

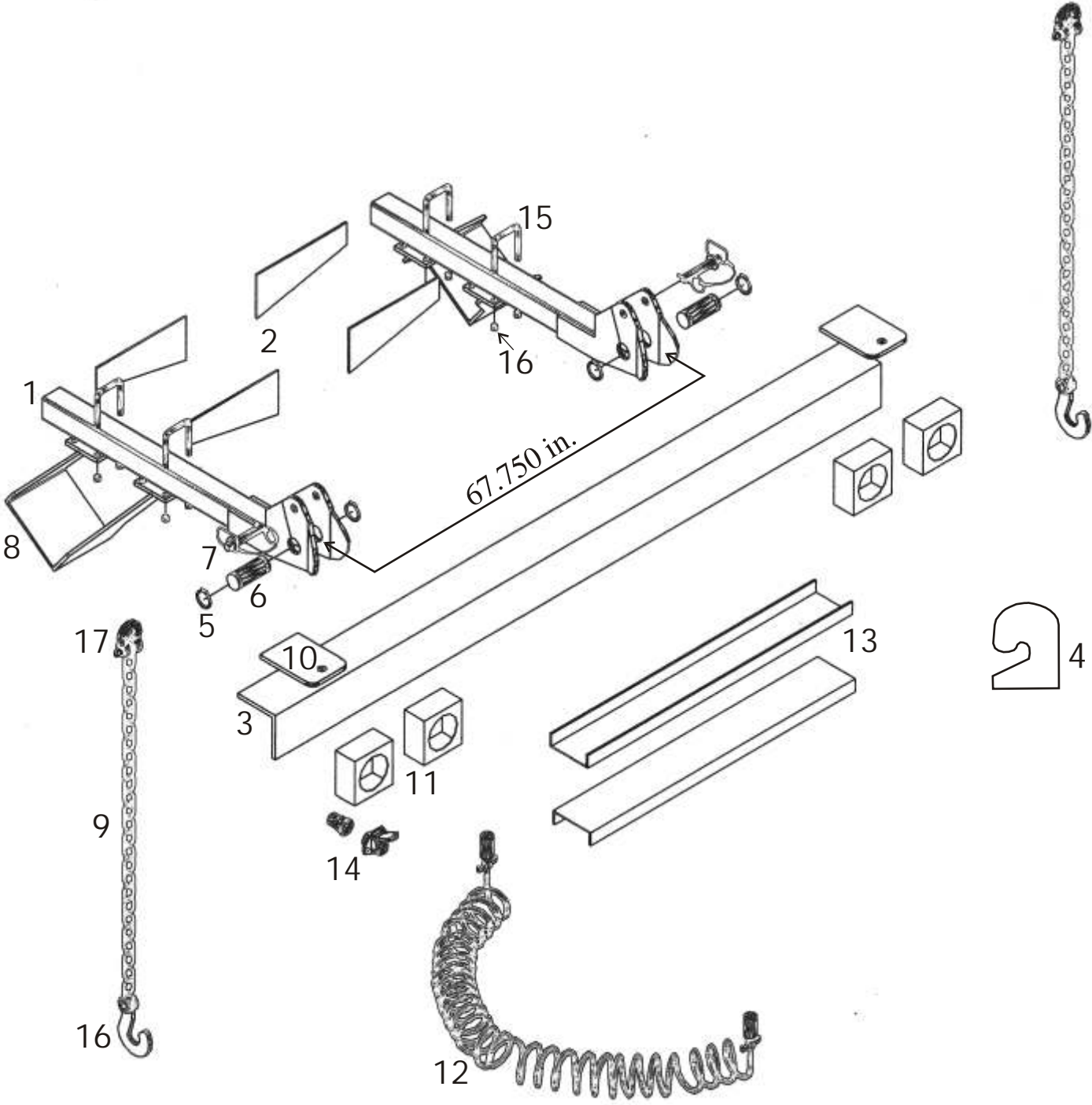
WARNING!

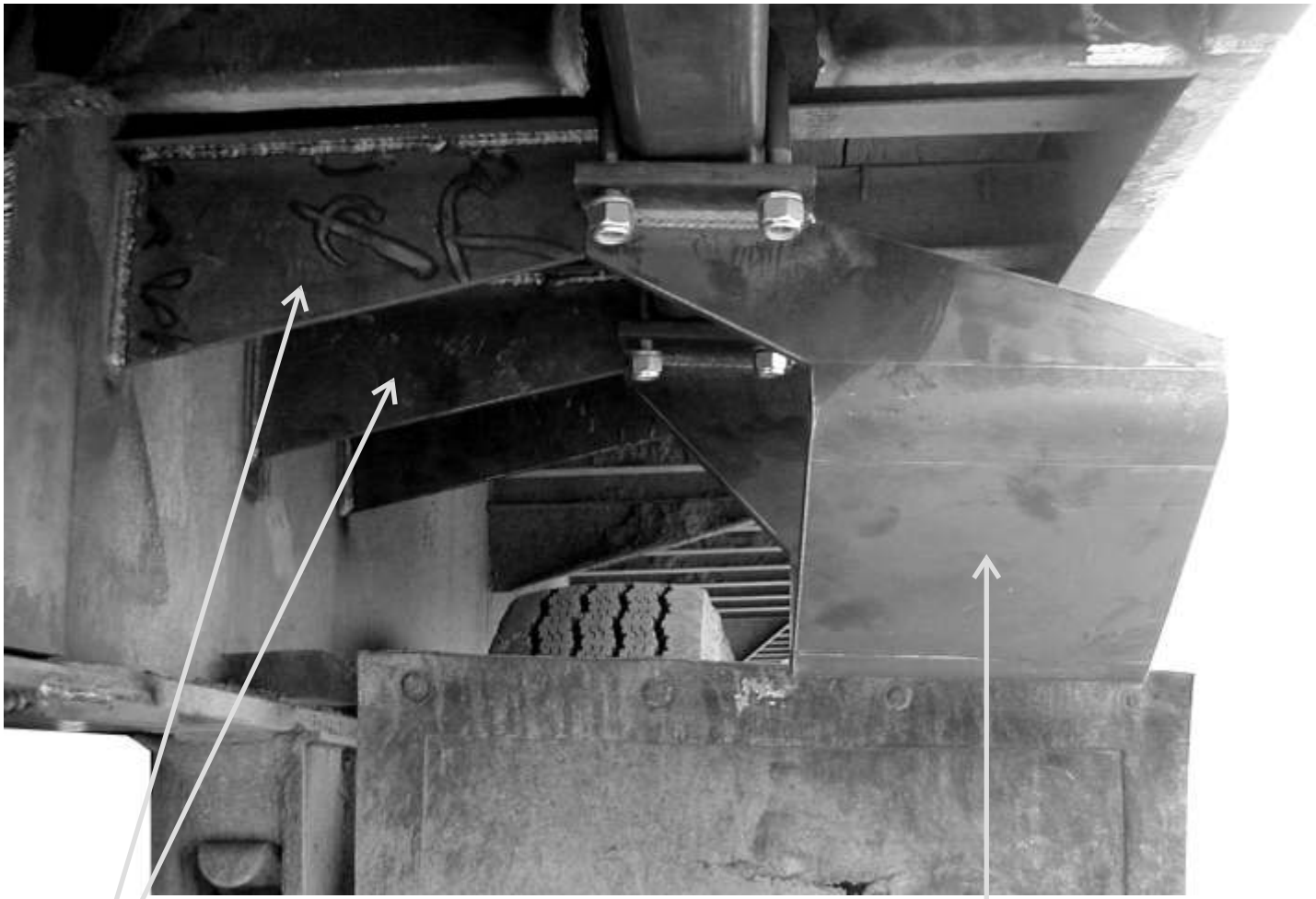
When The Navigator Is Mounted And Hanging On The Receiver Pins, Make Sure To Relieve The Pressure On all Cylinders. The Forks Should Be "Floating" In The Fork Pocket. Also, Retract The Mast Back As Far As It Will Go.

Navigator Rigout Instructions

Chrisman Manufacturing, Inc.

228-864-6293



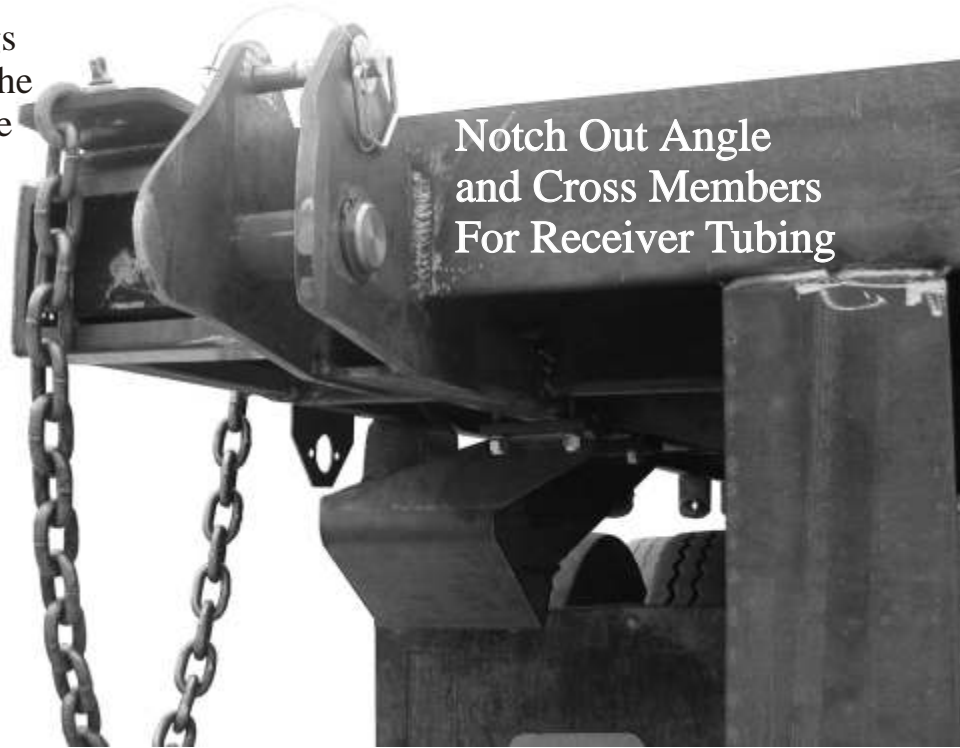


■ Steel Plate Gussets
Welded At Frame and
Frame Cross Members

■ Wheel Bumpers Mount
To Receiver Tube with
(2) U-Bolts Per Side

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Safety Chain Lugs
Are Welded To The
Top Of The Angle



Notch Out Angle
and Cross Members
For Receiver Tubing

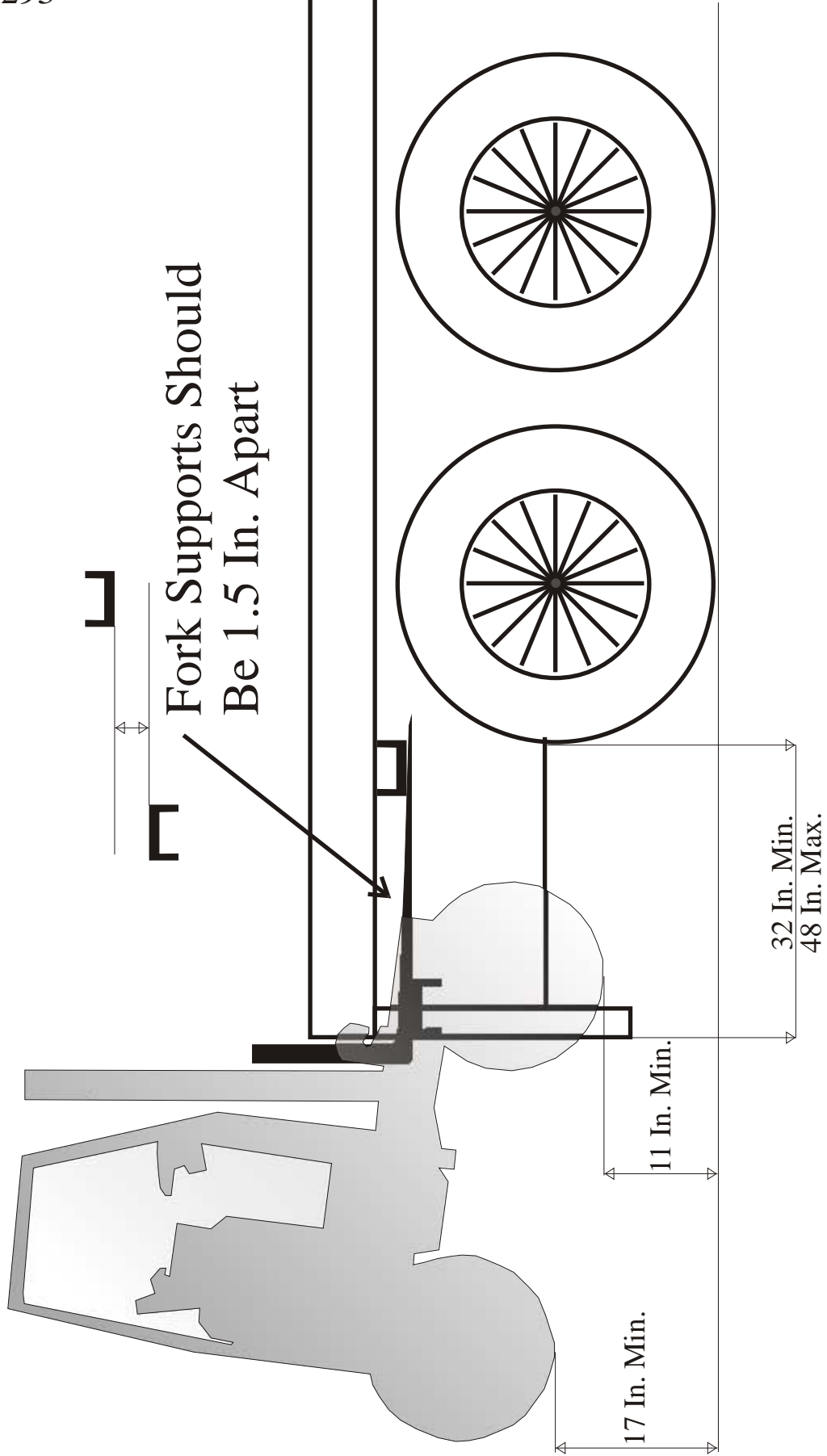


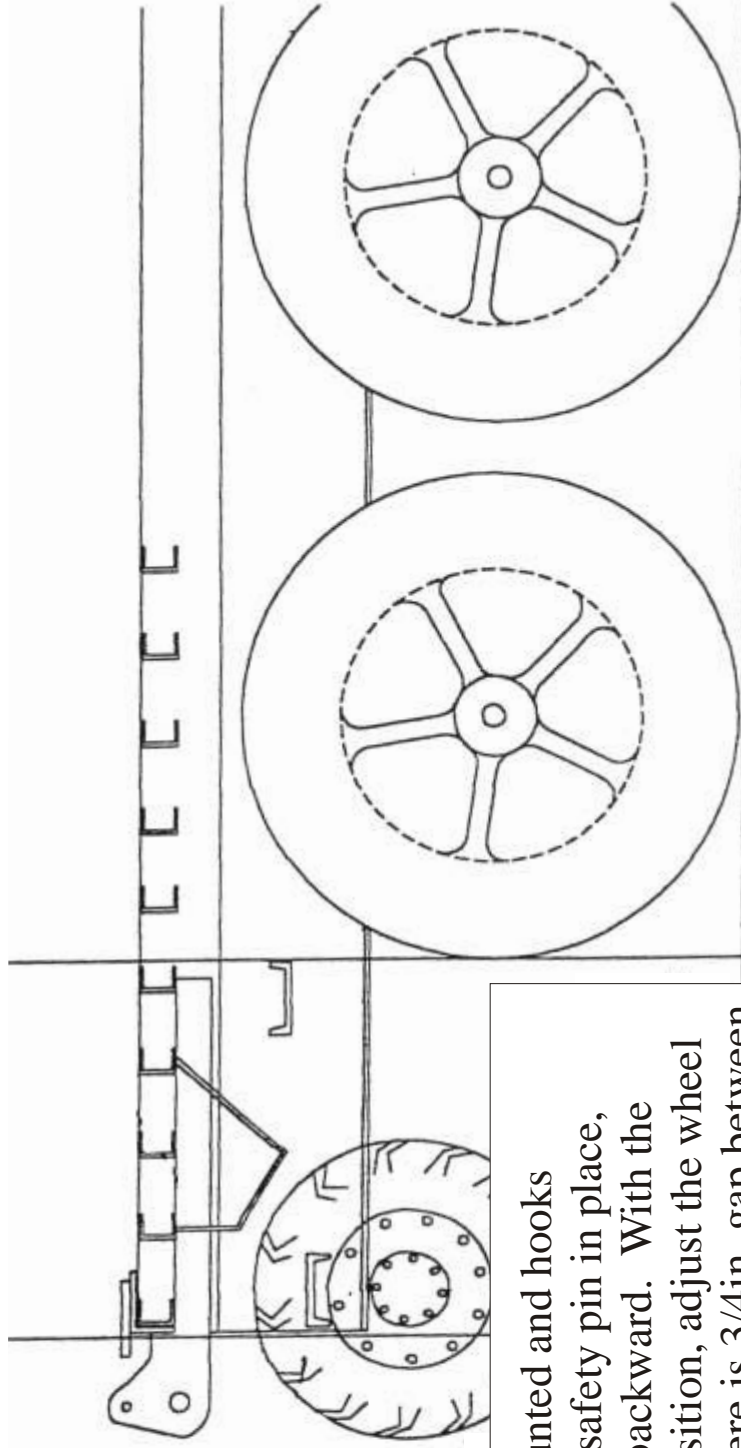
6 X 6 Angle
Caps Rear of Truck/
Trailer For Support

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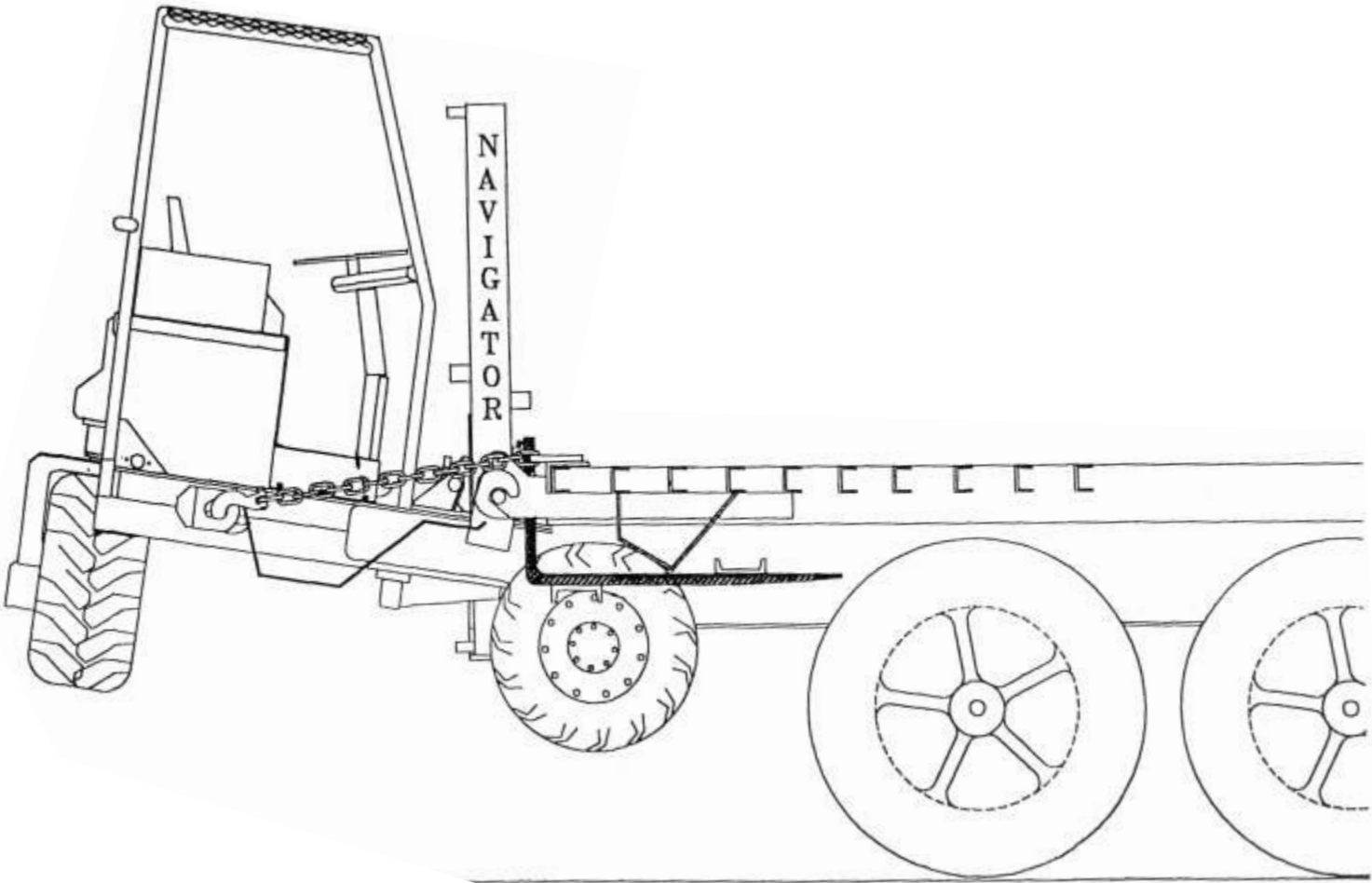


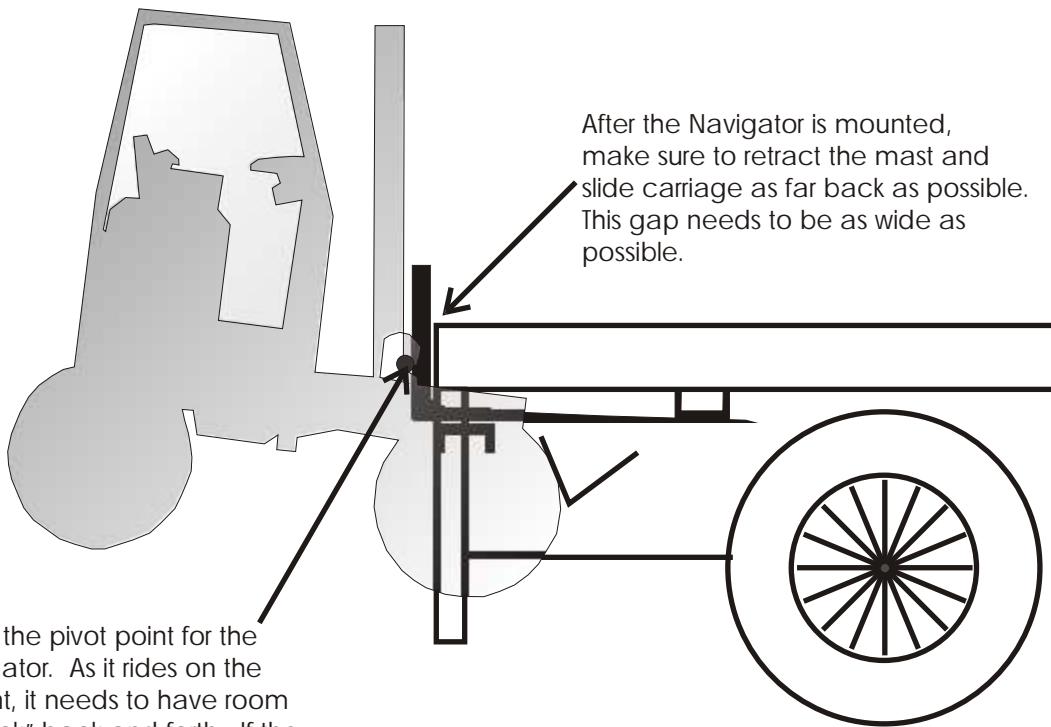
With machine mounted and hooks fully engaged and safety pin in place, tilt the mast fully backward. With the machine in this position, adjust the wheel bumpers so that there is 3/4in. gap between the wheel bumper and the tire. When the proper gap is achieved, tighten the U-Bolts.

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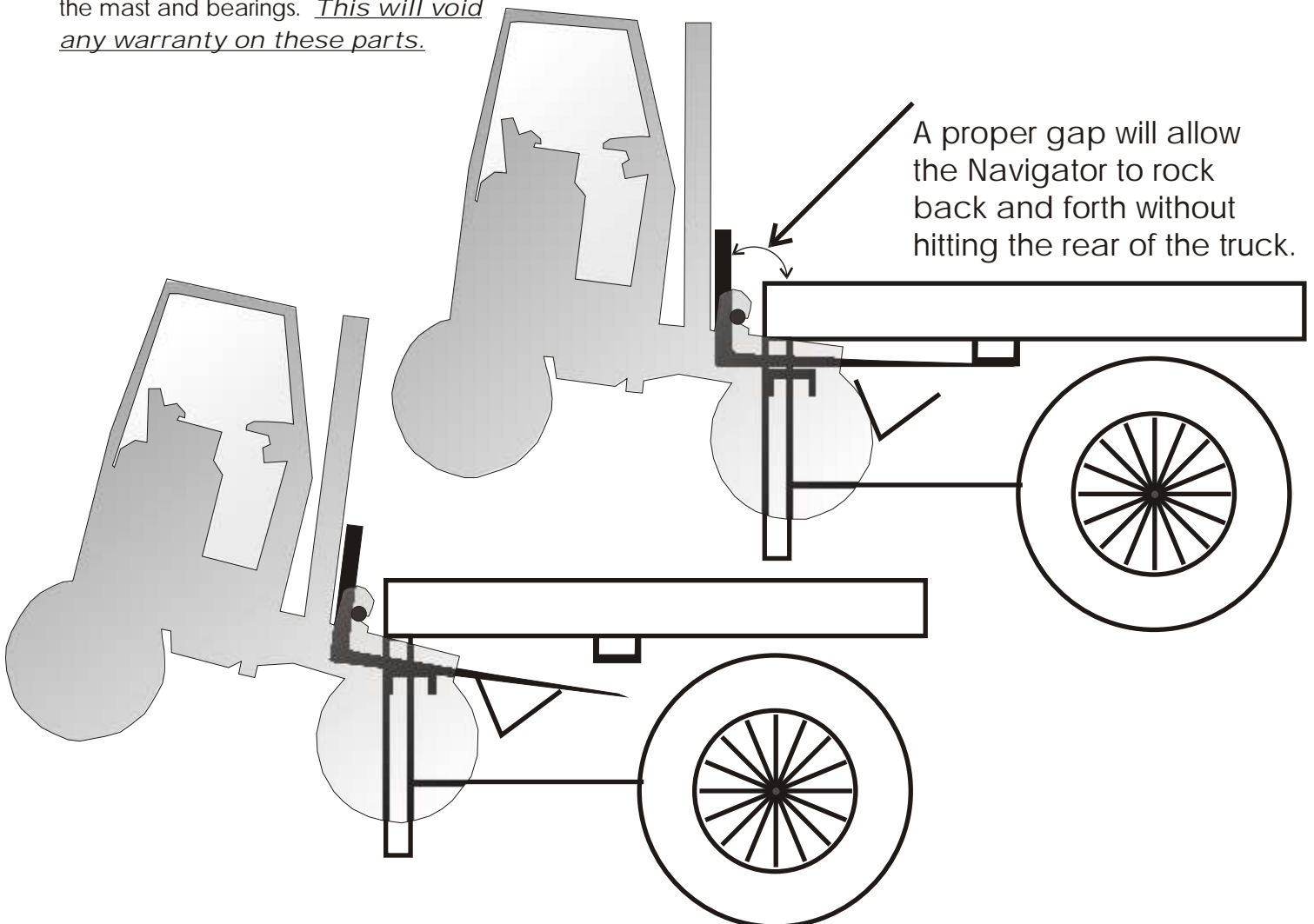
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After the Navigator is mounted, make sure to retract the mast and slide carriage as far back as possible. This gap needs to be as wide as possible.

This is the pivot point for the Navigator. As it rides on the mount, it needs to have room to "rock" back and forth. If the forks and mast are resting against the rear of the truck, or if the gap is not sufficient, the forks will hit the rear of the truck and cause damage to the mast and bearings. *This will void any warranty on these parts.*



A proper gap will allow the Navigator to rock back and forth without hitting the rear of the truck.