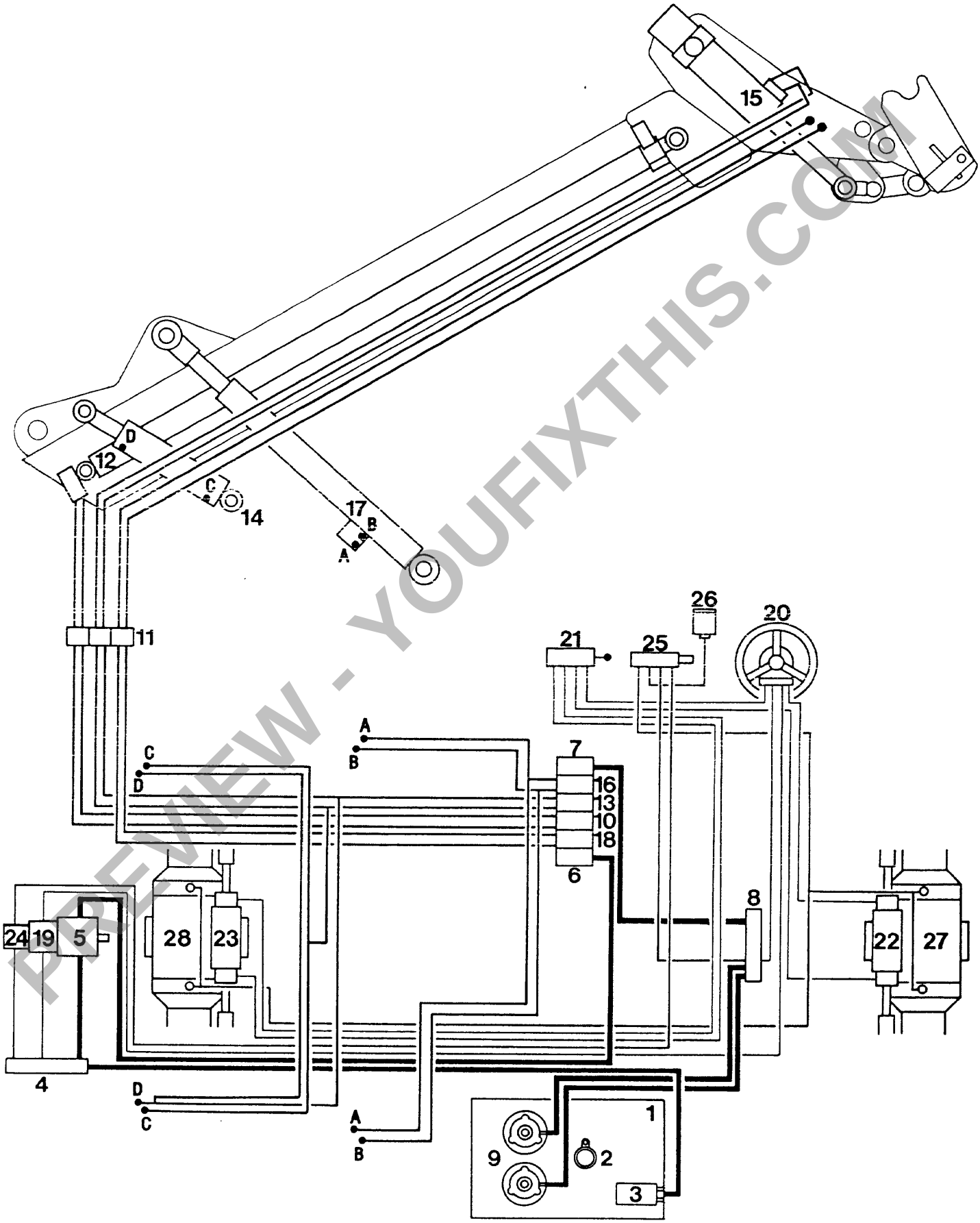
SCHEMA HYDRAULIQUE - HYDRAULIC SYSTEM

MT 830 CP MT 830 CP Turbo
MT 840 CP MT 840 CP Turbo
MT 930 CP MT 930 CP Turbo

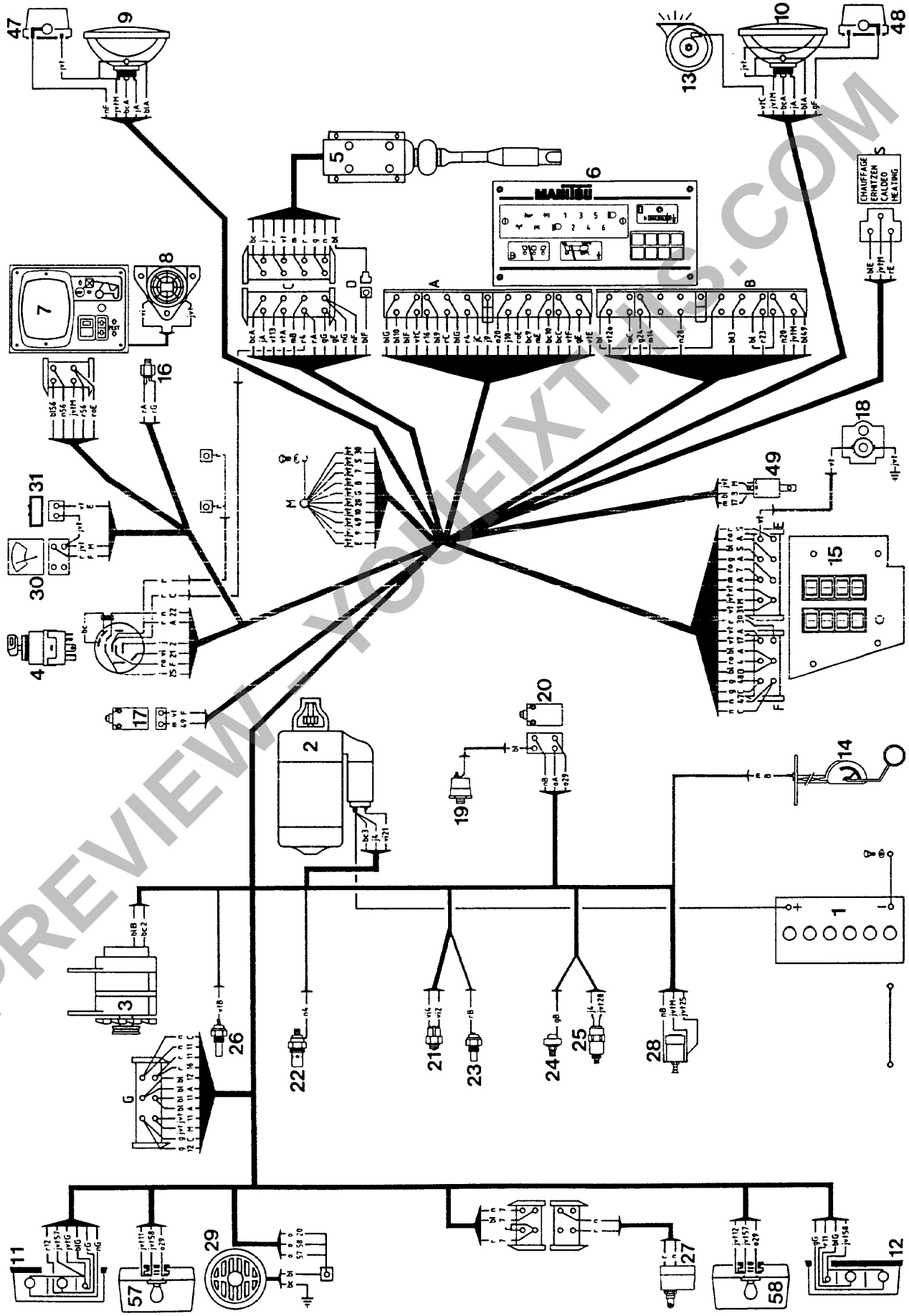


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CIRCUIT ELECTRIQUE
STROMKREIS
CIRCUITO ELECTRICO
ELECTRIC CIRCUIT

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MT 840 CP MT 840 CP Turbo
MT 930 CP MT 930 CP Turbo



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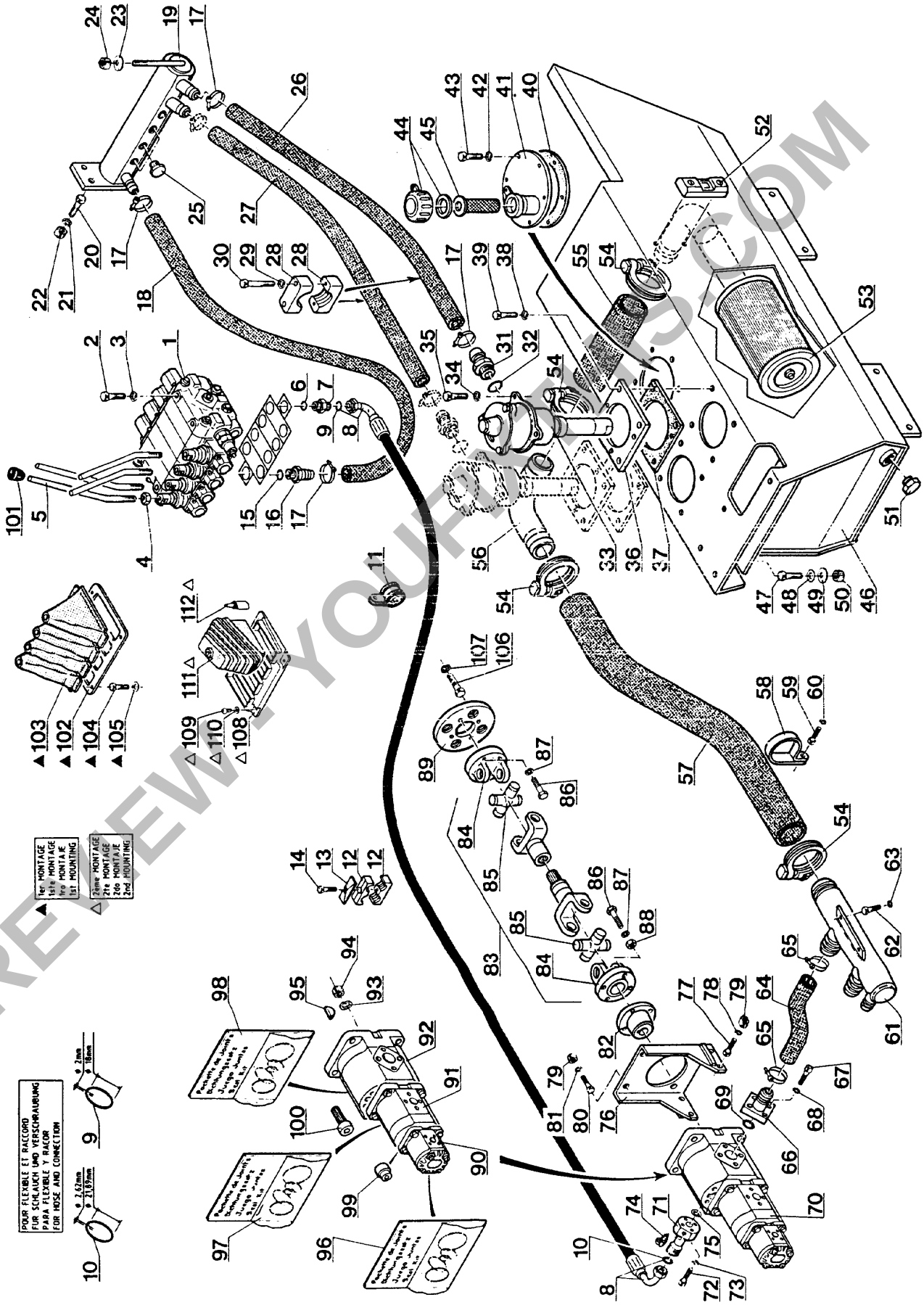
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HYDRAULIQUE (Circuit principal)
HYDRAULIK (Hauptkreis)
HIDRAULICO (Circuito principal)
HYDRAULIC (Principal circuit)

MT 830 CP MT 830 CP Turbo
MT 840 CP MT 840 CP Turbo
MT 930 CP MT 930 CP Turbo

JUSQU'A LA MACHINE
BIS DER MASCHINE
HASTA LA MAQUINA
UP TO MACHINE

SAUF POUR - NICHT FUR
EXCEPTO PARA - EXCEPT FOR
⊐ ⊏ N°: 94270
⟶ N°: 94361

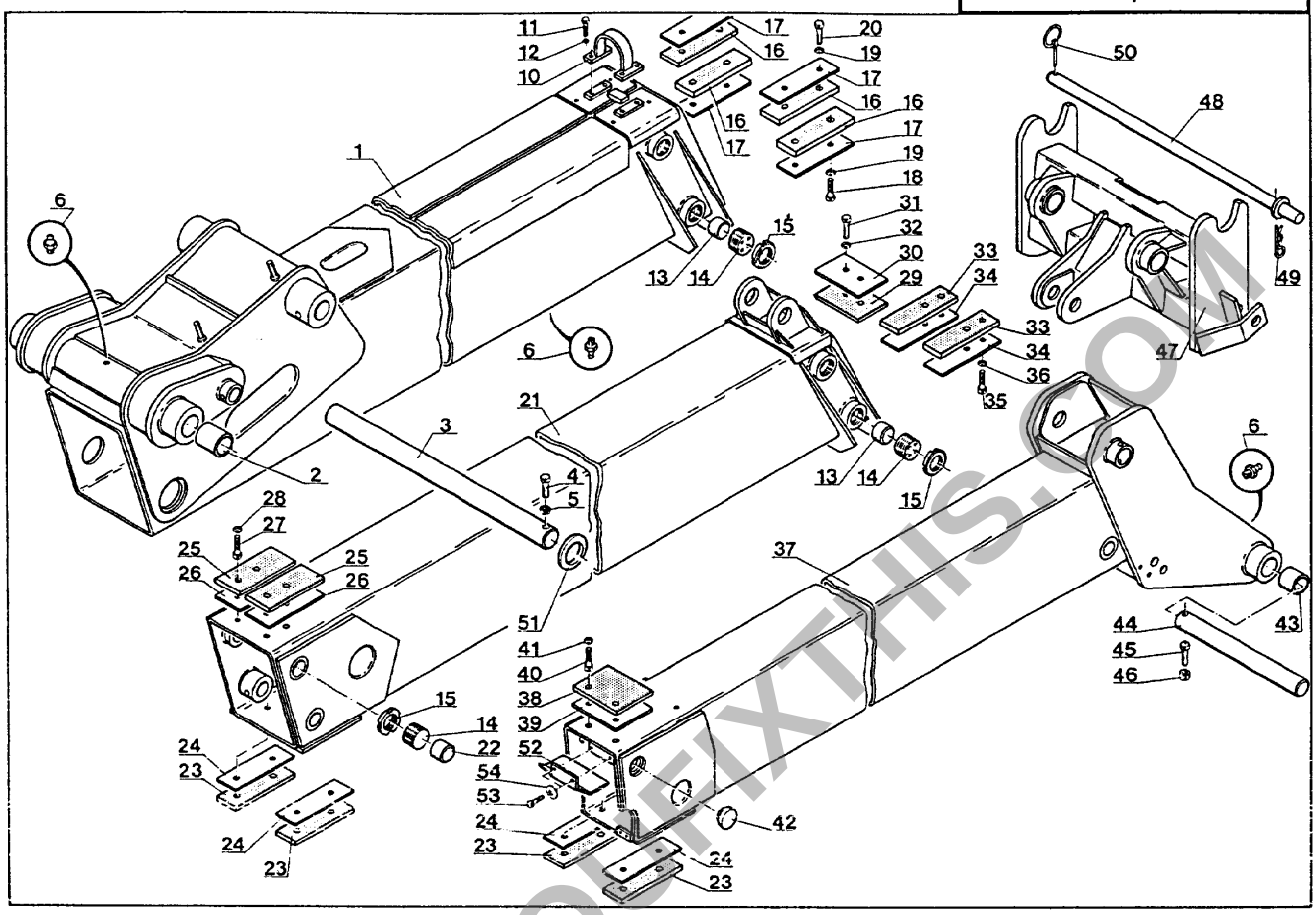


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FLECHE TELESCOPIQUE
TELESKOPAUSLEGER
AGUILON TELESCOPICO
TELESCOPIC JIB

MT 1230 SCP	MT 1230 SCP Turbo



1	Pied de flèche avec bagues - Auslegerhaupstück mit büchse Pie de aguilón con casquillos - Jib foot with bushing	1
2	Bague - Büchse - Casquillo - Bushing	2
3	Axe d'articulation - Gelenkachse - Eje de articulación - Articulation pin	1
4	V. H. M 16 x 130 zinguée	1
5	E. "Nylstop" M 16 zingué	1
6	Graisseur droit - Gerade schmiernippel - Engrasador recto - Straight greaser	3
10	Collier - Spannschelle - Collar - Clamp	1
11	V. H. M 12 x 25 zinguée	4
12	R. W 12 zinguée	4
13	Patin - Schuh - Patín - Slide Block	8
14	Vis de réglage - Stellschraube - Tornillo de regulación - Adjusting screw	10
15	Ecrou - Mutter - Tuerca - Nut	10
16	Patin - Schuh - Patín - Slide Block	4
17	Cale d'épaisseur (1 mm) - Ausgleichscheibe (1 mm) - Cala (1 mm) - Shim (0.039")	X
17	Cale d'épaisseur (2 mm) - Ausgleichscheibe (2 mm) - Cala (2 mm) - Shim (0.078")	X
18	V. H, M 16 x 40 zinguée	4
19	R. W 16 zinguée	8
20	V. H, M 16 x 30 zinguée	4
21	Télescope intermédiaire - Zwischenteleskop Telescopio intermedio - Intermediate jib telescope	1
22	Patin - Schuh - Patín - Slide Block	2
23	Patin - Schuh - Patín - Slide Block	4
24	Cale d'épaisseur (1 mm) - Ausgleichscheibe (1 mm) - Cala (1 mm) - Shim (0.039")	X
24	Cale d'épaisseur (2 mm) - Ausgleichscheibe (2 mm) - Cala (2 mm) - Shim (0.078")	X
25	Patin - Schuh - Patín - Slide Block	2
26	Cale d'épaisseur (1 mm) - Ausgleichscheibe (1 mm) - Cala (1 mm) - Shim (0.039")	X
26	Cale d'épaisseur (2 mm) - Ausgleichscheibe (2 mm) - Cala (2 mm) - Shim (0.078")	X
27	V. H, M 16 x 35 zinguée	4
28	R. W 16 zinguée	4
29	Patin - Schuh - Patín - Slide Block	1
30	Cale d'épaisseur (1 mm) - Ausgleichscheibe (1 mm) - Cala (1 mm) - Shim (0.039")	X
30	Cale d'épaisseur (2 mm) - Ausgleichscheibe (2 mm) - Cala (2 mm) - Shim (0.078")	X
31	V. H, M 16 x 35 zinguée	2
32	R. W 16 zinguée	2
33	Patin - Schuh - Patín - Slide Block	2
34	Cale d'épaisseur (1 mm) - Ausgleichscheibe (1 mm) - Cala (1 mm) - Shim (0.039")	X
34	Cale d'épaisseur (2 mm) - Ausgleichscheibe (2 mm) - Cala (2 mm) - Shim (0.078")	X
35	V. H, M 16 x 40 zinguée	4
36	R. W 16 zinguée	4
37	Télescope intérieur avec bagues - Innerteleskop mit büchse Telescopio interior con casquillos - Inner jib telescope with bushing	1
38	Patin - Schuh - Patín - Slide Block	1
39	Cale d'épaisseur (1 mm) - Ausgleichscheibe (1 mm) - Cala (1 mm) - Shim (0.039")	X
39	Cale d'épaisseur (2 mm) - Ausgleichscheibe (2 mm) - Cala (2 mm) - Shim (0.078")	X
40	V. H, M 16 x 35 zinguée	2
41	R. W 16 zinguée	2
42	Patin - Schuh - Patín - Slide Block	2
43	Bague - Büchse - Casquillo - Bushing	2
44	Axe d'articulation - Gelenkachse - Eje de articulación - Articulation pin	1
45	V. H, M 10 x 100 zinguée	1

46	E. "Nylstop" M 10 zingué	1
47	Tablier - Träger - Tablero - Carrier	1
48	Broche - Zapfen - Brocha - Broach	1
49	G. Bêta de 6	1
50	Goupille clip - Stift - Pasador - Pin	1
51	Cale d'épaisseur (1 mm) - Ausgleichscheibe (1 mm) - Cala (1 mm) - Shim (0.039")	X
51	Cale d'épaisseur (2 mm) - Ausgleichscheibe (2 mm) - Cala (2 mm) - Shim (0.078")	X
52	Plaque de protection - Schützplatte - Placa de protección - Protection plate	1
53	V. H, M 8 x 16 zinguée	2
54	R. JZC 8 bichromatée	2
	X : Suivant besoin - Nach bedarf Segun necesidad - As necessary	

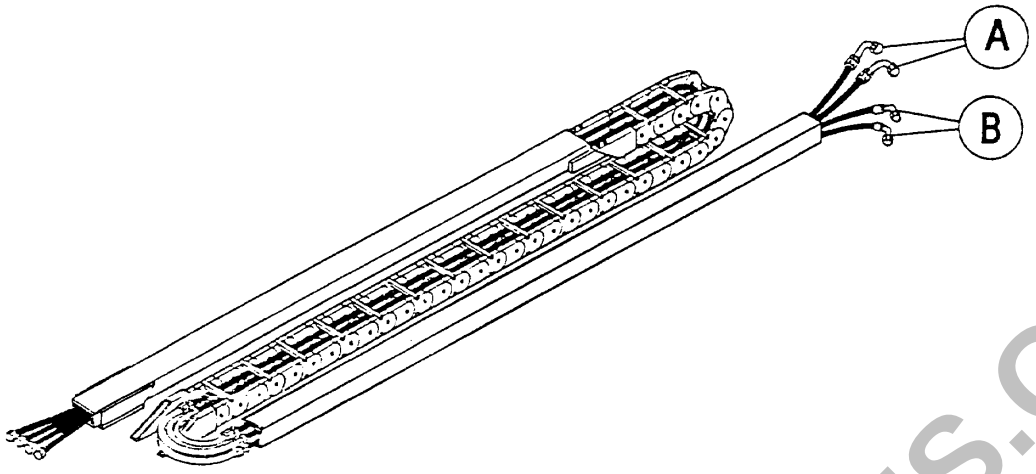
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CHANGING THE HOSES

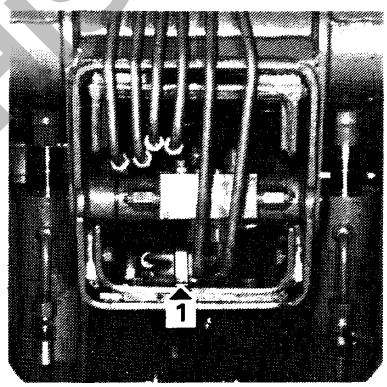
A - OF THE TILT CYLINDER

B - OF THE ATTACHMENTS CIRCUIT

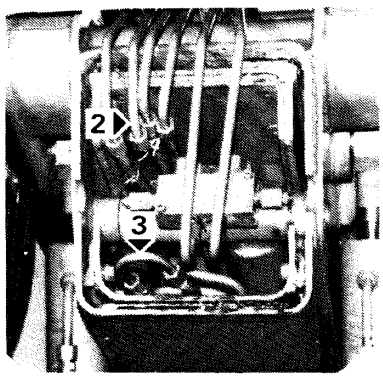


- Place the jib in the horizontal position.
- Retract the telescope fully.
- Release hydraulic pressure.
- Disconnect the defective hose at the head of the jib (22 mm and 27 mm wrenches).

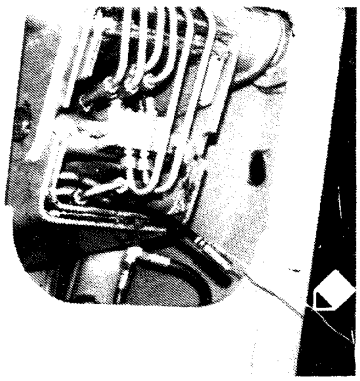
Note : In the description which follows, a hose of the attachments circuit is disassembled.



- Disassemble, at the rear cover of the jib, the flange, ref.1 (13 mm wrench).



- Disconnect the intermediate hose of the tubing, ref.2. (In order to provide some slack in the hose).
- Pull on the crosshead (ref.3), then disconnect the defective hose.



- Attach a guide wire (steel wire) to the hose (see fig.).

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DEMONTAGE / REMONTAGE

- Informations générales
- Outils spéciaux
- Couple de serrage
- Spécifications techniques
- Démontage transmission
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- Vue éclatée différentiels
- Vue éclatée carter essieu avant
- Vue éclatée carter essieu arrière
- Vue éclatée frein à disque essieu avant
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- Vue éclatée système de direction essieu avant - essieu arrière
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CARACTERISTIQUES
CHARACTERISTICS

MOTEUR	ENGINE	
- Type	- Type	
MT..CP/SCP	MT..CP/SCP	PERKINS 1004.4
MT..CP Turbo/SCP Turbo)	MT..CP Turbo/SCP Turbo)	PERKINS 1004.4 T
- Nombre de cylindres	- Number of cylinders	4
- Nombre de temps	- Number of strokes	4
- Système d'injection	- Injection system	Direct
- Séquence d'allumage	- Ignition sequence	1.3.4.2.
- Jeu des culbuteurs (Froid)	- Clearance of rocker valve (Cold)	
. Admission	. Inlet	0,20 mm 0.008 in.
. Echappement	. Exhaust	0,45 mm 0.018 in.
- Cylindrée	- Capacity	3990 cm3 243 in3
- Alésage	- Bore	100 mm 3.94 in.
- Course	- Stroke	127 mm 5 in.
- Rapport volumétrique	- Volumetric ratio	
MT..CP/SCP	MT..CP/SCP	16.5:1
MT..CP Turbo/SCP Turbo	MT..CP Turbo/SCP Turbo	16.0:1
- Régime nominal	- Nominal running speed	2300 tr/mn 2300 rpm
- Régime au ralenti	- Idle speed	775 tr/mn 775 rpm
- Régime maximum à vide	- Full speed	2475 tr/mn 2475 rpm
- Puissance DIN 70.020	- Power DIN 70.020	
MT..CP/SCP	MT..CP/SCP	80,5 cv - 60 kw
MT..CP Turbo/SCP Turbo	MT..CP Turbo/SCP Turbo	106 cv - 78 kw
- Puissance SAE	- Power SAE	
MT..CP/SCP	MT..CP/SCP	84,8 cv - 62,4 kw
MT..CP Turbo/SCP Turbo	MT..CP Turbo/SCP Turbo	110 cv - 81 kw
- Puissance BS.AU 141 a 1971	- Power BS.AU 141 a 1971	
MT..CP/SCP	MT..CP/SCP	86,1 cv - 63,4 kw
MT..CP Turbo/SCP Turbo	MT..CP Turbo/SCP Turbo	
- Couple maxi	- Maximum torque	
MT..CP/SCP	MT..CP/SCP	289 Nm à 1425 tr/mn 289 Nm to 1425 rpm
MT..CP Turbo/SCP Turbo)	MT..CP Turbo/SCP Turbo	349 Nm à 1800 tr/mn 349 Nm to 1800 rpm
- Filtration air	- Air cleaner	sec 3 microns dry 3 microns

CIRCUIT DE REFROIDISSEMENT	COOLING CIRCUIT	
- Type	- Type	Par eau By water
- Ventilateur	- Fan	Aspirant Puller
. Nombre de pales	. number of blades	6
. Diamètre	. Diameter	457 mm 18 in.
- Thermostat	- Thermostat	
. Début d'ouverture	. Start opening	77°/85° C 170°/185° F
. Pleine ouverture	. Full opening	92°/98° C 198°/208° F

CIRCUIT ELECTRIQUE	ELECTRIC CIRCUIT	
- Masse	- Earth	Négative
- Batterie	- Battery	12 V - 105 Ah
- Alternateur	- Alternator	14 V - 35 A
- Régulateur de tension		Incorporé à l'alternateur
	- Tension regulator	Incorporated into the alternator
- Démarreur	- Starter	12 V

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TABLEAU DE LUBRIFICATION ET D'ENTRETIEN
SERVICING SCHEDULE

CHAPITRE CHAPTER	PERIODICITE INTERVAL	N° OPERATION OPERATION Nr	ORGANES CONCERNES ORGANS CONCERNED	CONTROLER CHECK	NETTOYER CLEAN	GRAISSER GREASE	REMPLACER REPLACE	REGLER ADJUST	VIDANGER DRAIN
	Après les premières 50 Heures de marche After the first 50 Hours service		- Huile moteur thermique (Voir D1) Engine oil (See D1)				X		X
			- Filtre à huile moteur thermique (Voir D2) Engine oil filter (See D2)				X		
	Après les premières 100 Heures de marche After the first 100 Hours service		- Huile transmission (Voir F4) Transmission oil (See F4)				X		X
			- Filtre à huile transmission (Voir E3) Transmission oil filter (See E3)				X		
			- Crépine du carter transmission (Voir F5) Transmission casing strainer (See F5)		X				
			- Huile différentiel essieux avant et arrière (Voir F6) Front and rear axle differential oil (See F6)				X		X
			- Huile réducteurs de roue avant et arrière (Voir F7) Front and rear wheel reducers oil (See F7)				X		X
A	Tous les jours ou toutes les 10 heures de marche A Daily or every 10 hours service	A1	- Niveau huile moteur thermique Engine oil level	X					
		A2	- Niveau liquide de refroidissement Cooling liquid level	X					
		A3	- Niveau huile transmission Transmission oil level	X					
		A4	- Niveau combustible Fuel level	X					
		A5	- Préfiltre à combustible Fuel pre-filter						X
		A6	- Purge du circuit alimentation combustible (Si besoin) Bleed the fuel system (If necessary)	X					
		A7	- Liquide de refroidissement (Si besoin) Cooling liquid (If necessary)				X		X
		A8	- Graisseur de l'axe de flèche télescopique * Lubricator of the telescopic jib axle		X	X			
		A9	- Graisseur de l'axe de tablier * Lubricator of the carriage axle		X	X			
		A10	- Graisseurs des axes des biellettes du vérin d'inclinaison * Lubricators of the tilting cylinder connecting rod axles		X	X			
		A11	- Graisseurs des axes de pied et tête du vérin d'inclinaison Lubricators of the tilting cylinder foot and head axle		X	X			
		A12	- Graisseurs des axes de pied et tête des vérins de levage Lubricators of the lifting cylinders foot and head axles		X	X			
		A13	- Graisseurs des axes de pied et tête des vérins de compensation Lubricators of the compensation cylinders head and foot axles		X	X			

* Articulations avec bagues WIELAND
Articulations with WIELAND bushing

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CHAPITRE 1
"HYDRAULIQUE"
"CIRCUITS ELECTRIQUES"
"SYSTEME DE SECURITE"

CHAPTER 1
"HYDRAULIC"
"ELECTRICAL SYSTEM"
"SAFETY SYSTEM"

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WARNING ⚠

Certain components in the engine or the transmission may contain asbestos. All such components are identified by the standard label represented in Fig. A.

BREATHING IN ASBESTOS DUST IS DANGEROUS FOR YOUR HEALTH

Consequently, the following safety instructions must be complied with :

1 - Where possible, carry out all work operations away from doors or in a properly ventilated location.

2 - Do not strip away or rub off any asbestos.

3 - Use hand-operated or low-speed tools, fitted where possible with dust extractors. Do not use high-speed tools which are not equipped with such a device.

4 - Where possible, dampen the material concerned prior to cutting or drilling operations.

5 - Always use properly sharpened cutting tools.

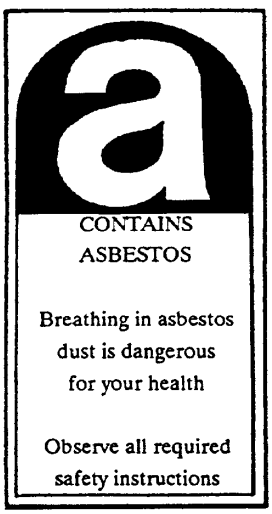
6 - Remove all dust and fragments frequently, using an industrial-type vacuum cleaner where possible; otherwise, dampen and then dispose of the dust particles in a closed container.

7 - Before removing the parts concerned, wet all linings and packing with oil or water, and use hand-operated tools.

8 - If it proves impossible to prevent the spread of fine dust particles, wear an approved type of breathing mask.

9 - Dispose of all dust and dirt in thick, airtight plastic bags, in accordance with local health and safety regulations.

Fig. A



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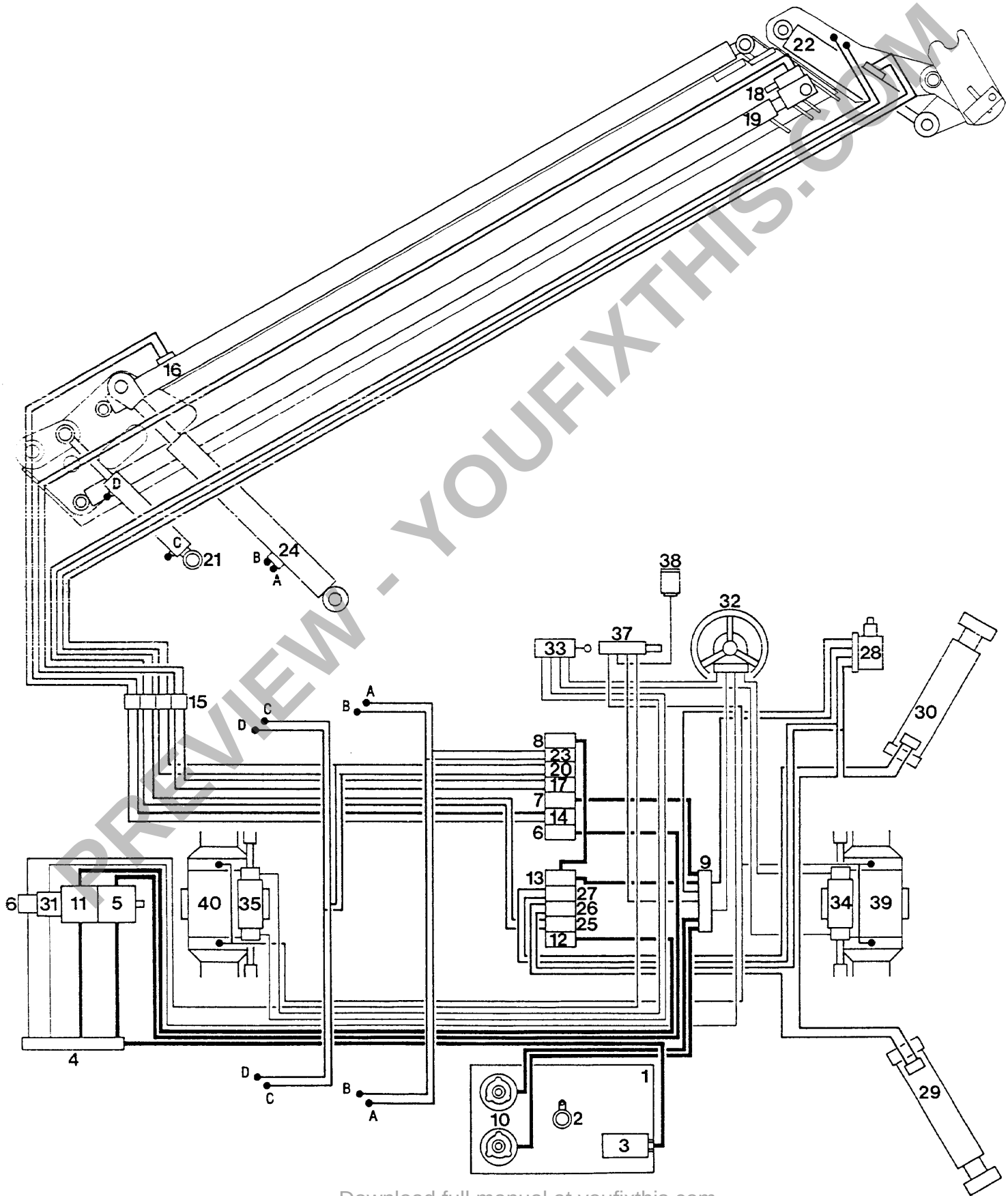
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SCHEMA HYDRAULIQUE - HYDRAULIC SYSTEM

MT 1230 SCP - MT 1230 SCP Turbo

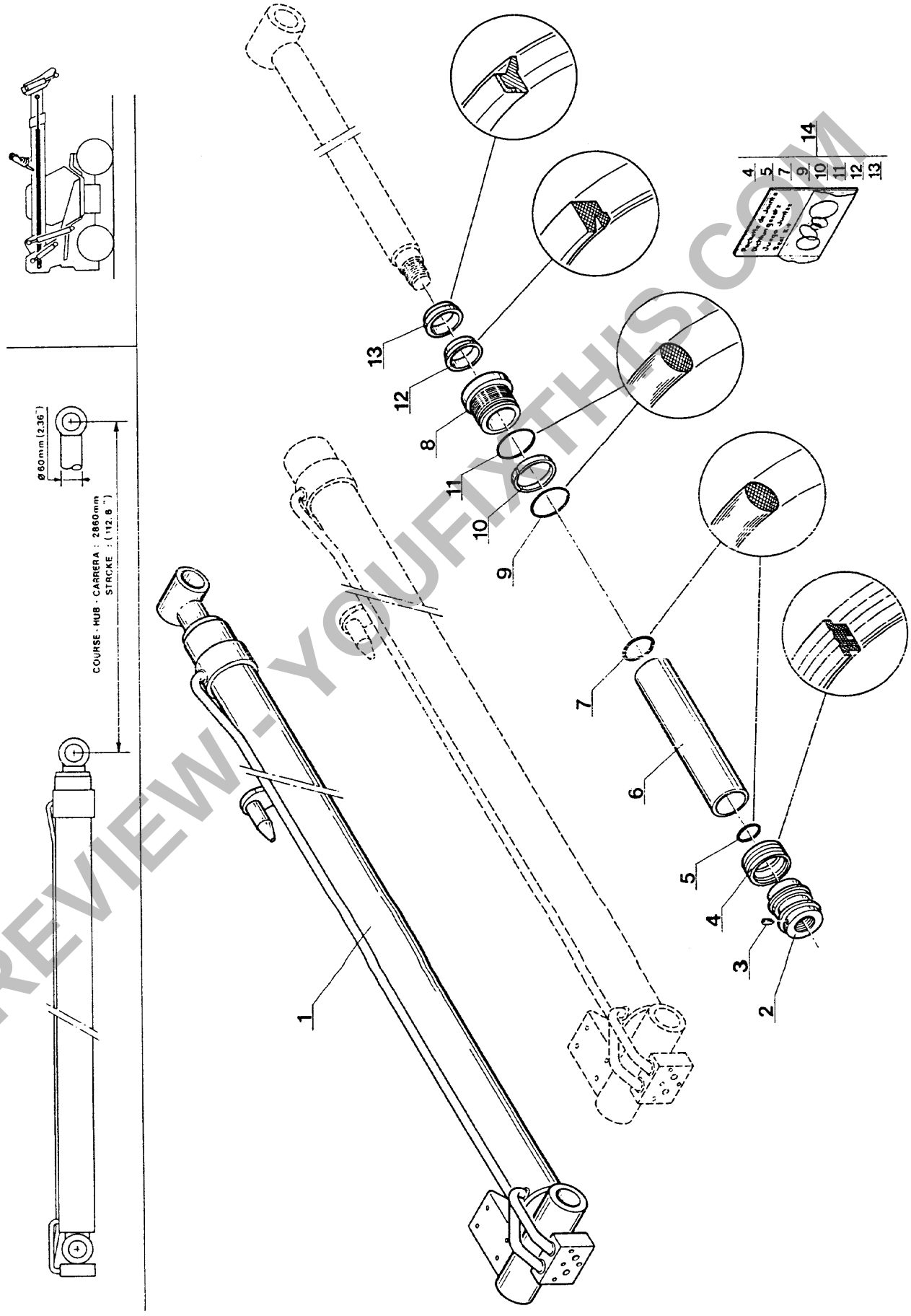


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HYDRAULIQUE (Vérin de télescopage)
HYDRAULIK (Zusammenstroll zylinder)
HIDRAULICO (Cilindro de telescopaje)
HYDRAULIC (Telescope cylinder)

MT 830 CP MT 830 CP Turbo



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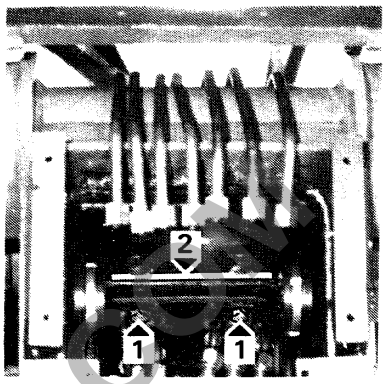
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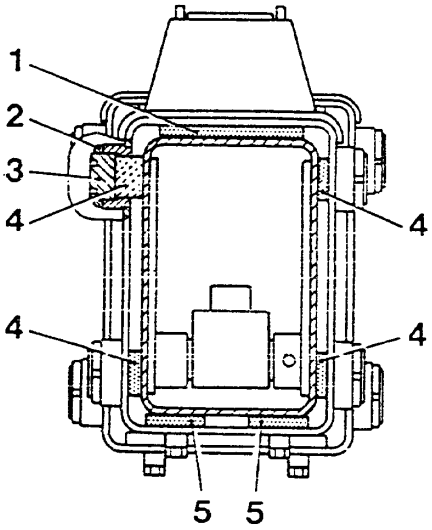
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4. REMOVAL OF THE INTERNAL TELESCOPE

- In order to carry out this operation, it is necessary to disassemble the flexible hose guide chain (see chapter 1) and the pin at the base of the telescope cylinder (see chapter 3).
- Locate the position of the block, ref. 2.
- Disassemble the screws, ref. 1, of the block (24 mm wrench).
- Recover the block, ref.2, and the shim (if necessary).

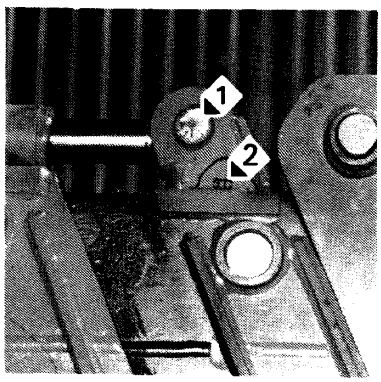


- Locate the position of the blocks, ref. 1 and 5, at the head of the telescope.
- Disassemble the attaching screws of the upper block, ref.1, at the head of the telescope (24 mm wrench). O
- Release the lock nuts, ref.2.
- Unscrew the buffer pads, ref.3.
- Recover the four side blocks, ref.4.
- Disassemble the attaching screws of the lower blocks, ref. 5 (24 mm wrench).



O In order to gain access to the attaching screws of the upper block, ref. 1 (fig. 2), it is necessary to release the head of the telescope cylinder.

- Extend the intermediate telescope by approximately 15 cm (see fig.).
- Disassemble the retaining ring of the pin of the cylinder.
- Release the pin, ref. 1, at the head of the cylinder.
- Retract the rod of the cylinder.
- Disassemble the attaching screws, ref. 2.



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Pistons and connecting rods

Pistons - AA, AC, YA, YC

Type	"Quadram" combustion bowl, controlled expansion, inserted top ring groove
Diameter of bore for gudgeon pin	34,928/34,934 mm (1.3751/1.3754 in)
Height of piston above top face of cylinder block	0,14/0,36 mm (0.005/0.014 in)
Width of groove for top ring	2,57/2,59 mm (0.101/0.102 in)
Width of groove for second ring	2,55/2,57 mm (0.100/0.101 in)
Width of groove for third ring	4,03/4,06 mm (0.1587/0.1598 in)

Pistons - AB, AD, YB, YD

Type	"Quadram" combustion bowl, controlled expansion, inserted top ring groove, reduced diameter top land, anodised area on top face
Diameter of bore for gudgeon pin	38,103/38,109 mm (1.500/1.5004 in)
Height of piston above top face of cylinder block	0,14/0,36 mm (0.005/0.014 in)
Width of groove for top ring	Tapered
Width of groove for second ring	2,56/2,58 mm (0.1008/0.1016 in)
Width of groove for third ring	4,04/4,06 mm (0.1591/0.1598 in)

Piston rings - AA, AC, YA, YC

Top compression ring	Barrel face, molybdenum insert, with a chamfer at the top of the inner face
Second compression ring	Taper face, cast iron
Oil scraper ring	Coil spring loaded, chromium faced
Width of top ring	2,48/2,49 mm (0.097/0.098 in)
Width of second ring	2,48/2,49 mm (0.097/0.098 in)
Width of third ring	3,98/3,99 mm (0.1566/0.1571 in)
Clearance of top ring in groove	0,08/0,11 mm (0.003/0.004 in)
Clearance of second ring in groove	0,06/0,09 mm (0.002/0.003 in)
Clearance of third ring in groove	0,04/0,08 mm (0.002/0.003 in)
Gap of top ring	0,30/0,76 mm (0.012/0.030 in)
Gap of second ring	0,30/0,76 mm (0.012/0.030 in)
Gap of third ring	0,38/0,84 mm (0.015/0.033 in)

Piston rings - AB, AD, YB, YD

Top compression ring	Barrel face, molybdenum insert, wedge
Second compression ring	Taper face, cast iron
Oil scraper ring	Coil spring loaded, chromium face
Width of top ring	Wedge
Width of second ring	2,48/2,49 mm (0.097/0.098 in)
Width of third ring	3,98/3,99 mm (0.156/0.157 in)
Clearance of top ring in groove	Wedge
Clearance of second ring in groove	0,07/0,11 mm (0.003/0.004 in)
Clearance of third ring in groove	0,05/0,08 mm (0.002/0.003 in)
Gap of top ring	0,35/0,75 (0.014/0.030 in)
Gap of second ring	0,30/0,76 mm (0.012/0.030 in)
Gap of third ring	0,38/0,84 mm (0.015/0.033 in)

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Piston and connecting rods

To dismantle and to assemble 13A-05

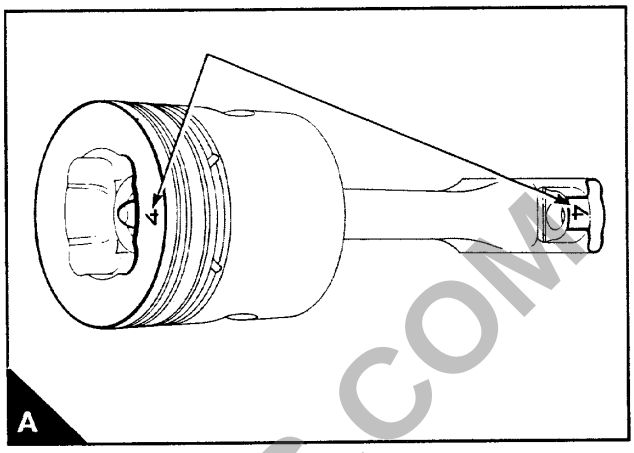
To dismantle

1 Remove the piston rings, operation 13A-04.

2 Remove the circlips which retain the gudgeon pin.

3 Put a mark on the piston to indicate the cylinder number as shown on the connecting rod. Put the mark on the piston on the same side as the mark on the big end to ensure that they are assembled correctly (A).

4 Push the gudgeon pin out by hand. If the gudgeon pin is tight, heat the piston to 40/50°C (100/120°F) for easy removal of the gudgeon pin.



To assemble

1 Clean the bore of the small end bush and lubricate it with clean engine lubricating oil.

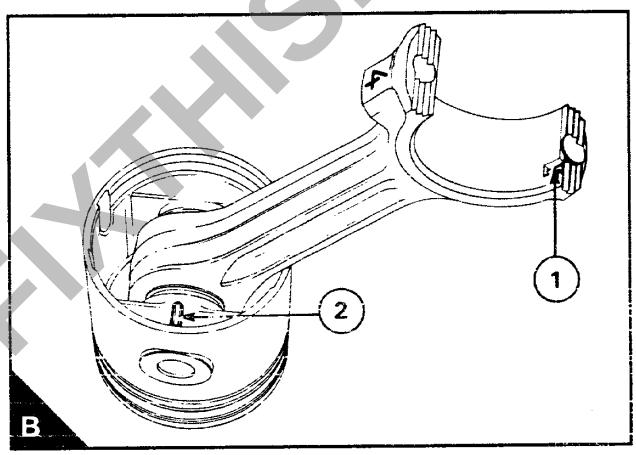
2 Fit a new circlip in the circlip groove of one of the gudgeon pin bosses. Ensure that it fits correctly in the groove.

3 With the piston upside down, put the connecting rod in position with the recess for the location of the big end bearing (B1) on the same side as the lug on the gudgeon pin boss (B2). If the original piston is used, ensure that it is assembled to the correct connecting rod and is used in the original cylinder.

4 Lubricate the gudgeon pin bosses with clean engine lubricating oil and push in the gudgeon pin towards the circlip. If the gudgeon pin is a tight fit in the piston, heat the piston to 40/50°C (100/120°F) before the gudgeon pin is fitted.

5 Fit a new circlip in the groove in the other gudgeon pin boss. Ensure that it is fits correctly in the groove.

6 Fit the piston rings, operation 13A-04.



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To set number 1 piston to TDC on the compression stroke 17A-01

Special tools:

Valve spring compressor, PD.6118B
Stud adaptor for use with PD.6118B, PD.6118B-7
Setscrew adaptor for use with PD.6118B, PD.6118B-8

1 Fasten a temporary pointer to the timing case cover with its tip near to the outer edge of the crankshaft pulley or damper (A1).

2 Remove the rocker cover, operation 12A-01.

3 Turn the crankshaft, clockwise from the front, until the push rod for the inlet valve of the rear cylinder just tightens.

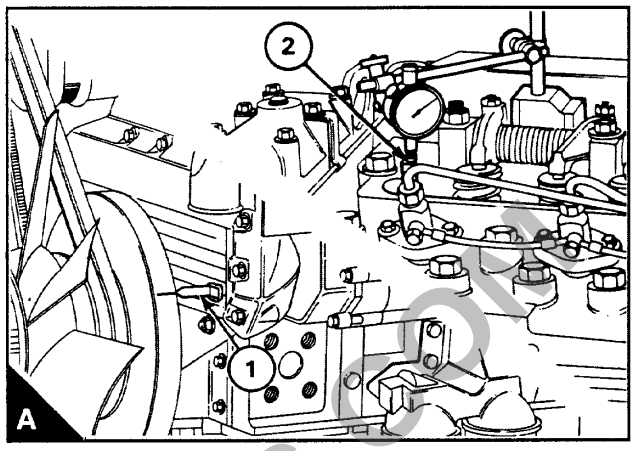
4 Remove the spring clip and the spacer from the front of the rocker shaft. Release the fasteners of the front two pedestals of the rocker shaft and remove the front rocker lever; tighten the fasteners of the rocker shaft pedestals.

5 Remove the valve springs from the front valve with the valve spring compressor 6118B and the adaptor PD6118-7, for pedestal studs, or the adaptor PD.6118-8, for pedestal setscrews.

6 Allow the valve to be held by the top of the piston. Fit a suitable collar near the top of the valve to hold the valve if the crankshaft is turned too far.

7 Fasten a dial test indicator with its plunger in contact with the top of the valve stem (A2) and with a reading shown on the gauge. Turn slowly the crankshaft, clockwise from the front, until the clockwise movement of the dial gauge pointer just stops. Make a suitable mark on the crankshaft pulley or damper to align with the temporary pointer. Continue to turn the crankshaft, in the same direction, until the gauge pointer just begins to move in a counter-clockwise direction. Make another mark on the pulley or damper to align with the pointer. Mark the centre point between the two marks on the pulley or damper and remove the other two marks.

8 Turn the crankshaft approximately 45° counter-clockwise from the front and then clockwise until the mark on the pulley or damper is aligned with the pointer. Number 1 piston is now at TDC on the compression stroke.



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General description

Coolant from the bottom of the radiator passes through the centrifugal water pump which is fitted on the front of the timing case. The pump is gear driven from the gear of the fuel injection pump and assists the flow of the coolant through the system. From the pump, the coolant passes through a passage in the timing case to the front of the cylinder block.

On four cylinder engines the coolant passes through a passage in the left side of the cylinder block to the rear of the cylinder block. Where a lubricating oil cooler is fitted, some of the coolant passes around the element of the cooler and then to the rear of the cylinder block. The coolant then passes around the cylinders and up into the cylinder head. The coolant leaves the cylinder head at the front and passes into the thermostat housing. If the thermostat is closed, the coolant goes directly through a by-pass to the inlet side of the water pump. If the thermostat is open, the thermostat closes the by-pass and the coolant passes to the top of the radiator.

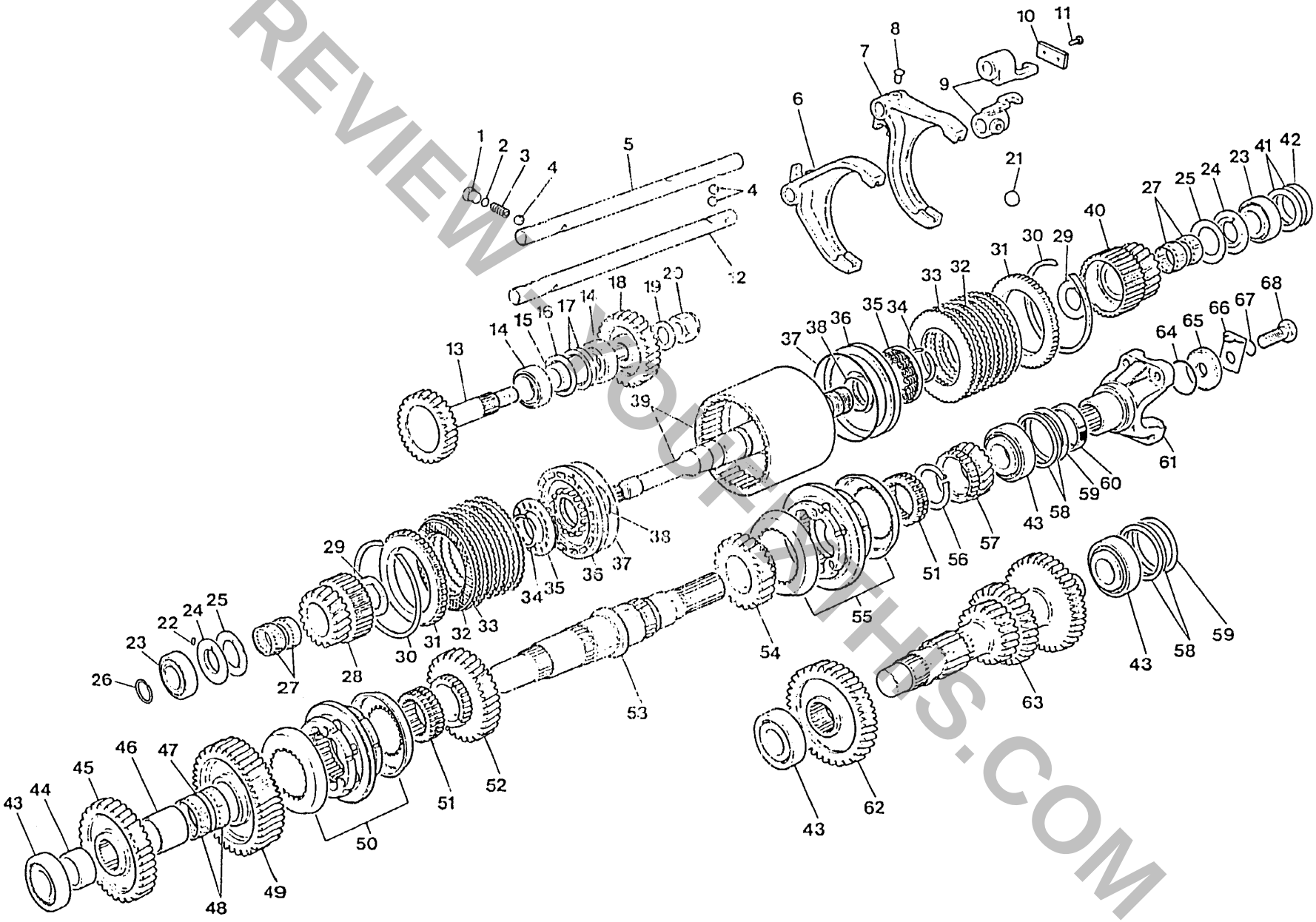
On six cylinder engines the coolant divides as it enters the cylinder block. Most of the coolant passes along the right hand side of the cylinder block and around the outside of the cylinders to the rear of the cylinder block. The remainder of the coolant passes along a passage on the left hand side of the cylinder block to the lubricating oil cooler. The coolant flows around the element of the lubricating oil cooler to the rear of the cylinder block. The coolant then passes to the rear of the cylinder head.

Coolant passes forward through the cylinder head and into the thermostat housing. These engines have two thermostats. If the thermostats are closed, the coolant goes, through a by-pass, directly to the inlet side of the water pump. If the thermostats are open, the coolant passes to the top of the radiator.

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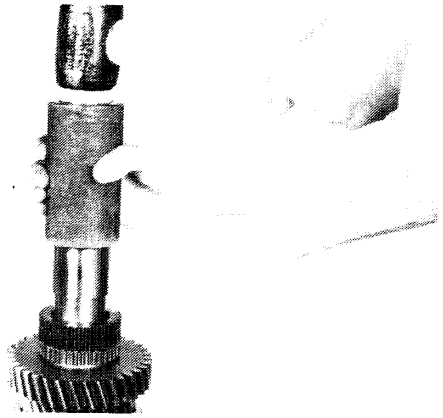
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GEAR BOX (Mechanism details - Gears)

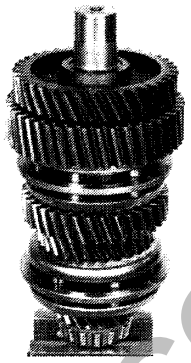


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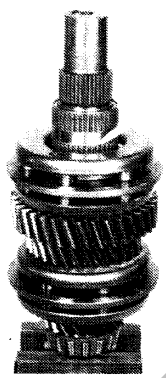
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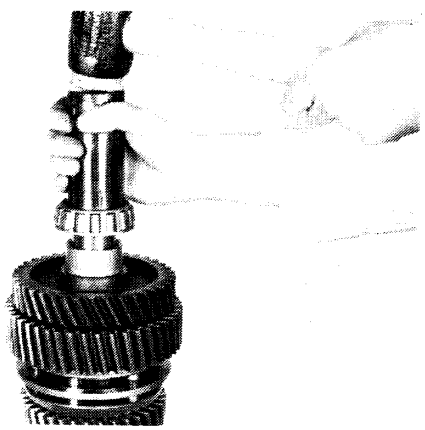
7. Replace the 1st/2nd synchroniser sleeve, then using a suitable tool replace the bearing shell.



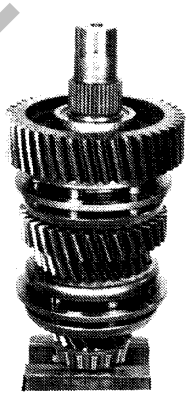
10. Replace the drive gear with the oil grooves facing down.



8. Replace the 1st/2nd synchroniser assembly, 1st gear bearings and spacer.



11. Replace the spacer then the bearing using a suitable tool.

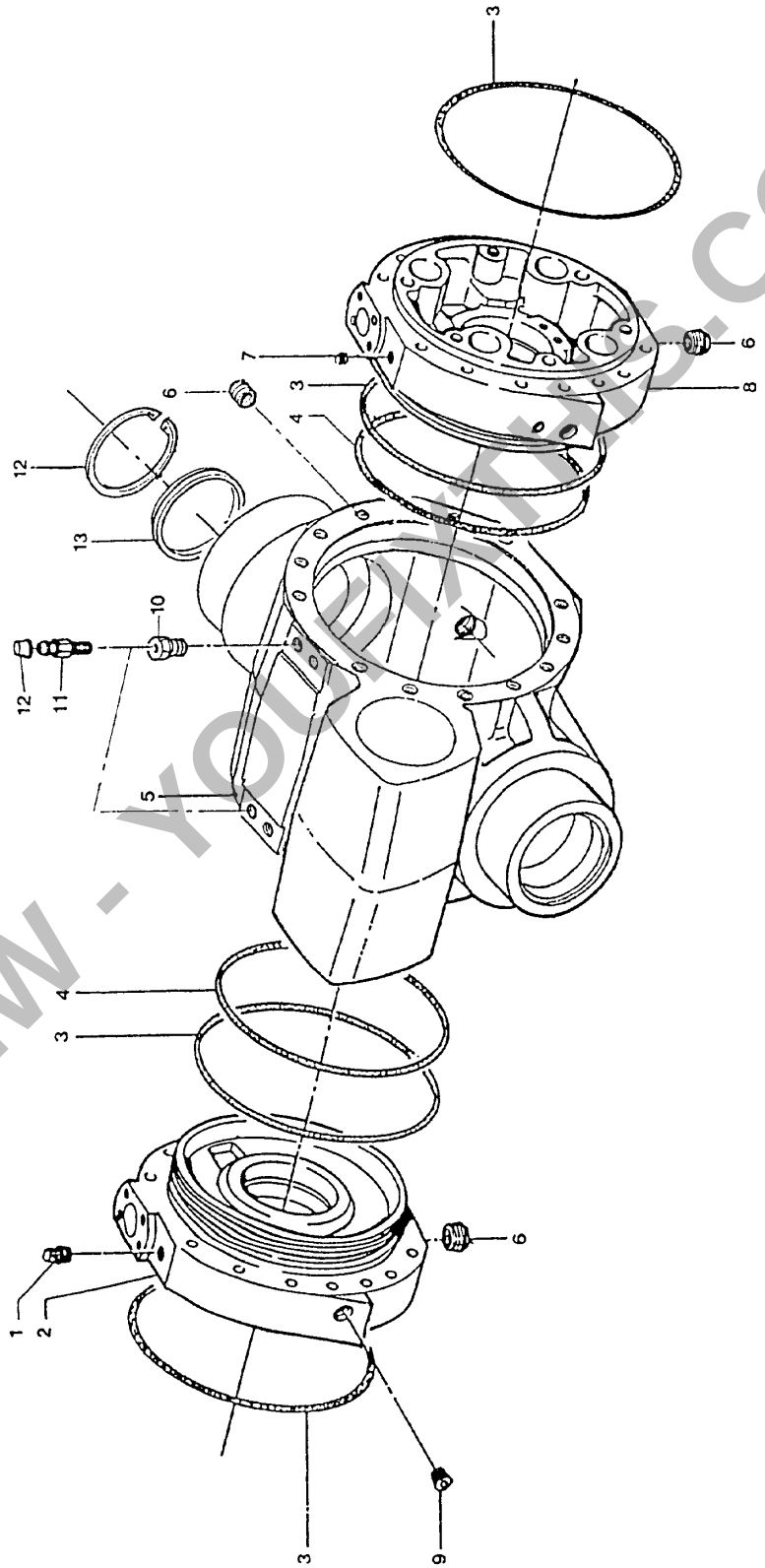


9. Replace the 1st gear with the dog teeth facing down.

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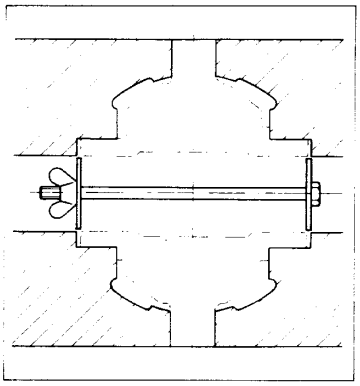
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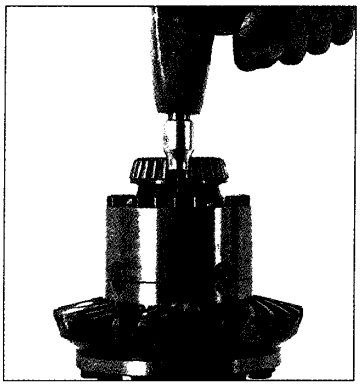
CARTER ESSIEU AVANT
VORNACHSE GEHÄUSE
CARTER EJE DELANTERO
FRONT AXLE CASING



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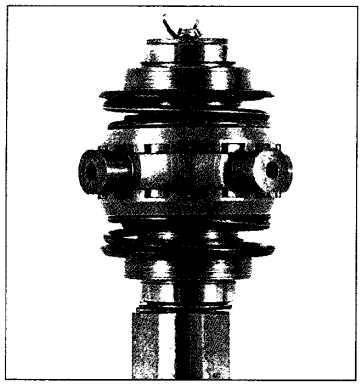


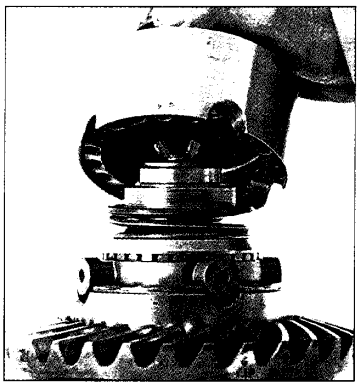
SMONTAGGIO

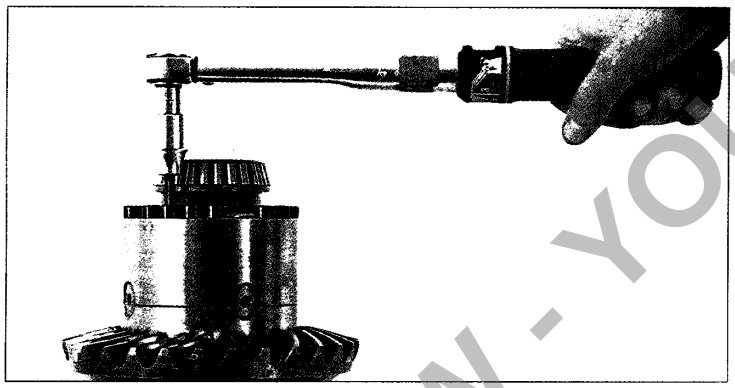
AUSBAU

DEMONTAGE

DISASSEMBLING





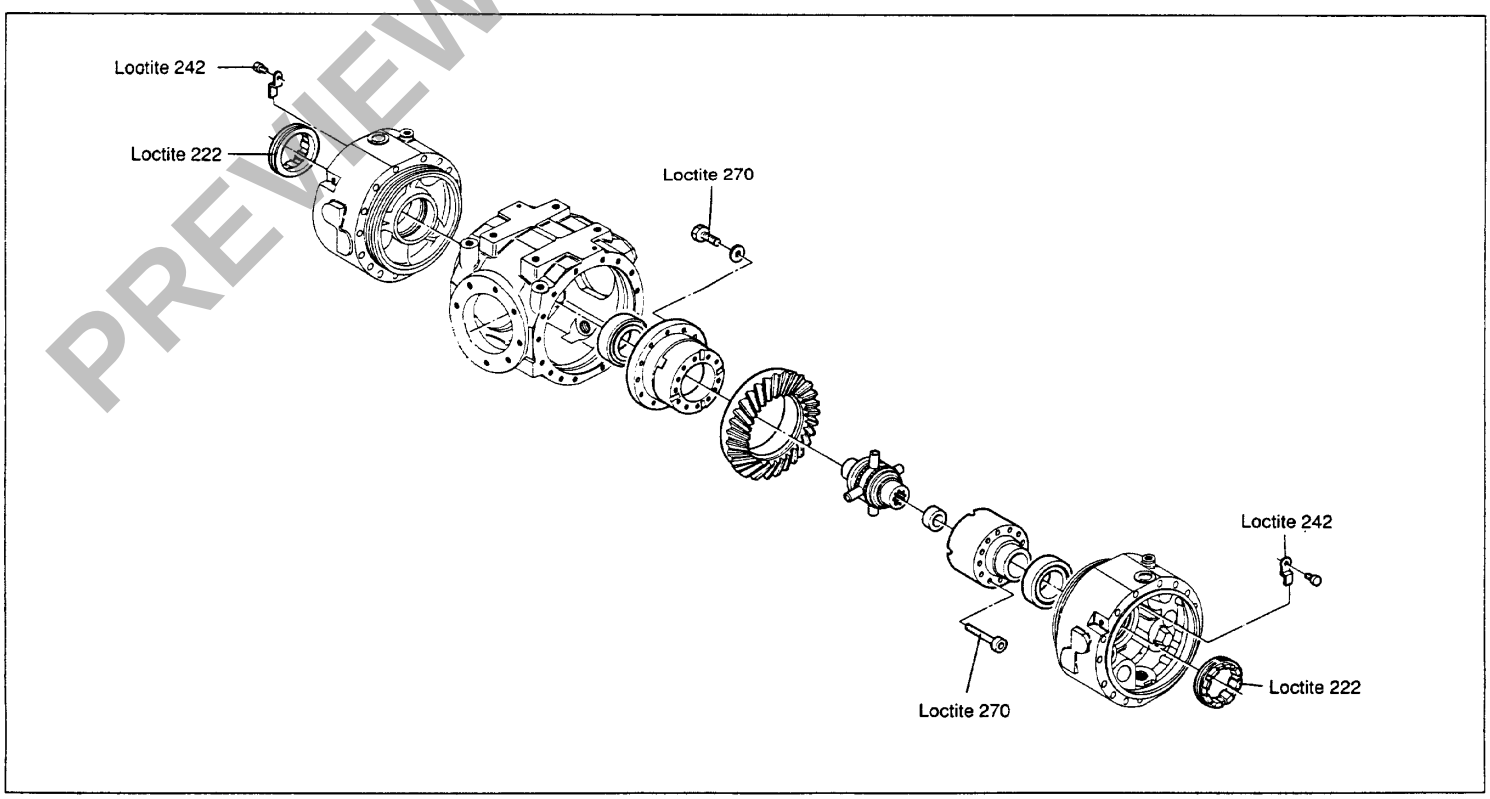


MONTAGGIO
NOTE: FARE ATTENZIONE AI NUMERI DI ACCOPPIAMENTO STAMPIGLIATI SULLE MEZZE SCATOLE DIFFERENZIALE. SERRARE LE VITI DI CHIUSURA DELLE MEZZE SCATOLE E TOGLIERE LA VITE DI PRE-ASSEMBLAGGIO.
VITE M8X65-10K COPPIA DI SERRAGGIO Nm 35-37.

EINBAU
ACHTUNG: PAARUNGSNUMMERN AUF DEN GEHAEUSEHAEFTEN BEACHTEN. BEFESTIGUNGSSCHRAUBEN DER GEHAEUSEHAELFTEN ANZIEHEN UND MONTIERSCHRAUBE ENTFERNEN.
SCHRAUBE M8X65-10K DREHMOMENT Nm 35-37.

MONTAGE
NOTE: FAIRE ATTENTION AUX NUMEROS D'ACCOUPLEMENTMARQUES SUR LES DEMIS-CARTER DIFFERENTIEL. ENLEVER LA VIS DE PRE-ASSEMBLAGE APRES A VOIR SERRE LES VIS DE FERMETURE DES DEMIS-CARTERS.
VIS M8X65-10K COUPLE DE SERRAGE Nm 35-37.

ASSEMBLING
NOTE: OBSERVE PAIRING NUMBER ON SEMI-CASES. TIGHTEN THE FIXING BOLTS OF THE SEMI-CASES AND REMOVE MOUNTING BOLT.
BOLT M8X65-10K TORQUE Nm 35-37.



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COLLECTOR RINGS REPLACEMENT

IMPORTANT : The replacement of the collector rings is a difficult operation which requires a special tooling. A wrong reassembly can damage the apparatus.

COLLECTOR RINGS DISMANTLING (Rotor removed)

After extraction of the rear bearing, unweld the wire of the external ring ; use a very hot iron.
Take off the ring still warm with the help of two screwdrivers.
Proceed in the same way for the inner ring.

COLLECTOR RINGS REASSEMBLY

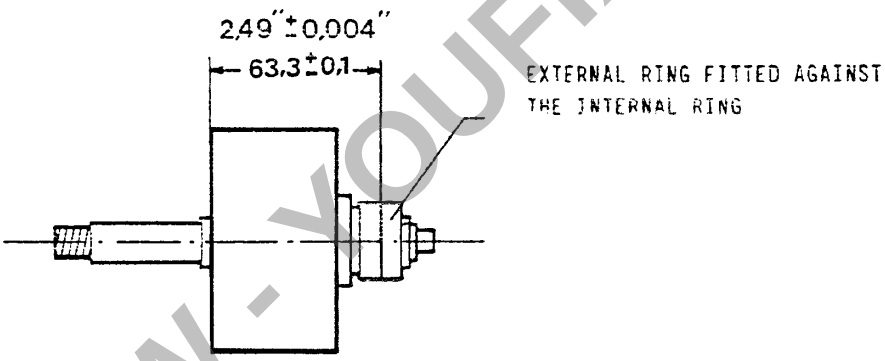
Check the insulator mantles.

Position the inner ring on the shaft end. Orientate the holes in order to let the wires pass. With a press, shrink on the ring ; weld the wire using the minimum of tin. The welding must not run over the lateral face of the ring.

In the same way, then replace the external ring.

After reassembly, place the rotor on a lathe ; machine the collector rings so as to obtain an even surface ; turn them at diameter 31,6 mm (1,24"), minimum allowed diameter 31,15 mm (1,22").

Refit the rear bearing.



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REMOVAL OF THE JIB FOOT

- Lift slightly the jib foot to remove the pins of the compensation cylinders (Fig. 45).

- Lower the jib to the horizontal.

- Remove the intermediate telescope cylinder (See previous pages).

- Remove the pressure of the hydraulic circuit.

- Sling the jib.

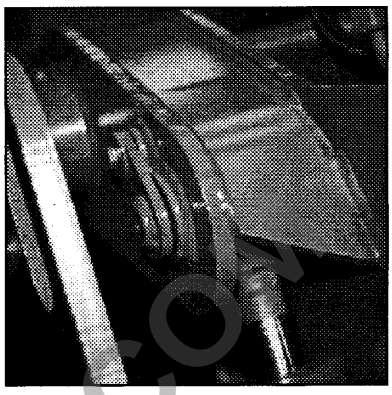
- Disconnect the hoses on the top of the jib (Fig. 46) after marking.

- Push the lifting cylinders pins one by one toward the interior to disengage the cylinders (Fig. 47 et 48).

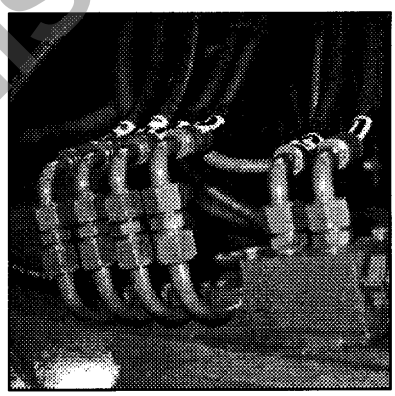
- Remove the articulation pin of the jib (Fig. 49) (Take care to the adjustment shims).

- Remove the jib foot (Fig. 50) with a sling.

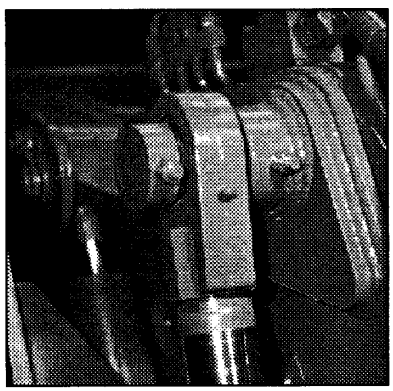
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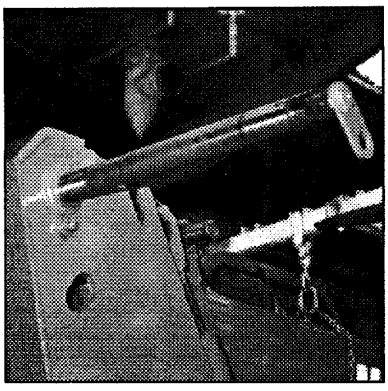
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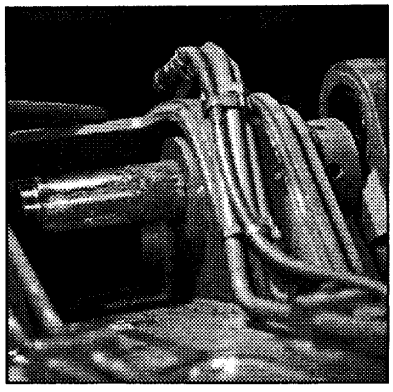
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