

ON-LIFT Model 2000J

Installation Guidelines

Mounting to the Jost landing gear requires that the upper spur gear inside the Jost leg be replaced.
This is to allow the motor shaft to directly connect to the Jost landing gear.



Spur Gear Replacement

Remove the access cover on top of landing gear. Remove lubricant if required. Using a punch, knock out the two pins locking the gears to the shaft. Slide out shaft and replace spur gear.

Align gears with shaft and reinsert pins to lock gears. Add lubricant to gearing. Replace access cover.

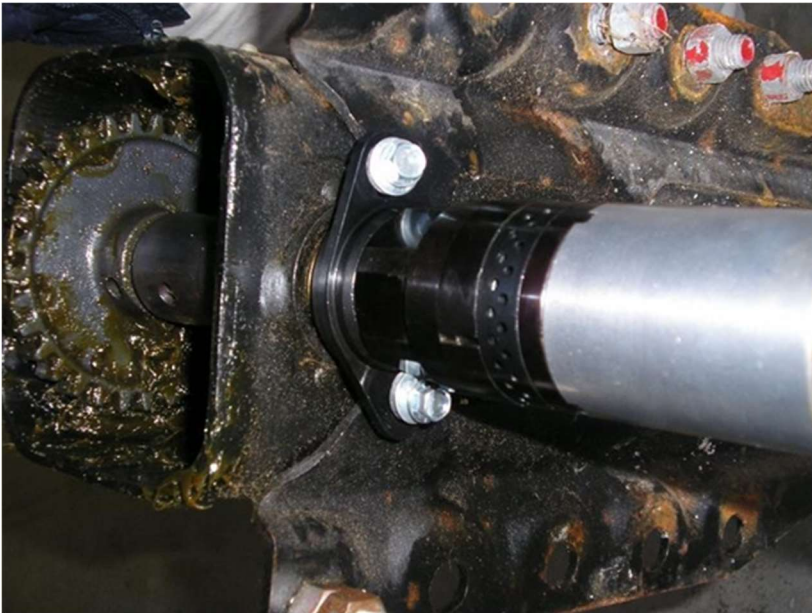


Jost drive leg show with access cover removed.
Spur gear is shown on right of the top gear train.

Motor Mounting

Insert motor shaft into the square hole in new spur gear. Position motor so that it is flush with wing plate or gearbox. Drill two holes for $\frac{1}{4}$ inch self-tapping screws, either into wing plate or landing gear. Use the self-tapping screws to secure motor to landing gear or wingplate.

Motor shown attached to Jost landing gear.

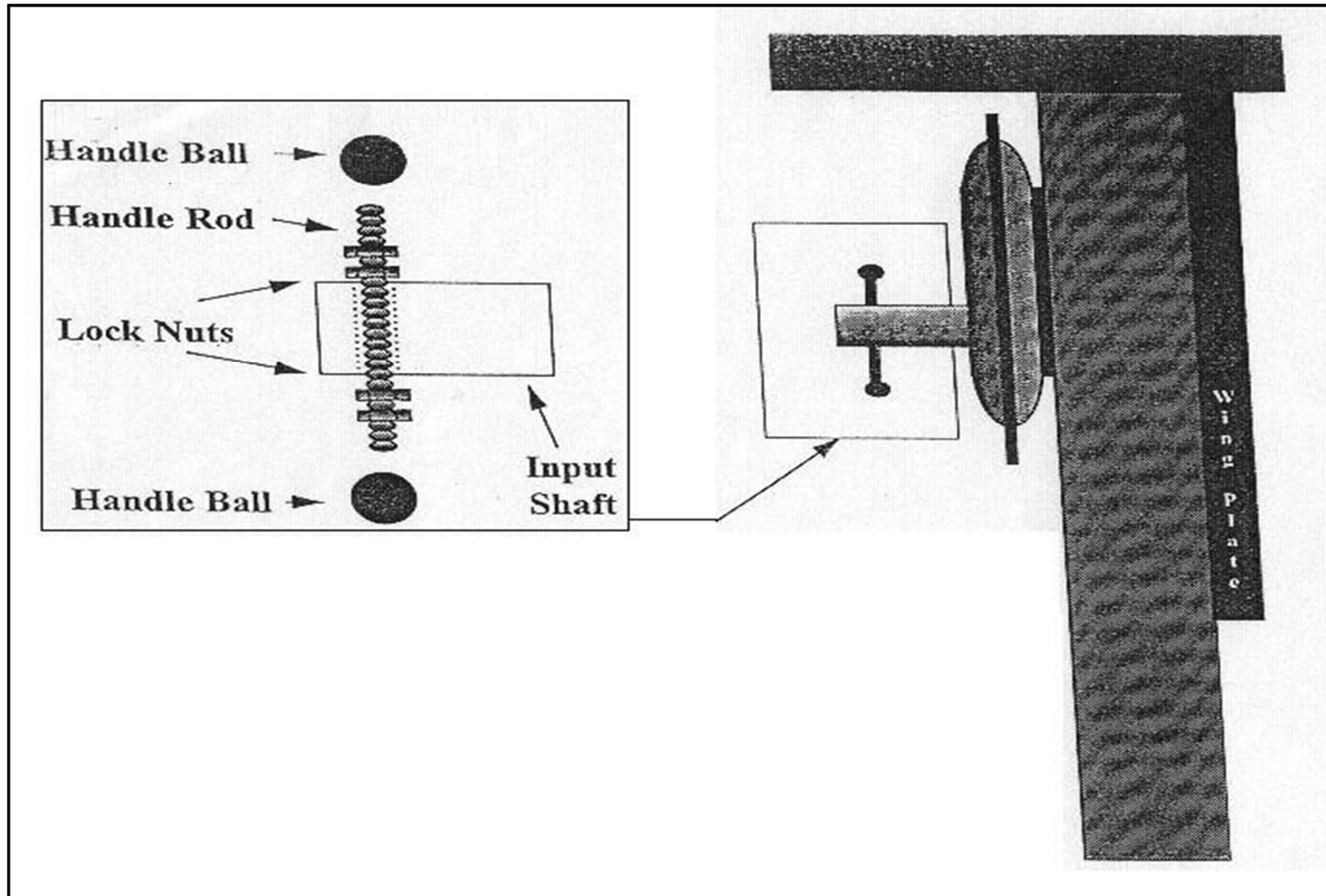


Motor shown attached to wing plate.



Install Shift Handle

Assemble shift handle hardware as shown and tighten bolt in place. Tighten handles.



Master Control Box Mounting

To mount Master Control Box, determine its desired location and drill holes, minimum 3 locations, to attach enclosure to wing plate. Alternately, MCB can be mounted anywhere else on the trailer.

For safety, we recommend that the mounting location chosen allows the operator to have a direct line of sight to the landing gear to view the leg movement during raising and lowering.



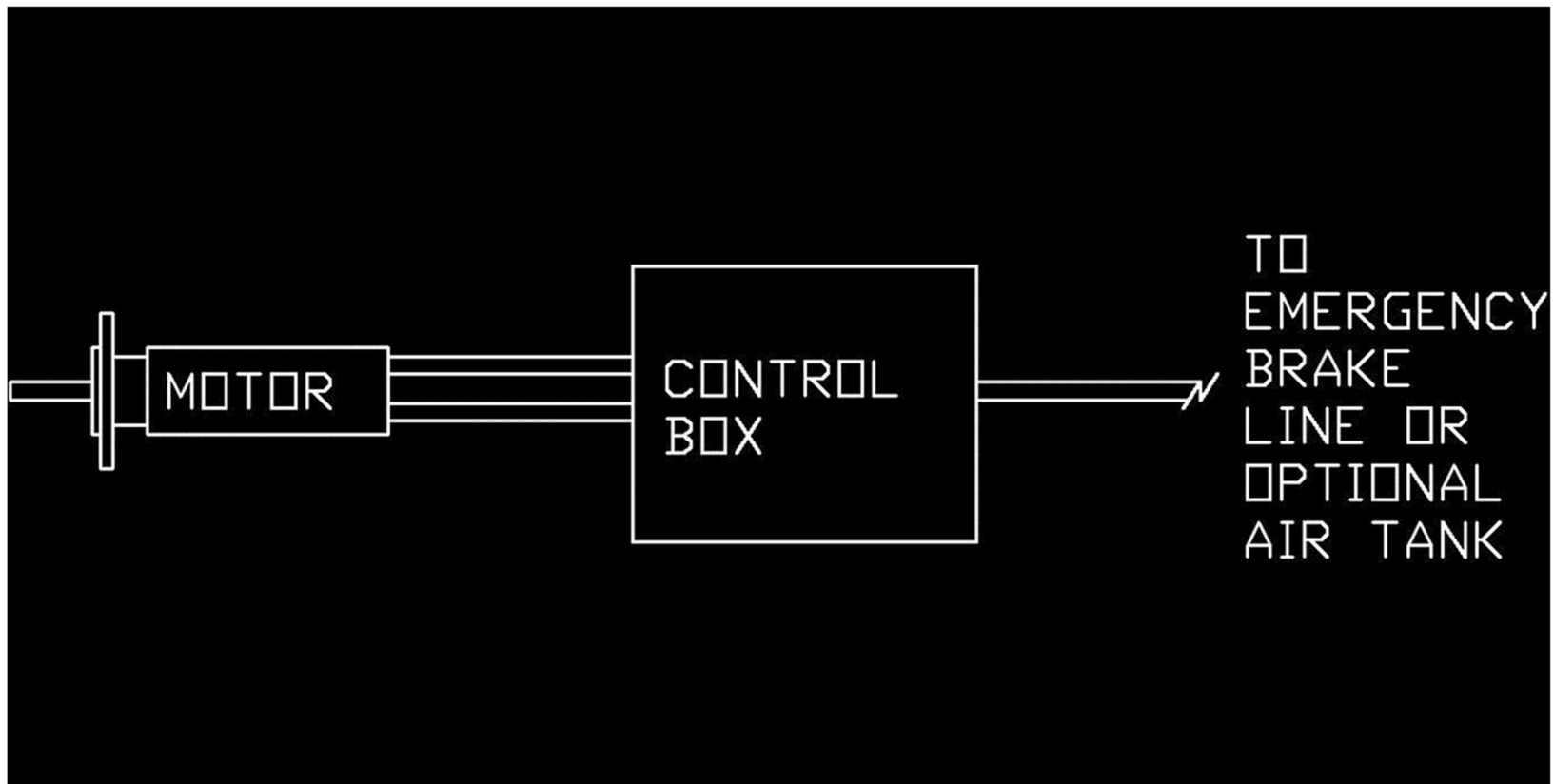
Installing Motor Muffler

Slide muffler onto motor with the larger diameter end first. Wrap the sound deadening material around the motor exhaust collar tightly. While holding material in place slide muffler forward on motor until the larger diameter section of muffler is securely in place over sound deadening material. Make sure that muffler is not placed too far forward and prevents air to escape from exhaust collar of muffler. The section that holds the sound deadening material should be right over the motor exhaust. Tighten the clamp around muffler to lock it in place and prevent sliding on motor. Tighten the screws on the muffler to hold sound deadening material in place.



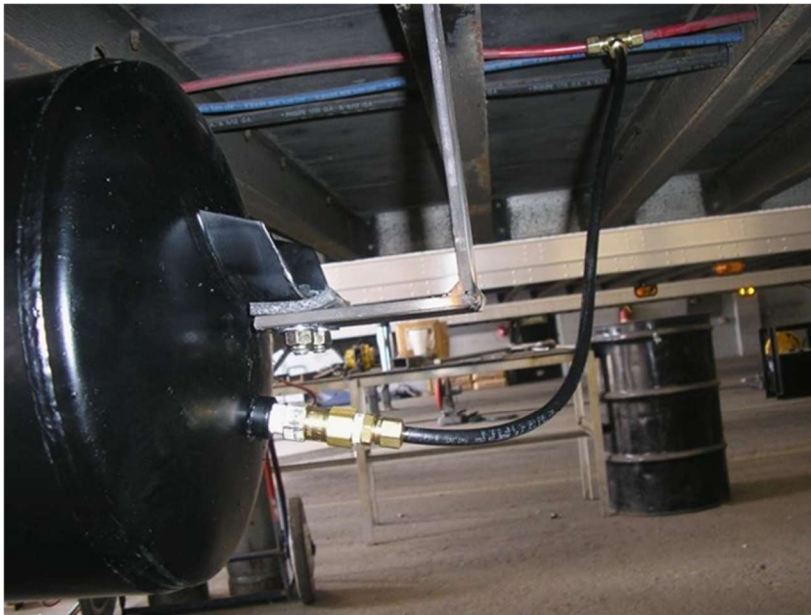
Connecting Air Source

Using the tee fitting, tap into the emergency brake line of trailer. Run section of airline from the tee connection to the input of the Master Control Box (single fitting side). Run two sections of airline from the output of the Master Control Box to the motor, making sure that air supplied to motor will operate the leg up when control valve handle is moved up, and down when control valve handle is moved down. If airline needs to be reversing after connecting, switch connections at quick disconnect fittings on the Master Control Box. CHECK FOR AIR LEAKAGE.



Optional Air Reservoir

If using an air reservoir, mount the reservoir underneath trailer and connect air from source to reservoir and from reservoir to master control box. A one-way valve at the input to the reservoir is recommended. Air reservoir tank is not included.



Lubricator Fill and Adjustment (if required)

Add the provided ON-LIFT oil to lubricator by removing bowl and adding to fill line. Lubricator bowl is removed by gently pushing up and turned clockwise.

The lubricator is set at the factory for ideal lubrication. Occasionally a lubricator may need to be adjusted. ADJUST ONLY IF NECESSARY. Using an Allen wrench, GENTLY turn the lubricator adjustment screw, located on the top of the lubricator, to the OFF position, fully clockwise. Next, turn the screw one revolution counterclockwise. Remove exhaust mufflers from control valve and check lubrication by holding a thumbnail of mirror at the exhaust points while operating unit. A heavy film indicates over lubrication; turn screw clockwise to reduce drip rate. If more lubrication is desired, turn screw counter-clockwise until there is a fine mist at the exhaust points.

TROUBLESHOOTING

- * In the event the driver needs to override ON-LIFT, the driver can simply remove shift handle, attach the crank handle onto the landing gear and operate it manually.
- 1. Check air supply- the system must have a minimum of 90 PSI to insure proper operation.
- 2. The motor must be properly mounted as per the installation instruction. The motor spindle must be properly lined up with the gearbox input shaft otherwise too much stress on the motor bearing will prevent it from operating properly and result in decreased motor performance or premature failure. If a motor spindle becomes bound and cannot be turned by hand using a wrench, a vane may have broken and/or a bearing may have expired and will need replacement. This may happen over extended use as it is normal for vanes, bearings, and endplates to wear over time and extended operation. Tune-up and rebuild kits are available.
- 3. If on operation oil leaks out of control valve via exhaust mufflers, the lubricator needs to be adjusted.
- 4. Periodically check that exhaust mufflers do not get clogged with dirt or grime. Replace if necessary. Check motor muffler sound deadening material.
- 5. Check condition of legs and landing gear. Bent or rusted legs may effect the operation of the system and result in decreased performance. Also, improperly lubricated gearing inside landing gear will result in decreased performance. Cold weather requires specific lubrication for best performance.

MAINTENANCE

1. Lubricator must not be allowed to run dry of oil for proper operation and longevity of motor. Periodically check the oil level inside lubricator bowl and add ON-Lift oil when it falls near bottom of bowl. To fill lubricator, make sure that the ON/OFF ball valve inside the control box is in the OFF position and there is no air pressure in the controls. Twist off bowl and fill within ½" to top with ON-Lift oil. Use of other lubricants will void manufacturer's warranty. Proper lubricator adjustment will prevent excessive use of oil while keeping the system well lubricated. Follow the adjustment instructions at the end of each installation section to adjust lubricator. Use only ON-Lift oil, use of any other lubricant will void warranty.
2. The motor requires minimum maintenance as long as it gets proper lubrication and clean dry air. Occasionally, the motor should be inspected and cleaned if necessary. If dirt or grime is allowed to accumulate on the motor it may effect operation by clogging the exhaust port on the motor. Greasing of the air motor spindle and the coupling socket is recommend at every trailer service interval, as well as a visual inspection and cleaning of the motor. Proper greasing will ensure that the motor will continue to operate without any problems and keep the spindle and socket from corroding. In time, an overhaul of the motor vanes, bearings, and endplates may be necessary as they will wear out like any air tool. Motor tune-up kits are available.
3. The mufflers inside the control box should be inspected and cleaned if necessary. Dirt and grime will impede air flow if allowed to accumulate on the surface of the mufflers. In time, mufflers may need replacement.

4. It is recommended that cold weather grease inside the landing gear when operating the ON-Lift in areas of prolonged cold weather. This will prevent the legs to become frozen or hard to turn during freezing conditions and allow the unit to operate smoothly.
5. Check sound deadening material every 3 months and replace if needed. Replace every 6 months.

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