



FARFABBRI S.R.L.

MANUFACTURERS OF AMUSEMENT RIDES

45032 BERGANTINO (Rovigo) Italy
Via Giovecca, 74 - Tel. 0425 / 87420 - 87142

M/710794 - C.C.I.A.A. NO N. 90591 - TRIB. RO REG. SOC. N. 4028

C.F. e P. IVA 00724000294

TELEX 434839 SPARCO I - TELEFAX 0425-878113

SERVICE BULLETIN

RIDE: Ranger (aka Kamikaze, Hi-Flyer, Phoenix) **DATE:** April 12, 1994

SUBJECT: VEHICLE, COLUMN, TOWER BOLTS **BULLETIN #:** FR034

FarFabbri, s.r.l. has determined that it is necessary to conduct an annual test on these bolts. Some have been found to have cracks near the head of the bolt, mainly due to improper tightening techniques. You are now required to test these bolts by X-ray or ultrasound, and replace any that show signs of cracks or fatigue.

A copy of the test certificate must be mailed to our office before June 1st of each year. This certificate will also become part of any inspection that may be performed on your ride by any Local, State, or Federal inspection agency. This bulletin is being sent to all inspection agencies on our mailing list.

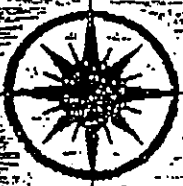
Replacement bolts can be purchased from local suppliers or from Preston Amusements. If you have any questions, contact Preston Amusements at P.O. Box 328, Alvarado, Texas 76009 or by phone at 800-545-0667 or by fax at 817-783-3358.

CHART OF BOLT SIZES AND TYPES

USE	SIZE (METRIC)	PRE 1991	LATER
VEHICLE	39 X 180 MM	Hex Head	Socket Head
TOWER	39 X 200 MM	Hex Head	Socket Head
COUNTERWEIGHT	39 x 200 MM	Hex Head	Socket Head

* All bolts must be Grade 8.8. Thread pitch is 4 mm.

FAR FABBRI S.R.L.
 Costruzioni Sportive e Viaggiatori
 45032 BERGANTINO (Rovigo) - via Giovecca 74



Preston-Amusements

Hi - Hye / Kamikaze / Kinger - Far Fabbri

April 20, 1994

Mr. Carl Kimble
Illinois Department of Labor
Amusement Ride Inspection
Fax: 217-782-0596

RECEIVED

APR 20 1994

DEPARTMENT OF LABOR
CARNIVAL & AMUSEMENT RIDE
INSPECTION DIVISION

Re: Fabbri Service Bulletin Number FR034

Answer to question 1 on your fax dated April 19: Magnaflux is NOT an acceptable means of testing those bolts mentioned in the service bulletin because this method will only detect those fractions occurring at or very near the surface of the bolt. In this instance the factory is requiring that the bolts are checked at the surface and within, therefore they specified the methods: X-ray and ultrasound.

Answer to question 2: The bolts used on the Fabbri Kamikaze are not required to be torqued to any specified value. This is because they are designed to be a re-usable bolt and should only be tightened with the size of wrench supplied with the ride. HOWEVER, the bolts must be checked for tightness each and every day prior to operating ride.

If you have any further questions regarding this bulletin or any other problems you may have with our equipment, please do not hesitate to contact our office at 800-545-0667.

Sincerely yours,

PRESTON AMUSEMENTS

Buck A. Pate
President

BAP:gh

AMUSEMENT RIDE SAFETY BULLETIN

ATTENTION! STATE AMUSEMENT RIDE SAFETY INSPECTORS,
OFFICIALS, RIDE OWNERS/OPERATORS & INSURERS

FAR FABBRI, S.R.L. (Rovigo) ITALY
"RANGER/KAMIKAZE/HI-FLYER"
August 11, 1998

In cooperation with the U.S. Consumer Product Safety Commission (CPSC), FarFabbri, S.R.L. of Rovigo, ITALY is announcing an urgent inspection of the "Ranger/Kamikaze/Hi-Flyer" amusement ride shoulder restraint bars. In July 1998, California Ride Safety Officials inspected several rides which had severe corrosion on the upper most portion (nearest the attachment bolts) of the shoulder restraints, under the foam padding. In all cases the corrosion was discovered during inspection of the ride. To date there have been no incidents of injury.

The "Ranger/Kamikaze/Hi-Flyer" rides involved were manufactured from January 1, 1988 to December 31, 1992, by FarFabbri, S.R.L. (Rovigo) ITALY. The U.S. distributors of the rides is Preston Amusements, Alvarado, Texas. There are approximately seventeen (17) FarFabbri "Ranger/Kamikaze/Hi-Flyer" rides operating in the United States; both mobile and fixed-site units.

FarFabbri is requiring a visual inspection of all over-shoulder, padded restraints on all rides manufactured from 1/1/88 to 12/31/92. This inspection is targeting the original factory installed, over-shoulder, padded restraints. It appears that moisture may collect beneath the upper five to eight inches of the padding (See Attachment A), which can cause corrosion of the metal tube beneath the padding. Inspection can be done by cutting the padding with a sharp instrument e.g. box cutter or Exacto® knife to expose the tube. If the metal tubing shows any evidence of deterioration (rust/corrosion), it must be replaced. Contact Preston Amusements at the number below for replacement bars. The padding should be cut so it may be replaced if there is no indication of metal deterioration or rusting. Re-attachment of the padding may be done with suitable adhesive tape, e.g. duct tape. Failure to reattach padding properly may result in injury to the riders. The replacement shoulder restraint bars are made of stainless steel, and are not subject to this bulletin.

Some owners of these rides may have replaced the over-shoulder, padded restraints in recent years. The new restraints are fitted with a cross member located at approximately the chest level of the rider. This type of restraint, as well as, rides manufactured after January 1, 1993, are made of stainless steel and are not subject to this notice.

Please conduct this inspection immediately and repeat it every 3 months thereafter.

For further information or clarification on this Safety Bulletin you may contact one of the following:

PRESTON AMUSEMENTS
(817) 783-2265

or

US Consumer Product Safety Commission
Office of Compliance
Jay DeMarco at (301) 504-0608 ext 1353



PRESTON AMUSEMENTS
817/783-3358 P.02
Preston Amusements Farfabbri

January 11, 2000

To: Who It May Concern

From: Jeff Miller
Preston Amusements

Fax 817-783-3358

Re: Kamikaze - All Models,

Preston Amusements is the North American representative for FarFabbri s.r.l.

As prescribed by the manufacturer with Service Bulletin # FR034 dated April 12, 1994, it is necessary to conduct an annual test on 3 independent sets of bolts for the Kamikaze amusement ride. In the event that the 180 mm bolts for the vehicle attachment need replacement and are not readily available, it is acceptable to use a 20 mm spacer on top of the vehicle along with a 200 mm bolt to assure proper tightening.

As prescribed in the Maintenance Manual of the Kamikaze amusement ride, it is required to perform a daily tightening check of these bolts.

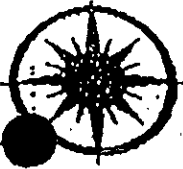
Feel free to contact our office if you have any questions.

Preston Amusements

Jeff Miller

100 Santa Fe St. • Alvarado, TX 76009 • Tel. (817) 783-2265 • Fax (817) 783-3358

00-01B FARFABBRI Kamikaze FR034
TOTAL P. 02



Preston Amusements

Thursday, May 04, 2000

To: Whom It May Concern,

Re: FarFabbri Kamikaze Amusement Ride,

Preston Amusements represents FarFabbri srl, the manufacturer of the Kamikaze.

At this time, the only NDT testing required on the Kamikaze amusement ride is the annual assembly bolt inspection as prescribed by Service Bulletin # FR034.

Feel free to contact our office if you have any questions.

Preston Amusements,

Jeff Miller



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 Cod. Fisc. e P. IVA 0072400 029 4

SERVICE BULLETIN

RIDE: Kamikaze II (aka Bonzai, Renegade, Footloose)

DATE: June 28, 2005

SUBJECT: Bearing Replacement

BULLETIN # KFH061505

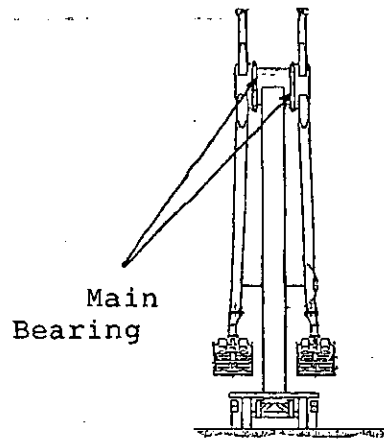
Far Fabbri, Srl. Is the manufacturer of the Kamikaze II amusement ride, aka Bonzai, Renegade, Footloose.

Abstract: The main bearing may be replaced every 7.5 years or 25,000 working hours instead of every 5 years with proper maintenance.

Reason for release: The manufacturer of the main bearing suggests that under full load conditions, the bearing should be replaced every 5 years as a precaution. In our design for the Kamikaze II, the main bearing is under considerably less than full load conditions. With proper maintenance, FarFabbri is not requiring the replacement until the bearing shows signs of need (such as definitive noises, change in power, additional lubrication, and metal shavings) or every 25,000 working hours or every 7.5 years, whichever comes first.

Action to be taken: The swinging bearings must undergo complete overhaul every 25,000 working hours OR, NO MATTER HOW MANY WORKING HOURS THEY HAVE, NO LATER THAN EVERY 7.5 YEARS or when the bearing shows signs of need, whichever comes first.

Details of Issue:



Replace at least every 7.5 years or sooner if needed. Please contact our office for additional information.

Enno
 FarFabbri, Srl.