Section 3

Routine Maintenance

Service Manual - 506C, 506CHL, 508C Loadalls

Section 1 - General Information

Section 2 - Care and Safety

Section 3 - Routine Maintenance

Section A - Attachments

Section B - Body and Framework

Section C - Electrics

Section D - Controls

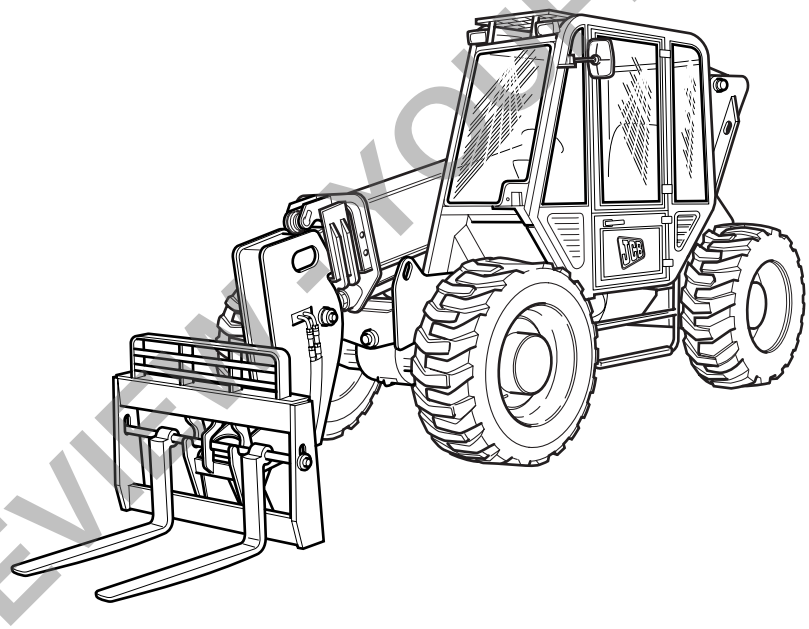
Section E - Hydraulics

Section F - Transmissions

Section G - Brakes

Section H - Steering

Section K - Engine



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9803/3640U-8



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Checking for Damage

T3-013U

1 Inspect steelwork for damage. Note damaged paintwork for future repair.

2 Make sure all pivot pins are correctly in place and secured by their locking devices.

3 Ensure that the steps and handrails are undamaged and secure.

4 Check for broken or cracked window glass. Replace damaged items.

5 Check all bucket teeth for damage and security.

6 Check all lamp lenses for damage.

7 Inspect the tires for damage and penetration by sharp objects.

8 Check that all safety decals are in place and undamaged. Fit new decals where necessary.

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Tool Detail Reference

Section B - Frame and Bodywork

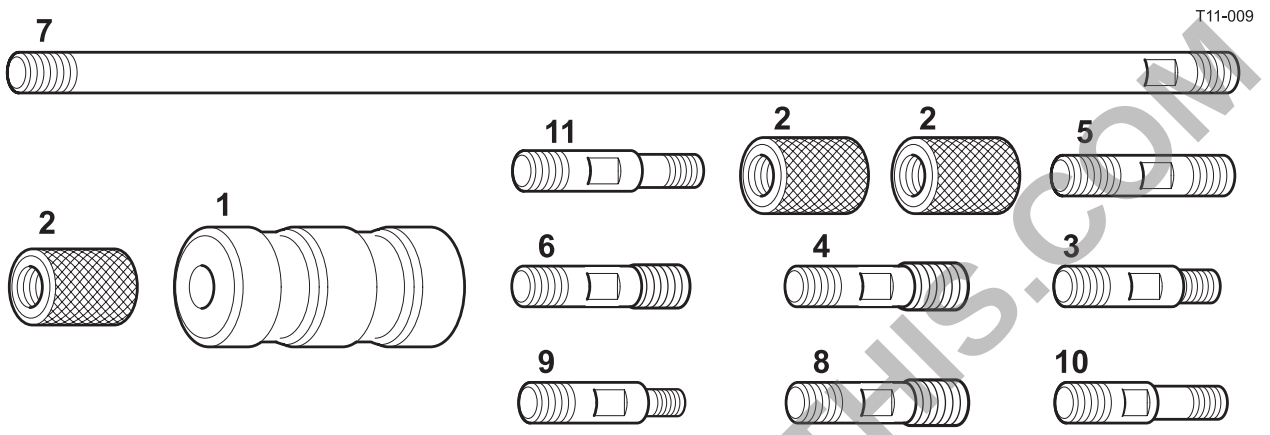


Fig 11. 993/68100 Slide Hammer Kit

1	993/68101	Slide Hammer	**7**	993/68107	Bar - M20 x M20 X 800 mm
2	993/68102	End Stops	**8**	993/68108	Adaptor - M20 x 7/8" UNF
3	993/68103	Adaptor - M20 x 5/8" UNF	**9**	993/68109	Adaptor - M20 x M12
4	993/68104	Adaptor - M20 x 1" UNF	**10**	993/68110	Adaptor - M20 x 5/8" UNF (Shoulder)
5	993/68105	Adaptor - M20 x M20	**11**	993/68111	Adaptor - M20 x 1/2" UNF
6	993/68106	Adaptor - M20 x M24			

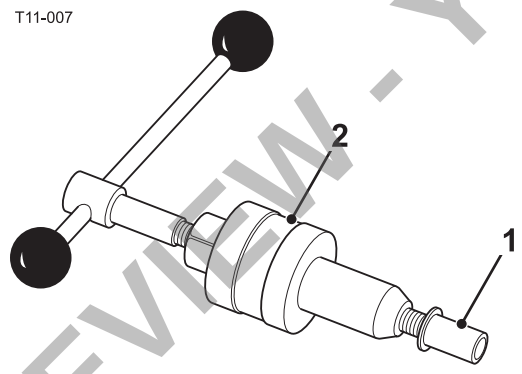


Fig 12. Rivet Nut Tool

1	826/01099	M6 x 16 mm Rivet Nut
	826/01101	M6 x 19 mm Rivet Nut
	826/01102	M8 x 18 mm Rivet Nut
	826/01103	M8 x 21 mm Rivet Nut
	826/01104	M10 x 23 mm Rivet Nut
	826/01105A	M10 x 26 mm Rivet Nut
2	-	Installation Tool available from: Bollhoff Fastenings Ltd (***www.bollhof.com***)

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Zinc Plated Fasteners and Dacromet Fasteners

Table 2. Torque Settings - UNF Grade 'S' Fasteners

Bolt Size		Hexagon (A/F)	Condition 1			Condition 2		
in.	mm	in.	Nm	kgf m	lbf ft	Nm	kgf m	lbf ft
1/4	6.3	7/16	11.2	1.1	8.3	10.0	1.0	7.4
5/16	7.9	1/2	22.3	2.3	16.4	20.0	2.0	14.7
3/8	9.5	9/16	40.0	4.1	29.5	36.0	3.7	26.5
7/16	11.1	5/8	64.0	6.5	47.2	57.0	5.8	42.0
1/2	12.7	3/4	98.00	10.0	72.3	88.0	9.0	64.9
9/16	14.3	13/16	140.0	14.3	103.2	126.0	12.8	92.9
5/8	15.9	15/16	196.0	20.0	144.6	177.0	18.0	130.5
3/4	19.0	1 1/8	343.0	35.0	253.0	309.0	31.5	227.9
7/8	22.2	1 15/16	547.0	55.8	403.4	492.0	50.2	362.9
1	25.4	1 1/2	814.0	83.0	600.4	732.0	74.6	539.9
1 1/8	31.7	1 7/8	1181.0	120.4	871.1	1063.0	108.4	784.0
1 1/4	38.1	2 1/4	1646.0	167.8	1214.0	1481.0	151.0	1092.3

Table 3. Torque Settings - Metric Grade 8.8 Fasteners

Bolt Size		Hexagon (A/F)	Condition 1			Condition 2		
ISO Metric Thread	mm	mm	Nm	kgf m	lbf ft	Nm	kgf m	lbf ft
M5	5	8	5.8	0.6	4.3	5.2	0.5	3.8
M6	6	10	9.9	1.0	7.3	9.0	0.9	6.6
M8	8	13	24.0	2.4	17.7	22.0	2.2	16.2
M10	10	17	47.0	4.8	34.7	43.0	4.4	31.7
M12	12	19	83.0	8.5	61.2	74.0	7.5	54.6
M16	16	24	205.0	20.9	151.2	184.0	18.8	135.7
M20	20	30	400.0	40.8	295.0	360.0	36.7	265.5
M24	24	36	690.0	70.4	508.9	621.0	63.3	458.0
M30	30	46	1372.0	139.9	1011.9	1235.0	125.9	910.9
M36	36	55	2399.0	244.6	1769.4	2159.0	220.0	1592.4

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Fault Finding

General Machine

Fault:

⇨ *Table 7. Lack of power in all hydraulic functions (E-31)*
⇨ *Table 8. All hydraulic rams slow to operate (E-31)*
⇨ *Table 9. One hydraulic service fails to operate or is slow to operate (E-32)*
⇨ *Table 10. The engine tends to stall when hydraulics are under load (E-32)*
⇨ *Table 11. Ram creep (E-32)*

Table 7. Lack of power in all hydraulic functions

Possible Cause	Action
Low pump flow.	– Check for external leaks, replace seals. – Priority valve sticking. – Replace pump.
Insufficient hydraulic fluid.	Check for leaks and top up as required.
Hydraulic leaks in system.	Check hoses, replace as required.
Engine performance.	Check engine performance.
MRV setting incorrect.	Check and adjust as required.

Table 8. All hydraulic rams slow to operate

Possible Cause	Action
Low pump flow.	– Check flow, for data. – Check for external leaks, replace seals. – Priority valve sticking. – Replace pump.
Neutral circuit or low pressure lines leaking, damaged, trapped or kinked.	Check pipe lines and replace as required.
MRV setting incorrect.	Check and adjust as required.

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Changing the Filter Element

WARNING

Fluid Under Pressure

Fine jets of fluid at high pressure can penetrate the skin. Keep face and hands well clear of fluid under pressure and wear protective glasses. Hold a piece of cardboard close to suspected leaks and then inspect the cardboard for signs of fluid. If fluid penetrates your skin, get medical help immediately.

INT-3-1-10_2

1 Park the machine on level ground. Make sure the parking brake is engaged. Retract the boom. Set the forks on the ground. Stop the engine. Remove the starter key. Make sure the engine cannot be started.

2 From the filter **C** on top of the hydraulic tank, remove cap **D**. Remove and discard 'O' ring **E** and element **F**.

3 Fit the new element:

- **a** Insert the new element **F** into the body **G**.
- **b** Smear the new 'O' ring **E** with hydraulic fluid and position it on the cap **D**.
- **c** Screw the cap securely into the body.

4 Add hydraulic fluid. ⇒ *Checking the Fluid Level (3-75)*.

5 Check for leaks:

- **a** Make sure the filler cap is replaced, then run the engine for a few minutes.
- **b** Make the machine safe, see Step 1.
- **c** Check for leaks at the filter.

6 Check the condition indicator (if fitted) at regular intervals with the engine at high idle speed. If the needle on the indicator passes into the red area at high idle speed, the filter must be changed.

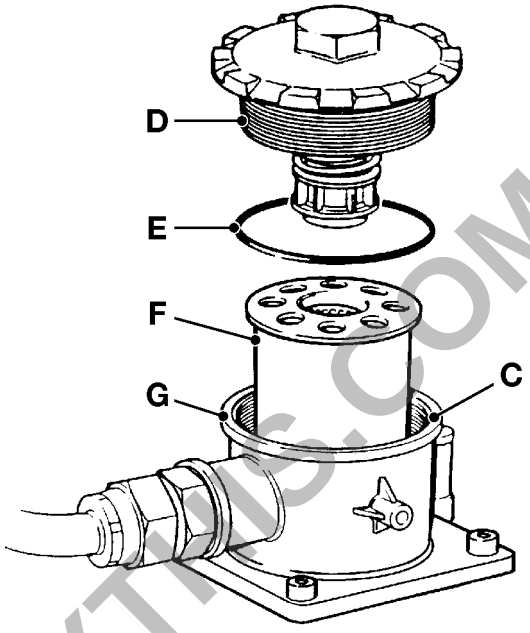


Fig 67.

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Service Schedules

Introduction

A badly maintained machine is a danger to the operator and the people working around him. Make sure that the regular maintenance and lubrication jobs listed in the service schedules are done to keep the machine in a safe and efficient working condition.

⚠ WARNING

Maintenance must be done only by suitably qualified and competent persons. Before doing any maintenance make sure the machine is safe. It should be correctly parked on firm level ground.

To prevent anyone starting the engine, remove the starter key. Disconnect the battery and block the wheels when you are working beneath the machine.

If you do not take these precautions you could be killed or injured.

9-3-1-1

Apart from the daily jobs, the schedules are based on machine running hours. Keep a regular check on the hourmeter readings to correctly gauge service intervals. Do not use a machine which is due for a service. Make sure any defects found during the regular maintenance checks are rectified immediately.

Calendar equivalents:

Every 10 Hours = Daily

Every 50 Hours = Weekly

Every 500 Hours = Six Months

Every 1000 Hours = Yearly

Every 2000 Hours = 2 Years

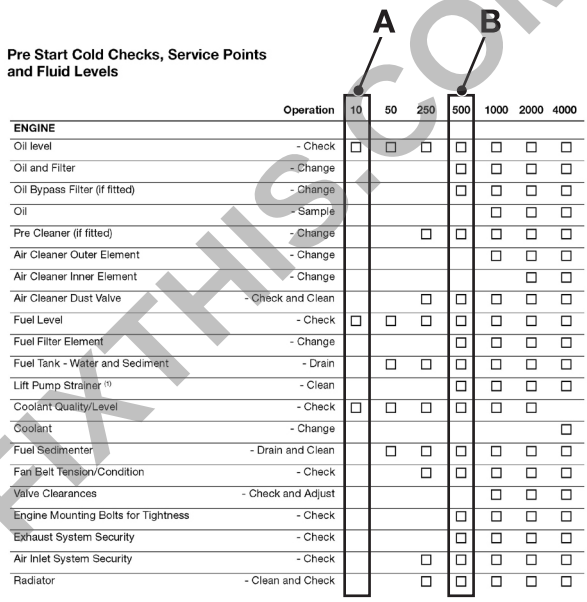
Every 6000 Hours = 6 Years

***Note:** Services should be carried out at either the hourly interval or calendar interval, whichever occurs first.*

How to Use the Service Schedules

T3-012_2

In the example shown, **A** shows all service requirements to be carried out every 10 hours and **B** shows the requirements to be carried out every 500 hours.



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Component Identification Plates

Typical Engine Identification Number

T1-005_2

Engine data labels **A** are located on the cylinder block at position **C** and rocker cover **D** (if fitted). ⇒ *Fig 3. (1-5)*. The data label contains important engine information and includes the engine identification number **E**.

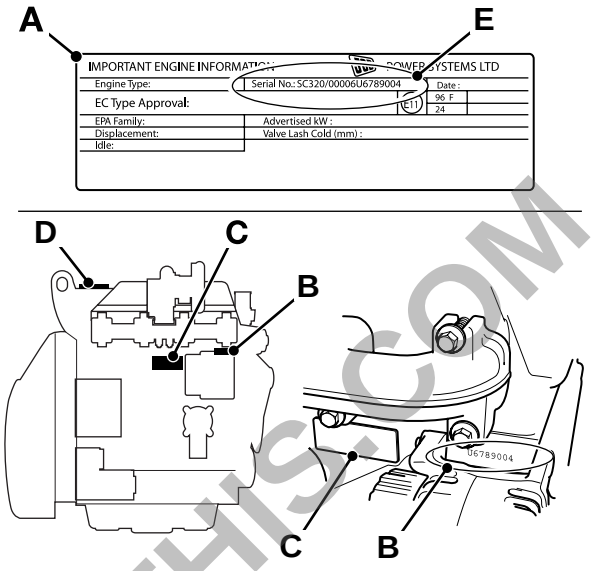


Fig 3. Engine

A typical engine identification number is explained as follows:

SA	320/40001	U	00001	04
1	2	3	4	5

1 Engine Type

S = 4.4 litre series.

A = Naturally aspirated.

B = Turbocharged.

C = Turbocharged and intercooled.

E = Electronic common rail fuel injection.

2 Engine part number

3 Country of manufacture

U = United Kingdom

4 Engine Serial Number

5 Year of Manufacture

The last three parts of the engine identification number are stamped on the cylinder block at position **B**.

U	00001	04

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Fluids, Lubricants and Capacities

Table 1. Machines with A and R Series Engines

ITEM	CAPACITY US Gal (Liters)	FLUID/LUBRICANT	INTERNATIONAL SPECIFICATION
Fuel Tank - 506B, 506C - 506C, 506CHL, 508C	 23.7 (90) 35 (133)	 Diesel Oil	 ⇨ *Types of Fuel (🗋 3-59)*
Engine (Oil) - A Series - R Series	2.6 (10) 2.6 (10)	JCB 15W/40 Engine Oil 14 °F to 122 °F (-10 °C to 50 °C) JCB 10W Engine Oil -4°F to 50°F (-20 °C to 10°C) JCB Genuine Engine Oil 15W/40	SAE15W/40 API CF4/SG SAE10W API CF4/SG CH4/SJ (ACEA E5-B3-A3)
Engine (Coolant)	6.2 (23.5)	JCB High Performance Antifreeze & Inhibitor/Water. ⇨ *Coolant Mixtures (🗋 3-21)*.	ASTM D6210
Transmission - Syncro Shuttle - Powershift	 4.8 (18.25) 3.9 (15.0)	 JCB Special Transmission Fluid	 ESP-M2C 33G
Front Axle Housing Hubs (x2)	 4.7 (18) 0.5 (2.0)	 JCB Special High Performance Gear Oil	 API GL4
Rear Axle Housing Hubs (x2)	 3.4 (13) 0.5 (2.0)	 JCB Special High Performance Gear Oil	 API GL4
Brake System(1)		JCB Light Hydraulic Fluid	ISO VG15
Hydraulic Tank - 506B, 506C(2) - 506C, 506CHL, 508C	 32 (121) 48 (181)	 JCB High Performance Hydraulic Oil (Above 100 °F, 38 °C)	 ISO VG46
Grease Points		JCB Special MPL or HP Grease	Lithium based, No. 2 consistency
Wear Pad Runways		JCB Waxoyl	
Boom Hoses		JCB Special Slide Lubricant	
Boom Chains		JCB Chain Lubricant	

(1) !CAUTION: Do not use ordinary brake fluid.
(2) This is nominal tank capacity. The total hydraulic system capacity depends on the equipment being used. Fill with all cylinders closed. Watch level sight glass when filling.

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⚠ WARNING

Safety Barriers

Unguarded machines in public places can be dangerous. In public places, or where your visibility is reduced, place barriers around the work area to keep people away.

INT-2-2-8

⚠ DANGER

Sparks

Explosions and fire can be caused by sparks from the exhaust or the electrical system. Do not use the machine in closed areas where there is flammable material, vapor or dust.

INT-2-2-10U

⚠ WARNING

Hazardous Atmospheres

This machine is designed for use in normal out door atmospheric conditions. It should not be used in an enclosed area without adequate ventilation. Do not use the machine in a potentially explosive atmosphere, i.e. combustible vapors, gas or dust, without first consulting your JCB Distributor.

INT-2-1-14U

⚠ CAUTION

Regulations

Obey all laws, work site and local regulations which affect you and your machine.

INT-1-3-3

⚠ WARNING

Practice

You or others can be killed or seriously injured if you do unfamiliar operations without first practising them. Practise away from the work site on a clear area. Keep other people away. Do not perform new operations until you are sure you can do them safely.

INT-2-1-1

⚠ WARNING

Reversing

Reversing at high speeds can cause accidents. Do not reverse in a high gear with full throttle. Always drive at a safe speed to suit working conditions.

INT-2-2-9_1

⚠ WARNING

Airborne particles of light combustible material such as straw, grass, wood shavings, etc. must not be allowed to accumulate within the engine compartment or in the propshaft guards (when fitted). Inspect these areas frequently and clean at the beginning of each work shift or more often if required. Before opening the engine cover, ensure that the top is clear of debris.

5-3-1-12_3

⚠ WARNING

Keep the machine controls clean and dry. Your hands and feet could slide off slippery controls. If that happens you could lose control of the machine.

2-2-3-6

⚠ WARNING

Visibility

Accidents can be caused by working in poor visibility. Use your lights to improve visibility. Keep the road lights, windows and mirrors clean.

Do not operate the machine if you cannot see clearly.

5-1-4-7

⚠ WARNING

Electrical Power Cables

You could be electrocuted or badly burned if you get the machine or its attachments too close to electrical power cables.

You are strongly advised to make sure that the safety arrangements on site comply with the local laws and regulations concerning work near electric power lines.

Before you start using the machine, check with your electricity supplier if there are any buried power cables on the site.

There is a minimum clearance required for working beneath overhead power cables. You must obtain details from your local electricity supplier.

2-2-5-4

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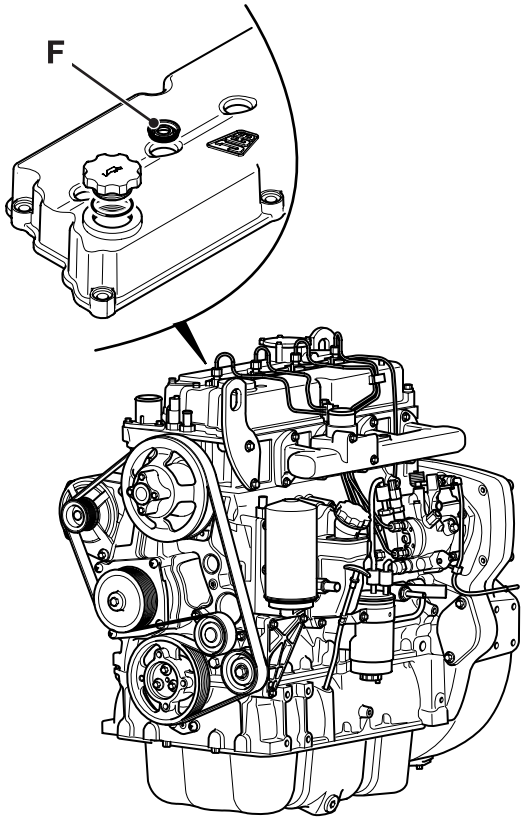


Fig 12.

c Do not wash any part of the:

i Fuel injection pump.

ii Cold start device.

iii Electrical shut off solenoid (ESOS).

iv Electrical connections.

d Ensure that the alternator, starter motor and any other electrical components are shielded and not directly cleaned by high pressure cleaning system.

3 Boom

Debris can collect inside the boom **G**. Remove especially all combustible material.

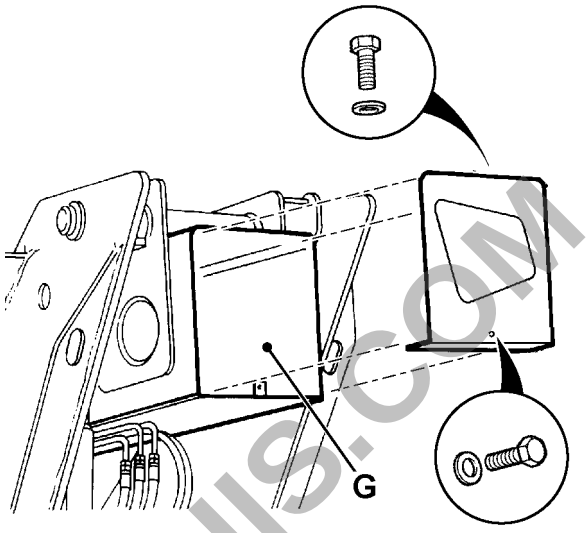


Fig 13.

4 Deck Area

Remove cover (if fitted) and clean the area around the control valve and its adjacent pipework.

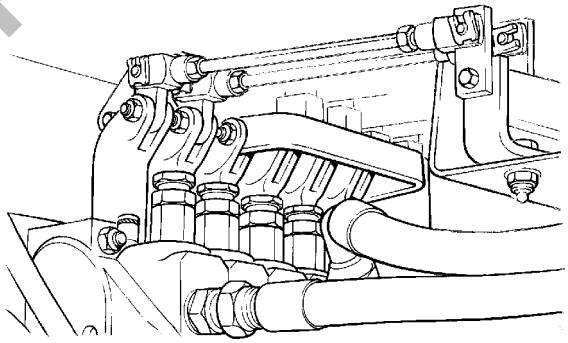


Fig 14.

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Hydraulic Tank Cap

The cap **B** incorporates a side mounted barrel lock that is operated by the ignition/door key. It is important to note that seal **C** must be in good condition and correctly installed in the cap. ⇨ *Fig 65. (3-75)*.

Fit the Cap

Insert the key and turn counter-clockwise **D**, screw the cap on until resistance is felt then turn a further quarter of a turn, turn the key clockwise **E** and remove the key. With the key removed the cap will rotate and can not be undone.

Remove the Cap

⚠ CAUTION

Do not run the engine with the hydraulic tank filler cap removed.

5-3-4-1

Insert the key and turn counter-clockwise **D**, unscrew the cap.

Note: *The key must be inserted in the cap when removing and fitting.*

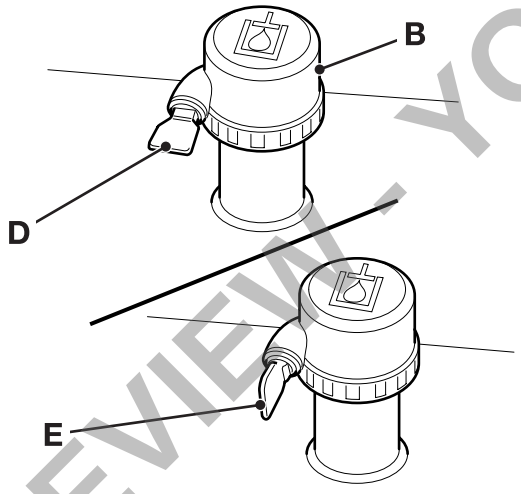


Fig 66.

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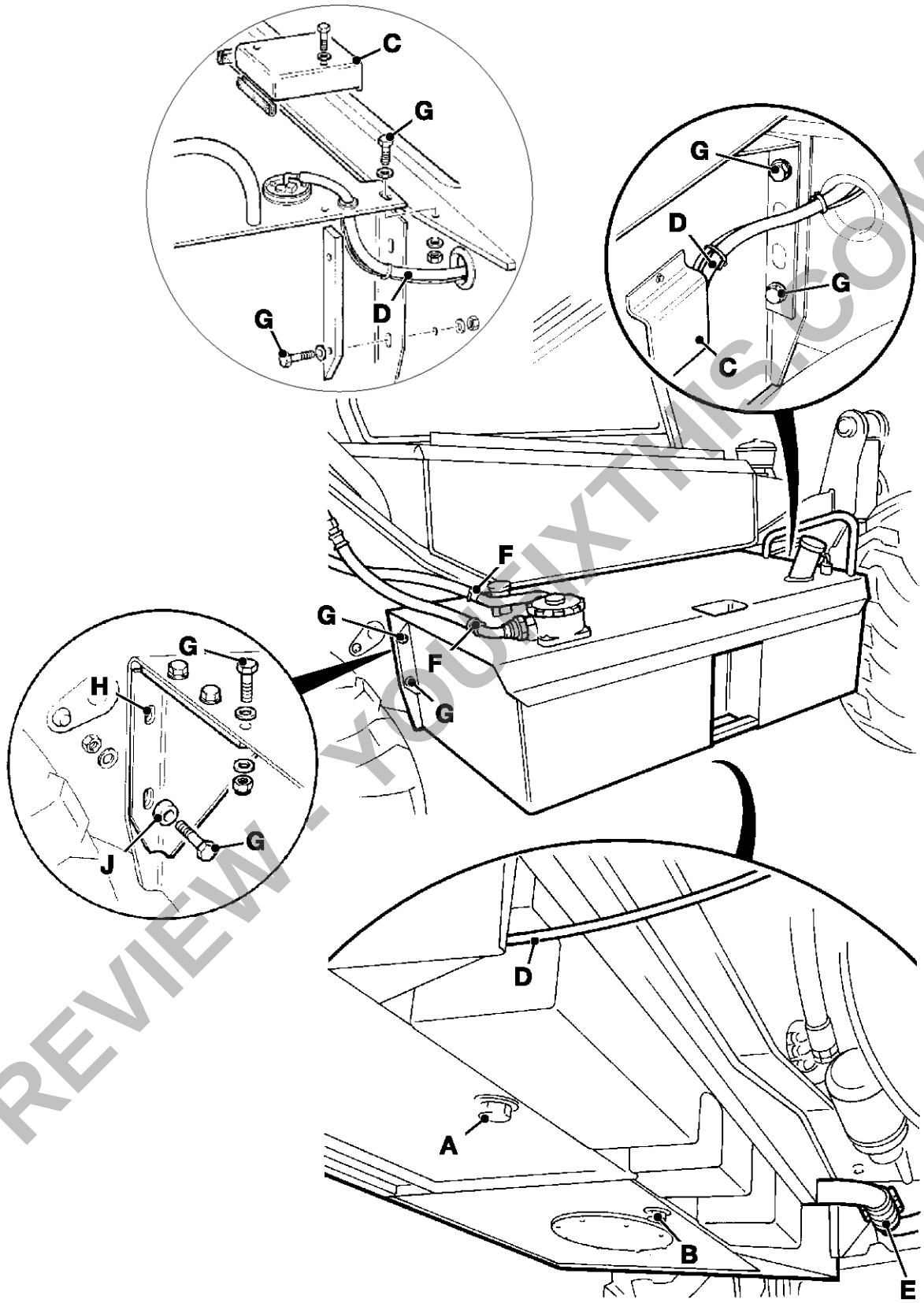


Fig 20.

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1 Make sure that the test leads are plugged into the correct sockets. The black test lead should be plugged into the black socket (sometimes, this socket is also marked by a "**-**", or "**E**" or marked as "**COMMON**" or "**COM**"). The red test lead should be plugged into the red socket marked with "**+**", "**V**" or "Ω".

2 When making measurements ensure that the test probes have a good clean contact with bare metal, free from grease, dirt, and corrosion as these can cause a false reading.

3 When measuring voltage: Make sure that the correct range is selected, that is set the selector to a value equal to or greater than that you are about to measure. e.g. If asked to measure 12 Volts, set the selector to the 12V range. If there is no 12V range, set the selector to the next range higher, 20V for instance. If the meter is set to a range that is too low, it may be damaged. e.g. setting to the 2V range to measure 12V.

Measuring DC Voltage

1 Select the correct range on the multimeter.

a On the FLUKE 85.

Turn the switch to position **20-B**.

b On the AV0 2003.

Move the right slider switch to position **21-A**, and the left hand slider switch to the appropriate range.

c On an analogue meter.

Turn the dial to the appropriate DC Volts range.

2 Connect the black probe to the nearest available suitable earth point, usually this will be the starter motor earth, the battery negative, or the chassis. Connect the red probe to the wire or contact from which you are measuring the voltage.

Measuring Resistance

1 Make sure there is no power to the part of the circuit you are about to measure.

2 Connect one probe at one end of the component or wire to be checked and the other probe at the other end. It does not matter which way round the two probes are placed.

3 Select the correct range on the multimeter.

a On the FLUKE 85.

i Turn the switch to position **20-C** and check that the W sign at the right hand side of the display window is on. If the **F** sign is on instead, press the blue button **20-G** to change the reading to Ω. Touch the meter lead probes together and press the **REL**[3] key on the meter to eliminate the lead resistance from the meter reading.

b On the AV0 2003.

i Move the right hand slider switch to position **21-B**, and the left hand slider switch to the appropriate Ohms (Ω) range.

c On an analogue meter.

i Move the dial to the appropriate Ohms (Ω) range.

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Main Harness Powershift CAD - 721/00548 - (to M587184 - Supersedes 721/00400)

⇒ *Fig 55. (C-76)* and ⇒ *Fig 56. (C-77)*

Key to Connectors:

MC	Panel Harness 3
MD	Horn
MJ	Battery (Positive)
MK	Mainframe Earth
ML	Park Brake Switch
MM	Screen Wash Pump
MN	Air Filter
MP	Transmission Oil Pressure Switch
MR	Forward High Solenoid
MS	Reverse High Solenoid
MU	Alternator
MX	Thermostart
MY	Fuel Sender
NC	Starter Solenoid
ND	ESOS
NE	Engine OIl Pressure
HG	Coolant Temperature Sender
NH	Coolant Temperature Switch
NL	Reverse Alarm
NN	Transmission Oil Temperature Switch
NT	Layshaft Solenoid
NU	Forward Low Solenoid
NV	Reverse Low Solenoid
NW	Mainshaft
NY	Wax-stat

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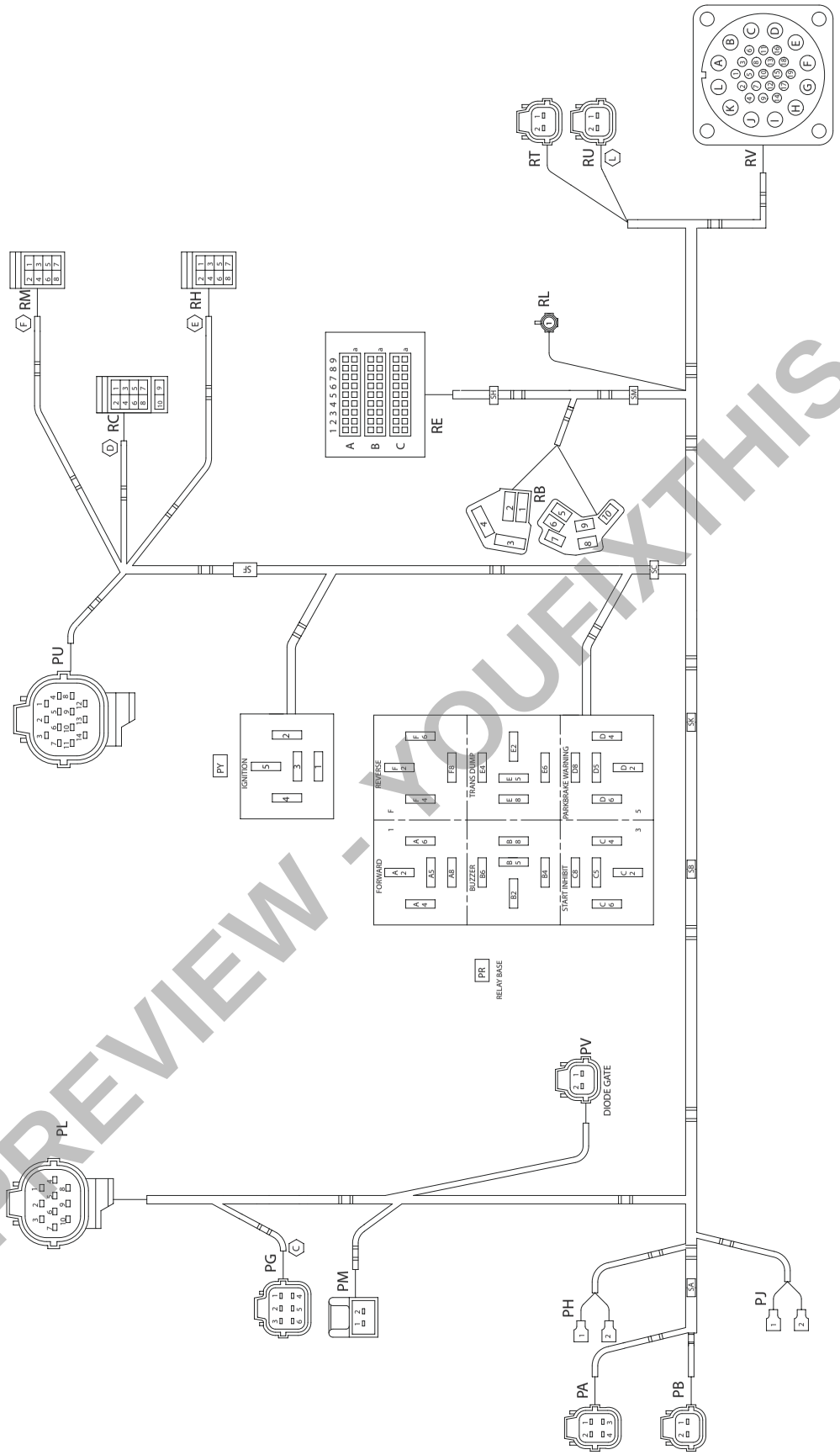


Fig 85.

⇒ *Instrument Panel Harness Powershuttle - CAD 721/00680 - (M585397 On - Supersedes 721/00397) (C-118)*

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Machines from M1184000

Before removing and dismantling the pump, check flow and pressure. If either of these are low and cannot be corrected at the relief valve, the appropriate pump section must be renewed completely. Renewal of components such as gears, bearings and housing will not effect a permanent cure. If the pump output is satisfactory but there is external leakage, the pump should be removed and dismantled for re-sealing only.

Before removing and dismantling the pump, make sure the exterior of the pump and working area is thoroughly cleaned and free of possible sources of contamination.

Carry out **General Safety** procedures, see ***Machine Safety, Section 3.***

Preparation

1 Make the machine safe:

a Park the machine on firm level ground. Apply the parking brake. Ensure the transmission is in neutral.

b Ensure there is sufficient clearance above the boom to enable the boom to be raised.

⚠ WARNING

Never walk or work under raised equipment unless it is supported by a mechanical device. Equipment which is supported only by a hydraulic device can drop and injure you if the hydraulic system fails or if the control is operated (even with the engine stopped).

13-2-3-7

c Open the engine cover as described in ***Section 3 - Routine Maintenance.***

d Install the boom safety strut as described in ***Section 3 - Routine Maintenance.***

e Stop the engine.

f Fully vent all hydraulic residual pressure as described in ⇨ ***Venting Hydraulic Pressure (E-37)***.

⚠ CAUTION

Allow the hydraulic fluid temperature to cool before removing the hydraulic tank filler cap. Open the cap slowly to prevent oil being forced out of the filler neck.

5-3-4-8

g Remove the hydraulic reservoir filler cap to ensure the release of any residual pressure. Refit the cap once the pressure has been released.

h Remove the starter key. Isolate the machine and remove the isolator key to prevent the engine being started while you are working on the machine.

Removal

1 Place a suitable receptacle beneath the main pump to collect any spillage.

⚠ WARNING

Hydraulic Pressure

Hydraulic fluid at system pressure can injure you. Before disconnecting or connecting hydraulic hoses or couplings, vent the pressure trapped in the hoses in accordance with the instructions given in this publication.

HYD-1-5

⚠ WARNING

Take care when disconnecting hydraulic hoses and fittings as the oil will be HOT.

TRANS-1-2

2 Slacken the suction hose securing clips **20A** then remove and plug the suction hose. Cap the open port on the pump.

3 Label all the pipe-work to the pump to aid later refitment

4 Disconnect and plug the hydraulic hose **20B** from the secondary pump. Cap the open port to prevent the ingress of dirt.

5 Disconnect and plug the hydraulic hose **20C** from the primary pump. Cap the open port to prevent the ingress of dirt

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508C machines From SN 1184000

1 Undo bolt **A** and withdraw pivot pin **B**.

Note: *When replacing bolt **A**, ensure that the bolt is inserted from the boom side.*

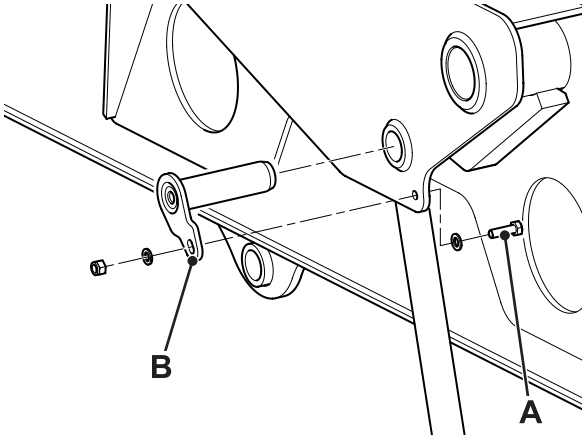


Fig 46.

Replacement

Replacement is a reversal of the removal procedure.

Grease pivot pins.

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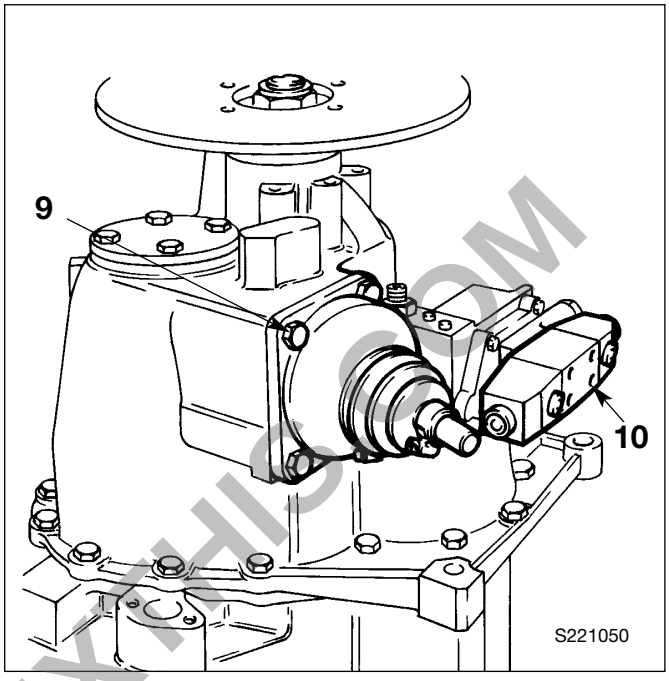
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SYNCRO SHUTTLE - DISMANTLING (cont'd)

9 Position transmission vertically standing on face of flywheel housing. Remove gear lever turret.

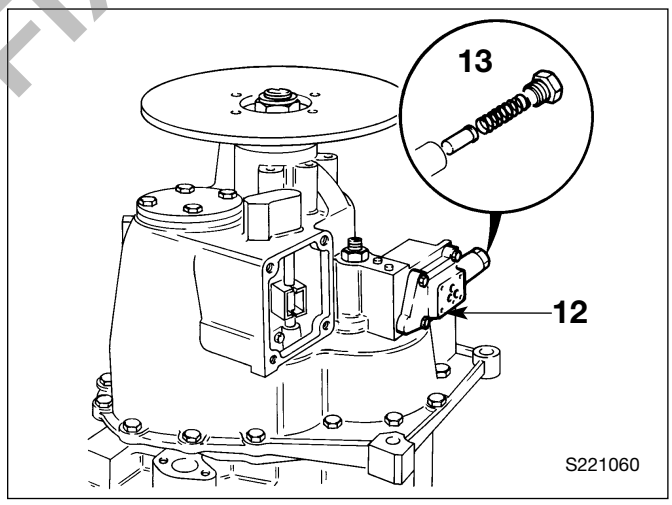
10 Unscrew capscrews and remove solenoid selector valve.

11 Note 'O' rings fitted around ports on mating face of solenoid valve body.



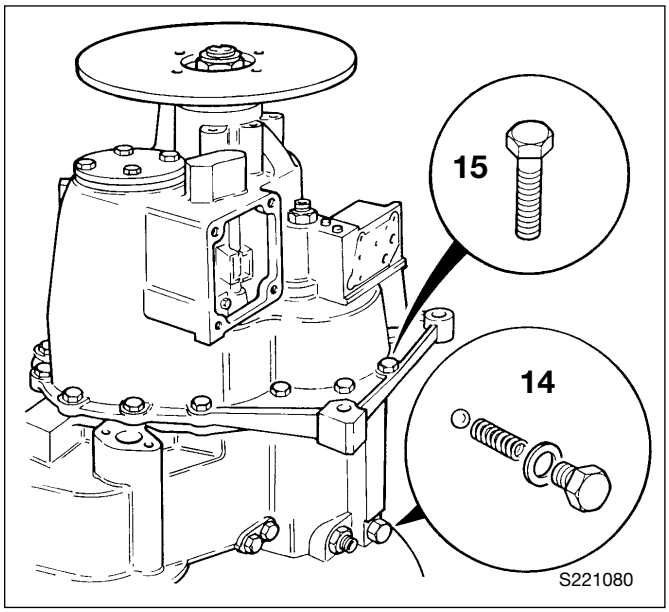
12 Unscrew four bolts and remove pressure maintenance valve.

13 Unscrew plug and withdraw pressure maintenance valve spool and spring.



14 Remove torque converter pressure relief valve ball and spring.

15 Unscrew bolts and lift off output end casing.



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Assembly (continued)

39 Using a new gasket, fit the solenoid adaptor block to the casing. Apply Threadlocker and Sealer to bolts and tighten to 28 Nm (21 lbf ft).

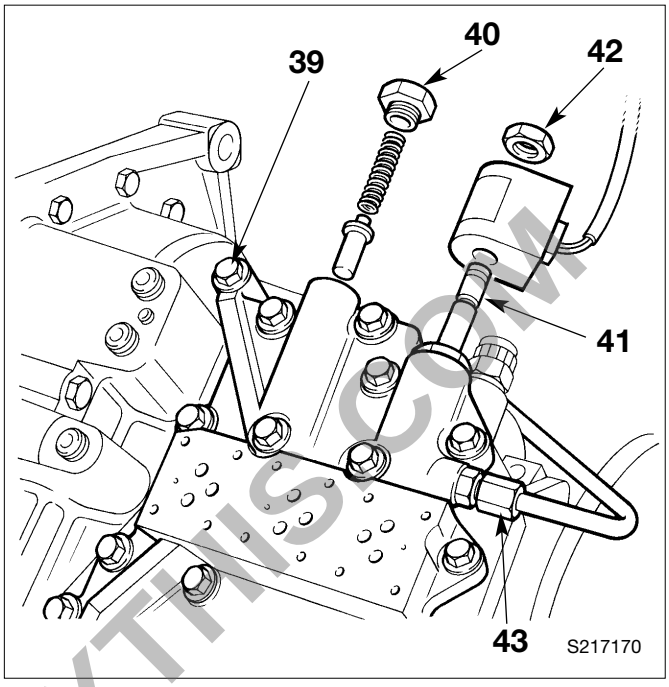
40 Assemble pressure maintenance valve spool and spring into adaptor block. Fit and tighten plug. **Do not over-tighten** as damage to the aluminium housing could result.

41 Renew 'O' ring and fit the 4 wheel drive solenoid spool.

42 Install the 4 wheel drive solenoid valve body. Apply Threadlocker and Sealer to the spool thread, fit the retaining nut and torque to 7 Nm (5 lbf ft).

CAUTION: Over tightening the retaining nut will cause valve failure.

43 Fit the 4 wheel drive assembly oil feed pipe (support bracket not shown).

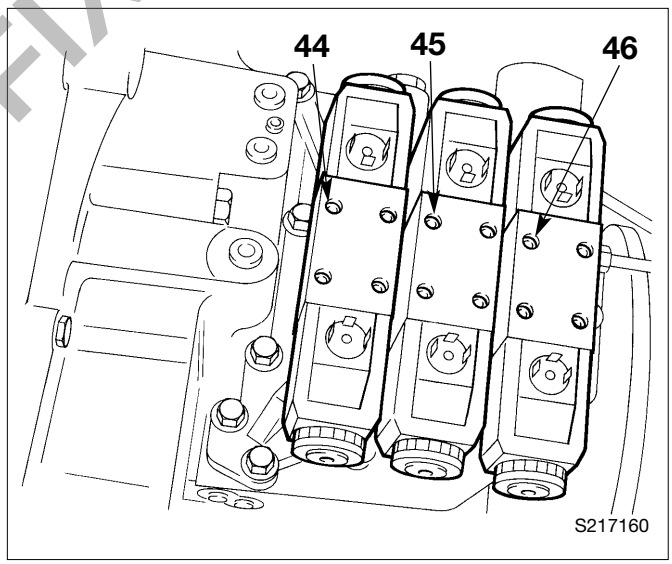


44 Mount the forward high/low clutch solenoid valve onto adaptor block. Fit cap screws and tighten to 5 Nm (4 lbf ft).

45 Mount the mainshaft/layshaft clutch solenoid valve onto adaptor block. Fit cap screws and tighten to 5 Nm (4 lbf ft).

46 Mount the reverse high/low clutch solenoid valve onto adaptor block. Fit cap screws and tighten to 5 Nm (4 lbf ft).

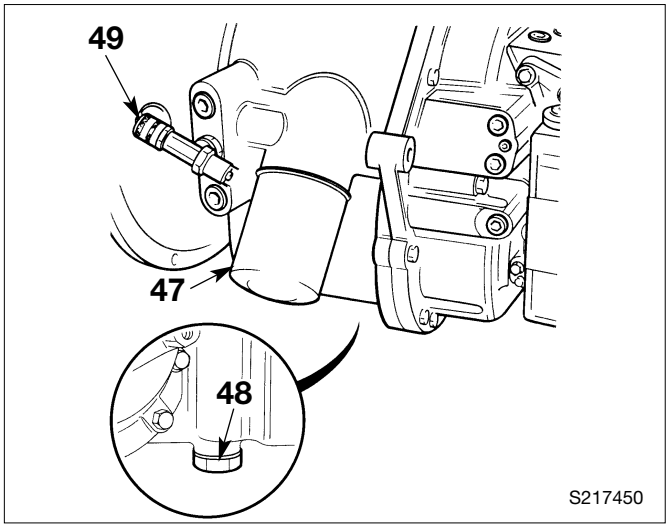
Note: The mounting holes will only align when the solenoid valve has been positioned correctly on the adaptor block.



47 Smear seal of new filter with oil and install hand tight only.

48 Fit the drain plug with a new sealing washer - torque tighten to 203 Nm (150 lbf ft).

49 Refit the mainline pressure test adaptor with a new sealing washer.



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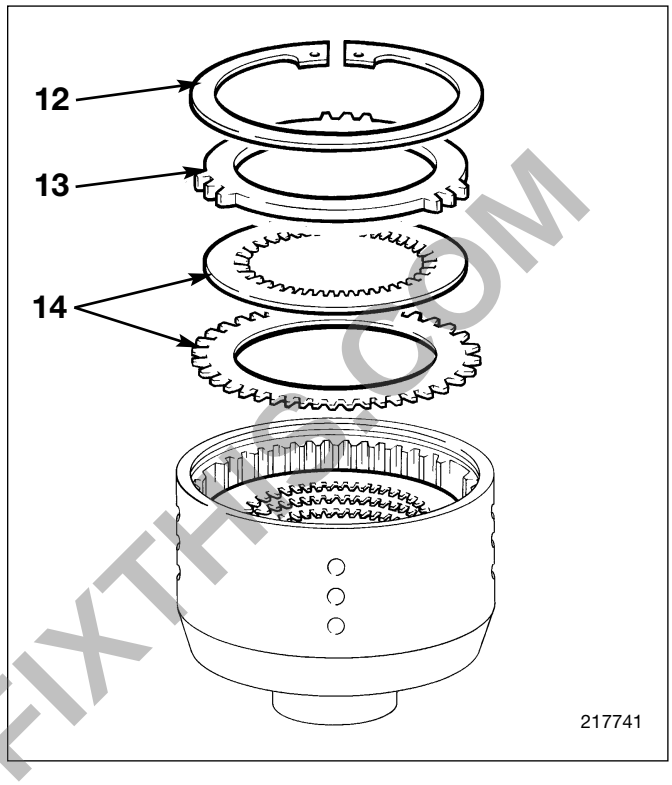
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Layshaft - Dismantling (continued)

12 Remove the clutch friction/counter plates retaining circlip.

13 Remove the outer pressure (end) plate.

14 Remove the clutch friction/counter plates. Keep them together in sets, DO NOT mix the plates with those from other clutches.

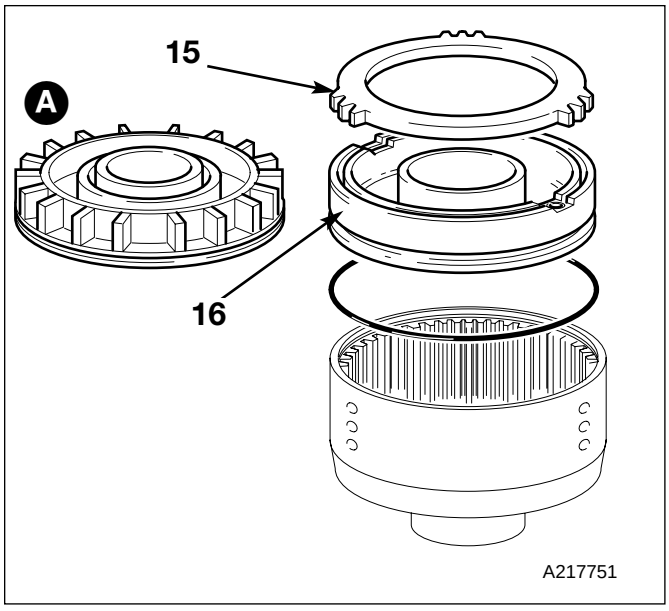


15 Remove the inner pressure (end) plate.

16 Remove the piston and discard its 'O' ring.

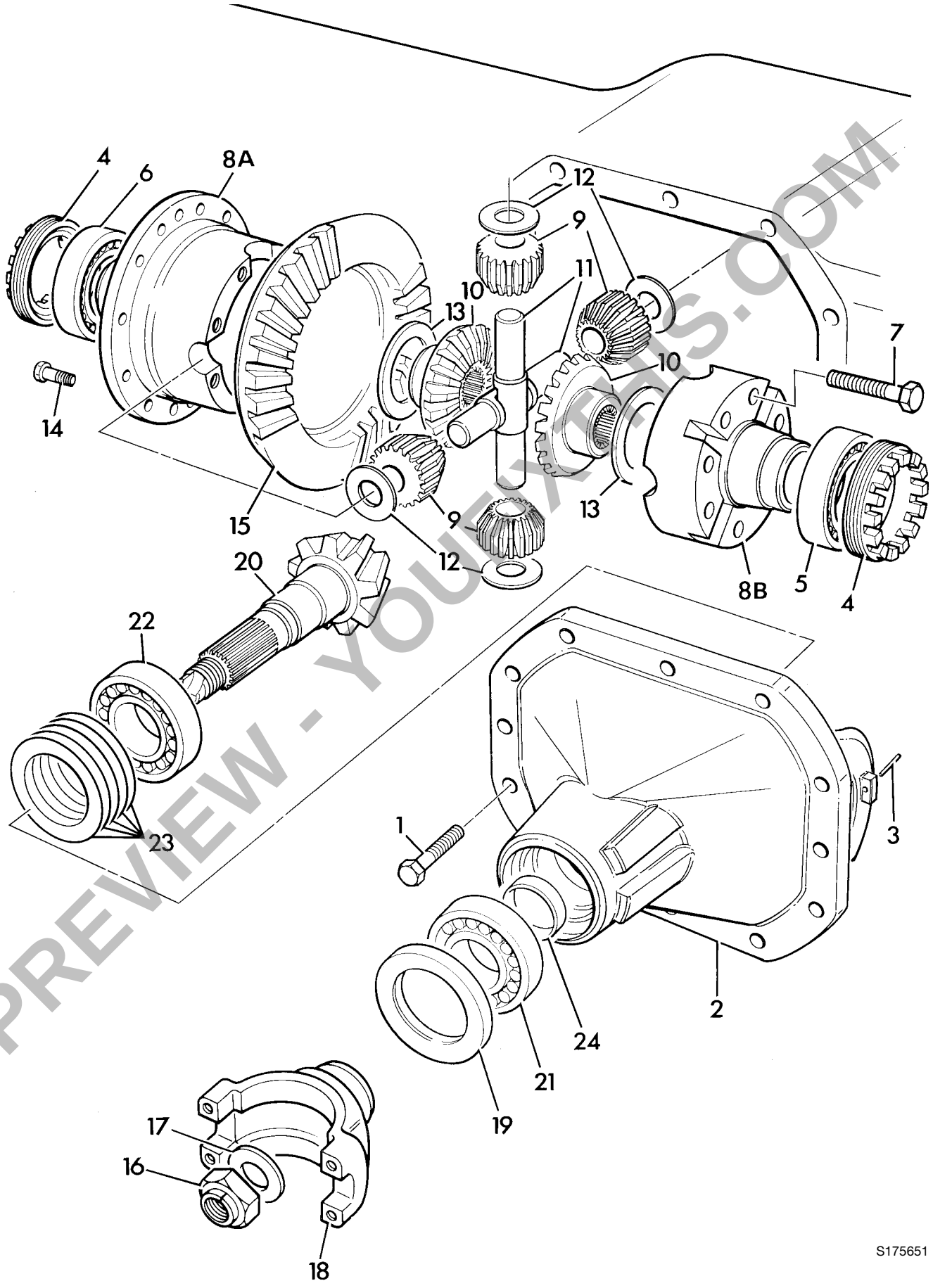
Note: Make sure the piston liner is secure. The liner must be a tight fit on the piston.

Note the plastic type piston as shown at **A**.



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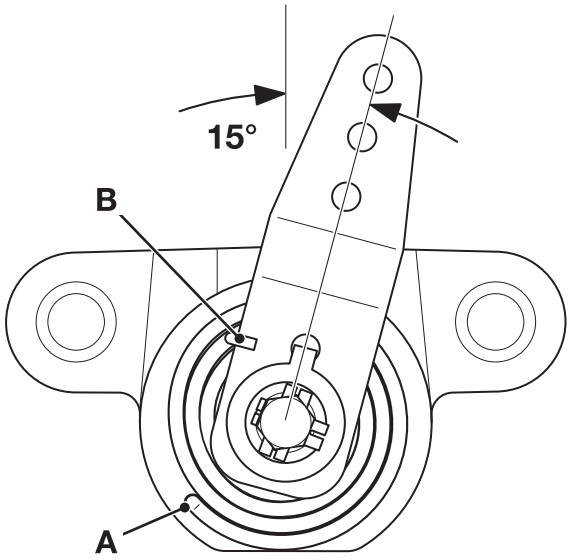


Fig 23.

8 Fit lever **22-6**. Align the lever to the mark made during dismantling. ⇨ *Fig 23. (G-24)*.

9 Type 1 - Hold the lever against the tension of the spring and fit washers **22-4** and **22-5**, and new anti-rotation clip **22-17**. Fit bolt **22-3A** and torque tighten. ⇨ *Table 4. Torque Settings (G-24)*

Type 2 - Hold the lever against the tension of the spring and fit washers **22-4** and **22-5** Fit screw **22-3**and torque tighten. ⇨ *Table 4. Torque Settings (G-24)*.

10 Type 1 Only - Bend up a tab on the anti-rotation clip that aligns with one of the flats on the bolt.

11 Fit the new brake pads. ⇨ *Renewing the Brake Pads (G-19)*.

12 Type 1 - Lubricate the O-rings **22-12A** and bushes **22-11A** with silicone grease. Fit O-rings into the housing and insert mounting bushes. Wipe off any excess grease.

Type 2 - Lubricate the dust seals **22-12** and bushes **22-11** with silicone grease. Fit the dust seals to the housing and insert mounting bushes. Make sure that the dust seals locate in their location grooves on the bushes **22-11** and housing **22-15**. Wipe off any excess grease.

13 Before fitting the calliper, ensure the lever rotates smoothly and that the lever side pad **22-2** returns to the off position when the lever is released.

14 Refit the brake calliper. ⇨ *Replacement (G-19)*.

15 Adjust the park brake. ⇨ *Adjustment (G-25)*.

Table 4. Torque Settings

Item	Nm	lbf ft
22-3 (Type 2)	13-16	9-12
22-3A (Type 1)	13-16	9-12

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