3 Technical data

	Unit	BPU2540	BPU 2540A

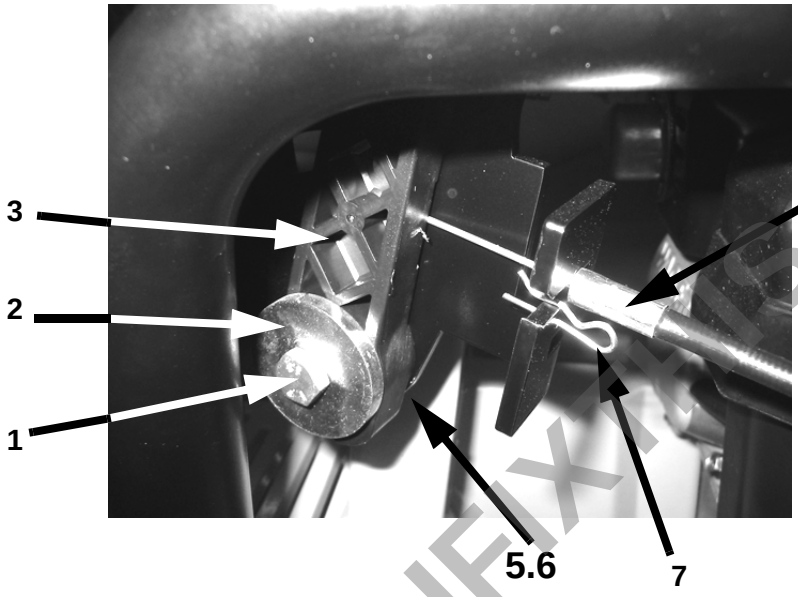
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7 Disassembly

1. Disassembly the control lever (3). With an SW 13 ring wrench, hold the hexagonal bolt (1), loosen the hexagonal nut (6) with an SW 13 open-end wrench and remove along with the spring washer (5).
2. Remove the hexagonal bolt (1), the washer (2), and the control lever (3).
3. Pull out the spring pin (7) and remove the Bowden cable (8).



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6 Special tools

6.1 Disassembly/assembly of coupling



0015100



0017380



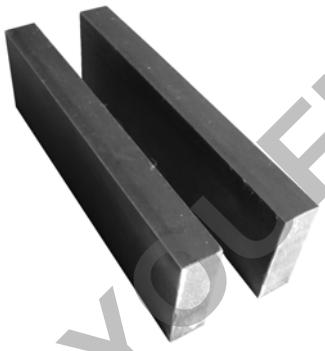
0023339



0048585



0207960



Parallel strip



Inner circlip pliers

Item number	Designation	Item number	Designation
0015100	Tube	0207960	Stamp
0017380	OmniFit	-	Parallel strip
0023339	Tube	-	Inner circlip pliers e.g. Hoofman 71980, J11
0048585	Tube		

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12 Maintenance

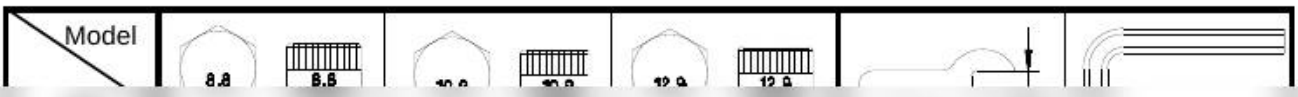
12.1 Maintenance schedule

Component	Maintenance jobs	Maintenance interval
Air cleaner	Check for damage and a tight fit.	Daily
Fuel	Check air cleaner element – clean or replace if necessary.	
	Check tank cap for tightness – replace if necessary.	
Engine oil	Check oil level – top off if necessary.	
Exciter	Check for tightness.	
Bowden cable	Check for ease of movement.	
Engine oil	First oil change	after 20 h
Ignition	Clean spark plug, check that spark plug air gap is 0.7 mm.	Monthly
Exciter	Verify that mounting screws are tight.	
Hydraulic control system	Check oil level – top off if necessary.	
V-belt	Check V-belt tension – tighten if necessary.	
Protective frame	Check the tightness of mounting screws on protective cage and central lifting point.	
Engine oil	Oil change	after 100 h
Exhaust muffler	Remove combustion chamber deposits from the spark arrester screen.	
Exciter	Check oil level – top off if necessary.	after 150 h
Exciter	Oil change	after 250 h
Tapped clearance	Check and set; 0.15 mm intake and 0.20 mm exhaust for a cool engine.	after 300 h

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14 Torques



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Table of Contents

1 Preface 3

2 Safety instructions 4

2.1 Policy 4
2.2 Organizational measures 6
2.3 Competence of the operator 7
2.4 Protection equipment 8
2.5 Transport 9
2.6 Operation 10
2.7 The operational safety of the vibratory plates 11
2.8 Operational safety of the combustion engine 12
2.9 Maintenance 13

3 Technical data 14

4 Description 16

4.1 Application areas 16
4.2 Dimensions 16
4.3 Maximum allowable slanting position 17
4.4 Functional description 17

5 Operation 19

5.1 Checking the engine before taking into service 19
5.2 Fuel 19
5.3 Starting the engine 19
5.4 Operation of the engine 21
5.5 Forward and reverse operation 21
5.6 Shutting off the engine 22

6 Special tools 23

6.1 Disassembly/assembly of coupling 23
6.2 Disassembly/assembly of center pole head 24
6.3 Disassembly/assembly of exciter shaft 25

7 Disassembly 26

7.1 Throttle Bowden cable 26
7.2 Protective cage 28
7.3 Coupling and V-belt 31
7.4 Drawbar 39
7.5 Center pole head 42
7.6 Engine 48
7.7 Upper mass 51
7.8 Base plate 53
7.9 Exciter shaft 55

8 Assembly 67

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2 Safety instructions

2.1 Policy

In keeping with the latest technological developments

The equipment is built in keeping with the latest technological developments and the recognized technical safety rules. Nevertheless, improper use can result in hazards to life and limb of the user or third parties or damage to the units and other material assets.

Proper use

The unit is exclusively designed for soil and asphalt compaction in trenches and surfaces.

The vibration of interlocking paving stones is also possible. — For this, we recommend the use of the paving pad (accessories) for the protection of the interlocking paving stones and noise reduction.

The unit is not suitable for the compression of strongly cohesive or frozen soil.

The operation on concrete floors or similar hard surfaces is not permitted.

Use in accordance with the intended purpose also includes the observation of all information in this manual as well as complying with the prescribed maintenance and service instructions.

Any use that exceeds or is not in accordance with the intended purpose is considered improper. The manufacturer shall not be held liable for damage resulting from this. The risk lies entirely with the operator.

Structural changes

Do not carry out any structural changes without written approval from the manufacturer. You could endanger your safety! Additionally, the manufacturer's liability and warranty will be canceled.

Prerequisite for operation

The flawless and safe operation of the equipment requires the following:

- Proper transport, storage, installation, and assembly.
- Careful operation.
- Careful maintenance.

Operation

Only operate the equipment in accordance with the intended purpose and in a technically flawless condition.

Only operate the unit in a safety and hazard-conscious manner with all protective devices.

Never operate the unit in explosive environments.

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Table of Contents

8.1 Throttle Bowden cable 67
8.2 Protective cage 69
8.3 Coupling and V-belt 73
8.4 Drawbar 80
8.5 Center pole head 83
8.6 Engine 89
8.7 Upper mass 92
8.8 Base plate 94
8.9 Exciter shafts 97

9 Versions 114

10 Assembly of exciter from calendar week 15/2013 115
10.1 Pre-assembly of the exciter shaft 117
10.2 Exciter housing 123
10.3 Assemble the exciter control 125
10.4 Assembly of drive 132
10.5 Assembly of the eccentric weights 138

11 Coupling from version 108 BPU2540A 142

12 Maintenance 147
12.1 Maintenance schedule 147
12.2 Engine oil 148
12.3 Hydraulic control system 149
12.4 Exciter 150
12.5 Cleaning the fuel strainer cup 150
12.6 Spark plugs 151
12.7 Carburetor setting 151
12.8 Cleaning the air filter 152

13 Fault 154

14 Torques 155

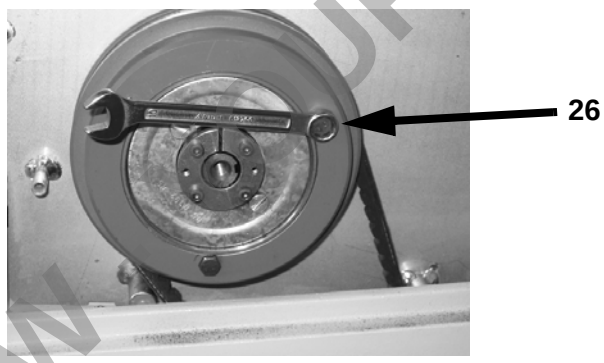
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1. Using an SW 5 Allen wrench, loosen the four socket head cap screws (9) and remove from the belt guard (8). Disassemble the belt guard (8) from the engine (1). The belt guard (8) is fixed to the engine (1) with sleeves and is therefore somewhat difficult to move during the disassembly.



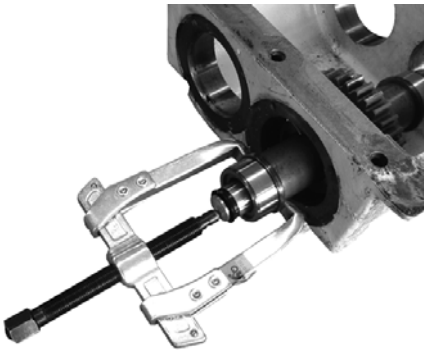
2. Loosen the three hexagonal bolts (26) with an SW 8 ring wrench and remove. Remove the clutch drum (24). These are also removed according to the arrangement of the shim rings (25). If the clutch drum (24) does not loosen itself from the second part (12), it can be loosened by lightly tapping the front part (24) with a rubber mallet.



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15. Using a two-arm extractor, the inner bearing race can also be removed from the same side of the exciter housing (15). The shaft (18) can then be removed.



16. In order to completely disassemble the shaft (18), both inner bearing races must be removed. This can be done with either a two-arm extractor or a manual press.



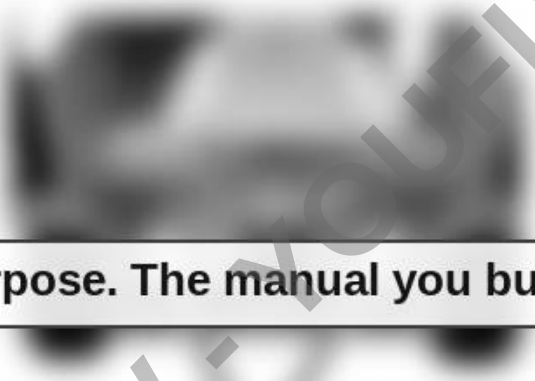
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8 Assembly

1. Raise the upper mass (1) onto the base plate using a suitable device.
2. For the assembly of the upper mass (1), the four socket head cap screws (3) along with the washers (2) must be screwed on and tightened with an SW 8 Allen wrench. The torque is 49 Nm.





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10.2 Exciter housing

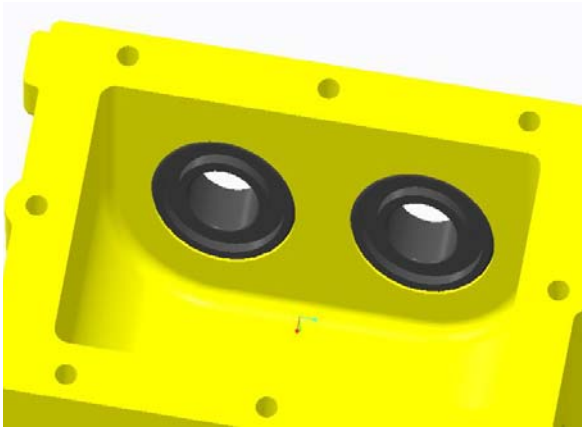
1. The image shows the exciter housing (1) from above. The exciter housing (1) is **not** symmetrical, even though it appears to be. The assembly is performed as follows.



2. On one side, you will find six tapped bores. At the end of the assembly, the belt guard (12) will be attached here. This means that the shaft (2) will be attached to this side of the exciter housing (1). The cone will face in the direction of the six tapped bores.
3. The label on the shaft (3) also faces the side of the six tapped bores.



4. Attach a cylindrical roller outer bearing (16) into the exciter housing (1).
5. There is **no** detent.
6. Allow the outer bearing of the cylindrical roller bearing (16) in the exciter housing (1) to slightly project. The exact position will be established with the covers (8, 13, 30).



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