

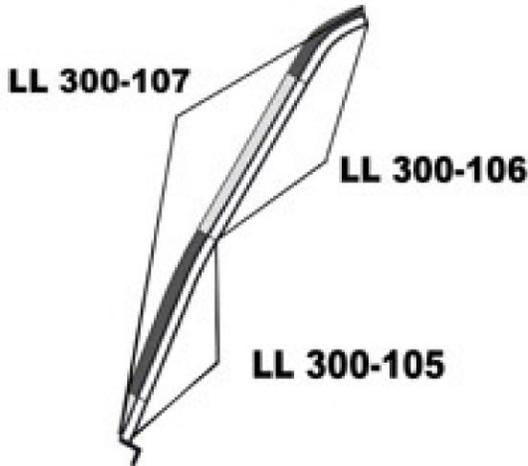
High Performance
ROCKET RAILS

By
Lifelong Worldwide Bowling, INC

For AMF Pinsetters



- Concave design creates 1 1/4" surface area.
- Textured surface allows for additional grip.
- Reduces oil accumulation.
- Material repels oil and has the grip rubber and the durability of urethane.
- Open back eliminates the difficulty in reinstalling rails due to kickback being in the way.
- Specially designed to self-center as ball goes up, The stay aligned.
- LL 300-105 will match up to existing covers, allowing use of current covers to reach from the bend up to the down sweep.
- Bottom section is tapered for easy transition and is less likely to split.
- All sections have molded openings, so it is not necessary to remove rails to change the covers.
- Inside texture grips uprail and secures with wire ties.
- The ONLY uprail covers with an "active oil control system" allowing for optimum oil emulsification.
- Patent pending.
- Covered by a 1-year warranty!



HIGH PERFORMANCE SPECIALTY ITEM

Part#	Description	Application
LL 300-107	Rocket Rails - Complete set	Covers entire track
LL 300-105	Rocket Rails - lower set	Covers from bottom to bend in track
LL 300-106	Rocket Rails - Upper set	Covers from bend to the top

Other covers are made from off the shelf material that is used for a variety of applications. The material in Rocket Rails was designed specifically for one application in mind – A better running machine with less ball calls.



Lifelong Worldwide Bowling, INC

Leaders in high performance Specialty Parts

1-877-235-8300

ROCKET RAILS

ACTIVE OIL CONTROL SYSTEM

The ROCKET RAILS have an “ACTIVE OIL CONTROL SYSTEM” built into them. Be sure to fully read the instructions before installation to understand how to activate the system.

There are numerous types of rail covers on the market to choose from, however none are as high tech as your new ROCKET RAILS. These rail covers are designed specifically for bowling machines and today’s oil types and conditions.

Old style covers are either made from rubber or urethane. Rubber rails work better initially because they usually have more grip than urethane. The problem is rubber will absorb oil and in a short time will degrade, wear and start to slip. Urethane will generally last longer than rubber but will slip easier.

ROCKET RAILS are made from a modified urethane that has the adhesion properties of rubber and the durability that you would expect from urethane. They also control oil in a very specific way. Our ROCKET RAILS have oil control modules that constantly remove lane oil from the surface of the rail cover. There are thousands of these modules embedded and molded directly into each rail cover. Think of these modules as a wick drawing oil from the surface of the rail cover each time a ball rolls up them.

The modules collect and store the oil until the oil emulsifies. As the oil degrades, its vapors escape out of the modules creating a self-cleaning effect. This cycle is continuous and will greatly diminish daily build up of oil on the rail covers. The rail covers should not be twisted excessively. In other words, it is best to use them only in the fashion for which they were designed.

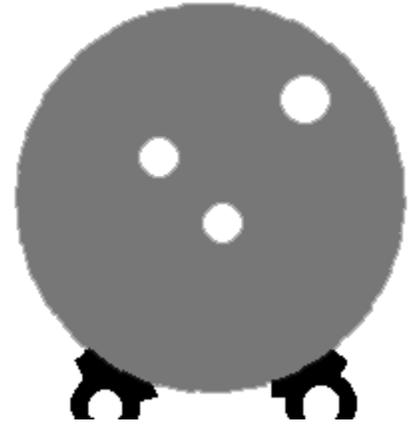
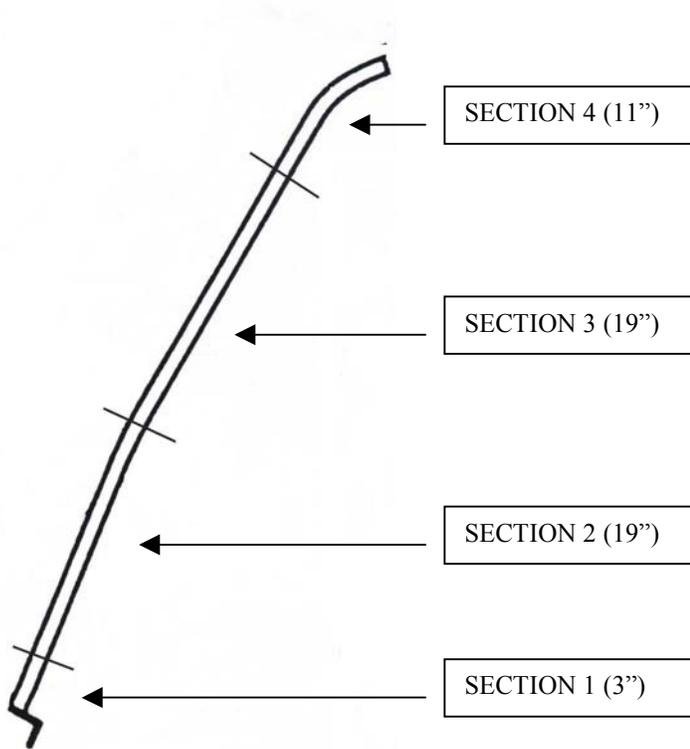
ACTIVATING THE RAIL COVERS

Each of the 19” covers used in sections 2 and 3 have the “ACTIVE OIL CONTROL SYSTEM”. Sections 1 and 4 don’t. You should pre-activate the system to increase the rail covers drying ability. This is done by shaving off the outer layer, exposing the modules directly to the surface of the rail cover. It’s easy – simply take a pair of sharp scissors and scrape one blade back and forth over the top of the rail cover. You’ll see the whitish modules appear. Even if you have very oily conditions, you should need to only pre-activate the lower set of covers (section 2). Leave the upper set as is, because there will be less chance of sooty dirt clogging these modules. If it does clog, simply clean it with acetone. If you use lane oil with very small amounts of emulsifiers in it, over time you may get a build up of oil. The acetone will also act as an emulsifier, quickly drying out the modules. You should most likely never need to use acetone as a cleaner. For the most part, just leave them alone and periodically clean them with an all-purpose or diluted lane cleaner. You can test the lift covers’ performance before you even put them on. Simply activate a section and put one drop of lane oil on it. Do the same on a non-activated section. You’ll see the oil gradually dissipate from the activated side as it simply sits there on the non-activated side. To install your ROCKET RAILS, follow the instructions on the following pages. If you want to save your existing rail covers, you’ll need to remove your up rails from the machine to get them off. You can install the new covers on the floor before you put the rails back on. Leave section #4 off until the rails are back on the machine. Read the instructions for common procedures. If you cut the old covers off, simply follow the instructions as they are written.

INSTALLATION INSTRUCTIONS

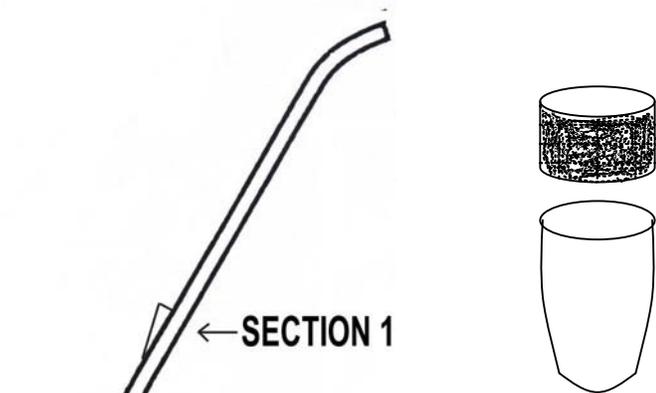
1. THERE ARE 4 SECTIONS TO COVER EACH RAIL

2. EACH SECTION MAY BE USED ON EITHER RAIL BY TURNING THEM AROUND TO THE APPROPRIATE ANGLE

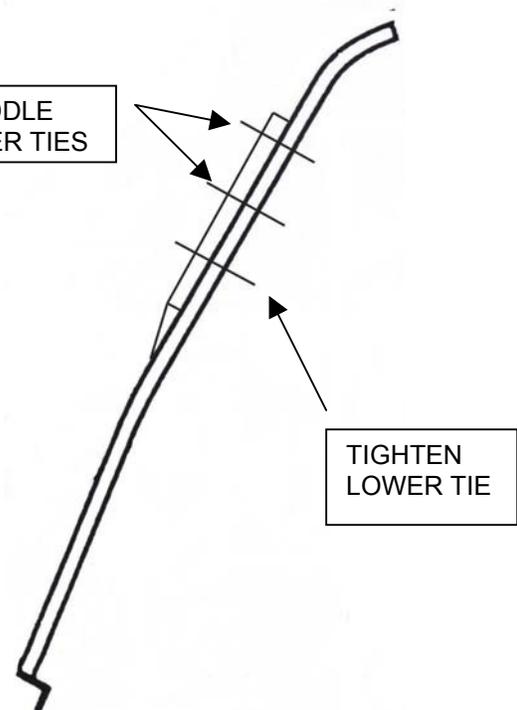


3. STAND IN PIT AND WRAP SECTION 1 AROUND THE RAIL. HOOK TIES BUT LEAVE THEM LOOSE AROUND RAIL.

4. PUT ON SECTION 2- THEN HOOK ALL 3 TIES, BUT ONLY TIGHTEN THE LOWEST ONE. LEAVE UPPER AND MIDDLE TIES LOOSE AROUND RAIL.

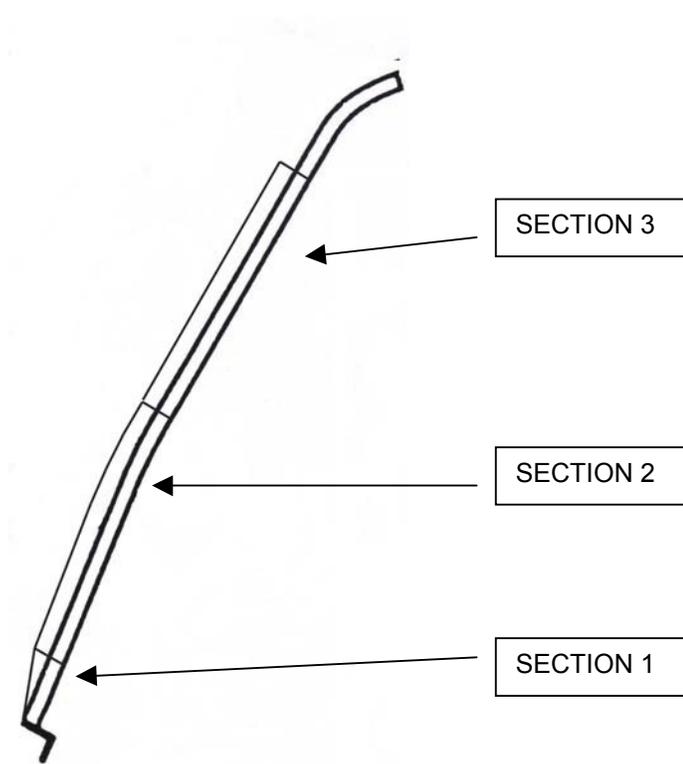


HOOK MIDDLE AND UPPER TIES

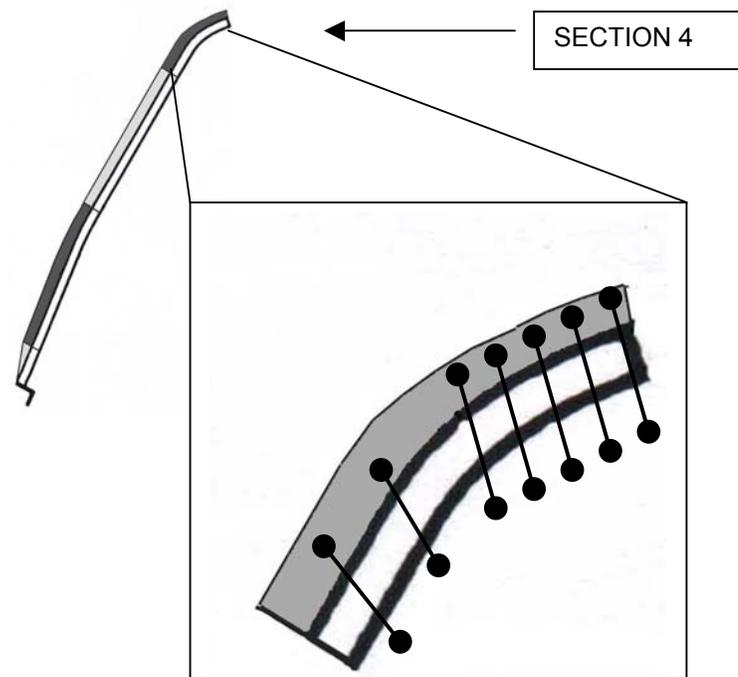


IMPORTANT!! IF YOU ARE INSTALLING ON A KICKER OR HUMPBACK SYSTEM, THEN YOU NEED TO INSTALL THE TWO PIECES PICTURED ABOVE INSTEAD OF THE TAPERED SECTION WITH WIRE TIES. IF YOU ARE INSTALLING THESE ON A PBL SYSTEM, THEN YOU HAVE THE OPTION OF USING EITHER STYLE.

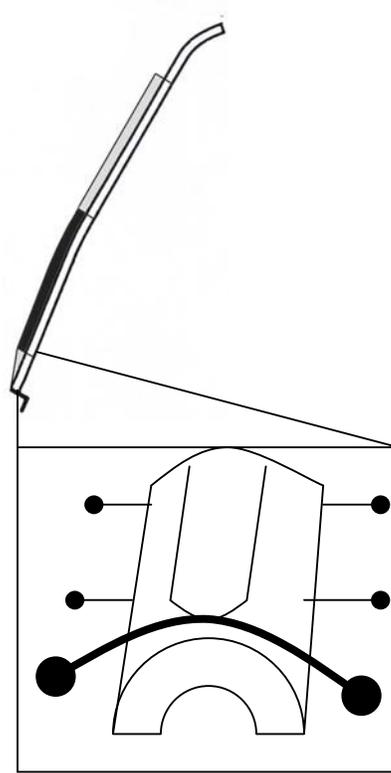
5. PUSH SECTIONS 1 AND 2 ALL THE WAY DOWN AND ATTACH SECTION 3. TIGHTEN ALL TIES WITH FINGER STRENGTH ONLY ON SECTIONS 2 & 3.



7. PUSH AND COMPRESS EACH SECTION DOWN ENOUGH TO ATTACH SECTION 4 WITHOUT IT BUCKLING



6. TIGHTEN SECTION 1 AS SNUG AS POSSIBLE, SO IT CAN'T TURN EASILY. BE SURE RAIL UNDER SECTION 1 IS CLEAN OF OIL



NOTE: YOU CAN TURN THE RAIL COVERS TO ANY ANGLE THAT IS CONVENIENT TO REACH THE WIRE TIES EASILY. REACH SECTION 1 TIES THROUGH EXIT OPENINGS AND ALL OTHER TIES ON SECTIONS 2 & 3 BY STANDING IN PIT.

WRAP EXTRA TIE AROUND THE BOTTOM EDGE OF SECTION 1. THIS WILL PREVENT IT FROM BOTH TURNING AND SPLITTING.

8. TRIM ALL TIES AND TURN RAILS TO PROPER ANGLE

