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SPECIFICATIONS

ENGINE

- Type

CT6-18 Turbo	PERKINS 1104C-44T RE38173
CT6-18	PERKINS 1104C-44 RE38172

	1104C-44	**1104C-44T**
- Number of cylinders	4 in line	4 in line
- Number of strokes	4	4
- Suction	Natural	Turbocharged
- Injection system	Direct	Direct
- Ignition sequence	1.3.4.2.	1.3.4.2.
- Clearance of rocker valve (cold)		
. Inlet	.78” (20 mm)	.78” (20 mm)
. Exhaust	1.77” (45 mm)	1.77” (45 mm)
- Capacity	268 cu.in.(4400 cm3)	268 cu.in. (4400 cm3)
- Bore	4.13” (105 mm)	4.13” (105 mm)
- Stroke	5” (127 mm)	5” (127 mm)
- Compression ratio	19.3/1	17.5/1
- Nominal rating loaded	2200 rpm	2200 rpm
- Rating slow unladen	930 ± 20 rpm	820 ± 10 rpm
- Max. rating unladen	2400 rpm	2355 rpm
- Power ISO/TR 14396	84 hp (63 kw)	101 hp (75 kw)
- Maximum torque ISO/TR 14396	223 ft.lb. (302 Nm at 1400 rpm)	304 ft.lb. (412 Nm at 1400 rpm)
- Air cleaner	Dry	Dry

COOLING CIRCUIT

- Type	By water
- Fan	Puller
. Number of blades	10
. Diameter	20” (508 mm)
- Thermostat	
. Start opening	174° F to 183° F (79 °C to 84 °C)
. Full opening	199° F (93°C)

TRANSMISSION

CT6-18 Turbo

CT6-18

- Type	TURNER POWERTRAIN SYSTEMS
- Torque converter	SACHS
- Gear box	
. Number of forward speeds	4
. Number of reverse speeds	4
- Gear reverser	Electro-hydraulic

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Standard torque values

Most of the torque values on the engine are standard. Special torque values are listed in the separate special torque tables. The standard torque values listed in the tables below can be used when a special torque is not necessary.

The torque values below apply to components lubricated with a little clean engine oil before they are fitted.

Standard torques for setscrews and nuts

Thread size	Torque		
	Nm	lbf ft	kgf m
M6 x 1,00	9	7	0,9
M8 x 1,25	22	16	2,2
M10 x 1,50	44	32	4,5
M12 x 1,25	78	58	8,0
M14 x 2,00	124	92	13,0
M16 x 2,00	190	140	19,3

Standard torques for studs (metal end)

Thread size	Torque		
	Nm	lbf ft	kgf m
M6 x 1,00	5	4	4
M8 x 1,25	11	8	1,1
M10 x 1,50	18	13	1,8
M12 x 1,75	25	18	2,5

Standard torques for pipe unions, plugs, and adaptors

Thread size inches	Torque		
	Nm	lbf ft	kgf m
1/8 PTF	9,5	7	0,9
1/4 PTF	17	12	1,7
3/8 & 1/2 PTF	30	22	3,0
3/4 PTF	45	33	4,6

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COMPACT PLUS TEST PROCEDURE

TROUBLESHOOTING

Whenever the transmission shaft is observed to malfunction, prior to dismantling anything or operating on the transmission shaft, you should first carry out a thorough inspection so as to determine the cause of the failure. The table below has been drawn up to make this task easier for you.

When checking pressures, please consult the section "CHECKING PRESSURES".

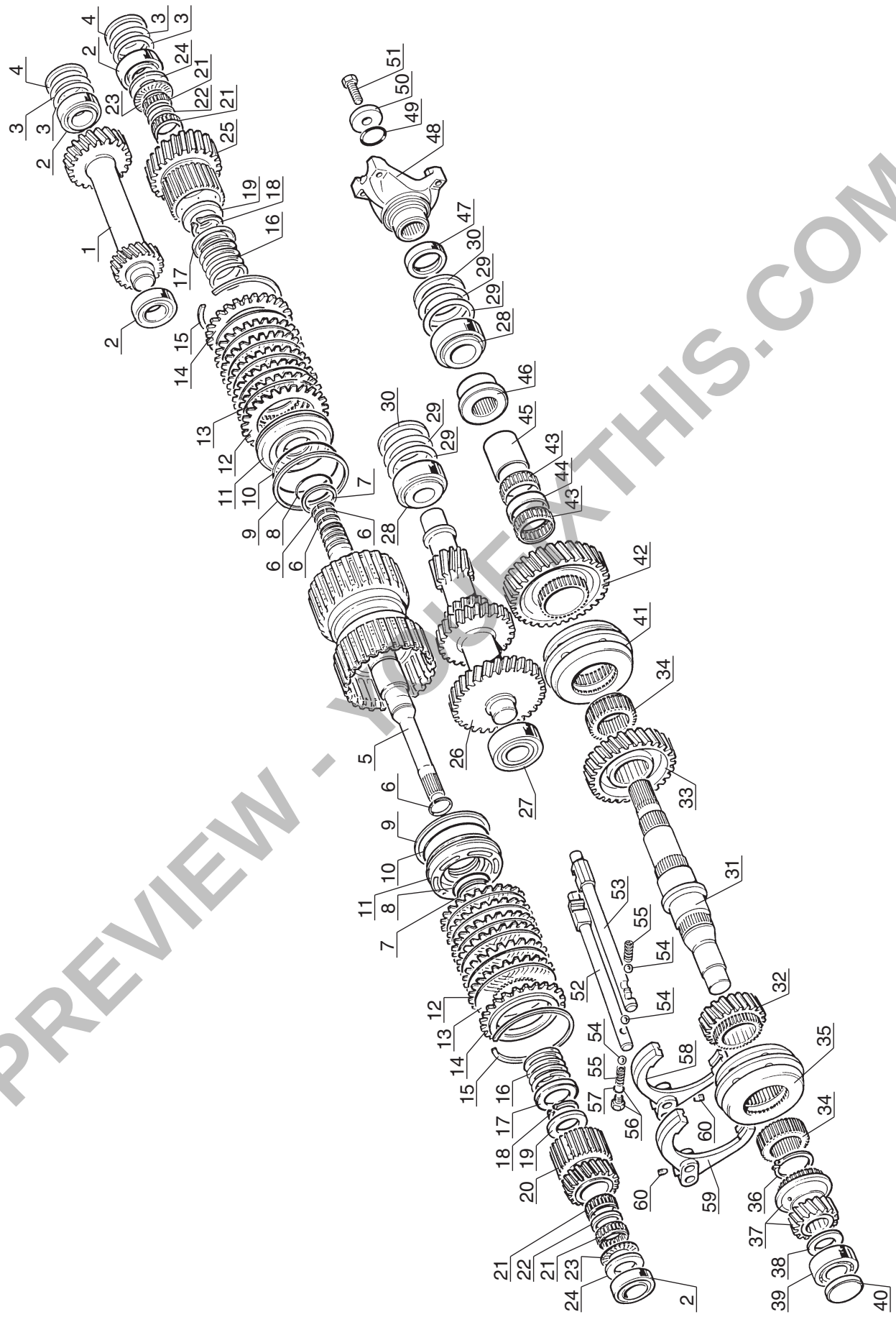
FAULT DIAGNOSIS HYDRAULIC SYSTEM

FAULT	POSSIBLE CAUSES
Transmission fails to drive in either direction.	Low or no pump pressure. Low or no oil in transmission. Mechanical failure in transmission. Worn or broken input shaft sealing rings. Pressure regulator valve faulty. Direction control valve not operating. Blockage in oil ports restricting flow.
Transmission drives in one direction only.	Low oil pressure to clutch pack. Clutch pack excessively worn. Direction valve or coil faulty. Mechanical failure in transmission. Blockage in oil ports restricting flow. Worn or damaged input shaft sealing ring.
Delay in taking up drive.	Low converter pressure. Low oil level. Low clutch pressure. Faulty modulation in direction control valve . Blockage in direction valve. Blockage in oil ports restricting flow.
No drive from 4WD	4WD solenoid valve or coil not operating. Mechanical failure in transmission . Low pressure 4WD clutch pack pressure. 4WD clutch pack worn.
Transmission overheating.	Oil level too high or low. Restriction in cooler flow. Low oil pressure. Clutch packs slipping due to low pressure or wear. Mechanical failure in transmission. Excessive stall operation.

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GEAR BOX (mécanism details - gears)



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Atomiser cover

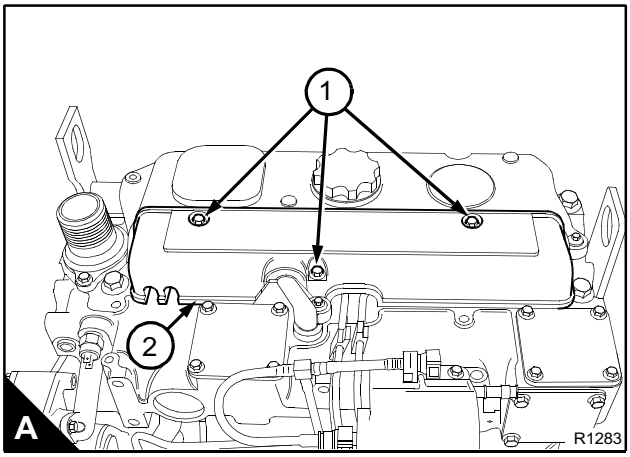
To remove and to fit **Operation 3-1**

To remove

1 Remove the atomiser cover setscrews (A1) and remove the atomiser cover (A2).

To fit

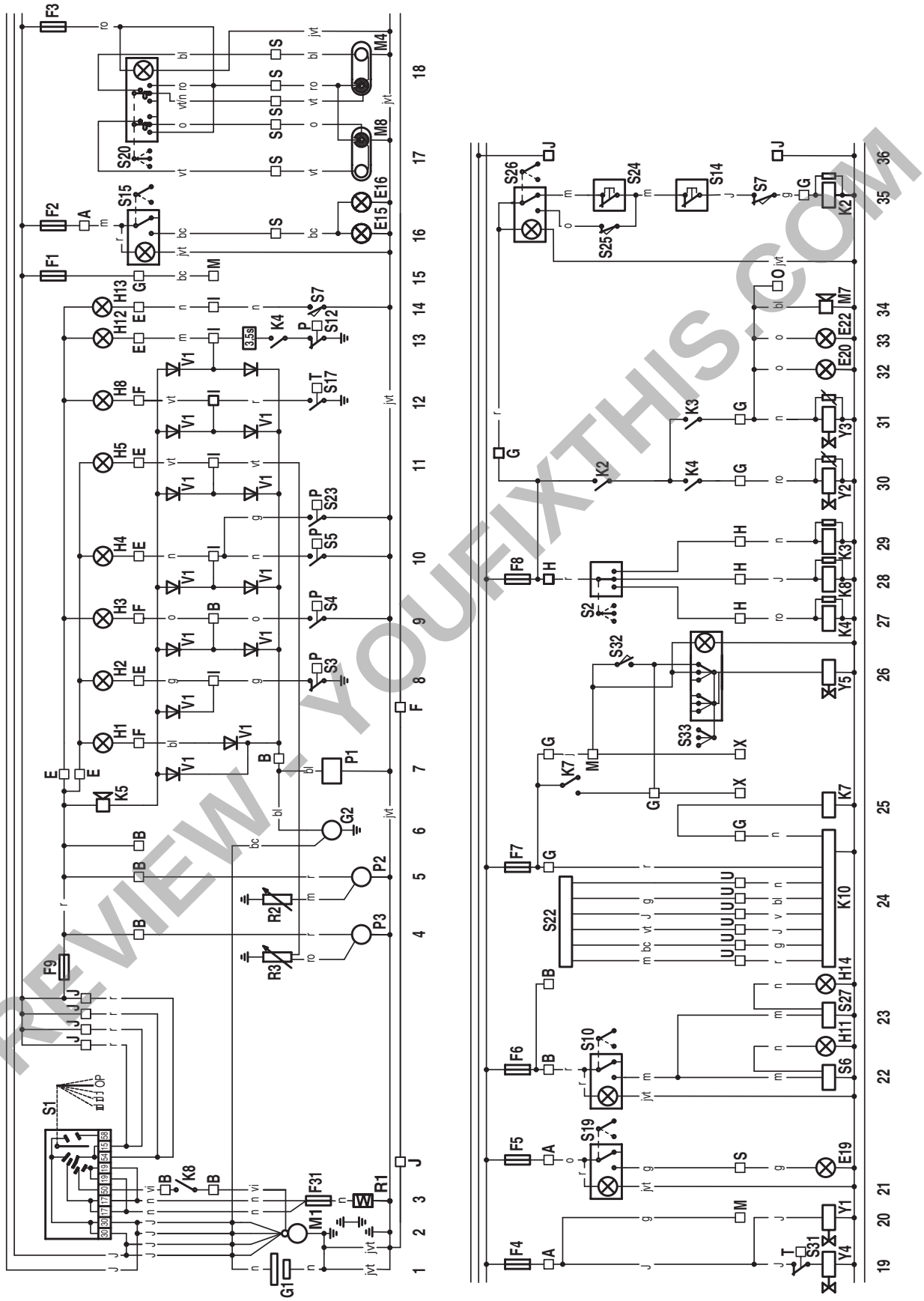
1 Fit the atomiser cover (A2) and tighten the setscrews (A1) to 9 Nm (7 lbf ft) 0,9 kgf m.



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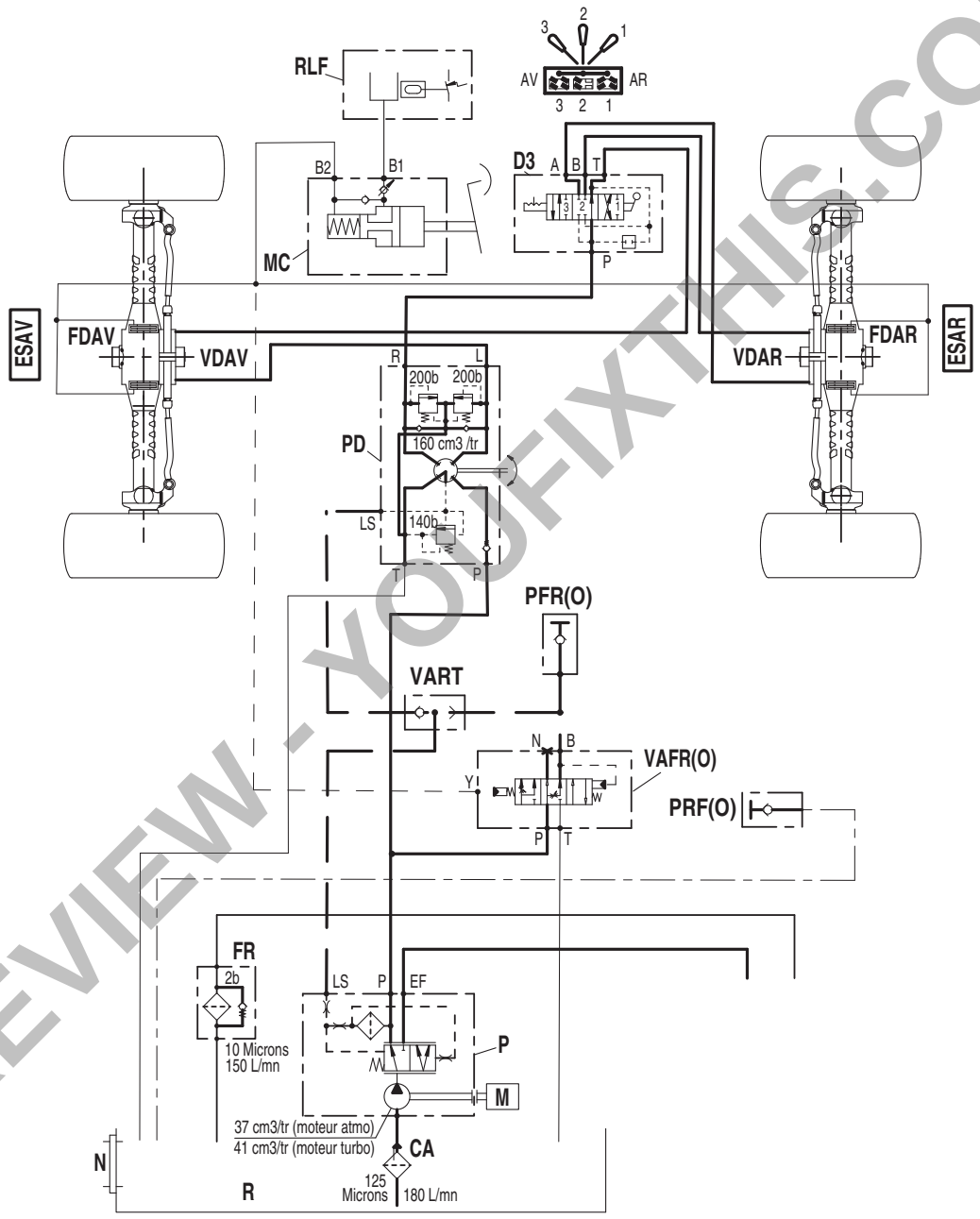
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ELECTRIC DIAGRAM CT6-18



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Turbocharger faults

Caution: *If the turbocharger or waste-gate is found to be damaged or faulty, a new turbocharger must be fitted.*

The chart below is given to assist in the correct diagnosis of turbocharger faults.

Problems	Possible causes code numbers
Not enough power	1, 4, 5, 6, 7, 8, 9, 10, 11, 18, 20, 21, 22, 25, 26, 27, 28, 34, 35, 36
Black smoke	1, 4, 5, 6, 7, 8, 9, 10, 11, 18, 20, 21, 22, 25, 26, 27, 28, 34, 35, 36
Blue smoke	1, 2, 4, 6, 8, 9, 17, 19, 20, 21, 22, 30, 31, 32, 34
High lubricating oil consumption	2, 8, 15, 17, 19, 20, 28, 29, 31, 32, 34
Too much lubricating oil at turbine end	2, 7, 8, 17, 19, 20, 22, 28, 30, 31, 32
Too much lubricating oil at compressor end	1, 2, 4, 5, 6, 8, 19, 20, 21, 28, 31, 32
Not enough lubrication	8, 12, 14, 15, 16, 23, 24, 29, 32, 33, 37, 38
Lubricating oil in the exhaust manifold	2, 7, 17, 18, 19, 20, 22, 28, 31, 32
Inside of the intake manifold wet	1, 2, 3, 4, 5, 6, 8, 10, 11, 17, 18, 19, 20, 21, 28, 32, 34,
Damaged compressor impeller	3, 4, 6, 8, 12, 15, 16, 20, 21, 23, 24, 29, 32, 33, 37, 38
Damaged turbine rotor	7, 8, 12, 13, 14, 15, 16, 18, 20, 22, 23, 24, 25, 27, 29, 32, 33, 37, 38
Rotating assembly does not turn freely	3, 6, 7, 8, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 24, 29, 32, 33, 37, 38
Worn bearings, bearing bores, journals	6, 7, 8, 12, 13, 14, 15, 16, 23, 24, 29, 33, 37, 38
Noise from turbocharger	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 24, 29, 32, 33, 34, 37, 38
Sludge or carbon deposit in bearing housing	2, 11, 13, 14, 15, 17, 18, 24, 29, 33, 37, 38

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Engine lift equipment

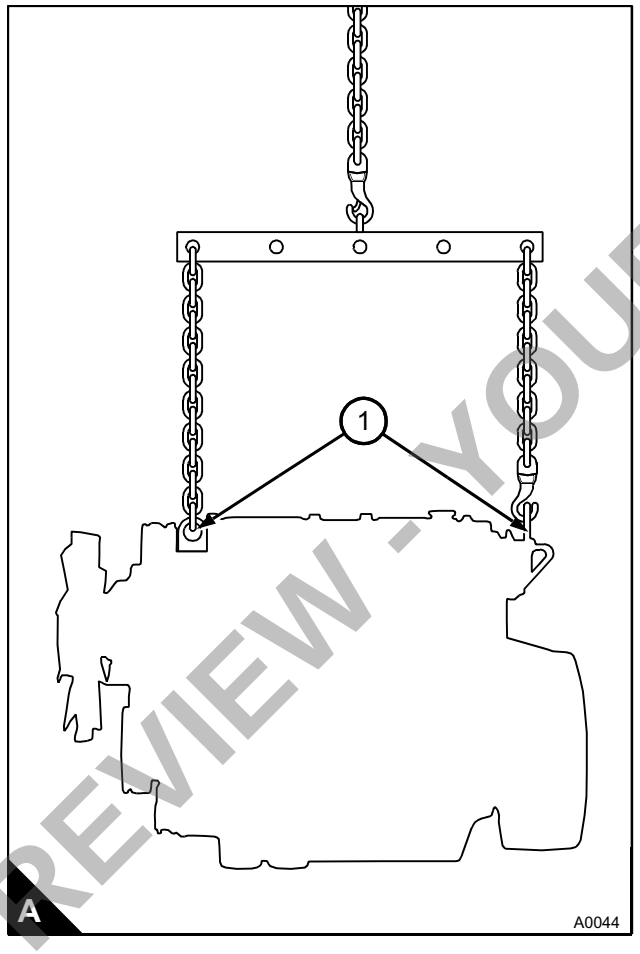
The maximum weight of the engine without coolant, lubricant, or a gearbox fitted will vary for different applications. It is recommended that lift equipment of the minimum capacity listed below is used:

Four cylinder engines	600 kg (1320 lbs)

Note: Use lift equipment or obtain assistance to lift heavy engine components such as the cylinder block, cylinder head, balancer unit, flywheel housing, crankshaft and flywheel.

Before the engine is lifted:

- Always use lift equipment of the approved type and of the correct capacity to lift the engine. It is recommended that lift equipment of the type shown in (A) is used, to provide a vertical lift directly above the engine lift brackets (A1). Never use a single lift bracket to raise an engine.
- Check the engine lift brackets for damage and that they are secure before the engine is lifted. The torque for the setscrews for the engine lift brackets is 44 Nm (33 lbf ft) 4,5 kgf m.
- To prevent damage to the rocker cover, ensure that there is clearance between the hooks and the rocker cover.



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11 Fit the valve spring cap.

Caution: *Ensure that the valve spring is compressed squarely or damage can occur to the valve stem.*

Note: Do not over compress the valve springs so that coils are touching.

12 Fit the valve spring compressor, compress the valve spring and fit the collets. Remove the valve spring compressor.

13 Fit the rocker assembly, see Operation 3-4.

14 Check the valve tip clearances, see Operation 3-7.

15 Fit the rocker cover, see Operation 3-3.

Note: If other or all of the valve springs are to be changed, they can be changed two cylinders at a time. The sets of cylinders are 1 and 4, 2 and 3.

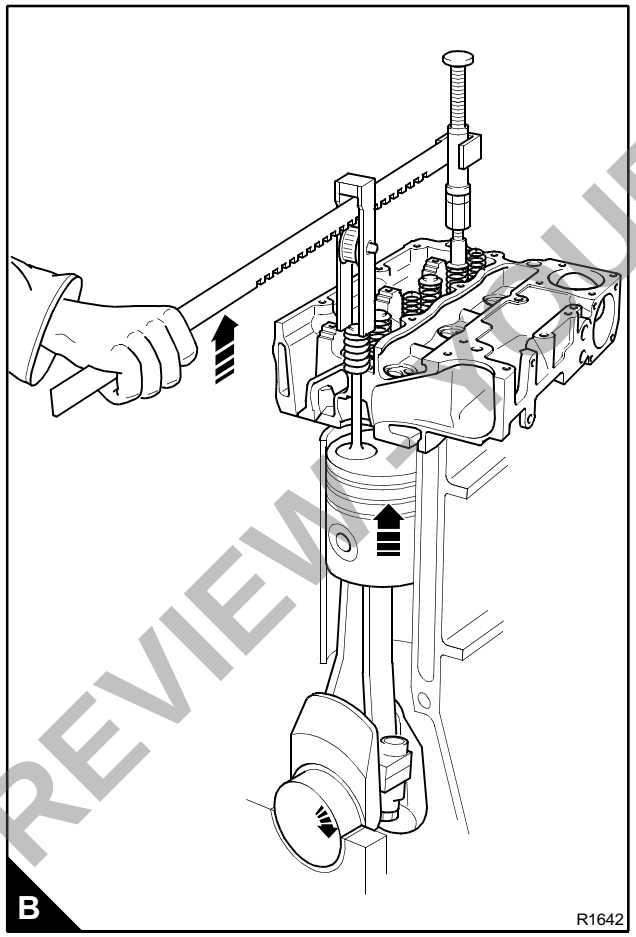
If the rocker assembly has been removed, piston TDC can be found as follows:

1 Fit the valve spring compressor and compress the valve springs to open the valve.

2 Rotate the crankshaft, by hand, in the normal direction of rotation until the piston touches the valve.

Note: Ensure that the collets are fully located before the pressure is released on the valve spring compressor.

3 Continue to rotate the crankshaft, and at the same time, release pressure on the valve spring compressor until the piston is at TDC (B).



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Rear end oil seal assembly

To remove and to fit the rear end oil seal assembly — Operation 5-2

Caution: *The new rear end oil seal assembly includes a plastic protection sleeve (A2) that is fitted to the inside of the seal. This sleeve is to protect the oil seal from damage when it is fitted to the crankshaft palm (A1). The plastic sleeve must remain inside the seal until the assembly is fitted. When the assembly is fitted, the plastic sleeve will be pushed out of the oil seal and the assembly. The plastic sleeve must be discarded after the assembly is fitted. The seal of the new rear end oil seal assembly is pre-waxed, there is no need to lubricate the palm or the seal before it is fitted.*

Notes:

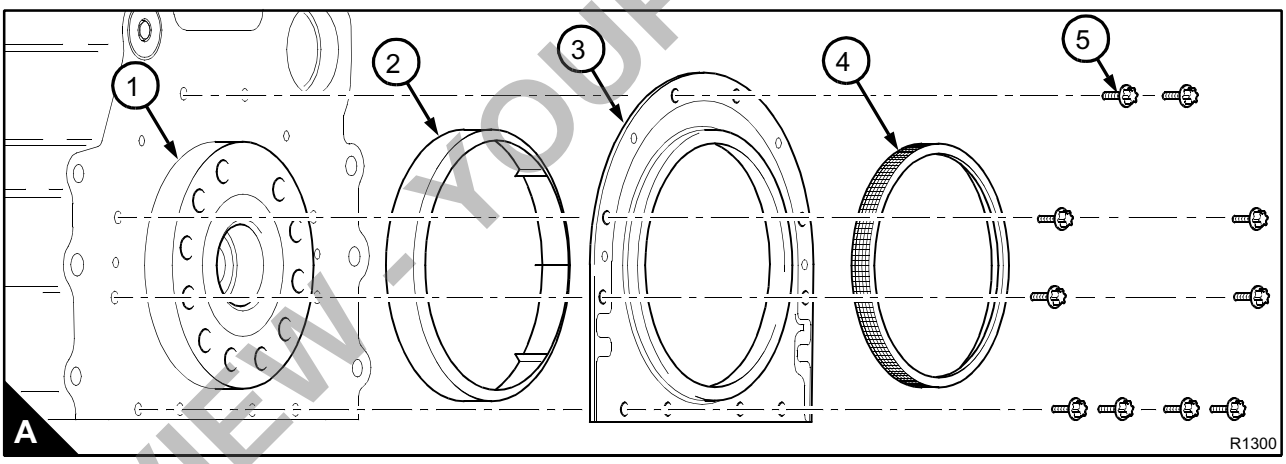
- The oil seal for the rear end oil seal assembly cannot be renewed, if the seal is faulty, the complete assembly must be renewed.
- If the crankshaft palm has a wear groove caused by the old oil seal assembly, a wear sleeve must be fitted to the crankshaft palm before the new assembly is fitted, see Operation 5-3.
- An alignment tool is needed to fit the rear end oil seal assembly, see page 82.
- The rear end oil seal cannot be used again and must be replaced if removed.

To remove

1 Remove the drive components from the rear end of the engine.

2 Remove the flywheel, see Operation 13-1 and the flywheel housing, see Operation 13-3.

3 Remove the Torx screws from the rear end oil seal housing and remove the assembly.



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To assemble Operation 6-11

Special requirements

Consumable products	
Description	**Part number**
POWERPART Threadlock and nutlock	21820117

***Cautions*:**

- *The bearing and the hub must be fitted so that the marked teeth of the heavy duty idler gear are to the front.*
- *The new bearing assembly has a sleeve fitted, to hold the needle roller bearing securely. The sleeve must not be removed before the bearing assembly is fitted into the gear. If the sleeve is removed from the bearing assembly before the bearing is fitted, the bearing rollers will become loose.*
- *The hub assembly must be aligned correctly to the plate (A3) and the cylinder block to allow the gear to be lubricated.*
- *If a used bearing assembly is dismantled and the rollers become loose, a new bearing assembly must be fitted.*

1 Clean all parts and check for wear and damage, renew as necessary.

2 Fit the circlip (A10) into the back face of the gear (A6), slide the thrust washer (A9) into the front face of the gear bore (A1).

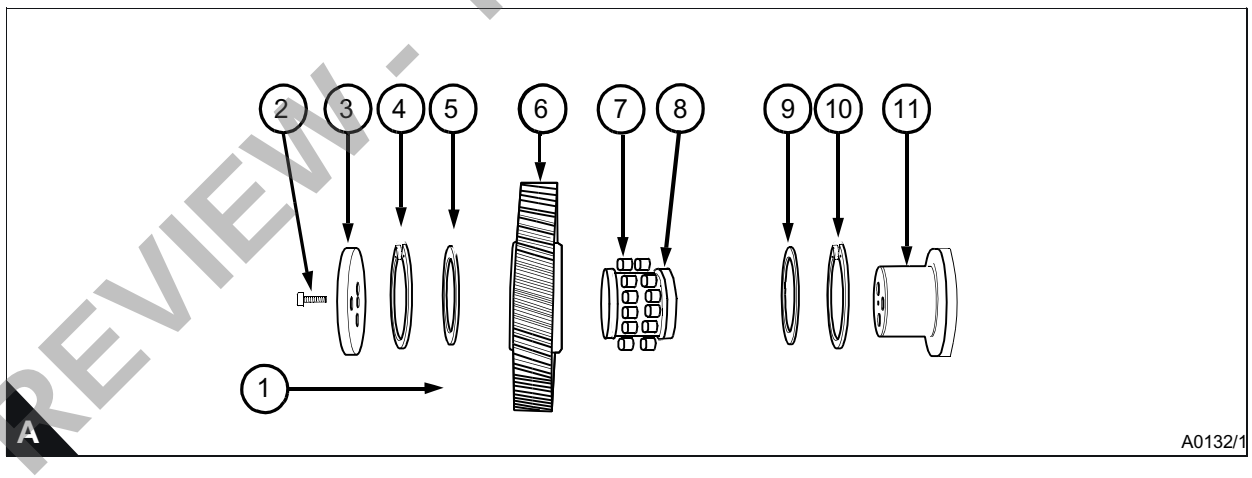
3 Align the new bearing assembly with the sleeve to the front face (A1) of the gear bore, push the bearing assembly out of the sleeve and into the gear bore.

4 Fit the thrust washer (A5) and the circlip (A4). Lightly lubricate the bearing with clean engine lubricating oil.

5 Press the gear assembly onto the hub (A11).

Note: If the old setscrew (A2) is to be used, apply POWERPART Threadlock and nutlock.

6 Fit the plate (A3) and the setscrew (A2) to the gear assembly. Rotate the plate (A3) until the three holes in the plate are aligned correctly to the three holes in the hub (A11). The plate (A3) will be marked with the word TOP, ensure this is facing the front of the engine. Tighten the setscrew (A2) to 9 Nm (7 lbf ft) 0,9 kgf m.



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List of possible causes

1 Element of the air filter dirty.
2 Restricted crankcase breather.
3 Element of the air filter not fitted, or not sealing correctly. Loose connection to turbocharger.
4 Internal distortion or restriction in pipe from air filter to turbocharger.
5 Damaged/restricted crossover pipe, turbocharger to intake manifold.
6 Restriction between air filter and turbocharger.
7 Restriction in exhaust system.
8 Turbocharger loose or clamps/setscrews loose.
9 Intake manifold crossover pipe has cracks, is loose, or has flange distortion.
10 Exhaust manifold has cracks, is loose, or has flange distortion.
11 Restricted exhaust system.
12 Delay of lubricating oil to turbocharger at engine start.
13 Insufficient lubrication.
14 Dirty lubricating oil.
15 Incorrect lubricating oil.
16 Restricted lubricating oil supply pipe.
17 Restricted lubricating oil drain pipe.
18 Turbine housing damaged or restricted.
19 Leakage from turbocharger seals.
20 Worn turbocharger bearings.
21 Excessive dirt in compressor housing.
22 Excessive carbon behind turbine rotor.
23 Engine speed raised too rapidly at initial start.
24 Insufficient engine idle period.
25 Faulty fuel injection pump.
26 Worn or damaged atomisers.
27 Valves burned.
28 Worn piston rings.
29 Lubricating oil leakage from supply pipe.
30 Excessive preservation fluid (on initial engine start).
31 Excessive engine idle period.
32 Restriction in turbocharger bearing housing.
33 Restriction in lubricating oil filter.
34 Wet type air cleaner: Restricted, dirty element, viscosity of oil too low/high.
35 Waste-gate actuator faulty or damaged.
36 Waste-gate valve not free.
37 Engine stopped too soon from high load.
38 Insufficient lubricating oil.

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To remove **Operation 11-9**

Special requirements

Special tools			
Description	**Part number**	**Description**	**Part number**
Spanner for flange nut of the Bosch fuel injection pump	21825964	Timing pin	27610032

Caution: *Do not loosen the nut (A2) from the fuel injection pump. The fuel pump hub is fitted to the shaft in the factory to ensure that the fuel pump is in the correct position for timing. If the hub is moved, the hub will need to be accurately fitted to the pump by use of special equipment.*

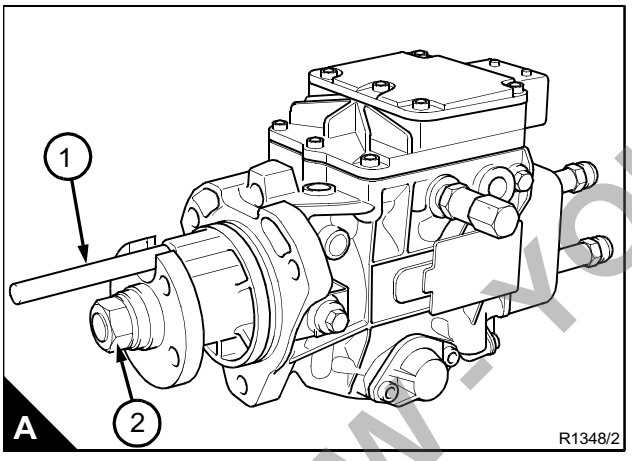
1 Disconnect the battery.

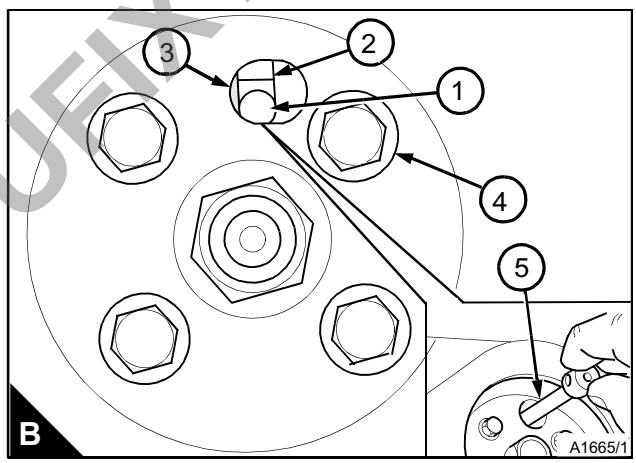
2 Set the engine to TDC number 1 cylinder compression stroke, see Operation 8-1.

3 Insert the timing pin (B5) through the hole (B3) in the fuel pump gear and the slot of the hub (B2). Push the pin fully into the hole (B1) in the body of the fuel pump. If the pin can be fully inserted then the pump timing is correct. There should be no resistance when the pin is inserted.

Caution: *Use a second spanner to prevent movement of the high pressure outlet on the pump when the union nut for each high pressure pipe is released.*

4 Remove the low pressure and the high pressure fuel pipes from the pump.





Continued

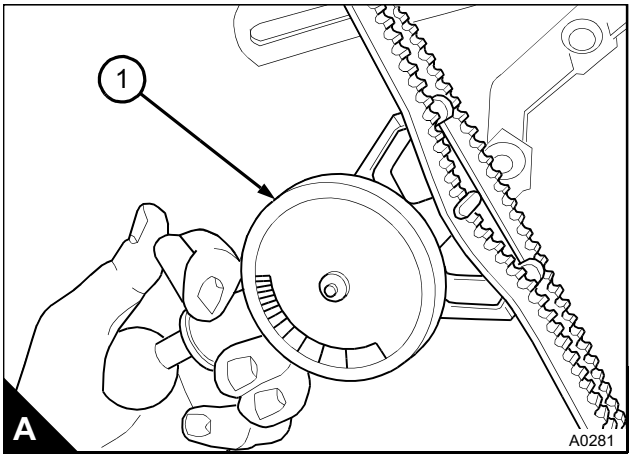
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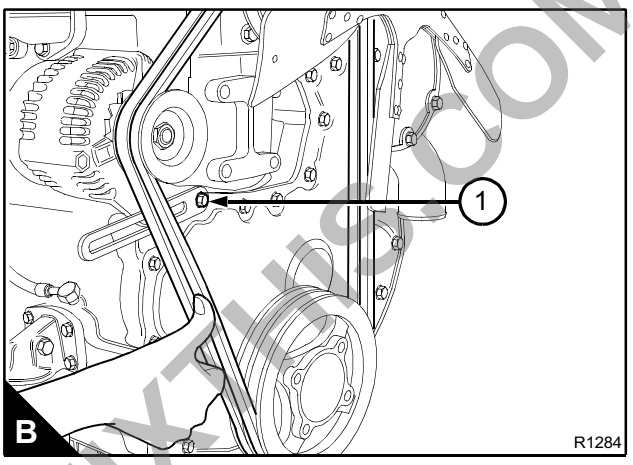
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To check the drive belts **Operation 14-1**

1 Check the belts for wear and damage and renew, if necessary, in pairs.

2 Check the belt tension. Check/adjust the tension on both belts. To ensure maximum belt life, it is recommended that a belt tension gauge is used. Fit the gauge (A1) at the centre of the longest free length and check the tension. If a Burroughs gauge is used, the correct tension is 535 N (120 lbf) 54 kgf. If the tension is equal to, or less than 250 N (56 lbf) 25 kgf on either belt, adjust both belts to 535 N (120 lbf) 54 kgf, see Operation 14-2.

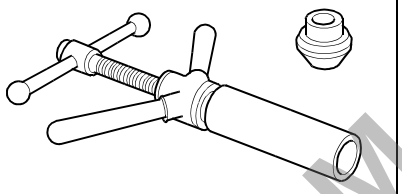
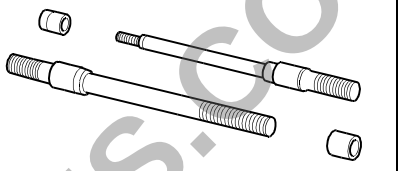
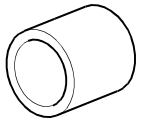
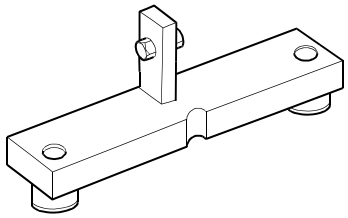
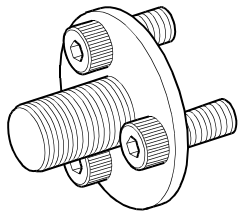
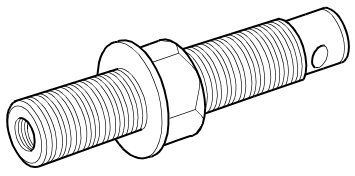




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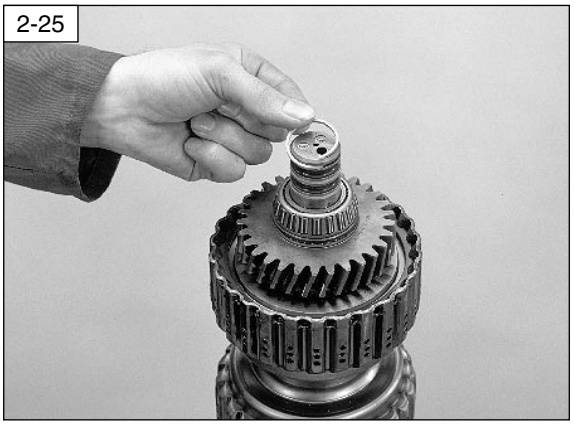
List of special tools

Part number	Description	Illustration
21825478	Remover / replacer for valve guides (main tool). Reference number PD.1D.	
21828479	Adaptor for use with 21825478. Reference number PD.1D-13.	
27610234	Inlet and outlet valve guide adaptor for use with 21825478.	
27610248	Bosch EPVE fuel pump timing adaptor. Reference number.	
21825496	Gauge for piston height, valve depth and cylinder liner flange; for use with 21825617. Reference number PD.41D.	
21825580	Fastener plate for use with 21825577. Reference number PD.170-3.	
21825577	Replacer tool for seal of timing case cover (main tool). Reference number PD.170.	

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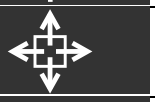
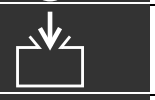
2-25



Finally fit 3 new sealing rings to the rear of the shaft as shown.

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a

ITA Inserire nel corpo differenziale (15), la rondella di rasamento (13) e l'ingranaggio planetario (14).

D Das Differentialgehäuse (15), die Zwischenlegscheibe (13) und das Planetenrad (14) einsetzen.

ESP Introducir en la caja del diferencial (15) la arandela de espesor (13) y el engranaje planetario (14).

F Introduire, dans le boîtier du différentiel (15), la rondelle de rasage (13) et l'engrenage planétaire (14).

b

ITA Posizionare la rondella di rasamento (19), il primo ingranaggio satellite (18).
Tenerli in posizione con la barra **T16C**.

D Die Zwischenlegscheibe (19) und das erste Planetenrad (18) positionieren.
Mit dem Stab **T16C** diese in ihrer Position halten.

ESP Posicionar la arandela de espesor (19), el primer engranaje satélite (18).
Mantenerlos en posición por medio de la barra **T16C**.

F Placer la rondelle de rasage (19) et le premier engrenage satellite (18).
Maintenir ceux-ci en place à l'aide de la barre **T16C**.

c

ITA Utilizzando lo spinotto **T16A**, posizionare il secondo ingranaggio satellite (18) e la relativa rondella di rasamento (19).

D Mit dem Bolzen **T16A** das zweite Planetenrad (18) und die entsprechende Zwischenlegscheibe (19) positionieren.

ESP Utilizando la cruceta **T16A**, posicionar el segundo engranaje satélite (18) y la arandela de espesor correspondiente (19).

F A l'aide du goujon **T16A** placer le second engrenage satellite (18) et sa relative rondelle de rasage (19).

d

ITA Inserire tra i due ingranaggi satelliti (18) l'attrezzo **T14**.
Allineare tutto il gruppo inserendo a fondo la barra **T16C** fino ad espellere lo spinotto **T16A**.

D Zwischen den beiden Planetenräder (18) das Werkzeug **T14** einsetzen.
Das gesamte Aggregat fluchten; dazu den Stab **T16C** ganz einschieben bis die Bolzen **T16A** herausgestoßen worden sind.

ESP Introducir entre los dos engranajes satélite (18) la herramienta **T14**.
Alinear todo el grupo introduciendo a fondo la barra **T16C** hasta expulsar la cruceta **T16A**.

F Introduire entre les deux engrenages satellites (18) l'outil **T14**.
Aligner tout le groupe en insérant à fond la barre **T16C** jusqu'à éjecter le goujon **T16A**.

e

ITA Bloccare l'attrezzo **T14** a ridosso degli ingranaggi satelliti (18).
Dopo il bloccaggio, rimuovere la barra **T16C**.

D Werkzeug **T14** an den Planetenrädern (18) anliegend, blockieren.
Danach Stab **T16C** entfernen.

ESP Bloquear la herramienta **T14** detrás de los engranajes satélite (18).
Después de bloquearlos, remover la barra **T16C**.

F Bloquer l'outil **T14** à l'abri des engrenages satellites (18).
Après avoir bloqué, enlever la barre **T16C**.

f

ITA Montare sui perni (17) gli anelli elastici (20).

D Auf die Stifte (17) die Kolbenringe (20) montieren.

ESP Montar en los pernos (17) los anillos elásticos (20).

F Monter sur les tourillons (17) les anneaux élastiques (20).

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PROBLEM - PROBLEMA - PROBLEM - PROBLEMA - PROBLEME	CAUSE - CAUSE - URSACHE - CAUSAS - CAUSE	CORRECTION - RIMEDI - ABHILFE - REMEDIOS - REMEDE
Soft brake pedal *Pedale del freno non risponde* Leichtes Bremspedal *El pedal del freno no funciona* Pedale du frein ne repond pas	6. Air in brake circuit *6. Aria nel circuito frenante* 6. Luft in der Bremsanlage *6. Aire en el circuito frenante* 6. Air dans le circuit	Bleed brakes as described in the vehicle's service manual. *Spurgare il circuito frenante come da istruzioni di spurgo del manuale del veicolo.* Bremsen entlüften gemäß Anweisungen im Handbuch des Failrzeuges. *Purgar el circuito frenante se acuerdo con las instrucciones de purga del manual del vehículo.* Purger le circuit de frein selon «instructions de purge» du manuel du véhicule.
Ineffective safety brake *Freno negativo inefficiente* Federspeicherbremse ohne Funktion. *Freno negativo ineficiente* Inefficacite du frein negatif	7. Incorrect adjustment *7. Registrazione incorretta* 7. Fehlerhafte Einstellung des Bremsscheibenspieles *7. Ajuste incorrecto* 7. Mauvais reglage	See correction N. 1. *Vedere rimedio N. 1.* Siehe Abhilfe N. 1. *Véase remedio N.1.* Voir remède N. 1.
	8. Brake disc worn out *8. Dischi freno usurati* 8. Bremslamellen verschlissen *8. Discos del freno gastados* 8. Usure disques frein	See correction N. 2. *Vedere rimedio N. 2.* Siehe Abhilfe N. 2. *Véase remedio N. 2.* Voir remède N. 2.
Overheating *Surriscaldamento* Überhitzung *Sobrecalentamiento* Surchauffe	9. Oil level wrong *9. Livello olio non corretto* 9. Niedriger Ölspiegel-Falscher Ölstand *9. Nivel de aceite no correcto* 9. Niveau d'huile pas incorrect	Drain, flush and refill oil to proper level. *Scaricare, eseguire un lavaggio e riempire d'olio fino a livello.* Öl ablassen, reinigen und richtigen Ölstand wieder herstellen. *Descargar, ejecutar un lavado y llenar con aceite hasta el nivel.* Vidanger, rincer et refaire le niveau d'huile.
	10. Too small of a brake gap *10. Poco gioco tra i dischi freno* 10. Zu wenig Spiel zwischen den Bremslamellen *10. Poco juego entre los discos del freno* 10. Peu de jeu entre les disques frein	Readjust brakes to the specifications in the vehicle's service manual. *Registrare il freno come istruzioni da manuale del veicolo.* Spiel gemäß Anweisungen im Handbuch des Fahrzeuges herstellen. *Ajustar el freno de acuerdo con las instrucciones del manual del vehículo* Regler le frein selon les instructions du manuel du véhicule.
	11. Park brake dragging *11. Freno di parcheggio in trazione* 11. Feststellbremse zieht *11. Freno de estacionamiento en tracción* 11. Frein de parc mal réglé	Unlock the brake and adjust the correct gap. *Sbloccare il freno ripristinando il gioco corretto.* Bremsen lösen und richtiges Lamellenspiel einstellen. *Desbloquear el freno restableciendo el juego correcto.* Débloquer le frein et régler le jeu.

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a

ITA Scaldare a circa 80°C la ghiera (19).

D Nutmutter (19) bis auf ca. 80°C erwärmen.

ESP Calentar hasta aproximadamente 80°C la virola (19).

F Chauffer l'anneau (19) à environ 80°C.

b

ITA Impegnare la chiave speciale **T30** sulla ghiera (19) ed applicare sul pignone (20) il codolo **T29**.
Fermare la chiave **T30** e ruotare il pignone (20) per allentare la ghiera (19).

D Spezialschlüssel **T30** in die Nutmutter (19) stecken und auf das Rad (20) den Schaft **T29** anbringen.
Den Schlüssel **T30** festhalten und das Rad (20) drehen, um die Nutmutter (19) zu lockern.

ESP Empenar la llave especial **T30** sobre la virola (19) y aplicar sobre el pinon (20) el mango **T29**.
Parar la llave **T30** y girar el pinon (20) para aflojar la virola (19).

F Engager la clé spéciale **T30** sur l'anneau de fixation (19) et appliquer sur le pignon (20) l'embout **T29**.
Arrêter la clé **T30** et tourner le pignon (20) pour desserrer l'anneau de fixation (19).

c

ITA Asportare la ghiera (19).

D Nutmutter (19) entfernen.

ESP Sacar la virola (19).

F Enlever l'anneau (19).

d

ITA Utilizzando un estrattore, estrarre il pignone (20) completo del cuscinetto interno (21), del distanziale (22) e degli spessori (23) e (24).
NOTA. Le ralle dei cuscinetti rimangono nel corpo centrale (11).

D Mit einem Abzieher, Rad (20) samt inneres Lager (21), Distanzstück (22) und Unterlegscheiben (23) und (24) herausnehmen.
BEMERKUNG. die Scheiben der Lager bleiben im Zentralkörper (11) sitzen.

ESP Utilizando un estractor, estraer el pinon (20) completo de cojinete interno (21), del distancial (22) y de los espesores (23) y (24).
NOTA. Las ranguas de los cojinetes quedan en el cuerpo central (11).

F A l'aide d'un extracteur extraire le pignon (20) équipé de palier interne (21), de l'entretoise (22) et des cales (23) et (24).
NOTE. Les crapaudines des paliers demeurent dans le corps central (11).

e

ITA Rimuovere il pignone completo (20).
NOTA. Controllare attentamente ed annotare il senso di montaggio del distanziale (22).

D Das gesamte Rad (20) abnehmen.
BEMERKUNG. Sorgfältig die Montagerichtung des Distanzstückes (22) kontrollieren.

ESP Remover el pinon completo (20).
NOTA. Controlar con cuidado y anotar el sentido de montaje del distancial (22).

F Enlever le pignon complet (20).
NOTE. Contrôler attentivement et prendre note du sens de montage de l'entretoise (22).

f

ITA Utilizzando uno spintore ed un mazzuolo, estrarre l'anello di tenuta (25).
NOTA. Annotare il senso di montaggio dell'anello di tenuta (24).

D Mit einem Stößel und einem Hammer, den Kolbenring (25) herausnehmen.
BEMERKUNG. Montagerichtung des Kolbenrings (24) beachten.

ESP Utilizando un empuje y un martillo, estaer el segmento de compresion (25).
NOTA. Anotar el sentido de montaje del segmento de compresion (24).

F A l'aide d'un poussoir et d'un maillet, extraire la bague d'étanchéité (25).
NOTE. Prendre note du sens du montage de la bague d'étanchéité (24).

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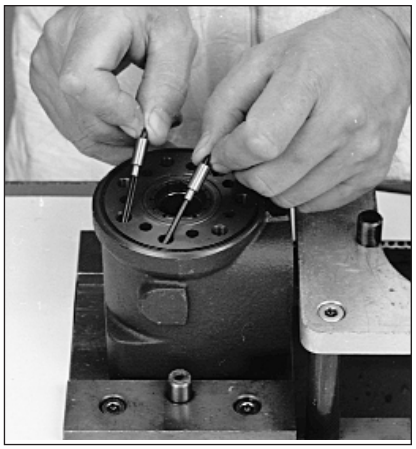


Anbring en kugle i de to huller pilene peger på.

Place a ball in the two holes indicated by the arrows

Eine Kugel in die beiden mit Pfeil bezeichneten Bohrungen legen.

Placer une bille dans les deux trous comme l'indiquent les flèches.

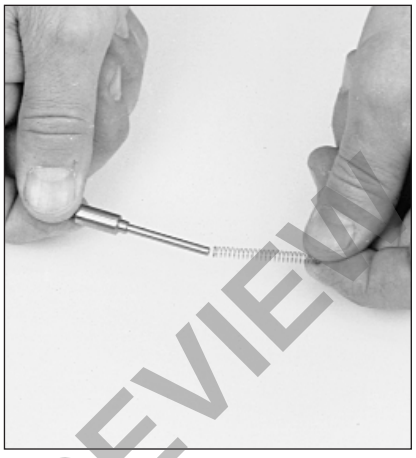


Anbring en ny stift i de samme to huller.

Place a new pin in the same two holes.

Einen neuen Stift in diesen beiden Bohrungen anbringen.

Placer une nouvelle goupille dans ces mêmes deux trous.

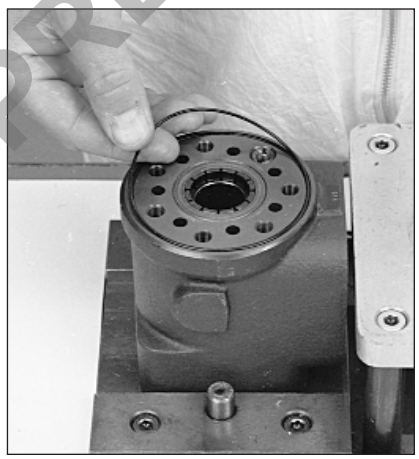


I nogle tilfælde skal der monteres en fjeder (Se s. 4 pos. 38) på stiften inden den placeres i hullet i huset. (Se OSPC reservedelsliste HN.21.UA.52).

In some cases a spring has to be fitted (see page 4 pos. 38) on the pin before it is placed in the housing. (See OSPC spare parts list, HN.21.UA.52).

In einigen Fällen muß eine Feder an den Stift montiert werden (siehe Seite 4 Pos. 38), bevor dieser in der Bohrung im Gehäuse angebracht wird (siehe OSPC Er-satzteilliste HN.21.UA.52).

Dans certains cas, il faut monter un ressort (voir à la page 14) sur la goupille avant de la placer dans le trou du carter. (Voir la liste des pièces de rechange de l'OSPC, HN.21.UA.52).



Indfedt O-ringen i mineralolie ca. viskositet 500 mm^2/s ved 20°C og læg den i noten.

Grease the o-ring with mineral oil approx. viscosity 500 mm^2/s at 20°C.

O-Ring mit Mineralöl, Viskosität: 500 mm^2/s bei 20°C) einfetten und in die Nut einlegen.

Enduire de l'huile minérale d'une viscosité de 500 mm^2/s à 20°C le joint torique et le placer dans la rainure.

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