Fastener Torques

Standard Torque for Standard Fasteners

NOTICE

The following charts give general torques for bolts, nuts and taperlock studs of SAE Grade 5 or better quality.

Exceptions to these torques are given in Service Manuals where needed.

Bolts and Nuts with Standard Threads

Thread Size	Standard Torque	
Inch	Nm*	lb ft
1/4	12 ± 4	9 ± 3
5/16	25 ± 7	18 ± 5
3/8	45 ± 7	33 ± 5
7/16	70 ± 15	50 ± 11
1/2	100 ± 15	75 ± 11
9/16	150 ± 20	110 ± 15
5/8	200 ± 25	150 ± 18
3/4	360 ± 50	270 ± 37
7/8	570 ± 80	420 ± 60
1	875 ± 100	640 ± 75
1 1/8	1100 ± 150	820 ± 110
1 1/4	1350 ± 175	1000 ± 130
1 3/8	1600 ± 200	1180 ± 150
1 1/2	2000 ± 275	1480 ± 200

* 1 Newton meter is approximately the same as 0.1 mkg.

Taperlock Studs with Standard Threads

Thread Size	Standard Torque	
Inch	Nm*	lb ft
1/4	8 ± 3	6 ± 2
5/16	17 ± 5	13 ±4
3/8	35 ± 5	26 ± 4
7/16	45 ± 10	33 ± 7
1/2	65 ± 10	48 ± 7
9/16	90 ± 15	65 ± 11
5/8	110 ± 15	80 ± 11
3/4	170 ± 20	125 ± 15
7/8	260 ± 30	190 ± 22
1	400 ± 40	300 ± 30
1 1/8	500 ± 40	370 ± 30
1 1/4	650 ± 50	480 ± 37
1 3/8	750 ± 50	550 ± 37
1 1/2	870 ± 50	640 ± 37

* 1 Newton meter is approximately the same as 0.1 mkg.

Standard Torque for Metric Fasteners

NOTICE

Be very careful never to mix metric with U.S. customary (standard) fasteners. Mismatched or incorrect fasteners will cause machine damage or malfunction and may even result in personal injury.

Original fasteners removed from the machine should be saved for reassembly whenever possible. If new fasteners are needed, they must be of the same size and grade as the ones that are being replaced.

The material strength identification is usually shown on the bolt head by numbers (8.8, 10.9, etc.). The following chart gives standard torques for bolts and nuts with Grade 8.8.

Bolts and Nuts With Metric ISO* Threads

Thread Size	Standard Torque	
	Nm**	lb ft
M6	12 ± 4	9 ± 3
M8	25 ± 7	18 ± 5
M10	55 ± 10	40 ± 7
M12	95 ± 15	70 ± 10
M14	150 ± 20	110 ± 15
M16	220 ± 30	160 ± 20
M18	325 ± 50	240 ± 35
M20	450 ± 70	330 ± 50
M22	600 ± 90	440 ± 65
M24	775 ± 100	570 ± 75
M27	1150 ± 150	840 ± 110
M30	1600 ± 200	1175 ± 150
M33	2000 ± 275	1480 ± 200
M36	2700 ± 400	2000 ± 300

* ISO – International Standard Organization.
** 1 Newton meter is approximately the same as 0.1 mkg.

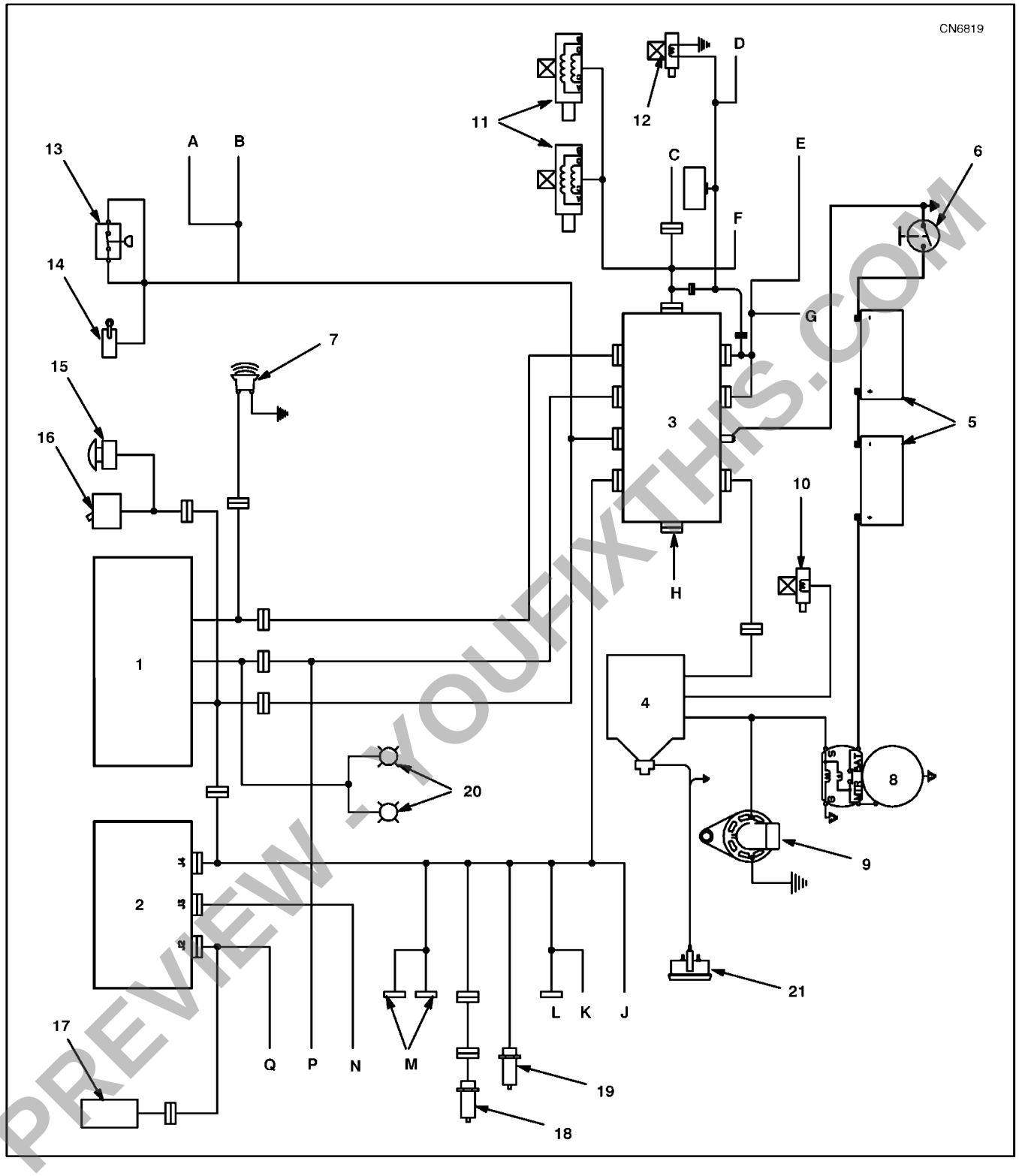
Taperlock Studs with Metric Threads

Thread Size	Standard Torque	
Metric	Nm**	lb ft
M6	8 ± 3	6 ± 2
M8	17 ± 5	13 ±4
M10	35 ± 5	26 ± 4
M12	65 ± 10	48 ± 7
M14	90 ± 15	65 ± 11
M16	110 ± 15	80 ± 11
M20	170 ± 20	125 ± 15
M24	400 ± 40	300 ± 30
M30	650 ± 50	480 ± 37
M36	870 ± 50	640 ± 37

* ISO – International Standard Organization.
** 1 Newton meter is approximately the same as 0.1 mkg.

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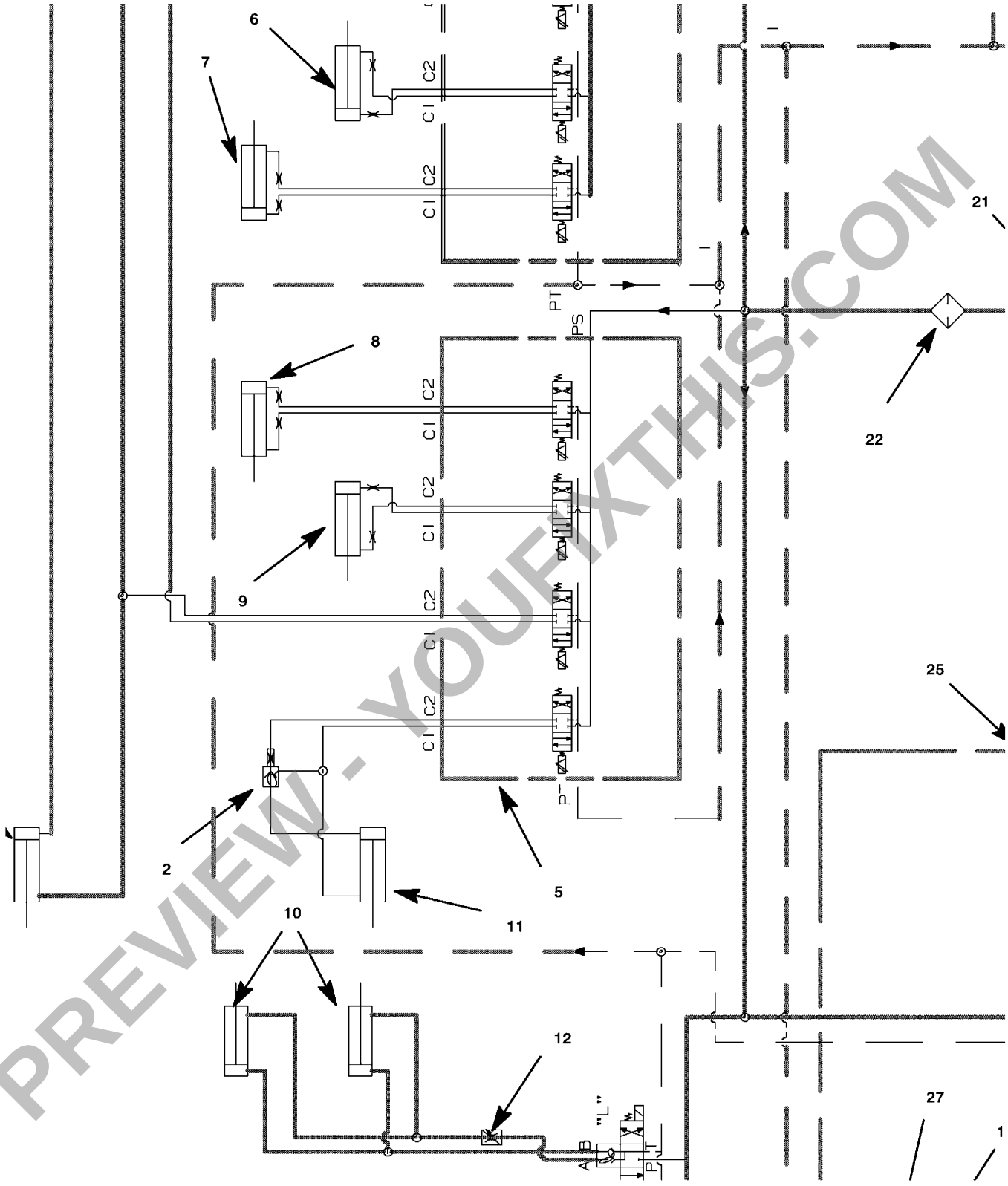
Wiring Schematic Part I

(1) Control panel assembly. (2) System 90 microcontroller. (3) Distribution box. (4) Power panel. (5) Batteries. (6) Battery disconnect switch. (7) Horn. (8) Starter motor. (9) Alternator. (10) Fuel solenoid valve. (11) Ground drive pump EDC. (12) Tight synchronization solenoid valve. (13) Clutch pressure switch. (14) Leg position limit switch. (15) Clutch control. (16) Posi-track switch. (17) Steering wheel sensor. (18) Tachometer. (19) Speed pick up. (20) Panel lights. (21) Hour meter.

(A) To clutch air solenoid valve "G". (B) To hydraulic valves. (C) To engine water temp/oil pressure gauges. (D) To posi-track solenoid valve. (E) To lights & back up alarm. (F) To engine throttle control. (G) To strobe light. (H) Additive system connector. (J) To transmission temp. gauge. (K) To hydraulic temp. gauge. (L) To hydraulic oil level gauge. (M) Additive system controller. (N) To servo valves C&D coils. (P) To servo valves A&B coils. (Q) To wheel position, grade, slope sensors.

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Auxiliary Hydraulic System

(1) Right front lift cylinder. (2) Pilot operated check valves and orifice fitting. (3) Right rear lift cylinder. (4) Left rear lift cylinder. (5) Servo valves and manifold.(6) Left rear steering cylinder. (7) Right rear steering cylinder. (8) Right front steering cylinder. (9) Left front steering cylinder. (10) Rear cutter door cylinder. (11) Left front lift cylinder. (12) Flow control needle valves. (13) Solenoid valves. (14) Front cutter door cylinder. (15) Strainer. (16) Fan drive pump. (17) Relief valve. (18) Fan motor. (19) Oil cooler. (20) Return filter. (21) Auxiliary pump. (22) Auxiliary pressure filter. (23) Manual shutoff valve. (24) Diffuser. (25) Power-up end slides attachment. (26) Pressure reducing valve. (27) Right side shield cylinder. (28) Left side shield cylinder. (29) Spraybar pivot and control attachment (option). (30) Spray bar pivot cylinder. (31) Spray opening covers cylinders. (32) Spraybar open/closed control (option). (33) Spraybar open/closed cylinder. (34) Cab attachment (option). (35) Flow control valve. (36) A/C drive motor.

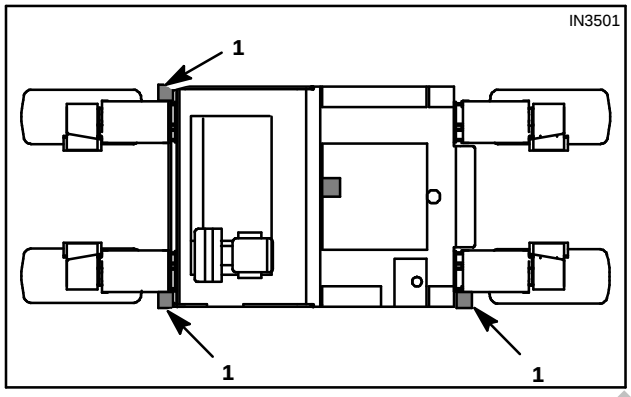
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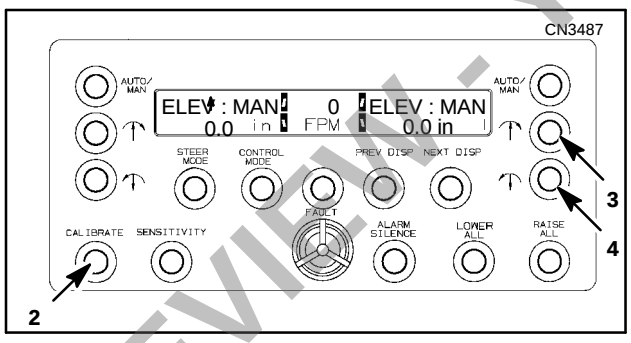
Calibrate Microcontroller and Elevation Sensors

Calibrate Elevation Sensors

NOTE: Calibration of the microcontroller is done without the engine running. The machine must first be leveled (see ***Level Machine and Cutter***).



NOTE: The procedure is the same to calibrate any elevation sensor (1), but the proper screen must be in the microcontroller window.



1. Hold calibrate button (2) down and turn ignition switch to **ON**.

CMI CONTROLLER
K019301D 3/15/99

2. Continue to hold calibrate button (2) down until Identification screen is displayed. Your screen may vary from the illustration above.

CALIBRATE ELEVATION SENSORS MODE

3. Continue to hold calibrate button (2) down until Calibrate Mode screen is displayed.

SELECT MAX CUT DEPTH AND PRESS CALIBRATE 17.5IN (44cm) ↕

4. Release calibrate button. Max Cut Depth screen will be displayed.

Sensor Arm Length	Cutter Drum Diameter	Max.Cutting Depth
a. 12 in (31 cm)	50 in (127 cm)	16.0 in (41 cm)
b. 18 in (46 cm)	50 in (127 cm)	17.5 in (44 cm)
c. 18 in (46 cm)	54 in (137 cm)	*21.5 in (55 cm)
d. 18 in (46 cm)	58 in (147 cm)	21.5 in (55 cm)

5. Press setpoint button (3)▲ to increase cutting depth number. Press setpoint button (4)▼ to decrease cutting depth number. When the correct cutting depth number (shown in column 3 of the table above) is displayed, press and release calibrate button (2).

***** Set Max. Cutting Depth to 21.5 in. (55 cm) even though actual Max. Cutting Depth will be 19.5 inches (49.5 cm).

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Lubrication and Maintenance Interval Chart

ITEM	SERVICE	LUBE
WHEN REQUIRED		
ENGINE AIR INLET SYSTEM	CHANGE A PRIMARY ELEMENT WHEN SERVICE INDICATOR SHOWS ALL RED. CHANGE SECONDARY ELEMENT AFTER THIRD CHANGE OF PRIMARY ELEMENT.	
FUEL FILTERS	WASH PRIMARY AND CHANGE SECONDARY ELEMENT WHEN FUEL PRESSURE GUAGE REGISTERS IN RED AREA, BELOW 124 KPA (18 PSI).	
CUTTER DRUM	CHECK CUTTER BITS. REPLACE AS NECESSARY.	
EVERY 10 SERVICE HOURS OR DAILY		
WALK-AROUND INSPECTION	INSPECT MACHINE. CHECK FOR OIL LEAKS.	
WHEEL GEARBOXES	CHECK FOR OIL LEAKS.	
CUTTER PLANETARY	CHECK FOR OIL LEAKS.	SHC 80W-140
HYDRAULIC SYSTEM	CHECK OIL LEVEL.	HO
COOLING SYSTEMS	CHECK ENGINE COOLANT LEVEL. CLEAN CORES OF RADIATOR, HYDRAULIC OIL COOLER AND CUTTER TRANSMISSION OIL COOLER, IF NECESSARY.	
ENGINE CRANKCASE	CHECK OIL LEVEL.	DEO 15W-40
ENGINE AIR CLEANER	CHECK AIR CLEANER INDICATOR.	
COMPRESSED AIR SYSTEM	CHECK LUBRICATOR OIL LEVEL. DRAIN MOISTURE.	HO
FUEL TANK	FILL FUEL TANK	
CUTTER DRUM	CHECK DRUM COOLANT LEVEL.	
CUTTER UPPER DRIVE SYSTEM	CHECK TRANSMISSION OIL LEVEL.	SHC 630
	GREASE (1) ZERK ON EACH UPPER BEARING ASSY.	HT
CUTTER LOWER DRIVE SYSTEM	CHECK PLANETARY GEARBOX OIL LEVEL. CHANGE OIL IN NEW OR REBUILT UNITS.	
	CHECK LOWER DRIVE OIL LEVEL.	SHC 80W-140
	CHECK PLANETARY GEARBOX SEAL BOOT AND SHAFT BEARING LUBRICATION SYSTEMS.	LUBRIPLATE 1240
LUBRICATION	LUBRICATE FITTINGS:LEG ELEVATION CYLINDERS. (3) ZERKS EACH LEG ASSEMBLY.	HT
TIRES	CHECK CONDITION AND AIR PRESSURE.	
EVERY 50 SERVICE HOURS OR WEEKLY		
ENGINE AIR SYSTEM	CHECK INLET AND EXHAUST.	
FUEL TANK	DRAIN WATER AND SEDIMENT.	
CUTTER BELT BANDS	CHECK CONDITION. ADJUST TENSION OR REPLACE BELT BAND, IF NECESSARY.	
COMPRESSED AIR SYSTEM	CHECK FOR LEAKS. CLEAN COMPRESSOR FINS.	
CUTTER UPPER DRIVE SYSTEM	LUBRICATE FITTINGS OF DRIVE SHAFTS AND UPPER DRIVE BEARINGS. (3) ZERKS ON EACH DRIVELINE.	HT
LUBRICATION	LUBRICATE FITTINGS: CUTTING DEPTH INDICATORS. (12) ZERKS.	MPGM
WHEEL GEARBOXES	CHECK OIL LEVELS.	SHC 80W-140
CUTTER AIR CLUTCH	CHECK OIL LEVEL.	SHC 80W-140

NOTE: Pull oil sample at the hydraulic oil sampling port. OIl cleanliness level for continous operation to have an ISO particle count of 18/13 or lower.

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Safety

General

Most accidents involving product operation, maintenance and repair are caused by failure to observe basic safety rules or precautions. An accident can often be avoided by recognizing potentially hazardous situations before an accident occurs. A person **must be** alert to potential hazards. This person should also have the necessary training, skills and tools to perform these functions properly.

CMI/Terex is not responsible for the training and familiarization of personnel who operate, maintain or service CMI/Terex machinery, or work in the vicinity of CMI/Terex machinery, except for CMI/Terex personnel. The owner, lesser, renter or user of the CMI/Terex machinery is responsible for properly training and familiarizing the necessary personnel with the CMI/Terex machinery.

Read and understand all safety precautions and warnings before operating or performing lubrication, maintenance and repair on this product.

Basic safety precautions are listed in this section. Specific safety warnings for all these publications are provided in the description of operations where hazards exist. **WARNING** labels have also been put on the product to provide instructions and to identify specific hazards. If these hazard warnings are not heeded, bodily injury or death could occur to you or other persons. Warnings in this publication and on the product labels are identified by the following symbol.

⚠ WARNING

Improper operation, lubrication, maintenance or repair of this product can be dangerous and could result in injury or death.

DO NOT operate or perform any lubrication, maintenance or repair on this product until you have read and understood the operation, lubrication, maintenance and repair information.

Operations that may cause product damage are identified by **NOTICE** labels on the product and in this publication.

NOTICE

Do notice these labels.

CMI/Terex cannot anticipate every possible circumstance that might involve a potential hazard. The warnings in this publication and on the product are therefore not all inclusive. If a tool, procedure, work method or operating technique not specifically recommended by CMI/Terex is used, you must satisfy yourself that it is safe for you and others. You should also ensure that the product will not be damaged or made unsafe by the operation, lubrication, maintenance or repair procedures you choose.

The information, specifications, and illustrations in this publication are on the basis of information available at the time it was written. The specifications, torques, pressures, measurements, adjustments, illustrations, and other items can change at any time. These changes can affect the service given to the product. Obtain the complete and most current information before starting any job.

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NOTICE

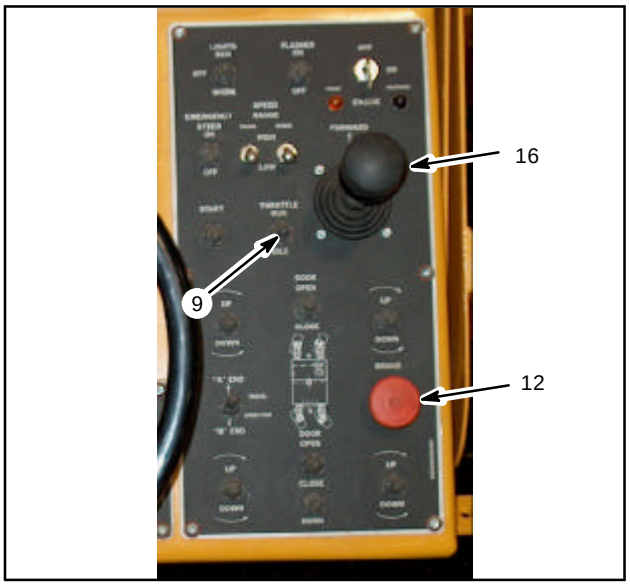
The Illustrations, charts, photographs and layout examples shown in this manual are intended solely to help you understand the text. Some illustrations show details or attachments that may be different from your machine. Also, guards and covers may have been removed for illustrative purposes.

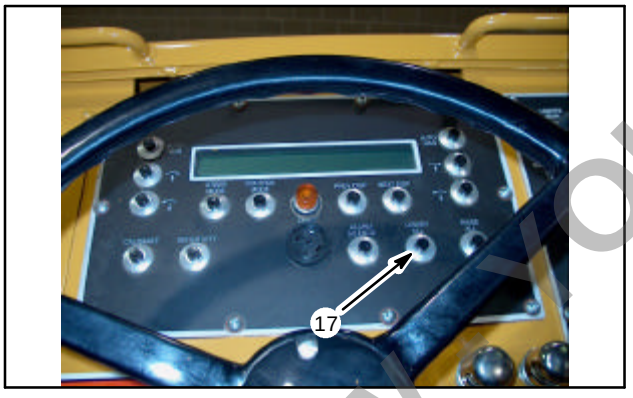
Continuing improvement and advancement of product design may have caused changes to your machine which are not included in this manual. The information contained in this document is subject to change without notice.

Whenever a question arises regarding your machine or this manual, please consult your CMI/Terex Dealer, CMI/Terex Parts Sales (1–800–264–7278) or CMI/Terex Product Support for the latest available information.

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18. Move travel control (16) slowly toward **FORWARD** to move the machine very slowly and carefully off the trailer and down the ramp.

19. Move the machine to a convenient place to park and move travel control (16) to **NEUTRAL** to stop the machine.

20. Press and hold lower–all button (17) to lower the machine with all leg cylinders. Release the button when the person viewing the cutter from the ground signals that the cutter is approximately 2 in (5 cm) above the ground.

21. **Push** brake switch (12) **IN** to set the parking brakes.

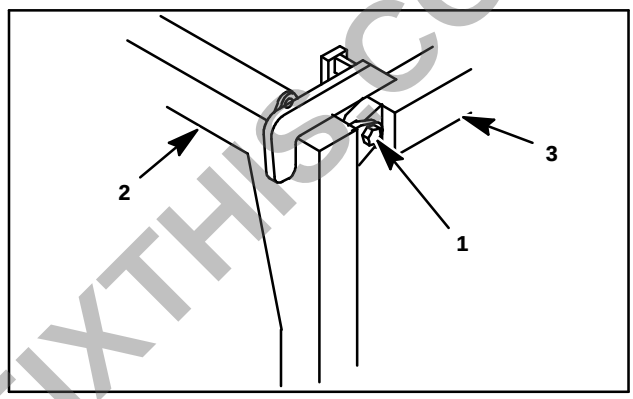
22. Release the spring–centered steering wheel to allow the wheels to straighten, then hold throttle switch (9) at **IDLE** until engine speed is reduced to low idle.

23. Stop the engine. See ***Stop the Engine*** in the ***Operation Section***.

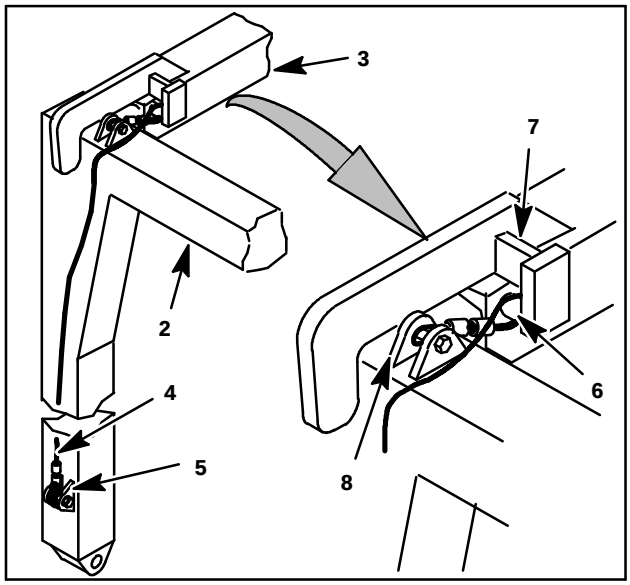
If Equipped, Position the Roll Over Protection Structure (ROPS)

If your machine is equipped with a ROPS, the ROPS must be lowered for shipping or raised before unloading the machine from the trailer.

Lower the ROPS for Shipping



1. Remove bolts (1) that fasten ROPS front section (2) to rear sections (3).



2. Check to see that cable (4) at each side is installed to aid in folding the ROPS to the shipping position. If the cables are properly installed, **go to step 7**. If not, **go to step 3**.

3. At one side of the ROPS, position the eye at one end of cable (4) between lower cable lugs (5) of ROPS front section (2). Install the retaining bolt through both lugs and the eye of the cable.

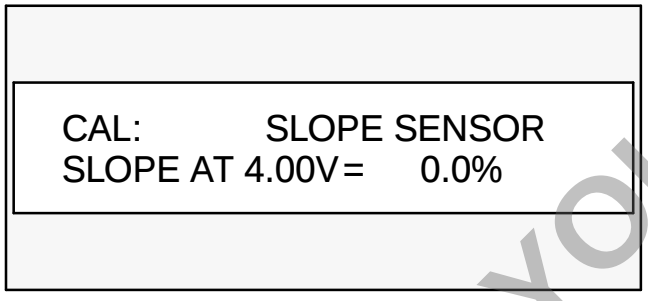
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Elevation and Steering Sensor Screens

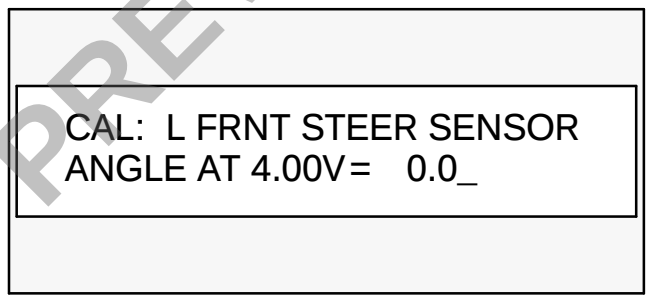
All rotary sensors are calibrated by rotating the sensor housing until the correct output is displayed on the screen for that sensor. A sensor can only be calibrated correctly after the specified conditions are met for that particular sensor:

- Steering Wheel Sensor (4.00V) – steering wheel is centered.
- Wheel Steering Sensors (4.00V) – all wheels aligned parallel to the machine.
- If equipped, Slope Sensor (4.00V) – cutter level side-to-side with teeth touching the ground.

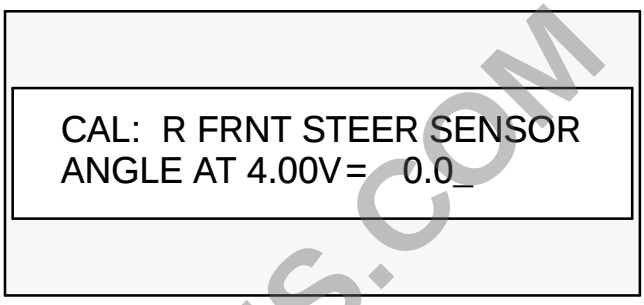


Voltage output of slope sensor, if equipped, with cutter level. This screen appears only if Right Side Configuration Mode is set at ELEVATION OR SLOPE or at SLOPE ONLY.

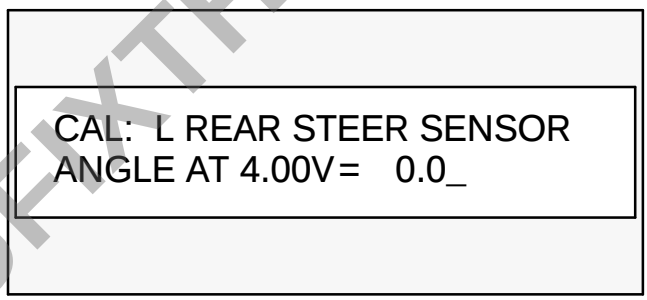
NOTE: The direction that each set of wheels, front or rear, will turn depends upon the steering mode being used (see ***Steering Mode Delimiters***). Always look at the wheel being checked to be certain which direction the wheel is turned: Left = wheel turned counterclockwise, right = wheel turned clockwise.



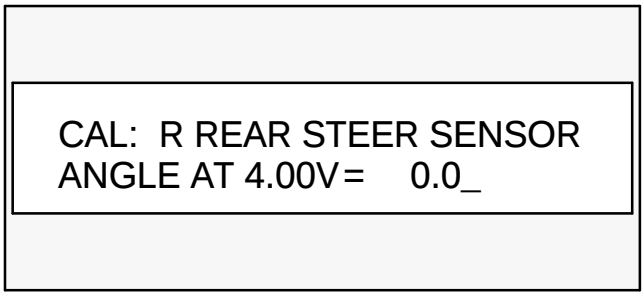
Voltage output of left front steering sensor when that wheel is aligned straight ahead.



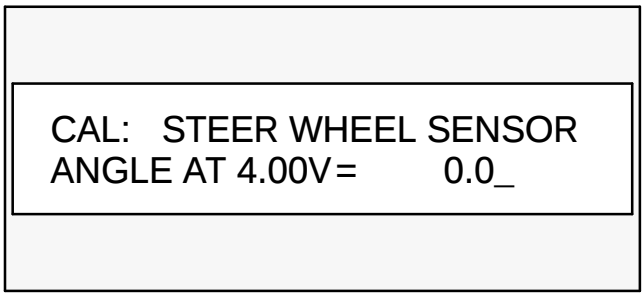
Voltage output of right front steering sensor when that wheel is aligned straight ahead.



Voltage output of left rear steering sensor when that wheel is aligned straight ahead.



Voltage output of right rear steering sensor when that wheel is aligned straight ahead.



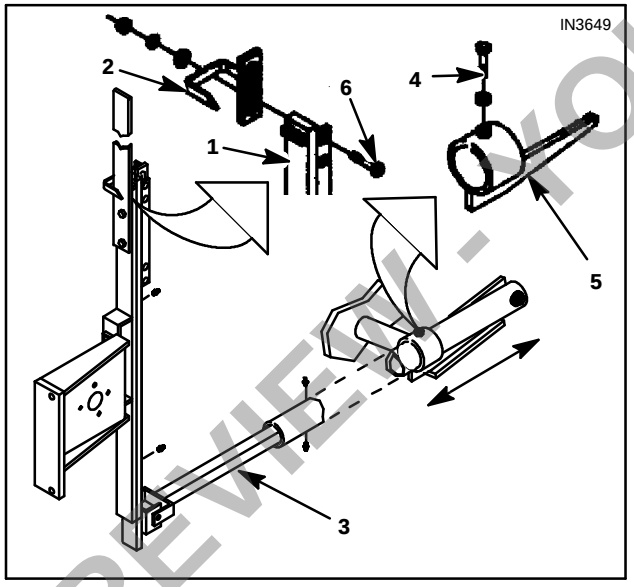
Voltage output of steering wheel sensor when steering wheel is centered.

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Adjust Cutter Depth Indicator Scales



A cutter depth indicator scale is located at each corner of the mainframe.



The cutter depth indicator scales should be adjusted only after the machine has been leveled (see ***Level Machine and Cutter***). When the cutter teeth are just touching the ground, pointer (2) on each scale should be at zero and inner arm (3) should be level. Inner arm (3) may have a maximum of about 5 degrees up slope.

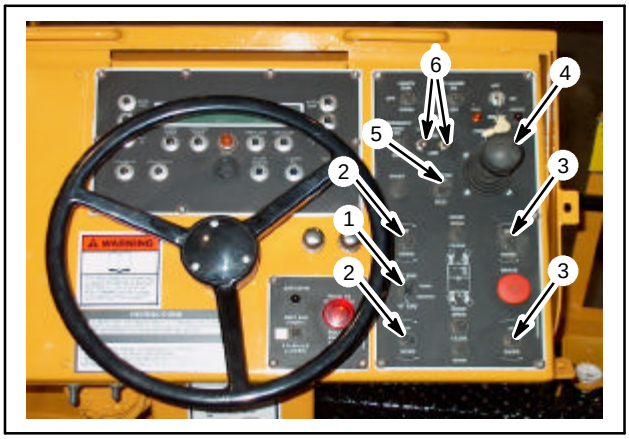
1. If inner arm (3) is not level, loosen setscrew (4) and slide wedge (5) in or out as necessary. Tighten setscrew (4).

2. If pointer (2) is not at the zero mark on depth indicator scale (1), loosen mounting bolts (6) and move the pointer and slotted bracket to place the pointer at zero. Tighten mounting bolts (6).

3. **Repeat steps 1 and 2** for the other depth indicator scales.

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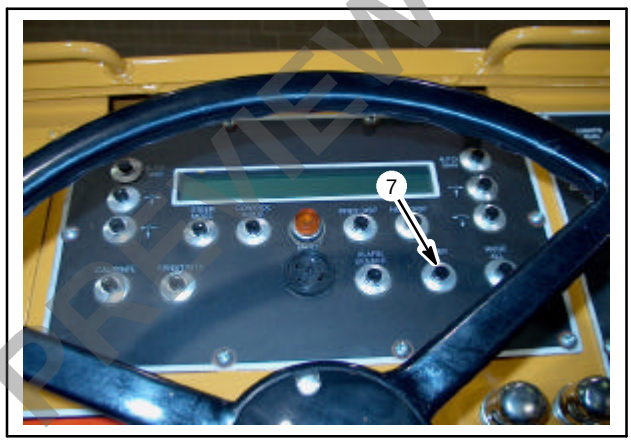
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2. Move machine into position for the test cut so all wheels are straight ahead and the cutter is over the point where the test cut will be started, then move travel control lever (4) to neutral.

3. Use throttle switch (5) to reduce engine speed. Set **WHEEL** speed range switch (6) to **LOW** and **TRANS** speed range switch (6) to **HIGH** or **LOW**, depending upon conditions.

NOTE: A person on the ground can visually check the position of the cutter teeth and signal the operator when the cutter teeth are just above grade.

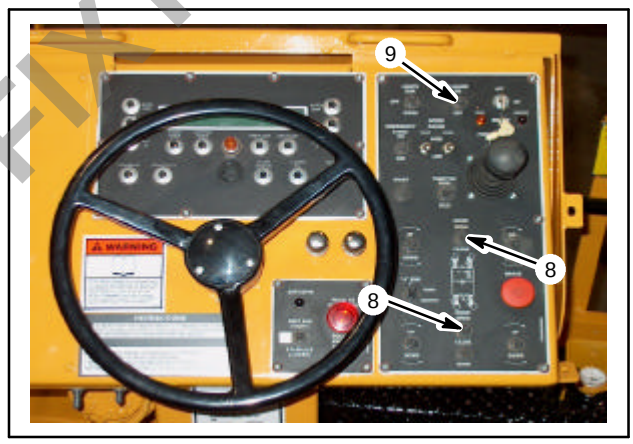


4. Press and hold lower–all button (7) to lower the machine. Release the button at the signal from the person on the ground.

NOTE: Pressing lower–all button (7) automatically places the mode of operation at both sides of the machine (elevation and, if available, slope) at **MAN**. The sides of the machine may not lower evenly when the lower–all button is used.

5. Check that the cutter is approximately level with grade. If the cutter is not level, lower the high end by moving both up/down switches (2) at the same time to lower the left side, or by moving either up/down switch (3) to lower the right side.

6. If a deep cut will be made, remove the filler bars. See ***Cutter End Slides*** under ***Operating Adjustments***.



7. Hold each door switch (8) at **CLOSE** until the rubber flaps of each cutter door are touching the grade, then move flasher switch (9) to **ON**.

NOTICE

To avoid possible machine damage, shift the cutter drive transmission only when:

- **D** Machine is stopped and travel control is positioned at neutral.
- **D** Engine is at low idle.
- **D** Cutter is disengaged.
- **D** The shift lever opposite the lever being shifted is at neutral.
- **D** Input and output shafts have both stopped turning.

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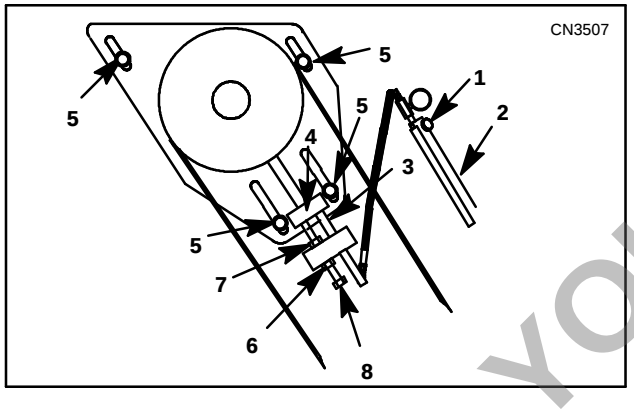
Compressed Air System

Replace Belt Band

⚠ WARNING

Engagement of the cutter can cause personal injury.

Disengage the cutter clutch, stop the engine, move the cutter transmission shift levers to neutral and remove the key from the ignition switch. Attach a DO NOT OPERATE tag to the controls.



1. Check that pressure relief valve knob (1) of tensioning pump (2) is fully closed to maintain pressure when pumping is stopped.

2. Pump tensioning pump (2) until piston rod (3) makes contact against takeup housing plate (4).

3. Loosen four bolts (5) that hold the takeup in place. Bolts (5) must be loose enough to allow the takeup to slide easily, but they must still hold the takeup flat against the support.

4. Loosen jam nut (6).

5. While holding jam nut (7) with a wrench, turn bolt (8) until bolt end is even with jam nut (7).

6. Open knob (1) slowly to relieve the pressure of pump (2), allowing the takeup to slide downward until plate (4) is against jam nut (7).

7. Remove old belt band, install new belt band and adjust the new belt tension (see ***Adjust Tension***).

8. Check belt tension again after first 30 minutes of cutter operation and readjust as necessary.

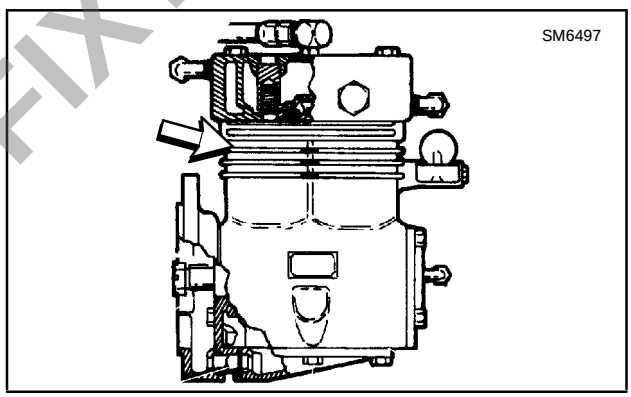
Check for Leaks

⚠ WARNING

A weak fitting or line under air pressure can fail with explosive force and cause personal injury. Completely discharge all air pressure before attempting to repair any leaks.

Stop the engine and check the air distribution system for leaks. Repair any leaks found.

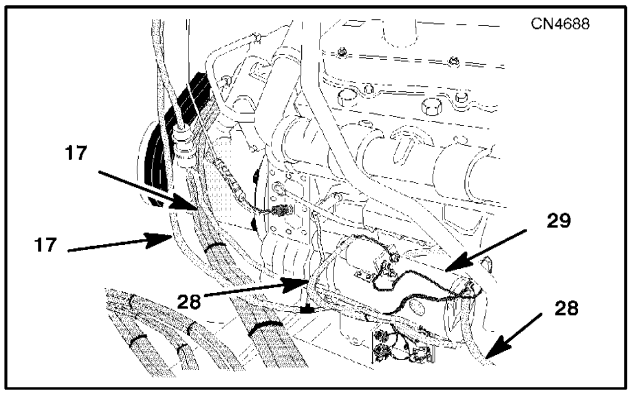
Clean Compressor Cooling Fins



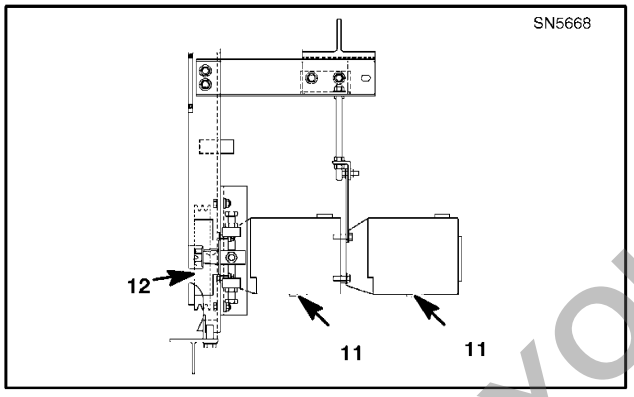
Check the compressor fins for dirt and oil. Wipe or blow dirt off the fins. Use detergent or solvent as necessary to remove any grease or oil.

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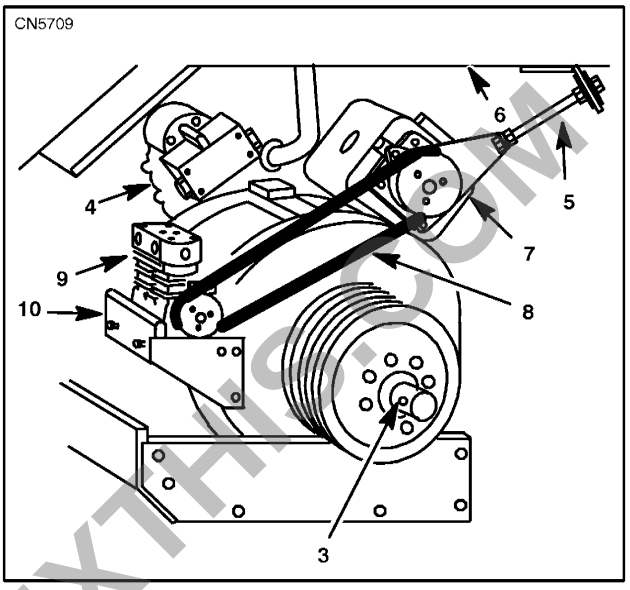
32. Install starter cables (28) to starter (29).



33. Install ground drive pumps (11), supporting adjustable framework and coupler assembly(12). This may require the use of an alignment tool to align the pumps, coupler, and engine flywheel.

34. Connect pump direct drive coupler (12) to the engine flywheel.

35. Remove caps or plugs and connect all hoses, lines, and electrical connections to ground drive pumps (11).



36. Install air compressor (9) and mounting bracket/base plate slide adjuster assembly (10).

37. Remove caps or plugs and connect all hoses and lines to air compressor (9).

38. Coat the shaft of auxiliary hydraulic pump (7) with noncorrosive grease.

39. Install auxiliary hydraulic pump (7) to the engine drive pad.

40. Remove caps or plugs and connect all hoses and lines to the auxiliary pump (7).

41. Install air compressor/auxiliary hydraulic pump drive belt (8).

42. Install air compressor/auxiliary hydraulic pump drive belt tensioner (5) to mainframe (6). Apply tension to the belt by loosening the compressor base plate hold down bolts (not shown), adjusting side mounted base plate adjusting bolts (10) and the stop nuts on the tensioner shaft (5).

43. Coat the shaft of fan drive pump (4) with noncorrosive grease.

44. Install the drive pump (4) to the engine drive pad.

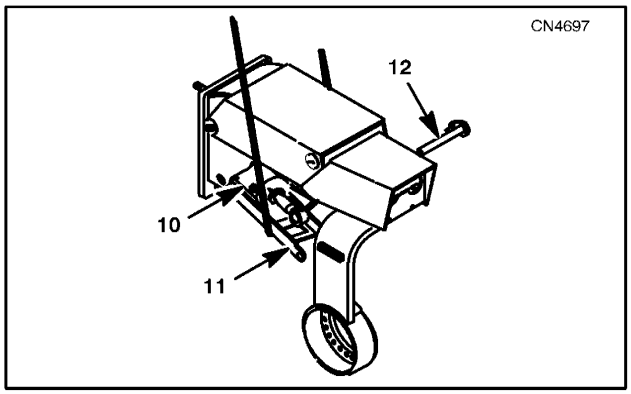
45. Remove caps or plugs and connect all hoses and lines to the fan drive pump.

46. Remove caps or plugs and connect the air pressure line to engine clutch (3).

47. Connect electrical cables (17).

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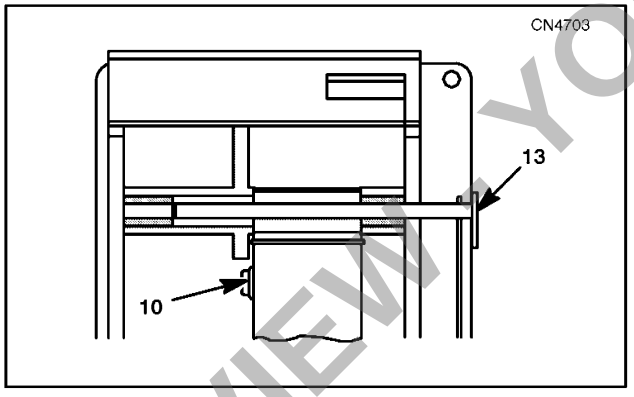
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11. Unbolt pin (12) that connects rod end of elevation cylinder (10) to the the caster pivot group. Remove pin.

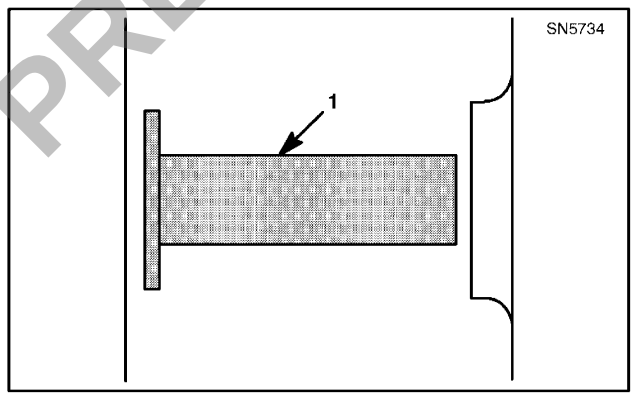
12. Lower the free ends of lower pivot arm (11) and elevation cylinder (10) down away from leg assembly.

13. Run the lifting lines of the lifting device around the upper pivot arm and attach the lines to elevation cylinder (10). Take the slack out of the lifting lines.



14. Unbolt pin (13) from bracket.

15. Pry pin about 76 mm (3 in) out of bracket.

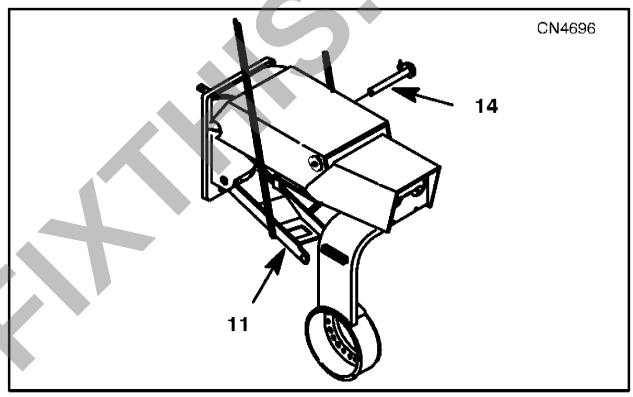


NOTE: If the elevation cylinder that is being removed is on the **B end** of the machine, the fabricated pin will have to be inserted between the leg unit and the radiator and oil cooler shells for support.

16. Insert fabricated pin (1) into bracket.

17. Pry pin (13) out just far enough to free the head end of the cylinder.

18. Lower elevation cylinder (10) out of the leg assembly, then move the cylinder away.

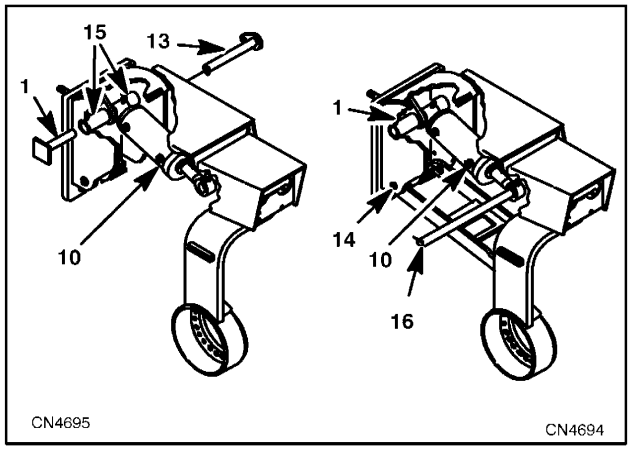


19. Run the lifting lines of the lifting device around the upper pivot arm and attach the lifting lines to lower pivot arm (11).

20. Unbolt pin (14) from bracket. Remove pin.

21. Lower pivot arm (11) out of the leg assembly.

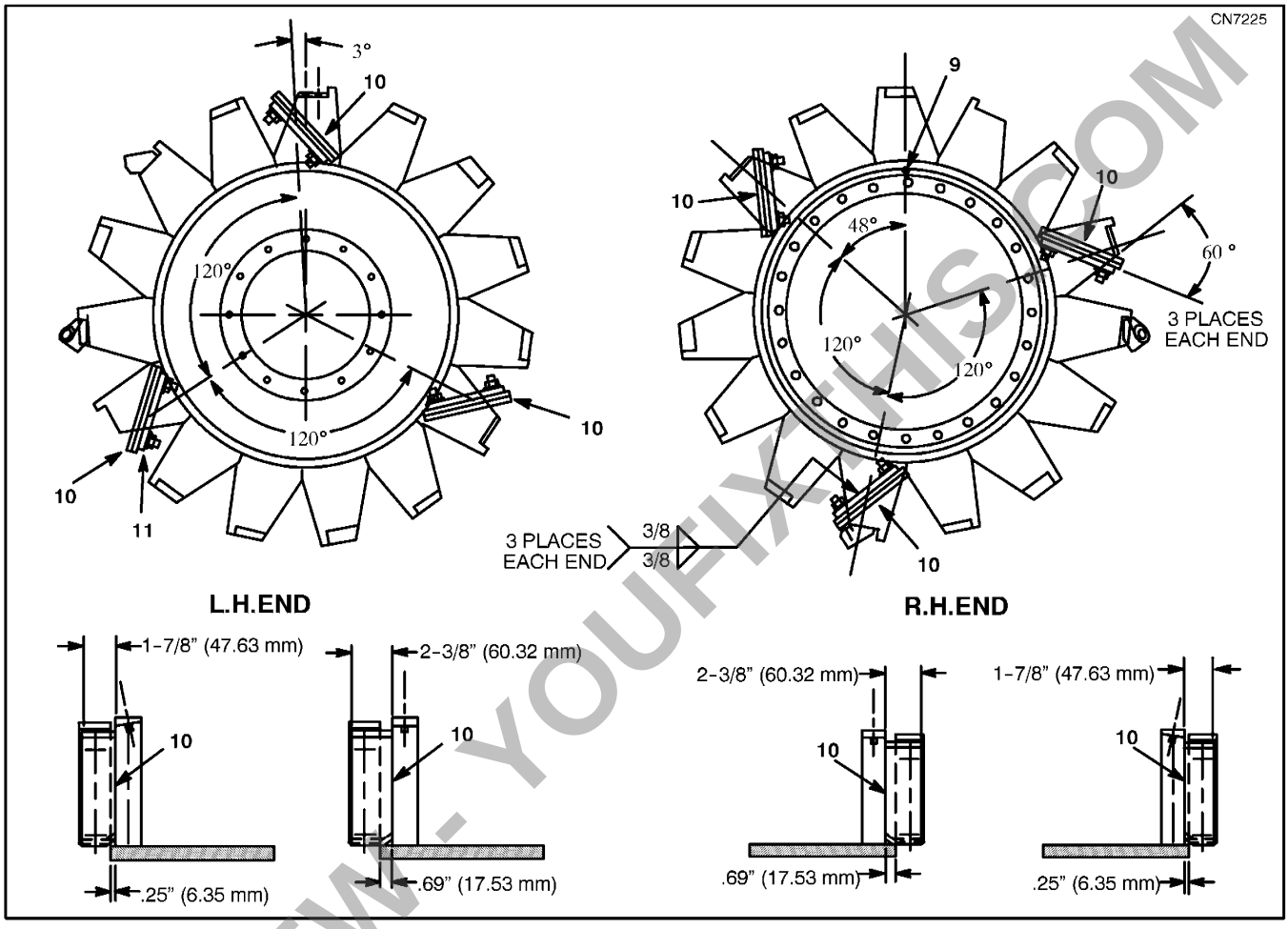
NOTE: The following steps are for installation of the elevation cylinder.

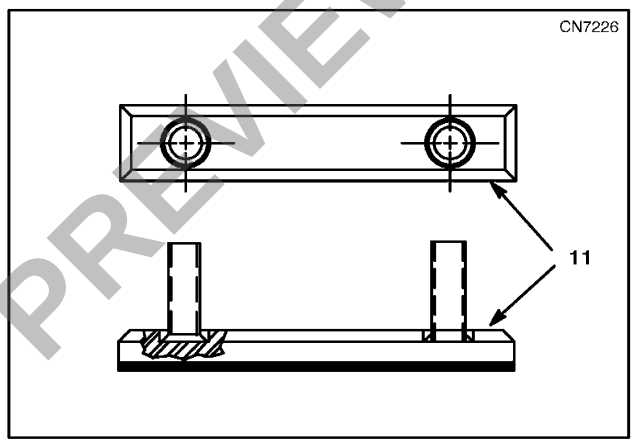


22. Use the lifting device to move elevation cylinder (10) up into the leg assembly. Align the head end of cylinder (10) with tubes (15). Drive pin (13) through cylinder clevis and into bracket. Use pin (13) to move pin (1) out of bracket.

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NOTE: When using an arc welder on machine, attach the ground lead as near as possible to the work being done. If the welder current passes through a bearing it can damage the bearing.

9. Using the cutter crank tool (6), rotate the cutter drum until 0° mark (9) is located.

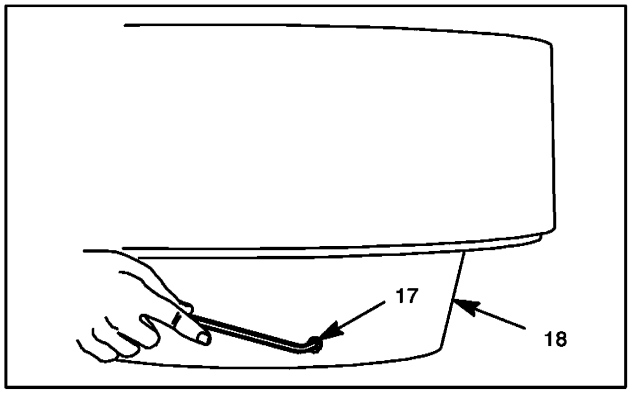
10. Position the new mounting bars (10) as shown above and weld them in place.

11. Grind the mounting face of any mounting bar that has weld spatter so it will mate flush with the wear bar.

12. Position wear bars (11) on mounting bars (10) and install the mounting nuts and washers.

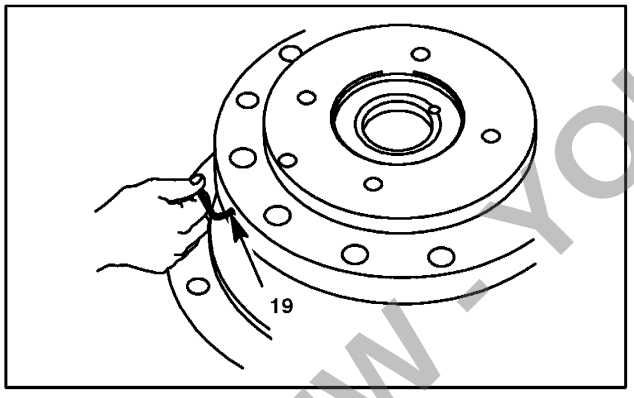
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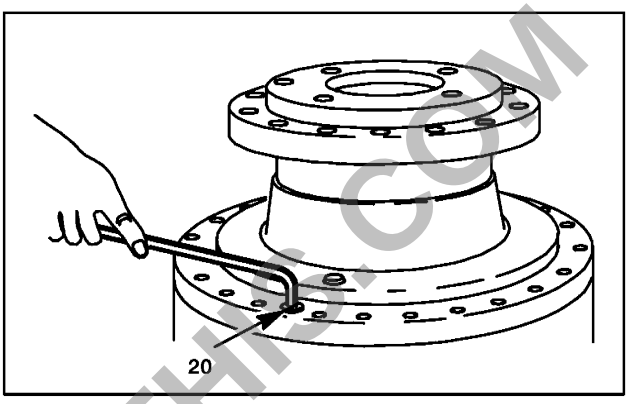


23. Tighten pipe plug (17) in the pipe plug hole located in seal boot (18).

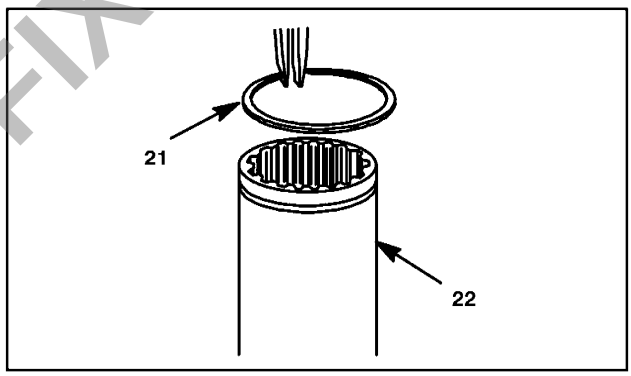
24. Turn hub over so that it rests on its cover end.



25. Tighten pipe plugs (19) in the two pipe plug holes near the bottom of the spindle.



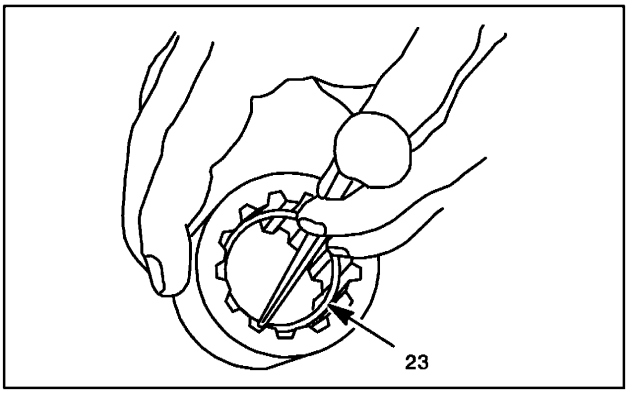
26. Tighten magnetic pipe plugs (20) in the three remaining pipe plug holes in the hub.



⚠ WARNING

Retaining rings may slip away from tool unexpectedly. Personal injury could result. Wear safety glasses during the next two steps.

27. Using retaining ring pliers, insert retaining ring (21) into groove around outside of coupling (22).



28. Using a punch, insert retaining ring (23) into the groove around the inside of coupling.

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