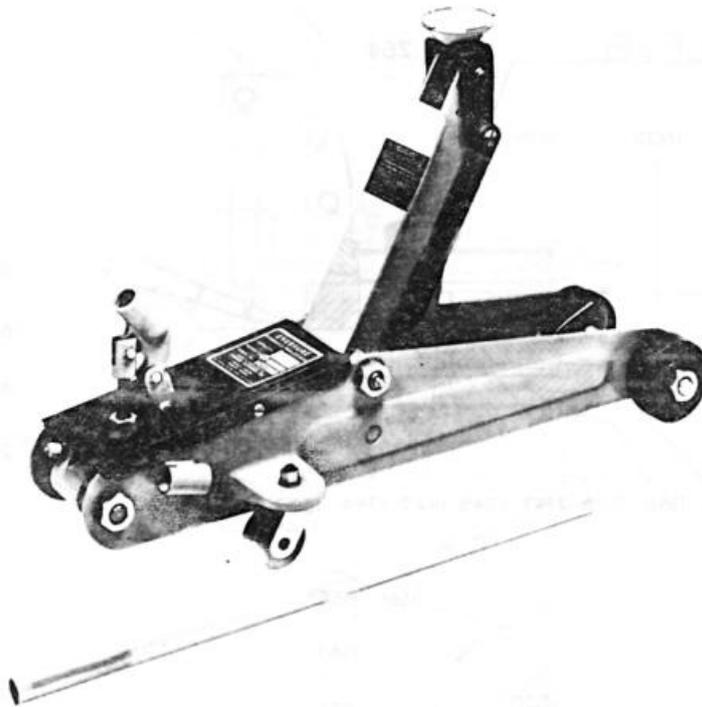

**OPERATING INSTRUCTIONS
PARTS LIST**

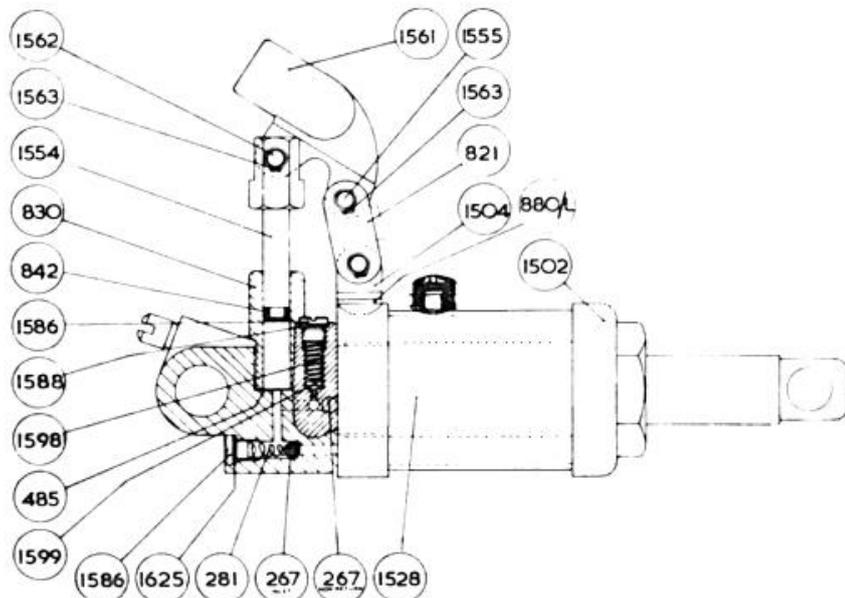
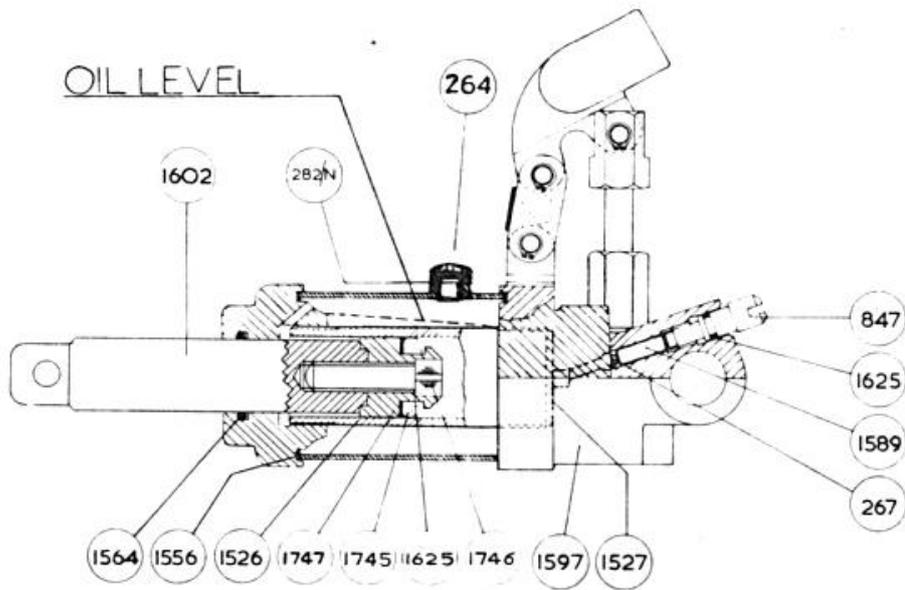
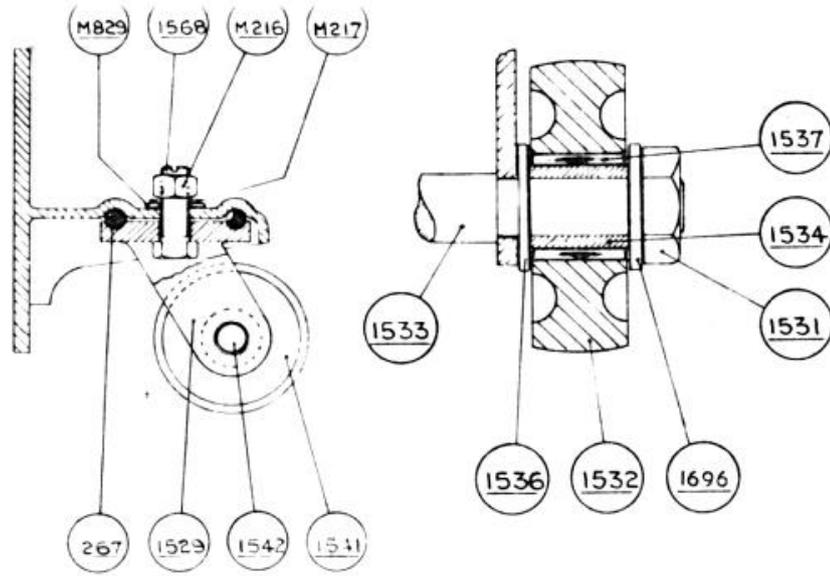
**MODEL 2500
TROLLEY JACK**



Manufactured by

EVERSURE ACCESSORIES LIMITED

75 - 97 Walsall Road, Perry Barr, Birmingham B42 1TS Telephone: 021-356 8145/8



OPERATING INSTRUCTIONS

When this Jack leaves the factory, the air release plug is closed to prevent the oil being spilled when the Jack is in transit. To simplify the air-venting of the oil chamber, a filter plug (Part No 264) is fitted.

Before using the Jack, remove the cover plate by unscrewing two side screws, and unscrew filler plug three quarters of a turn. This will break the seal between the plug and leather washer (Part No. 282/N) and allow the oil chamber to 'breathe'. Replace cover plate and side screws.

NB. It is **MOST IMPORTANT** to follow these instructions before using the Jack. If the oil chamber it not allowed to breathe the Jack may become "air locked" and will not function.

To operate, tighten release valve spindle (Part No. 8471 by turning in clockwise direction. Place handle in operating lever (Part No. 1561) and move handle up and down. To lower Jack turn release valve spindle, **VERY SLOWLY**, in anti-clockwise direction.

When topping up the Jack, remove the filler plug (Part No. 264) in the oil chamber, and with the trolley Jack standing on level ground fill until the oil lust covers the ram cylinder (Part No. 1526) which can be seen through the fitter plug hole, as shown in the diagram.

To manoeuvre Jack into position under a car, place handle in the socket which is situated on the right-hand side of the Jack. **UNDER NO CIRCUMSTANCES** should the Jack be manoeuvred when the handle is in the operating lever, as a side thrust may bend the piston (Part No. 1554).

The wheels should be occasionally oiled, and a grease gun applied to the two nipples on the lifting arm spindle. A diagrammatic drawing is supplied with each Jack, and all the parts likely to be required for servicing are numbered.

OIL

The oil used in the Jack is specially blended, and is available in 8 fl.oz. plastic bottles. If our oil is not readily obtainable, the equivalent international oil specification is SAE10.

NOTE

When ordering spares, besides quoting the relevant part number, please state serial number of Jack.

SERVICE INSTRUCTIONS FOR TROLLEY JACKS

If Jack fails to lift make sure that the release valve (Part No. 847) is tightened in a clockwise direction.

Secondly, check that the Jack has sufficient oil. This can be done by unscrewing the oil level plug (Part No. 264). **ON NO ACCOUNT REFILL OR TOP UP THE JACK WITH SHOCK ABSORBER OR BRAKE FLUID.** Preferably use our specially blended oil which can be purchased in 8 fl.oz. plastic bottles, or if unable to obtain this, transformer or thin machine oil may be used. The equivalent international specification is SAE10.

Note: To “top up” Jack with oil, first remove filler plug (Part No. 264).

Yet another reason for the Jack not working is if it gets “air-locked”. To remedy this slacken the release valve and pump the handle socket (Part No. 1561) up and down a few times and close the release valve. If the Jack still does not function, it is probably because a small particle of foreign matter is preventing one of the ball valves from making an oil tight joint on its seating. In this case it will be easier to remove the heart which is a simple operation. First remove the return spring (Part No. 1540), remove three nuts (Part No. 1531) and one front wheel (Part No. 1532). One side can now be removed from the Jack, Then withdraw body anchor bolt (Part No. 1538) which secures the heart to the chassis. The heart is now free and it will be necessary to remove circlip (Part No. 1567) and withdraw crosshead pin (Part No. 1539).

Note: The spacing collars should be placed in position on the body anchor bolt so that there is one collar on either side of the body. The side that has been removed can now be reassembled on the three bolts. One washer (Part No. 1536) fits over the front wheel spindle (Part No. 1533) before the wheel is reassembled. All three nuts and washers should be well tightened and the return spring should be reassembled on its two securing studs.

If the ram fails to move the cause of failure is due to the inlet valve (Part No. 267) not making an oil tight joint. To remedy this, remove the sealing plug (Part No. 1586) with a screwdriver, (the sealing plug is a ½” diameter steel plug situated under the boss in the body casting which fits over the body anchor bolt), and take out the hair spring and ball, and clean the ball seating. This is best done by blowing with compressed air if available. Wipe ball and replace on its seat. To make sure that it is making a proper seating, you require a 1/4” diameter punch. This can easily be made by cutting off a piece of 1/4” diameter silver steel or mild steel about 3” long. Having inverted the heart (that is base upwards) place the punch on the ball and give the punch a tight tap with a small hammer. This will have the effect of reseating the ball on its seat. Next replace the hair spring (smallest diameter touching the ball) and then screw in the seating plug and well tighten.

If you commence pumping and the ram lifts a short distance and sinks back to its original position when the handle is again lifted this indicates that the non-return valve at the bottom of the ram cylinder is not seating.

To remedy this fault it is necessary to partly disassemble the Jack. Before commencing to disassemble the Jack, remove filler plug (Part No.264) and empty oil into a clean vessel. Then remove top nut (Part No. 1502) and oil chamber (Part No.

1528) and withdraw ram assembly. It is now possible to undo the ram cylinder (Part No.1526) by using chain grips. At the bottom of the ram cylinder there is a gauze filter (Part No. 1527). This must be carefully removed and if damaged a new one fitted. Now remove the 1/4" diameter ball and blow out with a compressed air gun. Next wipe ball and replace and reseat by using the same punch as described above. Replace copper and gauze washers, screw in ram cylinder and well tighten.

Note: One end of the ram cylinder has the thread turned away, this is the end to be screwed into the base. Replace oil chamber with fibre washers top and bottom and well tighten the top nut.

If oil leaks past the piston (Part No. 1554) it generally indicates that a new piston seal (Part No. 842) is required. To remove piston, take off circlip (Part No. 1563) and withdraw pivot pin (Part No. 1562). The lever will now swing out of the way enabling the piston to be withdrawn from the sleeve. If the piston sleeve (Part No. 830) has to be removed it is important to replace piston gauze filter (Part No. 485).

Front Wheel Assembly — The front wheels (Part No. 1532) are fitted with roller bearings. Each wheel has 25 rollers (Part No. 1537).

Castor Wheel Assembly — Each castor is fitted with eighteen 1/4" diameter ball bearings (Part No. 267). To adjust the castor, slacken lock nut (Part No. M216) and adjust, with a screwdriver, bolt (Part No. 1568). Having adjusted the castor so that it rotates freely without side play, tighten lock nut (Part' No. M216).

Service Kits — These are available and comprise the necessary washers and seals that would be required for a general overhaul of the heart. Should any other parts be required please refer to the sectional drawing and quote the appropriate part number and serial number of the Jack when ordering.

SPECIFICATION OF TROLLEY JACK			
1510	LIFTING ARM ASSEMBLY	1560	3/16" 1" Bissell Pin
1522	Lifting Arm Spindle	1566	Grease nipple 2 off
1529	CASTOR FORK ASS'BLY 2 off	1567	3/4" diameter Circlip, 2 off
1531	16mm Nut. 6 off	1568	Bolt for Castor Fork, 2 off
1532	Front Wheel, 2 off	1569	Box
1533	Front Spindle	1584	SWIVELLING CRUTCH
1534	Spacing Bush Front Wheel, 2 off	1593	LEFT SIDE MEMBER ASS'BLY
1536	Plain Washer. 2 off	1594	RIGHT SIDE MEMBER ASS'BLY
1537	Rollers for Front Wheel, 50 off	1605	CRUTCH MOUNTING BRACKET
1538	Body Anchor Bolt	1614	9/16" Spring Washer, 2 off
1539	Cross Head Pin	1655	Stud for Crutch Mount Bracket, 2off
1540	Return Spring	1657	Radius Link Stud
1541	Castor Wheel. 2 off	1692	Screw for Radius Link Stud
1542	Spindle lot Castor, 2 off	1696	Spring Washer. 6 off
1543	1/2" diameter Circlip	1703	PUMP ASSEMBLY
1545	Crutch Radius Link	RF365	1/4" BSF Screw. 2 off
1550	Name Plate	M216	3/8" UNF Nut. 2 off
1551	Cover Plate	M217	3/8" Shake Proof Washer. 2 off
1552	Spacing Collar, 2 off	M829	Steel Washer. 2 off
1675	Handle Assembly	267	1/4" Ball, 36 off
SPECIFICATION OF HYDRAULIC PUMP UNIT (Part No. 1703)			
1588	Sealing Plug Washer	1526	Ram Cylinder
264	Oil Level Plug	1527	Gauze Washer
265/L	2BA Side Screw	1528	Oil Chamber
267	1/4" Ball. 3 off	1554	Piston
281	Hair Spring	1555	Pivot Pin for Lever Link. 2 off
282/N	Filler Plug Washer.	1556	Oil Chamber Fibre Washer, 2 off
485	Piston Gauze	1561	Lever
821	LEVER LINK	1562	Pivot. Pin for Piston
830	Piston Sleeve	1563	Circlip for Pivot Pin. 6 off
842	7/16" sq sect O-ring	1564	Ram Sealing Ring
847	Release Valve Spindle	1586	Sealing Plug, 2 off
880/L	3/4" o.d. Washer Eye Bolt	1589	Release Valve Distance Piece
1502	Top Nut	1597	Body
1504	Eye Bolt	1599	Spring Plunger
1747	Collar for Cup Seal	1602	Solid Ram
1745	Cup Seal	1625	7/16" o.d O-ring. 2 off
1625	'O' Ring	1598	Overload Spring
1746	Socket Screw		
FOR SERVICE KIT & SPARES IT IS ESSENTIAL TO QUOTE SERIAL No			

