TSN00483-100-A - POWERTRAIN LIFT

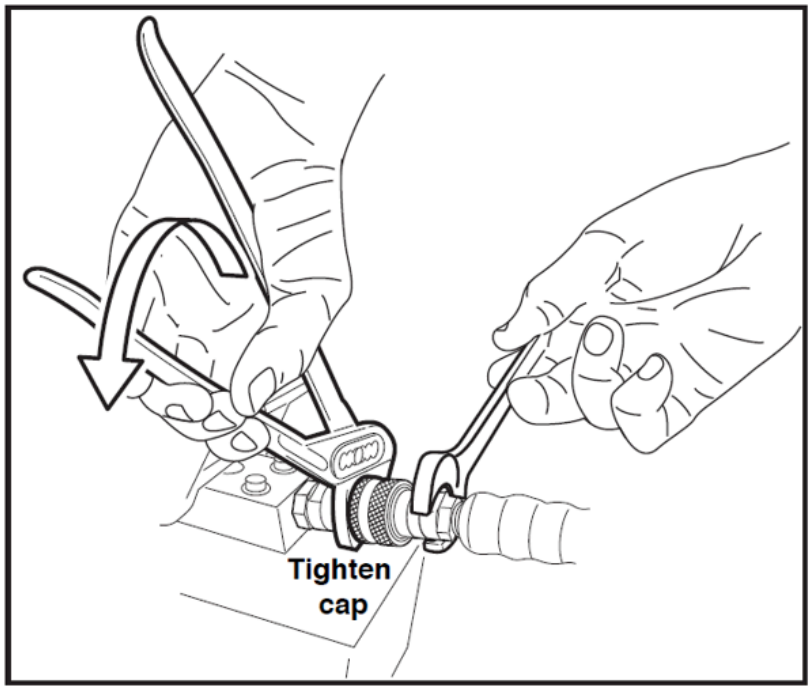
Corrections to common problems

CONDITION: The Lift will not come down

CAUSE: The cap on the female coupler has backed off slightly, allowing the internal check ball to close off, stopping the flow of oil.

PROCEDURE:

Hold the male coupler with a wrench, use a pair of pliers or channel locks on the knurled portion of the cap. Tighten the cap onto the threads of the male coupler until all of the threads are engaged. This will open the check ball in the coupler, allowing the oil to flow. Using the foot pedal on the air/hydraulic foot pump, release the pressure. The lift will lower.



Adding loctite to the threads of the coupler

CONDITION:

The Female Coupler backs off due to Vibration, closing the port in the disconnect assembly and stopping the flow of oil

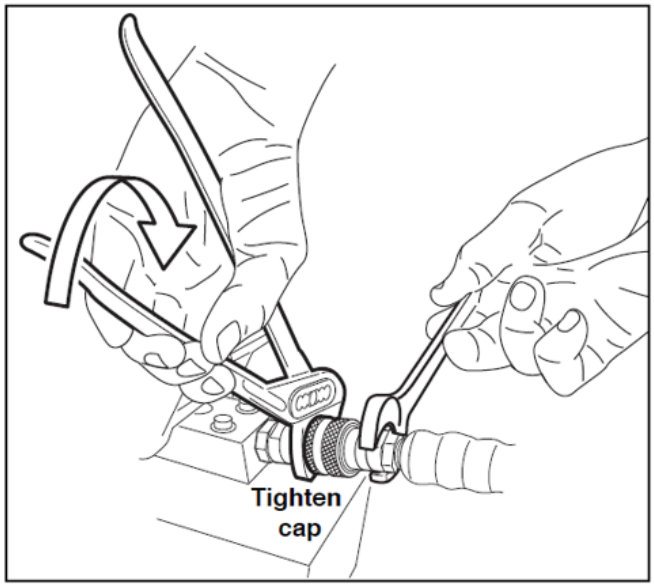
CAUSE:

The cap on the female coupler has backed off slightly, allowing the internal check ball to close off, stopping the flow of oil.

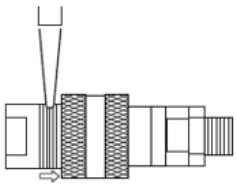
PROCEDURE:

> ⚠ **Warning: This procedure should be performed with the lift in the collapsed position without a load. Do not perform this procedure on a lift that is raised and/or loaded.**

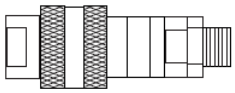
Hold the male coupler with a wrench, using pliers or channel locks on the knurled portion of the cap. Loosen the cap, exposing the threads on the male coupler.



Apply medium strength threadlocker (i.e. loctite 242 blue medium strength or equivalent) to the threads of the male coupler.



Hold the male coupler with a wrench, using pliers or channel locks. Tighten the cap until all threads are engaged.



Test the lift immediately to ensure it raises and lowers, confirming the port in the quick disconnect assembly (male and female couplers) is open and that oil flows freely when raising or lowering the lift.

Allow 10 minutes for the threadlocker to dry, 24 hours for it to fully cure.