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THE FOLLOWING APPLICATION CHART IS PROVIDED FOR GUIDANCE ONLY

**** Please verify your weight & height requirements prior to placing your order, or consult a mechanic ****

We DO NOT Recommend These For Use On The Following Models

Beech Model 99, Beech 1900, Cheyenne I/II/III/IV, Queen Air, King Air, Conquest, Cessna Citation Series, T28, Pilatus or similar. We highly encourage personal discretion when choosing a jack for the intended aircraft.

Please read "**Jacking Instructions**".

Choosing the Correct Jack

1. What is the distance from the ground to the jack point? It's best to have as much ram as possible left in the bottle
2. How much weight are you lifting? If it's a flipper between an 3 ton and an 8 ton.....go with 8
3. How high do you need to lift the plane off the ground?

Alpha Aviation Inc's jack models use a unique "**Building Block**" design that allows you to insert or remove risers as needed to achieve varying starting heights. The versatility is something maintenance shops & mechanics find very useful.

The chart below will show which model is **most commonly used**. If you see an ("**N**") next to the aircraft in question, please read the notes at the bottom of the page regarding that particular model.

A table of Effective Ranges along with a list of **CROSS-OVERS** between models is at the bottom.

CESSNA	
172RG Skyhawk	868W
177RG Cardinal	868W
182RG Skylane	868HLW
337 Skymaster	868W
208B Caravan (N)	868HLW
210 Centurian	868W
310/320/340 (N)	326W & 332W
402/411/414/421	838W

BEECH	
A36	324W
Baron 55 / 58 Series	324W
Bonanza 33 /35 / 36 Series	324W
Debonaire 35-33	324W
Duchess BE76	326W
Duke	324W
Musketeer BE23	326W
Sierra BE23/BE24	326W
Sundowner BE23	326W
Travelaire BE95	324W

PIPER	
PA23 Apache/Aztec	326W
PA24 Comanche	324W
PA25 Brave	326W
PA28 Cherokee 140/150/160/180	326W
PA30/39 Twin Comanche	324W
PA32 Cherokee Six / Lance / Saratoga	326W
PA34 Seneca I/II/III/IV/V	326W
PA38 Tomahawk	326W
PA44 Seminole	326W
PA46 Malibu/Meridian (N)	868HLW
PA46 Mirage (N)	332W
PA60 Aerostar (N)	868HLW

OTHER	
Aero Commander (N)	868HLW
Bellanca Viking (N)	324W
Cruiser Master (N)	324W
Chines CJ6A	332W
Cirrus SR20/SR22	326W
Commander 112/114	332W
Diamond DA20	326W
Diamond DA40	326W
Diamond DA42	332W

Grumman Yankee	326W
Grumman Lynx	326W
Grumman Traveler	326W
Grumman Cheetah	326W
Grumman Tiger	326W
Homebuilt (many) (N)	324W
Lake Amphibian (N)	868HLW
Mooney M20 (N)	324W
Navion (N)	332W

RV6A	326W
RV8	324W
RV10	326W
Socata	326W
Swearingen	838W
Swift	324W
T6 Texan	838W
Yak	326W & 332W

NOTES

Aero Commander - NO TURBOS or SCHWEICHS Additional [locking collars](#) are recommended

Bellanca Viking/Cruiser Master - It's possible the plane is being rolled onto blocks to get the #324W under the wing.

Cessna 208B Caravan - #868HLW has been used by others. We recommend additional [locking collars](#). **USE PERSONAL DISCRETION**

Cessna 310/320/340 - 1 Model #326W and 2 Model #332 are most common. Please refer to your owners manual.

Homebuilt - See "Choosing the Correct Jack" above to determine what best fits your needs

Lake Amphibian - The addition of a [6" top Ram Extension](#) may be required. Additional [locking collars](#) are recommended

PA46 Malibu/Meridian/Mirage w/radar pod - Additional [locking collars](#) are recommended

PA60 Aerostar - Check your Height & Lift Requirements. The addition of a [6" top Ram Extension](#) may be required.

Effective Ranges are determined by the riser configuration; insert or remove as necessary											
Heights in the grey shaded areas are with the optional add-on 6" Top Ram Extension. Model #838W and 868W have this extension											
MODEL	RAM	TRAVEL	EFFECTIVE RANGES					CROSS-OVER CHART			
324W	3 Ton / 6,000 lbs	16"	24" - 40"	30" - 46"				326W*	332W*	838W*	868W*
326W	3 Ton / 6,000 lbs	17"	26" - 43"	32" - 49"				332W	386W	838W	868W
332W	3 Ton / 6,000 lbs	17"	26" - 43"	32" - 49"				326W	368W	838W	868W
368W	3 Ton / 6,000 lbs	17"	26" - 43"	32" - 49"	38" - 55"	62" - 81"	68" - 87"	326W	838W	868W	
838W	8 Ton / 6,000 lbs	17"	26" - 43"	32" - 49"	38" - 55"			868W			
868W	8 Ton / 6,000 lbs	17"	26" - 43"	32" - 49"	38" - 55"	62" - 81"	68" - 87"	868HLW			
838HLW	8 Ton / 6,000 lbs	25"	32" - 57"	38" - 63"	44" - 69"			868HLW			
868HLW	8 Ton / 6,000 lbs	25"	32" - 57"	38" - 63"	62" - 87"	68" - 93"	74" - 99"				

These models will work if you are able to boost the wing 2"

"Cross-Over"; These models will "also work" based on weight & height requirements. Example: Model #868W can be configured as a 26" jack by leaving out the risers.

PERFORMANCE FEATURES of an ALPHA AVIATION JACK

- Proven Design - Thousands Sold Worldwide Since 1995
- Modern, Stable 3-Leg Design Allowing for the Clearance of Gear Doors
- Purpose Built, Self Contained Hydraulic Package
 - Equipped with Dual Hydraulic Pumps
 - Provides Lift on the Up & Down Stroke, Reducing the Handle Cycles by 50%
- Substantial 1-1/4" Diameter Ram
 - Concave Lifting Surface Machined into the Ram
 - Equipped with Friction Safety Collar to Secure the Load
- Highly Versatile - One Jack for Many Models of Aircraft
 - Shipped with All Adapters Needed to Achieve Multiple Heights
- Braced with Commercial Grade Heavy Gauge Tubing
 - Double Braced at 62" & 68"
- Rugged, Heavy 7-gauge Steel Base
 - Laser Cut, Robotically Welded & Powder Coated
- Standard with Tilt & Go Wheels for Greater Mobility
 - Heavy Duty & Easily Replaceable

Ships FedEx or UPS Ground 100's in Stock for Quick Shipment



CAUTION

Jacking of aircraft and/or working around or under jacked aircraft is considered hazardous work operations and should only be attempted by experienced personnel.

JACKING INSTRUCTIONS

RAISING:

1. Always jack on a level surface.
2. Center the jack under the aircraft jack point.
3. When all required jacks are in place, jack the aircraft evenly using multiple personnel or moving from jack to jack, as needed, to maintain a relatively level attitude.
4. When the aircraft is at the desired height, engage the safety collars using the following method:
 - Lower the safety collar into a position 1/8" above the cylinder and tighten securely
 - Slowly release the pressure in the ram. Lower the load onto the collar, to determine if the collar is tight enough to support the load.
 - If the load is held, pump the jack handle enough to restore pressure to the ram; taking the load off of the safety collar.
 - If the load slips at all, raise the load off of the safety collar, re-tighten, and re-test as above.

LOWERING:

1. Pump the handle to raise the load off of the safety collar
2. Loosen the safety collar bolts to allow the collar to slide up the ram as it is lowered.
3. Slowly lower the aircraft evenly, using multiple personnel or moving from jack to jack, as needed, to maintain a relatively level attitude.
4. Safely slide the jacks from under the aircraft.