

# Bleeding Instructions for New Installation or Replacement Pump

## READ ALL INSTRUCTIONS BEFORE STARTING

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*(Two people will be needed for this operation.)*

- 1 The lifting frame must be fully lowered, flush on the chassis and unlocked.
2. Open the flow valve inside the pump box. The valve is located on the left, rear inside of the pump box. Loosen lock nut and turn valve counter-clockwise to open.



3. Use a small funnel or a pump to fill up the plastic reservoir (Mobil- DTE-13 or Shell Tellus T-32, **cold weather** use Mobil DTE-11 or Shell Tellus T-15).
4. Mounted to the REAR cylinder is a 22" long steel pipe. Disconnect the ½" hose at the 90 degree swivel at the top of this pipe. Have a helper hold this hose in a bucket. Always wear safety glasses.



5. Turn power cut-off switch to **ON** and ignition key to **ON**. Go to the control box and push **UP**. Watch the plastic reservoir. **DO NOT RUN THE OIL LEVEL LOW** (less than 2" from bottom). Stop periodically and add additional oil. Air will come out first and then oil from the hose. Make sure you have a steady flow of clear oil. **Do not let the reservoir run out of oil during this process.**

**NOTE:** If, when pushing the "Up" button, no oil comes out of the hose - **STOP** – go to the junction box and double check that the green and red wires are not crossed. If wiring is correct, then check that the two hoses from the pump are not crossed.

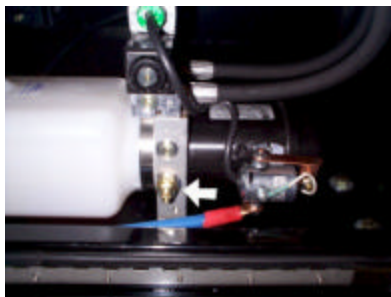
6. Stop when a steady flow of oil comes out of the hose. Re-connect the hose to the swivel on the steel pipe.
7. Have helper stand clear. Check for any clamps holding the Chassis Lift to the vehicle. Fully raise (push **UP** button) the Chassis Lift. **DO NOT RUN THE OIL LEVEL LOW** (less than 2" from bottom). Stop periodically and add additional oil. When the Chassis Lift is approximately 2" from maximum up, a gush of air may return to the plastic reservoir. Be sure to loosely hold a clean rag over the fill port of the plastic tank.

**NOTE: *The pump will decrease the truck battery power.  
Run the truck to maintain proper power.***

8. Lower Chassis Lift all the way down. **DO NOT RUN THE OIL LEVEL LOW** (less than 2" from bottom). Stop periodically and add additional oil. When the chassis lift is all the way down and the relief valve opens, check pressure on the pressure gauge.

**Pressure should be 1500 PSI.**

**NOTE:** If pressure is not 1500 PSI, loosen lock nut and turn Allen screw clockwise on pressure relief valve until it reads 1500 PSI. If pressure does not increase, unscrew Allen screw all the way and push **DOWN** for 10 seconds to flush out the relief valve. Turn Allen screw in until 1500 PSI is on gauge. Tighten lock nut.



9. Fully raise (push **UP** button) the Chassis Lift.
10. **IMPORTANT** - After welding is finished, be sure to return to the pump box to set the flow valve. The valve must be set so that the Chassis Lift lowers **SLOWER** than it raises **or oil will overflow!!** The pressure gauge should read around 300 psi. Tighten the lock nut.
11. When the Chassis Lift is lowered, be sure it is sitting on top of the front mounts. When fully lowered, any air space here will indicate air is trapped in the top of the front cylinder.

*If you feel that you need to re-bleed the system, because the unit will not fully lower onto the chassis, follow our standard bleeding instructions below.*

# Customer Service

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