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TORQUE SPECIFICATIONS - DECIMAL HARDWARE

Use the torques in this chart when special torques are not given. These torques apply to fasteners with both UNC and UNF threads as received from suppliers, dry, or when lubricated with engine oil. Not applicable if special graphites, molydisulfide greases, or other extreme pressure lubricants are used.

Grade 5 Bolts, Nuts, and Studs



Size	Pound-Feet	Newton metres
1/4 in	9-11	12-15
5/16 in	17-21	23-28
3/8 in	35-42	48-57
7/16 in	54-64	73-87
1/2 in	80-96	109-130
9/16 in	110-132	149-179
5/8 in	150-180	203-244
3/4 in	270-324	366-439
7/8 in	400-480	542-651
1.0 in	580-696	787-944
1-1/8 in	800-880	1085-1193
1-1/4 in	1120-1240	1519-1681
1-3/8 in	1460-1680	1980-2278
1-1/2 in	1940-2200	2631-2983

Grade 8 Bolts, Nuts, and Studs



Size	Pound-Feet	Newton metres
1/4 in	12-15	16-20
5/16 in	24-29	33-39
3/8 in	45-54	61-73
7/16 in	70-84	95-114
1/2 in	110-132	149-179
9/16 in	160-192	217-260
5/8 in	220-264	298-358
3/4 in	380-456	515-618
7/8 in	600-720	814-976
1.0 in	900-1080	1220-1465
1-1/8 in	1280-1440	1736-1953
1-1/4 in	1820-2000	2468-2712
1-3/8 in	2380-2720	3227-3688
1-1/2 in	3160-3560	4285-4827

NOTE: *Use thick nuts with Grade 8 bolts.*

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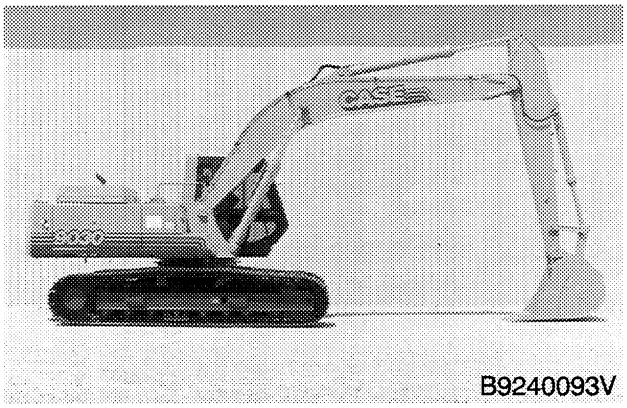
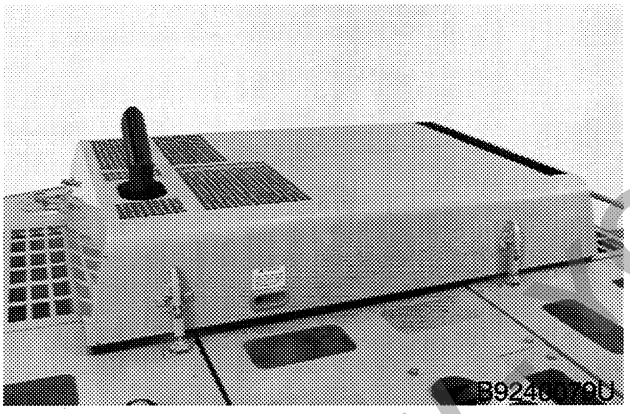
ENGINE REMOVAL

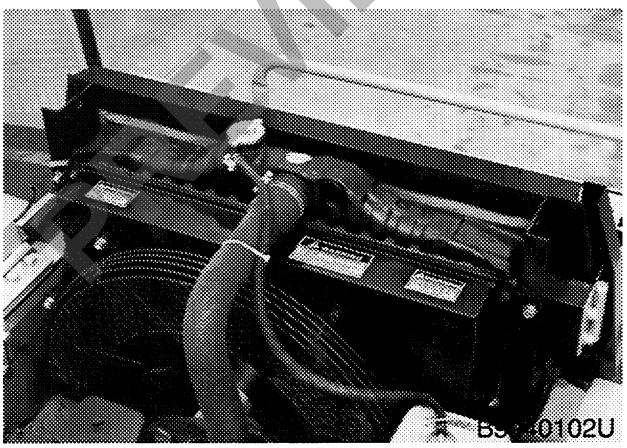
1. Park the machine on a hard level surface. Lower the tool to the floor and stop the engine.



2. Open the access door over the engine and on each side of the engine compartment. Remove the access covers from under the engine and the radiator.



3. Make sure that the engine is cool and remove the radiator cap. Open the drain valve and drain the cooling system. The cooling system holds 7.1 U.S. gallons (26.8 litres) of coolant.



4. Raise the access cover for the batteries and disconnect the ground cable.



5. Remove the muffler and the mounting bracket for the muffler.

6. Disconnect the hose for the air cleaner from the turbocharger (1).

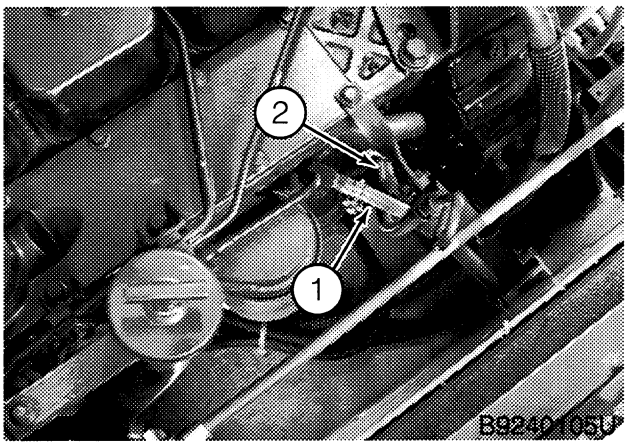
7. Disconnect the top (2) and bottom (3) radiator hoses from the radiator.

8. Disconnect the hose (4) for the coolant reservoir from the radiator.

9. Remove the fan guard and the fan shroud from the radiator.

10. Remove the cap screws (5) and hardware that hold the fan (6) and the spacer to the engine.

11. Disconnect the fuel supply hose and the fuel return hose. Install a plug in each hose.



1. Supply Hose
2. Return Hose

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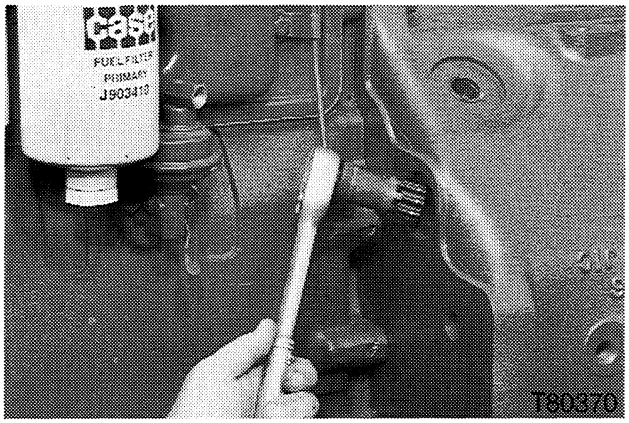
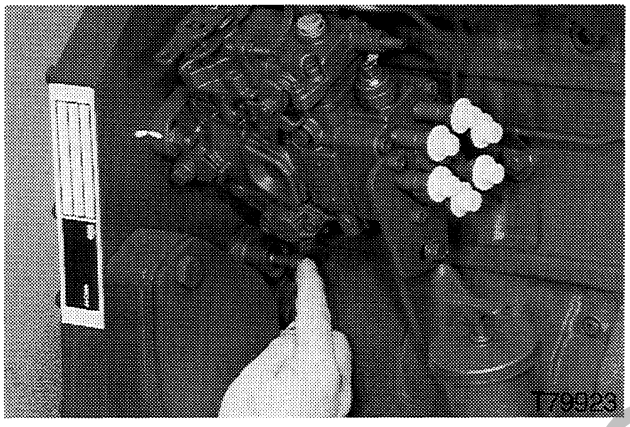
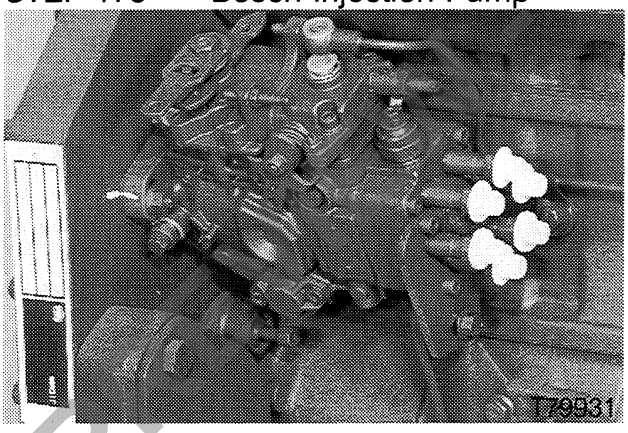
STEP 174





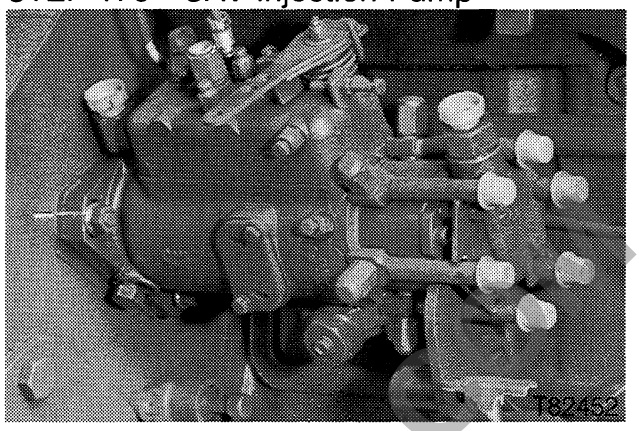
Turn the engine over with a engine turn over tool and push the lock into the camshaft gear.

STEP 175 Bosch Injection Pump



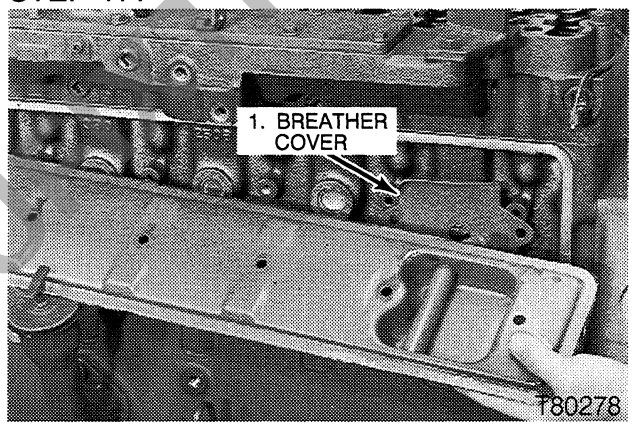
Remove the injection pump. See Section 3412 in the service manual for the Bosch pump.

STEP 176 CAV Injection Pump



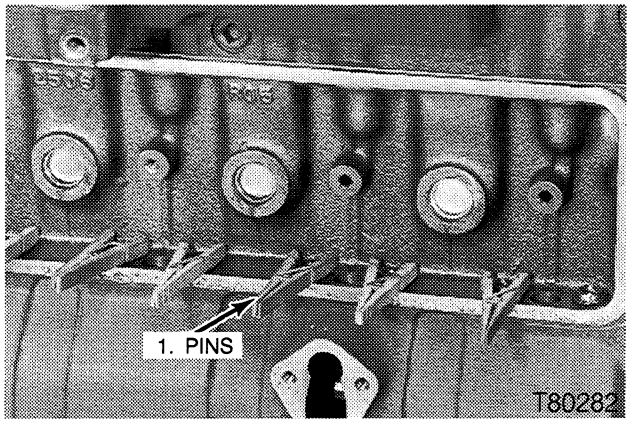
Remove the injection pump and primer pump. See Section 3411 in the service manual for the CAV injection pump.

STEP 177



Remove the lifter cover bolts, lifter cover and the breather cover.

STEP 178



Install pins to hold the lifters in place.

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TORQUE SPECIFICATIONS - METRIC HARDWARE

Use the following torques when specifications are not given.

These values apply to fasteners with coarse threads as received from supplier, plated or unplated, or when lubricated with engine oil. These values do not apply if graphite or molydisulfide grease or oil is used.

Grade 8.8 Bolts, Nuts, and Studs



Size	Pound-Feet	Newton metres
M6	6-7	8-9
M8	14-17	20-23
M10	29-34	39-46
M12	50-59	68-80
M16	128-149	173-202
M20	249-291	337-393
M22	342-399	464-541
M24	431-503	584-681
M27	637-743	864-1008
M30	863-1007	1170-1365
M33	1180-1377	1600-1867
M36	1977-2307	2680-3127
M42	2434-2840	3300-3850
M45	3054-3563	4140-4830
M48	3658-4268	4960-5787
M52	4757-5549	6450-7525
M56	5908-6893	8010-9345
M64	8925-10413	12100-14117

Grade 10.9 Bolts, Nuts, and Studs



Size	Pound-Feet	Newton metres
M6	8-10	11-13
M8	20-24	28-32
M10	41-47	55-64
M12	71-83	96-112
M16	178-208	242-282
M20	350-408	475-554
M22	481-561	652-761
M24	606-707	821-958
M27	900-1050	1220-1423
M30	1217-1420	1650-1925
M33	1667-1945	2260-2637
M36	2124-2478	2880-3360
M39	2773-3235	3760-4387
M42	3422-3992	4640-5413
M45	4293-5009	5820-6790
M48	5141-5998	6970-8132
M52	6690-7805	9070-10582
M56	8334-9723	11300-13183
M64	12612-14714	17100-19950

Grade 12.9 Bolts, Nuts, and Studs



Usually the torque values specified for grade 10.9 fasteners can be used satisfactorily on grade 12.9 fasteners.

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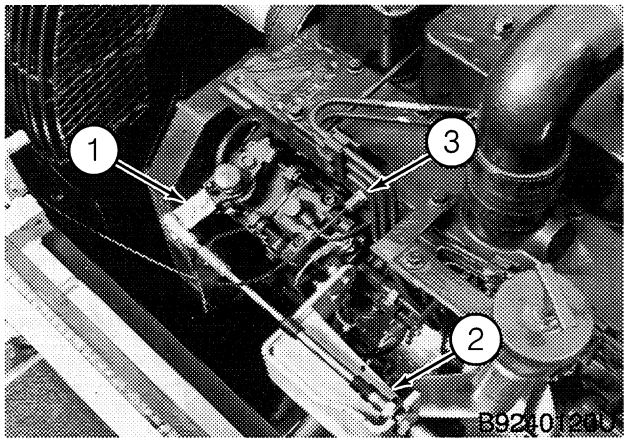
12. Disconnect the throttle cable from the arm on the fuel injection pump and the bracket on the engine. Put the throttle cable out of the way. If the machine is equipped with either injection, disconnect the tube from the fitting.



1. Arm *2. Bracket* *3. Fitting*

13. Put identification tags on the wiring harness, wires and cables connected to the engine for correct assembly. Disconnect the wiring harness, wires and cables from the engine.

14. Disconnect the hoses for the heater from the engine. Install a plug in each hose.

15. Disconnect the ground strap from the engine.

16. Connect acceptable lifting equipment to the lifting eyes on the engine. The weight of the engine is 967 pounds (439 kg).

17. Connect a lifting sling to the hydraulic pump. The weight of the hydraulic pump is 287 pounds (130 kg). Remove the cap screws and hardened washers that hold the hydraulic pump to the flywheel housing.

18. Separate the hydraulic pump from the flywheel housing.

19. Remove the self-locking nuts (7), washers (8), insulators (9), and bolts (10) that hold the engine mounting brackets (11) to the frame.

20. Make sure that all hoses, tubes, cables, wires, and wiring harnesses are out of the way.

21. Lift the engine and remove the engine from the machine.

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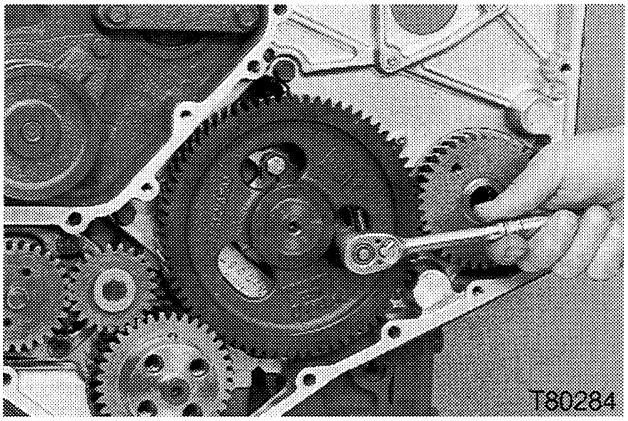
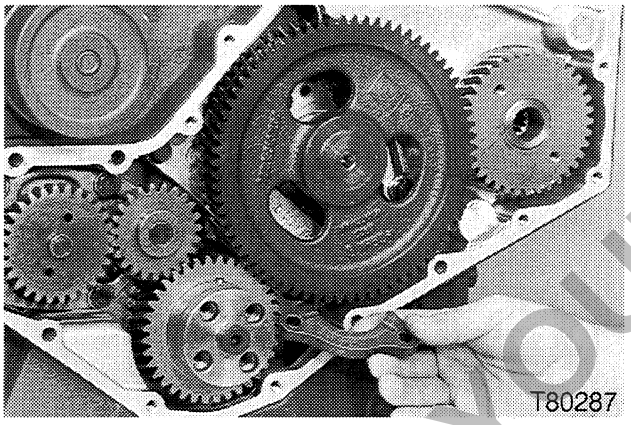
STEP 179



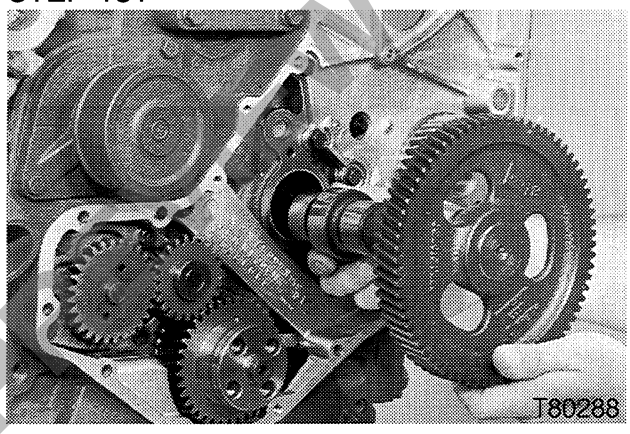
Remove the bolts that hold the camshaft thrust plate.

STEP 180



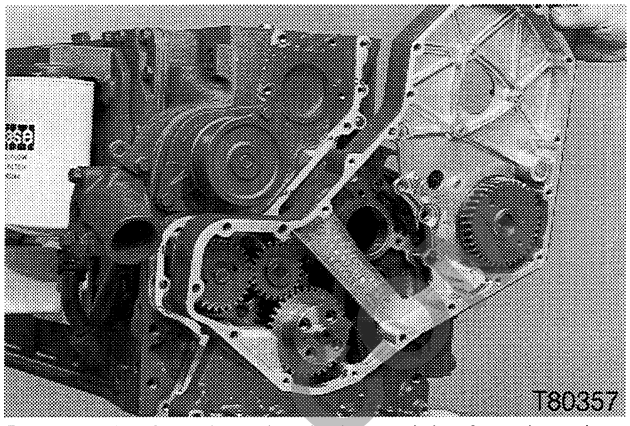
Remove the camshaft thrust plate.

STEP 181



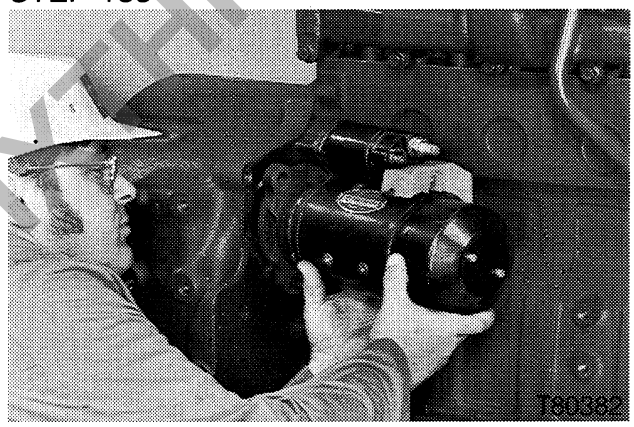
Remove the camshaft.

STEP 182



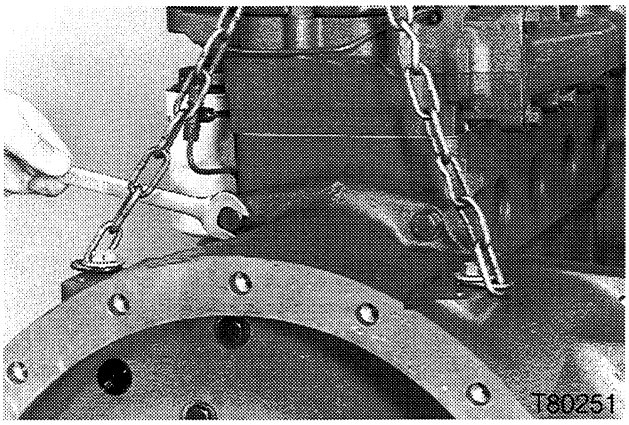
Remove the front housing bolts and the front housing.

STEP 183



Remove the starter bolts and the starter.

STEP 184



See Steps 61 and 62 to remove the flywheel and flywheel housing.

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TORQUE SPECIFICATIONS - STEEL HYDRAULIC FITTINGS

Tube OD Hose ID	Thread Size	Pound-Feet	Newton metres
37 Degree Flare Fittings			
1/4 in 6.4 mm	7/16-20	6-12	8-16
5/16 in 7.9 mm	1/2-20	8-16	11-22
3/8 in 9.5 mm	9/16-18	10-25	14-34
1/2 in 12.7 mm	3/4-16	15-42	20-57
5/8 in 15.9 mm	7/8-14	25-58	34-79
3/4 in 19.0 mm	1-1/16-12	40-80	54-108
7/8 in 22.2 mm	1-3/16-12	60-100	81-135
1.0 in 25.4 mm	1-5/16-12	75-117	102-158
1-1/4 in 31.8 mm	1-5/8-12	125-165	169-223
1-1/2 in 38.1 mm	1-7/8-12	210-250	285-338

Tube OD Hose ID	Thread Size	Pound-Feet	Newton metres
Straight Threads with O-ring			
1/4 in 6.4 mm	7/16-20	12-19	16-26
5/16 in 7.9 mm	1/2-20	16-25	22-34
3/8 in 9.5 mm	9/16-18	25-40	34-54
1/2 in 12.7 mm	3/4-16	42-67	57-91
5/8 in 15.9 mm	7/8-14	58-92	79-124
3/4 in 19.0 mm	1-1/16-12	80-128	108-174
7/8 in 22.2 mm	1-3/16-12	100-160	136-216
1.0 in 25.4 mm	1-5/16-12	117-187	159-253
1-1/4 in 31.8 mm	1-5/8-12	165-264	224-357
1-1/2 in 38.1 mm	1-7/8-12	250-400	339-542

Split Flange Mounting Bolts*		
Size	Pound-Feet	Newton metres
5/16-18	15-20	20-27
3/8-16	20-25	27-34
7/16-14	35-45	47-61
1/2-13	55-65	74-88
5/8-11	140-150	190-203

***NOTE:** *Use standard metric hardware torque for metric split flange mounting bolts.*

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ENGINE INSTALLATION

Installation is the reverse sequence of removal.

1. Check the condition of the insulators for the engine mounts. If the insulators are damaged, install new insulators.

2. Use the CAS-1690 tool to rotate the flywheel and align the pins in the flywheel with the holes in the coupling on the drive shaft of the hydraulic pump. See Section 8002.

3. Tighten the bolts that hold the engine mounting brackets to the frame to the torque specification shown on page 3.

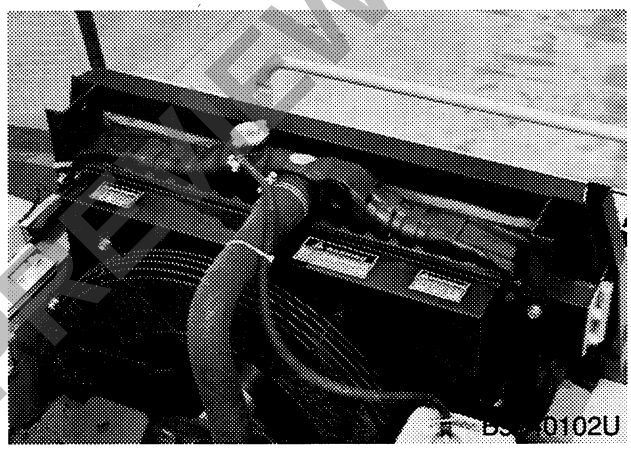
4. Tighten the cap screws that hold the hydraulic pump to the flywheel housing to the torque specification shown on page 3. Loctite 262 must be applied on the threads in the holes in the flywheel housing.

5. Tighten the cap screws that hold the fan and the spacer to the engine to the torque specification shown on page 3.

6. Do the following procedure to bleed the air from the cooling system.

a. Close the drain valve on the radiator. Fill the radiator with coolant and fill the coolant reservoir to the fill neck. If new coolant is being installed, the coolant must be 55% ethylene glycol and 45% water.

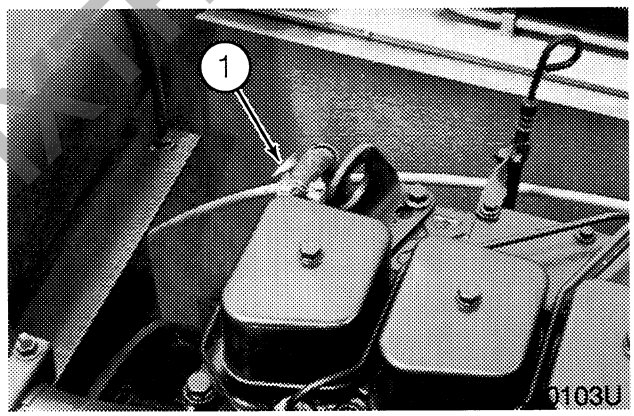
b. Install and tighten the radiator cap.



c. Install and tighten the cap for the coolant reservoir.



d. Close the shutoff valve for the heater at the top rear of the engine.



e. Start and run the engine at low idle for one minute.

f. Stop the engine. Fill the radiator with coolant again and fill the coolant reservoir again.

g. Cover the outside of the radiator core (the side away from the fan) with cardboard.

h. Start and run the engine at high idle. Look at the water temperature gauge. When the water temperature gauge indicates normal operating temperature (4th or 5th amber bar illuminated), open the shutoff valve for the heater.

i. Continue to run the engine until the last amber bar illuminates, then remove the cardboard from the radiator.

Continued on next page

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Section

1001

STANDARD TORQUE SPECIFICATIONS FOR 9000 SERIES EXCAVATORS

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Bur 7-44790

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IDENTIFICATION MARKS

Crankshaft

Letter N = Nitroc Hardened, crankshaft must be rehardened to a minimum hardness of 450 HV 0.2 rockwell any time the crankshaft has been reconditioned.

Cylinder Block

Letter X = The cylinder block has been refaced and up to 0.25 mm has been removed. Use a thicker head gasket (two notches).

Letter XX = The cylinder block has been refaced and up to 0.50 mm has been removed. Use a thicker head gasket (three notches).

Cylinder Head

Letter G = Thermostat passage in cylinder did not need to be machined.

Letter M = Thermostat passage in cylinder head was machined.

Letter V = Valve seats have been machined.

Letter X = The cylinders in the cylinder block have been bored oversize. Use this gasket for standard replacement and oversize cylinder holes (one notch).

Letter XX = The cylinder block has been refaced and up to 0.25 mm has been removed use a thicker head gasket (two notches).

Letter XXX = The cylinder block has been refaced and up to 0.50 mm has been removed. Use a thicker head gasket (three notches).

Numbers = RH rear corner of cylinder head indicates the amount of material removed from the cylinder head.

ENGINE SPECIFICATION DETAILS

Cylinder Block

	Metric Value
Type	Non-Sleeved
Material	Cast Iron
ID of Cylinder	102.00 to 102.04 mm
Maximum Service Limit	102.116 mm
Cylinder Out of Round (Maximum)	0.038 mm
Cylinder Taper (Maximum)	0.076 mm
0.5 mm Oversize Piston	
Machine Cylinder Bore to	102.40 to 102.44 mm
Hone to (Finished Diameter)	102.50 to 102.54 mm
1.00 mm Oversize Piston	
Machine Cylinder Bore to	102.90 to 102.94 mm
Hone to (Finished Diameter)	103.00 to 103.04 mm
Warpage (Maximum)	0.075 mm
Maximum Material Removal	0.50 mm

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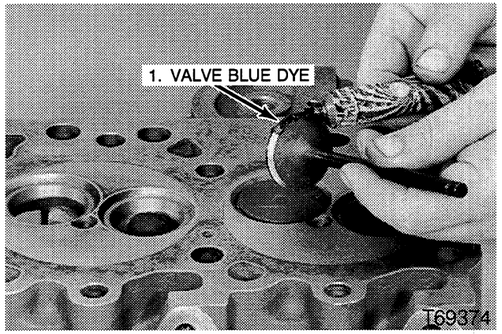
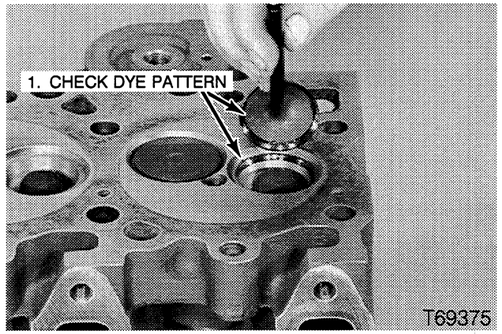
STEP 55



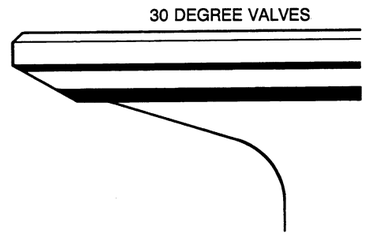
Put a small amount of blue dye on the valve face. Install the valve in the head and rotate the valve on the seat.

STEP 56



Remove the valve and look at the contact area on the valve face and seat. The blue dye will be gone from the valve face where the valve made contact with the seat.

STEP 57



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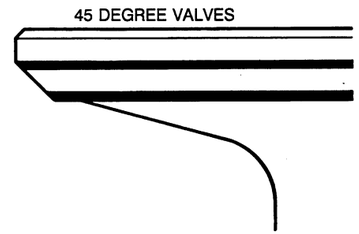

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Correct refacing of valves and seats will give a dye pattern as shown.

NOTE: *If the dye pattern is other than the patterns shown, check the diagnosis of different dye patterns on the following pages.*

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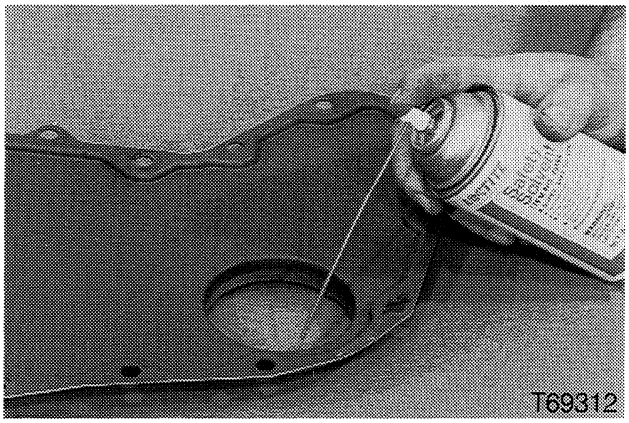
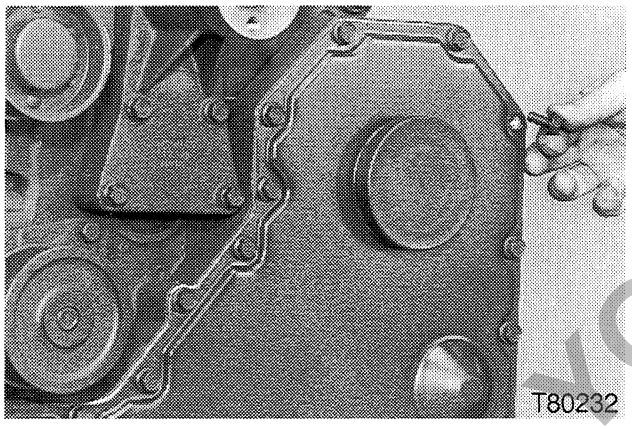
STEP 7



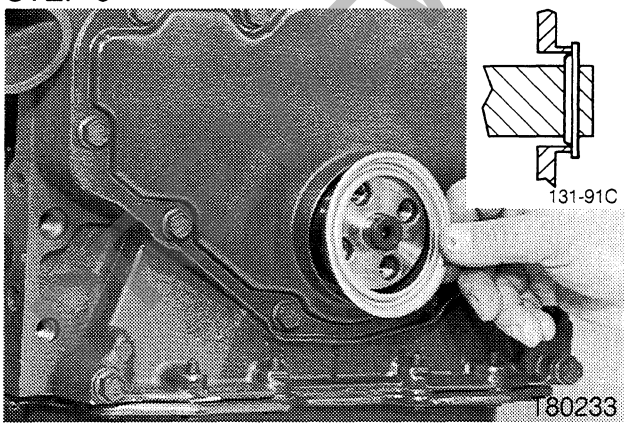
Remove the seat and clean the seal surface with Loctite safety solvent.

STEP 8



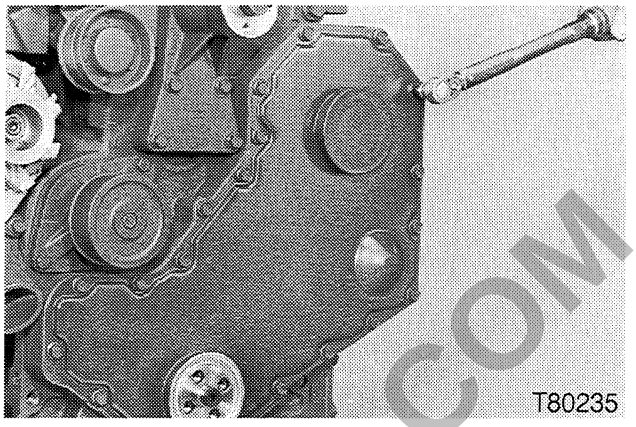
Install the gasket, front cover and the cover bolts. Do not tighten the bolts.

STEP 9



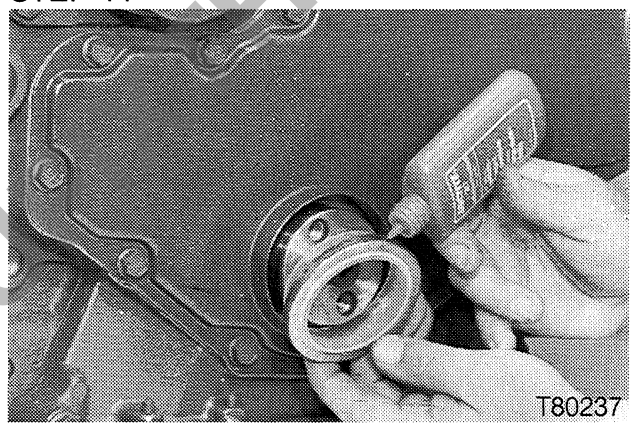
Install the seal installation tool into the front cover with the small diameter toward the engine. This will center the front cover with the crankshaft.

STEP 10



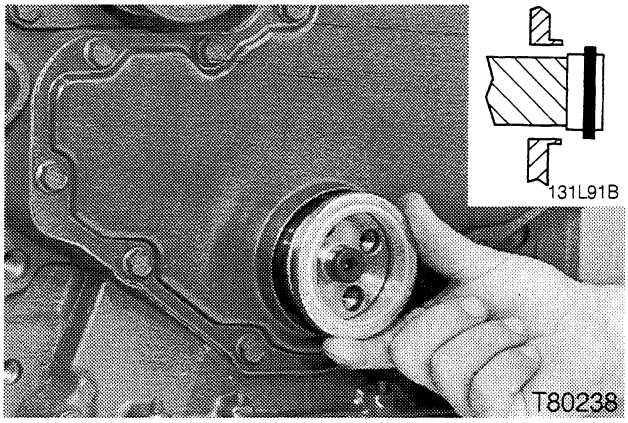
Tighten the front cover bolts to a torque of 21 to 27 Nm and remove the installation tool.

STEP 11



Put Loctite 277 on the outside surface of the seal.

STEP 12



Carefully install the protective sleeve and seal on the crankshaft. Push the seal on the crankshaft until the seal makes contact with the seal surface.

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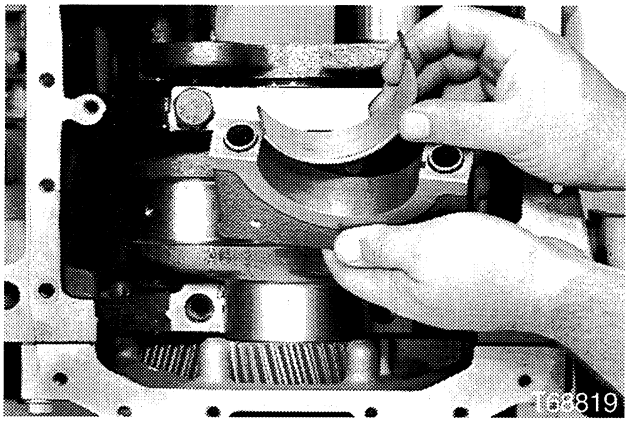
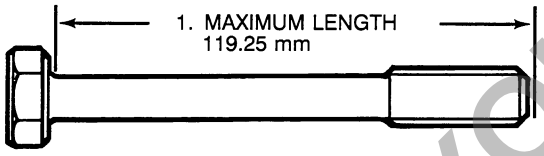
STEP 157



Put a new bearing liner in the bearing cap.

NOTE: *Make sure the bearing liner locks are aligned when installing the liners. Slide the liner in position. Never push on the center of the liners.*

STEP 158

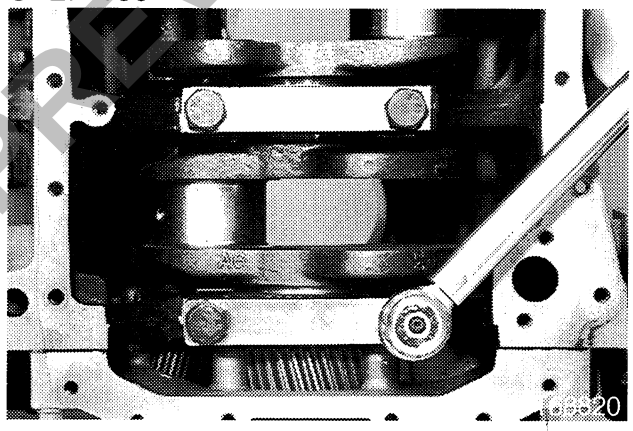


6L92

Measure the length of the main bearing bolt. If the bolt length is more than 119.25 mm the bolt must be replaced.

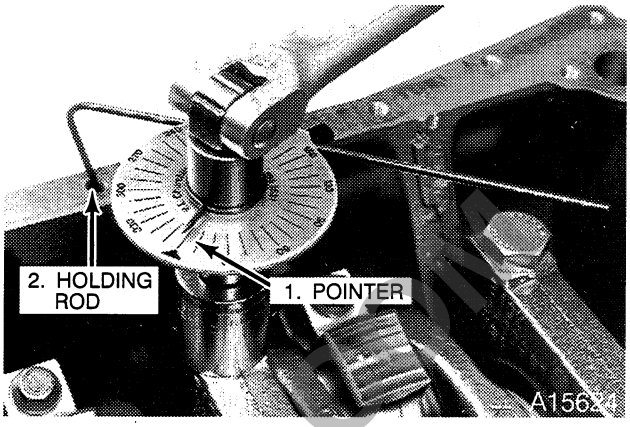
IMPORTANT: *Each bolt length must be checked before installation.*

STEP 159



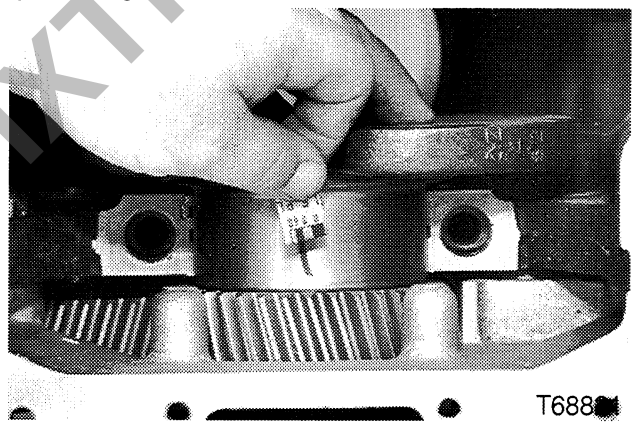
Install the bearing cap and tighten the mounting bolts to a torque of 80 Nm.

STEP 160



Install the torque angle gauge. Position and lock the holding rod. Turn the pointer to 60 degrees. Tighten the bolt until the pointer is at 0 degrees.

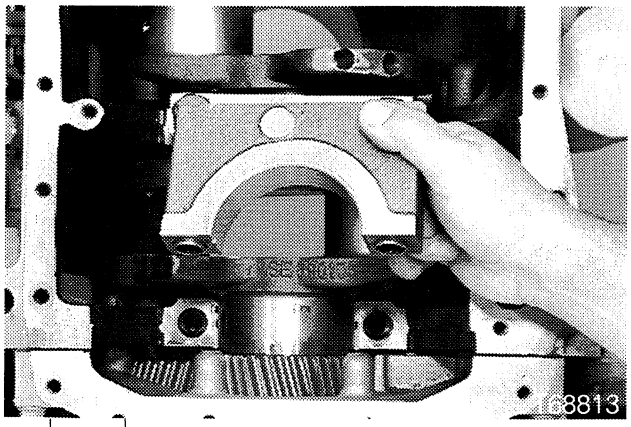
STEP 161



Remove the bearing cap and check the clearance. Clearance must be 0.041 to 0.140 mm. New liners must be installed if the clearance is more than 0.140 mm.

NOTE: *The crankshaft must be machined if the clearance is more than 0.119 mm with the new liners.*

STEP 162



Add lubrication to the bearing liners and install the bearing cap.

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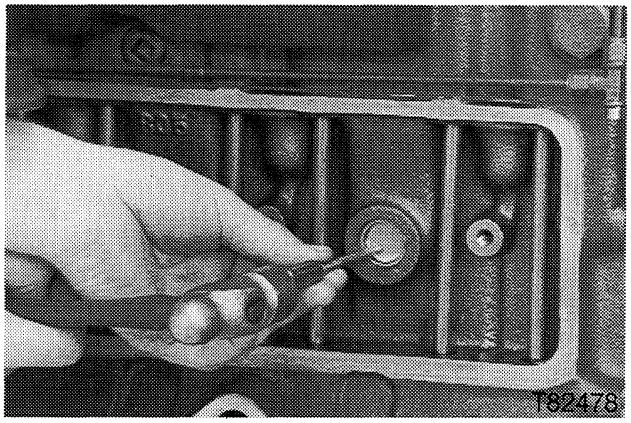
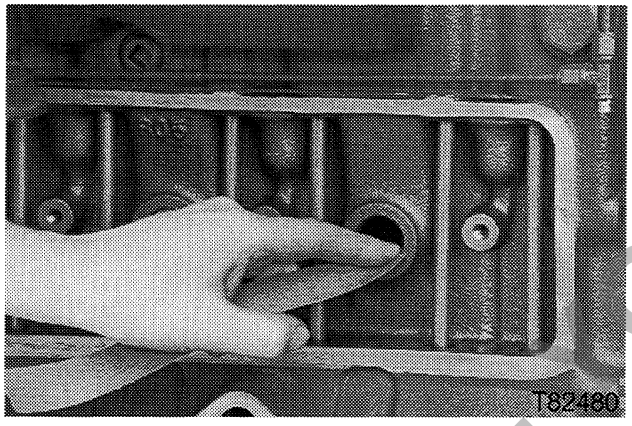
26 mm Expansion Plugs

STEP 315



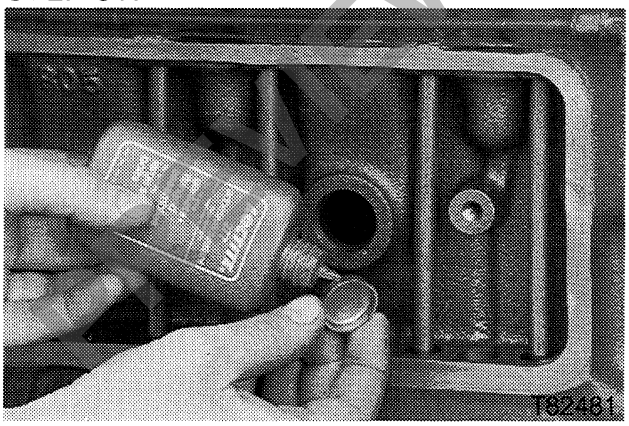
Remove the expansion plug from the cylinder block.

STEP 316



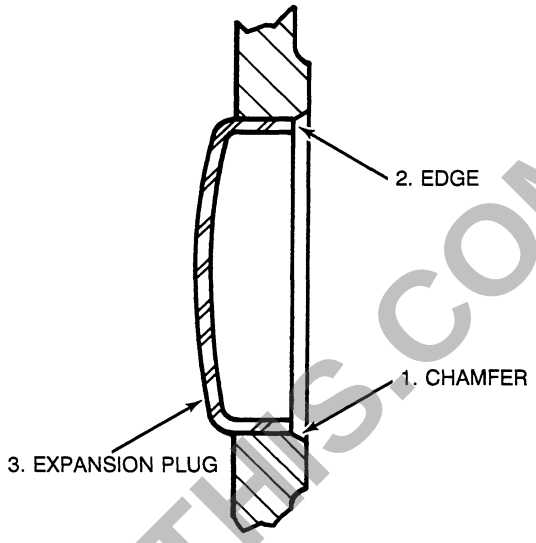
Clean the sealing surface of all foreign material.

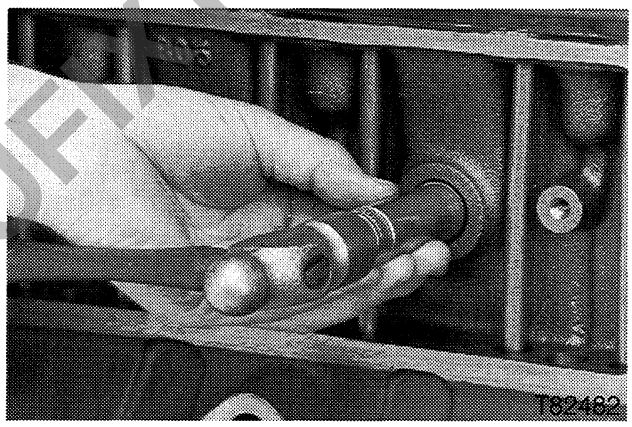
STEP 317



Apply Loctite 277 to the sealing surface of the expansion plug.

STEP 318





Install the expansion plug into the cylinder block until the top edge of the expansion plug is even with the bottom edge of the chamfer.

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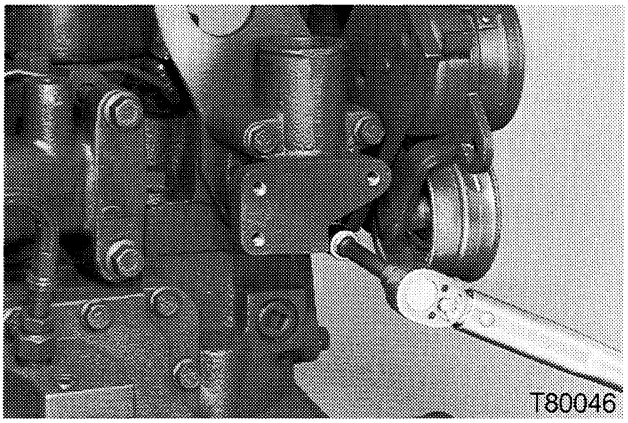
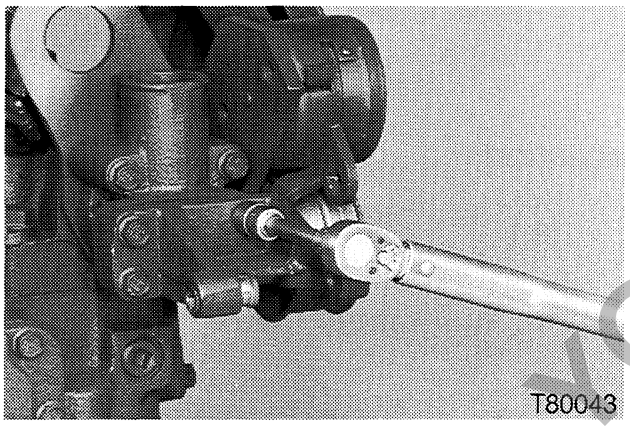
STEP 14



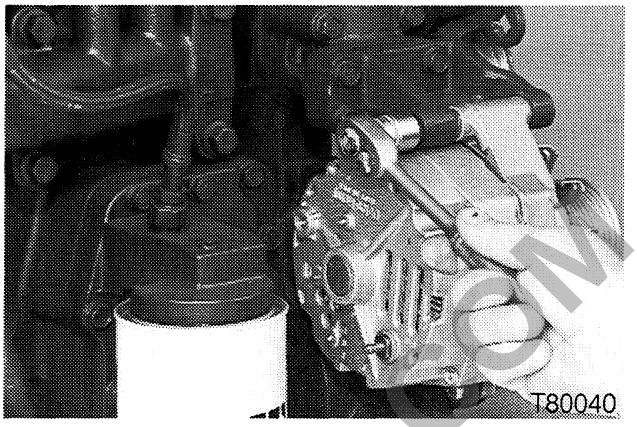
Install the thermostat housing assembly. Tighten the bolts to a torque of 21 to 27 Nm.

STEP 15



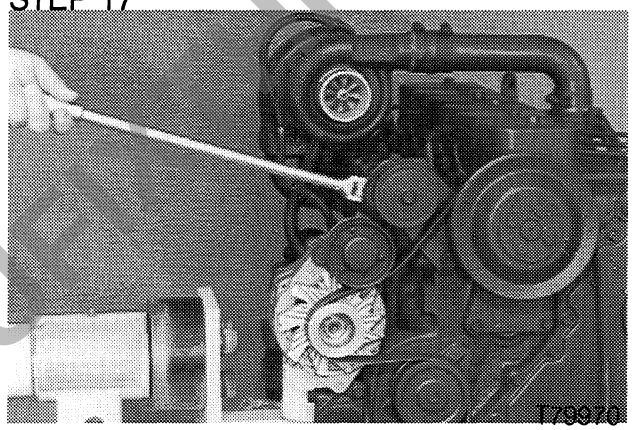
Install the alternator bracket and tighten the bolts to a torque of 21 to 27 Nm.

STEP 16



Install the alternator and tighten the bolts.

STEP 17



Lift the belt tensioner pulley and install the fan belt.

IMPORTANT: *See Step 25 through 27 to remove the air from the cooling system.*

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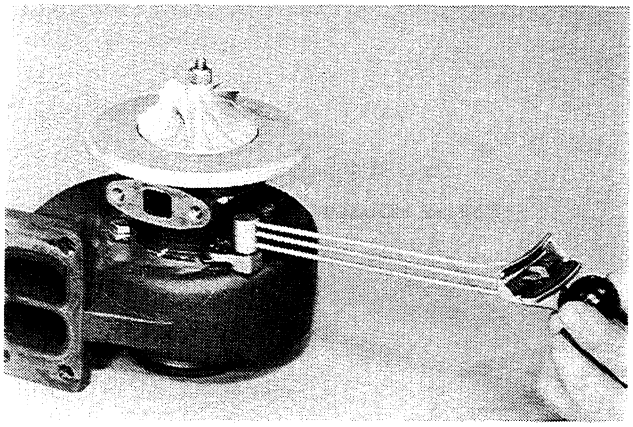
STEP 86



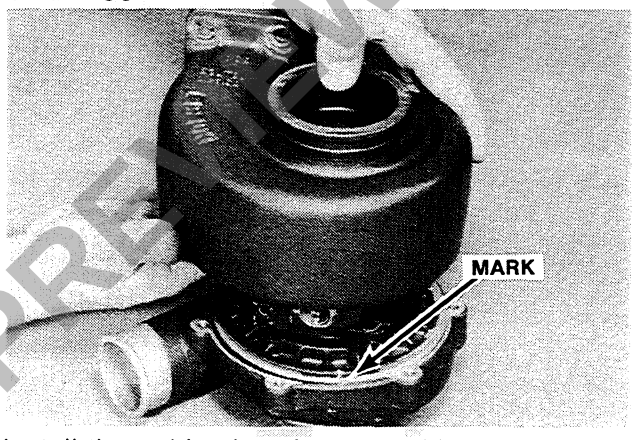
Install the new turbine housing bolts and tighten to a torque of 96 lb inch (11 Nm)(1.1 kgm).

STEP 87



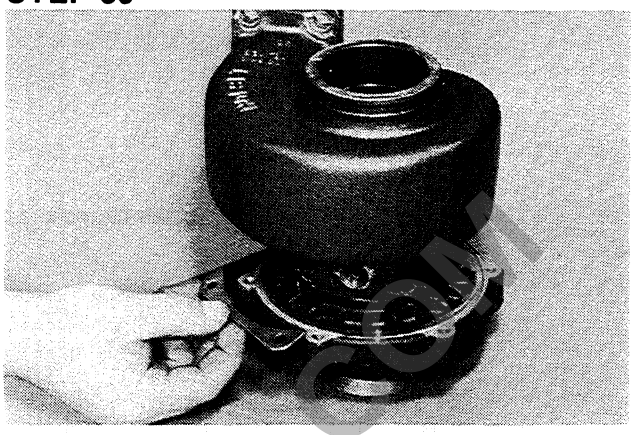
Bend the tabs on the lock plates.

STEP 88



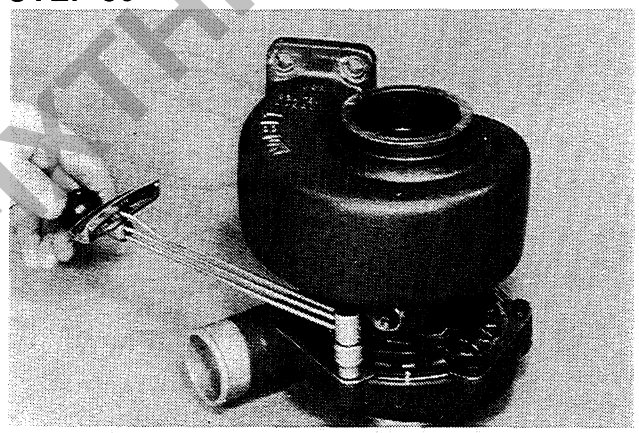
Install the turbine housing assembly on the compressor housing. Make sure the mark on the center housing is in align with the mark on the compressor housing.

STEP 89



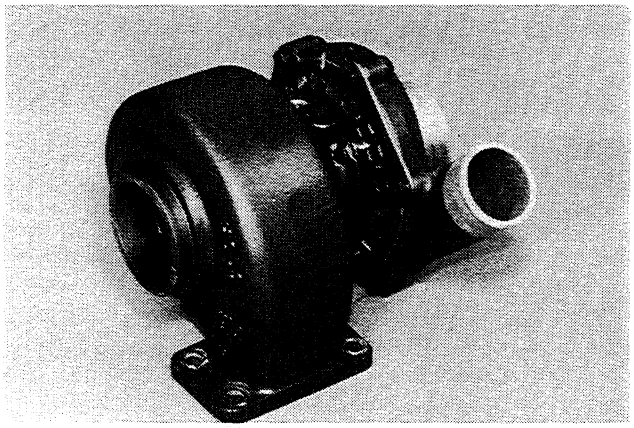
Install the compressor housing mounting plates.

STEP 90



Install new lock washers and bolts in the compressor housing. Tighten the bolts to a torque of 48 lb inch (6 Nm)(0.6 kgm).

STEP 91



Turbocharger completely assembled.

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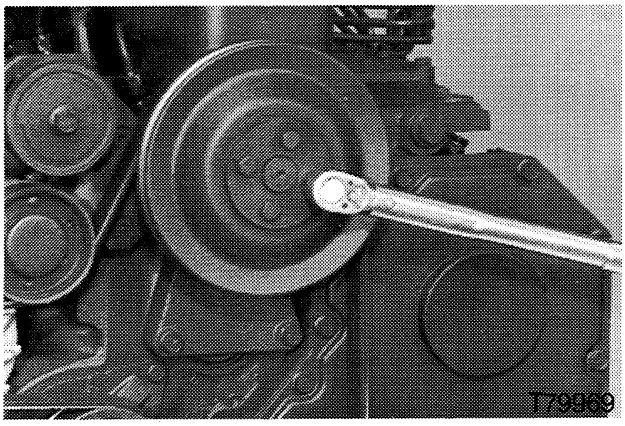
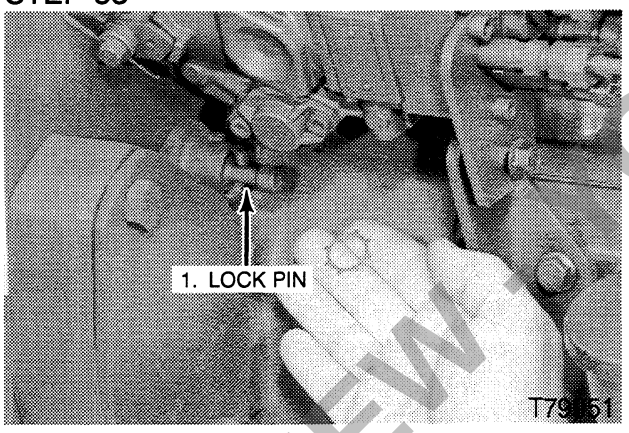
STEP 52



Torque the fan pulley bolts as follows:
Grade 8.8 (Size M8)..... 25 to 31 Nm
Grade 10.9 (Size M8)..... 37 to 43 Nm
Grade 8.8 (Size M10)..... 51 to 62 Nm
Grade 10.9 (Size M10)..... 51 to 62 Nm

TIMING LOCK PIN
Removal

STEP 53



Remove the retaining ring and lock pin from the lock pin housing.

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SECTION INDEX - ELECTRICAL

Section Title	Section Number
Electrical Specifications and Troubleshooting	4001
Electrical Schematic Foldout	In Rear Pocket
Batteries	4002
Systems Display Panel	4005
Starter and Starter Solenoid	4006
Alternator	4009

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(58) WIPER SWITCH

Check Points	Reading	Possible Cause of Bad Reading
NOTE: *Put the key switch in the ON position.*		
Terminal for blue wire to ground.	24 volts	Bad circuit between the wiper switch and the 15 ampere fuse in the fuse panel (65). Also check the fuse panel (65).
Terminal for blue wire to terminal for black wire.	24 volts	Bad ground circuit.
NOTE: *Put the wiper switch in the intermittent position.*		
Terminal for blue/yellow wire to ground.	24 volts	Bad wiper switch.
Terminal for blue/white wire to ground.	24 volts	Bad wiper switch.
NOTE: *Put the wiper switch in the continuous position.*		
Terminal for blue/white wire to ground.	24 volts	Bad wiper switch.
NOTE: *Put the wiper switch in the washer position. Hold the wiper switch in the washer position and check for voltage.*		
Terminal for blue/black wire to ground.	24 volts	Bad wiper switch.

(59) HEATER SWITCH

Check Points	Reading	Possible Cause of Bad Reading
Black wire to ground.	Continuity	Bad ground circuit.
NOTE: *Disconnect the connector from the heater switch, and check for voltage at the wiring connector. Put the key switch in the ON position.*		
Terminal for blue/black wire to terminal for black wire.	24 volts	Bad circuit between the heater switch and the heater motor (62). Also check the heater motor (62).
Terminal for blue/orange wire to terminal for black wire.	13 volts	Bad circuit between the heater switch and the heater motor (62). Also check the heater motor (62).
Terminal for blue/white wire to terminal for back wire.	6 volts	Bad circuit between the heater switch and the heater motor (62). Also check the heater motor (62).

NOTE: *If the readings are good, replace the heater switch.*

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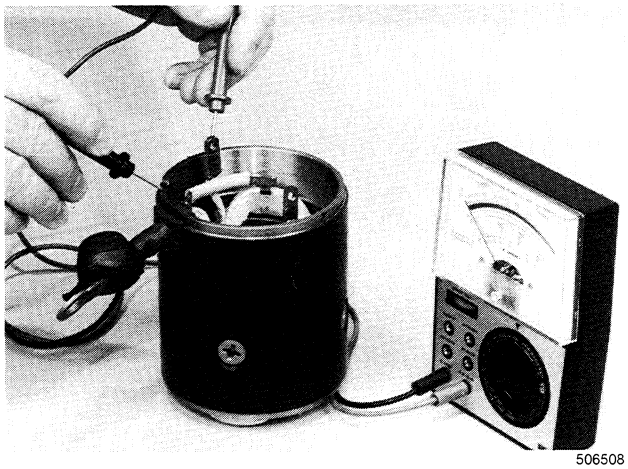
Field Coil Test

1. Hold the leads of an ohmmeter against one of the leads from the field coil and against the field frame. The needle of the ohmmeter must not move.



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2. If the needle of the ohmmeter moved, install a new field assembly.

3. Hold one of the leads of the ohmmeter against the end of the cable. Hold the other lead of the ohmmeter against one of the leads from the field coil and read the ohmmeter. Move the lead of the ohmmeter to the other lead from the field coil and read the ohmmeter. The needle must move in both tests.



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Section

5002

TRACKS, ROLLERS, AND IDLERS

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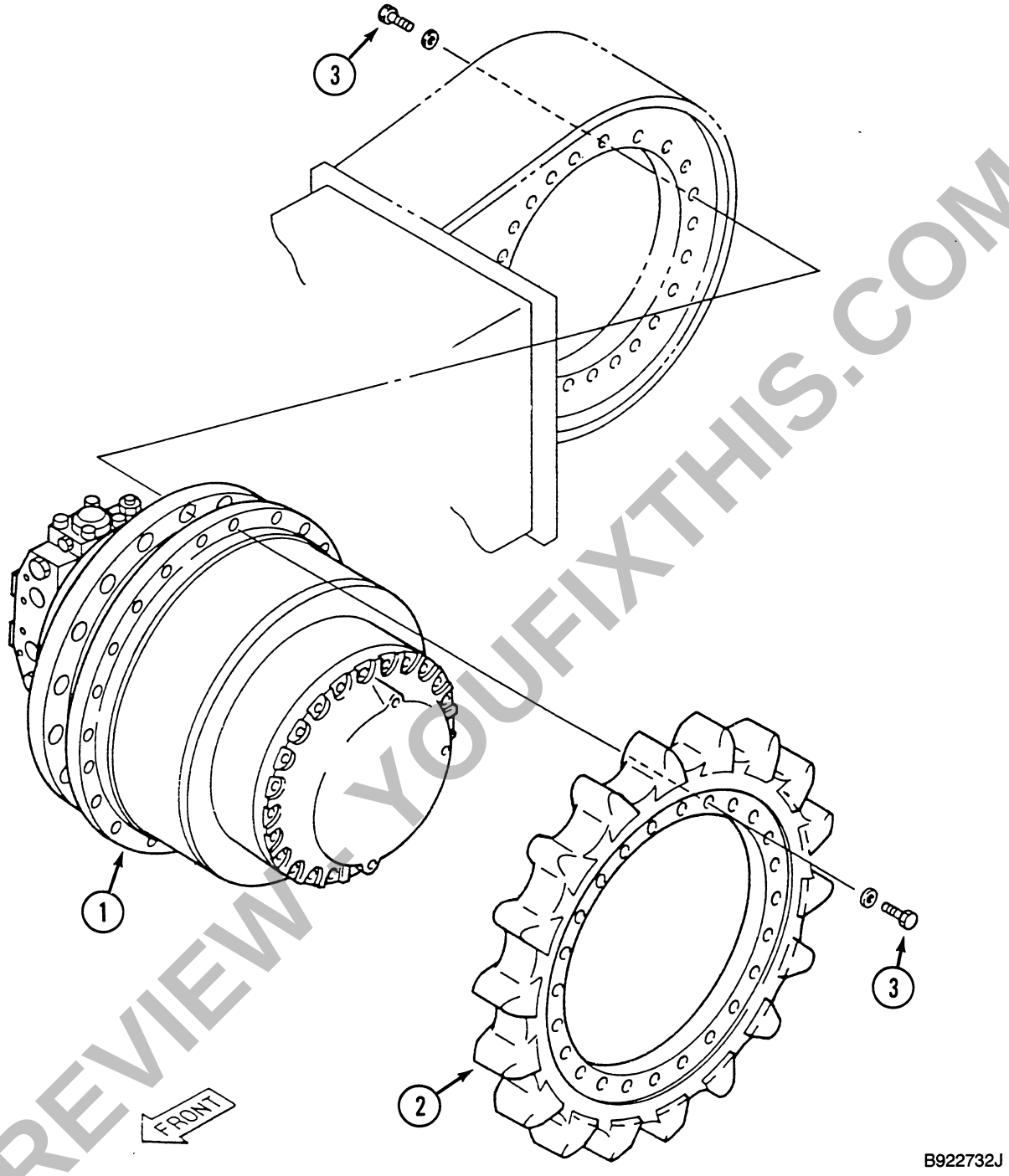

1. Drive Motor And Final Drive Transmission
2. Sprocket
3. Tighten to 197 to 230 pound-feet (267 to 312 Nm)

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4. Put the arm and swing control lever in the ARM OUT position until the arm is completely out.

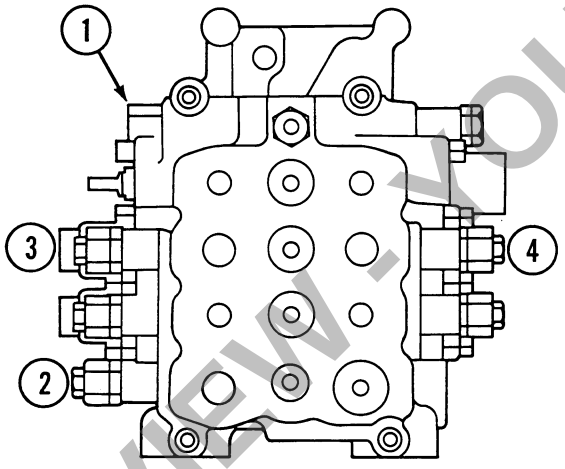
5. Run the engine at full throttle.

6. Hold the arm and swing control lever in the ARM OUT position and read the pressure gauge.

7. The pressure must be 4856 to 5140 psi (33 482 to 35 440 kPa, 335 to 354 bar).

8. If the pressure is not correct, loosen the lock nut on the main relief valve. Turn the adjustment screw clockwise to increase the pressure or counterclockwise to decrease the pressure. Check the pressure again. Repeat adjustment as necessary. Tighten the lock nut.

9. See "Test for Circuit Relief Valve for Arm Out Circuit" on page 22. Loosen the lock nut on the circuit relief valve for the arm out circuit. Turn the adjustment screw counterclockwise approximately one half turn. Then follow the procedure to check the pressure of the circuit relief valve. Adjust the pressure if necessary. When the pressure is correct, tighten the lock nut.



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1. Three Spool Section of Control Valve (View from LH Side of Control Valve)
2. Main Relief Valve for LH Travel Circuit
3. Circuit Relief Valve for Arm In Circuit
4. Circuit Relief Valve for Arm Out Circuit

Test for Circuit Relief Valves for Swing Circuits

1. Do the steps under "Preparation for Test No. 1 or Test No. 2 Pressure Tests" on page 16.

2. Make sure that the mode select system is in the S mode.

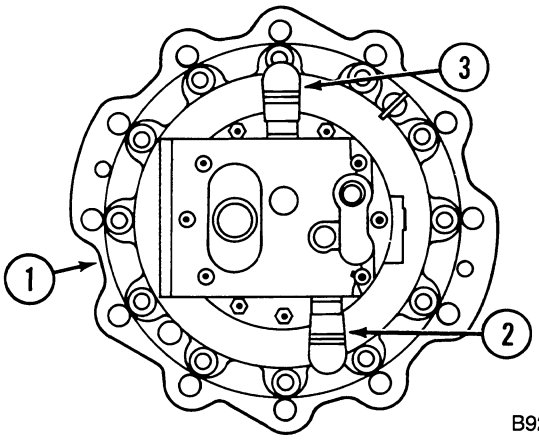
3. Make sure that the free swing switch is in the OFF position.

4. Run the engine at full throttle.

5. Hold the arm and swing control lever in the SWING RIGHT position and read the pressure. Then hold the arm and swing control lever in the SWING LEFT position and read the pressure.

6. The pressure in each position must be 3280 to 3570 psi (22 616 to 24 616 kPa, 226 to 246 bar).

7. If the pressure is not correct, remove the cap from the circuit relief valve. Loosen the lock nut on the circuit relief valve. Turn the adjustment screw clockwise to increase the pressure or counterclockwise to decrease the pressure.



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1. Swing Motor (View from Top)
2. Circuit Relief Valve for LH Swing Circuit
3. Circuit Relief Valve for RH Swing Circuit

8. Check the pressure again. Repeat adjustment as necessary.

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SPECIFICATIONS 2

REMOVAL OF THE MAIN CONTROL VALVE 2

INSTALLATION OF THE MAIN CONTROL VALVE 3

SPECIFICATIONS

Hydraulic reservoir capacity ..... 61.6 U.S. gallons (233 litres)

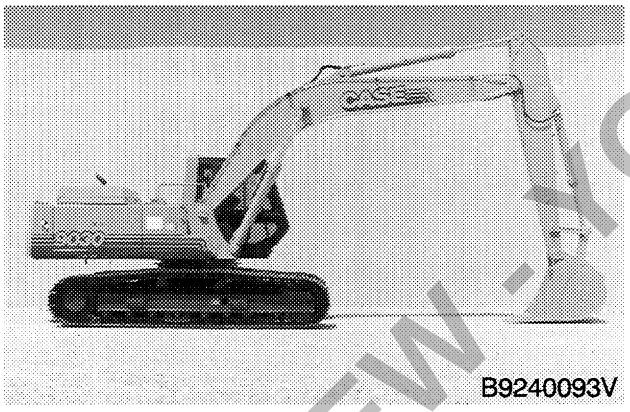
Weight of the main control valve ..... 265 pounds (120 kg)

Special torques

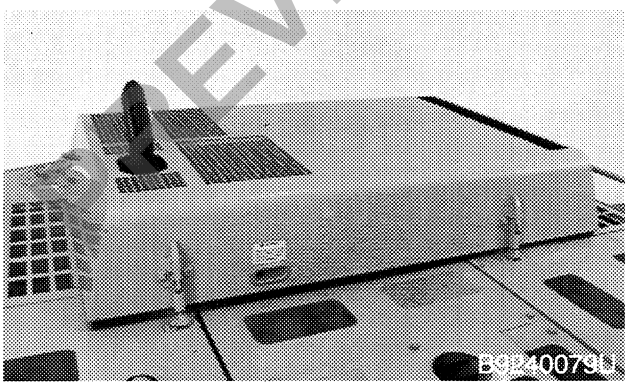
Cap screws that fasten the main control valve to the mounting bracket ..... 178 to 208 pound-feet (242 to 282 Nm)

REMOVAL OF THE MAIN CONTROL VALVE

1. Park the machine on a hard level surface. Lower the tool to the floor and stop the engine.



2. Open the access door over the engine.



3. Remove the cover over the main control valve (1).

4. Clean the main control valve (1) and the area around the main control valve (1).

5. Drain the hydraulic reservoir. The hydraulic reservoir holds 61.6 U.S. gallons (233 litres).

6. Put identification tags on the control cables (7) connected to the spools in the main control valve (1) for correct assembly.

7. Disconnect the control cables (7) from the spools.

8. Put identification tags on the hoses and tubes connected to the main control valve (1) for correct assembly.

9. Disconnect the hoses from the main control valve (1). Install a plug in each hose and a cap on each fitting. See Pilot Lines From the Main Control Valve on page 4.

10. Disconnect the tubes from the main control valve (1). Remove the tubes from the main control valve (1) as required so that the main control valve (1) can be free of obstructions. Install a plug in each tube and a cap on each fitting.

11. Connect acceptable lifting equipment to the main control valve (1). The weight of the main control valve (1) is 265 pounds (120 kg).

12. Remove the cap screws (6), hardened washers (5), and washers (3) that hold the main control valve (1) to the mounting bracket.

13. Lift the main control valve (1) and remove the main control valve (1) from the machine.

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Section

8010

CUSHION CONTROL VALVE

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