ADJUSTMENTS Cont'd

Internal Adjustments (14A/8) (Figures 53 - 59)

Before internal adjustments can be made, the following must be carried out :

A. Replace the lift cover assembly as stated in operation 14A/4.

B. Replace the valve actuating roller using tool MF. 271.

C. Fill with recommended transmission oil to the level of the R. H. inspection aperture in the centre housing.

D. Attach a weight of approximately 850 lbs. (388. 55 kg.) to the lower links , Figure 53.

E. All internal adjustments should be carried out at an engine speed of 400-600 r. p. m.

F. Place the draft control lever in the fully raised position. Start the engine and operate the position control lever through the quadrant range to expel all air from the system by allowing the weight to rise and fall.

1. Relief Valve Blow Off Position and Drop Rate Adjustment (Figures 54, 55)

Push the draft control lever fully up on the quadrant. Slacken the transport limit stop setscrews and place the position control lever in the transport position, (not in the constant pumping position). Fit wedge tool MF. 270 over the dashpot piston rod through the centre housing inspection aperture. Place the draft control lever in the fully lowered position. Screw in the knurled adjusting screw on the vertical lever, as shown in Figure 54, until the weighted lower links have risen fully and the pump relief valve starts to blow off. Scribe a line, (1, Figure 55) on the lift arm and cover, to indicate the start of relief valve blow off.

Scribe two more lines, (2, Figure 55) on the lift cover, 1/8" (3. 175 mm.) apart, about $\frac{1}{2}$" (12. 7 mm.) back from the relief valve blow off scribe line. Turn the adjusting screw back until the time taken for the scribe line on the lift arm to pass between the two scribe lines 1/8" apart on the lift cover, is 5 seconds. (This is equivalent to a rate of drop of 1" per 5 seconds at the ends of the lower links.)

Note

The wedge tool MUST be held firmly in position when making this adjustment.

Raise the draft control lever. Remove wedge tool MF. 270.

2. Transport Limit Stop Adjustment

With the draft control lever in the fully raised position, move the position control lever up until the scribe line on the lift arm and the relief valve blow off scribe line on the lift cover are aligned. Lower the position control lever until the gap between the relief valve blow off scribe lines is 1/16" to 1/8" (1. 588 to 3. 175 mm.).

Move the transport limit stop into contact with the position control lever, then tighten the transport limit stop setscrews.

3. Response Control Adjustments (Figures 56 - 59)

Remove the dashpot valve plunger and slacken the No. 10 setscrew. Compress the cap into the plunger then tighten the No. 10 setscrew, 2 - 3 lb. ft. torque (0. 28 - 0. 42 kg. m.) Figure 56. Refit the plunger into the response dashpot body, (Figure 57). Refit the inspection cover and response lever assembly to the centre housing. Remove the tapered plug from the cover as shown in Figure 58. Insert box wrench tool MF. 269 through the plug hole in the cover as shown in Figure 59, and engage the tool with the No. 10 setscrew in the dashpot valve plunger. Slacken the setscrew to allow the spring to force the plunger head upwards. Move the response control lever up towards slow, and position the lever 0. 25" (6. 35 mm.) from its stop on the cover, Figure 59. Tighten the No. 10 setscrew, 2 - 3 lb. ft. torque (0. 28 - 0. 42 kg. m.), with tool MF. 269, then remove the tool. Refit the tapered plug and the response cover plate. Add oil until dipstick FULL mark is reached.