

V2 Series Mounting Instructions

Ford Transit, OTHER THAN Extended Body (Excludes Low Roof)
2015-present

This kit will not work for Low Roof vans. The Low Roof vans require a different bracket kit and instructions.

Preparing the Gate

1. **Remove** the bracket kit and pallet sides from the liftgate pallet.
2. **Verify** mounting kit, liftgate, and other components (Figure 1 and Table 1).

Table 1: Parts list.

QTY.	PART NO.	DESCRIPTION
1	CVT56	Liftgate
1	015241	Drill Template
1	015230	Bracket Kit

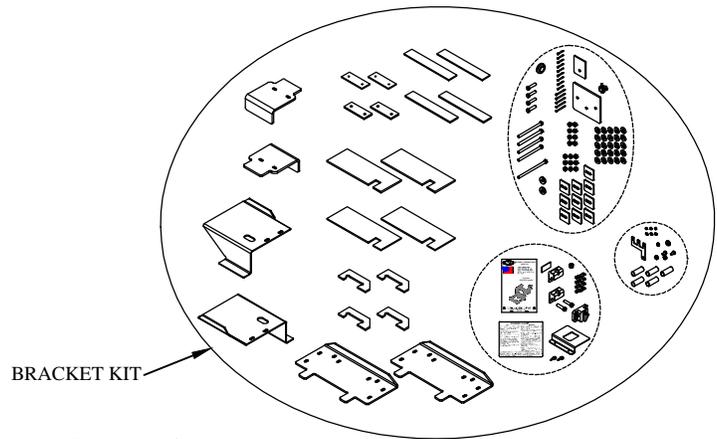
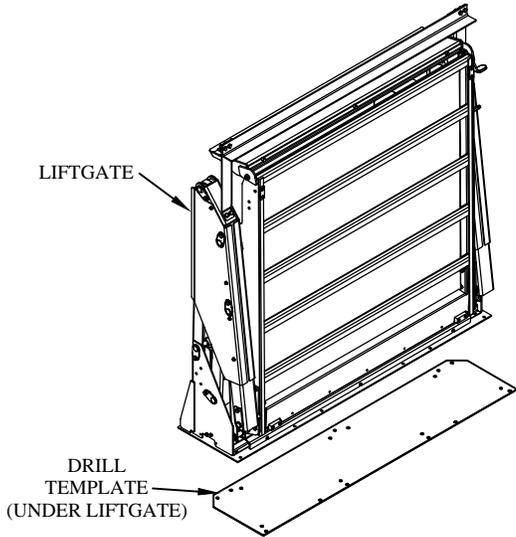


Figure 1: Part identification.

3. **Remove** the pump box cover by removing five (5) screws (Figure 3).
4. **Unscrew** the solid plastic plug from the pump reservoir and **Install** the vent plug provided, if not already installed (Figure 2).
5. **Replace** the pump box cover and screws.
6. **Remove** and **Save** the six (6) screws fastening the base plate cover to the base plate (Figure 3).
7. **Remove** and **Save** base plate cover (Figure 3).
With the screws removed, it can slide out from under the platform.
8. **Remove** and **Save** the floor transition that is under the base plate cover.

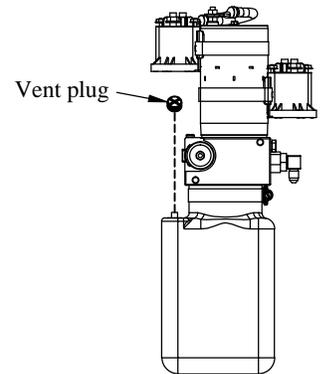


Figure 2: Vent plug.

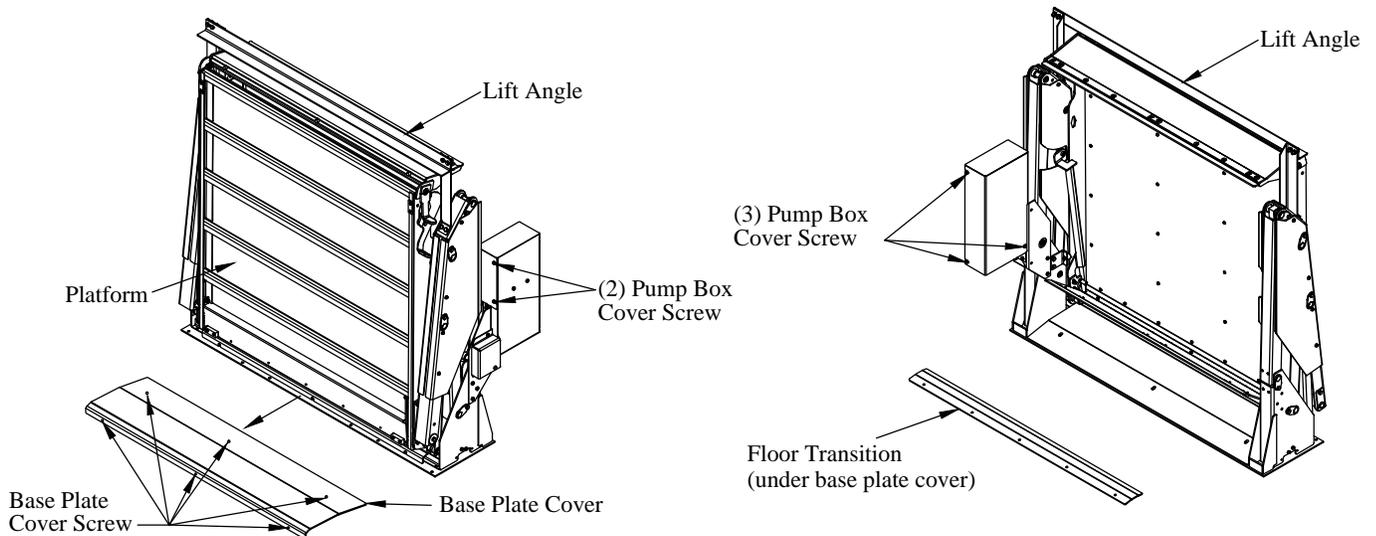


Figure 3: Base plate cover and pump box.

V2 Series Mounting Instructions

Preparing the Gate (continued)

Caution: Be careful not to tip the liftgate over during the next steps. The liftgate will stand upright, but could be knocked over with a moderate force.

9. Remove the screws and bolts fastening the liftgate to the pallet.
10. Lift the liftgate by the lifting angle with a fork truck or hoist (Figure 3).
11. Lower the liftgate onto the ground.
12. Remove the drill template from the pallet.

Preparing the Van

1. Remove the spare tire.
2. Place the drill template in the rear of the van:
 - Centered side to side.
 - 9-3/4" from the the closed rear doors at the center (Figure 4).
 - Angled corners toward the front of the van.
 - Holes "A" and "B" toward the front of the van.
 - Holes "C" and "D" toward the rear of the van.
3. Verify that the drill template is located within 1/16" of dimensions above.
The drill template needs to be located accurately for the brackets to fit properly.
4. Skip steps 5-12 if the van has a bare metal floor.
5. Mark the floor covering around the template, leaving clearance as shown (Figure 4).
6. Remove the drill template.
7. Remove the screws that hold down the rear-most portion of the floor covering, if needed.
8. Insert a piece of thin plywood or metal sheet between the flooring and metal van floor.
This will protect the metal van floor from drilling and cutting in the next steps.
9. Cut the flooring where previously marked.
Do not cut through the metal van floor for this step.
10. Remove the protective plywood or metal sheet that was inserted in a previous step.
11. Place the drill template in the rear of the van:
 - Centered side to side.
 - 9-3/4" from the the closed rear doors at the center (Figure 4).
 - Holes "A" and "B" toward the front of the van.
 - Holes "C" and "D" toward the rear of the van.
12. Verify that the drill template is located within 1/16" of dimensions above.
The drill template needs to be located accurately for the brackets to fit properly.

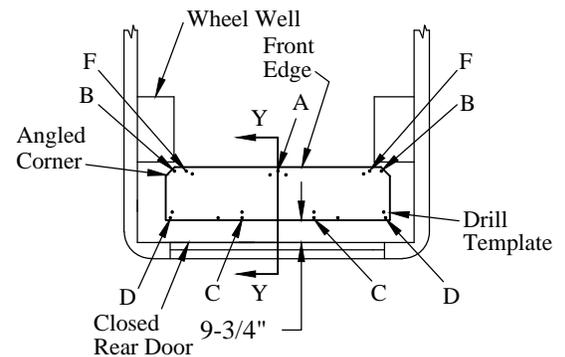


Figure 4: Drill template location (top view).

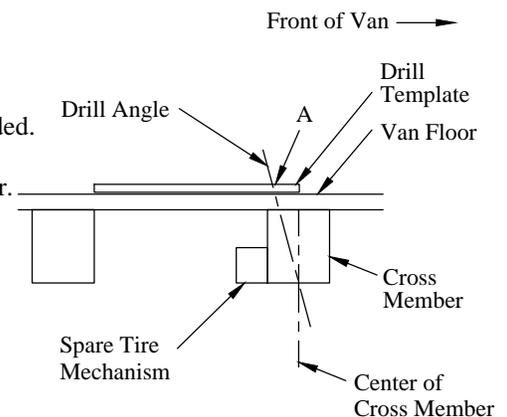


Figure 5: Section Y-Y, side view of "A" drilling location (side view).

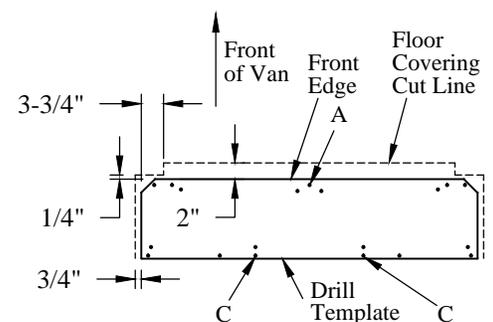


Figure 6: Floor covering cut location (top view).

V2 Series Mounting Instructions

Preparing the Van (continued)

13. **Check** for obstructions before drilling in the next steps.

Note: Do not drill all holes in the template, they are not all used for this application. Only drill holes when indicated. Any time a hole is drilled in the vehicle, apply rust preventative to the bare metal.

14. **Drill** 3/8" holes in eight (8) locations in the template. Drill "B", "C", "D", and "F" locations only, skip all others (Figure 7). Insert a 3/8" bolt into each hole as it is drilled to maintain hole alignment and template position.

15. **Drill** a 3/8" hole in the center "A" location only: angle the drill toward the front of the vehicle, and only drill through the floor, not through the cross member below (Figure 5). This is done to avoid the spare tire mechanism below the floor.

16. **Drill** a 3/8" hole, in the bottom of the cross member below the center "A" location. Drill up from the bottom side, in the center-middle of the cross member (Figure 5). Do not drill through the floor, drill only through the bottom of the cross member.

17. **Remove** the drill template.

18. **Remove** and **Save** the plastic threshold at the rear door.

19. **Replace** the floor covering screws, if previously removed.

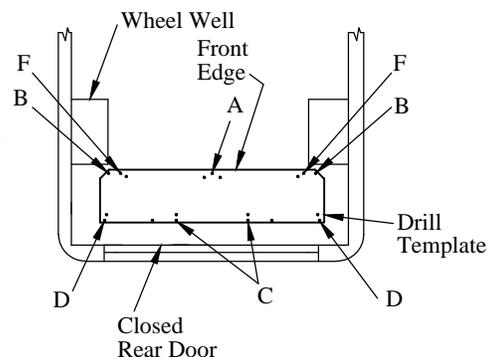


Figure 7: Drill location (top view).

Installing the Rib Shims

Note: The rib shims are used to fill the space between the top and bottom of the ribs.

Important: Do not omit this section. Without the support of the rib shims, the van floor will be damaged when the liftgate is loaded.

1. **Position** three (3) square shims at each "C" location (Figure 8)

Note: No shim is needed at "A" location.

2. **Position** the supplied rib shims next to the ribs of the metal van floor (Figure 8). Be sure to match one (1) 1/4" and one (1) 3/16" shim at each location.

3. **Trim** the height of the bead of caulk at the rear threshold, if the plates do not lay flat. Do not remove all of the caulk.

4. **Trim** or **Grind** the plastic structure on the under side of the plastic rear threshold to fit over the rib shims at the "D" locations.

5. **Attach** the rear rib shims to the floor using the supplied #8 self-drilling screws. Be sure that the counter sunk plate is positioned on top to accept the self-drilling screws.

6. **Verify** that the tops of the shims are even with, or slightly above, the tops of the floor ribs.

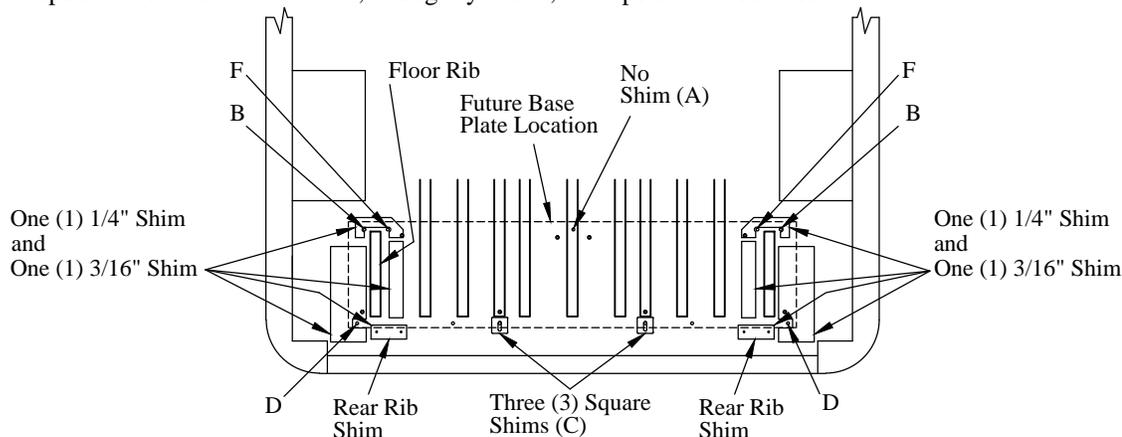


Figure 8: Rib shim locations (top view).

V2 Series Mounting Instructions

Installing the Floor Supports

1. **Position** the 1/4" floor supports in the van (Figure 9).
2. **Position** an additional round 1/4" washer at each "C" location (Figure 9).
3. **Position** the 1/4" plate at the "A" location (Figure 9).
4. **Trim** or **Notch** the rear threshold to fit around the floor supports.
5. **Reinstall** the rear threshold.

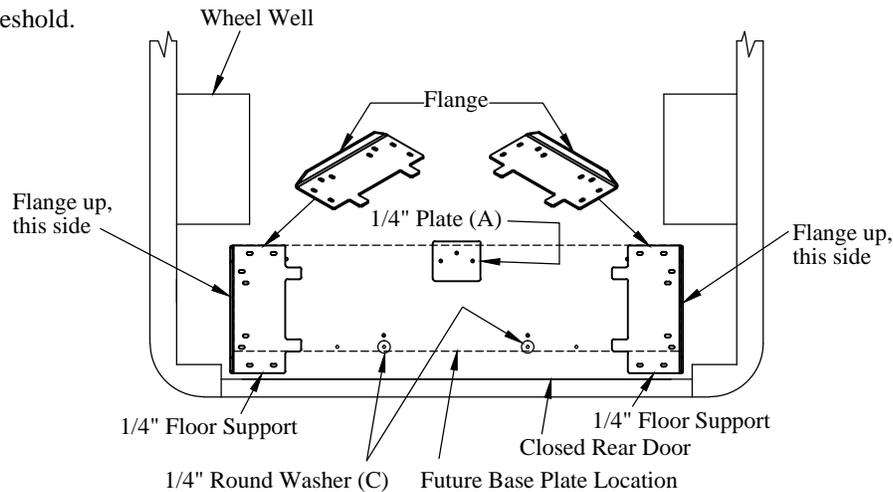


Figure 9: Floor support locations (top view).

Installing the Liftgate

Caution: Be careful not to tip the liftgate over during the next steps. The liftgate will stand upright, but could be knocked over with a moderate force.

1. **Lift** the liftgate by the lifting angle with a fork truck (Figure 10).
2. **Place** the liftgate in the rear of the van:
 - Centered side to side
 - 9-3/4" from the the closed rear doors at the center (Figure 9).

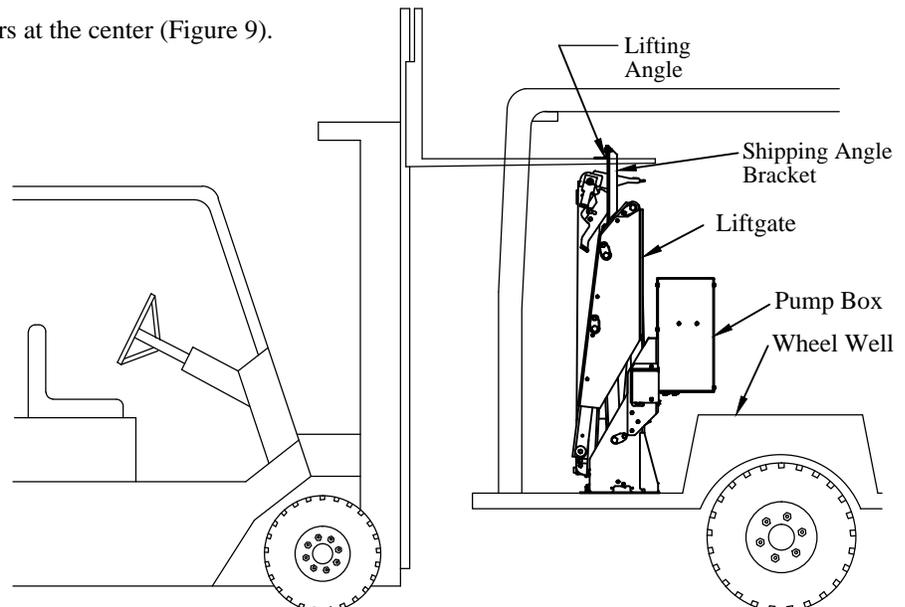
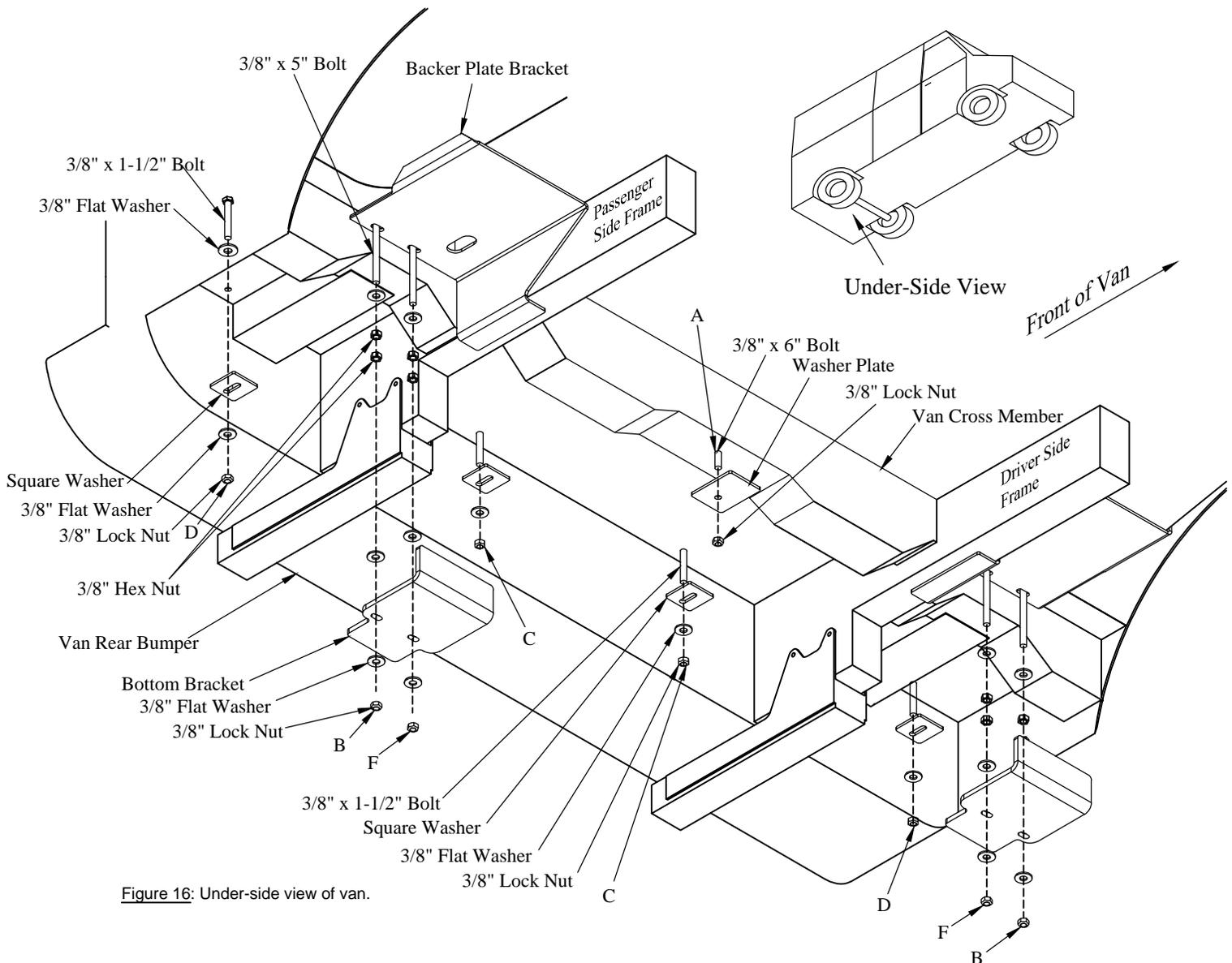


Figure 10: Lifting angle.

V2 Series Mounting Instructions

Installing the Liftgate (continued)

3. Place a 3/8" flat washer on each base plate bolt (Figure 11).
4. Insert base plate bolts into holes in base plate, down through van floor (Figure 11).
 - (4) 3/8" x 1-1/2" bolts at "C" and "D" locations.
 - (4) 3/8" x 5" fully threaded bolts at "B" locations.
 - (1) 3/8" x 6" bolt at "A" location. This bolt will be angled to avoid spare tire mechanism.
5. Install square washer, 3/8" flat washers, and 3/8" lock nuts on each of the "C" and "D" location bolts (Figure 11). Do not tighten at this time.
6. Install the backer plate brackets onto the "B" location bolts (Figure 11).
7. Secure backer plate brackets with 3/8" flat washers and hex nuts (Figure 11). Do not tighten at this time.
8. Thread a second 3/8" hex nut onto each of the "B" location bolts (Figure 11). Do not tighten at this time.
9. Insert a 3/8" flat washer and then the bottom bracket onto the "B" location bolts (Figure 11).



V2 Series Mounting Instructions

Installing the Liftgate (continued)

10. **Secure** bottom brackets with flat washers and lock nuts (Figure 11).
Do not tighten at this time.
11. **Install** washer plate on "A" location bolt (Figure 11).
12. **Secure** the "A" location washer plate with 3/8" lock nut.
13. **Tighten** all nine (9) bolts in an alternating pattern.
Do not over tighten and warp the base plate or bend the bottom brackets.
14. **Hold** the bolt/nut from turning and **Tighten** the 3/8" hex nuts on the fully threaded bolts at the "B" and "F" locations.
Be sure bottom brackets are tight against van frame and backer plate brackets.

Routing the Power Cables

Note: Ford recommends using the vehicle Customer Connection Points (CCP) to power the liftgate. Vehicle option 67C-User Defined Upfitter Switches, provides three (3) 60 amp CCP, which can be combined into one 180 amp connection. If three (3) CCP are not available, large loads can be connected to an empty M6 stud on the positive battery terminal using the supplied M6 lock nut (Ford Bulletin Q-226R2). If neither of these options are available, Ford part number BK2Z-14S411-A adds the additional CCP.

1. **Install** the circuit breaker on the floor behind the driver seat, near the battery, leaving enough room for the power cables to be installed and so that the circuit breaker can easily be reset.
2. **Remove** the plastic cover from the Customer Connection Points (CCP) on the driver seat pedestal (only if using the CCP for power, Figure 12).

Note: Any time a hole is drilled in the vehicle, apply rust preventative to the bare metal.

3. **Check** for obstructions before drilling in the next steps.
4. **Drill** and **Deburr** a 1-1/4" hole in the van floor, near the power unit, to run the power cables through.
Use the supplied rubber grommet to protect the power cables from the sharp sheet metal edge of the drilled hole.
5. **Drill** and **Deburr** a 7/8" hole in the floor next to the driver seat in the location shown (Figure 12).
An alternate location will be needed if there is a trailer brake controller in the way.
6. **Install** the supplied bus bar on the CCP studs using three (3) supplied M5 nuts and star washers (only if using the CCP for power, Figure 12). The bus bar combines three (3) 60 amp connections into one 180 amp connection point.

Note: Follow the *Tommy Gate Recommended Electrical Wiring Guidelines* and wiring diagram (Figure 19) in the following steps.

7. **Route** the power cables under the vehicle from the liftgate, along the frame, to a location under the driver door (Figure 14).
8. **Separate** the positive(+) and negative(-) leads.
9. **Install** the supplied two-screw strain relief in the drilled 7/8" hole in the floor.
10. **Pull** the positive(+) lead through newly installed strain relief.
11. **Cut** the positive(+) lead to the length required to reach the auxiliary (AUX) terminal of the circuit breaker.
12. **Cut** the remaining positive(+) lead long enough to reach from the circuit breaker battery (BAT) terminal to the bus bar connection on the driver seat pedestal (Figure 12) or the positive(+) battery terminal.
13. **Cut** the negative(-) lead to the length required to reach a vehicle ground point under the vehicle (Figure 12).

<p>Important: The pump and motor unit for this lift can require significant electrical power at 12 volts D.C. Be sure that the negative(-) ground lead is securely connected to a sufficient vehicle ground point.</p>

V2 Series Mounting Instructions

Routing the Power Cables (continued)

13. **Install** the copper lugs and heat shrink tubing on all required ends. If connecting to an empty M6 stud on the positive(+) battery terminal, be sure the copper lug fits completely flush to the terminal.
14. **Connect** the negative(-) lead to a vehicle ground point, on the body, under the vehicle using the supplied 5/16" x 1/2" bolt and lock nut (Figure 12).
15. **Connect** the positive(+) lead to the "AUX" terminal of the circuit breaker.
16. **Connect** the positive(+) lead of the short cable to the circuit breaker.
16. **Complete** Step 17 only if connecting to the positive battery terminal or **Complete** Steps 18 and 19 only if using the CCP bus bar.
17. **Connect** the positive(+) lead to an empty M6 stud on the positive battery terminal (Ford Bulletin Q-226R2). Use the supplied M6 lock nut. Do not connect to the stud occupied by the alternator sensing circuit.
18. **Connect** the positive(+) lead to the CCP bus bar. Use the supplied 5/16" x 1/2" bolt, lock nut, and two (2) pieces of heat shrink tubing to cover the cable connection to the bus bar.
19. **Install** the plastic CCP cover on the bus bar cable connection (if previously removed). The cover will need to be trimmed for bus bar clearance.

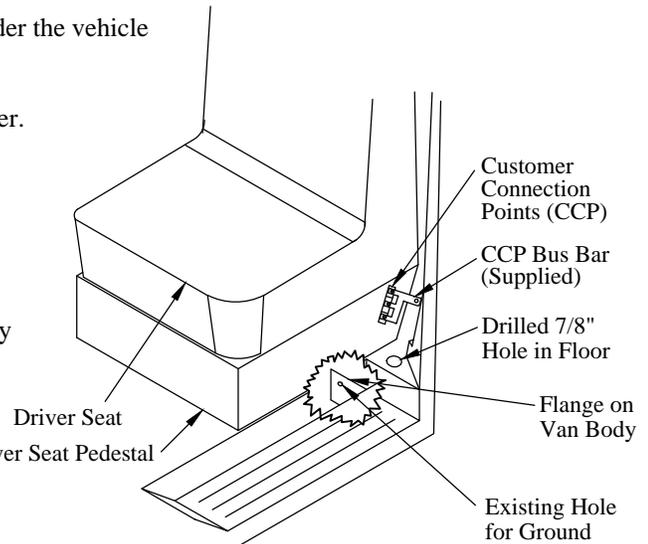


Figure 12: Customer Connection Point location.

20. **Tighten** screws on the power cable strain relief near the driver seat.
21. **Check** for obstructions before using self-drilling screws in the next step.
22. **Install** the plastic circuit breaker cover over the circuit breaker using the supplied #12 self-drilling screws (Figure 13).

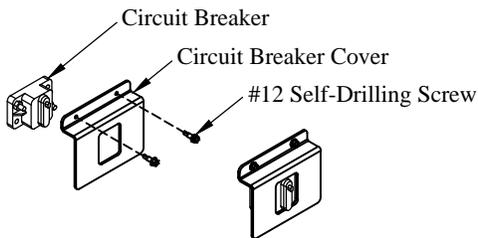


Figure 13: Circuit breaker cover.

Note: Diagram shows positive lead connected to CCP (see note at the beginning of this section).

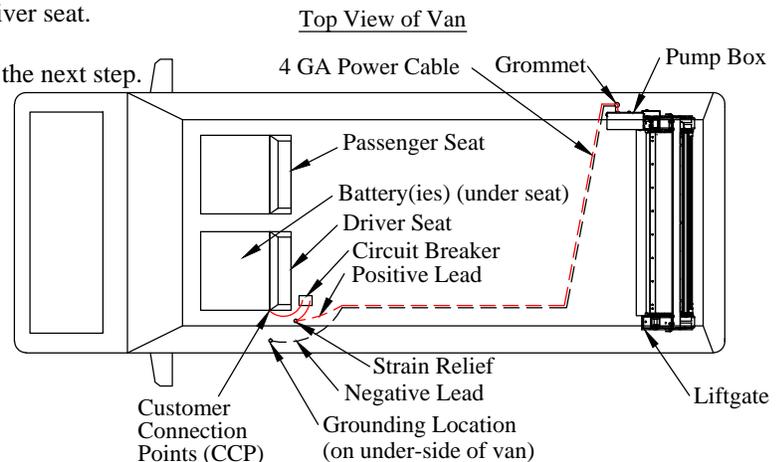


Figure 14: Electrical routing.

Installing the Floor Transition

1. **Position** the floor transition with one side on the liftgate and the other side on the van floor (Figure 15).
2. **Check** for obstructions before using the self-drilling screws in the next step.
3. **Secure** the floor transition to the van floor with the provided #8 self-drilling screws (1-1/4" or 2" long screws).

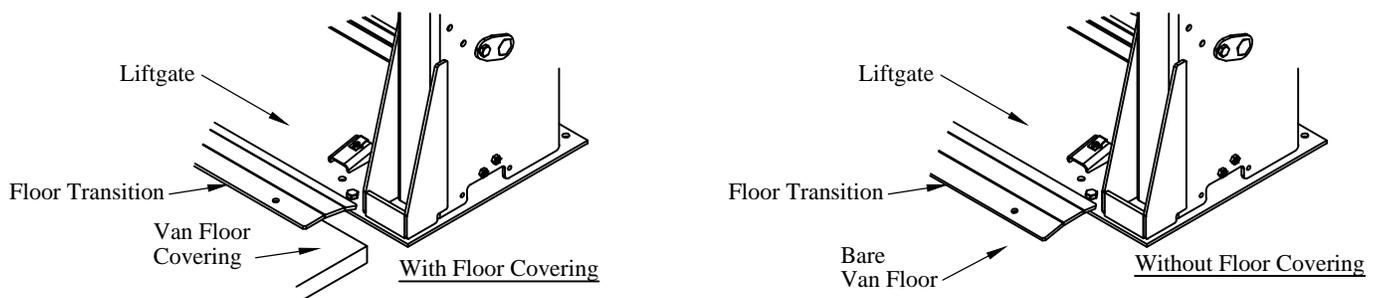


Figure 15: Floor transition.



ELECTRICAL WIRING DIAGRAM

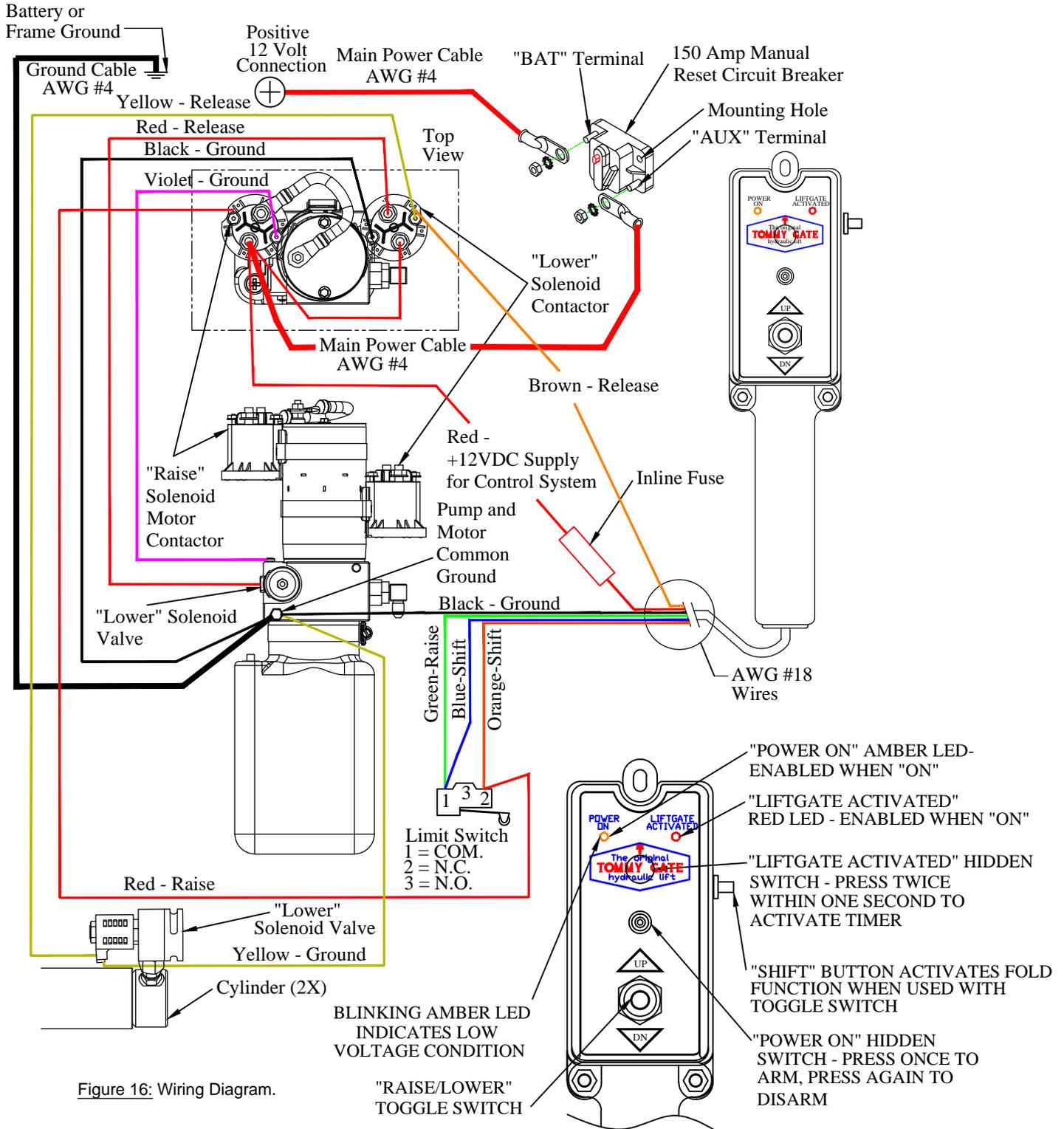
Pendant Control

!!! PLEASE READ AND FOLLOW ALL DIRECTIONS BEFORE PROCEEDING !!!

NOTE !!! IF GATES ARE NOT WIRED IN ACCORDANCE WITH THIS DIAGRAM YOUR WARRANTY WILL BE VOID.



WELDING NOTE !!! DISCONNECT ALL BATTERY CABLES. ALWAYS DISCONNECT THE GROUND CABLE FIRST. ATTACH THE WELDING GROUND TO THE TRUCK RATHER THAN THE LIFTGATE.



V2 Series Mounting Instructions

Finishing the Liftgate Installation

1. **Install** the "Do's and Do Not's" decal in a highly visible area in the vehicle cab. This decal is with the Owner's / Operator's Manual.
2. **Verify** that all mounting bolts and nuts have been installed and tightened.
3. **Reinstall** base plate cover on base plate with the screws previously removed (Figure 3).
4. **Apply** sealant to holes drilled in the floor for electrical cable routing.

Caution: Keep all foreign objects (body parts, tools, load weights, etc) away from the liftgate assembly and away from pinch points at all times when operating the liftgate.

5. **Unbolt** and **Remove** the lifting angle and brackets (Figure 17). There are weld nuts inside the vertical arm.
6. **Select** a location to install the control hanging bracket. Use a location on the passenger side rear corner post of the van at a height that allows the entire pendant cord to be completely inside the van when stored (Figure 18).
7. **Lower** the liftgate to the ground.
8. **Clean** the location selected to ensure that it is free from dirt, oil, and grease.
9. **Remove** adhesive backing from control hanging bracket.
10. **Hold** the control hanging bracket with adhesive against the door pillar with firm pressure for one minute.
11. **Install** second control hanging bracket with supplied 3/8" bolts on the passenger side vertical arm where the lifting angle was removed (Figure 18).
12. **Reinstall** the spare tire. Make sure there are not any sharp screws or bolts that will puncture the tire when it is installed.

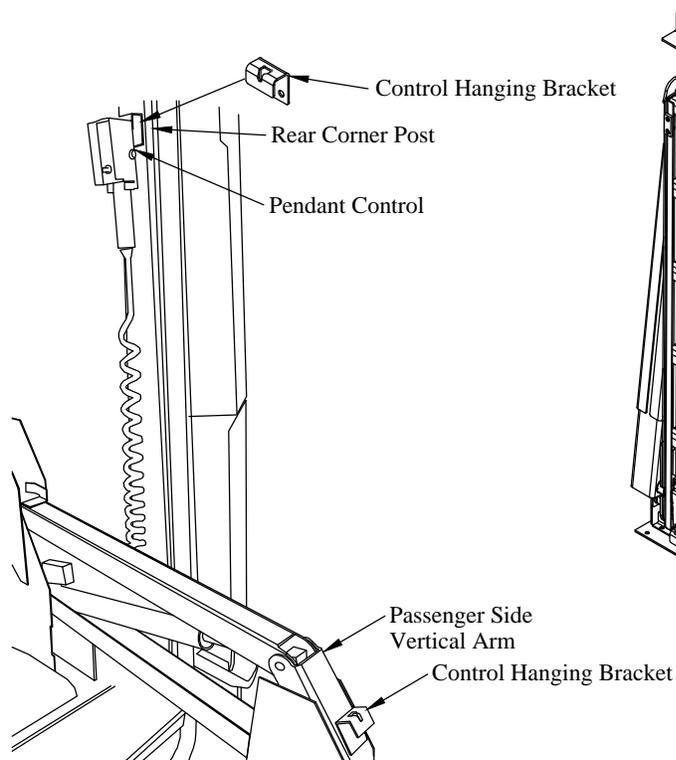


Figure 18: Control Hanging Brackets.

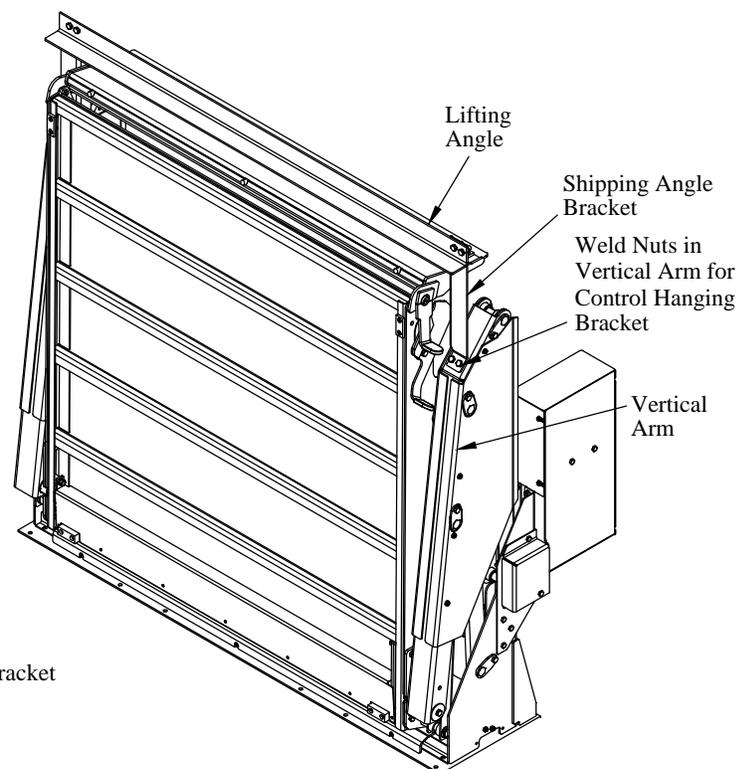


Figure 17: Lifting angle and vertical arm.

V2 Series Mounting Instructions

Adjusting the Platform to Stop at Bed Height

1. **Lower** the platform below bed height.
2. **Raise** the platform as high as it will go with just the pendant toggle.
3. **Check** if the platform loading surface is even with base plate cover (Figure 21).
If it is even, skip to the next section.
If it is not even, proceed to the next step.
4. **Position** the platform so that it is even with the top of the base plate cover (Figure 21).
5. **Remove** the limit switch cover by removing two (2) 5/16" bolts and nuts (Figure 19).
6. **Loosen** the bolts holding the limit switch (Figure 19).
7. **Move** the limit switch out and then back in until it just clicks.
8. **Tighten** the limit switch bolts with the limit switch in the position described in the previous step.
9. **Install** the limit switch cover with 5/16" bolts and nuts. Be careful not to over tighten the 5/16" bolts (Figure 19).

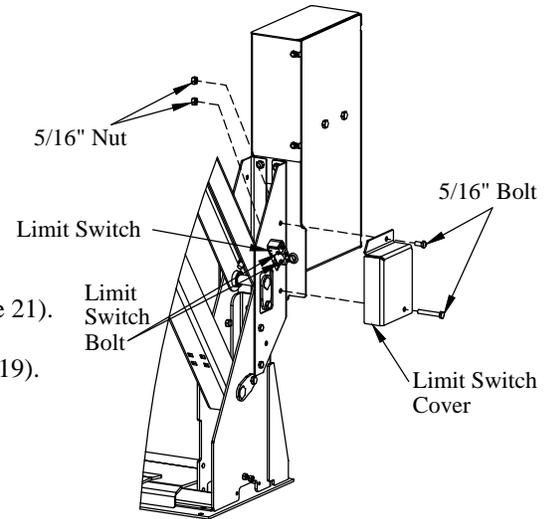


Figure 19: Limit Switch.

Adjusting the Platform and Bridge Plate

1. **Park** the vehicle on level ground.
2. **Lower** the platform to the ground. Make sure the liftgate clears the bumper.
3. **Adjust** the platform set screws until the platform taper end rests on the ground (Figure 20).
Turn the set screws in to raise the taper end, and out to lower the taper end.
4. **Raise** the platform as high as it will go with just the pendant toggle (Figure 21).
5. **Lower** the platform 1".
6. **Adjust** each bridge close wheel so that it is tight against the bottom of the bridge plate (Figure 21).
7. **Verify** that:
 - The bridge and bridge close wheels do not hit the bumper, as the lift is lowered.
 - The bridge plate comes to rest on the base plate cover, without jamming into the base plate cover, when raised to bed height.
8. **Raise and Close** the platform.
9. **Verify** that the rear doors will close without hitting the platform.
10. **Remove** platform stop shims, if needed on FA34 platform, for more door clearance.
Make sure to use the same number of shims in each side (Figure 22).

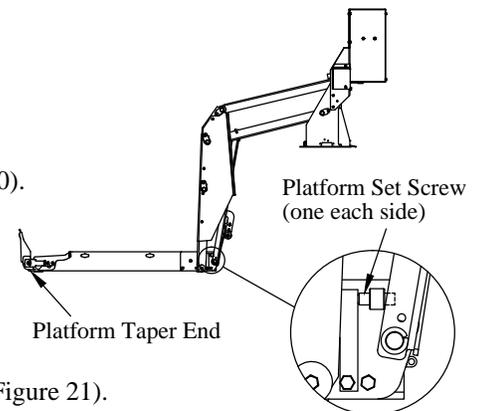


Figure 20: Platform.

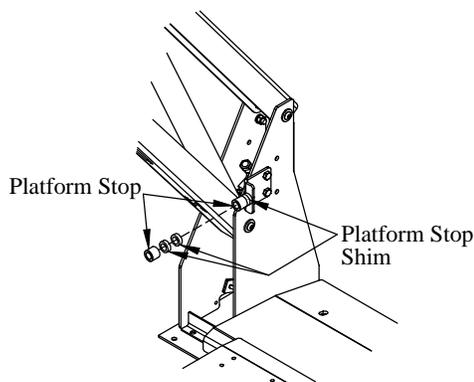


Figure 22: Platform stops.

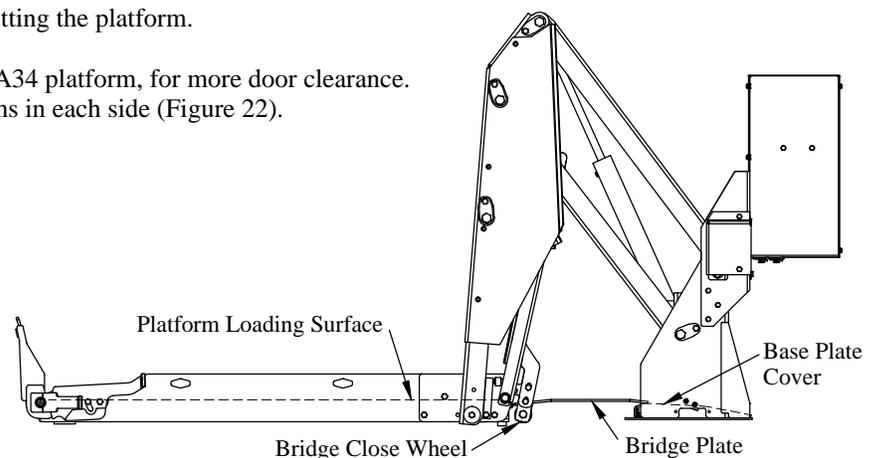


Figure 21: Platform and bridge plate.

V2 Series Mounting Instructions

Testing the Operation of the Liftgate

Caution: Keep all foreign objects (body parts, tools, load weights, etc) away from the liftgate assembly and away from pinch points at all times when operating the liftgate.

1. **Check** operation of the safety control for proper lift operation.
Be sure the "liftgate activated" light shuts off automatically after 90 seconds of not being used.
2. **Raise** and **Lower** the unloaded platform on a flat surface. The platform should stay even from side to side.
The liftgate power unit should raise and lower the unloaded platform smoothly and easily.
3. **Load** the platform with the rated capacity as described in the Owner's / Operator's Manual and **Measure** the time necessary to raise the platform. The platform should be fully raised in about 18 seconds.
4. **Examine** the platform for any downward creep.
With the platform raised and loaded, you should not be able to see the platform creeping down.
5. **Time** the lowering operation with the platform still loaded.
The platform should reach the ground in about 6 seconds (time may be longer in cold weather).
6. **Remove** the load from the platform and **Examine** the liftgate and vehicle for any problems such as hydraulic oil leaks, loose wiring, etc.
7. **Raise** and **Fold** the platform using the "shift" button on the control.
Be sure the folding function requires the use of the "shift" button.
8. **Hang** the control on the control hanger on the door pillar.
9. **Place** Owner's / Operator's Manual in the vehicle.

Painting the Liftgate (if needed)

Your Tommy Gate has been primed with a gray polyurethane and painted with a black semi-gloss polyurethane topcoat to protect it from the environment. No additional paint is required unless shipping or installation damage or outdoor storage exposure has deteriorated the Tommy Gate paint. **Tommy Gate will not be responsible for shipping or installation damage or outdoor storage exposure that has marred or otherwise deteriorated the Tommy Gate paint.**

If you need to refinish the liftgate you should do the following:

1. **Remove** any dirt, oil, grease, salt, or other contamination by washing with a mild detergent solution.
2. **Rinse** thoroughly with fresh water and allow to dry.
3. Lightly **Scuff Sand** the Tommy Gate topcoat.
4. **Sand** and **Spot Prime** any area of the Tommy Gate paint that shows signs of damage or deterioration.
5. **Mask** off all safety decals, cylinder shafts and vents before painting.

Warning: Paint over spray on the cylinder shaft(s) or vent(s) will damage the cylinder seals and void warranty.

6. After proper cleaning and surface preparation, **Apply** desired finish coat per paint manufacturer's recommendations.
7. **Remove** the masking from the safety decals and cylinders.
8. **Check** to ensure that all decals are clean and legible. Additional decals are available from the factory, if needed.

WIRE ROUTING

- (1) When routing wires, avoid heat (above 180°F), abrasion, vibration, metal edges, screws, and trim fasteners. If such routings are not possible, protective devices must be used. If wires must cross a metal edge, the edge should be covered with a protective shield and the wiring fastened within 3 inches on each side of the edge.
- (2) Grommets must be used where wires pass through holes in sheet metal, castings, and / or frame rails. Do not bend wires in a radius smaller than 10 times the wire diameter.
- (3) Routing wires into areas exposed to wheel wash should be avoided. If this cannot be avoided protective shields are required to protect the wires from stones, ice, salt and water damage. Provide a drip loop to prevent moisture from being conducted into switches, relays, circuit breakers, and fuses.
- (4) Wires should be supported every 18 inches with plastic zip ties or rubber-lined clips.
- (5) Wires must be routed to clear moving parts by at least 3 inches unless positively fastened or protected by a conduit. If wiring must be routed between two members where relative motion can occur, the wiring should be secured to each member, with enough wire slack to allow flexing without damage to the wire.
- (6) Maintain at least a 6 inch clearance from exhaust system components. If this is not possible, high temperature insulation and heat shields are required. Existing OEM heat shields, insulation, and wire shielding must be maintained.
- (7) Do not route or attach electrical wires to fuel lines. Route electrical wires at least 1-1/2 inches away from the engine.

BATTERY, WIRE, TERMINALS, AND CONNECTORS

- (1) Wire attachments at the battery must be protected from tension loads so there is no undue strain on the battery terminals. Wires should be routed down rather than horizontally from the terminals with no sharp bends adjacent to the connections.
- (2) Battery power for your Tommy Gate should come directly from the battery or approved connection point through the supplied circuit breaker or fuse. The circuit breaker or fuse should be installed as close to the battery as possible.
- (3) Avoid splicing power cables. If splicing is necessary, the most durable splice joint will be bare metal barrel crimped, flow-soldered and covered with adhesive lined heat shrink tubing. Strip the wire ends making sure that individual conductor strands are not damaged. Use only rosin core solder, proper crimping tools, and wire with a gauge at least equivalent to the circuit being lengthened. Do not use electrical tape.
- (4) Battery cable terminals will be bare metal barrel crimped or flow-soldered and covered with adhesive lined heat shrink tubing.
- (5) Use wire connectors with locking features such as positive locking, inertia locking, bolt together, and soft mold-over with locking external retainers.

GENERAL

- (1) All frame contact areas must be wire brushed to bare metal, free of paint, dirt, and grease. Frame connections must be made using hardened flat washers under the bolt head and lock nuts. Corrosion preventive grease or compound is to be applied to the terminal area of the frame connection.
- (2) Frame cross members are not recommended as part of the ground return.
- (3) All circuit breakers and fuses should be located in one easily serviceable location with a means provided for identification of circuit function and current rating. If possible, avoid putting circuit breakers or fuses in the vehicle cab.
- (4) Before welding to the chassis disconnect the battery. Also disconnect the power train, engine, valve, and transmission control modules.
- (5) Do not alter vehicle ignition, starting, and / or charging systems. Do not reroute engine compartment wiring.
- (6) Full copper circuitry and standardized polarity grounds are recommended.
- (7) Never increase the rating of a factory installed fuse or circuit breaker.
- (8) Disconnect the battery negative (ground) wire prior to any vehicle modification.

Following the above guidelines will provide you with years of trouble free service. Failing to incorporate the above guidelines may result in a voided warranty. Non-compliance with the guidelines above may result in a failure of electrical components, shutdown of engines, loss of backup brake systems, and the possibility of fire.