SPECIFICATIONS

Model			L2650WET (4WD)			L2950WET (4WD)		
Maximum PTO power			17.5 kW (23.5 HP)			19.4 kW (26.0 HP)		
Engine NET power			19.5 kW (26.1 HP)			21.3 kW (28.6 HP)		
Engine	Model		D1402-DI-AE			D1462-DI-AE		
	Type		Direct Injection, Vertical, Water-Cooled, 4-cycle diesel					
	Number of cylinders		3					
	Bore and stroke		85 x 82 mm (3.3 x 3.2 in.)			87 x 82 mm (3.4 x 3.2 in.)		
	Total displacement		1395 cm³ (85.1 cu.in.)			1462 cm³ (89.2 cu.in.)		
	Rated revolution		43.3 r/s (2600 rpm)					
	Maximum torque		89.2 N·m (9.1 kgf·m, 65.8 ft-lbs.)/1600 rpm			95.1 N·m (9.7 kgf·m, 70.2 ft-lbs.)/1600 rpm		
	Combustion chamber		Direct Injection					
	Fuel injection pump		Bosh K type mini pump					
	Governor		Centrifugal ball mechanical governor					
	Injection nozzle		4 hole type (Stanadyne pencil nozzle)					
	Injection timing		Before T.D.C. 0.31 rad (18°)					
	Injection order		1-2-3					
	Injection pressure		22.75 MPa (232 kgf/cm², 3300 psi)					
	Compression ratio		19					
	Lubricating system		Forced lubrication by pump					
	Cooling system		Pressurized radiator, Forced circulation with water pump					
	Starting system		Electric starting with cell starter (12 V, 1.2 kW)					
	Alternator		12 V, 480 W					
	Battery		12 V 75D26R					
	Fuel		Diesel fuel No. 2-D [No. 1 diesel fuel if temperature is below – 10°C(14°F)]					
	Lubricating oil		MIL-L-2104B or 2104C, CC or CD (API grade)					
	Weight (Dry)		177 kg (390.2 lbs)					
Capacities	Fuel tank		29 ℓ (7.7 U.S.gals., 6.4 Imp. gals.)					
	Engine crankcase		5.7 ℓ (6.0 U.S.qts., 5.0 Imp. qts.)					
	Engine coolant		4.6 ℓ (4.9 U.S.qts., 4.0 Imp. qts.)					
	Transmission case		29.5 ℓ (7.8 U.S.gals., 6.5 Imp. gals.)					
	Steering gear case		0.1 ℓ (0.11 U.S.qts., 0.09 Imp.qts.)					
	Front axle case		6.5 ℓ (6.9 U.S.qts., 5.7 Imp. qts.)					
Dimensions	Overall length (without 3P)		2770 mm (109.1 in.)			2795 mm (110.0 in.)		
	Overall width		1305 mm (51.4 in.)			1340 mm (52.7 in.)		
	Overall height with muffler		2030 mm (79.9 in.)					
	Wheel base		1640 mm (64.6 in.)					
	Min.ground clearance		345 mm (13.6 in.)					
	Tread (Std.tires)	Front	1120 mm (44.1 in.)					
		Rear	1030 mm (40.6 in.), 1125 mm (44.3 in.), 1220 mm (48.0 in.) 1305 mm (51.4 in.), 1400 mm (55.1 in.)					
Travelling system	Tire size	Front tires	7-16	212/80-D15	25 x 8.50-14	7-16	212/80-D15	25 x 8.50-14
		Rear tires	11.2-24	355/80-D20	13.6-16	12.4-24	355/80-D20	13.6-16
	Clutch		Wet multi plates					
	Steering		Power steering-Integral type					
	Transmission		Mechanical shuttle, 8 forward and 8 reverse					
	Brake	Travelling	Wet disk type					
		Parking	Connected with the traveling brake					
	Differential		Bevel gear					

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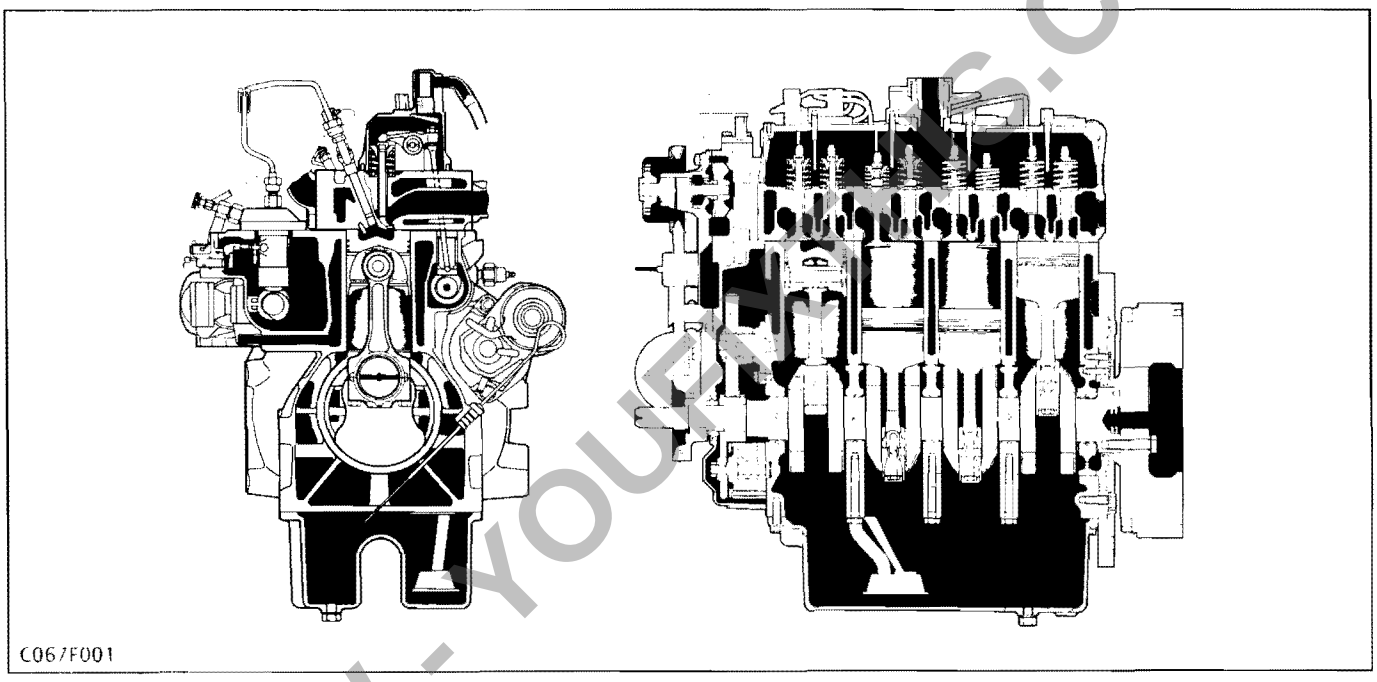
1 ENGINE

[1] FEATURE

The D1402-DI, D1462-DI are three cylinders and V1902-DI is four cylinders, vertical, water-cooled, 4-cycle diesel engine, with Bosch K type mini injection pump and direct injection system.

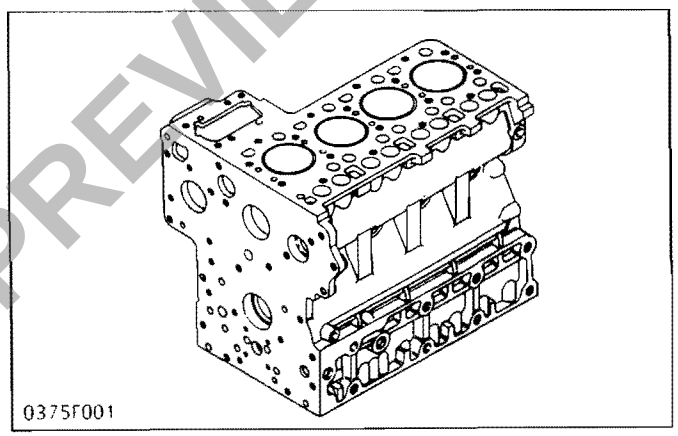
Their direct injection system features are low fuel consumption, excellent starting, high output at a low speed and quick response for acceleration, and its low piston speed prolongs engine life.

The equally divided explosion force into cylinders with improved combustion system and precisely manufactured parts lower the noise and vibration for quiet and smooth running.


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[2] ENGINE BODY

(1) Cylinder Block

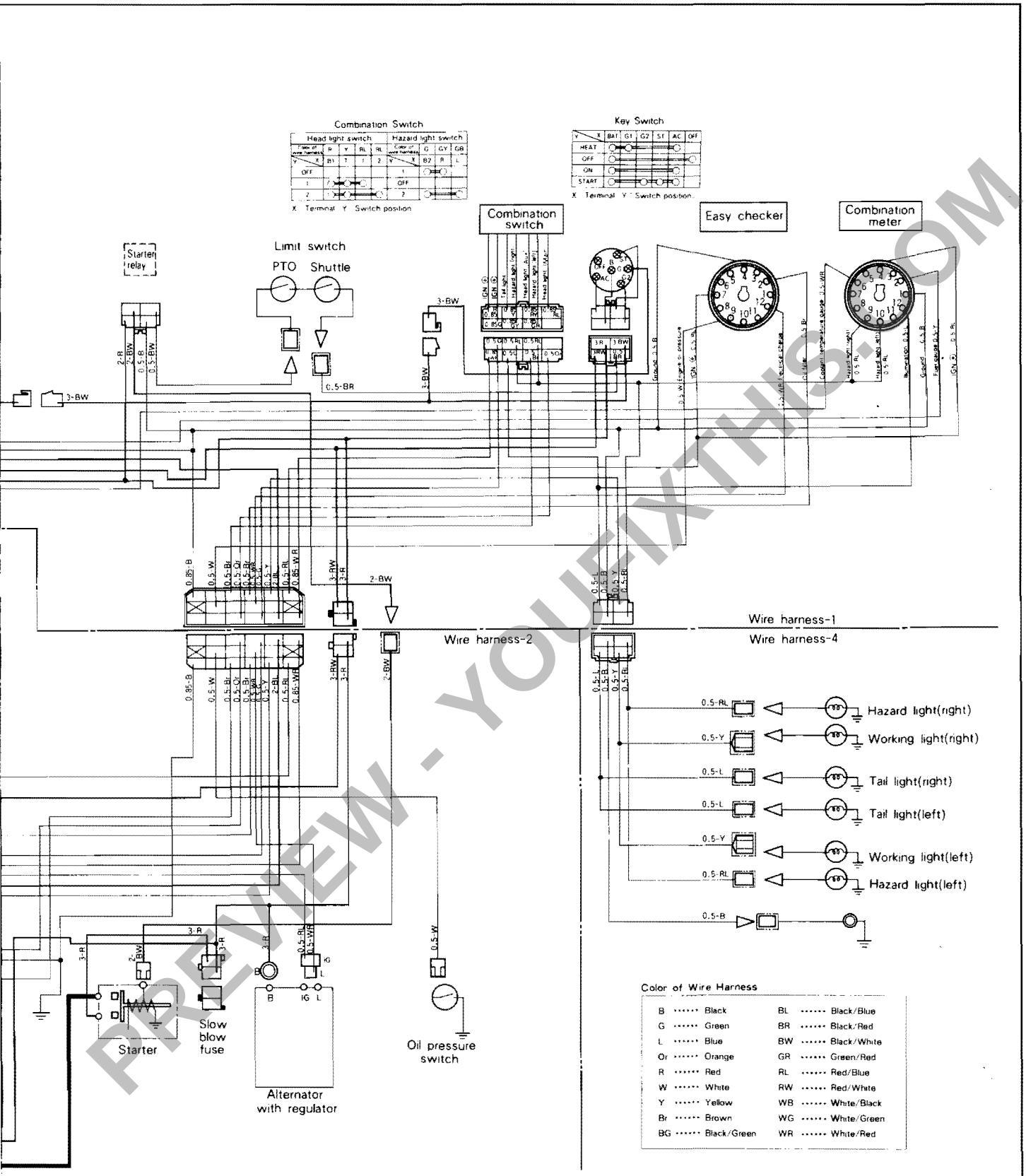

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The engine feature's a highly durable tunnel type cylinder block containing the main bearings.

Furthermore, cylinder liners allow effective cooling, less distortion, higher wear-resistance qualities, and because each cylinder has its own chamber, noise is minimized.

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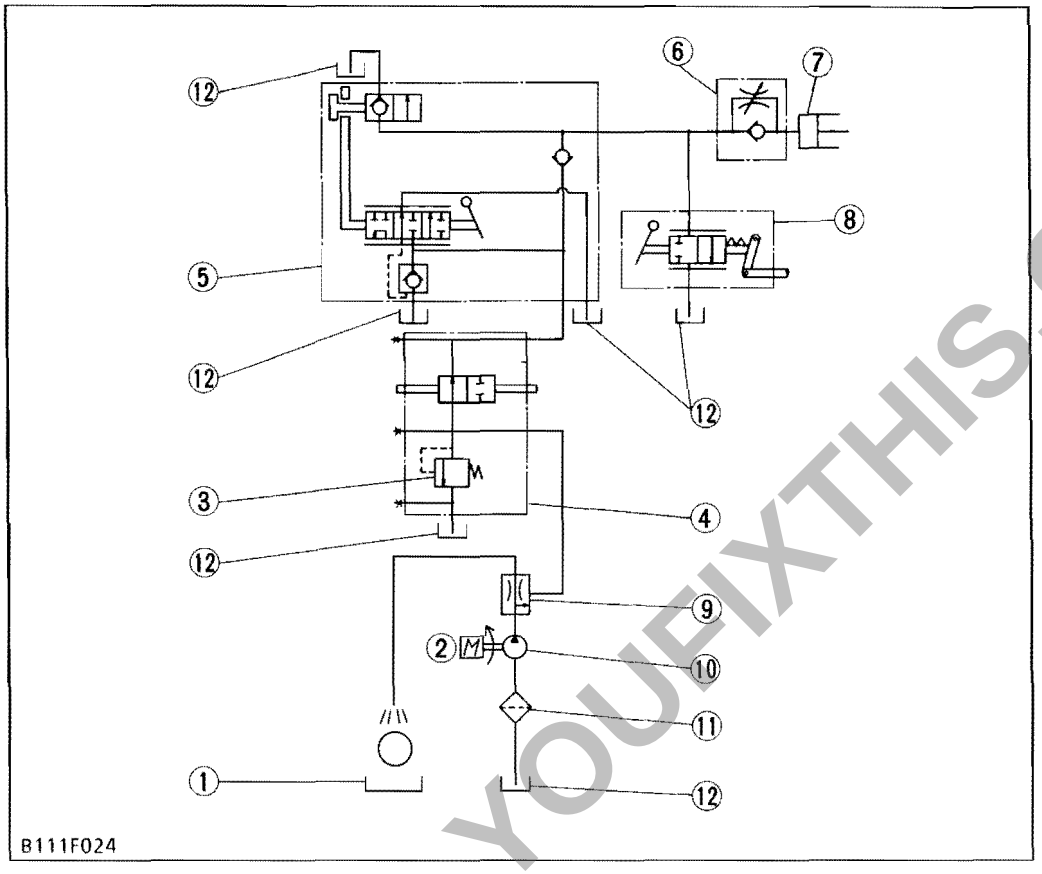


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9 HYDRAULIC SYSTEM

[1] HYDRAULIC CIRCUIT



(1) Oil Tank (WET Clutch Housing Case)
(2) Engine
(3) Relief Valve
(4) Front Hydraulic Block
(5) Position Control Valve
(6) Lowering Speed Adjusting Valve
(7) Hydraulic Cylinder
(8) Draft Control Valve (If equipped)
(9) Flow Priority Valve
(10) Oil Pump
(11) Oil Filter
(12) Oil Tank (Transmission Case)

■ Hydraulic Oil Flow

1. When the engine (2) is started, the hydraulic pump (10) is rotated to draw oil from the transmission case (12) through the suction pipe. Supplied oil is filtered by the oil filter (11).
2. The oil supplied from oil pump (10) divides the oil flow at about 3 liters (3.2 U.S. quarts) per minute preferentially by the flow priority valve (9). The divided oil flows to the clutch housing case to lubricate the wet clutch.
3. The other oil divided by the flow priority valve (9) is sent to the front hydraulic block (4). When a front end loader is equipped with the tractor, oil pressure is taken from the front hydraulic block (4), and the return oil from the front end loader flows back to this front hydraulic block (4) to be returned into the oil hydraulic circuit.
4. After that oil into the position control valve (5) through the delivery pipe.
5. The position control valve (5) switches the oil flow, and oil is channelled to the hydraulic cylinder (7) for the three-point hydraulic system or returned to the oil tank (transmission case).
6. The hydraulic system has a relief valve (3) which restricts the maximum pressure in the circuit.

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[5] TIGHTENING TORQUES (GENERAL USE SCREWS, BOLTS AND NUTS)

Screws, bolts and nuts whose tightening torques are not specified in this Workshop Manual should be tightened according to the table below.

Grade / Nominal Diameter / Unit	* No-grade or 4T SS41, S20C			* 7T S43C, S45C (Quenched and Tempered)			* 9T SCr435, SCM435 (Quenched and Tempered)		
	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs	N·m	kgf·m	ft-lbs
M 6 (6 mm, 0.24 in.)	7.84 to 9.31	0.80 to 0.95	5.79 to 6.87	9.80 to 11.2	1.00 to 1.15	7.24 to 8.32	12.3 to 14.2	1.25 to 1.45	9.05 to 10.5
M 8 (8 mm, 0.31 in.)	17.7 to 20.5	1.8 to 2.1	13.0 to 15.2	23.6 to 27.4	2.4 to 2.8	17.4 to 20.2	29.4 to 34.3	3.0 to 3.5	21.7 to 25.3
M10 (10 mm, 0.39 in.)	39.2 to 45.0	4.0 to 4.6	29.0 to 33.2	48.1 to 55.8	4.9 to 5.7	35.5 to 41.2	60.8 to 70.5	6.2 to 7.2	44.9 to 52.1
M12 (12 mm, 0.47 in.)	62.8 to 72.5	6.4 to 7.4	46.3 to 53.5	77.5 to 90.1	7.9 to 9.2	57.2 to 66.5	103 to 117	10.5 to 12.0	76.0 to 86.8
M14 (14 mm, 0.55 in.)	108 to 125	11.0 to 12.8	79.6 to 92.5	124 to 147	12.6 to 15.0	91.2 to 108	167 to 196	17.0 to 20.0	123 to 144
M16 (16mm, 0.63 in.)	167 to 191	17.0 to 19.5	123 to 141	196 to 225	20.0 to 23.0	145 to 166	260 to 303	26.5 to 31.0	192 to 224
M18 (18 mm, 0.71 in.)	245 to 284	25.0 to 29.0	181 to 210	275 to 318	28.0 to 32.5	203 to 235	343 to 401	35.0 to 41.0	254 to 297
M20 (20mm, 0.79 in.)	334 to 392	34.0 to 40.0	246 to 289	368 to 431	37.5 to 44.0	272 to 318	490 to 568	50.0 to 58.0	362 to 420

* The figures on the table above are indicated on the top of screw or bolt.

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TROUBLESHOOTING

Before troubleshooting, confirm symptoms of trouble, and accomplish basic inspection.

(1) Basic Inspection

No.	Contents	Reference Page
1	Engine oil	S.G-10
2	Coolant	S.G-16
3	Fan belt	S.G-15
4	Air cleaner	S.G-14
5	Fuel	–
6	Fuel filter	S.G-15
7	Fuel pipes	S.G-17
8	Air bleed from fuel line	–
9	Battery and terminals	S.9-5
10	Wiring connecters	M.10-2
11	Idling speed	–
12	Maximum speed	–
13	Valve clearance	S.G-16

(2) Troubleshooting

Symptom	Probable Cause	Solution	Reference Page
Engine Does Not Start	• Incorrect injection timing	Adjust	S.1-45
	• Fuel camshaft worn	Replace	S.1-27
	• Injection nozzle plugged	Clean	S.1-43
	• Fuel transfer pump malfunctioning	Repair or replace	S.1-27
	• Seizure of crankshaft, camshaft, piston, cylinder liner or bearing	Repair or replace	–
	• Compression leak from cylinder	Check compression pressure	S.1-12
	• Improper valve seat alignment, valve spring broken, valve seized	Repair or replace	S.1-19, 20
	• Improper valve timing	Correct or replace timing gear	S.1-26
	• Piston ring and liner worn	Replace	S.1-35, 41
	• Injection pump malfunctioning	Repair or replace	S.1-48, 49, 50, 51
(Starter Does Not Run)	• Starter malfunctioning	Repair or replace	S.9-9
	• Starter switch malfunctioning	Replace	S.9-6
	• Shuttle limit switch, P.T.O. limit switch malfunctioning	Replace	S.9-8
	• Starter relay malfunctioning	Replace	S.9-8

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[6] MAINTENANCE CHECK LIST

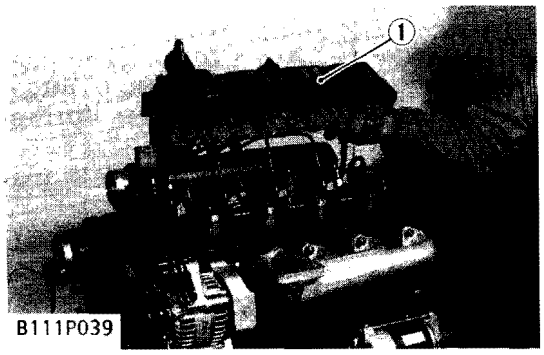
No.	Check point	Indication on hour meter (Change or check every interval shown below)																After purchase		Reference page
		50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800	1 year	2 year	
1	Greasing	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O			S.G-12
2	Toe-in check		O		O		O		O		O		O		O		O			S.G-13
3	Clutch pedal play check		O		O		O		O		O		O		O		O			S.G-13
4	Brake pedal play check		O		O		O		O		O		O		O		O			S.G-13
5	Air cleaner element cleaning		O		O		O		O		O		O		O		O			S.G-14
6	Engine oil change	◎			O				O				O				O			S.G-10
7	Hydraulic oil filter cleaning	◎			O				O				O				O			S.G-12
8	Battery electrolyte level check				O				O				O				O			S.G-14
9	Radiator hose clamp check				O				O				O				O			S.G-14
10	Fan belt tension check				O				O				O				O			S.G-15
11	Transmission fluid change	◎							O								O			S.G-11
12	Front axle case oil change	◎							O								O			S.G-12
13	Front axle back-and-forth play check								O								O			S.G-15
14	Fuel filter element replacement								O								O			S.G-15
15	Steering gear case oil check								O								O			S.G-15
16	Engine oil filter cartridge replacement	◎							O								O			S.G-11
17	Engine cooling system cleaning								O								O			S.G-16
18	Valve clearance check																O			S.G-16
19	Fuel injection nozzle injection pressure check																O			S.G-17
20	Air cleaner element replacement																	O *		S.G-17
21	Power steering rubber hose replacement																		O **	S.G-17
22	Fuel line replacement																		O **	S.G-17
23	Radiator hose replacement																		O **	S.G-18

Note: The jobs indicated by ◎ must be done at 50 hours respectively.
* Every year or every 6 times of cleaning.
** Replace only if necessary.

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DISASSEMBLING AND ASSEMBLING



(1) Cylinder Head Cover

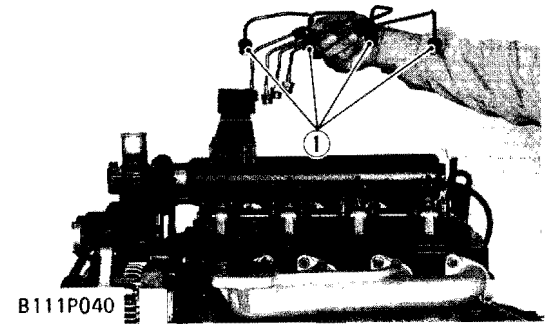
Cylinder Head Cover

1. Remove the head cover nuts.
2. Remove the head cover.

(When reassembling)

- Check to see if the head cover gasket is not defective.
- To prevent valve stem seizure, apply enough engine oil to the valve guide and valve stem.

Tightening torque	Cylinder head cover cap nuts	6.9 to 8.8 N·m 0.7 to 0.9 kgf·m 5.1 to 6.5 ft-lbs



(1) Injection Pipes

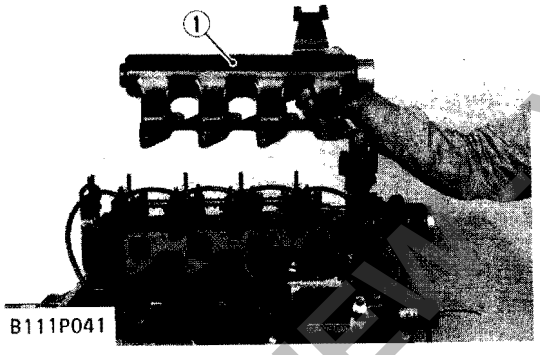
Injection Pipes

1. Loosen the screws on the pipe clamps.
2. Detach the injection pipes.

(When reassembling)

- Send compressed air into the pipes to blow out dust. Then, reassemble the pipes in the reverse order.

Tightening torque	Retaining nuts of injection pump side	15 to 25 N·m 1.5 to 2.5 kgf·m 11 to 18 ft-lbs
	Retaining nuts of injection nozzle side	25 to 29 N·m 2.5 to 3.0 kgf·m 18 to 22 ft-lbs



(1) Inlet Manifold

Inlet Manifold

1. Remove the inlet manifold.



(1) Glow Plug

Glow Plugs

1. Remove the glow plug cords.
2. Remove the glow plugs.

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L3450WET (4WD)	L3650WET (4WD)
Position and draft control (if equipped)	
Main pump 34 ℓ/min. (8.98 GPM) Power steering pump 12.1 ℓ/min. (3.20 GPM)	
Category 1	
930 kg (2050 lbs)	
SAE 1-3/8 6-splines	
2 speeds 9 r/s (540 rpm)/engine 40.5 r/s (2430 rpm) 16.7 r/s (1000 rpm)/engine 40.6 r/s (2438 rpm)	1 speed 9 r/s (540 rpm)/engine 40.5 r/s (2430 rpm)
2.4 m (7.9 ft)	
Fixed drawbar or Swing drawbar (If equipped)	
1290 kg (2845 lbs.)	1320 kg (2910 lbs.)
1.3 km/h (0.8 mph)	1.4 km/h (0.9 mph)
1.7 km/h (1.1 mph)	2.0 km/h (1.2 mph)
2.8 km/h (1.7 mph)	3.1 km/h (1.9 mph)
4.1 km/h (2.5 mph)	4.6 km/h (2.9 mph)
6.1 km/h (3.8 mph)	6.9 km/h (4.3 mph)
8.5 km/h (5.3 mph)	9.6 km/h (6.0 mph)
13.3 km/h (8.3 mph)	15.1 km/h (9.4 mph)
19.7 km/h (12.2 mph)	22.3 km/h (13.9 mph)
1.1 km/h (0.7 mph)	1.3 km/h (0.8 mph)
1.6 km/h (1.0 mph)	1.8 km/h (1.1 mph)
2.5 km/h (1.5 mph)	2.8 km/h (1.7 mph)
3.7 km/h (2.3 mph)	4.2 km/h (2.6 mph)
5.5 km/h (3.4 mph)	6.2 km/h (3.9 mph)
7.6 km/h (4.7 mph)	8.7 km/h (5.4 mph)
12.0 km/h (7.5 mph)	13.6 km/h (8.5 mph)
17.7 km/h (11.0 mph)	20.1 km/h (12.5 mph)

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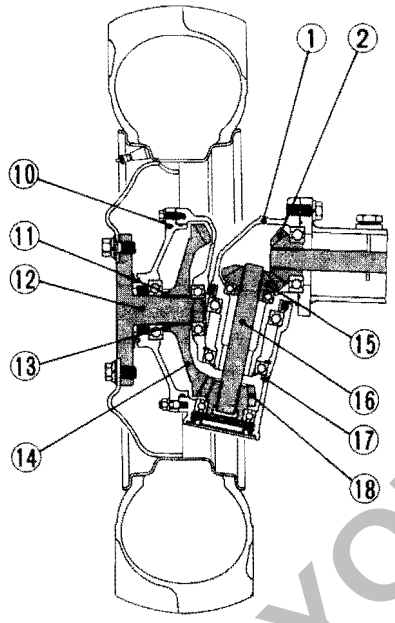
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7 FRONT AXLE

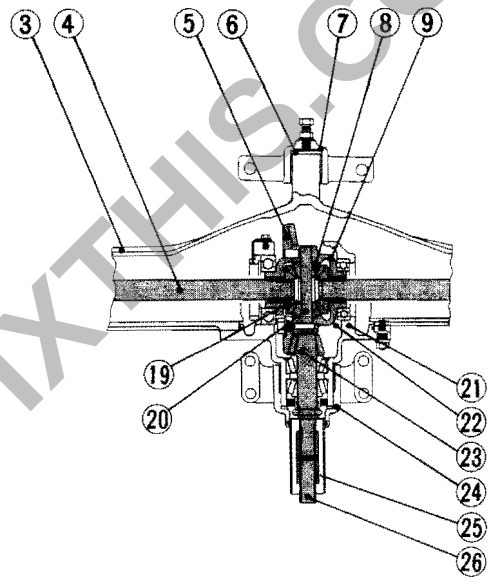
The front axle supports the front part of the tractor and facilitates steering. Since the front wheels of the four-wheel drive type tractor are also driven, large traction power is available and the tractor is suitable for driving on irregular grounds or paddy field. The tractor is also suited for front loader works which loads large capacity on the front axle.

[1] STRUCTURE

[FOUR-WHEEL DRIVE TYPE]



0329F027



0329F028

(1) Bevel Gear Case
(2) Bevel Gear
(3) Front Axle Case
(4) Drive Shaft
(5) Spiral Bevel Gear
(6) Collar
(7) Front Axle Bracket, Front
(8) Differential Pinion Gear
(9) Differential Case
(10) Axle Flange
(11) Collar
(12) Front Axle
(13) Snap Ring
(14) Bevel Gear
(15) Bevel Gear
(16) Bevel Gear Shaft
(17) Axle Case
(18) Bevel Gear
(19) Differential Side Gear
(20) Pinion Shaft
(21) Pinion Bearing Case
(22) Differential Assembly
(23) Spiral Bevel Pinion Shaft
(24) Front Axle Bracket, Rear
(25) Coupling
(26) Propeller Shaft

The front axle is constructed as shown above. Power is transmitted from the transmission through the propeller shaft (26) and to the spiral bevel pinion shaft (23), then to the spiral bevel gear (5) after that to the differential gear.

The power through the differential is transmitted to the drive shaft (4), and to the bevel gear shaft (16) in the bevel gear case (1).

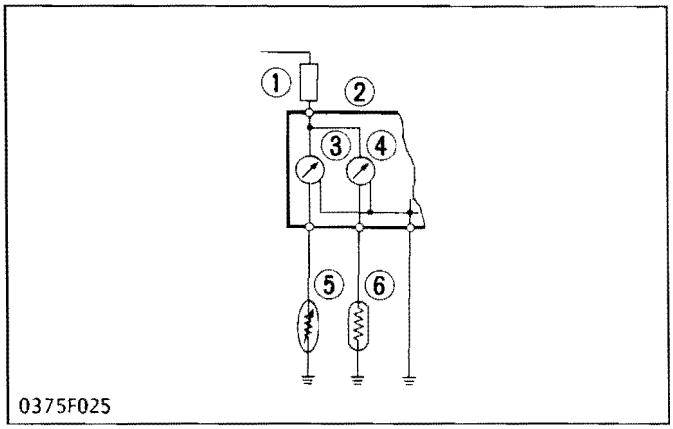
The revolution is greatly reduced by the bevel gears (18), (14), then the power is transmitted to the front axle (12).

The differential system allows each wheel to rotate at a different speed to make turning easier.

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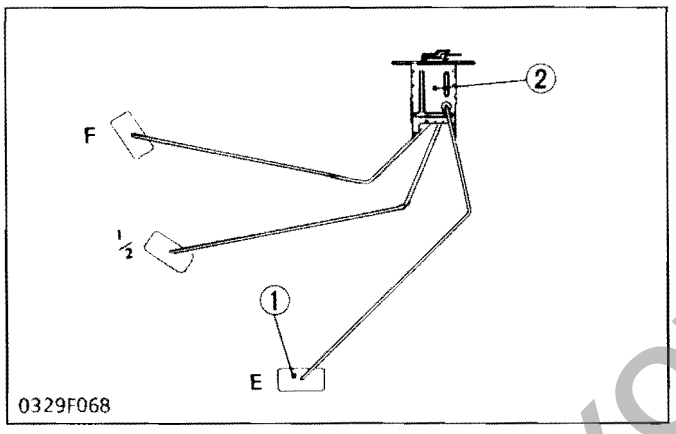
[8] GAUGE



The fuel quantity and coolant temperature are indicated by the ammeters. The ammeters indicate each amperate flowing through the fuel level sensor (5) for the fuel quantity detection and through the coolant temperature sensor (6) for the coolant temperature detection.

(1) Fuse
(2) Panel Board
(3) Fuel Gauge
(4) Water Temp. Gauge
(5) Fuel Level Sensor
(6) Coolant Temp. Sensor

(4) Fuel Quantity



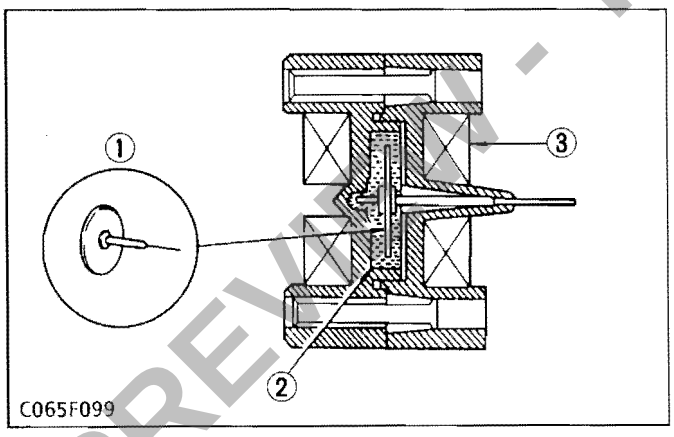
(1) Float
(2) Variable Resistor

■ Fuel Level Sensor

The remaining fuel quantity is detected by the fuel level sensor installed in the fuel tank and indicated on the fuel gauge. For detection, a float and a resistor are used.

As the float (1) lowers, the resistance of the variable resistor (2) varies. The relation between the amount of fuel and the resistance is as follows.

F	1/2	E (Remaining fuel of approx 2.0ℓ, 0.53 U.S.gal, 0.44 Imp gal)
1 to 5Ω	28.5 to 36.5Ω	103 to 117Ω



(1) Rotor (Magnet)
(2) Silicone Oil
(3) Coil

■ Fuel Gauge

The gauge has a rotor (magnet) (1) and the shunt windings which cross the rotor with one another to generate magnetic field.

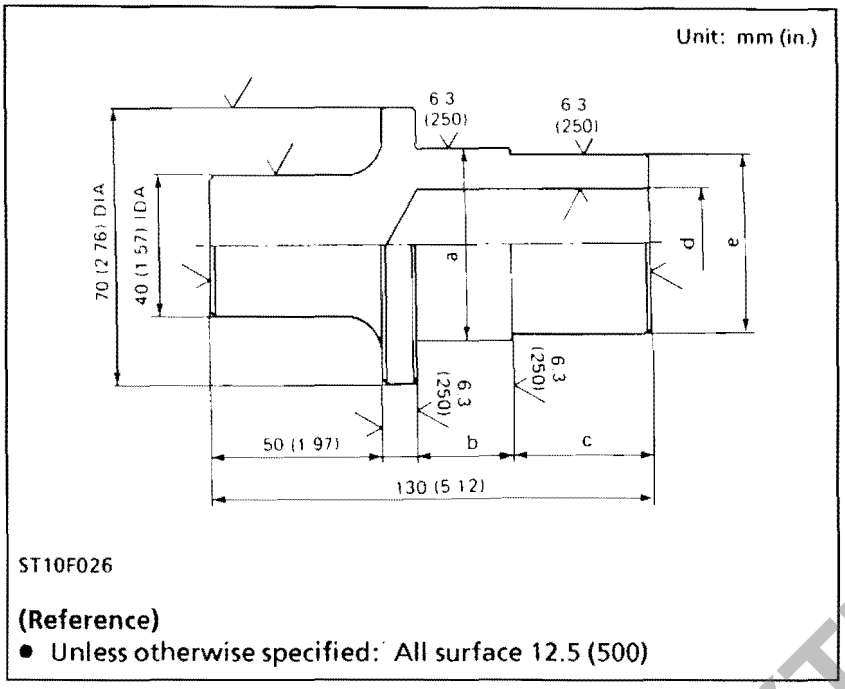
The magnetic field generated by the windings moves the rotor. The rotor is immersed in silicone oil (2) to regulate the rotation of the rotor.

As the rotor is disc type and symmetrical, the pointer stays where it was even when the main switch is turned off.

After filling up the tank and turning the main switch on, it will take about two minutes before the pointer comes to stop.

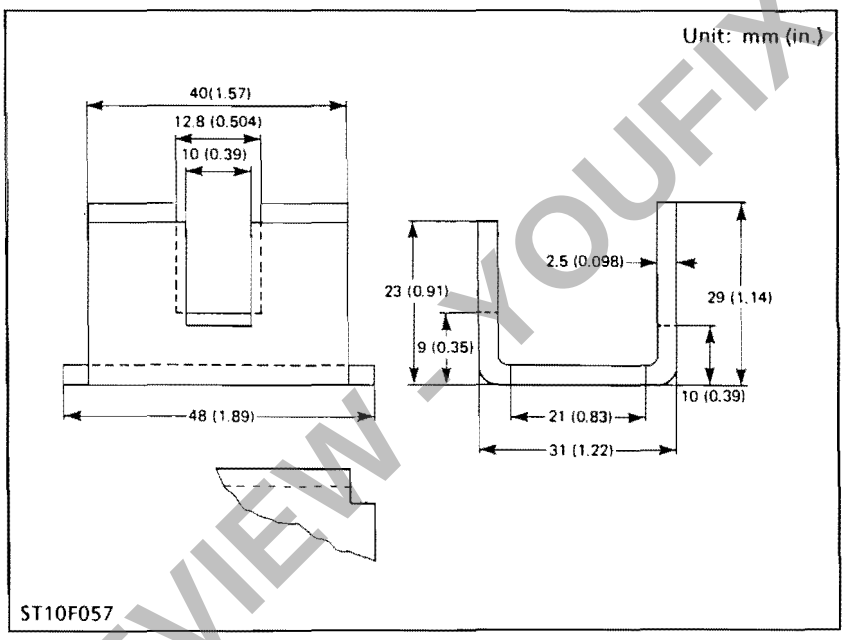
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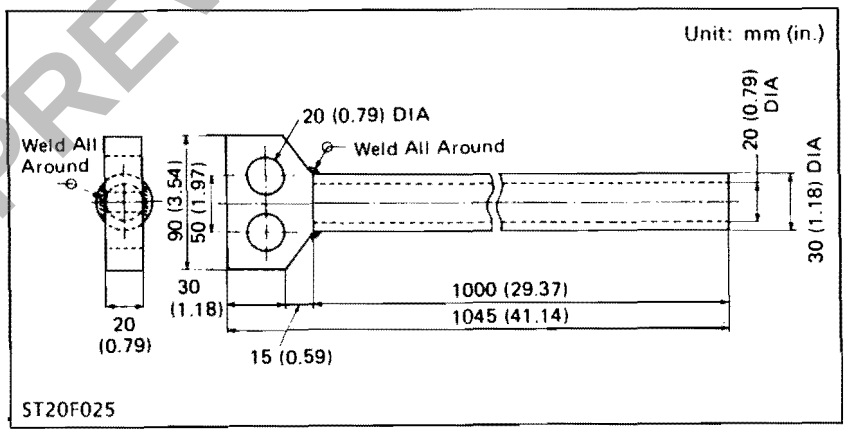
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(Reference)

- Unless otherwise specified: All surface 12.5 (500)





Hydraulic Arm Shaft Bush Press-Fitting Tool

Application: Use for replacing the hydraulic arm shaft bushes in the hydraulic cylinder body.

Dimensions of hydraulic arm shaft bush press-fitting tool.

	Right	Left
a	49.7 to 49.9 mm 1.9567 to 1.9646 in.	43.7 to 43.9 mm 1.7205 to 1.7283 in.
b	26.50 to 27.50 mm 1.0433 to 1.0827 in.	21.75 to 22.75 mm 0.8563 to 0.8957 in.
c	40 mm 1.57 in.	40 mm 1.57 in.
d	32 mm 1.26 in.	30 mm 1.18 in.
e	44.7 to 44.9 mm 1.7598 to 1.7677 in.	39.7 to 39.9 mm 1.5630 to 1.5709 in.

Nozzle Fixture

Application: Use to hold nozzle in it and to secure in the vise.

(Reference)

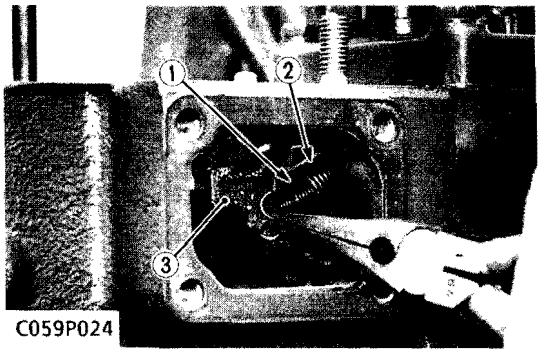
- Fixture is available from STANADYNE INC.

Test Bar

Application: Use for checking the lift range and floating range of hydraulic draft control.
(See page S.8-9)

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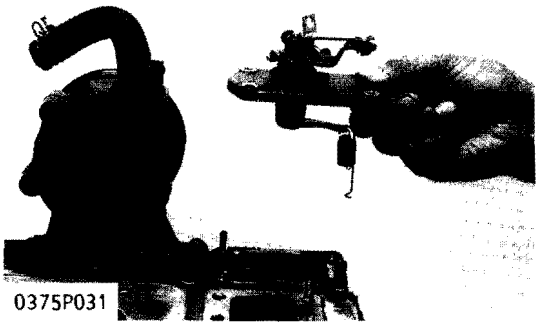
(1) Governor Spring 1 (3) Fork Lever 2
(2) Governor Spring 2

Governor Spring

1. Disconnect the governor spring 1 (1) and 2 (2) from the fork lever 2 (3).

(When reassembling)

- Fix the governor spring to the speed control lever, and pull the spring or wire through the window of the injection pump, and spring will be able to be hooked on the governor fork with ease.
  Bend the end of the governor spring to prevent if from falling off.

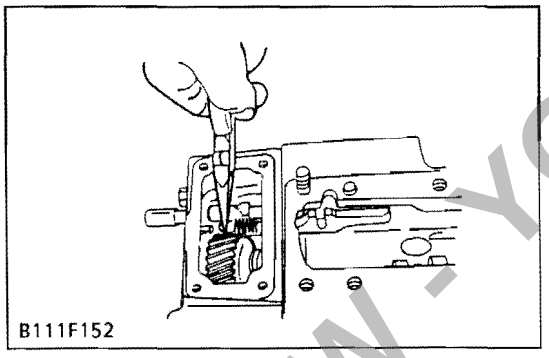


Speed Control Plate

1. Remove the speed control plate and governor spring.

(When reassembling)

- Be careful not to drop the governor spring in the gear case.



Start Spring

1. Remove the start spring from the gear case.



(1) Fan Drive Pulley

Fan Drive Pulley

1. Loosen and remove the crankshaft nut.
2. Draw out the pulley with a puller.

(When reassembling)

- Do not tighten the nut excessively, it may damage the oil slinger, causing oil leakage.

Tightening torque	Crankshaft nut	137.3 to 156.9 N·m 14.0 to 16.0 kgf·m 101.3 to 115.7 ft-lbs

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TROUBLESHOOTING

Before troubleshooting, confirm symptoms of trouble and accomplish basic inspection.

(1) Basic Inspection

No.	Contents	Reference Page
1	Toe-in	S.6-7
2	Inflation pressure of tire	S.6-7
3	Front axle case fluid	S.6-7
4	Transmission fluid	S.G-11
5	Steering gear case fluid	S.G-15
6	Steering wheel free play	S.7-7

(2) Troubleshooting

Symptom	Probable Cause	Solution	Reference Page
Front Wheels Wander to Right or Left	• Incorrect air pressure of tire	Adjust	S.6-7
	• Incorrect toe-in	Adjust	S.6-7
	• Excessive clearance between front axle center pivot and front axle bracket's bush	Replace	S.6-17, 18
	• Small rocking force of front axle	Adjust	S.6-8
	• Excessive sway of front wheel	Replace	S.6-7
	• Loose tie rod end	Tighten	–
	• Air sucked in power steering circuit	Bleed air	S.7-10
Shimmy	• Air sucked in power steering circuit	Bleed air	S.7-10
	• Incorrect toe-in	Adjust	S.6-7
	• Incorrect backlash between sector gear shaft and ball nut	Adjust	–
Front Wheels Can Not be Driven	• Propeller shaft broken	Replace	–
	• Front wheel drive gears broken	Replace	
	• Front differential gear broken	Replace	S.6-11
	• Shift fork broken	Replace	S.3-20
	• Slipped off coupling	Replace	S.S-3
Noise	• Excessive backlash of gear	Adjust	S.6-14
	• Insufficient oil	Replenish	S.6-7
	• Incorrect turning torque of diff. gear	Adjust	S.6-14
	• Bearings damaged or broken	Replace	–
	• Gears damaged or broken	Replace	–

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TROUBLESHOOTING

Before troubleshooting, confirm symptoms of trouble and accomplish basic inspection.

(1) Basic Inspection

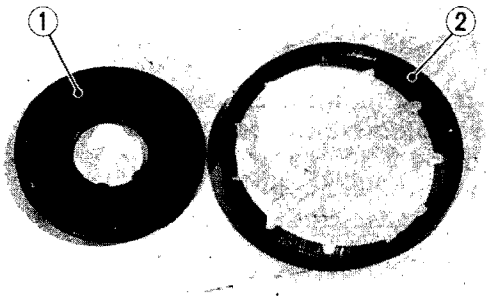
No.	Contents	Reference Page
1	Transmission fluid	S.G-11
2	Hydraulic oil filter	S.G-12
3	Suction pipe	–
4	Delivery pipe	–
5	Top link length	–
6	Lifting rod holes	–
7	Weight of implement	M.11-7
8	Lever guide stopper position	S.8-7
9	Relief valve function	S.8-11
10	Lowering speed adjusting valve	–

(2) Troubleshooting

Symptom	Probable Cause	Solution	Reference Page
Implement Does Not Rise (Not Noise)	• Control linkage improperly adjusted	Adjust	S.8-7
	• Control linkage improperly assembled or damaged	Repair or replace	S.8-7
	• Position control valve malfunctioning (unload poppet, spool, poppet 1, 2)	Repair or replace	S.8-8
	• Relief valve spring weaken or broken	Replace	S.8-12
	• Hydraulic piston O-ring, cylinder damaged	Replace	S.8-13
	• Relief valve setting pressure too low	Adjust	S.8-12
(Noise)	• Hydraulic pump malfunctioning	Repair or replace	S.8-5
Implement Does Not Reach Maximum Height	• Position control rod improperly adjusted	Adjust	S.8-7
	• Position control valve spool joint 1 improperly adjusted	Adjust	S.8-9
	• Hydraulic arm shaft, hydraulic arm lift arm improperly assembled	Adjust	S.8-13
Implement Does Not Lower	• Control valve malfunctioning		
	• Spool damaged	Replace	S.8-8
	• Poppet valve adjusting nut improperly adjusted	Adjust	S.8-9
Implement Drops by Weight	• Hydraulic cylinder worn or damaged	Replace	S.8-13
	• Hydraulic piston and O-ring worn or damaged	Replace	S.8-13
	• Position control valve malfunctioning		
	• Poppet 1 seat surface damaged	Replace	S.8-8
	• Poppet 1 O-ring damaged	Replace	S.8-8
	• Poppet 2 seat surface damaged	Replace	S.8-8
	• Poppet 2 O-ring damaged	Replace	S.8-8

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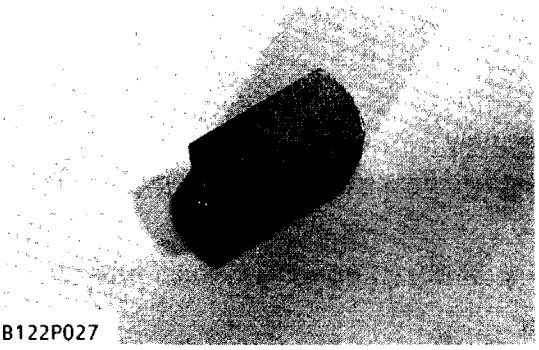


B122P026

Commutator Ring and Commutator

1. Inspect the ground surfaces of the commutator (1) and inside surfaces of the commutator ring (2).
2. If either is worn or damaged, replace the steering controller assembly.

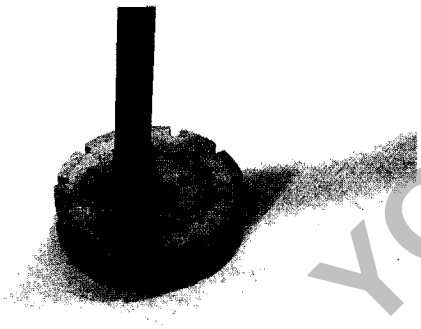
(1) Commutator (2) Commutator Ring



B122P027

Drive Link Spacer

1. Inspect the drive link spacer.
2. If the drive link spacer is grooved or worn, replace the steering controller assembly.



B122P028

Rotor Set

1. Measure the rotor lob tip to stator lob tip clearance, using the appropriate feller gauge.
2. If the clearance exceeds the allowable limit, replace the steering controller assembly.

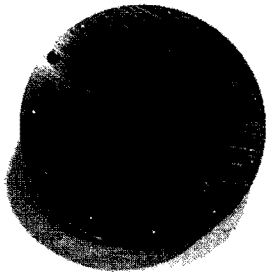
Clearance between rotor lop tip and stator lob tip	Allowable limit	0.08 mm 0.003 in.

Input Shaft Side



B122P029

Rotor Side



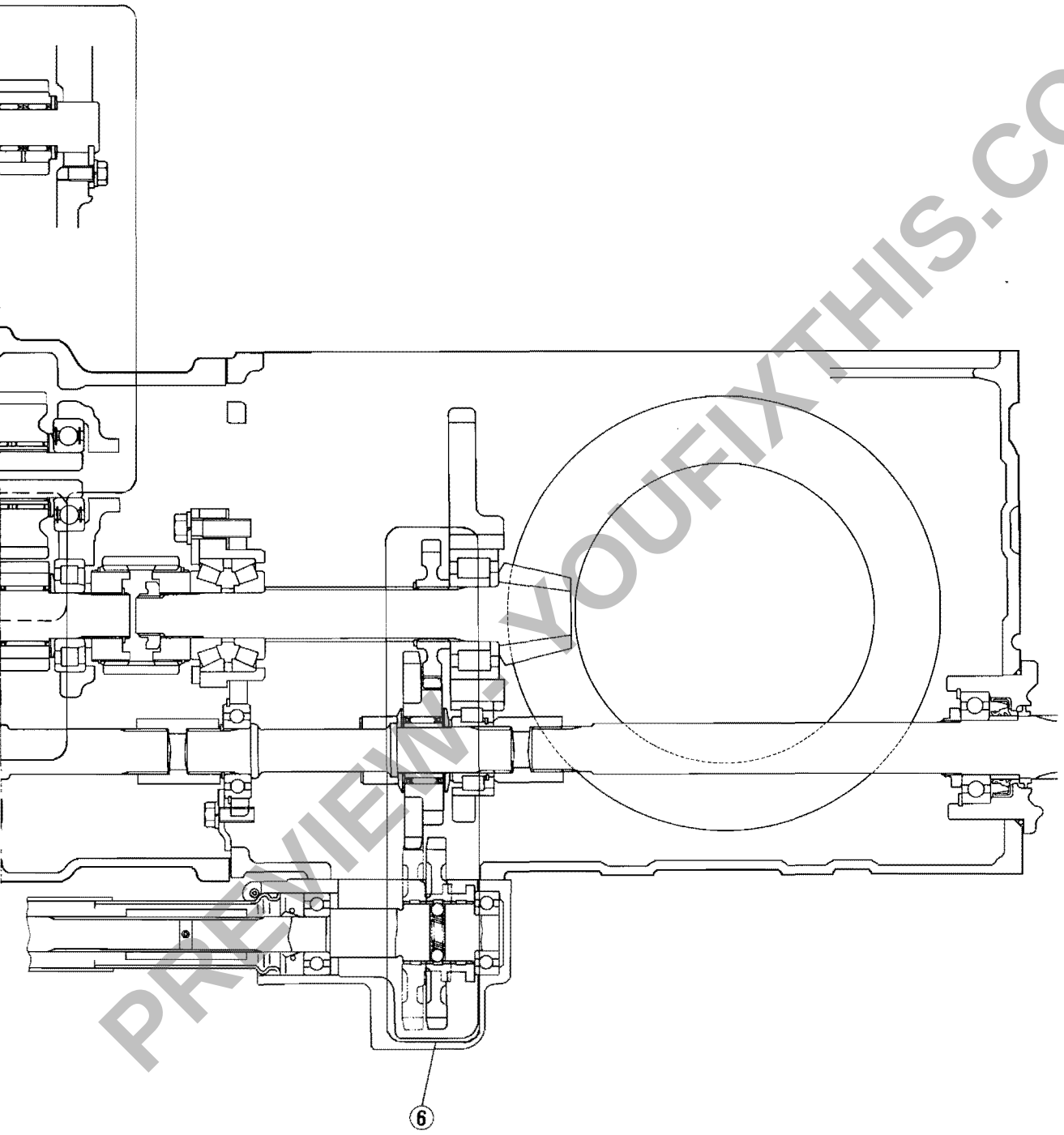
B122P030

Drive Plate

1. The rotor side of the drive plate should shows the "normal" spiral pattern due to rotor movement.
2. Inspect the thrust bearing side of the plate for brinelling (dents) or spalling (flaking).
3. The flat sides of the input shaft engagement hole should not be grooved or worn.
4. If any of these conditions are present, replace the steering controller assembly.

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