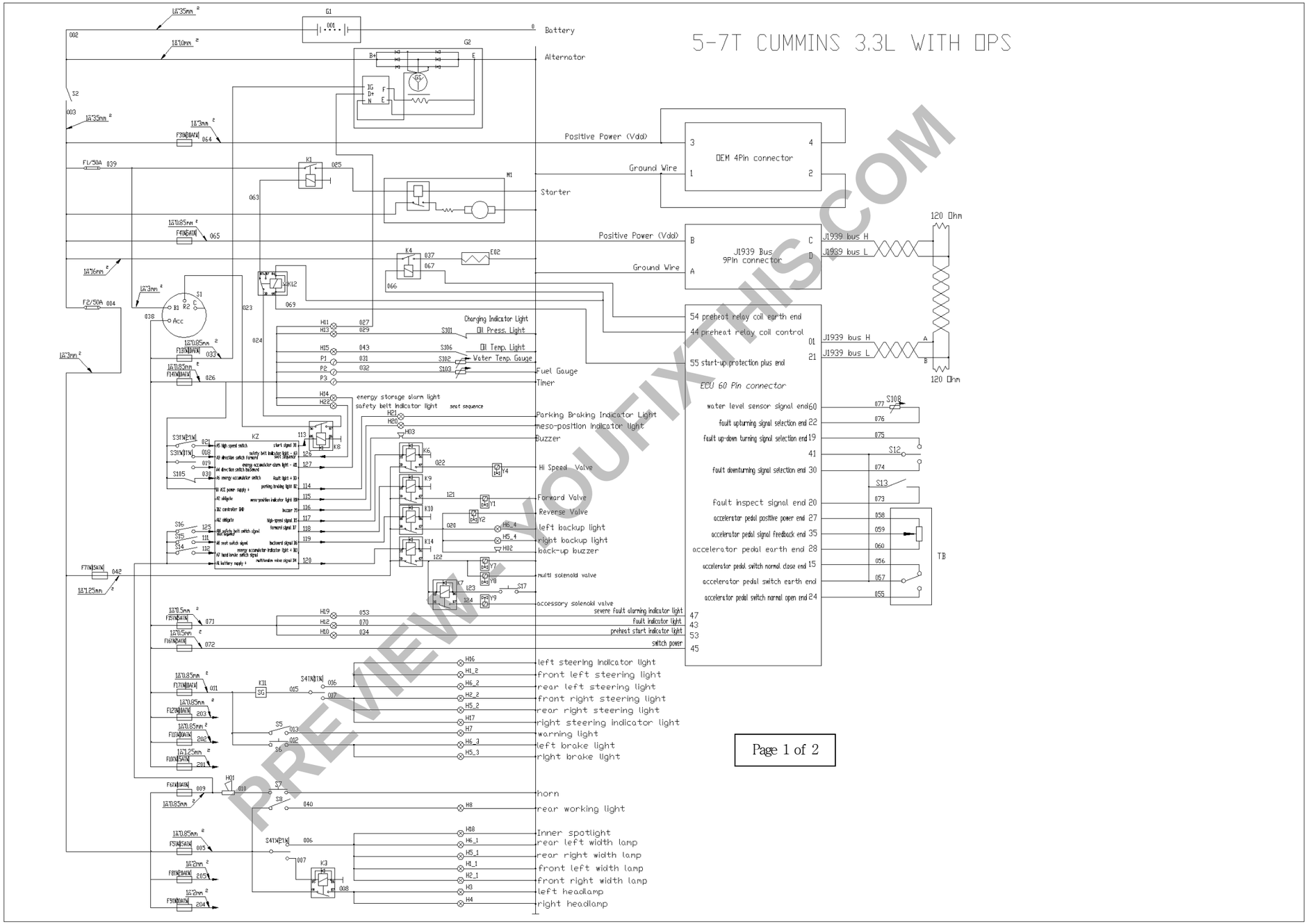
10.1 Schematics



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7.8. Schematic Diagram of Hydraulic System

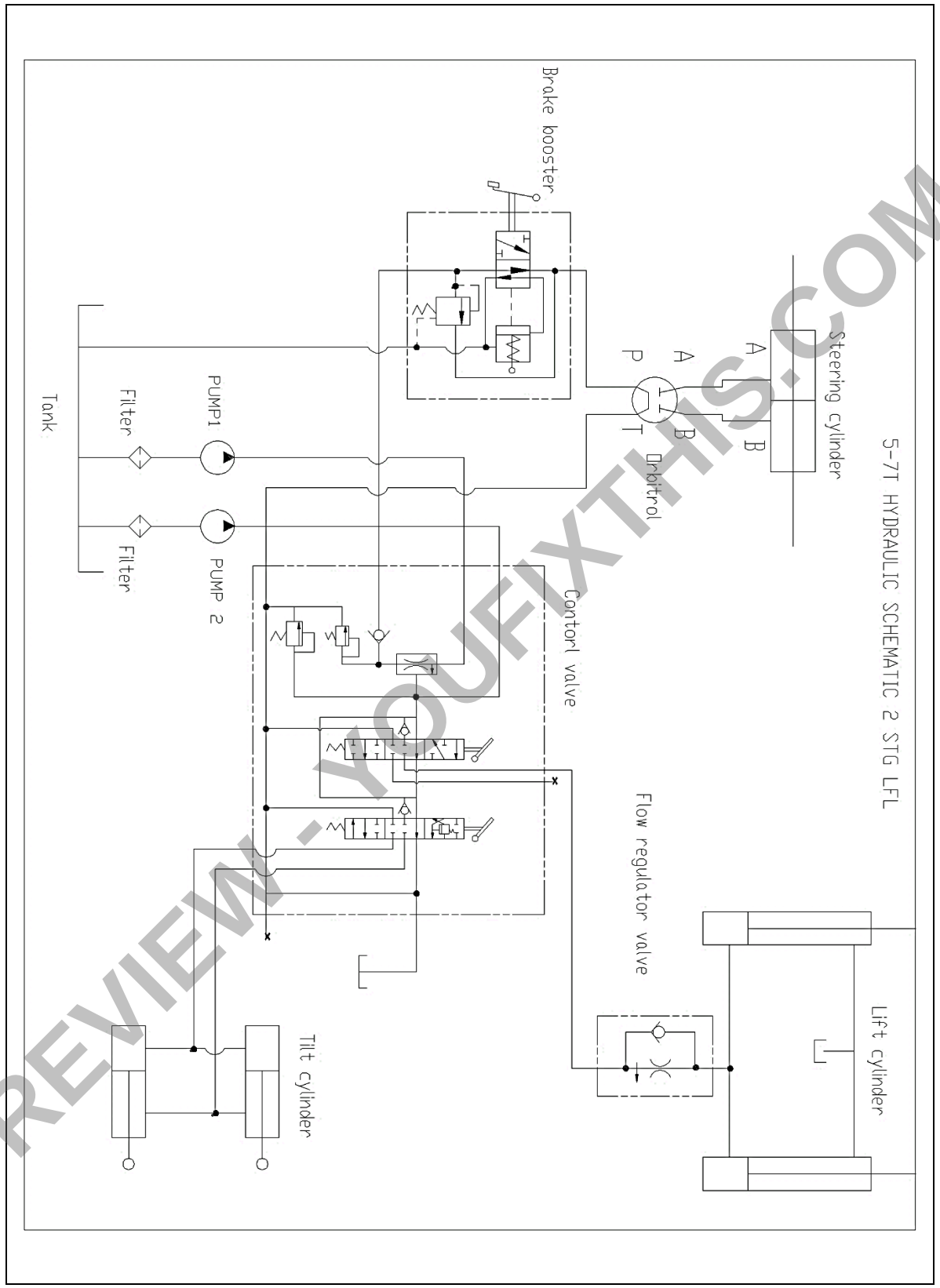


Figure 7-5: Schematic Diagram of Hydraulic System

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3.1.5 Main Technical Parameters

Drive Axle Type	Full-Floating, Direct Mounting Of Axle Beam To Vehicle Frame
Total Reduction Ratio	20.72
Main Reduction Ratio	4.875
Final Reduction Ratio	4.25
Final Reduction Device	Cylindrical Planetary Gear
Brakes	Drum Brakes

Test, Adjustment Items		Standard Parameters	Remarks
Final Reduction Unit	Needle number of planetary gear	210 ↑	
	Inside diameter of planetary gear bushing	45 mm	
	Planetary gear diameter	86 mm	
	Wheel bearing preload	50 N·m	Turn lock nut back after tightening
	Tightening torque of lock nut/fixing bolt	50 N·m	
	Tightening torque of cover coupling bolt	50 N·m	
	Tightening torque of rim nuts	500 N·m	
	Tightening torque of hub and planet carrier nuts	100 N·m	
	Tightening torque of hub and brake disc coupling bolts	(240-280) N·m	
Main Drive and Differential	Backlash between side gear and differential gear	(0.19-0.25) mm	Limit 0.5 mm
	Backlash between driving and driven bevel gears	(0.2-0.35) mm	Limit 0.5 mm
	Face run out of driven spiral bevel gear	0.15 mm	Limit 0.2 mm
	Thickness of side gear thrust washer	1. 6 mm	
	Preload of bearings at both ends of differential	(26-35) N·m	Nuts at both ends must be of equal tightness
	Tightening torque of driven spiral bevel gear	120 N·m	Coat with Loctite 262
	Tightening torque of differential casing coupling bolts	130 N·m	Coat with Loctite 262
	Tightening torque of bearing block bolts	250 N·m	Coat with Loctite 262
	Tightening torque of main reduction unit fixing bolts	100 N·m	Coat with Loctite 262
	Tightening torque of adjuster nut retaining washer bolt	35 N·m	Coat with Loctite 262

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3.7. Removal and Installation

3.7.1 Removal and Installation of Drive Axle Assembly

•Removal

(1) Raise front end of forklift truck and support frame using wooden blocks or a secure support base.
(2) Remove mast.
(3) Remove front tires.
(4) Place collection container under axle and drain all gear oil from axle housing.
(5) Remove brake coupling nuts from left and right brake wheel cylinders.

> ⚠ **NOTE**:
> Insert a rubber stopper into brake line to prevent brake fluid from leaking out.

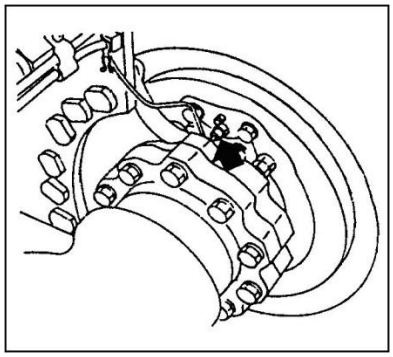


Figure 3-7

(6) Remove transmission shaft.

> ⚠ **WARNING**:
> Be careful to avoid damaging the brake lines and other parts.

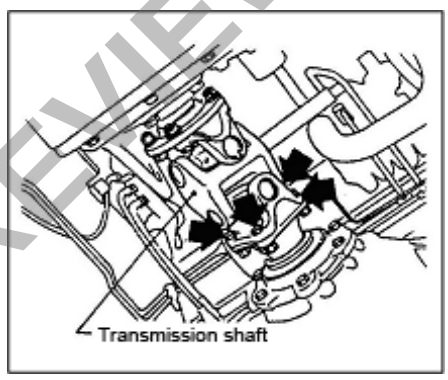


Figure 3-8

(7) Gently lift drive axle using lifting apparatus.

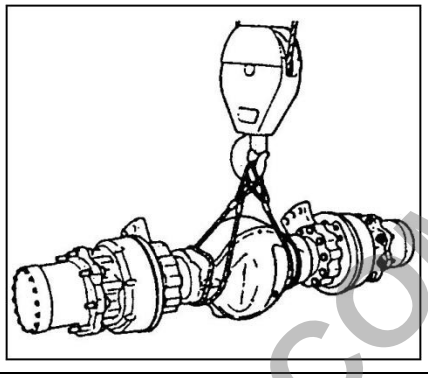


Figure 3-9

(8) Remove coupling bolt securing support sleeve to frame.

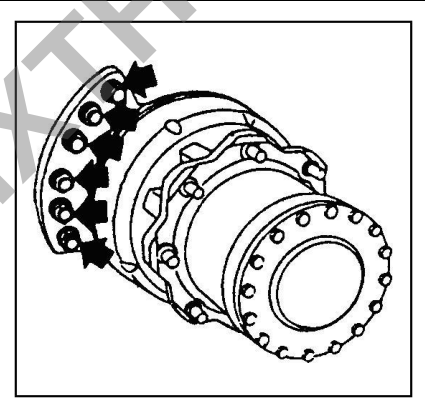


Figure 3-10

(9) Remove drive axle.

Install in reverse order of removal.

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2.3 Precautions for Installation and Use

2.3.1 Before installing the transmission, first wipe the oil seals on the surface clean of oil. The transmission must not be removed or disassembled arbitrarily, so as to prevent oil leakage during use.
2.3.2 Prevent knocks or collisions with the mounting surfaces and torque converter, so as avoid affecting precise installation and operation.
2.3.3 Check that the run out of the central mounting hole on the engine flywheel is no greater than 0.15 mm, the flywheel face run out is not greater than 0.1 mm; and the mounting face run out of the flywheel housing is not greater than 0.2 mm.
2.3.4 The forklift operating mechanism should be able to guarantee accurate travel and reliable positioning of the operating valve stem and inching valve stem. The inching valve stem should return to its original position when the operator releases the pedal. During installation of the inching valve stem, it should be able to link with the brake pedal. Make sure that the inching valve stem stroke is equal to or greater than 15 mm, and that it can only cause the brake pedal to brake after cutting off the oil supply to the clutch. Close the inching valve before shifting gears.
2.3.5 When lifting the transmission , keep it level to prevent the torque converter from sliding out.
2.3.6 Never modify the transmission oil line system. Lubricate the transmission thoroughly to ensure correct operation. transmission circulating oil cannot be used for other purposes. Working oil should meet the grade specified in this manual.
2.3.7 Working oil should be kept clean and free from impurities. Change oil after every 1000 hours of use or long periods of disuse.
2.3.8 Add working oil, run engine in neutral gear for 5 minutes, then check that the oil level is between the upper and lower marks on the dipstick. The filler cap also functions as a vent cap.

2.4 Troubleshooting Table

Fault	Causes and Remedy
Efficiency reduced and oil temperature too high	1 Friction discs seized or worn. Check for sticking, uneven contact or warping of separator plates. 2 Insufficient oil in torque converter. Check condition of oil pump and check oil level. 3 Bearing damaged. Replace bearing. 4 Check lubricant line for blockages. Clear lubricant line. 5 Torque converter one-way clutch seized. Replace torque converter.
Oil leakage	1 Sealing washer damaged. Replace worn sealing washer. 2 Rubber parts aging or damaged. Replace parts. 3 Part damaged or cracked. Replace.
Clutch pressure low and swing too large.	1 Oil level too low. Check oil level, top up oil to proper level. 2 Seal rings on clutch shaft and piston worn or joint jammed when assembling. Replace and pay attention when assembling seal rings. 3 Oil pump worn. Replace oil pump. 4 Oil filter strainer blocked. Clean or replace oil filter. 5 Check whether the inching valve stem has reset.

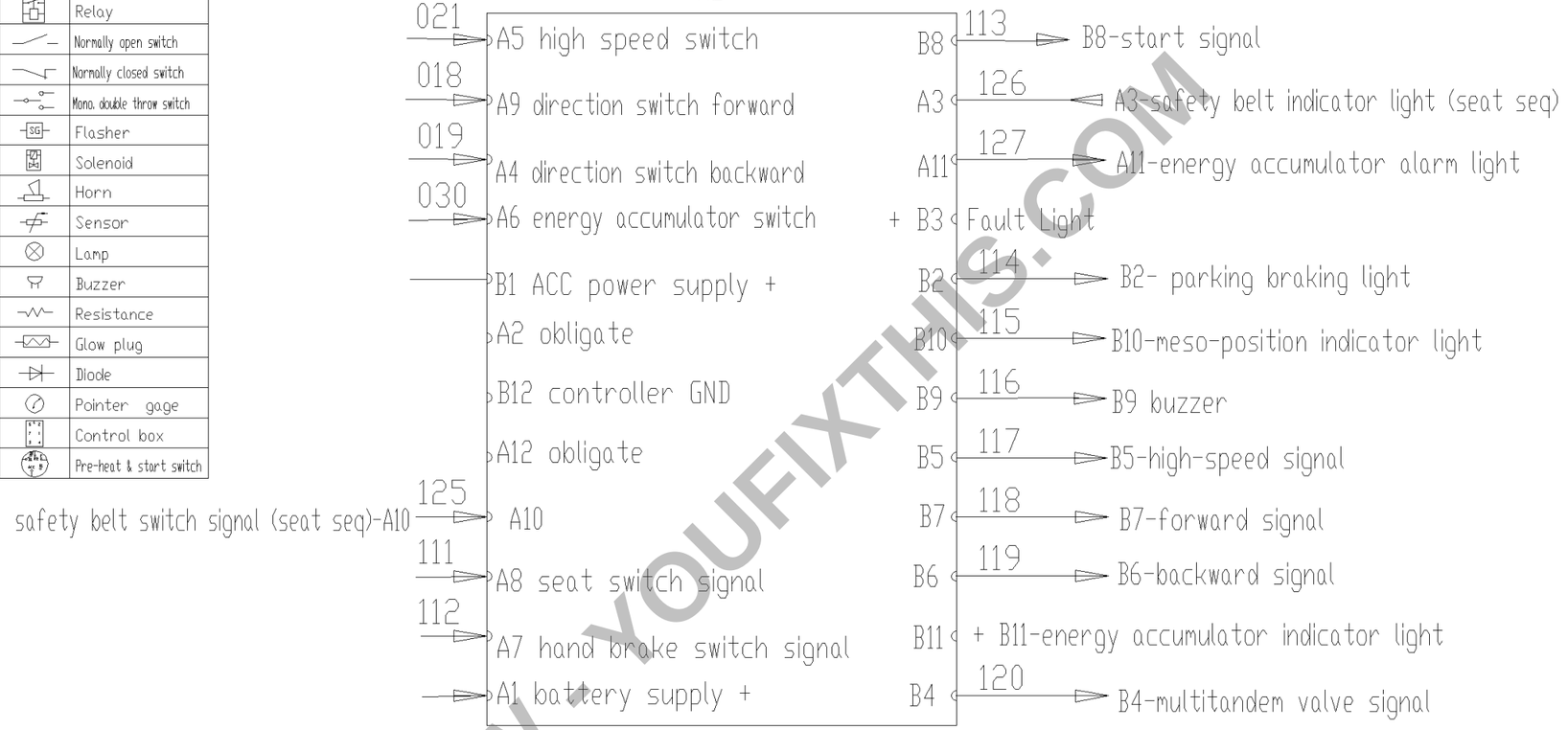
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No	Sign	Instruction
1		Fuse
2		Banked battery
3		Relay
4		Normally open switch
5		Normally closed switch
6		Mono. double throw switch
7	SG	Flasher
8		Solenoid
9		Horn
10		Sensor
11		Lamp
12		Buzzer
13		Resistance
14		Glow plug
15		Diode
16		Pointer gage
17		Control box
18		Pre-heat & start switch

5-7T CUMMINS 3.3L WITH □PS

KZ



Pre-heat & start switch QK

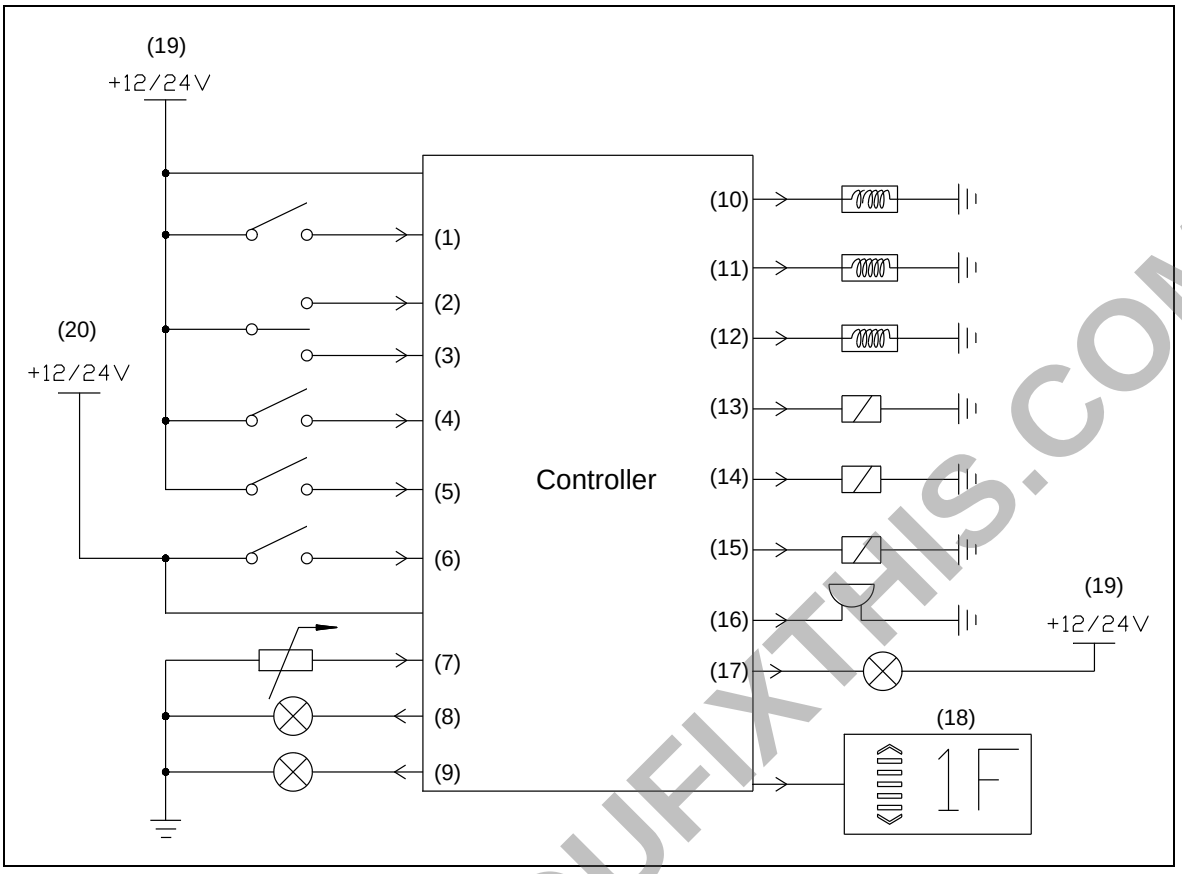
Contact / Disjunction / Ability / Position	B1	B2	Acc	C	R1	R2	Instruction
			240W	480W	1200W	1200W	□ff / Preheat / Run / Start
Preheat	○	○					
□ff	○	○					
Run	○	○	○				
Start	○	○	○	○		○	Starting,preheating positions are short -term job,self-reset positions.

Attention:The "o" in the sheet stand for breakover.

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2. OPS Wiring



(1). Manual/ Automatic	(2). Forward Gear	(3). Reverse Gear	(4). Seat Switch
(5). High & Low Speed Changeover Switch	(6). Parking Brake Switch	(7). Forklift Speed Sensor	(8). Mid-Position Indicator
(9). Parking Brake Alarm Light	(10). Forward Solenoid Valve	(11). Reverse Solenoid Valve	(12). High-& Low-Speed Solenoid Valve
(13). Starting Output	(14). Mast Lifting & Lowering Output	(15). Mast Forward & Backward Tilt Output	(16). Alarm Output
(17). Manual/ Automatic Output	(18). Indication of Gear	(19). Key Switch Power Supply	(20). Battery Power Supply

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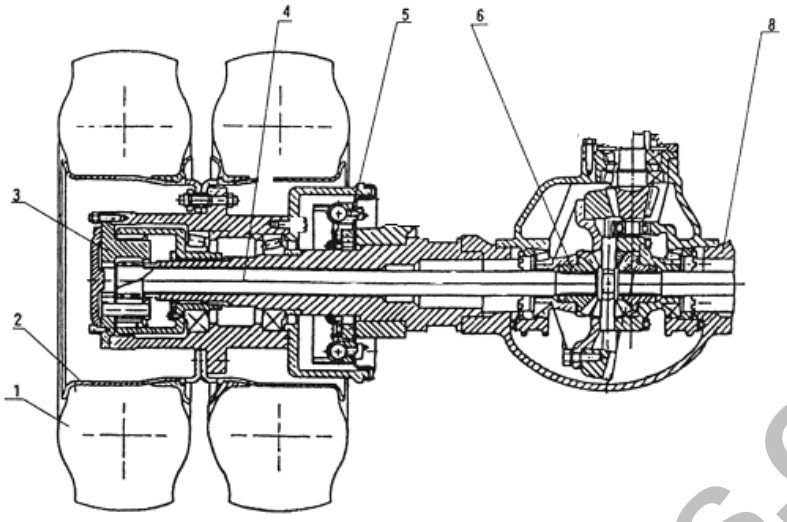


Figure 3-2: Drive Axle

1. Wheel	2. Rim	3. Final Reduction Unit	4. Half-Axle
5. Foot Brake	6. Main Reduction Unit	8. Axle Housing	

Tightening torque during installation: N·m

Tightening torque of coupling bolt securing support sleeve to frame	550 N·m
Tightening torque of coupling bolt securing transmission shaft to flange	150 N·m
Tightening torque of brake coupling bolts	(189-252) N·m
Tightening torque of rim bolts	411 N·m

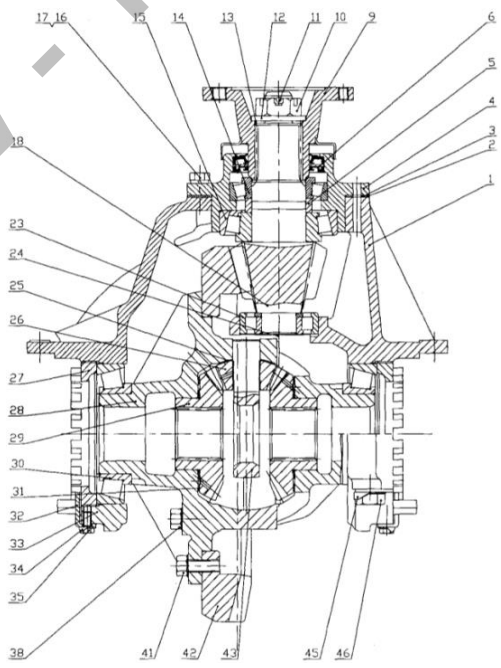


Figure 3-3: Structural Diagram of Main Reduction Unit

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