



Run car above 1/2 of total travel and safely hang car. Unfasten piston from platen plate, then lower and "bottom-out" both pistons by opening the manual lowering valve. There should be no pressure in the system with both pistons on the bottom.

1) To replace the packing in the upper head:

Remove the upper head and replace the packing seal, wiper and o-ring in the upper head. To replace the packing in the lower head and/or the internal head proceed to (2), otherwise go to (4)

2) To replace the packing in the lower head:

Remove the upper head and the upper flange. Remove the lower head and replace the packing seal, wiper, and o-ring in the lower head. To replace the packing in the internal head, proceed to (3), otherwise go to (4).

3) To replace the internal packing:

a) Close gate valve. Place container under drain/bleeder at inlet and then remove the drain/bleeder. Remove upper and lower heads and flanges. Remove trapped oil between lower piston and cylinder. Screw on upper flange again and fasten chain to it, slowly lift up lower piston until it comes out of cylinder.

b) Remove the four big screws at the bottom of the lower piston. The cover plate, seal container, and bearing will come off. Then remove the four small screws and replace the transfer valve seal, then the o-ring, internal wiper, and packing seal. Make sure that the u-shape of the internal packing seal is pointing in the up direction. Lower piston back into cylinder to the bottom.

4) After all packings have been replaced and jack has been reassembled, "jog" motor to pressurize the system. This removes air through the bleeders. If the pistons start moving, stop and wait until pistons drop again and air stops coming out of the bleeders.

5) Close bleeders when oil comes out, then carefully "jog" motor to raise pistons under car. Without the weight of the car, the upper piston sometimes moves faster and when it hits the stop ring the trapped oil in the upper section cannot go anywhere, so the lower piston will also stop, although it has not reached the stop ring. To extend the pistons higher, bleed out some oil to get both pistons moving again.

6) After the piston has been fastened to the platen plate and the car freed, run the car all the way down to obtain synchronization of the pistons.