

# Michel's Multi Mount Trailer Instructions

0017-000001 - Michel's EZ-Lift Kit for Flat Deck, Van, Cattle Liner, and Small Trailers



## Description:

The Michel's EZ-Lift is a patent pending, torque amplifying gear box designed to raise and lower the Landing Gear on a trailer. The Michel's EZ-Lift has two reduction ratios, one for lighter loads to get the job done faster, and one for heavy loads to effortlessly raise or lower your loaded trailer. This kit allows for a wide array of mounting options and is designed to work with Flat Deck, Van, Cattle Liner, and Small Trailers.

The Michel's EZ-Lift may be left on one trailer if desired and not removed between uses. **Please Note** that on some trailers the EZ-Lift can put the trailer over Legal width and **MUST** be removed after use.

## What is included:

1-Michel's EZ-Lift  
1-Mounting Bracket  
1-Socket Adapter  
1-STOP Decal  
1-Nut Key

1-Mounting Bolt  
1-Quick Pin  
1-Quick Pin with chain  
1-Lag screw  
1-Instruction

**\*Warning the use of Hammer Drill or Impact will void the Warranty\***

**Step 1:**

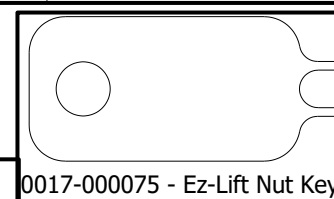
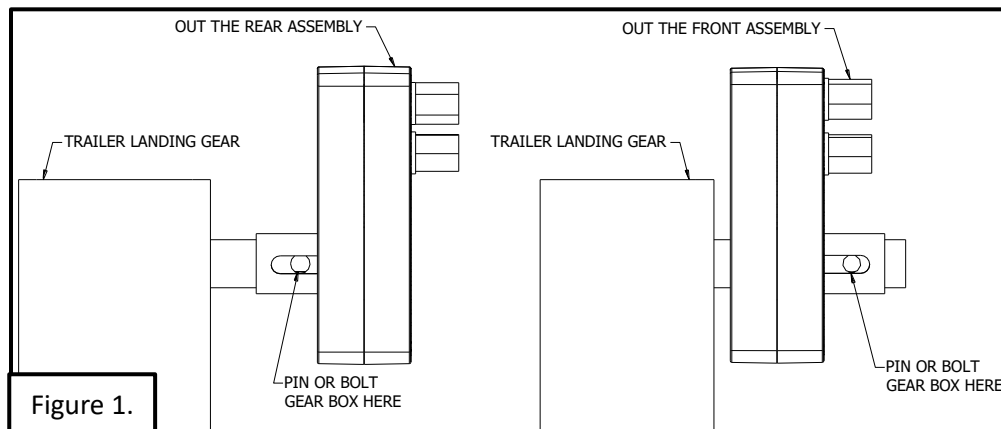
Determine where and how the EZ-Lift will be mounted onto the landing gear.

**Note:** The EZ-Lift is designed to slide over a 1" shaft. The paint or powder coating may have to be removed from the shaft to slide the EZ-Lift on.

**Note:** The Michel's EZ-Lift will come preassembled as a "Out the Front Assembly". See Figure 1.

Slide the EZ-Lift onto the input shaft and determine if the cross hole of the landing gear will line up with the slot in the EZ-Lift. If the hole does not line up with the slot in the EZ-Lift, the EZ-Lift may need to be reconfigured to the "Out The Rear Assembly".

**Note:** There is a specialty tool in the kit that is used to hold the nut for bolting the gearbox together. See Figure 2.

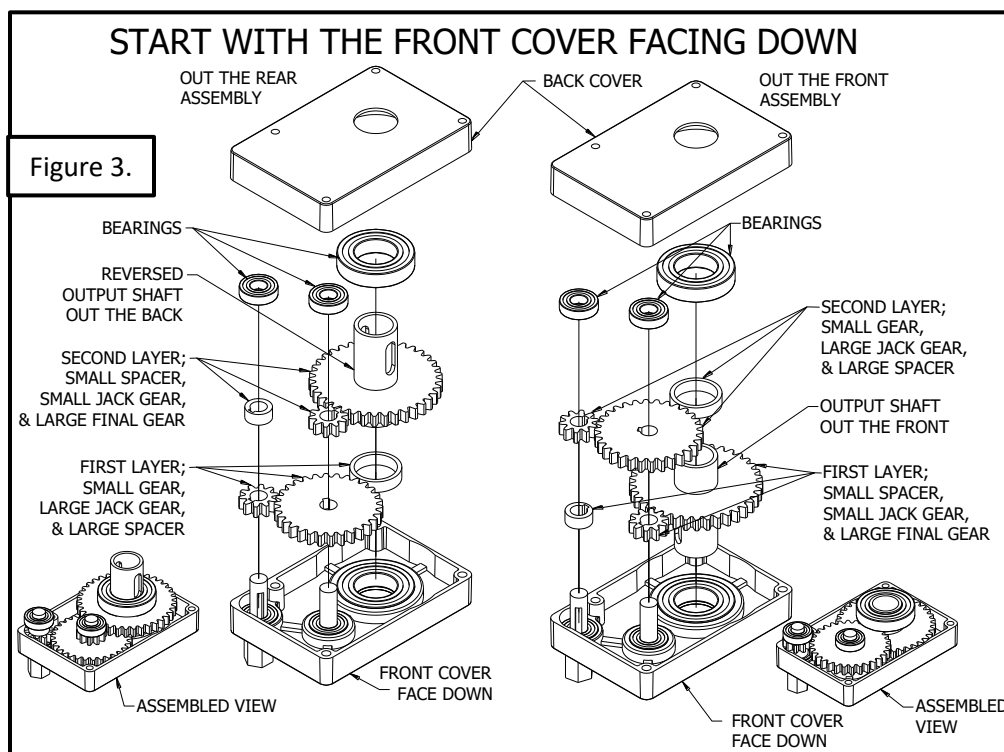
**Reconfiguration Instructions,**

If reconfiguration is not needed continue to Step 2.

Depending on how the Michel's EZ-Lift is going to fit the landing gear, it may be necessary to reverse the output shaft within the EZ-Lift to move the slot to the rear of the EZ-Lift. To do this, the EZ-Lift will have to be disassembled and reassembled.

To start the process

- Place the EZ-Lift face down.
- Remove the mounting bolts and the back cover. **Note:** If the bearings do not stay with the cover, remove, and install back into cover.
- Remove all the gears and spacers.



Once disassembled, follow the correct instructions for the desired assembly.

**Note:** When referring to Figure 3, build each assembly from the bottom up.

**Out the Rear Assembly Instructions**

- Place the Small Gear on the Heavy Load shaft.
- Place the Large Jack Gear on the Light Load Shaft.
- Turn the output shaft so the slot is towards the top. Place the Large Spacer on the output shaft below the drive key and insert the output shaft into the bearing on the front cover.
- Slide the Large Final Gear onto the output shaft.
- Place the Small Spacer on the Heavy Load Shaft.
- Place the Small Gear on the Light Load shaft.
- Install the back cover and bolt back together.

**Out the Front Assembly Instructions**

- Insert the Output Shaft through the bearing up to the key so the drive slot is out the front.
- Slide the Large Final Gear onto the output shaft.
- Place the Small Gear on the Light Load shaft.
- Place the Small Spacer on the Heavy Load Shaft.
- Place the Large Spacer on the shaft.
- Place the Large Jack Gear on the Light Load Shaft.
- Place the Small Gear on the Heavy Load shaft.
- Install the back cover and bolt back together.

## Step 2: STOP Decal Information

Before using your Michel's EZ-Lift, Crank the landing gear all the way down **by hand**, raising the trailer all the way up until it stops. Once the landing gear is all the way up, clean the lower section of the leg and apply the included yellow and red "Stop" decal just below the bottom of the stationary section of the landing gear. See Figure 3. This Decal creates a visual warning when the landing gear is reaching the limits of the travel. **Note:** It is important not to bottom out the landing gear under mechanical power, since it can cause damage to one or all the following components; The landing gear, Michel's EZ-Lift, or the hand-held drill. Lower the trailer down **by hand** until it covers the decal. When raising the trailer up using the Michel's EZ-Lift, the "Yellow" portion of the decal means **Caution**. As soon as any portion of the red sticker is visible, it is a **Warning** to **STOP** raising the trailer up.

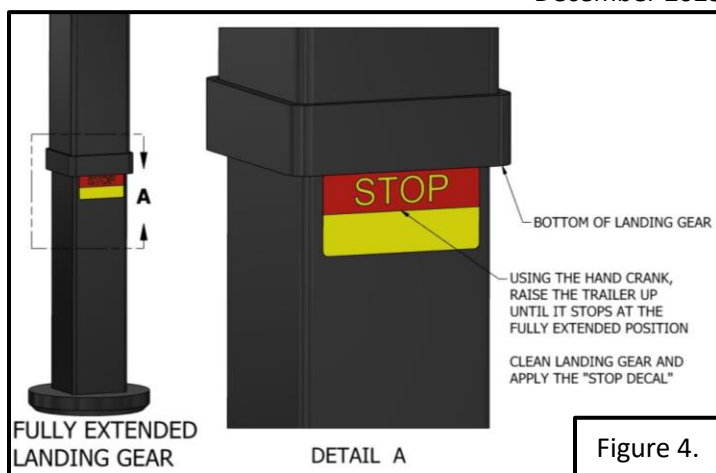


Figure 4.

## Step 3: Torque Plate Mounting Information

The Michel's Multi Mount EZ-Lift comes with Adjustable Torque Brackets. The Adjustable Width Brackets contain 3 different brackets. The main base plate can be rotated 180° on the EZ-Lift. This will allow the fingers to be either above or below the EZ-Lift. There are two L-brackets that are adjustable for width, by using the different holes within the brackets.

Mount the torque plate to the EZ-Lift by removing the bolts that hold the EZ-Lift assembly together. Place the Mounting plate in the proper orientation and secure to the EZ-Lift using the same hardware that was removed. Install the L-brackets at the correct width and secure to the Mounting Torque plate.

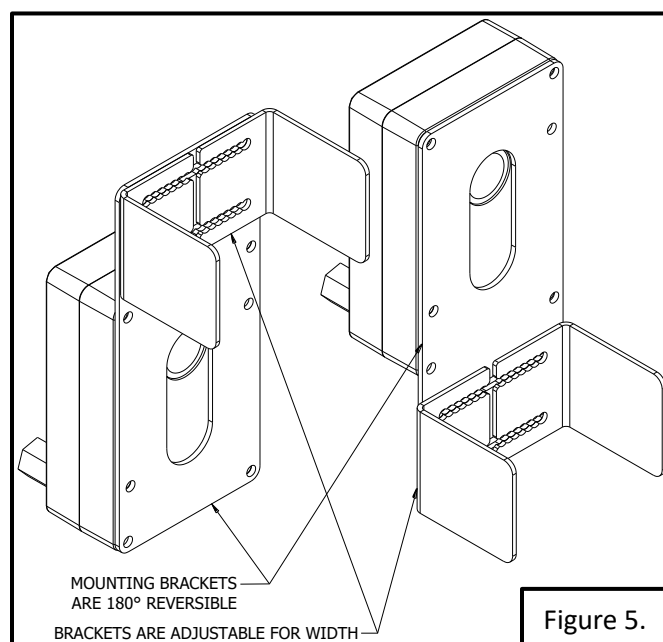


Figure 5.

## Step 4: Attachment Instructions

1. Remove the crank handle from the landing gear.
2. Slide the Michel's EZ-Lift onto the input shaft of the landing gear and secure with the supplied quick pin. Refer to Figure 6. **Note:** The EZ-Lift can easily be removed by removing the quick pin and can be used on other trailers. If the EZ-Lift is to remain attached to the landing gear, Michel's recommends using a bolt to secure it to the output shaft. **Please Note:** On some trailers, the EZ-Lift can make the trailer over the Legal Width and **MUST** be removed after use.
3. The EZ-Lift can be left on the landing gear even when using the crank handle to raise and lower the trailer. But, the crank handle must be removed when using the drill on the EZ-Lift.

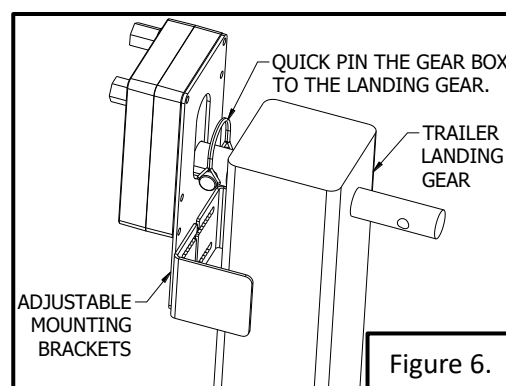


Figure 6.

**\*Warning the use of Hammer Drill or Impact will void the Warranty\***

### Step 5: Landing Gear Locking

Without locking the landing gear, there is a possibility that the landing gear will creep down. This may cause a ground clearance problem. There are a couple of options for locking the landing gear.

1. Remove the EZ-Lift and pin the crank handle back onto the landing gear using the same quick pin.
2. Before removing the EZ-Lift, turn the quick pin so it is vertical. Remove the EZ-Lift and insert the included quick pin with a chain attached into the input shaft of the landing gear. Attach the other end of the chain to the trailer so the chain is close to being tight. This cable and quick pin will prevent the landing gear from creeping down.
3. If leaving the EZ-Lift on the trailer, a second hole may have to be drilled for the Safety Pin.

### Operation:

Once the Michel's EZ-Lift is attached to the landing gear of a trailer, it is ready to be used. To operate the EZ-Lift, use a socket adaptor (Included) with a 3/4" socket and a cordless drill to effortlessly raise or lower the trailer. **\*\*\*Warning the use of a Hammer Drill or Impact will void the Warranty.\*\*\*** There are two input shafts on the EZ-Lift, a Light Load shaft, and a Heavy Load shaft. These inputs will be used under different load conditions. The Light load input shaft should only be used when the landing gear is not touching the ground. For example: When lowering the landing gear to the ground or raising the landing gear after the trailer has been hitched to the vehicle. The Heavy Load input shaft should be used when lifting or lowering the weight of the trailer. **Note:** To reduce the load stress on the drill, switch the drill to Low speed. This will reduce the stress on the drill and improve the battery life.

To aid in the safe operation of the Michel's EZ-Lift, the landing Gear, and the Cordless Drill; Use the clutch setting on the Cordless Drill on the highest setting needed to raise the trailer without slipping the clutch. This will help prevent any damage if the landing gear is bottomed out in either direction. It is good practice to place a piece of 2x6 wood or similar under the trailer landing gear to support and distribute the weight evenly. Make sure to chock the tires on the trailer before uncoupling, even if on perceived flat ground.

Using the Michel's EZ-Lift greatly reduces the fatigue of the operator and reduces the likelihood of shoulder and elbow injuries caused by hand cranking.

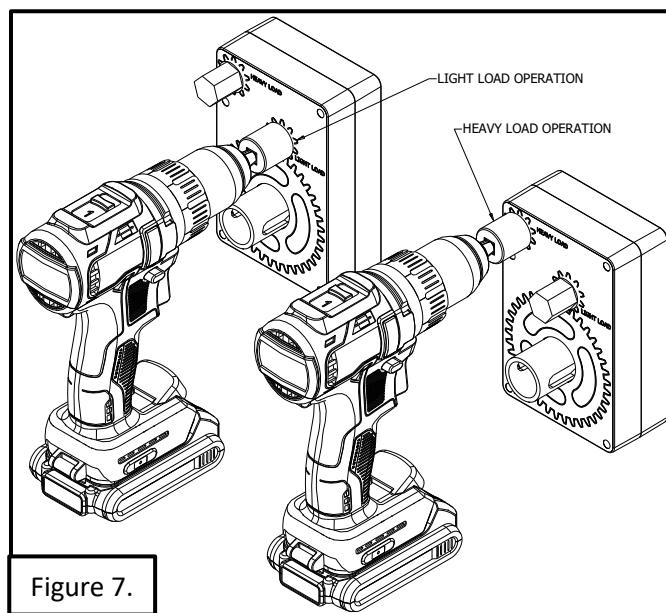


Figure 7.

### Warranty:

All Hardware carries a **One Year Warranty** against manufacturers defects **FROM THE DATE OF PURCHASE, F.O.B. FACTORY**, St. Gregor, Saskatchewan, Canada. All warranty work must be approved by the manufacture prior to warranty work done by an approved warranty depot. **Proof of purchase must accompany all claims.**

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