

## INSTRUCTIONS FOR REPLACING REAR CYLINDER

### **CALL 1-800-254-3643 if You Need Assistance**

Remove body from truck

Turn ignition key on and power switch on floor of truck to on

Lower chassis lift down as far as possible

If front is still up off the chassis open front bleeder plug and have helper push the down button. Put a small length of hose over bleeder plug and collect oil in a container. The lift should lower completely down on the chassis. Close bleeder plug.

Push up and Raise lift system until fully elevated.

Block front and rear with 18" wood.

Remove and replace rear cylinder, pipe and bleeder plug.

Remove all blocking.

Fill reservoir with oil (Mobil DTE11 or ATF)

Push down and power the system completely down.

Follow air-bleeding instructions for new installation.

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### SHIPMENT CONTENTS

Rear cylinder,  
Hose & fittings  
Rear pipe & fittings  
Bleeder plug

# Air Bleeding Instructions for New Installation or Replacement Pump or Cylinder

**READ ALL INSTRUCTION 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 to 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. (Use Mobil DTE-11, Mobil- DTE-13, Shell Tellus-T-15 or equivalent oil.)
4. Go to the right side of the **FRONT** cylinder (at the top) and open the knurled brass bleeder port. There may still be some pressure in the cylinder. **Always wear safety glasses.**
5. After opening the bleeder port, have a helper hold a container at the bleeder plug opening to catch oil. By using a short flexible hose over the bleeder plug, catching the oil will be a lot easier and cleaner.
6. Turn power cut-off switch to **ON** and ignition key to **ON**. Go to the control box and push **DOWN**. 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 bleeder port opening. Make sure you have a steady flow of clear oil. **Do not let the reservoir run out of oil during this process.**
7. Stop the pump.
8. Close bleeder plug snug with pliers. **Do not over tighten!**
9. Go to the left side of the **REAR** cylinder (at the top) and open the brass bleeder port. There may still be some air pressure in the cylinder.
10. After opening the bleeder port, have a helper hold a container at the bleeder port opening to catch oil. By using a short flexible hose over the bleeder plug, catching the oil will be easier and cleaner.

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11. Go to the control box and push DOWN. 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 bleeder port opening. Make sure you have a steady flow of clear oil. **Do not let the reservoir run out of oil during this process. Stop the Pump.**
12. 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. ( use a 7/8" and a 1" wrench). Have a helper hold this hose in a bucket. **Always wear safety glasses.**
13. Push the **UP** button on the controller. Stop when a steady flow of oil comes out of the hose. Put pressure gauge on hose. (Check PSI of system. 1500 is desired. Call Demountable Concepts, Inc if PSI is not 1500). Re-connect the hose to the swivel on the steel pipe.
14. Have helper stand clear. Check for any clamps holding the Chassis Lift to the vehicle. Fully raise (push **UP** button) the Chassis Lift. When the Chassis Lift is approximately 2" from maximum up a gush of air will 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.*  
**Do not lower the system until all air has settled in the plastic tank.** Lowering the system with air in the oil will require another bleeding procedure!!
15. **IMPORTANT** - After bleeding 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**. Tighten lock nut.
16. 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.

***THIS PROCEDURE MAY HAVE TO BE DONE TWO OR THREE TIMES! It is recommended that the system be left overnight and re-bled the next day to remove all air in the system.***