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## 1. STRUCTURE

This service manual has been prepared as an aid to improve the quality of repairs by giving the serviceman an accurate understanding of the product and by showing him the correct way to perform repairs and make judgements. Make sure you understand the contents of this manual and use it to full effect at every opportunity.

This service manual mainly contains the necessary technical information for operations performed in a service workshop.

For ease of understanding, the manual is divided into the following sections.

### **SECTION 1 GENERAL**

This section gives the general information of the truck and explains the safety hints for maintenance.

### **SECTION 2 REMOVAL & INSTALLATION OF UNIT**

This section explains the procedures and techniques of removal and installation of each component.

### **SECTION 3 POWER TRAIN SYSTEM**

This section explains the structure of the transmission as well as control valve and drive axle.

### **SECTION 4 BRAKE SYSTEM**

This section explains the brake piping, each component and operation.

### **SECTION 5 STEERING SYSTEM**

This section explains the structure of the steering unit, priority valve, trail axle as well as steering circuit and operation.

### **SECTION 6 HYDRAULIC SYSTEM**

This section explains the structure of the gear pump, main control valve as well as work equipment circuit, each component and operation.

### **SECTION 7 ELECTRICAL SYSTEM**

This section explains the electrical circuit and each component.

It serves not only to give an understanding electrical system, but also serves as reference material for troubleshooting.

### **SECTION 8 MAST**

This section explains the structure of mast, carriage, backrest and forks.

The specifications contained in this service manual are subject to change at any time and without any advance notice. Contact your HYUNDAI distributor for the latest information.

## 2. HOW TO READ THE SERVICE MANUAL

### Distribution and updating

Any additions, amendments or other changes will be sent to HYUNDAI distributors.

Get the most up-to-date information before you start any work.

### Filing method

1. See the page number on the bottom of the page.

File the pages in correct order.

2. Following examples shows how to read the page number.

Example 1

2 - 3

Item number (2. Removal and installation of unit)  
Consecutive page number for each item.

3. Additional pages : Additional pages are indicated by a hyphen(-) and number after the page number. File as in the example.

7 - 4

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Added pages

### Revised edition mark (①②③···)



When a manual is revised, an edition mark is recorded on the bottom outside corner of the pages.

### Revisions

Revised pages are shown at the **list of revised pages** on the between the contents page and section 1 page.

### Symbols

So that the shop manual can be of ample practical use, important places for safety and quality are marked with the following symbols.

Symbol	Item	Remarks
	Safety	Special safety precautions are necessary when performing the work.
		Extra special safety precautions are necessary when performing the work because it is under internal pressure.
	Caution	Special technical precautions or other precautions for preserving standards are necessary when performing the work.

### 3. CONVERSION TABLE

Method of using the Conversion Table

The Conversion Table in this section is provided to enable simple conversion of figures. For details of the method of using the Conversion Table, see the example given below.

#### Example

1. Method of using the Conversion Table to convert from millimeters to inches

Convert 55 mm into inches.

- (1) Locate the number 50 in the vertical column at the left side, take this as ①, then draw a horizontal line from ①.
- (2) Locate the number 5 in the row across the top, take this as ②, then draw a perpendicular line down from ②.
- (3) Take the point where the two lines cross as ③. This point ③ gives the value when converting from millimeters to inches. Therefore, 55mm = 2.165 inches.

2. Convert 550 mm into inches.

- (1) The number 550 does not appear in the table, so divide by 10 (Move the decimal point one place to the left) to convert it to 55 mm.
- (2) Carry out the same procedure as above to convert 55 mm to 2.165 inches.
- (3) The original value (550 mm) was divided by 10, so multiply 2.165 inches by 10 (Move the decimal point one place to the right) to return to the original value.  
This gives 550 mm = 21.65 inches.

#### Millimeters to inches

②

1mm = 0.03937 in

	0	1	2	3	4	5	6	7	8	9
0		0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
50	1.969	2.008	2.047	2.087	2.126	2.165	2.205	2.244	2.283	2.323
60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
70	2.756	2.795	2.835	2.874	2.913	2.953	2.992	3.032	3.071	3.110
80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898

①

**Millimeters to inches**

1mm = 0.03937in

	0	1	2	3	4	5	6	7	8	9
0		0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
50	1.969	2.008	2.047	2.087	2.126	2.165	2.205	2.244	2.283	2.323
60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
70	2.756	2.795	2.835	2.874	2.913	2.953	2.992	3.032	3.071	3.110
80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898

**Kilogram to Pound**

1kg = 2.2046lb

	0	1	2	3	4	5	6	7	8	9
0		2.20	4.41	6.61	8.82	11.02	13.23	15.43	17.64	19.84
10	22.05	24.25	26.46	28.66	30.86	33.07	35.27	37.48	39.68	41.89
20	44.09	46.30	48.50	50.71	51.91	55.12	57.32	59.5	61.73	63.93
30	66.14	68.34	70.55	72.75	74.96	77.16	79.37	81.57	83.78	85.98
40	88.18	90.39	92.59	94.80	97.00	99.21	101.41	103.62	105.82	108.03
50	110.23	112.44	114.64	116.85	119.05	121.25	123.46	125.66	127.87	130.07
60	132.28	134.48	136.69	138.89	141.10	143.30	145.51	147.71	149.91	152.12
70	154.32	156.53	158.73	160.94	163.14	165.35	167.55	169.76	171.96	174.17
80	176.37	178.57	180.78	182.98	185.19	187.39	189.60	191.80	194.01	196.21
90	198.42	200.62	202.83	205.03	207.24	209.44	211.64	213.85	216.05	218.26

**Liter to U.S. Gallon**
 $1 \ell = 0.2642 \text{ U.S. Gal}$ 

	0	1	2	3	4	5	6	7	8	9
0		0.264	0.528	0.793	1.057	1.321	1.585	1.849	2.113	2.378
10	2.642	2.906	3.170	3.434	3.698	3.963	4.227	4.491	4.755	5.019
20	5.283	5.548	5.812	6.076	6.340	6.604	6.869	7.133	7.397	7.661
30	7.925	8.189	8.454	8.718	8.982	9.246	9.510	9.774	10.039	10.303
40	10.567	10.831	11.095	11.359	11.624	11.888	12.152	12.416	12.680	12.944
50	13.209	13.473	13.737	14.001	14.265	14.529	14.795	15.058	15.322	15.586
60	15.850	16.115	16.379	16.643	16.907	17.171	17.435	17.700	17.964	18.228
70	18.492	18.756	19.020	19.285	19.549	19.813	20.077	20.341	20.605	20.870
80	21.134	21.398	21.662	21.926	22.190	22.455	22.719	22.983	23.247	23.511
90	23.775	24.040	24.304	24.568	24.832	25.096	25.631	25.625	25.889	26.153

**Liter to U.K. Gallon**
 $1 \ell = 0.21997 \text{ U.K. Gal}$ 

	0	1	2	3	4	5	6	7	8	9
0		0.220	0.440	0.660	0.880	1.100	1.320	1.540	1.760	1.980
10	2.200	2.420	2.640	2.860	3.080	3.300	3.520	3.740	3.950	4.179
20	4.399	4.619	4.839	5.059	5.279	5.499	5.719	5.939	6.159	6.379
30	6.599	6.819	7.039	7.259	7.479	7.699	7.919	8.139	8.359	8.579
40	8.799	9.019	9.239	9.459	9.679	9.899	10.119	10.339	10.559	10.778
50	10.998	11.281	11.438	11.658	11.878	12.098	12.318	12.528	12.758	12.978
60	13.198	13.418	13.638	13.858	14.078	14.298	14.518	14.738	14.958	15.178
70	15.398	15.618	15.838	16.058	16.278	16.498	16.718	16.938	17.158	17.378
80	17.598	17.818	18.037	18.257	18.477	18.697	18.917	19.137	19.357	19.577
90	19.797	20.017	20.237	20.457	20.677	20.897	21.117	21.337	21.557	21.777

kgf · m to lbf · ft

1 kgf · m = 7.233 lbf · ft

	0	1	2	3	4	5	6	7	8	9
		7.2	14.5	21.7	28.9	36.2	43.4	50.6	57.9	65.1
10	72.3	79.6	86.8	94.0	101.3	108.5	115.7	123.0	130.2	137.4
20	144.7	151.9	159.1	166.4	173.6	180.8	188.1	195.3	202.5	209.8
30	217.0	224.2	231.5	238.7	245.9	253.2	260.4	267.6	274.9	282.1
40	289.3	296.6	303.8	311.0	318.3	325.5	332.7	340.0	347.2	354.4
50	361.7	368.9	376.1	383.4	390.6	397.8	405.1	412.3	419.5	426.8
60	434.0	441.2	448.5	455.7	462.9	470.2	477.4	484.6	491.8	499.1
70	506.3	513.5	520.8	528.0	535.2	542.5	549.7	556.9	564.2	571.4
80	578.6	585.9	593.1	600.3	607.6	614.8	622.0	629.3	636.5	643.7
90	651.0	658.2	665.4	672.7	679.9	687.1	694.4	701.6	708.8	716.1
100	723.3	730.5	737.8	745.0	752.2	759.5	766.7	773.9	781.2	788.4
110	795.6	802.9	810.1	817.3	824.6	831.8	839.0	846.3	853.5	860.7
120	868.0	875.2	882.4	889.7	896.9	904.1	911.4	918.6	925.8	933.1
130	940.3	947.5	954.8	962.0	969.2	976.5	983.7	990.9	998.2	10005.4
140	1012.6	1019.9	1027.1	1034.3	1041.5	1048.8	1056.0	1063.2	1070.5	1077.7
150	1084.9	1092.2	1099.4	1106.6	1113.9	1121.1	1128.3	1135.6	1142.8	1150.0
160	1157.3	1164.5	1171.7	1179.0	1186.2	1193.4	1200.7	1207.9	1215.1	1222.4
170	1129.6	1236.8	1244.1	1251.3	1258.5	1265.8	1273.0	1280.1	1287.5	1294.7
180	1301.9	1309.2	1316.4	1323.6	1330.9	1338.1	1345.3	1352.6	1359.8	1367.0
190	1374.3	1381.5	1388.7	1396.0	1403.2	1410.4	1417.7	1424.9	1432.1	1439.4

kgf/cm<sup>2</sup> to lbf/in<sup>2</sup>

1 kgf / cm<sup>2</sup> = 14.2233 lbf / in<sup>2</sup>

	0	1	2	3	4	5	6	7	8	9
		14.2	28.4	42.7	56.9	71.1	85.3	99.6	113.8	128.0
10	142.2	156.5	170.7	184.9	199.1	213.4	227.6	241.8	256.0	270.2
20	284.5	298.7	312.9	327.1	341.4	355.6	369.8	384.0	398.3	412.5
30	426.7	440.9	455.1	469.4	483.6	497.8	512.0	526.3	540.5	554.7
40	568.9	583.2	597.4	611.6	625.8	640.1	654.3	668.5	682.7	696.9
50	711.2	725.4	739.6	753.8	768.1	782.3	796.5	810.7	825.0	839.2
60	853.4	867.6	881.8	896.1	910.3	924.5	938.7	953.0	967.2	981.4
70	995.6	1010	1024	1038	1053	1067	1081	1095	1109	1124
80	1138	1152	1166	1181	1195	1209	1223	1237	1252	1266
90	1280	1294	1309	1323	1337	1351	1365	1380	1394	1408
100	1422	1437	1451	1465	1479	1493	1508	1522	1536	1550
110	1565	1579	1593	1607	1621	1636	1650	1664	1678	1693
120	1707	1721	1735	1749	1764	1778	1792	1806	1821	1835
130	1849	2863	1877	1892	1906	1920	1934	1949	1963	1977
140	1991	2005	2020	2034	2048	2062	2077	2091	2105	2119
150	2134	2148	2162	2176	2190	2205	2219	2233	2247	2262
160	2276	2290	2304	2318	2333	2347	2361	2375	2389	2404
170	2418	2432	2446	2460	2475	2489	2503	2518	2532	2546
180	2560	2574	2589	5603	2617	2631	2646	2660	2674	2688
200	2845	2859	2873	2887	2901	2916	2930	2944	2958	2973
210	2987	3001	3015	3030	3044	3058	3072	3086	3101	3115
220	3129	3143	3158	3172	3186	3200	3214	3229	3243	3257
230	3271	3286	3300	3314	3328	3343	3357	3371	3385	3399
240	3414	3428	3442	3456	3470	3485	3499	3513	3527	3542

## TEMPERATURE

### Fahrenheit-Centigrade Conversion.

A simple way to convert a fahrenheit temperature reading into a centigrade temperature reading or vice verse is to enter the accompanying table in the center or boldface column of figures.

These figures refer to the temperature in either Fahrenheit or Centigrade degrees.

If it is desired to convert from Fahrenheit to Centigrade degrees, consider the center column as a table of Fahrenheit temperatures and read the corresponding Centigrade temperature in the column at the left.

If it is desired to convert from Centigrade to Fahrenheit degrees, consider the center column as a table of Centigrade values, and read the corresponding Fahrenheit temperature on the right.

°C		°F	°C		°F	°C		°F	°C		°F
-40.4	-40	-40.0	-11.7	11	51.8	7.8	46	114.8	27.2	81	117.8
-37.2	-35	-31.0	-11.1	12	53.6	8.3	47	116.6	27.8	82	179.6
-34.4	-30	-22.0	-10.6	13	55.4	8.9	48	118.4	28.3	83	181.4
-31.7	-25	-13.0	-10.0	14	57.2	9.4	49	120.2	28.9	84	183.2
-28.9	-20	-4.0	-9.4	15	59.0	10.0	50	122.0	29.4	85	185.0
-28.3	-19	-2.2	-8.9	16	60.8	10.6	51	123.8	30.0	86	186.8
-27.8	-18	-0.4	-8.3	17	62.6	11.1	52	125.6	30.6	87	188.6
-27.2	-17	1.4	-7.8	18	64.4	11.7	53	127.4	31.1	88	190.4
-26.7	-16	3.2	-6.7	20	68.0	12.8	55	131.0	32.2	90	194.0
-26.1	-15	5.0	-6.7	20	68.0	12.8	55	131.0	32.2	90	194.0
-25.6	-14	6.8	-6.1	21	69.8	13.3	56	132.8	32.8	91	195.8
-25.0	-13	8.6	-5.6	22	71.6	13.9	57	134.6	33.3	92	197.6
-24.4	-12	10.4	-5.0	23	73.4	14.4	58	136.4	33.9	93	199.4
-23.9	-11	12.2	-4.4	24	75.2	15.0	59	138.2	34.4	94	201.2
-23.3	-10	14.0	-3.9	25	77.0	15.6	60	140.0	35.0	95	203.0
-22.8	-9	15.8	-3.3	26	78.8	16.1	61	141.8	35.6	96	204.8
-22.2	-8	17.6	-2.8	27	80.6	16.7	62	143.6	36.1	97	206.6
-21.7	-7	19.4	-2.2	28	82.4	17.2	63	145.4	36.7	98	208.4
-21.1	-6	21.2	-1.7	29	84.2	17.8	64	147.2	37.2	99	210.2
-20.6	-5	23.0	-1.1	35	95.0	21.1	70	158.0	51.7	125	257.0
-20.0	-4	24.8	-0.6	31	87.8	18.9	66	150.8	40.6	105	221.0
-19.4	-3	26.6	0	32	89.6	19.4	67	152.6	43.3	110	230.0
-18.9	-2	28.4	0.6	33	91.4	20.0	68	154.4	46.1	115	239.0
-18.3	-1	30.2	1.1	34	93.2	20.6	69	156.2	48.9	120	248.0
-17.8	0	32.0	1.7	35	95.0	21.1	70	158.0	51.7	125	257.0
-17.2	1	33.8	2.2	36	96.8	21.7	71	159.8	54.4	130	266.0
-16.7	2	35.6	2.8	37	98.6	22.2	72	161.6	57.2	135	275.0
-16.1	3	37.4	3.3	38	100.4	22.8	73	163.4	60.0	140	284.0
-15.6	4	39.2	3.9	39	102.2	23.3	74	165.2	62.7	145	293.0
-15.0	5	41.0	4.4	40	104.0	23.9	75	167.0	65.6	150	302.0
-14.4	6	42.8	5.0	41	105.8	24.4	76	168.8	68.3	155	311.0
-13.9	7	44.6	5.6	42	107.6	25.0	77	170.6	71.1	160	320.0
-13.3	8	46.4	6.1	43	109.4	25.6	78	172.4	73.9	165	329.0
-12.8	9	48.2	6.7	44	111.2	26.1	79	174.2	76.7	170	338.0
-12.2	10	50.0	7.2	45	113.0	26.7	80	176.0	79.4	172	347.0



## SECTION 1 GENERAL

Group 1	Safety hints .....	1-1
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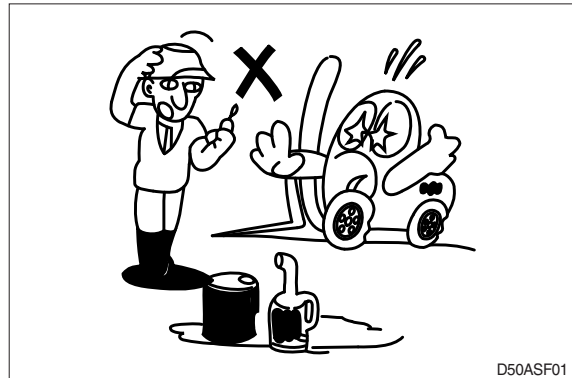
## GROUP 1 SAFETY HINTS

Careless performing of the easy work may cause injuries.

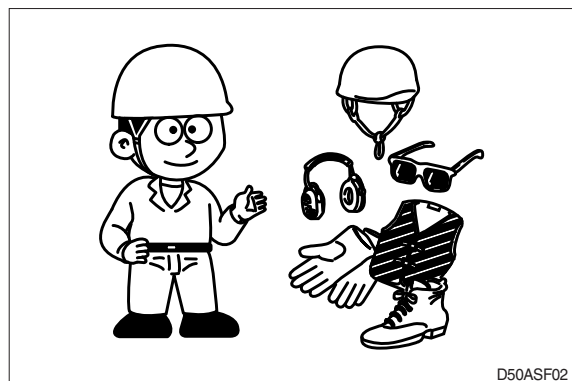
Take care to always perform work safely, at least observing the following.

- Oil is a dangerous substance. Never handle oil, grease or oily clothes in places where there is any fire or flame.

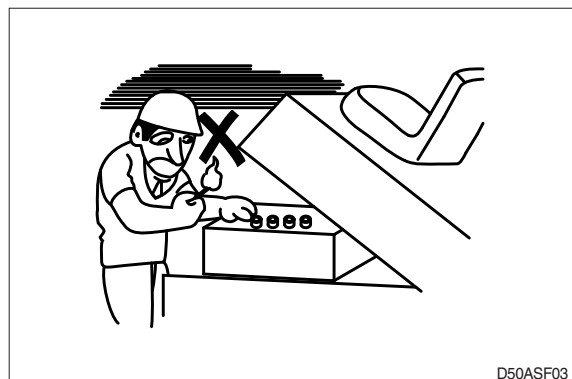
As preparation in case of fire, always know the location and directions for use of fire extinguishers and other fire fighting equipment.



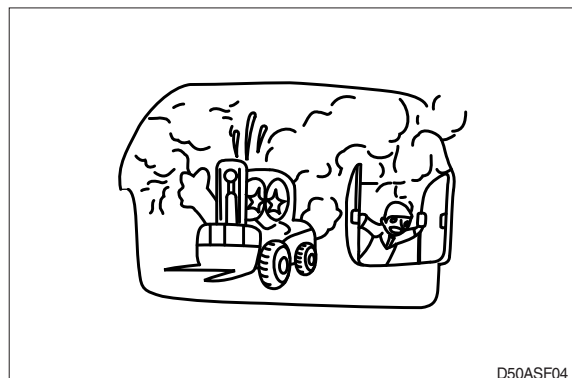
- Wear well-fitting helmet, safety shoes and working clothes. When drilling, grinding or hammering, always wear protective goggles. Always do up safety clothes properly so that they do not catch on protruding parts of trucks. Do not wear oily clothes. When checking, always release battery plug.



- Flames should never be used instead of lamps. Never use a naked flame to check leaks or the level of oil or electrolyte.

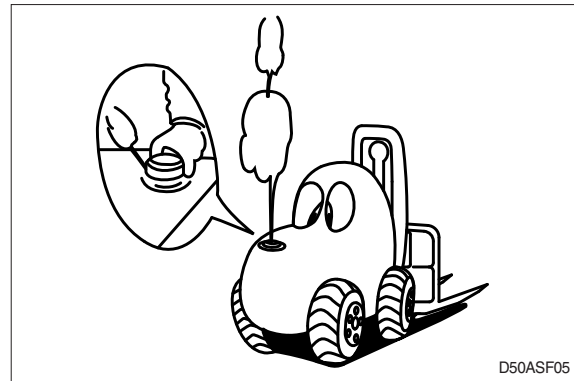


- Exhaust gas is dangerous. Provide adequate ventilation when working a closed space.



▲ Be particularly careful when removing the radiator cap and the hydraulic oil tank filler cap, if this is done immediately after using the truck, there is a danger that boiled oil may spurt out.

- The procedure for releasing the hydraulic pressure is as follows : lower the fork to the ground, and stop the engine, move the control levers to each position two or three times.



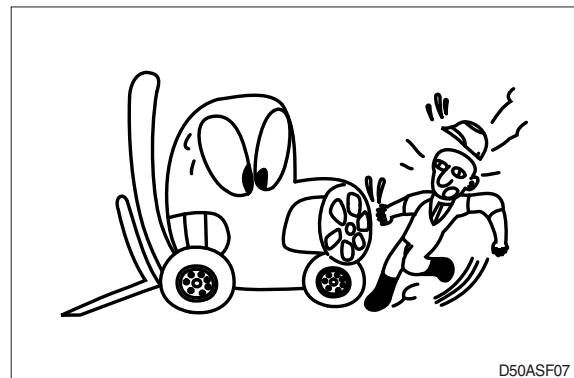
- When working on top of the truck, be careful not to lose your balance and fall.



- Hand a caution sign in the operator's compartment (For example **Do not start** or **Maintenance in progress**).

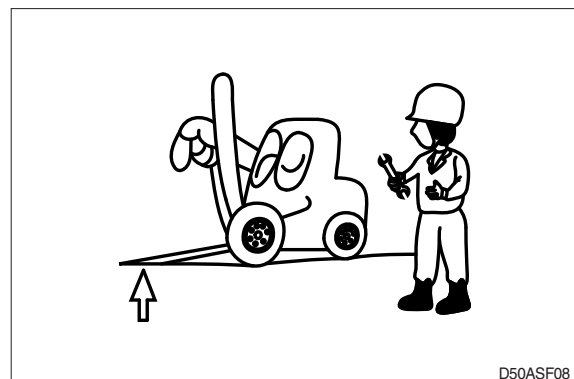
This will prevent anyone from starting or moving the truck by mistake.

▲ It is extremely dangerous to try to check the fan belt tension while the engine is running.

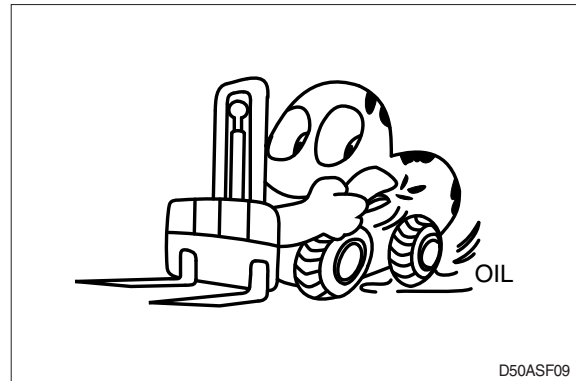


When inspecting the engine is running parts, or near such parts, always stop the engine first. Before checking or servicing accumulator or piping, depress brake pedal repeatedly to release pressure.

- Park the truck on firm, flat ground. Lower the fork to the ground and stop the engine. Return each lever to **NEUTRAL** and apply the brake lock.

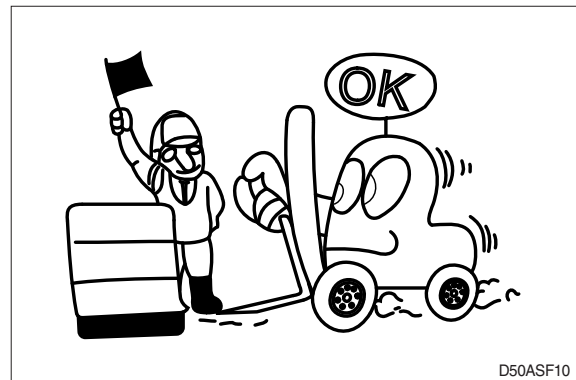


- Immediately remove any oil or grease on the floor of the operator's compartment, or on the handrail. It is very dangerous if someone slips while on the truck.



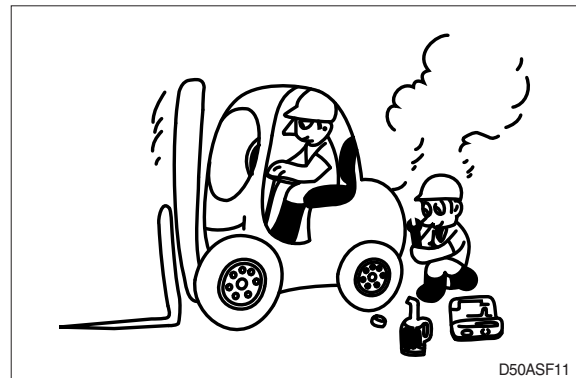
D50ASF09

- When working with others, choose a group leader and work according to his instructions. Do not perform any maintenance beyond the agreed work.



D50ASF10

- Always remember that the hydraulic oil circuit is under pressure. When feeding or draining the oil or carrying out inspection and maintenance, release the pressure first.



D50ASF11

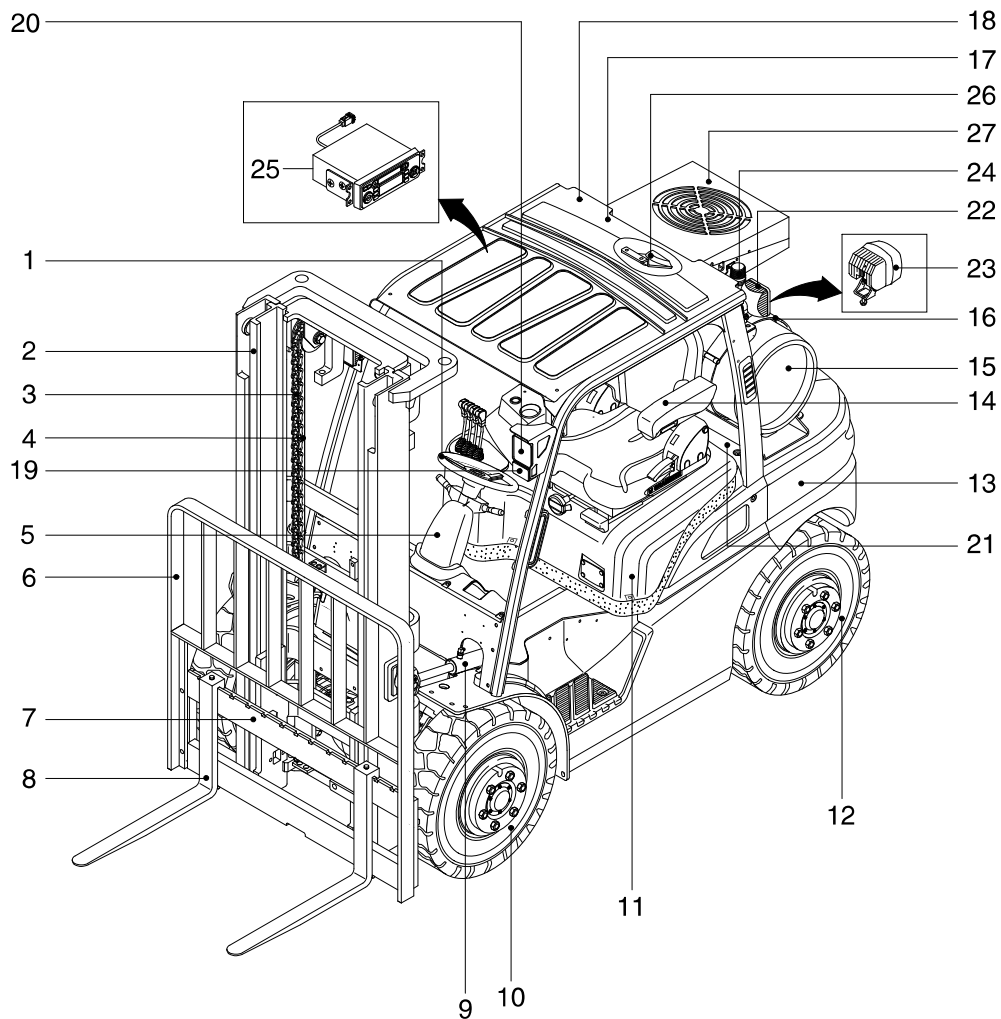
- Unless you have special instructions to the contrary, maintenance should always be carried out with the engine stopped. If maintenance is carried out with the engine running, there must be two men present : one sitting in the operator's seat and the other one performing the maintenance. In such a case, never touch any moving part.

- Thoroughly clean the truck. In particular, be careful to clean the filler caps, grease fittings and the area around the dipsticks. Be careful not to let any dirt or dust into the system.
- Always use HYUNDAI Forklift genuine parts for replacement.
- Always use the grades of grease and oil recommended by HYUNDAI Forklift.  
Choose the viscosity specified for the ambient temperature.
- Always use pure oil or grease, and be sure to use clean containers.
- When checking or changing the oil, do it in a place free of dust, and prevent any dirt from getting into the oil.
- Before draining the oil, warm it up to a temperature of 30 to 40 °C.
- After replacing oil, filter element or strainer, bleed the air from circuit.
- When the strainer is located in the oil filler, the strainer must not be removed while adding oil.
- When changing the oil filter, check the drained oil and filter for any signs of excessive metal particles or other foreign materials.
- When removing parts containing O-ring, gaskets or seals, clean the mounting surface and replace with new sealing parts.
- After injecting grease, always wipe off the oil grease that was forced out.
- Do not handle electrical equipment while wearing wet places, as this can cause electric shock.
- During maintenance do not allow any unauthorized person to stand near the truck.
- Be sure you fully understand the contents of the operation. It is important to prepare necessary tools and parts and to keep the operating area clean.
- When checking an open gear case there is a risk of dropping things in. Before removing the covers to inspect such cases, empty everything from your pockets. Be particularly careful to remove wrenches and nuts.
- Way to use dipstick  
Push the dipstick fully into the guide, and then pull out.

Carrying out other difficult maintenance work carelessly can cause unexpected accidents. If you consider the maintenance is too difficult, always request the HYUNDAI Forklift distributor to carry out it.

## GROUP 2 SPECIFICATIONS

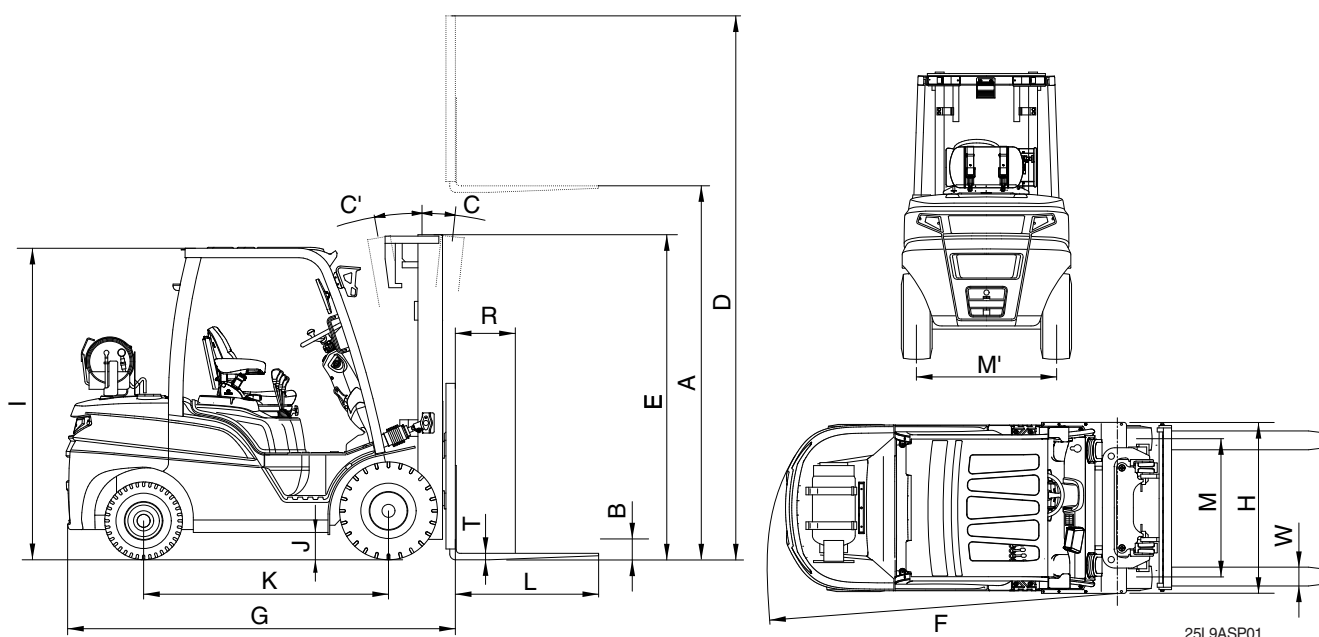
### 1. GENERAL LOCATIONS



25L9AOM57

1 Steering wheel	10 Front wheel	19 Turn signal lamp
2 Mast	11 Bonnet	20 Head lamp (opt)
3 Lift chain	12 Rear wheel	21 Sub bonnet
4 Lift cylinder	13 Counterweight	22 Rear work lamp (opt)
5 Cluster	14 Seat	23 Blue spot (opt)
6 Backrest	15 LPG tank	24 Beacon lamp (opt)
7 Carriage	16 Clamp	25 Radio and USB player (opt)
8 Forks	17 Overhead guard	26 Rear view camera (opt)
9 Tilt cylinder	18 Rear combination lamp	27 Air conditioner (opt)

## 2. SPECIFICATIONS



25L9ASP01

Model			Unit	25L-9A	30L-9A	33L-9A	35LN-9A
Capacity			kg (lb)	2500 (5000)	3000 (6000)	3300 (6500)	3500 (7000)
Load center		R	mm (in)	500 (24")	←	←	←
Weight (Unloaded)			kg(lb)	3888 (8570)	4282 (9440)	4395 (9690)	4535 (10000)
Fork	Lifting height	A	mm (ft-in)	3305 (10' 10")	←	←	←
	Free lift	B	mm (in)	155 (6.1")	←	←	150 (5.9")
	Lifting speed (Unload/Load)	Non-booster	mm/sec	640/560	530/470	530/460	—
		Booster	mm/sec	590/580	590/570	480/460	480/450
	Lowering speed (Unload/Load)		mm/sec	450/500	←	←	←
Mast	L×W×T	L,W,T	mm (inch)	1050×100×45 (41.3×3.9×1.7)	1050×122×45 (41.3×4.8×1.7)	←	←
	Tilt angle (forward/backward)	C/C'	degree	6/10	←	←	←
	Max height	D	mm (ft-in)	4485 (14' 9")	←	←	←
Body	Min height	E	mm (ft-in)	2175 (7' 2")	2190 (7' 2")	2260 (7' 5")	←
	Travel speed (Unload)		km/h	18.0	18.9	←	←
	Gradeability (Load)		%	35.2	28.3	26.0	24.9
ETC	Min turning radius (Outside)	F	mm	2342 (7' 8")	2413 (7' 11")	2463 (8' 1")	←
	Hyd operating pressure		kgf/cm <sup>2</sup> (psi)	200 (2845)	←	←	←
	Hydraulic oil tank		ℓ (usgal)	36 (9.5)	38 (10.0)	←	←
Overall length	Fuel tank		ℓ (usgal)	15 (4.0)	←	←	←
		G	mm (ft-in)	2607 (8' 7")	2676 (8' 9")	2732 (9' 0")	2579 (9' 1")
		H	mm (ft-in)	1200 (3' 11")	1228 (4' 0")	←	←
Overhead guard height		I	mm (ft-in)	2160 (7' 1")	2180 (7' 2")	←	←
Ground clearance		J	mm (ft-in)	130 (5.1")	145 (5.7")	←	←
Wheel base		K	mm (ft-in)	1650 (5' 5")	1700 (5' 7")	←	←
Wheel tread front/rear		M, M'	mm (ft-in)	999/980 (3' 3"/3' 2")	1005/980 (3' 4"/3' 2")	←	←

### 3. SPECIFICATION FOR MAJOR COMPONENTS

#### 1) ENGINE

Item	Unit	Specification
Model	-	HYUNDAI, L4KB [Theta]
Type	-	4-cycle, vertical
Cooling Method	-	Water cooled
Number of cylinders and arrangement	-	4 cylinders, In line
Firing order	-	1-3-4-2
Cylinder bore X stroke	mm (in)	88 × 97 (3.46 × 3.82)
Piston displacement	cc (cu in)	2359 (143.95)
Compression ratio	-	10.5
Rated gross horse power	ps/rpm	60/2300
Maximum gross torque at rpm	kgf · m/rpm	16.3/1600
Engine oil quantity	ℓ (U.S.gal)	5.7 (1.5)
Dry weight	kg(lb)	160 (352)
High idling speed	rpm	2700
Low idling speed	rpm	800
Rated fuel consumption	g/ps.hr	-
Starting motor	V-kW	12 - 1.2
Alternator	V-A	12 - 75
Battery	V-AH	12 - 60
Fan belt deflection	mm (in)	10~15 (0.4~0.6)

#### 2) MAIN PUMP

Item	Unit	Specification
Type	-	Gear
Capacity	cc/rev	27.7 (25/30L-9A) 30.6 (33L-9A)
Maximum operating pressure	bar	250
Rated speed (Max/Min)	rpm	2700/500

#### 3) MAIN CONTROL VALVE

Item	Unit	Specification
Type	-	Sectional
Operating method	-	Mechanical
Relief valve pressure (Main/Aux)	bar	220/165
Flow capacity	lpm	95



#### 4) STEERING UNIT

Item	Unit	Specification
Type	-	Load sensing/Non load reaction/Dynamic signal
Capacity	cc/rev	120
Max. input pressure	Mpa	22.7
Back pressure	Mpa	2
Input torque	N.m	1.5±0.2

#### 5) POWER TRAIN DEVICES

Item			Specification
Torque converter	Model		KAPEC 280DB
	Type		3 Element, 1 stage, 2 phase
	Stall ratio		2.9 : 1
Transmission	Type		Power shift
	Gear shift (FR/RR)		1/1
	Adjustment		Electrical single lever type
	Overhaul ratio	FWD	1.308 : 1
		REV	1.308 : 1
Axle	Type		Front-wheel drive type
	Gear ratio		14.2 : 1
	Gear		Ring & pinion gear type
Wheels	Q'ty (FR/RR)		Single : 2/2, Double : 4/2
	Front (drive)	2.5(#-0245)	Single : 7.00-12-14 PR Double : 6.00-15.10 PR
		3.0(#-0227)	Single : 28×9-15-14 PR Double : 6.00-15.10 PR
		3.3(#-0054)	
		3.5(#-0085)	
	Rear (steer)	2.5(#-0245)	Single : 6.50-10-14 PR
		3.0(#-0227)	
		3.3(#-0054)	
		3.5(#-0085)	
	Front (drive)	2.5(#0246-)	Single : 7.00-12-12 PR Double : 6.00-15.10 PR
		3.0(#0228-)	Single : 8.15-15-14 PR Double : 6.00-15.10 PR
		3.3(#0055-)	
		3.5(#0086-)	
	Rear (steer)	2.5(#0246-)	Single : 6.50-10-12 PR
		3.0(#0228-)	
		3.3(#0055-)	
		3.5(#0086-)	
Brakes	Travel		Front wheel, wet disk brake
	Parking		Ratchet, wet disk brake
Steering	Type		Hydro static, power steering
	Steering angle		79° to both right and left angle, respectively

(#0000- : Machine serial No.)

#### 4. TIGHTENING TORQUE FOR MAJOR COMPONENTS

NO	Items		Size	kgf · m	lbf · ft
1	Engine	Engine mounting nut	M10 × 1.5	6.9 ± 1.4	49.9 ± 10.1
2		Engine bracket mounting bolt	M12 × 1.25	12.5 ± 2.5	90 ± 18
3		Radiator mounting bolt, nut	M 8 × 1.25	2.5 ± 0.5	18.1 ± 3.6
4		Torque converter mounting bolt	M10 × 1.25	7.4 ± 1.5	53.5 ± 10.8
5	Hydraulic system	Main pump mounting bolt	M10 × 1.5	5.3	38.3
6		MCV mounting bolt, nut	M10 × 1.5	4.0 ± 0.5	29 ± 3.6
7		Steering unit mounting bolt	M10 × 1.5	4.0 ± 0.5	29 ± 3.6
8	Power train system	Transmission mounting bolt, nut	M16 × 2.0	7.5	54
9		Drive axle mounting bolt, nut	M20 × 1.5	65 ± 3	470 ± 21.6
10		Drive shaft mounting bolt	-	7.4 ± 1.5	53.5 ± 10.8
11		Steering axle mounting bolt, nut	M20 × 2.5	58 ± 8.5	420 ± 61
12		Front wheel mounting nut	M20 × 1.5	40 ± 10	289 ± 72
13		Rear wheel mounting nut	M14 × 1.5	18 ± 2	130 ± 14
14	Others	Counterweight mounting bolt	M30 × 3.5	199 ± 29.9	1439 ± 216
15		Operator's seat mounting nut	M 8 × 1.25	2.5 ± 0.5	18.1 ± 3.6
16		Head guard mounting bolt	M12 × 1.75	12.8 ± 3.0	92.6 ± 21.7
17		Cabin mounting bolt	M12 × 1.75	12.8 ± 3.0	92.6 ± 21.7
18		Trunnion cap mounting blot	M16 × 2.0	35.6 ± 7.1	257 ± 51.4

## 5. TORQUE CHART

Use following table for unspecified torque.

### 1) BOLT AND NUT

#### (1) Coarse thread

Bolt size	8T		10T	
	kg · m	lb · ft	kg · m	lb · 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	2.73 ~ 4.12	19.5 ~ 29.8
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 ~ 79.5	9.8 ~ 15.8	71 ~ 114
M14 × 2.0	12.2 ~ 16.6	88.2 ~ 120	16.7 ~ 22.5	121 ~ 167
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 ~ 343
M20 × 2.5	36.2 ~ 49.0	262 ~ 354	49.2 ~ 66.6	356 ~ 482
M22 × 2.5	48.3 ~ 63.3	350 ~ 457	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 ~ 1655
M36 × 4.0	174 ~ 236	1261 ~ 1703	250 ~ 310	1808 ~ 2242

#### (2) Fine thread

Bolt size	8T		10T	
	kg · m	lb · ft	kg · m	lb · ft
M 8 × 1.0	2.17 ~ 3.37	15.7 ~ 24.3	3.04 ~ 4.44	22.0 ~ 32.0
M10 × 1.25	4.46 ~ 6.66	32.3 ~ 48.2	5.93 ~ 8.93	42.9 ~ 64.6
M12 × 1.25	7.78 ~ 11.58	76.3 ~ 83.7	10.6 ~ 16.0	76.6 ~ 115
M14 × 1.5	13.3 ~ 18.1	96.2 ~ 130	17.9 ~ 24.1	130 ~ 174
M16 × 1.5	19.9 ~ 26.9	144 ~ 194	26.6 ~ 36.0	193 ~ 260
M18 × 1.5	28.6 ~ 43.6	207 ~ 315	38.4 ~ 52.0	278 ~ 376
M20 × 1.5	40.0 ~ 54.0	289 ~ 390	53.4 ~ 72.2	386 ~ 522
M22 × 1.5	52.7 ~ 71.3	381 ~ 515	70.7 ~ 95.7	512 ~ 692
M24 × 2.0	67.9 ~ 91.9	491 ~ 664	90.9 ~ 123	658 ~ 890
M30 × 2.0	137 ~ 185	990 ~ 1338	182 ~ 248	1314 ~ 1795
M36 × 3.0	192 ~ 260	1389 ~ 1879	262 ~ 354	1893 ~ 2561

## 2) PIPE AND HOSE (FLARE type)

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

## 3) PIPE AND HOSE (ORFS type)

Thread size	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

## 6. RECOMMENDED LUBRICANTS

Use only oils listed below or equivalent.

Do not mix different brand oil.

Service point	Kind of fluid	Capacity ℓ (U.S. gal)	Ambient temperature°C (°F)							
			-50 (-58)	-30 (-22)	-20 (-4)	-10 (14)	0 (32)	10 (50)	20 (68)	30 (86)
Engine oil pan	Engine oil	5.7 (1.5)	★SAE 5W-40							
			SAE 10W-30 (API SM class or better)							
Torque converter transmission	ATF	8.5 (2.2)	ATF DEXRON III							
Axle	Gear oil	5.6 (1.48)	Shell Donax TD							
Hydraulic tank	Hydraulic oil	· 2.5 TON 36 (9.5) · 3.0/3.3 TON 38 (10.0)	★ISO VG 15							
			ISO VG 46							
			ISO VG 68							
Fuel tank	LPG	15 (4.0)	LPG							
Fitting (Grease nipple)	Grease	-	★NLGI NO.1							
			NLGI NO.2							
Brake reservoir tank	Brake oil	0.5 (0.13)	Azolla ZS32 (Hydraulic oil ISO VG32)							
Radiator	Antifreeze : soft water	10 (2.65)	★Ethylene glycol base permanent type (60 : 40)							
			Ethylene glycol base permanent type ( 50:50)							

★ : Cold region  
Russia, CIS, Mongolia

### NOTES :

- ① SAE numbers given to engine oil should be selected according to ambient temperature.
- ② For engine oil used in engine oil pan, use SAE 10W oil when the temperature at the time of engine start up is below 0°C , even if the ambient temperature in daytime is expected to rise to 10°C or more.

## GROUP 3 PERIODIC REPLACEMENT

For operation safety, never fail to perform periodic maintenance or make periodic replacement of the consumable parts listed in the following.

These parts may deteriorate in time and are susceptible to wear. It is difficult to estimate the degree of wear at time of periodic maintenance; therefore, even if no apparent wear is found, always replace with new parts within the prescribed period of replacement (Or earlier if trouble is found).

Note that periodic replacement has nothing to do with guarantee service.

Periodical replacement of safety parts		Interval
1	Master cylinder and wheel cylinder caps, dust seals	Every 1 year
2	Brake hose or tube	Every 1 or 2 years
3	Brake reservoir tank and tube	Every 2 to 4 years
4	Power steering hose	Every 2 years
5	Stop lamp switch (Oil pressure type)	Every 2 years
6	Fuel hose	Every 2 to 4 years
7	Rubber parts of power steering	Every 2 to 4 years
8	Lift chain	Every 2 to 4 years
9	Hose of load handling	Every 1 or 2 years
10	Intake air line	Every 2 years
11	Coolant hose and clamps	Every 2 years

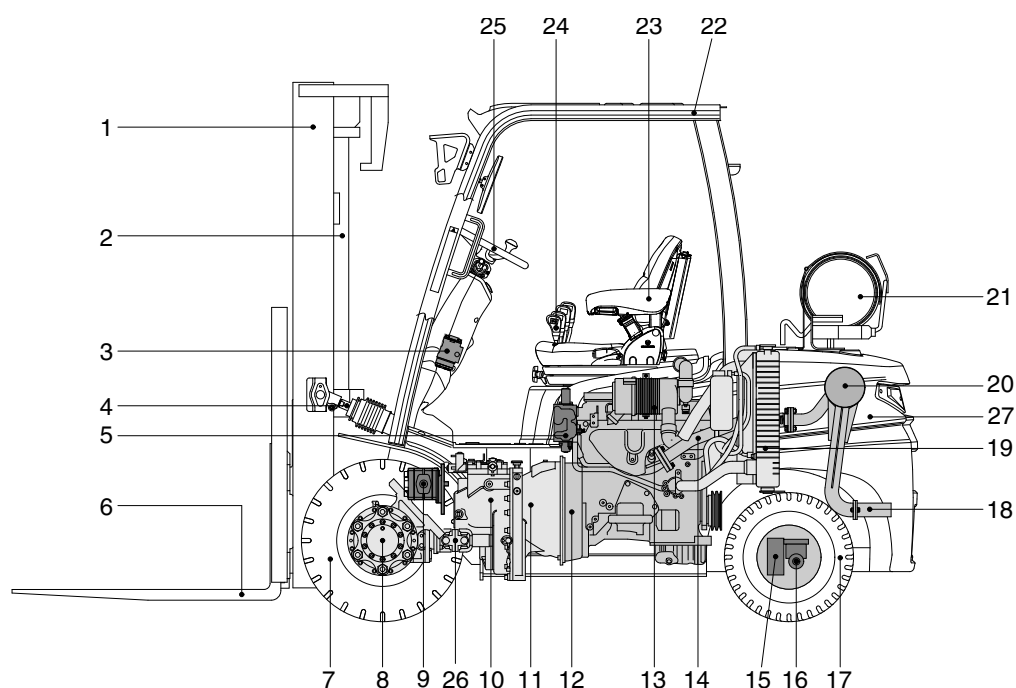
- ※ Replace the O-ring and gasket at the same time when replacing the hose.
- ※ Replace clamp at the same time if the hose clamp is cracked when checking and replacing hose.

SECTION 2 REMOVAL AND INSTALLATION OF UNIT

Group 1 Structure .....	2-1
Group 2 Removal and Installation of unit .....	2-2

## SECTION 2 REMOVAL & INSTALLATION OF UNIT

### GROUP 1 STRUCTURE



25L9AOM23

1 Mast	10 Transmission	19 Radiator
2 Lift cylinder	11 Torque converter	20 Muffler
3 Steering unit	12 Engine	21 LPG tank
4 Tilt cylinder	13 Air cleaner	22 Overhead guard
5 Control valve	14 Exhaust pipe	23 Seat
6 Fork	15 Steering axle	24 Control lever
7 Front wheel	16 Steering cylinder	25 Steering wheel
8 Drive axle	17 Rear wheel	26 Drive shaft
9 Hydraulic pump	18 Tail pipe	27 Counterweight

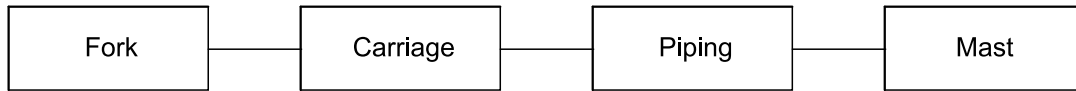


## GROUP 2 REMOVAL AND INSTALLATION OF UNIT

Remove and install following units as explained in the flow chart.

### 1. MAST

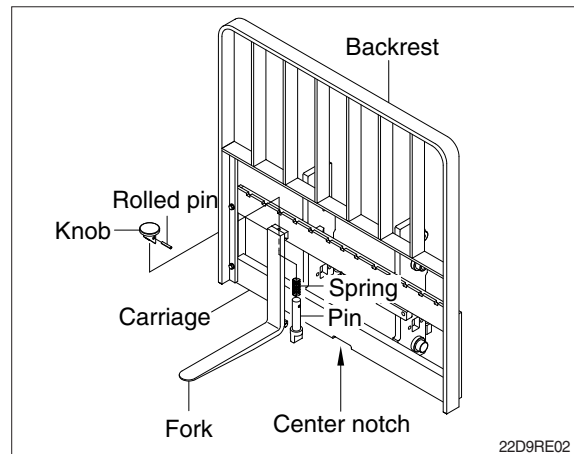
#### 1) REMOVAL



L15C3RE001

#### (1) Forks

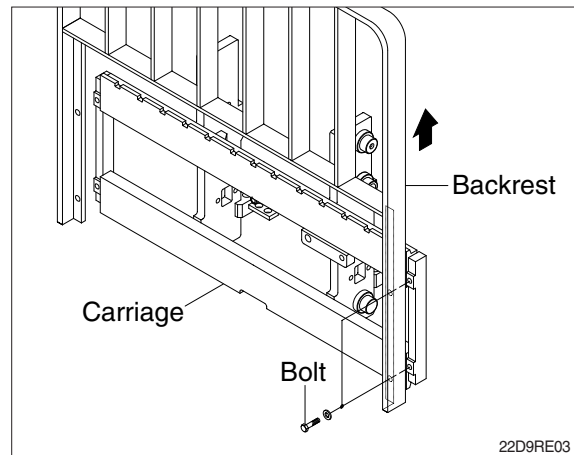
- ① Lower the fork carriage until the forks are approximately 25 mm (1 in) from the floor.
  - ② Turn knob up and slide one fork at a time toward the center of the carriage where a notch has been cut in the bottom plate for easy removal.
  - ③ Remove only one fork at a time.
- ※ On larger forks it may be necessary to use a block of wood.



22D9RE02

#### (2) Backrest (If necessary)

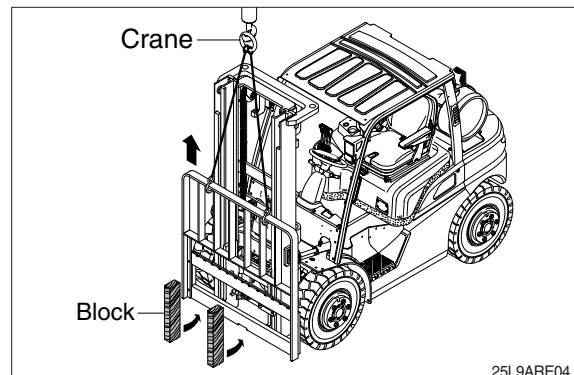
- ① Remove bolts securing backrest to fork carriage. Lift backrest straight up and remove it from carriage.



22D9RE03

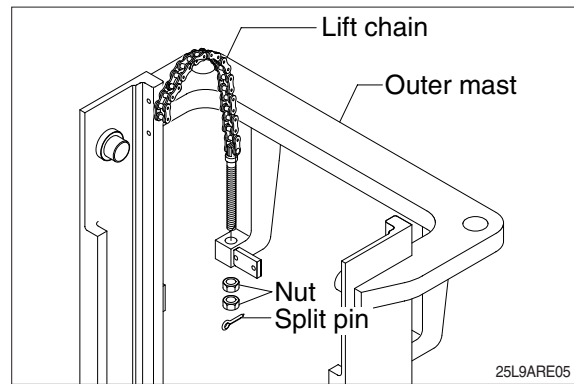
#### (3) Carriage

- ① With the mast vertical, raise the carriage high enough to place blocks under the load forks. This is done to create slack in the load chains when the carriage is lowered. Lower the carriage all the way down to the floor. Make sure the carriage is level, this will prevent any binding when the mast is raised.

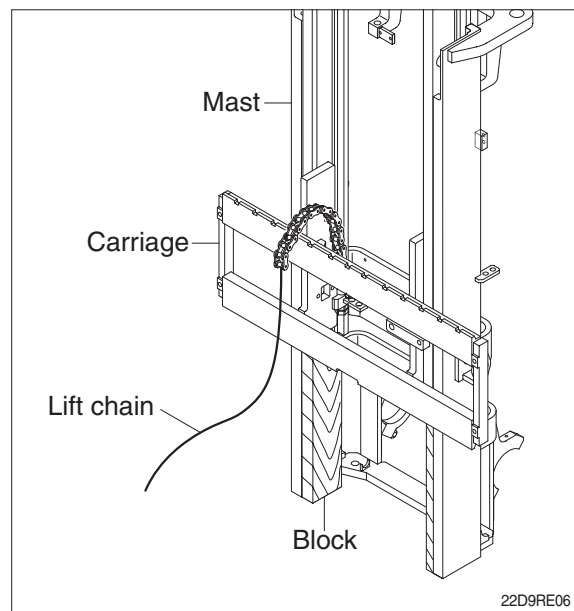


25L9ARE04

- ② While supporting lift chains, remove nuts and split pin from the anchor bolt.



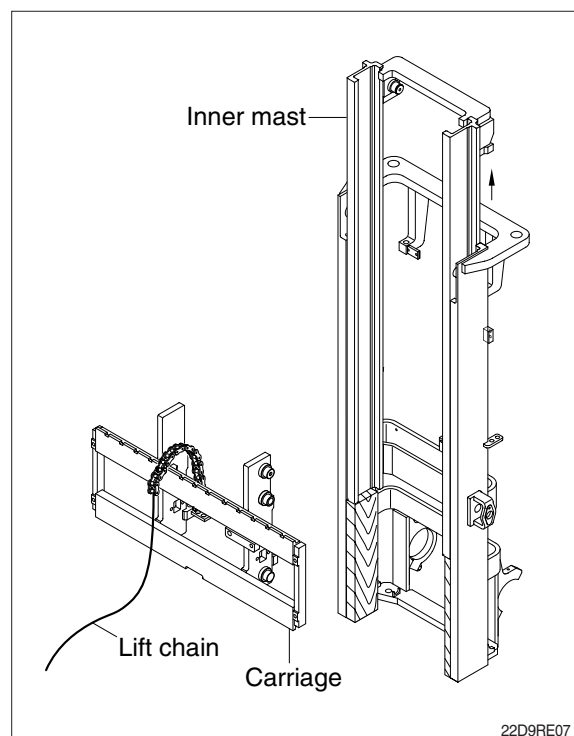
- ③ Pull the chains out of the sheaves and drape them over the front of the carriage.



- ④ Slowly raise inner mast upright until mast clears top of fork carriage. Move carriage to work area and lower the mast.

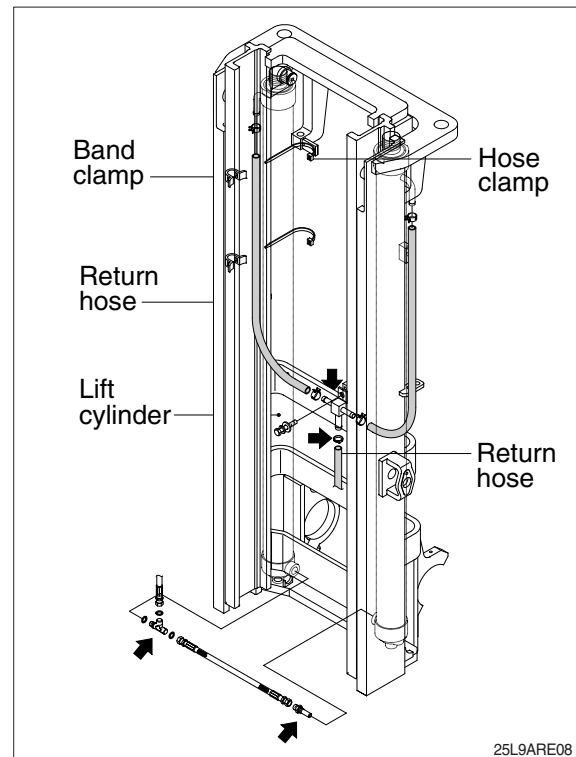
**▲ Make sure that carriage remains on floor and does not bind while mast is being raised.**

※ Inspect all parts for wear or damage.  
Replace all worn or damaged parts.



#### (4) Piping

- ① Remove the return hoses and clamps attached to the cylinder.
- ② Remove hose assembly, valve and tee from the lift cylinder.
- ※ Put blind plugs in the piping immediately after removing hoses.  
This prevents the hydraulic oil from flowing out and also prevents dust and dirt from getting in.

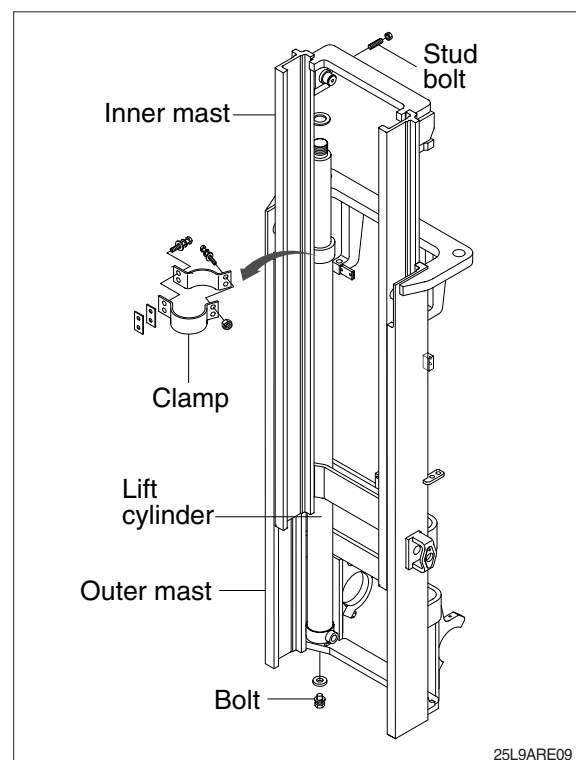


#### (5) Lift cylinder

- ① Loosen hexagonal bolts and remove washers securing the lift cylinders to inner mast.
- ② Bind the lift cylinder with overhead hoist rope and pull up so that the rope has no slack or binding.

**▲ Make sure that the lift cylinder be tightened firmly for safety.**

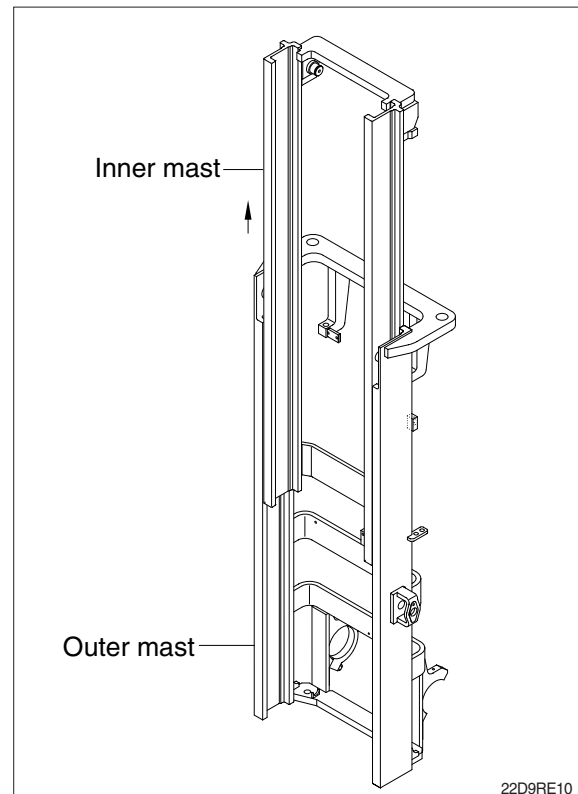
- ③ Loosen and remove hexagon nuts and clamp securing cylinder to outer mast.
- ④ Using an overhead hoist, slowly raise the inner mast high enough to clear lift cylinder.
- ⑤ Using an overhead hoist, draw out lift cylinder carefully and put down on the work floor.



## (6) Inner mast

- ① Using an overhead hoist raise the inner mast straight and carefully draw out of outer mast section.

⚠ Be careful the mast not to swing or fall.

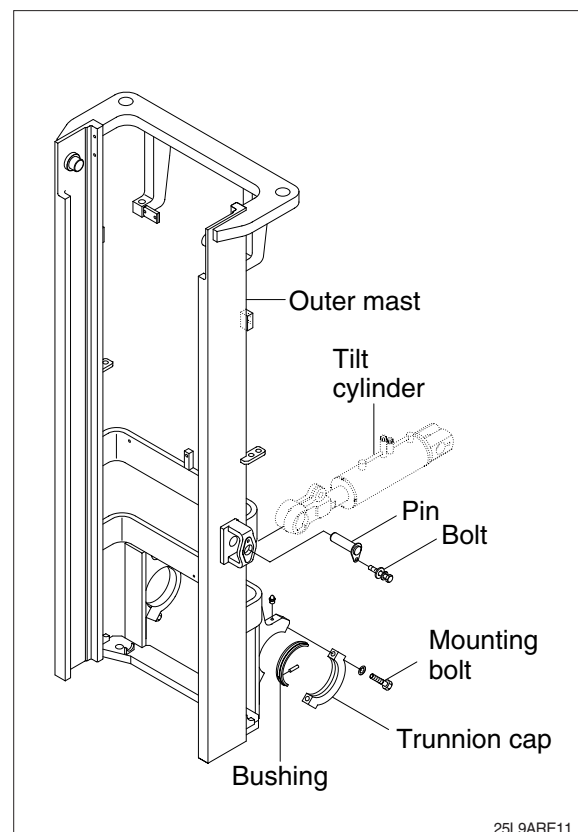


## (7) Tilt cylinder pin

Loosen the bolt and remove the tilt cylinder pin.

## (8) Mast support cap

- ① Attach a crane to the stay at the top of the outer mast, and raise enough to sustain jacked up truck.
  - ※ This operation is carried out from under the truck, so use a pit, or if there is no pit, jack up the truck and loosen with impact wrench.
- ② Remove the mounting bolts from the cap then slowly raise the outer mast.



## 2) INSTALLATION

After assembling mast components totally without piping connections, install mast assembly to the equipment.

※ Installation procedure for each of mast component is the reverse of the removal procedure.

### (1) Mast support cap

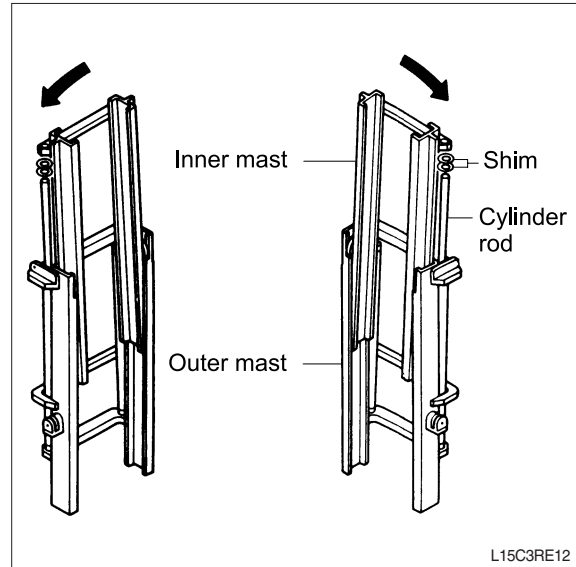
- ① Check the mast support cap and spring pin for wear.
- ② Jack up the truck so that the front is raised and then using an overhead hoist assemble outer mast to drive axle unit.
- ③ Tighten mounting bolts to mast support cap. Apply lubrication oil GTP 600 or 1000 PASTE.
  - Tightening torque :  $35.6 \pm 7.1 \text{ kgf} \cdot \text{m}$  ( $257 \pm 51.4 \text{ lbf} \cdot \text{ft}$ )

### (2) Tilt cylinder pin

Hold the mast with a crane, operate the tilt control lever and align the holes, then knock the pin.

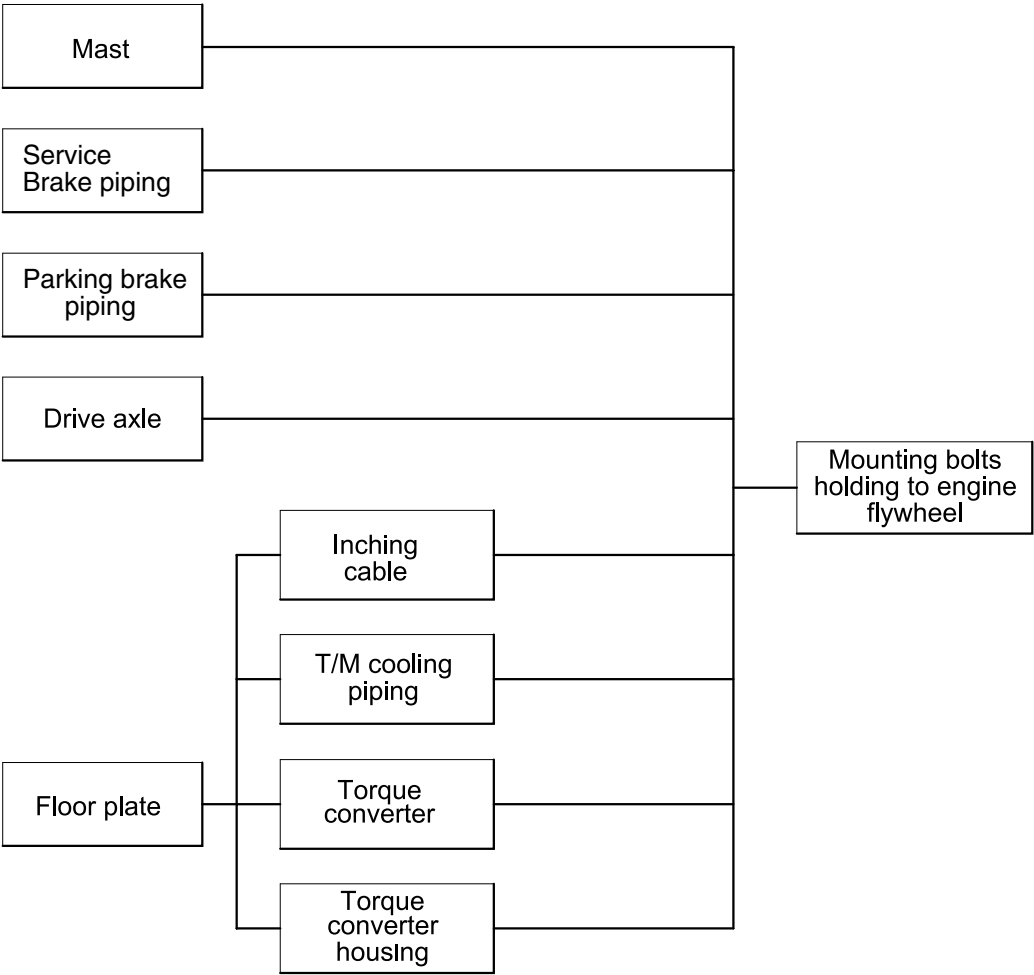
### (3) Lift cylinder installation and adjustment

- ① Assemble the lift cylinder inside the outer mast, then tighten the stopper bolt. If the cylinder assembly has been replaced, adjust as follows so that the left and right cylinders are synchronized at the maximum lifting height.
  - ② Assemble the cylinder rod to the inner mast, and check the left-to-right play of the mast at the maximum lifting height.
- ※ If play is to LEFT, install adjustment shim to LEFT cylinder.
- ※ If play is to RIGHT, install adjustment shim to RIGHT cylinder.
- Shim thickness : 1.0 mm (0.04 in)



2. POWER TRAIN ASSEMBLY

1) REMOVAL



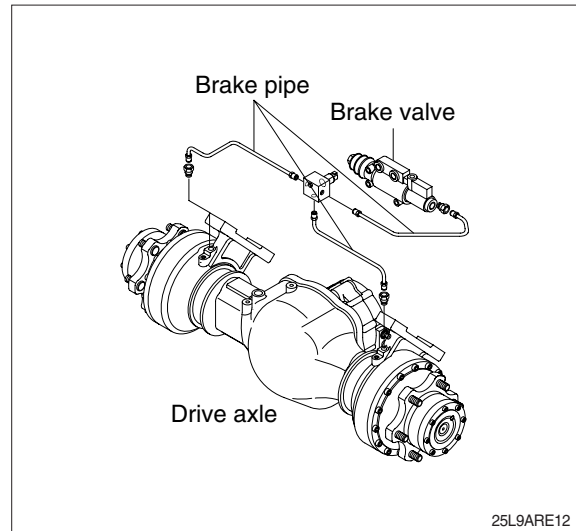
25L9ARE04A

(1) Mast

Refer to section on mast (Page 2-2)

**(2) Service brake piping**

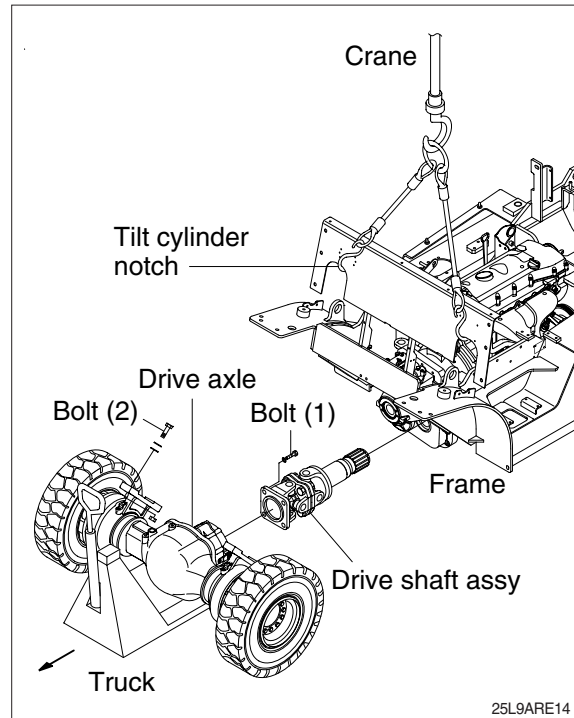
Disconnect the service brake piping from the brake housing of drive axle.



#### (4) Drive axle

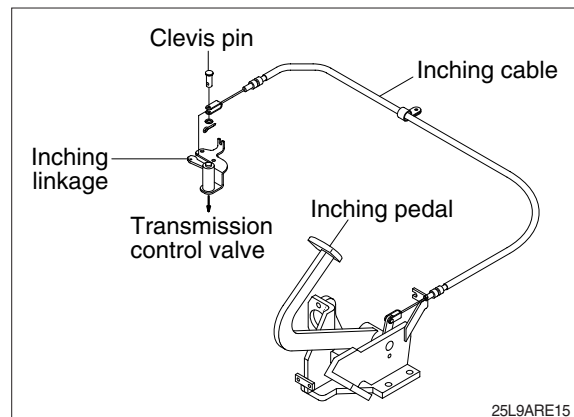
※ Drain the axle oil from the drive axle before the axle removal.

- ① Attach a crane to the tilt cylinder notches on the dashboard and raise the truck.
- ② Loosen hexagonal bolts (1) connection the drive shaft to the drive axle.
- ③ Put the block under the drive axle and support under the drive axle with a truck.
- ④ Remove drive axle mount bolts (2) from the frame and then slowly pull out the truck with drive axle to the front.
- ⑤ Remove drive shaft assy from transmission.



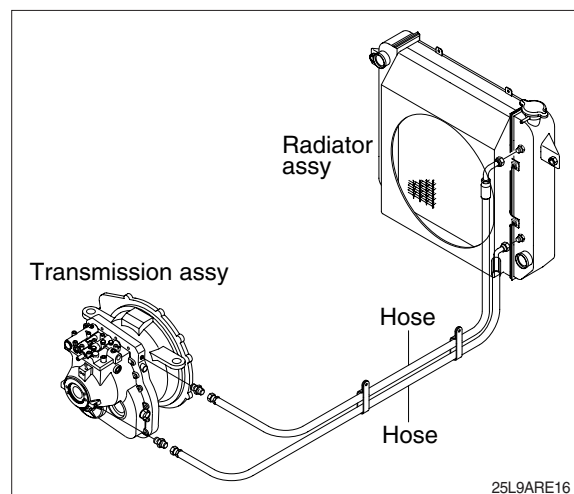
#### (5) Inching cable

- ① Remove the split pin and clevis pin from the inching linkage of the transmission control valve.
- ② Disconnect the inching cable from the inching linkage.



#### (6) Transmission cooling piping

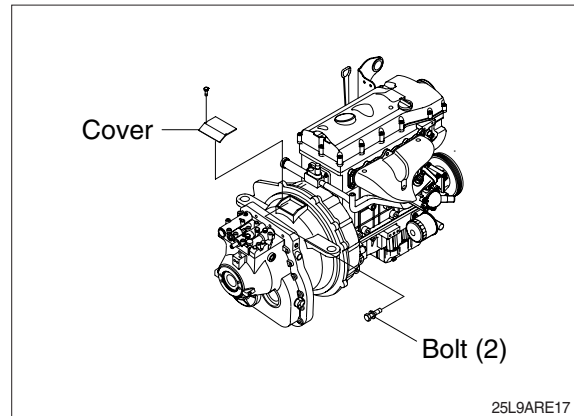
- ① Disconnect cooling hose from the transmission.
- ※ Make sure that the coolant be drained from the hose.





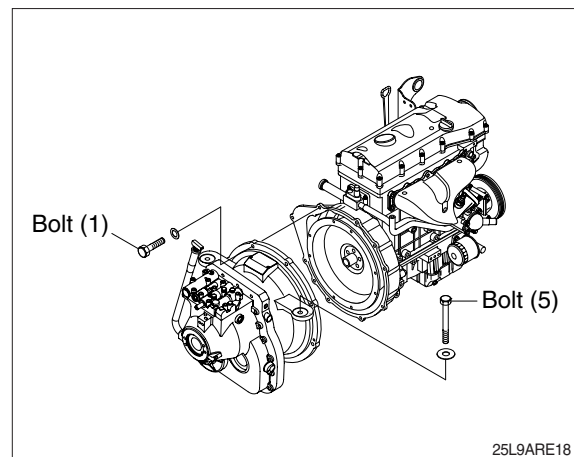
## (7) Torque converter

- ① Remove the cover on top face of the torque converter housing then remove the 8 mounting bolts installed on the engine flywheel. To rotate the flywheel, remove 1 mounting bolt, then insert a turning tool in the mounting hole. One man must turn the engine fan by hand while the other turns the flywheel.

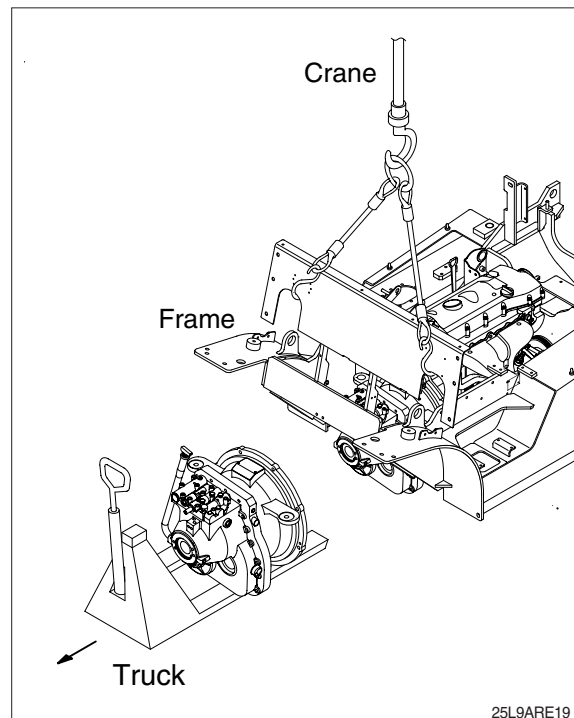


## (8) Mounting bolts holding to flywheel housing

- ① Loosen the 8 mounting bolts (1) to disconnect the transmission assembly from the engine assembly.
- ② Loosen the 2 mounting bolts (5) to disconnect the transmission assembly from the main frame.



- ③ Using a moving truck slowly, pull out transmission assembly to the front.



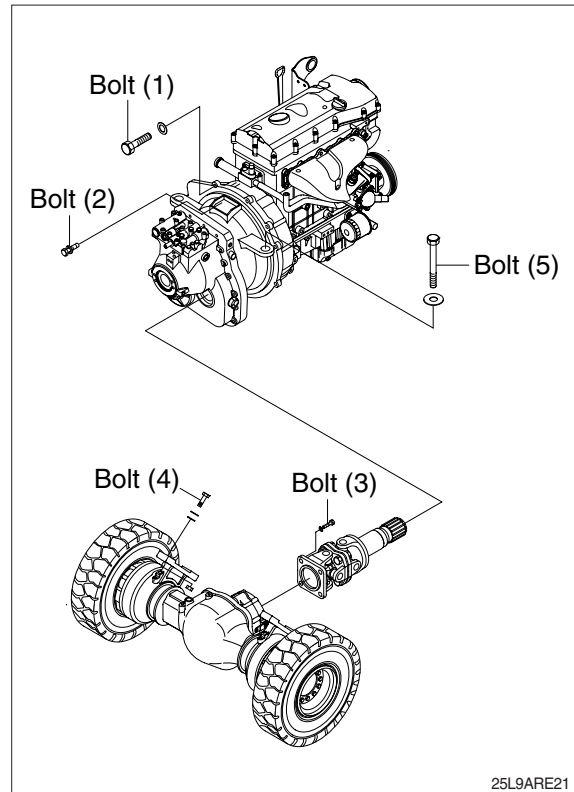
## 2) INSTALLATION

(1) Installation is the reverse order to removal, but be careful of the following points.

(2) Tightening torque

- Bolt (1): 5.9~8.9 kgf · m (42.7~64.4 lbf · ft)
- Bolt (2): 2.7~4.1 kgf · m (19.5~29.7 lbf · ft)
- Bolt (3): 5.9~8.9 kgf · m (42.7~64.4 lbf · ft)
- Bolt (4, 6): 62~68 kgf · m (448~492 lbf · ft)
- Bolt (5): 7.5 kgf · m (54.2 lbf · ft)

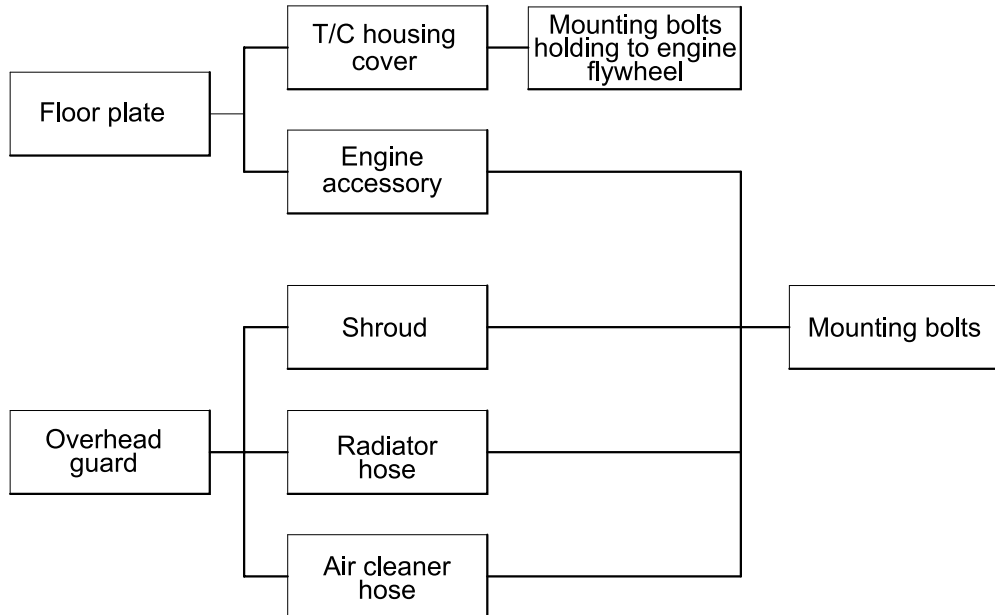
※ Apply loctite #243 on the thread of the bolts (1, 2, 3, 4) before tightening.



### 3. ENGINE

Remove the torque converter, transmission and front axle inside the frame, then remove the engine assembly.

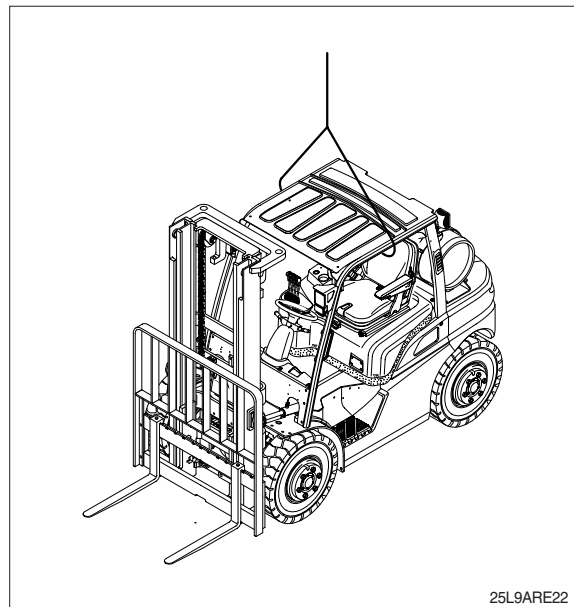
#### 1) REMOVAL



D503RE25

#### (1) Overhead guard

Remove the wiring for rear combination lamp, working lamp, head lamp and flasher lamp on the stay of the overhead guard and then raise it together with the bonnet.



25L9ARE22

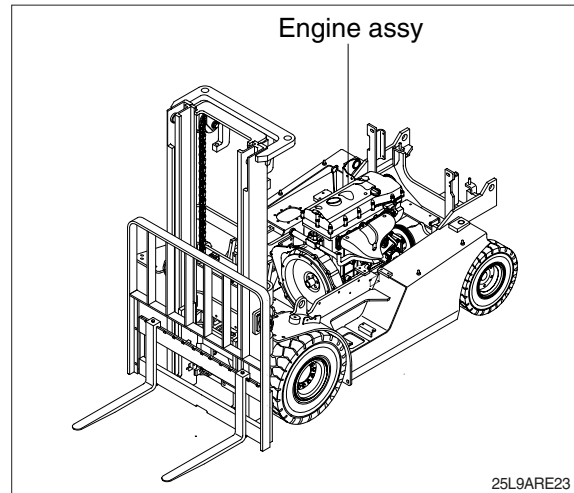
- (2) Remove the torque converter housing cover, mounting bolts installed to flywheel housing.

For details, see page 2-10.

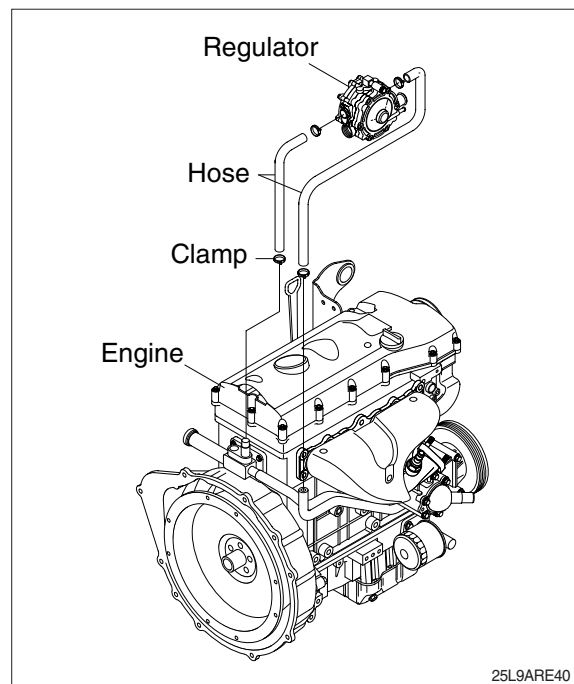
**(3) Engine accessory**

Remove all wiring harnesses, cables and hoses around the engine, dashboard and frame.

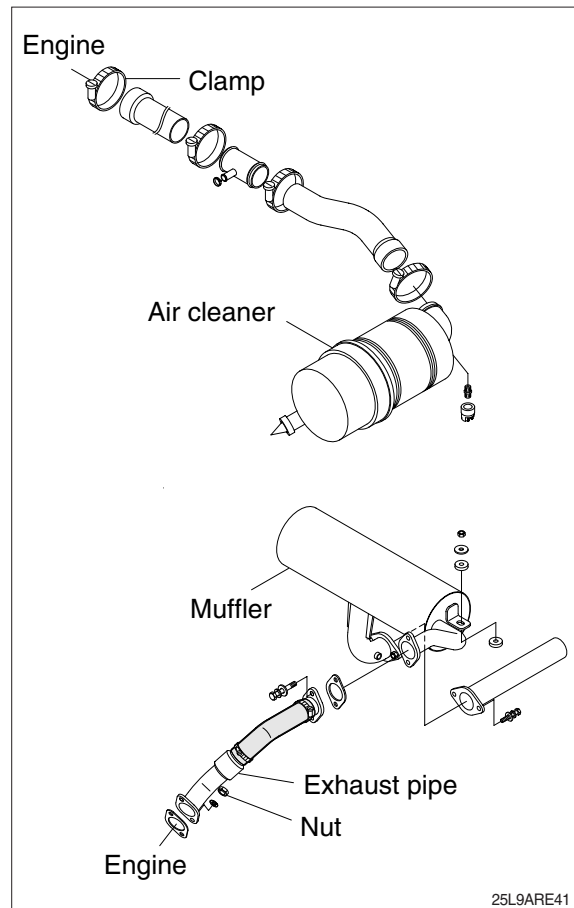
- ① Wiring harness to alternator and starter.
- ② Wiring harness for oil pressure and engine water temperature gauges.
- ③ Cables for meters, buttons and accelerator pedal.



- ④ Loosen the clamps and disconnect the hoses to the regulator.

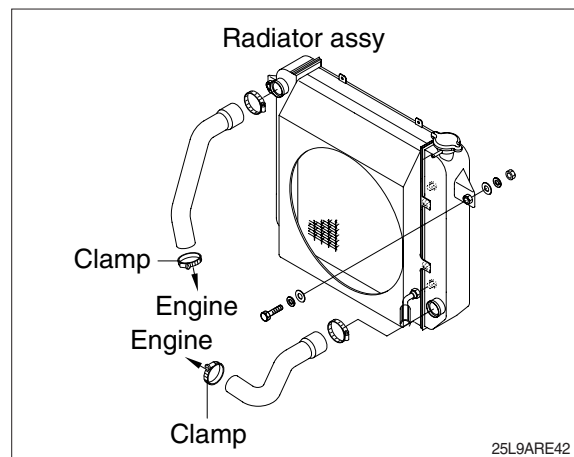


- ⑤ Loosen the clamp and disconnect the hose to the air cleaner.
- ⑥ Loosen the nut and disconnect the pipe to the muffler.



#### (4) Radiator hose

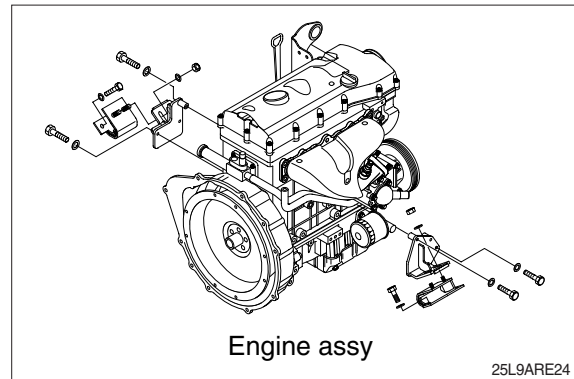
Open the drain valve of the radiator and drain the cooling water, then remove the radiator hose.



### (5) Mounting bolt

Attach a crane to the engine hook and raise, then remove mounting bolts. Raise the engine slightly, slide towards the radiator, then lift up.

- ※ When sliding the engine, be careful of the collision engine and radiator.



## 2) INSTALLATION

Installation is the reverse order of removal, but be careful of the following points.

- (1) Tighten the engine mounting bolts and nuts.

- (2) Tighten the engine mounting bracket bolts.

- ※ Do not remove the bolts unless necessary.
- ※ Before installing the bolts, loctite in the holes should be removed by a tap.

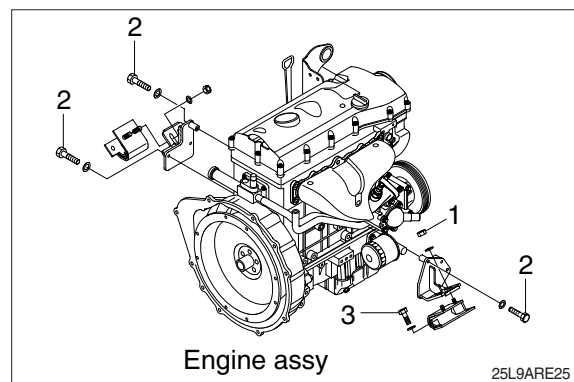
- (3) Tightening torque

- Bolt (1) : 5.5~8.3 kgf·m (39.8~60.0 lbf·ft)
- Bolt (2) : 10~15 kgf·m (72.3~108 lbf·ft)
- Nut (3) : 10~15 kgf·m (72.3~108 lbf·ft)

- ※ Apply loctite #243 on the thread of the bolts (1, 2, 3) before tightening.

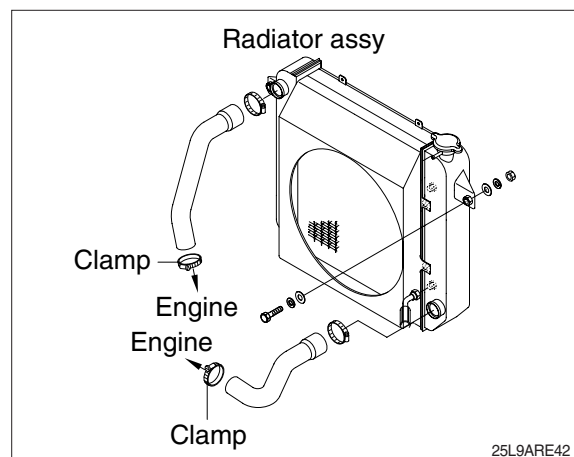
- (4) Tightening torque of mounting bolt installing to torque converter housing.

- 5.9~8.9 kgf·m (42.7~64.4 lbf·ft)



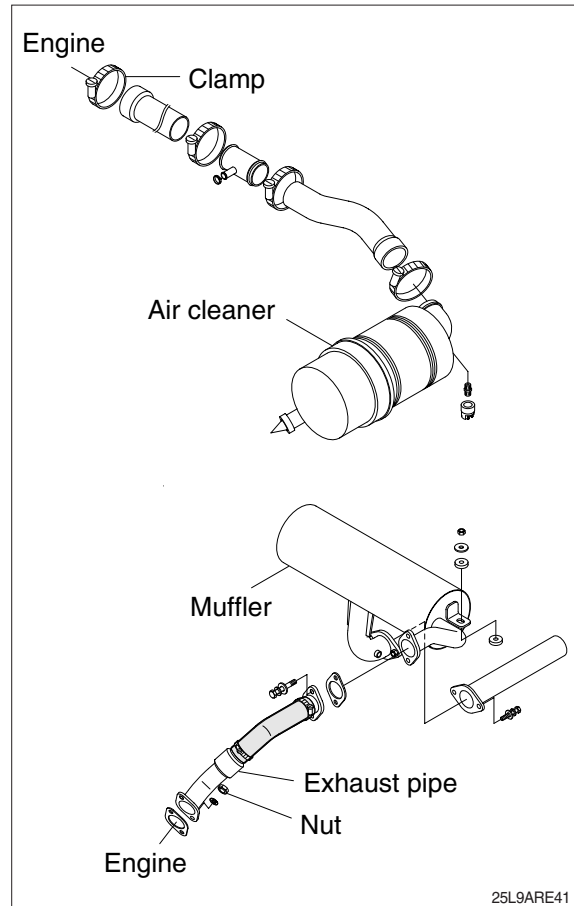
### (5) Radiator hoses

Insert the radiator hoses securely and fit the clamps.



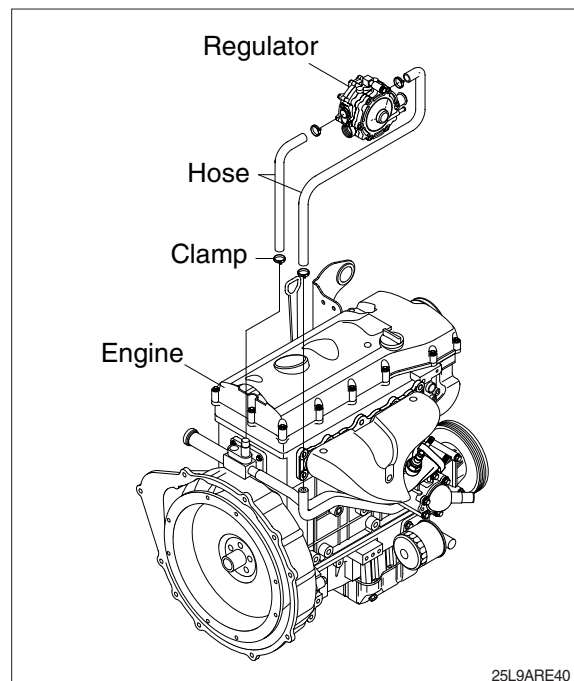
#### (6) Fuel hoses

Insert the fuel hose securely and fit clamps.



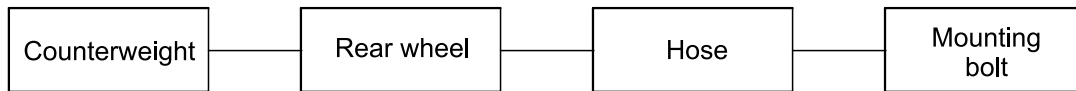
#### (7) Air cleaner hose and exhaust pipe

- ① Align the exhaust pipe to the engine securely and tighten the nuts.
  - Tightening torque : 4.0~6.0 kgf·m  
(28.9~43.4 lbf·ft)
- ② Insert the air cleaner hose securely and fit a clamp.



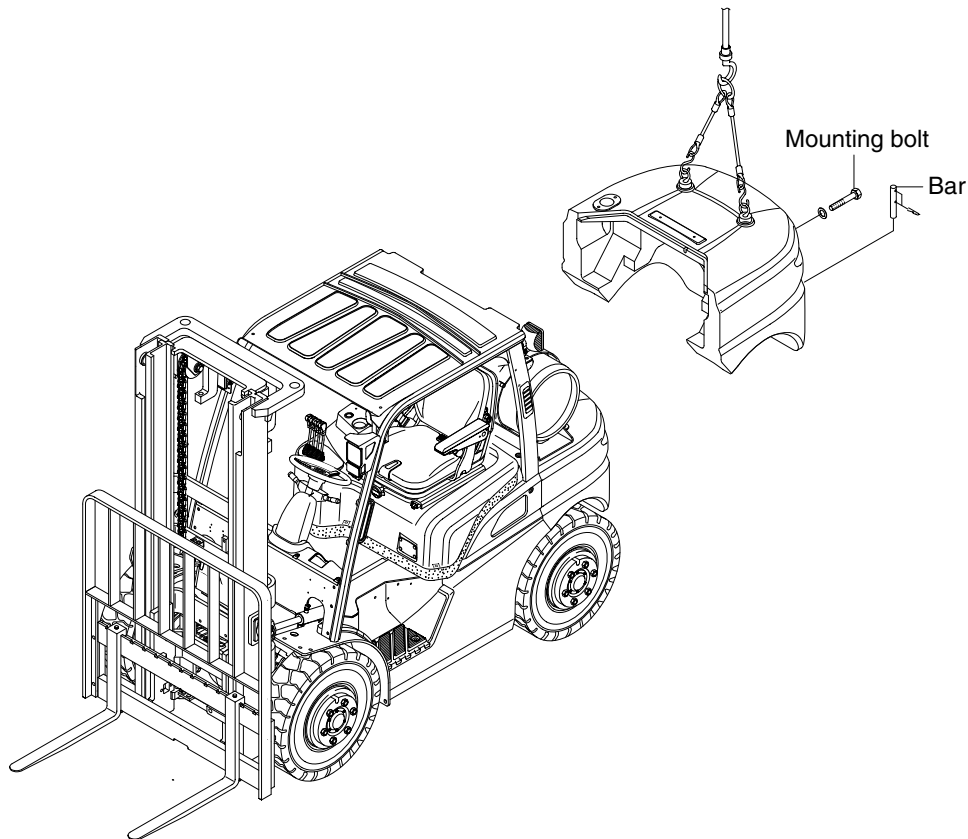
## 4. STEERING AXLE

### 1) REMOVAL



D503RE35

#### (1) Counterweight



25L9ARE27

Hold the counterweight with hoist bars, and raise it with a crane.

Remove the mounting bolts, raise slightly and move it slowly to rear side.

• Weight of counterweight (standard)

25L-9A : 1,307 kg (2,881 lb)

30L-9A : 1,596 kg (3,519 lb)

33L-9A : 1,866 kg (4,114 lb)

• Tightening torque :  $199 \pm 29.9$  kgf · m ( $1440 \pm 216$  lbf · ft)

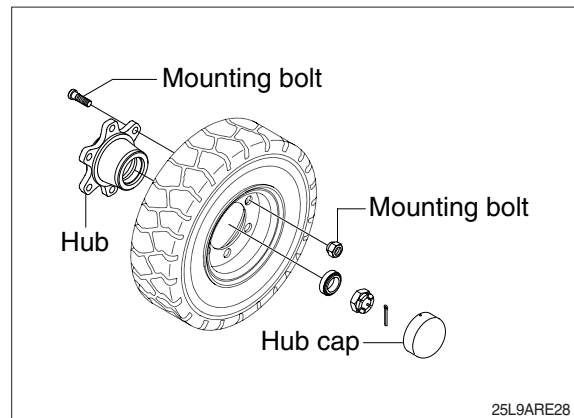
※ Apply loctite #277 on the thread of the bolts before tightening.



## (2) Rear wheel

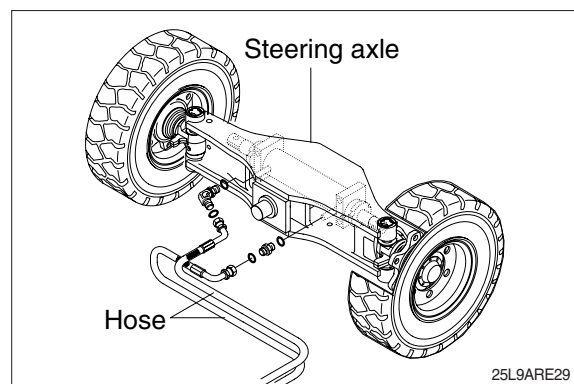
Remove mounting bolt and hub nut with socket wrench and then carefully take out the tire assembly.

- Tightening torque : 16.0~20.0 kgf · m  
(116~145 lbf · ft)



## (3) Hose

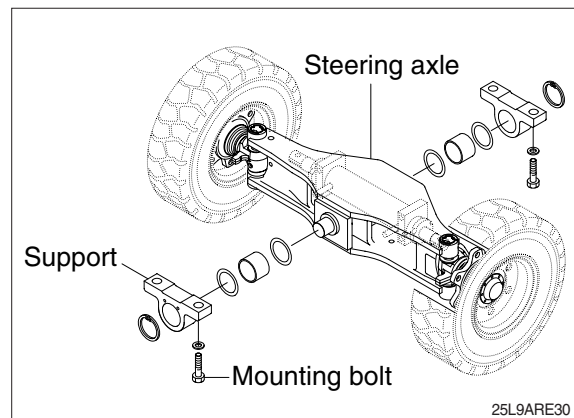
After draining out oil in the hoses, disconnect the hoses from the steering axle.



## (4) Mounting bolt

Put a block under the steering axle, support on a truck, and raise the frame with a crane. Remove the mounting bolts installing to the frame, and pull out to the rear.

There are shims between the support and steering axle to prevent play.



# SECTION 3 POWER TRAIN SYSTEM

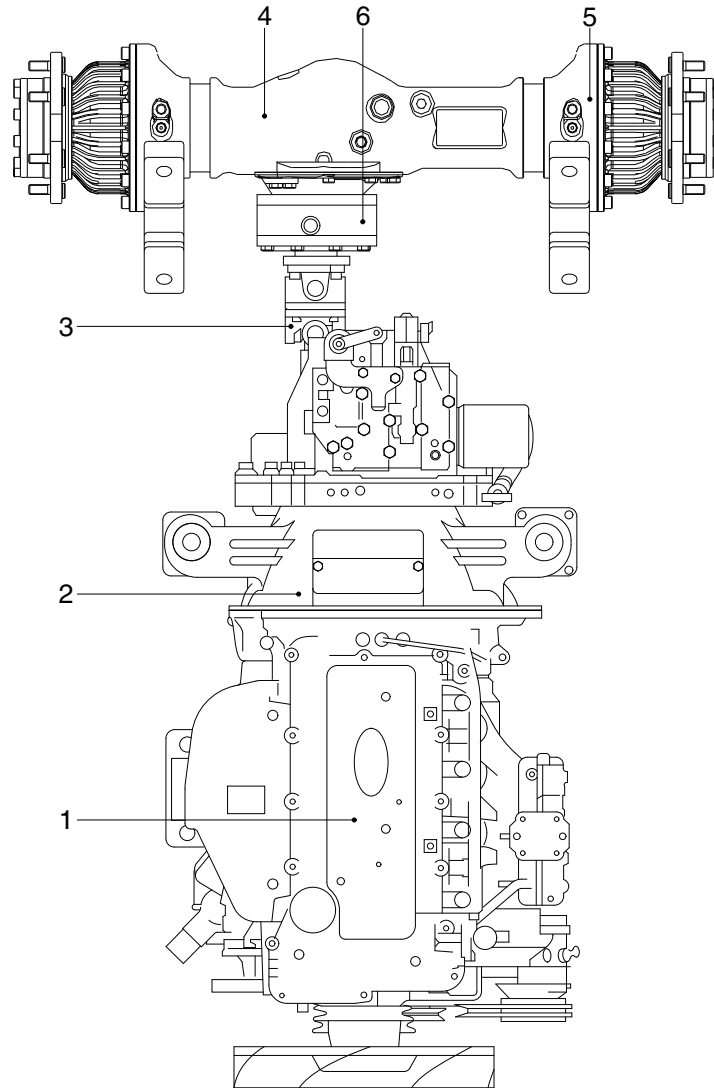
Group 1	Structure and operation .....	3-1
Group 2	Troubleshooting .....	3-20
Group 3	Disassembly and assembly .....	3-26

## SECTION 3 POWER TRAIN SYSTEM

### GROUP 1 STRUCTURE AND OPERATION

#### 1. POWER TRAIN DIAGRAM

##### 1) STRUCTURE



25L9APT26

1 Engine  
2 Transmission

3 Drive shaft  
4 Drive axle

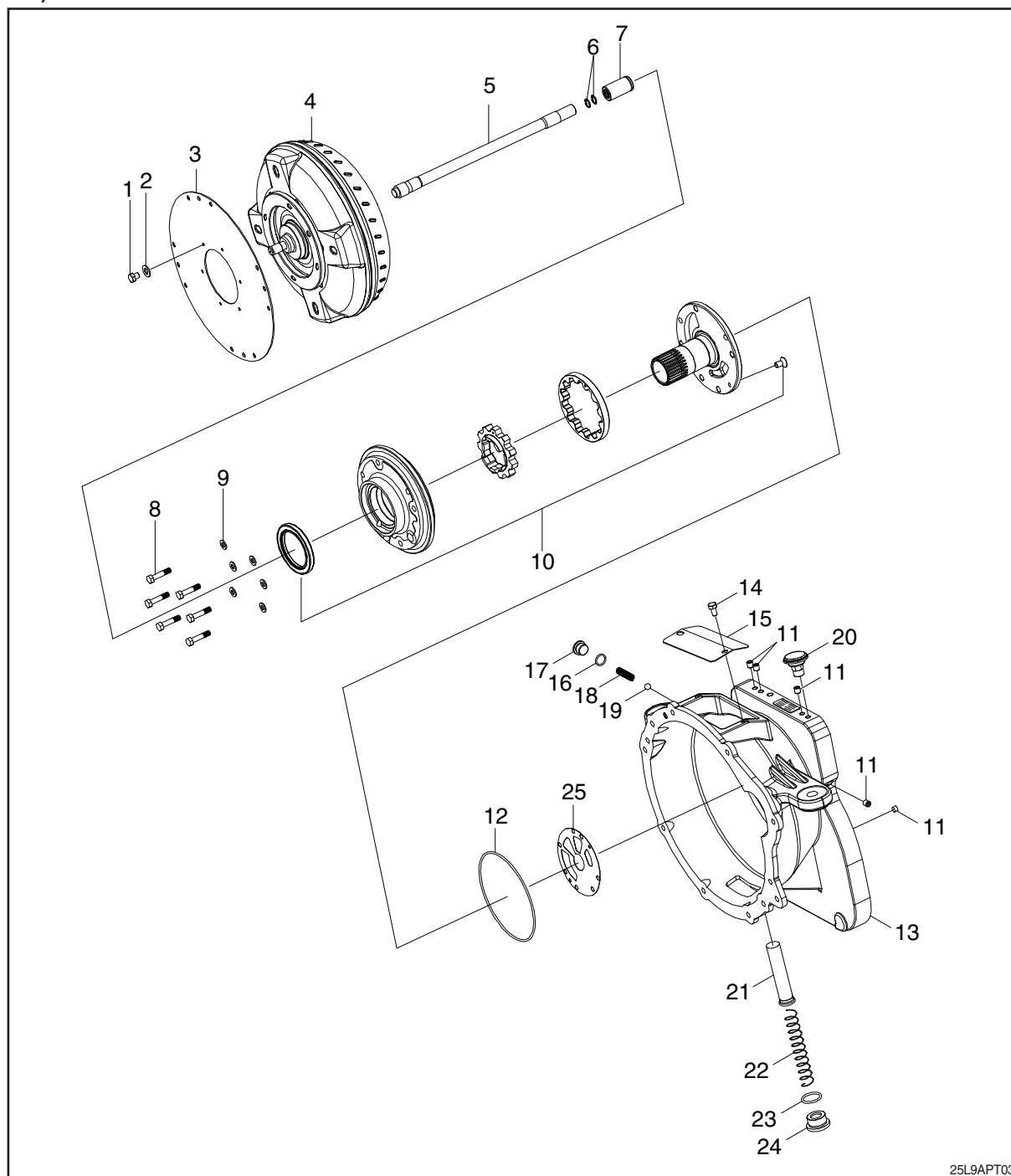
5 Service brake  
6 Parking brake

## 2) SPECIFICATION

Item		Specification
Torque converter	Model	KAPEC 280 DB
	Type	3 Element, 1 stage, 2 phase
	Stall ratio	2.9 : 1
Transmission	Type	Power shift
	Gear shift (FR/RR)	1/1
	Control	Electrical single lever type, kick-down system
	Overhaul ratio	FR 1.308 : 1
		RR 1.308 : 1
Axle	Type	Front-wheel drive type, fixed location
	Gear ratio	14.2 : 1
	Gear	Spiral bevel gear type
Wheels	Q'ty (FR/RR)	Single : 2/2, Double : 4/2
	Front (drive)	2.5 ton Single : 7.0-12-12 PR
		Double : 6.0-15-14 PR
		3.0-3.3 ton Single : 8.5-15-14 PR
		Double : 6.0-15-14 PR
	Rear (steer)	2.5-3.3 ton 6.5-10-12 PR
Brakes	Travel	Front wheel, wet disc brake
	Parking	Wet disc brake (negative)
Steering	Type	Full hydraulic, power steering
	Steering angle	79° to both right and left angle, respectively

## 2. TORQUE CONVERTER

### 1) STRUCTURE



25L9APT03

- |                             |                             |                        |
|-----------------------------|-----------------------------|------------------------|
| 1 Hexagon bolt              | 10 Charging pump assembly   | 19 Ball                |
| 2 Plain washer              | 11 Plug                     | 20 Air breather        |
| 3 Flexible plate            | 12 O-ring                   | 21 Inner oil strainer  |
| 4 Torque converter assembly | 13 Torque converter housing | 22 Oil strainer spring |
| 5 Shaft                     | 14 Hexagon bolt             | 23 O-ring              |
| 6 Snap ring                 | 15 Torque converter cover   | 24 Oil strainer plug   |
| 7 Socket gear               | 16 O-ring                   | 25 Gasket              |
| 8 Hexagon bolt              | 17 Plug                     |                        |
| 9 Copper washer             | 18 Spring                   |                        |

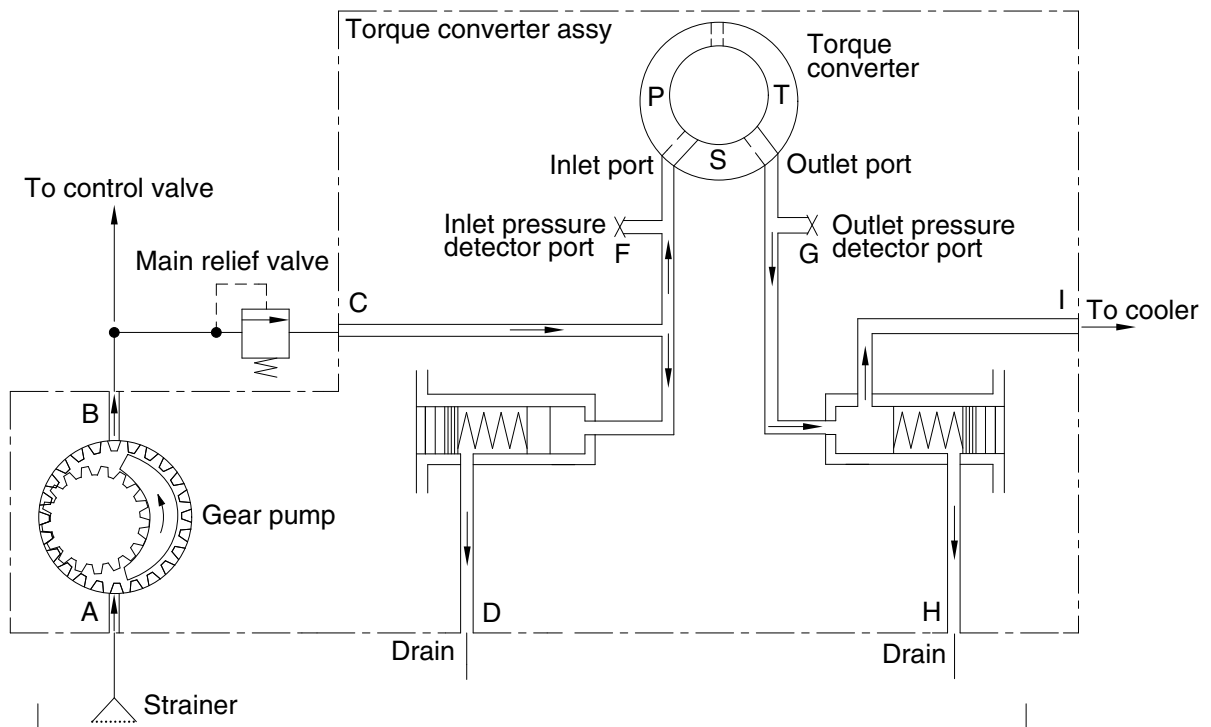
## 2) OPERATION

The torque converter is connected with a flywheel by a flexible plate, engine output is delivered from the flywheel to the flexible plate.

The exterior of the torque converter is protected by the torque converter housing.

The torque converter housing forms the oil path for the oil pump, it includes the oil strainer filtering sucked oil through this oil path and the oil level gauge measuring oil level of the transmission inside.

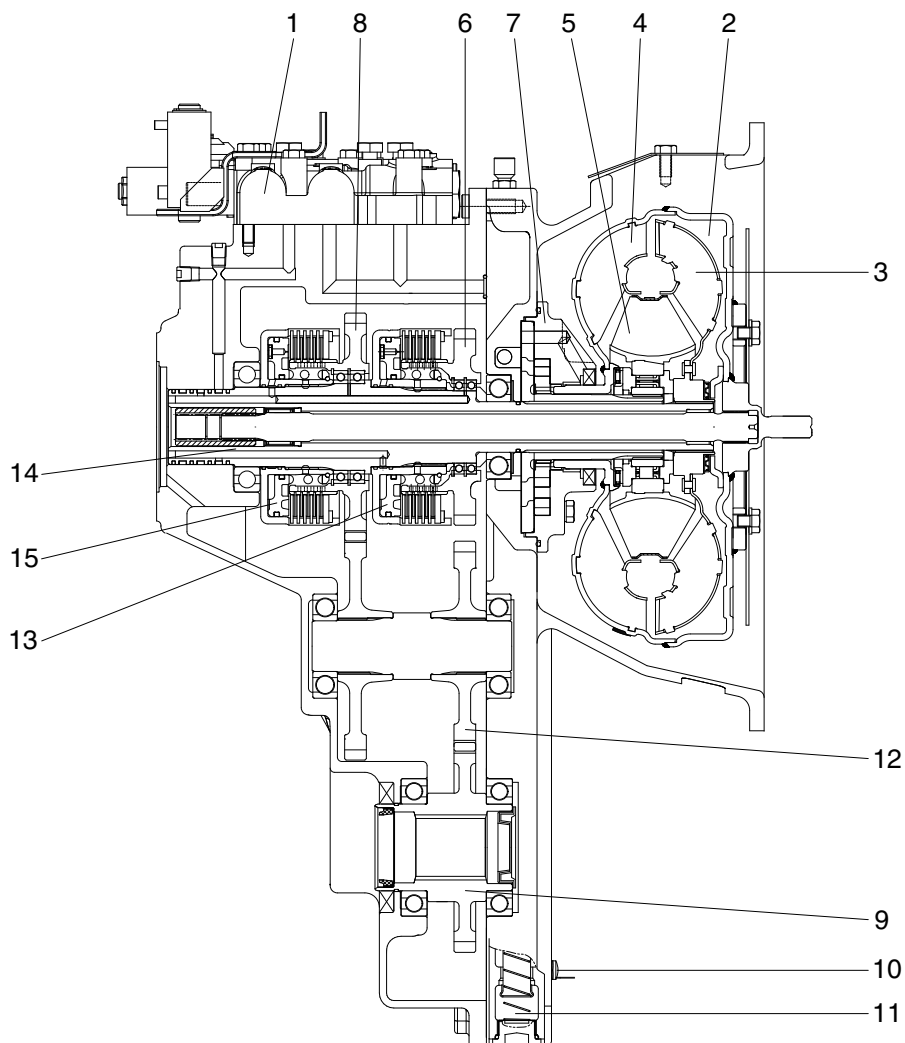
## 3) TORQUE CONVERTER HYDRAULIC CIRCUIT



20D7PT04

### 3. TRANSMISSION

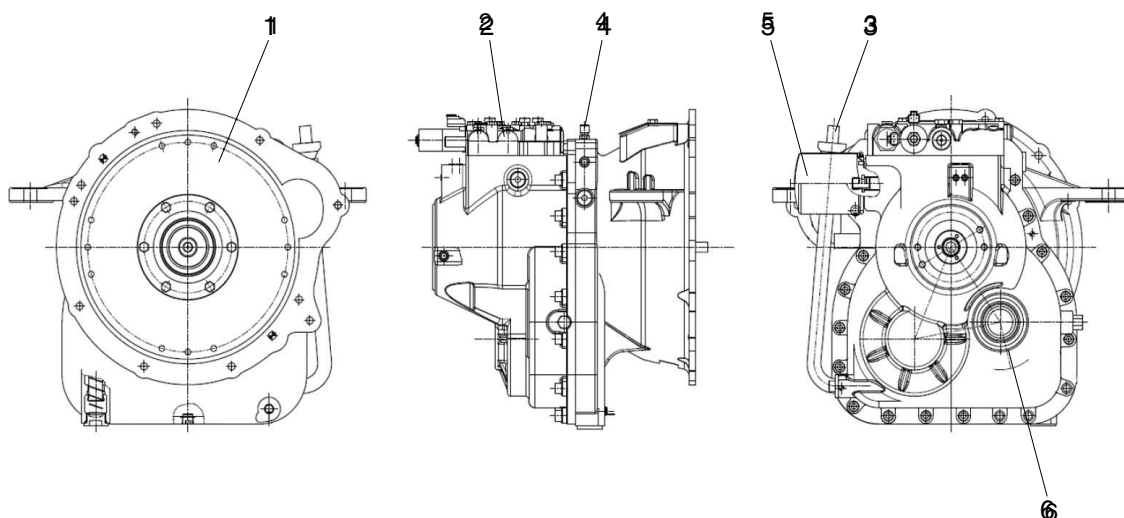
#### 1) STRUCTURE



15L7APT28

- |   |                     |    |                     |
|---|---------------------|----|---------------------|
| 1 | Control valve       | 9  | Output gear         |
| 2 | Torque converter    | 10 | Temperature sensor  |
| 3 | Turbine wheel       | 11 | Oil strainer        |
| 4 | Impeller wheel      | 12 | Idle gear           |
| 5 | Stator wheel        | 13 | Forward clutch pack |
| 6 | Forward clutch gear | 14 | Input shaft         |
| 7 | Oil pump            | 15 | Reverse clutch pack |
| 8 | Reverse clutch gear |    |                     |

## 2) INSTALLATION VIEW



22D9PT05

- |                               |   |
|-------------------------------|---|
| 1 Torque converter            | 5 Transmission oil filter                         |
| 2 Control valve               | 6 Transmission output (Universal joint link part) |
| 3 Oil level pipe and dipstick |   |
| 4 Air breather                |   |

## 3) OPERATION

The torque converter is an automatic fluid drive.

It transmits engine torque by means of hydraulic force.

The torque converter leads and the power which is delivered rotated the charging pump.

Oil is drawn from the transmission reservoir by the charging pump.

The pump delivers its entire output to a full-flow oil filter for cleaning.

From the oil filter, the oil supply is sent to the control valve.

The main pressure regulator valve provides pressure for clutch pack, directs oil to the solenoid valve.

Moving the solenoid valve allows oil to charge the selected (forward or reverse) clutch line and to engage that clutch.

The remaining oil appropriating clutch pressure flows into the torque converter.

A converter pressure regulator valve in the converter-in line limits the oil pressure there.

The oil pressure input to the torque converter is adjusted 4~7 kgf/cm<sup>2</sup> (57~100 psi).

The oil pressure output from the torque converter is adjusted below 2~4.5 kgf/cm<sup>2</sup> (28.4~64 psi).

The torque converter is continuously filled with oil during operation.

Rotation of the converter impeller imparts energy to the oil which, in turn, drives the turbines.

The oil then flows between the stator vanes which redirect it to the impeller.

At this time, torque is increased.

The oil from the torque converter enters the cooler.

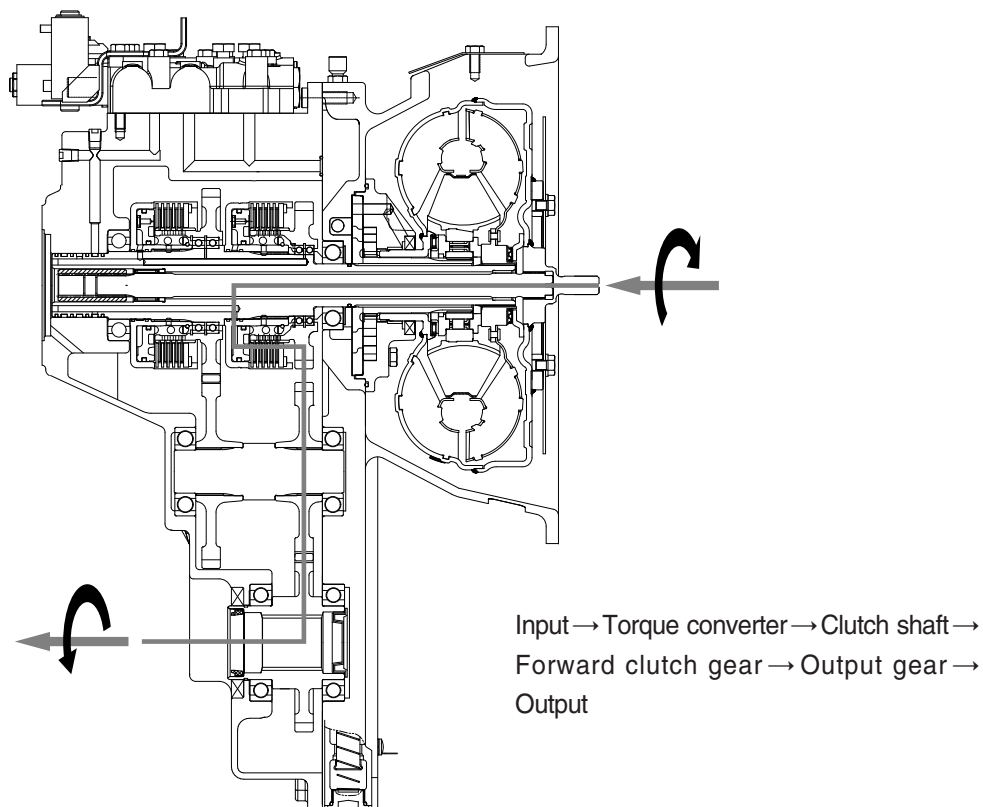
The cooler is a heat exchanger in which the oil flows through air cooled passages.

After refrigerated, it is in charge of clutch lubrication through the lubrication oil path of the clutch shaft. A lubrication valve between the cooler and lubrication system returns all excess oil to the transmission reservoir.



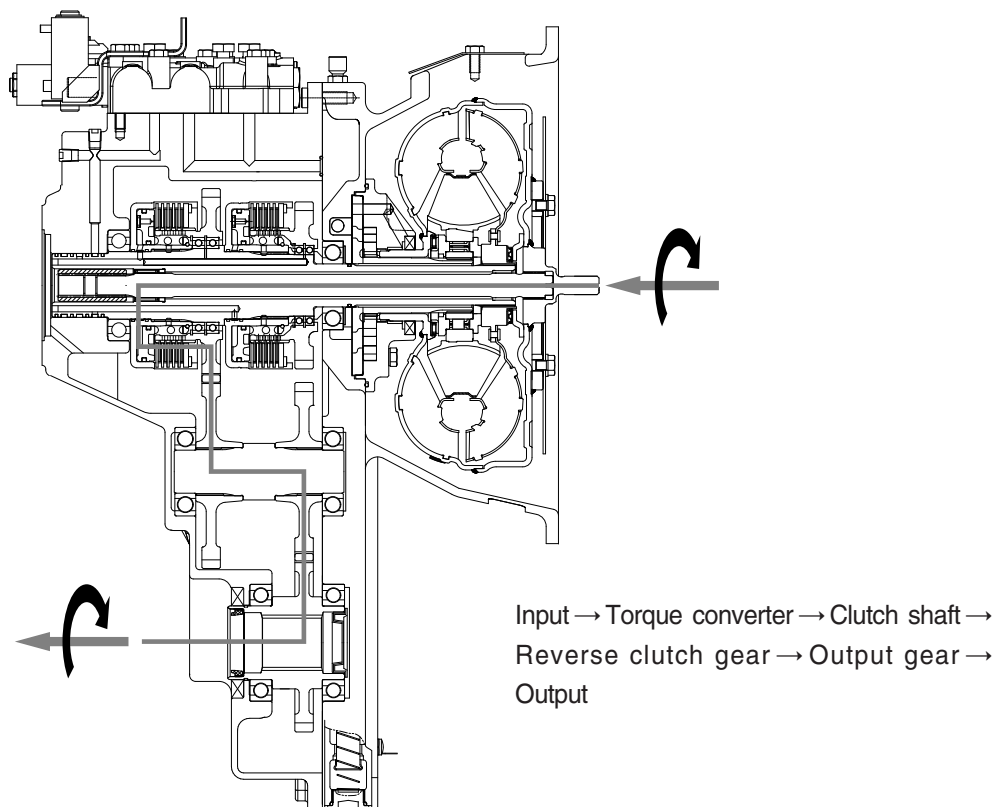
#### 4) OPERATING MODES

##### (1) Forward



15L7APT29

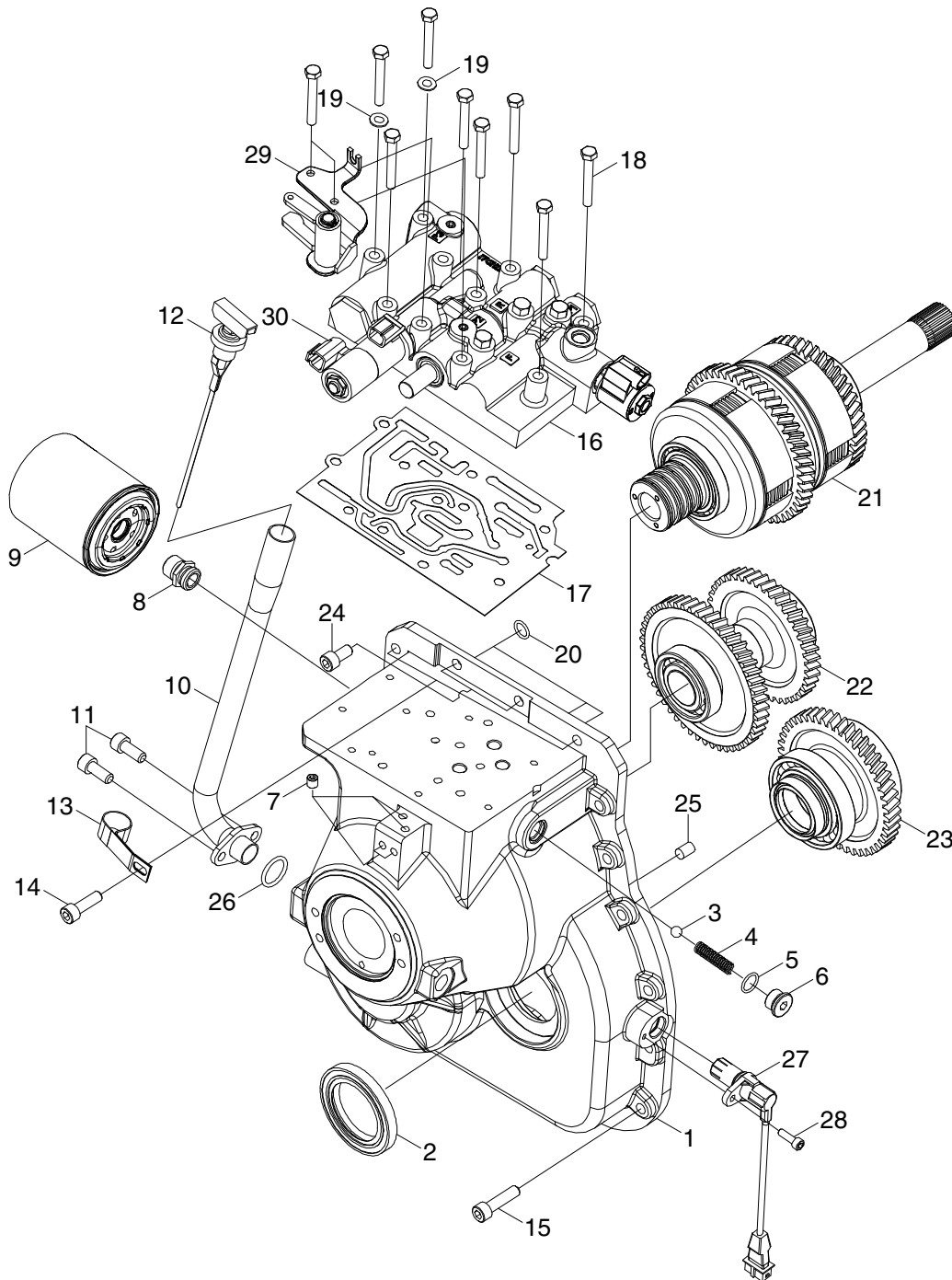
##### (2) Reverse



15L7APT30

## 5) TRANSMISSION CASE AND CONTROL VALVE

### (1) Structure



22D9PT07

- |    |                         |    |               |    |                   |
|----|-------------------------|----|---------------|----|-------------------|
| 1  | Transmission case       | 11 | Socket bolt   | 21 | Cylinder gear     |
| 2  | Oil seal                | 12 | Oil gauge     | 22 | Idle gear         |
| 3  | Ball                    | 13 | Clamp         | 23 | Output gear       |
| 4  | Spring                  | 14 | Socket bolt   | 24 | Socket bolt       |
| 5  | O-ring                  | 15 | Flange bolt   | 25 | Dowel pin         |
| 6  | Plug                    | 16 | Control valve | 26 | O-ring            |
| 7  | Plug                    | 17 | Gasket        | 27 | Speed sensor      |
| 8  | Bolt                    | 18 | Hexagon bolt  | 28 | Socket bolt       |
| 9  | Transmission oil filter | 19 | Plain washer  | 29 | Inching link assy |
| 10 | Dipstick pipe           | 20 | O-ring        | 30 | Solenoid valve    |

## **(2) Operation**

The transmission case includes the function of a control valve and an oil filter.

The oil filter is charge of filtering sucked oil by an oil pump before transmitting sucked oil to a control valve and a torque converter.

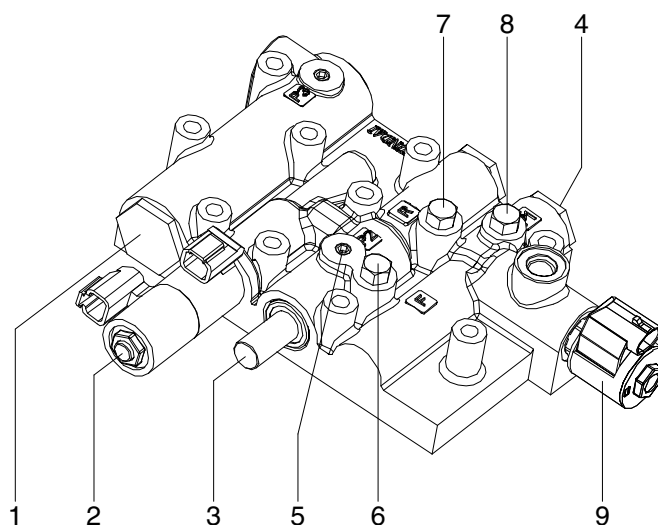
Oil transmitted through an oil filter delivers oil pressure to the piston of the forward and reverse clutch through the solenoid valve.

At this time, the solenoid valve is in charge of the important function of transmitting oil pressure for forward and reverse through an electric signal by the forward and reverse selection lever of the truck.

Oil pressure chosen for forward or reverse by the solenoid valve is transmitted to the forward clutch through the formed oil path between transmission case or the reverse clutch through the pipe of transmission outside.

## 6) CONTROL VALVE

### (1) Operation



22D9TPT08

- |                                     |                                      |
|-------------------------------------|--------------------------------------|
| 1 Modulation                        | 6 Forward clutch pressure check port |
| 2 Fwd/rev solenoid valve            | 7 Reverse clutch pressure check port |
| 3 Inching spool                     | 8 Main pressure check port           |
| 4 Main relief valve                 | 9 Parking solenoid valve             |
| 5 Inching valve pressure check port |                                      |

The control valve consists of the main relief valve, solenoid valve, modulation valve and inching valve.

The discharged oil from the gear pump enters main relief valve of the control valve and its pressure is adjusted 10.8~14.9 kgf/cm<sup>2</sup> (154~212 psi).

The oil adjusted pressure by the main relief valve is decided on the direction of forward or reverse by the solenoid valve.

The decided oil is delivered the power transferred from the torque converter to drive axle through the oil path between torque converter housing and transmission case.

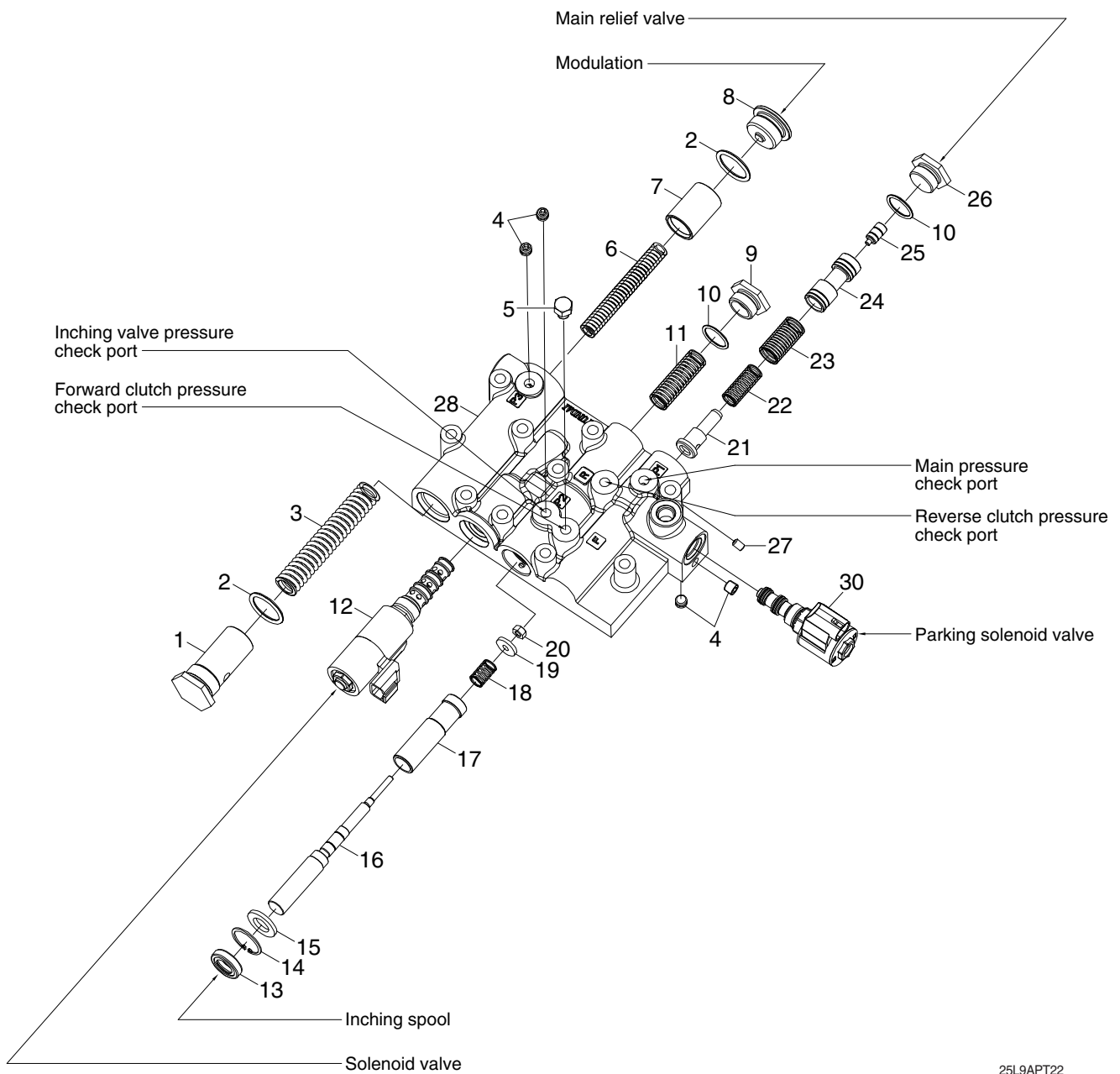
The modulation valve provide a soft plugging when changing gears.

The modulation valve to absorb the small shocks of rapid pressure build up and quick release during gear changes.

When full pressure builds up, the modulation valve shuts the modulation off and allows it to empty, so it is ready to function again during gear change.

The inching valve permits the clutch to partially disengage, so that engine rpm can be increased for lifting while travel speed remains low.

## (2) Structure

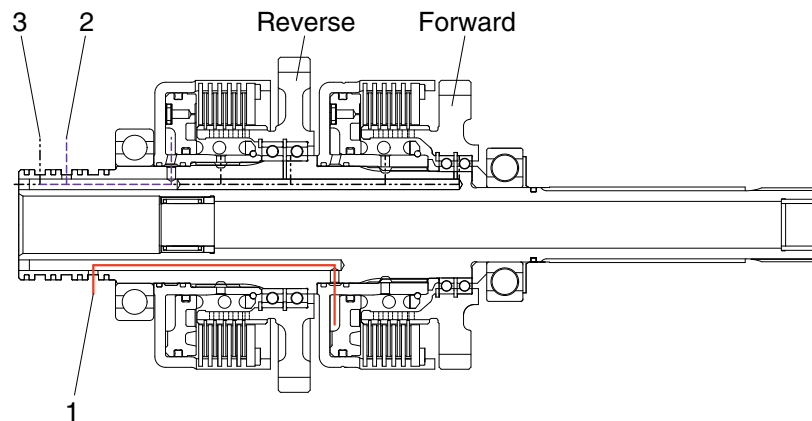


25L9APT22

- |               |                             |                             |
|---------------|-----------------------------|-----------------------------|
| 1 Guide plug  | 11 Spring                   | 21 Stopper                  |
| 2 O-ring      | 12 Solenoid valve (fwd/rev) | 22 Spring                   |
| 3 Spring      | 13 Oil seal                 | 23 Spring                   |
| 4 Socket plug | 14 Snap ring                | 24 Valve                    |
| 5 Plug        | 15 Plate                    | 25 Piston                   |
| 6 Spring      | 16 Spool                    | 26 Plug                     |
| 7 Piston      | 17 Valve                    | 27 Screw                    |
| 8 Socket plug | 18 Spring                   | 28 Body                     |
| 9 Plug        | 19 Stopper                  | 30 Solenoid valve (parking) |
| 10 O-ring     | 20 Nut                      |                             |

## 7) CLUTCH

### (1) Operation



15L7APT31

- 1 Forward clutch plugging pressure delivery line ( ——— )
- 2 Reverse clutch plugging pressure delivery line ( - - - - - )
- 3 Clutch pack lubrication line ( - · - · - · - )

When (forward/reverse) mode is selected through the solenoid valve of control valve, the flux flowed by the oil pump flows into forward (reverse) clutch pack in 10.5~14.9 kgf/cm<sup>2</sup> (149~212 psi) of pressure through the oil path of transmission inside.

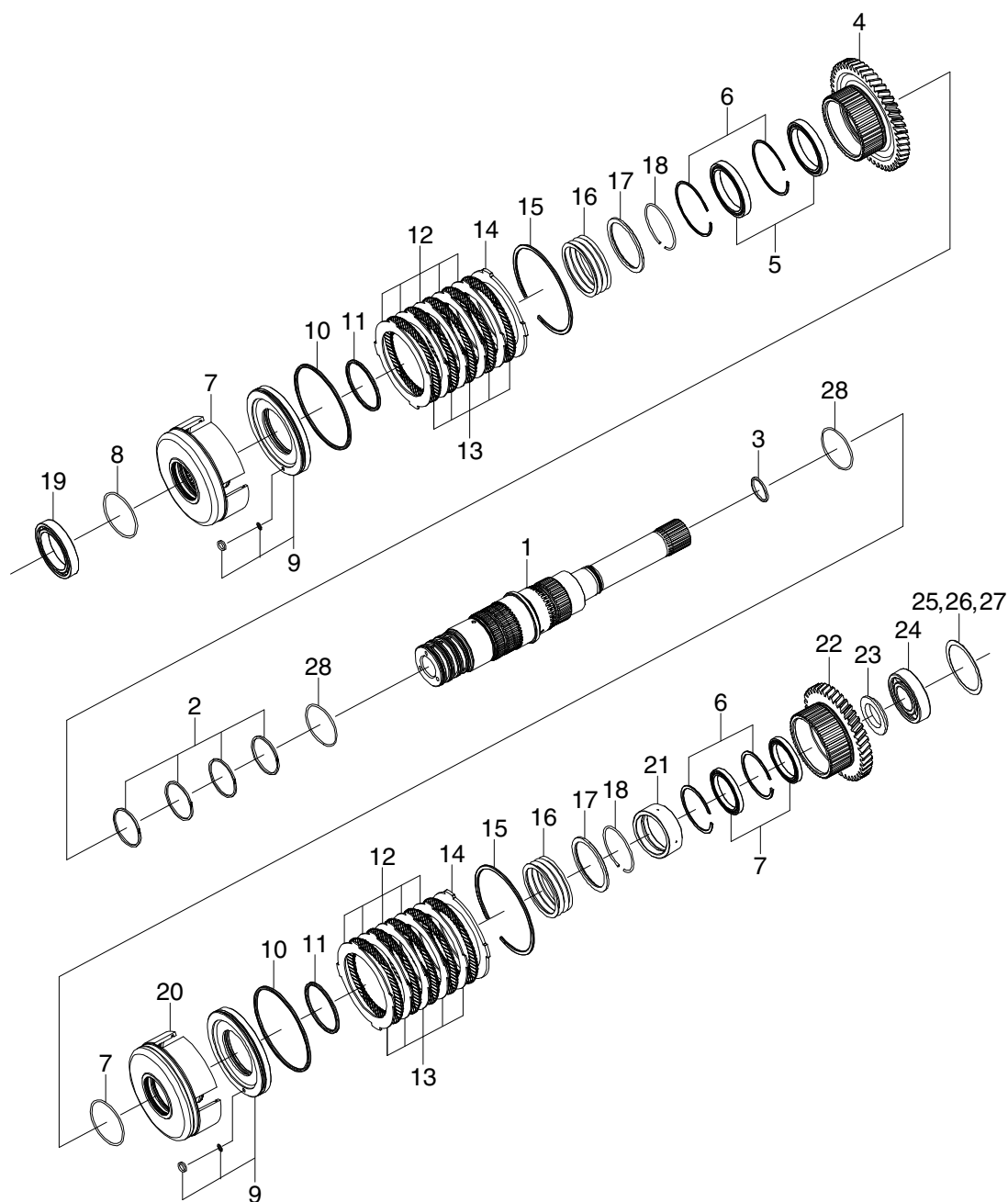
This oil make plugging of clutch pack by giving pressure at the piston of clutch pack.

At this time, the clutch shaft is always revolving while connected with the turbine of torque converter.

According to be plugging, the clutch gear is connected and revolved with drum.

This power is delivered with linking output gear in touch with clutch gear.

## (2) Structure



22D9TPT11

- |                       |                   |                         |
|-----------------------|-------------------|-------------------------|
| 1 Shaft               | 11 Quad ring      | 21 Spacer               |
| 2 Peek seal           | 12 Plate          | 22 Forward clutch gear  |
| 3 Small seal ring     | 13 Friction plate | 23 Spacer               |
| 4 Reverse clutch gear | 14 Plate          | 24 Ball bearing         |
| 5 Ball bearing        | 15 Snap ring      | 25 Clutch shim (0.1 t)  |
| 6 Snap ring           | 16 Spring         | 26 Clutch shim (0.15 t) |
| 7 Clutch drum         | 17 Back plate     | 27 Clutch shim (0.2 t)  |
| 8 O-ring              | 18 Wire ring      | 28 O-ring               |
| 9 Piston              | 19 Ball bearing   |                         |
| 10 Quad ring          | 20 Clutch drum    |                         |

## 8) OUTPUT GEAR

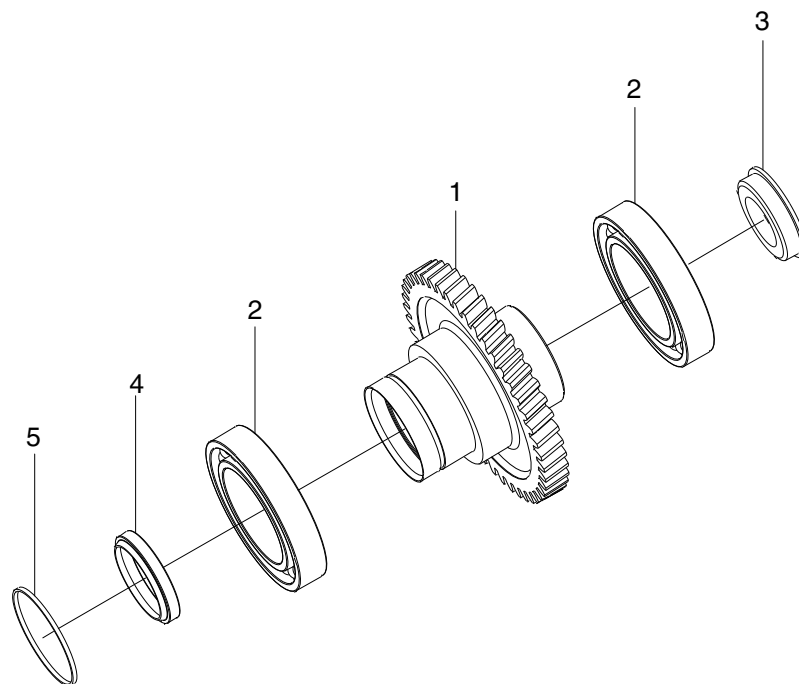
### (1) Operation

The output gear is engaging the forward clutch gear and reverse clutch gear together.

If a driver selects forward, the forward clutch gets plugging, the forward clutch gear revolves and the power of forward clutch gear is delivered to output gear.

If a driver selects reverse, the reverse clutch gets plugging, the reverse clutch gear revolves and the power of reverse clutch gear is delivered to output gear.

### (2) Structure



15L7APT14

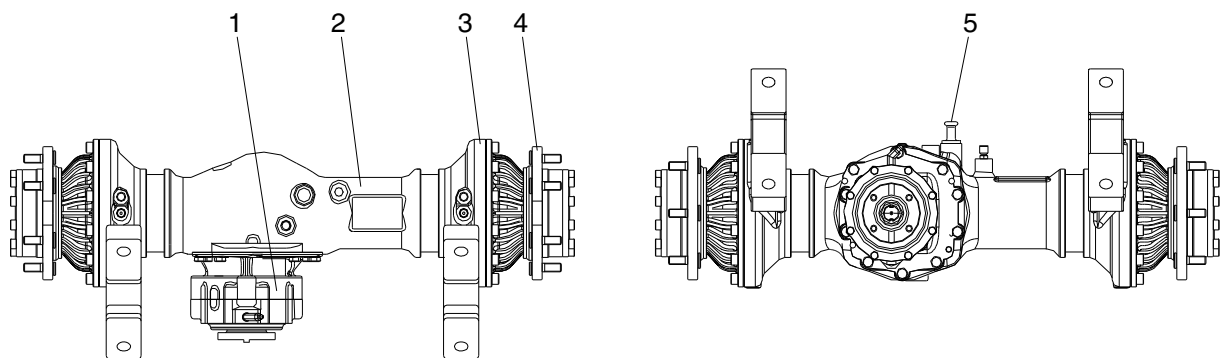
- 1 Output gear
- 2 Ball bearing
- 3 Cover

- 4 Oil seal
- 5 Seal ring



## 4. DRIVE AXLE

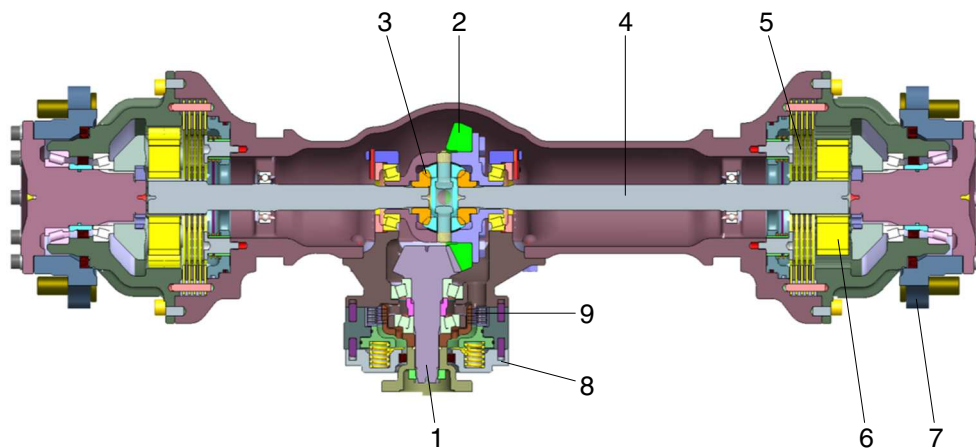
### 1) INSTALLATION VIEW



25L9APT15

- |   |                      |   |               |   |              |
|---|----------------------|---|---------------|---|--------------|
| 1 | Carrier sub assembly | 3 | Service brake | 5 | Oil dipstick |
| 2 | Drive axle housing   | 4 | Hub           |   |              |

### 2) STRUCTURE



22D9PT16

- |   |                     |   |               |   |                  |
|---|---------------------|---|---------------|---|------------------|
| 1 | Piston shaft        | 4 | Axle shaft    | 7 | Wheel hub        |
| 2 | Ring gear           | 5 | Service brake | 8 | Carrier sub assy |
| 3 | Differential device | 6 | Hub reduction | 9 | Parking brake    |

The drive axle is connected with the transmission output gear and universal joint.

The power transferred by the universal joint is connected to the pinion shaft of drive axle, the pinion shaft delivers the power to the differential device through the ring gear.

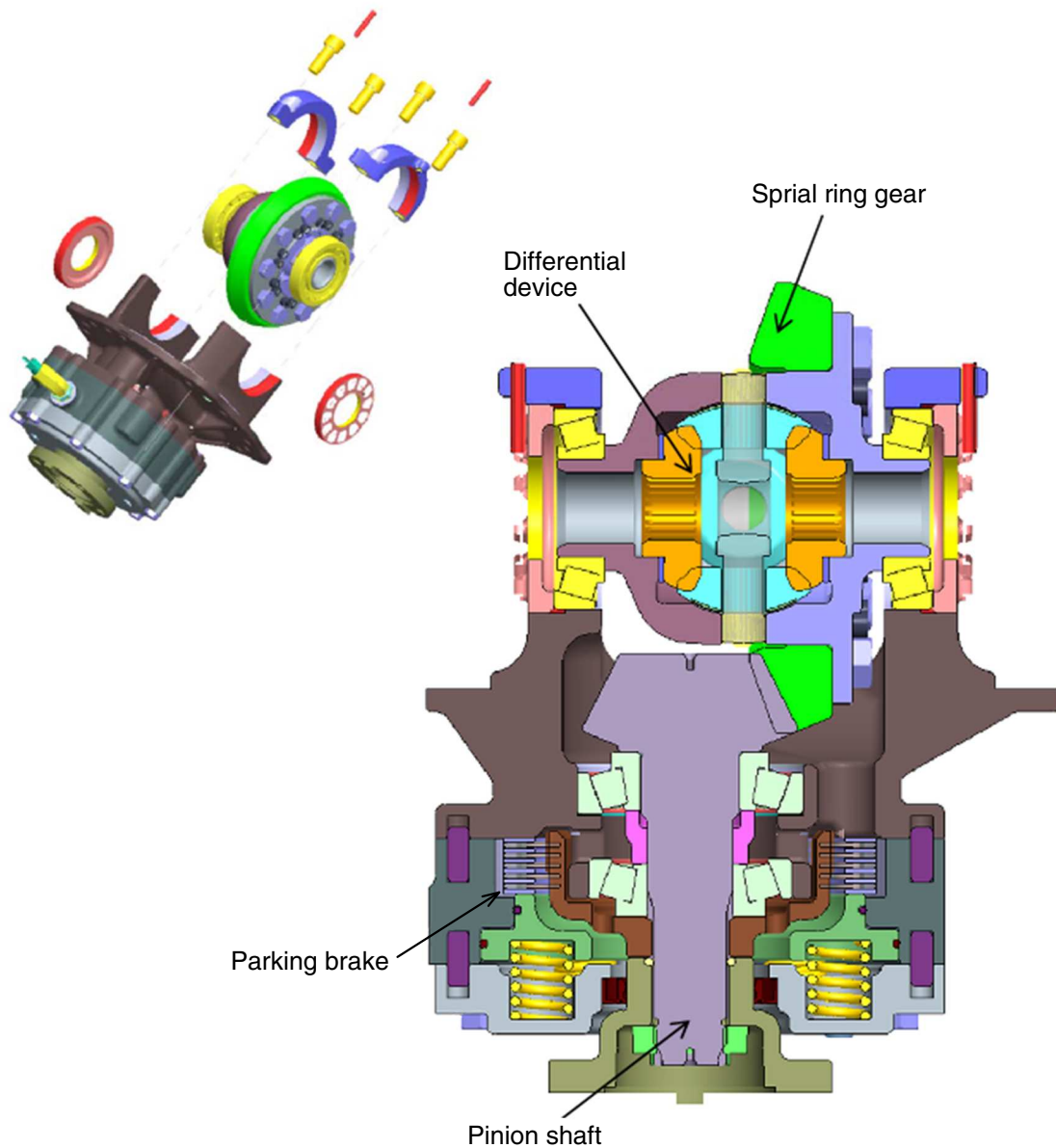
The power transferred to the differential gear is delivered to final drive through the axle shaft in reduced at the hub reduction.

### 3) CARRIER ASSEMBLY

#### (1) Operation

Carrier sub assembly include spiral bevel gear for transfer the power of transmission to axle.

Also, including differential device for separate power of transmission to left/right axle shaft and parking brake.



25L9APT21

#### 4) DIFFERENTIAL DEVICE

##### (1) Operation

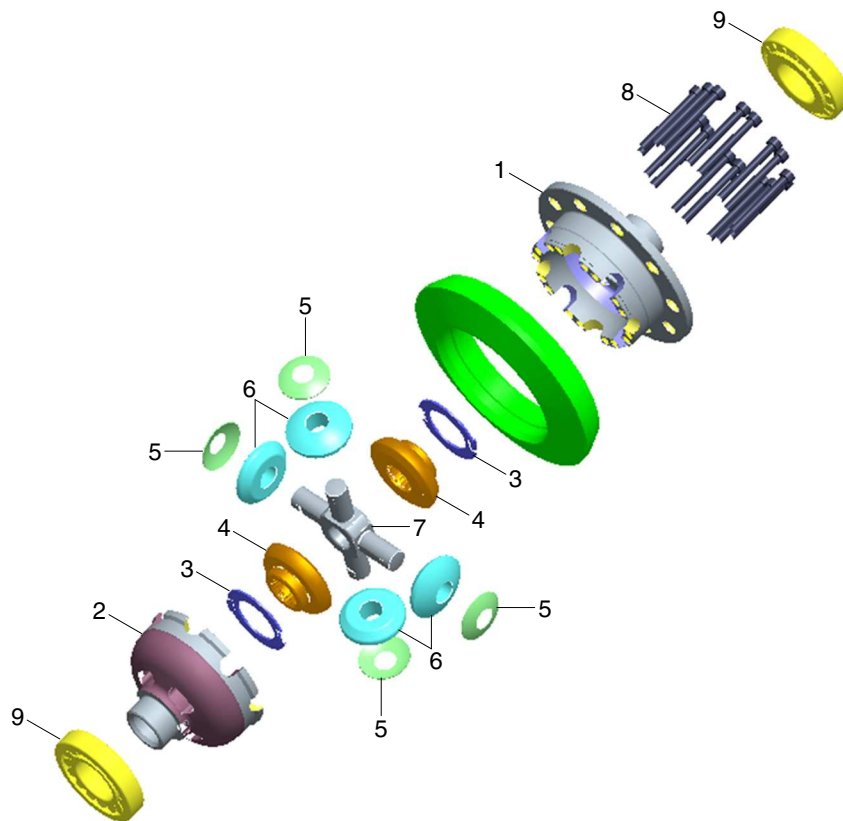
Since the ring gear is linked with the right of the differential case and the bolt, the power transferred to the ring gear makes the differential device revolve.

And also, the left and right of the differential case are connected with the left and right of the axle shaft and the spline respectively, it delivers the power to the final drive.

If the load concerning in the left and right of the final drive is different, the shock is transferred to the drive axle, the differential gear in the differential device runs, the power transferred to the differential device adjusts the delivering rate to the left and right axle shaft.

Consequently, it guarantees for safety of drivers.

##### (2) Structure



22D9TPT19

- |                          |                     |                        |
|--------------------------|---------------------|------------------------|
| 1 Differential case (RH) | 4 Differential gear | 7 Differential spider  |
| 2 Differential case (LH) | 5 Thrust washer     | 8 Socket bolt          |
| 3 Thrust washer          | 6 Differential gear | 9 Taper roller bearing |

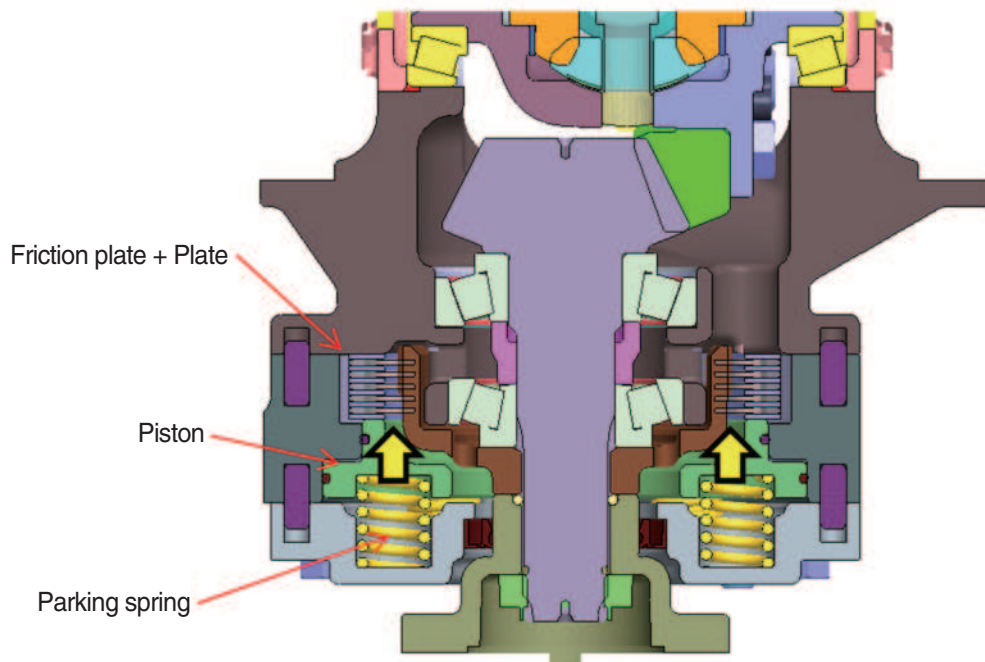
## 5) PARKING BRAKE (NEGATIVE BRAKE)

### (1) Operation

In case of start switch OFF at truck, active parking brake from parking spring push parking piston, and then piston pressured friction plate. It has force distribution.

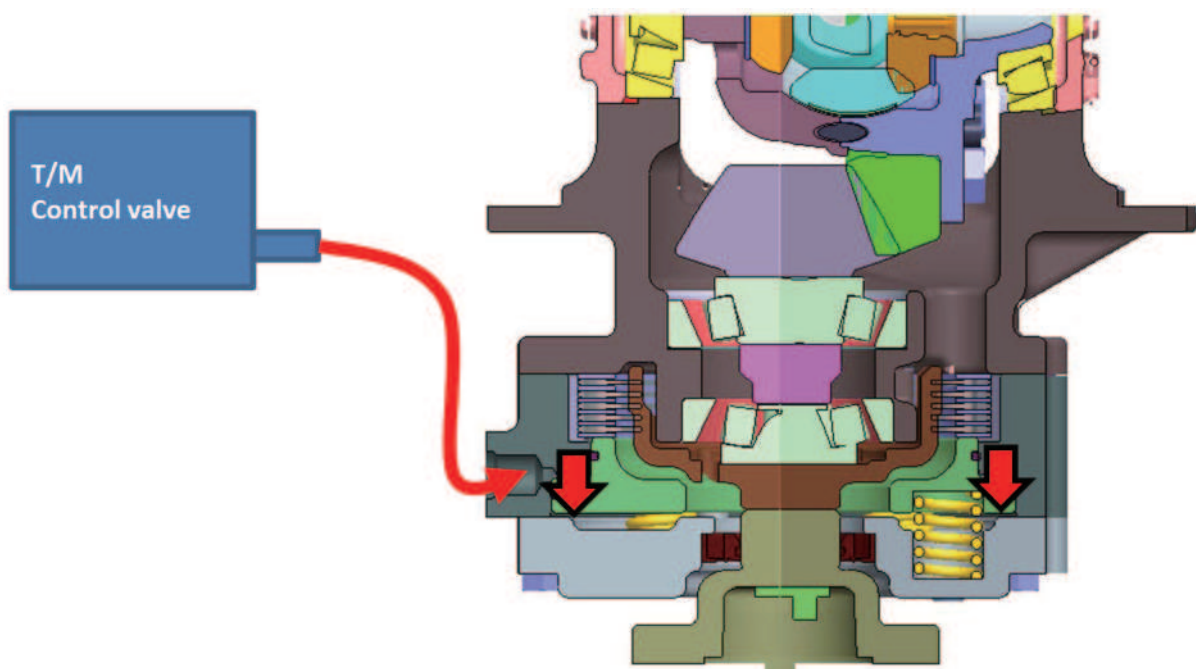
In case of start switch ON at truck, the main pressure at control valve on transmission main pressure supply to parking brake port, and then released pressure at piston and friction plate finally the parking brake is released.

### Status of start switch OFF (Active parking brake)



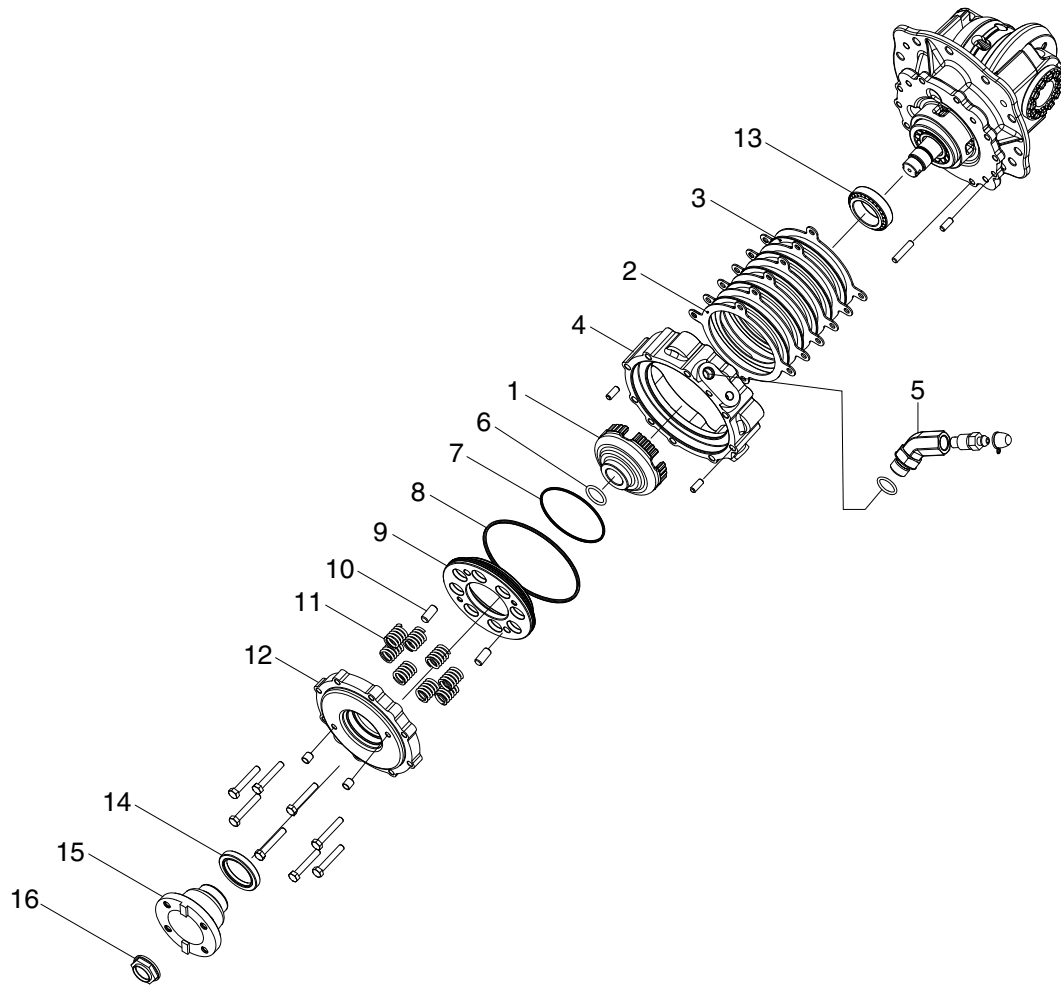
22D9TPB01

### Status of start switch ON (Release parking brake)



22D9TPB02

## (2) Structure



25L9APB03

- |   |                |    |                |    |                          |
|---|----------------|----|----------------|----|--------------------------|
| 1 | Parking spline | 7  | Quad ring - S  | 13 | Taper roller bearing     |
| 2 | Plate          | 8  | Quad ring - L  | 14 | Oil seal                 |
| 3 | Friction plate | 9  | Brake piston   | 15 | U-joint flange           |
| 4 | Piston housing | 10 | Parallel pin   | 16 | Taper roller bearing nut |
| 5 | Elbow 45       | 11 | Parking spring |    |                          |
| 6 | O-ring         | 12 | Parking cover  |    |                          |

## GROUP 2 TROUBLESHOOTING

### 1. TRANSMISSION

Trouble symptom	Probable cause	Remedy
<b>1. Output does not go up</b> 1) Torque converter - Torque converter oil  - Main body of torque converter	<ul style="list-style-type: none"> <li>• The oil is in short supply.</li> <li>• The oil that is not regulated is used.</li> <li>• The air has mixed into oil.</li> <li>• The oil filter is clogging.</li> <li>• The stator free wheel is broken.</li> <li>• The stator free wheel is sticking.</li> <li>• The wheel with blades is broken or it is touching other components.</li> </ul>	<ul style="list-style-type: none"> <li>• Replenish oil.</li> <li>• Change the oil to regular oil.</li> <li>• Tighten each joint coupling and the pipe further.</li> <li>• Wash the oil filter or change it.</li> <li>• Change the stall revolution then if the revolution is extremely low, change the free wheel inner race, free wheel cam and roller.</li> <li>• Check the rise of the temperature of oil at no load. Change the free wheel inner race, free wheel cam and roller when the temperature of oil rises abnormally.</li> <li>• Check whether the aluminum powder and the like has mixed into torque converter oil. Change the wheel with blades if the aluminum powder and the like has mixed in.</li> </ul>
2) Transmission - Charging pump  - Torque converter oil  - Valve assy  - Clutch	<ul style="list-style-type: none"> <li>• The pump does not operates normally.</li> <li>• The oil is in short supply.</li> <li>• The oil that is not regulated is used.</li> <li>• The air bubble occurs because the torque converter pressure decrease.</li> <li>• The water has mixed into oil.</li> <li>• The clutch oil pressure has de-creased, because the spring is setting or break.</li> <li>• The valve does not move with the valve opens.</li> <li>• The orifice is clogging.</li> <li>• The seal ring of the clutch piston are damaged.</li> <li>• The clutch plate slips because the clutch oil pressure decrease.</li> <li>• The clutch plate is worn out or damaged.</li> <li>• The clutch piston down not operate normally.</li> </ul>	<ul style="list-style-type: none"> <li>• Change the pump.</li> <li>• Replenish oil.</li> <li>• Change the oil to regular oil.</li> <li>• Check and adjust the torque converter pressure.</li> <li>• Check the cooler, and change all oil.</li> <li>• Change the spring.</li> <li>• Repair or change the valve.</li> <li>• Wash the orifice.</li> <li>• Change the seal ring.</li> <li>• Measure the clutch pressure.</li> <li>• Change the clutch plate.</li> <li>• Repair or change the clutch piston.</li> </ul>

Trouble symptom	Probable cause	Remedy
<b>2. Power is not transmitted</b>		
1) Torque converter	<ul style="list-style-type: none"> <li>• The flexible plate is broken.</li> <li>• The oil is in short supply.</li> <li>• The shaft and spline are worn.</li> <li>• The gear is broken.</li> <li>• The charging pump does not operate normally.</li> </ul>	<ul style="list-style-type: none"> <li>• Change the flexible plate.</li> <li>• Replenish oil.</li> <li>• Change the shaft and the spline.</li> <li>• Change the gear.</li> <li>• Change the charging pump.</li> </ul>
2) Transmission		
<ul style="list-style-type: none"> <li>- Hydraulic converter oil</li> <li>- Clutch part</li> </ul>	<ul style="list-style-type: none"> <li>• The oil is in short supply.</li> <li>• The clutch plate is worn and broken.</li> <li>• The clutch plate is sticking.</li> <li>• The clutch shaft spline is worn.</li> <li>• The clutch pressure has decreased because the seal of the clutch piston do not operate normally.</li> </ul>	<ul style="list-style-type: none"> <li>• Replenish oil.</li> <li>• Change the clutch plate.</li> <li>• Change the clutch plate.</li> <li>• Change clutch shaft.</li> <li>• Change the clutch.</li> </ul>
<ul style="list-style-type: none"> <li>- Output gear</li> <li>- Solenoid valve</li> </ul>	<ul style="list-style-type: none"> <li>• The gear is broken.</li> <li>• The solenoid lines are broken.</li> <li>• Spool does not operate normally.</li> </ul>	<ul style="list-style-type: none"> <li>• Change the gear.</li> <li>• Change the solenoid.</li> <li>• Repair or change the solenoid valve.</li> </ul>
<ul style="list-style-type: none"> <li>- Valve assy</li> </ul>	<ul style="list-style-type: none"> <li>• The clutch pressure has decreased because the spring is setting or brake.</li> <li>• The valve does not move with the valve opens.</li> </ul>	<ul style="list-style-type: none"> <li>• Change the spring.</li> <li>• Repair or change the valve.</li> </ul>
3) Electric circuit	<ul style="list-style-type: none"> <li>• The orifice is clogging.</li> <li>• The switches or the relays are broken.</li> <li>• Wiring has come off and they are broken.</li> </ul>	<ul style="list-style-type: none"> <li>• Wash the orifice.</li> <li>• Refer to the electric circuit figure and repair the broken points.</li> <li>• Refer to the electric circuit figure and repair the broken points.</li> </ul>
<b>3. Oil temperature rise abnormally</b>		
1) Torque converter		
<ul style="list-style-type: none"> <li>- Torque converter oil</li> </ul>	<ul style="list-style-type: none"> <li>• Amount of oil is not appropriate.</li> <li>• The oil that is not regulated is used.</li> <li>• The air has mixed into oil.</li> </ul>	<ul style="list-style-type: none"> <li>• Check the oil level.</li> <li>• Change the oil to regular oil.</li> <li>• Tighten each joint coupling and the pipe further.</li> </ul>
<ul style="list-style-type: none"> <li>- Flows resistance</li> </ul>	<ul style="list-style-type: none"> <li>• The water has mixed into oil.</li> <li>• The oil cooler is sticking.</li> </ul>	<ul style="list-style-type: none"> <li>• Check the cooler and change the all oil.</li> <li>• Wash the oil cooler or change them.</li> </ul>
2) Transmission		
<ul style="list-style-type: none"> <li>- The clutch is dragging.</li> </ul>	<ul style="list-style-type: none"> <li>• The clutch plate is sticking.</li> <li>• The clutch piston does not operate normally.</li> <li>• The pressure of clutch has decreased.</li> <li>• The bearing are worn or sticking.</li> </ul>	<ul style="list-style-type: none"> <li>• Change the clutch plate.</li> <li>• Repair the clutch piston or change them.</li> <li>• Check the clutch pressure.</li> <li>• Change the bearing.</li> </ul>

Trouble symptom	Probable cause	Remedy
<b>4. Clutch or converter oil pressure is too high</b> 1) Torque converter  2) Transmission - Valve assy	<ul style="list-style-type: none"> <li>• Viscosity of oil is too high (at cold time).</li> <li>• The oil that is not regulated is used.</li> <li>• The valve does not operate normally because the valve has damage and the valve catch rubbishy in valve.</li> </ul>	<ul style="list-style-type: none"> <li>• Warm up the torque converter if the temperature of torque converter oil is below outside air temperature.</li> <li>• Change the oil to regular oil.</li> <li>• Repair the valve assy and change them.</li> </ul>
<b>5. Clutch or converter oil pressure is too low</b> 1) Torque converter  2) Transmission - Valve assy  - Clutch	<ul style="list-style-type: none"> <li>• The oil is in short supply.</li> <li>• The oil that isn't regulated is used.</li> <li>• The charging pump is worn and broken.</li> <li>• The oil seal ring or O-ring is worn.</li> <li>• The spring is setting and broken.</li> <li>• The valve does not move with the valve opens.</li> <li>• The orifice is clogging.</li> <li>• The seal ring of the clutch piston are damaged.</li> </ul>	<ul style="list-style-type: none"> <li>• Replenish oil.</li> <li>• Change the oil to regular oil.</li> <li>• Change the charging pump.</li> <li>• Change the oil seal ring or the O-ring.</li> <li>• Change the spring.</li> <li>• Repair the valves or change it.</li> <li>• Wash the orifice.</li> <li>• Change the clutch piston.</li> </ul>
<b>6. Noises occurs</b> 1) Transmission	<ul style="list-style-type: none"> <li>• The clutch is sticking and dragging.</li> <li>• The bearings are sticking are worn.</li> <li>• The gear is broken.</li> <li>• The spline is worn.</li> <li>• The bolt is loosen or broken.</li> </ul>	<ul style="list-style-type: none"> <li>• Change the clutch.</li> <li>• Change the bearing.</li> <li>• Change the gear.</li> <li>• Change the spline.</li> <li>• Tighten the bolt or change it.</li> </ul>



## 2. DRIVE AXLE

Trouble symptom	Probable cause	Remedy
<b>1. Noise and vibration</b>		
1) Drive axle	<ul style="list-style-type: none"> <li>• Lubricating oil shortage.</li> <li>• Using different lubricating oil.</li> <li>• Maladjustment or defect of wheel bearing.</li> <li>• Incorrect contact between ring gear and pinion shaft.</li> <li>• Damage or wear of ring gear and pinion shaft.</li> <li>• Loosened or worn bearing of pinion shaft.</li> </ul>	<ul style="list-style-type: none"> <li>• Check oil level and refill lubricating oil.</li> <li>• Change lubricating oil.</li> <li>• Change wheel bearing.</li> <li>• Disassemble, check or readjusting.</li> <li>• Change the damaged gear.</li> <li>• Disassemble, check or change bearing.</li> </ul>
2) Differential		
- In operation a differential	<ul style="list-style-type: none"> <li>• Loosened bolt of ring gear.</li> <li>• Burned ring gear.</li> <li>• Loosened or worn differential bearing.</li> </ul>	<ul style="list-style-type: none"> <li>• Disassemble, check or reassemble.</li> <li>• Disassemble, check or change.</li> </ul>
- Occurrence for only revolution	<ul style="list-style-type: none"> <li>• Damaged bevel gear bearing.</li> <li>• Tightened excessively differential pinion gear on diff spider.</li> <li>• Tightened excessively side gear in differential case</li> <li>• Damaged diff pinion or side gear.</li> <li>• Worn or damaged thrust washer.</li> <li>• Excessive backlash between diff pinion and side gear.</li> </ul>	<ul style="list-style-type: none"> <li>• Disassemble, check, repair or change.</li> <li>• Disassemble, check or change.</li> <li>• Change pinion gear or spider.</li> <li>• Change the side gear.</li> <li>• Change diff pinion or side gear.</li> <li>• Change thrust washer.</li> <li>• Change diff pinion or side gear.</li> </ul>
3) Brake		
- Brakes produce noise, chatter, vibration	<ul style="list-style-type: none"> <li>• Incorrect axle fluid and/or friction material used.</li> </ul>	<ul style="list-style-type: none"> <li>• Use only MS precision specified or approved materials.</li> <li>• Drain and flush fluid from axle. Replace with approved fluid.</li> <li>• Replace all friction discs. Thoroughly clean or replace stationary discs.</li> </ul>

Trouble symptom	Probable cause	Remedy
<b>2. Oil leakage</b> 1) External leakage	<ul style="list-style-type: none"> <li>Excess of oil.</li> <li>Using different oil.</li> <li>Blocking air breather.</li> <li>Damaged of hub oil seal.</li> <li>Leakage at pinion shaft.               <ul style="list-style-type: none"> <li>Excess of oil.</li> <li>Using different oil.</li> <li>Blocking air breather.</li> <li>Worn or maladjustment pinion shaft oil seal.</li> </ul> </li> <li>Loosened bleeder screw.</li> <li>Loosened inlet fitting or plugs.</li> <li>Damaged inlet fitting or plugs or damaged seats.</li> </ul>	<ul style="list-style-type: none"> <li>Check oil level. Set of oil amount.</li> <li>Change oil.</li> <li>Washing or change air breather.</li> <li>Disassemble, check and change.</li> <li>Check oil level. Set of oil amount.</li> <li>Change oil.</li> <li>Washing or change air breather.</li> <li>Change oil seal.</li> <li>Tighten bleeder screw to 150~200 kgf · cm</li> <li>Tighten inlet fitting to 380~420 kgf · cm</li> <li>Replace inlet fitting or plug and O-ring if used.</li> <li>Repair or resurface area; or replace as necessary.</li> </ul>
2) Internal brake - Fluid bypasses seals into and fills axle with fluid and blows out breather or emptied brake fluid reservoir.	<ul style="list-style-type: none"> <li>Worn or damaged piston seal.</li> <li>Melted or extruded piston seals.</li> <li>Corrosion, pitting wear or other damage, marks, scratches to piston and/or brake housing bore in area seal/sealing lips.</li> </ul>	<ul style="list-style-type: none"> <li>Replace piston seals.</li> <li>Correct cause of overheating and replace seals.</li> <li>Clean, smooth, rework or replace affected parts.</li> </ul>
<b>3. Axle does not revolution</b> 1) Axle shaft	<ul style="list-style-type: none"> <li>Injured axle shaft.</li> <li>Loosened and injured wheel bearing.</li> <li>A short shaft.</li> <li>Injured disc spline.</li> </ul>	<ul style="list-style-type: none"> <li>Disassemble and change wheel bearing.</li> <li>Change axle shaft</li> <li>Change axle shaft</li> </ul>
2) Hub	<ul style="list-style-type: none"> <li>Injured axle shaft.</li> <li>Injured lock nut.</li> <li>Loosened and injured wheel bearing.</li> <li>Loosened and damaged bolt between wheel shaft and hub flange.</li> <li>Loosened or injured hub bolt and hub nut.</li> </ul>	<ul style="list-style-type: none"> <li>Change lock nut.</li> <li>Reassemble or change wheel bearing.</li> <li>Reassemble or change bolt.</li> <li>Reassemble or change hub bolt.</li> </ul>
3) Differential	<ul style="list-style-type: none"> <li>Damaged diff pinion and side gear.</li> <li>Damaged diff spider.</li> <li>Damaged differential case.</li> <li>Damaged ring gear and pinion gear.</li> </ul>	<ul style="list-style-type: none"> <li>Change the damaged part.</li> <li>Change the damaged part.</li> <li>Change the damaged part.</li> <li>Change the damaged part.</li> </ul>



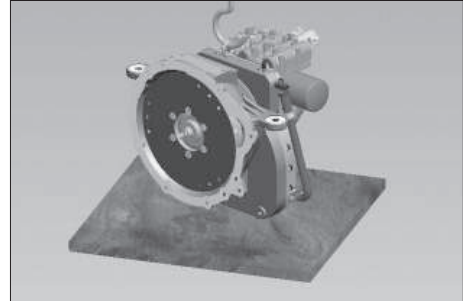
## GROUP 3 DISASSEMBLY AND ASSEMBLY

### 1. DISASSEMBLY OF TRANSMISSION

#### 1) DISASSEMBLING OF TRANSMISSION ASSY

- (1) Drain the transmission oil.  
Remove the drain plug at T/C housing.
- (2) Lay the wood plate (or plastic plate) on the workshop's table (bottom).  
And put the T/M assy on the wood plate (or plastic plate) : For an (dis) assembly at the time of damage prevent.

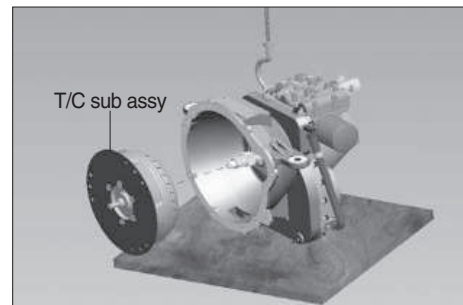
**▲ To avoid serious personal injury and possible damage to components, be very careful when using lifting devices during removal and disassembly procedures.**



15L7ATM001

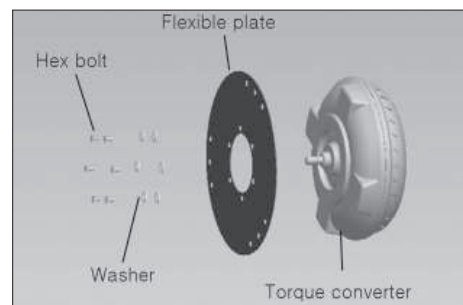
- (3) Removal torque converter part.

- ① Remove the torque converter sub assy.



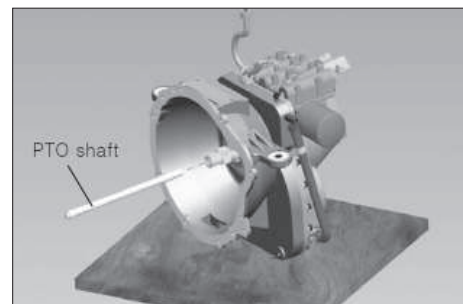
15L7ATM002

- ② Remove the hexagon bolt , washer, flexible plate.



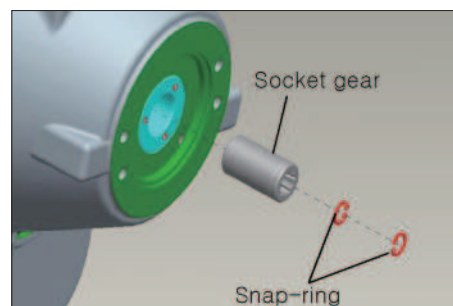
15L7ATM003

- (4) Remove the PTO shaft.



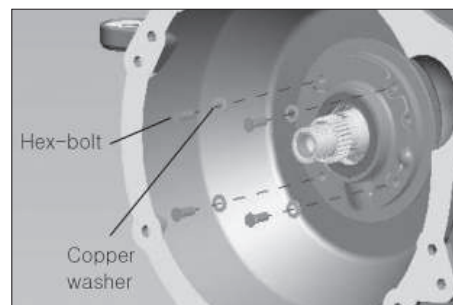
15L7ATM004

- (5) Remove the socket gear.  
Next remove the snap-ring at socket gear.



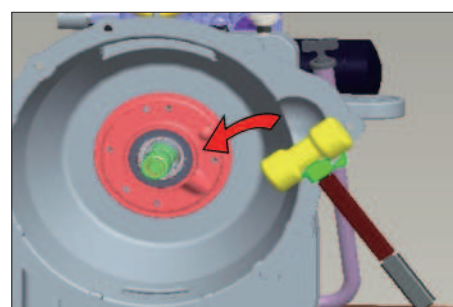
22D9TTM005

- (6) Removal the oil pump sub assy.
- ① Remove the hexagon bolt (M8 × 1.25P × 38L), and then remove the copper washer.



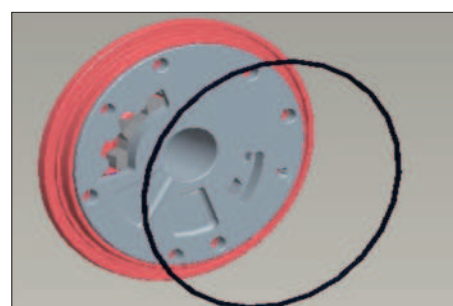
15L7ATM006

※ Use a plastic mallet to decomposition.



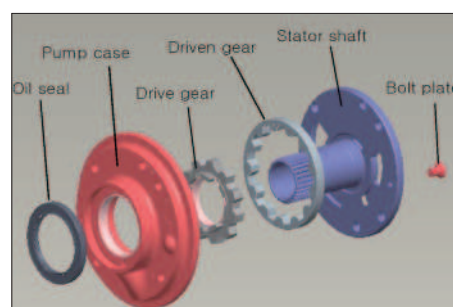
22D9TTM007

- ② Remove the O-ring at pump sub assy.



22D9TTM008

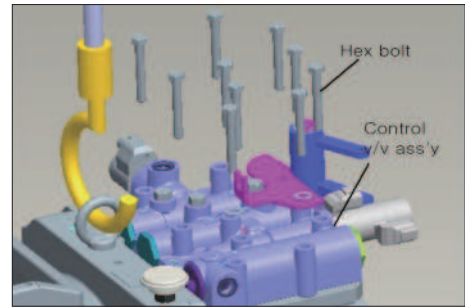
- ③ Remove the oil seal, pump case, drive gear, driven gear, stator shaft and bolt plate.



22D9TTM009

(7) Removal the control valve sub assy.

- ① Remove the hexagon bolt (M8 × 1.25P × 60L).



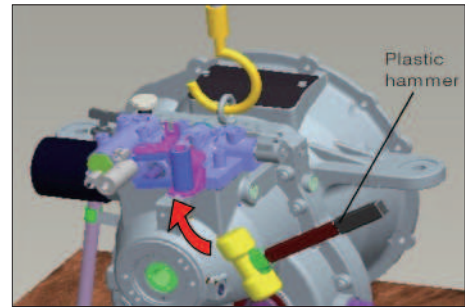
22D9TTM010

- ② Remove the part slowly with hit the end side softly.

※ Using a plastic hammer .

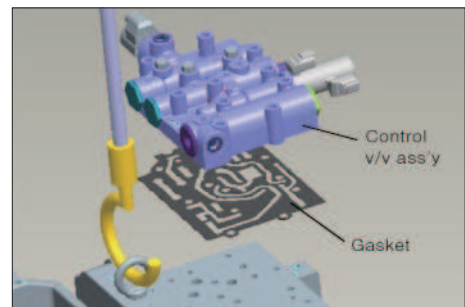
Do not hit steel parts with a steel hammer.

Pieces of a part can break off and cause serious personal injury.



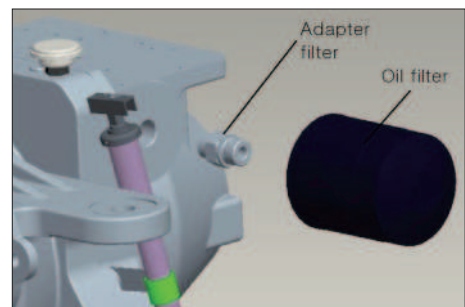
22D9TTM011

- ③ Remove the control valve assy, and then remove the gasket.



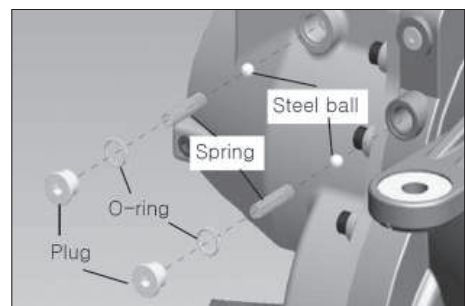
22D9TTM012

- (8) Remove the oil filter, and then remove the filter adapter.



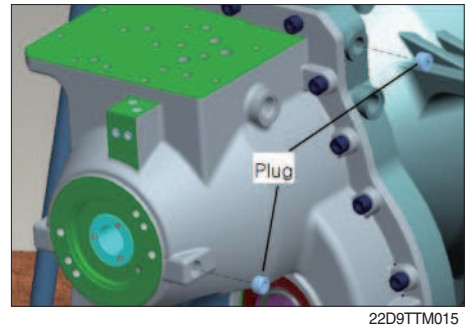
22D9TTM013

- (9) Remove the (T/C in relief, cooler relief) plug, and then remove the spring, steel ball.  
Next remove the O-ring at relief plug.

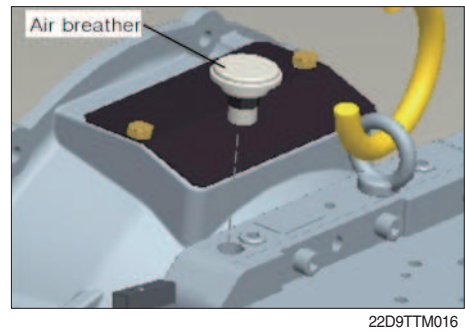


15L7ATM014

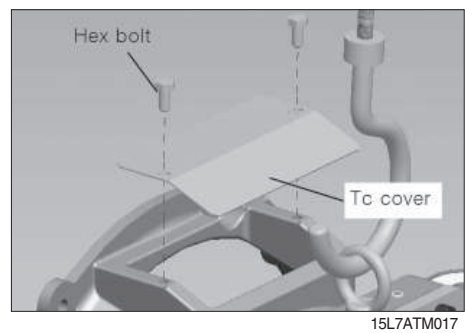
(10) Remove the cooler (in/out) plug.(M16)



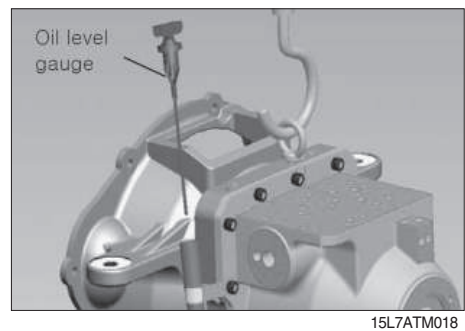
(11) Remove the air breather.



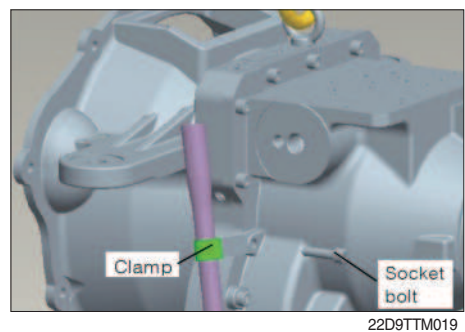
(12) Remove the hexagon bolt, and then remove the T/ C cover.



(13) Remove the oil level gauge.

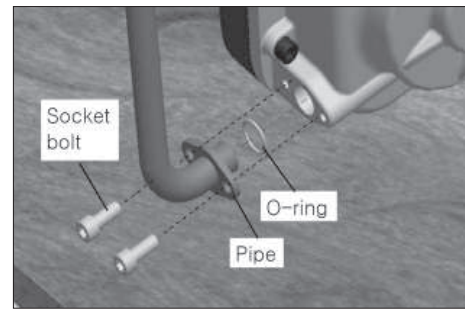


(14) Remove the socket bolt, and then remove the clamp.



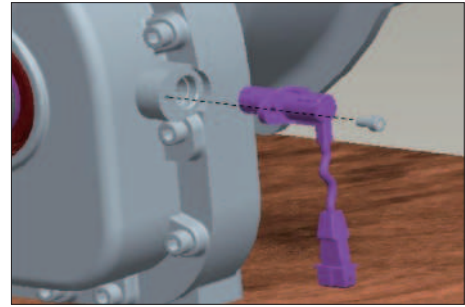


- (15) Remove the socket bolt, and then remove the pipe.  
Next remove the O-ring at the pipe.



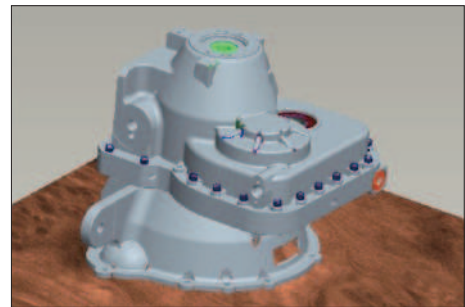
15L7ATM020

- (16) Remove the socket bolt, and then remove the speed sensor.



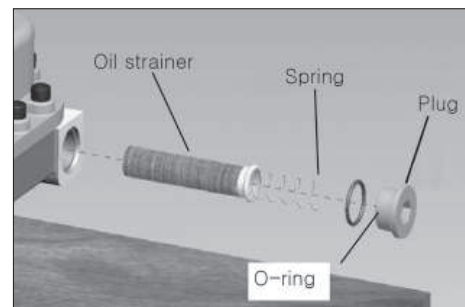
22D9TTM021

- (17) Lay the T/M assy without damage to the T/C housing.(engine mounting surface)



22D9TTM022

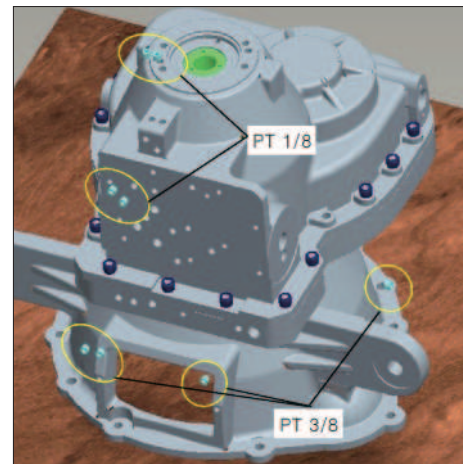
- (18) Remove the plug, and then remove the spring, oil strainer.  
Next remove the O-ring at the plug.



15L7ATM023

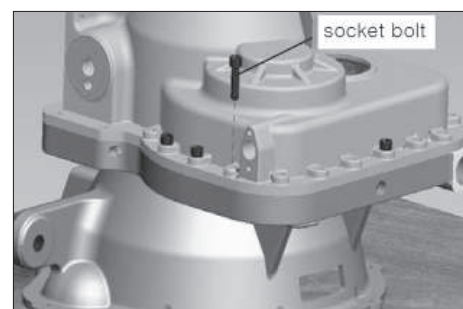


(19) Remove the plug.(PT 1/8 × 4EA, PT3/8 × 4EA)

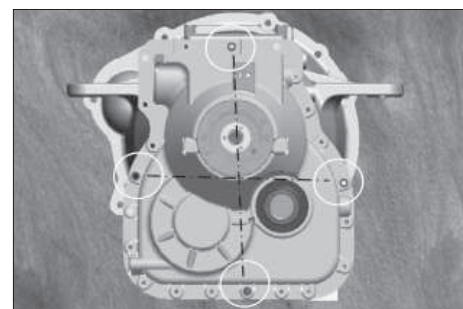


22D9TTM024

(20) Remove the socket bolt (T/M case + T/C housing fastening bolt) 4 socket bolt exclusions.

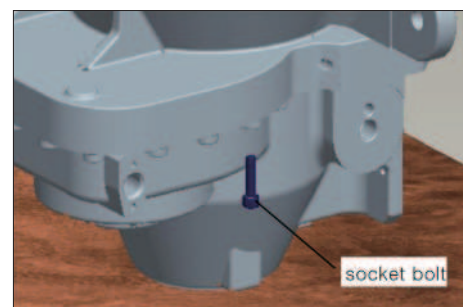


15L7ATM025



15L7ATM026

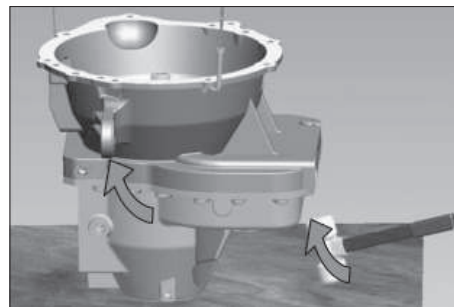
(21) To turn over T/M assy without damage to the T/M case. (main pump mounting surface)  
Next remove the 4 socket bolt.



22D9TTM027

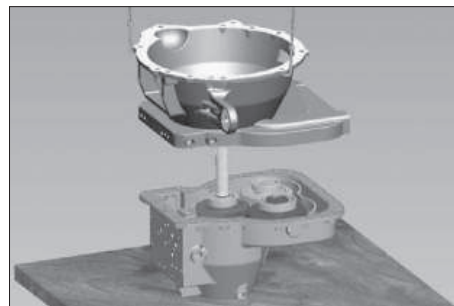
(22) Remove the part slowly with hit the end side softly.

※ Using a plastic hammer.



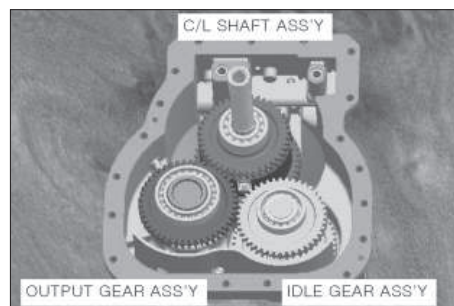
15L7ATM028

(23) Remove the T/C housing.



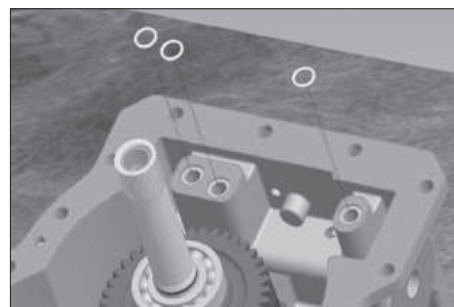
15L7ATM029

(24) Gear assemblies arrangements.



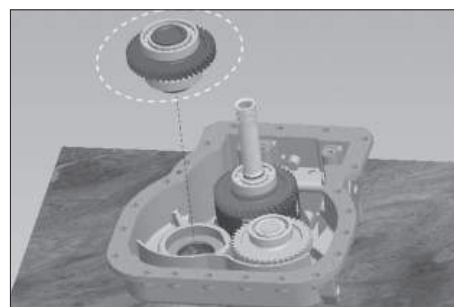
15L7ATM030

(25) Remove the O-ring.



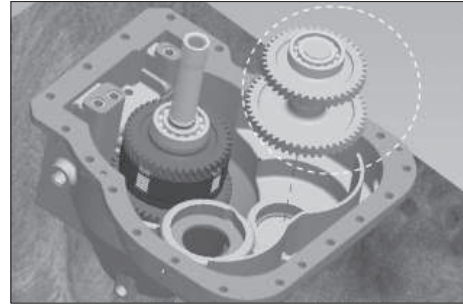
15L7ATM031

(26) Remove the output gear assy.



15L7ATM032

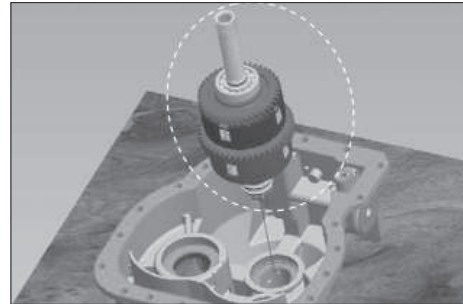
(27) Remove the idle gear assy.



15L7ATM033

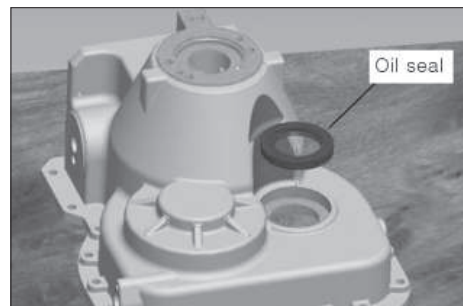
(28) Remove the clutch gear assy.

※ Store each gear assembly in separate box.



15L7ATM034

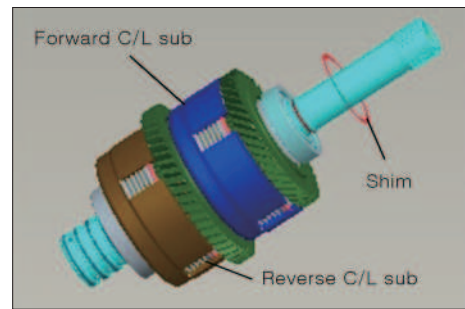
(29) Remove the oil seal.



15L7ATM035

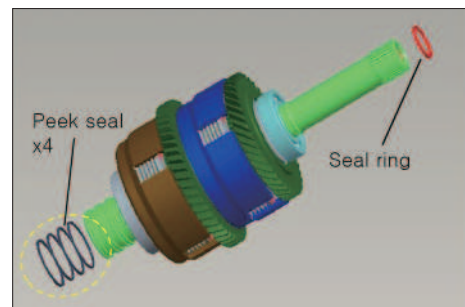
## 2) DISASSEMBLING OF GEAR ASSEMBLIES

### (1) Disassembling clutch gear assy.



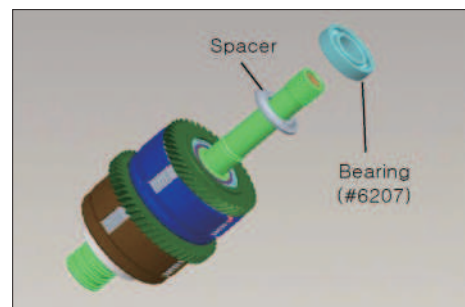
22D9TTM036

#### ① Remove the peek seal and seal ring.



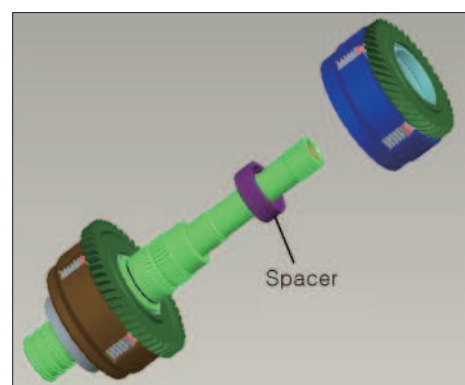
22D9TTM037

#### ② Pull out the bearing (#6207) and spacer from the shaft.



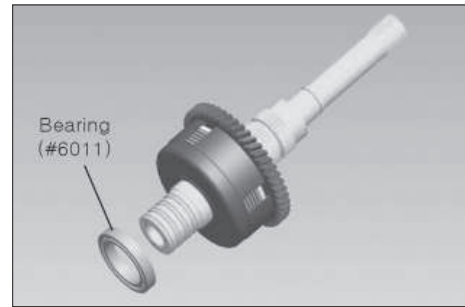
22D9TTM038

#### ③ Pull out the forward clutch sub assy and space.



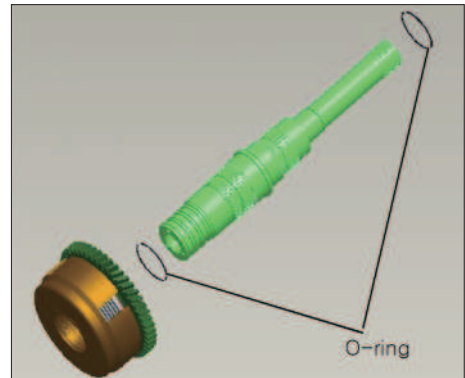
22D9TTM039

- ④ Pull out the bearing (#6911) from the shaft.



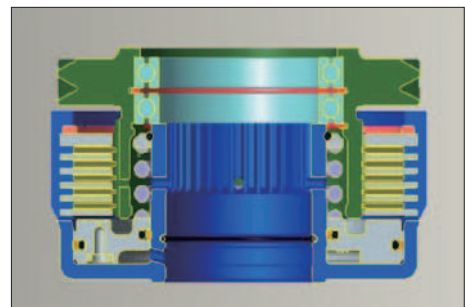
22D9TTM040

- ⑤ Pull out the reverse clutch sub assy and remove the O-ring.



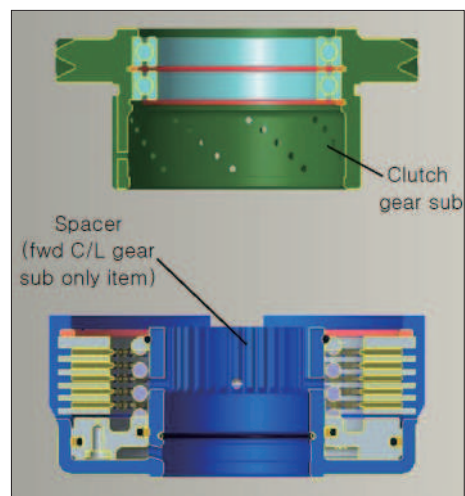
22D9TTM041

- ⑥ Forward clutch sub assy.



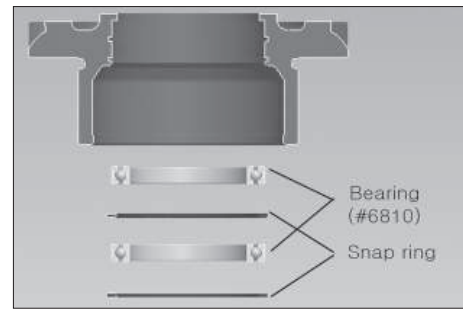
22D9TTM042

- ⑦ Remove the forward clutch gear sub, and then remove the spacer.



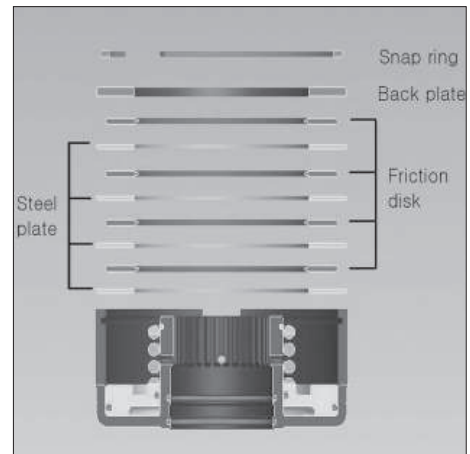
22D9TTM043

- ⑧ Remove the snap ring, and then remove the bearing.



15L7ATM044

- ⑨ Remove the snap ring, and then remove the back plate, friction disk, and steel plate.

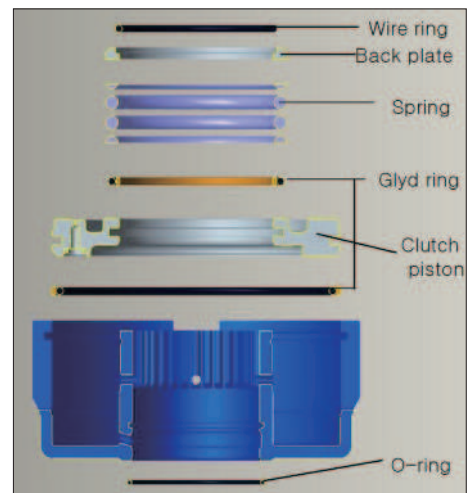


15L7ATM045

- ⑩ Remove the wire ring, and then remove the back plate and spring.

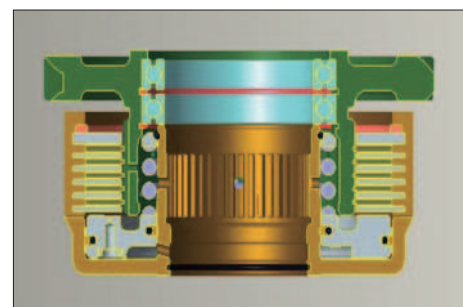
**▲ When you remove the wire-ring, it might be shot out by impact of spring. Certainly fixing the spring, will have to remove.**

- ⑪ Pull out the clutch piston, and then remove the O-ring.  
Next remove the glyd ring at the clutch piston.



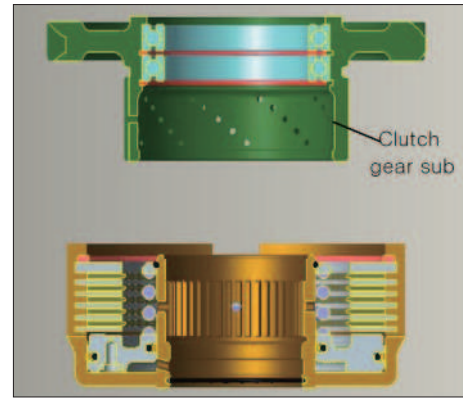
22D9TTM046

- ⑫ Reverse clutch sub assy.



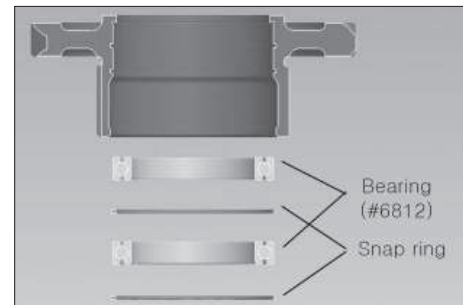
22D9TTM047

- ⑬ Remove the reverse clutch gear sub.



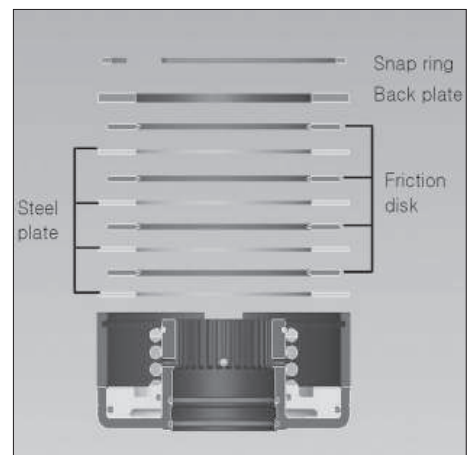
22D9TTM048

- ⑭ Remove the snap ring, and then remove the bearing.



15L7ATM049

- ⑮ Remove the snap ring, and then remove the back plate, friction disk, and steel plate.



15L7ATM050

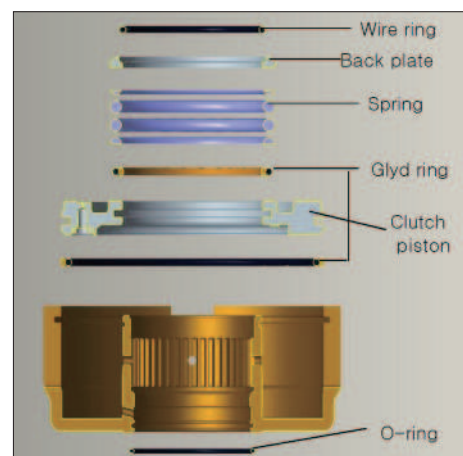
- ⑯ Remove the wire ring, and then remove the back plate and spring.

⚠ When you remove the wire-ring, it might be shot out by impact of spring.

Certainly fixing the spring, will have to remove.

- ⑰ Pull out the clutch piston, and then remove the O-ring.

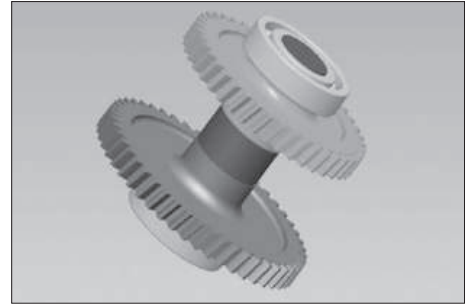
Next remove the glyd ring at the clutch piston.



22D9TTM051

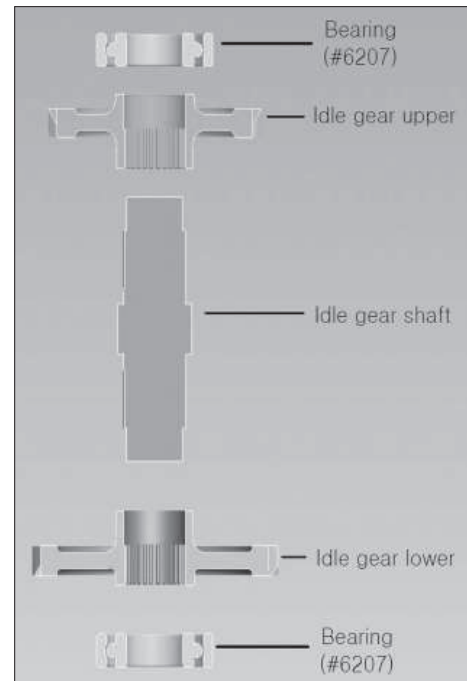


(2) Disassembling of Idle gear assy.



15L7ATM052

- ① Pull out the bearing, and then remove the idle gear upper (lower).



15L7ATM053

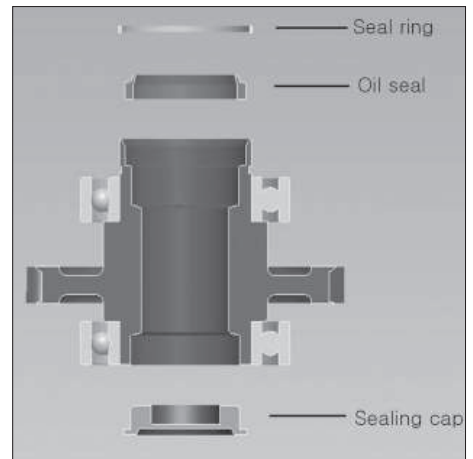
(3) Disassembling of output gear assy.



15L7ATM054

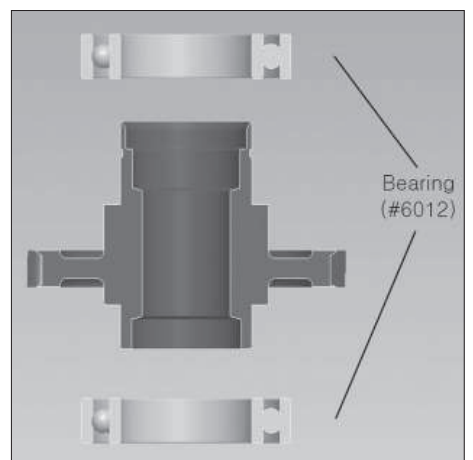


- ① Remove the seal ring, oil seal and sealing cap.



15L7ATM055

- ② Pull out the bearing.



15L7ATM056

## 2. ASSEMBLY OF TRANSMISSION

### 1) ASSEMBLING OF GEAR ASSEMBLIES

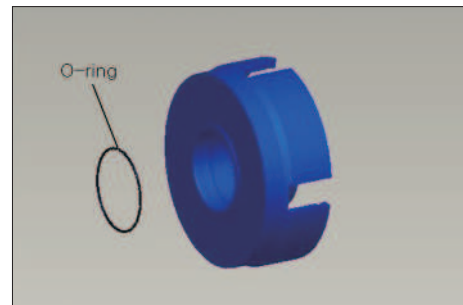
※ Assemble the part with reverse the aforementioned disassemble procedure.

#### · Assembling of clutch gear assembly.

#### (1) Forward clutch drum sub assembly.

① In drum internal groove O-ring assembly.

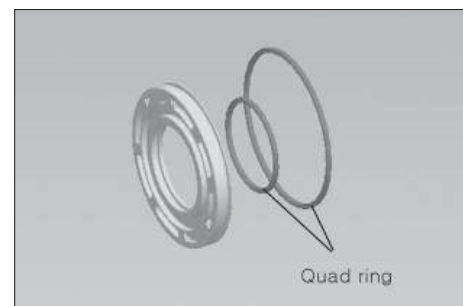
※ Spread grease on seal ring.



22D9TTM057

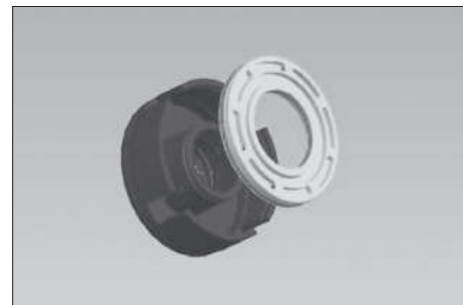
② In piston groove glyd ring assembly.

※ Spread grease on glyd ring.



15L7ATM058

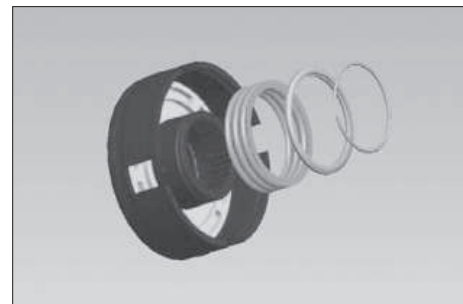
③ Assemble piston at the drum.



15L7ATM059

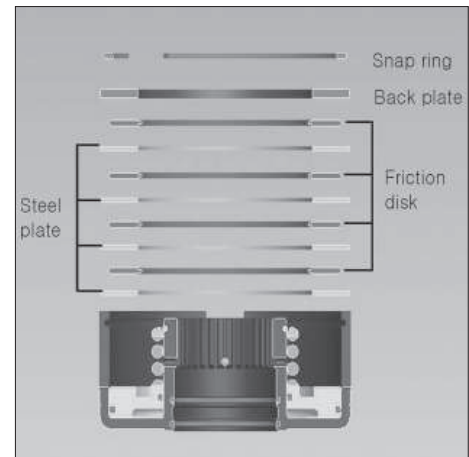
④ Assemble return spring, plate back and wire ring at the drum sub.

▲ When you assemble the wire ring, it might be shot out by impact of spring.  
Certainly fixing the spring, will have to assemble.



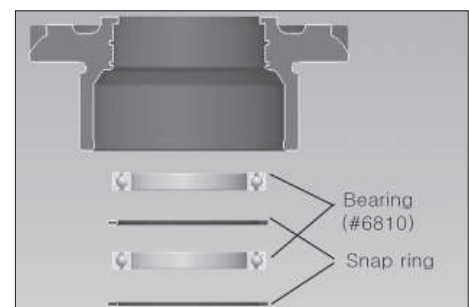
15L7ATM060

- ⑤ First insert steel plate, and then insert friction disk alternately.  
Next insert the back plate, and then assemble the snap ring.



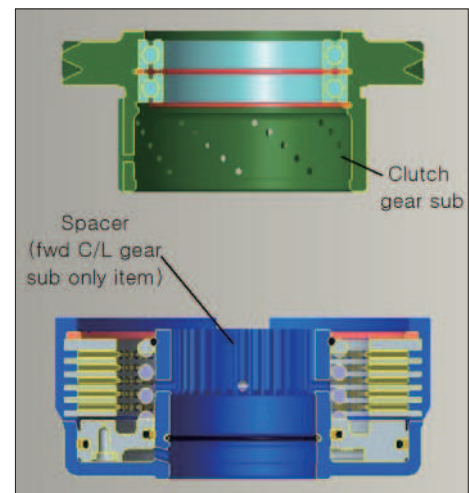
15L7ATM061

- ⑥ Assemble the bearing, and then assemble the snap ring alternately.



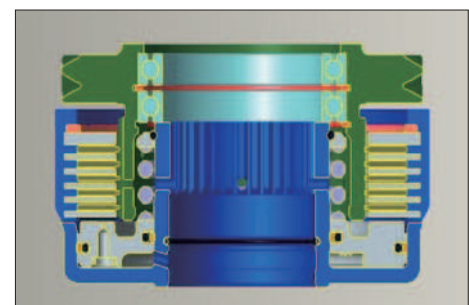
15L7ATM062

- ⑦ Arrange serration of the friction disk, and then assemble the spacer, clutch gear sub.



22D9TTM063

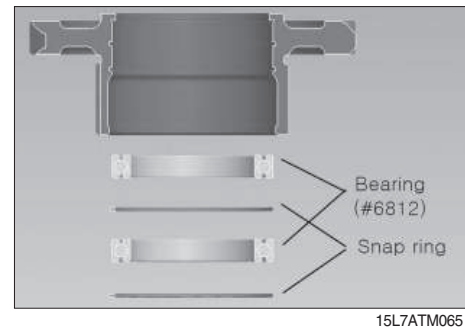
- ⑧ Forward clutch drum sub assembly.



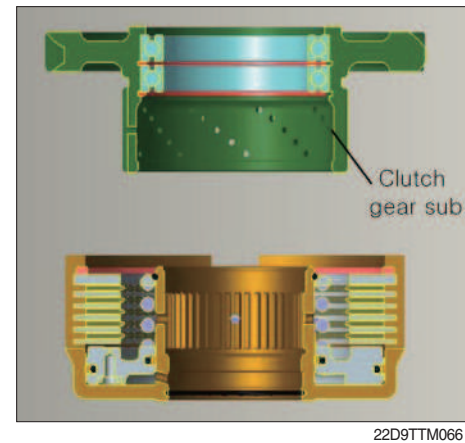
22D9TTM064

## (2) Reverse clutch drum sub assembly.

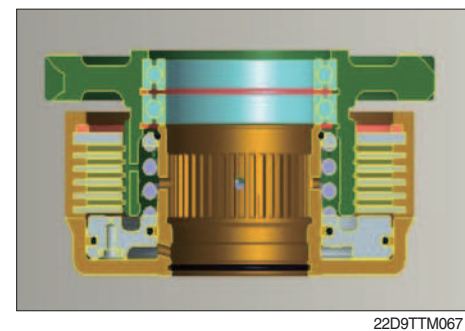
- ① Do work as the same way like forward clutch drum sub assembly procedure 1) ① ~ ⑤.
- ② Assemble the bearing, and then assemble the snap ring alternately.



- ③ Arrange serration of the friction disk, and then assemble the clutch gear sub.

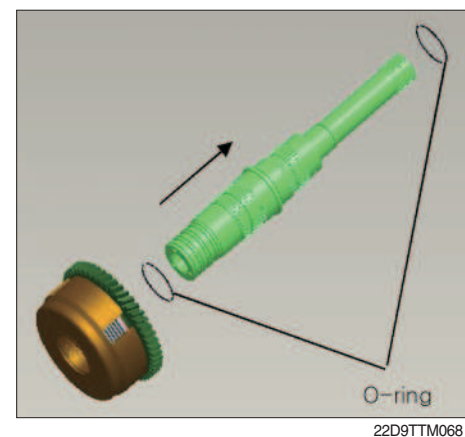


- ④ Reverse clutch drum sub assembly.

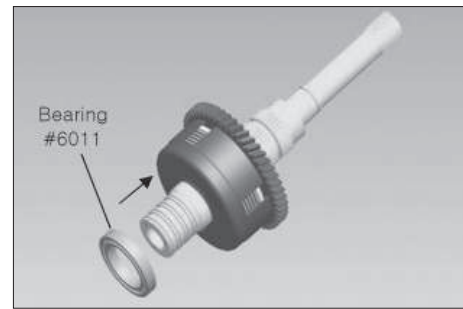


## (3) Clutch gear assembly

- ① Assemble the reverse clutch drum sub assy and O-ring at the shaft sub assy.

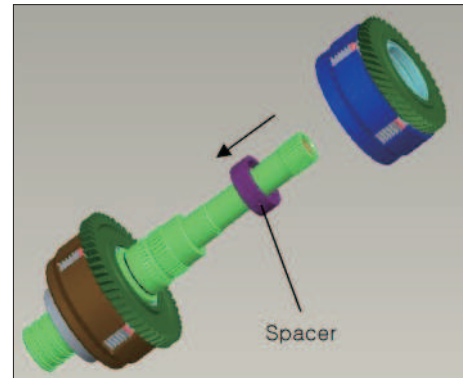


- ② Assemble the bearing.  
 - Used method of heating bearing.  
 ※ All bearings should never be heated above 120 °C.



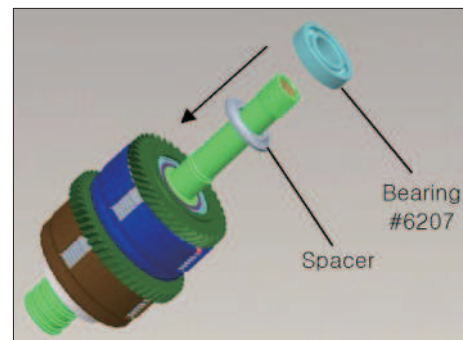
15L7ATM069

- ③ Assemble the forward clutch drum sub assy and space at the shaft sub assy.



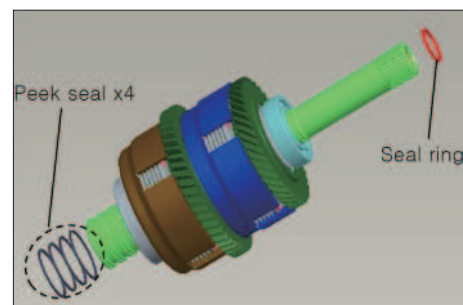
22D9TTM070

- ④ Assemble the spacer and bearing.  
 - Used method of heating bearing.



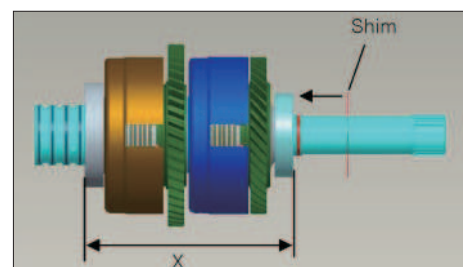
22D9TTM071

- ⑤ Assemble the peek seal and seal ring.  
 ※ Spread grease on peek seal and seal ring.



22D9TTM072

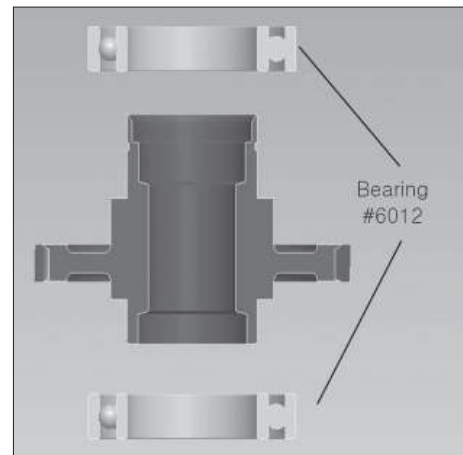
- ⑥ Clutch gear assy. (assemble the shim)  
 ※ Bearing distance (191.5) - X = The amount of shim  
 (It will manage bearing distance  $191.5^{0.0}_{-0.1}$ )



22D9TTM073

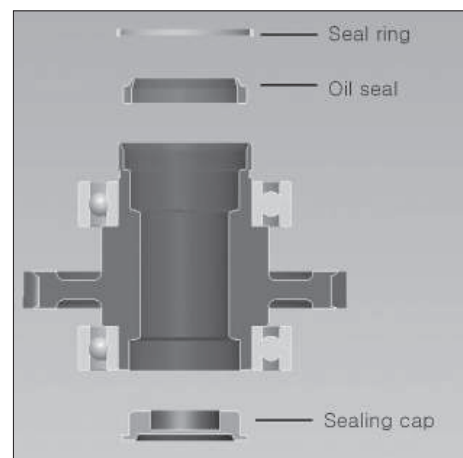
### Assembling of output gear assembly.

- ① Assemble the bearing.
  - Used method of heating bearing
- ※ All bearings should never be heated above 120 °C.



15L7ATM074

- ② Assemble the oil seal, seal ring and sealing cap.
  - ※ Spread loctite #609 on the out wheel of oil seal, spread grease on inside wheel of oil seal.
  - ※ Spread grease on seal ring.
  - ※ Spread loctite #592 on the out wheel of sealing cap.



15L7ATM075

- ③ Output gear assy.

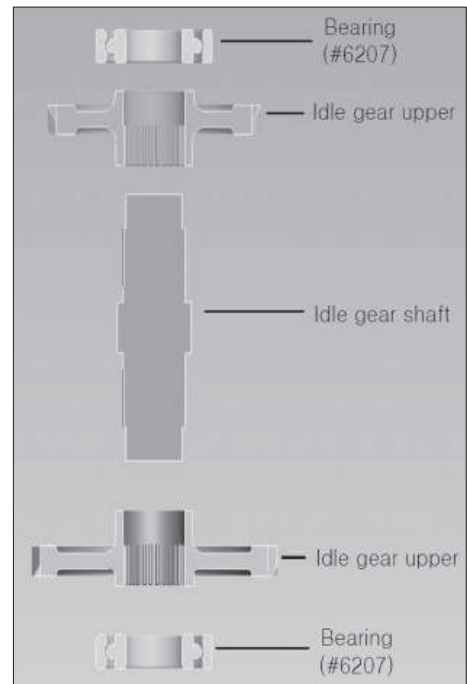


15L7ATM076

### Assembling of idle gear assembly.

- ① Press the idle gear upper and idle gear lower at the idle gear shaft, and then assemble the bearing.  
- Used method of heating bearing

※ All bearings should never be heated above 120 °C.



15L7ATM077

- ② Idle gear assy.

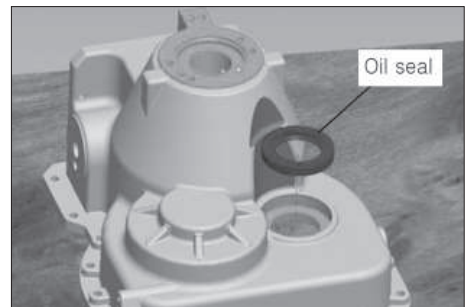


15L7ATM078

## 2) ASSEMBLING OF TRANSMISSION ASSY

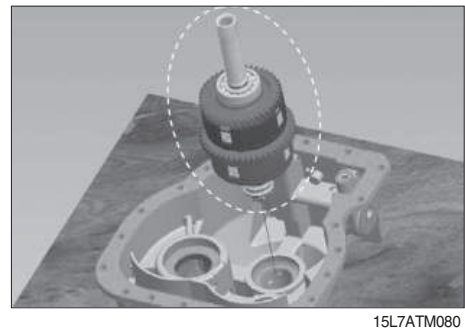
(1) Press the oil seal.

- ※ Spread loctite #592 on the out wheel of oil seal, spread grease on inside wheel of oil seal.

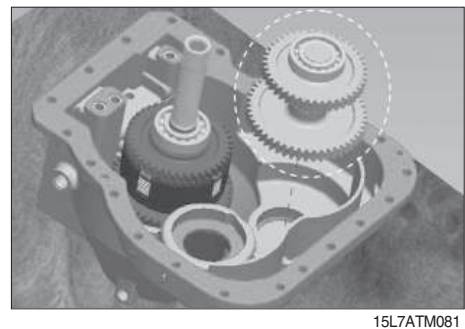


(2) Assemble the clutch gear assy.

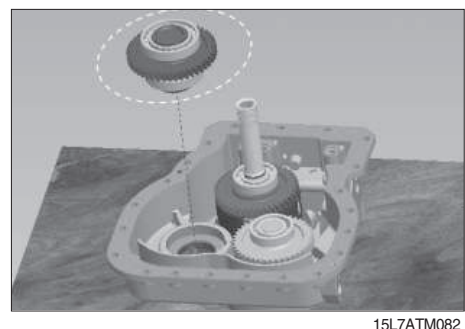
- ※ When you insert the shaft after install the seal ring in the shaft, please insert the shaft with turning it into the shaft side and hole side of shaft for prevent the damage of shaft.



(3) Assemble the idle gear assy.

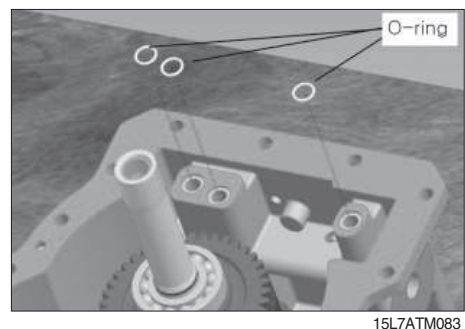


(4) Assemble the output gear assy.



(5) Assemble the O-rings.

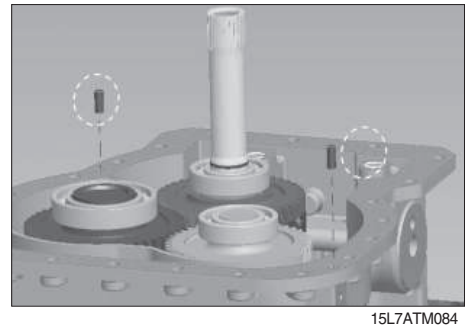
- ※ Spread grease on O-ring.



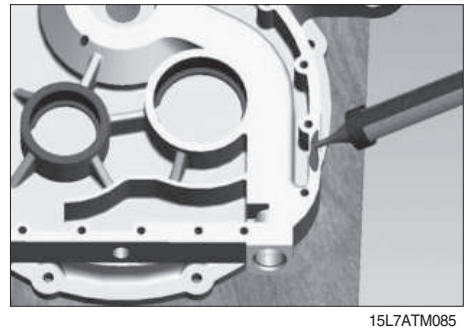


(6) Press the lock-pins.

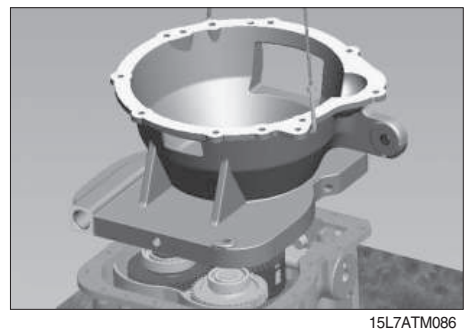
※ After the assembling, please check whether you can turn the input (output) gear lightly by your hand.



(7) Spread loctite #5127 on T/C housing space.

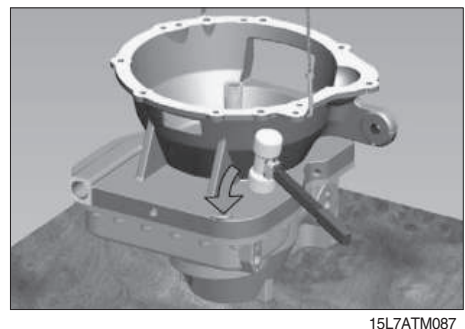


(8) Assemble the T/C housing.



(9) Assemble the part slowly with hit the end side softly.

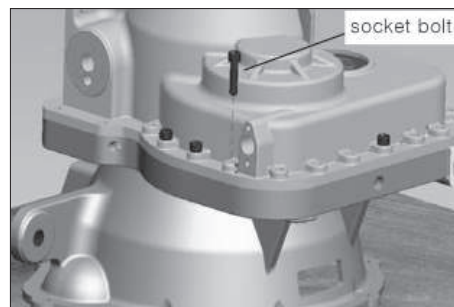
※ Using a plastic hammer.



(10) Assemble the socket bolts.  
(T/M case + T/C housing softly fastening)

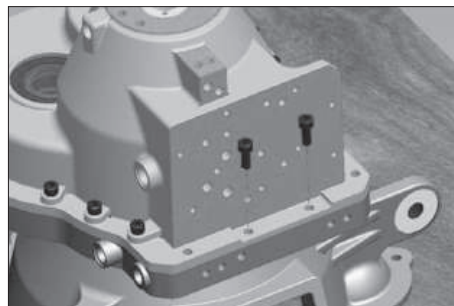


- (11) Turn over T/M assy without damage to the T/C housing.(engine mounting surface)  
 Next assemble the socket bolts.
- Socket bolt (M10 × 1.5p × 40 mm) × 16EA
  - Tightening torque : 6.5~7.0 kgf · m (47~50.5 lbf · ft)
- ※ Spread loctite #277 on socket bolt.



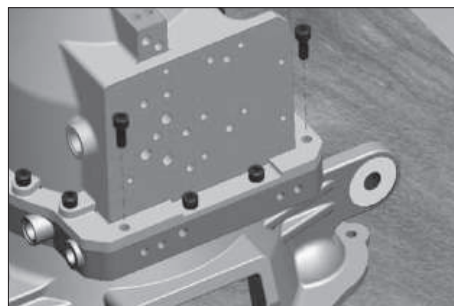
15L7ATM089

- (12) Assemble the socket bolts.
- Socket bolt (M10 × 1.5p × 25mm) × 2EA
  - Tightening torque : 6.5~7.0 kgf · m (47~50.5 lbf · ft)
- ※ Spread loctite #277 on socket bolt.



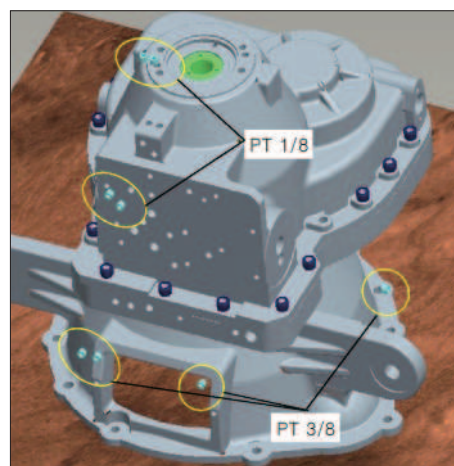
15L7ATM090

- (13) Assemble the socket bolts.
- Socket bolt (M10 × 1.5p × 30 mm) × 2EA
  - Tightening torque : 6.5~7.0 kgf · m (47~50.5 lbf · ft)
- ※ Spread loctite #277 on socket bolt.



15L7ATM091

- (14) Assemble the plugs(PT 1/8, PT 3/8) × 4EA
- PT 1/8 Tightening torque : 1.0~1.5 kgf · m (7.0~11 lbf · ft)
  - PT 3/8 Tightening torque : 3.0~4.5 kgf · m (21.5~29.0 lbf · ft)
- ※ Spread loctite #577 on plug.

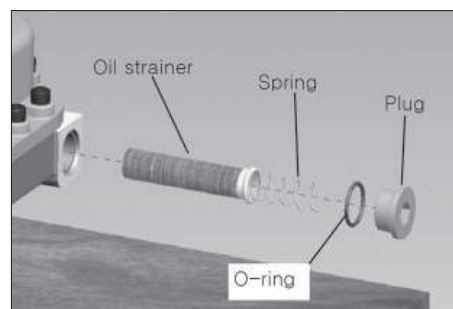


22D9TTM092

- (15) Assemble the O-ring at the plug.  
Insert the oil strainer, spring, and then assemble O-ring+plug assy.

- Plug tightening torque : 8~10 kgf · m  
(58~72 lbf · ft)

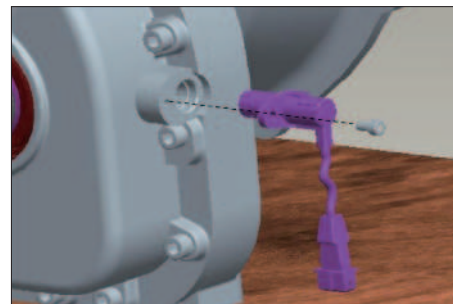
※ Spread grease on O-ring.



15L7ATM093

- (16) Assemble the speed sensor, next assemble the socket bolts.

- Tightening torque : 0.5~0.8 kgf · m (3.5~5.5 lbf · ft)



22D9TTM094

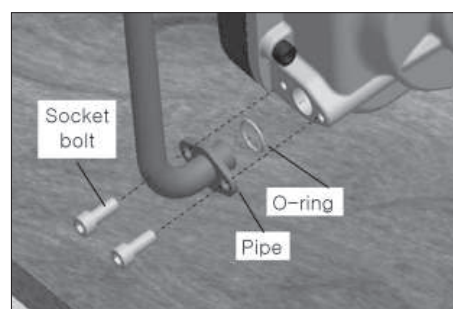
- (17) Assemble the O-ring at the pipe, and then assemble the pipe+O-ring assy.

Next assemble the socket bolts.

- Socket bolt (M8 × 1.5p × 15 mm) × 2EA
- Tightening torque : 3.2~3.6 kgf · m (23~26 lbf · ft)

※ Spread grease on O-ring.

※ Spread loctite #277 on socket bolt.

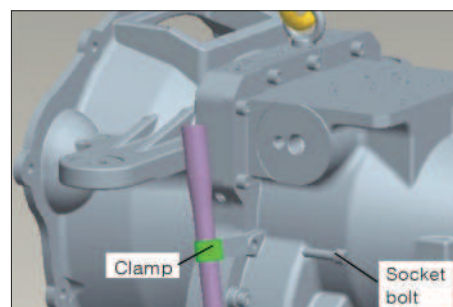


15L7ATM095

- (18) Assemble the clamp at the pipe,  
and then assemble the socket bolt.

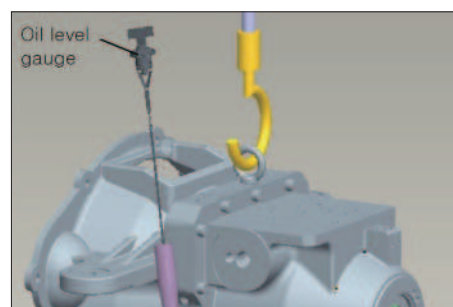
- Socket bolt (M10 × 1.5p × 30 mm)
- Tightening torque : 5.5~6.5 kgf · m (40~47 lbf · ft)

※ Spread loctite #277 on socket bolt.



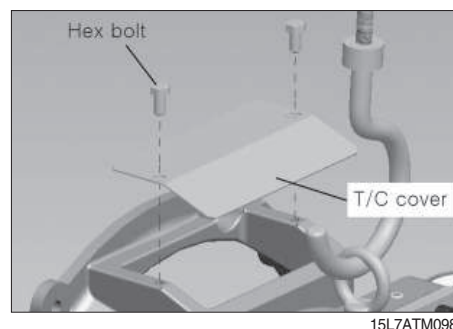
22D9TTM096

- (19) Assemble the oil level gauge at the pipe.

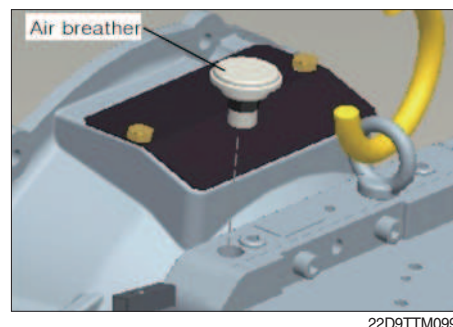


22D9TTM097

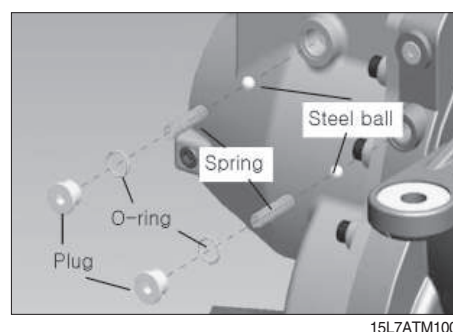
- (20) Assemble the T/C cover and hexagon bolts.
- Hexagon bolt (M8 × 1.25p × 16 mm) × 2EA
  - Tightening torque : 3.2~3.6 kgf · m (23~26 lbf · ft)
- ※ Spread loctite #277 on socket bolt.



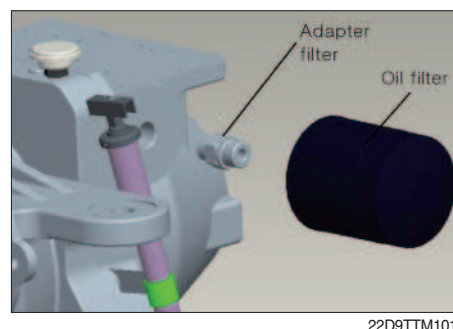
- (21) Assemble the air breather.
- Tightening torque : 3.0~4.0 kgf · m (21.5~29 lbf · ft)
- ※ Spread loctite #577 on air breather.



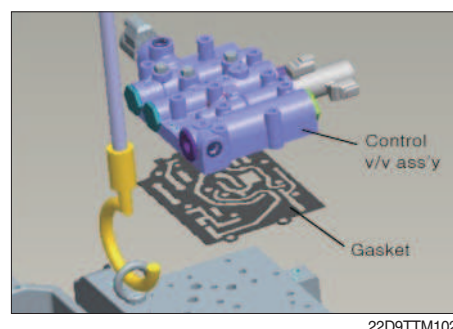
- (22) Assemble the O-ring at the plug, and then insert steel ball, spring.
- Next assemble O-ring+plug assy.
- Plug (3/4-16 UNF) × 2EA
  - Tightening torque : 3.5~4.5 kgf · m (25~33 lbf · ft)
- ※ Spread loctite #577 on plug.
- ※ Spread grease on O-ring.



- (23) Assemble the adapter filter, and then assemble the oil filter.
- Adapter filter
  - Tightening torque : 3.5~4.5 kgf · m (25~32 lbf · ft)
- ※ Spread loctite #277 on adapter filter.
- Oil filter
  - Tightening torque : 2.2~2.5 kgf · m (16~18 lbf · ft)

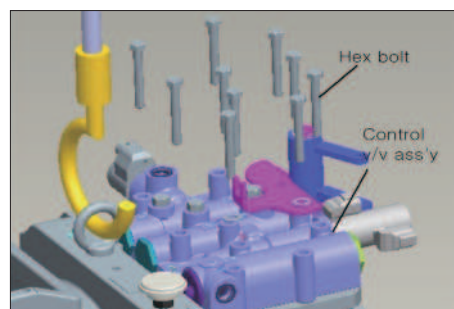


- (24) Install the gasket, and then install the control valve assy.
- ※ Spread grease on gasket.



(25) Assemble the hex bolt.

- Hexagon bolt (M8 × 1.25p × 60 mm) × 10EA
- Tightening torque : 3.2~3.6 kgf · m (23~26 lbf · ft)

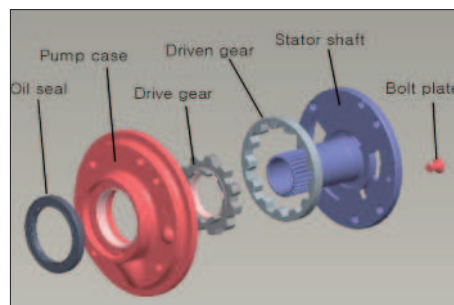


22D9TTM103

(26) Assemble the drive gear, driven gear and stator shaft at the pump case and assemble the bolt plate and then oil seal.

- Bolt plate
- Tightening torque : 3.0~4.0 kgf · m (21~29 lbf · ft)

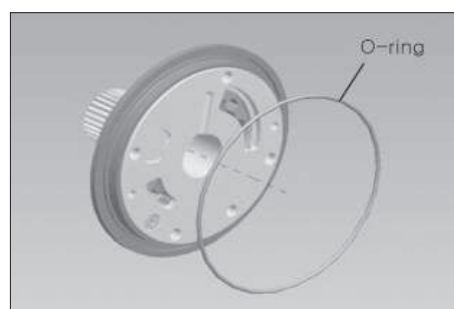
※ Spread Loctite #592 on the out wheel of oil seal, spread grease on inside wheel of oil seal.



22D9TTM104

(27) Assemble the O-ring at the charging pump assy.

※ Spread grease on O-ring.



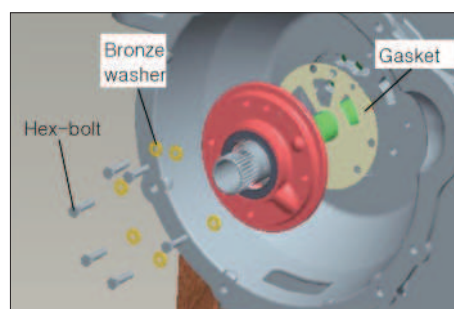
15L7ATM104

(28) Install the gasket at the T/C housing, and then install the charging pump assy.

Next assemble the hexagon bolt and bronze washer.

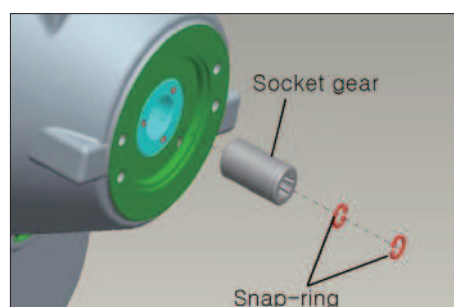
- ※ Spread grease on gasket.
- Hexagon bolt (M8 × 1.25p × 38L) × 6EA
- Tightening torque : 3.2~3.6 kgf · m (23~26 lbf · ft)

※ Spread loctite #242 on hexagon bolt.



22D9TTM105

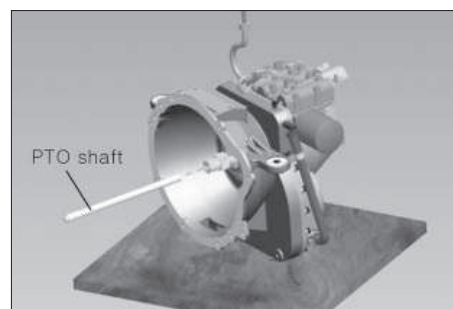
(29) Assemble the snap ring at the socket gear, and then insert the socket gear sub assy at the cylinder gear assy.



22D9TTM106



(30) Insert the PTO shaft.

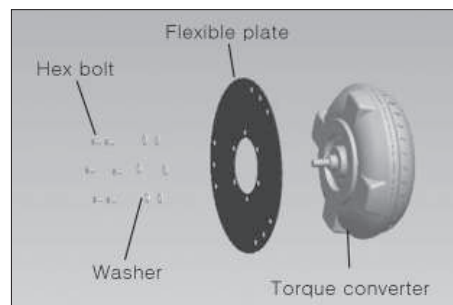


15L7ATM107

(31) Install the flexible plate at the torque converter, and then install the hexagon bolt and washer.

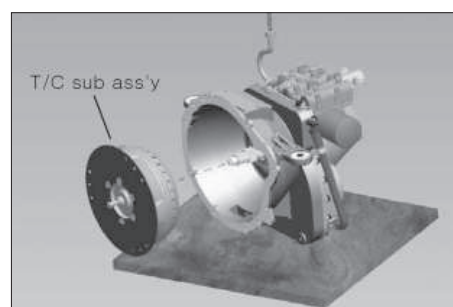
- Hexagon bolt (3/8-24UNF-2B) × 6EA
- Tightening torque : 3.0~3.5 kgf · m  
(21.6~25.3 lbf · ft)

※ Spread loctite #277 on hexagon bolt



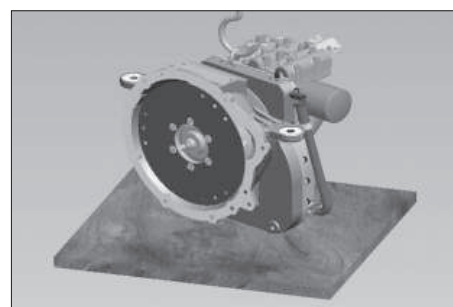
15L7ATM108

(32) Insert the T/C sub ass'y at the T/M sub ass'y.



15L7ATM109

(33) Transmission assy.

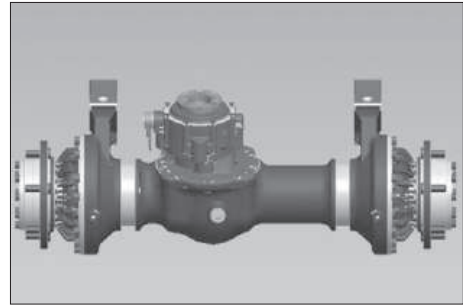


15L7ATM110

### 3. DISASSEMBLY OF DRIVE AXLE

#### 1) DISASSEMBLY

(1) Disassembling of drive axle assy.

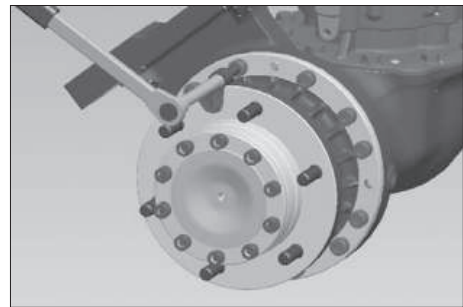


15L7ADA001

(2) Remove bolts of hub sub assembly.

**▲ To avoid serious personal injury and possible damage to components, be very careful when using lifting devices during removal and disassembly procedures.**

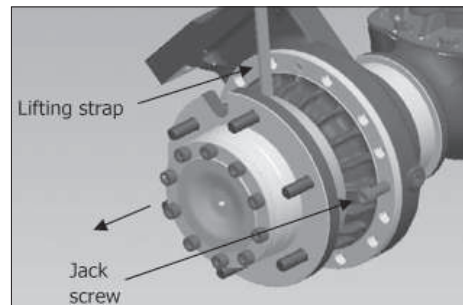
- Inspect to make sure that neither lifting strap is damaged.
- Do not subject lifting straps to any shock or drop loading.



15L7ADA002

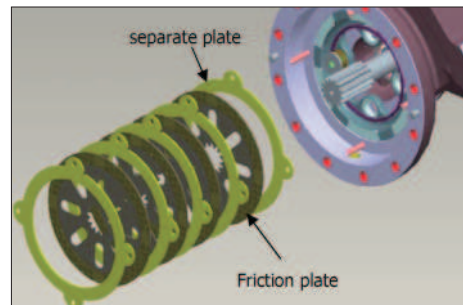
(3) After support hub sub assembly by lifting device, make hub sub assembly separate at the same intervals by tightening two jack screw.

**▲ Use care when you remove the hub assembly to prevent the hub assembly from falling off of the lifting device. Do not drop the hub assembly. Damage to the hub assembly and serious personal injury can result.**



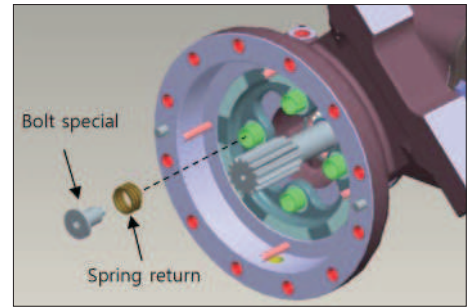
15L7ADA003

(4) Disassemble in order of separate plate → friction plate.



22D9TDA004

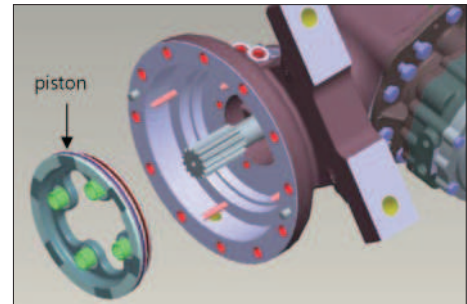
- (5) Disassemble in order of special bolt → return spring.



22D9TDA006

- (6) Remove the brake piston.

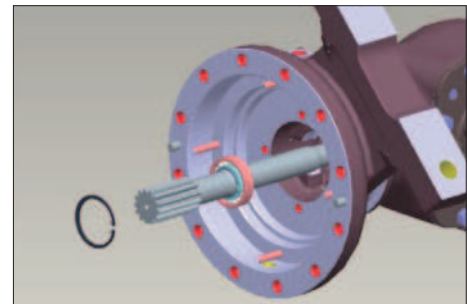
※ Caution of the quad ring damage.



22D9TDA007

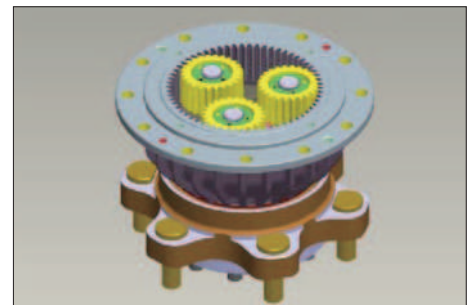
- (7) After remove retaining ring, pull out left axle shaft.  
(Do work as the same way like right axle shaft)

**▲ Use a brass, leather or rubber mallet for assembly and disassembly procedures.  
Do not hit steel parts with a steel hammer.  
Pieces of a part can break off and cause serious personal injury.**



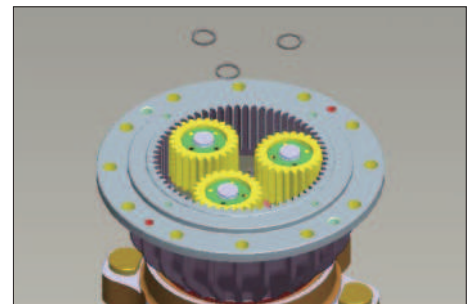
22D9TDA008

- (8) Disassembling of hub sub assy.



22D9TDA009

- (9) Remove all snap rings.

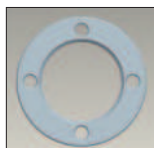


22D9TDA010



(10) Remove all each parts in order of thrust washer → planet gear → needle bearing → thrust washer.

※ Check to be sure that the needle roller quantity.  
(19 EA/1 gear)

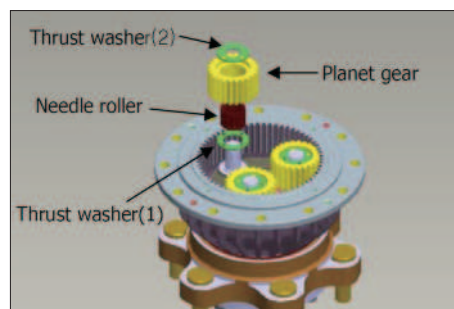


22D9TDA011-1



22D9TDA011-2

Thrust washer (1) Thrust washer (2)



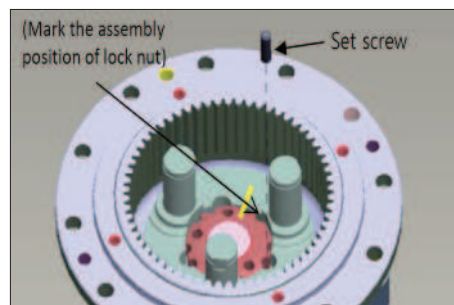
22D9TDA011

(11) Disassemble the set screw.

When hard to disassemble by loctite, heating the set screw on 1 min by heating device. And then try to disassemble.

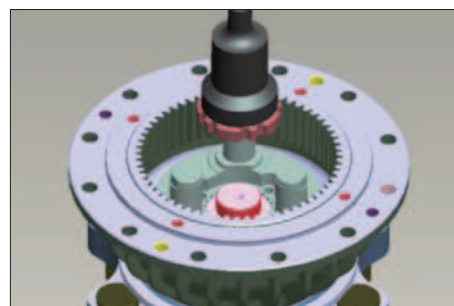
Mark the position, before disassemble.

When the bearings, wheel shaft, housing is not replaced, use the replaced shim.



22D9TDA011A

(12) Loose lock nut by using jig.

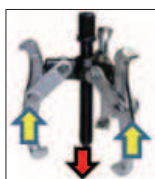


22D9TDA012

(13) Extract planet carrier.

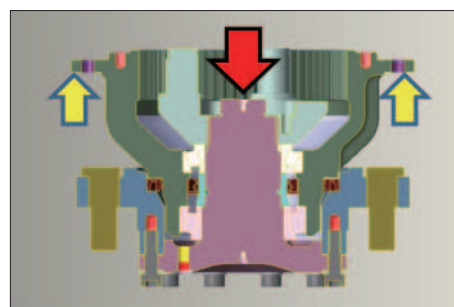
Disassemble hub sub.

※ Extract using a gear puller.



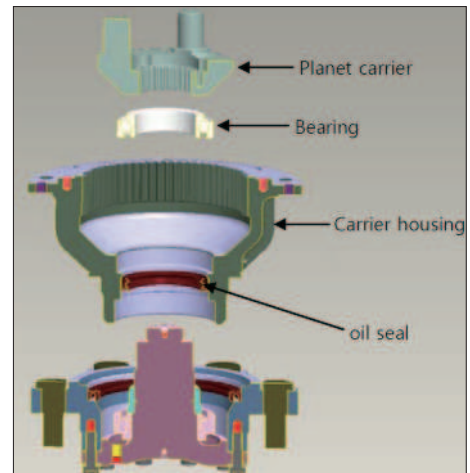
22D9TDA013-1

Gear puller



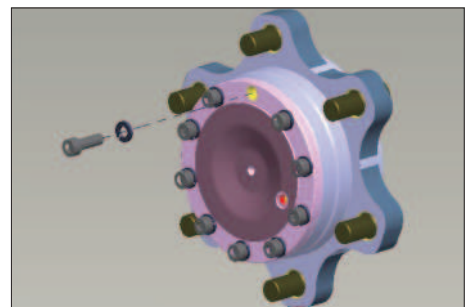
22D9TDA013

(14) Extract carrier housing with bearing.



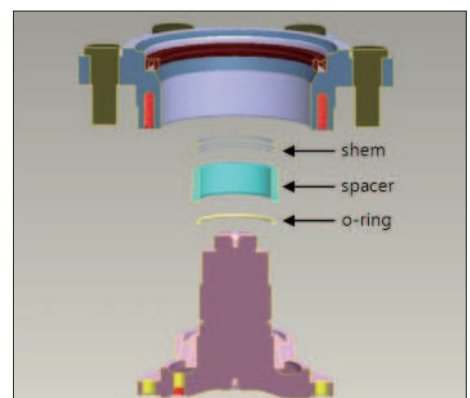
22D9TDA014

(15) Remove bolts and spring washer.



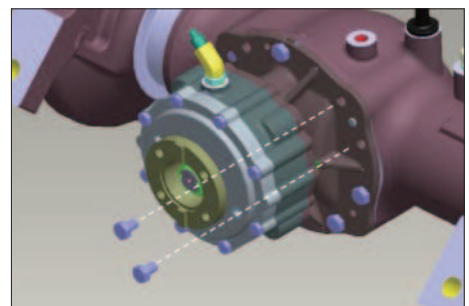
22D9TDA015

(16) Remove flange hub, shim, spacer and O-ring.  
If you do not replace the bearing or spacer,  
disassemble and reassemble the shim to accept.



22D9TDA016

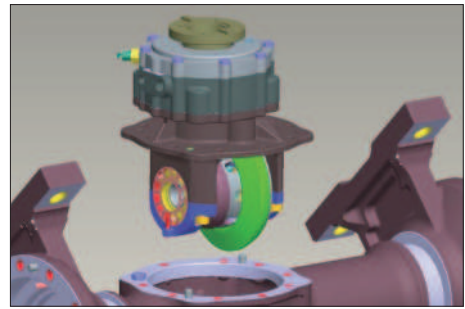
(17) Extract the fixing bolt of carrier assembly.



22D9TDA017

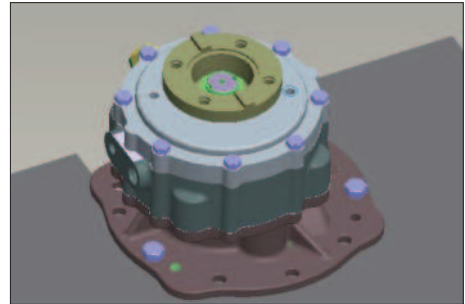
(18) Extract carrier assembly.

※ Using lifting device.



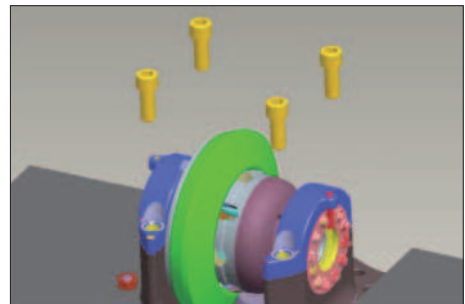
22D9TDA018

(19) Fix carrier assembly to a jig.



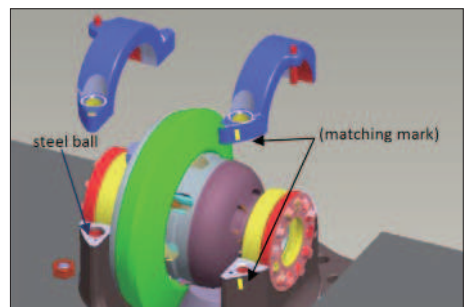
22D9TDA019

(20) Remove carrier cap bolt.



22D9TDA020

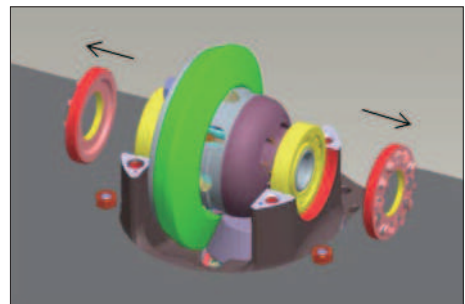
(21) Extract the carrier cap (apply marking a match).



22D9TDA021

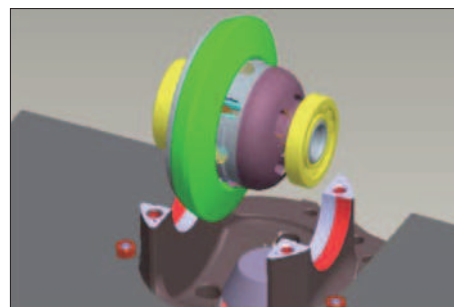
(22) Remove adjusting ring of both sides bearing cup.

※ Using dedicated fixtures and brass drift punch.



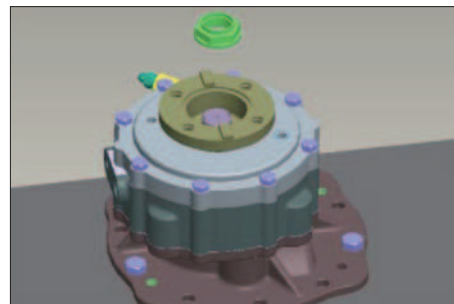
22D9TDA022

(23) Extract differential assembly.



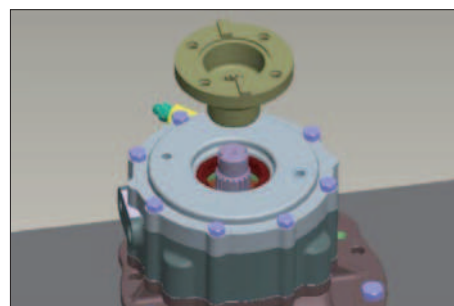
22D9TDA023

(24) After turn over carrier assy and fix it, remove nut.



22D9TDA024

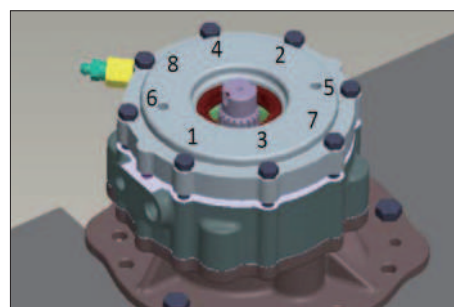
(25) Remove U-joint flange.



22D9TDA025

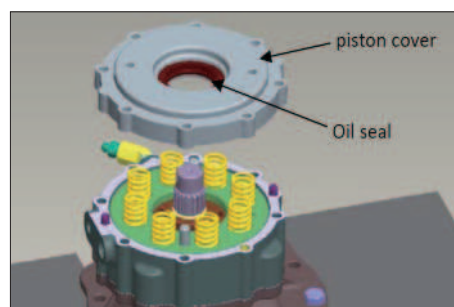
(26) Remove carrier case cover bolts.

- ※ Disassemble slowly and follow the No. in regular.  
It prevent to jump out the cover by inner spring



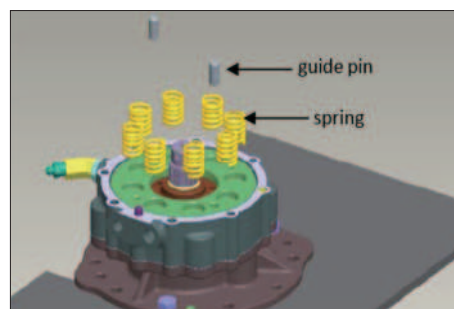
22D9TDA026

(27) Extract carrier case cover assembly.



22D9TDA027

(28) Remove spring and guide pin.

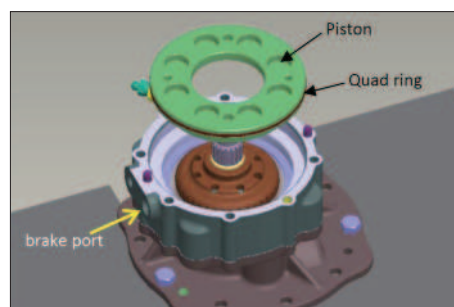


22D9TDA028

(29) Disassemble the piston.

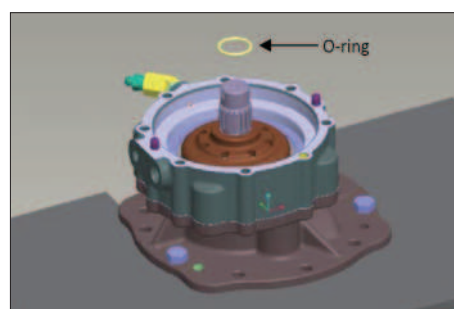
When disassembling, apply oil or air pressure at brake port.

Caution of damage on quad ring



22D9TDA029

(30) Remove the O-ring



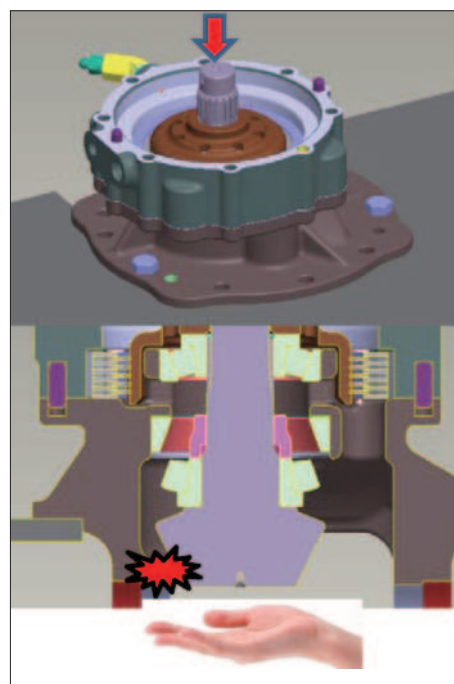
22D9TDA030

(31) Disassemble the pinion shaft.

Hit the pinion shaft by rubber hammer.

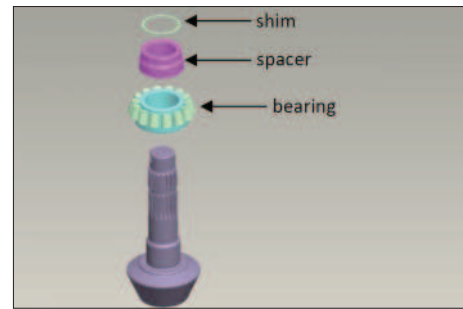
※ To avoid personal injury and possible damage to component.

Be very carefully to disassemble.



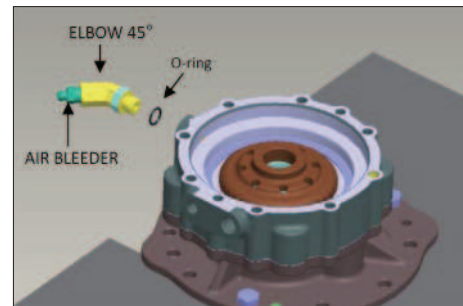
22D9TDA031

- (32) Disassemble shim, spacer, and bearing.  
If do not replace the spacer and bearing, it use original shim.



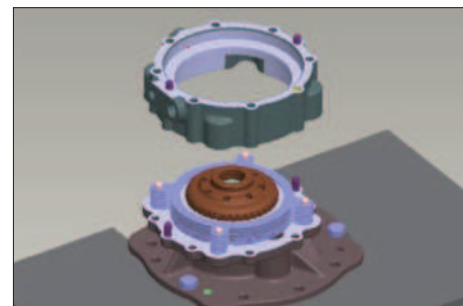
22D9TDA032

- (33) Remove the O-ring.



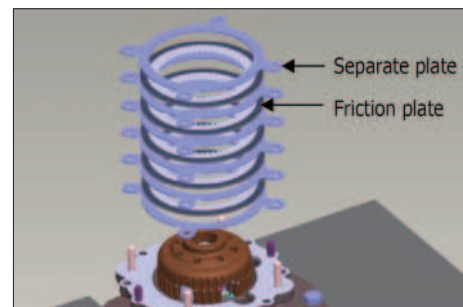
22D9TDA033

- (34) Extract piston housing.



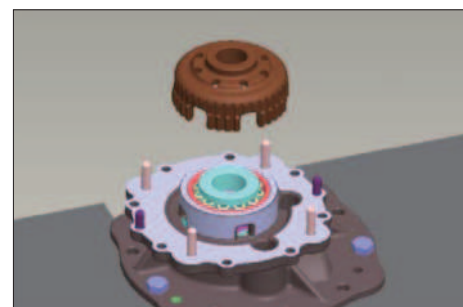
22D9TDA034

- (35) Remove parking friction plate and separate plate.



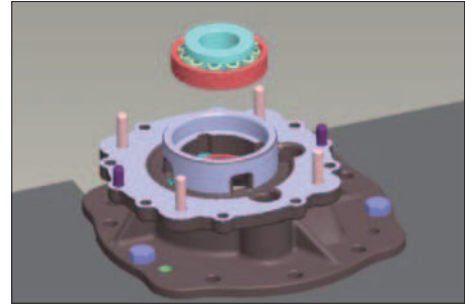
22D9TDA035

- (36) Remove spline parking.



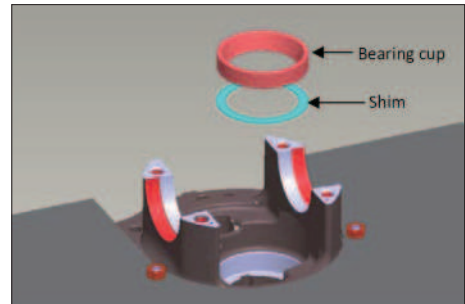
22D9TDA036

(37) Remove bearing cup and shim.



22D9TDA037

(38) Bearing cup and shim parts.



22D9TDA038

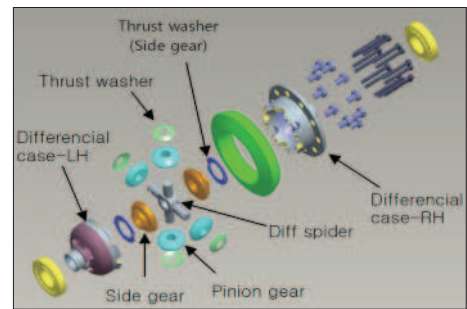


## 2) ASSEMBLY

### (1) Carrier sub assembly

Differential device assembly

- ① Prepare parts for assembly of differential.

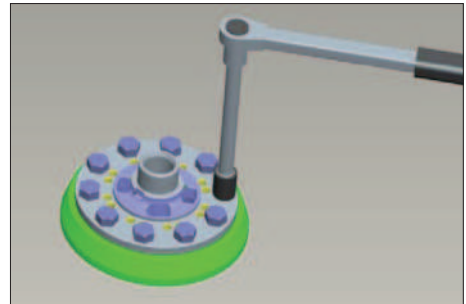


22D9TDA138

- ② Fix differential case RH and spiral ring gear with bolt.

After paste loctite #277 on spiral of bolt.

Confirm torque : 7.1~7.6 kgf · m



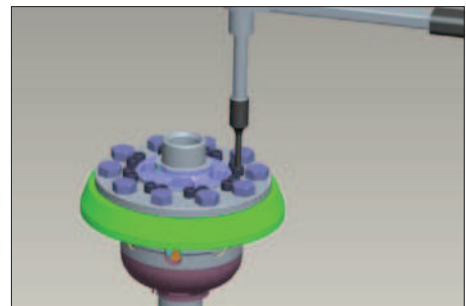
22D9TDA139

- ③ Assemble the carrier sub of a sequential development.

Differential case RH and LH with bolt

After paste loctite #277 on spiral of bolt.

Confirm torque : 1.6~1.7 kgf · m

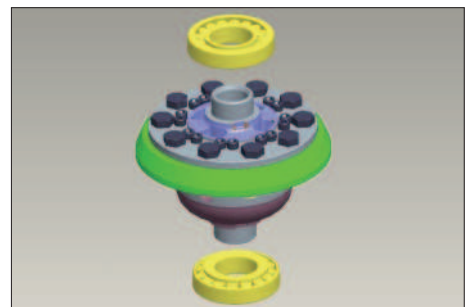


22D9TDA140

- ④ Assemble bearing.

Heating pressurize bearing cone.

※ Control the heating temperature 100 °C or less.

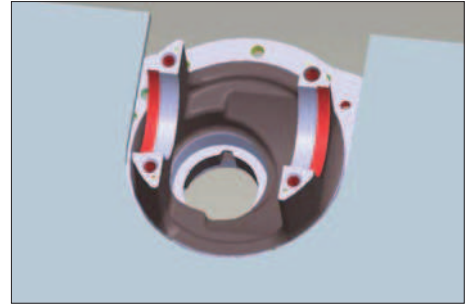


22D9TDA141



## Adjusting shim and pinion shaft assembly

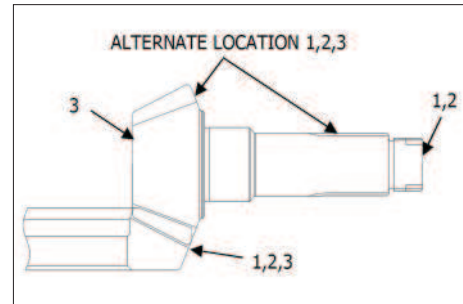
- ① Fix carrier case to the jig.
- ※ Read the following information before installing new gear set in the carrier. Always inspect the gear set for correct marks to make sure the gears are a matched set.



22D9TDA036A

The locations of the gear set marks are shown in right figure.

- Part number
  - a. Examples of gear set part numbers
    - Conventional ring gear, 21DA-20041
    - Conventional pinion shaft, 21DA-20051
  - ※ Part No. : Refer to parts manual.
  - b. Location on pinion shaft : Shaft end
  - c. Location on ring gear : Front face or outer diameter
- Tooth combination number
  - a. Example of a tooth combination number : 13-32  
(An 13-32 gear set has an 13-tooth drive pinion and a 32-tooth ring gear)
  - b. Location on pinion shaft : Shaft end
  - c. Location on ring gear : Front face or outer diameter
- Pinion cone variation number  
(The pinion cone variation number is not used when checking for a matched gear set. The number is used when you adjust the depth of the pinion in the carrier.)
  - a. Examples - Pinion cone variation numbers
    - +2 : +0.02 mm
    - -1 : -0.01 mm
  - b. Location on gear set  
End of pinion shaft head or outer diameter of ring gear

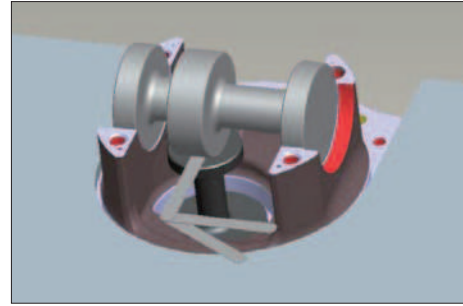


22D9TDA037

- c. Decide thickness of shim by gauge and measuring apparatus (Standard gap between bearing and carrier case step : A)  
(Mounting distance (MD) of pinion shaft : B)

※ Thickness of shim

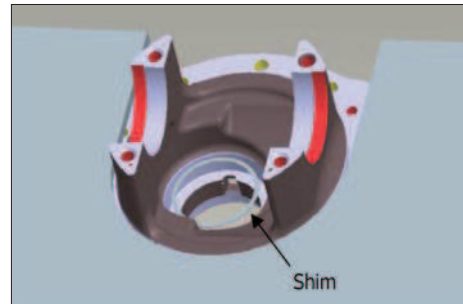
- $X = A - B + \text{Carrier case bearing step depth}$   
ex1)  $A=0.35$ ,  $B=-0.1$ , Bearing step depth=  $+0.1$   
 $X=0.35 + 0.1 + 0.1 = 0.55 \text{ mm}$   
ex2)  $A=0.35$ ,  $B=+0.1$ , Bearing step depth=  $-0.1$   
 $X=0.35 - 0.1 - 0.1 = 0.15 \text{ mm}$



22D9TDA038A

- ② Assemble shim and bearing cup.

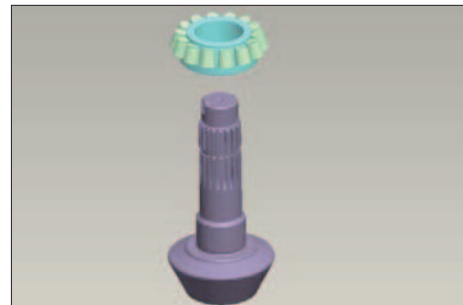
※ Using dedicated fixtures.



22D9TDA039

- ③ Put with heating bearing cone on pinion shaft.

※ The heating temperature below  $100^{\circ}\text{C}$  or less administration.



22D9TDA041

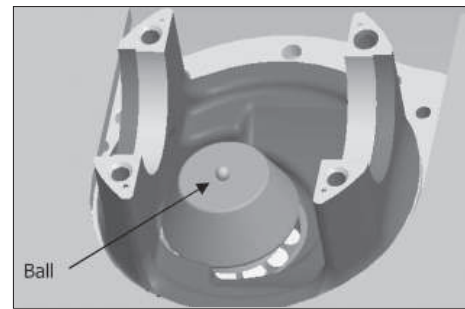
- ④ Put into pinion shaft.

※ Applied oil or grease on the bearing roller area.



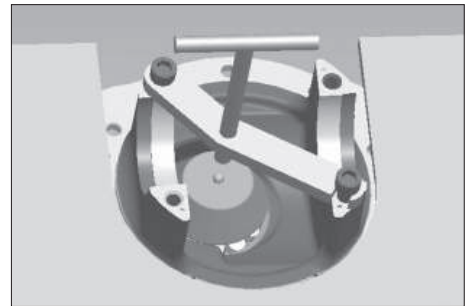
22D9TDA042

⑤ Set a ball.



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⑥ Equip jig for fixing.



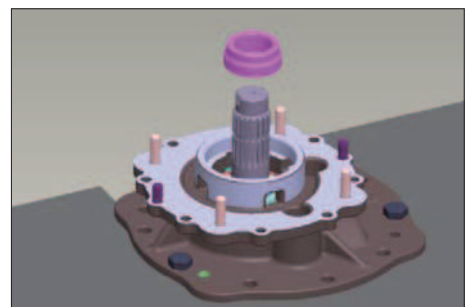
15L7ADA044

⑦ Fasten the ball.



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⑧ Put into spacer.



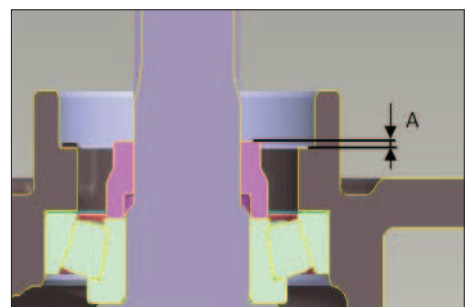
22D9TDA047

⑨ Decide thickness of shim by depth gauge  
(thickness : A)

- If there is no set work-related replacement parts required. Re-use the existing parts.

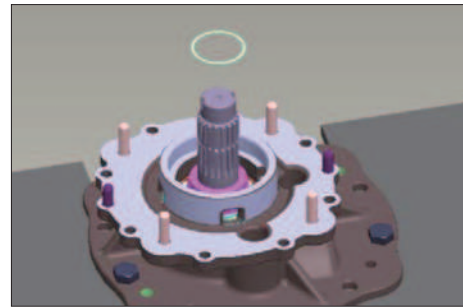
Thickness of shim =  $A - (0.03 \sim 0.06)$

A : short distance between the bearing assembly  
and spacer



22D9TDA048

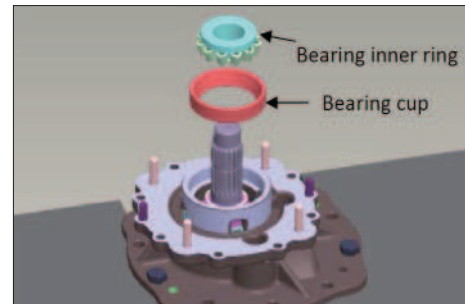
⑩ Assemble shim.



22D9TDA052

⑪ Assemble bearing.

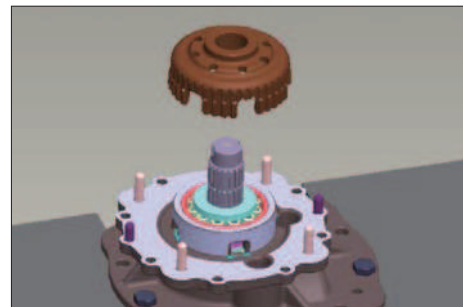
- ※ Bearing cup is assembled using a dedicated jig.
- ※ Put heated bearing inner ring, and control heating temperature 100 °C or less.



22D9TDA053

**Assemble of parking sub assembly**

① Assemble spline parking.



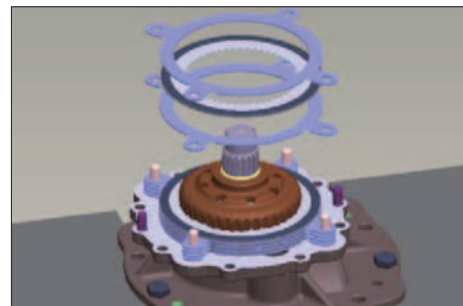
22D9TDA054

② Assemble O-ring



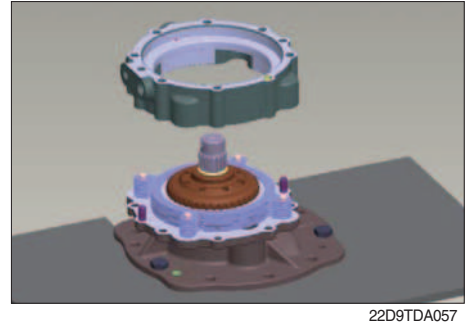
22D9TDA055

③ Assemble in order of separate plate (plate → friction plate).

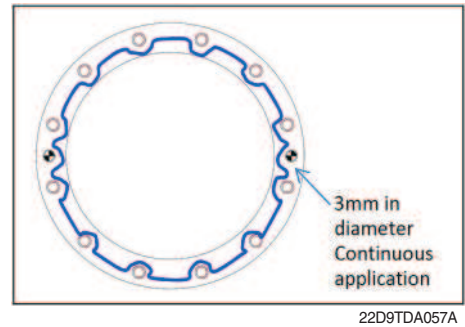


22D9TDA056

- ④ Assemble the piston housing. (paste loctite #5127)

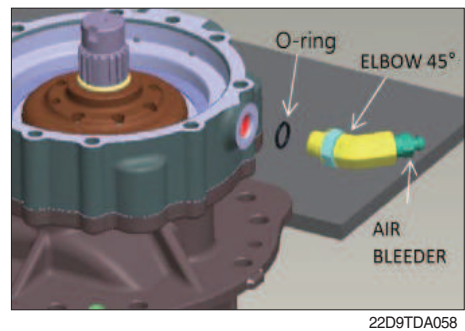


※ Example of paste loctite.

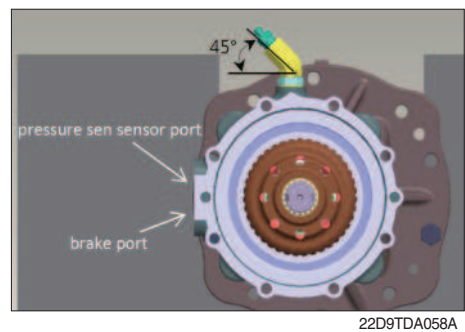


- ⑤ Assemble O-ring, air bleeder and elbow 45°.  
(when assemble O-ring, paste oil or grease).

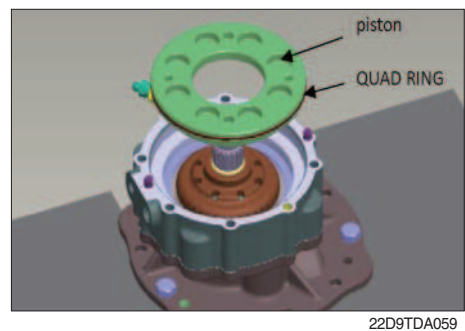
- Tightening torque of elbow 45° : 3.8~4.2 kgf·m
- Tightening torque of air bleeder : 1.5~2.0 kgf·cm



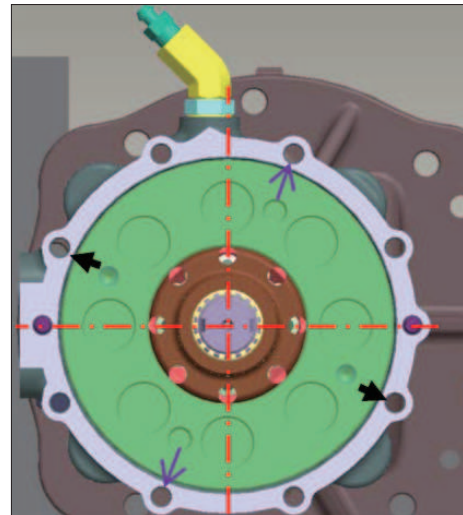
※ Attention of direction on assembly.



- ⑥ Assemble piston.  
Check twist of quad ring.  
Paste oil or grease on surrounding of quad ring.

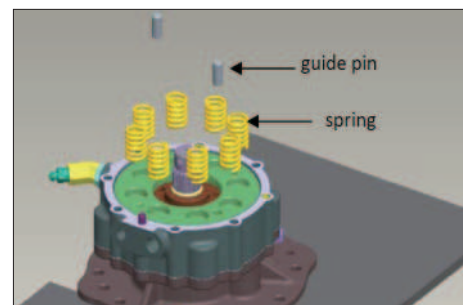


- ※ Assembly direction  
 ← : Top of parking release  
 ↙ : Assembly of guide pin



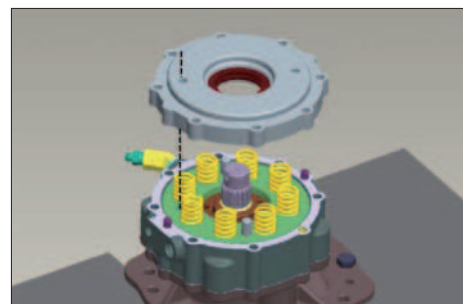
22D9TDA059A

- ⑦ Guide pin + spring assembly.



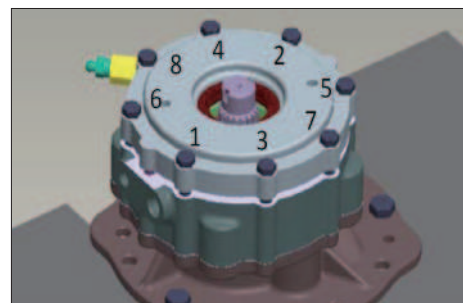
22D9TDA060

- ⑧ Parking cover + oil seal assembly.  
 (Match the parking position tap and cover hole)



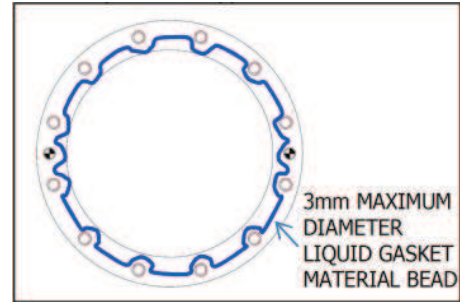
22D9TDA061

- ⑨ Assemble bolt.  
 Paste loctite #5127 on side assembling.  
 Paste loctite #277 on bolt, tightening torque 3~4 kgf · m.



22D9TDA062

- ※ Follow the direction at the cover assembly symmetry, for proper seating of the spring.



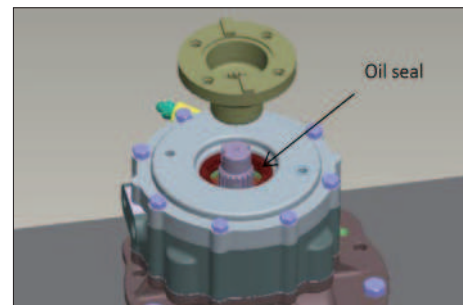
22D9TDA062A

⑩ Check the performance of parking brake.

- ※ The following procedure describes how to test brake oil leakage, return state of piston.
  - a. Remove residual air in brake line.
  - b. Actuate the piston at least five times with 10 bar.  
Check the performance of brake.
  - c. Preset 10 bar at piston, blank the oil line. If it has variation of pressure under 2 bar in 3 min, It is normal condition.
  - d. When oil leakage, disassemble parking cover, check brake oil leakage and solve the problem from inspection.
- ※ Major inspection part
  - Check damage of wet movement.
  - Check damage of brake seal.
  - Check incorrect assembly at brake seal.

⑪ Assemble flange U-joint.

Oil or grease before assemble oil seal inner ring part application.



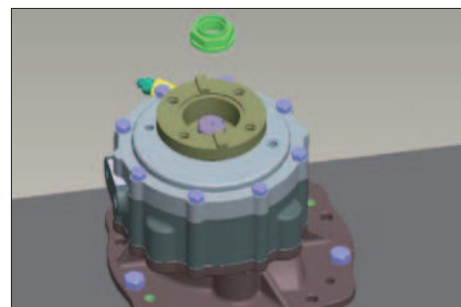
22D9TDA063

⑫ Fasten nut.

Assemble paste loctite #242.

Confirm torque : 26~29.5 kgf · m

- ※ Preload : 10~19 kgf · cm

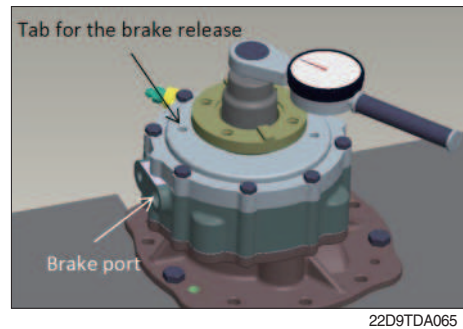


22D9TDA064

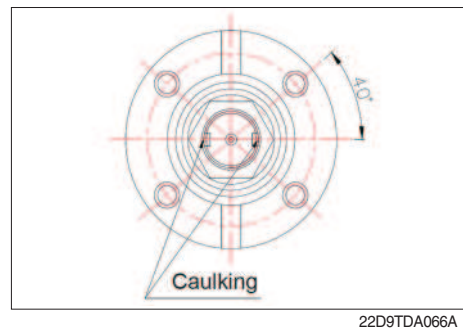
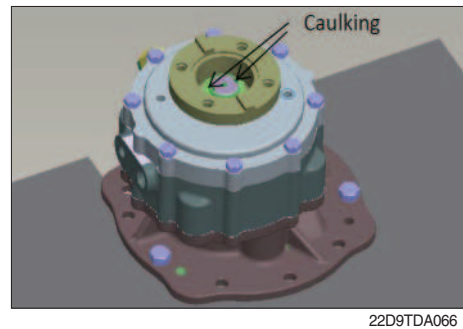


- ⑬ Preload measurement. (Spec : 10~19 kgf · cm)  
If preload is over the spec, follow the procedure.  
(refer to ⑨, ⑩ page 3-65, 3-66)  
Adjust the thickness of shim.

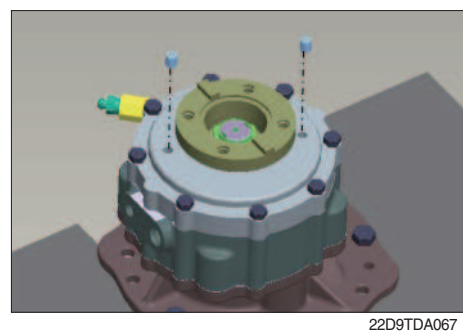
※ Always remember that the hydraulic oil circuit is under pressure.  
When carrying out inspection and maintenance, release the pressure first. (Using release bolt)



- ⑭ Caulking. (2 EA)  
Brass drift punch used.



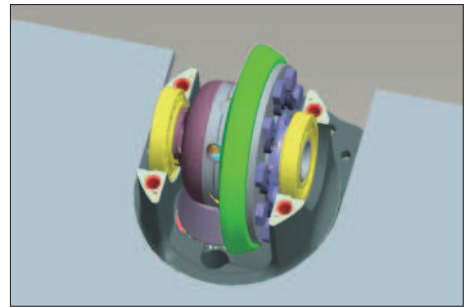
- ⑮ Assemble plug.  
Applied, Loctite 577 tightening torque 1.0~1.5 kgf·m





## Adjusting the gear set backlash

- ① Assemble differential sub in carrier case.



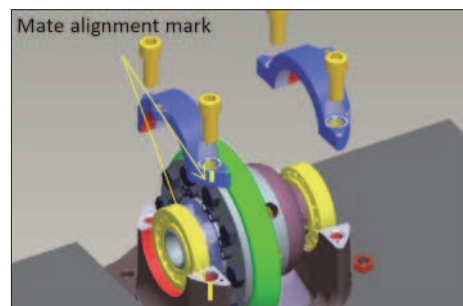
22D9TDA076

- ② Sub-assembly differential carrier case de suffren.  
Threaded steel ball assembly for positioning.



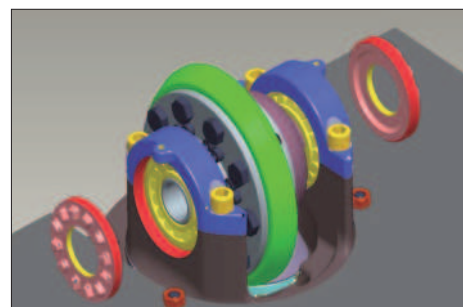
22D9TDA077

- ③ Fit carrier cap with steel ball.  
Bolt : paste loctite #277  
Confirm torque : 11.7~13.1 kgf · m



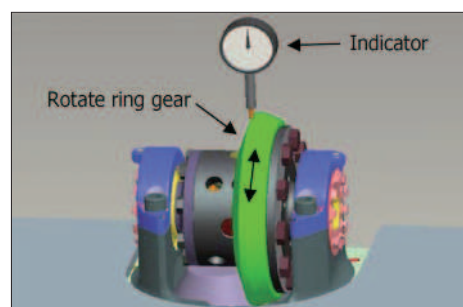
22D9TDA078

- ④ Fasten bearing adjust ring.  
Lightly tighten bearing only about to be in close contact.



22D9TDA079

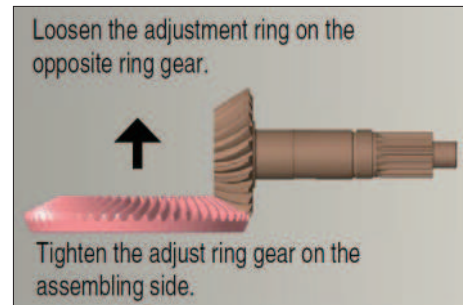
- ⑤ Measure again backlash.  
※ Backlash of pinion and ring gear : 0.15~0.20 mm  
※ If backlash is wrong, carry out adjusting work.  
Adjust the left/right of ring bearing adjust by one and one clip.



22D9TDA080

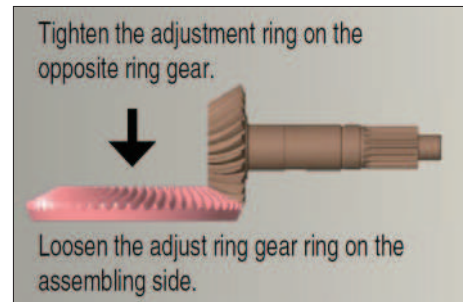
- ※ When the ring gear away from the pinion shaft will increase the backlash.

#### Backlash reduction methods



22D9TDA082

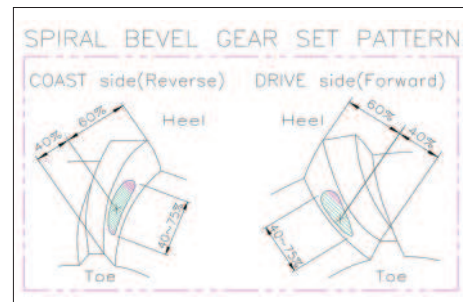
#### How to increase backlash



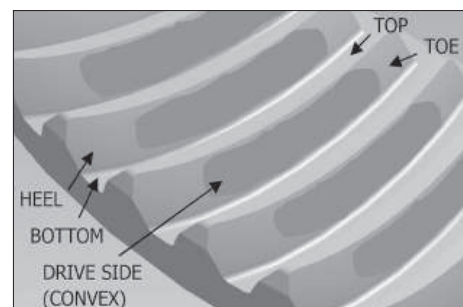
22D9TDA081

#### Adjusting tooth contact pattern of the gear set

- ※ After assembling, adjust pattern of the gear and pinion shaft figure.  
If pattern is not adjusted, take a measure as measuring backlash again and then reassemble.
- ※ Always check tooth contact pattern on the drive side of the gear teeth.

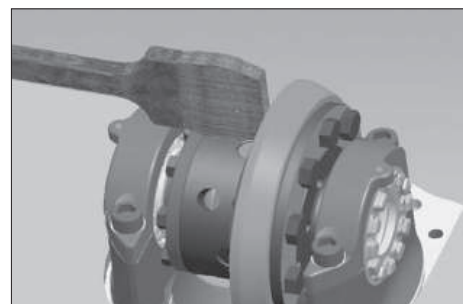


22D9TDA083



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- ① Apply marking compound to approximately 5~6 teeth of the ring gear.



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② Rotate ring gear forward and backward so that the 6 marked teeth go past the drive pinion six time to get a good contact pattern.

③ Compare the contact patterns.

※ In new gear sets, a good contact pattern is toward the toe of the tooth, and centered between the top and bottom of the tooth.



15L7ADA086

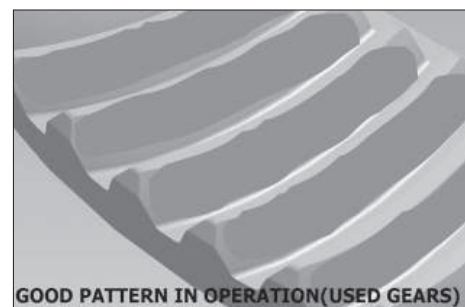


15L7ADA087



15L7ADA088

※ In used gear sets, a good contact pattern fills approximately the full length of the tooth. The top of the pattern is near the top of the tooth. The location should match the wear pattern on the tooth.



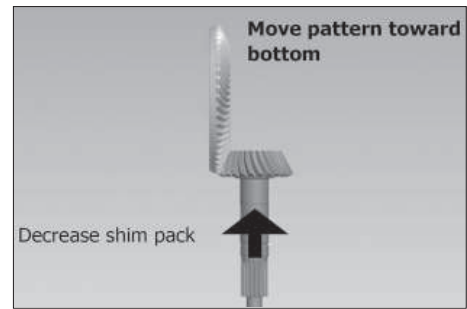
15L7ADA089

- ④ If the contact patterns require adjustment along the width of tooth (top/bottom), follow steps ①-②. If the contact patterns require adjustment along the length of tooth (toe/heel), follow steps ③-④.

- ① High pattern : A high contact pattern indicates that the pinion was installed too shallow into the carrier. Figure DA087.

To correct, move the pinion toward the ring gear by decreasing the shim pack between pinion spigot and inner bearing cone.

Figure DA090.

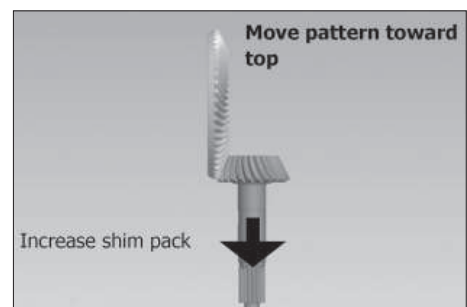


15L7ADA090

- ② Low pattern : A high contact pattern indicates that the pinion was installed too deep into that the pinion was installed too deep into the carrier. Figure DA088.

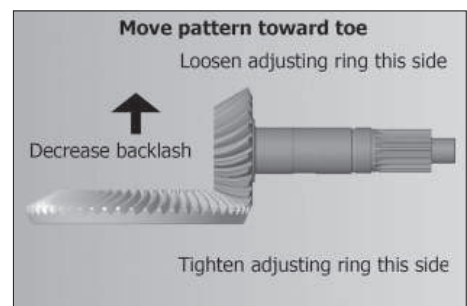
To correct, move the pinion away from the ring gear by increasing the shim pack between pinion spigot and inner bearing cone.

Figure DA091.



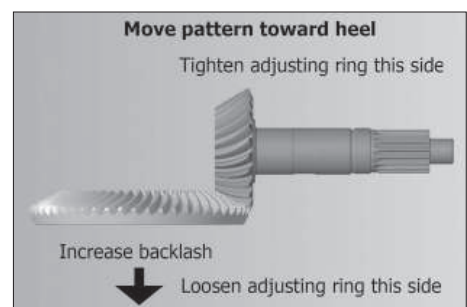
15L7ADA091

- ③ Heel pattern : Decrease the gear set backlash (within specified range) to move contact pattern toward toe and away from heel. Refer to page 3-71 "Adjusting the gear set backlash". Figure DA092.



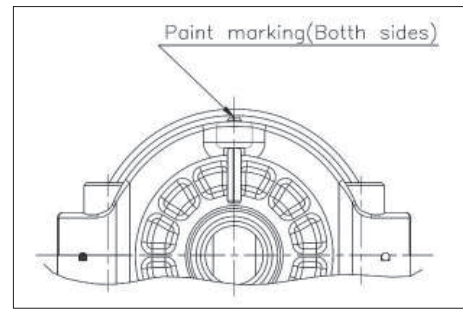
15L7ADA092

- ④ Toe pattern : Increase the gearset backlash (within specified range) to move contact pattern toward heel and away from toe. Refer to the pate 3-72 "Adjusting the gear set backlash". Figure DA093.



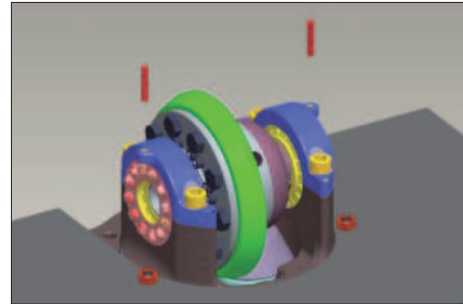
15L7ADA093

- ⑤ Fix spring pin with ring bearing adjust.  
And assemble them.

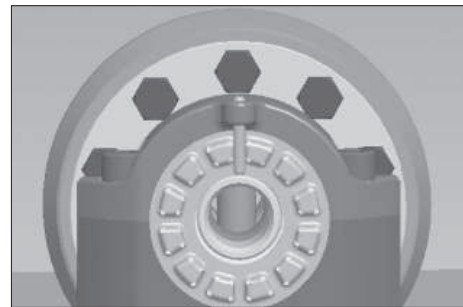


15L7ADA094

- ⑥ After completion of the pattern adjustment, the  
spring pin assembly.  
Adjust the bearing ring to be fixed.



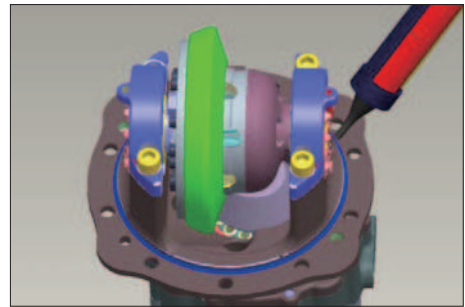
22D9TDA096



15L7ADA095

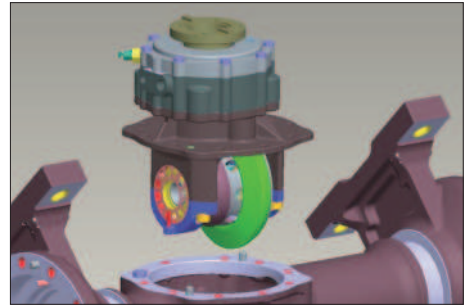
## (2) Assemble of carrier assembly

- ① Paste sealant on axle housing.  
(Loctite #5127)



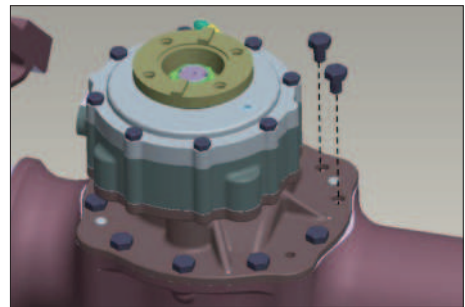
22D9TDA097

- ② Assemble carrier assembly on axle housing.



22D9TDA098

- ③ Fasten bolt.  
Assemble bolt after spread loctite #277.  
Confirm torque : 6.1~6.5 kgf · m

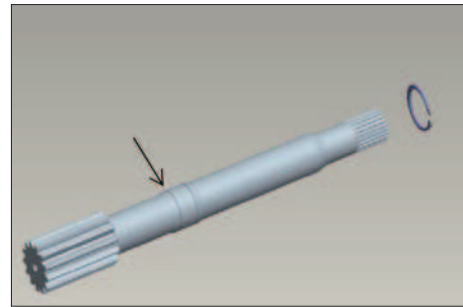


22D9TDA099

### (3) Traveling brake system assembly

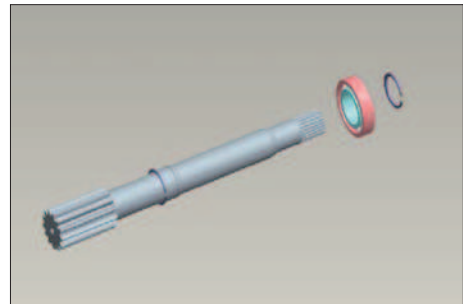
#### Axle shaft assembly

- ① Insert snap ring on the axle shaft.



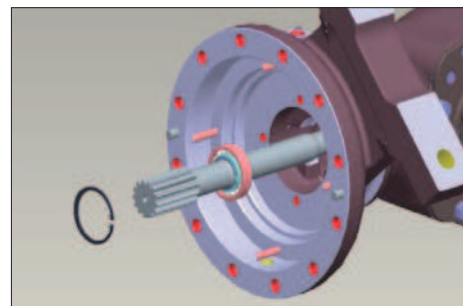
22D9TDA100

- ② After put the ball bearing, fix it with snap ring.



22D9TDA101

- ③ After put axle shaft into axle housing fix with snap ring.

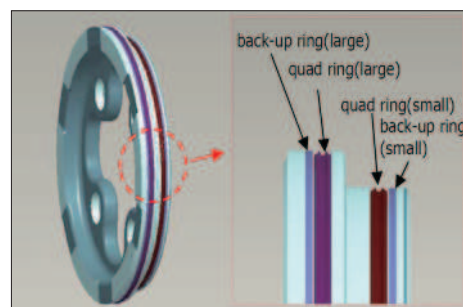


22D9TDA102

#### Brake piston assembly

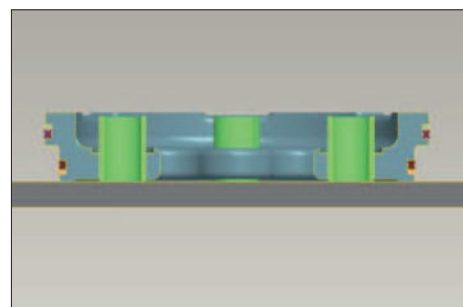
- ① Assemble ring (Quad ring + Back up ring) at piston brake.

- ※ When assembling seal pay attend to chopping.
- ※ Before assemble ring coating oil or grease.
- ※ Careful assembly direction of Quad ring + Back up ring



22D9TDA103

- ② Assemble sleeve at piston.  
Same with sleeve and piston surface on floor.



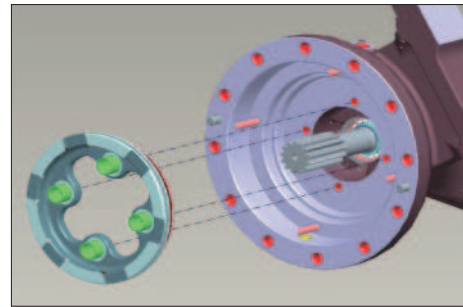
22D9TDA104



③ Assemble the piston.

Match assembly tap of special bolt and position of sleeve.

Before assemble Quad ring coating oil or grease.

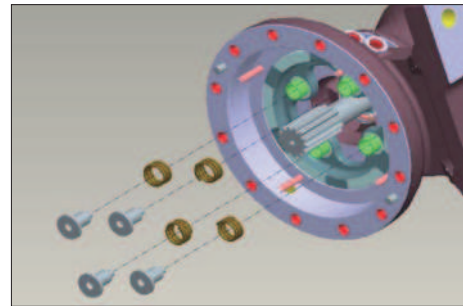


22D9TDA105

④ Assemble return spring and special bolt.

Paste loctite #277.

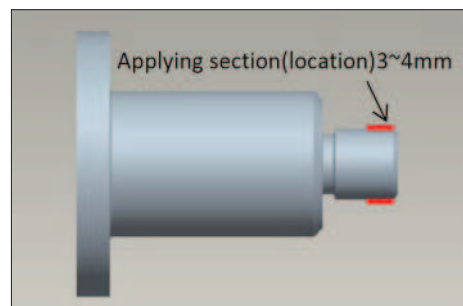
· Tighten torque :1.8~2.0 kgf · m



22D9TDA106

※ Example) Paste loctite on speical bolt.

If paste loctite too much on sleeve & special bolt,  
piston has malfunctioned by jam.



22D9TDA106A

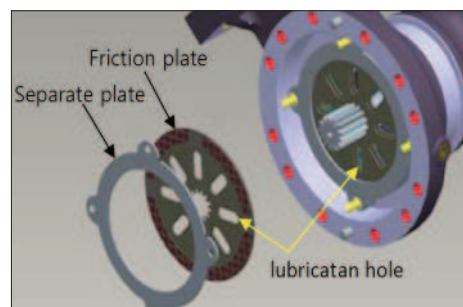
⑤ Assemble in order of separate plate → Friction plate.

But assemble separate plate first and lastly.

Separate plate : 5EA

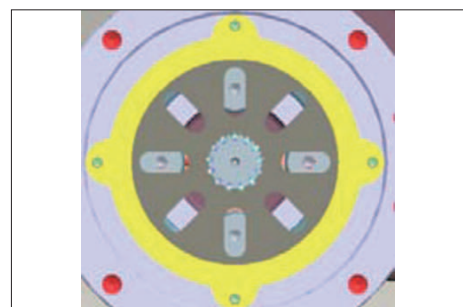
Friction plate : 4EA

Assemble plate to according to the hole on plate.



22D9TDA107

※ Do not cover the hole each others.



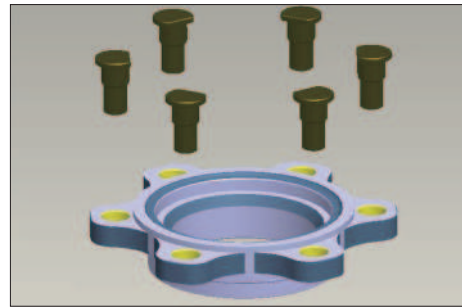
22D9TDA107A



#### (4) Hub assembly

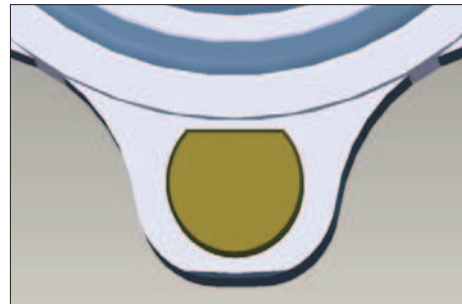
Hub sub assembly

- ① Assemble hub bolt. (Use jig and press)



22D9TDA110

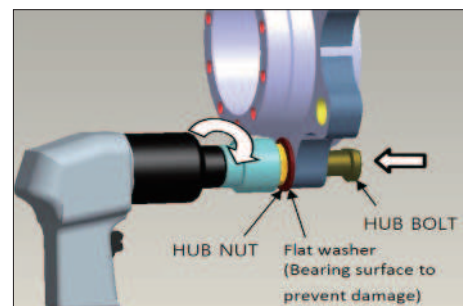
- ※ Assemble direction example.  
Careful assemble with head of bolt and hub flange.



22D9TDA110A

If you do not press or dedicated fixtures.  
Assemble the hub nuts, hub bolt assembly can be tightened.

To prevent damage to the bearing surface  
between the hub and the hub nut.  
Bore  $\varnothing 20$ ,  $\varnothing 40 \sim \varnothing 50$  diameter flat washer insert.



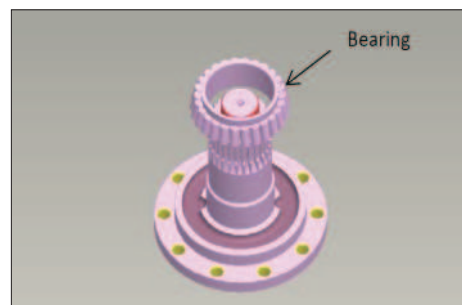
22D9TDA110B

- ② Pressurize oil seal with loctite #592.  
Spread grease inside of oil seal.



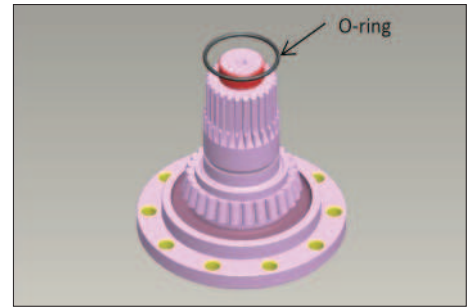
22D9TDA111

- ③ Put with heating bearing cone on wheel shaft.  
Assemble after paste axle oil on roll of bearing cone.



22D9TDA112

- ④ Assemble O-ring coated grease at wheel shaft.



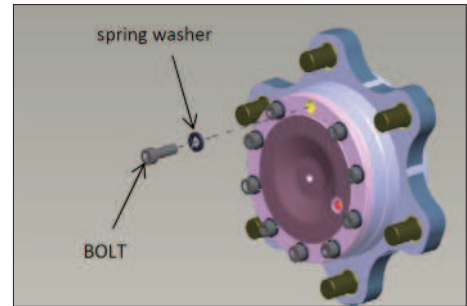
22D9TDA113

- ⑤ Assemble flange hub and wheel shaft.

※ Paste loctite #5127

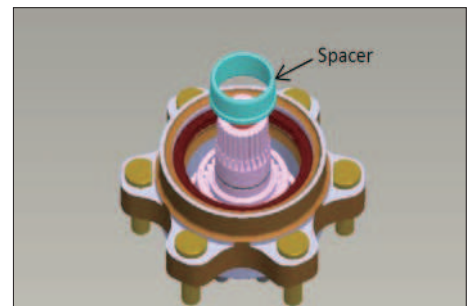
Confirm torque : 6.0~7.0 kgf · m

Bolt : Spread loctite #277



22D9TDA114

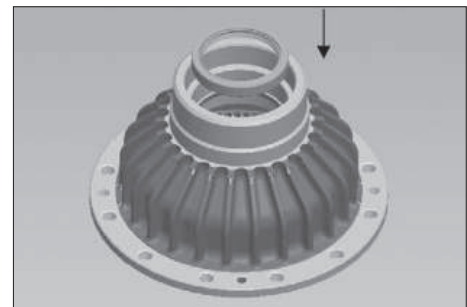
- ⑥ Fix spacer.



22D9TDA115

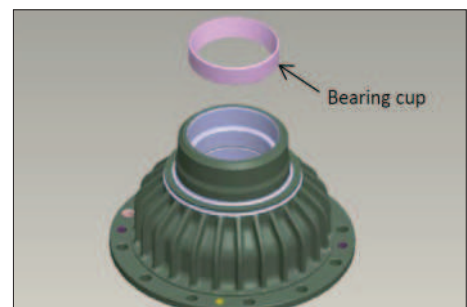
- ⑦ Assemble oil seal at carrier housing.

Oil seal with loctite #592.



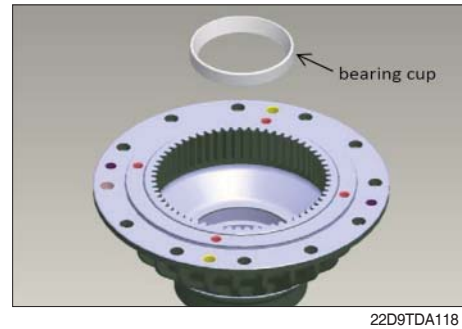
15L7ADA116

- ⑧ Assemble bearing cup at carrier housing.

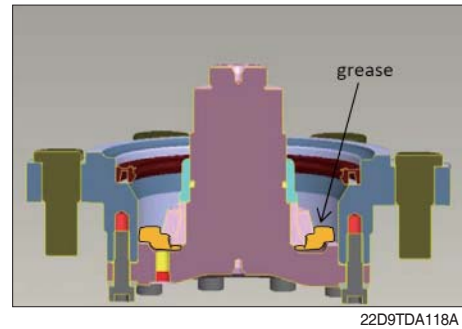


22D9TDA117

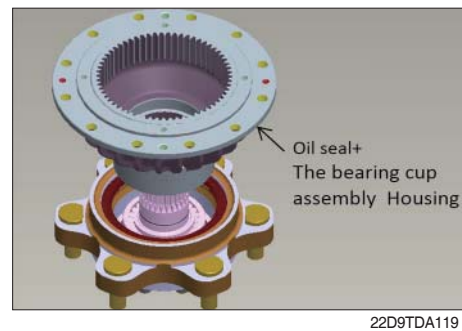
- ⑨ Assemble bearing cup at upper side of carrier housing.



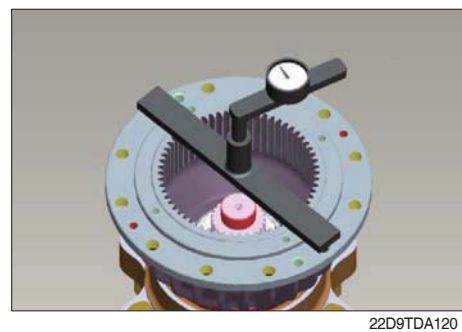
- ⑩ Hub + wheel shaft assemble in grease charge.  
 ·Charge amount :  
 Grease outer ring of wealth space 60~80%.  
 ※ Recommend Grease : Shell Retinax 0419



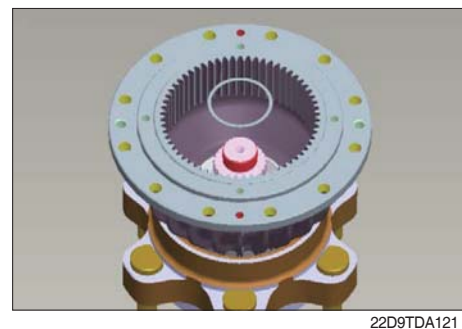
- ⑪ Assemble the carrier housing on flange hub and wheel shaft.



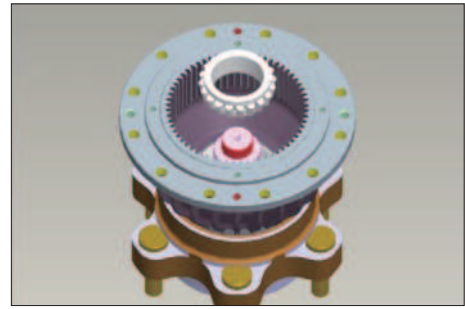
- ⑫ Adjust preload for fix shim.  
 ·Preload : 40~50 kgf·cm



- ⑬ Put into shim. (Basic shim : 0.65 mm)  
 ※ Sort of shim : 0.1, 0.12, 0.15, 0.25, 0.5 (mm)

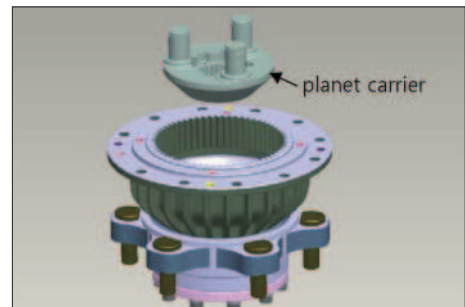


- ⑭ Pressurize bearing cone.  
Before assembling, paste axle oil on roller of bearing cone.



22D9TDA122

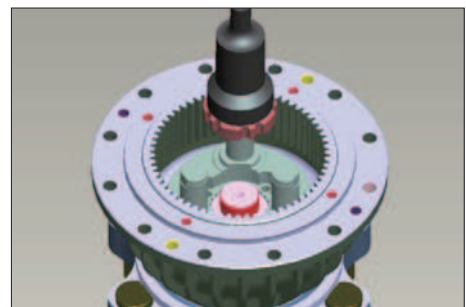
- ⑮ Assemble planet carrier.



22D9TDA123

- ⑯ Assemble the locknut to confirm the bearing preload. Use designated jig or brass drift punch. Loosen and tighten repeatedly 2~3 time with 35~38 kgf · m

- ※ If there is no parts replacement from bearing, shaft, housing and spacer, initially assembled shims can be re-used.
- ※ When brass drift punch is used, assemble the locknut in accordance with its initially marked position.



22D9TDA124

- ⑰ Preload check.

- ※ Preload setting price = Oil seal resistance price + Bearing preload

⑫ Process check price  $\pm 40 \sim 50$  kgf · cm

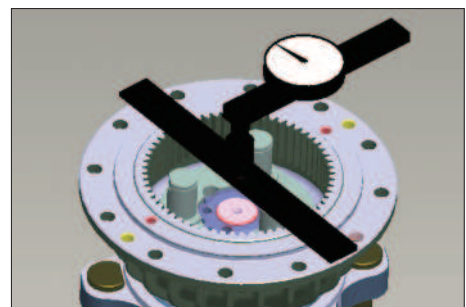
- ※ If measurements are not satisfied with the preloaded.

Decomposition ⑫ to ⑭ and proceeds to step, measured value is greater than the preload thickness of shim set to increase.

Measured value is less than the preload is set to decrease thickness of shim.

After the completion of the assembly ⑪ to ⑯ proceeds the process again.

- ※ If hub bearing preload is wrong.  
It should cause damage to the shaft.  
In order to prevent major accent, should be sure the preload.



22D9TDA124A

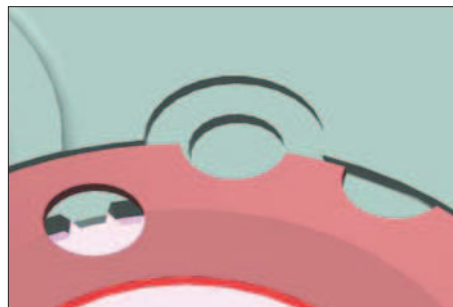
⑱ Fasten lock nut.

Spread the Loctite #277 on screw.

- Confirm torque : 3.5~3.8 kgf · m

Mate lock nut slot and planet carrier's hole.

- Preload : 40~50 kgf · cm

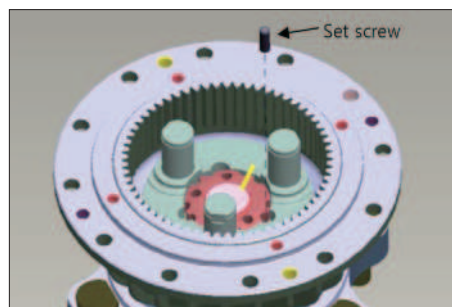


22D9TDA124B

⑲ Fasten set screw.

Spread the Loctite #277.

- Confirm torque : 105~150 kgf · cm

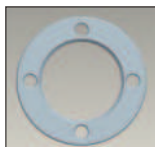


22D9TDA124C

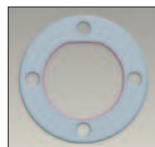
⑳ Assemble in order of washer → needle bearing → planet gear → washer .

Before assembling washer, paste oil, spread grease on needle bearing.

※ Needle roller quantity check : 19 EA/1 gear

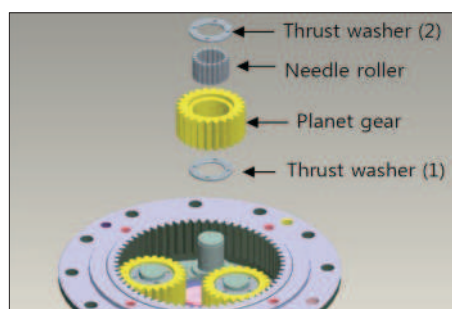


22D9TDA011-1



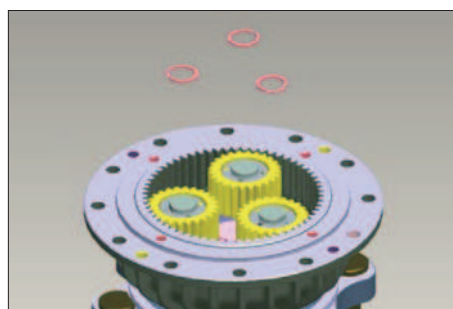
22D9TDA011-2

Thrust washer (1)    Thrust washer (2)



22D9TDA125

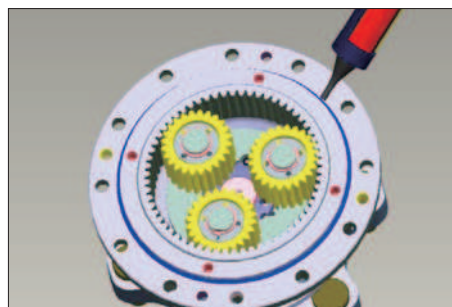
㉑ Fix snap ring.



22D9TDA126

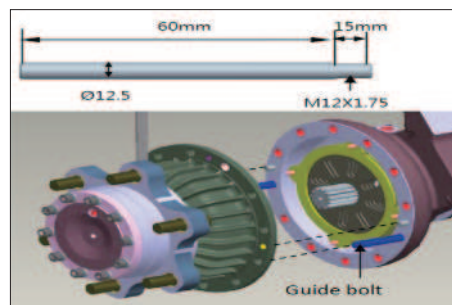
### (5) Assemble of hub sub assembly

- ① Paste loctite #5127 on axle housing.
  - ※ About 3 mm wide circle around the front of the application.



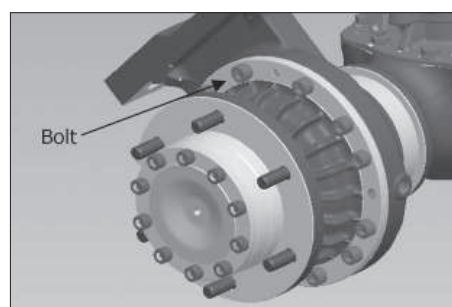
22D9TDA127

- ② Assemble the hub assembly on the axle housing.  
Lifting device or the guide bolts.  
Field, using the following guide bolt.  
Can be easily assembled.



22D9TDA127A

- ③ Assemble hub sub assembly.  
Bolt : Assemble after spread loctite #277.  
Confirm torque : 11.7~13.1 kgf · m  
Plug : Assemble after spread loctite #577  
Confirm torque : 1.0~1.5 kgf · m
  - ※ Assemble hub sub assembly after support it by lifting device as like the same way of disassembling.



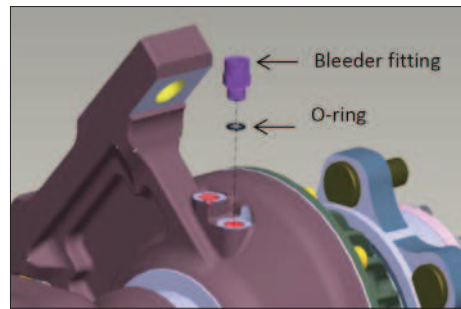
15L7ADA128



## (6) The rest part assembly

- ① Assemble O-ring and fitting bleeder for LH and RH.

· Confirm torque : 3.8~4.2 kgf · m

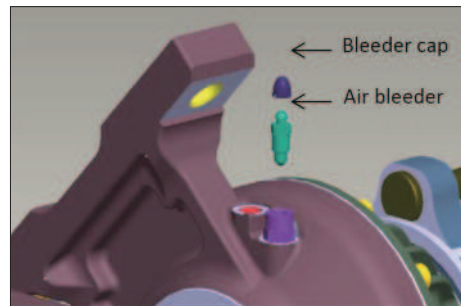


22D9TDA129

- ② Assemble bleeder and cap.

Screw : Assemble after spread loctite #577.

Confirm torque : 1.5~2.0 kgf · m

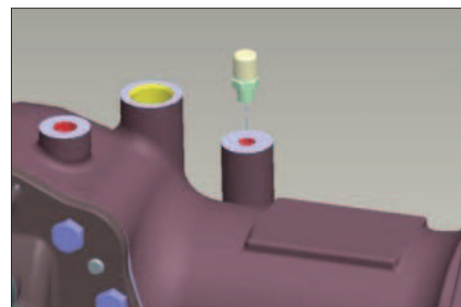


22D9TDA130

- ③ Assemble air breather.

Screw : Assemble after spread loctite #577.

Confirm torque : 0.5~0.7 kgf · m

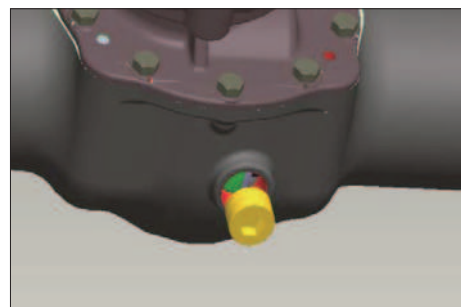


22D9TDA131

- ④ Assemble drain plug (magnetic).

Screw : Assemble after spread loctite #577.

Confirm torque : 7.0~9.0 kgf · m



22D9TDA132

- ⑤ Assemble drain plug (magnetic).

Screw : Assemble after spread loctite #577.

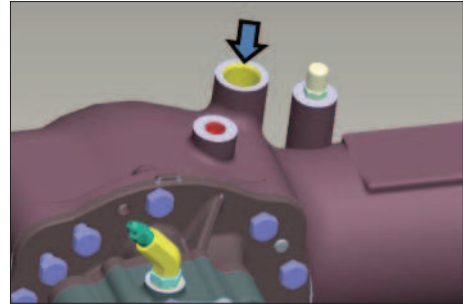
Confirm torque : 3.0~4.1 kgf · m



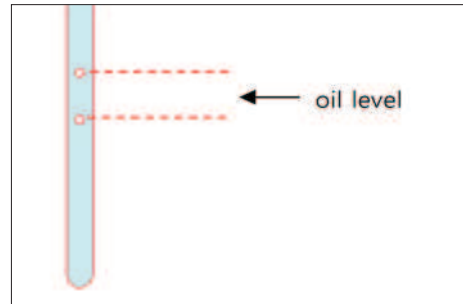
22D9TDA133

⑥ Put in dipstick.

- ※ Fill axle oil as much as standard.  
Standard between the upper limit and the lowest limit.

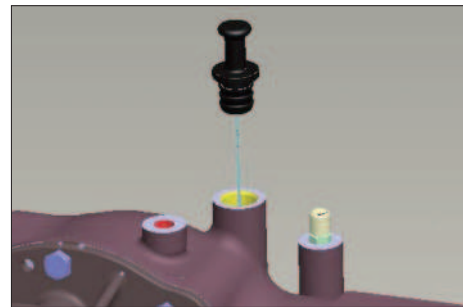


22D9TDA135



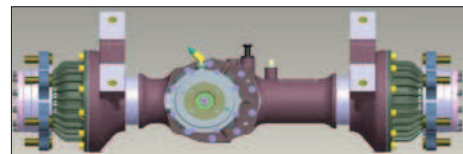
22D9TDA134

⑦ Assemble dipstick gauge.



22D9TDA136

⑧ Finish drive axle assembly.



22D9TDA137



## **(7) Functional test of hydraulic apply brake**

- ※ The following procedure describes how to test the hydraulic apply brake system only.

To perform this test, use a device that allows you to observe possible leaks through oil seals and that also allows you to verify that the piston return system works correctly . For an accurate evaluation, the device must allow piston displacement of 0.4~0.6 mm.

- ① Brake bleeder valve while supplying hydraulic oil to the pressure inlet. Pump oil through the brake until oil coming out of the bleeder does not contain air bubbles.  
Close the brake bleeder valve.
- ② Actuate the piston at least five times with 60 bar.  
Check for leaks and free movement of piston.
- ③ If you find a leak : Disassemble the hub sub assembly. Determine the cause of the leak and correct the problem. Check the seal surfaces for sharp edges, nicks and burrs.
- ④ Wait five minutes. Apply 60 bar to the piston and lock pressure on. Pressure must not drop after one minute.
- ⑤ If pressure drops off : Disassemble the hub sub assembly. Determine the cause of the leak and correct the problem. Repeat step ① - ⑤.

- ※ You must check that the brake completely releases after you apply the brake.  
Do not operate the brake system with the brake partially released. Damage to brake components can result.

## SECTION 3 POWER TRAIN SYSTEM

### (Option, HD Transmission and Drive Axle)

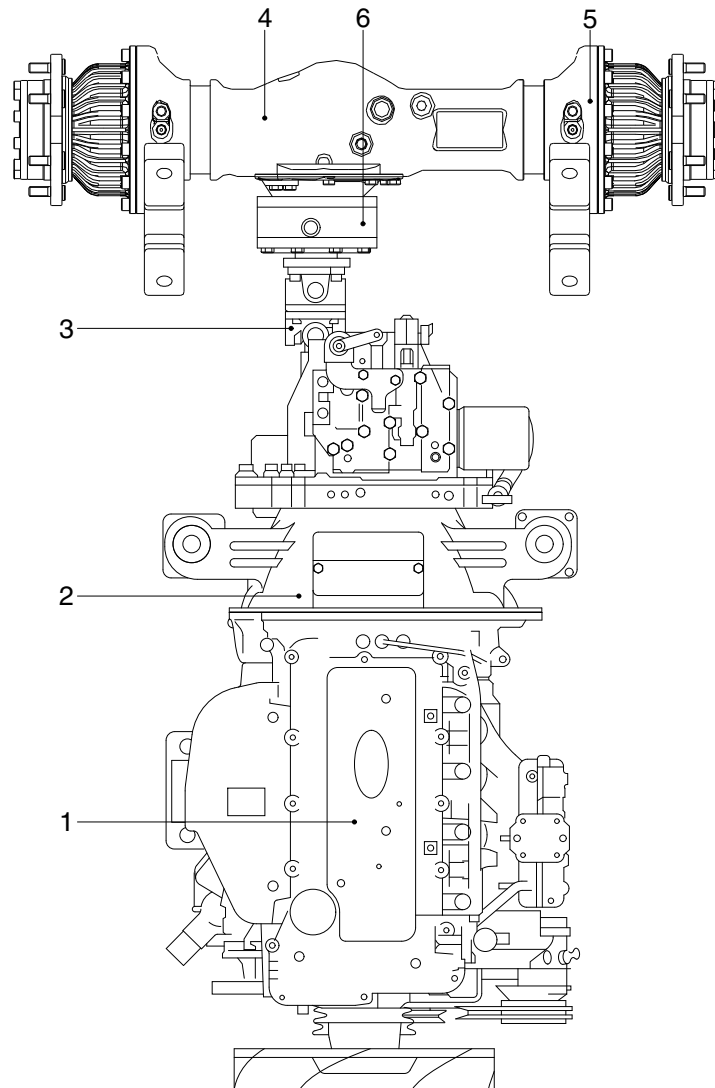
Group 1	Structure and operation .....	3-88
Group 2	Disassembly and assembly .....	3-102
Group 3	Maintenance and troubleshooting .....	3-146

## SECTION 3 POWER TRAIN SYSTEM

### GROUP 1 STRUCTURE AND OPERATION

#### 1. POWER TRAIN DIAGRAM

##### 1) STRUCTURE



25L9APT26

1 Engine  
2 Transmission

3 Drive shaft  
4 Drive axle

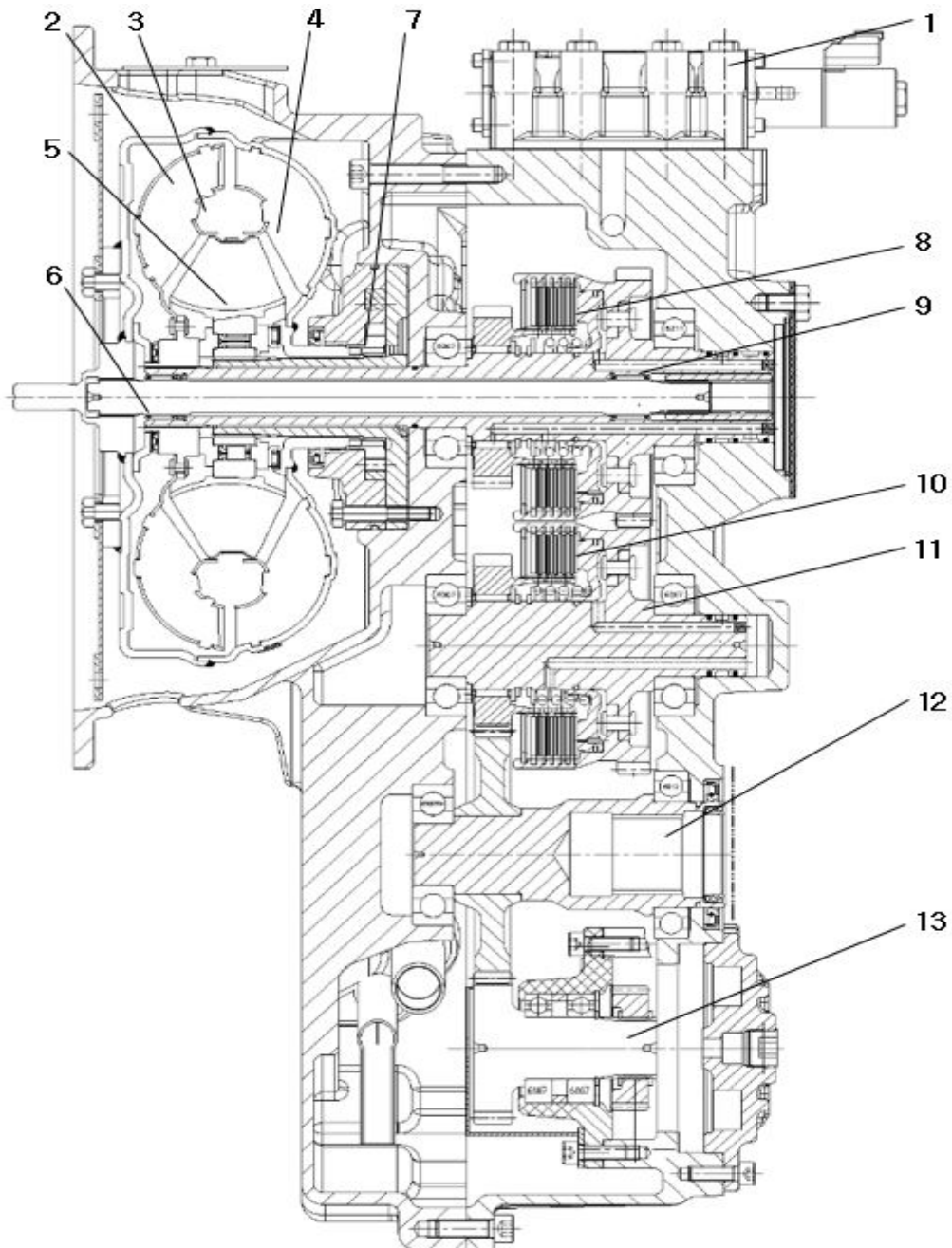
5 Service brake  
6 Parking brake

## 2) SPECIFICATION

Item		Specification
Torque converter	Model	KAPEC 280DK
	Type	3 Element, 1 stage, 2 phase
	Stall ratio	2.90
Transmission	Type	Power shift
	Gear shift(FWD/REV)	1/1
	Control	Solenoid On/Off type
	Overhaul ratio	FWD 1.4375
		REV 1.4375
Axle	Type	Front-wheel drive type, fixed location
	Gear ratio	11.568 : 1
	Gear	Spiral bevel gear type
Wheels	Q'ty (FR/RR)	Single : 2/2, Double : 4/2
	Front (drive)	2.5 ton
		Single : 7.0-12-12 PR
		Double : 6.0-15-14 PR
		3.0-3.3 ton
		Single : 8.5-15-14 PR
Brakes	Travel	Double : 6.0-15-14 PR
		6.5-10-12 PR
	Rear (steer)	2.5-3.3 ton
Steering	Type	Full hydraulic, power steering
	Steering angle	79° to both right and left angle, respectively

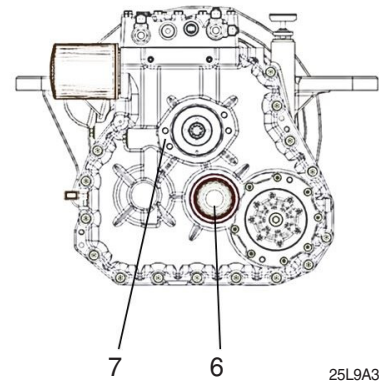
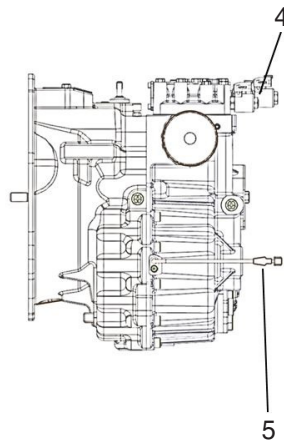
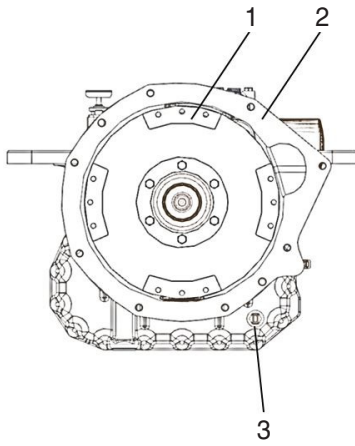
## 2. TRANSMISSION

### 1) STRUCTURE



25D9HDI3PS174

- |   |                  |    |                      |    |                      |
|---|------------------|----|----------------------|----|----------------------|
| 1 | Control valve    | 6  | PTO shaft            | 11 | Reverse clutch shaft |
| 2 | Torque converter | 7  | Charging pump        | 12 | Output shaft         |
| 3 | Turbine wheel    | 8  | Forward clutch pack  | 13 | Parking brake        |
| 4 | Impeller wheel   | 9  | Forward clutch shaft |    |                      |
| 5 | Stator           | 10 | Reverse clutch pack  |    |                      |



25L9A3PS02

- 1 Torque converter
- 2 Torque converter housing
- 3 Temp sensor

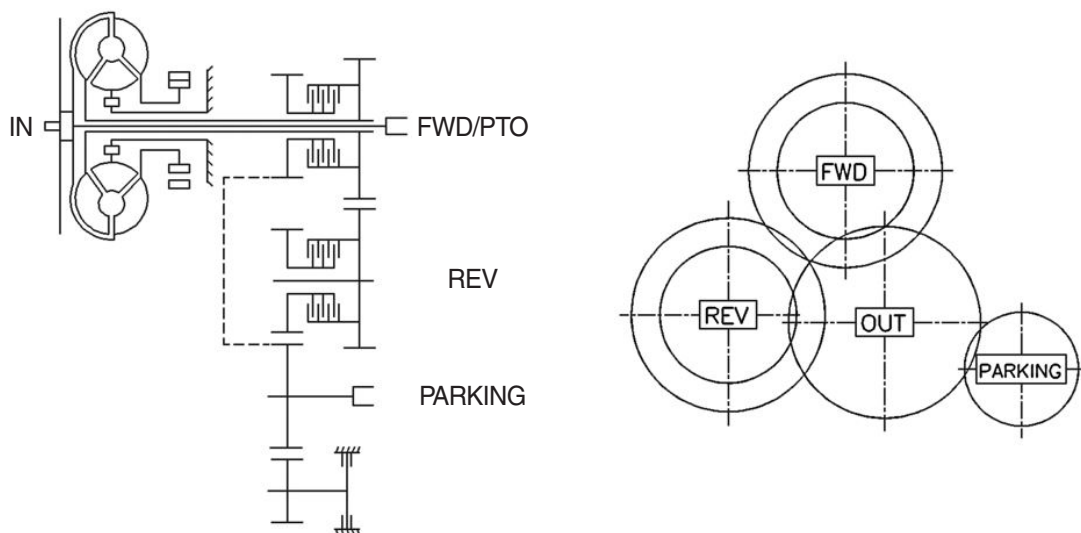
- 4 Control valve
- 5 Speed sensor
- 6 Output (Universal joint link part)

- 7 PTO pump mounting

## 2) OPERATION

- (1) The torque converter acts as a fluid coupling to smoothly transfer engine power to the transmission. It also increases the torque by the force applied to the stator while oil is circulating inside the torque converter.
- (2) The engine power transferred through the flexible plate is then transferred to the impeller on the torque converter in order to drive the oil pump. The oil pump circulates oil to the oil filter by pumping the oil in the oil tank on the transmission. Oil from which foreign matter has been filtered is supplied to the control valve and the inside of the torque converter.
- (3) The oil supplied to the control valve produces the level of pressure necessary to operate the clutch on the main relief valve. Pressure is applied to the forward/reverse clutch via operation of the solenoid valve using the electric signal delivered at the time of forward/reverse driving of the vehicle, and thus power can be transferred through the gear.
- (4) The oil supplied to the torque converter is transmitted to the turbine in a state in which centrifugal force is generated by the rotation of the impeller, and becomes a driving force for rotating the turbine.
- (5) The oil which rotates the turbine circulates, and the force of the reaction produced when it passes through the stator increases the torque. The oil that comes out of the torque converter enters the air cooled passage and, after cooling down, is supplied to the clutch shaft where it cools down the plate of the clutch, and returns to the transmission. The process described above proceeds continuously, completing the transmission operations.

## 3) GEAR BOX SCHEMATIC

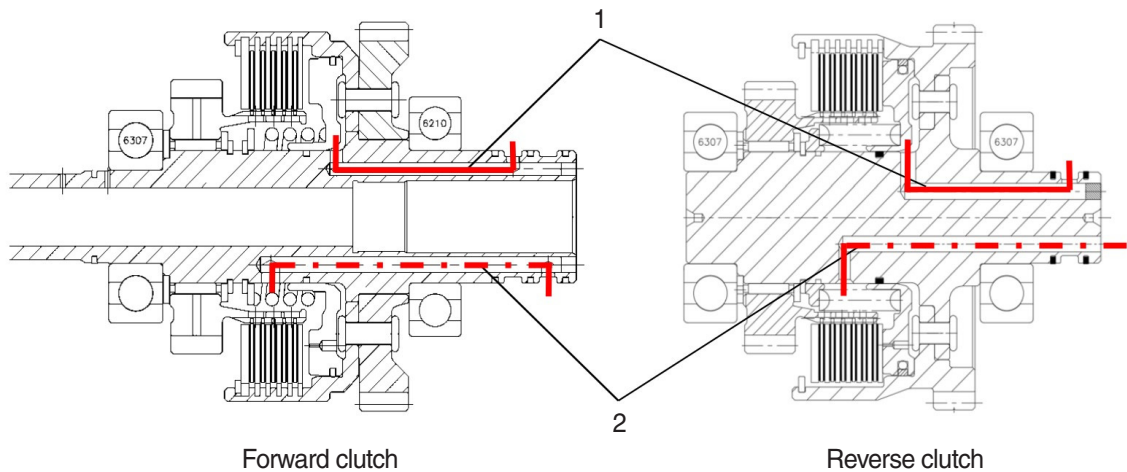


IN = Input  
FWD = FWD Clutch  
REV = REV Clutch

PTO = Power Take Off  
OUT = Output  
PARKING = Parking brake

25L9A3PS10

#### 4) CLUTCH



- 1 Pressure line ( — )  
 2 Lubrication line ( - - - )

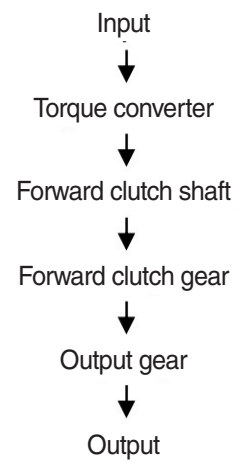
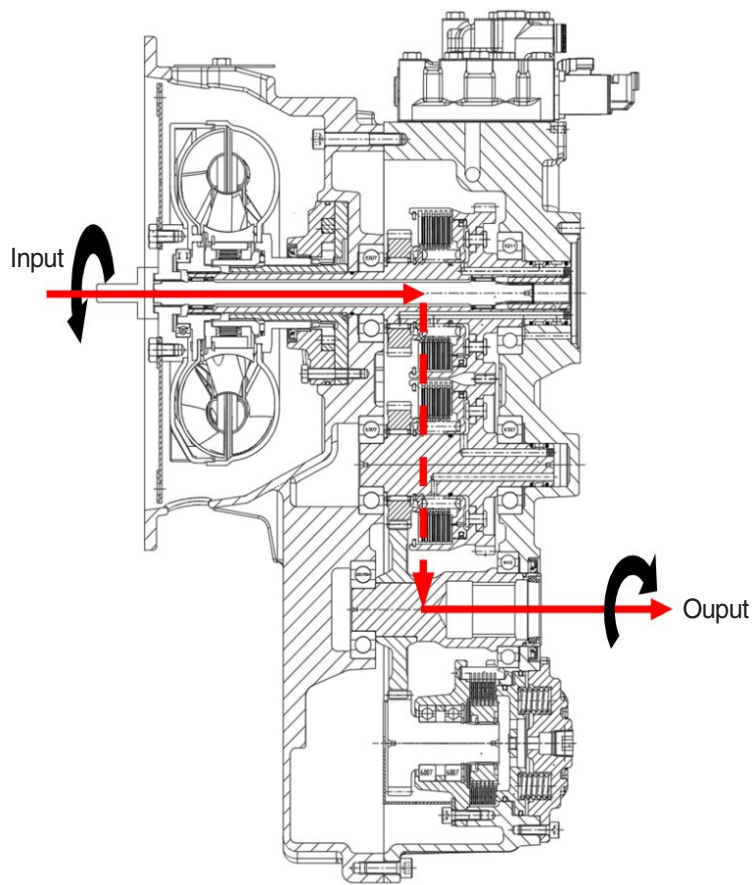
25D9V3PS10

- (1) Gear shift refers to the action of shifting the vehicle from neutral to forward/reverse.
- (2) When forward or reverse is decided by the vehicle's shift lever, the corresponding electric signal switches the forward/reverse solenoid to the ON state.
- (3) The high-pressure oil produced in the main relief relieves the flow rate and oil speed before it is supplied to the clutch through the solenoid valve while passing through the orifice and modulation valve.
- (4) Oil whose flow rate and speed have been relieved is slowly supplied to the piston of the corresponding clutch through the solenoid valve to prevent impact at the time of gear shift.
- (5) As hydraulic oil applies pressure to the piston and the force of the return spring is exceeded, it compresses the friction plate and disc.
- (6) When the clutch friction plate and disc are fully compressed, power is transferred to the gear connected to the friction plate through the spline.



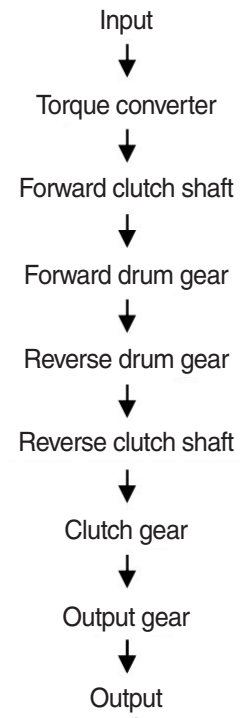
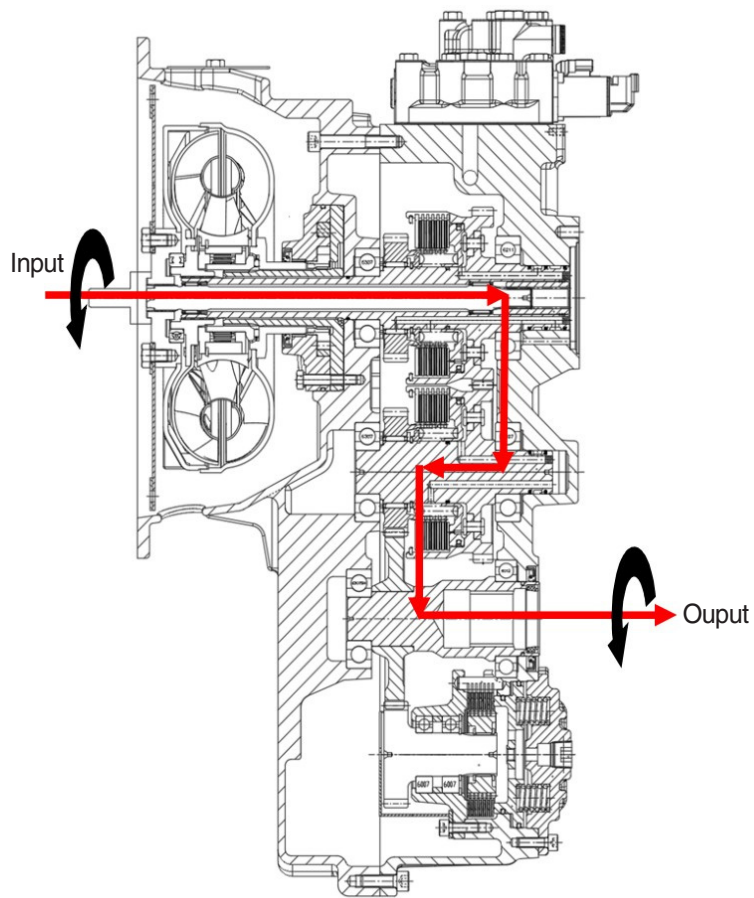
## 5) POWER FLOW

### (1) Forward



25D9V3PS11

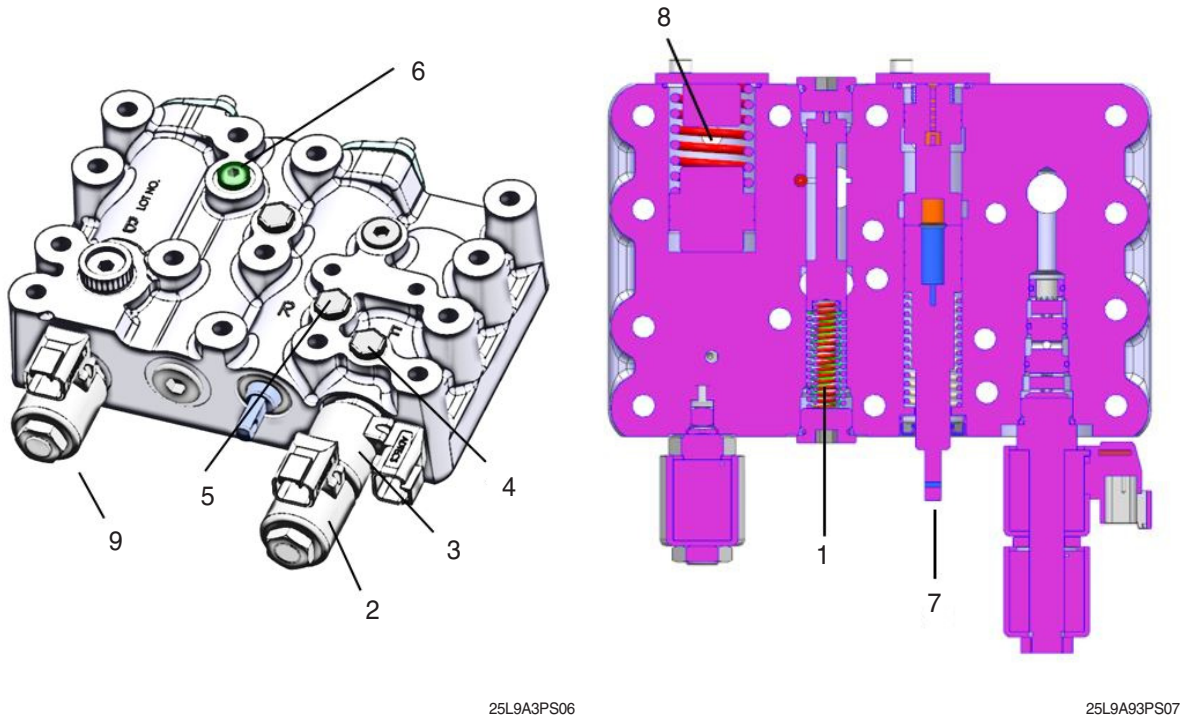
(2) Reverse



25D9V3PS12

## 6) CONTROL VALVE

### (1) Structure

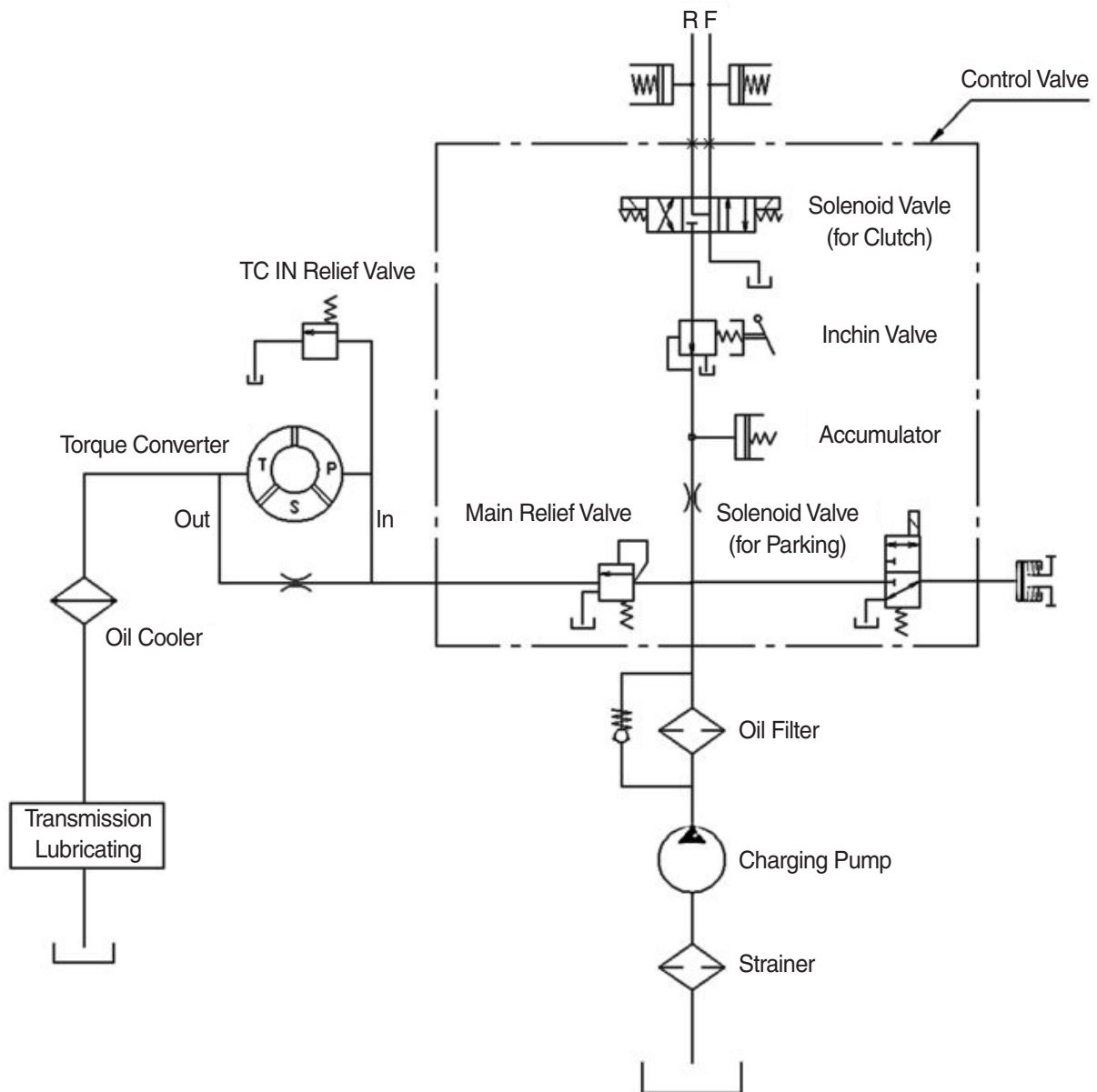


- |                                      |                                |
|--------------------------------------|--------------------------------|
| 1 Main relief                        | 6 Main pressure check port     |
| 2 Forward solenoid valve             | 7 Inching                      |
| 3 Reverse solenoid valve             | 8 Modulation                   |
| 4 Forward clutch pressure check port | 9 Parking brake solenoid valve |
| 5 Reverse clutch pressure check port |                                |

### (2) Function

Item	Function
Main relief	Maintains constant clutch pressure.
Forward/Reverse solenoid valve	Change direction of flow path to receive electrical signals when shifting forward and backward and to transfer main pressure to the clutch.
Inching	A function for increasing the engine speed temporarily in order to lift the mast quickly while maintaining a low travel speed by reducing forward/reverse clutch pressure.
Modulation	A function for softening the impact at the time of a gear shift through soft contact of the clutch plate by adjusting the flow rate and the speed of the oil supplied to the clutch during forward/reverse gear shift.
Parking solenoid valve	The ability to release the park brake operation

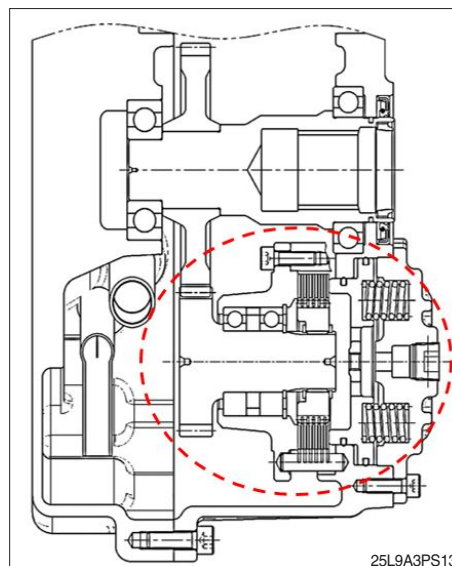
### (3) Hydraulic circuit



- ① The charging pump of the transmission draws oil in the transmission through the strainer, and the oil is delivered to the torque converter through the main relief valve to form the main pressure of the forward and reverse clutch.
- ② The oil delivered to the torque converter flows between the turbine shaft and the inner wheel of the free wheel and flows into the converter circuit through the space between the stator wheel and the turbine wheel.
- ③ The oil discharged from the torque converter is cooled through the vehicle's oil cooler. This cooled oil also lubricates and cools each part of the transmission, such as bearings and clutches.

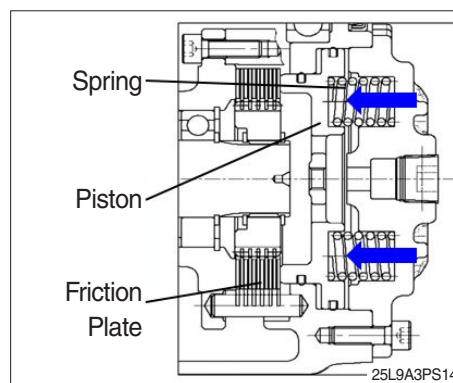
#### (4) Parking brake

The transmission includes a parking brake.



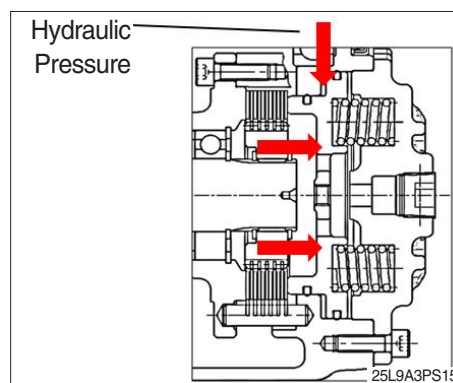
##### ① Parking brake operation

The parking spring pushes the piston to squeeze the plate, causing parking brake force by friction force.



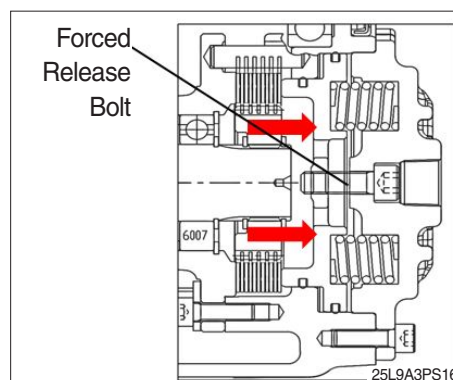
##### ② Parking brake release

Hydraulic pressure is applied to the piston from the TM control valve as the piston compresses the spring, the plate is released.



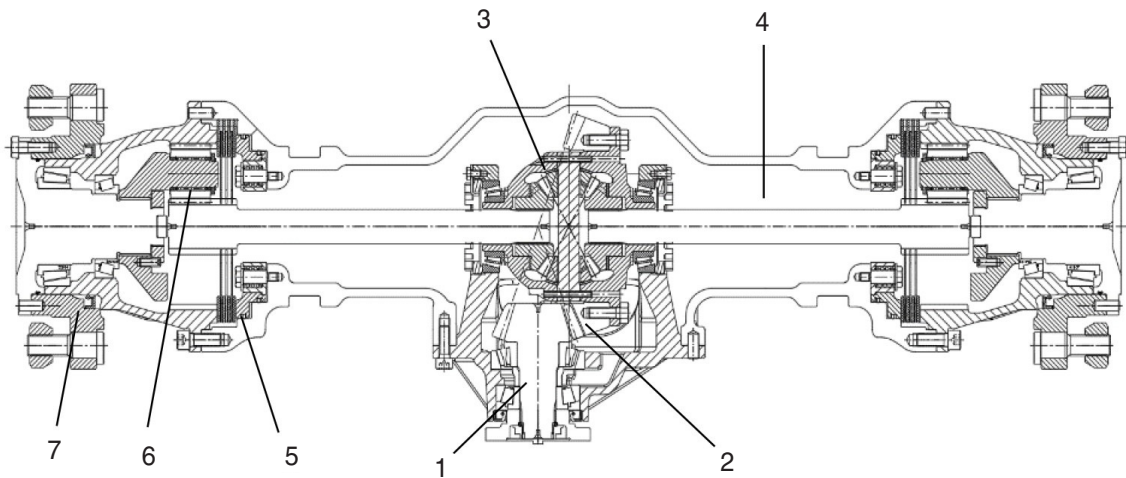
##### ③ Parking brake forced release

If no parking release pressure is formed due to engine failure or other causes, vehicle can be moved after forced release of the parking brake.



### 3. DRIVE AXLE

#### 1) STRUCTURE

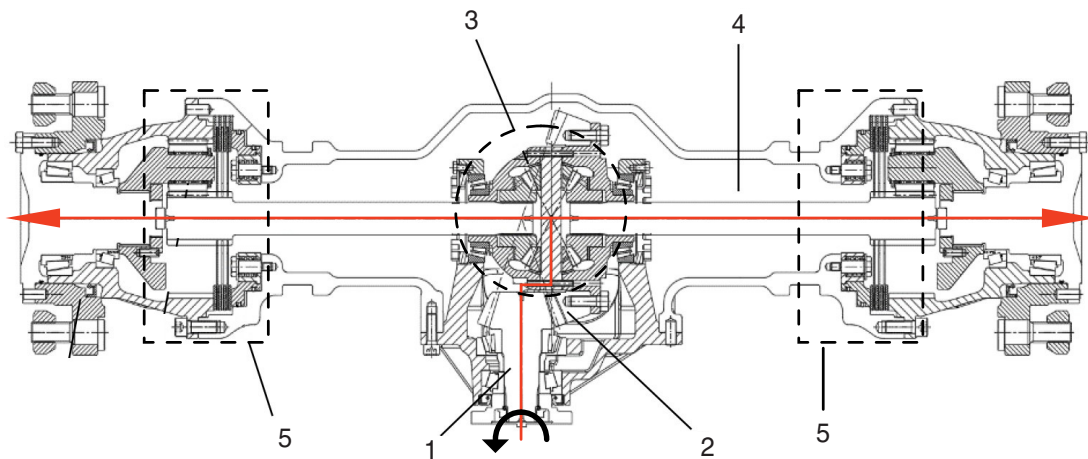


25D9V3PS102

- |                       |                 |       |
|-----------------------|-----------------|-------|
| 1 Pinion shaft        | 4 Axle shaft    | 7 Hub |
| 2 Ring gear           | 5 Service brake |       |
| 3 Differential device | 6 Hub reduction |       |

#### 2) OPERATION

The drive axle is connected with the transmission output gear by drive shaft assembly. The power transferred by the drive shaft assembly is connected to the pinion shaft of drive axle, the pinion shaft delivers the power to the differential device through the ring gear. The differential device deliver the power to hub reduction through axle shaft.



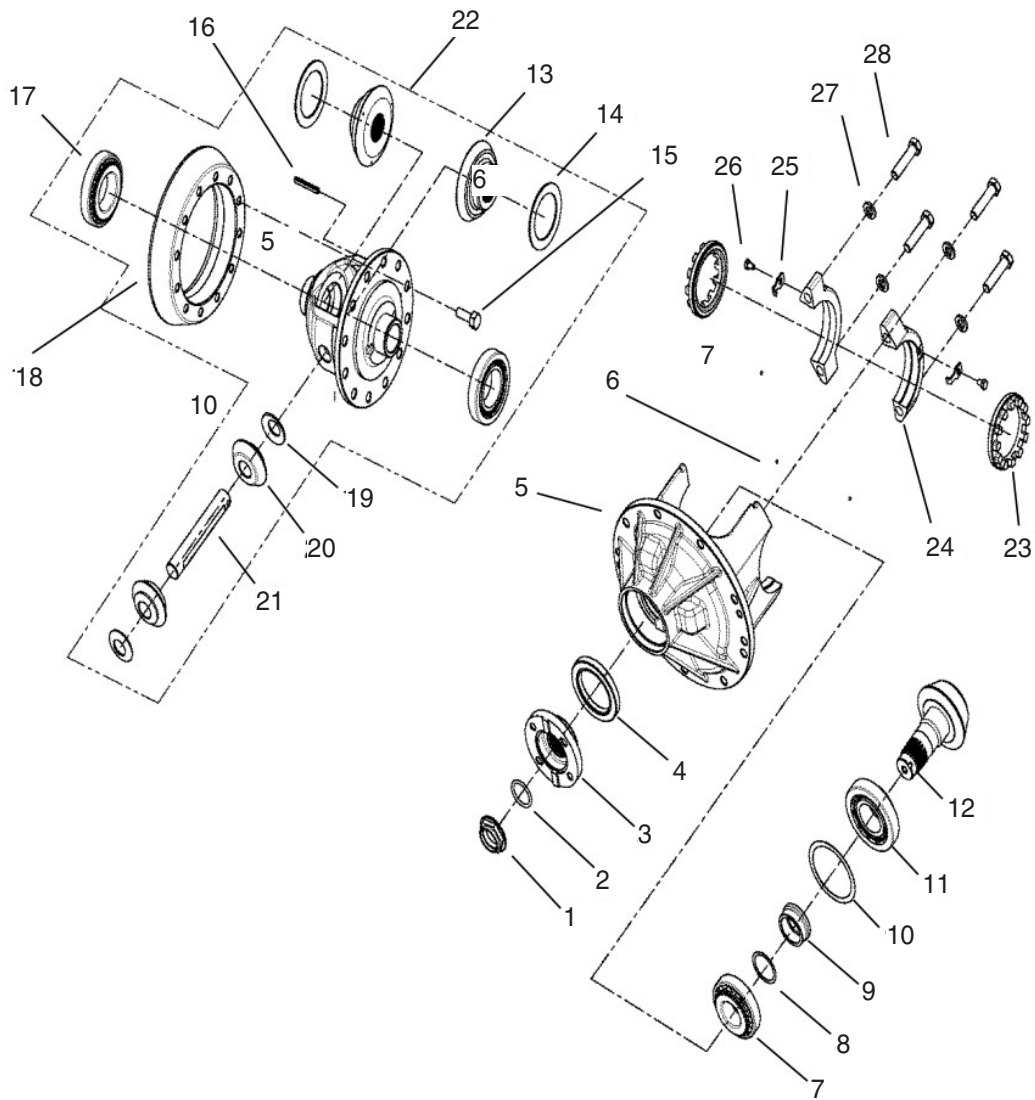
25D9V3PS103

- |                |                       |                 |
|----------------|-----------------------|-----------------|
| 1 Pinion shaft | 3 Differential device | 5 Hub reduction |
| 2 Ring gear    | 4 Axle shaft          | 6 Service brake |



### 3) Carrier sub assembly

#### (1) Structure



25D9V3PS104

- |                |                     |                     |
|----------------|---------------------|---------------------|
| 1 Lock nut     | 11 T/R bearing      | 21 Spider           |
| 2 O-ring       | 12 Pinion shaft     | 22 Diffsub assembly |
| 3 Flange yoke  | 13 Diff side gear   | 23 Adjust screw     |
| 4 Oil seal     | 14 Thrust washer    | 24 Carrier cap      |
| 5 Carrier case | 15 Hex bolt         | 25 Lock plate       |
| 6 Steel ball   | 16 Spring pin       | 26 Hex bolt         |
| 7 T/R bearing  | 17 T/R bearing      | 27 Plain wahser     |
| 8 Shim         | 18 Ring gear        | 28 Hex bolt         |
| 9 Spacer       | 19 Thrust washer    |                     |
| 10 T/R bearing | 20 Diff pinion gear |                     |

(2) Performance property

Since the ring gear is linked with the right of the differential case and the bolt, the power transferred to the ring gear makes the differential device revolve.

And also, the differential case are connected with the left and right of the axle shaft and the spline respectively, it delivers the power to the final drive.

If the load concerning in the left and right of the final drive is different, the shock is transferred to the drive axle, the differential gear in the differential device runs, the power transferred to the differential device adjusts the delivering rate to the left and right axle shaft. Consequently, it guarantees for safety of drivers.

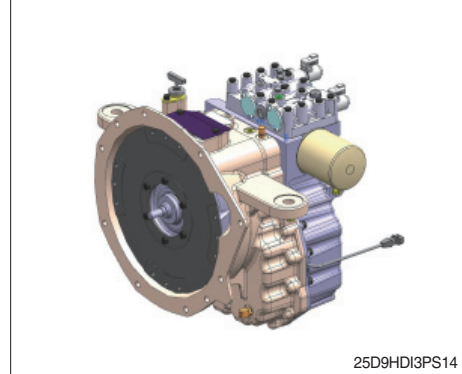


## GROUP 2 DISASSEMBLY AND ASSEMBLY

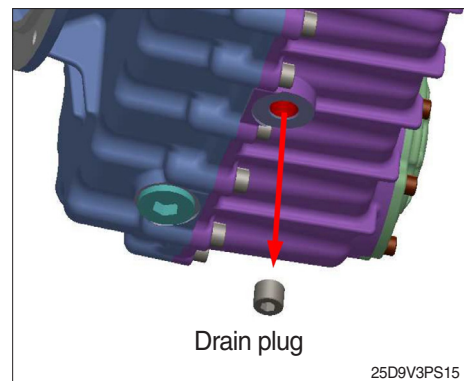
### 1. DISASSEMBLY OF TRANSMISSION

#### 1) DISASSEMBLY OF TRANSMISSION ASSEMBLY

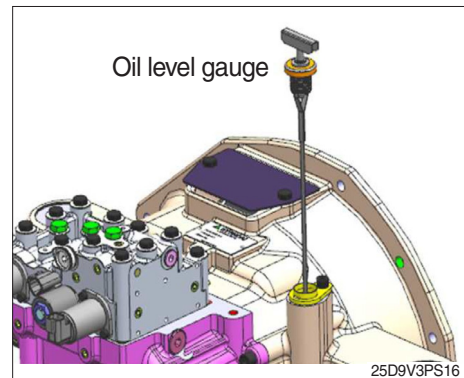
(1) Disassembly the transmission assembly.



(2) Loosen the drain plug and discharge the oil before starting the parts disassembly.

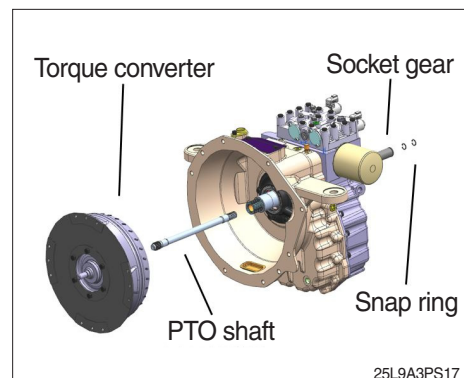


(3) Remove the oil level gauge.

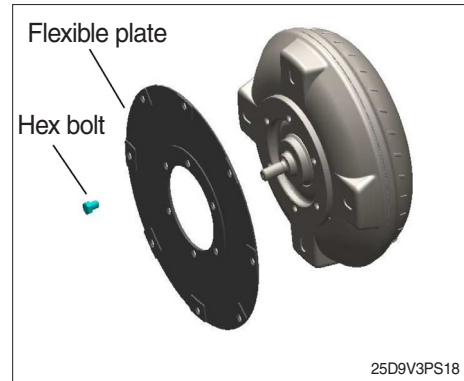


(4) Disassembly of the torque converter, PTO shaft, socket gear, speed/temp sensor, oil filter

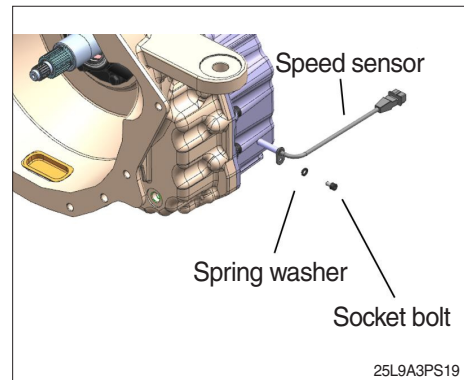
① Remove torque converter, PTO shaft, socket gear and snap ring.



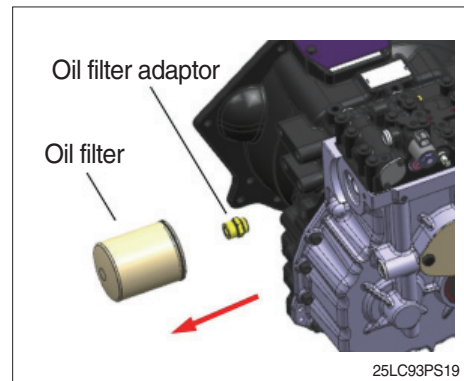
- ② Loosen the hex bolts and separate the flexible plate.



- ③ Loosen the socket bolt and remove the spring washer and the speed sensor.

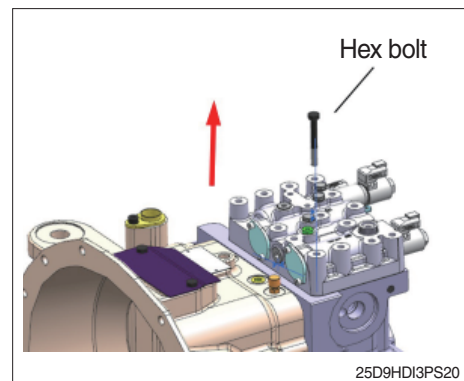


- (5) Remove the oil filter and oil filter adaptor.

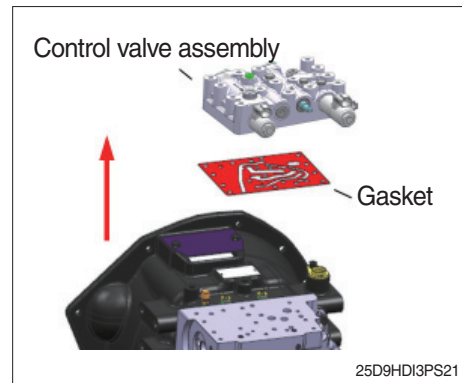


- (6) Disassemble the control valve assembly.

- ① Loosen the hex bolts.  
· M8 × 70 L : 14 EA

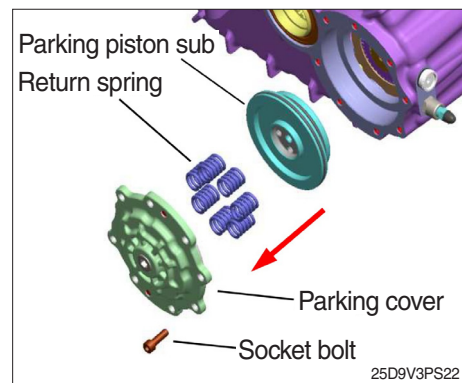
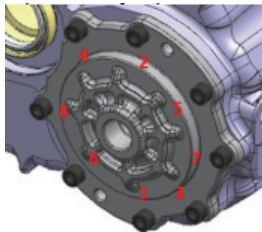


- ② Remove the control valve and gasket.

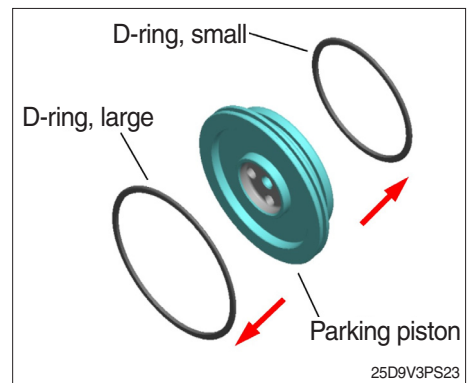


### (7) Disassembly of parking piston

- ① Loosen the socket bolts (M8×25L, 8 EA).
- ※ Disassemble slowly and follow the number. It prevent to jump out the cover by return spring. Then remove the return springs and parking piston sub.

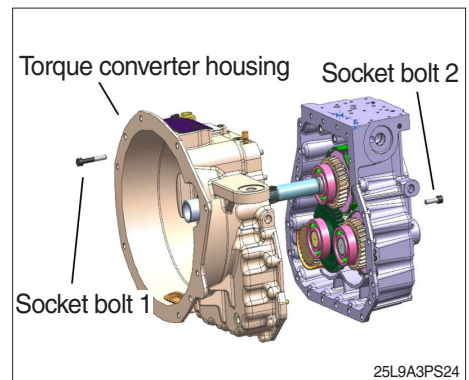


- ② Remove the D-rings.

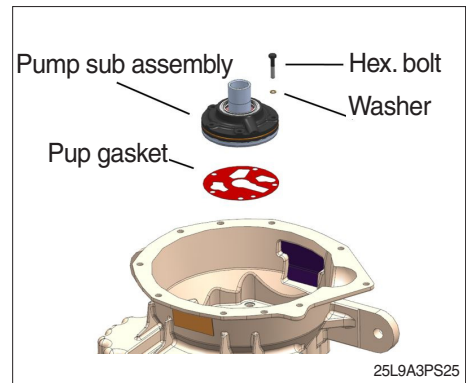


- (8) Loosen the socket bolts. Then separate the T/C housing.

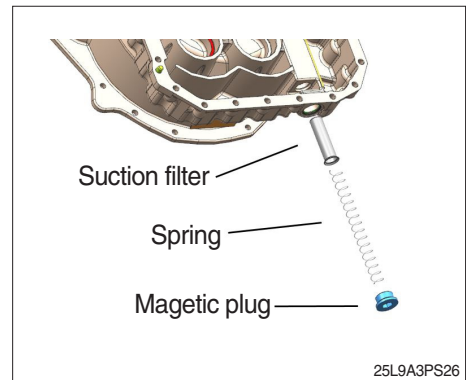
- ① M10×60 L : 6 EA
- ② M10×30 L : 16 EA



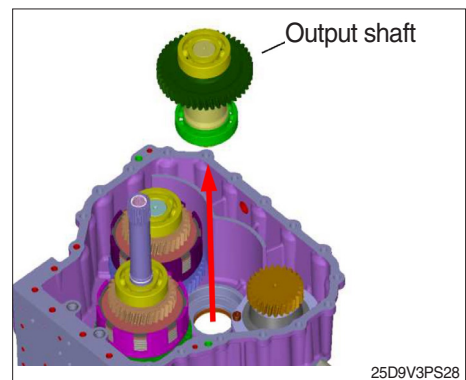
- (9) Loosen the hex bolts and remove the washers, charging pump and gasket.



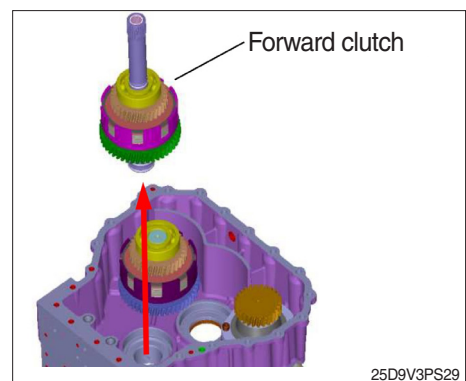
- (10) Loosen the magnetic plug and remove the spring and suction filter.



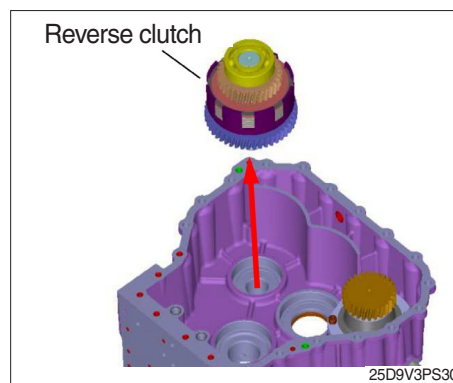
- (11) Remove the output shaft.



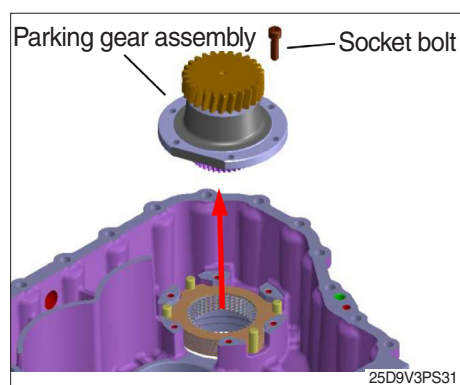
- (12) Remove the forward clutch.



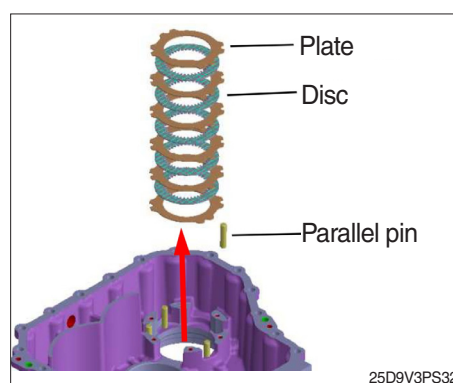
(14) Remove the reverse clutch.



(15) Loosen the socket bolts and remove the parking gear assembly.  
· M8 × 25 L : 6 EA

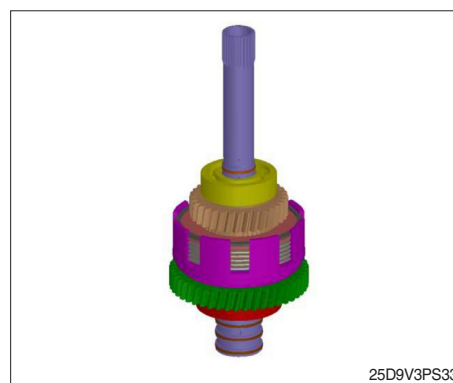


(16) Remove the plates (6 EA) and discs (5 EA), parallel pins (4 EA).

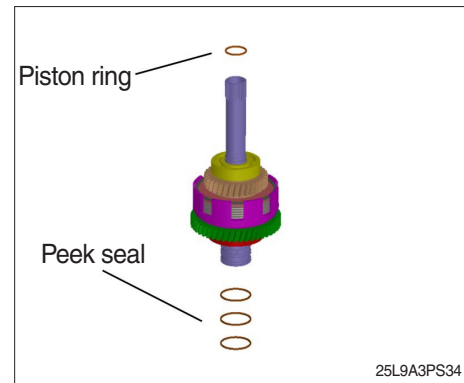


## 2) DISASSEMBLY OF CLUTCHES

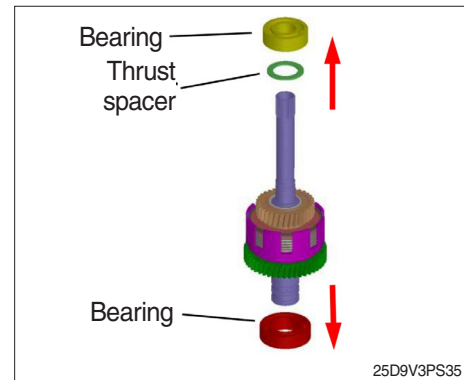
(1) Disassemble the forward clutch.



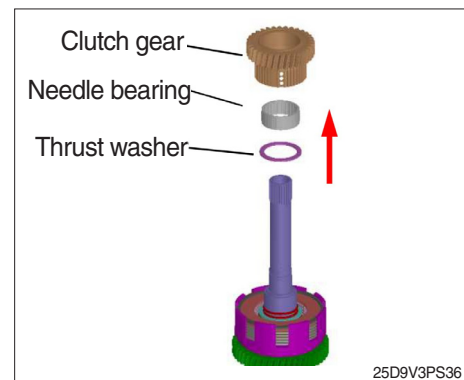
(2) Remove the piston ring and peek seals.



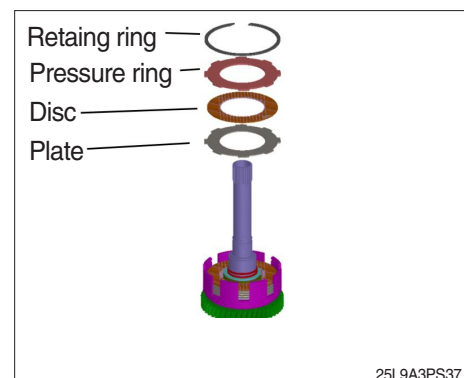
(3) Remove the bearings and thrust spacer.



(4) Remove the clutch gear, needle bearing, and thrust washer.

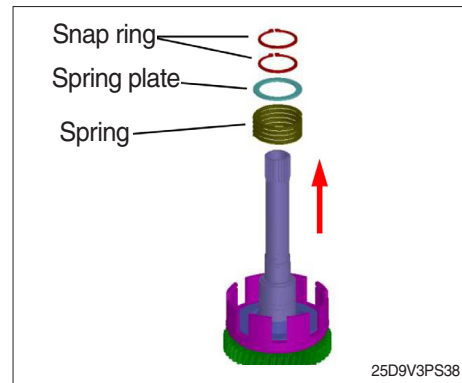


(5) Remove retaining ring, pressure plate, plates and discs.

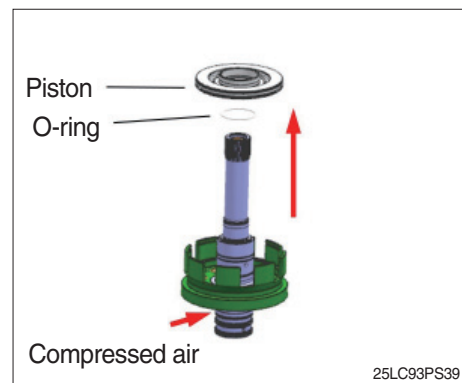


(6) Disassemble snap ring, spring plate and spring from shaft.

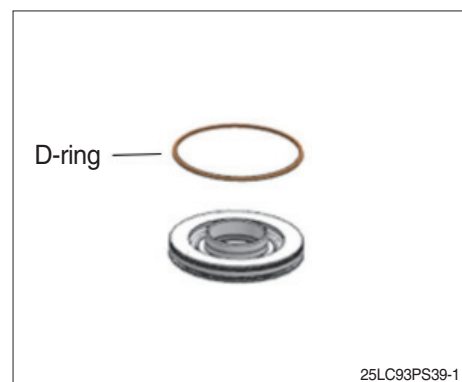
⚠ Snap ring can bounce by the force of the spring, so fix the spring and remove it. Pay attention to safety when disassembling snap ring.



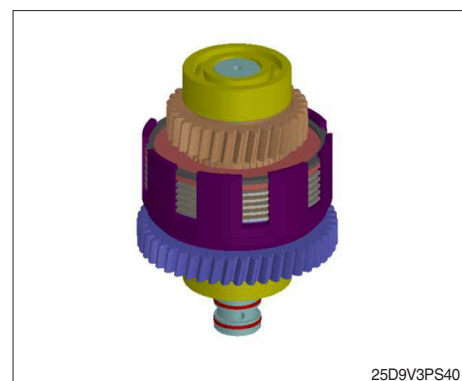
(7) By means of compressed air, press the piston off and remove it. Then remove the O-ring.



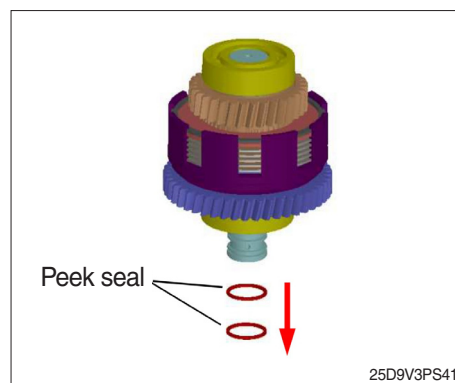
(8) Remove the D-ring from the piston.



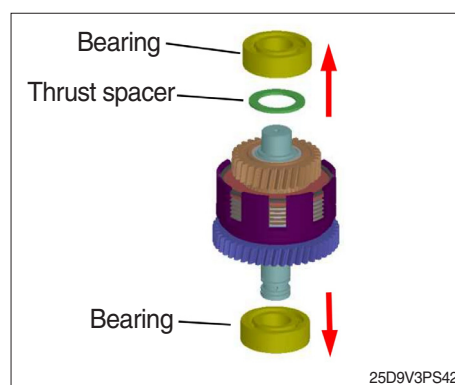
(9) Disassemble the reverse clutch.



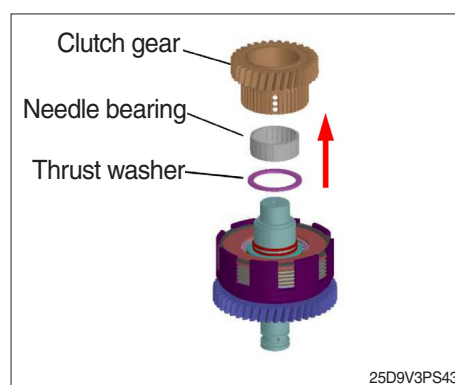
(10) Remove the peek seals.



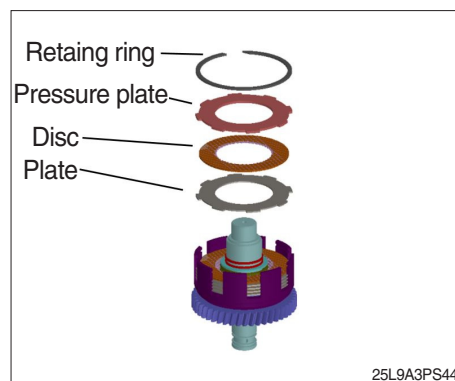
(11) Remove the bearings and thrust spacer.



(12) Remove the clutch gear, needle bearing, and thrust washer.



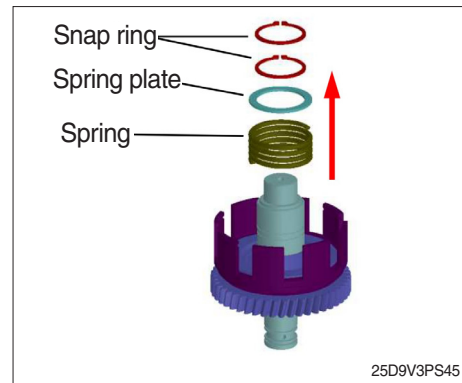
(13) Remove retaining ring, pressure plate, plates and discs.



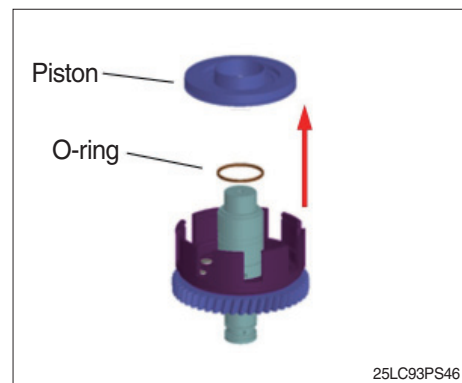


(14) Remove the snap rings, spring plate and spring.

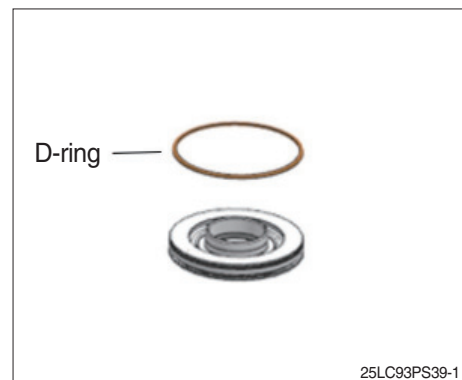
⚠ Snap ring can bounce by the force of the spring, so fix the spring and remove it. Pay attention to safety when disassembling snap ring.



(15) By means of compressed air, remove piston and then remove O-ring.

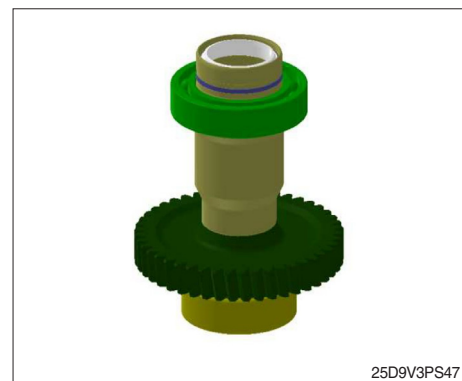


(16) Remove the D-ring from the piston.

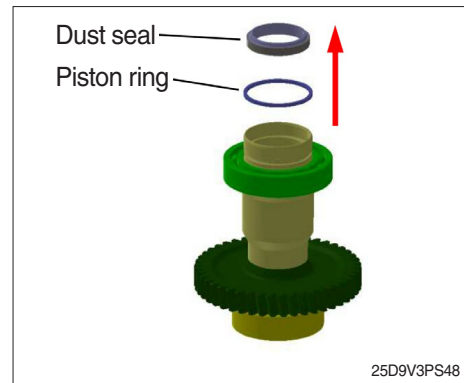


### 3) DISASSEMBLY OF OUTPUT SHAFT

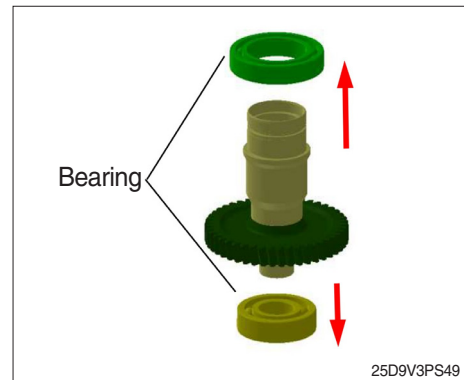
(1) Disassemble the output shaft.



(2) Remove the dust seal and piston ring.

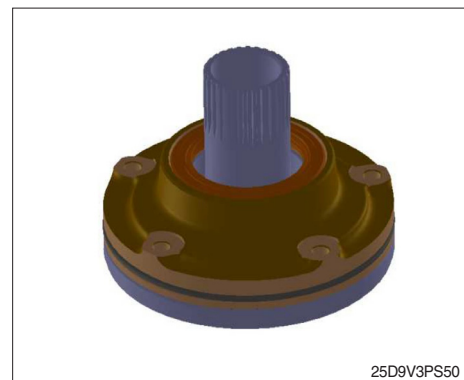


(3) Remove the bearings.

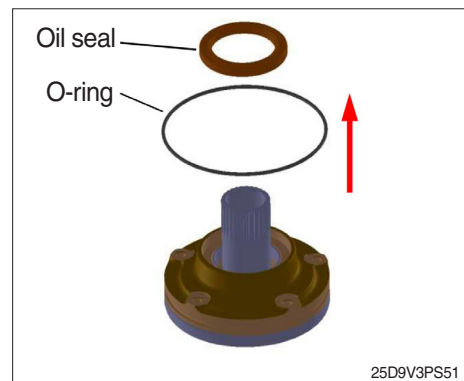


#### 4) DISASSEMBLY OF CHARGING PUMP

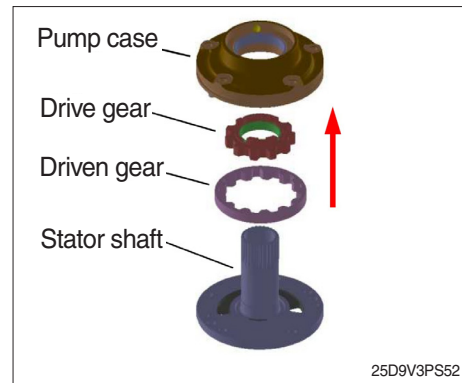
(1) Disassemble charging pump.



(2) Remove the oil seal and O-ring.

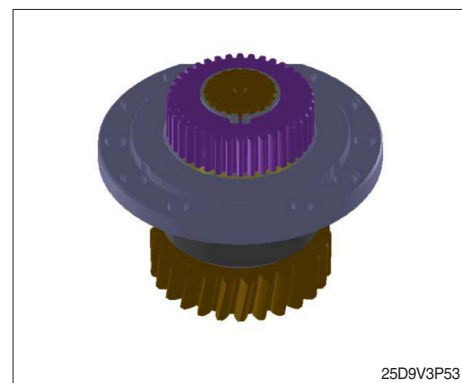


(3) Remove the pump case, drive and driven gear.

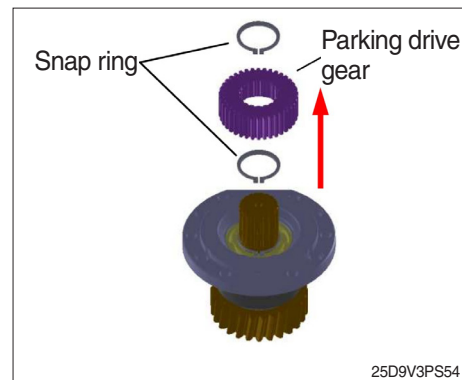


## 5) DISASSEMBLY OF PARKING GEAR ASSEMBLY

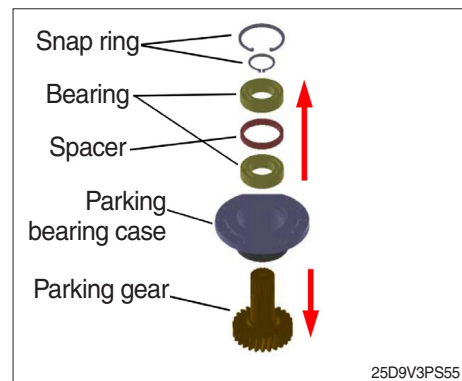
(1) Disassemble parking gear assembly.



(2) Remove the snap rings, bearings, spacer, and parking gear.



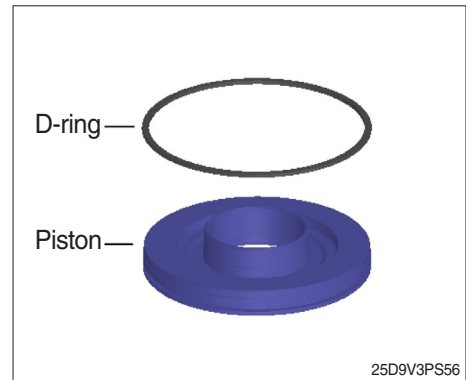
(3) Remove the snap rings, bearings, spacer, parking gear from the parking BRG case.



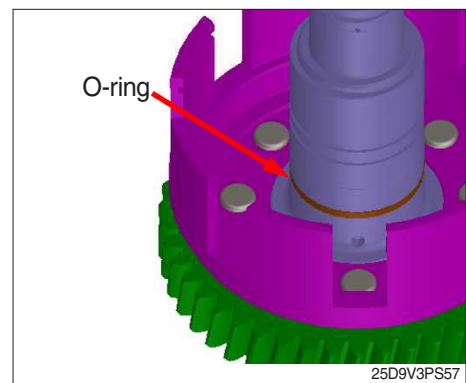
## 2. ASSEMBLY OF TRANSMISSION

### 1) REASSEMBLY OF CLUTCHES

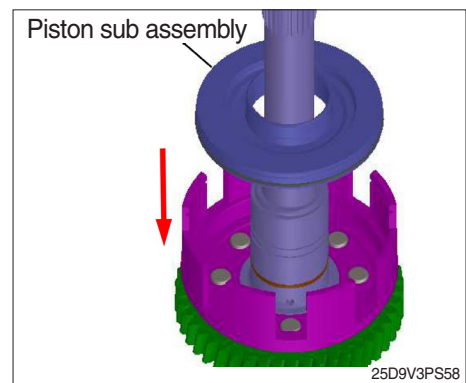
(1) Insert the D-ring into the piston groove and oil it.



(2) Insert the O-ring into the shaft groove and oil it.

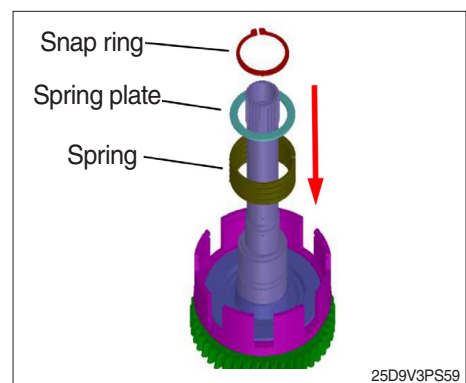


(3) Assemble the piston sub assembly.

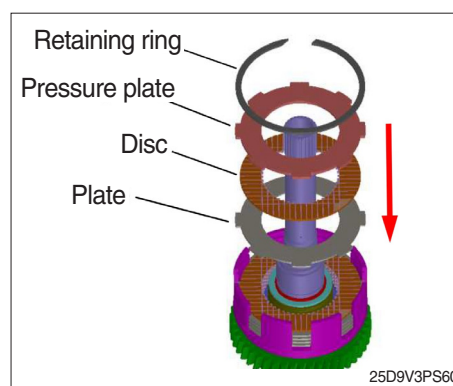


(4) Assemble the spring, spring plate, and snap ring.

**⚠ Snap ring can bounce by the force of the spring, so fix the spring and assemble it. Pay attention to safety when assembling snap ring.**

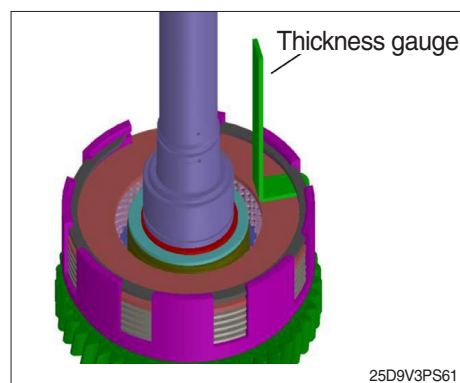
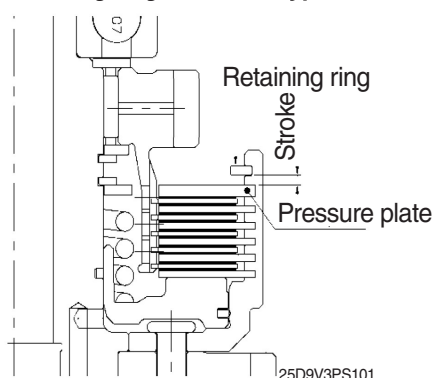


- (5) After assembling the plate, disc and pressure plate, the retaining ring is assembled.



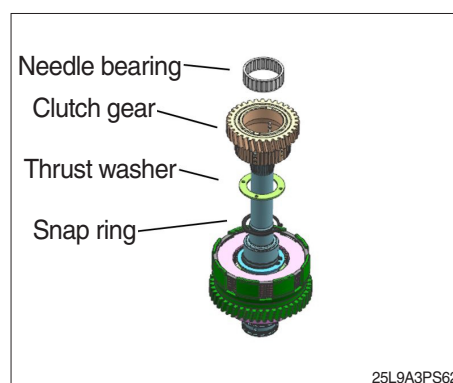
- (6) Measure clearance between the back plate and retaining ring using thickness gauge.

- ※ Replace the retaining ring if the measured value is out of spec. (Stroke spec : 2.2 ~ 2.6 mm)
- ※ Retaining ring thickness type : 2, 2.2, 2.5, 3.1 mm

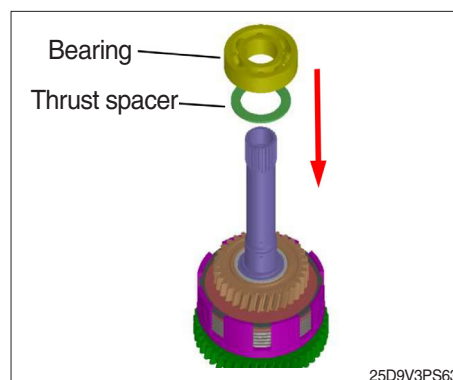


- (7) Insert the snap ring into the groove of the clutch shaft. Apply oil to the thrust washer and assemble. Assemble the clutch gear.

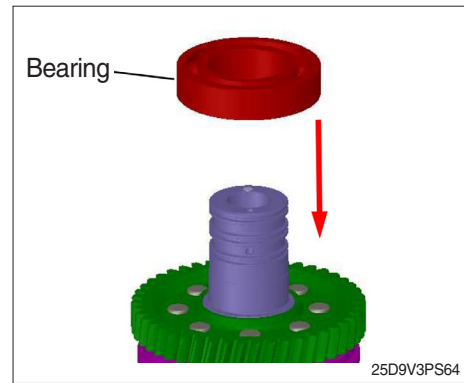
- ※ Assemble the clutch gear by rotating it shortly clockwise and counterclockwise. Apply oil to the needle bearing and assemble it.



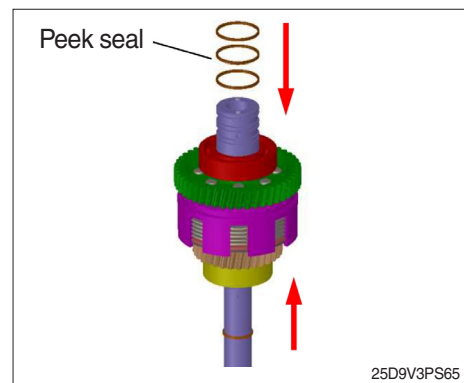
- (8) Assemble the thrust spacer and bearing.



(9) Assemble the other bearing.

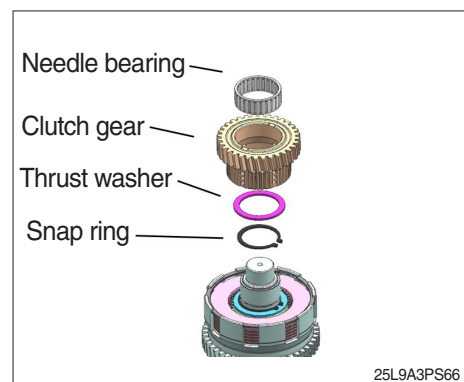


(10) Assemble the peek seals on the groove of the clutch shaft.

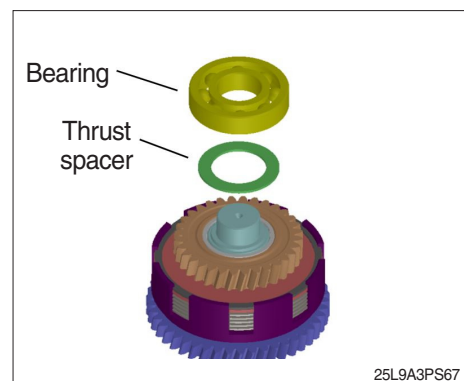


(11) Insert the snap ring into the groove of the clutch shaft. Apply oil to the thrust washer and assemble. Assemble the clutch gear.

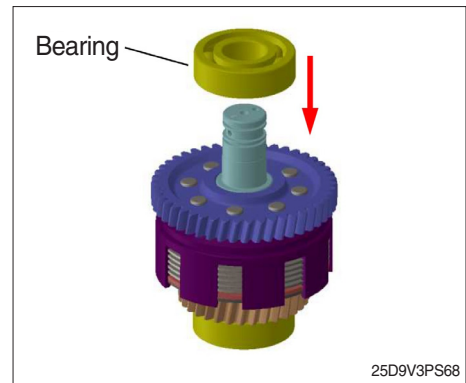
※ **Assemble the clutch gear by rotating it shortly clockwise and counterclockwise. Apply oil to the needle bearing and assemble it.**



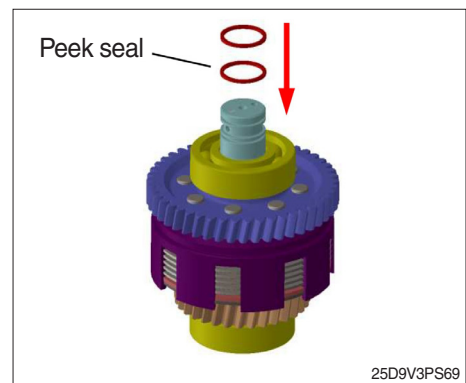
(12) Assemble the thrust spacer and bearing.



(10) Assemble the other bearing.

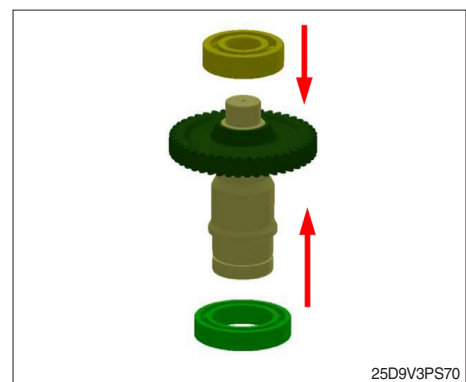


(11) Assembly the peek seals on the groove of the clutch shaft.

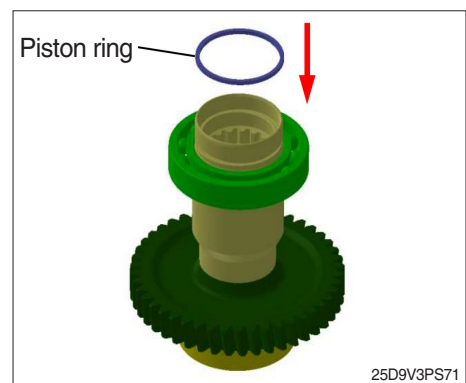


## 2) REASSEMBLY OF OUTPUT SHAFT

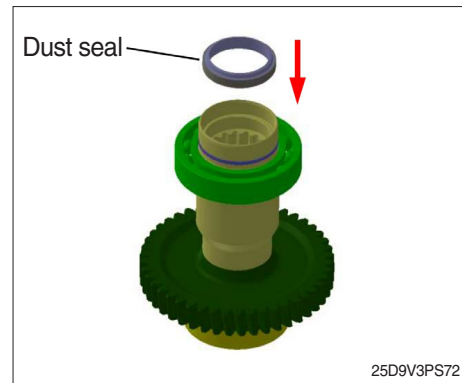
(1) Assemble the bearings.



(2) Assembly the piston ring in the groove of the shaft.



(3) Assemble the dust seal and grease the seal rib.

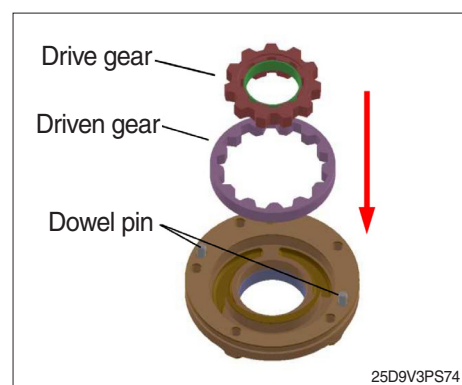


### 3) RESSEMBLY OF CHARGING PUMP

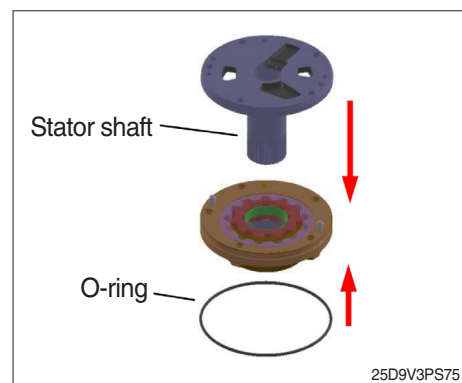
(1) Assemble the oil seal and grease the seal rib.



(2) Assemble the drive and driven gear.



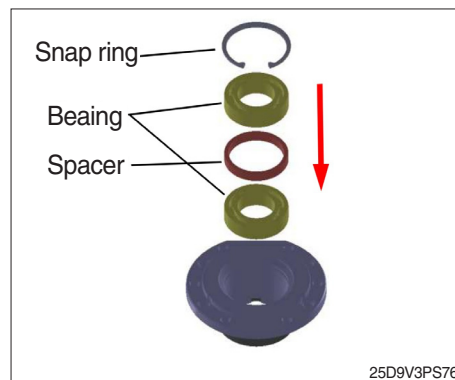
(3) Assemble the stator shaft in the pump case.  
Assemble the O-ring in the groove of the pump case and apply grease.



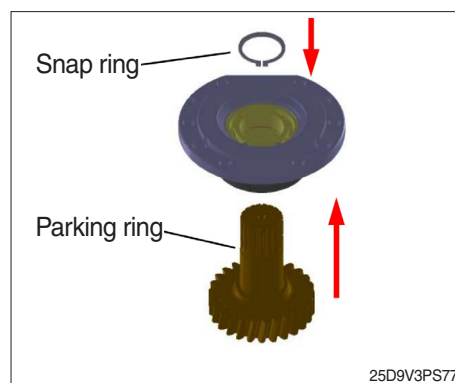


#### 4) ASSEMBLY OF PARKING GEAR ASSEMBLY

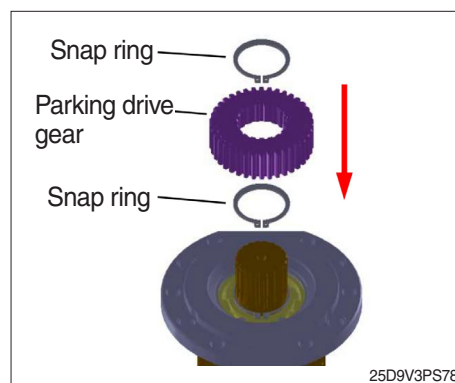
(1) Assemble the bearings, spacer, snap ring.



(2) Assemble the parking gear and snap ring.



(3) Assemble the snap rings and the parking drive gear.

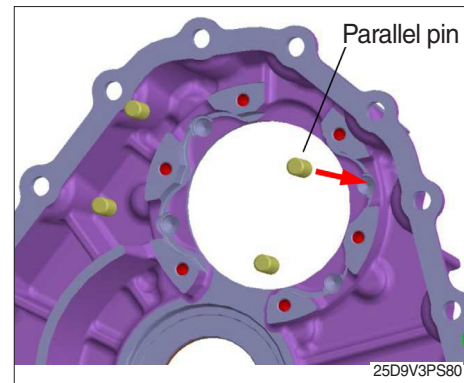


#### 4) REASSEMBLY OF TRANSMISSION

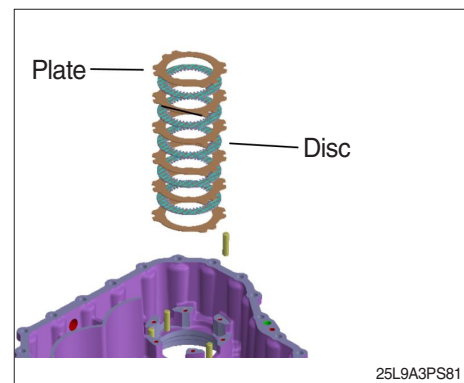
(1) Assemble the oil seal and grease the seal rib.



(2) Press in parallel pins (4 EA).



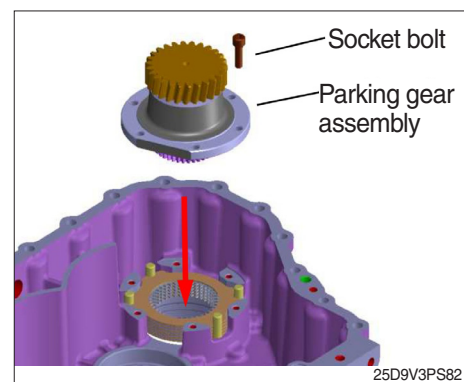
(3) Assemble the discs (5 EA) and plates (6 EA).



(4) Assemble the parking gear assembly and the socket bolts (M8×25L, 6 EA).

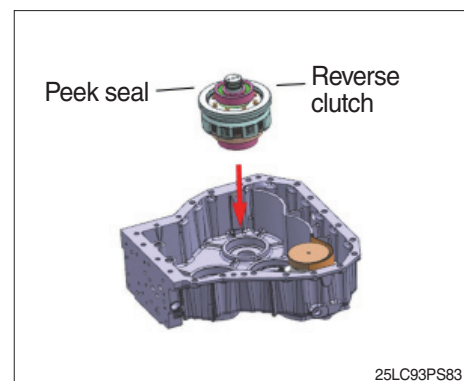
※ **Apply Loctite #277 on socket bolt.**

· Tightening torque : 3.1 ~ 3.6 kgf·m  
(22.4 ~ 26.04 lbf·ft)



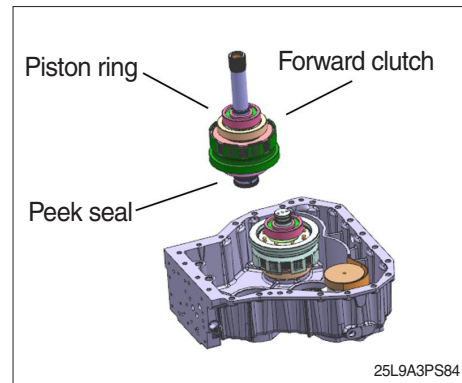
(5) Install the reverse clutch.

※ **Grease the peek seals and align them.**



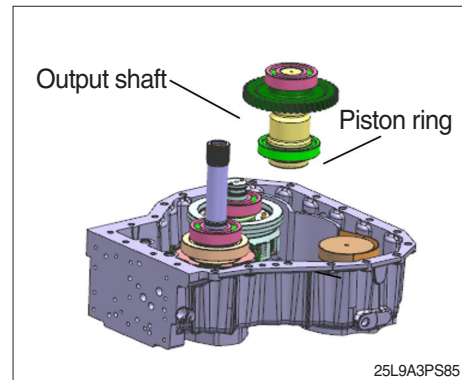
(6) Install the forward clutch.

※ Grease the piston seal and align them.

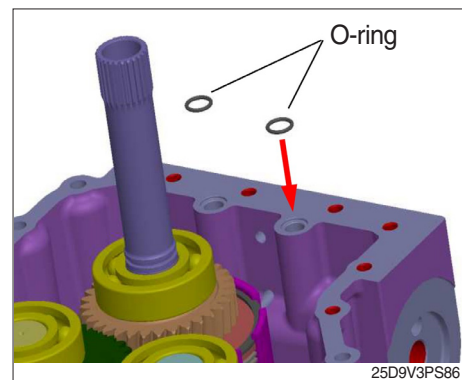


(7) Install the output shaft.

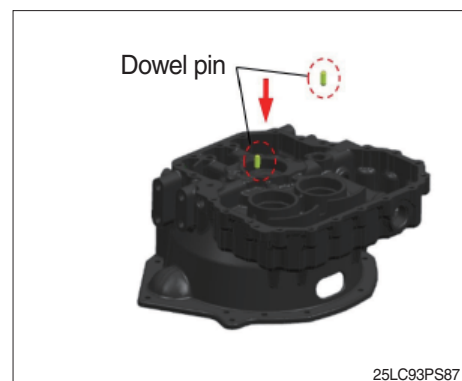
※ Grease the piston ring seal and align it.



(8) Assemble the O-ring and apply the grease.



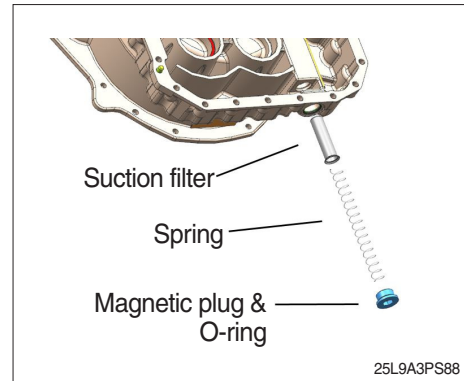
(9) Assemble the dowel pins (2 EA).



(10) Assemble the suction filter, spring, magnetic plug and O-ring.

※ **Grease the O-ring before assembling.**

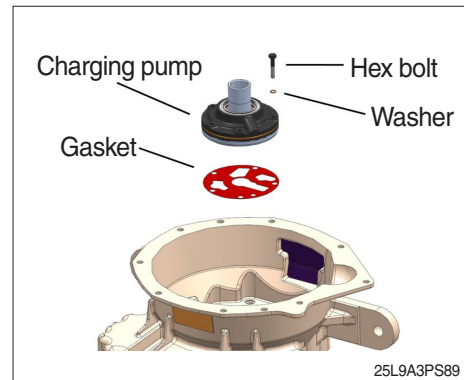
- Tightening torque : 4.1 ~ 4.9 kgf·m  
(29.7 ~ 35.4 lbf·ft)



(11) Assemble the gasket, charging pump, washer, and hex bolt (M8×45L, 5 EA).

※ **Apply Loctite #277 on hex bolt.**

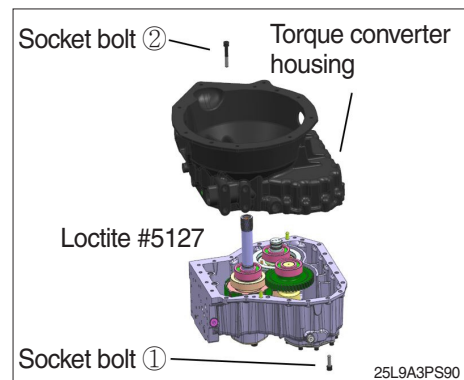
- Tightening torque : 2.0 ~ 2.6 kgf·m  
(14.5 ~ 18.8 lbf·ft)



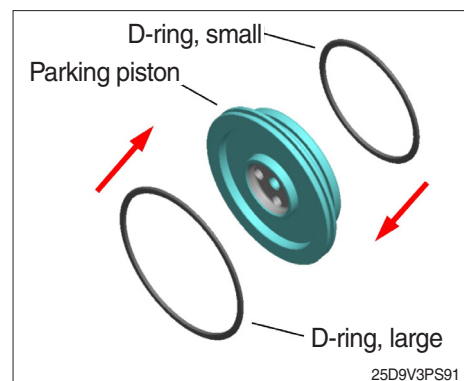
(12) Apply the liquid gasket (Loctite #5127) to the mounting surface of the T/M case. Tighten the socket bolts (① : M10×1.5-30L, 16EA / ② : M10×1.5-60L, 16EA) after assembling the torque converter housing.

※ **Assemble slowly so that there is no impact or jam on the part.**

- Tightening torque : 7.1 ~ 7.7 kgf·m  
(51.4 ~ 55.7 lbf·ft)



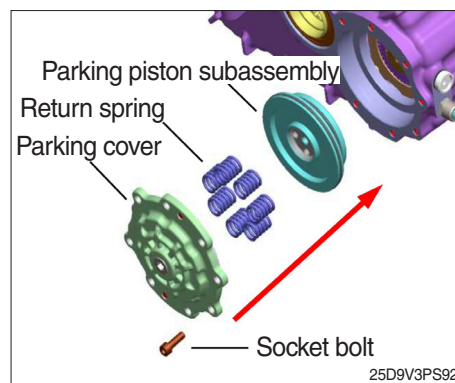
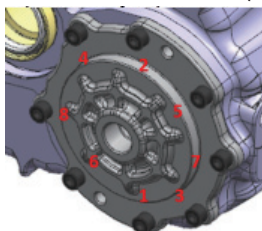
(13) Assemble the D-ring into the parking piston groove and grease it.



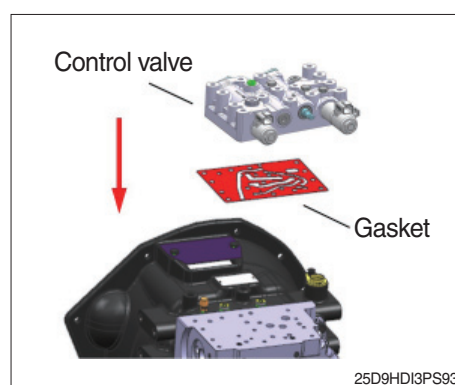
- (14) Assemble parking piston subassembly, return spring, parking cover, and socket bolts (M8×25L, 6 EA).

※ **Apply Loctite #277 on socket bolt.**

- Tightening torque : 3.1 ~ 3.6 kgf·m  
(22.4 ~ 26.04 lbf·ft)



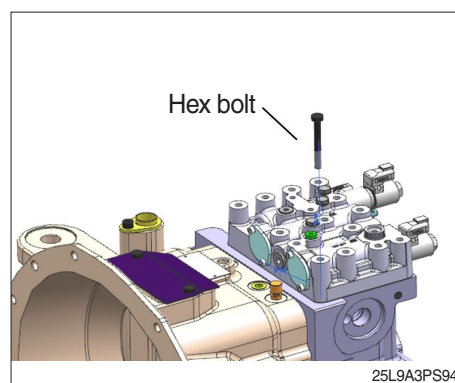
- (15) Install the gasket and control valve.



- (16) Tighten the hex bolts (M8×70L, 14 EA).

※ **Apply Loctite #277 on hex bolt.**

- Tightening torque : 3.1 ~ 3.6 kgf·m  
(22.4 ~ 26.04 lbf·ft)

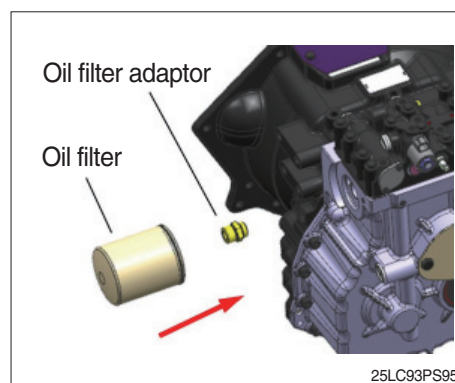


- (17) Tighten the oil filter adaptor and assemble the oil filter.

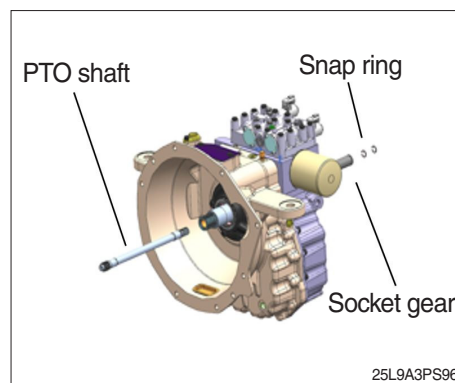
※ **Apply oil to the seal of the oil filter and tighten the oil filter.**

※ **Turn in the filter until contact with the sealing surface is obtained, and then tighten it by hand with approx. 1/3 to 1/2 rotation.**

- Tightening torque : 4.6 ~ 5.1 kgf·m  
(33.3 ~ 36.9 lbf·ft)



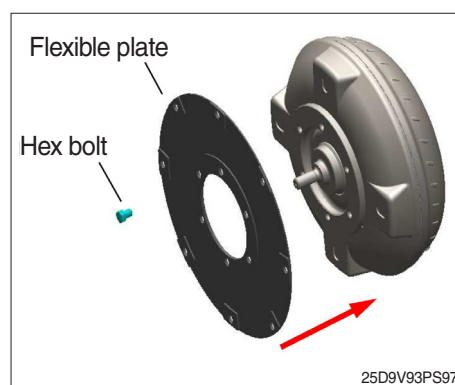
- (18) Assemble the snap rings (2 EA) in the socket gear.  
Assemble the PTO shaft and socket gear.



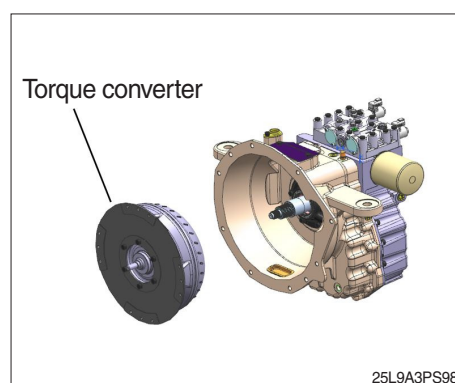
- (19) Assemble the flexible plate and hex bolts (3/8-24-UNF, 6EA).

※ **Apply Loctite #277 on hex bolt.**

- Tightening torque : 4.6 ~ 5.1 kgf·m  
(33.3 ~ 36.9 lbf·ft)



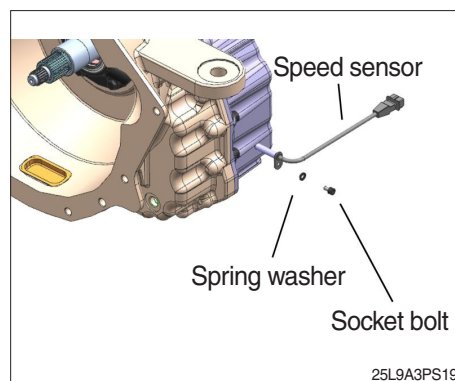
- (20) Assemble the torque converter.



- (21) Assemble the sensor guide seal, sensor plate, spring washer, and socket bolt (M6×12L, 1 EA).

※ **Apply Loctite #277 on hex bolt.**

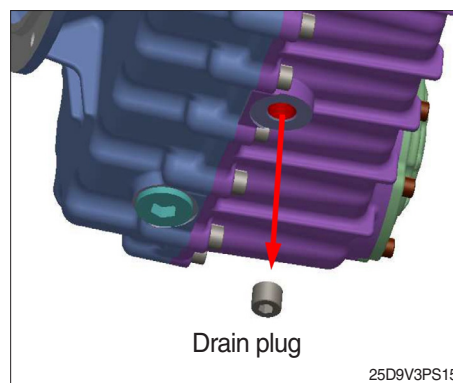
- Tightening torque : 0.9 ~ 1.0 kgf·m  
(6.5 ~ 7.2 lbf·ft)



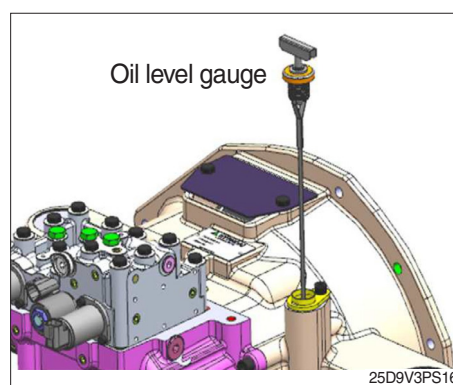
(22) Assemble the drain plug.

※ **Apply Loctite #277 on hex bolt.**

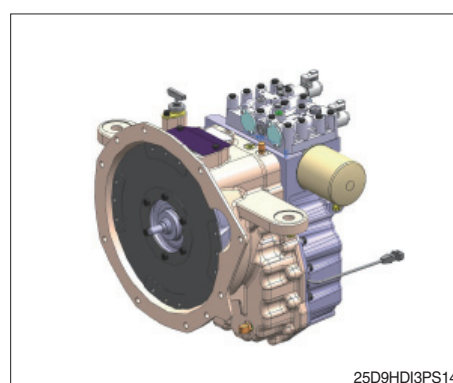
· Tightening torque : 4.1 ~ 4.9 kgf·m  
(29.7 ~ 35.4 lbf·ft)



(23) Assemble the oil level gauge.



(24) Before putting the transmission into operation, fill it with oil according to operator's manual.

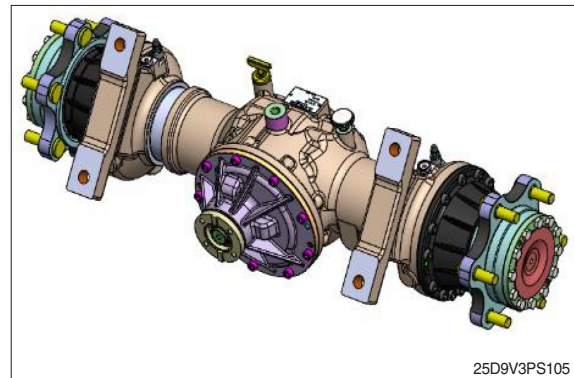




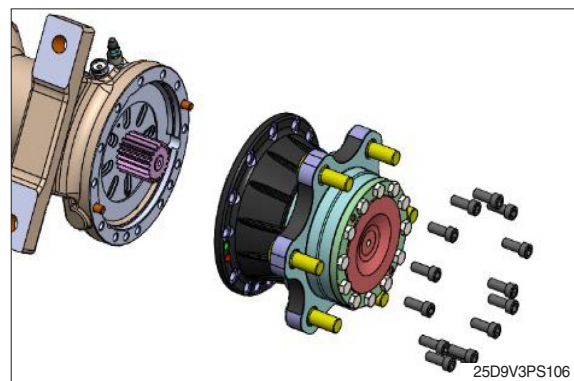
### 3. DISASSEMBLY OF DRIVE AXLE

#### 1) DISASSEMBLY

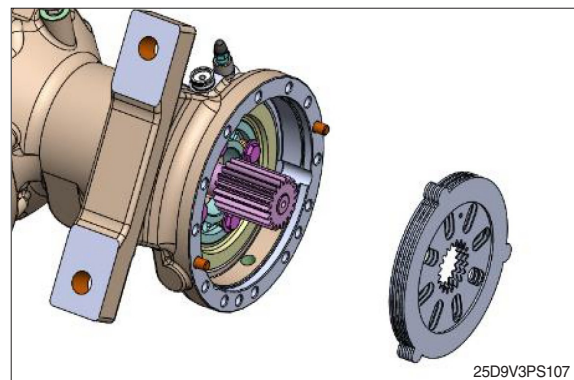
(1) Disassemble drive axle assembly.



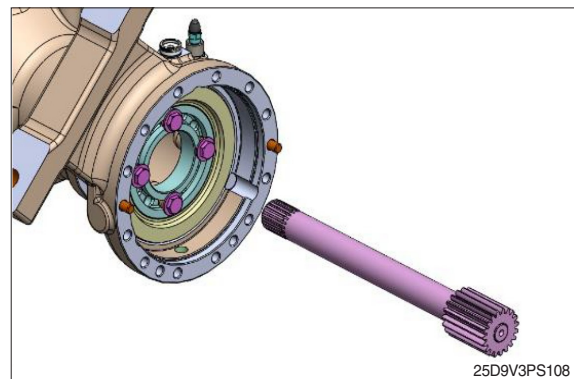
(2) Disassemble carrier hsg. sub assembly.



(3) Disassemble disc, opposing plate.

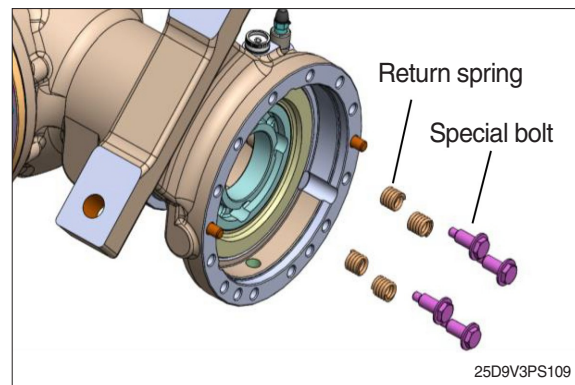


(4) Disassemble axle shaft.

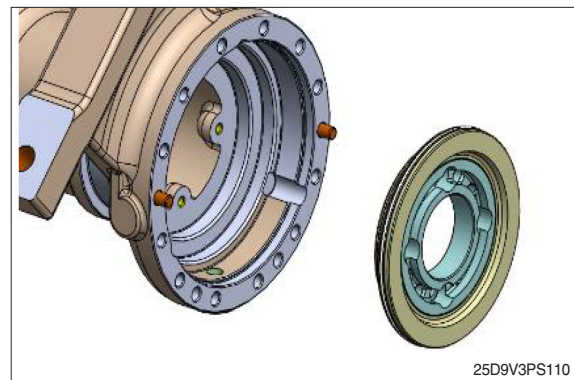




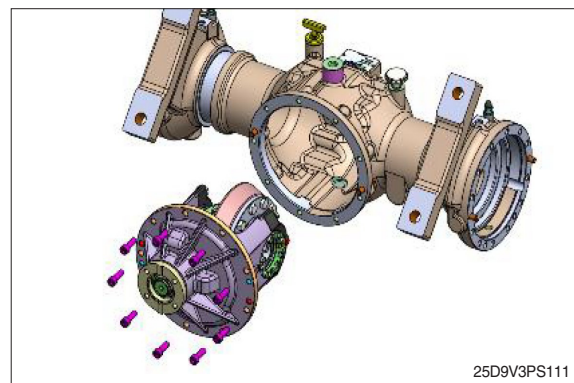
(5) Disassemble special bolt, return spring.



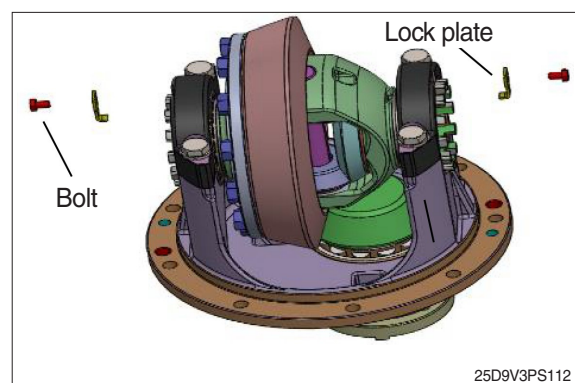
(6) Brake piston sub assembly



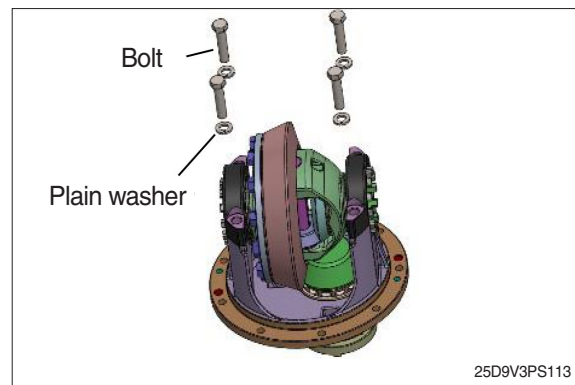
(7) Disassemble bolt, carrier sub assembly.



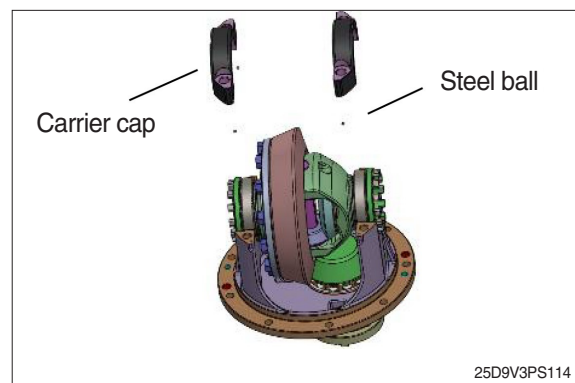
(8) Disassemble Bolt, lock plate.



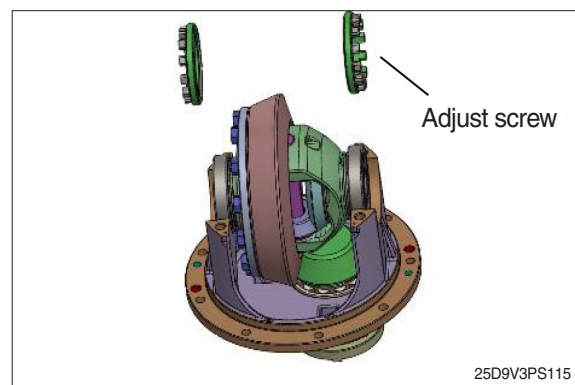
(9) Disassemble bolt, plain washer.



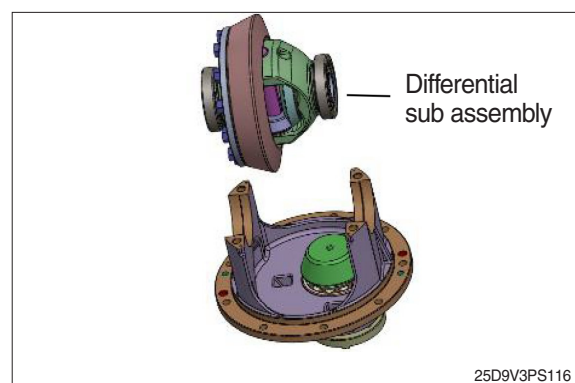
(10) Dissassemble carrier cap, steel ball.



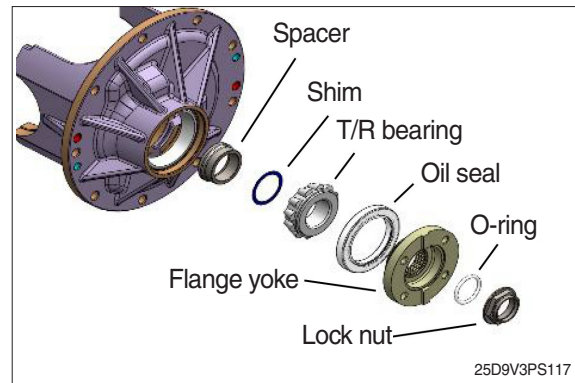
(11) Disassemble adjust screw.



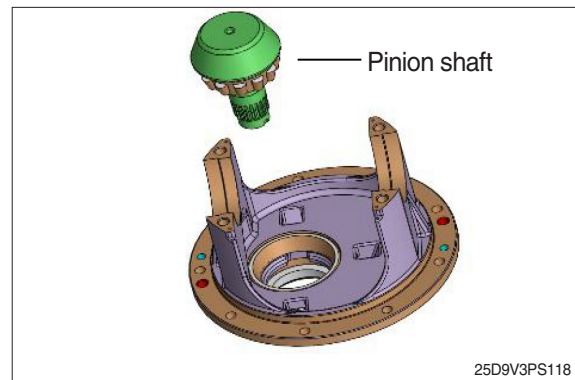
(12) Disassemble differential sub assembly.



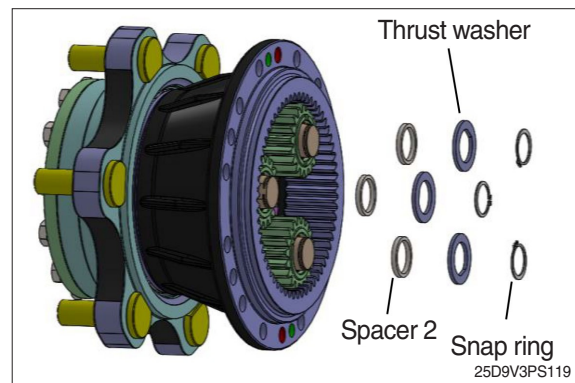
(13) Dissassemble carrier cap, steel ball.



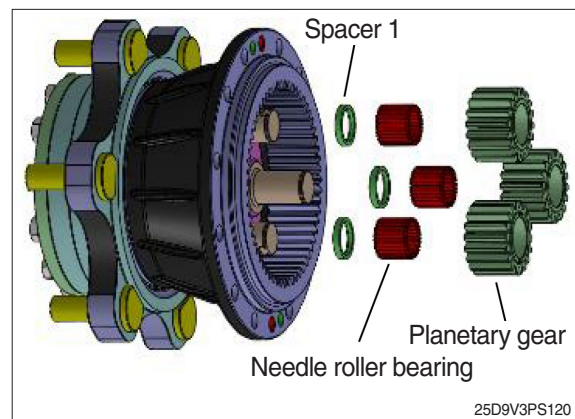
(14) The Lock nut from the decomposition order.



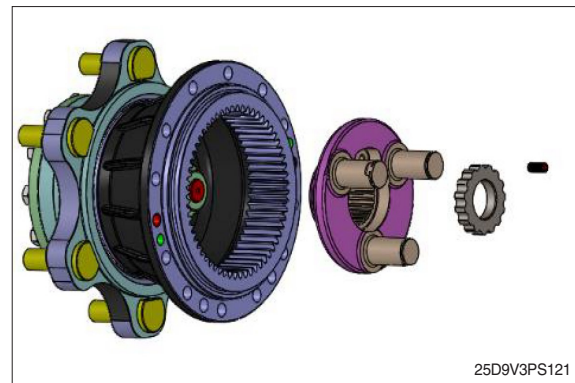
(15) Disassemble Pinion shaft.



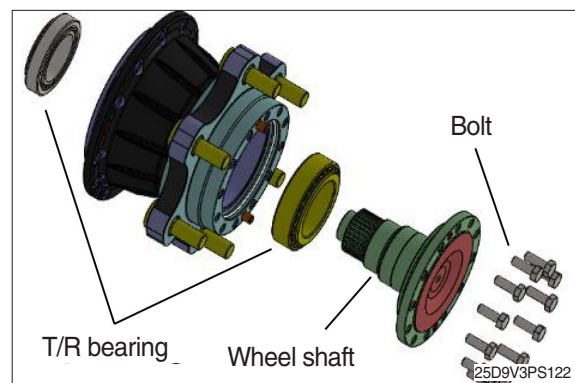
(16) Disassemble planetary gear, needle roller bearing (58EA  $\times$  3= 174EA), spacer 1.



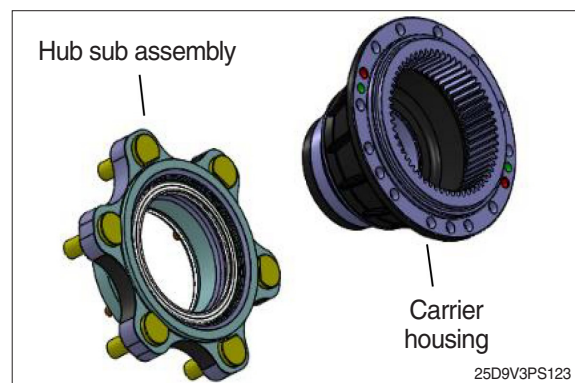
- (17) Disassemble set screw, hub lock nut and PL carrier



- (18) Disassemble bolt, wheel shaft and T/R bearing.



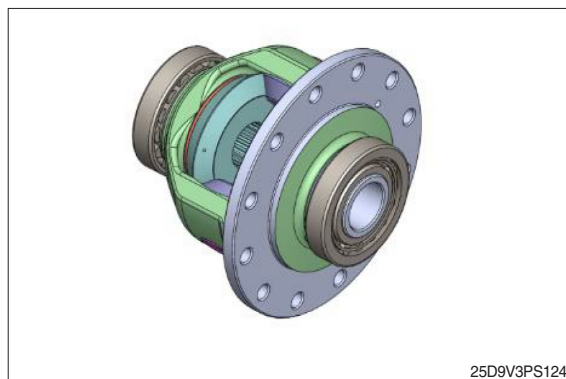
- (19) Disassemble hub sub assembly, carrier housing.



### 3.ASSEMBLY OF DRIVE AXLE

#### 1) ASSEMBLY OF DIFFERENTIAL DEVICE

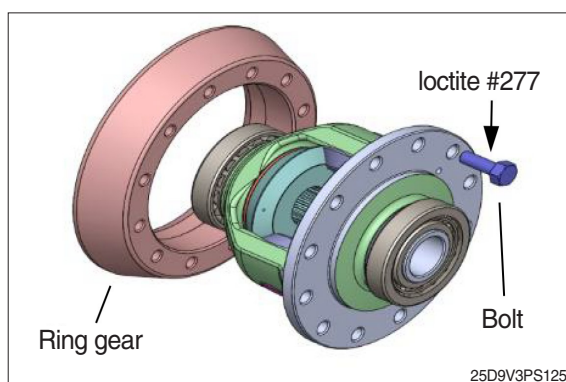
(1) Make preparation for diffdrential assembly.



(2) Assemble Ring gear by Bolt.

※ **Spread loctite #277.**

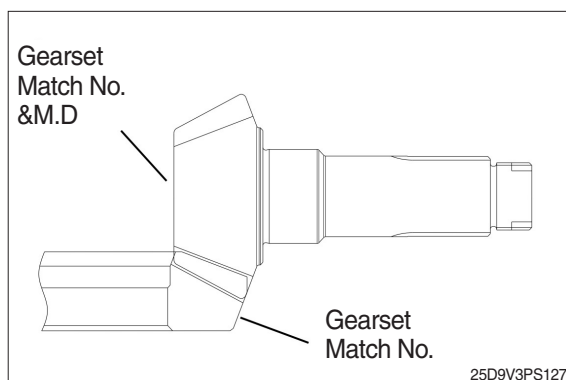
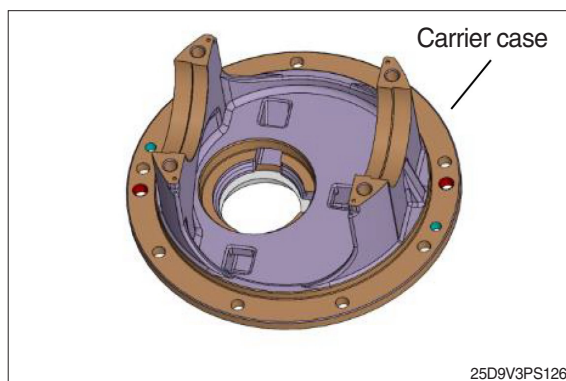
· Tightening torque : 10.2 ~ 11.2 kgf·m  
(73.8 ~ 81.0 lbf·ft)



#### 2) ASSEMBLY OF CONTROL OF SHIM & PINION

(1) Fix carrier case to jig.

※ **Before install gearset to carrier, you must recognize information. You always have tested the mark at gear set which each pair of gear suits it.**





(2) The THK of shim will be decided of measured value of gauge & machine.

① Dimensional drawings of the alphabet (mm)  
 a : 107    b : 25.25    c : Engraved value  
 d : 132.75    e : 33.75    f : 32.5    g : 1.75

② Basic shim thickness

"A" : 0.5    "B" : 0.5

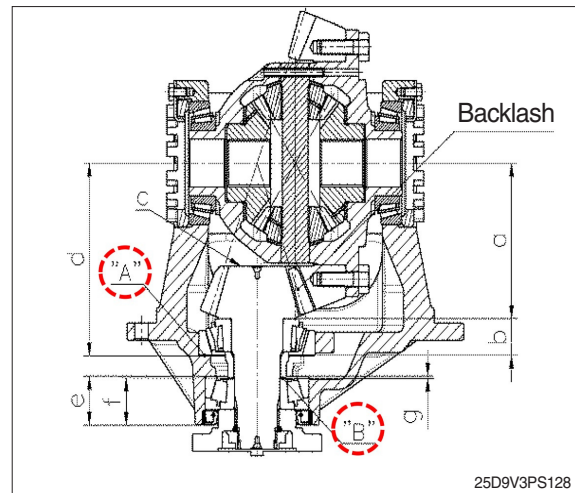
③ Shim thickness calculation

"A" :  $d - (a + b + c)$

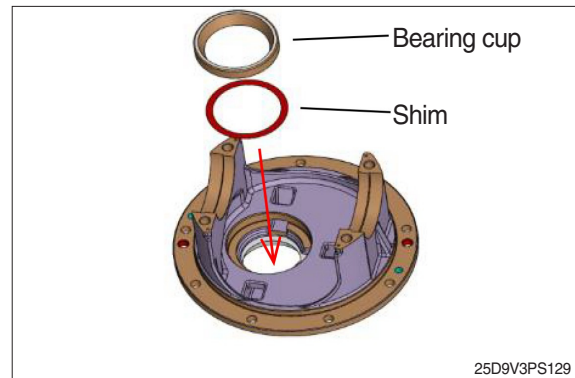
ex)  $132.7 - \{ 106.9 + 25.22 + (-0.2) \} = 0.83 \rightarrow 0.85 \text{ mm}$

"B" :  $g - (e - f)$

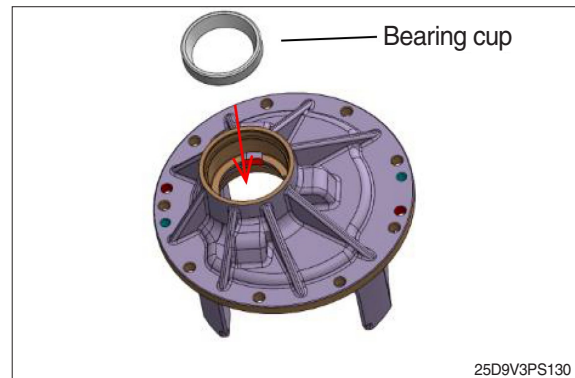
ex)  $1.77 - (33.71 - 32.42) = 0.48 \rightarrow 0.5 \text{ mm}$



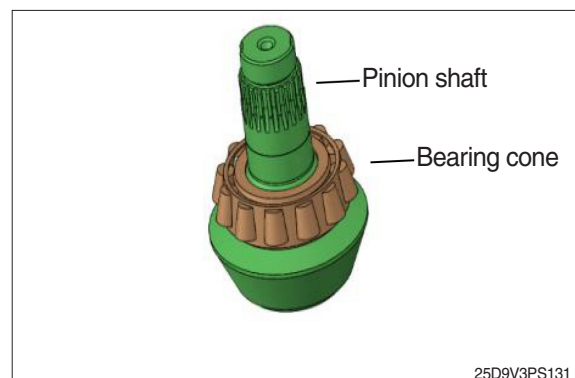
(3) Assemble shim. Sort of shim : 0.1, 0.15, 0.25, 0.5 mm. Press the bearing cup.



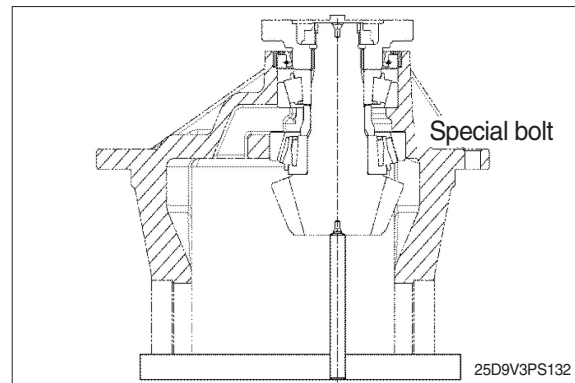
(4) Turn carrier case a on-eighty (180°) and press bearing cup.



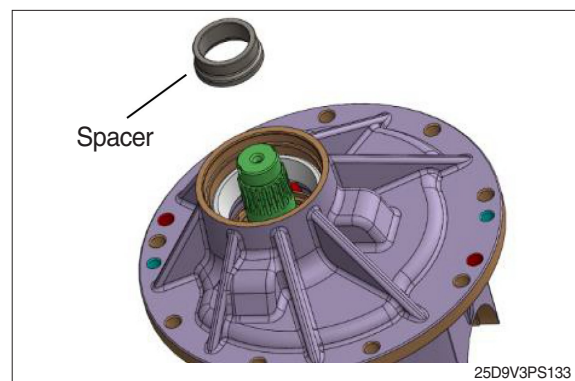
(5) Pressurize bearing cone on pinion shaft. Put into pinion shaft.



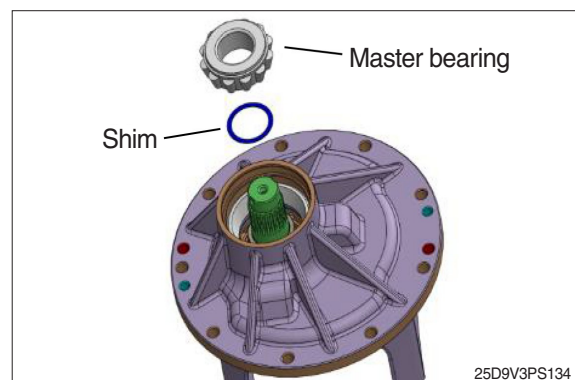
- (6) Turn carrier case a one-eighty (180°) and fix it on jig.



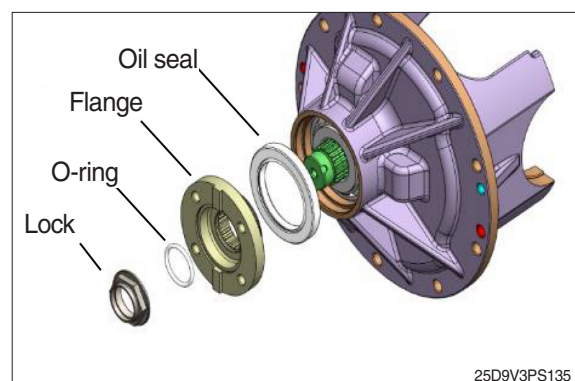
- (7) Assemble pinion shaft on spacer.



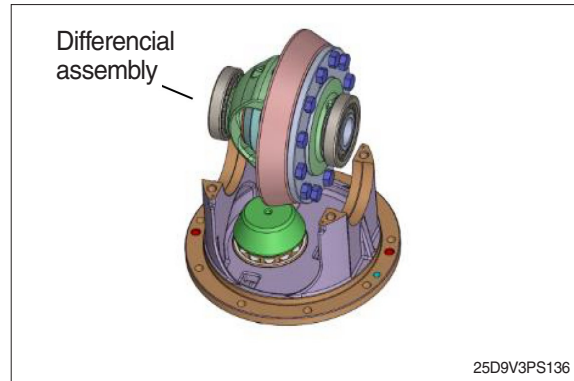
- (8) Assemble pinion shaft, and assemble shim & master bearing sort of shim : 0.1, 0.15, 0.3 mm



- (9) Assemble oil seal, flange yoke, O-ring and lock nut.
- Tightening torque : 26.5 ~ 29.6 kgf·m (192 ~ 214 lbf·ft)



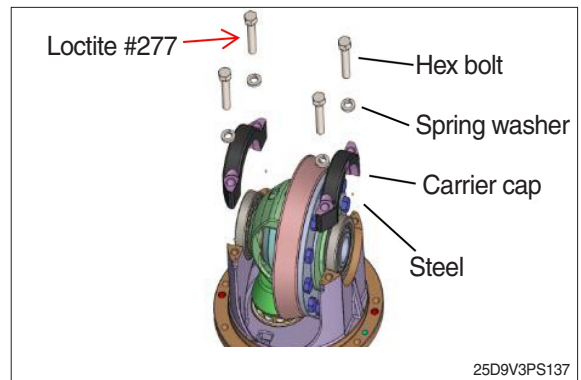
- (10) Turn carrier case a one-eighty (180°) and assemble differential assembly on carrier case.



- (11) Assemble hex bolt on carrier cap.

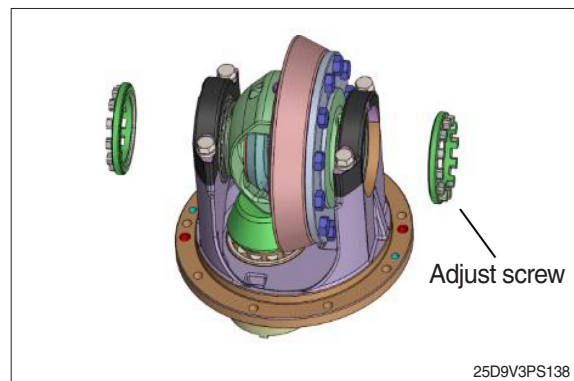
※ **Spread loctite #277 on the bolt.**

- Tightening torque : 11.7 ~ 12.5 kgf-m  
(84.6 ~ 90.4 lbf-ft)

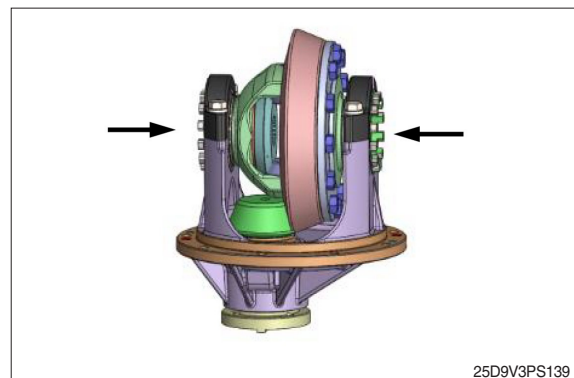


### 3) CONTROL OF GEARSET BACKLASH

- (1) Assemble adjust screw on carrier case.



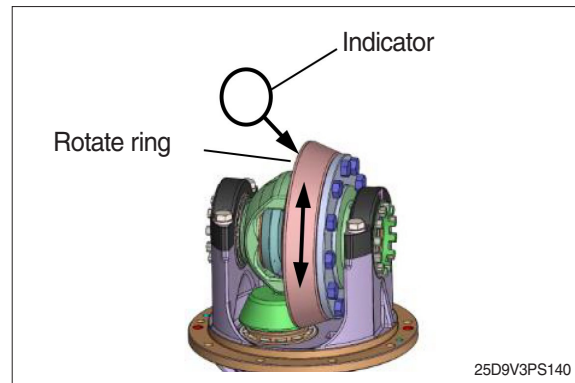
- (2) Lock adjust screw.



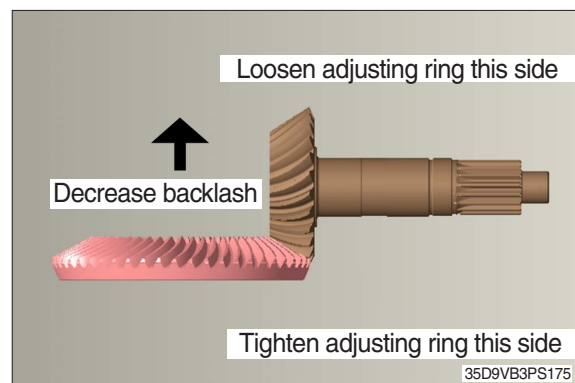
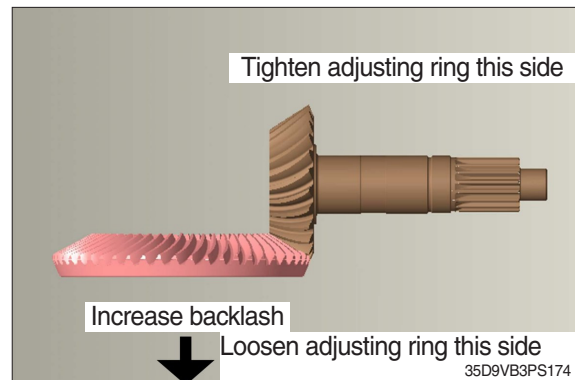


(3) Measure Backlash.

- ※ Backlash of pinion & ring gear : 0.18~0.23 mm
- ※ If it is wrong backlash, you can adjust value as moving each step.
- ※ If ring gear takes from pinion shaft far, the value of backlash will be increased. If ring gear takes from pinion shaft close, the value of backlash will be decreased.

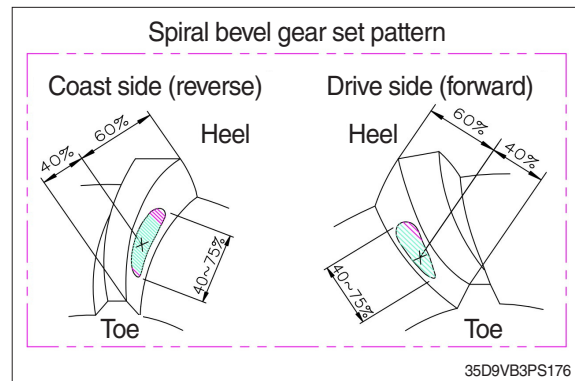


- (4) If ring loosen same with one bolt screw side, you should ring tighten it. And if ring tighten it, you should loosen the adjusting ring.

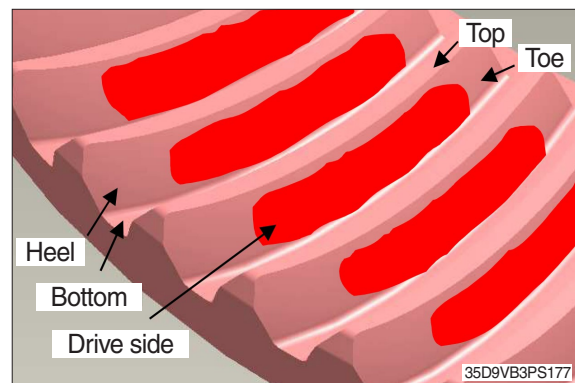


#### 4) MEASUREMENT OF TOOTH CONTACT PATTERN

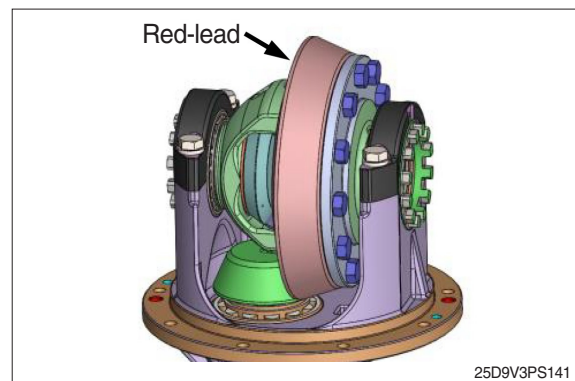
※ After assemble , adjust pattern of the gear and pinion shaft figure. If pattern is not adjusted, take a measure as measuring backlash again and then reassemble.



※ Always check tooth contact pattern on the driving side of gear teeth.

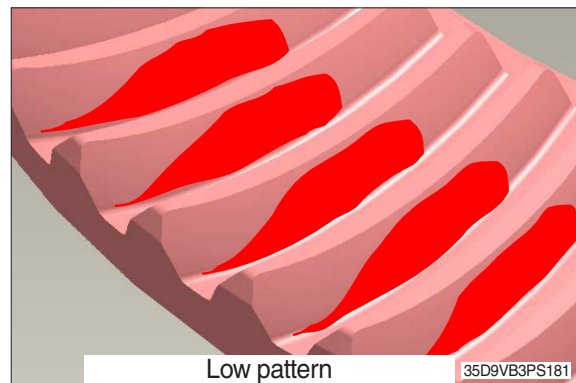
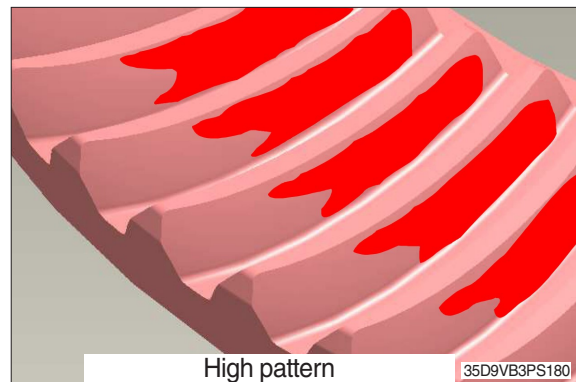
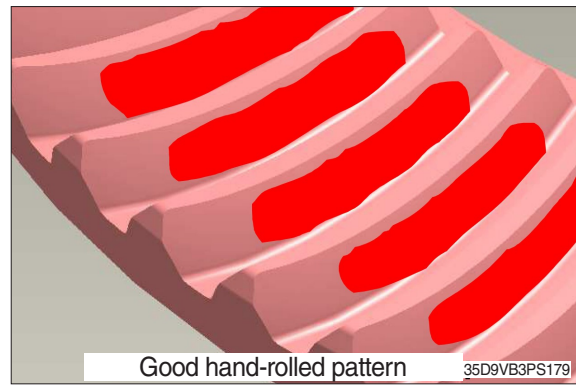


- (1) Marking red-lead on 6 tooth surface of ring gear.
- (2) Rotate ring gear forward and backward so that the 6 marked teeth go past the drive pinion six time to get a good contact pattern.

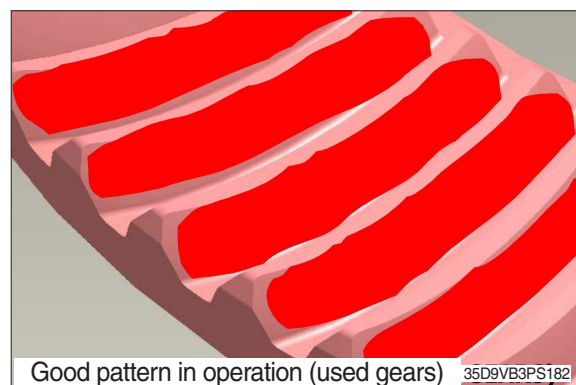


(3) Compare the contact pattern with illustrations.

※ The good contact pattern of gearset is appeared what the length of tooth has had.



※ The good contact pattern of used gearset is appeared what the length of tooth has had as wear pattern.

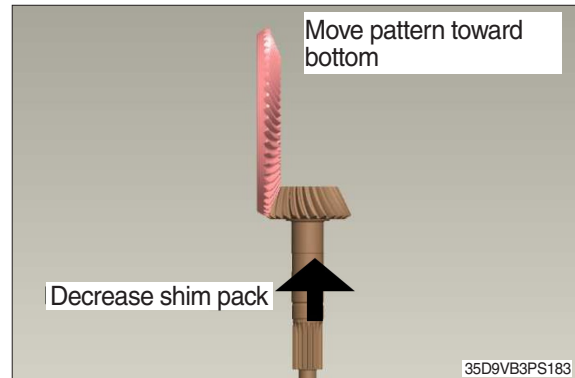


(4) If you need control contact pattern to adjust THK of tooth (top/bottom), you should obey steps ①-②.

If you need control contact pattern to adjust THK of tooth (toe/heel), you should obey steps ③-④.

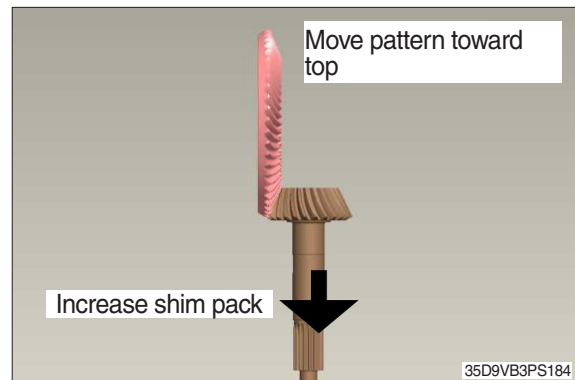
① High pattern

If A high contact pattern appear it which pinion was installed shallowly in carrier. To modify, move the pinion toward the ring gear by decreasing the shim pack between pinion spigot and inner bearing cone.



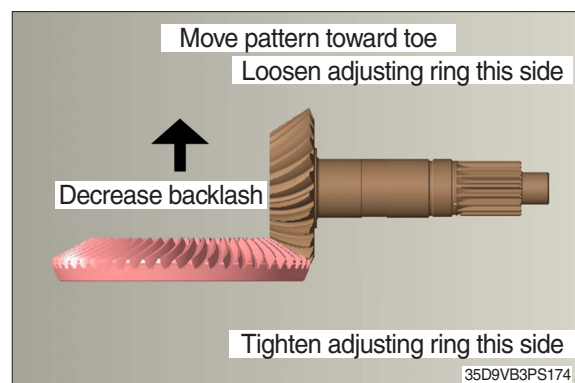
② Lower pattern

If A low contact pattern appear it which pinion was installed deeply in carrier. To modify, move the pinion away from the ring gear by increasing the shim pack between pinion spigot and inner bearing cone.



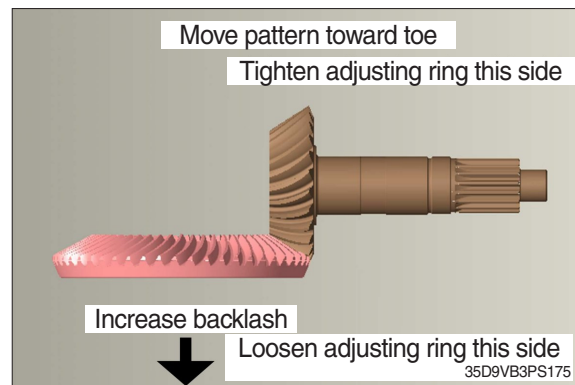
③ Heel pattern

Decrease the gearset backlash (within specified range) to move contact pattern toward toe and away from heel. Refer to "Adjusting the gearset backlash".

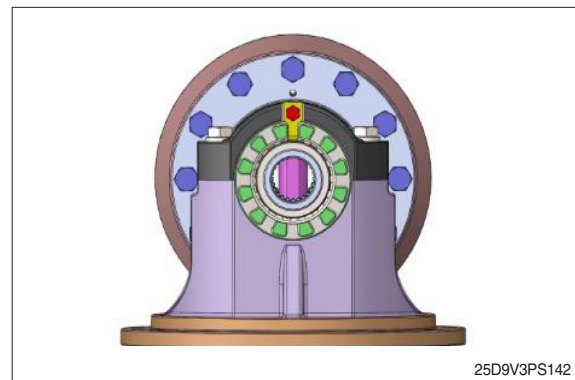


④ Toe pattern

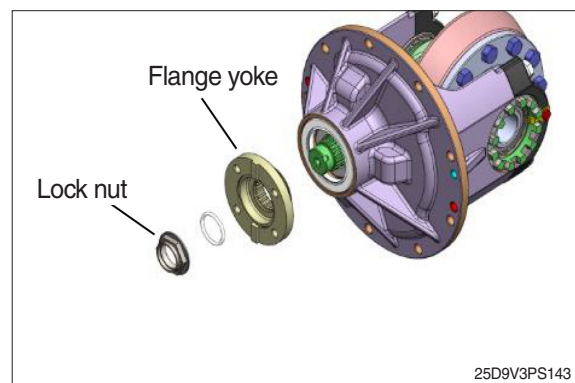
Increase the gearset backlash (within specified range) to move contact pattern toward heel and away from toe. Refer to "Adjusting the gearset back lash".



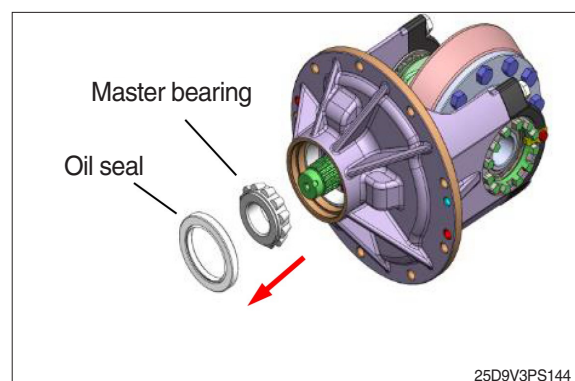
- (5) Fix spring pin to adjusted Ring bearing.  
And then, assemble all of them.



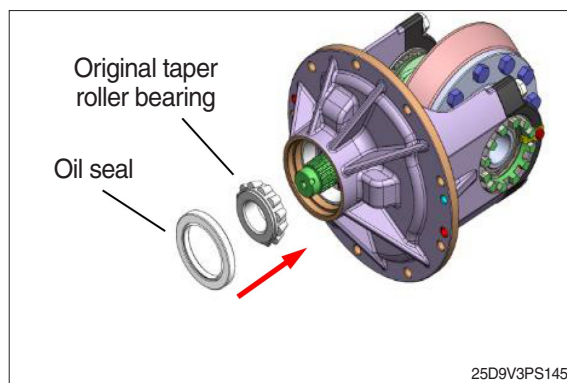
- (6) Disassemble lock nut & O-ring & flange yoke.



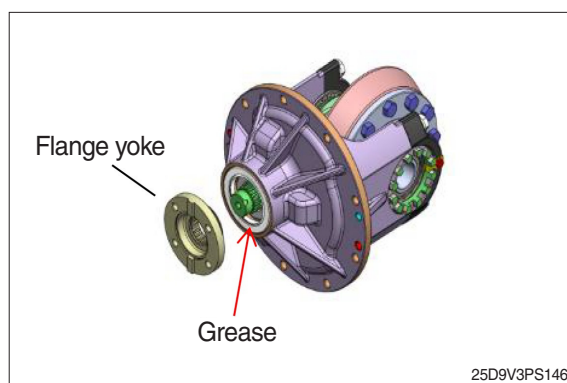
- (7) Disassemble oil seal & master bearing.



(8) Assemble original taper roller bearing & oil seal.



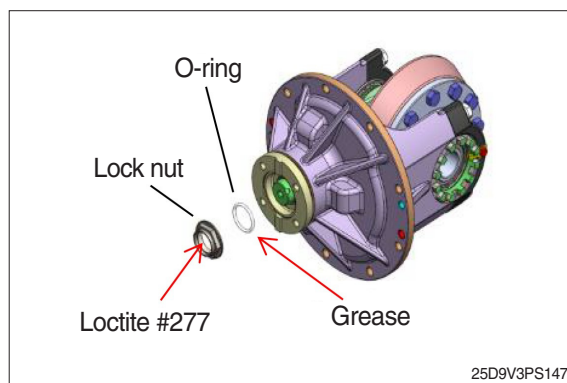
(9) Spread grease on seal lip and assemble flange yoke.



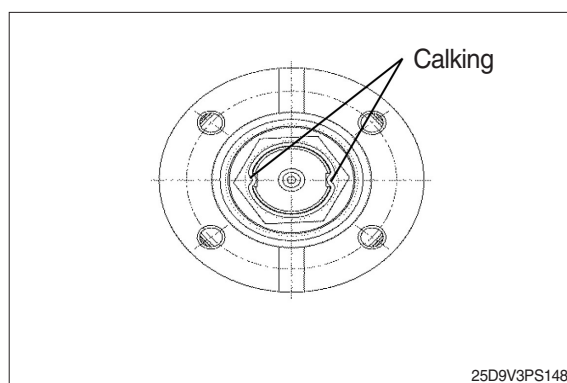
(10) spread grease on O-ring assemble O-ring and spread loctite #277 on lock nut and tighten it.

· Tightening torque : 46.9 ~ 50 kgf·m  
(339 ~ 362 lbf·ft)

· Preload : 0.2 ~ 0.4 kgf·m  
(1.4 ~ 2.9 lbf·ft)

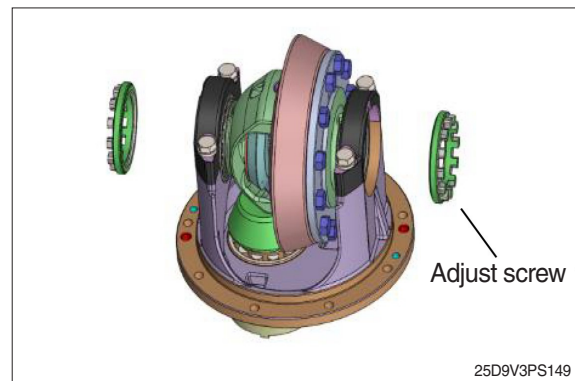


(11) Calking (2EA)



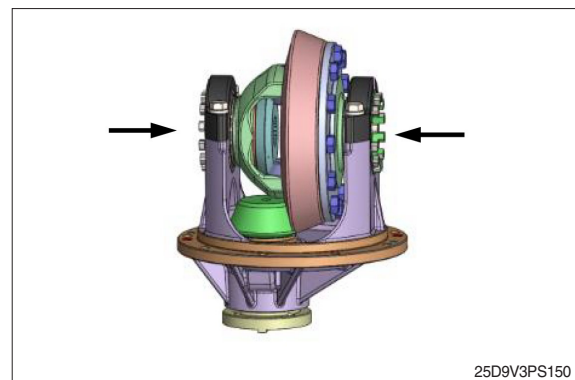
## 5) ASSEMBLY OF HUB

- (1) Press hub bolt into hub.



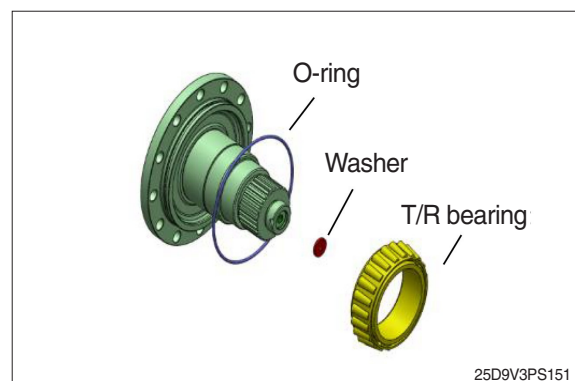
- (2) Press hub outer oil seal. Before assemble, spread grease at inside hub.

※ Grease : Shell Retinax 0434 - 60 ~ 80 % spread



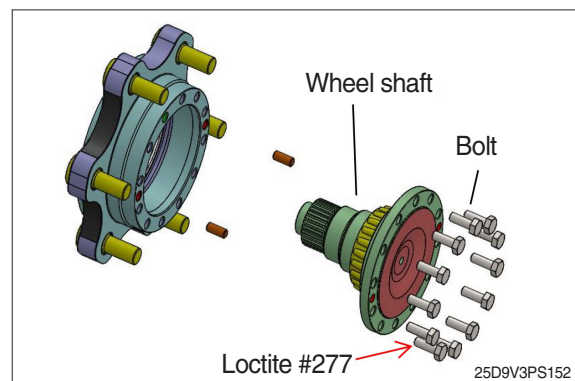
## 6) ASSEMBLY OF CARRIER HSG. SUB ASSEMBLY

- (1) Cover grease on O-ring assemble O-ring and assemble washer & T/R bearing.



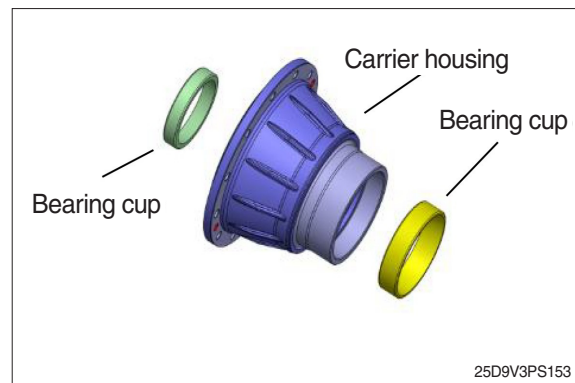
- (2) Spread loctite #277 on socket bolt and assemble wheel shaft.

· Tightening torque : 0.69 ~ 0.73 kgf·m  
(5.0 ~ 5.3 lbf·ft)

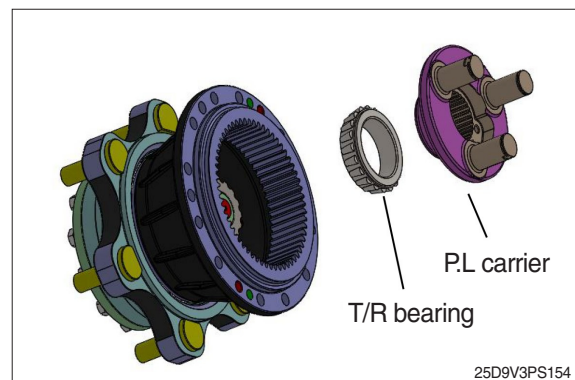




- (3) Press bearing cup into carrier housing both side.



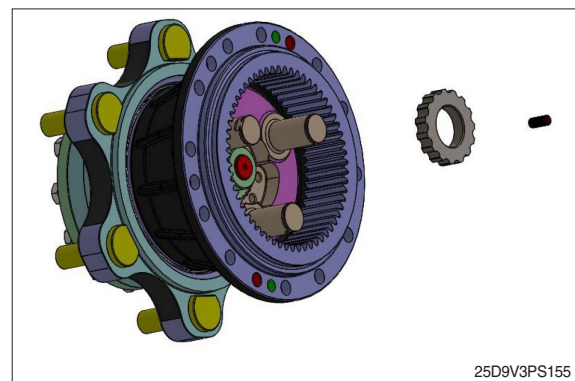
- (4) Press T/R bearing and P.L carrier sub assembly.



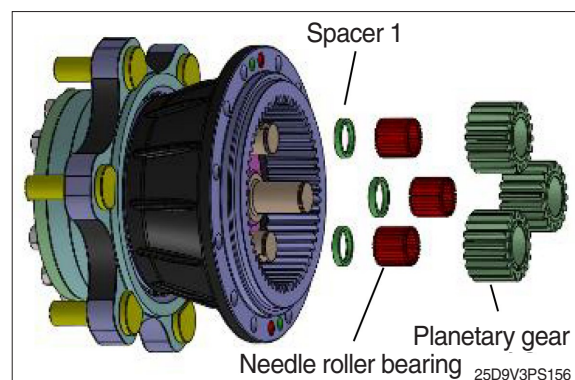
- (5) Fastening hub lock nut and assemble the set screw.

※ **Spread loctite #277.**

- lock nut tightening torque : 25.5 kgf·m  
(184 lbf·ft)
- Preload : 0.56 ~ 0.61 kgf·m  
(4.1 ~ 4.4 lbf·ft)
- set screw tightening torque : 1.3 kgf·m  
(9.4 lbf·ft)

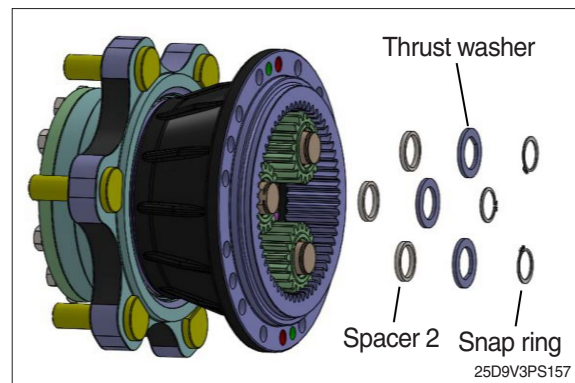


- (6) Assemble spacer 1, N.D roller bearing and planetary gear. Spread grease on N.D rooler bearing.



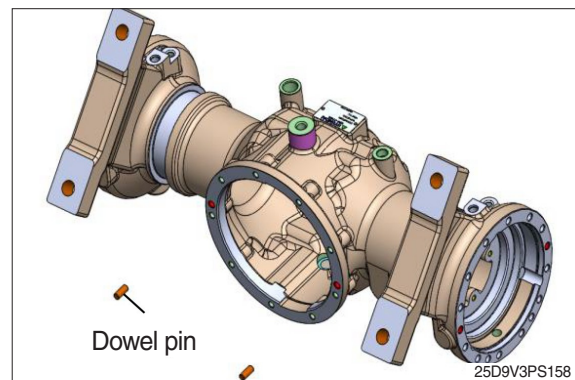


- (7) Assemble spacer 2, thrust washer, snap ring.

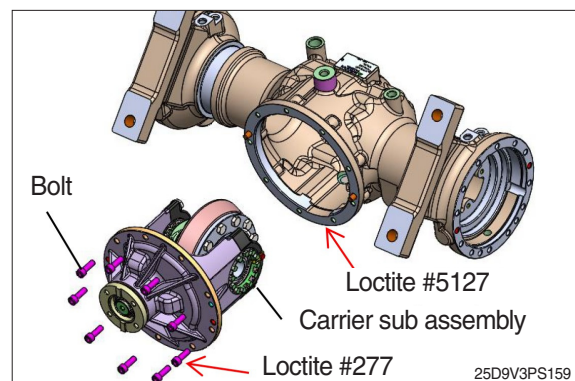


## 6) ASSEMBLY OF DRIVE AXLE

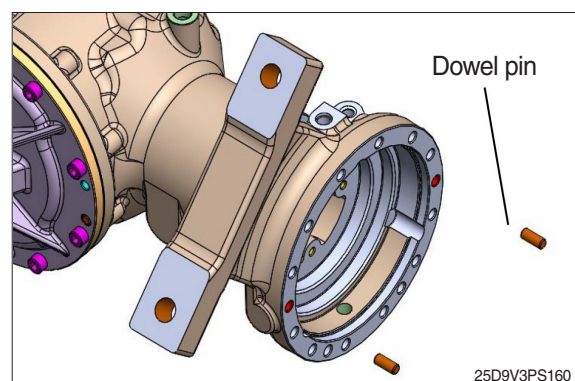
- (1) Press dowel pin on axle housing.



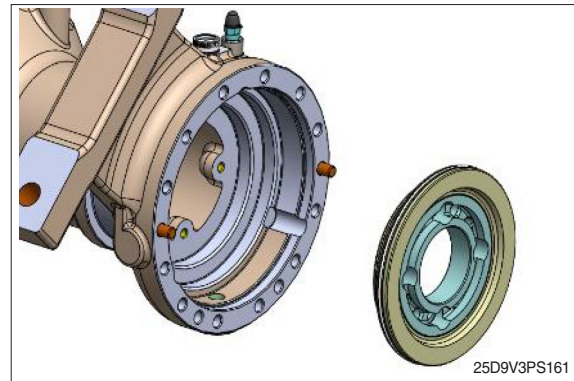
- (2) Spread loctite #5127 on axle housing and assemble carrier sub assembly. Spread loctite #277 on the bolt and assemble bolt.



- (3) Assemble dowel pin on axle housing.



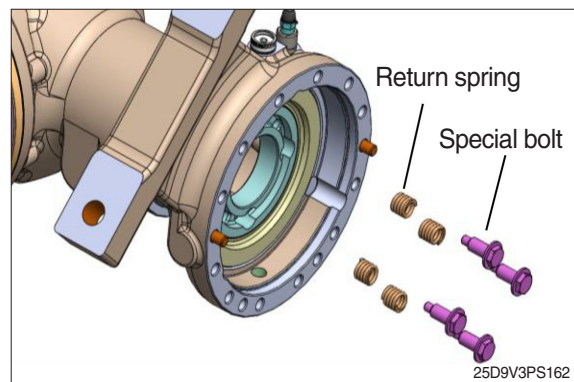
(4) Assemble piston sub.



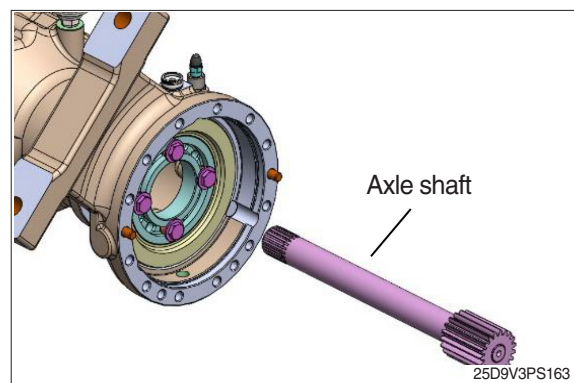
(5) Return spring, Special bolt.

※ Spread loctite #277 on the bolt.

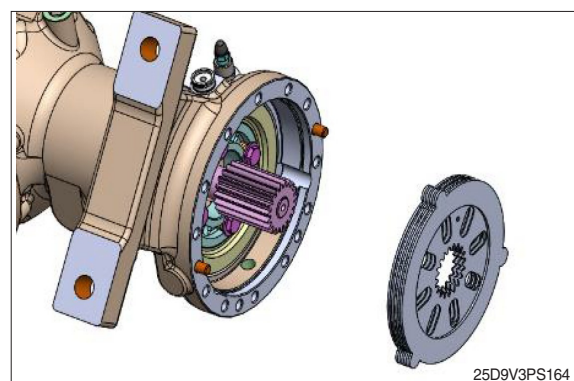
· Tightening torque : 3.1 ~ 3.5 kgf·m  
(22.4 ~ 25.3 lbf·ft)



(6) Assemble axle shaft.



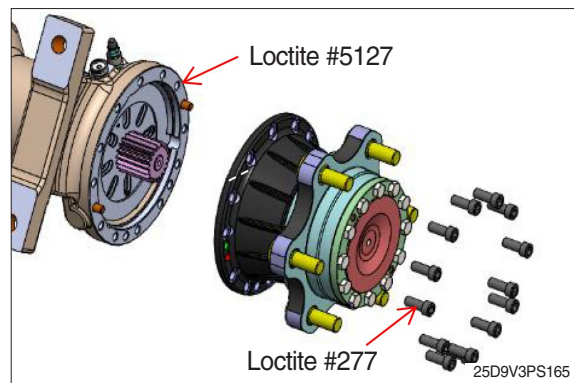
(7) Assemble brake disc pack



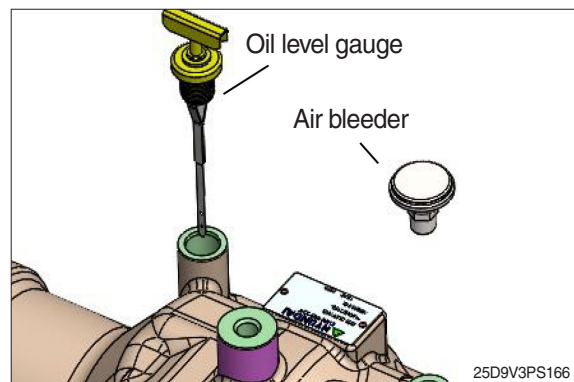
(8) Spread loctite #5127 on axle housing and assemble carrier hsg. sub assembly.

※ **Spread loctite #277.**

· Tightening torque : 10.2 kgf·m  
(73.8 lbf·ft)



(9) Assemble oil level gauge & air breather on axle housing.

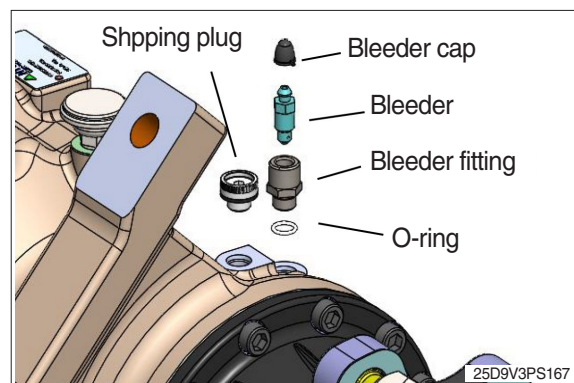


(10) Assemble O-ring, bleeder & bleeder fitting, bleeder cap.

· Tightening torque

Bleeder : 4.0 kgf·m (28.9 lbf·ft)

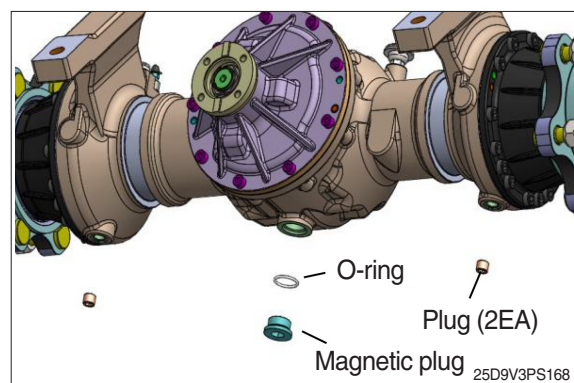
Bleeder fitting : 1.8 kgf·m (13.0 lbf·ft)



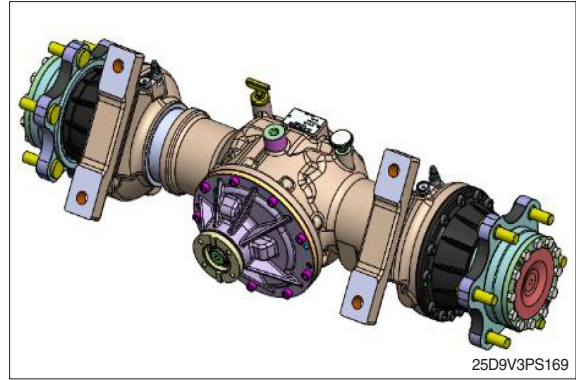
(11) Assemble O-ring, drain plug (magnetic), and plug.

· Tightening torque : 4.2 ~ 5.2 kgf·m

(30.4 ~ 37.6 lbf·ft)



(12) Complete drive axle assembly.



## GROUP 3 MAINTENANCE AND TROUBLESHOOTING

### 1. MAINTENANCE

#### 1) TRANSMISSION

##### (1) Recommend oils

The property that needs for auto transmission oil.

- It has suitable viscosity at the height temperature.
- It has suitable fluidity at the low temperature.
- It has excellent oxidation stability.
- It has property which remove bubble, and property of lubricant.
- Therefore please be sure to use following the oil when you supply or change oil. In addition, please use the same oil that you supplied already.
- In addition, please use the same oil that you supplied already.

① Oil volume is approximately 6 liters (without torque converter).

② Suggested oil : ATF (Auto Transmission oil, Dexron type)

##### (2) Point of exchange oil

###### ① Pulling out oil

- Please take off the drain plug where under of the transmission, and then discharge the old oil.
- Please take off the hose join part, and then discharge the old oil that remained in the oil cooler and in the hose.

※ **Period of exchange oil filter : initial time 100 hr, and then every 1000 hr**

###### ② Oil supply

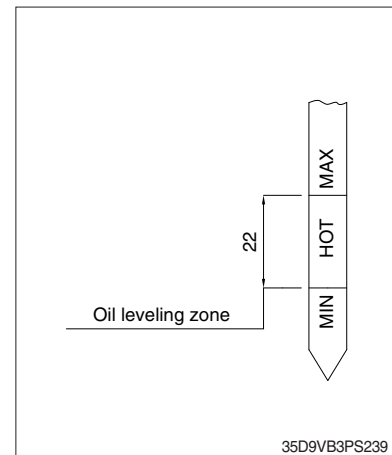
- Please stop the engine (ok), then refuel the oil into transmission until 「HOT」 level of oil level gauge.
- Please change lever "neutrality" position. Then please turn on the engine and keep low idle speed.
- The oil reaches the hydraulic torque converter, cooler and pipe and so on, after start up the engine. Then oil level sink down.
- Please drive the engine about 5 minutes at low idle speed, then refuel the oil gradually the oil level settle in regular position (between 「MAX」 and 「MIN」 position).

※ **Be careful not to incorporate foreign substances or moisture when injecting oil for exchange.**

※ **Inject only the specified oil amount. If there is too little or many, it causes failure.**

※ **Check the oil level, when the oil temperature is 50℃ ~ 60℃.**

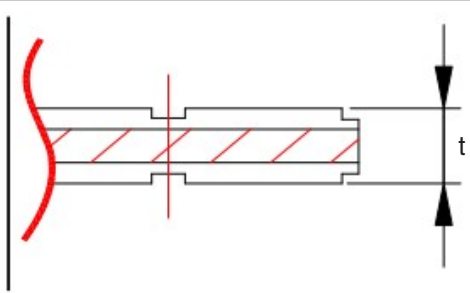
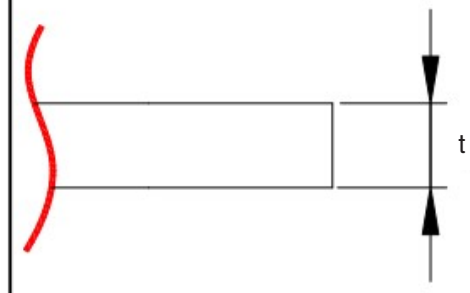
**Amount of all oil : about 14 liters.**



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### (3) Period of overaul

- ① As for the overhaul, we recommend either every 5 years or 7000 hours coming early to be done as a limit.
- ② Please change the oil seal, rubber such as O-ring, and gasket, copper gasket, if it has damaged.
- ③ Please Check the disassembled parts and check for cracks, marks and abnormal wear and corrosion etc. If the parts are in abnormal condition, change or repair parts.
- ④ Disc, plate, pressure plate → Change the part that exceeds the wear limits.
- ⑤ Bearing → Check appearance and rotation. If it does not rotate smoothly, wash it with a metal cleaner and apply oil to check the rotation state again. At this time, if it does not rotate smoothly, it will be changed for a new product.
- ⑥ Gear, shaft → If there are abnormalities such as fitting, crack, bending, abrasion, corrosion, etc., change it with a new product.

Item in the F&R clutch		Standard (mm)	Limit (mm)
Disc		2.4	1.9
Plate		1.8	1.65
Pressure plate		3	2.85



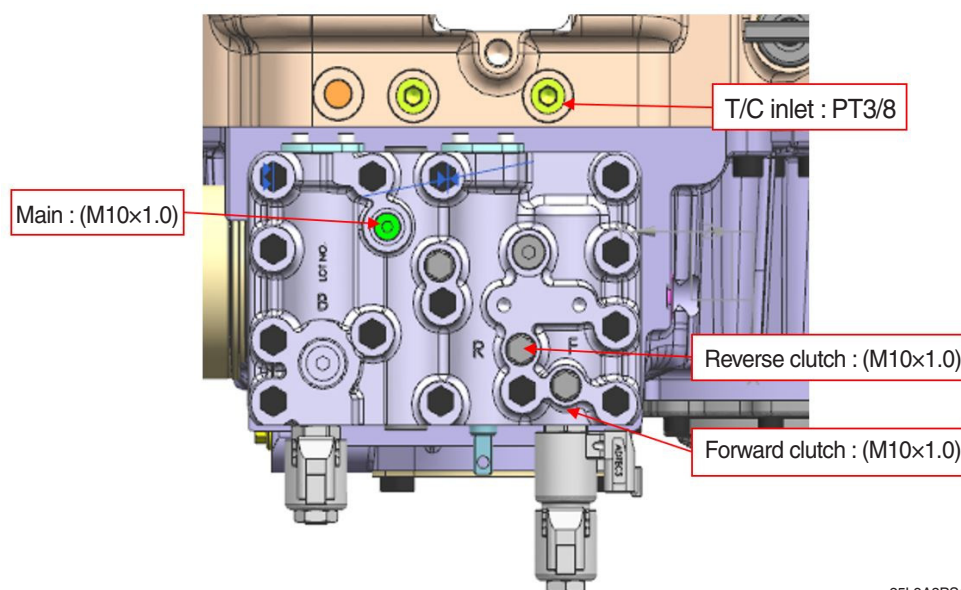
#### (4) Test

##### ① Operation check

- Please change the change lever to 「N」 position and hold this position, then please change the engine speed from low idle to high idle, and check the below condition.
- The abnormal sound dose not occur.
- The abnormal oscillation dose not occur.
- The oil is not leaking.
- Overheating, a strong odor of overheated oil is a major trouble sign.

##### ② Oil pressure measurement

- If you measure each part pressure, remove the plug and then install the pressure gauge. (PT 3/8, M10×1.0)



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- Please warming up the engine until the transmission oil temperature becomes about 50~60°C.
  - Please measure the oil pressure of every required part as below under the low and high idle speed of engine.
  - When measuring the forward or reverse clutch pressure, measure it with the shaft connected to the drive axle removed or with the wheels of the vehicle in the air.
- Measure the oil pressure of clutch and T/C inlet at the 800 ~ 2400 rpm.

Description	Standard (MPa)	
	800 rpm	2400 rpm
Main relief	1.2±0.2	1.2±0.2
Forward	1.2±0.2	1.2±0.2
Reverse		
T/C inlet	0.1 ~ 0.4	0.3 ~ 0.7

### ③ Stall torque output test

- Before testing, install a brace on the vehicle's tires and pay attention to prevent front and rear collisions.
- ※ **When the torque converter is stall condition, heat generate suddenly inside of the torque converter. So do not drive the engine when you drive over 30 seconds and the torque converter oil temperature is over 90℃.**
- a. Please use the parking brake and service brake securely.
- b. Please set the lever to F or R.
- c. Please step on the accelerator pedal until limit position, then check the engine speed when the engine speed become constant.
- d. Standard of engine maximum speed in stall condition is around 1,800~2,000 rpm (depends on the standard performance of engine and torque converter).
- Transmission check required if exceeded / Engine inspection required if not met

## 2) DRIVE AXLE

### (1) General information

Drive axles generate small metal wear particles during operating, especially hard particles are allowed to circulate in the lubricant, along with external moisture. In these case the internal components can be more faster damaged and the brake can be made a noise.

### (2) Magnets and magnetic drain plugs

The axle has magnetic drain plugs which has minimum 0.5 kg of capacity for picking-up low carbon steel. This drain plug must be checked if there are metal particles at every oil change interval.

### (3) Breather

Breathers release the air pressure inside and help to minimize the condensation of oil.

- ※ **Please clean the plug if it has particles on the surface. Cover the breather when steam cleaning the housing. If the breather is not covered, water can enter the housing and contaminate the oil.**

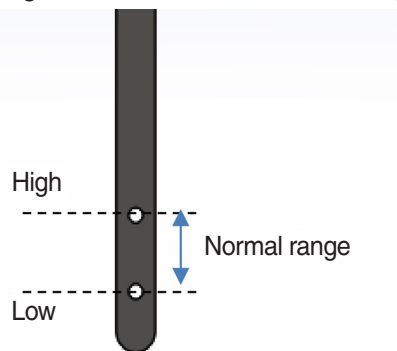
### (4) Oil level

#### ① Check and adjust oil

- ▲ **To prevent serious eye injury, please always wear the glass for safe when you perform the truck maintenance or service.**

The part for oil filling and drain plugs are located in the axle housing.

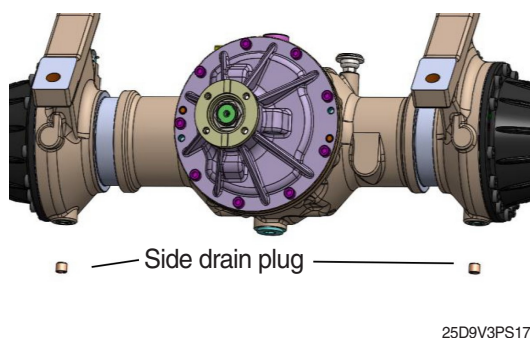
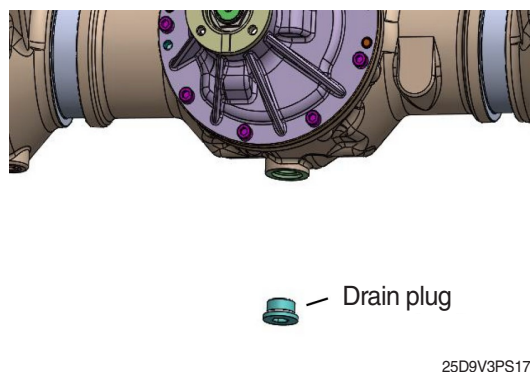
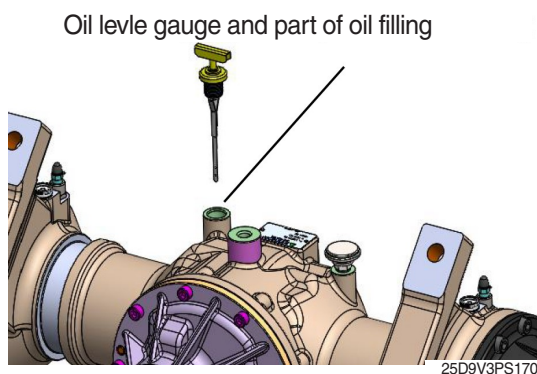
- a. Park the truck on flat ground.
- b. Pull out oil level gauge from axle, then check the height of oil.



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- c. If the height of oil of level gauge is higher than the upper limit, drain the oil outby after loosening main drain plug , if the height of oil is lower than the lowest limit, replenish oil.





## ② Oil change

**▲ Park the truck on flat ground. Block the wheels to prevent the truck moving during maintenance.**

**Do not work under the truck supported only jacks for safe. Because Jacks can slip and fall over.**

- Make sure the vehicle is on level surface.
- Raise lift of vehicle and drain oil by loosening main drain plug and 2 places of side plug.
- After drain all oil, clean the magnetic plug.
- Fill oil with checking the height of level with level gauge.

## ③ Oil volume and available of list

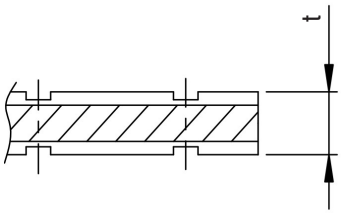
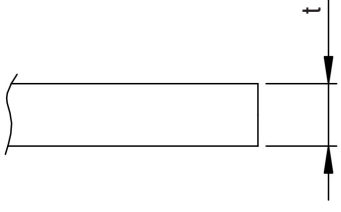
- Oil volume is approximately 8.2 liters.
- Available oil list**

Manufacture name	Brand name
Mobil corporation	Mobil fluid 424
	Mobil Infilex33 85W90
Sheel oil corporation	Shell spriax S4 TXM
	Donax TD 10W30 (2009 ver.)

## (5) Period of overhul

- Period of drive axle assembly overhaul : Every 5 year or 7,000 hours.
  - The Axle oil needs to be replaced per every 1,000 hrs, to prevent brake noise.
  - O-ring, oil seal, rubber, gasket : Change all parts at every overhaul.
- ※ Check internal leakage of brake system(Brake seal) : Every 2,000 hours, replace as necessary.

④ Snap ring, disc, opposing plate : Change the part that exceeds the wear limits.

Item		Part no.	Standard	Limit
Disc		HA30-60220 (Service brake)	t=2.5	t=2.2
Opposing plate		HA30-60200 (Service brake)	t=2.5	t=2.35

⑤ Bearing, spring : Check the release bearing the see if it rotates freely. If it has doubt for the wear or lack of lubrication, replace this bearing.

⑥ Gear, shaft : If it is abnormal you have to change.

## 2. TROUBLESHOOTING

### 1) TRANSMISSION

#### (1) Output does not go up

Defects and causes			Measures
Torque converter	Torque converter oil	Lack of oil supply	Replenish the oil.
		Oil use that does not fit the regulations	Change to recommended oil.
		Air mixed with oil	Tighten each joint coupling and the pipe further.
		As converter pressure decreases, air bubbles occur	Check and adjust the torque converter pressure.
		Water mixed with oil	Check the cooler, and Change all oil.
	Main body of torque converter	Damaged stator free wheel	Change the torque converter.
		Sticking Stator free wheel	Change the torque converter.
		Blade of the wheel is damaged or in contact with other components	Change the torque converter.
Charging pump		Charging Pump does not work normally	Change the charging pump.
Transmission	Control valve	Reduced clutch pressure due to excessive spring deformation or breakage	Change the spring.
		The valve does not move with the valve opens.	Repair or Change the control valve.
		Orifice clogging	Clean the orifice.
Oil filter		Oil filter clogging	Clean or Change the oil filter.

## (2) Power is not transmitted

Defects and causes			Measures
Torque converter	Flexible plate breakage		Change the flexible plate.
	Lack of oil supply		Replenish the oil.
	Spline wear		Change the torque converter.
Charging Pump	Drive/Driven gear damage		Change the charging pump.
	Charging Pump does not working		Change the charging pump.
Transmission	Clutch Assembly	Plate/friction disc wear or damage	Change the plate/friction disc.
		Plate/friction disc sticking	Change the plate/friction disc.
		Spline wear	Change the worn parts.
		Peek seal wear or damage	Change the peek seal.
	Output Shaft.	Spline wear	Change the output shaft.
		Gear breakage	Change the gear.
	Catridge Valve	Catridge Valve breakage	Change the Catridge Valve.
		Abnormal operation of spool	Change the Catridge Valve.
		Spool does not operate normally.	Please change the solenoid valve.

## (3) Oil temperature rises abnormally

Defects and causes			Measures
Torque converter	Main body of torque converter	Damage to internal parts such as state freewheel devices	Change the torque converter.
		Bearing wear or sticking	Change the torque converter.
	Torque converter oil	Lack of oil supply	Replenish the oil.
		Oil use that does not fit the regulations	Change to recommended oil.
		Air mixed with oil	Tighten each joint coupling and the pipe further.
		Water mixed with oil	Check the cooler, and change all oil.
Transmission	The clutch is dragging	Plate/friction disc sticking	Change the plate/friction disc.
		Abnormal clutch piston operation	Change the clutch piston.
		Reduced clutch pressure	Check the clutch pressure.
	Bearing wear or sticking		Change the bearing.

## (4) Clutch or converter oil pressure is too high

Defects and causes			Measures
Torque converter	Viscosity of oil is too high.		Change to recommended oil.
Transmission	Control valve	The valve does not operate normally because spring is broken or spools are stucked in the valve.	Repair the valve assembly or change to new parts.

**(5) Clutch or converter oil pressure is too low**

Defects and causes			Measures
Transmission	Lack of oil supply		Replenish the oil.
	Oil use that does not fit the regulations		Change to recommended oil.
	Charging pump wear or break		Change the charging pump.
	Piston ring or O-ring wear/damage		Change the piston ring or O-ring.
	Filter clogging		Clean or Change the filter.
	Control Valve	Excessive spring deformation or breakage	Change the spring.
		The valve does not move with the valve opens.	Repair or Change the control valve.
		Orifice clogging	Clean the orifice.
	Clutch	Peek seal or piston ring wear	Chagge the peek seal or O-ring.

**(6) Noise occurs**

Defects and causes			Measures
Noise only at neutral	Gear or bearing wear inside the charging pump.		Change the Charging pump.
	Torque converter stator wear.		Change the torque converter.
	Lack of oil supply		Replenish the oil.
	Gear parts of engine and T/M pump's misalignment with that of torque converter housing and pump.		Reassemble or change the parts
Pump noise	Loud noise irregularly repeats if there's contaminants in the T/M hydraulic components.		Clean or change the parts.
	Regular noise means pump defect		Change the parts.
Transmission noise	Converter housing and pump gear misalignment with engine or T/M case		Reassemble or change the parts.
	Gear damage		Change the gear.
	Clutch plate and friction disc slip noise		Change the plate/friction disc.
	Thrust washer defect.		Change the thrust washer.
	Another components wear or damage.		Change the problem part.
Control valve noise	Air mixed into hydraulic system.		Tighten each joint coupling and the pipe further.
	Clogged oil passage.		Clean or change the parts.
	Abnormal spool movement.		Reassemble or change the parts.

**(7) Shifting is impossible**

Defects and causes			Measures
Transmission	The clutch plate is sticking.		Please change the clutch plate.
	The solenoid valve does not operate normally.		Please repair the solenoid valve or change it.
	The gear is broken.		Please change the gear.

## 2) DRIVE AXLE

### (1) Noise and vibration

Locating fault and cause		Measures
Drive axle	Shortage of oil	Check oil level or refill lubricating oil.
	Inappropriate oil	Replace the oil.
	Damaged wheel bearing	Replace the wheel bearing.
	Damaged ring gear and pinion shaft	Replace the ring gear and pinion shaft.
	Loosened or worn bearing of pinion shaft	Disassemble, check or replace the bearing.
Differential	Loosened bolt for assembling ring gear	Disassemble, check and reassemble the ring gear.
	Damaged ring gear	Replace the ring gear.
	Loosened or worn differential bearing	Disassemble, check, reassemble or replace the differential bearing.
	Damaged bevel gear bearing	Replace the bevel gear bearing.
	Worn or damaged diff pinion and side gear.	Replace the diff pinion and side gear.
	Worn or damaged thrust washer.	Replace the thrust washer.
	Excessive backlash of diff pinion and side gear.	Replace the diff pinion and side gear.
Brake	Incorrect axle fluid and/or friction material used	Use only meritor specified or approved materials.
		Drain and flush fluid from axle. Replace with approved fluid.
		Replace all friction discs. Thoroughly clean or replace stationary discs.

## (2) Oil leakage

Locating fault and cause			Measures
External leakage	Excess supply of oil		Check oil level. set of oil amount.
	Inappropriate oil		Replace the oil.
	Blocking air breather		Cleaning, replace the air breather
	Damaged hub oil seal		Replace the hub oil seal.
	Worn or damaged bevel pinion shaft oil seal		Replace the oil seal.
	Loosened bleeder screw		Tighten bleeder screw.
	Losened brake inlet fitting and plugs		Tighten brake inlet fitting.
	Damaged brake inlet fitting, plug and O-ring		Replace the brake inlet fitting, plug and O-ring.
Brake	Internal leak : Fluid bypasses seals into axle and fills axle with fluid and blows out breather or empties brake fluid reservoir.	Worn or damaged piston seal	Replace the piston seals.
		Melted or extruded piston seals	Correct cause of overheating and replace seals.
		Corrosion, pitting, wear or other damage, marks scratches to piston and/or brake housing bore in area of seal/sealing lips	Clean, smooth, rework or replace affected parts.
	External leak	Loosened bleeder screw	Tighten bleeder screw to 2 ~ 2.7 kgf·m (14.5 ~ 19.6 lbf·ft).
		Loosened inlet fitting or plugs	Tighten inlet fitting to 3.4 ~ 4.8 kgf·m (24.7 ~ 34.8 lbf·ft).
		Damaged inlet fitting or plugs or damaged seats	Replace inlet fitting or plug and O-ring if used.

## SECTION 4 BRAKE SYSTEM

Group 1	Structure and function .....	4-1
Group 2	Operational checks and troubleshooting .....	4-10
Group 3	Tests and adjustments .....	4-14



## SECTION 4 BRAKE SYSTEM

### GROUP 1 STRUCTURE AND FUNCTION

#### 1. OUTLINE

There are two brake systems, the foot brake system and the parking brake system.

The foot brake adopts the brake system of oil type at drive axle.

Oil pressure is generated in maximum 60 kgf/cm<sup>2</sup> through brake oil input path of the left and right drive axle housing, this pressure allows the piston brake to advance and compresses a friction plate and a plate.

So when the transportation travels, it is possible to brake.

The parking brake works by the switch installed on steering column.

#### 2. SPECIFICATION

##### 1) SERVICE BRAKE

Item			Specification
Type			Wet disk brake
Piston bore diameter		Non-booster (std) Booster (opt)	33 mm (1.3 in) 22.23 mm (0.9 in)
Pedal adjustment	Height	Non-booster (std) Booster (opt)	119 mm (4.7 in) 119 mm (4.7 in)
	Play		2~4 mm
Brake oil			Azolla ZS32 (ISO VG32 hydraulic oil)

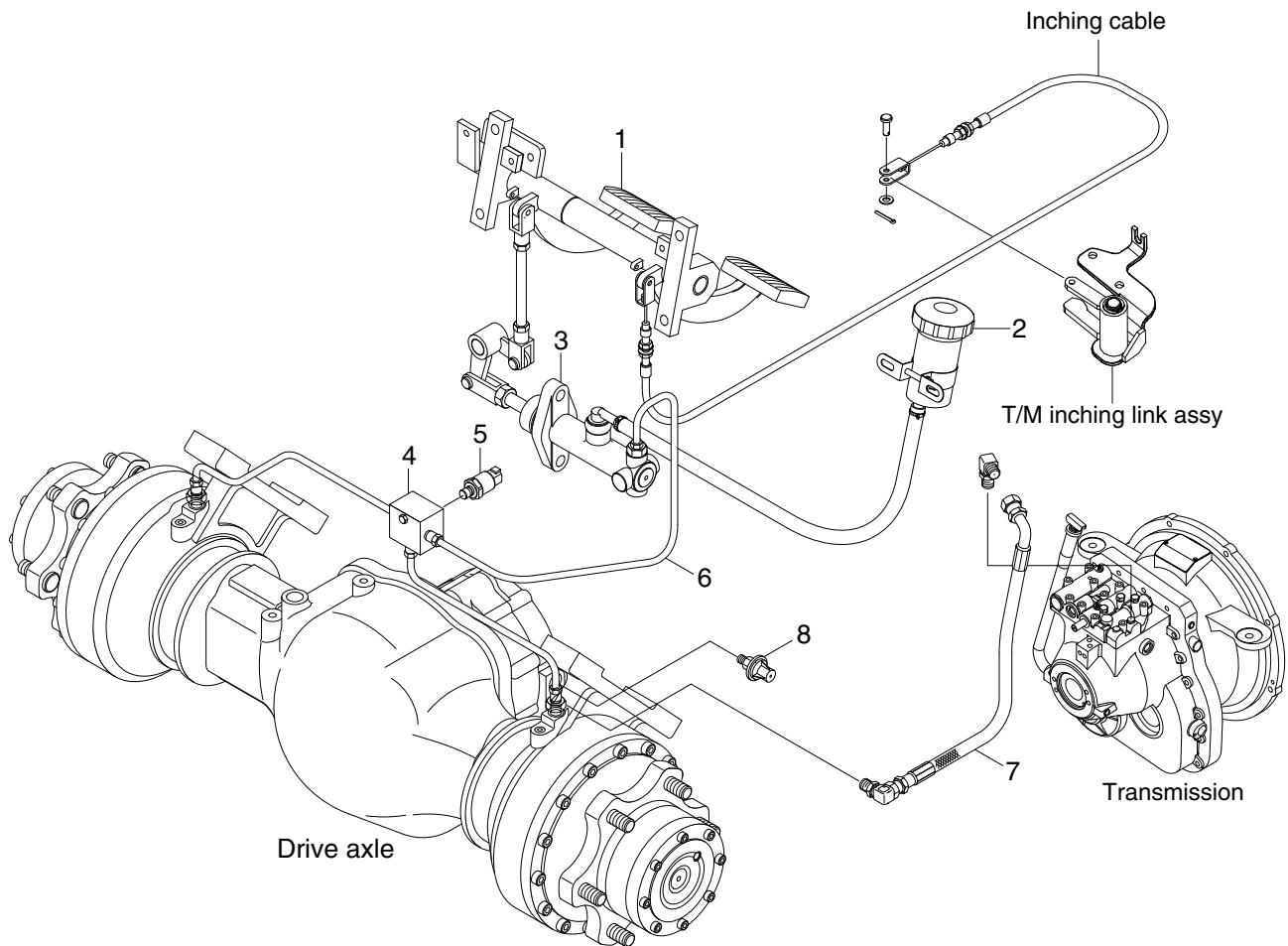
##### 2) PARKING BRAKE

Item		Specification
Type		Wet disk brake (Negative)
Switch location		Steering column
Disc location		Axle carrier sub assy

### 3. BRAKE PEDAL AND PIPING

#### 1) STRUCTURE

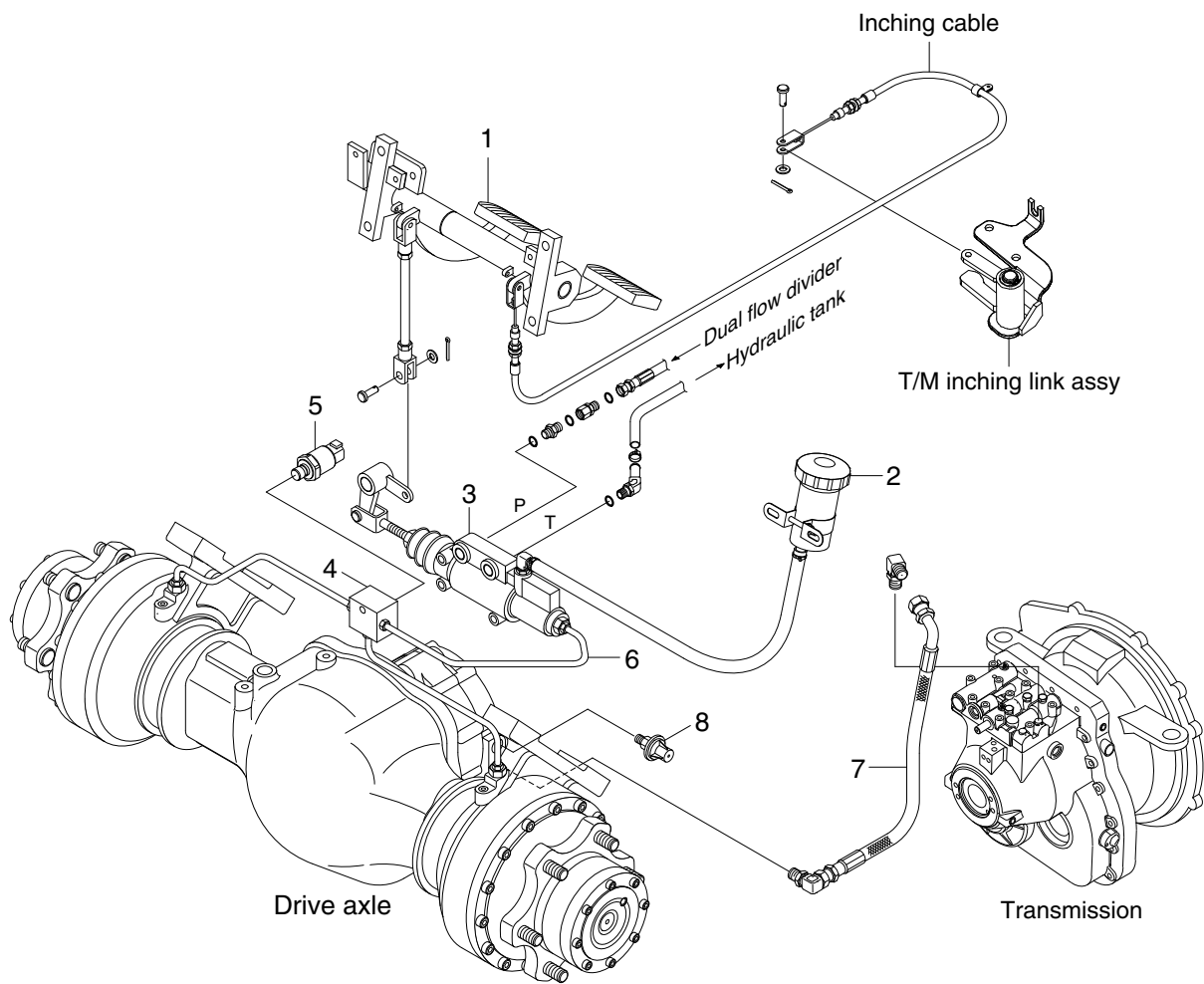
##### (1) Non-booster type



25L9ABS01

- |   |                         |   |                      |
|---|-------------------------|---|----------------------|
| 1 | Brake pedal             | 5 | Pressure switch      |
| 2 | Reservoir tank assembly | 6 | Service brake piping |
| 3 | Brake valve assy        | 7 | Parking brake piping |
| 4 | 3-way block             | 8 | Pressure switch      |

## (2) Booster type

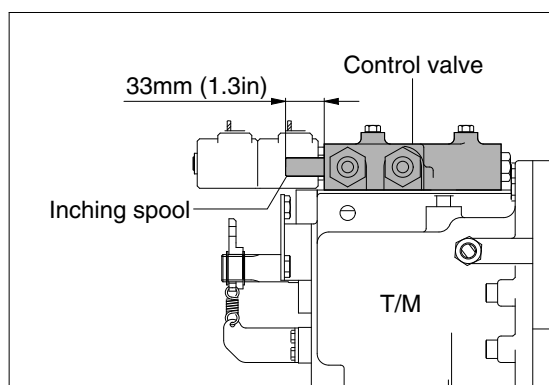
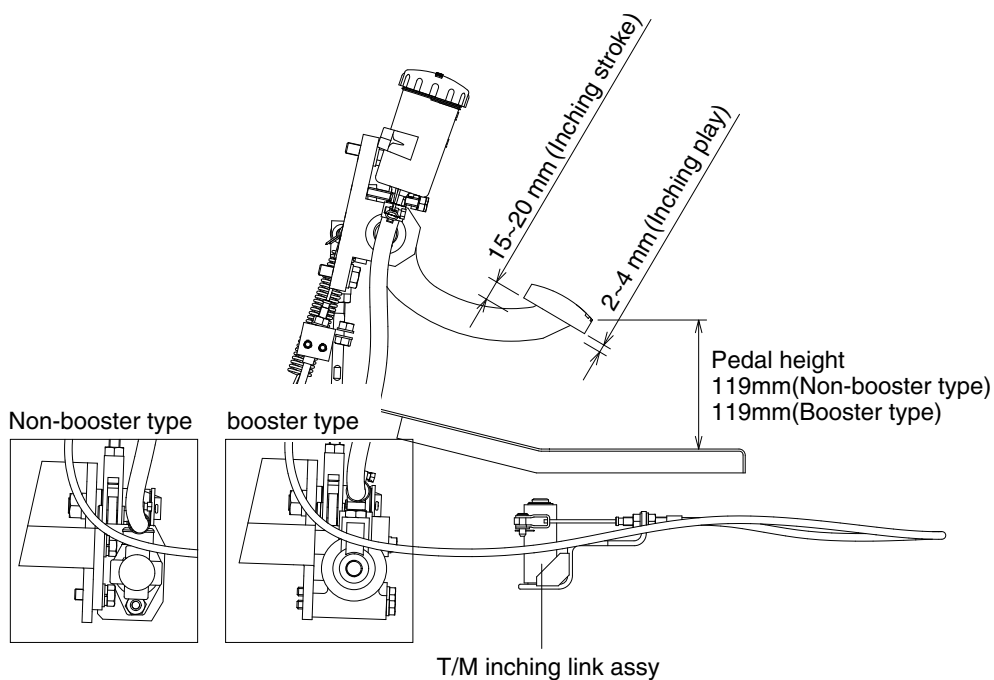


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- |   |                         |   |                      |
|---|-------------------------|---|----------------------|
| 1 | Brake pedal             | 5 | Pressure switch      |
| 2 | Reservoir tank assembly | 6 | Service brake piping |
| 3 | Brake valve assy        | 7 | Parking brake piping |
| 4 | 3-way block             | 8 | Pressure switch      |

#### 4. INCHING PEDAL AND LINKAGE

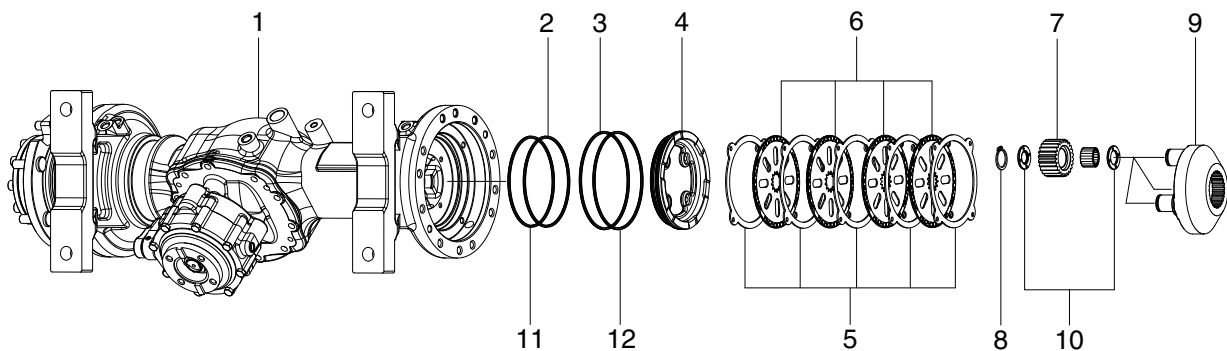
The brake pedal serves to actuate the hydraulic brakes on the drive axle. At the beginning of the pedal stroke, the inching spool of the transmission control valve is actuated to shift the hydraulic clutch to neutral and turn off the driving force. By treading the pedal further, the brake is applied.



25L9ABS02

## 5. WET DISK BRAKE (SERVICE)

### 1) STRUCTURE



22D9HPT20

1	Drive axle housing	5	Plate	9	Planet carrier
2	Square ring (S)	6	Friction plate	10	Thrust washer
3	Square ring (B)	7	Planet gear	11	Back up ring (S)
4	Brake piston	8	Retaining ring	12	Back up ring (B)

### 2) OPERATION

Sealed up structure of hydraulic disk brake system secures good brake performance even in the high humid or dusty area.

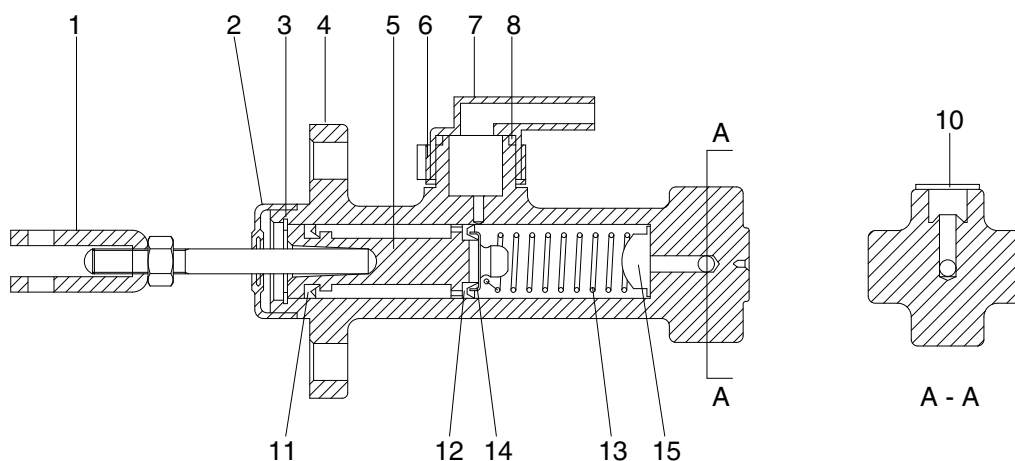
Because it is possible to use the brake semi-permanently, there is no need to replace or change the lining as drum type brake do.

Major components are 5 plates (5), 4 friction plates (6), piston brake (4), and brake housing.

Braking force is applied by restricting the drive force from drive shaft and spline collar.

## 6. BRAKE VALVE (NON-BOOSTER TYPE, STD)

### 1) STRUCTURE



22D9BS04

1	Rod assy	6	Union	13	Spring
2	Boot	7	Elbow	14	Spring seat
3	Snap ring	8	O-ring	15	Spring seat
4	Body	11	Secondary cup		
5	Piston	12	Primary cup		

### 2) DISASSEMBLY

- (1) Remove the master cylinder boot (2) and remove the rod assy (1).
- (2) Remove the snap ring (3) and take out the piston (5), the secondary cup (11), primary cup (12), spring (13) and spring seat (14, 15).
- (3) Specification of master cylinder.
  - Piston bore diameter : 22.23 mm (0.88")
  - Piston stroke : 28 mm (1.1")
  - Max operating pressure : 150 kgf/cm<sup>2</sup> (2130 psi)

### 3) INSPECTION

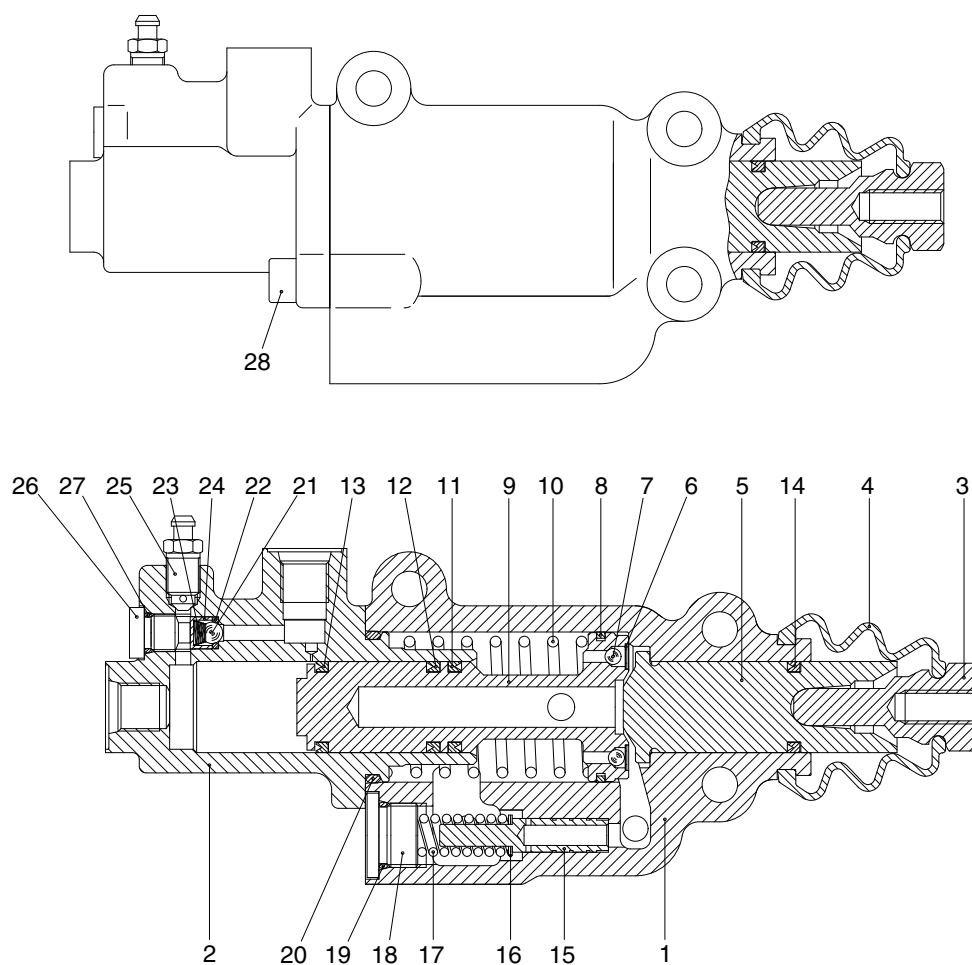
- (1) Clean and check these components.
  - ※ Use Isopropyl alcohol or brake fluid for washing the components. Do not use gasoline, kerosene or any other mineral oils. When using alcohol, do not leave urbber parts in the liquid for more than 30 seconds.
- (2) Inspect the inside wall of the master cylinder, and if any faults are found, replace the cylinder assembly.
- (3) Replace the boot (2), the secondary cup (11), primary cup (12) and piston (5), if deformation or any other defect is found.

### 4) ASSEMBLY

- ※ Prior to assembly make sure again of no contaminant of the components. Apply a thin coat of brake oil to the components.
- ※ Assembly is in opposite order to disassembly.

## 7. BRAKE VALVE (BOOSTER TYPE, OPT)

### 1) STRUCTURE

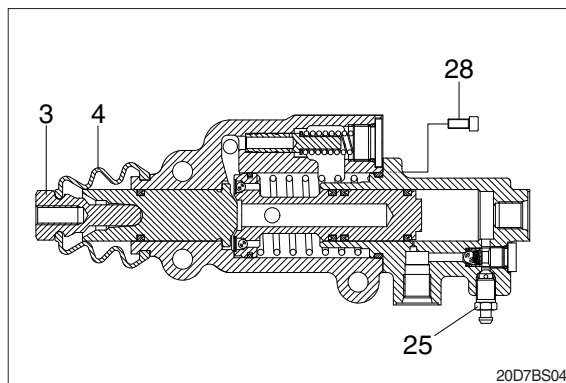


20D7BS03

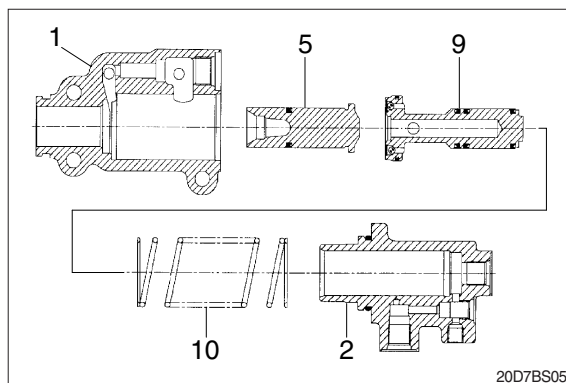
1	Front housing	11	Seal	21	Check ball
2	Rear housing	12	Seal	22	O-ring
3	Push rod	13	Seal	23	Check spring
4	Bellows	14	Seal	24	Cage
5	Master piston	15	Relief piston	25	Air bent
6	Lock washer	16	Shim	26	Check plug
7	Piston ball	17	Relief spring	27	O-ring
8	Piston ring	18	Relief plug	28	Bolt
9	Servo piston	19	O-ring		
10	Servo spring	20	O-ring		

## 2) DISASSEMBLY

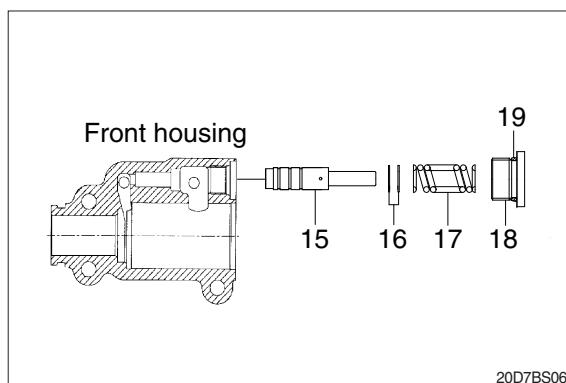
- (1) Remove push rod (3), bellows (4), air vent (25) and bolt (28).



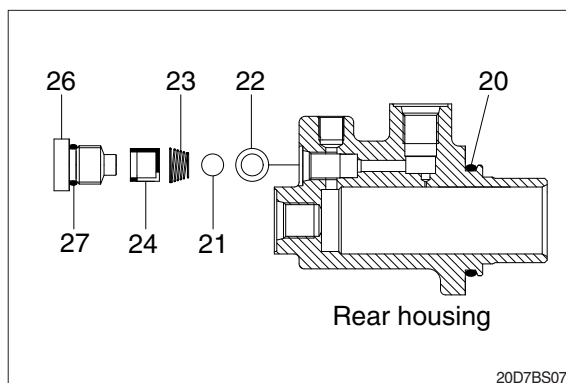
- (2) Remove front housing (1), rear housing (2), servo spring (10), servo piston (9) and master piston (5).



- (3) Remove relief plug (18) with O-ring (19), relief spring (17), shim (16) and relief piston (15).



- (4) Remove O-ring (20), check plug (26) with O-ring (27), cage (24), check spring (23), check ball (21) and O-ring (22).





### **3) INSPECTION AND ASSEMBLY**

- (1) Clean all parts thoroughly and lubricate the parts either with mineral or with hydraulic oil, according to their use destination.
  - (2) All single parts are to be checked for damage and replaced, if required.
  - (3) Assembly is in opposite order to disassembly.
  - (4) Seal kit : XKAU-00176
- ▲ Use only brake fluid (Azolla ZS 32, ISO VG 32) into the compensation reservoirs.

## GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

### 1. OPERATIONAL CHECKS

#### 1) GENERAL INFORMATION

Brake system generate small metal wear particles at a fairly steady rate, especially during the break-in period.

If these fine, but hard particles are allowed to circulate in the lubricant, along with external moisture and dirt, internal components will wear at a much faster rate than normal.

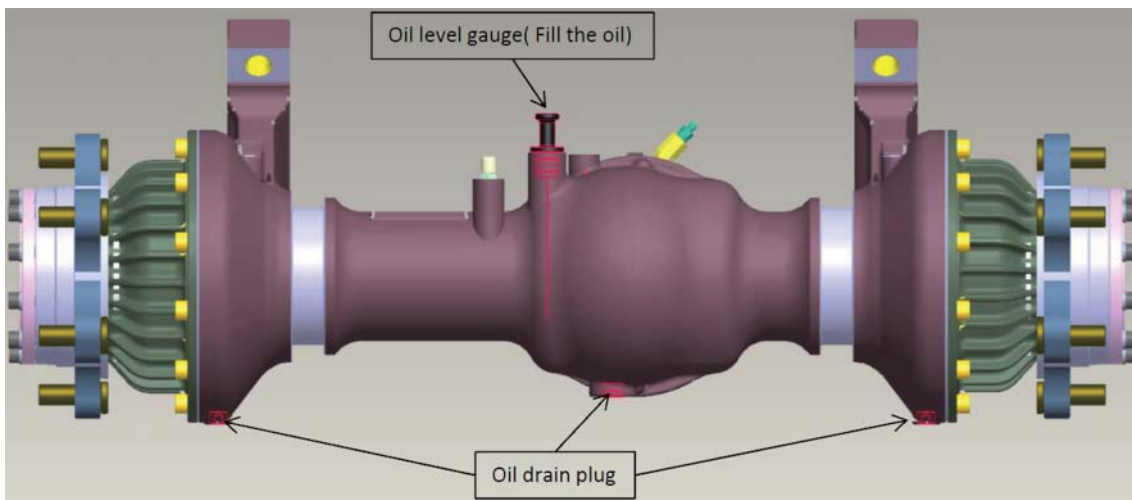
#### 2) BRAKE PIPING

- (1) Check pipes, hoses and joints for damage, oil leakage or interference.
- (2) Operate brake pedal and check operating force when pedal is depressed. Check also change in operating force, and change in position of pedal when pedal is kept depressed.

#### 3) OIL LEVEL

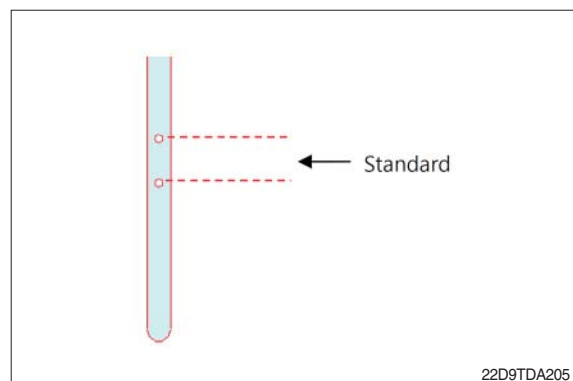
##### (1) Check and adjust oil

Axle housing has oil level gauge and drain plug.



22D9TDA204

- ① Make sure the vehicle is on a level surface.
- ② Pull out oil level gauge from axle, then check the height of oil.
- ③ If the height of oil of level gauge is higher than the upper limit, take oil out by loosening drain plug and keep the standard refer to (2), page 4-11, if the height of oil is lower than the lowest limit, pour oil in to level gauge and keep the standard.



22D9TDA205

## (2) Oil change

▲ **Park the vehicle on a level surface. Block the wheels to prevent the vehicle from moving. Support the vehicle with safety stands. Do not work under a vehicle supported only jacks. Jacks can slip and fall over. Serious personal injury can result.**

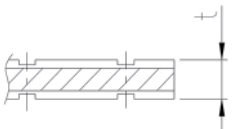

- ① Make sure the vehicle is on level surface.
- ② Raise lift of vehicle and drain oil by loosening drain plug.
- ③ After drain all oil, faster the plug cleaned.
- ④ Fill oil with checking the height of oil by level gauge at the front of vehicle.

## (3) Oil capacity and using oil

- ① Oil volume is approximately 5.6 liters. Actual volume will vary by axle model and configuration.
- ② Using Hyundai Genuine axle oil (If use incorrect axle oil, the product has noise and burn-out at component).

## 4) MAINTENANCE

- (1) Period of check drive axle : 1,000 hrs
- (2) O-ring, oil seal, rubber, gasket : Change all parts at every disassembling, if as necessary.
- (3) Check internal leakage of brake system (Brake seal) : Replace as necessary or every 1,000 hrs
- (4) Friction plate (disk), reaction (steel) plate : Change the part that exceeds the wear limits.

Item		Part no.	Standard	Limit
Friction plate (Disk)		XKCF-00591 (service)	t=3.5	t=3.05
		XKCF-01168 (parking)	t=2.2	t=1.80
Plate (Steel plate)		XKCF-00590 (service)	t=2.5	t=2.35
		XKCF-01167 (parking)	t=1.5	t=1.40

- (5) Bearing : If in doubt about the wear or lack of lubrication, replace the bearing and oil  
Check the release bearing the see if it rotates unfreely, use matel cleaner and then recheck.  
If it is unfreely again, replace the part
- (6) Spring : Measure free length of spring, If it has deform  $\pm 10\%$  over then free length, replace the part
- (7) Gear, shaft : If it is abnormal or change the cross sectional area, you have to change.
- (8) Axle oil change

Recommended initial oil change	100 hrs
Check oil level	Every 250 operating hours
Periodic oil change	Evey 1,000 operating hours

## 2. TROUBLESHOOTING

### 1) BRAKE SYSTEM

Problem	Cause	Remedy
1. Insufficient braking force	<ul style="list-style-type: none"><li>• Hydraulic system leaks oil.</li><li>• Hydraulic system leaks air.</li><li>• Disk worn.</li><li>• Brake valve malfunctioning.</li><li>• Hydraulic system clogged.</li></ul>	<ul style="list-style-type: none"><li>• Repair and add oil.</li><li>• Bleed air.</li><li>• Replace.</li><li>• Repair or replace.</li><li>• Clean.</li></ul>
2. Brake acting unevenly. (truck is turned to one side during braking.)	<ul style="list-style-type: none"><li>• Tires unequally inflated.</li><li>• Brake out of adjustment.</li><li>• Disk surface roughened.</li><li>• Wheel bearing out of adjustment.</li><li>• Hydraulic system clogged.</li></ul>	<ul style="list-style-type: none"><li>• Adjust tire pressure.</li><li>• Adjust.</li><li>• Repair by polishing or replace.</li><li>• Adjust or replace.</li><li>• Clean.</li></ul>
3. Brake trailing.	<ul style="list-style-type: none"><li>• Pedal has no play.</li><li>• Piston cup faulty.</li><li>• Brake valve return port clogged.</li><li>• Hydraulic system clogged.</li><li>• Wheel bearing out of adjustment.</li></ul>	<ul style="list-style-type: none"><li>• Adjust.</li><li>• Replace.</li><li>• Clean.</li><li>• Clean.</li><li>• Adjust or replace.</li></ul>
4. Brake chirps	<ul style="list-style-type: none"><li>• Brake trailing.</li><li>• Piston fails to return.</li><li>• Disk worn.</li><li>• Disk surface roughened.</li></ul>	<ul style="list-style-type: none"><li>• See above. Brake trailing.</li><li>• Replace.</li><li>• Replace.</li><li>• Repair by polishing or replace.</li></ul>
5. Brake squeaks	<ul style="list-style-type: none"><li>• Disk surface roughened.</li><li>• Disk worn.</li><li>• Excessively large friction between disk plate.</li></ul>	<ul style="list-style-type: none"><li>• Repair by polishing or replace.</li><li>• Replace.</li><li>• Clean and apply brake grease.</li></ul>
6. Large pedal stroke	<ul style="list-style-type: none"><li>• Brake out of adjustment.</li><li>• Hydraulic line sucking air.</li><li>• Oil leaks from hydraulic line, or lack of oil.</li><li>• Disk worn.</li></ul>	<ul style="list-style-type: none"><li>• Adjust.</li><li>• Bleed air.</li><li>• Check and repair or add oil.</li><li>• Replace.</li></ul>
7. Pedal dragging.	<ul style="list-style-type: none"><li>• Twisted push rod caused by improperly fitted brake valve.</li><li>• Brake valve seal faulty.</li></ul>	<ul style="list-style-type: none"><li>• Adjust.</li><li>• Replace.</li></ul>

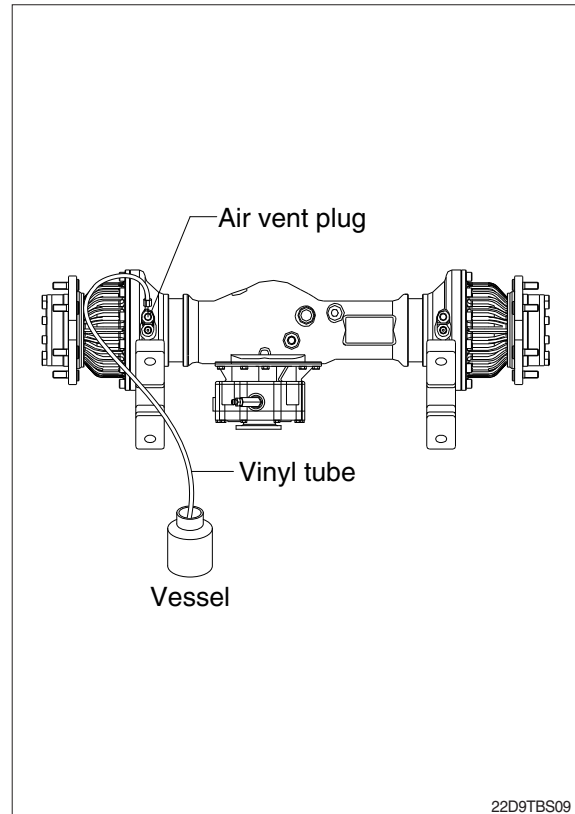
## 2) BRAKE SYSTEM OF THE DRIVE AXLE

Trouble symptom	Probable cause	Remedy
<b>1. Inoperation of brake</b> 1) Service brake	<ul style="list-style-type: none"> <li>· Non-inject or lack of brake oil</li> <li>· Damage of brake seal</li> <li>· Wrong assemble brake seal</li> <li>· Detect of slide on seal (Axle housing, piston)</li> <li>· Mix particle of slide on seal</li> <li>· Damage of friction plate and plate</li> <li>· Defect of material (or oil line)</li> </ul>	<ul style="list-style-type: none"> <li>· Check oil level, set correct oil volume</li> <li>· Replace piston seal.</li> <li>· After disassembly and adjust or replace part</li> <li>· Replace related part</li> <li>· Wash slide part or replace piston seal</li> <li>· After disassembly and adjust or replace part</li> <li>· After disassembly and replace the part</li> </ul>
2) Parking brake	<ul style="list-style-type: none"> <li>· Damage of parking spring</li> <li>· Wrong assembly of parkgin spring</li> <li>· Damage of friction plate and plate</li> </ul>	<ul style="list-style-type: none"> <li>· After disassembly and replace the part</li> <li>· After disassembly and adjust or replace part</li> <li>· After disassembly and adjust or replace part</li> </ul>
<b>2. Impossible release of brake</b> 1) Service brake	<ul style="list-style-type: none"> <li>· Failure of return at service brake piston</li> <li>· Damage of friction plate and plate</li> </ul>	<ul style="list-style-type: none"> <li>· After disassembly and adjust or replace part</li> <li>· After disassembly and adjust or replace part</li> </ul>
2) Leakage of parking brake	<ul style="list-style-type: none"> <li>· Damage of brake seal</li> <li>· Wrong assemble brake seal</li> <li>· Detect of slide on seal (Axle housing, Pistion)</li> <li>· Mix particle of slide on seal</li> <li>· Defect of material (or oil line)</li> </ul>	<ul style="list-style-type: none"> <li>· After disassembly and replace the part</li> <li>· After disassembly and adjust or replace part</li> <li>· Replace related part</li> <li>· Wash slide part or replace piston seal</li> <li>· After disassembly and replace the part</li> </ul>
<b>3. Deterioration of brake</b>	<ul style="list-style-type: none"> <li>· Inadequate actuation fluid supply to brake</li> <li>· Inadequate pressure to apply brakes</li> <li>· Worn or damaged discs</li> <li>· Air enter into brake system</li> <li>· Deform parking spring</li> </ul>	<ul style="list-style-type: none"> <li>· Supply standard oil, replace seal of brake system</li> <li>· Check or replace of brake seal and brake oil line</li> <li>· After disassembly and adjust or replace part</li> <li>· Remove air by air breather</li> <li>· After disassembly and replace the part</li> </ul>

## GROUP 3 TESTS AND ADJUSTMENTS

### 1. AIR BLEEDING OF BRAKE SYSTEM

- 1) Air bleeding should be performed by two persons :  
One rides on truck for depressing and releasing brake pedal : the other person is on the ground and removes cap from air vent plug on wheel cylinder.
- 2) Block the front wheel securely and apply parking brake.
- 3) Start the engine.
- 4) Attach a vinyl tube to air vent plug and immerse other end of tube into a vessel filled with hydraulic oil.
- 5) Loosen air vent plug by turning it 3/4 with a wrench. Depress brake pedal to drain oil mixed with air bubbles from plug hole.
- 6) Depress brake pedal until no air bubbles come out of air vent plug hole.
- 7) After completion of air bleeding, securely tighten air vent plug. Install cap on plug.



### 2. ADJUSTMENT OF PEDAL

#### 1) BRAKE PEDAL

##### (1) Pedal height from floor plate

Adjust with stopper bolt.

· Pedal height

Non booster : 119 mm (4.7 in)

Booster : 119 mm (4.7 in)

##### (2) Play

Adjust with rod of master cylinder

· Play : 2~4 mm

#### 2) INCHING PEDAL

##### (1) Pedal height from floor plate

Adjust with stopper bolt.

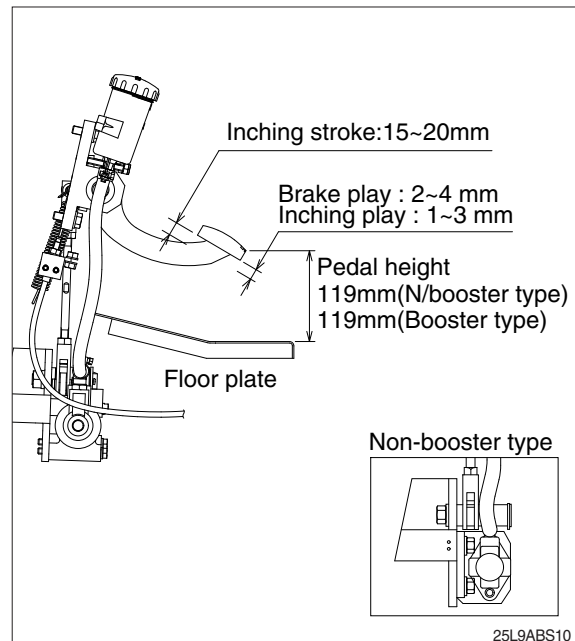
· Pedal height

Non booster : 118 mm (4.6 in)

Booster : 119 mm (4.7 in)

· Play : 1~3 mm

- (2) Adjust bolt so that brake pedal interconnects with inching pedal at inching pedal stroke 15~20 mm (0.6~0.8 in).



### 3. PARKING BRAKE RELEASE

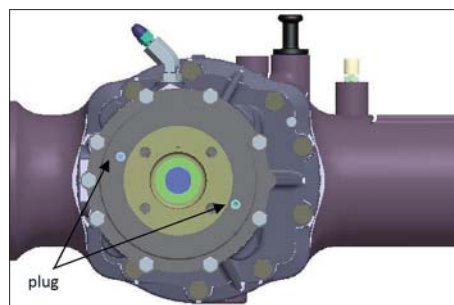
In case of malfunction of transmission, it's hard to supply pressure at parking brake.

Using function of parking force release at carrier sub assembly of drive axle, it is possible to tow the truck.

#### 1) DISASSEMBLE PLUG

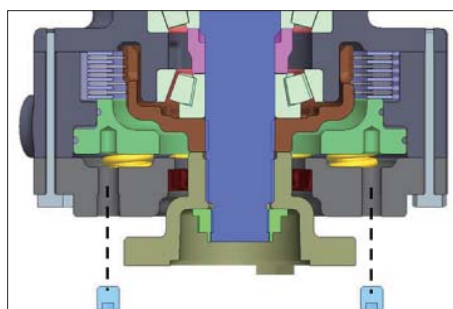
Must wash surrounding plug before disassembly

Tool : Use 5 mm six-angular lench or bitsocket



22D9TDA208

※ Correspond with hole of assembly and tap hole of piston by guide pin.



22D9TDA209

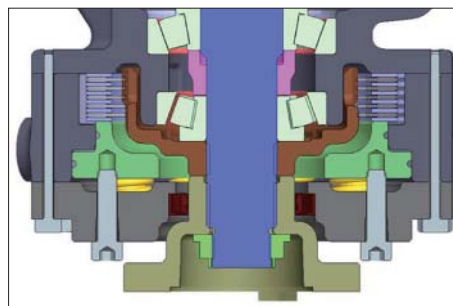
#### 2) ASSEMBLE BOLT OF RELEASED PARKING

(1) Assemble bolt for released parking at hole of plug by disassemble.

Bolt spec : M8x1.25P × 30L

Socket-bolt, S109-080304

(2) Assemble bolt by hand to reach axle housing.



22D9TDA210

(3) Tighten two bolt like clockwise rotation.

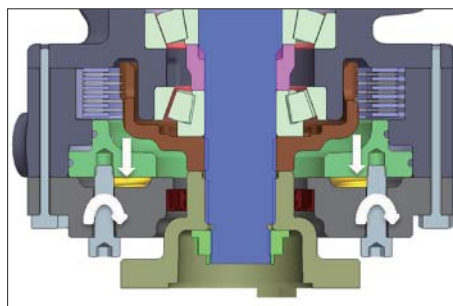
According to the force of tighten bolt, pull piston and release parking brake.

Tool : Use 6 mm six-angular lench or bitsocket

(4) Rotate 1.5~2 times by clockwise direction, and then release parking brake.

Do not exceed tightening torque 400 kgf-cm

(5) Check parking to rotate flange shaft by hand.



22D9TDA211

# SECTION 5 STEERING SYSTEM

Group 1	Structure and function .....	5-1
Group 2	Operational checks and troubleshooting .....	5-13
Group 3	Disassembly and assembly .....	5-15

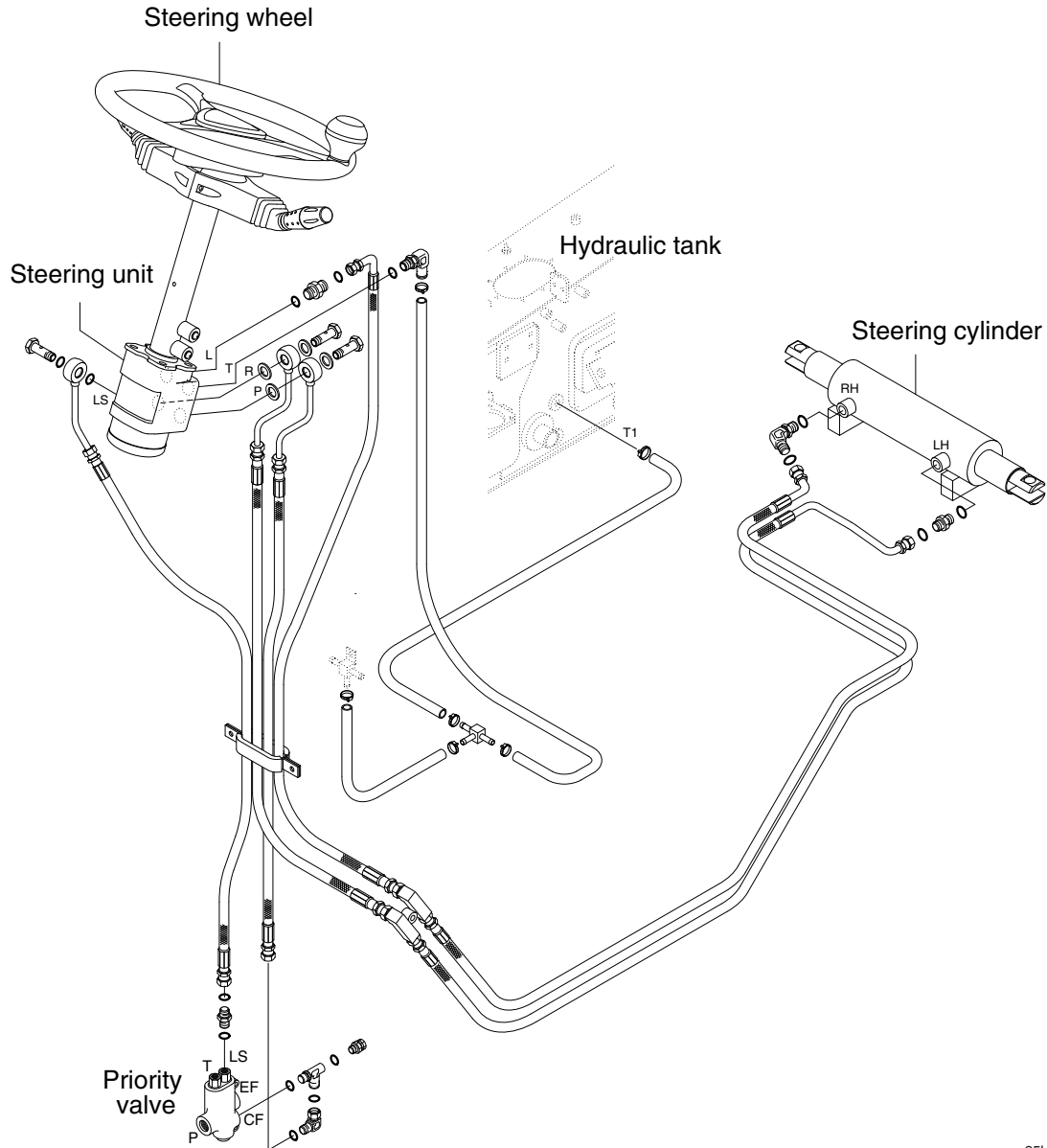


# SECTION 5 STEERING SYSTEM

## GROUP 1 STRUCTURE AND FUNCTION

### 1. OUTLINE

#### 1) NON-BOOSTER TYPE

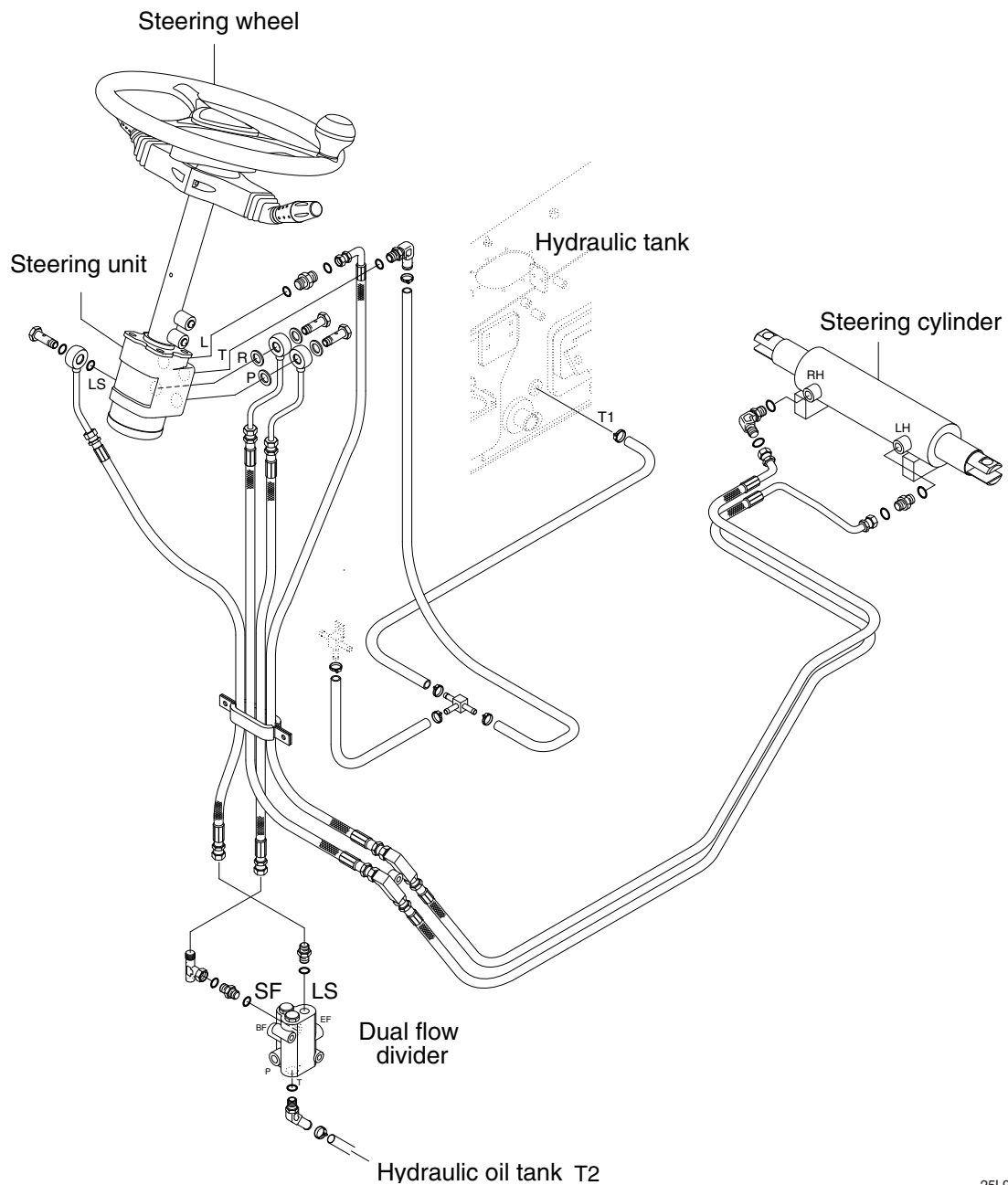


25L9ASS01

The steering system for this truck is composed of steering wheel assembly, steering unit, steering cylinder, steering axle, priority valve and pipings. The steering force given to the steering wheel enters the steering unit through the steering column. The required oil flow is sensed by the function of the control section of the unit, and pressurized oil delivered from the hydraulic pump is fed to the steering cylinder. The force produced by the steering cylinder moves the knuckle of steering tires through the intermediate link.

The axle body is unit structure having steering knuckles installed to its both ends by means of kingpins. Hub and wheel are mounted through bearing to spindle of knuckle.

## 2) BOOSTER TYPE



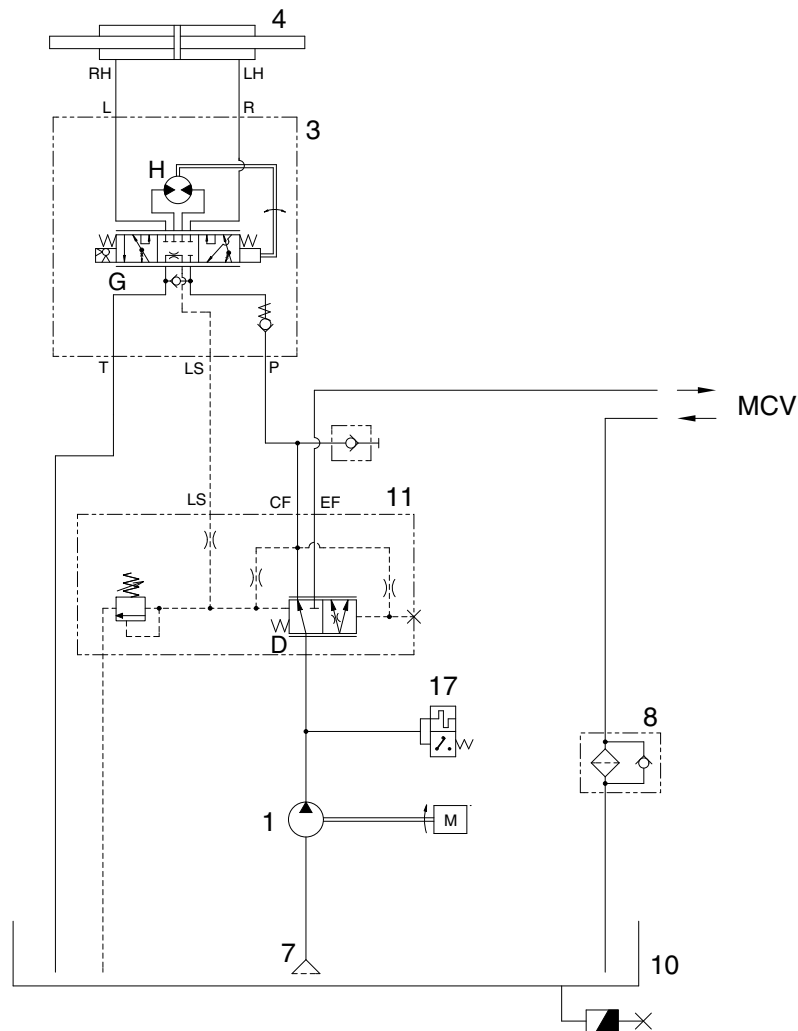
25L9ASS02

The steering system for this truck is composed of steering wheel assembly, steering unit, steering cylinder, steering axle, dual flow divider and pipings. The steering force given to the steering wheel enters the steering unit through the steering column. The required oil flow is sensed by the function of the control section of the unit, and pressurized oil delivered from the hydraulic pump is fed to the steering cylinder. The force produced by the steering cylinder moves the knuckle of steering tires through the intermediate link.

The axle body is unit structure having steering knuckles installed to its both ends by means of kingpins. Hub and wheel are mounted through bearing to spindle of knuckle.

## 2. HYDRAULIC CIRCUIT

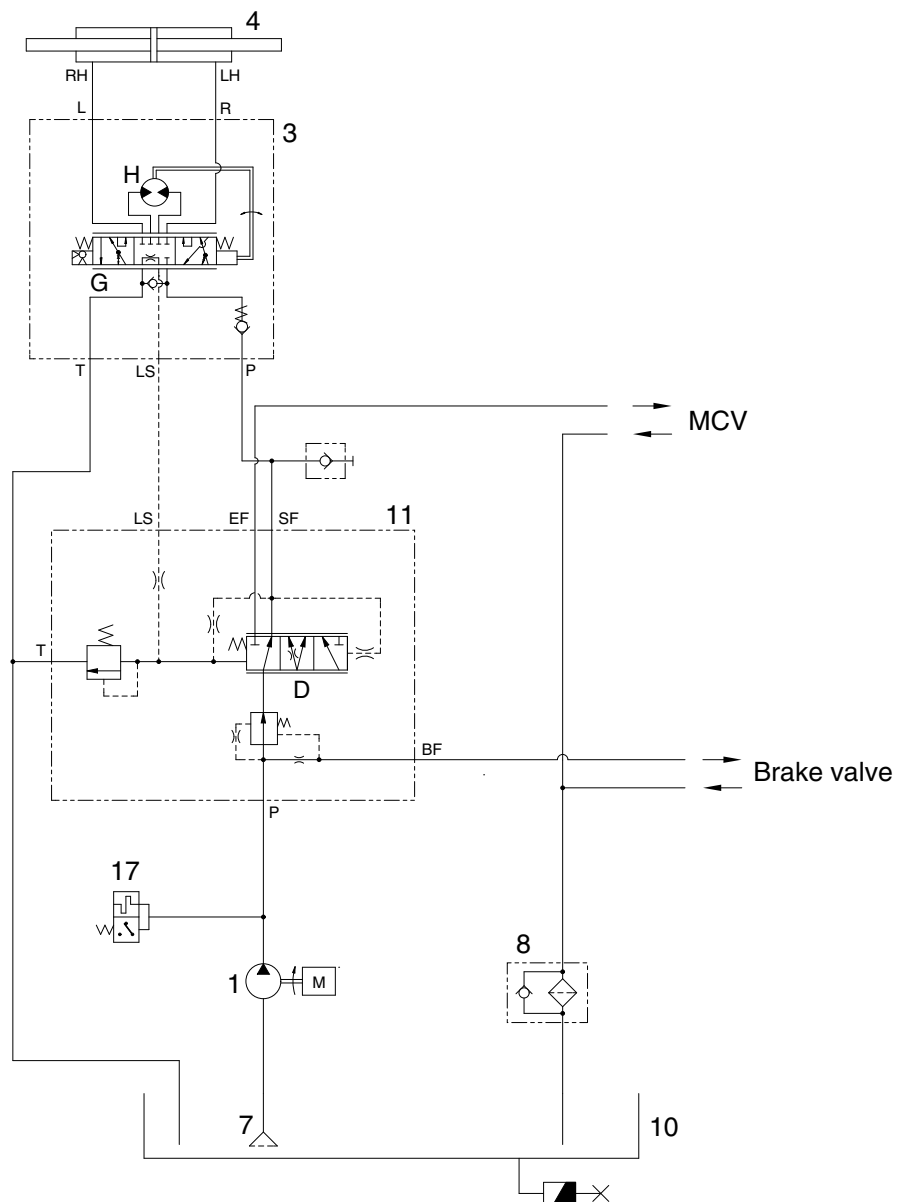
### · NON-BOOSTER TYPE (PRIORITY VALVE)



25L9ASS03

- |   |                               |    |                             |
|---|-------------------------------|----|-----------------------------|
| 1 | Gear pump with priority valve | 8  | Return filter               |
| 3 | Steering unit                 | 10 | Hydraulic tank              |
| 4 | Steering cylinder             | 11 | Priority valve              |
| 7 | Suction strainer              | 17 | Pressure/temperature sensor |

• BOOSTER TYPE (DUAL FLOW DIVIDER)

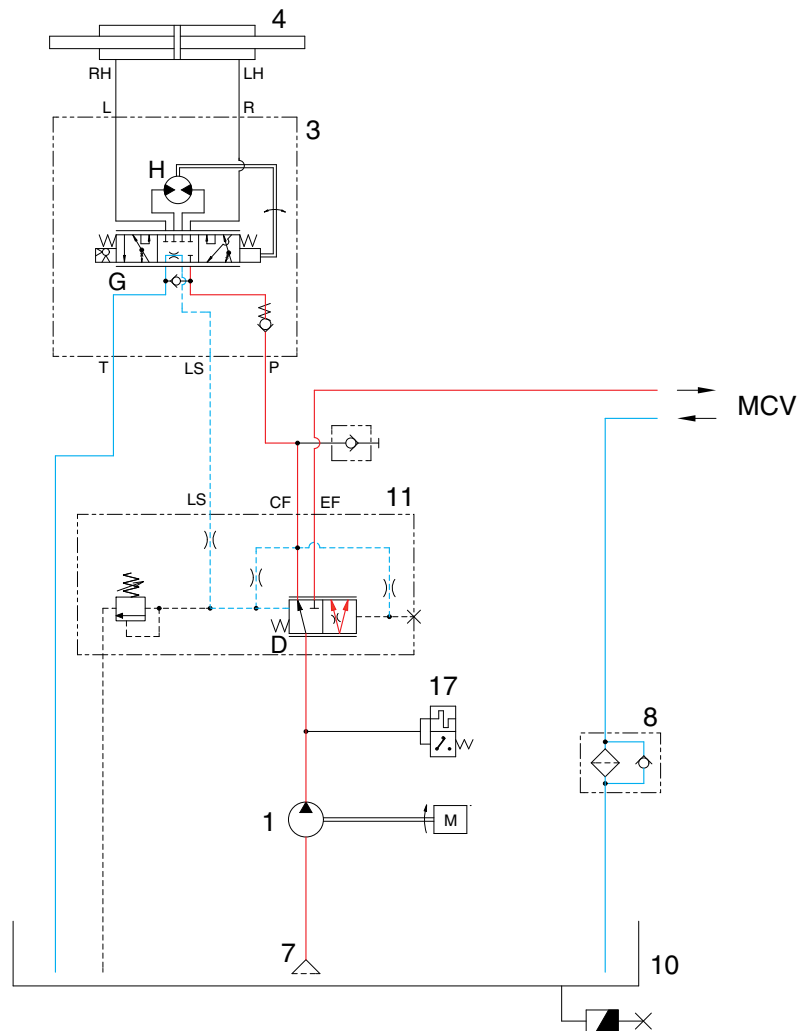


25L9ASS04

- |   |                   |    |                             |
|---|-------------------|----|-----------------------------|
| 1 | Gear pump         | 8  | Return filter               |
| 3 | Steering unit     | 10 | Hydraulic tank              |
| 4 | Steering cylinder | 11 | Dual flow divider           |
| 7 | Suction strainer  | 17 | Pressure/temperature sensor |

1) NEUTRAL

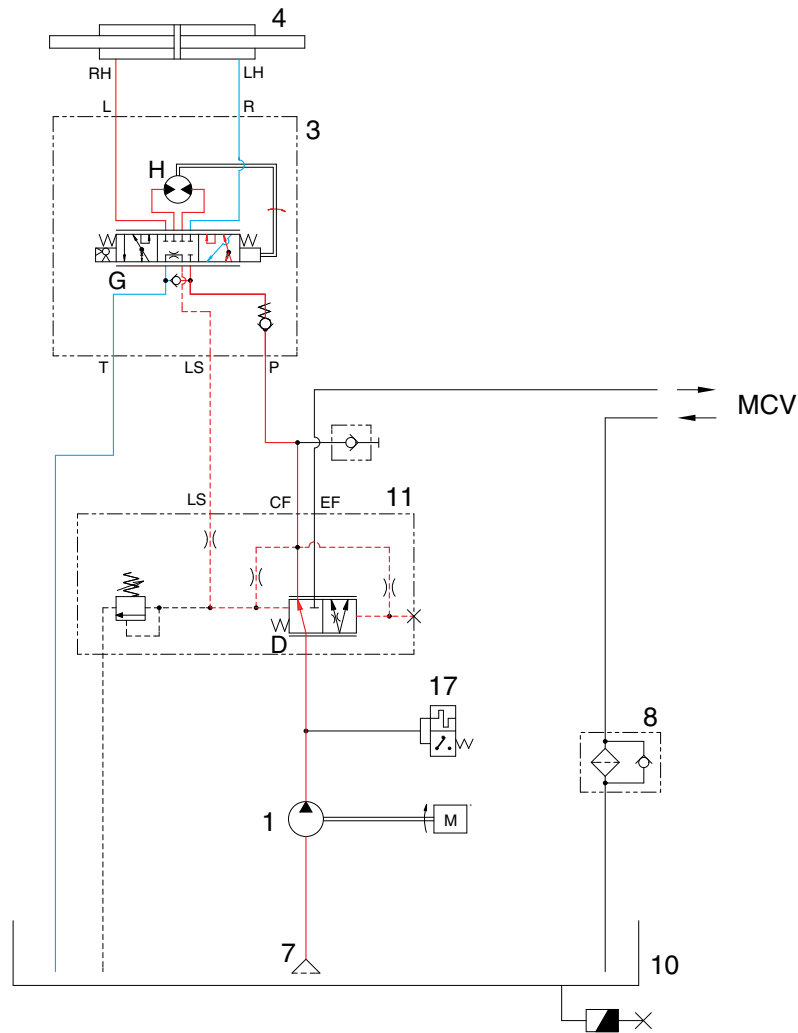
※ Descriptions are based on the non booster type (priority valve).



25L9ASS05

The steering wheel is not being operated so control spool (G) does not move.  
The oil from hydraulic gear pump (1) moves the priority valve spool (D) to the left.  
Oil flow into LS port to the hydraulic tank (10).  
So, the pump flow is routed to the main control valve.

## 2) LEFT TURN



25L9ASS06

When the steering wheel is turned to the left, the spool (G) within the steering unit (4) connected with steering column turns in left hand direction.

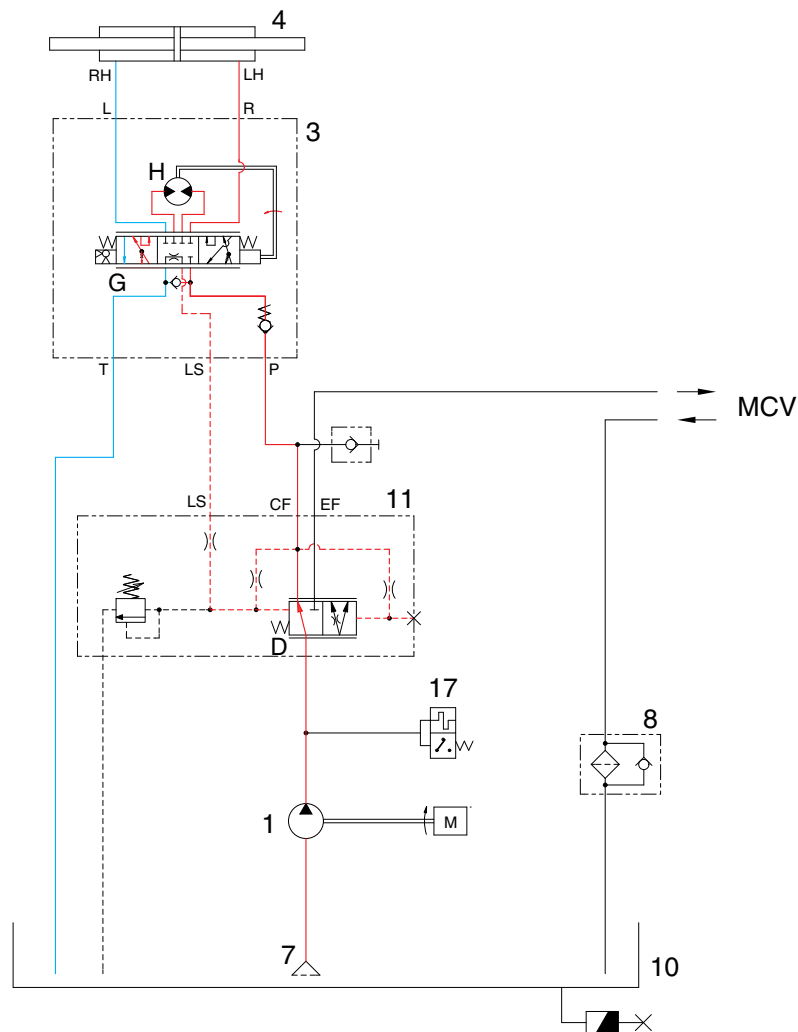
At this time, the oil discharged from the pump flows into the spool (G) within the steering unit (3) through the spool (D) of priority valve in gear pump (1) and flows to the gerotor(H).

Oil flow from the gerotor (H) flows back into the spool (G) where it is directed out of the left work port (L).

Oil returned from cylinder returns to hydraulic tank (10).

When the above operation is completed, the truck turns to the left.

### 3) RIGHT TURN



25L9ASS07

When the steering wheel is turned to the right, the spool (G) within the steering unit (3) connected with steering column turns in right hand direction.

At this time, the oil discharged from the pump flows into the spool (G) within the steering unit (3) through the spool (D) of priority valve in gear pump (1) and flows to the gerotor(H).

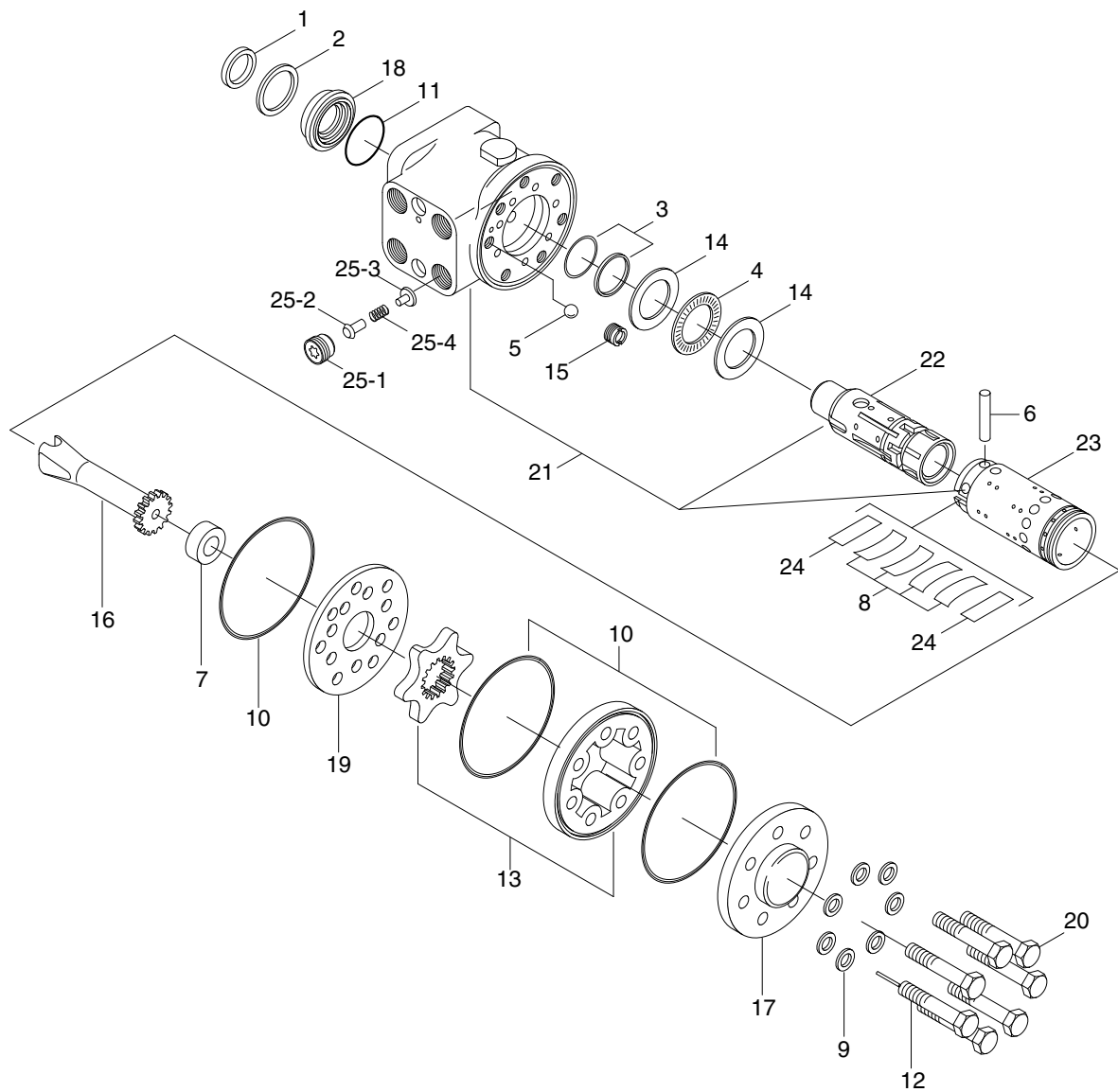
Oil flow from the gerotor (H) flows back into the spool (G) where it is directed out of the right work port (R).

Oil returned from cylinder returns to hydraulic tank (10).

When the above operation is completed, the truck turns to the right.

### 3. STEERING UNIT

#### 1) STRUCTURE



20D7SS06

- |                  |                  |                        |
|------------------|------------------|------------------------|
| 1 Dust seal      | 11 O-ring        | 21 Housing             |
| 2 Retaining ring | 12 Rolled screw  | 22 Spool               |
| 3 Cap seal       | 13 Gerotor set   | 23 Sleeve              |
| 4 Thrust bearing | 14 Bearing race  | 24 Plate spring        |
| 5 Ball           | 15 Bore screw    | 25 P-port check valve. |
| 6 Pin            | 16 Drive         | 25-1 Plug              |
| 7 Spacer         | 17 End cap       | 25-2 Poppet            |
| 8 Center spring  | 18 Gland bushing | 25-3 Spring seat       |
| 9 Washer         | 19 Plate         | 25-4 Spring            |
| 10 O-ring        | 20 Cap screw     |                        |



## 2) OPERATION

The steering unit is composed of the control valve (rotary valve) and the metering device. The control valve controls the flow of oil from the pump in the interior of the unit depending on the condition of the steering wheel. The metering device is a kind of hydraulic motor composed of a stator and a rotor. It meters the required oil volume, feeds the metered oil to the power cylinder and detects cylinder's motion value, that is, cylinder's motion rate.

When the steering wheel is turned, the spool turns, the oil path is switched and the oil is fed into the metering device. As a result, the rotor is caused to run by oil pressure, and the sleeve is caused to run through the drive shaft and cross pin. Therefore, when the spool is turned, the spool turns by the same value in such a manner that it follows the motion of the spool. Steering motion can be accomplished when this operation is performed in a continuous state.

**▲ If the hoses of the steering system are incorrectly connected, the steering wheel can turn very rapidly when the engine is started. Keep clear of the steering wheel when starting the engine.**

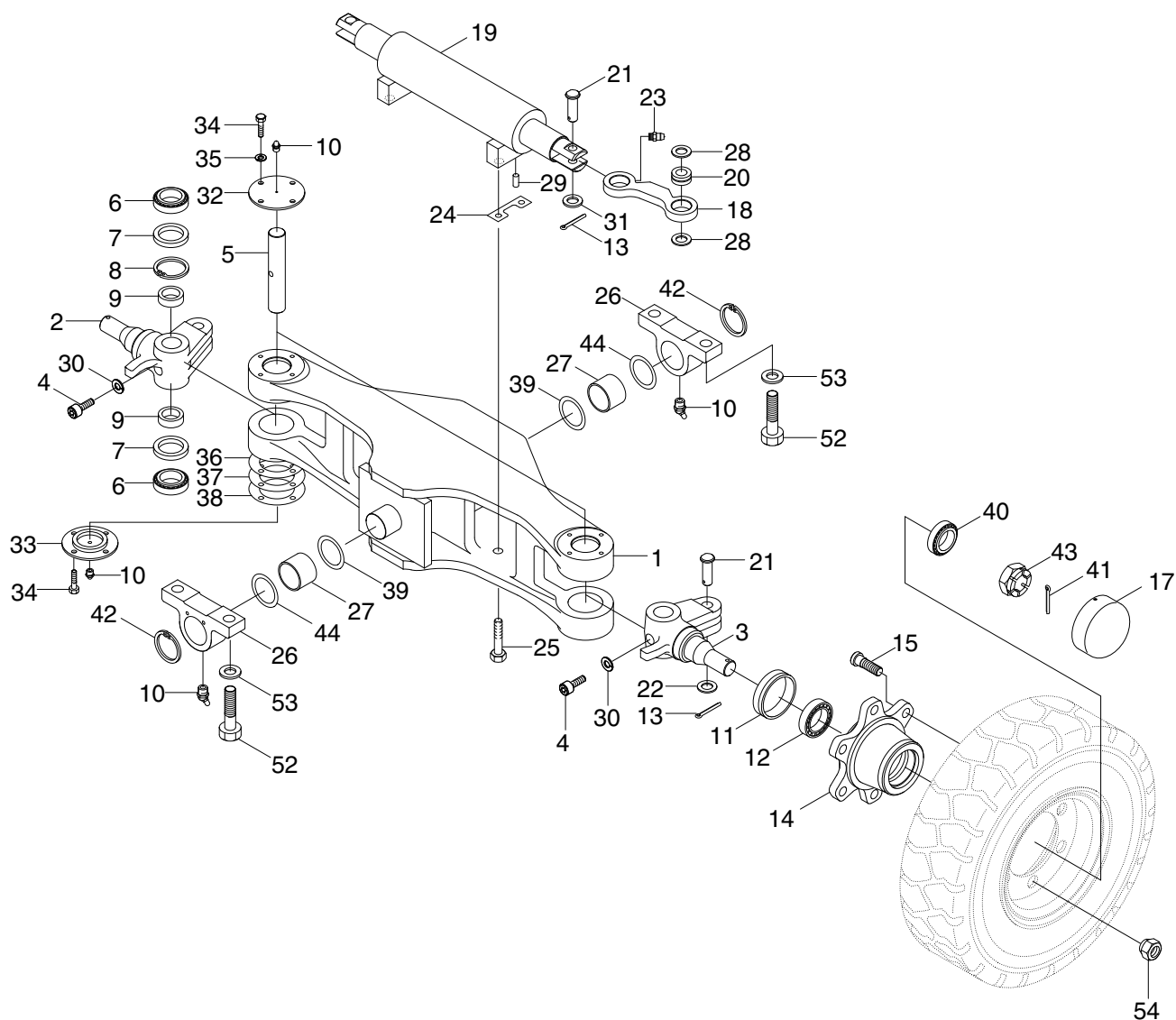
The centering spring for the spool and sleeve is provided to cause the valve to return to the neutral position. It is therefore possible to obtain a constant steering feeling, which is transmitted to the hands of the driver. Return to the center position occurs when the steering wheel is released.

## 1) STRUCTURE



- 5-10

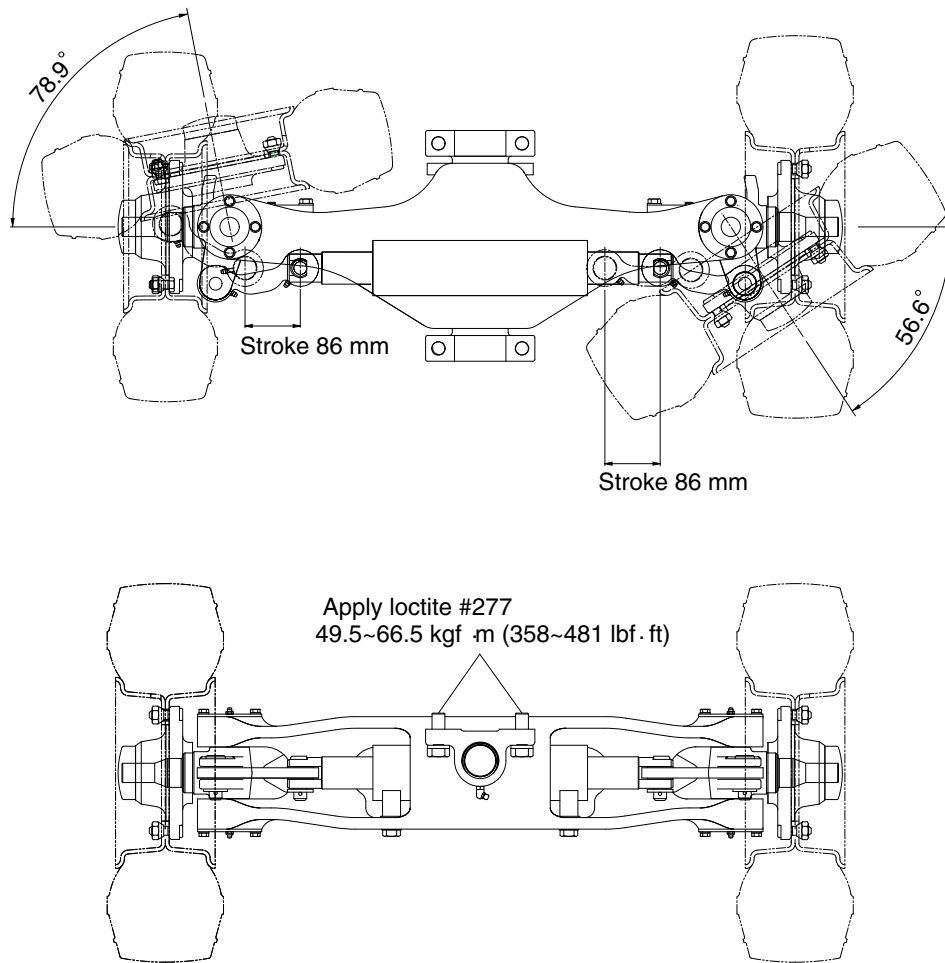
## STRUCTURE (KIA GEORGIA only)



25L9ASS08-1

1	Steering axle	18	Steering link	34	Hex bolt
2	Knuckle-RH	19	Steering cylinder	35	Spring washer
3	Knuckle-LH	20	Spherical plain bearing	36	Shim (0.1t)
4	Special bolt	21	Steer link pin	37	Shim (0.15t)
5	King pin	22	Plain washer	38	Shim (0.3t)
6	Taper roller bearing	23	Grease nipple	39	Shim (0.5t)
7	Oil seal	24	Lock plate	40	Taper roller bearing
8	Retaining ring	25	Bolt	41	Split pin
9	Collar	26	Trunnion block	42	Retaining ring
10	Grease nipple	27	Bushing	43	Nut
11	Oil seal	28	Thrust washer	44	Shim (1.0t)
12	Taper roller bearing	29	Pin	52	Hexagon bolt
13	Split pin	30	Spring washer	53	Hardened washer
14	Hub	31	Hardened washer	54	Hub nut
15	Hub bolt	32	Upper cover		
17	Hub cap	33	Lower cover		

## 2) TIGHTENING TORQUE AND SPECIFICATION

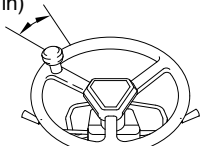


25L9ASS09

Type	Unit	Center pin support single shaft
Structure of knuckle	-	Elliott type
Toe-in	degree	0
Camber	degree	0
Caster	degree	0
King pin angle	degree	0
Max steering angle of wheels (Inside/Outside)	degree	78.9 / 56.6
Tread	mm (in)	980 (38.6)

## GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

### 1. OPERATIONAL CHECKS

Check item	Checking procedure								
Steering wheel 30-60mm (1.2-2.4 in) 	<ul style="list-style-type: none"><li>Set rear wheels facing straight forward, then turn steering wheel to left and right. Measure range of steering wheel movement before rear wheel starts to move. Range should be 30~60 mm at rim of steering wheel. If play is too large, adjust at gear box.</li><li>Test steering wheel play with engine at idling.</li></ul>								
Knuckle	<ul style="list-style-type: none"><li>Check knuckle visually or use crack detection method. If the knuckle is bent, the tire wear is uneven, so check tire wear.</li></ul>								
Steering axle	<ul style="list-style-type: none"><li>Put camber gauge in contact with hub and measure camber. If camber is not within <math>0 \pm 0.5^\circ</math>; rear axle is bent.</li><li>Ask assistant to drive truck at minimum turning radius.</li><li>Fit bar and a piece of chalk at outside edge of counterweight to mark line of turning radius.</li><li>If minimum turning radius is not within <math>\pm 100</math> mm (<math>\pm 4</math> in) of specified value, adjust turning angle stopper bolt.</li></ul> <p>Min turning radius (Outside)</p> <table><tr><td>25L-9A</td><td>2076 mm (82 in)</td><td>33L-9A</td><td>2136 mm (84 in)</td></tr><tr><td>30L-9A</td><td>2136 mm (84 in)</td><td>-</td><td>-</td></tr></table>	25L-9A	2076 mm (82 in)	33L-9A	2136 mm (84 in)	30L-9A	2136 mm (84 in)	-	-
25L-9A	2076 mm (82 in)	33L-9A	2136 mm (84 in)						
30L-9A	2136 mm (84 in)	-	-						
Hydraulic pressure of power steering	<p>Remove plug from outlet port of flow divider and install oil pressure gauge. Turn steering wheel fully and check oil pressure.</p> <p>※ Oil pressure : 90 kgf/cm<sup>2</sup> (1280 psi)</p>								

### 2. TROUBLESHOOTING

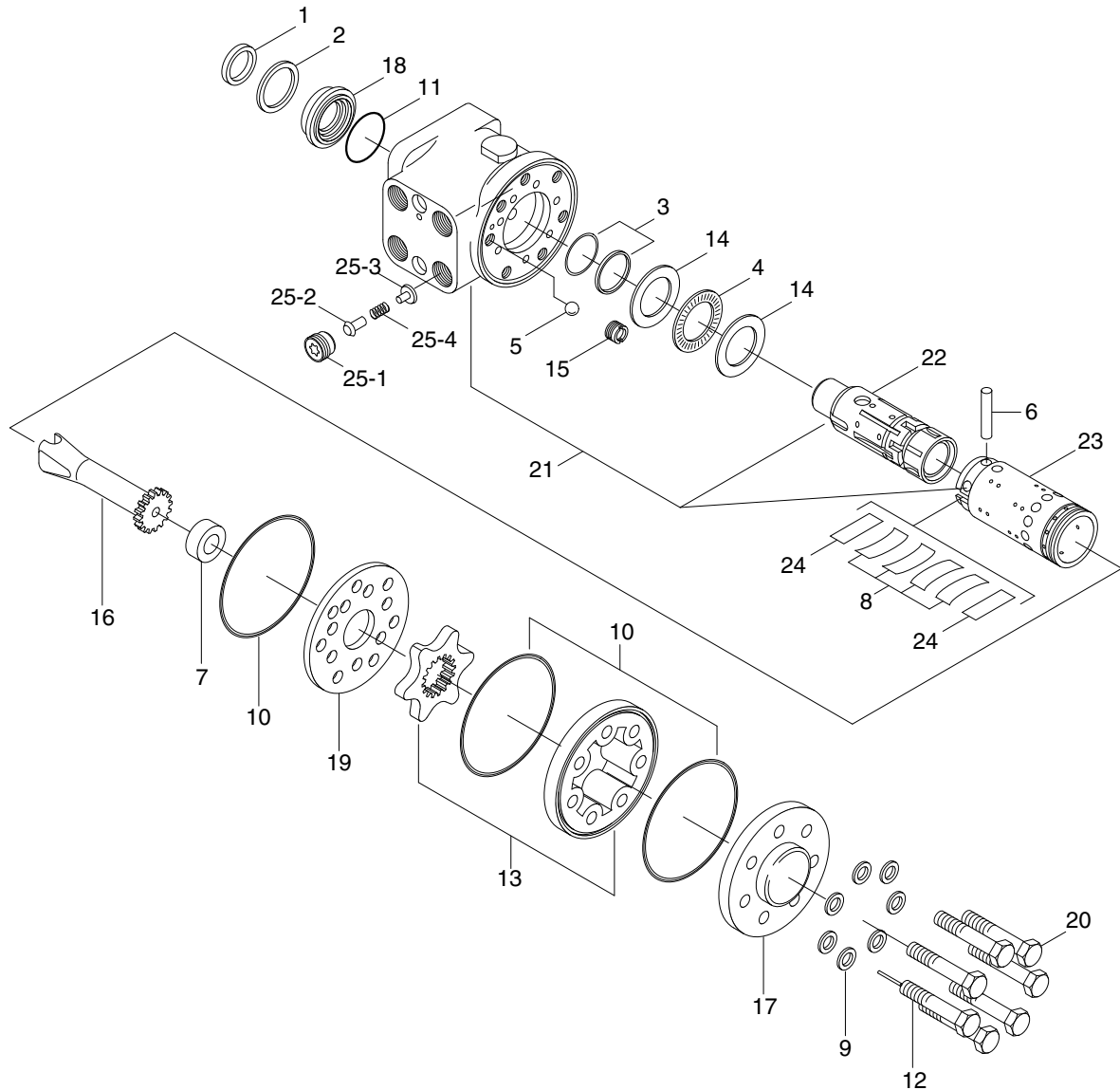
Problem	Cause	Remedy
Steering wheel drags.	<ul style="list-style-type: none"> <li>Low oil pressure.</li> <li>Bearing faulty.</li> <li>Spring spool faulty.</li> <li>Reaction plunger faulty.</li> <li>Ball-and-screw assembly faulty.</li> <li>Sector shaft adjusting screw excessively tight.</li> <li>Gears poorly meshing.</li> <li>Flow divider coil spring fatigued.</li> </ul>	<ul style="list-style-type: none"> <li>Check lockout. Repair.</li> <li>Clean or replace.</li> <li>Clean or replace.</li> <li>Replace.</li> <li>Clean or replace.</li> <li>Adjust.</li> <li>Check and correct meshing.</li> <li>Replace.</li> </ul>
Steering wheel fails to return smoothly.	<ul style="list-style-type: none"> <li>Bearing faulty.</li> <li>Reaction plunger faulty.</li> <li>Ball-and-screw assy faulty</li> <li>Gears poorly meshing.</li> </ul>	<ul style="list-style-type: none"> <li>Clean or replace.</li> <li>Replace.</li> <li>Clean or replace.</li> <li>Check and correct meshing.</li> </ul>

Problem	Cause	Remedy
Steering wheel turns unsteadily.	<ul style="list-style-type: none"> <li>• Lockout loosening.</li> <li>• Metal spring deteriorated.</li> </ul>	<ul style="list-style-type: none"> <li>• Retighten.</li> <li>• Replace.</li> </ul>
Steering system makes abnormal sound or vibration.	<ul style="list-style-type: none"> <li>• Gear backlash out of adjustment.</li> <li>• Lockout loosening.</li> <li>• Air in oil circuit.</li> </ul>	<ul style="list-style-type: none"> <li>• Adjust.</li> <li>• Retighten.</li> <li>• Bleed air.</li> </ul>
Abnormal sound heard when steering wheel is turned fully	Valve <ul style="list-style-type: none"> <li>• Faulty. (Valve fails to open.)</li> </ul> Piping <ul style="list-style-type: none"> <li>• Pipe (from pump to power steering cylinder) dented or clogged.</li> </ul>	<ul style="list-style-type: none"> <li>• Adjust valve set pressure and check for specified oil pressure.</li> <li>• Repair or replace.</li> </ul>
Piping makes abnormal sounds.	Oil pump <ul style="list-style-type: none"> <li>• Lack of oil.</li> <li>• Oil inlet pipe sucks air.</li> <li>• Insufficient air bleeding.</li> </ul>	<ul style="list-style-type: none"> <li>• Add oil.</li> <li>• Repair.</li> <li>• Bleed air completely.</li> </ul>
Valve or valve unit makes abnormal sounds.	Oil pump <ul style="list-style-type: none"> <li>• Oil inlet pipe sucks air.</li> </ul> Valve <ul style="list-style-type: none"> <li>• Faulty. (Unbalance oil pressure)</li> </ul> Piping <ul style="list-style-type: none"> <li>• Pipe (from pump to power steering) dented or clogged.</li> <li>• Insufficient air bleeding.</li> </ul>	<ul style="list-style-type: none"> <li>• Repair or replace.</li> <li>• Adjust valve set pressure and check specified oil pressure.</li> <li>• Repair or replace.</li> <li>• Bleed air completely.</li> </ul>
Insufficient or variable oil flow.	<ul style="list-style-type: none"> <li>• Flow control valve orifice clogged.</li> </ul>	<ul style="list-style-type: none"> <li>• Clean</li> </ul>
Insufficient or variable discharge pressure.	Piping <ul style="list-style-type: none"> <li>• Pipe (from tank to pipe) dented or clogged.</li> </ul>	<ul style="list-style-type: none"> <li>• Repair or replace.</li> </ul>
Steering cylinder head leakage (Piston rod)	<ul style="list-style-type: none"> <li>• Packing foreign material.</li> <li>• Piston rod damage.</li> <li>• Rod seal damage and distortion.</li> <li>• Chrome gilding damage.</li> </ul>	<ul style="list-style-type: none"> <li>• Replace</li> <li>• Grind surface with oil stone.</li> <li>• Replace</li> <li>• Grind</li> </ul>
Steering cylinder head thread (A little bit leak is no problem)	<ul style="list-style-type: none"> <li>• O-ring damage.</li> </ul>	<ul style="list-style-type: none"> <li>• Replace</li> </ul>
Welding leakage	<ul style="list-style-type: none"> <li>• Cylinder tube damage.</li> </ul>	<ul style="list-style-type: none"> <li>• Tube replace.</li> </ul>
Rod	<ul style="list-style-type: none"> <li>• Tube inside damage.</li> <li>• Piston seal damage and distortion.</li> </ul>	<ul style="list-style-type: none"> <li>• Grind surface with oil store.</li> <li>• Replace</li> </ul>
Piston rod bushing inner diameter excessive gap	<ul style="list-style-type: none"> <li>• Bushing wear.</li> </ul>	<ul style="list-style-type: none"> <li>• Replace</li> </ul>

## GROUP 3 DISASSEMBLY AND ASSEMBLY

### 1. STEERING UNIT

#### 1) STRUCTURE

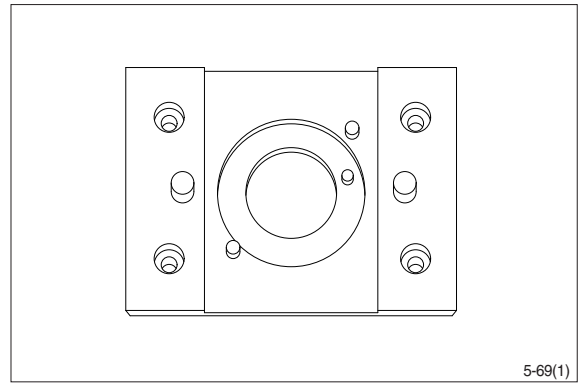


20D7SS06

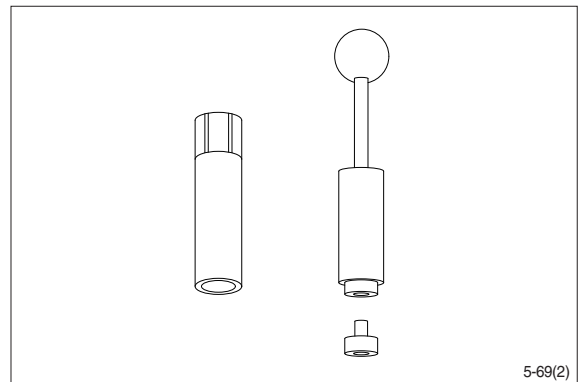
- |                  |                  |                       |
|------------------|------------------|-----------------------|
| 1 Dust seal      | 11 O-ring        | 21 Housing            |
| 2 Retaining ring | 12 Rolled screw  | 22 Spool              |
| 3 Cap seal       | 13 Gerotor set   | 23 Sleeve             |
| 4 Thrust bearing | 14 Bearing race  | 24 Plate spring       |
| 5 Ball           | 15 Bore screw    | 25 P-port check valve |
| 6 Pin            | 16 Drive         | 25-1 Plug             |
| 7 Spacer         | 17 End cap       | 25-2 Poppet           |
| 8 Center spring  | 18 Gland bushing | 25-3 Spring seat      |
| 9 Washer         | 19 Plate         | 25-4 Spring           |
| 10 O-ring        | 20 Cap screw     |                       |

## 2) TOOLS

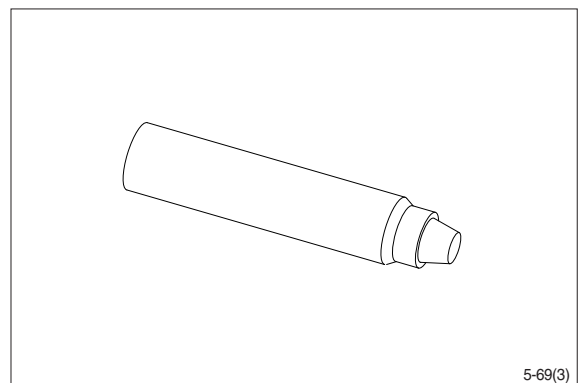
(1) Holding tool.



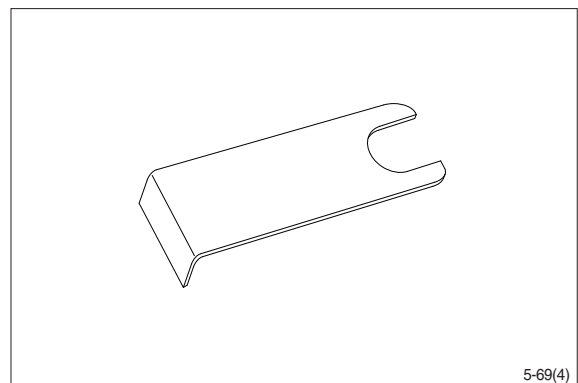
(2) Assembly tool for O-ring and kin-ring.



(3) Assembly tool for lip seal.

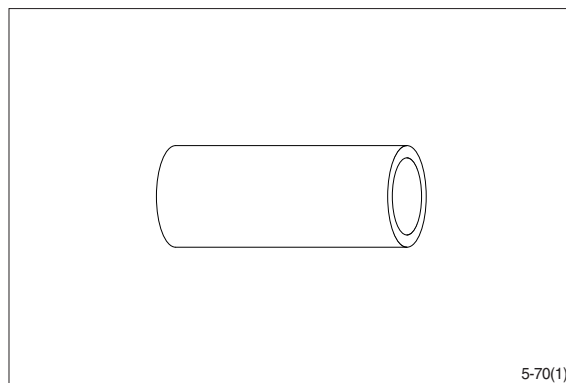


(4) Assembly tool for cardan shaft.



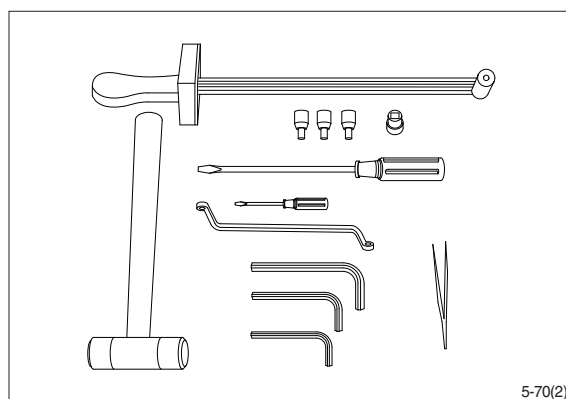


(5) Assembly tool for dust seal.



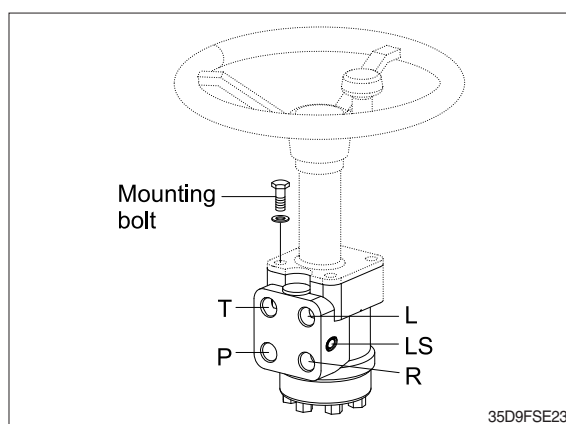
(6) Torque wrench 0~7.1 kgf · m  
(0~54.4 lbf · ft)

13 mm socket spanner  
6, 8 mm and 12 mm hexagon sockets  
12 mm screwdriver  
2 mm screwdriver  
13 mm ring spanner  
6, 8 and 12 mm hexagon socket spanners  
Plastic hammer  
Tweezers



### 3) TIGHTENING TORQUE

L : Left port  
R : Right port  
T : Tank port  
P : Pump port  
LS : Load sensing port

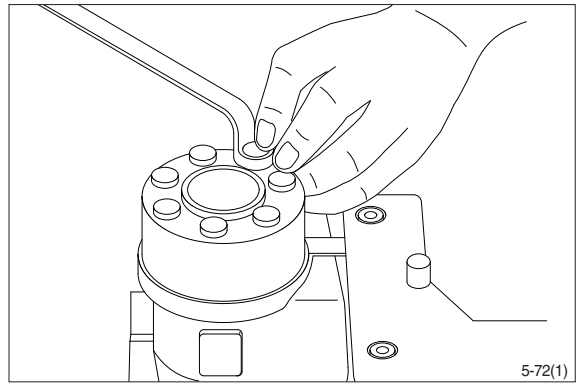


Port	Size	Torque [kgf · m (lbf · ft)]
L	3/4 UNF - 16	6.0 (43.4)
R	3/4 UNF - 16	6.0 (43.4)
T	3/4 UNF - 16	6.0 (43.4)
P	3/4 UNF - 16	6.0 (43.4)
LS	7/16 UNF - 20	4.0±0.5 (28.9±3.6)
Mounting bolt	M10×1.5	4.0±0.5 (28.9±3.6)

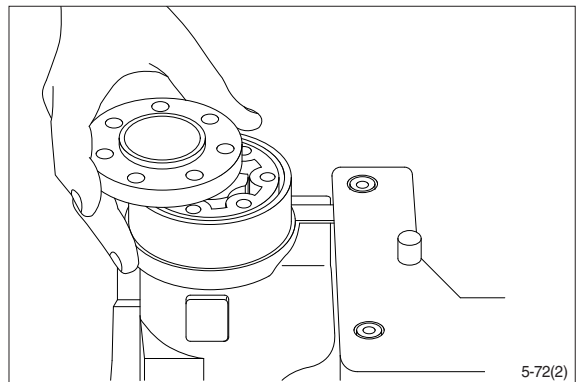
#### 4) DISASSEMBLY

- (1) Disassemble steering column from steering unit and place the steering unit in the holding tool.

Screw out the screws in the end cover(6-off plus one special screw).

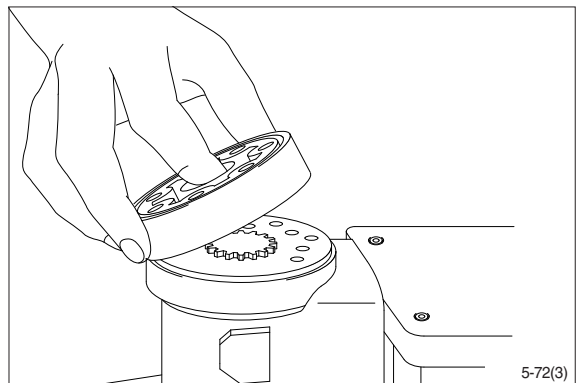


- (2) Remove the end cover, sideways.

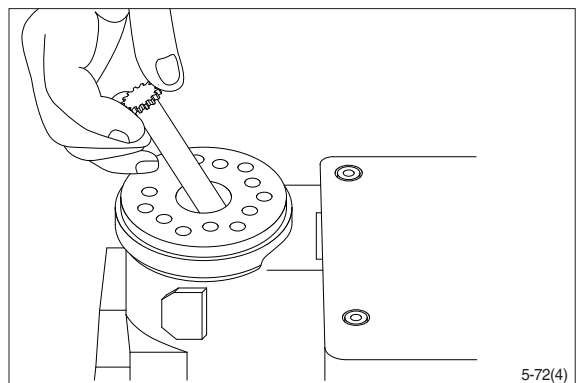


- (3) Lift the gearwheel set(With spacer if fitted) off the unit.

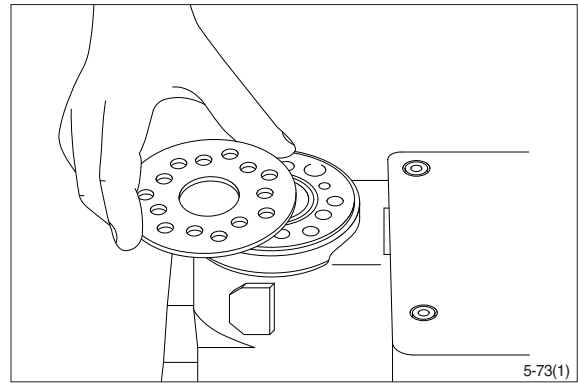
Take out the two O-rings.



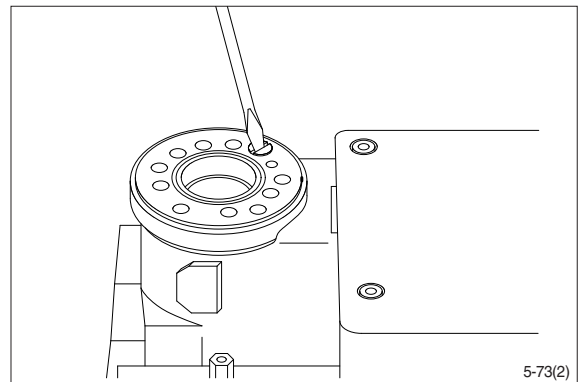
- (4) Remove cardan shaft.



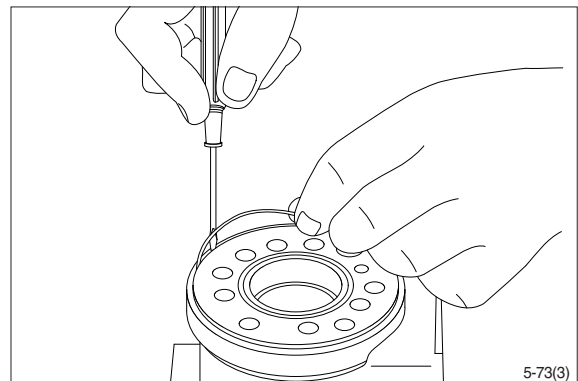
(5) Remove distributor plate.



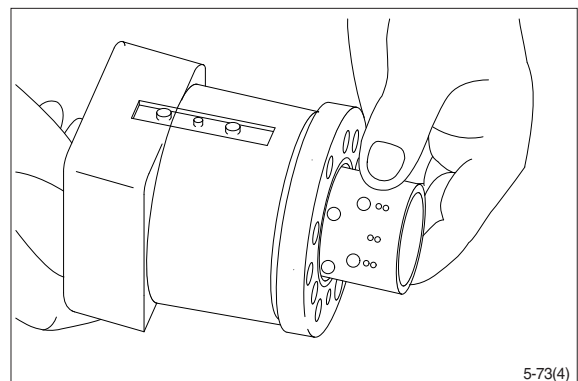
(6) Screw out the threaded bush over the check valve.



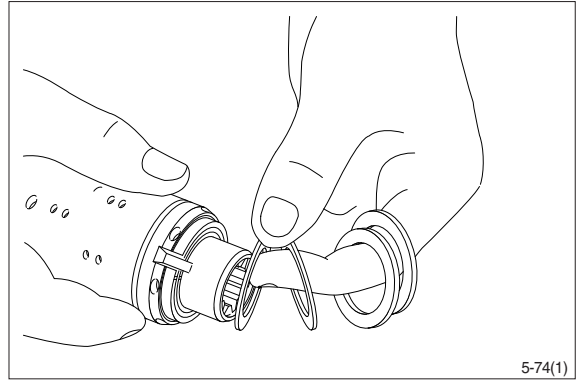
(7) Remove O-ring.



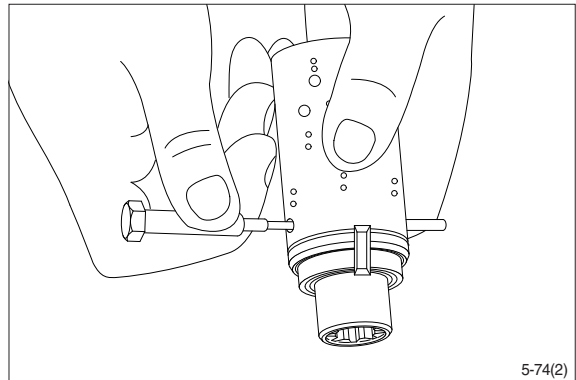
(8) Take care to keep the cross pin in the sleeve and spool horizontal. The pin can be seen through the open end of the spool. Press the spool inwards and the sleeve, ring, bearing races and thrust bearing will be pushed out of the housing together.



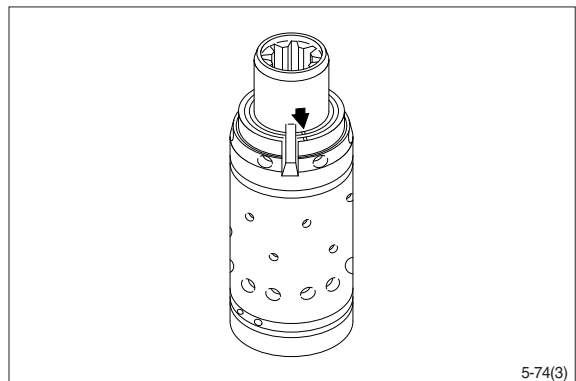
- (9) Take ring, bearing races and thrust bearing from sleeve and spool. The outer (Thin) bearing race can sometimes "stick" in the housing, therefore check that it has come out.



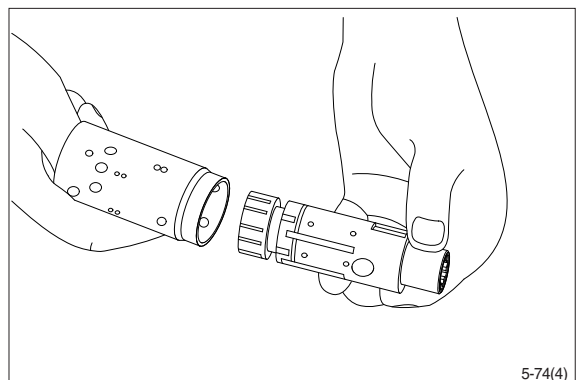
- (10) Press out the cross pin. Use the special screw from the end cover.



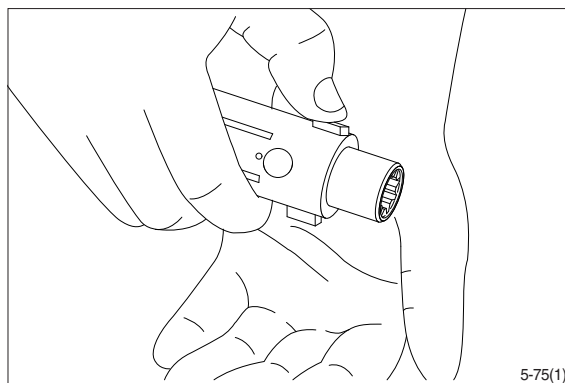
- ※ A small mark has been made with a pumice stone on both spool and sleeve close to one of the slots for the neutral position springs (See drawing). If the mark is not visible, remember to leave a mark of your own on sleeve and spool before the neutral position springs are disassembled.



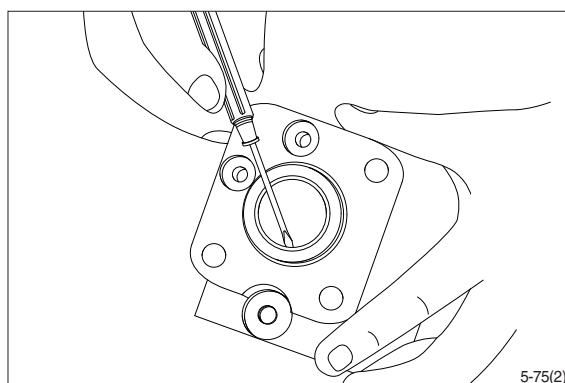
- (11) Carefully press the spool out of the sleeve.



- (12) Press the neutral position springs out of their slots in the spool.

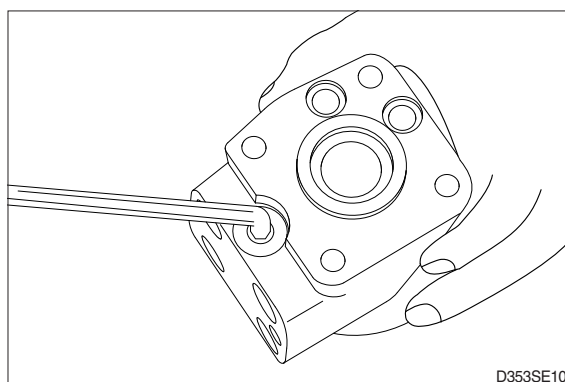


- (13) Remove dust seal and O-ring.

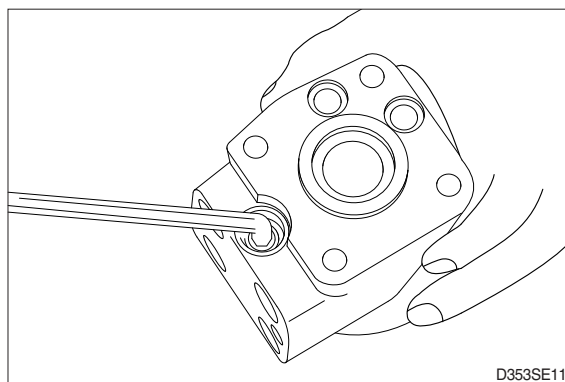


#### **Disassembling the pressure relief valve**

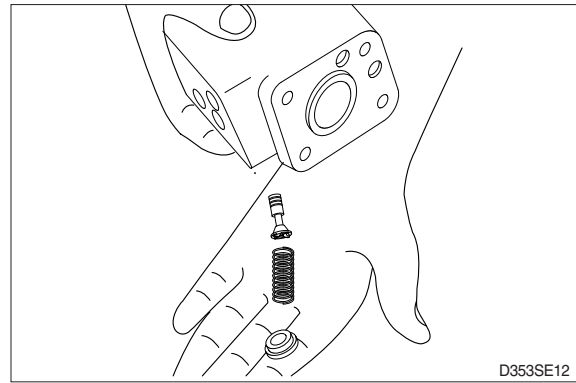
- (14) Screw out the plug using an 8 mm hexagon socket spanner.  
Remove seal washers.



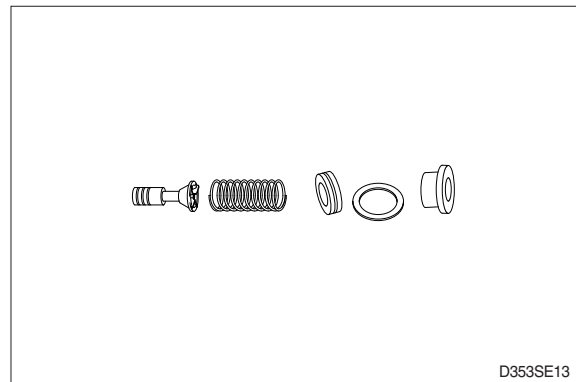
- (15) Unscrew the setting screw using an 8 mm hexagon socket spanner.



- (16) Shake out spring and piston. The valve seat is bonded into the housing and cannot be removed.



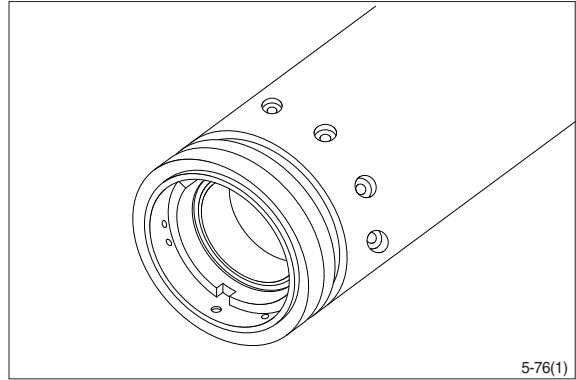
- (17) The pressure relief valve is now disassembled.



## 5) ASSEMBLY

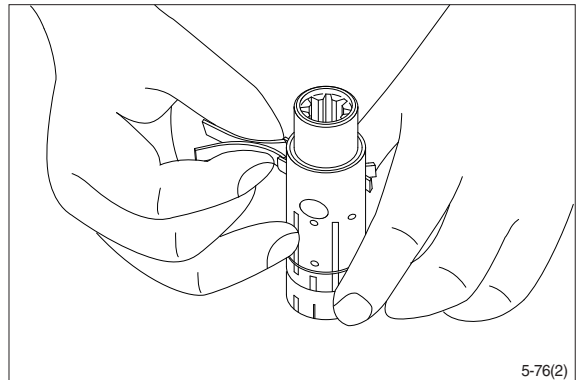
(1) Assemble spool and sleeve.

※ When assembling spool and sleeve only one of two possible ways of positioning the spring slots is correct. There are three slots in the spool and three holes in the sleeve in the end of the spool / sleeve opposite to the end with spring slots. Place the slots and holes opposite each other so that parts of the holes in the sleeve are visible through the slots in the spool.

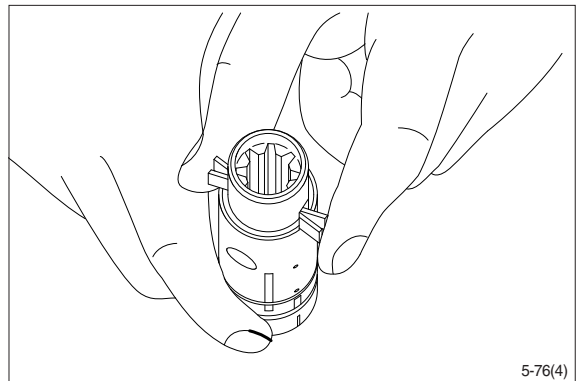


(2) Place the two flat neutral position springs in the slot.

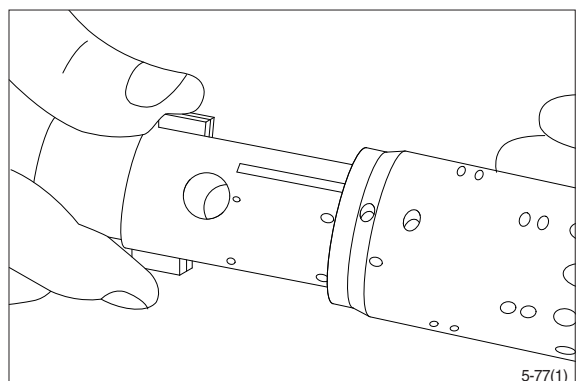
Place the centering springs between the flat ones and press them into place (see assembly pattern).



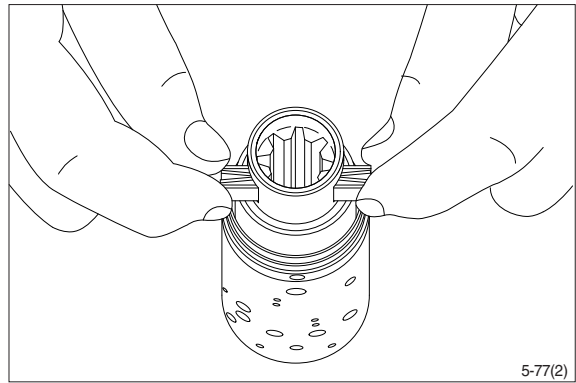
(3) Line up the spring set.



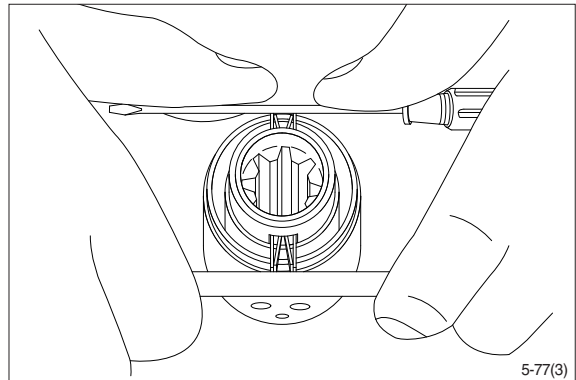
(4) Guide the spool into the sleeve. Make sure that spool and sleeve are placed correctly in relation to each other.



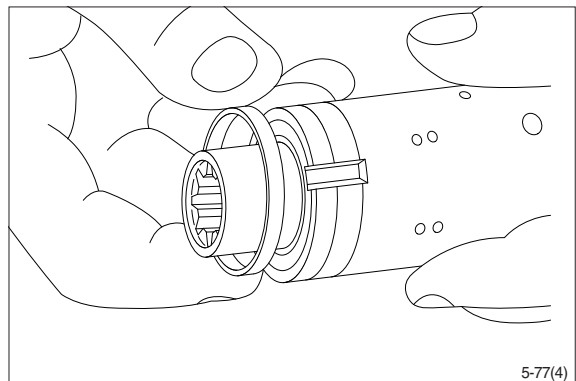
- (5) Press the springs together and push the neutral position springs into place in the sleeve.



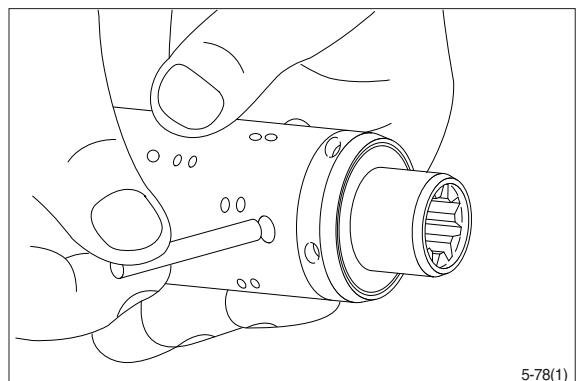
- (6) Line up the springs and center them.



- (7) Guide the ring down over the sleeve.  
※ The ring should be able to rotate free of the springs.

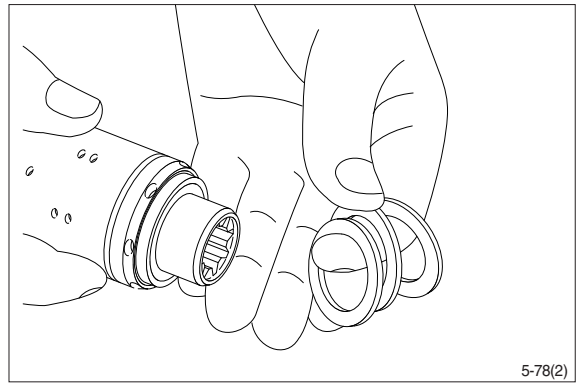


- (8) Fit the cross pin into the spool / sleeve.



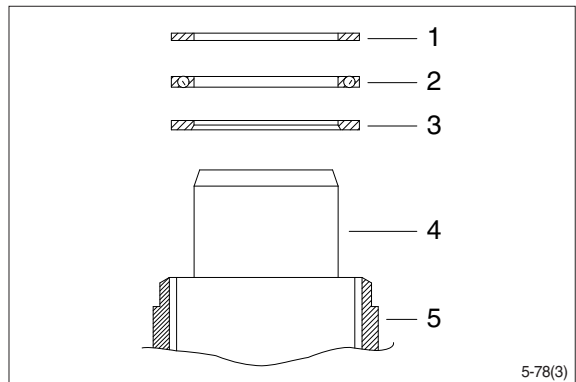


- (9) Fit bearing races and needle bearing as shown on below drawing.



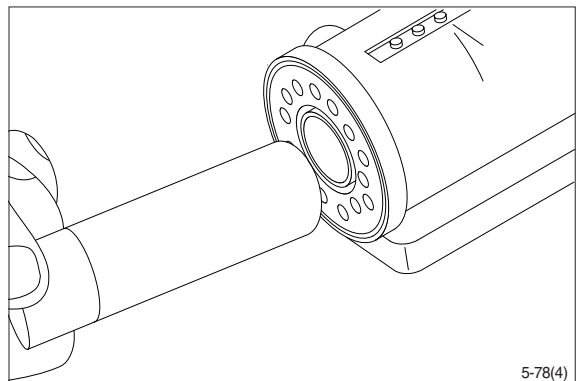
※ **Assembly pattern for standard bearings**

- 1 Outer bearing race
- 2 Thrust bearing
- 3 Inner bearing race
- 4 Spool
- 5 Sleeve

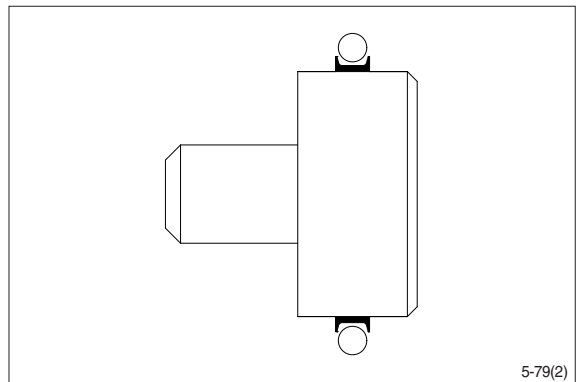
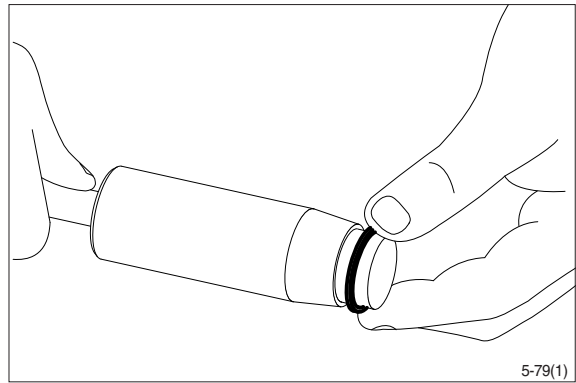


**Installation instruction for O-ring**

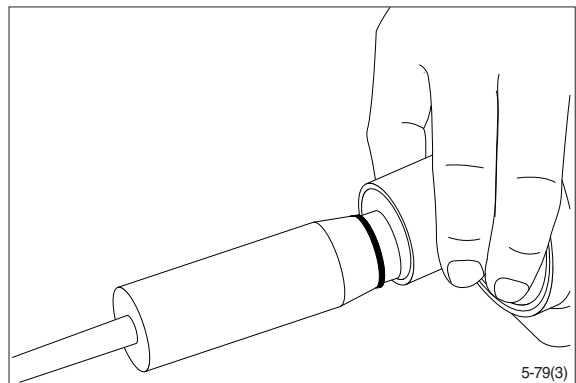
- (10) Turn the steering unit until the bore is horizontal. Guide the outer part of the assembly tool into the bore for the spool / sleeve.



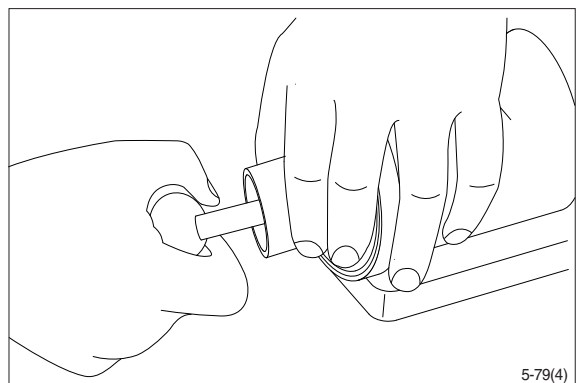
- (11) Grease O-ring with hydraulic oil and place them on the tool.



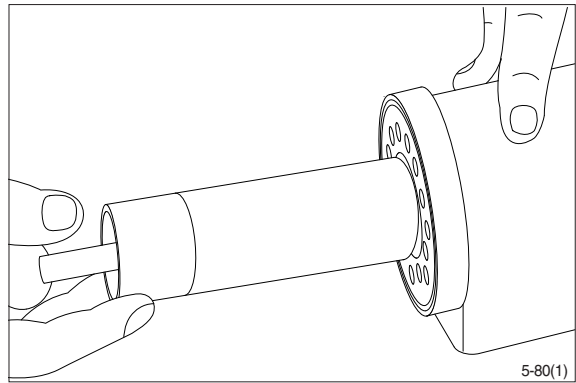
- (12) Hold the outer part of the assembly tool in the bottom of the steering unit housing and guide the inner part of the tool right to the bottom.



- (13) Press and turn the O-ring into position in the housing.

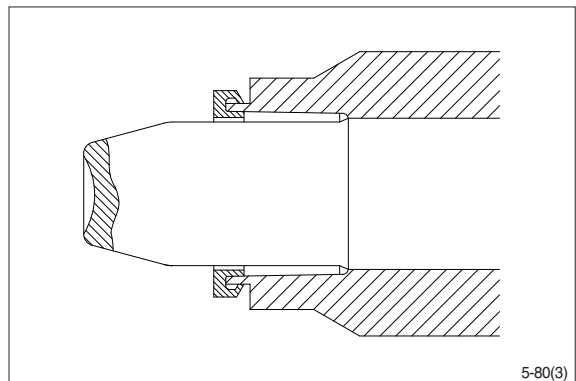
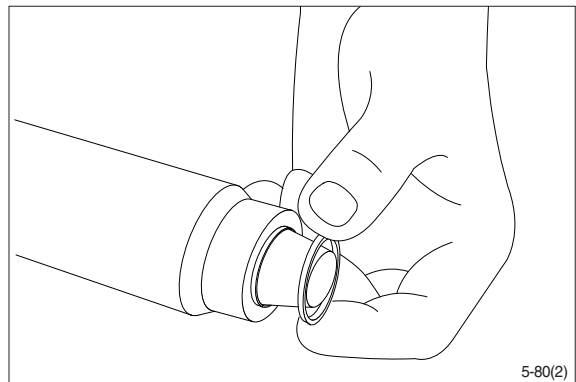


- (14) Draw the inner and outer parts of the assembly tool out of the steering unit bore, leaving the guide from the inner part in the bore.

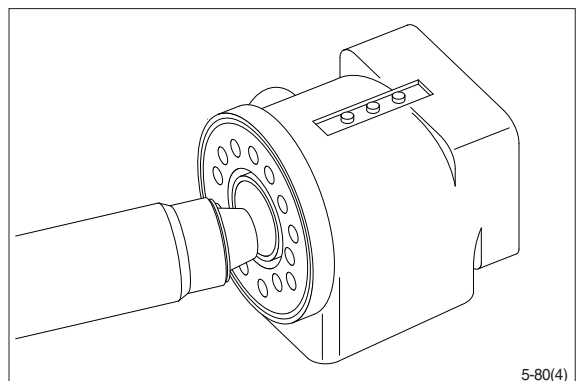


#### Installation instructions for lip seal

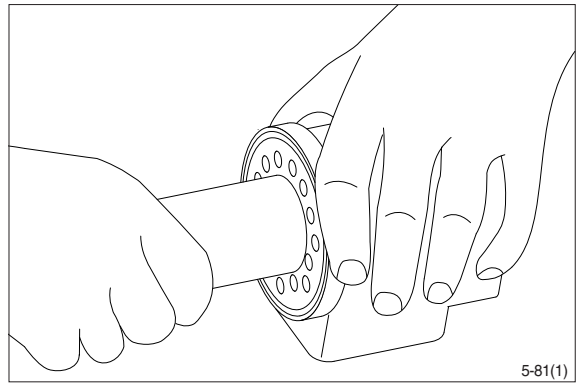
- (15) Lubricate the lip seal with hydraulic oil and place it on the assembly tool.



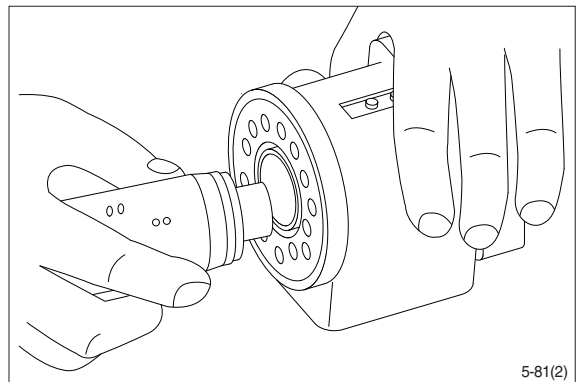
- (16) Guide the assembly tool right to the bottom.



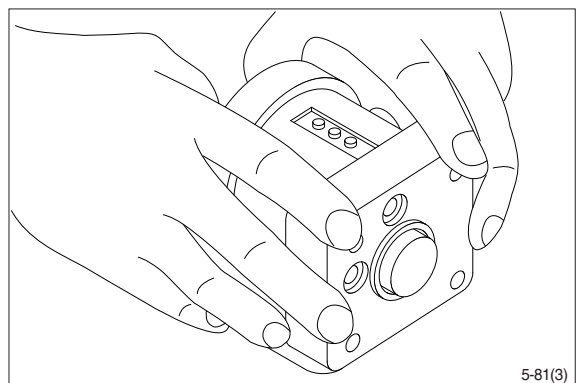
- (17) Press and turn the lip seal into place in the housing.



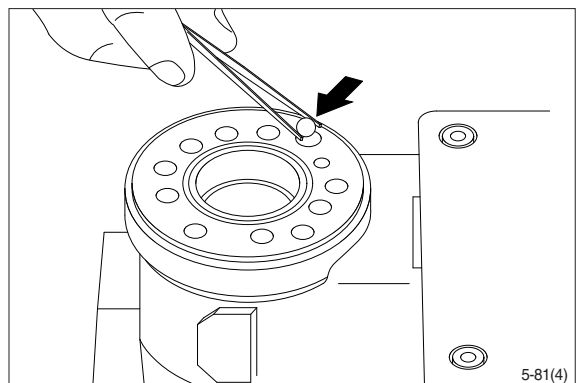
- (18) With a light turning movement, guide the spool and sleeve into the bore.  
※ Fit the spool set holding the cross pin horizontal.



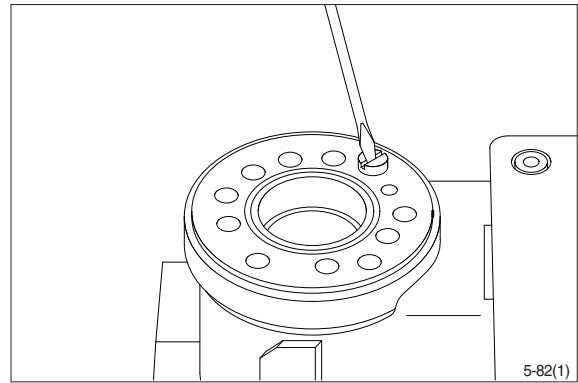
- (19) The spool set will push out the assembly tool guide. The O-ring are now in position.



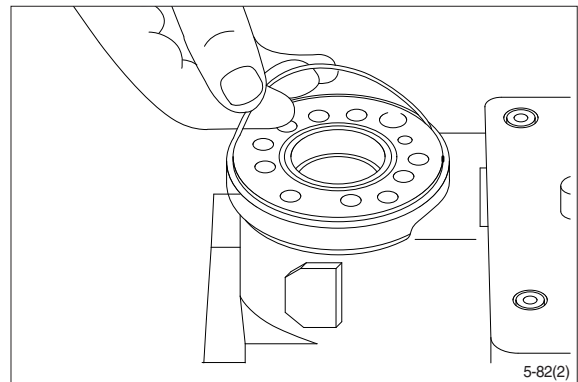
- (20) Turn the steering unit until the bore is vertical again. Put the check valve ball into the hole indicated by the arrow.



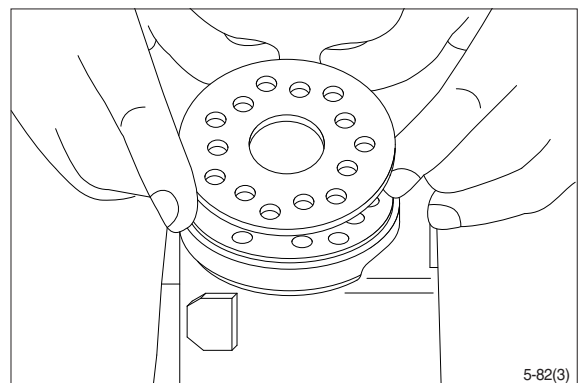
- (21) Screw the threaded bush lightly into the check valve bore. The top of the bush must lie just below the surface of the housing.



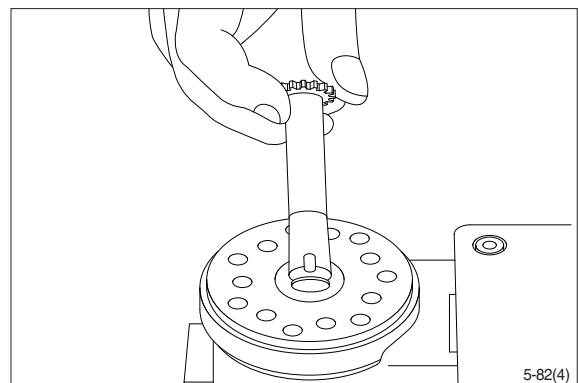
- (22) Grease the O-ring with mineral oil approx. viscosity 500 cSt at 20 °C.



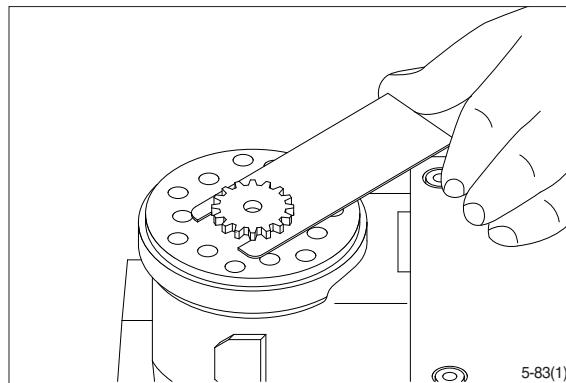
- (23) Place the distributor plate so that the channel holes match the holes in the housing.



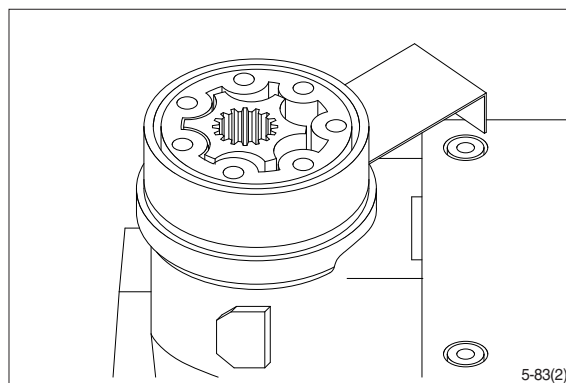
- (24) Guide the cardan shaft down into the bore so that the slot is parallel with the connection flange.



- (25) Place the cardan shaft as shown - so that it is held in position by the mounting fork.



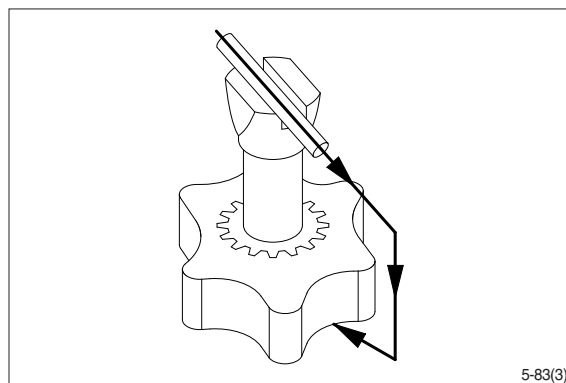
- (26) Grease the two O-rings with mineral oil approx. viscosity 500 cSt at 20 °C and place them in the two grooves in the gear rim. Fit the gearwheel and rim on the cardan shaft.



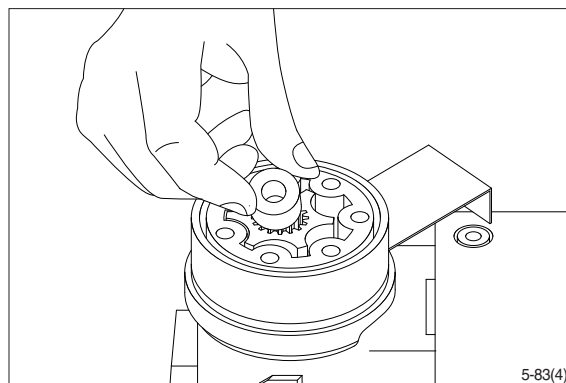
**(27) Important**

Fit the gearwheel (Rotor) and cardan shaft so that a tooth base in the rotor is positioned in relation to the shaft slot as shown.

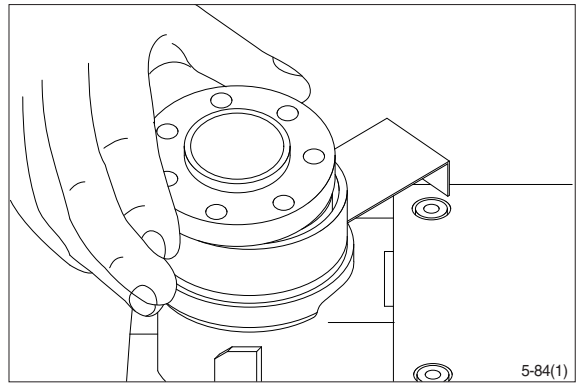
Turn the gear rim so that the seven through holes match the holes in the housing.



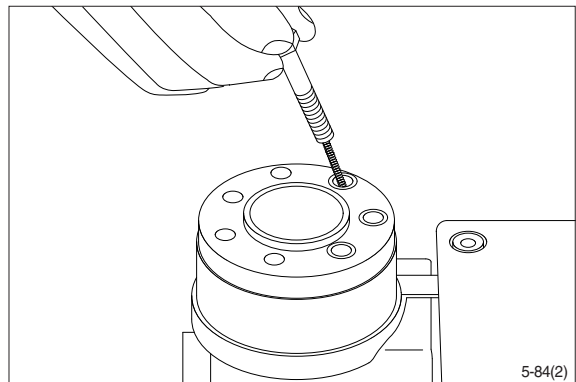
- (28) Fit the spacer, if any.



(29) Place the end cover in position.

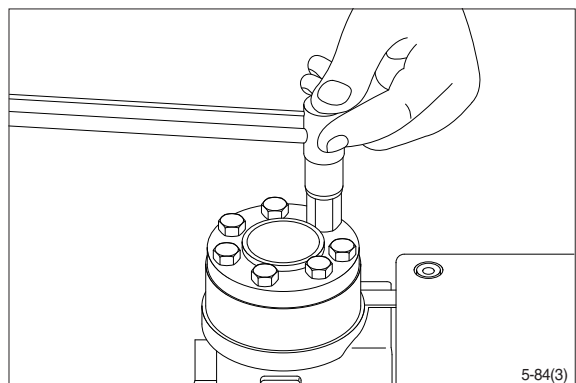


(30) Fit the special screw with washer and place it in the hole shown.

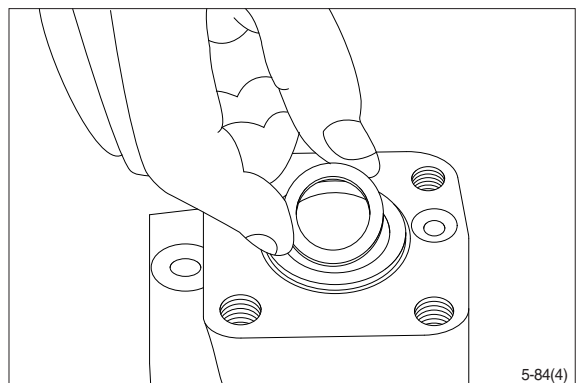


(31) Fit the six screws with washers and insert them. Cross-tighten all the screws and the rolled pin.

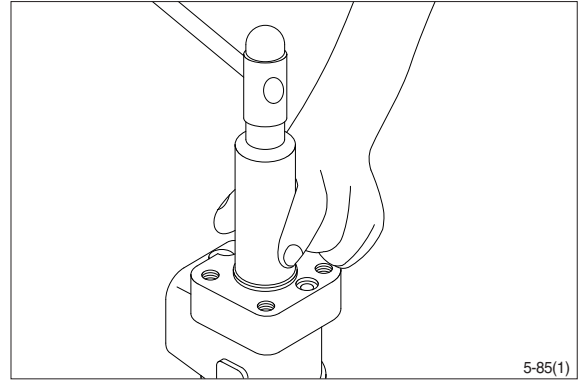
- Tightening torque :  $3.0 \pm 0.6 \text{ kgf} \cdot \text{m}$   
( $21.7 \pm 4.3 \text{ lbf} \cdot \text{ft}$ )



(32) Place the dust seal ring in the housing.

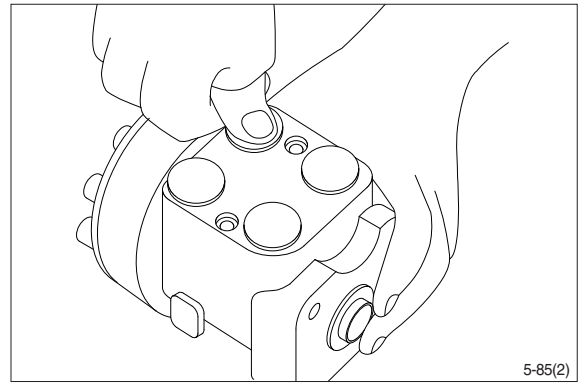


(33) Fit the dust seal ring in the housing.



(34) Press the plastic plugs into the connection ports.

※ **Do not use a hammer!**

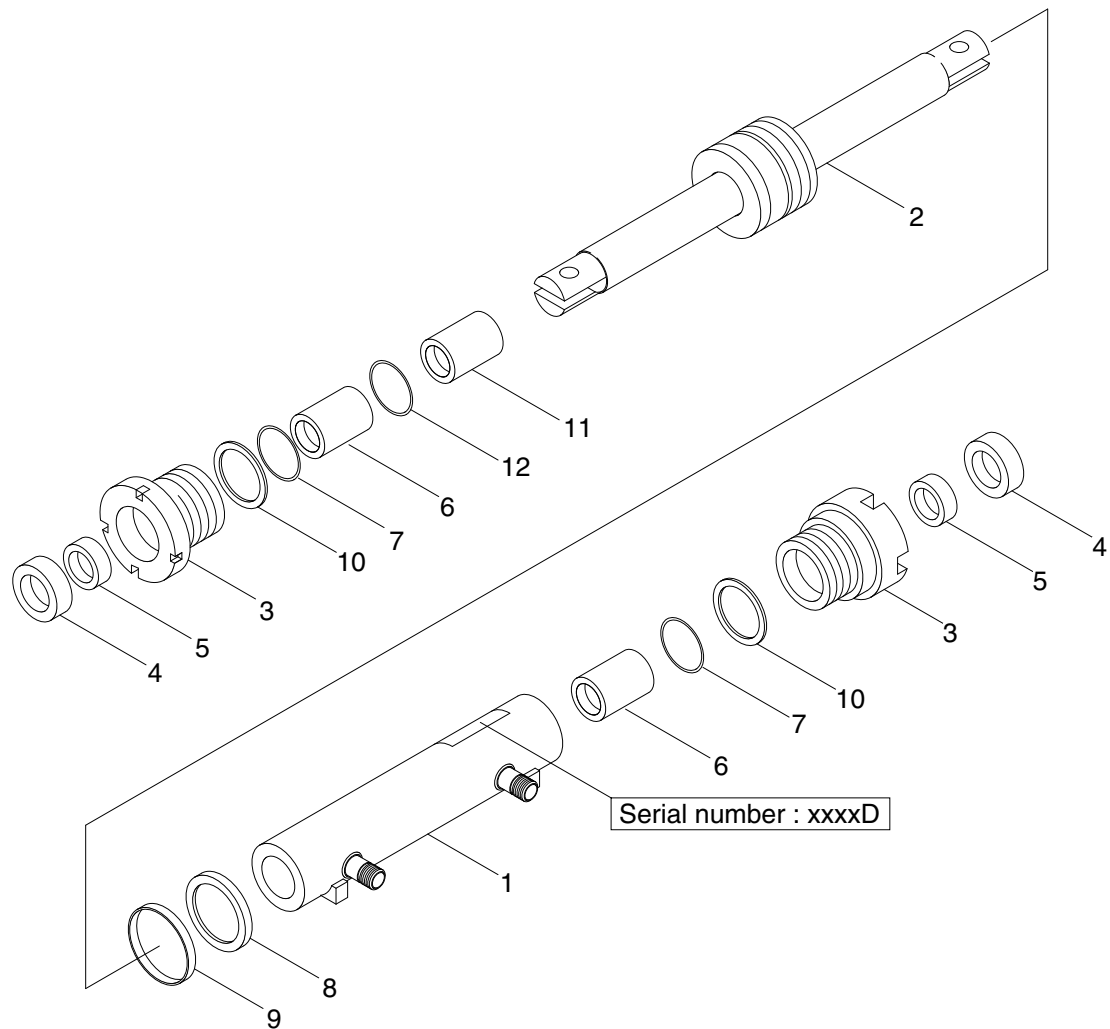




## 2. STEERING CYLINDER

### 1) STRUCTURE

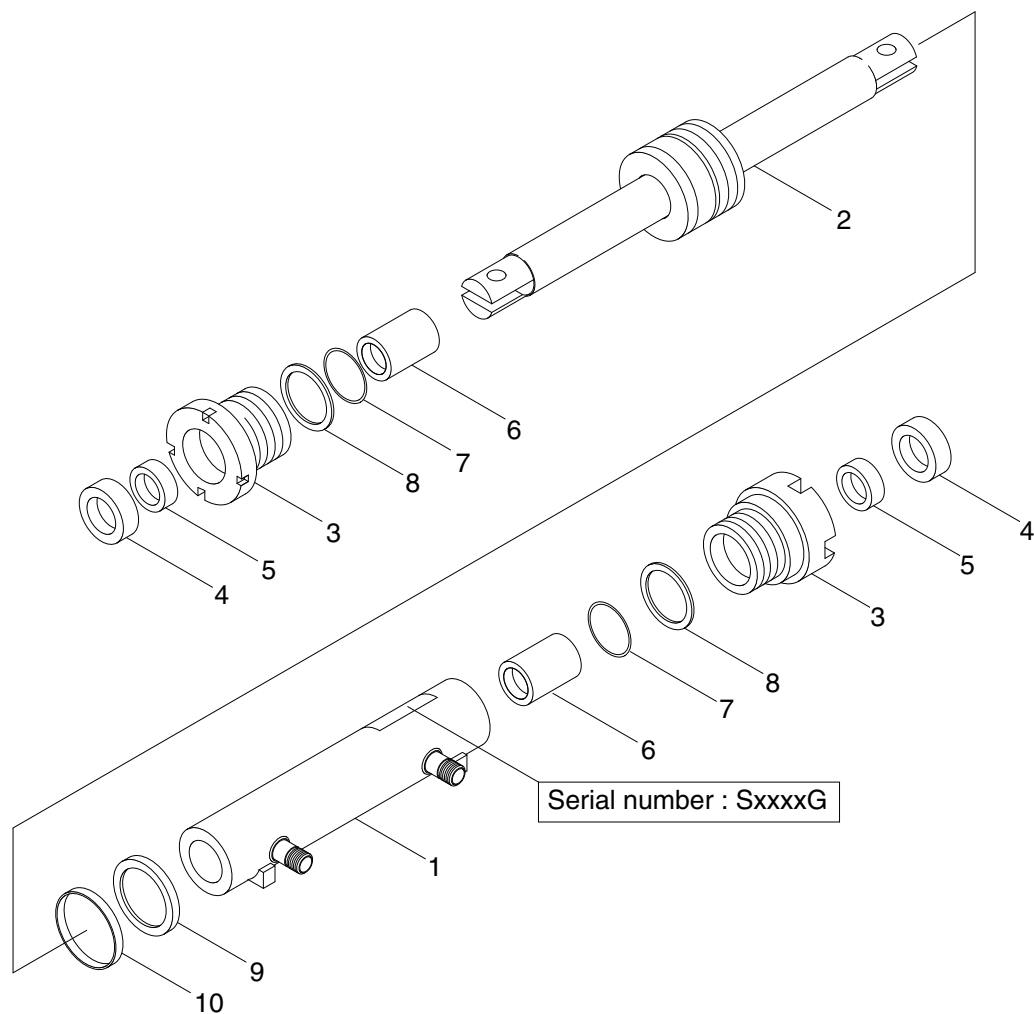
#### (1) Type 1



25L9ASS10

- |   |               |   |             |    |             |
|---|---------------|---|-------------|----|-------------|
| 1 | Tube assembly | 5 | Rod seal    | 9  | Wear ring   |
| 2 | Rod           | 6 | DD-bushing  | 10 | Lock washer |
| 3 | Rod cover     | 7 | O-ring      | 11 | Spacer      |
| 4 | Dust wiper    | 8 | Piston seal | 12 | O-ring      |

## (2) Type 2



25L9ASS11

- |   |               |   |             |    |             |
|---|---------------|---|-------------|----|-------------|
| 1 | Tube assembly | 5 | Rod seal    | 9  | Piston seal |
| 2 | Rod assembly  | 6 | Dry bearing | 10 | Wear ring   |
| 3 | Rod cover     | 7 | O-ring      |    |             |
| 4 | Dust wiper    | 8 | O-ring      |    |             |

## 2) DISASSEMBLY

※ Before disassembling steering cylinder, release oil in the cylinder first.

- (1) Put wooden blocks against the cylinder tube, then hold in a vice.
- (2) Remove the rod cover by hook a wrench in the notch of cylinder head and turn counter-clockwise.
- (3) Remove the cylinder rod and piston from the tube.
- (4) Check wear condition of the sealing parts. If there are some damage, replace with new parts.

## 3) CHECK AND INSPECTION

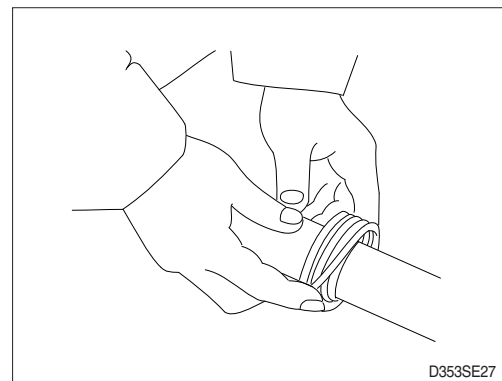
mm (in)

Check item	Criteria		Remedy
	Standard size	Repair limit	
Clearance between piston & cylinder tube	0.064~0.137 (0.0025~0.0054)	0.180 (0.0070)	Replace piston seal
Clearance between cylinder rod & bushing	0.024~0.112 (0.0009~0.0044)	0.120 (0.0049)	Replace bushing
Seals, O-ring	Damage		Replace
Cylinder rod	Dents		Replace
Cylinder tube	Biting		Replace

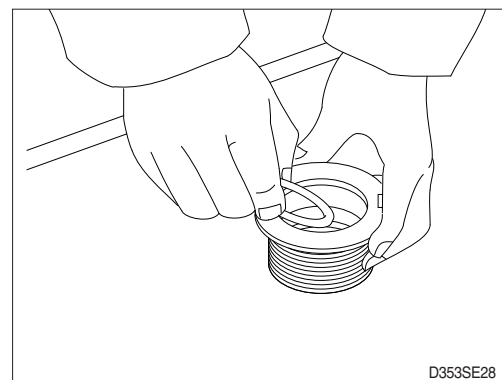
## 4) ASSEMBLY

- (1) Install a new piston seal the groove on the piston.

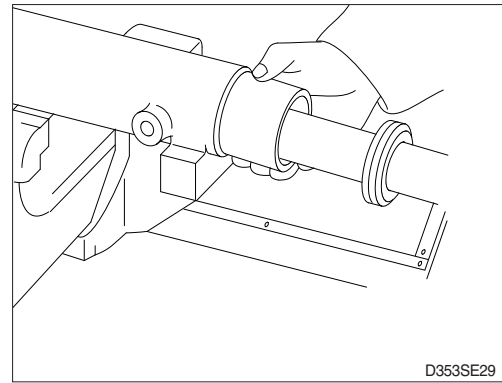
※ Be careful not to scratch the seal too much during installation or it will not seat properly.



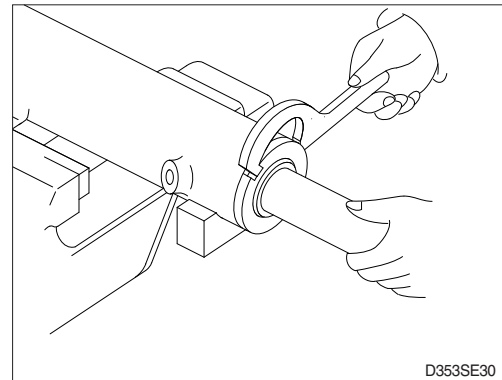
- (2) Install the rod seal to the position in the gland applying a slight coat with grease prior to install.



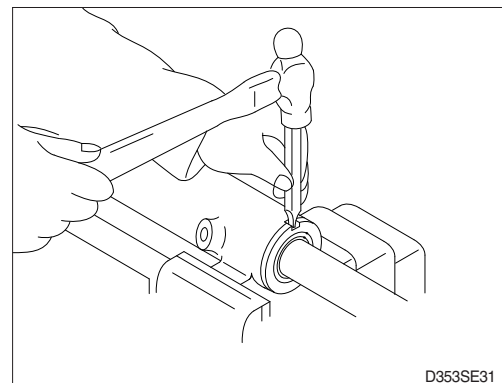
- (3) Install the dust wiper to the gland using a special installing tool. Coat the dust wiper with grease slightly before installing.
- (4) Set a special tool the cylinder, gland assembly into the cylinder tube.



- (5) Using a hook spanner, install the gland assembly and tighten it with torque  $60 \pm 6 \text{ kgf} \cdot \text{m}$  ( $434 \pm 43 \text{ lbf} \cdot \text{ft}$ ).



- (6) After the gland assembly was installed to the cylinder tube, calk at the tube end into the groove on the gland to prevent screw loosening.
- ※ If it need calking again, never using previous calking position.



- (7) Move the piston rod back and forth several times for the full distance of its stroke. This helps to seat the ring and seals before applying full hydraulic pressure to the cylinder.
- (8) Install cylinder into steering axle.
- (9) While idling the engine with the rear wheels off the ground, operate the steering wheel left and right alternately.
- ※ Then, repeat the above operation at gradually increasing engine rpm. This releases air from the system and completes preparation for operation.
- (10) Stop the engine, lower the floating rear wheels, and check pump joints for oil leaks and looseness and retighten, them as required.

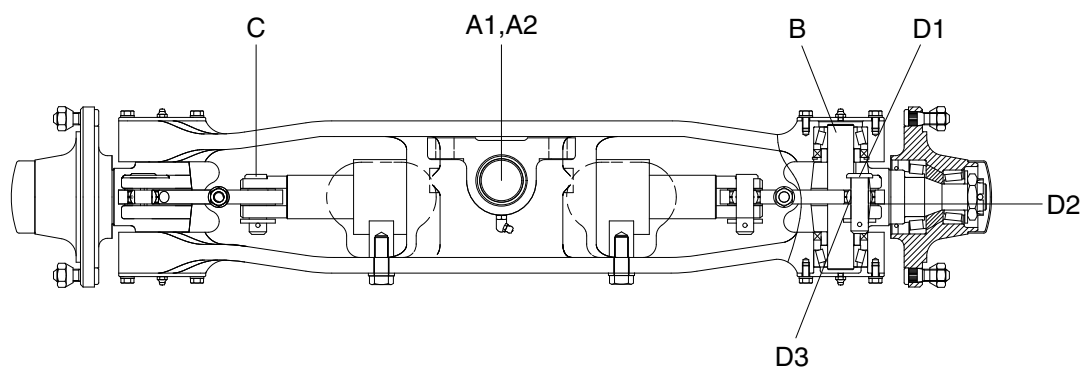
## 1) STRUCTURE

[illegible]

25L9ASS08

1	Steering axle	18	Hub bolt	37	Upper cover
2	Knuckle-RH	20	Hub cap	38	Lower cover
3	Knuckle-LH	21	Steering link	39	Hex bolt
4	Special bolt	22	Steering cylinder	40	Spring wahser
5	King pin	23	Spherical plain bearing	41	Shim (0.1t)
6	Taper roller bearing	24	Steer link pin	42	Shim (0.15t)
7	Oil seal	25	Plain washer	43	Shim (0.3t)
8	Retaining ring	26	Grease nipple	44	Spacer
9	Collar	27	Lock plate	46	Taper roller bearing
10	Grease nipple	30	Hex bolt	48	Split pin
11	Oil seal	31	Trunnion block	49	Retaining ring
12	Taper roller bearing	32	Bushing	52	Hexagon bolt
13	Split pin	33	Thrust washer	53	Hardened washer
14	Nut	34	Pin	54	Hub nut
15	Washer	35	Spring washer	50	Shim (1.0t)
17	Hub	36	Hardened washer		

## 2) CHECK AND INSPECTION



25L9ASS12

unit : mm (in)

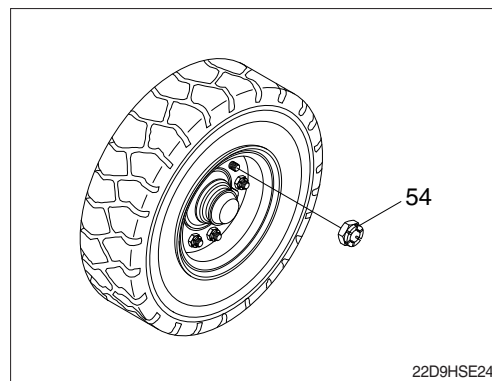
No.	Check item			Criteria		Remarks
				Standard size	Repair limit	
A	Shaft	A1	OD of shaft	55 (2.2)	54.5 (2.1)	Replace
		A2	ID of bushing	55 (2.2)	55.5 (2.2)	
B	OD of king pin			35 (1.4)	34.5 (1.4)	
C	OD of steering cylinder pin			20 (0.8)	19.5 (0.8)	
D	Knuckle	D1	OD of pin	20 (0.8)	19.5 (0.8)	Adjust with shims Replace
		D2	Vertical play	-	-	
		D3	ID of bushing	20 (0.8)	20.5 (0.8)	

- OD : Outer diameter
- ID : Inner diameter

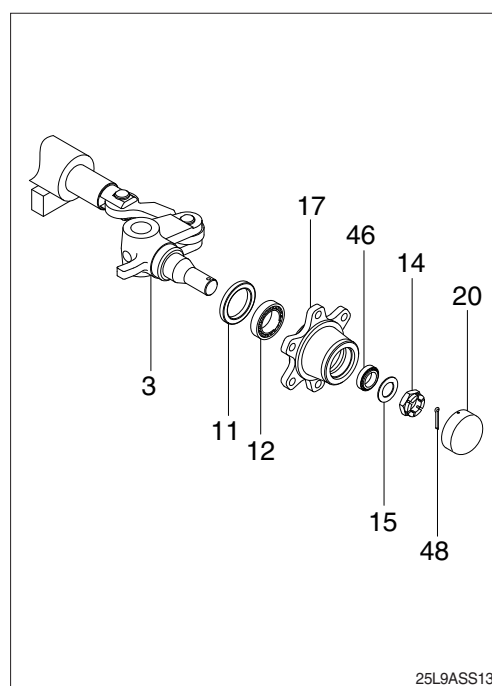
### 3) DISASSEMBLY

※ Servicing work on the knuckle part can be carried out without removing the axle assy from chassis.  
The work can be done by jacking up the counter weight part of the truck.

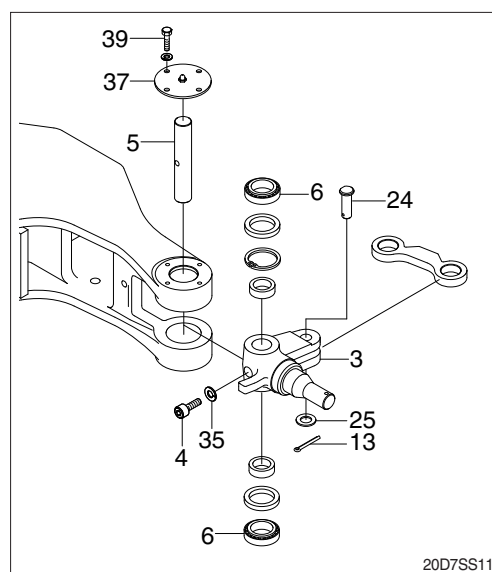
- (1) Loosen the hub nut (54) and take off the steering wheel tire.



- (2) Remove hub cap (20).
- (3) Pull out split pin (48) and remove slotted nut (14) and washer (15).
- (4) Using the puller, take off the hub (17) together with the taper roller bearing (12, 46).  
※ Be very careful because just before the hub (17) comes off, tapered roller bearing (12, 46) will fall out.
- (5) After hub (17) is removed take off the inner race of the taper roller bearing (12).
- (6) Pull out oil seal (11).  
※ Don't use same oil seal twice.
- (7) Repeat the same procedure for the other side.  
Moreover, when disassembling is completed, part the slotted nut (14) in the knuckle (3) to protect the threaded portion.



- (8) Loosen special bolt (4) and spring washer (35).
- (9) Remove hexagon bolt (39) and upper cover (37).
- (10) Push out the king pin (5) without damaging the knuckle (3).
- (11) If defect is observed in taper roller bearing (6), pull it out by using extractor.
- (12) Remove split pin (13), plain washer (25) and link pin (24).



#### 4) ASSEMBLY

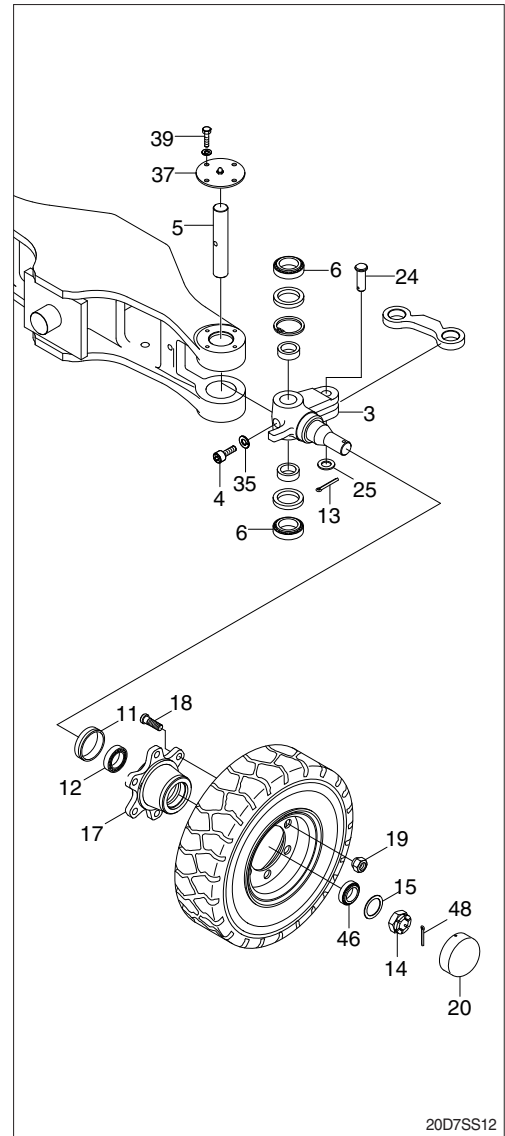
※ In reassembling, have all parts washed, grease applied to lubricating parts, and all expendable items such as oil seal and spring washers replaced by new ones.

Perform the disassembly in reverse order.

- (1) Tighten the special bolt (4) and washer (35) of king pin (5).
- (2) There is a notch in the middle of the king pin (5), make sure that this notch is on the special bolt side.
- (3) Do not hammer to drive in taper roller bearing (6) because it will break.  
Always use drive-in tool.  
Be sure that the fixed ring of the bearing is placed in position facing the knuckle (3).

#### (4) Hub

- ① Mount oil seal (11) and inner race of tapered roller bearing (12) on the knuckle. The bearing should be well greased before assembling.
  - ② Install the outer race of the taper roller bearing (46) in the wheel center and assemble to the knuckle.
  - ③ Put the washer (15) in place, tighten the slotted nut (14) and lock with split pin (48). In locking with split pin, locate the hole for the split pin by turning the nut back 1/6 of a turn.  
Adjust the preload of bearing.
  - ④ Mount the hub cap (20).
- ※ Apply loctite #609 on the contact surface of the hub cap (20).
- ※ Bearing should be well greased before assembling.





## SECTION 6 HYDRAULIC SYSTEM

Group 1	Structure and function .....	6-1
Group 2	Operational checks and troubleshooting .....	6-41
Group 3	Disassembly and assembly .....	6-45

## GROUP 1 STRUCTURE AND FUNCTION

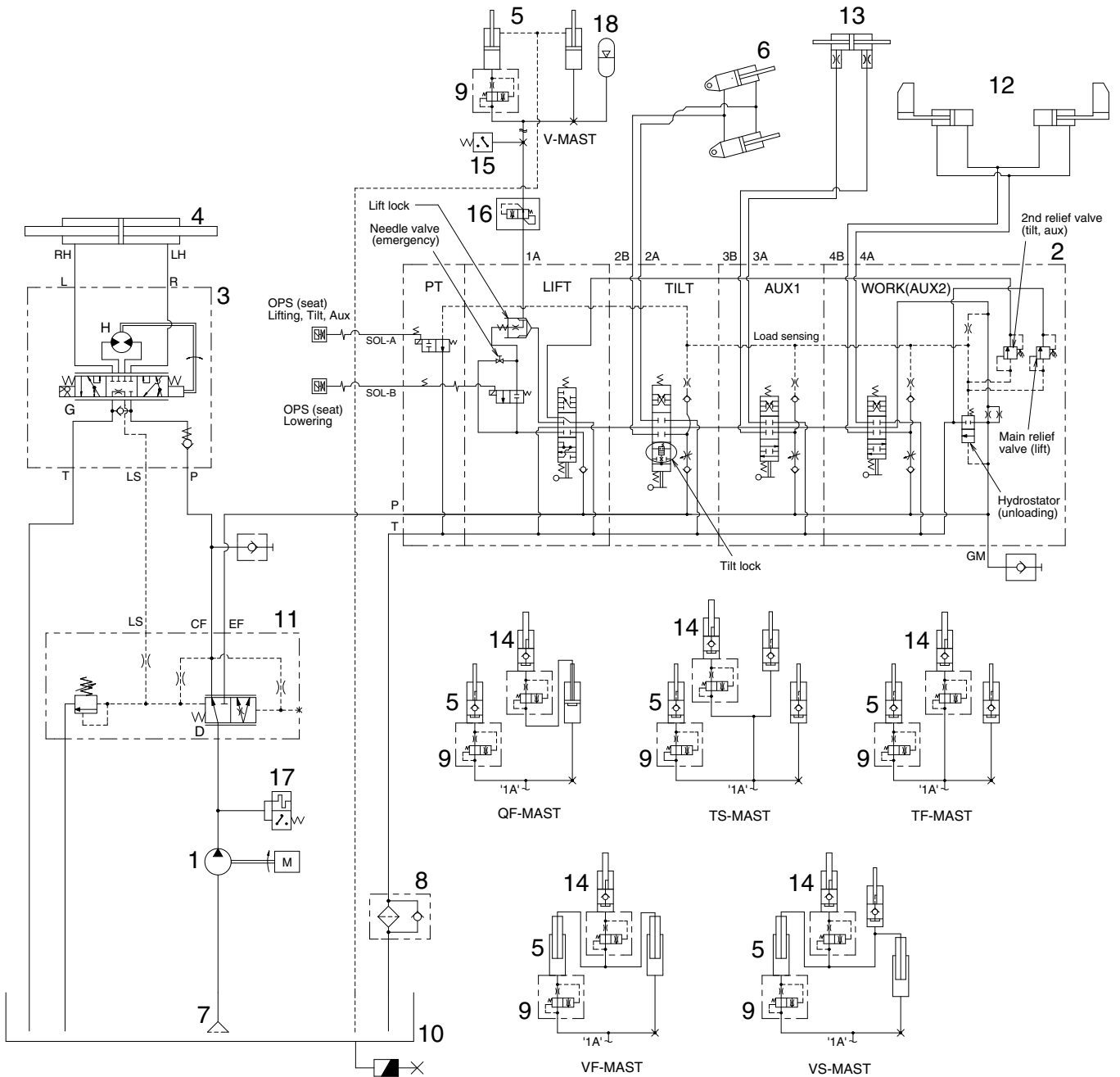
- **Non boosted brake + travel OPSS**



- |   |                     |    |                                |    |                                   |
|---|---------------------|----|--------------------------------|----|-----------------------------------|
| 1 | Hydraulic gear pump | 7  | Suction strainer               | 13 | Side shift cylinder (opt)         |
| 2 | Main control valve  | 8  | Return filter                  | 14 | Free lift cylinder                |
| 3 | Steering unit       | 9  | Down safety valve              | 15 | Load sensor                       |
| 4 | Steering cylinder   | 10 | Hydraulic tank                 | 16 | Flow regulator                    |
| 5 | Lift cylinder       | 11 | Priority valve                 | 17 | Pressure/temperature sensor (opt) |
| 6 | Tilt cylinder       | 12 | Fork positioner cylinder (opt) | 18 | Accumulator (opt)                 |

6-1

- **Non boosted brake + travel/mast OPSS**

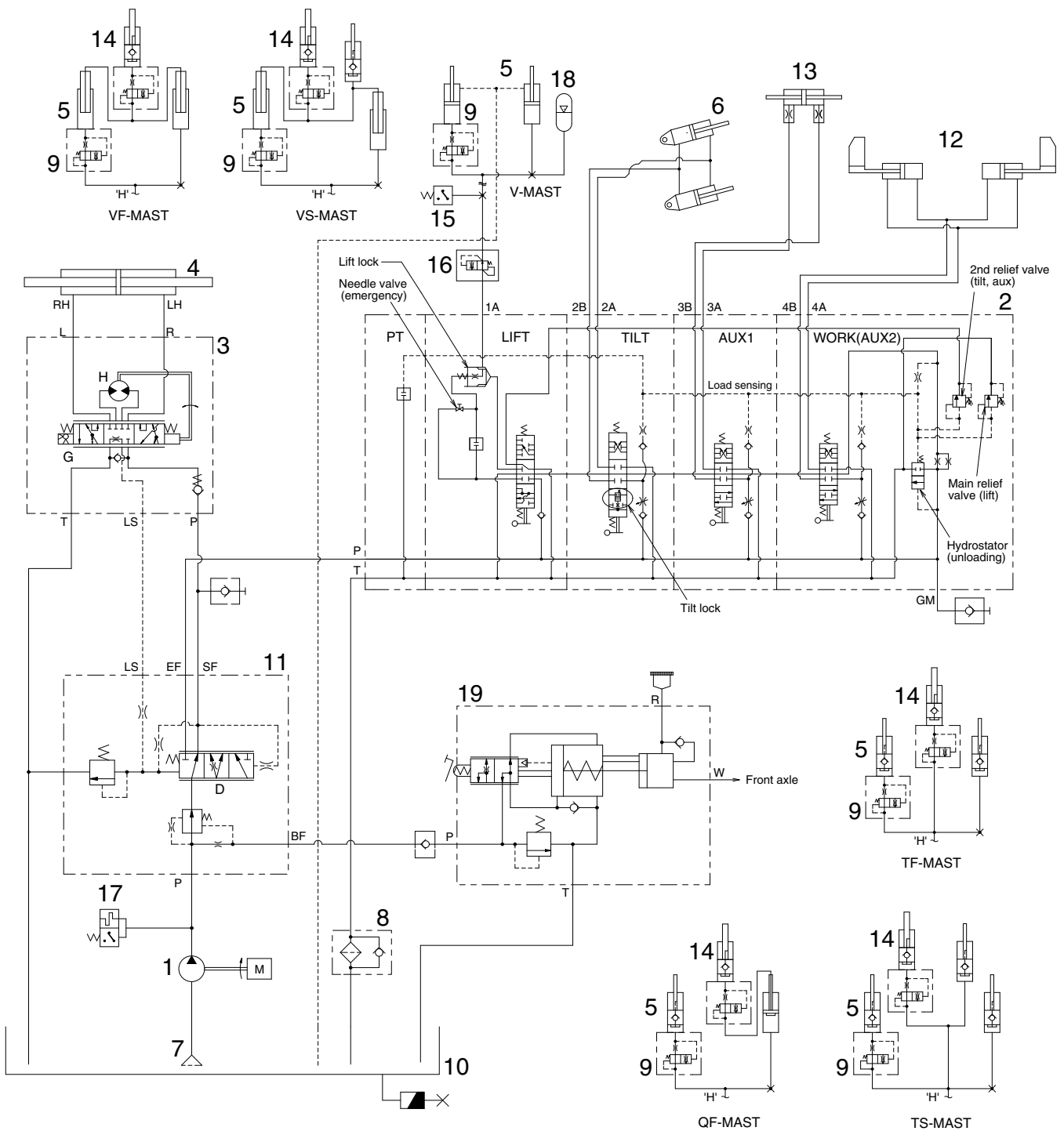


25L9AHS02

- |   |                     |    |                                |    |                                   |
|---|---------------------|----|--------------------------------|----|-----------------------------------|
| 1 | Hydraulic gear pump | 7  | Suction strainer               | 13 | Side shift cylinder (opt)         |
| 2 | Main control valve  | 8  | Return filter                  | 14 | Free lift cylinder                |
| 3 | Steering unit       | 9  | Down safety valve              | 15 | Load sensor                       |
| 4 | Steering cylinder   | 10 | Hydraulic tank                 | 16 | Flow regulator                    |
| 5 | Lift cylinder       | 11 | Priority valve                 | 17 | Pressure/temperature sensor (opt) |
| 6 | Tilt cylinder       | 12 | Fork positioner cylinder (opt) | 18 | Accumulator (opt)                 |

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

# · Boosted brake + travel OPSS

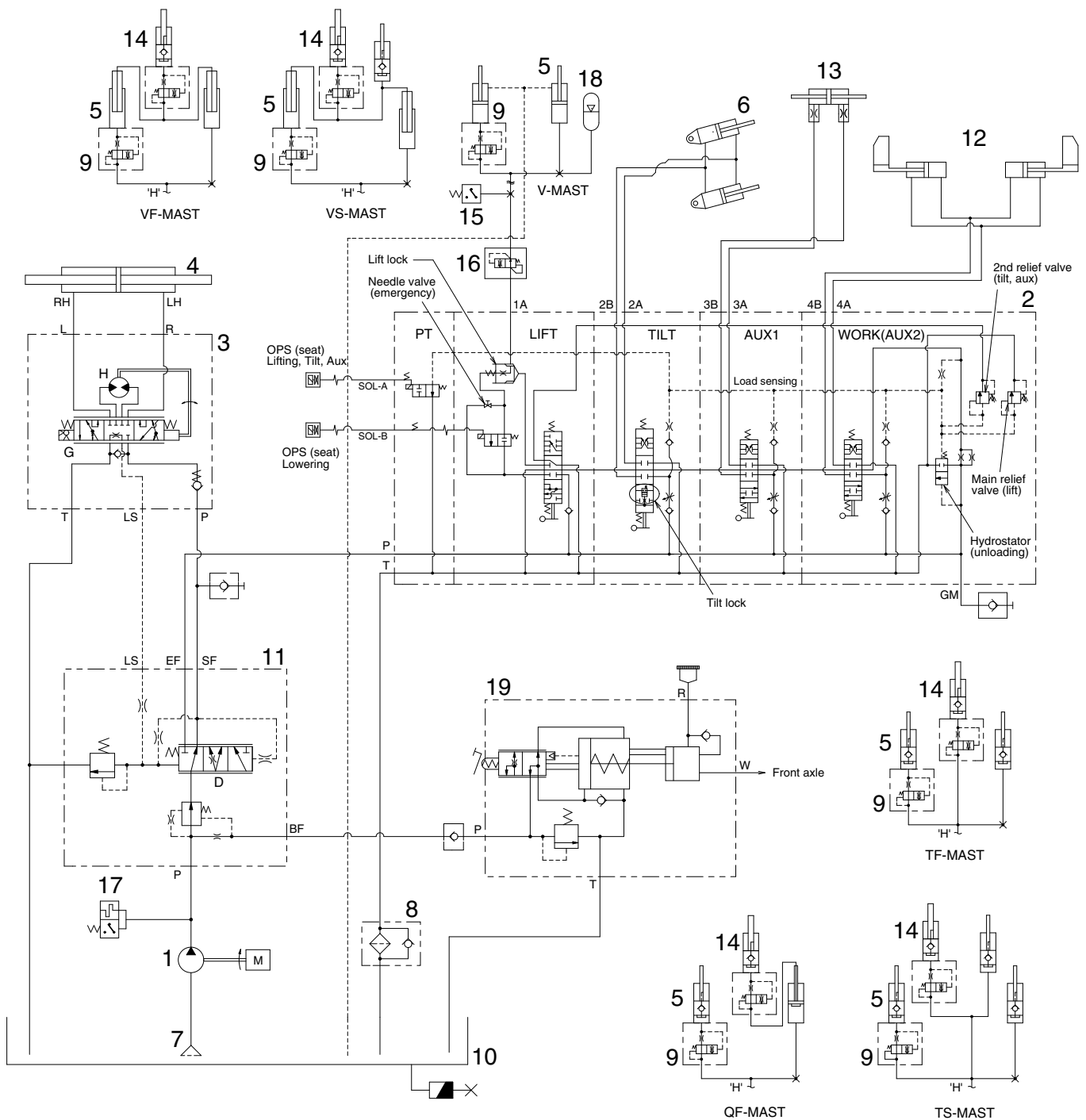


25L9AHS03

- |                       |                                   |                                      |
|-----------------------|-----------------------------------|--------------------------------------|
| 1 Hydraulic gear pump | 8 Return filter                   | 15 Load sensor                       |
| 2 Main control valve  | 9 Down safety valve               | 16 Flow regulator                    |
| 3 Steering unit       | 10 Hydraulic tank                 | 17 Pressure/temperature sensor (opt) |
| 4 Steering cylinder   | 11 Dual flow divider              | 18 Accumulator (opt)                 |
| 5 Lift cylinder       | 12 Fork positioner cylinder (opt) | 19 Brake valve                       |
| 6 Tilt cylinder       | 13 Side shift cylinder (opt)      |                                      |
| 7 Suction strainer    | 14 Free lift cylinder             |                                      |

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

· Boosted brake + travel/mast OPSS

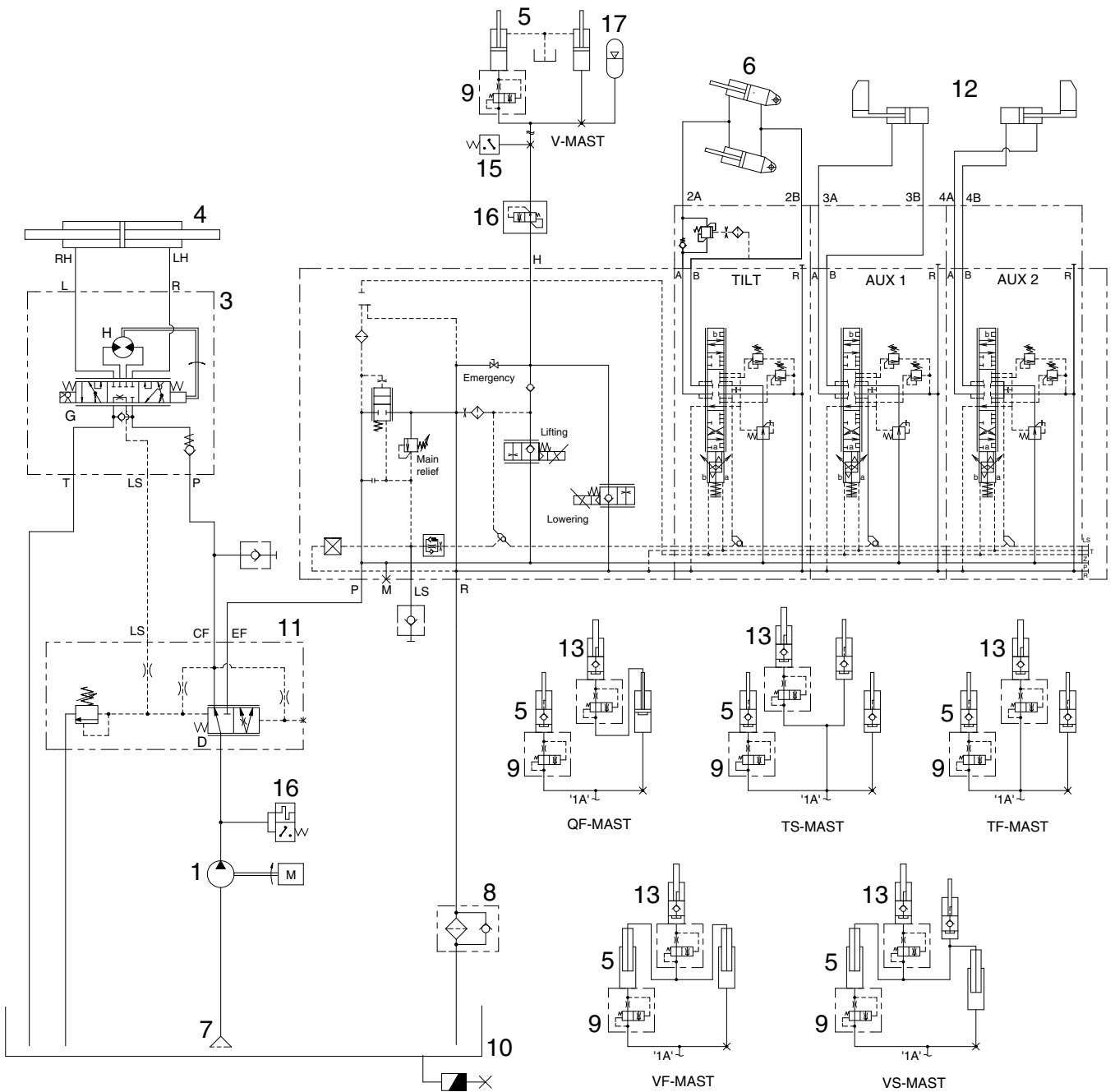


25L9AHS04

- |                       |                                   |                                      |
|-----------------------|-----------------------------------|--------------------------------------|
| 1 Hydraulic gear pump | 8 Return filter                   | 15 Load sensor                       |
| 2 Main control valve  | 9 Down safety valve               | 16 Flow regulator                    |
| 3 Steering unit       | 10 Hydraulic tank                 | 17 Pressure/temperature sensor (opt) |
| 4 Steering cylinder   | 11 Dual flow divider              | 18 Accumulator (opt)                 |
| 5 Lift cylinder       | 12 Fork positioner cylinder (opt) | 19 Brake valve                       |
| 6 Tilt cylinder       | 13 Side shift cylinder (opt)      |                                      |
| 7 Suction strainer    | 14 Free lift cylinder             |                                      |

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

• **Fingertip control (non boosted brake)**

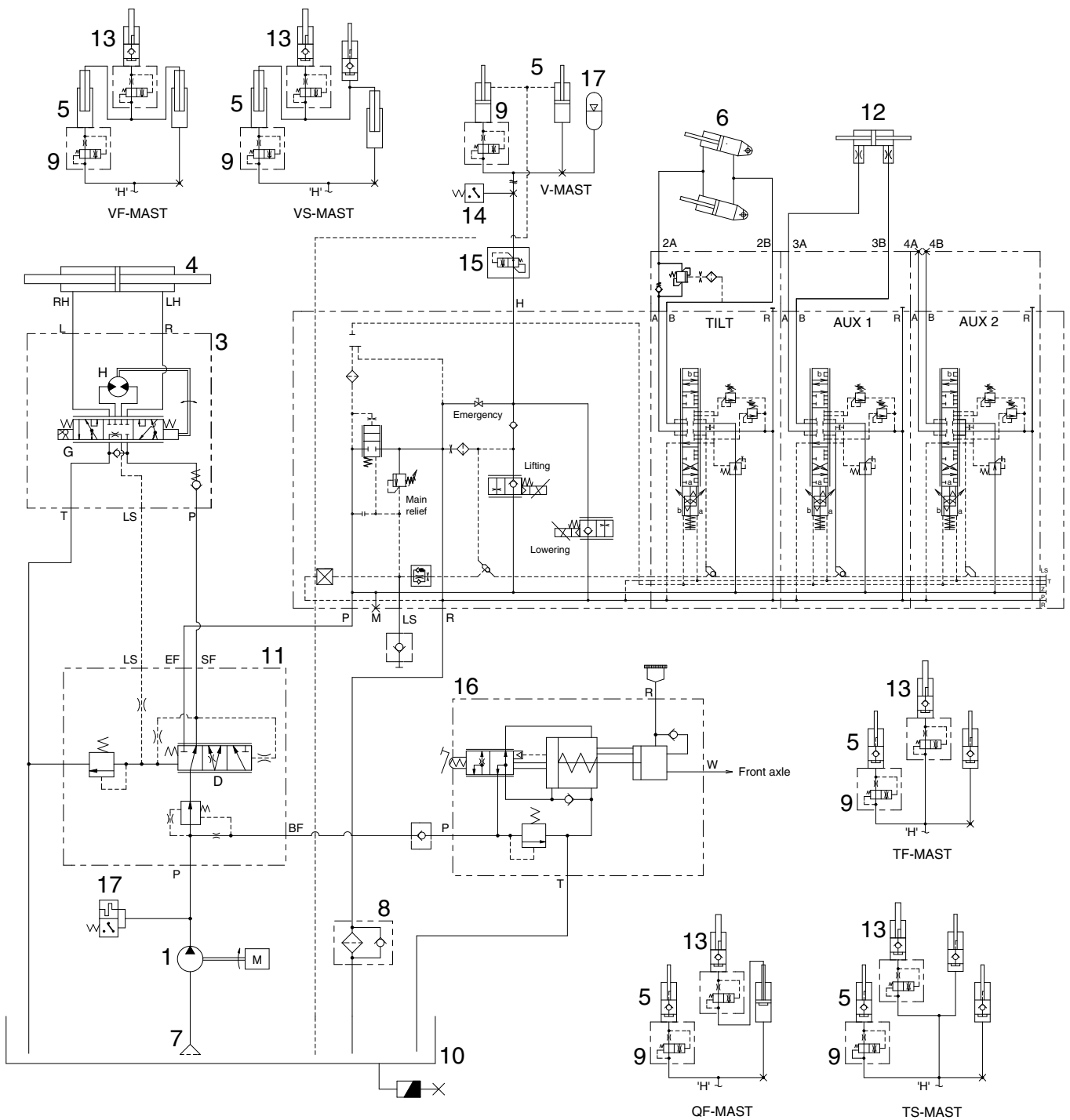


25L9AHS05

- |                       |                                   |                                      |
|-----------------------|-----------------------------------|--------------------------------------|
| 1 Hydraulic gear pump | 7 Suction strainer                | 13 Free lift cylinder                |
| 2 Main control valve  | 8 Return filter                   | 14 Load sensor                       |
| 3 Steering unit       | 9 Down safety valve               | 15 Flow regulator                    |
| 4 Steering cylinder   | 10 Hydraulic tank                 | 16 Pressure/temperature sensor (opt) |
| 5 Lift cylinder       | 11 Priority valve                 | 17 Accumulator (opt)                 |
| 6 Tilt cylinder       | 12 Fork positioner cylinder (opt) |                                      |

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

· **Fingertip control (boosted brake)**



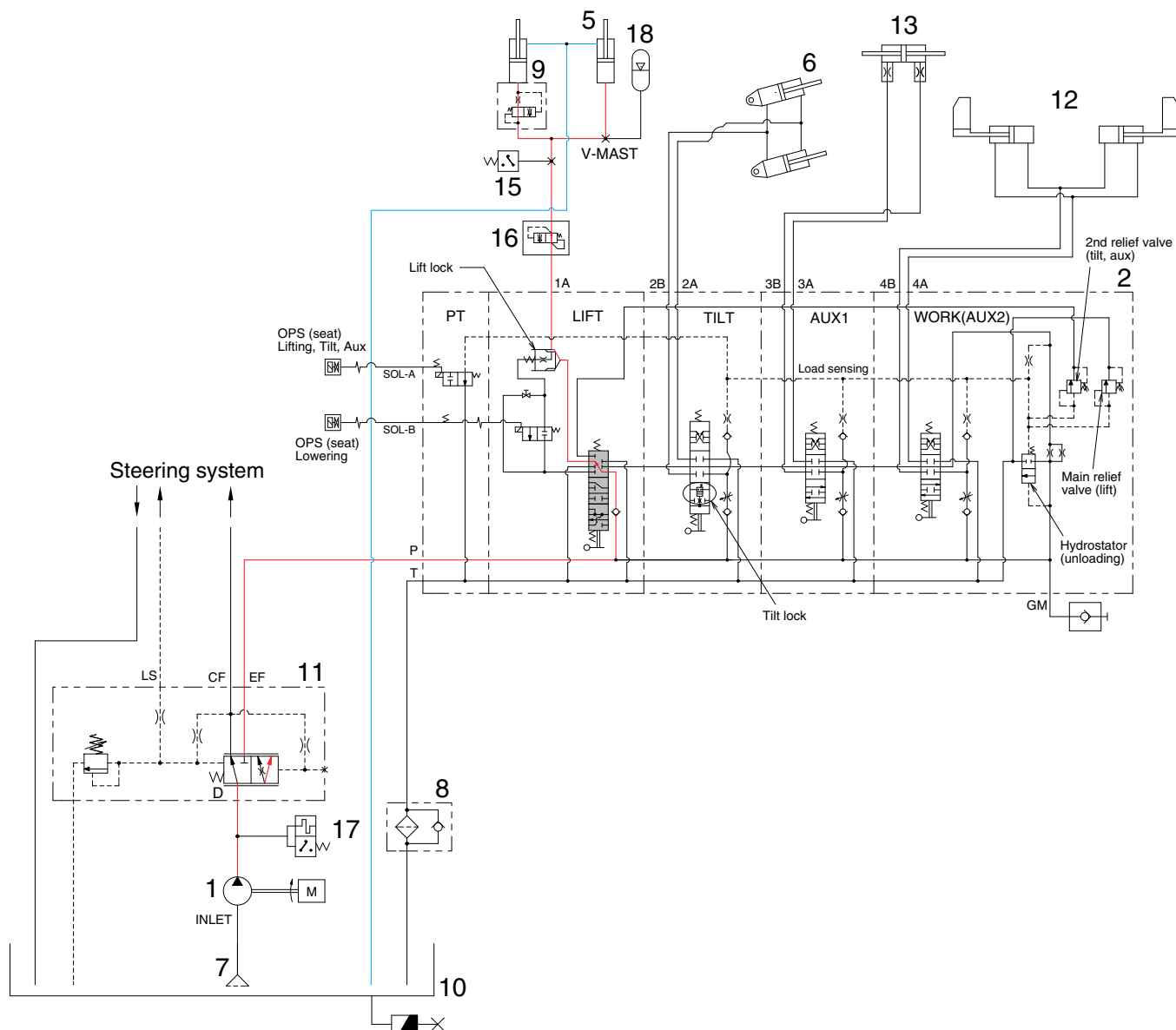
25L9AHS06

- |                       |                              |                       |
|-----------------------|------------------------------|-----------------------|
| 1 Hydraulic gear pump | 7 Suction strainer           | 13 Free lift cylinder |
| 2 Main control valve  | 8 Return filter              | 14 Load sensor        |
| 3 Steering unit       | 9 Down safety valve          | 15 Flow regulator     |
| 4 Steering cylinder   | 10 Hydraulic tank            | 16 Brake valve        |
| 5 Lift cylinder       | 11 Dual flow divider         | 17 Accumulator (opt)  |
| 6 Tilt cylinder       | 12 Side shift cylinder (opt) |                       |

※ 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

※ The operation explanations are based on the non boosted brake type.



25L9AHS07

When the lift control lever is pulled back, the spool on the first block moves to lift position.

The oil from hydraulic gear pump (1) flows into main control valve (2) through the priority valve (11) and then goes to the large chamber of lift cylinders (5) by pushing the load check valve of the spool.

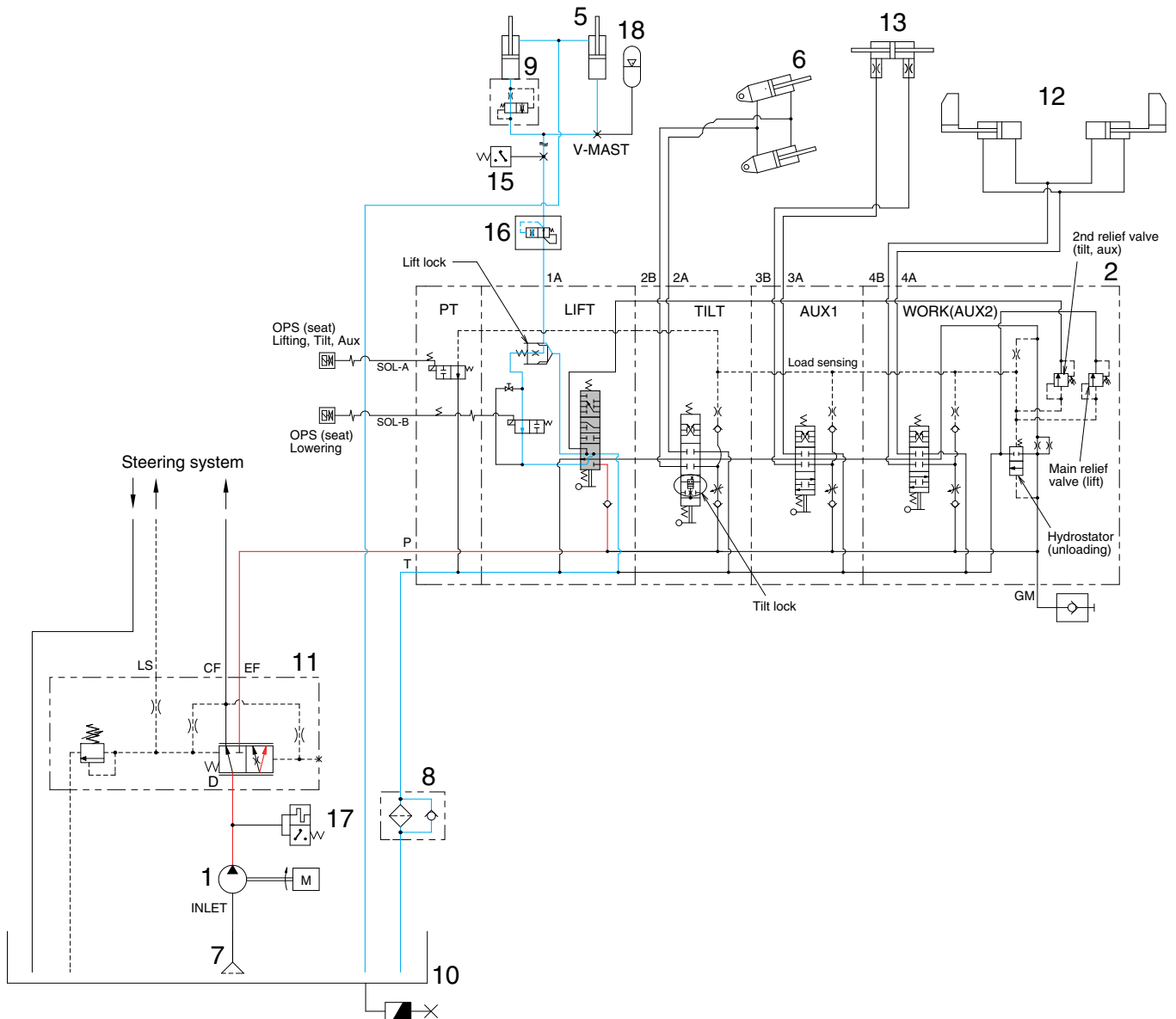
The oil from the small chamber of lift cylinders (5) returns to hydraulic oil tank (10) at the same time.

When this happens, the fork goes 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

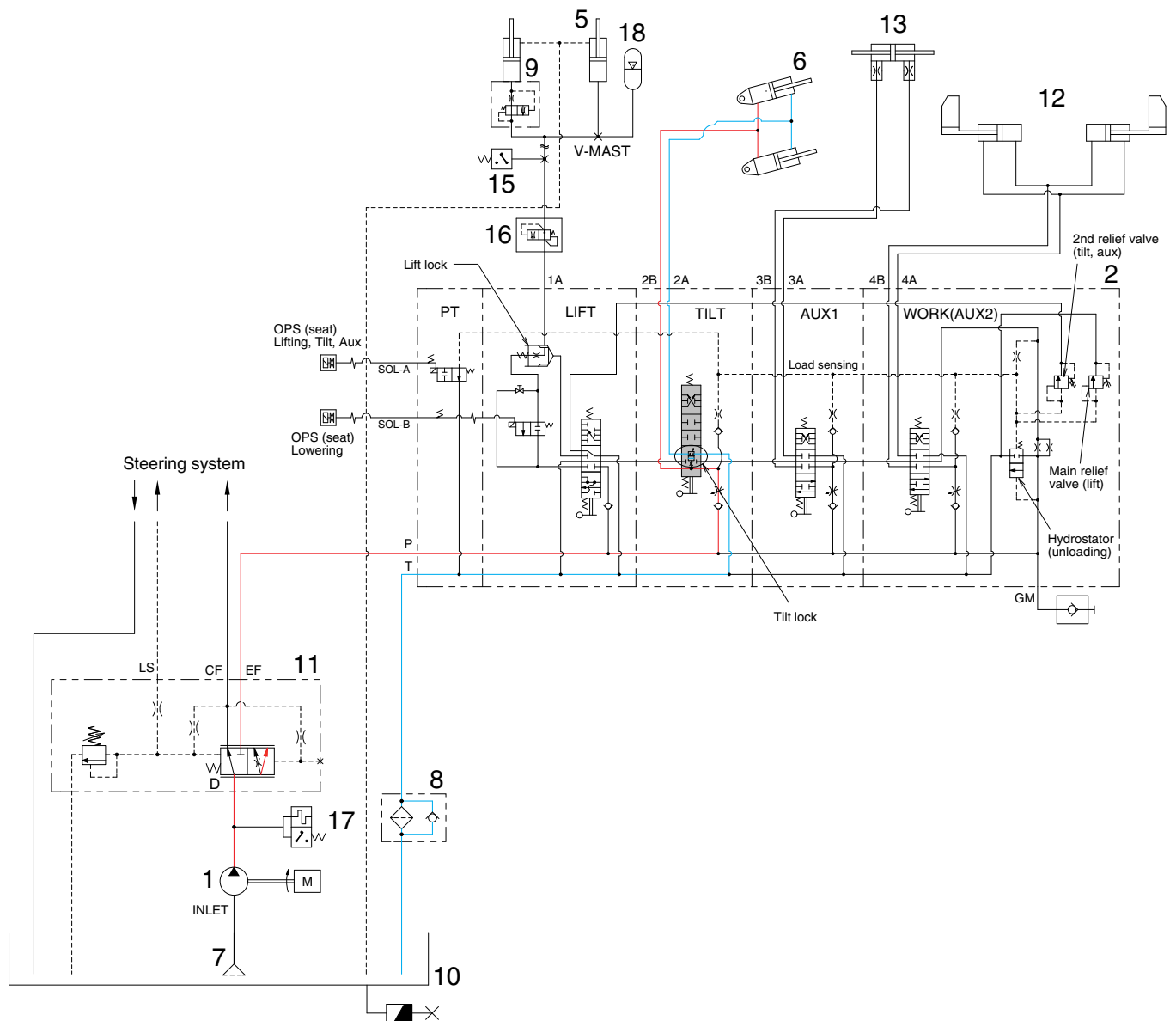


25L9AHS08

When the lift control lever is pushed forward, the spool on the first block moves to lower position. The work port (1A) and the large chamber of lift cylinders are connected to the return passage and the small chamber of lift cylinders are connected to the hydraulic tank directly, so the fork 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



25L9AHS09

When the tilt control lever is pushed forward, the spool on the second block is moved to tilt forward position.

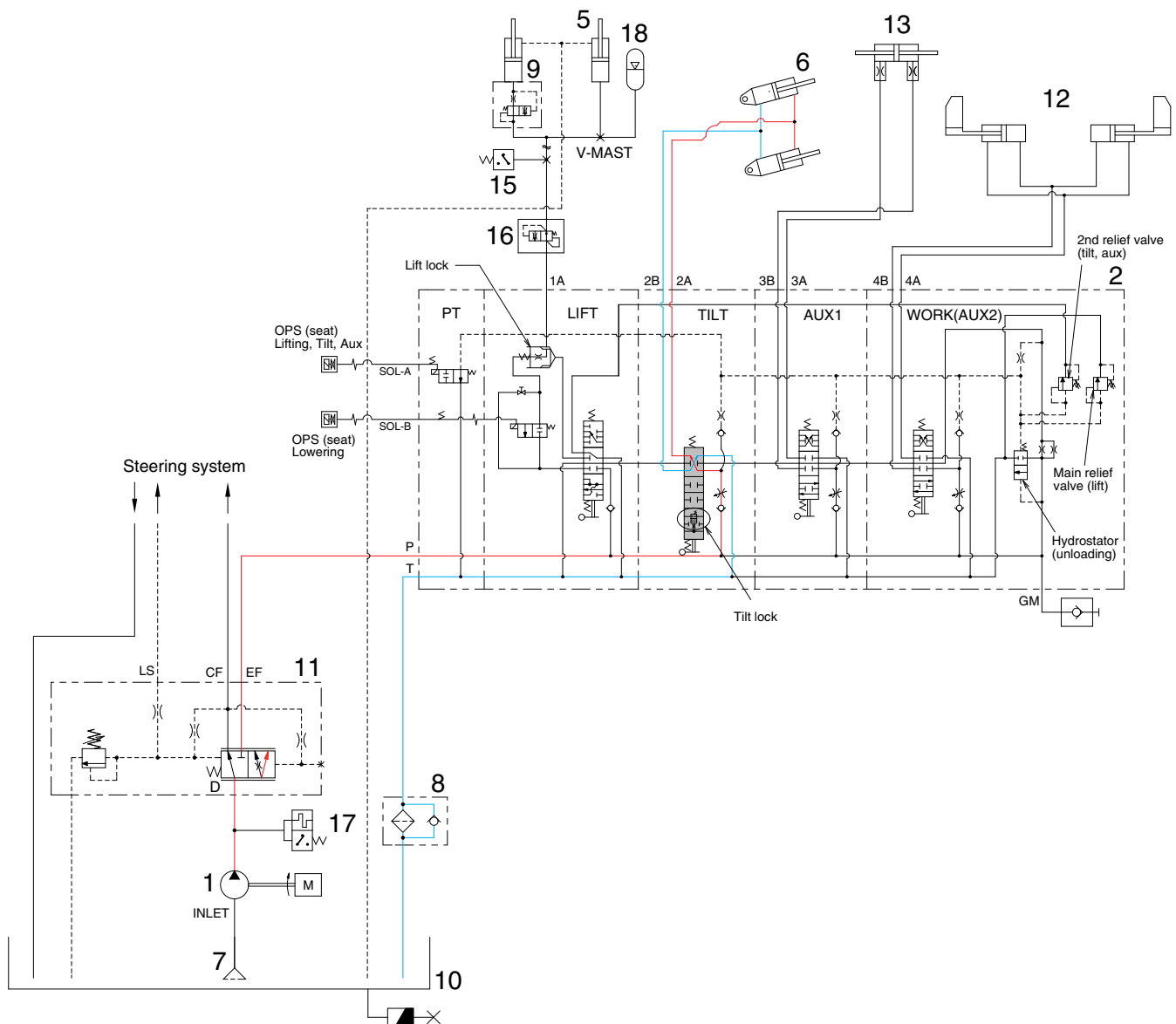
The oil from hydraulic gear pump (1) flows into main control valve (2) through the priority valve (11) and then goes to the large chamber of tilt cylinders (6) by pushing the load check valve of the spool.

The oil at the small chamber of tilt cylinders (6) returns to hydraulic tank (10) 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



25L9AHS10

When the tilt control lever is pulled back, the spool on the second block is moved to tilt backward position.

The oil from hydraulic gear pump (1) flows into main control valve (2) through the priority valve (11) and then goes to the small chamber of tilt cylinders (6) by pushing the load check valve of the spool.

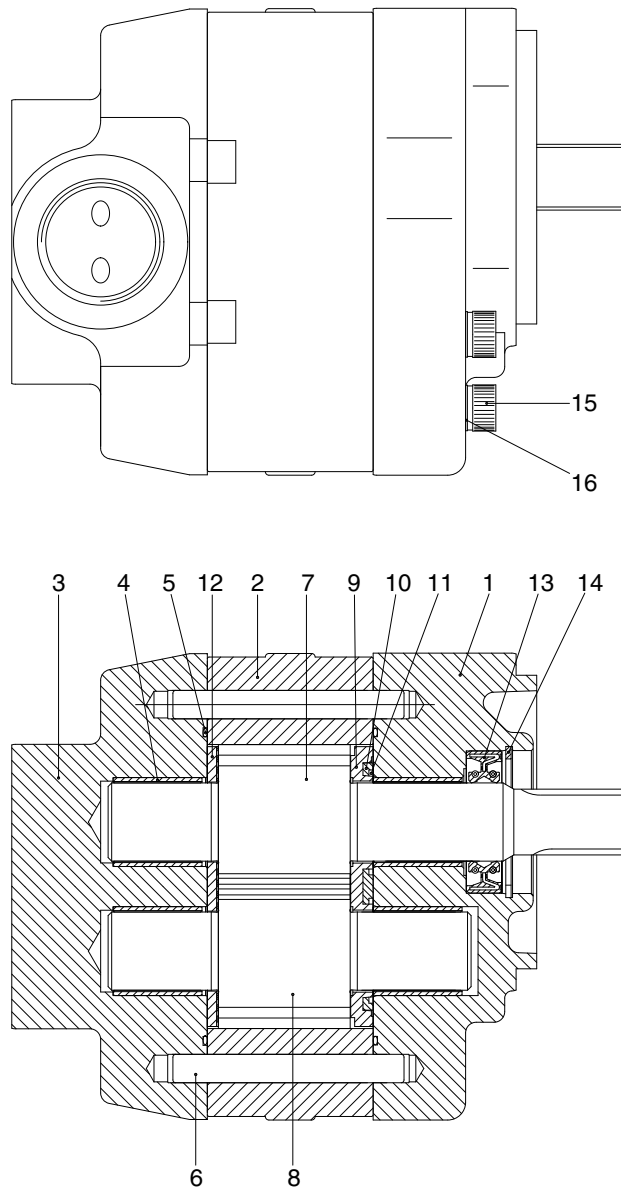
The oil at the large chamber of tilt cylinders (6) returns to hydraulic tank (10) at the same time.

When this happens, the mast tilts backward.

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

## 2. HYDRAULIC GEAR PUMP

### 1) STRUCTURE (Booster brake)



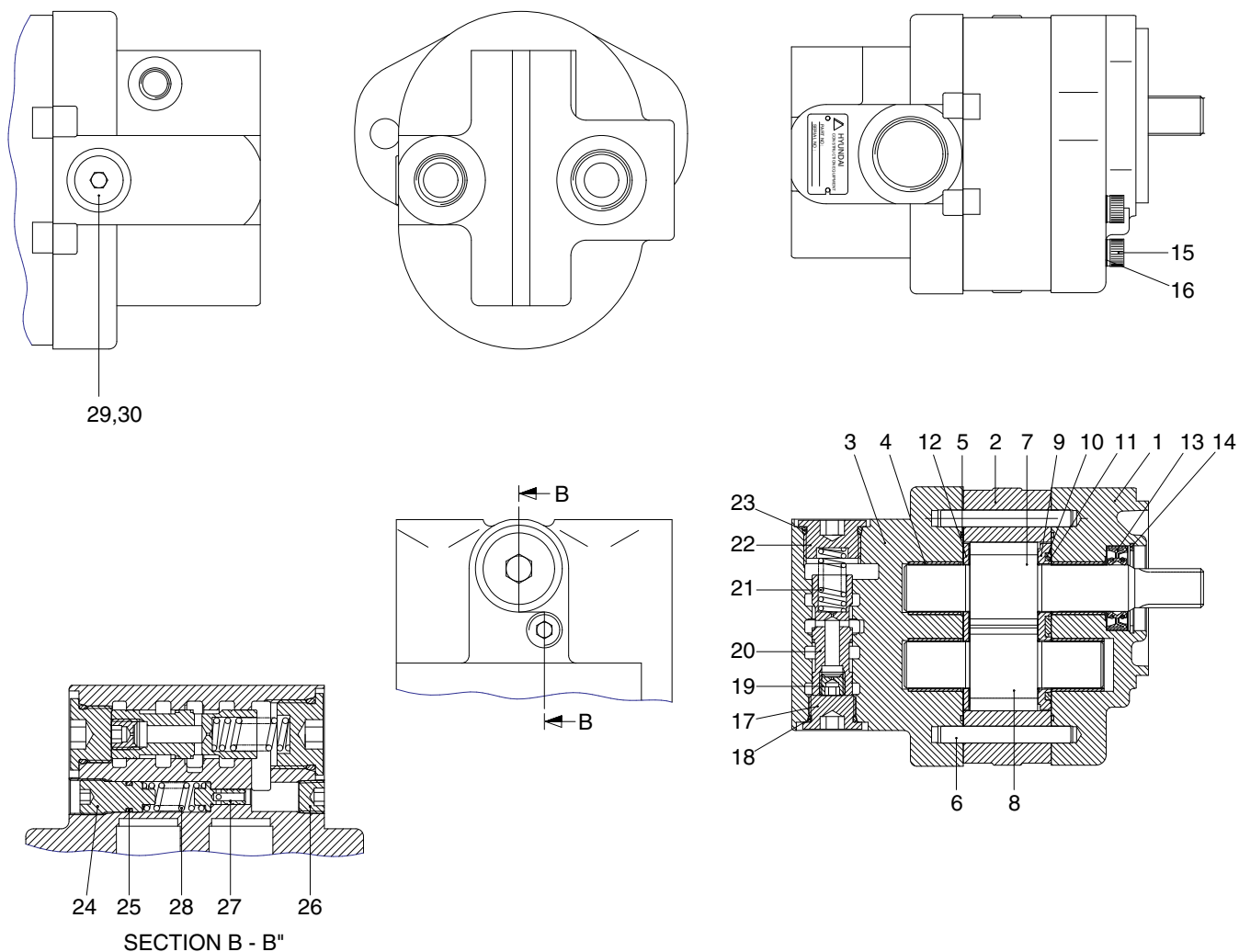
20D7HS14

- |   |            |    |              |    |           |
|---|------------|----|--------------|----|-----------|
| 1 | Housing    | 7  | Drive gear   | 13 | Oil seal  |
| 2 | Body       | 8  | Idle gear    | 14 | Snap ring |
| 3 | Rear cover | 9  | Side plate   | 15 | Bolt      |
| 4 | Bushing    | 10 | O-ring       | 16 | Washer    |
| 5 | O-ring     | 11 | Back up ring |    |           |
| 6 | Pin        | 12 | Side plate   |    |           |

### 2) OPERATION

This pump comprises of a housing (1), a body (2) and a rear cover (3) bolted together. The gear journals are supported by bushings (4) to give high volumetric and mechanical efficiencies.

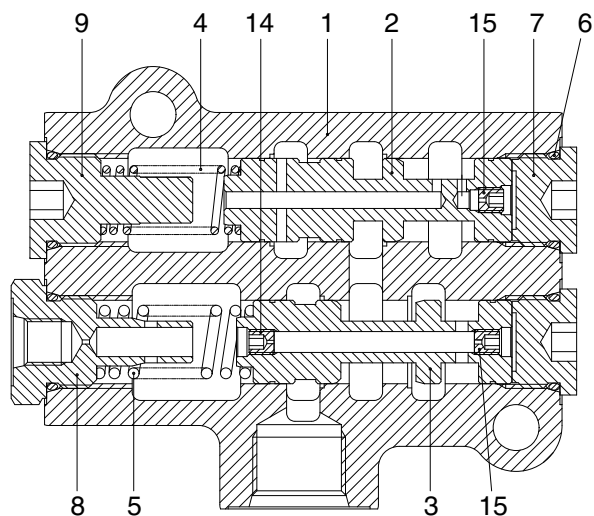
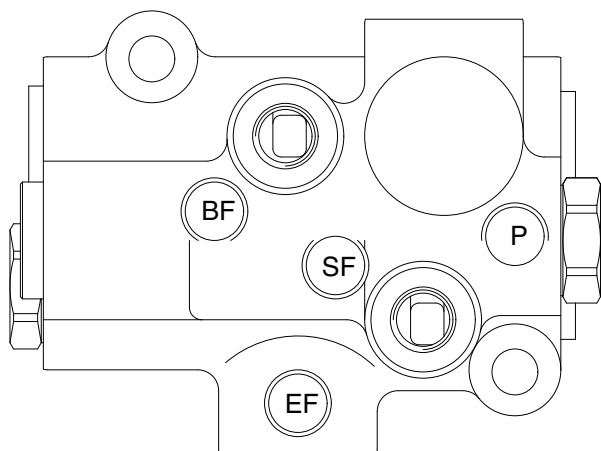
## STRUCTURE (Non booster brake)



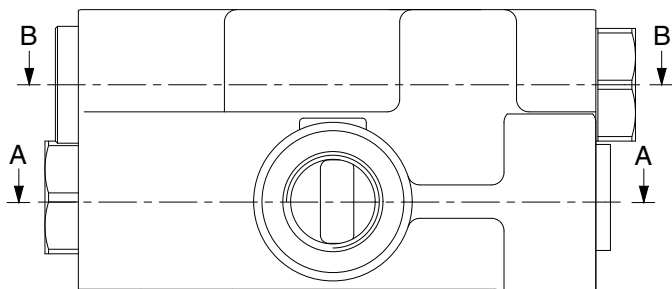
20L7HS07

- |                       |                 |                  |
|-----------------------|-----------------|------------------|
| 1 Housing             | 11 Back up ring | 21 Spring        |
| 2 Body                | 12 Side plate   | 22 Plug          |
| 3 Priority valve body | 13 Oil seal     | 23 O-ring        |
| 4 Bushing             | 14 Snap ring    | 24 Adjust screw  |
| 5 O-ring              | 15 Bolt         | 25 O-ring        |
| 6 Pin                 | 16 Washer       | 26 Bolt plug     |
| 7 Drive gear          | 17 Plug         | 27 Poppet        |
| 8 Idle gear           | 18 O-ring       | 28 Relief spring |
| 9 Side plate          | 19 Orifice plug | 29 Plug          |
| 10 O-ring             | 20 Spool        | 30 O-ring        |

### 3. DUAL FLOW DIVIDER (BOOSTER TYPE BRAKE)



SECTION "A-A"



SECTION "B-B"

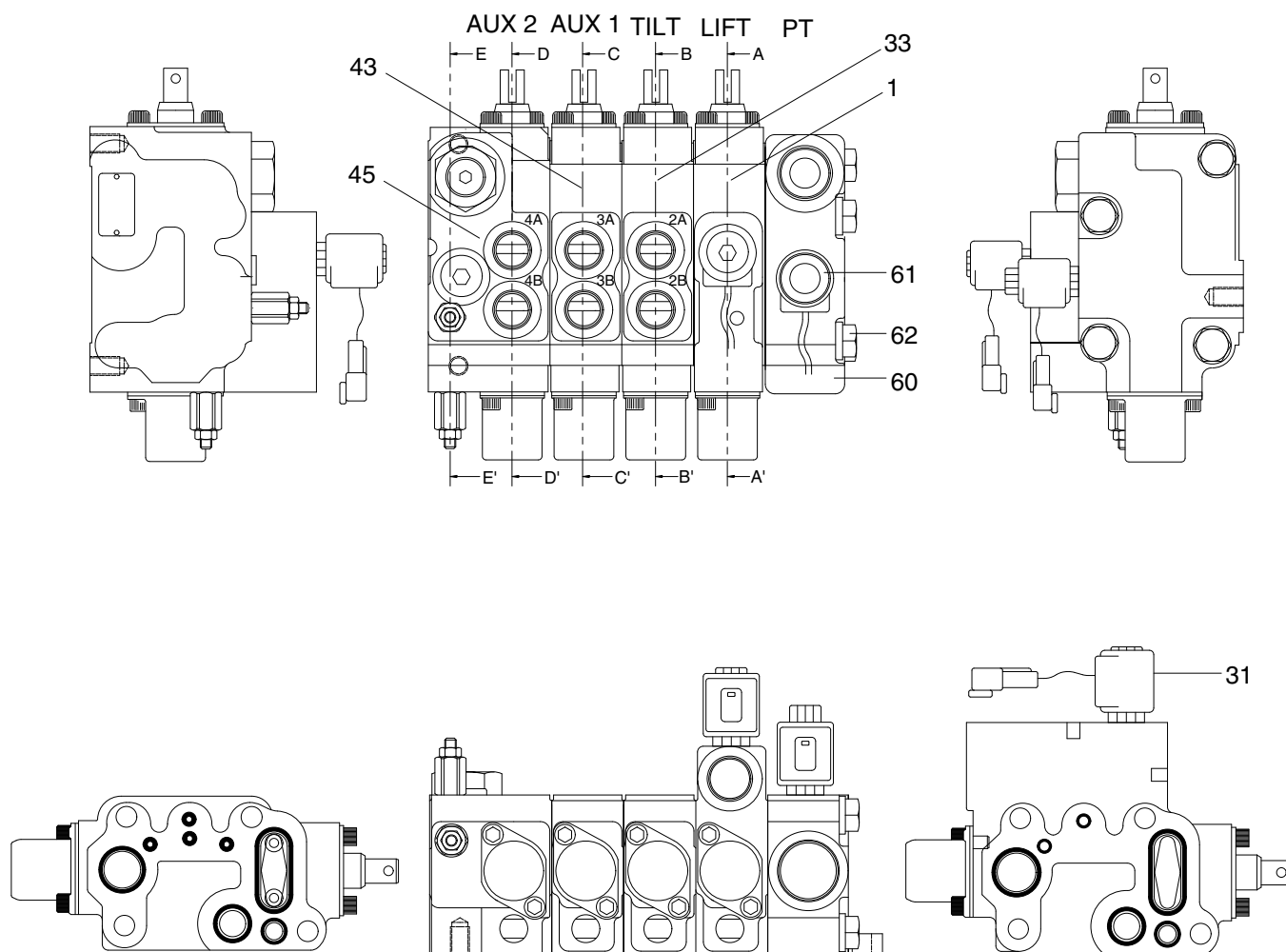
22D9HHS14-1B

- |            |                |            |
|------------|----------------|------------|
| 1 Body     | 7 End plug     | 13 Spring  |
| 2 BF spool | 8 LS plug      | 14 Orifice |
| 3 SF spool | 9 BF plug      | 15 Orifice |
| 4 BF spool | 10 Relief plug | 16 Shim    |
| 5 Spring   | 11 Tank plug   |            |
| 6 O-ring   | 12 Piston      |            |

## 4. MAIN CONTROL VALVE

### 1) STRUCTURE

(1) 4 spool, with OPSS

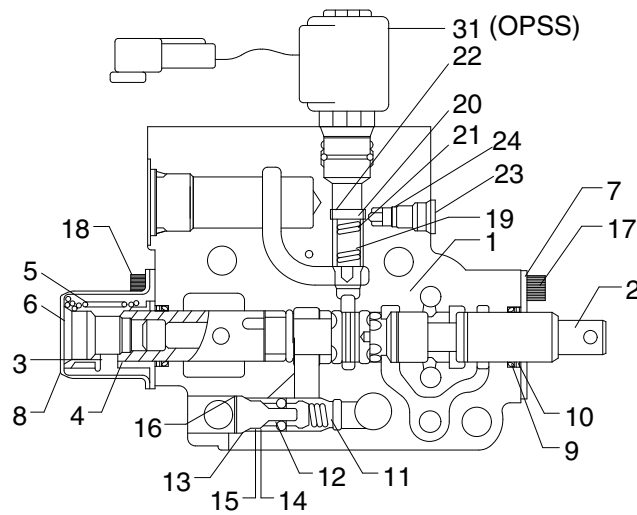
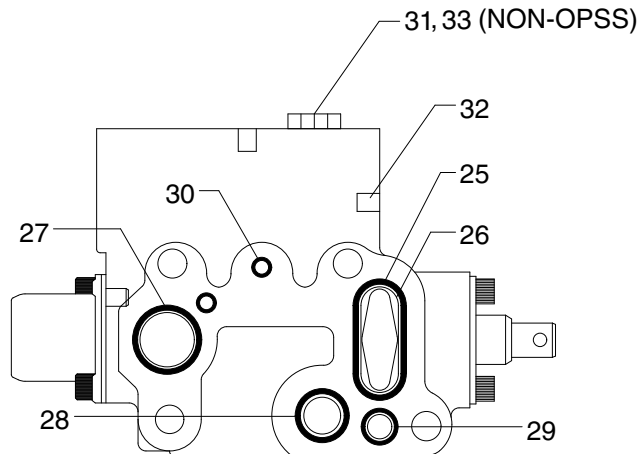


25L9AHS11

1	Lift block	43	Auxiliary block	61	Solenoid valve
31	Solenoid valve	45	Work block	62	Bolt
33	Tilt block	60	PT block		

Port	Port name	Port size	Remark
P	Inlet port	1-1/16-12 UN	
T	Tank port	1-5/16-12 UN	
1A	Lift port	1-1/16-12 UN	
2A	Tilt port-forward	1-1/16-12 UN	
2B	Tilt port-backward	1-1/16-12 UN	
3A 3B	Auxiliary 1 port	1-1/16-12 UN	
4A 4B	Auxiliary 2 port	1-1/16-12 UN	
G	Gauge port	9/16-18 UNF	

• Lift block assy



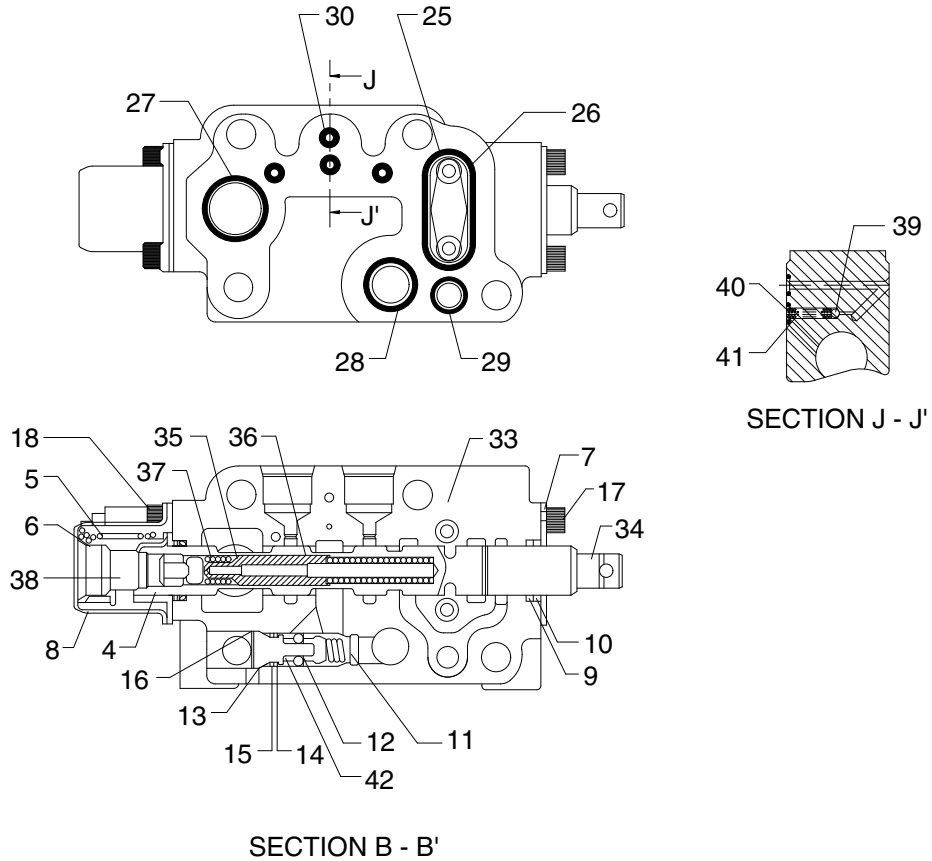
SECTION A - A'

25L9AHS12

1	Lift block	12	Check spring	23	End plug
2	Lift spool	13	Control seat	24	Plug
3	Lock plug	14	O-ring	25	O-ring
4	O-ring	15	Back up ring	26	Cage
5	Return spring	16	Stop ring	27	O-ring
6	Spring seat	17	Bolt	28	O-ring
7	Plate	18	Bolt	29	O-ring
8	Cap	19	Check poppet	30	O-ring
9	O-ring	20	Washer	31	Solenoid valve
10	Back up ring	21	Spring	32	Plug
11	Inlet poppet	22	Snap ring	33	O-ring



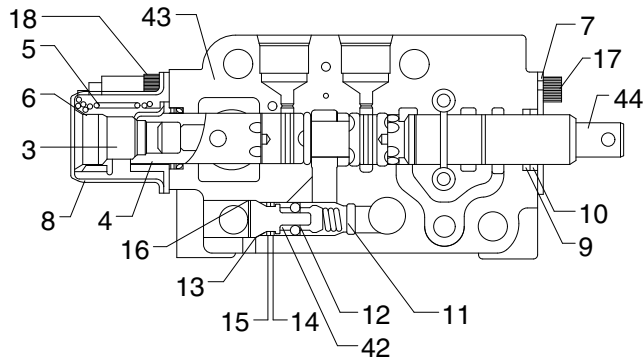
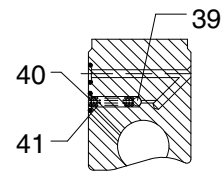
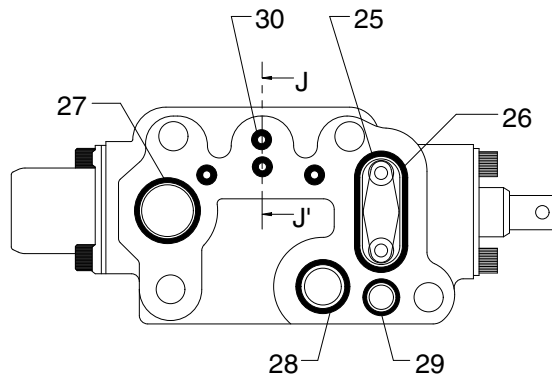
• Tilt block assy



25L9AHS13

4	O-ring	14	O-ring	33	Tilt block
5	Return spring	15	Back up ring	34	Tilt spool
6	Spring seat	16	Stop ring	35	Tilt piston
7	Plate	17	Bolt	36	O-ring
8	Cap	25	O-ring	37	Lock spring
9	O-ring	26	Cage	38	Lock plug
10	Back up ring	27	O-ring	39	Ball
11	Inlet poppet	28	O-ring	40	LS inner spring
12	Check spring	29	O-ring	41	LS spring
13	Control seat	30	O-ring	42	Control nut

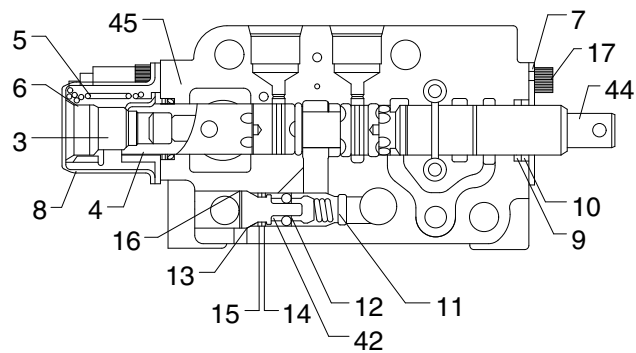
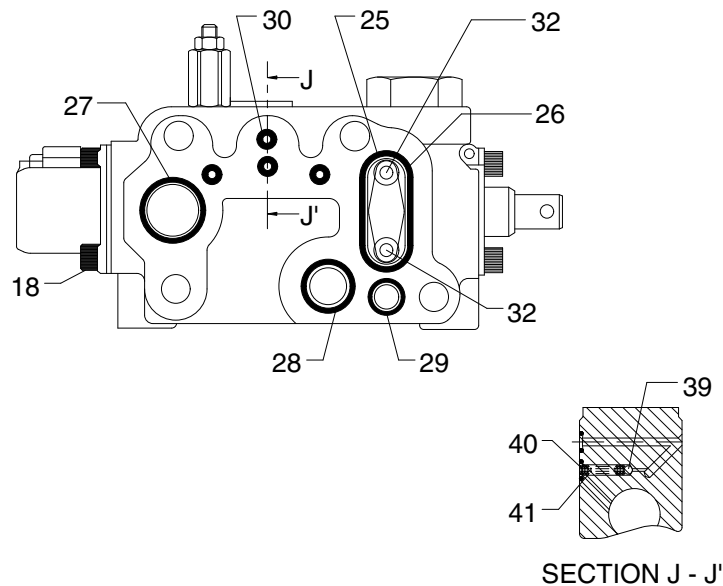
• Auxiliary 1 block assy



25L9AHS14

3	Lock plug	13	Control seat	29	O-ring
4	O-ring	14	O-ring	30	O-ring
5	Return spring	15	Back up ring	39	Ball
6	Spring seat	16	Stop ring	40	LS inner spring
7	Plate	17	Bolt	41	LS spring
8	Cap	18	Bolt	42	Control nut
9	O-ring	25	O-ring	43	Auxiliary block
10	Back up ring	26	Cage	44	Auxiliary spool
11	Inlet poppet	27	O-ring		
12	Check spring	28	O-ring		

• Auxiliary 2 block assy

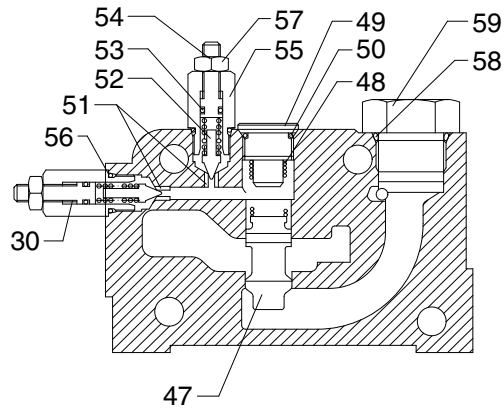


SECTION D - D'

25L9AHS15

3	Lock plug	13	Control seat	29	O-ring
4	O-ring	14	O-ring	30	O-ring
5	Return spring	15	Back up ring	39	Ball
6	Spring seat	16	Stop ring	40	LS inner spring
7	Plate	17	Bolt	41	LS spring
8	Cap	18	Bolt	42	Control nut
9	O-ring	25	O-ring	44	Auxiliary spool
10	Back up ring	26	Cage	45	Work block
11	Inlet poppet	27	O-ring		
12	Check spring	28	O-ring		

• Inlet section assy



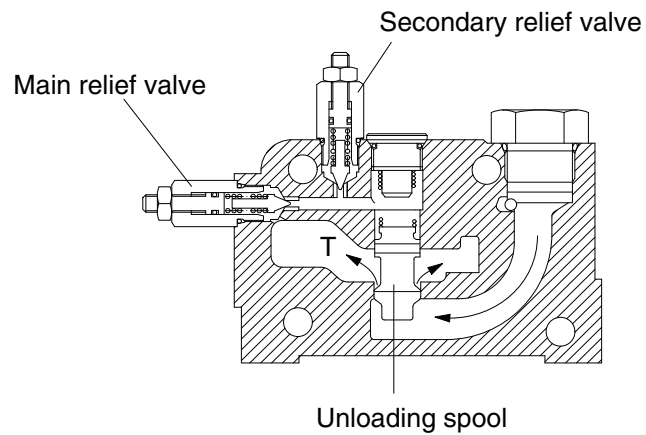
SECTION E - E'

- 47 Unloading spool
- 48 Spring
- 49 Work plug
- 50 O-ring
- 51 Relief seat
- 52 Relief poppet
- 53 Relief spring
- 54 Control screw
- 55 Relief plug
- 56 O-ring
- 57 Lock nut
- 58 O-ring
- 59 Cage plug

25L9AHS16

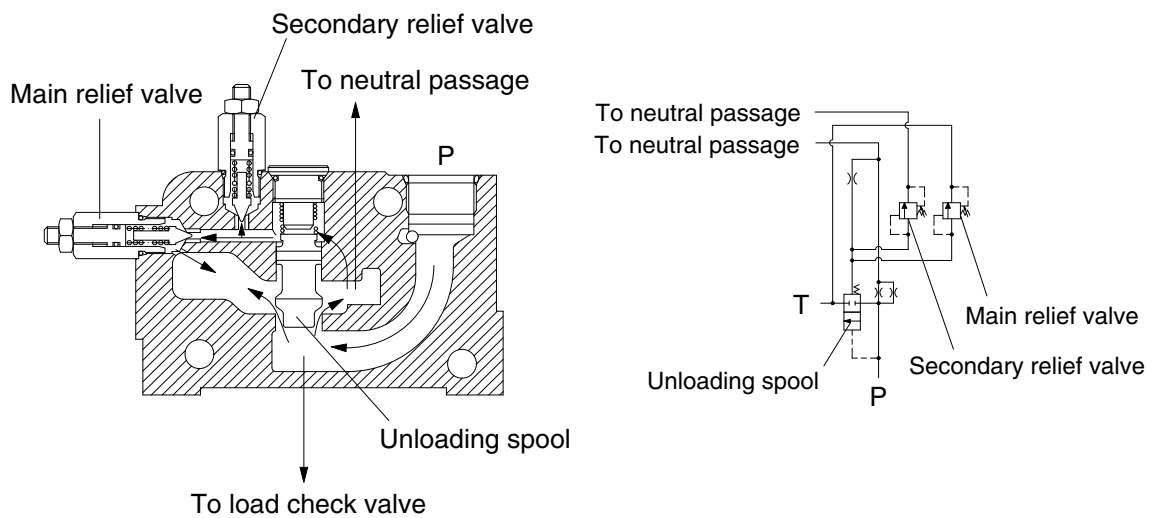
## 2) INLET SECTION OPERATION

### (1) Structure and description



25L9AHS17

### (2) Operation



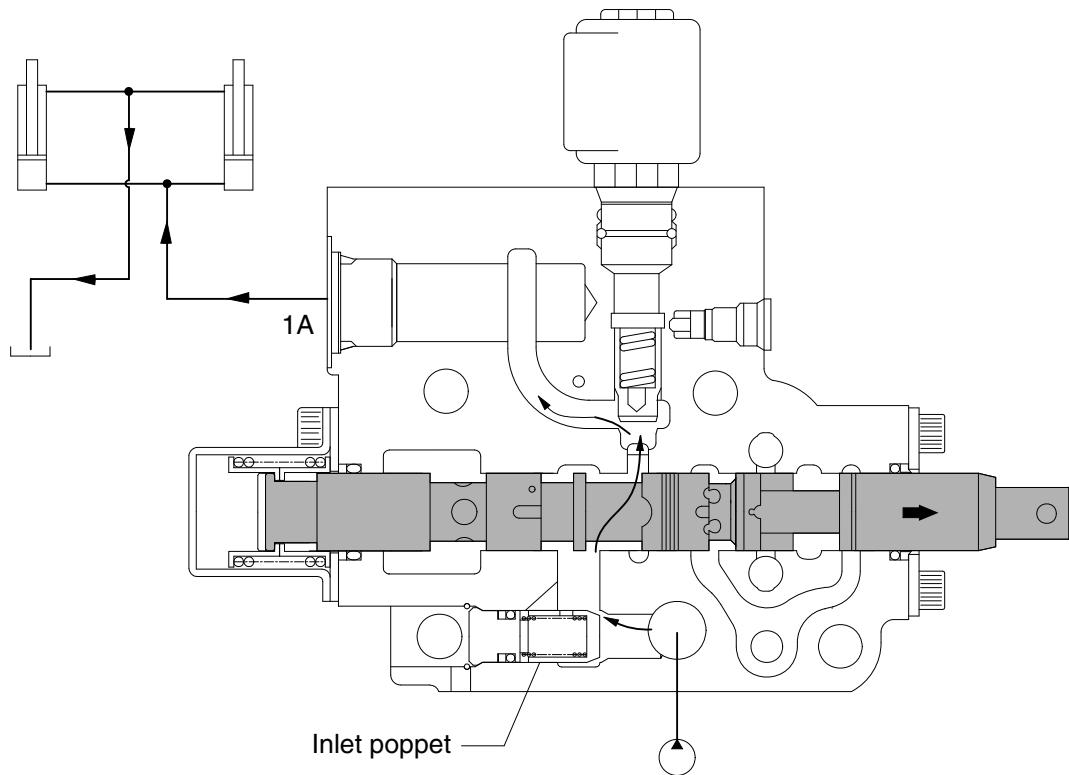
25L9AHS18

Oil flows from P (pump) port to hydraulic oil tank (T) by pushing unloading spool.

Before the center bypass line closed, unloading spool is keep opening, so pump port (P) and tank port (T) are always connected in operation to minimize heat generation.

### 3) LIFT SECTION OPERATION

#### (1) Lift position



25L9AHS19

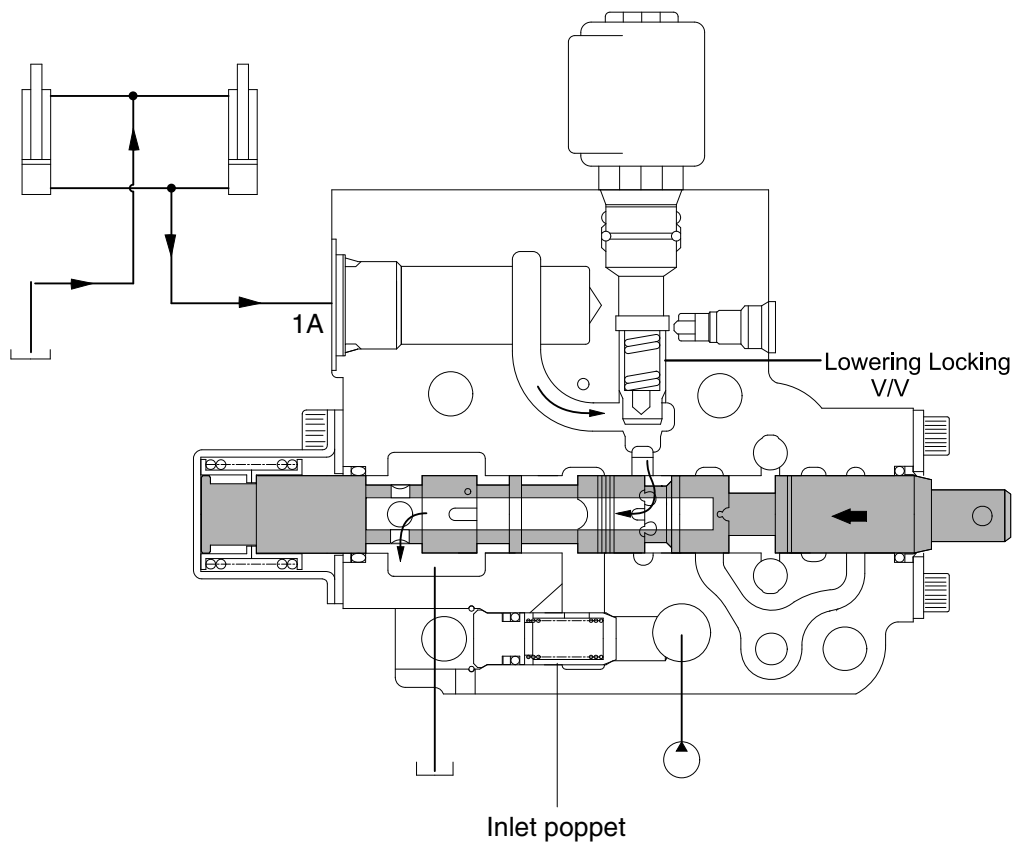
When the lift control lever is pulled back, the spool moves to the right and the neutral passage is closed.

The oil supplied from the pump pushes up the inlet poppet and flow into lift cylinder port (1A).

The pump pressure reaches proportionally the load of cylinder and fine control finished by shut off of the neutral passage.

The return oil from cylinder flows into the tank.

## (2) Lower position



25L9AHS20

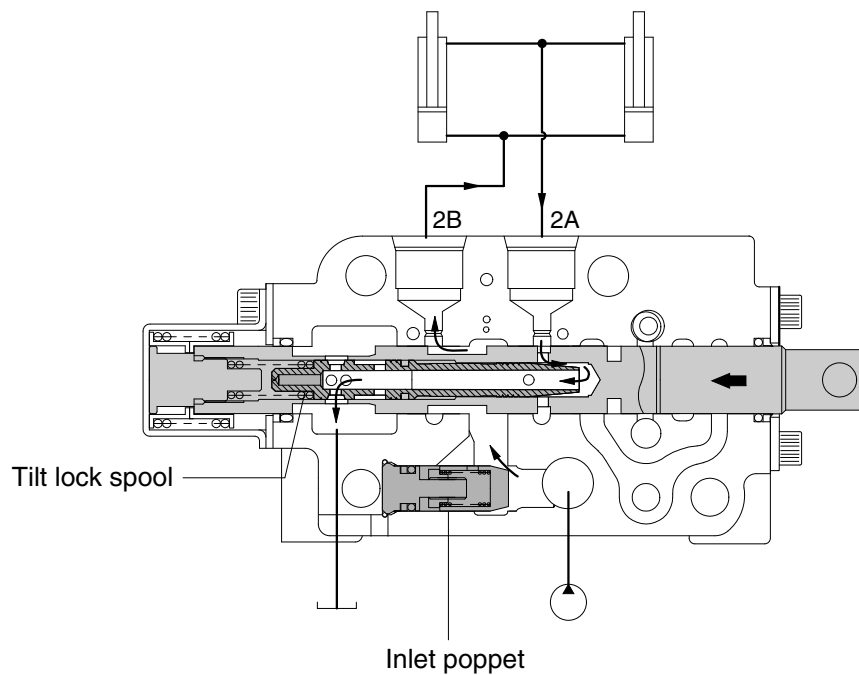
When the lift control lever is pushed forward, the spool moves to the left and the neutral passage is closed.

The spool moves to the lift lower position, opening up the neutral passage to tank and (1A) → T.

In lift lower position the fork drops due to its own weight.

#### 4) TILT SECTION OPERATION

##### (1) Tilt forward position



25L9AHS21

When the tilt control lever is pushed forward, the spool moves to the left and the neutral passage is closed.

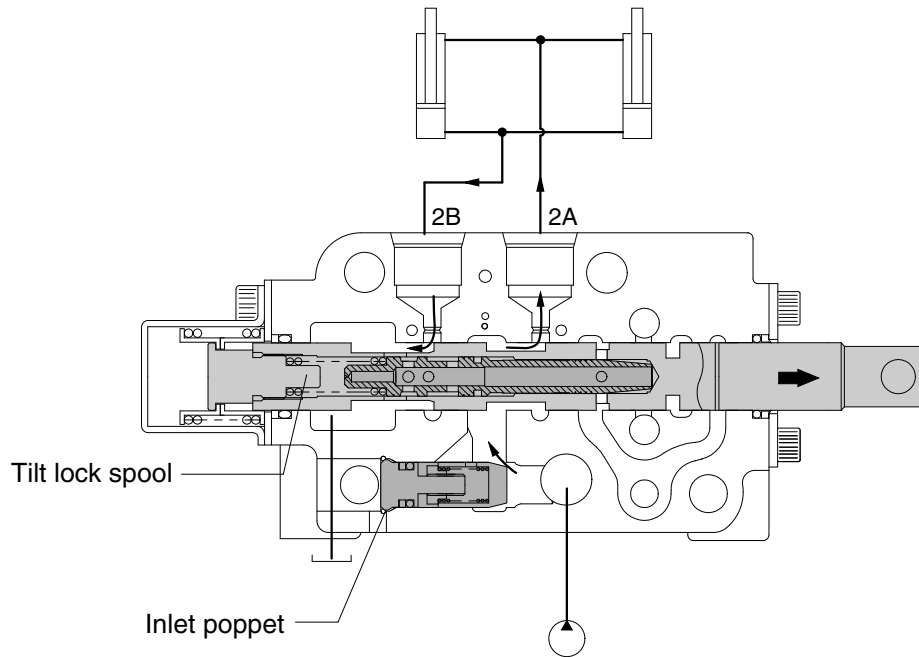
The oil supplied from the pump pushes up the inlet poppet and flow into tilt cylinder port (2B).

The pump pressure reaches proportionally the load of cylinders and fine control finished by closing the neutral passage.

The return oil from cylinder port (2A) flows into the tank through the hole of the tilt lock spool.



## (2) Tilt backward position



25L9AHS22

When the tilt control lever is pulled back, the spool moves to the right and the neutral passage is closed.

The oil supplied from the pump pushes up the inlet poppet and flows into tilt cylinder port (2A).

The pump pressure reaches proportionally the load of cylinder and fine control finished by shut off of the neutral passage.

The return oil from cylinder port (2B) flows into the tank via the low pressure passage.

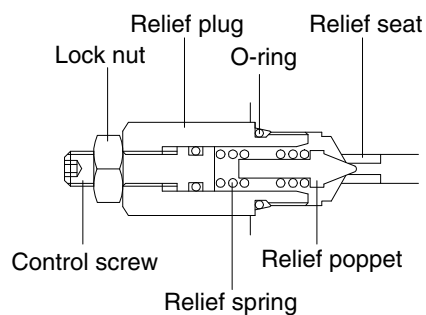
## 5) MAIN RELIEF VALVE

### (1) Pressure setting

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

#### Procedure

- ① Loosen lock nut.
- ② Set control screw to desired pressure setting.
- ③ Tighten lock nut.
- ④ Retest in similar manner as above.

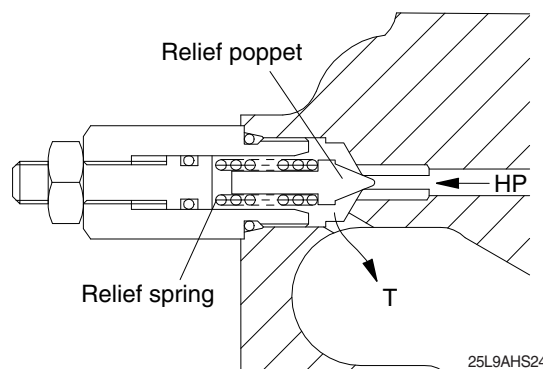


Operating pressure : 220 bar

25L9AHS23

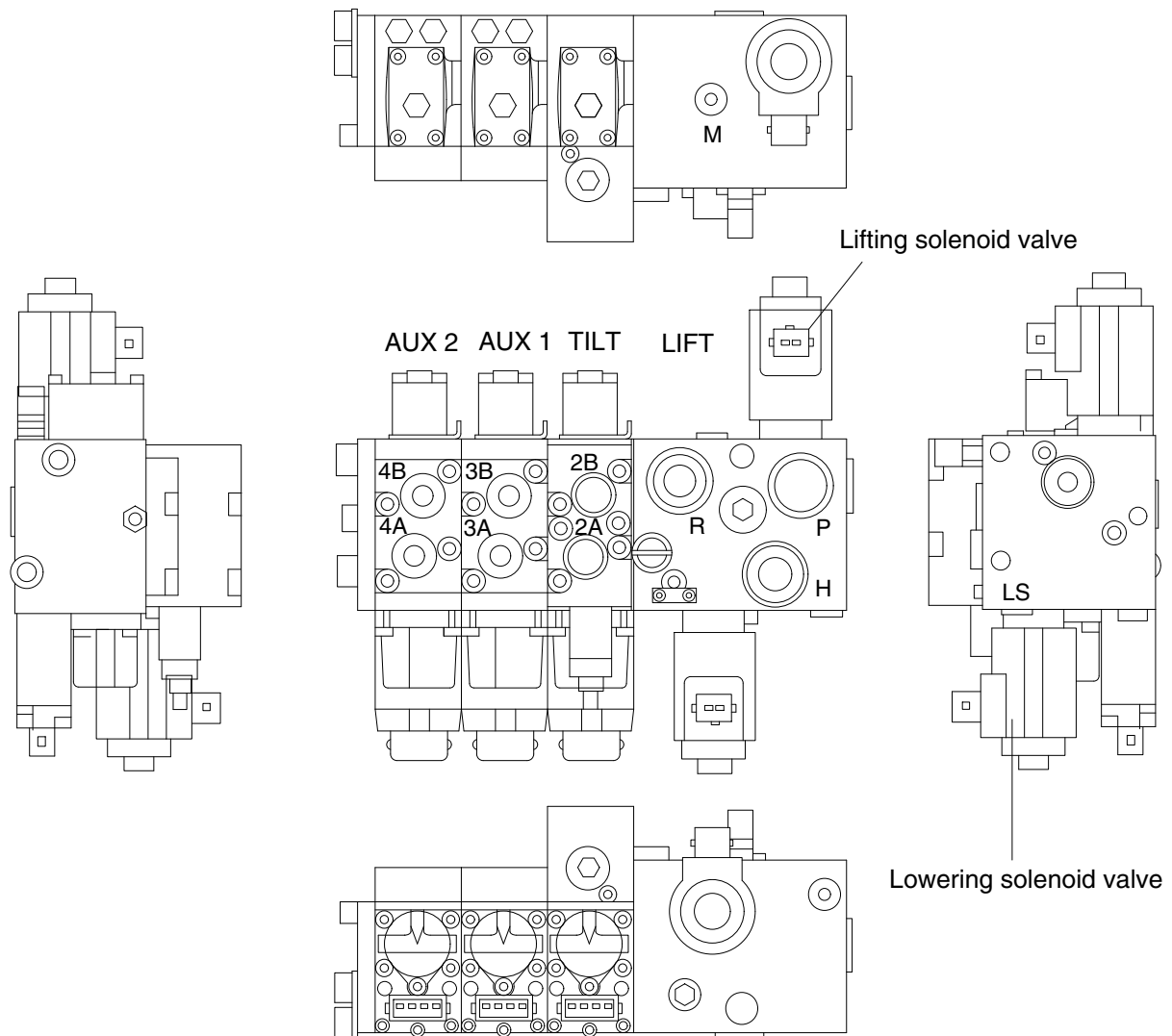
### (2) Operation

Pressurized oil over the relief pressure pushes relief poppet and flows to tank passage, therefore the system pressure keeps under the adjusted relief pressure.



25L9AHS24

## 5. MAIN CONTROL VALVE (finger tip, 4-spool)

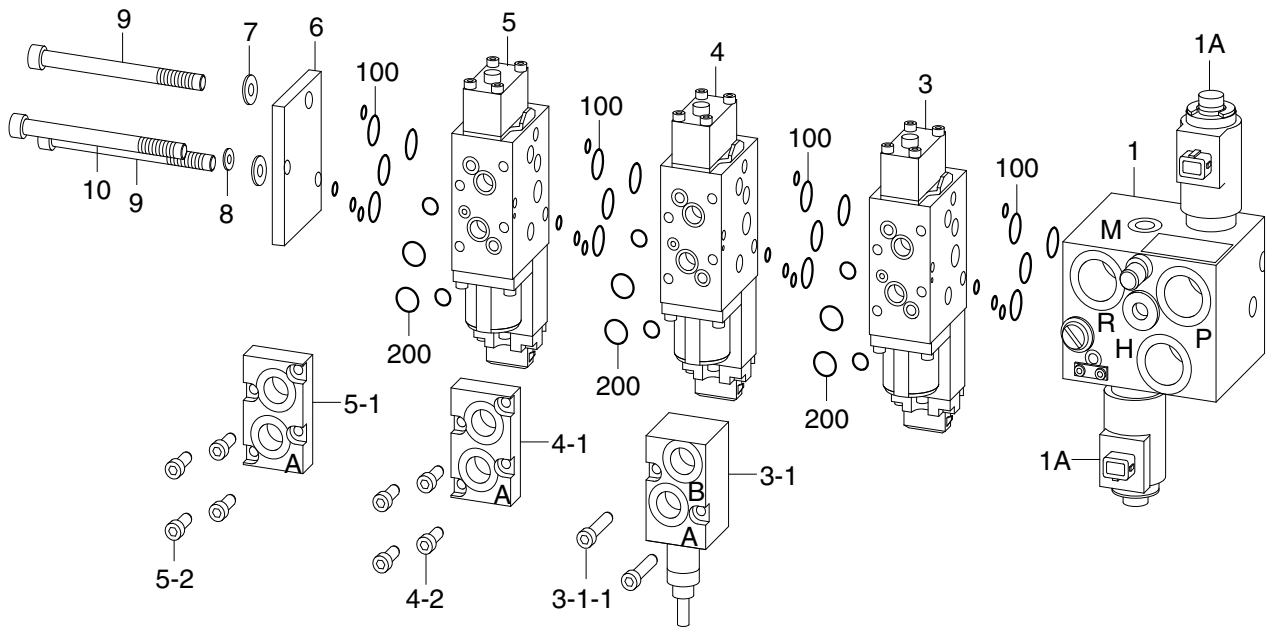


25L9AHS25

Port	Port name	Port size	Tightening torque
P	Inlet port	1 1/16-12 UN	9.5 kgf·m (68.7 lbf·ft)
R	Tank port	1 1/16-12 UN	9.5 kgf·m (68.7 lbf·ft)
H	Lift port	1 1/16-12 UN	9.5 kgf·m (68.7 lbf·ft)
2A	Tilt port-forward	9/16-18 UNF	3 kgf·m (21.7 lbf·ft)
2B	Tilt port-backward	9/16-18 UNF	3 kgf·m (21.7 lbf·ft)
3A 3B	Auxiliary 1 port	3/4-16 UNF	5 kgf·m (36.2 lbf·ft)
4A 4B	Auxiliary 2 port	3/4-16 UNF	5 kgf·m (36.2 lbf·ft)
LS	Load sensing port	7/16-20 UNF	-

## 2) PARTS LIST

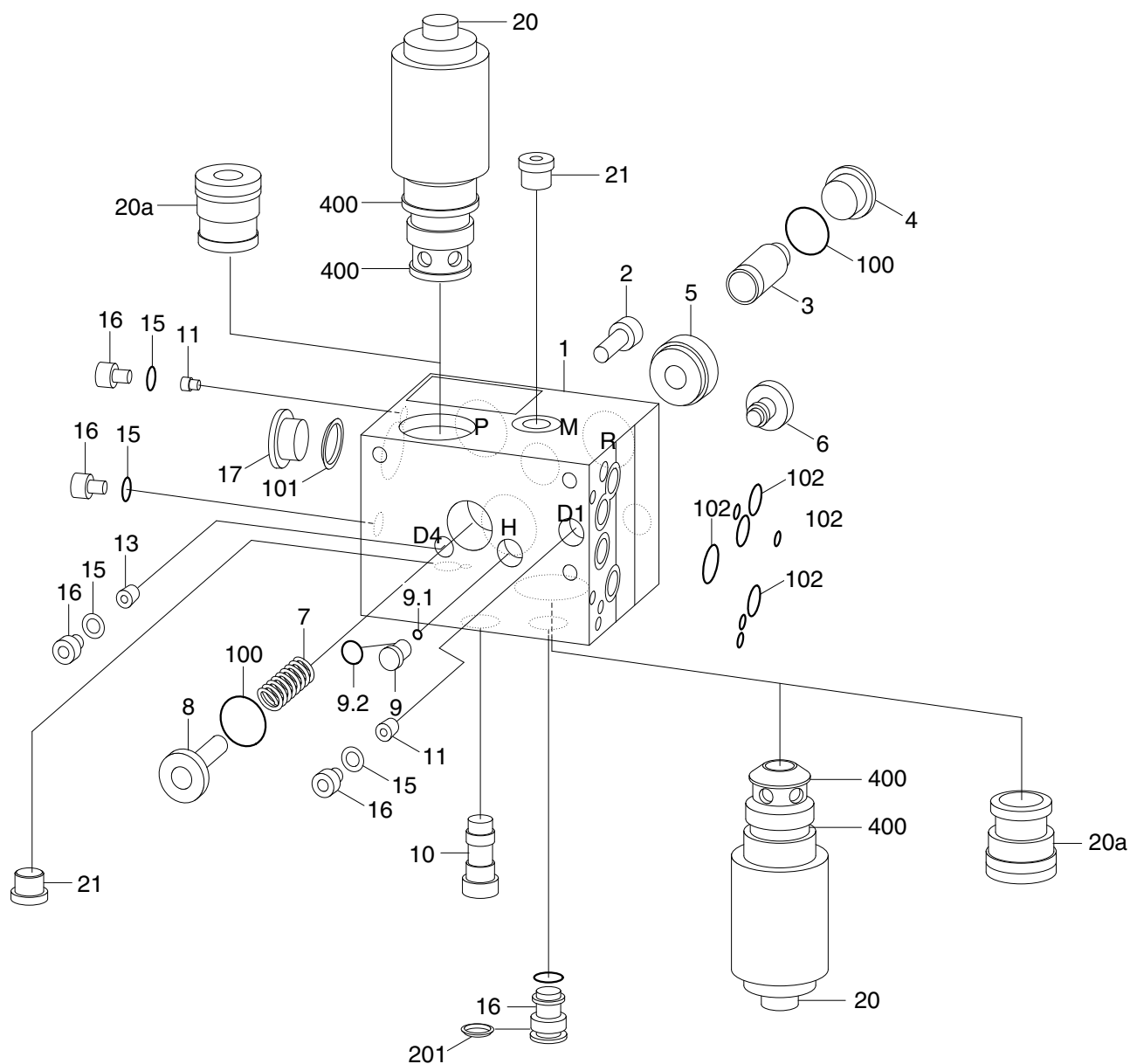
### (1) Assembly



25L9AHS26

1	Main block assy	4.1	Adapter	7	Plain washer
1A	Solenoid valve	4.2	Socket head screw	8	Plain washer
3	Tilt block assy	5	Auxiliary 2 block assy	9	Tension rod
3.1	Adapter	5.1	Adapter	10	Tension rod
3.3.1	Socket head screw	5.2	Socket head screw	100	Sect/sect seal kit
4	Auxiliary 1 block assy	6	End block	200	Sect/adapter seal kit

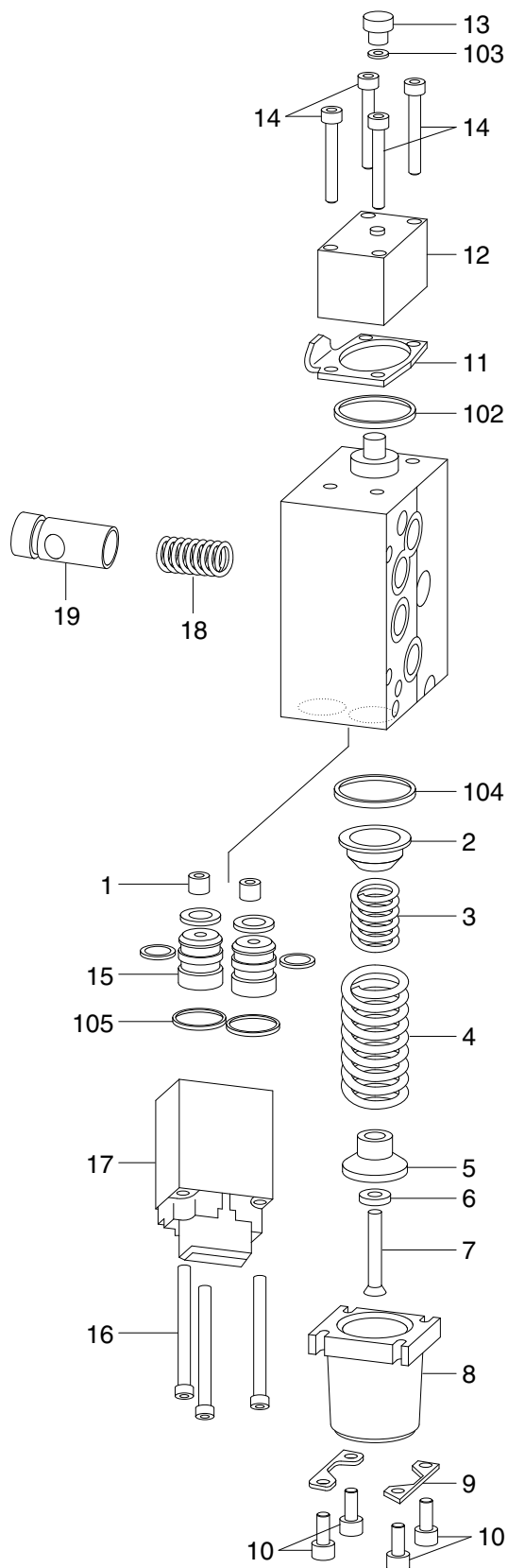
## (2) Main block



25L9AHS27

- |   |                   |     |                     |     |                    |
|---|-------------------|-----|---------------------|-----|--------------------|
| 1 | Connection block  | 9-1 | Ball                | 18  | Tapped plug        |
| 2 | Main relief valve | 9-2 | O-ring              | 20  | Solenoid valve     |
| 3 | Controller spool  | 10  | Dampening           | 21  | Tapped plug        |
| 4 | Tapped plug       | 11  | Orifice             | 100 | O-ring             |
| 5 | Plug              | 13  | Gab filter screw    | 101 | O-ring             |
| 6 | Plug              | 14  | Gab filter screw    | 102 | Sect/sect seal kit |
| 7 | Spring            | 15  | Soft iron seal ring | 200 | O-ring             |
| 8 | Screw             | 16  | Socket head screw   | 201 | O-ring             |
| 9 | Shuttle valve     | 17  | Tapped plug         | 400 | Seal kit           |

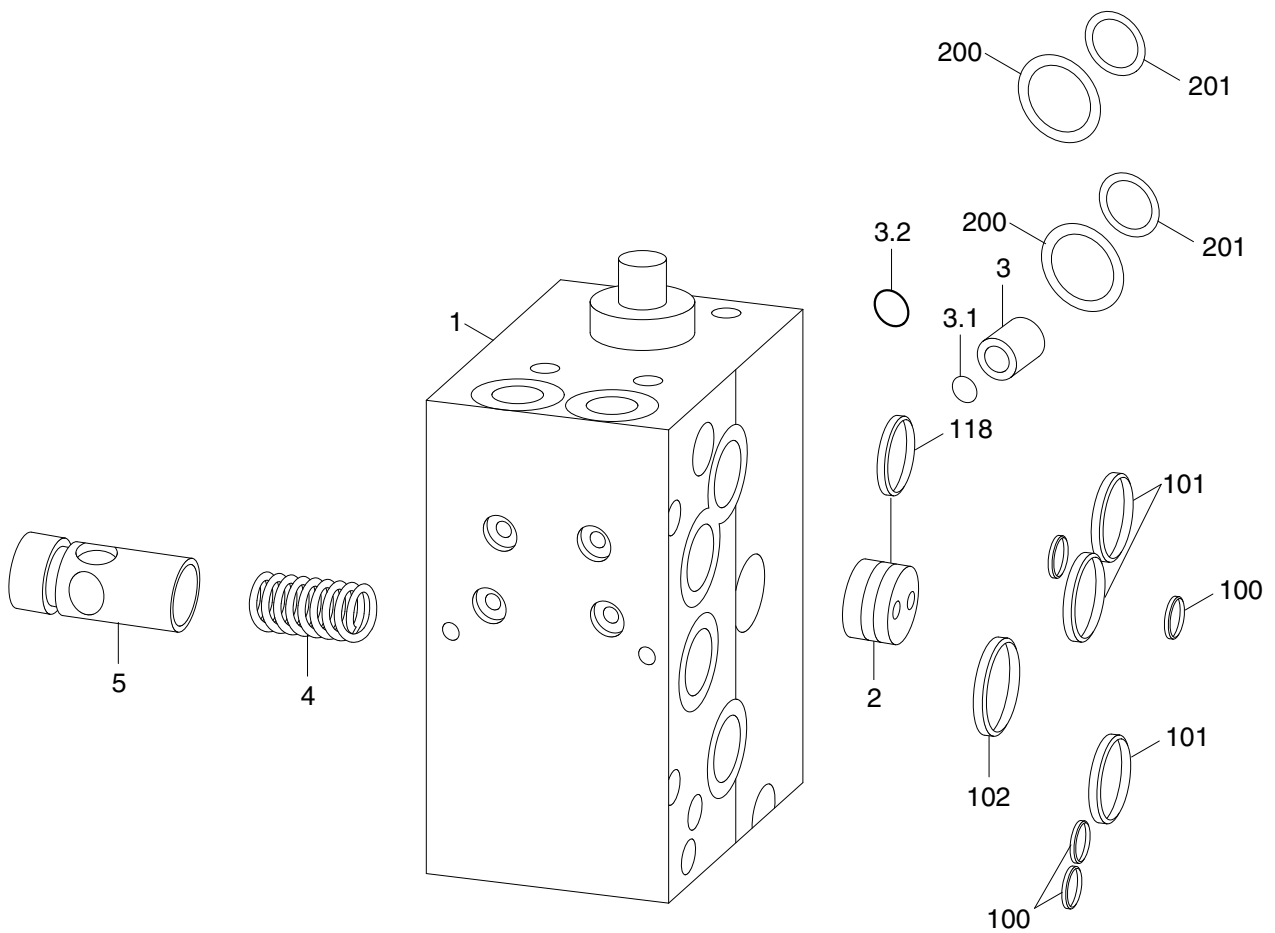
### (3) Tilt and aux block (1/2)



- 1 Orifice
- 2 Spring cap
- 3 Spring
- 4 Spring
- 5 Spring cap
- 6 Disc
- 7 Flat head screw
- 8 Housing
- 9 Flange
- 10 Socket head screw
- 11 Spacer
- 12 Housing
- 13 Hex head screw
- 14 Socket head screw
- 15 Spool
- 16 Socket head screw
- 17 Proportional twin solenoid
- 18 Spring
- 19 Controller spool
- 102 O-ring
- 103 O-ring
- 104 O-ring
- 105 O-ring

25L9AHS28

#### (4) Tilt and aux block (2/2)



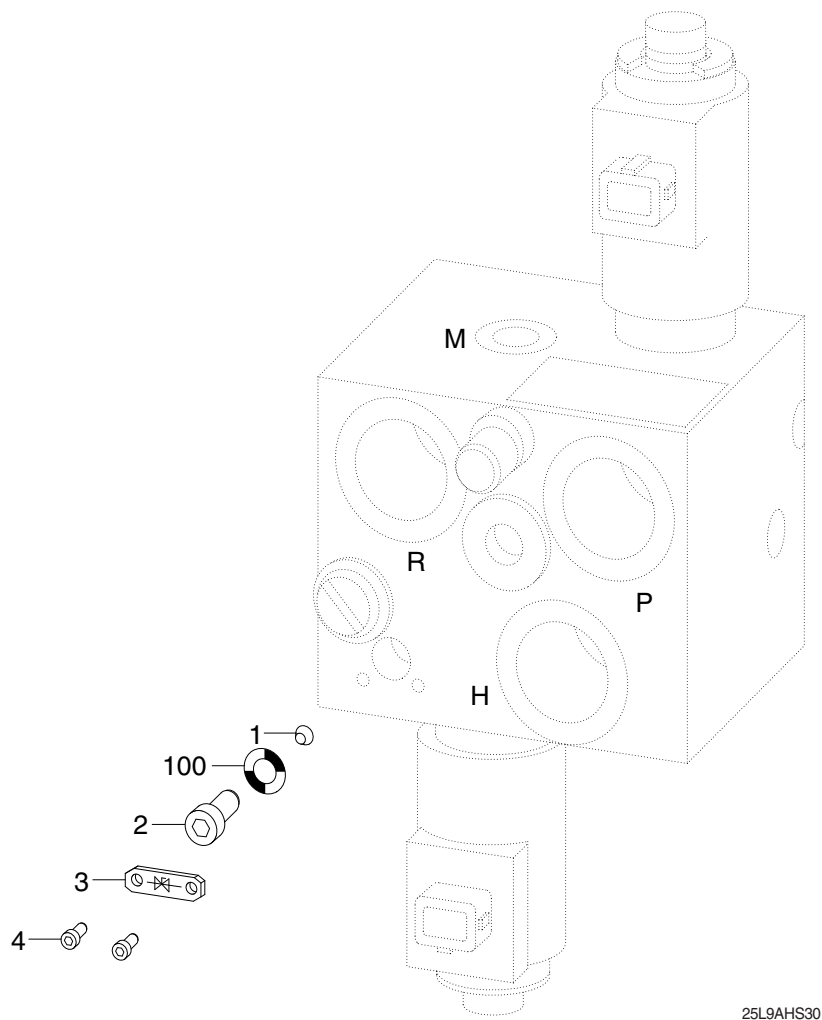
25L9AHS29

1 Spool valve body  
2 Tapped plug  
3 Shuttle valve  
3-1 Ball  
3-2 O-ring

4 Spring  
5 Controller spool  
100 O-ring  
101 O-ring  
102 O-ring

118 Seal kit  
200 O-ring  
201 O-ring

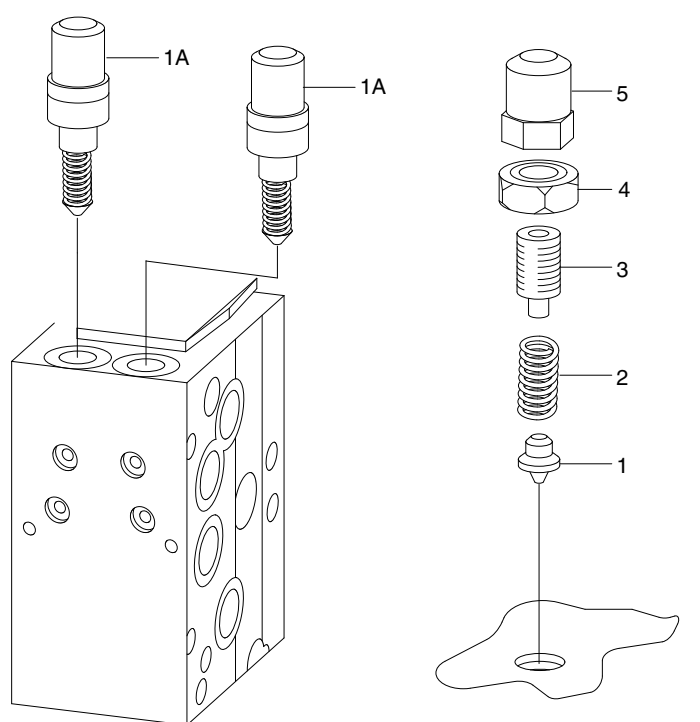
## (5) Emergency drain



- 1 Ball
- 2 Socket head screw
- 3 Type plate
- 4 Socket head screw
- 100 O-ring

25L9AHS30

## (6) Auxiliary relief valve

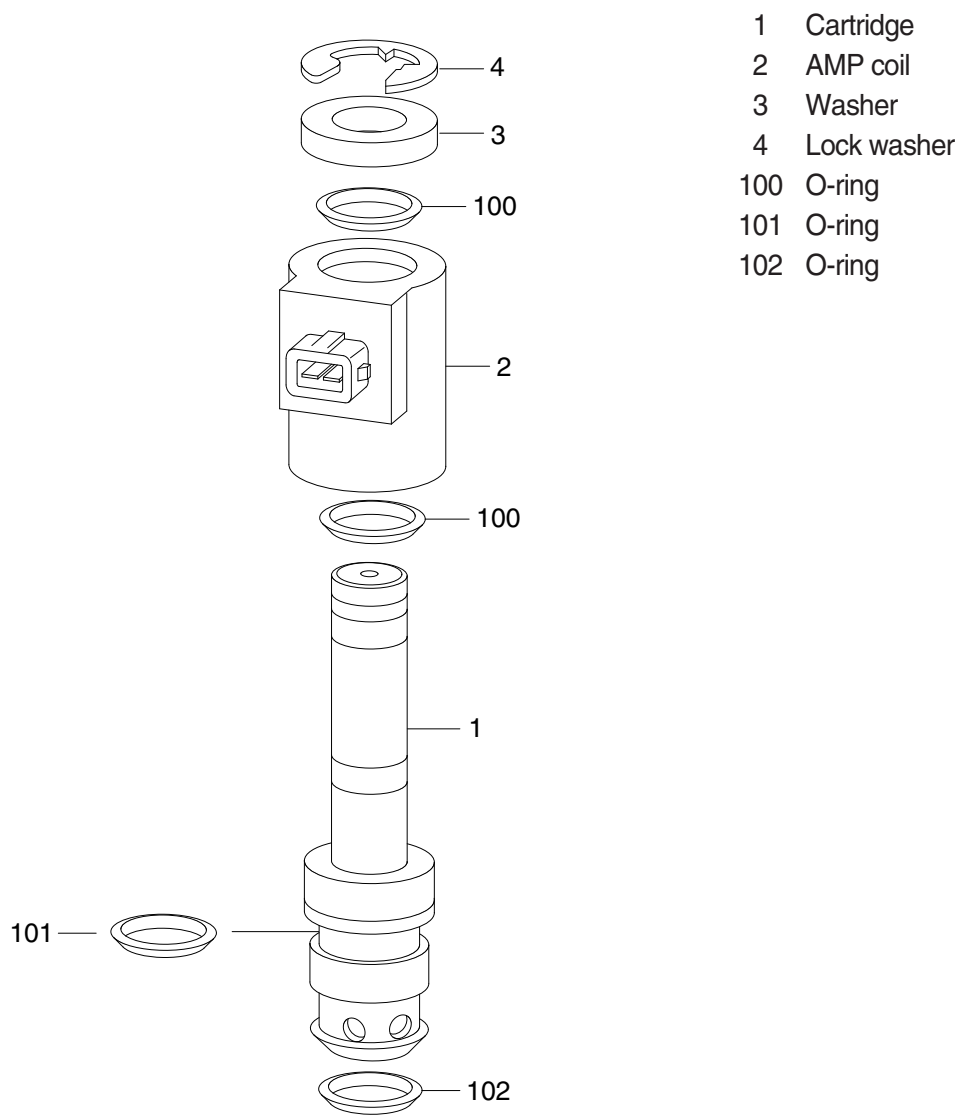


- 1A Pressure limiting valve
- 1 Valve cone
- 2 Spring
- 3 Screw
- 4 Seal nut
- 5 Cap nut

25L9AHS32



## (7) Solenoid valve

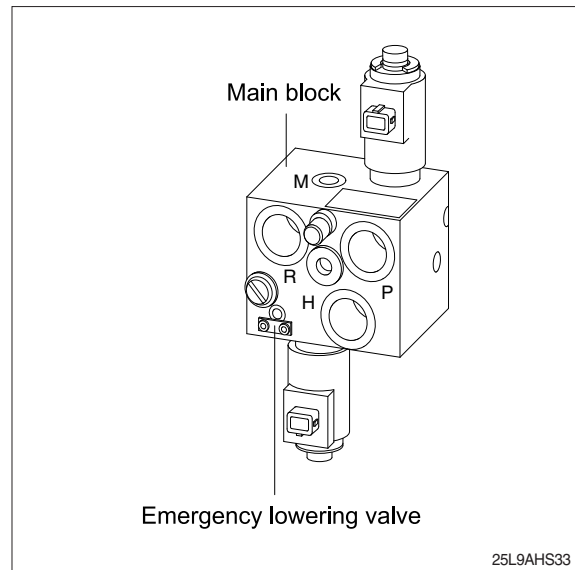


25L9AHS31

### 3) EMERGENCY LOWERING

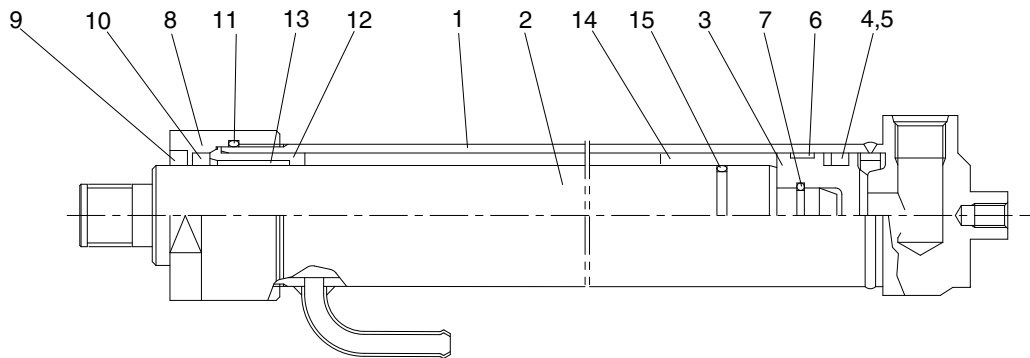
In case of the mast cannot be lowered due to a problem in the controller, active the emergency lowering valve on the valve block with hexagonal wrench.

- (1) Turn off the electric emergency switch.
- (2) Rotate counter clockwise the emergency lowering valve using hexagonal wrench and lower the mast and the load carriage slowly.
- (3) After lowering, close the emergency lowering valve.



## 6. LIFT CYLINDER

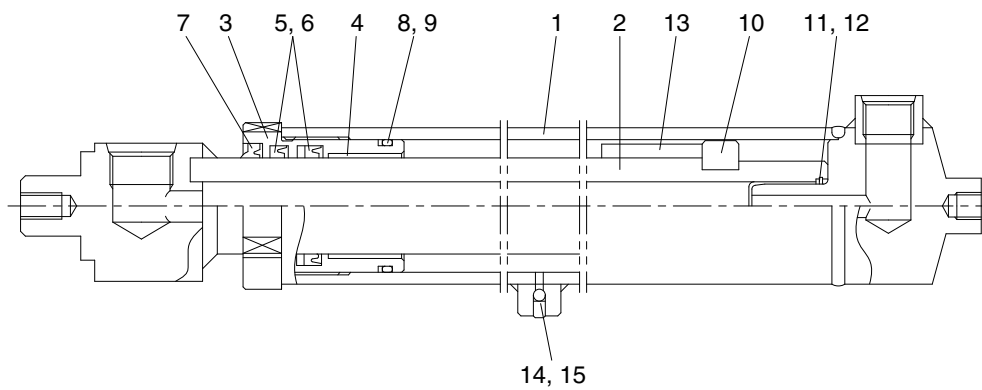
### 1) V-MAST



D255HS18

- |                 |                  |               |
|-----------------|------------------|---------------|
| 1 Tube assembly | 6 Wear ring      | 11 O-ring     |
| 2 Rod           | 7 Retaining ring | 12 Guide      |
| 3 Piston        | 8 Gland          | 13 DU bushing |
| 4 Piston seal   | 9 Dust wiper     | 14 Spacer     |
| 5 Back up ring  | 10 Rod seal      | 15 O-ring     |

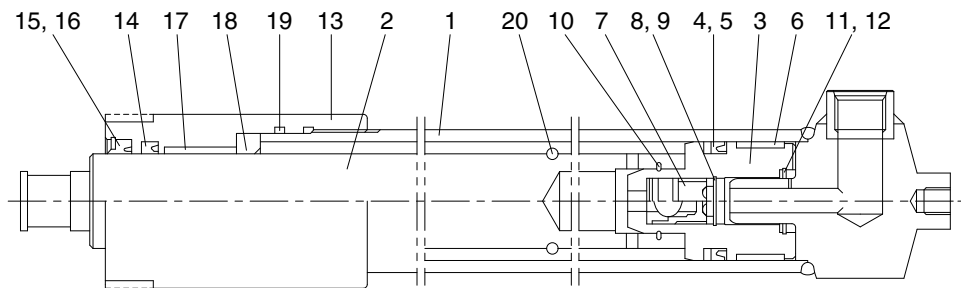
### 2) VF AND VS-MAST



22B9FHS20

- |                 |                |                   |
|-----------------|----------------|-------------------|
| 1 Tube assembly | 6 Back up ring | 11 Cushion seal   |
| 2 Rod assy      | 7 Dust wiper   | 12 Retaining ring |
| 3 Rod cover     | 8 O-ring       | 13 Spacer         |
| 4 Rod bushing   | 9 Back up ring | 14 Steel ball     |
| 5 U-packing     | 10 Piston ring | 15 Set screw      |

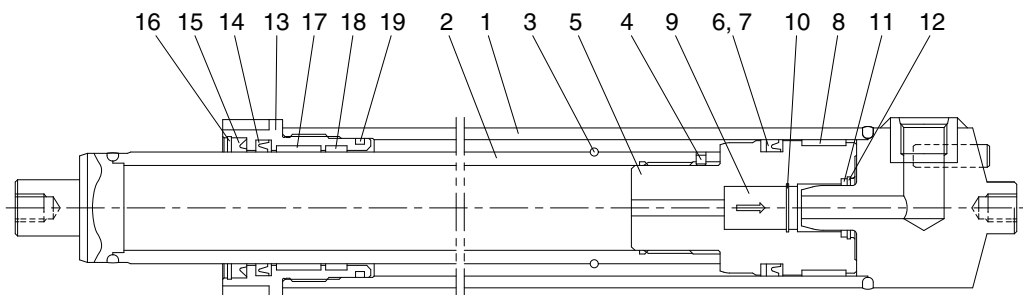
### 3) TF AND TS-MAST



22B9FHS21

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

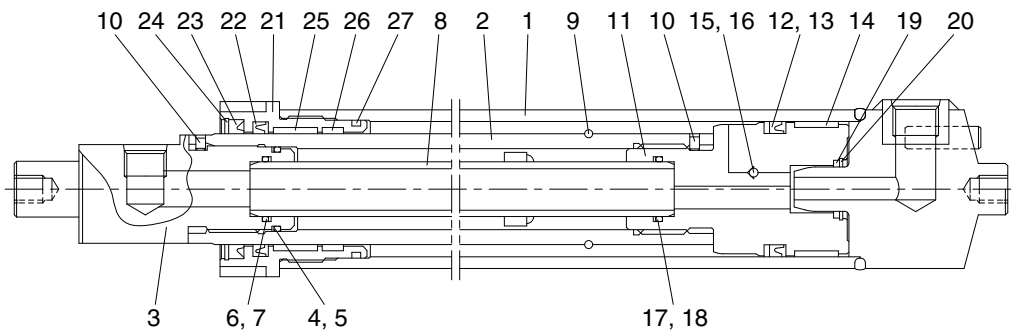
### 4) QF-MAST (LH)



22B9FHS22

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

## 5) QF-MAST (RH)

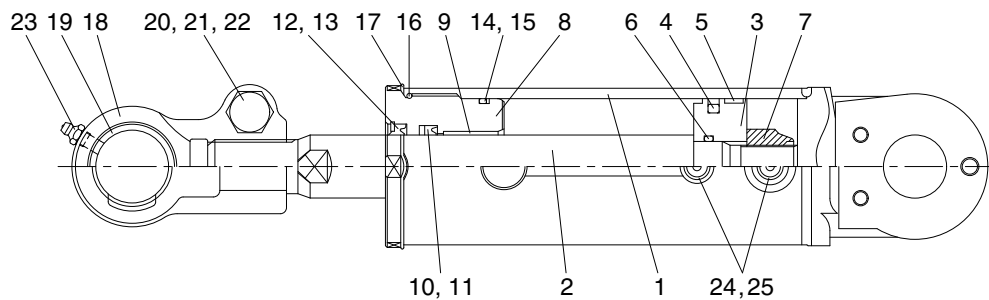


22B9FHS23

1	Tube assembly	10	Set screw	19	Cushion seal
2	Rod	11	Piston	20	Retaining ring
3	Rod end	12	Back up ring	21	Rod cover
4	O-ring	13	U-packing	22	U-packing
5	Back up ring	14	Wear ring	23	Dust wiper
6	O-ring	15	Check valve	24	Retaining ring
7	Back up ring	16	Retaining ring	25	Wear ring
8	Inner rod assembly	17	O-ring	26	Dust ring
9	Stop ring	18	Back up ring	27	O-ring

## 7. TILT CYLINDER

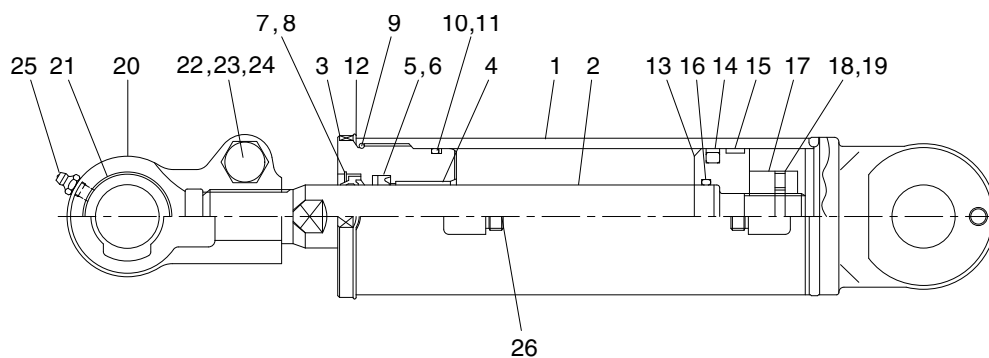
### 1) TYPE 1



22B9FHS24

1	Tube assembly	10	U-packing	19	Spherical bearing
2	Rod	11	Back up ring	20	Hexagon bolt
3	Piston	12	Dust wiper	21	Spring washer
4	Piston seal	13	Snap ring	22	Lock nut
5	Wear ring	14	O-ring	23	Grease nipple
6	O-ring	15	Back up ring	24	O-ring
7	Nylon nut	16	O-ring	25	O-ring
8	Rod cover	17	Lock washer		
9	Rod bushing	18	Rod eye		

### 2) TYPE 2

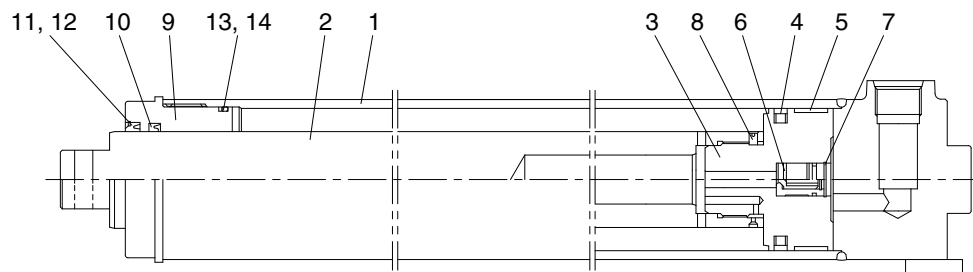


22D9HHS23

1	Tube assembly	10	O-ring	19	Socket bolt
2	Rod	11	Back up ring	20	Rod eye
3	Gland	12	Lock washer	21	Spherical bearing
4	DU bushing	13	Piston	22	Hexagon bolt
5	Rod seal	14	Piston seal	23	Hexagon nut
6	Back up ring	15	Wear ring	24	Spring washer
7	Dust wiper	16	O-ring	25	Grease nipple
8	Snap ring	17	Lock nut	26	O-ring
9	O-ring	18	Steel ball		

## 8. FREE LIFT CYLINDER

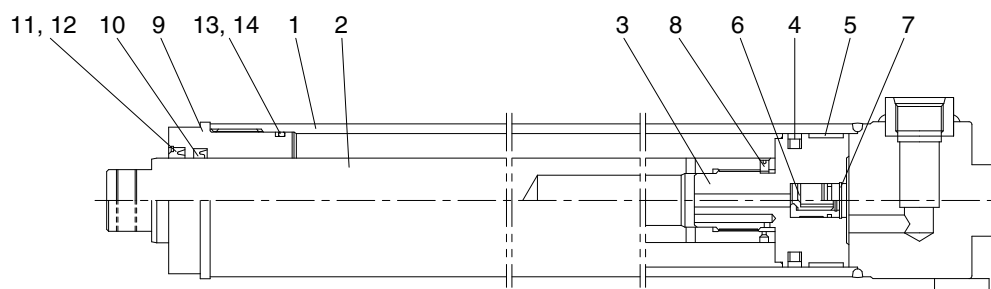
### 1) VF-MAST AND TF-MAST (30/33L-9A only)



25L9AHS34

- |   |               |    |                |    |                |
|---|---------------|----|----------------|----|----------------|
| 1 | Tube assembly | 6  | Check valve    | 11 | Dust wiper     |
| 2 | Rod           | 7  | Retaining ring | 12 | Retaining ring |
| 3 | Piston        | 8  | Set screw      | 13 | O-ring         |
| 4 | Piston seal   | 9  | Rod cover      | 14 | Back up ring   |
| 5 | Wear ring     | 10 | U-packing      |    |                |

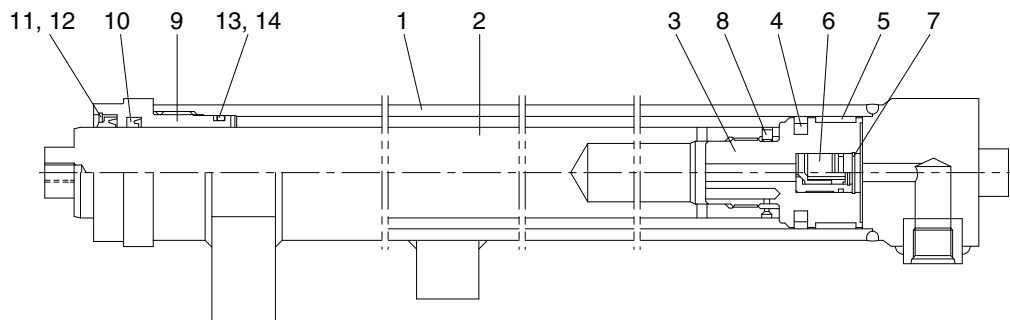
### 2) TF-MAST (25L-9A)



25L9AHS35

- |   |               |    |                |    |                |
|---|---------------|----|----------------|----|----------------|
| 1 | Tube assembly | 6  | Check valve    | 11 | Dust wiper     |
| 2 | Rod           | 7  | Retaining ring | 12 | Retaining ring |
| 3 | Piston        | 8  | Set screw      | 13 | O-ring         |
| 4 | Piston seal   | 9  | Rod cover      | 14 | Back up ring   |
| 5 | Wear ring     | 10 | U-packing      |    |                |

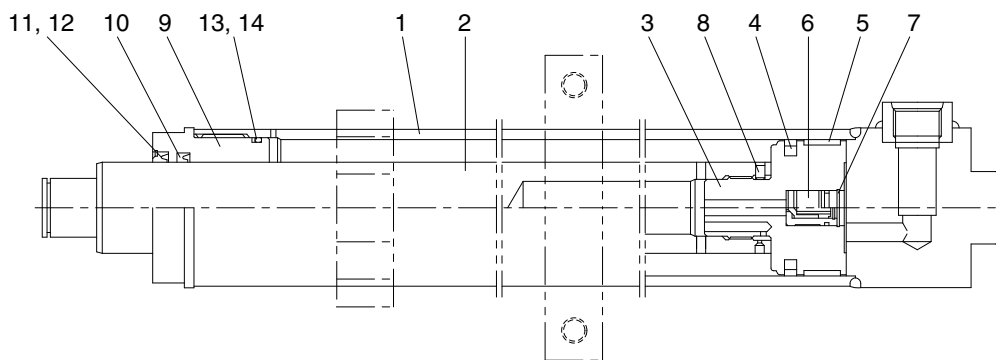
### 3) VS AND TS-MAST (30/33L-9A)



25L9AHS36

- |   |               |    |                |    |                |
|---|---------------|----|----------------|----|----------------|
| 1 | Tube assembly | 6  | Check valve    | 11 | Dust wiper     |
| 2 | Rod           | 7  | Retaining ring | 12 | Retaining ring |
| 3 | Piston        | 8  | Set screw      | 13 | O-ring         |
| 4 | Piston seal   | 9  | Rod cover      | 14 | Back up ring   |
| 5 | Wear ring     | 10 | U-packing      |    |                |

### 4) TS-MAST (25L-9A)

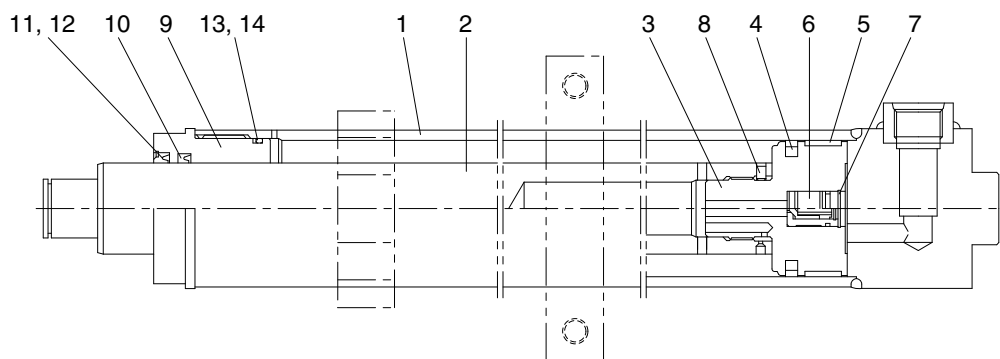


25L9AHS37

- |   |               |    |                |    |                |
|---|---------------|----|----------------|----|----------------|
| 1 | Tube assembly | 6  | Check valve    | 11 | Dust wiper     |
| 2 | Rod           | 7  | Retaining ring | 12 | Retaining ring |
| 3 | Piston        | 8  | Set screw      | 13 | O-ring         |
| 4 | Piston seal   | 9  | Rod cover      | 14 | Back up ring   |
| 5 | Wear ring     | 10 | U-packing      |    |                |



## 5) QF-MAST



25L9AHS38

- |   |               |    |                |    |                |
|---|---------------|----|----------------|----|----------------|
| 1 | Tube assembly | 6  | Check valve    | 11 | Dust wiper     |
| 2 | Rod           | 7  | Retaining ring | 12 | Retaining ring |
| 3 | Piston        | 8  | Set screw      | 13 | O-ring         |
| 4 | Piston seal   | 9  | Rod cover      | 14 | Back up ring   |
| 5 | Wear ring     | 10 | U-packing      |    |                |

## 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

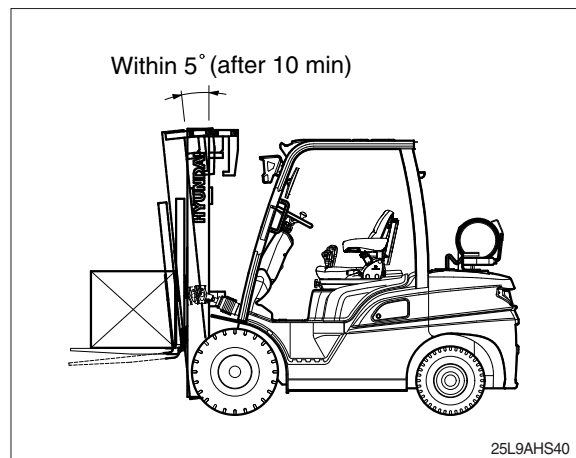
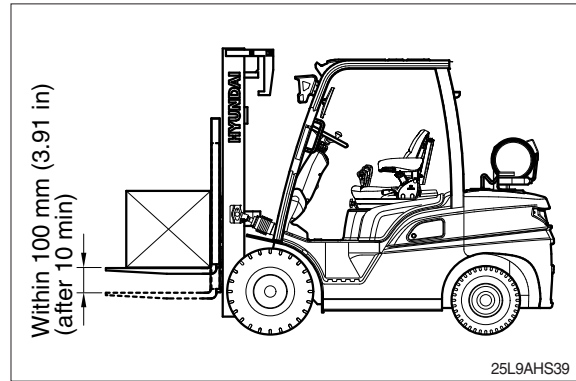
- Down (Downward movement of forks)  
: Within 100 mm (3.9 in)
- Forward (Extension of tilt cylinder)  
: Within 5°

- (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)
----------	------------------



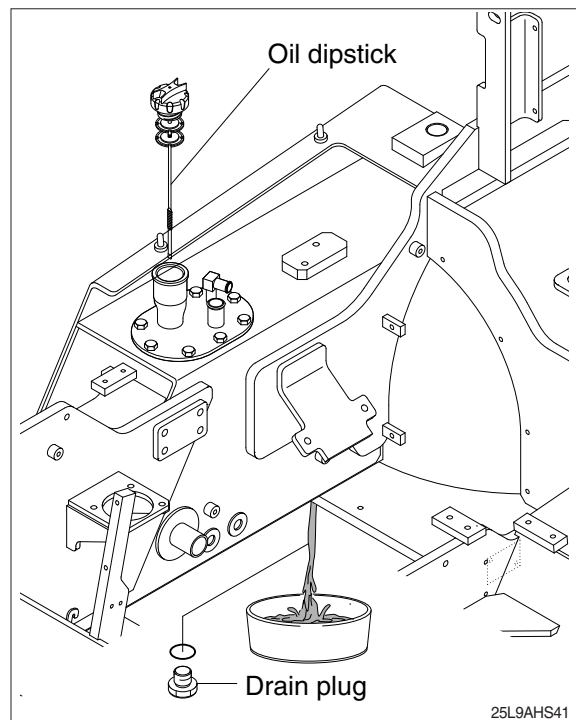
#### 2) HYDRAULIC OIL

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

#### 3) CONTROL VALVE

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

Check that oil pressure is 220 kgf/cm<sup>2</sup>.  
(3130 psi)



## 2. TROUBLESHOOTING

### 1) SYSTEM

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

## 2) HYDRAULIC GEAR PUMP

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

## 3) MAIN RELIEF VALVE

Problem	Cause	Remedy
Can't get pressure	<ul style="list-style-type: none"> <li>• Poppet D, E or K stuck open or contamination under seat.</li> </ul>	<ul style="list-style-type: none"> <li>• Check for foreign matter between poppets D, E or K and their mating parts. Parts must slide freely.</li> </ul>
Erratic pressure	<ul style="list-style-type: none"> <li>• Pilot poppet seat damaged.</li> </ul>	<ul style="list-style-type: none"> <li>• Replace the relief valve.</li> <li>• Clean and remove surface marks for free movement.</li> </ul>
Pressure setting not correct	<ul style="list-style-type: none"> <li>• Normal wear. Lock nut &amp; adjust screw loose.</li> </ul>	<ul style="list-style-type: none"> <li>• See page 6-25 for how to set pressure on work main relief.</li> </ul>
Leaks	<ul style="list-style-type: none"> <li>• Damaged seats.</li> <li>• Worn O-rings.</li> <li>• Parts sticking due to contamination.</li> </ul>	<ul style="list-style-type: none"> <li>• Replace the relief valve.</li> <li>• Install seal and spring kit.</li> <li>• Disassemble and clean.</li> </ul>

#### 4) LIFT CYLINDER

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

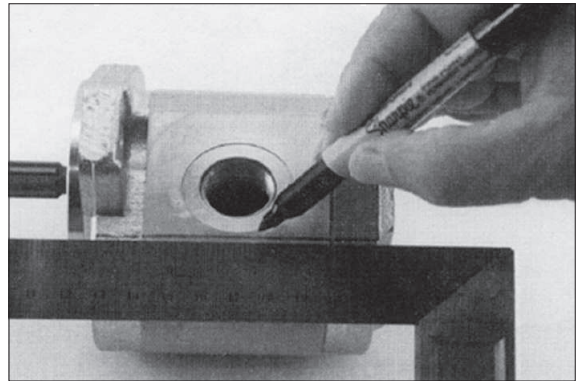
## GROUP 3 DISASSEMBLY AND ASSEMBLY

### 1. HYDRAULIC GEAR PUMP (BOOSTER TYPE)

※ **Tools required**

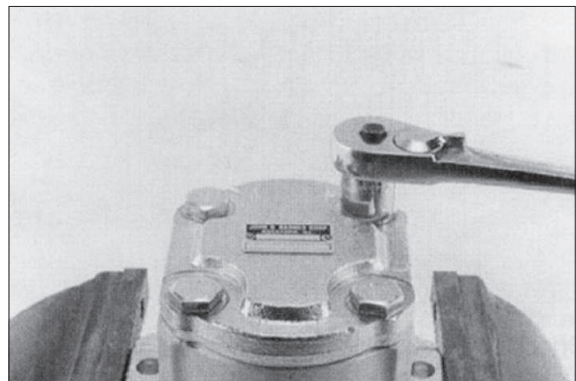
- Metric socket set
- Internal snap ring pliers
- Shaft seal sleeve
- Torque wrench

- (1) It is very important to work in a clean work area when repairing hydraulic products. Plug ports and wash exterior of pump with a proper cleaning solvent before continuing.
- (2) Remove port plugs and drain oil from pump.
- (3) Use a permanent marker pen to mark a line across the mounting flange, gear housing and end cover. This will assure proper reassembly and rotation of pump.
- (4) Remove key from drive shaft if applicable.



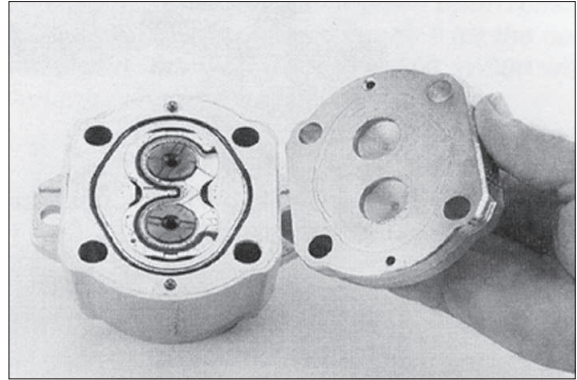
PUMP 01

- (5) Clamp mounting flange in a protected jaw vise with pump shaft facing down.
- (6) Loosen the four metric hexagon head bolts.
- (7) Remove pump from vise and place on clean work bench, remove the four hexagon head bolts and spacers applicable.



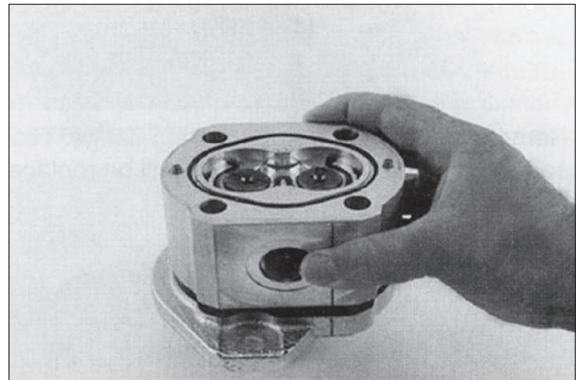
PUMP 02

(8) Lift and remove end cover.



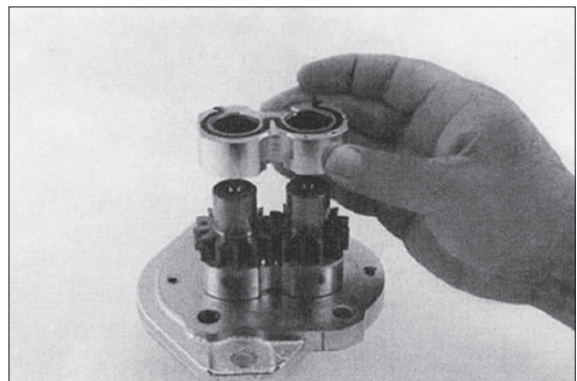
PUMP 03

(9) Carefully remove gear housing and place on work bench. Make sure the rear bearing block remains on the drive and idler shafts.



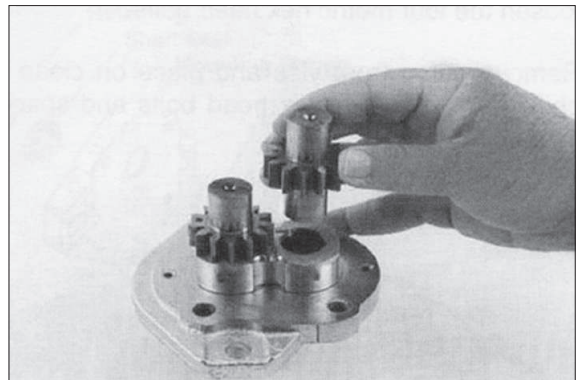
PUMP 04

(10) Remove rear bearing block from drive and idler shafts.



PUMP 05

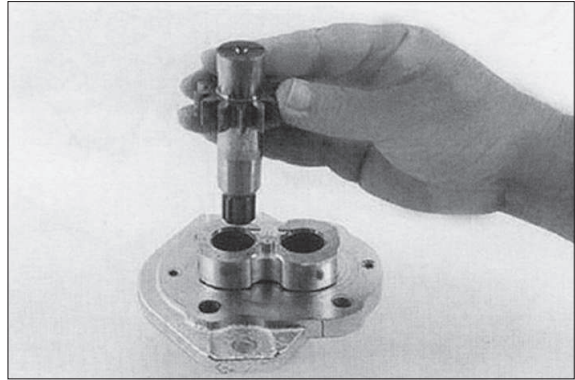
(11) Remove idler shaft from bearing block.



PUMP 06

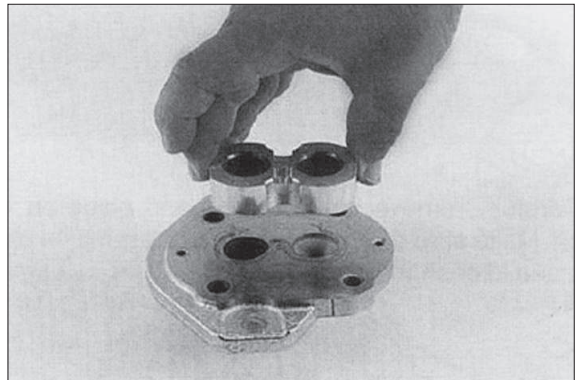


- (12) Remove drive shaft from mounting flange.  
There is no need to protect the shaft seal as it will be replaced as a new item.



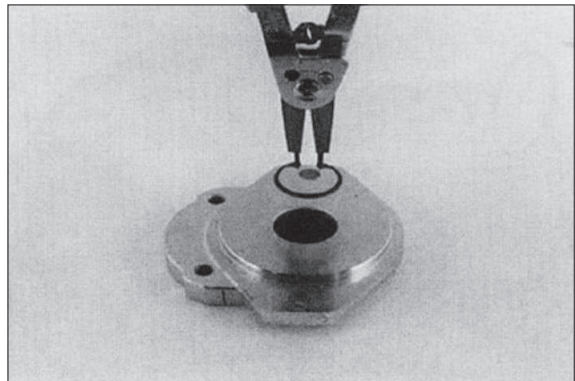
PUMP 07

- (13) Remove the front bearing block.



PUMP 08

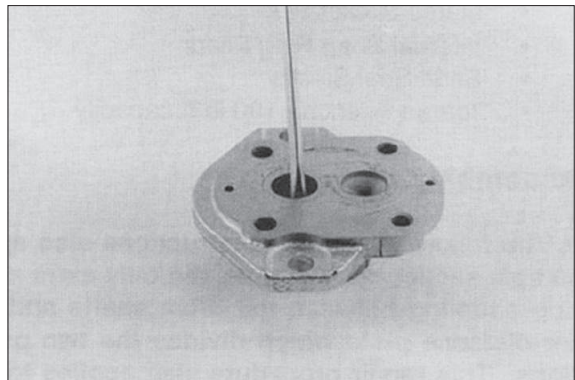
- (14) Turn mounting flange over, with shaft seal up, and remove the retaining ring with proper snap ring pliers.



PUMP 09

- (15) Remove the oil seal from mounting flange, be careful not to mar or scratch the seal bore.

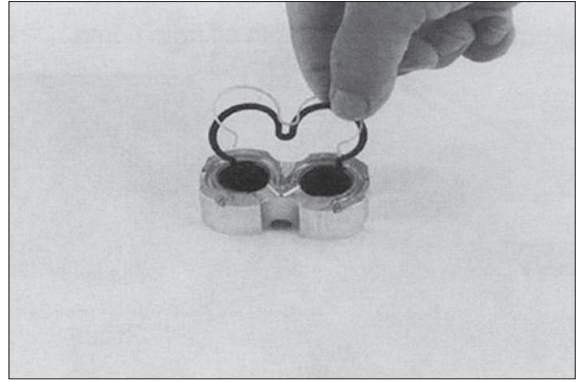
- (16) Remove the dowel pins from the gear housing. Do not lose pins.



PUMP 10



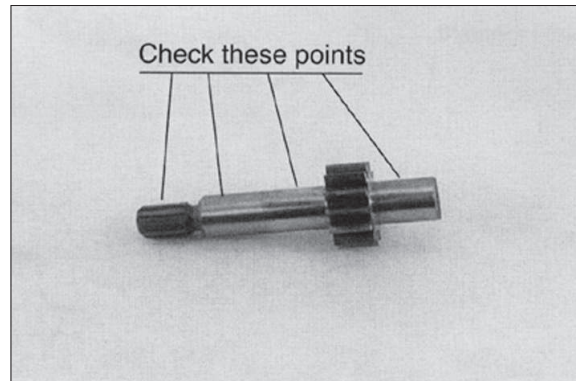
- (17) Remove seals from both bearing blocks and discard.



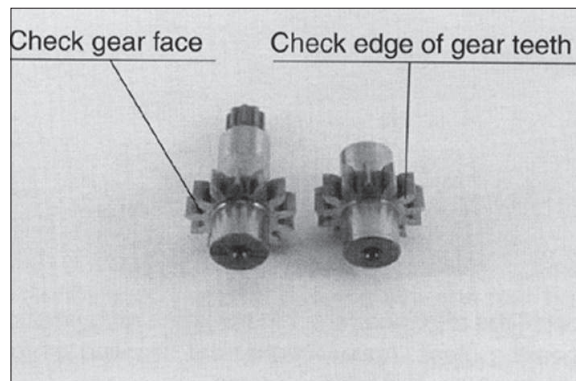
PUMP 11

## 2) INSPECT PARTS FOR WEAR

- (1) Clean and dry all parts thoroughly prior to inspection. It is not necessary to inspect the seals as they will be replaced as new items.
- (2) Check drive shaft spline for twisted or broken teeth, check keyed drive shaft for broken or chipped keyway. No marks or grooves on shaft in seal area, some discoloration of shaft is allowable.
- (3) Inspect both the drive gear shaft and idler gear shafts at the bearing points and seal area for rough surfaces and excessive wear.
- (4) Inspect gear face for scoring or excessive wear. If the face edge of gear teeth are sharp, they will mill into the bearing blocks. If wear has occurred, the parts are unusable.



PUMP 12



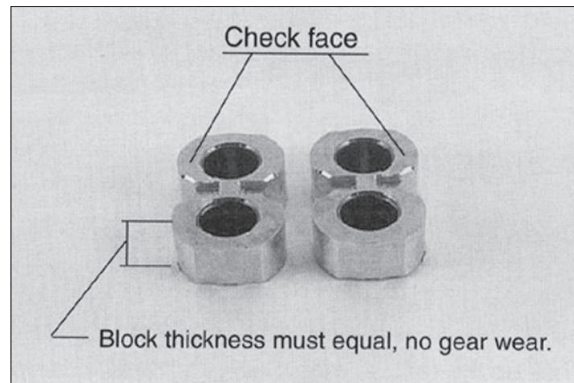
PUMP 13

- (5) Inspect bearing blocks for excessive wear or scoring on the surfaces which are in contact with the gears. Also inspect the bearings for excessive wear or scoring.
- (6) Inspect the area inside the gear housing. It is normal for the surface inside the gear housing to show a clean "wipe" on the inside surface on the intake side. There should not be excessive wear or deep scratches and gouges.

※ **General information**

It is important that the relationship of the mounting flange, bearing blocks and gear housing is correct. Failure to properly assemble this pump will result with little or no flow at rated pressure.

- ※ **This pump is not bi-rotational.**

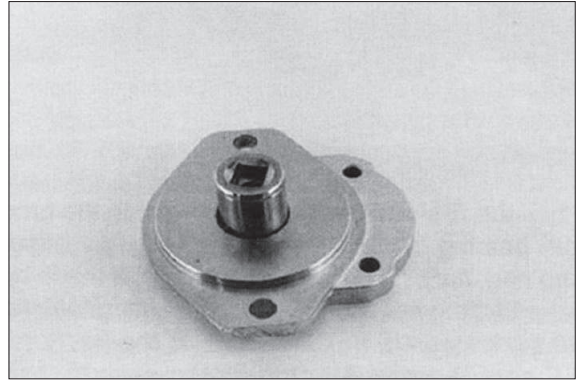


PUMP 14

### 3) ASSEMBLY

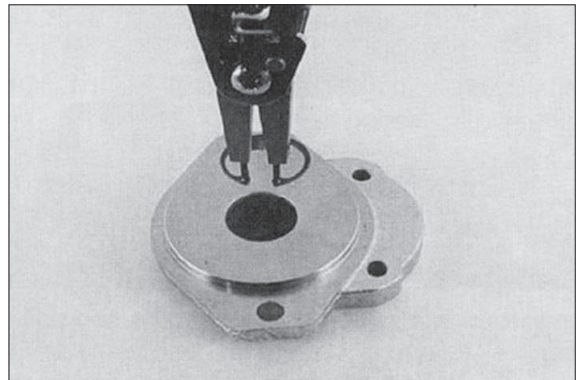
※ New seals should be installed upon reassembly of pump.

- (1) Install new shaft seal in mounting flange with part number side facing outboard. Press the seal into the seal bore until the seal reaches the bottom of the bore. Uniform pressure must be used to prevent misalignment or damage to the seal.



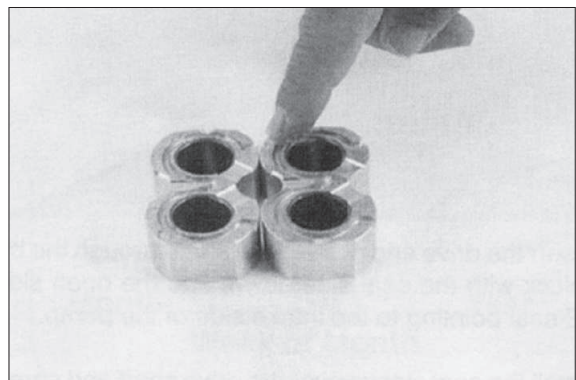
PUMP 15

- (2) Install retaining ring in groove in seal bore of mounting flange.



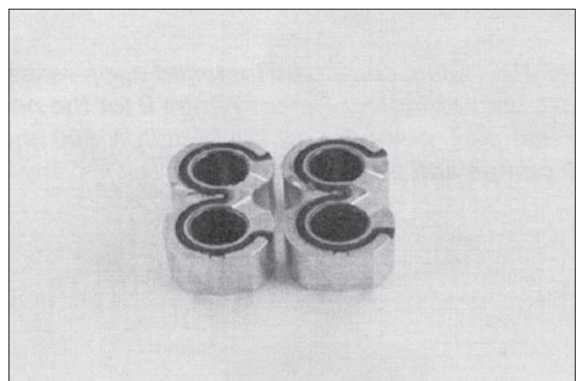
PUMP 16

- (3) Place front and back bearing blocks on a clean surface with the E-seal grooves facing up. Apply a light coating of petroleum jelly in the grooves. Also coat the E-seal and backup with the petroleum jelly, this will help keep the seals in place during assembly.



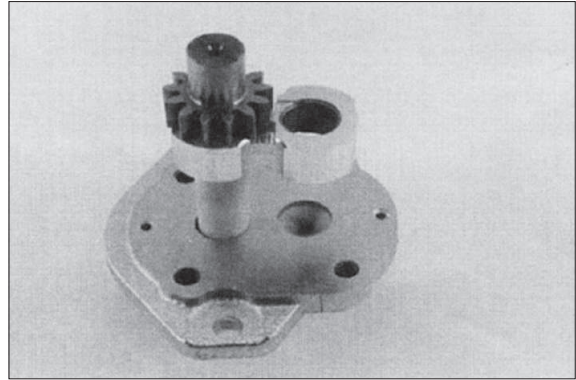
PUMP 17

- (4) Place the E-seals, flat side outward, into the grooves in both bearing blocks. Follow by carefully placing the backup ring, flat side outward, in the groove made by the E-seal and the groove in the bearing block.
- (5) Place mounting flange, with shaft seal side down, on a clean flat surface.
- (6) Apply a light coating of petroleum jelly to the exposed face of the front bearing block.



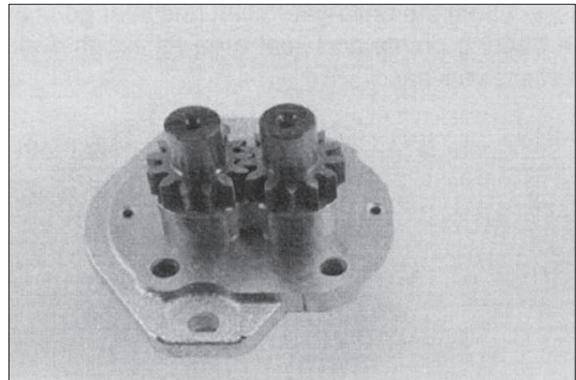
PUMP 18

- (7) Insert the drive end of the drive shaft through the bearing block with the seal side down, and the open side of the E-seal pointing to the intake side of the pump.



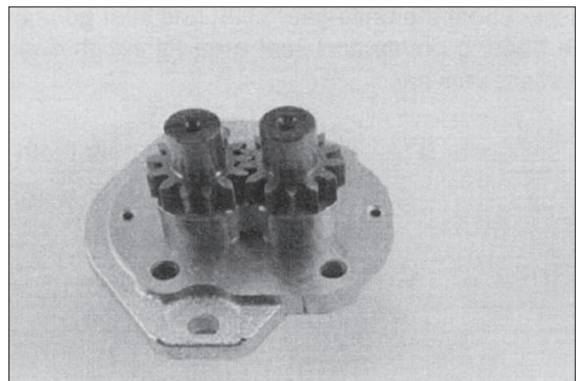
PUMP 19

- (8) Install the seal sleeve over the drive shaft and carefully slide the drive shaft through the shaft seal. Remove the seal sleeve from shaft.



PUMP 20

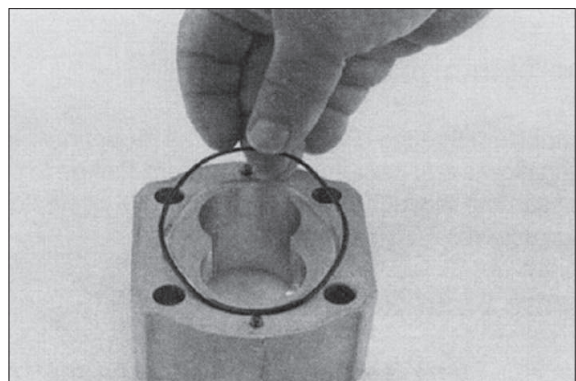
- (9) Install the idler gear shaft in the remaining position in the bearing block. Apply a light coat of clean oil to the face of the drive and idler gears.



PUMP 21

- (10) Pick up the rear bearing block, with seal side up and with open end of the E-seal facing the intake side of the pump, place over the drive and idler gear shafts.

- (11) Install two dowel pins in the holes in the mounting flange or two long dowel pins through gear housing if pump is a multiple section pump.



PUMP 22

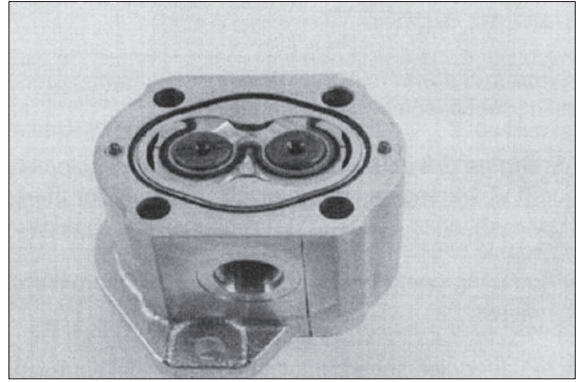
- (12) To install the O-rings in the gear housing, apply a light coating of petroleum jelly in the grooves on both sides of the gear housing.

Also coat the new O-ring and install them in the grooves.



- (13) Gently slide the gear housing over the rear bearing block assembly, slide housing down until the housing engages the dowel pins. Press firmly in place with hands, do not force or use any tool.

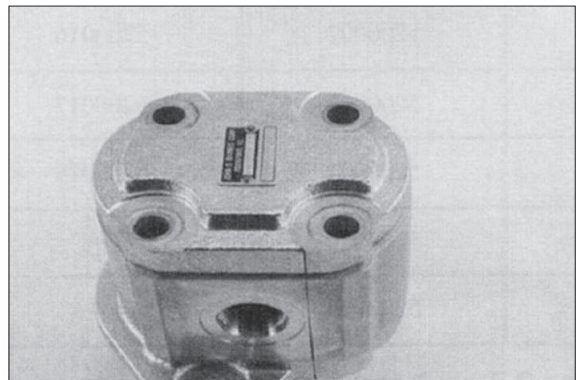
Check to make sure the intake port in the housing is on the same side as the open end of the E-seal and that the marked lines on the mounting flange and gear housing are in alignment.



PUMP 23

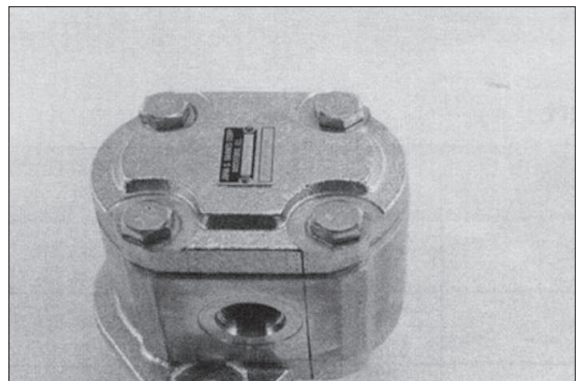
- (14) The surface of the rear bearing block should be slightly below the face of the gear housing. If the bearing block sits higher than the rear face of the gear housing then the E-seal or O-ring have shifted out of the groove. If this is the case, remove the gear housing and check for proper seal installation.

- (15) Install the two remaining dowel pins in the rear of the gear housing and place the end cover over the back of the pump.



PUMP 24

- (16) Install the four spacers and hexagon head bolts through the bolt holes in the end cover, hand tighten.



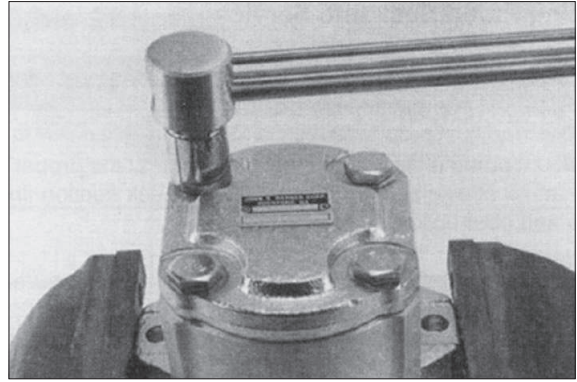
PUMP 25

- (17) Place mounting flange of the pump back in the protected jawed vise and alternately torque the bolts.

- Tighten torque : 3.0~4.0 kgf · m  
(22~29 lbf · ft)

- (18) Remove pump from vise.

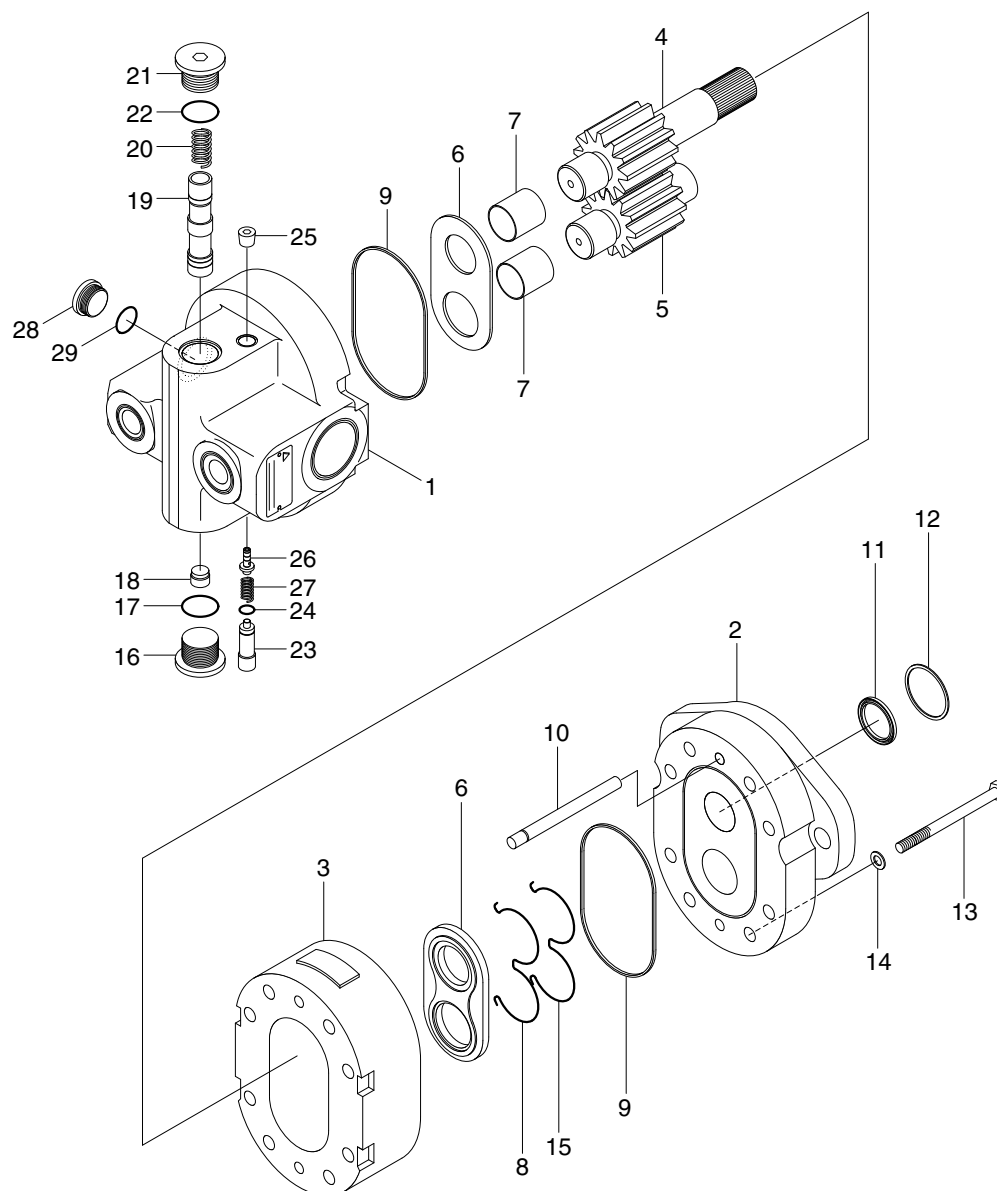
- (19) Place a small amount of clean oil in the inlet of the pump and rotate the drive shaft away from the inlet one revolution. If the drive shaft binds, disassemble the pump and check for assembly problems, then reassemble the pump.



PUMP 26

## 2. HYDRAULIC GEAR PUMP (NON-BOOSTER TYPE)

### 1) STRUCTURE



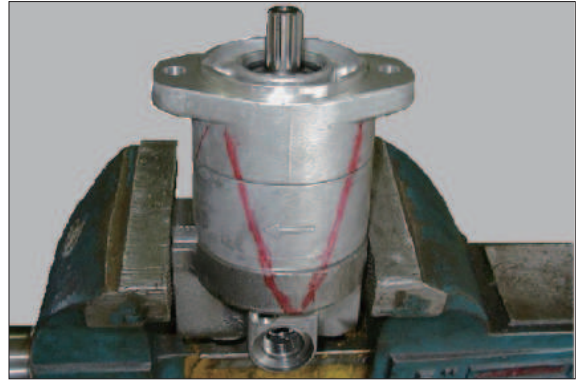
15L7MHS06A

- |    |                       |    |              |    |               |
|----|-----------------------|----|--------------|----|---------------|
| 1  | Housing               | 11 | Back up ring | 21 | Spring        |
| 2  | Body                  | 12 | Side plate   | 22 | Plug          |
| 3  | Body (priority valve) | 13 | Oil seal     | 23 | O-ring        |
| 4  | Bushing               | 14 | Snap ring    | 24 | Adjust screw  |
| 5  | O-ring                | 15 | Bolt         | 25 | O-ring        |
| 6  | Pin                   | 16 | Washer       | 26 | Plug bolt     |
| 7  | Drive gear            | 17 | Plug         | 27 | Poppet        |
| 8  | Idle gear             | 18 | O-ring       | 28 | Relief spring |
| 9  | Side plate            | 19 | Plug orifice | 29 | Plug          |
| 10 | O-ring                | 20 | Spool        | 30 | O-ring        |

## 2) DISASSEMBLY

### (1) Clamping pump

- ① Clamping pump in a vice with pump shaft facing up.  
(Do not chuck the aluminum parts such as body and housing.)
- ② Mark V by permanent marker pen.  
This will assure proper reassembly.



PUMP101

### (2) Housing

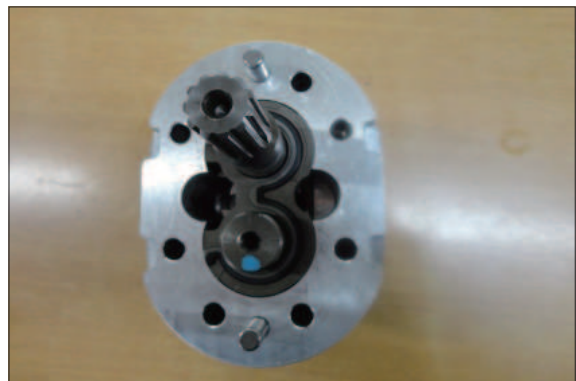
- ① Loosen 8 bolts and remove housing.
- ② Pry off snap ring for hole and remove oil seal from housing.
- ③ Remove O-ring from housing.



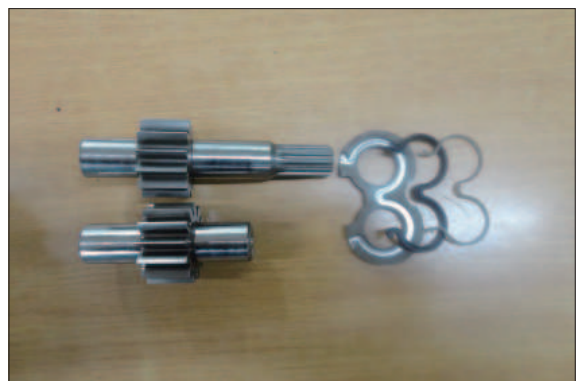
PUMP102

### (3) Gear

- ① Mark at the end of the idle gear by permanent marker pen before removing gear set. This will assure proper reassembly.
- ② Disassemble gear set and side plate from body.
- ③ Disassemble E-type ring and backup ring from side plate.



PUMP103

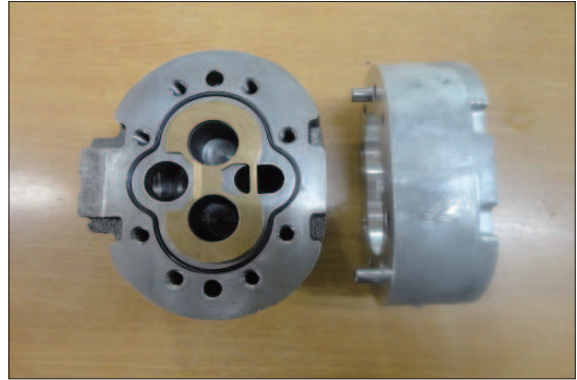


PUMP104



#### (4) Body and rear cover

- ① Loosen the vice and remove body and bronze side plate from rear cover.
- ② Remove O-ring from rear cover.
- ③ Disassemble pin from body.



PUMP105

#### (5) Priority valve

- ① Loosen the plug at the side of drive gear, be careful not to bounce out spring.
- ② Take out spring.
- ③ Loosen plug opposite side and draw out spool carefully.



PUMP106

#### (6) Relief valve

- ※ Do not disassemble relief valve when pressure setting and caulking is not possible.
- ① Loosen adjust screw, be careful not to bounce out spring.
  - ② Take out spring and draw out poppet.
  - ③ Loosen plug for port of gage mounting.
  - ④ Remove O-ring from plug and adjust screw.

### 3) ASSEMBLY

#### (1) Preparation

- ① Clean all parts and dry them with compressed air thoroughly.
- ② Check the permanent mark.
- ③ Apply grease O-ring, oil seal, E-type ring and side plate lightly.

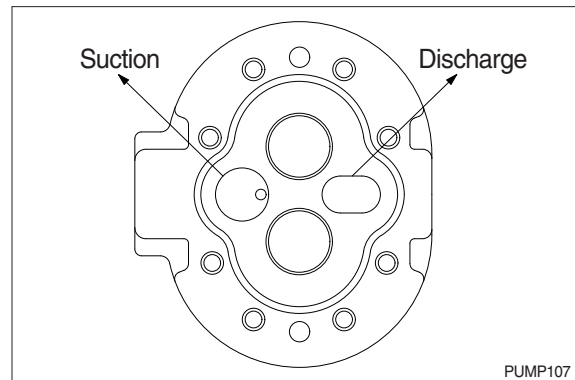
#### (2) Priority valve

- **Relief valve : if disassembled**

- ① Fit O-ring on plug and adjust screw.
- ② Tighten plug for port of gage mounting. (Tightening torque : 35 Nm)
- ③ Assemble poppet, spring and adjust screw into body in that order.
- ④ Install relief valve to the truck after final assembling and set the relief pressure and caulk 3 places (equivalent), not to loosen.

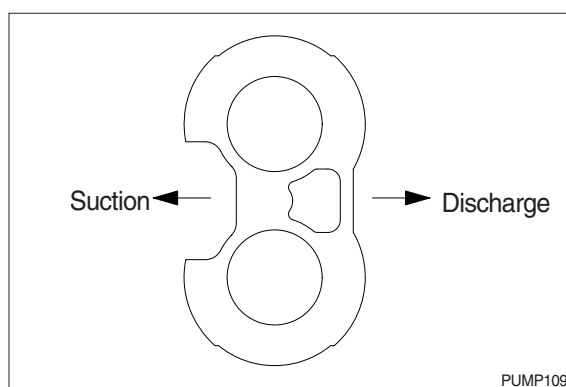
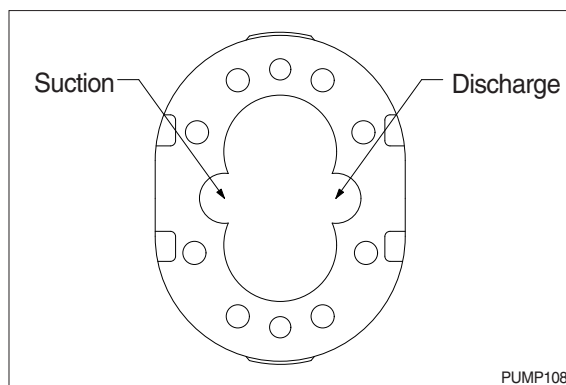
- **Priority valve**

- ① Insert spool into spring groove from idle gear side of body carefully and tighten plug. (Tightening torque : 80 Nm)
- ② Put spring the other side and tighten plug. (Tightening torque : 100 Nm)



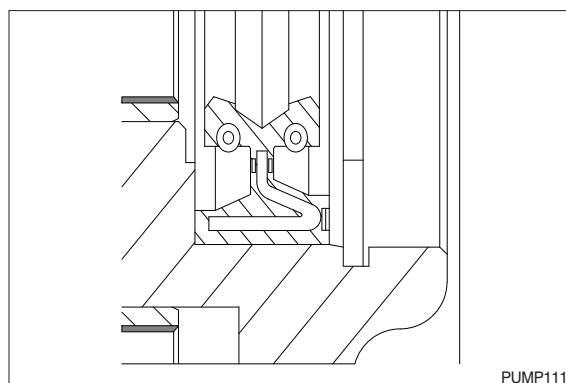
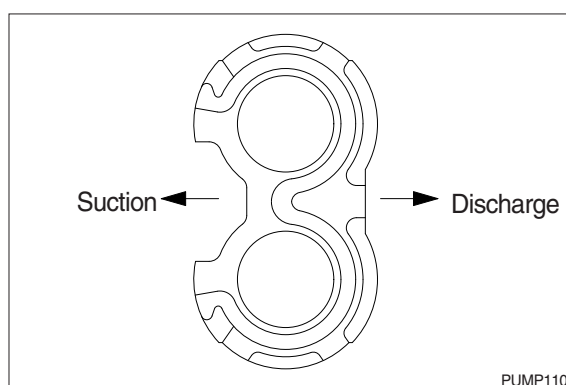
### (3) Rear cover and body

- ① Assemble pin into body.
- ② Assemble O-ring on the groove of rear cover.
- ③ Place the bronze face of side plate contact with gear on rear cover.  
Insert side plate into body and adjust pin by pressing after adjusting pin hole of rear cover and pin of body.
- ④ Confirm the direction of rear cover, bronze side plate and body same as drawing.



### (4) Gear

- ① Place body up.
- ② Place peck center of idle gear up and assemble drive gear and idle gear to body.
- ③ Fit E-type ring and backup ring and combine side plate with gear set.
- ④ Confirm the direction of side plate same as drawing.
- ⑤ Confirm the face of backup ring side contact with housing.



## **(5) Housing**

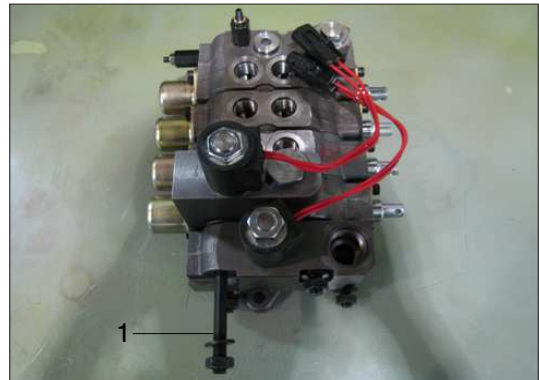
- ① Press fit oil seal with same direction as drawing carefully and fit snap ring.
- ② Fit O-ring into groove of housing.
- ③ Insert drive gear into housing and combine housing with body pressing lightly after confirmed pin position.
- ④ Tighten bolt with washer zigzag lightly, be careful not to leave O-ring its place.
- ⑤ Clamp rear cover in a vice.
- ⑥ Tighten bolt zigzag with tightening torque 35~38 Nm.

## **(6) Inspection**

- ① Clamp drive gear shaft in a vice.
- ② Rotate the gear pump.
- ③ Confirm rotation smoothly.

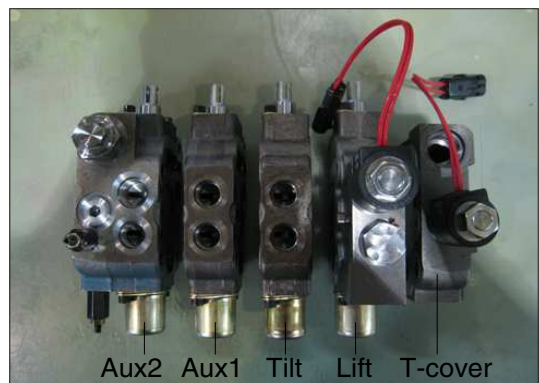
### 3. MAIN CONTROL VALVE

- 1) Remove bolt (1) to separate the valve section.
  - Bolt torque (1) : 28.9~33.3 lbf · ft (39~45Nm)



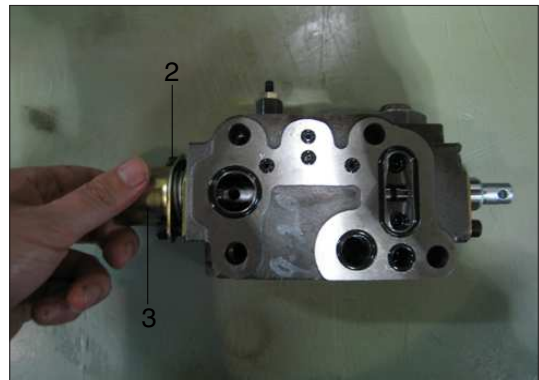
20D7MCV01

- 2) Divide the valve body.



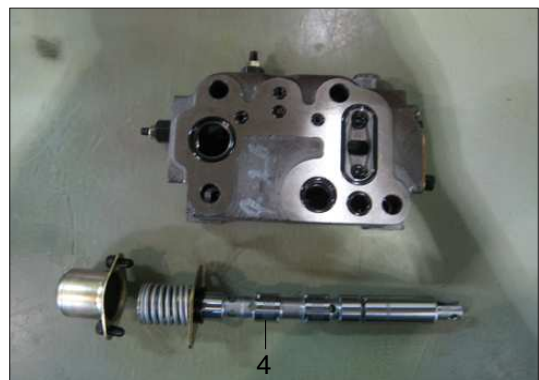
20D7MCV02

- 3) Remove dust cap (3) and bolt (2) from the valve body.
  - Bolt torque (2) : 1.2 kgf · m



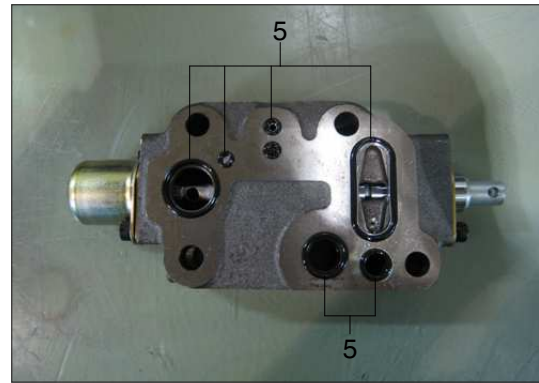
20D7MCV03

- 4) Remove attachment spool (4) from the valve body.



20D7MCV04

5) Remove O-ring seals (5) from the valve body.



20D7MCV05

6) Remove tilt spool (6) from the valve body.



20D7MCV06

7) Remove lift spool (7) from the valve body.

8) Remove lock poppet (8) from the valve body.

9) Remove normal close solenoid valve (9, Opt) from the valve body.



20D7MCV07

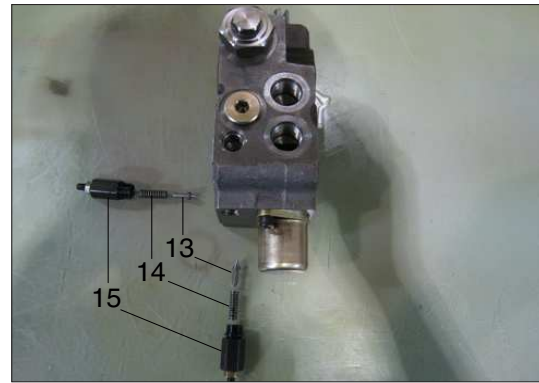
10) Remove plug (12) and spring (11).

11) Remove hydrostat (10).



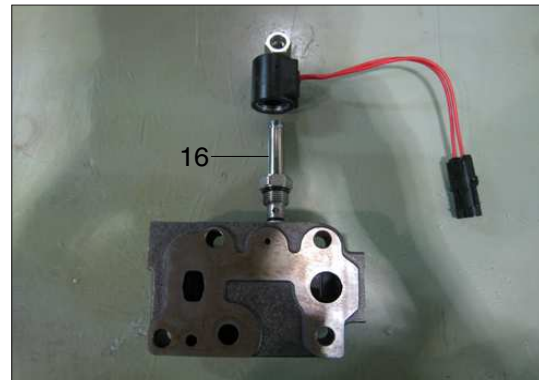
20D7MCV08

- 12) Remove relief plugs (15), springs (14) and poppets (13).
- Relief plugs torque (15) : 2.5 kgf · m



20D7MCV09

- 13) Remove normal open solenoid valve (16, Opt) from the valve body.

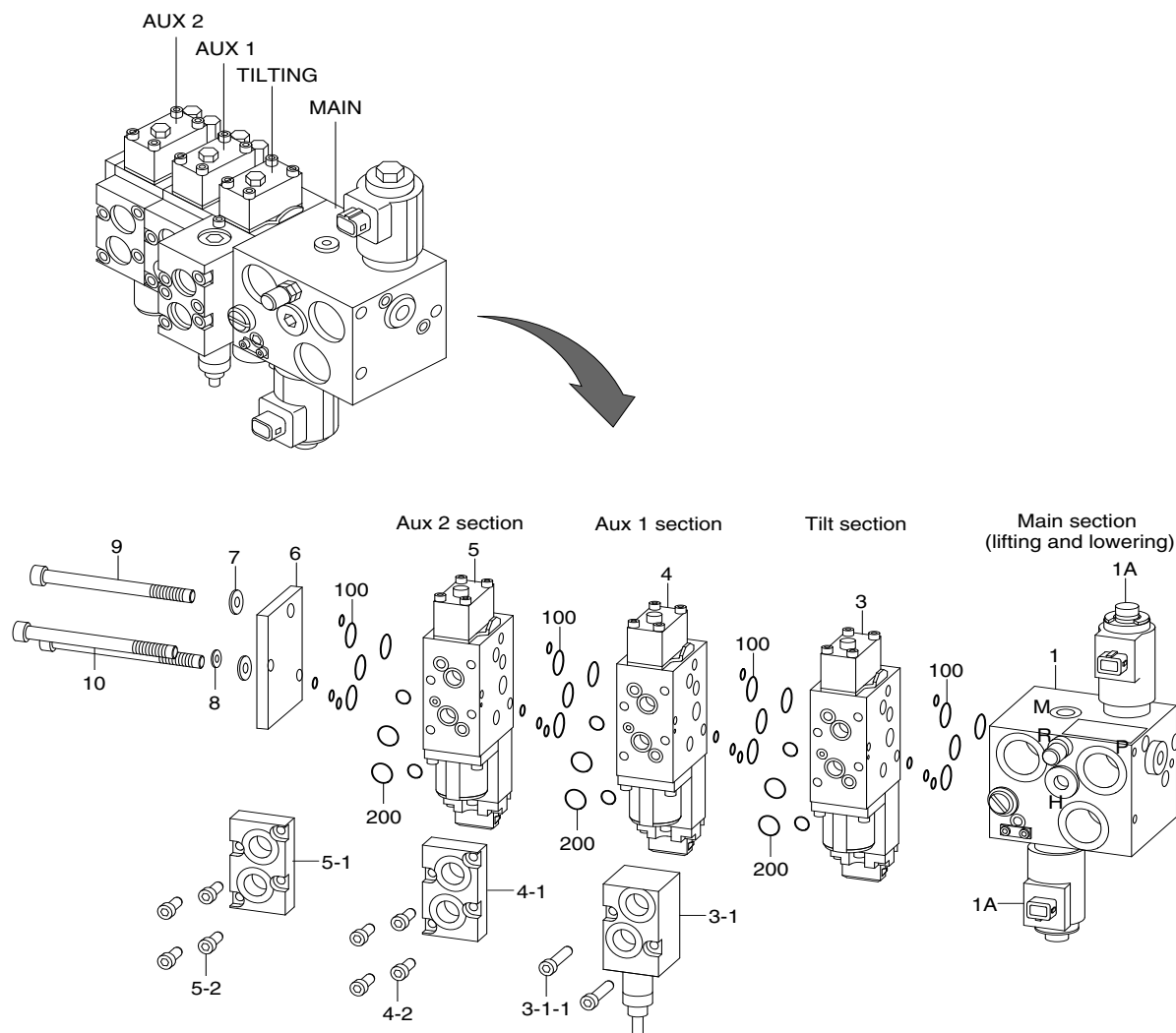


20D7MCV10

- 14) Assembly procedure of the main control valve is the reverse order of the removal procedure.

### 3-1. MAIN CONTROL VALVE (FINGERTIP, OPT)

#### 1) STRUCTURE



#### ※ Tightening torque

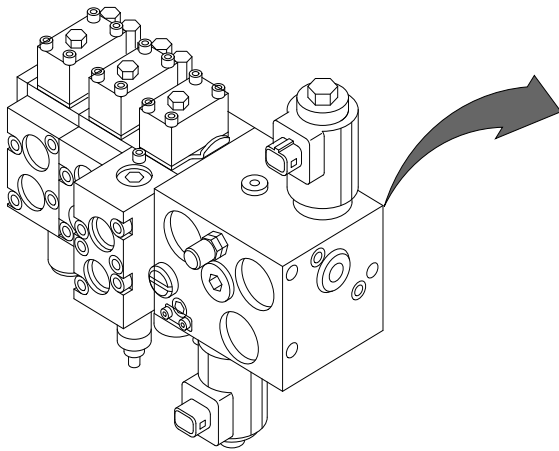
- Item (3-1-1, 4-2, 5-2, 10) : 0.97 kgf·m (7.0 lbf.ft)
- Item (9) : 2.35 kgf·m (16.9 lbf.ft)

25L7AFT01

1	Main block	4-1	Block	7	Plain washer
1A	Solenoid valve (lift)	4-2	Socket head screw	8	Plain washer
3	Tilt block	5	Aux block (auxiliary 2)	9	Tension rod
3-1	Adapter	5-1	Block	10	Tension rod
3-1-1	Socket head screw	5-2	Socket head screw	100	Section seal kit
4	Aux block (auxiliary 1)	6	End plate	200	Section seal kit



## 2) MAIN SECTION



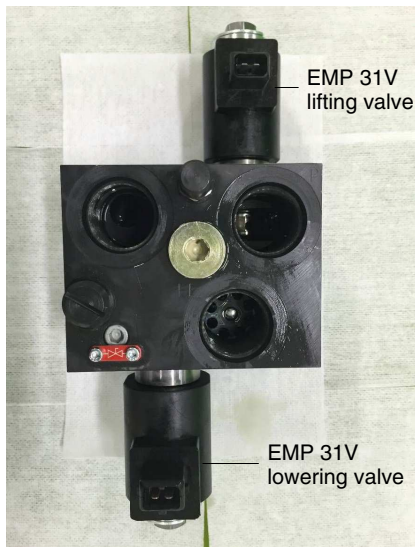
25L7AFT02

※ Flow rate : 100 lpm

※ Maximum pressure : 250 bar

### (1) Lifting and lowering valve

#### ① Main section



25L7AFT03

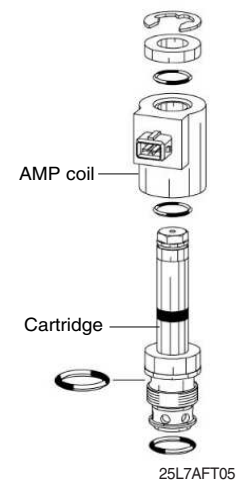
#### ② EMP solenoid valve



25L7AFT04

※ Tightening torque

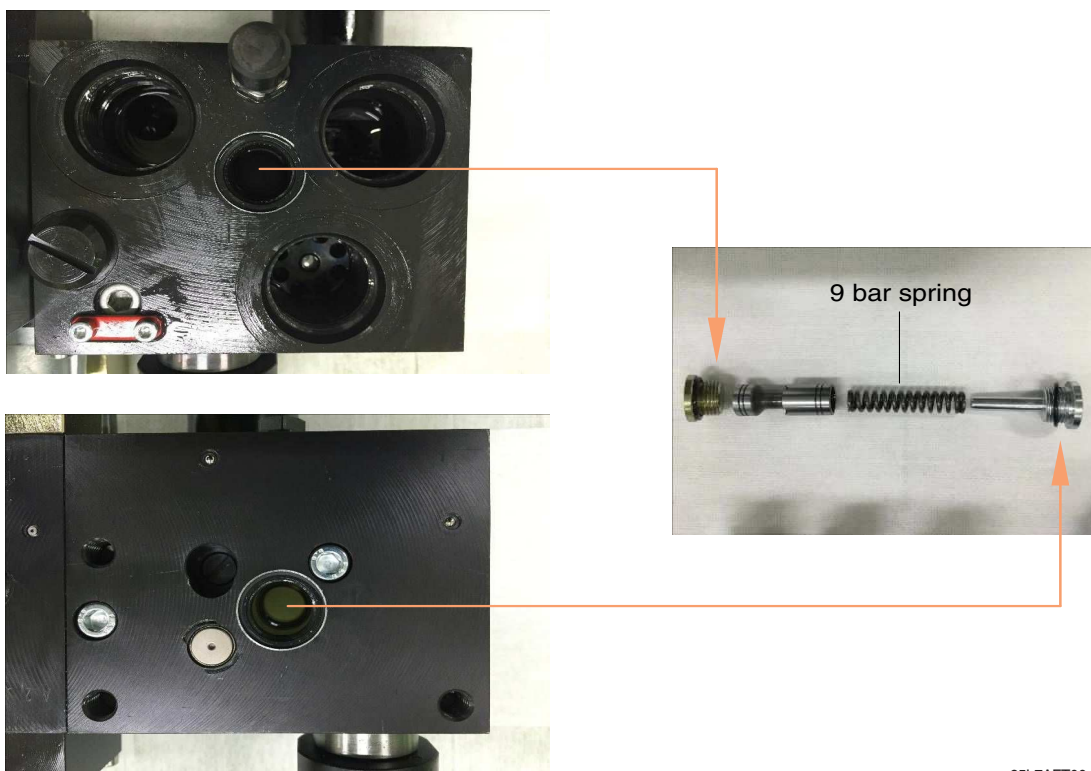
6.12 kgf·m (44.2 lbf·ft)



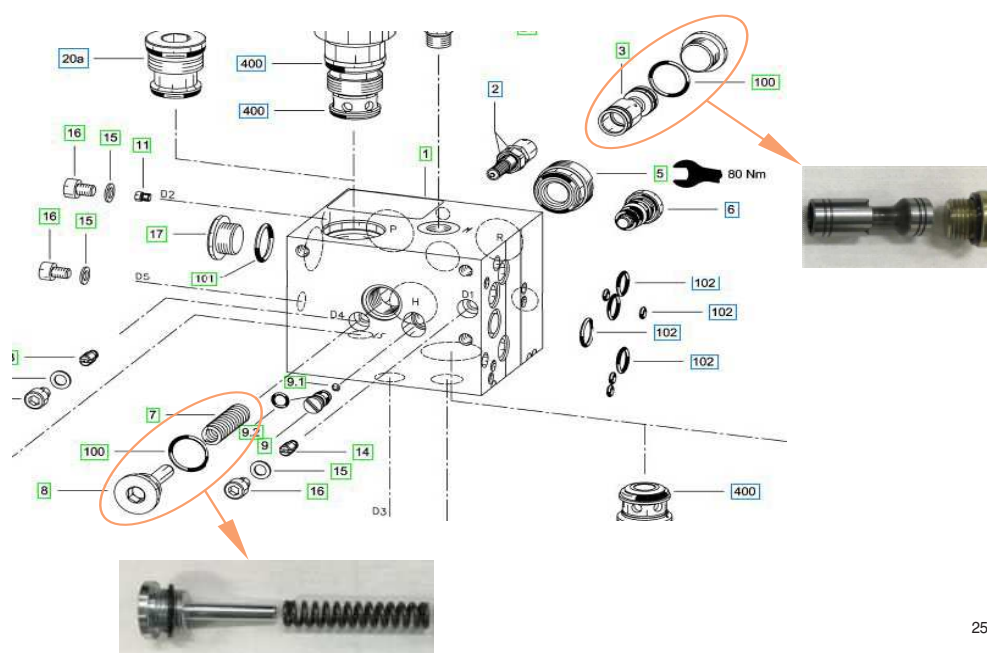
25L7AFT05

※ When it can't control lifting & lowering, need to check EMP valve. Because of contamination material EMP valve often can't operate properly that means valve poppet and seat opened.

## (2) 3-way controller



25L7AFT06

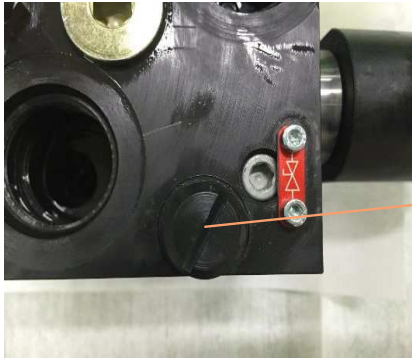


25L7AFT07

※ During unloading, supplied oil by the pump return to tank keeping 9 bar of system pressure.

### (3) Pressure Reducing valve & G damping screw

#### ① Pressure reducing valve



- ※ Pressure reducing valve controls valve actuation by supplying internal control oil.
- ※ Use flat screw driver.
- ※ Tightening torque  
0.71 kgf·m (5.2 lbf·ft)



25L7AFT08

#### ② G damping screw

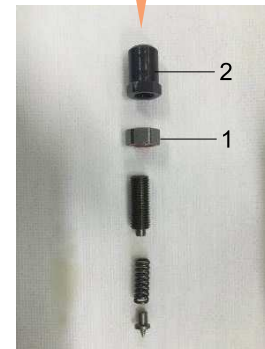


- ※ G damping increased throttling effect of load sensing line.
- ※ Tightening torque  
1.02 kgf·m (7.4 lbf·ft)



25L7AFT09A

#### (4) Pressure relief valve



25L7AFT10



25L7AFT11

※ Use with a 12 mm spanner.

※ Tightening torque (2)  
1.43 kgf·m (10.3 lbf·ft)



25L7AFT12

※ Use with a 3 mm wrench.

※ Tightening torque (1)  
1.43 kgf·m (10.3 lbf·ft)

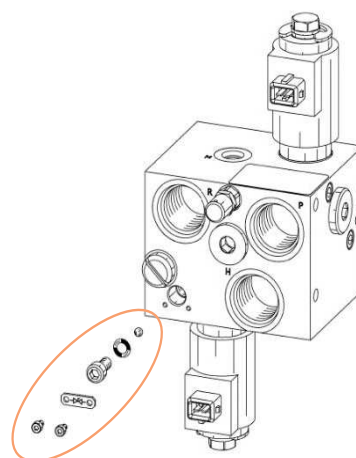
⤴ = Pressure increases  
⤵ = Pressure decreases

※ Rotating clockwise to increase setting pressure with a wrench.

※ 80 bar increase and decrease per 1 turn.

## (5) Emergency lowering valve and shuttle valve

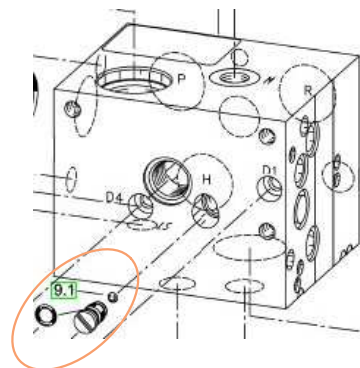
### ① Emergency lowering valve



25B9UFT14

※ When need to force lowering, rotate counter clockwise increasingly with emergency lowering valve.

### ② Shuttle valve

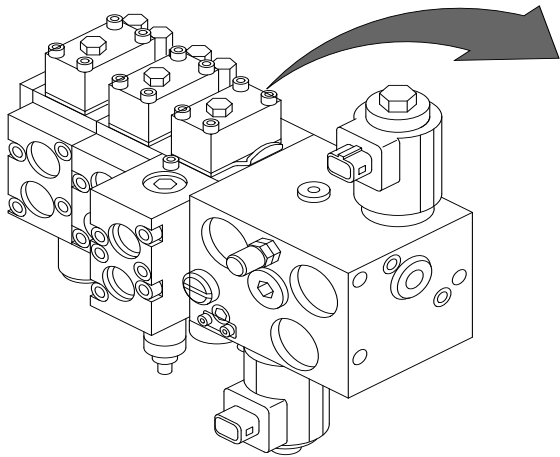


25L7AFT15

※ Transfer bigger load pressure through shuttle valve.  
※ Use a flat screw driver.

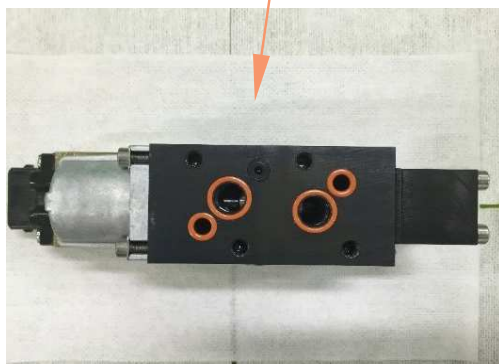
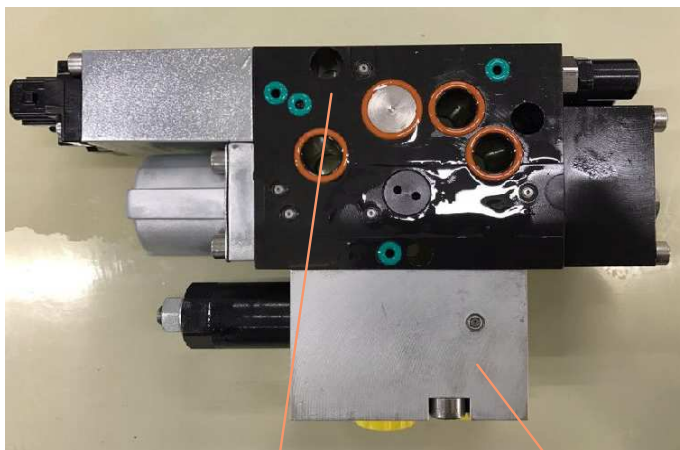


### 3) TILT SECTION



- ※ Flow rate : 40 lpm
- ※ Load holding pressure : 210 bar

### (1) Proportional directional valve



① Valve section block



② Counter balance valve block

## (2) Disassembly valve section



### ① Disassemble spool



※ All block type, 40lpm

### ② Disassemble coil



※ AMP 4 pin coil



25L7AFT18

## ③ Disassembling process

### a. Release spring cap.



25L7AFT19

### b. Release spring cap completely.



25L7AFT20

### c. Release lever block.



25L7AFT21

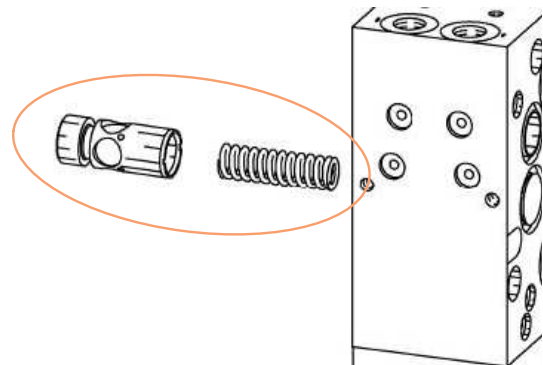
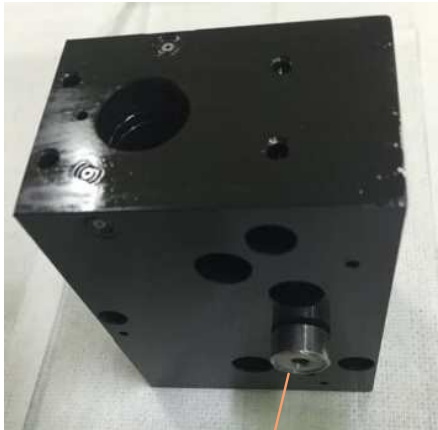
### d. Pull out spool.



25L7AFT22

### (3) 2 way controller and shuttle valve

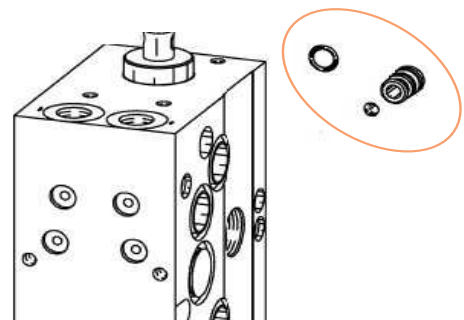
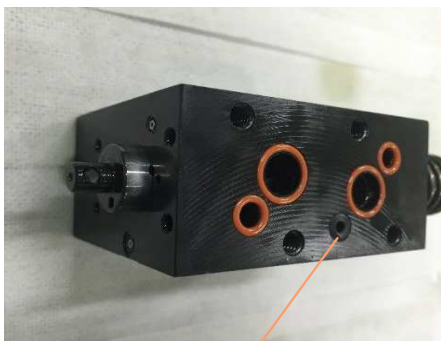
#### ① 2 way controller (6 bar)



25L7AFT24

※ 2 way controller make it keep 6 bar regardless of load change between in and out of spool.

#### ② Shuttle valve



25L7AFT25

- ※ Transfer bigger load pressure through shuttle valve.
- ※ Fix 4 mm bolt and pull out.



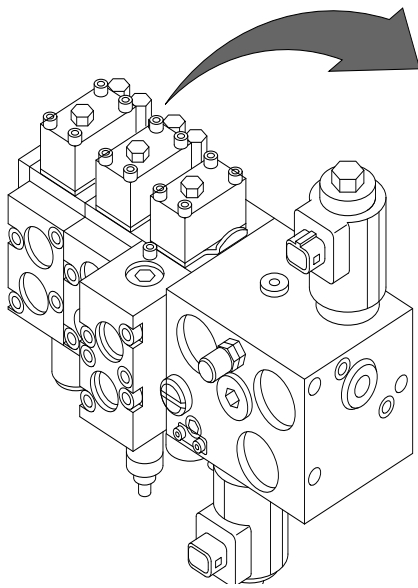
#### (4) Counter balance valve

※ Counter balance valve needs during tilting out operation.



25L7AFT28A

#### 4) AUXILIARY SECTION

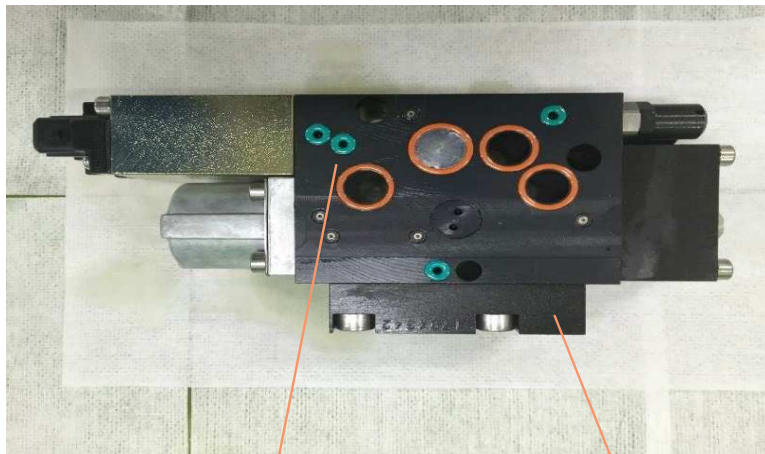


25L7AFT29

※ Flow rate : 40 lpm

※ Pressure limit aux section : 140 bar

#### (1) Proportional directional valve



① Valve section block

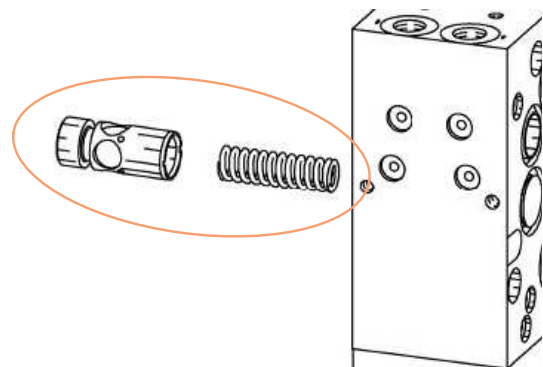
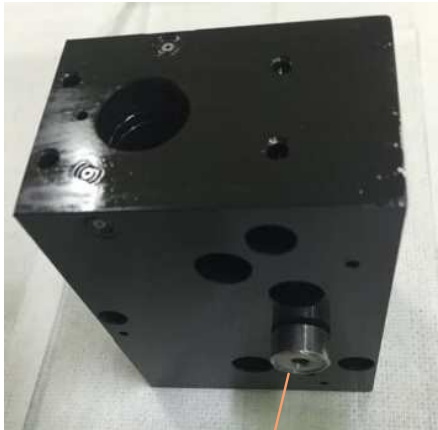


② Ancillary block

25L7AFT30

## (2) 2 way controller and shuttle valve

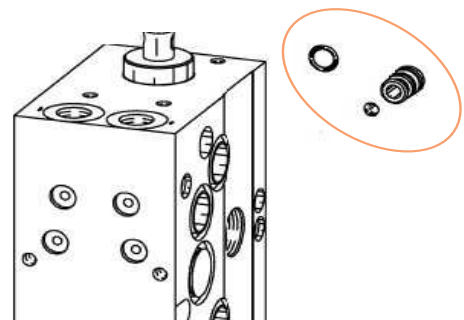
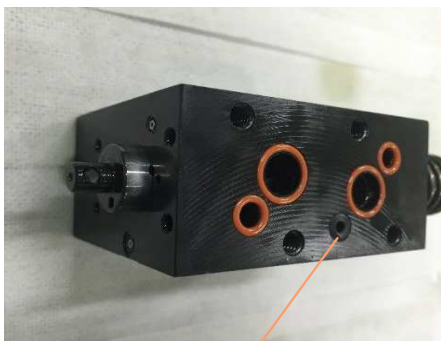
### ① 2 way controller (6 bar)



25L7AFT24

※ 2 way controller make it keep 6 bar regardless of load change between in and out of spool.

### ② Shuttle valve



25L7AFT25

※ Transfer bigger load pressure through shuttle valve.

※ Fix 4 mm bolt and pull out.

### (3) Second relief valve

- ※ Controlling individual section pressure, rotating clockwise to increase setting pressure with wrench.
- ※ 80 bar increase and decrease per 1 turn.



25L7AFT26



- ※ Use with a 12 mm spanner.
- ※ Tightening torque (1)  
1.43 kgf·m (10.3 lbf·ft)



25L7AFT27

- ※ Use with a 3 mm wrench.
- ※ Tightening torque (2)  
1.43 kgf·m (10.3 lbf·ft)

↻ = Pressure increases  
↺ = Pressure decreases

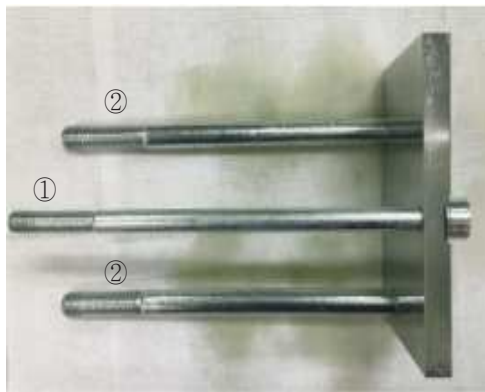
## 5) ADD SECTION PART

### (1) Disassembly



① Tightening torque  
0.97 kgf·m (7.0 lbf·ft)

② Tightening torque  
2.35 kgf·m (16.9 lbf·ft)

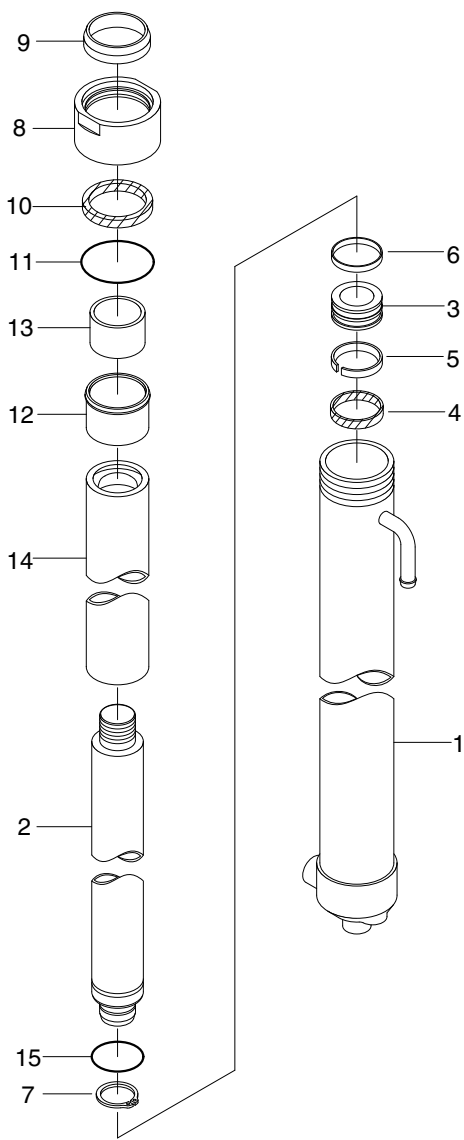


40B9HS02

※ When it needs to disassemble HMPL valve, it's possible to release tension rod sets.

4. LIFT CYLINDER (V-mast)

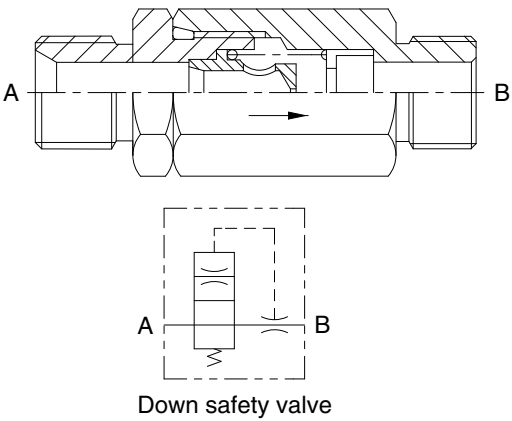
1) STRUCTURE



· Specification (V330, standard)

Unit : mm (in)

Model	I.D	O.D	Stroke	Rod O.D
25L-9A	50 (2.0)	58 (2.3)	1630 (64.2)	40 (1.4)
30/33L-9A	55 (2.2)	63 (2.5)	1630 (64.2)	45 (1.8)

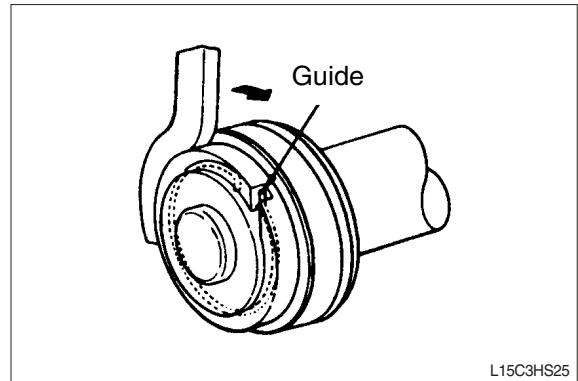


20D7HS19

- |   |              |    |            |    |            |
|---|--------------|----|------------|----|------------|
| 1 | Tube assy    | 6  | Wear ring  | 11 | O-ring     |
| 2 | Rod          | 7  | Stop ring  | 12 | Stopper    |
| 3 | Piston       | 8  | Rod cover  | 13 | DU bushing |
| 4 | U-packing    | 9  | Dust wiper | 14 | Spacer     |
| 5 | Back up ring | 10 | U-packing  | 15 | O-ring     |

## 2) DISASSEMBLY

- (1) Hold the cylinder tube in a vice, loosen the cylinder head and remove it.  
Remove the spacer from the cylinder tube and knock out the bushing. Hook a wrench in the hole in the retainer at the piston end and turn. Lever up the edge of the guide, then turn the guide in again and the guide can be removed.



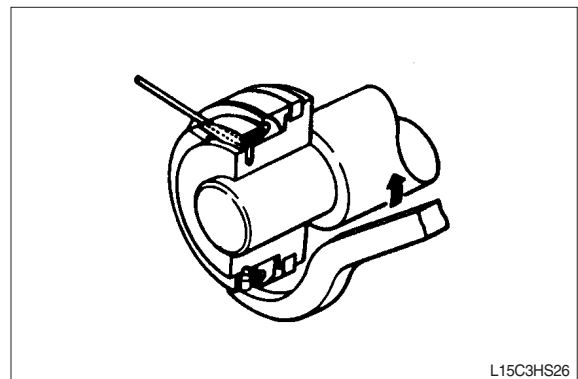
## 3) CHECK AND INSPECTION

mm (in)

Check item	Standard size	Repair limit	Remedy
Clearance between cylinder rod & bushing	0.072~0.288 (0.003~0.011)	0.5 (0.020)	Replace bushing
Clearance between piston ring & tube	0.05~0.030 (0.002~0.012)	0.5 (0.020)	Replace piston ring

## 4) ASSEMBLY

- (1) Soak the piston ring in hydraulic oil at a temperature of 40 to 50 °C, expand the inside diameter and assemble on the piston. Install a piston seal.  
Bend the edge of the guide and rotate it to install the guide completely.

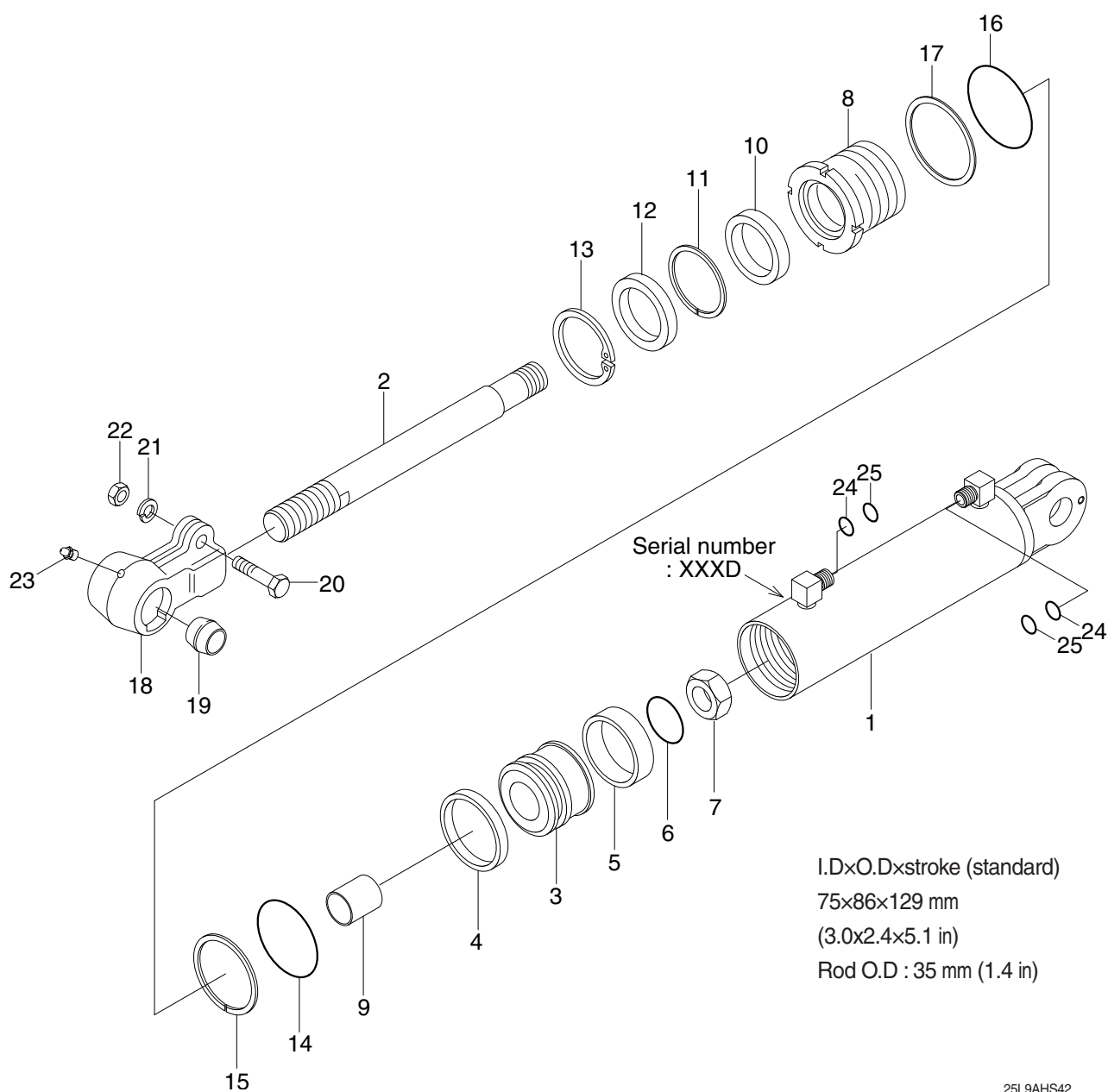




## 5. TILT CYLINDER

### 1) STRUCTURE

#### (1) Type 1

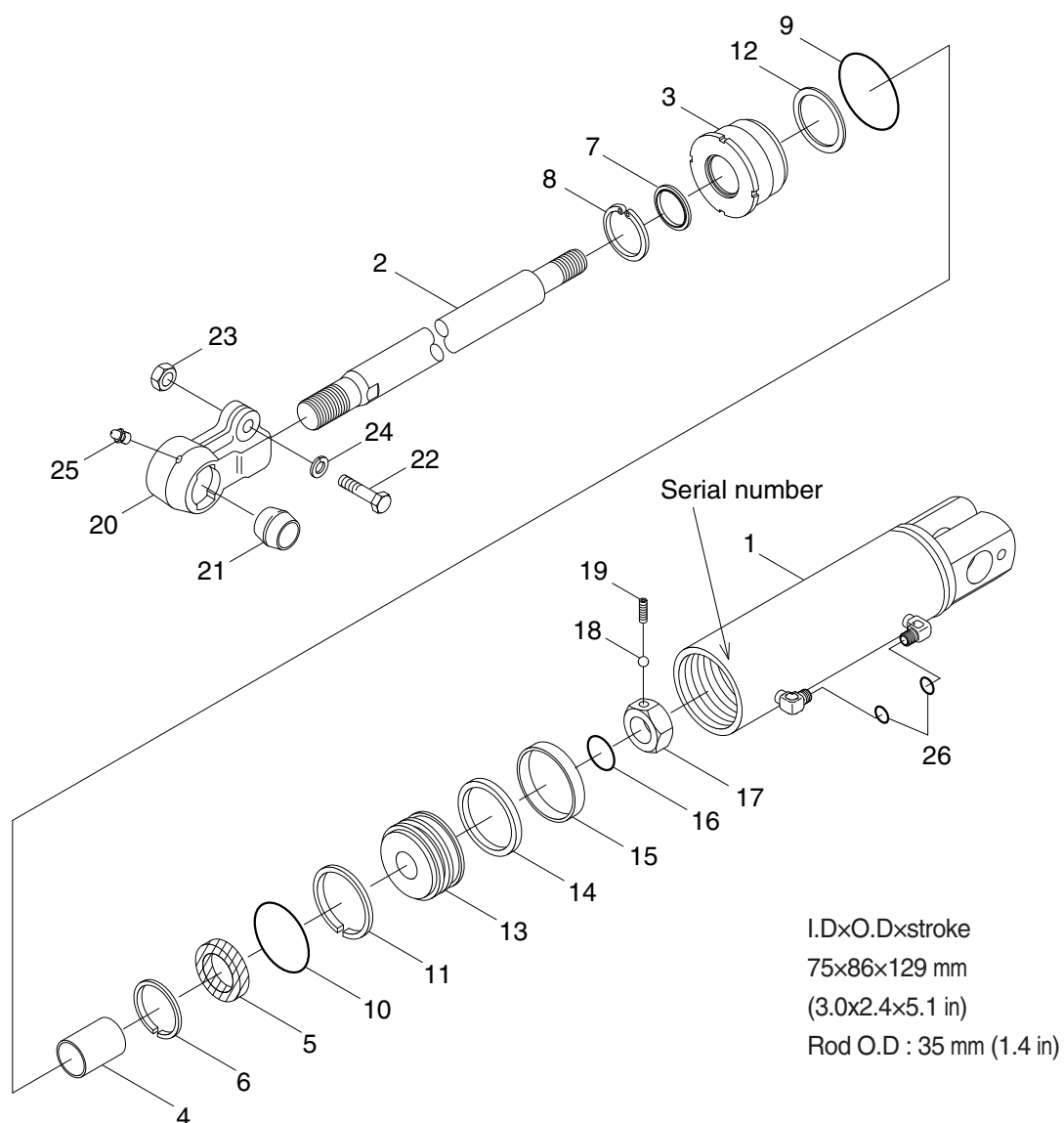


25L9AHS42

- |                 |                 |                      |
|-----------------|-----------------|----------------------|
| 1 Tube assembly | 10 U-packing    | 19 Spherical bearing |
| 2 Rod           | 11 Back up ring | 20 Hexagon bolt      |
| 3 Piston        | 12 Dust wiper   | 21 Spring washer     |
| 4 Piston seal   | 13 Stop ring    | 22 Lock nut          |
| 5 Wear ring     | 14 O-ring       | 23 Grease nipple     |
| 6 O-ring        | 15 Back up ring | 24 O-ring            |
| 7 Nylon nut     | 16 O-ring       | 25 O-ring            |
| 8 Rod cover     | 17 Washer       |                      |
| 9 Rod bushing   | 18 Rod eye      |                      |



## (2) Type 2



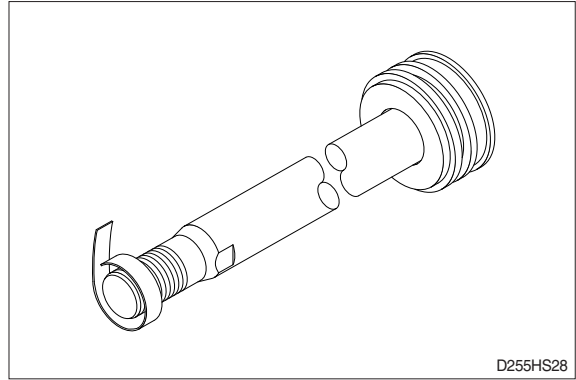
25L9AHS43

- |                 |                 |                      |
|-----------------|-----------------|----------------------|
| 1 Tube assembly | 10 O-ring       | 19 Socket screw      |
| 2 Rod           | 11 Back up ring | 20 Rod eye           |
| 3 Gland         | 12 Lock washer  | 21 Spherical bearing |
| 4 DU-bushing    | 13 Piston       | 22 Hexagon bolt      |
| 5 Rod seal      | 14 Piston seal  | 23 Hexagon nut       |
| 6 Back up ring  | 15 Wear ring    | 24 Spring washer     |
| 7 Dust wiper    | 16 O-ring       | 25 Grease nipple     |
| 8 Snap ring     | 17 Lock nut     | 26 O-ring            |
| 9 O-ring        | 18 Steel ball   |                      |

## 2) DISASSEMBLY

- (1) Hold the parallel parts of the cylinder tube bottom in a vice and mark the rod head end to show how much it is screwed in, then remove the rod head. Next, hook a wrench into the notch at the cylinder head and remove the cylinder head from cylinder tube.

When doing this, wind tape round the threaded part of the rod and be careful not to damage the dust seal and rod seal inside cylinder head.



## 3) CHECK AND INSPECTION

mm (in)

Check item	Standard size	Repair limit	Remedy
Clearance between cylinder rod & bushing	0.072~0.288 (0.003~0.011)	0.5 (0.020)	Replace bushing
Clearance between rod head bushing & pin	0.10~0.35 (0.004~0.014)	0.6 (0.024)	Replace bushing

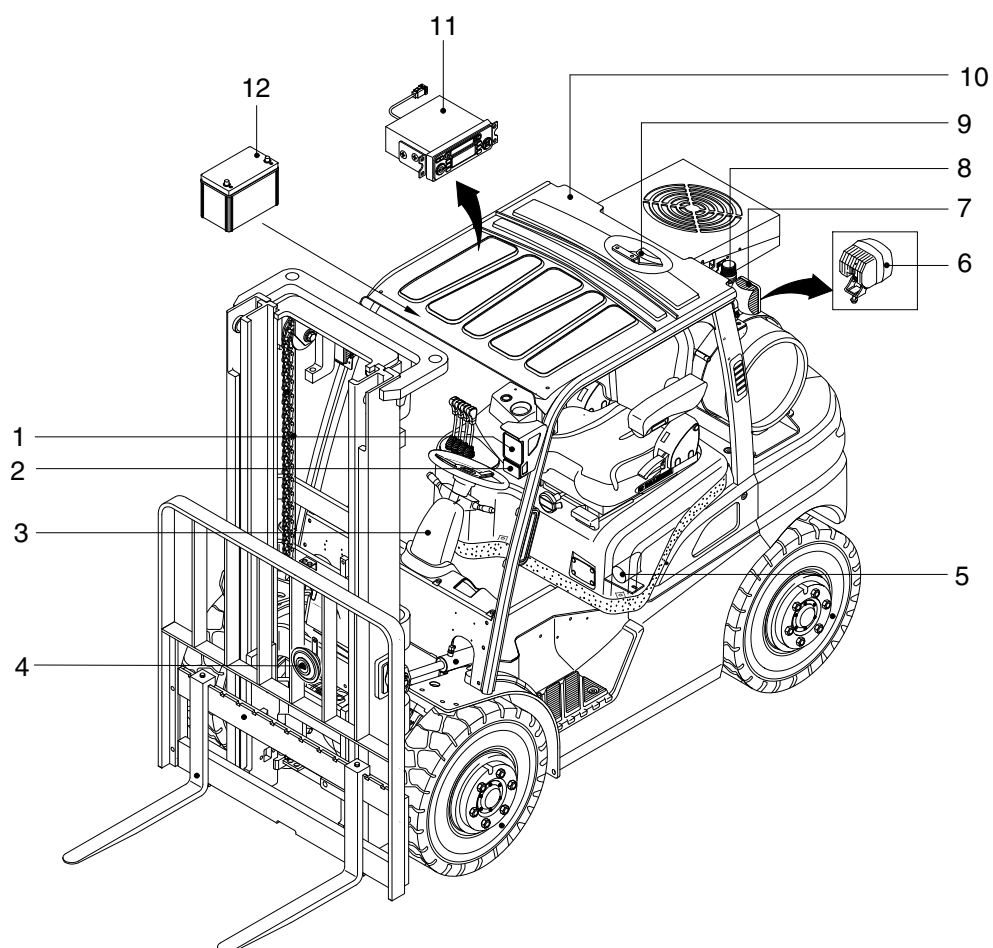
## SECTION 7 ELECTRICAL SYSTEM

Group 1	Component location .....	7-1
Group 2	Electrical circuit .....	7-3
Group 3	Component specification .....	7-20
Group 4	Connector destination .....	7-21
Group 5	Troubleshooting .....	7-26

## SECTION 7 ELECTRICAL SYSTEM

### GROUP 1 COMPONENT LOCATION

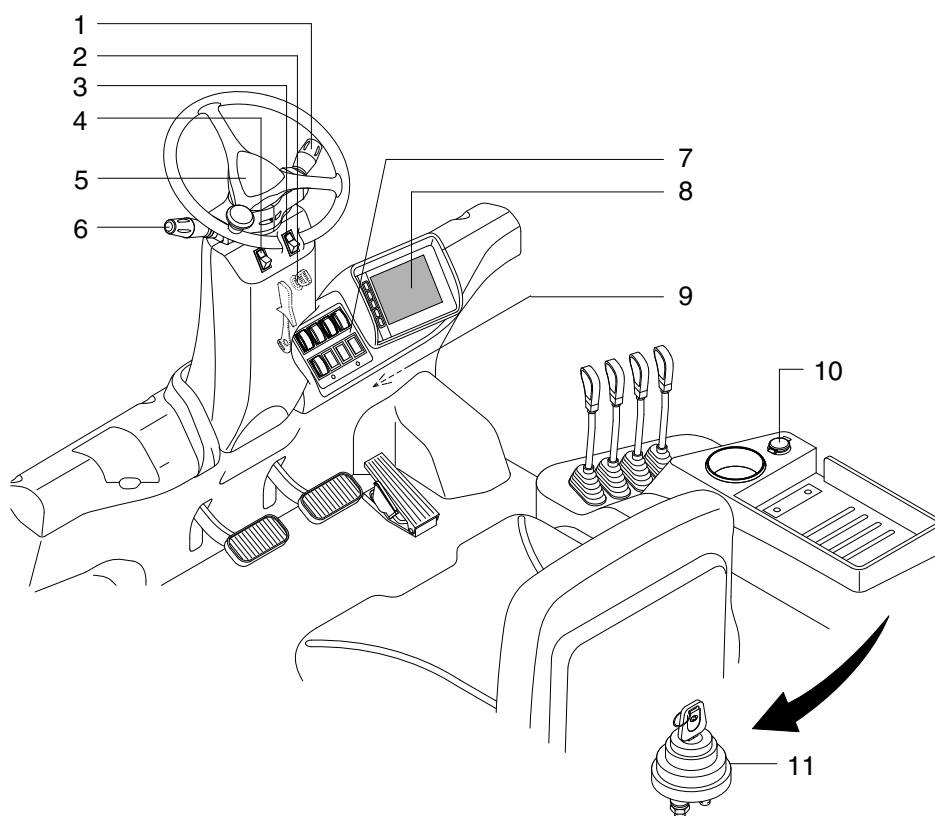
#### 1. LOCATION 1



25L9AEL01

- |   |                  |   |                      |    |                            |
|---|------------------|---|----------------------|----|----------------------------|
| 1 | Head lamp        | 5 | Back buzzer          | 9  | Rear view camera (opt)     |
| 2 | Turn signal lamp | 6 | Blue spot (opt)      | 10 | Rear combination lamp      |
| 3 | Cluster          | 7 | Rear work lamp (opt) | 11 | Radio and USB player (opt) |
| 4 | High horn        | 8 | Beacon lamp (opt)    | 12 | Battery                    |

## 2. LOACTION 2

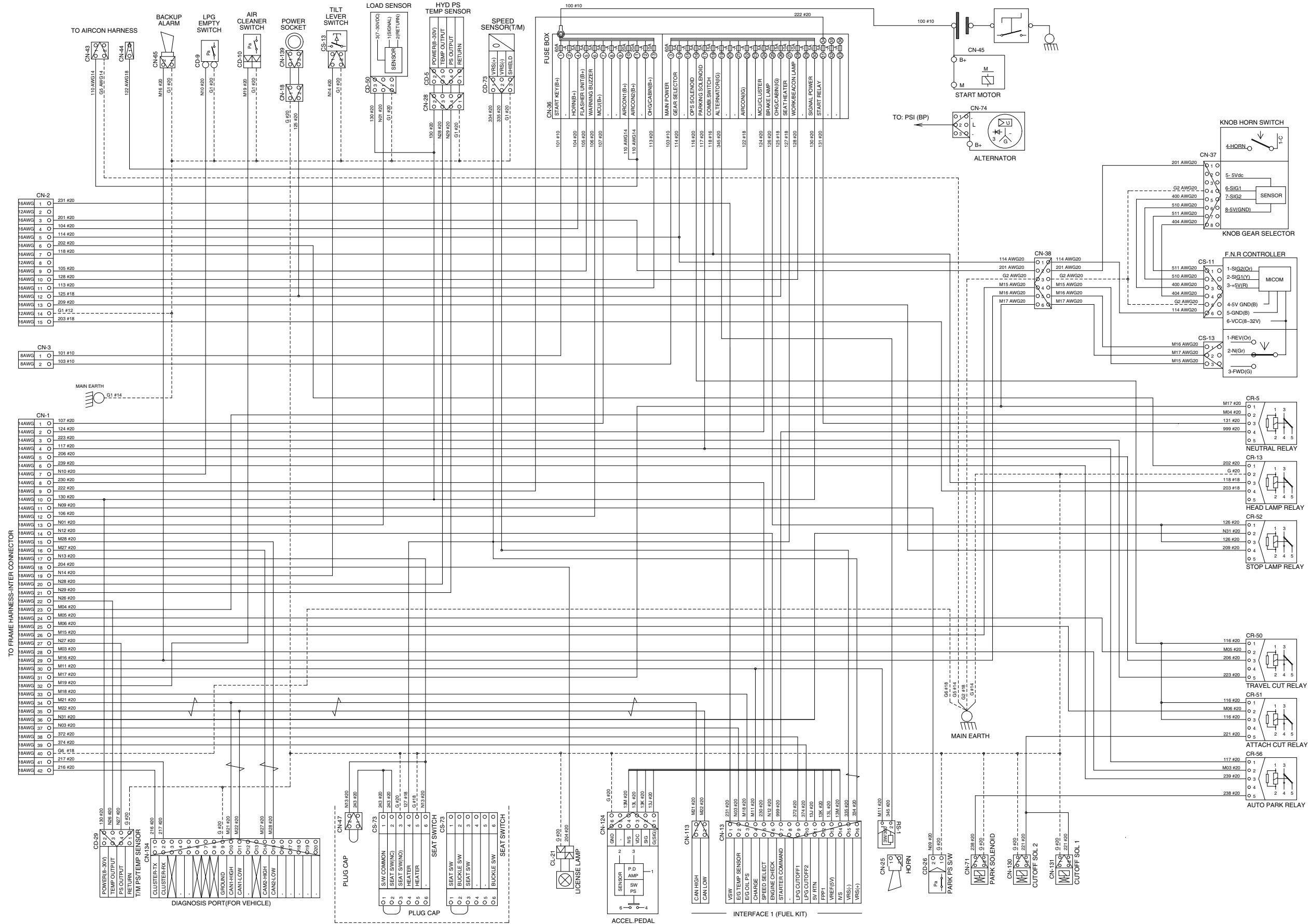


25L9AEL02

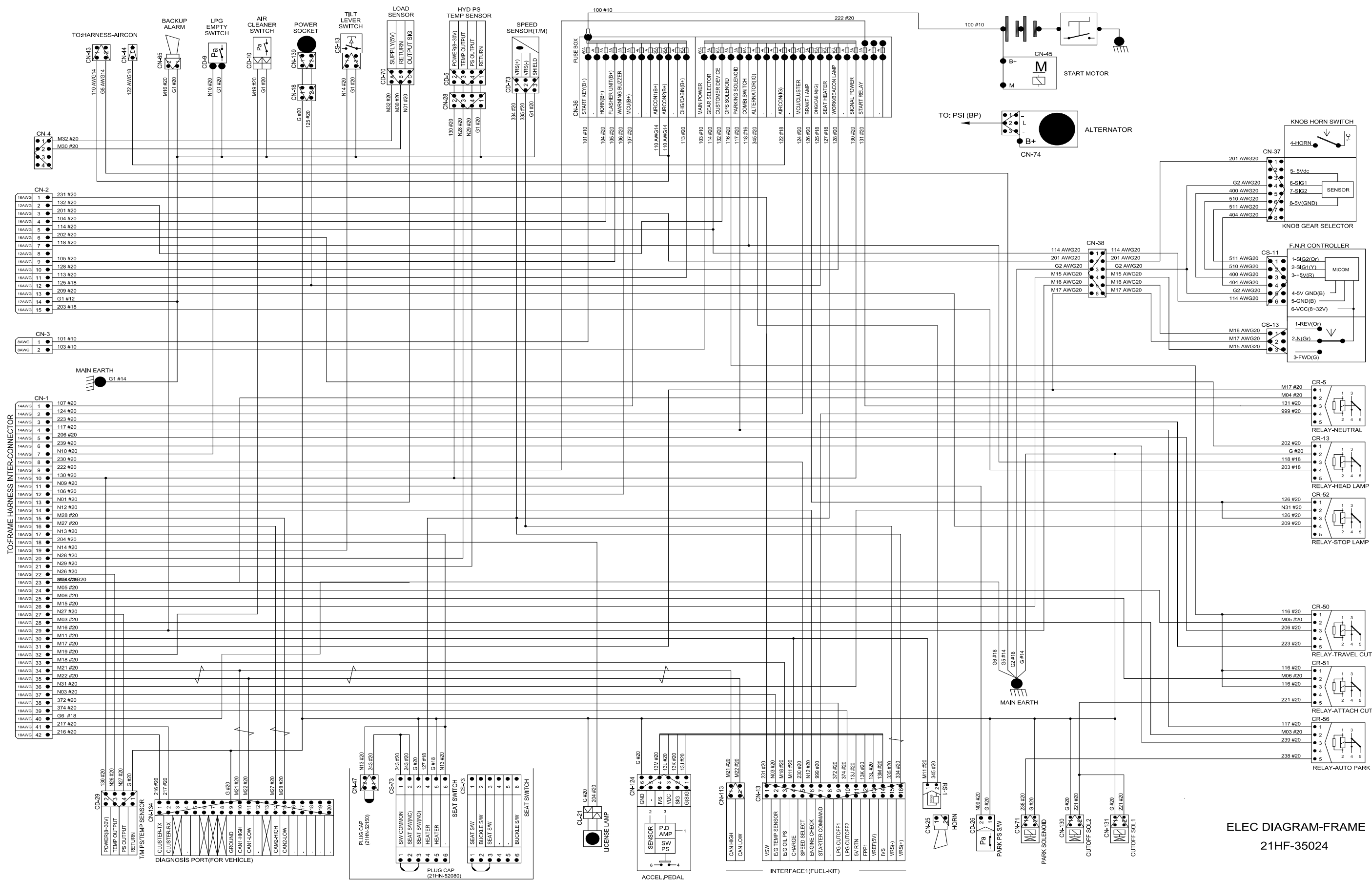
- |   |                       |   |                       |    |                       |
|---|-----------------------|---|-----------------------|----|-----------------------|
| 1 | Multi function switch | 5 | Horn switch           | 9  | Machine control valve |
| 2 | Start switch          | 6 | Forward-reverse lever | 10 | 12V socket (opt)      |
| 3 | Parking brake switch  | 7 | Switch board          | 11 | Master switch (opt)   |
| 4 | Hazard switch (opt)   | 8 | Cluster               |    |                       |

# GROUP 2 ELECTRICAL CIRCUIT

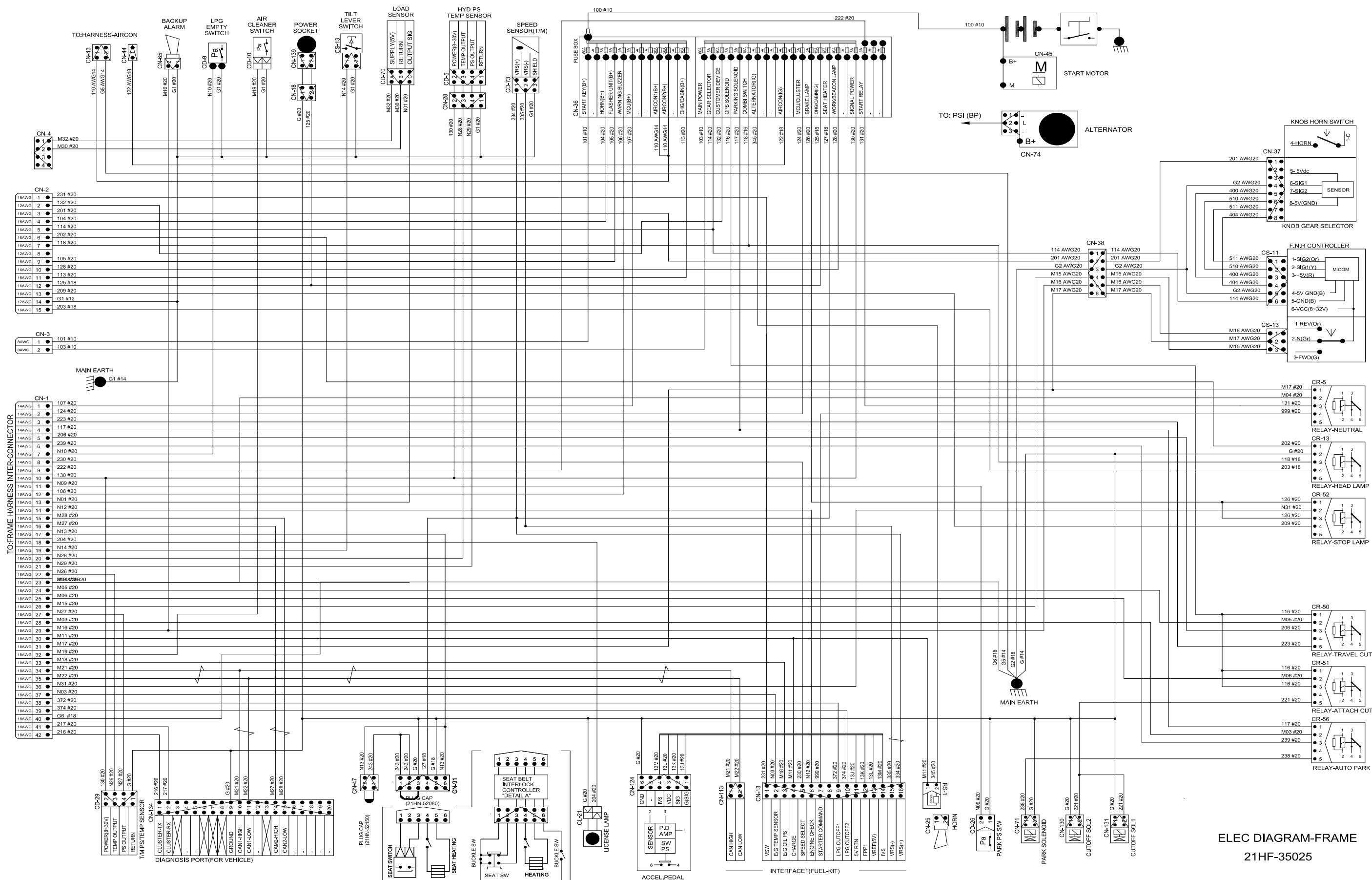
·ELECTRICAL CIRCUIT (1/6, FRAME, 25L-9A : ~#0496, 30L-9A : ~#0314, 33L-9A : ~#067, 35LN-9A : ~#0136)



·ELECTRICAL CIRCUIT (1/6-1, FRAME, 25L-9A : ~#0602, 30L-9A : ~#0364, 33L-9A : ~#076, 35LN-9A : ~#0178)

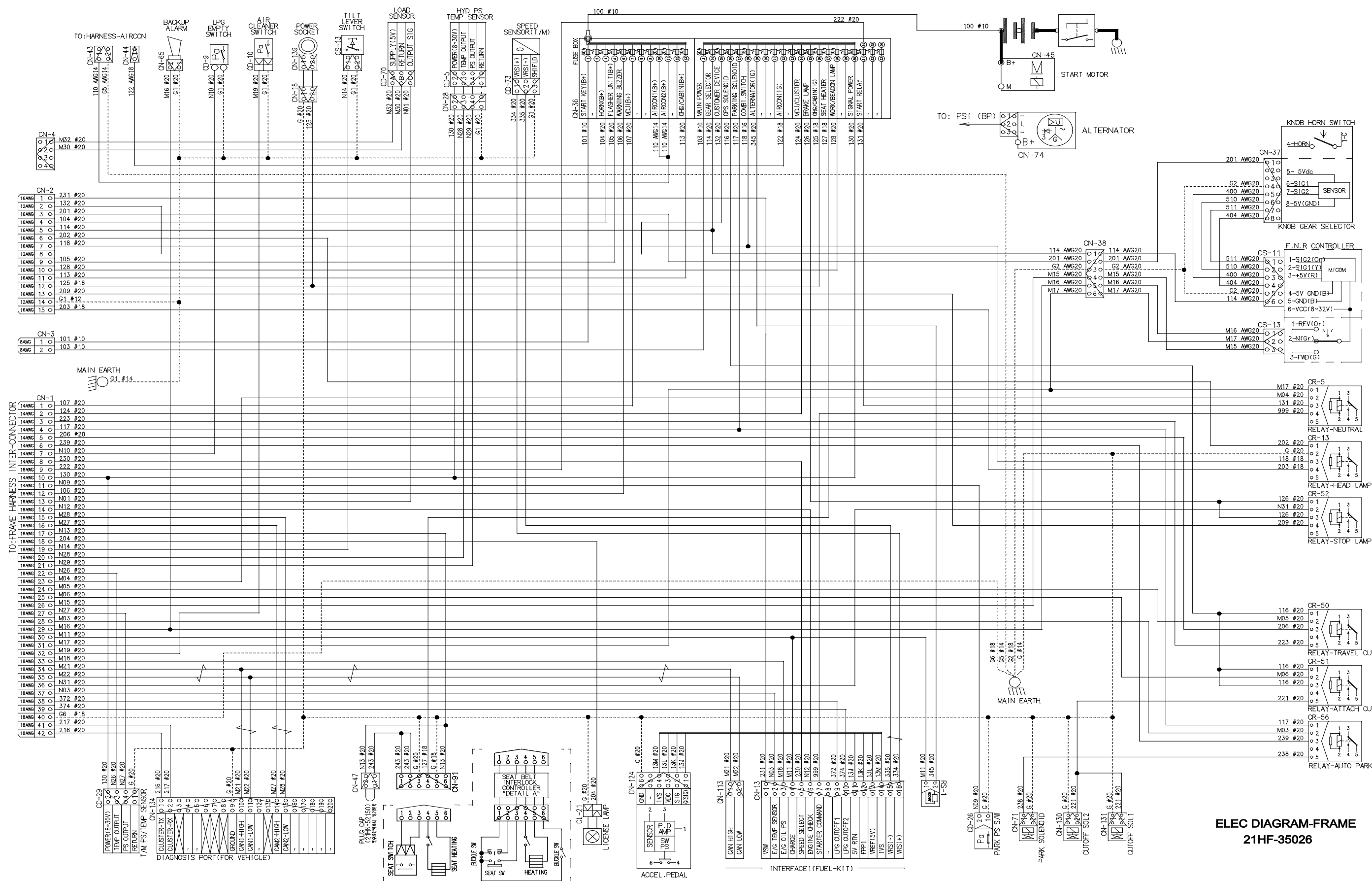


·ELECTRICAL CIRCUIT (1/6-2, FRAME, 25L-9A : ~#0649, 30L-9A : ~#0406, 33L-9A : ~#079, 35LN-9A : ~#0196)



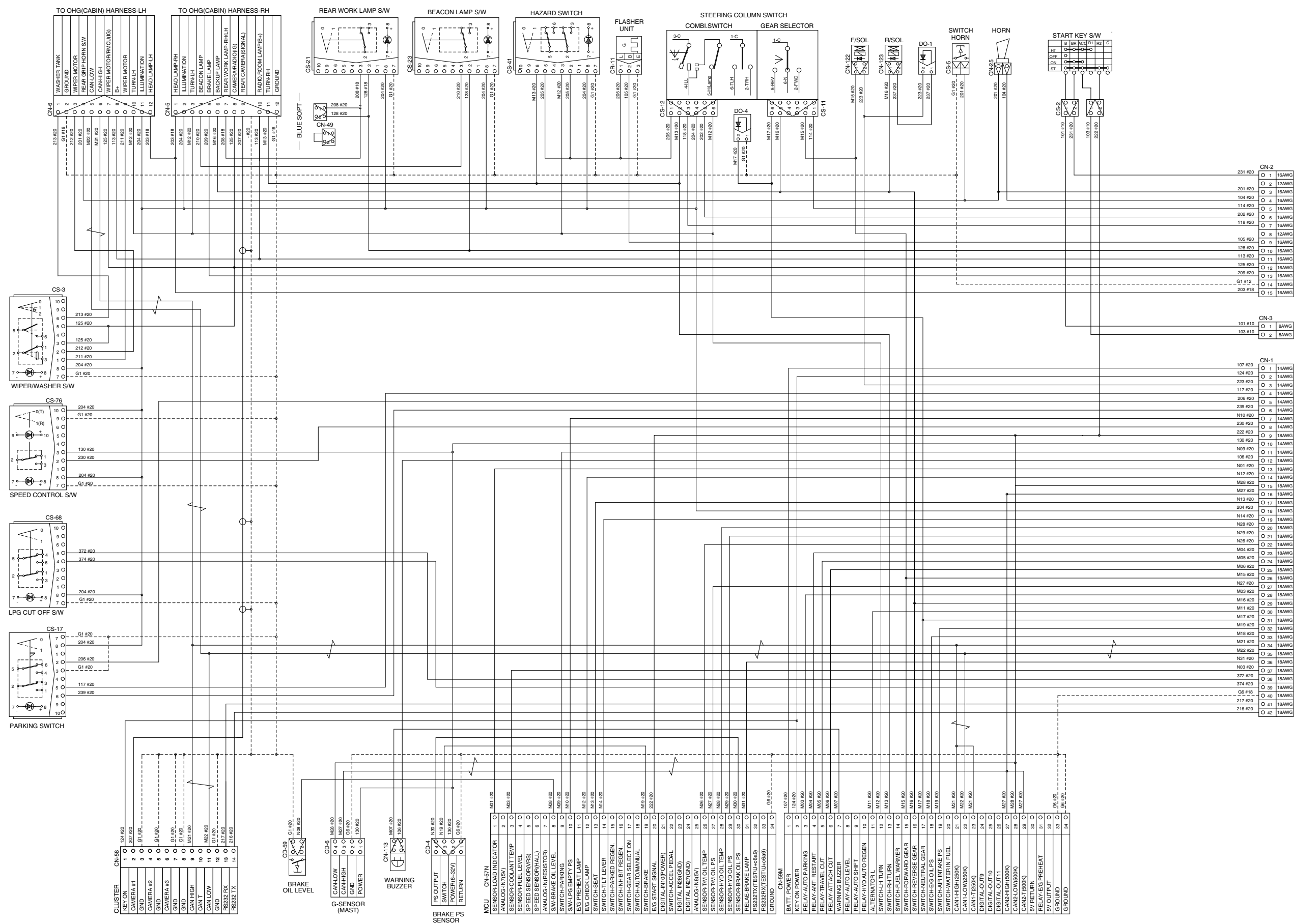


・ELECTRICAL CIRCUIT (1/6-3, FRAME, 25L-9A : #0650~, 30L-9A : #0407~, 33L-9A : #080~, 35LN-9A : #0197~)

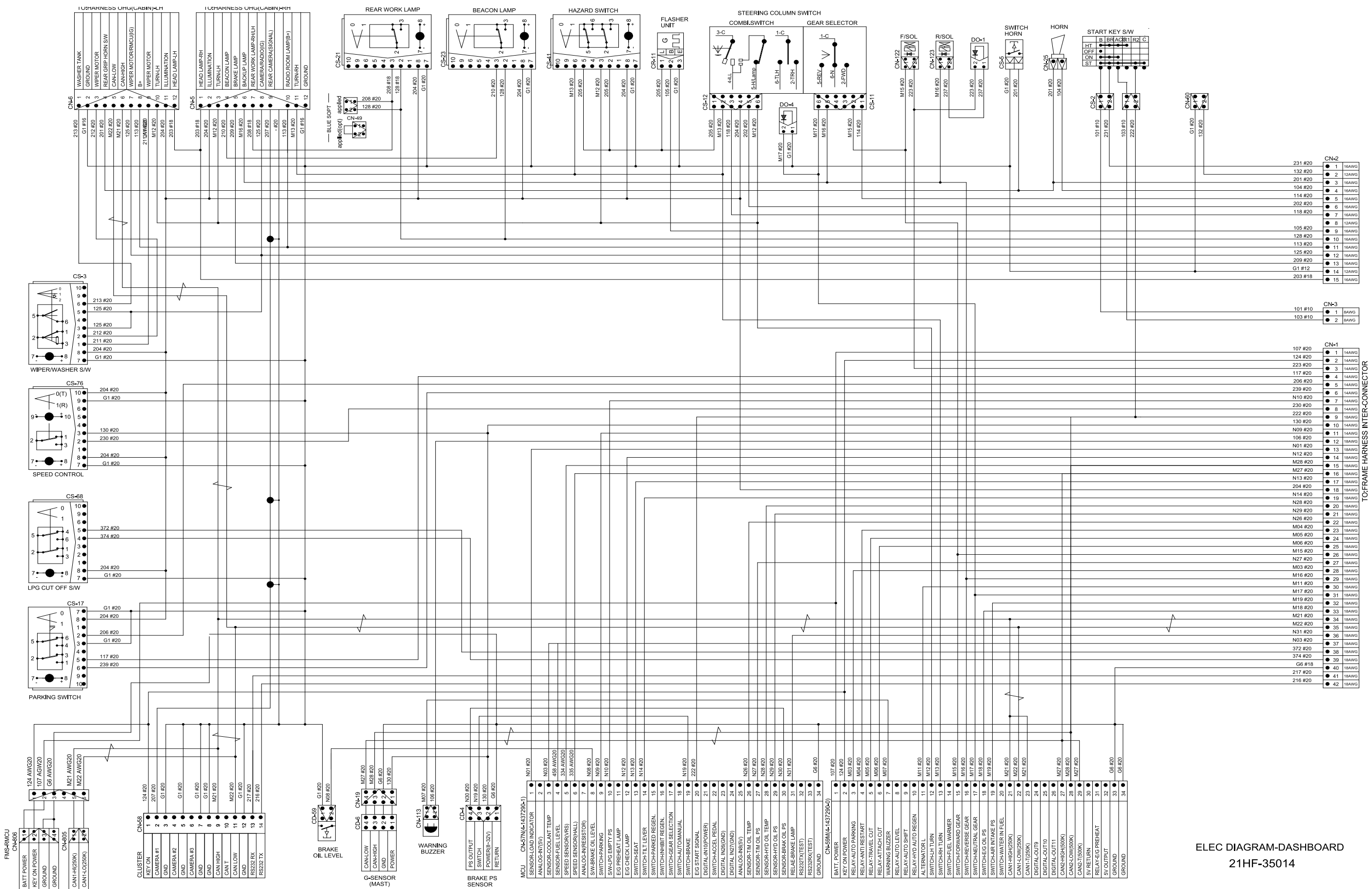


**ELEC DIAGRAM-FRAME**  
**21HF-35026**

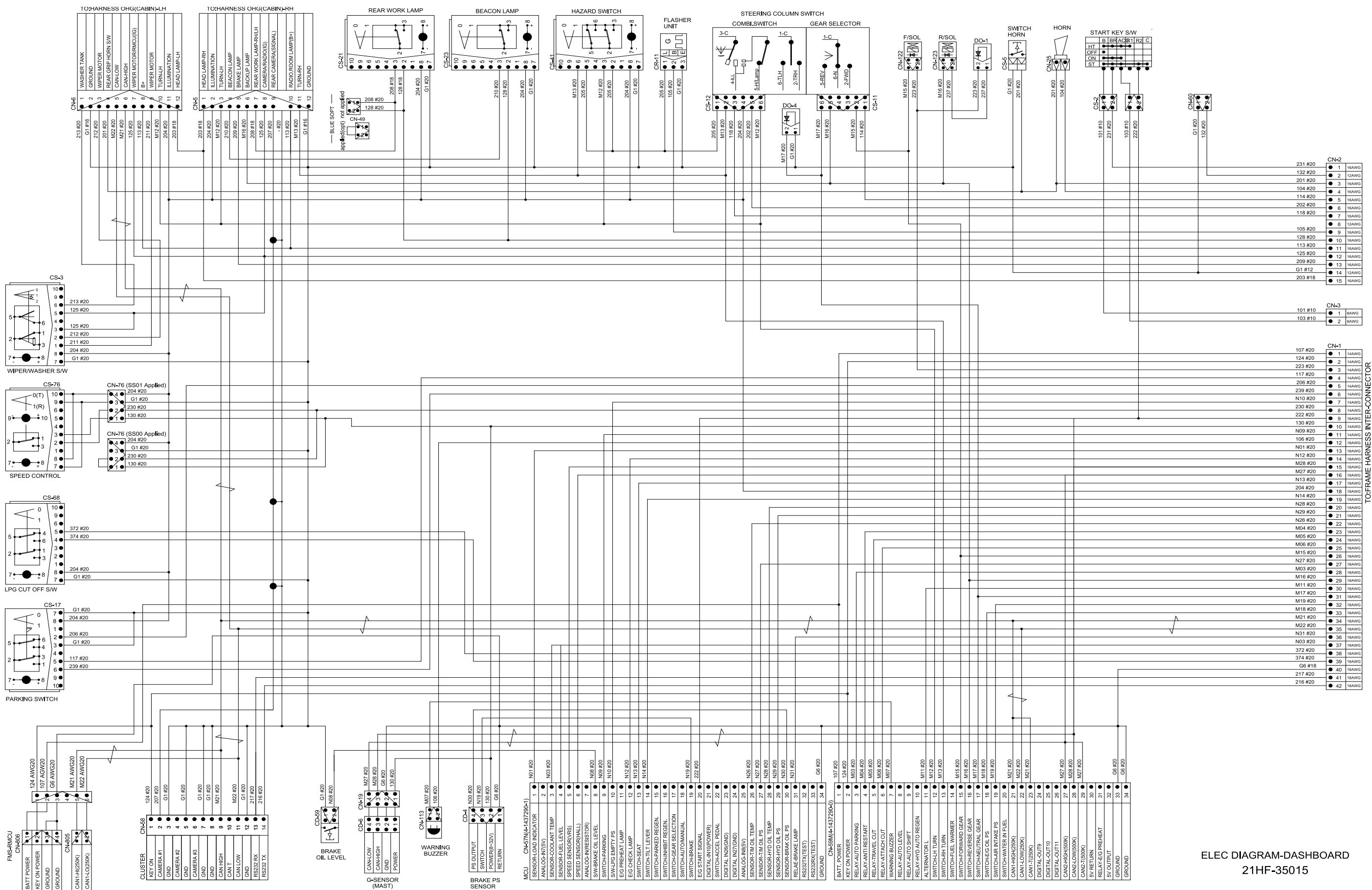
·ELECTRICAL CIRCUIT (2/6, DASHBOARD, 25L-9A : ~#0181, 30L-9A : ~#0115, 33L-9A : ~#035, 35LN-9A : ~#0043)



·ELECTRICAL CIRCUIT (2/6-1, DASHBOARD 25L-9A : ~#0228, 30L-9A : ~#0134, 33L-9A : ~#0038, 35LN-9A : ~#0050)

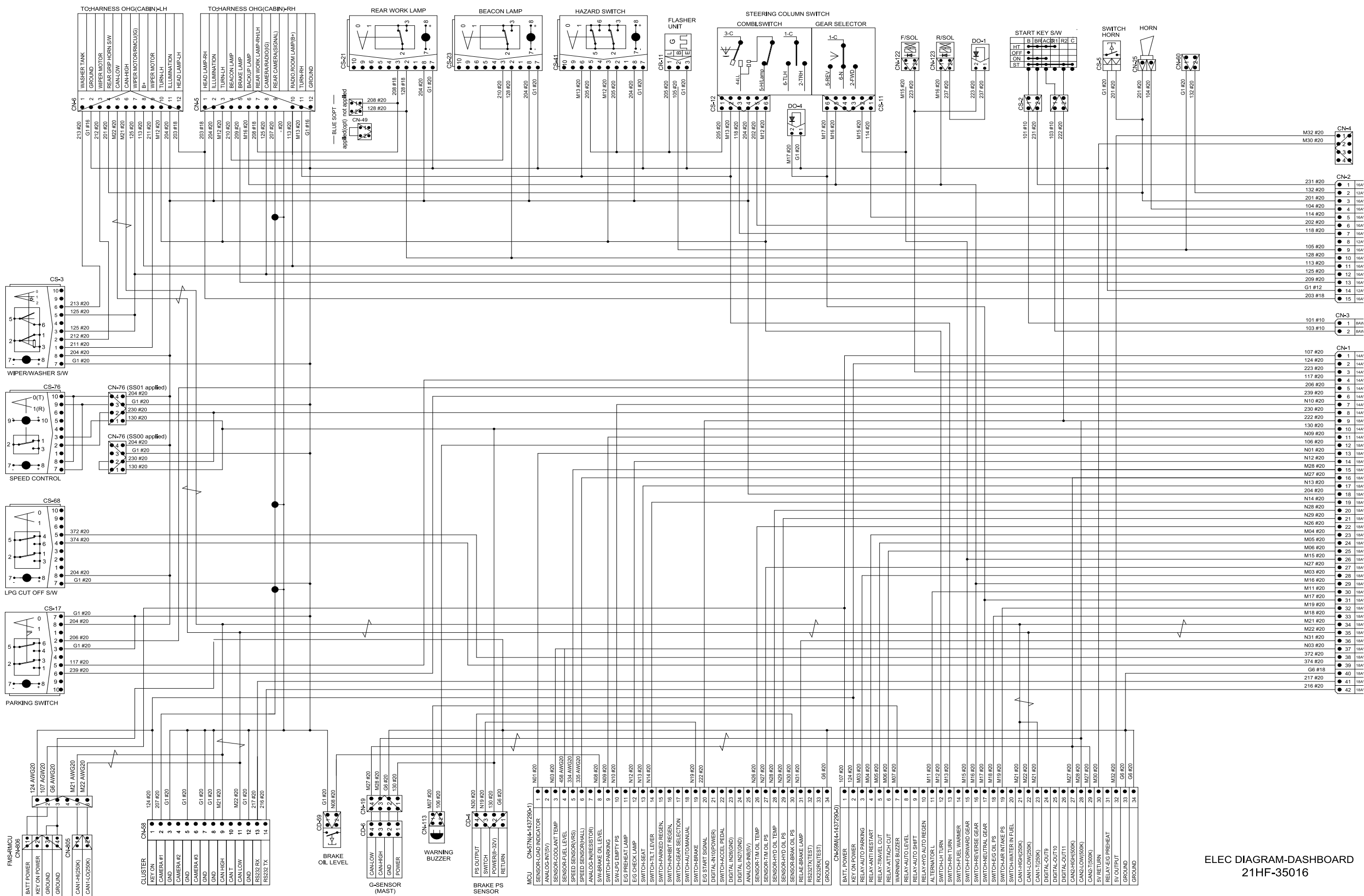


·ELECTRICAL CIRCUIT (2/6-2, DASHBOARD 25L-9A : ~#0496, 30L-9A : ~#0314, 33L-9A : ~#0067, 35LN-9A : ~#0136)



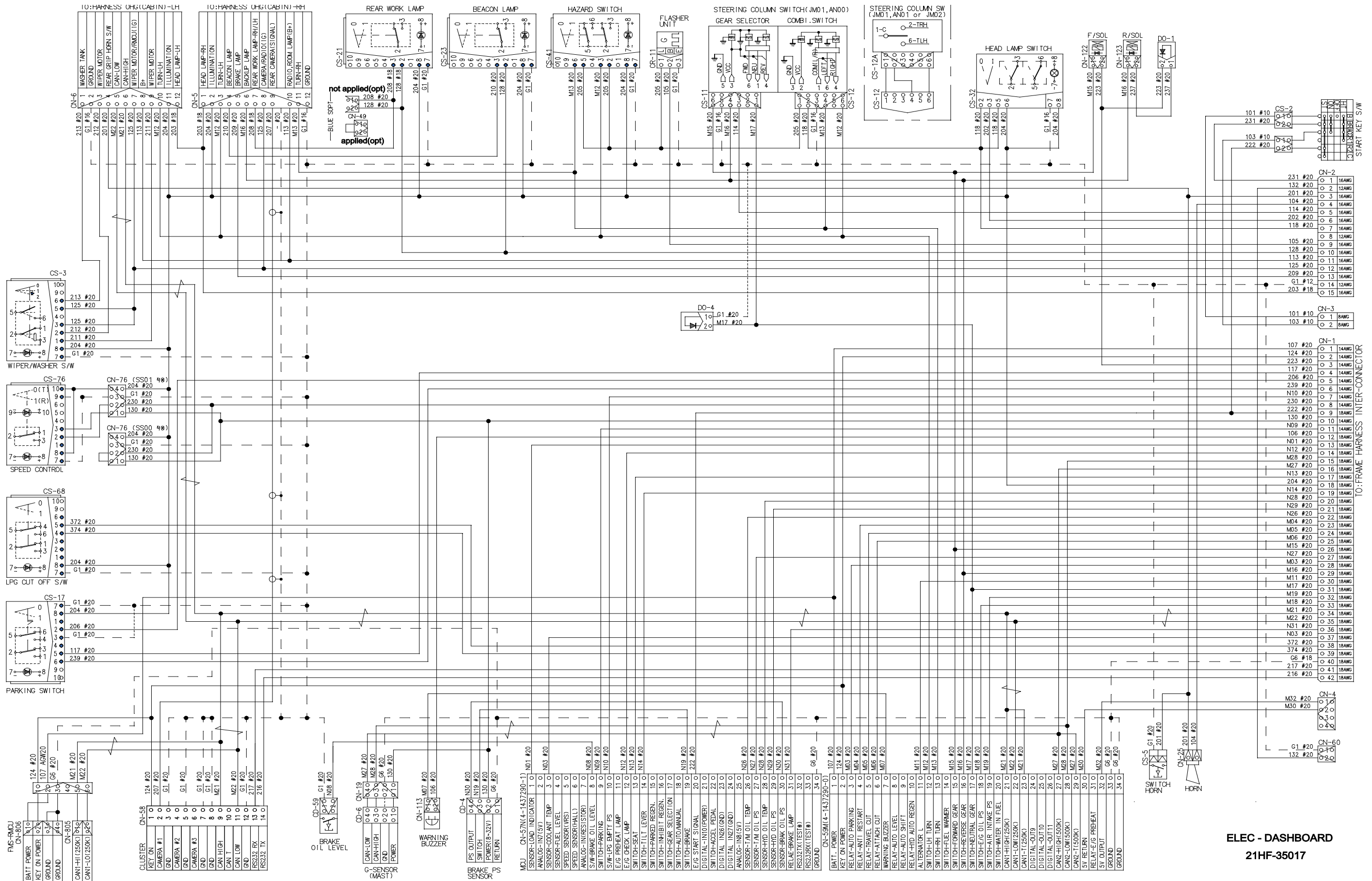


·ELECTRICAL CIRCUIT (2/6-3, DASHBOARD 25L-9A : ~#0522, 30L-9A : ~#0343, 33L-9A : ~#0074, 35LN-9A : ~#0143)



ELEC DIAGRAM-DASHBOARD  
21HF-35016

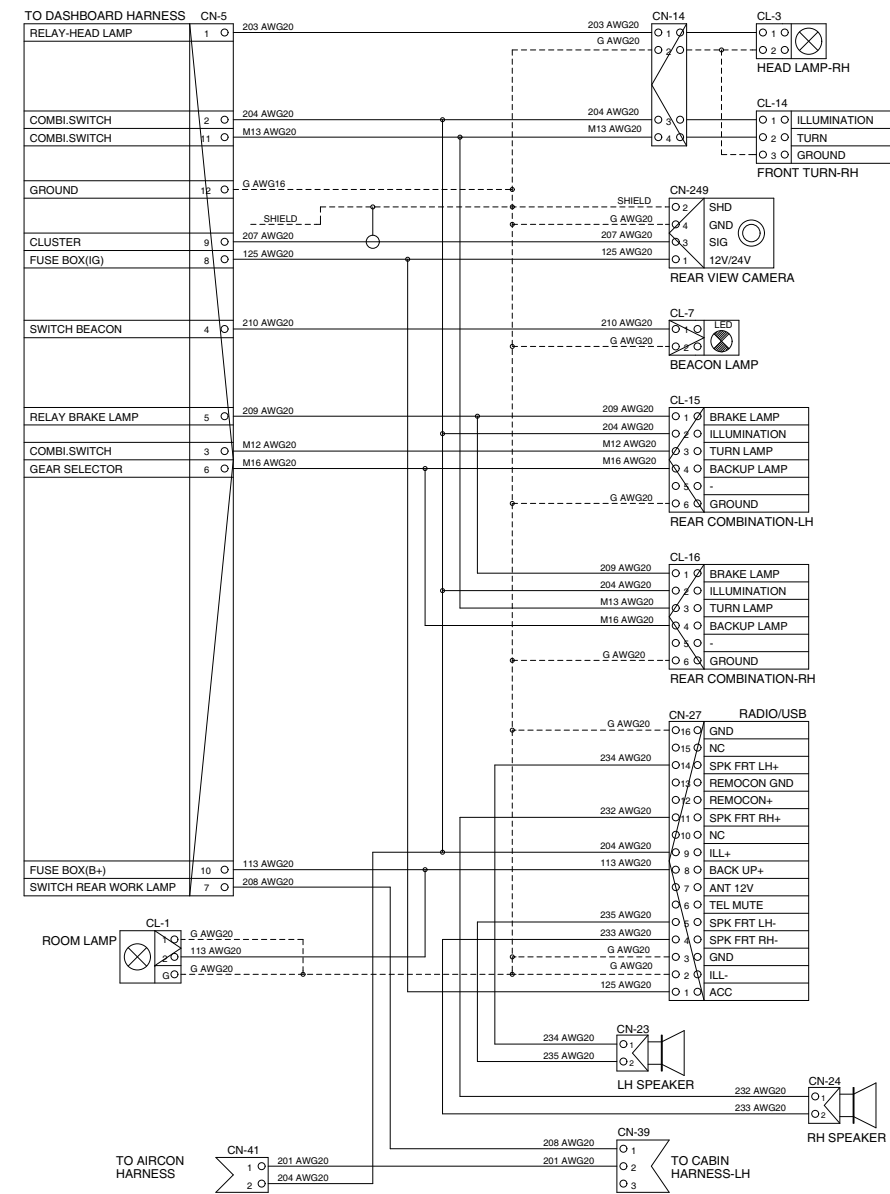
·ELECTRICAL CIRCUIT (2/6-4, DASHBOARD 25L-9A : #0522~, 30L-9A : #0343~, 33L-9A : #0074~, 35LN-9A : #0143~)



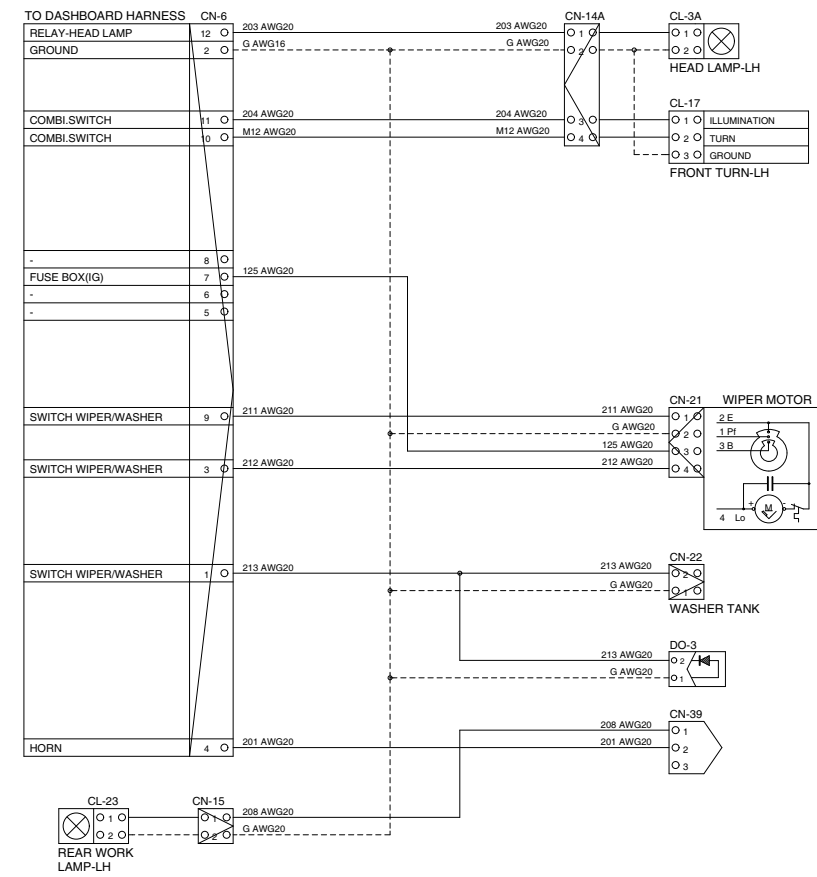
ELEC - DASHBOARD  
21HF-35017

·ELECTRICAL CIRCUIT (3/6, CABIN WITH A/C, 25L-9A : ~#0181, 30L-9A : ~#0115, 33L-9A : ~#0035, 35LN-9A : ~#0043)

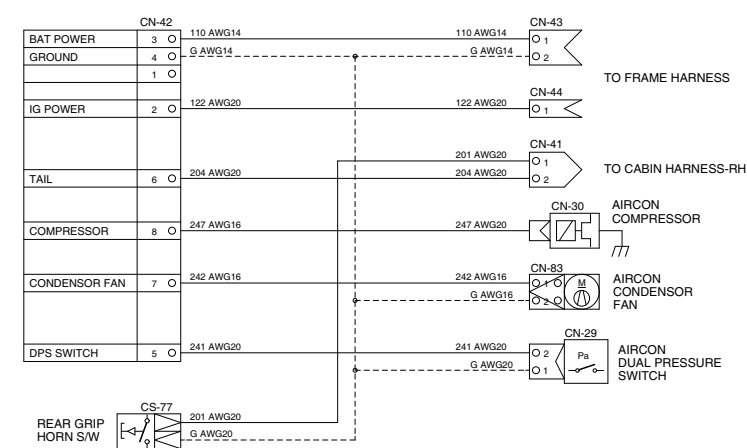
\* LEC DIAGRAM OF CABIN HARNESS-RH



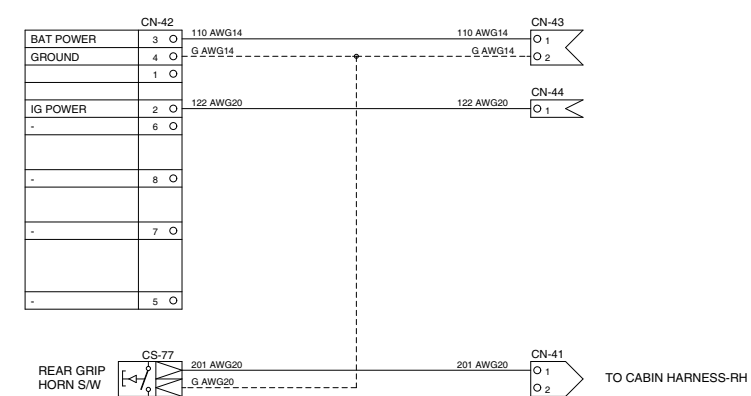
\* LEC DIAGRAM OF CABIN HARNESS-LH



\* ELEC DIAGRAM OF AIRCON HARNESS(AIRCON+HEATER)

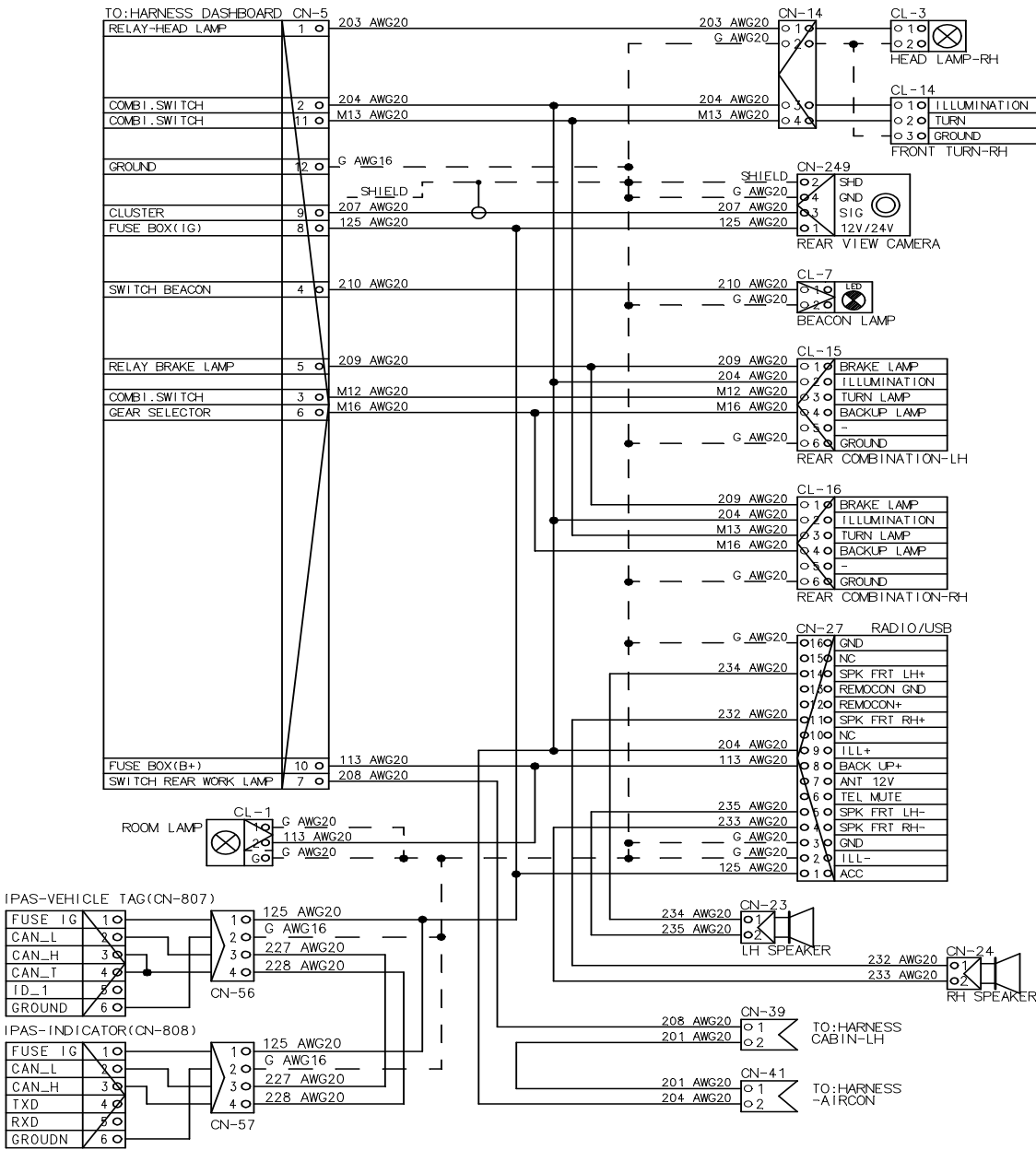


\* ELEC DIAGRAM OF HEATER HARNESS(HEATER ONLY)



·ELECTRICAL CIRCUIT (3/6-1, CABIN WITH A/C, 25L-9A : #0182~, 30L-9A : #0116~, 33L-9A : #0036~, 35LN-9A : #0044~)

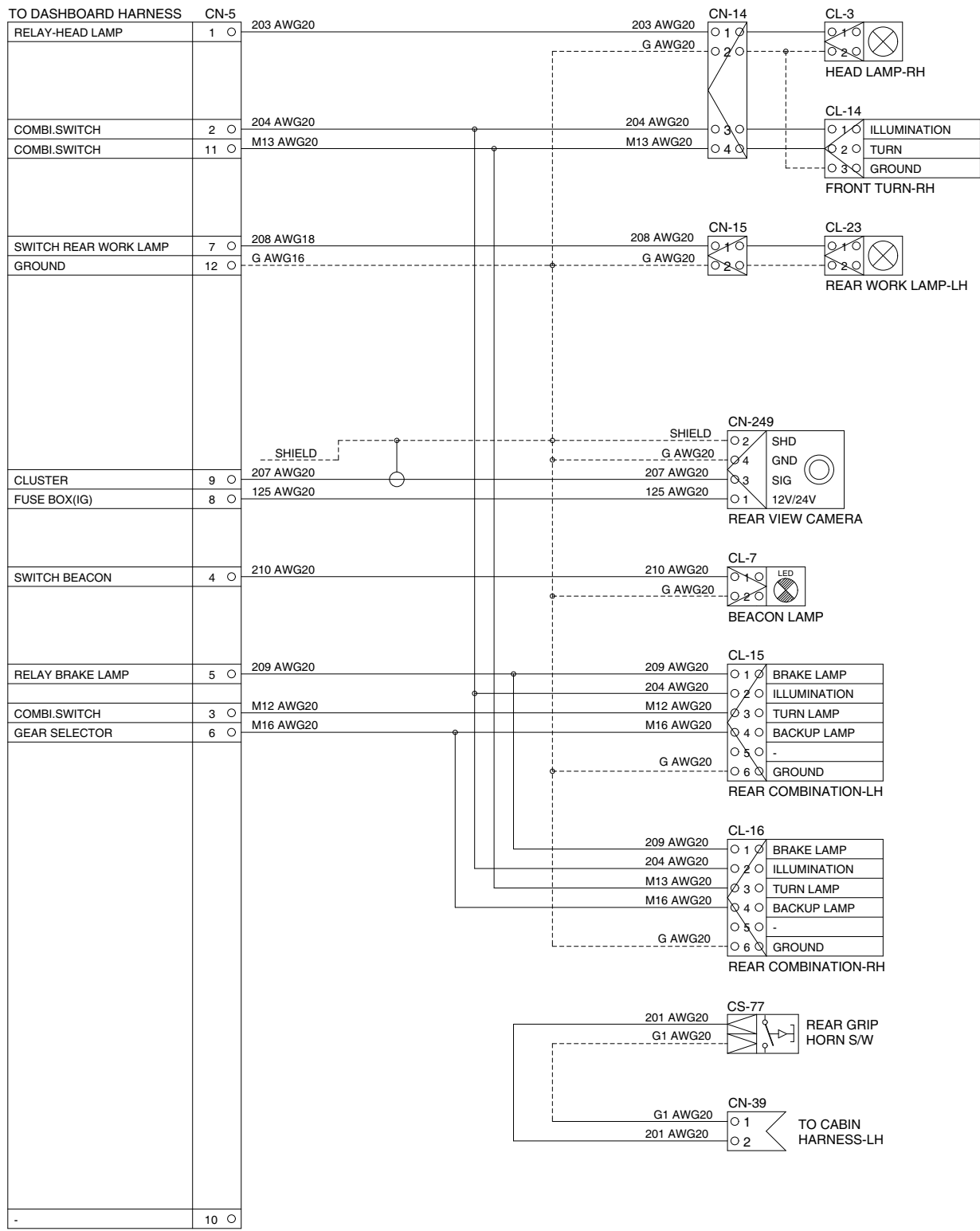
\*ELEC.DIAGRAM OF HARNESS CABIN-RH



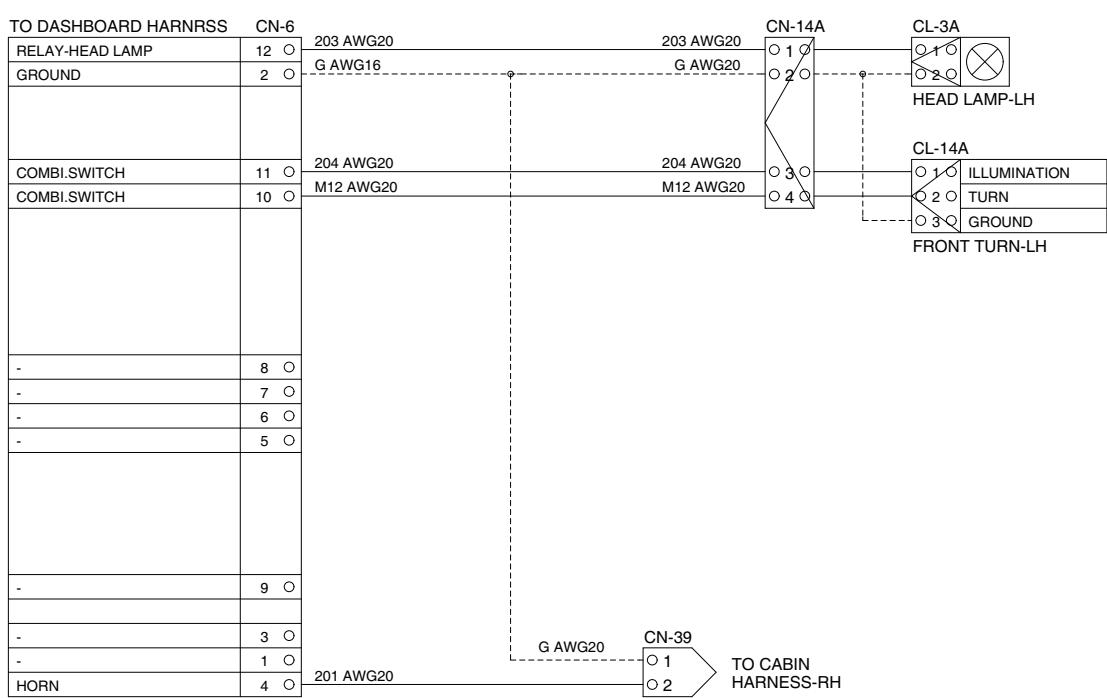


·ELECTRICAL CIRCUIT (4/6, OVERHEAD GUARD, 25L-9A : ~#0181, 30L-9A : ~#0115, 33L-9A : ~#0035, 35LN-9A : ~#0043)

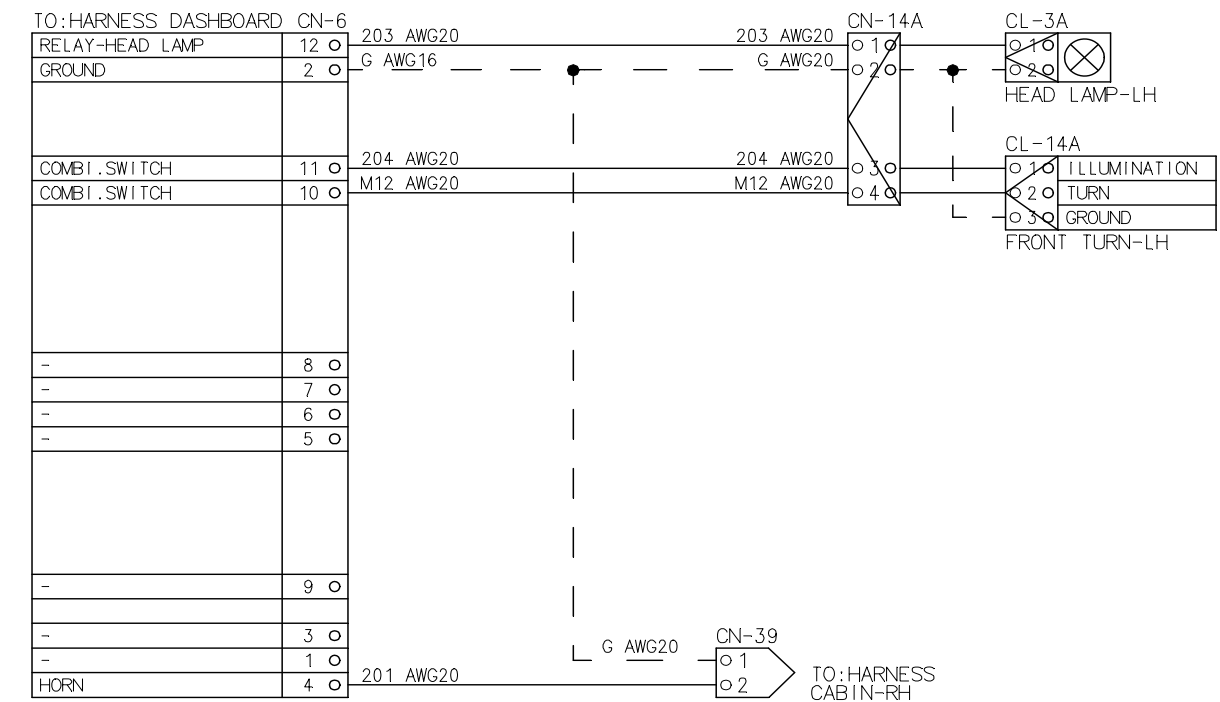
\* ELEC DIAGRAM OF OHG HARNESS-RH



\* ELEC DIAGRAM OF OHG HARNESS-LH

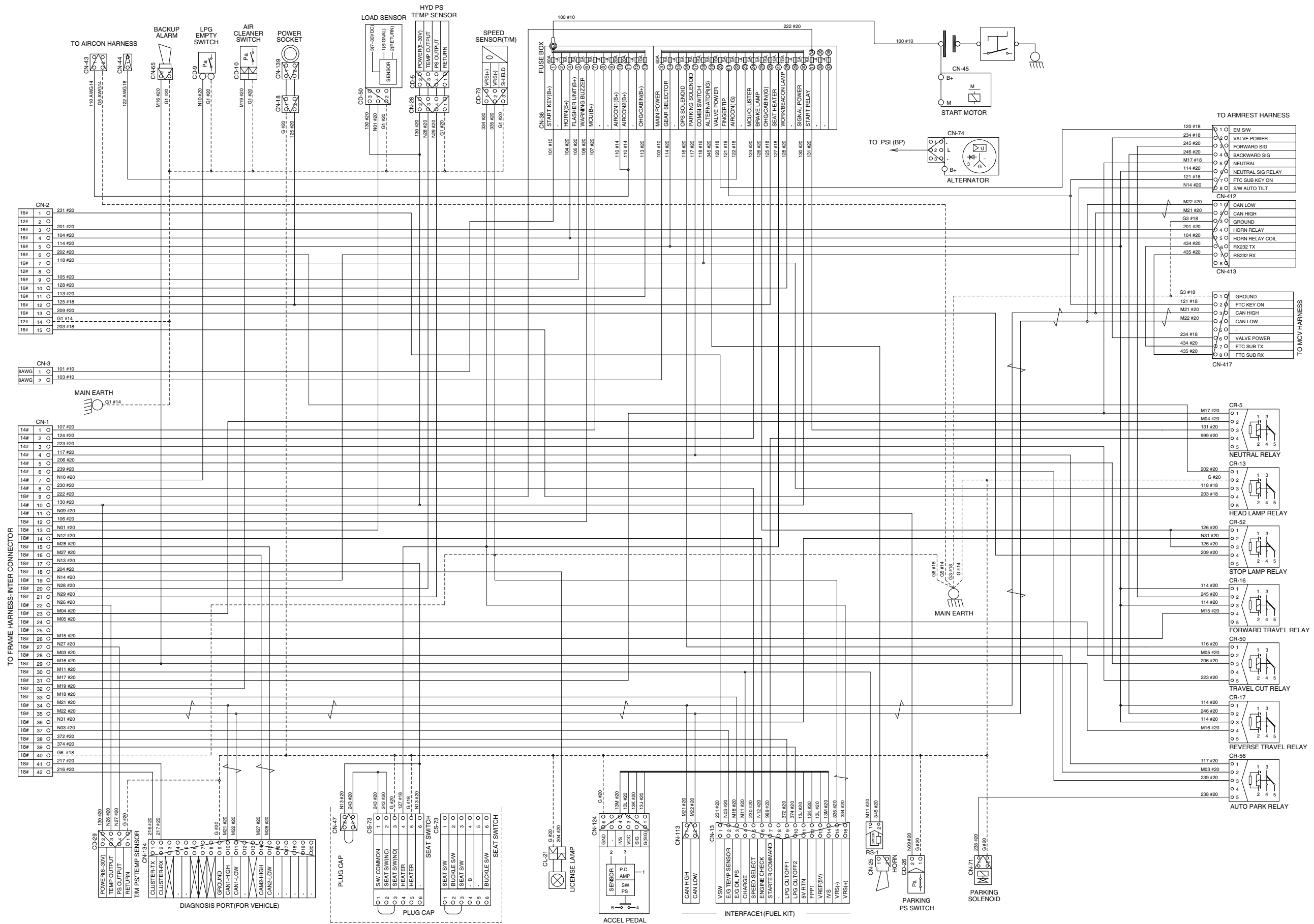


\*ELEC.DIAGRAM OF HARNESS OHG-RH

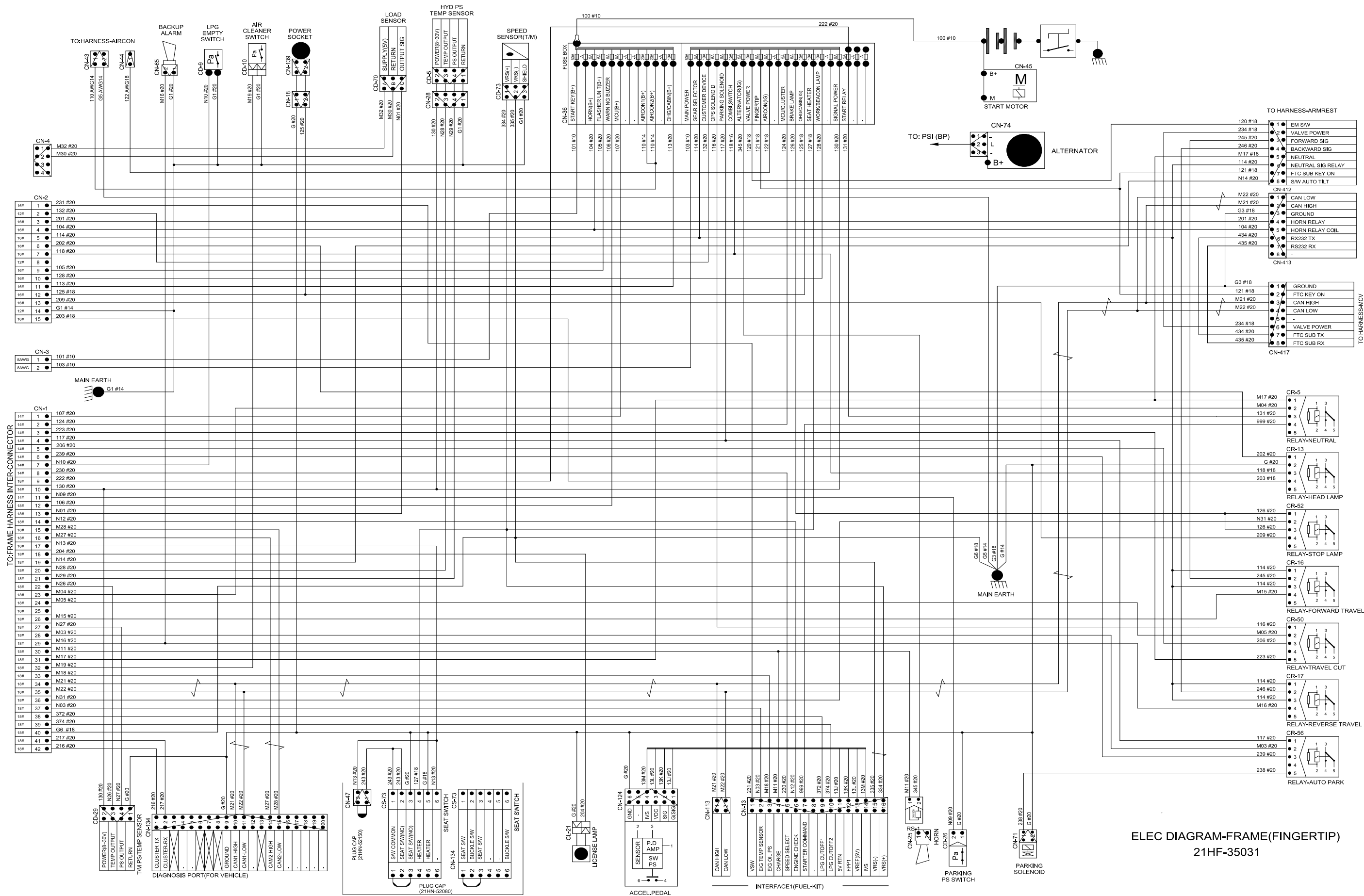


7-6-1

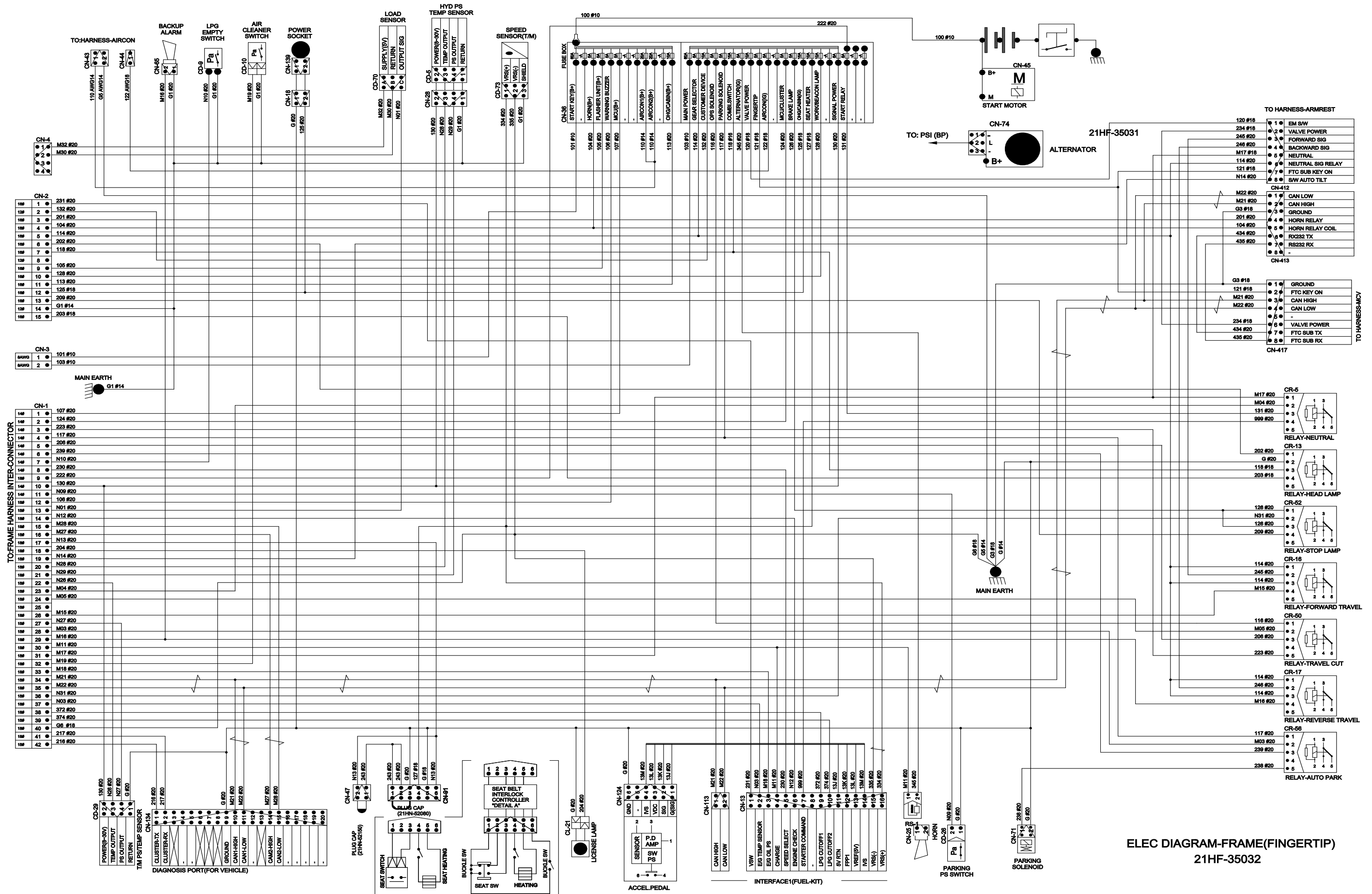
·ELECTRICAL CIRCUIT (5/6, FRAME, FINGERTIP, 25L-9A : ~#0496, 30L-9A : ~#0314, 33L-9A : ~#0067, 35LN-9A : ~#0136)



·ELECTRICAL CIRCUIT (5/6-1, FRAME, FINGERTIP, 25L-9A : ~#0602, 30L-9A : ~#0364, 33L-9A : ~#0076, 35LN-9A : ~#0178)

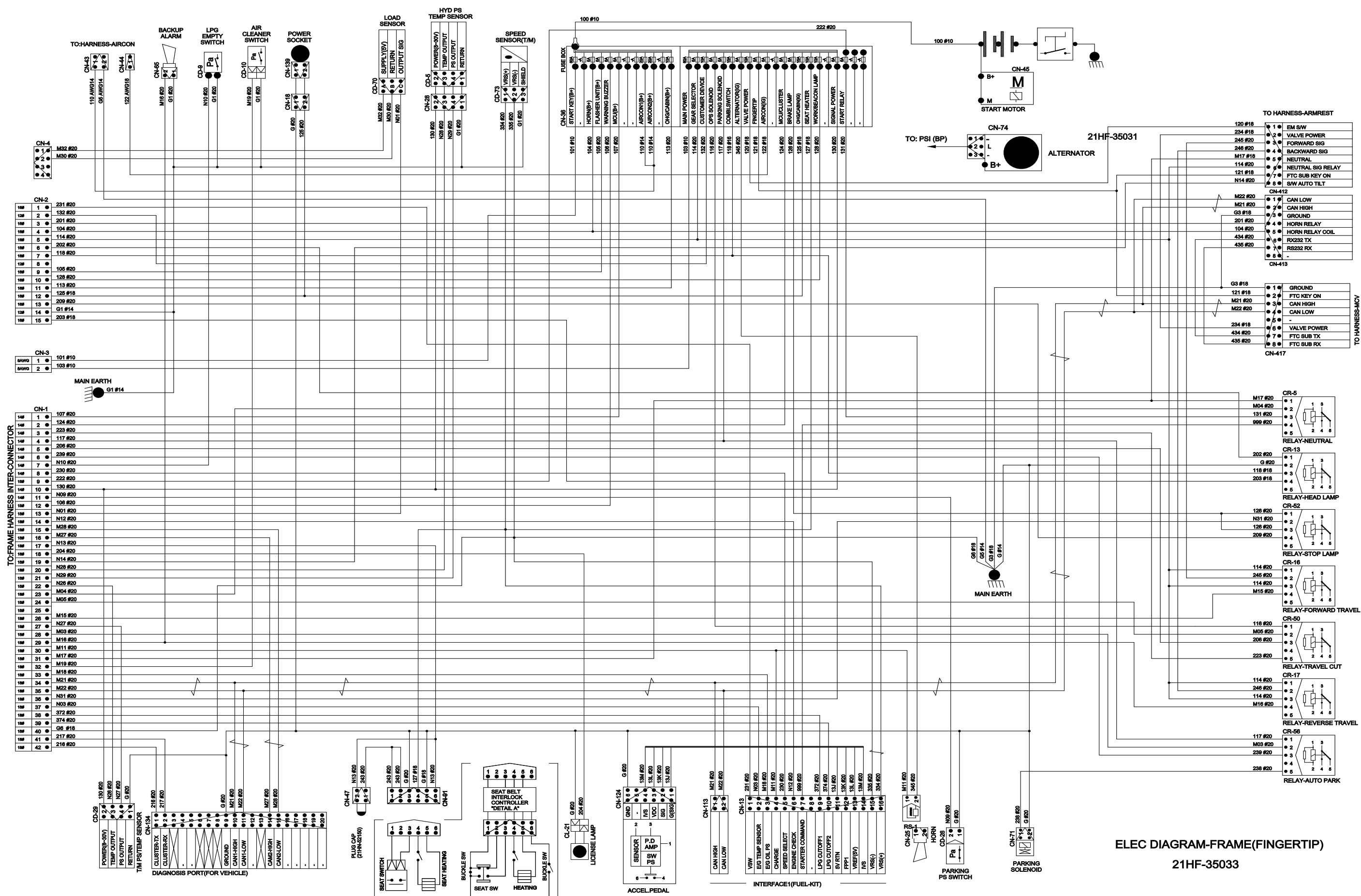


ELECTRICAL CIRCUIT (5/6-2, FRAME, FINGERTIP, 25L-9A : ~#0649, 30L-9A : ~#0406, 33L-9A : ~#0079, 35LN-9A : ~#0196)

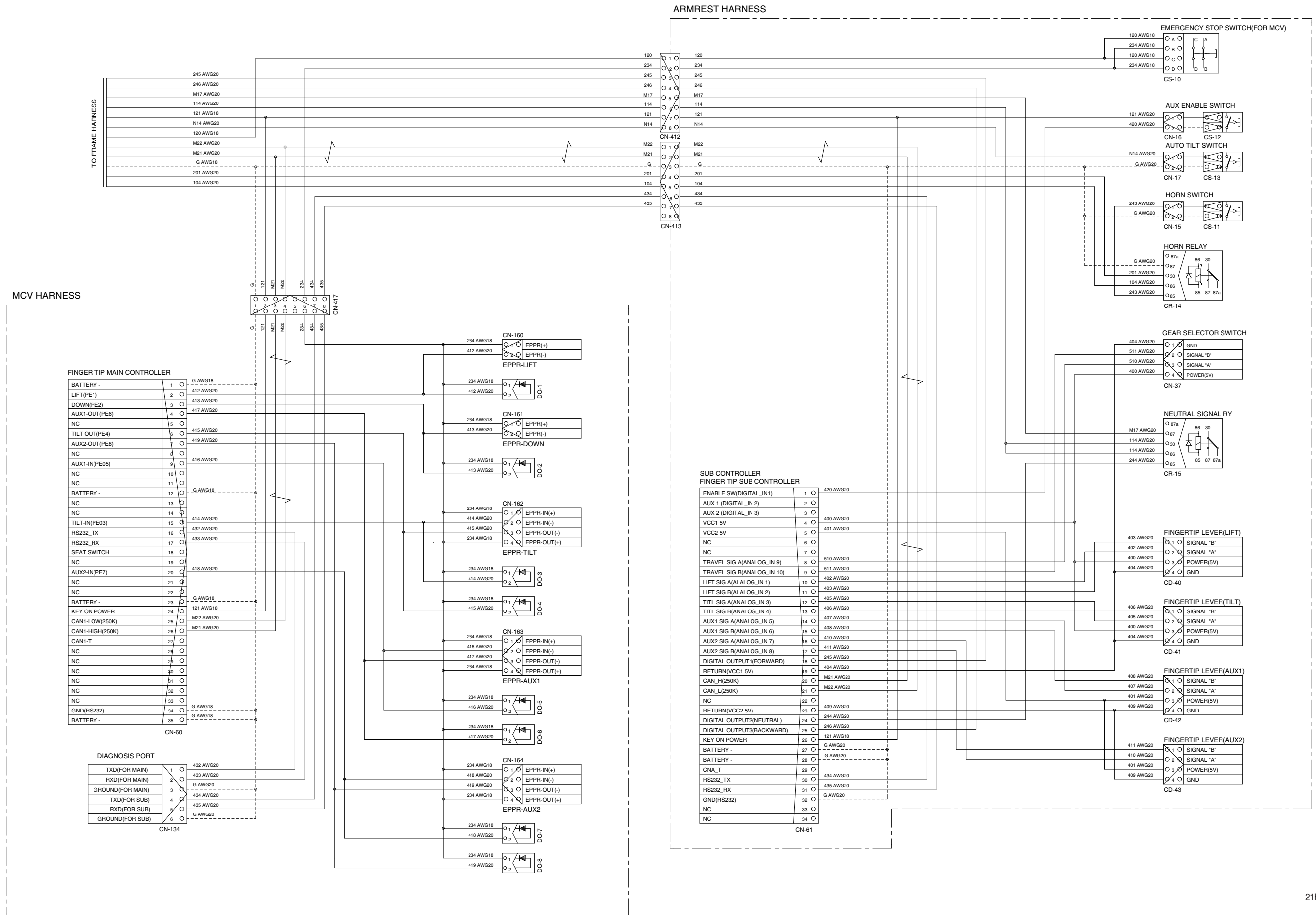




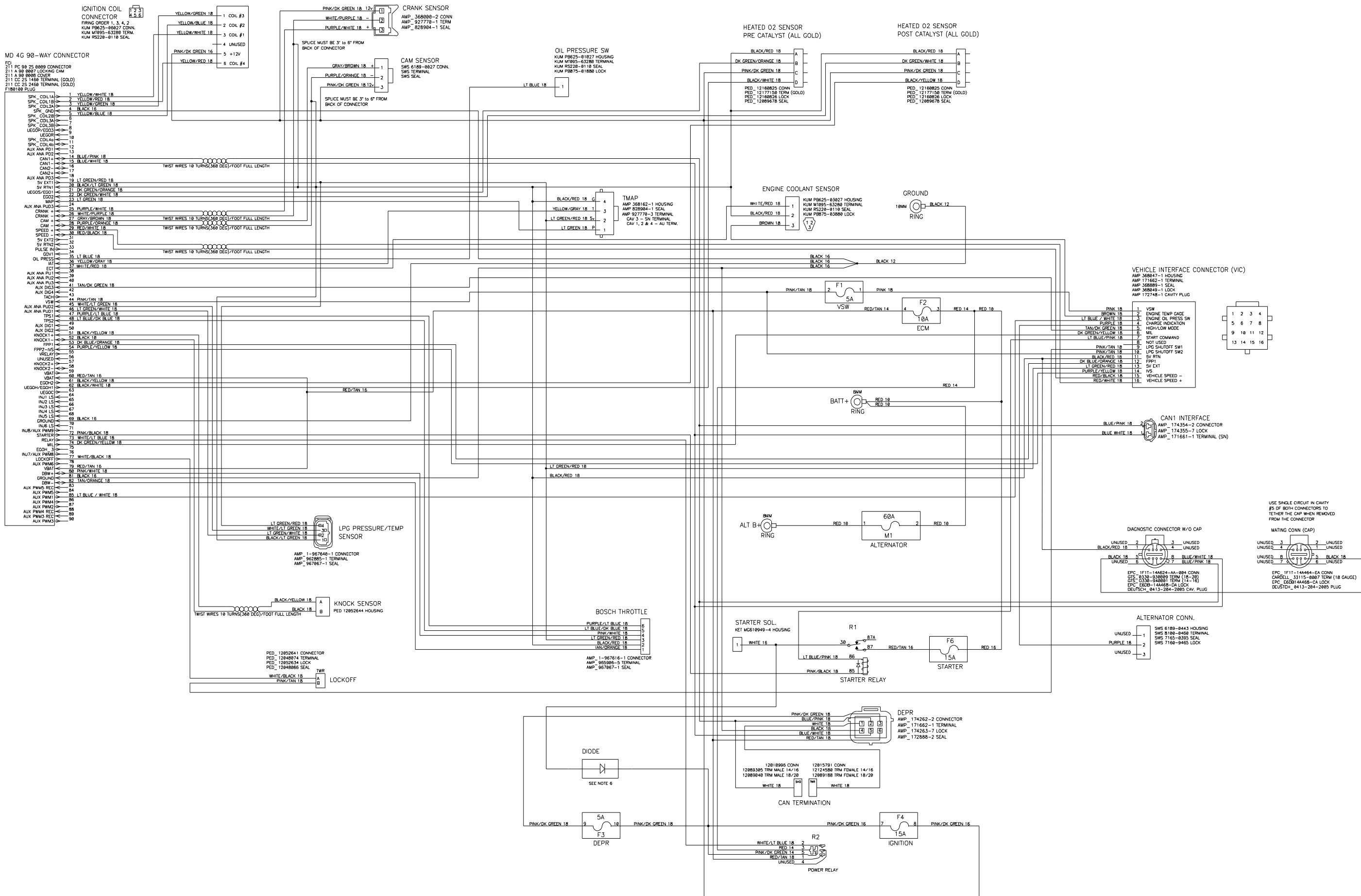
·ELECTRICAL CIRCUIT (5/6-3, FRAME, FINGERTIP, 25L-9A : #0649~, 30L-9A : #0406~, 33L-9A : #0079~, 35LN-9A : #0196~)



·ELECTRICAL CIRCUIT (6/6, FINGERTIP)



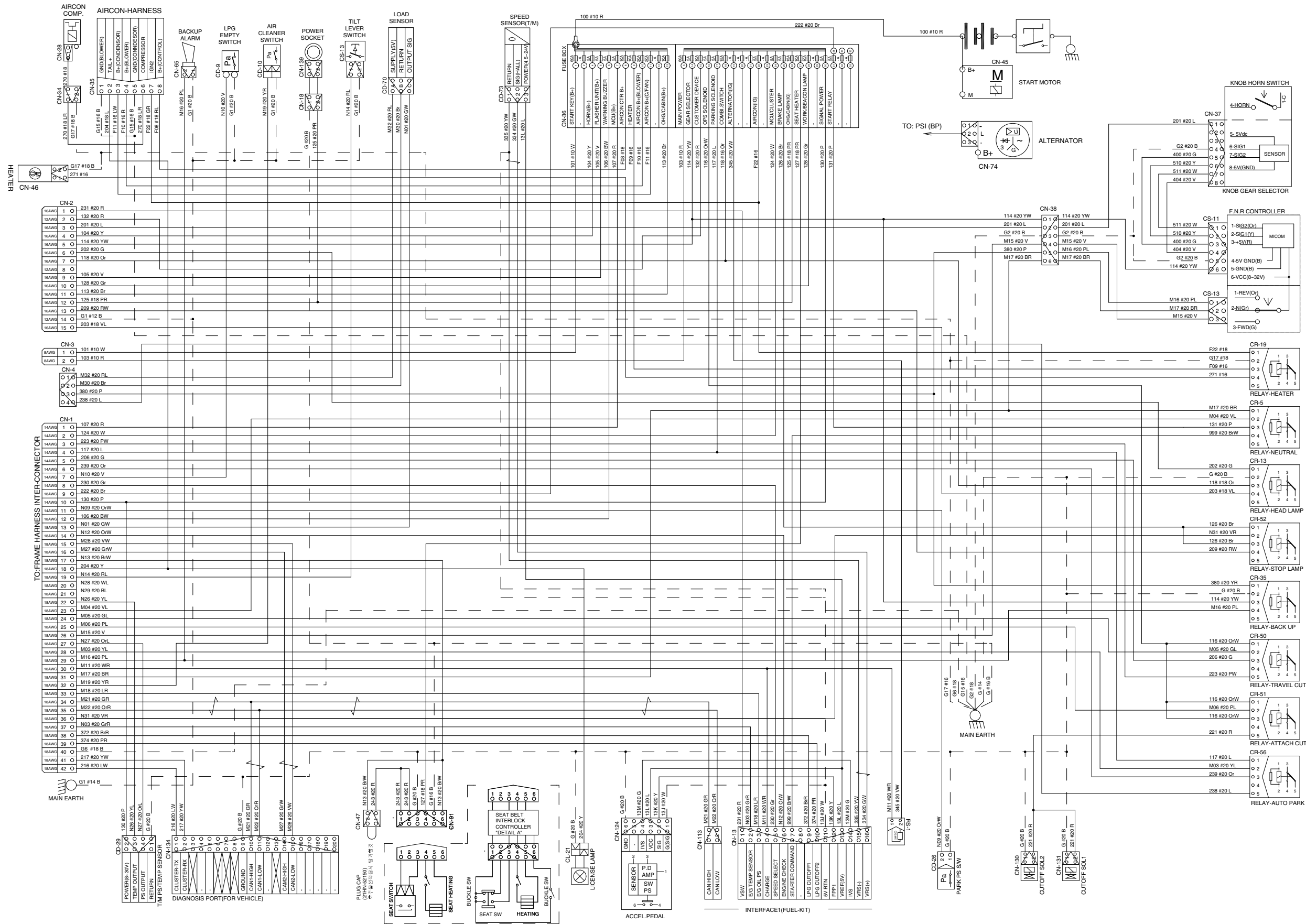
## • ELECTRICAL CIRCUIT (ECM HARNESS)



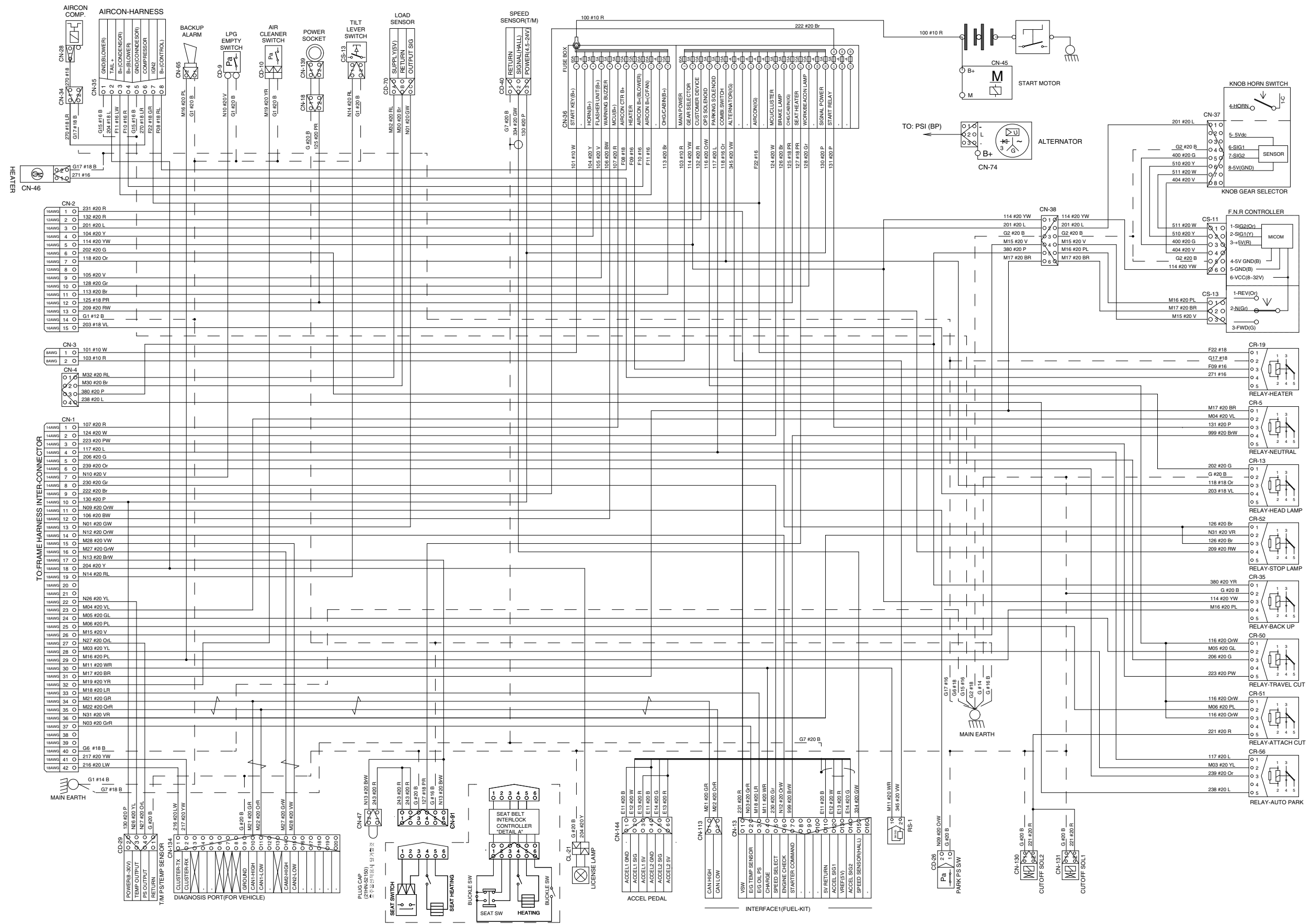


**GROUP 2 ELECTRICAL CIRCUIT (OPTION, HD TRANSMISSION AND DRIVE AXLE)**

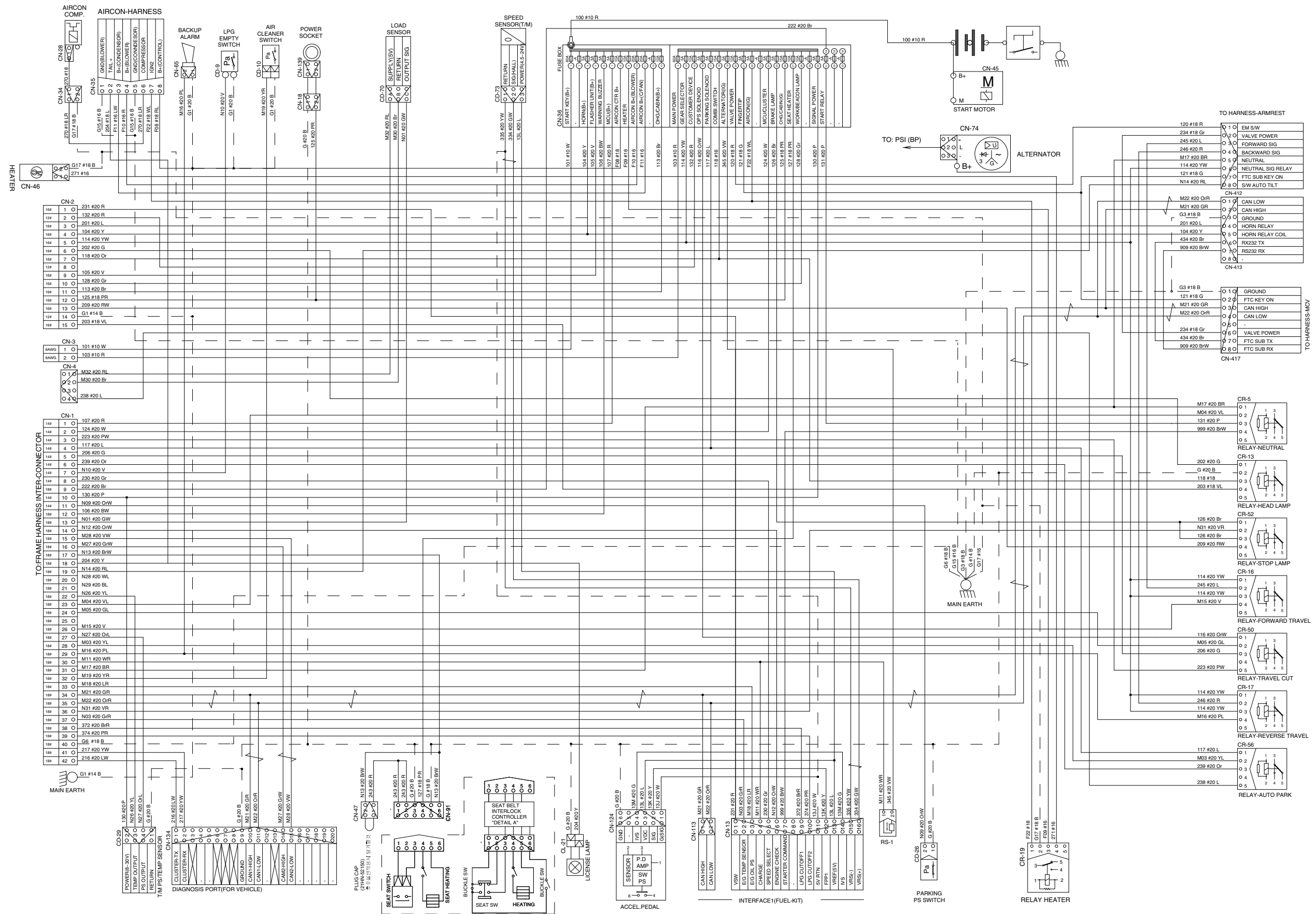
• ELECTRICAL CIRCUIT (1/5, FRAME)



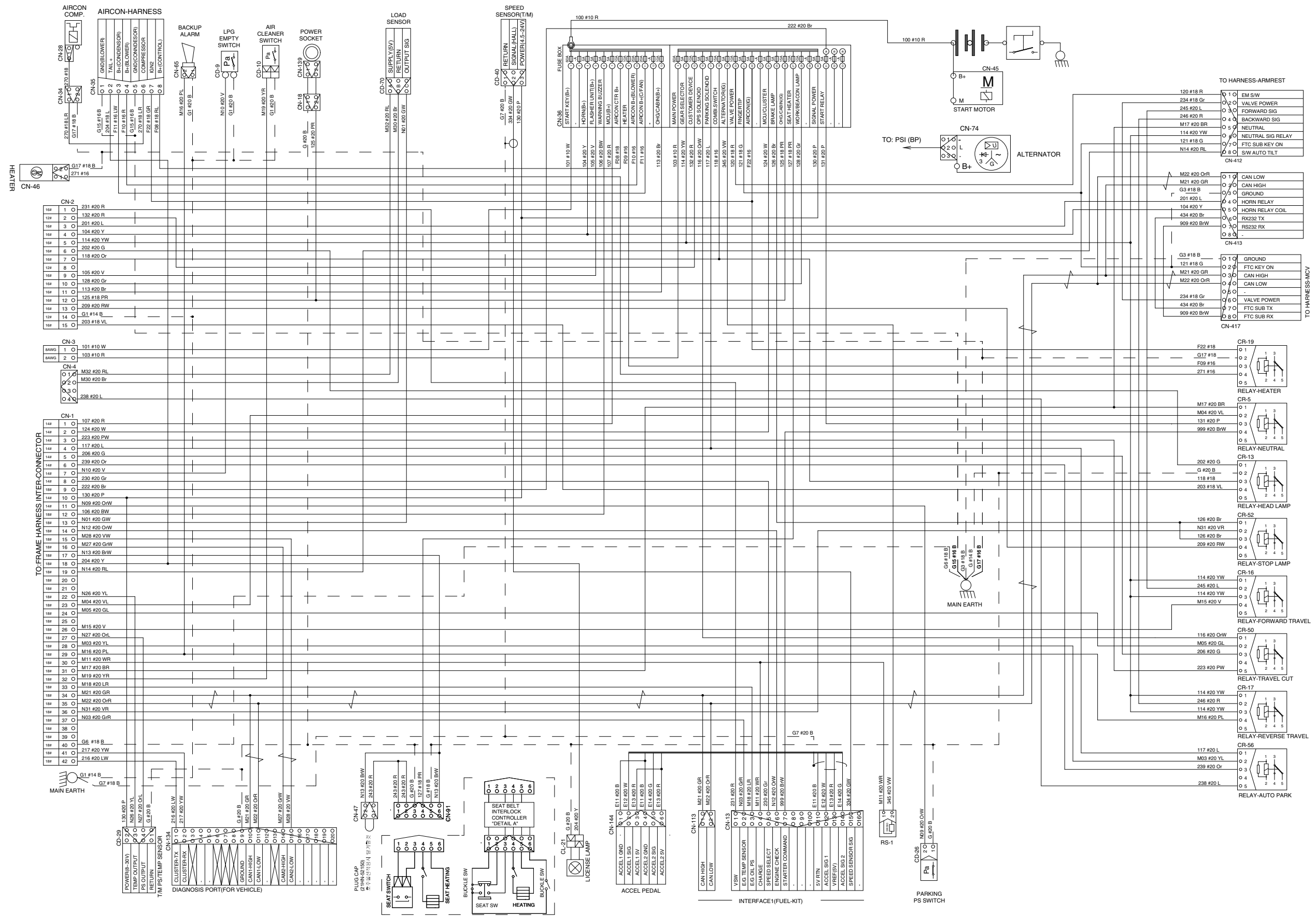
· ELECTRICAL CIRCUIT (2/5, FRAME, WOODWARD)



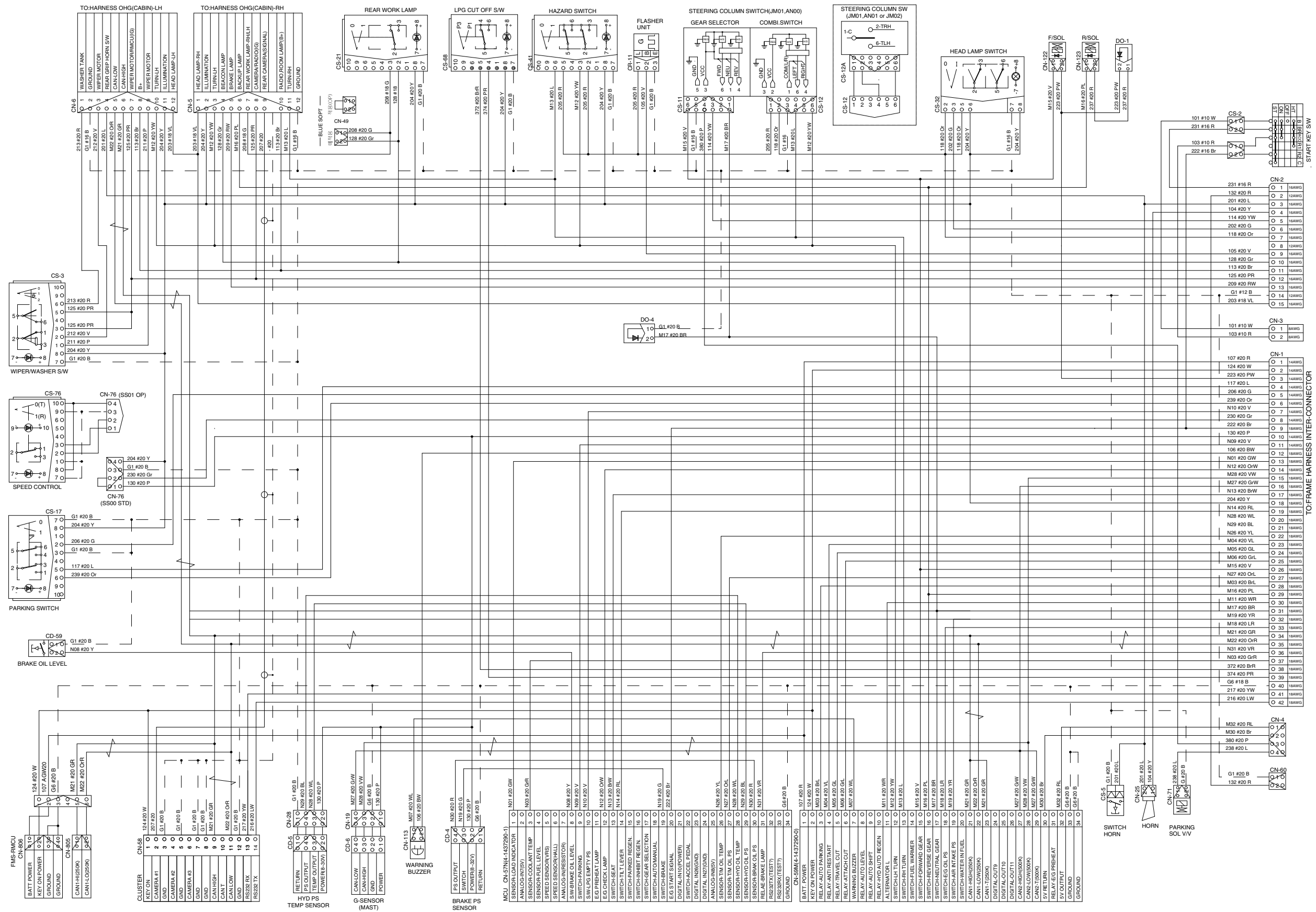
· ELECTRICAL CIRCUIT (3/5, FRAME, FINGERTIP)



ELECTRICAL CIRCUIT (4/5, FRAME, FINGERTIP, WOODWARD)



ELECTRICAL CIRCUIT (5/5, DASHBOARD)



## MEMORANDUM



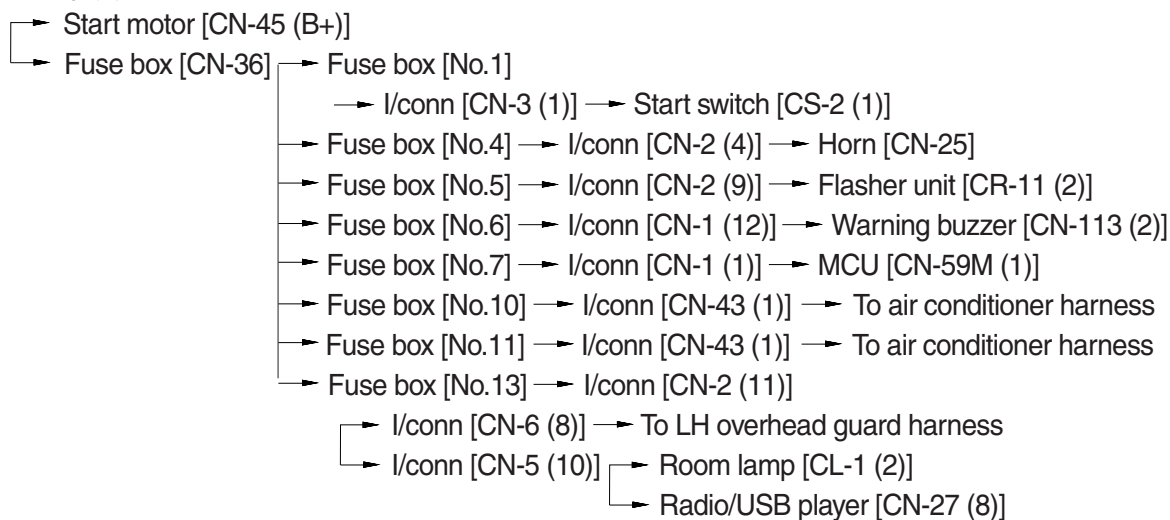
## 1. POWER CIRCUIT

The negative terminal of the battery is grounded to the truck chassis.

When the start switch is in the off position, the current flows from the positive battery terminal.

### 1) OPERATING FLOW

Battery (+)

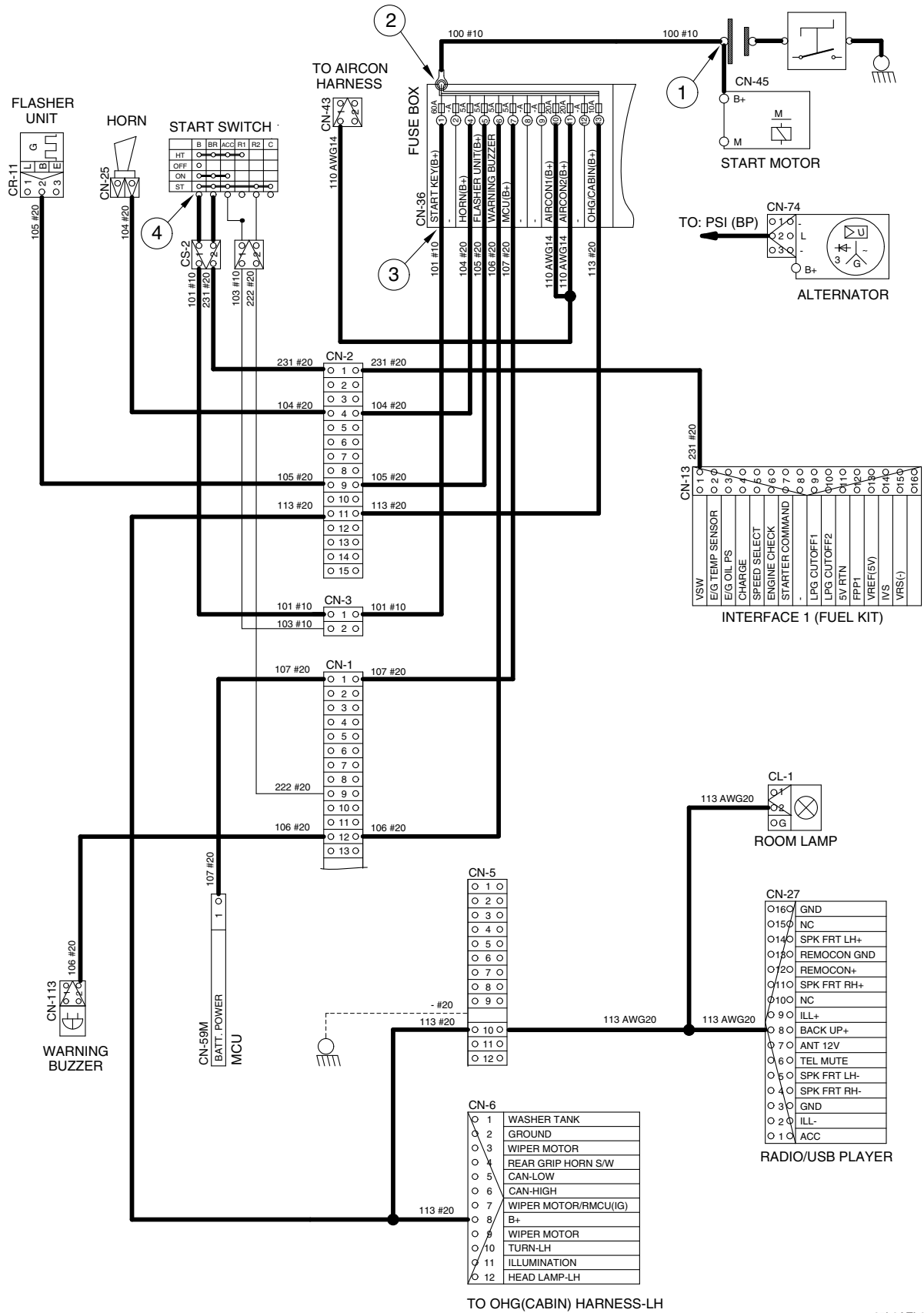


### 2) CHECK POINT

Engine	Start switch	Check point	Voltage
STOP	OFF	① - GND (Battery (+)) ② - GND (Fuse B+) ③ - GND (Fuse No.1) ④ - GND (Start switch)	12V

※ GND : Ground

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



25L9AEL03

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



## 2. STARTING CIRCUIT

### 1) OPERATING FLOW

Battery (+) terminal → Start motor [CN-45 (B+)] → I/conn [CN-2 (2)] → Start relay [CR-23 (87)]  
→ Fuse box [CN-36] → Fuse box [CN-36 (No.1)]  
→ I/conn [CN-3 (1)] → Start switch [CS-2 (1)]

※ The engine can be started only when the gear selector lever is in neutral position.

#### (1) When start switch is in ON position

Start switch ON [CS-2 (1)] → I/conn [CN-3 (2)] → Fuse box [CN-36 (No.3)]  
→ Power is supply with the electric components.

Start switch ON [CS-2 (2)] → I/conn [CN-2 (1)] → Interface 1 (fuel kit) [CN-13 (1)]

#### (2) When start switch is START position

Start switch START [CS-2 (2)]

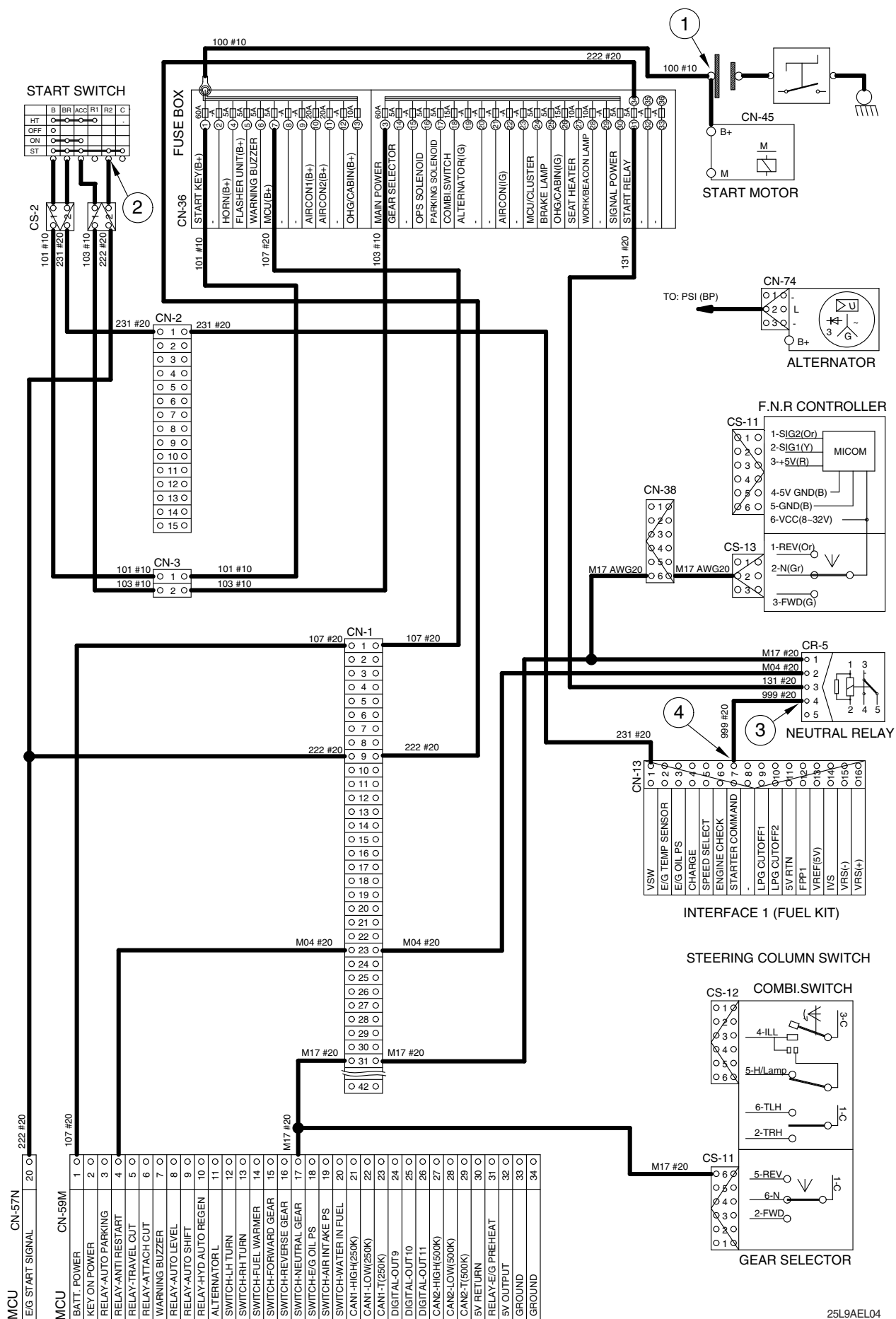
→ I/conn [CN-1 (9)] → Fuse box [CN-36 (No. 34 → 31)] → Neutral relay [CR-5 (3 → 4)]  
→ Interface 1 (fuel kit) [CN-13 (7)] → Start motor [CN-45 (M)] → Start motor operating  
→ MCU [CN-57N (20)]

### 2) CHECK POINT

Engine	Start switch	Check point	Voltage
Running	ON	① - GND (Battery B+) ② - GND (Start switch) ③ - GND (Neutral relay) ④ - GND (Interface 1 (fuel kit))	12V

※ GND : Ground

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



25L9AEL04

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

### 3. CHARGING CIRCUIT

When the starter is activated and the engine is started, the operator release the start switch to the ON position. Charging current generated by operating alternator flows into the battery.  
The current also flows from alternator to each electrical component through the fuse box.

#### 1) OPERATING FLOW

##### (1) Warning flow

Alternator [CN-74 (1)] → Fuse box [CN-36 (No.18)] → I/conn [CN-1 (30)]  
→ MCU alternator level [CN-59M (11)] → Cluster charging warning lamp (via CAN interface)

##### (2) Charging flow

Alternator [CN-74 (B+)] → Battery (+) terminal → Charging

#### 2) CHECK POINT

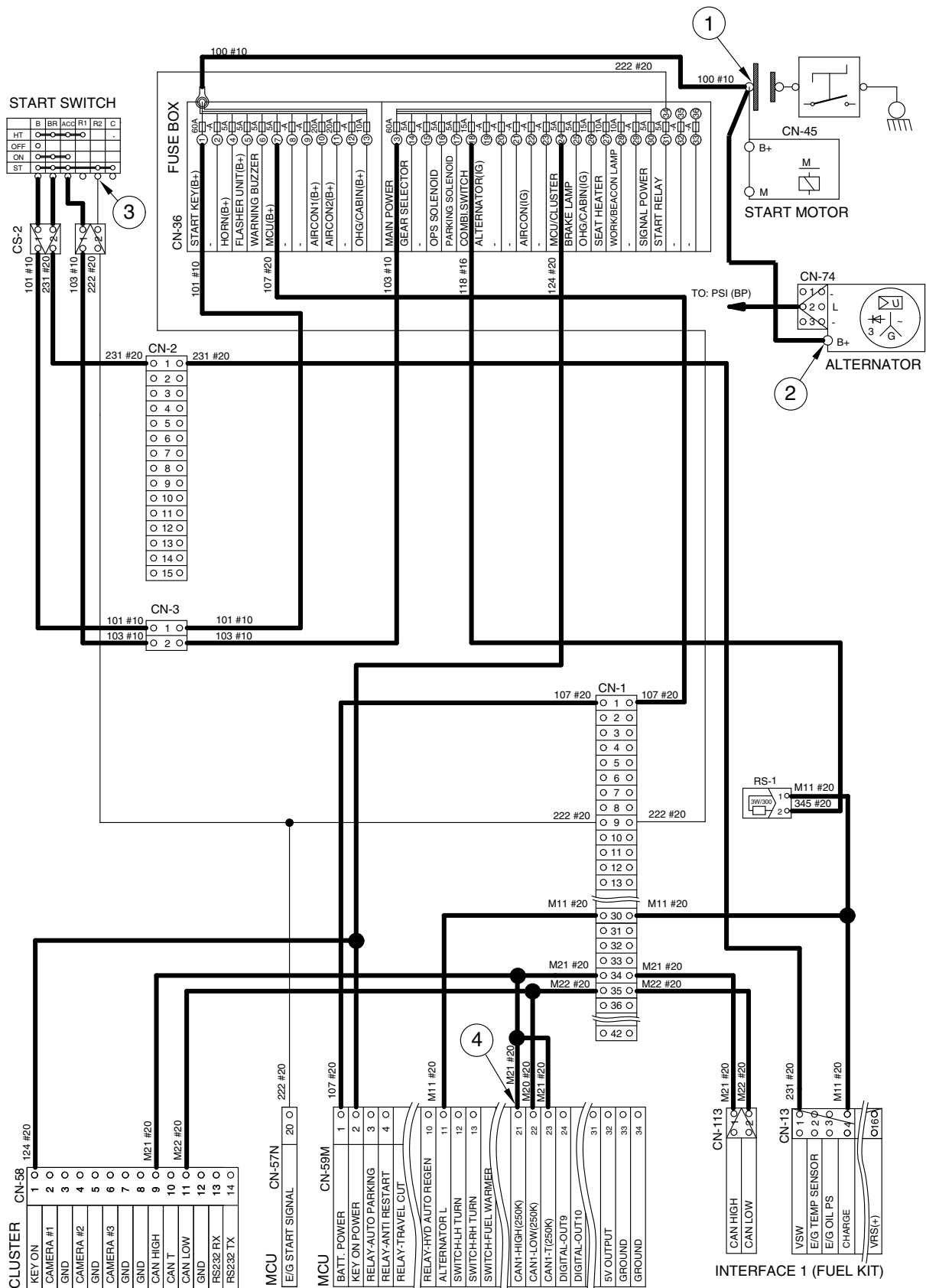
Engine	Start switch	Check point	Voltage
Running	ON	① - GND (Battery voltage) ② - GND (Alternator B+) ③ - GND (Start switch) ④ - GND (MCU alternator level)	12V

※ GND : Ground

#### ※ Cautions

1. When using an arc welder, always disconnect the ground lead from the battery to prevent alternator or battery damage.
2. Attach the welding ground clamp as close to the weld area as possible to prevent welding current from damaging the bearings of the alternator.
3. Do not disconnect the battery when the engine is running. The voltage surge can damage the diode and resistors in the electrical system.
4. Do not disconnect an electric wire before the engine is stopped and the switches are OFF.

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



25L9AEL05

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

## 4. HEAD LIGHT AND REAR WORK LIGHT CIRCUIT

### 1) OPERATING FLOW

#### (1) Head light

Fuse box [CN-36 No.18] → I/conn [CN-2 (7)] → Multi function switch [CS-12 (3)]  
→ Multi function switch ON [CS-12 (5)] → I/conn [CN-2 (6)] → Head lamp relay [CR-13 (1→4)]  
→ I/conn [CN-2 (15)] → I/conn [CN-6 (12)] → I/conn [CN-14A (1)]  
→ LH Head lamp ON [CL-3A (1)]  
→ I/conn [CN-5 (1)] → I/conn [CN-14 (1)]  
→ RH Head lamp ON [CL-3 (1)]  
→ Multi function switch ON [CS-12 (4)] → I/conn [CN-1 (18)] → License lamp ON [CL-21]

#### (2) Rear work light

Fuse box [CN-36 No.28] → I/conn [CN-2 (10)] → Rear work light switch [CS-21 (2)]  
→ Switch ON [CS-21 (3)] → I/conn [CN-5 (7)] → I/conn [CN-39 (1)] → I/conn [CN-15 (1)]  
→ Rear work light ON [CL-23 (1)]

### 2) CHECK POINT

Engine	Start switch	Check point	Voltage
OFF	ON	① - GND (Multifunction switch input) ② - GND (Multifunction switch output) ③ - GND (Rear work light switch input) ④ - GND (Rear work light switch output) ⑤ - GND (High light) ⑥ - GND (Rear work light)	10~12.5V

※ GND : Ground

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



## 6. FRONT WIPER AND WASHER CIRCUIT

### 1) OPERATING FLOW

Fuse box [CN-36 (No.26)] → I/conn [CN-2 (12)]

- Front wiper & washer switch [CS-3 (3, 5)]
- I/conn [CN-6 (7)] → Wiper motor [CN-21 (3)]

#### (1) Front wiper & washer switch ON (1st step)

Front wiper & washer switch [CS-3 (2)] → I/conn [CN-6 (3)] → Front wiper motor [CN-21 (4)]  
→ Front wiper motor operating

#### (2) Front wiper & washer switch ON (2nd step)

→ Front wiper & washer switch ON [CS-3 (2)] → I/conn [CN-6 (3)]  
→ Front wiper motor [CN-21 (4)] → Front wiper motor operating

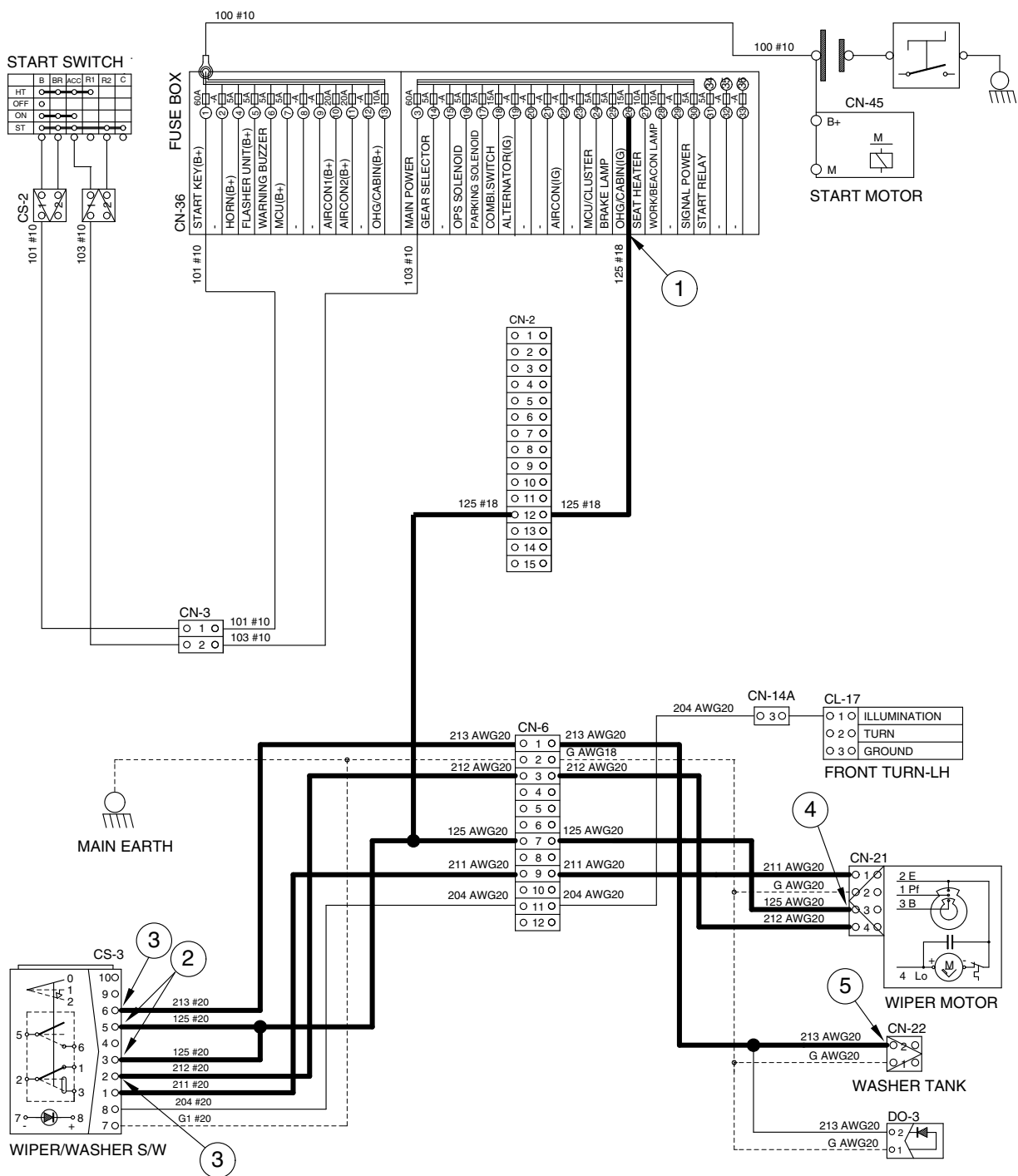
→ Front wiper & washer switch [CS-3 (6)] → I/conn [CN-6 (1)]  
→ Front washer tank [CN-22 (2)] → Front washer pump operating

### 2) CHECK POINT

Engine	Start switch	Check point	Voltage
Stop	ON	① - GND (Fuse box No. 26) ② - GND (Front wiper & washer switch power input) ③ - GND (Front wiper & washer switch output) ④ - GND (Front wiper motor power input) ⑤ - GND (Front washer pump power input)	10~12.5V

※ GND : Ground

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



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



### GROUP 3 COMPONENT SPECIFICATION

No	Part name	Qty	Specification	Remark
1	Battery	1	12V × 96HA RC : 130 min CCA : 630A	
2	Work lamp	1	12V, 55W	
3	License lamp	1	12V, 3.4W × 2	
4	Combination lamp	2	12V, 21W (T/S) 12V, 10W (Back) 12V, 5W (Tail) 12V, 21W (Stop)	
5	Head lamp	2	12V, 55W	
6	Flasher lamp	2	12V (Posi : 0.5W, Turn signal : 2.2W)	
7	Back horn	1	12V, 90 ± 5dB, 60 ± 10C/M	
8	Horn	1	12V, MAX 3.5A, 105~120dB	
9	Master switch	1	12V, 180A	
10	Combination switch	1	12V, 20A	
11	Hazard switch	1	12V, 20A	
12	Start switch	1	12V/24V, 15~28A	
13	OPSS unit	1	12V/24V, MAX 0.5A (at 12V)	
14	Relay (4P)	2	12V, 20A	
15	Relay (5P)	6	12V, 20A	
16	Parking brake switch	1	12V, 20A	
17	Warning buzzer	1	12V, 50 mA, 80~90dB	
18	Flaher unit	1	12V, 85 ± 10C/M (23W+23W) × 2+3W × 2	
19	Cluster	1	12V, 15W	
20	LPG cut off switch	1	12V, 20A	
21	Beacon lamp (LED, opt)	1	12V, Max 0.8A	
22	Camera assy (opt)	1	12V, Max 1.32A	
23	G-sensor (opt)	1	12V, 5W	
24	Rear work lamp witch (opt)	1	12V, 20A	
25	Beacon lamp witch (opt)	1	12V, 20A	
26	Front wiper/washer (opt)	1	12V, 20A	
27	12V socket (opt)	1	12V, 120W	
28	Speed control switch (opt)	1	12V, 20A	

## GROUP 4 CONNECTOR DESTINATION

Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
CN-1	AMP	36	I/conn (Dashboard harness-frame harness)	936421	936429
CN-2	AMP	15	I/conn (Dashboard harness-frame harness)	2-85262-1	368301-1
CN-3	KET	6	Bi-Fuel extension	MG610335	-
CN-5	KET	12	I/conn (RH OHG harness-frame harness)	MG610346	MG640348
CN-5	KET	12	I/conn (RH cabin harness-dashboard harness)	MG610346	-
CN-6	KET	12	I/conn (LH OHG harness-frame harness)	S810-004201	MG640348
CN-13	AMP	16	Fuel system interface connection	-	368050-1
CN-14	DAEDONG	4	I/conn (OHG harness-head/turn lamp harness)	110-4PR	110-4PT
CN-15	DAEDONG	2	Work lamp	-	110-2PT
CN-17	KET	2	I/conn (Frame harness-tilt lever harness)	-	MG640322
CN-18	AMP	2	Power output for cabin	-	174354-2
CN-22	KUM	16	Radio/USB player	PK145-16017	-
CN-23	KET	2	Speaker-LH	MG610007	-
CN-24	KET	2	Speaker-RH	MG610007	-
CN-25	AMP	1	Horn	171809-2	-
CN-28	AMP	4	I/conn (Frame harness-hydro sensor harness)	-	174259-2
CN-29	KET	2	A/C dual pressure switch	MG640795	-
CN-30	KET	1	A/C compressure	MG610041	-
CN-36	-	-	Fuse box	21HN-55010	-
CN-37	KET	6	To knob gear selector	-	MG640341
CN-38	AMP	6	I/conn (Frame harness-knob switch harness)	-	174262-2
CN-39	KET	3	I/conn (LH cabin harness-dashboard harness)	MG610327	-
CN-41	KET	2	I/conn (LH cabin harness-A/C harness)	DT06-2S	MG640322
CN-42	KET	8	To air conditioner harness (KB)	MG610271	-
CN-43	KET	2	To frame harness	MG640298-5	-
CN-44	KET	1	To frame harness	MG610278	-
CN-45	RING TERM	-	Start motor	-	-
CN-46	DEUTSCH	4	Heater	DT06-4S	-
CN-47	KET	2	I/connector	MG610320	MG640322
CN-48	KET	2	Hour meter	S822-014000	S822-114000
CN-49	AMP	2	Blue sopt	174352-2	174354-2
CN-55	KET	14	OPSS unit	S814-014100	-
CN-56	AMP	20	Cluster	368511-2	-
CN-57N	AMP	34	MCU	4-1437290-1	-
CN-58	AMP	14	Cluster	776273-1	-
CN-59M	AMP	34	MCU	4-1437290-0	-

Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
CN-65	KET	2	Back buzzer	-	MG640322
CN-71	KET	2	Seat heat	-	MG620042
CN-71	DEUTSCH	2	Parking solenoid	DT06-2S	-
CN-83	KUM	2	A/C condensor fan	PB625-02027	-
CN-113	KET	2	OPSS buzzer	MG610320	-
CN-113	AMP	2	Fuel system interface connection	174352-2	-
CN-122	DEUTSCH	2	Forward solenoid	DT06-2S	-
CN-123	DEUTSCH	2	Reverse solenoid	DT06-2S	-
CN-124	AMP	6	Accel pedal	174262-2	-
CN-130	DELPHI	2	Cut off solenoid 2 (Lift/down)	12015792	-
CN-131	DELPHI	2	Cut off solenoid 1 (Tilt/lift)	12015792	-
CN-134	KET	20	Vehicle diagnosis port	MG652863	-
CN-139	KET	2	Socket harness	MG610043	-
CN-249	AMP	4	Review camera	174257-2	174259-2
<b>Switch</b>					
CS-2	KET	2	Start switch	MG610281	MG620282
CS-3	CARLING	10	Wiper/washer switch	VC2-01	-
CS-5	RING TERM	-	Horn switch	S820-105000	-
CS-6	DAEDONG	10	Heater switch	250-10PRG	-
CS-11	DEUTSCH	6	Gear selector switch	DT06-6S	-
CS-11	AMP	6	To FNR controller	-	174262-2
CS-12	DEUTSCH	6	Combination switch	DT06-6S-P012	-
CS-13	KET	2	Tilt lever switch	MG610320	-
CS-13	AMP	3	To FNR controller	174357-2	-
CS-17	CARLING	10	Parking switch	VC2-01	-
CS-21	CARLING	10	Rear work lamp switch	VC2-01	-
CS-23	CARLING	10	Beacon lamp switch	VC2-01	-
CS-41	CARLING	10	Hazard switch	VC2-01	-
CS-42	SWF	10	Speed control switch	250-10PRG	-
CS-68	SWF	10	Cut off switch	250-10PRG	-
CS-68	CARLING	10	LPG cut-off switch	VC2-01	-
CS-73	DEUTSCH	2	Seat switch	DT06-6S	DT04-6P-E004
CS-76	CARLING	10	Speed control switch	VC2-01	-
CS-77	KET	1	Rear grip horn switch	ST730018-3	ST750036-3

Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
Lamp					
CL-1	KET	2	Room lamp	MG610392	-
CL-1	KET	-	Room lamp (ring terminal)	-	S820-106000
CL-3	DEUTSCH	2	Head lamp	DT06-6S	-
CL-3	KET	2	Head lamp	MG652520	-
CL-7	DEUTSCH	2	Beacon lamp	DT06-2S	DT04-2P
CL-14	AMP	3	Front turn lamp	936187-3	-
CL-15	DAEDONG	6	Combination lamp-LH	110-6PR	-
CL-16	DAEDONG	6	Combination lamp-RH	110-6PR	-
CL-21	KET	1	License lamp	ST750018-3	ST750036-3
CL-23	KET	2	Rear work lamp	MG652520	-
CL-23	DEUTSCH	2	Rear work lamp	DT06-2S	-
Relay					
CR-5	KET	4	Neutral relay	S810-004201	-
CR-11	DAEDONG	3	Flasher unit	FBH-GIHUNG-3P	-
CR-13	KET	4	Head lamp relay	S810-004201	-
CR-35	AMP	4	Warning relay	S810-004202	-
CR-36	KET	4	Fuel lamp relay	S810-004201	-
CR-51	KET	5	Attach cut relay	MG640927	-
Sensor and pressure switch					
CD-2	KET	2	Fuel level sensor	MG610043	-
CD-4	DEUTSCH	4	Brake oil pressure sensor	DT06-4S	-
CD-5	DEUTSCH	4	Hydraulic temperature sensor	DT06-4S	-
CD-6	AMP	4	Mast G-sensor	174257-2	-
CD-10	KET	1	Air cleaner switch	ST730057-2	-
CD-26	AMP	1	Parking pressure switch	171809-2	-
CD-29	DEUTSCH	4	T/M oil pressure / temperature sensor	DT06-4S	-
CD-50	DEUTSCH	3	Load indicator sensor	DTM06-3S	-
CD-59	KET	2	Brake oil level sensor	MG610320	-
CD-73	AMP	3	Transmission speed sensor	85205-1	-
DO-1	AMP/QPL	2	Diode	174352-2	21EA-50550
DO-2	AMP/QPL	2	Diode	174352-2	21EA-50550
DO-3	AMP/QPL	2	Diode	174352-2	21EA-50550
DO-4	AMP/QPL	2	Diode	174352-2	21EA-50550

## FINGERTIP HARNESS ONLY

Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
CN-1	AMP	42	I/conn (Dashboard harness-frame harness)	-	936428
CN-2	AMP	15	I/conn (Dashboard harness-frame harness)	-	368301-1
CN-3	KET	2	I/conn (Frame harness-dashboard harness)	MG652934-5	-
CN-13	AMP	16	Fuel system interface connection	-	368050-1
CN-18	AMP	2	Power output	174352-2	-
CN-28	AMP	4	Hydraulic temperature sensor	174257-2	174259-2
CN-36	-	-	Fuse box	21HN-55010	-
CN-43	KET	2	I/conn (A/C harness-frame harness)	MG652934-5	MG642928-5
CN-44	KET	1	I/conn (A/C harness-frame harness)	MG640280	MG610278
CN-47	KET	2	I/connector	MG610320	MG640322
CN-60	AMP	35	Fingertip main controller	776164-1	-
CN-65	KET	2	Back buzzer	-	MG640322
CN-71	DEUTSCH	2	Parking brake solenoid valve	DT06-2S	-
CN-113	AMP	2	Fuel system interface connection	174352-2	-
CN-124	AMP	6	Accelerator pedal	174262-2	-
CN-134	KET	20	Vehicle diagnosis port	MG652863	-
	KET	6	Diagnosis port	MG610335	-
CN-147	KET	8	I/conn (Frame harness-MCV harness)	MG610339	-
CN-160	AMP	2	Lift EPPR valve	828657-3	-
CN-161	AMP	2	Down EPPR valve	828657-3	-
CN-162	AMP	4	Tilt EPPR valve	282192-1	-
CN-163	AMP	4	Aux 1 EPPR valve	282192-1	-
CN-164	AMP	4	Aux 2 EPPR valve	282192-1	-
CN-412	AMP	8	To armrest harness	-	174984-2
CN-413	AMP	8	To armrest harness	174982-2	-
CN-417	KET	8	I/conn (Frame harness-MCV harness)	-	MG640341
<b>Sensor and pressure switch</b>					
CD-9	RING TERM	-	Fuel empty switch	S820-30400	-
CD-10	KET	2	Air cleaner switch	ST730057-2	-
CD-26	AMP	1	Parking brake pressure switch	171809-2	-
CD-29	DEUTSCH	4	Transmission oil pressure / temp sensor	DT06-4S	-
CD-50	DEUTSCH	3	Load indicator sensor	DTM06-3S	DM04-3P
CD-73	AMP	3	Transmission speed sensor	85205-1	-
<b>Switch</b>					
CS-73	DEUTSCH	6	Seat switch	DT06-6S	21HN-52080

Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
Lamp					
CL-21	KET	-	License lamp	ST750018-3	ST750036-3
Diode					
DO-1	AMP/QPL	2	Diode	174352-2	21HK-95440
DO-2	AMP/QPL	2	Diode	174352-2	21HK-95440
DO-3	AMP/QPL	2	Diode	174352-2	21HK-95440
DO-4	AMP/QPL	2	Diode	174352-2	21HK-95440
DO-5	AMP/QPL	2	Diode	174352-2	21HK-95440
DO-6	AMP/QPL	2	Diode	174352-2	21HK-95440
DO-7	AMP/QPL	2	Diode	174352-2	21HK-95440
DO-8	AMP/QPL	2	Diode	174352-2	21HK-95440

## GROUP 5 TROUBLESHOOTING

Trouble symptom	Probable cause	Remedy
Lamps dimming even at maximum engine speed.	<ul style="list-style-type: none"> <li>Faulty wiring.</li> </ul>	<ul style="list-style-type: none"> <li>Check for loose terminal and disconnected wire.</li> </ul>
Lamps flicker during engine operation.	<ul style="list-style-type: none"> <li>Improper belt tension.</li> </ul>	<ul style="list-style-type: none"> <li>Adjust belt tension.</li> </ul>
Charge lamp does not light during normal engine operation.	<ul style="list-style-type: none"> <li>Charge lamp defective.</li> <li>Faulty wiring.</li> </ul>	<ul style="list-style-type: none"> <li>Replace.</li> <li>Check and repair.</li> </ul>
Alternator makes abnormal sounds.	<ul style="list-style-type: none"> <li>Alternator defective.</li> </ul>	<ul style="list-style-type: none"> <li>Replace</li> </ul>
Starting motor fails to run.	<ul style="list-style-type: none"> <li>Faulty wiring.</li> <li>Insufficient battery voltage.</li> </ul>	<ul style="list-style-type: none"> <li>Check and repair.</li> <li>Recharge battery.</li> </ul>
Starting motor pinion repeats going in and out.	<ul style="list-style-type: none"> <li>Insufficient battery voltage.</li> </ul>	<ul style="list-style-type: none"> <li>Recharge battery.</li> </ul>
Excessively low starting motor speed.	<ul style="list-style-type: none"> <li>Insufficient battery voltage.</li> <li>Starting motor defective.</li> </ul>	<ul style="list-style-type: none"> <li>Recharge battery.</li> <li>Replace</li> </ul>
Starting motor comes to a stop before engine starts up.	<ul style="list-style-type: none"> <li>Faulty wiring.</li> <li>Insufficient battery voltage.</li> </ul>	<ul style="list-style-type: none"> <li>Check and repair.</li> <li>Recharge battery.</li> </ul>
Heater signal does not become red.	<ul style="list-style-type: none"> <li>Faulty wiring.</li> <li>Glow plug damaged.</li> </ul>	<ul style="list-style-type: none"> <li>Check and repair.</li> <li>Replace</li> </ul>
Engine oil pressure caution lamp does not light when engine is stopped (with starting switch left in "ON" position).	<ul style="list-style-type: none"> <li>Caution lamp defective.</li> <li>Caution lamp switch defective.</li> </ul>	<ul style="list-style-type: none"> <li>Replace</li> <li>Replace</li> </ul>

# SECTION 8 MAST



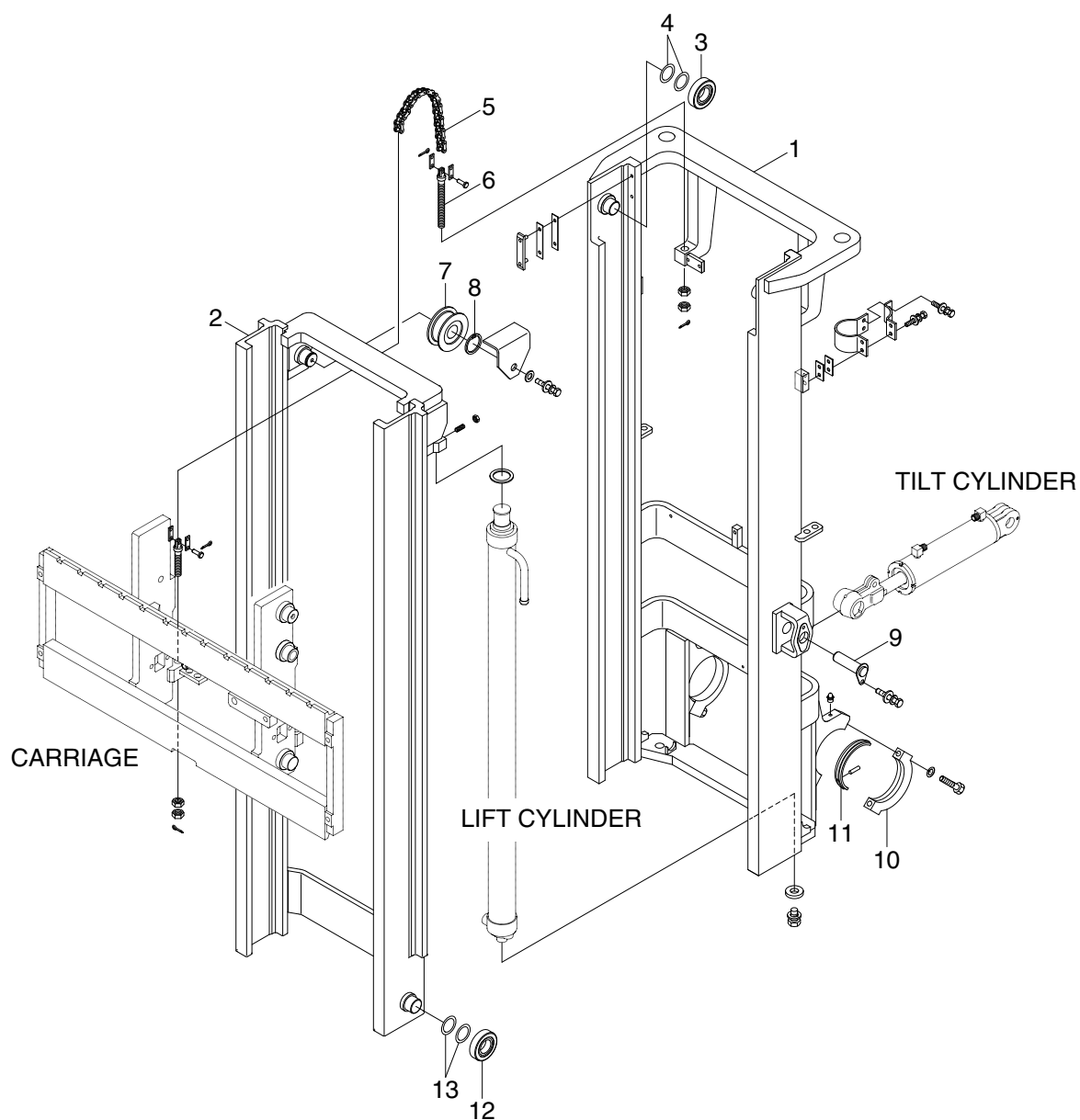
Group 1	Structure .....	8-1
Group 2	Operational Checks and Troubleshooting .....	8-5
Group 3	Adjustment .....	8-8
Group 4	Removal and Installation .....	8-11



## SECTION 8 MAST

### GROUP 1 STRUCTURE

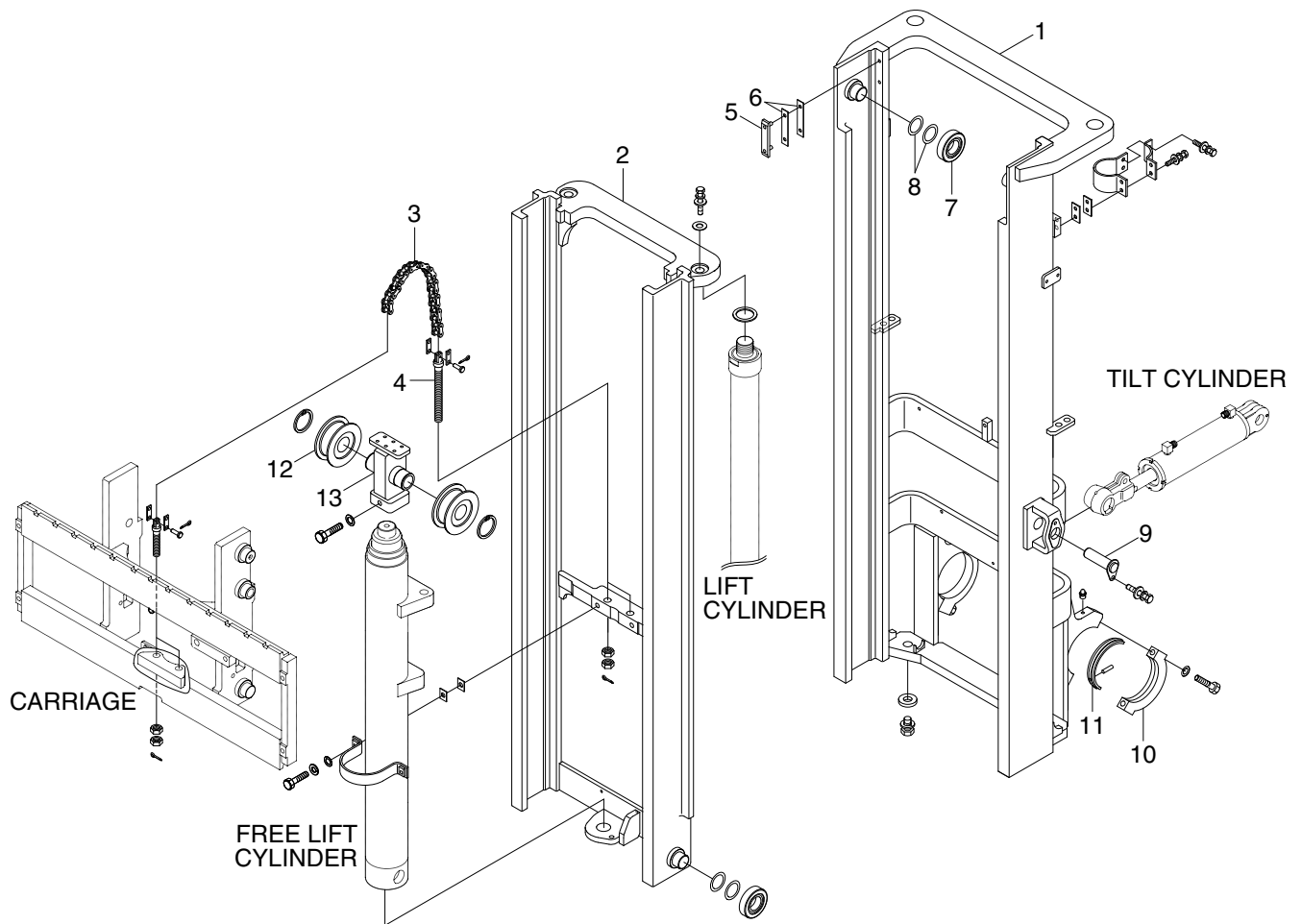
#### 1. 2 STAGE MAST (V MAST)



22D9MS01

- |   |                  |    |                      |    |                  |
|---|------------------|----|----------------------|----|------------------|
| 1 | Outer mast       | 6  | Anchor bolt          | 11 | Bushing          |
| 2 | Inner mast       | 7  | Chain sheave bearing | 12 | Roller           |
| 3 | Roller           | 8  | Snap ring            | 13 | Shim (0.5, 1.0t) |
| 4 | Shim (0.5, 1.0t) | 9  | Tilt cylinder pin    |    |                  |
| 5 | Chain            | 10 | Trunnion cap         |    |                  |

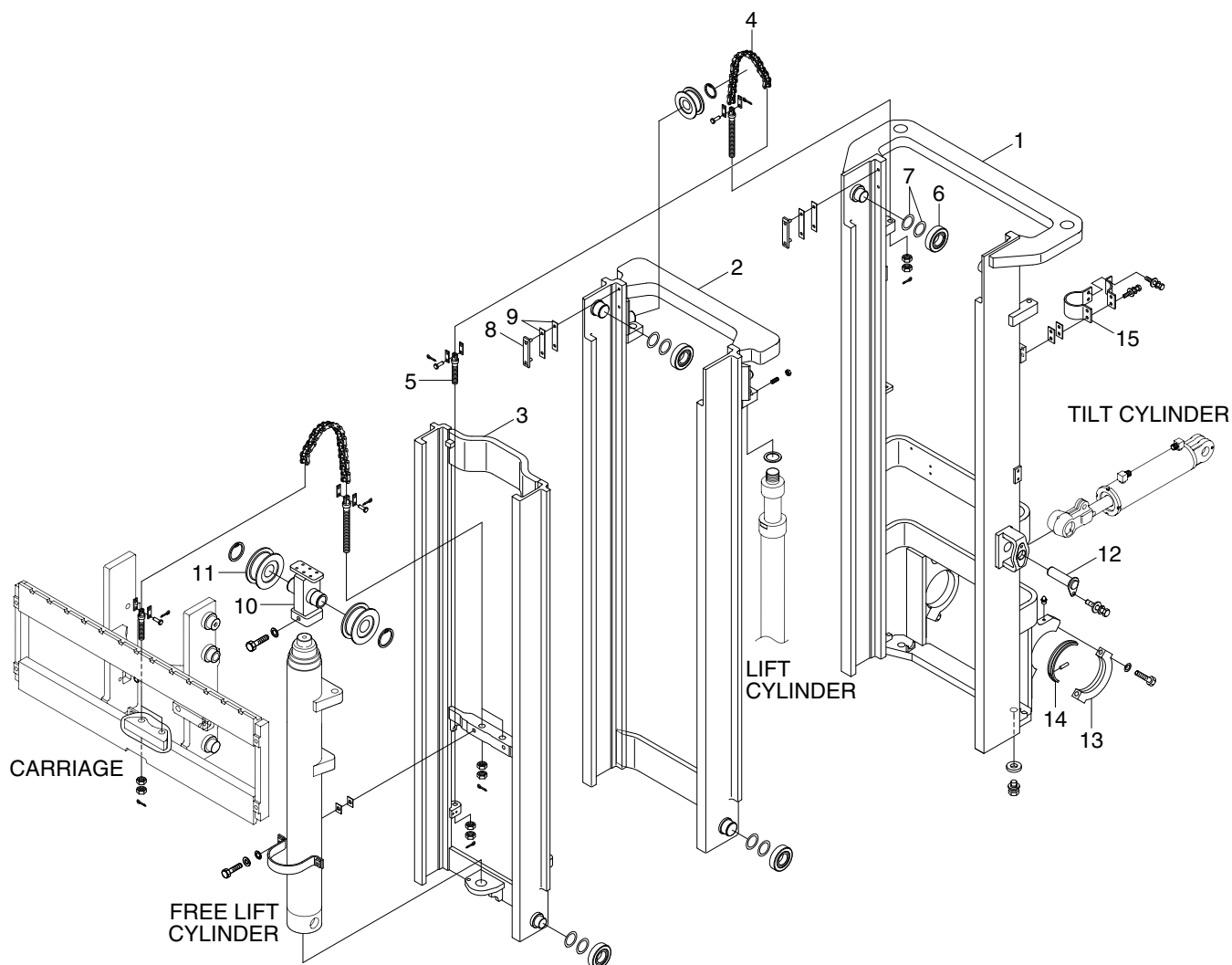
## 2. 2 STAGE MAST (VF MAST)



22D9MS02

- |   |               |    |                   |    |                |
|---|---------------|----|-------------------|----|----------------|
| 1 | Outer mast    | 6  | Shim (0.5, 1.0t)  | 11 | Bushing        |
| 2 | Inner mast    | 7  | Roller            | 12 | Sheave         |
| 3 | Chain         | 8  | Shim (0.5, 1.0t)  | 13 | Sheave bracket |
| 4 | Anchor bolt   | 9  | Tilt cylinder pin |    |                |
| 5 | Back up liner | 10 | Support cap       |    |                |

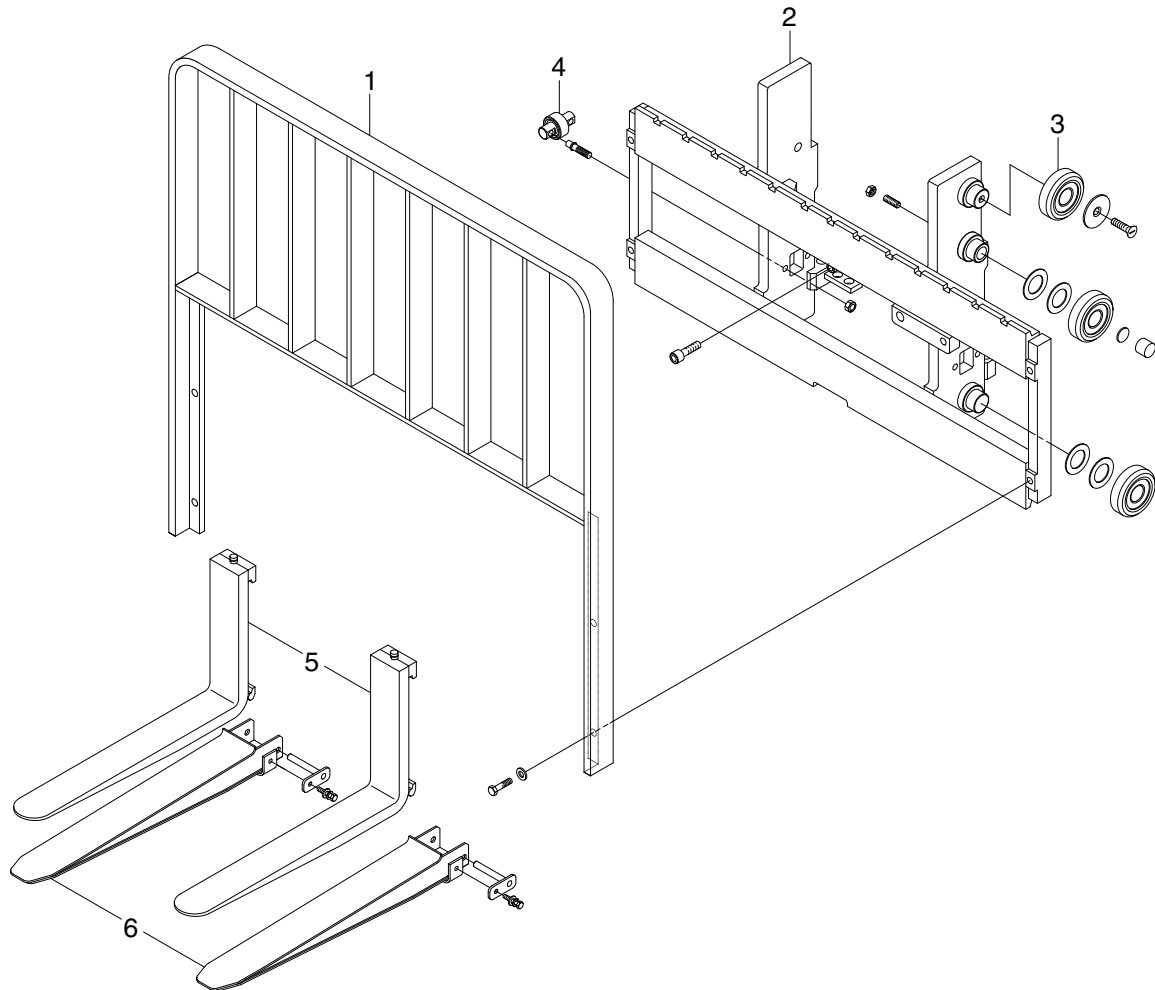
### 3. 3 STAGE MAST (TF MAST)



22D9MS21

- |   |             |    |                  |    |                   |
|---|-------------|----|------------------|----|-------------------|
| 1 | Outer mast  | 6  | Roller           | 11 | Sheave            |
| 2 | Middle mast | 7  | Shim (0.5, 1.0t) | 12 | Tilt cylinder pin |
| 3 | Inner mast  | 8  | Back up liner    | 13 | Support cap       |
| 4 | Chain       | 9  | Shim (0.5, 1.0t) | 14 | Bushing           |
| 5 | Anchor bolt | 10 | Sheave bracket   | 15 | Clamp             |

#### 4. CARRIAGE, BACKREST AND FORK



22D9MS03

1 Backrest  
2 Carriage

3 Load roller  
4 Side roller

5 Fork assembly  
6 Extension fork

## GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

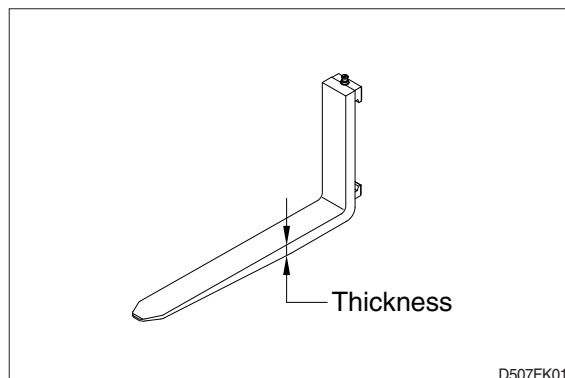
### 1. OPERATIONAL CHECKS

#### 1) FORKS

- (1) Measure thickness of root of forks and check that it is more than specified value.

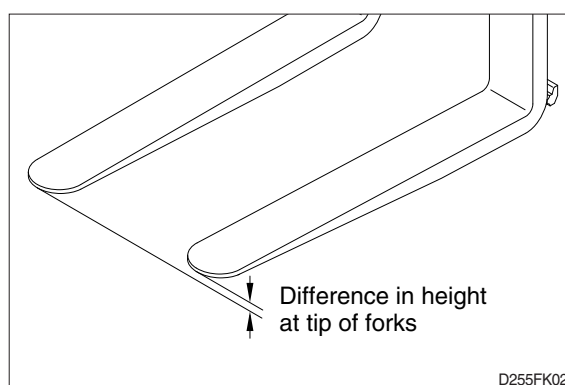
EX :  $l = 1050 \text{ mm}$  (41.3 in)

STD Fork assy	Applicable model	mm (in)	
		Standard	Limit
64HN-21030	25L-9A	45 (1.8)	40 (1.6)
64HN-31020	30/33L-9A	45 (1.8)	40 (1.6)



- (2) Set forks in middle and measure out of parallel and difference in height at top of forks.

Model	Fork length (mm)	Height difference (mm)
25L-9A	equal or below 1500	3
30/33L-9A	above 1500	4



- (3) Most force is concentrated at root of fork and at hook, so use crack detection method to check cracks.

### 2. MAST

- Check for cracks at mast stay, tilt cylinder bracket, guide bar, fork carriage and roller shaft weld. Check visually or use crack detection method. Repair any abnormality.
- Set mast vertical, raise forks about 10cm from ground and check front-to-rear clearance and left-to-right clearance between inner mast and fork carriage, and between outer mast and inner mast. Use these figures to judge if there is any play at roller or rail.
  - Front-to-rear clearance : Within 2.0 mm (0.08 in)
  - Left-to-right clearance : Within 2.5 mm (0.10 in)
- Check that there is an oil groove in bushing at mast support.
- Set mast vertical, raise forks about 10cm from ground, and push center of lift chain with finger to check for difference in tension.
 

If there is any difference in tension, adjust chain stopper bolt.
- Check visually for abnormalities at thread of chain anchor bolt, and at contact surface between chain wheel and chain.
 

Rotate chain wheel by hand and check for any play of bearing.

## 2. TROUBLESHOOTING

### 1) MAST

Problem	Cause	Remedy
Forks fail to lower.	<ul style="list-style-type: none"> <li>Deformed mast or carriage.</li> </ul>	<ul style="list-style-type: none"> <li>Disassemble, repair or replace.</li> </ul>
Fork fails to elevate	<ul style="list-style-type: none"> <li>Faulty hydraulic equipment.</li> <li>Deformed mast assembly.</li> </ul>	<ul style="list-style-type: none"> <li>See troubleshooting hydraulic pump and cylinders in section 6, hydraulic system.</li> <li>Disassemble mast and replace damaged parts or replace complete mast assembly.</li> </ul>
Slow lifting speed and insufficient handling capacity.	<ul style="list-style-type: none"> <li>Faulty hydraulic equipment.</li> <li>Deformed mast assembly.</li> </ul>	<ul style="list-style-type: none"> <li>See troubleshooting hydraulic pump and cylinders in section 6, hydraulic system.</li> <li>Disassemble mast and replace damaged parts or replace complete mast assembly.</li> </ul>
Mast fails to lift smoothly.	<ul style="list-style-type: none"> <li>Deformed masts or carriage.</li> <li>Faulty hydraulic equipment.</li> <li>Damaged load and side rollers.</li> <li>Unequal chain tension between LH &amp; RH sides.</li> <li>LH &amp; RH mast inclination angles are unequal. (Mast assembly is twisted when tilted)</li> </ul>	<ul style="list-style-type: none"> <li>Disassembly, repair or replace.</li> <li>See Troubleshooting Hydraulic Cylinders, pump and control valve in section 6, hydraulic system.</li> <li>Replace.</li> <li>Adjust chains.</li> <li>Adjust tilt cylinder rods.</li> </ul>
Abnormal noise is produced when mast is lifted and lowered.	<ul style="list-style-type: none"> <li>Broken load roller bearings.</li> <li>Broken side roller bearings.</li> <li>Deformed masts.</li> <li>Bent lift cylinder rod.</li> <li>Deformed carriage.</li> <li>Broken sheave bearing.</li> </ul>	<ul style="list-style-type: none"> <li>Replace.</li> <li>Replace.</li> <li>Disassemble, repair or replace.</li> <li>Replace.</li> <li>Replace.</li> <li>Replace.</li> </ul>
Abnormal noise is produced during tilting operation.	<ul style="list-style-type: none"> <li>Insufficient lubrication of anchor pin, or worn bushing and pin.</li> <li>Bent tilt cylinder rod.</li> </ul>	<ul style="list-style-type: none"> <li>Lubricate or replace.</li> <li>Replace.</li> </ul>

## 2) FORKS

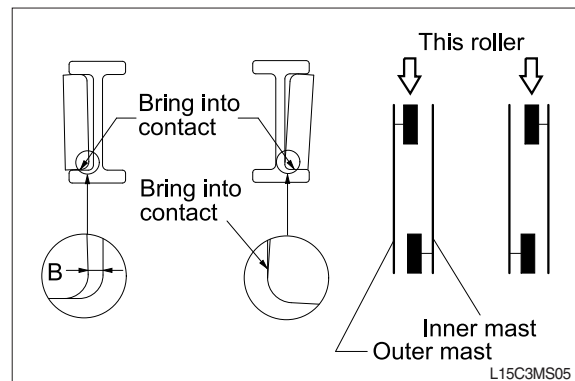
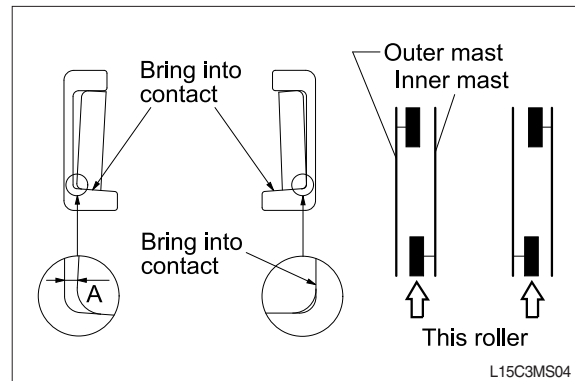
Problem	Cause	Remedy						
Abrasion	Long-time operations causes the fork to wear and reduces the thickness of the fork. Inspection for thickness is needed. <ul style="list-style-type: none"><li>Wear limit : Must be 90% of fork thickness</li></ul>	If the measured value is below the wear limit, replace fork.						
Distortion	Forks are bent out of shape by a number of reasons such as overloading, glancing blows against walls and objects, and picking up load unevenly. <ul style="list-style-type: none"><li>Difference in fork tip height</li></ul> <table><tr><th>Fork length (mm)</th><th>Height difference (mm)</th></tr><tr><td>equal or below 1500</td><td>3</td></tr><tr><td>above 1500</td><td>4</td></tr></table>	Fork length (mm)	Height difference (mm)	equal or below 1500	3	above 1500	4	If the measured value exceeds the allowance, replace fork.
Fork length (mm)	Height difference (mm)							
equal or below 1500	3							
above 1500	4							
Fatigue	Fatigue failure may result from the fatigue crack even though the stress to fork is below the static strength of the fork. Therefore, a daily inspection should be done. <ul style="list-style-type: none"><li>Crack on the fork heel.</li><li>Crack on the fork weldments.</li></ul>	Repair fork by expert. In case of excessive distortion, replace fork.						

## GROUP 3 ADJUSTMENT

### 1. MAST LOAD ROLLER (V, VF MAST)

#### 1) INNER/OUTER MAST ROLLER CLEARANCE ADJUSTMENT

- (1) Measure the clearance with the mast overlap at near 480 mm.
- (2) Shift the inner mast to one side to bring the roller into contact with the outer mast, and adjust the clearance between the roller side face and mast at the closest position on the opposite side to the following value by inserting the inner/outer mast roller shim.
  - Standard clearance A, B = 0~0.6 mm
  - Shim thickness 0.5, 1.0 mm
- (3) Distribute the shim thickness equally to the left and right roller. Refer to Mast load roller and back up liner, removal and Installation.
- (4) After the adjustment, check that the inner mast moves smoothly in the outer mast.

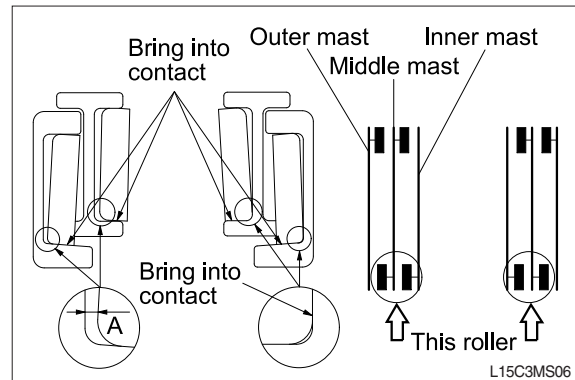




## 2. MAST LOAD ROLLER (TF MAST)

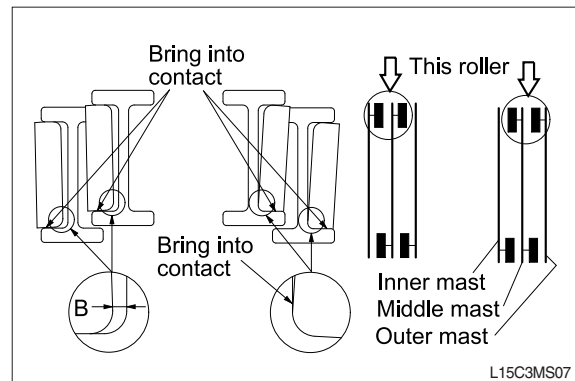
### 1) INNER AND MIDDLE MAST ROLLER CLEARANCE ADJUSTMENT

- (1) Measure the clearance with the mast overlap at near 480 mm.
- (2) Shift the inner mast to one side to bring the roller into contact with the outer mast and the middle mast, and adjust the clearance between the roller side face and mast at the closest position on the opposite side to the following value by inserting the inner and middle mast roller shim, respectively.
  - Standard clearance A = 0~0.6 mm
  - Shim thickness 0.5, 1.0 mm
- (3) Distribute the shim thickness equally to the left and right roller. Refer to Mast load roller and back up liner, removal and Installation.
- (4) After the adjustment, check that the inner mast moves smoothly in the middle mast, and the middle mast moves smoothly in the outer mast.



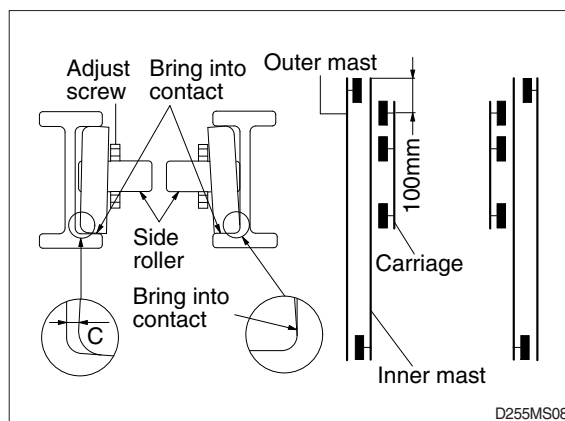
### 2) OUTER AND MIDDLE MAST UPPER ROLLER CLEARANCE ADJUSTMENT.

- (1) Measure the clearance with the mast overlap at near 480 mm.
- (2) Shift the inner mast to one side to bring the roller into contact with the outer mast and the middle mast, and adjust the clearance between the roller side face and mast at the closest position on the opposite side to the following value by inserting the outer and middle mast roller shim, respectively.
  - Standard clearance B = 0~0.6 mm
  - Shim thickness 0.5, 1.0 mm
- (3) Distribute the shim thickness equally to the left and right roller. Refer to Mast load roller and back up liner, removal and Installation.
- (4) After the adjustment, check that the inner mast moves smoothly in the middle mast, and the middle mast moves smoothly in the outer mast.



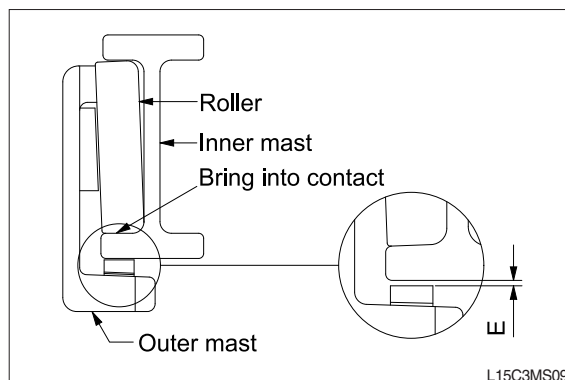
### 3) CARRIAGE LOAD ROLLER

- (1) Measure the clearance when the center of the carriage upper roller is 100 mm from the top of the inner mast.
- (2) Measure the clearance at upper, middle and lower rollers after loosen the adjust screws from the side rollers. Shift the carriage to one side to bring the roller into contact with the inner mast, and measure the clearance between the roller side face and mast at the closest position on the opposite side to the following value by inserting the carriage roller shim.
  - Standard clearance  $C = 0 \sim 0.6$  mm
  - Shim thickness 0.5, 1.0 mm
- (3) Distribute the shim thickness equally to the left and right roller. Refer to Carriage assembly.
- (4) After the adjustment, the carriage should move smoothly along the overall mast length.



### 4) MAST BACK UP LINER

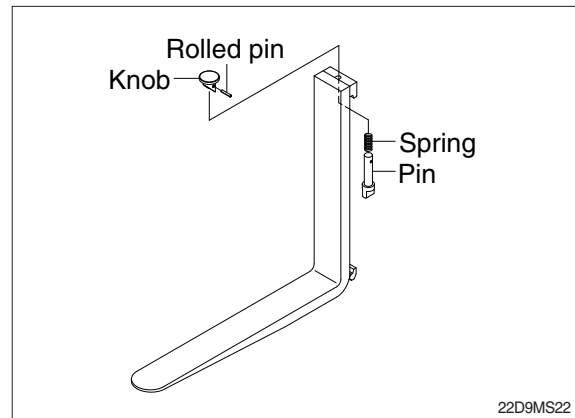
- (1) Measure the clearance with the middle mast at the bottom position.
- (2) With the middle mast in contact with the outer mast roller, adjust the clearance between the mast back up liner and middle mast to the following value by inserting the back up liner shim.
  - Standard clearance  $E = 0.2 \sim 0.6$  mm
  - Shim thickness 0.5, 1.0 mm
- (3) After the adjustment, the mast should move smoothly.



## GROUP 4 REMOVAL AND INSTALLATION

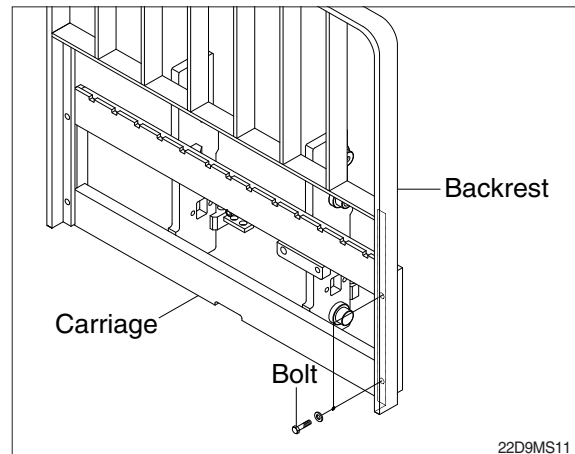
### 1. FORKS

- 1) Lower the fork carriage until the forks are approximately 25 mm (1 inch) from the floor.
- 2) Turn the knob up and slide forks, one by one, toward the center of the carriage where a notch has been cut in the bottom plate for easy fork removal.
- 3) Remove the fork one by one. On larger forks it may be necessary to use a block of wood.
- 4) Reverse the above procedure to install load forks.



### 2. BACKREST

- 1) Remove bolts securing backrest to fork carriage. Disassemble the backrest from the carriage.
- 2) Position backrest on carriage and lower in place. Install and tighten bolts.



### 3. CARRIAGE ASSEMBLY

#### 1) CARRIAGE

- (1) With the mast vertical, raise the carriage high enough to place blocks under the load forks. This is done to create slack in the load chains when the carriage is lowered. Lower the carriage all the way down to the floor. Make sure the carriage is level, this will prevent any binding when the mast is raised.
- (2) While supporting lift chains, remove the split pin and slide out chain anchor pins from the chain anchors of stationary upright.
- (3) Pull the chains out of the sheaves and drape them over the front of the carriage.
- (4) Slowly raise elevating upright until mast clears top of fork carriage. Move carriage to work area and lower mast.

**▲ Make sure carriage remains on floor and does not bind while mast is being raised.**

- (5) Inspect all parts for wear or damage. Replace all worn or damaged parts.
- (6) Reverse the above steps to reinstall.

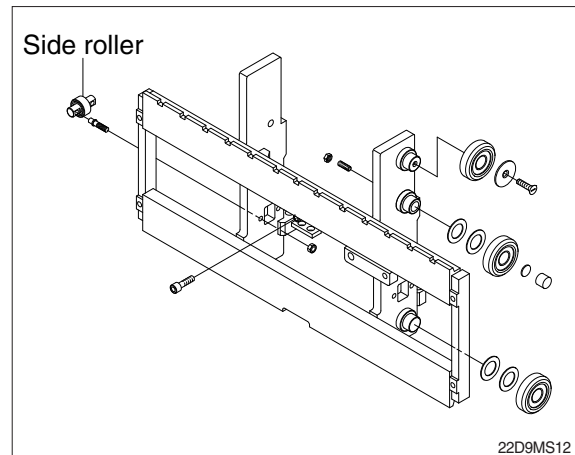
**▲ Replace the split pin of chain anchor with new one.**

## 2) SIDE ROLLER

- (1) Remove carriage as outlined in the carriage assembly and removal paragraph.
- (2) Loosen and remove nuts, adjust screws and side rollers from carriage side plate.
- (3) Thoroughly clean, inspect and replace all worn or damaged parts.
- (4) Reverse the above procedure to assembly.

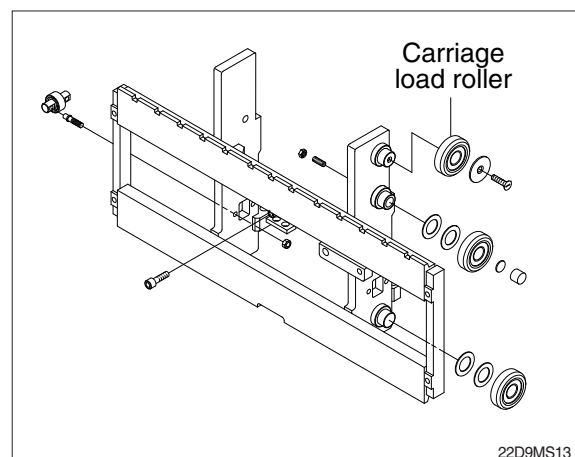
### ※ Adjustment

- Once carriage is properly installed, loosen nuts and adjust screws, (if not already done) allowing carriage to be centered in the inner mast.
- Adjust side roller by tightening screw until side roller just makes contact with mast.  
Back off approximately 1/10 turn on screw and tighten nut to lock screw in place.
- Run carriage up and down for the inner mast to be sure the carriage has free movement and does not stick. Also, make sure chains are properly adjusted. Refer to chain adjustment paragraph. Make adjustment when necessary and recheck operation of carriage.



## 3) CARRIAGE LOAD ROLLER

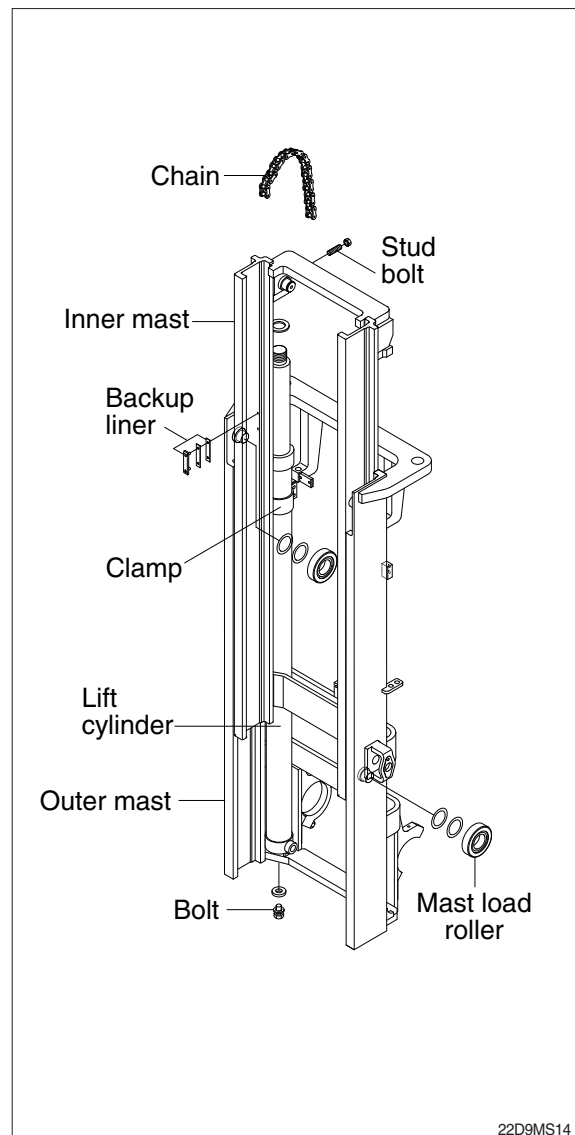
- (1) Remove carriage as outlined in the carriage assembly removal paragraph.
- (2) Loosen and remove flat head bolts and plain washers from top load roller bracket.
- (3) Using a pryer, remove load rollers from load roller bracket.
- (4) Reverse the above procedure to assemble.  
Refer to MAST ROLLER ADJUSTMENT paragraph.



#### 4) MAST LOAD ROLLER AND BACK UP LINER

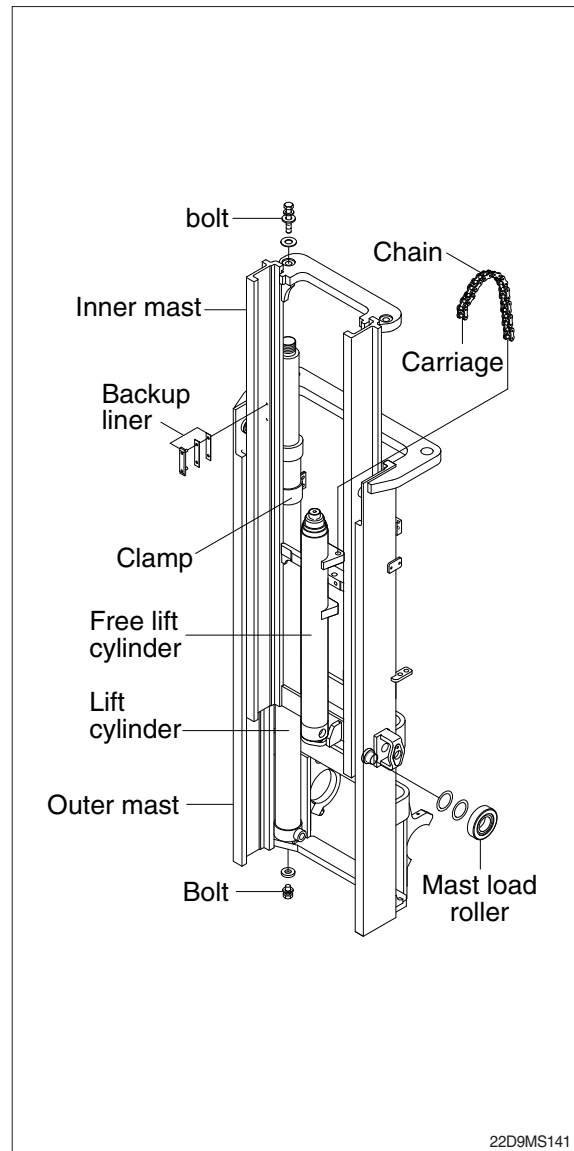
##### (1) 2 stage mast (V mast)

- ① Remove the carriage assembly and move them to one side.
- ② Loosen and remove hexagon bolts and washers securing lift cylinders to inner mast.
- ③ Loosen and remove hexagon bolts and nuts securing lift cylinders to inner mast.
- ④ Attach chains or sling to the inner mast section at top crossmember. Using an overhead hoist, slowly raise the inner mast high enough to clear lift cylinder.
- ⑤ After lowering the lift cylinder rods, and disconnecting lift cylinder hose, tilt the lift cylinders LH and RH and them with ropes to the outer mast.
- ⑥ Using the overhead hoist, lower inner mast until top and bottom rollers and back up liners are exposed.
- ⑦ Using a pryer, remove load rollers from load roller bracket. Remove back up liners and shims.
- ⑧ Thoroughly clean, inspect and replace all worn or damaged parts.
- ⑨ Reverse the above procedure to assemble. Refer to MAST LOAD ROLLER ADJUSTMENT paragraph.



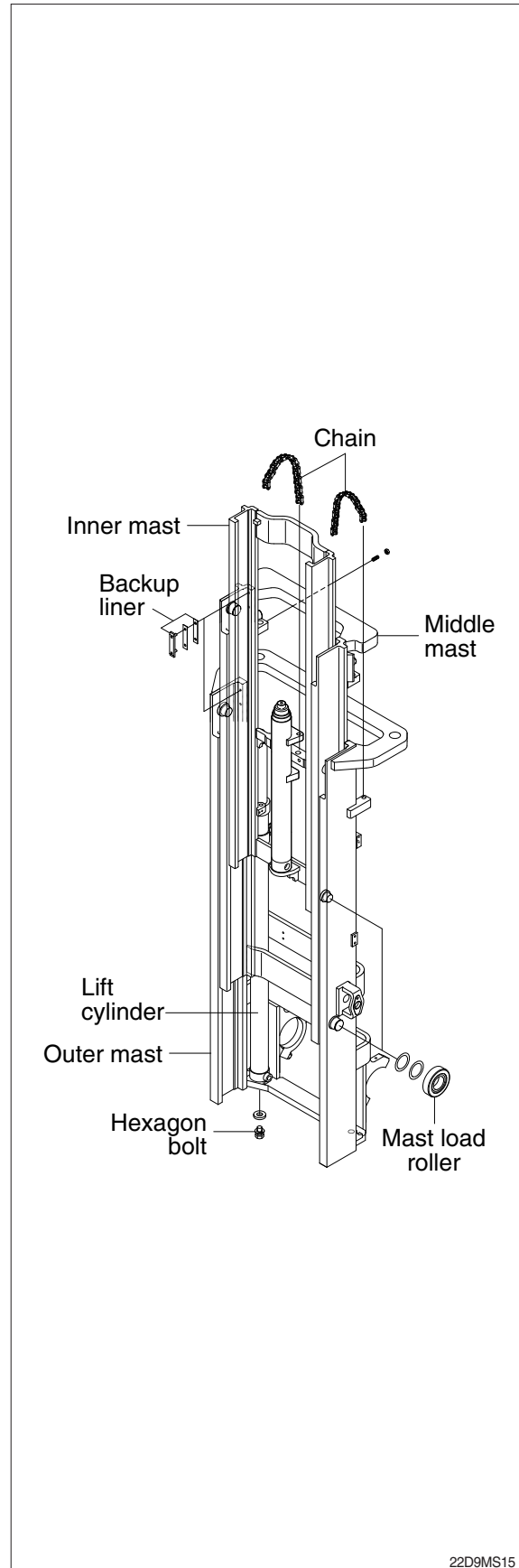
## (2) 2 stage mast (TF mast)

- ① Remove free lift chain connected between carriage and free lift cylinder.
- ② Remove the carriage assembly and move them to one side.
- ③ Loosen and remove hexagon bolts and washers securing lift cylinders to inner mast.
- ④ Loosen and remove hexagon bolts and nuts securing lift cylinders to inner mast.
- ⑤ Attach chains or sling to the inner mast section at top crossmember. Using an overhead hoist, slowly raise the inner mast high enough to clear lift cylinder.
- ⑥ After lowering the lift cylinder rods, and disconnecting lift cylinder hose, tilt the lift cylinders LH and RH and them with ropes to the outer mast.
- ⑦ Using the overhead hoist, lower inner mast until top and bottom rollers and back up liners are exposed.
- ⑧ Using a pryer, remove load rollers from load roller bracket. Remove back up liners and shims.
- ⑨ Thoroughly clean, inspect and replace all worn or damaged parts.
- ⑩ Reverse the above procedure to assemble. Refer to MAST LOAD ROLLER ADJUSTMENT paragraph.



## (2) 3 stage mast (TF mast)

- ① Remove the carriage assembly and move to one side.
- ② Loosen and remove hexagon bolt securing bottom cylinder from outer mast.
- ③ Loosen and remove bolts and special washers securing lift cylinders to middle mast.
- ④ Attach chains or sling to the inner and middle mast section at top crossmember. Using an overhead hoist, slowly raise the uprights high enough to clear lift cylinder.
- ⑤ After lowering the lift cylinder rods, and disconnecting lift cylinder hose, tilt the lift cylinders LH and RH and tie them with ropes to the outer mast.
- ⑥ Using the overhead hoist raise inner and middle masts. Place 4 inch block of wood under the free lift cylinder bracket of the inner mast then lower mast sections (this will create slack in the chains).
- ⑦ Remove retaining rings securing chain sheaves to sheave support brackets. While support chains, remove chain sheaves and let chains hang free. The upper outer and lower middle mast rollers and back up liners are now exposed.
- ⑧ Using a pryer, remove load rollers from load bracket. Remove back up liners and shims.
- ⑨ Attach chains or sling to the middle mast section at top crossmember. Using an overhead hoist, slowly raise the middle mast until top and bottom rollers are exposed.
- ⑩ Using a player, remove load rollers from load roller bracket.
- ⑪ Thoroughly clean, inspect and replace all worn or damaged parts.
- ⑫ Reverse the above procedure to assemble. Refer to MAST LOAD ROLLER ADJUSTMENT paragraph.



## **5) ELEVATING MAST**

### **(1) Inner mast (V, VF mast)**

- ① After completing all necessary steps for load rollers and back up liner removal use an overhead hoist and sling or chain around upper crossmember of the inner mast section.
- ② Lift inner mast upright straight up and out of outer mast section.
- ③ Replace and reverse above procedure to install. Make all necessary measurements and adjustments.

### **(2) Inner and middle mast (TF mast)**

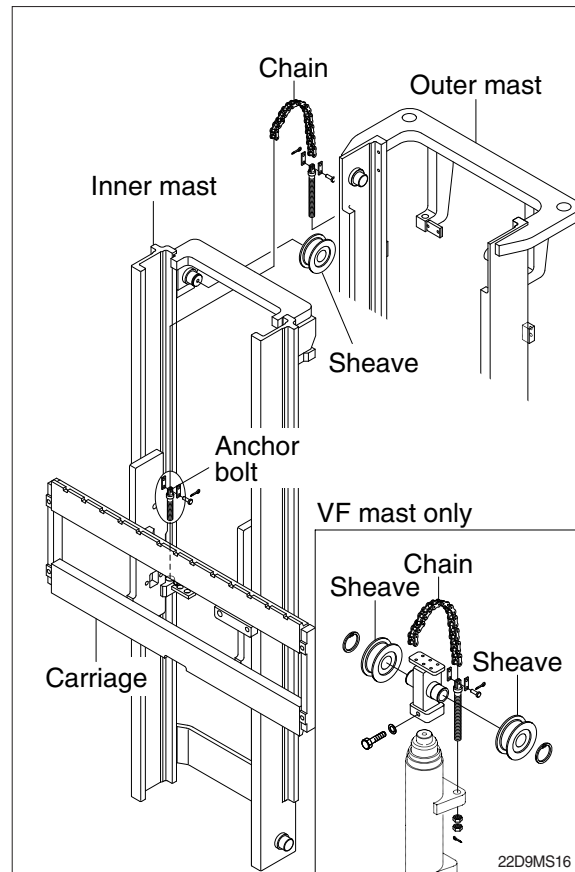
- ① After completing all necessary steps for load rollers and back up liner removal. Remove rear chains and sheave support if not already done.
- ② Disconnect free lift cylinder hose. Drain hose into a suitable pan or container and cap hose.
- ③ While supporting free lift cylinder assembly, remove bolts and washers securing cylinder to mast crossmember.
- ④ Place a sling around free lift cylinder and attach to an overhead hoist. Slowly raise and move cylinder to one side.
- ⑤ Attach chains or sling to the inner mast section at top crossmember. Using an overhead hoist slowly raise the upright straight up and out of middle mast section.
- ⑥ Attach chains or sling to the middle mast section at top crossmember. Using an overhead hoist slowly raise the upright straight up and out of outer mast section.
- ⑦ Replace upright and reverse above procedure to install. Make all necessary measurements and adjustments.



## 6) CHAIN

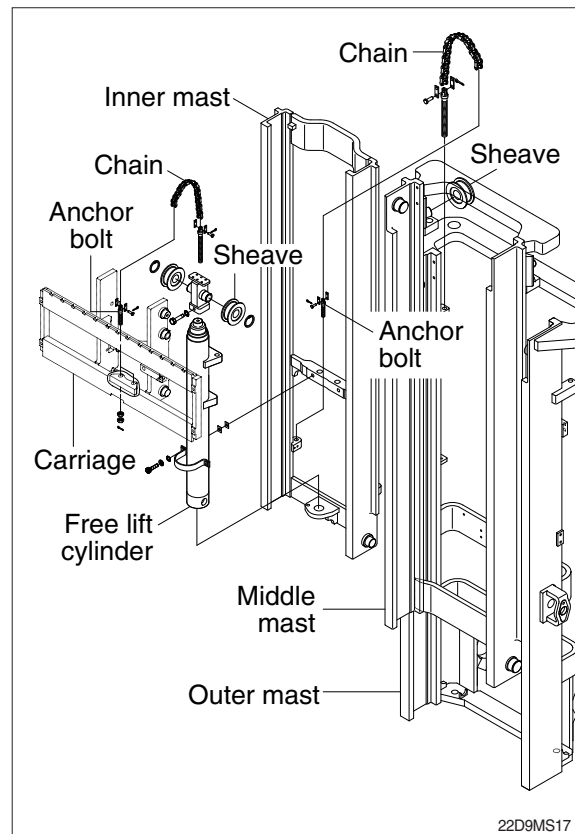
### (1) Chain sheave (V, VF mast)

- ① Place a sling around carriage and attach to an overhead hoist. Lift carriage high enough so that the tension on the chain over sheaves is relieved after the carriage is blocked. Position wooden blocks under the carriage and lower it.
- ② Remove the split pin securing the chain anchor pins and discard. While supporting the chains, remove the chain anchor pins and drape the chains over the carriage.
- ③ Remove retaining ring securing sheaves to sheave support. Remove sheaves with bearings.
- ④ Remove bearing retaining ring from sheave and press bearings from sheaves.
- ⑤ Thoroughly clean, inspect and replace all worn or damaged parts.
- ⑥ Reverse the above to assemble and install.



### (2) Rear chain sheave (TF mast)

- ① Raise and securely block carriage and inner mast section.
- ② Remove the split pin securing the chain anchor pins and discard. While supporting the chains, remove the chain anchor pins from outer mast section.
- ③ Remove chains.
- ④ Remove retaining ring securing chain sheaves to sheave support. Pry off sheaves with bearings.
- ⑤ Remove bearing retaining ring from sheave and press bearings from sheaves.
- ⑥ Thoroughly clean, inspect and replace all worn or damaged parts.
- ⑦ Reverse the above procedure to assemble and install. Use new split pins in chain anchor pins.



### **(3) Chain wheel bearing support (TF mast)**

- ① Remove the carriage assembly and move to one side.
- ② After removing bolt to securing chain wheel bearing support assembly to free lift cylinder.  
After a sling to the chain wheel bearing support assembly. Using an overhead hoist, lift support assembly straight up and off of free lift cylinder. Move assembly to work area.
- ③ Remove retaining ring securing chain wheel bearing to chain wheel bearing support.
- ④ Remove bearing retaining ring from chain wheel bearing and press bearings from chain wheel bearings.
- ⑤ Thoroughly clean, inspect and replace all worn or damaged parts.
- ⑥ Reverse the above procedure to install.

### **(4) Rear chain (TF mast)**

- ① Remove the carriage assembly and move to one side. Refer to carriage removal and installation.
- ② Raise and securely block truck approximately 6 inches from the floor.
- ③ Using a sling or chain around inner mast section attached to an overhead hoist, slowly raise inner mast until there is enough slack in the chains to remove them. Block inner mast section.
- ④ Remove split pins and chain anchor pins securing chains to chain anchor(part of inner mast).
- ⑤ While supporting the chains, remove split and chain anchor pins securing chains to chain anchors attached to outer mast section.
- ⑥ Remove chains.
- ⑦ Reverse the above to assemble and install. Use new split pins in chain anchor pins. Refer to this section for Load chain lubrication and adjustment.

### **(5) Carriage chain**

- ① Place a sling around carriage front plate and attach to an overhead hoist. Lift and secure carriage high enough so that split and chain anchor pins on carriage can be easily be removed. Remove chain anchor pins from carriage and drape chains out over carriage.
- ② Place a wooden block under the carriage and lower the carriage on the block.
- ③ While supporting the chains, remove split pins and chain anchor pins from chain anchors.
- ④ Remove chains and wash them with solvent. Refer to this section for Load chain inspection and maintenance.
- ⑤ Reverse the above procedure to assemble and install. Use new split pins in chain anchor pins. Refer to this section for Load chain lubrication and adjustment.

### **(6) Load chain inspection and maintenance**

After every 200 hours of truck operation, lift chains should be inspected and lubricated inspect for the following chain conditions :

#### **① Wear**

As the chain flexes on and off the chain wheel bearings, the joints very gradually wear. The stretch a chain developes in service is due to material being worn off pin outer diameter and pitch hole inner diameter on the inside plate.

Chain wear can be measured using a wear scale or steel tape. When chains have elongated 2%, they should be discarded. When checking chain wear, be sure to measure a segment of chain that operates over a sheave. Do not repair chains by cutting our the worn section and splicing in a new piece. If part of the chain is worn, replace all the chains on the truck.

## ② Rust and corrosion

Chains used on lift trucks are highly stressed precision components. It is very important that the “as-manufactured” ultimate strength and fatigue strength be maintained throughout the chain service life. Corrosion will cause a major reduction in the load-carrying capacity of lift chain or roller chain because corrosion causes side plate cracking.

## ③ Cracked plate

The most common cause of plate cracking is fatigue failure. Fatigue is a phenomenon that affects most metals and many plastics. After many repeated heavy loads, the plates may crack and the chains will eventually break. Fatigue cracks are almost always found through the pitch holes perpendicular to the pitch line. Contrast this failure mode to the random failures caused by stress-corrosion cracking. If cracks are present, replace all the chain on the truck. Noise in the chain indicates that the plate is on the verge of cracking and will be failed before long.

## ④ Tight joints

All joints in lift chain should flex freely. Tight joints resist flexure, increase internal friction, thus increasing chain tension required to lift a given load. Increased tension accelerates wear and fatigue problems.

Tight joints in lift chains can be caused by :

- Bent pins or plates.
- Rusty joints.
- Peened plate edges.

Oil rusty chains and replace chains with bent or peened components.

## ⑤ Protruding or turned pins

Heavily loaded chains operating with lube generate tremendous friction between pins and plates.

In extreme cases, the frictional torque in the joint can actually turn pins in the press-fit outside plates. If chain is allowed to operate in this condition, the pins slowly work out of the chain causing chain failure. Turned pins can be quickly spotted because the flats on the V heads are no longer in line. Chains with turned or protruding pins should be replaced immediately. Do not attempt to repair the chain by driving pins back into the chain.

## ⑥ Chain side wear

A wear pattern on pin heads and outside plates indicates misalignment. This condition damages chain and sheaves as well as increasing internal friction in the chain system.

## ⑦ Chain anchors and chain wheel bearings

An inspection of the chain system includes a close examination of chain anchors and chain wheel bearings. Check chain anchors for wear, breakage and misalignment.

Anchors with worn or broken fingers should be replaced. Anchors should be adjusted to eliminate twisting or other misalignment in the chain. When chain is misaligned, load is not distributed uniformly between the plates. Prolonged operation will result in premature fatigue failure. Chain wheel bearings with badly worn flanges and outside diameter should be replaced. Heavy flange wear indicates chain misalignment.

## ⑧ Chain wear scale

The chain can be checked for wear or stretching with the use of a chain wear scale. Stretching of a chain is due to the elongation of the pitch holes and wearing of the pin O.D. The greatest amount of stretching occurs at the areas of the chain that flex over the sheaves most frequently. Check the chain at this point with a scale. The wear scale has instructions printed on the sides for use in determining chain stretch and are as follows :

- Determine pitch length of chain using 6 inch scale on one side of wear scale.
- If pitch is 1/2 (12.7 mm), 3/4 (19.05 mm), 1 (25.4 mm), 1-1/2 (38.1 mm), 2 (50.8 mm), use side A of scale.
- If pitch is 5/8 (15.875 mm), 1-1/4 (31.75 mm) or 2 (50.8 mm), use side B.
- Align point A or B to center of a pin and note position of the opposite A or B point.
- If other point also lines up with a pin, the chain is worn and should be replaced.

If any of the above conditions exists (cracked plates, turned pins, stretching etc), the chains should be replaced in pairs as a complete assembly. Order chains by part number to insure the correct chain length, pitch and material specifications.

## (7) Load chain lubrication and adjustment

### ① Lubrication

The most important consideration in field maintenance of lift chains is lubrication. Hard working, heavily loaded chains cannot be expected to give satisfactory wear life without scheduled periodic re-lubrication. Like all bearing surfaces, the precision manufactured, hardened steel, joint-wearing surfaces require a film of oil between mating parts to prevent rapid wear. Oil must penetrate the chain joint to prevent wear. Applying oil to external surfaces will prevent rust, but oil must flow into the live bearing surfaces for maximum wear life. Frequency of re-lube will vary with operating conditions and environment, the best estimate of lube period is 200 hours. Trucks parked outdoors or trucks in extremely severe service, may require more frequent re-lube to maintain an oil film on all chain surface.

- Wipe off the old oil with a clean cloth and blow out the remaining dirt with compressed air.

### ▲ Wear eye protection.

- With a clean brush, apply EP-140 extreme pressure lubricant or heavy motor oil (40W).

### ② Replacement

Replace chains as a pair. It will be virtually impossible to maintain uniform loading between the strands if a new chain is put into service opposite an old chain. The joints in the old chain will be greater than that on the new chain, greatly complicating the problem of maintaining equal chain tension. The new chain will wear more slowly causing it to bear the major portion of the load resulting in premature wear and fatigue failure. Don't steam clean or decrease new chains.

The manufacturer's grease is effective in reducing wear and corrosion. If the original factory lube is dried out or wiped off, soak the new chain in heavy engine oil for at 1/2 hour prior to installing on truck. After the old chains have been stripped from the mast, very carefully inspect chain anchors and chain wheel bearing. Broken, cracked or worn anchor must be replaced using the new anchor pin and split pin. Do not paint newly replaced chain after it has been installed.

### ③ Adjustment

Chain adjustments are important for the following reasons :

- Equal loading of chain.
- Proper sequencing of mast.
- Prevent over-stretching of chains.
- Prevent chains from jumping off sheaves if they are too loose.

### ④ Adjustment procedure

- With mast in its fully collapsed and vertical position, lower the fork to the floor.
- Adjust the chain length by loosening or tightening nut on the chain anchor.  
After making adjustment on the mast, be sure to tighten the nut.