

MFG: ELI BRIDGE CO
NAME: BABY ELI WHEEL
TYPE: KIDDIE

ERECTING INSTRUCTIONS

FOR

NO. 6 BABY ELI WHEEL

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ELI BRIDGE COMPANY
Jacksonville, Illinois, U.S.A.

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Serial No. _____ Year Model 1955

NAME: JEFFERY W. ABENDSHIEN

ADDRESS: _____

CITY: DELAWARE, STATE: OHIO

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BRAKE BAND AND OPERATING EQUIPMENT

Place the brake band clevis over the plate on the front side of gear tower. (This extends to the outside of tower). Push the threaded end of brake rod through one hole in the clevis and then through hole in tower plate.

Now place the spacer pipe (3/8 X 1-5/8") over the threaded end of the rod. Place one side of brake band over the rod next to spacer and push rod through back side of clevis. Put on brake band spring, and other side of brake band, applying nut to hold band in place. See Photo No. 10.

CLUTCH - GEARING - BRAKE DRUM

Put these items in as shown in Photos Nos. 6 and 9 and you will have no trouble. Place the extension of brake rod in the hole in brake ratchet and handle attached to main rod with clevis connection, and place brake ratchet on side of base as shown in Photo No. 6.

SPOKES - RIMS

Spokes are interchangeable; any spoke will fit any one of the sockets provided. You cannot get the spokes in wrong, as they will go in just one way. Have one man sit on the axle and pin these spokes in place as the other man holds them. Put all of the spokes on one side of the Wheel in first, and then the spokes on the opposite side. See Photo No. 6. After the spokes are all in place, take the large rings and snap them in place on the hubs. This prevents the pins from coming out.

Put in the spoke crossbars next as shown in Photo No. 7. Follow this operation with the installation of the spoke cables. Do not draw the cables up tight. This will be done when you true the Wheel. Put in one pair of cross cables from one set of spokes to the next. Now tighten the set screws in the hubs securely to the axle.

Put in the rims and the woodrims. When putting in the seat pins the pipe spacers should be placed directly under the nut of the pins on the left side of the Wheel. On the drive side these spacers should go under the woodrims.

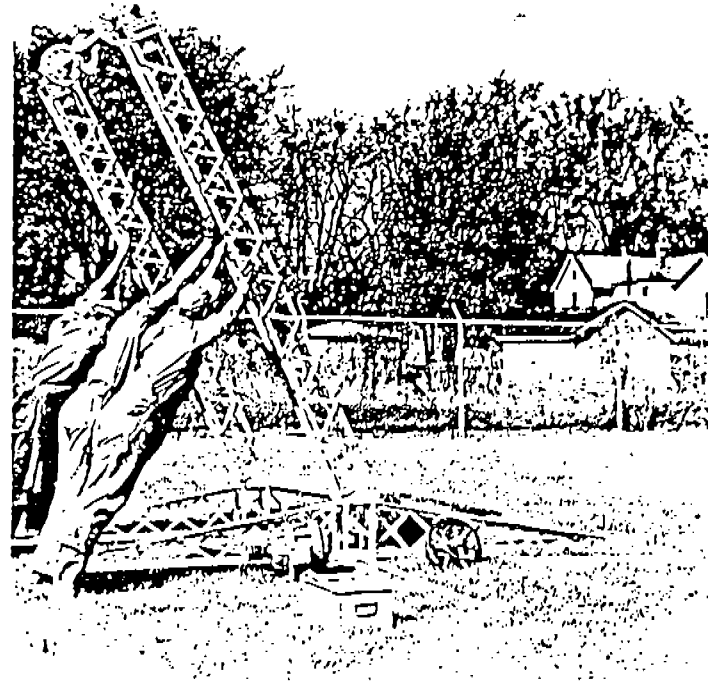
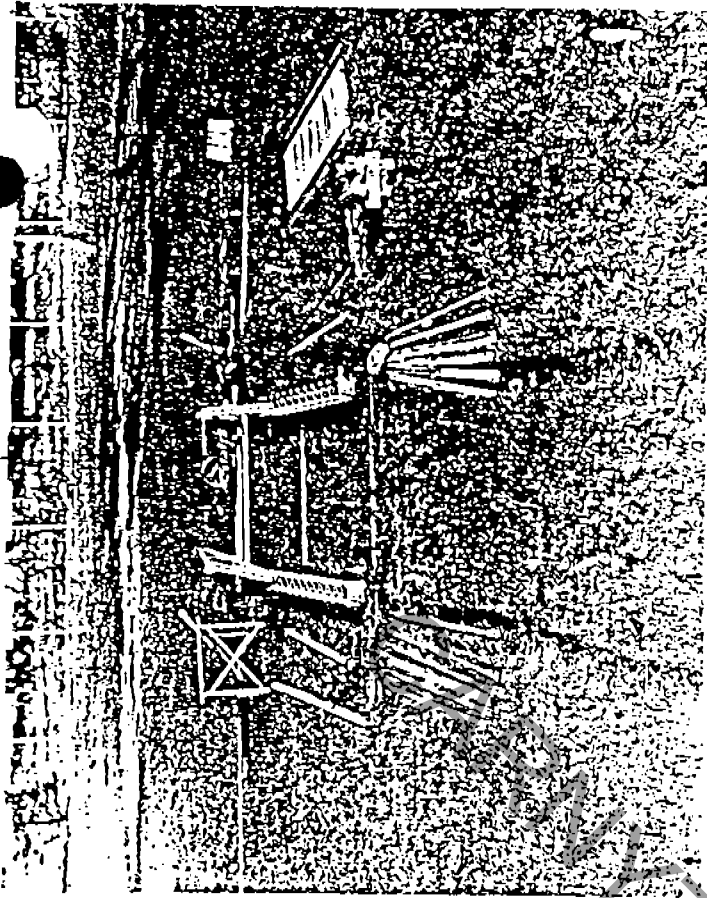
TRUING THE WHEEL

To true the BABY ELI WHEEL turn the Wheel until one pair of spokes is in line with the towers. Loosen or tighten the turnbuckles of the cross cables until this pair of spokes is in line with the towers; then go on around the Wheel truing each pair of spokes in the same manner. Then by loosening or tightening the spoke cables, see that the center of each woodrim is the same distance from the tower as the center of the drive sheave. Now put in the remainder of the cross and parallel Wheel cables.

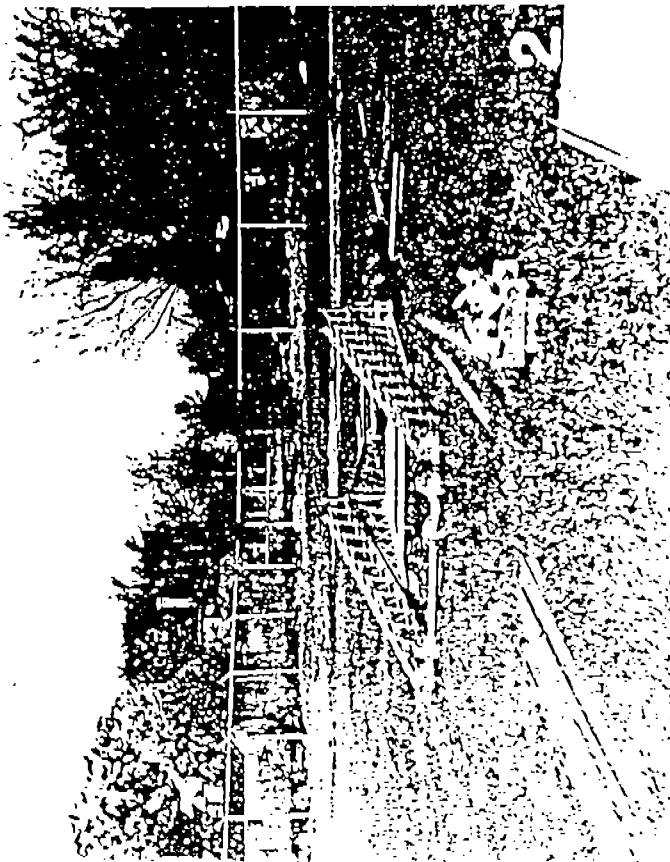
CABLE

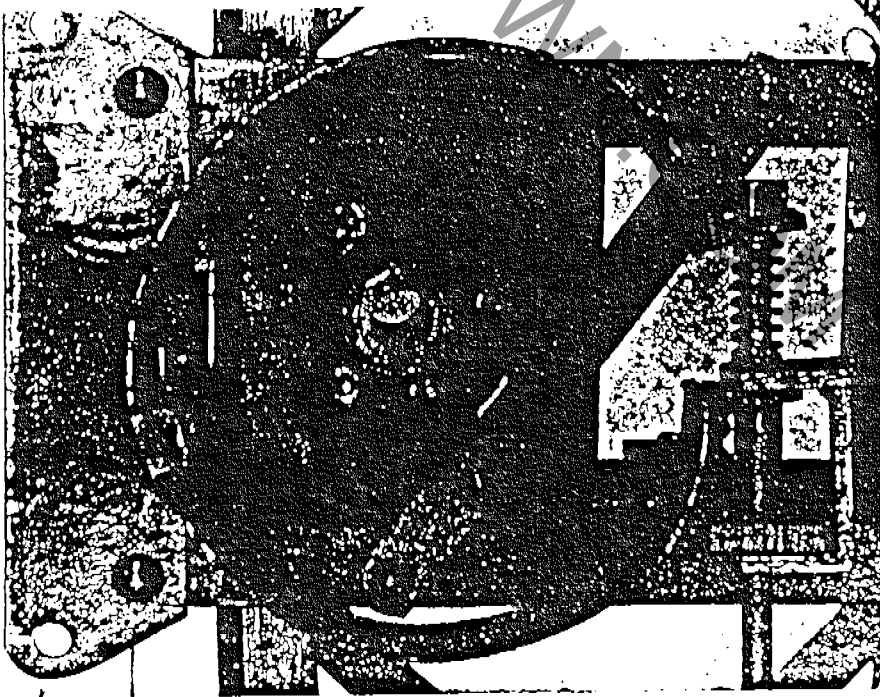
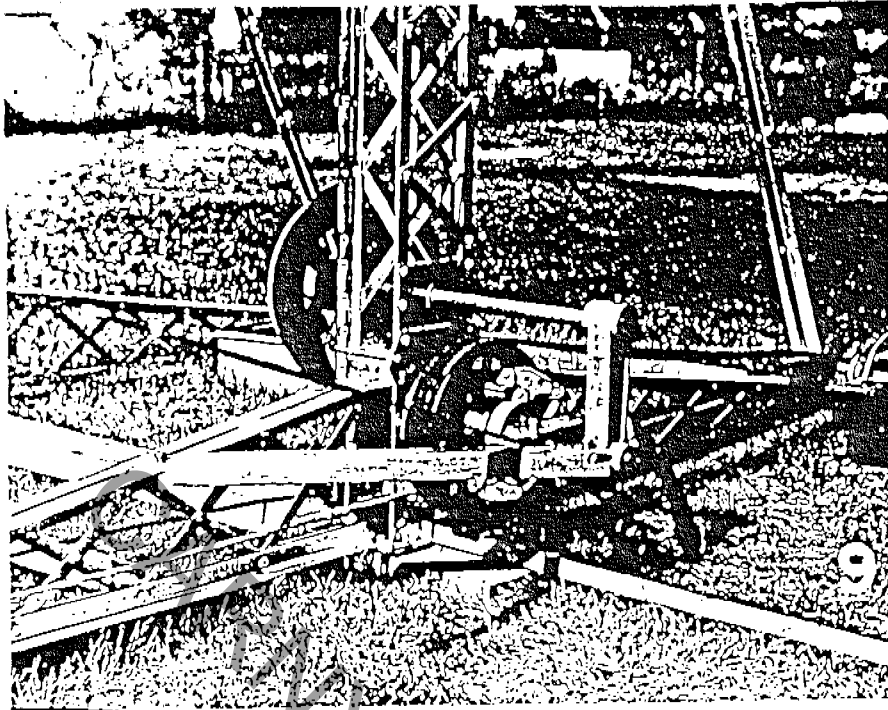
Run the cable around the Wheel as shown in Photo No. 8. Then put in the idler sheave and thread the cable on these sheaves. Pull the cable tight, but not too tight - just enough to pull the Wheel without slipping.

Now again, true the spokes to be sure that every woodrim is in line above the drive sheave and the cable runs true.

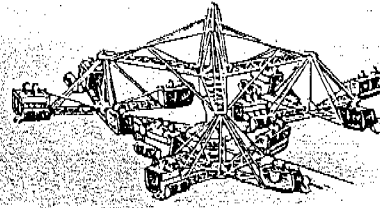
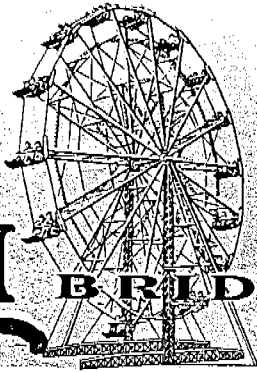


TOWN





ALL STEEL PORTABLE
BIG ELI
FERRIS WHEELS



Scrambler
ELI POWER UNITS

RECEIVED

ELI BRIDGE COMPANY
INCORPORATED

MAY 9 1994

800 CASE AVENUE
JACKSONVILLE, ILLINOIS 62650-1493

BUREAU OF
FAIR RIDES INSPECTION

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BIG ELI

Little Wheel Bulletin No. 3

Applies to No. 6 Baby Eli Wheel, Little Eli Wheel, Trailer-Mounted Little Wheel

DATE: May 2, 1994

SUBJECT: Wear of Seat Pins and "Y" Seat Hanger Castings

We have been asked for acceptable limits on the wear of seat pins and "Y" castings on No. 6 Baby Wheels, Little Wheels, and Little Eli's. These parts are smaller versions of the pins and castings used on adult-sized Wheels. To the best of our knowledge we are not aware of a failure ever occurring on either part, and the design has been in use for 68 years. Even so, wear can reach the point where the part should be replaced.

There are two places on the "Y" casting where wear can occur.

The most obvious place is at the top of the casting where the casting rests on the seat pin, as shown in Figure 1. THE THICKNESS ON THE END IS 3/8". WHEN IT IS WORN DOWN TO A THICKNESS OF 1/4" THEN THE CASTING SHOULD BE REPLACED.

The second location for wear is the length "B" in Figures 2 and 3 (shown on page 2). The length "B" is normally 1-1/2", and the length "A" is 1-5/8". The seat pin can rub against either end of the "B" length, and if the outer end of the casting becomes substantially worn away the end of the seat pin can rub against the outside of the seat, as shown in Figure 3. With excessive wear the end of the pin can actually wear a hole through the side of the seat.

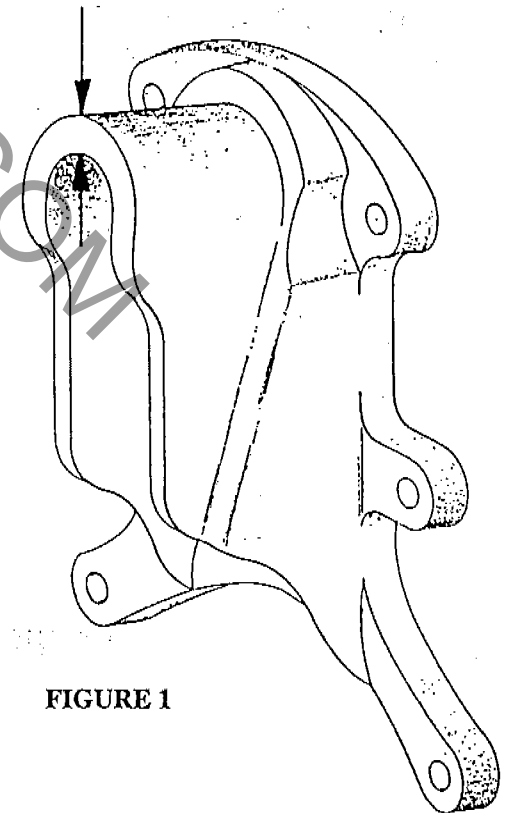


FIGURE 1

DATE: May 2, 1994

SUBJECT: Wear of Seat Pins and "Y" Seat Hanger Cas

We do not regard this as a safety hazard, but if you find that the end of the seat is being marked by the seat pin, this will be an indication that either the seat pin and/or the "Y" casting has become worn excessively.

The end of the pin was originally made with a fairly sharp corner on the end, and it is this corner which will dig into the side of the seat when wear becomes excessive. All seat pins for all sizes of Wheels now are manufactured with a 1/8" radius on this edge. Grinding a smooth 1/8" radius all around the contacting edge where the seat pin touches the side of the seat (Figure 3) will reduce any contact of the seat pin with the side of the seat.

The "Y" casting is an iron molding with tapered surfaces for release from the molding sand. As the outer end of the "Y" casting is worn away the thickness at the top of the casting will actually become greater because of the tapering. The wear limit on dimension "B" should be 1-7/16". If that dimension is less than that, then the casting should be replaced.

The seat pin has a reduced diameter where it fits up inside the "Y" casting. See Figures 2 and 3. When the seat pin is locked in place the head of the pin is held by the recess in the "Y" casting. With wear, the dimension "A" will increase from the original 1-5/8" and when it has reached 1-11/16" the seat pin should be replaced.

The reduced diameter of the seat pin was originally .746". If this diameter decreases to .625", then the seat pin should be replaced.

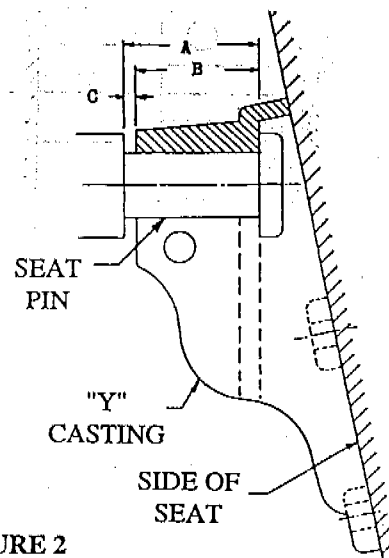


FIGURE 2

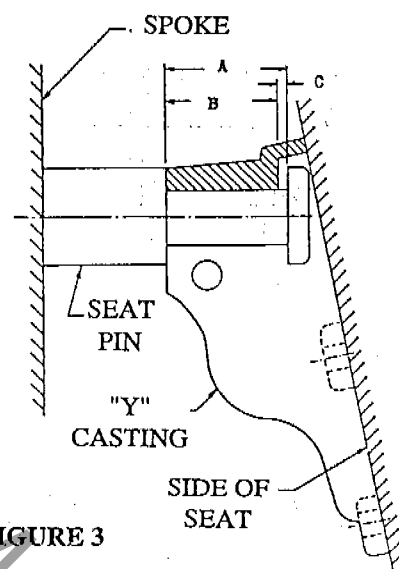


FIGURE 3

Lee A. Sullivan
Lee A. Sullivan

Chairman of the Board
ELI BRIDGE COMPANY