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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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CAPACITIES AND LUBRICANT SPECIFICATIONS

Fuel Tank
- Capacity ..... 74 U.S. gallons (280 litres)
- Type of fuel ..... See Diesel Fuel on page 6

Engine Oil Capacity
- Capacity with filter change ..... 21.2 U.S. quartss (20 litres)
- Type of Lubricant ..... Case IH Engine Oil, see Engine Lubrication on page 5

Engine Cooling System
- Capacity ..... 6.8 U.S. gallons (25.8 litres)
- Type of coolant ..... Use a mixture of 55% ethylene glycol and 45% water. If lowest ambient temperature will be below -34˚F (1.11˚C) adjust the mixture.

Hydraulic Reservoir
- Tank capacity ..... 43 U.S. gallons (163 litres)
- System capacity ..... 92.5 U.S. gallons (350 litres)
- Type of fluid ..... See Hydraulic Oil Chart on page 4

Swing Gearbox
- Capacity ..... 2.9 U.S. gallons (11 litres)
- Type of lubricant ..... Case IH 135H EP Gear Lube

Swing Ring Gear
- Capacity ..... 48.5 pounds (22 kg)
- Type of lubricant ..... Case No. 2 Lithium Grease

Turntable Bearing
- Capacity ..... As required
- Type of lubricant ..... Case No. 2 Lithium Grease

Final Drives
- Capacity ..... 3.6 U.S. quarts (3.4 litres)
- Type of lubricant ..... Case IH 135H EP Gear Lube

Track Roller
- Capacity ..... 7.5 ounces (230 cc)
- Type of lubricant ..... Shell Rimula Oil No. 30 or equivalent to API Class CD, SAE 30

Carrier Roller
- Capacity ..... 3.6 ounces (110 cc)
- Type of lubricant ..... Shell Rimula Oil No. 30 or equivalent to API Class CD, SAE 30

Idler Wheel
- Capacity ..... 8.2 ounces (250 cc)
- Type of lubricant ..... Shell Rimula Oil No. 30 or equivalent to API Class CD, SAE 30

Track Adjustment Cylinder
- Capacity ..... As required
- Type of lubricant ..... Case No. 2 Lithium Grease

Grease Fitting
- Type of lubricant ..... Case No. 2 Lithium Grease

Batteries
- Capacity ..... As required
- Type of lubricant ..... Use drinking or distilled water

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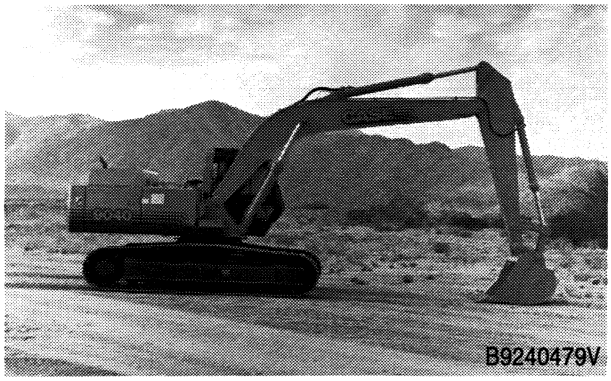
ENGINE

Removal

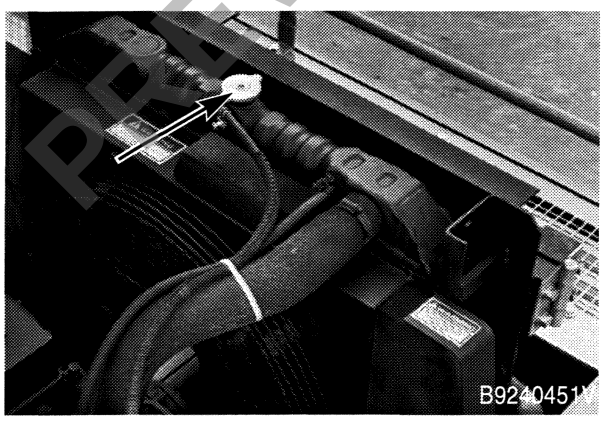
1. Park the machine on a hard level surface. Lower the tool to the floor and stop the engine.



2. Open the access doors 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 6.8 U.S. gallons (25.8 litres) of coolant.



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



1. 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).

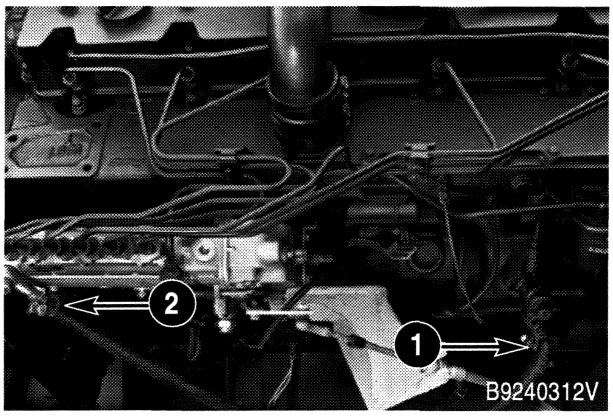
7. Disconnect the top (3) and bottom (4) radiator hoses from the radiator.

8. Disconnect the hose (2) for the coolant reservoir from the radiator.

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

10. Remove the cap screws (12) and hardware that hold the fan 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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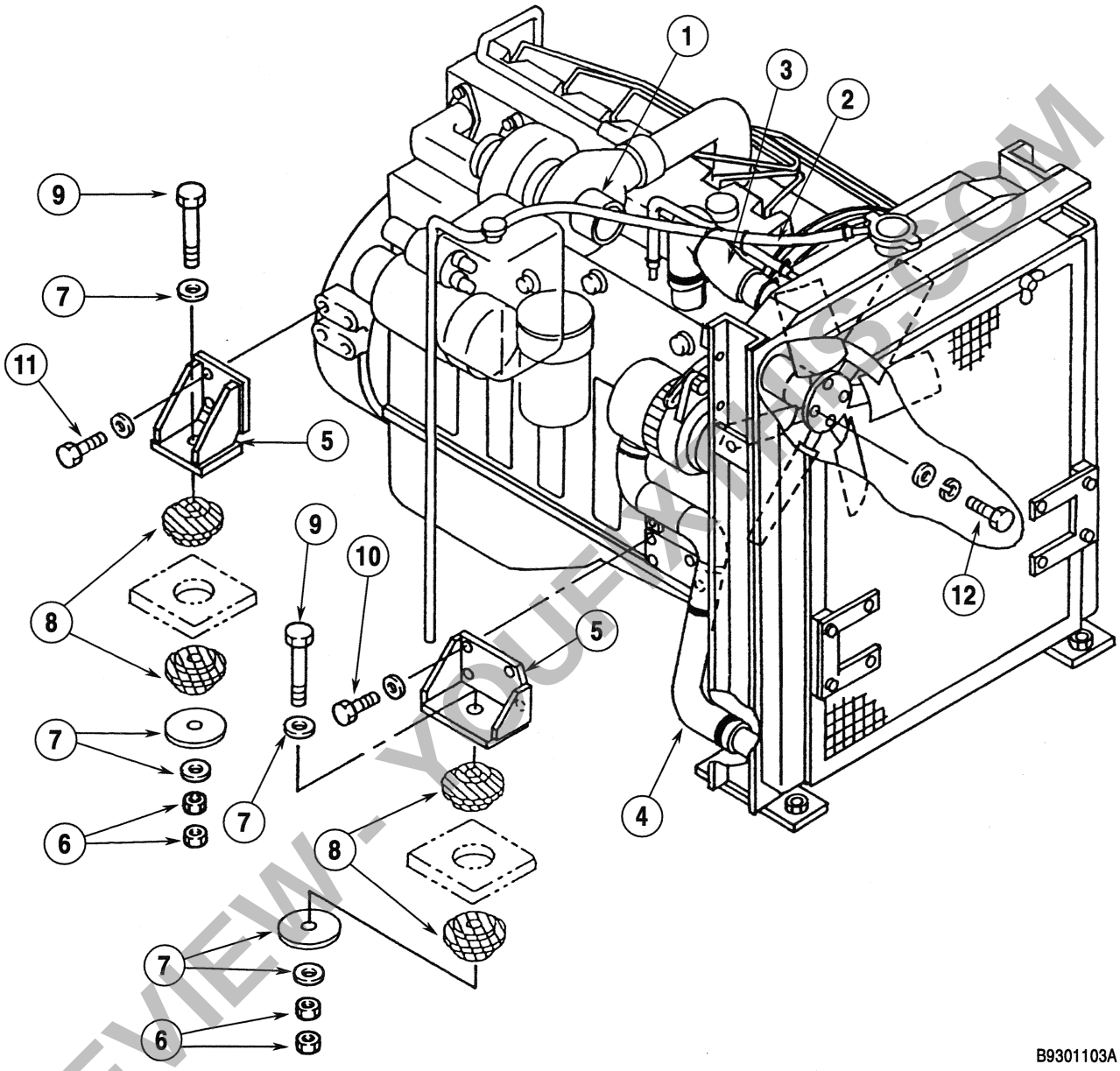

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1. *Disconnect Hose for Air Cleaner Here*
2. *Hose for the Coolant Reservoir*
3. *Top Radiator Hose*
4. *Bottom Radiator Hose*
5. *Engine Mounting Bracket*
6. *Self-Locking Nut*
7. *Washer*
8. *Insulator*
9. *Tighten to 137 to 159 pound-feet (186 to 215 Nm)*
10. *Tighten to 48 to 56 pound-feet (65 to 76 Nm)*
11. *Tighten to 80 to 93 pound-feet (108 to 126 Nm)*
12. *Tighten to 38 to 45 pound-feet (51 to 61 Nm)*

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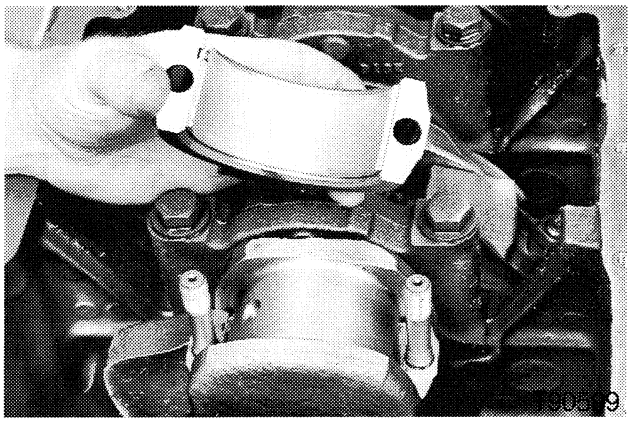
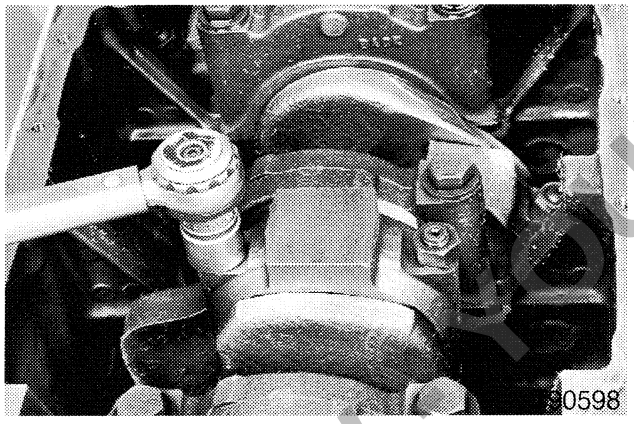
STEP 229



Install the bearing caps.

NOTE: *Make sure the number on the bearing cap is equal to the number on the connecting rod.*

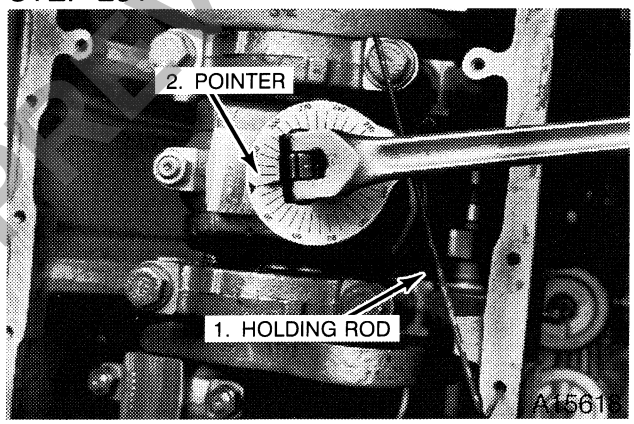
STEP 230



Torque the connecting rod bolts. See below.

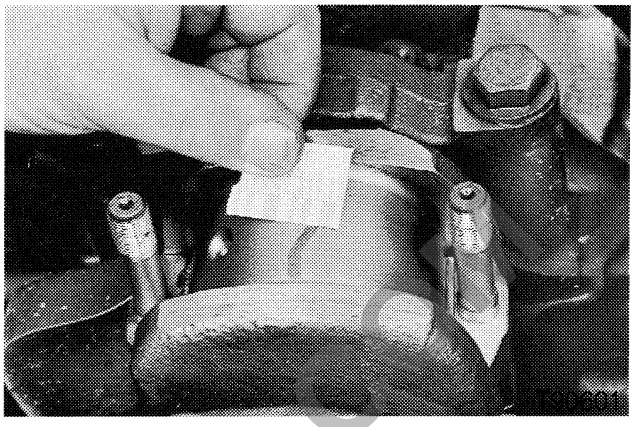
Step 1 - Torque to 40 Nm
Step 2 - Torque to 95 Nm

STEP 231



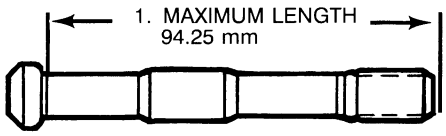
Install the torque angle gauge. Position and lock the holding rod. Turn the pointer to 60 degrees. Tighten the main bearing bolt until the pointer is at 0 degrees.

STEP 232



Remove the bearing caps and check the clearance. The clearance must be 0.033 to 0.117 mm. If the clearance is more than 0.117 mm, undersize bearing liners must be installed and reconditioning of the bearing journals must be done. Install new bearing liners which will give a clearance of 0.033 to 0.117 mm.

STEP 233

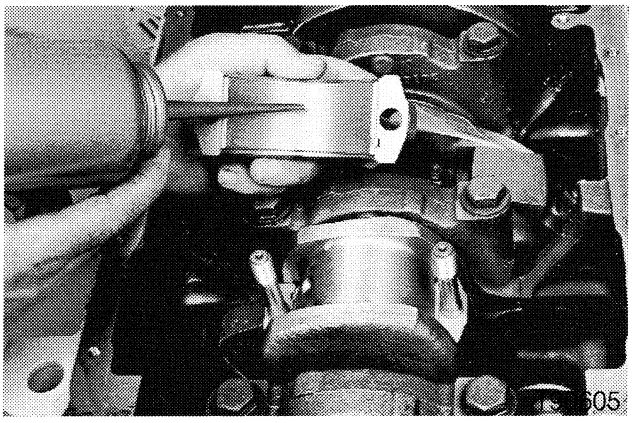


8L92

Measure the length of the main bearing bolts. If the bolt length is more than 128.75 mm the main bearing bolt must be replaced.

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

STEP 234



Add lubrication to the bearing liners. Use clean engine oil.

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Troubleshooting guide for the diesel fuel injection system.

NOTE: *It is assumed that the engine is in good working order and properly tuned, and that the electrical system has been cheked and repaired as necessary.*

SYMPTOM: Starting Problem	Engine surges at idle	Rough idle when engine is warm	Engine misses under load	Low Power	Excessive Fuel Consumption	Engine cannot be shut off	Poor performance or black smoke or low power	Fog-like exhaust in full-load range (white or blue)	Incorrect idle or maximum speed	Engine does not rev up	CAUSE † REMEDY
■		■	■	■			■	■		■	Improper fuel in the tank † Drain tank, flush system, fill with proper fuel
■	■		■	■				■		■	Tank empty or tank vent blocked † Fill tank/bleed system, check tank vent (See Section 3410)
■	■	■	■				■	■		■	Air in the fuel system † Bleed fuel system, eliminate air leaks (See Section 3410)
■						■					Voltage supply malfunction/stop solenoid defective † Correct electrical faults/replaces stop solenoid (See Section 3412)
■			■	■				■		■	Fuel filter blocked † Replace fuel filter (See Section 3410)
■			■	■				■		■	Fuel-supply lines blocked/restricted † Test all fuel supply lines -flush or replace
■			■	■							Loose connections, injection lines leak or broken † Tighten the connection, eliminate the leak
■			■					■		■	Paraffin deposit in fuel filter † Replace filter, use Diesel Fuel No. 1 (See Operators Manual)
■			■	■	■		■	■		■	Pump-to-engine timing incorrect † Readjust timing (See Section 3412)
		■	■	■	■		■				Injection nozzle defective † Repair or replace (See Section 3413)
			■	■			■				Engine air filter blocked † Replace air filter element
■		■		■	■		■				Injection sequence does not correspond to firing order † Install fuel injection lines in the correct order (See Section 3412)
	■		■	■				■	■	■	Overflow fitting interchanged with inlet fitting † Install fittings in their proper positions (See Section 3412)
■	■				■		■		■	■	Cold-start device malfunction (If equipped) † Check cold-start mechanism (if equipped)
■		■		■			■			■	Low or uneven engine compression † Repair as necessary (See Section 2425)
■	■	■	■	■	■		■	■	■	■	Fuel injection pump defective or cannot be adjusted † Replace (See Section 3412)

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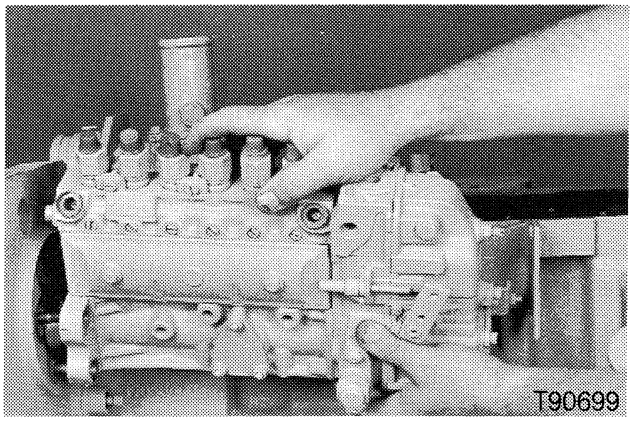
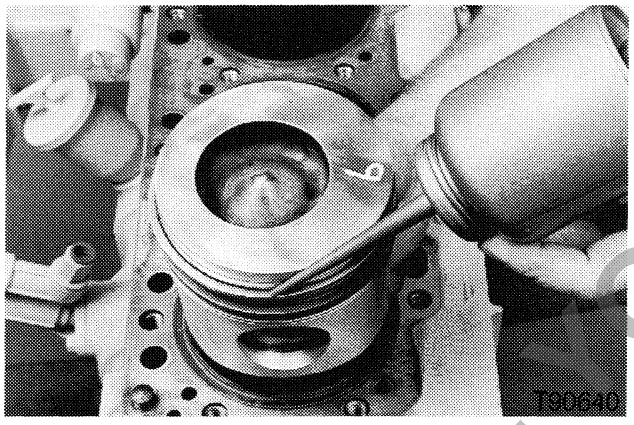
STEP 223



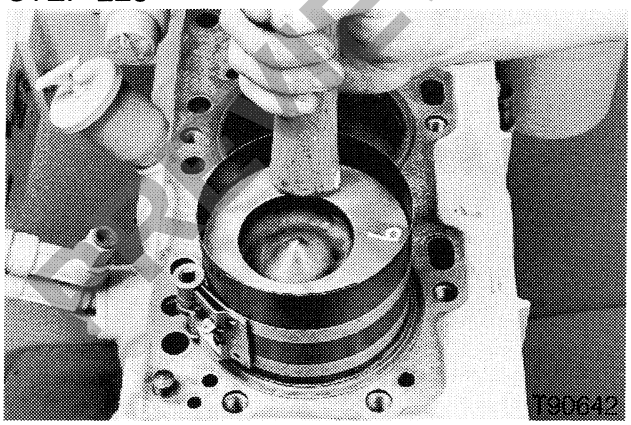
Install the injection pump, shutoff solenoid and the hand primer pump. See Section 3412 in the service manual.

STEP 224



Add lubrication to the cylinder walls and piston rings. Use clean engine oil.

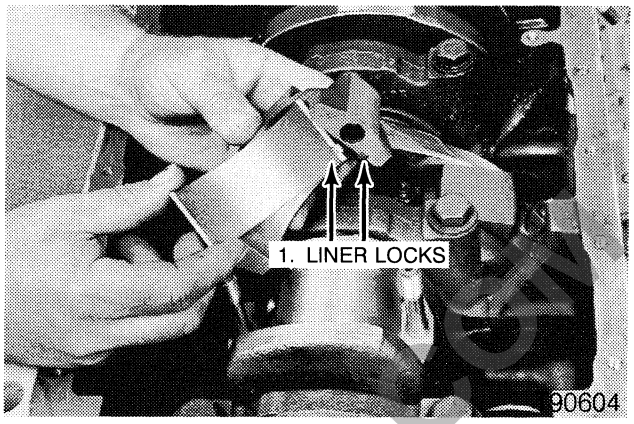
STEP 225



Install the ring compressor on the piston and carefully push the piston down into the cylinder.

IMPORTANT: *Make sure that the mark FRONT is toward the front of the engine. Make sure the correct connecting rod is in the correct cylinder.*

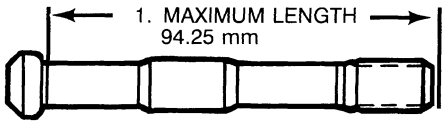
STEP 226



Install the bearing liners on the connecting rods and rod caps.

IMPORTANT: *Make sure the liner locks are aligned when installing the liners. Use a sliding type movement when installing the liners. Never push on the center of the liners.*

STEP 227

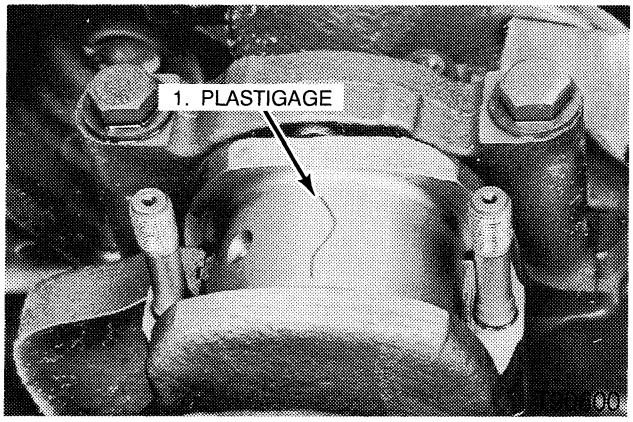


8L92

Measure the length of the main bearing bolts. If the bolt length is more than 128.75 mm the main bearing bolt must be replaced.

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

STEP 228



Clean the connecting rod journals and the bearing liners. Put a piece of plastigage on the rod cap liner or the rod journals.

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Section

1001

STANDARD TORQUE SPECIFICATIONS FOR 9000 SERIES EXCAVATORS

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Bur 7-44790

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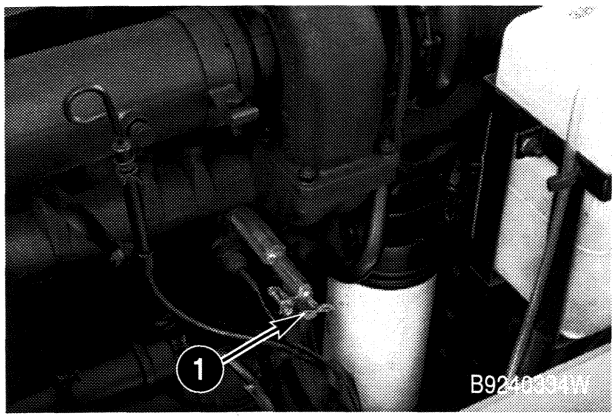
D. Close the shutoff valve for the heater at the top rear of the engine.



1. Shutoff Valve

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 templerature (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.

J. Reduce the engine speed to low idle. Continue to run the engine at low idle for 30 seconds.

K. Stop the engine and let the coolant cool.

L. When the radiator feels COLD, remove the radiator cap and the cap for the coolant reservoir.

M. Fill the radiator with coolant. Install and tighten the radiator cap.

N. Fill the coolant reservoir with coolant to the FULL mark. Install the cap for the coolant reservoir.

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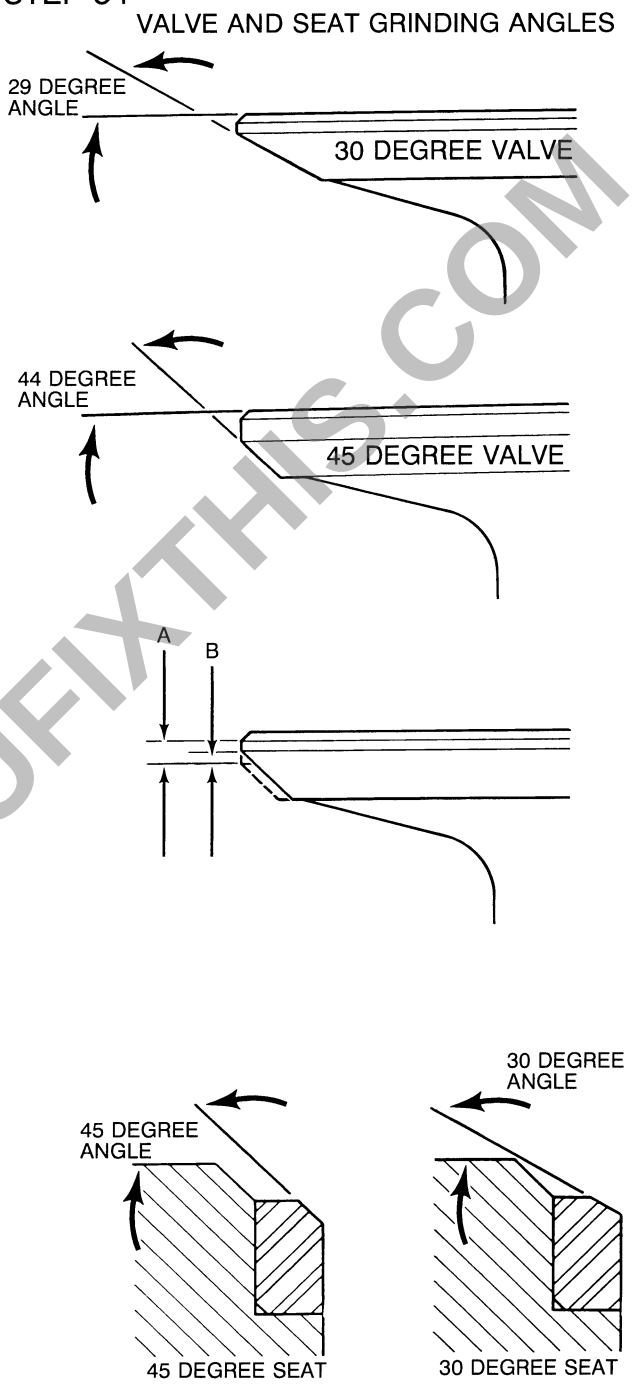
REFACING INTAKE VALVES, EXHAUST VALVES AND VALVE SEATS

STEP 53

The 45 degree exhaust valves are smaller in diameter than the intake valves.

The 30 degree intake valves are larger in diameter than the exhaust valves.

STEP 54



891L0

If dimension A and B is less than 1.5 mm, the valve must be replaced.

NOTE: *Use a precision seat grinder. Take very light cuts with the grinding stones so just enough metal is removed, to end up with a good smooth seat finish.*

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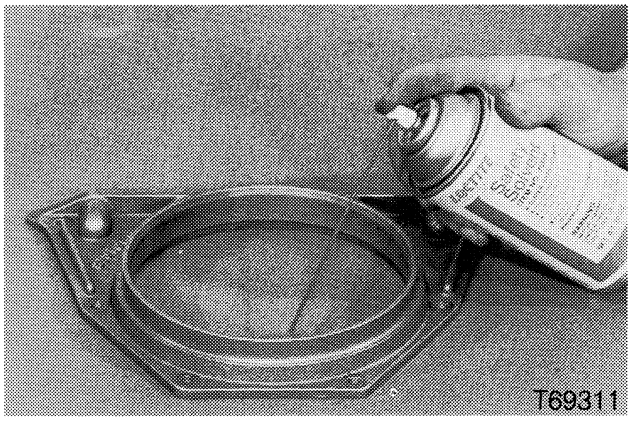
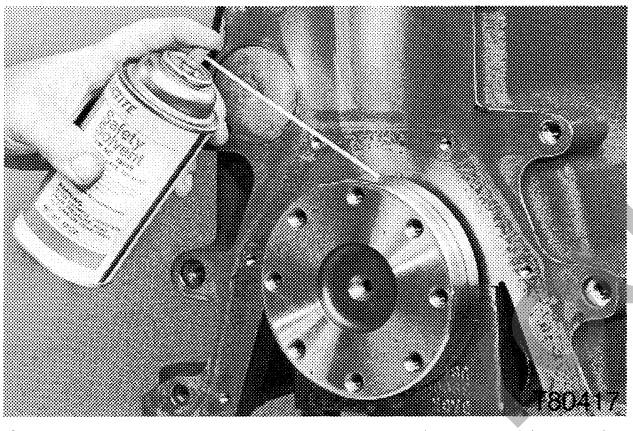
STEP 19



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

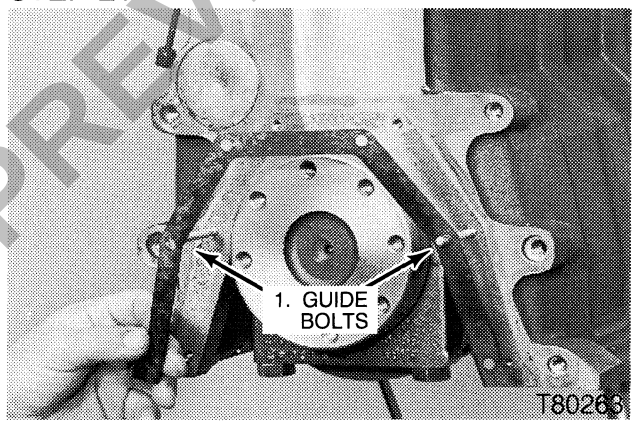
STEP 20



Clean the oil seal surface on the crankshaft with Loctite safety solvent.

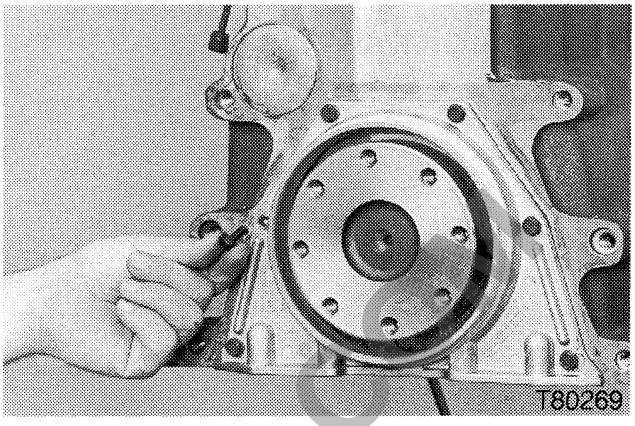
IMPORTANT: *The crankshaft sealing surface must be free of all oil and grease to prevent damage to the oil seal.*

STEP 21



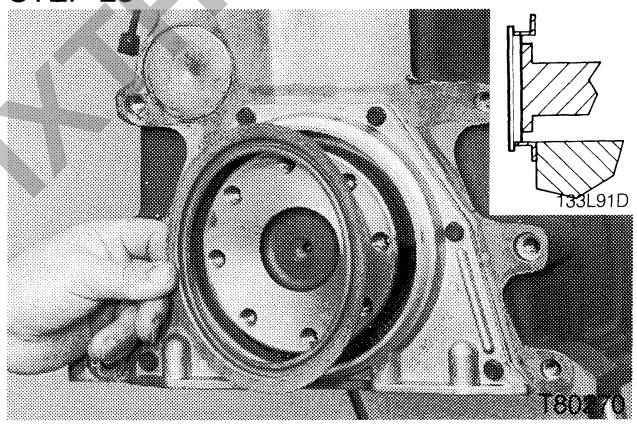
Install two guide bolts (M6 x 1.00 x 50 mm). Install a new seal carrier gasket.

STEP 22



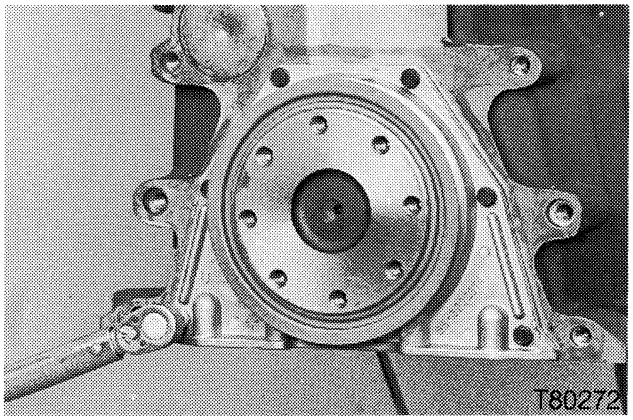
Install the seal carrier bolts. Remove the guide bolts. Do not tighten the seal carrier bolts.

STEP 23



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

STEP 24



Tighten the seal carrier bolts to a torque of 8 to 10 Nm.

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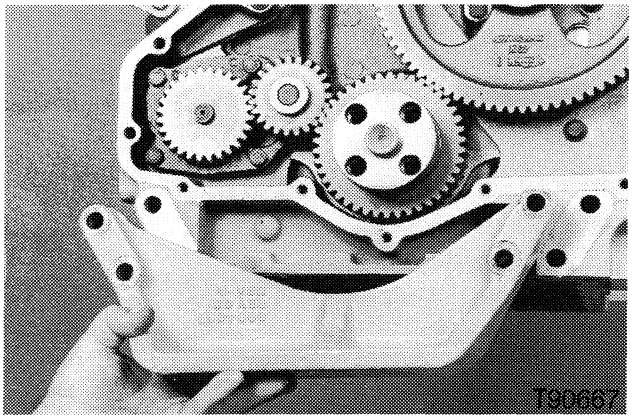
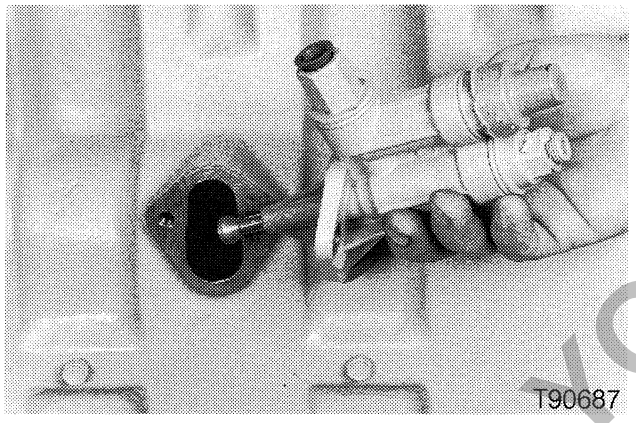
STEP 160



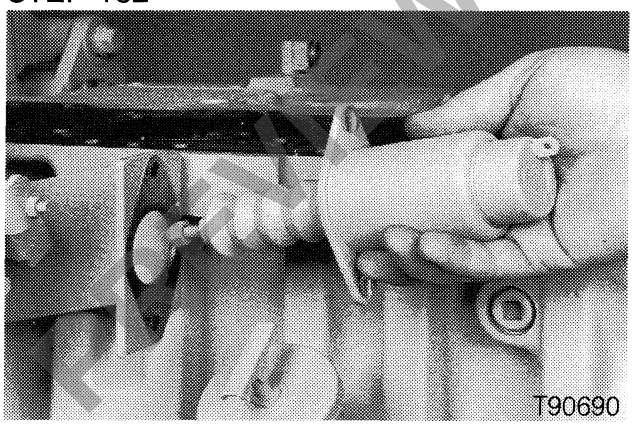
Remove the engine mounting plate bolts and the mounting plate.

STEP 161



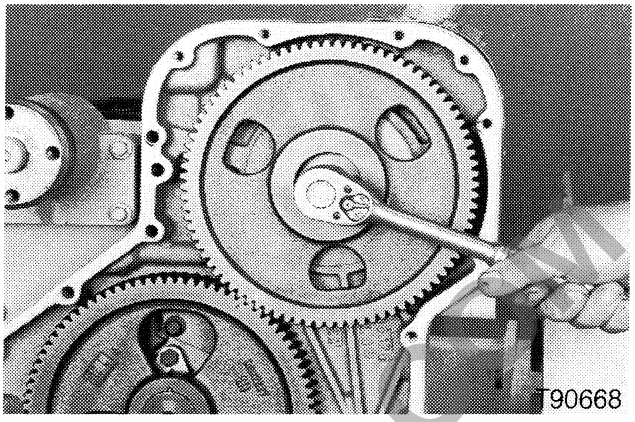
Remove the lift pump bolts and the lift pump.

STEP 162



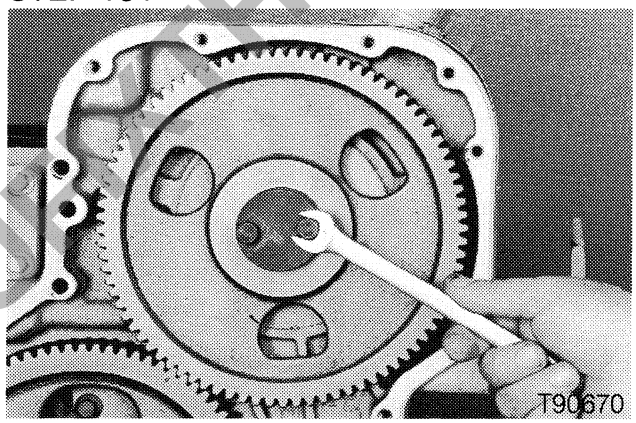
Remove the shutoff solenoid bolts and the shutoff solenoid.

STEP 163



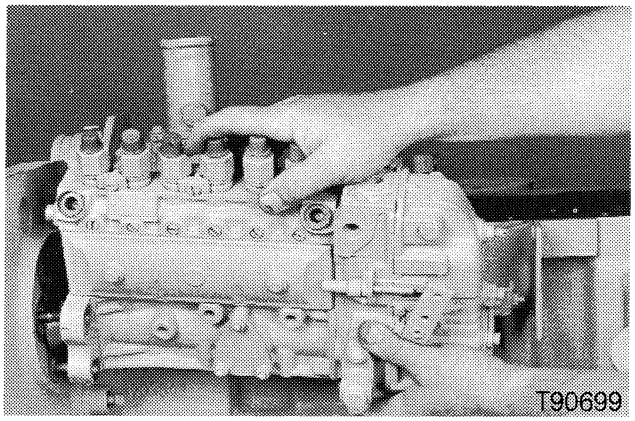
Remove the nut and washer from the injection pump drive gear.

STEP 164



Install the puller on the injection pump drive gear. Carefully tighten the bolts until the gear is loose on the injection pump shaft and remove the gear from the injection pump.

STEP 165



Remove the injection pump bolts and the injection pump from the front housing.

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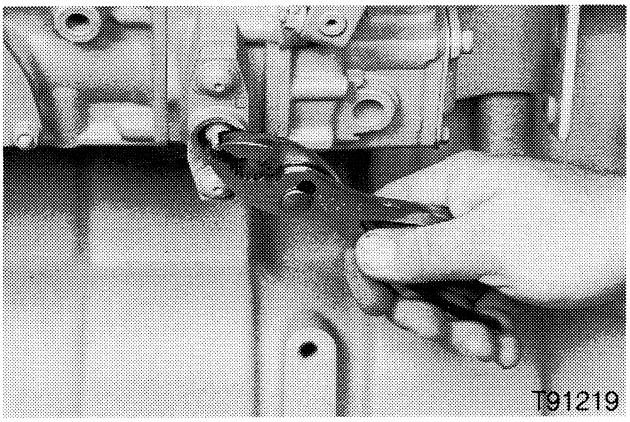
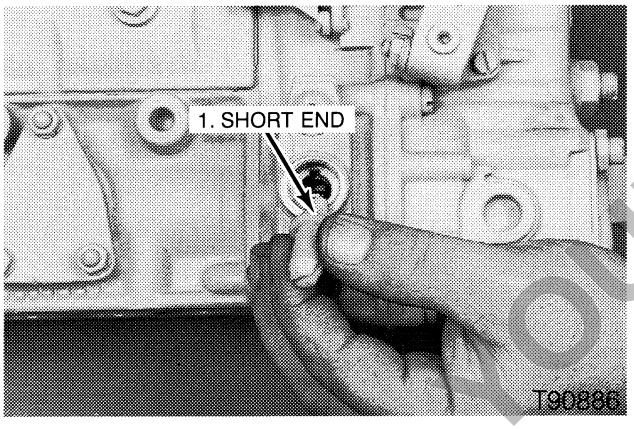
STEP 310



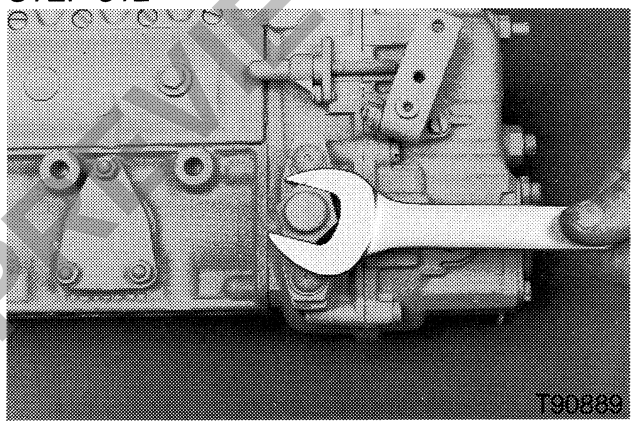
remove the injection pump timing pin cover and pull the timing pin out of the injection pump.

STEP 311



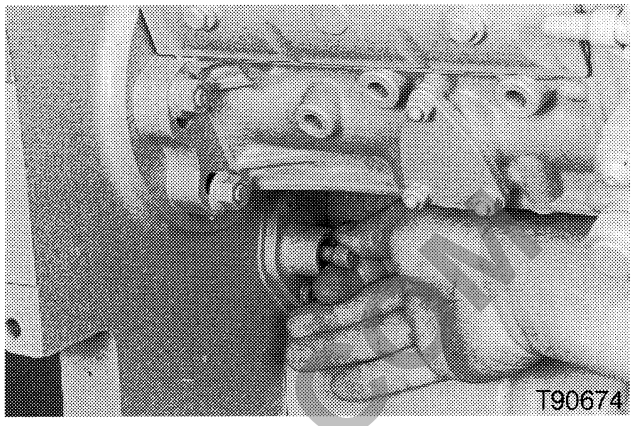
Turn the timing pin over and install the timing pin into the injection pump. The short end of the timing pin must be inside the pump.

STEP 312



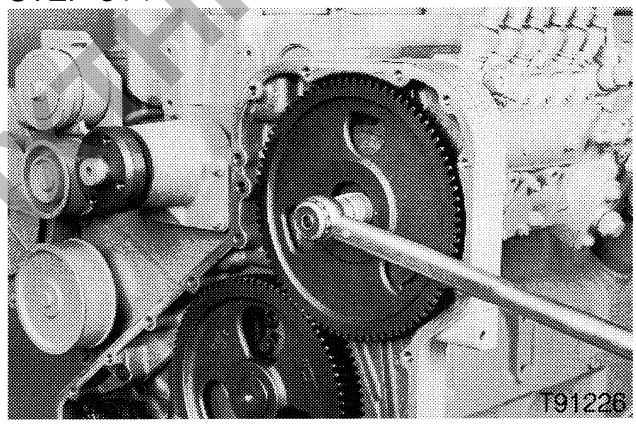
Install the timing pin cover and tighten.

STEP 313



Pull the timing pin out of the camshaft.

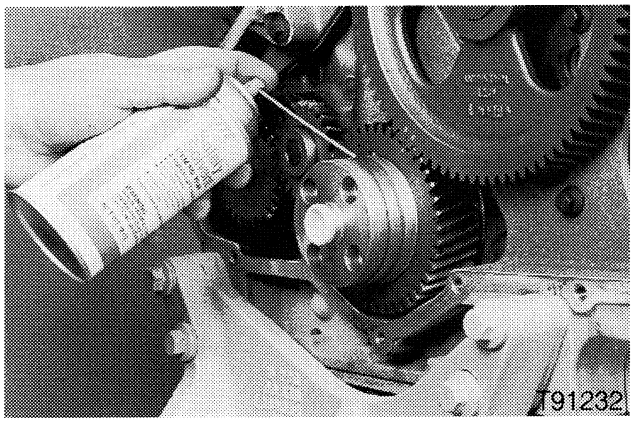
STEP 314



Tighten the drive gear nut to a torque of:

Bosch (A) Pump..... 88 to 100 Nm
Bosch (MW) Pump..... 95 to 115 Nm
Nippendenso Pump ..... 95 to 115 Nm

STEP 315



Clean the crankshaft seal surface with Loctite safety solvent. See front seal installation in this section.

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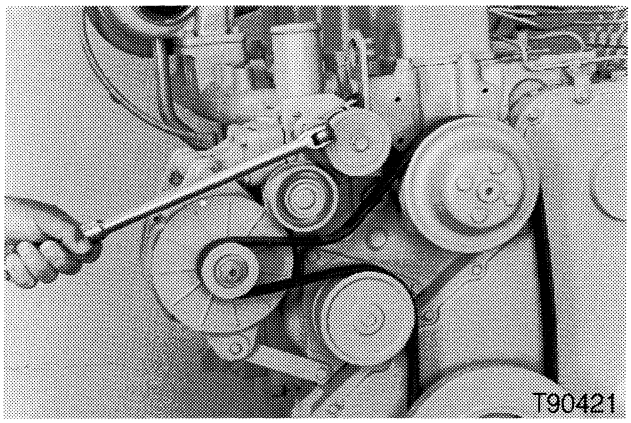
THERMOSTAT SERVICE
Removal

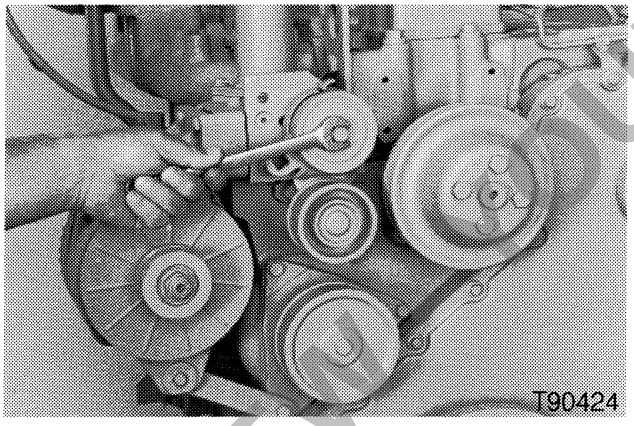
NOTE: *The engine shown is not equipped with a water filter. Your engine may be equipped with a water filter on the thermostat housing.*

STEP 7



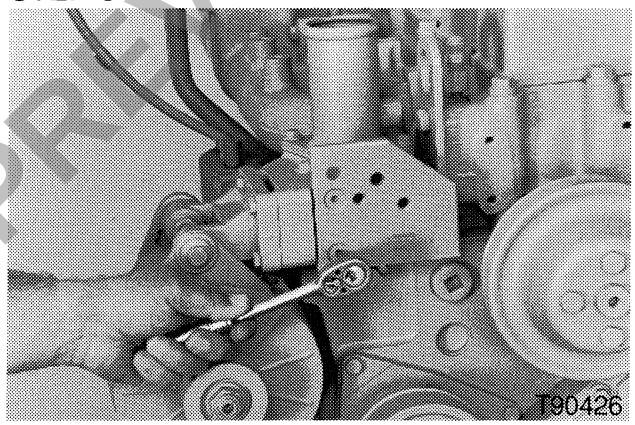
Lift the belt tensioner pulley and remove the fan belt.

STEP 8



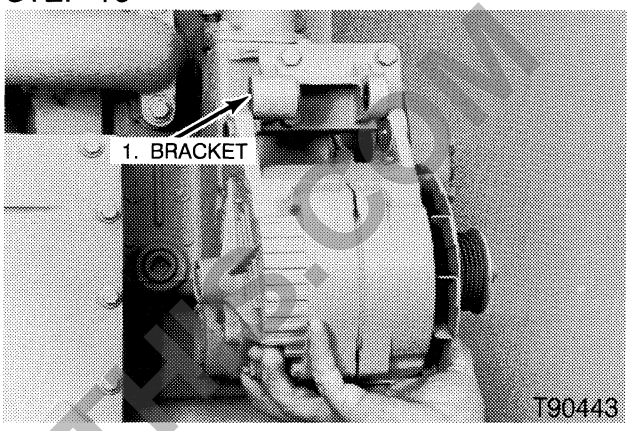
Remove the belt tensioner bolt and the belt tensioner.

STEP 9



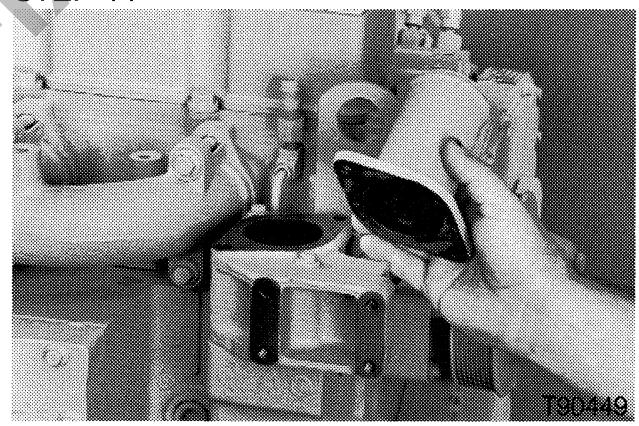
Remove the tensioner bracket bolts and the tensioner bracket.

STEP 10



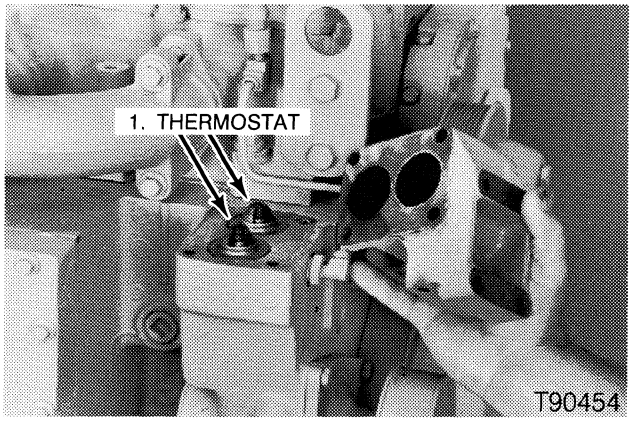
Remove the alternator and the alternator bracket.

STEP 11



Remove the coolant outlet pipe from the thermostat housing.

STEP 12



Remove the thermostat housing and the thermostats.

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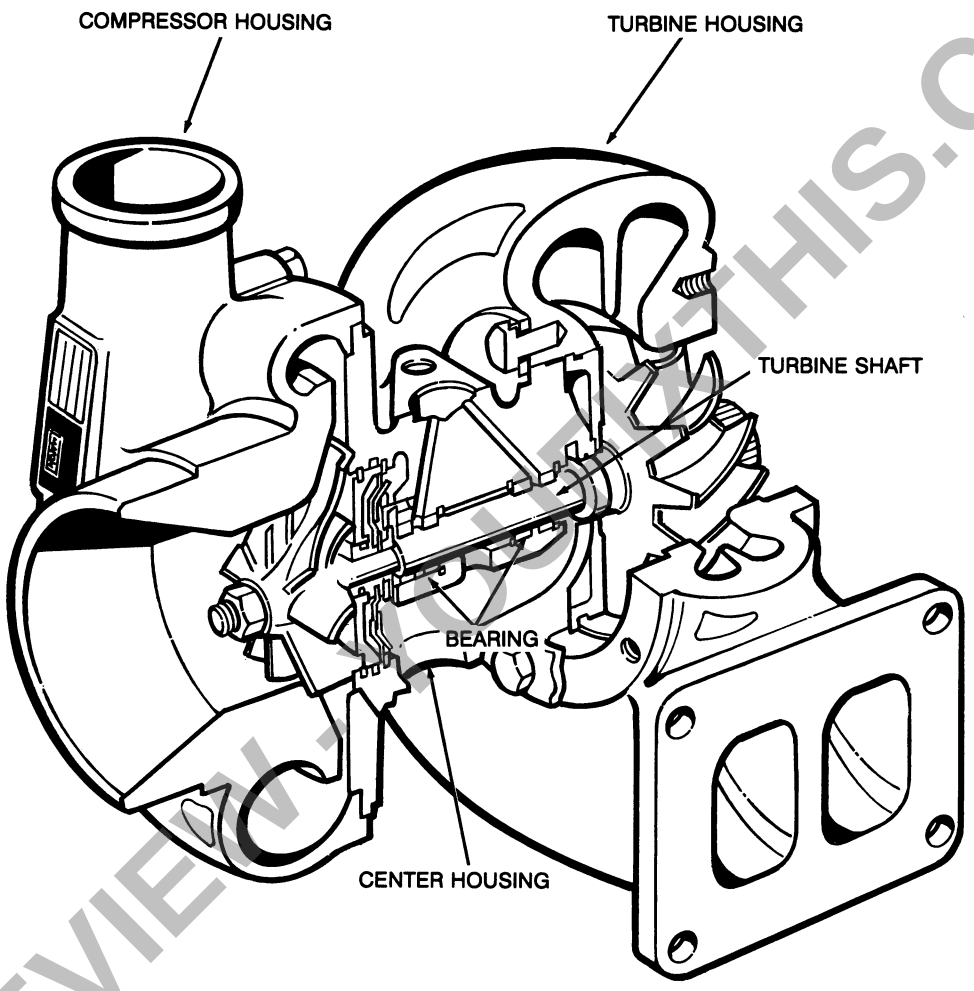

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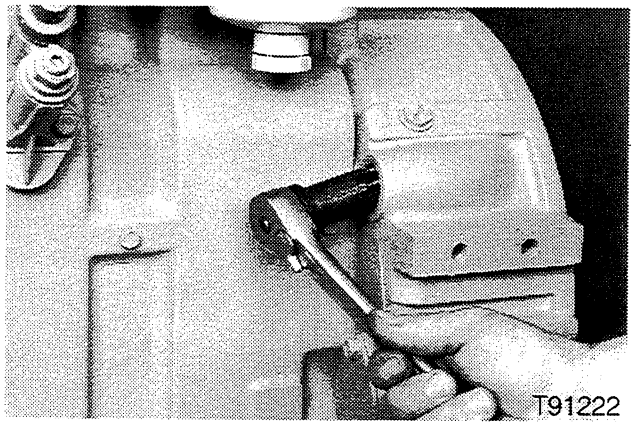
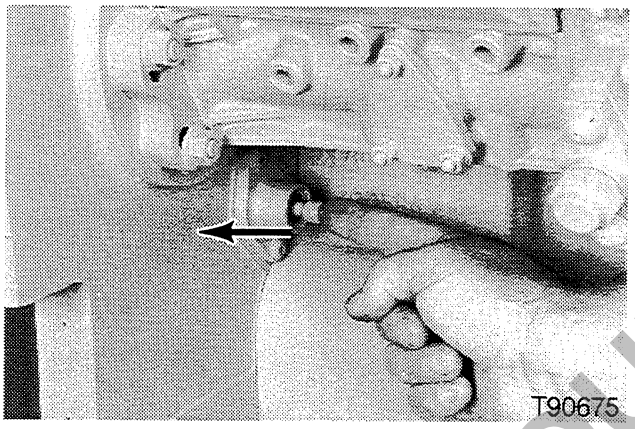
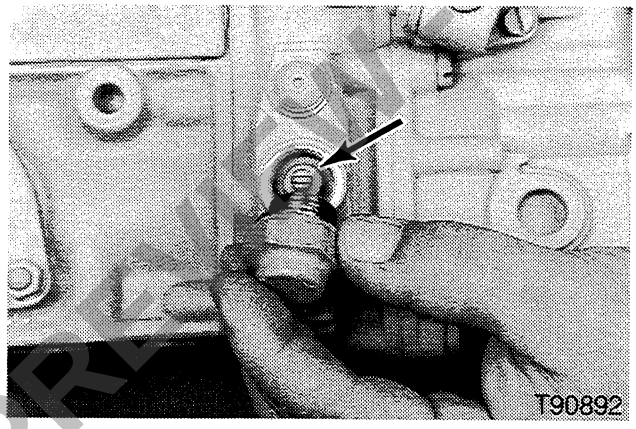
STEP 40





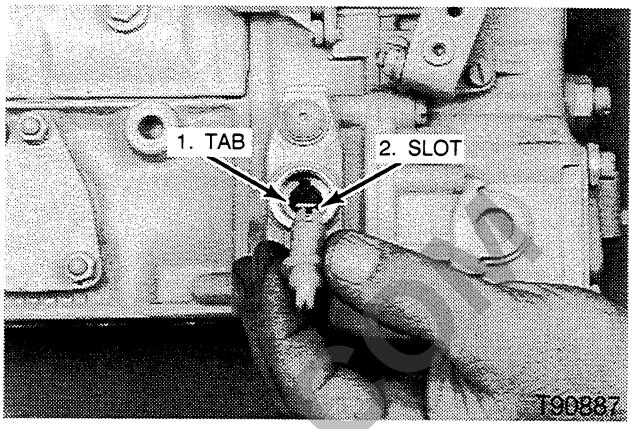
Install the engine turn over tool. Turn the engine over until the lock pin can be pushed into the camshaft gear.

STEP 41



Remove the injection pump timing pin cover and timing pin from the injection.

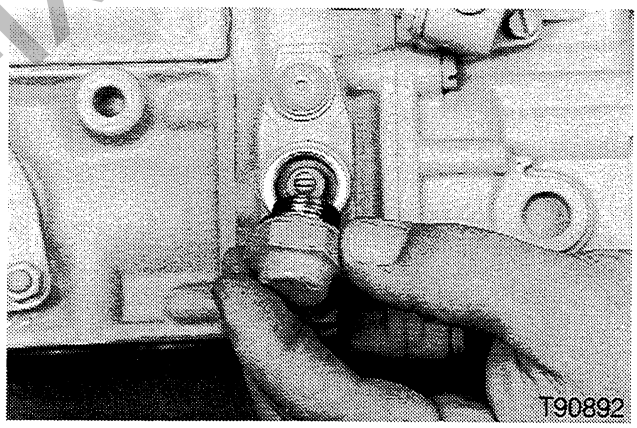
STEP 42



Install the timing pin into the injection pump. The slot on timing pin must align with the tab in injection pump.

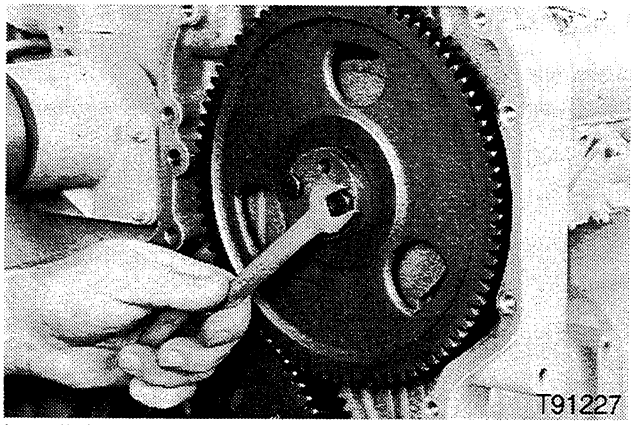
NOTE: *If the tab in the injection pump is not in align with the timing pin slot, see injection pump timing in this section.*

STEP 43



Install the timing pin cover and finger tighten.

STEP 44



Install the gear puller and remove the drive gear from the injection pump shaft.

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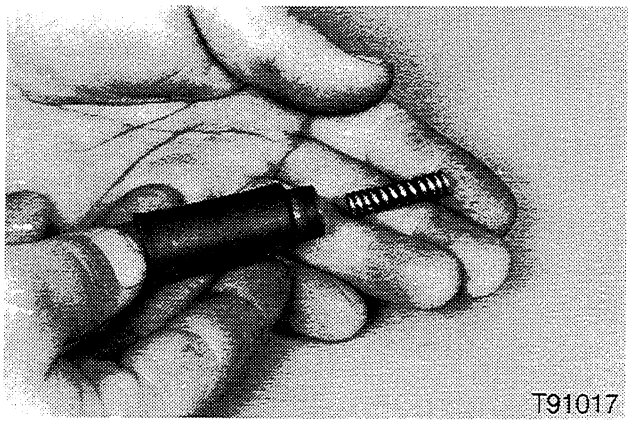
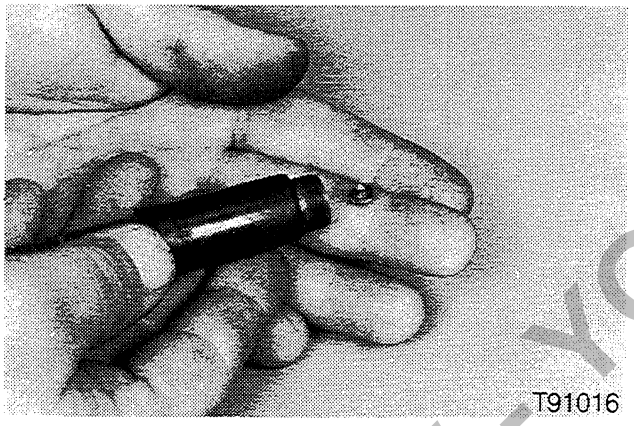
STEP 27



Install the pressure spring in the nozzle holder.

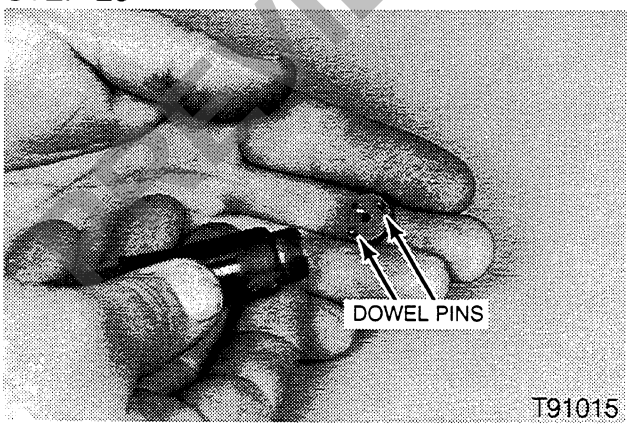
NOTE: *Clean all parts in clean diesel fuel before assembly.*

STEP 28



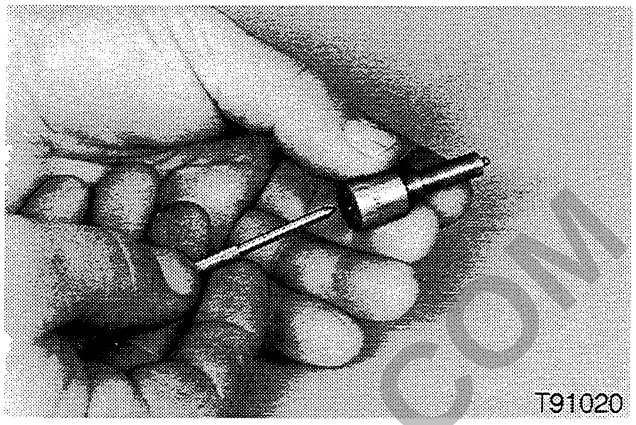
Install the spring seat on the pressure spring. The small diameter end of the spring seat must be toward the pressure spring.

STEP 29



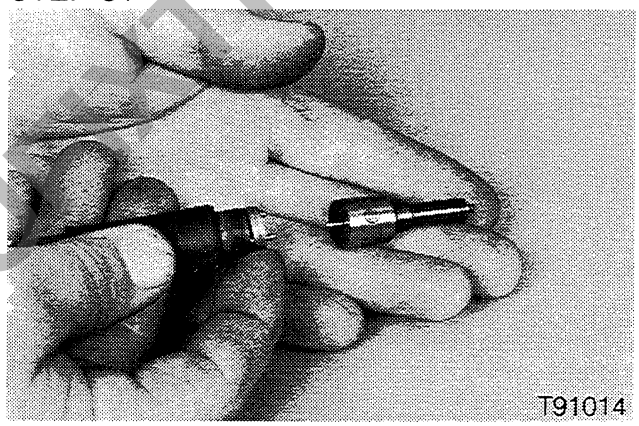
Install the valve stop assembly. Align the dowel pins that are in the valve stop with the dowel pin holes that are in the nozzle holder.

STEP 30



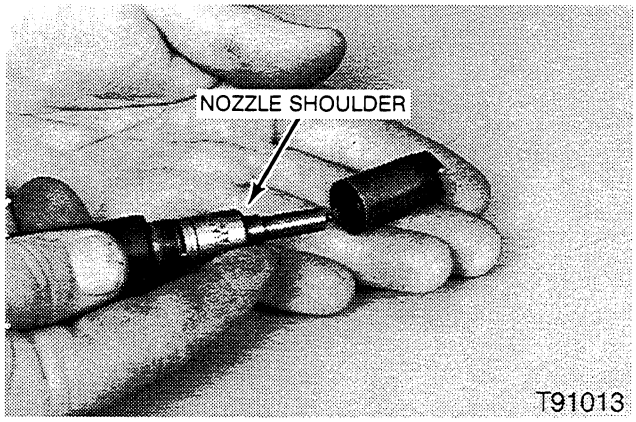
Put a small amount of clean fuel on the nozzle valve and slide the nozzle valve up and down a number of times in the nozzle tip to make sure that there is free movement.

STEP 31



Align the dowel pin holes in the nozzle tip assembly with the dowel pins in the stop valve assembly. Install the nozzle tip assembly on the valve stop assembly.

STEP 32



Add lubrication to the nozzle shoulder. Do not put grease on the holder or the threads of the cap nut. Install the cap nut over the end of the nozzle tip assembly and turn the cap nut clockwise two or three times.

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Check Points	Reading	Possible Cause of Bad Reading
Terminal for light green/black wire to ground	Approx 5 volts	Incorrect voltage from the alternator Check the white/yellow wire in connector 3 Bad controller
Terminal for light green/yellow wire to ground	Approx 5 volts	Incorrect voltage from the alternator Check the white/yellow wire in connector 3 Bad controller
Terminal for light green/white wire to ground	Approx 5 volts	Incorrect voltage from the alternator Check the white/yellow wire in connector 3 Bad controller
Terminal for orange wire to ground	Approx 5 volts	Incorrect voltage from the alternator Check the white/yellow wire in connector 3 Bad controller

NOTE: *Put the key switch in the OFF position Connect connector 4 Start the engine*

Terminal for white/red wire to ground	24 volts	Bad circuit between the controller and the battery relay (70) Also check the battery relay (70)

NOTE: *If the readings are good, replace the controller*

37 FREE SWING SWITCH

Check Points	Reading	Possible Cause of Bad Reading

NOTE: *Start and run the engine at low idle*

Terminal for orange wire to ground	Approx 5 volts	Bad circuit between the free swing switch and the controller (36) Also check the controller (36)
Terminal for orange wire to terminal for black wire	Approx 5 volts	Bad ground circuit

NOTE: *If the readings are good, replace the free swing switch*

38 CHECK-STOP/ALARM BUTTON (LAMP CHECK/ALARM STOP BUTTON)

Check Points	Reading	Possible Cause of Bad Reading

NOTE: *Put the key switch in the ON position*

Terminal for yellow wire to ground	Approx 5 volts	Bad circuit between the check-stop/alarm button and the controller (36) Also check the controller (36)
Terminal for yellow wire to terminal for black wire	Approx 5 volts	Bad ground connection

NOTE: *If the readings are good, replace the check-stop/alarm button*

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8. Connect the leads of the remote starter switch to the battery terminal and the switch terminal on the starter solenoid.

NOTE: *Steps 9 through 11 must be done rapidly. Do not apply a load to the battery for more than 15 seconds at one time. After 15 seconds turn the load control to the* OFF *position for 60 seconds to allow the tester to cool.*

9. Actuate the remote starter switch and turn the load control until the voltmeter indicates 11 volts.

10. Look at the ammeter and make a record of the ammeter indication.

11. Use the hand held tachometer to check the armature shaft speed. Make a record of the armature shaft speed.

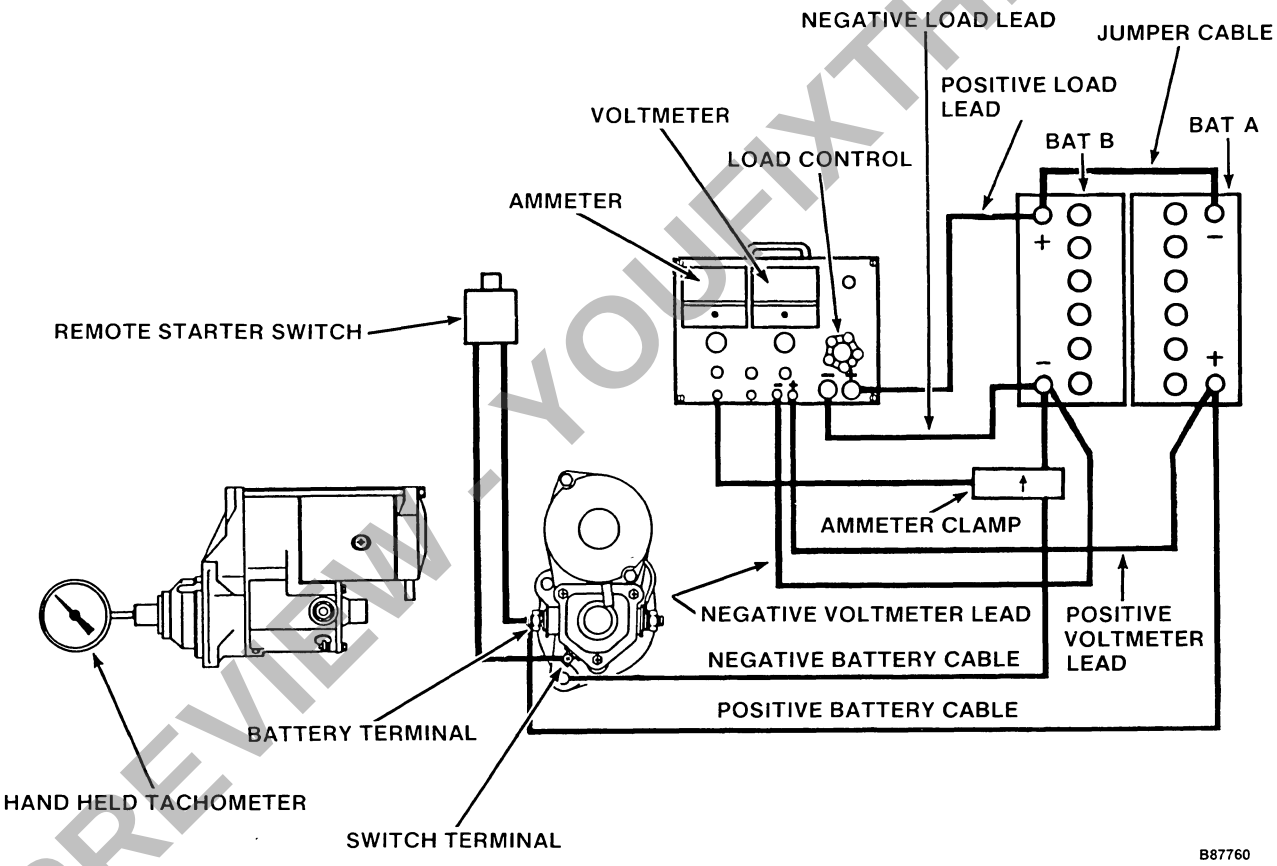
12. Release the remote starter switch and turn the load control to the OFF position.

13. Disconnect the negative battery cable from the starter.

14. Disconnect the remainder of the test connections.

15. See Understanding No-Load Test Result on page 4006-6.

Test Procedure, 24 Volt Starter



1. The following test procedure is for the use a Sun Electric VAT-33 tester. Other test equipment can be used. Connect the test equipment according to the instructions of the manufacturer of the equipment.

2. Fasten the starter in a vise or use another method to prevent the starter from moving.

3. Connect a jumper cable between the two batteries as shown in the illustration.

4. Connect the positive battery cable to the positive post of battery A and to the battery terminal of the starter solenoid.

5. Connect the negative battery cable to the negative post of battery B and to the mounting flange on the starter.

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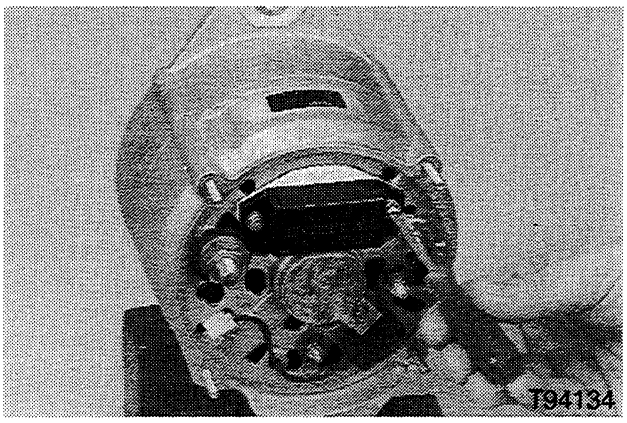
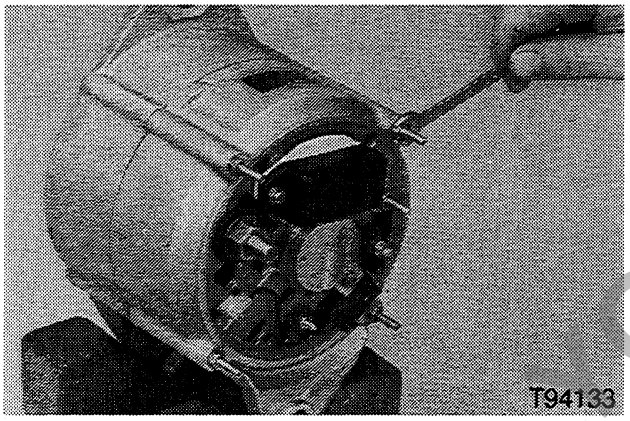
STEP 56



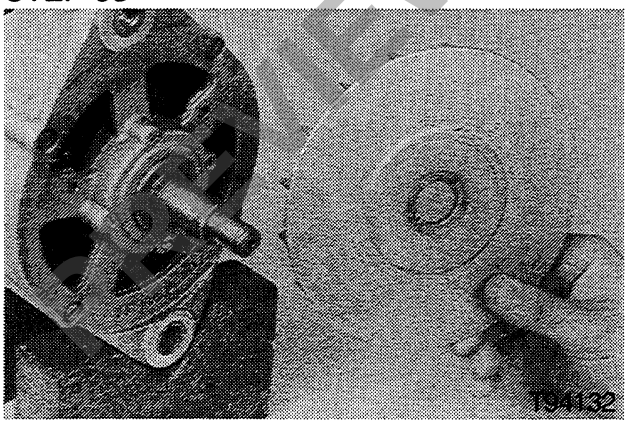
Install and tighten the two screws and washers that hold the brush holder and voltage regulator to the alternator.

STEP 57



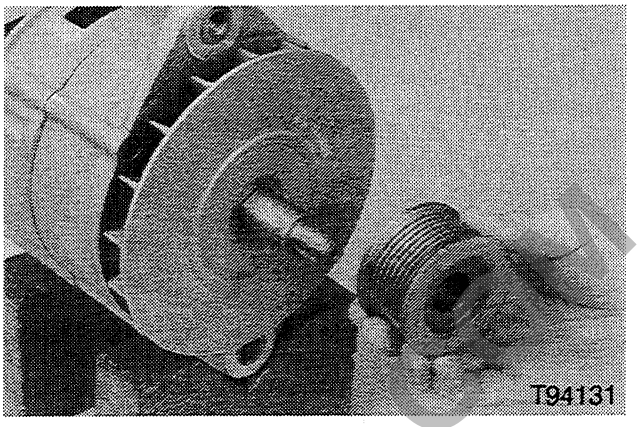
Install and tighten the four nuts on the screws that hold the housings together.

STEP 58



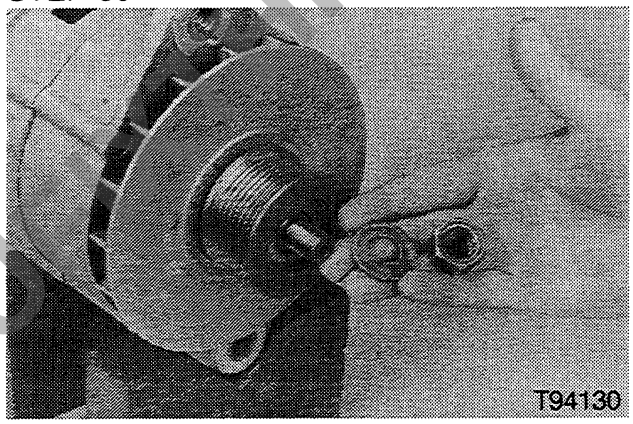
Install the alternator fan.

STEP 59



Install the alternator pulley.

STEP 60



Install the retaining nut and washer on the front of the alternator.

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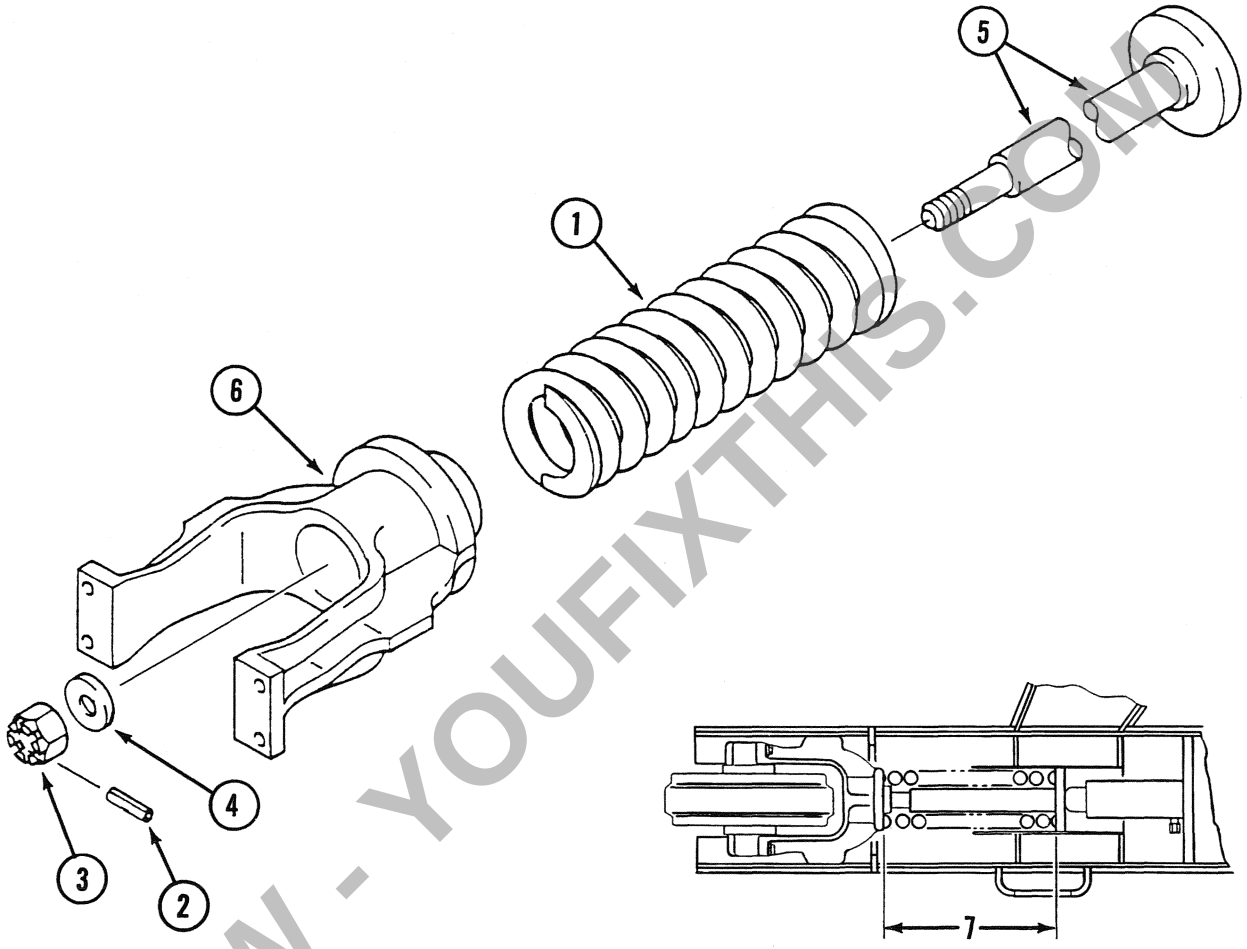

B922014J

1. Recoil Spring
2. Roll Pin
3. Slotted Nut
4. Hardened Washer
5. Rod
6. Yoke
7. 30.91 Inches (785 mm)

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Problem in the LH Travel Circuit

See page 27. Check the pilot pressure at the ends of the spool in the main control valve. Are the pilot control circuits good?

NO → Repair the pilot control circuits.

YES ↓

See page 23 and check the relief pressure for the LH travel circuit. Is the pressure correct?

NO → See page 22 and adjust the main relief valve for the swing side of the main control valve.

YES ↓

Does the problem occur at both travel speeds?

NO → Check the two speed travel valve.

YES ↓

Check the parking brake in the LH travel motor. Does the parking brake release when the LH travel control is in a power position?

NO → Repair or replace the parking brake in the LH travel motor.

YES ↓

Check the LH travel motor. Is there excessive leakage? (See page 27 for procedure.)

NO → Check the swing side of the main control valve. Repair or replace as necessary.

YES ↓

Repair or replace the LH travel motor.

NOTE: *If the problem is that the machine will not move in a straight line when another circuit is working, the probable cause is a problem in the travel priority circuit. Repair or replace the main control valve as necessary.*

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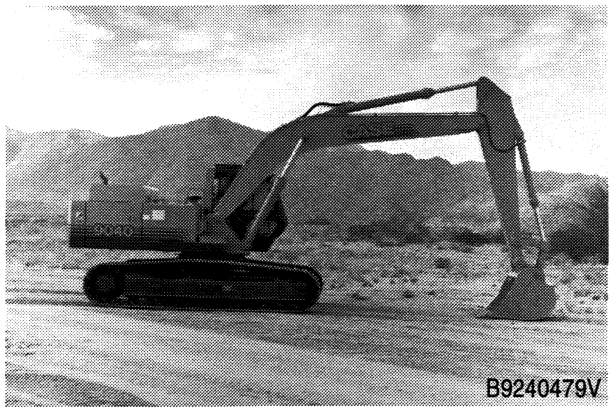
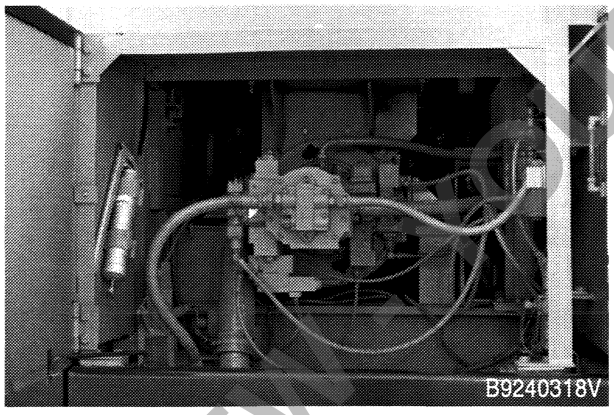
HYDRAULIC PUMP

Removal

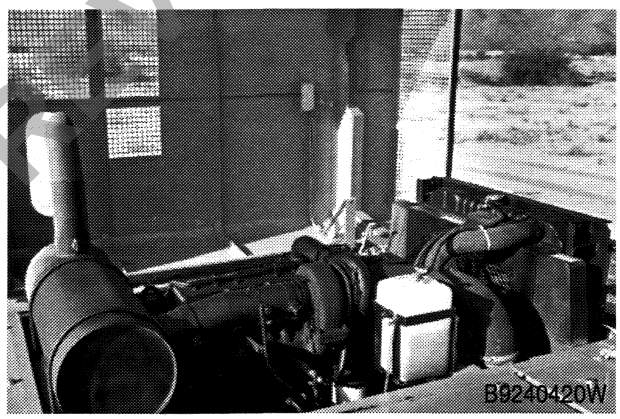
1. Park the machine on a hard level surface. Lower the tool to the floor and stop the engine.



2. Open the access door on the right side of the engine compartment.



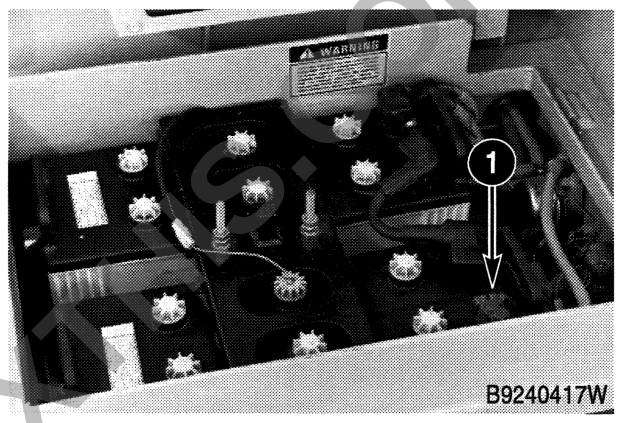
3. Open the access door over the engine. Remove the cover over the hydraulic pump.



4. Clean the hydraulic pump and the area around the hydraulic pump.

5. Drain the hydraulic reservoir. The hydraulic reservoir holds 43 U.S. gallons (163 litres).

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



1. Ground Cable

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

8. Put identification tags on the wiring connected to the hydraulic pump for correct assembly. Disconnect the wiring from the hydraulic pump.

9. Put identification tags on the hoses connected to the hydraulic pump for correct assembly. See the photograph of the hose connections on page 4.

10. Disconnect the hoses from the hydraulic pump. Install a plug in each hose and a cap on each fitting.

11. Disconnect the large suction tube at the rear of the hydraulic pump. Cover or tape the opening of the large suction tube.

12. Connect acceptable lifting equipment to the hydraulic pump. The weight of the hydraulic pump is 300 pounds (136 kg).

13. Remove the cap screws and hardened washers that hold the hydraulic pump to the flywheel housing.

14. Disengage the coupling on the pump shaft from the pins in the flywheel and remove the hydraulic pump from the machine.

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Disassembly

1. Fasten the remote control valve in a vise with soft jaws.
2. Remove the horn wire through the hole in the cover plate.
3. Move the boot out of the way.
4. Loosen and remove the adjusting nut and handle (1), control cam (2) and boot.
5. The universal joint (3) holds the cover plate (6), push rods (4), and springs (9,10, 21, and 22) in position. Carefully loosen and remove the universal joint.
6. Remove the cover plate (6).

NOTE: *Do not mix parts. Mark each part as to what bore the part was removed from for use during assembly.*

7. Remove the push rods (4), plugs (5), large springs (10 and 21), and spool assemblies.
8. Loosen and remove the bolts (16) and washers (17) that fasten the port plate (15) to the housing (13).
9. Remove the port plate (15) from the housing (13).
10. Remove and discard the O-ring (14) from the housing (13). Use a new O-ring (14) during assembly.
11. Remove the bushing (18) from the housing (13). Install a new bushing (18) during assembly as required.
12. Disassemble the spring and spool assemblies.
    A. Push down on the spring seat (8) until the retaining ring (24) can be removed. Remove the retaining ring (24). Be careful not to damage the spool (20).
    B. Remove the small springs (9 and 22) and spring seats (23) from the spool.
13. Remove the push rod (4) from the plug (5).
14. Remove and discard the seal (25) from the inner diameter of the plug (5) and the O-ring (7) from the outer diameter of the plug (5). Install a new seal (25) and O-ring (7) during assembly.

Assembly

1. Assembly is the reverse order of disassembly.

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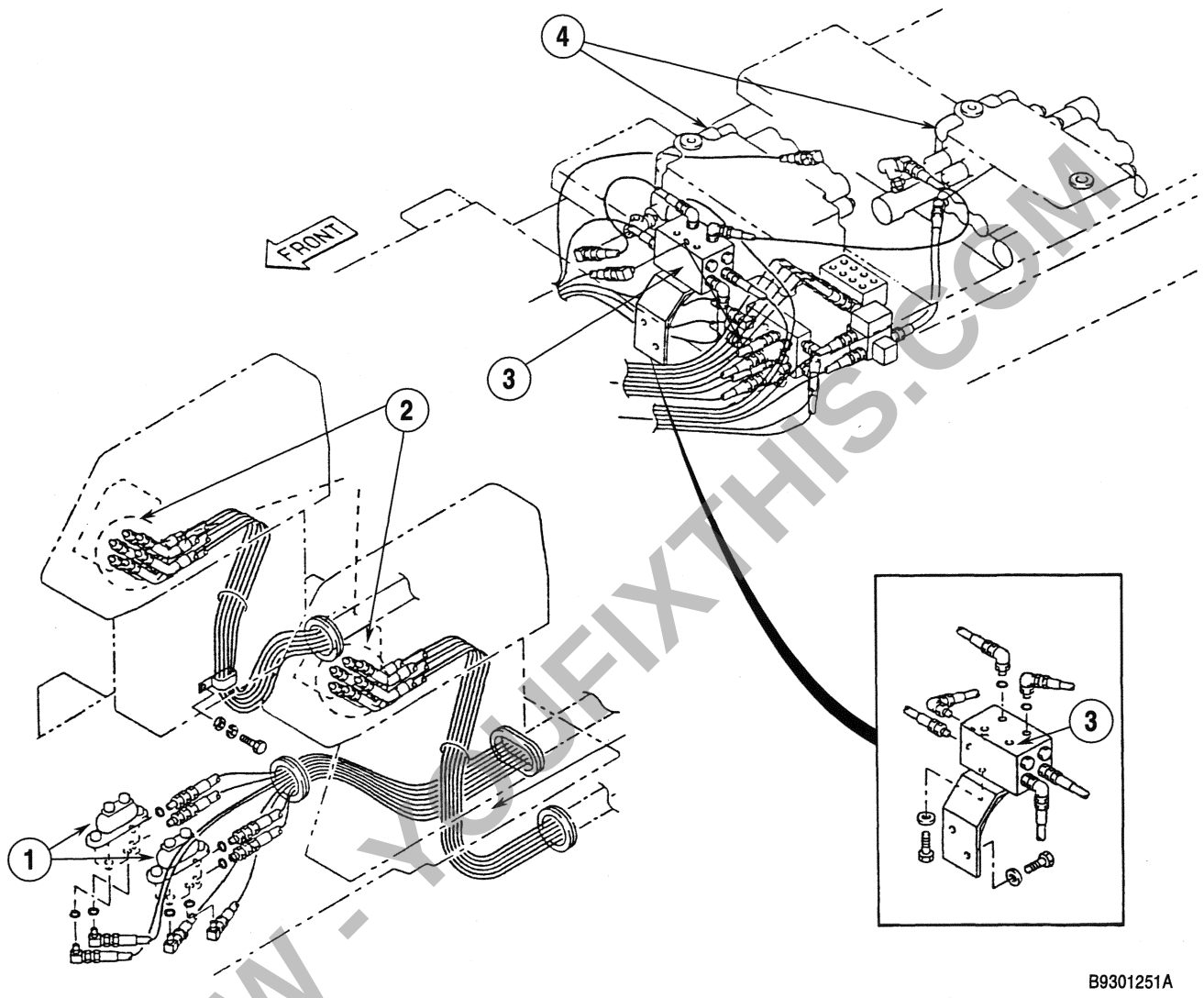

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1. Foot Remote Control Valve *2. Hand Remote Control Valve* *3. Cushion Control Valve* *4. Main Control Valve*

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