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*THIS SAFETY ALERT SYMBOL INDICATES IMPORTANT SAFETY MESSAGES IN THIS MANUAL. WHEN YOU SEE THIS SYMBOL, CAREFULLY READ THE MESSAGE THAT FOLLOWS AND BE ALERT TO THE POSSIBILITY OF DEATH OR SERIOUS INJURY.*

M171C

If Safety Decals on this machine use the words **Danger, Warning or Caution,** which are defined as follows:

- **DANGER:** Indicates an immediate hazardous situation that, if not avoided, will result in death or serious injury. The color associated with Danger is RED.
- **WARNING:** Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury. The color associated with Warning is ORANGE.
- **CAUTION:** Indicates an potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices. The color associated with Caution is YELLOW.

If Safety Decals on this machine are ISO two panel Pictorial, decals are defined as follows:

- The first panel indicates the nature of the hazard.
- The second panel indicates the appropriate avoidance of the hazard.
- Background color is YELLOW.
- Prohibition symbols such as  and  if used, are RED.

## WARNING

IMPROPER OPERATION OF THIS MACHINE CAN CAUSE DEATH OR SERIOUS INJURY. BEFORE USING THIS MACHINE, MAKE CERTAIN THAT EVERY OPERATOR:

- Is instructed in safe and proper use of the machine.
- Reads and understands the Manual(s) pertaining to the machine.
- Reads and understands ALL Safety Decals on the machine.
- Clears the area of other persons.
- Learns and practices safe use of machine controls in a safe, clear area before operating this machine on a job site.

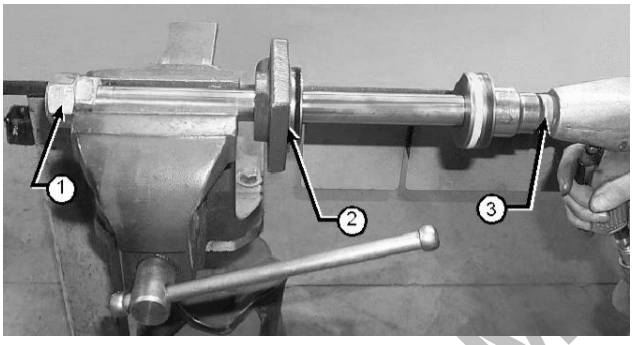
It is your responsibility to observe pertinent laws and regulations and follow CNH America LLC instructions on machine operation and maintenance.

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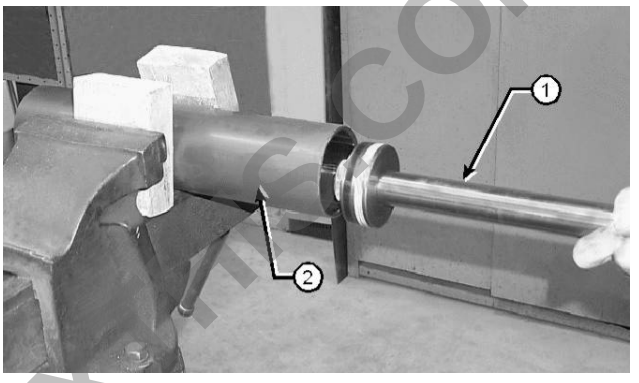
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21. Place the nut **(1)** into the vise and use an air tool and socket **(3)** to loosen the nut on the piston end of the shaft. Replace the cap **(2)** onto the shaft. Move the shaft so the opposite locking nut **(1)** is in the vise. Apply Loctite to the piston nut and tighten using an air tool and socket **(3)**.




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22. Replace the piston **(1)** into the cylinder barrel **(2)**.




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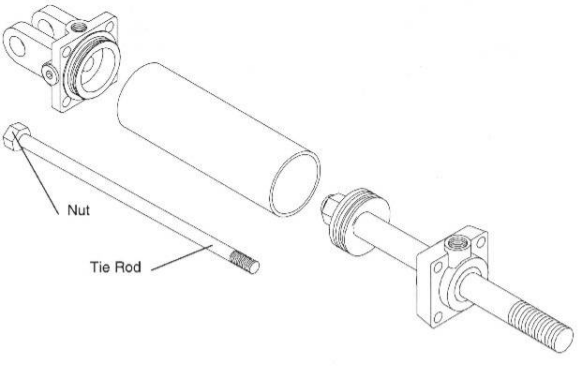
23. Replace the clevis cap and rod cap **(1)** back onto the cylinder. Rotate caps and align fluid connection ports.




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24. Install nuts on shorter threaded end of the tie rods. At least one full thread must show past the end of the nut. Install tie rods with nuts through clevis cap first then through rod cap.

***NOTE:*** *For* ***2 in*** *cylinders install nuts on longer threaded end. Also install rod with nuts through the rod cap first.*




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6. Use a pry bar to check if the center section will separate from the subframe. It may help to raise the center section slightly using an overhead hoist. Once there is motion between the center section and the subframe, move the cart slight forward. This will be easier than trying to move the center section back.

7. Use a blunt rod to tap the bushing **(6)** out.

***NOTE:*** *The inner edge of the bushing rests on a milled edge. Each bushing must be driven out from the opposite side through the hole.*

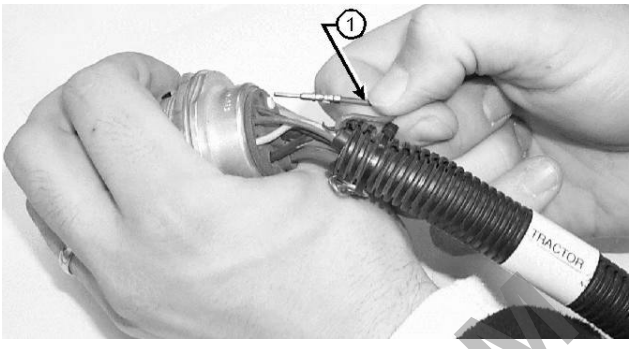
8. Clean edge and install new bushings.

9. Assemble in the opposite order of disassembly.

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11. For contact insertion, grasp contact approximately **25 mm** (**1 in**) behind the contact crimp barrel. Insert the pre-stripped wire into the crimp area of the contact and completely cycle the tool.

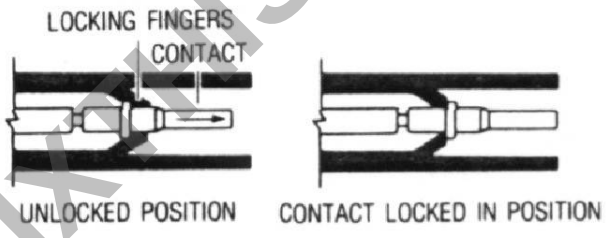



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12. Hold the connector with the rear grommet facing you.

***NOTE:*** *For unused wire cavities, insert sealing plugs for full environmental sealing.*

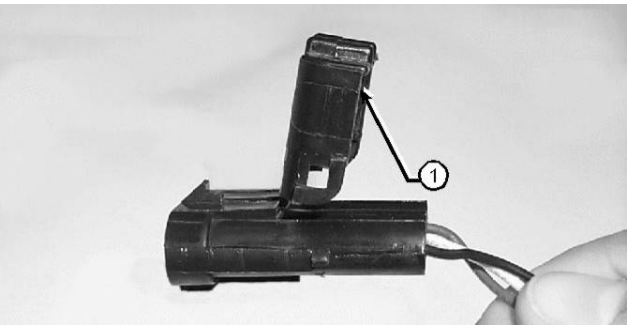
13. Push contact straight into connector grommet until a positive stop is felt. A slight tug will confirm that it is properly locked in place.




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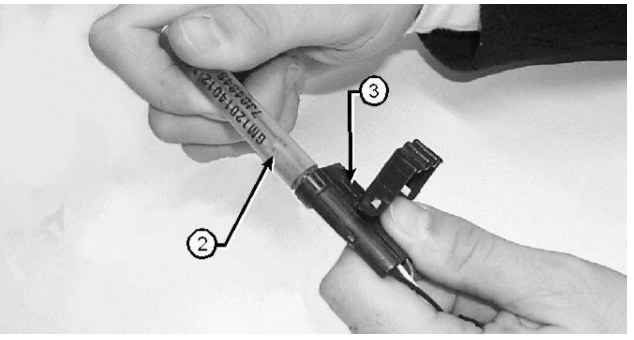
14. The terminal removal tool will remove Weather Pack and Compac 1 terminals from the connector.

15. Open connector secondary lock **(1)**. Grasp the lead and push the terminal to the forward most position.




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16. Insert tool **(2)** straight into front of connector cavity **(3)** until it rests on cavity shoulder.



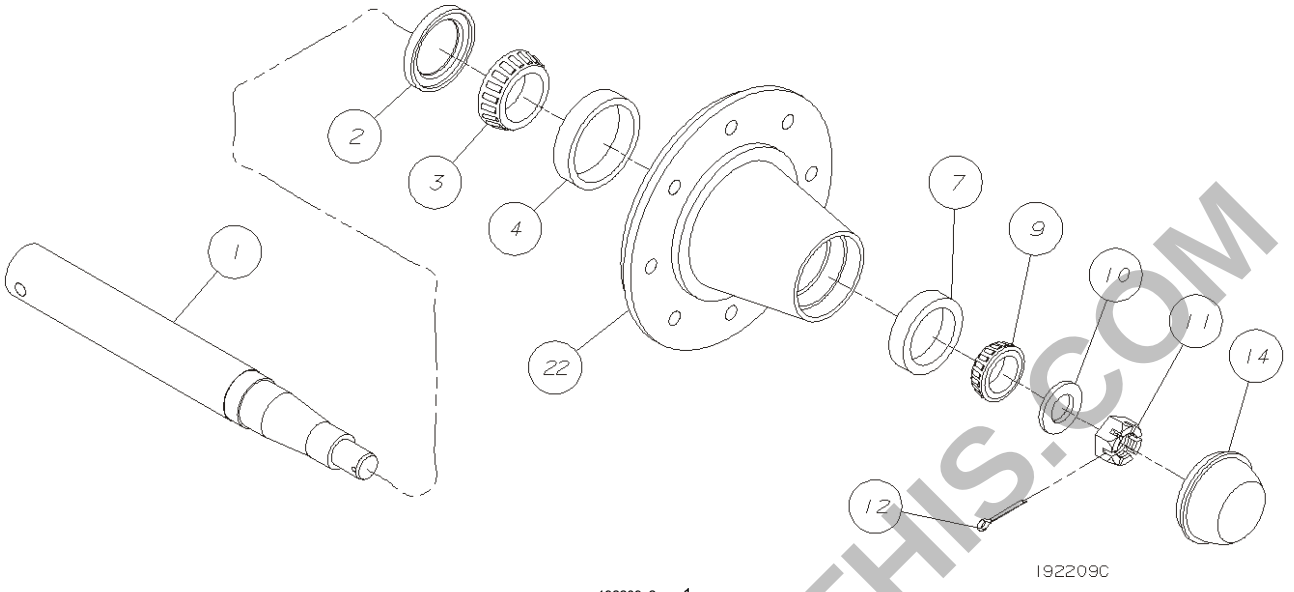

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# Hub - Assemble (D.12.A.75 - F.10.A.20)

67, 67XL




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**Hub Components**

**Prior operation:** Go to: **Hub - Disassemble (D.12.A.75 - F.10.A.25)**

1. Re-pack bearings if they are in good condition. Rotate bearings **(3)** and **(9)** in their sleeves **(4)** and **(7)** a few times and remove any excess grease.
2. To prevent bearing damage, be sure that the housing and spindle are free of dirt and metal particles.
3. Before installing the bearings in the housing, partially fill the housing with grease. Do not completely fill the housing with grease since this will cause churning of the grease and will result in heat and eventual bearing failure.
4. Place the inner bearing and seal back in the hub and slide over spindle.
5. Insert outer bearing and washer. Tighten spindle nut on spindle to set pre-load.
6. Generally the pre-load can be set by tightening the spindle nut until a 'grabbing' or resistance to turning is felt in the housing. Once this is obtained, back the spindle nut off one notch and replace the cotterpin.
7. Place a small amount of clean grease in the dust cap and replace it.

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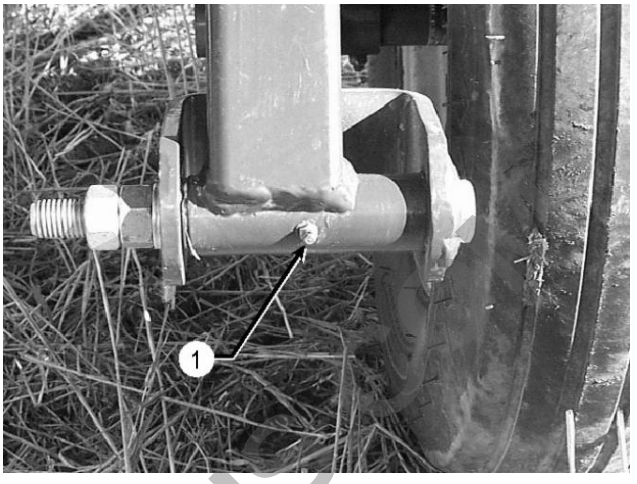


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# Caster wheel - Grease (H.20.H.62 - F.60.A.20)

67 Wheeled Boom, 67XL Wheeled Boom

1. Grease the locking and friction caster wheels. One fitting is at the lower pivot **(1)**.




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2. The second is at the caster mount **(2)**.




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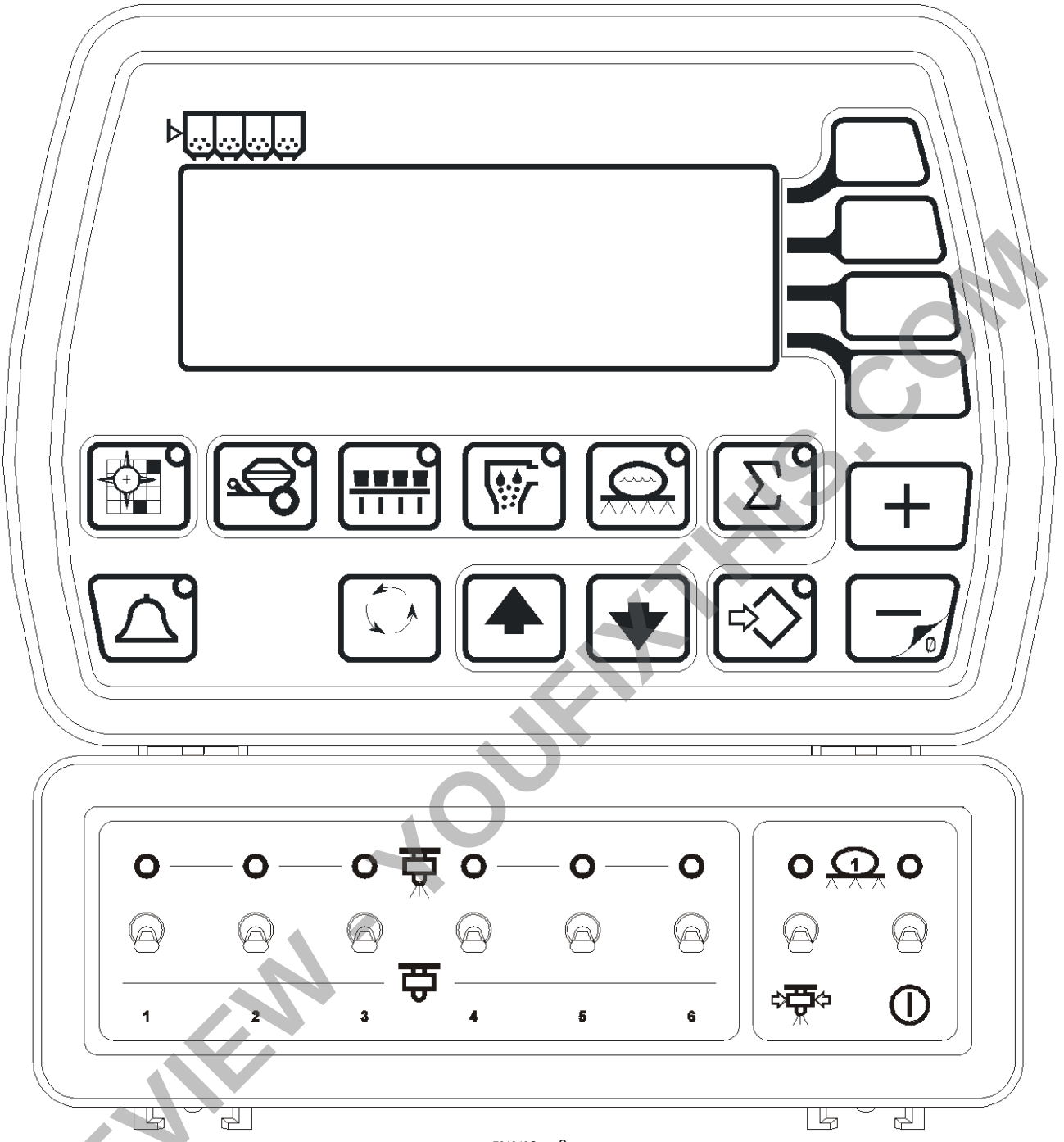
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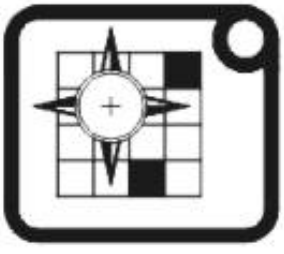
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**FlexControl Console and Switch Unit**

Refer to the description of the functions.



1. TASK: The TASK key is used to display the task controller information. Refer to the Task Controller Operator's Manual

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28. To remove the contacts, gently pull wire backwards, while at the same time releasing the locking finger by moving it away from the contact with a screwdriver.



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29. Hold the rear seal in place when removing the contact, as withdrawing the contact will displace the seal.



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30. CONTACT INSERTION (DTM SERIES) grasp the crimped contact approximately **25 mm** (**1 in**) behind the contact barrel.

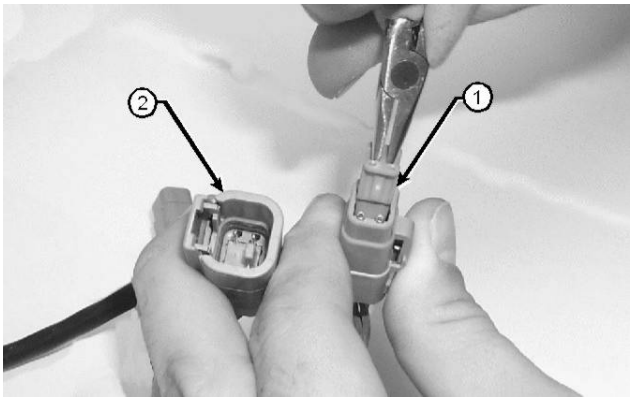
31. Hold connector with rear grommet facing you. Push contact straight into the connector grommet until a click is felt. A slight tug will confirm that it is properly locked in place.



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32. Once all contacts are in place, insert orange wedge: receptacle **(2)** - with half holes aligning with contacts, and plug **(1)** with contacts aligning behind full holes. The orange wedge will snap into place.

***NOTE:*** *The plug **(1)** is shown. Follow the same procedure for the receptacle **(2)**.*




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# Hydraulic pump Seal - Remove (L.20.C.20.40 - F.10.A.10)

67 Hypro, 67XL Hypro

1. Lightly lubricate the shaft for easier removal of seal. Using two screwdrivers positioned opposite each other, pry the rotary portion of the seal from the shaft.

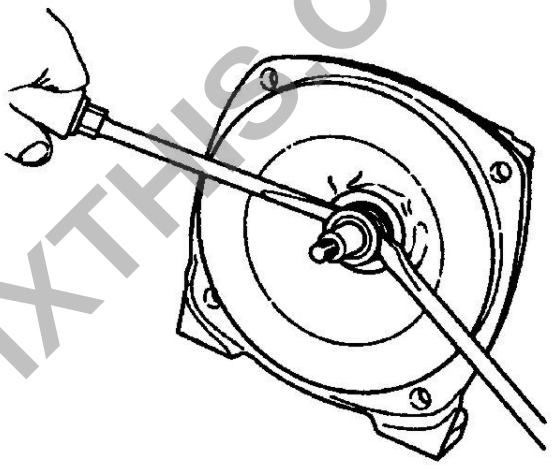
***NOTE:*** *In the case of a severe pump seal leak, check the shaft ball bearing in the hydraulic motor for possible contamination.*

2. Using a **1/2 in** box end wrench, remove the four bolts holding the motor to the mounting flange. Remove motor.
3. Using a screwdriver and hammer, tap out the stationary portion of the mechanical seal from the motor side of the mounting flange.

***NOTE:*** *If motor is not removed, the seal can be pried out with a small screwdriver.*

***IMPORTANT:*** *The seal will be damaged by removal in this manner. A new seal MUST be used when the pump is reassembled.*

***NOTE:*** *Clean-Up of Pump Housing*
*- Using a circular bottle type wire brush with air or hand drill, clean the discharge port, suction port, and the sealing areas of the o-ring on the pump casing and mounting flange. Clean the seal cavity in the mounting flange.*
*- After wire brush cleaning, submerge the pump casing and mounting flange in a solvent tank to remove rust and corrosion particles.*



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