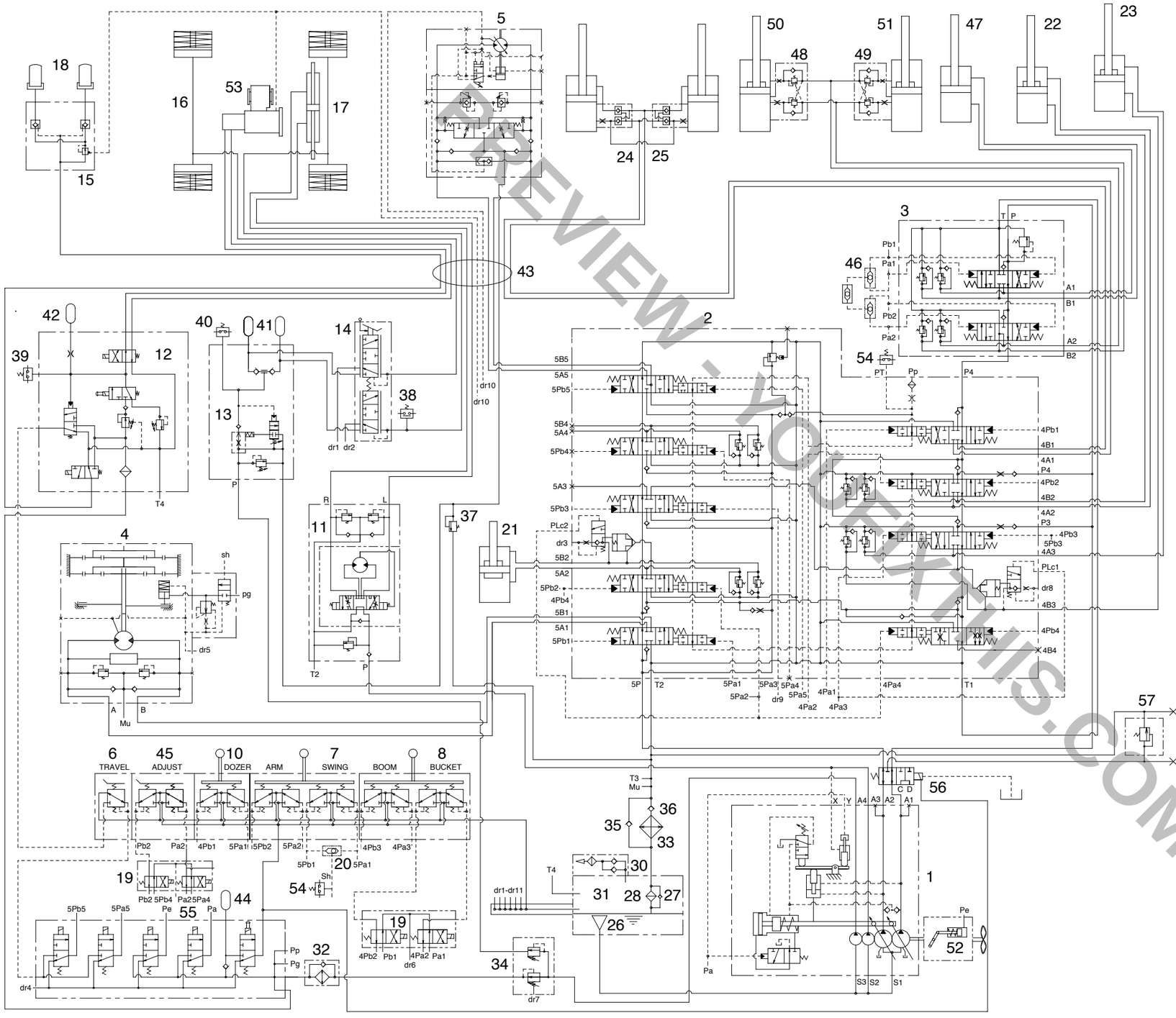
GROUP 1 HYDRAULIC CIRCUIT

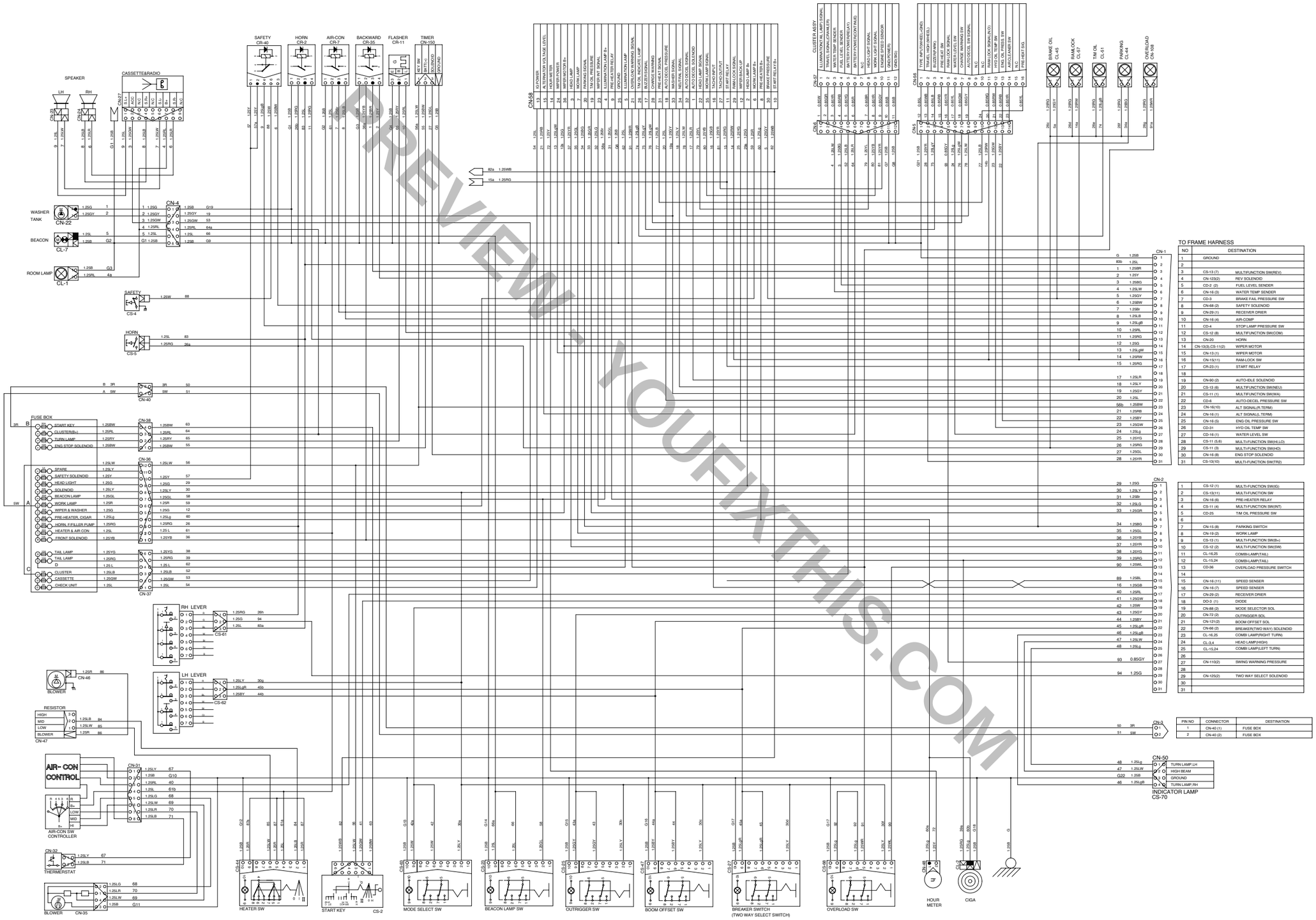


1	Main pump	30	Air breather
2	Main control valve	31	Hydraulic tank
3	Control valve	32	Line filter
4	Swing motor	33	Oil cooler
5	Travel motor	34	Relief valve
6	RCV pedal	35	Check valve
7	RCV lever(LH)	36	Check valve
8	RCV lever(RH)	37	Relief valve
9	Pressure switch	38	Pressure switch
10	RCV dozer	39	Pressure switch
11	Steering valve	40	Pressure switch
12	Transmission control valve	41	Accumulator
13	Brake supply valve	42	Accumulator
14	Brake valve	43	Turning joint
15	Locking valve	44	Accumulator
16	Rear axle	45	Double pedal
17	Front axle	46	Tee shuttle
18	Locking cylinder	47	Boom swing cylinder
19	Solenoid selector	48	Holding valve(LH)
20	Tee shuttle	49	Holding valve(RH)
21	Arm cylinder	50	Adjust cylinder(LH)
22	Bucket cylinder	51	Adjust cylinder(RH)
23	Boom cylinder	52	Decel cylinder
24	Blade cylinder	53	Transmission
25	Blade cylinder	54	Pressure switch
26	Strainer	55	5 cartridge valve
27	Bypass valve	56	Divert valve
28	Return filter	57	Relief valve
29	Tee shuttle		

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GROUP 3 ELECTRICAL CIRCUIT



NO	DESTINATION
1	GROUND
2	
3	CS-13 (7) MULTIFUNCTION SW(REV)
4	CN-123(2) REV SOLENOID
5	CD-2 (2) FUEL LEVEL SENDER
6	CN-16 (3) WATER TEMP SENDER
7	CD-3 BRAKE FAIL PRESSURE SW
8	CN-68 (2) SAFETY SOLENOID
9	CN-29 (1) RECEIVER DRIER
10	CN-16 (4) AIR-COMP
11	CD-4 ST/P LAMP PRESSURE SW
12	CS-12 (8) MULTIFUNCTION SW(COM)
13	CN-20 HORN
14	CN-13(3),CS-11(2) WIPER MOTOR
15	CN-13 (1) WIPER MOTOR
16	CN-16(11) RAM-LOCK SW
17	CR-23 (1) START RELAY
18	
19	CN-90 (2) AUTO-IDLE SOLENOID
20	CS-12 (6) MULTIFUNCTION SW(NEU)
21	CS-11 (1) MULTIFUNCTION SW(WA)
22	CD-6 AUTO-DECEL PRESSURE SW
23	CN-16(10) ALT SIGNAL(R.TERM)
24	CN-16 (1) ALT SIGNAL(L.TERM)
25	CN-16 (5) ENG OIL PRESSURE SW
26	CD-31 HYD OIL TEMP SW
27	CD-16 (1) WATER LEVEL SW
28	CS-11 (5,6) MULTI-FUNCTION SW(HI-LO)
29	CS-11 (3) MULTI-FUNCTION SW(HO)
30	CN-16 (8) ENG STOP SOLENOID
31	CS-13(10) MULTI-FUNCTION SW(TR2)

1	CS-12 (1)	MULTI-FUNCTION SW(IG)
2	CS-13(11)	MULTI-FUNCTION SW
3	CN-16 (6)	PRE-HEATER RELAY
4	CS-11 (4)	MULTI-FUNCTION SW(INT)
5	CD-25	T/M OIL PRESSURE SW
6		
7	CN-15 (8)	PARKING SWITCH
8	CN-19 (2)	WORK LAMP
9	CS-13 (1)	MULTI-FUNCTION SW(B+)
10	CS-12 (2)	MULTI-FUNCTION SW(SW)
11	CL-16,25	COMBI-LAMP(TAIL)
12	CL-13,24	COMBI-LAMP(TAIL)
13	CD-36	OVERLOAD PRESSURE SWITCH
14		
15	CN-16 (11)	SPEED SENSER
16	CN-16 (7)	SPEED SENSER
17	CN-29 (2)	RECEIVER DRIER
18	DO-3 (1)	DIODE
19	CN-88 (2)	MODE SELECTOR SOL
20	CN-72 (2)	OUTRIGGER SOL
21	CN-121(2)	BOOM OFFSET SOL
22	CN-66 (2)	BREAKER(TWO WAY) SOLENOID
23	CL-16,25	COMBI LAMP(RIGHT TURN)
24	CL-3,4	HEAD LAMP(HIGH)
25	CL-13,24	COMBI LAMP(LEFT TURN)
26		
27	CN-110(2)	SWING WARNING PRESSURE
28		
29	CN-125(2)	TWO WAY SELECT SOLENOID
30		
31		

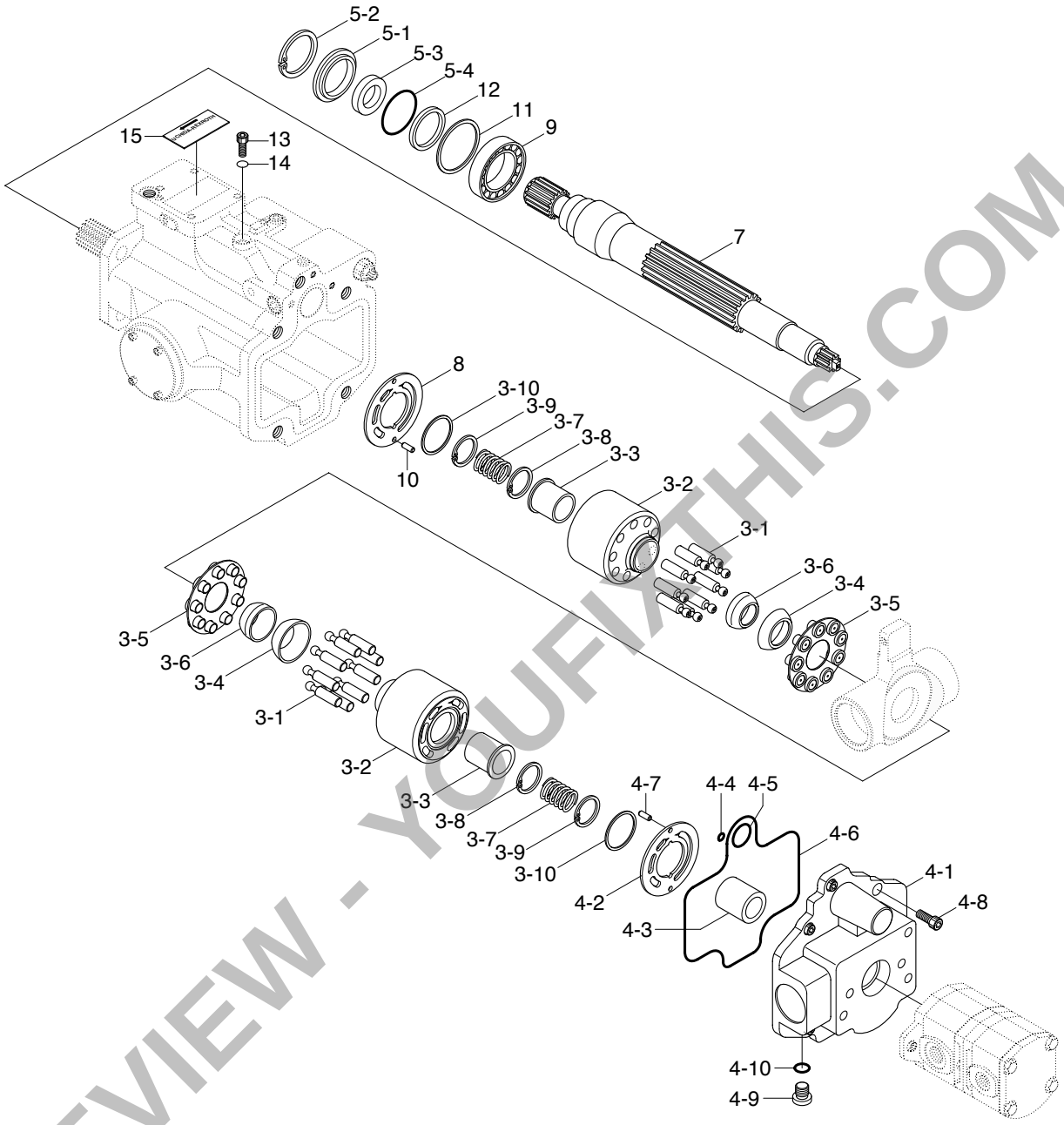
PIN NO	CONNECTOR	DESTINATION
1	CN-40 (1)	FUSE BOX
2	CN-40 (2)	FUSE BOX

48	TURN LAMP LH
47	HIGH BEAM
G22	GROUND
46	TURN LAMP RH

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1) MAIN PUMP(1/3)



3	Rotary group	4-1	Cover	5-2	Retaining
3-1	Piston	4-2	Control plate	5-3	Oil seal
3-2	Cylinder block	4-3	Bearing	5-4	O-ring
3-3	Pin	4-4	O-ring	7	Shaft
3-4	Retainer	4-5	O-ring	8	Control plate
3-5	Plate	4-6	O-ring	9	Bearing
3-6	Guide	4-7	Pin	10	Pin
3-7	Spring	4-8	Bolt	11	Shim
3-8	Spring seat	4-9	Plug	12	C type retaining ring
3-9	Spring seat	4-10	O-ring	13	Plug
3-10	C type retaining ring	5	Case	14	O-ring
4	Cover	5-1	Case	15	Name plate

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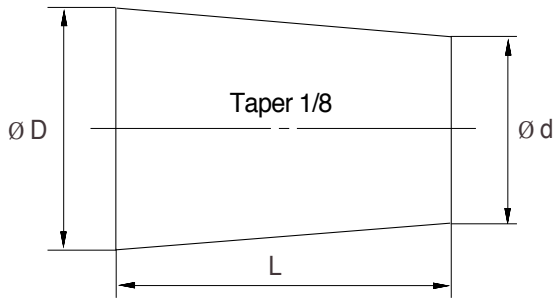
SECTION 7 DISASSEMBLY AND ASSEMBLY

GROUP 1 PRECAUTIONS

1. REMOVAL WORK

1) Lower the work equipment completely to the ground.
   If the coolant contains antifreeze, dispose of it correctly.
2) After disconnecting hoses or tubes, cover them or fit blind plugs to prevent dirt or dust from entering.
3) When draining oil, prepare a container of adequate size to catch the oil.
4) Confirm the match marks showing the installation position, and make match marks in the necessary places before removal to prevent any mistake when assembling.
5) To prevent any excessive force from being applied to the wiring, always hold the connectors when disconnecting the connectors.
6) Fit wires and hoses with tags to show their installation position to prevent any mistake when installing.
7) Check the number and thickness of the shims, and keep in a safe place.
8) When raising components, be sure to use lifting equipment of ample strength.
9) When using forcing screws to remove any components, tighten the forcing screws alternately.
10) Before removing any unit, clean the surrounding area and fit a cover to prevent any dust or dirt from entering after removal.
11) When removing hydraulic equipment, first release the remaining pressure inside the hydraulic tank and the hydraulic piping.
12) If the part is not under hydraulic pressure, the following corks can be used.

Nominal number	Dimensions		
	D	d	L
06	6	5	8
08	8	6.5	11
10	10	8.5	12
12	12	10	15
14	14	11.5	18
16	16	13.5	20
18	18	15	22
20	20	17	25
22	22	18.5	28
24	24	20	30
27	27	22.5	34



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SECTION 5 TROUBLESHOOTING

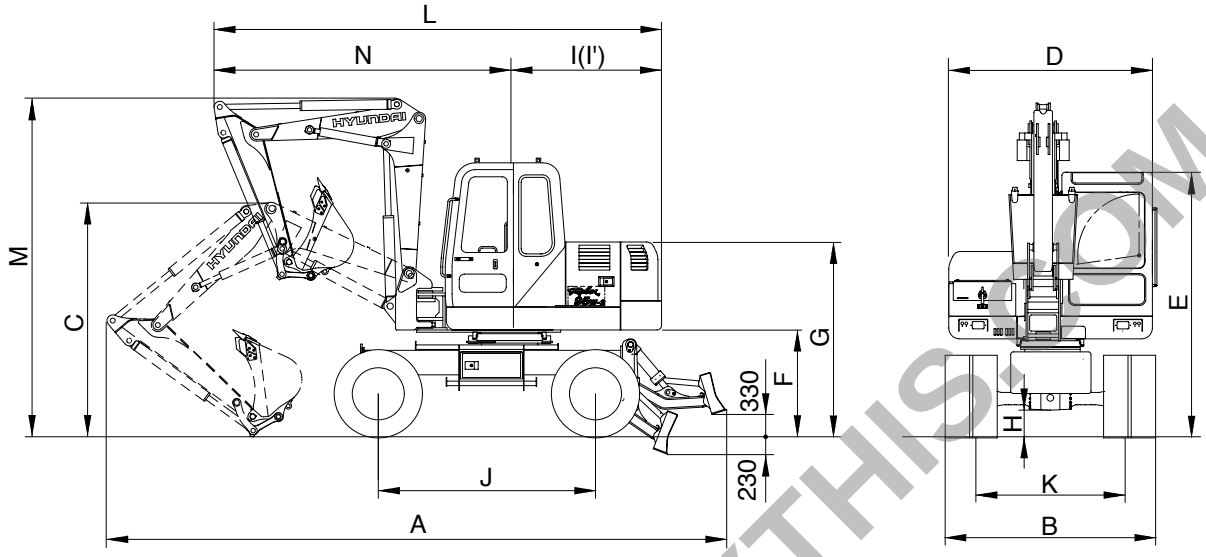
Group 1 Before Troubleshooting ---------- 5-1
Group 2 Hydraulic and Mechanical System ---------- 5-4
Group 3 Electrical System ---------- 5-21

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2. SPECIFICATIONS

1) 3.64m(11' 11") TWO PIECE BOOM(CYL TYPE) AND REAR DOZER BLADE



Description		Unit	Specification	
			1.6m(5' 3") Arm	1.85m(6' 1") Arm
Operating weight		kg(lb)	9600(21160)	9620(21210)
Bucket capacity(PCSA heaped), standard		m^3(yd^3)	0.30(0.39)	0.30(0.39)
Overall length	A	mm(ft-in)	7100(23' 4")	7210(23' 8")
Overall width	B		2345(7' 8")	2345(7' 8")
Shipping height of boom	C		2680(8' 10")	2840(9' 4")
Superstructure width	D		2250(7' 5")	2250(7' 5")
Cab height	E		3020(9' 11")	3020(9' 11")
Ground clearance of counterweight	F		1140(3' 9")	1140(3' 9")
Engine cover height	G		2330(7' 7")	2330(7' 7")
Minimum ground clearance	H		350(1' 2")	350(1' 2")
Rear-end distance	I		1800(5' 11")	1800(5' 11")
Rear-end swing radius	I'		1800(5' 11")	1800(5' 11")
Wheel base	J		2400(7' 10")	2400(7' 10")
Tread	K		1810(5' 11")	1810(5' 11")
Traveling length of boom	L		5490(18' 0")	5490(18' 0")
Traveling height of boom	M		3940(12' 11")	3940(12' 11")
Length of roading position	N		3300(10' 10")	3300(10' 10")
Travel speed	Low	km/hr(mph)	8.0(5.0)	8.0(5.0)
	High		30(18.7)	30(18.7)
Swing speed		rpm	14.4	14.4
Gradeability		Degree(%)	30(58)	30(58)

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GROUP 2 TIGHTENING TORQUE

1. MAJOR COMPONENTS

No.	Descriptions		Bolt size	Torque	
				kgf · m	lbf · ft
1	Engine	Engine mounting bolt(Engine-bracket)	M12 × 1.75	10.0±0.5	72.3±3.6
2		Engine mounting bolt(Bracket-Frame)	M22 × 2.5	48.0±2.0	347±14.5
3		Radiator mounting bolt, nut	M12 × 1.75	9.3±1.9	67.3±13.7
4		Coupling mounting bolt	M16 × 2.0	22.1±2.4	159±17.3
5	Hydraulic system	Main pump mounting bolt	M12 × 1.75	12.2±1.3	88.2±9.4
6		Main control valve mounting bolt	M12 × 1.75	12.2±1.3	88.2±9.4
7		Fuel tank mounting bolt	M20 × 2.5	46.0±5.1	333±36.9
8		Hydraulic oil tank mounting bolt	M20 × 2.5	46.0±5.1	333±36.9
9		Turning joint mounting bolt, nut	M16 × 2.0	29.7±3.2	215±23.1
10	Power train system	Swing motor mounting bolt	M16 × 2.0	29.7±3.2	215±23.1
11		Swing bearing mounting bolt	M16 × 2.0	29.7±3.2	215±23.1
12		Front axle mounting bolt, nut	M20 × 2.5	46.0±5.1	333±36.9
13		Rear axle mounting bolt, nut	M24 × 2.0	100±15	723±108
15		Transmission mounting bolt	M20 × 2.5	44.0±2.0	318±14.5
16		Oscillating cylinder mounting bolt	M16 × 2.0	29.7±3.2	215±23.1
17		Oscillating cylinder support bolt	M14 × 2.0	19.6±2.9	144±21.0
18		Wheel nut	M20 × 1.5	52.2±0.5	378±3.6
19		Front drive shaft mounting bolt, nut	M10 × 1.25	5.9±0.6	42.7±4.3
20		Rear drive shaft mounting bolt, nut	M10 × 1.25	5.9±0.6	42.7±4.3
21	Others	Counterweight mounting bolt	M24 × 3.0	100±10	723±72.3
22		Cab mounting bolt, nut	M10 × 1.5	4.8±0.3	34.7±2.2
23		Operator's seat mounting bolt	M 8 × 1.25	1.17±0.1	8.5±0.7

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Millimeters to inches

1mm = 0.03937 in

	0	1	2	3	4	5	6	7	8	9
0		0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
50	1.969	2.008	2.047	2.087	2.126	2.165	2.205	2.244	2.283	2.323
60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
70	2.756	2.795	2.835	2.874	2.913	2.953	2.992	3.032	3.071	3.110
80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898

Kilogram to Pound

1kg = 2.2046 lb

	0	1	2	3	4	5	6	7	8	9
0		2.20	4.41	6.61	8.82	11.02	13.23	15.43	17.64	19.84
10	22.05	24.25	26.46	28.66	30.86	33.07	35.27	37.48	39.68	41.89
20	44.09	46.30	48.50	50.71	51.91	55.12	57.32	59.5.	61.73	63.93
30	66.14	68.34	70.55	72.75	74.96	77.16	79.37	81.57	83.78	85.98
40	88.18	90.39	92.59	94.80	97.00	99.21	101.41	103.62	105.82	108.03
50	110.23	112.44	114.64	116.85	119.05	121.25	123.46	125.66	127.87	130.07
60	132.28	134.48	136.69	138.89	141.10	143.30	145.51	147.71	149.91	152.12
70	154.32	156.53	158.73	160.94	163.14	165.35	167.55	169.76	171.96	174.17
80	176.37	178.57	180.78	182.98	185.19	187.39	189.60	191.80	194.01	196.21
90	198.42	200.62	202.83	205.03	207.24	209.44	211.64	213.85	216.05	218.26

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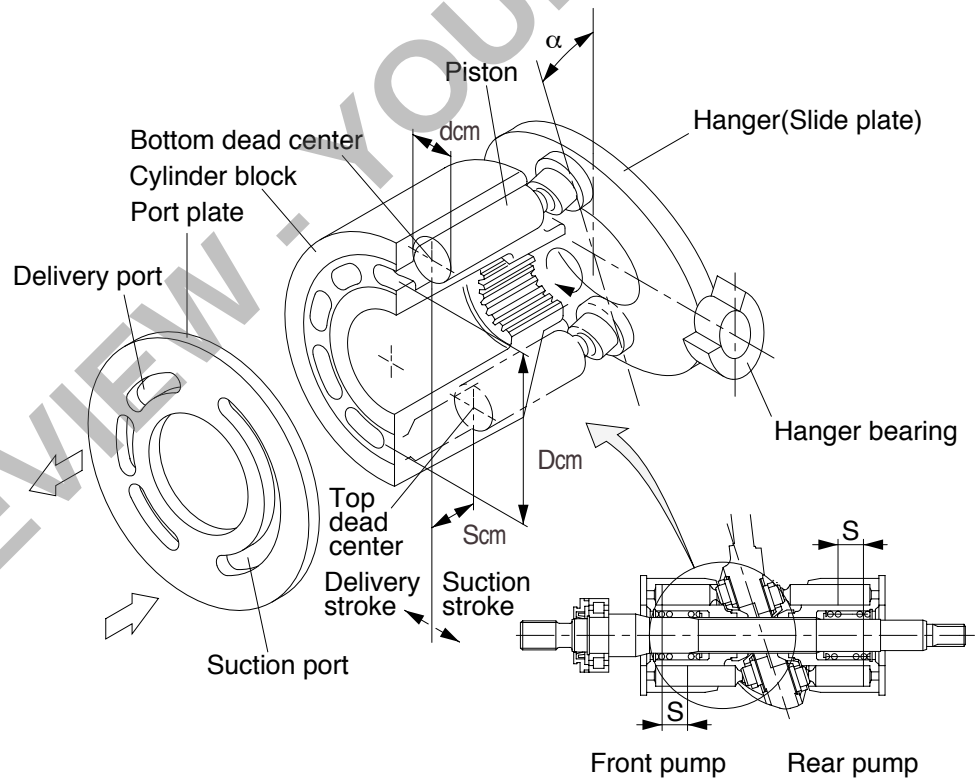
2. OUTLINE

The piston pump unit is a double pump unit consisting of two variable displacement pumps of same capacity mounted against a swash plate in a single housing.
The two rotary groups(Front and rear) are connected by a shaft. By driving the input shaft, both front and rear pumps can be run simultaneously.
This pump unit can have a gear pump connected via a coupling.
The control method used: Summation horse power constant control.

3. MAJOR COMPOSITION AND FUNCTIONS

1) PUMP FUNCTION

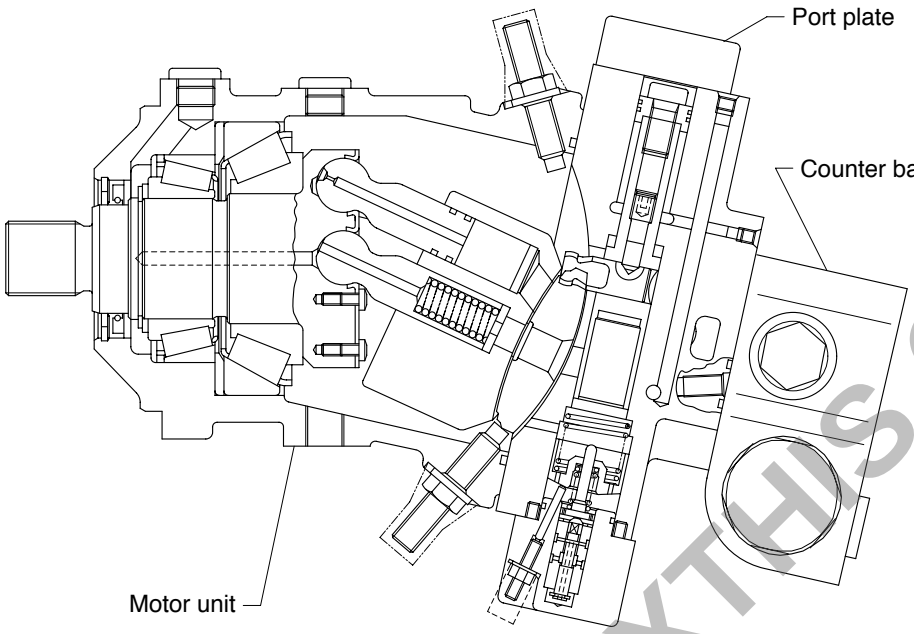
The cylinder block is splined so that it rotates with the drive shaft.
The pistons built in the cylinder block make reciprocating motion following the slide plate on the hanger.
When the pistons move from the bottom dead center to top dead center, the cylinder volume increases so that oil flows into the cylinder block from the suction port through the port plate(Suction stroke).
When the pistons move from the top dead center to bottom dead center, the cylinder volume decreases so that oil is discharged to the delivery port(Delivery stroke).
By changing the inclination of hanger(Slide plate), the volume change(Displacement volume) can be changed.



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2. FUNCTION



1) **VARIABLE DISPLACEMENT MOTOR(With integrated counterbalance valve)**

The variable displacement motor has a rotary group in bent axis design.
The torque is generated directly at the drive shaft.
The cylinder barrel is driven by a tapered piston arrangement.
The change of displacement is generated by the control lens via positioning piston. The control lens slides on a circular shaped surface.

In case of constant pump flow volume and high pressure

- The output speed is increased at smaller swivel angle, the torque is reduced
- The torque rises at swivel angle increase, the output speed is decreased

The max swivel angle is 25°, the min swivel angle is 0°.

The variable displacement motor with integrated counterbalance valve is designed to be operated in open loop.

Min and max displacement are limited by a stop screw. Stepless adjustment to various higher values is possible.

※ **Reduction to smaller displacement may result in overspeeding the motor.**

2) **PORT PLATE**

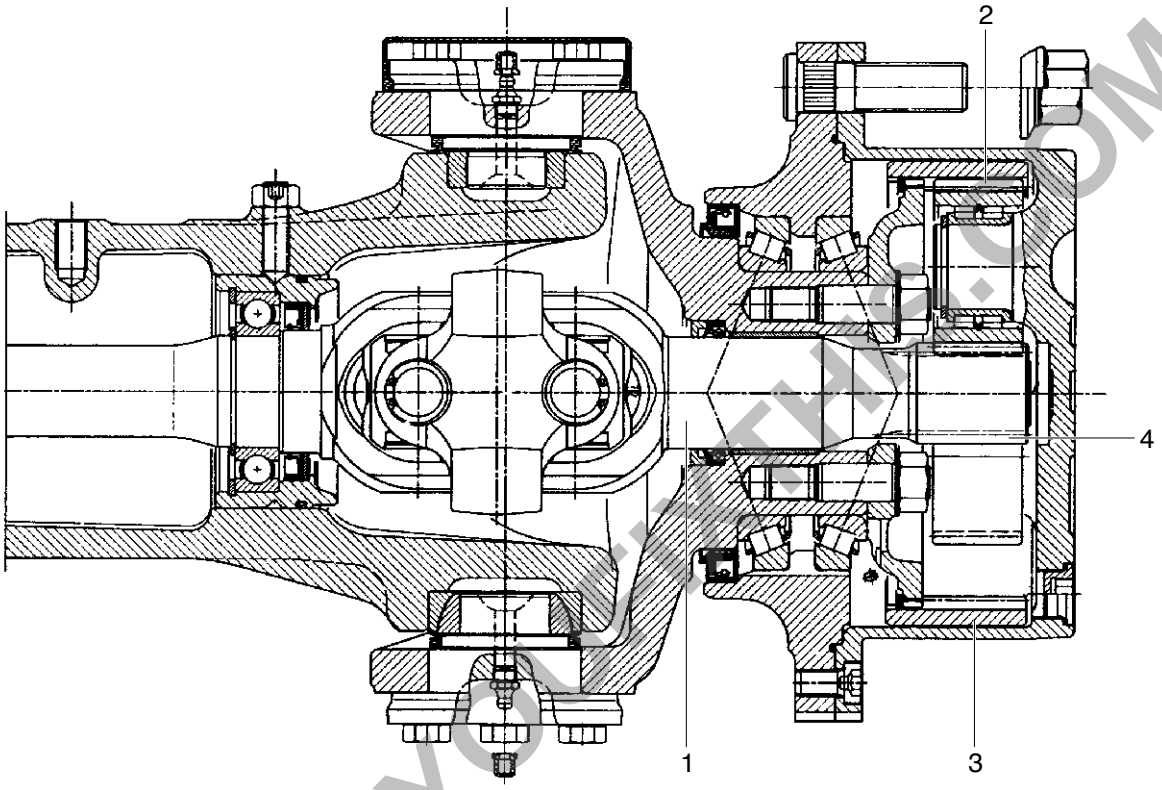
With high pressure dependent control HA1, mounted counterbalance valve, integrated secondary pressure relief valves, plugged gauge and boosting ports, service ports to the rear.

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4. FINAL DRIVE

1) FRONT AXLE



1 Axle shaft 2 Planetary gear 3 Ring gear
4 Sun gear

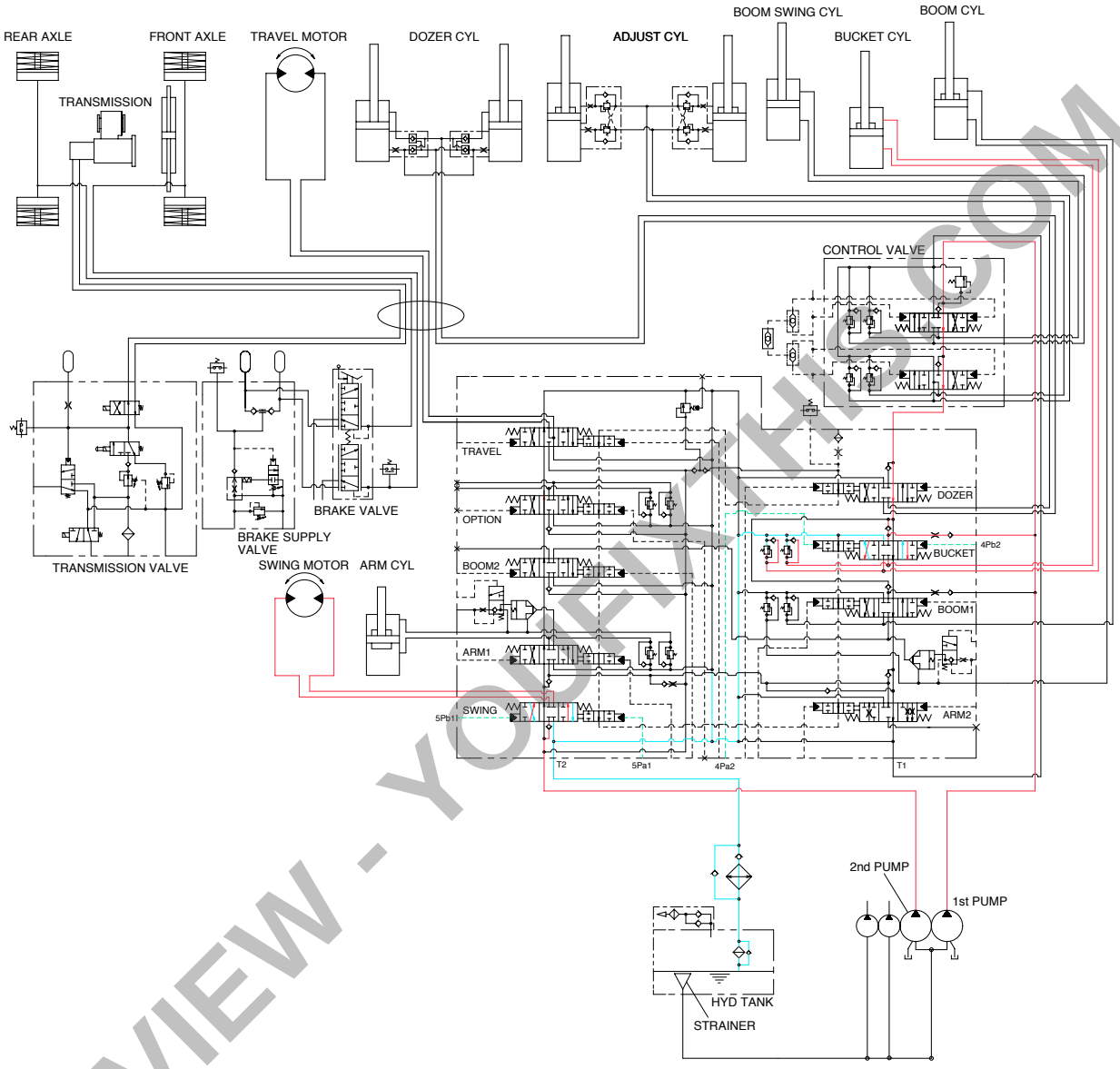
(1) To gain a large drive force, the final drive uses a planetary gear system to reduce the speed and send drive force to the tires.

(2) The power transmitted from the differential through axle shaft(1) to sun gear(4) is transmitted to planetary gear(2). The planetary gear rotates around the inside of a fixed ring gear(3) and in this way transmits rotation at a reduced speed to the planetary carrier.
This power is then sent to the wheels which are installed to the planetary carriers.

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4. COMBINED SWING AND BUCKET OPERATION



When the swing and bucket functions are operated, simultaneously the swing spool and bucket spool in the main control valve are moved to the functional position by the pilot oil pressure from the remote control valve.

The oil from the 1st pump flows into the bucket cylinder through bucket spool in the right control valve.

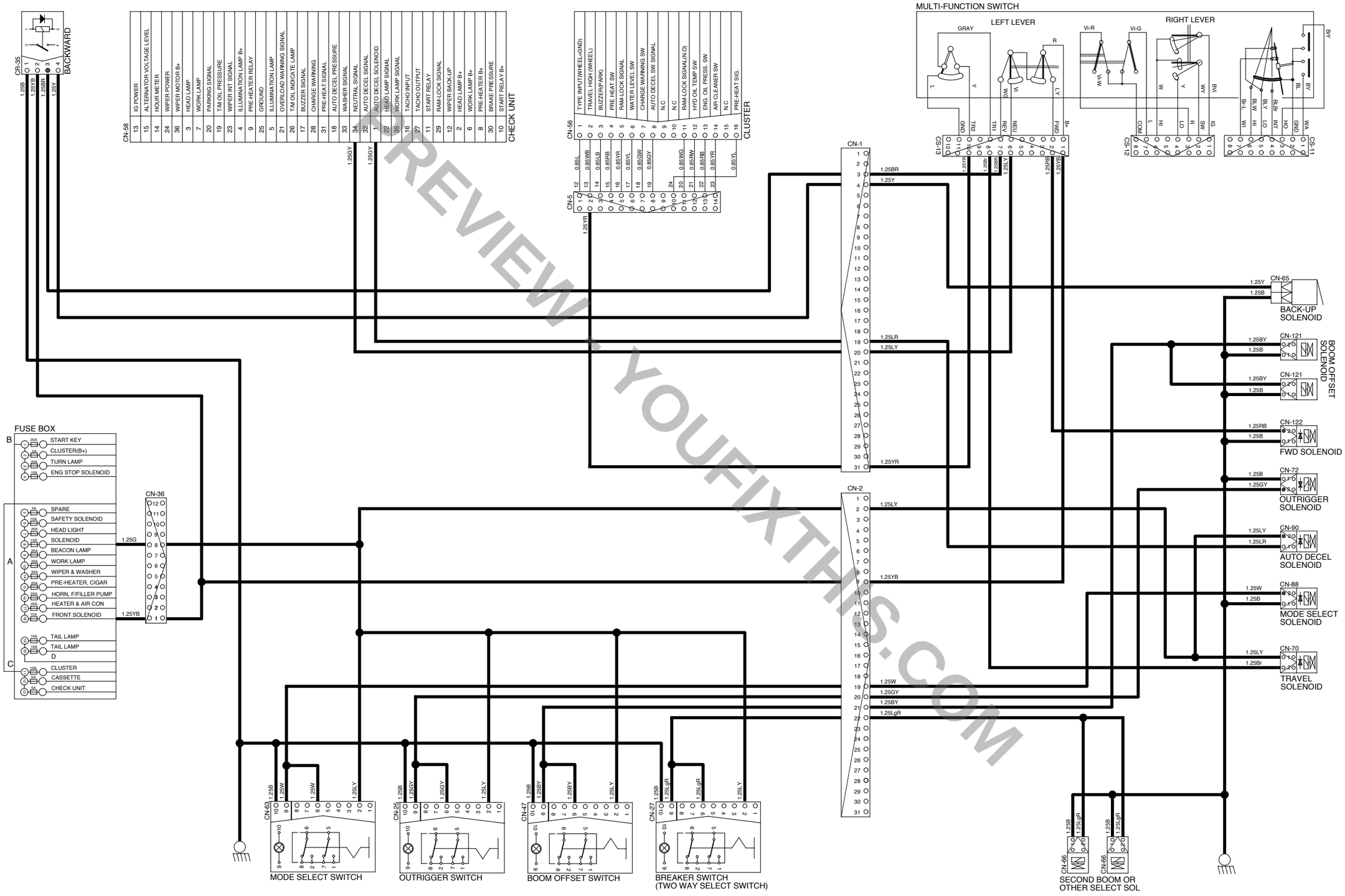
The oil from the 2nd pump flows into the swing motor through swing spool in the left control valve.

The superstructure swings and the bucket is operated.

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ELECTRIC CIRCUIT FOR HYDRAULIC



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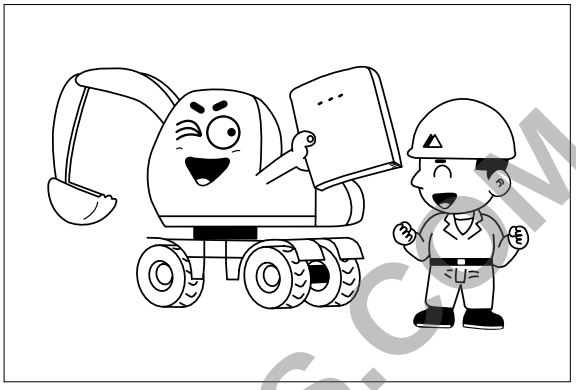
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2. DIAGNOSING PROCEDURE

To carry out troubleshooting efficiently, the following steps must be observed.

STEP 1. Study the machine system

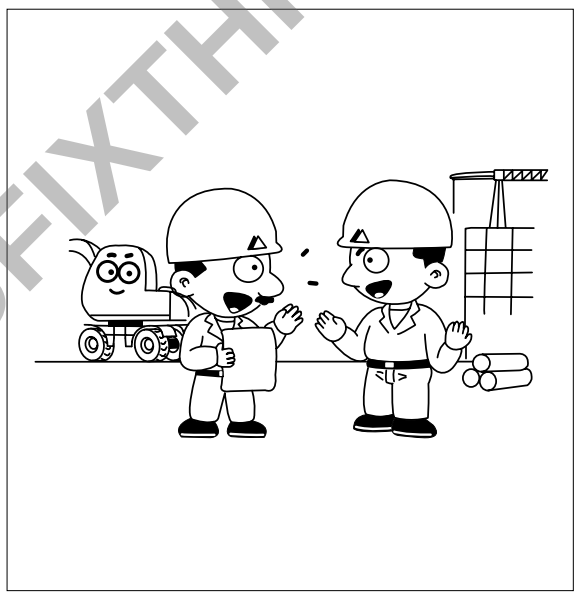
Study and know how the machine is operating, how the system is composing, what kinds of function are installed in the machine and what are specifications of the system components by the machine service manual.
Especially, deepen the knowledge for the related parts of the trouble.



STEP 2. Ask the operator

Before inspecting, get the full story of malfunctions from a witness --- the operator.

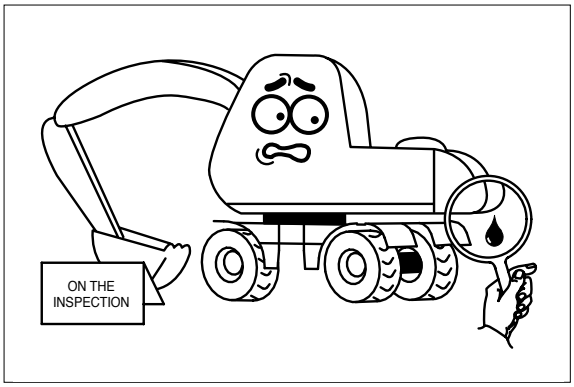
1) How the machine is used and when it is serviced?
2) When the trouble was noticed and what work the machine was doing at that time?
3) What is the phenomenon of the trouble? Was the trouble getting worse, or did it come out suddenly for the first time?
4) Did the machine have any troubles previously? If so, which parts were repaired before.



STEP 3. Inspect the machine

Before starting troubleshooting, check the machine for the daily maintenance points as shown in the operator's manual.

And also check the electrical system including batteries, as the troubles in the electrical system such as low battery voltage, loose connections and blown out fuses will result in malfunction of the controllers causing total operational failures of the machine.

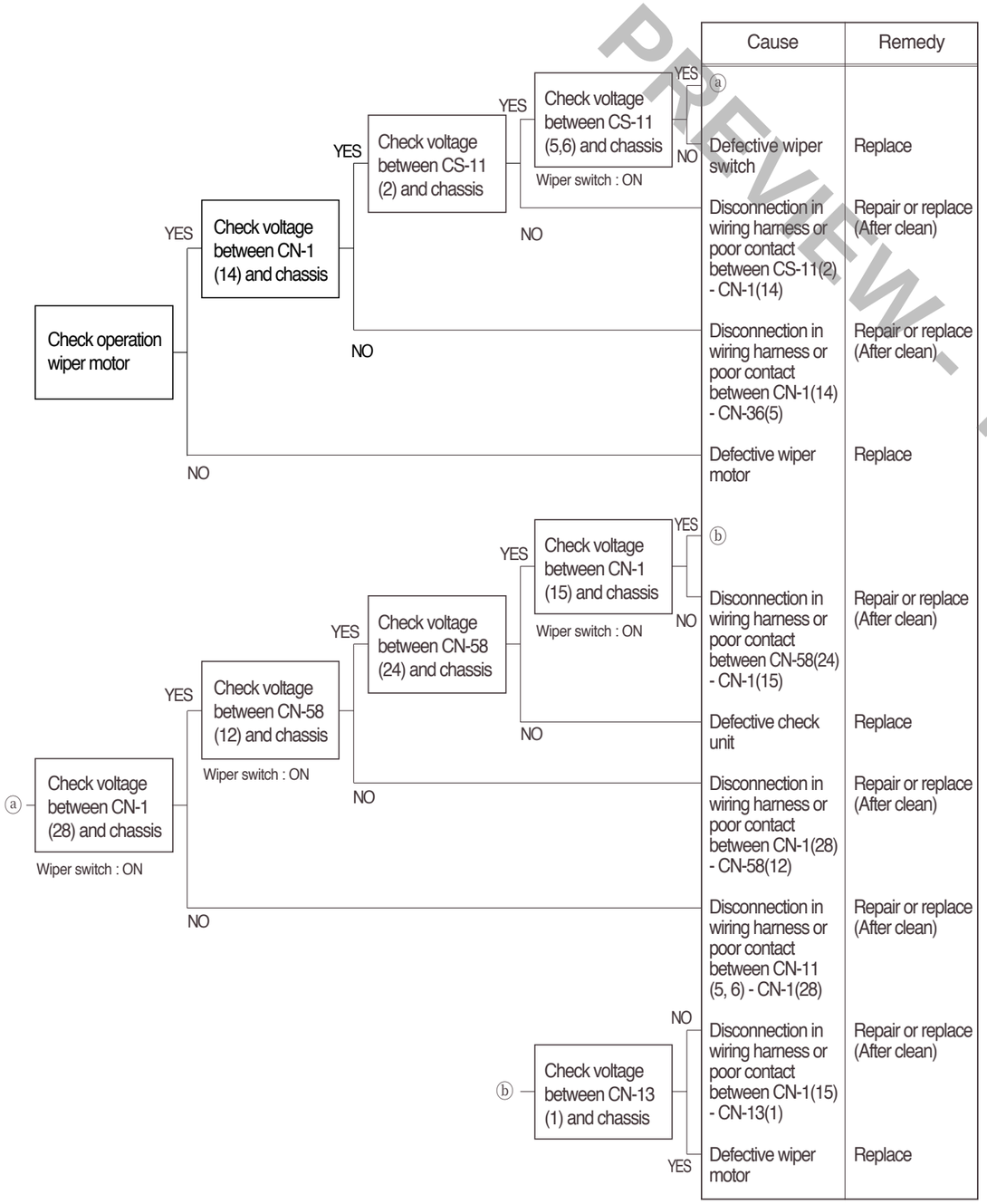


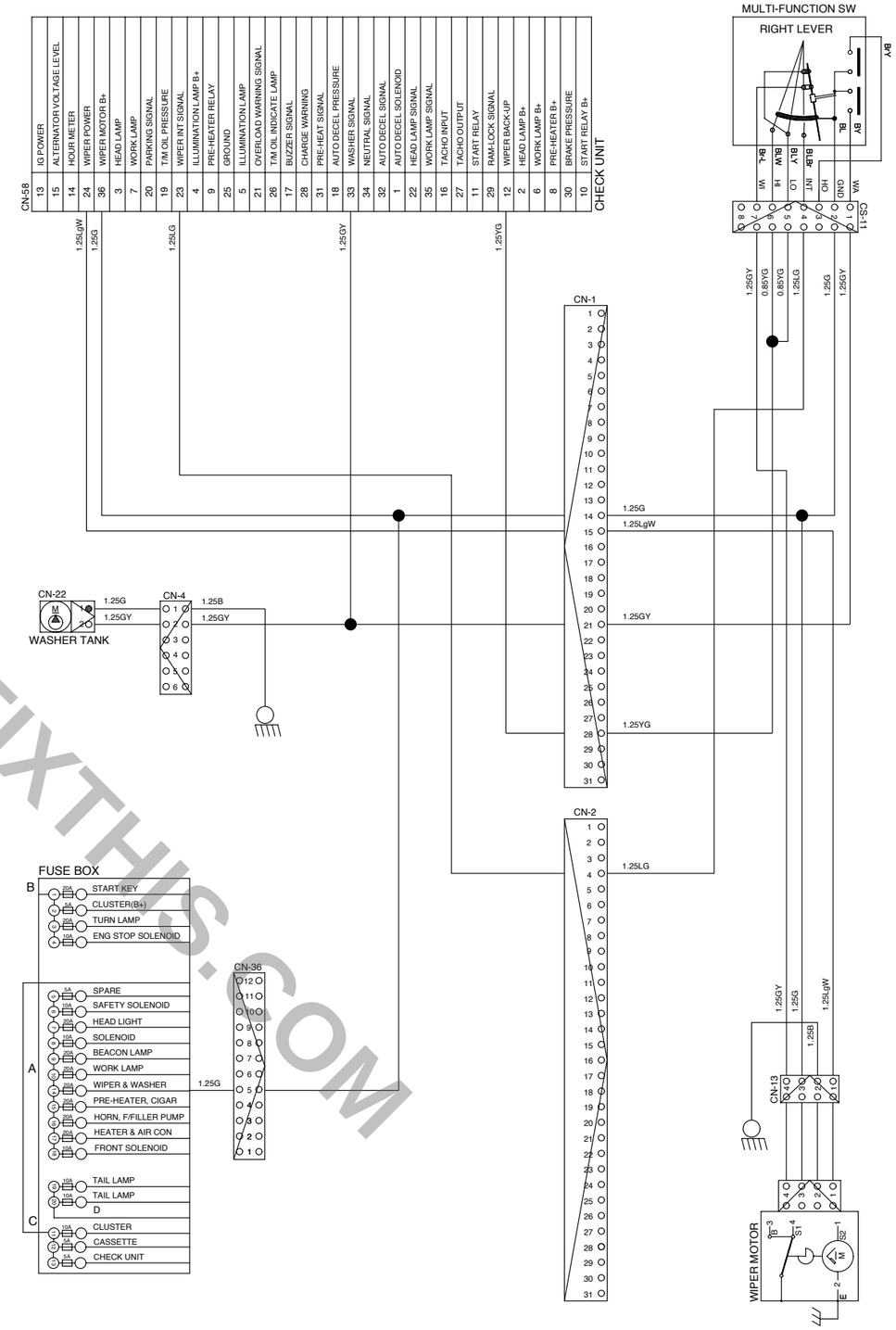
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13. WIPER MOTOR DOES NOT OPERATE

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and the fuse No.10 is not blown out.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.

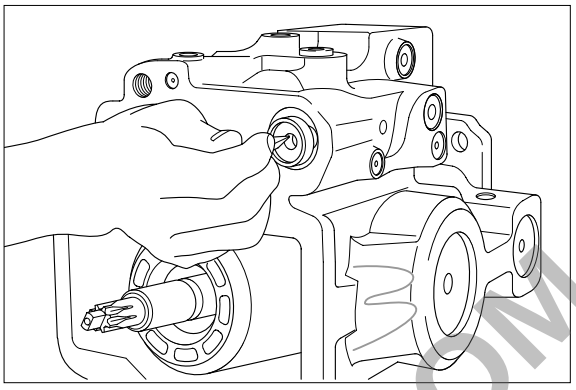




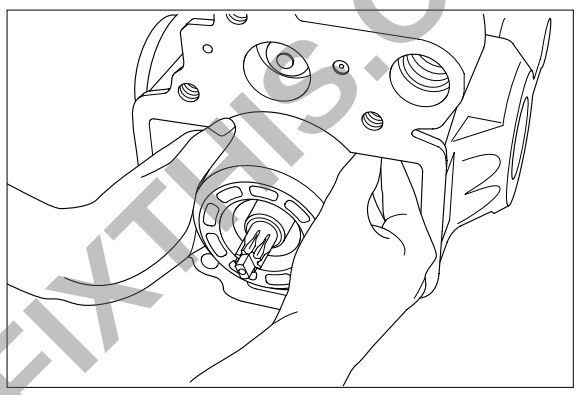
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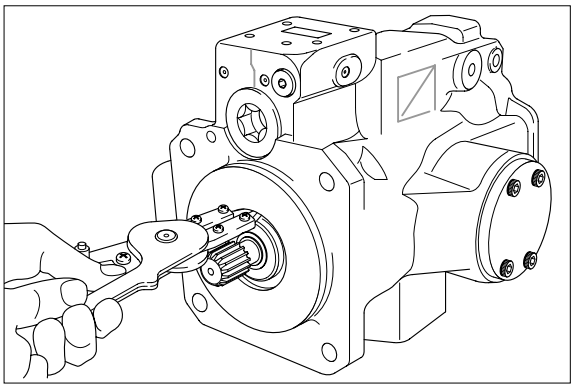
(7) Pull out barrel using a jig.



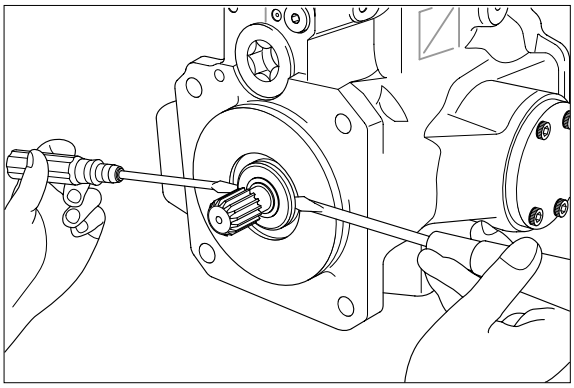
(8) Remove rotary group.(Rear side)



(9) Remove C type retaining ring using the plier.



(10) Remove seal case using 2 minus drivers.

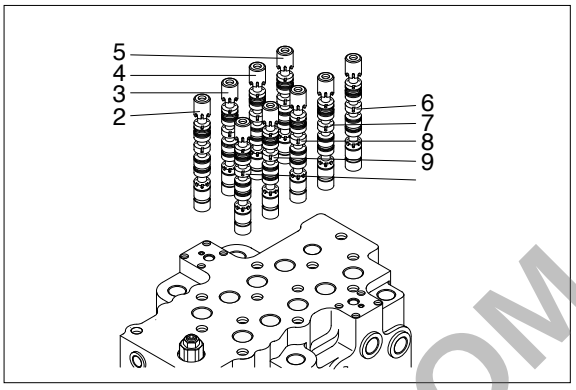


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(6) Assembly of spool

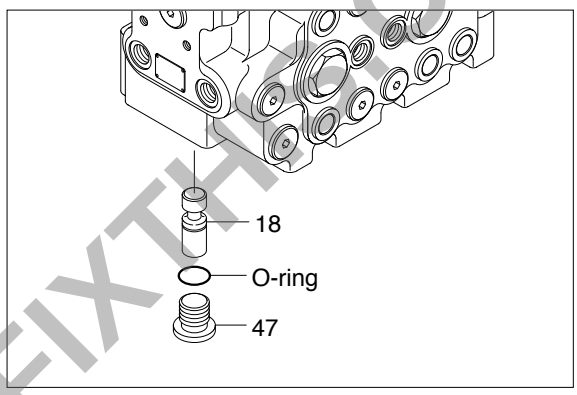
① Assemble spool(2~10) sub assembly into 5 spool sides and 4 spool sides of the same place as disassembling.



② Insert sleeve(18) into valve housing and assemble plug assembly(47) attached O-ring.

· Tightening torque : 108~144N · m
(11~14.7kgf · m)

※ Insert spool into hole slowly.
Confirm the spool sides smoothly by hand.



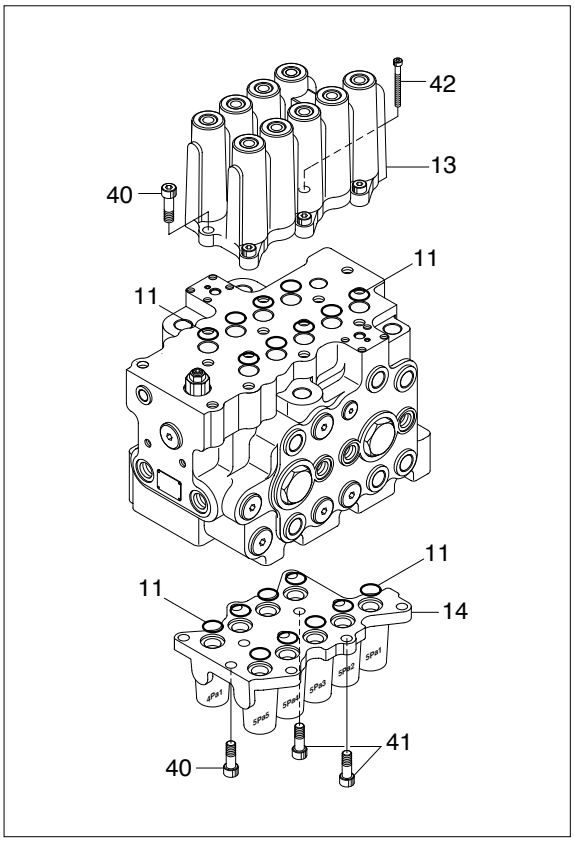
(7) Assembly of cap

① Mount O-ring(11) into hole of cap(13,14).

② Insert cap(13,14) and tighten socket head bolt(40,41 and 42).

· Tightening torque : 8.8~10.8N · m
(0.9~1.1kgf · m)

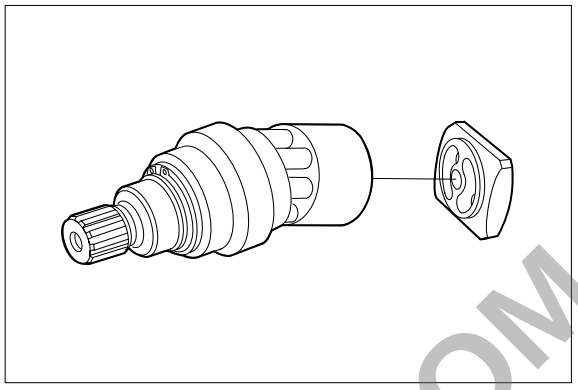
※ Be careful not to separate O-ring from cap.



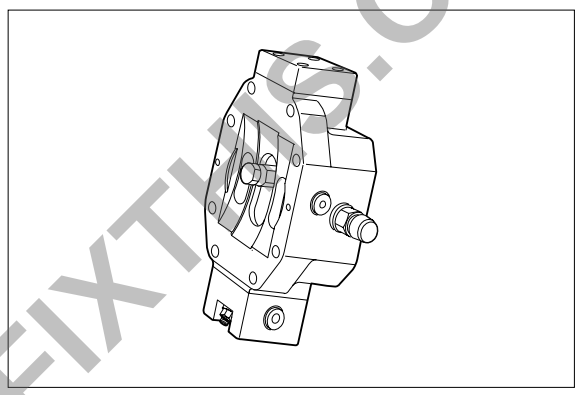
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(9) Complete rotary group.

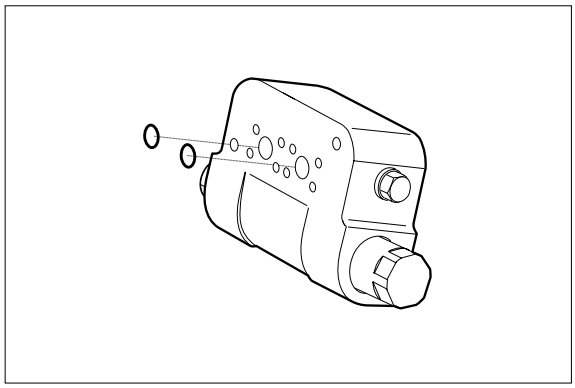


(10) Port plate with control piston.

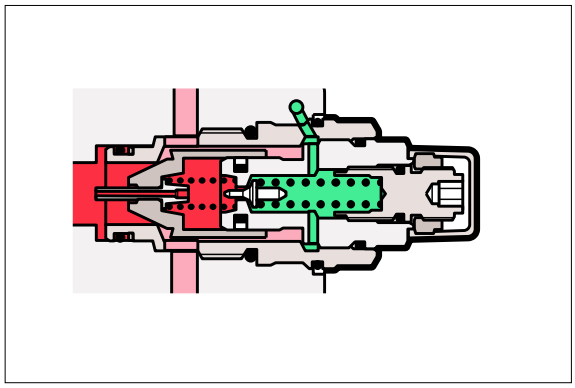


3) REPLACE SEAL NUT

(1) Counter balance valve.



(2) Relief valve / Make up check valve.



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GROUP 8 TURNING JOINT

1. REMOVAL AND INSTALL

1) REMOVAL

(1) Lower the work equipment to the ground and stop the engine.

(2) Operate the control levers and pedals several times to release the remaining pressure in the hydraulic piping.

(3) Loosen the breather slowly to release the pressure inside the hydraulic tank.

⚠ Escaping fluid under pressure can penetrate the skin causing serious injury.

※ When pipes and hoses are disconnected, the oil inside the piping will flow out, so catch it in oil pan.

(4) Disconnect all hoses.

(5) Sling the turning joint assembly (1) and remove the mounting bolt(2).

· Weight : 76kg(168lb)

· Tightening torque : 29.7± 3.2kgf · m
(215± 23.1lbf · ft)

(6) Remove the turning joint assembly.

※ When removing the turning joint, check that all the hoses have been disconnected.

2) INSTALL

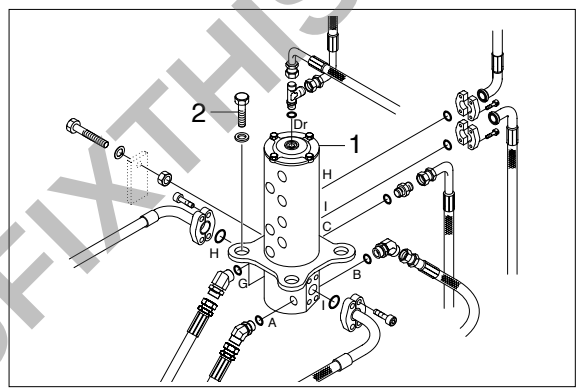
(1) Carry out installation in the reverse order to removal.

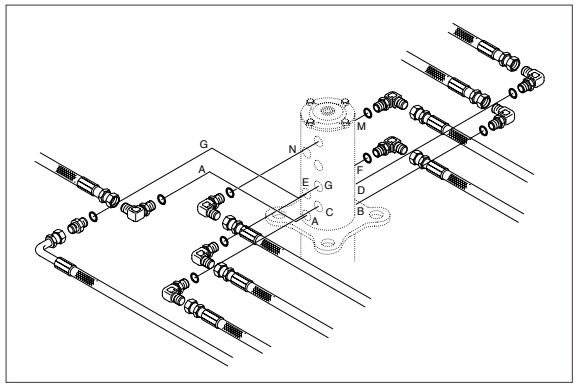
※ Take care of turning joint direction.

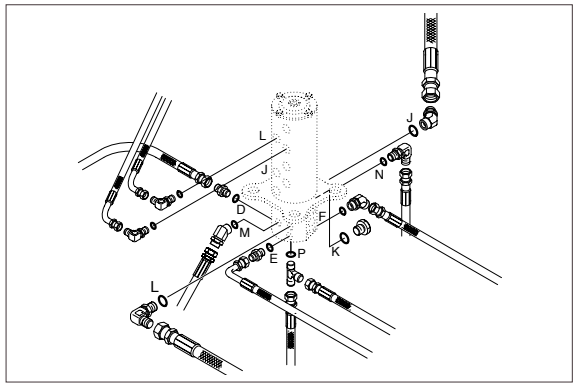
※ Assemble hoses to their original positions.

※ Confirm the hydraulic oil level and check the hydraulic oil leak or not.









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2) IMPORTANT INSTRUCTIONS CONCERNING THE LABOUR SAFETY

(1) In principle, repairers are themselves responsible for the labour safety.

(2) The observance of all valid safety regulations and legal rules is a precondition to prevent damage to individuals and products during the maintenance and repair operations.

(3) Before starting the work, the repairers have to make themselves familiar with these regulations.

(4) The proper repair of these products requires especially trained personnel.

(5) The repairer himself is obliged to provide for the training.

3) LUBRICANT SPECIFICATIONS

(1) API GL-5

(2) SAE 10W-30, 15W-40

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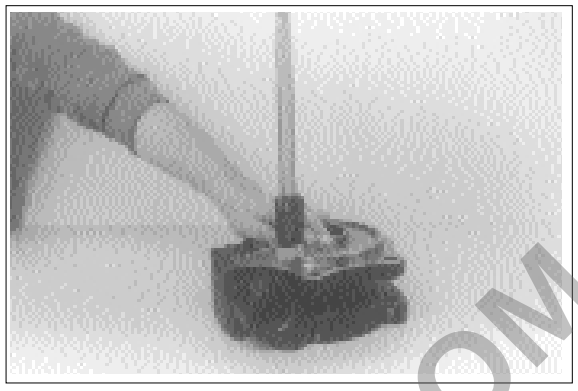
(9) Measure dimension **Y** from the contact face of the input casing to the mounting face.
· Determine **Y** e.g. 12.00mm

※ Special tool
Digital depth gauge 5870 200 072

Example F

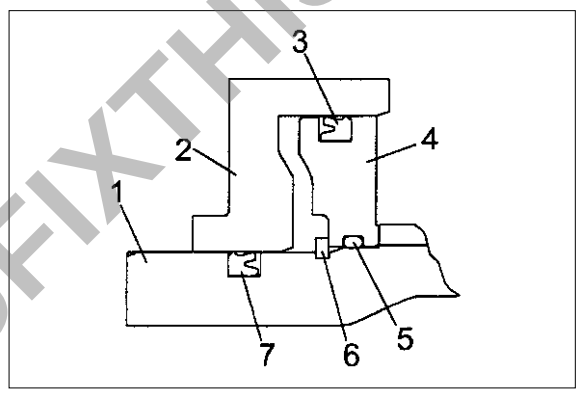
Dimension **X**	13.48mm
Dimension **Y**	- 12.00mm
※ Difference = Piston stroke	1.48mm

Any necessary corrections have to be carried out with a corresponding outer ※ plate(s=2.8/3.0 or 3.2mm).
Now, remove measuring cover and demount piston again.

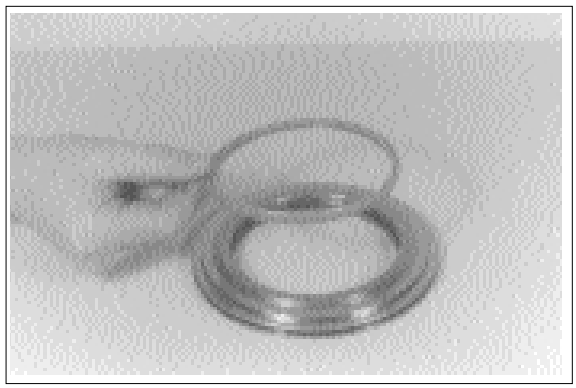


(10) The draft on the right shows the installation position of the disk, of the piston as well as of their sealing elements.

1 Gearbox housing
2 Piston
3 Gasket
4 Disk
5 O-ring
6 Snap ring
7 Gasket



(11) Insert gasket into the annular groove of the disk, with the sealing lip showing upward.



(12) Install O-ring(See arrow) and insert disk into the housing until contact is obtained.
※ Pay attention to the installation position, See 2nd up (10).
Oil O-ring and gasket prior to install the disk.

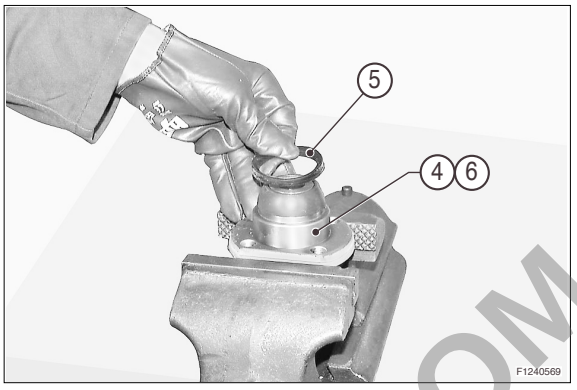
95W3TM120

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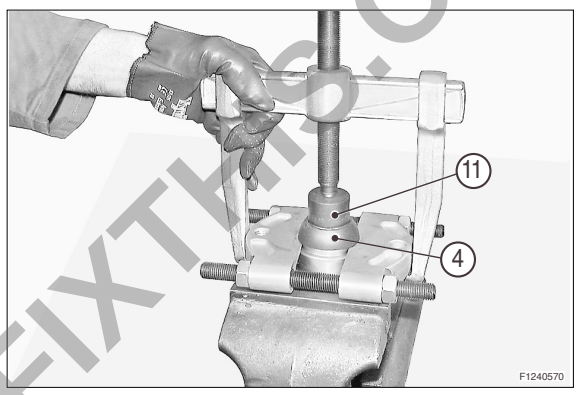
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(9) Remove the articulation pins(4) and (6) and front sealing rings(5).

※ Note down the side for assembly.



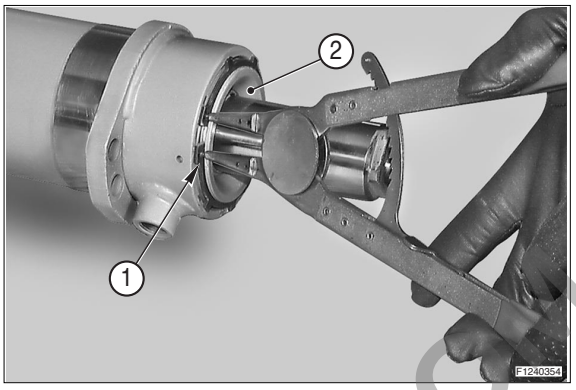
(10) If the ball cover(11) needs replacing, remove it from the bottom articulation pin(4).



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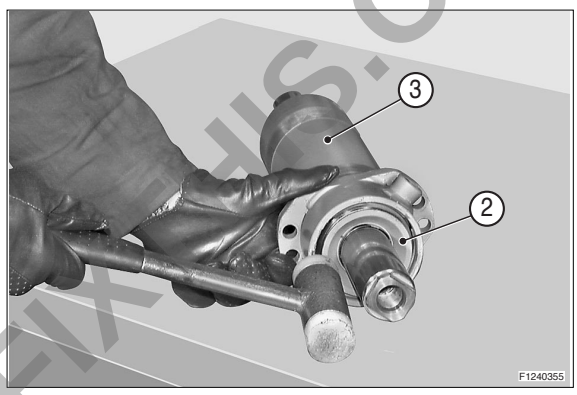
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(1) Remove the snap ring(1) from the cylinder head(2).

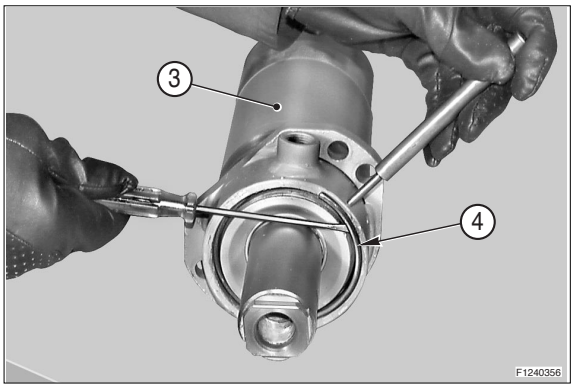


(2) With the help of a plastic hammer, push the head(2) inside the cylinder(3).

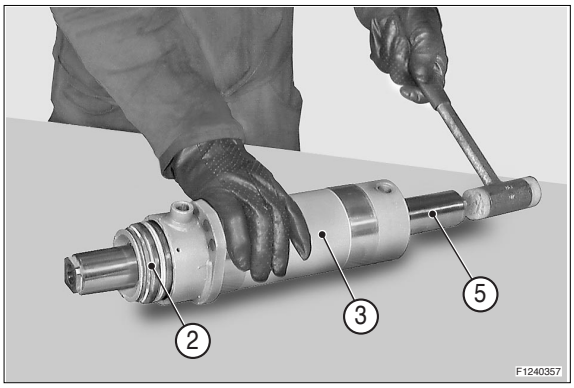
※ The head should line up with the edge of the cylinder.



(3) With the help of a drift, apply pressure to the stop ring(4) that is placed inside the cylinder(3) and extract the ring using a screwdriver.



(4) Hammer the piston(5) on the rear of the head(2) using a plastic hammer.
Continue hammering until the head(2) is ejected from the cylinder(3).

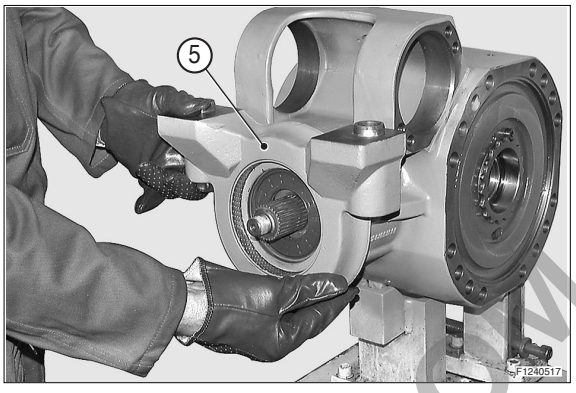


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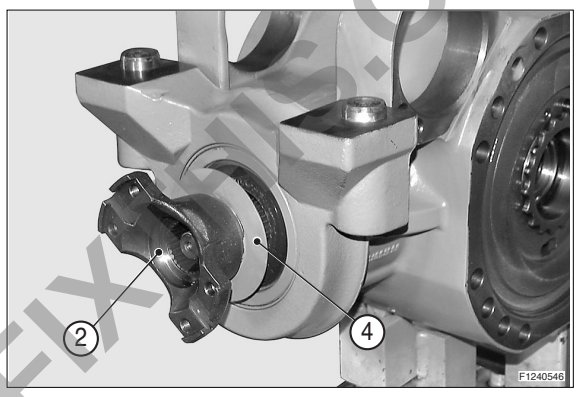
(28) Install the swinging support(5).

※ Check that it is properly oriented.

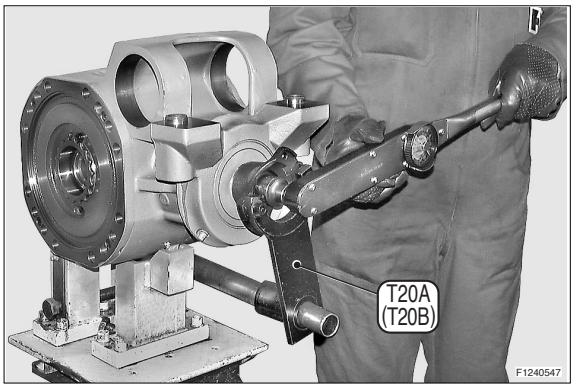


(29) Fit the flange(2) complete with the guard (4) and fasten it.
For keying the flange(2), use a plastic hammer if necessary.

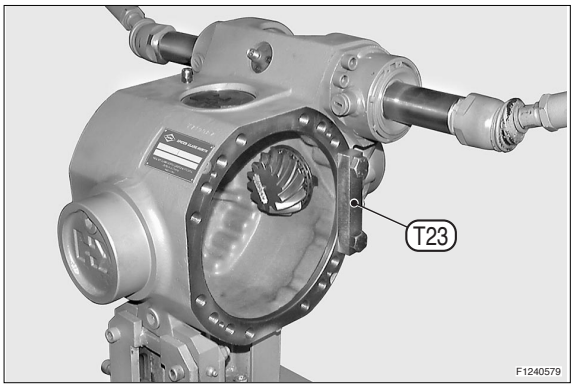
※ Make sure that the guard(4) is securely fastened onto the flange and that it is not deformed.



(30) Apply loctite 242 to the threaded part of the pinion(8).
Position tool T20A(or T20B) and fasten it in order to avoid rotation.
Insert O-ring(3) the nut(1) and tighten it using a dynamometric wrench.
· Tightening torque : 30.1±1.5kgf · m
(218±10.8lbf · ft)



(31) Remove blocks T23(Used for extracting the pinion) and re-install the arms.
For details, see Checking wear and replacing the braking disks.



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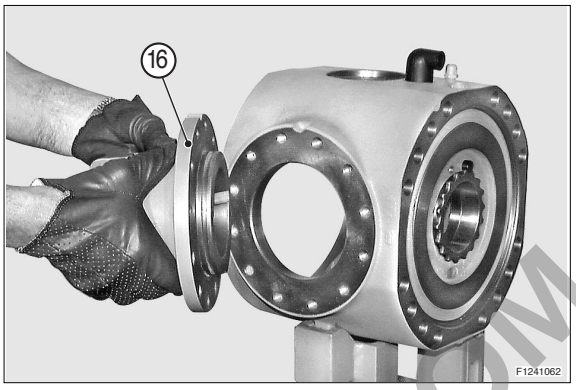
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Only if has been removed

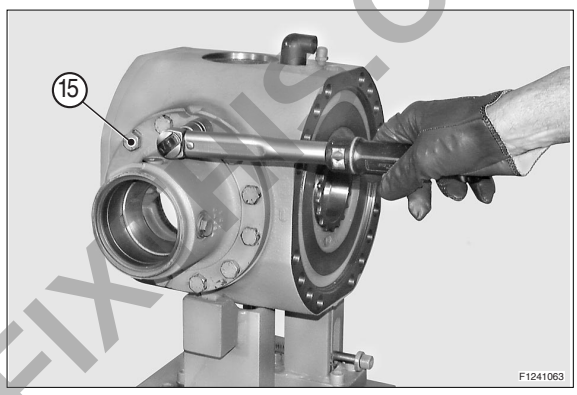
(1) Fit support(16), including O-ring(20), onto the intermediate body.

※ The cavity located on the outer diameter must face upwards.

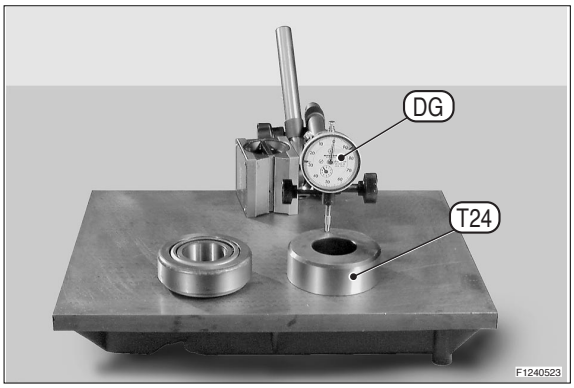
※ Check and lubricate the O-ring(20).



(2) Fasten support with screws(15) previously coated with loctite 270.
Tighten using the criss-cross method to a tightening torque of 9.7±0.5kgf · m(70.2± 3.6lbf · ft)

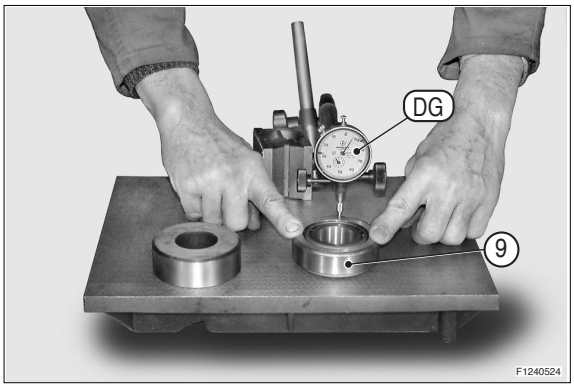


(3) Using a surface plate, reset a centesimal comparator DG and place it on the measurement ring T24(With a thickness of 30.2mm).
Preset the comparator to approx. 2mm.



(4) Bring the internal bearing(9), complete with its thrust block, under the comparator DG.
Determine overall thickness D of the bearing checking the discrepancy between this size and the size of the measurement ring.

※ Press the thrust block in the centre and take several measurements while rotating the thrust block.



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