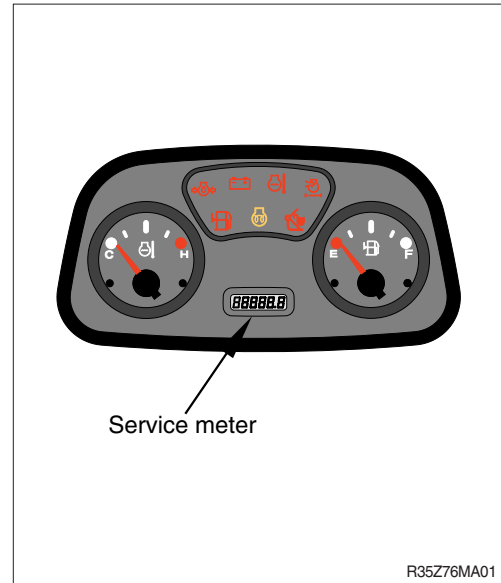


## 1. INSTRUCTION

### 1) INTERVAL OF MAINTENANCE

- (1) You may inspect and service the machine by the period as described at page 6-11 based on hour meter at cluster.
- (2) Shorten the interval of inspect and service depending on site condition. (Such as dusty area, quarry, sea shore and etc.)
- (3) Practice the entire related details at the same time when the service interval is doubled.  
For example, in case of 100hours, carry out all the maintenance 「Each 100hours, each 50 hours and daily service」 at the same time.



### 2) PRECAUTION

- (1) Start to maintenance after you have the full knowledge of machine.
- (2) The monitor installed on this machine does not entirely guarantee the condition of the machine.  
Daily inspection should be performed according to clause 4, maintenance check list.
- (3) Engine and hydraulic components have been preset in the factory.  
Do not allow unauthorized personnel to reset them.
- (4) Ask to your local dealer or Hyundai for the maintenance advice if unknown.
- (5) Drain the used oil and coolant in a container and handle according to the method of handling for industrial waste to meet with regulations of each province or country.

### 3) PROPER MAINTENANCE

(1) Replace and repair of parts

It is required to replace the wearable and consumable parts such as bucket tooth, side cutter, filter and etc., regularly.

Replace damaged or worn parts at proper time to keep the performance of machine.

(2) Use genuine parts.

(3) Use the recommended oil.

(4) Remove the dust or water around the inlet of oil tank before supplying oil.

(5) Drain oil when the temperature of oil is warm.

(6) Do not repair anything while operating the engine.

Stop the engine when you fill the oil.

(7) Relieve hydraulic system of the pressure before repairing the hydraulic system.

(8) Confirm if the cluster is in the normal condition after completion of service.

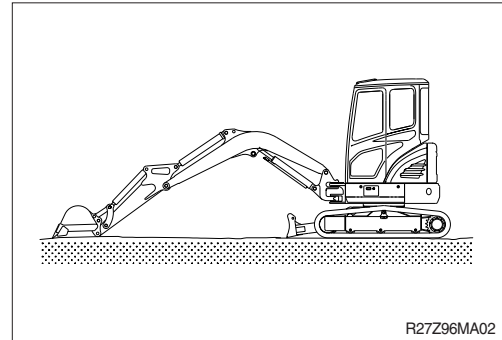
(9) For more detail information of maintenance, please contact local Hyundai dealer.

※ **Be sure to start the maintenance after fully understand the chapter 1, safety hints.**

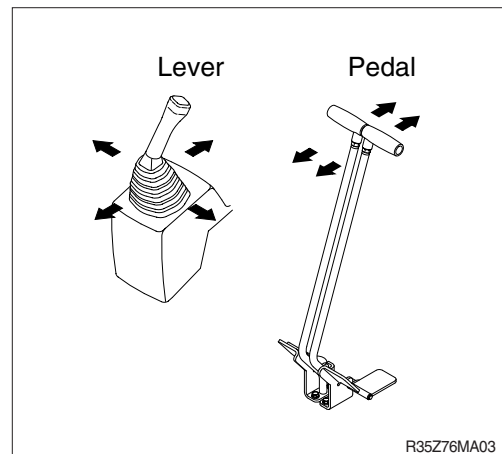
#### 4) RELIEVING THE PRESSURE IN THE HYDRAULIC SYSTEM

- ※ Spouting of oil can cause the accident when loosening the cap or hose right after the operating of machine as the machine or oil is on the high pressure on the condition.  
Be sure to relieve the pressure in the system before repairing hydraulic system.

- (1) Place machine in parking position, and stop the engine.



- (2) Set the safety lever completely in the release position, operate the control levers and pedals fully to the front, rear, left and right, to release the pressure in the hydraulic circuit.
- ※ This does not completely release the pressure, so when serving hydraulic component, loosen the connections slowly and do not stand in the direction where the oil spurt out.



#### 5) PRECAUTION WHEN INSTALLING HYDRAULIC HOSES OR PIPES

- (1) Be particularly careful that the joint of hose, pipe and functioning item are not damaged.  
Avoid contamination.
- (2) Assemble after cleaning the hose, pipe and joint of functioning item.
- (3) Use genuine parts.
- (4) Do not assemble the hose in the condition of twisted or sharp radius.
- (5) Keep the specified tighten torque.

## 6) PERIODICAL REPLACEMENT OF SAFETY PARTS

- (1) It is desirable to do periodic maintenance the machine for using the machine safely for a long time.

However, recommend to replace regularly the parts related safety not only safety but maintain satisfied performance.

- (2) These parts can cause the disaster of life and material as the quality changes by passing time and it is worn, diluted, and gets fatigued by using repeatedly.

These are the parts which the operator can not judge the remained lifetime of them by visual inspection.

- (3) Repair or replace if an abnormality of these parts is found even before the recommended replacement interval.

| Periodical replacement of safety parts |                |                               | Interval      |
|--|----------------|-------------------------------|---------------|
| Engine                                 |                | Fuel hose (tank-engine)       | Every 2 years |
|  |                | Heater hose (heater-engine)   |               |
| Hydraulic system                       | Main circuit   | Pump suction hose             | Every 2 years |
|  |                | Pump delivery hose            |               |
|  |                | Swing hose                    |               |
|  | Working device | Boom cylinder line hose       | Every 2 years |
|  |                | Arm cylinder line hose        |               |
|  |                | Bucket cylinder line hose     |               |
|  |                | Dozer cylinder line hose      |               |
|  |                | Boom swing cylinder line hose |               |

※ 1. Replace O-ring and gasket at the same time when replacing the hose.

2. Replace clamp at the same time if the hose clamp is cracked when checking and replacing the hose.

## 2. TIGHTENING TORQUE

Use following table for unspecified torque.

### 1) BOLT AND NUT

#### (1) Coarse thread

| Bolt size  | 8T          |             | 10T         |             |
|------------|-------------|-------------|-------------|-------------|
|            | kgf · m     | lbf · ft    | kgf · m     | lbf · ft    |
| M 6 × 1.0  | 0.85 ~ 1.25 | 6.15 ~ 9.04 | 1.14 ~ 1.74 | 8.2 ~ 12.6  |
| M 8 × 1.25 | 2.0 ~ 3.0   | 14.5 ~ 21.7 | 2.7 ~ 4.1   | 19.5 ~ 29.7 |
| M10 × 1.5  | 4.0 ~ 6.0   | 28.9 ~ 43.4 | 5.5 ~ 8.3   | 39.8 ~ 60   |
| M12 × 1.75 | 7.4 ~ 11.2  | 53.5 ~ 81.0 | 9.8 ~ 15.8  | 70.9 ~ 114  |
| M14 × 2.0  | 12.2 ~ 16.6 | 88.2 ~ 120  | 16.7 ~ 22.5 | 121 ~ 163   |
| M16 × 2.0  | 18.6 ~ 25.2 | 135 ~ 182   | 25.2 ~ 34.2 | 182 ~ 247   |
| M18 × 2.5  | 25.8 ~ 35.0 | 187 ~ 253   | 35.1 ~ 47.5 | 254 ~ 344   |
| M20 × 2.5  | 36.2 ~ 49.0 | 262 ~ 354   | 49.2 ~ 66.6 | 356 ~ 482   |
| M22 × 2.5  | 48.3 ~ 63.3 | 349 ~ 458   | 65.8 ~ 98.0 | 476 ~ 709   |
| M24 × 3.0  | 62.5 ~ 84.5 | 452 ~ 611   | 85.0 ~ 115  | 615 ~ 832   |
| M30 × 3.0  | 124 ~ 168   | 898 ~ 1214  | 169 ~ 229   | 1223 ~ 1656 |
| M36 × 4.0  | 174 ~ 236   | 1261 ~ 1704 | 250 ~ 310   | 1808 ~ 2242 |

#### (2) Fine thread

| Bolt size  | 8T          |             | 10T         |             |
|------------|-------------|-------------|-------------|-------------|
|            | kgf · m     | lbf · ft    | kgf · m     | lbf · ft    |
| M 8 × 1.0  | 2.2 ~ 3.4   | 15.9 ~ 24.6 | 3.0 ~ 4.4   | 21.7 ~ 31.8 |
| M10 × 1.2  | 4.5 ~ 6.7   | 32.5 ~ 48.5 | 5.9 ~ 8.9   | 42.7 ~ 64.4 |
| M12 × 1.25 | 7.8 ~ 11.6  | 56.4 ~ 83.9 | 10.6 ~ 16.0 | 76.7 ~ 116  |
| M14 × 1.5  | 13.3 ~ 18.1 | 96.2 ~ 131  | 17.9 ~ 24.1 | 130 ~ 174   |
| M16 × 1.5  | 19.9 ~ 26.9 | 144 ~ 195   | 26.6 ~ 36.0 | 192 ~ 260   |
| M18 × 1.5  | 28.6 ~ 43.6 | 207 ~ 315   | 38.4 ~ 52.0 | 278 ~ 376   |
| M20 × 1.5  | 40.0 ~ 54.0 | 289 ~ 391   | 53.4 ~ 72.2 | 386 ~ 522   |
| M22 × 1.5  | 52.7 ~ 71.3 | 381 ~ 516   | 70.7 ~ 95.7 | 511 ~ 692   |
| M24 × 2.0  | 67.9 ~ 91.9 | 491 ~ 665   | 90.9 ~ 123  | 658 ~ 890   |
| M30 × 2.0  | 137 ~ 185   | 990 ~ 1339  | 182 ~ 248   | 1314 ~ 1796 |
| M36 × 3.0  | 192 ~ 260   | 1390 ~ 1880 | 262 ~ 354   | 1894 ~ 2562 |

**2) PIPE AND HOSE (FLARE type)**

| Thread size (PF) | Width across flat (mm) | kgf · m | lbf · ft |
|------------------|------------------------|---------|----------|
| 1/4"             | 19                     | 4       | 28.9     |
| 3/8"             | 22                     | 5       | 36.2     |
| 1/2"             | 27                     | 9.5     | 68.7     |
| 3/4"             | 36                     | 18      | 130      |
| 1"               | 41                     | 21      | 152      |
| 1-1/4"           | 50                     | 35      | 253      |

**3) PIPE AND HOSE (ORFS type)**

| Thread size (UNF) | Width across flat (mm) | kgf · m | lbf · ft |
|-------------------|------------------------|---------|----------|
| 9/16-18           | 19                     | 4       | 28.9     |
| 11/16-16          | 22                     | 5       | 36.2     |
| 13/16-16          | 27                     | 9.5     | 68.7     |
| 1-3/16-12         | 36                     | 18      | 130      |
| 1-7/16-12         | 41                     | 21      | 152      |
| 1-11/16-12        | 50                     | 35      | 253      |

**4) FITTING**

| Thread size | Width across flat (mm) | kgf · m | lbf · ft |
|-------------|------------------------|---------|----------|
| 1/4"        | 19                     | 4       | 28.9     |
| 3/8"        | 22                     | 5       | 36.2     |
| 1/2"        | 27                     | 9.5     | 68.7     |
| 3/4"        | 36                     | 18      | 130      |
| 1"          | 41                     | 21      | 152      |
| 1-1/4"      | 50                     | 35      | 253      |

#### 4) TIGHTENING TORQUE OF MAJOR COMPONENT

| No. | Descriptions       |                                       | Bolt size  | Torque   |          |
|-----|--------------------|---------------------------------------|------------|----------|----------|
|     |                    |                                       |            | kgf · m  | lbf · ft |
| 1   | Engine             | Engine mounting bolt (engine-Bracket) | M10 × 1.5  | 7.3±1.0  | 53±7.2   |
| 2   |                    | Engine mounting bolt (bracket-Frame)  | M12 × 1.75 | 10±1.0   | 72±7.2   |
| 3   |                    | Radiator mounting bolt, nut           | M 8 × 1.25 | 1.17±0.1 | 8.5±0.7  |
| 4   |                    | Coupling mounting bolt                | M12 × 1.75 | 9.3±0.5  | 67.1±3.6 |
| 5   | Hydraulic system   | Main pump mounting bolt               | M12 × 1.75 | 10±1.0   | 72±7.2   |
| 6   |                    | Main control valve mounting bolt      | M10 × 1.5  | 6.9±1.4  | 50±10.0  |
| 7   |                    | Fuel tank mounting bolt               | M12 × 1.75 | 12.8±3.0 | 93±22.0  |
| 8   |                    | Hydraulic oil tank mounting bolt      | M12 × 1.75 | 12.8±3.0 | 93±22.0  |
| 9   |                    | Turning joint mounting bolt, nut      | M10 × 1.5  | 6.9±1.4  | 50±10.0  |
| 10  | Power train system | Swing motor mounting bolt             | M14 × 2.0  | 19.6±2.9 | 142±21.0 |
| 11  |                    | Swing bearing upper mounting bolt     | M12 × 1.75 | 12.8±3.0 | 93±22.0  |
| 12  |                    | Swing bearing lower mounting bolt     | M12 × 1.75 | 12.8±3.0 | 93±22.0  |
| 13  |                    | Travel motor mounting bolt            | M12 × 1.75 | 13.8±2.0 | 100±14.0 |
| 14  |                    | Sprocket mounting bolt                | M12 × 1.75 | 12.8±3.0 | 93±22.0  |
| 15  | Under carriage     | Carrier roller mounting bolt, nut     | M12 × 1.75 | 12.8±3.0 | 93±22.0  |
| 16  |                    | Track roller mounting bolt            | M16 × 2.0  | 29.7±4.0 | 215±29.0 |
| 17  | Others             | Counter weight mounting bolt          | M20 × 2.5  | 57.8±6.4 | 418±46.3 |
| 18  |                    | Cab mounting bolt, nut                | M12 × 1.75 | 12.8±3.0 | 92±22.0  |
| 19  |                    | Operator's seat mounting bolt         | M 8 × 1.25 | 1.17±0.1 | 8.5±0.7  |

### 3. FUEL, COOLANT AND LUBRICANTS

#### 1) NEW MACHINE

New machine used and filled with following lubricants.

| Description                     | Specification  |
|---------------------------------|--|
| Engine oil                      | SAE 15W-40 (API CH-4)  |
| Hydraulic oil                   | Hyundai genuine long life hydraulic oil (ISO VG 46, VG 68)<br>Conventional hydraulic oil (ISO VG 15) |
| Swing and travel reduction gear | SAE 85W-140 (API GL-5)   |
| Grease                          | Lithium base grease NLGI No. 2   |
| Fuel                            | ASTM D975-No. 2  |
| Coolant                         | Mixture of 50% ethylene glycol base antifreeze and 50% water.  |

SAE : Society of Automotive Engineers

API : American Petroleum Institute

ISO : International Organization for Standardization

NLGI : National Lubricating Grease Institute

ASTM : American Society of Testing and Material



## 2) RECOMMENDED OILS

Use only oils listed below or equivalent.

Do not mix different brand oil.

| Service point                | Kind of fluid  | Capacity<br>ℓ (U.S. gal)                  | Ambient temperature °C ( °F) |                                     |           |            |            |            |             |
|------------------------------|--|---|------------------------------|-------------------------------------|-----------|------------|------------|------------|-------------|
|                              |  |   | -20<br>(-4)                  | -10<br>(14)                         | 0<br>(32) | 10<br>(50) | 20<br>(68) | 30<br>(86) | 40<br>(104) |
| Engine oil pan               | Engine oil   | 5.9 (1.6)                                 |                              |                                     |           | SAE 30     |            |            |             |
|                              |  |   | SAE 10W                      |                                     |           |            |            |            |             |
|                              |  |   | SAE 10W-30                   |                                     |           |            |            |            |             |
|                              |  |   | SAE 15W-40                   |                                     |           |            |            |            |             |
| Final drive                  | Gear oil   | 0.6×2<br>(0.16×2)                         |                              | SAE 85W-140                         |           |            |            |            |             |
| Hydraulic tank               | Hydraulic oil  | Tank:<br>32 (8.5)<br>System:<br>60 (15.9) | ISO VG 32                    |                                     |           |            |            |            |             |
|                              |  |   | ISO VG 46                    |                                     |           |            |            |            |             |
|                              |  |   | ISO VG 68                    |                                     |           |            |            |            |             |
| Fuel tank                    | Diesel fuel  | 31 (8.2)                                  | ASTM D975 NO.1               |                                     |           |            |            |            |             |
|                              |  |   | ASTM D975 NO.2               |                                     |           |            |            |            |             |
| Fitting<br>(Grease nipple)   | Grease   | As required                               | NLGI NO.1                    |                                     |           |            |            |            |             |
|                              |  |   | NLGI NO.2                    |                                     |           |            |            |            |             |
| Radiator<br>(Reservoir tank) | Mixture of<br>antifreeze<br>and water<br>50 : 50★ <sup>1</sup> | 5 (1.3)                                   |                              | Ethylene glycol base permanent type |           |            |            |            |             |

**SAE** : Society of Automotive Engineers

**API** : American Petroleum Institute

**ISO** : International Organization for Standardization

**NLGI** : National Lubricating Grease Institute

**ASTM** : American Society of Testing and Material

★<sup>1</sup> : Soft water

City water or distilled water

## 4. MAINTENANCE CHECK LIST

### 1) DAILY SERVICE BEFORE STARTING

| Check items                  | Service       | Page |
|------------------------------|---------------|------|
| Visual check                 |               |      |
| Fuel tank                    | Check, Refill | 6-24 |
| Hydraulic oil level          | Check, Add    | 6-26 |
| Engine oil level             | Check, Add    | 6-17 |
| Coolant level                | Check, Add    | 6-19 |
| Control panel & pilot lamp   | Check, Clean  | 6-34 |
| Water separator              | Check, Drain  | 6-24 |
| Fan belt tension             | Check, Adjust | 6-22 |
| ★ Attachment pins            | Lubricate     | 6-41 |
| · Boom cylinder head and rod |               |      |
| · Boom connecting            |               |      |
| · Arm cylinder head and rod  |               |      |
| · Boom + Arm connecting      |               |      |
| · Bucket cylinder head       |               |      |

★ Lubricate every 10 hours or daily for initial 100 hours.

### 2) EVERY 50 HOURS SERVICE

| Check items                                | Service       | Page |
|--|---------------|------|
| Fuel tank                                  | Drain         | 6-24 |
| Track tension                              | Check, Adjust | 6-30 |
| Swing reduction gear grease                | Lubricate     | 6-28 |
| Lubricate pin and bushing                  | Lubricate     | 6-33 |
| · Bucket cylinder rod                      |               |      |
| · Arm + Bucket connecting                  |               |      |
| · Arm + Link, Bucket control               |               |      |
| · Bucket control rod                       |               |      |
| · Boom swing post + Upper frame connecting |               |      |
| · Boom swing cylinder head and rod         |               |      |
| · Dozer blade + Lower frame connecting     |               |      |
| · Dozer blade cylinder head and rod        |               |      |

### 3) INITIAL 50 HOURS SERVICE

| Check items                          | Service      | Page     |
|--------------------------------------|--------------|----------|
| Engine oil                           | Change       | 6-17, 18 |
| Engine oil filter                    | Replace      | 6-17, 18 |
| Pilot line filter element            | Replace      | 6-28     |
| Hydraulic oil return filter          | Replace      | 6-27     |
| Fuel filter element                  | Replace      | 6-25     |
| Bolts & Nuts                         | Check, Tight | 6-7      |
| · Sprocket mounting bolts            |              |          |
| · Travel motor mounting bolts        |              |          |
| · Swing motor mounting bolts         |              |          |
| · Swing bearing mounting bolts       |              |          |
| · Engine mounting bolts              |              |          |
| · Counterweight mounting bolts       |              |          |
| · Turning joint locating bolts       |              |          |
| · Track shoe mounting bolts and nuts |              |          |
| · Hydraulic pump mounting bolts      |              |          |

※ Service the above items only for the new machine, and thereafter keep the normal service interval.

### 4) EVERY 200 HOURS SERVICE

| Check items                   | Service | Page |
|-------------------------------|---------|------|
| ★ Hydraulic oil return filter | Replace | 6-27 |
| ★ Pilot line filter element   | Replace | 6-28 |

★ Replace 2 filters for continuous hydraulic breaker operation only.

## 6) EVERY 250 HOURS SERVICE

| Check items                          | Service      | Page     |
|--------------------------------------|--------------|----------|
| ★ Engine oil                         | Change       | 6-17, 18 |
| ★ Engine oil filter                  | Replace      | 6-17, 18 |
| Battery (voltage)                    | Check        | 6-34     |
| Swing bearing                        | Lubricate    | 6-28     |
| Bolts & Nuts                         | Check, Tight | 6-7      |
| · Sprocket mounting bolts            |              |          |
| · Travel motor mounting bolts        |              |          |
| · Swing motor mounting bolts         |              |          |
| · Swing bearing mounting bolts       |              |          |
| · Engine mounting bolts              |              |          |
| · Counterweight mounting bolts       |              |          |
| · Turning joint locating bolts       |              |          |
| · Track shoe mounting bolts and nuts |              |          |
| · Hydraulic pump mounting bolts      |              |          |
| Attachment pins                      | Lubricate    | 6-41     |
| · Boom cylinder head and rod         |              |          |
| · Boom connecting                    |              |          |
| · Arm cylinder head and rod          |              |          |
| · Boom + Arm connecting              |              |          |
| · Bucket cylinder head               |              |          |

★ If you use high sulfur containing fuel above than 0.5% or use low grade of engine oil reduce change interval.

## 5) INITIAL 250 HOURS SERVICE

| Check items                 | Service | Page |
|-----------------------------|---------|------|
| Fuel filter element         | Replace | 6-25 |
| Hydraulic oil return filter | Replace | 6-27 |
| Pilot line filter element   | Replace | 6-28 |
| Travel reduction gear oil   | Change  | 6-29 |

※ Service the above items only for the new machine, and thereafter keep the normal service interval.

## 7) EVERY 400 HOURS SERVICE

| Check items         | Service | Page |
|---------------------|---------|------|
| Fuel filter element | Replace | 6-25 |

### 8) EVERY 500 HOURS SERVICE

| Check items                 | Service        | Page |
|-----------------------------|----------------|------|
| Radiator and cooler fin     | Check, Clean   | 6-22 |
| ☆ Air cleaner element       | Inspect, Clean | 6-23 |
| ◆ Travel reduction gear oil | Change         | 6-29 |

☆ Clean the primary element only after 500 hours operation or when the air cleaner warning lamp blinks.

Replace primary element and safety element after 4 times cleanings of primary element.

◆ Change oil after initial 500 hours of operation.

### 9) EVERY 1000 HOURS SERVICE

| Check items                 | Service | Page |
|-----------------------------|---------|------|
| Travel reduction gear oil   | Change  | 6-29 |
| Hydraulic oil return filter | Replace | 6-28 |
| Pilot line filter element   | Replace | 6-27 |

### 10) EVERY 2000 HOURS SERVICE

| Check items  | Service                   | Page             |
|--|---------------------------|------------------|
| Coolant* <sup>1</sup>                              | Change                    | 6-20, 21, 22, 23 |
| Hydraulic oil* <sup>1</sup>                        | Change                    | 6-26             |
| Hydraulic tank suction strainer                    | Check, Clean              | 6-27             |
| Hoses, fittings, clamps (fuel, coolant, hydraulic) | Check, Retighten, Replace | -                |

\*<sup>1</sup> Conventional

※ Change hydraulic oil every 600 hours of continuous hydraulic breaker operation.

### 11) EVERY 5000 HOURS SERVICE

| Check items                 | Service | Page |
|-----------------------------|---------|------|
| Hydraulic oil* <sup>2</sup> | Change  | 6-26 |

\*<sup>2</sup> Hyundai genuine long life

※ Change hydraulic oil every 1000 hours of continuous hydraulic breaker operation.

### 12) EVERY 6000 HOURS SERVICE

| Check items           | Service | Page             |
|-----------------------|---------|------------------|
| Coolant* <sup>2</sup> | Change  | 6-20, 21, 22, 23 |

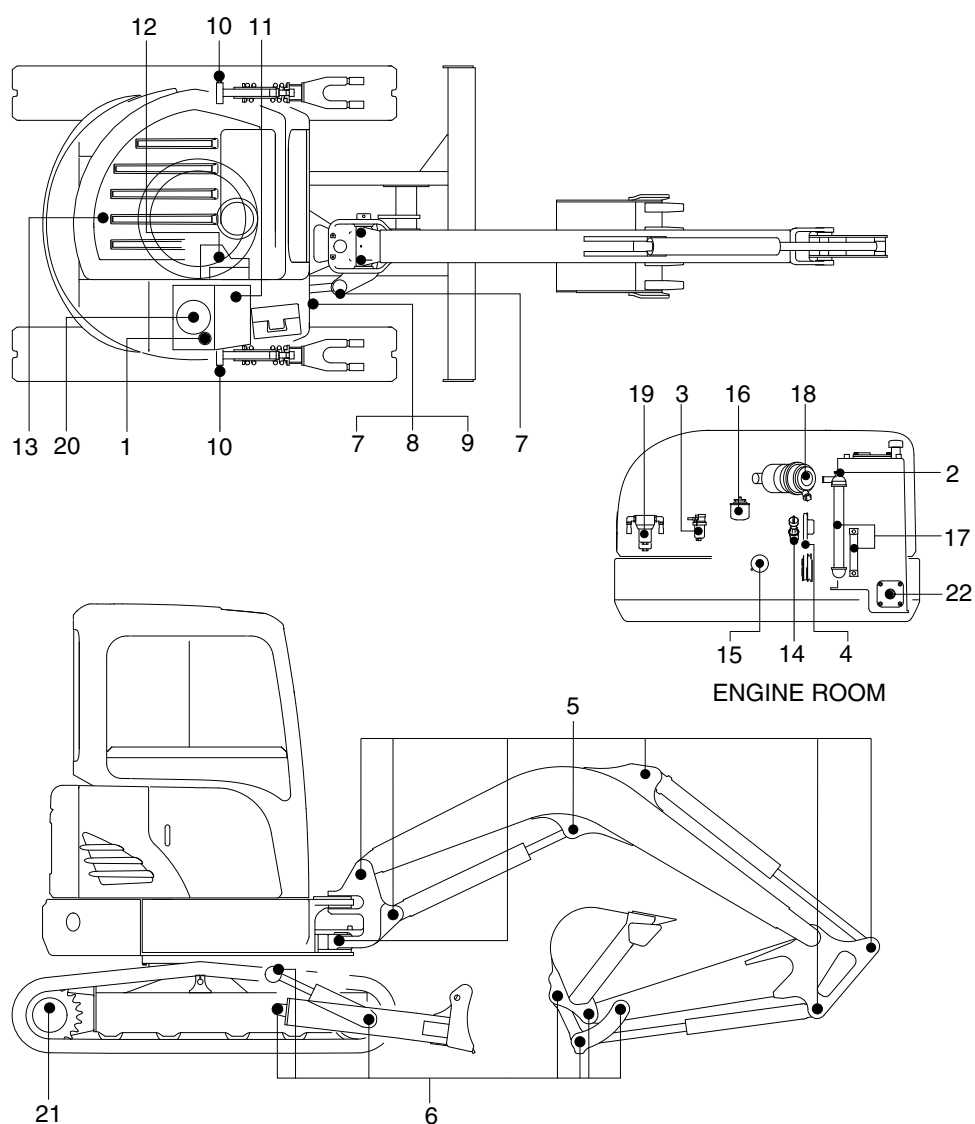
\*<sup>2</sup> Hyundai genuine long life

### 13) WHEN REQUIRED

Whenever you have trouble in the machine, you must perform the service of related items, system by system.

| Check items                   | Service          | Page             |
|-------------------------------|------------------|------------------|
| Fuel system                   |                  |                  |
| · Fuel tank                   | Drain or Clean   | 6-24             |
| · Water separator             | Drain or Replace | 6-24             |
| · Fuel filter element         | Replace          | 6-25             |
| Engine lubrication system     |                  |                  |
| · Engine oil                  | Change           | 6-17, 18         |
| · Engine oil filter           | Replace          | 6-17, 18         |
| Engine cooling system         |                  |                  |
| · Coolant                     | Add or Change    | 6-19, 20, 21, 22 |
| · Radiator                    | Clean or Flush   | 6-19, 20, 21, 22 |
| Engine air system             |                  |                  |
| · Air cleaner                 | Replace          | 6-23             |
| Hydraulic system              |                  |                  |
| · Hydraulic oil               | Add or Change    | 6-26             |
| · Hydraulic oil return filter | Replace          | 6-27             |
| · Pilot line filter element   | Replace          | 6-28             |
| · Suction strainer            | Clean            | 6-27             |
| Under carriage                |                  |                  |
| · Track tension               | Check, Adjust    | 6-30             |
| Bucket                        |                  |                  |
| · Tooth                       | Replace          | 6-32             |
| · Side cutter                 | Replace          | 6-31             |
| · Linkage                     | Adjust           | 6-31             |
| · Bucket assy                 | Replace          | 6-31             |
| Heater                        |                  |                  |
| · Heater filter               | Clean            | 6-37             |

## 5. MAINTENANCE CHART



R27Z96MA30

### Caution

1. Service intervals are based on the hour meter reading.
2. The number of each item shows the lubrication point on the machine.
3. Stop engine while filling oil, and use no open flames.
4. For other details, refer to the service manual.

| Service interval   | No. | Description  | Service action            | Oil symbol | Capacity ℓ (U.S.gal) | Service points No. |
|--------------------|-----|--|---------------------------|------------|----------------------|--------------------|
| 10 Hours or daily  | 1   | Hydraulic oil level                                | Check, Add                | HO         | 32 (8.5)             | 1                  |
|                    | 2   | Radiator coolant                                   | Check, Add                | C          | 5 (1.3)              | 1                  |
|                    | 3   | Water separator                                    | Drain                     | -          | -                    | 1                  |
|                    | 4   | Fan belt tension and damage                        | Check, Adjust             | -          | -                    | 1                  |
|                    | 14  | Engine oil level                                   | Check, Add                | EO         | 5.9 (1.5)            | 1                  |
| 50 Hours or weekly | 6   | Bucket linkage & blade pins                        | Check, Add                | PGL        | -                    | 6                  |
|                    | 7   | Boom swing cylinder                                | Lubricate                 | PGL        | -                    | 1                  |
|                    | 8   | Swing bearing                                      | Lubricate                 | PGL        | -                    | 1                  |
|                    | 10  | Track tension                                      | Check, Adjust             | PGL        | -                    | 2                  |
|                    | 11  | Fuel tank (water, sediment)                        | Check, Clean              | -          | -                    | 1                  |
| 250 Hours          | 5   | Attachment pins                                    | Check, Add                | PGL        | -                    | 9                  |
|                    | 9   | Swing gear and pinion                              | Check, Add                | PGL        | -                    | 1                  |
|                    | 13  | Battery (voltage)                                  | Check, Clean              | -          | -                    | 1                  |
|                    | 14  | Engine oil   | Change                    | EO         | 5.9 (1.6)            | 1                  |
|                    | 15  | Engine oil filter                                  | Replace                   | -          | -                    | 1                  |
| 400 Hours          | 16  | Fuel filter element                                | Replace                   | -          | -                    | 1                  |
| 500 Hours          | 17  | Radiator and cooler fin                            | Check, Clean              | -          | -                    | 2                  |
|                    | 18  | Air cleaner element (outside)                      | Clean                     | -          | -                    | 1                  |
| 1000 Hours         | 19  | Pilot line filter element                          | Change                    | -          | -                    | 1                  |
|                    | 20  | Hydraulic oil return filter                        | Change                    | -          | -                    | 1                  |
|                    | 21  | Travel reduction gear case                         | Change                    | GO         | 0.6 (0.16)           | 2                  |
| 2000 Hours         | 1   | Hydraulic oil* <sup>1</sup>                        | Change                    | HO         | 32 (8.5)             | 1                  |
|                    | 2   | Radiator coolant* <sup>1</sup>                     | Change                    | C          | 5 (1.3)              | 1                  |
|                    | 22  | Hydraulic oil suction strainer                     | Check, Clean              | -          | -                    | 1                  |
|                    | -   | Hoses, fittings, clamps (fuel, coolant, hydraulic) | Check, Retighten, Replace | -          | -                    | -                  |
| 5000 Hours         | 1   | Hydraulic oil* <sup>2</sup>                        | Change                    | HO         | 32 (8.5)             | 1                  |
| 6000 Hours         | 2   | Radiator coolant* <sup>2</sup>                     | Change                    | C          | 5 (1.3)              | 1                  |
| As required        | 12  | Heater filter                                      | Check, Clean              | -          | -                    | 1                  |
|                    | 18  | Air cleaner element (inside/outside)               | Check, Clean              | -          | -                    | 2                  |

\*<sup>1</sup> Conventional      \*<sup>2</sup> Hyundai genuine long life

※ Oil symbol

Please refer to the recommended lubricants for specification.

DF : Diesel fuel

GO : Gear oil

HO : Hydraulic oil

C : Coolant

PGL : Grease

EO : Engine oil

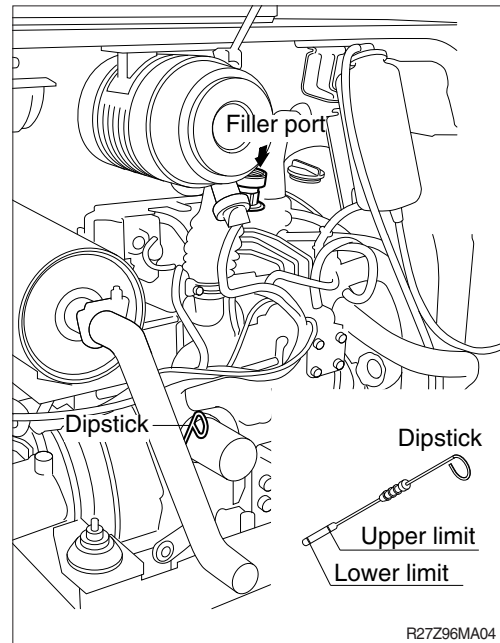


## 6. SERVICE INSTRUCTION

### 1) CHECK ENGINE OIL LEVEL

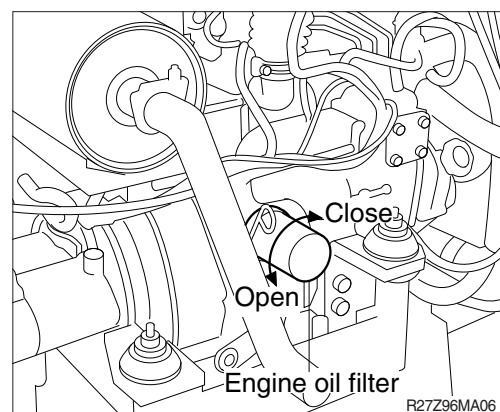
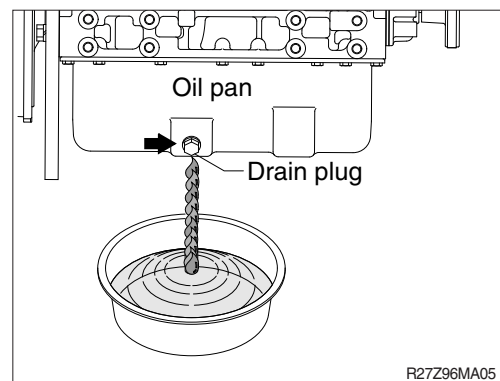
Check the oil level with the machine on a flat ground before starting engine.

- (1) Pull out the dipstick and wipe with a clean cloth.
- (2) Check the oil level by inserting the dipstick completely into the hole and pulling out again.
- (3) If oil level is LOW, add oil and then check again.
  - ※ If the oil is contaminated or diluted, change the oil regardless of the regular change interval.
  - ※ Check oil level after engine has been stopped for 15 minutes.
  - ▲ Do not operate unless the oil level is in the normal range.



### 2) REPLACEMENT OF ENGINE OIL AND OIL FILTER

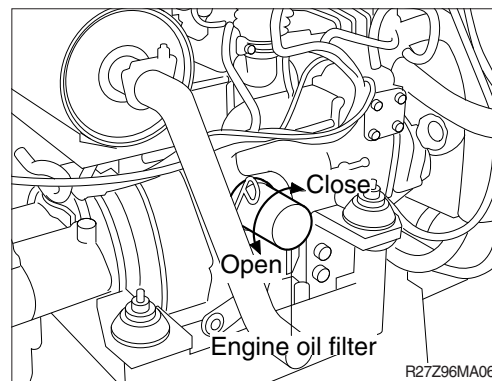
- (1) Warm up the engine.
- (2) Remove the cover of drain plug and connect the quick coupler hose.
  - ※ A drain pan with a capacity of 10 liters (2.6 U.S. gallons) will be adequate.
- (3) Clean around the filter head, remove the filter with a filter wrench and clean the gasket surface.



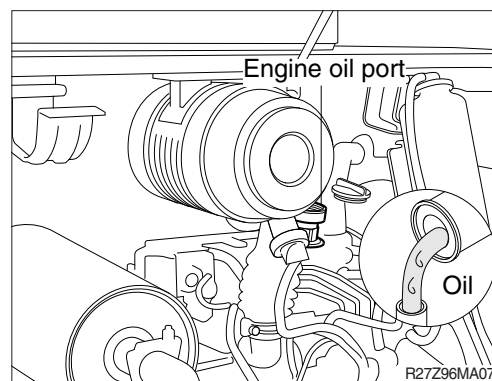
- (4) Apply a light film of lubricating oil to the gasket sealing surface before installing the filters.



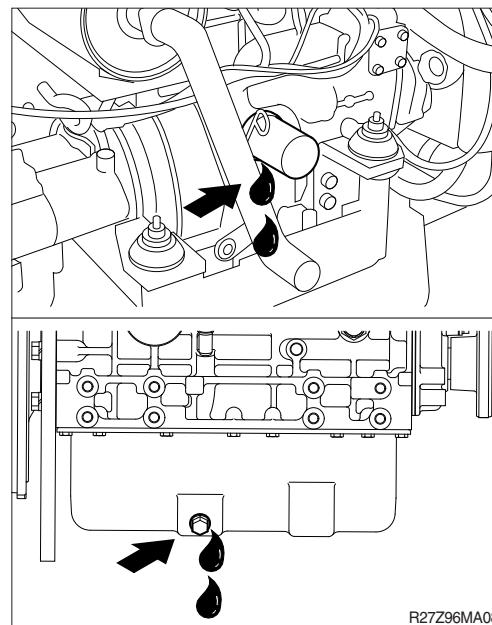
- (5) Install the filter to the filter head.  
Remove the quick coupler hose.
- ※ **Mechanical over-tightening may distort the threads or damage the filter element seal.**
- Install the filter as specified by the filter manufacturer.



- (6) Fill the engine with clean oil to the proper level.  
• Quantity : 5.9 l (1.6 U.S.gallons)



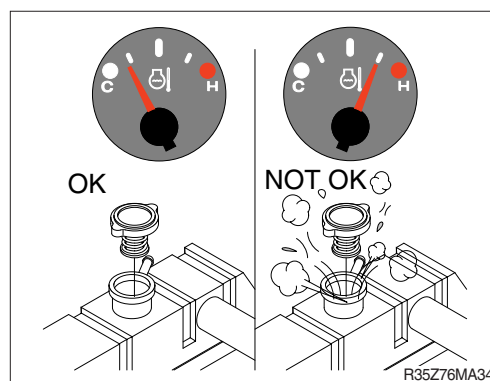
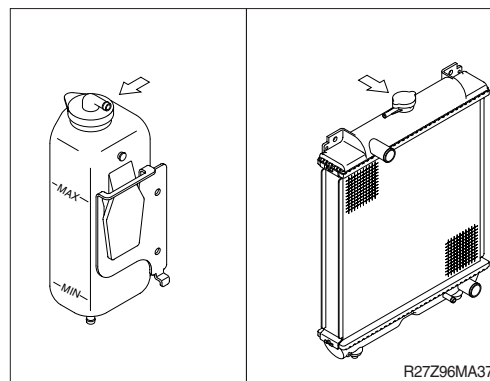
- (7) Operate the engine at low idle and inspect for leaks at the filters and the drain plug.  
Shut the engine off and check the oil level with the dipstick. Allow 15 minutes for oil to drain down before checking.



### 3) CHECK COOLANT

- (1) Check if the level of coolant in reservoir tank is between FULL and LOW.
- (2) Add the mixture of antifreeze and water after removing the cap of the reservoir tank if coolant is not sufficient.
- (3) Be sure to add the coolant by opening the cap of radiator when coolant level is below LOW.
- (4) Replace gasket of radiator cap when it is damaged.

**▲ Hot coolant can spray out if radiator cap is removed while engine is hot. Remove the cap after the engine has cooled down.**

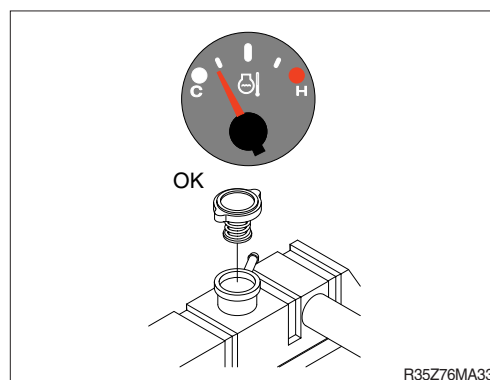


### 4) FLUSHING AND REFILLING OF RADIATOR

- (1) Change coolant

**▲ Avoid prolonged and repeated skin contact with used antifreeze. Such prolonged repeated contact can cause skin disorders or other bodily injury.**  
**Avoid excessive contact-wash thoroughly after contact.**  
**Keep out of reach of children.**

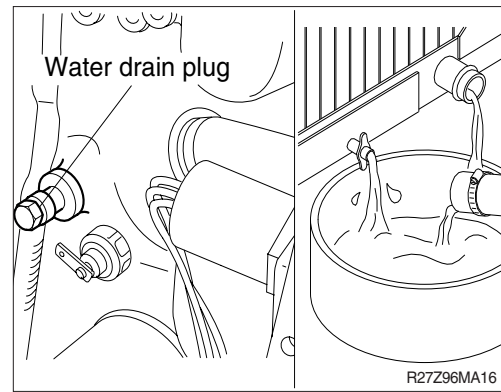
※ **Protect the environment : Handling and disposal of used antifreeze can be subject to federal, state, and local law regulation.**  
**Use authorized waste disposal facilities, including civic amenity sites and garages providing authorized facilities for the receipt of used antifreeze.**  
**If in doubt, contact your local authorities for guidance as to proper handling of used antifreeze.**



- ▲ Wait until the temperature is below 50°C (122°F) before removing the coolant system pressure cap.

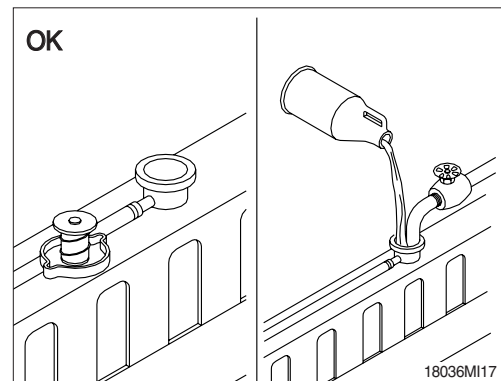
Failure to do so can cause personal injury from heated coolant spray.

Drain the cooling system by opening the drain valve on the radiator and removing the plug in the bottom of the water inlet. A drain pan with a capacity of 20 liters (5 U.S.gallons) will be adequate in most applications.

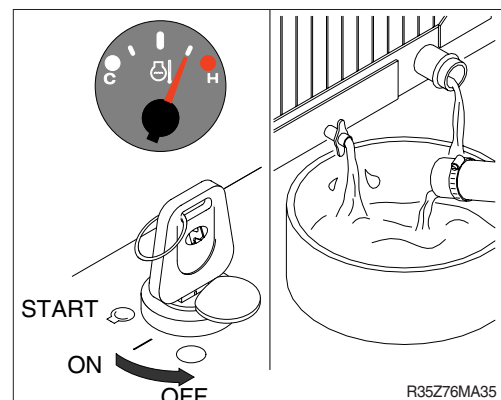


## (2) Flushing of cooling system

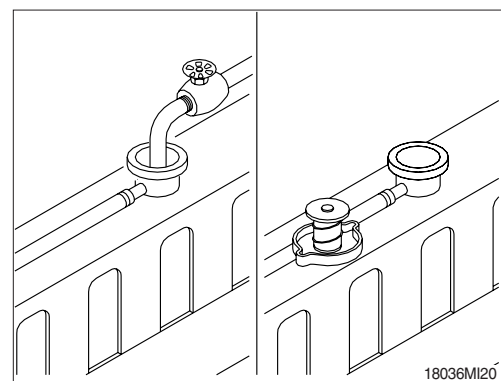
- ① Fill the system with a mixture of sodium carbonate and water (or a commercially available equivalent).
  - ※ Use 0.5 kg (1.0 pound) of sodium carbonate for every 23 liters (6.0 U.S. gallons) of water.
  - ※ Do not install the radiator cap. The engine is to be operated without the cap for this process.



- ② Operate the engine for 5 minutes with the coolant temperature above 80°C (176°F).  
Shut the engine off, and drain the cooling system.



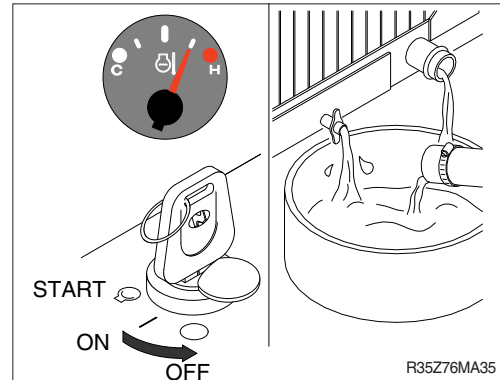
- ③ Fill the cooling system with clean water.
  - ※ Be sure to vent the engine and aftercooler for complete filling.
  - ※ Do not install the radiator cap or the new coolant filter.



- ④ Operate the engine for 5 minutes with the coolant temperature above 80°C (176°F) .

Shut the engine off, and drain the cooling system.

- ※ **If the water being drained is still dirty, the system must be flushed again until the water is clean.**

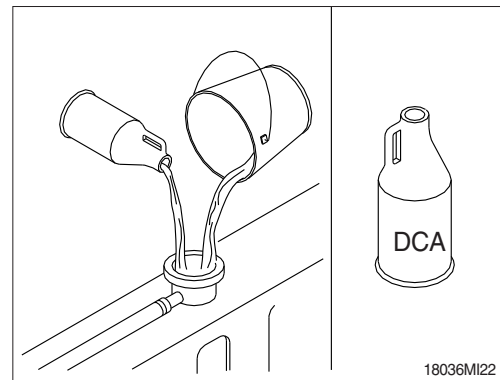


### (3) Cooling system filling

- ① Use a mixture of 50 percent soft water and 50 percent ethylene glycol antifreeze to fill the cooling system. Refer to the page 6-9.

Coolant capacity (engine only) : 2 l (0.5 U.S. gallons)

- ※ **Use the correct amount of DCA4 corrosion inhibitor to protect the cooling system.**  
 ※ **Do not use hard water such as river water or well water.**

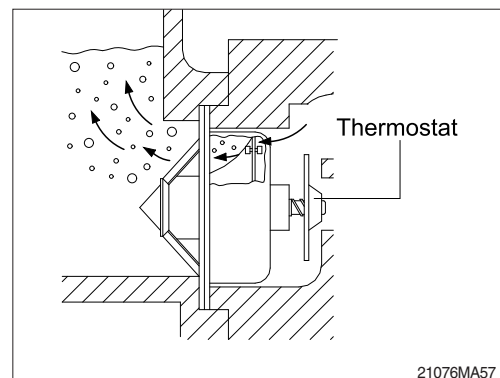


- ② The system has a maximum fill rate of 14 liters (3.5 U.S. gallons) per minute.

Do not exceed this fill rate.

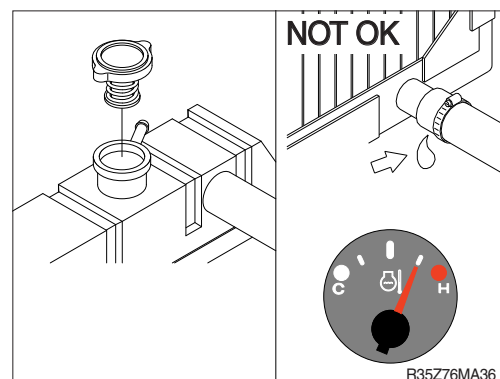
- ※ **The system must be filled slowly to prevent air locks.**

**During filling, air must be vented from the engine coolant passage.**



- ③ Install the pressure cap. Operate the engine until it reaches a temperature 80°C (176°F), and check for coolant leaks.

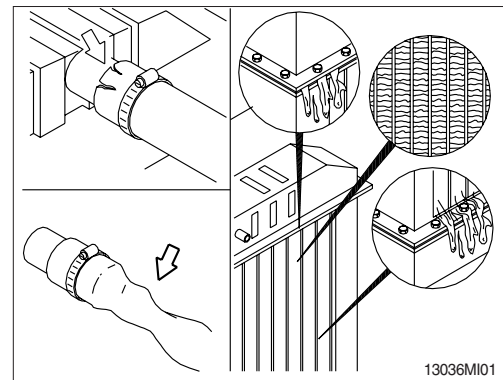
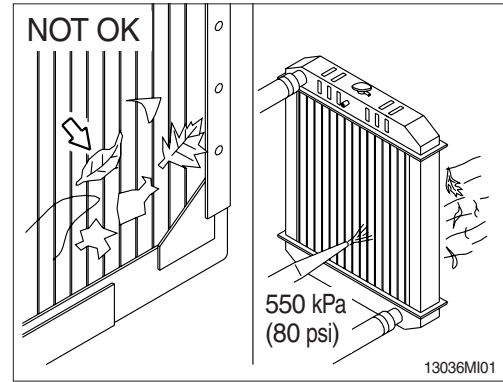
Check the coolant level again to make sure the system is full of coolant.



## 5) CLEAN RADIATOR AND OIL COOLER

Check, and if necessary, clean and dry outside of radiator and oil cooler. After working in a dusty place, clean radiator more frequently.

- (1) Visually inspect the radiator for clogged radiator fins.
- (2) Use 550 kPa (80 psi) air pressure to blow the dirt and debris from the fins.  
Blow the air in the opposite direction of the fan air flow.
- (3) Visually inspect the radiator for bent or broken fins.
  - ※ If the radiator must be replaced due to bent or broken fins which can cause the engine to overheat, refer to the manufacturer's replacement procedures.
- (4) Visually inspect the radiator for core and gasket leaks.

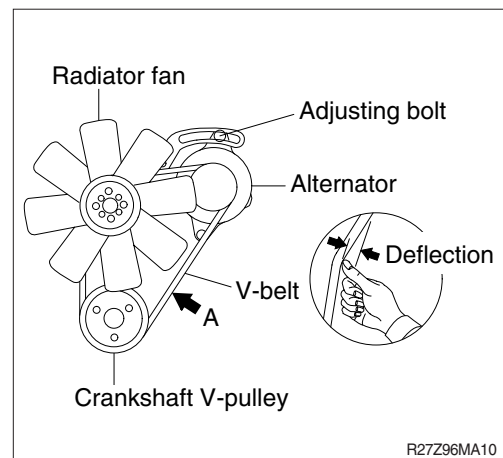


## 6) FAN BELT TENSION

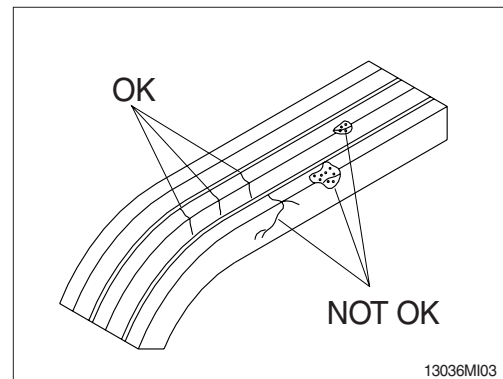
- (1) Press the V-belt at the midpoint of the alternator pulley and the crankshaft pulley, and measure the deflection of the belt.

| Item   | Standard value (mm)      |
|--|--------------------------|
| <b>V-belt tension</b><br>Belt deflection when pressed with a force of approx. 10 kgf·m (22.0 lbf·ft) | 10 to 12<br>(0.4 to 0.5) |

- (2) If the measured deflection does not conform to the standard value, loosen the adjusting bolt and move the alternator for adjustment.



- (3) Inspect the drive for damage.



## 7) INSPECTION OF COOLING FAN

▲ Personal injury can result from a fan blade failure. Never pull or pry on the fan. This can damage the fan blade and cause fan failure.

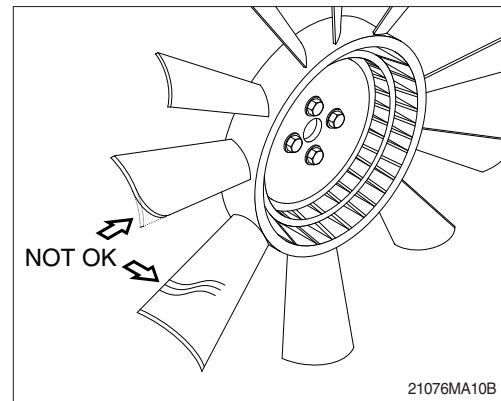
※ Rotate the crankshaft by using the engine barring gear.

※ A visual inspection of the cooling fan is required daily.

Check for cracks, loose rivets, and bent or loose blades.

Check the fan to make sure it is securely mounted. Tighten the capscrews if necessary.

Replace any fan that is damaged.



## 8) CLEANING OF AIR CLEANER

### (1) Primary element

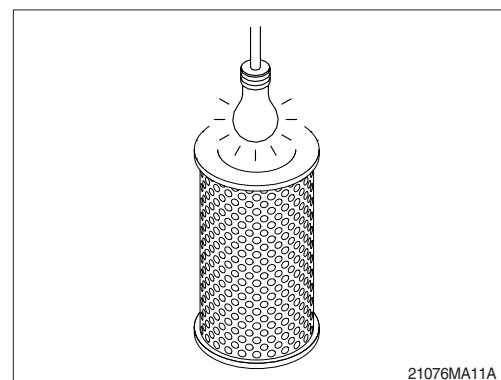
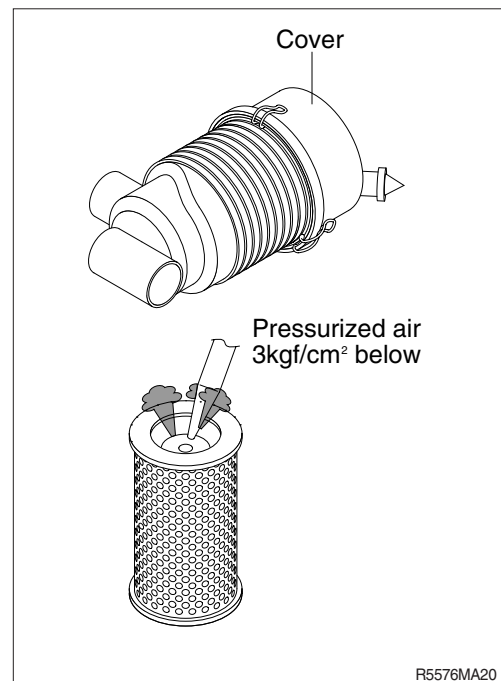
- ① Open cover and remove the element.
- ② Clean the inside of the body.
- ③ Clean the element with pressurized air.
  - Remove the dust inside of the element by the pressurized air (below 3 kgf/cm<sup>2</sup>, 40 psi) forward and backward equally.
- ④ Inspect for cracks or damage of element by putting a light bulb inside of the element.
- ⑤ Insert element and close cover.

※ Replace the primary element after 4 times cleanings.

### (2) Safety element

※ Replace the safety element only when the primary element is cleaned for the 4 times.

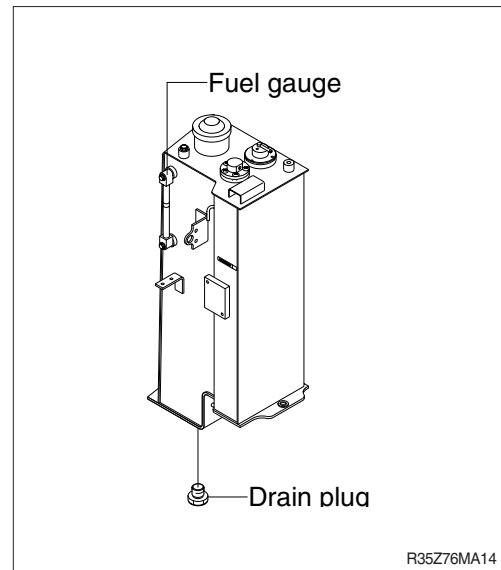
※ Always replace the safety element. Never attempt to reuse the safety element by cleaning the element.





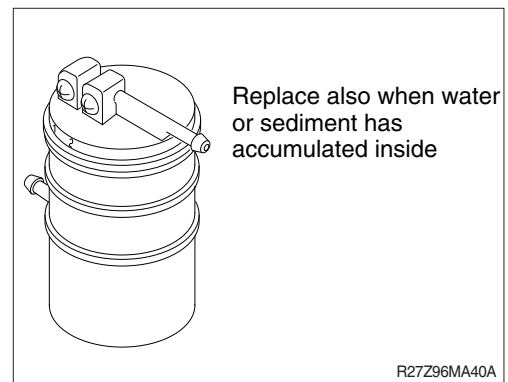
## 9) FUEL TANK

- (1) Fill fuel fully when system the operation to minimize water condensation, and check it with fuel gauge before starting the machine.
- (2) Drain the water and sediment in the fuel tank by opening the drain plug.
  - ※ **Be sure to LOCK the cap of fuel tank.**
  - ※ **Remove the strainer of the fuel tank and clean it if contaminated.**
- ▲ **Stop the engine when refueling.**  
**All lights and flames shall be kept at a safe distance while refueling.**



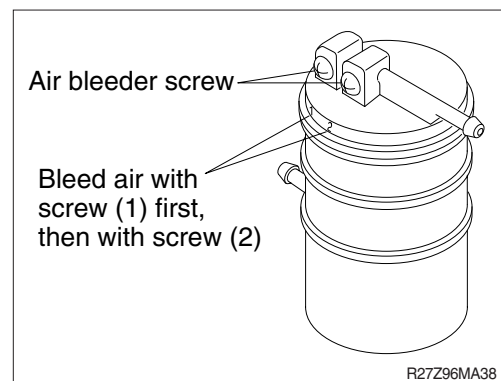
## 10) REPLACING THE FUEL FILTER

- (1) Clean around the fuel filter.
  - (2) Place a drip pan under the fuel filter.
  - (3) Put a stopper in fuel pipe to stop fuel flow.
  - (4) Replace the filter.
  - (5) Bleed the fuel filter.  
Refer to page 6-25 "Bleeding the fuel system".
  - (6) Start the engine and operate at idling speed for several minutes.
  - (7) Check fuel filter for leakage. If leakage is found, retighten the fuel pipe fixing clamp.
- ▲ **Make sure that any fire hazard is not around the work area when handling fuel.**  
**Wipe off spilled fuel thoroughly. It can cause a fire.**



## 11) BLEEDING THE FUEL FILTER OF AIR

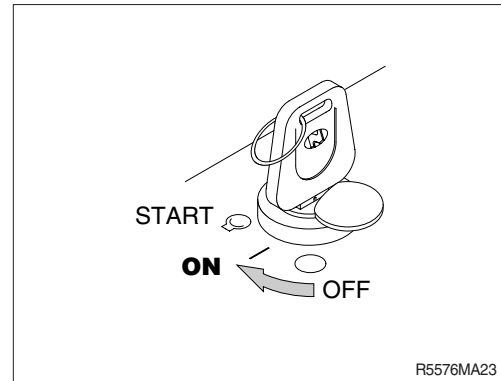
- (1) With the engine equipped with the fuel pump, turn the key ON. Fuel will automatically come down into the filter.
- (2) Loosen the air bleeder screw (1). When fuel with air bubbles no longer comes out, tighten the screw.
- (3) Loosen the air bleeder screw (2). When fuel with air bubbles no longer comes out, tighten the screw.





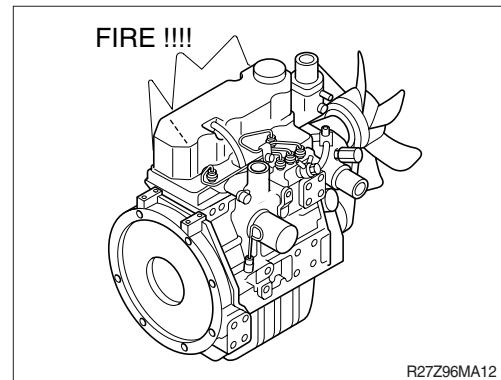
## 12) BLEEDING THE FUEL SYSTEM

- (1) Turn the start switch to the ON position and hold it in the position for 10~15 seconds to operate the fuel feed pump.



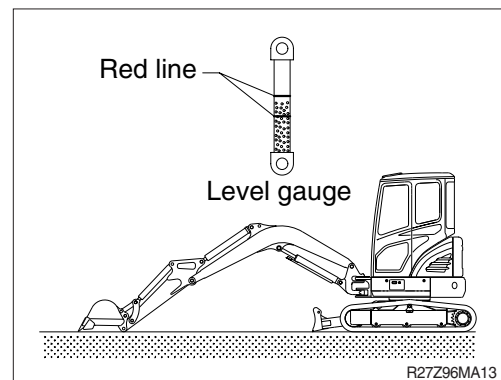
## 13) LEAKAGE OF FUEL

- ▲ Be careful and clean the fuel hose, injection pump, fuel filter and other connections as the leakage from these part can cause fire.



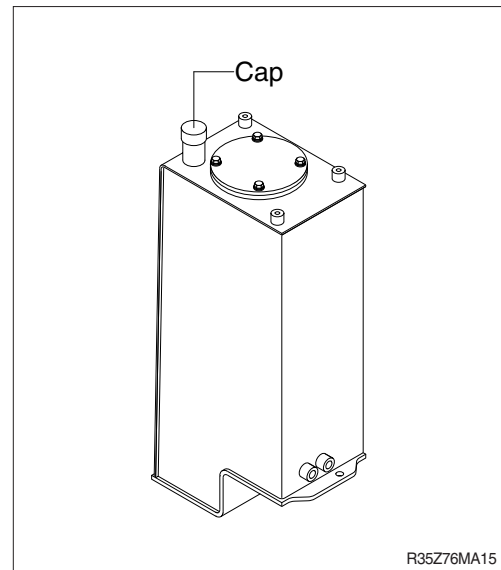
## 14) HYDRAULIC OIL CHECK

- (1) Stop the engine after retract the arm and bucket cylinders, then lower the boom and set the bucket on the ground at a flat location as in the illustration.
- (2) Check the oil level at the level gauge of hydraulic oil tank.
- (3) The oil level is normal if between the red lines.



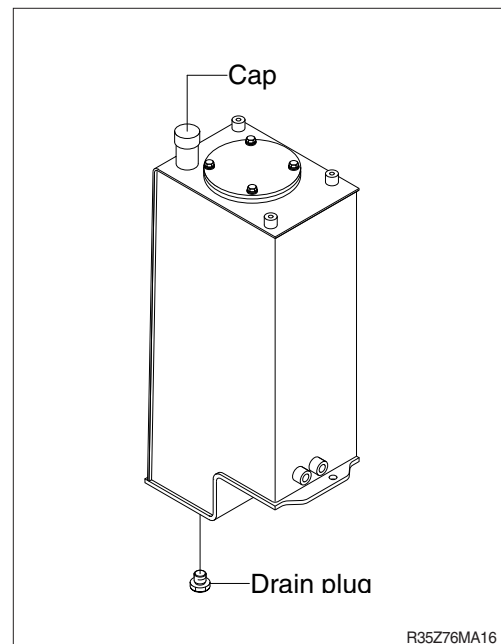
### 15) FILLING HYDRAULIC OIL

- (1) Stop the engine to the position of level check.
- (2) Loosen the cap.
- (3) Fill the oil to the specified level.
- (4) Start engine after filling and operate the work equipment several times.
- (5) Check the oil level at the level check position after engine stops.



### 16) CHANGE HYDRAULIC OIL

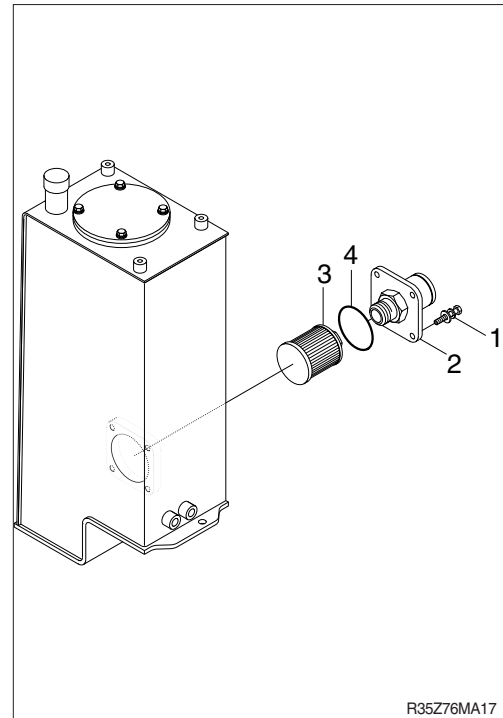
- (1) Lower the bucket on the ground pulling the arm and bucket cylinder to the maximum.
- (2) Loosen the cap.
- (3) Prepare a suitable container.
- (4) To drain the oil loosen the drain plug at the bottom of the oil tank.
- (5) Fill proper amount of recommended oil.
- (6) Put the cap.
- (7) Bleed air hydraulic pump loosen the air breather at top of hydraulic pump assembly.
- (8) Start engine and run continually. Release the air by full stroke of each control lever.



## 17) CLEAN SUCTION STRAINER

When changing hydraulic oil, remove the suction strainer and clean it.

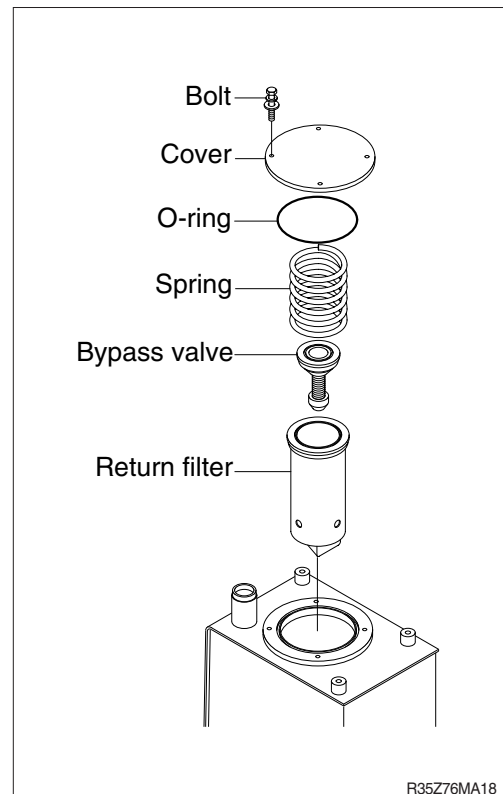
- (1) Remove the bolt (1) and suction cover (2)
    - Tightening torque :  $6.9 \pm 1.4 \text{ kgf} \cdot \text{m}$   
( $50 \pm 10 \text{ lbf} \cdot \text{ft}$ )
  - (2) Remove the suction strainer (3) from suction cover (2)
  - (3) Wash the foreign material on the suction strainer with gasoline or cleaning oil.
  - (4) Replace the suction strainer if it is damaged.
  - (5) Assemble with reverse order of disassembly.  
Be sure to install a new O-ring (4) and reinsert in the oil tank.
- ※ **Do not remove the bolt (1) from hydraulic tank before the hydraulic tank was empty.**



## 18) REPLACEMENT OF RETURN FILTER

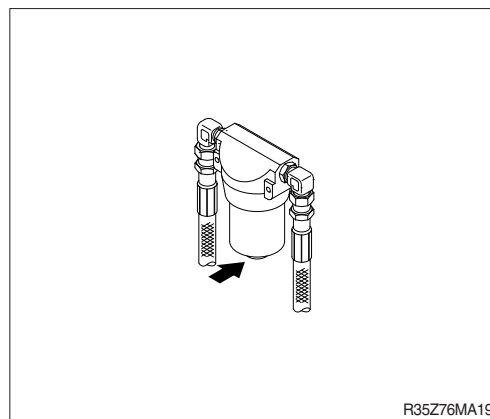
Replace as follows paying attention to the cause to be kept during the replacement.

- (1) Remove the cover.
  - Tightening torque :  $6.9 \pm 1.4 \text{ kgf} \cdot \text{m}$   
( $50 \pm 10 \text{ lbf} \cdot \text{ft}$ )
- (2) Remove the spring, by-pass valve, and return filter in the tank.
- (3) Replace the element with new one.



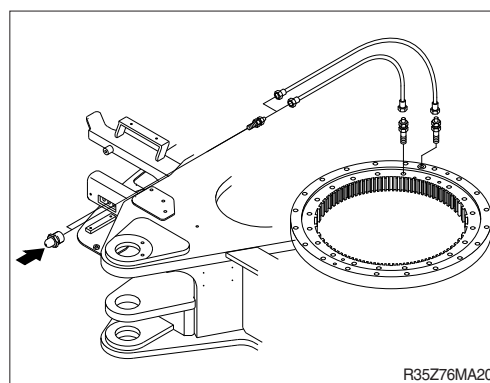
## 19) REPLACE OF PILOT LINE FILTER

- (1) Loosen the nut positioned on the filter body.
  - (2) Pull out the filter element and clean filter housing.
  - (3) Install the new element and tighten using specified torque.
- ※ **Change cartridge after initial 250 hours of operation. Thereafter, change cartridge every 1000 hours.**



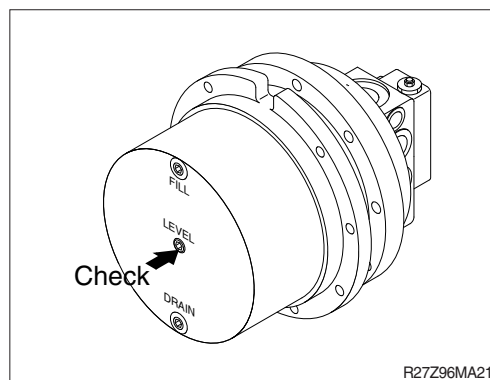
## 20) LUBRICATE SWING BEARING

- (1) Grease at 2 fitting.
- ※ **Lubricate every 250 hours.**



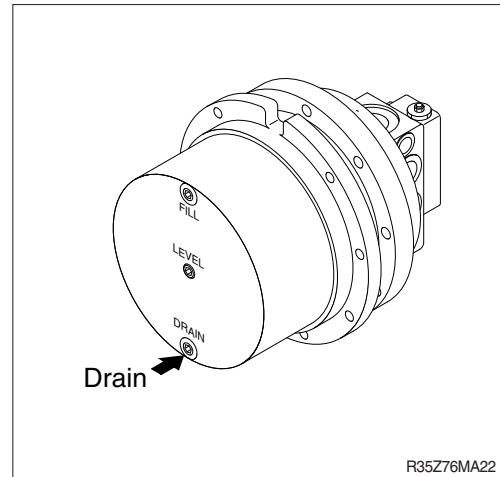
## 21) CHECK THE TRAVEL REDUCTION GEAR OIL

- (1) Operate the machine to the position of drain plug down to the flat ground.
  - (2) Loosen the level plug and check the oil level. If the level is at the hole of the plug, it is normal. Fill the oil if it is not sufficient.
- Amount of oil : 0.6 l (0.16 U.S.gal)



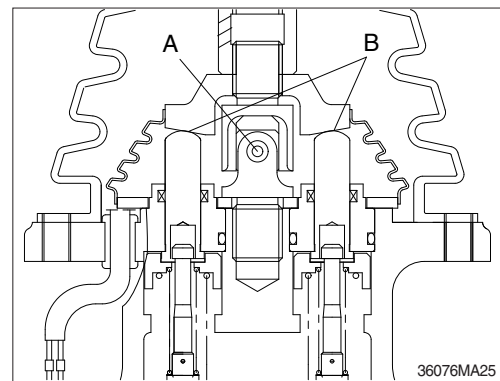
## 22) CHANGE OF THE TRAVEL REDUCTION GEAR OIL

- (1) Raise the temperature of the oil by traveling machine first.
- (2) Stop when the position of the drain plug is down.
- (3) Loosen the level plug and then the drain plug.
- (4) Drain the oil to adequate container.
- (5) Tighten the drain plug and fill specified amount of oil at filling port.
- (6) Tighten the level plug and travel slowly to check if there is any leakage of oil.



## 23) LUBRICATE RCV LEVER

Remove the bellows and with a grease gun grease the joint part (A) and sliding parts (B).



## 24) ADJUSTMENT OF TRACK TENSION

It is important to adjust the tension of track properly to extend the lifetime of track and traveling device.

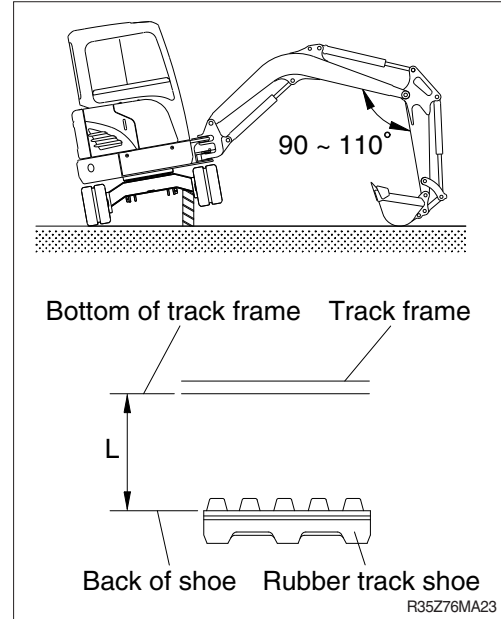
The wear of pins and bushings on the undercarriage will vary with the working conditions and soil properties.

It is thus necessary to continually inspect the track tension so as to maintain the standard tension on it.

- (1) Raise the chassis with the boom and arm.
- (2) Measure the distance between bottom of track frame on track center and track of shoe. (-#0860)  
Measure the distance between bottom of lower roller and rubber track (rubber track). (#0861-)

**Remove mud with rotating the track before measuring.**

(-#0860)



**Rubber track**

| Length (L) |          |
|------------|----------|
| 65~70 mm   | 2.6~2.8" |

- (3) If the tension is tight, drain the grease in the grease nipple and if the tension is loose, charge the grease.

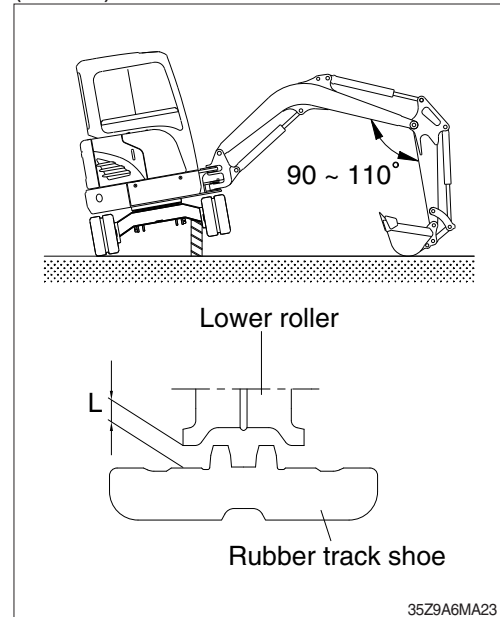
⚠ **Personal injury or death can result from grease under pressure.**

⚠ **When loosening the grease nipple, do not loosen more than one turn as there is a danger of a spring coming out of the nipple because of the high pressure inside.**

When the grease is drained, move the track to the forward and backward slightly.

If the track tension is loose even after the grease is charged to the maximum, change the pins and bushings as there are worn seriously.

(#0861-)



**Rubber track**

| Length (L) |          |
|------------|----------|
| 5~10 mm    | 0.2~0.4" |

## 25) REPLACEMENT OF BUCKET

**⚠** When knocking the pin in with a hammer, metal particles may fly and cause serious injury, particularly if they get into your eyes. When carrying out this operation, always wear goggles, helmet, gloves, and other protective equipment.

※ When the bucket is removed, place it in a stable condition.

※ When performing joint work, make sure signals to each other and work carefully for safety's sake.

(1) Lower the bucket on the ground as the picture shown in the right.

(2) Lock the safety lever to the LOCK position and stop the engine.

(3) Remove the stopper bolts (1) and nuts (2), then remove pins (3, 4) and remove the bucket.

※ When removing the pins, place the bucket so that it is in light contact with the ground.

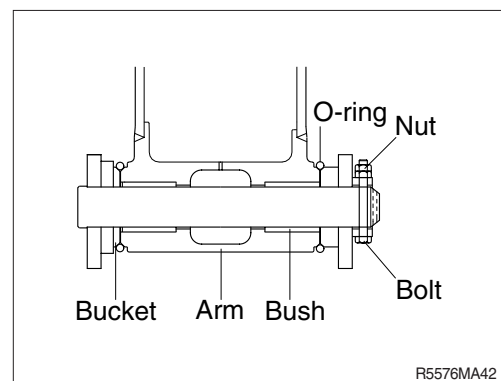
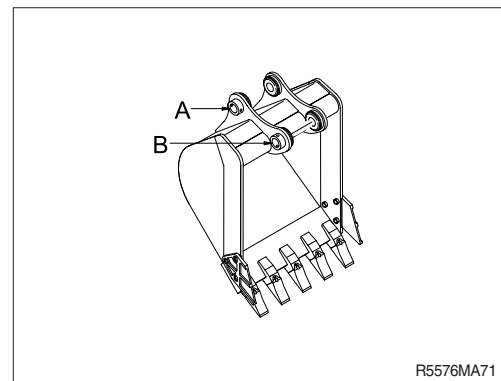
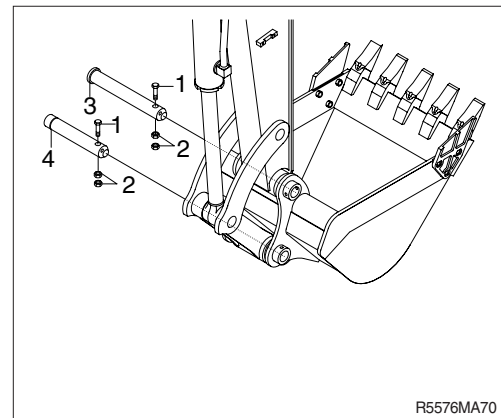
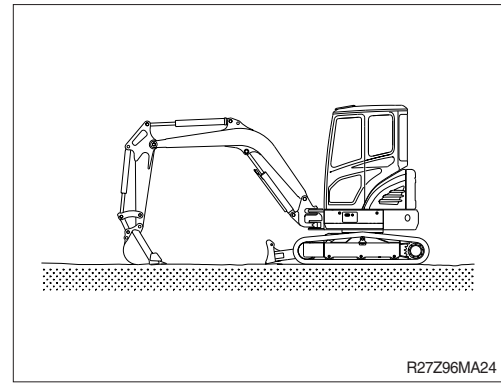
※ If the bucket is lowered strongly to the ground, the resistance will be increased and it will be difficult to remove the pins.

※ After remove the pins, make sure that they do not become contaminated with sand or mud and that the seals of bushing on both sides do not become damaged.

(4) Align the arm with holes (A) and the link with holes (B), then coat with grease and install pins (3, 4)

※ When installing the bucket, the O-rings are easily damaged, so fit the O-rings on the boss of the bucket as shown in the picture. After knocking the pin, move the O-ring down to the regular groove.

(5) Install the stopper bolt (1) and nuts (2) for each pin, then grease the pin.

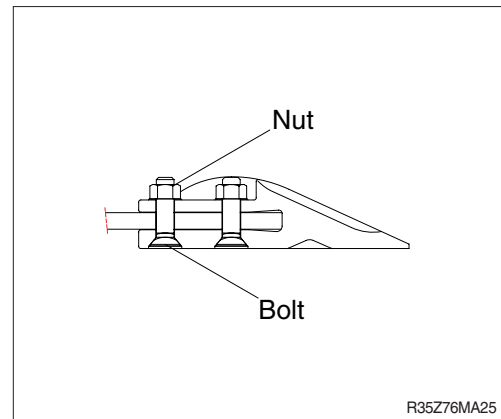


## 26) REPLACEMENT OF BUCKET TOOTH

- (1) Loosen the bolts and nuts.
- (2) Remove dust and mud from surface of bucket by using knife.
- (3) Fit news tooth to bucket.
- (4) Fasten bolts and nuts.

**▲ Personal injury can result from bucket falling.**

**▲ Block the bucket before changing tooth tips or side cutters.**





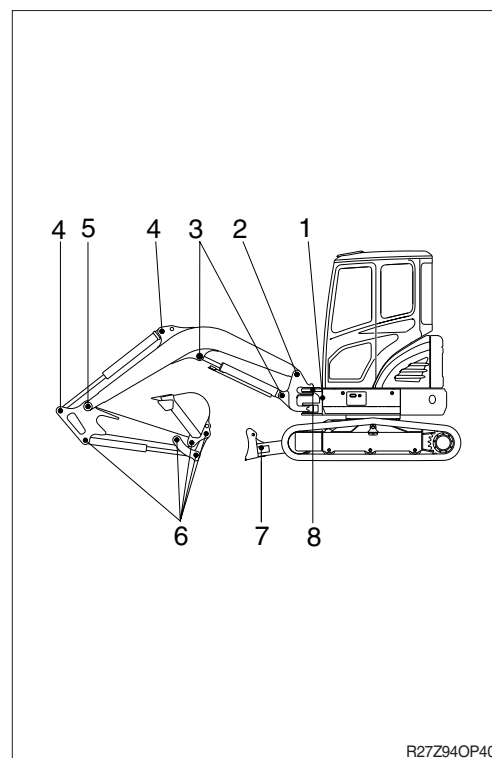
## 27) LUBRICATE PIN AND BUSHING

### (1) Lubricate to each pin of working device

Lubricate the grease to the grease nipple according to the lubricating interval.

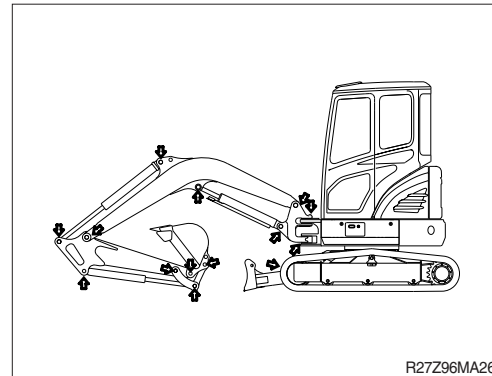
| No. | Description                          | Qty |
|-----|--------------------------------------|-----|
| 1   | Lubrication manifold at upper frame  | 3   |
| 2   | Boom connection pin                  | 2   |
| 3   | Boom cylinder (head and rod side)    | 2   |
| 4   | Arm cylinder pin (head and rod side) | 2   |
| 5   | Boom and arm connection pin          | 1   |
| 6   | Bucket cylinder pin (head and rod)   | 2   |
|     | Bucket link (control rod)            | 1   |
|     | Arm and bucket connection pin        | 1   |
|     | Arm and control link connection pin  | 1   |
| 7   | Dozer connection pin                 | 2   |
|     | Dozer cylinder pin                   | 2   |
| 8   | Boom swing post                      | 2   |

※ Shorten lubricating interval when working in the water or dusty place.



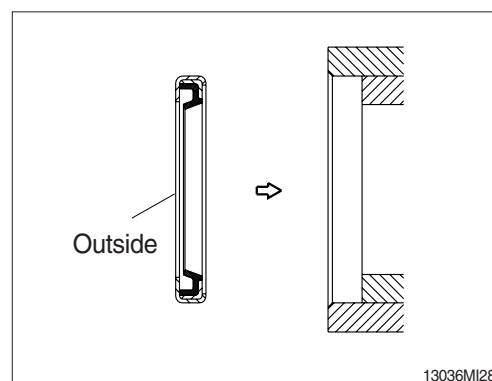
(2) Dust seals are mounted on the rotating part of working device to extend the lubricating interval.

※ Mount the lip to be faced outside when replace the dust seal.



※ If it is assembled in wrong direction, it will cause fast wear of pin and bushing, and create noise and vibration during operation.

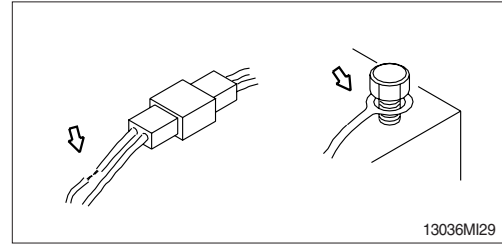
※ Assemble the seal same direction with picture and use with plastic hammer when replace.



## 7. ELECTRICAL SYSTEM

### 1) WIRING, GAUGES

Check regularly and repair loose or malfunctioning gauges when found.



### 2) BATTERY

#### (1) Clean

① Wash the terminal with hot water if it is contaminated, and apply grease to the terminals after washing.

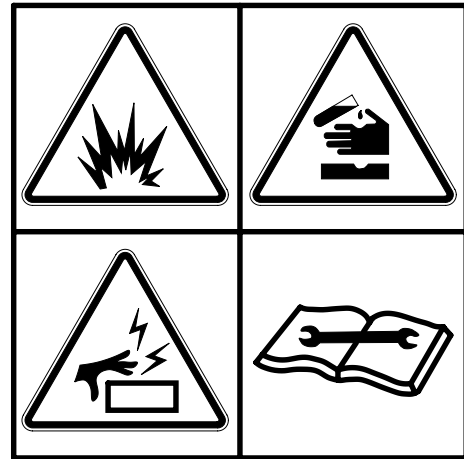
⚠ Battery gas can explode. Keep sparks and flames away from batteries.

⚠ Always wear protective glasses when working with batteries.

⚠ Do not stain clothes or skin with electrolyte as it is acid.

Be careful not to get the electrolyte in eyes.

Wash with clean water and go to the doctor if it enters the eyes.



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#### (2) Recycle

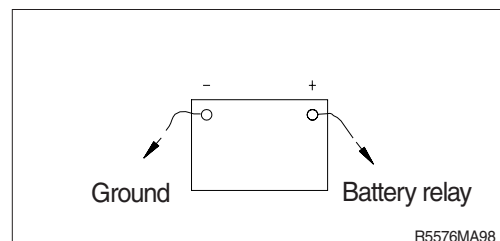
Never discard a battery.

Always return used batteries to one of the following locations.

- A battery supplier
- An authorized battery collection facility
- Recycling facility

#### (3) Method of removing the battery cable

Remove the cable from the ground connection first(⊖ terminal side) and reconnect it last when reassembling.



### 3) STARTING THE ENGINE WITH A BOOSTER CABLE

Keep following order when you are going to start engine using booster cable.

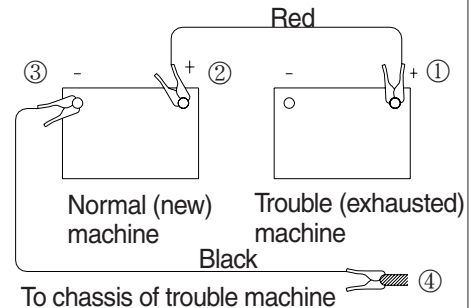
#### (1) Connection of booster cable

※ **Use the same capacity of battery for starting.**

- ① Make sure that the starting switches of the normal machine and trouble machine are both at the OFF position.
- ② Connect the red terminal of booster cable to the battery (+) terminal between exhausted and new battery.
- ③ Connect the black terminal of the booster cable between new battery (-) terminal and chassis of trouble machine.

※ **Keep firmly all connection, the spark will be caused when connecting finally.**

#### Connection of booster cable



Connection order : ① → ② → ③ → ④

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#### (2) Starting the engine

- ① Starting the engine of the normal machine and keep it to run at high idle.
- ② Start engine of the trouble machine with starting switch.
- ③ If you can not start it by one time, restart the engine after 2 minutes.

START  
ON  
OFF

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#### (3) Taking off the booster cable

- ① Take off the booster cable (black).
- ② Take off the booster cable (red) connected to the (+) terminal.
- ③ Run engine with high idle until charging the exhausted battery by alternator, fully.

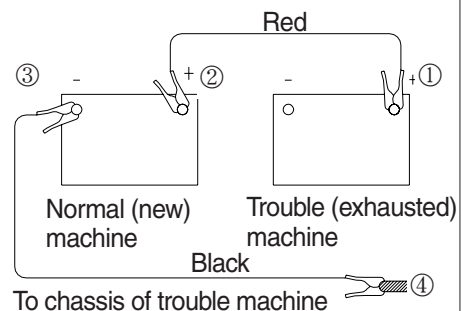
▲ **Explosive gas is generated while using the battery or charging it. Keep away flame and be careful not to cause the spark.**

※ **Charge the battery in the well ventilated place.**

※ **Place the machine on the earth or concrete. Avoid charging the machine on the steel plate.**

※ **Do not connect (+) terminal and (-) terminal when connecting booster cable because it will be shorted.**

#### Disconnection of booster cable



Disconnection order : ④ → ③ → ② → ①

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#### (4) Welding repair

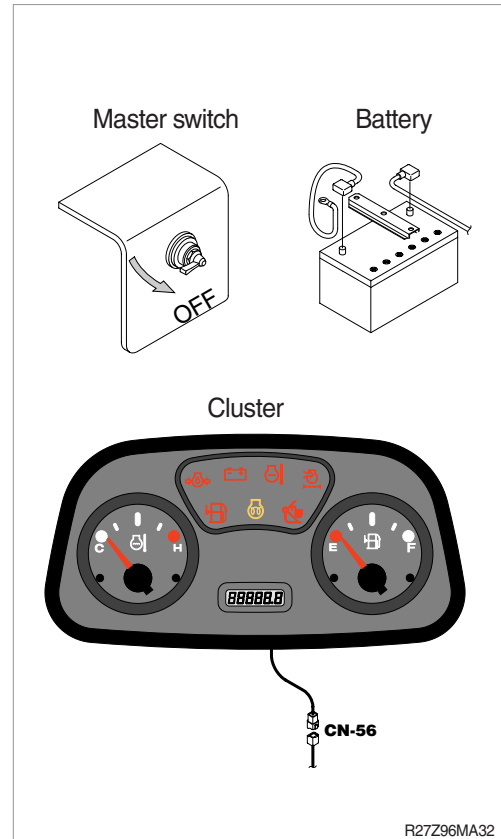
Before start to welding, follow the below procedure.

- ① Shut off the engine and remove the starting switch.
- ② Disconnect ground cable from battery by master switch.
- ③ Before carrying out any electric welding on the machine, the battery cables should be disconnected.
- ④ Connect the earth (ground) lead of the welding equipment as close to the welding point as possible.

※ Do not weld or flame cut on pipes or tubes that contain flammable fluids. Clean them thoroughly with nonflammable solvent before welding or flame cutting on them.

⚠ Do not attempt to welding work before carry out the above.

If not, it will caused serious damage at electric system.



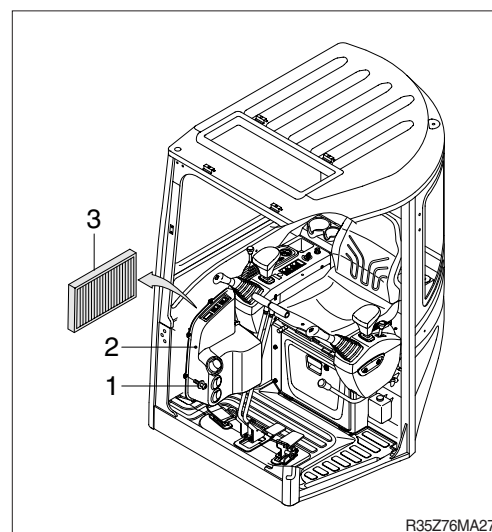
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## 8. HEATER

### 1) CLEAN AND REPLACE OF THE HEATER FILTER

※ **Always stop the engine before servicing.**

- (1) Remove the screw (1) and heater cover (2) on the right side of cabin.
- (2) Remove the heater filter (3).



- (4) Clean the filter using a pressurized air (below 2 kgf/cm<sup>2</sup>, 28 psi).

△ **When using pressurized air, be sure to wear safety glasses.**

- (5) Inspect the filter after cleaning. If it is damaged or badly contaminated, use a new filter.

