

SECTION 1 GENERAL

Group 1 Safety Hints	1-1
Group 2 Specifications	1-5
Group 3 Periodic Replacement	1-13

SECTION 2 REMOVAL AND INSTALLATION OF UNIT

Group 1 Structure	2-1
Group 2 Removal and Installation of Unit	2-2

SECTION 3 POWER TRAIN SYSTEM

Group 1 Structure and Operation	3-1
Group 2 Troubleshooting	3-15
Group 3 Tests and Adjustments	3-19
Group 4 Disassembly and Assembly	3-23

SECTION 4 BRAKE SYSTEM

Group 1 Structure and Function	4-1
Group 2 Operational Checks and Troubleshooting	4-6
Group 3 Tests and Adjustments	4-9

SECTION 5 STEERING SYSTEM

Group 1 Structure and Function	5-1
Group 2 Operational Checks and Troubleshooting	5-10
Group 3 Disassembly and Assembly	5-12

SECTION 6 HYDRAULIC SYSTEM

Group 1 Structure and Function	6-1
Group 2 Operational Checks and Troubleshooting	6-19
Group 3 Disassembly and Assembly	6-23

SECTION 7 ELECTRICAL SYSTEM

Group 1 Component Location	7-1
Group 2 Electrical Circuit	7-2
Group 3 Component Specification	7-9
Group 4 Troubleshooting	7-11

SECTION 8 MAST

Group 1 Structure	8-1
Group 2 Operational Checks and Troubleshooting	8-4
Group 3 Adjustment	8-7
Group 4 Removal and Installation	8-10

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 machine 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

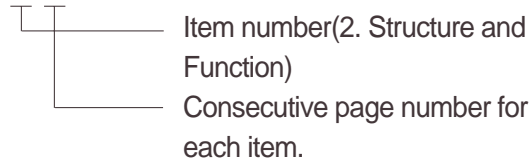
1. See the page number on the bottom of the page.

File the pages in correct order.

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

Example 1

2 - 3



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

10 - 4

10 - 4 - 1

10 - 4 - 2

10 - 5

Added pages

Revised edition mark(...)

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 55mm into inches.

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

2. Convert 550mm 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 55mm.
- (2) Carry out the same procedure as above to convert 55mm to 2.165 inches.
- (3) The original value (550mm) 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 550mm = 21.65 inches.

Millimeters to inches

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

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
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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 = 0.2642 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 = 0.21997 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/cm² to lbf/in²1 kgf / cm² = 14.2233 lbf / in²

	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

Group 2 Specifications ----- 1-5

Group 3 Periodic Replacement ----- 1-13

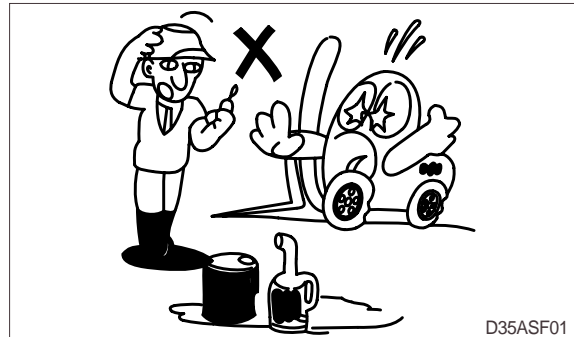
GROUP 1 SAFETY HINTS

Careless performing of the easy work may cause injuries.

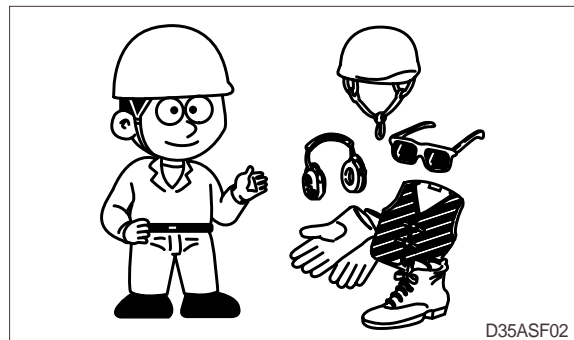
Take care to always perform work safely, at least observing the following.

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

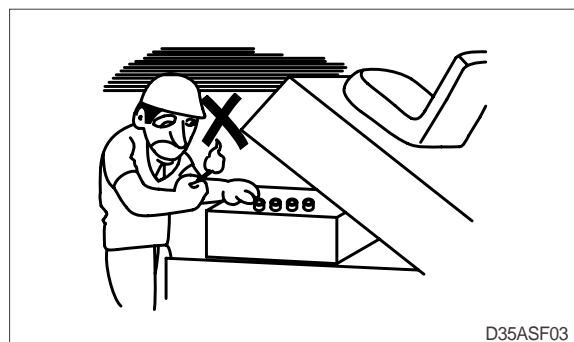
As preparation in case of fire, always know the location and directions for use of fire extinguishers and other fire fighting equipment.



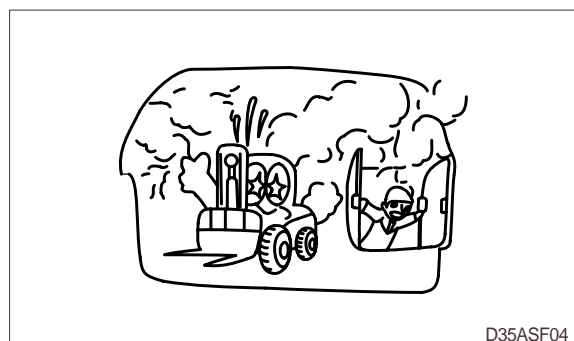
- Wear well-fitting helmet, safety shoes and working clothes. When drilling, grinding or hammering, always wear protective goggles. Always do up safety clothes properly so that they do not catch on protruding parts of machines. Do not wear oily clothes. When checking, always release battery plug.



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

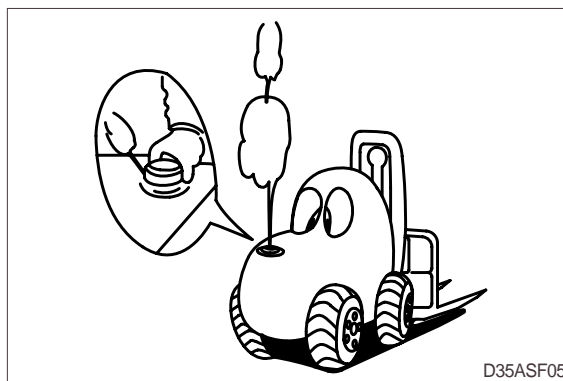


- Exhaust gas is dangerous. Provide adequate ventilation when working a closed space.



⚠ Be particularly careful when removing the radiator cap and the hydraulic oil tank filler cap, if this is done immediately after using the machine, 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(Motor), move the control levers to each position two or three times.



- When working on top of the machine, 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**).

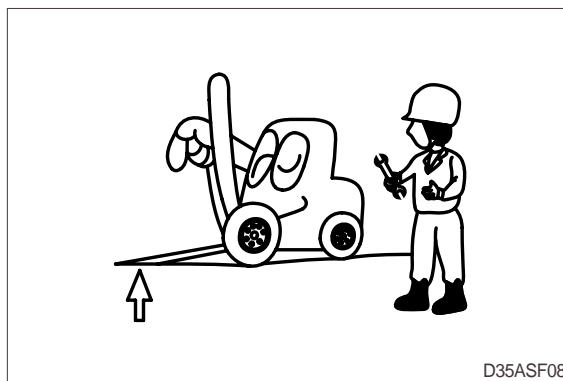
This will prevent anyone from starting or moving the machine by mistake.

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

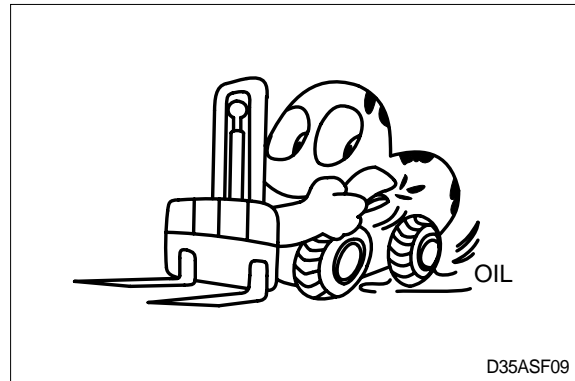


When inspecting the engine is running parts, or near such parts, always stop the engine first. Before checking or servicing accumulator or piping, depress brake pedal repeatedly to release pressure.

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

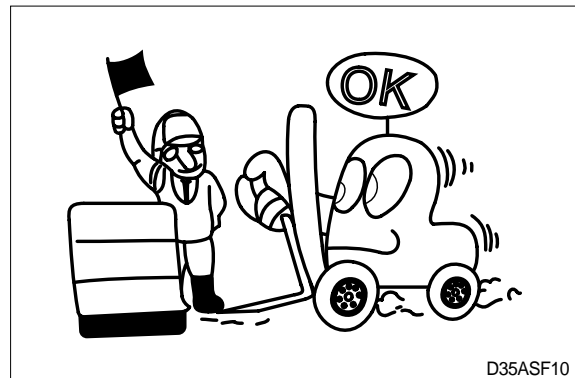


- Immediately remove any oil or grease on the floor of the operator's compartment, or on the handrail. It is very dangerous if someone slips while on the machine.



D35ASF09

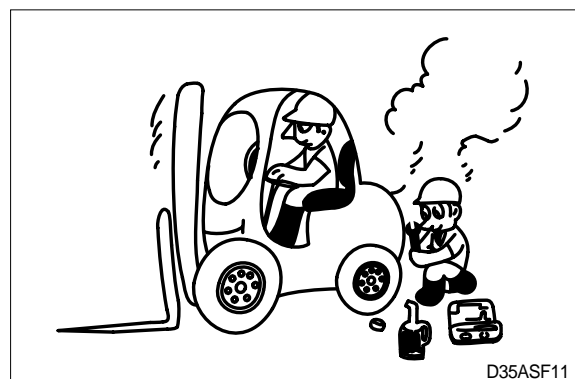
- When working with others, choose a group leader and work according to his instructions. Do not perform any maintenance beyond the agreed work.



D35ASF10

- 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.

- 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.



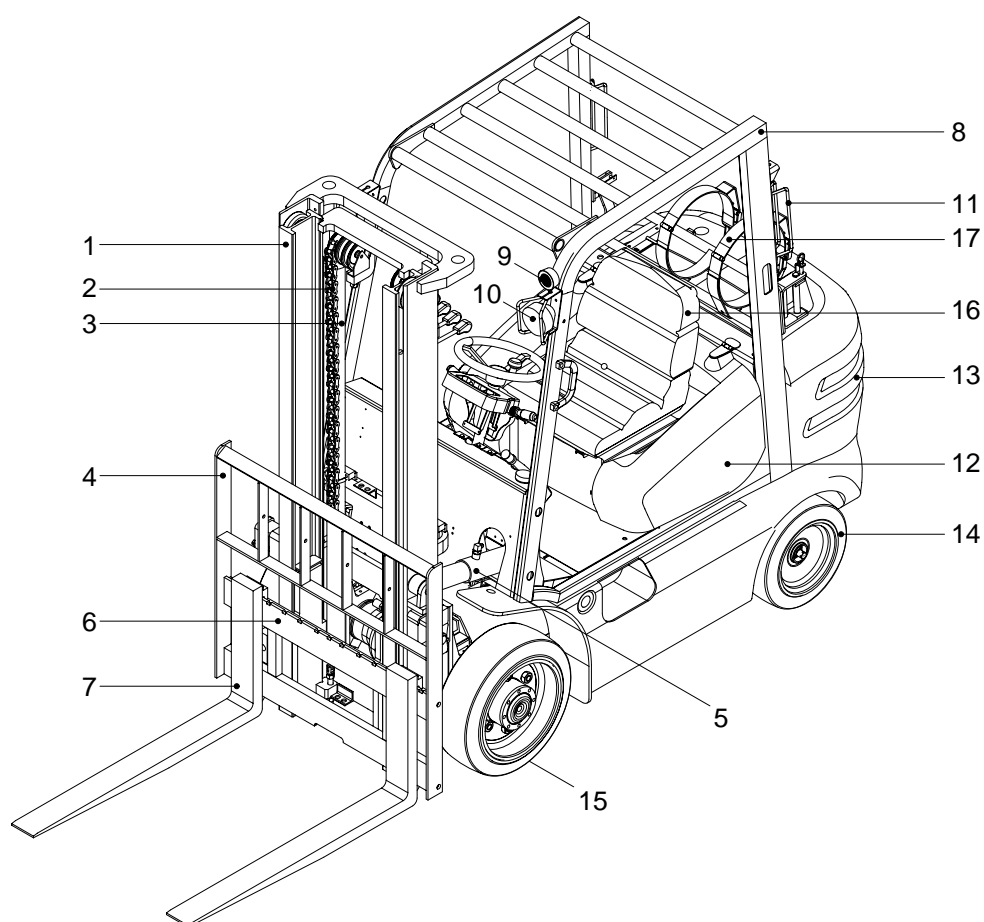
D35ASF11

- Thoroughly clean the machine. 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 machine.
- 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

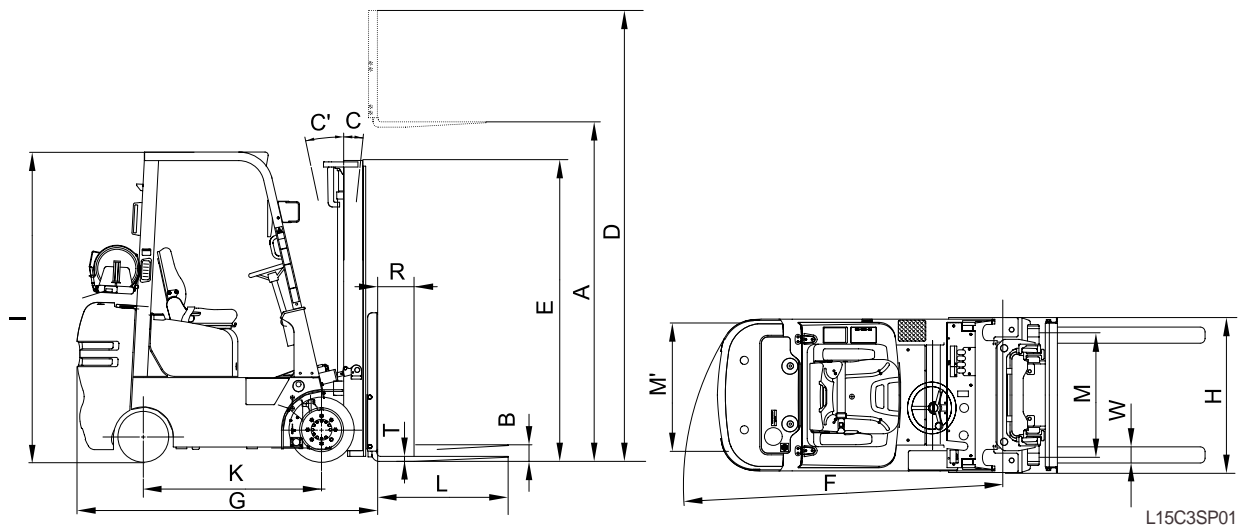
1. GENERAL LOCATIONS



L15C3GE01

- | | | |
|-----------------|--------------------|--------------------------|
| 1 Mast | 7 Forks | 12 Bonnet |
| 2 Lift chain | 8 Overhead guard | 13 Counterweight |
| 3 Lift cylinder | 9 Turn signal lamp | 14 Rear wheel |
| 4 Backrest | 10 Head lamp | 15 Front wheel |
| 5 Tilt cylinder | 11 Operator's seat | 16 Rear combination lamp |
| 6 Carriage | | |

2. SPECIFICATIONS



Model			Unit	HLF 15CIII	HLF 18CIII
Capacity			kg	1500	1750
Load center	R		mm	500	
Weight(Unloaded)			kg	2800	3000
Fork	Lifting height	A	mm	3300	
	Free lift	B	mm	120	
	Lifting speed(Unload/Load)		mm/sec	540/480	
	Lowering speed(Unload/Load)		mm/sec	500/400	
	L × W × T	L,W,T	mm	1050 × 100 × 40	
Mast	Tilt angle forward/backward	C/C'	degree	6/8	
	Max height	D	mm	4352	
	Min height	E	mm	2110	
Body	Travel speed(Unload)		km/h	19.4	18.8
	Gradeability(Load)		degree	17	15.3
	Min turning radius(Outside)	F	mm	1614	
ETC	Max hydraulic pressure		kgf/cm ²	150	
	Hydraulic oil tank			30	
	Fuel tank			65	
Overall length	G		mm	2100	2130
Overall width	H		mm	960	
Overhead guard height	I		mm	2190	
Ground clearance	J		mm	75	
Wheel base	K		mm	1250	
Wheel tread front/rear	M, M'		mm	808/815	

3. SPECIFICATION FOR MAJOR COMPONENTS

1) ENGINE

ITEM	UNIT	SPECIFICATION
Model	-	MITSUBISHI 4G63-31HL
Type	-	4 cycle, overhead camshaft type
Cooling Method	-	Water cooling
Number of cylinders and arrangement	-	4 cylinders, In-line
Firing order	-	1-3-4-2
Combustion chamber type	-	Hemisphere
Cylinder bore X stroke	mm(in)	85 × 88(3.3 × 3.5)
Piston displacement	cc(cu in)	1997(121.9)
Compression ratio	-	8.5 : 1
Rated gross horse power	ps/rpm	39/2300
Maximum gross torque at rpm	kgf · m/rpm	13.7/1500
Engine oil quantity	(U.S.gal)	3.1(0.82)
Dry weight	kg(lb)	149(328)
High idling speed	rpm	2700
Low idling speed	rpm	740
Rated fuel consumption	g/ps.hr	205
Starting motor	V - kW	12-1.2
Alternator	V - A	12-50
Battery	V - AH	12-100
Fan belt deflection	mm(in)	13.0~15.5(0.51~0.61)

2) MAIN PUMP

ITEM	UNIT	SPECIFICATION
Type	-	Fixed displacement gear pump
Capacity	cc/rev	31.8
Maximum operating pressure	bar	207
Rated speed (Max/Min)	rpm	3000/500

3) MAIN CONTROL VALVE

ITEM	UNIT	SPECIFICATION
Type	-	Sectional
Operating method	-	Mechanical
Main relief valve pressure	bar	185/150
Flow capacity	lpm	80

4) POWER TRAIN DEVICES

Item		Specification
Torque converter	Model	OKAMURA MD14
	Type	3 Element, 1 stage, 2 phase
	Stall ratio	2.8 : 1
Transmission	Type	Full-automatic power shift
	Gear shift(FR/RR)	1/1
	Adjustment	Electrical single lever type, kick-down system
	Overhaul ratio	FR 13.720 : 1
		RR 14.090 : 1
Axle	Type	Front-wheel drive type, fixed location
	Gear	Hypoid gear type
Wheels	Q'ty(FR/RR)	2/2
	Front(drive)	6.5-10-12 PR
	Rear(steering)	5.0-8-8 PR
Brakes	Travel	Front wheel, duo-servo & auto adjustment type
	Parking	Toggle, internal expanding mechanical type
Steering	Type	Full hydraulic, power steering
	Steering angle	80 ° to both right and left angle, respectively

4. TIGHTENING TORQUE OF MAJOR COMPONENTS

NO	ITEMS		SIZE	kgf · m	lbf · ft
1	Engine	Engine mounting bolt, nut	M16 × 2.0	7.5	54
2		Radiator mounting bolt, nut	M10 × 1.5	6.9 ± 1.4	50 ± 10
3	Hydraulic system	Torque converter mounting bolt	M10 × 1.25	4.17	30
4		MCV mounting bolt, nut	M10 × 1.25	7.43 ± 1.5	54 ± 10.8
5		Steering unit mounting bolt	M10 × 1.5	6.9 ± 1.4	50 ± 10
6	Power train system	Transmission mounting bolt, nut	M12 × 1.75	12.8 ± 3.0	93 ± 22
7		Drive axle mounting bolt, nut	M14 × 2.0	19.6	142
8		Steering axle mounting bolt, nut	M20 × 2.5	30 ± 2.0	217 ± 14.4
9		Front wheel mounting nut	M14 × 1.5	17 ± 1.0	123 ± 7.2
10		Rear wheel mounting nut	M10 × 1.25	32.5 ± 2.5	235 ± 18
11	Others	Counterweight mounting bolt	M24 × 3.0	100 ± 15	723 ± 108
12		Operator's seat mounting bolt	M 8 × 1.25	2.5 ± 0.5	18.1 ± 3.6
13		Head guard mounting bolt	M10 × 1.5	6.9 ± 1.4	50 ± 10

5. TORQUE CHART

Use following table for unspecified torque.

1) BOLT AND NUT

(1) Coarse thread

Bolt size	8T		10T	
	kgf · m	lbf · ft	kgf · m	lbf · ft
M 6 × 1.0	0.85 ~ 1.25	6.15 ~ 9.04	1.14 ~ 1.74	8.2 ~ 12.6
M 8 × 1.25	2.0 ~ 3.0	14.5 ~ 21.7	2.7 ~ 4.1	19.5 ~ 29.7
M10 × 1.5	4.0 ~ 6.0	28.9 ~ 43.4	5.5 ~ 8.3	39.8 ~ 60.0
M12 × 1.75	7.4 ~ 11.2	53.5 ~ 81.0	9.8 ~ 15.8	70.9 ~ 114
M14 × 2.0	12.2 ~ 16.6	88.2 ~ 120	16.7 ~ 22.5	121 ~ 163
M16 × 2.0	18.6 ~ 25.2	135 ~ 182	25.2 ~ 34.2	182 ~ 247
M18 × 2.0	25.8 ~ 35.0	187 ~ 253	35.1 ~ 47.5	254 ~ 344
M20 × 2.5	36.2 ~ 49.0	262 ~ 354	49.2 ~ 66.6	356 ~ 482
M22 × 2.5	48.3 ~ 63.3	349 ~ 458	65.8 ~ 98.0	476 ~ 709
M24 × 3.0	62.5 ~ 84.5	452 ~ 611	85.0 ~ 115	615 ~ 832
M30 × 3.0	124 ~ 168	898 ~ 1214	169 ~ 229	1223 ~ 1656
M36 × 4.0	174 ~ 236	1261 ~ 1704	250 ~ 310	1808 ~ 2242

(2) Fine thread

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

2) PIPE AND HOSE

Thread size	Width across flat(mm)	kgf · m	lbf · ft
1/4"	19	3	21.7
3/8"	22	4	28.9
1/2"	27	5	36.2
3/4"	36	12	86.8
1"	41	14	101

3) 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	6	43.4
3/4"	36	13	94.0
1"	41	15	109

6. RECOMMENDED LUBRICANTS

Use only oils listed below or equivalent.

Do not mix different brand oil.

Service point	Kind of fluid	Capacity (U.S.gal)		Ambient temperature °C (°F)						
		1.5~ 1.8ton	2.0~ 3.0ton	-20 (-4)	-10 (14)	0 (32)	10 (50)	20 (68)	30 (86)	40 (104)
Engine oil pan	Engine oil (For LPG ENG)	4.8 (1.3)	4.8 (1.3)	SAE 10W-30/API SG or over						
Torque converter transmission	ATF Engine oil	8 (2.1)	10 (2.6)	DEXRON III (1.5~4.5ton)						
				SAE 15W-40 (5.0~7.0ton)						
Axle	Gear oil	2.6 (0.7)	5 (1.3)	SAE 80W-90/API GL-5						
Hydraulic tank	Hydraulic oil	34 (9)	47 (12.4)	ISO VG32						
				ISO VG46						
				ISO VG68						
Fuel tank	LPG	65 (17.2)	65 (17.2)	LPG						
Fitting (Grease nipple)	Grease	-	-	NLGI No.1						
				NLGI No.2						
Brake reservoir tank	Brake oil	0.5 (0.13)	0.5 (0.13)	SAE J1703e						
Radiator	Antifreeze:Water 50:50	17 (4.5)	17 (4.5)	Ethylene glycol base permanent type						

NOTES

SAE numbers given to engine oil should be selected according to ambient temperature.

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.

If any engine oil of API service class CC is used instead of class CD engine oil, the frequency of oil change must be doubled.

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 degrees 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).

Replacement of consumable service parts in not covered under warranty.

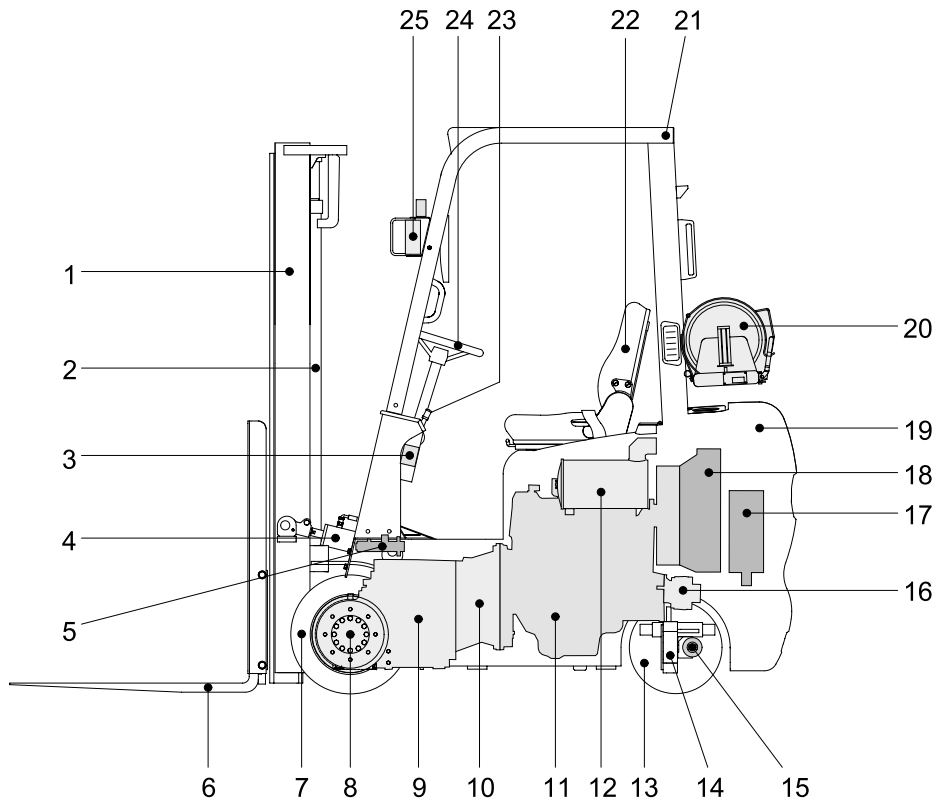
No	Description	Period of replacement
1	Master cylinder and wheel cylinder caps, dust seals	Every 1 year
2	Brake hose or tube	Every 1 or 2 years
3	Brake reservoir tank and tube	Every 2 to 4 years
4	Power steering hose	Every 2 years
5	Stop lamp switch(oil pressure type)	Every 2 years
6	Fuel hose	Every 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

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



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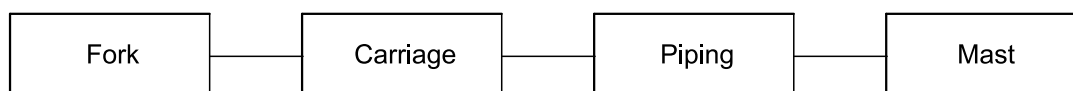
- | | | |
|-------------------------|----------------------|------------------------|
| 1 Mast | 10 Torque converter | 19 Counterweight |
| 2 Lift cylinder | 11 Engine | 20 LPG tank |
| 3 Steering unit | 12 Air cleaner | 21 Head guard |
| 4 Tilt cylinder | 13 Rear tire | 22 Seat |
| 5 Brake master cylinder | 14 Steering axle | 23 Parking brake lever |
| 6 Fork | 15 Steering cylinder | 24 Steering wheel |
| 7 Front tire | 16 Hydraulic pump | 25 Work lamp |
| 8 Wheel brake | 17 Muffler | |
| 9 Transmission | 18 Radiator | |

GROUP 2 REMOVAL AND INSTALLATION OF UNIT

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

1. MAST

1) REMOVAL



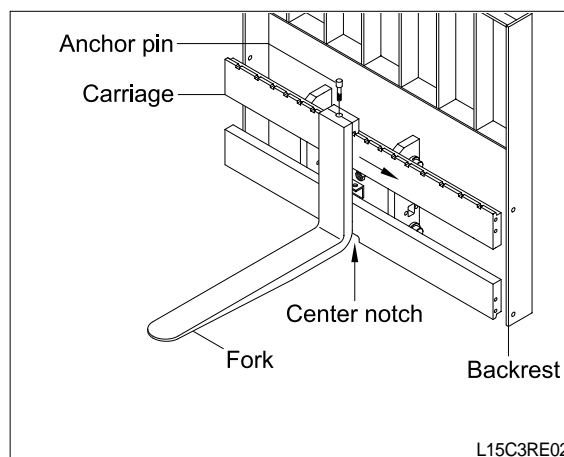
(1) Forks

Lower the fork carriage until the forks are approximately 25mm(1in) from the floor.

Release fork anchor pins 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.

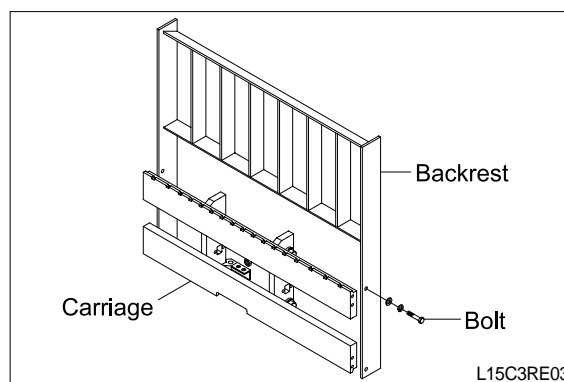
Remove only one fork at a time.

On larger forks it may be necessary to use a block of wood.



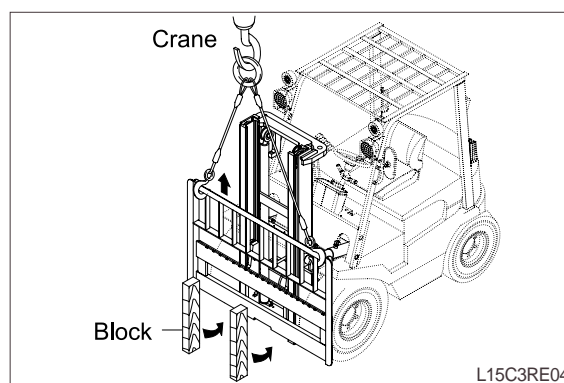
(2) Piping

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

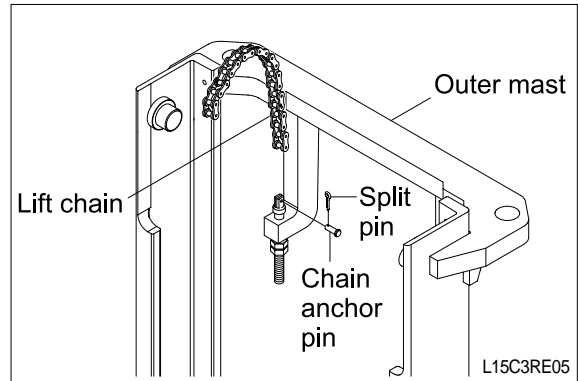


(3) Carriage

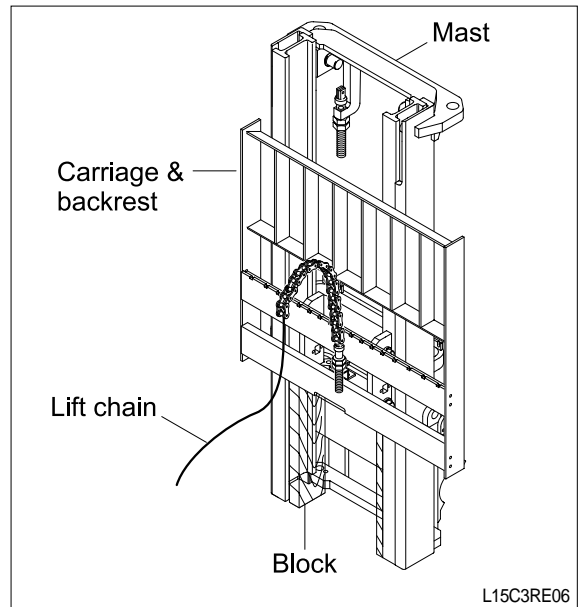
With the mast vertical, raise the carriage high enough to place blocks under the load forks. This is done to create slack in the load chains when the carriage is lowered. Lower the carriage all the way down to the floor. Make sure the carriage is level, this will prevent any binding when the mast is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



While supporting lift chains, remove the split pins and slide out chain anchor pins from the chain anchors of stationary upright.



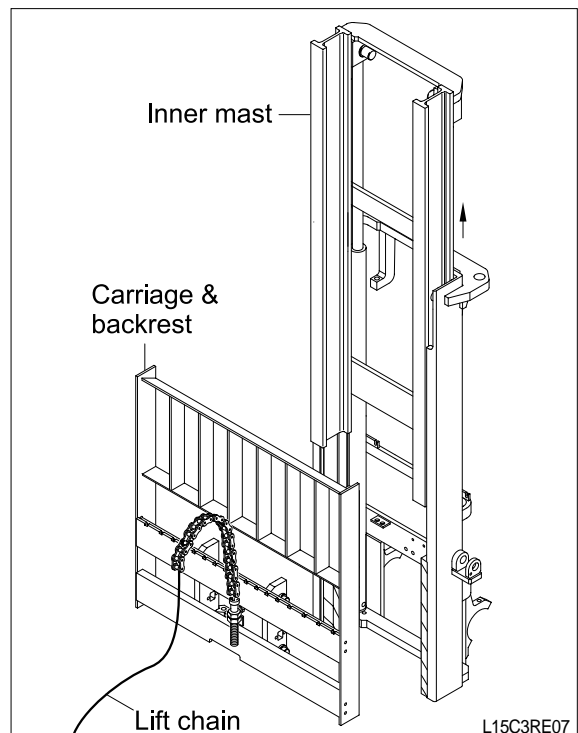
Pull the chains out of the sheaves and drape them over the front of the carriage.



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.



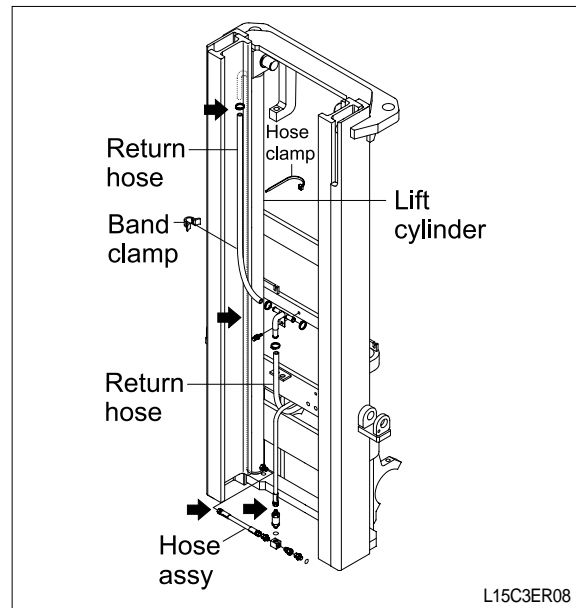
(4) PIPING

Remove the return hoses and clamps attached to the cylinder.

Remove the return hoses from the connector.

Remove hose assembly, connector, down safety valve from the lift cylinder.

Disconnect hose assembly from the flow regulator.



(5) LIFT CYLINDER

Loosen hexagonal bolts and remove washers securing the lift cylinders to inner mast.

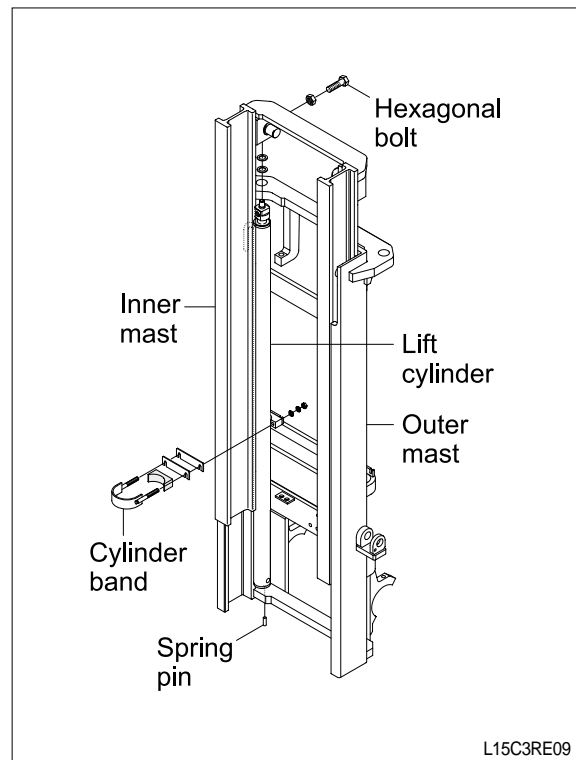
Bind the lift cylinder with overhead hoist rope and pull up so that the rope has no slack or binding.

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

Loosen and remove hexagon nuts and cylinder band securing cylinder to outer mast.

Using an overhead hoist, slowly raise the inner mast high enough to clear lift cylinder.

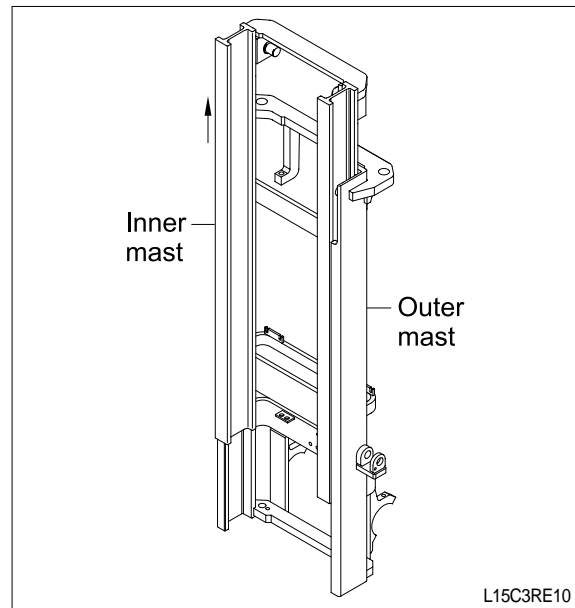
Using an overhead hoist, draw out lift cylinder carefully and put down on the work floor.



(6) INNER MAST

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.



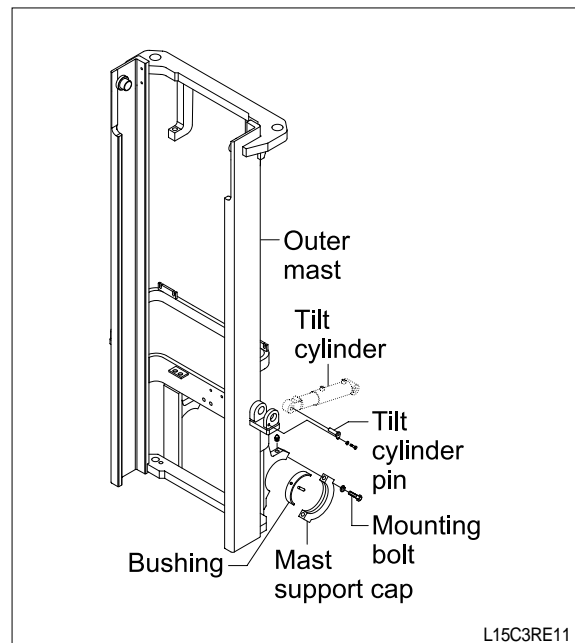
(7) TILT CYLINDER PIN

(8) MAST SUPPORT CAP

Attach a crane to the stay at the top of the outer mast, and raise enough to sustain jacked up machine.

This operation is carried out from under the machine, so use a pit, or if there is no pit, jack up the machine and loosen with on impact wrench.

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

Check the mast support cap and spring pin for wear.

Jack up the machine so that the front is raised and then using an overhead hoist assemble outer mast to drive axle unit.

Tighten mounting bolts to mast support cap.

- Tightening torque :

(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

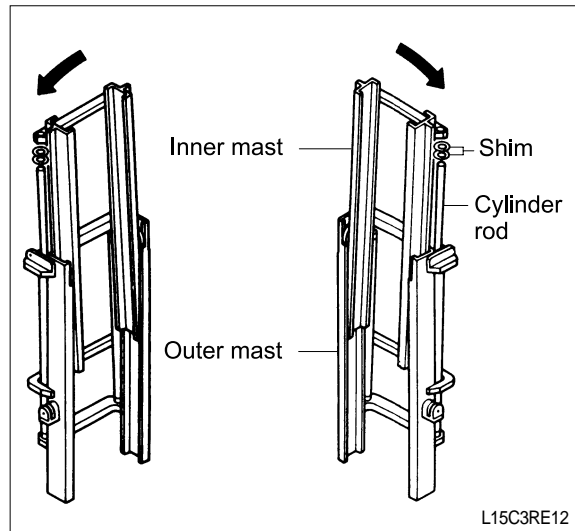
Assemble the lift cylinder inside the outer mast, then tighten the stopper bolt. If the cylinder assembly has been replaced, adjust as follows so that the left and right cylinders are synchronized at the maximum lifting height.

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.

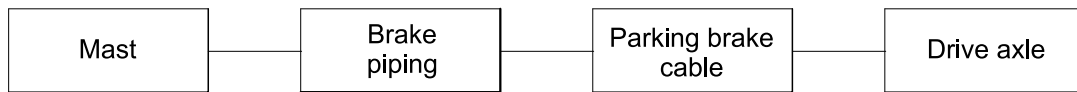
If play is to RIGHT, install adjustment shim to RIGHT cylinder.

- Shim thickness : 1.0mm(0.04in)



2. POWER TRAIN ASSEMBLY

1) REMOVAL



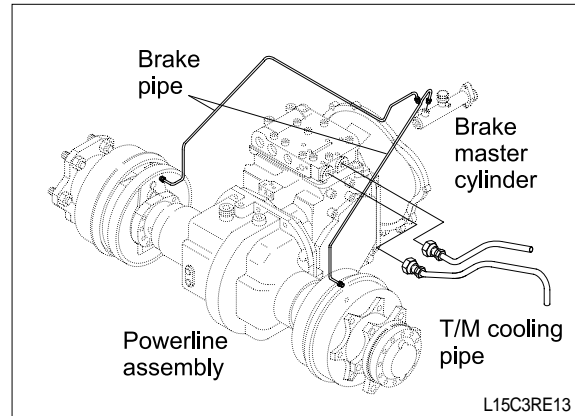
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(1) Mast

Refer to section on mast.

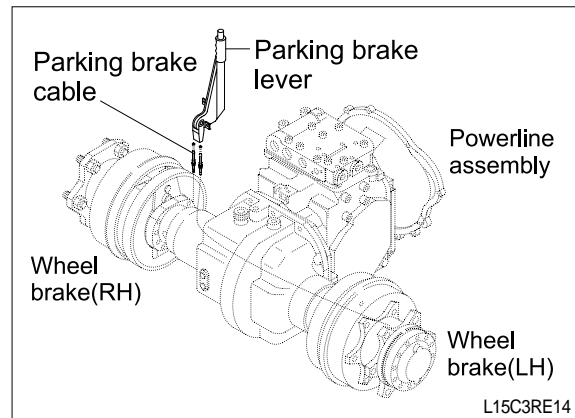
(2) Brake piping and T/M cooling piping

Disconnect the brake pipes and T/M cooling pipes from powerline assembly.



(3) Parking brake cable

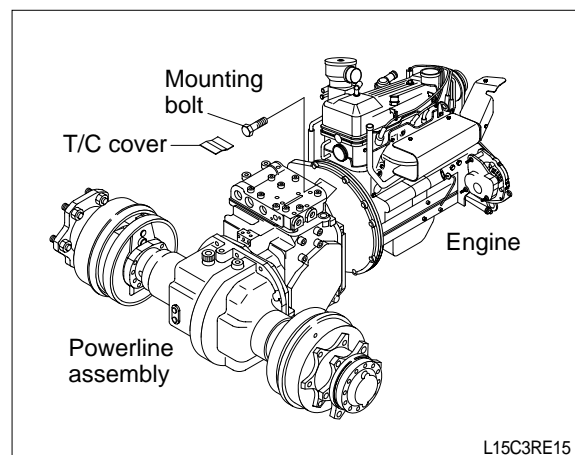
Disconnect parking brake cable from the wheel brake assembly.



(4) Flexible plate

Remove the cover on the top face of the torque converter housing then remove the 8 mounting bolts installed to the engine flywheel.

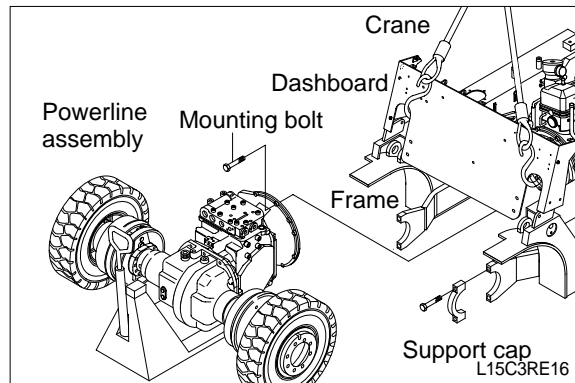
To rotate the flywheel, remove 1 mounting bolt, then insert a turning tool in the mounting hole. One man must turn the engine fan by hand while the other turns the flywheel.



(5) Powerline assembly

Attach a crane to the lift cylinder notches on the dashboard and raise the machine enough for truck to slide under powerline assembly.

Put the block between the truck and powerline assembly.

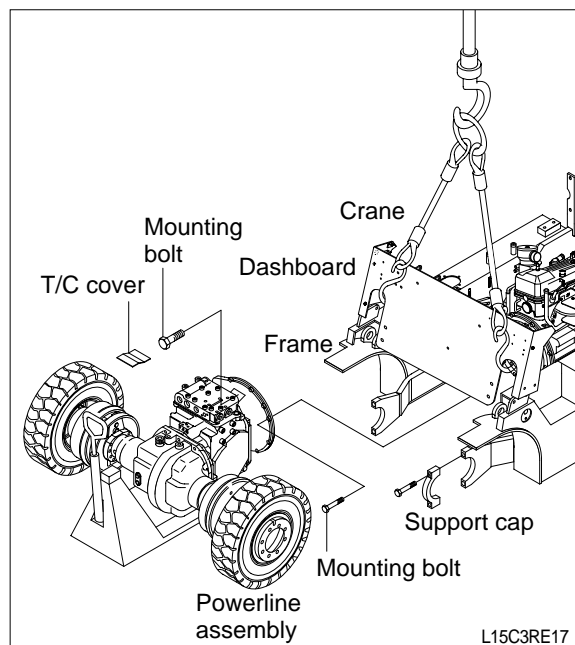


Remove drive axle mounting bolts from the frame and then slowly pull out the truck.

2) INSTALLATION

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

- (1) Tightening torque of mounting bolt for powerline assembly.
 - 19.6kgf · m(142lbf · ft)



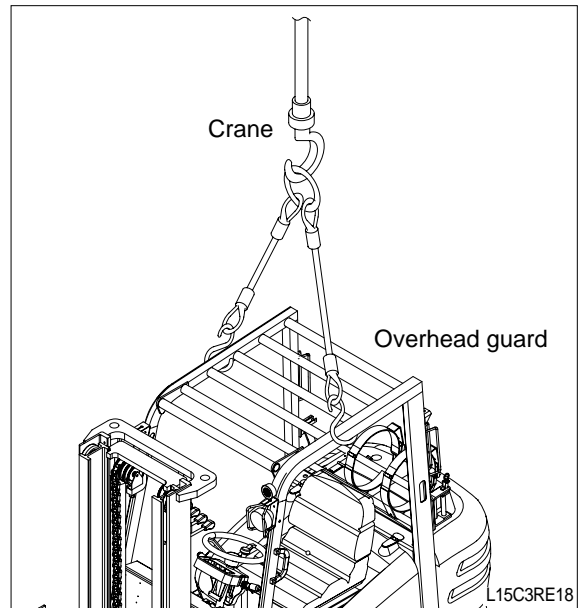
3. ENGINE

Lever the torque converter, transmission and drive axle inside the frame, then remove the engine assembly.

1) REMOVAL

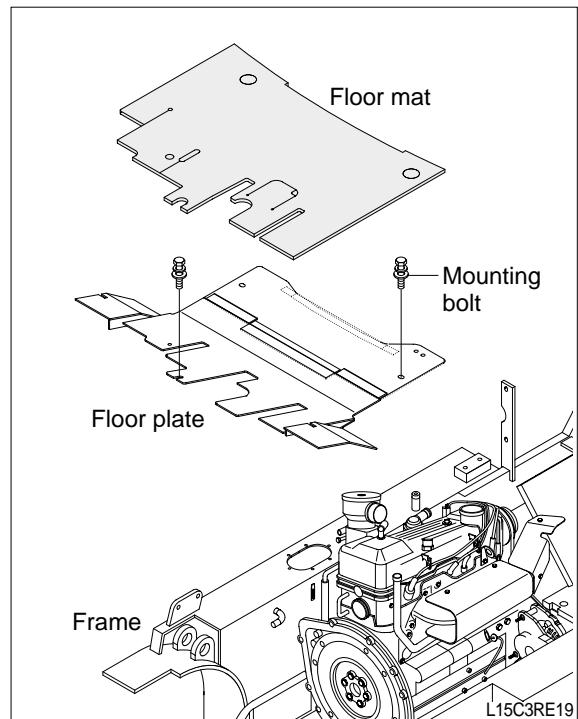
(1) Overhead guard

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.



(2) Floor plate

Uncover the floor mat first and then loosen the mounting bolts to remove the floor plate.

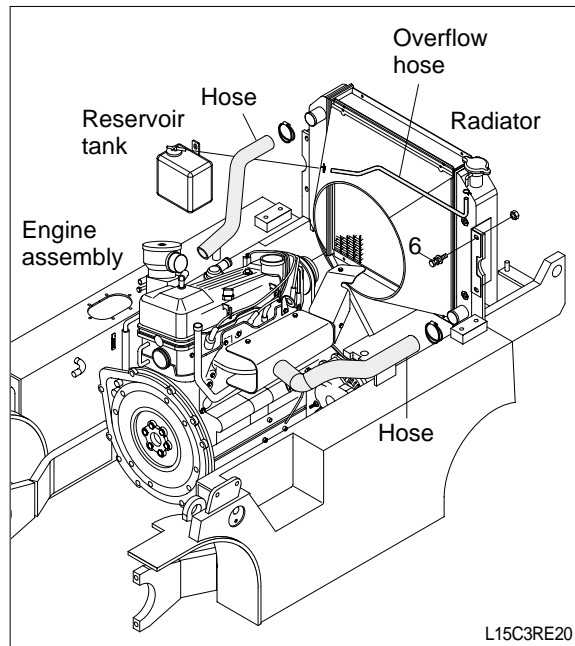


(3) Engine accessory

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

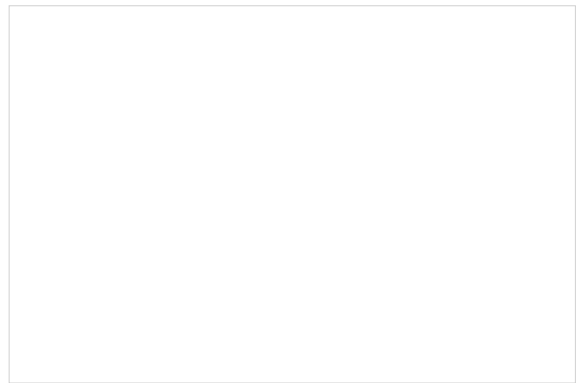
Wiring harness to alternator and starter.

Wiring harness for oil pressure and engine water.



(4) Radiator hose

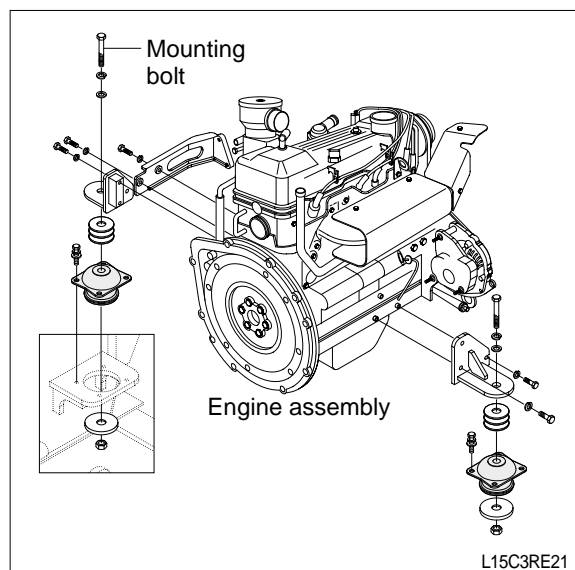
Open the drain valve of the radiator and drain the cooling water, then remove the radiator hose.



(5) Mounting bolt

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

When sliding the engine, if it hits the radiator it will damage the radiator, so it is better to remove the radiator if possible.



2) INSTALLATION

Installation is in the reverse order to 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. Loctite is coated on the thread of bolt. So if the bolts must be removed, coat the loctite(#243) when installing.

Before installing the bolts, loctite in the holes should be removed by a tap.

- (3) Tightening torque of mounting bolt installing.

- 4.17kgf · m(30.2lbf · ft)

- (4) Radiator hoses

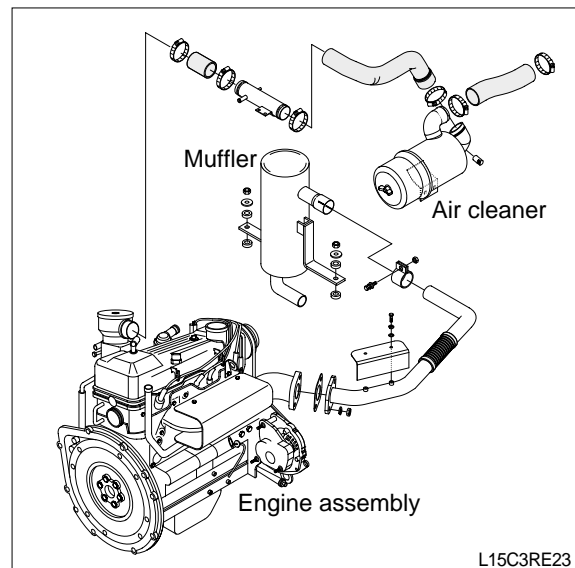
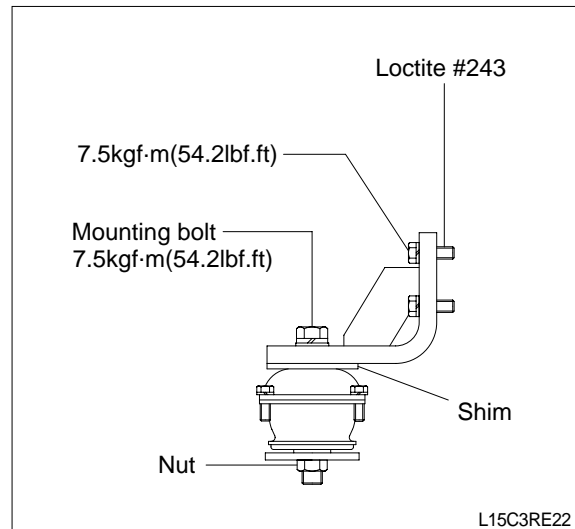
- Distance to insert hose : 30mm(1.18in)

- (5) Air cleaner hose

Insert the air cleaner hose securely and fit a clamp.

Distance to insert hose

- Air cleaner hose : 40mm(1.57in)
- Engine end : 20mm(0.8in)

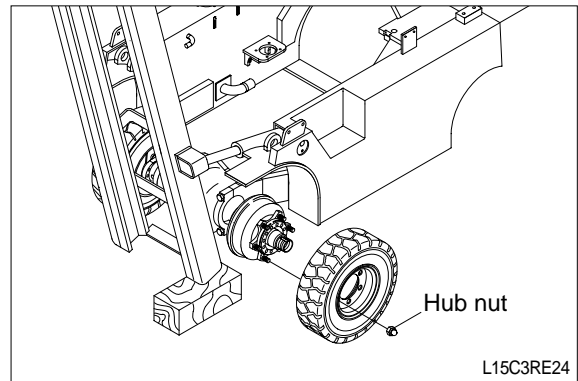


4. WHEEL BRAKE

1) REMOVAL

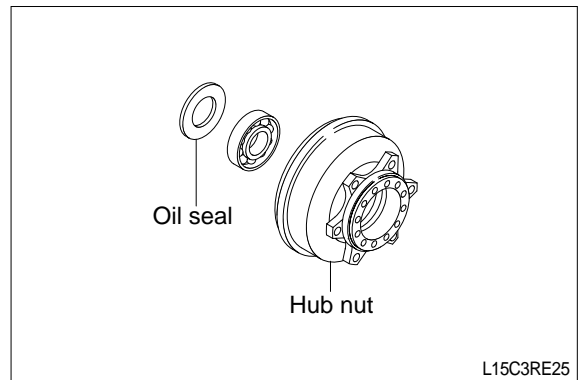
(1) Front wheel

Put a block under the mast and tilt forward, or jack up the bottom of the frame to raise the front wheels off the ground, then loosen the hub nuts to remove wheels.



(2) Brake, drum assembly

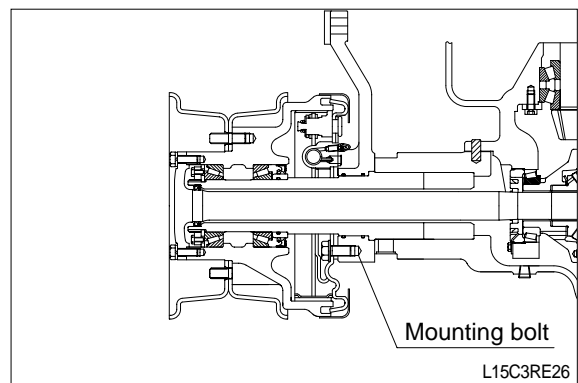
The oil seal inside the hub acts as a seal for the axle shaft end. Therefore when removing or installing the brake and drum assembly, remove or install in a straight line to prevent twisting the seal up and down or to the right and left.



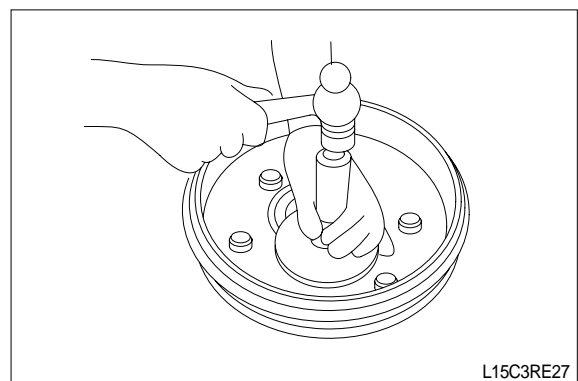
2) INSTALLATION

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

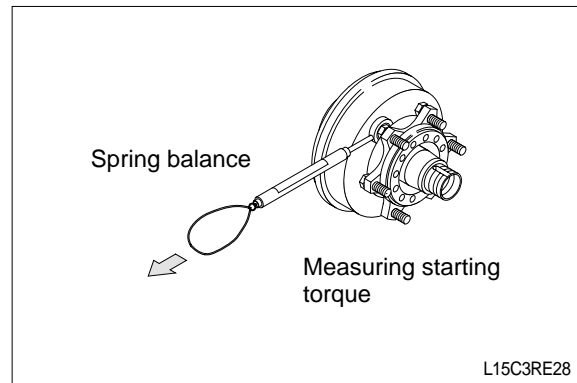
- (1) Coat the mounting bolts with loctite and tighten to $19.6\text{kgf} \cdot \text{m}$ ($141\text{lb} \cdot \text{ft}$).



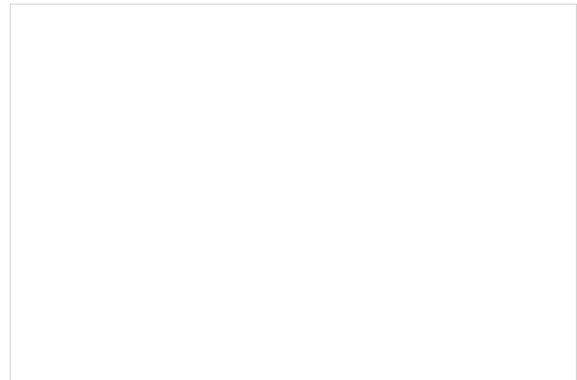
- (2) When replacing the oil seal inside the hub, be careful to install the seal in the correct direction (Lip on outside) and knock into place.



- (3) Wipe the inside of the brake drum clean, coat the lip of the seal with grease, and assemble the brake and drum assembly. Adjust a spring balance to the hub bolt and adjust the nut to give a starting force of 12 to 20kgf(27~44lbf).

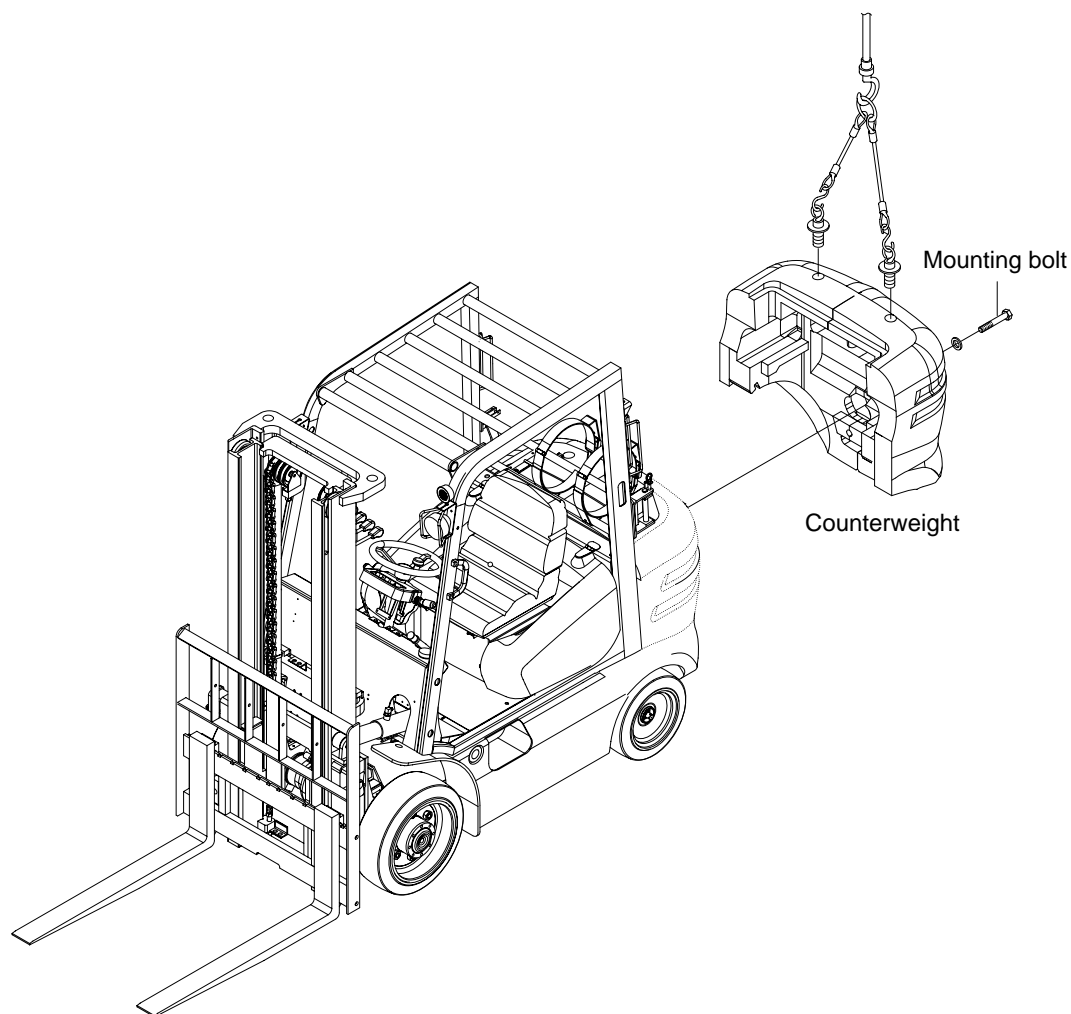


- (4) Tightening torque of hub nut for front wheel.
· 35kgf · m(253lbf · ft)
Coat the hub bolt with molybdenum disulphide.



5. REAR AXLE

1) REMOVAL



L15C3RE29

(1) Counterweight

Install a lifting tool in the hole in the counterweight, and raise it with a crane.

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

- Weight of counterweight(standard)

HLF15C III : 950kg

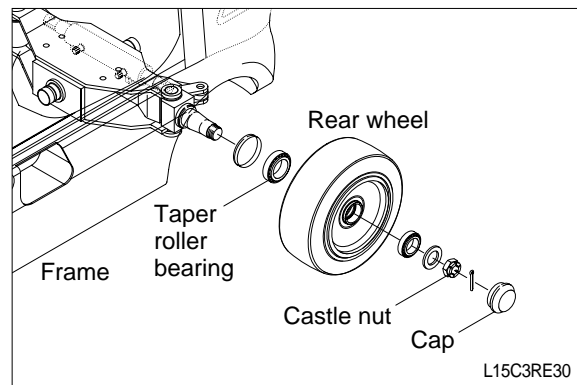
HLF18C III : 1,150kg

(2) Rear wheels

Before removing rear wheels lift up the rear side with a crane or jack up.

Remove cap, split pin and then loosen castle nut.

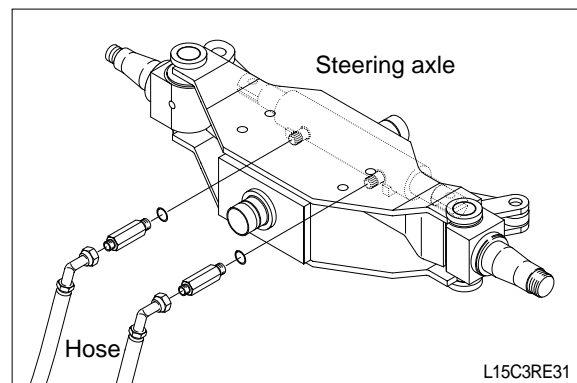
Take out rear wheel assembly with taper roller bearing and oil seal.



(3) Hose

Drain hydraulic oil in the hoses and cylinder before removing them.

Loosen long connector and then disconnect the hoses.

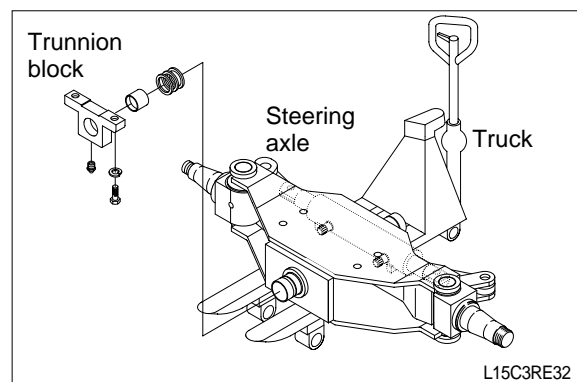


(4) Mounting bolts

Put a block under the steering axle, support on a truck and raise the frame with a crane.

Remove the mounting bolts installed to the frame, and pull out to the rear.

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



SECTION 3 POWER TRAIN SYSTEM

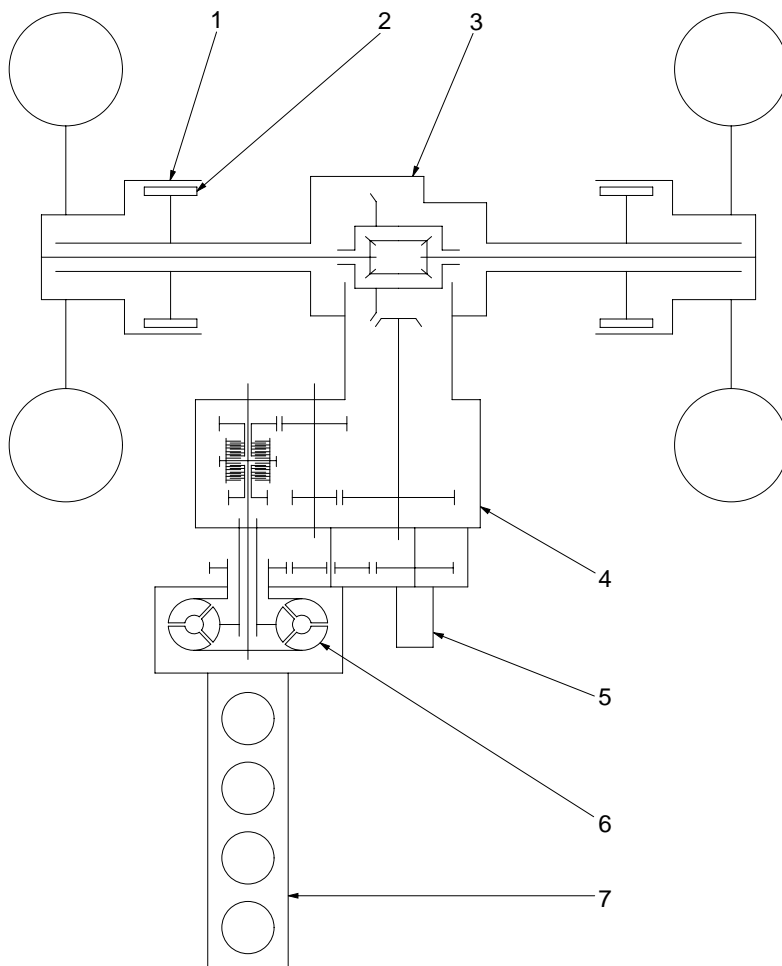
Group 1	Structure and Operation	3-1
Group 2	Troubleshooting	3-15
Group 3	Test and Adjustments	3-19
Group 4	Disassembly and Assembly	3-23

SECTION 3 POWER TRAIN SYSTEM

GROUP 1 STRUCTURE AND OPERATION

1. POWER TRAIN DIAGRAM

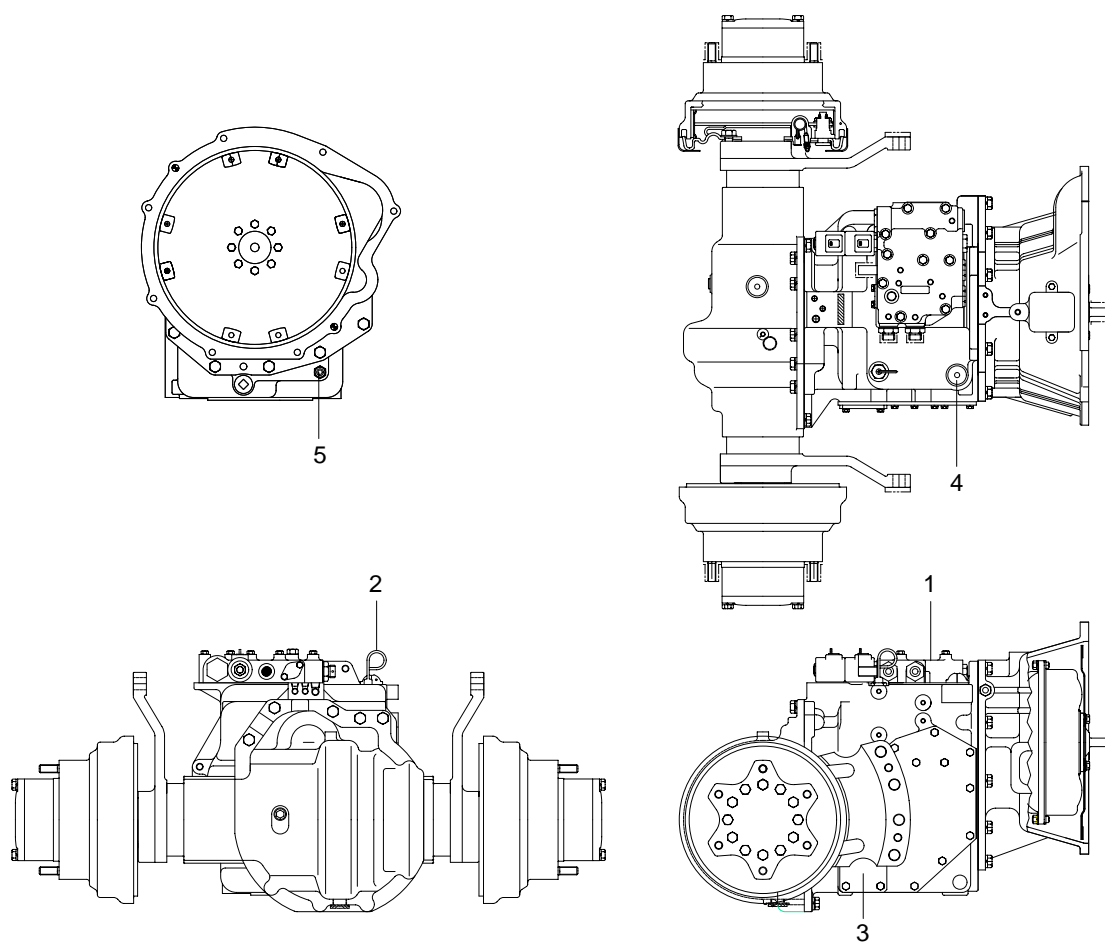
The TORQFLOW transmission uses one-speed forward and one-speed reverse transmission. The torque converter, differential, and final drives are strengthened to match them with increased engine output and machine traveling performance.



D153PT26

- | | | | | | |
|---|------------|---|---------------------|---|------------------|
| 1 | Brake drum | 4 | Transmission | 6 | Torque converter |
| 2 | Brake | 5 | Hydraulic gear pump | 7 | Engine |
| 3 | Drive axle | | | | |

2. INSTALLATION VIEW



D153PT05

- 1 Control valve
- 2 Dipstick

- 3 Oil filter
- 4 Air breather

- 5 Temperature sender

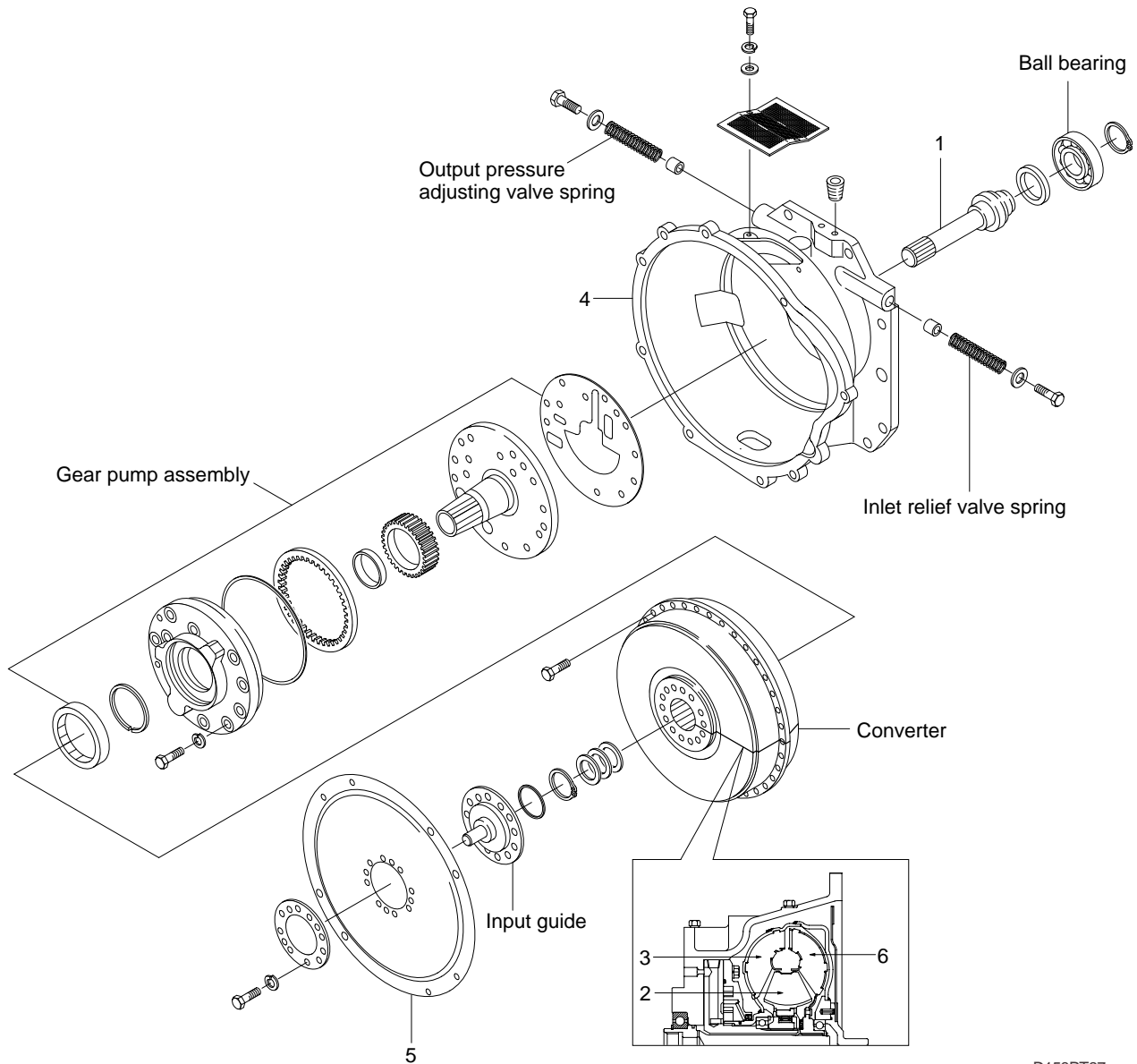
3. TRANSMISSION

1) TORQUE CONVERTER

The torque converter is directly bolted to the engine flywheel housing.

Engine output is delivered from the flywheel to the flexible plate.

Structure

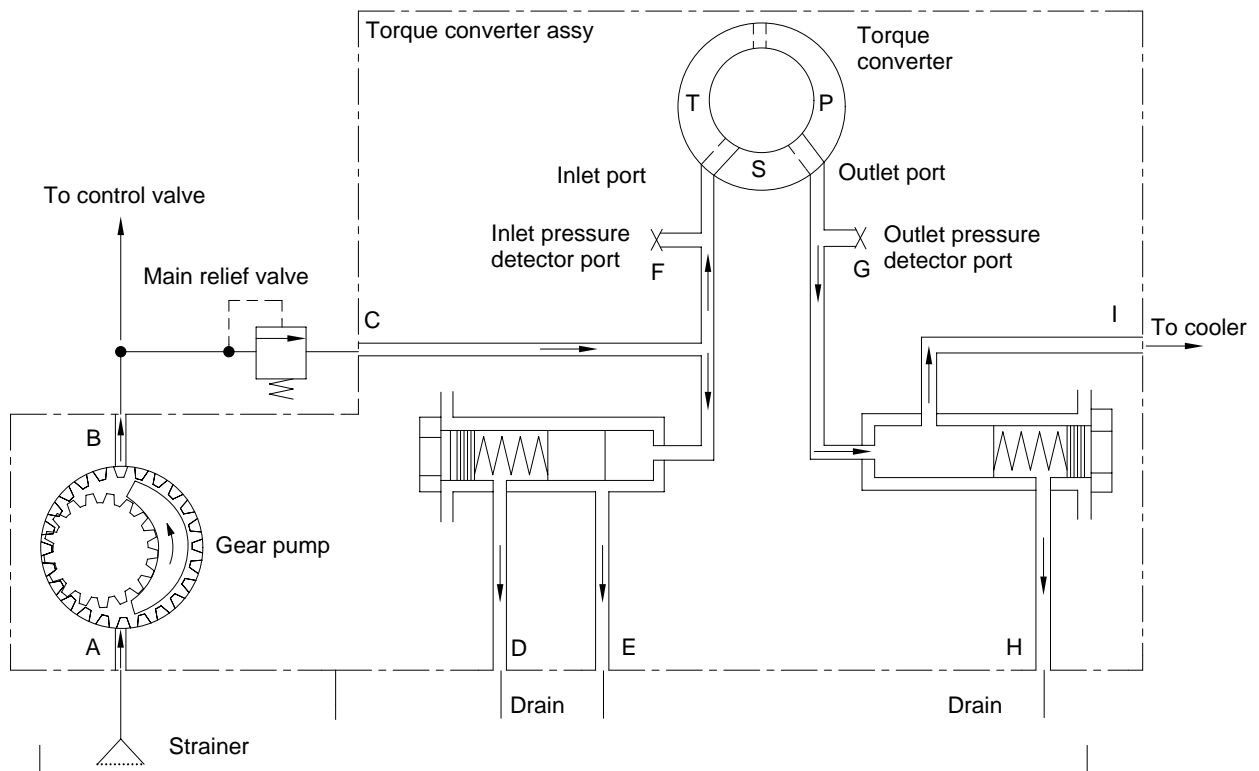


D153PT27

- 1 Turbine shaft
- 2 Stator
- 3 Impeller
- 4 Housing
- 5 Flexible plate
- 6 Turbine

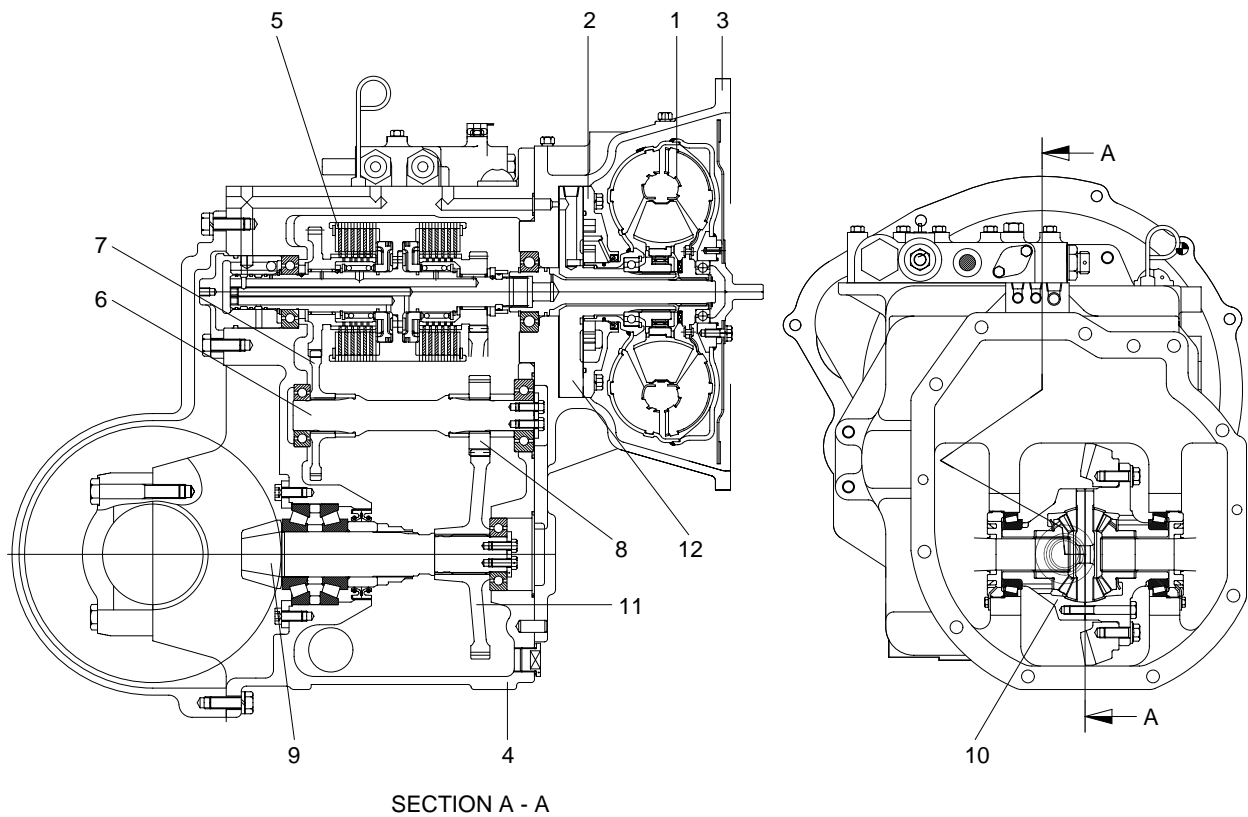
- 3-element, 1-stage, 2-phase
- Stall speed : 3500rpm
- Maximum input pressure : 7kgf/cm²

(2) Hydraulic circuit

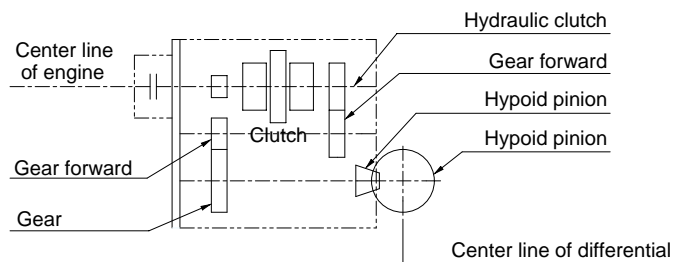


L15C3TC11

2) TORQFLOW TRANSMISSION



	F	R
Gear ratio	2.744	2.818



D153PT01

- | | | |
|----------------------------|--------------------|-------------------|
| 1 Torque converter | 5 Hydraulic clutch | 9 Hypoid gear set |
| 2 Pump | 6 Forward shaft | 10 Differential |
| 3 Torque converter housing | 7 Forward gear | 11 Drive gear |
| 4 Transmission case | 8 Forward gear | 12 Stator shaft |

3) OPERATION

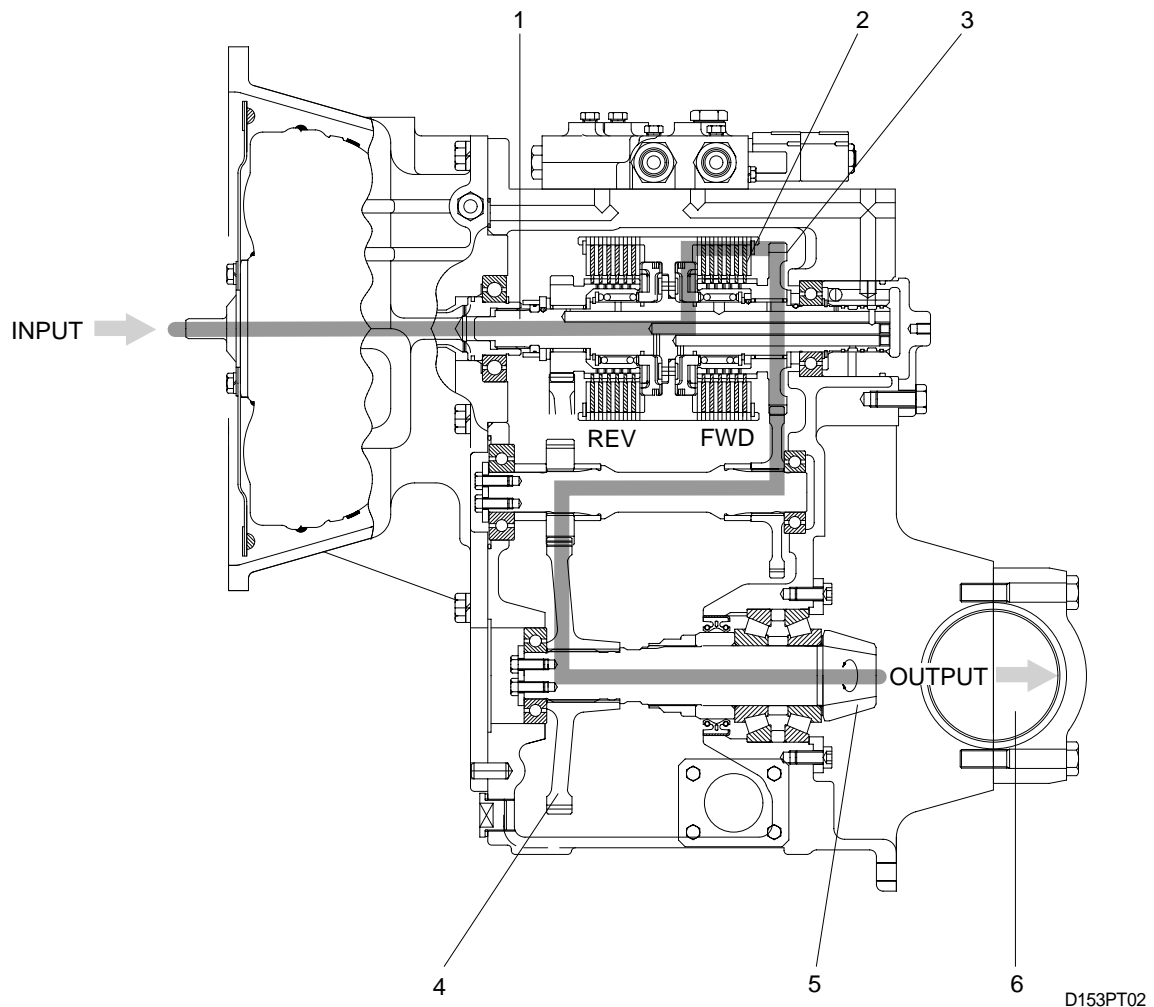
The torque converter consists of three elements; an impeller wheel connected to the input side and a turbine wheel and stator wheel connected to the output side. The torque converter is filled with oil. The engine rotates the impeller wheel and the impeller blade will give the fluid energy. Oil flows out along the path by centrifugal force, and this energy will give the turbine wheel torque. The fluid passing through the rotating turbine wheel generates counter torque of the stator while its flow is changed by the stator. Counter torque is added to the turbine, and as the result of this, the output torque is increased several times as engine torque.

The torque converter gives the maximum output torque when the truck starts running. When the truck runs at high speed, high torque is not required and output torque is gradually reduced. Since the engine and driven axle are connected through the fluid, return vibrations or shocks from the axle is absorbed and the longevity of the power transmission system is extended. Truck speed cannot cause the engine to stall. Torque is automatically converted according to the trucks speed. This makes the drive operation much easier and work can be done more efficiently.

The power of the engine is transferred from the turbine shaft to the clutch shaft through the torque converter, and the forward/reverse rotation is selected by the hydraulic clutch. The power is transferred from the forward drive gear to the driven gear of the hypoid pinion through the drive shaft and gear. For reverse, the power is transferred from the reverse drive gear of the clutch to the driven gear of the hypoid pinion through the reverse shaft and gear, drive shaft and gear to reversely rotate the pinion.

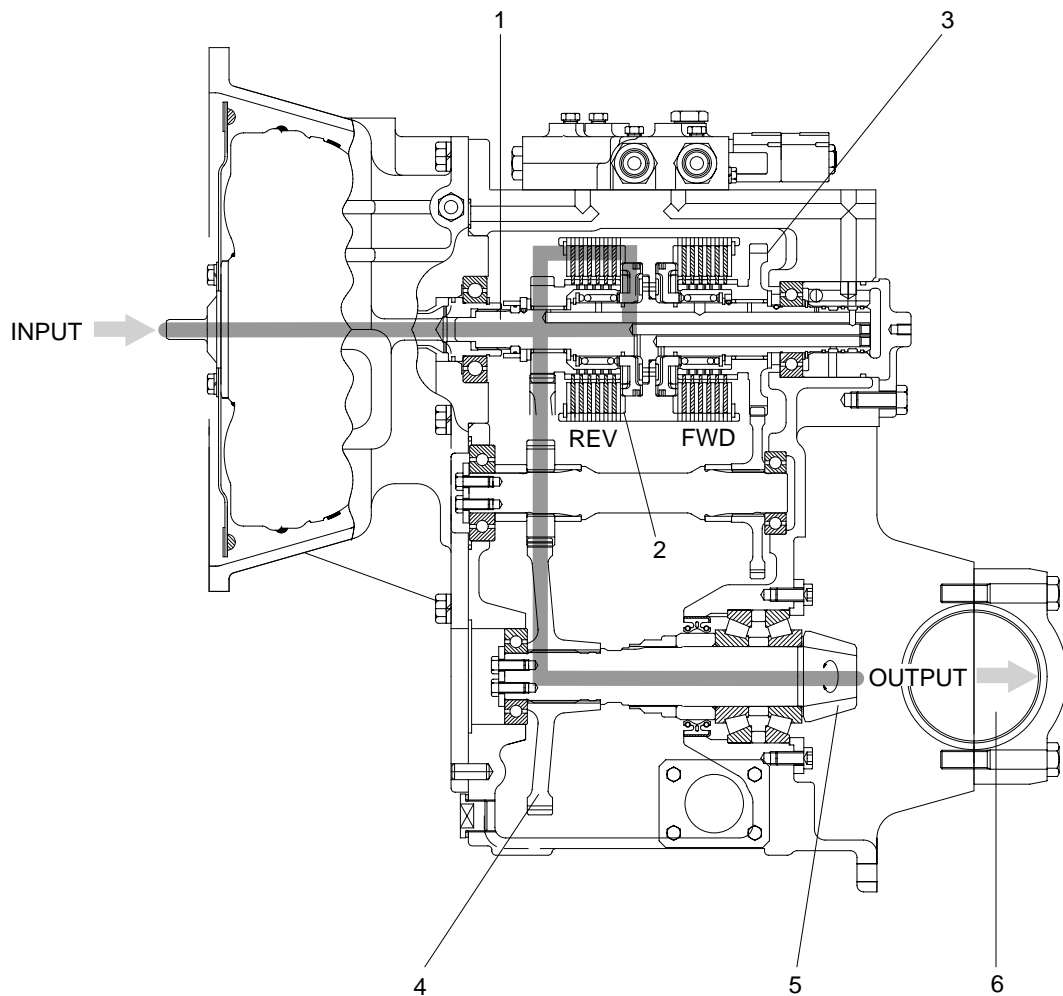
4) TRANSMISSION OPERATING MODES

(1) Forward



In forward the torque converter is turned by the engine. The torque converter turbine shaft turns the forward/reverse clutch pack shaft(1) and clutch packs at turbine speed. The piston in the forward clutch pack(2) is pressurized by transmission fluid from the control valve. The piston applies pressure to the discs in the clutch pack, causing the clutch to engage. As the clutch engages, it turns the low forward output gear(3). The low forward output gear engages the forward shaft gear and turns the forward shaft. The gear on the other end of the forward shaft engages the pinion shaft spur gear(4) which turns the pinion shaft and pinion gear(5). The pinion gear then turns the ring gear(6) in a forward direction, moving the machine forward.

(2) Reverse

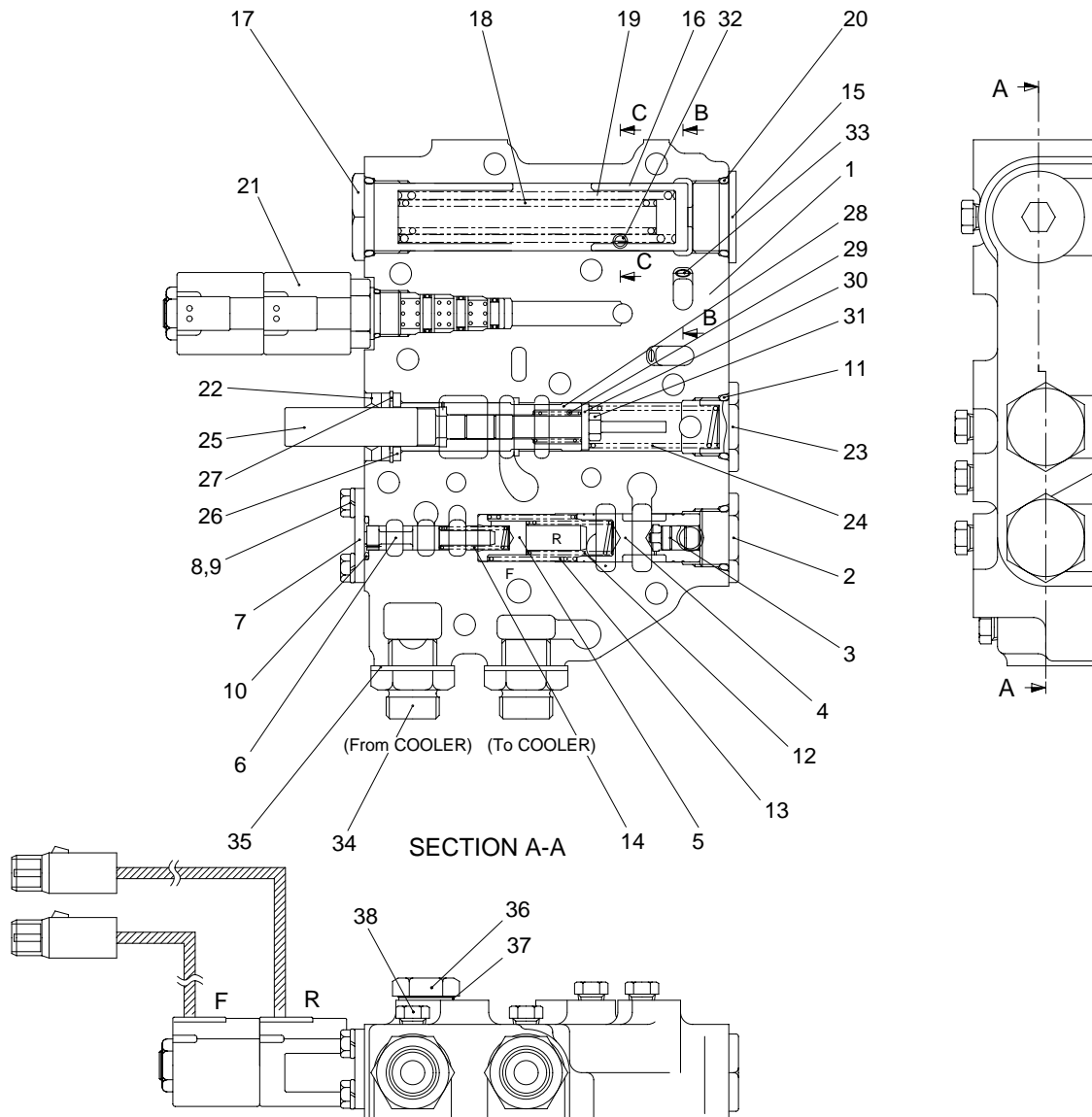


D153PT04

In reverse the torque converter is turned by the engine. The torque converter turbine shaft turns the forward/reverse clutch pack shaft(1) and clutch packs. The piston in the reverse clutch pack(2) is pressurized by transmission fluid from the control valve. The piston applies pressure to the discs in the reverse clutch pack, causing the clutch to engage. As the clutch engages, it turns the reverse output gear(3), the reverse output gear engages the pinion shaft spur gear(4), turning the spur gear, the pinion shaft, and the pinion gear(5). The pinion gear then turns the ring gear(6) in a rearward direction moving the truck in reverse.

4. CONTROL VALVE

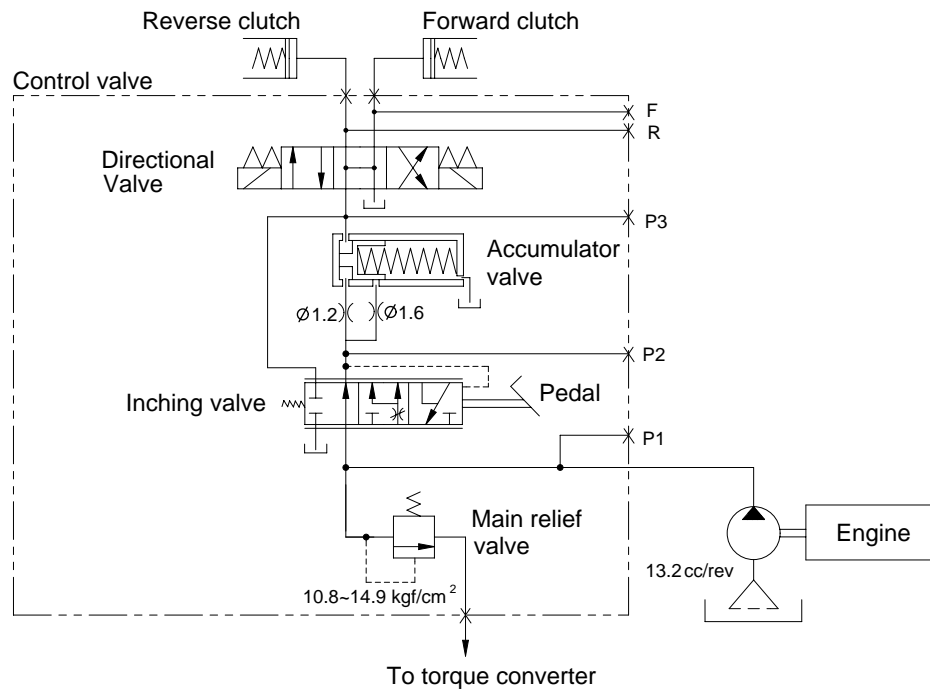
1) STRUCTURE



D153PT28

1 Body	14 Spring	27 Snap ring
2 Plug	15 Plug	28 Valve
3 Piston	16 Piston	29 Spring
4 Valve	17 Stopper	30 Stopper
5 Stopper	18 Spring	31 Nut
6 Valve	19 Spring	32 Screw
7 Plate	20 O-ring	33 Screw
8 Washer	21 Solenoid valve	34 Nipple
9 Bolt	22 Oil seal	35 Spring washer
10 O-ring	23 Plug	36 Plug
11 O-ring	24 Spring	37 Washer
12 Spring	25 Spool	38 Plug
13 Spring	26 Plate	

2) HYDRAULIC CIRCUIT



D153PT11

3) OPERATION

The control valve mainly consists of the main relief valve, inching valve, accumulator valve and directional valve.

The discharged oil from the gear pump enters main relief valve of the control valve and its pressure is adjusted 10.8~14.9kgf/cm² (153.6~211.9psi).

The oil sent from the main relief valve flows into the torque converter. The main relief valve is built into the torque converter to prevent excessively raising the oil pressure in the converter due to oil viscosity rising when cold.

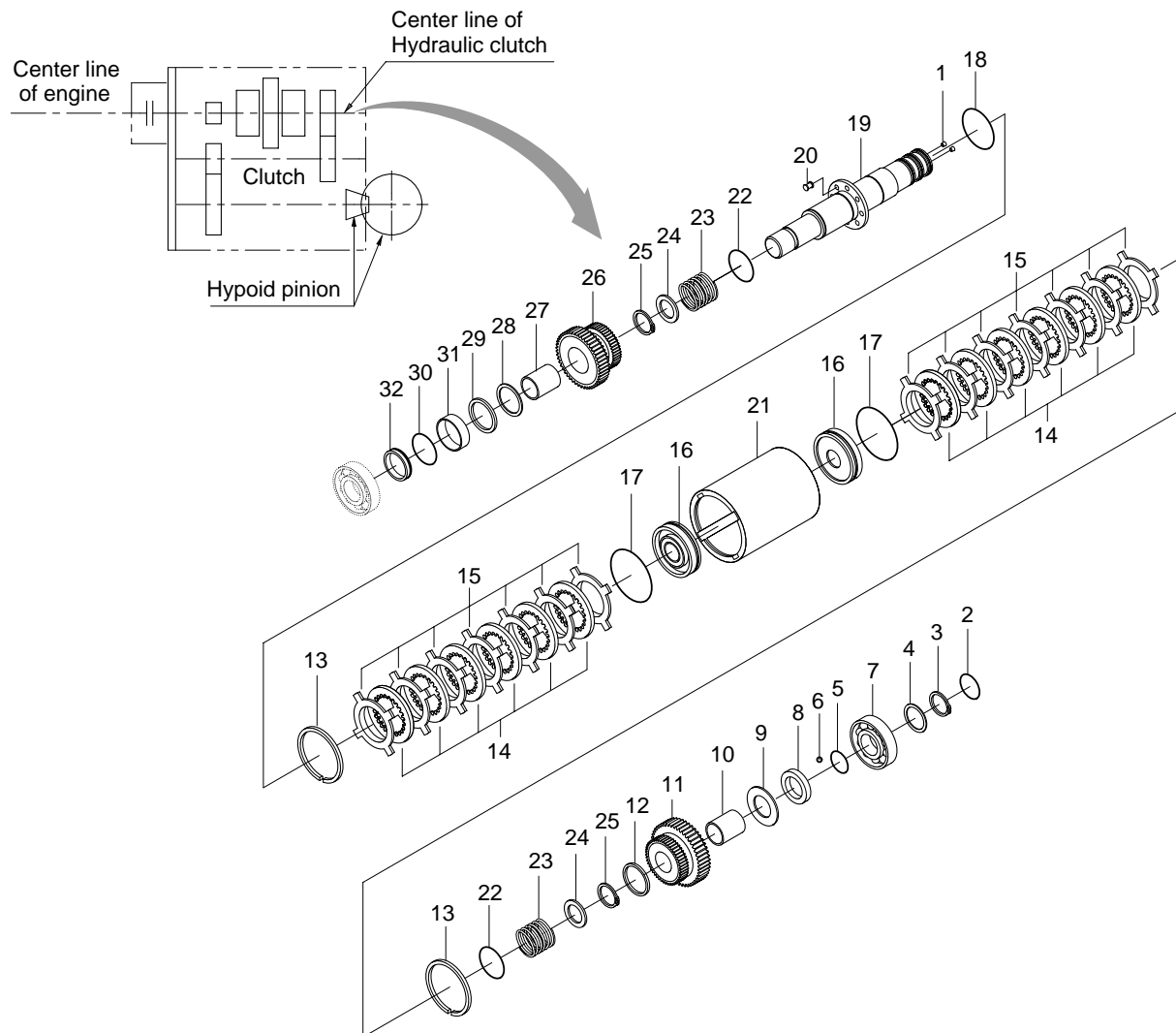
Pressure adjusted oil passes through pressure detecting valve, inching valve and directional valve, and operates the forward or reverse hydraulic clutch.

The pressure detecting valve and built in accumulator provide a soft plugging when changing gears. The pressure detecting valve allows the accumulator to absorb the small shocks of rapid pressure build-up and quick release during gear changes. When full pressure builds up, the pressure detecting valve shuts the accumulator off and allows it to empty so it is ready to function again during gear change.

The inching control is actuated through the inching pedal. This permits the clutch to partially disengage, so that engine rpm can be increased for lifting while travel speed remains low.

5. HYDRAULIC CLUTCH

1) STRUCTURE(Reverse and forward 1st)



D153PT12

- | | | |
|----------------|--------------|-------------------|
| 1 T/Plug | 12 Spacer | 23 Spring |
| 2 Seal ring | 13 Ring | 24 Washer |
| 3 Snap ring | 14 Disc | 25 Snap ring |
| 4 Spacer | 15 Plate | 26 Gear |
| 5 Spring | 16 Piston | 27 Needle bearing |
| 6 Steel ball | 17 Seal ring | 28 Washer |
| 7 Ball bearing | 18 O-ring | 29 Spacer |
| 8 Spacer | 19 Shaft | 30 Spring |
| 9 Washer | 20 Rivet | 31 Spacer |
| 10 Bearing | 21 Drum | 32 Spacer |
| 11 Gear | 22 Seal ring | |

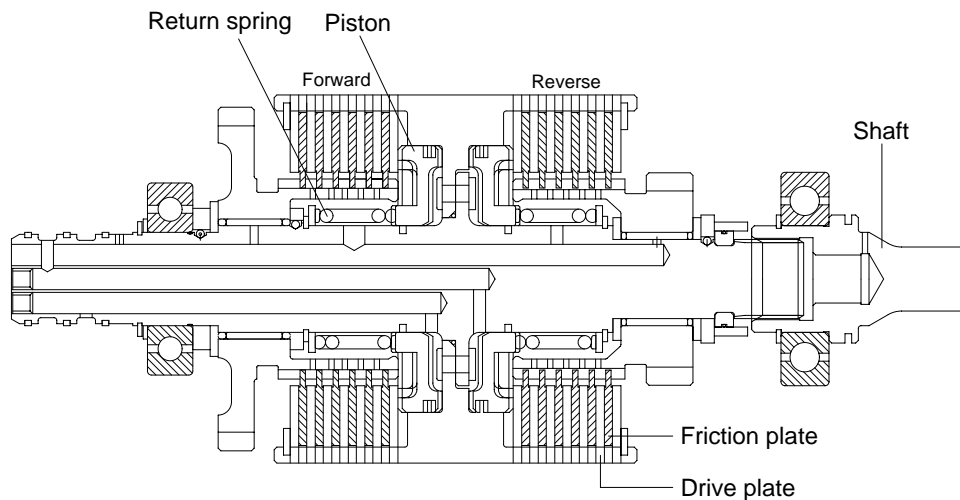
2) CLUTCH PACKS

The clutch packs have a driving side and a driven side for each gear selection, a total of two(1 forward, 1 reverse). One clutch pack assembly has two selections on the same shaft, forward and reverse, and the clutches are back to back with a spur gear in the middle.

The forward reverse clutch pack is driven by the turbine shaft of the torque converter. The assembly makes up the main part of the driving sides of the two clutch packs. This assembly is rotating at turbine speed whenever the torque converter turbine is rotating, no matter what gear is selected, including neutral.

Into each of these driven clutch pack bodies fits a hydraulic piston, and a set of alternating drive plates(steel) and friction plates(fiber faced). The steel plates have teeth on the outer edge which slide into the slots in the clutch pack body, and rotate with the clutch pack. Each of the fiber faced plates have teeth on the inner edge which engage a spline on a driven gear. A return spring on the shaft keeps the piston from engaging the clutch when there is no hydraulic pressure from the control valve.

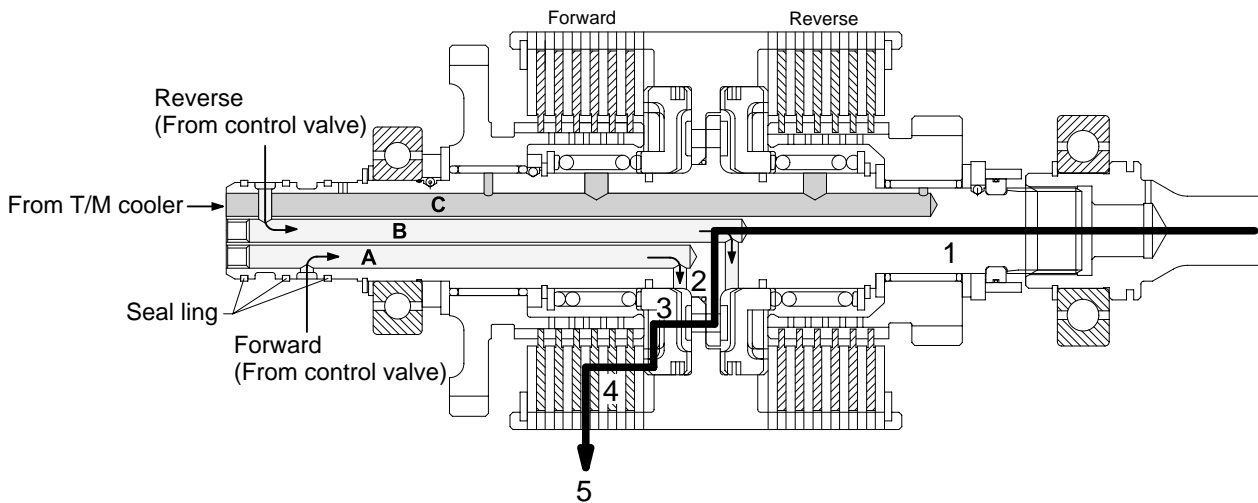
A driven gear(or output gear) slides over the clutch pack shaft and engages the teeth on the inside edge of the friction plates.



Forward/reverse clutch pack assembly

D153PT23

3) OPERATION



D153PT24

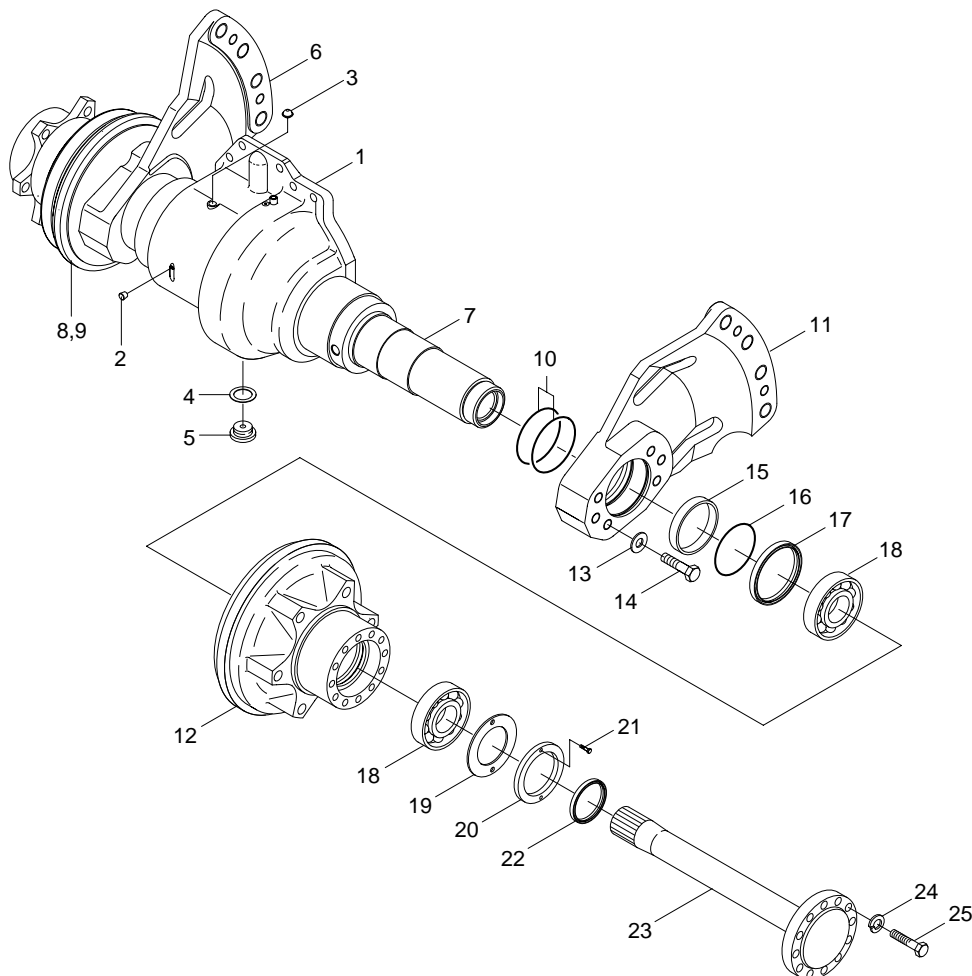
When a gear is selected by the operator, the following happens.

- 1 The clutch pack shaft is being driven by the torque converter.
- 2 The spur gear and clutch pack body is attached to shaft and rotates with it.
- 3 The clutch piston is pressurized by transmission fluid from the control valve.
- 4 The pressurized piston compresses the drive plates and the friction plates, causing them to rotate together.
- 5 The driven(or output) gear rotates with the clutch pack body and drives the forward shaft gear or pinion spur gear, depending on gear selection.

There are three oil ports that enter the clutch pack shafts through the manifold caps. Two(A, B) are for supplying transmission fluid to the clutch pistons. The third(C) is to supply lubrication to the gears and clutch discs. Seal rings separate oil flow from manifold cap.

6. DRIVE AXLE

1) STRUCTURE



D153PT25

1	Housing	10	O-ring	18	Taper roller bearing
2	Plug	11	Support drive (L)	19	Plate
3	Cap	12	Hub	20	Nut
4	Gasket	13	Washer	21	Bolt
5	Plug	14	Bolt	22	Oil seal
6	Support drive (R)	15	Retainer	23	Drive shaft
7	Axle tube	16	O-ring	24	Washer
8	Brake assembly (R)	17	Oil seal	25	Bolt
9	Brake assembly (L)				

2) OPERATION

Both sides of the housing are supported by the frame and the center is mounted on the transmission case with bolts.

The mast is installed on the front of the drive axle housing through the trunnion. The final deceleration and differential device built in the housing guarantee accurate rotation and smooth operation. The power from the transmission is transferred through the hypoid pinion, hypoid gear, differential case, the pinion of the differential device and the side gear to the drive axle shaft by the side gear spline and to the hub and wheel mounted on the shaft by high tension bolts.

GROUP 2 TROUBLESHOOTING

Problem	Probable cause	Remedy
1. Excessive oil temperature rise 1) Torque converter 2) Transmission	<ul style="list-style-type: none"> Improper oil level. Impeller interfering with surroundings. Stator and free wheel malfunctioning. Air sucked in. Water intruding into transmission case Bearing worn or seizing. Gauge malfunctioning. Clutch dragging. Bearing worn or seized. 	<ul style="list-style-type: none"> Check oil level. Add or drain oil as necessary. After draining oil from oil tank and transmission, check and replace interfering parts. Check engine (stalling) speed. If necessary, replace. Check the inlet side joint or pipe. If necessary, retighten joint or replace gasket. Check drained oil. If necessary, change oil. Disassemble, inspect, repair or replace. Check and, if necessary, replace. Check to see whether or not machine moves even when transmission is placed in neutral position. If so, replace clutch plate. Disassemble, check and replace.
2. Noise operation 1) Torque converter 2) Transmission	<ul style="list-style-type: none"> Cavitation produced. Flexible plate damaged. Bearing damaged or worn. Gear damaged. Impeller interfering with surroundings. Bolt loosening. Spline worn. Noise gear pump operation. Dragging caused by seizing clutch. Bearing worn or seizing. Gear damaged. Bolt loosening. Spline worn. 	<ul style="list-style-type: none"> Change oil, replace parts leaking air. Listen to rotating sound at lowspeed operation. If necessary, replace flexible plate. Disassemble, check and replace. Disassemble, check and replace. Check impeller or check drained oil for mixing of foreign matter. If necessary, change oil. Disassemble and check. If necessary, retighten or replace. Disassemble, check and replace. Disassemble, check and replace. Check to see whether or not machine moves even when transmission is in neutral position. If so, replace clutch plate. Disassemble, check and replace Disassemble, check and replace Disassemble, check and retighten or replace Disassemble, check and replace

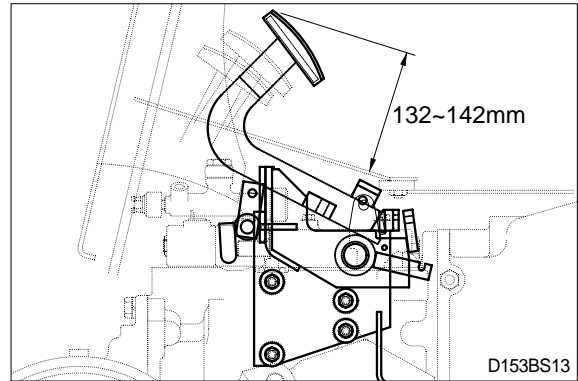
Problem	Probable cause	Remedy
4. Unusual oil pressure 1) Oil pressure is high 2) Oil pressure is low 3) Transmission	<ul style="list-style-type: none"> Control valve malfunctioning. Cold weather. (high oil viscosity) Use of improper oil. Gear pump malfunctioning(worn). Oil leaks excessively : (1)Control valve oil spring defective. (2)Control valve spool defective. Air sucked in. Low oil level. Oil filter clogging. Oil leaks excessively. 	(1)Check for spool operation. If necessary, replace valve. (2)Check for clogging of small hole in valve body. If necessary, clean or repair. <ul style="list-style-type: none"> When atmospheric temp is below freezing point(when normal oil pressure is recovered if heated to 60 ~ 80°C), change oil. Check and change oil. Disassemble, check and replace. Check spring tension (see spring specification). If necessary replace. Disassemble, check, and repair or replace valve. Check joints and pipes. If necessary, retighten joint or replace packing. Check oil level and add oil. Check and replace. Disassemble, check (piston ring and O-ring for wear and other defects), and replace.
5. Power is not transmitted 1) Torque converter	<ul style="list-style-type: none"> Clutch plate damaged. Low oil level. Oil pump driving system faulty. Shaft broken. Lack of oil pressure. 	<ul style="list-style-type: none"> Check for damage by listening to abnormal sounds at a low converter speed and replace. Check oil level and add oil Disassemble and check for wear of pump gear, shaft and spline. Replace defective parts. Check and replace. Check oil pump gear for wear and for oil suction force. If necessary, replace pump.

Problem	Probable cause	Remedy
5. Power is not transmitted 2) Transmission	<ul style="list-style-type: none"> • Low oil level. • Inching valve and link lever improperly positioned. • Forward/reverse spool and link lever improperly positioned. • Clutch fails to disengage : (1)Clutch case piston ring defective. (2)Main shaft plug slipping out. • Clutch seizing. • Shaft broken off. • Clutch drum damaged (spring groove). • Clutch snap ring broken. 	<ul style="list-style-type: none"> • Check oil level and add oil. • Check measure and adjust. • Check and adjust. • Disassemble, check and replace • Disassemble, check and repair or replace • Check to see whether or not machine moves even then transmission is in neutral position. If so, replace. • Disassemble, check(main shaft, etc.), and replace. • Disassemble, check and replace. • Disassemble, check and repair or replace.
6. Oil leakage (Transmission and torque converter)	<ul style="list-style-type: none"> • Oil leaks from oil seal. • Oil leaks from case joining surfaces. • Oil leaks from joint or pipe. • Oil leaks from drain plug. • Oil leaks from a crack. 	<ul style="list-style-type: none"> • Disassemble and check for wear of seal lips and mating sliding surfaces (pump boss, coupling etc.) Replace oil seal, pump boss, coupling, etc. • Check and retighten or replace packing. • Check and repair or replace gasket. • Check and retighten or replace gasket. • Check and replace cracked part.

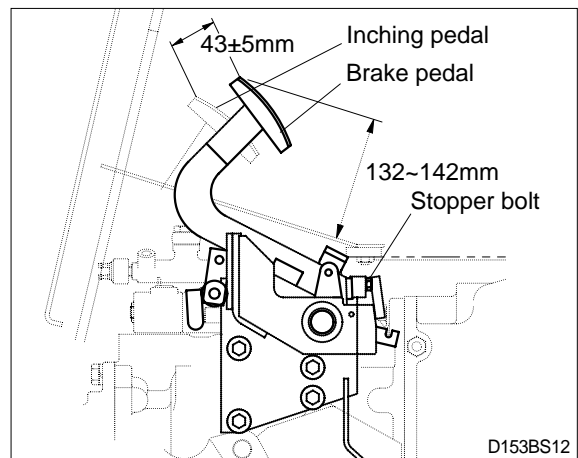
GROUP 3 TESTS AND ADJUSTMENTS

1. INCHING PEDAL

- 1) Depress inching pedal fully, and move gear shift lever to FORWARD or REVERSE. Check that machine does not move even when engine speed is increased slightly.
- 2) Adjust stopper bolt so that pedal height is 132~142mm (5.2~5.6in).



- 3) Adjust bolt so that brake pedal interconnects with inching pedal at a stroke of 43 ± 5 mm.



2. HYDRAULIC PRESSURE

- 1) Block wheels of truck, and pull parking lever. Install oil pressure gauge at inlet of control valve.
- 2) Move direction control lever to FORWARD or REVERSE, depress accelerator pedal and run engine at 1500rpm. Measure clutch pressure and torque converter pressure and check that they are within specified range.

3. ENGINE STALL SPEED

Move direction control lever to FORWARD or REVERSES, and run engine at maximum speed. Check that maximum engine speed is within specified range.

This check raises the temperature of the oil in the torque converter, so do not run this test for a long period.

Model	Stall speed
ISUZU 1LE1PW-06	1600rpm

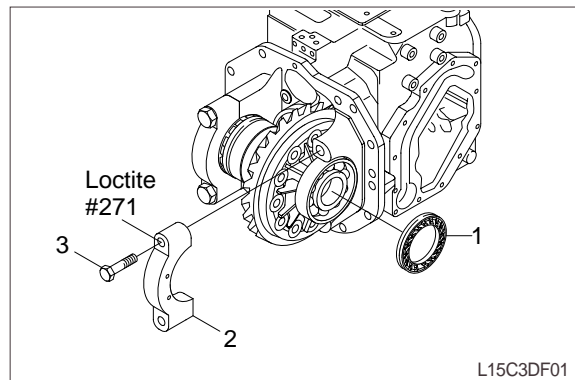
4. DIFFERENTIAL

1) Fitting differential assembly

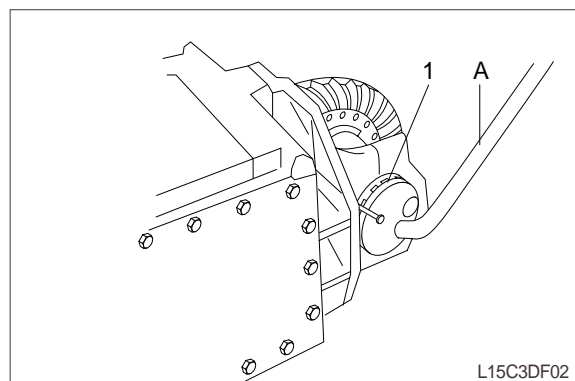
- (1) Install the differential assembly and fit adjust screw gear(1).
- (2) Apply loctite in the hole of cap(2), and temporarily tighten with bolt(3).

2) Adjustment of backlash

Tighten the adjust screw gear(1).

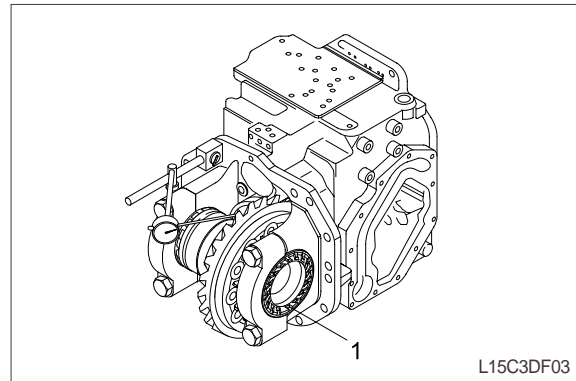


- (1) To adjust the backlash, loosen one adjustment screw gear 1 notch and tighten the other screw gear 1 notch. Gradually move the differential case in this way, and watch the indicator of the dial gauge to adjust to the correct value.
 - Backlash between ring gear and pinion gear : 0.18~0.23mm(0.007~0.009in).
- (2) Turn the bevel gear to adjust screw gear(1) at 4 places.



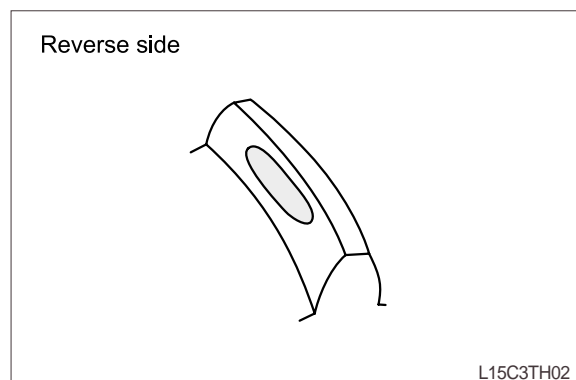
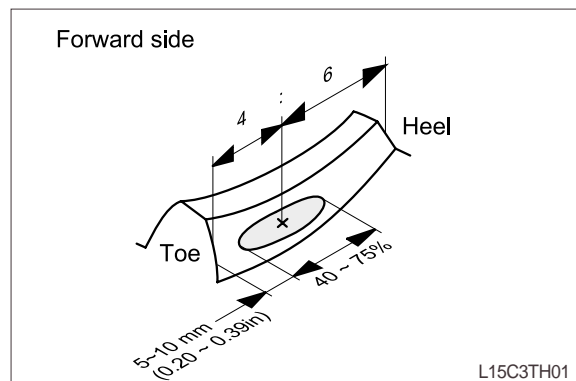
3) ADJUSTMENT OF THE SIDE BEARING PRELOAD

Tighten adjust screw gear(1) uniformly at
20kgf · m(145lbf · ft)



4) ADJUSTING TOOTH CONTACT

- (1) Coat the tooth face of the bevel pinion lightly with red lead(minimum).
- (2) Rotate the bevel gear forward and backward.
- (3) Inspect the pattern left on the teeth.
 - Tooth contact should be checked with no load on the bevel pinion. The tooth contact pattern should cover about 40~75% of the length of the tooth, with weak contact at both ends.



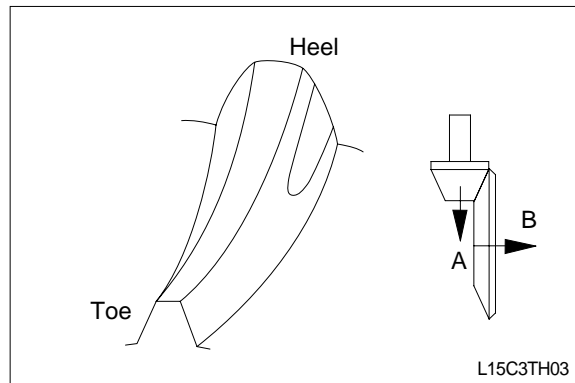
- (4) If the result of the inspection shows that the correct tooth contact is not being obtained, adjust again as follows.
 - (See next page for details)
 - Adjust shims at pinion shaft.
 - Adjust backlash of bevel gear.
 - Adjust backlash of bevel gear side bearing.

Tooth contact should be checked with no load on the bevel pinion. The tooth contact pattern should cover about 40~75% of the length of the tooth, with weak contact at both ends.

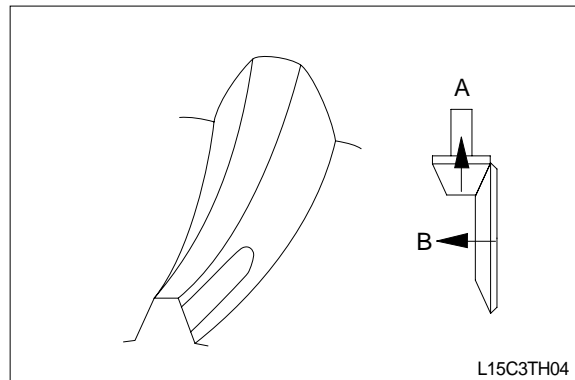
The tooth contact should be correct on both the FORWARD and REVERSE side of the teeth, however, if it is impossible to adjust both sides correctly, the FORWARD side must be correct.

5) INCORRECT TOOTH CONTACT

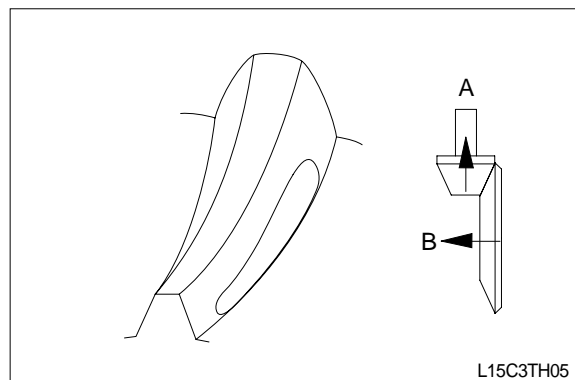
- (1) Increase the shim thickness at the pinion shaft to move the pinion in direction A.
Then move the bevel gear away from the pinion gear in direction B.
Adjust the backlash again.



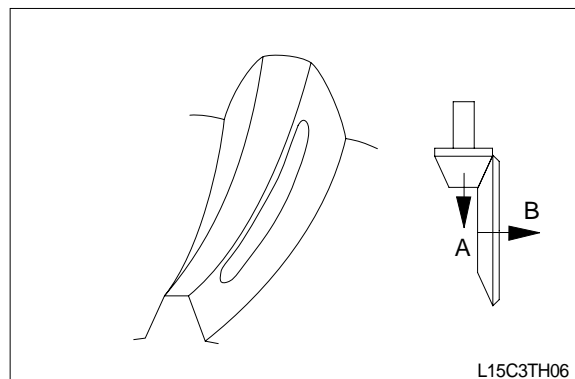
- (2) Reduce the shim thickness at the pinion shaft to move the pinion in direction A.
Then move the bevel gear closer to the pinion gear in direction B.
Adjust the backlash again.



- (3) Reduce the shim thickness at the pinion shaft to move the pinion in direction A.
Then move the bevel gear closer to the pinion gear in direction B.
Adjust the backlash again.



- (4) Increase the shim thickness at the pinion shaft to move the pinion in direction A.
Then move the bevel gear away from the pinion gear in direction B.
Adjust the backlash again.



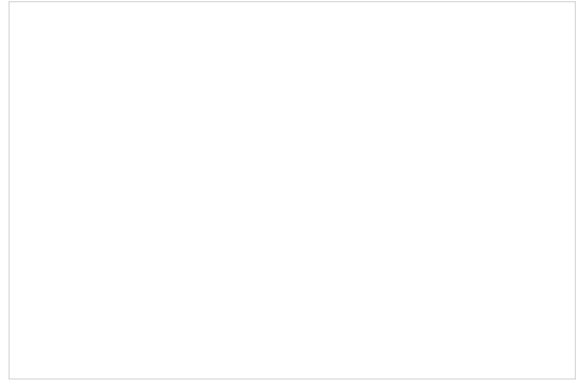
GROUP 4 DISASSEMBLY AND ASSEMBLY

1. TRANSMISSION

1) DISASSEMBLY

(1) Disassemble torque converter assembly

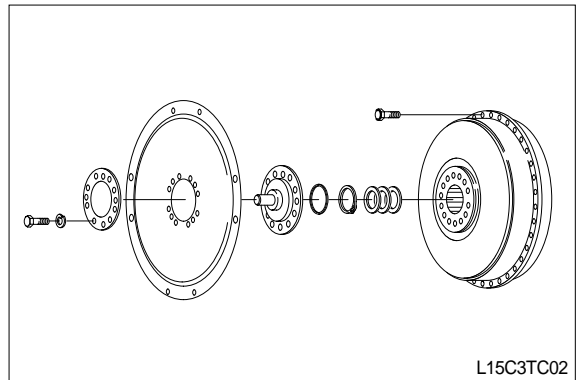
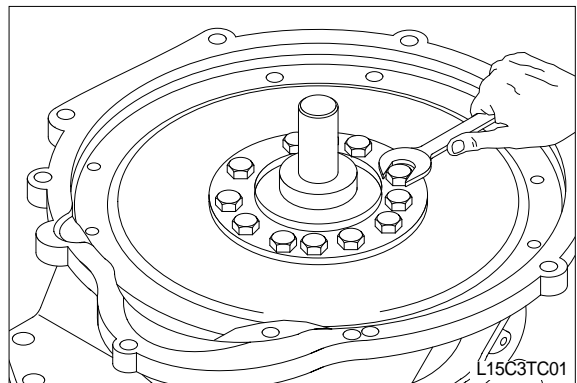
Drain the transmission fluid and disconnect the torque converter assembly from the engine and the transmission.



(2) Disassemble input side of torque converter

Remove the input plate bolts and the input plate, input guide, and O-rings.

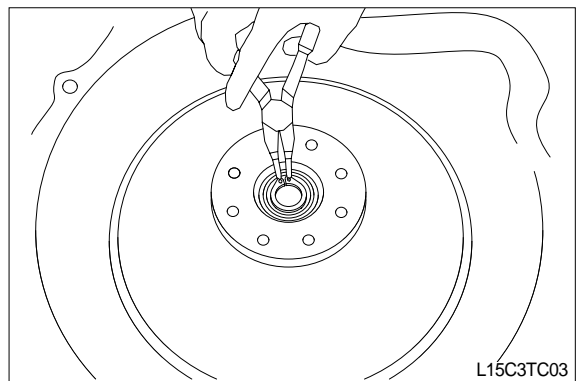
Tool(s) required : 12mm Wrench.



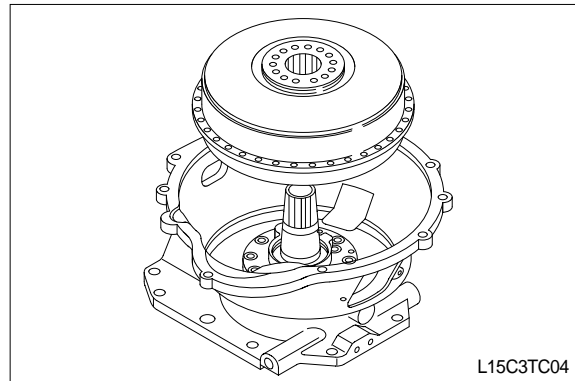
(3) Extract torque converter

Remove the turbine shaft snap ring.

Tool(s) required : Snap ring pliers



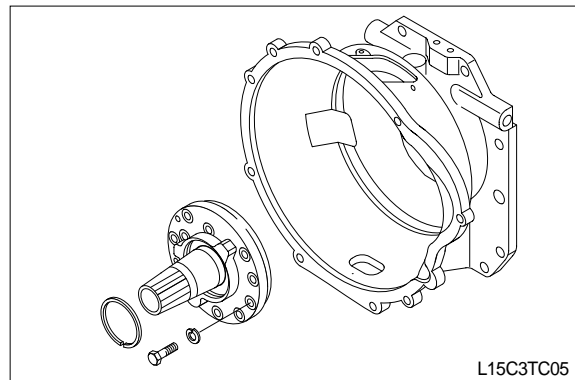
Ease the torque converter out of the housing so as not to damage the pump oil seal.



(4) Extract pump

Remove the inner turbine shaft snap ring and all bolts holding the pump.

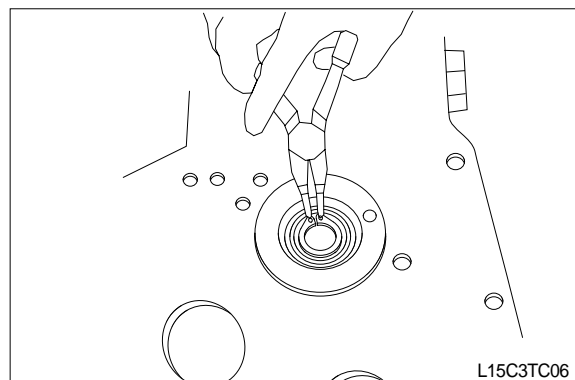
Tool(s) required : 12mm socket wrench



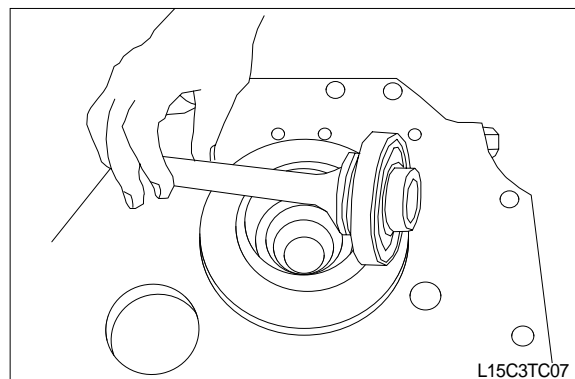
(5) Extract turbine shaft

Remove the two snap rings.

Tool(s) required : 12mm socket wrench



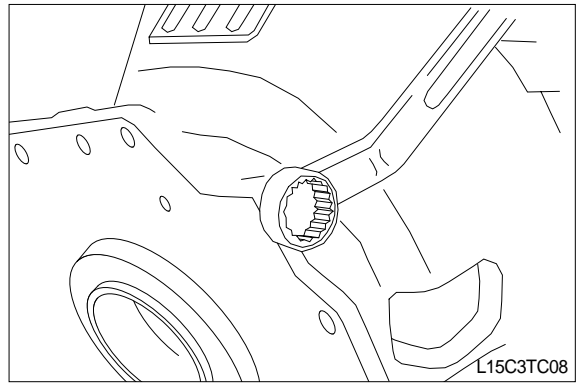
Extract the turbine shaft.



(6) Extract valves

Remove the two plugs.

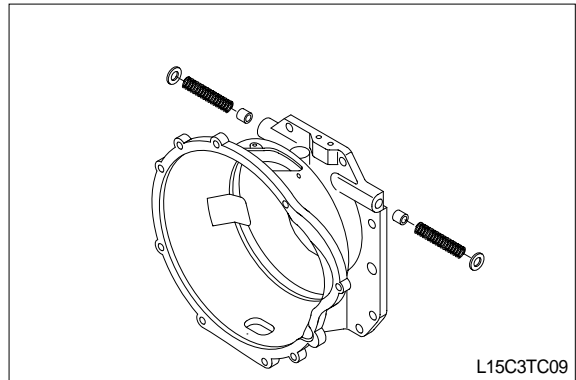
Tool(s) required : 24mm wrench.



Remove the springs and pistons.

Level the two sets-the springs especially-
so that they do not get confused.

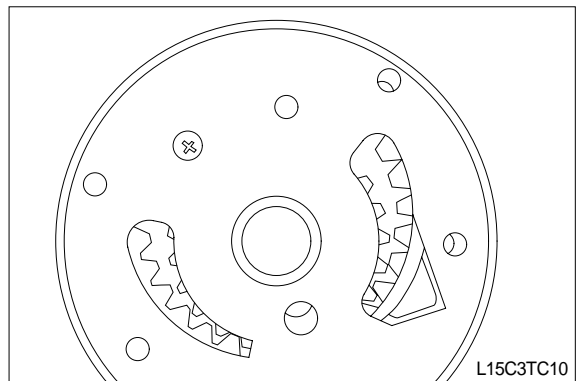
Tool(s) required : 24mm wrench.



(7) Disassemble oil pump

Remove the O-ring and philips screws
and disassemble the pump.

Tool(s) required : Snap ring pliers.



2) ASSEMBLY

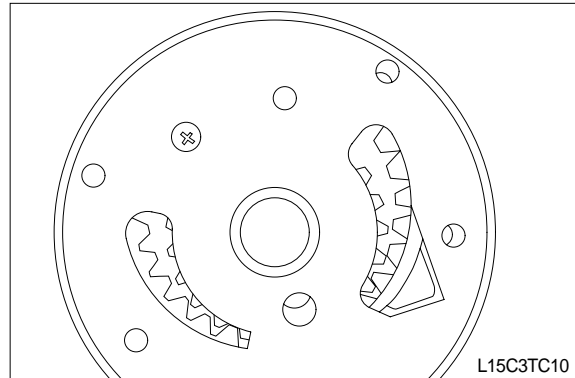
The assembly procedure is the reverse of the disassembly procedure above, but requires additional care as noted below.

(1) Assembly oil pump

Return the gears and stator support to their positions before disassembly.

Check the gear action. If the gears do not rotate smoothly, disassemble the pump and start over.

- Bolt tightening torque : 0.1kgf · m(0.72lbf · ft)



(2) Install valves

The valve assemblies are different, so make sure that they go back into the proper holes.

- Plug tightening torque : 5.0kgf · m(36.2lbf · ft)

(3) Install turbine shaft

Make sure that the sealing material is seal completely inside before inserting the shaft.

- Bolt tightening torque : 2.1kgf · m(5.2lbf · ft)

(4) Install pump

Lightly grease the pump casing with lithium grease (Shell albania Z or equivalent) to avoid breaking or twisting O-ring when you insert it.

(5) Install torque convert

Fill the oil seal lip cavity one-half full with lithium grease or coat the surface with clean hydraulic fluid to avoid damaging the oil seal and bushing when you insert the torque converter.

(6) Install input side of torque converter

Coat the O-ring with lithium grease before installing.

- Bolt tightening torque : 2.1kgf · m(15.2lbf · ft)

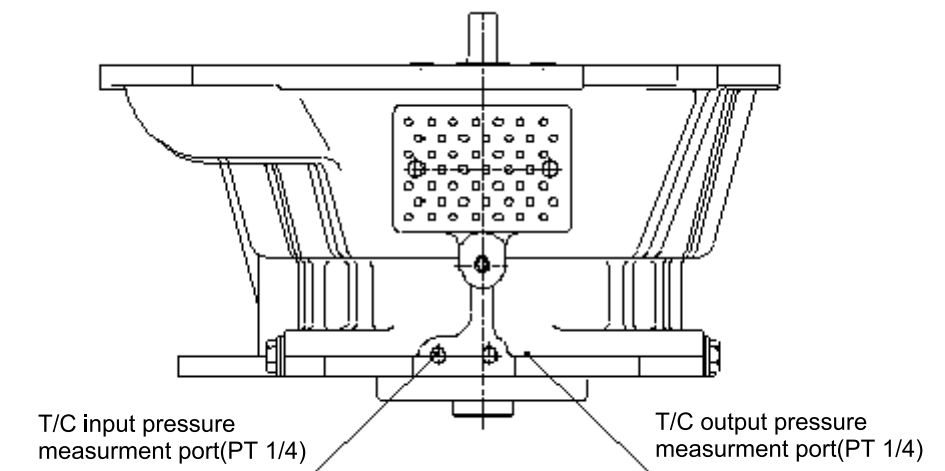
(7) Install torque converter assembly

Connect the torque converter assembly to the engine and the transmission.

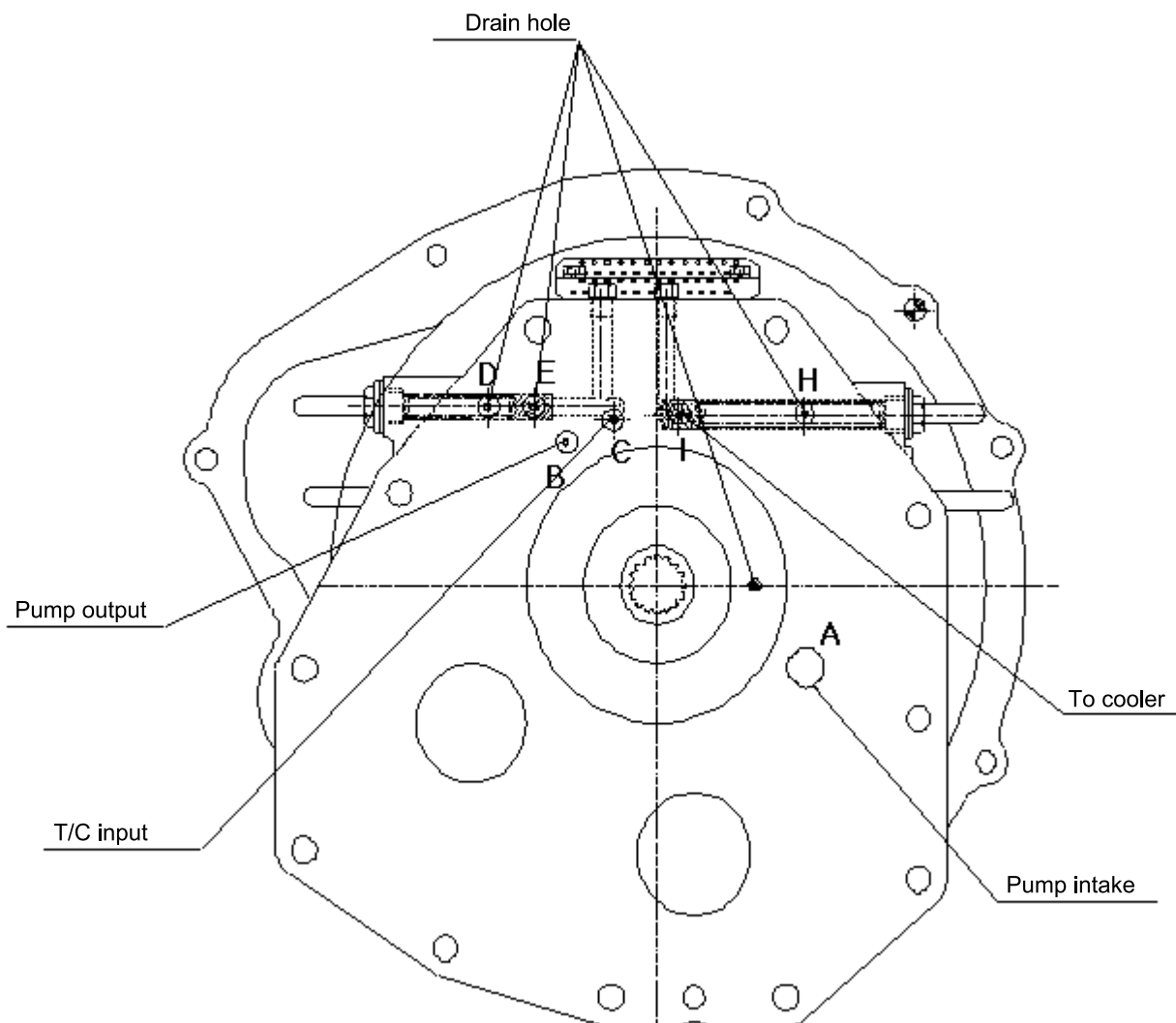
After each step, check your work against the maintenance standards which appear after the procedure.

Apply semidrying liquid gasket to the circumference of oil seals, but do not allow it to get on the lips or the shaft's sliding surface.

3) TORQUE CONVERTER ASSEMBLY DRAWING

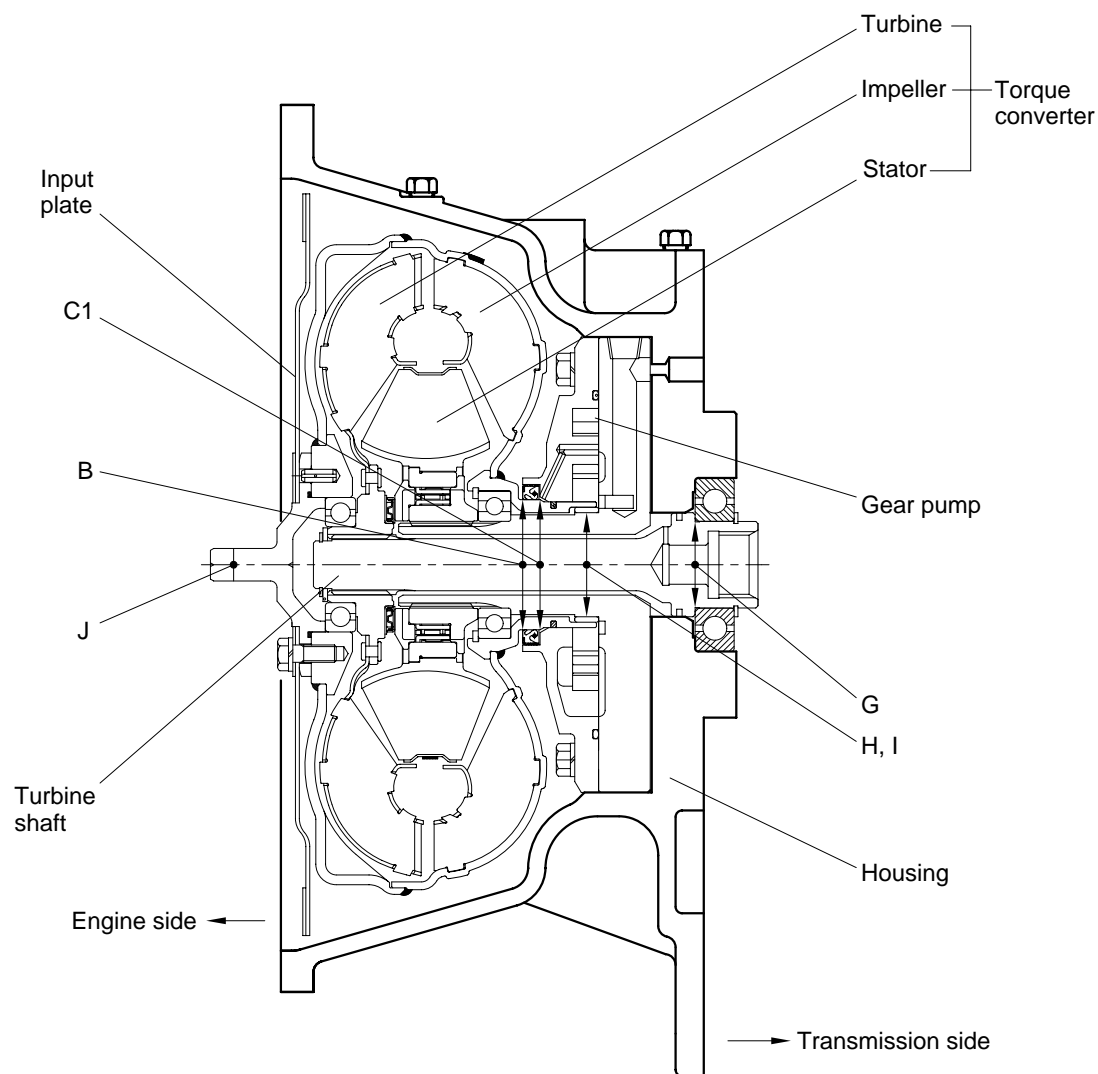


L15C3TC12

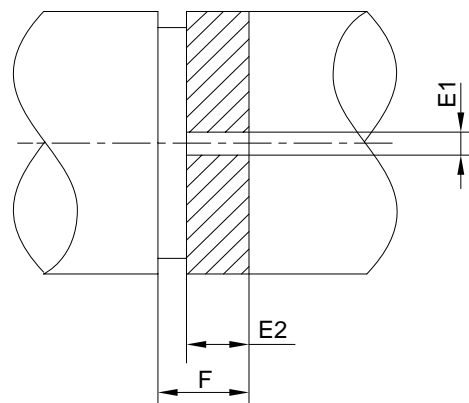
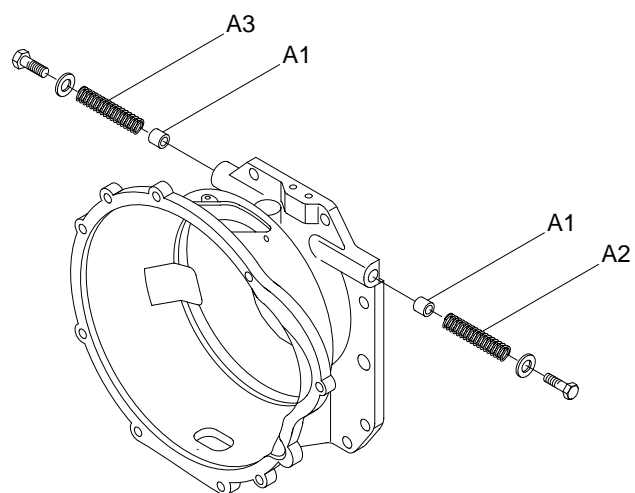


L15C3TC13

4) CHECK AND INSPECTION



L15C3TC14



L15C3TC15

Unit : mm(in), kg(lb)

No.	Check item				Criteria		Remedy
					Standard size	Repair limit	
A	Torque converter input output valve	A ₁	Clearance between piston and housing hole		0.015-0.025 (0.0006-0.001)	0.065 (0.0025)	Replace piston
		A ₂	Torque converter inlet relief valve spring	Free length	89.9 (3.54)	87.3 (3.43)	Replace
				Installed length	63 (2.48)	63 (2.48)	
				Installed load	7.70 (16.98)	6.94 (15.3)	
		A ₃	Torque converter output pressure adjusting valve spring	Free length	122 (4.80)	120.4 (4.74)	
				Installed length	103.5 (4.07)	103.5 (4.07)	
				Installed load	3.45 (7.61)	3.11 (2.36)	
B	Oil seal O.D				-	60 (2.36)	Replace
C	Torque converter impeller valve	C ₁	Oil seal mating face outer dia		59.952-60.000 (2.360-2.362)	59.852 (2.356)	
E	Seal spring	E ₁	Clearance of abutment when housing is inserted		0.1-0.3 (0.004-0.012)	1.0 (0.04)	
		E ₂	Ring with		48.0-48.025 (1.889-1.890)	2.7 (0.089)	
F	Turbine shaft(Seal ring groove width)				2.56-2.60 (0.100-0.102)	2.7 (0.106)	
G	Housing(Seal ring portion inner dia)				48.0-48.025 (1.889-1.890)	48.12 (1.894)	
H	Impeller hub O.D				47.951-47.970 (1.887-1.888)	Clearance between hub and bushing 0.1(0.0039)	
I	Pump bushing				47.975-48.000 (1.889-1.890)		
J	Pilot(Tip outer dia)		Isuzu engine		15 (0.59)	14.85 (0.38)	Corrected by hard chrome plating

5) MAINTENANCE STANDARDS

(1) Hydraulic pressure

No	Location	Pressure (kgf/cm ²)	Cracking pressure (kgf/cm ²)
1	Torque converter input	3 ~ 7	5
2	Torque converter output	2 ~ 5.5	2.3

Cracking pressure means the pressure at which the valve begins to open.

(2) Tightening torques

No	Location	Thread specifications		Tightening torque in kgf · m(lbf · ft)	
				Target	Maximum
1	Input plate	Small hexagonal bolt	M8 × 1.25 × 20	2.1(15.2)	2.7(19.5)
2	Pump	Small hexagonal bolt	M8 × 1.25 × 40	2.1(15.2)	2.7(19.5)
3	Valves	Plug	M16 × 1.25 × 10	5.0(36)	6.5(47)
4	Cover	Small hexagonal bolt	M8 × 1.25 × 12	0.98(7)	1.3(9)
5	Torque converter fluid outlets	Hexagonal plug with hole	PT 1/4	3.5(25.3)	4.4(31.8)
6	Pump assembly	Small flathead screw	M5 × 0.8 × 16	0.1(0.72)	0.3(2.2)
7	Blind plug	Hexagonal plug with hole	PT3/4	5.8(42)	7.2(52.1)

2. TRANSMISSION

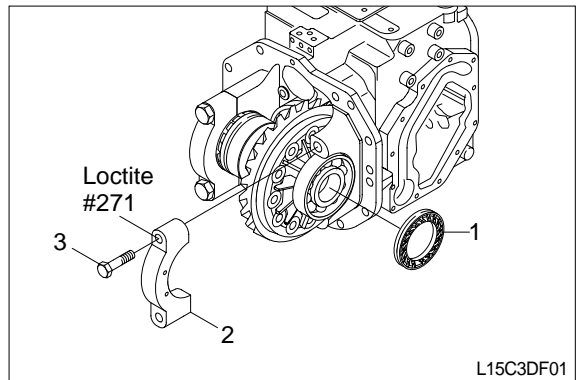
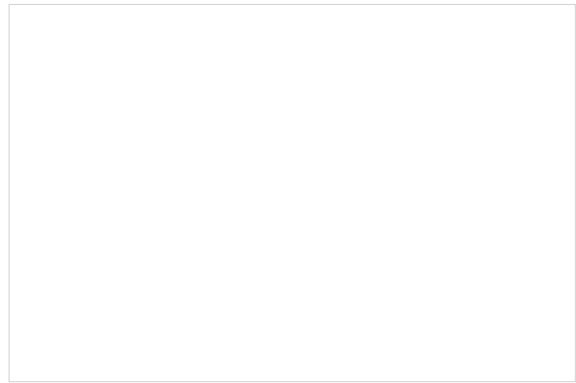
Keep all parts in order as disassembly progresses. Take care to properly identify each part and its order of removal.

If necessary, keep notes and put markings on parts using a non-destructive marker such as a felt-tipped pen.

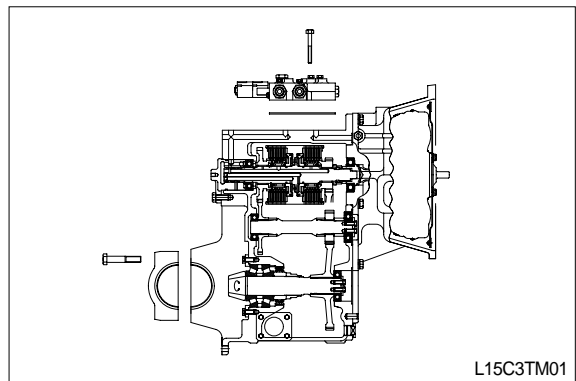
1) DISASSEMBLY

(1) Differential, torque converter, control valve

Detach the differential from the torque converter.

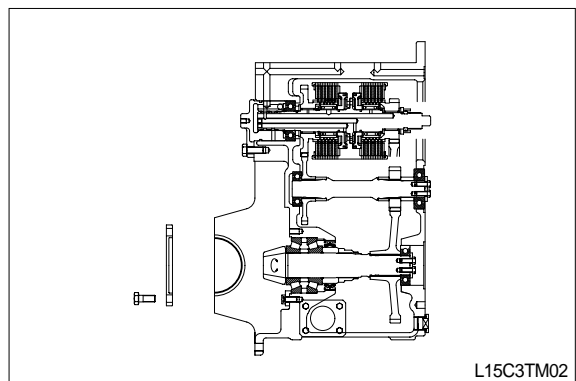


Remove the control valve.



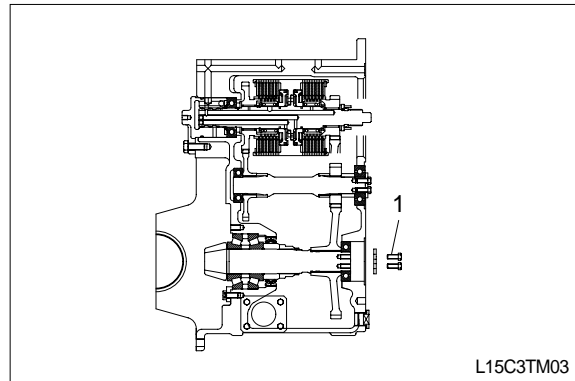
(2) Plate

Remove the plate



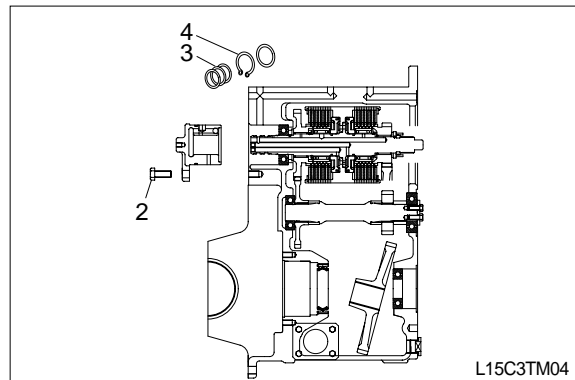
(3) Pinion shaft

Remove pinion shaft bolt(1).
Fit a dolly block(copper rod) and tap the pinion shaft with a hammer to remove.



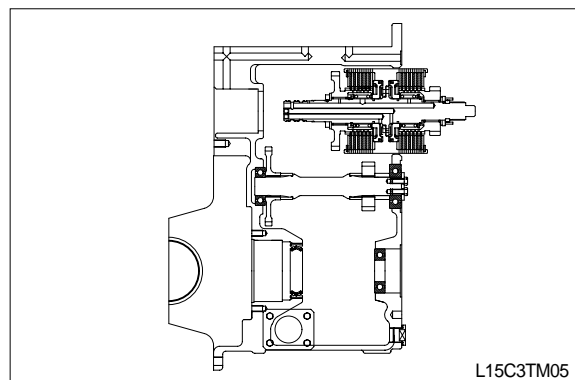
(4) Seal ring cap

Remove bolt(2) and fit the bolt to the tapped hole.
Remove the seal ring cap.
Pull out the cap straight without twisting it.
Remove seal ring(3).
Remove snap ring(4).



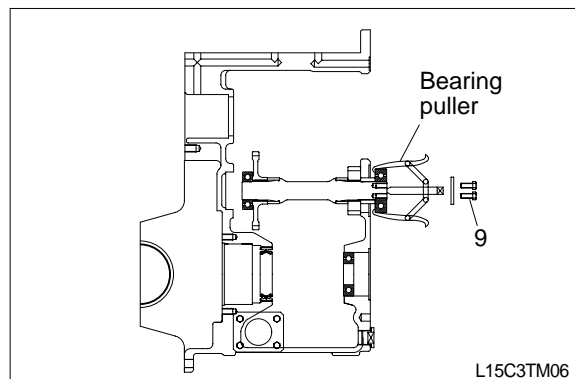
(5) Clutch pack assembly

Remove front and rear clutch pack assembly.



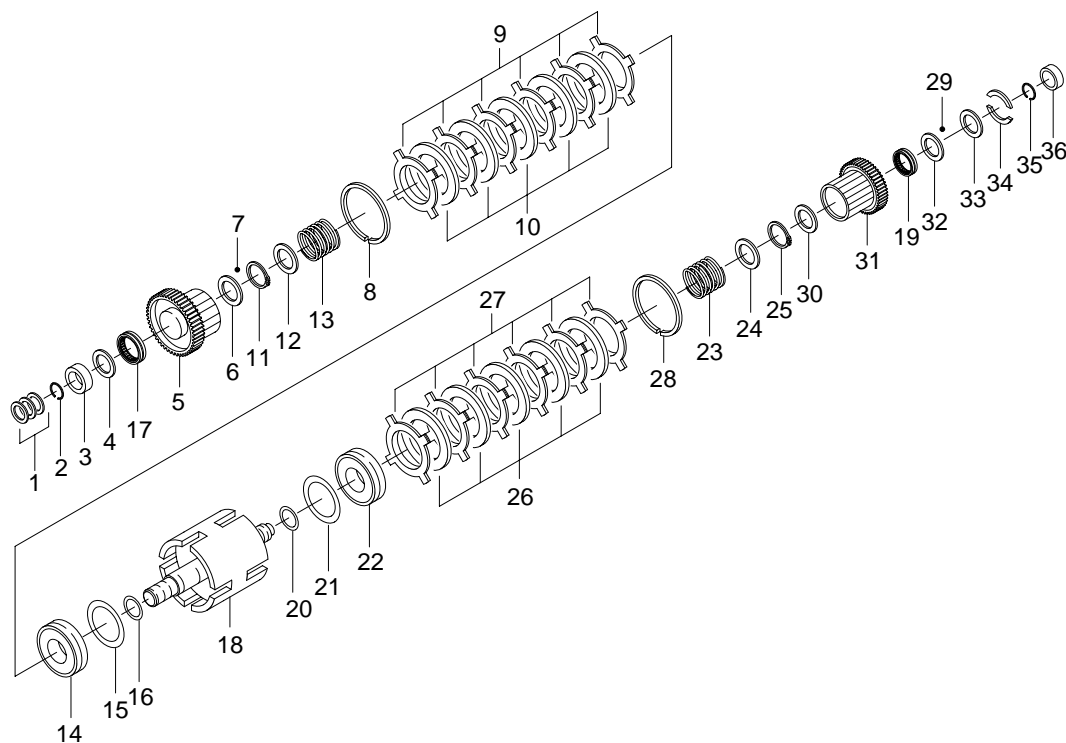
(6) Idler shaft assembly

Remove bolt(9) and slide the shaft assembly as shown in the drawing.
Remove the bearing and the shaft assembly using a bearing puller.



(7) Disassembly of components of clutch pack assembly

The number shows the sequence of disassembly.



L15C3CL01

1	Sealing	13	Spring	25	Snap ring
2	Spring	14	Piston	26	Disc
3	Spacer	15	Sealing	27	Plate
4	Washer	16	Sealing	28	Ring
5	Gear	17	Needle bearing	29	Ball
6	Spacer	18	Shaft assembly	30	Washer
7	Ball	19	Needle bearing	31	Gear
8	Ring	20	Sealing	32	Washer
9	Plate	21	Sealing	33	Spacer
10	Disc	22	Piston	34	Spacer
11	Snap ring	23	Spring	35	Spring
12	Washer	24	Washer	36	Spacer

Spring under heavy compression. Carefully remove with press.

2) ASSEMBLY

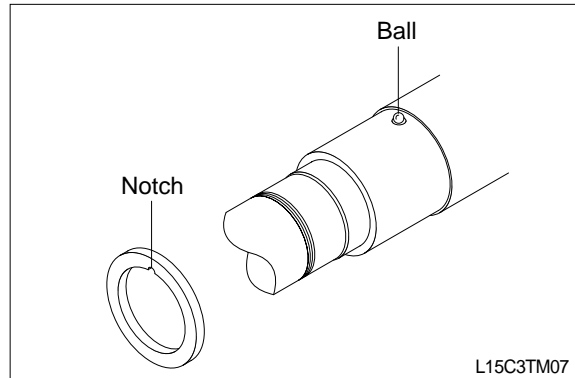
Cleanliness is of extreme importance in the repair and overhaul of this assembly. Perform all disassembly work in a clean area. Overhaul the transaxle only in a clean, dust-free location, using clean tools and equipment. Dirt or grit will damage the highly-machined surfaces and result in premature failure of components. Cleanliness of interior surfaces, orifices, etc. is extremely important to the proper operation of the hydraulic circuit. The exterior surface of the unit must be thoroughly cleaned of all dirt and foreign substances to prevent contamination of the parts during overhaul. Protect all components from dust and dirt while repairs are being made. Be sure the work area is kept clean.

(1) Assembly of components of the clutch pack assembly.

Assembly is in the reverse order to disassembly but pay attention to the following.

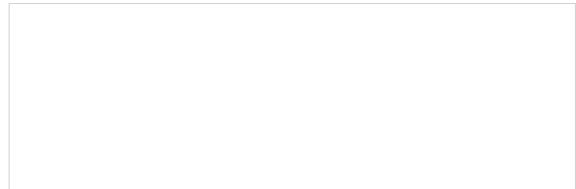
Piston ring

Fit the piston ring.



Ball, Spacer, Spring

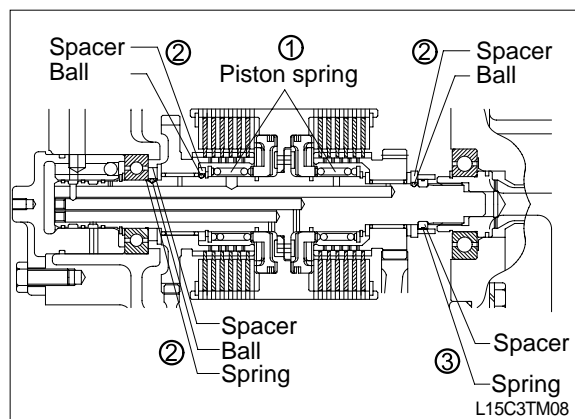
Coat the ball with oil and then fix it to the hole of the shaft match the notch of the spacer with the ball and insert.



Spacer, Spring

Spacer consists of two halves.

Fix the spacer with a spring.



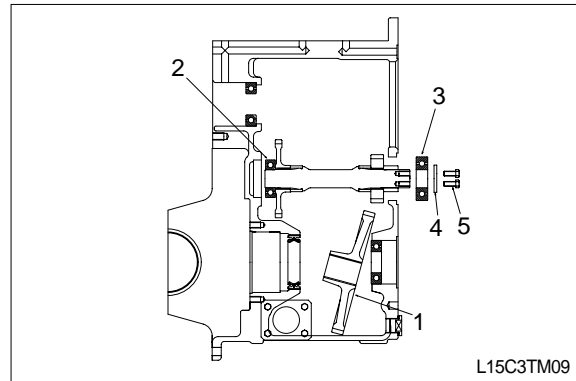
(2) Idler shaft assembly

Pre-fit gear(1) in the case.

Fit bearing(2) on the idler shaft and install in the case.

Fix bearing(3) fix it with plate(4) and bolt(5).

- Tightening torque : 2.8 ~ 3.5kgf · m
(20 ~25lbf · ft)



(3) Clutch pack assembly

Fit bearing(1) in the case.

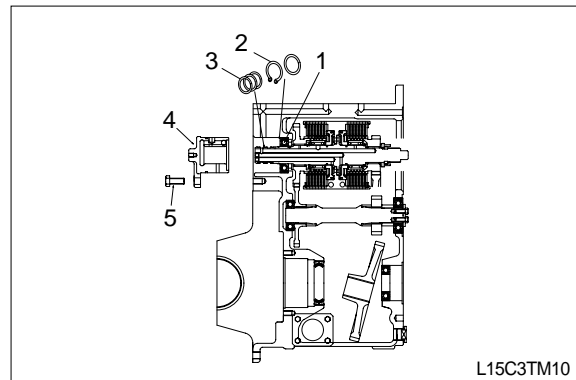
Fit F-R clutch pack assembly.

Fit snap ring(2).

Fit seal ring(3).

Fit seal ring cap fix with bolt(5).

- Tightening torque : 10 ~ 12.5kgf · m
(72 ~90lbf · ft)

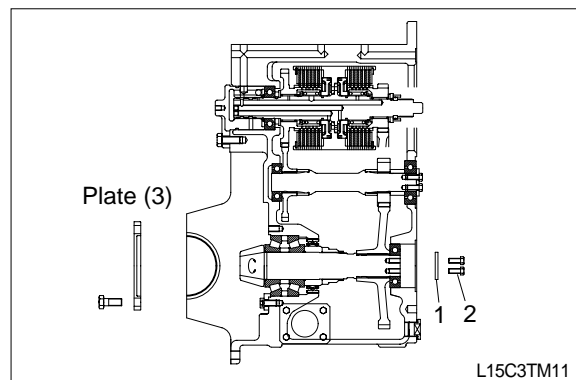


(4) Pinion shaft assembly

Install pinion shaft assembly in the case.

Fix with plate(1) and bolt(2).

Fix plate(3).

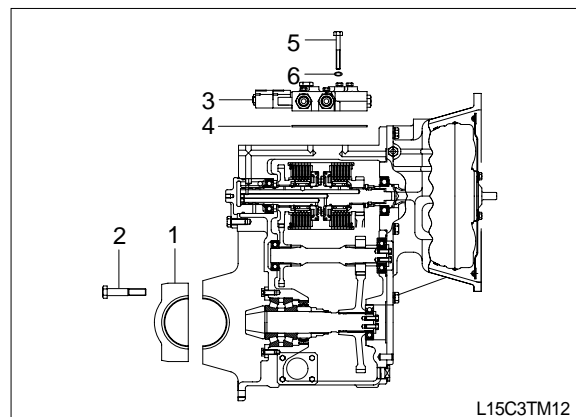


(5) Differential, control valve

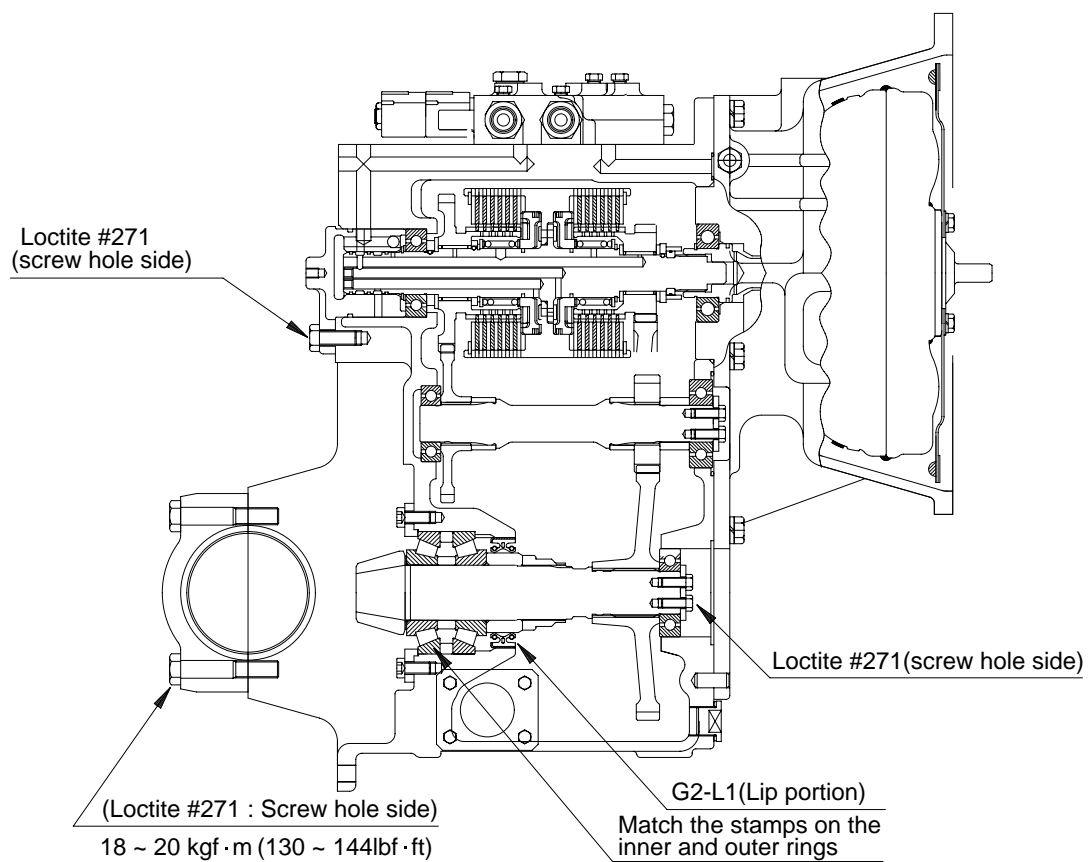
Fit the differential to the case with cap(1) and bolt(2).

Refer to adjustment of backlash after attaching the differentiation.

Fit control valve(3) and gasket(4) with bolt(5).

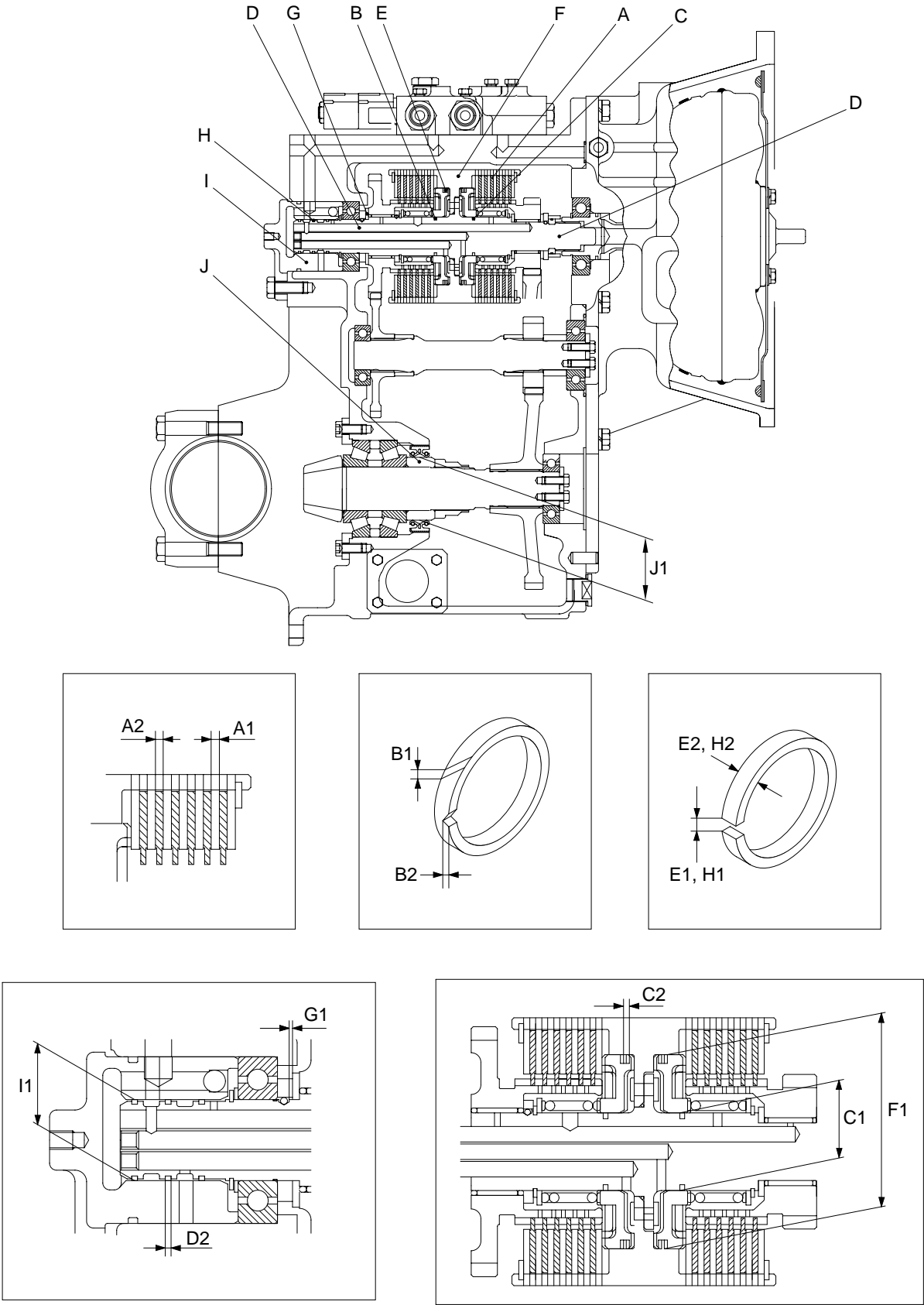


3) TORQUEFLOW TRANSMISSION ASSEMBLY DRAWING



L15C3TM13

4) CHECK AND INSPECTION



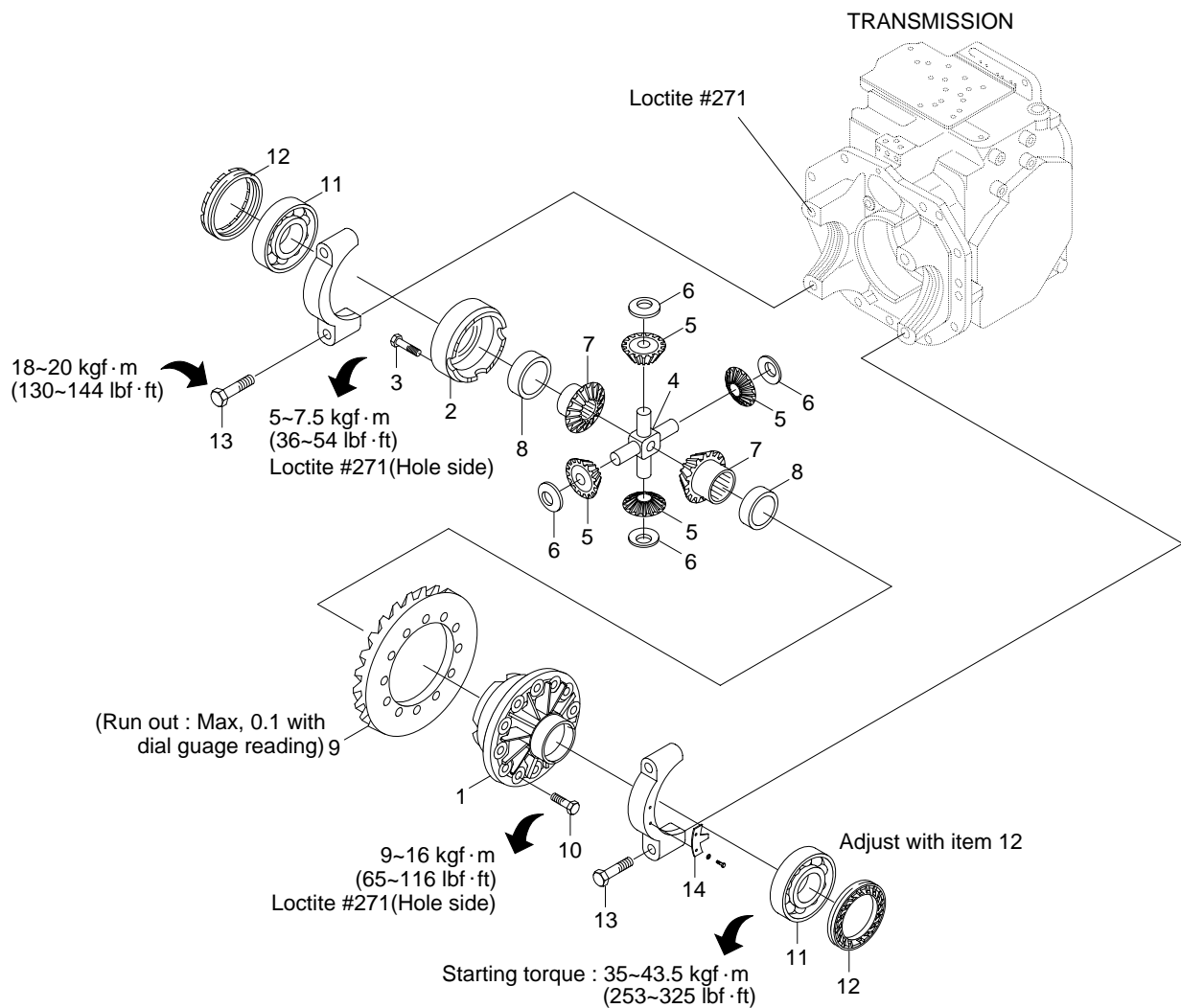
L15C3TM14

Unit : mm(in)

No	Check item			Criteria		Remedy
				Standard size	Repair limit	
A	Plate	A ₁	Thickness of drive plate	3.13-3.27 (0.123-0.129)	2.9 (0.114)	Replace
		A ₂	Thickness of driven plate	2.90-3.05 (0.114-0.120)	2.6(0.102) (Oil groove depth Min0.2)(0.008)	
B	Sealing	B ₁	Clearance of abutment when piston is inserted	0.36-0.56 (0.014-0.002)	-	Replace at each disassembly
		B ₂	Depth of the side face oil groove	0.15-0.35 (0.006-0.014)	To be grooved	
		(D ₁)	Width of groove for insertion	2.60-2.65 (0.102-0.104)	2.8 (0.110)	
C	Piston	C ₁	Sealing matching face I.D	40.025-40.050 (1.576-1.577)	40.2 (1.583)	Replace
		C ₂	Width of groove when sealing is inserted.	3.1-3.2 (0.122-0.126)	3.4 (0.134)	
D	Drive shaft	D ₁	Width of the groove for inserting sealing.	2.60-2.65 (0.102-0.104)	2.8 (0.110)	
		D ₂	Width of the groove of inserting sealing.	2.60-2.65 (0.102-0.104)	2.8 (0.110)	
E	Sealing	E ₁	Clearance of abutment when clutch case is inserted	2.97-2.99 (0.117-0.118)	1.0 (0.039)	
		E ₂	Width	0.2-0.4 (0.008-0.157)	2.77 (0.109)	
		(C ₂)	Width of groove for insertions	3.1-3.2 (0.122-0.126)	3.4 (0.134)	
F	Clutch case	F ₁	Sealing matching face I.D	100-100.054 (3.937-3.939)	100.3 (3.949)	
G	Thrust	G ₁	Thickness	2.9-3.1 (0.114-0.122)	2.5 (0.098)	
H	Sealing	H ₁	Clearance of abutment when cap is inserted	0.05-0.25 (0.002-0.010)	0.65 (0.026)	
		H ₂	Width	2.47-2.49 (0.097-0.098)	2.25 (0.089)	
		(D ₁)	Width of groove for insertions	2.60-2.65 (0.102-0.104)	2.8 (0.110)	
I	Cap	I ₁	Sealing matching face I.D	35.000-35.021 (1.378-1.379)	35.2 (2.552)	
J	Retainer	J ₁	Oil seal maching face O.D	64.926-65.000 (2.556-2.559)	64.83 (1.386)	
-	Each gear	-	Backlash	0.08-0.28 (0.003-0.011)	-	
		-	Clearance of thrust	0.3-0.7 (0.012-0.028)	-	
-	Gasket, O-ring, seals			-	-	Replace with a new part when disassembly and assembly

3. DIFFERENTIAL

1) STRUCTURE



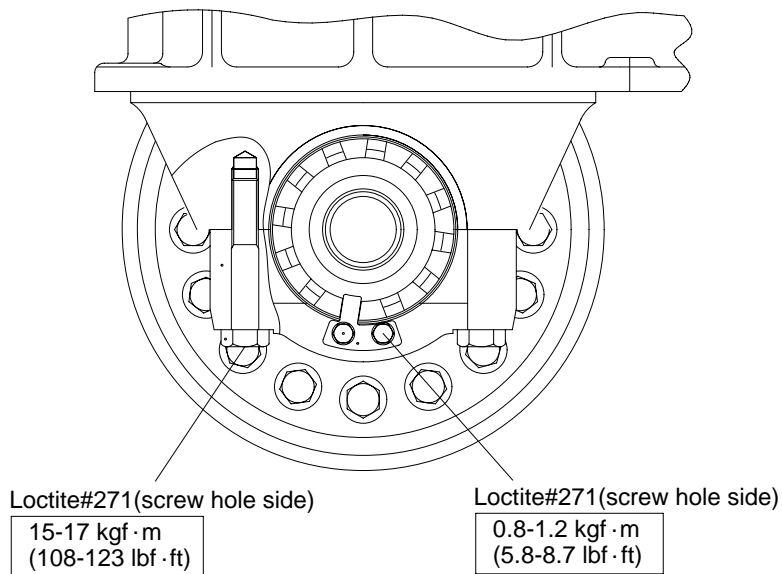
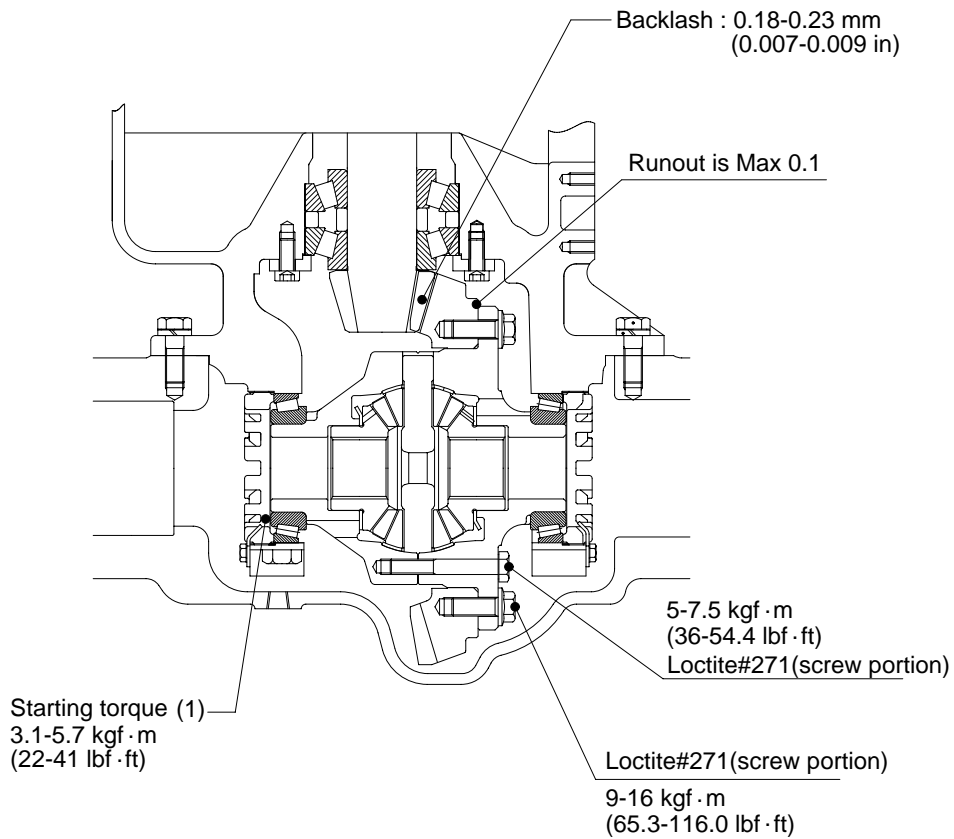
L15C3DF04

Ring gear and pinion must be replaced as one unit.

Do not replace one without the other.

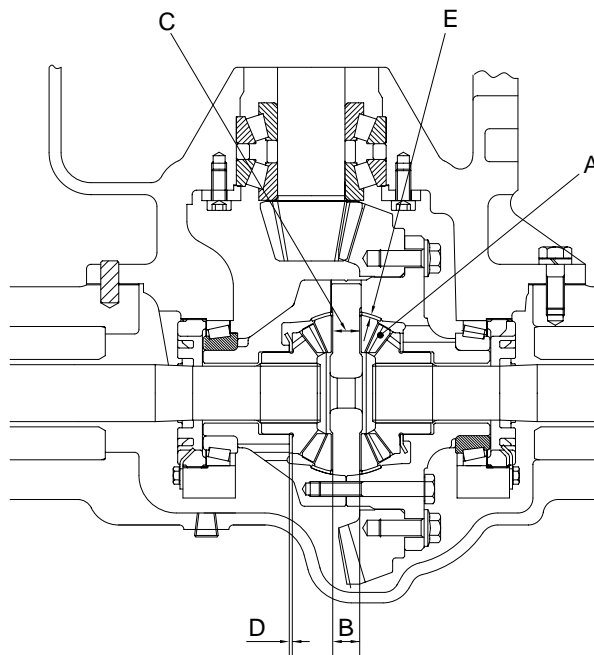
1	Case	6	Washer	11	Taper bearing
2	Case	7	Differential pinion	12	Screw gear
3	Hexagon bolt	8	Bushing	13	Bolt
4	Spider	9	Bevel gear	14	Plate
5	Differential pinion	10	Bolt		

2) DIFFERENTIAL ASSEMBLY DRAWING



L15C3DF05

3) CHECK AND INSPECTION



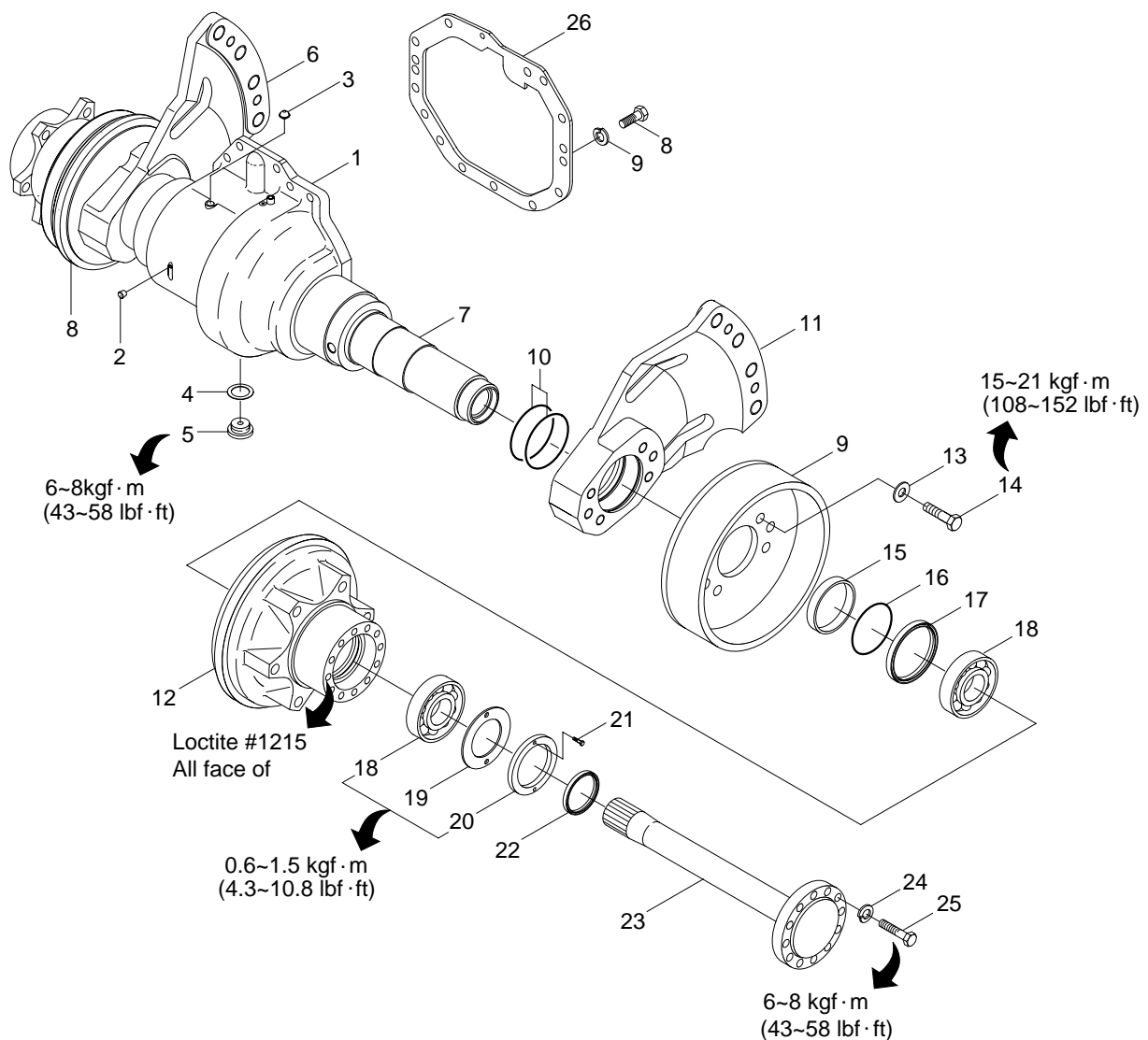
L15C3DF07

Unit : mm(in)

No	Check item	Criteria		Remedy
		Standard size	Repair limit	
A	Differential pinion gear and side gear	-	Scratches on the teeth	Replace (Replace bevel gear and pinion)
B	O.D of spider	19.959-19.980 (0.785-0.787)	19.75 (0.777)	Replace
C	I.D of differential pinion gear	20.0-20.021 (0.787-0.788)	20.1 (0.791)	
D	Width of bushing	1.94-2.06 (0.076-0.081)	1.7 (0.067)	
E	Width of bushing	1.52-1.68 (0.060-0.066)	1.3 (0.05)	
-	(I.D of brake drum)	254.0-254.2 (10.00-10.01)	256 (10.08)	
-	Gasket O-ring Seals	-	-	Replace with new parts when reassembling after disassembling.

4. DRIVE AXLE

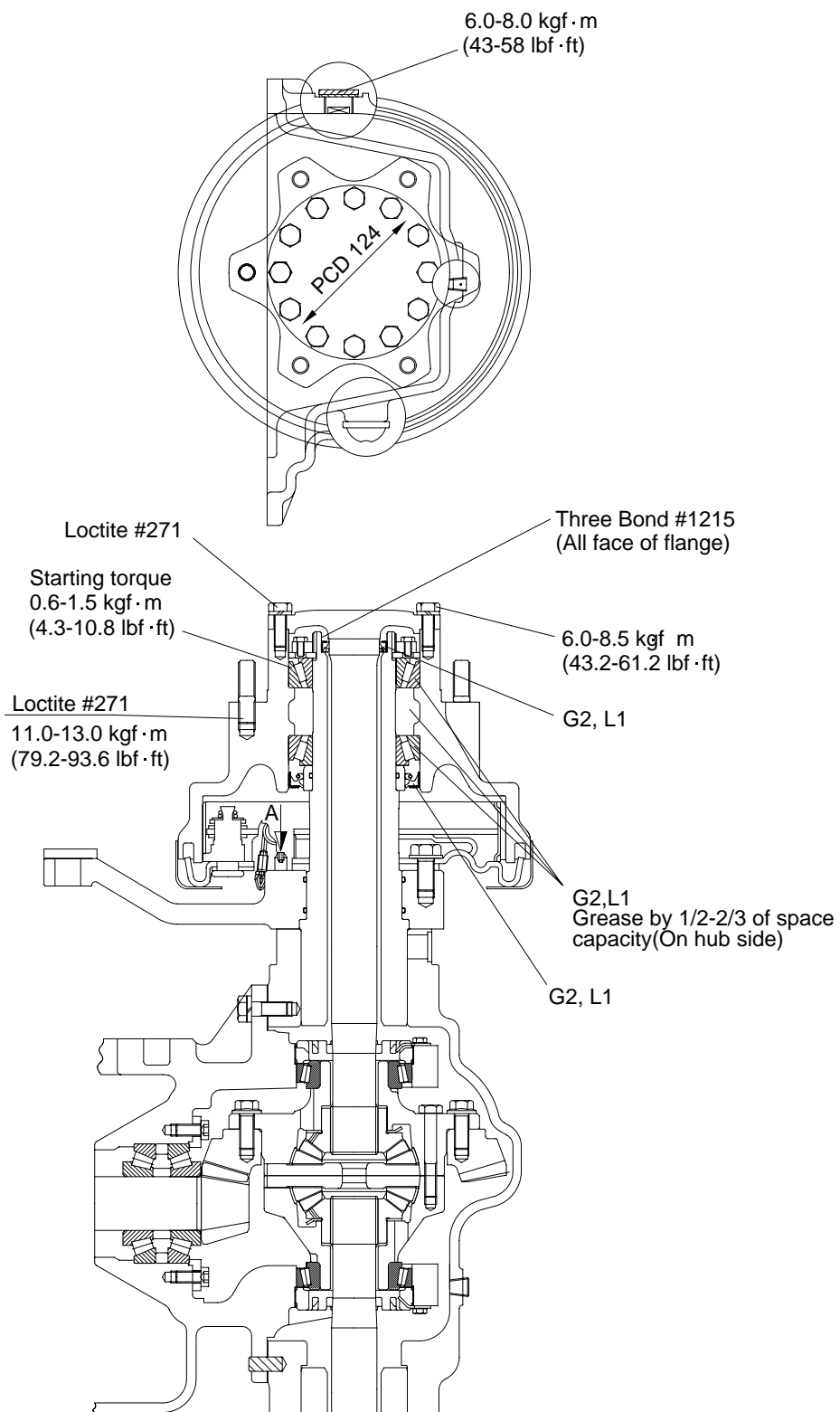
1) DISASSEMBLY AND ASSEMBLY



L15C3DA01

1	Housing	10	O-ring	19	Plate
2	Plug	11	Support drive(LH)	20	Nut
3	Cap	12	Hub	21	Bolt
4	Gasket	13	Washer	22	Oil seal
5	Plug	14	Bolt	23	Drive shaft
6	Support drive(RH)	15	Retainer	24	Washer
7	Axle tube	16	O-ring	25	Bolt
8	Brake assembly(RH)	17	Oil seal		
9	Brake assembly(LH)	18	Taper roller bearing		

2) ASSEMBLY OF DRIVE AXLE



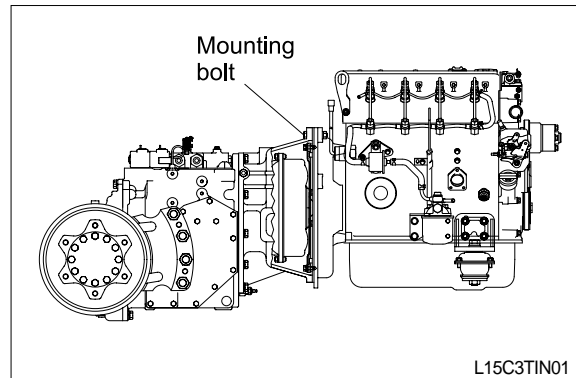
L15C3DA02

3) INSTALLATION

Perform installation in the reverse order to removal, paying attention to the following.

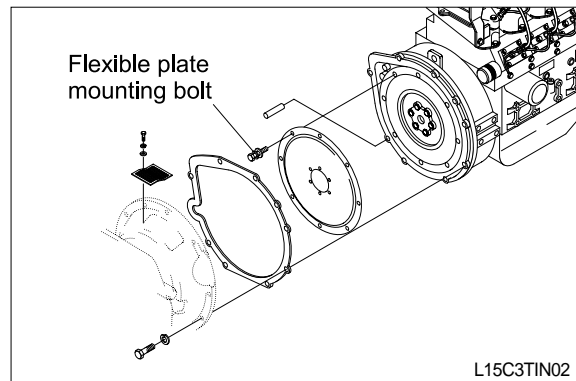
(1) Tightening torque converter case mounting bolt.

- Tightening torque : 6.0-7.5kgf · m
(43-54lbf · ft)



(2) Tightening flexible plate mounting bolt.

- Tightening torque : 2.8-3.5kgf · m
(20-25lbf · ft)



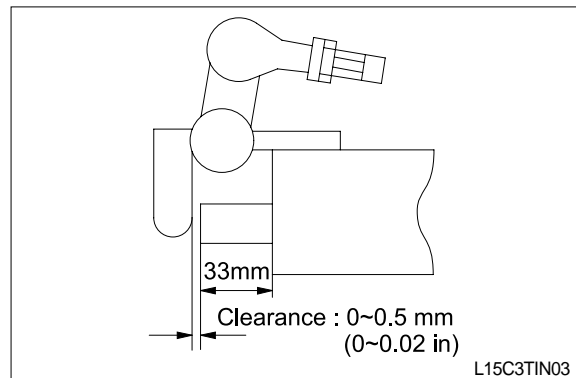
(3) Pedal assembly brake piping.

Inching drawing

Refer to the drawing on the right.

Adjustment of pedal

Refer to "Adjustment of pedal"



SECTION 4 BRAKE SYSTEM

Group 1	Structure and Function	-----	4-1
Group 2	Operational Checks and Troubleshooting	-----	4-6
Group 3	Tests and Adjustments	-----	4-9

SECTION 4 BRAKE SYSTEM

GROUP 1 STRUCTURE AND FUNCTION

1. OUTLINE

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

In the foot brake system, oil pressure is generated in the master cylinder by treading on the brake pedal. This pressure causes the wheel cylinder pistons to extend, expanding the brake shoes and pressing them against the brake drums to attain braking force.

In the hand brake system, the brake shoes are expanded by operating the brake lever.

Force from the lever is transmitted to the brake shoes through the hand brake cables and a lever arm in each wheel brake assembly.

The wheel brake is the duo-servo type. With force applied to both the primary and secondary shoes, this type provides a large amount of brake force.

In addition, the brake is equipped with automatic adjusters which constantly adjust the clearance between the shoe and the drum, compensation for wear due to the shoe friction and thus keeping the clearance constant.

2. SPECIFICATION

1) WHEEL BRAKE

Item		Specification
Type		Front wheel, duo-servo & auto adjustment type
Brake shoe size		254 × 48.5mm
Wheel cylinder bore diameter		22.22mm
Master cylinder diameter		15.87mm
Pedal adjustment	Free height	132~142mm
	Pedal play	10mm
Brake drum diameter	Normal	255mm
Wheel cylinder installation torque		0.8~1.2kgf · m
Backing plate installation torque		15~21kgf · m
Brake oil		Only use for brake fluid DOT3

2) PARKING BRAKE

Item		Specification
Type		Toggle, internal expanding mechanical type
Parking lever stroke		214mm
Parking cable stroke		18.1mm

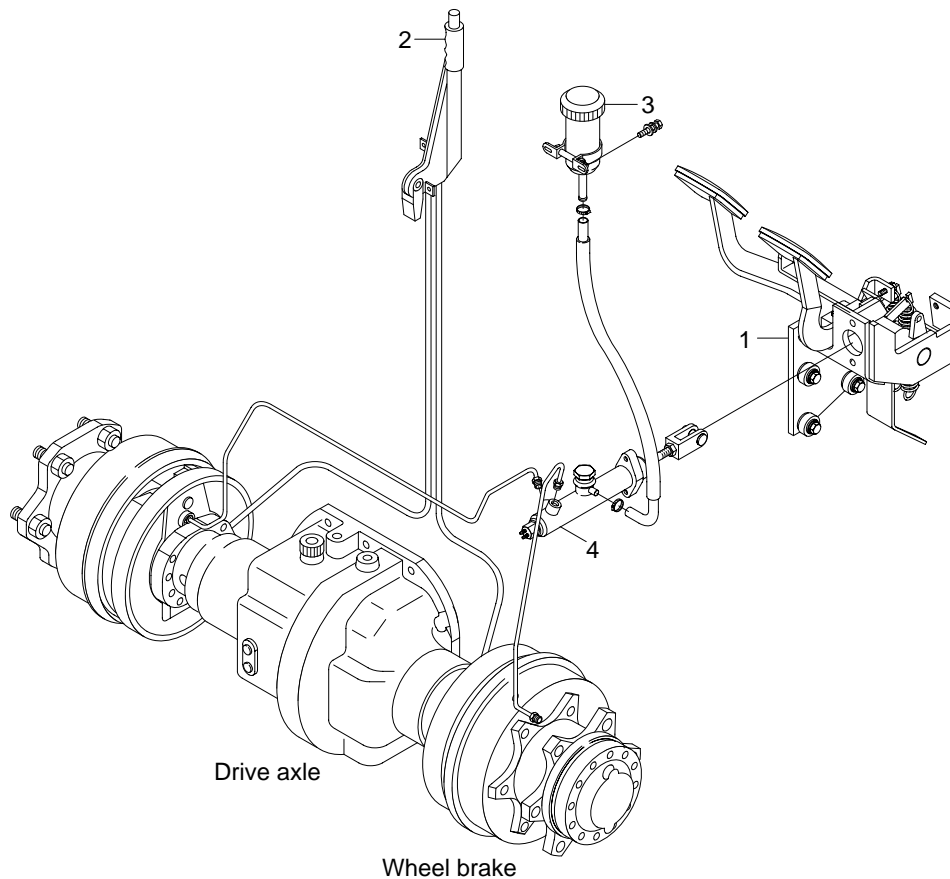
3. BRAKE PEDAL AND PIPING

The brake system provides two systems, a foot brake and a parking brake.

In the foot brake system, the oil pressure which is generated in the master cylinder when the brake pedal is depressed is transmitted to the wheel cylinders. The piston of the wheel cylinder presses the brake shoes and then moves outward causing contact with the drums and braking force is obtained. In the parking brake system, the force is transmitted to move the brake shoe through a brake cable to activate the brake when the brake lever is operated.

The wheel brake is a dual servo type in which the actuating force is applied to both the primary and secondary shoes. Even if the applied force is small, a large braking force will be obtained.

These brakes are equipped with self adjusters which continuously adjusts the brakes in small increments in direct proportion to the wear of the linings.



L15C3BS01

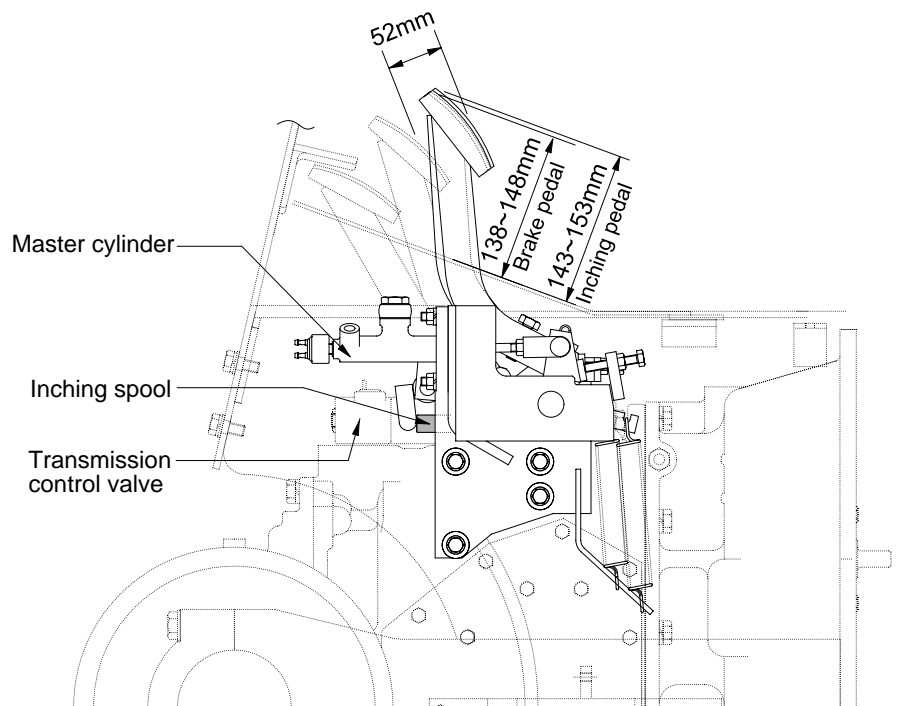
- 1 Brake pedal & bracket assy
- 2 Parking lever assy

- 3 Reservoir tank assy
- 4 Master cylinder

4. INCHING PEDAL AND LINKAGE

The brake pedal serves to actuate the hydraulic brakes on the front 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 are applied.



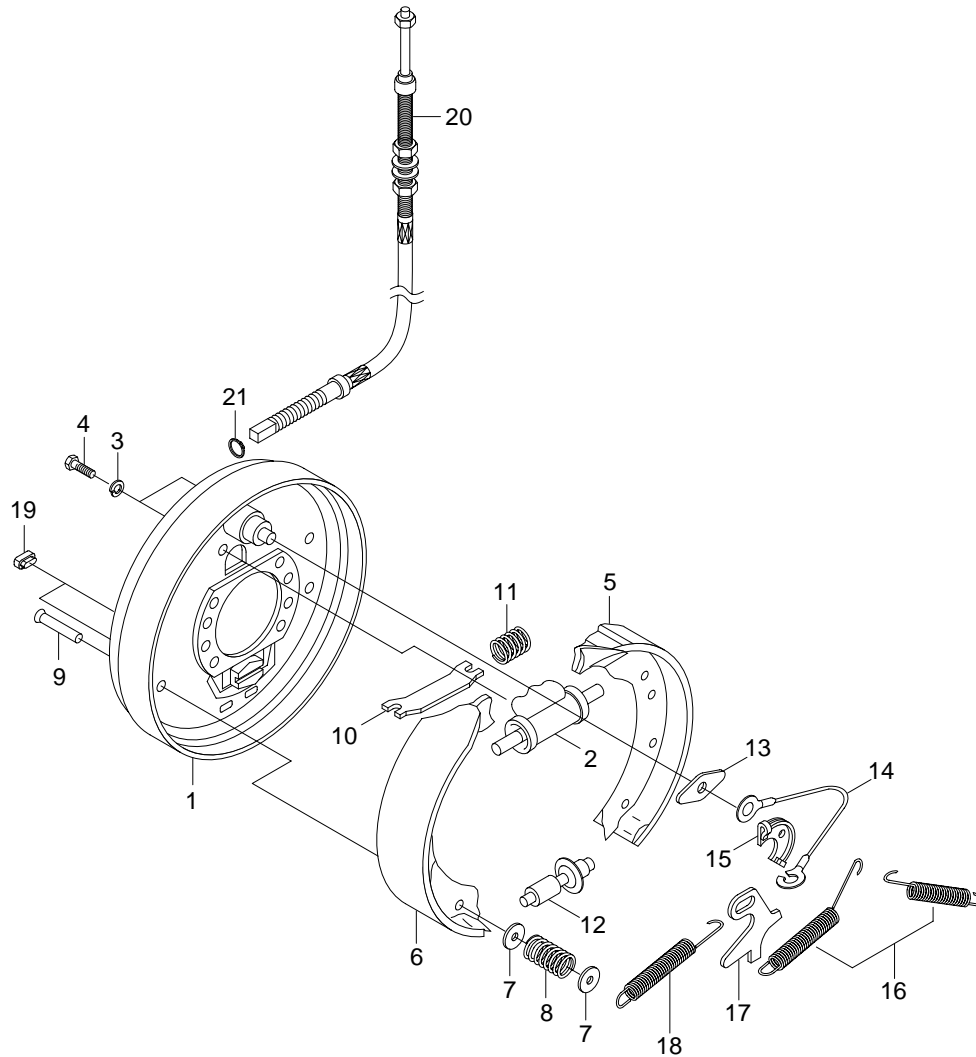
L15C3BS02

5. WHEEL BRAKE

1) STRUCTURE

The wheel brake assembly mounts to the flange on the drive axle housing casting and is basically contained within the hub assembly.

The inside of the hub is machined and acts as the brake drum.

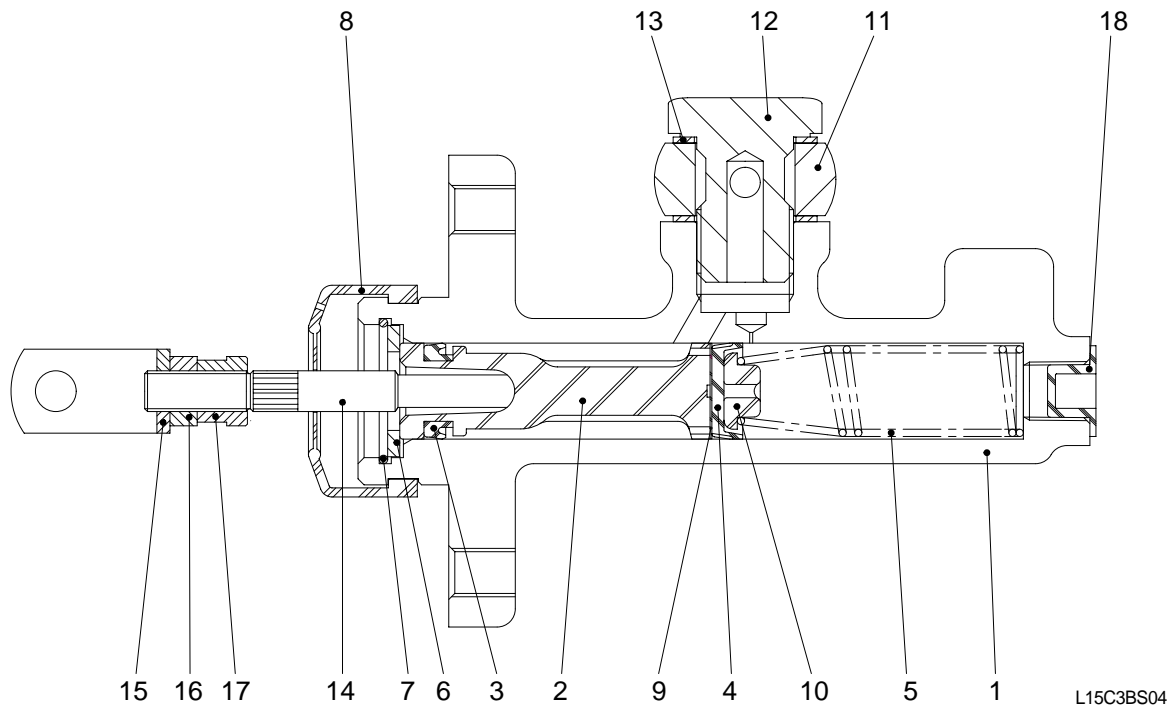


L15C3BS03

1	Back plate-LH/RH	8	Shoe hole down spring	15	Adjuster guide
2	Wheel cylinder	9	Shoe hole down pin	16	Shoe return spring
3	Spring washer	10	Strut	17	Adjuster lever-LH/RH
4	Cylinder bolt	11	Strut spring	18	Adjuster spring
5	Shoe & lining assembly sec	12	Adjuster assembly-LH/RH	19	Rubber
6	Shoe & lining assembly pri-LH/RH	13	Shoe guide	20	Parking cable assembly-LH/RH
7	Shoe hole down cup	14	Adjuster cable	21	E-ring

6. BRAKE MASTER CYLINDER

1) STRUCTURE



1	Body	7	Snap ring	13	Washer
2	Piston	8	Boot	14	Rod
3	Secondary cup	9	Spacer	15	Head
4	Primary cup	10	Spring seat	16	Head pin
5	Spring	11	Union	17	Nut
6	Plate	12	Union bolt	18	Cap

2) DISASSEMBLY

- (1) Remove the master cylinder boot(8) and remove the rod(14).
- (2) Remove the snap ring(7) and take out the plate(6), the piston(2), the piston primary cup(4), and piston spring(5).
- (3) Specification of master cylinder.
 - Cylinder bore diameter : 15.87mm
 - Piston stroke : 29.0mm

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 rubber 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(8), the primary cup(4), piston(2), 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.

GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

1. OPERATIONAL CHECKS

1) 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.

2) WHEEL BRAKE

Compact wheel base chassis

- (1) Measure lining at point with most wear, and check that lining thickness is at least 2.0mm(0.08in).
- (2) Hold lining surface with screwdriver to prevent piston from coming out, depress brake pedal and check movement of shoe.
- (3) Remove brake shoe from anchor pin, and check for rust or wear.
When assembling, coat sliding parts with special brake grease.

3) BRAKE DRUM

- (1) Measure inside diameter of drum, and check that it is within 255mm(10.03in).
- (2) Tighten mounting bolt of drum 1.08 ~ 1.28kgf · m(7.8 ~ 9.3lbf · ft).

4) BACKING PLATE

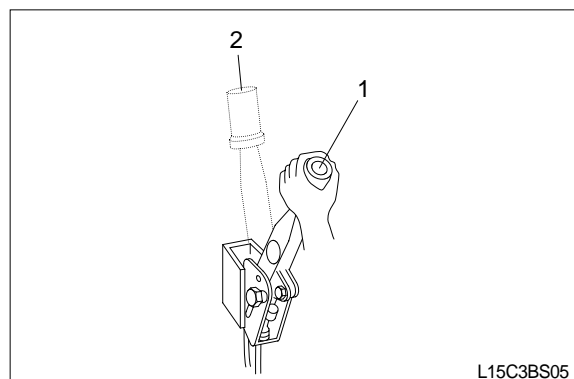
- (1) Check visually for deformation or cracks.
Check particularly for deformation at outside circumference of plate and at mounting bolt.
- (2) Coat mounting bolt with loctite and tighten : 2.6kgf · m(18.8lbf · ft).

5) BRAKING FORCE

- (1) Select a dry, flat, paved surface and drive truck at maximum speed. When signal is given, stop truck immediately and measure distance from point where signal was given to point where truck stopped. (unloaded)
· Stopping distance : Within 5m(197in)
- (2) Check that there is no pulling of steering wheel, pulling by brakes to one side or abnormal noise when making emergency stops.

6) PARKING BRAKE

- (1) Operating force of parking lever is 20 - 30 kgf · m(44 - 66lbf).
- (2) Check that parking brake can hold machine in position when loaded on 15% slope. If there is no slope available, travel at low speed and check braking effect of parking brake.



L15C3BS05

2. TROUBLESHOOTING

Problem	cause	Remedy
Insufficient braking force	<ul style="list-style-type: none"> Hydraulic system leaks oil. Hydraulic system leaks air. Lining surface soiled with water or oil. Lining surface roughened or in poor contact with drum. Lining worn. Brake valve or wheel cylinder mal-functioning. Hydraulic system clogged. 	<ul style="list-style-type: none"> Repair and add oil. Bleed air. Clean or replace. Repair by polishing or replace. Replace. Repair or replace. Clean.
Brake acting unevenly. (Machine is turned to one side during braking.)	<ul style="list-style-type: none"> Tires unequally inflated. Brake out of adjustment. Lining surface soiled with water or oil. Earth intruding into brake drum. Lining surface roughened. Lining in poor contact with drum. Lining worn. Brake drum worn or damaged (distortion or rusting). Wheel cylinder malfunctioning. Brake shoe poorly sliding. Back plate mounting bolt loose. Back plate deformed. Wheel bearing out of adjustment. Hydraulic system clogged. 	<ul style="list-style-type: none"> Adjust tire pressure. Adjust. Clean or replace. Clean. Repair by polishing or replace. Repair by polishing. Replace. Repair or replace. Repair or replace. Adjust. Retighten or replace. Replace. Adjust or replace. Clean.
Brake trailing.	<ul style="list-style-type: none"> Pedal has no play. Brake shoe poorly sliding. Wheel cylinder mal-functioning. Piston cup faulty. Return spring fatigued or bent. Parking brake fails to return or out of adjustment. Brake valve return port clogged. Hydraulic system clogged. Wheel bearing out of adjustment. 	<ul style="list-style-type: none"> Adjust. Adjust. Repair or replace. Replace. Replace. Repair or adjust. Clean. Clean. Adjust or replace.
Brake chirps	<ul style="list-style-type: none"> Brake trailing. Piston fails to return. Lining worn. Lining surface roughened. 	<ul style="list-style-type: none"> See above. Brake trailing. Replace. Replace. Repair by polishing or replace.

Problem	cause	Remedy
Brake squeaks	<ul style="list-style-type: none"> • Lining surface roughened. • Lining worn. • Poor shoe to lining contact. • Excessively large friction between shoe and back plate. • Foreign matter on drum sliding surface. • Drum sliding surface damaged or distorted. • Brake shoe deformed or poorly installed. • Back plate mounting bolt loosening. • Worn anchor or other contact portion. • Lining poor contact with drum. • Anti-rattle spring poorly installed. 	<ul style="list-style-type: none"> • Repair by polishing or replace. • Replace. • Replace. • Clean and apply brake grease. • Clean • Replace. • Replace or repair. • Retighten. • Replace. • Repair or replace. • Repair or replace.
Brake rapping	<ul style="list-style-type: none"> • Drum sliding surface roughened. • Drum eccentric or excessively distorted. • Lining surface roughened. 	<ul style="list-style-type: none"> • Repair by polishing or replace. • Replace. • Repair by polishing or replace.
Large pedal stroke	<ul style="list-style-type: none"> • Brake out of adjustment. • Hydraulic line sucking air. • Oil leaks from hydraulic line, or lack of oil. • Lining worn. • Shoe tilting or does not return completely. • Lining in poor contact with brake drum. 	<ul style="list-style-type: none"> • Adjust. • Bleed air. • Check and repair or add oil. • Replace. • Repair. • Repair.
Pedal dragging.	<ul style="list-style-type: none"> • Twisted push rod caused by improperly fitted brake valve. • Brake valve seal faulty. • Flow control valve orifice clogged. 	<ul style="list-style-type: none"> • Adjust. • Replace. • Clean or replace.

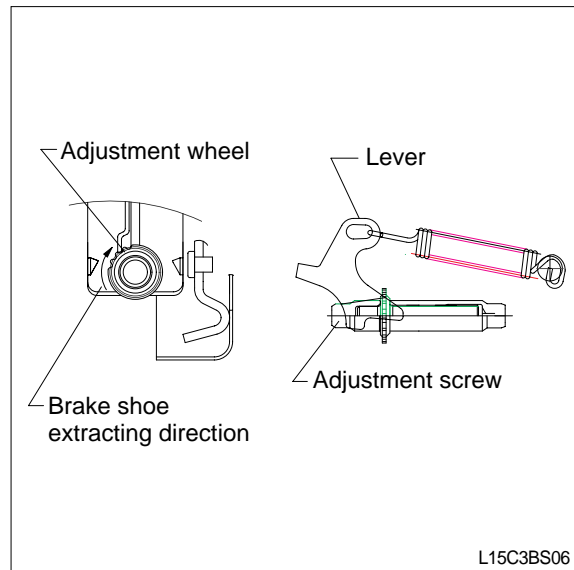
GROUP 3 TESTS AND ADJUSTMENTS

1. ADJUSTMENT OF WHEEL BRAKE

▲ Adjust with engine stopped.

- 1) Jack up truck. Extend adjustment screw by clicking adjustment wheel teeth with a screwdriver until wheel (mounted on brake drum being adjusted) offers a light resistance when turned by hand. Back adjustment wheel by 25~30 teeth to shorten length of adjustment screw.

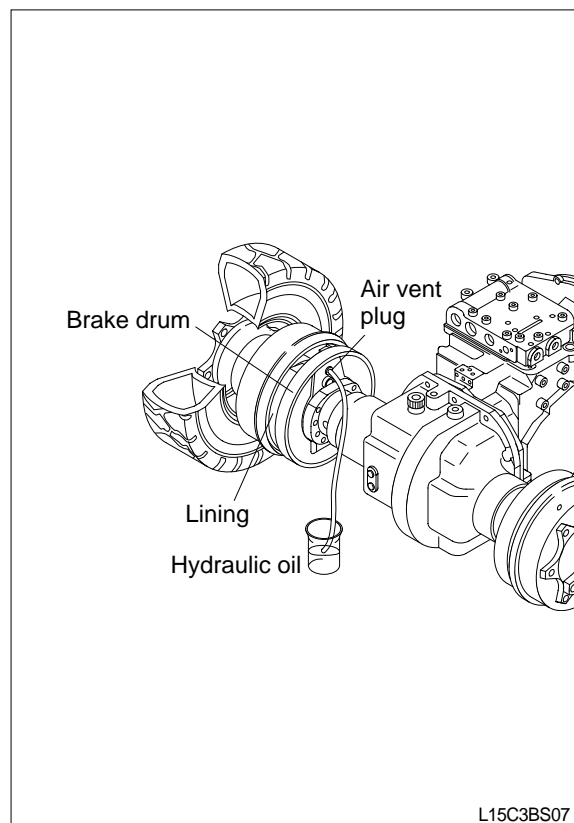
When backing adjustment wheel, be sure to adequately raise adjustment lever to keep it free from interference with adjustment wheel. If lever is bent by mistake, it loses proper function.



- 2) After adjusting brake, drive machine for about 500m, then check heat of brake drum at 4 points to confirm that brakes are not dragging.
- 3) After adjusting, confirm that brake stopping distance is within standard range.

2. 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.



3. ADJUSTMENT OF PEDAL

1) BRAKE PEDAL

(1) Pedal height from floor plate

Adjust with stopper bolt.

- Pedal height : 138~148mm(5.4~5.8in)

(2) Play

Adjust with rod of master cylinder

- Play : 10mm(0.4in)

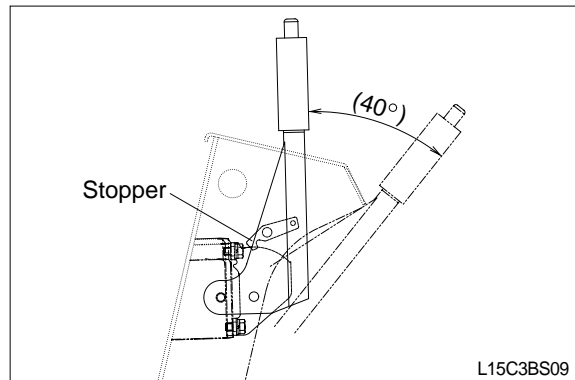
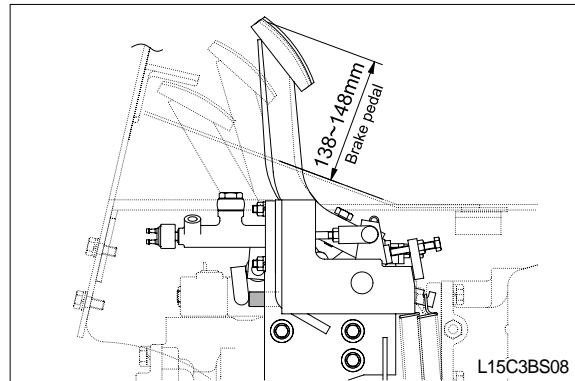
(3) Micro switch for parking brake (if equipped)

After assembling parking brake and parking cable, put the parking brake lever released.

Loosen the nut for parking brake plate to play up and down.

Move up the plate so that the stopper can be contacted with the pin and then reassemble nut.

- Micro switch stroke when parking brake is applied : 2~3mm



2) INCHING PEDAL

(1) Pedal height from floor plate

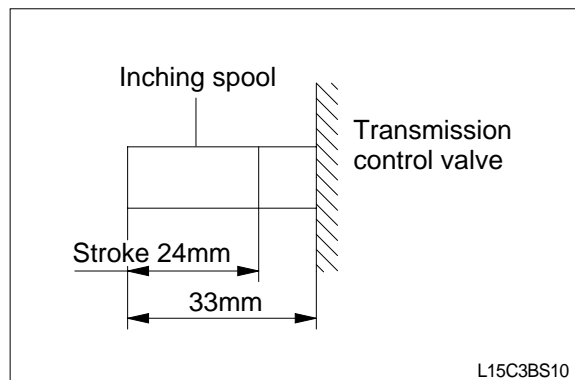
Adjust with stopper bolt.

- Pedal height : 143~153mm(5.6~6.0in)

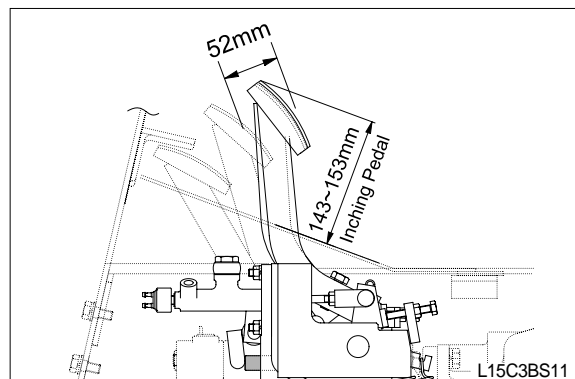
(2) Inching spool protrusion

Adjust with inching cable so that when the inching pedal is fully returned, the protrusion of spool from the end face of the control valve is the specified value.

- Protrusion : 33mm(1.3in)



- (3) Adjust bolt so that brake pedal interconnects with inching pedal at inching pedal stroke 52mm(2.0in).



SECTION 5 STEERING SYSTEM

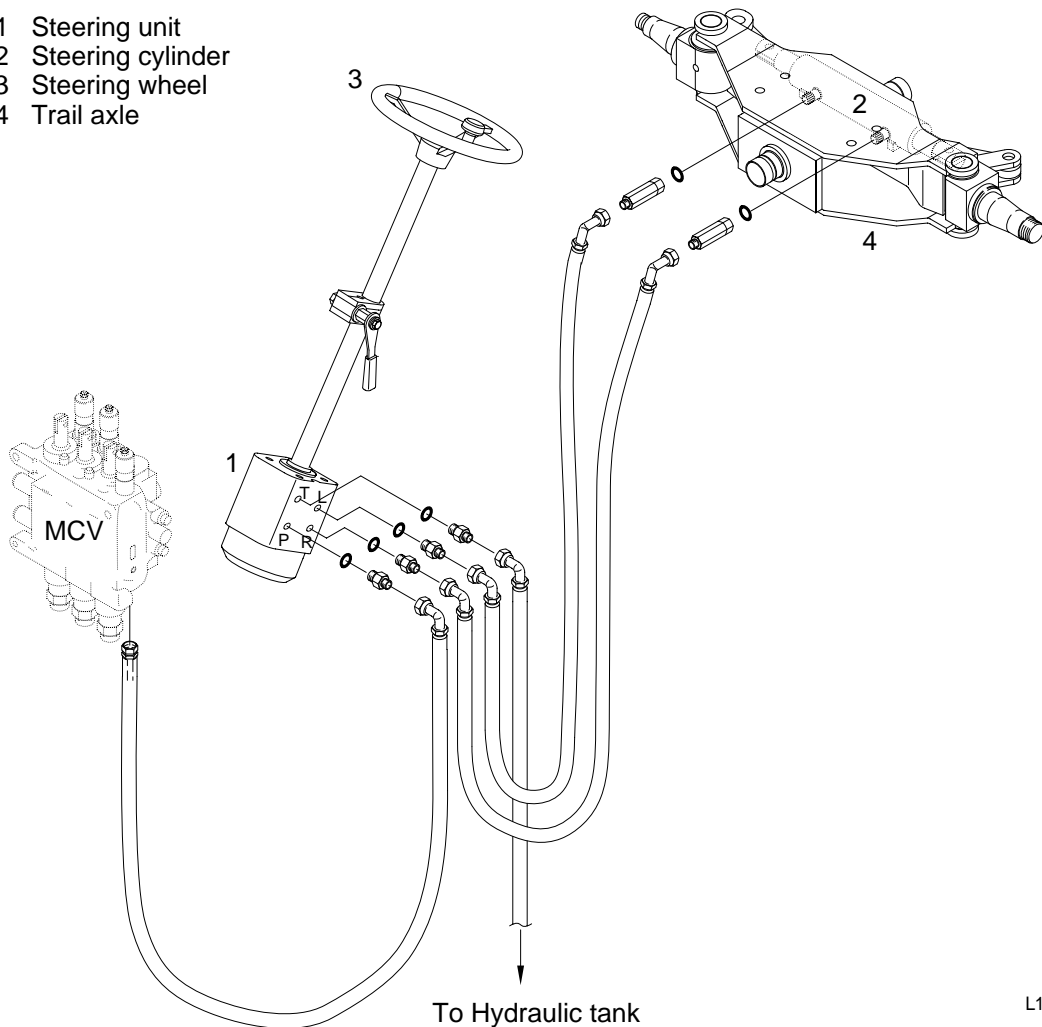
Group 1	Structure and Function	5-1
Group 2	Operational Checks and Troubleshooting	5-10
Group 3	Disassembly and Assembly	5-12

SECTION 5 STEERING SYSTEM

GROUP 1 STRUCTURE AND FUNCTION

1. OUTLINE

- 1 Steering unit
- 2 Steering cylinder
- 3 Steering wheel
- 4 Trail axle

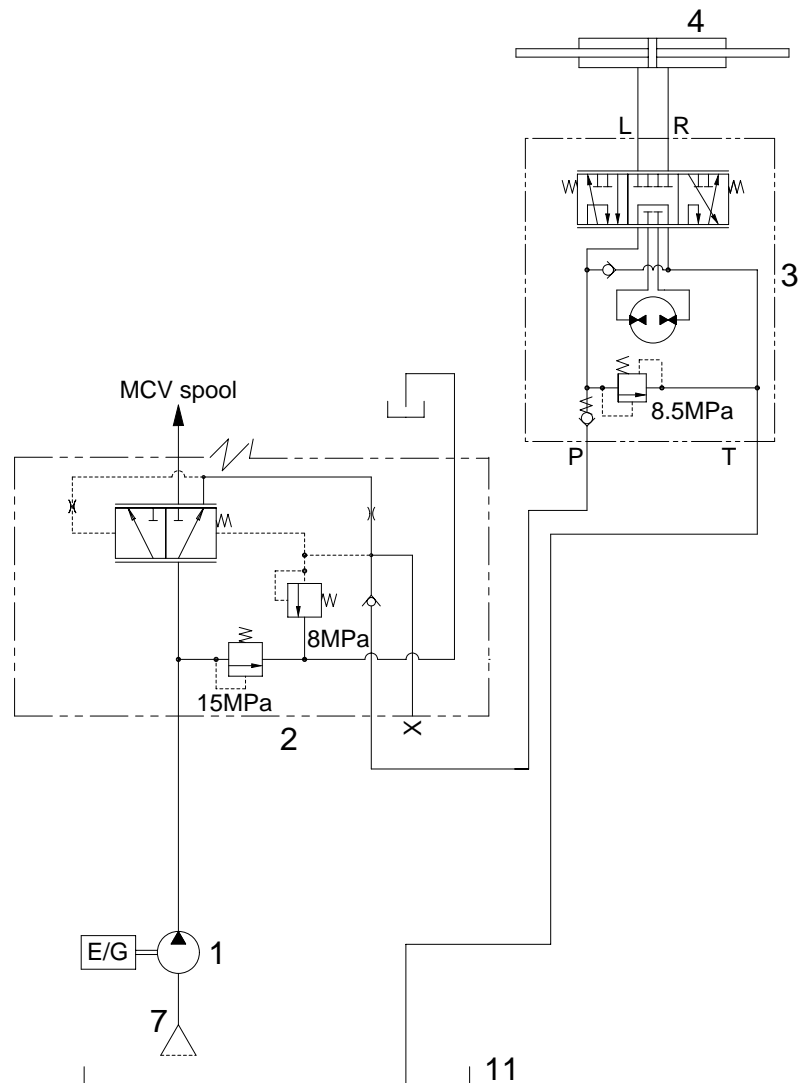


L15C3SS01

The steering system for this machine is composed of steering wheel assembly(3), steering unit(1), steering cylinder(2), trail axle(4) 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.

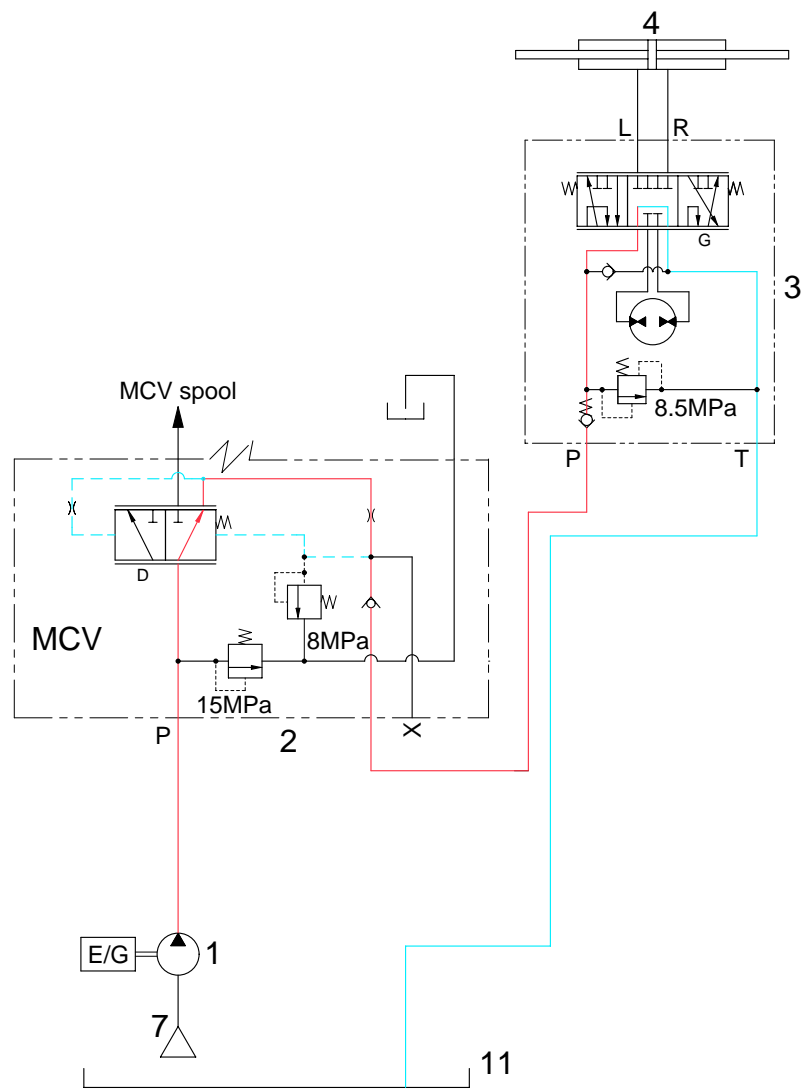
2. HYDRAULIC CIRCUIT



L15C3SS02

- | | | | |
|---|----------------------|----|-------------------|
| 1 | Hydraulic gear pump | 4 | Steering cylinder |
| 2 | MCV (Priority valve) | 7 | Suction filter |
| 3 | Steering unit | 11 | Hydraulic tank |

1) NEUTRAL



L15C3SS03

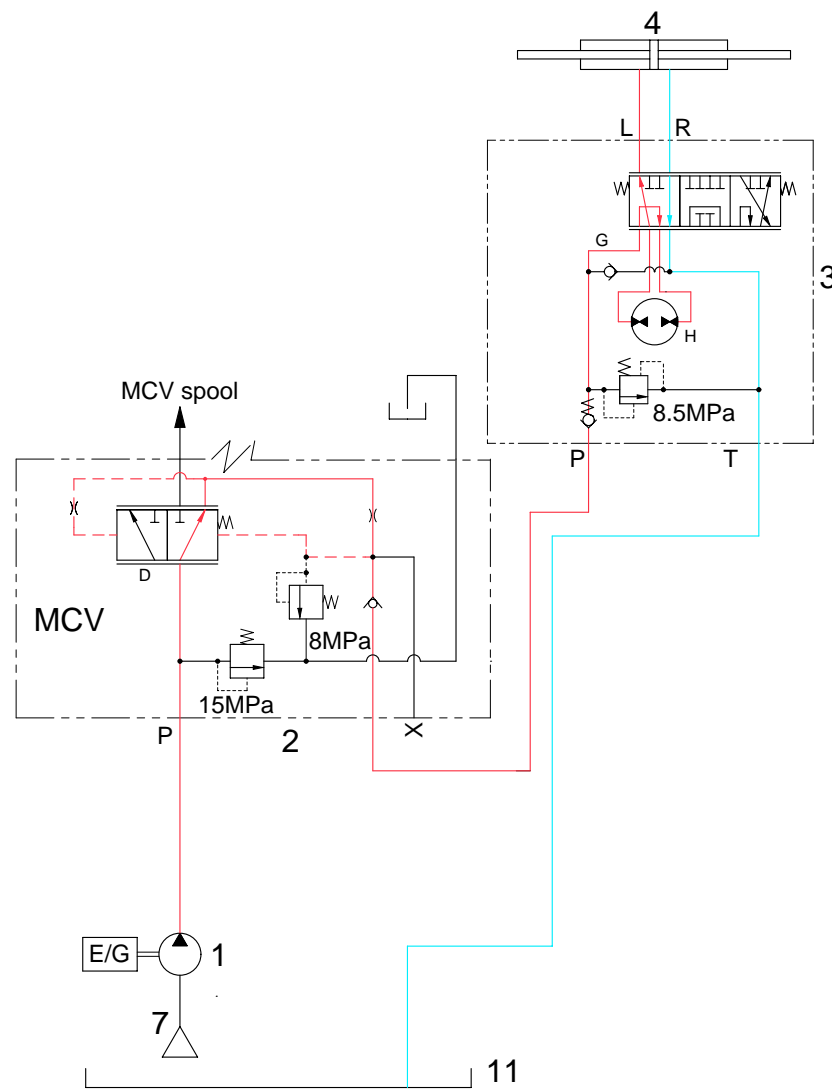
The steering wheel is not being operated so control spool(G) does not move.

The oil from hydraulic gear pump(1) enters port P of MCV(Priority valve) and the inlet pressure oil moves the spool(D) to the left.

Oil flow into LS port to the hydraulic tank(11).

So, the pump flow is routed to the main control valve.

2) LEFT TURN



L15C3SS04

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

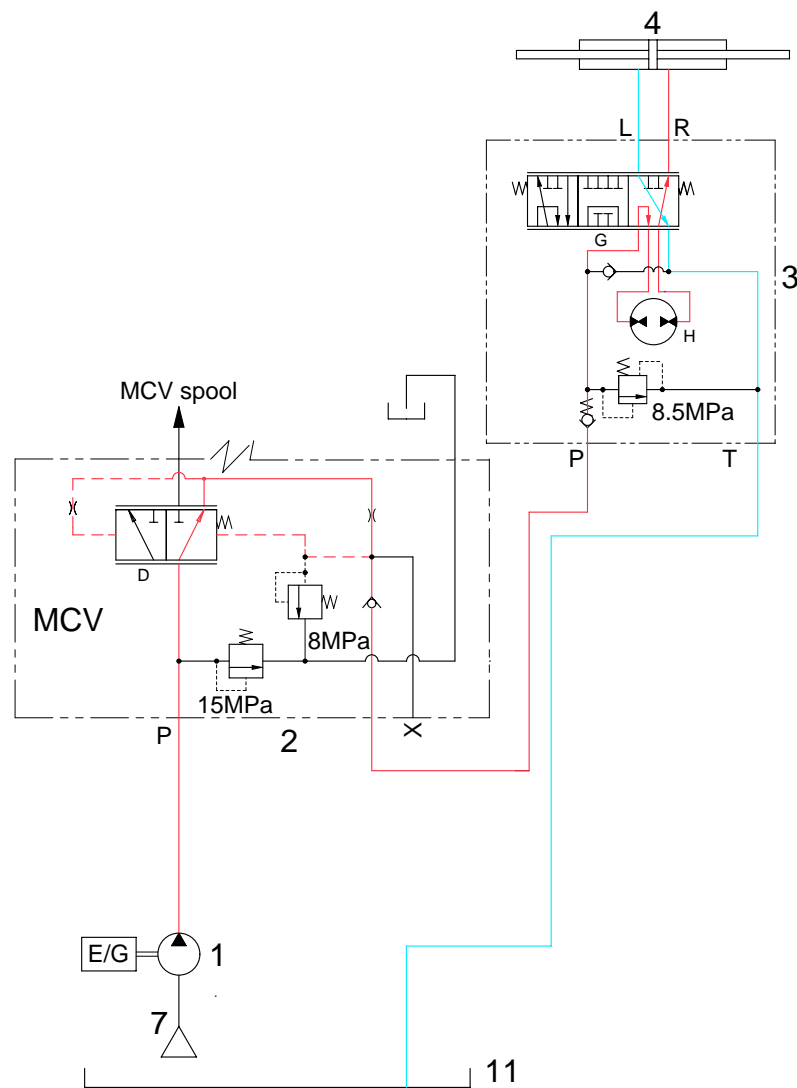
At this time, the oil discharged from the pump flows into the spool(G) within the steering unit through the spool(D) of priority valve and flows to the gerotor(H).

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(11).

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

3) RIGHT TURN



L15C3SS05

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.

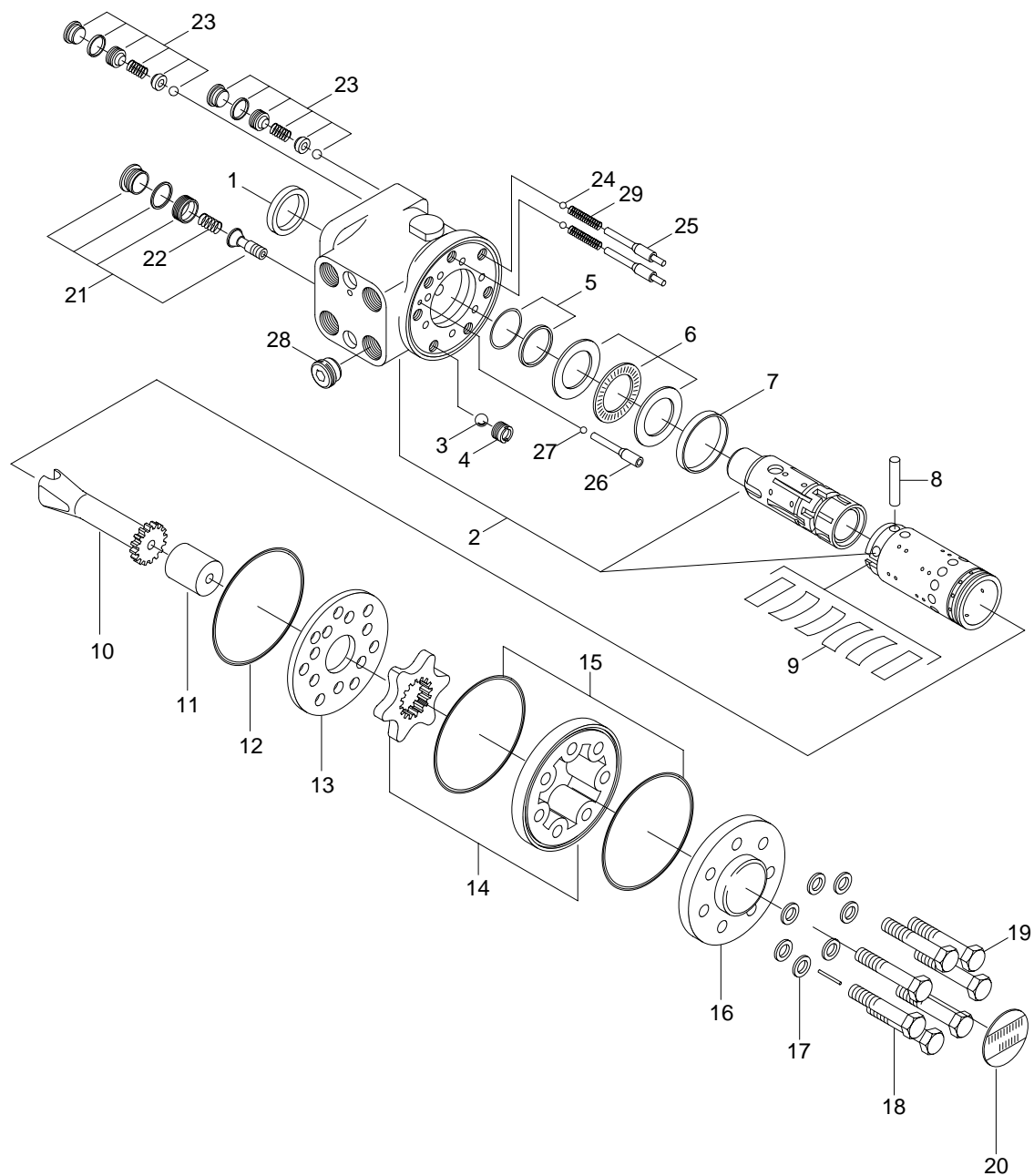
At this time, the oil discharged from the pump flows into the spool(G) where it is directed out of the right work port(R).

Oil returned from cylinder returns to hydraulic tank(11).

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

3. STEERING UNIT

1) STRUCTURE



L15C3SS06

1	Dust seal	11	Spacer	21	Relief valve assembly
2	Housing assembly	12	O-ring	22	Spring
3	Ball	13	Distributor plate	23	Shock valve, Complete
4	Thread bushing	14	Gear wheel set	24	Ball
5	O-ring	15	O-ring	25	Suction valve pin
6	Bearing assembly	16	End cover	26	Screw
7	Ring	17	Washer	27	Ball
8	Cross pin	18	Special screw	28	Check valve
9	Spring set	19	Screw	29	Suction valve spring
10	Cardan shaft	20	Name plate		

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.

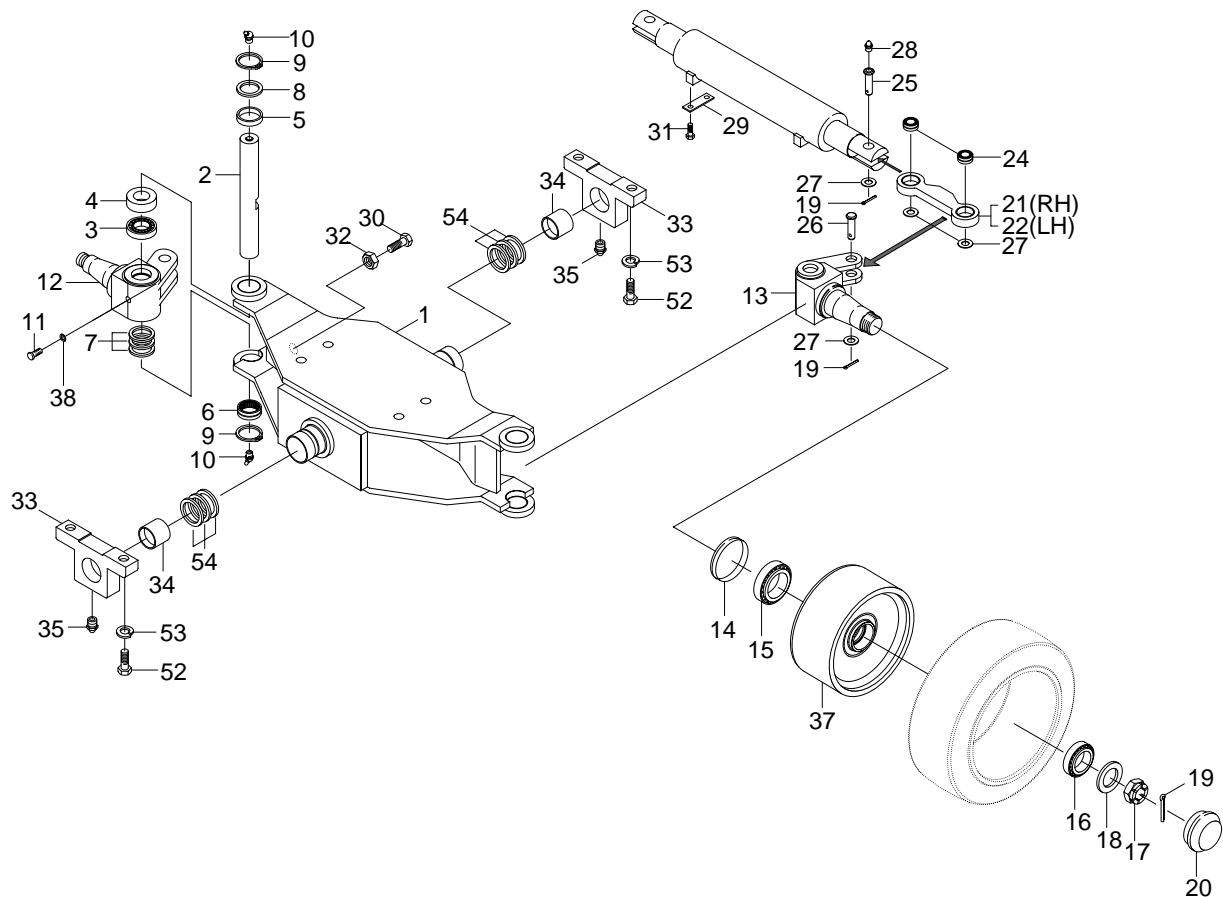
When the steering wheel is turned, the spool turns, the oil path is switched and the oil is fed into the metering device. As a result, the rotor is caused to run by oil pressure, and the sleeve is caused to run through the drive shaft and cross pin. Therefore, when the spool is turned, the spool turns 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.

4. TRAIL AXLE

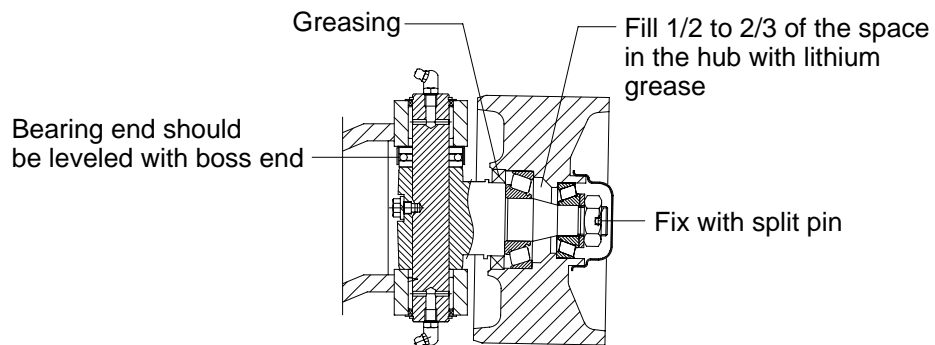
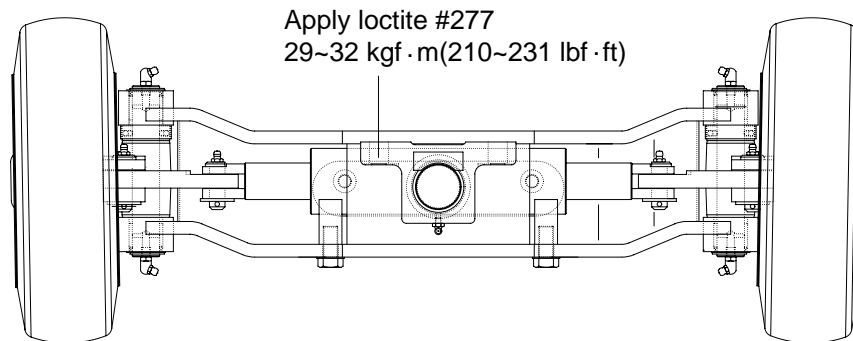
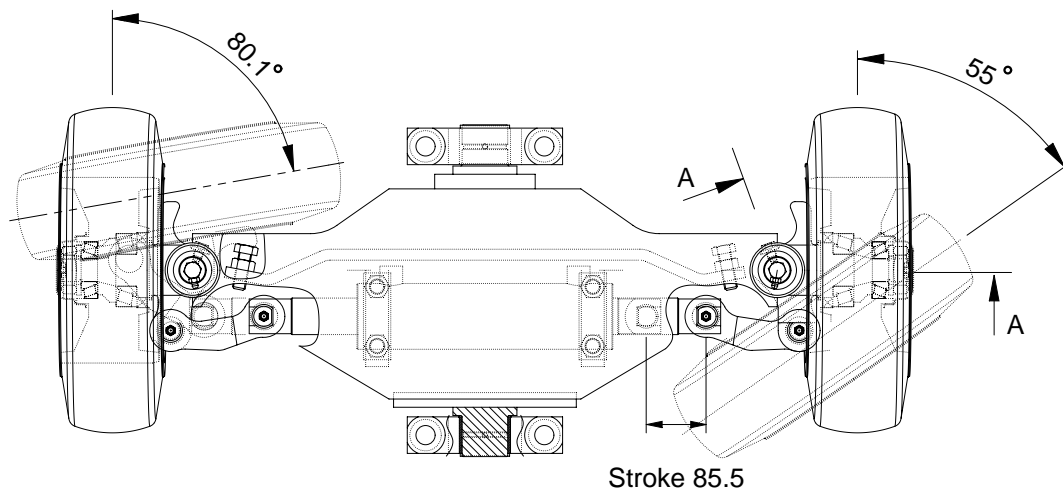
1) STRUCTURE



L15C3SS07

1	Steering axle	15	Taper roller bearing	30	Hexagon bolt
2	King pin	16	Taper roller bearing	31	Hexagon bolt
3	Thrust bearing	17	Low castle nut	32	Hexagon bolt
4	Bearing cap	18	Plain washer	33	Trunnion bolt
5	Oil seal	19	Split pin	34	Bushing
6	Needle bearing	20	Wheel cap	35	Grease nipple
7	Shim(0.13t)	21	Link-RH	37	Rear rim
8	King pin washer	22	Link-LH	38	Spring washer
9	Retaining ring	24	Bearing	52	Hexagon bolt
10	Grease nipple	25	Clevice pin	53	Spring washer
11	Special bolt	26	Clevice pin	54	Washer
12	Knuckle-RH	27	Plain washer		
13	Knuckle-LH	28	Grease nipple		
14	Oil seal	29	Lock plate		

2) TIGHTENING TORQUE AND SPECIFICATION



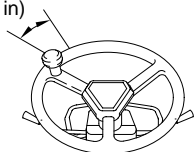
SECTION A-A

L15C3SS09

Type	Unit	Center pin support single shaft
Structure of knuckle	-	Elliott type
Toe-in	degree	0
Camber	degree	1
Caster	degree	0
King pin angle	degree	0
Max steering angle of wheels(Inside/Outside)	degree	80.1 / 55
Tread	mm(in)	815(32)

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"> 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 30~60mm at rim of steering wheel. If play is too large, adjust at gear box. Test steering wheel play with engine at idling. 				
Knuckle	<ul style="list-style-type: none"> Check knuckle visually or use crack detection method. If the knuckle is bent, the tire wear is uneven, so check tire wear. 				
Steering axle	<ul style="list-style-type: none"> Put camber gauge in contact with hub and measure camber. If camber is not within $1 \pm 0.5^\circ$; rear axle is bent. Ask assistant to drive machine at minimum turning radius. Fit bar and a piece of chalk at outside edge of counterweight to mark line of turning radius. If minimum turning radius is not within $\pm 100\text{mm}$ ($\pm 4\text{in}$) of specified value, adjust turning angle stopper bolt. <p>Min turning radius(Outside)</p> <table border="1"> <tr> <td>HLF 15C III</td><td>1614mm</td></tr> <tr> <td>HLF 18C III</td><td>1614mm</td></tr> </table>	HLF 15C III	1614mm	HLF 18C III	1614mm
HLF 15C III	1614mm				
HLF 18C III	1614mm				
Hydraulic pressure of power steering	<p>Remove plug from outlet port of flow divider and install oil pressure gauge.</p> <p>Turn steering wheel fully and check oil pressure.</p> <p>Oil pressure : 100 ~ 105 kgf/cm² (98 ~ 103bar)</p>				

2. TROUBLESHOOTING

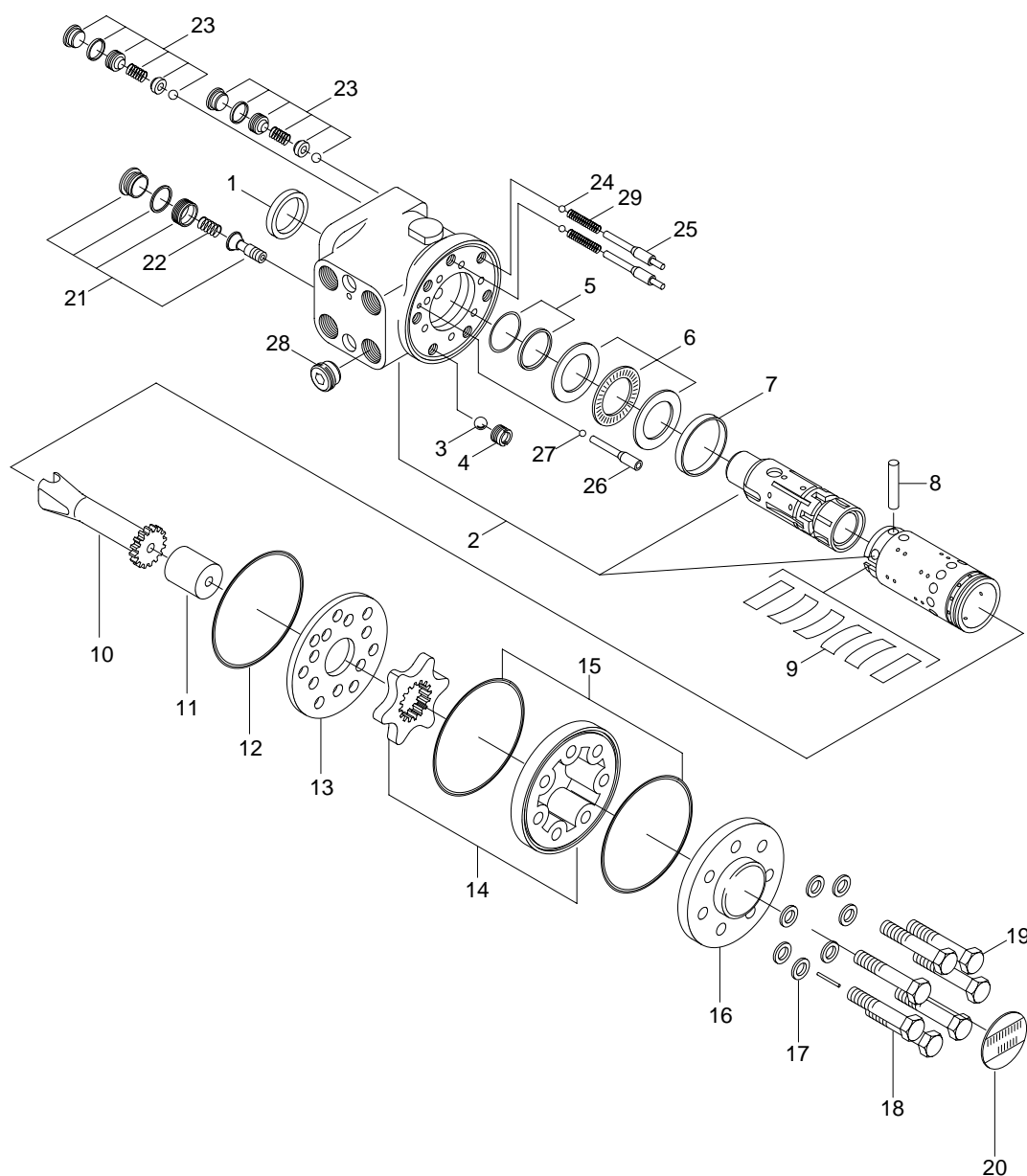
Problem	Cause	Remedy
Steering wheel drags.	<ul style="list-style-type: none"> Low oil pressure. Bearing faulty. Spring spool faulty. Reaction plunger faulty. Ball-and-screw assembly faulty. Sector shaft adjusting screw excessively tight. Gears poorly meshing. Flow divider coil spring fatigued. 	<ul style="list-style-type: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

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

GROUP 3 DISASSEMBLY AND ASSEMBLY

1. STEERING UNIT

1) STRUCTURE

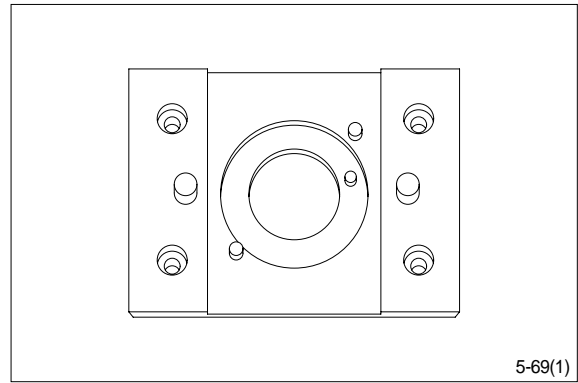


L15C3SS06

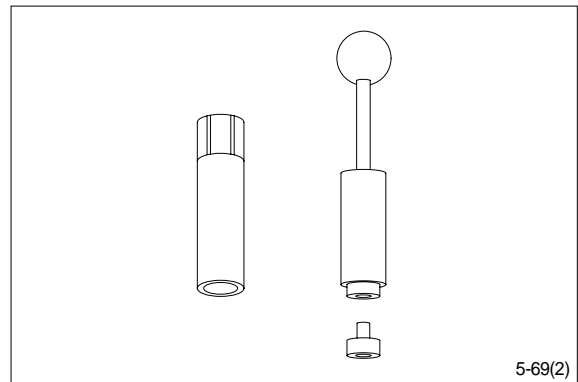
1	Dust seal	11	Spacer	21	Relief valve assembly
2	Housing assembly	12	O-ring	22	Spring
3	Ball	13	Distributor plate	23	Shock valve, Complete
4	Thread bushing	14	Gear wheel set	24	Ball
5	O-ring	15	O-ring	25	Suction valve pin
6	Bearing assembly	16	End cover	26	Screw
7	Ring	17	Washer	27	Ball
8	Cross pin	18	Special screw	28	Check valve
9	Spring set	19	Screw	29	Suction valve spring
10	Cardan shaft	20	Name plate		

2) TOOLS

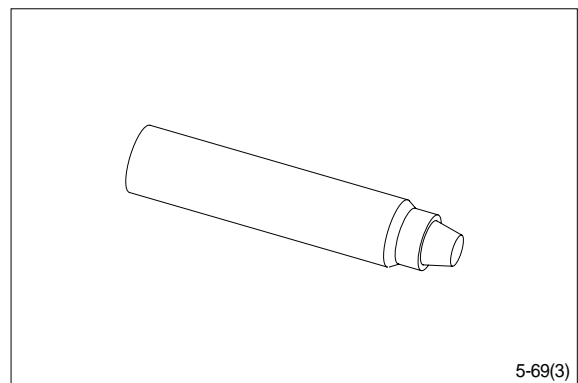
(1) Holding tool.



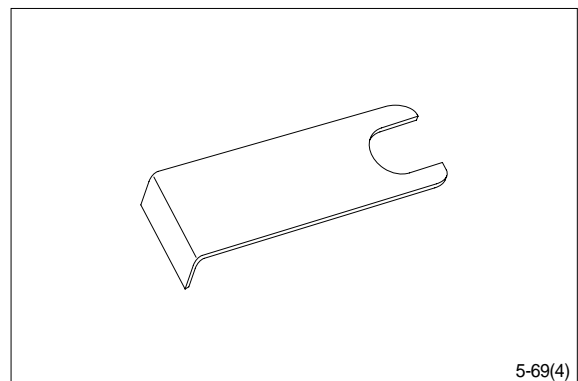
(2) Assembly tool for O-ring and kin-ring.



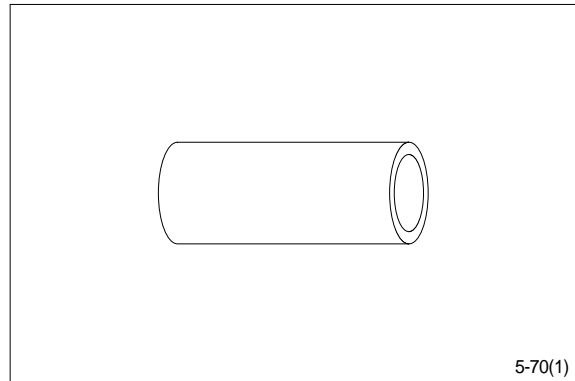
(3) Assembly tool for lip seal.



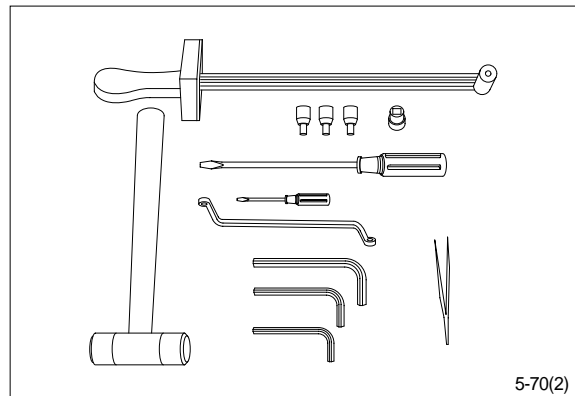
(4) Assembly tool for cardan shaft.



(5) Assembly tool for dust seal.

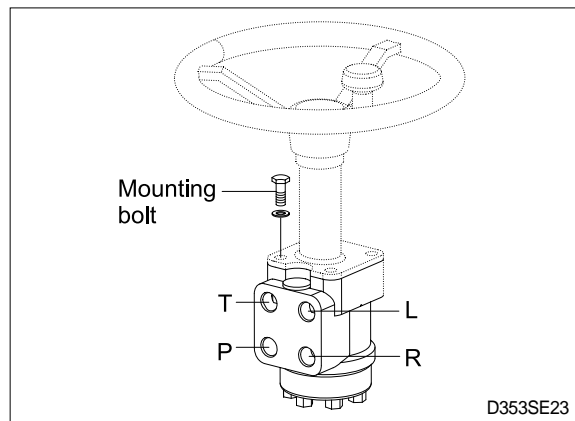


- (6) Torque wrench 0~7.1kgf · m
(0~54.4lbf · ft)
- 13mm socket spanner
 - 6, 8mm and 12mm hexagon sockets
 - 12mm screwdriver
 - 2mm screwdriver
 - 13mm ring spanner
 - 6, 8 and 12mm hexagon socket spanners
 - Plastic hammer
 - Tweezers



3) TIGHTENING TORQUE

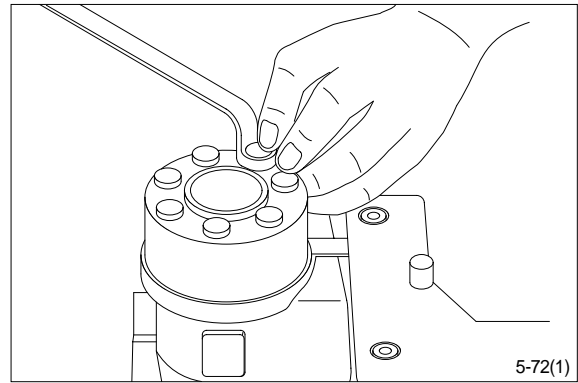
L : Left port
R : Right port
T : Tank
P : Pump



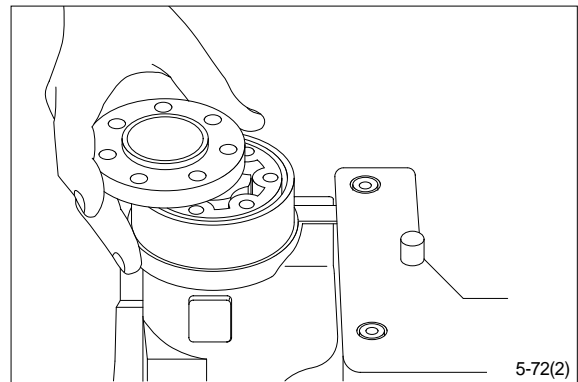
Port	Size	Torque [kgf · m(lbf · ft)]
L	3/4 UNF - 16	13 (94)
R	3/4 UNF - 16	13 (94)
T	3/4 UNF - 16	13 (94)
P	3/4 UNF - 16	13 (94)
Mounting bolt	M10 × 1.5	5.0 ± 1.0 (36 ± 7.2)

4) DISASSEMBLY

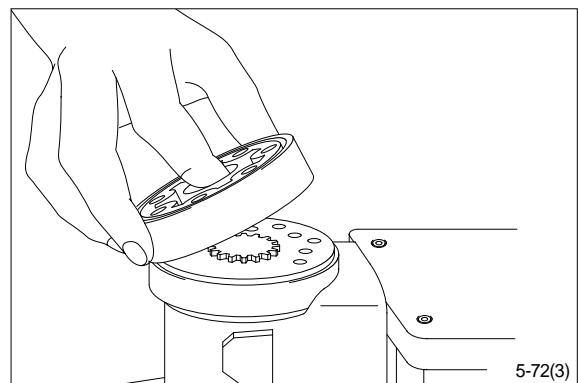
- (1) Disassemble steering column from steering unit and place the steering unit in the holding tool.
Screw out the screws in the end cover(6-off plus one special screw).



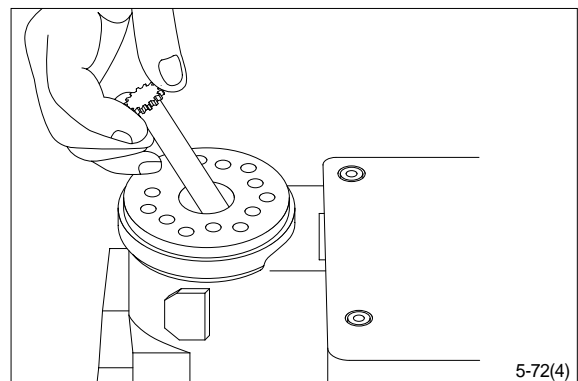
- (2) Remove the end cover, sideways.



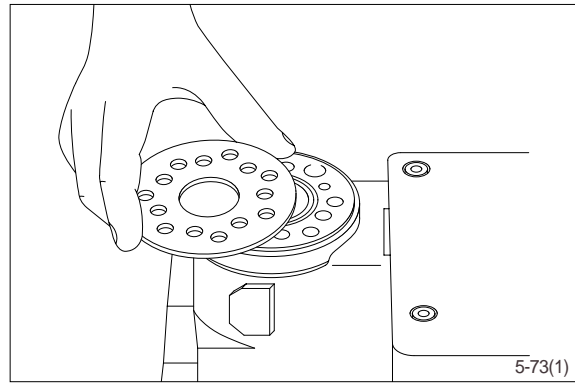
- (3) Lift the gearwheel set(With spacer if fitted) off the unit.
Take out the two O-rings.



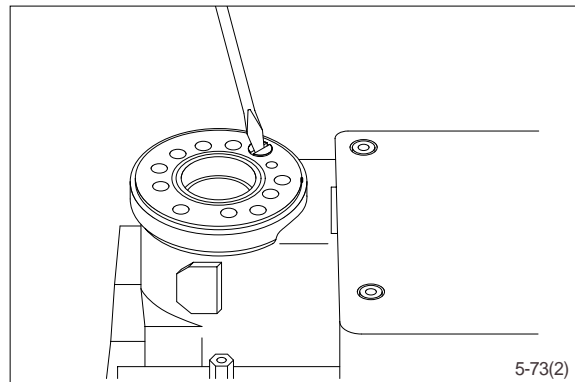
- (4) Remove cardan shaft.



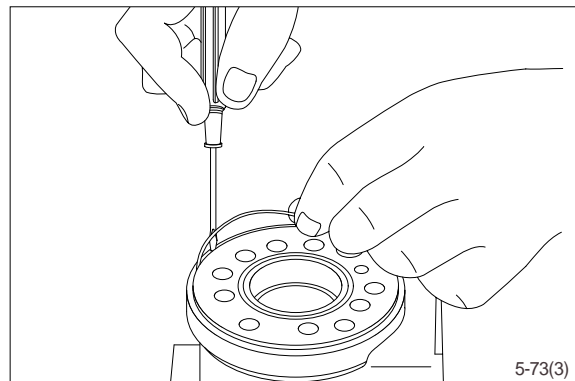
(5) Remove distributor plate.



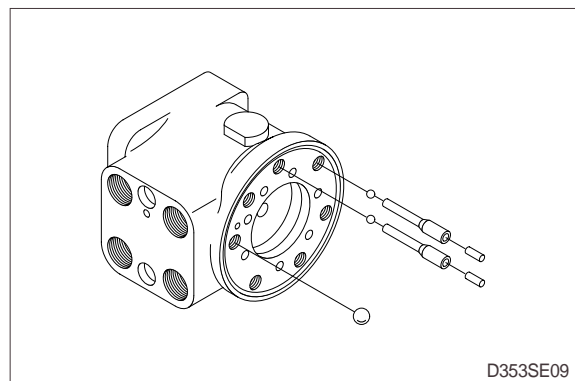
(6) Screw out the threaded bush over the check valve.



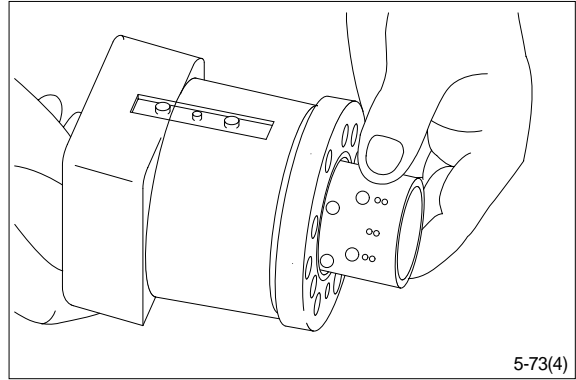
(7) Remove O-ring.



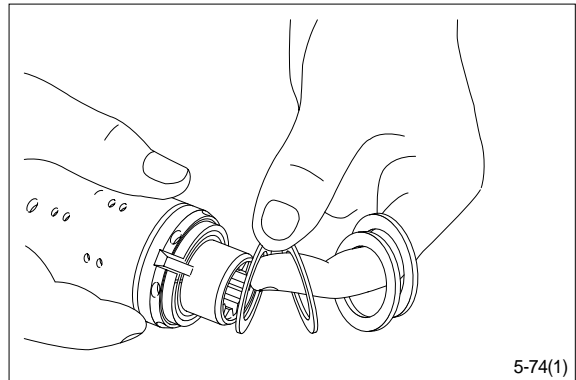
(8) Shake out the check valve ball and suction valve pins and balls.



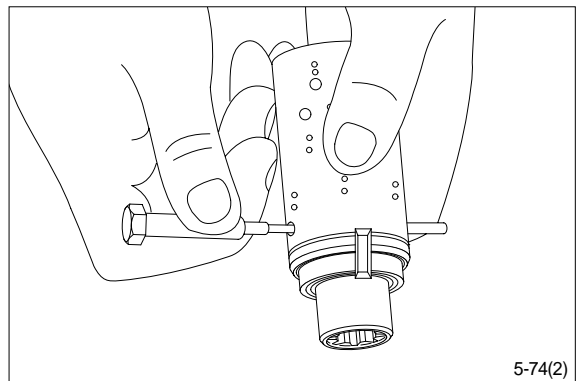
- (9) Take care to keep the cross pin in the sleeve and spool horizontal. The pin can be seen through the open end of the spool. Press the spool inwards and the sleeve, ring, bearing races and thrust bearing will be pushed out of the housing together.



- (10) 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.

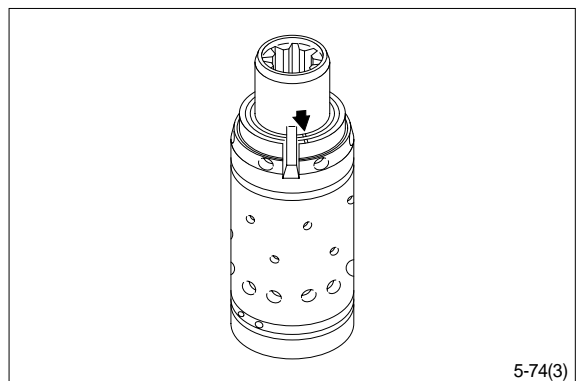


- (11) Press out the cross pin. Use the special screw from the end cover.

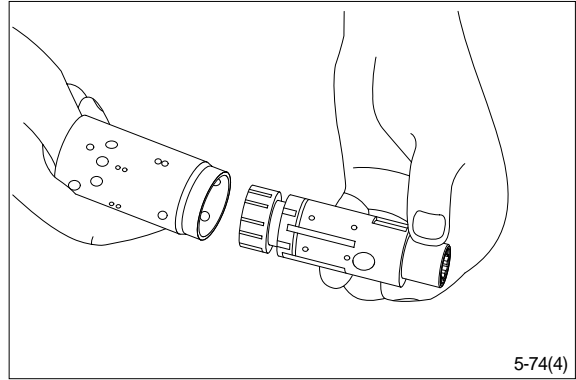


A small mark has been made with a pumice stone on both spool and sleeve close to one of the slots for the neutral position springs (See drawing).

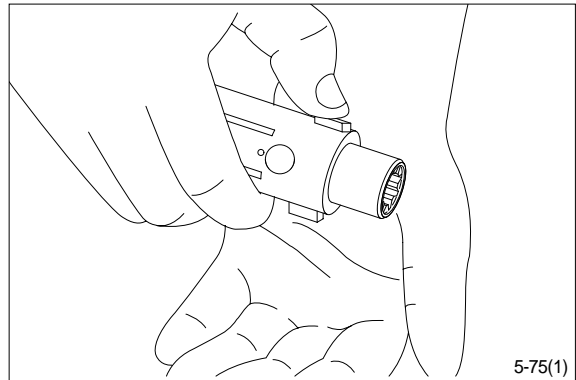
If the mark is not visible, remember to leave a mark of your own on sleeve and spool before the neutral position springs are disassembled.



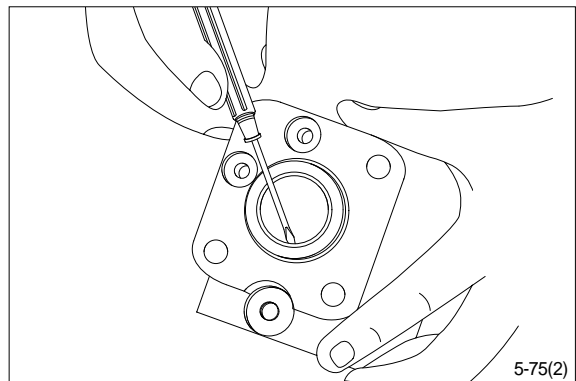
(12) Carefully press the spool out of the sleeve.



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

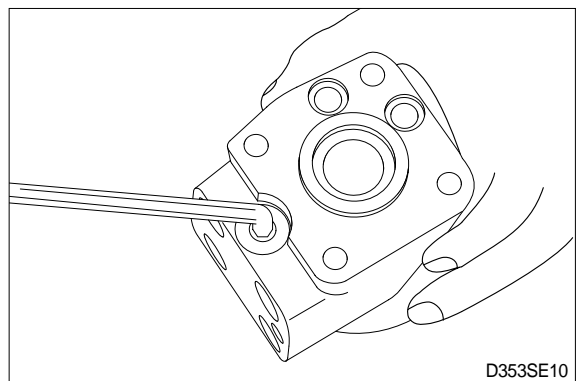


(14) Remove dust seal and O-ring.

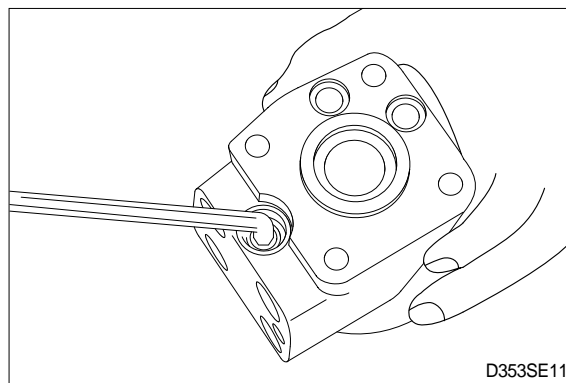


Disassembling the pressure relief valve

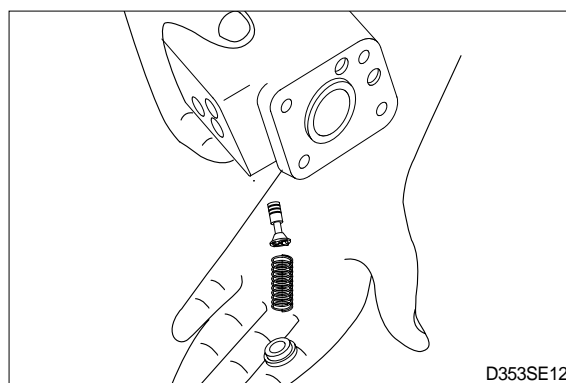
(15) Screw out the plug using an 8mm hexagon socket spanner.
Remove seal washers.



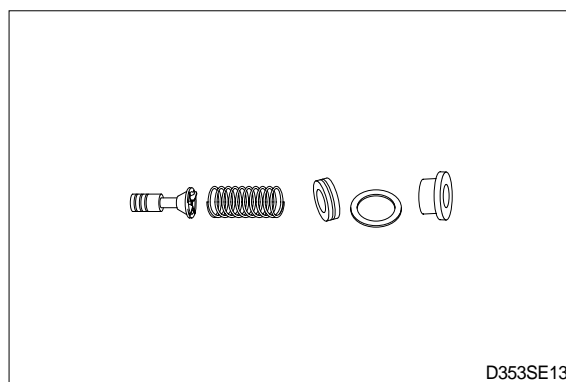
- (16) Unscrew the setting screw using an 8mm hexagon socket spanner.



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



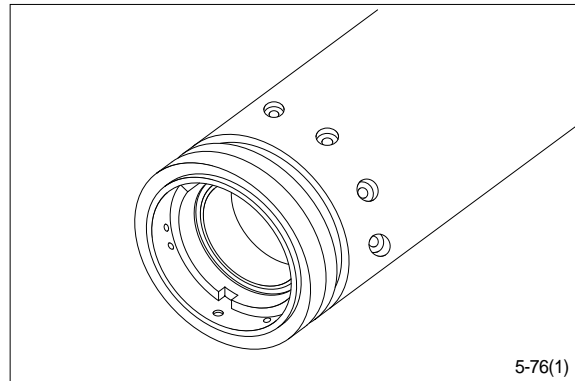
- (18) The pressure relief valve is now disassembled.



5) ASSEMBLY

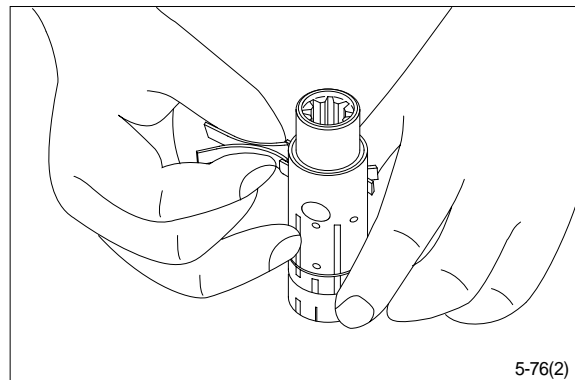
(1) Assemble spool and sleeve.

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.

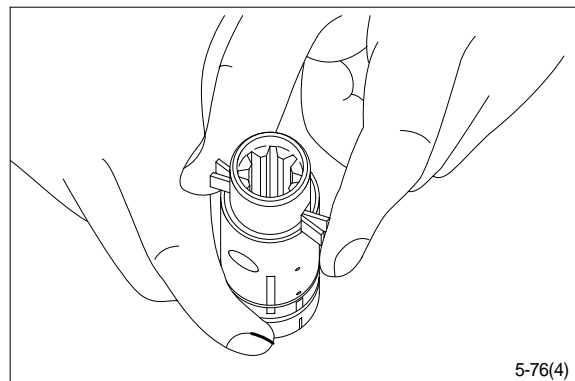


(2) Place the two flat neutral position springs in the slot.

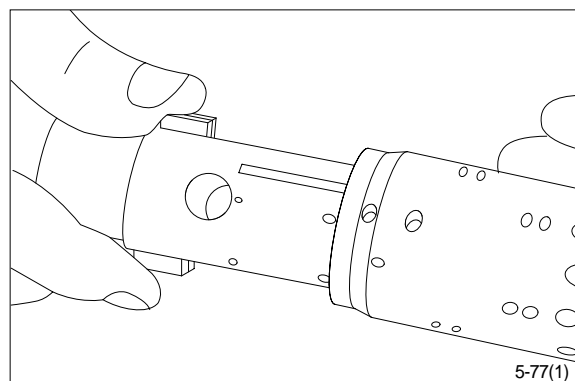
Place the curved springs between the flat ones and press them into place (see assembly pattern).



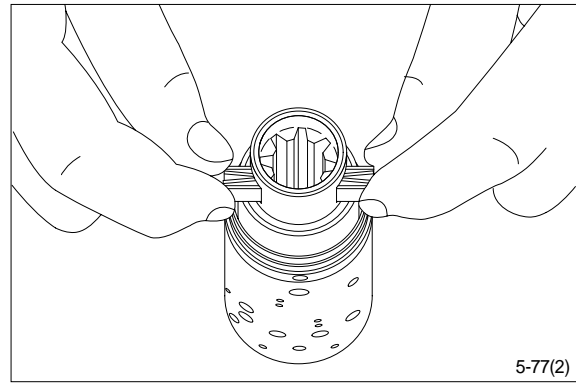
(3) Line up the spring set.



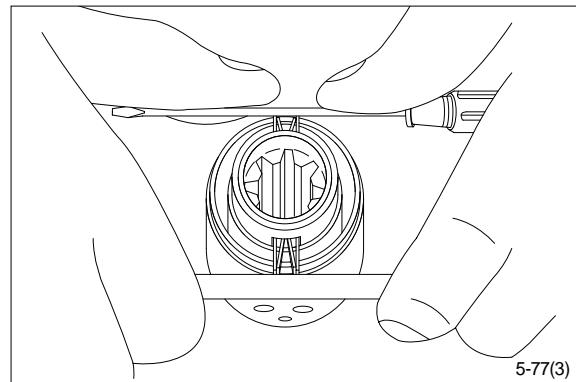
(4) Guide the spool into the sleeve. Make sure that spool and sleeve are placed correctly in relation to each other.



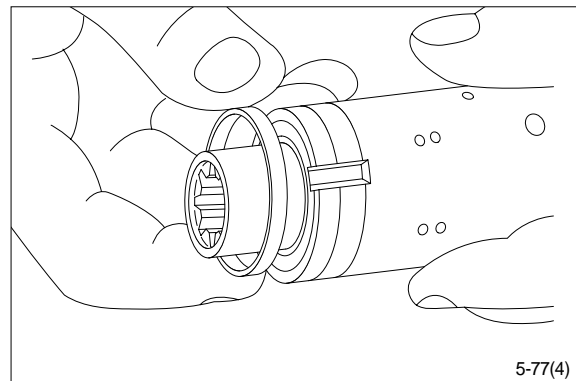
- (5) Press the springs together and push the neutral position springs into place in the sleeve.



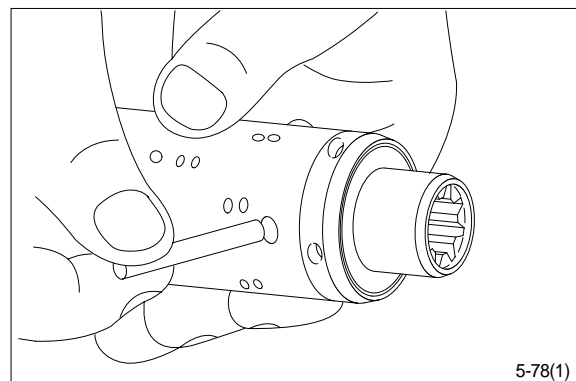
- (6) Line up the springs and center them.



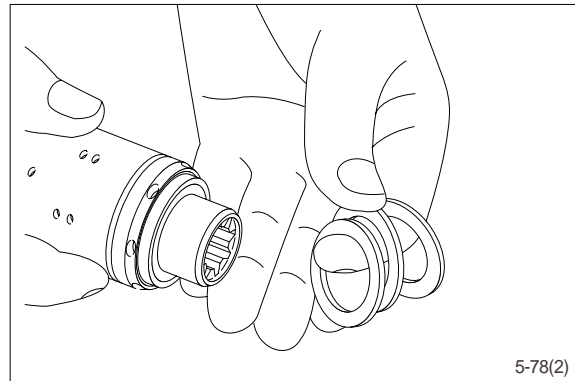
- (7) Guide the ring down over the sleeve.
The ring should be able to rotate free of the springs.



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

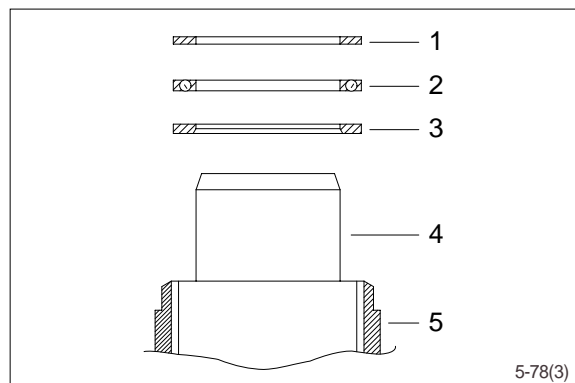


- (9) Fit bearing races and needle bearing as shown on below drawing.



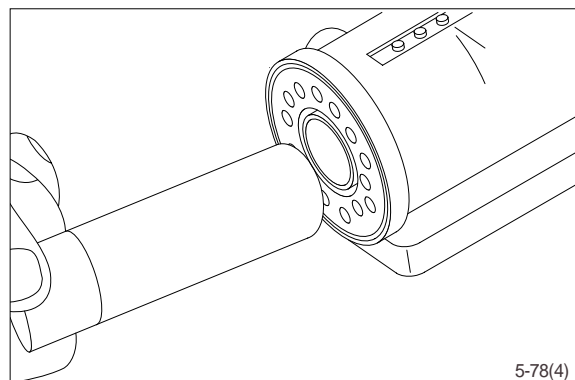
Assembly pattern for standard bearings

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

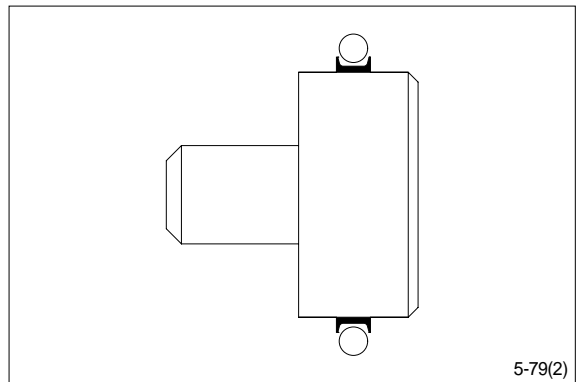
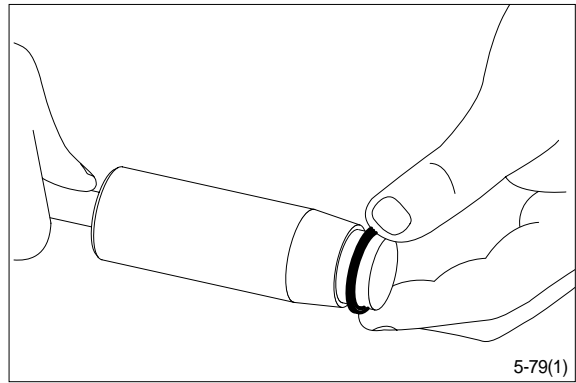


Installation instruction for O-ring

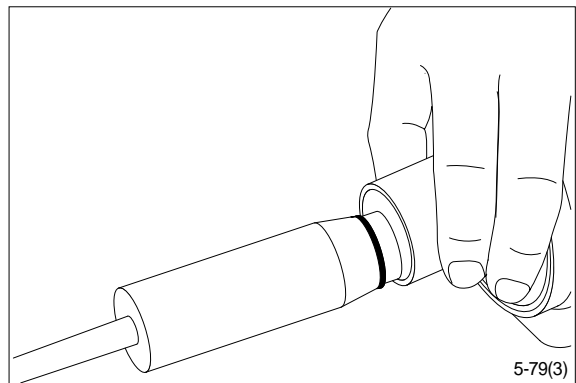
- (10) Turn the steering unit until the bore is horizontal. Guide the outer part of the assembly tool into the bore for the spool / sleeve.



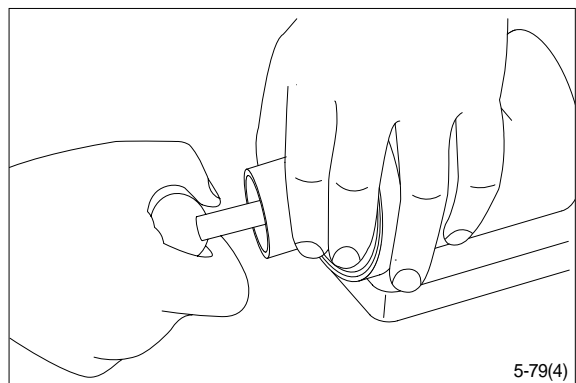
- (11) Grease O-ring with hydraulic oil and place them on the tool.



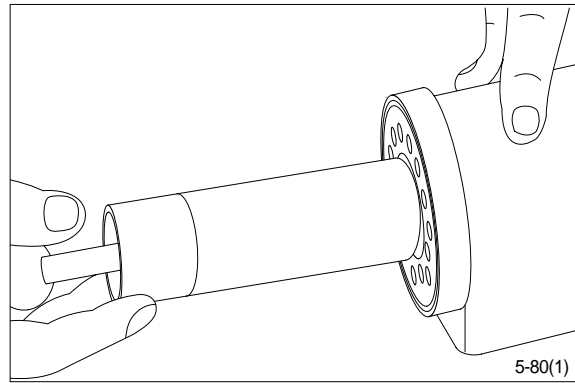
- (12) Hold the outer part of the assembly tool in the bottom of the steering unit housing and guide the inner part of the tool right to the bottom.



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

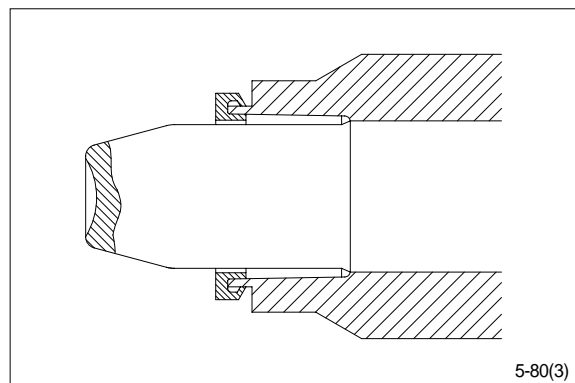
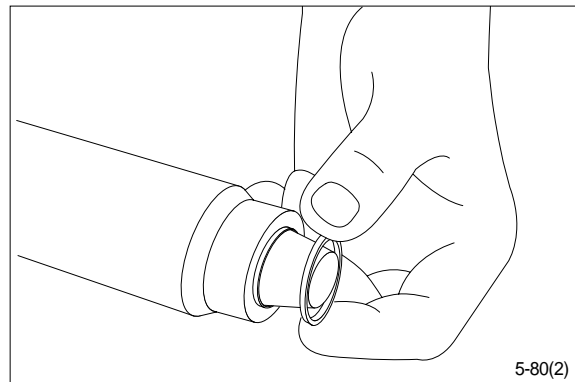


- (14) Draw the inner and outer parts of the assembly tool out of the steering unit bore, leaving the guide from the inner part in the bore.

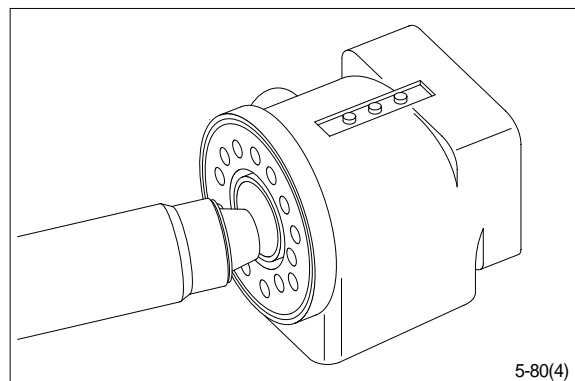


Installation instructions for lip seal

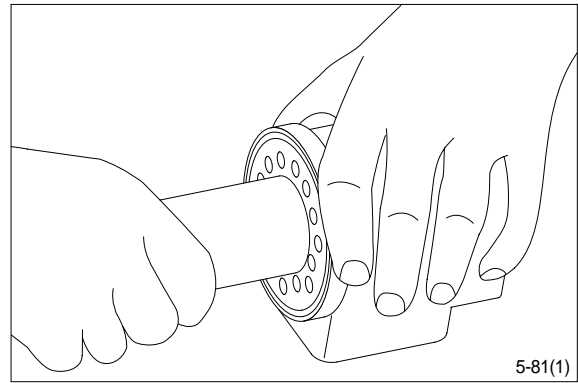
- (15) Lubricate the lip seal with hydraulic oil and place it on the assembly tool.



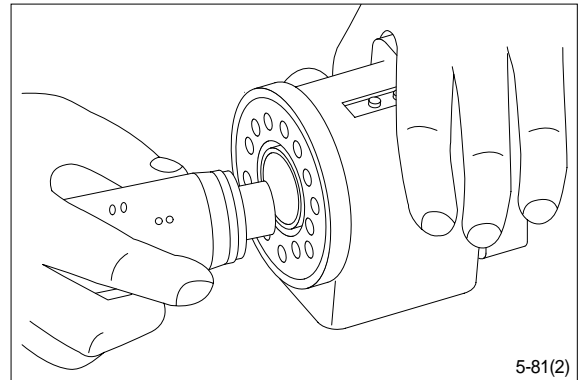
- (16) Guide the assembly tool right to the bottom.



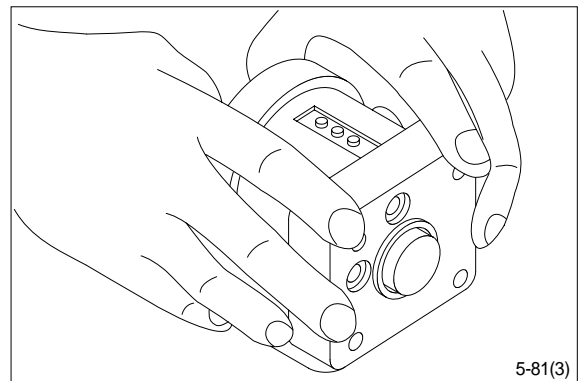
- (17) Press and turn the lip seal into place in the housing.



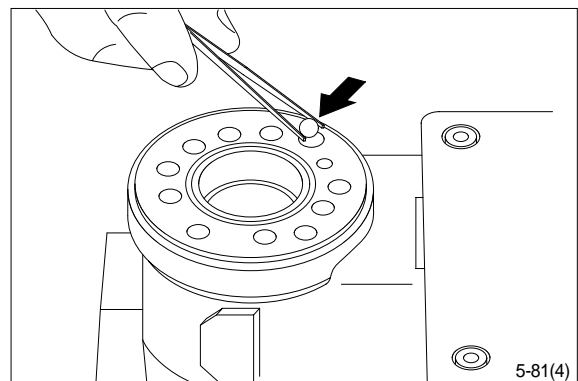
- (18) With a light turning movement, guide the spool and sleeve into the bore. Fit the spool set holding the cross pin horizontal.



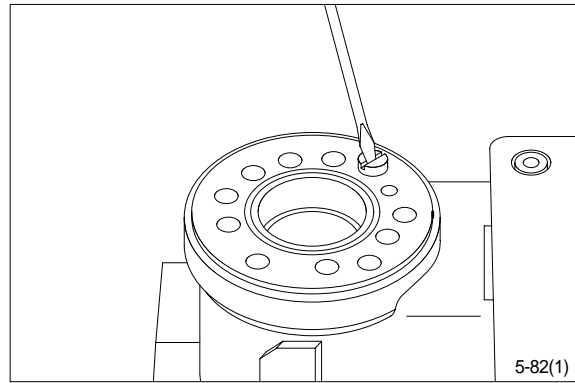
- (19) The spool set will push out the assembly tool guide. The O-ring are now in position.



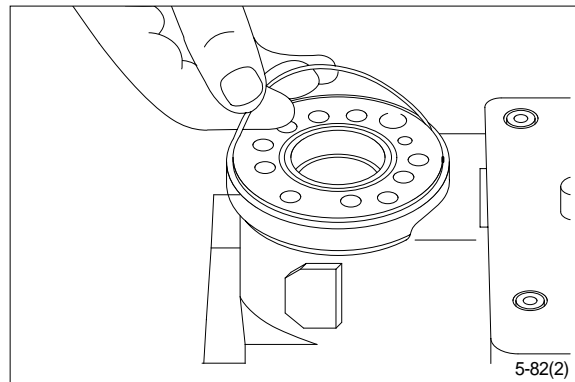
- (20) Turn the steering unit until the bore is vertical again. Put the check valve ball into the hole indicated by the arrow.



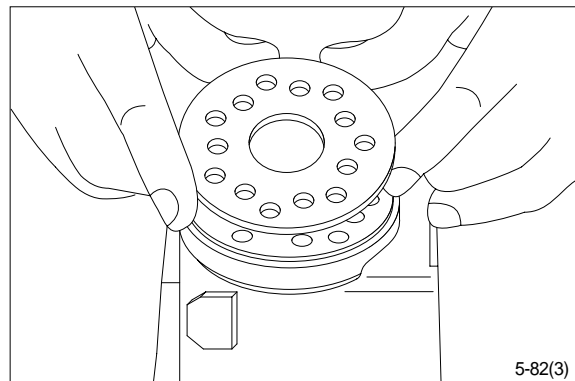
- (21) Screw the threaded bush lightly into the check valve bore. The top of the bush must lie just below the surface of the housing.



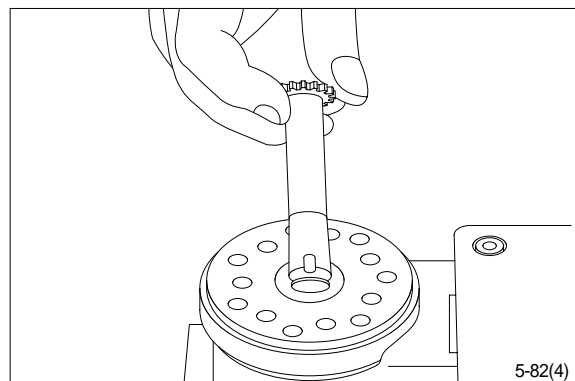
- (22) Grease the O-ring with mineral oil approx. viscosity 500 cSt at 20 °C.



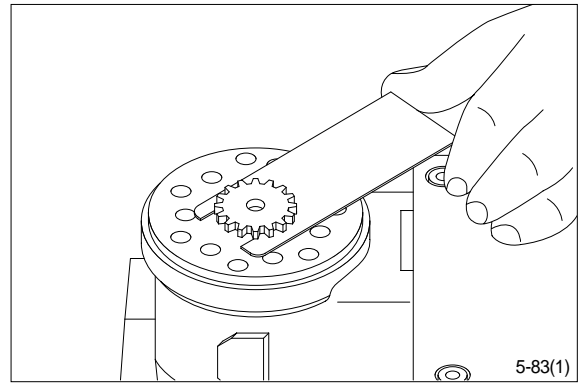
- (23) Place the distributor plate so that the channel holes match the holes in the housing.



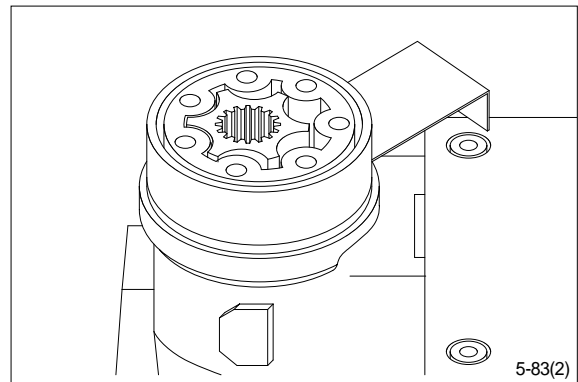
- (24) Guide the cardan shaft down into the bore so that the slot is parallel with the connection flange.



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



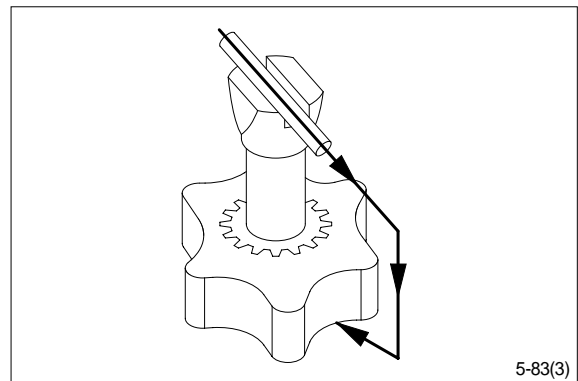
- (26) Grease the two O-rings with mineral oil approx. viscosity 500 cSt at 20 °C and place them in the two grooves in the gear rim. Fit the gearwheel and rim on the cardan shaft.



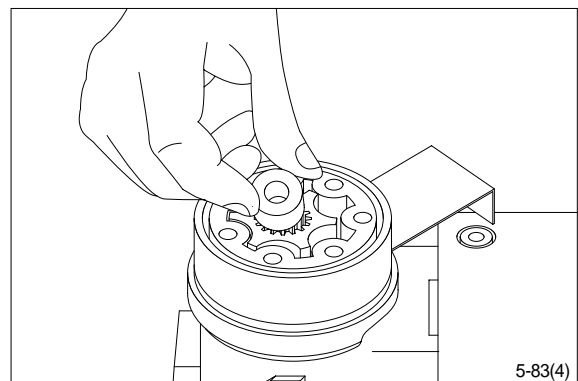
(27) Important

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.

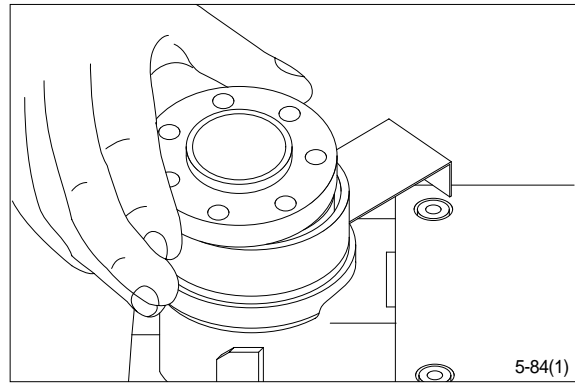
Turn the gear rim so that the seven through holes match the holes in the housing.



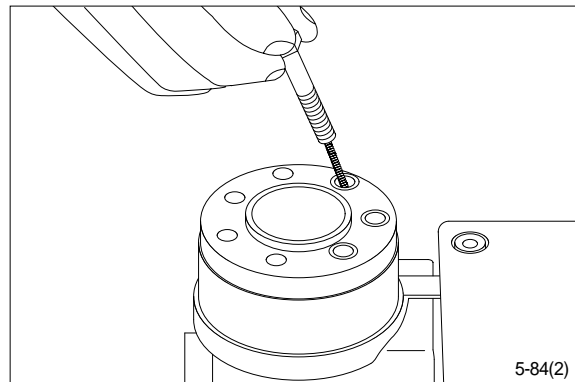
- (28) Fit the spacer, if any.



(29) Place the end cover in position.

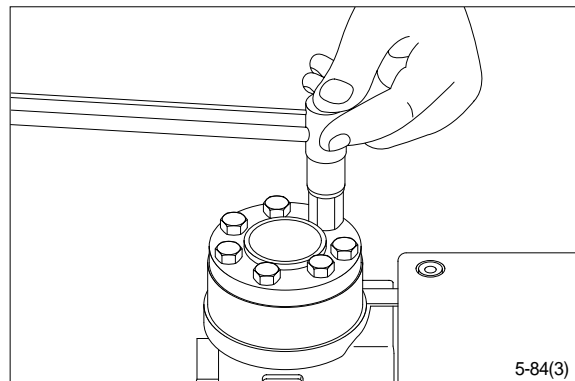


(30) Fit the special screw with washer and place it in the hole shown.

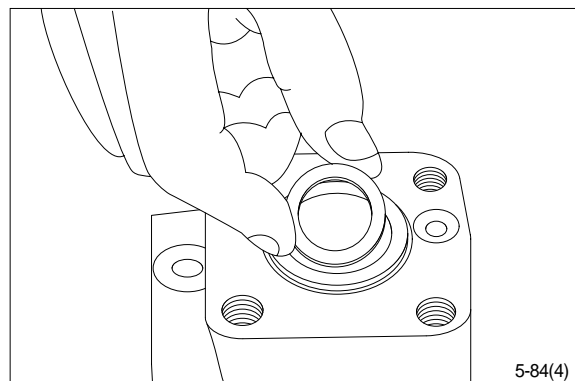


(31) Fit the six screws with washers and insert them. Cross-tighten all the screws and the rolled pin.

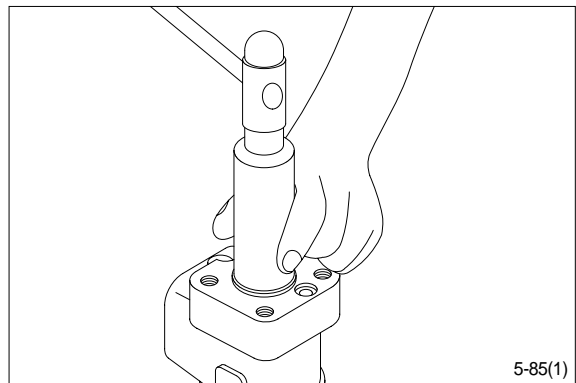
- Tightening torque : $4.0 \pm 0.5 \text{ kgf} \cdot \text{m}$
($28.9 \pm 3.6 \text{ lbf} \cdot \text{ft}$)



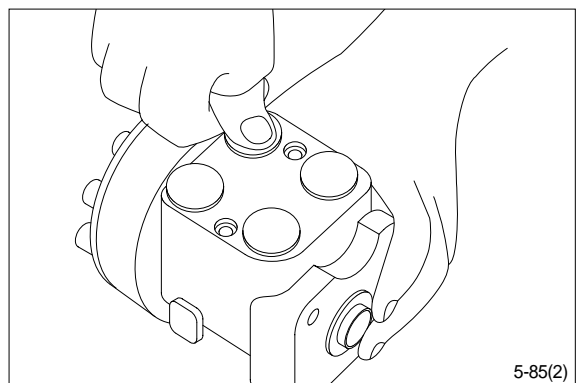
(32) Place the dust seal ring in the housing.



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

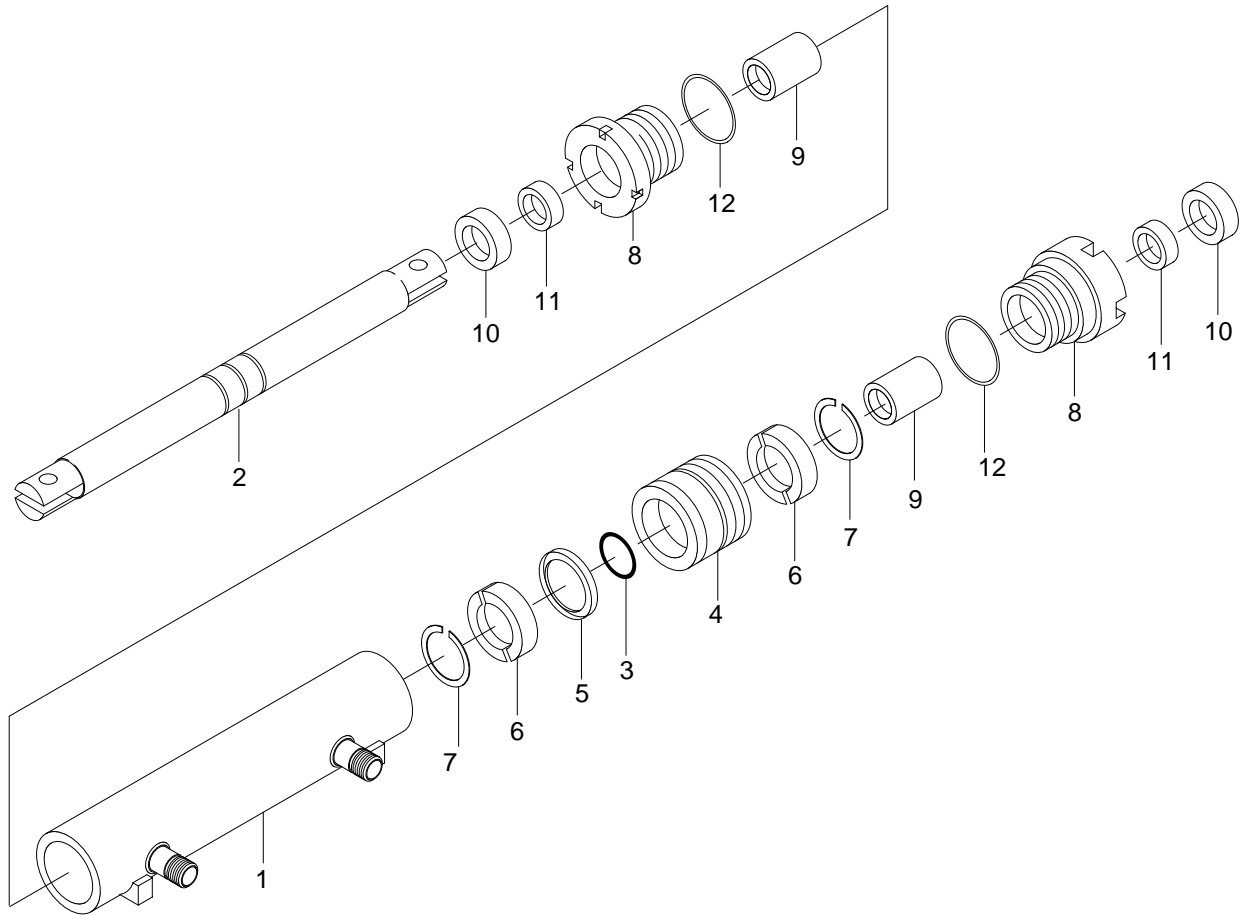


(34) Press the plastic plugs into the connection ports.
Do not use a hammer!



2. STEERING CYLINDER

1) STRUCTURE



L15C3SS11

- | | | | | | |
|---|---------------|---|----------------|----|------------|
| 1 | Tube assembly | 5 | Glyd ring | 9 | Bushing |
| 2 | Rod | 6 | Ring | 10 | Rod seal |
| 3 | O-ring | 7 | Retaining ring | 11 | Dust wiper |
| 4 | Piston | 8 | Gland | 12 | 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 gland 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.

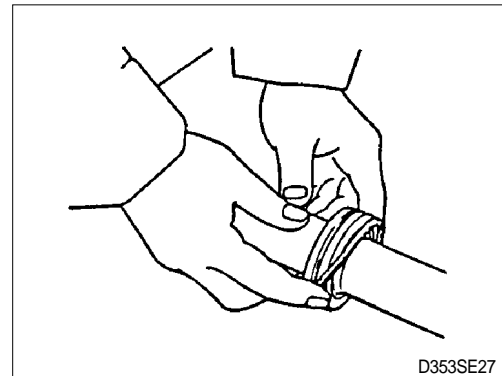
3) CHECK AND INSPECTION

mm(in)

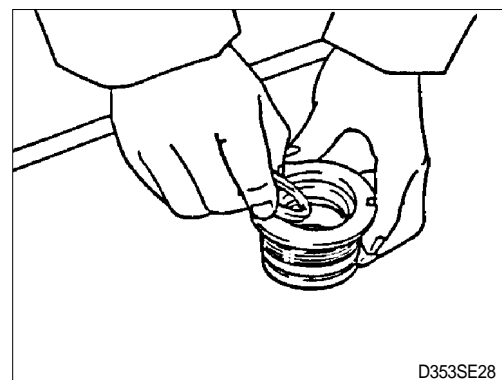
Check item	Criteria		Remedy
	Standard size	Repair limit	
Clearance between piston & cylinder tube	0.064~0.137 (0.0025~0.0054)	0.180 (0.0070)	Replace piston seal
Clearance between cylinder rod & bushing	0.024~0.112 (0.0009~0.0044)	0.120 (0.0049)	Replace bushing
Seals, O-ring	Damage		Replace
Cylinder rod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

4) ASSEMBLY

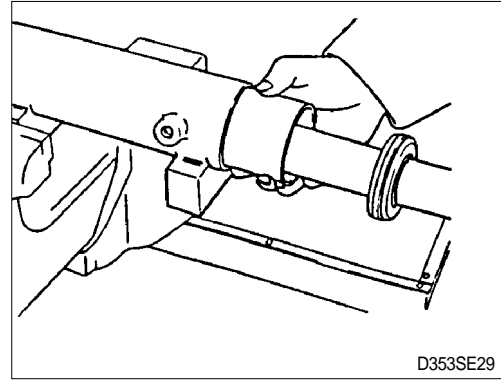
- (1) Install a new piston seal the groove on the piston.
Be careful not to scratch the seal too much during installation or it will not seat properly.



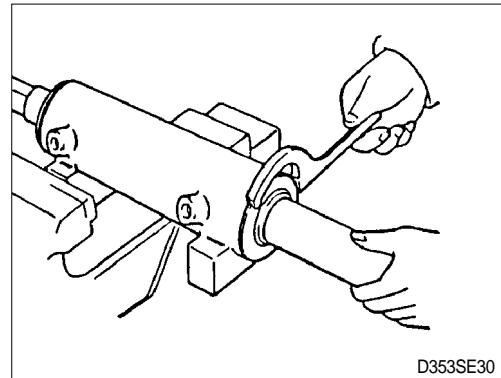
- (2) Install the rod seal to the position in the gland applying a slight coat with grease prior to install.



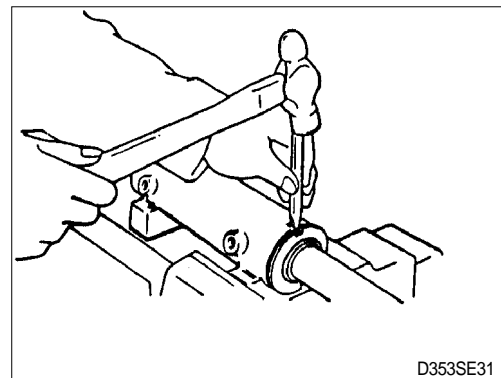
- (3) Install the dust wiper to the gland using a special installing tool. Coat the dust wiper with grease slightly before installing.
- (4) Set a special tool the cylinder, gland assembly into the cylinder tube.



- (5) Using a hook spanner, install the gland assembly, and tighten it with torque $40 \pm 4 \text{ kgf} \cdot \text{m}$ ($289 \pm 29 \text{ lbf} \cdot \text{ft}$).



- (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.

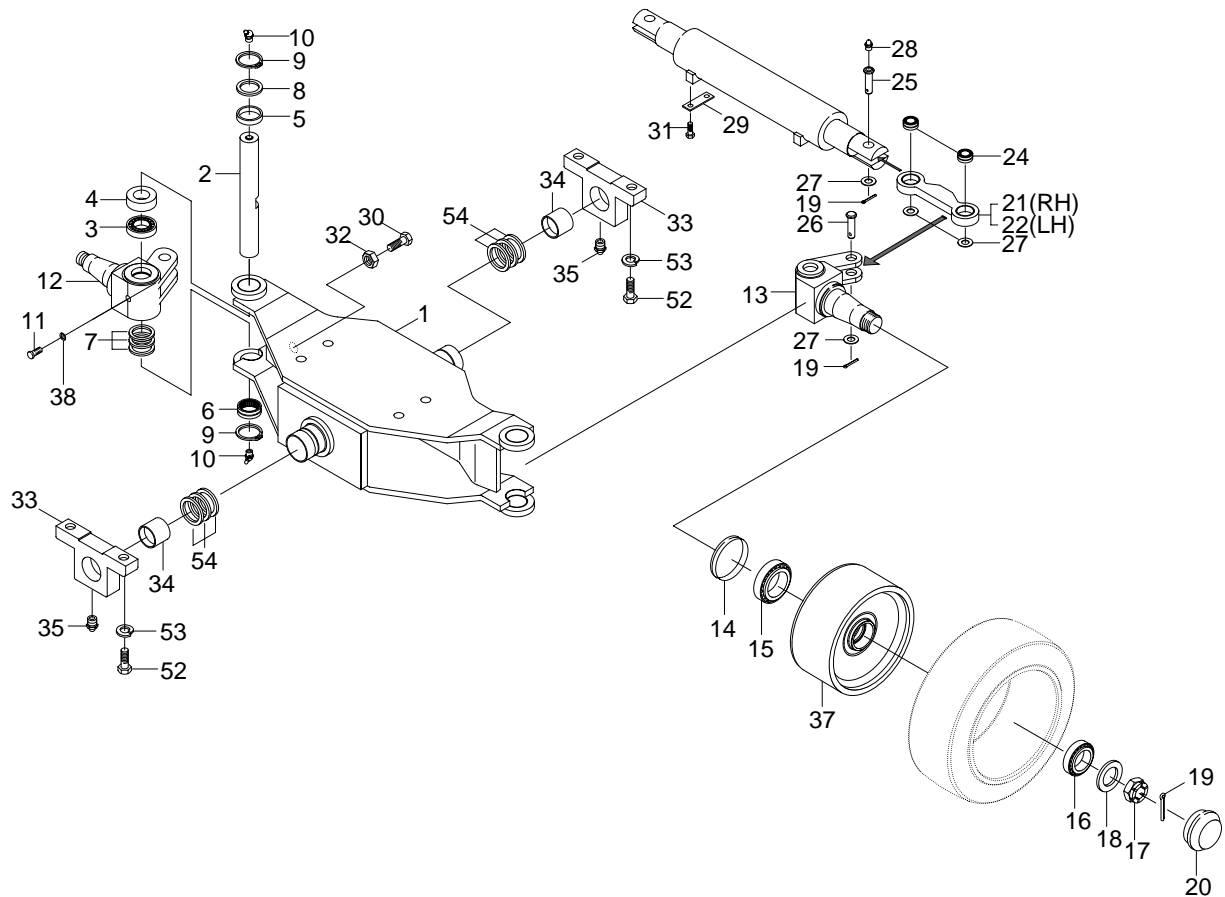


- (7) Move the piston rod back and forth several times for the full distance of its stroke. This helps to seat the ring and seals before applying full hydraulic pressure to the cylinder.
- (8) Install cylinder into trail axle.
- (9) While idling the engine with the rear wheels off the ground, operate 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.

3. TRAIL AXLE

1) STRUCTURE

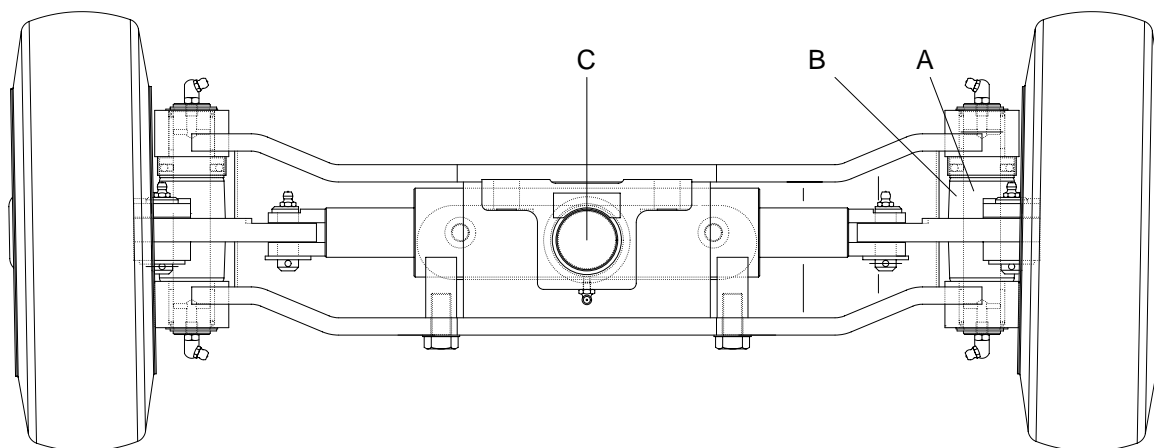
Do not remove the stopper bolt unless necessary.



L15C3SS07

1	Steering axle	15	Taper roller bearing	30	Hexagon bolt
2	King pin	16	Taper roller bearing	31	Hexagon bolt
3	Thrust bearing	17	Low castle nut	32	Hexagon bolt
4	Bearing cap	18	Plain washer	33	Trunnion bolt
5	Oil seal	19	Split pin	34	Bushing
6	Needle bearing	20	Wheel cap	35	Grease nipple
7	Shim(0.13t)	21	Link-RH	37	Rear rim
8	King pin washer	22	Link-LH	38	Spring washer
9	Retaining ring	24	Bearing	52	Hexagon bolt
10	Grease nipple	25	Clevis pin	53	Spring washer
11	Special bolt	26	Clevis pin	54	Washer
12	Knuckle-RH	27	Plain washer		
13	Knuckle-LH	28	Grease nipple		
14	Oil seal	29	Lock plate		

2) CHECK AND INSPECTION



L15C3SS12

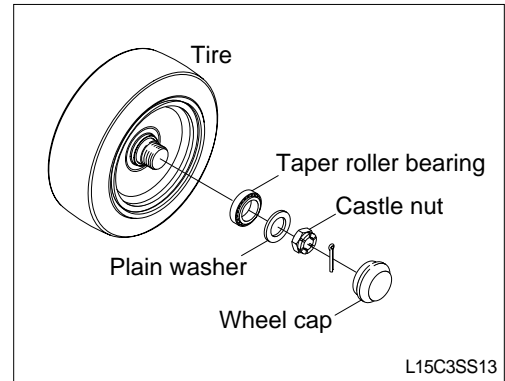
mm(in)

No.	Check item	Criteria		Remedy
		Standard size	Repair limit	
A	Diameter of king pin	30(1.18)	29.8(1.17)	Replace
B	Vertical play of knuckle	-	0.2(0.008)	Adjust with shims
C	Diameter of center pin	50(1.96)	49.5(1.94)	Replace
-	Rear axle, hub, knuckle, bearing	<ul style="list-style-type: none"> • Damage, wear • Seizure, abnormal noise, defective rotation 		Replace

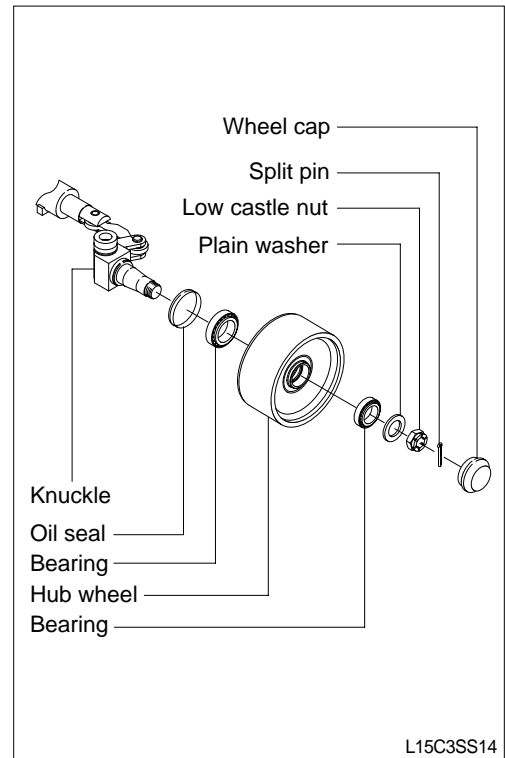
3) DISASSEMBLY

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 balance weight part of the truck.

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



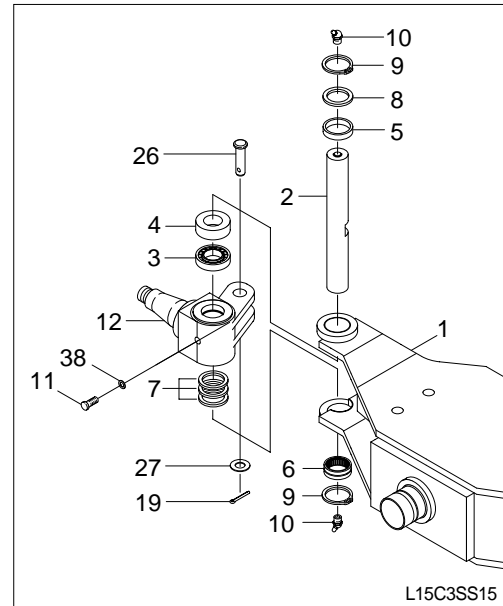
- (2) Remove wheel cap.
- (3) Pull out split pin and remove low castle nut and plain washer.
- (4) Using the puller, take off the wheel hub together with the bearing.
Be very careful because just before the hub comes off, tapered roller bearing will fall out.
- (5) After wheel hub is removed take off the inner race of bearing.
- (6) Pull out oil seal.
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 in the knuckle to protect the threaded portion.

- (8) Loosen special bolt(11) and spring washer(38).
- (9) Pry out the retaining ring(9) and remove oil seal(8).
- (10) Push out the king pin(2) without damaging the knuckle(12).
- (11) Pull out the needle bearing(6).
If defect is observed in needle bearing(6), pull it out by using extractor.
- (12) Remove the split pin(19) and the clevis pin(26).
Then, remove the knuckle(12).

Repeat the same procedure for the other side.

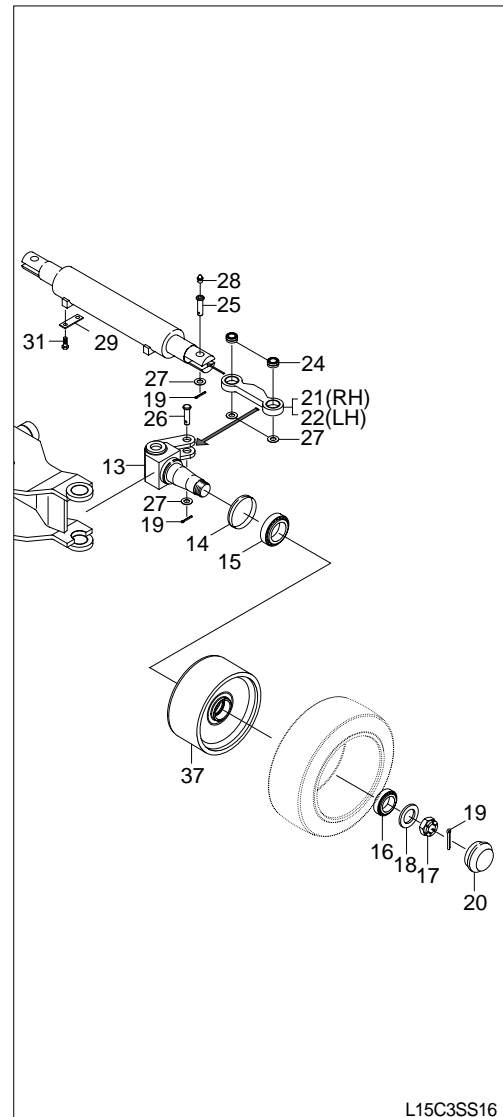


4) ASSEMBLY

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(11) of king pin.
There is a notch in the middle of the king pin(2), make sure that this notch is on the special bolt side.
- (2) Do not hammer to drive in needle 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) Wheel hub
Mount oil seal(14) and inner race of tapered roller bearing(15) on the knuckle(13). The bearing should be well greased before assembling.
Install the outer race of the bearing(16) in the wheel center and assemble to the knuckle.
Tighten with nut(17) and locked with split pin(19). 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.
Mount the wheel cap(20). Bearing should be well greased before assembling.



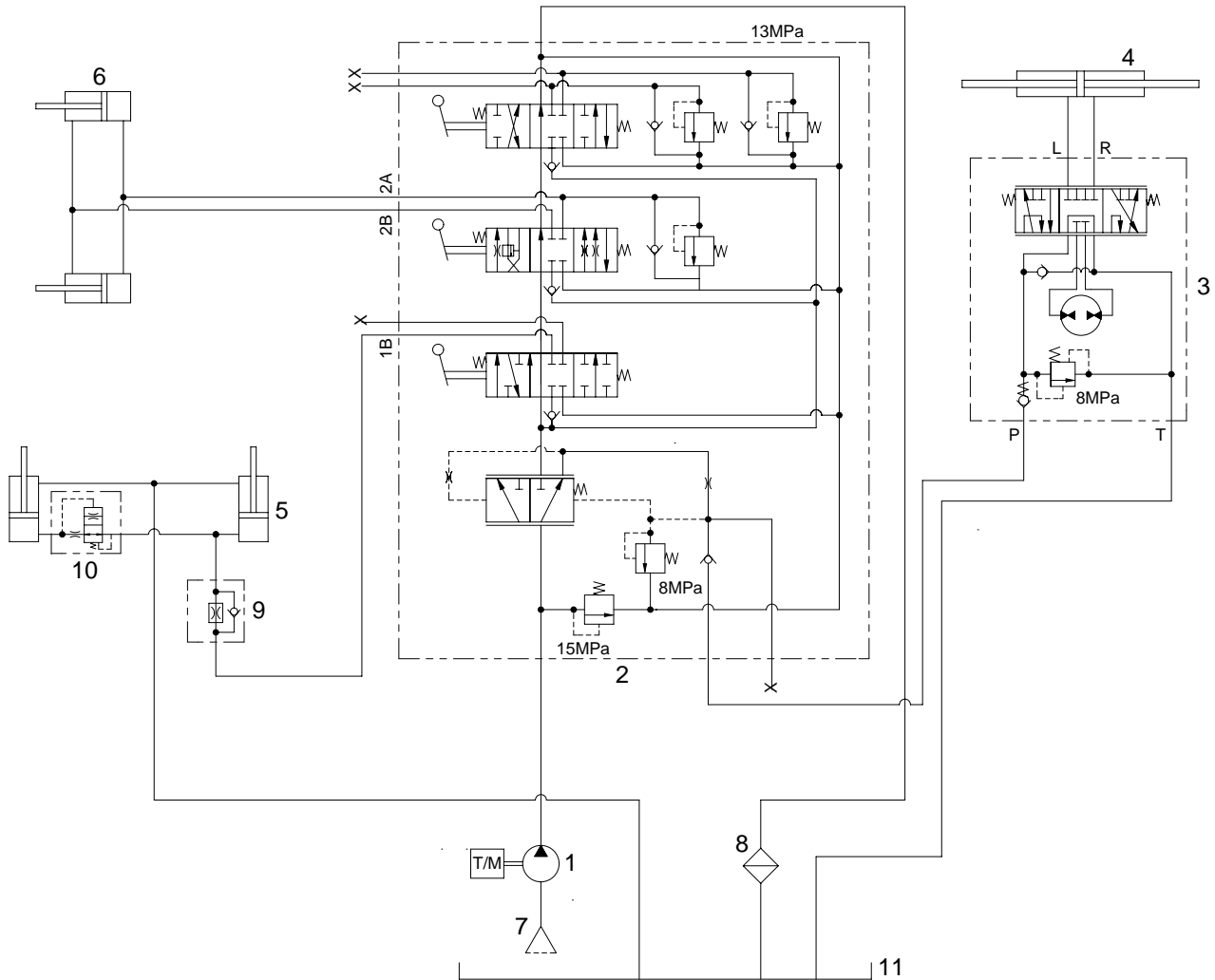
SECTION 6 HYDRAULIC SYSTEM

Group 1	Structure and Function	6-1
Group 2	Operational Checks and Troubleshooting	6-19
Group 3	Disassembly and Assembly	6-23

SECTION 6 HYDRAULIC SYSTEM

GROUP 1 STRUCTURE AND FUNCTION

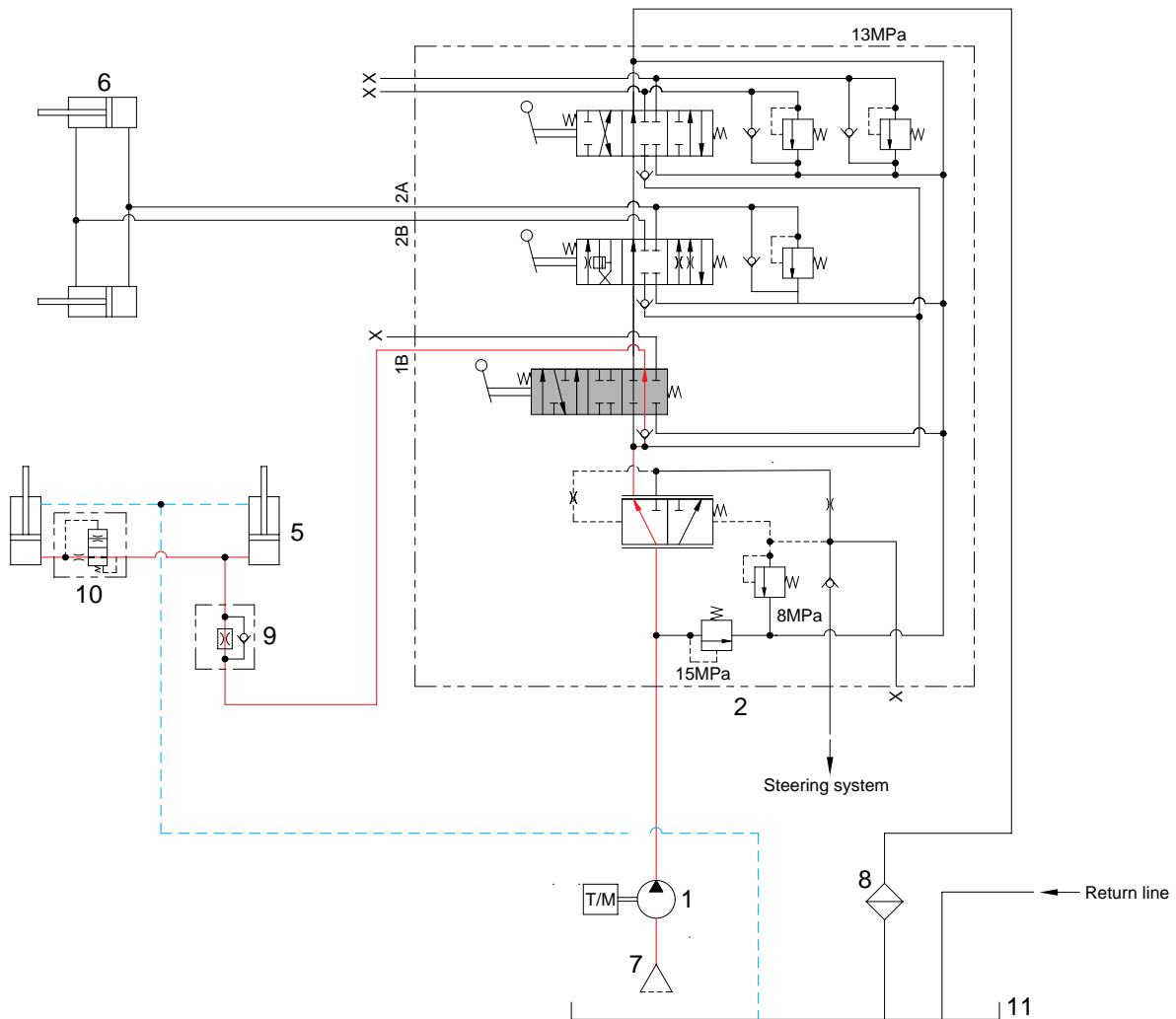
1. HYDRAULIC CIRCUIT



L15C3HS01

- | | | | |
|---|---------------------|----|--------------------|
| 1 | Hydraulic gear pump | 7 | Suction filter |
| 2 | Main control valve | 8 | Return filter |
| 3 | Steering unit | 9 | Down control valve |
| 4 | Steering cylinder | 10 | Down safety valve |
| 5 | Lift cylinder | 11 | Hydraulic tank |
| 6 | Tilt cylinder | | |

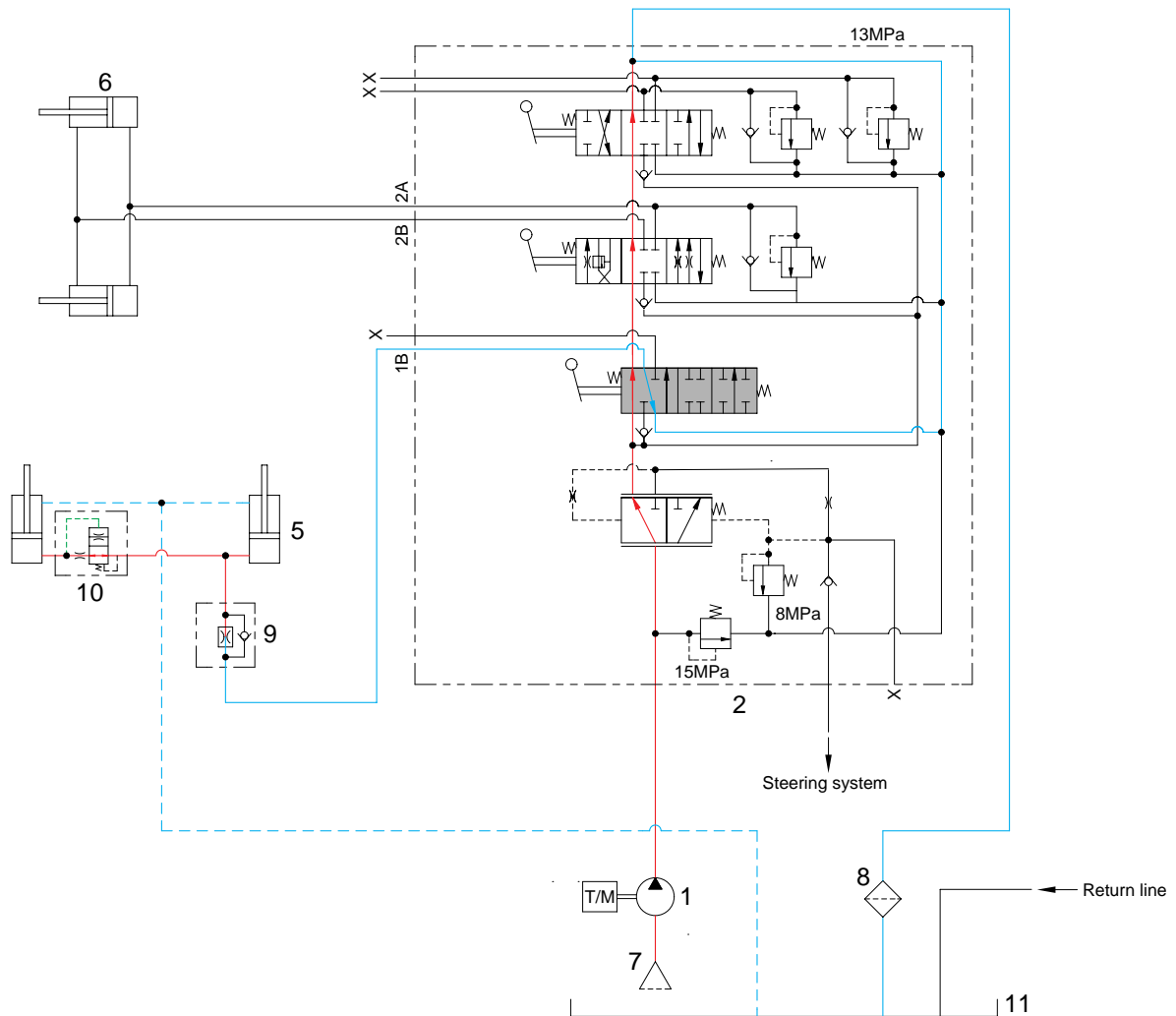
1) WHEN THE LIFT CONTROL LEVER IS IN THE LIFT POSITION



L15C3HS02

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) and then goes to the large chamber of lift cylinder(5) by pushing the load check valve of the spool. The oil from the small chamber of lift cylinder(5) returns to hydraulic oil tank(11) at the same time. When this happens, the forks go up.

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

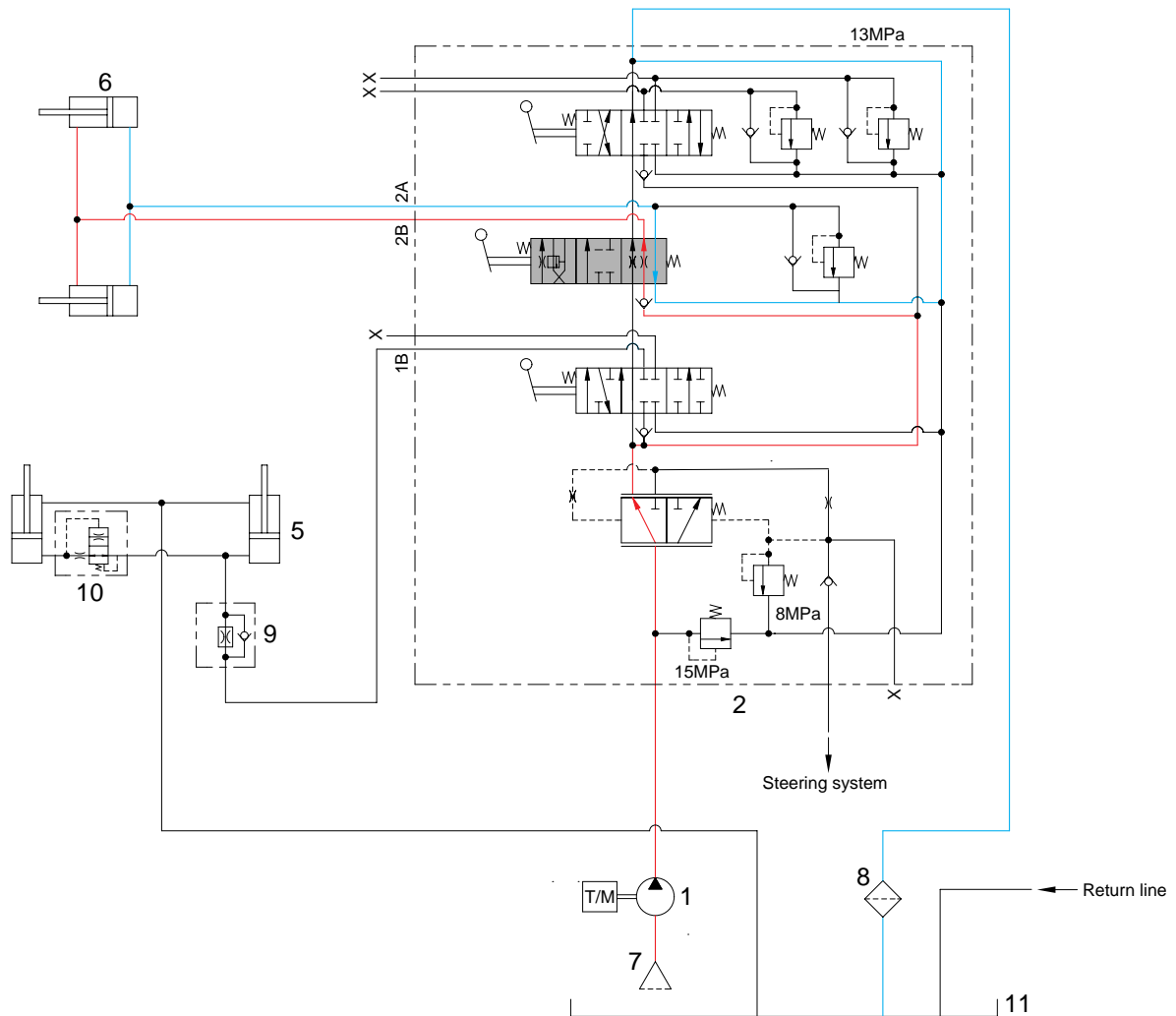


L15C3HS03

When the lift control lever is pushed forward, the spool on the first block moves to lower position. The work port(1B) and the small chamber and the large chamber are connected to the return passage, so the lift will be lowered due to its own weight.

When this happens, the mast tilt forward.

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



L15C3HS05

When the tilt control lever is pulled back, the spool on the second block is moved to tilt backward position.

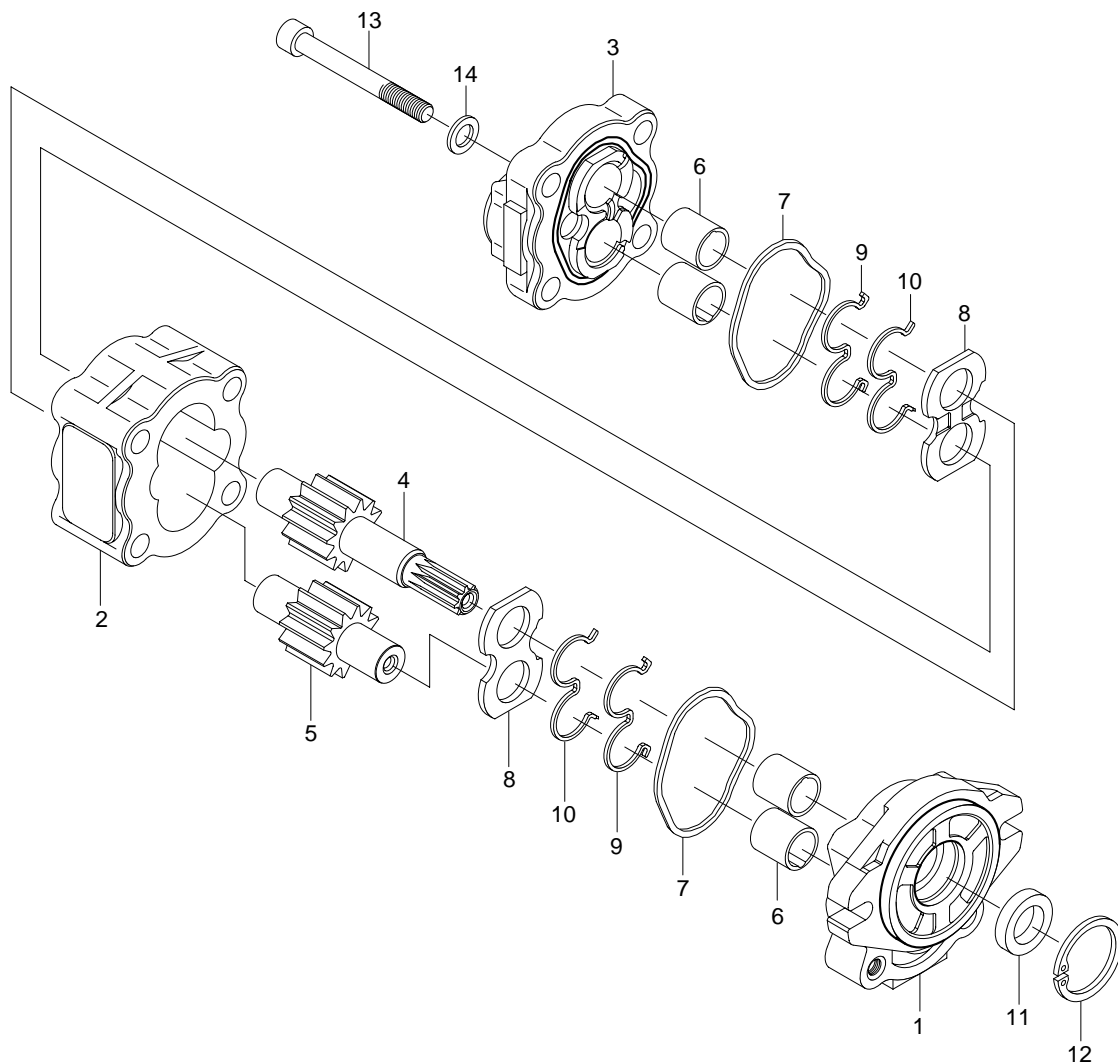
The oil from hydraulic gear pump(1) flows into main control valve(2) and then goes to the small chamber of tilt cylinder(6) by pushing the load check valve of the spool.

The oil at the large chamber of tilt cylinder(6) returns to hydraulic tank(11) at the same time.

When this happens, the mast tilts backward.

2. HYDRAULIC GEAR PUMP

1) STRUCTURE



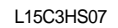
L15C3HS06

- | | | |
|---------------|-----------------|------------------|
| 1 Front cover | 6 Bearing | 11 Oil seal |
| 2 Gear plate | 7 Square ring | 12 Retainer ring |
| 3 Rear cover | 8 Wear plate | 13 Bolt |
| 4 Drive gear | 9 Balance seal | 14 Plain washer |
| 5 Idler gear | 10 Back up ring | |

2) OPERATION

This pump comprises of an end cover, a body, bushings and a mounting flange bolted together. The gear journals are supported in plane bearings within pressure balanced bushings to give high volumetric and mechanical efficiencies.

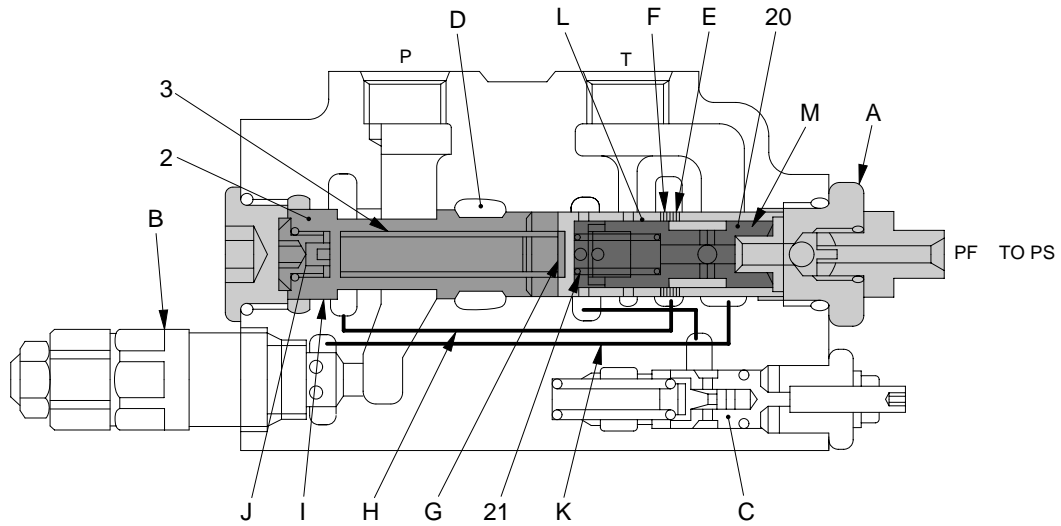
1) STRUCTURE (3 Spool)



1	Special nut	15	Wiper	28	Spool housing
2	Special nut	16	O-ring	29	Spool housing
3	O-ring	17	Spring seat	30	Spool housing
4	O-ring	18	Spring	31	Outlet housing
5	Plug	19	Spool end	32	Poppet
6	Spool cap	20	Spring	33	Tie rod
7	Seal plate	21	Spool	34	Tie rod
8	Spring seat	22	Main relief valve	35	Inlet section assy
9	Spool end	23	Spool	36	Outlet section assy
10	Spring	24	Piston	37	Spool section assy
11	O-ring	25	Spool	38	Spool section assy
12	Cap screw	26	O-ring	39	Spool section assy
13	Plug	27	Inlet housing	40	Plug
14	Screw				

2) INLET SECTION OPERATION

(1) Structure and description

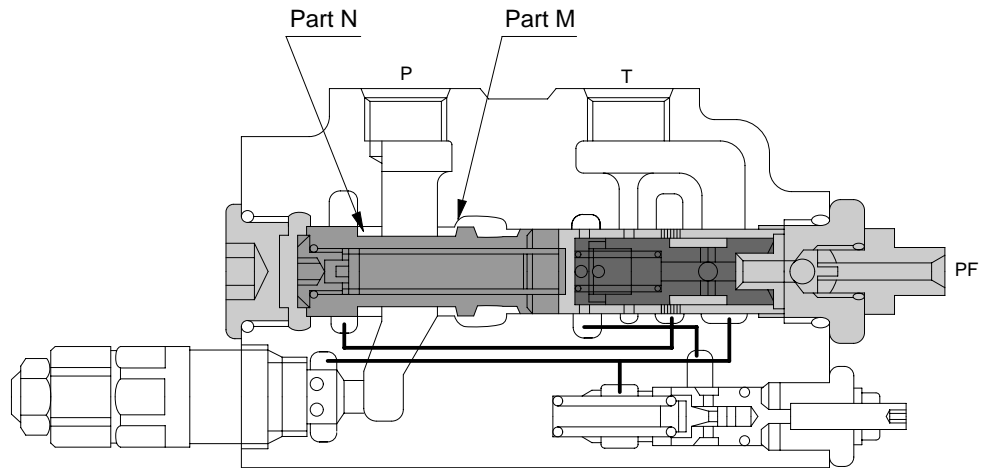


L15C3HS071

- | | | | |
|---|-----------------------------------|---|--------------------------------|
| A | Connector assembly | H | Oil passage |
| B | Main relief valve | I | Pilot passage |
| C | PF port relief valve | J | Damper |
| D | EF passage(Main) | K | Tank passage |
| E | Orifice for control stand-by flow | L | Chamber |
| F | Orifice | M | Damper orifice for 20 position |
| G | Damper orifice for 2(Spool) | | |

(2) Operation

In case of not running the PF side circuit

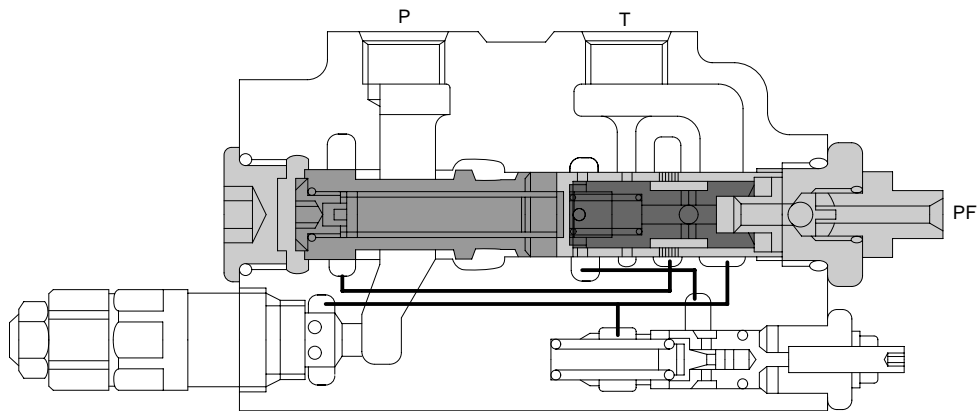


L15C3HS072

Position of spool and piston when PF port does not be operated when pump displacement is over the stand-by flow volume Q_A .

Oil flows from P(pump) port to PF side through passage H and orifice E. The pressure measured before orifice E is running through the passage I and acting on the head of spool 2, and the one measured after orifice E is running through the orifice G and acting on the tail of spool 2. Therefore the pressure difference makes a push on spring 3, and the spool moves along with the pushed spring. By the movement of spool, part M is opened, and the coil can be runned toward EF side. Oil amount to EF can be determined on orifice E and stand-by amount, Q_A flows to PF side.

When running PF side circuit



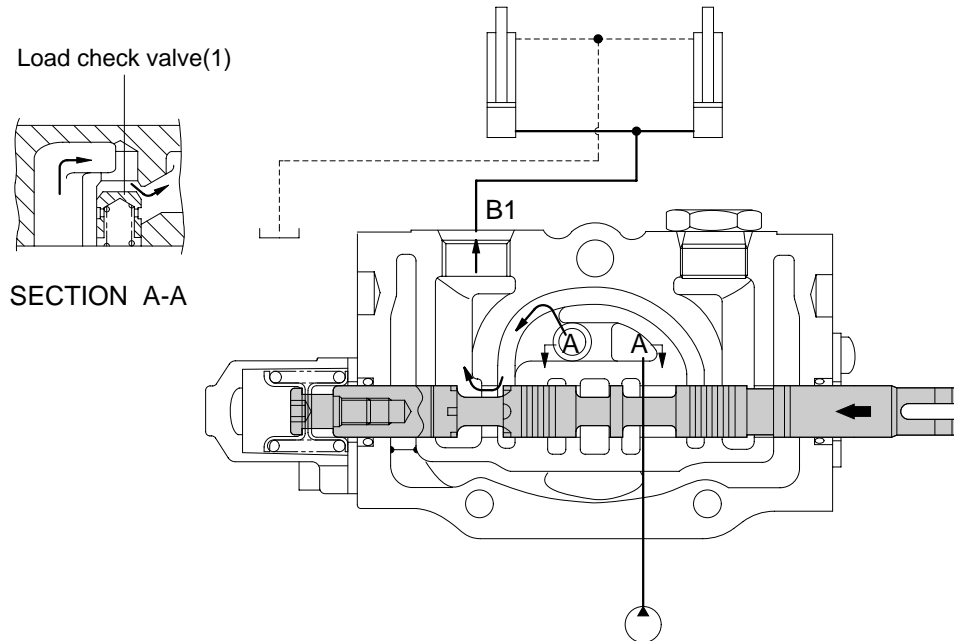
L15C3HS073

Position of spool and piston when PF port operates when pump displacement is over the controlled flow Q_B .

For the pressure difference running type, K room flows to tank(T side). By the same reason, the piston 20 moves toward the direction of opened orifice E when the pressure of PF side reasoned to switching pressured P_A . In this case, oil amount is determined on orifice E and F, and the fall amount Q_B flows. When the pressure on PF side is reduced to the switching pressure P_B , orifice E is closed by the piston 20 which is moving by the force of spring 21, and the oil amount is reduced to stand-by amount Q_A .

3) LIFT SECTION OPERATION

(1) Lift position



L15C3HS08

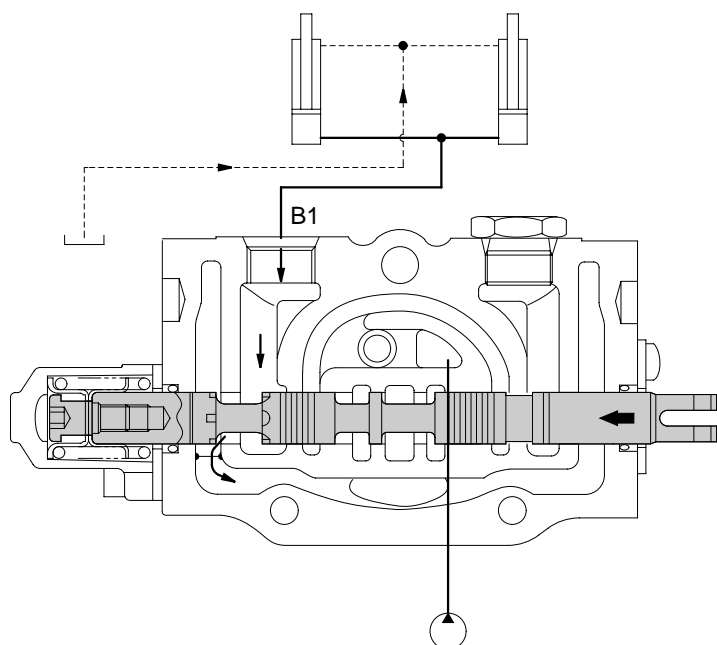
When the lift control lever is pulled back, the spool moves to the right and the neutral passage is closed.

The oil supplied from the pump pushes up the load check valve(1) and flow into lift cylinder port(B1).

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



L15C3HS09

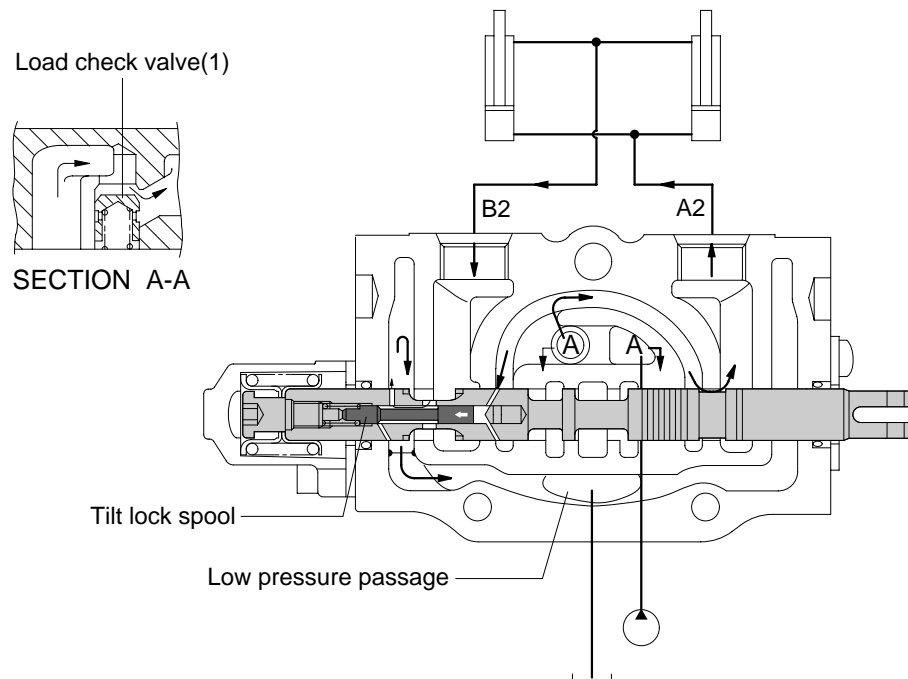
When the lift control lever is pushed forward, the spool moves to the left and the neutral passage is closed.

The spool moves to the lift lower position, opening up the neutral passage to tank and (B1) T.

In lift lower position the fork drops due to its own weight.

4) TILT SECTION OPERATION

(1) Tilt forward position



L15C3HS10

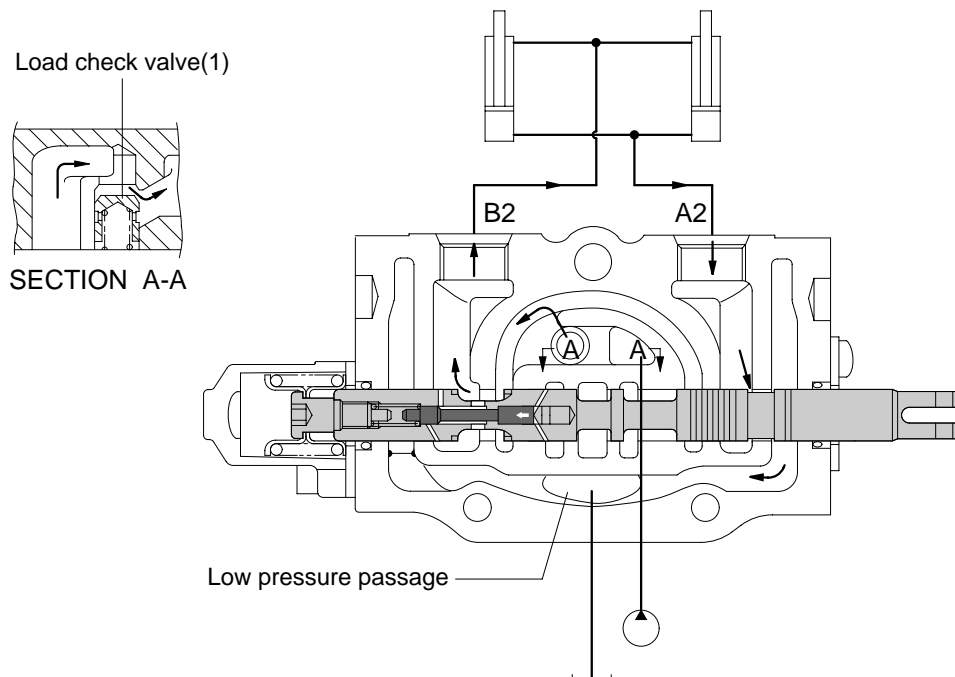
When the tilt control lever is pushed forward, the spool moves to the left and the neutral passage is closed.

The oil supplied from the pump pushes up the load check valve(1) and flow into tilt cylinder port(A2).

The pump pressure reaches proportionally the load of cylinders and fine control finished by closing the neutral passage.

The return oil from cylinder port(B2) flows into the tank through the hole of the tilt lock spool.

(2) Tilt backward position



L15C3HS11

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 load check valve(1) and flows into tilt cylinder port(B2). 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(A2) flows into the tank via the low pressure passage.

5) MAIN RELIEF VALVE

(1) Pressure setting

A good pressure gage 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.

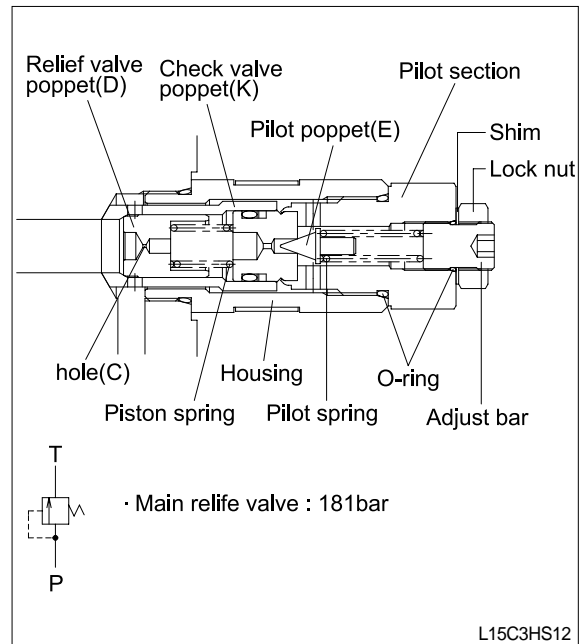
Procedure

Loosen lock nut.

Set adjusting bar to desired pressure setting.

Tighten lock nut.

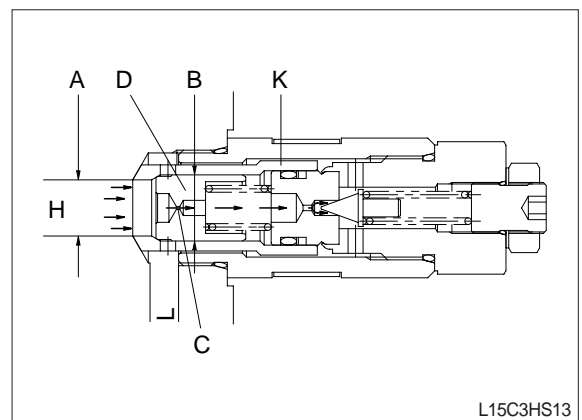
Retest in similar manner as above.



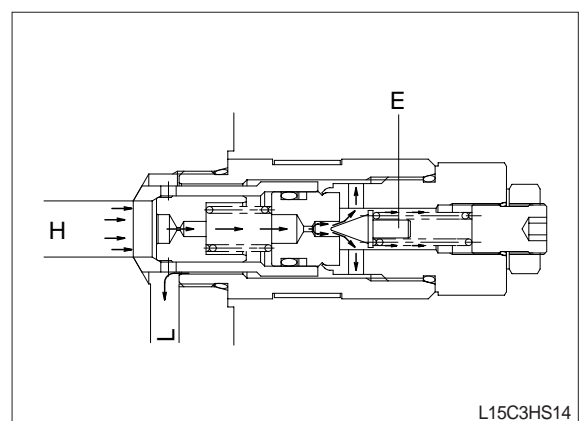
(2) Function

As work port relief

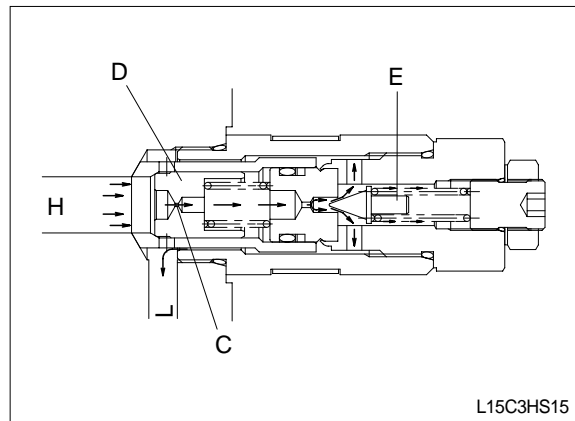
The relief valve is in communication between the high pressure port HP and low pressure LP. Oil is admitted through the hole C and because of the differential area between diameters A and B relief valve poppet D and check valve poppet K are tightly seated as shown.



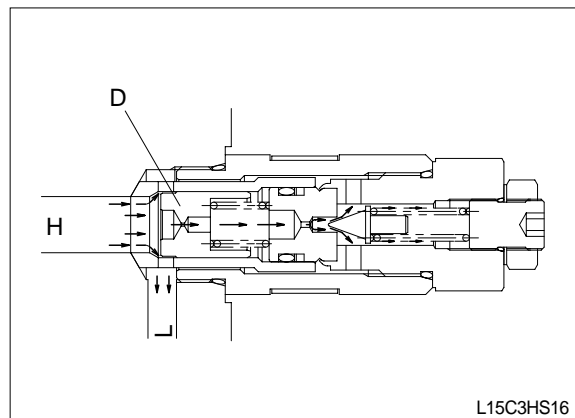
The oil pressure in the high pressure port HP has reached the setting of the pilot poppet spring force and unseats the pilot poppet E and oil flows around the poppet through the cross drilled holes and to the low pressure area LP.



The loss of oil behind poppet C, effected by the opening of pilot poppet E. This shuts off the oil flow to the area behind relief valve poppet D, and causes a low pressure area internally.

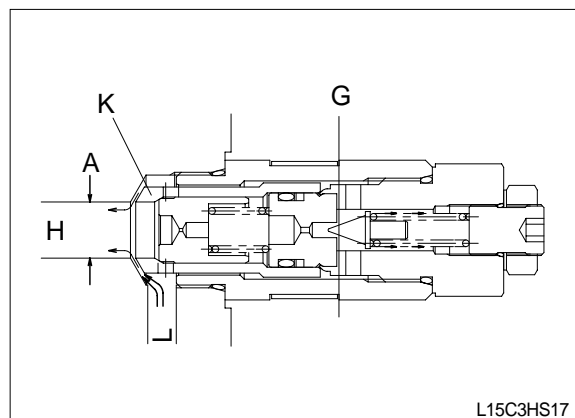


The imbalance of pressure on the inside as compared to that of the high pressure port HP, forces the relief valve poppet D to open and relieve the oil directly to the low pressure chamber LP in the valve.

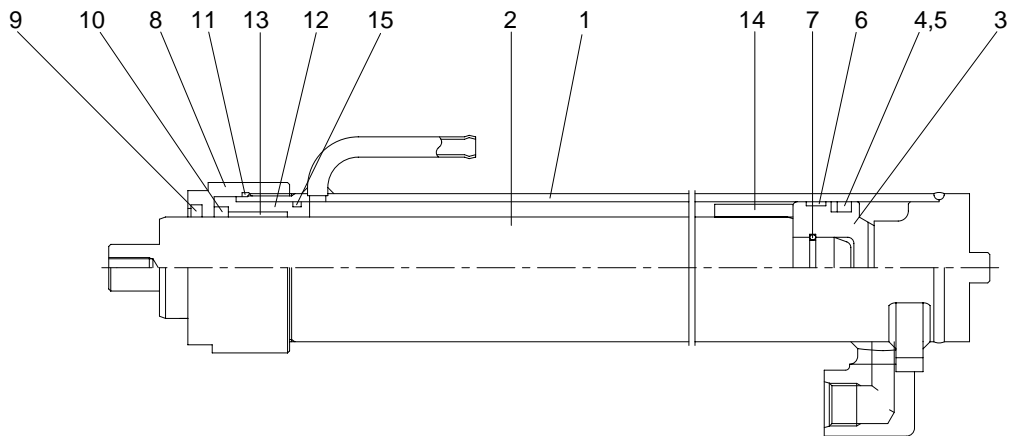


As anti void

The anti-void unit supplies oil to the high pressure port HP when cavitation has occurred. A lower pressure exists in the port HP compared to the low pressure chamber LP. The difference between the effective area of diameter A and G causes imbalance of the check valve poppet K which unseats, thus allowing oil from the low pressure chamber LP to enter the port HP and fill the void.



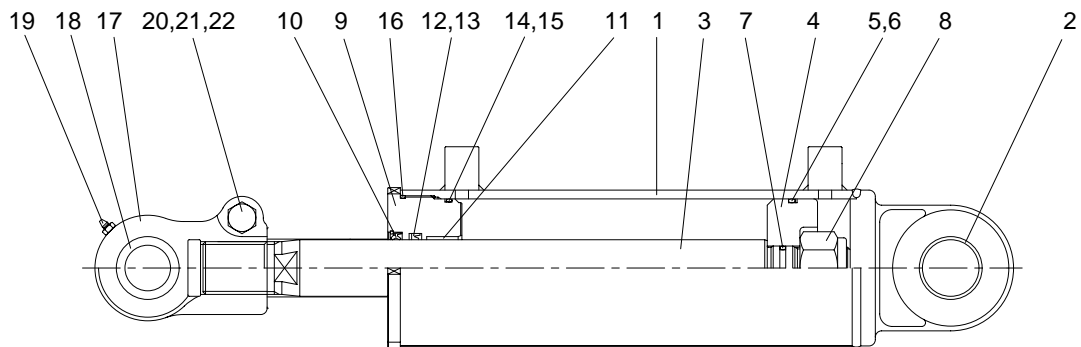
4. LIFT CYLINDER



L15C3HS18

- | | | |
|----------------|------------------|---------------|
| 1 Tube assy | 6 Wear ring | 11 O-ring |
| 2 Rod | 7 Retaining 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 |

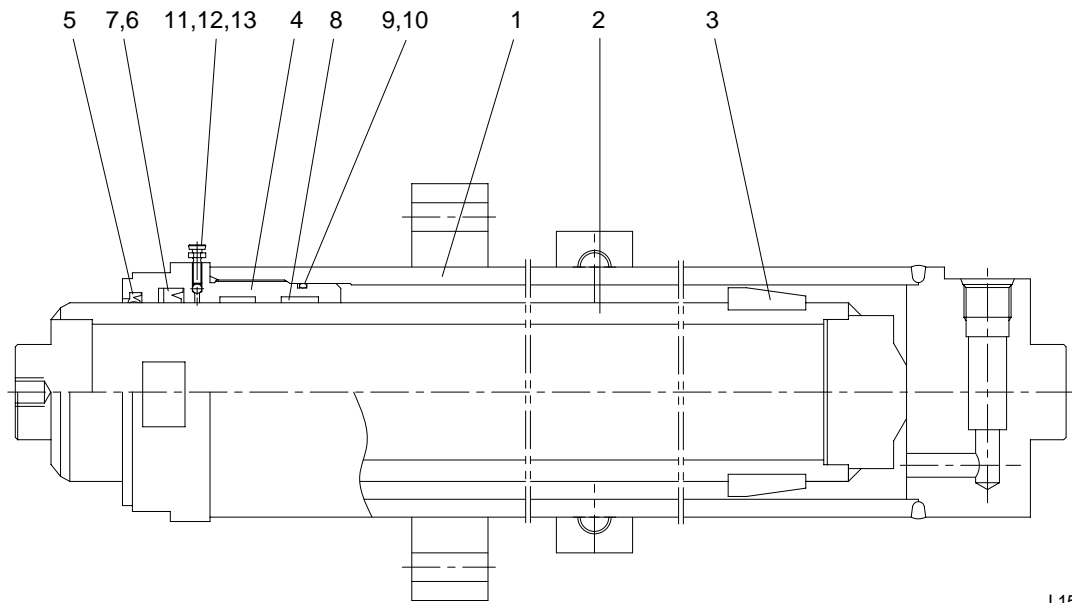
5. TILT CYLINDER



L15C3HS19

- | | | |
|----------------|-----------------|------------------|
| 1 Tube assy | 9 Rod cover | 17 Rod eye |
| 2 Du bushing | 10 Dust wiper | 18 Bushing |
| 3 Rod | 11 Du bushing | 19 Grease nipple |
| 4 Piston | 12 U packing | 20 Hexagon bolt |
| 5 O-ring | 13 Back up ring | 21 Spring washer |
| 6 Back up ring | 14 O-ring | 22 Hexagon nut |
| 7 O-ring | 15 Back up ring | |
| 8 Hexagon nut | 16 O-ring | |

6. FREE LIFT CYLINDER



L15C3HS20

- | | | | | | |
|---|---------------|----|--------------|----|---------------|
| 1 | Tube assembly | 6 | U-packing | 11 | Steel ball |
| 2 | Rod assembly | 7 | Back up ring | 12 | Bleeder screw |
| 3 | Ring | 8 | Slyd ring | 13 | Set screw |
| 4 | Gland nut | 9 | O-ring | | |
| 5 | Dust wiper | 10 | Back up ring | | |

GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

1. OPERATIONAL CHECKS

1) CHECK ITEM

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

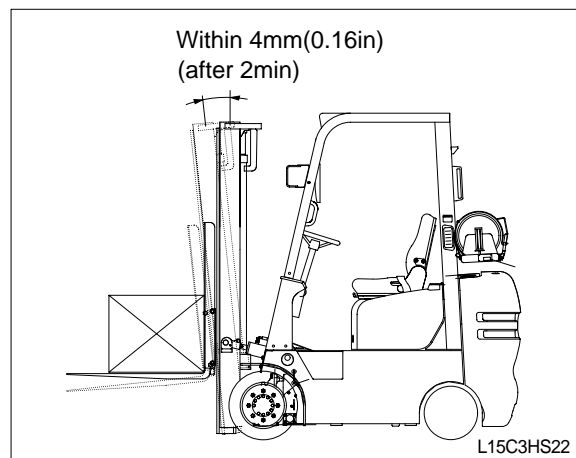
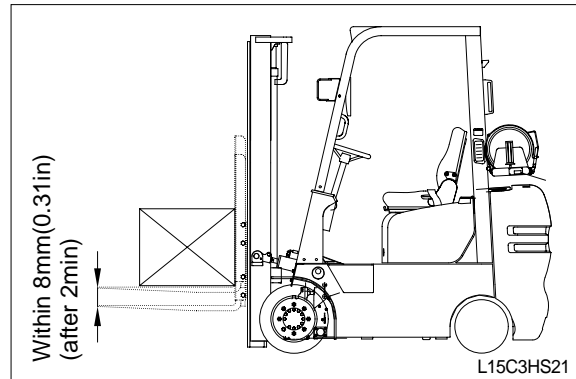
· Hydraulic drift

- Down (Downward movement of forks)
: Within 8mm (0.31in)
- Forward (Extension of tilt cylinder)
: Within 4mm (0.16in)

If the hydraulic drift is more than the specified value, replace the control valve or cylinder packing.

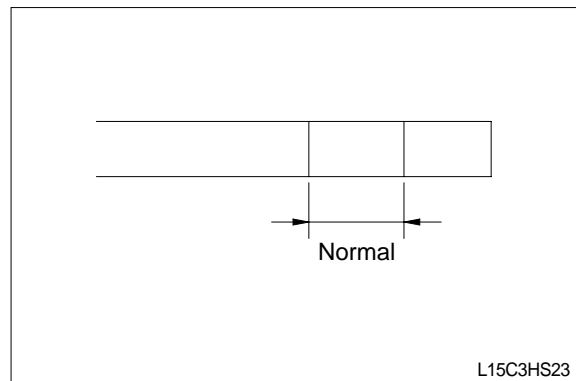
- (3) Check that clearance between tilt cylinder bushing and mounting pin is within standard range.

	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). Line filter uses paper element, so replace periodically (every 6 months or 1200 hours).



3) CONTROL VALVE

- (1) Raise forks to maximum height and measure oil pressure.
Check that oil pressure is 153kgf/cm².
(2175psi)

2. TROUBLESHOOTING

1) SYSTEM

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

2) HYDRAULIC GEAR PUMP

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

3) MAIN RELIEF VALVE

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

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

Then, follow these steps:

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

4) LIFT CYLINDER

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

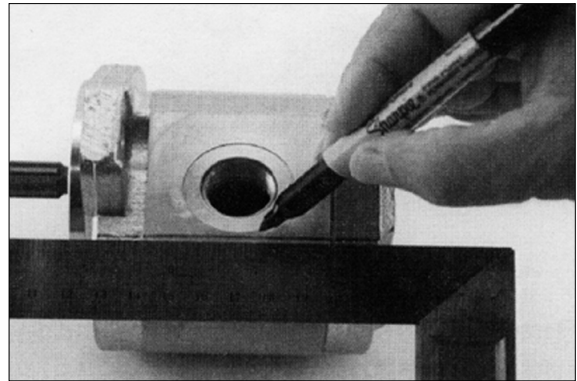
GROUP 3 DISASSEMBLY AND ASSEMBLY

1. HYDRAULIC GEAR PUMP

Tools required

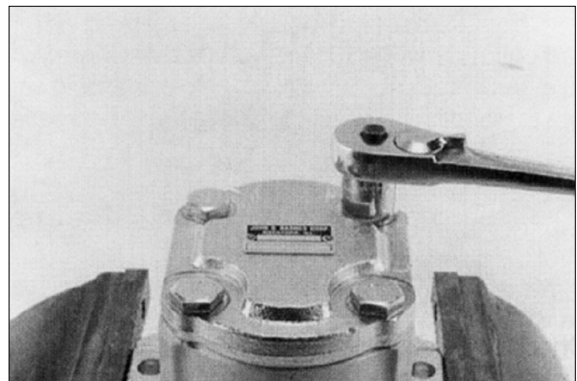
- Metric socket set
- Internal snap ring pliers
- Shaft seal sleeve
- Torque wrench : 13.8 kgf · m (100lbf · ft)

- (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.



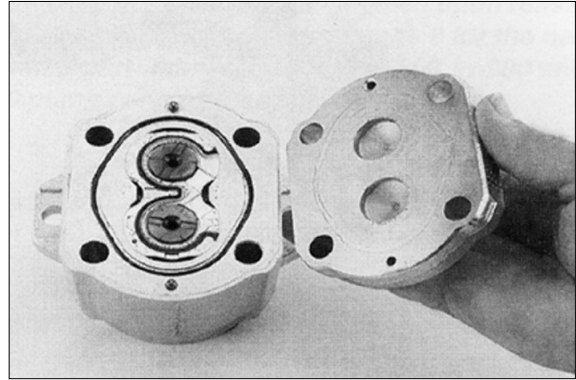
PUMP 01

- (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.



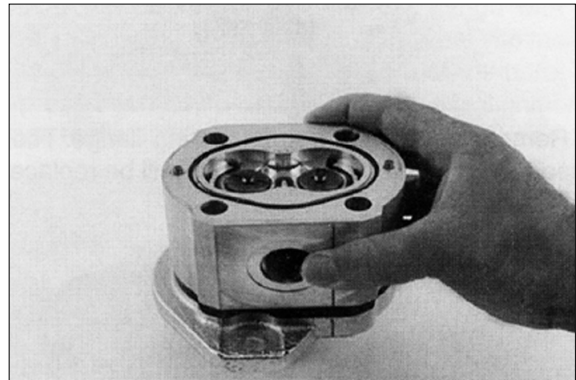
PUMP 02

(8) Lift and remove end cover.



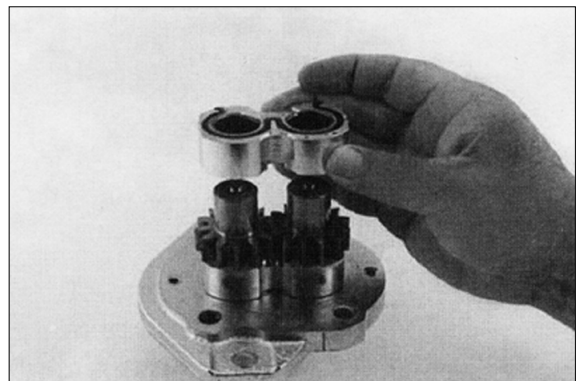
PUMP 03

(9) Carefully remove gear housing and place on work bench. Make sure the rear bearing block remains on the drive and idler shafts.



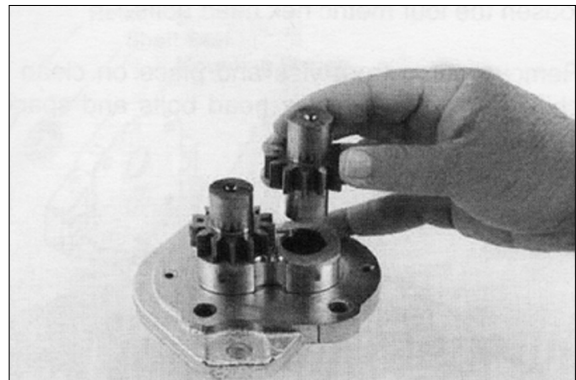
PUMP 04

(10) Remove rear bearing block from drive and idler shafts.



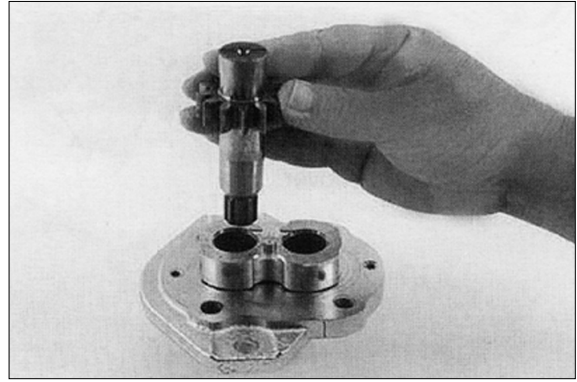
PUMP 05

(11) Remove idler shaft from bearing block.



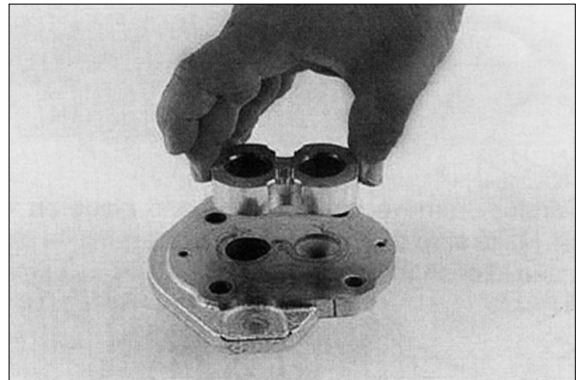
PUMP 06

- (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.



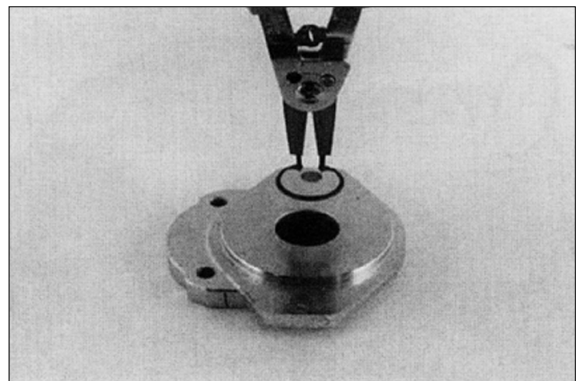
PUMP 07

- (13) Remove the front bearing block.



PUMP 08

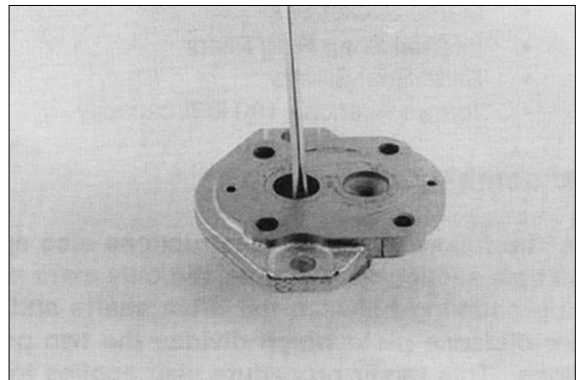
- (14) Turn mounting flange over, with shaft seal up, and remove the retaining ring with proper snap ring pliers.



PUMP 09

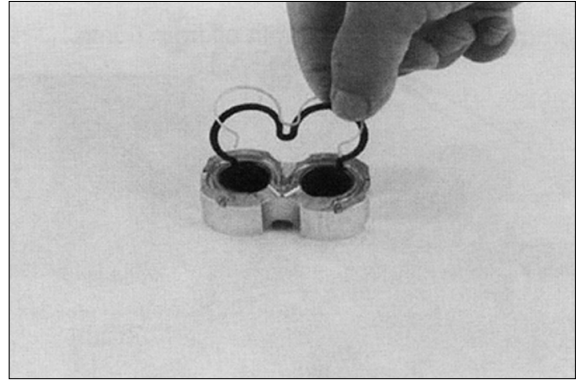
- (15) Remove the oil seal from mounting flange, be careful not to mar or scratch the seal bore.

- (16) Remove the dowel pins from the gear housing. Do not lose pins.



PUMP 10

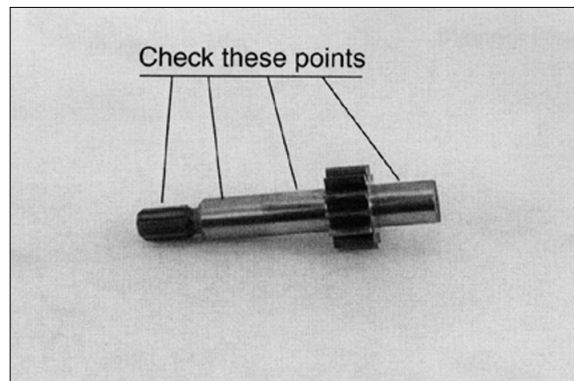
- (17) Remove seals from both bearing blocks and discard.



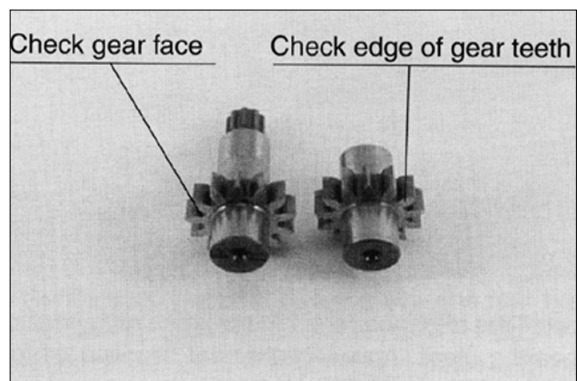
PUMP 11

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



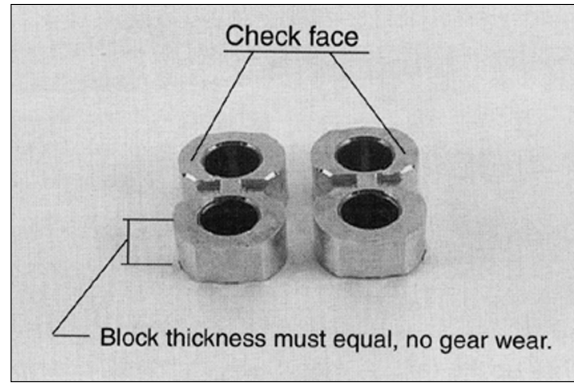
PUMP 13

- (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.

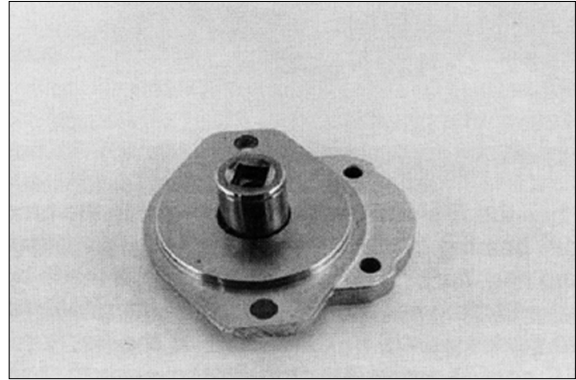


PUMP 14

3) ASSEMBLY

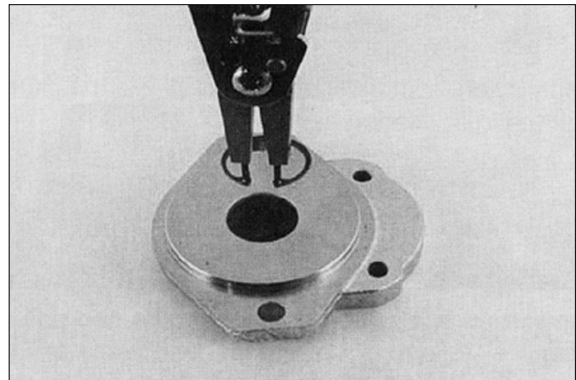
New seals should be installed upon reassembly of pump.

- (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.



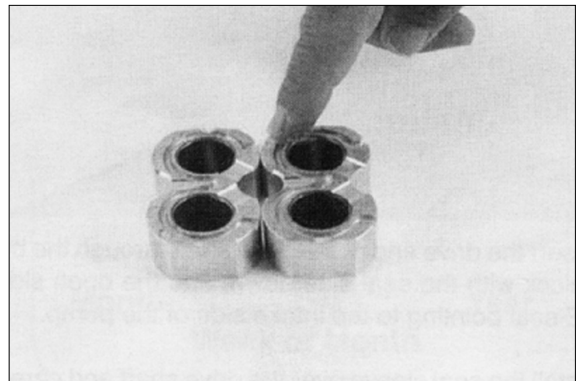
PUMP 15

- (2) Install retaining ring in groove in seal bore of mounting flange.



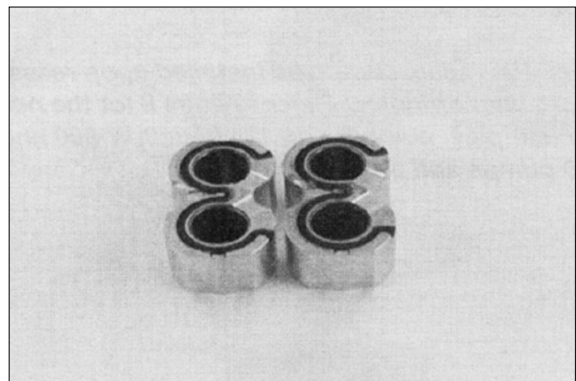
PUMP 16

- (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.



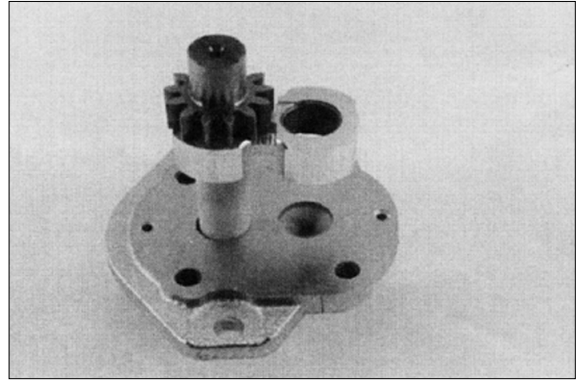
PUMP 17

- (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.



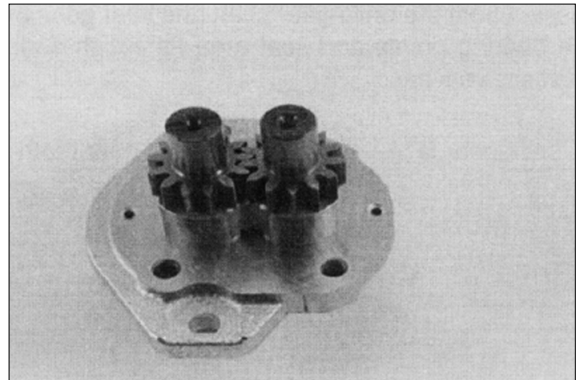
PUMP 18

- (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.



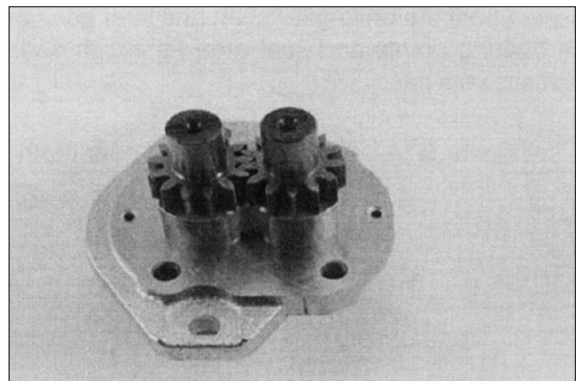
PUMP 19

- (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

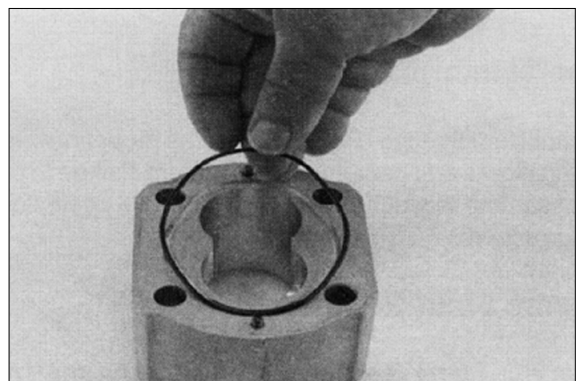
- (9) Install the idler gear shaft in the remaining position in the bearing block. Apply a light coat of clean oil to the face of the drive and idler gears.



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.



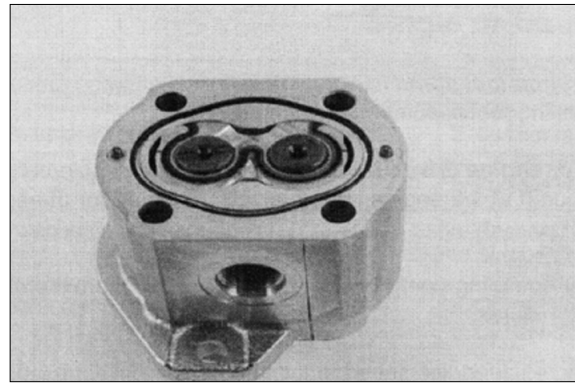
PUMP 22

- (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.

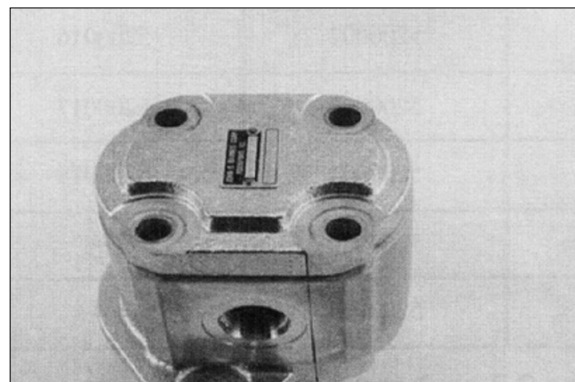
Check to make sure the intake port in the housing is on the same side as the open end of the E-seal and that the marked lines on the mounting flange and gear housing are in alignment.



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.



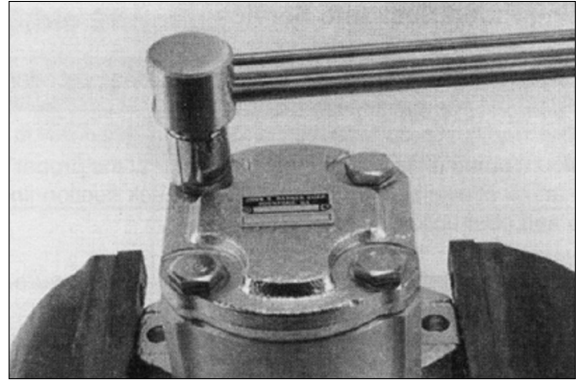
PUMP 25

(17) Place mounting flange of the pump back in the protected jawed vise and alternately torque the bolts.

- Tighten torque : 11.1~11.8kgf · m
(80~85lbf · ft)

(18) Remove pump from vise.

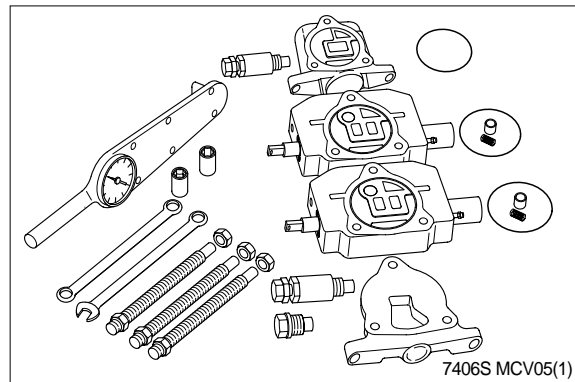
(19) Place a small amount of clean oil in the inlet of the pump and rotate the drive shaft away from the inlet one revolution. If the drive shaft binds, disassemble the pump and check for assembly problems, then reassemble the pump.



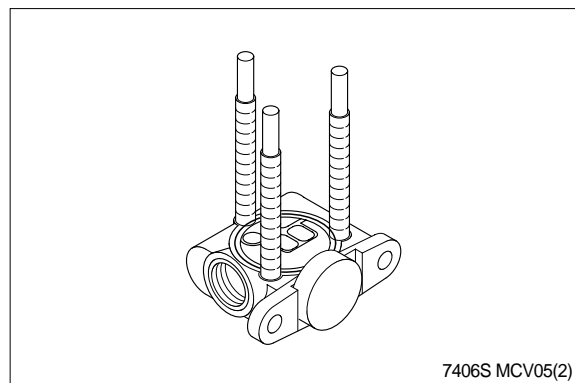
PUMP 26

2. MAIN CONTROL VALVE

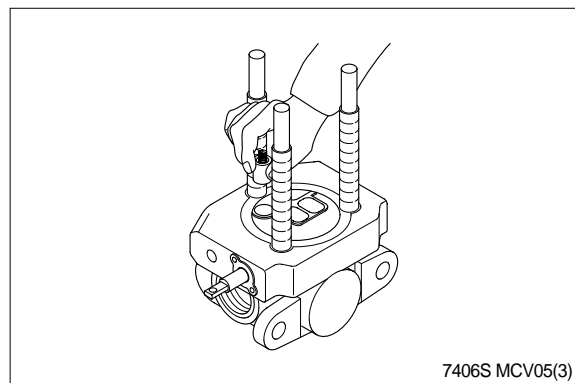
- 1) Lay out valve components on a clean, flat working surface. The inlet assembly will include an O-ring, and the spool section(s) include an O-ring, a load check puppet and a load check spring. Tools required for basic valve assembly include 3/4 and 11/16 open or box end wrenches and a torque wrench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



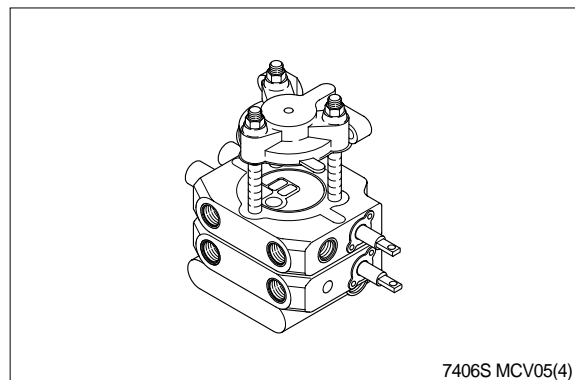
- 2) Assemble tie rod nuts to one end of each tie rod with one or two threads showing. Insert tie rods through tie rod holes of inlet(Large tie rod at top). Lay inlet on end with tie rods up, place O-ring into position.



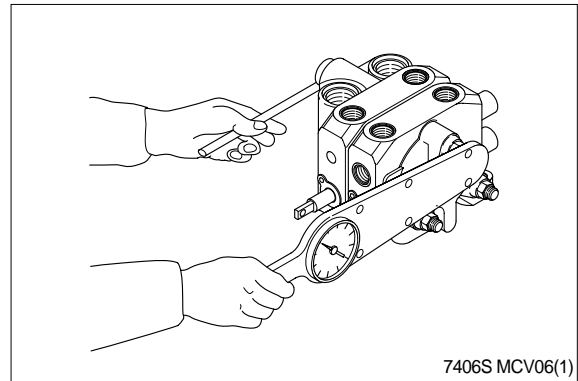
- 3) Place first spool section(O-ring side up) on inlet section, position O-ring and insert load check puppet(nose down) and spring (behind puppet) into load check cavity as shown. Repeat this procedure for each spool section ; The load check springs are compressed by the following sections during assembly.



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



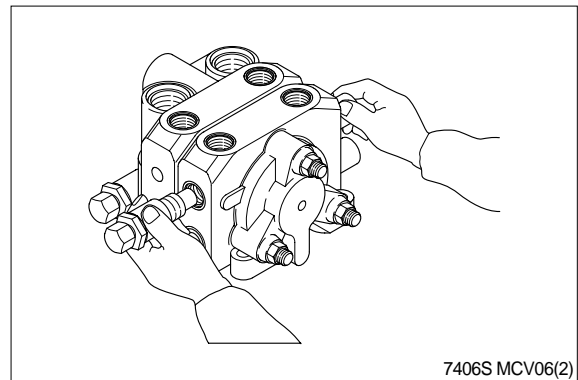
- 5) Position valve assembly with the mounting pads of the end sections on a flat surface. To obtain proper alignment of end sections relative to the spool sections apply downward pressure to the end sections ; Snug tie rod nuts to about 10lbf · ft. Final torque the two 11/16 nuts to $48 \pm \text{lbf}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



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

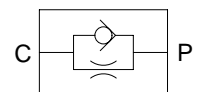
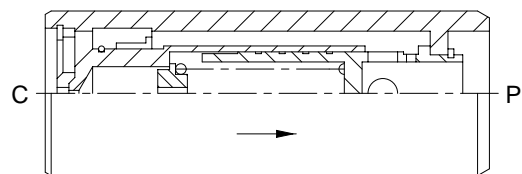
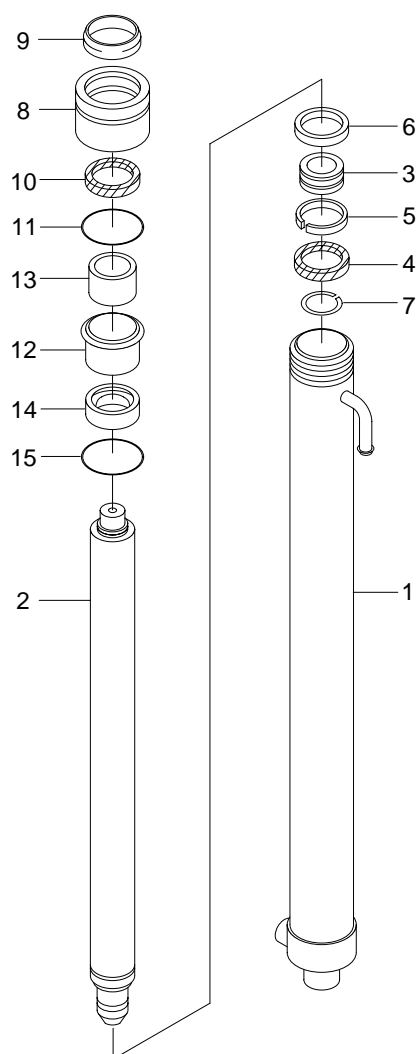
General assembly notes:

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

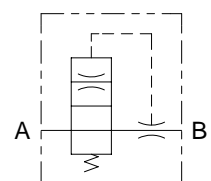
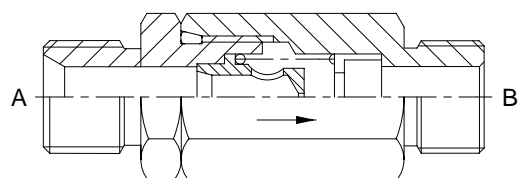


3. LIFT CYLINDER

1) STRUCTURE



Down control valve



Down safety valve

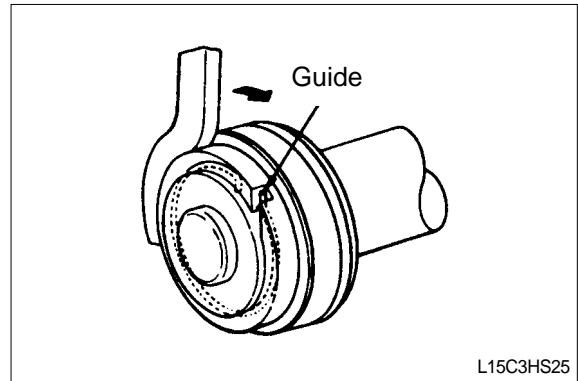
- I.D x O.D x Stroke : 50 x 58 x 1655mm
(2.0 x 2.3 x 65.1 in)
- Rod O.D : 40mm (1.6 in)

L15C3HS24

- | | | |
|----------------|------------------|---------------|
| 1 Tube assy | 6 Wear ring | 11 O-ring |
| 2 Rod assy | 7 Retaining 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.



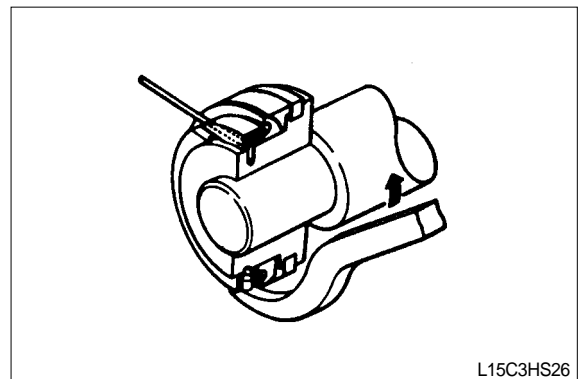
3) CHECK AND INSPECTION

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

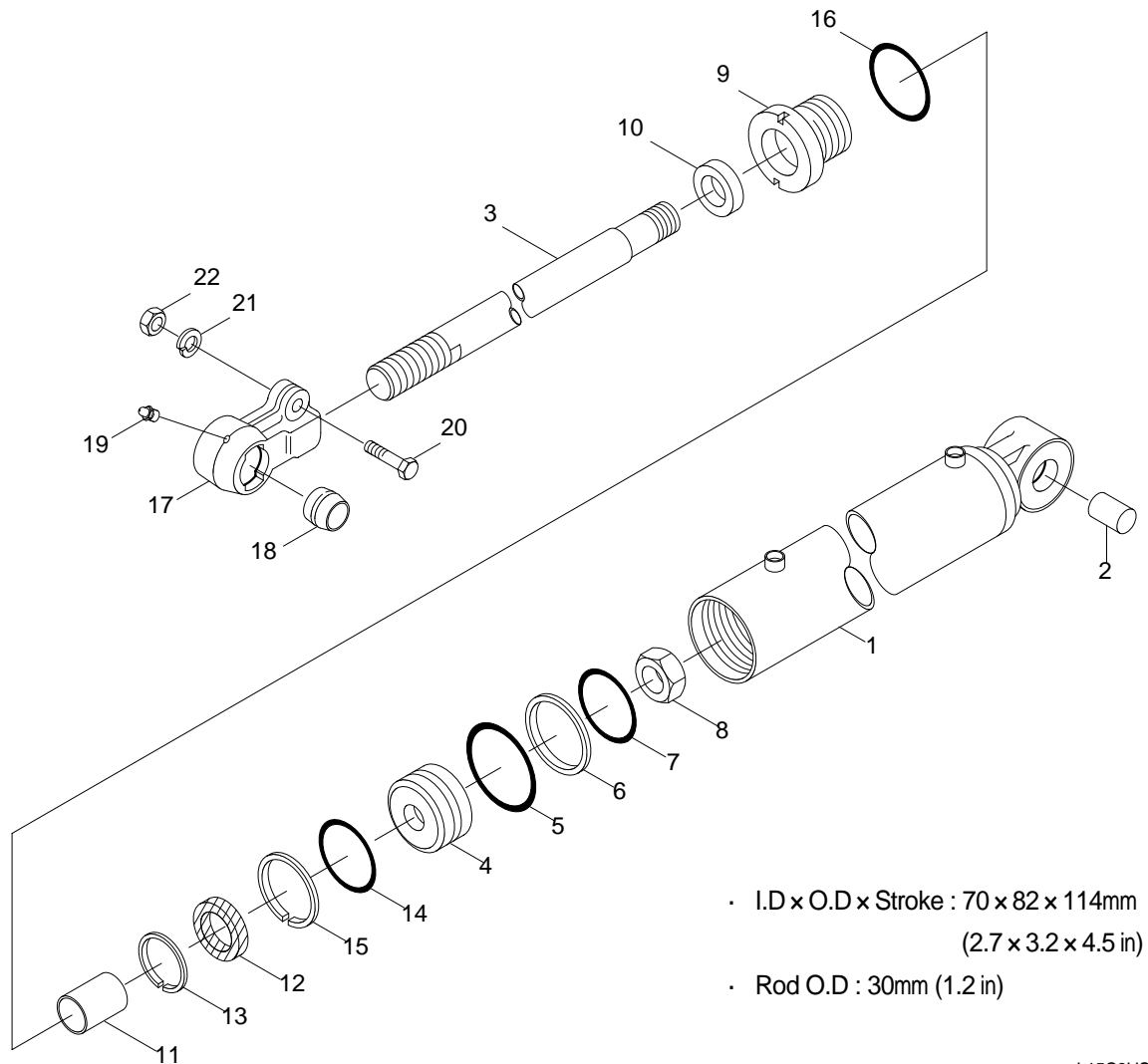
4) ASSEMBLY

- (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.



4. TILT CYLINDER

1) STRUCTURE



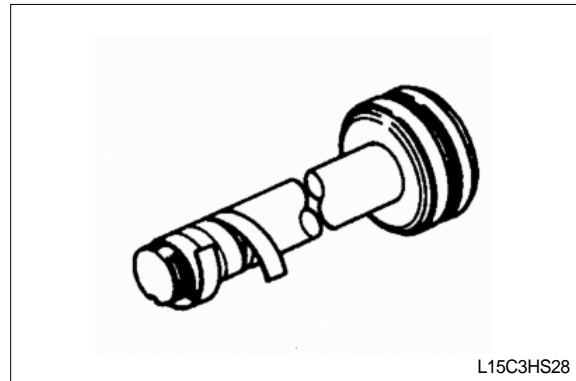
L15C3HS27

- | | | | | | |
|---|--------------|----|--------------|----|---------------|
| 1 | Tube assy | 9 | Rod cover | 16 | O-ring |
| 2 | Du bushing | 10 | Dust wiper | 17 | Eye |
| 3 | Rod assy | 11 | Du bushing | 18 | Bushing |
| 4 | Piston | 12 | U-packing | 19 | Grease nipple |
| 5 | O-ring | 13 | Back up ring | 20 | Hexagon bolt |
| 6 | Back up ring | 14 | O-ring | 21 | Spring washer |
| 7 | O-ring | 15 | Back up ring | 22 | Hexagon nut |
| 8 | Lock nut | | | | |

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)

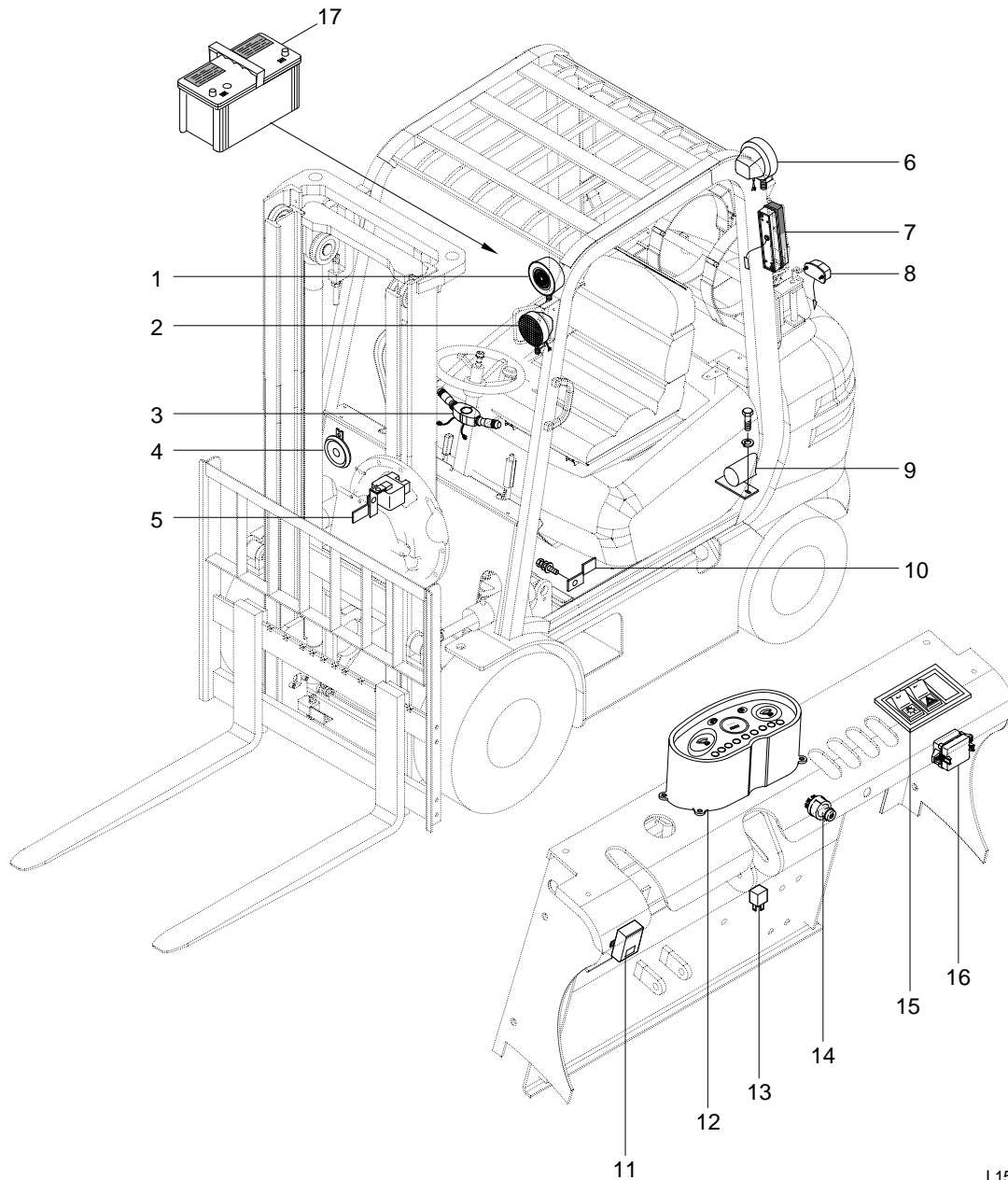
Check item	Standard size	Repair limit	Remedy
Clearance between cylinder rod & bushing	0.072~0.288 (0.003~0.011)	0.5 (0.020)	Replace bushing
Clearance between rod head bushing & pin	0.10~0.35 (0.004~0.014)	0.6 (0.024)	Replace bushing

SECTION 7 ELECTRICAL SYSTEM

Group 1	Component Location	7-1
Group 2	Electrical Circuit	7-2
Group 3	Component Specification	7-9
Group 4	Troubleshooting	7-11

SECTION 7 ELECTRICAL SYSTEM

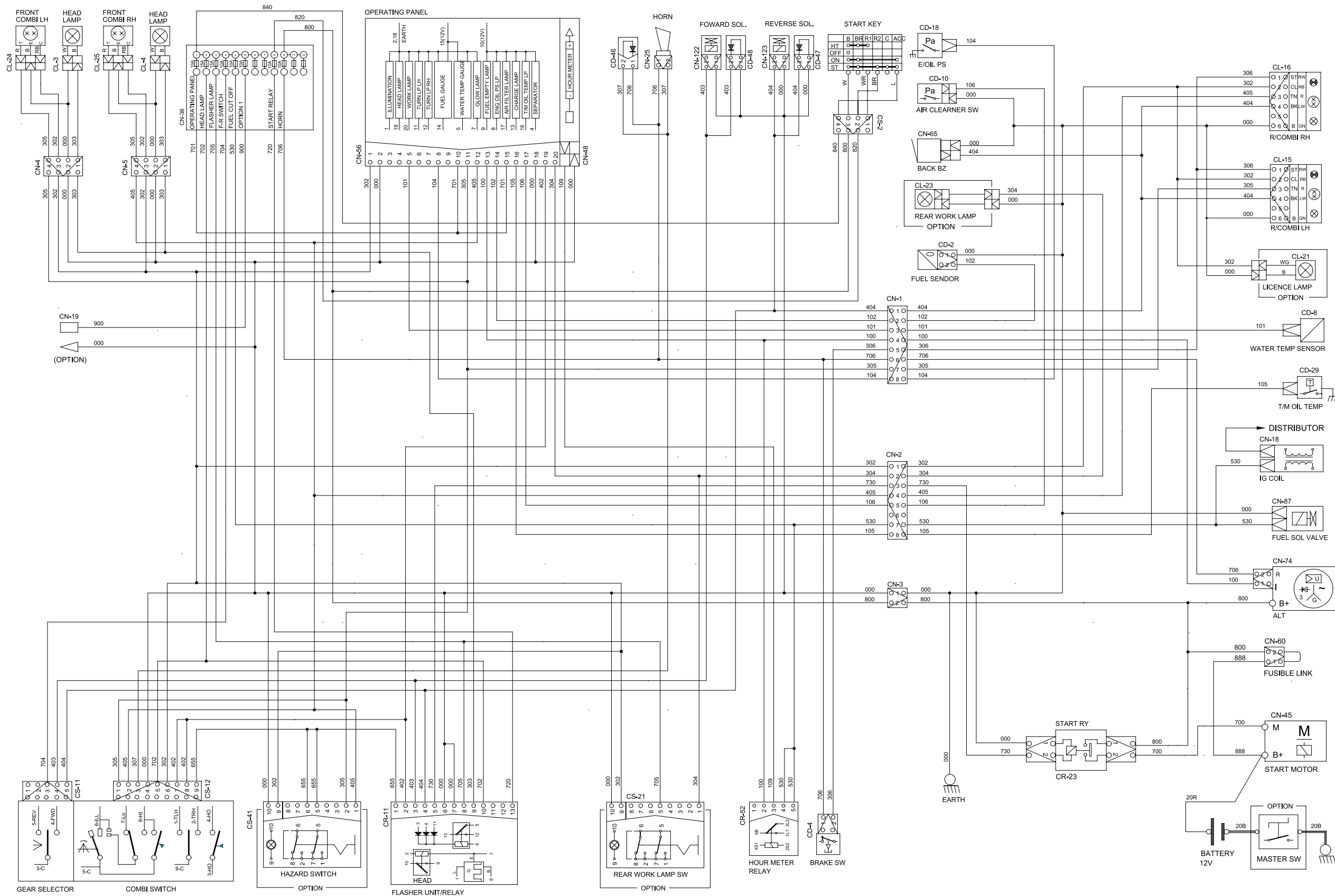
GROUP 1 COMPONENT LOCATION



L15C3EL01

- | | | |
|----------------------|--------------------|--------------------|
| 1 Flasher lamp | 7 Combination lamp | 13 Head lamp relay |
| 2 Work lamp | 8 License lamp | 14 Start switch |
| 3 Combination switch | 9 Back buzzer | 15 Switch assembly |
| 4 Horn assy | 10 Connector plate | 16 Fuse box |
| 5 Connector plate | 11 Flasher relay | 17 Battery |
| 6 Work lamp | 12 Operating panel | |

GROUP 2 ELECTRICAL CIRCUIT



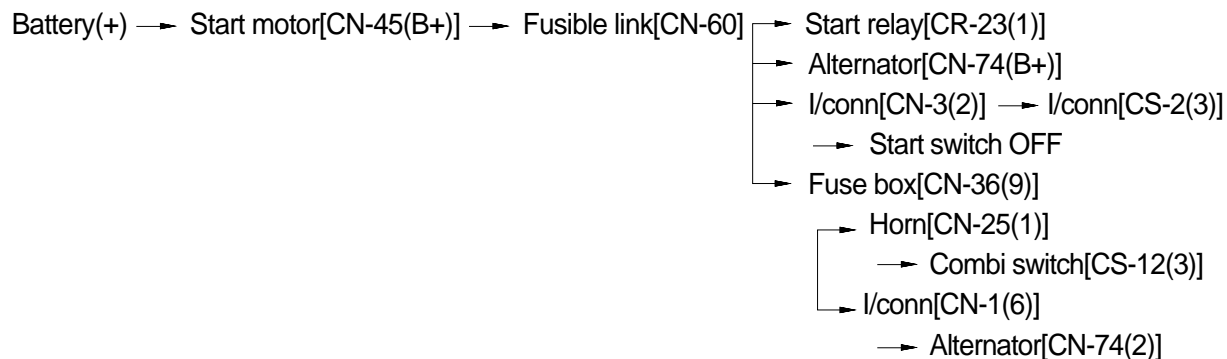
L15C3EL02

1. POWER CIRCUIT

The negative terminal of the battery is grounded to the machine chassis.

When the start switch is in the off position, the current flows from the positive battery terminal.

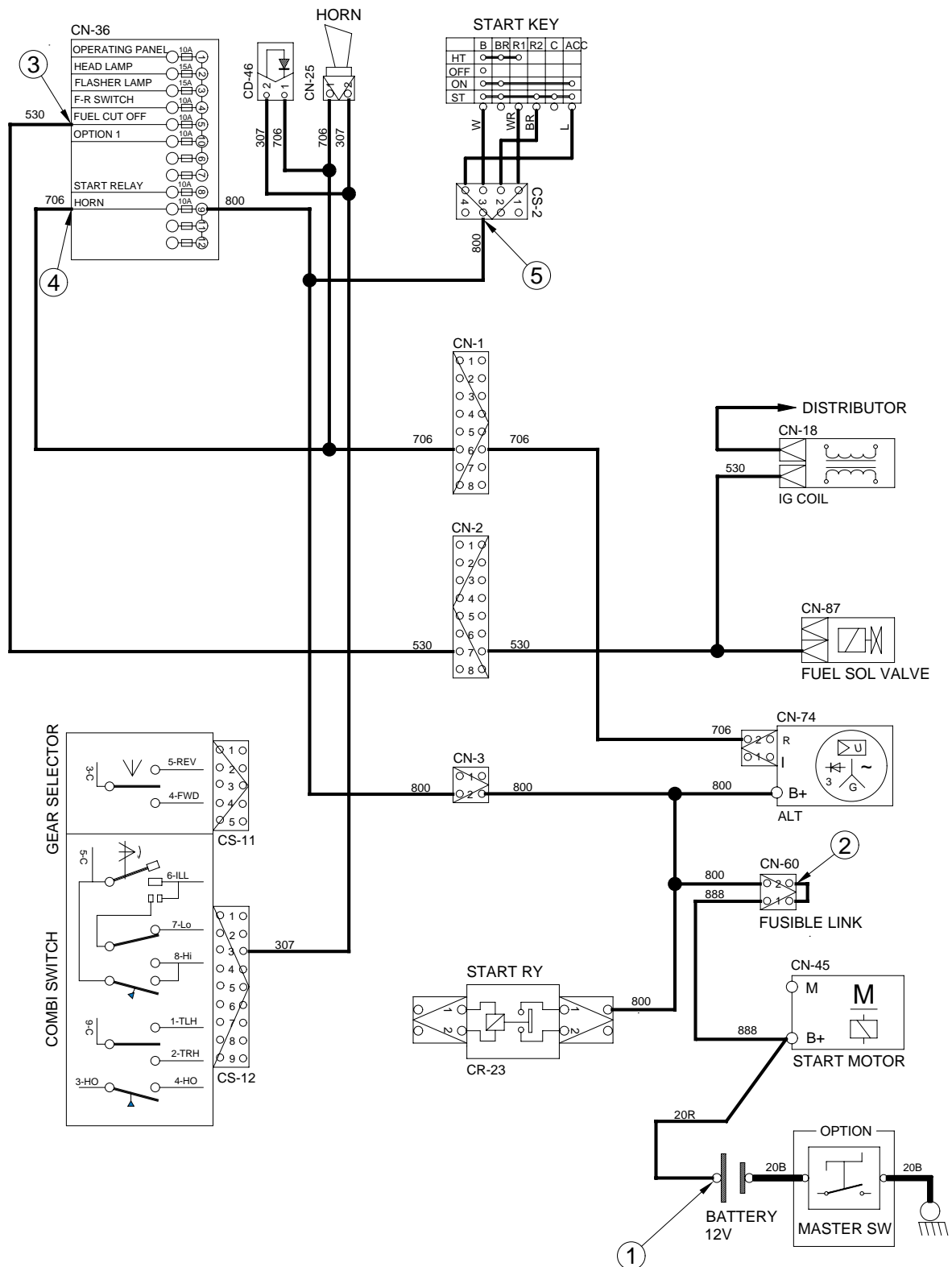
1) OPERATING FLOW



2) CHECK POINT

Engine	Key switch	Check point	Voltage
OFF	OFF	- GND (Battery(+)) - GND (Fusible link) - GND (Fuse No.5) - GND (Fuse No.9) - GND (Start key)	10 ~ 13V

POWER CIRCUIT



L15C3EL03

2. STARTING CIRCUIT

1) OPERATING FLOW

Battery(+) terminal → Start motor[CN-45(B+)] → Fusible link[CN-60] → Start switch[CS-2(3)]
→ Start relay[CR-23]

The engine can be started only when the gearshift is in neutral position.

(1) When start key switch is in ON position

Start switch ON [CS-2(4)] → Fuse box[No. 1 5] → [CN-2(7)] → Fuel solenoid valve[CN-87]
→ IG coil[CN-18] → Distributor

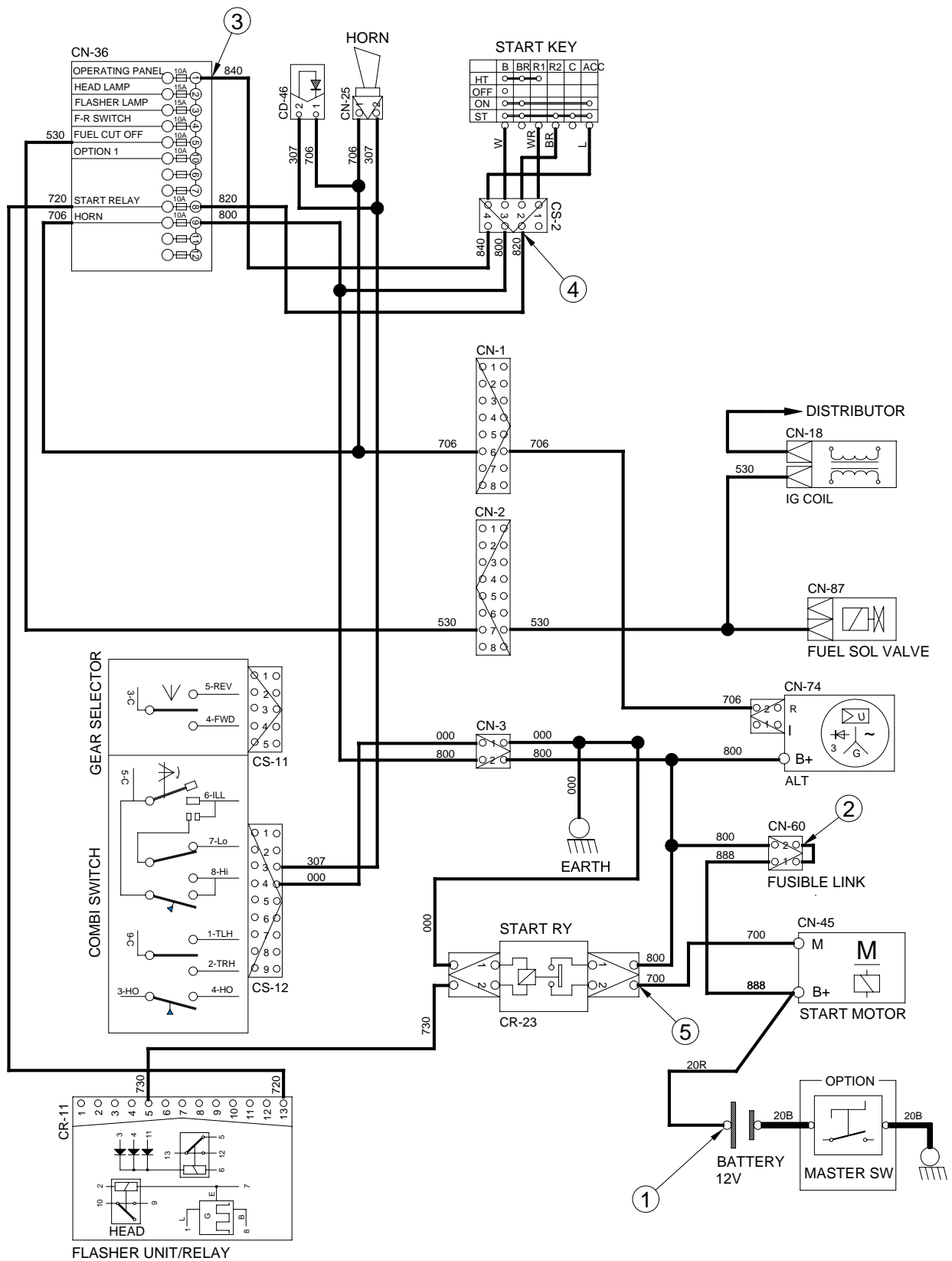
(2) When start key switch is START position

Start switch START[CS-2(2)] → Fuse box[CN-36(8)] → Flasher unit/relay[CR-11(13) (5)]
→ Start relay ON → Start relay[CR-23] → Starter

2) CHECK POINT

Engine	Key switch	Check point	Voltage
Running	ON	- GND (Battery B+) - GND (Fusible link) - GND (Fuse box No.1) - GND (Start key) - GND (Start relay)	10 ~ 14.5V

STARTING CIRCUIT



L15C3EL04

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 fusible link(CN-60) and the fuse box.

1) OPERATING FLOW

(1) Warning flow

Alternator[CN-74(I)] → I/conn[CN-1(4)] → Cluster charging warning lamp ON[CN-56(13)]

(2) Charging flow

Alternator[CN-74(B+)] → Fusible link[CN-60(2)] → Starter motor[CN-45(B+)] → Battery(+) terminal → Charging

2) CHECK POINT

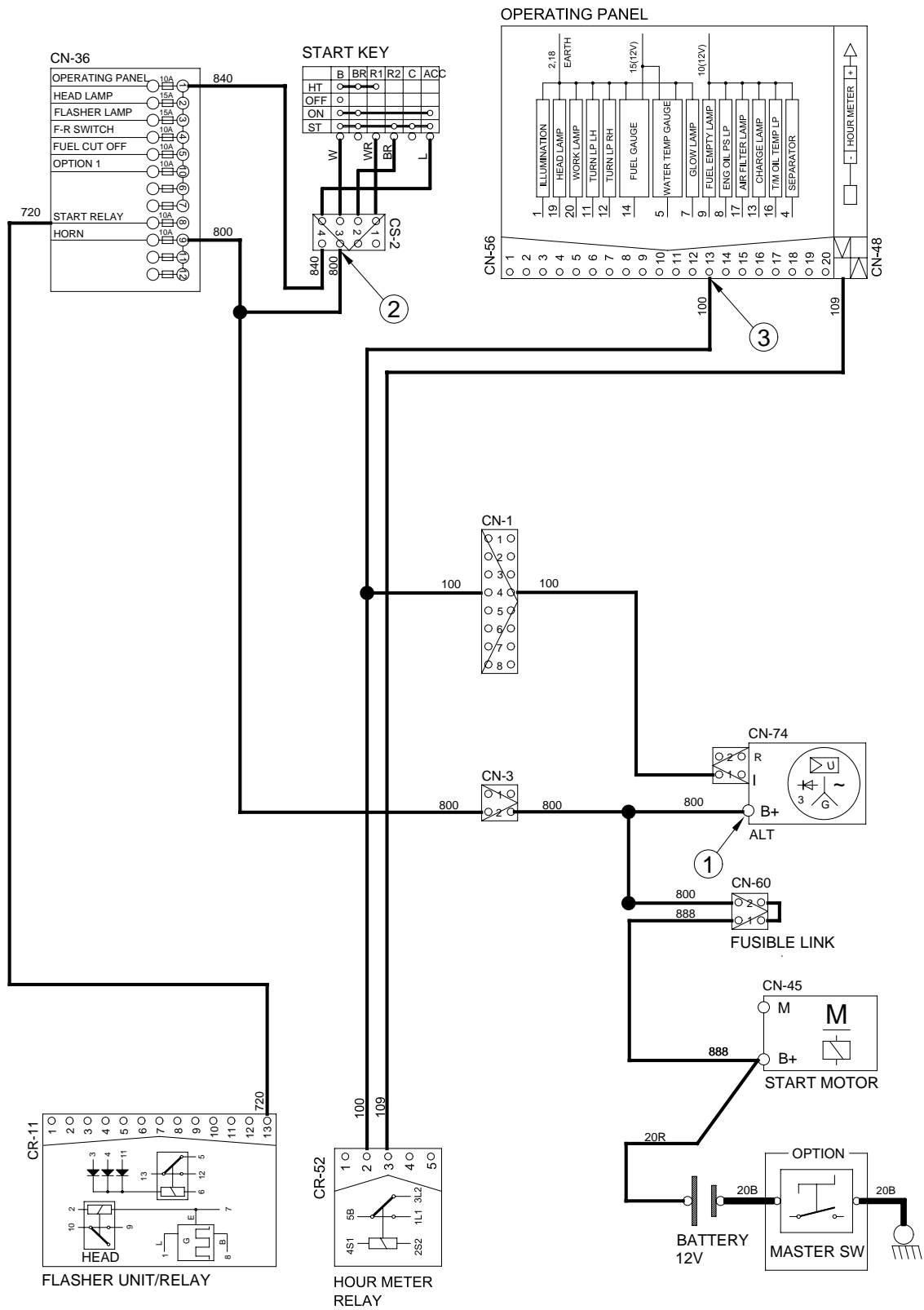
Engine	Key switch	Check point	Voltage
ON	ON	- GND (Alternator B+) - GND (Start key) - GND (Cluster)	10 ~ 14.5V

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.

CHARGING CIRCUIT



L15C3EL05

GROUP 3 COMPONENT SPECIFICATION

No	Part name	Qty	Specification	Remark												
1	Battery	1	12V x 30AH/5HR Reserve capacity : 152min -18, C Cold cranking ampere : 354A													
2	Working lamp	1	12V, 55W													
3	License lamp	1	12V, 3.4W x 12													
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, 23/8W													
7	Relay starter	1	12V, 60A													
8	Flasher & Relay	1	24V, 20A (Relay) 24V, 62.5W (Flasher) 130W (Harzard)													
9	Back horn	1	24V, 90 ± 5dB, 60 ± 10C/M													
10	Horn	1	24V, 1.5A, 105 ~ 115 dB													
11	Fuel level sender	1	Reed switch - Magnet type <table border="1"><tr><td>Float indicate</td><td>E</td><td>1/2</td><td>F</td></tr><tr><td>Resistance[]</td><td>95</td><td>32.5</td><td>7</td></tr><tr><td>Allowance[]</td><td>± 2.5</td><td>± 5</td><td>± 2.5</td></tr></table>	Float indicate	E	1/2	F	Resistance[]	95	32.5	7	Allowance[]	± 2.5	± 5	± 2.5	
Float indicate	E	1/2	F													
Resistance[]	95	32.5	7													
Allowance[]	± 2.5	± 5	± 2.5													
12	Master switch															
13	Combination switch	1	12V, 10A													
14	Hazard switch	1	12V, 16A													
15	Start switch	1	12V/24V, 15~28A													
16	Tinier glow plug	1	12V, E/G Accessory													
17	Unit-safety	1	12V, E/G Accessory													

Connector number	Type	No. of pin	Destination	Connector part No.	
				Female	Male
CN-1	KET	8	I/conn(Dashboard harness-frame harness)	MG640341	MG610339
CN-2	KET	8	I/conn(Dashboard harness-frame harness)	MG640341	MG610339
CN-3	KET	2	I/conn(Dashboard harness-frame harness)	S813-130201	S813-030201
CN-4	DAEDONG	4	Support harness-LH	110-4P-F	-
CN-5	KET	4	Support harness-RH	110-4P-F	-
CN-18	KET	2	Ignition coil	ST730018-3	ST750036-3
CN-19	-	2	Option	ST730018-3	ST750036-3
CN-25	MOLEX	2	Horn	35215-0200	-
CN-45	DAEDONG	2	Start motor	312-2P-F	-
CN-48	KET	2	Hour meter	ST730018-3	ST750036-3
CN-56	MOLEX	20	Operating panel	35109-2010	-
CN-60	KET	2	Fusible link	S813-030201	-
CN-65	KET	2	Back horn	ST730018-3	ST750036-3
CN-74	YAZAKI	2	Alternator	7223-6224-40	-
CN-87	KET	2	Fuel solenoid valve	ST730057-2	-
CN-122	AMP	2	Forward solenoid	263050002	-
CN-123	AMP	2	Reverse solenoid	263050002	-
Switch					
CS-2	AMP	4	Start switch	174202-1	-
CS-11	AMP	5	Combinaton switch	-	263070005
CS-12	AMP	9	Combinaton switch	-	263070009
CS-21	SWF	10	Harzard switch	593757	-
CS-41	SWF	10	Harzard switch	593757	-
Lamp					
CL-15	DAEDONG	6	Combination lamp-LH	110-6P-F	-
CL-16	DAEDONG	6	Combination lamp-RH	100-6P-F	-
CL-21	KET	2	License lamp	ST730018-3	ST750018-3
CL-23	KET	2	Working lamp	ST730018-3	ST750018-3
Relay					
CR-11	KET	13	Flasher unit relay	-	MG610216
CR-23	AMP	5	Start relay	S813-030201	-
Sensor and pressure switch					
CD-2	-	2	Fuel level sensor	263020003	-
CD-4	KET	2	Stop lamp switch	ST750036-3	-
CD-8	KET	1	Water temp sender	ST750036-3	-
CD-10	KET	2	Air cleaner sensor	ST730057-2	-
CD-18	AMP	1	Engine oil pressure switch	172320-1	-
CD-29	AMP	1	T/M Oil temp switch	172320-1	-
CD-46	KET	2	Diode	MG620102-5	-
CD-47	AMP	2	Diode	174352-2	-
CD-48	AMP	2	Diode	174352-2	-

GROUP 4 TROUBLESHOOTING

Trouble symptom	Probable cause	Remedy
Lamps dimming even at maximum engine speed.	<ul style="list-style-type: none"> Faulty wiring. 	<ul style="list-style-type: none"> Check for loose terminal and disconnected wire.
Lamps flicker during engine operation.	<ul style="list-style-type: none"> Improper belt tension. 	<ul style="list-style-type: none"> Adjust belt tension.
Charge lamp does not light during normal engine operation.	<ul style="list-style-type: none"> Charge lamp defective. Faulty wiring. 	<ul style="list-style-type: none"> Replace. Check and repair.
Alternator makes abnormal sounds.	<ul style="list-style-type: none"> Alternator defective. 	<ul style="list-style-type: none"> Replace
Starting motor fails to run.	<ul style="list-style-type: none"> Faulty wiring. Insufficient battery voltage. 	<ul style="list-style-type: none"> Check and repair. Recharge battery.
Starting motor pinion repeats going in and out.	<ul style="list-style-type: none"> Insufficient battery voltage. 	<ul style="list-style-type: none"> Recharge battery.
Excessively low starting motor speed.	<ul style="list-style-type: none"> Insufficient battery voltage. Starting motor defective. 	<ul style="list-style-type: none"> Recharge battery. Replace
Starting motor comes to a stop before engine starts up.	<ul style="list-style-type: none"> Faulty wiring. Insufficient battery voltage. 	<ul style="list-style-type: none"> Check and repair. Recharge battery.
Heater signal does not become red.	<ul style="list-style-type: none"> Faulty wiring. Glow plug damaged. 	<ul style="list-style-type: none"> Check and repair. Replace
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"> Caution lamp defective. Caution lamp switch defective. 	<ul style="list-style-type: none"> Replace Replace

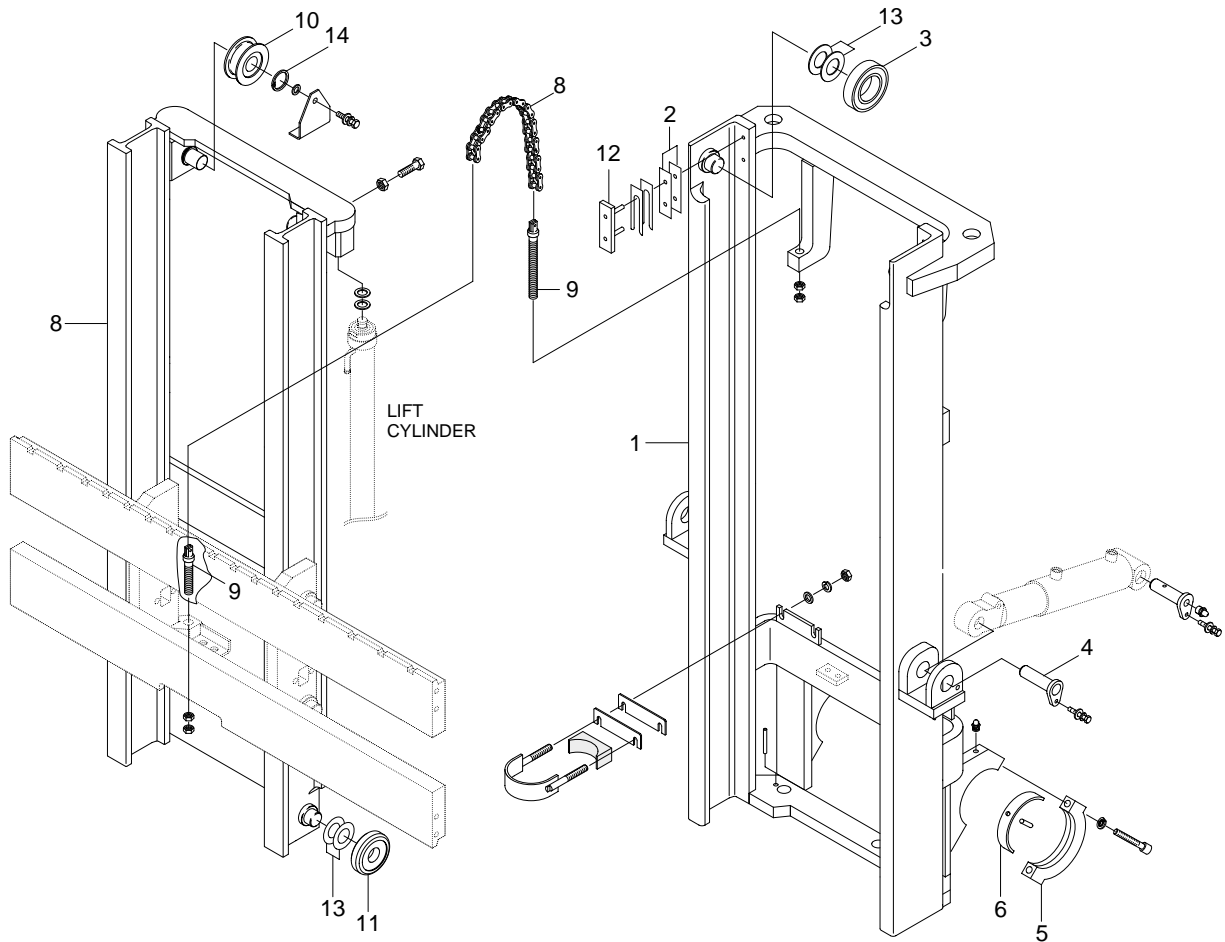
SECTION 8 MAST

Group 1 Structure	8-1
Group 2 Operational Checks and Troubleshooting	8-4
Group 3 Adjustment	8-7
Group 4 Removal and Installation	8-10

SECTION 8 MAST

GROUP 1 STRUCTURE

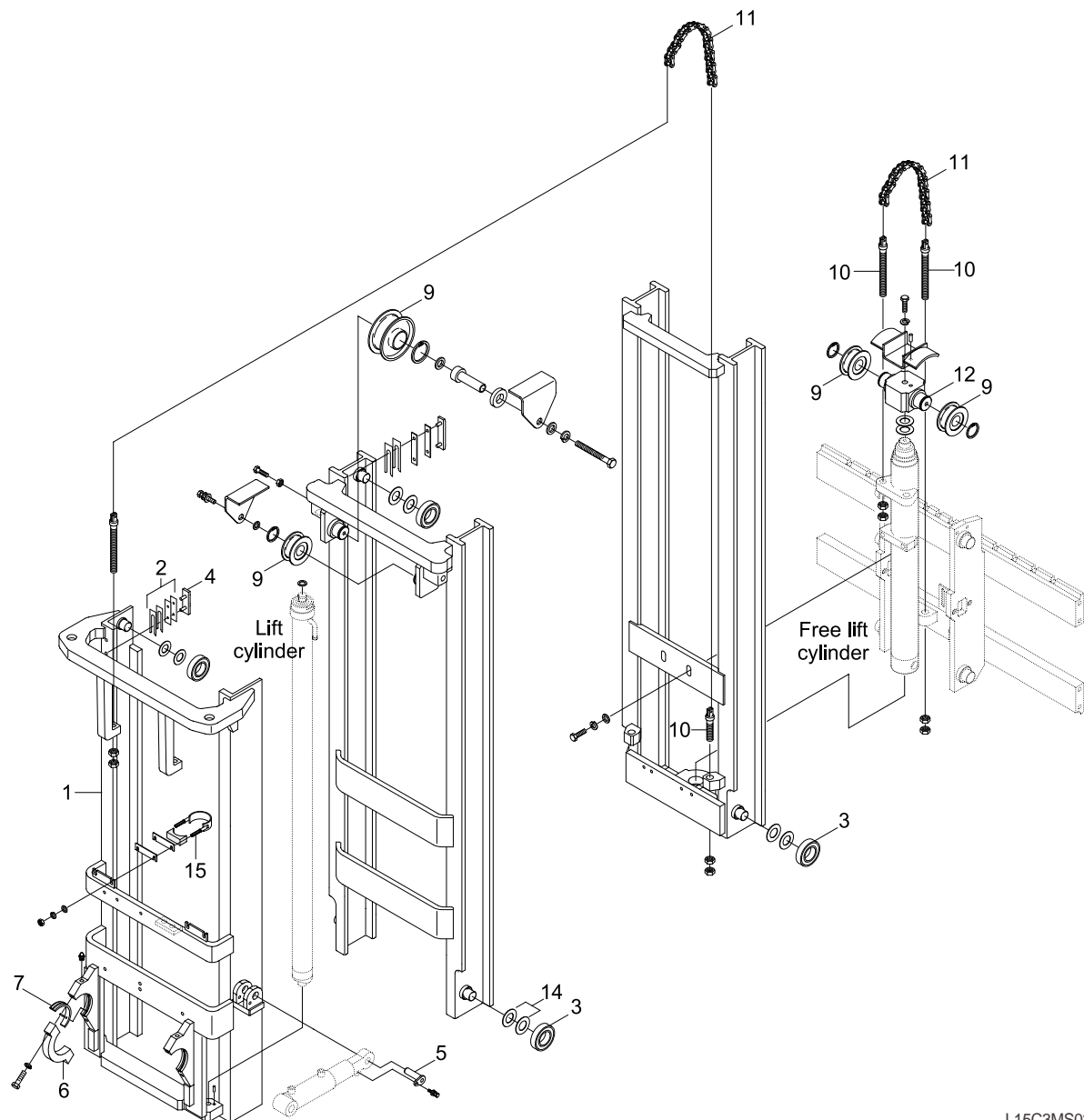
1. 2 STAGE MAST(V MAST)



L15C3MS01

- | | | | | | |
|---|-------------------|----|---------------------|----|-----------------|
| 1 | Outer mast | 6 | Mast support metal | 11 | Roller |
| 2 | Shim(0.5, 1.0t) | 7 | Inner mast | 12 | Back up liner |
| 3 | Roller | 8 | Lift chain | 13 | Shim(0.5, 1.0t) |
| 4 | Tilt cylinder pin | 9 | Anchor bolt | | |
| 5 | Mast support cap | 10 | Chain wheel bearing | | |

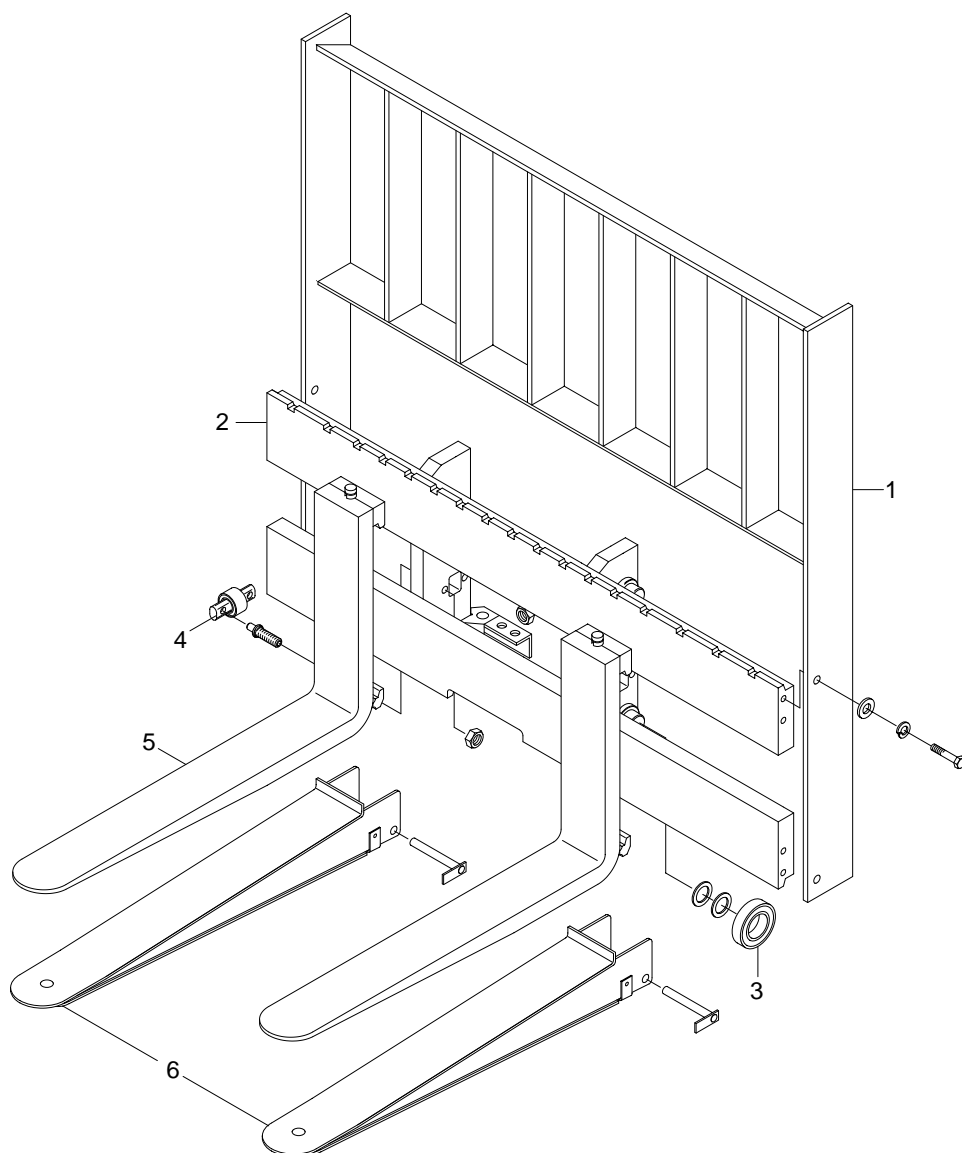
2. 3 STAGE MAST(TF MAST)



L15C3MS02

- | | | | | | |
|---|-------------------|----|-------------|----|-----------------------|
| 1 | Outer mast | 6 | Cap | 11 | Chain |
| 2 | Shim(0.5, 1.0t) | 7 | Bushing | 12 | Sheave bracket |
| 3 | Roller | 8 | Middle mast | 13 | Inner mast |
| 4 | Back up liner | 9 | Sheave | 14 | Shim(0.5, 1.0t) |
| 5 | Tilt cylinder pin | 10 | Anchor bolt | 15 | Mast up cylinder band |

3. CARRIAGE, BACKREST AND FORK



L15C3MS03

1 Backrest
2 Carriage

3 Load roller
4 Side roller

5 Fork assembly
6 Extension fork

GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

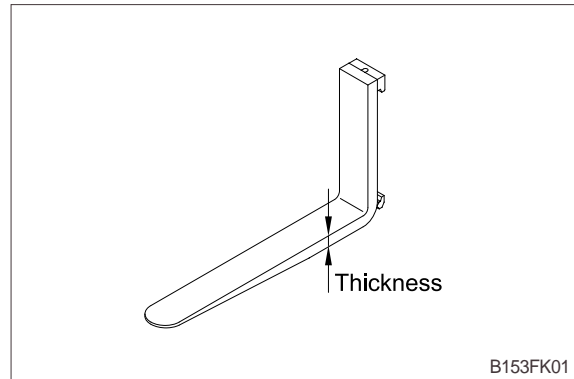
1. OPERATIONAL CHECKS

1) FORKS

- (1) Measure thickness of root of forks and check that it is more than specified value.

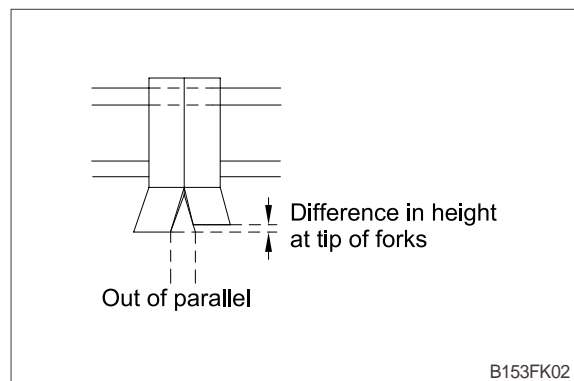
EX : $\approx 1050\text{mm}(41.3\text{in})$ mm(in)

STD Fork assy	Applicable model	Standard	Limit
64FD-11040	HLF 15CII	40(1.6)	37(1.5)



- (2) Set forks in middle and measure out of parallel and difference in height at top of forks.

	mm(in)
Difference in height	Max 15(0.6)
Out-of-parallel	Max 35(1.4)



- (3) Most force is concentrated at root of fork and at hook, so use crack detection method to check cracks.

2. MAST

- 1) 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.
- 2) 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 2.0mm(0.08in)
 - Left-to-right clearance : Within 2.5mm (0.10in)
- 3) Check that there is an oil groove in bushing at mast support.
- 4) 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.
- 5) 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"> Deformed mast or carriage. 	<ul style="list-style-type: none"> Disassemble, repair or replace.
Fork fails to elevate	<ul style="list-style-type: none"> Faulty hydraulic equipment. Deformed mast assembly. 	<ul style="list-style-type: none"> See troubleshooting hydraulic pump and cylinders in section 6, hydraulic system. Disassemble mast and replace damaged parts or replace complete mast assembly.
Slow lifting speed and insufficient handling capacity.	<ul style="list-style-type: none"> Faulty hydraulic equipment. Deformed mast assembly. 	<ul style="list-style-type: none"> See troubleshooting hydraulic pump and cylinders in section 6, hydraulic system. Disassemble mast and replace damaged parts or replace complete mast assembly.
Mast fails to lift smoothly.	<ul style="list-style-type: none"> Deformed masts or carriage. Faulty hydraulic equipment. Damaged load and side rollers. Unequal chain tension between LH & RH sides. LH & RH mast inclination angles are unequal. (Mast assembly is twisted when tilted) 	<ul style="list-style-type: none"> Disassembly, repair or replace. See Troubleshooting Hydraulic Cylinders, pump and control valve in section 6, hydraulic system. Replace. Adjust chains. Adjust tilt cylinder rods.
Abnormal noise is produced when mast is lifted and lowered.	<ul style="list-style-type: none"> Broken load roller bearings. Broken side roller bearings. Deformed masts. Bent lift cylinder rod. Deformed carriage. Broken sheave bearing. 	<ul style="list-style-type: none"> Replace. Replace. Disassemble, repair or replace. Replace. Replace. Replace.
Abnormal noise is produced during tilting operation.	<ul style="list-style-type: none"> Insufficient lubrication of anchor pin, or worn bushing and pin. Bent tilt cylinder rod. 	<ul style="list-style-type: none"> Lubricate or replace. Replace.

2) FORKS

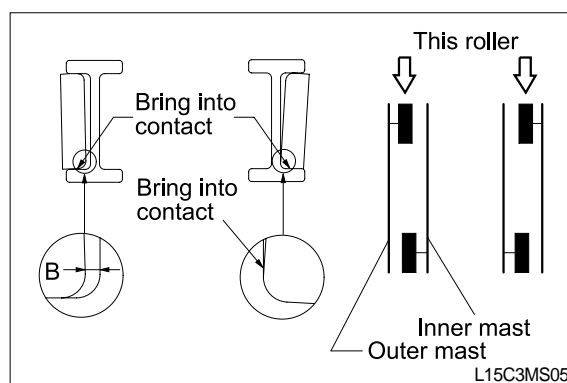
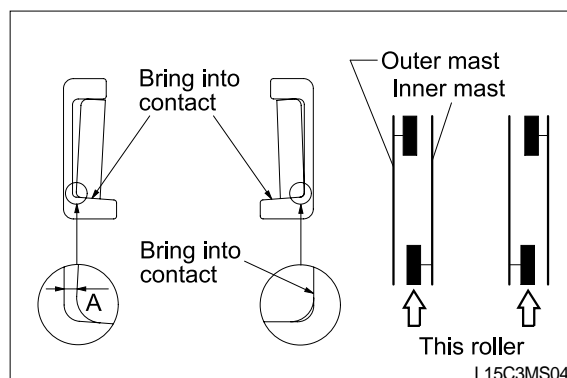
Problem	Cause	Remedy
Abrasion	Long-time operations causes the fork to wear and reduces the thickness of the fork. Inspection for thickness is needed. <ul style="list-style-type: none">· Wear limit : Must be 90% of fork thickness	If the measured value is below the wear limit, replace fork.
Distortion	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">· Difference in fork tip height : 15mm· Difference in fork tip width : 35mm	If the measured value exceeds the allowance, replace fork.
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">· Crack on the fork heel.· Crack on the fork weldments.	Repair fork by expert. In case of excessive distortion, replace fork.

GROUP 3 ADJUSTMENT

1. MAST LOAD ROLLER(V MAST)

1) INNER/OUTER MAST ROLLER CLEARANCE ADJUSTMENT

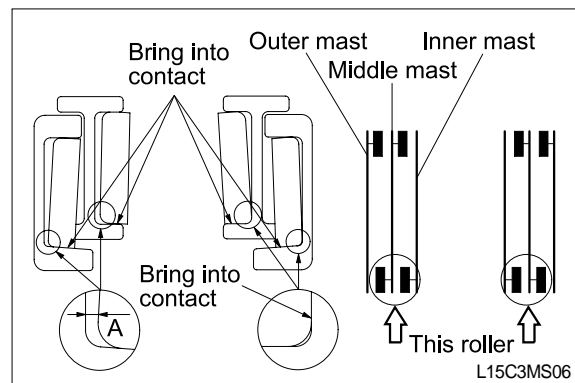
- (1) Measure the clearance with the mast overlap at near 480mm.
- (2) Shift the inner mast to one side to bring the roller into contact with the outer mast, and adjust the clearance between the roller side face and mast at the closest position on the opposite side to the following value by inserting the inner/outer mast roller shim.
 - Standard clearance A, B = 0~0.6mm
 - Shim thickness 0.5, 1.0mm
- (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)

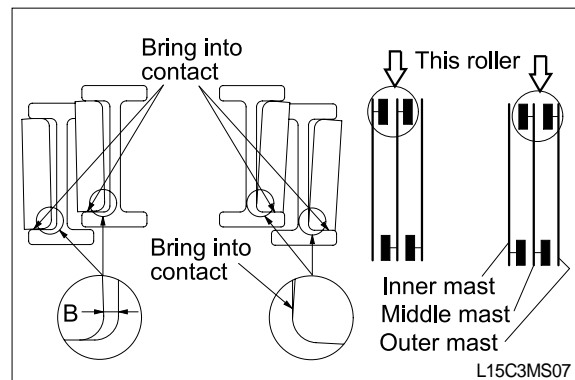
1) INNER AND MIDDLE MAST ROLLER CLEARANCE ADJUSTMENT

- (1) Measure the clearance with the mast overlap at near 480mm.
- (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 = 0~0.6mm
 - Shim thickness 0.5, 1.0mm
- (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.



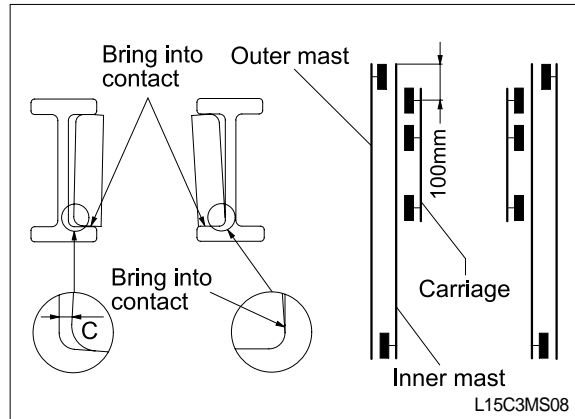
2) OUTER AND MIDDLE MAST UPPER ROLLER CLEARANCE ADJUSTMENT.

- (1) Measure the clearance with the mast overlap at near 480mm.
- (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 = 0~0.6mm
 - Shim thickness 0.5, 1.0mm
- (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.



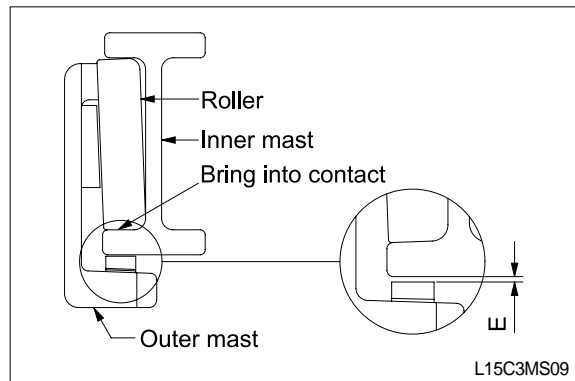
3) CARRIAGE LOAD ROLLER

- (1) Measure the clearance when the center of the carriage upper roller is 100mm 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 $C = 0 \sim 0.6\text{mm}$
 - Shim thickness 0.5, 1.0mm
- (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

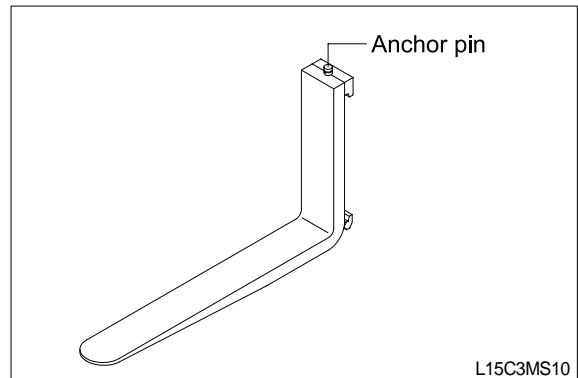
- (1) Measure the clearance with the middle mast at the bottom position.
- (2) With the middle mast in contact with the outer mast roller, adjust the clearance between the mast back up liner and middle mast to the following value by inserting the back up liner shim.
 - Standard clearance $E = 0.2 \sim 0.6\text{mm}$
 - Shim thickness 0.5, 1.0mm
- (3) After the adjustment, the mast should move smoothly.



GROUP 4 REMOVAL AND INSTALLATION

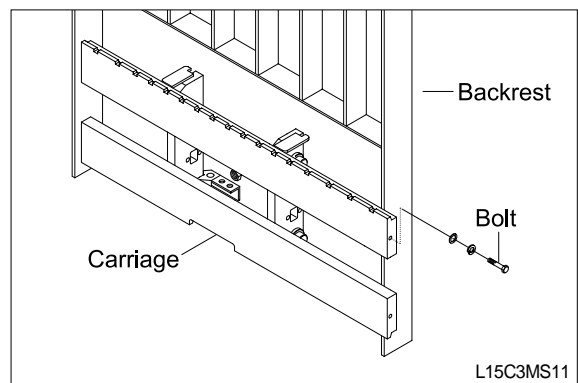
1. FORKS

- 1) Lower the fork carriage until the forks are approximately 25mm(1inch) from the floor.
- 2) Release fork anchor pins 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. Lift backrest straight up and remove from 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.

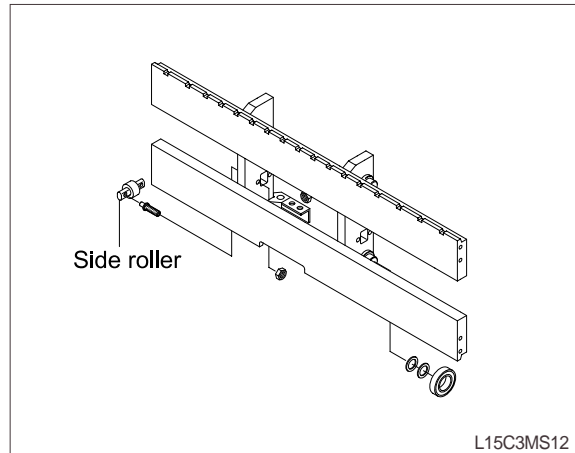
▲ Replace the split pin of chain anchor with new one.

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.

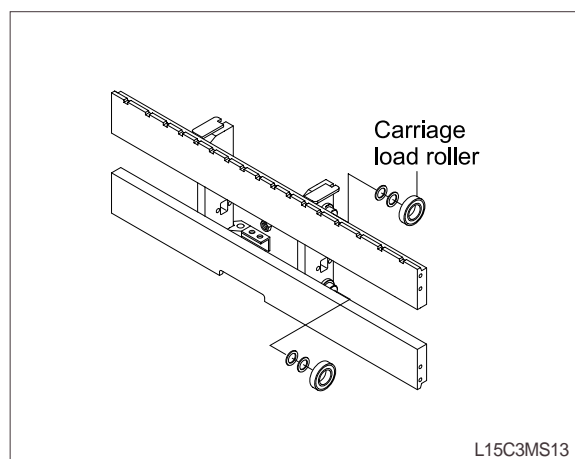
Adjustment

- 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)

Remove the carriage assembly and move them to one side.

Loosen and remove hexagon bolts and washers securing lift cylinders to inner mast.

Loosen and remove hexagon bolts and nuts securing lift cylinders to inner mast.

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.

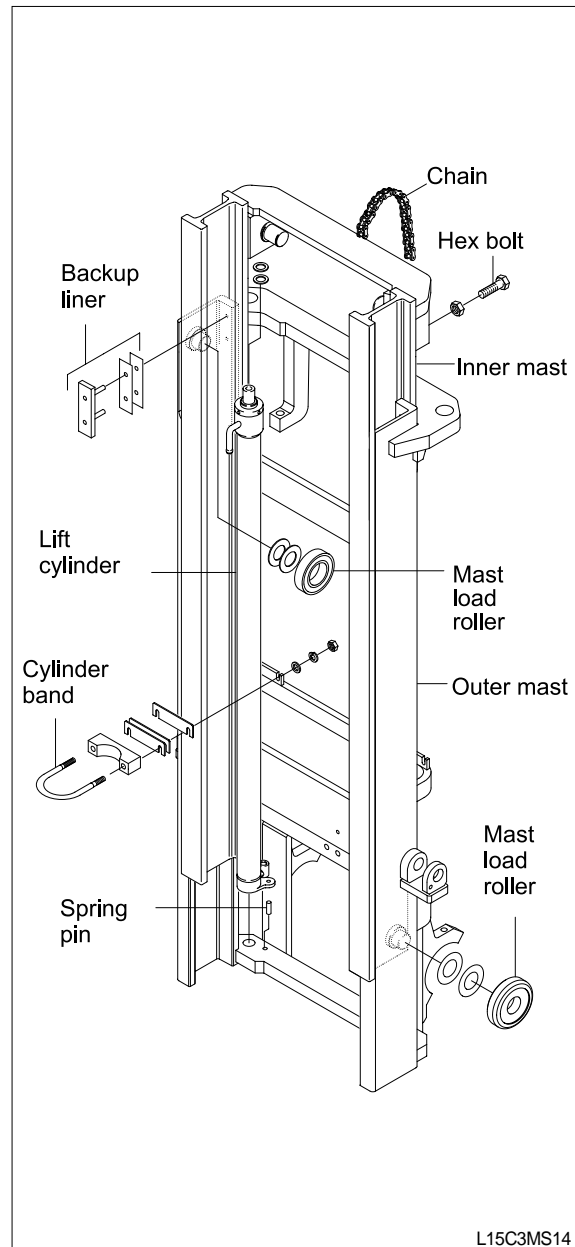
After lowering the lift cylinder rods, and disconnecting lift cylinder hose, tilt the lift cylinders LH and RH and them with ropes to the outer mast.

Using the overhead hoist, lower inner mast until top and bottom rollers and back up liners are exposed.

Using a pryer, remove load rollers from load roller bracket. Remove back up liners and shims.

Thoroughly clean, inspect and replace all worn or damaged parts.

Reverse the above procedure to assemble. Refer to MAST LOAD ROLLER ADJUSTMENT paragraph.



(2) 3 stage mast(TF mast)

Remove the carriage assembly and move it to one side.

Loosen and remove hexagon bolt securing bottom cylinder from outer mast. Loosen and remove band and special washers securing lift cylinders to middle mast. Remove the spring pin.

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. 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.

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).

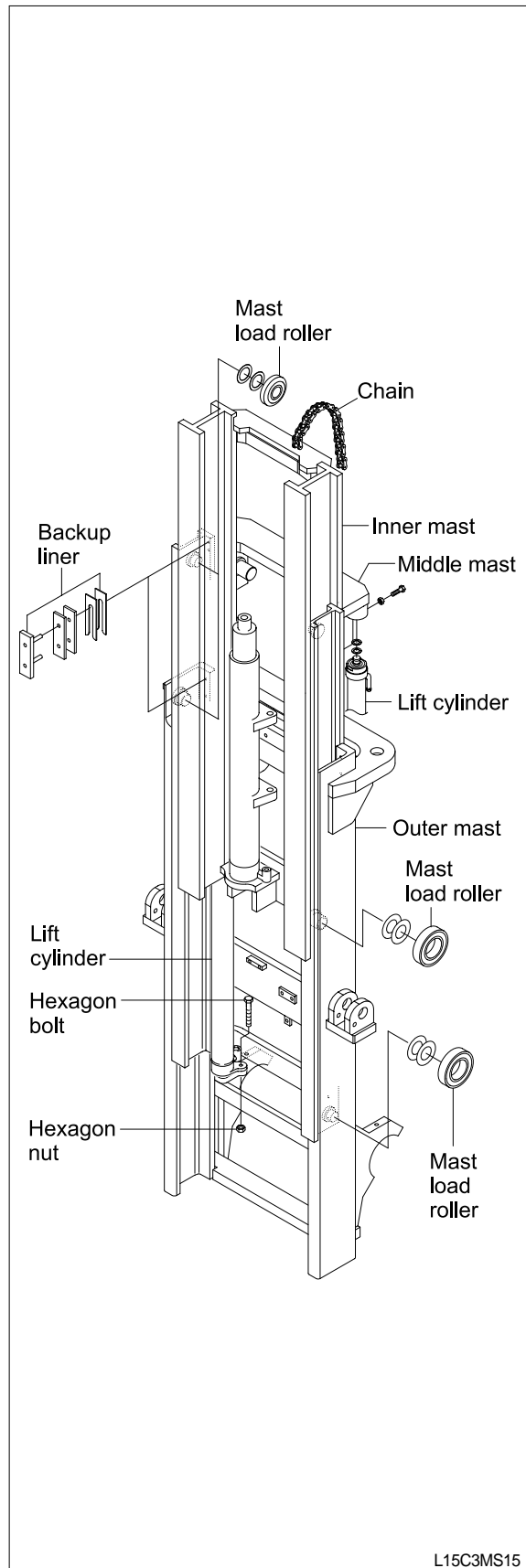
Remove retaining rings securing chain sheaves to sheave support brackets. While support chains, remove chain sheaves and let chains hang free. The upper outer and lower middle mast rollers and back up liners are now exposed. Using a prybar, remove load rollers from load bracket. Remove back up liners and shims.

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.

Using a prybar, remove load rollers from load roller bracket.

Thoroughly clean, inspect and replace all worn or damaged parts.

Reverse the above procedure to assemble. Refer to MAST LOAD ROLLER ADJUSTMENT paragraph.



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5) ELEVATING MAST

(1) Inner mast (V mast)

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.

Lift inner mast upright straight up and out of outer mast section.

Replace and reverse above procedure to install. Make all necessary measurements and adjustments.

(2) Inner and middle mast(TF mast)

After completing all necessary steps for load rollers and back up liner removal. Remove rear chains and sheave support if not already done.

Disconnect free lift cylinder hose. Drain hose into a suitable pan or container and cap hose.

While supporting free lift cylinder assembly, remove bolts and washers securing cylinder to mast crossmember.

Place a sling around free lift cylinder and attach to an overhead hoist. Slowly raise and move cylinder to one side.

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.

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.

Replace upright and reverse above procedure to install. Make all necessary measurements and adjustments.

6) CHAIN

(1) Chain sheave(V mast)

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.

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.

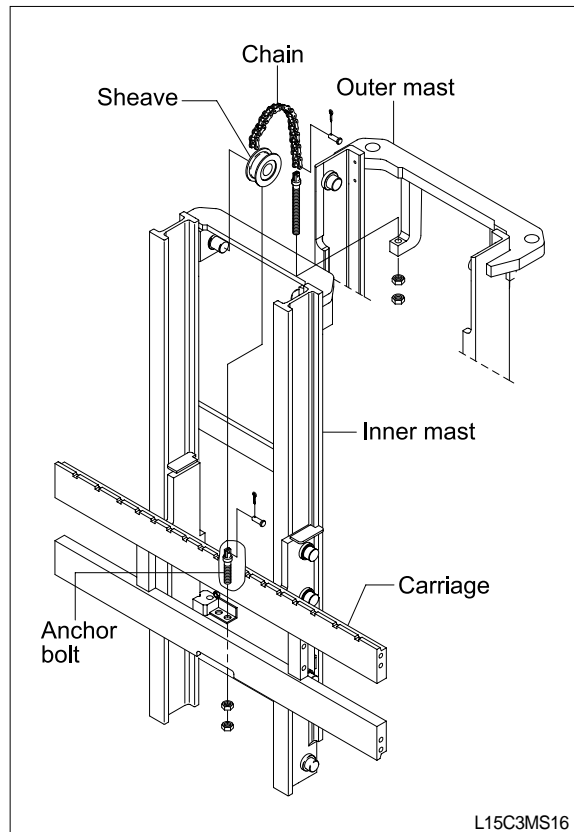
Remove retaining ring securing sheaves to sheave support. Remove sheaves with bearings.

Remove bearing retaining ring from sheave and press bearings from sheaves.

Thoroughly clean, inspect and replace all worn or damaged parts.

Reverse the above to assemble and install.

Use new split pins in chain anchor pins.



(2) Rear chain sheave(TF mast)

Raise and securely block carriage and inner mast section.

Remove the split pin securing the chain anchor pins and discard. While supporting the chains, remove the chain anchor pins from outer mast section.

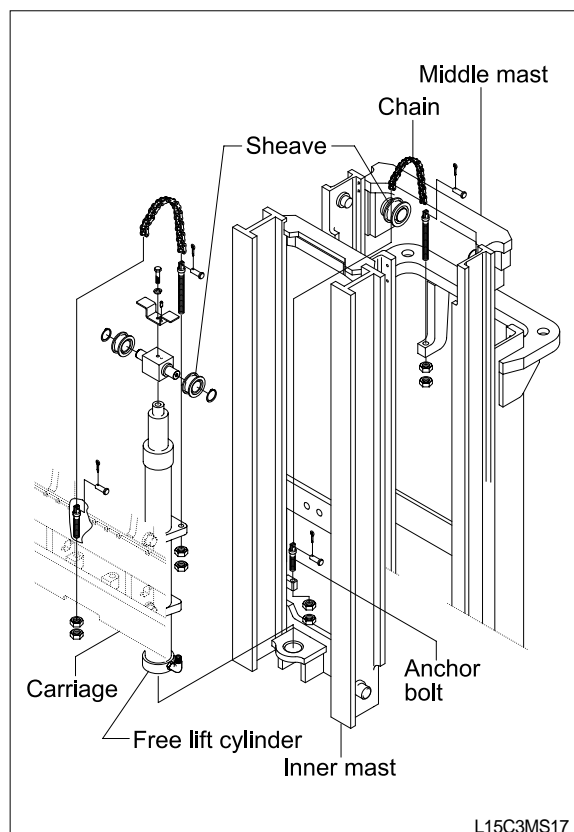
Remove chains.

Remove retaining ring securing chain sheaves to sheave support. Pry off sheaves with bearings.

Remove bearing retaining ring from sheave and press bearings from sheaves.

Thoroughly clean, inspect and replace all worn or damaged parts.

Reverse the above procedure to assemble and install. Use new split pins in chain anchor pins.



(3) Chain wheel bearing support(TF mast)

Remove the carriage assembly and move to one side.

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.

Remove retaining ring securing chain wheel bearing to chain wheel bearing support.

Remove bearing retaining ring from chain wheel bearing and press bearings from chain wheel bearings.

Thoroughly clean, inspect and replace all worn or damaged parts.

Reverse the above procedure to install.

(4) Rear chain(TF mast)

Remove the carriage assembly and move to one side. Refer to carriage removal and installation.

Raise and securely block truck approximately 6 inches from the floor.

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.

Remove split pins and chain anchor pins securing chains to chain anchor(part of inner mast).

While supporting the chains, remove split and chain anchor pins securing chains to chain anchors attached to outer mast section.

Remove chains.

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

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.

Place a wooden block under the carriage and lower the carriage on the block.

While supporting the chains, remove split pins and chain anchor pins from chain anchors.

Remove chains and wash them with solvent. Refer to this section for Load chain inspection and maintenance.

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 :

Wear

As the chain flexes on and off the chain wheel bearings, the joints very gradually wear. The stretch a chain develops 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.

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.

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.

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.

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.

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.

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.

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(12.7mm), 3/4(19.05mm), 1(25.4mm), 1-1/2(38.1mm), 2(50.8mm), use side A of scale.
- If pitch is 5/8(15.875mm), 1-1/4(31.75mm) or 2(50.8mm), 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

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).

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.

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.

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.