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SECTION 1 GENERAL



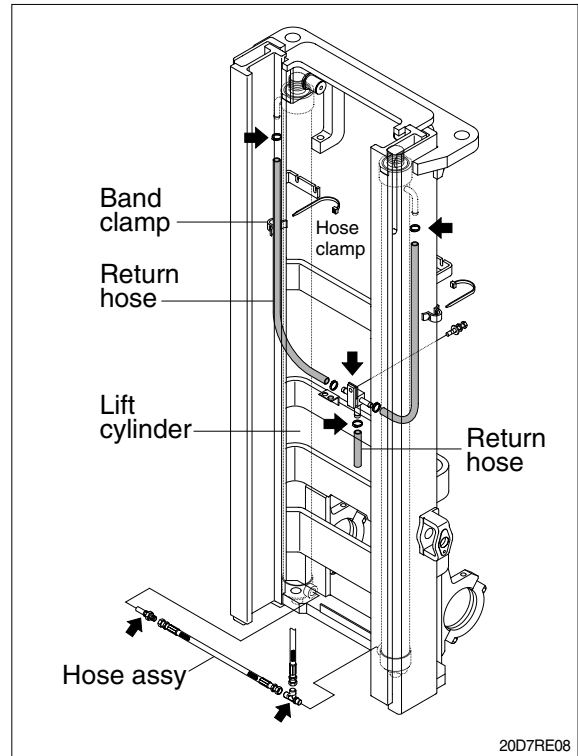
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4. TIGHTENING TORQUE FOR MAJOR COMPONENTS

No	Item		Size	kgf · m	lbf · ft
1	Engine	Engine mounting bolt	M12 × 1.25	12.3 ± 2.4	89 ± 17.4
2		Radiator mounting bolt, nut	M 8 × 1.25	2.5 ± 0.5	18 ± 3.6
3	Hydraulic system	Torque converter mounting bolt(8EA)	M10 × 1.25	6.9 ± 1.4	50 ± 10
4		MCV mounting bolt	M10 × 1.5	6.9 ± 1.4	50 ± 10
5		Steering unit mounting bolt	M10 × 1.5	6.9 ± 1.4	50 ± 10
6	Power train system	Transmission mounting bolt, nut	M16 × 2.0	7.5	54
7		Drive axle mounting bolt, nut	M20 × 1.5	62.5 ± 9.5	452 ± 69
8		Steering axle mounting bolt	M20 × 2.5	58 ± 8.7	420 ± 63
9		Front wheel mounting nut	M20 × 1.5	40 ± 10	289 ± 72
10		Rear wheel mounting nut	M14 × 1.5	18 ± 2	130 ± 14
11	Others	Counterweight mounting bolt	M30 × 3.5	215 ± 33	1555 ± 239
12		Operator's seat mounting nut	M 8 × 1.25	2.5 ± 0.5	18.1 ± 3.6
13		Head guard mounting bolt, nut	M12 × 1.75	6.2	45

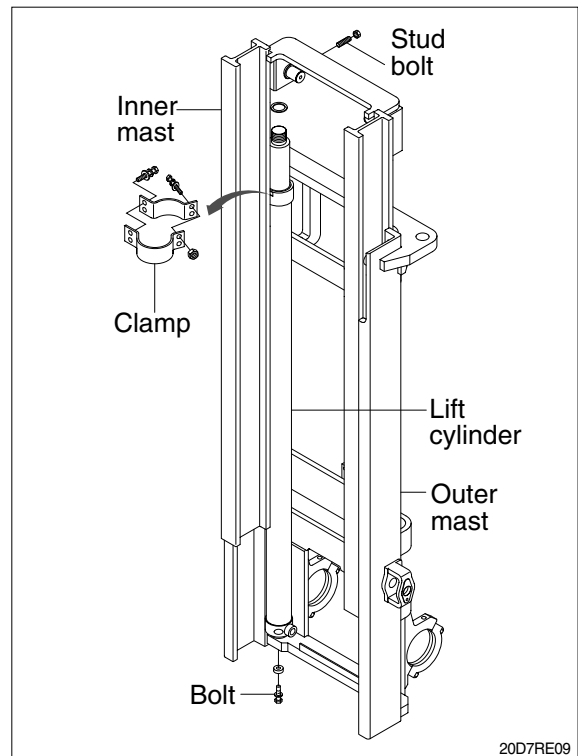
(4) Piping

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



(5) Lift cylinder

- ① Loosen hexagonal bolts and remove washers securing the lift cylinders to inner mast.
- ② Bind the lift cylinder with overhead hoist rope and pull up so that the rope has no slack or binding.
- ▲ **Make sure that the lift cylinder be tightened firmly for safety.**
- ③ Loosen and remove hexagon nuts and clamp securing cylinder to outer mast.
- ④ Using an overhead hoist, slowly raise the inner mast high enough to clear lift cylinder.
- ⑤ Using an overhead hoist, draw out lift cylinder carefully and put down on the work floor.



(3) Tightening torque of mounting bolt installing to torque converter housing.
· 5.5~8.3kgf · m (40~60lb · ft)

(4) Radiator hoses

· Distance to insert hose : 35mm (1.4in)

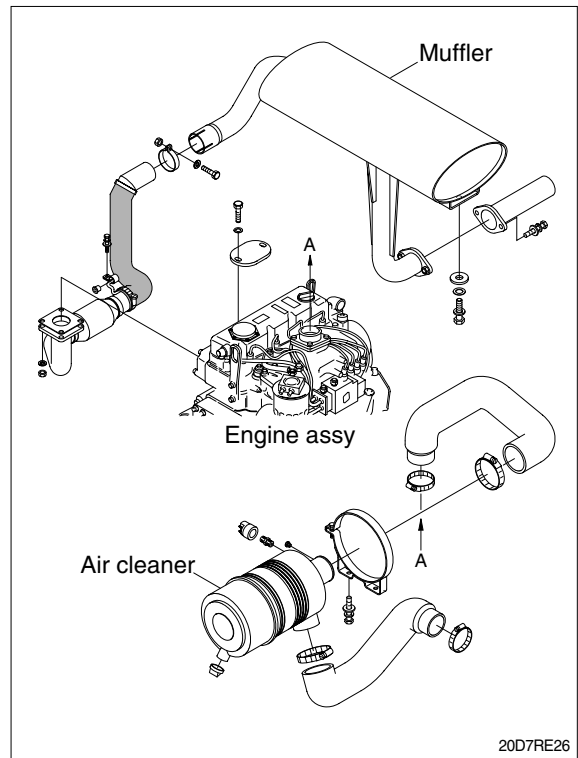
(5) Air cleaner hose

① Insert the air cleaner hose securely and fit a clamp.

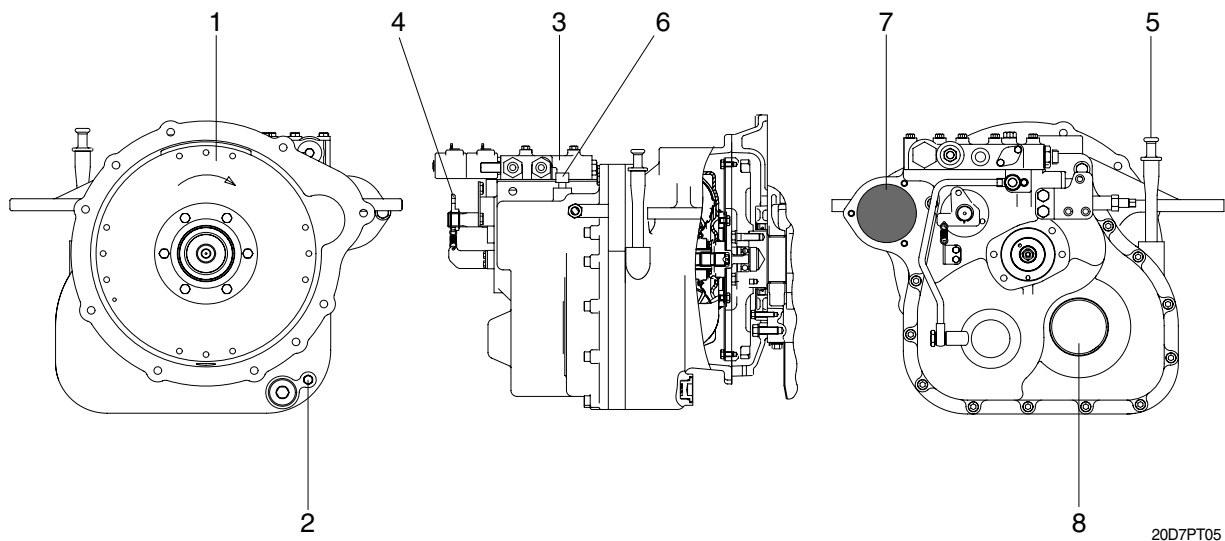
② **Distance to insert hose**

· Air cleaner hose : 35mm (1.4in)

· Engine end : 35mm (1.4in)



2) INSTALLATION VIEW



- | | | | |
|---|--------------------------|---|---|
| 1 | Torque converter | 5 | Oil level pipe and dipstick |
| 2 | Temperature sensor | 6 | Air breather |
| 3 | Control valve | 7 | Transmission oil filter |
| 4 | Parking brake link lever | 8 | Transmission output (Universal joint link part) |

3) OPERATION

The flywheel of engine transmits a power to torque converter through flexible plate.

The torque converter consists of an impeller wheel connected to the input side, a turbine connected to the output side and a stator wheel.

The power delivered from engine make the impeller wheel of the torque converter revolve, an impeller blade generate a fluid energy through being full of fluid in torque converter, this energy give torque to turbine wheel.

Flow of the fluid flowing through revolving turbine wheel is changed by stator, this course causes opposite torque at stator and it is added to the turbine.

As the result of this, the output torque brings torque increase within the compass of stall capability.

When the truck starts running or goes to the uphill, a torque converter transmits a torque increased against engine torque to power transmission system of the transport.

When the truck runs at regular speed without increase speed, high torque is not required and output torque is gradually reduced.

Since the engine and transmission are connected through the fluid, return vibrations and shocks from the drive axle is absorbed, safety of the transmission is secured.

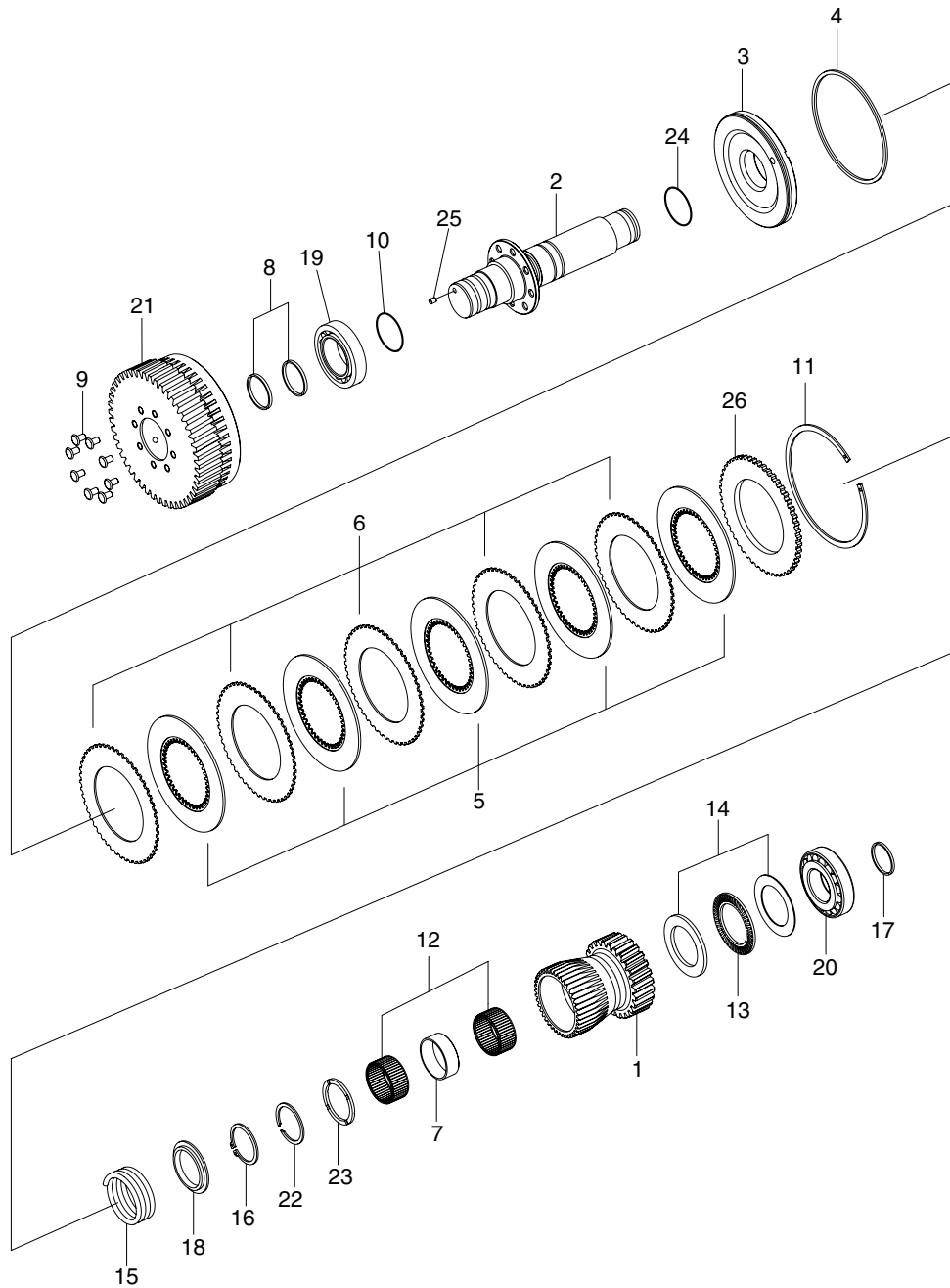
Whether or not the truck travels, the engine continually operates and torque is converted automatically according to load.

This system makes the drive operation much easier and work can be performed much more efficiently.

Output power of the torque converter is transmitted to the input shaft, forward clutch or a reverse clutch works according to gear choice of a driver.

The clutch power chosen at this time is connected to the output gear through the clutch gear.

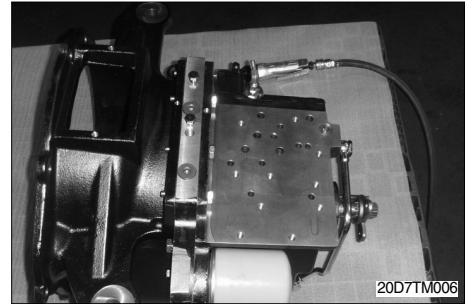
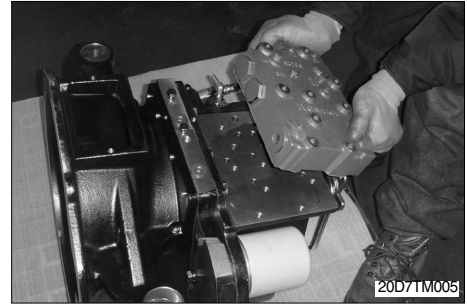
(2) Structure



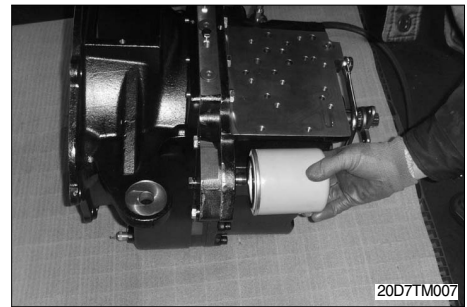
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- | | | |
|-----------------------|--------------------------|-------------------------|
| 1 Reverse clutch gear | 10 O-ring | 19 Taper roller bearing |
| 2 Reverse shaft | 11 Snap ring | 20 Taper roller bearing |
| 3 Piston | 12 Needle bearing | 21 Reverse drum gear |
| 4 Piston ring | 13 Thrust needle bearing | 22 Snap ring |
| 5 Friction plate | 14 Thrust washer | 23 Thrust washer |
| 6 Plate | 15 Clutch spring | 24 O-ring |
| 7 Spacer | 16 Snap ring | 25 AV-Seal |
| 8 Seal ring | 17 Seal ring | 26 Side plate |
| 9 Rivet | 18 Spring cover | |

⑤ Extract control valve.



⑥ Extract oil filter.



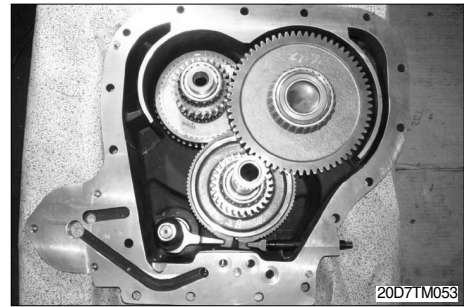
⑦ Remove snap ring.



⑧ Remove parking lever.



② Confirm gear revolution condition.



(3) Assembly of spacer sub assembly

Assembly of oil pump

① Assemble O-ring of charging pump.

※ Spread grease at O-ring surface.



② Spread sealant on charging pump.

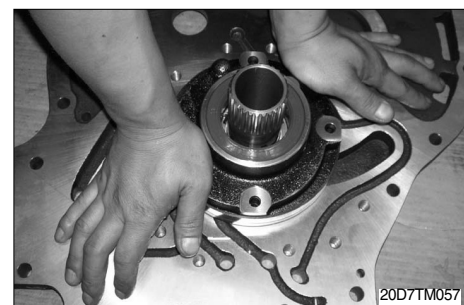
※ Spread loctite #5127 at stator shaft lower in oil pump.



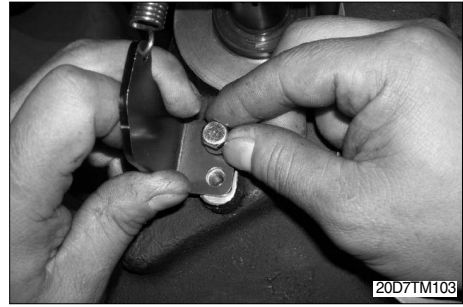
③ Spread sealant on the whole surface.



④ Fix charging pump in spacer.

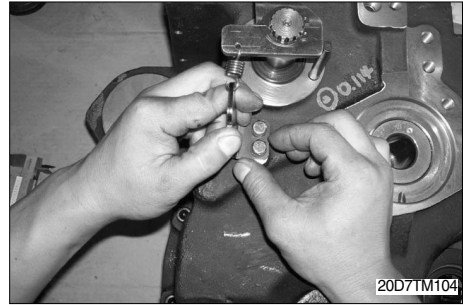


- ⑧ Temporarily assemble parking bracket.



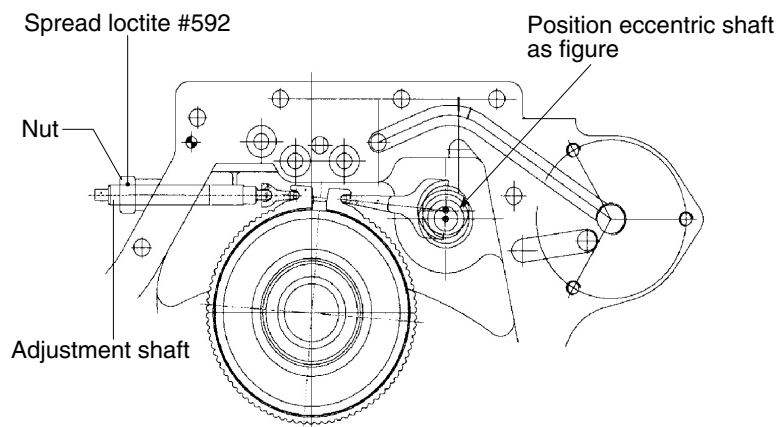
- ⑨ Confirm torque.

- Tightening torque : 0.6~0.8 kgf · m
(4.3~5.8 lbf · ft)



The way to adjusting parking brake

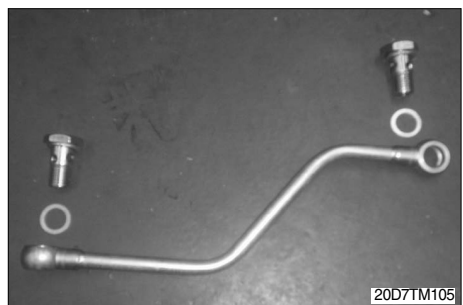
- ① Tighten the adjustment shaft and loosen the shaft a 3/4 revolution.
 - Tightening torque : 0.65kgf · m (4.7lbf · ft)
- ② Tighten the nut.
 - Tightening torque : 3kgf · m (221lbf · ft)



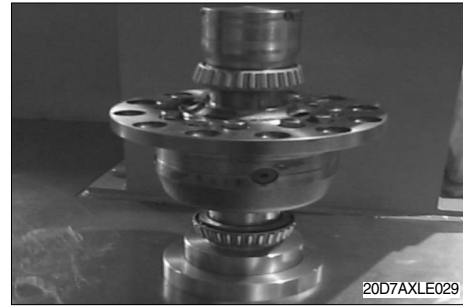
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Pipe offering oil path of reverse clutch assembly

- ① Prepare reverse pipe.



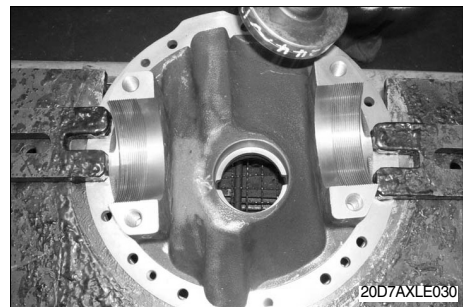
⑨ Assemble the bearing of differential.



(2) Assembly of carrier sub assembly

Adjusting shim and pinion shaft assembly

① Fix the carrier case.



② Measure a gap(A) for deciding an amount of shim with feeler gauge.

※ Determine shim X.

· $X = A \pm \text{Mounting distance (MD) of pinion gear}$

Ex 1) $A = 0.5$, MD value = - 0.2

$$X = 0.5 + 0.2 = 0.7\text{mm}$$

Ex 2) $A = 0.5$, MD value = + 0.2

$$X = 0.5 - 0.2 = 0.3\text{mm}$$



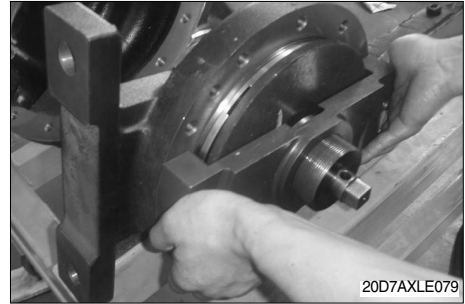
③ Select the shim and assemble.



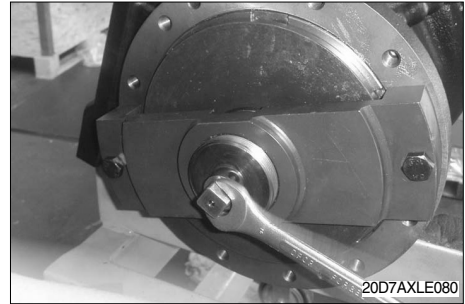
④ Pressurize the bearing cup.



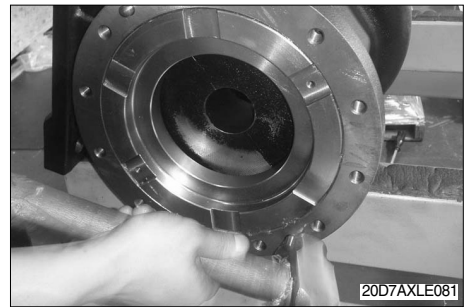
⑤ Set assembly jig.



⑥ Assemble close to drive axle housing.

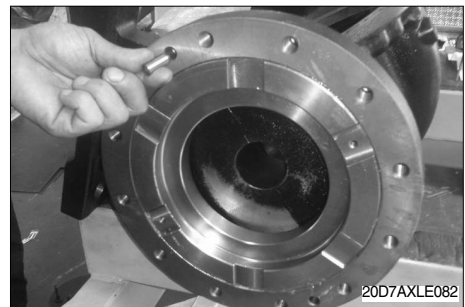


⑦ Pressurize lock pin.



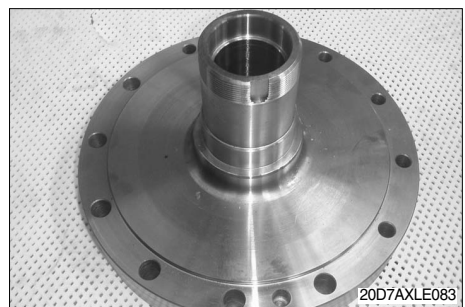
⑧ Measure projection degree of piston.

※ Manage projection degree of piston in 0.6~0.9mm.



Friction plate and plate assembly

① Pressurize oil seal into flange.



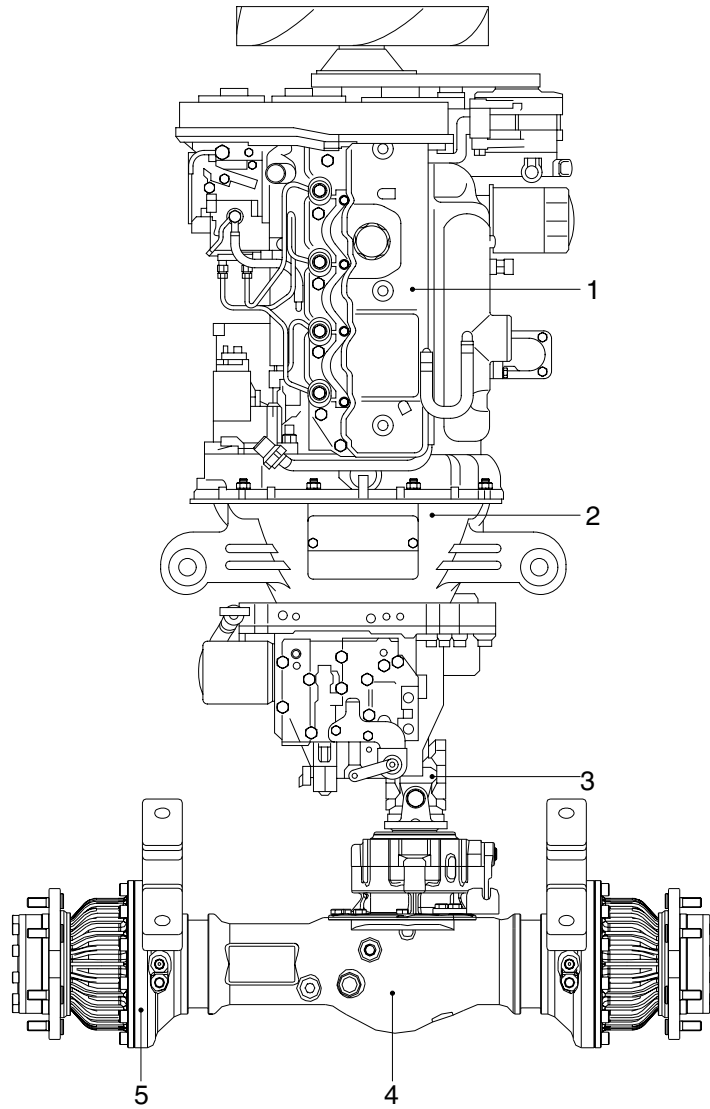
SECTION 3 POWER TRAIN SYSTEM(NEW)

GROUP 1 STRUCTURE AND OPERATION

1. POWER TRAIN DIAGRAM

(20D-7 : #0265-, 25D-7 : #1341-, 30D-7 : #2060-, 33D-7 : #0292- and up)

1) STRUCTURE



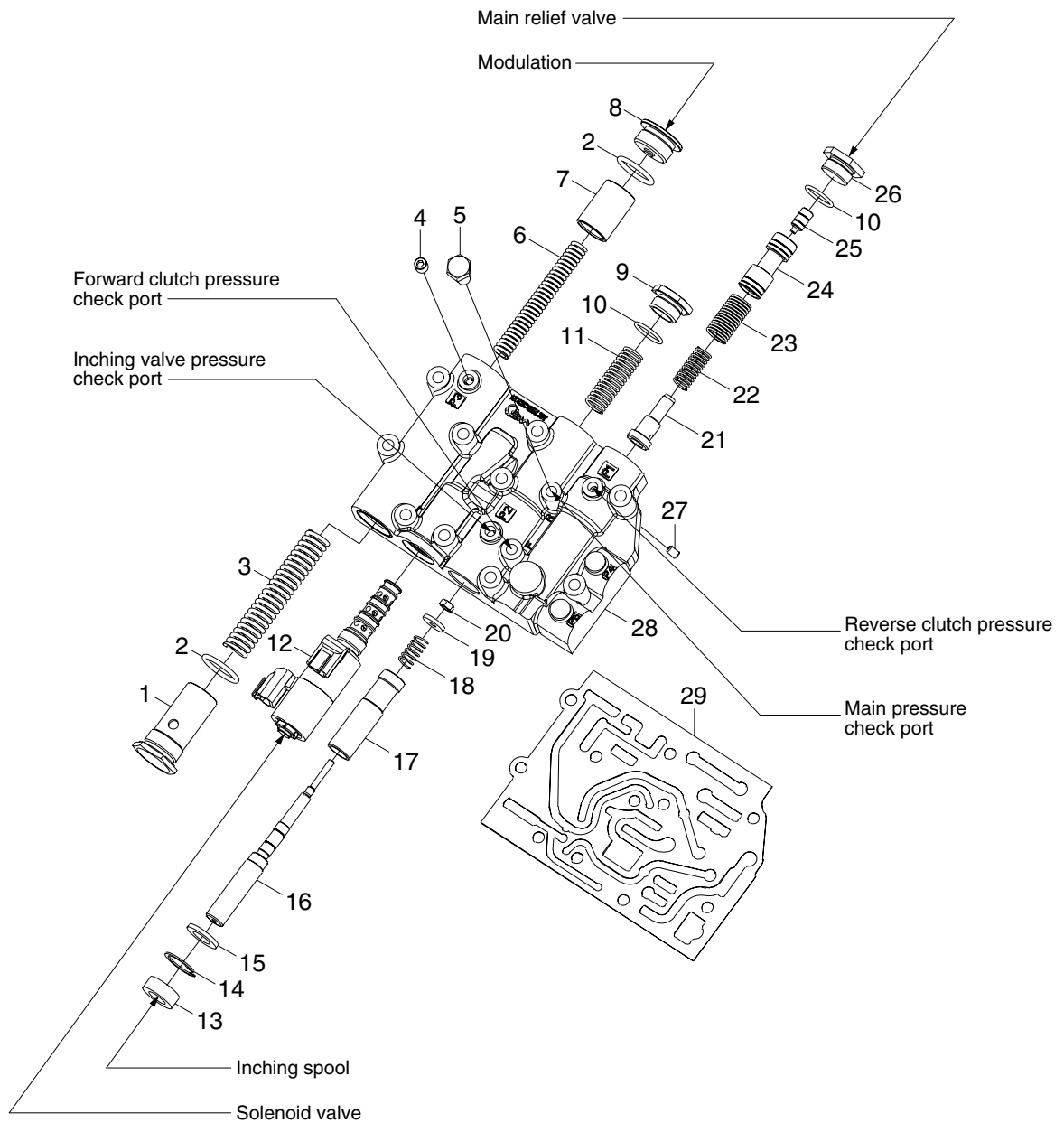
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1 Engine
2 Transmission

3 Drive shaft
4 Drive axle

5 Brake

(2) Structure



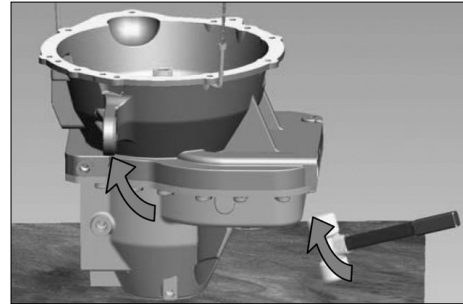
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- | | | |
|-----------|-------------------|------------|
| 1 Plug | 11 Spring | 21 Stopper |
| 2 O-ring | 12 Solenoid valve | 22 Spring |
| 3 Spring | 13 Seal | 23 Spring |
| 4 Plug | 14 Snap ring | 24 Valve |
| 5 Plug | 15 Plate | 25 Piston |
| 6 Spring | 16 Spool | 26 Plug |
| 7 Piston | 17 Valve | 27 Screw |
| 8 Plug | 18 Spring | 28 Body |
| 9 Plug | 19 Stopper | 29 Gasket |
| 10 O-ring | 20 Nut | |

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

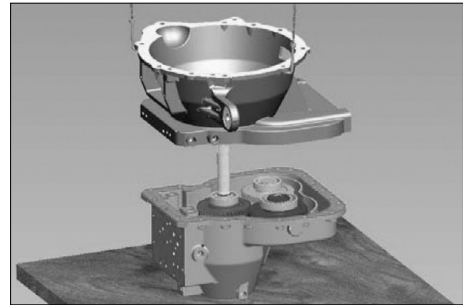
(22) Remove the part slowly with hit the end side softly.

※ Using a plastic hammer.



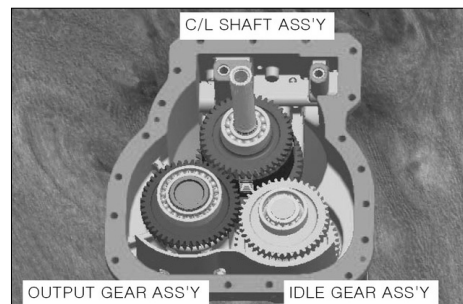
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(23) Remove the T/C housing.



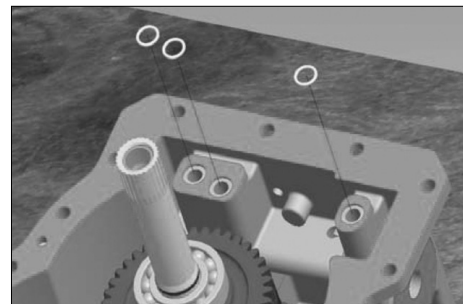
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(24) Gear assemblies arrangements.



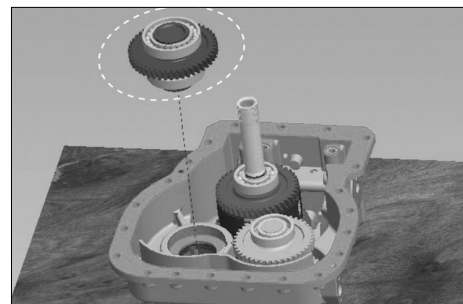
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(25) Remove the O-ring.



15L7ATM031

(26) Remove the output gear assy.



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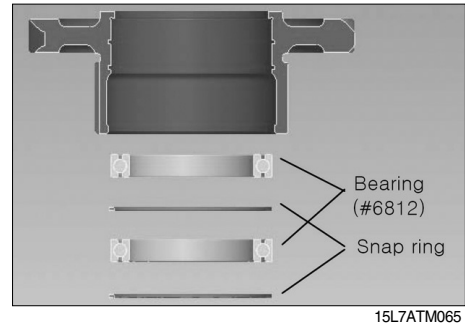


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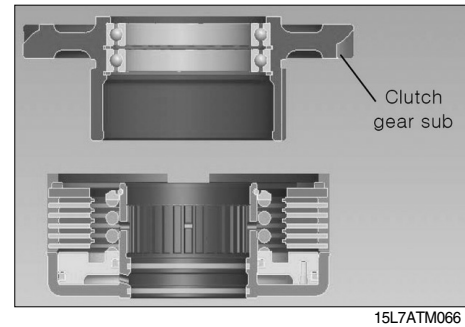
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(2) Reverse clutch drum sub assembly.

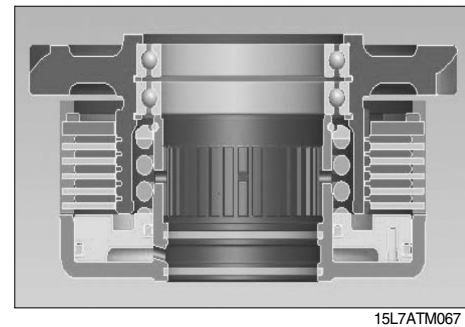
- ① Do work as the same way like forward clutch drum sub assembly procedure 1) ① ~ ⑤.
- ② Assemble the bearing, and then assemble the snap ring alternately.



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

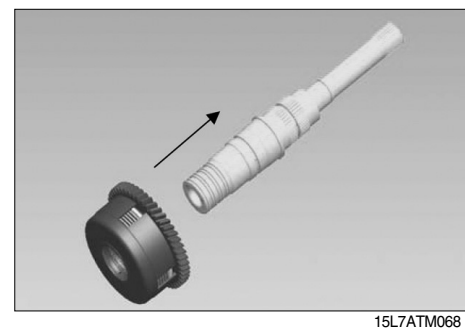


- ④ Reverse clutch drum sub assembly.

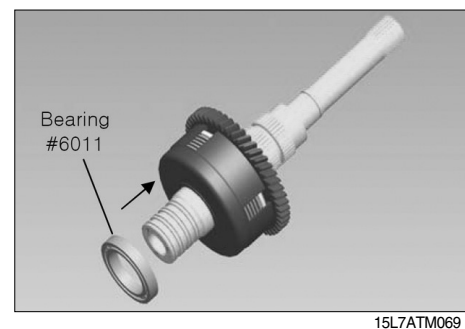


(3) Clutch gear assembly

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



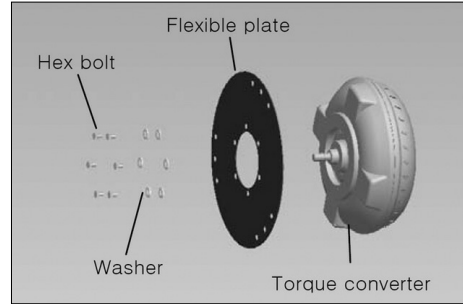
- ② Assemble the bearing.
 - Used method of heating bearing.
- ※ All bearings should never be heated above 120° C



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

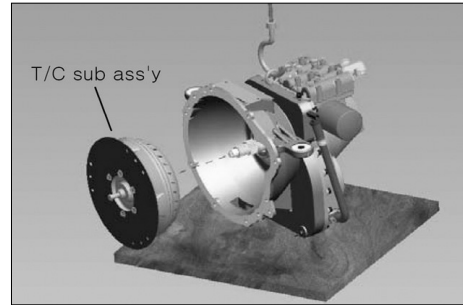
- Hexagon bolt (3/8-24UNF-2B) × 6EA
- Tightening torque : 3.0~3.5 kgf · m(21.6~25.3 lbf · ft)

※ Spread loctite #277 on hexagon bolt



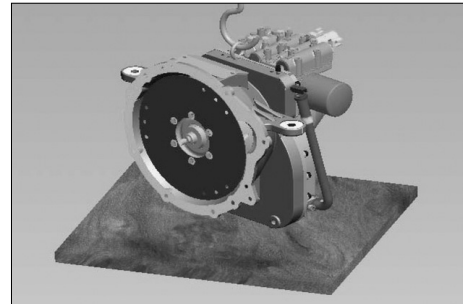
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(31) Insert the T/C sub ass'y at the T/M sub ass'y.



15L7ATM109

(32) Transmission assy.

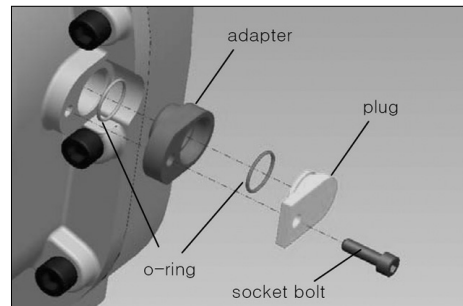


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- ※ Speed sensor plug(option)
In T/M CASE internal groove O-ring assembly, and then insert the adapter at the T/M case.
Next assemble the O-ring+ plug at the adapter.

- Socket bolt (M6 × 1.0p × 20mm)
- Tightening torque : 0.5~0.8 kgf · m (3.7~6 lbf · ft)

- ※ Spread loctite #242 on socket bolt.
- ※ Spread grease on O-ring.



15L7ATM111



15L7ATM112

- ② Decide thickness of shim by gauge and measuring apparatus (Standard gap between bearing and carrier case step : A)
(Mounting distance(MD) of pinion shaft : B)

※ Thickness of shim

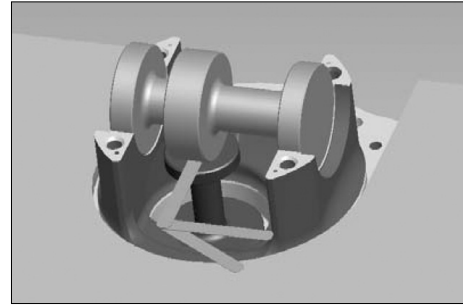
· $X = A - B + \text{Carrier case bearing step depth}$

ex1) $A = 0.35$, $B = -0.1$, Bearing step depth = $+0.1$

· $X = 0.35 + 0.1 + 0.1 = 0.55\text{mm}$

ex2) $A = 0.35$, $B = +0.1$, Bearing step depth = -0.1

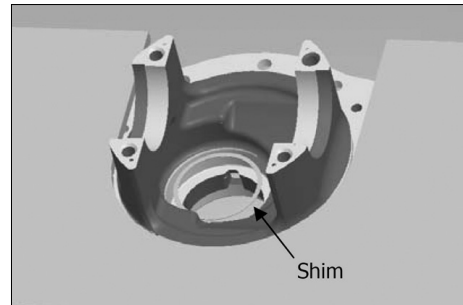
· $X = 0.35 - 0.1 - 0.1 = 0.15\text{mm}$



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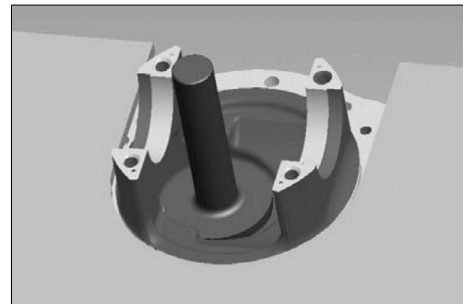
- ③ Assemble shim.

※ Sort of shim : 0.1 , 0.15 , 0.25 , 0.5 (mm)



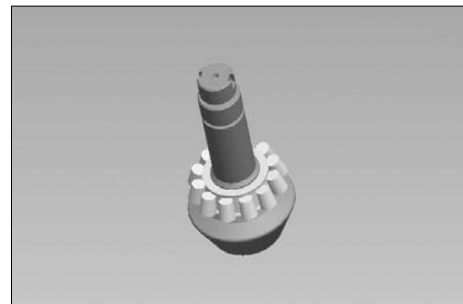
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- ④ Pressurize bearing cup.



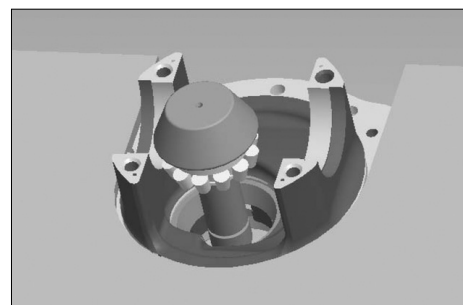
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- ⑤ Put with heating bearing cone on pinion shaft.



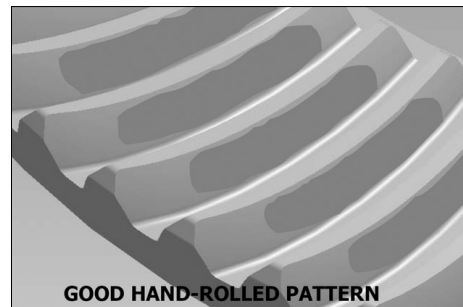
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- ⑥ Put into pinion shaft.

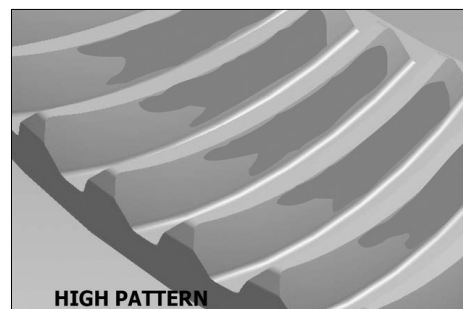


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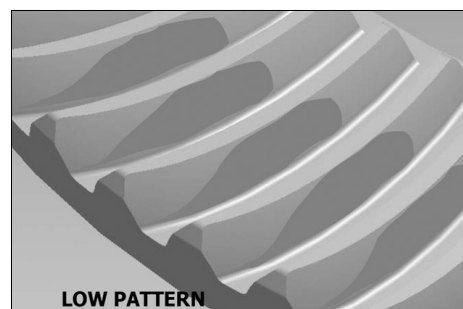
- ② Rotate ring gear forward and backward so that the 6 marked teeth go past the drive pinion six time to get a good contact pattern.
- ③ Compare the contact patterns to figure DA086, DA087 and DA088.
- ※ In new gearsets, a good contact pattern is toward the toe of the tooth, and centered between the top and bottom of the tooth. Figure DA086.



15L7ADA086

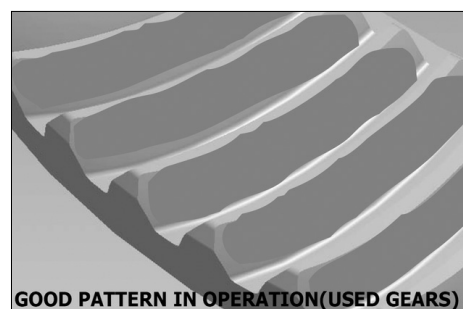


15L7ADA087



15L7ADA088

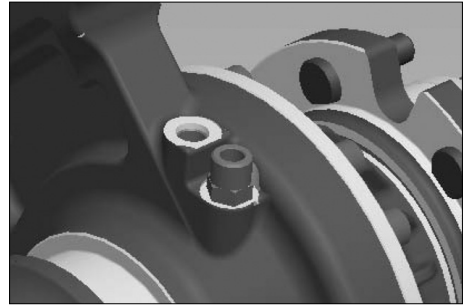
- ※ In used gearsets, a good contact pattern fills approximately the full length of the tooth. The top of the pattern is near the top of the tooth. The location should match the wear pattern on the tooth. Figure DA089.



15L7ADA089

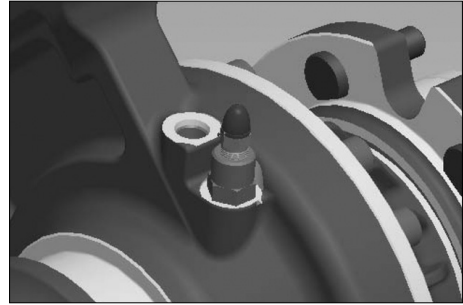
(6) The rest part assembly

- ① Assemble O-ring and fitting bleeder for LH and RH.
Confirm torque : 380~420kgf · cm



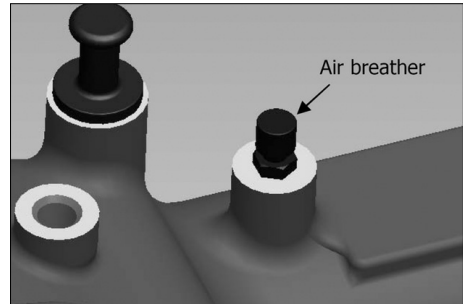
15L7ADA129

- ② Assemble bleeder and cap.
Screw : Assemble after spread loctite #577.
Confirm torque : 150~200kgf · cm



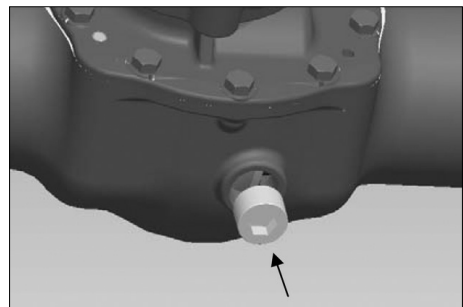
15L7ADA130

- ③ Assemble air breather.



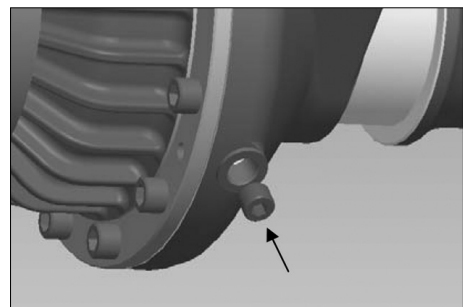
15L7ADA131

- ④ Assemble drain plug (magnetic).
Screw : Assemble after spread loctite #577.
Confirm torque : 700~900kgf · cm



15L7ADA132

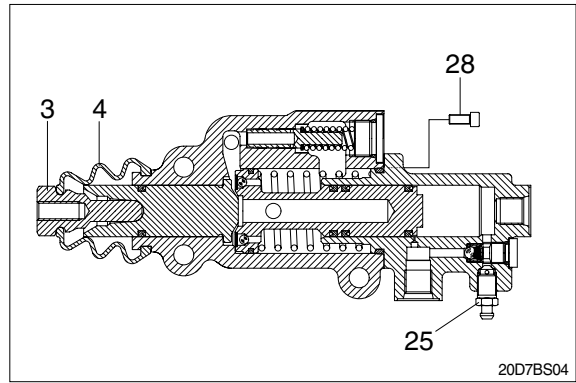
- ⑤ Assemble drain plug (magnetic).
Screw : Assemble after spread loctite #577.
Confirm torque : 300~410kgf · cm



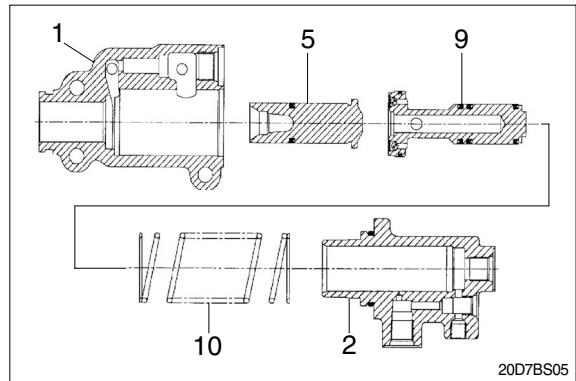
15L7ADA133

2) DISASSEMBLY

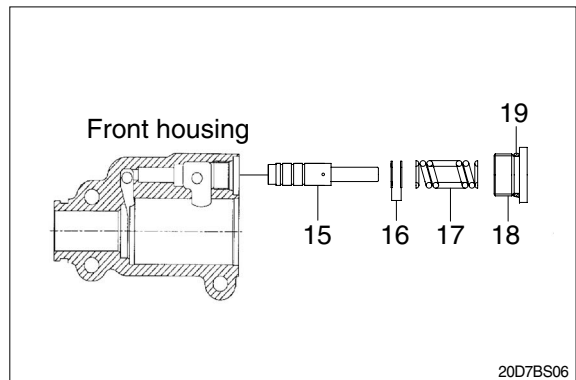
- (1) Remove push rod (3), bellows (4), air vent (25) and bolt (28).



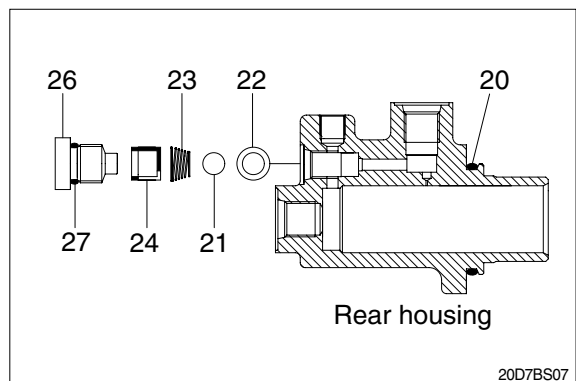
- (2) Remove front housing (1), rear housing (2), servo spring (10), servo piston (9) and master piston (5).



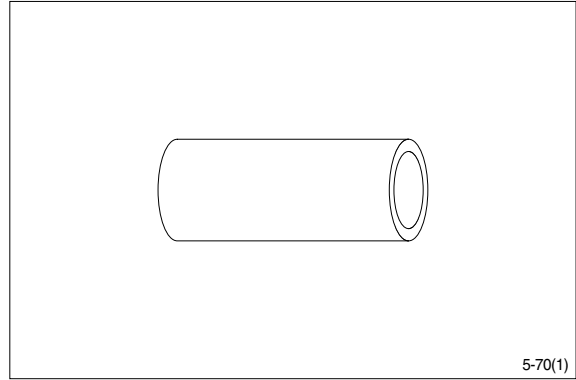
- (3) Remove relief plug (18) with O-ring (19), relief spring (17), shim (16) and relief piston (15).



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

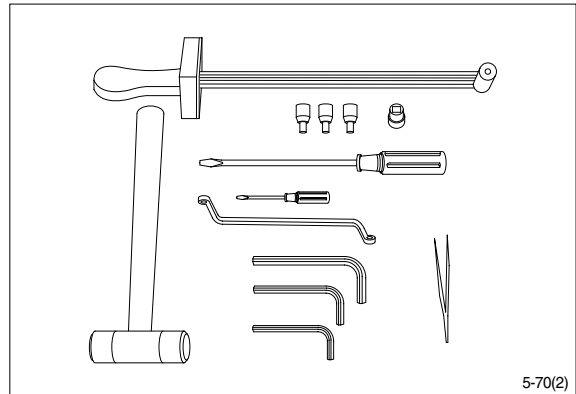


(5) Assembly tool for dust seal.



5-70(1)

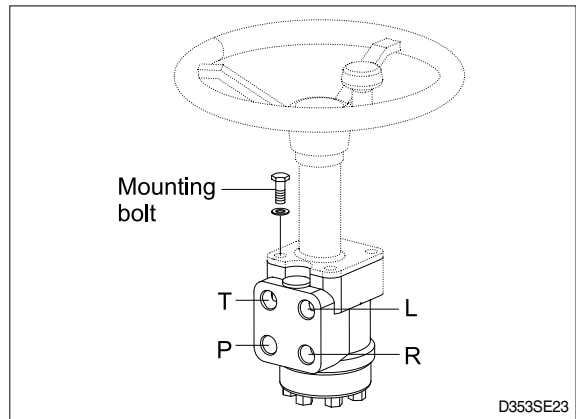
- (6) Torque wrench 0~7.1kgf · m
(0~54.4lbf · ft)
- 13mm socket spanner
- 6, 8mm and 12mm hexagon sockets
- 12mm screwdriver
- 2mm screwdriver
- 13mm ring spanner
- 6, 8 and 12mm hexagon socket spanners
- Plastic hammer
- Tweezers



5-70(2)

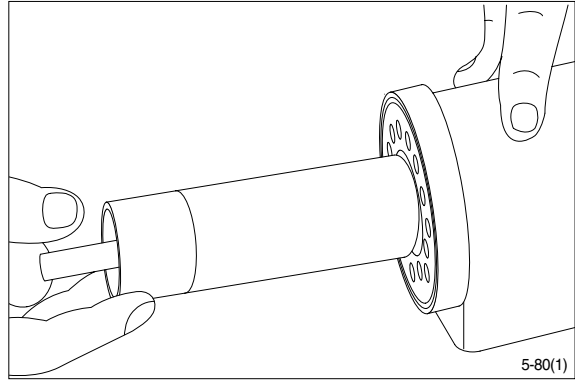
3) TIGHTENING TORQUE

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



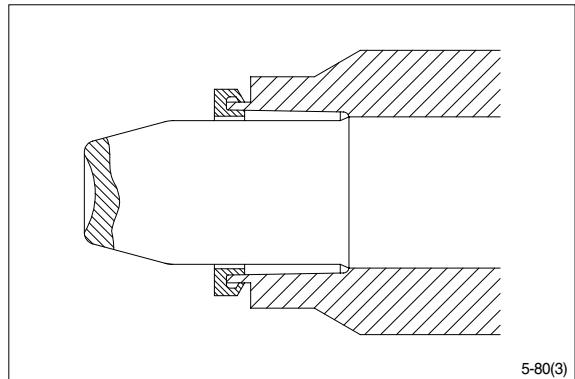
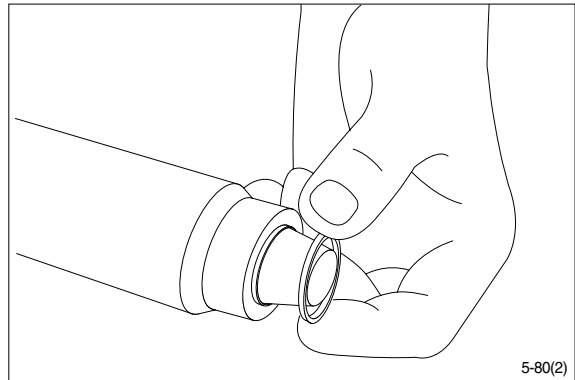
Port	Size	Torque [kgf · m(lbf · ft)]
L	3/4 UNF - 16	13 (94)
R	3/4 UNF - 16	13 (94)
T	3/4 UNF - 16	13 (94)
P	3/4 UNF - 16	13 (94)
Mounting bolt	M10×1.5	5.0 ± 1.0 (36 ± 7.2)

- (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.

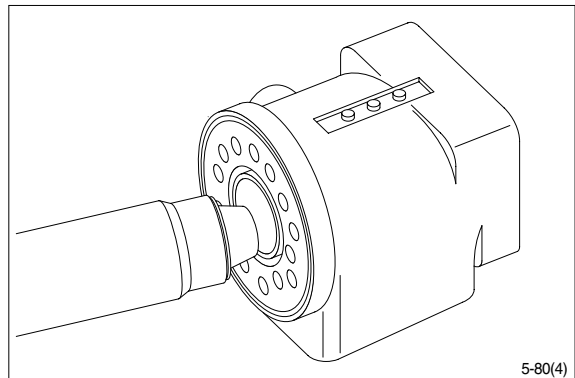


Installation instructions for lip seal

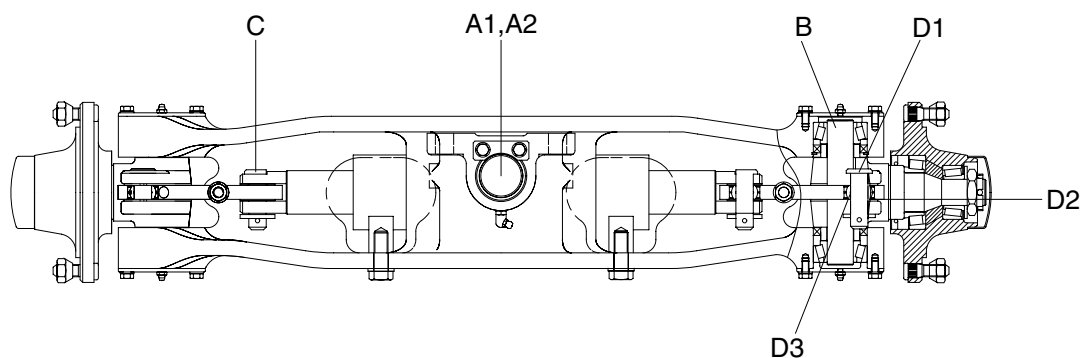
- (15) Lubricate the lip seal with hydraulic oil and place it on the assembly tool.



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



2) CHECK AND INSPECTION



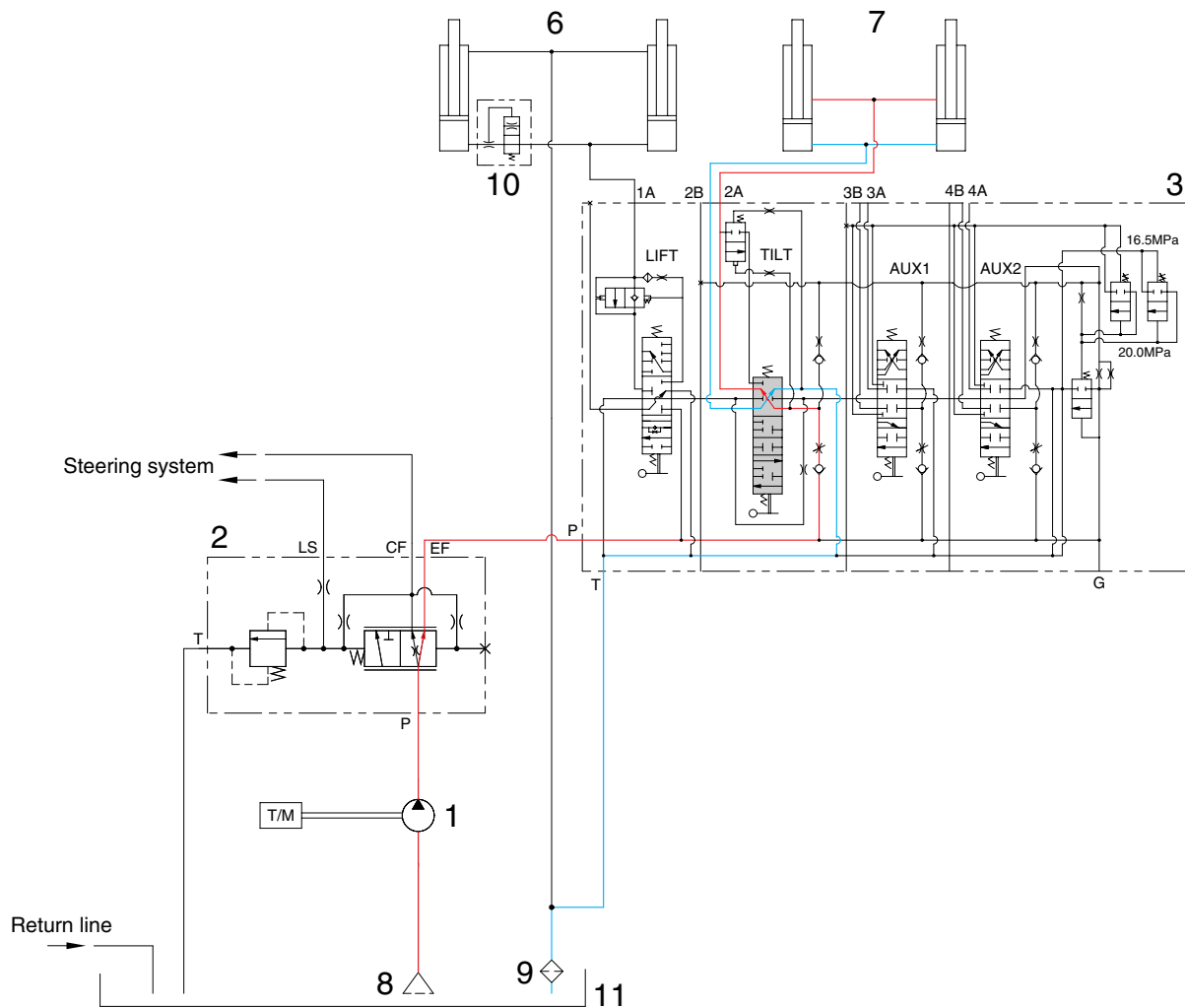
20D7SS10

unit : mm(in)

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

- OD : Outer diameter
- ID : Inner diameter

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



20D7HS06

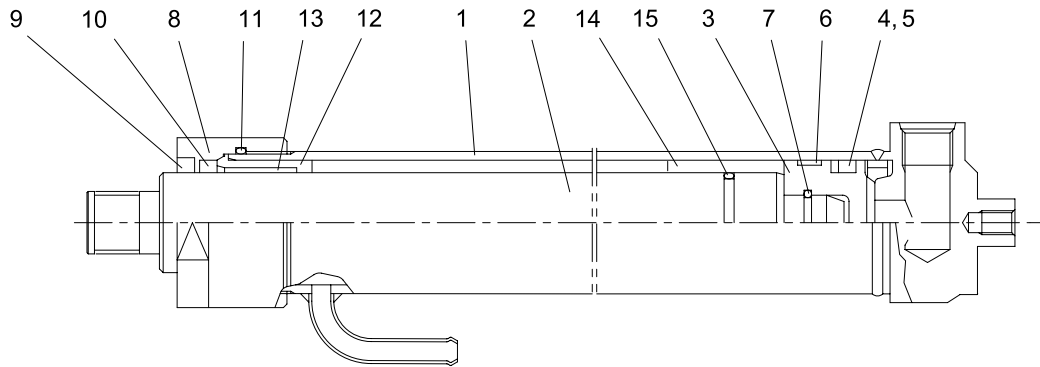
When the tilt control lever is pulled back, the spool on the second block is moved to tilt backward position.

The oil from hydraulic gear pump(1) flows into main control valve(3) and then goes to the small chamber of tilt cylinder(7) by pushing the load check valve of the spool.

The oil at the large chamber of tilt cylinder(7) returns to hydraulic tank(11) at the same time.

When this happens, the mast tilts backward.

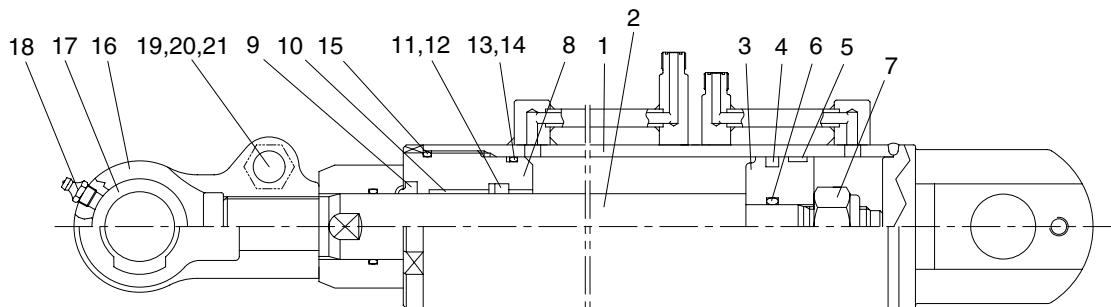
4. LIFT CYLINDER



D255HS18

- | | | |
|-----------------|------------------|---------------|
| 1 Tube assembly | 6 Wear ring | 11 O-ring |
| 2 Rod | 7 Retaining ring | 12 Guide |
| 3 Piston | 8 Gland | 13 DU bushing |
| 4 Piston seal | 9 Dust wiper | 14 Spacer |
| 5 Back up ring | 10 Rod seal | 15 O-ring |

5. TILT CYLINDER



D255HS19

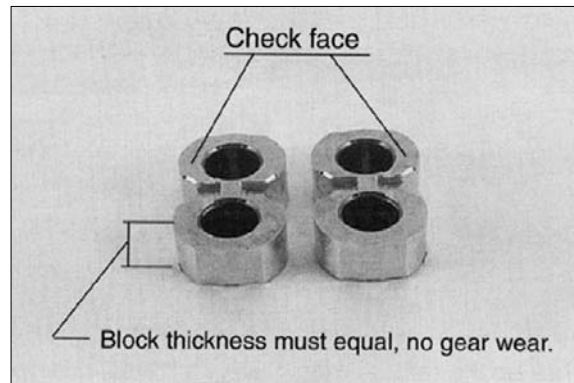
- | | | |
|-----------------|-----------------|----------------------|
| 1 Tube assembly | 8 Gland | 15 O-ring |
| 2 Rod | 9 Dust wiper | 16 Rod eye |
| 3 Piston | 10 Du bushing | 17 Spherical bearing |
| 4 Piston seal | 11 Rod seal | 18 Grease nipple |
| 5 Wear ring | 12 Back up ring | 19 Hexagon bolt |
| 6 O-ring | 13 O-ring | 20 Spring washer |
| 7 Hexagon nut | 14 Back up ring | 21 Hexagon nut |

- (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.

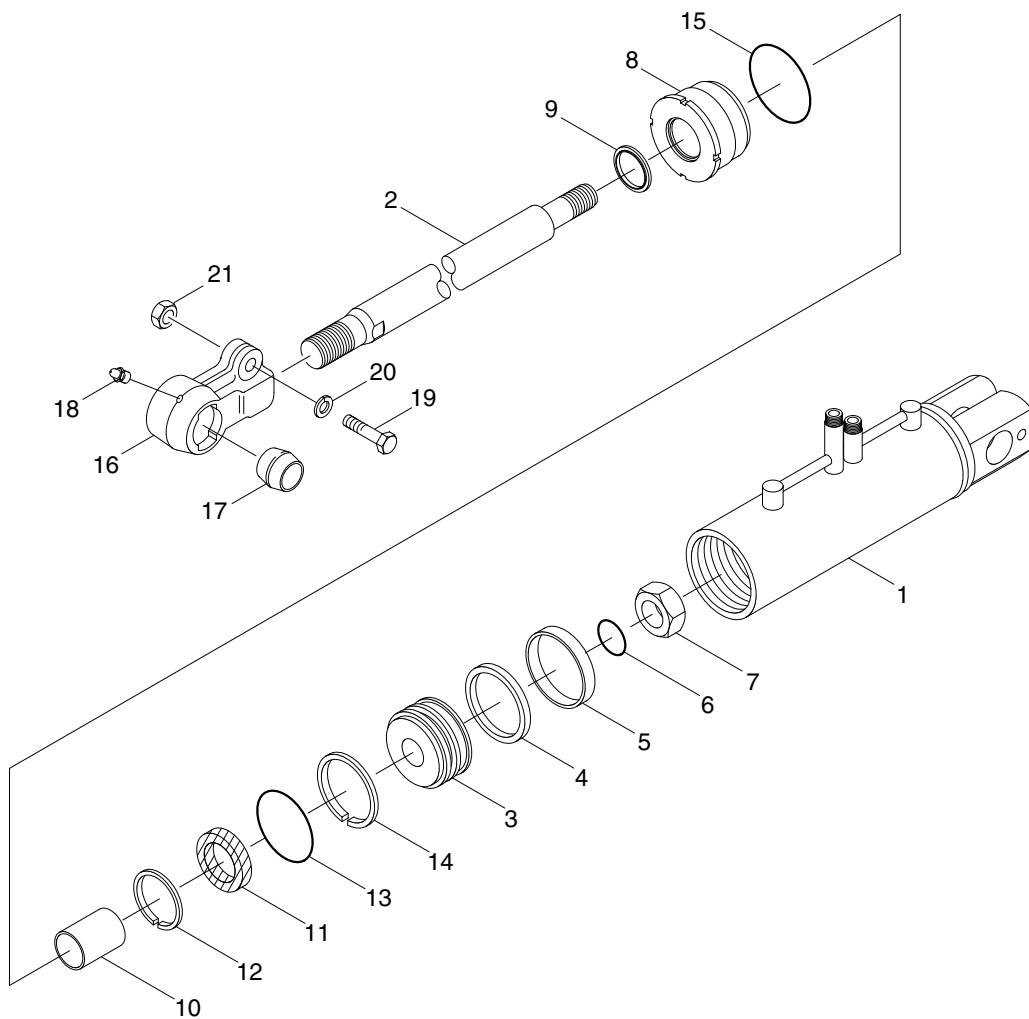
※ **This pump is not bi-rotational.**



PUMP 14

4. TILT CYLINDER

1) STRUCTURE



D255HS27

- | | | | | | |
|---|-------------|----|--------------|----|-------------------|
| 1 | Tube assy | 8 | Rod cover | 15 | O-ring |
| 2 | Rod | 9 | Dust wiper | 16 | Eye |
| 3 | Piston | 10 | DU bushing | 17 | Spherical bearing |
| 4 | Piston seal | 11 | Rod seal | 18 | Grease nipple |
| 5 | Wear ring | 12 | Back up ring | 19 | Hexagon bolt |
| 6 | O-ring | 13 | O-ring | 20 | Spring washer |
| 7 | Nylon nut | 14 | Back up ring | 21 | Hexagon nut |

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-95A) and the fuse box.

1) OPERATING FLOW

(1) Warning flow

Alternator[CN-74(L)] → I/conn[CN-2(18)] → Cluster charging warning lamp ON[CN-56(14)]

(2) Charging flow

Alternator[CN-74(B+)] → Fusible link[CN-95A] → Starter motor[CN-45(B+)]

→ Battery (+)terminal → Charging

2) CHECK POINT

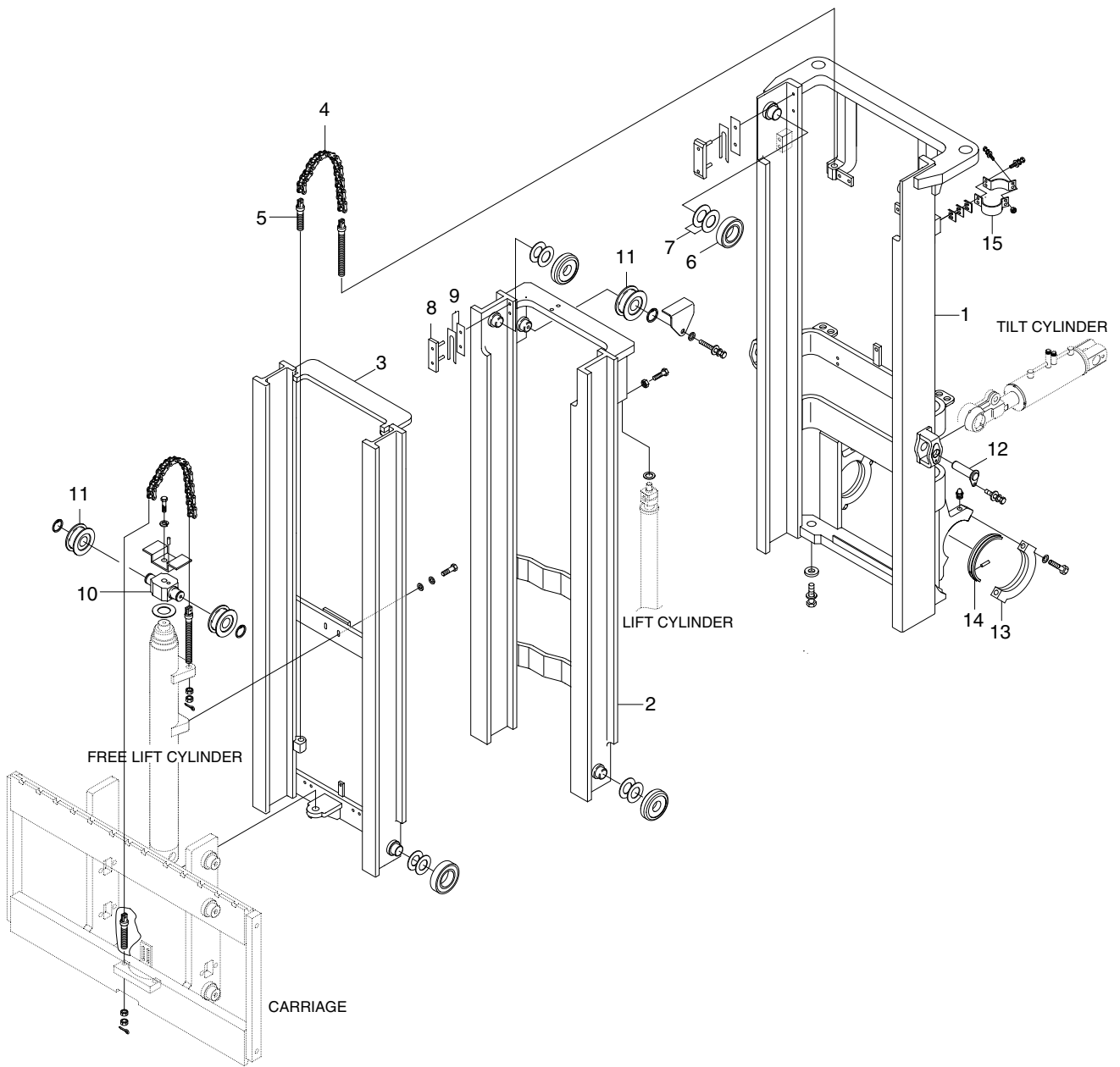
Engine	Key switch	Check point	Voltage
ON	ON	① - GND (Alternator B+) ② - GND (Start switch) ③ - GND (Cluster)	10 ~ 14.5V

※ 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.

3. 3 STAGE MAST(TF MAST)



20D7MS21

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

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