

SECTION 6 HYDRAULIC SYSTEM

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GROUP 1 STRUCTURE AND FUNCTION

1. HYDRAULIC SYSTEM OUTLINE

The hydraulic system is a pilot operated, close center system which is supplied with flow from the variable displacement main hydraulic pump.

The pilot control system is a low pressure, open center hydraulic system which is supplied with flow from the auxiliary pump.

The hydraulic system components are :

- Main pump
- Brake pump
- Main control valve
- Lift cylinder
- Tilt cylinders
- Remote control valve (Pilot control valve)
- OPSS solenoid valve
- Cut-off valve
- Fingertip (EPPR valve, controller)

The oil from the B1 and B2 main pump flows the main control valve.

The main control valve is a parallel circuit type, closed center valve which routes flow to the lift, tilt and or auxiliary cylinders when the respective spools are shifted.

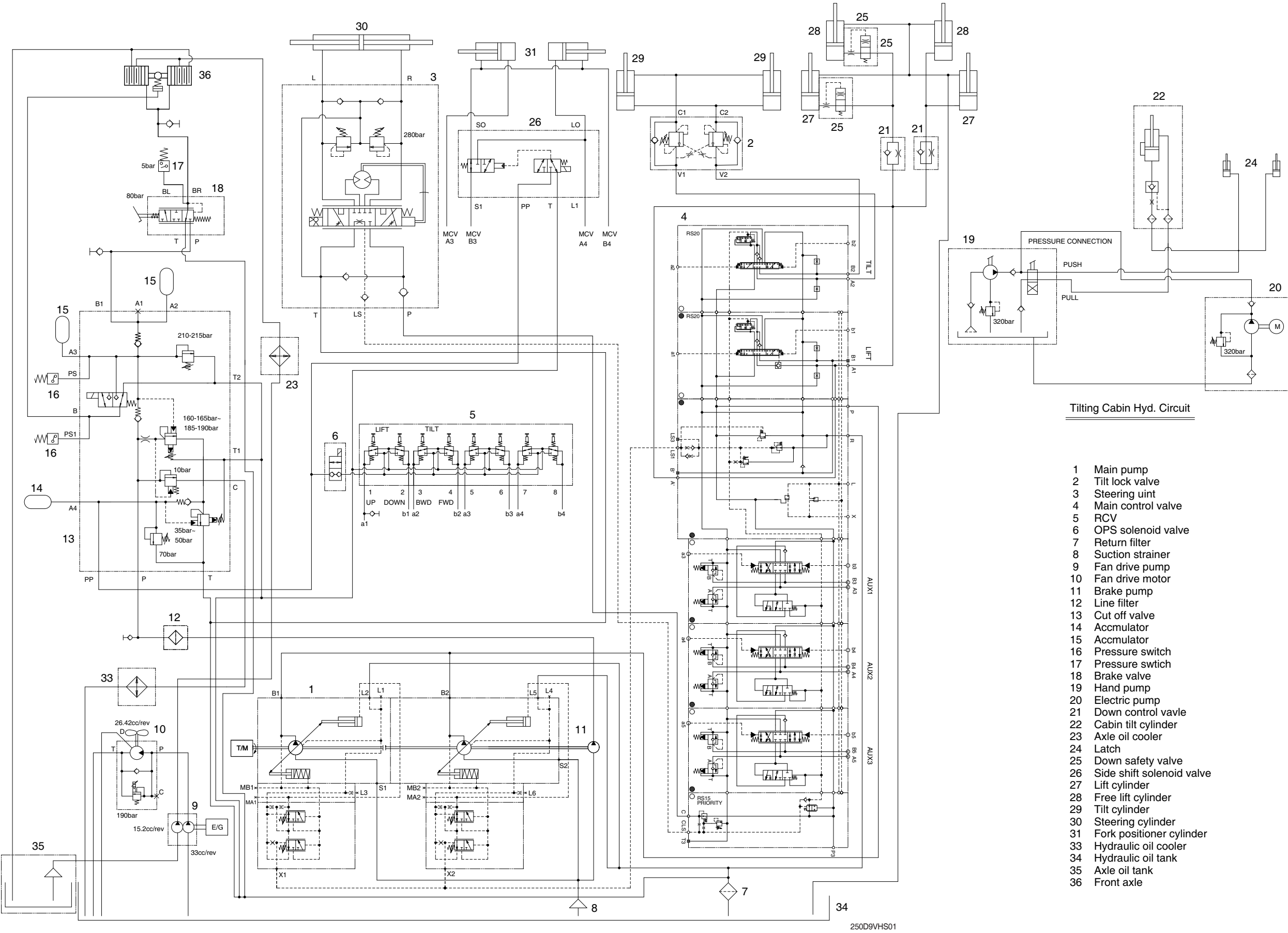
Flow from the brake pump is routed to the cut-off valve that charges the pressure in accumulators. After charging the pressure in accumulators for braking, the flow goes to accumulators for RCV. The cut-off valve flow either to the brake valve or to the remote control valve.

The remote control valve routes flow to either end of each spool valve section in the main control valve to control spool stroke.

An accumulator mounted on pilot supply unit supplies a secondary pressure source to operate remote control valve so the boom can be lowered if the engine is off.

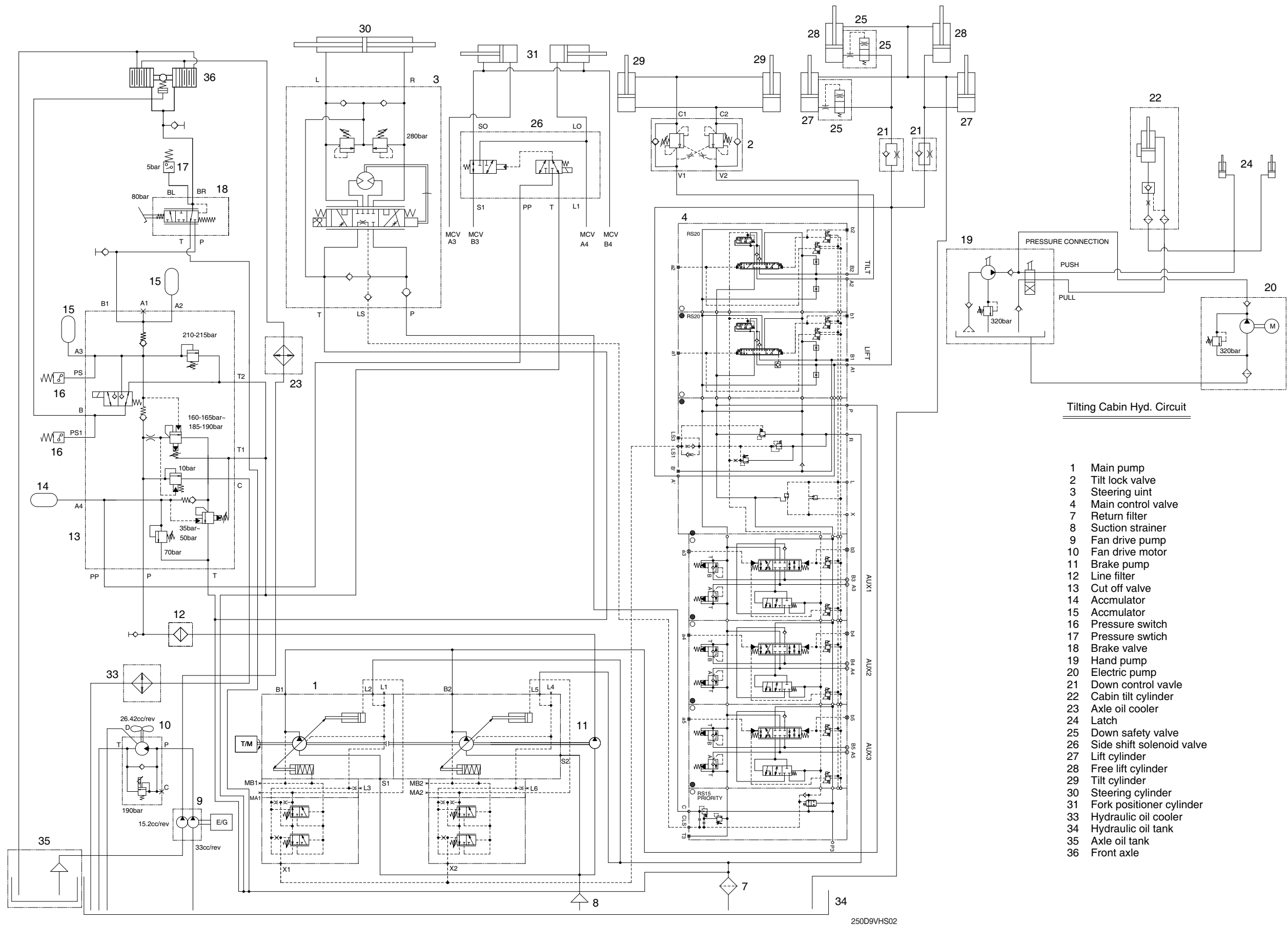
The return circuit for the main hydraulic system has a return filter inside the hydraulic tank. The return filter uses a filter element and a bypass valve. The bypass valve is located in the upside of filter.

2. HYDRAULIC CIRCUIT
· REMOTE CONTROL LEVER TYPE



- 1 Main pump
- 2 Tilt lock valve
- 3 Steering unit
- 4 Main control valve
- 5 RCV
- 6 OPS solenoid valve
- 7 Return filter
- 8 Suction strainer
- 9 Fan drive pump
- 10 Fan drive motor
- 11 Brake pump
- 12 Line filter
- 13 Cut off valve
- 14 Accumulator
- 15 Accumulator
- 16 Pressure switch
- 17 Pressure switch
- 18 Brake valve
- 19 Hand pump
- 20 Electric pump
- 21 Down control valve
- 22 Cabin tilt cylinder
- 23 Axle oil cooler
- 24 Latch
- 25 Down safety valve
- 26 Side shift solenoid valve
- 27 Lift cylinder
- 28 Free lift cylinder
- 29 Tilt cylinder
- 30 Steering cylinder
- 31 Fork positioner cylinder
- 33 Hydraulic oil cooler
- 34 Hydraulic oil tank
- 35 Axle oil tank
- 36 Front axle

· FINGERTIP TYPE

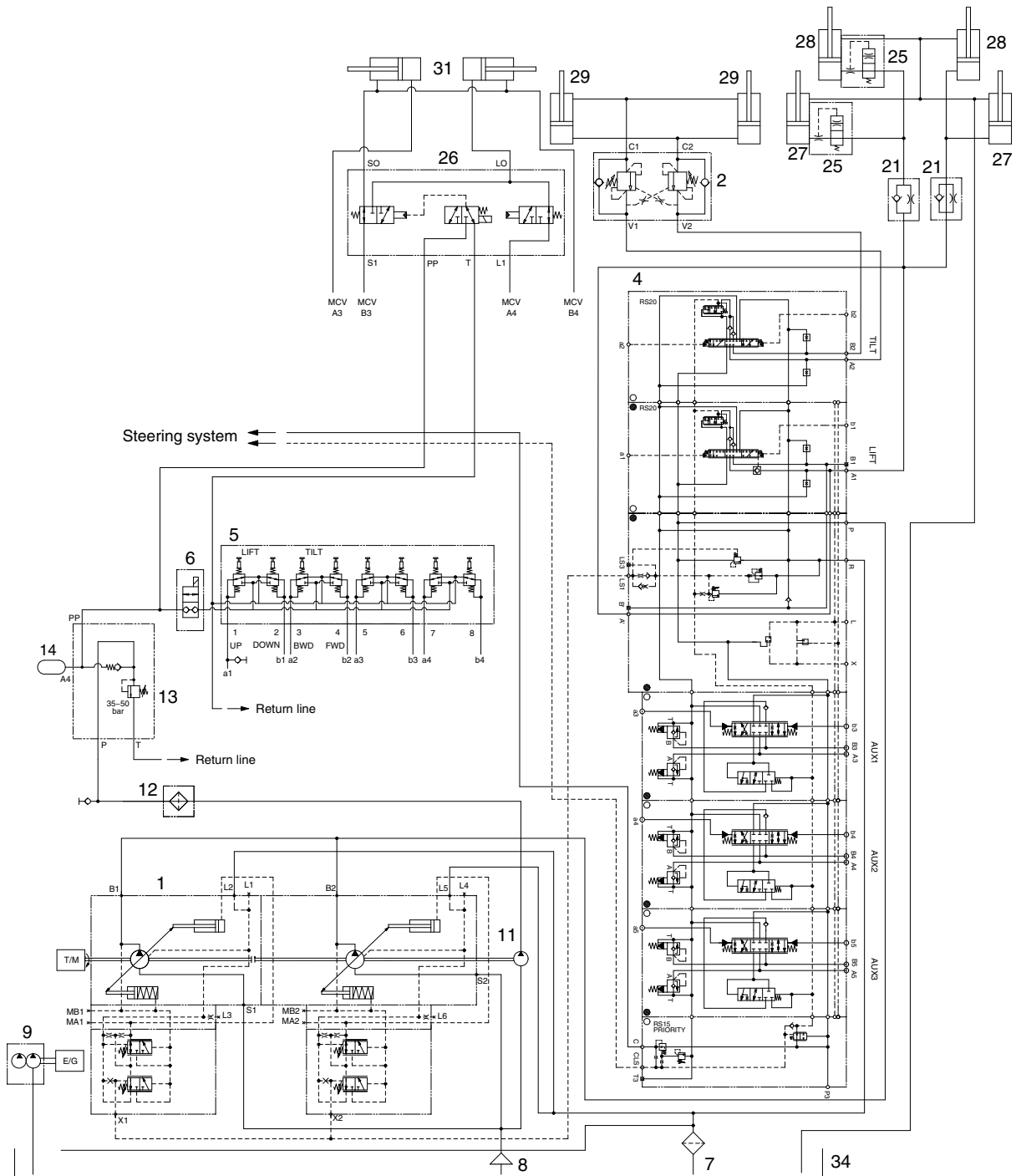


Tilting Cabin Hyd. Circuit

- 1 Main pump
- 2 Tilt lock valve
- 3 Steering unit
- 4 Main control valve
- 7 Return filter
- 8 Suction strainer
- 9 Fan drive pump
- 10 Fan drive motor
- 11 Brake pump
- 12 Line filter
- 13 Cut off valve
- 14 Accumulator
- 15 Accumulator
- 16 Pressure switch
- 17 Pressure switch
- 18 Brake valve
- 19 Hand pump
- 20 Electric pump
- 21 Down control valve
- 22 Cabin tilt cylinder
- 23 Axle oil cooler
- 24 Latch
- 25 Down safety valve
- 26 Side shift solenoid valve
- 27 Lift cylinder
- 28 Free lift cylinder
- 29 Tilt cylinder
- 30 Steering cylinder
- 31 Fork positioner cylinder
- 33 Hydraulic oil cooler
- 34 Hydraulic oil tank
- 35 Axle oil tank
- 36 Front axle

3. WORK EQUIPMENT HYDRAULIC CIRCUIT

※ The operating explain is based on the remote control lever type.

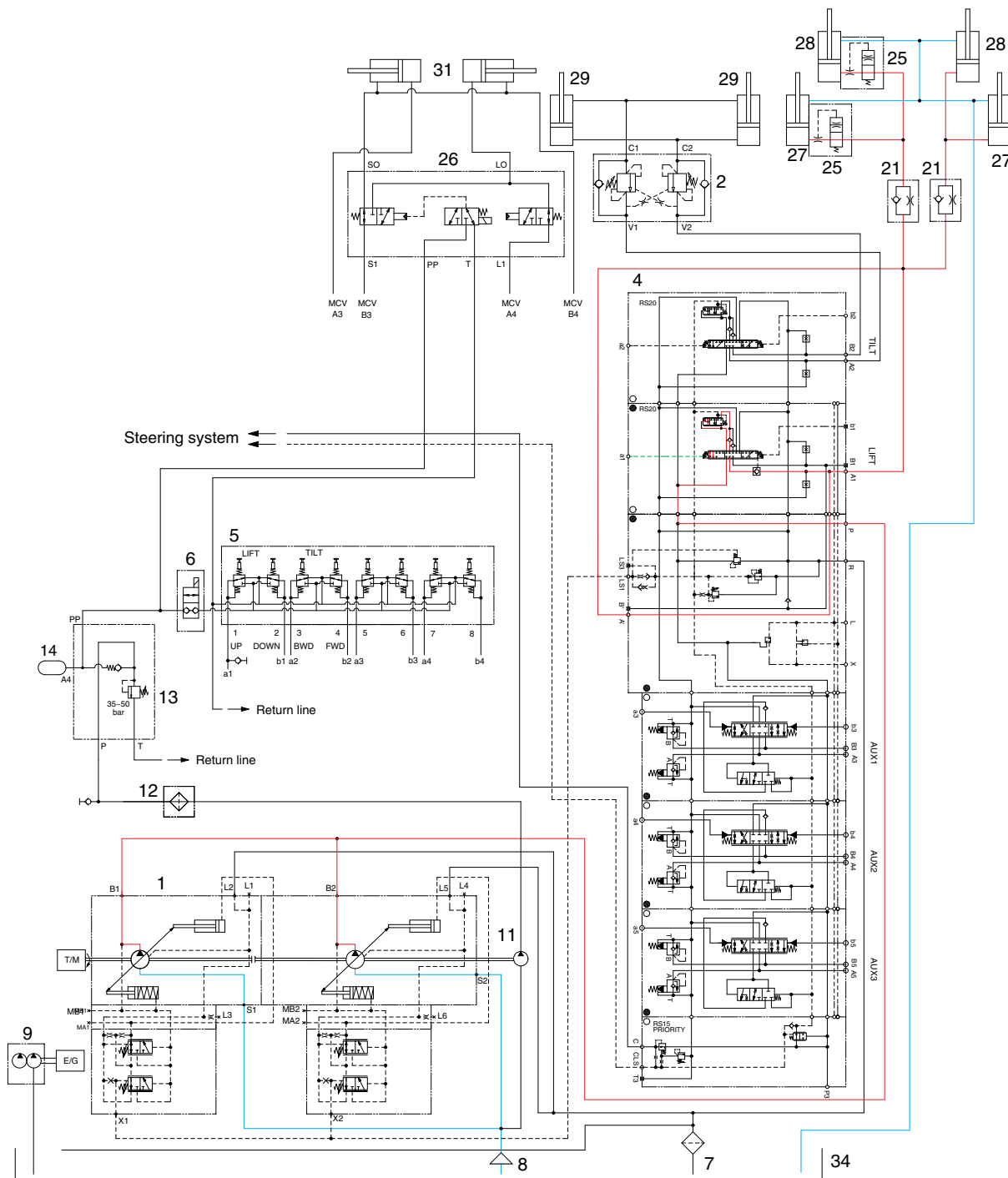


250D9VHS10

- | | | |
|------------------------|-----------------------|------------------------------|
| 1 Main pump | 9 Fan drive pump | 26 Side shift solenoid valve |
| 2 Tilt lock valve | 11 Brake pump | 27 Lift cylinder |
| 4 Main control valve | 12 Line filter | 28 Free lift cylinder |
| 5 Remote control valve | 13 Cutoff valve | 29 Tilt cylinder |
| 6 OPSS solenoid valve | 14 Accumulator | 31 Fork positioner cylinder |
| 7 Return filter | 21 Down control valve | 34 Hydraulic oil tank |
| 8 Suction strainer | 25 Down safety valve | |

※ The circuit diagram may differ from the equipment, so please check before a repair.

1) WHEN THE LIFT CONTROL LEVER IS IN THE LIFT POSITION



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When the lift control lever is pulled back, the spool is moves to lift position by the pilot oil pressure from the remote control valve (5).

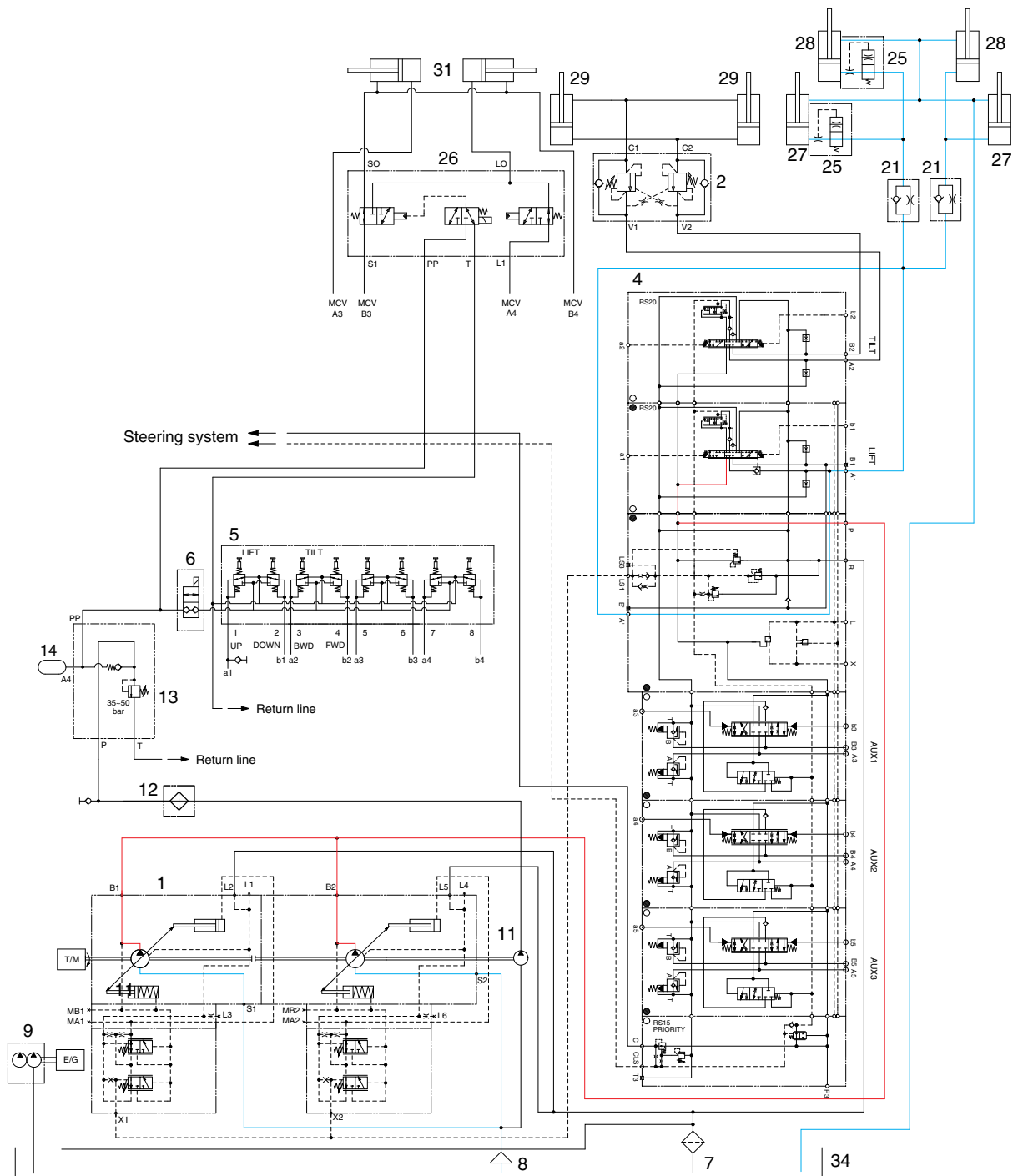
The oil from hydraulic main pump (1) flows into main control valve (4) and then goes to the large chamber of lift cylinder (27) by pushing the load check valve of the spool.

The oil from the small chamber of lift cylinder (27) returns to hydraulic oil tank (34) at the same time.

When this happens, the forks go up.

※ The circuit diagram may differ from the equipment, so please check before a repair.

2) WHEN THE LIFT CONTROL LEVER IS IN THE LOWER POSITION



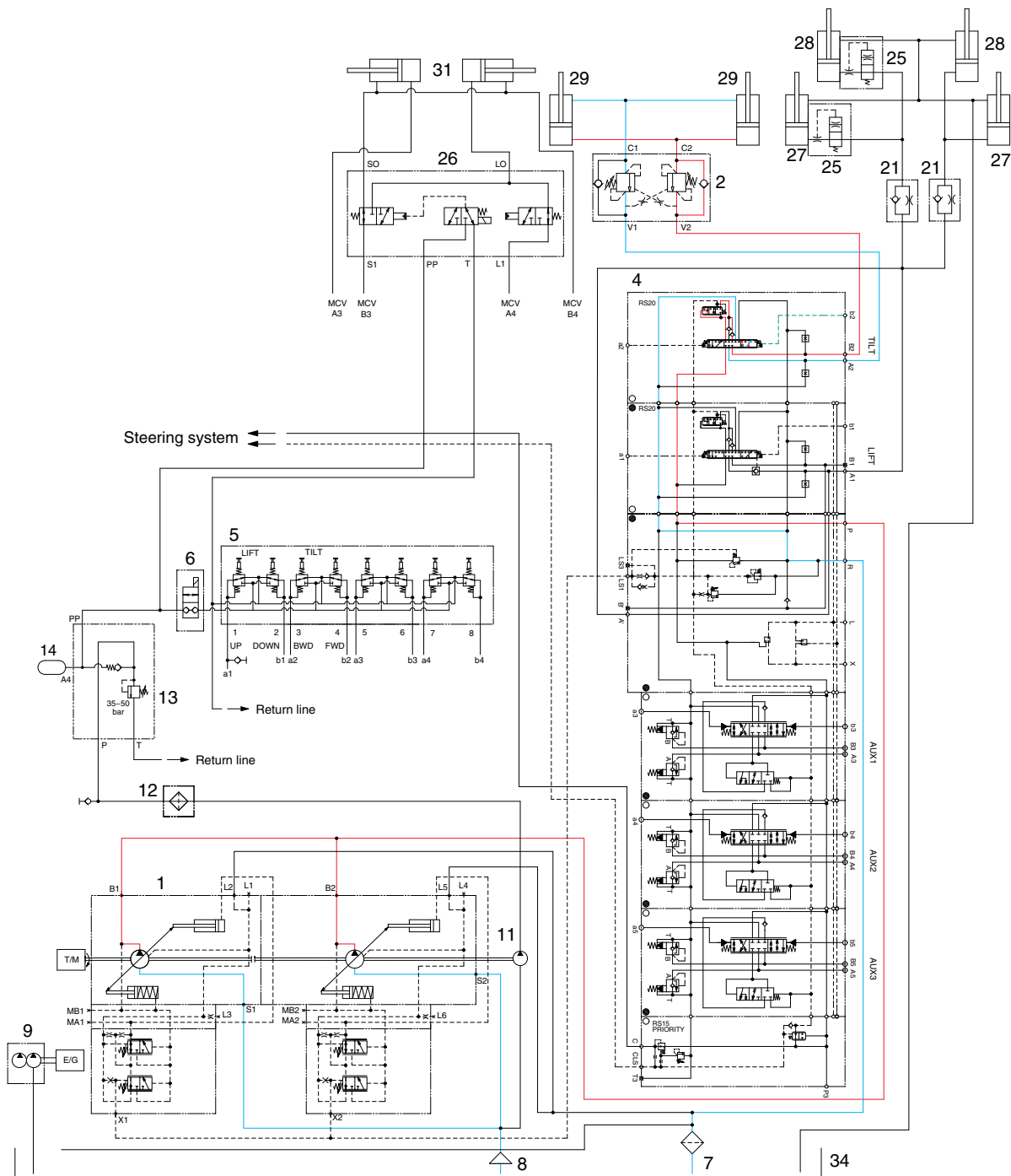
250D9VHS12

When the lift control is pushed forward, the spool is moved to lower position by the pilot oil pressure from the remote control valve (5).

The work ports (A5, A1) and the small chamber and the large chamber are connected to the return passage, so the lift will be lowered due to its own weight.

※ The circuit diagram may differ from the equipment, so please check before a repair.

3) WHEN THE TILT CONTROL LEVER IS IN THE FORWARD POSITION



250D9VHS13

When the tilt control lever is pushed forward, the spool is moved to tilt forward position by the pilot oil pressure from the remote control valve (5).

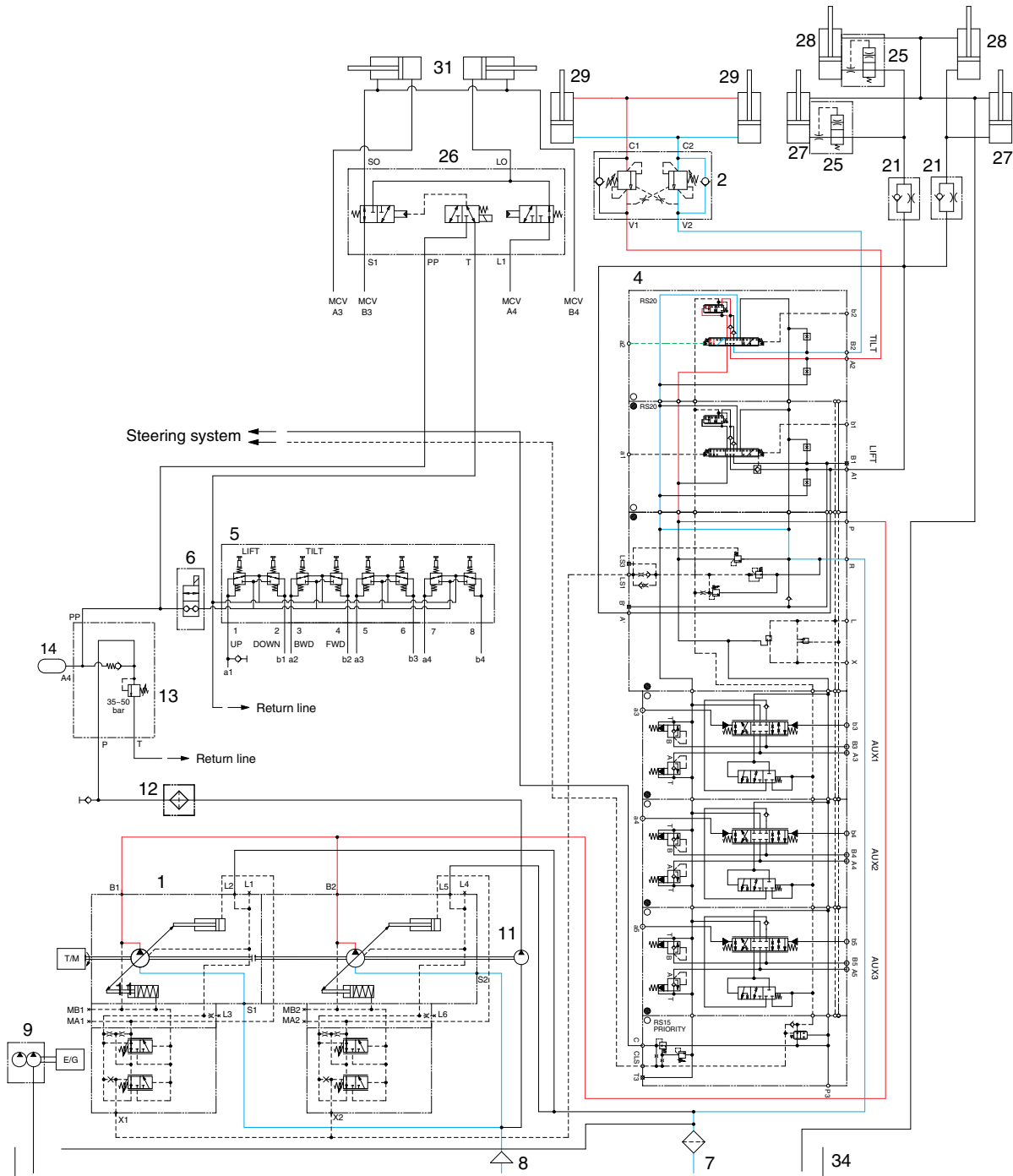
The oil from hydraulic main pump (1) flows into main control valve (4) and then goes to the large chamber of tilt cylinder (29) by pushing the load check valve of the spool.

The oil at the small chamber of tilt cylinder (29) returns to hydraulic tank (34) at the same time.

When this happens, the mast tilt forward.

※ The circuit diagram may differ from the equipment, so please check before a repair.

4) WHEN THE TILT CONTROL LEVER IS IN THE BACKWARD POSITION



250D9VHS14

When the tilt control lever is pulled back, the spool is moved to tilt backward position by the pilot oil pressure from the remote control valve (5).

The oil from hydraulic main pump (1) flows into main control valve (4) and then goes to the small chamber of tilt cylinder (29) by pushing the load check valve of spool.

The oil at the large chamber of tilt cylinder (29) returns to hydraulic tank (34) at the same time.

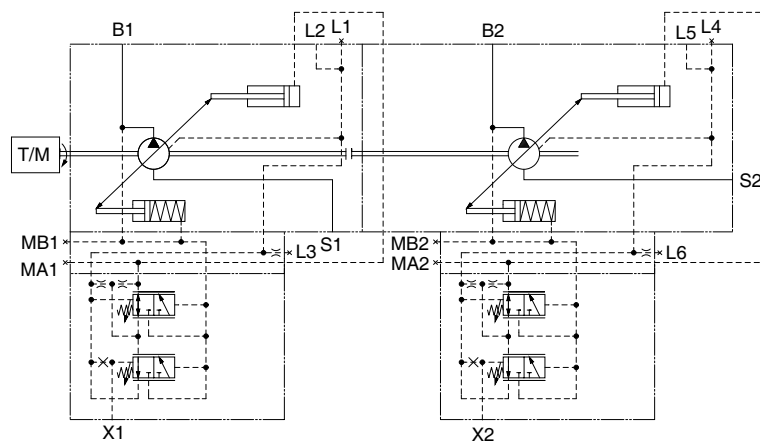
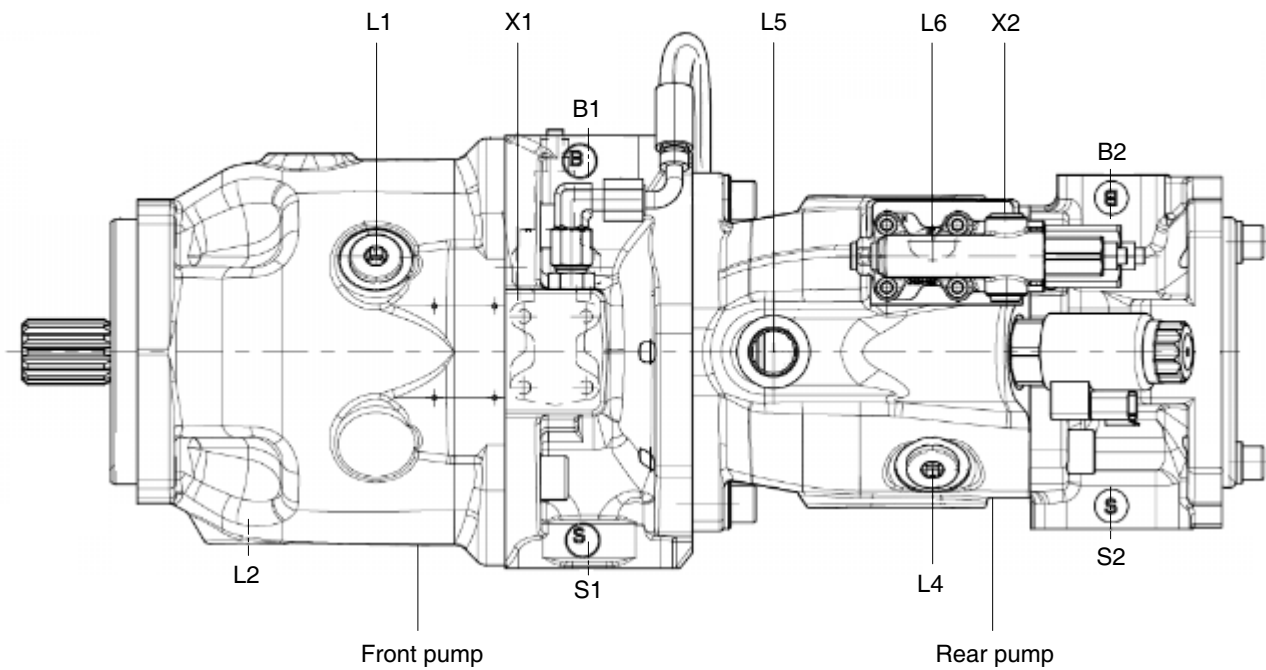
When this happens, the mast tilt backward.

※ The circuit diagram may differ from the equipment, so please check before a repair.

4. MAIN PUMP

1) STRUCTURE

This variable displacement piston pump consists of front pump and rear pump.



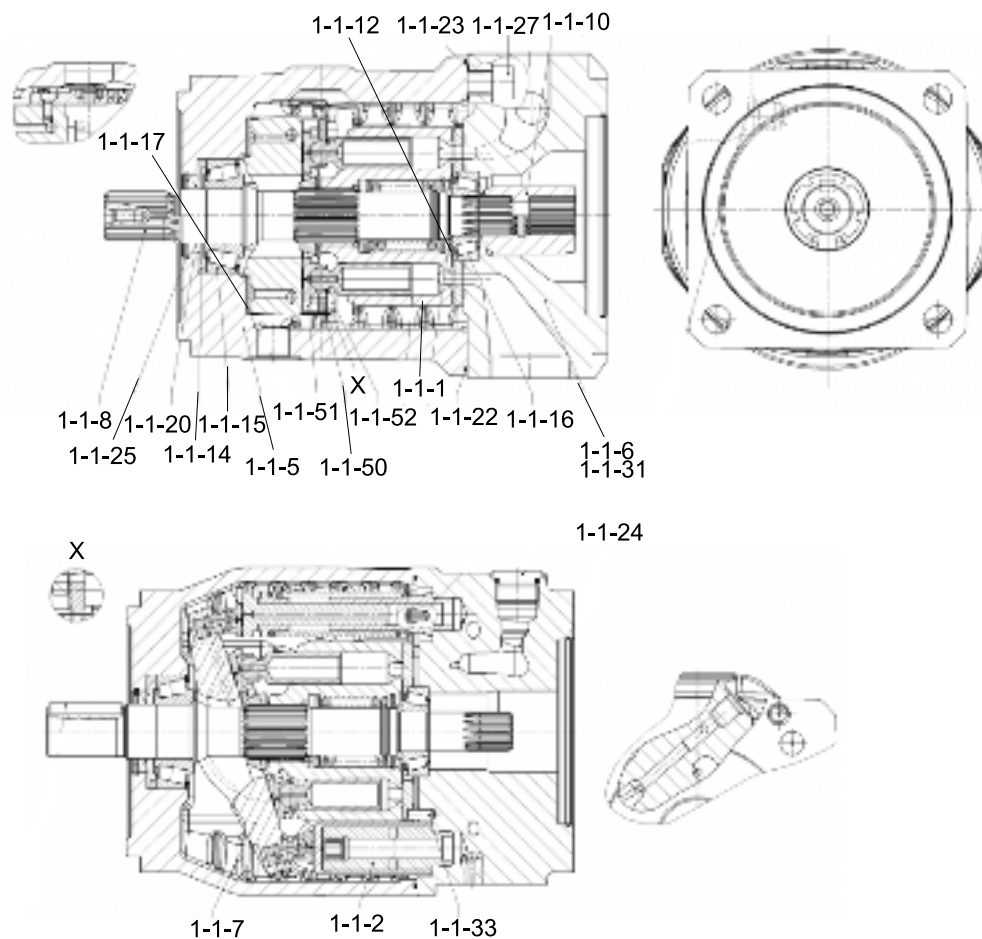
HYDRAULIC CIRCUIT

180D9VMP01

Port	Port name	Size
B1	Pressure port	SAE 1"
B2	Pressure port	SAE 1"
S1	Suction port	SAE 2"
S2	Suction port	SAE 2"
L1, L2	Case drain port	7/8-14UNF-28
L4, L5, L6	Case drain port	7/8-14UNF-28
X1, X2	Pilot pressure port	7/16-20UNF-28

(1) Front pump

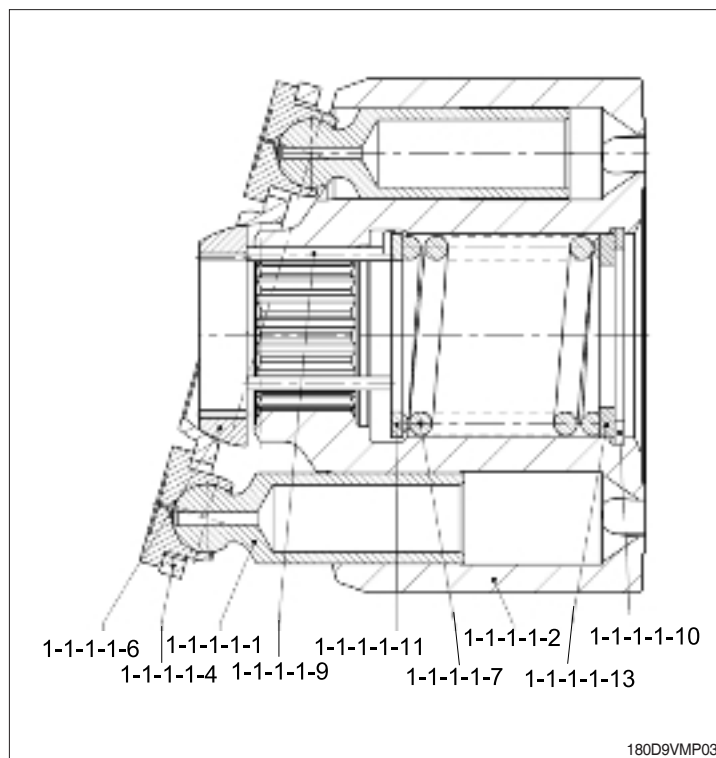
① Base unit (item 1-1)



180D9VMP02

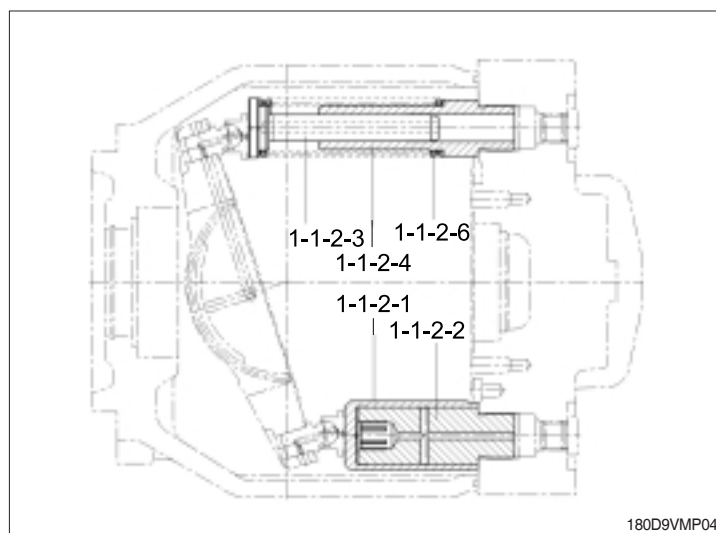
1-1-1	Pump rotary kit	1-1-14	Stop ring	1-1-25	Retainer ring
1-1-2	Adjust piece	1-1-15	Taper roller bearing	1-1-27	Socket screw
1-1-5	Pump housing	1-1-16	Taper roller bearing	1-1-31	Pin
1-1-6	Connection plate	1-1-17	Liner bearing	1-1-33	Straight pin
1-1-7	Swash plate	1-1-20	Shaft seal	1-1-50	Segment
1-1-8	Drive shaft	1-1-22	O-ring	1-1-51	Spacer sleeve
1-1-10	Spline hub	1-1-23	R-ring	1-2-52	Screw
1-1-12	Adjust shim	1-1-24	O-ring		

② Rotary kit (item 1-1-1)



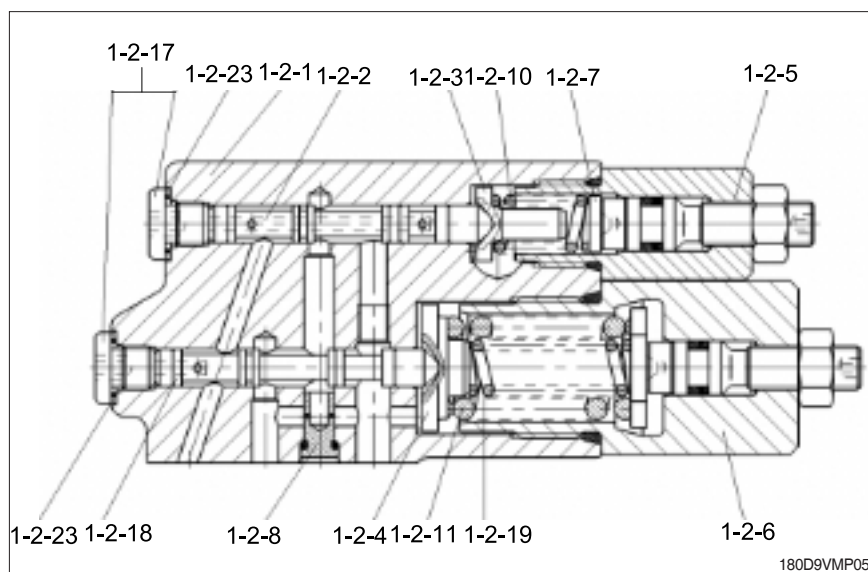
- 1-1-1-1-1 Rotary piston & shoe
- 1-1-1-1-2 Rotary block
- 1-1-1-1-4 Retainer plate
- 1-1-1-1-6 Retainer ball
- 1-1-1-1-7 Spring
- 1-1-1-1-9 Pressure pin
- 1-1-1-1-10 Retainer ring
- 1-1-1-1-11 Backup plate
- 1-1-1-1-13 Shim

③ Adjust piece (item 1-1-2)



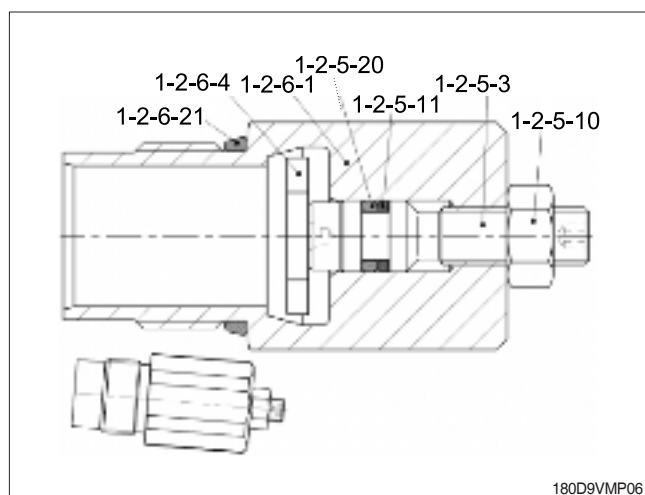
- 1-1-2-1 Rotary piston & shoe
- 1-1-2-2 Piston guide
- 1-1-2-3 Opposed piston
- 1-1-2-4 Piston guide
- 1-1-2-6 Spring

④ Control valve (item 1-2)



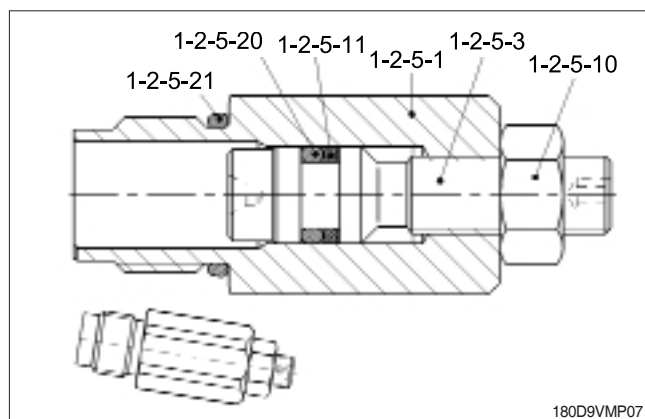
- 1-2-1 Valve housing
- 1-2-2 Valve piston
- 1-2-3 Spring collar
- 1-2-4 Spring disk
- 1-2-5 Adjust piece
- 1-2-6 Adjust piece
- 1-2-7 Shim
- 1-2-8 Orifice
- 1-2-10 Spring
- 1-2-11 Spring
- 1-2-17 Locking screw
- 1-2-18 Valve piston
- 1-2-19 Spring
- 1-2-23 Seal

⑤ Adjust piece (item 1-2-5, 1-2-6)



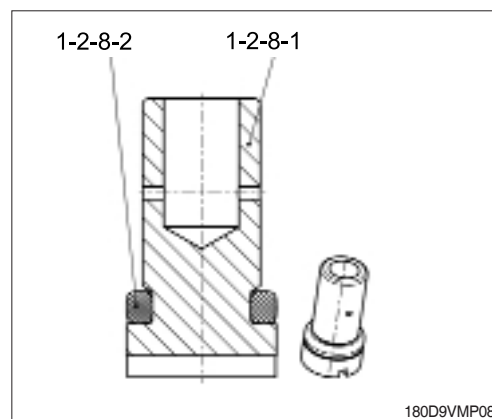
- 1-2-5-3 Thread bolt
- 1-2-5-10 Hex nut
- 1-2-5-11 Ring
- 1-2-5-20 O-ring
-
- 1-2-6-1 Plug screw
- 1-2-6-4 Shim
- 1-2-6-21 O-ring

⑥ Adjust piece (item 1-2-5)



- 1-2-5-1 Locking screw
- 1-2-5-3 Thread bolt
- 1-2-5-10 Hex nut
- 1-2-5-11 Ring
- 1-2-5-20 O-ring
- 1-2-5-21 O-ring

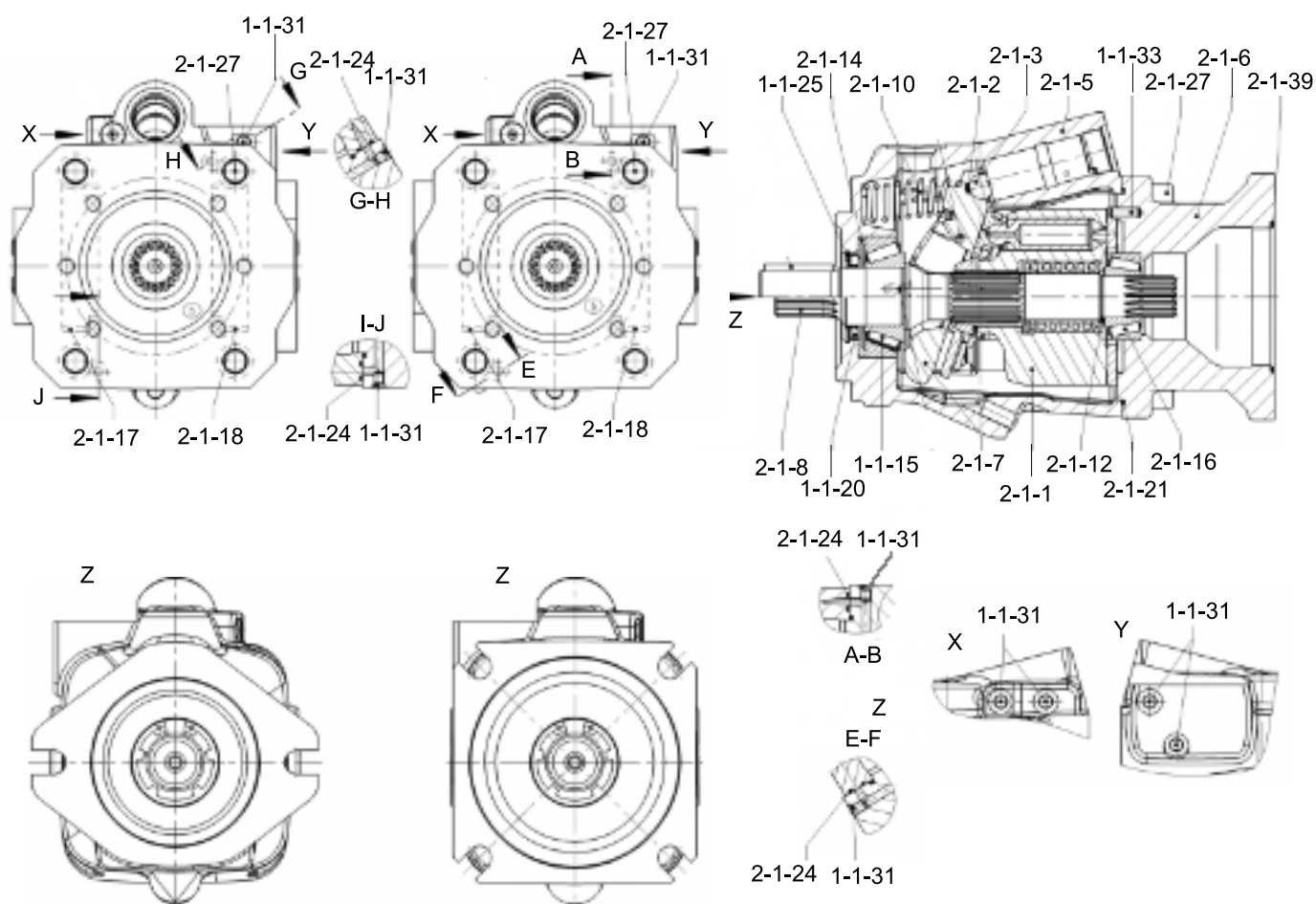
⑦ Orifice (item 1-2-8)



- 1-2-8-1 Orifice
- 1-2-8-2 O-ring

(2) Rear pump

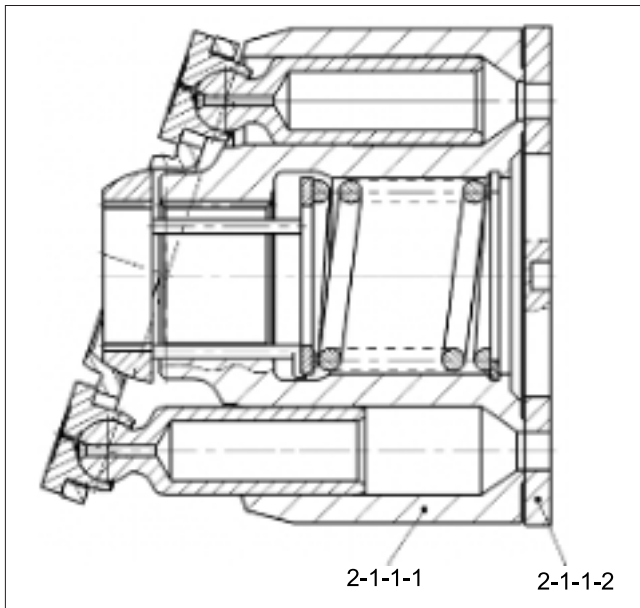
① Base unit (item 2-1)



180D9VMP09

2-1-1	Rotary kit	2-1-10	Spring	2-1-24	Seal
2-1-2	Pressure spring	2-1-12	Adjust shim	2-1-27	Socket screw
2-1-3	Stopper	2-1-14	Stop ring	2-1-39	O-ring
2-1-5	Pump housing	2-1-16	Taper roller bearing	1-1-15	Taper roller bearing
2-1-6	Port plate	2-1-17	Shell bearing	1-1-25	Retainer ring
2-1-7	Swash plate	2-1-18	Shell bearing	1-1-31	Pin
2-1-8	Drive shaft	2-1-21	O-ring	1-1-33	Straight pin

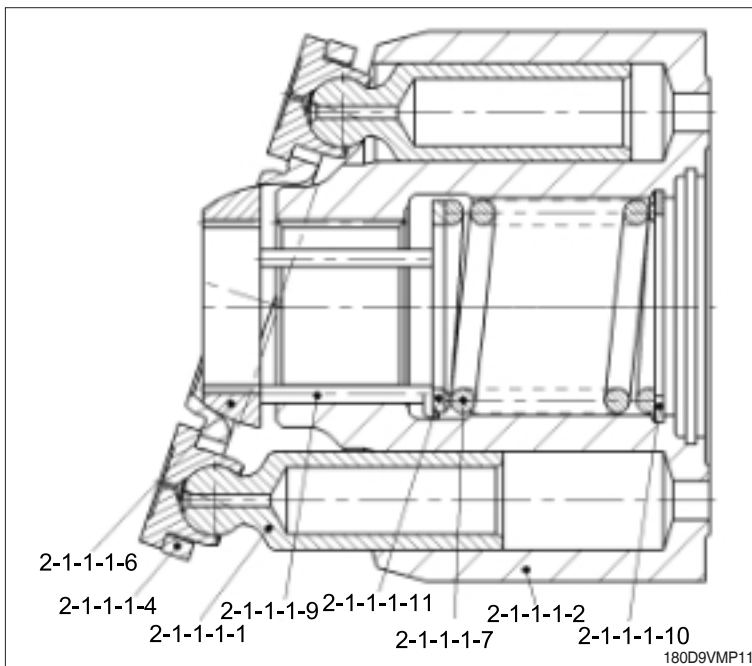
② Rotary group (item 2-1-1)



- 2-1-1-1 Rotary kit
- 2-1-1-2 Control plate

180D9VMP10

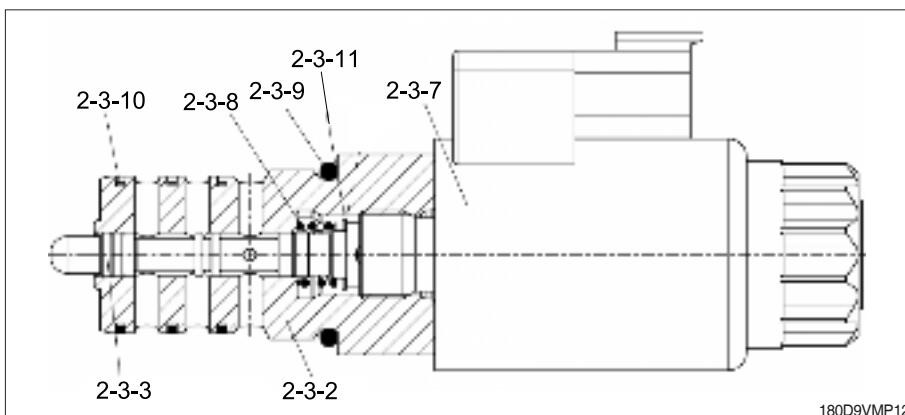
③ Rotary kit (item 2-1-1-1)



- 2-1-1-1-1 Piston pad
- 2-1-1-1-2 Cylinder
- 2-1-1-1-4 Retaining plate
- 2-1-1-1-6 Retainer ball
- 2-1-1-1-7 Compression spring
- 2-1-1-1-9 Pressure pin
- 2-1-1-1-10 V-ring
- 2-1-1-1-11 Backup plate

180D9VMP11

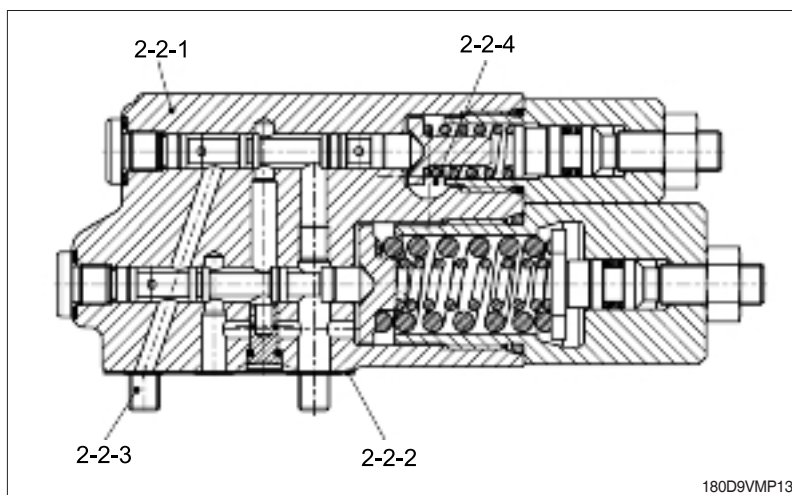
④ Control valve (item 2-3)



- 2-3-2 Piston guide
- 2-3-3 Valve spool
- 2-3-7 Solenoid
- 2-3-8 Spring
- 2-3-9 O-ring
- 2-3-10 R-ring
- 2-3-11 Adjust shim

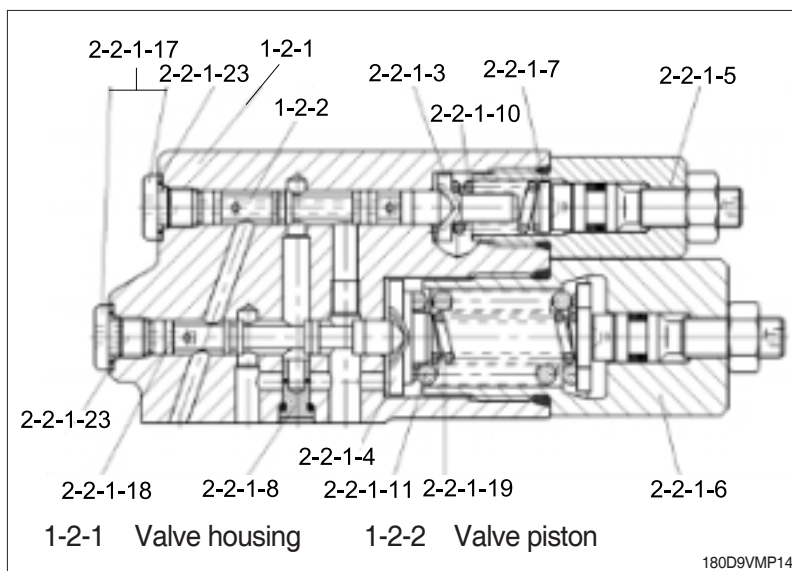
180D9VMP12

⑤ Control valve (item 2-2)



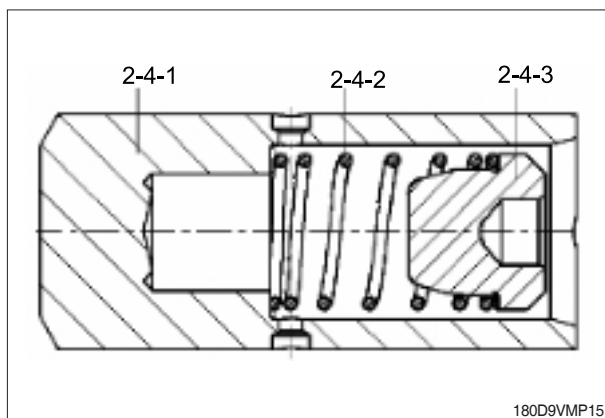
- 2-2-1 Control vavle
- 2-2-2 Gasket
- 2-2-3 Socket screw
- 2-2-4 Lock screw

⑥ Control valve (item 2-2-1)



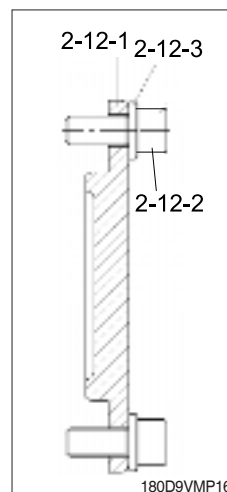
- 2-2-1-1 Valve housing
- 2-2-1-2 Valve piston
- 2-2-1-3 Spring collar
- 2-2-1-4 Spring collar
- 2-2-1-5 Adjust piece
- 2-2-1-6 Adjust piece
- 2-2-1-7 Shim
- 2-2-1-8 Orifice
- 2-2-1-10 Spring
- 2-2-1-11 Spring
- 2-2-1-17 Locking screw
- 2-2-1-18 Valve piston
- 2-2-1-19 Spring
- 2-2-1-23 Seal

⑦ Adjust piece (item 2-4)



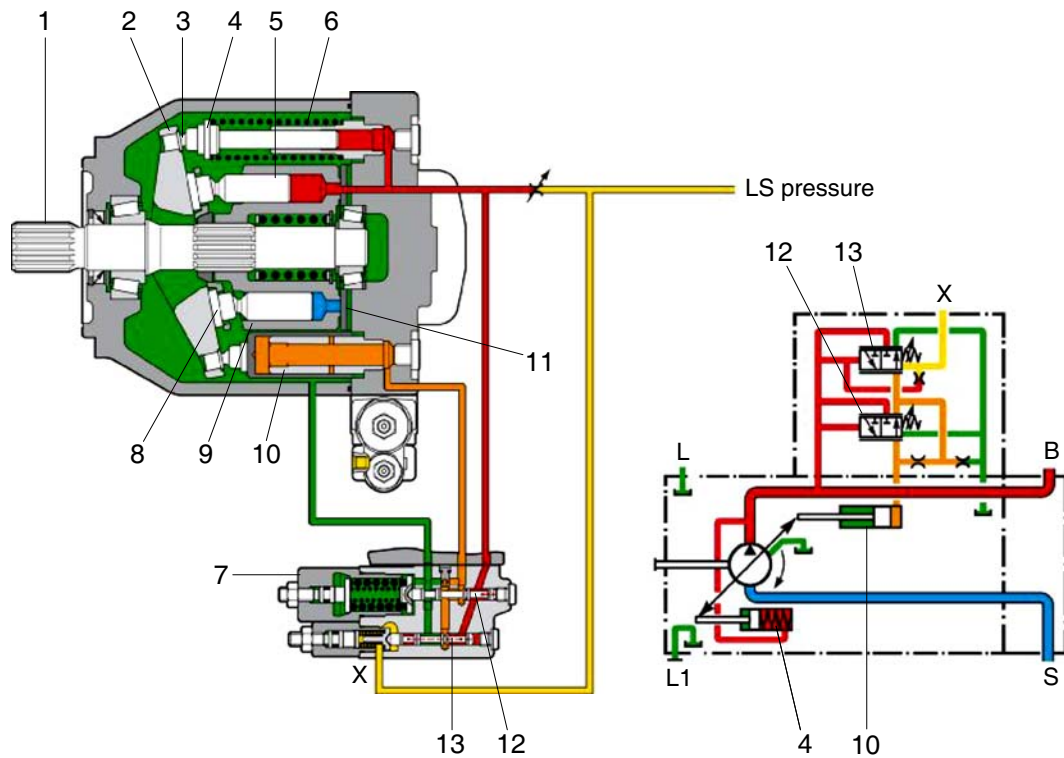
- 2-4-1 Control piston
- 2-4-2 Spring
- 2-4-3 Spring collar

⑧ Sealing cover



- 2-12-1 Sealing cover
- 2-12-2 Cap screw
- 2-12-3 Washer

2) FUNCTION



75796WE33

1 Drive shaft	6 Counter spring	11 Control plate
2 Swash plate	7 Pressure & flow compensator valve	12 Pressure compensator spool
3 Shoe plate	8 Piston shoe	13 Flow compensator spool
4 Counter piston	9 Cylinder	
5 Piston	10 Control piston	

The steering pump and attachment pump are variable displacement piston pump. The steering pump and attachment pump are flow controlled by LS signal. When the steering and attachment are not being used, the pumps are at low pressure standby.

The load sensing pressure that is sensed from steering and attachment hydraulic systems flows to flow compensator spool (13). This spool keeps the pump output at a level that is necessary to fulfill the requirements for the system flow and for the pressure.

The pressure compensator spool (12) also limits maximum system pressure. The pressure compensator spool (12) prevents damage to the steering and attachment hydraulic components from excessive pressure.

The swivel angle of the pumps is controlled by counter piston (4) and control piston (10). Counter spring (6) cause swash plate (2) to move at maximum displacement or causes swash plate (2) to upstroke.

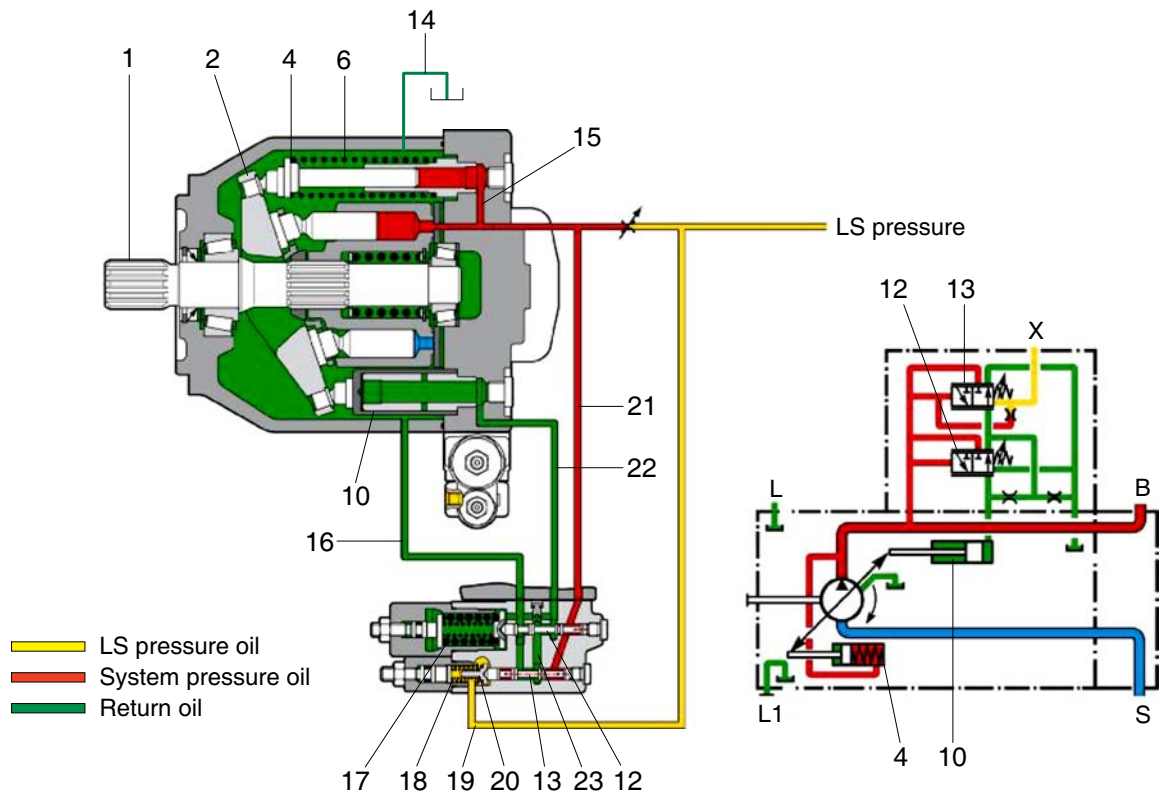
Control piston (10) has a larger area (diameter) than counter piston (4). Control piston (10) causes swash plate (2) to destroke the pump.

Flow compensator spool (13) and/or pressure compensator spool (12) changes pump output by regulating the pump discharge pressure that is acting on control piston (10).

Control piston (10) diameter is larger than counter piston (4) diameter, the oil pressure that is acting against control piston (10) overcomes the force of counter spring (6). The oil pressure then causes the pump to destroke.

Pressure and flow compensator valve (7) also controls the maximum output of pump pressure. When steering and attachment pressure rises above pressure compensator setting, pressure compensator spool (12) overrides flow compensator spool (13). This causes the pump to destroke.

(1) Upstroking



75796WE35

- | | | |
|-------------------------------|---------------------------|-----------------------------------|
| 1 Drive shaft | 13 Flow compensator spool | 19 LS line from the metering pump |
| 2 Swash plate | 14 Case drain | 20 Cavity |
| 4 Counter piston | 15 Passage | 21 Passage |
| 6 Counter spring | 16 Passage | 22 Passage |
| 10 Control piston | 17 Spring | 23 Cavity |
| 12 Pressure compensator spool | 18 Spring | |

Upstroking of the pump occurs as flow demand from attachment and steering system.

The increased flow demand causes a LS pressure in LS line (19). The LS pressure in LS line (19) combines with the force of spring (18) in cavity (20).

The force of spring (18) causes pump pressure to be higher than the LS pressure (19).

If the combination of LS pressure and of spring force is greater than the pump discharge pressure, this difference pressure causes spool (13) to move right. As spool (13) moves right, the spool (13) blocks the flow of supply oil to control piston (10). Pump swash plate (2) is controlled by pressure and flow as much as hydraulic system requests.

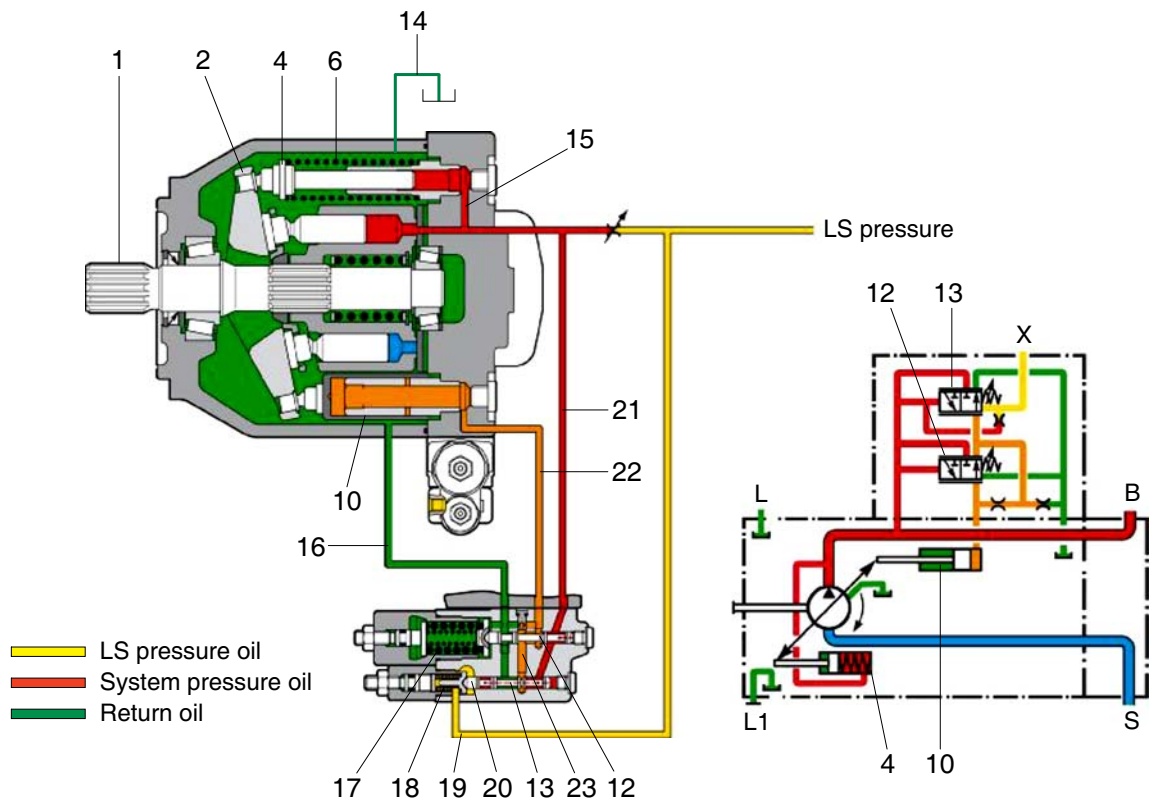
When the oil flow to control piston (10) is blocked, the pilot oil in passage (22) drains to passage (23). The oil then flows past pressure compensator spool (12) and through passage (16) into the housing and via the drain line (14) to tank.

Supply oil flows through passage (15) to counter piston (4). The oil acts against counter piston (4). The oil combines with the force of counter spring (6). This causes swash plate (2) to upstroke.

This also causes the pump flow to increase. As flow requirements are satisfied, the pump output pressure increase. The pressure increases until the pressure in passage (15) moves flow compensator spool (13) up to be satisfied with system requirement for pressure and flow.

Pump discharge pressure = force of spring (18) + LS pressure (19)

(2) Destroking



75796WE34

- | | | |
|-------------------------------|---------------------------|-----------------------------------|
| 1 Drive shaft | 13 Flow compensator spool | 19 LS line from the metering pump |
| 2 Swash plate | 14 Case drain | 20 Cavity |
| 4 Counter piston | 15 Passage | 21 Passage |
| 6 Counter spring | 16 Passage | 22 Passage |
| 10 Control piston | 17 Spring | 23 Cavity |
| 12 Pressure compensator spool | 18 Spring | |

The decreased flow demand causes a LS pressure in line (19). The LS pressure in line (19) combines with the force of spring (18) in cavity (20).

This combination of LS pressure and of spring force is less than the pump pressure in passage (21). This causes flow compensator spool (13) to move left.

Pump oil now flows through passage (15). The oil then flows past flow compensator spool (13), through passage (22), and then to control piston (10).

The pump pressure behind control piston (10) is now greater than the combined force of counter piston(4) and of counter spring (6). The angle of swash plate (2) decreases.

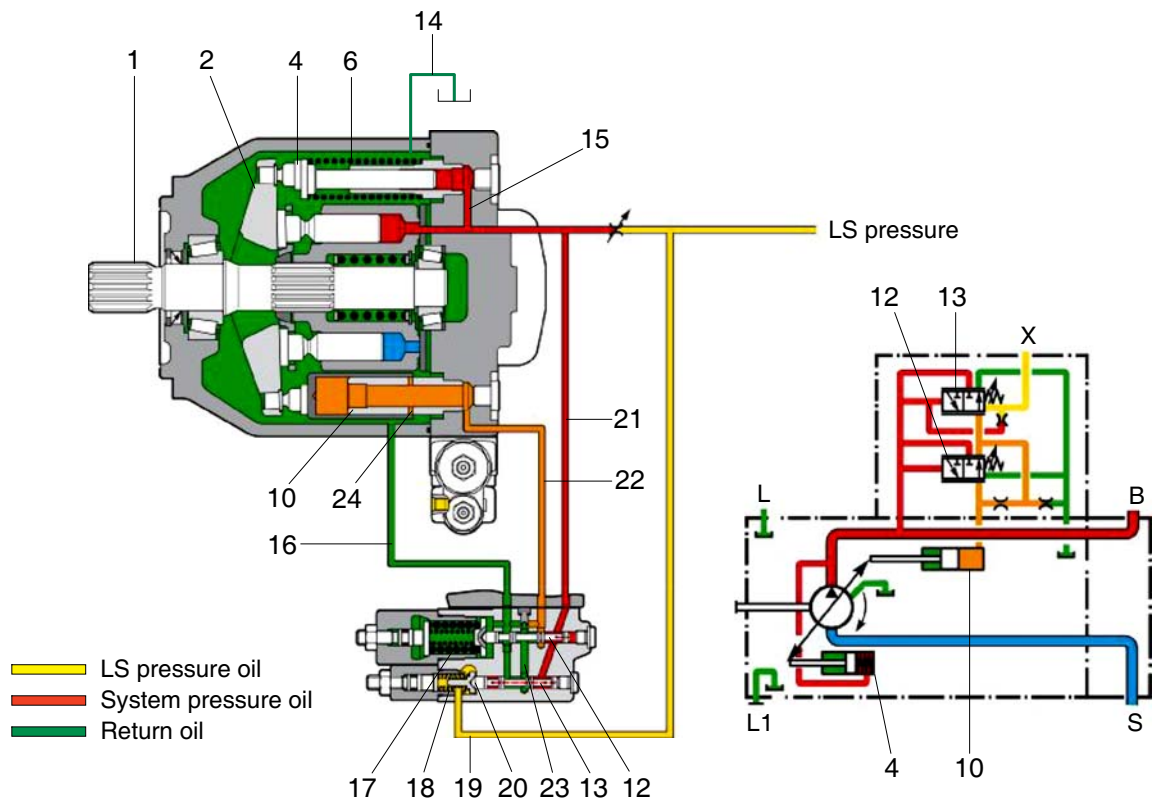
This decreases the pump output and the system pressure.

When the lower flow requirements are met, flow compensator spool (13) moves right up to the balanced position. Swash plate (2) maintains an angle that is sufficient to provide the lower required pressure. If the operator does not turn the steering wheel and does not move lever, then the pump will return to low pressure standby.

※ Control piston ;æ Changes pump displacement ; influenced by controller.

Counter piston ;æ Helps to change pump displacement but no possible to control this piston.

(3) Low pressure standby



75796WE36

1 Drive shaft	13 Flow compensator spool	19 LS line from the metering pump
2 Swash plate	14 Case drain	20 Cavity
4 Counter piston	15 Passage	21 Passage
6 Counter spring	16 Passage	22 Passage
10 Control piston	17 Spring	23 Cavity
12 Pressure compensator spool	18 Spring	24 Cross-drilled hole

Low pressure standby constitutes the following condition: a running engine and inactive steering and attachment. There are no flow demands on the pump or pressure demands on the pump. Therefore, there is no LS pressure in line (19).

Before you start the engine, counter spring (6) holds swash plate (2) at the maximum angle. As the pump begins to turn, oil begins to flow and pressure increases in the system.

Because of close centered steering control valve and close centered attachment hydraulic system.

As this pressure increase, the pressure pushes flow compensator spool (13) against spring (18). This causes flow compensator spool (13) to move left. This opens passage (23) in order to allow pressure oil to flow to control piston (10).

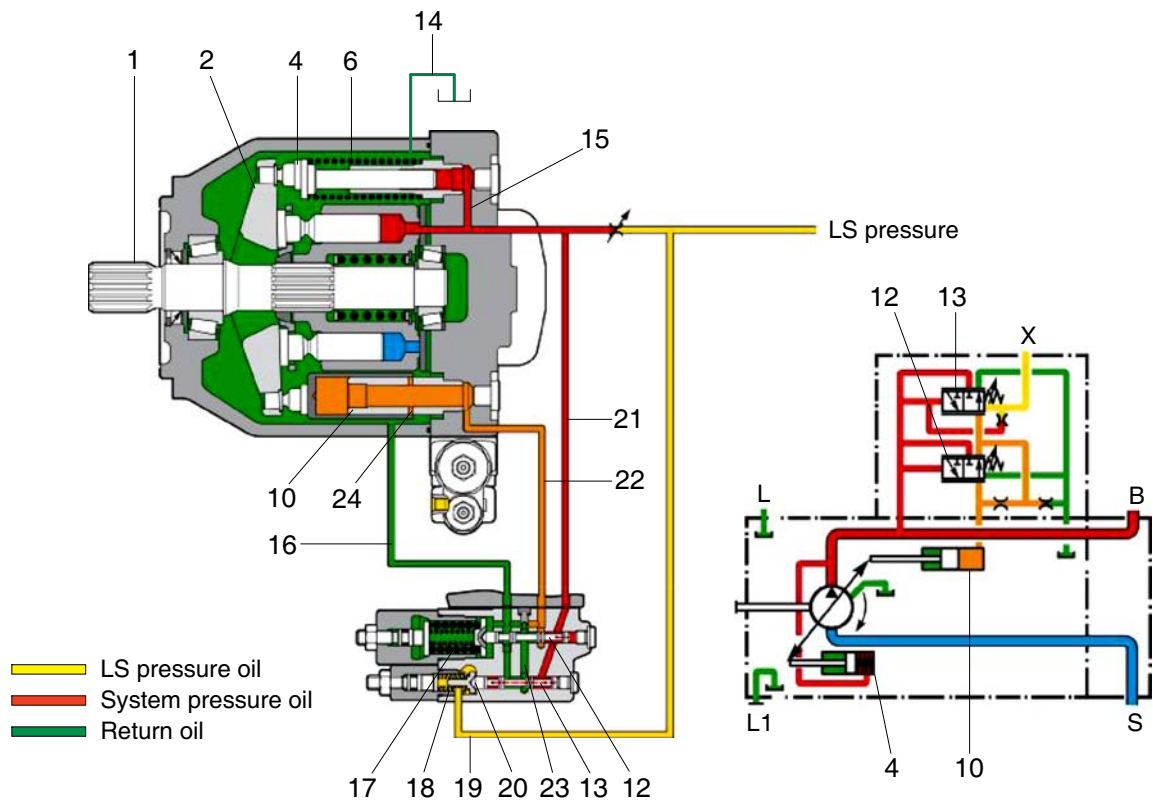
The oil acts against control piston (10) in order to overcome the force of counter spring (6). The oil causes control piston (10) to move to the left.

When control piston (10) moves to the left, the piston moves swash plate (2) toward the minimum angle. Control piston (10) continues to move to the left until cross-drilled hole (24) allows the oil to drain to the case.

Cross-drilled hole (24) limits the maximum travel of control piston (10) to the left. The pump supplies a sufficient amount of flow that compensates for system leakage. The pump also supplies a sufficient of flow that compensates for leakage to the pump case. The leakage to the pump case is a result of the cross-drilled hole. The pump maintains low pressure standby. Low pressure standby pressure should not exceed 40 bar (580 psi).

- ※ Low pressure standby will vary in the same pump as the system leakage or the pump leakage increases. The pump will upstroke slightly in order to compensate for the increasing leakage. Control piston (10) will cover more of the cross-drilled hole.

(4) High pressure stall



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- | | | |
|-------------------------------|---------------------------|-----------------------------------|
| 1 Drive shaft | 13 Flow compensator spool | 19 LS line from the metering pump |
| 2 Swash plate | 14 Case drain | 20 Cavity |
| 4 Counter piston | 15 Passage | 21 Passage |
| 6 Counter spring | 16 Passage | 22 Passage |
| 10 Control piston | 17 Spring | 23 Cavity |
| 12 Pressure compensator spool | 18 Spring | |

When the hydraulic system stalls under load or when the cylinders reach the end of the stroke, the main system pressure increases. But LS pressure (19) is regulated by LS relief valve on steering system and attachment system. The pressure difference between discharged pump and LS pressure equal to spring (18). It means no flow is necessary. Therefore, discharged pressure push flow compensator spool (13) left. Supply oil now flows past flow compensator spool (13) and through passage (23). The oil flows past flow compensator spool (13) and into passage (22). The oil then flows to control piston (10).

Pump swash plate (2) will be minimum displacement if the operator does not turn the steering wheel and lever, then the pump will return to low pressure standby.

(5) Adjustment of flow control

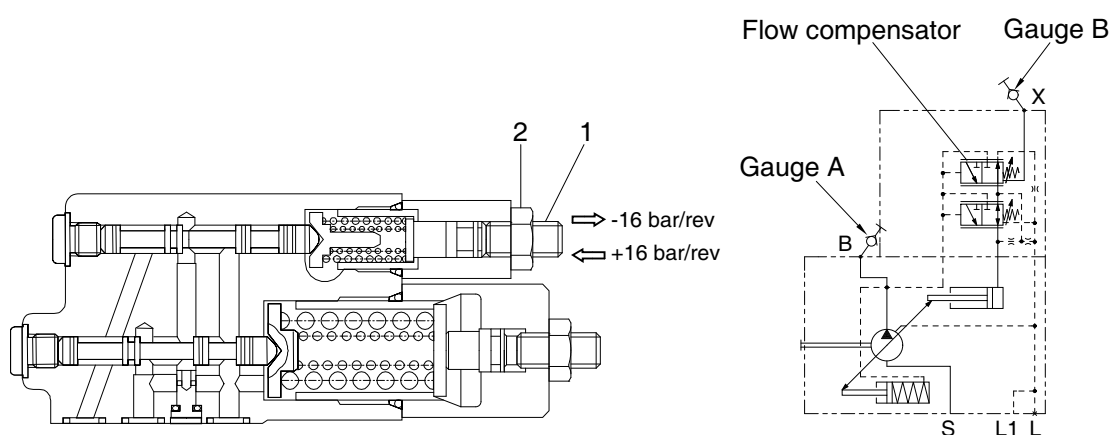
Flow compensator setting must be carried out following procedures and conditions.

① Conditions

- Engine is running (at high or low idle).
- Lever is operated slowly (example : Mast up).
- Pressure gauges are installed.
- ※ Discharge pump flow should be less than max pump flow.

② Procedures

- Loosening the hexagon nut (2).
- Adjusting screw (1) of flow controller by tightening or loosening the screw (1).
 - Flow setting : $\Delta P = \text{Gauge A} - \text{Gauge B}$
 - Specification : Steering pump (29 bar) / Attachment pump (22 bar)



75796WE37

(6) Adjustment of pressure control

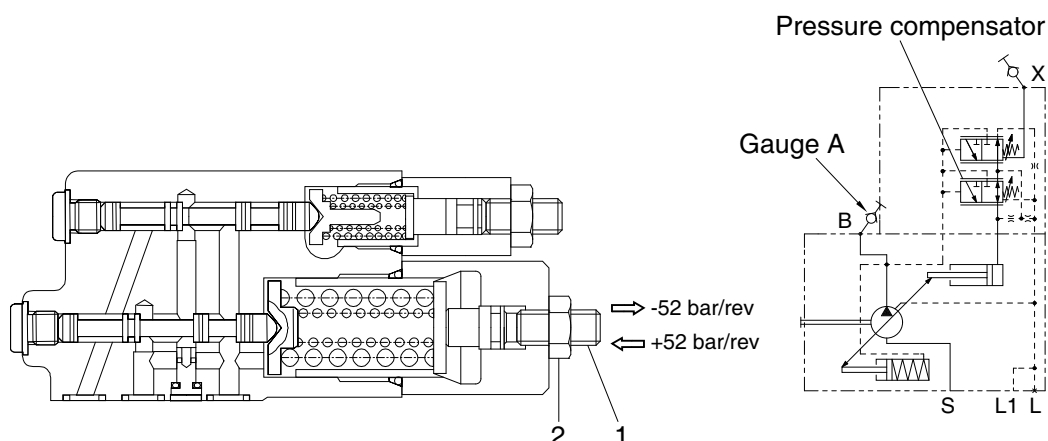
Pressure compensator setting must be carried out following procedures and conditions.

① Conditions

- Engine is running.
- System is at relief condition.

② Procedures

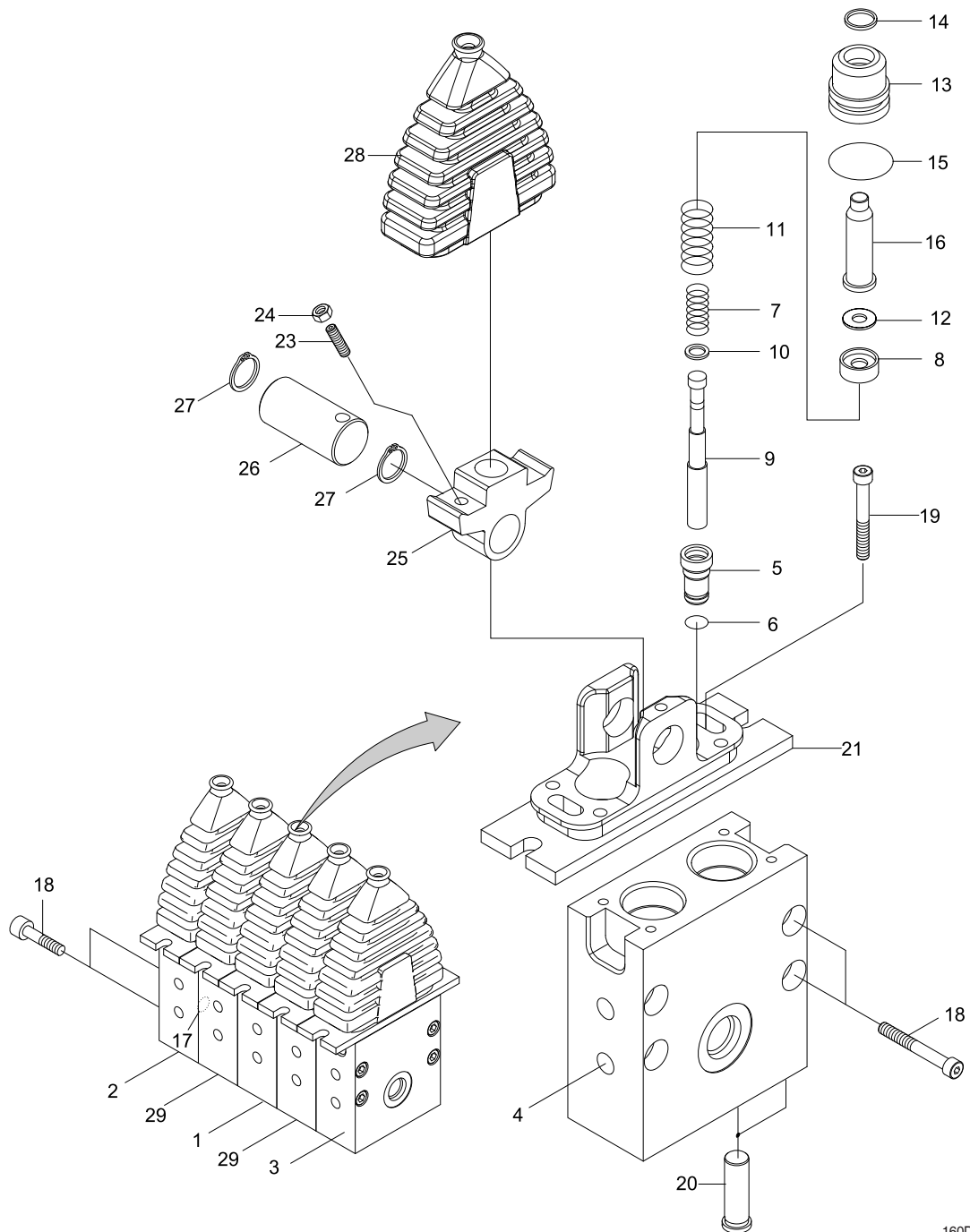
- Loosening the hexagon nut (2).
- Adjusting screw (1) of pressure controller by tightening or loosening the screw (1).
 - Maximum pressure setting = Gauge A
 - Specification : Steering pump (250 bar) / Attachment pump (300 bar)



75796WE38

5. REMOTE CONTROL VALVE

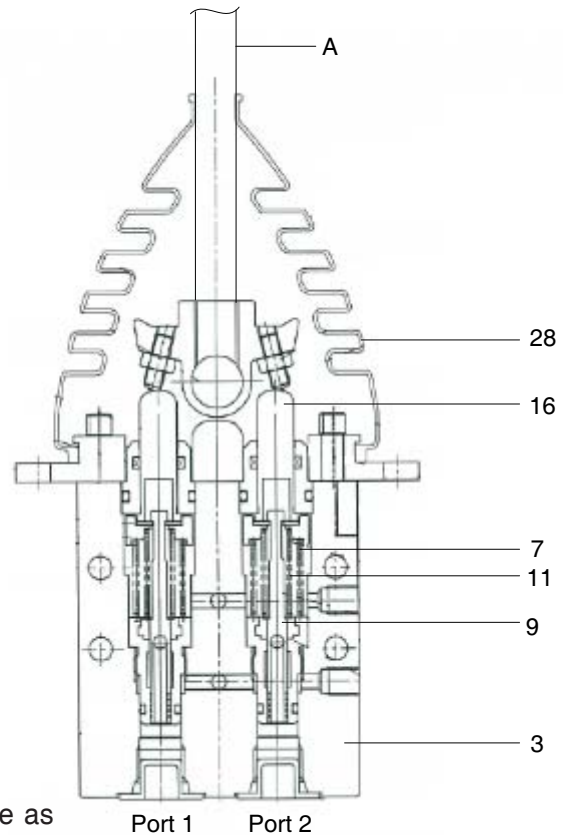
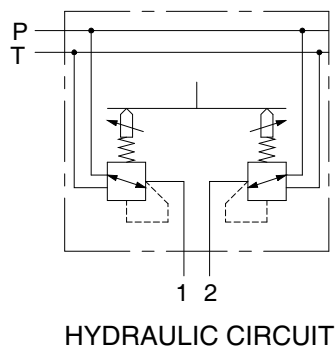
1) STRUCTURE



160D9VRV01

- | | | |
|---------------|----------------|----------------|
| 1 Body | 11 Spring | 21 Cover |
| 2 Body-L | 12 Stopper | 23 Socket bolt |
| 3 Body-R | 13 Plug | 24 Hex nut |
| 4 Plug | 14 Oil seal | 25 Guide |
| 5 Plug | 15 O-ring | 26 Pin |
| 6 O-ring | 16 Push rod | 27 Spring pin |
| 7 Spring | 17 O-ring | 28 Boot |
| 8 Spring seat | 18 Wrench bolt | 29 Body 2 |
| 9 Spool | 19 Wrench bolt | |
| 10 Shim | 20 Cap | |

2) OPERATION



(1) Hydraulic functional principle

Pilot devices with end position locks operate as direct operated pressure reducing valves.

They basically comprise of control lever (A), two pressure reducing valves, body (3) and locks.

Each pressure reducing valve comprises of a push rod (16), a metering spring (7) and return spring (11).

At rest, control lever (A) is held in its neutral position by return springs (11). Ports (1, 2) are connected to tank port T.

When control lever (A) is deflected, push rod (16) is pressed against return spring (11) and metering spring (7).

Metering spring (7) initially moves spool (9) downwards and closes the connection between the relevant port and tank port T. At the same time the relevant port is connected to port P. The control phase starts as soon as spool (9) finds its balance between the force from metering spring (7) and the force, which results from the hydraulic pressure in the relevant port (ports 1, 2). Due to the interaction between spool (9) and metering spring (7) the pressure in the relevant port is proportional to the stroke of push rod (16) and hence to the position of control lever (A).

This pressure control which is dependent on the position of the control lever and the characteristics of the control spring permits the proportional hydraulic control of the main directional valves and high response valves for hydraulic pumps.

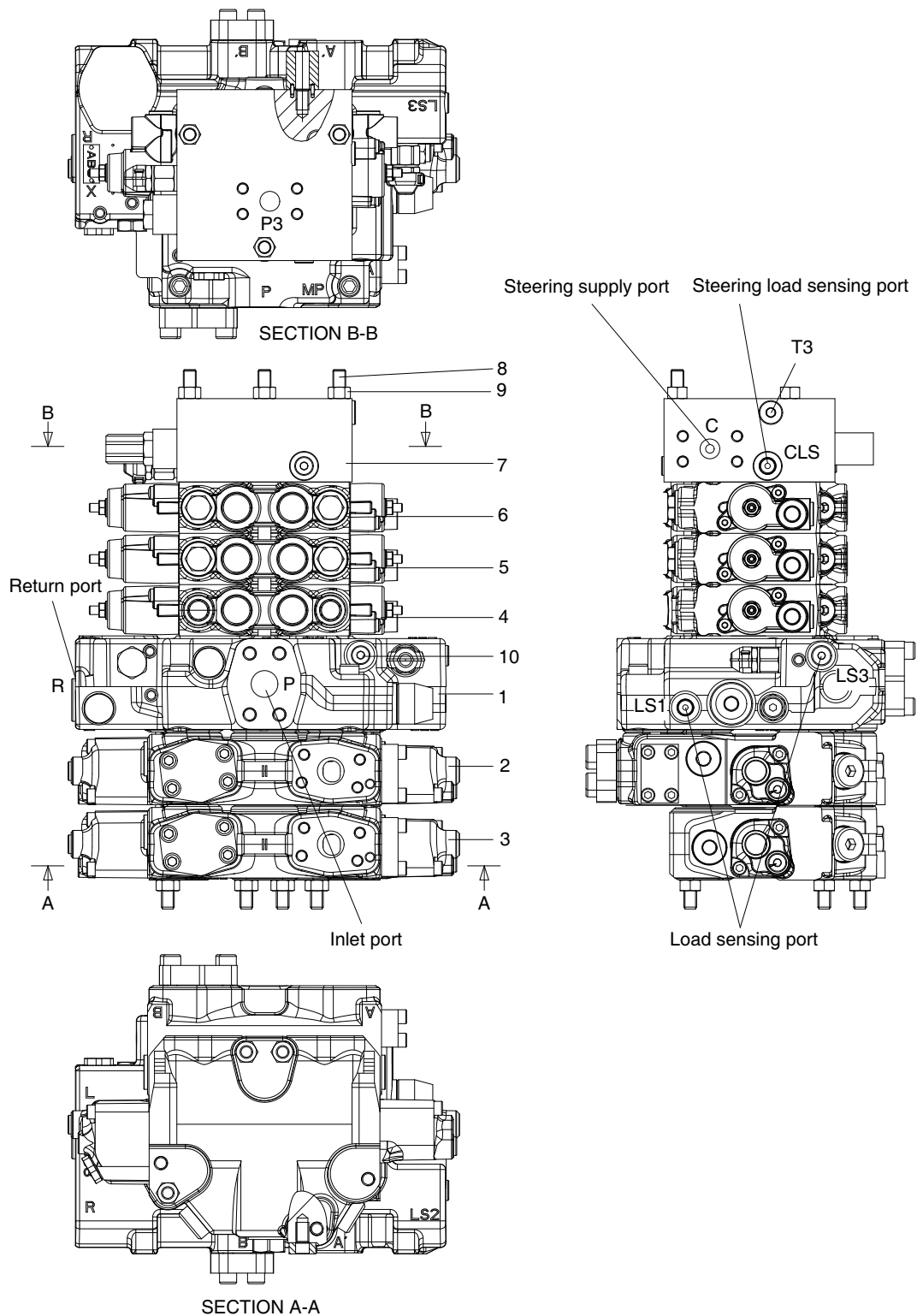
A rubber boot (28) protects the mechanical components in the housing from contamination.

160D9VRV02

6. MAIN CONTROL VALVE

1) RCV LEVER TYPE

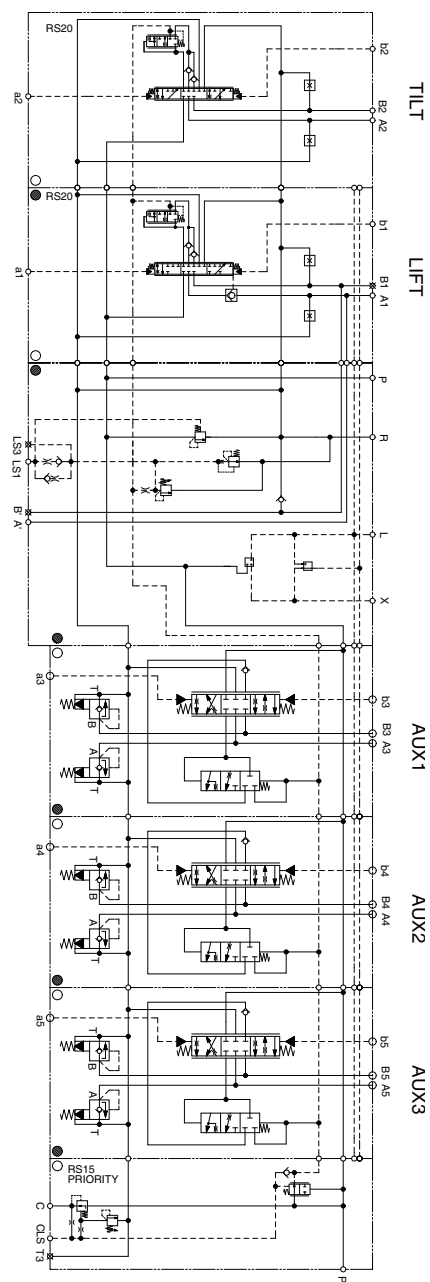
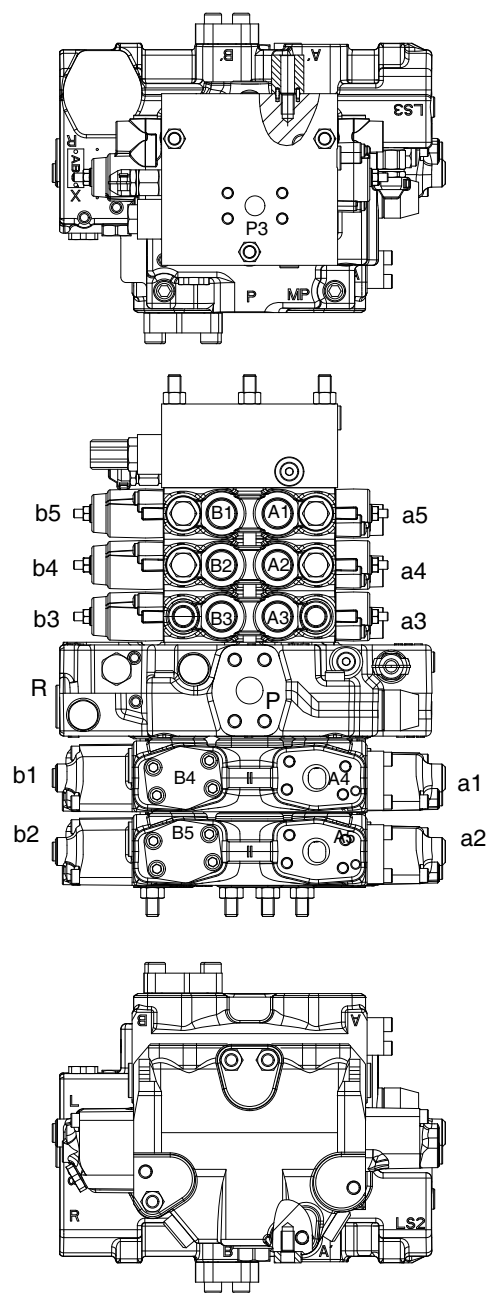
(1) Structure (1/2)



- | | | | | | |
|---|---------------|---|------------------------|----|-------------------|
| 1 | Inlet section | 5 | Aux 2 section | 9 | Hexagon nut |
| 2 | Lift section | 6 | Aux 3 section | 10 | Main relief valve |
| 3 | Tilt section | 7 | Priority valve section | | |
| 4 | Aux 1 section | 8 | Tie rod | | |

180D9VLM01

Structure (2/2)



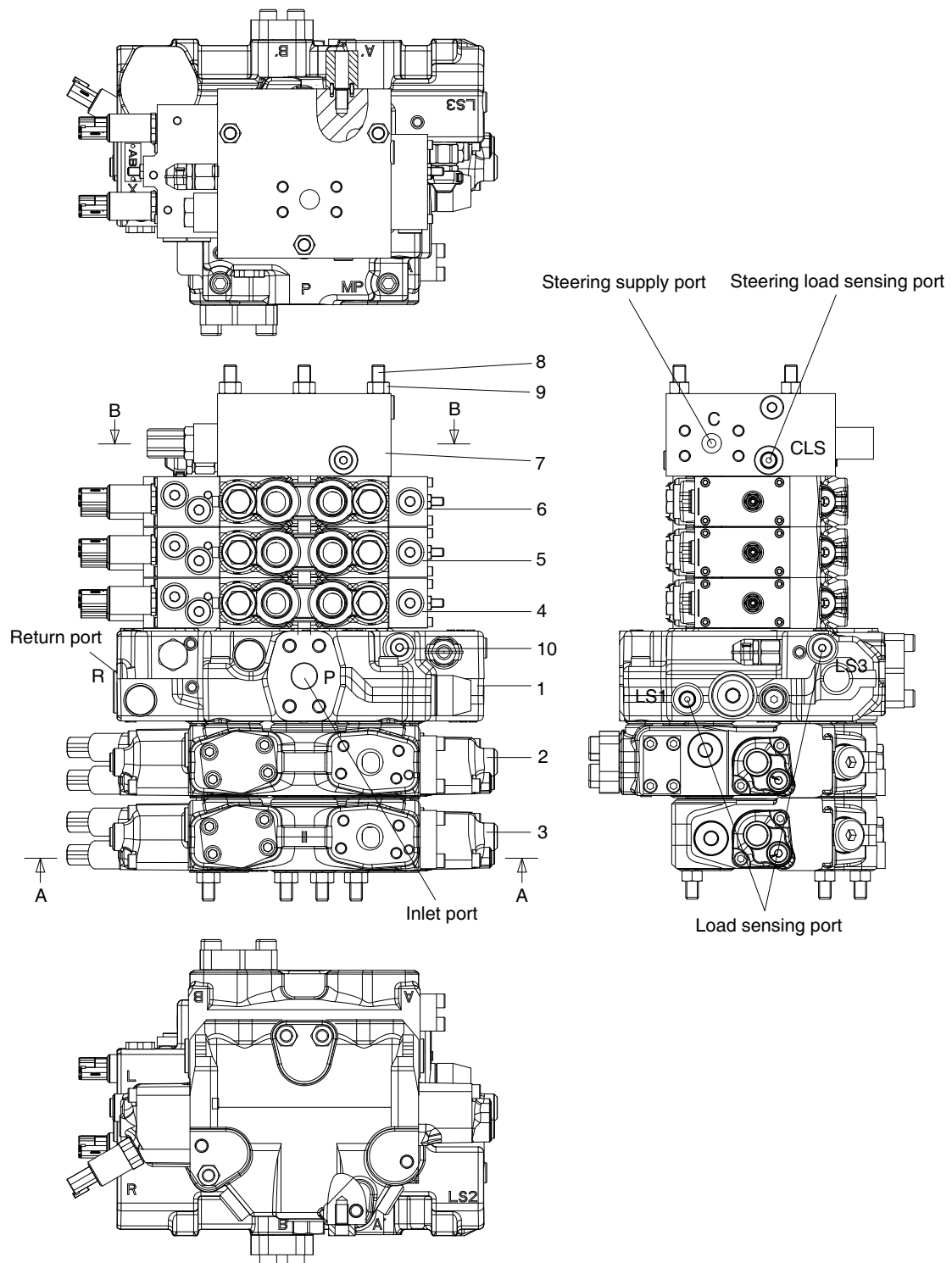
HYDRAULIC CIRCUIT

180D9VLM02

Port	Port name	Size	Port	Port name	Size
P	Inlet port	-	A5, B5	To aux 3 port	-
R	Outlet port	-	a1, b1	To lift pilot prot	-
A1, B1	To lift cylinder port	-	a2, b2	To tilt pilot port	-
A2, B2	To tilt cylinder port	-	a3, b3	To aux 1 pilot port	-
3A, 3B	To aux 1 cylinder port	-	a4, b4	To aux 2 pilot port	-
A4,B4	To aux 2 cylinder port	-	a5, b5	To aux 3 pilot port	-

2) FINGERTIP TYPE

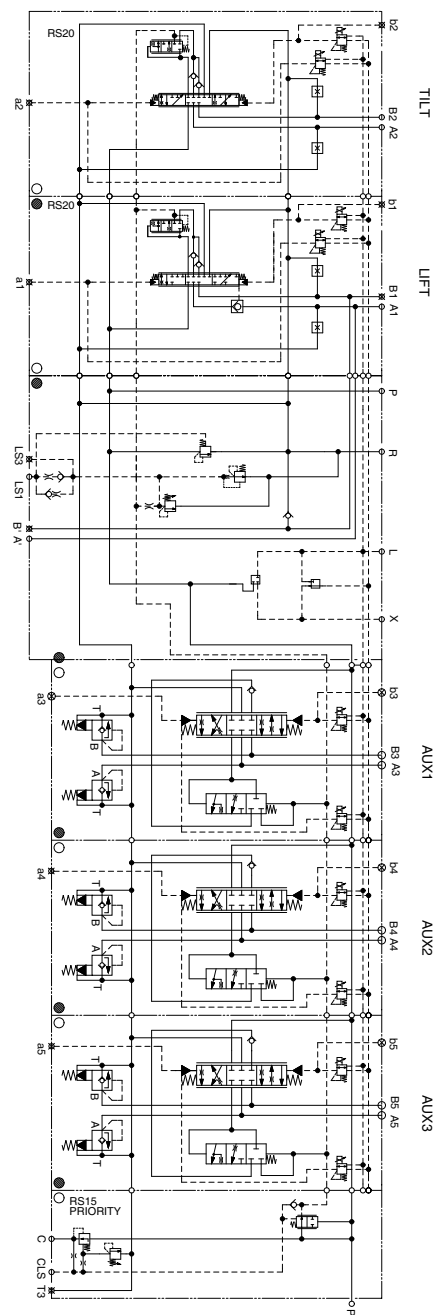
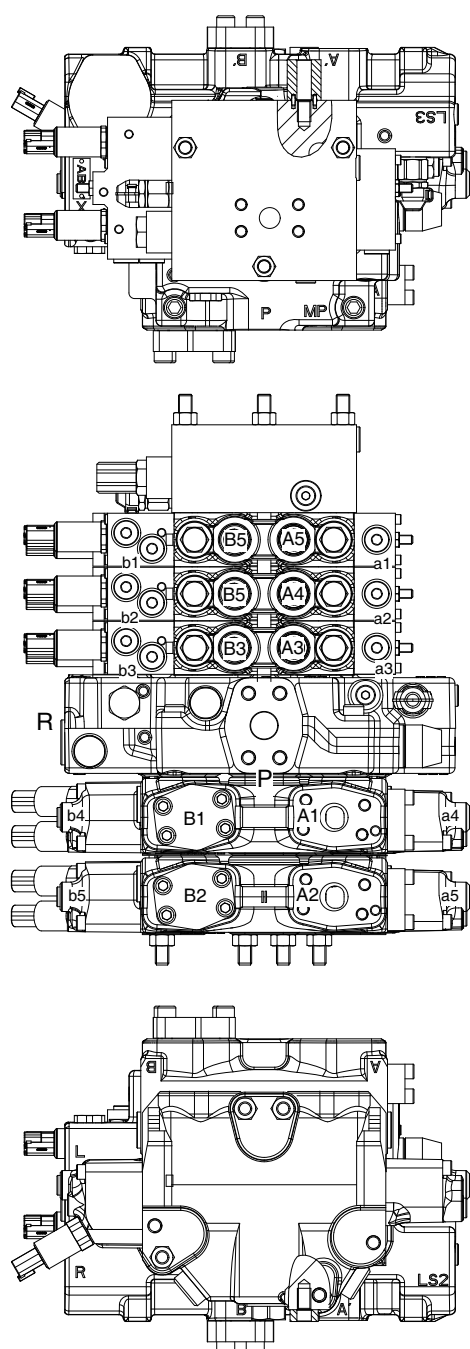
(1) Structure (1/2)



180D9VFM01

- | | | | | | |
|---|--------------------|---|------------------------|----|-------------------|
| 1 | Inlet section assy | 5 | Aux 2 section | 9 | Nut |
| 2 | Lift section | 6 | Aux 3 section | 10 | Main relief valve |
| 3 | Tilt section | 7 | Priority valve section | | |
| 4 | Aux 1 section | 8 | Tie rod | | |

Structure (2/2)



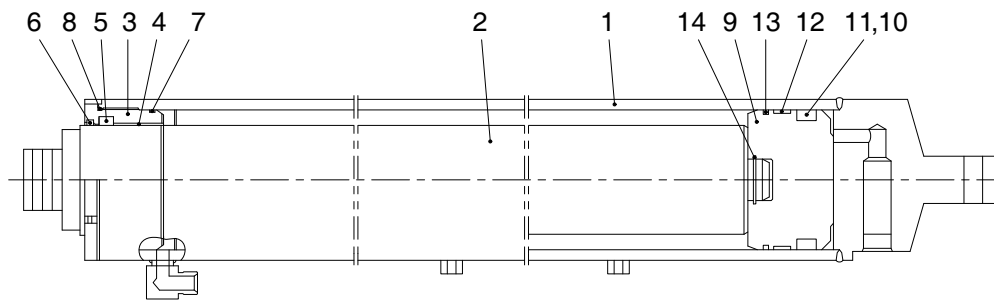
HYDRAULIC CIRCUIT

180D9VFM02

Port	Port name	Size
P	Inlet port	-
R	Outlet port	-
A1, B1	To lift cylinder port	-
A2, B2	To tilt cylinder port	-
A3, B3	To aux 1 cylinder port	-
A4, B4	To aux 2 cylinder port	-
A5, B5	To aux 3 cylinder port	-

7. LIFT CYLINDER

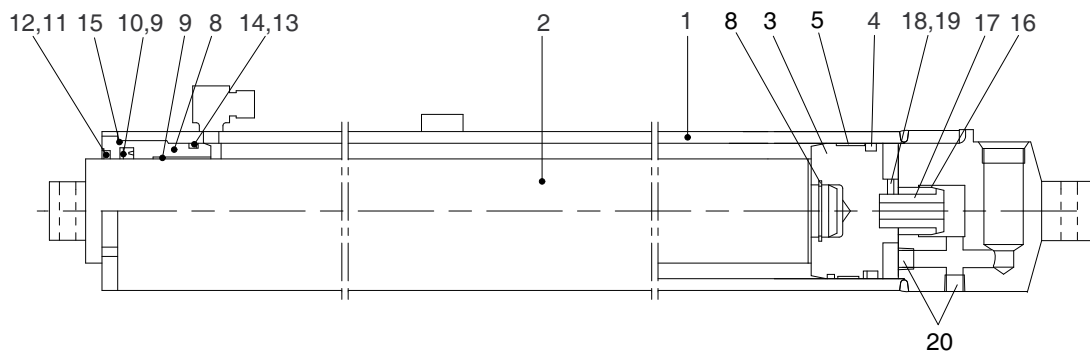
1) V-MAST



31HV-07080

- | | | | | | |
|---|---------------|----|------------|----|--------------|
| 1 | Tube assembly | 6 | Wiper ring | 11 | Back up ring |
| 2 | Piston rod | 7 | O-ring | 12 | Wear ring |
| 3 | Rod cover | 8 | O-ring | 13 | Dust ring |
| 4 | Pin bushing | 9 | Piston | 14 | Stop ring |
| 5 | U-packing | 10 | U-packing | | |

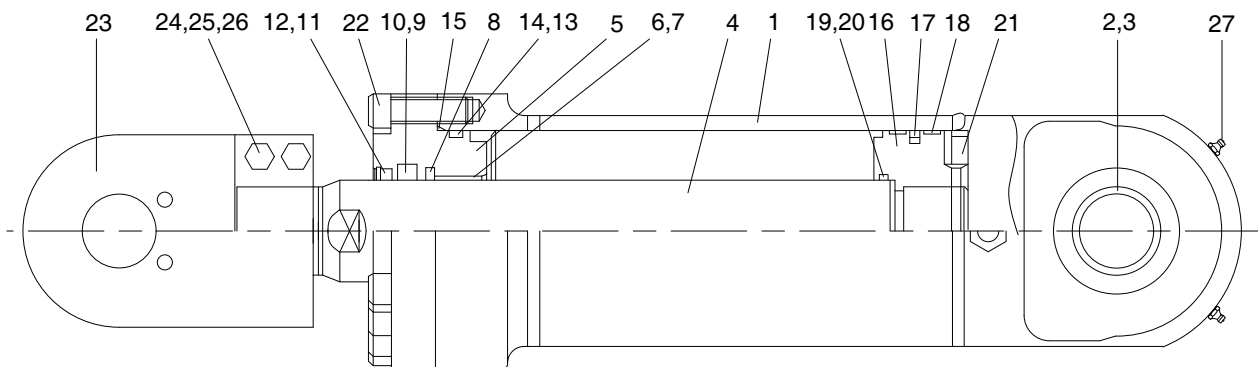
2) TS-MAST



33HV-07010

- | | | | | | |
|---|---------------|----|----------------|----|--------------|
| 1 | Tube assembly | 8 | Rod bushing | 15 | O-ring |
| 2 | Piston rod | 9 | U-packing | 16 | Cushion ring |
| 3 | Piston | 10 | Back up ring | 17 | Guide |
| 4 | Piston seal | 11 | Dust seal | 18 | Set screw |
| 5 | Wear ring | 12 | Retaining ring | 19 | Set screw |
| 6 | Stop ring | 13 | Back up ring | 20 | Plug |
| 7 | Rod cover | 14 | Back up ring | | |

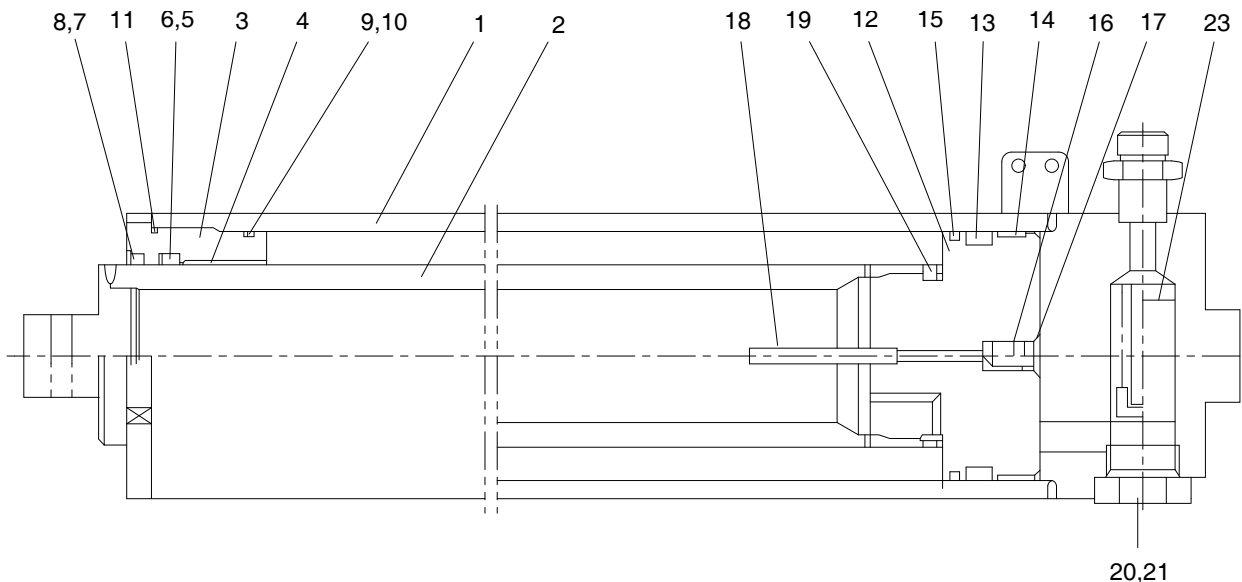
8. TILT CYLINDER



31HV-08010

- | | | |
|---------------------|-------------------|--------------------|
| 1 Tube assembly | 10 Back up ring | 19 O-ring |
| 2 Spherical bearing | 11 Wiper ring | 20 Back up ring |
| 3 Retaining ring | 12 Retaining ring | 21 Set bolt |
| 4 Rod | 13 O-ring | 22 Hex socket bolt |
| 5 Rod cover | 14 Back up ring | 23 Rod eye |
| 6 Rod bushing | 15 O-ring | 24 Hex bolt |
| 7 Retaining ring | 16 Piston | 25 Hex bolt |
| 8 Buffer seal | 17 Piston seal | 26 Spring washer |
| 9 U-packing | 18 Wear ring | 27 Grease nipple |

9. FREE LIFT CYLINDER



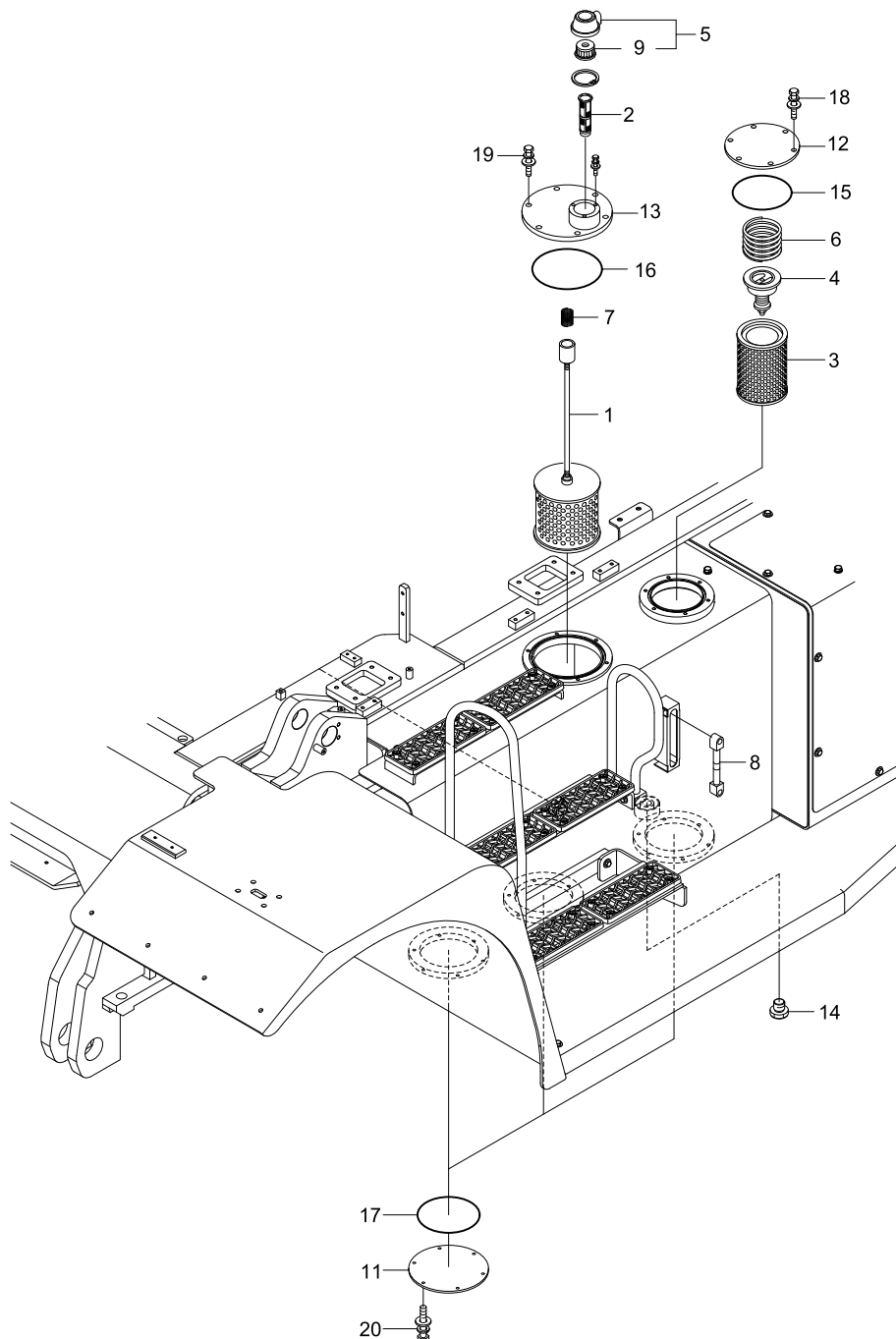
33HV-07510

- | | | |
|------------------|-----------------|----------------------|
| 1 Tube assembly | 9 O-ring | 17 Retaining ring |
| 2 Piston rod | 10 Back up ring | 18 Pipe |
| 3 Rod cover | 11 O-ring | 19 Set screw |
| 4 Rod bushing | 12 Piston | 20 Plug |
| 5 U-packing | 13 Piston seal | 21 O-ring |
| 6 Back up ring | 14 Wear ring | 22 O-ring |
| 7 Wiper ring | 15 Dust ring | 23 Down safety valve |
| 8 Retaining ring | 16 Check valve | |

10. HYDRAULIC OIL TANK

1) STRUCTURE

- The oil from the hydraulic tank is sent from the pump through main control valve to the cylinders. In the return circuit, the oil from various parts merges.
- A part of oil is cooled in the oil cooler, passes through the hydraulic filter and returns to the hydraulic tank.



250D9VHS23

1	Strainer	7	Spring	15	O-ring
2	Breather strainer	8	Level gauge	16	O-ring
3	Return element	11	Suction flange	17	O-ring
4	Bypass valve	12	Cover	18	Bolt
5	Air breather	13	Cover	19	Bolt
6	Spring	14	Magnetic plug	20	Bolt

2) AIR BREATHER

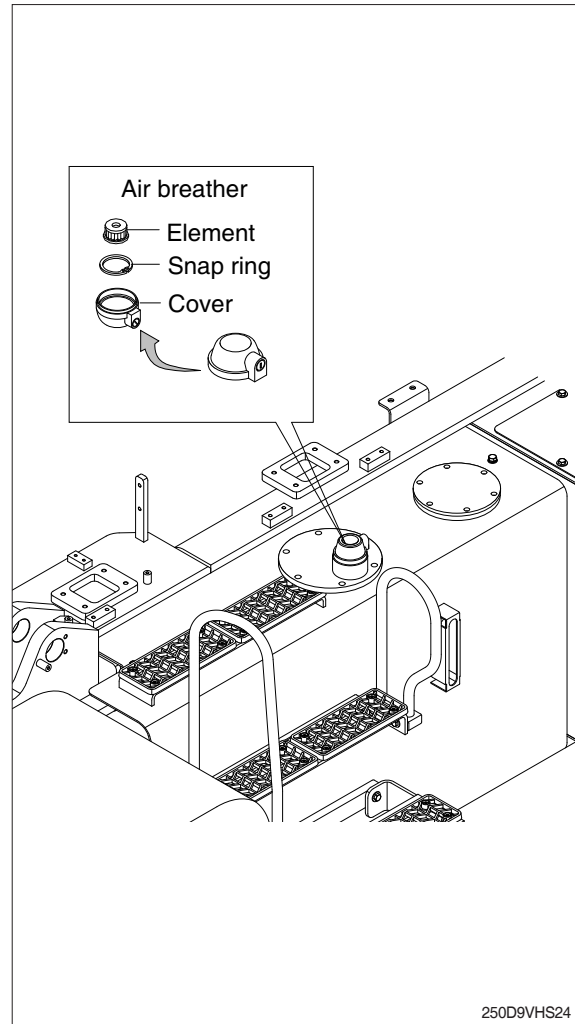
The air breather is equipped with the capacity to perform two functions simultaneously-as an air filter and as a breathing valve.

(1) Preventing negative pressure inside the tank

The tank is a pressurized sealed type, so negative pressure is formed inside the hydraulic tank when the oil level drops during operations. When this happens, the difference in pressure between the tank and the outside atmospheric pressure opens the puppet in the breather, and air from the outside is let into the tank or prevent negative pressure.

(2) Preventing excessive pressure inside the tank

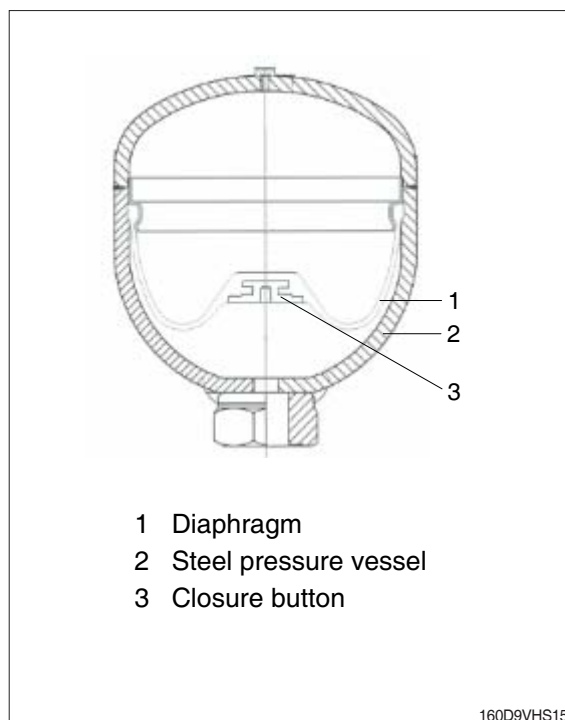
When the hydraulic cylinder is being used, the oil level in the hydraulic system increases and as temperature rises. If the hydraulic pressure rises above the set pressure, breather is actuated to release the hydraulic pressure inside the tank.



11. ACCUMULATOR

The accumulator is installed at the cut off valve. When the mast is left the raised position, and the control levers are operated with the engine stopped the pressure of the compressed nitrogen gas inside the accumulator sends pilot pressure to the control valve to actuate it and allow the boom and bucket to come down under their own weight.

Item	31E3-3187 (RCV×1EA)
Diameter (ØD)	90 mm
Mounting height (A)	120 mm
Norminal volume	0.35 ℓ
Priming pressure	15 bar
Operating medium	Oil
Operating pressure	Max 170 bar
Thread	G1/2 (PF1/2)
Prming gas	Nitrogen



GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

1. OPERATIONAL CHECKS

1) CHECK ITEM

- (1) Check visually for deformation, cracks or damage of rod.
- (2) Set mast vertical and raise 1 m from ground. Wait for 10 minutes and measure hydraulic drift (amount forks move down and amount mast tilts forward).

Check condition

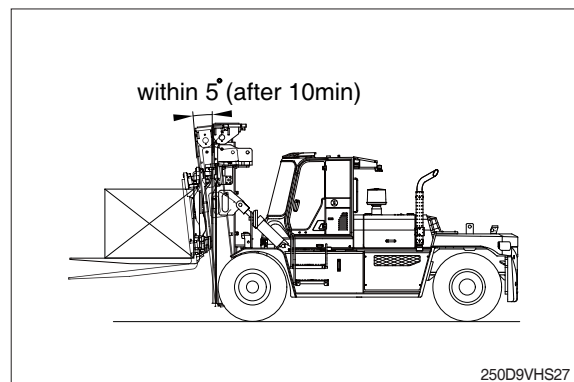
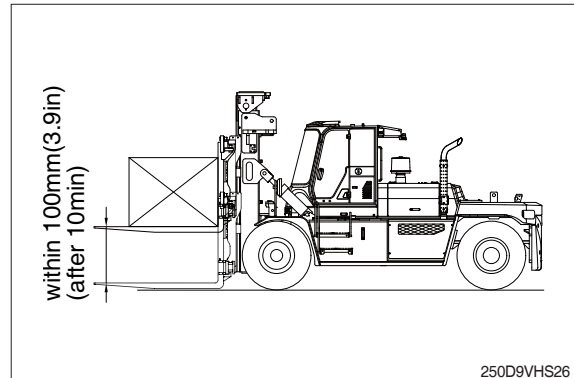
- Hydraulic oil : Normal operating temp
- Mast substantially vertical.
- Rated capacity load.

Hydraulic drift

- Down (Downward movement of forks)
: Within 100 mm (3.9 in)
 - Forward (Extension of tilt cylinder)
: Within 5°
- (3) If the hydraulic drift is more than the specified value, replace the control valve or cylinder packing.

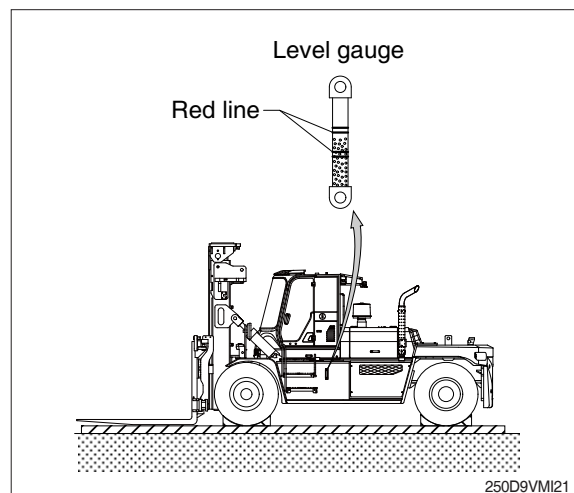
Check that clearance between tilt cylinder bushing and mounting pin is within standard range.

	mm (in)
Standard	Under 0.6 (0.02)



2) HYDRAULIC OIL

- (1) Using level gauge, measure oil level, and oil if necessary.
- (2) When changing hydraulic oil, clean suction strainer (screwed into outlet port pipe).



3) MAIN CONTROL VALVE

- (1) Raise forks to maximum height and measure oil pressure.

Check that oil pressure.

- 250D-9V : 220 kgf/cm² (3129 psi)
- 300D-9V : 240 kgf/cm² (3414 psi)

2. TROUBLESHOOTING

1) SYSTEM

Problem	Cause	Remedy
Large fork lowering speed.	<ul style="list-style-type: none"> · Seal inside control valve defective. · Oil leaks from joint or hose. · Seal inside cylinder defective. 	<ul style="list-style-type: none"> · Replace spool or valve body. · Replace. · Replace packing.
Large spontaneous tilt of mast.	Tilting backward : Check valve defective. Tilting forward : tilt lock valve defective. Oil leaks from joint or hose. Seal inside cylinder defective.	<ul style="list-style-type: none"> · Clean or replace. · Clean or replace. · Replace. · Replace seal.
Slow fork lifting or slow mast tilting.	<ul style="list-style-type: none"> · Lack of hydraulic oil. · Hydraulic oil mixed with air. · Oil leaks from joint or hose. · Excessive restriction of oil flow on pump suction side. · Relief valve fails to keep specified pressure. · Poor sealing inside cylinder. · High hydraulic oil viscosity. · Mast fails to move smoothly. · Oil leaks from lift control valve spool. · Oil leaks from tilt control valve spool. 	<ul style="list-style-type: none"> · Add oil. · Bleed air. · Replace. · Clean filter. · Adjust relief valve. · Replace packing. · Change to SAE10W, class CF engine oil. · Adjust roll to rail clearance. · Replace spool or valve body. · Replace spool or valve body.
Hydraulic system makes abnormal sounds.	<ul style="list-style-type: none"> · Excessive restriction of oil flow pump suction side. · Gear or bearing in hydraulic pump defective. 	Clean filter. Replace gear or bearing.
Control valve lever is locked	<ul style="list-style-type: none"> · Foreign matter jammed between spool and valve body. · Valve body defective. 	<ul style="list-style-type: none"> · Clean. · Tighten body mounting bolts uniformly.
High oil temperature.	<ul style="list-style-type: none"> · Lack of hydraulic oil. · High oil viscosity. · Oil filter clogged. 	<ul style="list-style-type: none"> · Add oil. · Change to SAE10W, class CF engine oil. · Clean filter.

Problem	Cause	Remedy
Actuator (cylinder or motor) works slowly or does not operate.	<ul style="list-style-type: none"> · Shortage of oil in oil tank. · Decrease of relief valve pressure. · Spool got stuck. · Shortage of oil flow to the valve. 	<ul style="list-style-type: none"> · Check the oil level in the oil tank. · Install pressure gauge on the circuit, and check the pressure with it by handling the lever. · Check that manual lever moves smoothly. · Check that lever stroke is enough. · Check that oil flow of the pump is within specified rate.
Cylinder lowers considerably under normal circumstance.	<ul style="list-style-type: none"> · Internal leakage of cylinder happens frequently. · Excessive leakage from spool of the valve. · Spool got stuck. · Leakage in a part of the circuit. 	<ul style="list-style-type: none"> · Fit the stop valve on the pipe between valve and cylinder, observe the internal leakage of cylinder. · Check the oil viscosity is not too low. · Check that manual lever moves smoothly. · Check the circuit. · Observe leakage from pipes.
Pressure does not increase sufficiently.	<ul style="list-style-type: none"> · Defect of relief valve. · Leakage in a part of the circuit. 	<ul style="list-style-type: none"> · Check the relief valve. · Check the circuit. · Observe leakage from pipes.
Temperature rising of the hydraulic oil.	<ul style="list-style-type: none"> · Working with higher pressure than rated pressure. · Low viscosity of oil. · Leakage from a part of the circuit. · Oil leakage in the pump. · Insufficient suction of the pump. 	<ul style="list-style-type: none"> · Check the flow pressure. · Check the sort of oil and viscosity. · Check if the circuit is relieved at all times. · Check if the temperature of pump surface higher 30°C than oil temperature. · Check the oil tank volume. · Check if the suction strainer is blocked.
Steering force is heavy.	<ul style="list-style-type: none"> · Defect of steering relief valve. 	<ul style="list-style-type: none"> · Check the steering relief valve.

2) HYDRAULIC GEAR PUMP

Problem	Cause	Remedy
Pump does not develop full pressure.	<ul style="list-style-type: none"> · System relief valve set too low or leaking. · Oil viscosity too low. · Pump is worn out. 	<ul style="list-style-type: none"> · Check system relief valve for proper setting. · Change to proper viscosity oil. · Repair or replace pump.
Pump will not pump oil.	<ul style="list-style-type: none"> · Reservoir low or empty. · Suction strainer clogged. 	<ul style="list-style-type: none"> · Fill reservoir to proper level. · Clean suction strainer.
Noisy pump caused by cavitation.	<ul style="list-style-type: none"> · Oil too thick. · Oil filter plugged. · Suction line plugged or too small. 	<ul style="list-style-type: none"> · Change to proper viscosity. · Clean filters. · Clean line and check for proper size.
Oil heating.	<ul style="list-style-type: none"> · Oil supply low. · Contaminated oil. · Setting of relief valve too high or too low. · Oil viscosity too low. 	<ul style="list-style-type: none"> · Fill reservoir to proper level. · Drain reservoir and refill with clean oil. · Set to correct pressure. · Drain reservoir and fill with proper viscosity.
Foaming oil.	<ul style="list-style-type: none"> · Low oil level. · Air leaking into suction line. · Wrong kind of oil. 	<ul style="list-style-type: none"> · Fill reservoir to proper level. · Tighten fittings, check condition of line. · Drain reservoir, fill with non-foaming oil.
Shaft seal leakage.	<ul style="list-style-type: none"> · Worn shaft seal. · Worn shaft in seal area. 	<ul style="list-style-type: none"> · Replace shaft seal. · Replace drive shaft and seal.

3) MAIN RELIEF VALVE

Problem	Cause	Remedy
Can't get pressure	<ul style="list-style-type: none"> · Poppet stuck open or contamination under seat. 	<ul style="list-style-type: none"> · Check for foreign matter between puppets and their mating parts. Parts must slide freely.
Erratic pressure	<ul style="list-style-type: none"> · Pilot poppet seat damaged. 	<ul style="list-style-type: none"> · Replace the relief valve. · Clean and remove surface marks for free movement.
Pressure setting not correct	<ul style="list-style-type: none"> · Normal wear. Lock nut & adjust screw loose. 	<ul style="list-style-type: none"> · See *How to set pressure on work main relief.
Leaks	<ul style="list-style-type: none"> · Damaged seats. · Worn O-rings. · Parts sticking due to contamination. 	<ul style="list-style-type: none"> · Replace the relief valve. · Install seal and spring kit. · Disassemble and clean.

★ A good pressure gauge must be installed in the line which is in communication with the main relief. A load must be applied in a manner to reach the set pressure of the main relief unit.

Then, follow these steps:

- Loosen lock nut.
- Set adjusting nut to desired pressure setting.
- If desired pressure setting cannot be achieved, add or remove shims as required.
- Tighten lock nut.
- Retest in similar manner as above.

4) CYLINDER

Problem	Cause	Remedy
Oil leaks out from gland through rod.	<ul style="list-style-type: none"> · Foreign matters on packing. · Unallowable score on rod. · Unusual distortion of dust seal. · Chrome plating is striped. 	<ul style="list-style-type: none"> · Replace packing. · Smooth rod surface with an oil stone. · Replace dust seal. · Replace rod.
Oil leaks out from cylinder gland thread.	<ul style="list-style-type: none"> · O-ring damaged. 	<ul style="list-style-type: none"> · Replace O-ring.
Rod spontaneously retract.	<ul style="list-style-type: none"> · Scores on inner surface of tube. · Unallowable score on the inner surface of tube. · Foreign matters in piston seal. 	<ul style="list-style-type: none"> · Smooth rod surface with an oil stone. · Replace cylinder tube. · Replace piston seal.
Wear (clearance between cylinder tube and wear ring)	<ul style="list-style-type: none"> · Excessive clearance between cylinder tube and wear ring. 	<ul style="list-style-type: none"> · Replace wear ring.
Abnormal noise is produced during tilting operation.	<ul style="list-style-type: none"> · Insufficient lubrication of anchor pin or worn bushing and pin. · Bent tilt cylinder rod. 	<ul style="list-style-type: none"> · Lubricate or replace. · Replace.

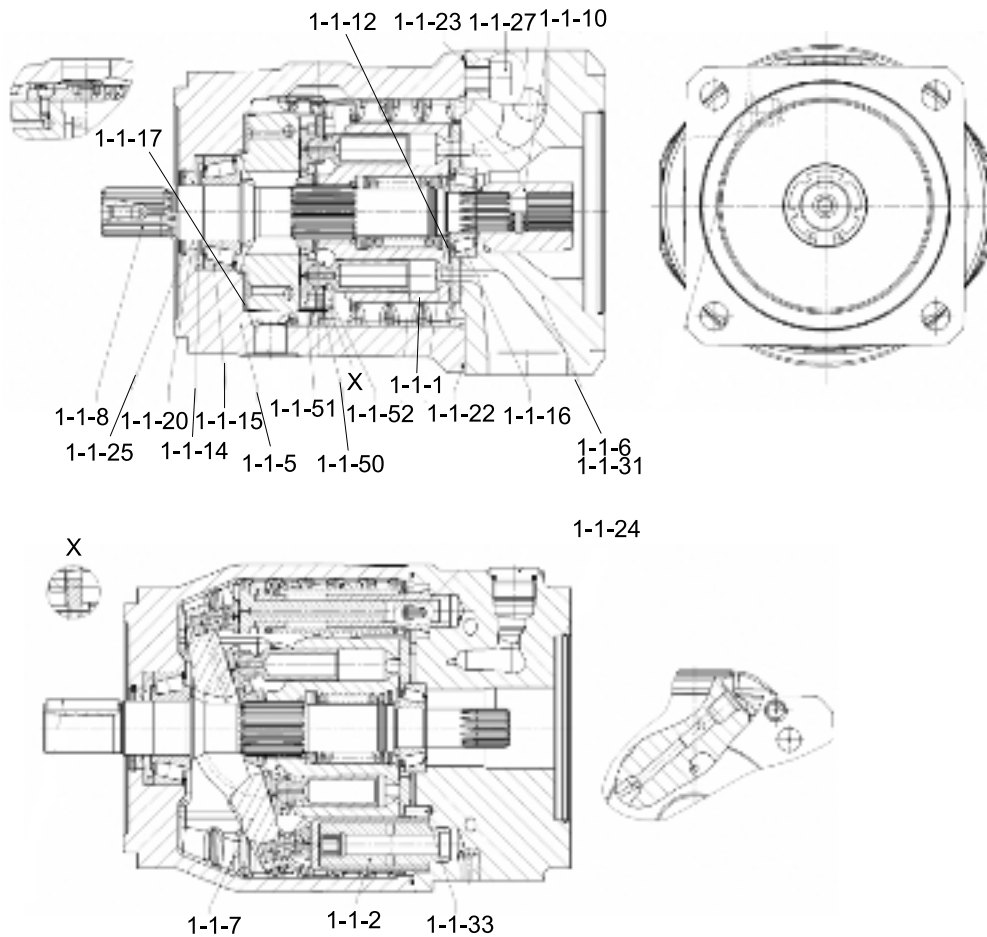
GROUP 3 DISASSEMBLY AND ASSEMBLY

1. MAIN PUMP

1) STRUCTURE

(1) Front pump

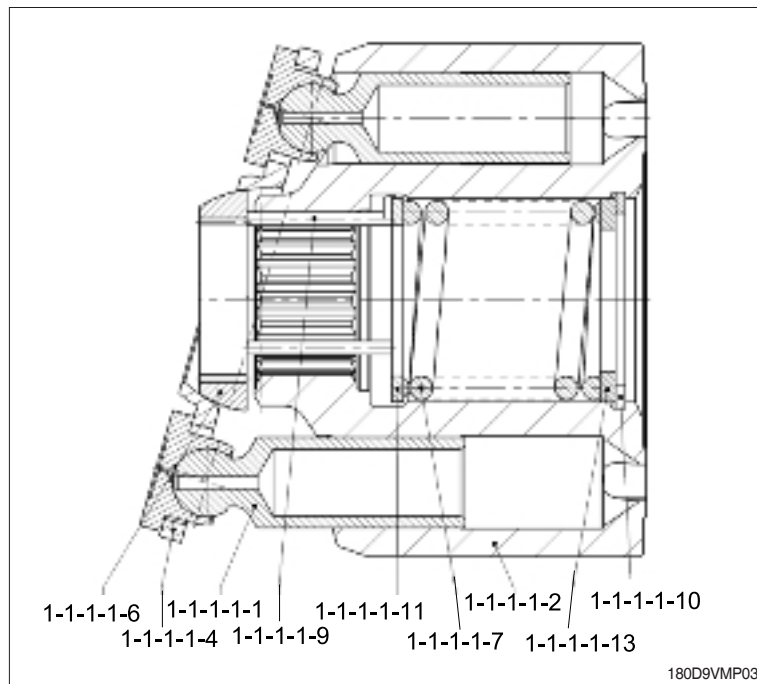
① Base unit (item 1-1)



180D9VMP02

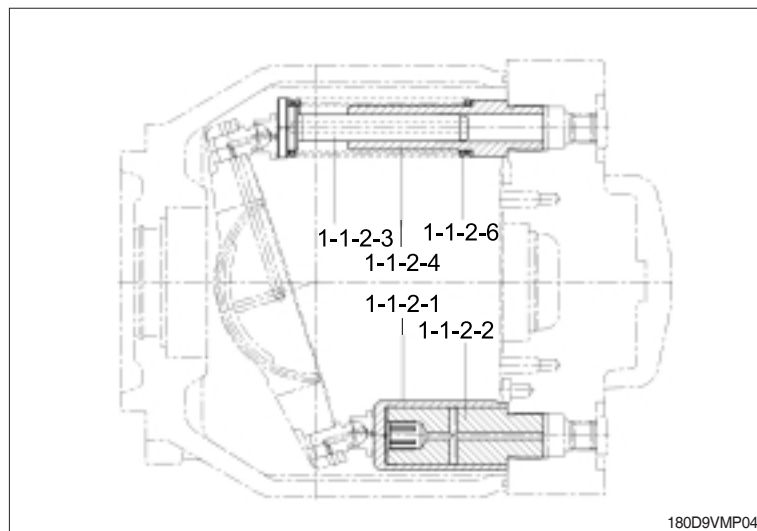
1-1-1	Pump rotary kit	1-1-14	Stop ring	1-1-25	Retainer ring
1-1-2	Adjust piece	1-1-15	Taper roller bearing	1-1-27	Socket screw
1-1-5	Pump housing	1-1-16	Taper roller bearing	1-1-31	Pin
1-1-6	Connection plate	1-1-17	Liner bearing	1-1-33	Straight pin
1-1-7	Swash plate	1-1-20	Shaft seal	1-1-50	Segment
1-1-8	Drive shaft	1-1-22	O-ring	1-1-51	Spacer sleeve
1-1-10	Spline hub	1-1-23	R-ring	1-2-52	Screw
1-1-12	Adjust shim	1-1-24	O-ring		

② Rotary kit (item 1-1-1)



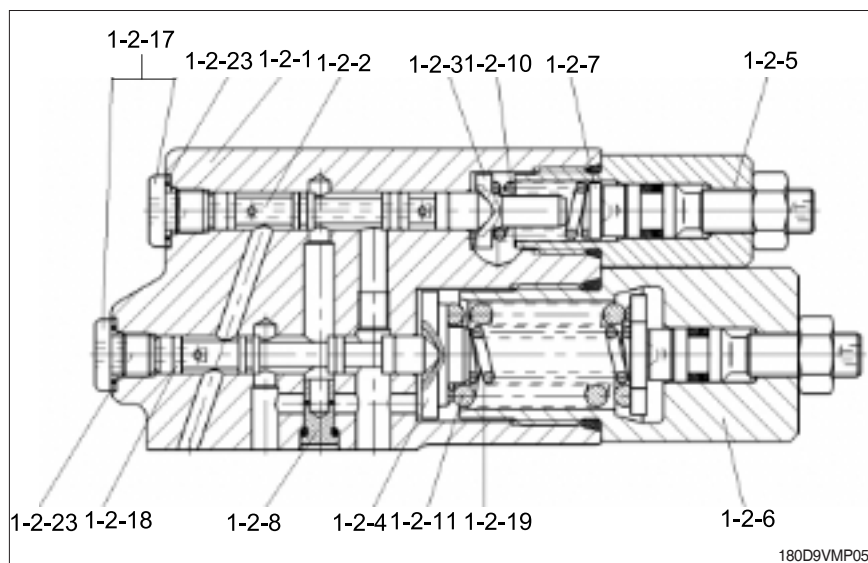
- 1-1-1-1-1 Rotary piston & shoe
- 1-1-1-1-2 Rotary block
- 1-1-1-1-4 Retainer plate
- 1-1-1-1-6 Retainer ball
- 1-1-1-1-7 Spring
- 1-1-1-1-9 Pressure pin
- 1-1-1-1-10 Retainer ring
- 1-1-1-1-11 Backup plate
- 1-1-1-1-13 Shim

③ Adjust piece (item 1-1-2)



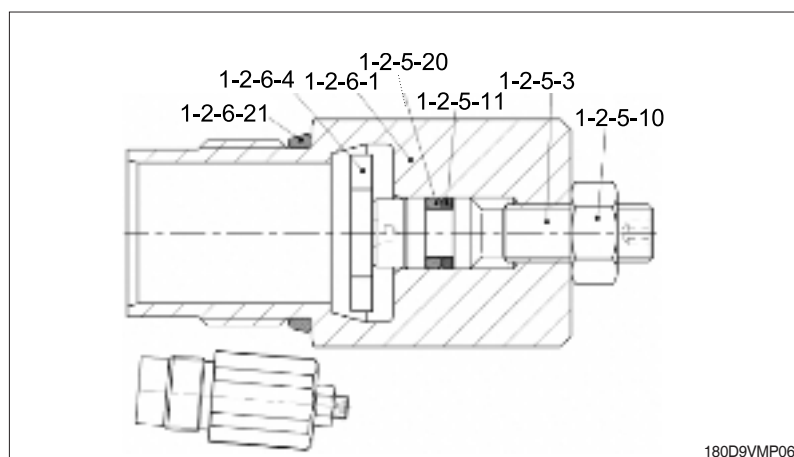
- 1-1-2-1 Rotary piston & shoe
- 1-1-2-2 Piston guide
- 1-1-2-3 Opposed piston
- 1-1-2-4 Piston guide
- 1-1-2-6 Spring

④ Control valve (item 1-2)



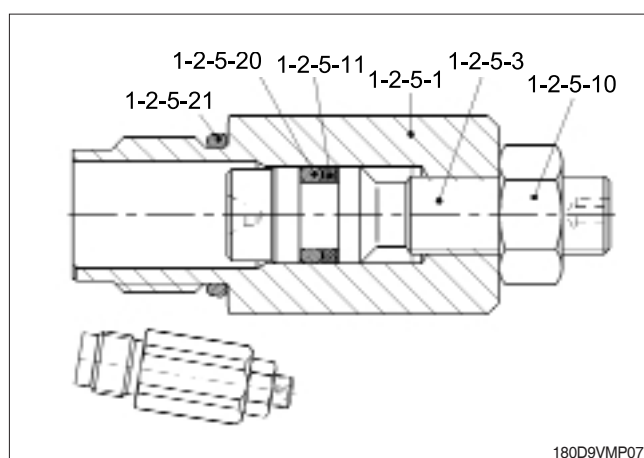
- 1-2-1 Valve housing
- 1-2-2 Valve piston
- 1-2-3 Spring collar
- 1-2-4 Spring disk
- 1-2-5 Adjust piece
- 1-2-6 Adjust piece
- 1-2-7 Shim
- 1-2-8 Orifice
- 1-2-10 Spring
- 1-2-11 Spring
- 1-2-17 Locking screw
- 1-2-18 Valve piston
- 1-2-19 Spring
- 1-2-23 Seal

⑤ Adjust piece (item 1-2-5, 1-2-6)



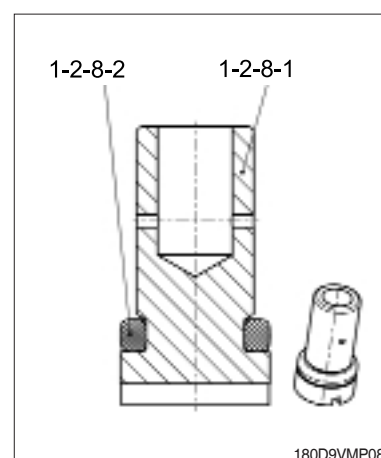
- 1-2-5-3 Thread bolt
- 1-2-5-10 Hex nut
- 1-2-5-11 Ring
- 1-2-5-20 O-ring
-
- 1-2-6-1 Plug screw
- 1-2-6-4 Shim
- 1-2-6-21 O-ring

⑥ Adjust piece (item 1-2-5)



- 1-2-5-1 Locking screw
- 1-2-5-3 Thread bolt
- 1-2-5-10 Hex nut
- 1-2-5-11 Ring
- 1-2-5-20 O-ring
- 1-2-5-21 O-ring

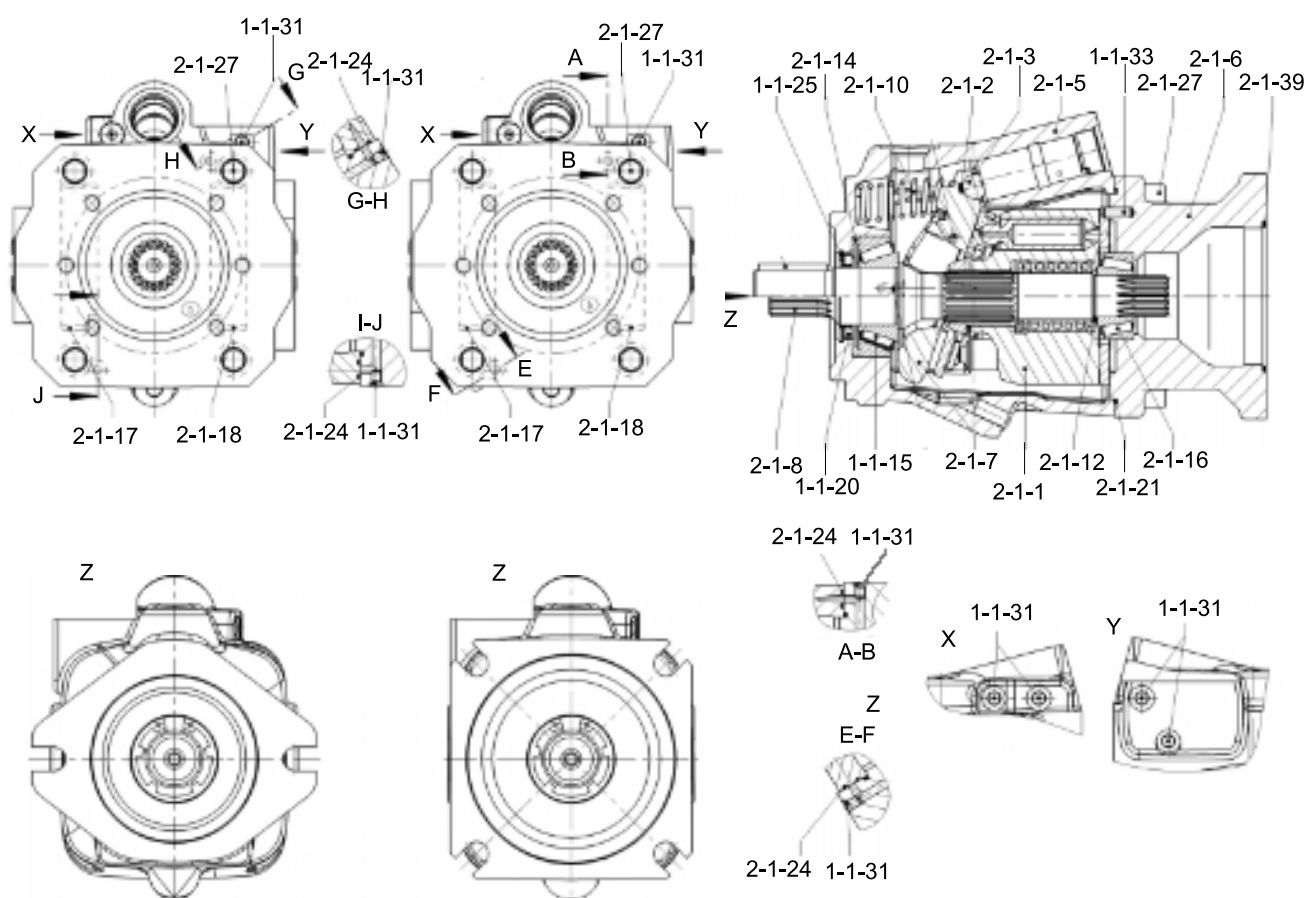
⑦ Orifice (item 1-2-8)



- 1-2-8-1 Orifice
- 1-2-8-2 O-ring

(2) Rear pump

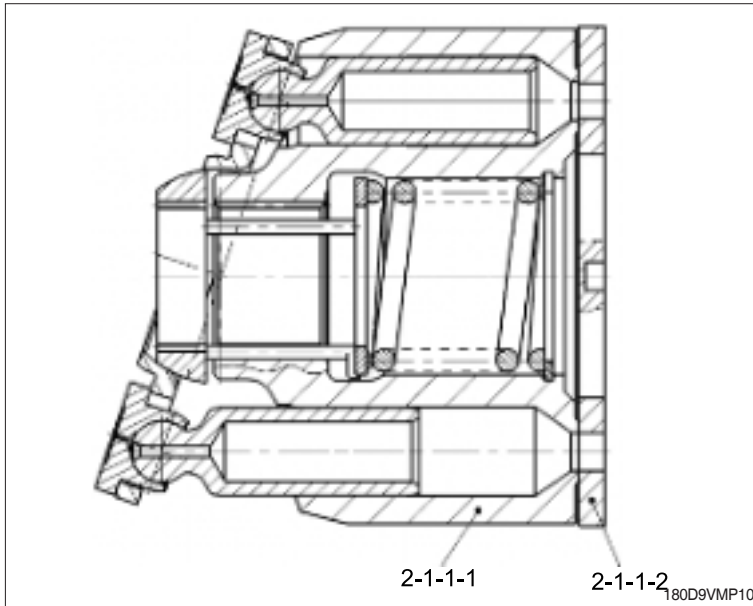
① Base unit (item 2-1)



180D9VMP09

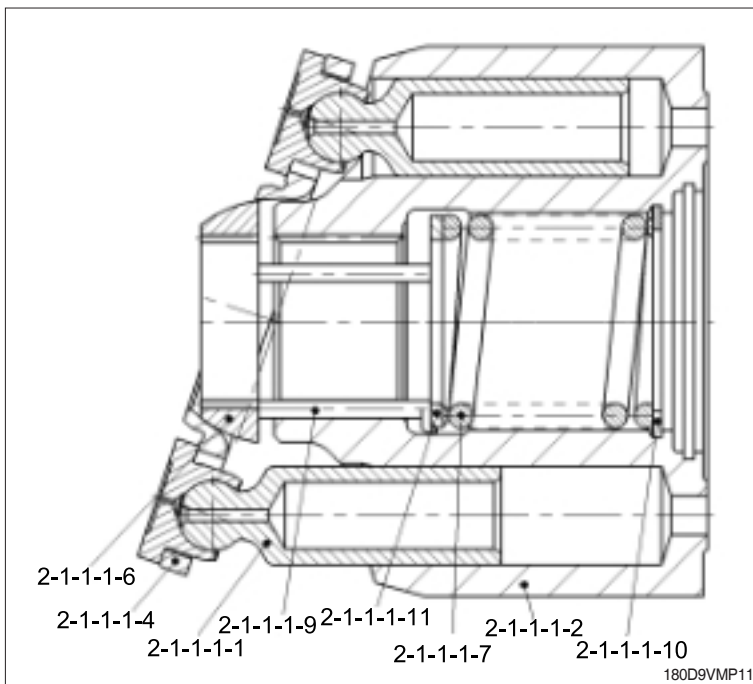
2-1-1	Rotary kit	2-1-14	Stop ring	1-1-15	Taper roller bearing
2-1-2	Pressure spring	2-1-16	Taper roller bearing	1-1-25	Retainer ring
2-1-3	Stopper	2-1-17	Shell bearing	1-1-31	Pin
2-1-5	Pump housing	2-1-18	Shell bearing	1-1-33	Straight pin
2-1-6	Port plate	2-1-21	O-ring		
2-1-7	Swash plate	2-1-24	Seal		
2-1-8	Drive shaft	2-1-27	Socket screw		
2-1-10	Spring	2-1-39	O-ring		
2-1-12	Adjust shim				

② Rotary group (item 2-1-1)



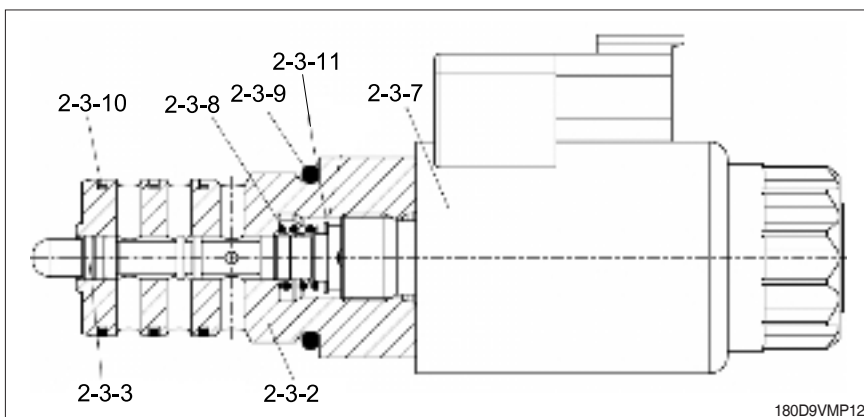
- 2-1-1-1 Rotary kit
- 2-1-1-2 Control plate

③ Rotary kit (item 2-1-1-1)



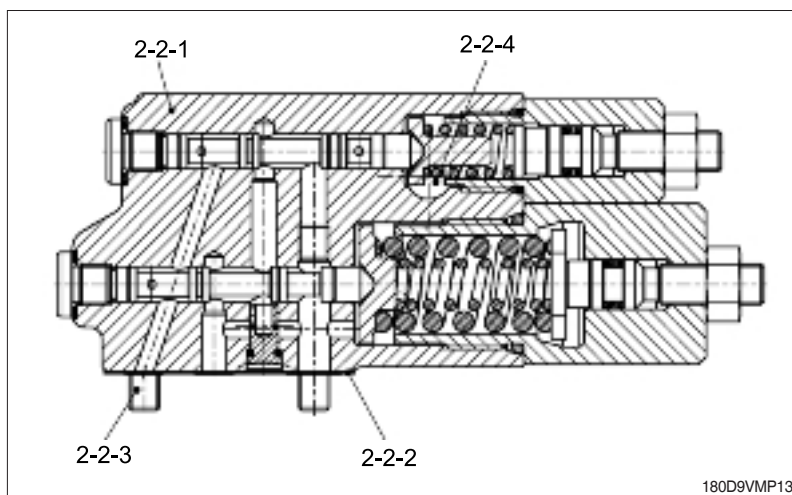
- 2-1-1-1-1 Piston pad
- 2-1-1-1-2 Cylinder
- 2-1-1-1-4 Retaining plate
- 2-1-1-1-6 Retainer ball
- 2-1-1-1-7 Compression spring
- 2-1-1-1-9 Pressure pin
- 2-1-1-1-10 V-ring
- 2-1-1-1-11 Backup plate

④ Control valve (item 2-3)



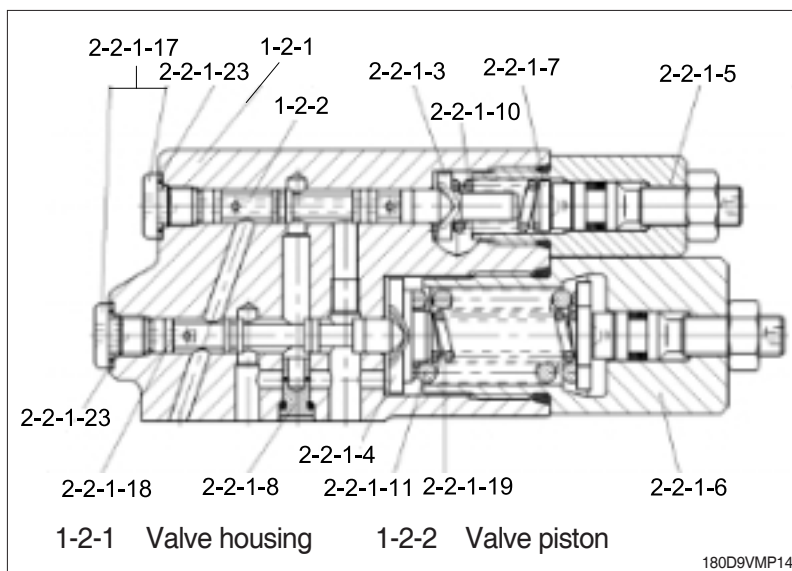
- 2-3-2 Piston guide
- 2-3-3 Valve spool
- 2-3-7 Solenoid
- 2-3-8 Spring
- 2-3-9 O-ring
- 2-3-10 R-ring
- 2-3-11 Adjust shim

⑤ Control valve (item 2-2)



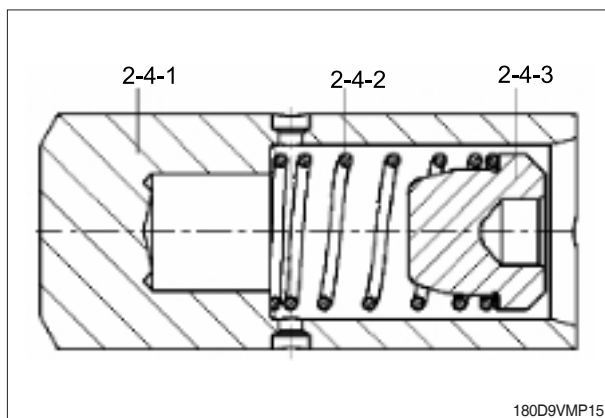
- 2-2-1 Control vavle
- 2-2-2 Gasket
- 2-2-3 Socket screw
- 2-2-4 Lock screw

⑥ Control valve (item 2-2-1)



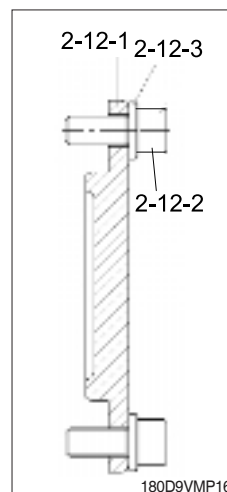
- 2-2-1-1 Valve housing
- 2-2-1-2 Valve piston
- 2-2-1-3 Spring collar
- 2-2-1-4 Spring collar
- 2-2-1-5 Adjust piece
- 2-2-1-6 Adjust piece
- 2-2-1-7 Shim
- 2-2-1-8 Orifice
- 2-2-1-10 Spring
- 2-2-1-11 Spring
- 2-2-1-17 Locking screw
- 2-2-1-18 Valve piston
- 2-2-1-19 Spring
- 2-2-1-23 Seal

⑦ Adjusting piece (item 2-4)



- 2-4-1 Control piston
- 2-4-2 Spring
- 2-4-3 Spring collar

⑧ Sealing cover



- 2-12-1 Sealing cover
- 2-12-2 Cap screw
- 2-12-3 Washer

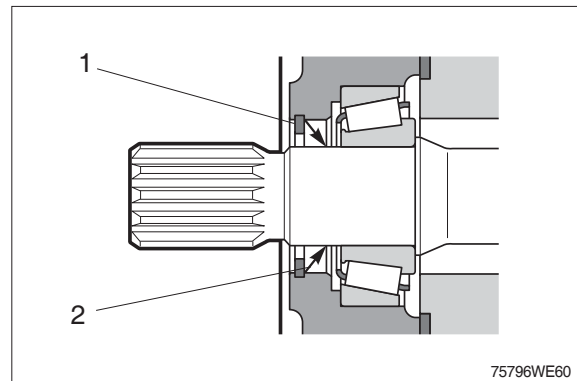
2) GENERAL REPAIR GUIDE LINES

- ※ Observe the following guidelines when carrying out repairs on hydraulic pumps.
- (1) Close off all openings of the hydraulic unit.
- (2) Replace all of the seals.
Use only original spare parts.
- (3) Check all sealing and sliding surfaces for wear.
- ※ Re-work of the sliding surfaces by using, for example abrasive paper, can damage the surface.
- (4) Fill the hydraulic pump with hydraulic oil before commissioning.

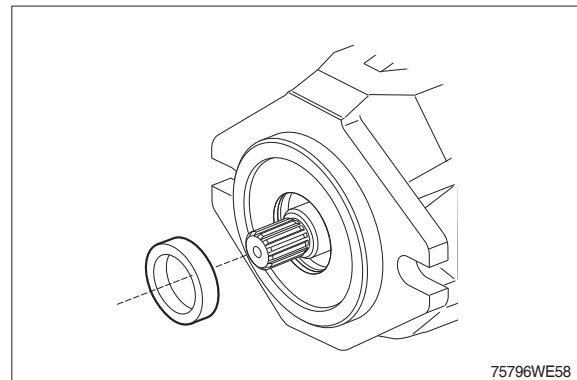
3) SEALING THE DRIVE SHAFT

- (1) Protect the drive shaft.
Remove the circlip.
Remove the shaft seal.

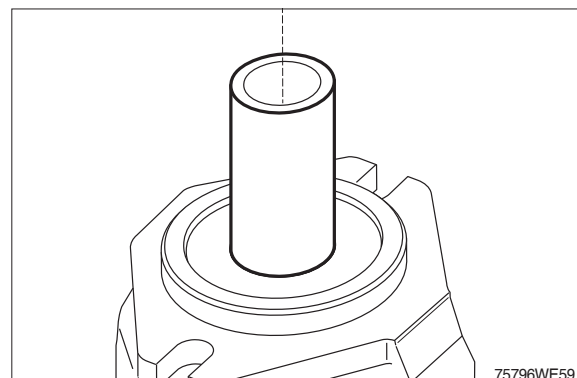
1 Circlip 2 Shaft seal



- (2) Change the shaft seal and check its sliding surface (drive shaft) and housing, grease the sealing ring.

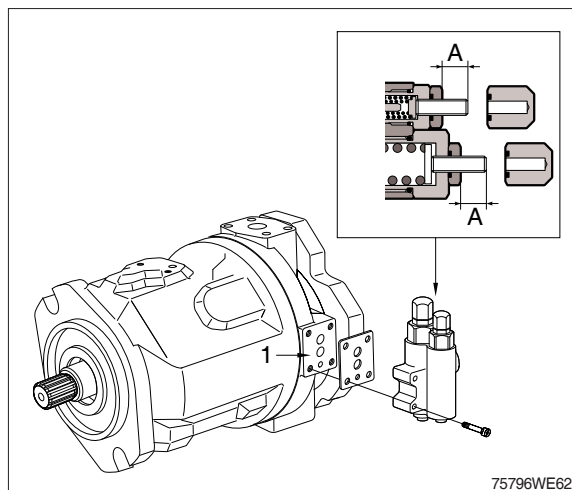


- (3) Assemble the sealing ring, fitting tool holds the correct position of the sealing ring in the pump housing.
Assemble the circlip in the correct position.



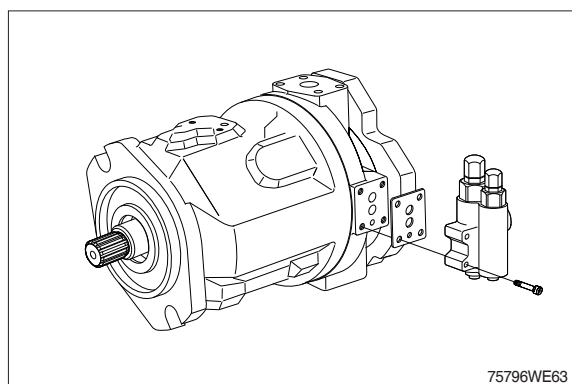
4) SEALING / CLEANING THE CONTROL VALVE

- (1) Disassemble the control valve.
- ※ Measure dimension A and note down.
Check sealing surface (1).

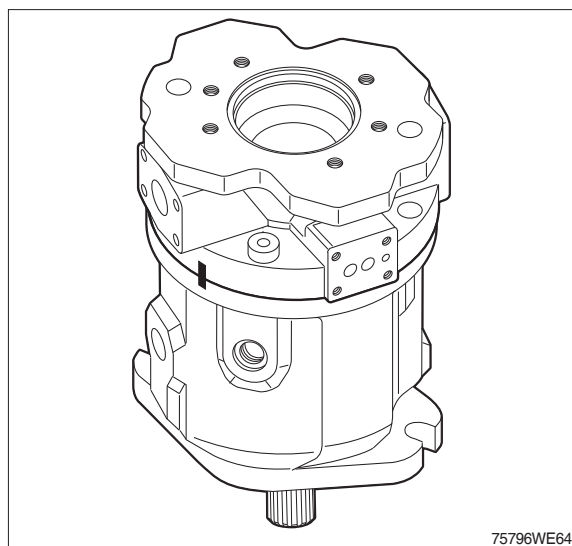


5) DISASSEMBLE THE PUMP

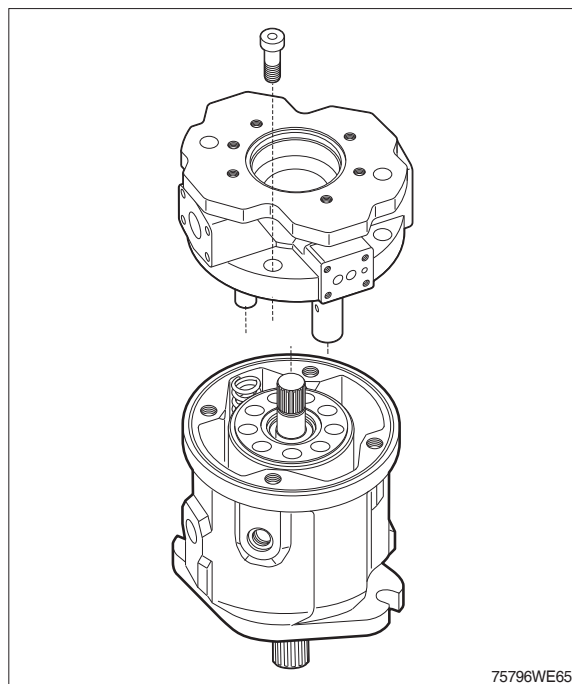
- (1) Remove the control valve.



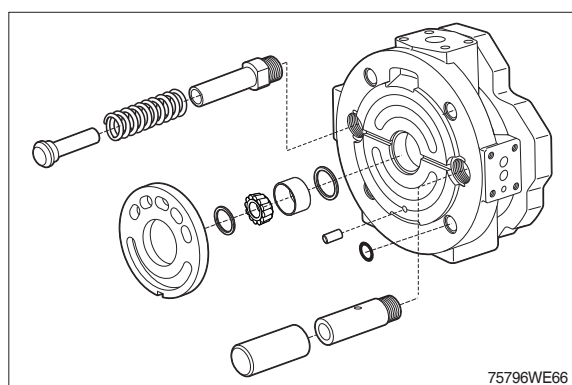
- (2) Mark the location of the connection plate on the housing.



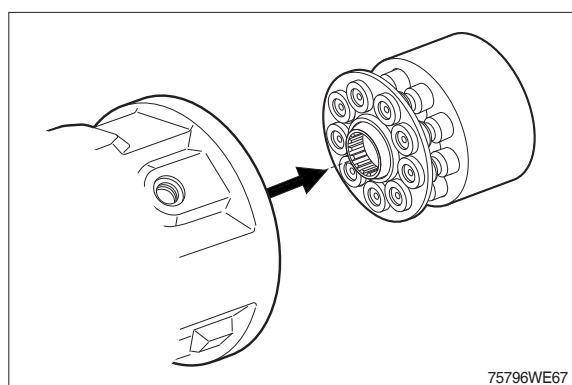
- (3) Remove the connection plate fixing bolts and the connection plate.
※ Distributor plate and adjustment piston can drop down.



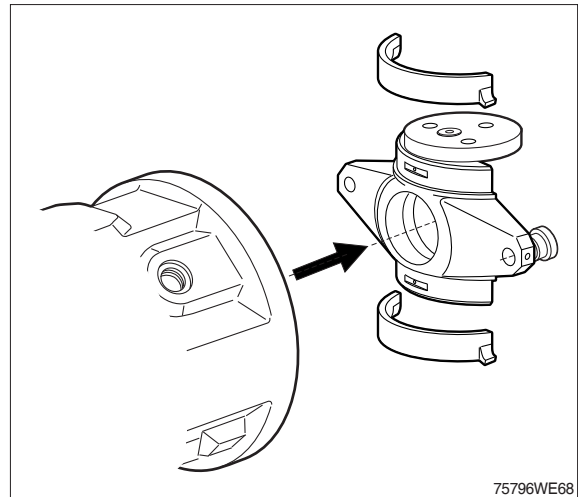
- (4) Remove distributor plate.
Take note of the orientation.
※ Remove bearing with withdrawal tool.
Do not damage the sealing surface.



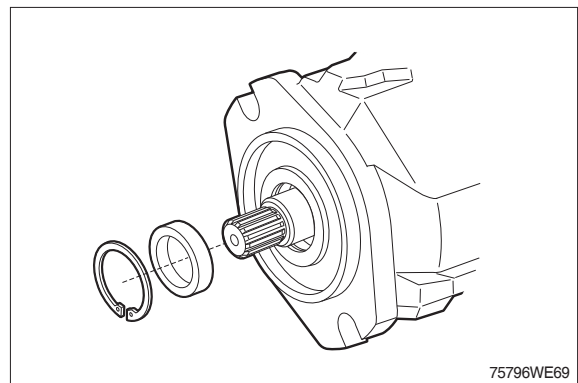
- (5) Remove the rotary group in a horizontal position.



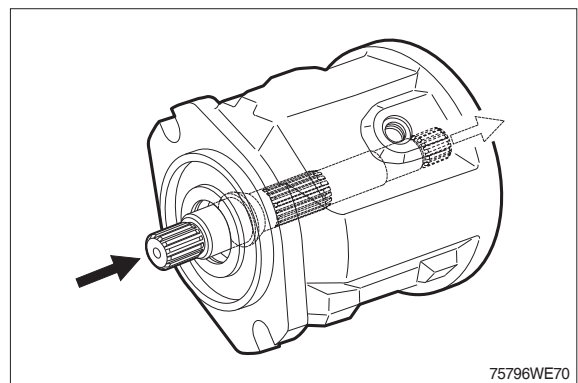
(6) Remove swash plate and bearing shells.



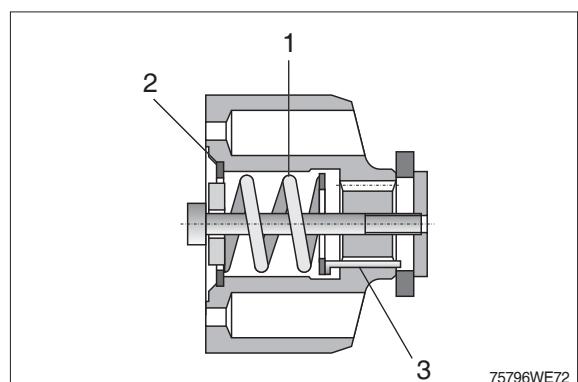
(7) Remove the circlip and the shaft seal.



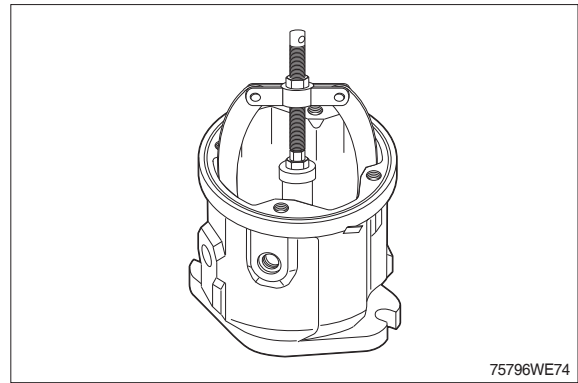
(8) Remove the drive shaft through rear side.



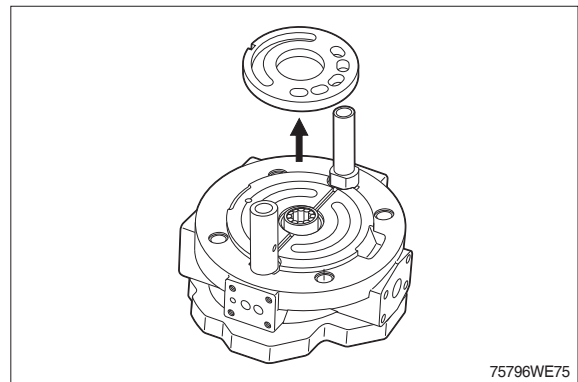
(9) Pre-tension the spring (1) using a suitable device.
Remove circlip (2).
Remove spring (1) and pressure pins (3).



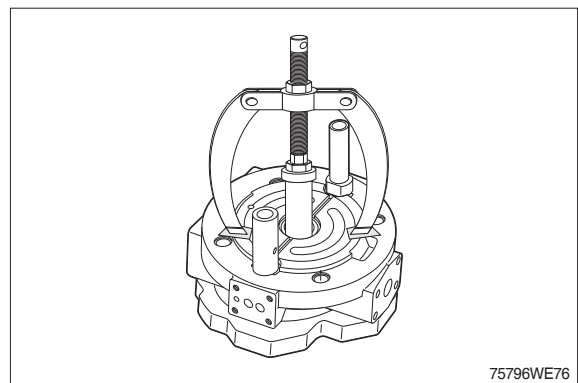
- (10) Use bearing puller to remove outer bearing race of front bearing out of housing press seat.



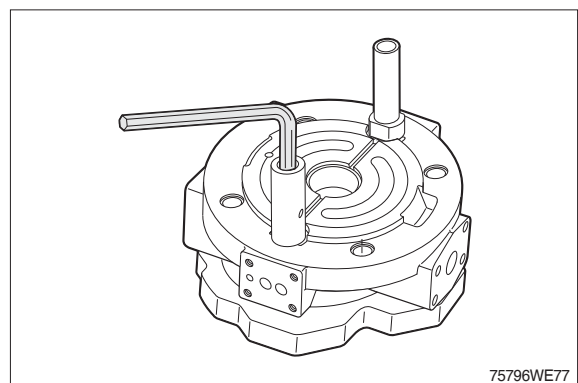
- (11) Remove the control plate.



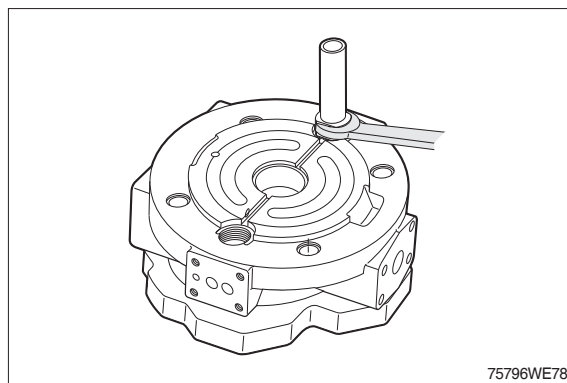
- (12) Use bearing puller to remove outer bearing race of rear bearing - press seat.



- (13) Disassemble the guide of control piston (Mounting position: pilot valve side).

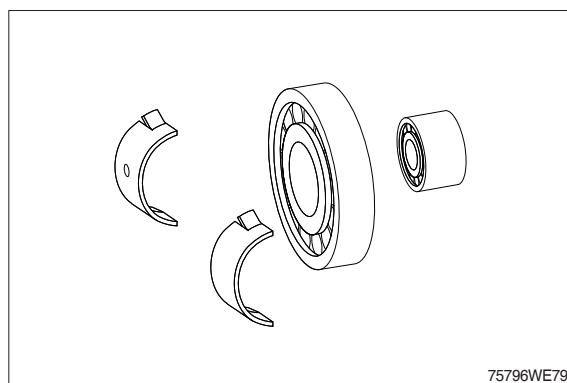


- (14) Disassemble the guide of the opposite piston.



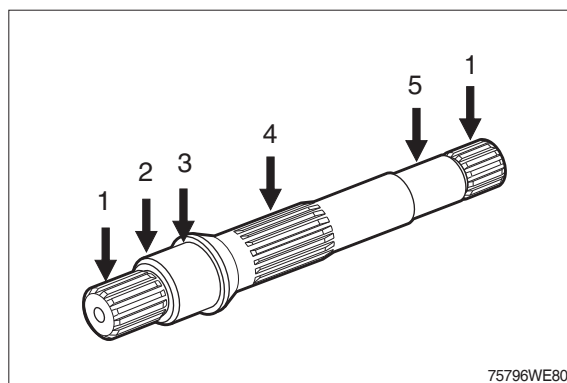
6) INSPECT HINTS

- (1) Renew all bearings.



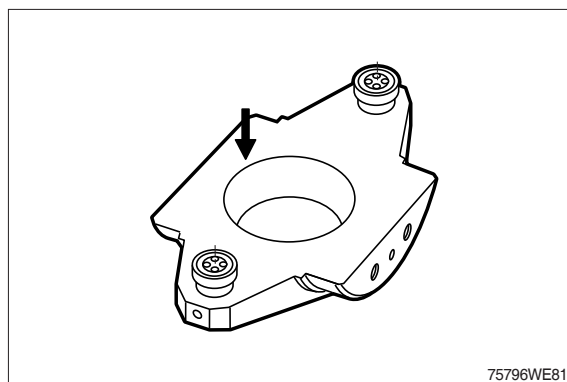
- (2) Check :

- 1 Wear on splines, rust
- 2 Drive shaft seal wear grooves
- 3 Bearing seat
- 4 Splines for cylinder drive
- 5 Bearing seat

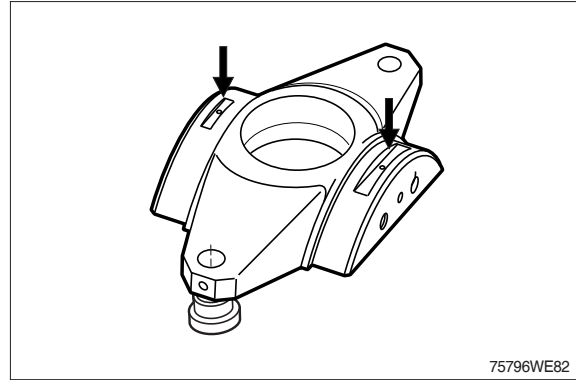


- (3) Check :

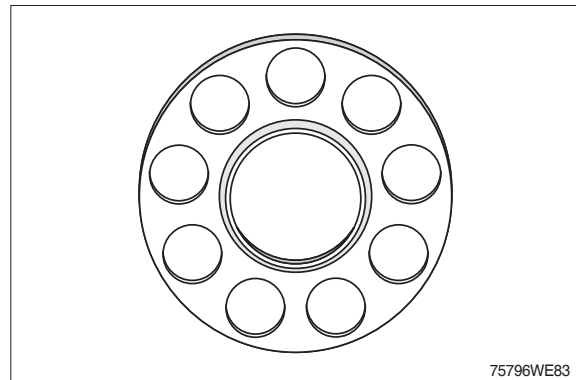
Sliding surface free of grooves.



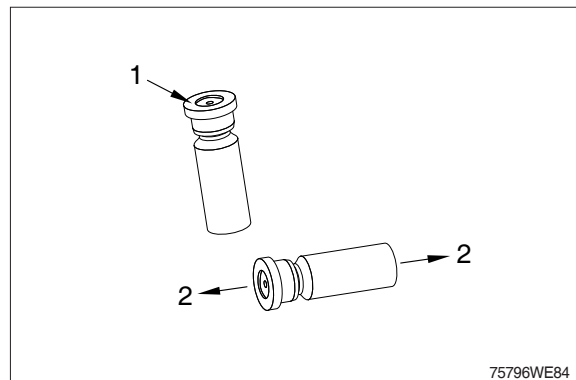
- (4) Check :
Bearing surfaces.



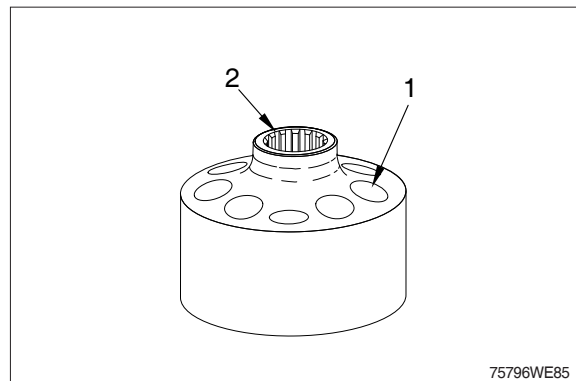
- (5) Check :
That the retaining plate is free of grooves
and that there is no wear in the slipper
pad area.



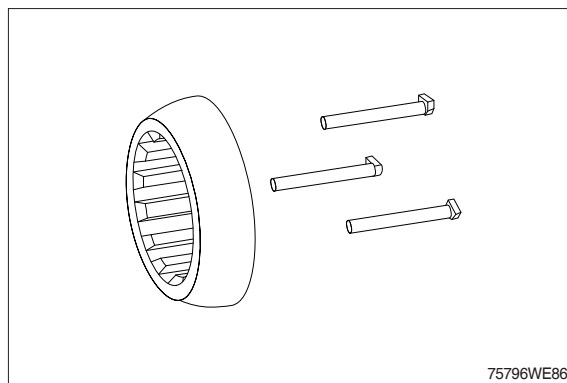
- (6) Check :
Check to see that there are no scratches
or metal deposits on the sliding surface
(1) and that there is no axial play (2)
(Pistons must only be replaced as a set).



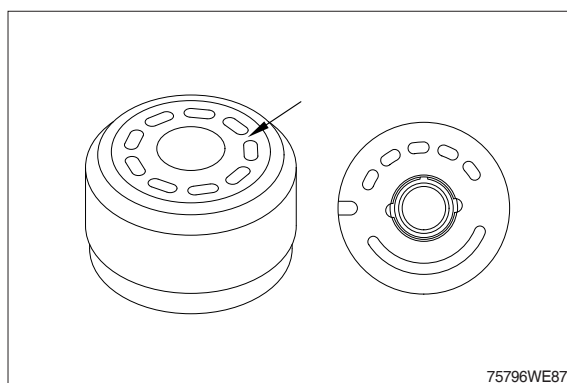
- (7) Check :
1 Cylinder bores
2 Splines



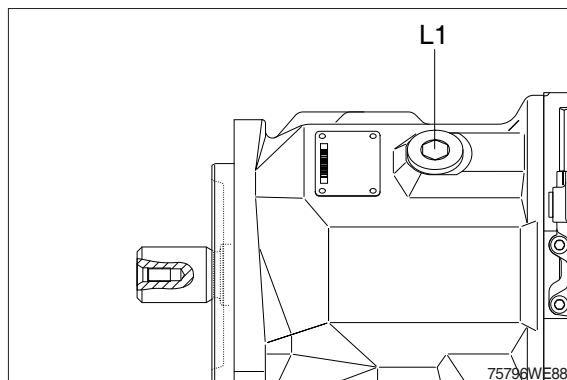
(8) Free of grooves, no signs of wear.



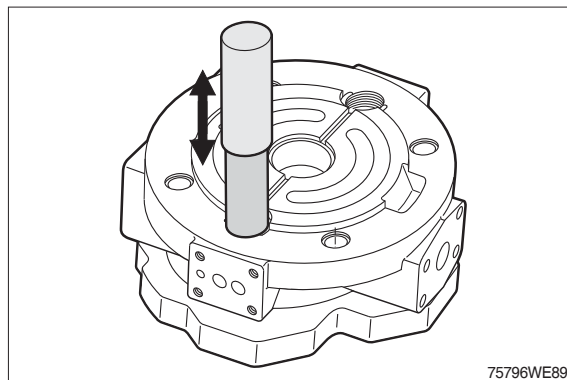
(9) Check :
Cylinder sliding surface free of grooves,
no wear, no embedded foreign particles.
That there are no scratches on the control
plate. (Only replace them as a set).



(10) Check :
Mounting surface - control plate
undamaged.

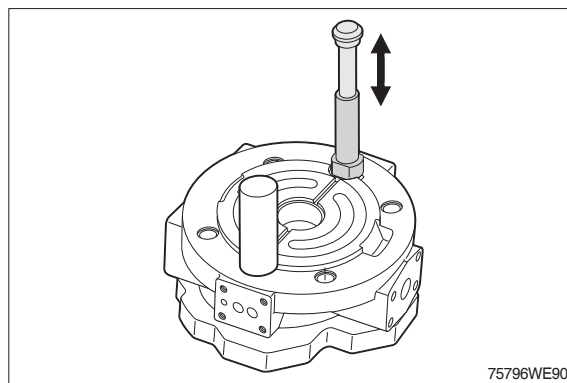


(11) Check :
Check running conditions of the control
piston.



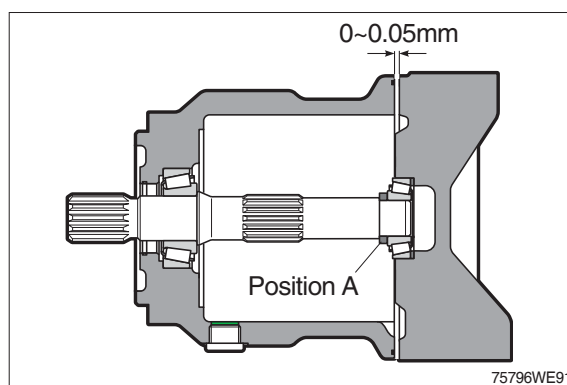
(12) Check :

Check running conditions of the opposite piston.



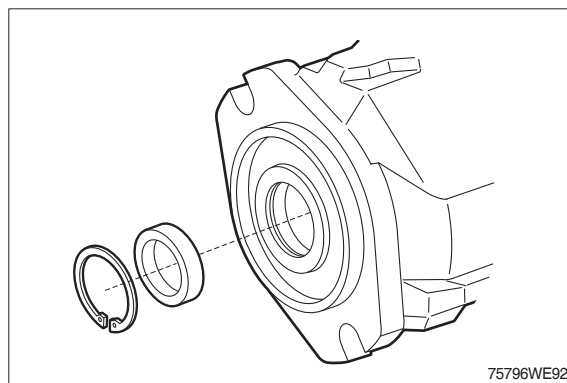
7) ADJUSTMENT OF TAPER ROLLER BEARING SET

- (1) Cast iron housing must have initial tension of the bearings: 0~0,05 mm, grind position A if necessary.

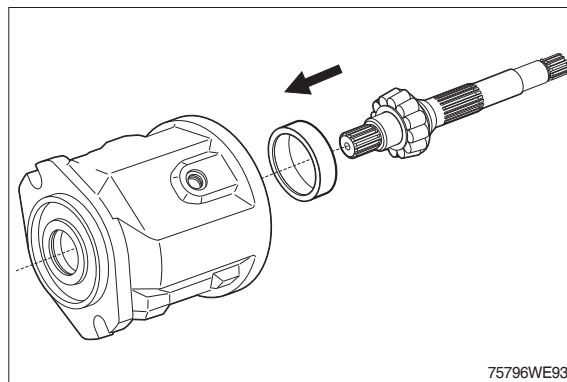


8) PUMP ASSEMBLY

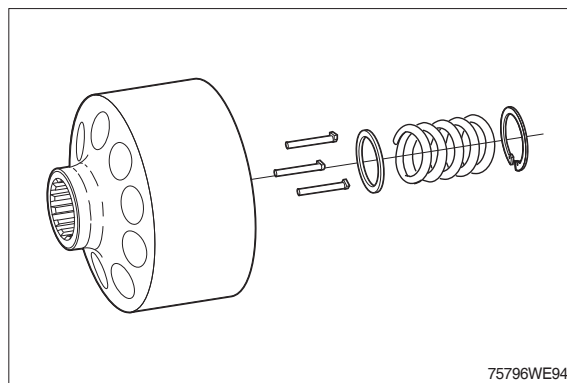
- (1) Fit the seal into the housing.
Fit the circlip.



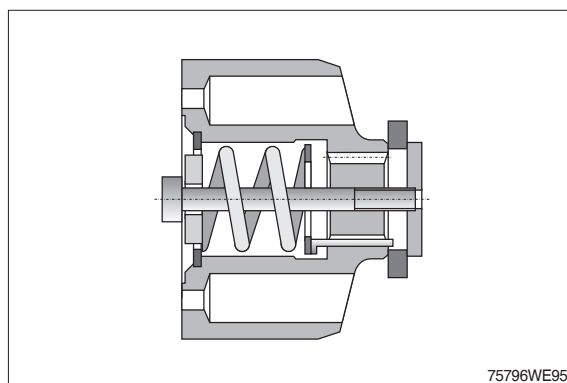
- (2) Fit the drive with bearing from rear end.
※ Do not touch seal lip with edge of keyway or spline.



(3) Fit pressure pins using an assembly aid.

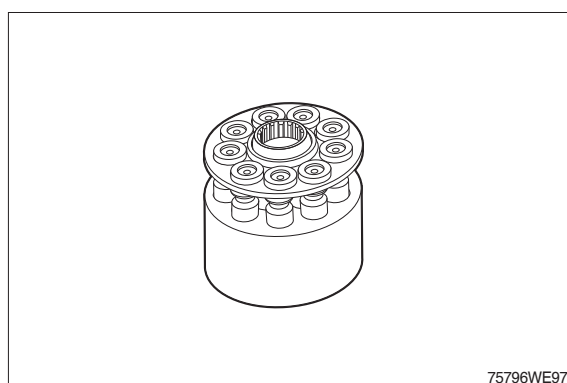


(4) Pre-tension the spring using a suitable device.



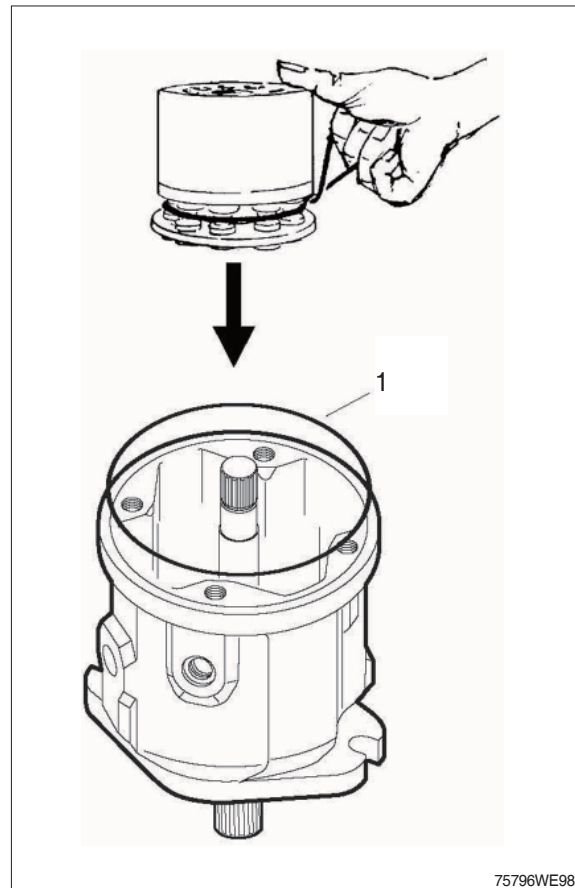
(5) Assemble piston with retaining plate.

※ Oil piston and slipper pad.



(6) Fit rotary group.

- ※ Hold the piston by using an O-ring.
Fit O-ring (1).



(7) Fit bearing (1) in connection plate.

Fit cylindrical pin (2).

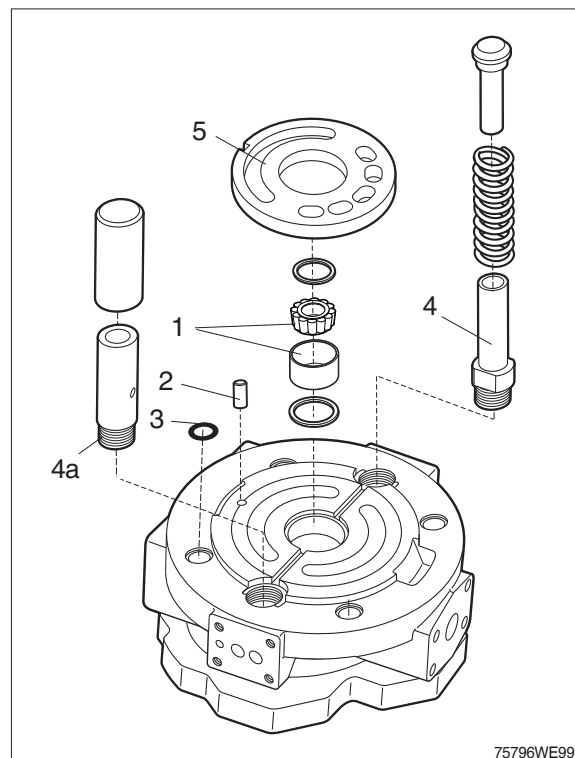
Fit O-rings (3) 4 pieces.

Fit adjustment spool (4) and guide piston (4a).

Fit distributor plate (5) (direction of rotation dependent)

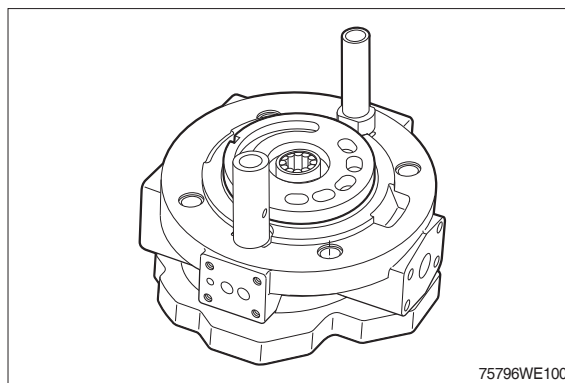
※ Assembly.

Hold the components in place with grease.



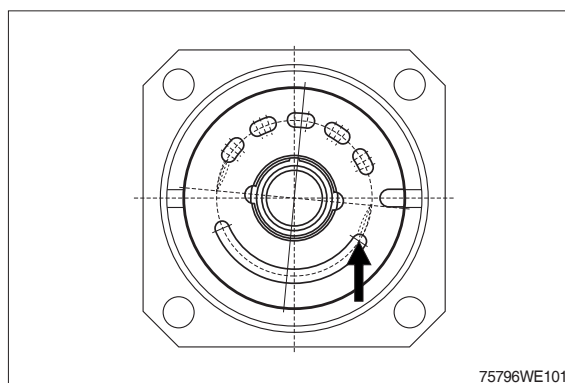
(8) Fit distributor plate.

※ Assembly aid : Grease

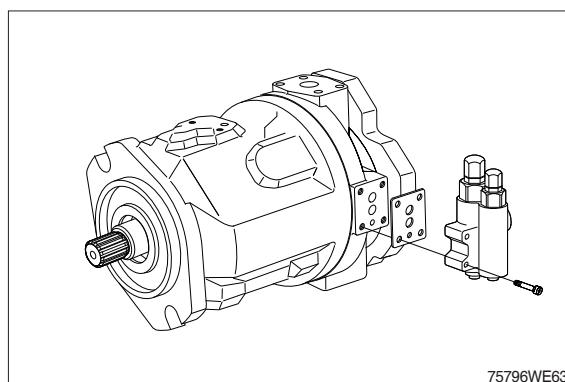


(9) For clockwise rotation pumps the distributor plate is off-set by 4° to the right from the centre position.

(Clockwise and anti-clockwise rotation distributor plates are not identical).



(10) Fit connection plate and control valve.

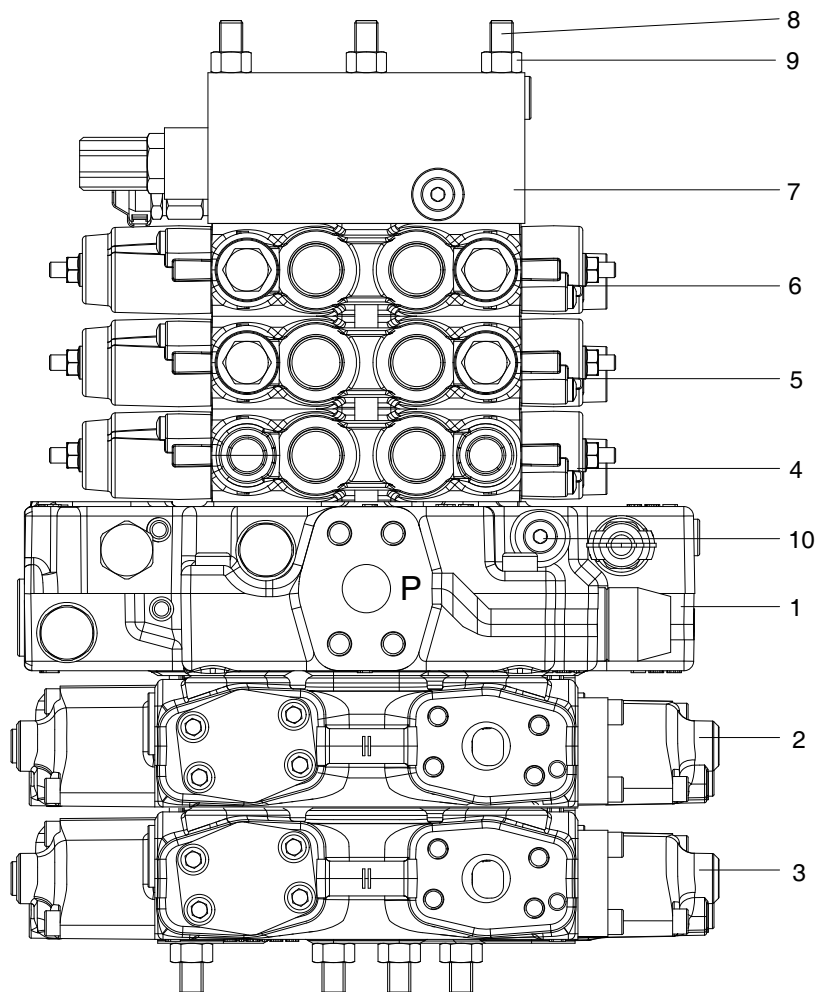


2. MAIN CONTROL VALVE (RCV LEVER TYPE)

1) VALVE SECTION DISASSEMBLY / REASSEMBLY INSTRUCTIONS

- (1) Clean valve assembly thoroughly to remove any dirt and debris.
- (2) Remove nuts (9) and tie rods (8) from control valve. Separate sections being careful not to lose section O-rings. Keep all components for each section together as a set.
- (3) Lay out valve components on a clean, flat working surface. The inlet assembly will include o-rings, and the spool section(s) will include o-rings. Tools required for basic valve assembly include 19mm open or box end wrench and a torque wrench with thin wall sockets.
- (4) Inspect parts for wear or damage. Replace as necessary.
- (5) Restack valve as shown following page. Care should be taken to assure that the mating section surfaces are absolutely free of contamination (dirt, paint, paint chips, etc.). Care should be taken to not pinch the section O-ring when restacking the valve.
Using the following procedure for stacking the valve assembly will help eliminate the possibility of damaged seals and will allow easy examination of the surfaces for debris.
Tie rods (8) are threaded to different lengths on each end. Install nuts (9) fully onto the short thread end of each tie rod. Lay lift section (2) on its outside face with tie rods up. Install O-rings in grooves on lift section face. Slide spool section (1) over tie rods and install O-rings. Repeat for the remaining spool sections.
After stacking all spool sections and inlet / outlet sections onto tie rods (8) and nuts (9) onto tie rods and hand tighten so valve assembly can be placed on its mounting feet before torquing tie rods.
- (6) 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; Tighten the 6 nuts (9).. Check for proper spool movement.
- (7) Install auxiliary valves and/or port plugs into all sections and torque to proper specifications.

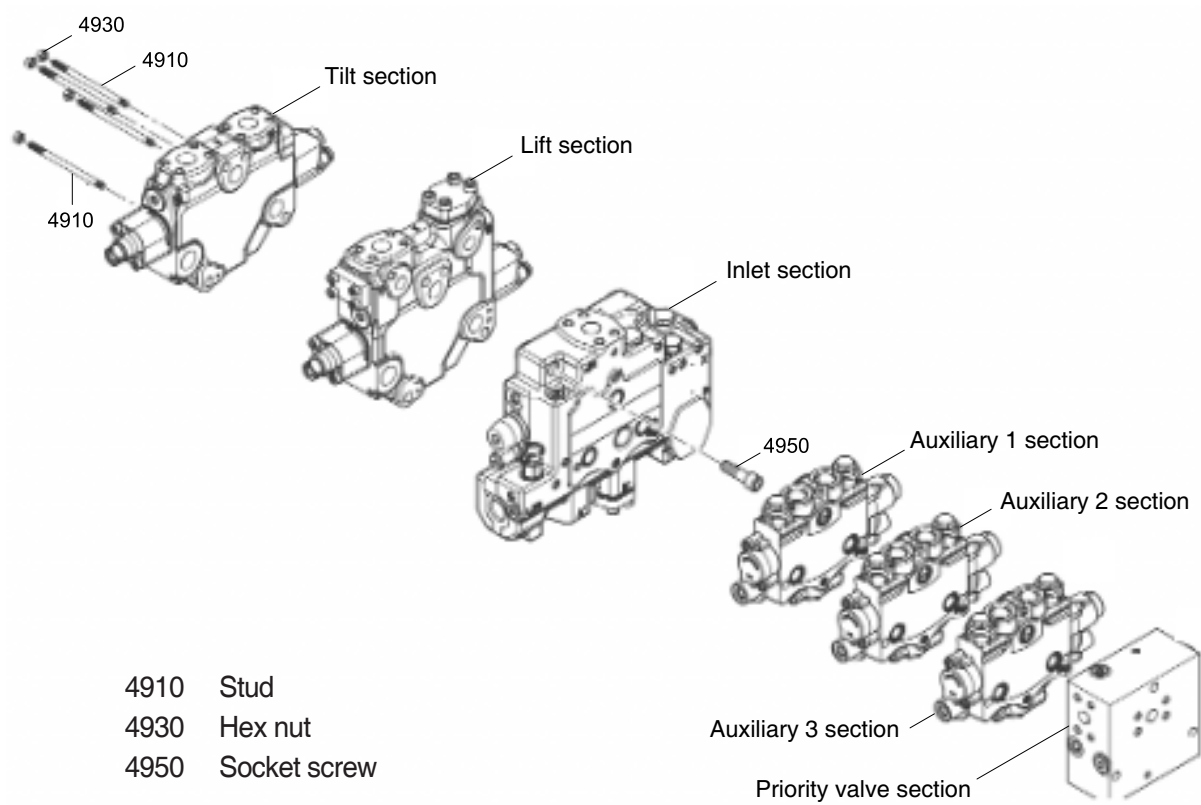
2) VALVE ASSEMBLY



180D9VLM10

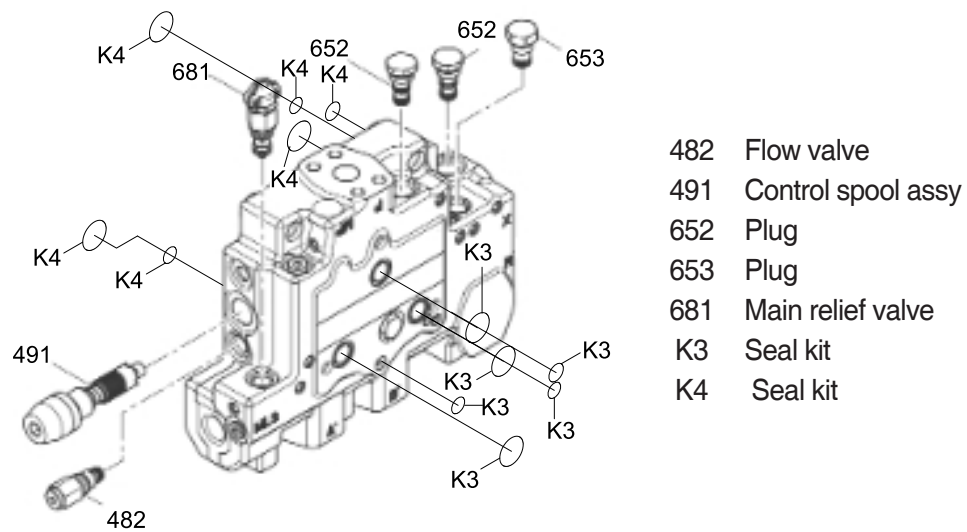
- | | | | | | |
|---|---------------------|---|------------------------|----|-------------------|
| 1 | Lift section | 5 | Auxiliary 2 section | 9 | Nut |
| 2 | Inlet section | 6 | Auxiliary 3 section | 10 | Main relief valve |
| 3 | Tilt section | 7 | Priority valve section | | |
| 4 | Auxiliary 1 section | 8 | Tie rod | | |

3) LAYOUT



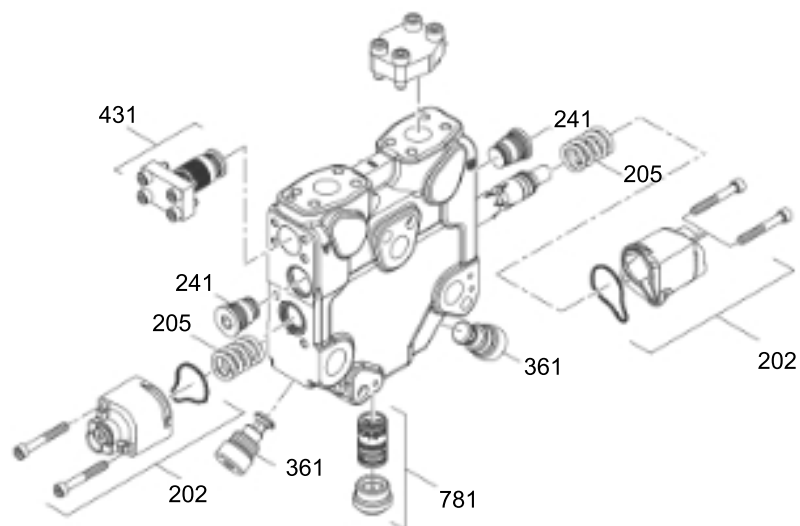
180D9VLM11

4) INLET SECTION



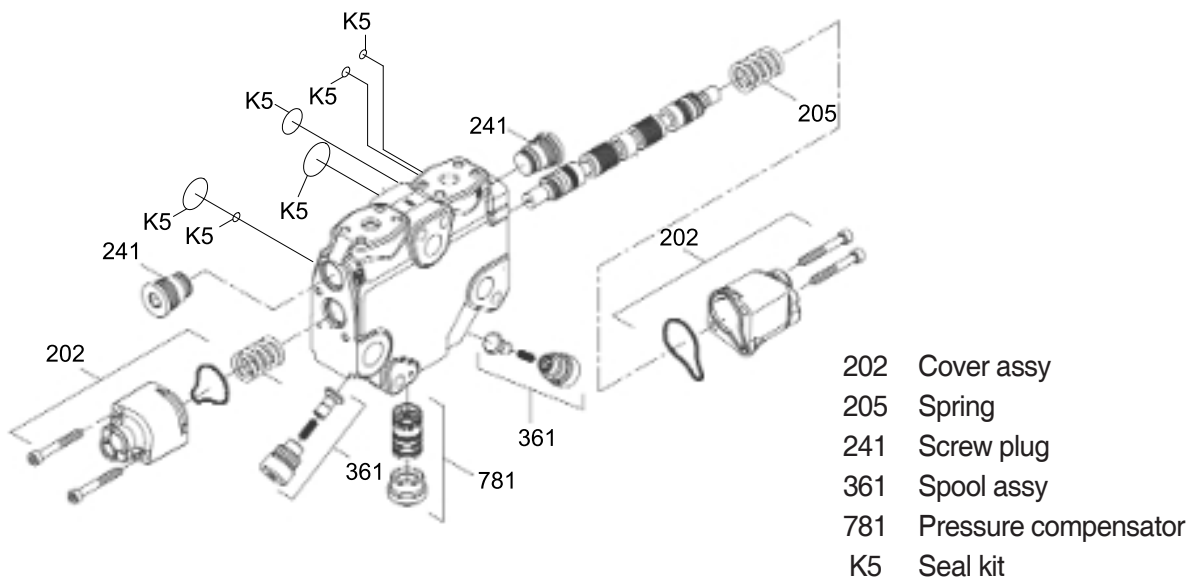
180D9VLM12

5) LIFT SECTION



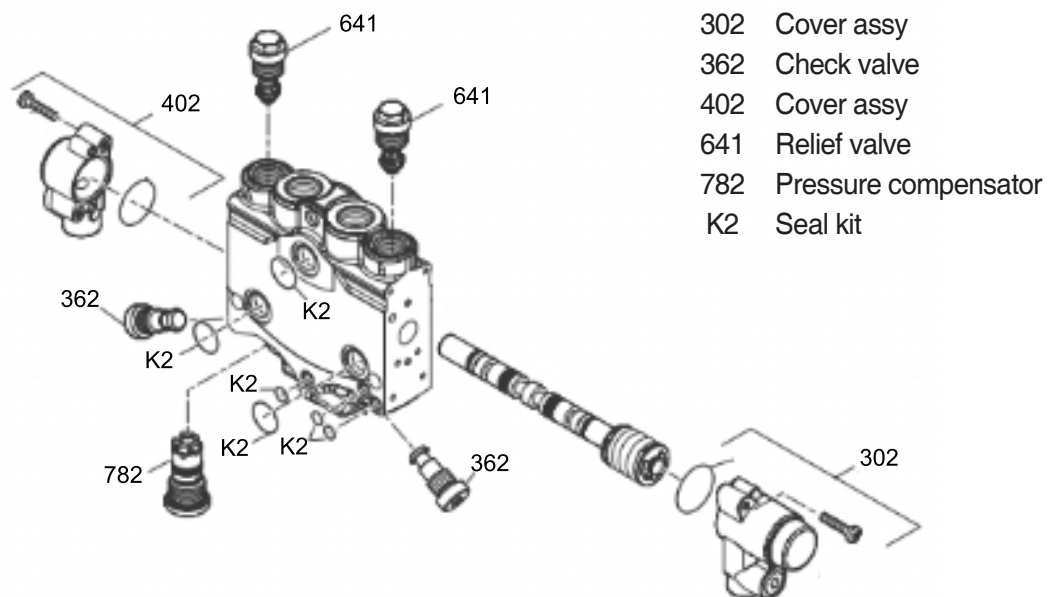
180D9VLM13

6) TILT SECTION



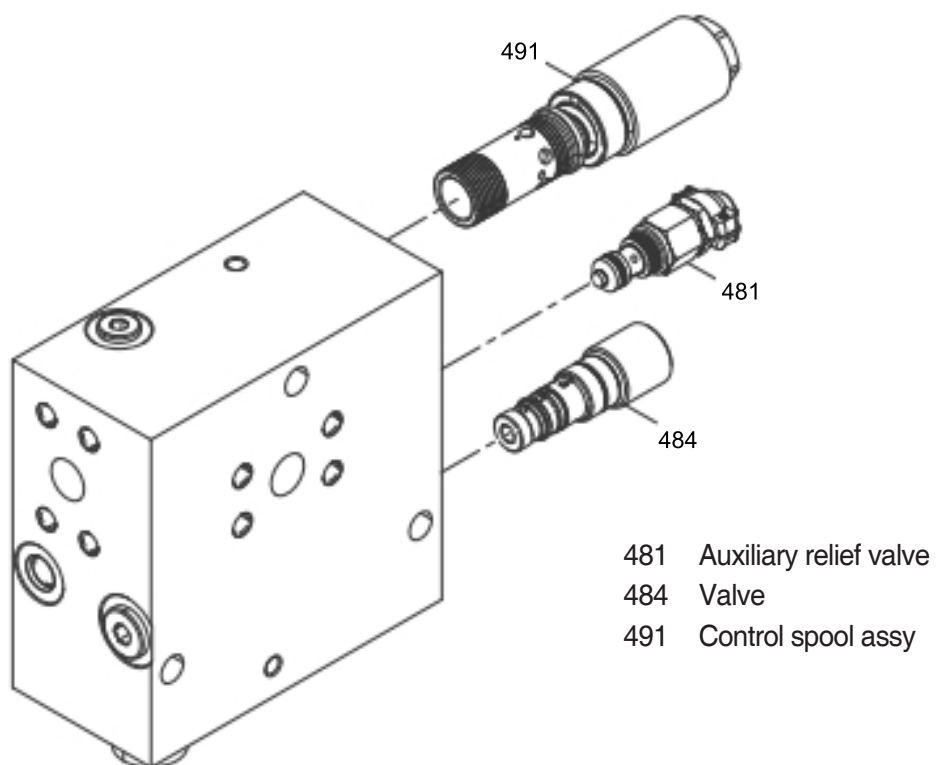
180D9VLM14

7) AUXILIARY SECTION



180D9VLM15

8) PRIORITY VALVE SECTION



160D9VLM16

MAIN CONTROL VALVE (FINGERTIP TYPE)

1) VALVE SECTION DISASSEMBLY / REASSEMBLY INSTRUCTIONS

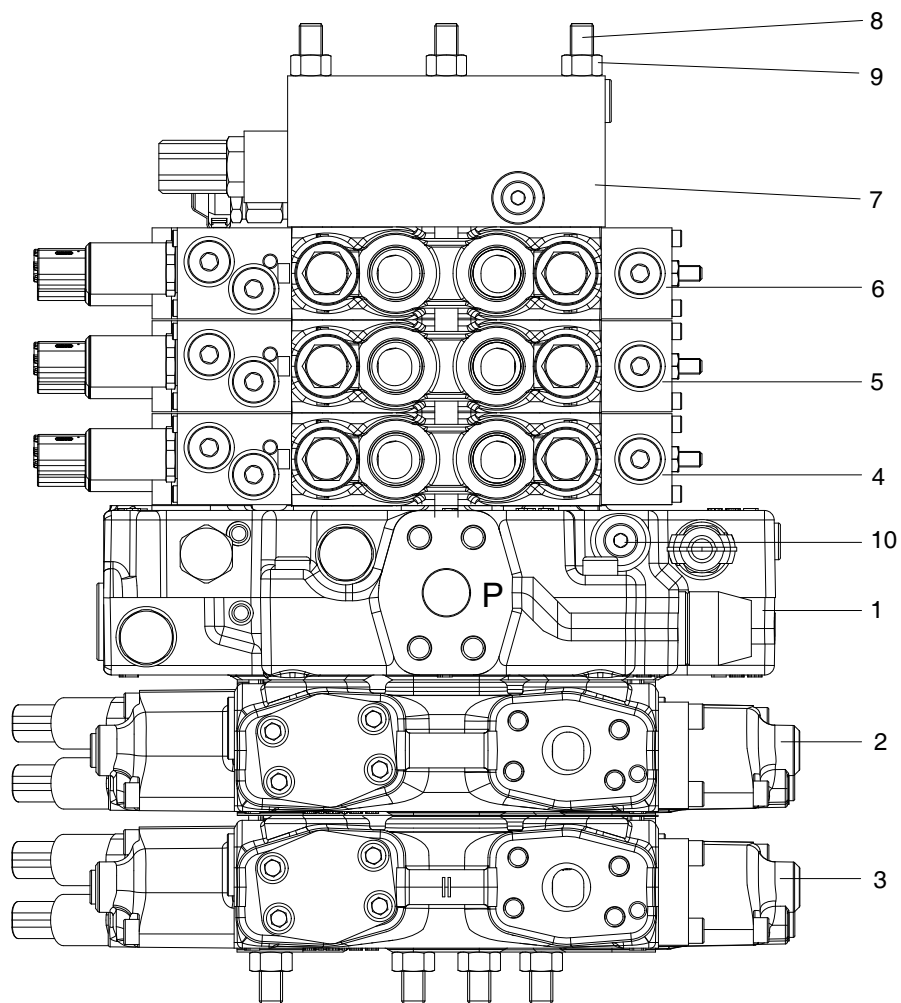
- (1) Clean valve assembly thoroughly to remove any dirt and debris.
- (2) Remove nuts (9) and tie rods (8) from control valve. Separate sections being careful not to lose section O-rings. Keep all components for each section together as a set.
- (3) Lay out valve components on a clean, flat working surface. The inlet assembly will include o-rings, and the spool section(s) will include o-rings. Tools required for basic valve assembly include 19mm open or box end wrench and a torque wrench with thin wall sockets.
- (4) Inspect parts for wear or damage. Replace as necessary.
- (5) Restack valve as shown following page. Care should be taken to assure that the mating section surfaces are absolutely free of contamination (dirt, paint, paint chips, etc.). Care should be taken to not pinch the section O-ring when restacking the valve.

Using the following procedure for stacking the valve assembly will help eliminate the possibility of damaged seals and will allow easy examination of the surfaces for debris.

Tie rods (8) are threaded to different lengths on each end. Install nuts (9) fully onto the short thread end of each tie rod. Lay lift section (2) on its outside face with tie rods up. Install O-rings in grooves on lift section face. Slide spool section (1) over tie rods and install O-rings. Repeat for the remaining spool sections.

After stacking all spool sections and inlet / outlet sections onto tie rods (8) and nuts (9) onto tie rods and hand tighten so valve assembly can be placed on its mounting feet before torquing tie rods.
- (6) 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; Tighten the 6 nuts (9).. Check for proper spool movement.
- (7) Install auxiliary valves and/or port plugs into all sections and torque to proper specifications.

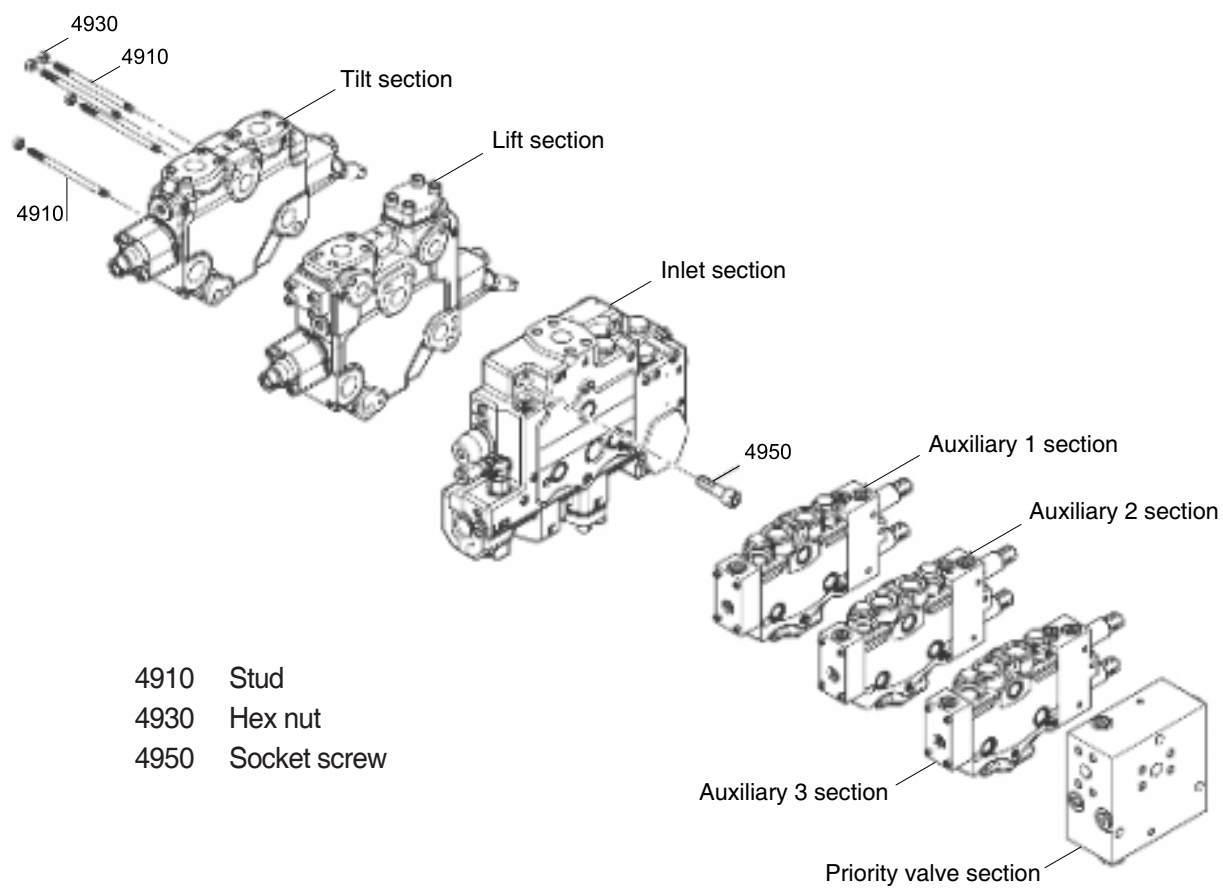
2) VALVE ASSEMBLY



180D9VFM10

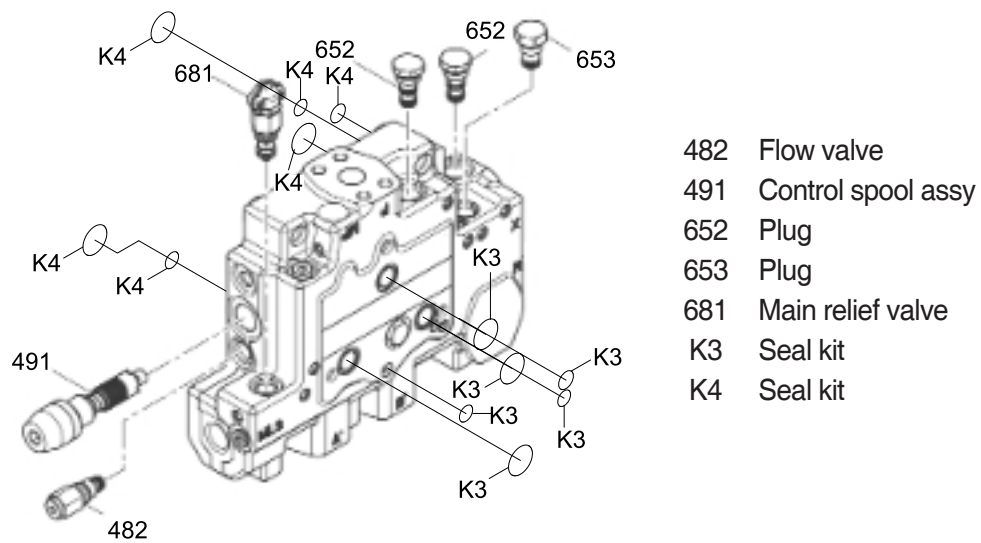
- | | | | | | |
|---|---------------------|---|------------------------|----|-------------------|
| 1 | Lift section | 5 | Auxiliary 2 section | 9 | Nut |
| 2 | Inlet section | 6 | Auxiliary 3 section | 10 | Main relief valve |
| 3 | Tilt section | 7 | Priority valve section | | |
| 4 | Auxiliary 1 section | 8 | Tie rod | | |

3) LAYOUT



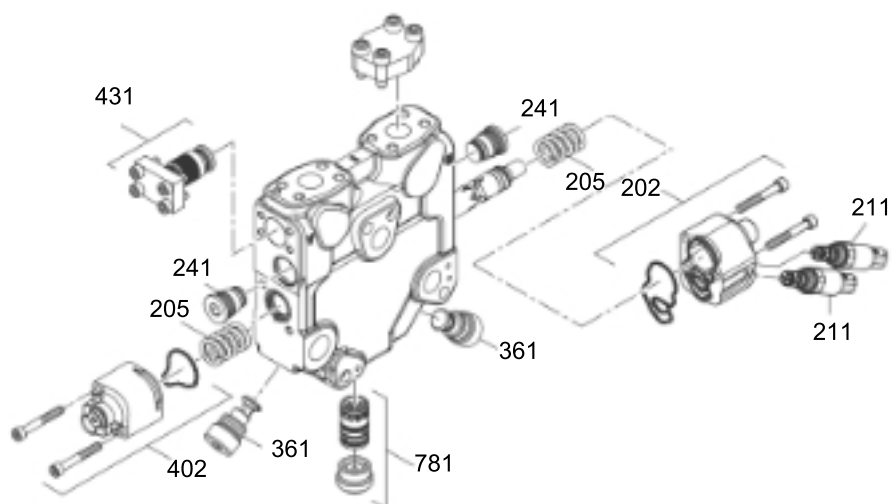
180D9VFM11

4) INLET SECTION



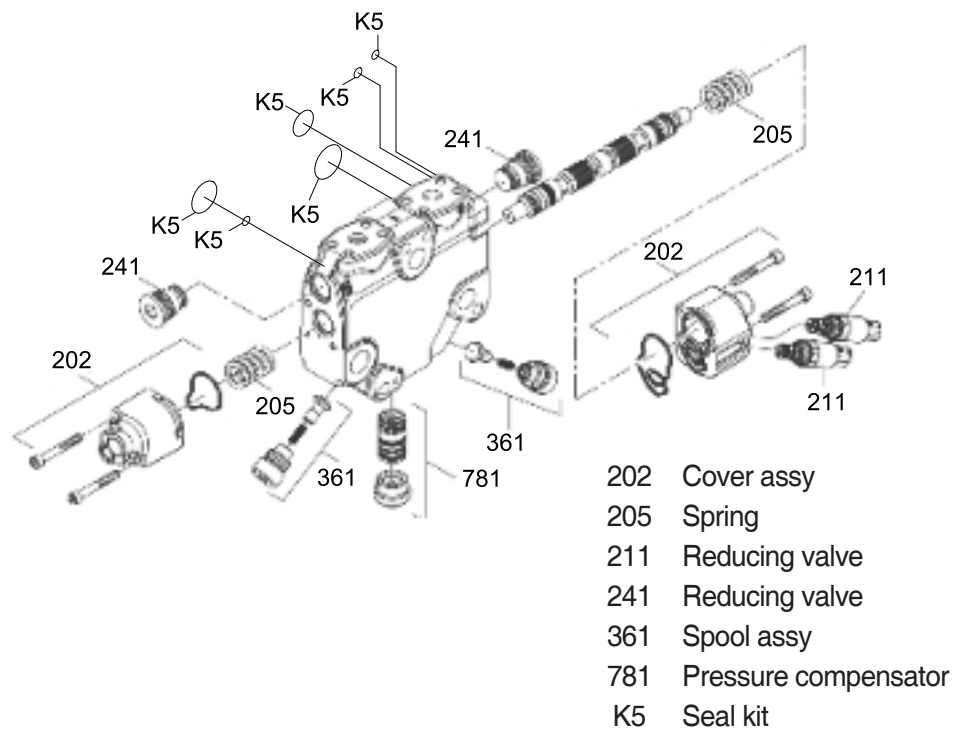
180D9VFM12

5) LIFT SECTION



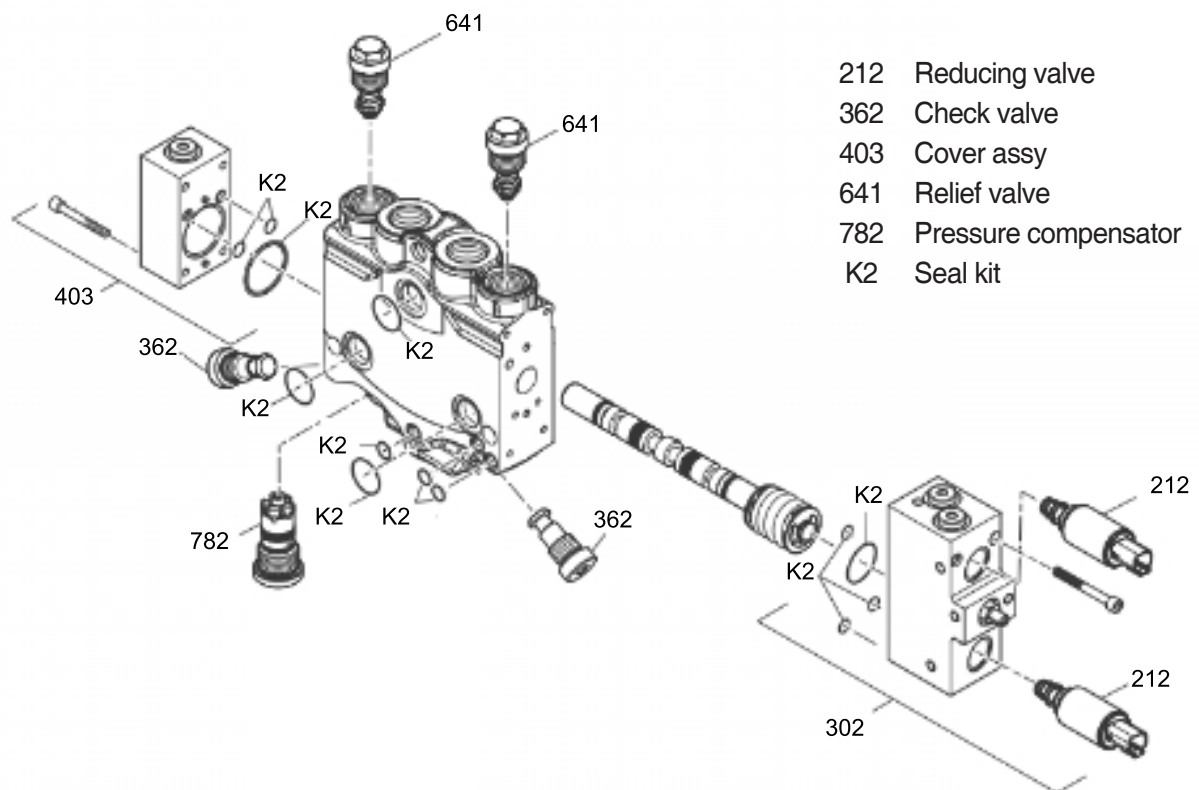
180D9VFM13

6) TILT SECTION



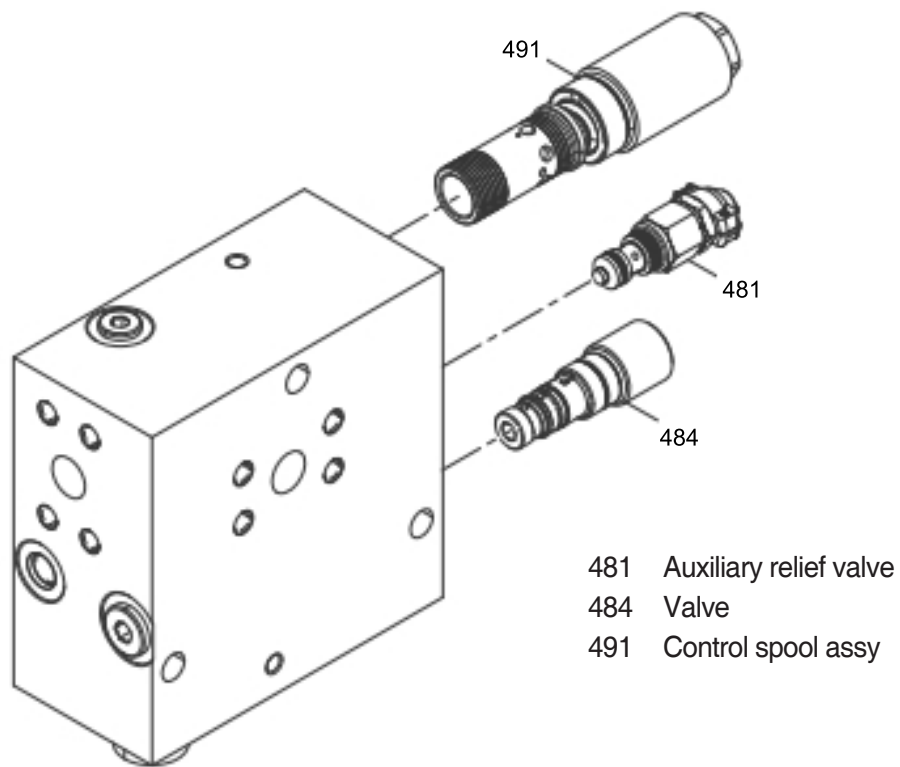
180D9VFM14

7) AUXILIARY SECTION



180D9VFM15

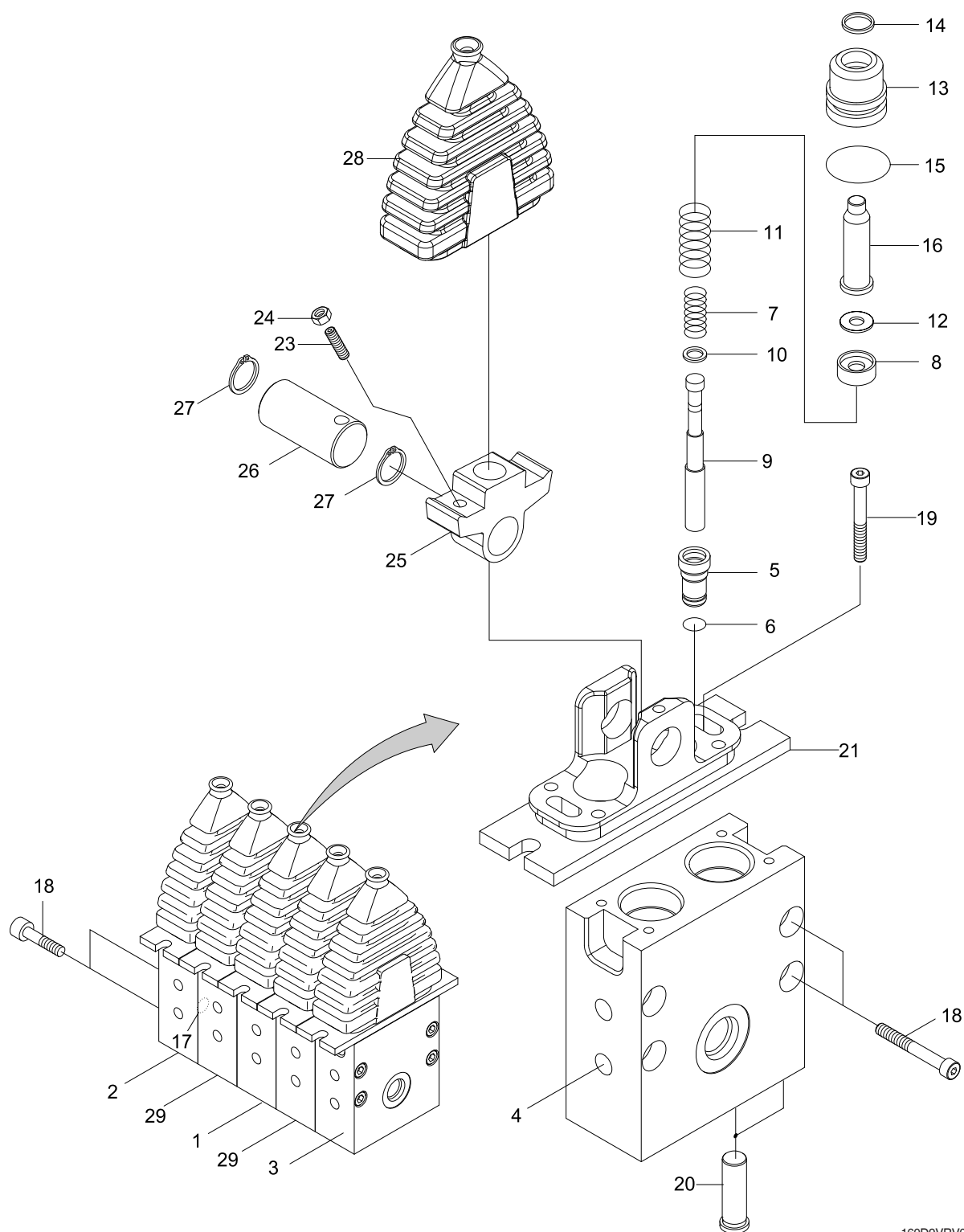
8) PRIORITY VALVE SECTION



160D9VFM16

3. REMOTE CONTROL VALVE

1) STRUCTURE



160D9VRV01

1	Body	8	Spring seat	15	O-ring	23	Socket bolt
2	Body-L	9	Spool	16	Push rod	24	Hex nut
3	Body-R	10	Shim	17	O-ring	25	Guide
4	Plug	11	Spring	18	Wrench bolt	26	Pin
5	Plug	12	Stopper	19	Wrench bolt	27	Spring pin
6	O-ring	13	Plug	20	Cap	28	Boot
7	Spring	14	Oil seal	21	Cover	29	Body 2

2) GENERAL PRECAUTIONS

- (1) In the system, all of the pipes must be carefully cleaned before installation in order to remove dirt, rust, and deposits.
- (2) The following cleaning procedures are recommended: Sanding, brushing, pickling, and flushing with a solvent to remove contaminating particles.
- (3) The use of Teflon tape, hemp, or other "fillers" for joints is PROHIBITED
- (4) Verify that the pipes, fittings and connections are not subjected to mechanical stress.
- (5) Make sure that the pipes are not wound and that there are no abrasions on the surface.

3) PRECAUTION FOR DISASSEMBLY AND ASSEMBLY

- (1) Valve piping joint should be tightened with the specified torque value. When piping, care should be taken not to apply excess pressure to the valve. If valve is installed with incorrect torque values, it might cause defect of spool operation, noise or vibration.
Recommended tightening torque of SAE 4 (7/16-20UNF) is 1.0 kgf · m (7.2 lbf · ft).
- (2) Care must be taken not to damage the seals by excess temperature or spatter of welding, when welding near by the valve.
- (3) During the installation, care must be taken not to damage spool. It might cause defect of operation such as the spool getting stuck in valve body.
- (4) Fit the rubber hosepipe for the machine, which expected vibration.
- (5) Until piping, don't remove the blinds from each port.

4) PRECAUTION FOR OPERATION

- (1) Max input pressure range should be less than 30~100 bar (435~1450 psi).
- (2) Back pressure of tank port should be less than 3 bar (43.5 psi).
- (3) The oil temperature should be between -10~80°C. And ambient temperature should be from -40 ~60°C. because that very high viscosity of oil will be cause defect of spool operation, warm up the machine to avoid it.
- (4) 15/12- ISO4406 level of filtration is required in the hydraulic circuit for long life cycle of each components without mechanical trouble.

5) SPECIAL TOOL

- (1) 3 mm wrench.
- (2) 13 mm socket spanner.
- (3) Torque wrench adjustable from 1.02 ~ 3.06 kgf · m (7.4 ~ 22.1 lbf · ft).

6) DISASSEMBLY & ASSEMBLY

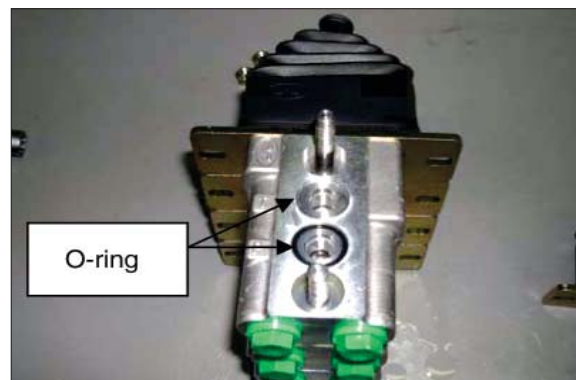
(1) Replacing complete working section

Loosen two tightening bolts with 13 mm spanner.



100D7RCV02

Taking out the damaged section and insert new one. Pay attention 2 O-rings on the internal passage to be in right position.



100D7RCV03

Tight M13 nut with proper torque 3.06 kgf · m (22.1 lbf · ft).



100D7RCV04

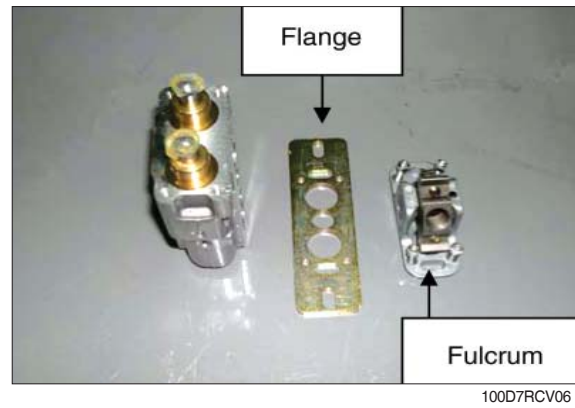
(2) Replacing pilot pressure spool

Loosen 4 screws holding upper part to the body with 3 mm wrench holding mounting plate no to spring up by return springs inside.

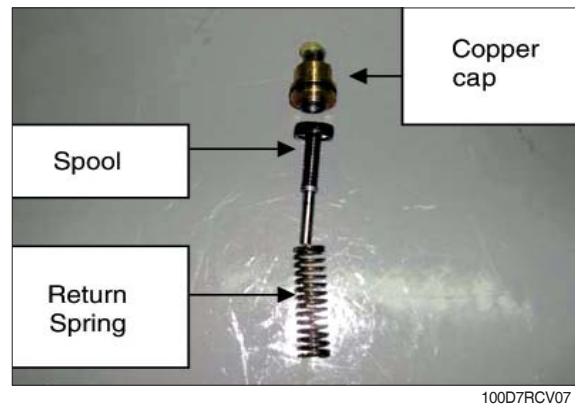


100D7RCV05

Take off the fulcrum and mounting flange very carefully keeping all components in their own positions.



Take out the spool, return spring from the body. And replace any component if it is needed.



Reassemble the spool in opposite order mentioned above.
Insert spool as straight as possible not to give any damaged on it while inserting it into body.



Prepare copper cap in clean.
Apply some clean grease around the O-ring on the copper cap, in order to avoid any damage of O-ring while fitting it into body.



Hold tightly mounting flange and lay fulcrum on the flange and screw in clamp bolts in a crisscross pattern.
Clamp torque is 0.67 kgf · m (4.9 lbf · ft).



100D7RCV10