

**NOTE:** Follow all necessary safety rules, practices and guidelines established in the industry and by the individual company.

**1) Preparation:**

- 1) Run car above bottom floor to gain access to the pit.
- 2) Safely secure the car
- 3) Disconnect piston from platen plate and lower pistons all the way by opening the manual lowering valve.

**NOTE:** There should be no pressure in the system with the pistons fully collapsed.

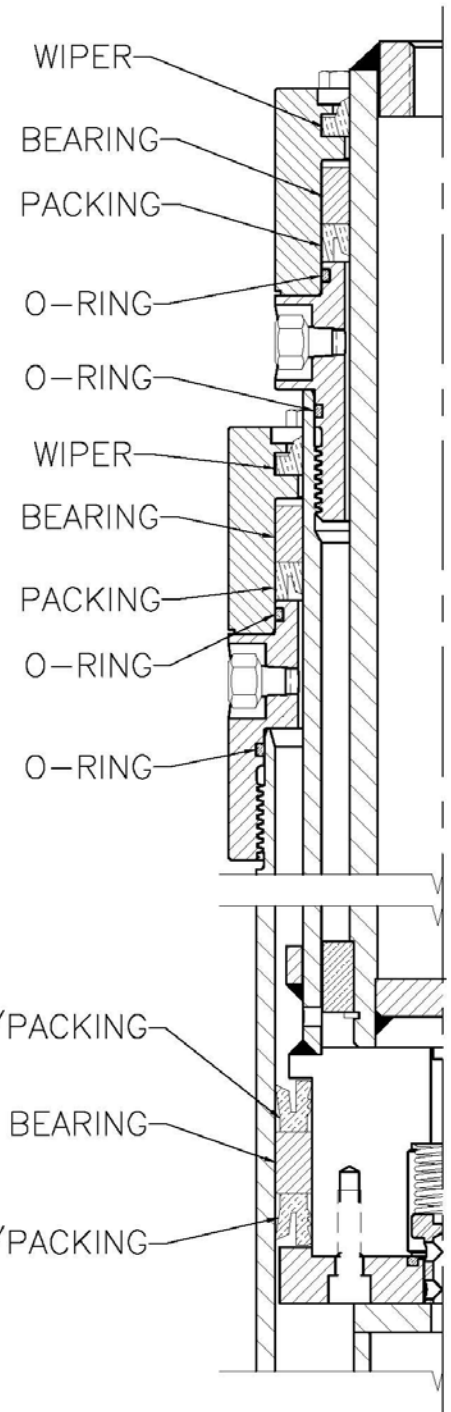
- 4) CLOSE all safety valves. OPEN and tag mainline disconnect. Turn pit switch to OFF.
- 5) Using rags clean any oil and dirt from the top of the jack.

**2) To replace the packing in the upper head:**

- 1) Remove the upper head bolts and head.
- 2) Remove the packing seal, wiper seal, bearing and o-ring. Clean upper head of any dirt or debris.
- 3) Replace the packing seal, wiper seal, bearing and o-ring.
- 4) Replace upper head making sure not to damage the o-ring.

**3) To replace the packing in the lower head:**

- 8) Remove the upper head and flange.
- 9) Remove the lower head bolts and head.
- 10) Remove the packing seal, wiper seal, bearing and o-ring. Clean lower head of any dirt or debris.
- 11) Replace the packing seal, wiper seal, bearing and o-ring.
- 12) Replace lower head making sure not to damage the o-ring.
- 13) Replace o-ring on upper flange. Replace upper head and flange making sure not to damage the o-ring.



#### 4) To replace the internal packing

- 1) Close gate valve. Place container under drain/bleeder at inlet and then remove the drain/bleeder.
- 2) Remove upper and lower heads and flanges.
- 3) Remove trapped oil between lower piston and cylinder.

**NOTE:** It is recommended to use the EECO Evacuation Pump EP-1 to facilitate the removal of residual trapped oil.

- 4) Screw on upper flange again and fasten sling to it, slowly lift up lower piston until it comes out of cylinder.
- 5) Remove the screws at the bottom of the lower piston.
- 6) Remove bearing cover, seals, and bearing.
- 7) Replace the transfer valve seal, packing seal and the bearing.

**NOTE:** Make sure that the u-shape of the internal packing seals are pointing in the right direction.

- 8) Use the provided "Install Ring" to install the lower piston in the cylinder.
- 9) Lower piston back into cylinder to the bottom. Discard the install ring and proceed with installing the upper piston using new packing (if needed).

#### 5) Return to service:

- 1) 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.
- 2) Close bleeders when oil comes out, then carefully "jog" motor to raise pistons under car.

**NOTE:** 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.

- 3) 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.

**IMPORTANT:** There should be no air in the jack for the proper operation

