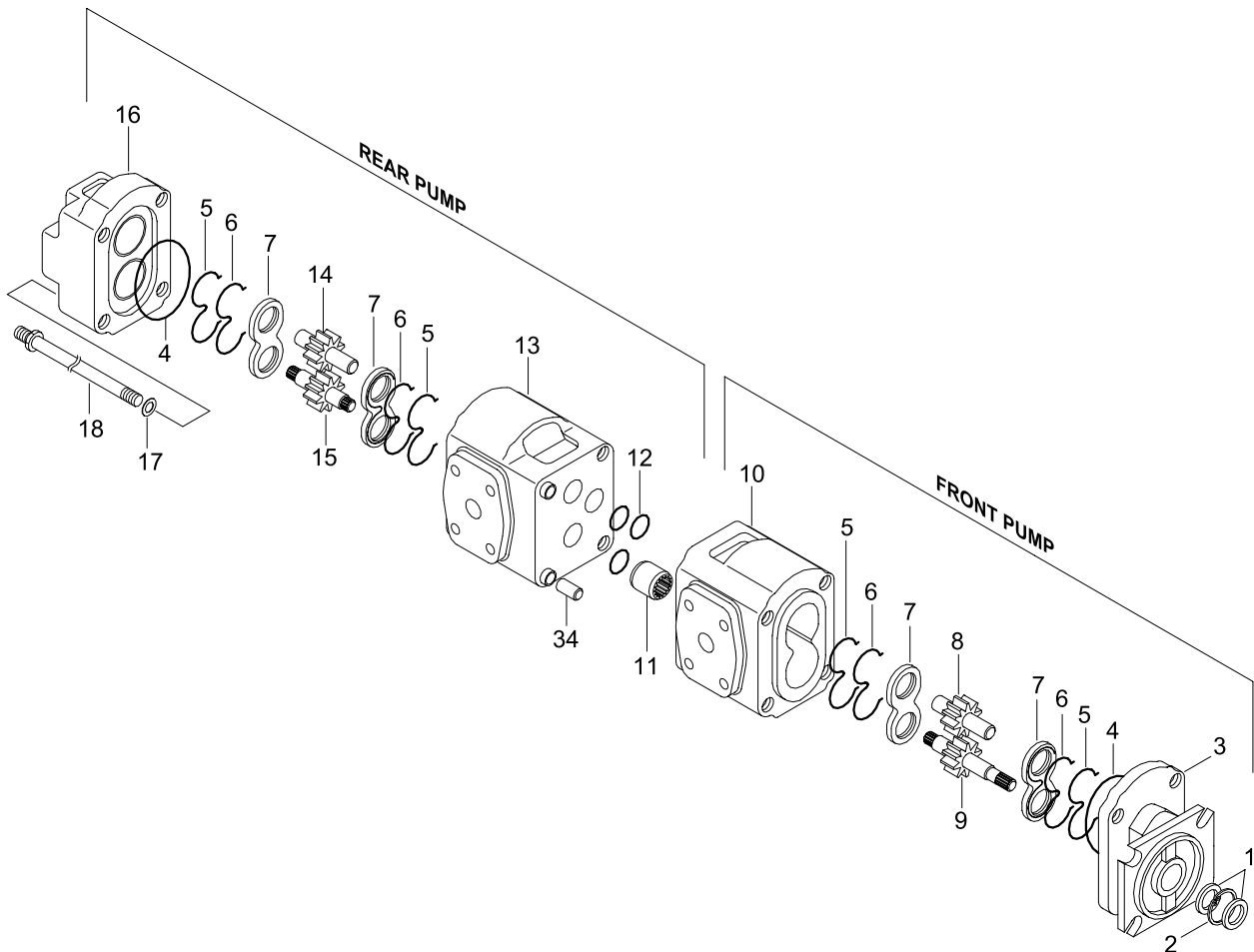


## GROUP 4 DISASSEMBLY AND ASSEMBLY

### 1. MAIN PUMP

#### 1) STRUCTURE



1	Shaft seal	8	Driven gear	14	Driven gear
2	Circlip	9	Drive gear	15	Drive shaft
3	Flange	10	Front body	16	Cover
4	O-ring	11	Splined coupling	17	Washer
5	Seal	12	O-ring	18	Stud assy
6	Seal	13	Rear body	34	Dowel
7	Balance plate				

## 2) GENERAL INSTRUCTION

### (1) Cleanliness

Cleanliness is the primary means of assuring satisfactory hydraulic pump life. Components such as flanges and covers are best cleaned in soap and hot water, then air dried. Gears should be washed in solvent, air dried, and oiled immediately.

**▲ Certain cleaning solvents are flammable. Do not allow sources of ignition in the area when using cleaning solvents.**

Protect all exposed surfaces and open cavities from damage and foreign material.

**Gear journals and gear faces are super finished. Take care not to touch these surfaces after oil and solvent have been removed.**

### (2) Lubrication of moving parts

During assembly, all running surfaces(Bushing and spacer plate) must be lightly lubricated with a clean oil or aerosol lubricant.

### (3) Tools required for assembly

Torque wrench(0~20kgf · m, 0~150lbf · ft)

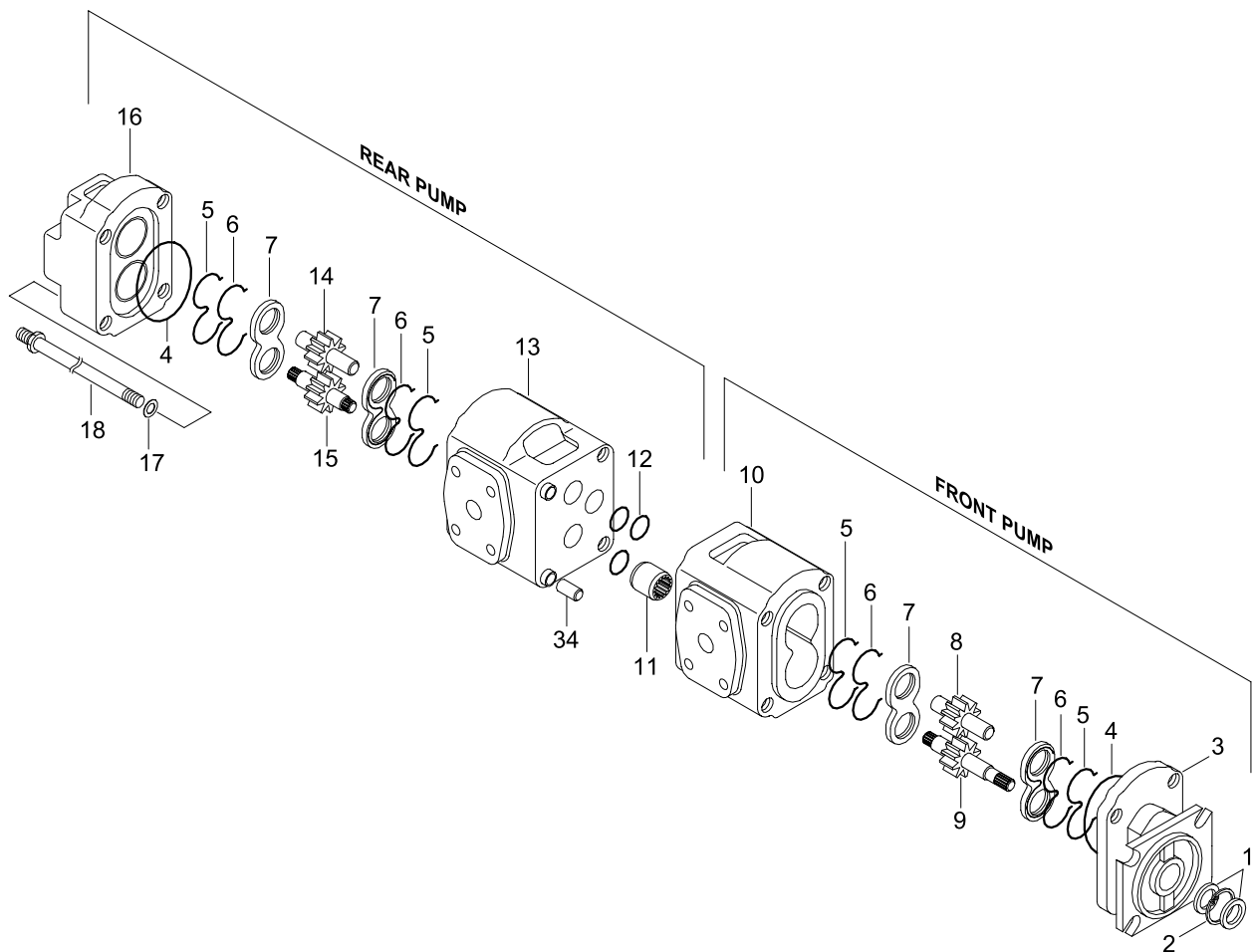
Open end wrenches

Seal installation tools(Inner and outer)

Shaft bullet(Seal protector)

Installation plate

### 3) DISASSEMBLY



Prior to starting work ensure that the pump and the working area are thoroughly clean and free from sources of contamination.

Mark end cover(16), center body(13), front body(10) and mounting flange(3) to ensure correct assembly.

#### (1) REAR PUMP

Remove the 4 bolts(18), washers(17) clamping the units together, separate the pumps by removing the rear pump from the location dowels in the center body - use a soft faced hammer.

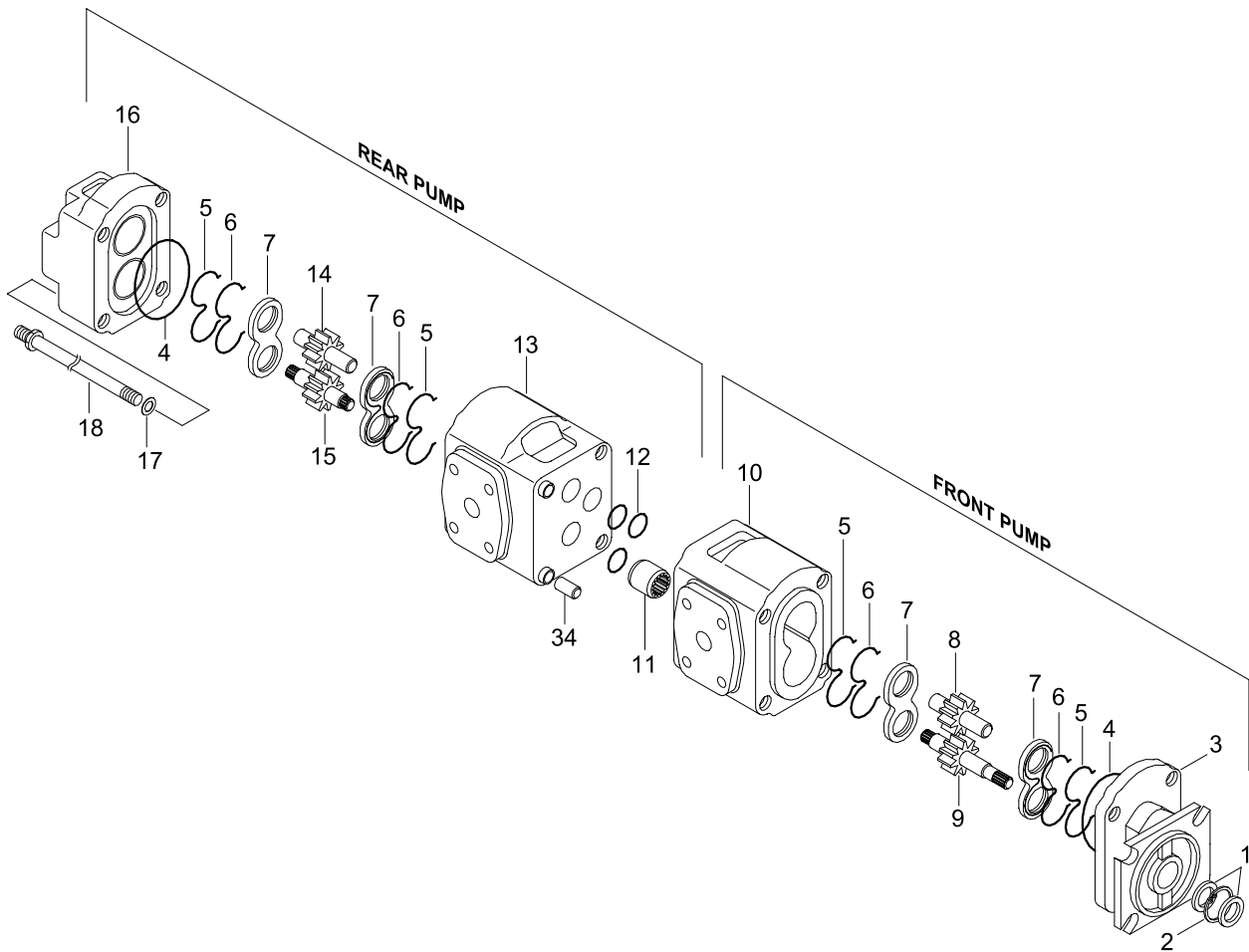
Remove splined coupling(11) and discard O-ring(12) sealing the internal passages between the pump sections.

Disassemble rear pump by removing the end cover(16) from the body(13), free cover front location spigot using a soft faced hammer.

Remove drive gear(15) from its bore by pushing it out from the connection hole in the rear face, this will also remove balance plate(7).

Note position of gear and balance plate for correct reassembly.

## DISASSEMBLY



Remove driven gear(14) and lower balance plate(7).

Discard O-ring(4) from end cover, seal element(5) and seal energizer(6) from balance plates.

### (2) FRONT PUMP

Disassemble front pump by separating flange(3) from its location spigot in body(10) - use soft faced hammer.

Remove shaft seal(1) from flange(3). Flanges have two shaft seals fitted back to back and the outer shaft seal must be removed first to gain access to retaining circlip(2).

Remove circlip(2) and inner shaft seal(1) take care to ensure that the seal recess is not damaged as this could result in leakage.

Grasp drive gear(9) and remove it with balance plate(7), finally remove driven gear(8) and lower balance plate(7).

Note their positions for correct assembly.

Remove and discard O-ring(4) in flange recess and seal element(5) and seal energizer(6) from balance plates.

Clean off all loctite sealant from flange/ body and end cover/body interfaces.

## 4) INSPECTION AND REPAIR

### (1) Assessment

Each components should be thoroughly cleaned, carefully examined and assessed for suitability re-use. Below is a guide for inspecting the various components.

### (2) Body

Inspect the body bore cut-in where both gears wipe into the body.

The body can only be re-used if the **cut-in** is bright and polished in appearance and the depth does not exceed 0.15mm(0.006").

The body should be replaced if the surface is scored, has a matt appearance or shows signs that the tip of the gears have dug in and torn away the surface material.

The body should be inspected to ensure that there is no superficial damage which may adversely effect performance or sealing. Pay particular attention to the port threads and body O-ring seal recesses.

### (3) Mounting flange and end cover

The inner surfaces should be inspected to ensure that there is no unusual wear or scoring in the regions where the body O-rings and backing rings contact, which result in external leakage.

Check the shaft seal recess for scoring or damage that could result in oil leakage around the outer diameter of the shaft seal. Replacement shaft seals can be refitted with Loctite hydraulic sealant to overcome slight damage in this area.

### (4) Balance plate

The side faces which abut the gears should be perfectly flat showing no sign of scoring. Characteristically there are bright polished areas on this surface caused by loading against the gear side faces, which is often more pronounced on the low pressure side. The balance plate should be replaced if there is any general scoring or fine scoring with a matt appearance or tearing of the surface material. Often there is a witness where the tips of the opposing gears have wiped an overlap reassembling a half moon shape. There must be no noticeable wear step as it is critical that the balance plate side face is completely flat to the gear side face.

The bearing liners are acceptable providing that they are not scored or show other damage. The general outside area of the balance plate should not show any prominent signs of wear.

### (5) Gears

The gear side faces should be examined for bruising or scoring. Often operation on contaminated fluid shows scoring between the root of the gear and the journal undercut, which leaves a wear step. If a wear step can be felt, coincidental with the root diameter, by drawing a sharp pointed tool across the surface from the undercut outwards towards the tip of the gear, then the gear is unserviceable.

The gear teeth should then be carefully examined to ensure that there are no signs of bruising or pitting.

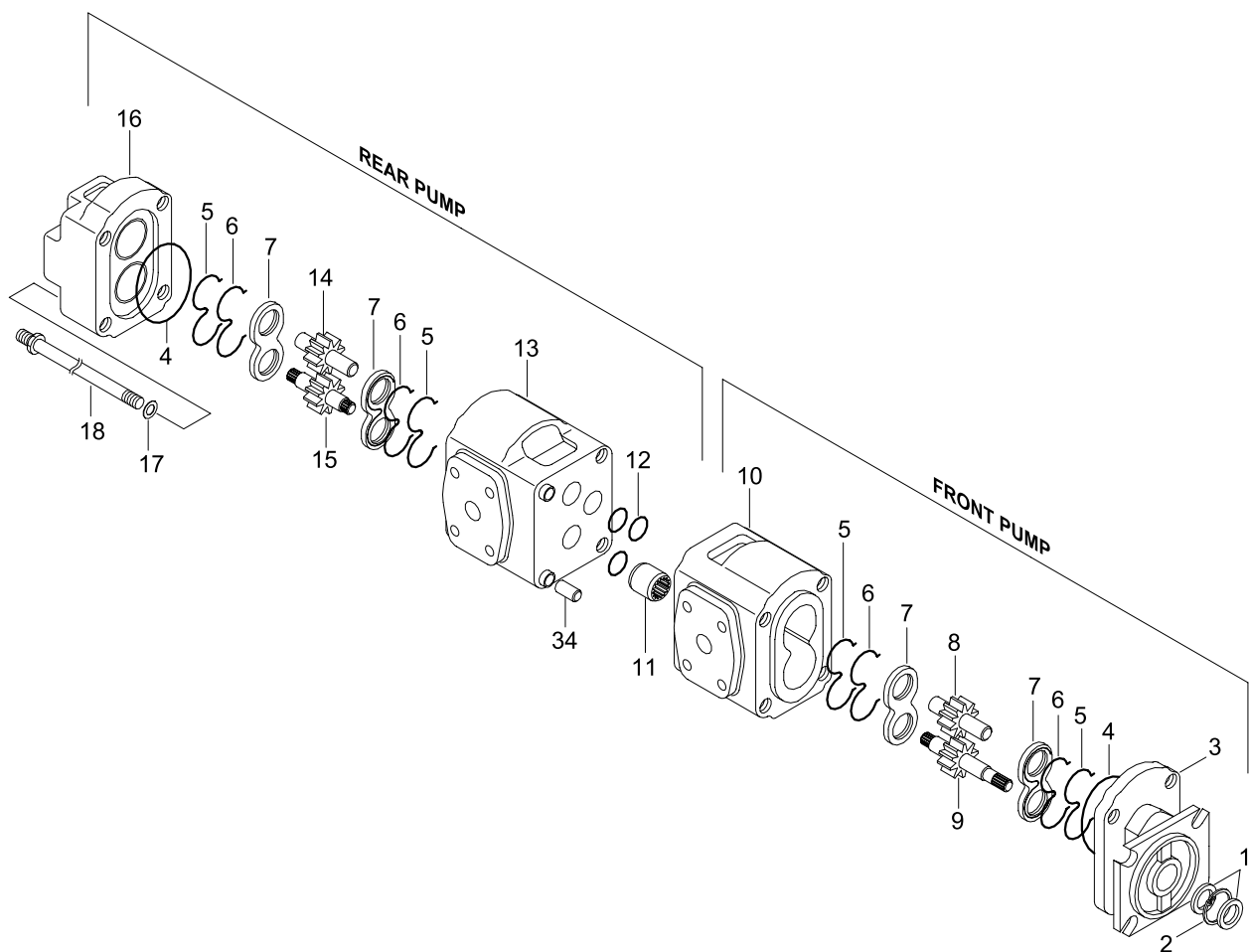
The journal bearing surfaces should be completely free from scoring or bruising. The surface should appear highly polished and smooth to touch.

Examine the area where the shaft seal lips run on the drive shaft, this shows up as a polished ring or rings. If a noticeable groove can be felt or there is scoring the shaft should be replaced.

Provided the drive shaft is not damaged from the drive-coupling and the gears have not been harmed as described above, then the gears can be re-used. If, however, the gears are damaged they must be replaced as a matched pair.

As a matter of good practice, when pumps have been disassembled, all the seals should be

## 5) ASSEMBLY



Prior to assembly all parts must be perfectly clean and lubricated with clean hydraulic oil.  
Renew all seals using clean hydraulic oil as a lubricant.

### (1) Front pump

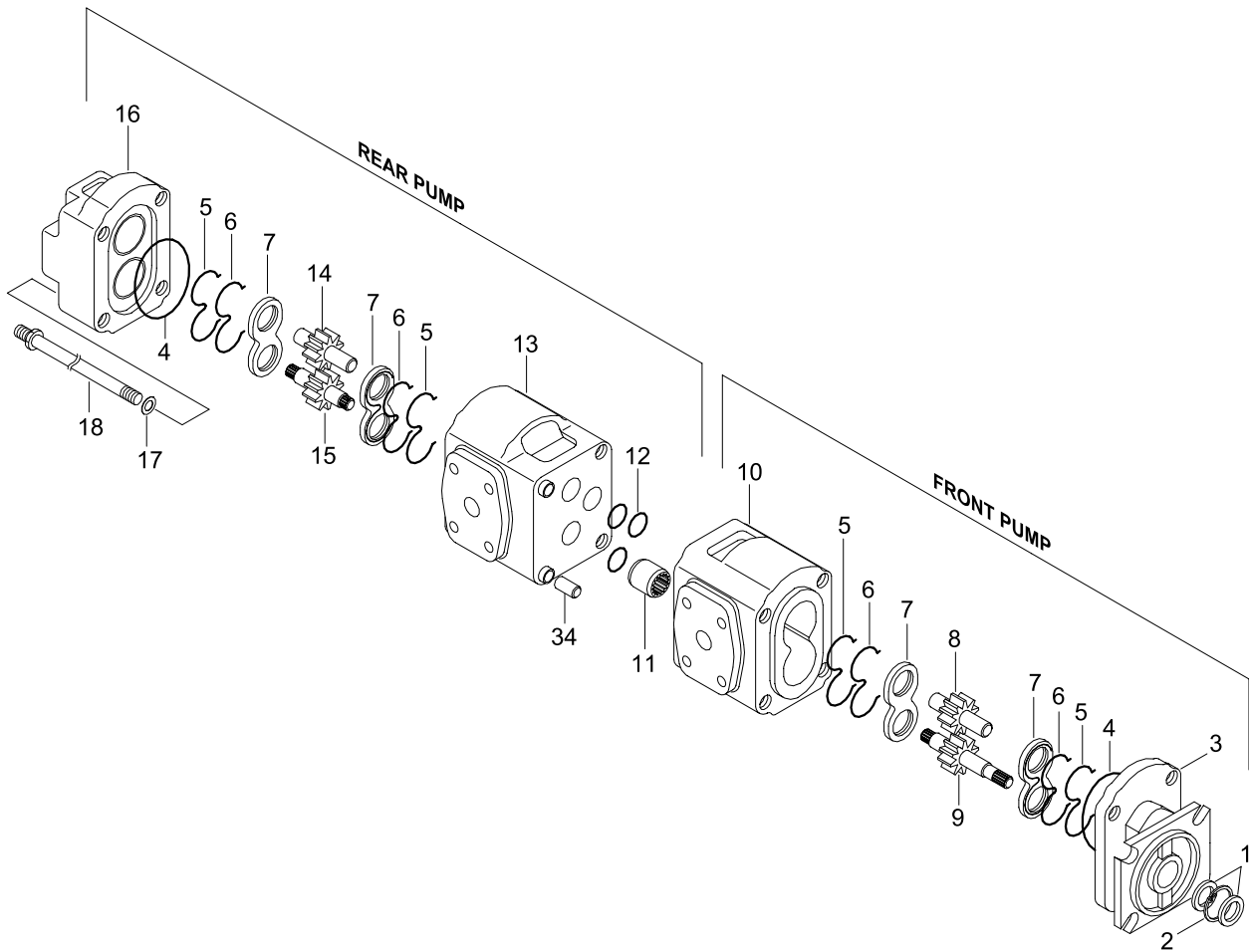
Fit inner shaft seal(1) into the recess in the mounting flange, with the garter spring facing into the pump, refit circlip(2) into its groove.

Fit outer shaft seal with garter spring facing uppermost. Coat lips of seals with a high melting point grease.

If the seal recess has been scored, then seal outside diameter can be coated with loctite hydraulic sealant to prevent leakage.

Stand pump body on its rear face, fit seal element(5) and seal energizer(6) to the groove in the balance plate. Carefully feed the balance plate into the body bores. Ensure that the seals remain in position and that the two small holes through the balance plate are to the low pressure side of the unit, i.e. side with large 4 bolt port pattern.

## ASSEMBLY



Insert drive gear(9) and driven gear(8) into their original bores.

Replace top balance plate with small holes to low pressure side of the unit, fit seal element(5) and seal energizer(6) to grooves in balance plate.

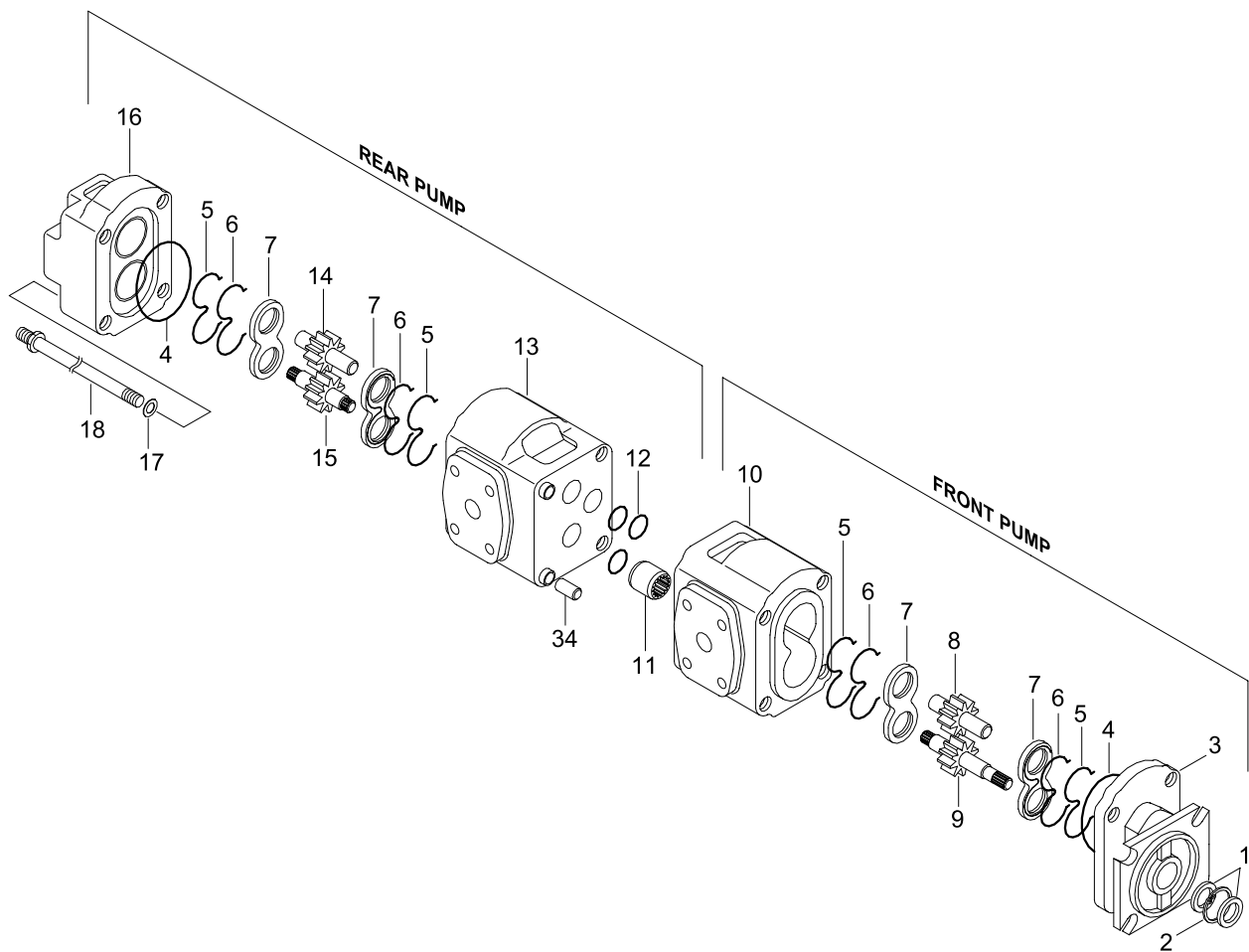
Fit O-ring(4) to groove in mounting flange and apply a small amount of loctite sealant to the body lower face, i.e. outboard of oval spigot. This sealant is to prevent moisture entering this area preventing corrosion.

Carefully feed mounting flange over the drive shaft, ensure flange is in its original position-4mm hole in rear face of flange must be to the low pressure side of the unit. Tap flange on to its location spigot with a soft faced hammer.

### (2) Rear pump

Support front pump on the mounting flange-not the drive shaft-fit O-rings(12) into the grooves around connection passages in the rear face, replace splined coupling(11).

Fit rear pump body to front pump ensuring that it locates on the dowels and the through holes line up.



Fit seal element(5) and seal energizer(6) to grooves in balance plate(7) and carefully feed into body bores. Ensure seals remain in position and that the two small holes through the balance plate are to the low pressure side, i.e. the side without a port.

Fit drive gear(15) ensuring that it locates in the splined coupling(11), fit driven gear(14).

Replace upper balance plate in its original position, i.e. with 2 small holes to low pressure side, fit seal element(5) and seal energizer(6) to groove in plate.

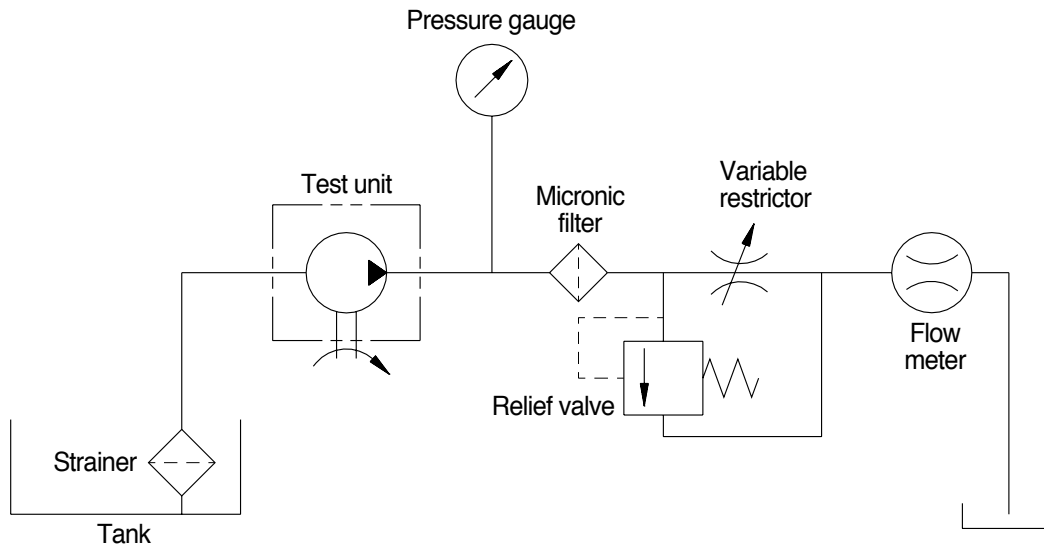
Fit O-ring(4) to groove in end cover, apply a small amount of loctite sealant to lower face of body, i.e. outboard of oval spigot.

Studs(18) to be screwed into cover(16). Prior to fitting flange(3) washers(19) and nuts(20).

- Tightening torque :  $9.5 \pm 0.7\text{kgf} \cdot \text{m}$  ( $68.7 \pm 5.1\text{lbf} \cdot \text{ft}$ )

Pour a small amount of clean hydraulic oil into ports and check that the unit rotates without undue force. If excessive force it required then seals in balance plates are possibly trapped and the unit should be disassembled and reassembled correctly.

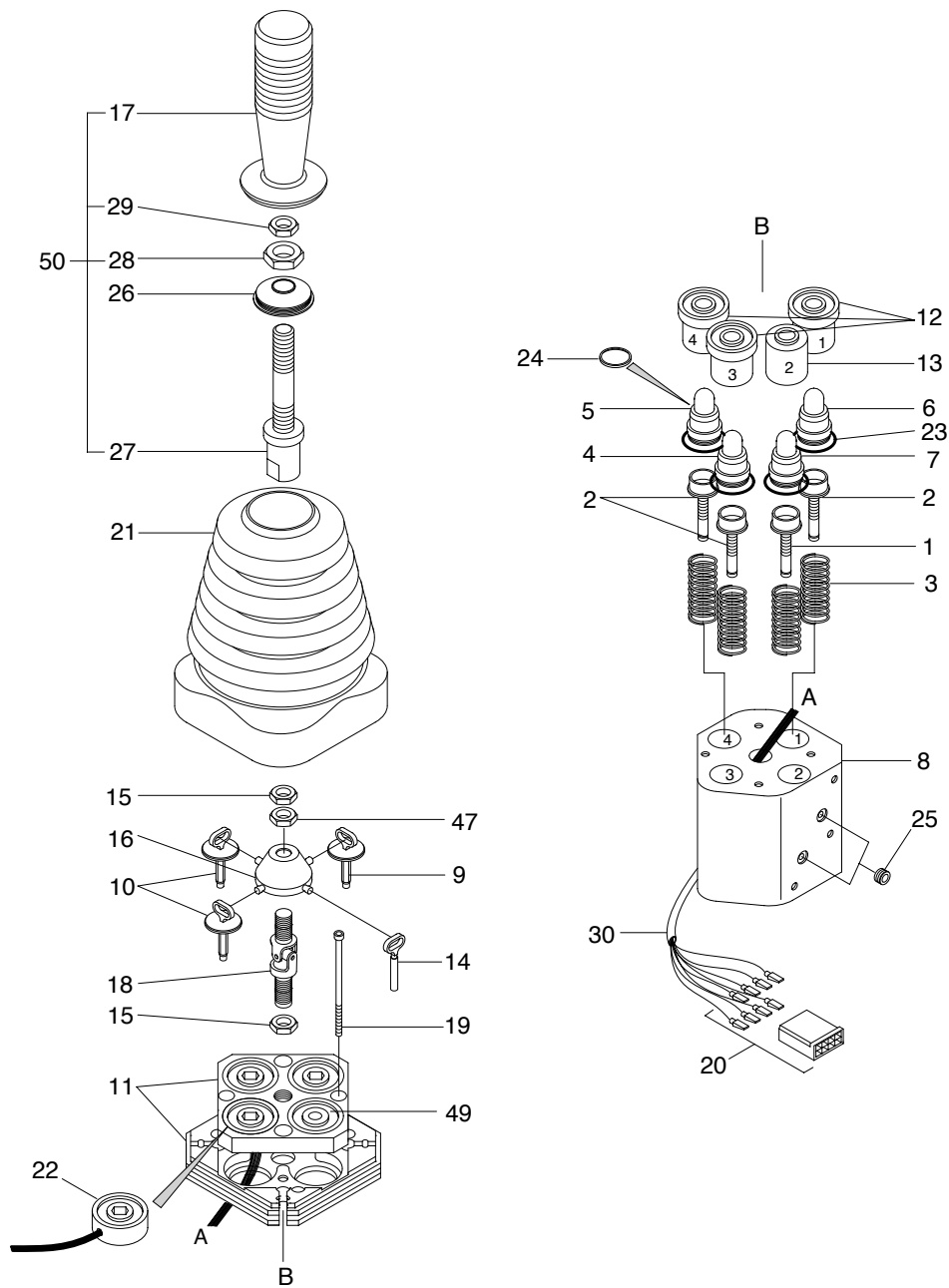
## 6) RUNNING-IN



- (1) A unit which has been reassembled with either new gears, balance plate or body, must be carefully run-in before it is subjected to full working conditions.
- (2) Ideally this should be done on a test rig(See figure) where pressure can be gradually applied and any wipings from the body cut-in arrested by filters.
- (3) It is recommended that the unit is run-in at 1500rpm, initially, at zero pressure for one minute then in stages with the pressure increased by 500psi every minute, until maximum rated pressure has been attained. Frequently check the system temperature, ensuring that it does not exceed the maximum permissible figure of 80 °C . If the temperature exceeds the system or unit specification the test must be delayed and operated off-load until acceptable temperatures are obtained.

## 2. RCV LEVER

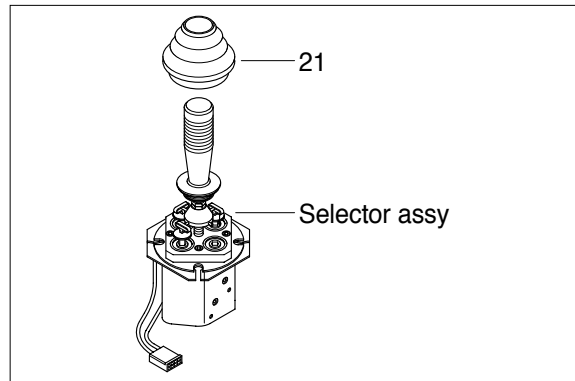
### 1) STRUCTURE



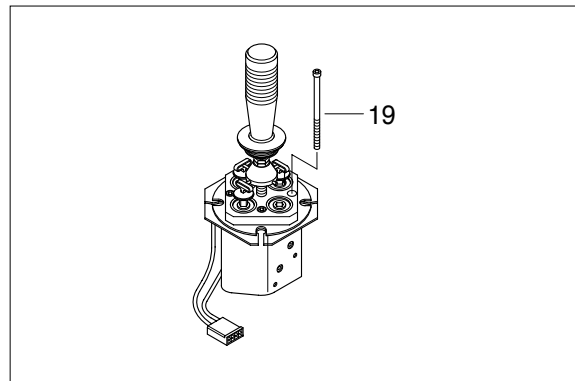
1	Spring	12	Prefeel cage assy	23	O-ring
2	Spring	13	Spindle retainer	24	Wiper seal
3	Spring	14	Spindle	25	Plug
4	Plunger assy	15	Nut	26	Collar
5	Plunger assy	16	Lever assy	27	Handle adapter
6	Plunger assy	17	Handle	28	Nut
7	Plunger assy	18	Universal joint assy	29	Nut
8	Body	19	Screw	30	Insulation tube
9	Prefeel kit	20	Connector assy	47	Nut
10	Prefeel kit	21	Rubber boot	49	Spacer
11	Prefeel kit	22	Solenoid	50	Handle assy

## 2) DISASSEMBLY AND ASSEMBLY

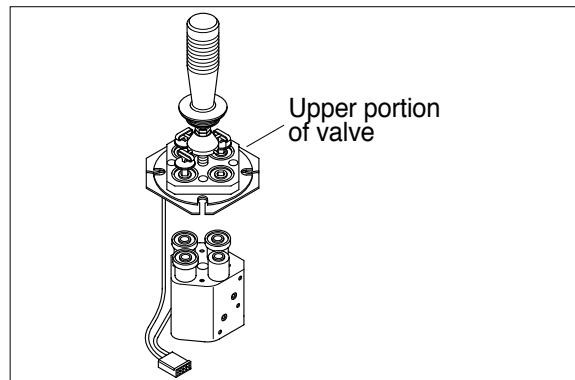
- (1) Detach the rubber boot(21) from the retainer collar and lift the boot clear from the selector assembly.  
The capscrew(19) can now be easily accessed.



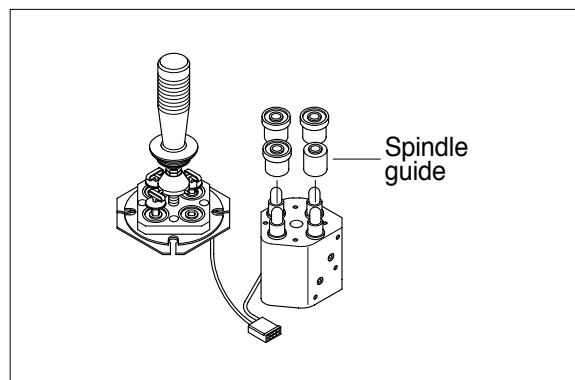
- (2) Loosen and remove all four M6 capscrews(19).  
· Tightening torque : 1.0kgf · m(7.2lbf · ft)



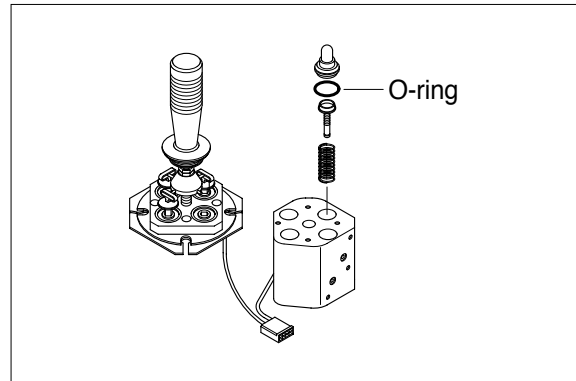
- (3) The upper portion of the valve, from the mounting plate upwards, can now be detached and placed to one side.  
The magnets will still be connected to the connector.



- (4) Remove the ball carriers off of the spindle guide - carefully detach the spindle guides, being careful to ensure that no contamination enters the valve.  
The spindle guide are retained by interference between the body and the guide O-ring.



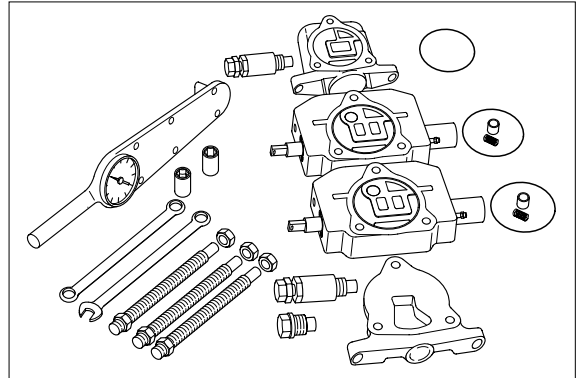
- (5) The spindle guides can now be replaced.  
The O-rings on the spindle guide must be replaced before the valve is reassembled.



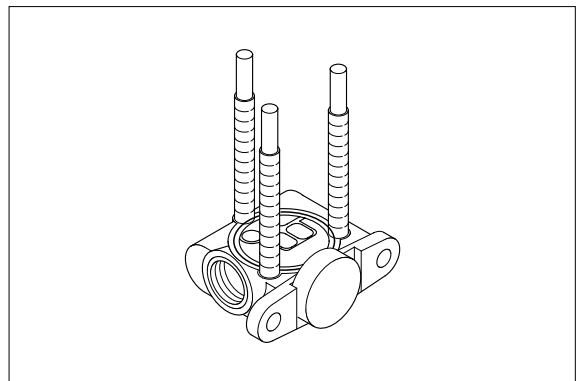
Reassembly is the opposite of disassembly.

### 3. MAIN CONTROL VALVE

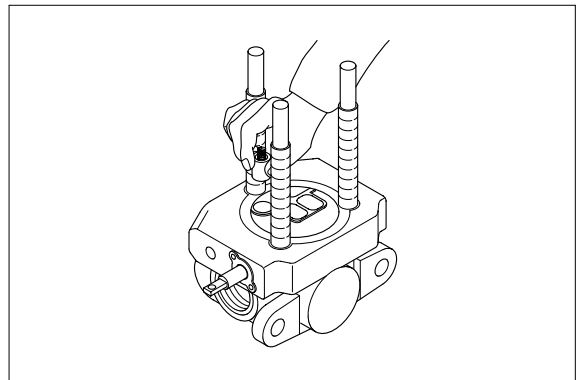
1) Lay out valve components on a clean, flat working surface. The inlet assembly will include an O-ring, and the spool section(s) include an O-ring, a load check poppet and a load check spring. Tools required for basic valve assembly include 3/4 and 11/16 open or box end wrenches and a torque wrench with thin wall sockets.



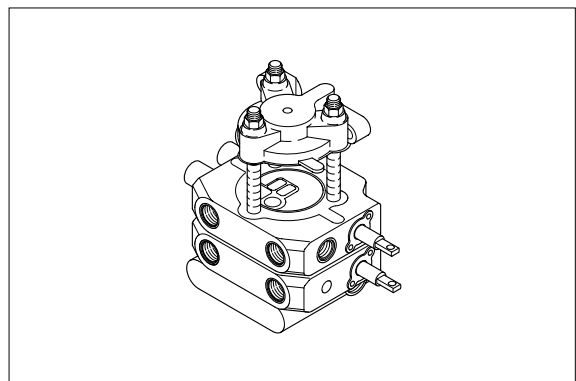
2) Assemble tie rod nuts to one end of each tie rod with one or two threads showing. Insert tie rods through tie rod holes of inlet(Large tie rod at top). Lay inlet on end with tie rods up, place O-ring into position.



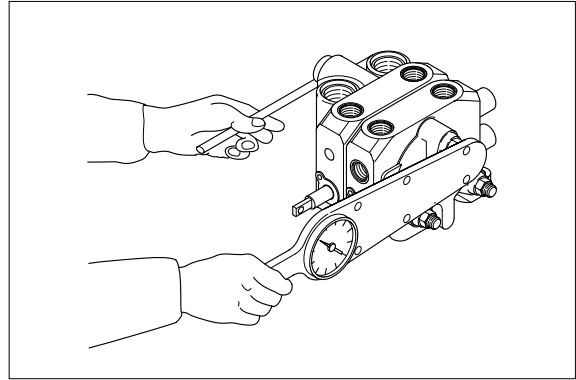
3) Place first spool section(O-ring side up) on inlet section, position O-ring and insert load check poppet(Nose down) and spring(Behind poppet) into load check cavity as shown. Repeat this procedure for each spool section ; The load check springs are compressed by the following sections during assembly.



4) Position end section on last spool section as shown and hand tighten tie rod nuts. The end section on picture is a "turn around" section without ports. Universal outlet/power beyond section and power beyond and closed center sections are also used as end sections. These end sections do not have O-ring grooves.



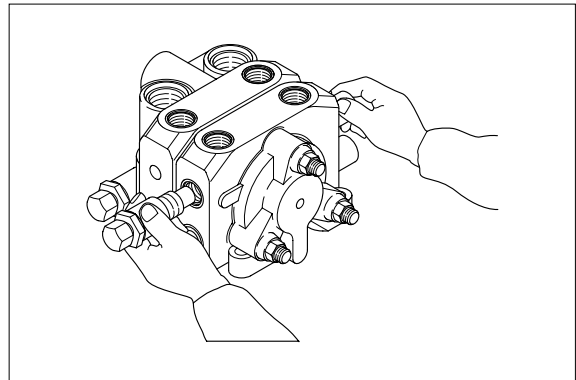
- 5) Position valve assembly with the mounting pads of the end sections on a flat surface. To obtain proper alignment of end sections relative to the spool sections apply downward pressure to the end sections ; Snug tie rod nuts to about 10lbf · ft. Final torque the two 11/16 nuts to  $48 \pm 5$ lbf · ft ; Final torque the 3/4 nut to  $74 \pm 8$ lbf · ft. Check for proper spool movement.



- 6) Install auxilliary valves and plugs and torque to proper specifications.

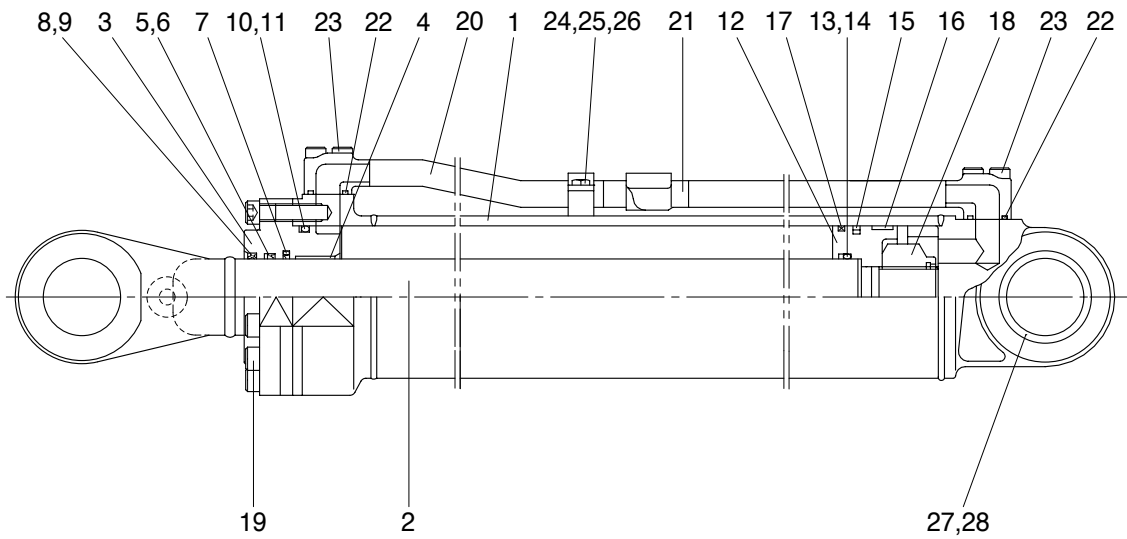
**General assembly notes:**

- A. Lever assemblies can be installed on section before or after complete valve assembly.
- B. The load check and spring may be omitted from assembly in certain circuit conditions(i.e., motor spools).



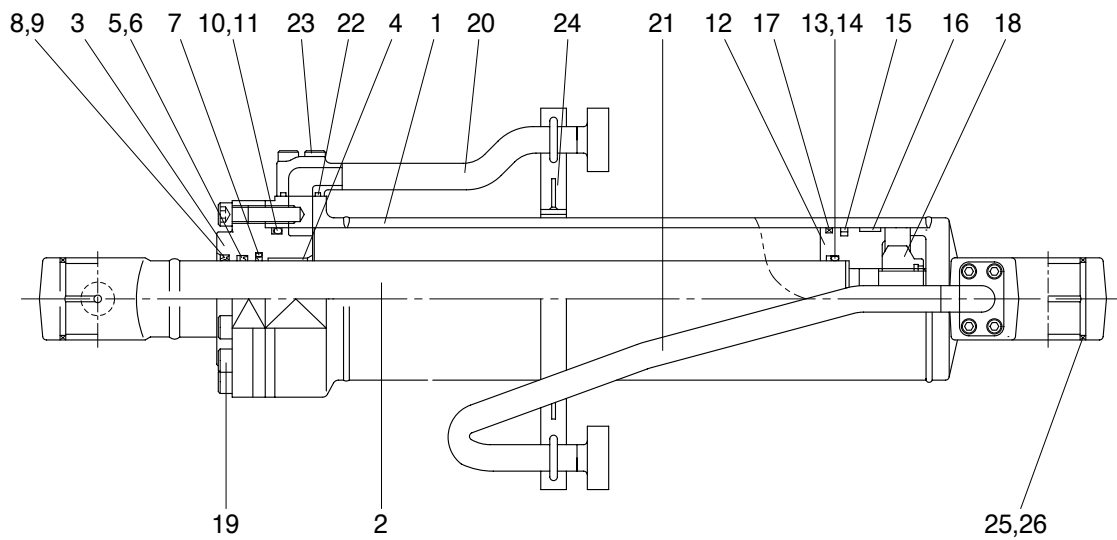
## 4. BOOM AND BUCKET CYLINDER

### 1) BOOM CYLINDER



1	Tube assy	11	Back up ring	21	Pipe assy
2	Rod assy	12	Piston	22	O-ring
3	Gland	13	O-ring	23	Socket bolt
4	Bushing	14	Back up ring	24	Pipe clamp
5	Rod seal	15	Piston seal	25	Hexagon bolt
6	Back up ring	16	Wear ring	26	Spring washer
7	Buffer ring	17	Dust ring	27	Bushing
8	Dust wiper	18	Nylon nut	28	Dust seal
9	Snap ring	19	Socket bolt		
10	O-ring	20	Pipe assy		

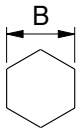
## 2) BUCKET CYLINDER



1	Tube assy	10	O-ring	19	Socket bolt
2	Rod assy	11	Back up ring	20	Pipe assy
3	Gland	12	Piston	21	Pipe assy
4	Bushing	13	O-ring	22	O-ring
5	Rod seal	14	Back up ring	23	Socket bolt
6	Back up ring	15	Piston seal	24	Band assy
7	Buffer ring	16	Wear ring	25	Bushing
8	Dust wiper	17	Dust ring	26	Dust seal
9	Snap ring	18	Nylon nut		

### 3) TOOLS AND TIGHTENING TORQUE

#### (1) Tools

Tool name	Remark	
Allen wrench	8	
	14	
Spanner	17	
(-) Driver	Small and large sizes	
Torque wrench	Capable of tightening with the specified torques	

#### (2) Tightening torque

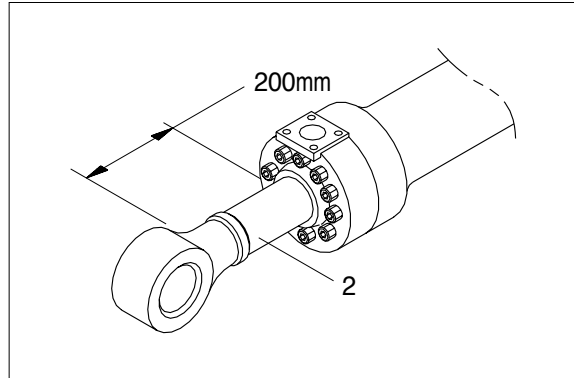
Part name		Item	Size	Torque	
				kgf · m	lbf · ft
Socket head bolt	Bucket cylinder	19	M14 × 2.0 × 55	15 ± 2	108 ± 14.5
	Boom cylinder				
	Bucket cylinder	23	M10 × 1.5 × 45	5.4 ± 0.5	39 ± 3.6
	Boom cylinder				
Nylon nut	Bucket cylinder	18	M52 × 3 × 52	250 ± 25	1808 ± 181
	Boom cylinder		M48 × 2 × 48	250 ± 25	1808 ± 181
Hex head bolt	Boom cylinder	25	M10 × 1.5 × 15	3.2 ± 0.3	23 ± 2.2

#### 4) DISASSEMBLY

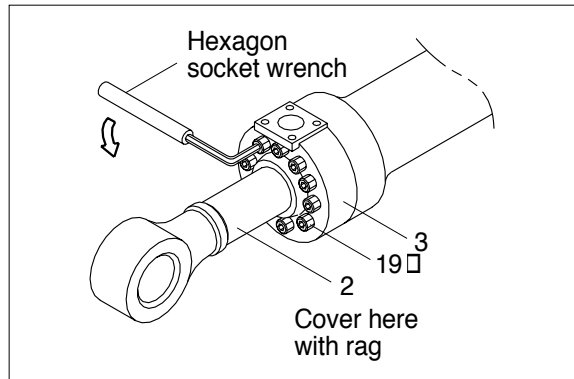
##### (1) Remove gland and piston rod

Hold the clevis section of the tube in a vise. Use mouth pieces so as not to damage the machined surface of the cylinder tube. Do not make use of the outside piping as a locking means.

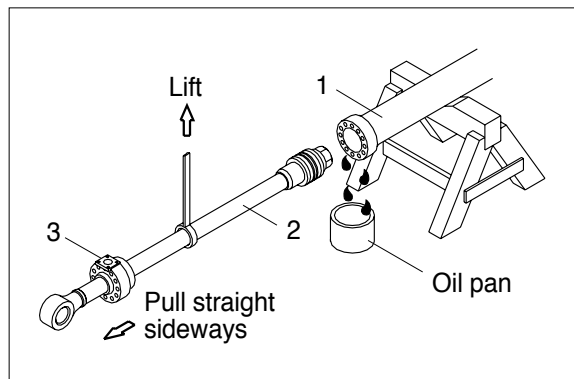
Pull out piston rod(2) about 200mm (7.8 in). Because the piston rod is rather heavy, finish extending it with air pressure after the oil draining operation.



Loosen and remove socket bolts(19) of the gland(3) in sequence. Cover the extracted piston rod(2) with rag to prevent it from being accidentally damaged during operation.

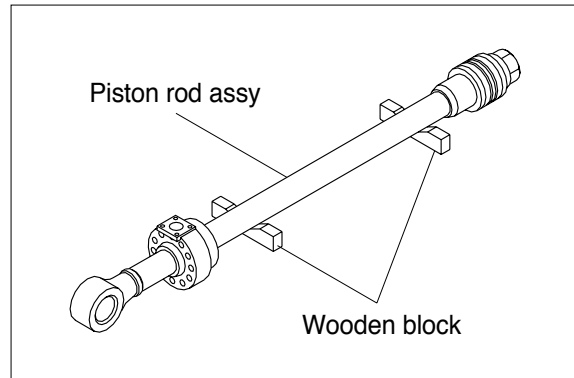


Draw out gland(3) and piston rod (2) assembly together from cylinder tube(1). Since the piston rod assembly is heavy in this case, lift the tip of the piston rod(2) with a crane or some means and draw it out. However, when piston rod(2) has been drawn out to approximately two thirds of its length, lift it in its center to draw it completely.



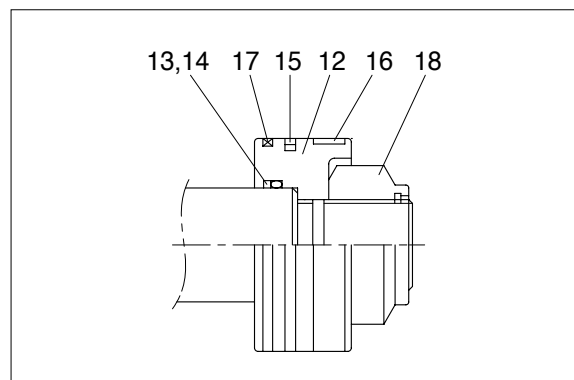
Note that the plated surface of piston rod(2) is to be lifted. For this reason, do not use a wire sling and others that may damage it, but use a strong cloth belt or a rope.

Place the removed piston rod assembly on a wooden V-block that is set level. Cover a V-block with soft rag.



**(2) Remove piston and gland assembly**

Remove the nylon nut(18).  
Remove piston assembly(12) and O-ring (13), back up ring(14).

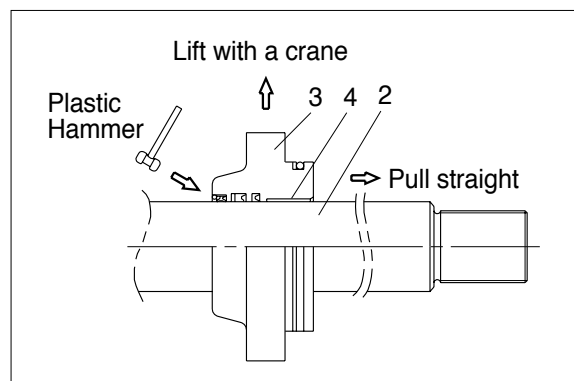


Remove the gland assembly from piston rod(2).

If is too heavy to move, move it by striking the flanged part of gland(3) with a plastic hammer.

Pull it straight with gland assembly lifted with a crane.

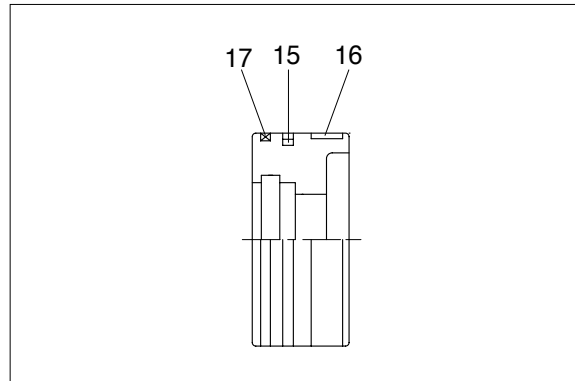
Exercise care so as not to damage the lip of rod bushing(4) and packing(5, 6, 7, 8, 9) by the threads of piston rod(2).



**(3) Disassemble the piston assembly**

Remove wear ring(16), dusting(17), and piston seal (15).

Exercise care in this operation not to damage the grooves.



**(4) Disassemble gland assembly**

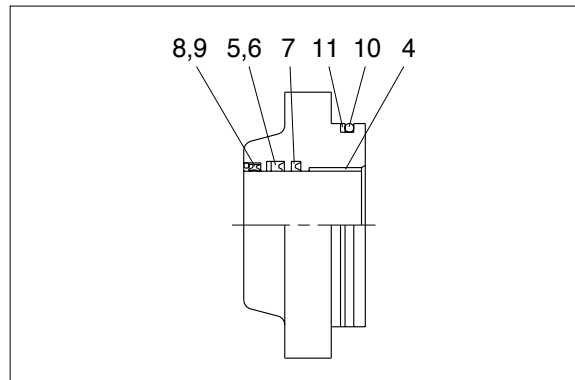
Remove back up ring(11) and O-ring (10).

Remove snap ring(9) and dust wiper(8).

Remove back up ring(6), rod seal(5) and buffer ring(7).

Exercise care in this operation not to damage the grooves.

Do not remove seal and ring, if does not damaged.

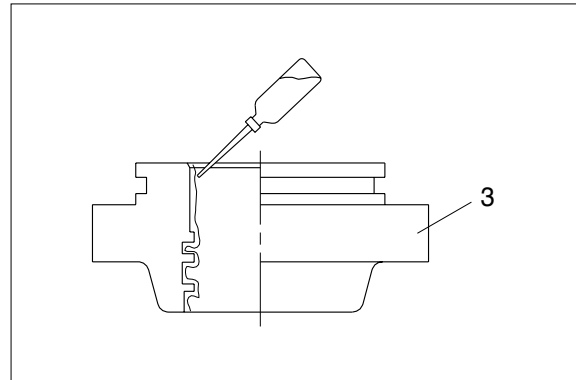


## 5) ASSEMBLY

### (1) Assemble gland assembly

Check for scratches or rough surfaces if found smooth with an oil stone.

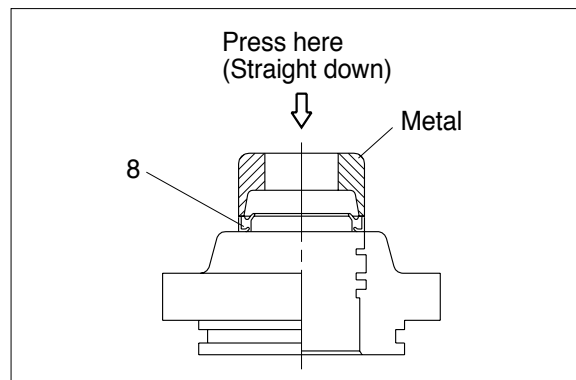
Coat the inner face of gland(3) with hydraulic oil.



Coat dust wiper(8) with grease and fit dust wiper(8) to the bottom of the hole of dust wiper.

At this time, press a pad metal to the metal ring of dust seal.

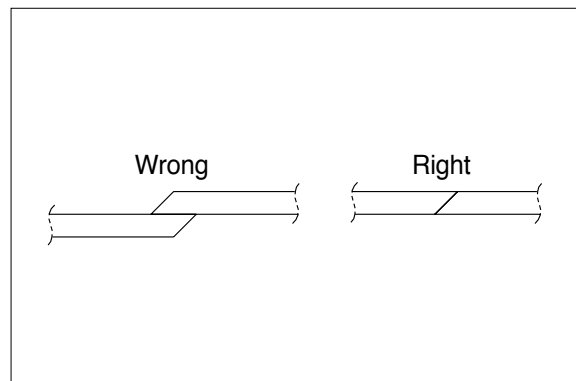
Fit snap ring(9) to the stop face.



Fit back up ring(6), rod seal(5) and buffer ring(7) to corresponding grooves, in that order.

Coat each packing with hydraulic oil before fitting it.

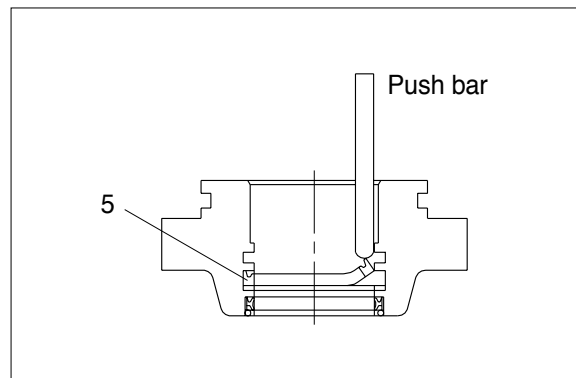
Insert the backup ring until outside of it is inserted into groove.



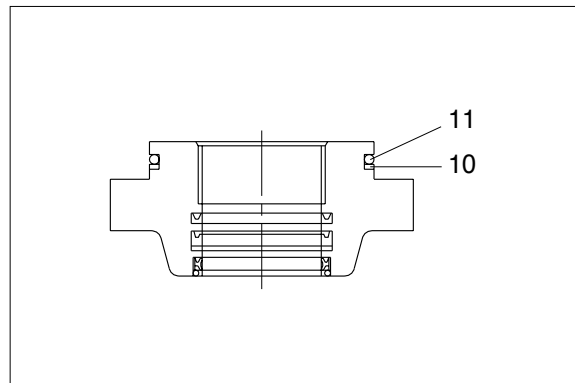
Rod seal(5) has its own fitting direction.

Therefore, confirm it before fitting them.

Fitting rod seal(5) up side down may damage its lip. Therefore check the correct direction that is shown in fig.

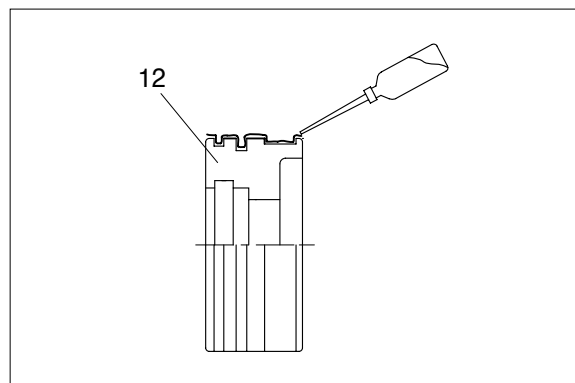


Fit back up ring(11) to gland(3).  
 Put the backup ring in the warm water of 30 ~ 50°C.  
 Fit O-ring(9) to gland(3).

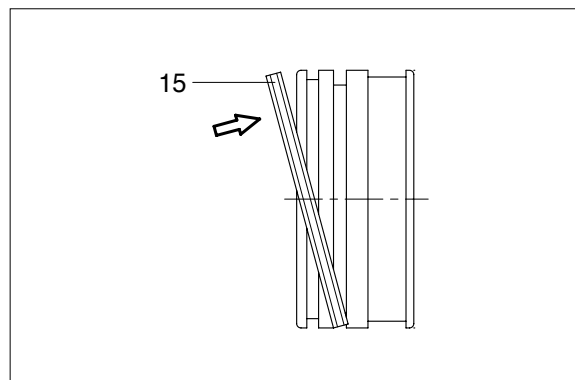


**(2) Assemble piston assembly**

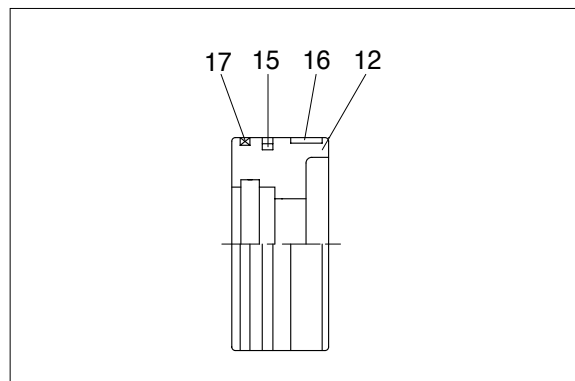
Check for scratches or rough surfaces if found smooth with an oil stone.  
 Coat the outer face of piston(12) with hydraulic oil.



Fit piston seal(15) to piston  
 Put the piston seal in the warm water of 60 ~ 100°C for more than 5 minutes.  
 After assembling the piston seal, press its outer diameter to fit in.



Fit wear ring(16), dust ring(17) to piston(12).  
 Fit O-ring(13) and backup ring(14) to piston(12).

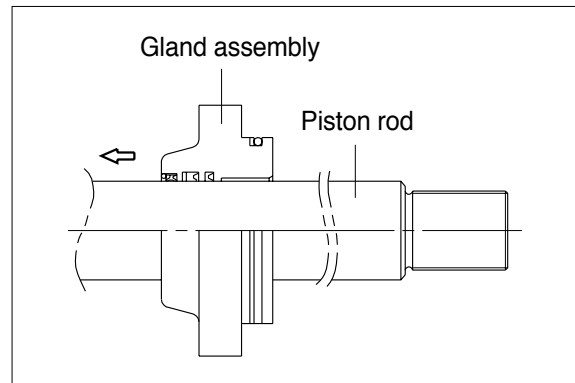


### (3) Install piston and gland assembly

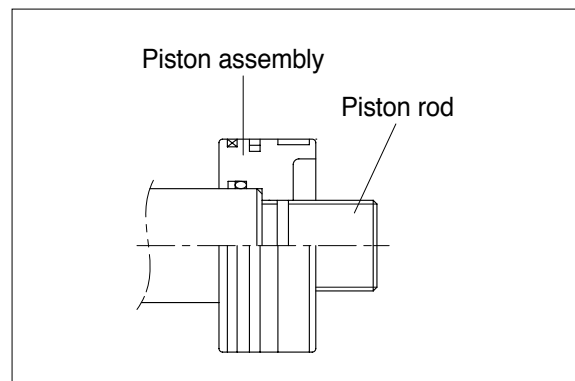
Fix the piston rod assembly to the work bench.

Apply hydraulic oil to the outer surface of piston rod(2), the inner surface of piston and gland.

Insert gland assembly to piston rod(2).

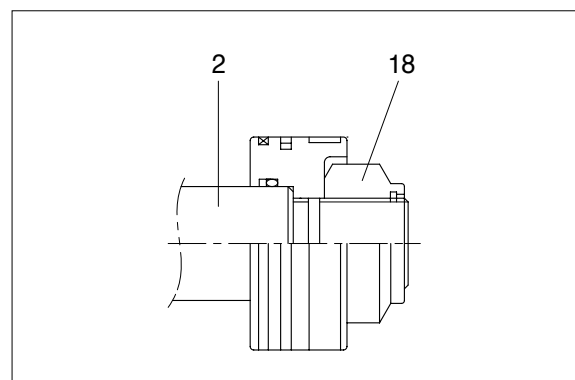


Fit piston assembly to piston rod.



Tighten nylon nut(18) to piston rod(2)

- Tightening torque:  $250 \pm 25 \text{ kgf} \cdot \text{m}$   
( $1808 \pm 181 \text{ lbf} \cdot \text{ft}$ )



#### (4) Overall assemble

Place a V-block on a rigid work bench.  
Mount the cylinder tube assembly(1) on it and fix the assembly by passing a bar through the clevis hole to lock the assembly.

Insert the piston rod assembly in to the cylinder tube assembly, while lifting and moving the piston rod assembly with a crane.

Be careful not to damage piston seal by thread of cylinder tube.

Match the bolts holes in the cylinder head flange to the tapped holes in the cylinder tube assembly and tighten socket bolts to a specified torque.

Refer to the table of tightening torque.

