QUALITY GUARANTEE & WARRANTY

KENNEDY TOOLS carry a one year manufacturers warranty.

KENNEDY TOOLS are designed & manufactured to the highest standards & specifications.
Assuring the quality and performance required by all sectors of industry.

KENNEDY TOOLS are fully guaranteed against faulty materials & workmanship.
Should they be found to be defective, they will either be repaired or replaced free of charge (fair wear and tear and/or misuse excepted).

Please retain supplier invoice as proof of purchase.

E C MACHINERY DIRECTIVE 2006/42/EC
DECLARATION OF CONFORMITY

We hereby certify that KENNEDY Trolley Jacks
Models T556 & T1056
comply with all the relevant provisions of the EC Directive 2006/42/EC
(The Machinery Directive of the Council of European Communities)

Harmonised Standards Applied: prEN 1494:1994
National Standards Applied: DIN 76024 01.84

Manufactured for
KENNEDY TOOLS
Wigston Works, Leicester, England, LE18 2FS.

www.kennedy-tools.co.uk

Signed:
Date: 14th October 2014
Name: Keith Read
Position: HSQE Manager.

CE

AVAILABLE FROM YOUR DISTRIBUTOR

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KENNEDY®
QUALITY INDUSTRIAL TOOLING

TROLLEY JACK

MODEL T556
KEN-503-6380K

5 TONNE

MODEL T1056
KEN-503-6420K

10 TONNE

- For heavy duty use
- Constructed from heavy gauge steel
- Automatic safety overload protection
- Handle tilts and locks in three positions
- Foot pedal pump and fine adjustment on handle for optimum vehicle height
- Extra long handle for easy access under bigger vehicles
- Handle mounted safety release prevents accidental lowering of the load
- Large diameter saddle for a secure hold under the jacking point
- Rear toe plate for easy positioning



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CE

INSTRUCTION MANUAL

KENNEDY thoroughly recommends reading these instructions before using the trolley jack, even if you have used a trolley jack on a vehicle before. Reading these instructions carefully and understanding them fully will enable you to raise a vehicle correctly and will prevent injury to yourself or someone else as well as damage to the vehicle and equipment. Because this product is also used in conjunction with axle stands, please follow all relevant safety instructions regarding the lifting and supporting of vehicles.

SAFETY GUIDELINES

BEFORE USING FOR THE FIRST TIME, THE TROLLEY JACK WILL NEED BLEEDING. PLEASE SEE PAGE 6 FOR FURTHER INSTRUCTIONS.

- Always take care to avoid injury when carrying or moving the jack.
- Always check vehicle owner's manual for correct vehicle weight.
- Always use on specified jacking points, on a level surface and with a solid foundation.
- Always check that jacking points are not corroded before use.
- Always engage the handbrake before the vehicle is lifted and use wheel chocks at the end of the vehicle opposite the jack to guard against wheel movement.
- Never use for manoeuvring vehicles.
- Never use the jack if you suspect a fault. See the 'Trouble Shooting' section on page 6 for further information.
- Never lift a car when somebody is under it, even with secure axle stands.
- Never work under a vehicle only supported by a jack. After lifting the vehicle, support immediately with properly rated axle stands.
- Never exceed the rated load capacity or tamper with the factory set overload valve.
- Never lean against the raised vehicle.
- Never modify the jack, it is not designed to support extensions or cradles and could become unsafe.

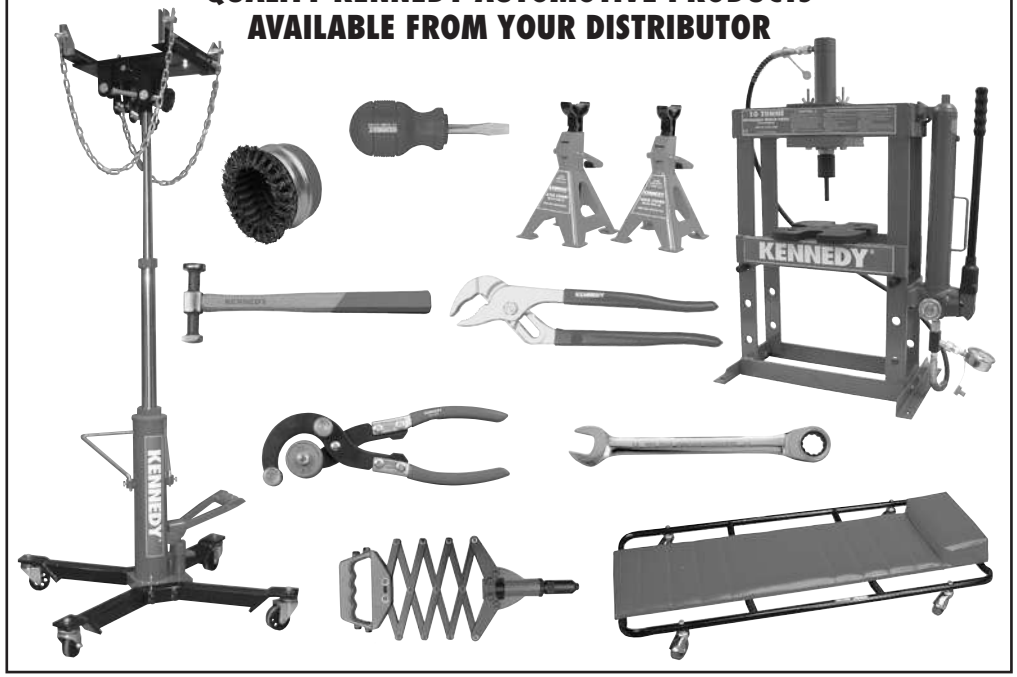






KENNEDY®

QUALITY KENNEDY AUTOMOTIVE PRODUCTS AVAILABLE FROM YOUR DISTRIBUTOR



SPARES

For spare parts or servicing please contact your nearest agent. Remember to quote tool model number and spare part number when ordering spares. The use of other than genuine Kennedy replacement parts may result in safety hazards, decreased tool performance and increased maintenance. When disposing of components, etc. ensure that relevant environmental procedures are carried out.

KEN-503-6380K

Jack handle assembly: KEN-567-7800K
Replacement front wheel: KEN-567-9260K
Replacement rear castor: KEN-567-9270K
Trolley jack valve release knob: KEN-567-5496K

KEN-503-6420K

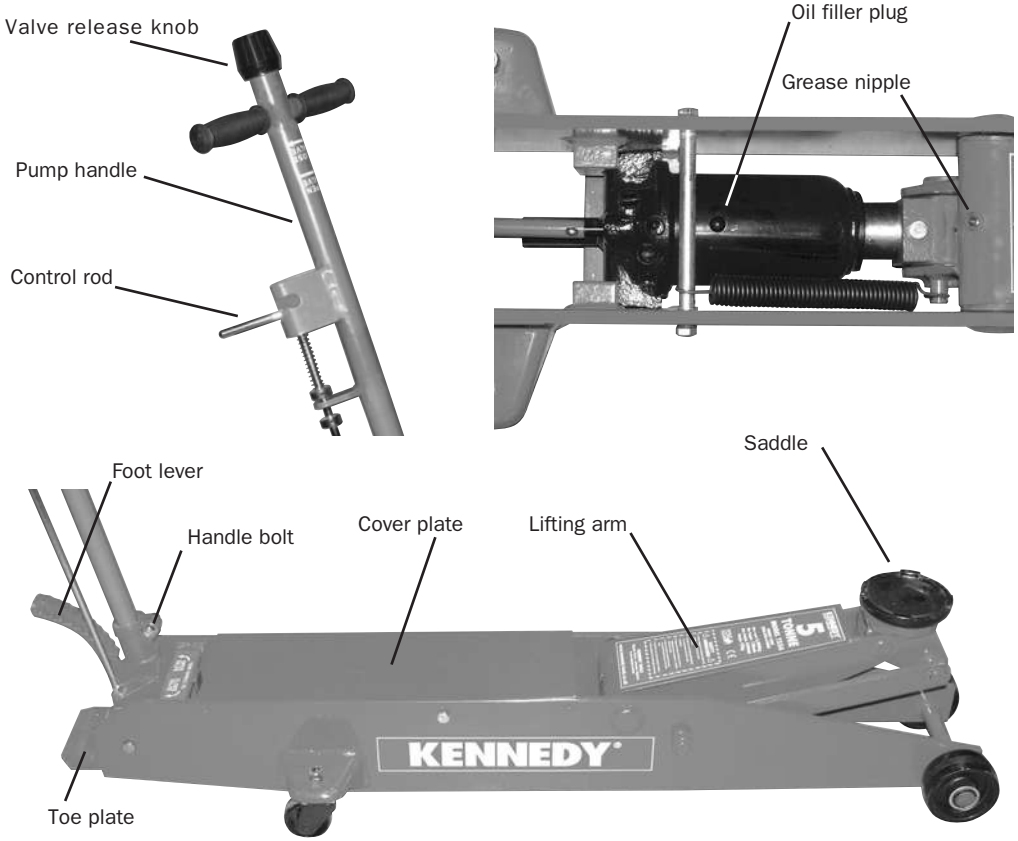
Jack handle assembly: KEN-567-7800K
Replacement front wheel: KEN-567-9280K
Replacement rear castor: KEN-567-9290K
Trolley jack valve release knob: KEN-567-5496K
Seal repair kit: KEN-567-9220K

THE FULL RANGE OF KENNEDY TROLLEY JACKS

Model Number	Max Load (Kg/Tonne)	Min Height (mm)	Max Height (mm)	Saddle Ø (mm)	Handle Pieces (mm)	Handle Length (mm)	Chassis Length (mm)	Chassis Width (mm)	Chassis Height (mm)	Net Weight (Kg)	Order Code **KEN-503**
T238	2,000/2	130	380	50	1	530	530	220	140	12.0	**-6320K**
T2.249	2,250/2.25	145	495	130	2	1,000	650	350	150	36.5	**-6350K**
T280	2,000/2	140	800	135	1	1,200	1,200	440	180	58.0	**-6920K**
T349	3,000/3	145	490	120	2	1,000	630	340	150	39.5	**-7100K**
T556	5,000/5	150	560	130	1	1,200	1,420	370	200	95.0	**-6380K**
T1056	10,000/10	160	560	150	1	1,200	1,555	490	255	145.0	**-6420K**

1 tonne (metric ton or t) = 1000Kg *1 ton (imperial ton) = 2240lbs (1016Kg)*

COMMON REFERENCE POINTS



Included in the trolley jack box, is one replacement washer and one rubber 'O' ring. Please keep these in a safe place, in case they are needed in the future. See page 6 for more information on trouble shooting.



Washer 'O' ring

ASSEMBLY

TOOLS NEEDED: Either two 17mm sockets or two 17mm spanners.

1. Remove and dispose of the metal rod which is holding the handle socket down (See fig. 1).
2. Position the handle over the spring. Push it down whilst ensuring that the control rod is located in the top securing hole (See fig. 2). Tighten the handle bolt securely and test to make sure the handle will not pull out.

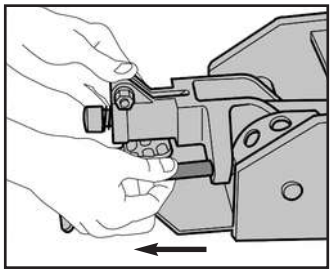


fig. 1

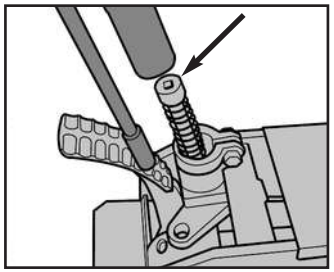


fig. 2

OPERATING

Before using the trolley jack for the first time, bleed the hydraulic system to remove any air. Please see page 6 for bleeding instructions.

1. Turn the release valve clockwise until it can no longer be turned (See fig. 3).
2. Lower the handle to a convenient angle by pulling the control rod up (See fig. 4). Ensure the control rod is locked into position in one of the three holes.
3. Pump the foot pedal to move the saddle to just under the correct height (See fig 5).
4. Use the toe plate to help position the trolley jack underneath the vehicle (See fig. 6).
5. To help with positioning, the handle can also be locked in three positions (See fig.7)
6. Pump the handle to raise the saddle into the correct position. Please refer to the “Car owner’s manual” for the correct jacking points.
7. Check positioning under a slight load to make sure the jack will not slip when in use (See fig 8). Continue to lift the load.
8. Once the load has been raised to the required height, use an additional support (i.e. correctly rated stands) before continuing work (See fig 9).
9. To lower the vehicle, remove the additional supports. Turn the handle anti-clockwise. The speed at which the vehicle is lowered can be controlled easily by how much and how quickly the release valve is turned.

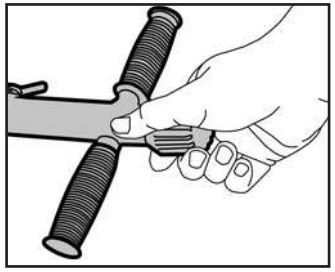


fig. 3

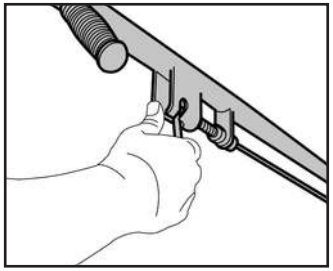


fig. 4

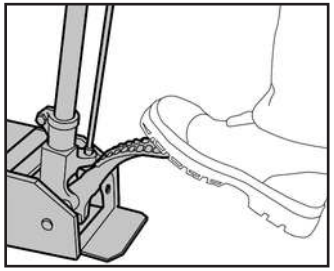


fig. 5

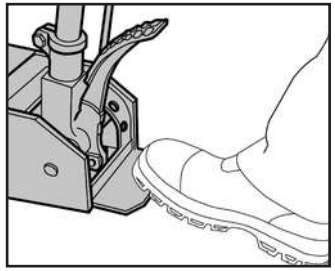


fig. 6

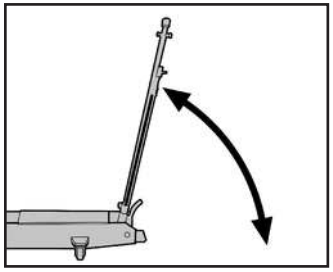


fig. 7

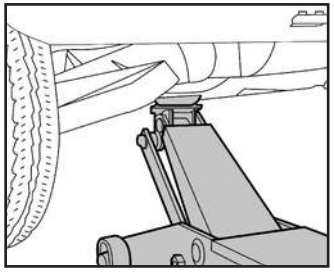


fig. 8

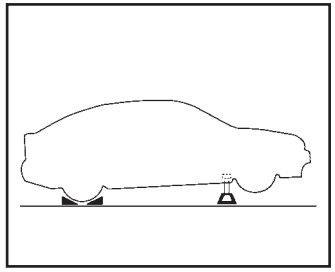


fig. 9

CARE & MAINTENANCE

Periodically check the operation of the jack. Ensure all nuts are fully tightened and all other fixings are in position and secure. Do not use the trolley jack if you suspect a fault but refer to the fault finder section below.

To gain access to the hydraulic pump, remove the cover plate using a flat headed screwdriver (See fig 10).

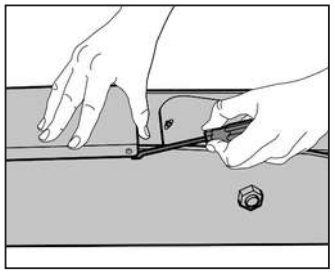


fig. 10

CHECKING & FILLING THE OIL RESERVOIR:

1. Place the jack on level ground
2. Always follow the precautions advised by the oil manufacturer.
3. Lower the jack to the lowest position.
4. Remove the rubber filler plug from the cylinder housing. Using hydraulic oil **ISO VG.22.32**, fill until the inner cylinder is covered. DO NOT USE BRAKE FLUID.
5. Pump the trolley jack unloaded 5 or 6 times to expel air.
6. Add more oil if necessary.
7. Refit the filler plug.

BLEEDING THE SYSTEM:

1. Turn the release valve anti-clockwise no more than one complete turn.
2. Remove the rubber oil stopper from the cylinder housing.
3. Pump the handle several times to force out any air.
4. Turn the release valve clockwise until it can no longer be turned.
5. Replace the rubber stopper.

LUBRICATING:

Lubricate the points as indicated in fig.11.

- **a. HANDLE.** Use light oil on moving parts.
- **b. REAR WHEELS.** Use light oil on axles and castor bearings.
- **c. LIFTING ARM.** Inject grease into grease fitting.
- **d. SADDLE & LINKAGE.** Use light oil on all moving and pivoting parts.
- **e. HANDLE SOCKET PIVOT BOLTS.** Use light oil to lubricate pivot bolts.
- **f. FOOT PEDAL.** Use light oil on moving parts.
- **g. FRONT WHEELS.** Inject grease into grease fitting.

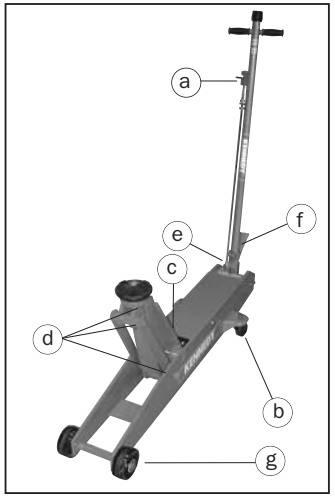


fig. 11

WHEN NOT IN USE:

Wipe clean with a slightly oiled cloth. Store with the release valve open.

TROUBLE SHOOTING

Repairs must be performed in a dirt-free environment by a qualified person who is familiar with this type of equipment.

FAULT	POSSIBLE CAUSE	SOLUTION
Unit fails to extend or extends partially.	1. Low oil level. 2. Air has entered the hydraulics. 3. Ram seal leaking.	1. Fill to correct oil level. 2. Bleed the hydraulic system. 3. Replace worn seals
The jack will not lift the rated load.	1. The release valve has not been fully closed. 2. The oil level is low.	1. Turn the release valve clockwise until it can no longer be turned. 2. See refilling instructions.
The jack lowers under load.	1. The release valve has not been fully closed. 2. The oil level is low. 3. The hydraulic system has become blocked by dirt particles.	1. Turn the release valve clockwise until it can no longer be turned. 2. See refilling instructions. 3. Turn the release valve anti-clockwise and push the piston down quickly.
The hydraulic system will not lower.	1. The hydraulic system has become blocked by dirt particles.	1. Turn the release valve anti-clockwise and push the piston down quickly.
The handle raises or springs back under load	1. The hydraulic system has become blocked by dirt particles.	1. Turn the release valve anti-clockwise and push the piston down quickly.
Ram leaks hydraulic oil.	1. Worn or damaged seals.	1. Replace worn seals. Look for excessive contamination or wear. Replace contaminated oil.
Incomplete or spongy cylinder response when foot pedal is pumped.	1. Low oil level. 2. Air in the system.	1. Fill to correct oil level. 2. Follow instructions to bleed air from the system.