

SPECIFICATIONS

CAPACITIES

Fuel Tank Capacity - L250 and L255	22.7 liters (6 US gal)
Chain Case Reservoir Capacity - L250 and L255	34.1 liters (9 US gal)
Crankcase Capacity with Filter - L250	1.7 liters (1.8 US qts)
Crankcase Capacity with Filter - L255	3.3 liters (3.2 US qts)
Cooling System Capacity - L255	4.5 liters (1.2 US gal)

ENGINE GRADABILITY

L250 Onan B43G	25° (all directions except front end down - 15°)
L250 Onan P218	25° (all directions except front end down - 15°)
L255 New Holland E673	25° (all directions except front end down - 22°)

GASOLINE ENGINE - L250

Manufacturer	Onan
Model	B43G and P218
Fuel Type	Unleaded gasoline with minimum octane rating of 86
Cylinders	2
Cycle	4 stroke
Bore and stroke - B43G	82.55 mm x 66.55 mm (3.25" x 2.62")
Bore and stroke - P218	82.55 mm x 73.03 mm (3.25" x 2.88")
Displacement - B43G	710 cm ³ (43.3 in. ³)
Displacement - P218	782 cm ³ (47.7 in. ³)
Full Throttle Speed (no load)	3500 - 3600 RPM
Idle Speed (no load)	1100 - 1200 RPM
Horsepower (mfg. rating) @RPM	18 hp @3600 RPM
Valve Clearance:	
Intake (cold) - B43G	0.20 mm (0.008")
Intake (cold) - P218	0.13 mm (0.005")
Exhaust (cold) - B43G and P218	0.33 mm (0.013")
Ignition Timing (static setting) - B43G	16° BTC
Ignition Timing (static setting) - P218	20° BTC
Oil Filter replacement cartridge - B43G	#507107
Oil Filter replacement cartridge - P218	#507631
Fuel consumption (approx.) at continuous full load	1.9 liters/hr. (0.50 gal./hr.)
Crankcase capacity with filter	1.7 liters (1.8 US quarts)
Cooling System	Air-cooled
Ignition type	Spark
Spark plug type	Champion RS 12YC AC R42CLT3
Spark plug gap	0.64 mm (0.025")
Spark plug tightening torque	31 - 41 N·m (25 - 30 ft lbs)
Breaker point gap - B43G only	0.41 mm (0.016")
Fuel filter (in-line) - B43G	#269212 (#786514)
Fuel filter (in-line) - P218	#9611973
Engine gradability	25° (all directions except front end down - 15°)
Air Cleaner (standard):	
Precleaner outer (polyurethane)	#507138
Inner element (paper)	#507139
Heavy Duty Air Cleaner (optional):	
Element (paper)	#217490
Engine mounting bolt torque	34 N·m (25 ft lbs)

ENGINE OVERHAUL

ENGINE REMOVAL

Battery Removal

1. Close the fuel shut-off valve, 1, loosen the hose clamp, 2, and disconnect the fuel supply hose, 3, from the fuel tank.

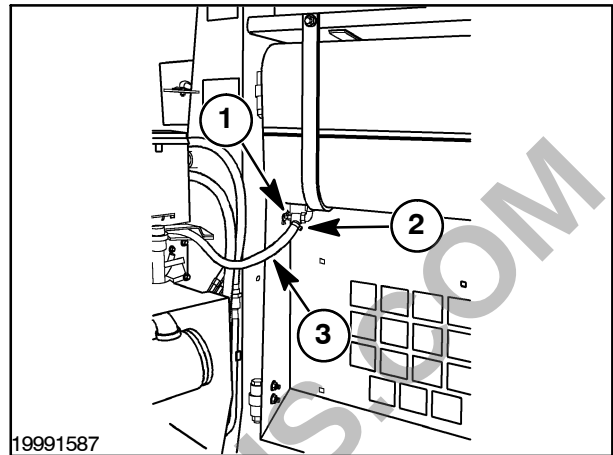


Figure 2-1

2. Disconnect the negative battery cable, 1, then the positive cable, 2.
3. Remove the two bolts and battery clamp, 3, and remove the battery from the battery tray, 4.

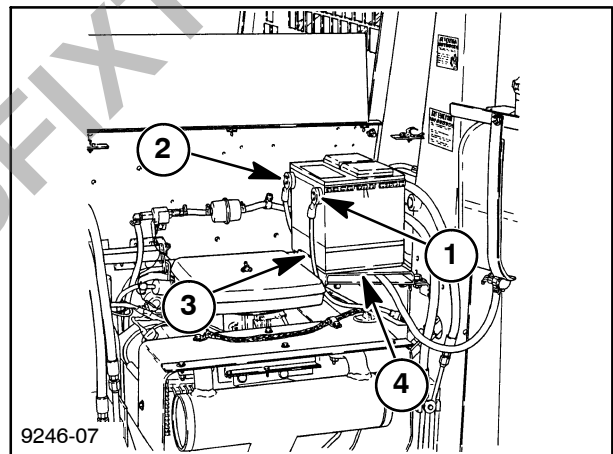


Figure 2-2

Standard Air Cleaner Removal

1. Remove the wingnut, 1, and remove the air cleaner outer cover plate, 2.

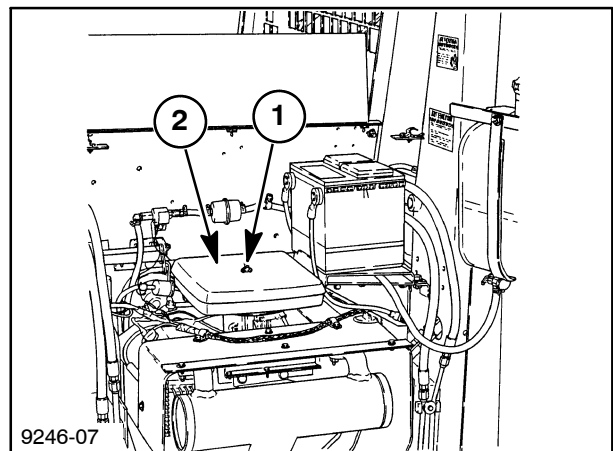
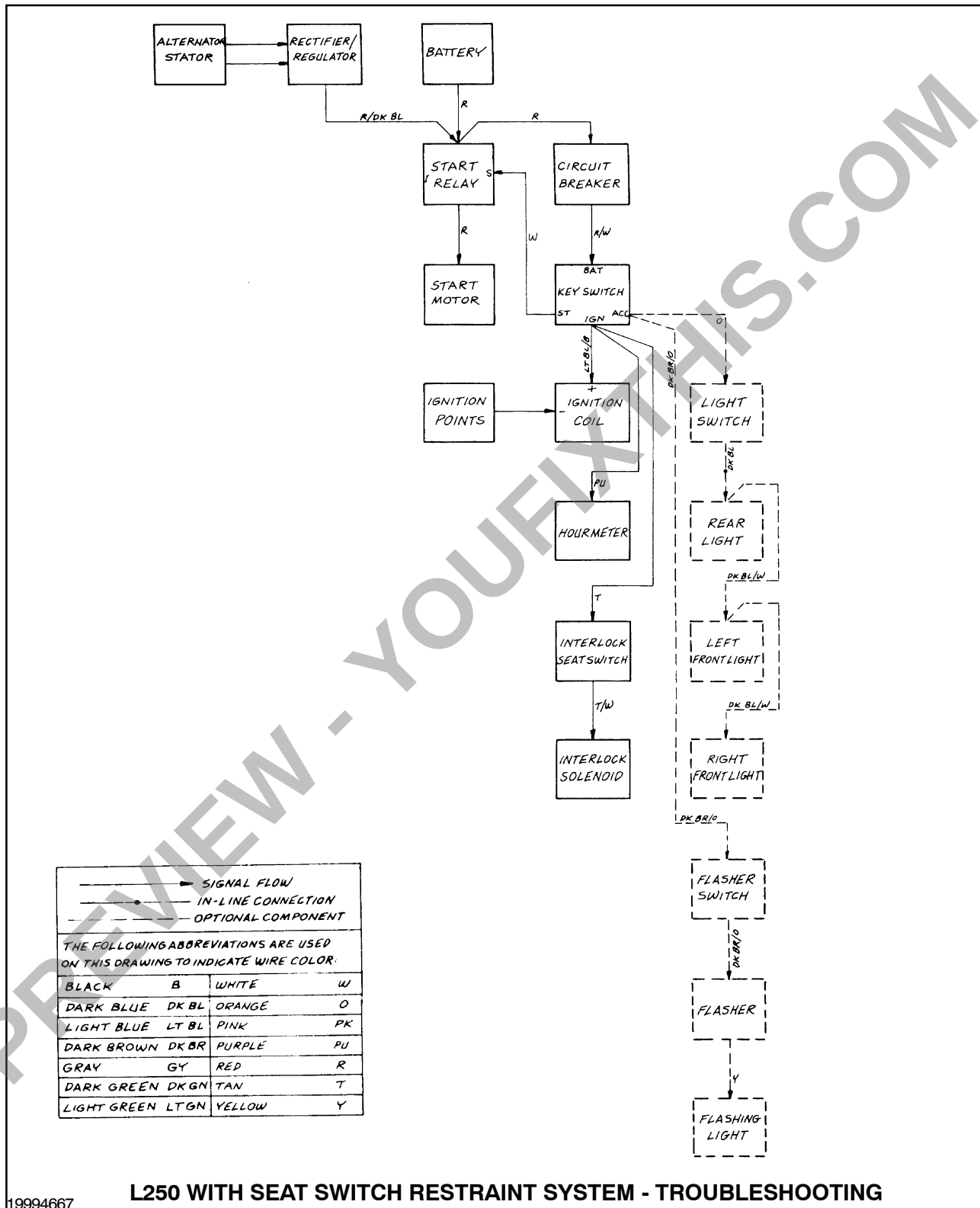


Figure 2-3

TROUBLESHOOTING CHART

Starting				Running												
Engine fails to crank	Engine cranks slowly	Engine cranks but does not start	Backfire at carburetor	Engine stops	Exhaust black	Exhaust blue	Misfiring	Mechanical Knock	Low oil pressure	High oil pressure	Governor hunting	Loss of power	Oil Leaks	High oil consumption	Rough Idle	
•	•	•														Starting System
•	•	•														Loose or corroded battery connection
•	•	•														Low or discharged battery
•	•	•														Faulty starter
•	•	•														Faulty start solenoid
		•	•				•	•				•				Ignition System
		•	•				•	•				•				Incorrect ignition timing
		•	•				•	•				•				Incorrect spark plug gap
		•	•				•	•				•				Bad ignition coil
		•	•				•	•				•				Bad spark plug wires
		•	•	•			•	•				•				Bad ignition module
		•	•	•			•	•				•				Bad trigger ring
		•	•	•			•	•				•				Fuel System
		•		•			•	•				•				Out of fuel
		•		•			•	•				•				Fuel mixture too lean
		•	•	•	•		•	•			•	•				Fuel mixture too rich
		•	•	•	•		•	•				•				Choke stuck
		•	•	•	•		•	•				•				Engine flooded
		•	•	•	•		•	•				•				Poor quality fuel
		•	•	•	•		•	•				•				Dirty carburetor
		•	•	•	•		•	•				•				Dirty air cleaner
		•	•	•	•		•	•				•				Clogged fuel filter
		•	•	•	•		•	•				•				Fuel pump defective
		•	•	•	•		•	•				•				Throttle and Governor
		•	•	•	•		•	•				•				Linkage out of adjustment
		•	•	•	•		•	•				•				Linkage worn or disconnected
		•	•	•	•		•	•				•				Governor spring sensitivity
		•	•	•	•		•	•				•				Linkage binding
		•	•	•	•		•	•				•				Lubrication System
		•	•	•	•		•	•				•				Defective oil pump
		•	•	•	•		•	•				•				By-pass valve stuck
		•	•	•	•		•	•				•				Oil too light or diluted
		•	•	•	•		•	•				•				Oil too heavy
		•	•	•	•		•	•				•				Oil level low
		•	•	•	•		•	•				•		•	•	Dirty crankcase breather valve
		•	•	•	•		•	•				•				Cooling System
		•	•	•	•		•	•				•				Dirty or oily cooling fins
		•	•	•	•		•	•				•				Poor air circulation
		•	•	•	•		•	•				•				Blown head gasket
		•	•	•	•		•	•				•				Internal Engine
		•	•	•	•		•	•				•				Valve clearance incorrect
		•	•	•	•		•	•				•				Broken Valve spring
		•	•	•	•		•	•				•				Valve or valve seal leaking
		•	•	•	•		•	•				•				Piston rings worn or broken
		•	•	•	•		•	•				•				Bearing clearance incorrect

WIRING DIAGRAMS



19994667

L250 WITH SEAT SWITCH RESTRAINT SYSTEM - TROUBLESHOOTING

Figure 3-5

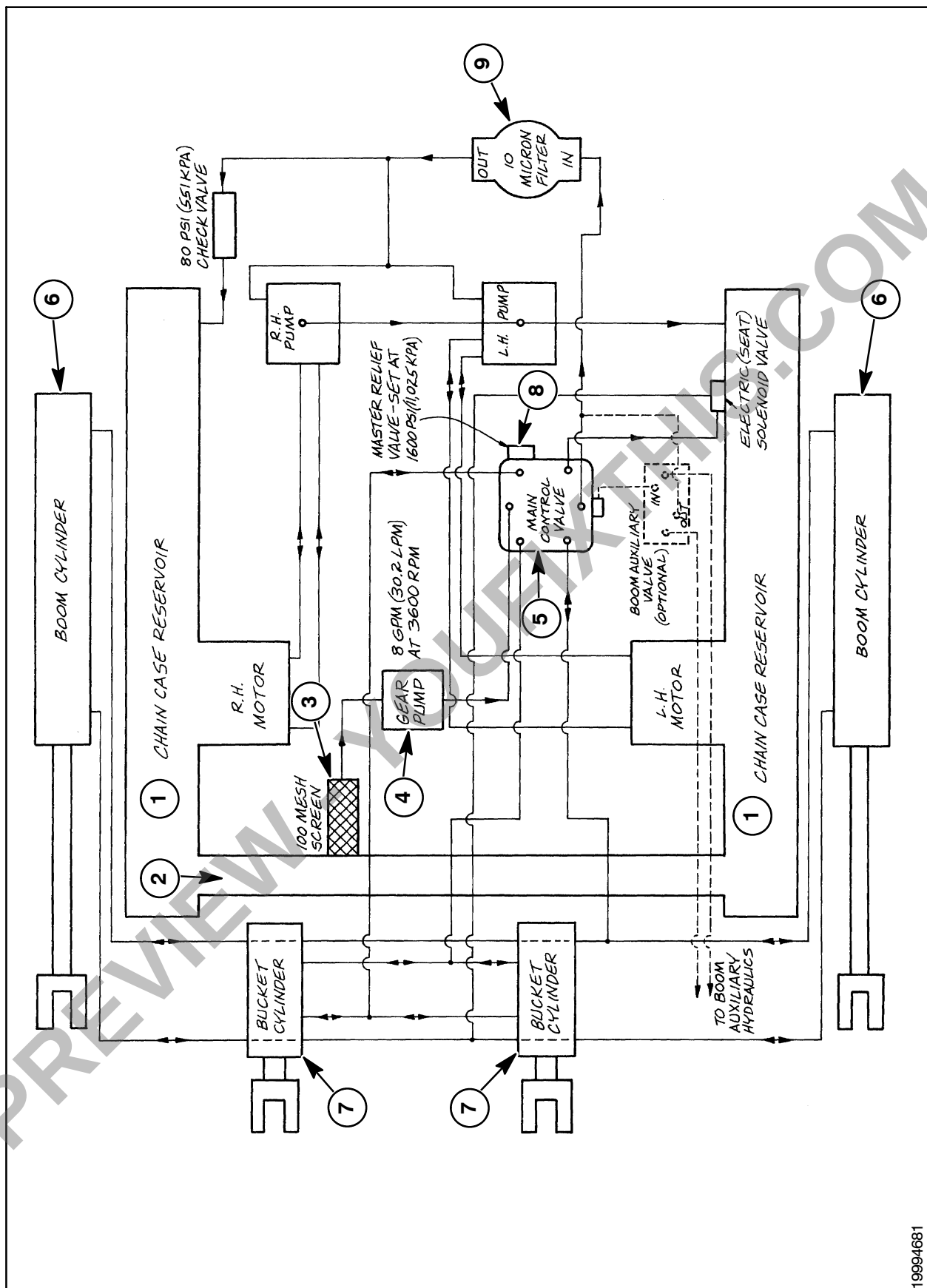


Figure 4-4

19904681

MINIMUM HARDWARE TIGHTENING TORQUES

IN FOOT POUNDS (NEWTON-METERS) FOR NORMAL ASSEMBLY APPLICATIONS

INCH HARDWARE AND LOCKNUTS

NOMINAL SIZE	SAE GRADE 2		SAE GRADE 5		SAE GRADE 8		LOCKNUTS		NOMINAL SIZE
	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	GR.B w/GR5 BOLT	GR.C w/GR8 BOLT	
1/4	55* (6.2)	72* (8.1)	86* (9.7)	112* (13)	121* (14)	157* (18)	61* (6.9)	86* (9.8)	1/4
5/16	115* (13)	149* (17)	178* (20)	229* (26)	250* (28)	324* (37)	125* (14)	176* (20)	5/16
3/8	17 (23)	22 (30)	26 (35)	34 (46)	37 (50)	48 (65)	19 (26)	26 (35)	3/8
7/16	27 (37)	35 (47)	42 (57)	54 (73)	59 (80)	77 (104)	30 (41)	42 (57)	7/16
1/2	42 (57)	54 (73)	64 (87)	83 (113)	91 (123)	117 (159)	45 (61)	64 (88)	1/2
9/16	60 (81)	77 (104)	92 (125)	120 (163)	130 (176)	169 (229)	65 (88)	92 (125)	9/16
5/8	83 (112)	107 (145)	128 (174)	165 (224)	180 (244)	233 (316)	90 (122)	127 (172)	5/8
3/4	146 (198)	189 (256)	226 (306)	293 (397)	319 (432)	413 (560)	160 (217)	226 (306)	3/4
7/8	142 (193)	183 (248)	365 (495)	473 (641)	515 (698)	667 (904)	258 (350)	364 (494)	7/8
1	213 (289)	275 (373)	547 (742)	708 (960)	773 (1048)	1000 (1356)	386 (523)	545 (739)	1

NOTE: Torque values shown with * are inch pounds.

IDENTIFICATION CAP SCREWS AND CARRIAGE BOLTS



SAE GRADE 2



SAE GRADE 5



SAE GRADE 8



REGULAR NUTS

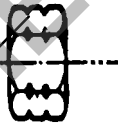


SAE GRADE 5
HEX NUTS



SAE GRADE 8
HEX NUTS

LOCKNUTS

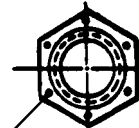


GRADE IDENTIFICATION

GRADE A NO NOTCHES

GRADE B ONE CIRCUMFERENTIAL NOTCH

GRADE C TWO CIRCUMFERENTIAL NOTCHES



GRADE IDENTIFICATION

GRADE A NO MARKS

GRADE B THREE MARKS

GRADE C SIX MARKS

MARKS NEED NOT BE LOCATED
AT CORNERS



GRADE IDENTIFICATION

GRADE A NO MARK
GRADE B LETTER B
GRADE C LETTER C

L250, L255 REPAIR MANUAL CONTENTS



**SECTION 1 - GENERAL INFORMATION,
CAB, SEAT, AND ATTACHMENT
MOUNTING PLATE**

SECTION 2 - ENGINE

SECTION 3 - ELECTRICAL SYSTEM

**SECTION 4 - FINAL DRIVE, HYDROSTATIC SYSTEM,
HYDRAULIC SYSTEM**

PRECAUTIONARY STATEMENTS

PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements (“CAUTION”, “WARNING”, and “DANGER”) followed by specific instructions. These precautions are intended for the personal safety of you and those working with you. Please take the time to read them.



CAUTION: THE WORD “CAUTION” IS USED WHERE A SAFE BEHAVIORAL PRACTICE ACCORDING TO OPERATING AND MAINTENANCE INSTRUCTIONS AND COMMON SAFETY PRACTICES WILL PROTECT THE OPERATOR AND OTHERS FROM ACCIDENT INVOLVEMENT.



WARNING: THE WORD “WARNING” DENOTES A POTENTIAL OR HIDDEN HAZARD WHICH HAS A POTENTIAL FOR SERIOUS INJURY. IT IS USED TO WARN OPERATORS AND OTHERS TO EXERCISE EVERY APPROPRIATE MEANS TO AVOID A SURPRISE INVOLVEMENT WITH MACHINERY.



DANGER: THE WORD “DANGER” DENOTES A FORBIDDEN PRACTICE IN CONNECTION WITH A SERIOUS HAZARD.

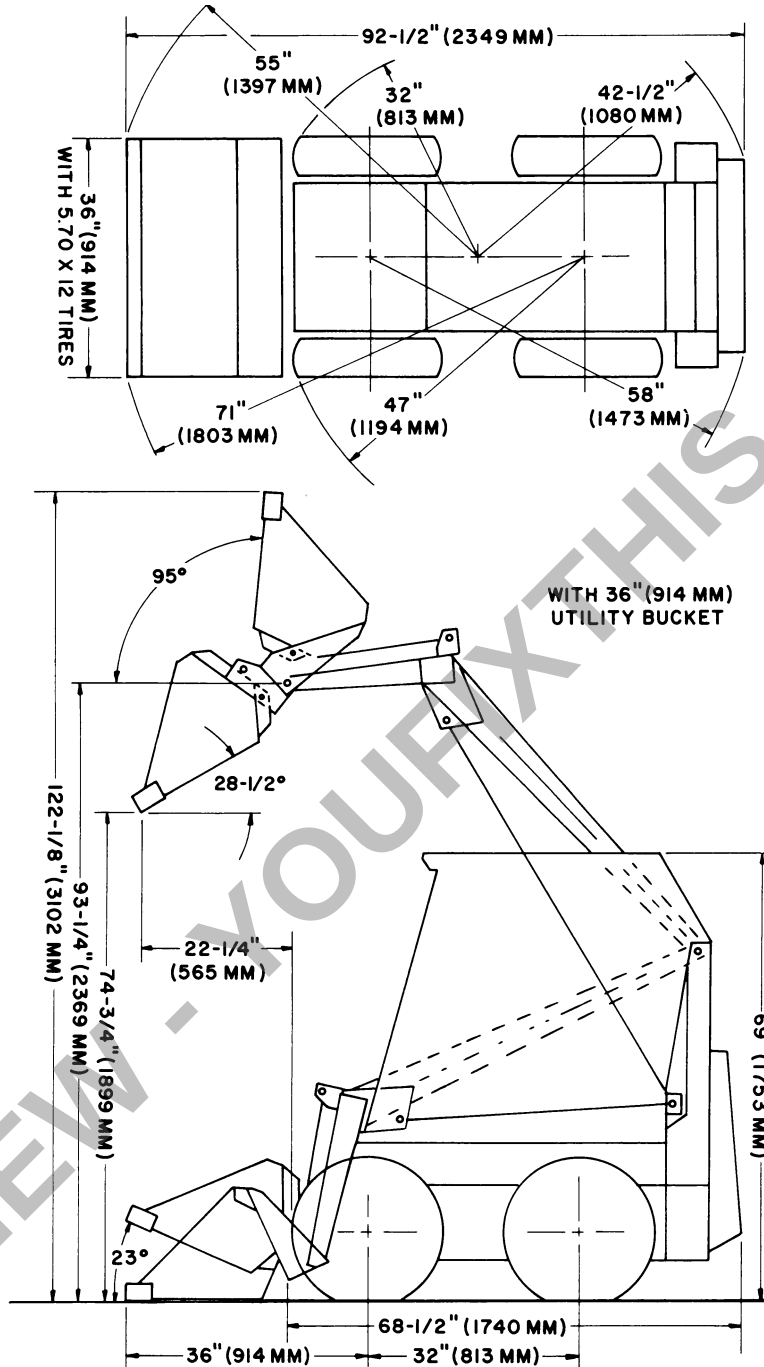
FAILURE TO FOLLOW THE “CAUTION”, “WARNING”, AND “DANGER” INSTRUCTIONS MAY RESULT IN SERIOUS BODILY INJURY OR DEATH.

MACHINE SAFETY

Additional precautionary statements (“ATTENTION” and “IMPORTANT”) are followed by specific instructions. These statements are intended for machine safety.

***ATTENTION:** The word “ATTENTION” is used to warn the operator of potential machine damage if a certain procedure is not followed.*

***IMPORTANT:** The word “IMPORTANT” is used to inform the reader of something he needs to know to prevent minor machine damage if a certain procedure is not followed.*



Operating Height

Boom down	1753 mm (69")
Boom up	3102 mm (122-1/8")

Dump Height

Bucket pivot	2369 mm (93-1/4")
Bucket cutting edge, dumped	1899 mm (74-3/4")
Dump Reach	565 mm (22-1/4")
Overall Width with 36" utility bucket	914 mm (36")
Overall Length with 36" utility bucket	2349 mm (92-1/2")
Wheel Base Length	813 mm (32")

Exhaust Valve Seat Bore Specifications

Override	Minimum	Maximum
Standard	30.20 mm (1.189")	30.23 mm (1.190")
0.13 mm (0.005")	30.33 mm (1.194")	30.36 mm (1.195")
0.25 mm (0.010")	30.45 mm (1.199")	30.38 mm (1.200")
0.64 mm (0.025")	30.84 mm (1.214")	30.87 mm (1.215")

Exhaust Valve Seat Diameter Specifications

Override	Minimum	Maximum
Standard	30.28 mm (1.192")	30.30 mm (1.193")
0.13 mm (0.005")	30.41 mm (1.197")	30.43 mm (1.198")
0.25 mm (0.010")	30.53 mm (1.202")	30.55 mm (1.203")
0.64 mm (0.025")	30.92 mm (1.217")	30.94 mm (1.218")

Intake Valve Seat Bore Specifications

Override	Minimum	Maximum
Standard	36.56 mm (1.4395")	36.59 mm (1.4405")
0.13 mm (0.005")	36.69 mm (1.445")	36.72 mm (1.471")
0.25 mm (0.010")	36.81 mm (1.4495")	37.61 mm (1.4807")
0.64 mm (0.025")	37.20 mm (1.4645")	38.35 mm (1.4655")

Intake Valve Seat Diameter Specifications

Override	Minimum	Maximum
Standard	37.34 mm (1.470")	37.36 mm (1.471")
0.13 mm (0.005")	37.47 mm (1.475")	37.49 mm (1.476")
0.25 mm (0.010")	37.69 mm (1.480")	37.49 mm (1.476")
0.64 mm (0.025")	37.98 mm (1.495")	38.00 mm (1.496")

- Using a valve seat insert driver and hammer, drive the valve seat insert in so the insert enters the recess evenly. Make certain the insert rests solidly on the bottom of the recess all the way around its circumference.

IMPORTANT: To assure a tight fit and eliminate the danger of the seat loosening in the bore, the valve seat must be staked.

- Insert a valve seat staker into the valve seat. Using a lead hammer, strike the staking tool with a sharp blow to wedge the valve seat securely in place.
- Refinish the valve seat by grinding to the proper seat width as described later in this section.

PROBLEM	POSSIBLE CAUSE	CORRECTION
Undesirable exhaust color (Black or light gray)	Unsuitable fuel Excess injection Faulty engine component Overloading Clogged air filter	Replace fuel Adjust injection Replace as required Decrease load Replace filter
Undesirable exhaust color (white or pale)	Excess engine oil Improper lubricating oil viscosity Faulty injection timing	Drain oil to proper level Replace with specified viscosity Adjust injection timing
Excess fuel consumption	Improper injection timing Leak at injection pipe connections Leak at fuel shut-off valve Improperly adjusted nozzle	Adjust injection timing Tighten connections Repair as required Adjust nozzle
Cooling system noise	Fan contacting shroud Loose water pump impeller Glazed fan belt Loose fan belt Rough surfaces on drive pulley Water pump bearing worn Belt alignment	Reposition shroud and check engine mounts Replace water pump Replace fan belt Adjust belt tension Replace pulley Replace water pump Check for proper pulley locations

CRANKSHAFT FRONT MAIN BEARING (BUSHING) INSPECTION

1. Check the front main bearing (bushing) for peeling, melting, seizure, or poor contact.
2. Using a telescoping gauge and micrometer, measure at positions 1 and 2. At each position, measure in both directions 3 and 4. If any of the measurements taken exceed 46.10 mm (1.815"), remove and replace the bearing.

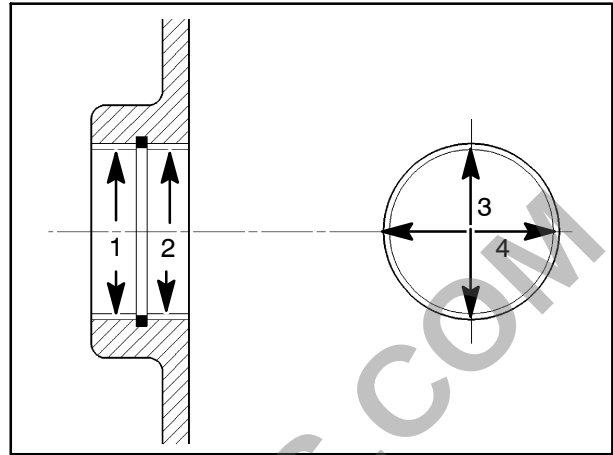


Figure 2-165

CRANKSHAFT FRONT MAIN BEARING (BUSHING) REPLACEMENT

1. Remove the bearing from the front of the cylinder block housing, using a bushing driving tool to prevent damage.
2. Inspect the bearing housing for nicks, scratches, or damage.
3. The bearing should be smoothly pressed into the correct depth by using a bushing driving tool, aligning the bearing oil hole, 1, with the oil port in the block.
 - a. Press the bearing into the cylinder block from the engine front side.

NOTE: Do not press the bearing into the cylinder block from the opposite side.

NOTE: The correct pressing side is chamfered to allow smooth operation.

- b. Lubricate the outer surface of the bearing.
 - c. Align the oil hole, 1, of the housing and the bearing.
 - d. Press the bearing into the housing to the correct depth using a bushing driving tool.
4. Confirm the housing and bearing oil holes are aligned.

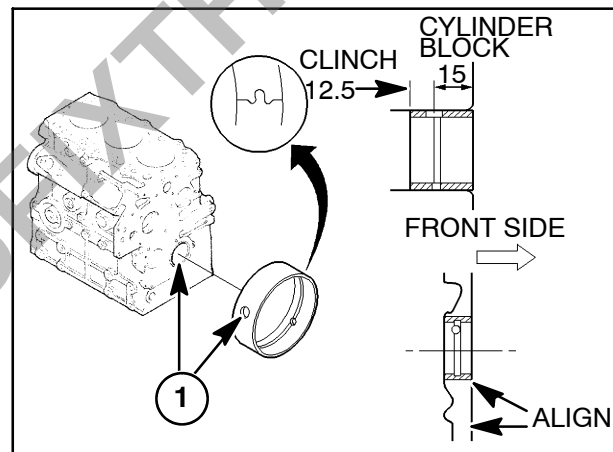


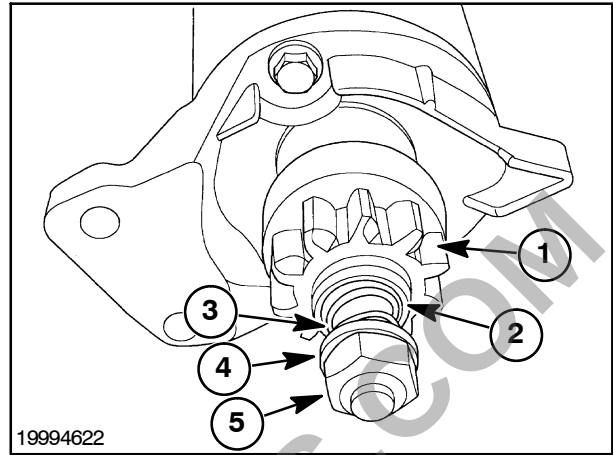
Figure 2-166

PROBLEM	POSSIBLE CAUSE	CORRECTION
Engine emits black smoke	Restricted air intake Engine overheating Incorrect timing Faulty injectors Low compression Incorrect engine timing	Check for restrictions in the air intake Check cooling system Check pump timing See "Troubleshooting-Fuel Injectors" later in this section Check for air leaks on the suction side of system; bleed the fuel system Check for improper valve adjustment or faulty valve
Pump fails to deliver fuel to all injectors	Blocked fuel lines to pump Air in system Control rod seized in "OFF" position	Remove fuel lines and flush or replace Check for air leaks on the suction side of system; bleed the fuel system Repair or replace control rod
Pump fails to deliver fuel to one injector	Air in fuel line to injector Plunger spring broken Plunger seized Delivery valve seized Badly scored plunger and barrel	Bleed fuel line Replace spring Repair or replace barrel and plunger assembly Repair or replace delivery valve Replace plunger and barrel assembly
Governor fails to maintain maximum or minimum no-load fuel delivery	Control spring broken Governor weights seized Governor weight carrier broken Slider seized Pump link spring broken	Replace control spring Repair or replace weight assembly and/or camshaft Replace weight assembly Replace slider and/or camshaft Replace spring

6. Place the pinion gear, 1, collar, 2, spring, 3, washer, 4, and self-locking nut, 5, on the armature shaft. Make sure the spring fits into the open side of the collar. Tighten the self-locking nut to 27 - 34 N·m (20 - 25 ft lbs).
7. Install and tighten the through bolts to 6 - 8 N·m (4.5 - 6 ft lbs).

STARTER INSTALLATION - L250 B43G

1. Make sure the mounting surface is clean and oil free.
2. Install the starter motor. Tighten the mounting bolts to 33 - 35 N·m (24 - 25 ft lbs).
3. Connect the starter cable to the terminal.
4. Connect the battery cables.

**Figure 2-283**

REAR RECTANGULAR LIGHT LAMP REPLACEMENT

To replace the white lamp, slide the lamp to the left, 1. Unplug the lens connector and rotate the bulb holder to remove the bulb from the case.

To replace the red lamp, remove the rubber lamp retainer, 2, from the plastic shell by removing the four self-tapping screws. Pull the lamp from the shell and remove the wires from the lamp.

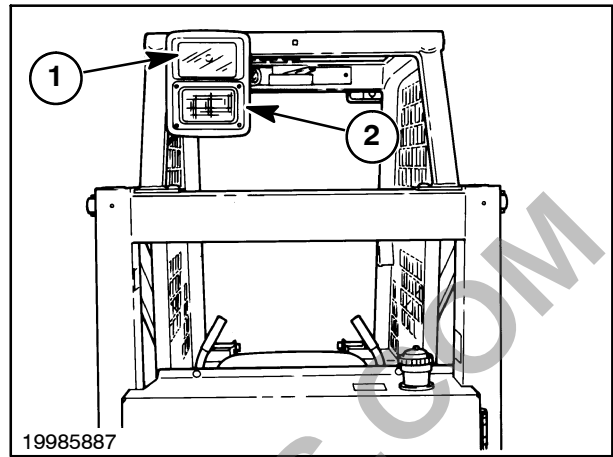


Figure 2-343

HORN

The horn switch, 1, on the handle connects directly to the horn in the front frame.

To replace the switch, loosen the nut, 2, on top of the left control handle, remove the O/DKGN wire from the switch.

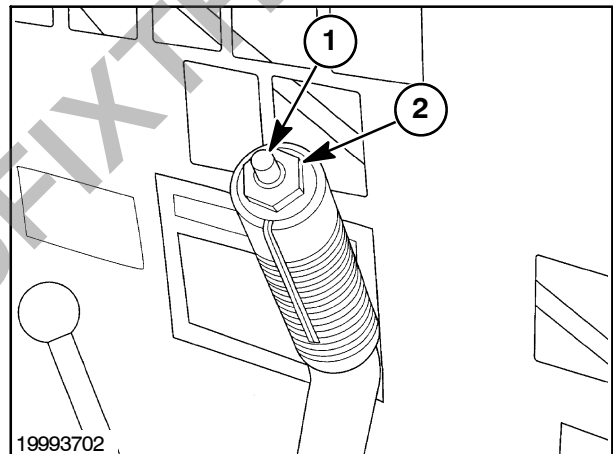


Figure 2-344

To replace the horn, disconnect the O/B power wire, 1, and remove the mounting bolt, 2.

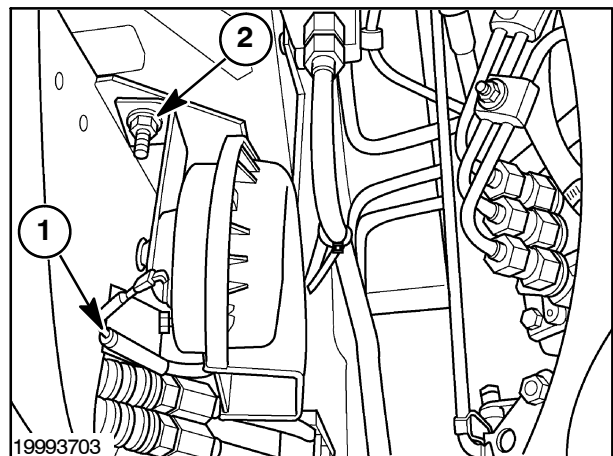
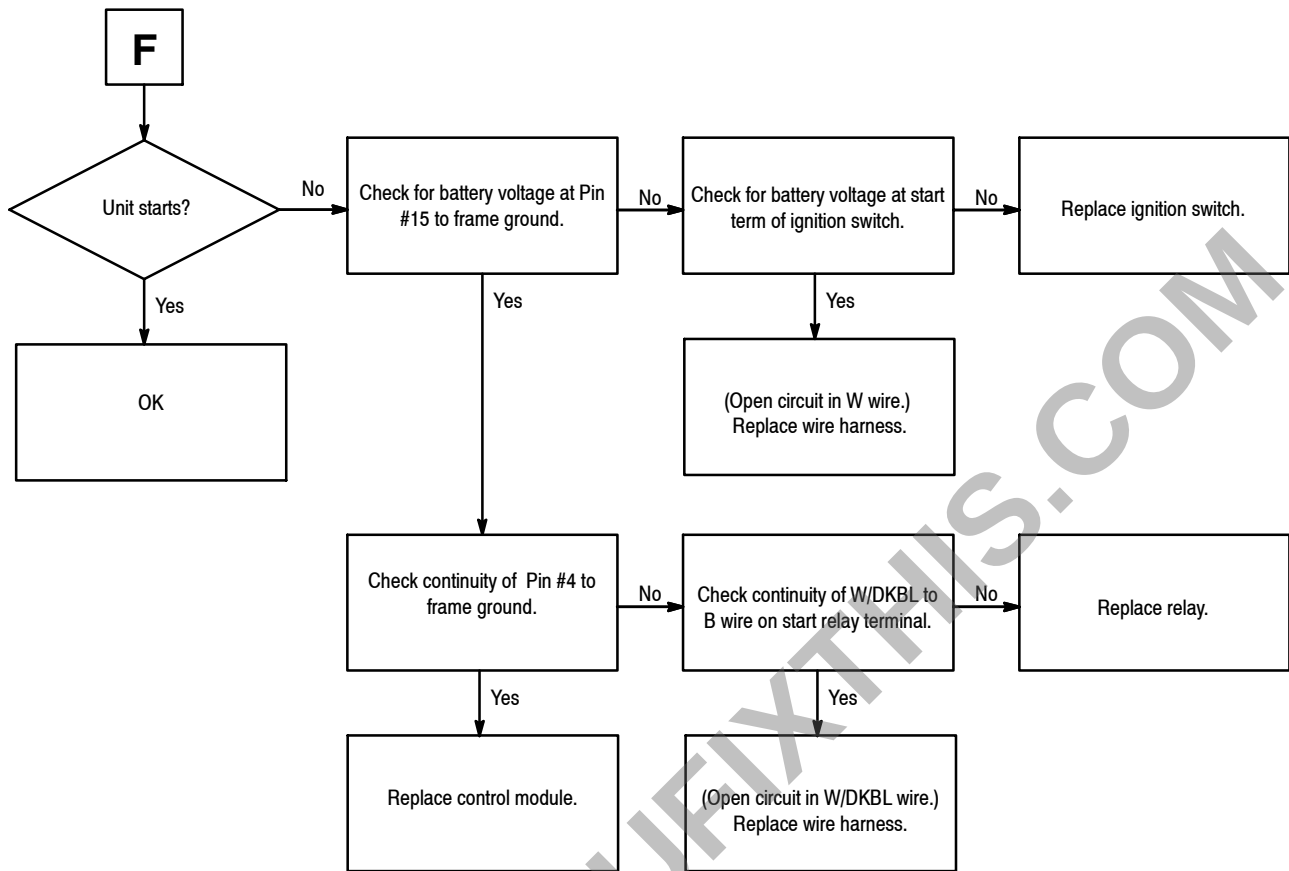


Figure 2-345

CONTROL MODULE STARTER MOTOR VOLTAGE FLOW - L250 ROUND CONNECTOR

The control module then sends power from pin #2 through the W/DKBL wire to the start relay, activating the relay connecting the battery side of the relay to the out terminal. Power then continues through the W/R wire activating the start solenoid, beginning starter rotation and starting the engine.



FUEL SHUTOFF SOLENOID - L255

The L255 fuel shutoff solenoid is located at the injection pump at 1. The ignition key switch controls the solenoid through two diodes.

The L255 skid-steer loader fuel solenoid receives battery voltage from the "IGN" terminal at the ignition key switch through the O/LTBL wire to a 6-amp diode. The battery voltage then continues through the LTBL/O wire to a 1-amp diode or through the LTBL/O wire, 2, to the fuel solenoid.

FUEL SHUTOFF SOLENOID CONTINUITY WIRING TEST - L255

Disconnect the solenoid power wire, 2. With a voltmeter, touch one lead to the solenoid wire. Touch the other lead to a clean ground on the solenoid and turn the starter switch to the ON/RUN position. Observe the voltmeter reading.

- More than 9.0 volts - OK
- Less than 8.9 volts - Check for shorted or open circuit, burned out fuse or faulty battery.

FUEL SHUTOFF SOLENOID REMOVAL - L255

1. Remove the latch pin and open the rear door.
2. Unplug the LTBL/O wire, 1, connected to the solenoid.
3. Rotate the solenoid, 2, counterclockwise to remove the solenoid from the injection pump.

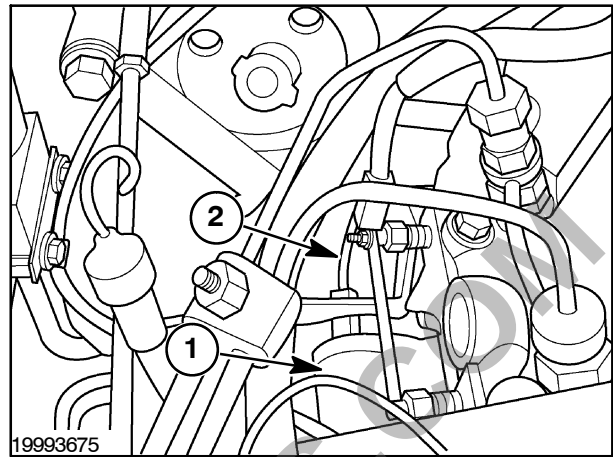


Figure 3-75

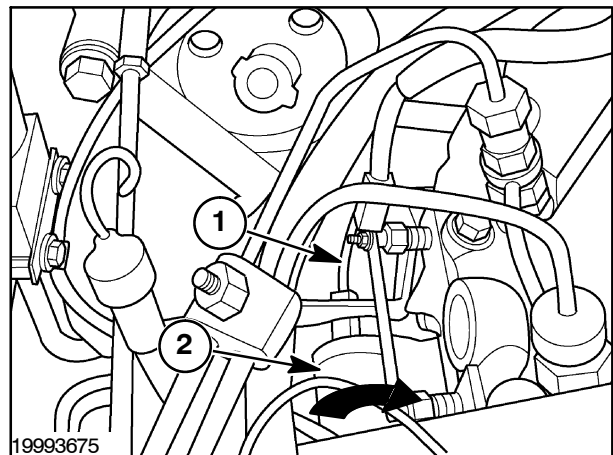


Figure 3-76

6. Disconnect the R/W, W, and LTBL/B wires of the main harness from the ignition key switch, 1.
7. Disconnect the T wire, 2, of the boom solenoid harness from the ignition key switch.
8. Remove the clamp, 3, securing the harness to the side of the cab area.

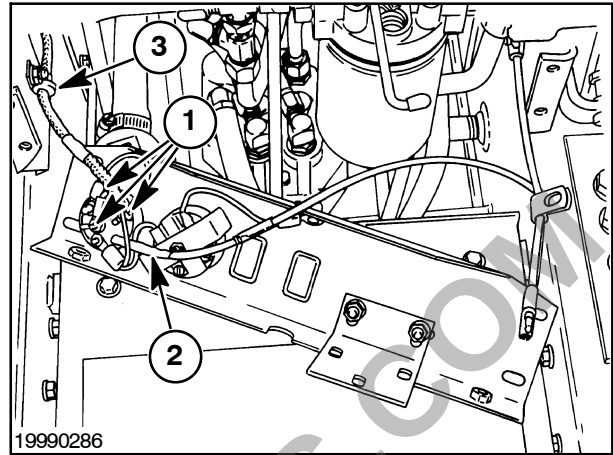


Figure 3-149

9. Remove the R/W wire, 1, from the 15-amp circuit breaker. Remove the R/DKBL wires, 2, and the W wire, 3, from the start relay. Remove the clamp, 4, from the battery support tray.

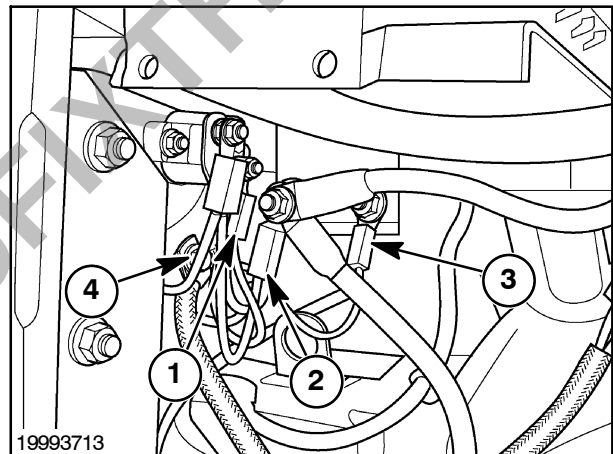


Figure 3-150

10. Remove the two clamps, 1, securing the harness segment to the right frame. Remove any plastic ties, 2, attaching the harness to other wires or hoses.

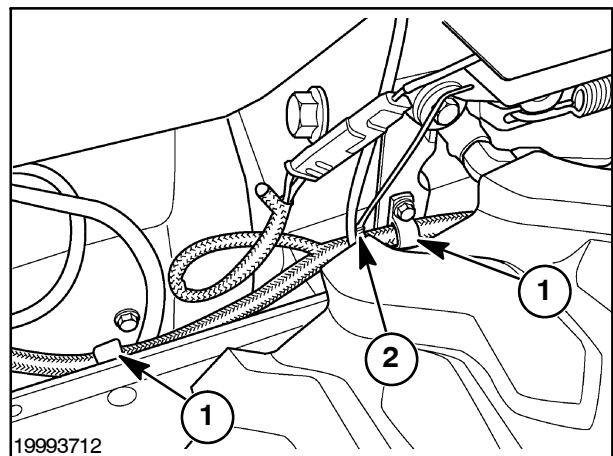


Figure 3-151

ALTERNATOR REMOVAL - L255

1. Remove the latch pin and open the door.
2. The right fender may also be removed for more accessibility.
3. Remove the negative (-) battery cable.
4. Remove the wires from the terminals on the alternator.
5. Loosen the adjusting strap pivot bolt, 1, and remove the retaining bolt, 2. Remove the alternator from the engine.

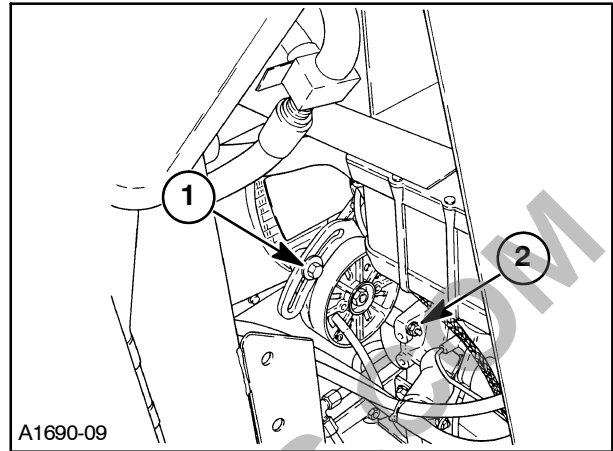


Figure 3-242

ALTERNATOR DISASSEMBLY - L255

1. Place the alternator pulley, 1, in a vise.

NOTE: Never clamp the alternator flywheel body, 2, in a vise or damage to the alternator assembly may occur.

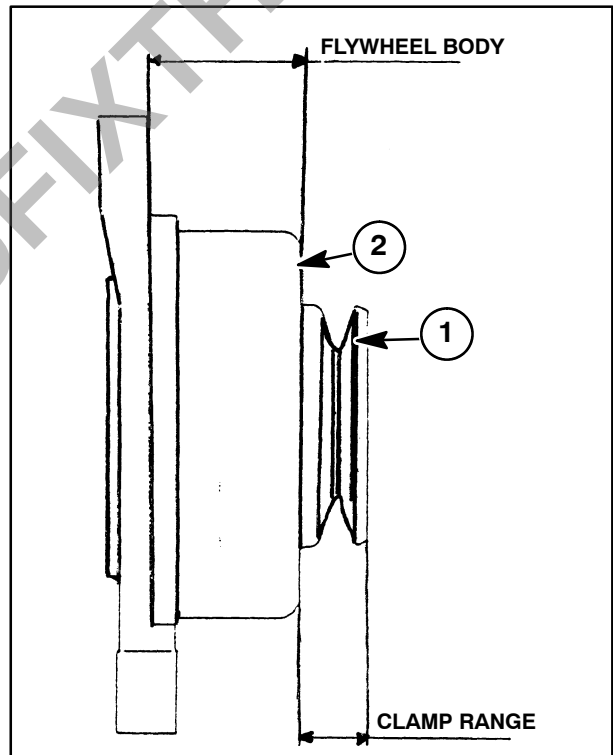


Figure 3-243

7. Add or subtract shims, 1, as required between the solenoid and housing to achieve the required clearance.

NOTE: Excessive clearance is an indication of worn shifting components. Adding shims decreases the pinion clearance.

8. Remove the insulation previously installed between field coil wire and the starter housing and connect the field coil terminal wire, 2, to the solenoid terminal, 3.
9. Reinstall the starter on the engine and reconnect the wires to the proper terminals. Reinstall the plastic cover over the starter terminals.
10. Reconnect the negative (-) battery cable.
11. Reinstall any shields removed for this repair. Close the rear door and securely latch in place.

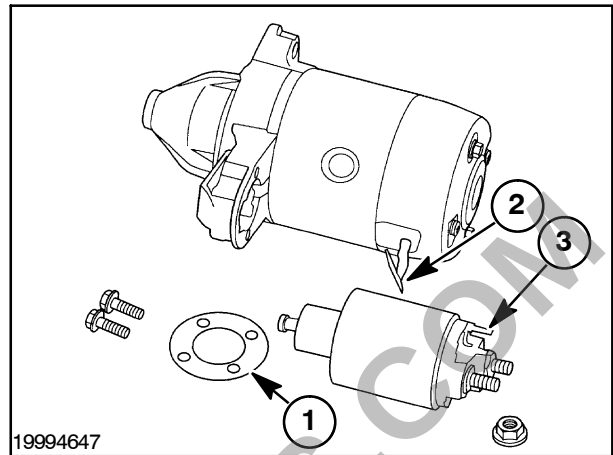


Figure 3-294

STARTER INSTALLATION - L255

1. Install the starter with the two mounting bolts, 1.

Attach the R and R/DKBL wires and the red battery cable to the starter terminal, 2. Plug the W/R wire into the starter terminal, 3. Make sure the black wires, 4, are secure on the ground stud, 5.

2. Connect the negative (-) battery cable to the battery.
3. Reinstall seat and support assembly.
4. Reinstall the fenders and any shields removed.
5. Close and securely latch the rear door.

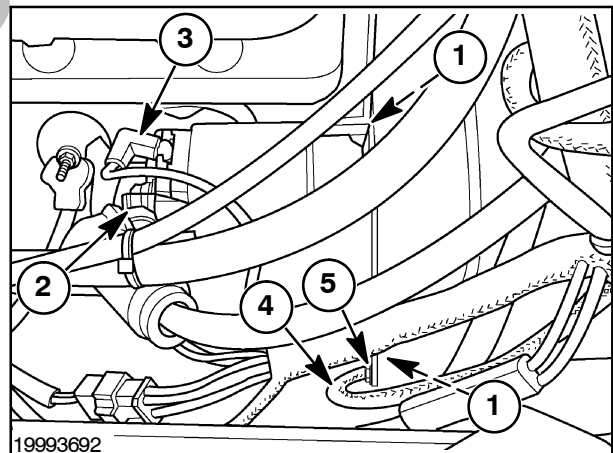


Figure 3-295

PARKING BRAKE

Pre-test instructions:

- * Operator in seat with seat belt buckled.
- * Engine running at 1500 RPM.
- * Park brake disengaged position.

STEP	TEST	RESULT	PROBABLE CAUSE AND CORRECTION
1	Push both drive controls forward equally and loader should move without restriction.	YES	Brake system OK.
		NO	Parking brake not releasing, check control handle. If OK go to next step.
2			Parking brake linkage not free, check for loosen or binding linkage. If OK go to next step.
3			Parking brake not releasing; check adjustment.

Pre-test instructions:

- * Operator in seat with seat belt buckled.
- * Engine running at 1500 RPM.
- * Park brake engaged position.

STEP	TEST	RESULT	PROBABLE CAUSE AND CORRECTION
1	Push both drive controls forward equally and loader should not move.	NO	Parking brake OK.
		YES	Parking brake not adjusted properly. If OK go to next step.
2			Parking brake linkage loose or broken.

14. Slide the block assembly, 1, with pistons installed onto the drive shaft with the piston slippers against the thrust plate.
15. Slide the block onto the drive shaft with the three notches, 2, facing out.

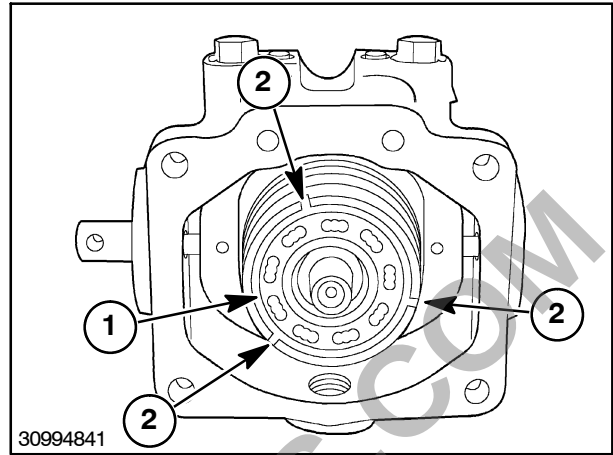


Figure 4-97

16. Install the balls, 1, and the springs, 2, in the charge check valve seats, 3.
17. Install new O rings on the plugs, 4. Tighten the O ring plugs to 20 - 24 N·m (15 - 25 ft lbs)

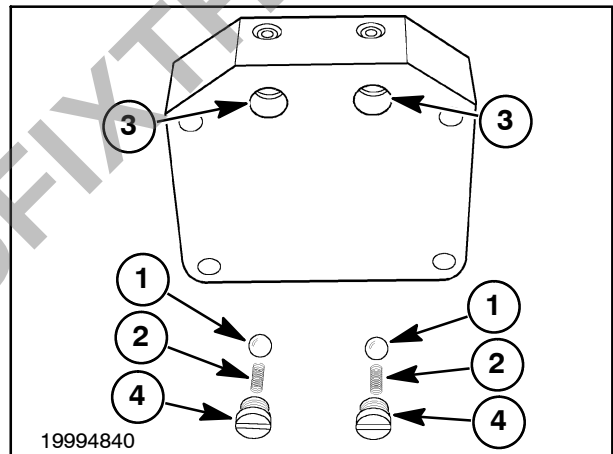


Figure 4-98

18. Align the valve plate slot, 1, with the pin, 2, and install the valve plate on the protruding bearing, 3.

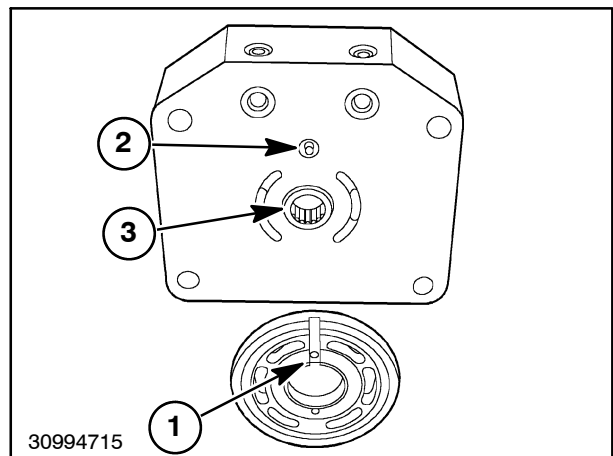


Figure 4-99

IMPORTANT: Paint or corrosion on the exposed portions of the spools can contaminate the internal porting of the valve. Be sure the exposed portions of the spools are free of paint or corrosion before removing the spools.

10. Pull the spools out of the valve at the centering spring, 1, end of the spools.

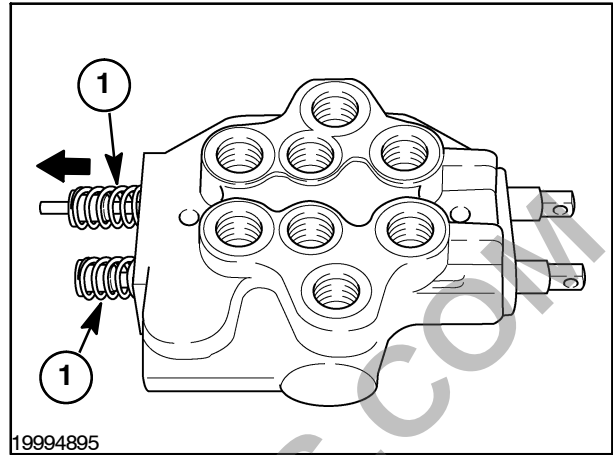


Figure 4-184

11. Inspect the spool surfaces, 1, for scoring that could cause leakby.

NOTE: If the spools are scored beyond repair, replace the control valve. Individual spools are not replaceable units.

12. Inspect the #10 centering spring screw, 2. If it is damaged or broken, replace with part #281070 and use Loctite 242 on the threads.

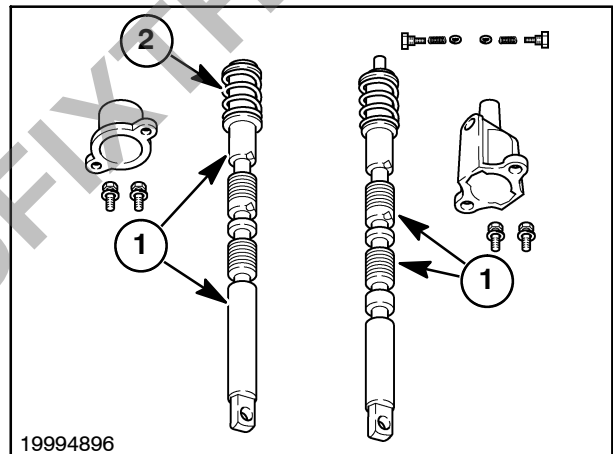


Figure 4-185

13. Remove the O rings, 1, at the front of the valve.
14. Examine the O ring seating areas, 2, for burrs or scoring. Remove minor damage with emery cloth.

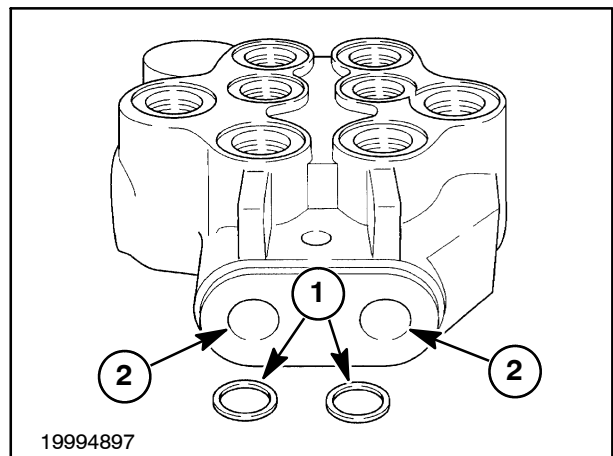


Figure 4-186

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