Installation manual for

int- XLT -2+2

lifting capacity ~~3500 kg~~ xxxxxxx 4500 kg

power 240 volt 50 hz , 1ph ,fuse must be min 16 C (slow)

electro hydraulic

fullautomatic locking system .

you need : 220 volt plug

13 ~~11~~ liter hydraulicoil visco 46 or 32 when verry cold

handtools wrench 10-14-17-19-22 mm , pliers,

side cutter,

motorcrane or pallet truck or a few mann to lift

all parts can be lifted by 2 strong man .

put the package on 2 wooden blocks , so the frames on the outside are free from the floor (see below)

loosen the bolts and nuts and remove them , not before you have supported the top runway with crane or pallettruck

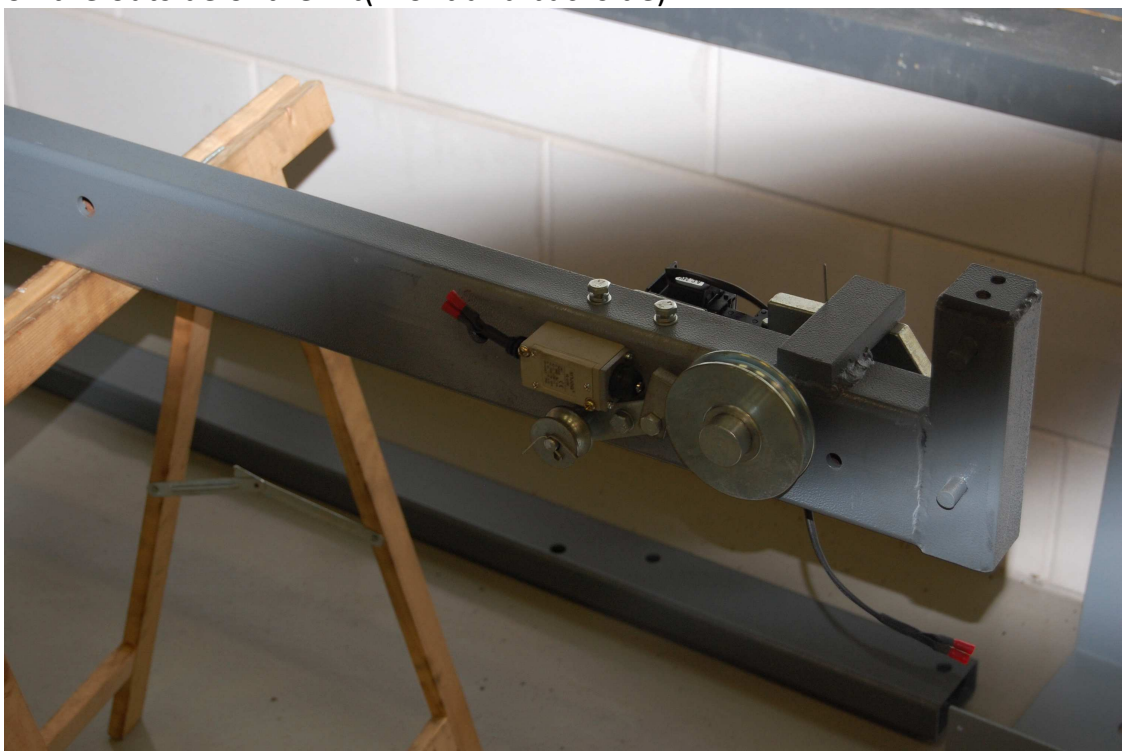
lift the runway a bit .

and take away the metalframes , take away the runway

cut the metal straps and take all the components out of the package.

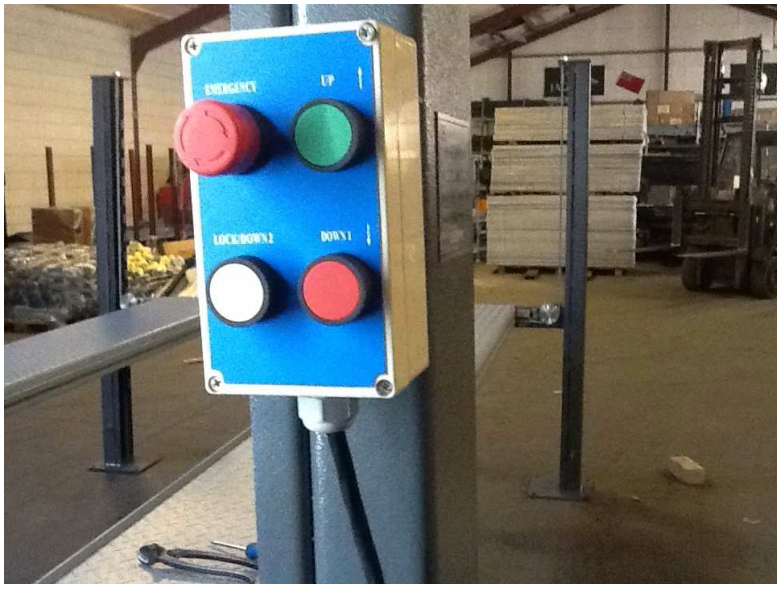
and lay them on the side where the lift is going to stand.

put the crossbeam on 2 supports(or 2 chairs). Ake sure that the locking is always on the outside of the lift(front and backside)



take the plastic guide blocks off the crosseam (sometimes they are packed in a carton box).

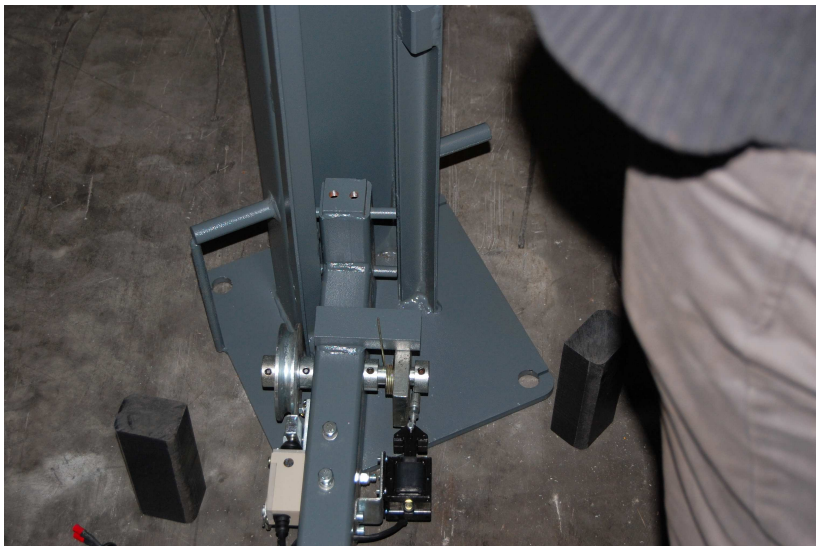
post with holes on the right backside (looking toward the drive-on side of the lift)

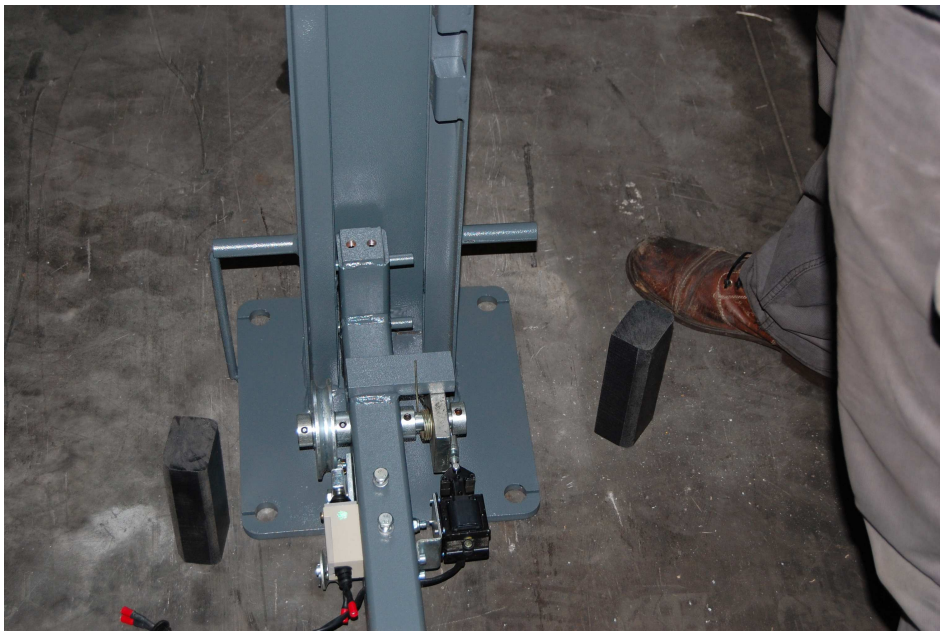


post with bracket for controlbox right frontside

other 2 post comes on the leftside , make sure the locking is corresponding to the locking on the crossbeam

place the posts near the crossbeams en put the guide blocks near by.



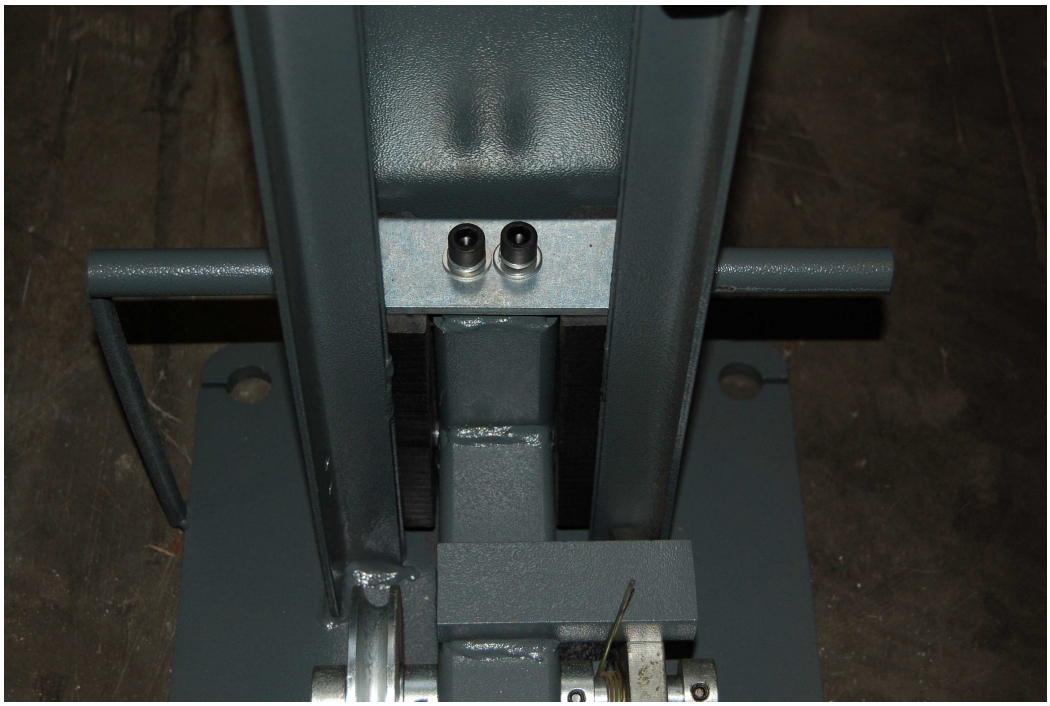


Turn the post around the crossbeams and it’s pins .

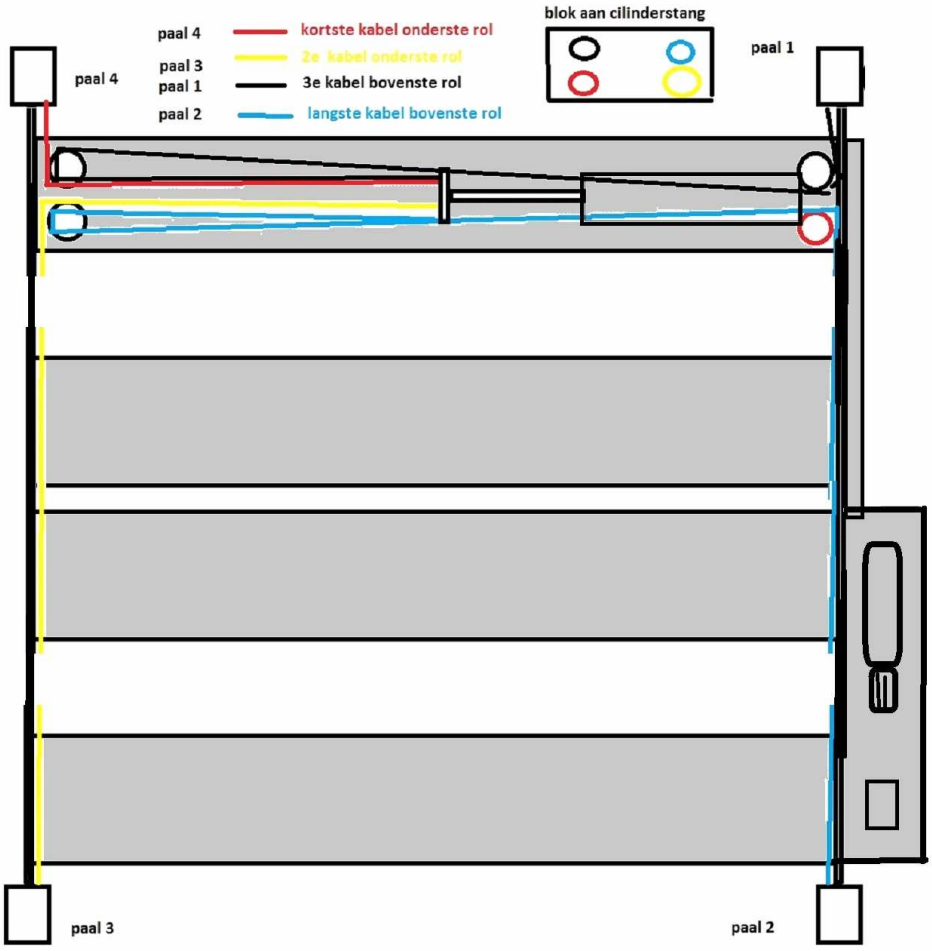
Slide the guideblocks , with the slot down , over the pins . from above.

Push or slightly hamer the blocks down until the are in the right position .

Instal the locking plate with the 2 bolts . do this on all 4 posts.



The metal cables are already ple-installed . below you see the diagram how the cables run



take the hydraulic hose underneath the runways and guide it trough the hole in the side of the runway , make sure it is not on the way of the cables

guide the cables out of the runway , make sure they are running over the cablewheels.

Pull on the cables so the hydrauliccilinder is pulled out and the cables are getting longer

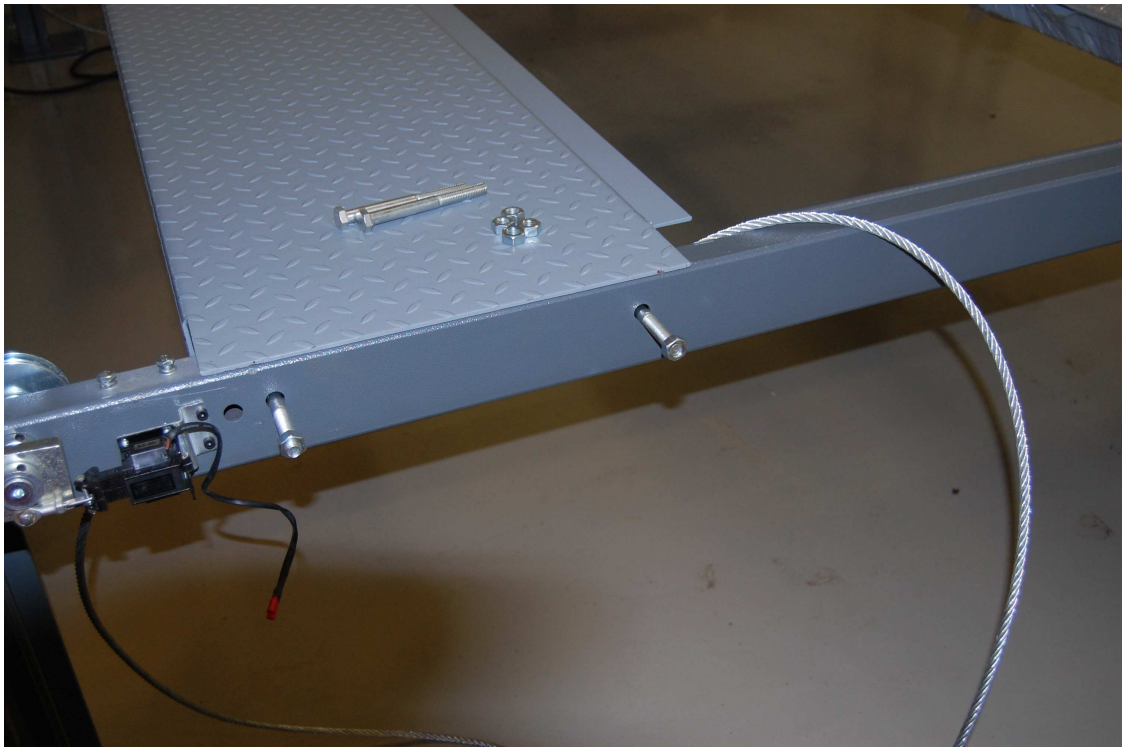
If this not works, help the cilinder with a brew iron or soeting to pull out the cilinder

lift the crossbeams in the post until they are in the 3th or 4th locking .

now you have 2 H-Frames

put the 4 runways on the crossbeams , the runway with the cables and cilinder is always on the leftside of the lift .

the runway that makes the bottumpart of the package is always on the right side the other two comes in the middle .Make sure the strips for the pvc boards are facing each other .



put the long bolts from the inside trough the runway and crossbeam , do not tighten them jet.

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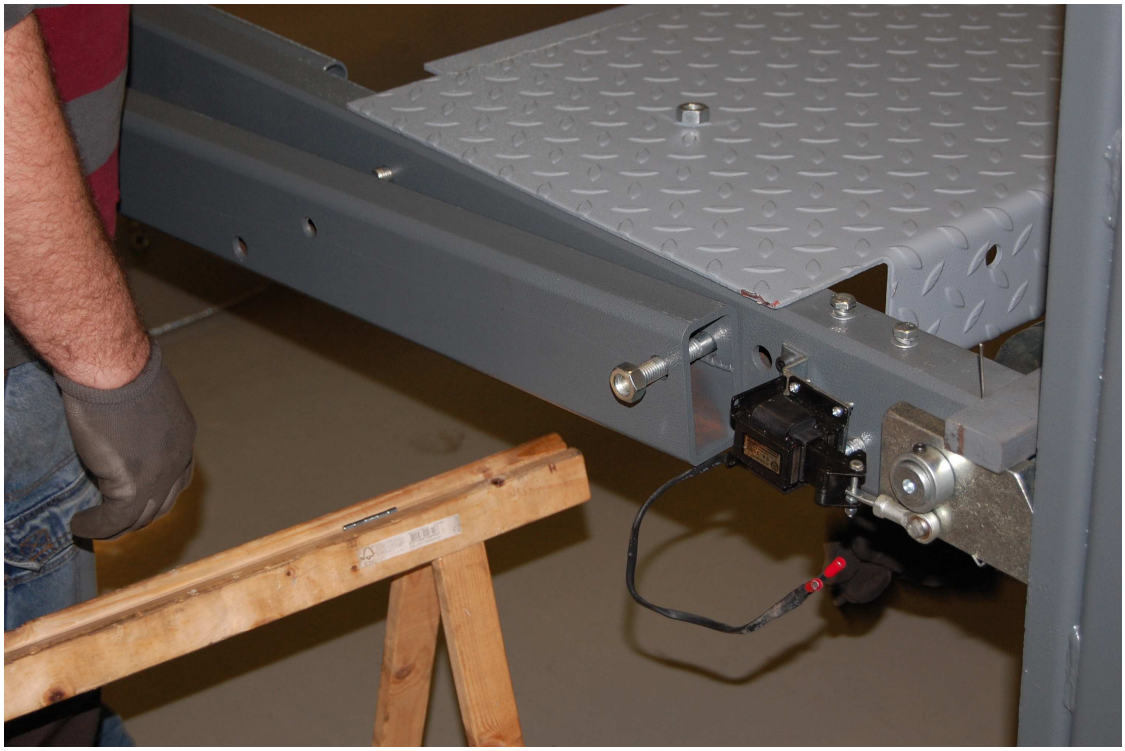
take 1 of the extra crossbeams and hang them in the same bolts you can put a nut on it but still not tighten

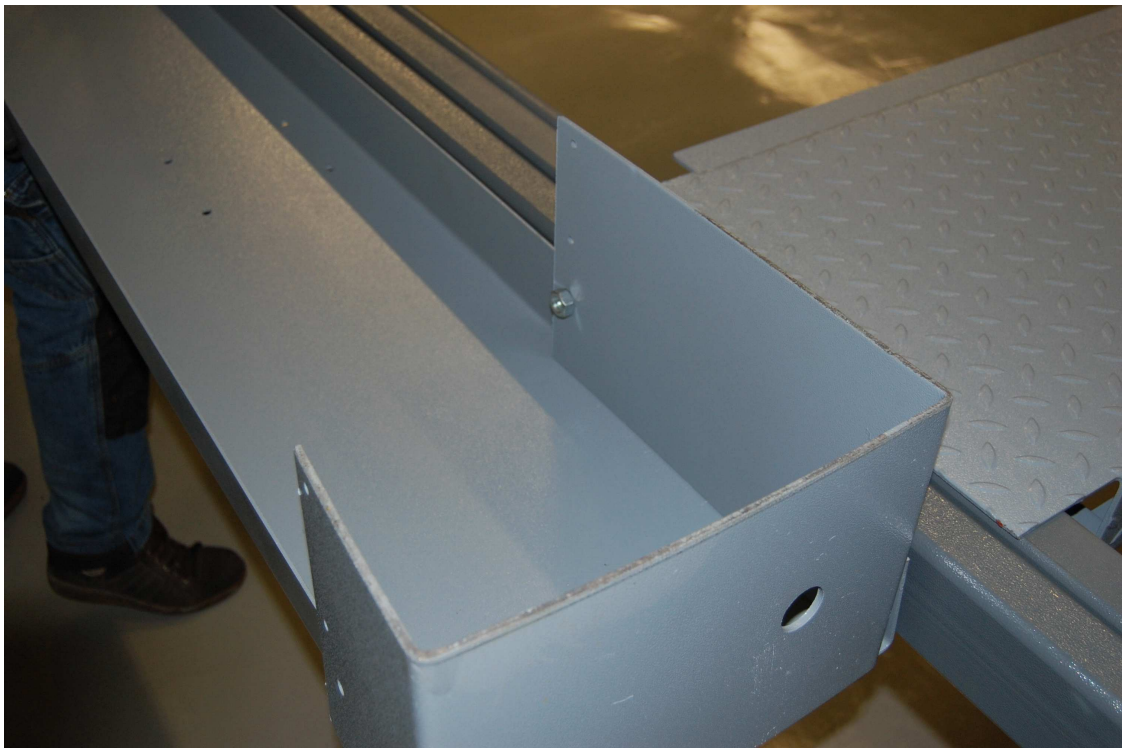


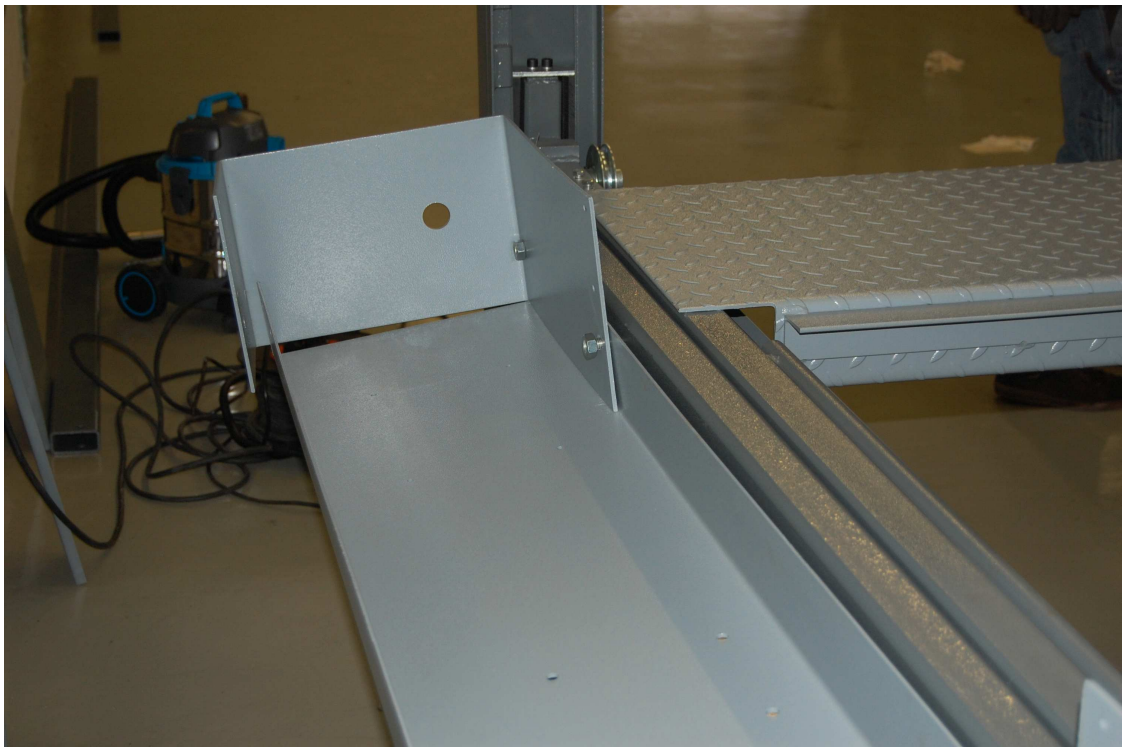
The new models do not have double crossbeams anymore , just one on each side

Do this on both sides.

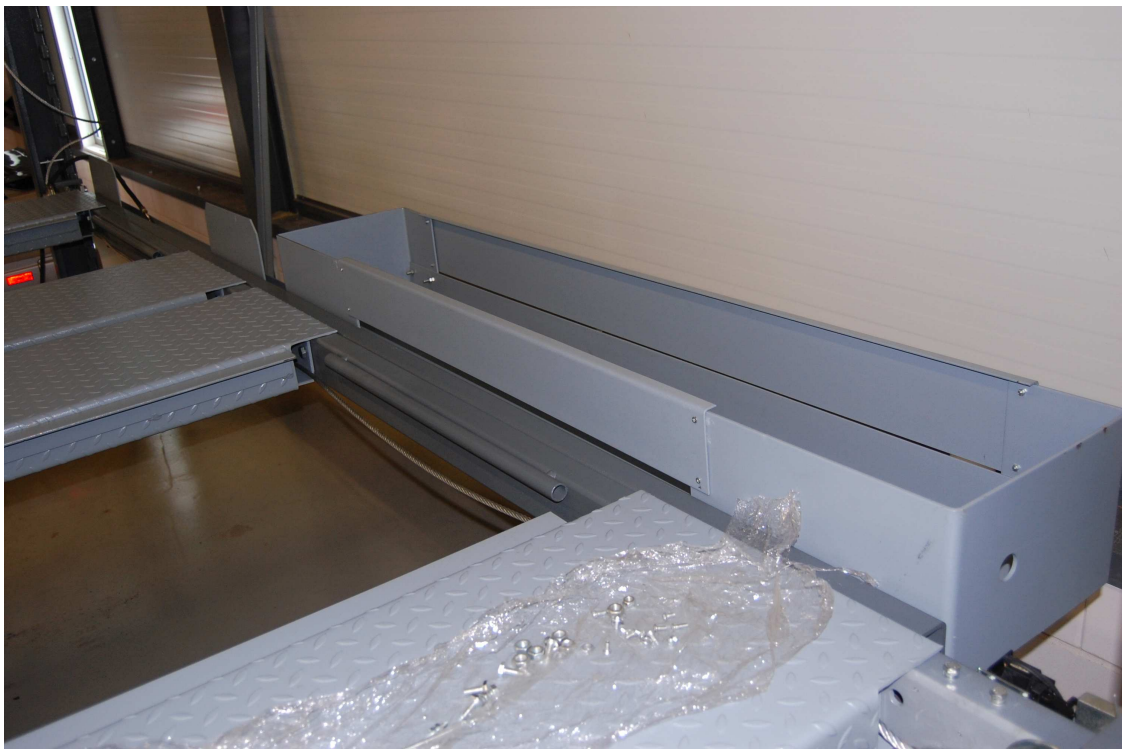
Install on the right backside also the box that holds the motorunit and electribox

First the big converted plate.

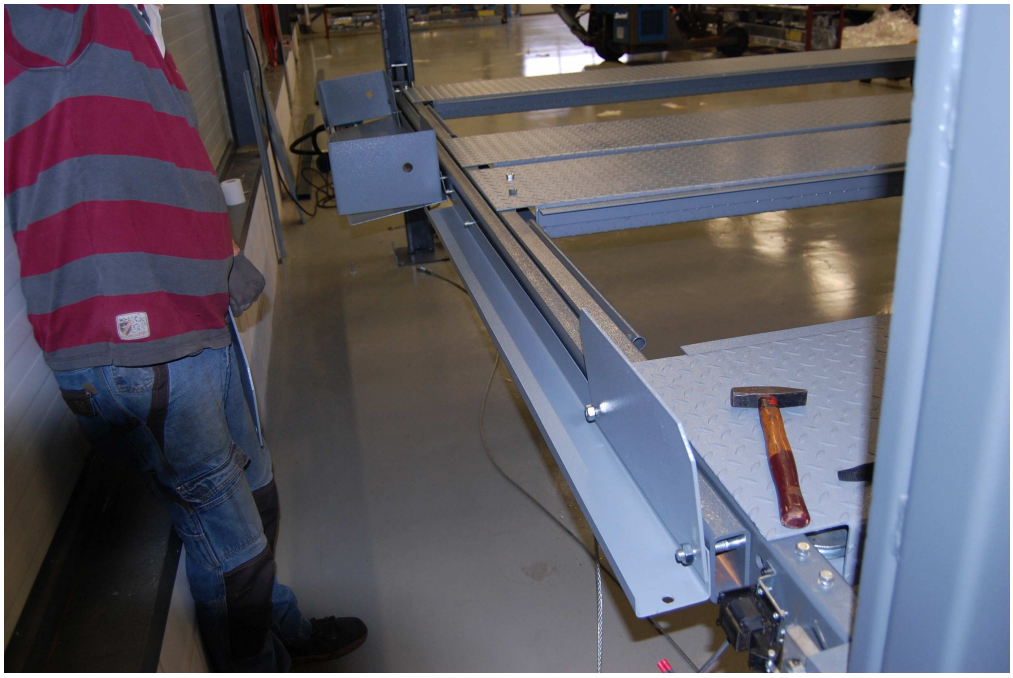




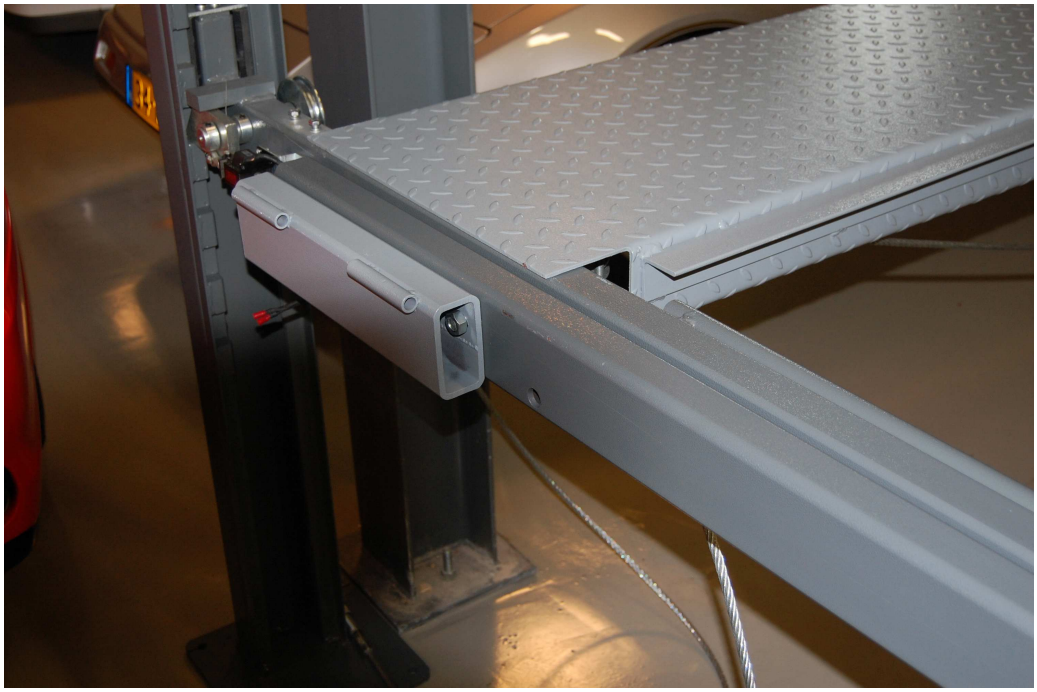
then the brackets left and right , put the nuts on the bolts , not tighten.



install the 2 plates that makes the box complete.



instal on the leftside the rail for the oilhose and electric wires, together with the roll-off protectionplates(2 pieces)

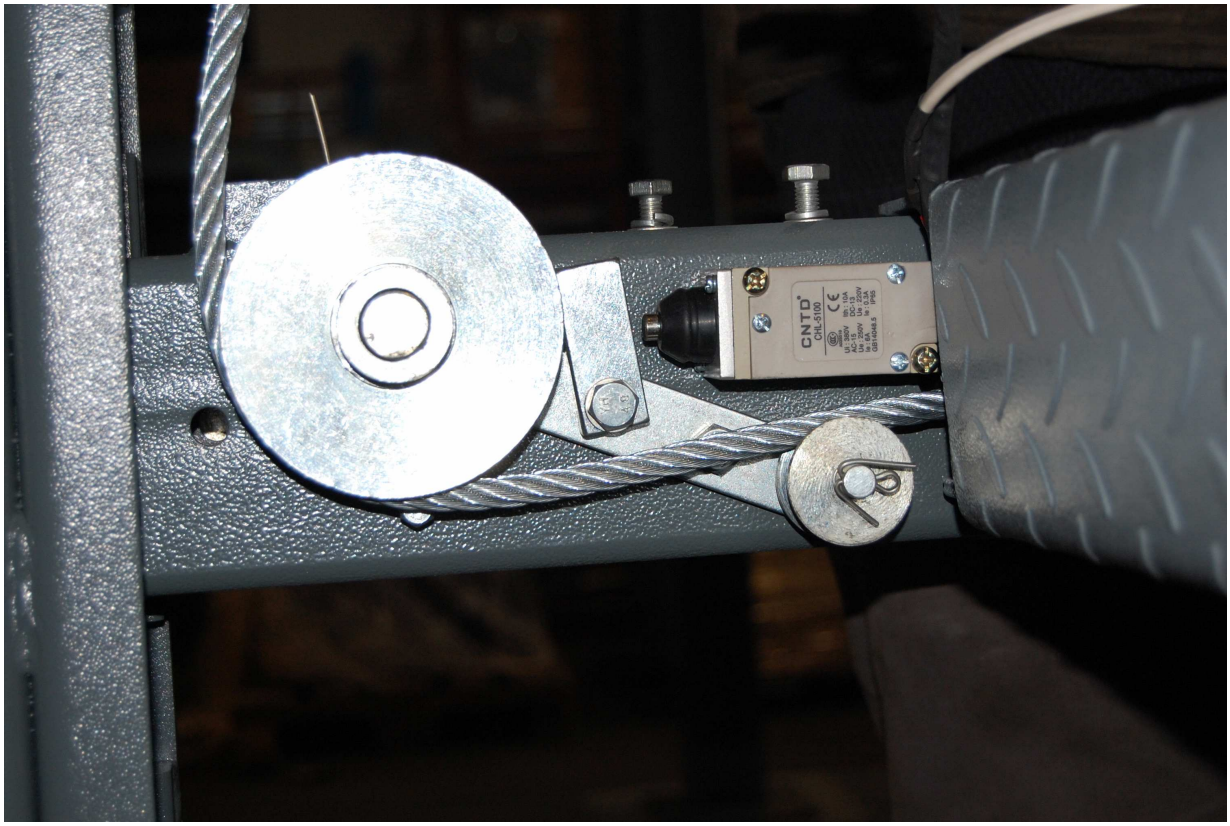


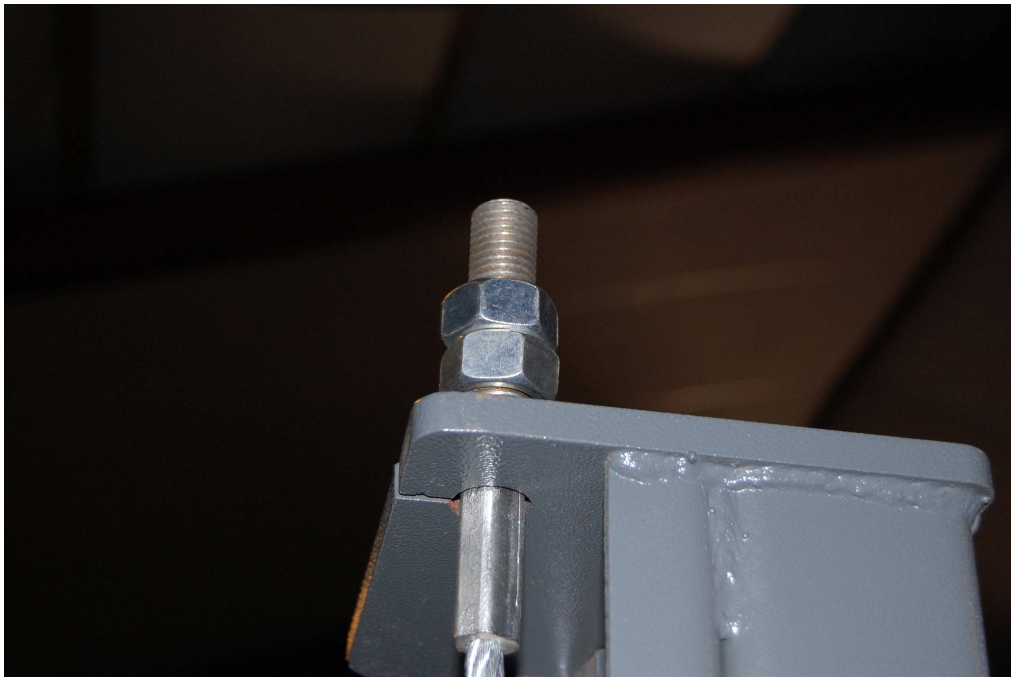
instal on the front the brackets to hang the ramps on , with the same bolts as

the crossbeam and runways

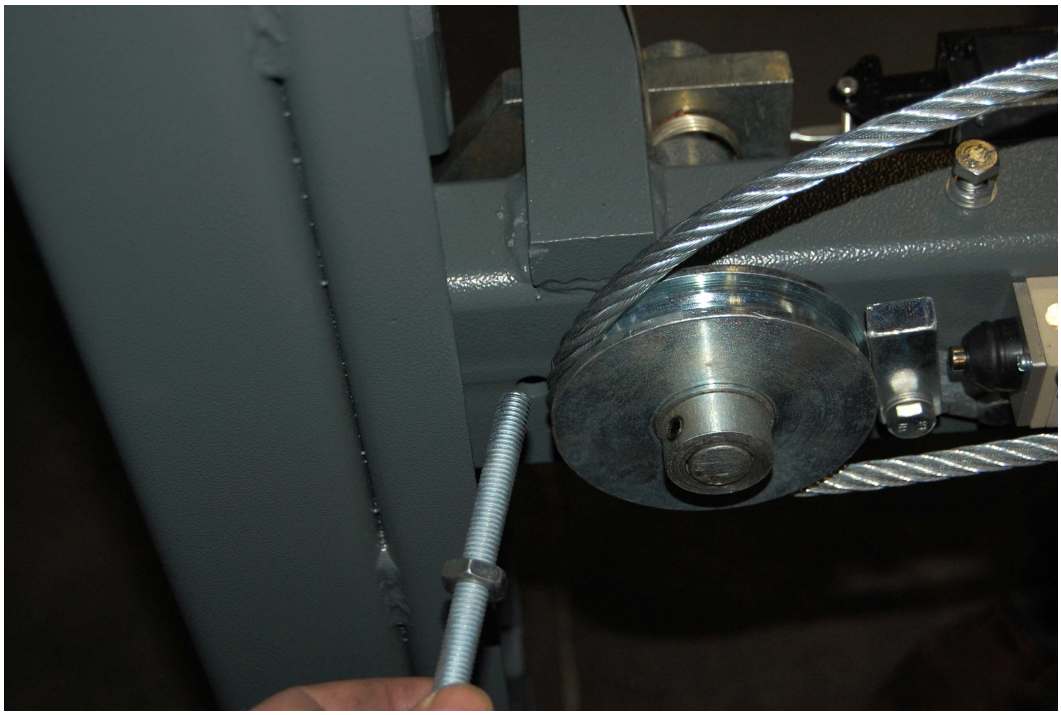
now you can tighten all the bolts and nuts .

take the metalcables and guide them trough the runways over the cablewheels on the corssbeams (see picture below) hang them in the top of the posts (2 nuts above)

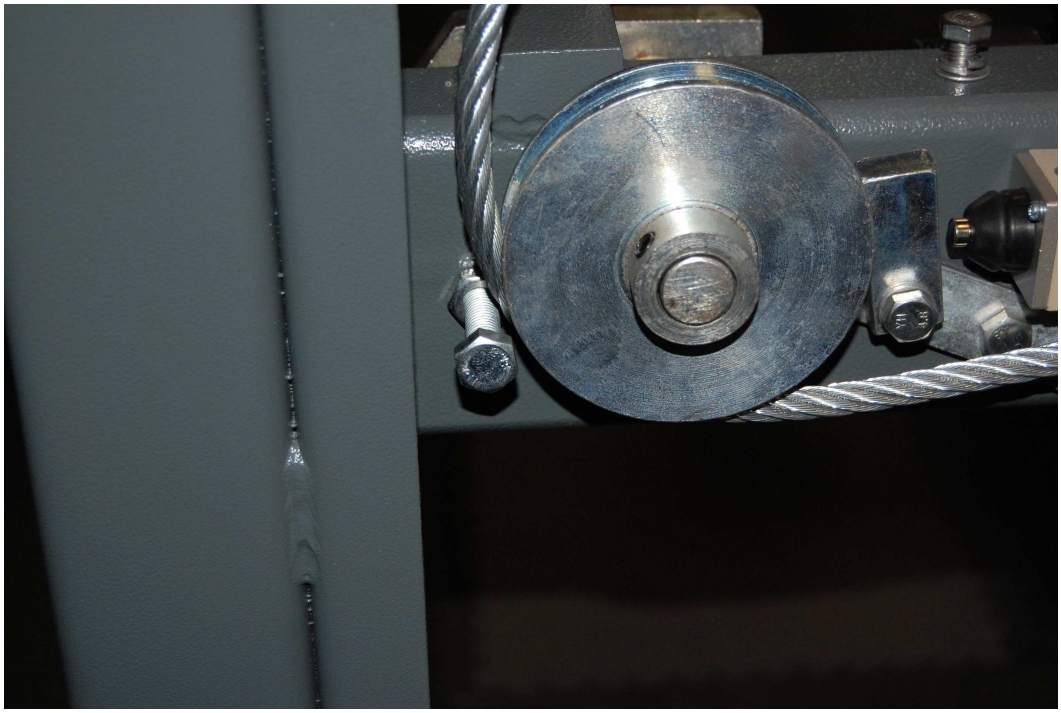




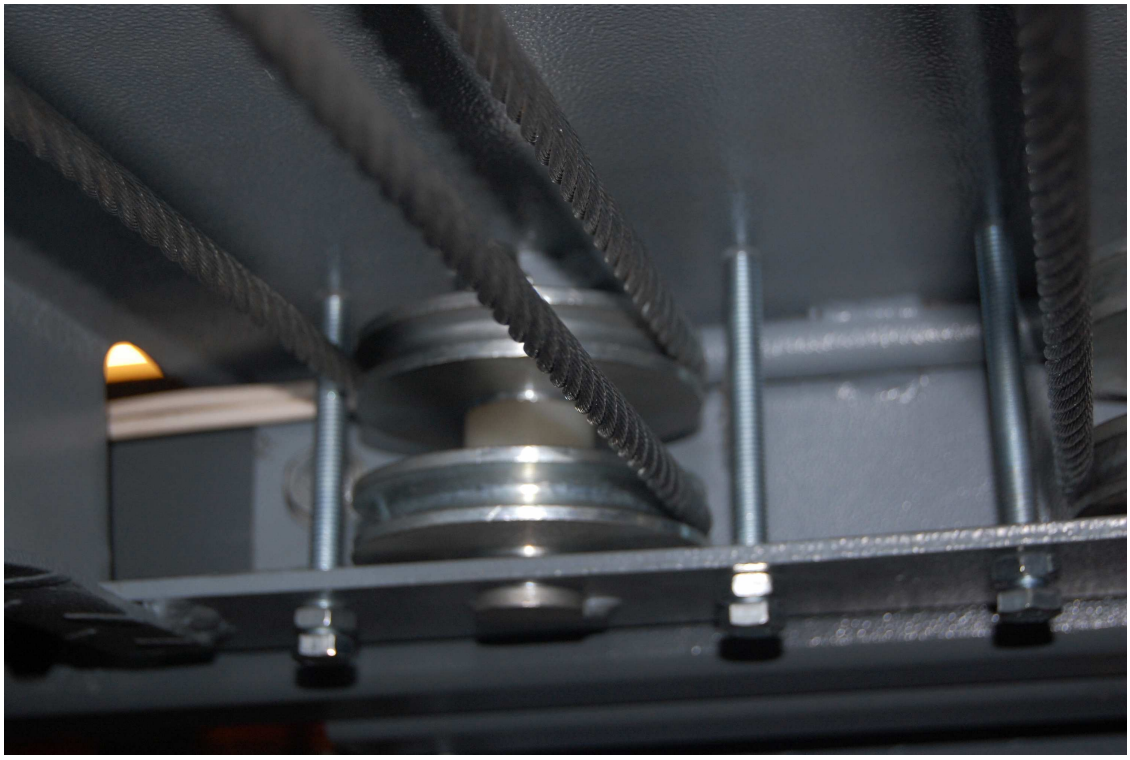
do this on all 4 posts.



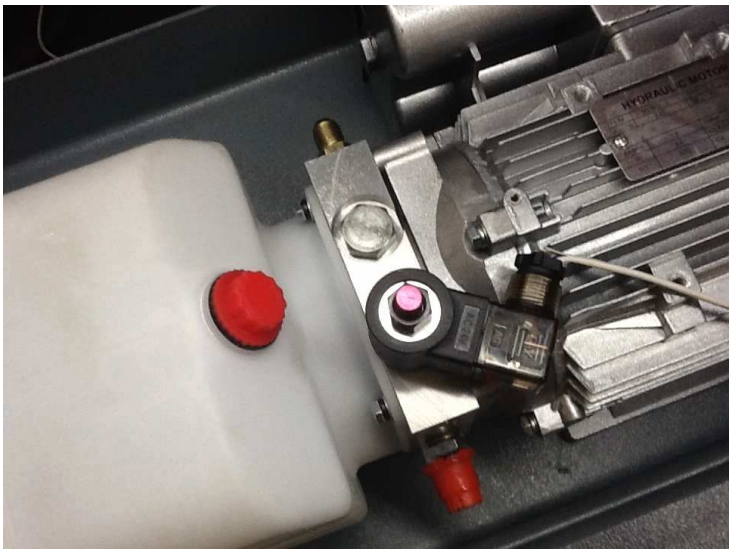
take the bolts for the cable security (total of 10 pieces) stick one through the hole in the crossbeam between post and cable wheel (see picture)



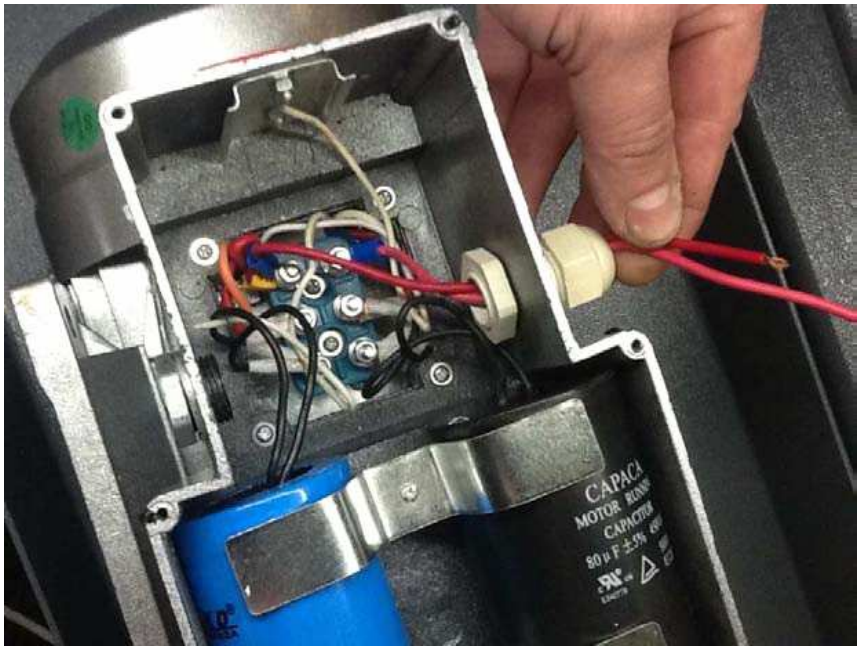
loc kit with a nut on bothside of the crossbeam , thes bolts make sure the cable can never run off the cablewheels .do this on all 4 posts/crossbeamcorners



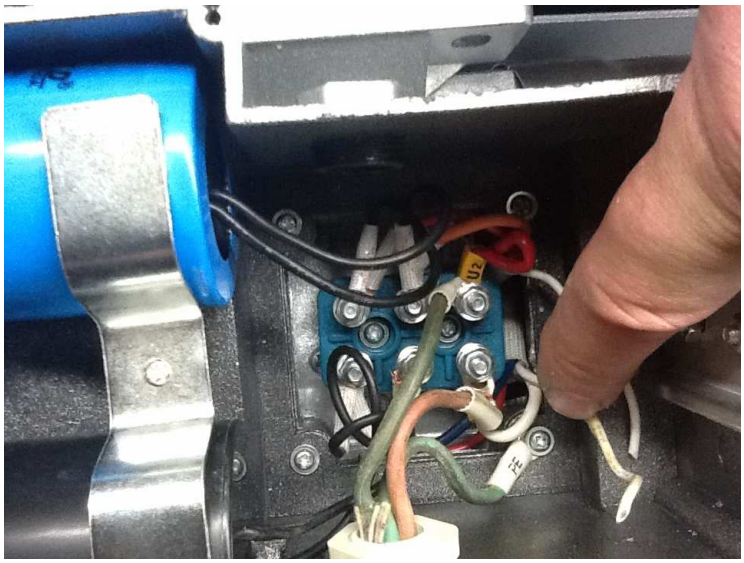
also underneath the runway you must install these bolts to protect the casbles (see picture above)



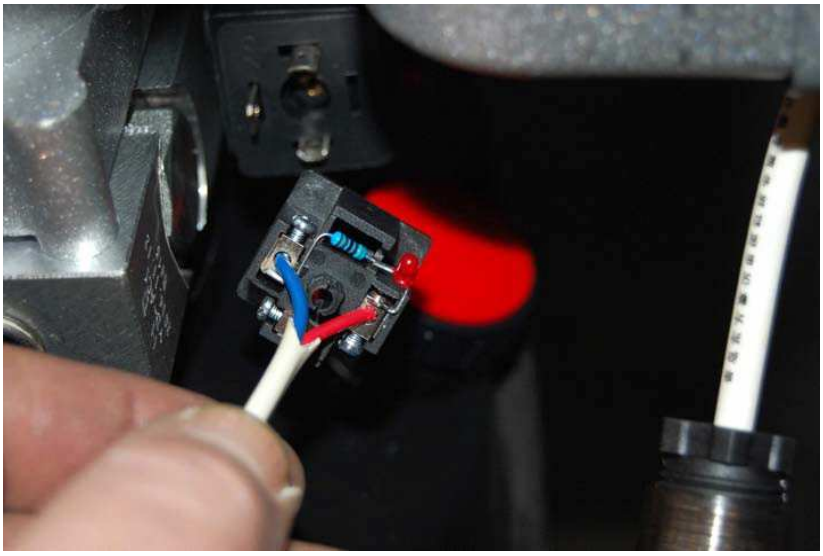
Take the motorunit out of the cartonbox andcheck if the 4 x 10mm bolts are tighten (connecting the oilrecervoir to the motor , don't tighte them to strong it will demage the plastic oilrecervoir.Lay the motor unit in the metalbox on the lift (see correspondig 4 holes to the motorholes . also put the elctricbox in there .



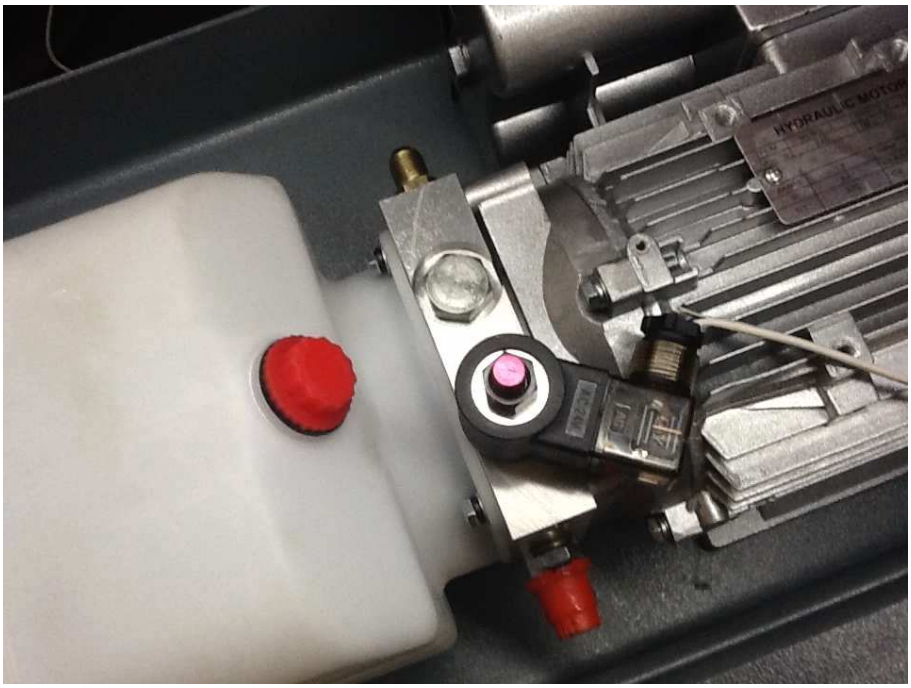
Open the motorcap . there are already 2 wires comming out of the motor,beware where they are connected . take the wires away . out ofthe electric box comes a wres with 3 cables ,M1 , M2 green/yellow is always earth, connect the other 2 to the connection where the 2 wires has been , it does not matter wich wires on wich connection , just one wire on every connection . connect the earth wire to the housing of the motor .



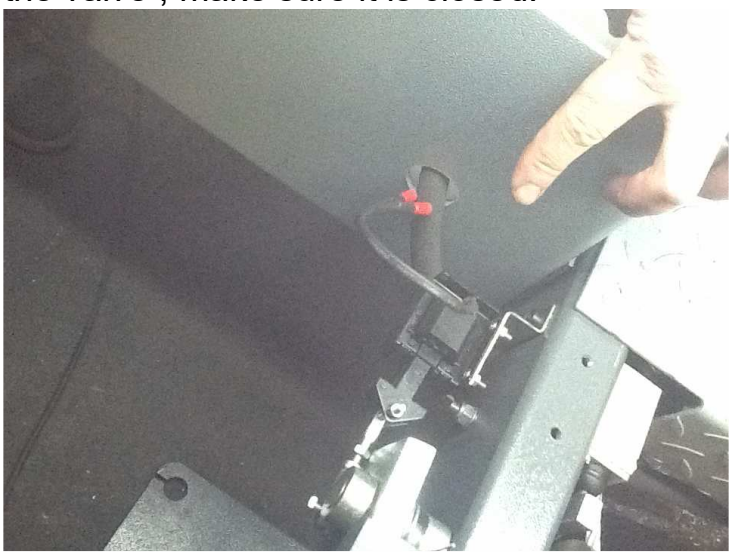
place the motor with it’s bracket over the 4 holes and install with 4 x 14 mm bolts



connect the thin white wire(comming out of the ectricbox) to the loweringvalve on the motorunit , see picture above on both side of the led



Check if the loweringvalve is closed by taking the little red ribbed metalbutton push it in and turn a bit right or left , turned left wil open the valve turned right will close the valve , make sure it is closed.

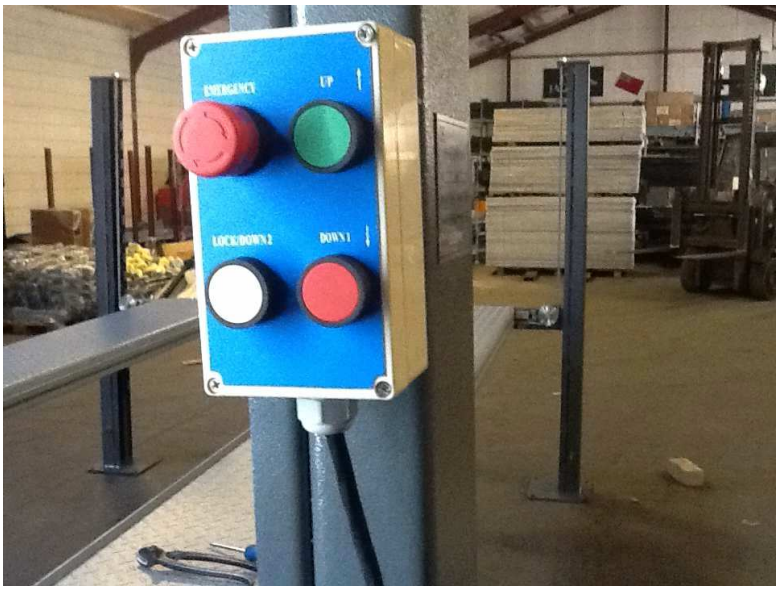


take the ouilhose , guide it trough the hole in the side of the box and connect it to the motor unit . make sure the nipple is also tighten before tighten the hose

Fill teh oiltank with 11 ltr hydraulic oil 46 visco

Connect the electric wire to the electricbox (wire of 6 mtr) connect to connection L, N, and Pe

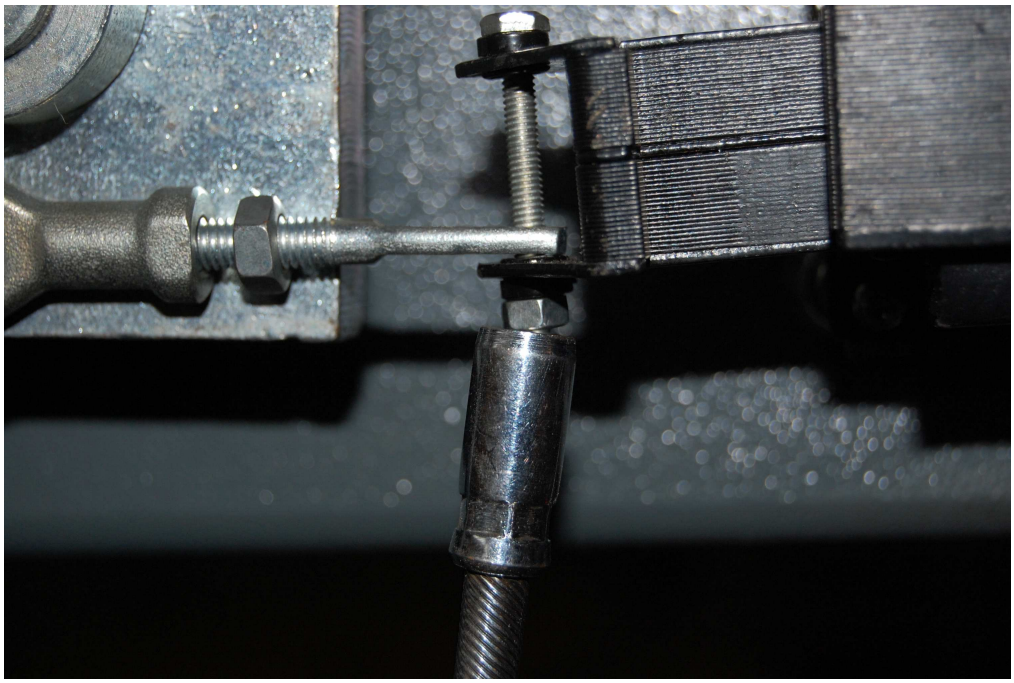
Open the small controlbox and take the numbered wires loose , write down where the numbers are connected or make a phote before taken them away.So you can always connect them later on the right place.
Take the wires away and guide it trough the side of the metalbox , over the crossbeam , into the runway , trough the corner rails , to the otherside of the lift , trough the hole in the side of the runway . connect the little controlbox to teh postbracket and connect the wires into the controlbox as on your photo.



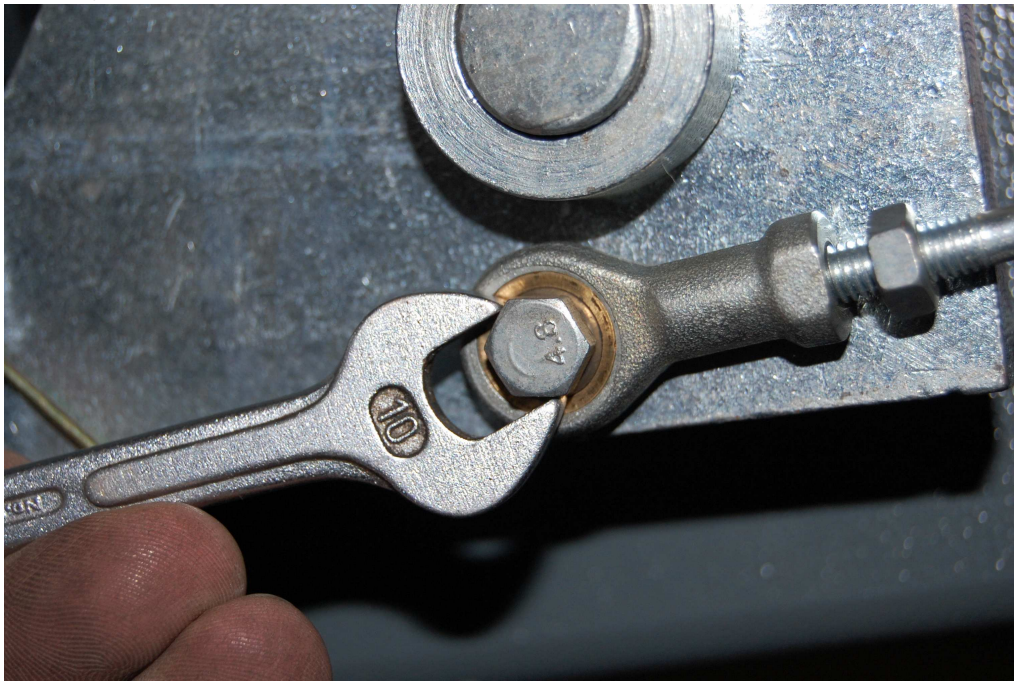
Open the 2 switches who are already connected to the electricbox take the wires away from the switches and guide them trough the hole in the side of the metalbox , make sure you remember the right connections .connect the wires again and close the switches. There are 4 protectioncaps , one of them has 4 holes , use this one on this side . You can mount the switches tot hes holes , make sure the switch with the 2 wires (smaller wire)is on the topside , this is the endswitch. The otherone is on the bottomside , this is the footprotection switch.

in the post on the back rightside are 4 small holes this is for the little bolt that is the stopbolt fot the switches . install

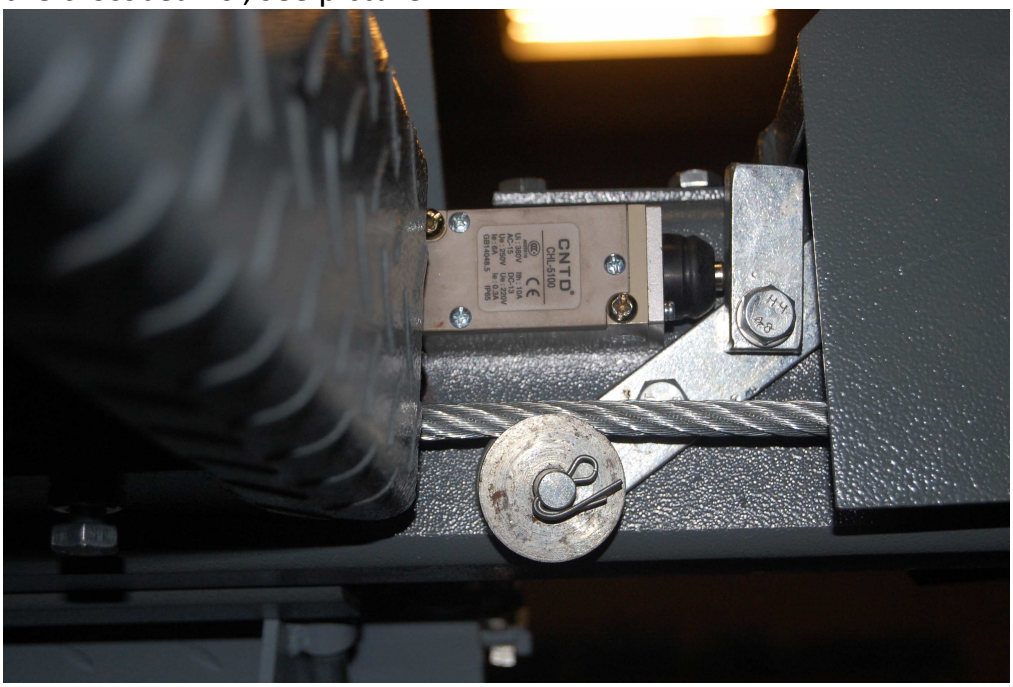
these bolt in the top hole of the 2 holes , one on top of the post and one below .



Tighten the bolts in the locking device , not to tighten needs a little slack ,

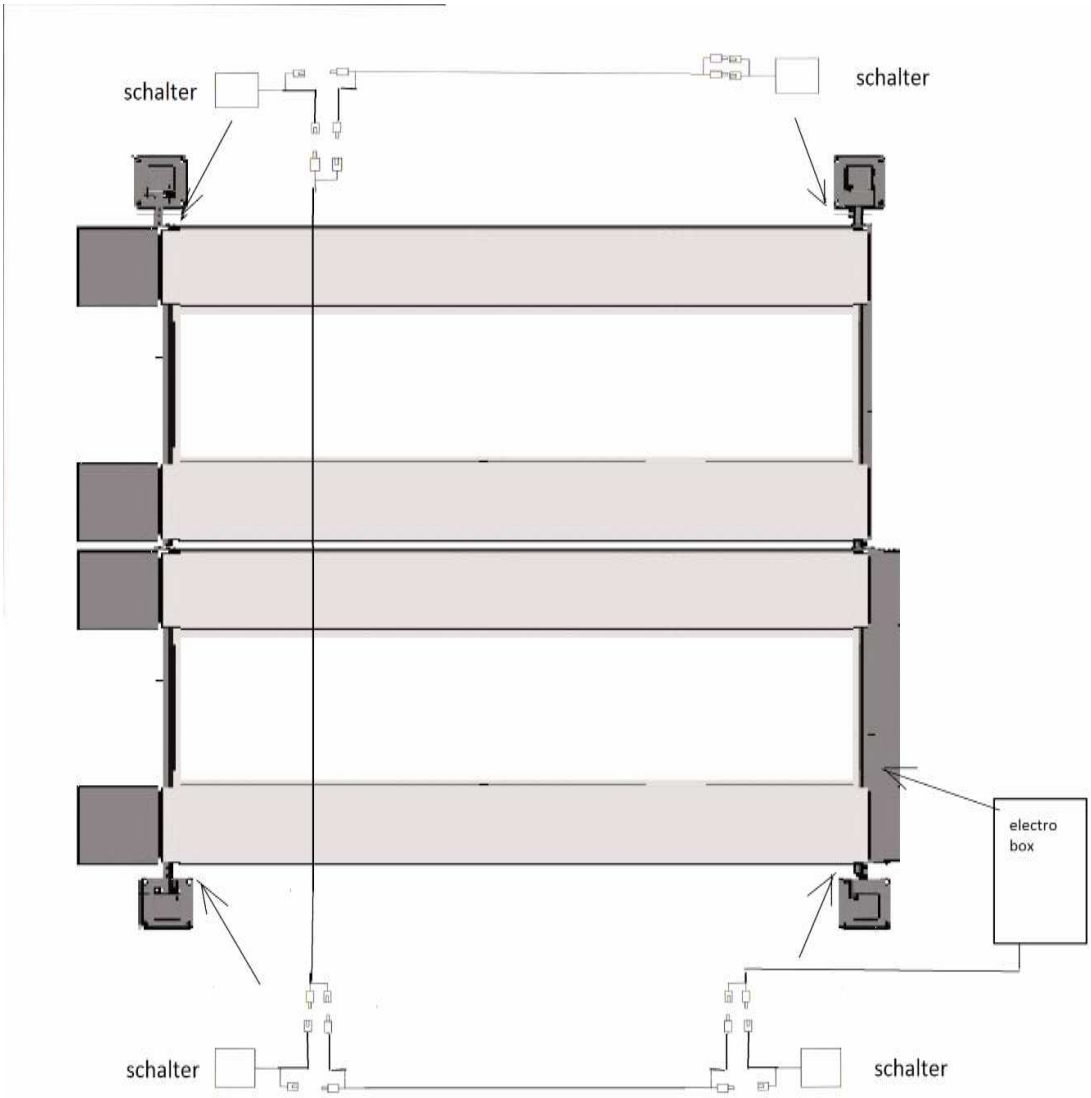


There are 2 packings of wires with the lift , 1 has 2 long wire and 1 shorter , these are for the slackcable device switches on the inside of the crossbeams , see picture

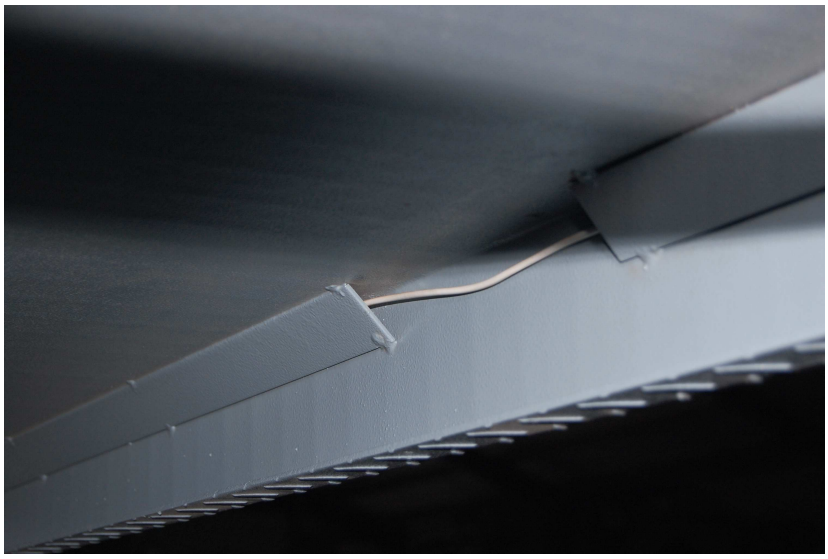


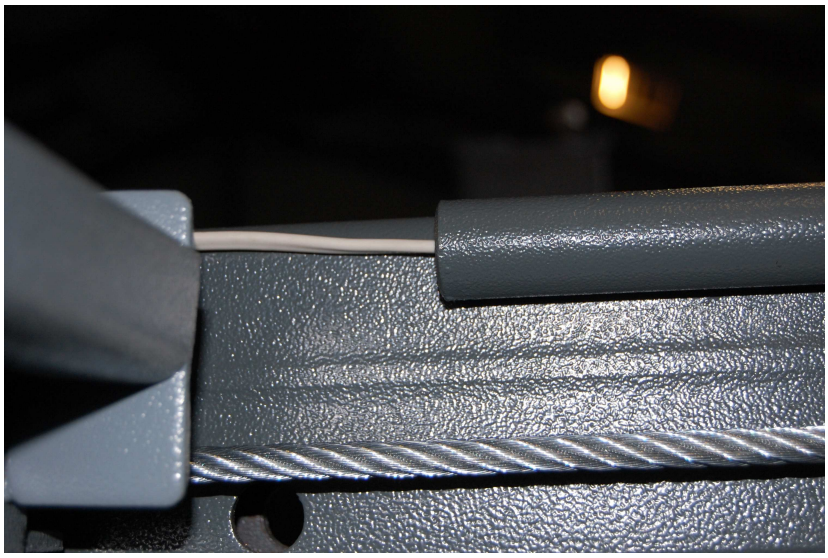
One packing of wires has only 2 long wires these are for the lockingdevice

First the wires for the slackcable device . fron the electribox comes a short wire with a male and a female connection . this is the connection to the eletrabox , for further connection see below.



make sure all the wires are in the corners of the runway behand the tubes



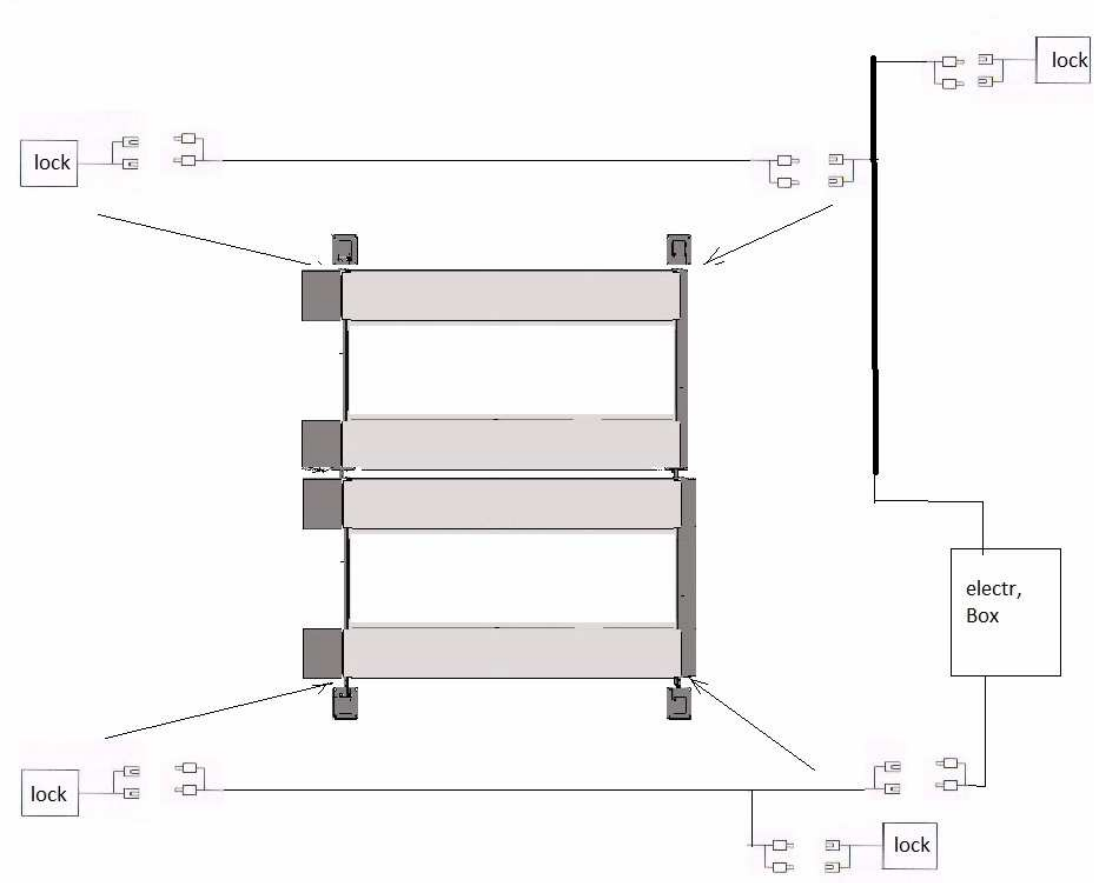


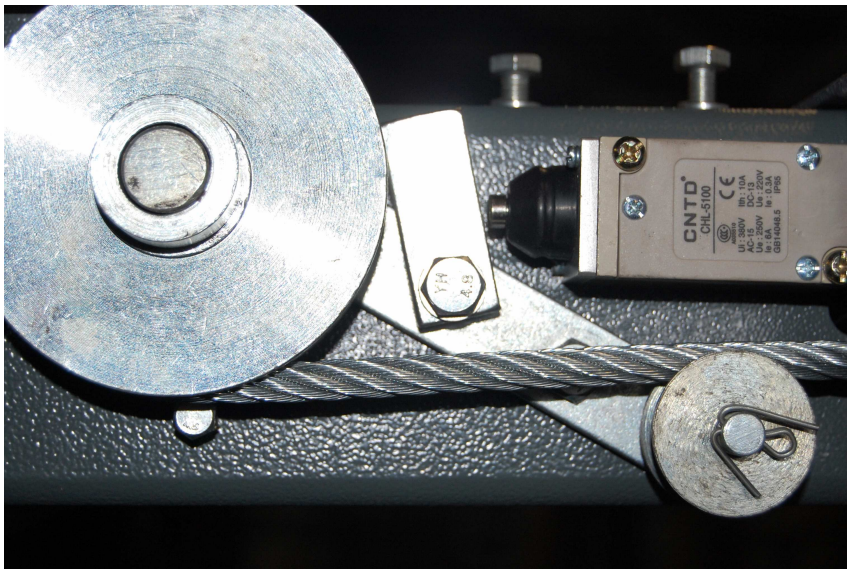
Now for the locking device

2 wires : 1 with on bothsides 2 pinns (male)

1 with o none side 2 pinns and on the other side a T-connection

with 2 pinne and 2 Female connecters





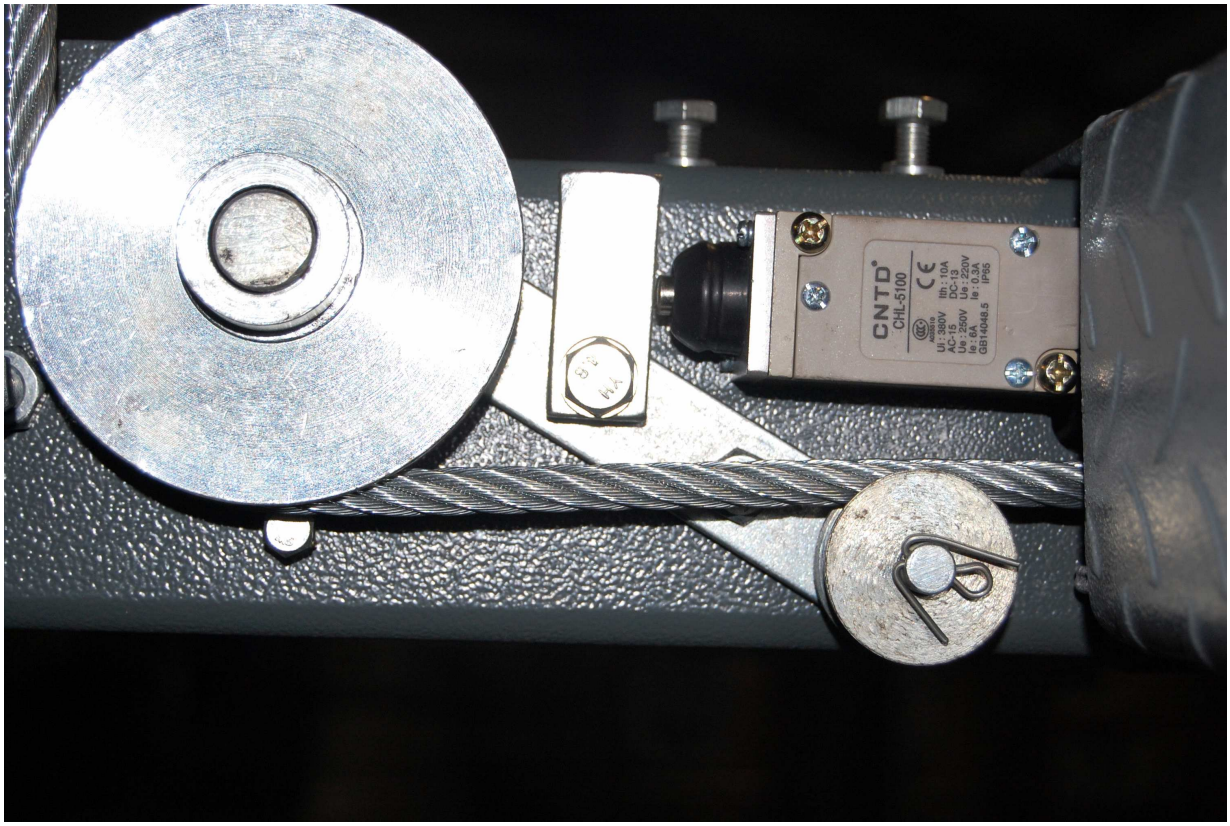
Now adjust the slackcable device :

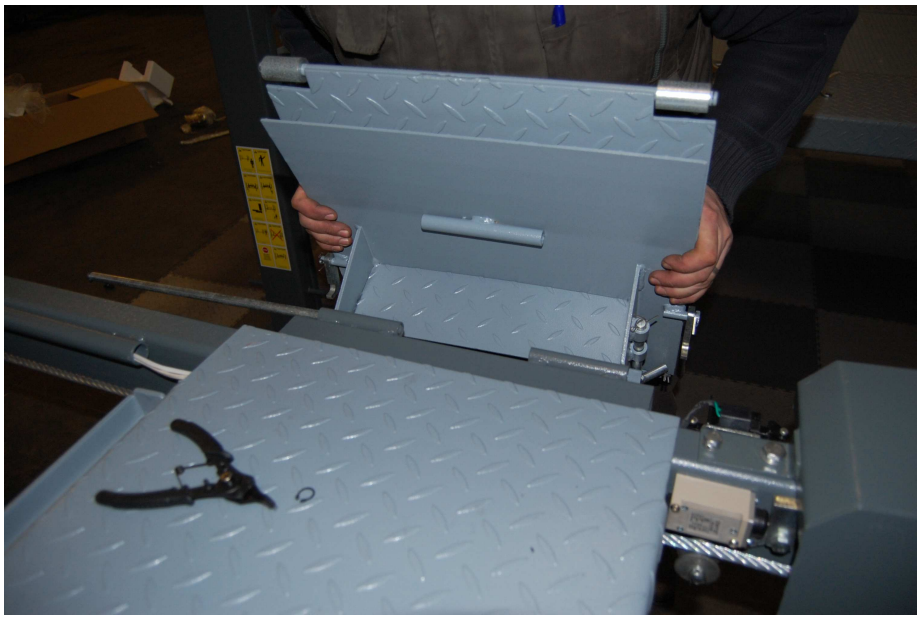
Turn the little bolt on the block a bit loose ,push the block to the swith so

it is pushed in when the lift is hanging in the cables tighten the bolt .

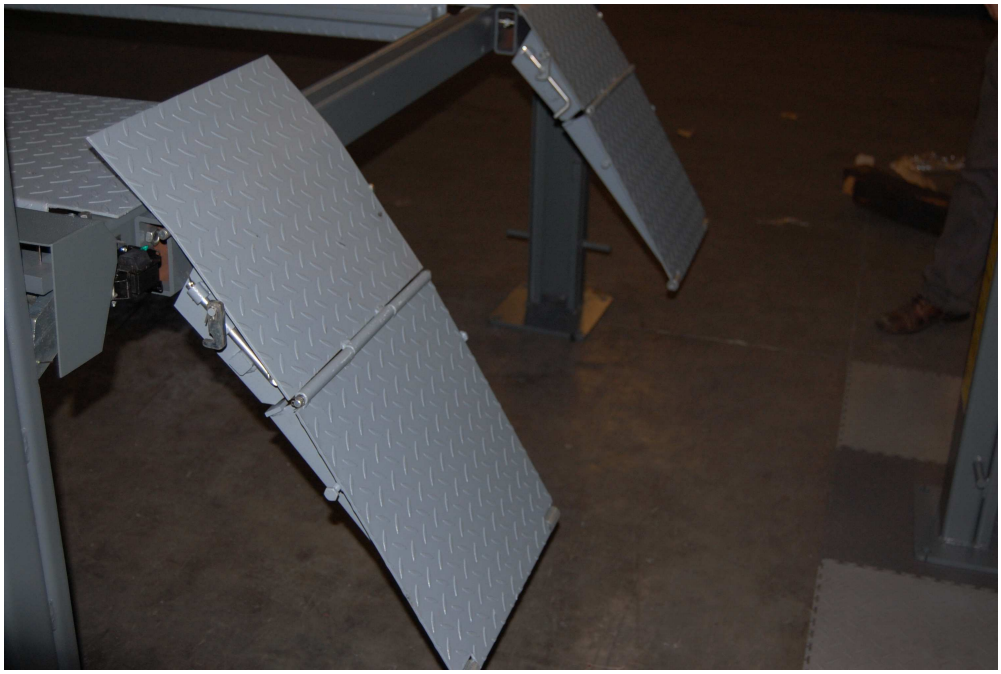
when the cable is getting loose the block will be pushed away from the switch

and the switch will turn off the lift , it will not lower any further (it will go up)





Install the ramps



ramps faulded all the way out

in faulded position

put straight

operation of the lift

Key on the elecrticbox near the motorunit :
To put the lift on or off current

Emergency - push this and the lift will stop
Make sure this is in sticking out position .

UP - Lift will raise to needed height
Until you stop pushing then the lift will stop.

Down 1- By pushing this button the lift will go up for a few seconds and then it unlocks and lowers to the footprotectionswith 20 cm from the floor , when it reaches this it will stop lowering and gives a alarm , then you push lock Down 2 the lift will go all the way to the floor

Lock down 2 when you are in your up position , you lower the lift to the locking for savety , the lift will lower without unlocking and the lift is in it’s mechanical lock , cables are out of tension and the hydraulics has no pressure , this way you can park your car for a long time save

The timerelais adjust the time that the lift go up before unlocking and going down , after pushing Down 1 , best position is between 2 and 3 .

Make sure all the wires are neat worked away and nothing isgetting stuck between the metalcables

Go up with the lift about 1,2 mtr . push down 1 and check if all the locking on every corner is getting free smooth and if there is enough room between the lock and post when the locking is in “free”position (check with 2 mann . one to push the button one to check the locking)

Also check if the locking gets in his possiting to lock (on the blocks)

You can adjust the lift to make it level
Lift up to about 1 mtr , meassure in all the corners underside crossbeam to floor , this must be the same on every corner .
Adjust this to tighten or loosen the big nuts on top of the posts .
Loosen will make that corner go down a bit , tighten will make that corner go up a bit .
You can also hear it when you go up, the locking make a click every 10 cm , you have to hear 1 click at and not 4 clicks seperate .

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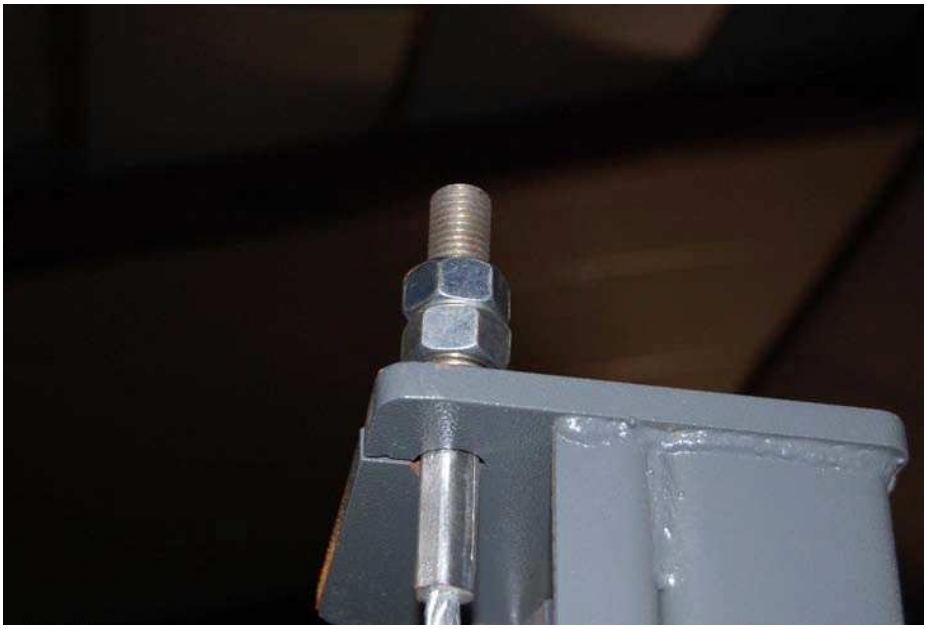
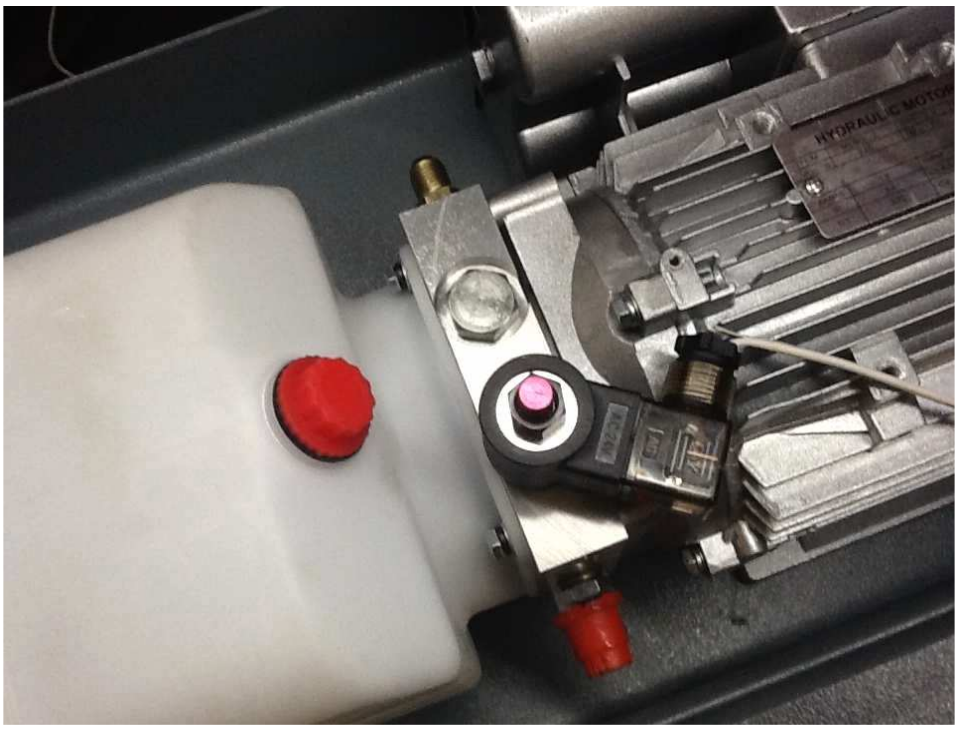




the lift will ,lower too fast , you can adjust this. The adjustbolt sits just below the lowering valve and just above the valve with the red plastik cap. It has a 17 mm locking nut , loosen this and turn

the socket bolt to the right until it can not go further , then turn left a bit , you have to adjust this with cars on it , by turning it more to the left it will go faster down. Beware by turning the socket bolt all the way to the right the lift will not go down.
You can reach this socketbolt easy by standing between the 2 runways looking in the metalbox , there is a gap where you can see it .
If the lift will lower to fast there is a change that the locking will not come free in time and the oil will return to the recervoir to quickly and the oil will run over the filling cap.

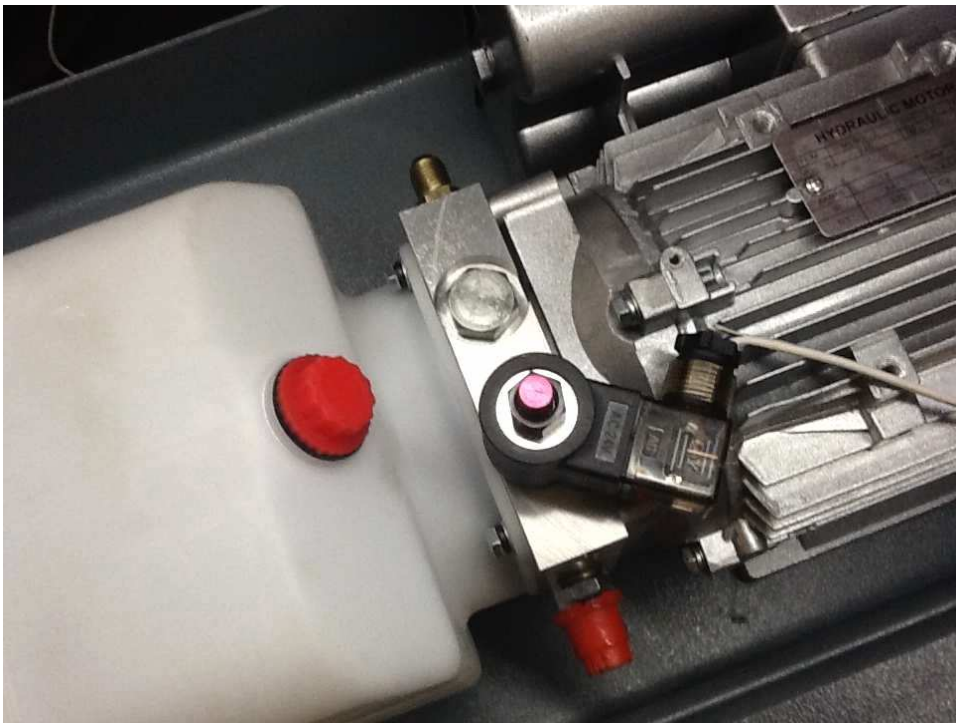
Trouble shooting :

1)Every iwill start the motor the fuse will break down.
---Your fuse is to light , use a 16 amps C (slow)

2) the lift will not raise all the way .
--- not enough oil , fill it

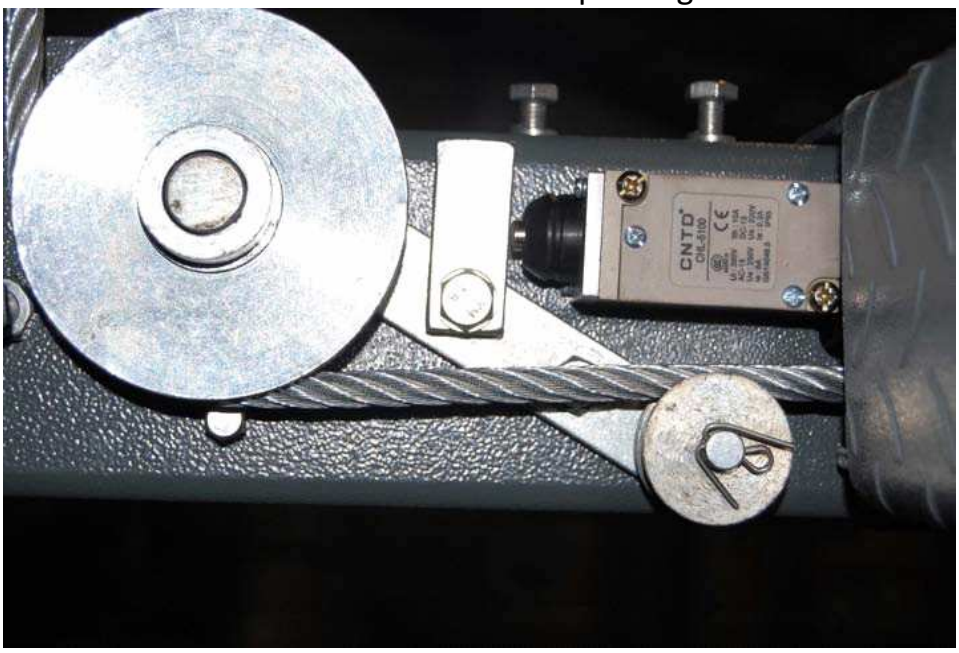
3) motor turns but lift will not go up .
--- lowering valve is open , close it (red metal button)t

4) after the lift has been up for a long time the lift will not go up, motor runs but lift does nothing
----- presurevalve is open , this is the valve just next to the lowering valve behind the selonoid , it is a 22 mm bolthead mounted in a round blind hole .take the valve out and clean it with pressure air , push the little ball in with a matchstick wooden



5)lift will go up but not go down

---Check the slackcable device on loose connectors and if all the blocks are pushing the switches in.



6) locking will not come free

---Check on loose connectors

check if time switch is correct adjusted on 2-3 check if the locking blocks are comming out enough , adjust if needed by screwing in the linking bolst what make them shorter .
check if all the relais in the electribox are pushed in well , take them out and push them in again

7) lift will go up but not come down

----Check if the endswitch is good connected
check on loose cables and connectoers
check fuse in electrabox

8) lift will go up just 20 cm

---check if the endschwitch is not sticking out too far so it is pushed in by the pin on the post for the wheels installation

9) lift will not reach it top locking

-the highest locking block is not the highest locking possition , this block is to help the locking to get free easy .
thesecond highest block is the top position of the lift in the locking

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