

Workshop Manual

LX100-2

LX120-2

LX150-2

Wheel Loader

Service Manual (Manual No. KM-482E) consists of the following two separate volumes;

Technical Manual : Vol. No. T482E-02

Workshop Manual : Vol. No. W482E-02

For complete service information also see;

Engine for LX100-2, LX120-2 : John Deere Manual CTM8

Engine for LX150-2 : John Deere Manual CTM42

Axle : John Deere Manual CTM43

HITACHI

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PREVENT ACID BURNS

Sulfuric acid in battery electrolyte is poisonous. It is strong enough to burn skin, eat holes in clothing, and cause blindness if splashed into eyes.

Avoid the hazard by:

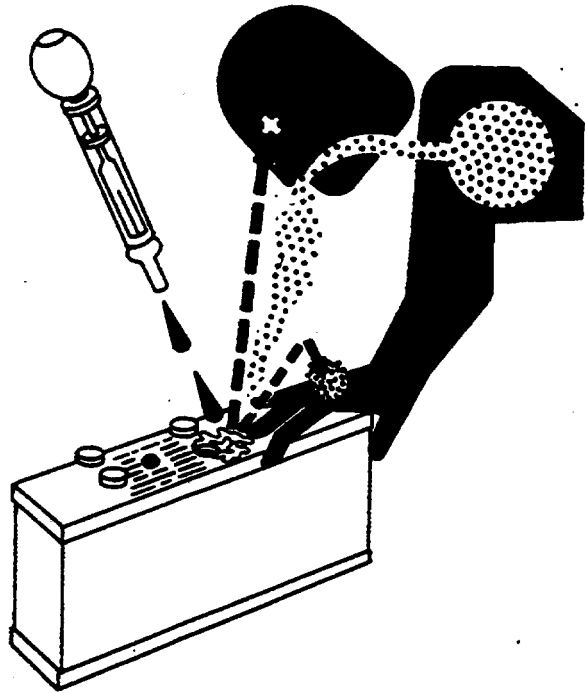
1. Filling batteries in a well-ventilated area.
2. Wearing eye protection and rubber gloves.
3. Avoiding breathing fumes when electrolyte is added.
4. Avoiding spilling or dripping electrolyte.
5. Use proper jump start procedure.

If you spill acid on yourself:

1. Flush your skin with water.
2. Apply baking soda or lime to help neutralize the acid.
3. Flush your eyes with water for 15—30 minutes. Get medical attention immediately.

If acid is swallowed:

1. Do not induce vomiting.
2. Drink large amounts of water or milk, but do not exceed 2 L (2 quarts).
3. Get medical attention immediately.

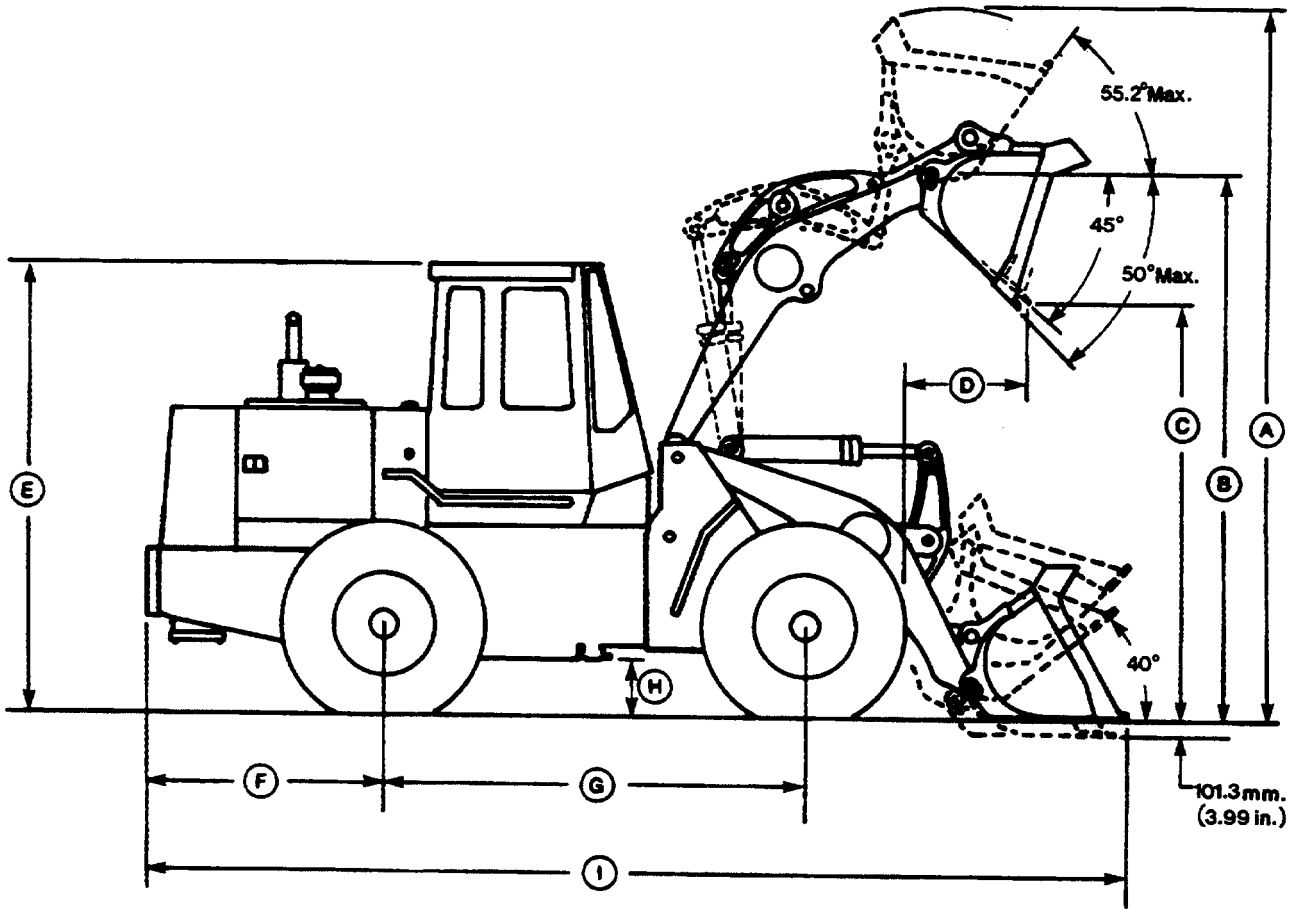


TS203 -JN-23AUG88

DX.POISON -19-21APR93-1/1

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LX100 SPECIFICATIONS



T6603AC -UN-20OCT88

Machine Dimensions:

A—Overall operating height (boom full raise)	4.83 m (15 ft 10 in.)
B—Bucket hinge height	3.72 m (12 ft 3 in.)
C—Dump height	2.84 m (9 ft 4 in.)
D—Dump reach	0.94 m (3 ft 1 in.)
E—Height to top of cab and canopy	3.17 m (10 ft 5 in.)
F—Overhang	1.63 m (5 ft 4 in.)
G—Wheelbase	2.90 m (9 ft 6 in.)
H—Ground clearance	373 mm (1 ft 3 in.)
I—Overall length	6.89 m (22 ft 7 in.)
Width over tires:	
17.5-25 tires	2.42 m (8 ft 0 in.)
20.5-25 tires	2.46 m (8 ft 1 in.)

TX,00,RB43 -19-25NOV97-1/3

General Specifications/LX100 Specifications

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Brakes, Service:		
	Power-actuated, 4-wheel, inboard-mounted, wet disk	
	Foot-operated, by either pedal	
	Left pedal also disconnects transmission (if selected by operator)	
	External inspection	
	Low brake pressure warning light and buzzer in monitor	
Brakes, Park:		
	Spring applied, hydraulically released parking brake is attached to the output shaft	
	Transmission disconnects with park brake applied	
	Warning light in monitor—Dual-level	
	Amber lights with transmission in neutral	
	Red STOP indicator lights, and buzzer sounds with transmission in gear	
Steering:		
	Turning radius (to centerline of outside tire)	4.95 m (16 ft 3 in.)
	Rear axle oscillation	22 degrees, stop to stop
Tires:		
	15.5—25, 12 PR L2	
	17.5—25, 12 PR L2	
	17.5—25, 12 PR L3	
	17.5—25, Radial, One Star, L2 Equivalent	
	20.5—25, Radial, One Star, L2 Equivalent	
	20.5—25, 12 PR L2	
	20.5—25, 12 PR L3	
	20.5—25, 16 PR L3	
Maximum Lift Capacity With Standard Equipment:		
	Maximum height	5 154 kg (11,365 lb)
	Ground level	9 086 kg (20,035 lb)

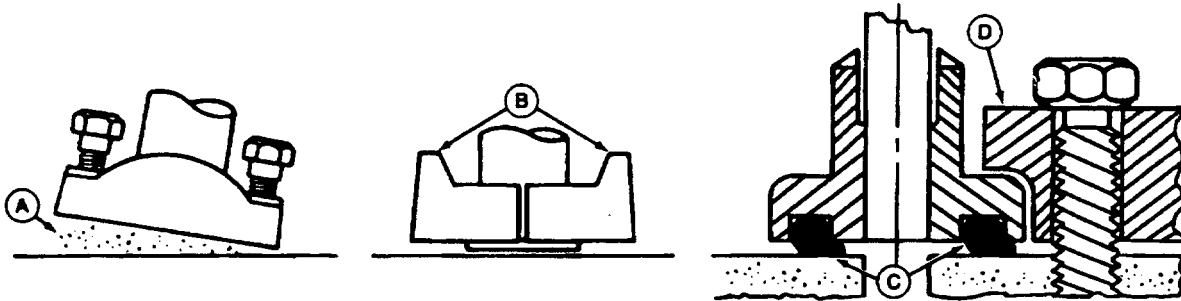
TX,115.DH2294 -19-18JUN93-3/3

General Specifications/LX150 Drain and Refill Capacities

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SERVICE RECOMMENDATIONS FOR INCH SERIES FOUR BOLT FLANGE FITTINGS



A—Sealing Surface

B—Split Flange

C—Pinched O-ring

D—Single Piece Flange

1. Clean sealing surfaces (A). Inspect. Scratches cause leaks. Roughness causes seal wear. Out-of-flat causes seal extrusion. If defects cannot be polished out, replace component.
2. Install O-ring (and backup washer if required) into groove using petroleum jelly to hold it in place.
3. Split flange: Loosely assemble split flange (B) halves. Make sure split is centrally located and perpendicular to port. Hand tighten cap screws to hold parts in place. Do not pinch O-ring (C).
4. Single piece flange (D): Place hydraulic line in center of flange and install cap screws. Flange

must be centrally located on port. Hand tighten cap screws to hold flange in place. Do not pinch O-ring.

5. Tighten one cap screw, then tighten the diagonally opposite cap screw. Tighten two remaining cap screws. Tighten all cap screws as specified in the chart below.

DO NOT use air wrenches. DO NOT tighten one cap screw fully before tightening the others. DO NOT over tighten.

T6890BB -UN-01MAR90

04T.90.K174 -19-01AUG94-1/2

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01

SPECIFICATIONS

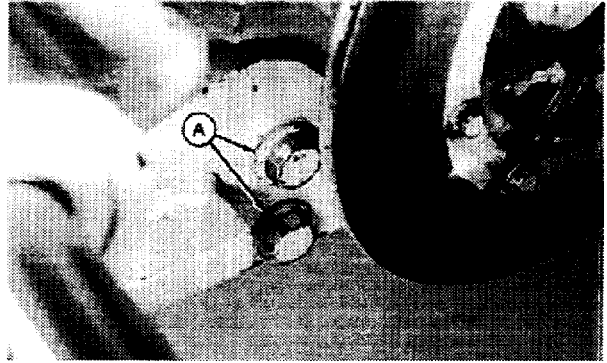
Item	Measurement	Specification
Front Axle and Differential		
LX100	Approximate Capacity	19 L (20 qt)
LX120	Approximate Capacity	28.4 L (30 qt)
LX150	Approximate Capacity	28.4 L (30 qt)
1200 Series	Approximate Weight	830 kg (1830 lb)
1400 Series	Approximate Weight	1100 kg (2425 lb)
Axle Housing-to-Frame Cap Screws	Torque	620 N•m (457 lb-ft)
Drive Shaft Universal Joint Cap Screws:		
3/8 Inch	Torque	60 N•m (45 lb-ft)
1/2 Inch	Torque	100 N•m (75 lb-ft)
Rear Axle and Differential		
LX100	Approximate Capacity	19 L (20 qt)
LX120	Approximate Capacity	19 L (20 qt)
LX150	Approximate Capacity	28.4 L (30 qt)
1200 Series	Approximate Weight	830 kg (1830 lb)
1400 Series	Approximate Weight	1100 kg (2425 lb)
Axle	Approximate Weight	91 kg (200 lb)
Axle Support-to-Frame Cap Screws	Torque	620 N•m (457 lb-ft)
Drive Shaft Universal Joint Cap Screws:		
3/8 Inch	Torque	60 N•m (45 lb-ft)
1/2 Inch	Torque	100 N•m (75 lb-ft)

Axle Shafts, Bearings and U-Joints/Remove and Install Rear Differential Drive Line

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Removal and Installation/Remove and Install Transmission

13. Remove four front mounting cap screws (A).

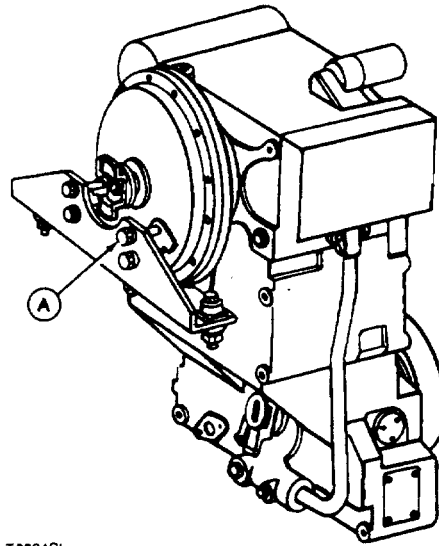


T775JII -JUN-22OCT92

TX,03,FB20 -19-30OCT97-6/9

14. Remove rear mounting cap screws (A).

15. Remove transmission.



T6834CI

T6834CI -JUN-14OCT88

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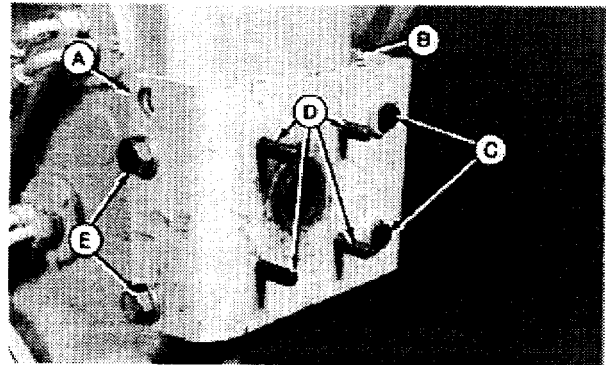
Gear, Shafts, Bearings and Power Shift Clutch/Install Repair Stand

Item	Measurement	Specification
Clutch Pack	End Play	0.010—0.30 mm (0.004—0.012 in.)
Output Shaft—Rear Side of Transmission	End Play	0.30—0.50 mm (0.012—0.020 in.)
Retainer Washer-to-Output Shaft Cap Screw:		
LX100	Torque	35 N•m (26 lb-ft)
LX120	Torque	50 N•m (37 lb-ft)
LX150	Torque	50 N•m (37 lb-ft)
Oil Baffle Shield Halves-to-Transmission Housing Cap Screw	Torque	49 N•m (36 lb-ft)
Speed Control Magnetic Pickup-to-Gear Teeth	Clearance	0.5—0.8 mm (0.020—0.031 in.)

TX.0350.DU671 -19-31OCT94-2/2

INSTALL REPAIR STAND

1. Install DF1027 Stand Mounting Bracket Angles (A and B) together with cap screws (C) and washers. Do not tighten. (See Section 99 for instructions to make tool.)
2. Install cap screws (D) in bracket.
3. Attach brackets to transmission with cap screws (E) and washers.
4. Tighten cap screws (E and C).
5. Install transmission and bracket onto transmission stand.



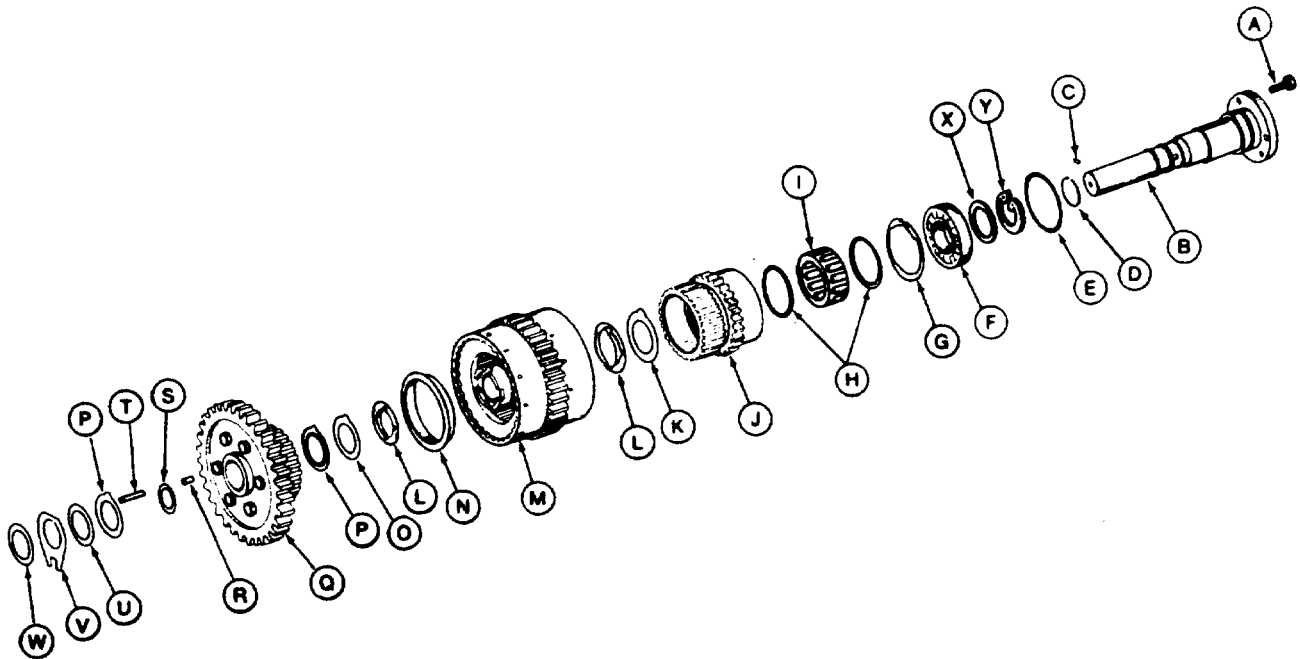
- A—Stand Mounting Bracket Angle
- B—Stand Mounting Bracket Angle
- C—1/2 x 1-1/2 in. Full Thread Cap Screws
- D—Cap Screws
- E—M20 x 50 Cap Screws

IMPORTANT: Always rotate housing with output end coming over the top to prevent any loose parts from falling into the output gear area.

T6525AO -UN-14OCT88

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REMOVE AND INSTALL FORWARD AND FIRST DRIVE GEARS



- | | | | |
|---|--|----------------------------------|---------------------------------------|
| A—Stud with Hex Nut (2 used) | G—Snap Ring (LX120, LX150) | M—Disk and Plate Carrier | T—Needle Roller, Long (14 used) |
| B—Forward/First Gear Shaft (Axle) | H—Ring (2 used) | N—Baffle Ring (LX100) | U—Thrust Washer, Fiber |
| C—Pin (4 used-LX100; 5 used-LX120, LX150) | I—Roller Bearing | O—Thrust Washer, Fiber | V—Forked Thrust Washer |
| D—Sealing Ring (3 used) | J—First Gear Drive Gear | P—Thrust Washer, Steel (2 used) | W—Shim (as required) (14 thicknesses) |
| E—O-ring | K—Thrust Washer, Steel | Q—Forward Drive Gear | X—Shim (as required) (6 thicknesses) |
| F—Ball Bearing | L—Thrust Washer, Steel, Formed and Machined (2 used) | R—Needle Roller, Short (14 used) | Y—Snap Ring |
| | | S—Backup Ring | |

IMPORTANT: Pins (C) should not be removed from shaft unless replacement is required. The pins provide proper oil orifice size.

For proper assembly, replace rollers by matching corresponding roller length to wear pattern on inside of gear (Q).

Bent forks on thrust washer (V) must face transmission case.

NOTE: For late LX150 machines, damper plate may not be installed on spur gear (Q).

T6525BW -JUN-29NOV90

Gear, Shafts, Bearings and Power Shift Clutch/Disassemble and Assemble Clutch Packs

AVAILABLE DISK THICKNESSES PER INDIVIDUAL CLUTCH PACK	
Forward	2.0 mm (0.079 in.), 2.5 mm (0.098 in.), 3.0 mm (0.118 in.)
First	2.0 mm (0.079 in.), 2.5 mm (0.098 in.)
Reverse	2.0 mm (0.079 in.), 2.5 mm (0.098 in.), 3.0 mm (0.118 in.)
Second	2.0 mm (0.079 in.), 2.5 mm (0.098 in.)
Third	1.5 mm (0.059 in.), 2.0 mm (0.079 in.), 2.5 mm (0.098 in.)
Fourth	1.5 mm (0.059 in.), 2.0 mm (0.079 in.), 2.5 mm (0.098 in.)

Checking Drive Gear and Clutch Pack Overlap procedure in this group.)

21. Install first disk.

22. Install 2.5 mm (0.098 in.) thick plate.

23. Alternately install disks and plates.

24. Last plate should be the compensating plate. Install the thickest size compensating plate which allows snap ring to be installed.

25. Install last disk.

26. Install backing plate and snap ring.

IMPORTANT: If minimum overlap is not met, install an additional outer disk. (See

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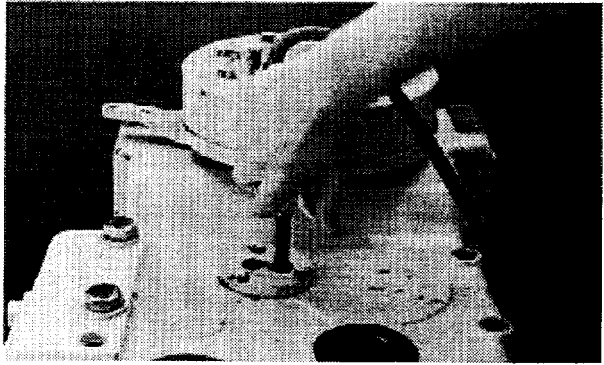
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Gear, Shafts, Bearings and Power Shift Clutch/Install Third and Fourth Gear Clutch Pack, Adjust End Play

22. Recheck end play (steps 15 through 17).

TX,0350,AA7012 -19-20MAR91-8/9

23. Use compressed air to check each clutch pack piston function. An audible "click" should be heard as the piston clamps the disks and plates.

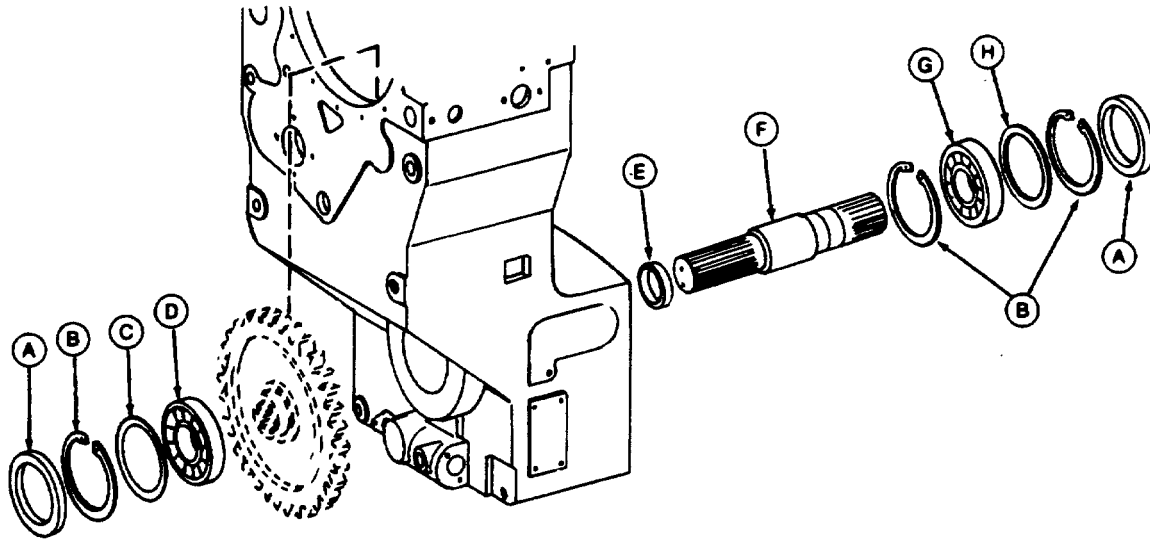


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TX,0350,AA7012 -19-20MAR91-9/9

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REMOVE AND INSTALL OUTPUT SHAFT AND SEALS



A—Shaft Seal (2 used)
B—Snap Ring (3 used)

C—Shim (as required)
D—Roller Bearing

E—Sleeve
F—Output Shaft

G—Ball Bearing
H—Shim (as required)

1. Remove park brake assembly. (See procedure in Group 1111.)

IMPORTANT: Shaft seals must be replaced because they will distort during removal.

2. Remove press-fit shaft seals (A).

3. Remove snap ring (B) and shim (H).

4. Tap output shaft (F) with bearing (G) and sleeve (E) from housing.

NOTE: Do not remove ball bearing from shaft unless inspection indicates replacement.

T73688R -UN-02OCT90

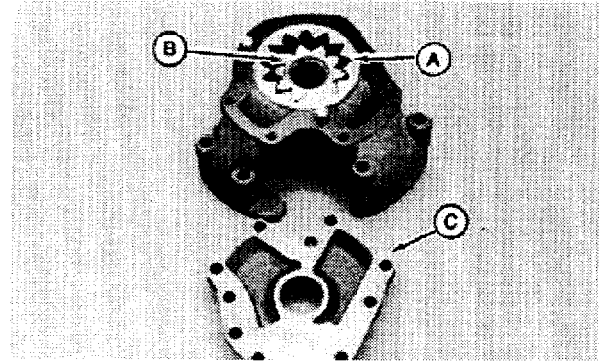
TX_0350,DU881 -19-08DEC92-1/9

Gear, Shafts, Bearings and Power Shift Clutch/Remove and Install Speed Control Magnetic Pickup

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ASSEMBLE OIL PUMP

1. Position outer gear (A) (chamfered face down) into housing.
2. Place inner gear (B) (chamfered face down) into housing.



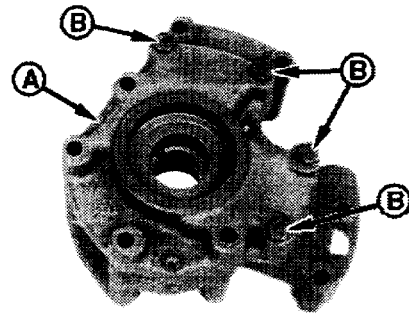
T7039AE -UN-21APR89

A—Outer Gear
B—Inner Gear
C—Cover

TX,0360,AA6875 -19-20MAR91-1/6

IMPORTANT: Any damage to the mating surfaces between pump housing and cover may cause leakage.

3. Install cover (A) and secure with cap screws (B).



T11383 -UN-24SEP97

A—Cover
B—Cap Screw (4 each)

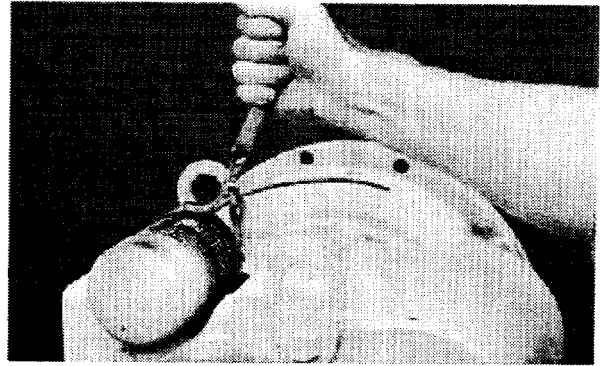
TX,0360,AA6875 -19-20MAR91-2/6

REMOVE AND INSTALL TRANSMISSION OIL FILTER

Remove filter using a strap wrench.

Lubricate transmission filter gasket.

Turn filter onto transmission mounting threads until contact with transmission mating surface is made. Then hand tighten 1/3 to 1/2 turn.



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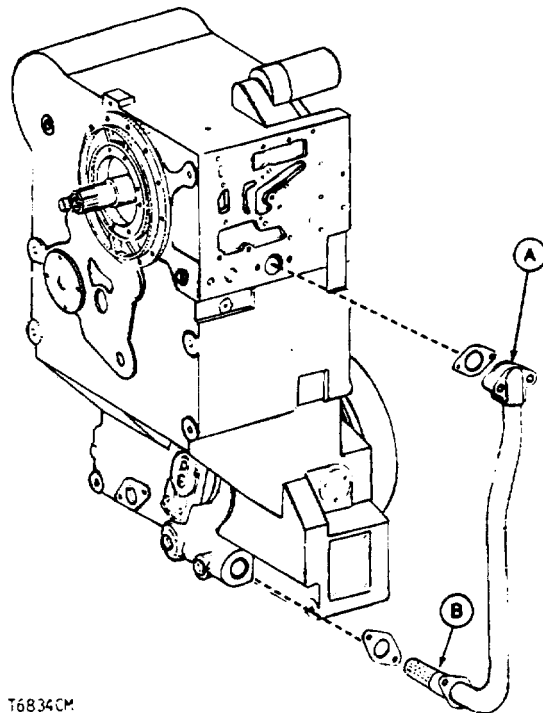
09T,0360,HH193 -19-20MAR91-1/1

REMOVE AND INSTALL SUCTION OIL STRAINER

Remove suction pipe (A).

Clean suction oil strainer (B) using a safe solvent.

TORQUE SPECIFICATION	
Suction Pipe-to-Transmission	25 N•m (18 lb-ft)
Housing Cap Screws	



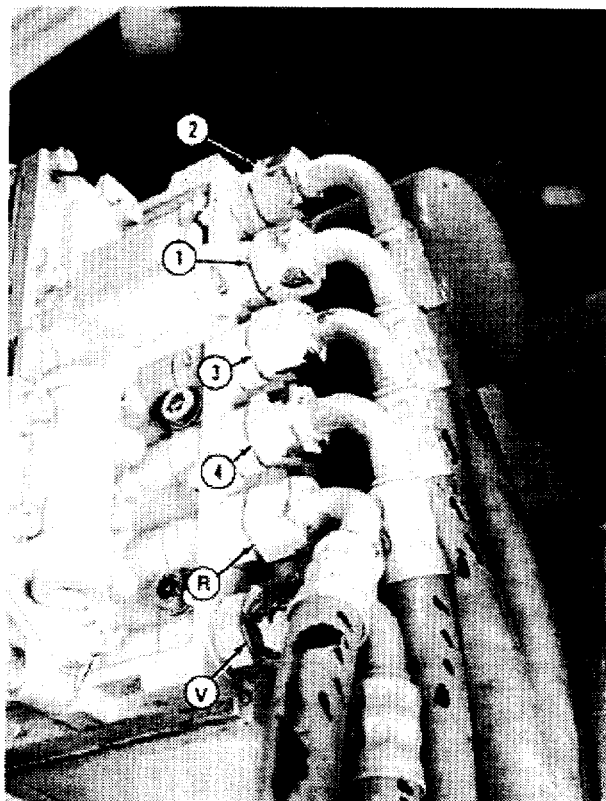
T6834CM

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09T,0360,K8 -19-20MAR91-1/1

Hydraulic System/Install Transmission Control Valve

3. Install lines (1—4, R and V).
4. Connect ground wires and electrical connectors.



- 1—First Gear Clutch Pack Line
- 2—Second Gear Clutch Pack Line
- 3—Third Gear Clutch Pack Line
- 4—Fourth Gear Clutch Pack Line
- R—Reverse Gear Clutch Pack Line
- V—Forward Gear Clutch Pack Line

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T7751KX -JUN-09NOV92

DISCONNECT TURBOCHARGER OIL INLET LINE

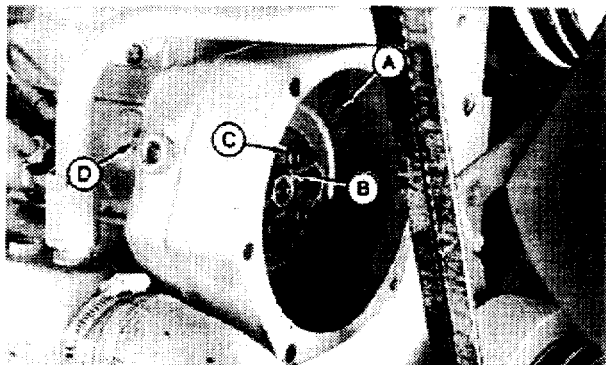
IMPORTANT: When servicing turbocharged engines on a rollover stand, disconnect turbo oil inlet line from oil filter housing or turbocharger before rolling engine over. Failure to do so may cause a hydraulic lock upon starting engine. Hydraulic lock may cause severe engine damage.

Hydraulic lock occurs when trapped oil in the oil filter housing drains through the turbocharger, the exhaust and intake manifolds, and then into the cylinder head.

After starting the engine, the trapped oil in the manifold and head is released into the cylinder(s) filling them with oil causing hydraulic lock and severe engine damage.

S55,2005.C -19-05MAR90-1/1

3. Install pump. Tighten nuts (D) to 47 N•m (35 lb-ft).
4. Place injection pump drive gear in timing gear housing (if previously removed) with the chamfered side of gear toward injection pump. Chamfer is at outer edge of bore for pump drive hub to aid installation of gear.
5. Install drive gear (A) on drive hub (B), positioning gear as cap screws (C) will be in approximate center of gear slots.



17751KA -JUN-22OCT92

IMPORTANT: The normal backlash of gears is enough to throw the pump timing off by several degrees resulting in poor engine performance. It is important that pump timing be rechecked after it has been installed. To avoid backlash, approach the timing mark on pointer by rotating crankshaft in direction of normal engine rotation.

- A—Drive Gear
- B—Drive Hub
- C—Cap Screw (4 used)
- D—Nuts (4 used)

NOTE: Normal engine rotation is counterclockwise, viewed from flywheel end.

6. To check alignment of injection pump, remove the JDE-81-4 Timing Pin from the flywheel. Rotate the flywheel opposite direction of normal rotation. Replace timing pin and rotate in direction of normal rotation until timing pin engages in timing pin hole.
7. If the marks ARE NOT in alignment, loosen drive gear cap screws (C). Rotate drive hub (B) and bring hub timing marks into alignment. Repeat timing check to be sure marks are aligned. Install timing hole plug.
8. Tighten drive hub cap screws (C) to 47 N•m (35 lb-ft).
9. Install pump gear cover.

TX.0400,DU816 -19-19NOV92-2/4

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Cooling System/Remove and Install Oil Cooler

6. Drain reservoir.

RESERVOIR CAPACITY (Approximate)	
LX100	76 L (20 gal)
LX120	102 L (27 gal)
LX150	115 L (30 gal)

7. Disconnect hoses (A—D).

8. Remove cap screws (E). Remove oil cooler.

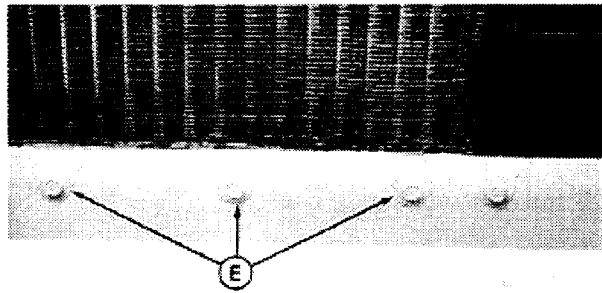
9. Replace parts as necessary.

10. Install oil cooler.

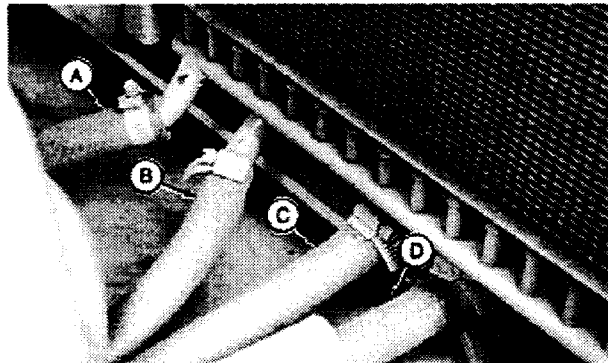
11. Connect hoses.

12. Install grille housing.

13. Add hydraulic oil. (See Hydraulic System Oil, Group 0004.)



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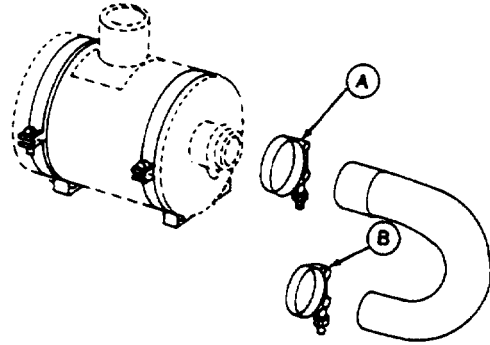
T7751JP -UN-22OCT92

- A—Oil Cooler-to-Reservoir Hose
- B—Hydraulic Filter-to-Oil Cooler Hose
- C—Oil Cooler-to-Transmission Hose
- D—Thermal Bypass-to-Oil Cooler Hose
- E—Cap Screw (3 used)

TX,0510,DU738 -19-04NOV92-2/2

TIGHTEN AIR CLEANER HOSE CLAMPS

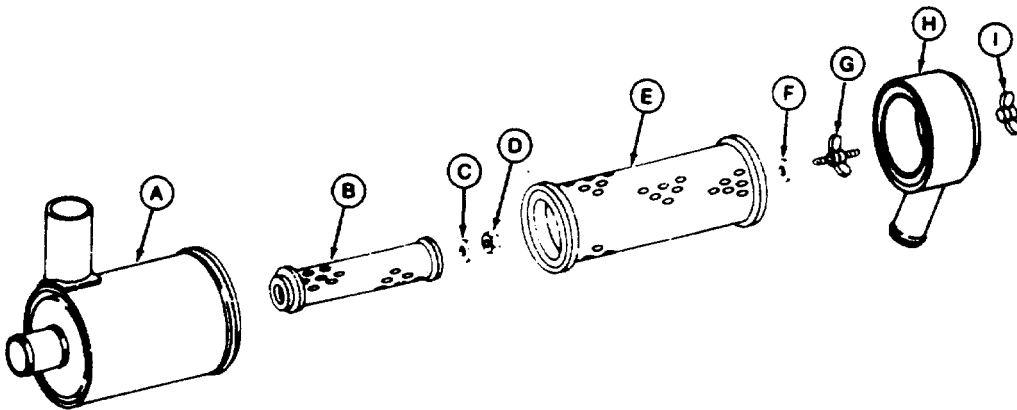
Tighten air cleaner hose clamps (A and B) until air intake hose protrudes slightly around clamp band.



TX,0520,DU707 -19-09OCT92-1/1

T8889AQ -JUN-25OCT88

REMOVE AND INSTALL AIR FILTER ELEMENTS—LX150



- | | | |
|---------------------|-------------------|--------------|
| A—Housing | D—Lock Nut | G—Wing Screw |
| B—Secondary Element | E—Primary Element | H—Cover |
| C—Packing | F—Packing | I—Wing Nut |

Remove elements (B and E).

IMPORTANT: Install a new primary element:

1. If the element shows damage.
2. If the element will not clean.
3. After 1000 hours service or annually.

Install a new secondary element:

1. If primary element is damaged

and needs to be replaced.

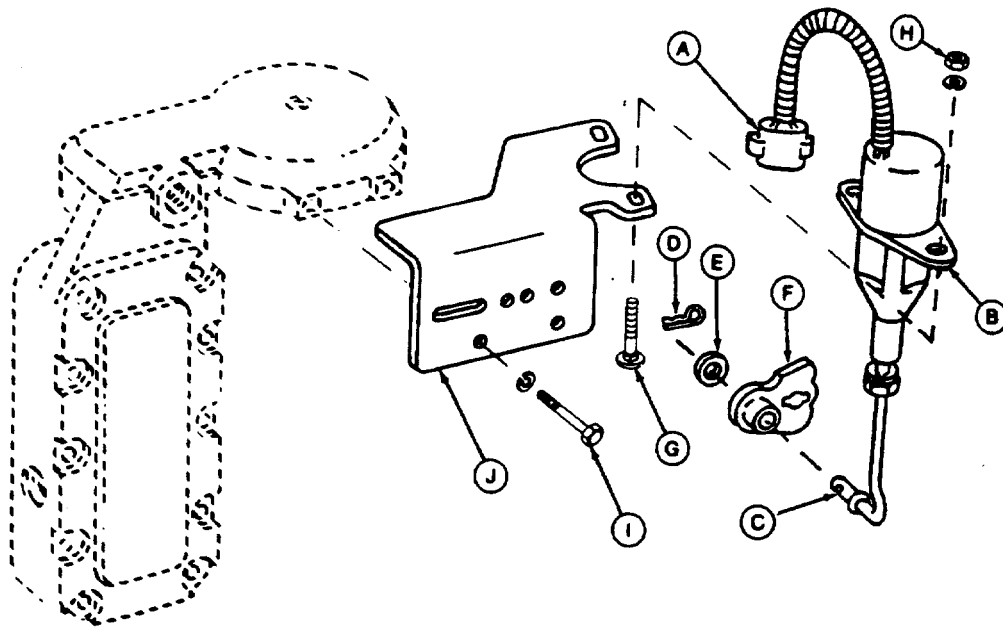
2. If element is visibly dirty.
3. After 1000 hours service or annually.
4. Always thoroughly clean air cleaner canister before installing new elements.

Do not clean secondary element. Install a new element carefully centering it in the canister.

TX,0520,DU708 -19-09OCT92-1/1

T7751HJ -JUN-08DEC92

REMOVE AND INSTALL FUEL SHUT-OFF SOLENOID—LX150



RG5968 -JUN-11SEP91

A—Wiring Connector
B—Fuel Shut-off Solenoid
C—Solenoid Shaft

D—Cotter Pin
E—Washer
F—Fuel Shut-off Lever

G—Lock Washer and
Screws
H—Hex Nuts

I—Cap Screws
J—Solenoid Mounting
Bracket

1. Disconnect electrical wiring connector (A) in solenoid lead.
2. Remove cotter pin (D), washer (E), and pull solenoid shaft (C) out of fuel shut-off lever (F).
3. Remove fuel shut-off solenoid (B) from solenoid mounting bracket (J) by removing hex nuts (H), lock washers, and machine screws (G).
4. If solenoid mounting bracket is to be removed, remove cap screws (I) and lock washers that fasten the bracket to oil filter housing.

IMPORTANT: Fuelshut-off solenoid linkages should

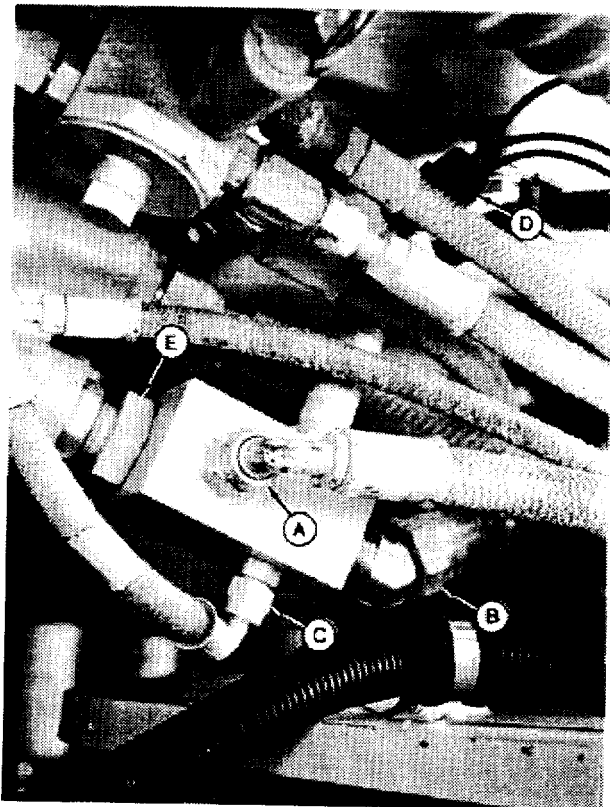
move freely back and forth. On "A" pumps if linkage is binding, check pump for proper alignment. (See **INSTALL IN-LINE "A" AND "P" FUEL INJECTION PUMPS**, later in this group.)

NOTE: Electric fuel shut-off solenoids are factory adjusted to a specified length and should not require additional adjustment. See machine technical manual for fuel shut-off solenoid diagnostics.

5. To install fuel shut-off solenoid, reverse removal procedure. Tighten cap screws (I) to 23 N•m (17 lb-ft) and hex nuts (H) to 7 N•m (5 lb-ft).

REMOVE AND INSTALL SECONDARY STEERING INLET MANIFOLD (IF EQUIPPED)

1. Drain reservoir or attach vacuum pump to reservoir vent hose. Reservoir capacity is approximately 76 L (20 gal) on LX100, 102 L (27 gal) on LX120 and 115 L (30 gal) on LX150.
2. Disconnect lines (A—C).
3. Disconnect electrical connector (D).
4. Loosen fitting (E) and turn inlet manifold off fitting.
5. Replace parts as necessary.
6. Install manifold. Connect lines and electrical connector.



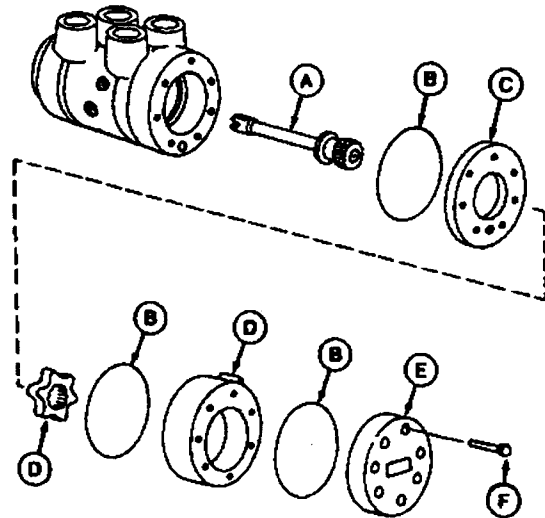
- A—Secondary Steering Pump-to-Secondary Steering Inlet Manifold Line
B—Priority Valve CF Port-to-Secondary Steering Inlet Manifold Line
C—Steering Valve LS Port-to-Secondary Steering Inlet Manifold Line
D—Electrical Connector
E—Secondary Steering Inlet Manifold-to- Steering Valve Fitting

T7751HY -UN-22OCT92

TX,0930,DU740 -19-09OCT92-1/1

Hydraulic System/Disassemble Steering Valve

4. Remove cap screws (F). Remove parts (A—E).



- A—Drive Shaft
- B—O-ring (3 used)
- C—Wear Plate
- D—Gerotor Assembly
- E—Cap
- F—Cap Screw (7 used)

T7899BD -JUN-26NOV97

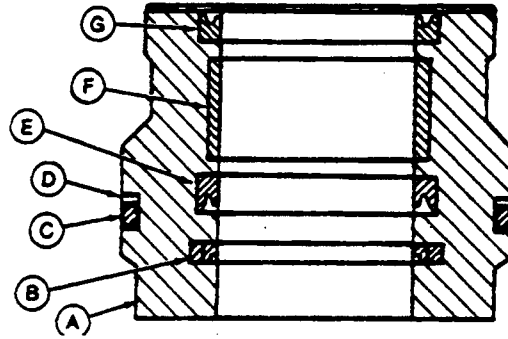
09
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TX,0960,DU943 -19-02DEC92-3/3

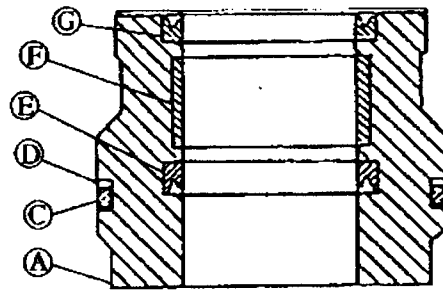
Hydraulic System/Disassemble Steering Cylinder

9. Remove rod guide (A).

10. Remove O-ring (C), backup ring (D), remove seals (B, E, and G), and wear ring (F).



All Machines Except 315D



T7545BS (CV)

Swing Cylinder—315D

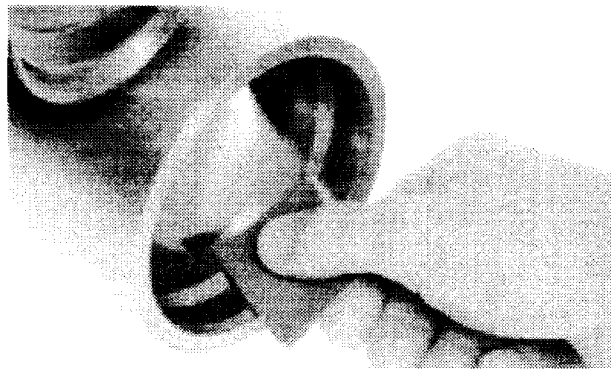
- A—Rod Guide
- B—Seal
- C—O-ring
- D—Back-Up Ring
- E—Seal
- F—Wear Ring
- G—Seal

T6119AK -JUN-19OCT88

T7545BS -JUN-19JUN91

09T.0960.A38 -19-23OCT87-6/7

11. Inspect snap ring groove. If necessary, clean groove of nicks or burrs.



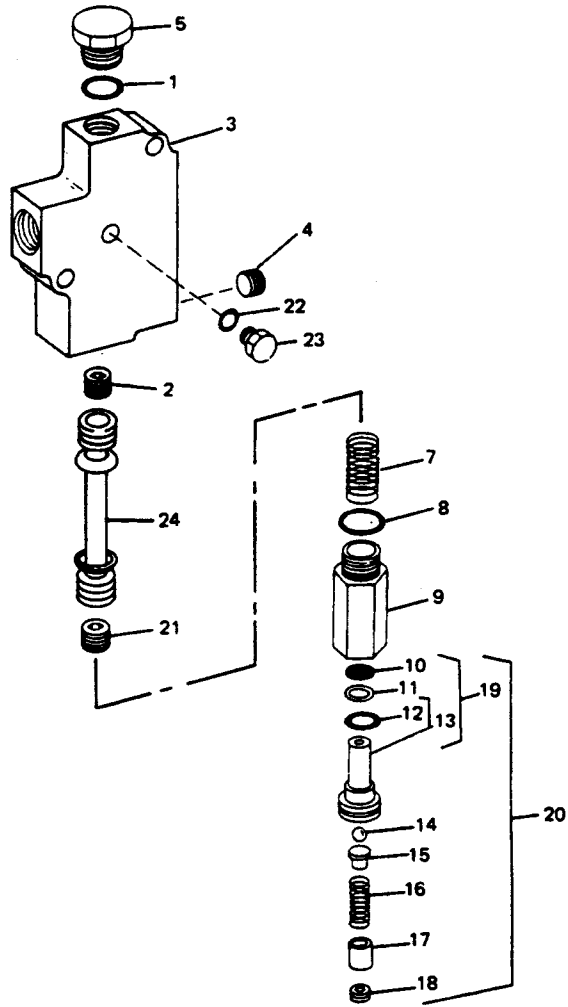
T6119AO -JUN-19OCT88

09T.0960.A38 -19-23OCT87-7/7

DISASSEMBLE AND ASSEMBLE PRIORITY VALVE

NOTE: Relief valve components (10—20) are not serviceable and must be replaced as an assembly.

1. Remove parts (1—24).
2. Inspect for dirty, loose and worn parts.
3. Replace parts as necessary.
4. Install parts (1—24).
5. Adjust priority valve. (See Priority Valve Pressure Test in Group 9025-25.)



- 1—O-ring
- 2—Orifice
- 3—Valve Body
- 4—Orifice
- 5—Plug
- 7—Spring
- 8—O-ring
- 9—Housing
- 10—Screen
- 11—Ring
- 12—O-ring
- 13—Spool
- 14—Ball
- 15—Holder
- 16—Spring
- 17—Guide
- 18—Set Screw
- 19—Spool
- 20—Relief Valve
- 21—Orifice
- 22—O-ring
- 23—Plug
- 24—Spool

T7899AV -UN-07JAN93

TX.0960_DU836 -19-02DEC92-1/1

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

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- Please note: If there is no response to CLICKING the link, please download this PDF first and then click on it.

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REMOVE AND INSTALL BRAKE VALVE

1. Apply brake pedal and observe feedback. Pedal is spring loaded away from brake valve actuator tube. Reach under pedal to feel feedback on actuator tube. When feedback is no longer observed (approximately 20 applications with a full accumulator), accumulator is discharged.

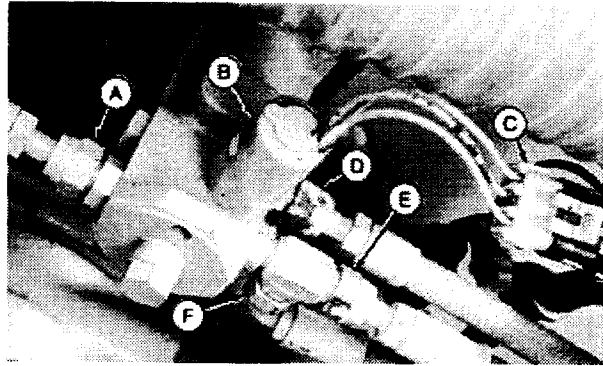
NOTE: Oil can be heard flowing through brake valve for approximately 10 applications. After the hissing stops, the accumulator is still pressurized and requires more applications to fully relieve oil pressure.

CAUTION: To avoid injury from escaping fluid under pressure, relieve the pressure in the system before disconnecting or connecting hydraulic or other lines. Tighten all connections before applying pressure. (See tractor operator's manual for specific procedures to relieve pressure.)

2. Slowly loosen connections and disconnect lines (A and D—F).
3. Disconnect electrical connector (C).
4. Remove cap screws (G). Remove valve and spacer plate.
5. Replace parts as necessary.
6. Install valve and spacer plate.

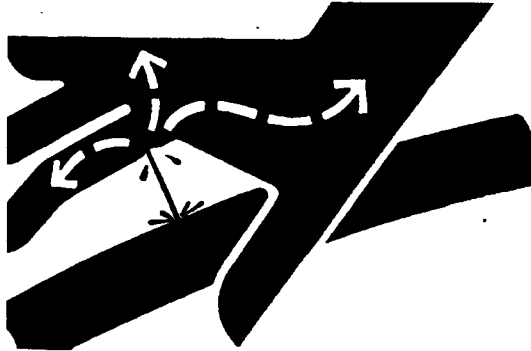
CAUTION: Installing high pressure and low pressure lines into the wrong ports may cause brake valve to break apart possibly causing bodily injury.

7. Connect lines and electrical connector.
8. Bleed brake hydraulic system. (See procedure in this group.)

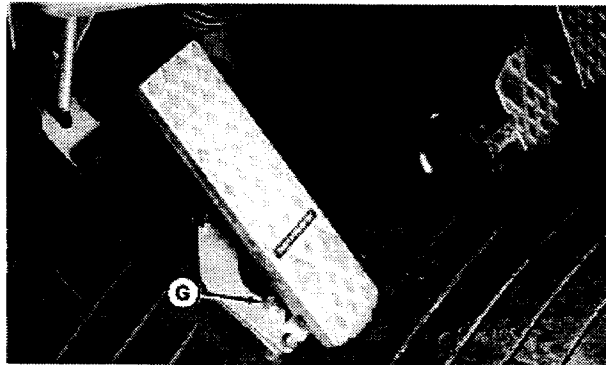


Left Brake Valve Shown

T7751JJ -JUN-22OCT92



X9811 -JUN-23AUG88

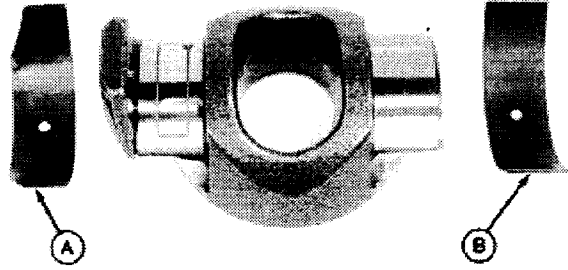


T7751JJ -JUN-22OCT92

- A—Brake Valve-to-Brake Light Switch Manifold Line
- B—Low Brake Pressure Switch
- C—Electrical Connector
- D—Brake Valve-to-Reservoir Line
- E—Brake Valve-to-Brake Accumulator Line
- F—Left Brake Valve-to-Right Brake Valve Line
- G—Cap Screw (2 used)

Hydraulic System/Assemble Brake Pump

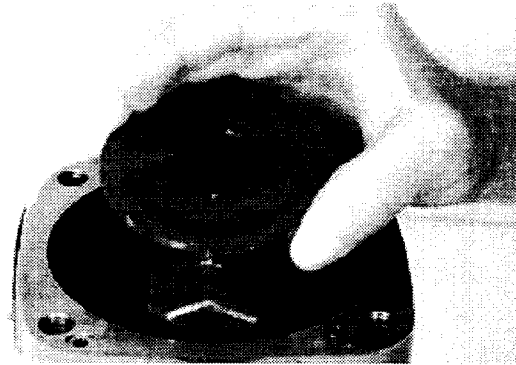
5. Grease backs of bearings. Install plastic bearing (A) with angled edges facing out toward opening in housing. Install steel bearing (B).



T8170AG -UN-31JAN84

TX,1060,DU922 -19-08DEC92-5/14

6. Install swash plate.



T7553AH -UN-24JUN91

TX,1060,DU922 -19-08DEC92-6/14

Hydraulic System/Hydraulic Brake Bleeding Procedure

8. Check hydraulic oil level.

TX,1060,DU1001 -19-30DEC92-2/2

10
1060
22

Active Elements/Adjust Park Brake

11
11*1
6

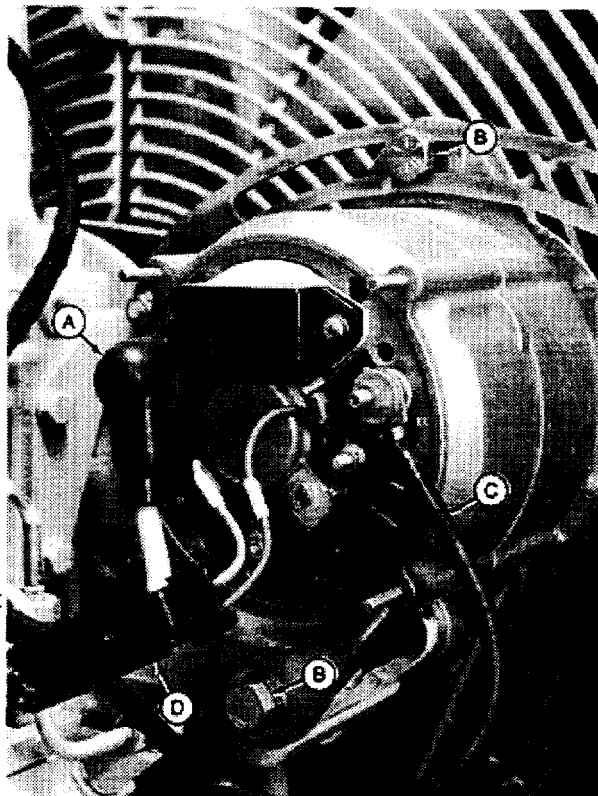
Contents

REMOVE AND INSTALL ALTERNATOR

IMPORTANT: Disconnect battery ground cable to prevent accidental grounding of alternator wiring leads.

NOTE: On LX150 (SN 557739-), use a 1/2 in. drive ratchet in square hole on belt tensioning mechanism to release tension on serpentine belt while removing and installing alternator.

1. Disconnect battery ground cable.
2. Remove parts (A—D). Remove alternator.
3. Replace parts as necessary.
4. Install parts (A—D).
5. On LX100, LX120, and LX150 (SN —557738), adjust belt tension of belt closest to fan midway between pulleys (LX100, LX120 from right side of engine, LX150 from left side of engine.)



135 Amp Alternator Shown

- A—B01 Red Wire
- B—Cap Screw (2 used)
- C—G18 Black Wire
- D—Electrical Connector

T7751GV -JUN-22OCT92

TX,1672,DU683 -19-08DEC92-1/1

REMOVE AND INSTALL BRAKE LOW PRESSURE SWITCH

NOTE: Two low pressure switches are installed, one located on each brake valve.

1. Apply brake pedal and observe feedback. Pedal is spring loaded away from brake valve actuator tube. Reach under pedal to feel feedback on actuator tube. When feedback is no longer observed (approximately 20 applications with a full accumulator), accumulator is discharged.

NOTE: Oil can be heard flowing through brake valve for approximately 10 applications. After the hissing stops, the accumulator is still pressurized and requires more applications to fully relieve oil pressure.

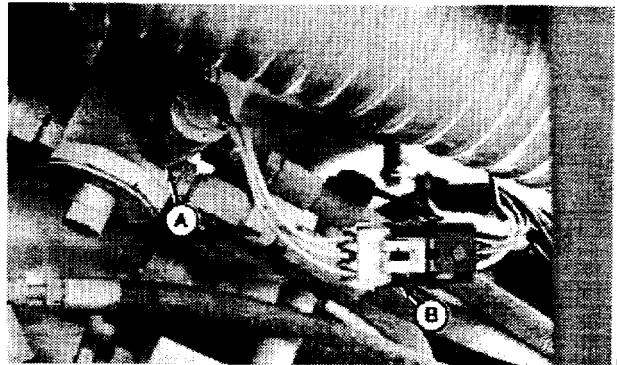
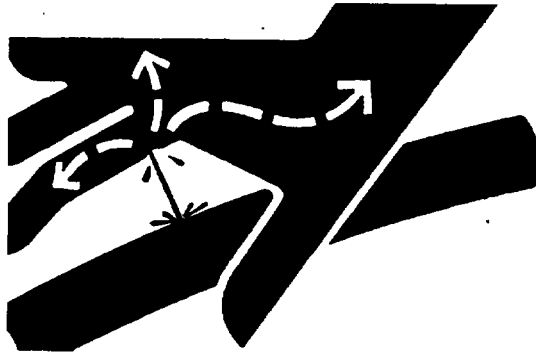
2. Disconnect wiring connector (B).



CAUTION: Escaping fluid under pressure can penetrate the skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source.

3. Remove switch (A).
4. Install new switch and connect wiring connector.

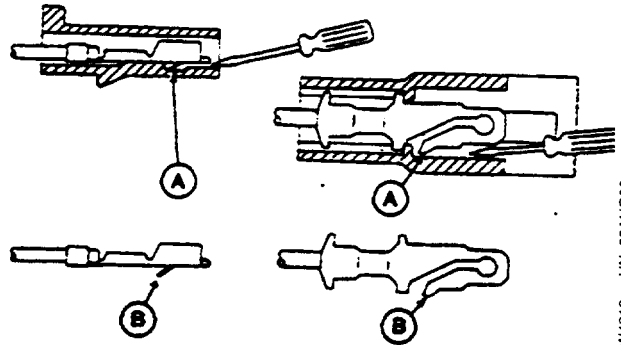


X9811 -UN-23AUG88

T7751HK -UN-22OCT92

REMOVE CONNECTOR BODY FROM BLADE TERMINALS

1. Depress locking tang (A) on terminal, using a small screw driver. Slide connector body off.
2. Be sure to bend locking tang back to its original position (B) before installing connector body.



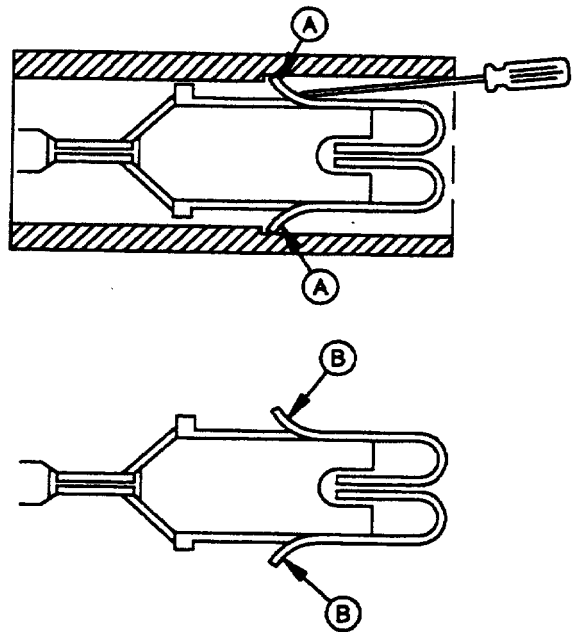
RW4218 -UN-23AUG88

DX.ECONN.V1 -19-02NOV94-1/1

REMOVE BLADE TERMINALS FROM FUSE BLOCK

Use small screw driver to depress each locking tang (A) on terminal. Pull terminal out of fuse block.

Be sure to bend locking tangs back to original position (B) before installing in fuse block.



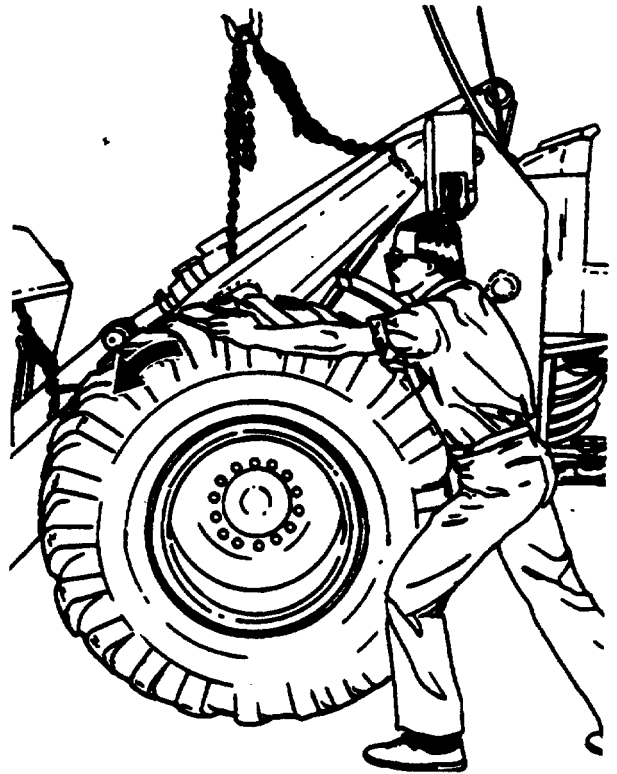
T7870AC (C)

T7870AC -UN-14DEC91

TX,1674,WW1218 -19-05FEB93-1/1

Frame Installation/Separate Engine and Loader Frame

14. Have a service technician at each front tire. Push on tires and slowly move overhead hoist forward. Make sure service jack rolls forward with bucket.
15. Replace parts as necessary. Install spacer into lower seal of upper pivot before pushing frames together.
16. Attach loader frame to engine frame. Tighten upper pivot pin lock nut to 1356 N•m (1000 lb-ft).
17. Connect lines and electrical connectors.
18. Connect drive shaft.
19. Connect steering cylinders.
20. Add hydraulic oil. (See Hydraulic System Oil, Group 0004.)
21. Start machine and check for leaks. Bleed front axle brakes, see Hydraulic Brake Bleeding Procedure in Group 1060.

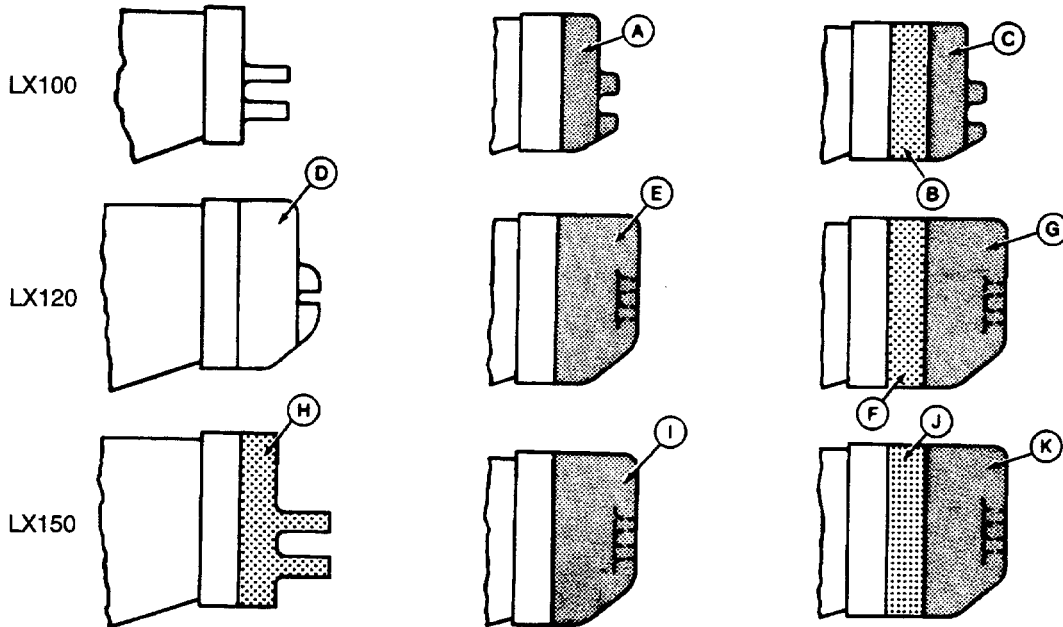


T77721 -JUN-24OCT88

T52.1740,AA -19-27OCT87-4/4

17
1740
6

REMOVE AND INSTALL COUNTERWEIGHTS



CAUTION: The approximate weight of counterweight (each section) is:

SPECIFICATIONS		
LX100	(A)	358 kg (790 lb)
	(B)	424 kg (934 lb)
	(C)	358 kg (790 lb)
LX120	(D)	358 kg (790 lb)
	(E)	787 kg (1736 lb)
	(F)	424 kg (934 lb)
LX150	(G)	787 kg (1736 lb)
	(H)	530 kg (1168 lb)
	(I)	943 kg (2078 lb)
	(J)	516 kg (1138 lb)
	(K)	943 kg (2078 lb)

NOTE: On LX120 remove weight (D) before installing counterweights.

On LX150 remove weight (H) before installing counterweights.

Draw counterweight against engine frame with upper two screws first, then lower screws. Torque to specifications in same pattern.

SPECIFICATION	
Counterweight Attaching Cap Screw	1070 ± 214 N•m (789 ± 158 lb-ft)

T7751HW -UN-09DEC92

SPECIFICATIONS

Item	Measurement	Specification
Windshield Wiper Blade	Distance	38—51 mm (1.5—2 in.) from windshield molding
Wiper Arm Mounting Nut	Torque	8—9 N•m (72—86 lb-in.)
Door Handle, Door/Window Release Linkage	End Play	3—5 mm (0.118—0.197 in.)
Door/Window Latches	Force to Release	Must not exceed 110 N•m (24.7 lb-force)

18
1810
2

TX.1810.DT414 -19-17DEC93-1/1

Operator Enclosure/Remove and Install Door Handle and Door/Window Release

18
1810
12

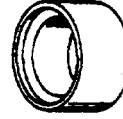
Heating and Air Conditioning/Special or Essential Tools

Pulley Support

JDG223

T6585PH -UN-23AUG88

Support pulley.



DX,TOOLS -19-05JUN91-7/13

Support

JDG225

T6585PI -UN-23AUG88

Install compressor pulley bearing.



DX,TOOLS -19-05JUN91-8/13

Hex Head Adapter

JDG226

T6585PJ -UN-23AUG88

Remove and install compressor head.



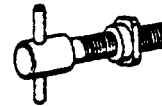
DX,TOOLS -19-05JUN91-9/13

Puller

JDG227

T6585PK -UN-23AUG88

Pull valve plates from head.



DX,TOOLS -19-05JUN91-10/13

Driver

JDG228

T6585PL -UN-23AUG88

Remove and install seat from head.



DX,TOOLS -19-05JUN91-11/13

Driver

JDG229

T6585RQ -UN-23AUG88

Install seal seat in head.

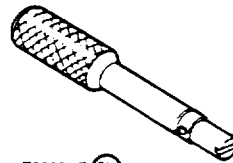


DX,TOOLS -19-05JUN91-12/13

Schrader Valve Tool

JD02130

To replace Schrader valve in compressor manifold on R134a A/C Systems



T8389AF (CV)

T8389AF -UN-03JAN85

DX,TOOLS -19-05JUN91-13/13

CHARGE R12 SYSTEM

ESSENTIAL TOOLS

R12 Refrigerant Charging and Evacuation Station

JT02023



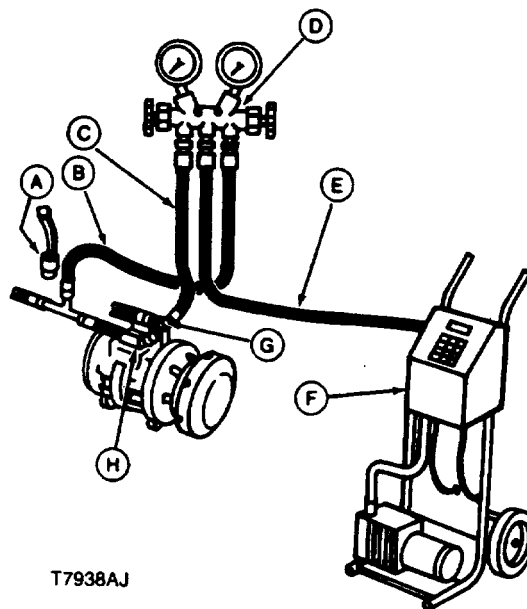
CAUTION: Do not remove high pressure relief valve (H). Air conditioning system will discharge rapidly causing possible injury.

IMPORTANT: Use correct refrigerant recovery/recycling and charging stations. DO NOT mix refrigerant, hoses, fittings, components or refrigerant oils.

1. Connect refrigerant charging and evacuation station. (See installation procedure in this group.)
2. Evacuate the system. (See Evacuate Air Conditioning System in this group.)

NOTE: Before beginning to charge air conditioning system, the following conditions must exist: Engine STOPPED, the pump must be capable of pulling at least 28.6 in. Hg vacuum (sea level). Subtract 3.4 kPa (34 mbar) (1 in. Hg) from 98 kPa (980 mbar) (29 in. Hg) for each 300 m (1000 ft) elevation above sea level.

3. Follow the manufacturers' instructions and charge the system.
4. Add refrigerant until system is charged with 2.3 Kg (5 lbs).
5. Do air conditioner checks and tests in Groups 9031-10 and 9031-25.



T7938AJ

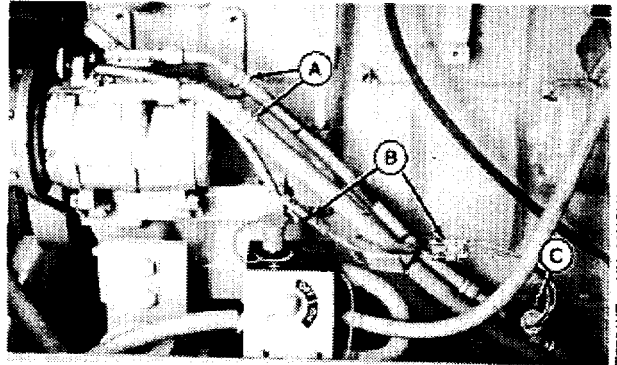
- A—High Pressure Switch
- B—Red Hose (High Pressure)
- C—Blue Hose (Low Pressure)
- D—Gauge Assembly
- E—Yellow Hose
- F—Charging and Evacuation Station
- G—Low Side Test Port
- H—High Pressure Relief Valve

T7938AJ -UN-25FEB93

TX,9031,DU1727 -19-22NOV93-1/1

REMOVE AND INSTALL COMPRESSOR AND HIGH PRESSURE SWITCH

1. Connect a Refrigerant Recovery System. (See procedure in this group.)
2. Discharge the system.
3. Disconnect lines (A) and electrical connectors (B).
4. Remove high pressure switch (C), if required.



T7751KT -UN-08NOV92

NOTE: A Schrader valve is located in the connection to prevent air conditioning system from discharging when switch is removed.

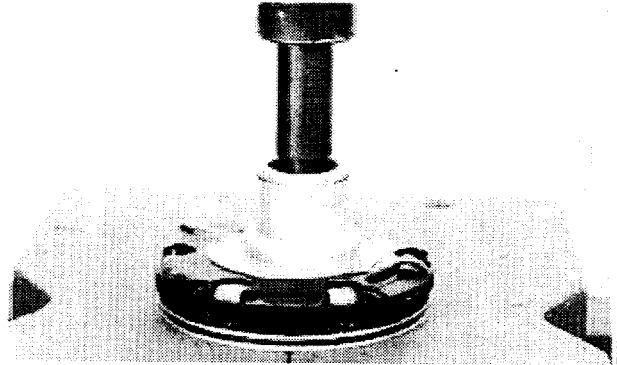
5. Remove compressor.
6. Replace parts as necessary.
7. Install compressor. Adjust compressor belt tension. (See procedure in this group.)
8. If removed, tighten compression manifold cap screws to 24—27 N•m (216—240 lb-in.)
9. Connect lines and electrical connectors.
10. Add compressor oil. (See procedure in this group.)
11. Install a new receiver/dryer. (See procedure in this group.)
12. Evacuate and charge the system. (See procedures in this group.)

18
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22

TX,1830,DU838 -19-17JAN95-1/1

REPLACE SHAFT SEAL SEAT

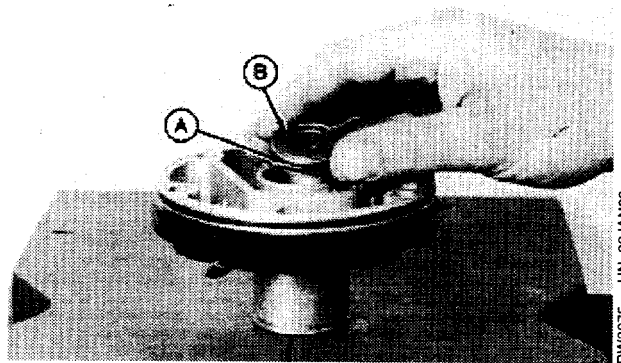
1. Support front head on press and use JDG228 Driver to press seat from head.



U90,090005,AHX1 -19-08OCT90-1/3

FW3674 -UN-23JAN89

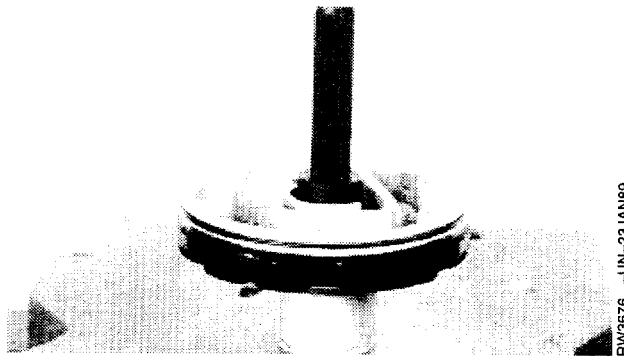
2. Lubricate the new O-ring (A) on the seal seat (B) with a small amount of clean refrigerant oil.
3. Place seat in bore with grooved surface of seat facing up as shown.



U90,090005,AHX1 -19-08OCT90-2/3

FW3675 -UN-23JAN89

4. Press seal seat in using JDG-229 driver until it bottoms in bore.

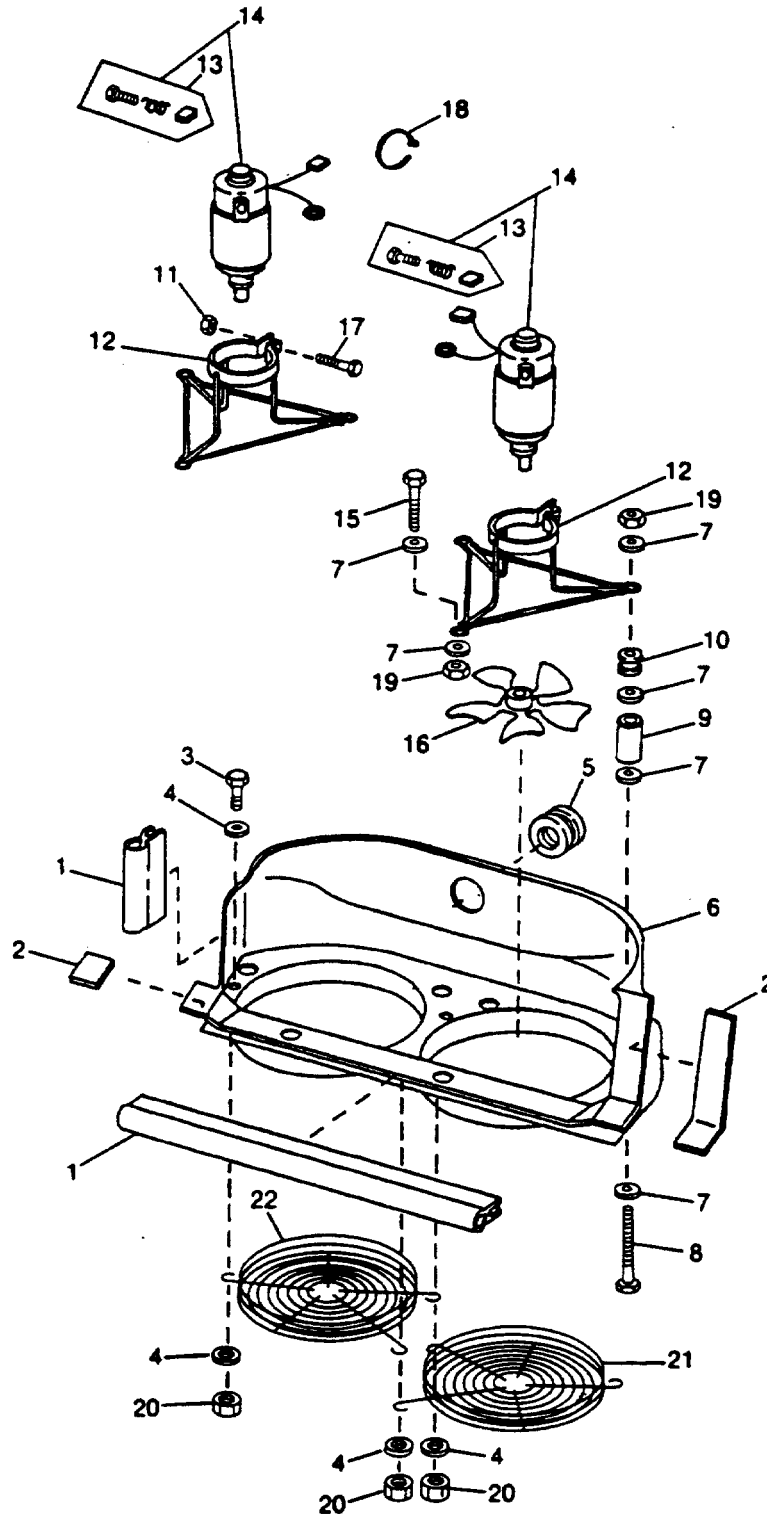


U90,090005,AHX1 -19-08OCT90-3/3

FW3676 -UN-23JAN89

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1830
32

REMOVE AND INSTALL CONDENSER FAN MOTORS



18
1830
42

17751LS -UN-08DEC92

REPLACE WELDED BUCKET CUTTING EDGES

1. Perform welding in an environment with a minimum ambient temperature of 10°C (50°F).
 2. Clean all joints to be welded of all foreign matter such as dirt, rust, mill scale, oil, etc. with grinders and/or solvents.
 3. Use dry AWS-E7018 low hydrogen electrodes or either of the following equivalent low hydrogen wire feed electrodes: gas metal arc welding (CO₂ or argon CO₂) AWS-E70S6 or flux cored arc welding AWS-E70T1.
 4. Preheat parts to be welded (both tack and final welds) to minimum of 204°C (400°F). PREHEAT TEMPERATURE MUST BE THROUGHOUT THE ENTIRE THICKNESS OF THE PARTS JOINED AND AT LEAST 51 mm (2 in.) BACK FROM THE JOINT. Maintain preheat throughout the entire welding operation. Tempilstiks should be used if possible.
 5. Tack weld preheated plates starting at center of bucket and working toward the outside ends.
 6. Final weld preheated plates starting at the center of the front edge of the bucket backing plate and working toward the outside ends.
- Repeat this operation at back edge of loader blade.
- Tack welds may be incorporated into the final weld, providing they have been made with electrodes that meet the requirements of the final welds and no cracking has occurred in the weld metal. Tack welds not meeting these requirements must be completely removed by grinding or air arc gouging just prior to making the final weld in that area.
7. Do not remove bucket from welding environment until weld metal temperature has dropped to the ambient temperature. Do not force cooling rate of weld metal.

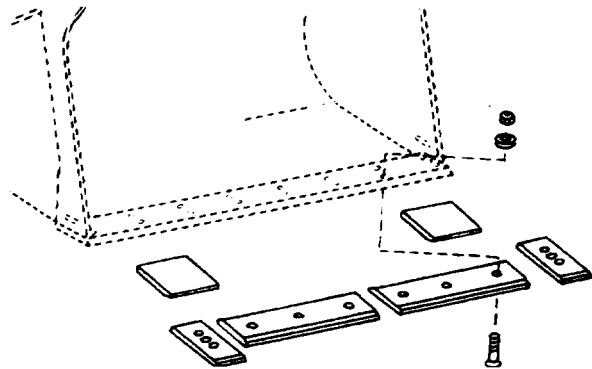
31
3102
4

T54,3102,K4 -19-25SEP91-1/1

REMOVE AND INSTALL CUTTING EDGES (FOR BUCKET WITH WEAR PLATES)

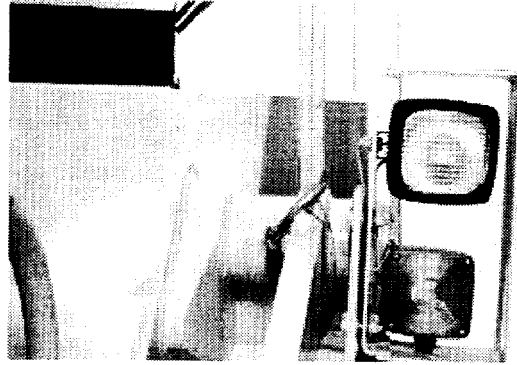
1. Remove hardware and lift cutting edge from bucket.
2. To install, hold cutting edge in position and install hardware.

TORQUE SPECIFICATIONS	
Cutting Edge-to-Bucket Cap Screws:	
LX100, LX120	675 ± 135 N•m (500 ± 100 lb-ft)
LX150	1395 ± 280 N•m (1030 ± 205 lb-ft)



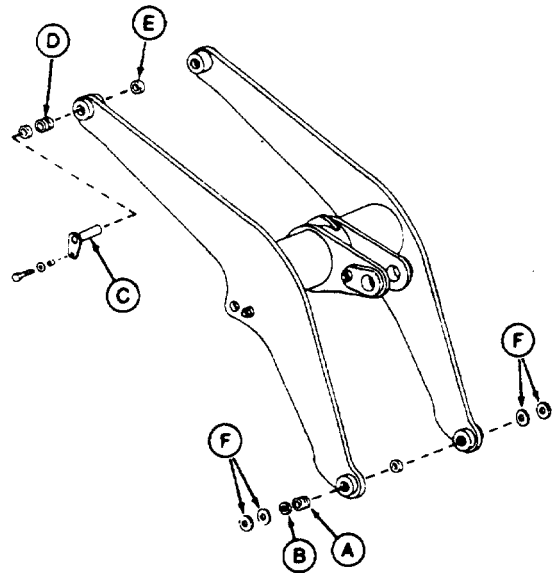
TX,3102,DU751 -19-28SEP92-1/1

4. Remove pins (C).
5. Lift boom up just high enough to replace bushings (D) and seals (E).
6. Remove and install bushings using a hydraulic puller. Center bushings in bore.
7. Apply NEVER-SEEZ Lubricant or an equivalent on outer surface of new bushings and bores.
8. Install seals tight against bushings with lips facing outward.
9. Install shims on inside and outside of each boom end as required to maintain 2 mm (0.08 in.) maximum clearance.
10. Install parts and adjust boom height kickout switch. (See Group 1674.)



T6564EE -UN-27OCT88

DISKS FOR BUSHINGS AND SEALS	
Upper Boom Disk Size	
Bushings	64 mm, 72 mm
Seals	85 mm
Lower Boom Disk Size	
Bushings	49 mm, 57 mm
Seals	70 mm

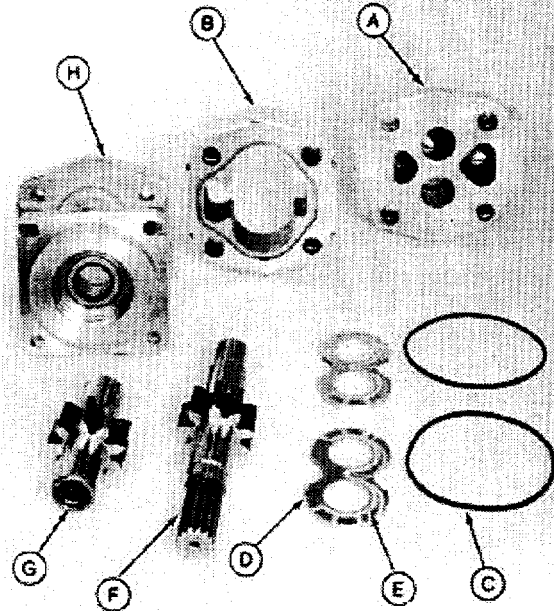


T6899AE -UN-27OCT88

- A—Lower Boom Bushings
- B—Lower Boom Bushings
- C—Pin
- D—Upper Boom Bushings
- E—Upper Boom Seals
- F—Shims (As Required)

31
3140
8

3. Remove bolts and rear cover (A) to disassemble parts (B—H).



- A—Rear Cover
- B—Pump Body
- C—Gasket Seal (2 used)
- D—Thrust Plate (2 used)
- E—Channel Seal (2 used)
- F—Drive Shaft
- G—Idler Gear
- H—Front Cover

T6564FJ -JUN-04NOV88

09T.3160.A5 -19-15APR91-2/4

31
3160
8

DISASSEMBLE AND ASSEMBLE AUXILIARY VALVE (ALL UNITS) AND BUCKET SECTION (LX100, LX120, AND LX150)

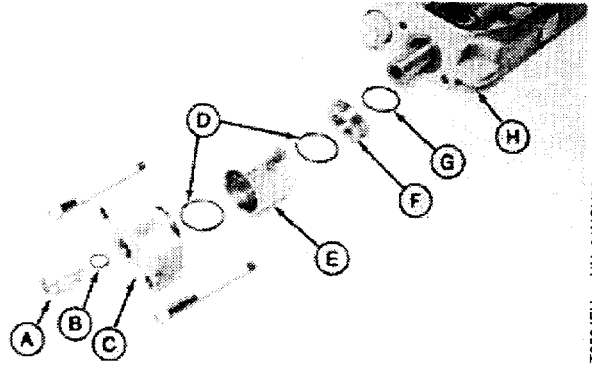
1. Disassemble valve.
2. Replace all O-rings and back up rings.

IMPORTANT: Coat all internal surfaces with clean hydraulic oil.

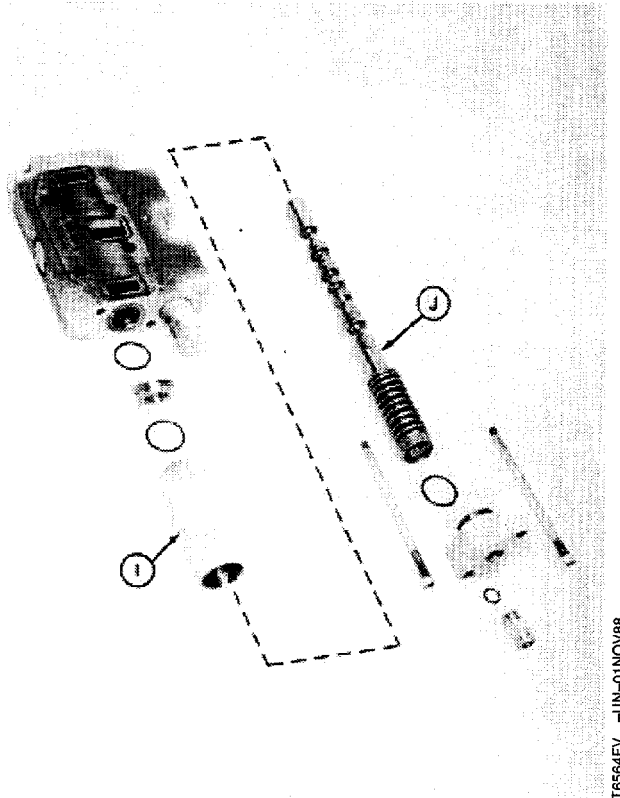
3. When assembling valve, apply thread lock and sealer (high strength) to threads of cap screws.

TORQUE SPECIFICATION

Socket head cap screws	20 N•m (175 lb-in.)
------------------------	---------------------



T6564FU -UN-01NOV88



T6564FV -UN-01NOV88

- A—Fitting (2 use)
- B—O-ring (2 used)
- C—Retaining Cap (2 used)
- D—O-ring (4 used)
- E—Front Sleeve
- F—Seal Retainer (2 used)
- G—O-ring (2 used)
- H—Housing
- I—Sleeve
- J—Spool Assembly

REMOVE AND INSTALL BUCKET CYLINDER

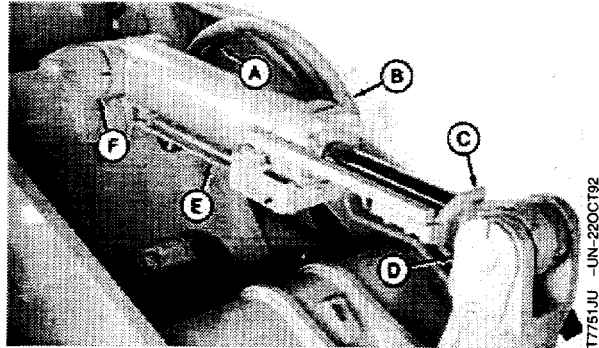
NOTE: Bucket cylinder may be disassembled on the machine for seal and packing replacement.

1. Lower equipment to the ground.
2. Release hydraulic pressure by operating controls.
3. Install locking bar.

TX,3160,DU775 -19-08DEC92-1/3

4. Remove bucket level indicator (C).
5. Remove clamps and disconnect wiring lead (E) to return-to-dig switch.

CAUTION: The approximate weight of bucket cylinder on LX100 is 100 kg (220 lbs), on LX120 is 150 kg (330 lbs), on LX150 is 210 kg (460 lbs).



T7751JU -UN-22OCT92

6. Install hoist using lifting straps around cylinder head end and rod end.
7. Remove rod end pin (D).
8. Purge cylinder of oil by extending cylinder. Disconnect cylinder rod end line (A).
9. Connect air test plug and hose to rod end port of cylinder. Activate bucket roll back function to retract cylinder and allow oil to flow back to reservoir.
10. Disconnect head end cylinder line (B).
11. Remove head end pin (F).
12. Remove cylinder.
13. Install cylinder and connect lines.

A—Cylinder Head End Line
B—Cylinder Rod End Line
C—Bucket Level Indicator
D—Rod End Pin
E—Return-To-Dig Wiring Lead
F—Head End Pin

TX,3160,DU775 -19-08DEC92-2/3

REMOVE AND INSTALL HYDRAULIC RESERVOIR

1. Remove hood and engine side shields.
2. Release hydraulic pressure by operating controls.
3. Apply brake pedal and observe feedback. Pedal is spring loaded away from brake valve actuator tube. Reach under pedal to feel feedback on actuator tube. When feedback is no longer observed (approximately 20 applications with a full accumulator), accumulator is discharged.

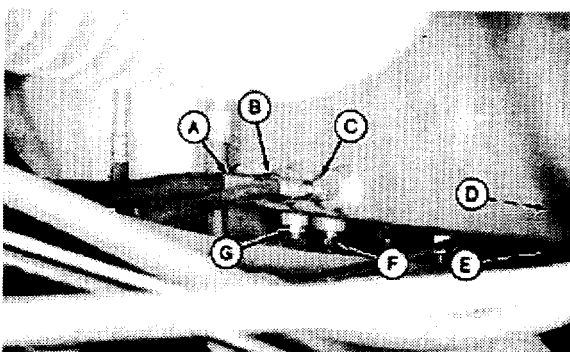
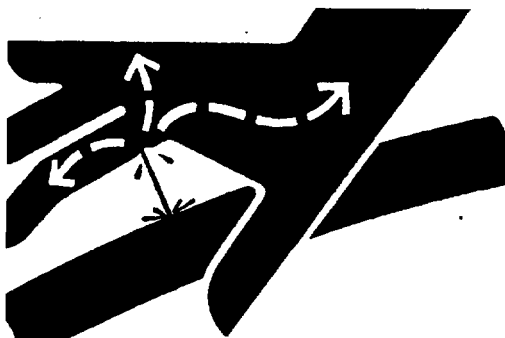
NOTE: Oil can be heard flowing through brake valve for approximately 10 applications. After the hissing stops, the accumulator is still pressurized and requires more applications to fully relieve oil pressure.

4. Drain reservoir. Reservoir capacity is approximately 76 L (20 gal) on LX100, 102 L (27 gal) on LX120 and 115L (30 gal) on LX150.

CAUTION: Escaping fluid under pressure can penetrate the skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source.

5. Remove secondary steering pump assembly, if equipped. (See procedure in Group 0930.)
6. Disconnect lines (A—G).



- A—Reservoir-to-Pilot Controller Line
- B—Reservoir-to-Brake Pump Line
- C—Reservoir-to-Right Brake Valve Line
- D—Reservoir-to-Left Brake Valve Line
- E—Reservoir-to-Main Hydraulic Pump Line
- F—Reservoir-to-Priority Valve Line
- G—Reservoir-to-Pressure Reducing Valve Manifold Line

X9811 -JUN-23AUG88

T7887AB -JUN-09DEC92

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Hydraulic System/Disassemble and Assemble Pilot Control Valve (Two Lever Controller)

Install plungers and spool assemblies into housing.

IMPORTANT: Make sure there is clearance between plunger and lever. If plunger is partially depressed, adjustment will not be correct.

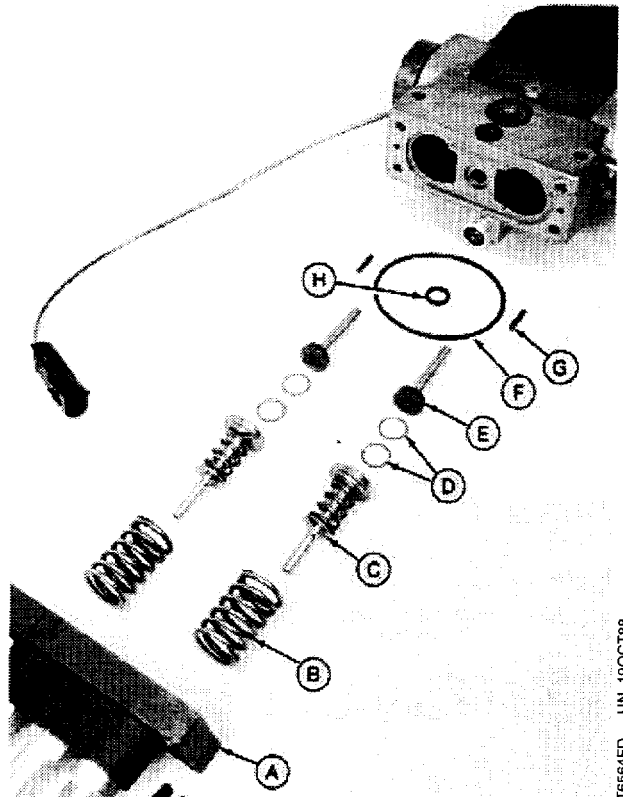
NOTE: Distance (I) is the distance between straight edge (J) and exposed edge (edge furthest from straight edge) of return passage in spool.

Return passage in spool is tapered. A 1.02 mm (0.040 in.) wire gauge will not go all the way through the hole.

Put a straight edge (J) across end of housing as shown in illustration. Measure distance (I) using a 1.02 mm (0.040 in.) wire gauge.

NOTE: Shims (D) are used to position the spool in the main housing bore.

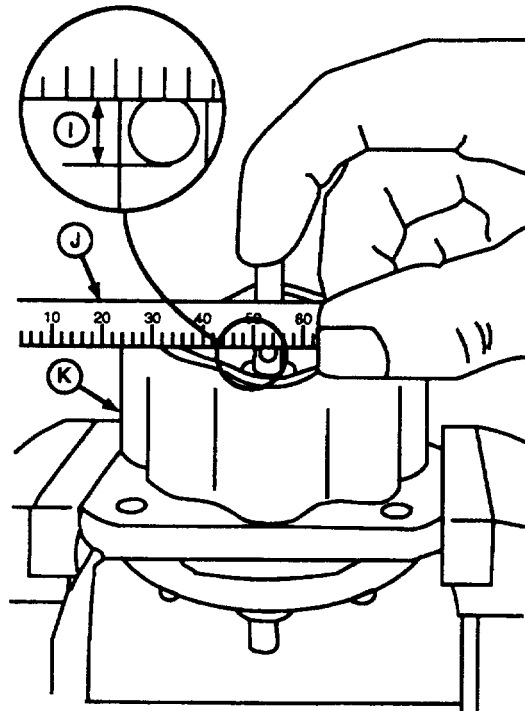
Remove or install shims (D) until distance to edge of return hole is to specification.



T6564FD -UN-19OCT88

SPECIFICATION

Distance spool return passage is exposed with spool in neutral	1.02 ± 0.10 mm (0.040 ± 0.004 in.)
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T6898AL (CV)

Single Lever Controller Shown

T6898AL -UN-26AUG94

- A—Housing
- B—Return Spring (2 used)
- C—Valve Spool Assembly (2 used)
- D—Spool Positioning Shims (as required)
- E—Plunger (2 used)
- F—O-ring
- G—Dowel Pin (2 used)
- H—O-ring
- I—Distance
- J—Straight Edge
- K—Housing

09T,3160,K86 -19-15APR91-6/7

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IMPORTANT: Keep spool assemblies with their respective bores. Controller components must be installed in the same location as removed or improper operation of controller may occur.

- Assemble parts (A—G), then install spool assemblies into main housing (K).

NOTE: Distance (I) is the distance between straight edge (J) and exposed edge (edge furthest from straight edge) of return passage in spool.

Return passage in spool is tapered. A 1.02 mm (0.040 in.) wire gauge will not go all the way through the hole.

- Put a straight edge (J) across end of main housing (K) as shown in illustration. Measure distance (I) using a 1.02 mm (0.040 in.) wire gauge.

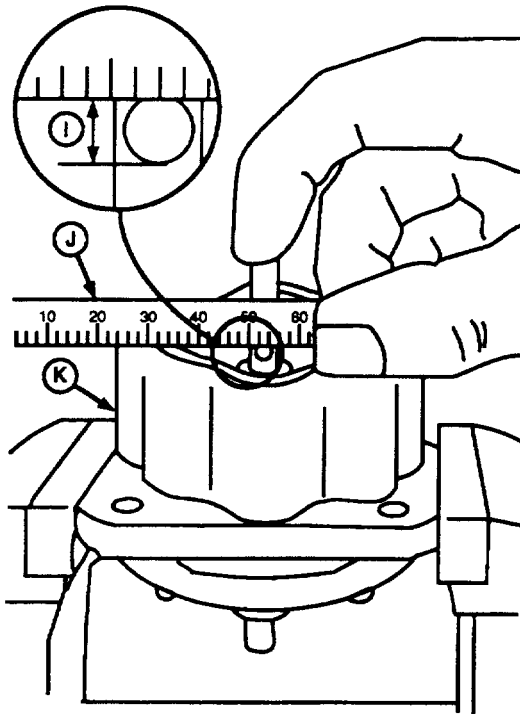
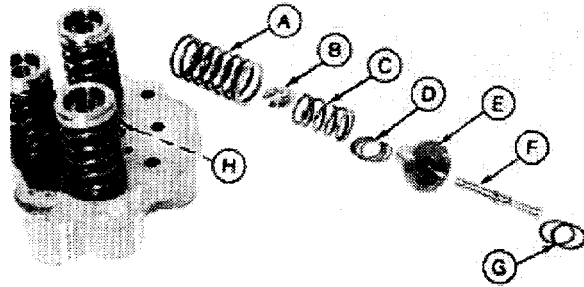
NOTE: Shims (G) are used to position the spool in the main housing bore. Shims (D) are used to control pressure increase with lever travel.

- Remove or install shims (G) until distance to edge of return passage is to specification.

SPECIFICATION

Distance spool return passage is exposed with spool in neutral	1.02 ± 0.10 mm (0.040 ± 0.004 in.)
--	------------------------------------

- Install plug (H) in pressure body. Tighten plug to 14 N•m (125 lb-in.).
- Remove spool assemblies from main housing and install in pressure body.



T6898AL (CV)

- A—Return Spring
- B—Spring Retainer
- C—Main Spring
- D—Metering Shims
- E—Spring Retainer
- F—Spool
- G—Spool Positioning Shims
- H—Plug
- I—Distance
- J—Straight Edge
- K—Main Housing

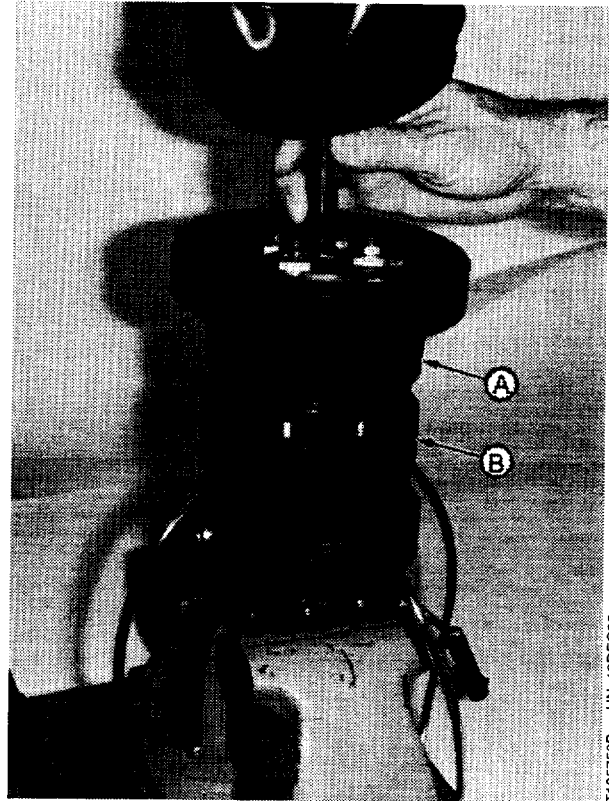
T6898BK -UN-19OCT88

T6898AL -UN-26AUG94

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IMPORTANT: Scribe a mark along side of the lever housing and valve housing of the controller before disassembling. The mark will be used when aligning the controller housings during the assembly procedure. If correct alignment is not done while assembling, incorrect operation and/or damage to the controller may occur.

5. Remove lever housing (A) from valve housing (B).
6. Cut switch wire at bottom side of lever housing by tie band. Remove tie band and pull wire out of lever and housing.
7. Remove grommet from lever housing.

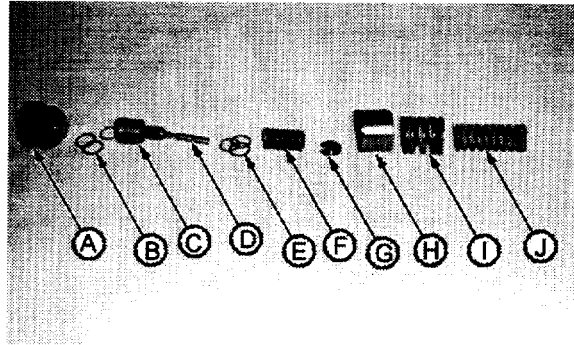


T105758B -UN-19DEC96

TX,31,RB9 -19-14OCT97-3/5

IMPORTANT: When removing spool retainer, do not lose shims located between retainer and spool spring guide.

7. Remove spool assembly and springs (B, C, D, E, F, G, I, and J). If equipped, remove feel position assembly (H).
8. Inspect and replace parts as necessary.
9. Apply KRYTOX™GPL202 fluorinated grease to sliding surfaces of adjuster sleeves and push bar top where it contacts the adjusting screw.
10. Install spool assembly and retainer in same bores if using existing parts.
11. Install retainers and coils (if equipped).
12. Install lever housing assembly onto valve housing. Note index marks scribed when disassembling for proper alignment to proper ports. Tighten four Allen screws to 8.5 N•m (75 lb-in.).



Controller Spool Assembly with Retainer with Feel Position

- A—Retainer (with seals)
- B—Shims (spool positioning)
- C—Guide (spring)
- D—Spool
- E—Shims (metering adjustment)
- F—Spring (spool)
- G—Retainer Plate (spool spring)
- H—Feel Assembly
- I—Spring (feel position)
- J—Spring (return)

T105763B -UN-19DEC96

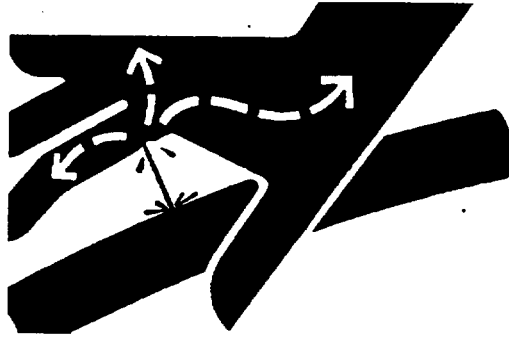
KRYTOX is a trademark of E.I. DuPont, DeNemours and Co. Inc.

TX,31, RB13 -19-14OCT97-5/6

REMOVE AND INSTALL RIDE CONTROL (IF EQUIPPED)



CAUTION: Escaping fluid under pressure can penetrate the skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.



If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source.



CAUTION: Approximate weight of ride control assembly is 50 kg (100 lbs).

X9811 -UN-23AUG88

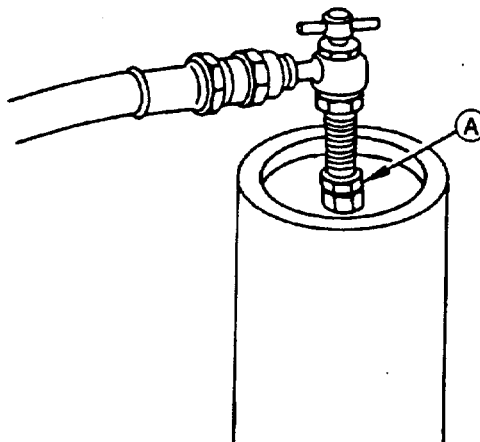
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TX.3860,WW1530 -19-23DEC92-1/2

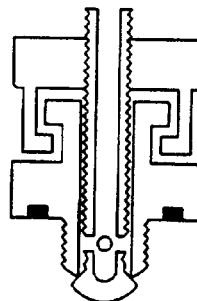
Hydraulic System/Charge Ride Control Accumulator

CAUTION: Loosen only the top special nut. The bottom "nut" is actually the accumulator gas valve fitting. Do Not loosen bottom fitting. Loose fitting under pressure can cause injury.

4. Loosen special nut (A) (counterclockwise) 2 1/2 turns to open gas valve in accumulator. (Resistance may be felt at approximately 1 1/2 turns.)
5. Slowly open regulator valve to pressurize accumulator to specification.
6. If accumulator is to be charged on machine and has NO nitrogen pressure left, turn key to ON. Move ride control switch to OFF then back to ON. Hold down boom lower switch and move control lever to float position to drain oil from accumulator.
7. Check that accumulator is pressurized to specifications. Adjust regulator as required.
8. Tighten nut until snug to close gas valve.
9. Close the control on the nitrogen tank.
10. Slowly loosen the connector at pressure regulator valve to release pressure from hose.
11. Remove gas cock from accumulator. Install cap.



T7594AA (CV)



T7594AB (CV)

Cross Section Of Gas Valve Fitting

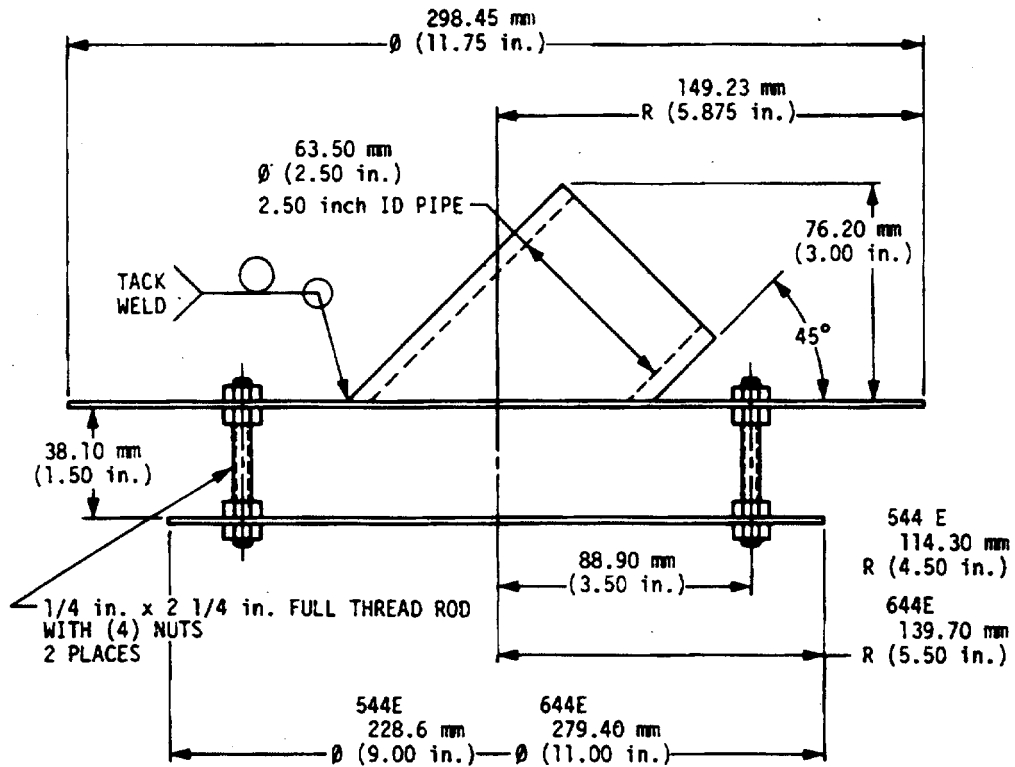
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T7594AA -UN-10SEP91

T7594AB -UN-10SEP91

DF1044 AIR DEFLECTOR BUSHING

Print Number: DF1044
Air Deflector Bushing



Material

Sheet Metal

The Air Deflector Bushing is used to direct heat to the oil supply flange bore area of transmission housing to facilitate oil supply flange installation.

Material required is:

One piece of 298.45 mm (11.75 in.) diameter sheet metal

LX100—One piece of 228.6 mm (9.00 in.) diameter sheet metal

LX120, LX150—One piece of 279.4 mm (11.00 in.) diameter sheet metal

One piece of 63.5 mm (2.5 in.) I.D. x 107.95 mm (4.24 in.) long pipe

Two 1/4 x 2-1/4 in. full thread rods

Four 1/4 in. hex. nuts

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