SHOP MANUAL

model SK26

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KOBELCO

APPLICABLE No. SK26 PFD1

Book code No. **S5PFD101E**
(MMB40ENMA00100)

2015.12

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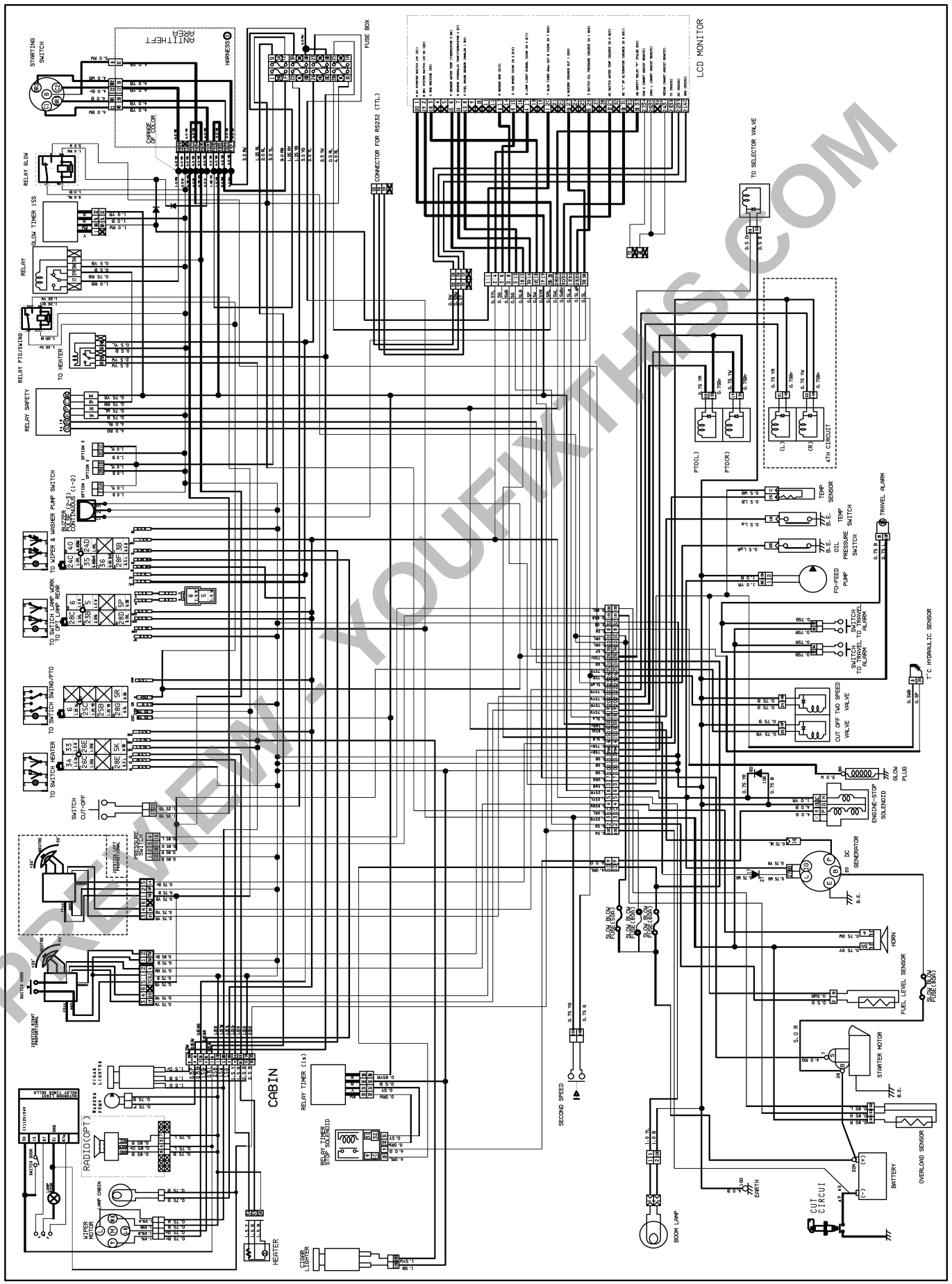
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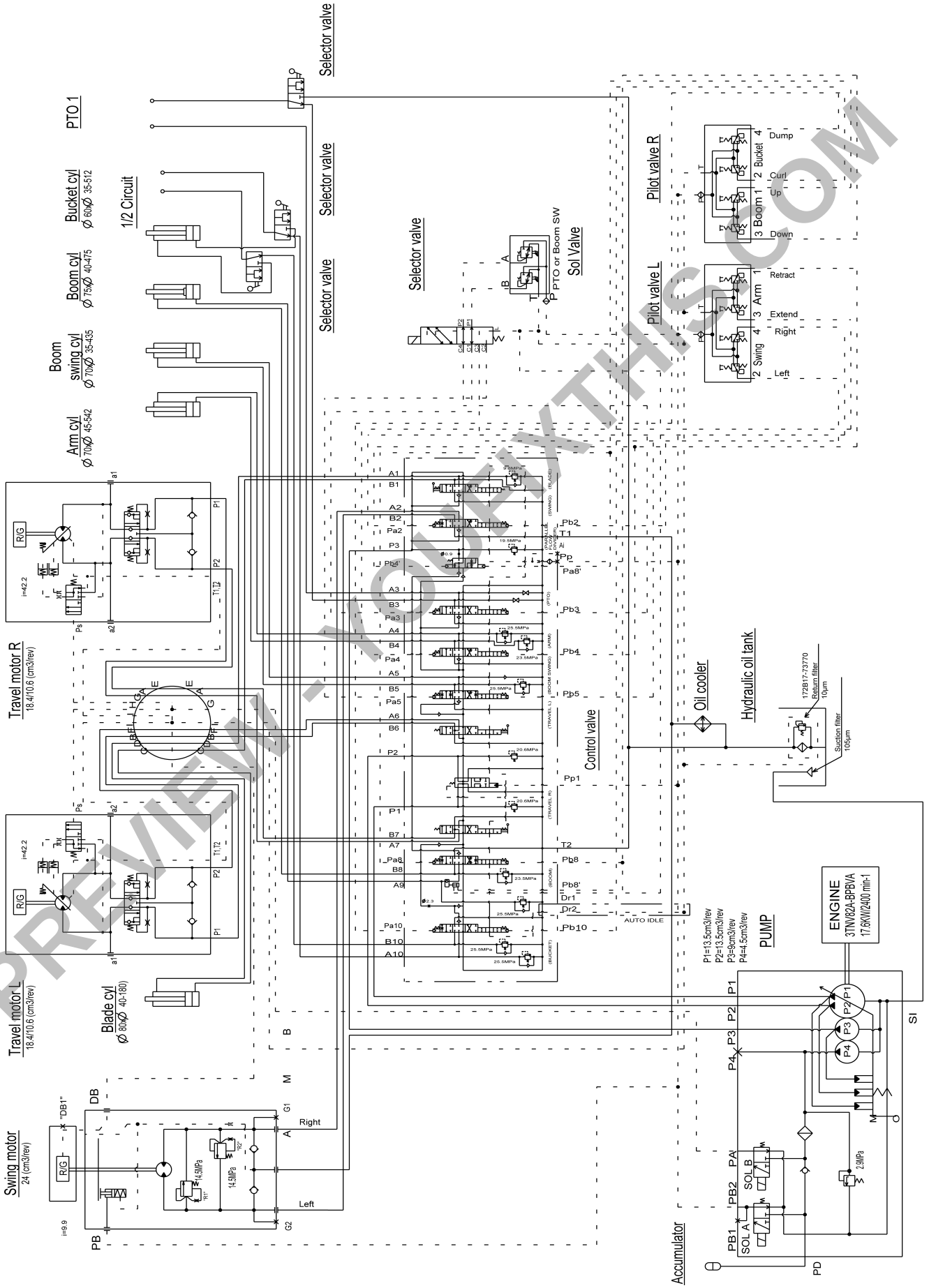
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2-9 Wiring Diagram



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2-8 Hydraulic Circuit Schematic (12 sections)



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4-2-6 Crankshaft and Camshaft Components

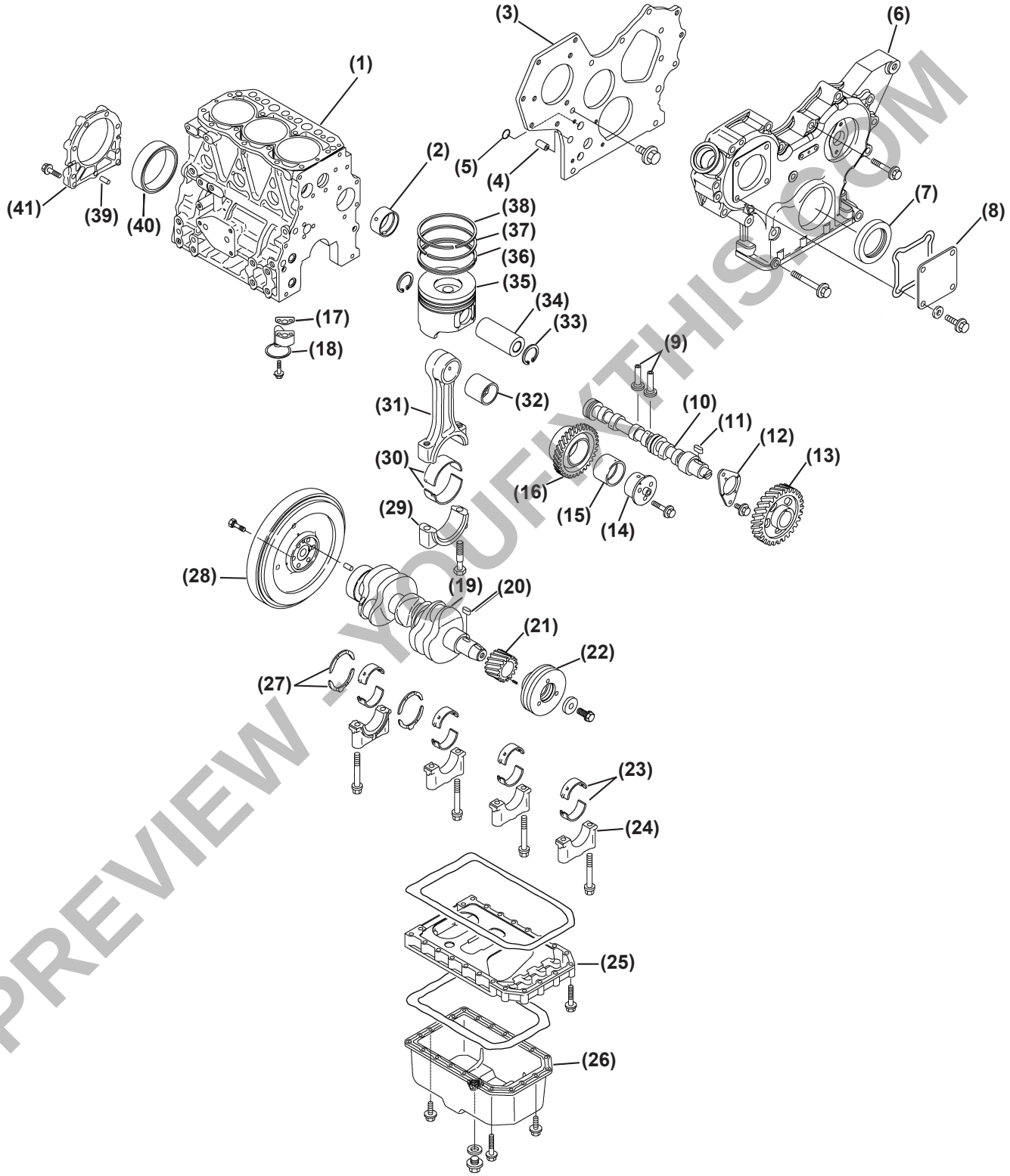


Figure 4-2-38

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3-7 List of Tightening Torque

3-7-1 Machine

Applicable model			SK26		
Equipment No		Tightening part	Thread size	Tightening torque N•m	Adhesive
Engine / Electrical equipment					
	1	Engine mount vibroisolating rubber	Nut 10	24,5 to 32,3	-
	2	Engine × Engine mount	M10	67 to 79	ThreeBond 1324
	3	Engine mount × Stopper (Left)	M10×25	44,1 to 58,9	ThreeBond 1324
	4	Air cleaner	M8	19 to 22,6	
	5	Air cleaner intake hose	Clamp 60	3,5	
	6	Cooling water hose	Hose clip	2,5 to 3,4	
	7	Oil cooler hose	Hose clip 22	3	
	8	Fuel level gauge unit	-	10 to 15	
	9	Fuel level gauge hose	Hose band 13	1,2 to 1,5	
	10	Fuel oil tank drain plug	M18x1.5	7 to 10	
	11	Fuel oil tank holding band	Nut 10	25	
	12	Battery on support assy	M8 x 25	34 to 40,1	
	13	Accelerator cable locknut	Nut 12	45 [clé écrou M12] (3.92 to 4.90)	
	14	Wire harness × Starter motor terminal	Nut 8	5,88 to 11,77	
	15	LCD monitor × Panel cover	M6×20	1,0 to 1,5	
	16	Panel cover (lower) × Panel cover (upper)	M5×16	2,55 to 3,3	
	17	Safety switch (Cut-off lever)	Locknut (Fine thread) 20	19,6 to 24,5	
	18	Accelerator dial (holding nut)	Nut M5	1.02 to 1.08 (1.33 to 1.47)	
	19	GPS controller	M6×30	9,5 to 11,3	
	20	Buzzer × Buzzer bracket	M6×12	4,5 to 5,5	

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Reassembly of Cylinder Head

1. Carefully clean both the combustion surface of the cylinder head and the top surface of the cylinder block. Install a new cylinder head gasket **(Figure 4-2-29, (2))** on the cylinder block.
2. Position the cylinder head on the cylinder head gasket.

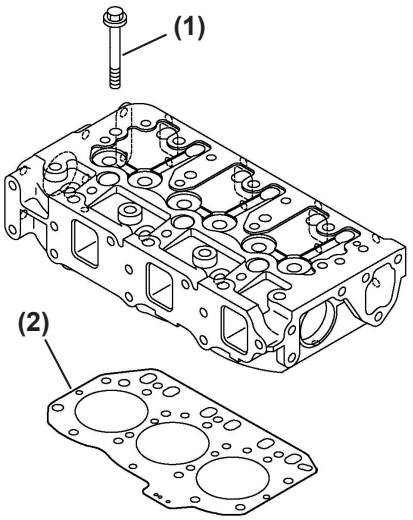
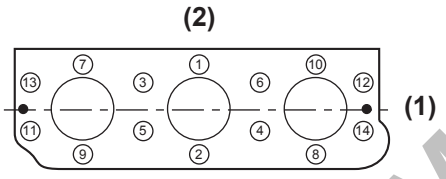


Figure 4-2-29

3. Lightly oil the threads of the cylinder head bolts **(Figure 4-2-29, (1))**. Tighten the bolts to the specified torque shown in the chart below. Tighten in the sequence shown in **Figure 4-2-30**. *See "3-7-2 Engine Tightening Torque" section for tightening torque.*

First Step	1/2 of final torque
Second Step	Final torque



1 – Cooling Fan End
2 – Camshaft Side

Figure 4-2-30

4. Insert the push rods in their respective positions.

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1 – Oil Fill Cap
2 – Valve Cover / Intake Manifold
3 – Gasket
4 – Rocker Arm Shaft
5 – Rocker Arm Shaft Support
6 – Adjuster Lock Nut
7 – Valve Adjuster Screw
8 – RockerArm
9 – Valve Cap
10 – Keeper
11 – Valve Spring Retainer
12 – Valve Spring
13 – Valve Stem Seal
14 – Valve Guide
15 – CylinderHead
16 – Exhaust Valve
17 – Intake Valve
18 – Cylinder Head Gasket
19 – Push Rod (2 per cylinder)
20 – Glow Plug
21 – Glow Plug Wiring Harness
22 – Cylinder Head Bolt
23 – Rocker spring

Disassembly of Cylinder Head

Prepare a clean, flat working surface on a workbench large enough to accommodate the cylinder head assembly. Discard all gaskets, O-rings and seals. Use new gaskets, O-rings and seals on reassembly of cylinder head.

IMPORTANT

Mark all valve train components so they can be installed in their original locations.

Note: Record all measurements taken during disassembly.

1. Drain coolant from engine into a suitable container.

NOTICE

Identify all parts and their location using an appropriate method. It is important that all parts are returned to the same position during the reassembly process.

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2. Remove the coolant pump. *See Disassembly of Engine Coolant Pump on page 4-4-4.*
3. Remove the high-pressure fuel lines and fuel injectors from the cylinder head. *See Removal of Fuel Injectors on page 4-3-18.*

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NOTICE

Make sure the engine is installed on a level surface. If a continuously running engine is installed at an angle greater than (IDI = 25°, DI = 30°) in any direction or if an engine runs for short periods of time (less than three minutes) at an angle greater than (IDI = 30°, DI = 35°) in any direction, engine oil may enter the combustion chamber causing excessive engine speed and white exhaust smoke. This may cause serious engine damage.

NOTICE

Observe the following environmental operating conditions to maintain engine performance and avoid premature engine wear:

- Avoid operating in extremely dusty conditions.
- Avoid operating in the presence of chemical gases or fumes.
- Avoid operating in a corrosive atmosphere such as salt water spray.
- NEVER install the engine in a floodplain unless proper precautions are taken to avoid being subject to a flood.
- NEVER expose the engine to the rain.

NOTICE

Observe the following environmental operating conditions to maintain engine performance and avoid premature engine wear:

- The standard range of ambient temperatures for the normal operation of Yanmar engines is from +5°F (-15°C) to +113°F (+45°C).
- If the ambient temperature exceeds +113°F (+45°C) the engine may overheat and cause the engine oil to break down.
- If the ambient temperature is below +5°F (-15°C) the engine will be hard to start and the engine oil may not flow easily.
- Contact your authorized Yanmar industrial engine dealer or distributor if the engine will be operated outside of this standard temperature range.

NOTICE

If any indicator illuminates during engine operation, stop the engine immediately. Determine the cause and repair the problem before you continue to operate the engine.

NOTICE

- Only use the engine oil specified. Other engine oils may affect warranty coverage, cause internal engine components to seize and / or shorten engine life.
- Prevent dirt and debris from contaminating the engine oil. Carefully clean the oil cap / dipstick and the surrounding area before you remove the cap.
- NEVER mix different types of engine oil. This may adversely affect the lubricating properties of the engine oil.
- NEVER overfill. Overfilling may result in white exhaust smoke, engine overspeed or internal damage.

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2. TECHNICAL DATA

2. Technical Data

2-1 Specifications

Item				Unit	SK26
Main specifications of machine					
Dimensions					
Overall length (Transportation position) <With rear counterweight>				mm	4250 <4330>
Cabin		Overall height	Transportation position	mm	2440
			Traveling position	mm	2440
		Overall width	Full machine width	mm	1500
Canopy		Overall height	Transportation position	mm	2400
			Traveling position	mm	2400
		Overall width	Full machine width	mm	1500
Tumbler center distance (Steel track / rubber track)				mm	-
Track gauge				mm	1250
Minimum ground clearance				mm	320
Traveling performance					
Travel speed		Steel track	Low speed (Forward/Reverse)	km/hr	2.9
			High speed (Forward/Reverse)	km/hr	4.8
		Rubber track	Low speed (Forward/Reverse)	km/hr	2.9
			High speed (Forward/Reverse)	km/hr	4.8
Permissible water depth limit				mm	540
Work performance					
Bucket		Width (Standard)		mm	400
		[Standard. JIS heaped capacity]		cu.m	0.06
		Number of teeth / Installation method		pcs.	3 / Rubber pin lock type
Work range					
Maximum digging depth		With blade raised <Long Arm>		mm	2515 <2770>
		With blade on the ground <Long Arm>		mm	2685 <2945>
Maximum depth of vertically digging				mm	915
Maximum dumping height <Long Arm>				mm	2830 <2985>
Minimum front swing radius (with boom in front center)			Cabin	mm	1915
			Canopy	mm	
Minimum front swing radius (with boom in full swing)			Cabin	mm	1615
			Canopy	mm	

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2-7 Fuel, Lube Oil and Grease Recommended

Components	Fluid	Temperatures °C								Quantity prescribed (L)	
		-	-20	-10	0	10	20	30	+		
Thermal engine	Engine oil		SAE 10W CD							3,7 + 0,4	Oil filter
			SAE 10W-30 CD								
				SAE 15W-40 CD							
Travel gears	Box oil	SAE 90 (GL-4)								0,5	by reducer
Hydraulic circuit	Hydraulic oil				ISO VG46					25,2	in the tank
										4,8	the rest
Fuel tank	Diesel					N° 2-D				38,5	–
			N° 3-D								
		N° 3-D (S)									
Cooling system	Long-life cooling fluid **KOBELCO6**									3,8	radiator
										0,4	expansion flask

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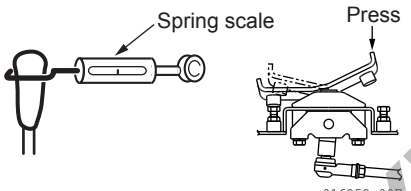
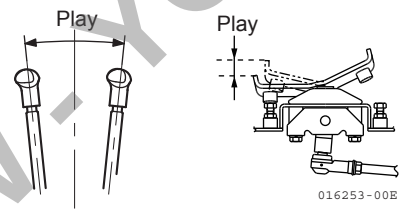
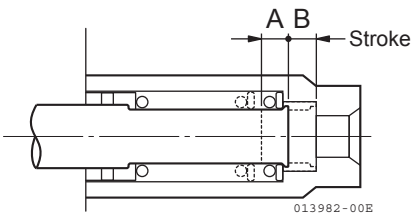
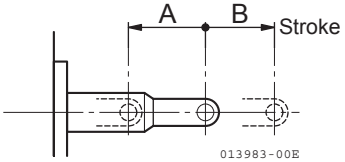
2-6 Periodic Inspection and Servicing

○: Verification and adjustment ●: Replacement □: Cleaning ■: Greasing

Parts & Operations		Daily	Every 50h	Every 250h	Every 500h	Every 1000h / Every year	Every 2000h / Every two years
General.	Missing or broken parts	○					
	Tightening of nuts and bolts	○					
	Motor state	○					
	Machine	□					
Transmissions	Oil for travel gears		● 1st time		○	●	
	Rotation reducer		● 1st time		○	●	
Hydraulic circuit	Hydraulic oil	○				●	
	Aspiration filter					□	
	Hydraulic oil return filter		● 1st time		●		
	Operation of the accumulator	○					
Greasing	Greasing points	■					
	Rotation pin and crown		■				
Chassis	Bearing rollers and bearings, idler wheels	○				■	
	Track tension	○					
Electrical equipment	Headlights, horn, travel alarm	○					
	Dashboard and indicators	○					
	System state	○					
Engine	Water separator	○					
	GO filter			●			
	Air filter (dusty atmosphere every 250 h)				●		
	Engine oil	○	● 1st time		●		
	Oil filter		● 1st time		●		
	Cooling fluid	○				●	
	Belt	○				●	
	Radiator vents	○			□		
	Fuel hose, coolant hose						●
	Intake and exhaust valves					○	
	Injectors and injection pressure						○
Heating						○	

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3-4 Controls

Applicable model			SK26		
Item		Measuring conditions	Unit	Standard	Allowable limit
Controls					
Operating force					
	Right control lever (Boom & Bucket)	• Engine : stopped • Hydraulic oil temp. : 122 to 140 °F (50 to 60 °C) • Lever operating force : Measure the force by hanging the spring scale on the lever grip. • Pedal operating force : Measure the force by applying load as shown below. 	N	10,0	13,8
	Left control lever (Arm & Swing)			10,0	13,8
	Blade lever			25,0	35,8
	Travel levers			Forward: 14,0 Reverse: -	Forward: 18,2 Reverse: -
	Throttle lever			45,0	–
	-			–	–
	-			–	–
Play of control lever & pedal					
	Right control lever (Front & rear / left & right)	• Engine : stopped • Hydraulic oil temp. : 122 to 140 °F (50 to 60 °C) • Play of each control lever and pedal : Measure the total play (front, rear, left and right) at the lever grip end or the pedal end. 	mm	Boom: 77,4 Bucket: 70,2	–
	Left control lever (Front & rear / left & right)			77,0	–
	Blade lever			Up: 65,0 Down: 60,0	–
	Travel levers			105	10
	Throttle lever			85	55
	-			–	–
Control valve					
Spool stroke					
	Boom		mm	±7,0	–
	Bucket				
	Arm				
	Swing				
	Parallel-flow divider				
	Inlet				
	Right travel		mm	±7,0	–
	Left travel				
	Blade				
	Boom swing				
	Offset				

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1. GENERAL CAUTIONS FOR MAINTENANCE WORK

1. General Cautions for Maintenance Work

1-1 Correct Work

Correct work means the quickest possible completion of according to the correct procedures and the specified standards.

It is important when conducting certain operations always to bear in mind the equipment, tools, gauges, materials, oil and grease, etc. that you must have ready, as well as items to be checked, adjusted, or disassembled, and cautions to watch out for.

1-2 Safety Precautions

(1) Never attempt servicing while engine is running or immediately after stopping operation.
(2) Wear work cloths, safety shoes and helmet.
(3) Check the equipment and tools before use. Especially, be sure to check the crane, lifting equipment and tools.
(4) When working together with other persons, allocate everyone's share of job, arrange the signals and act in concert with the other persons.
(5) The operation of the crane and slinging work must be performed by qualified persons.
(6) Do not enter or pass under the raised load.
(7) Lift and support the massive parts by crane before removing the installation bolts.
(8) Disconnect cables from battery before repairing the electric system.
(9) Remove the battery when welding the machine.

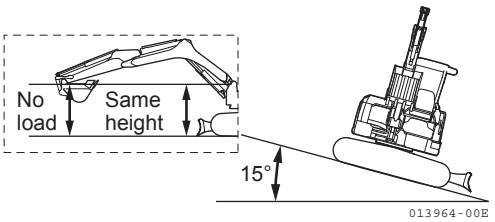
1-3 Preparations

(1) Check the service record of the machine. (That is, check how many months or hours the machine has been used since the preceding overhaul, what was the trouble then and what parts were replaced.)
(2) Have all servicing tools ready, i.e., tools, measuring devices (which have received periodic maintenance), containers, oil & grease, etc.
(3) Have the service literature (operation manual, parts catalog, etc.) ready.

1-4 Cautions for Disassembly and Reassembly

(1) Clean the machine before disassembly.
(2) Check and record the condition of the machine before disassembly :
  • Model, machine number, operation hours
  • Reasons for repair, history of repair
  • Contamination of filters
  • Fuel and oil condition
  • Damage to parts, etc.
(3) Place alignment marks on the necessary parts to facilitate reassembly.
(4) Clean all the removed parts and new replacement parts and put them in order.
(5) Use new seals, split pins, etc. for reassembly.

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Applicable model			SK26	
Item	Measuring condition	Unit	Standard	Allowable
Machine performance				
Swing drift	Machine position  • Engine: stopped • Hydraulic oil temp.: 50 to 60 °C • Make the boom and bucket pins the same height. • Park the machine on a slope with an inclination of 15 degrees and turn the upperstructure 90 degrees to the crawler. • Make match marks on the outer race and the inner race of the swing bearing (or the track frame). • Measure shifted distance or angle between both marks after 5 min.	mm	Engine stop: 0 (0) Engine running: 2.0 (51) or less, 10 degrees or less	-

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Disassembly of Rocker Arm Assembly

1. Remove the rocker arm shaft alignment set screw **(Figure 4-2-5, (6))** from support **(Figure 4-2-5, (5))**.

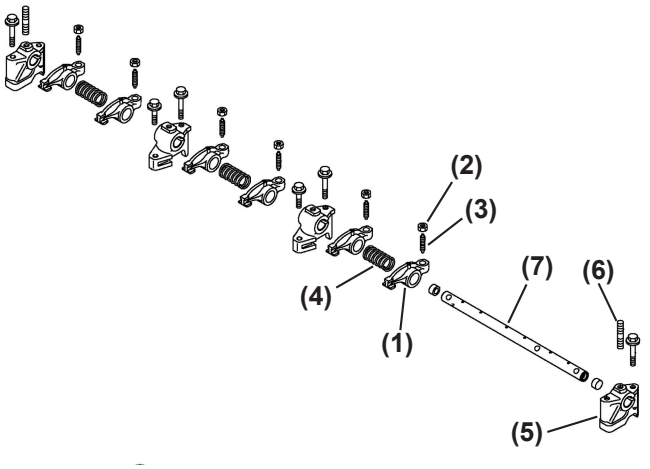


Figure 4-2-5

Note: On 3-cylinder models, the set screw is located in the center support. On 2-cylinder models, the set screw is located in the front (cooling fan) end support.

Note: The rocker arm shaft fits tightly in the rocker arm supports. Clamp the support in a padded vise. Twist and pull out on the rocker arm shaft to remove. Reverse this process when installing the rocker arm shaft into the supports.

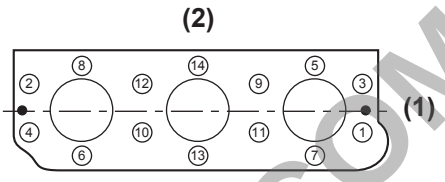
3. Slide the rocker arm shaft **(Figure 4-2-5, (7))** out of the rocker arm supports **(Figure 4-2-5, (5))**, springs **(Figure 4-2-5, (4)),** and rocker arms **(Figure 4-2-5, (1))**.

Note: Mark the rocker arms so they can be reinstalled with the original matching valve and pushrod.

4. Remove the valve adjusting screw **(Figure 4-2-5, (3))** and lock nut **(Figure 4-2-5, (2))** from the rocker arms. Mark parts so they can be reinstalled on the same rocker arm.

Removal of Cylinder Head

1. Loosen the cylinder head bolts following the sequence shown in **Figure 4-2-6**.



1 – Cooling Fan End
2 – Camshaft Side

Figure 4-2-6

2. Remove the cylinder head bolts **(Figure 4- 2-7, (1))**.
3. Lift the cylinder head away from the cylinder block. Discard the cylinder head gasket **(Figure 4-2-7, (2))**. Position the cylinder head on the work bench to prevent damage to the combustion surface.

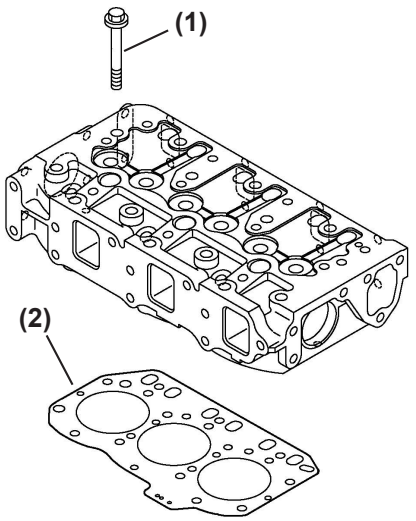


Figure 4-2-7

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**1: Not used for electronically controlled engines.*

**2: Electronically controlled engines are equipped with a solenoid valve. As shown in the following figure, electronically controlled engines use an electronically controlled governor combined with a solenoid valve (CSD), rack actuator, engine speed sensor, and other parts.*

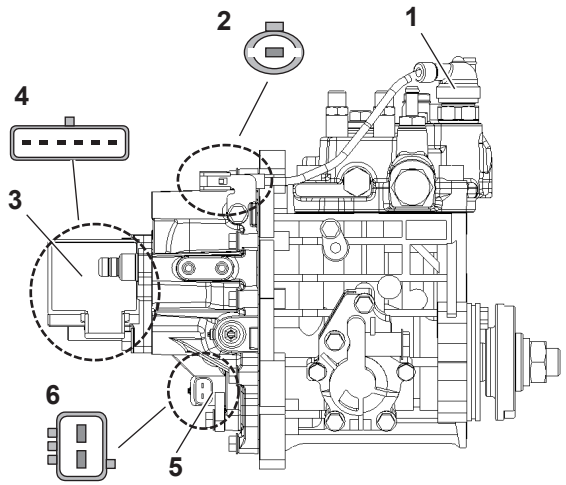


Figure 4-3-6

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11. Using a flat-blade screwdriver, remove the retaining ring **(Figure 4-6-10, (1))** from the shaft of the pinion.

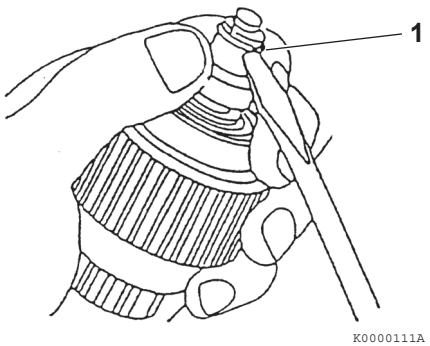


Figure 4-6-10

12. Disassemble the pinion stop **(Figure 4-6-11, (3))**, return spring **(Figure 4-6-11, (4))**, pinion clutch assembly **(Figure 4-6-11, (1))**, and pinion shaft **(Figure 4-6-11, (5))**.

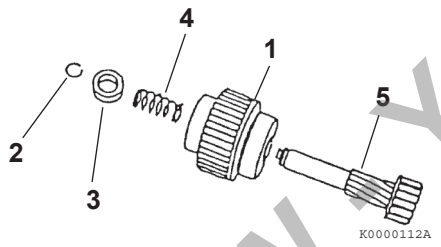


Figure 11-11

Cleaning and Inspection

■ Armature

Commutator surface inspection

If the commutator surface is rough, polish the surface with a #500 to #600 emery cloth **(Figure 4-6-12)**.

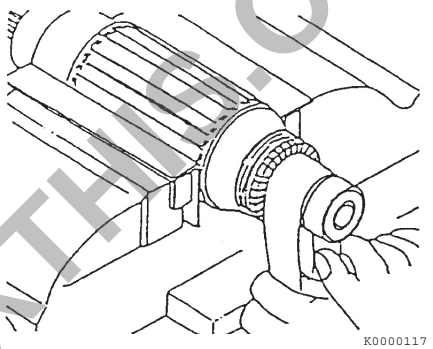


Figure 4-6-12

Measure commutator outside diameter

Measure the commutator outside diameter **(Figure 4-6-13)**. Replace the armature if the measurement is less than the limit.

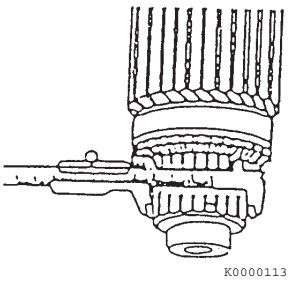


Figure 4-6-13

See Starter Motor Specifications on page 4-6-3 for the service limit.

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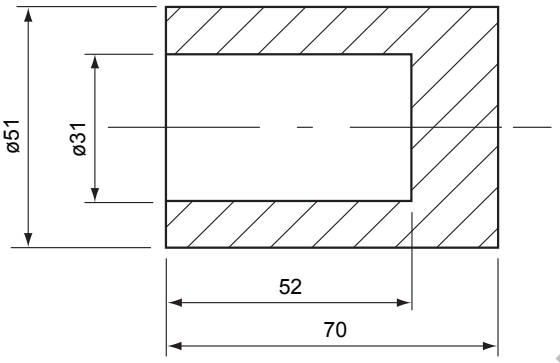
Error code	Classification	Error description	Detection condition	Causes	Corrective measures
00 001078.04	Warning	Engine fuel injection pump rotation sensor malfunction: short circuit to low voltage side	• Engine speed cannot be detected although engine start recognition (E8) is on. • Amount of instantaneous decrease in engine speed is over the rated value.	• Connection failure of connectors • Insufficient engine speed (battery voltage reduction, defective starter system, frozen fuel or increase of load from implement side accompanied by engine rotations) • Harness wiring failure (sensor signal line disconnected or short circuited to GND, or starter signal line short circuited to power supply)	Check the connectors, harnesses and rotation sensor. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 001079.02	Caution	Sensor 5 V malfunction: intermittent failure	Detected monitoring voltage is approx. 0 V.	• Harness wiring failure (sensor 5 V line short circuited to GND)	Check the harnesses. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 001079.03	Caution	Sensor 5 V malfunction: short circuit to high voltage side	Detected monitoring voltage is 5.5 V or more.	• Harness wiring failure (sensor 5 V line short circuited to power sup-ply or sensor GND line disconnected)	Check the harnesses. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 001079.04	Caution	Sensor 5 V malfunction: short circuit to low voltage side	Detected monitoring voltage is 4.5 V or less.	• Harness wiring failure (sensor 5 V line short circuited to GND)	Check the harnesses. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 000638.03	Warning	Rack actuator malfunction: short circuit to high voltage side	Detected rack actuator current is above the upper limit.	• Connection failure of connectors • Harness wiring failure (rack actuator line short circuited to power supply) • Defective rack actuator	Check the connectors, harnesses and rack actuator. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 000638.04	Warning	Rack actuator malfunction: short circuit to low voltage side	Detected rack actuator current is below the lower limit.	• Connection failure of connectors • Harness wiring failure (rack actuator line disconnected or short circuited to GND) • Defective rack actuator	
00 000638.07	Warning	Rack actuator malfunction: mechanical failure	Specified operation is not performed in rack operation check at start up.	Sticking of rack	
00 001078.04	Warning	Engine fuel injection pump rotation sensor malfunction: short circuit to low voltage side	Detected rack actuator current is below the lower limit.	• Connection failure of connectors • Harness wiring failure (rack actuator line disconnected or short cir-cuited to GND) • Defective rack actuator	
00 001079.02	Caution	Sensor 5 V malfunction: intermittent failure	Detected monitoring voltage is approx. 0 V.	• Harness wiring failure (sensor 5 V line short circuited to GND)	Check the harnesses. Turn the starter switch to the “OFF” position and then to the “ON” position to check if the error code is displayed again.
00 001079.03	Caution	Sensor 5 V malfunction: short circuit to high voltage side	Detected monitoring voltage is 5.5 V or more.	• Harness wiring failure (sensor 5 V line short circuited to power supply or sensor GND line disconnected)	
00 001079.04	Caution	Sensor 5 V malfunction: short circuit to low voltage side	Detected monitoring voltage is 4.5V or less	• Harness wiring failure (sensor 5 V line short circuited to GND)	

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4. Special Tool

Oil seal installation jig

Unit : mm



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3)-4. Disassembly of anti-drift valve

When the anti-drift valve malfunctions, replace it as an anti-drift valve assembly. For reference, the disassembly pro-cedure for examination is shown below.

[1] Remove the two hexagon socket head bolts **12** with a hexagon bar wrench (5 mm).

[2] Remove the anti-drift valve case **1n**.

Notes:

- *Take care not to drop the two dowel pins **11** on the anti-drift valve body side.*
- *Take care not to lose and damage the pins.*

[3] Remove the anti-drift valve **1b** and the needle valve **1m**.

Notes :

- *Remove the needle valve **1m** first and keep it as it is easily removed.*
- *The anti-drift valve should not be disassembled but it should be kept as an anti-drift valve assembly (**1b-1h, 1k, 1m**).*

[4] Hold the anti-drift valve case with a vice and remove the bush **5** with a wrench or socket wrench (26 mm).

Note :

Set the vice on any side face other than the port side to hold the anti-drift valve.

[5] Remove the piston B **3** and piston A1 **2** in the bore, which the bush has been removed from, with tweezers or a magnet.

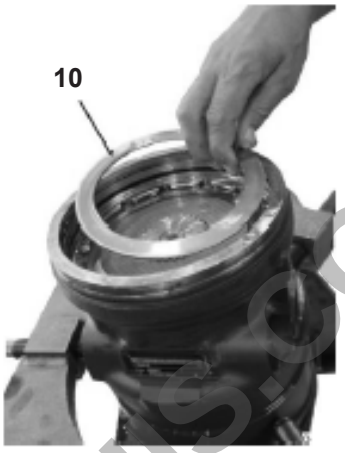
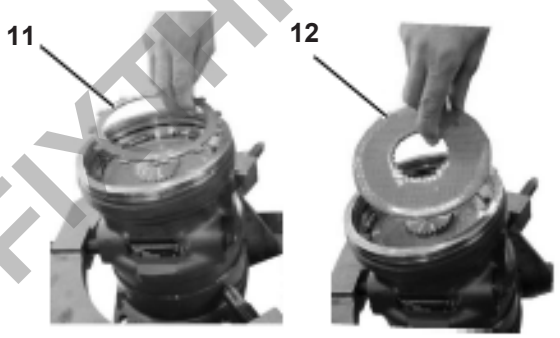
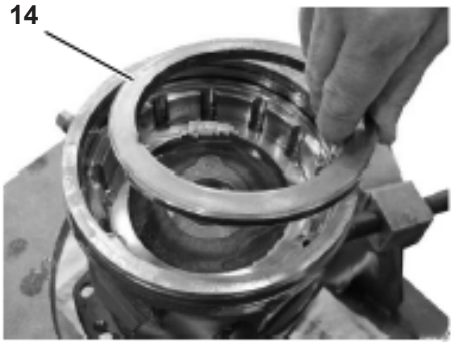
Notes :

- *Make marks on the piston B and the piston A1 so that they can be reassembled in the same direction as it was before.*
- *The piston guide **1p** should not be disassembled, but it should be kept together with the anti-drift valve case B.*

[6] Remove the ball retainer **8** with a hexagon bar wrench (4 mm).

[7] Remove the steel ball **6** of Ø 0.28 in. (7 mm) from the bore, which the ball retainer has been removed from, using a magnet.

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Procedure	
-Remove the shims **10** from the valving/brake housing	
-Remove the brake discs **11** and **12**.	
-Remove the brake shaft **13**.	
-If present remove the compensation shim **14** from the valving/brake housing.	

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6. Service Standards

Clean the removed parts, dry them with compressed air and repair or replace them, if necessary, according to the following service standards :

No.	Parts	Inspection item	Standard value (recommended value for replacement	Measure
1	Floating seal **2**	Sliding surface	No excessive flaws, wear or seizure	Replace.
2	Angular bearing **3**	Moving surface	o excessive flaws, wear or flaking in ball or race	Replace.
3	Housing **6**	Gear tooth surface	No excessive flaws, wear or flaking on tooth surface (More than 10% pitting in the engaged area of a tooth surface)	Replace.
4	Planetary gears B **12** and A **21**	Gear tooth surface. Rolling contact surface of cage & roller	Same as No.3. No excessive flaws, wear or flaking on the rolling contact surface	Replace.
5	Needle bearing **20** Cage & roller **11**	Cage & roller (needle bearing) surface	No excessive flaws, wear or flaking	Replace.
6	Thrust washer **9**	Sliding surface	No excessive flaws, wear or seizure	Replace.
7	Thrust plates **13** and **22**	Sliding surface	No excessive flaws, wear or seizure	Replace.
8	Sun gear **15**	Gear tooth surface	Same as No.3	Replace.
9	Inner races **10** and **19**	Cage & roller (needle bearing) surface	No excessive flaws, wear or flaking	Replace.
10	Drive gear **17**	Gear tooth surface	Same as No.3	Replace.
11	Holder **18**	Sliding surface against planetary gear B	No excessive flaws, or wear	Replace planetary gear B and holder together
12	O-rings **23, 25, 29, 48, 51, 56, 61, 65, 69, 73, 80,** and **83**	Surface condition and hardness	No flaws or distortion. Not hardened	Rubber seal members deteriorate with the lapse of time. Replacement with new seals is recommended every time they are reassembled.
13	Shaft **32**	Oil seal surface	No flaws or excessive wear	Replace.
14	Ball bearings **31** and **47**	Moving surface	Same as No.2	Replace.
15	Oil seal **30**	Lip surface and hardness	No flaws, distortion or excessive wear. Not hardened	Replace.
16	Swash plate **36**	Sliding surface against piston assembly Surface roughness	No excessive flaws 0.00079 in. over [0.02 mm], wear or seizure 0.4 Ra (0.8 Ra)	When sliding surface has roughened, repair it by lapping (#1000). Replace it if the damage is beyond repair.

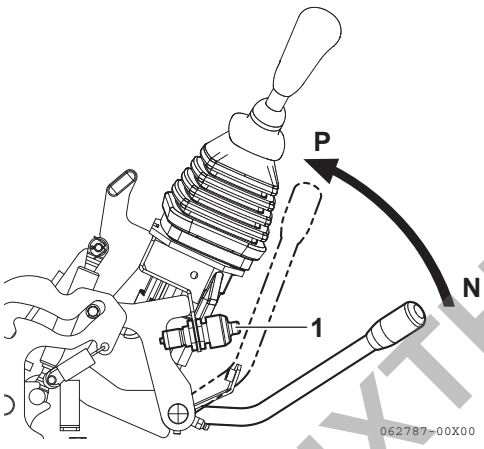
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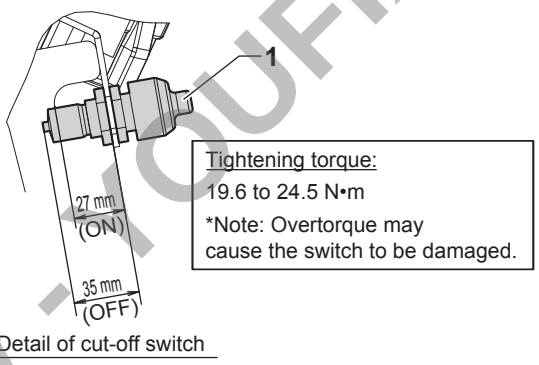
7-3-4 Adjustment of Lock Lever

1) Operation of Lock Lever

(1) The operating force for moving the lock lever from **N** to **P** should be less than 39,8 N.

(2) The lock lever switch **1** should not allow the implements to operate when the lock lever is in **N** position.





Detail of cut-off switch

Lock lever switch operation

Lever position	Switch condition	Switch circuit	Cut-off valve operation	Implement operation
P	Pushed 	ON	Operate	Operate
N	Normal 	OFF	Stop	Can not operate

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