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Multi lifter assembly and use



1. Assembly

Before attempting to use the unit ensure that all the parts are present and in a serviceable condition.

The unit is normally broken down for storage or transportation into three manageable components.

1. The chassis assembly complete with winch assembly, rollers, pins and cover stability stops.
2. The front axle assembly complete with wheels.
3. The rear leg with 3rd braked wheel.

To assemble the unit, remove the retaining Y screws from both ends of the chassis assembly.

Remove the R clips from the leg locking pins in the front axle stubs.

Fold out the front axle stubs until they are at 90 degrees to the axle beam and replace the leg locking pins and R clips.

With the chassis assembly resting on the cover stability stops, raise the front of the chassis and locate the front axle beam in the chassis axle socket, insert the Y screw into the retaining hole and tighten fully.

Raise the rear of the unit and locate the rear leg into the chassis rear leg socket, insert the Y screw into the retaining hole and tighten fully.

Caution. Failure to follow the above procedures in the correct order will result in the unit becoming unstable during assembly.

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2. Using the unit

Position the assembled Multilifter over the cover to be lifted. Wind the winch handle to pay out the lifting belt. **Note.** The winch mechanism is automatic in operation, there is no release to pay out the belt, simply wind the handle in the desired direction.

After selecting the correct keys for the cover to be lifted, fit them into the key holders and secure with the pins provided. Locate the keys into the key holes in the cover ensuring that the pins lie at 90 degrees to the pin entry slots. Lock the 3rd wheel by depressing the brake lever. Wind the winch handle to begin lifting the cover. The design of the lifter allows for a 2:1 mechanical advantage on one end of the cover to be lifted. This assists the breakout of the cover from its frame. One end of the cover will rise first, continue winding and the rear end of the cover will contact the cover stability stops. Once the cover is in contact with the stability stops the other end of the cover will start to rise. Once the cover is fully raised, parallel to the ground, release the 3rd wheel brake and pull the Multilifter backwards clear of the access chamber. Re-apply the 3rd wheel brake.

To replace the cover - release the 3rd wheel brake, wheel the Multilifter forward to position the suspended cover over the access chamber frame, apply the 3rd wheel brake. Wind the winch handle to begin lowering the cover. One end of the cover will lower first, continue winding and the front end of the cover will contact the edge of the access cover frame. Once the front of the cover is fully lowered the rear of the cover will start to drop. The winch system is designed to allow accurate and safe replacement of covers. The lowering operation can be stopped at any time and if necessary reversed. Once the cover is fully lowered, remove the keys from the cover key locations and wheel away the Multilifter.

3. Dismantling

To dismantle the unit for storage or transportation, remove the retaining Y screw from the rear leg unit, raise the chassis assembly supporting the rear leg and remove the rear leg from the chassis rear leg socket. Lower the chassis assembly until it rests on the cover stability stops. Remove the retaining Y screw from the front axle, raise the chassis unit whilst supporting the axle assembly and remove the axle unit from the chassis axle socket.

Replace both the Y screws into the chassis socket retaining holes and tighten.

Remove the R clips from the leg locking pins in the front axle stubs.
Fold in the front axle stubs until they are parallel to the axle beam and replace the leg locking pins and R clips.

Caution. Failure to follow the above procedures in the correct order will result in the unit becoming unstable during dismantling.

Caution. Never leave the unit unattended without applying the third wheel brake.

Caution. Keep hands and fingers well clear of the access cover and winch gearing at all times during lifting and lowering.

Caution. Never work under a suspended cover.

NOTE Spreader bars are required when the cover has more than two holes.

The winch carry beam can be offset for use in restricted locations.

The multi lifter can be rigged to suit site requirements by repositioning the rollers.

eg:- For bell cover and telephone pod retrieval, to cater for varying sizes of covers etc.

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Spreader bars and lifting accessories



The following accessories are available to assist in lifting the many variants of access cover in use.

Spreader bars and dedicated keys, used to provide a central lifting point on covers with offset key position.

Jointed cover kits and dedicated keys, used to lock together covers manufactured in two sections.

To use a spreader bar, clean out the cover key locations. Place the spreader bar in the required position to achieve a central lifting point. Insert the dedicated keys down through the spreader bar into the cover key location. Turn the T bar at the top of the key stem to ensure that the key is correctly located into the cover key position. As a guide the key pin is parallel to the T bar. Once the key is correctly located lock the spreader bar in position by tightening the key locking nut whilst ensuring that the T bar remains stationary.

To use a jointed cover kit, clean out the cover key locations. Place the jointed cover kit in position so that the key locations in the cover plate and the cover are aligned. Insert the dedicated keys down through the jointed cover kit into the cover key location. Turn the T bar at the top of the key stem to ensure that the key is correctly located into the cover key position. As a guide the key pin is parallel to the T bar. Once the key is correctly located lock the jointed cover kit in position by tightening the key locking nuts whilst ensuring that the T bars remain stationary.

Should the main chassis structure become damaged or require repair it is strongly recommended that the unit be returned to Ashleigh Engineering Services Limited for maintenance and retesting.