many times over in assuring complete comfort for your customers.



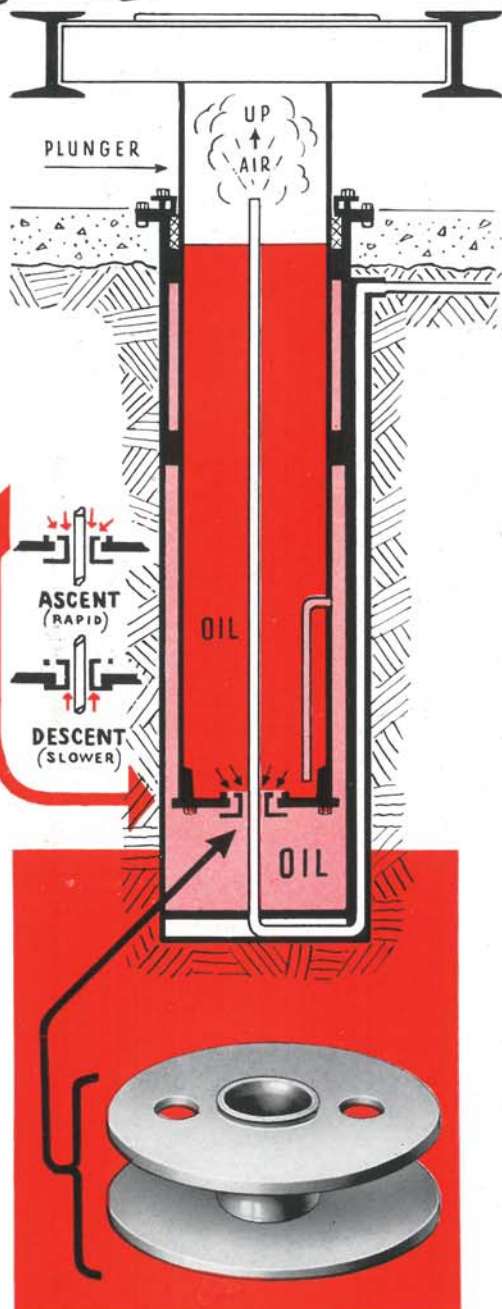
**SIMPLEST
POSSIBLE
INSTALLATION**



ONLY IN A Rotary Airdraulic CAN YOU GET ALL THESE PLUS FEATURES



Rotary Jack says: "No other lift made can give you all the Plus Features of the Rotary Airdraulic! It costs less to install and less to use because Rotary engineers have perfected every part to provide many years of smooth, trouble-free operation. It must be good with a record of more than sixteen years of exceptional service and more than 26,000 in use!"



The Airdraulic Oil Control Valve. Through 16 years of service, in thousands and thousands of lifts, not one single failure has ever been reported!

- 1 SIMPLE FOOL-PROOF CONTROL.** The single operating valve and the **three automatic jack** features make the Airdraulic the simplest, most fool-proof lift built!
- 2 POSITIVE SAFETY.** Though air powered, the Rotary Airdraulic is **full hydraulically controlled and supported**. It operates on the same principle as a Coastal defense gun cylinder or an airplane Oleo shock absorber. In the illustration at the left the lift is rising. Notice that the inner plunger serves in exactly the same capacity as a separate, auxiliary tank. Air entering the small compression chamber under pressure above the oil, raises the lift. As the lift rises oil flows from the inner plunger out into the casing through the clearance between the Hydraulic Control Valve and the air line and through two holes provided in the top plate of this Control Valve.
- On lowering the reverse occurs. As the oil passes back into the plunger, pressure lifts the Hydraulic Control Valve, cutting out the two holes in the top plate of the valve. **This positively limits the down speed according to Underwriters' recommendations for safety.**
- 3 CUSHION-SMOOTH OPERATION.** An Airdraulic's operation is velvety smooth, even when lowering with the heaviest loads. **There is no pipe pound, no surge of pressure** with the attendant danger of blowing out packing, bursting pipe connections and developing expensive underground leaks, as is the case with many so-called "full hydraulic" or "oil locked" lifts.
- 4 ECONOMY OF INSTALLATION.** Owners **save from \$10 to \$15** or more on installation costs. All that is required is the connection of a $\frac{1}{2}$ " air pipe to your compressor. This **can be fitted by an ordinary mechanic**. No heavy duty $1\frac{1}{4}$ " oil lines to lay underground; no expensive master pipe fitter to hire. No auxiliary tank and extra valve to position and connect.
- 5 NO EXTERNAL TANK.** A lift tank is an unwelcome article in the already over-crowded Lubratorium of today. That's another reason for the popularity of the Airdraulic—no tank is required. Furthermore, in an increasing number of States, Ordinances relative to unfired pressure vessels are being applied to separate lift tanks. In certain areas special tanks are required, periodical inspection fees are charged, etc. As the Airdraulic has no separate tank and as its pressure chamber far exceeds the most exacting requirements for pressure vessels, it has been exempt from such Ordinances.

AIRDRAULIC MODELS

Free-Wheel	10 FA
Roll-On	20 RA

SEE PAGES 11 AND 13 FOR ACCESSORY ITEMS
SEE BACK COVER FOR COMPLETE SPECIFICATIONS



All Rotary Lifts are: EASY TO INSTALL EASY TO MOVE

EASILY INSTALLED. Rotarys are easily and inexpensively installed or changed from one location to another . . . particularly the popular Airdraulic and Oildraulic models . . . no pipe connections to be made deep underground . . . no underground piping at all on the Oildraulic. **Don't be misled by statements that Rotary hydraulics cost more to install than so-called Portable type lifts.**

EASILY MOVED. It is quite simple to move a Rotary lift from one location to another, particularly if a sheet of greased cardboard is wrapped around the outer casing when the jack is installed. Or, you can purchase an "Easy Removal Sleeve" from Rotary at a trifling sum . . . illustrated at the right (Fig. 1).

SECOND STORY INSTALLATION. A Rotary can be installed for at about the same cost over a basement or on an upper floor, as shown in the illustration. The special flanges illustrated are furnished at no extra charge when specified on the original order . . . be sure to specify whether for Type A or Type B installation. Guy rods not furnished. See Fig. 2.

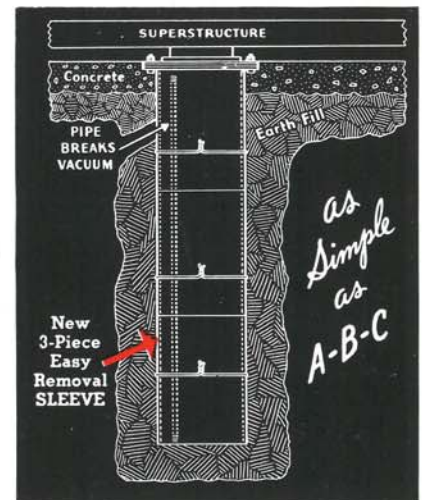


Fig. 1. "Easy Removal Sleeve" installation.

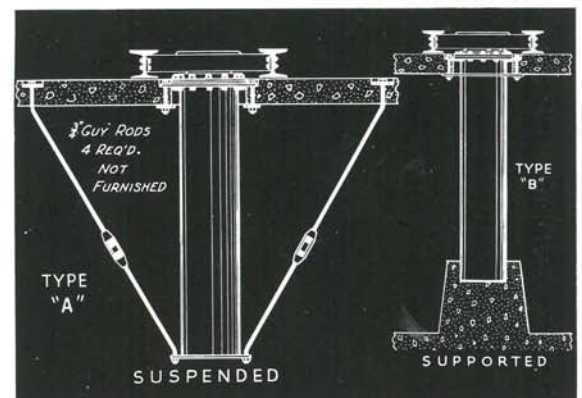


Fig. 2. Second story installation.

ACCESSORIES

LIFT-ALL FRONT END SUPPORT. Furnished free with a Free-wheel lift. One of two models fit all new or old lifts, regardless of make. See page 7 for complete description.

REAR AXLE SUPPORTS. Furnished free with a Free-wheel lift. Fits any 5" H-beam superstructure. See page 8 for complete description.

AUTOMATIC LOADING GUIDES. See price list for prices. Described completely on page 8.

ROTARY'S AIR VALVE. Furnished free with a Free-wheel lift. When ordered separately be sure to specify whether full "deadman" action or "locking" type required. Can be furnished to lock in either the "up" or "down" position at no extra charge. See page 11 for details.

THE EXHAUST MUFFLER. Not furnished free with a lift . . . quite inexpensive. Illustrated on page 11.

SEMI-AUTOMATIC SAFETY LEG. (Fig. 3.) Furnished free with a lift *when specified on the original order*. This type is only furnished when the lift is to be of the rotating type. The Leg positions automatically as the lift rises. To release before lowering, the Operator simply lifts the leg parallel with the floor and it locks in position. Available for old or new Rotary lifts only.

COMBINATION NON-ROTATER—SAFETY LEG. (Fig. 4.) Furnished free *when requested on the original order*. It is standard when both a Safety Leg and a Non-rotating Device are called for. *It cannot be applied on old lifts or new ones already installed without removing the jack from the ground.* When the safety pin, shown in Fig. 4, is placed through the flued holes in the tube, lift cannot lower . . . easily disconnected.

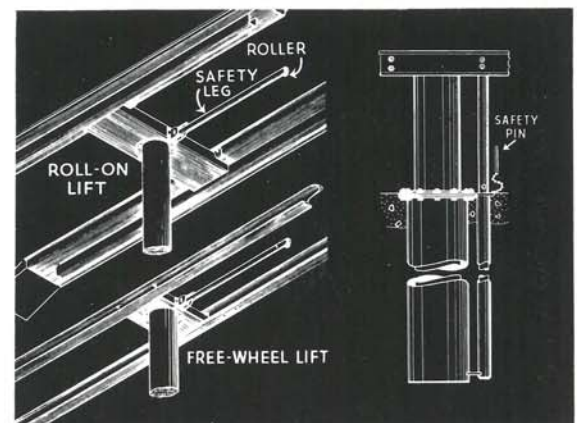


Fig. 3. Semi-Automatic Safety Leg.

Fig. 4. Combination Non-rotater—Safety Leg.



Rotary FLODRAULIC MODELS

AIR OR ELECTRICALLY OPERATED

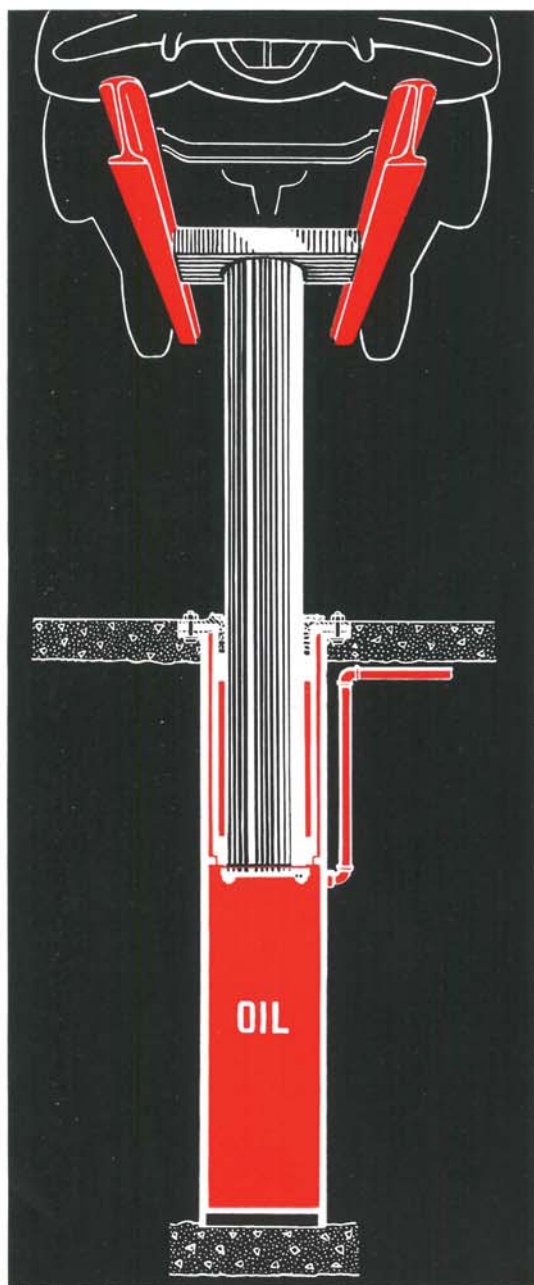
The Flodraulic Principle:

The **Airdraulic** principle described on previous pages operates by air pressure inside the plunger (the tube that rises out of the jack) causing the oil to transfer out of and back into the plunger—yet, the oil does not move in relation to the outer casing.

Flodraulic plungers are sealed off at the bottom. Air pressure on oil in a separate tank or the pumping of oil by an

electric Power Unit forces the plunger to rise as oil flows under pressure into the jack. Hence the term, Flodraulic.

This model jack is offered by Rotary particularly for power unit operation, as illustrated below. Some lift users prefer this model, air operated, particularly when space is no factor . . . the tank and valves, of course, take up space not required by the Airdraulic control system.



FLODRAULIC JACK FEATURES

Rotary's Flodraulic models are **automatically oil locked** when the operating lever on the power unit or the hand gate oil valve handle is dropped . . . "deadman" action. The foot lowering valve locks on the "down" cycle only.

Further protection is afforded by a **Safety Check Valve** located just inside the jack where the oil line joins the casing. This "changing orifice" flow control valve definitely limits the lowering of the lift to a safe speed, even if the underground pipe should be severed.



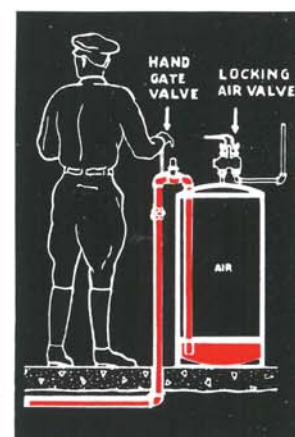
**POWER UNIT
OPERATION**

Lift is raised by *electrically* pumping oil under pressure into the jack . . . descends by gravity. Control is by "deadman" lever on the side of the power unit, as illustrated . . . we highly recommend this type of operation where two or more lifts are to be installed.



**FOOT VALVE
CONTROL
(Air Operated)**

Lift raises when the Locking type air valve is thrown, admitting air into the auxiliary tank. To lower, the foot pedal must be depressed after the air has been exhausted from the tank. *Foot oil valve and "locking" air valve furnished as standard.*



**HAND GATE
VALVE CONTROL
(Air Operated)**

This type control is popular with some users. The oil is locked going *into* the lift as well as on the lowering cycle by the "deadman" action of this hand gate valve. *Furnished only when specified on the order.*

FLODRAULIC MODELS

Free-Wheel	10 FH
Roll-On	20 RH

Suffix "E" added when Power Unit operated

SEE PAGES 11 AND 13 FOR ACCESSORY ITEMS
SEE BACK COVER FOR COMPLETE SPECIFICATIONS

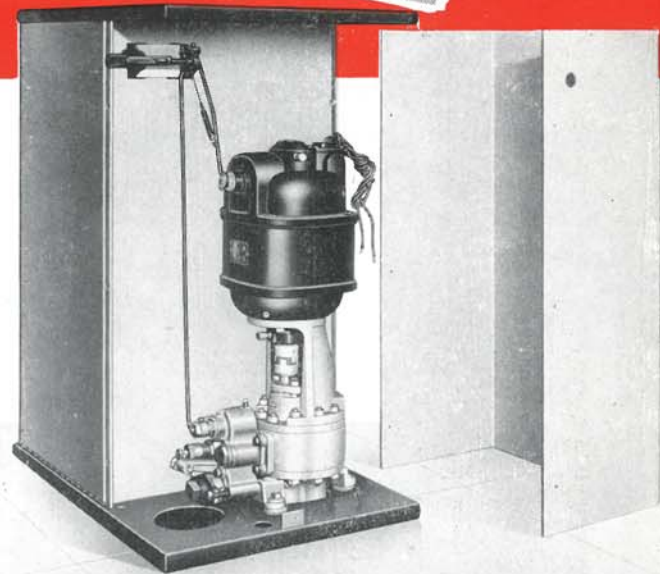
Hydraulic **ELECTRIC** POWER UNITS and CONTROLS

Extensive developments in the elevator field have made it possible to furnish you with far superior operating advantages than ever before. Beauty, too, has been added to the point where you can place your power unit alongside a modern lubrication set-up and be proud of it!

Rotary's new power unit not only eliminates the use of an air compressor but it **operates at about one-seventh the cost of any air lift**. Full power is delivered to the lift immediately . . . no waiting for the compressor to "build up" pressure. Because of the positive, rapid pumping of oil into the lift jack, a loaded lift can be raised to full height in 45 seconds.

Every unit is **protected** against hydraulic overload by a relief valve . . . against electrical overload by a thermal relay cutout. The quiet running, herringbone gear type pump, with its large pressure lubricated bronze bearings, is designed to give a life-time of service . . . only two moving parts. Pump turns at 1750 R.P.M.—not 3400 R.P.M. as is the case with most competitive equipment—slower speed reduces noise and wear.

Dimensions: All units are 37½" high . . . 20" wide. The depth is 20" for single lift operation and 9" additional depth for each additional lift.



MOTORS ARE 1½ OR 2 H.P.—1750 R.P.M.

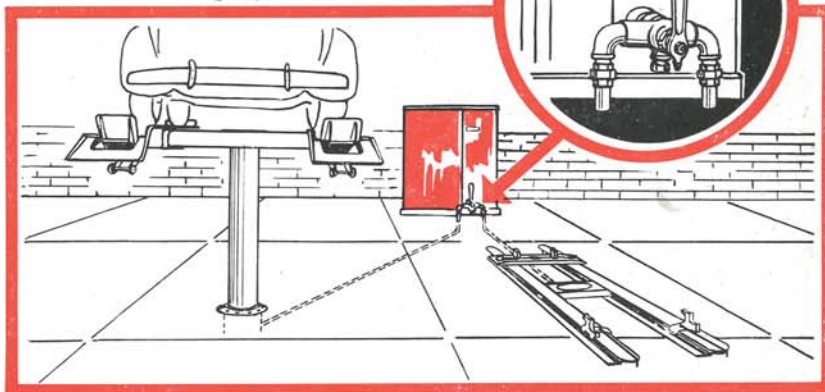
CENTRAL CONTROL

This type of power unit control is **recommended for two lift installations**. Positioned near the floor as shown, the selector valve pointer is quickly and easily positioned by the foot to allow oil to be diverted into the lift selected.

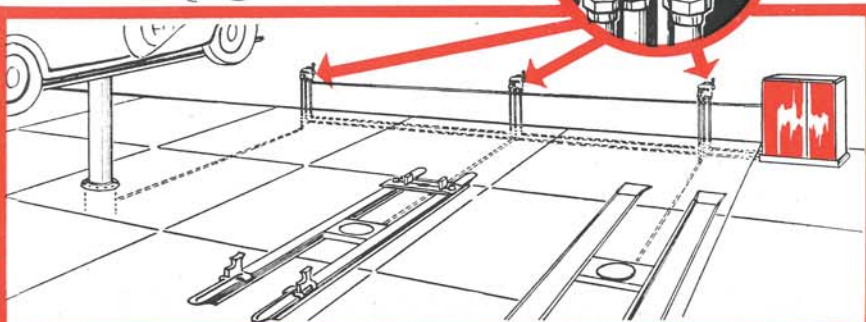
Raising or depressing the "Deadman" control lever on the side of the power unit case raises or lowers the lift. Central control permits operation of only one lift at a time, although one or more lifts may be in the raised position at any one time.



Central Control
Installation



Remote Control
Installation.



REMOTE CONTROL

Recommended for installations of two to five lifts . . . allows each lift to be independently operated.

Rotary's **patented Remote Control Valve** is a combination operating valve and electric switch—when the operating lever is thrown to the "up" position, it opens the "up" valve and starts the motor and the lift rises. To lower, simply reverse the control lever position. Control lever is of the "deadman" type for safety.

There is **no back pressure** in the system when the lifts are not in use, as is the case with most competitive equipment . . . no foot control valves to leak . . . no back pressure switches to give trouble, etc.

ROTARY ELECTRIC OILDRAULIC *The King of them all!*

The True Hydraulic...

NO AIR USED!

67% to 90% CHEAPER TO OPERATE



Pays for itself out of savings in the first few years of use out of current savings alone. **Actually operates for 1/3 to 1/10 the cost of any air lift** depending on the efficiency of the lift and compressor powering it.

The Oildraulic is **EXCLUSIVELY** Rotary!

This unique Rotary model rises by oil being pumped from the inner plunger into the outer casing when the plug (furnished) is connected as shown above. When lowering the oil flows back into the plunger, which acts as an oil reservoir. Lowering valve is operated by a lever on the superstructure and the lift can lower only as fast as oil can pass through the lowering control valve . . . **absolutely safe! No reliance on cables, brakes or other gadgets.**

NO NEED FOR AN AIR COMPRESSOR

Remodeling plans should specify a Rotary OILDRAULIC if one or two lifts are to be used because it will not be necessary to purchase additional compressor capacity for their operation. Also, floors already laid do not have to be torn up for pipe lines because the Oildraulic has no underground piping.

FULL POWER ALWAYS AVAILABLE

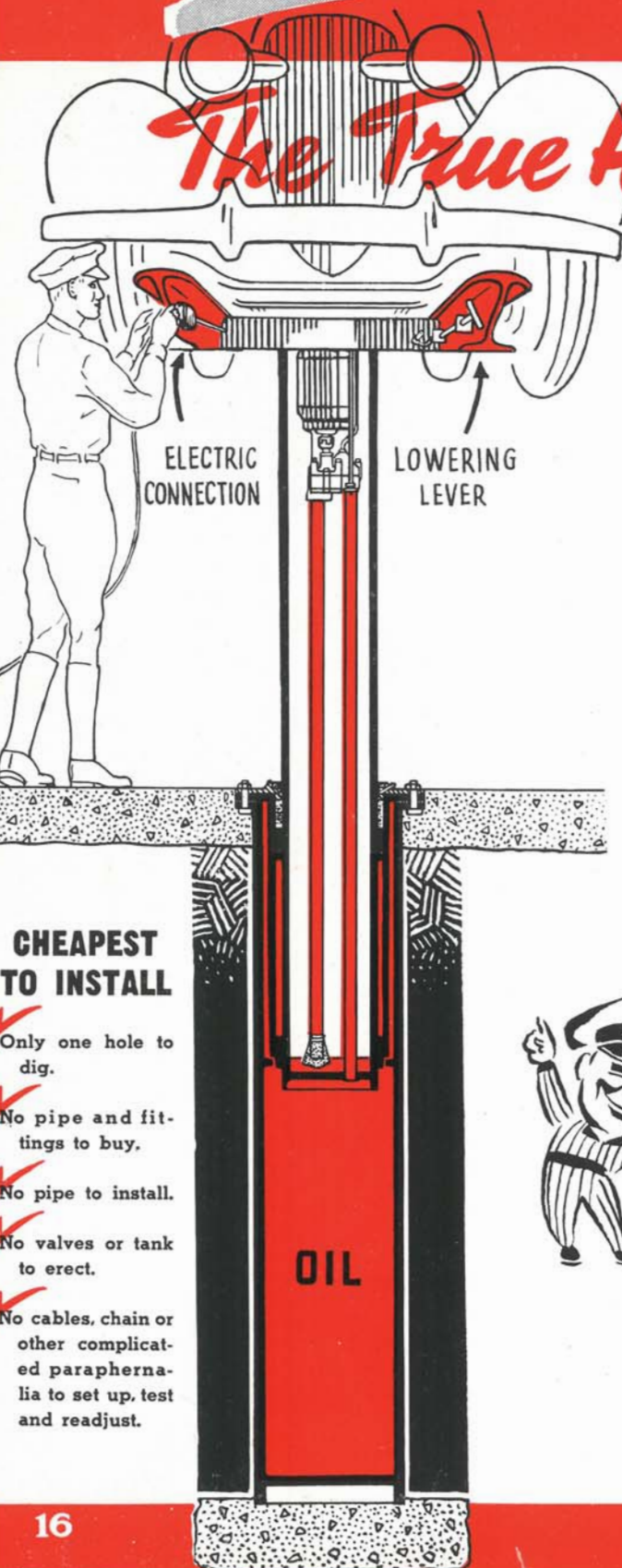
No waiting for an air compressor to build up pressure. Every lift is tested to full capacity before leaving the Factory.

OILDRAULIC MODELS

Free-Wheel . . .	FU 9
Roll-On	RU 19

SEE PAGE 13 FOR ACCESSORY ITEMS.

SEE BACK COVER FOR COMPLETE SPECIFICATIONS.



CHEAPEST TO INSTALL

- ✓ Only one hole to dig.
- ✓ No pipe and fittings to buy.
- ✓ No pipe to install.
- ✓ No valves or tank to erect.
- ✓ No cables, chain or other complicated paraphernalia to set up, test and readjust.



New Rotary OILDRAULIC POWER PLANT and JACK

**MOST EFFICIENT AND
COMPACT JACK EVER MADE!**

Motor and Pump At Top of Plunger

By placing both motor and pump in the top of the plunger Rotary engineers have made the Oildraulic the most compact lift on the market! The entire operating mechanism is within easy reach and can be quickly removed for inspection through the top of plunger by simply lifting off the cover plate and removing three cap screws and two short studs — all easily accessible . . . a 15 minute job!

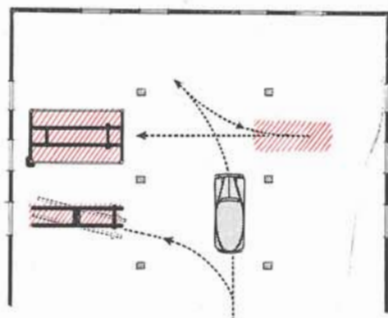
The OILDRAULIC is a true Full-Hydraulic because no air at all is used in its operation. It can rise no faster than oil can be pumped from the plunger into the outer casing and can lower no faster than oil can return into the plunger through its positive lowering valve.

MOTOR: The one h.p. motor used is a heavy duty standard make, and totally enclosed. It is of the high torque type . . . 1725 R.P.M. Furnished in 110-220 volt, 60 cycle, single or three phase as standard. Nominal extra charge for other current specifications.

PUMP: Herringbone gear . . . steel shaft runs in heavy duty bronze bushings . . . **only two moving parts.** All bearings oiled by pressure circulation. Pump protected on suction side by strainer.

CONTROL VALVES: Only two valves are used in the Oildraulic. The **bronze check valve** is a positive poppet type unit normally held in a closed position by a bronze spring. The **bronze lowering valve** is manually operated by a control lever on the end of the Free-Wheel and on the side of the Roll-On Superstructure.

Less floor space required



So-called "Portable" lifts require 160 sq. ft. of floor area, or more — about a 3-car space, **PLUS** another car space to angle in as shown at left.

The Oildraulic Free-wheel uses only 49 sq. ft. and can be rotated to speed up loading!

When it is necessary to use every available inch of space for parking — at night, for example — a **Rotary blocks out no space** . . . you can park right over it. A 4-poster's posts makes this impossible.





"31c per year upkeep," says J. W. Liversiedge, Memphis, Tenn., owner of the first Rotary Lift ever built! 16 years of service and still going strong is a record for any piece of equipment!

**ASK YOUR NEIGHBOR
HOW HE LIKES HIS
ROTARY!**



"Each Rotary has handled in excess of 50,000 cars since 1930 . . . Both lifts are in first class shape and handling 400 to 500 cars per month . . . I wouldn't consider any other make at half the price." L. A. Kircher, Kircher Auto Lubritorium, Houston, Texas.



"Paid for themselves 15 times over!" says Hodges, Inc., of Shreveport, La., proud owner of 3 Rotaries bought in 1927. One has been in wash-rack service over 5 years.



S. G. Tilden, Inc., of Brooklyn, N. Y., says: "My 45 Rotary Lifts are operating faithfully. We have standardized on Rotary for brake service work."

S P E C I F I C A T I O N S

MODELS		CAPACITY IN LBS.	HEIGHT OF RISE	APPROXIMATE TIME FOR FULL TRAVEL IN SECONDS		SUPERSTRUCTURE DATA	JACK CASING SIZE	SUGGESTED CLEAR HEADROOM
NAMES	NOS.			UP	DOWN			

FREE-WHEEL SUPERSTRUCTURES

Airdraulic	10 FA	8,000	4'11"	25	35	5" H Beams 16 Ft. Long (Shorter at no Extra Charge)	12 ³ / ₄ " O.D.	12 Ft.
Flodraulic	10 FH	8,000	4'11"	30	35	Outside Width 32"	7'7" Lg.	Higher For Special Trucks
Oilraulic	FU 9	8,000	4'10"	55	35	Inside Width 22"		

ROLL-ON SUPERSTRUCTURES

Airdraulic	20 RA	8,000	4'11"	25	35	17 ¹ / ₄ " Runways 16 Ft. Long (Exclusive of Ramps) Shorter at No Extra Charge	12 ³ / ₄ " O.D.	12' 8"
Flodraulic	20 RH	8,000	4'11"	30	35	Overall Length: Standard 18'1"	7'7" Lg.	Higher For Special Trucks
Oilraulic	RU 19	7,500	4'10"	55	35	With 4 Automatic Chocks 19'5"		

OIL REQUIRED in entire system: Approximately 42 gallons.

4'6" rise is also standard at no extra cost. For rises higher than standard—secure price from factory.

POWER UNIT MODELS: All data is shown above under "Flodraulic." Model numbers are affixed by an "E."

**BUS & TRUCK LIFTS
ELEVATORS
LEVELATORS** } SEE SEPARATE CATALOGS