## ABS/API/TC–48/48A Series – Master Keysheet
**(3AT, 3HA, 3T, 3TA, 12T, Or ABS Prefix On Crane Serial Number)**

**AREA 00 GENERAL INFORMATION**

SM00–000–000.00 Service Manual General Usage & Instructions

**AREA 03 UPPER REVOLVING FRAME**

SM03–001–001.00 Undecking Machine
SM03–001–008.00 Turntable Bearing
SM03–003–001.00 Counterweight Assembly
SM03–004–003.00 Conical Roller (Bushed)
SM03–004–004.00 Conical Roller (Bearings)
SM03–006–003.00 Swing Lock
SM03–007–001.00 Mast Assembly

**AREA 04 VERTICAL SHAFTS**

SM04–003–005.00 Swing Shaft
SM04–005–003.00 Swing Brake

**AREA 05 HORIZONTAL SHAFTS**

SM05–000–004.00 Shafts – General
SM05–001–009.00 Reverse Shaft
SM05–002–001.00 Reduction Shaft
SM05–003–001.00 Front Drum Shaft
SM05–003–002.00 Rear Drum Shaft
SM05–003–010.00 Front Drum & Rear Drum Brakes
SM05–008–008.00 Boom Hoist Shaft
SM05–008–009.00 Boom Hoist Brake
SM05–008–010.00 Boom Hoist Pawl
SM05–009–002.00 Clutches – General
SM05–009–008.00 Clutch Assembly
SM05–009–009.00 Clutch Rotating Joint

**AREA 06 UPPER ENGINE**

SM06–016–003.00 Twin Disc Clutch
SM06–018–001.00 Chain Case Pump
SM06–021–001.00 Wiring (Continental)
SM06–023–003.00 Engine Wiring (GM)
SM06–029–001.00 Storage Battery
SM06–039–002.00 Chain Case Assembly

**AREA 07 HYDRAULIC POWER SUPPLY**

SM07–000–005.00 S–o–M General
SM07–000–006.00 S–o–M Troubleshooting
SM07–001–001.00 Unloading Valve
SM07–001–002.00 Accumulator
SM07–001–004.00 External Check
SM07–001–005.00 Relief Valve
SM07–001–008.00 Filter
SM07–001–011.00 Relief Valve (w/Hydraulic Outriggers)
SM07–003–001.00 Selector Valve
SM07–003–006.00 Solenoid Valves, General Recondition

# How To Use This Manual, General Service Instructions, And Safety Procedures

The following information is provided to help guide the user of this manual. An explanation of how this manual is organized, as well as general information and safety considerations which should be understood when performing any service or maintenance procedure, is given. This information is general in nature and should supplement any of the specific procedures in this manual along with a constant awareness of safety and common sense.

## How To Use This Manual

This Service Manual is a collection of written procedures which are used to service and maintain a specific crane model. The index, which is called a "Keysheet", is used to organize the procedures within this manual and serve as a Table Of Contents as well. Each procedure, in this manual, is written so that it can stand alone and typically covers only one procedure. Procedures are given a numerical designation, or "SM Code" Number, (Example: SM01—005—034.00) which is unique to that procedure and that procedure only. The following is a listing of the general area definitions which are designated by the first digits in the SM Code Number sequence:

### General Area Descriptions

SM01 — Rubber Tire Lower
SM02 — Crawler Lower
SM03 — Upper Revolving Frame & Machinery
SM04 — Vertical Shafts
SM05 — Horizontal Shafts
SM06 — Upper Engine
SM07 — Hydraulic Power Supply
SM08 — Angle Boom
SM09 — Tubular Boom
SM10 — Tagline Winder
SM11 — Fairleader
SM12 — Shovel Attachment
SM13 — Trench Hoe, Logger & Scrapper Attachment & Prop Handler
SM14 — Cab & House Assembly
SM15 — Rotascope Attachment (Discontinued)
SM16 — Wire Rope Requirements
SM17 — Hydraulic Boom And Attachments
SM18 — Special Attachments
SM19 — Diesel Pile Hammer (Discontinued)
SM20 — Tower, Climbing Assembly, Traveling Base & Gantry (Discontinued)
SM21 — Log Skidder (Discontinued)
SM22 — Hydraulic Hammer (Discontinued)

The procedures in this manual are collated by SM Code Number sequence. Use the Keysheet in the front of this manual, the general area descriptions shown previously, and the SM Code title shown on the Keysheet to find the specific procedure required to service the crane.

Throughout this manual, reference is made to the left, right, front, and rear, pertaining to directions and locations. These reference directions are relative to the operator, sitting in the operator's seat, with the upper directly over the front of the carrier, unless otherwise stated. (Crawler mounted cranes: upper over the front of the crane with travel motors to the rear.)

Danger, warning, and caution captions as well as special notes are used throughout this manual and on the crane to emphasize important and critical instructions. **If any instruction, caution, warning, or danger labels, decals, or plates become lost, damaged, or unreadable, they must be replaced.** Information contained on such labels, decals, and plates is important and failure to follow the information they contain could result in an accident. Replacement labels, decals, and plates can be ordered through a Link-Belt Distributor. For the purpose of this manual, danger, warning, and caution captions and notes are defined as follows:

**DANGER**

**An operating procedure, practice, etc. which, if not correctly followed, may result in severe personal injury, dismemberment, or loss of life.**

**WARNING**

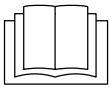
**An operating procedure, practice, etc. which, if not correctly followed, may result in personal injury.**

**CAUTION**

**An operating procedure, practice, etc. which, if not correctly followed, may result in damage to, or destruction of, equipment or property.**

**NOTES**

**Note: An operating procedure step, condition, etc. which is essential in order for the process to be completed properly.**



**This symbol may appear in manuals or on a label on the crane to alert personnel that additional instructions are included in the crane Operator's Manual.**


**Figure 1**
**Keep hands and tools clear of moving parts.**

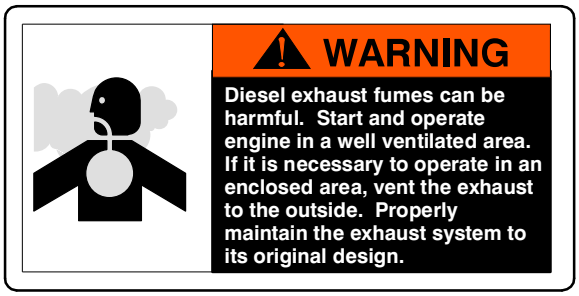



**Figure 2**
**Diesel Exhaust Fumes.**

## Service Safety And Set Up Guidelines

The following is a list of safety and set up considerations which may apply to any service or maintenance procedure. Review the entire list and understand the type of things you must consider to perform a safe service procedure and then apply these guidelines to each specific service or maintenance procedure.

**DANGER**

**Do not operate the crane unless you are qualified. Unauthorized operation by untrained personnel could result in an accident. Crane operation is to be performed by a certified operator only.**

### Service Safety

1. Read and understand the service or maintenance procedure to be performed before beginning work. By reading the procedure ahead of time, you can be sure to have the replacement parts and tools on hand that are required to complete the job.
2. Wear protective gear to prevent injury; hard hat, safety glasses, gloves, steel toed shoes, etc.


**Figure 3**
**Pinch Point Label**

3. First aid supplies and a fire extinguisher should be on the job site to assist in an unexpected situation. The location of these items should be known to all as well as access to a telephone for emergencies.
4. Work in a clean, dry, firm, level area whenever possible. Choosing the correct work site can make a big difference on how well the job goes.
5. Use caution around flammable materials. Be aware of all the materials in the work area which are a threat. Also make others aware of volatile materials; post signs if necessary.
6. Release all trapped pressure in air and hydraulic circuits before disconnecting any line or component. Shutdown the crane, exhaust all pressure from the crane's air reservoir(s) and work the hydraulic control levers back and forth before servicing the crane.
7. Do not disconnect any hydraulic line from a crane which has its attachment in the air. Trapped pressure may be all that is suspending it. Disconnecting a line could release the trapped pressure, causing the attachment to fall. Lower the attachment to the ground or on to its rest before servicing the crane.
8. Do not work on a crane which is in motion. Fans, belts, gear trains, etc. can catch an unexpecting person and quickly dismember them.
9. Do not climb on the attachment or other hard to reach areas. If the steps and/or ladders which are installed on the crane do not provide adequate access to the area of the crane which needs servicing, use a step ladder or other approved device.
10. Pinch points exists between the upper and lower frames. Death or dismemberment may result from personnel caught in these points. Learn where these pinch points are and stay clear of the rotating upper frame.

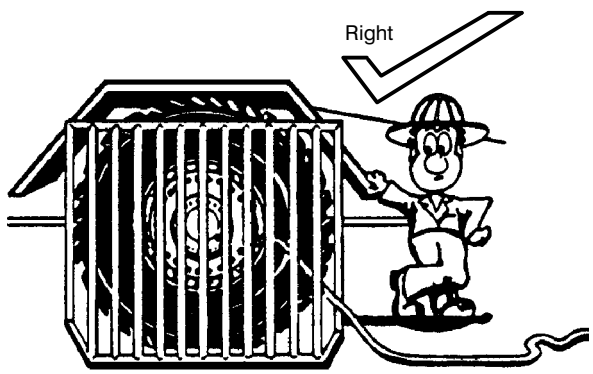



**Figure 4**
**Use a guard when inflating tires.**

11. If working in a confined area, be sure to provide adequate ventilation when running the engine(s), using toxic solvents, welding, or any other operation which contaminates the fresh air supply.
12. Post a sign in the operator's cab to alert others that the crane is under service. Starting the crane while it is being serviced could severely injure someone. Crane damage could also occur if systems are operated prematurely. Imagine starting the engine(s) before the oil is replaced.
13. Secure access panels, doors, and machinery hoods when in the open position to ensure they do not fall or slam shut due to wind or accidental disruption.
14. Crane parts may be heavy. Always use an appropriate lifting device to support work. Do not attempt to lift an object without knowing its weight. Get help if necessary.
15. Always use a safety rim cage when inflating or deflating tires. Worn or misassembled parts can "explode" from the assembly causing serious injury. Use a safety rim cage, clip on air chuck, and stand aside when inflating or deflating tires.

## Crane Set Up And Disassembly

1. Properly park the crane as described in the Operator's Manual. Park the crane in an area which provides the most comfortable working conditions. However, do not park the crane where it will be an obstruction or an intrusion to traffic, coworkers, or to the public. Keep in mind that a major service procedure, or a repair part which requires a long lead time, could have the crane disabled for an extended period of time.
2. Keep in mind the mess which is sometimes caused by a crane under repair. Oil or other fluid leaks should be contained or prevented. Consider your responsibility of maintaining a safe clean work area and a healthy environment for all.

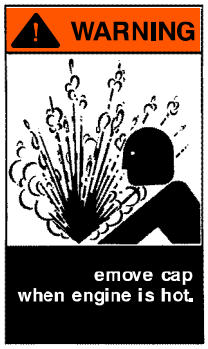



**Figure 5**
**Allow engine to cool before removing the radiator cap.**

3. If the crane is equipped with outriggers, it may be safer as well as an advantage to raise and level the crane on outriggers to provide easier access to areas underneath. Do not work under a crane that is improperly supported.
4. Shutdown the engine(s) per the instructions given in the Operator's Manual.
5. Post a sign in the operator's cab to alert others that the crane is being serviced.
6. Engines, transmissions, hydraulic systems, etc. generate extreme heat during operation. Temperatures can reach levels which may cause serious burns. Allow the crane to cool before attempting to service it.

**WARNING**

**Engine coolant is hot. Failure to allow engine(s) to sufficiently cool before draining coolant could result in severe burns or other personal injury. Allow the engine(s) and radiator(s) to cool before draining coolant from the radiator(s).**

7. Pressure is generated inside the engine's cooling system due to the heat transfer process from the engine(s) to the radiator(s). Do not attempt to open or drain the radiator(s) until it/they has/have had sufficient time to cool. Disconnecting hoses before the engine(s) and radiator(s) has/have cooled is even more dangerous. Wait until the engine(s) and radiator(s) have cooled and then drain the radiator(s) before disconnecting any hoses. Properly store or dispose of used coolant.

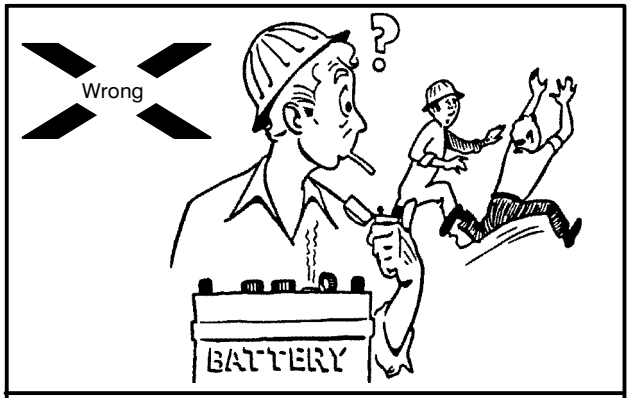



**Figure 6**
**Do not use an open flame near the battery.**

**WARNING**

**Solvents and cleaning solutions can be hazardous. Serious personal injury may result from misuse of these products. Read and follow all the manufacturer's recommendations concerning solvents and cleaning solutions.**

8. Thoroughly clean the area of the crane which is to be serviced. Dirt or other contamination could enter the hydraulic, air, lubricating system, etc. and cause immediate and/or long term problems. Cleaning the service area not only prevents contamination problems but it also makes working on the crane easier and sometimes problems are more recognizable.
9. Before beginning any removal or disassembly procedure, take a moment to observe critical features of the assembly which may greatly simplify the installation or assembly process. Label electrical, hydraulic, air, or other connections. Index mark pump, motor, and valve sections. Lightly spray paint or count the threads of adjustment screws. Simple steps such as these can minimize the effort needed to put the crane back in service.

**WARNING**

**Hydraulic oil is under pressure and may be hot. A sudden release of hot oil could cause severe burns and/or other serious injury. Shutdown the engine(s) and exhaust all trapped hydraulic pressure from the system before removing any line or component.**

10. Hydraulic systems, while operating, are under high pressure. Even after the crane is shutdown these pressures can remain trapped in the hydraulic lines and system components. Some hydraulic systems utilize an air pressurized reservoir which maintains pressure on the system after the crane is shutdown. It is critical that all residual pressure, which is trapped in the system, be neutralized before disconnecting any line or hydraulic component. Use the following techniques to exhaust trapped hydraulic pressure from the system:
    a. Lower the attachment to the boom rest, onto blocking, or onto the ground and shutdown the engine(s).
    b. Open the drain valves on the air system reservoir(s), if equipped, to bleed the air system pressure.
    c. Relieve any residual or precharge pressure by pushing the button on the pressure relief valve, on the hydraulic reservoir, if equipped. Otherwise, loosen the filler cap 1/4 turn.
    d. Turn the ignition switch to the **ON POSITION**, but **DO NOT START THE ENGINE.**
    e. Operate the steering control(s) back and forth repeatedly until steering becomes hard. (On cranes equipped with emergency steering system, it will take several rotations of steering wheel before steering becomes hard.)
    f. Work the crane control levers and outrigger switches, if equipped, back and forth several times.
    g. Turn ignition switch to the **OFF POSITION.**
    h. When pressure is fully relieved, close the drain valves on the air system reservoir(s), if equipped.

**WARNING**

**Air lines may contain high pressure. Opening lines and fittings before relieving air pressure may result in serious injury. Shutdown the engine(s) and drain the air system reservoir(s) before opening any line or fitting.**

11. Air system circuits, like hydraulic circuits, contain high pressures also. Although the threat of a hot working fluid does not exist, highly pressurized lines and components can possibly "fly off" if lines are disconnected before the system pressure is relieved. Open the drain valve on the air system reservoir(s) to exhaust system pressure before working on the crane.

**WARNING**

**Use care not to cause sparks at the battery terminals while disconnecting or connecting the battery. Battery gasses are volatile and could be ignited by a spark or flame causing the battery to explode. Keep the area around the battery well ventilated and disconnect the negative side of the battery first, with the ignition switch "OFF", to minimize hazard.**

**Battery posts, terminals, and related accessories contain lead and lead compounds. Eating or smoking with lead residue on hands may cause lead poisoning. Wash hands after handling lead products.**

12. When working on electrical circuits, disconnect the battery to minimize shock, burn, spark, or other hazard. When disconnecting the battery, confirm that the ignition switch is in the "OFF" position. Disconnect the negative side of the battery first to minimize the potential for sparks at the battery. Battery gases which are exposed to such sparks, could cause an explosion. Likewise when connecting the battery, confirm that the ignition switch is in the "OFF" position and install the positive cable(s), first and the negative connection(s) last.
13. It is a good practice when disassembling hydraulic components to lay the parts out in the order that they were disassembled. Keeping the parts in this order during disassembly, cleaning, and inspection will aid in the assembly process.

## Welding

1. When making repairs which require welding, disconnect any electronic equipment (such as rated capacity limiters and engine computers) to prevent damage to them. Use the battery disconnect switch(es), if equipped.
2. Be aware of systems adjacent to areas being welded. Residual heat from the welding process could cause damage to other components. Heat may also vaporize materials which may become toxic or volatile.
3. Remove paint from areas to be welded to prevent toxic fumes.
4. The grounding connection should be within 3 feet (*1 m*) of the welded parts.
5. Connect the ground to the lower, if welding on the lower, or to the upper if welding on the upper. Electrical current through the turntable bearing could cause an arc which could damage it.
6. Do not position the ground connection where seals or bearing, as in transmissions or valves, will be between it and the welded parts.
7. Remove any flammable materials from the area.
8. Use the appropriate setting on the welder for the size of the welding operation. Do not use more than 200 Volts continuously.

## Cleaning And Inspection

**WARNING**

**Solvents and cleaning solutions can be hazardous. Serious personal injury may result from misuse of these products. Read and follow all the manufacturer's recommendations concerning solvents and cleaning solutions.**

1. All components should be thoroughly cleaned with an approved cleaning solvent, air dried and carefully inspected for damage, wear and corrosion.
2. All Loctite® or other sealant residue should be removed from threads of hardware and parts that are going to be reused.
3. All "soft parts", such as seals, gaskets, back up rings, and o-rings, should be replaced.
4. Replacement of bearings and bushings is generally a good preventive maintenance measure. Even though a bearing or bushing seems to be intact and is functioning properly, its life span is limited. Replacing a simple bearing or bushing while the opportunity is at hand could save a complete component failure later.
5. In the event of severe defects, contact factory personnel for directions whether to repair or replace any major component.

## Crane Assembly

1. Loosely assemble parts to ensure all parts are in place and fasteners started before beginning torquing procedure. Always use a cross torquing sequence to ensure even and uniform installation.

**WARNING**

**Lubricants, sealants, joint and thread locking compounds, etc. can be hazardous. Serious personal injury may result from misuse of these products. Read and follow all manufacturer's recommendations concerning these products.**


**Figure 7**
**Proper disposal is important.**

2. Unless otherwise stated, torque all fasteners per the instructions given in SM Code Area 18—000.
3. When installing hydraulic hoses, lines, and fittings, use two wrenches to ensure the hoses and lines are not twisted. One wrench must be on the male fitting, the other wrench on the female fitting.
4. Unless otherwise stated, torque all hydraulic fittings per the instructions given in SM Code Area 07—018.
5. Check all fluid levels before returning the crane to service; hydraulic reservoir oil level, transmission fluid level, engine(s) oil level, etc. Add oil as required. See Operator's Manual and/or engine(s) manufacturer's manual(s) for correct type of fluids and procedures.
6. Always replace guards, grilles, and other types of protective shields. Also, be sure that any systems which were disconnected such as load indicating systems, anti-two block devices, control cables, etc. are functioning properly before returning the crane to service.
7. Start the appropriate engine and let it idle for five minutes. Inspect the connections on the hydraulic, air, transmission, etc. lines for leaks. Repair if needed.
8. Check that all hydraulic, air, and electrical functions are operating normally before returning the crane to service.
9. After crane is assembled, refer to the Operator's Manual for any periodic type of adjustments which may have been affected by the service procedure.
10. Properly dispose of any used oils, solvents, cleaners, etc.

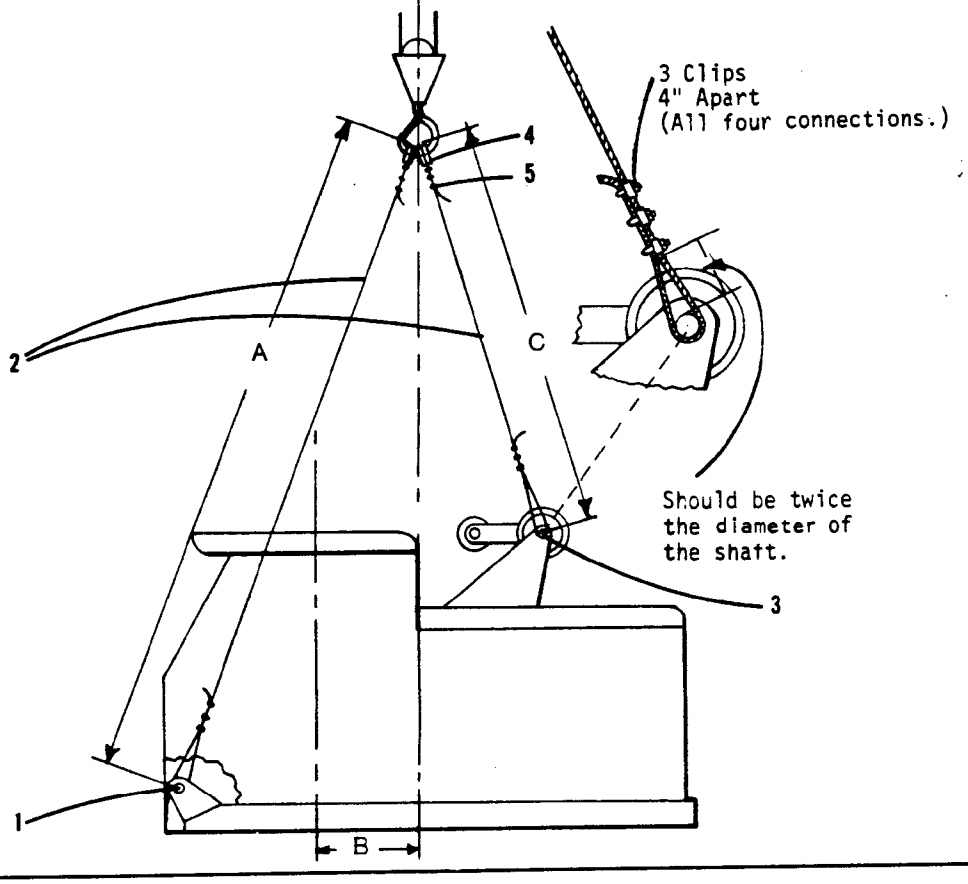



Fig. 1
Sling Assembly
(1) Boom Foot Pins
(2) Sling Assembly
(A) 189"
(3) Gantry Headshaft
(4) Wire Rope Thimble
(B) 2.31 Ft. (To Center Of Gravity)
(5) Wire Rope Clips (3 Per Connection, 4" Apart)
(C) 123"

Note: Center of gravity will vary due to weights of optional equipment. Sling lengths are starting point only. They may have to be adjusted to make machine hang perfectly level.

General

The basic upper weighs approximately 9,400 lbs. without catwalks or counterweight. Addition of optional equipment will increase this weight. The following are approximate weights of optional equipment:

F.D. Lowering Clutch.....150 lbs.
R.D. Lowering Clutch.....170 lbs.
Catwalks.....1,260 lbs.

An upper with all of these options could weigh as much as 11,000 lbs. Lifting equipment must be provided that can safely lift the upper. This equipment must be in good condition, properly adjusted and reeved, before attempting to lift the upper. Refer to such lifting equipments capacity chart and make sure it can do the job before proceeding.

Preparation For Installing The Upper: When a 48A machine is shipped from the factory, unmounted, the machined surface on the upper, where it mounts against the bearing is covered with preservative to prevent rusting. The exterior of the bearing is also coated. This preservative must be removed before mounting the upper. Thoroughly remove all preservative with an approved commercial solvent.

When installing capscrews and nuts, the capscrews must be "loctited: as follows:

(1) Remove dirt, shavings, excess oil from the threads.
(2) Thoroughly degrease threads with (16M119) "loctite" safety solvent. Allow solvent to dry.
(3) Apply "locquic" primer N (16M 118) to capscrew heads. Allow 3 to 5 minutes to dry.
(4) Apply amount of "loctite" pipe sealant (16A845) necessary to cover thread engagement.
(5) Install capscrew and nut.

On TC. ABS, or API machines, a mounting base is shipped with the machine. This base must be attached to a pedestal, barge, ship deck, before the upper can be mounted. Proper construction of and connection of the mounting base to the supporting structure shall be the

responsibility of the owner. Load values and reaction locations are available for such construction. These can be obtained from FMC Corporation, Crane & Excavator Division. The services of a qualified engineer should be used in the design and construction of the supporting structure.

Installing The Upper: The following procedure covers mounting the upper on a truck carrier or mounting base:

(a) If installing on a truck, park on level ground. Apply parking brakes, and block the wheels.

(b) Attach slings to upper (See Fig. 1). Connect one leg to each boom foot pin, and one leg to the extended gantry headshaft. (Where the boom backstops mount). Install keeper pins or cotter pins in the boom foot pins to prevent their working out.

Secure the rear slings to the headshaft with tie wire to prevent the slings coming off the shaft.

The sling must have four legs, and be strong enough to lift the upper. If using wire rope, use a minimum 5/8" diameter rope with a minimum breaking strength of 20 tons. FMC type N rope is recommended. Use new rope straight off the reel for making up the sling. Never use used, scrapped, or damaged rope for a sling as an accident may occur. Refer to Fig. 1 for more information. See section 14 in operators manual for information of wire rope clips.

(c) Drop four mounting capscrews through the mounting holes in the upper to use as alignment tools.

(d) Pick the upper slightly off the ground. Check to make sure it hangs level. If not, set it back down and adjust the slings.

Pick the upper and swing it into place over the turntable bearing. Stay out from under the upper.

Carefully lower the upper into place. Engage the capscrews with the holes in the bearing. Set the upper in place on the bearing. Maintain a strain on the slings to keep the upper from tilting.

(e) Install all (16 total) capscrews. Start a nut on each capscrew.

Note: All capscrews must be "loctited" as explained earlier in this section. Two lengths of capscrew are used. The ones to the rear of the upper are longer.

(f) Final tighten each capscrew to 350 ft.-lbs torque. Tighten capscrews by starting at the centerline of the machine, and working outward, alternately tightening a capscrew to the left, then to the right of the centerline. Repeat this procedure on the rear capscrews.

(g) After final tightening, allow the "loctite" to cure for approximately six hours before operating machine.

(h) Assemble live mast, backstops, counterweight, catwalks and attachment on the machine. Refer to operators manual for assembly instructions.

Upper Storage: If the upper is to be stored for a long period of time before mounting, or will set idle for long periods of time after mounting, follow storage procedures in operators manuals. In addition, fully lubricate the machine at least every 60 days, while in storage. Then start the machine and rotate all shafts and the turntable bearing to distribute the grease and help prevent rust. This is especially important on machines working around salt water where rust and corrosion forms faster then usual. In addition, coat all unpainted metal with preservative. Store machines under cover if at all possible.

Before putting a stored unit to work, thoroughly inspect it for rust, deterioration, damage, etc. Repair any damage before operating the machine.

Preparation For Undecking The Machine: Refer to operators manual and perform the following steps:

(a) Remove jib or tip extension from machine. Remove boom from machine.

(b) Remove catwalks from the machine if so equipped.

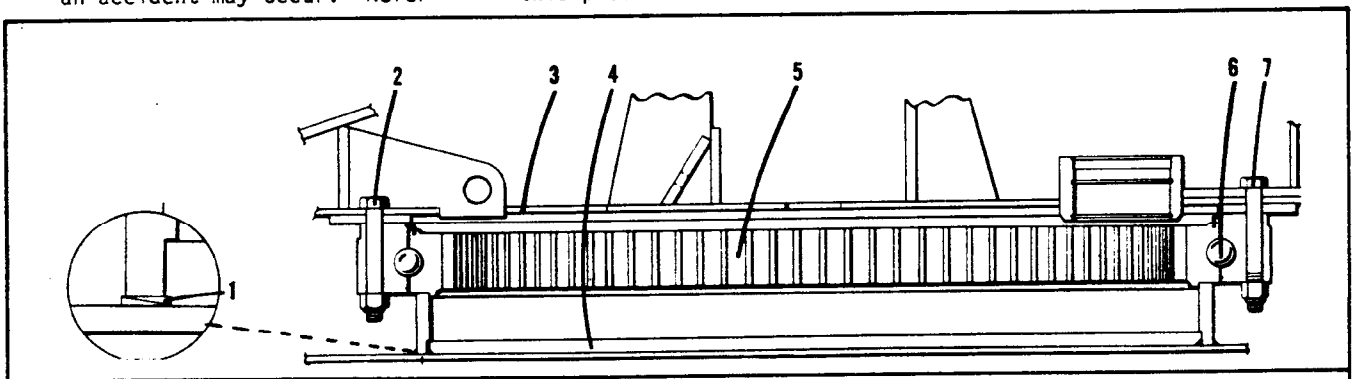



Fig. 2
Turntable Bearing Assembly
(1) Shims
(2) Capscrews
(3) Upper Frame
(4) Lower Frame
(5) Turntable Bearing
(6) Balls
(7) Capscrews

(c) Remove all counterweight from the machine.
(d) Lower live mast until it is horizontal. Block securely under the live mast. Remove boom hoist rope.
(e) Remove live mast from the machine.
(f) Remove boom backstops from the machine.
(g) On machines equipped with hydraulic outriggers, remove rotating joint housing. See SM.Area 1-48.

Undecking The Machine:
(a) If carrier mounted, park machine on firm, level surface. Apply emergency brakes and block wheels.
(b) Attach slings to upper (See Fig. 1). Connect one leg to each boom foot pin, and one leg to the extended gantry headshaft. (Where the boom backstops mount). Install keeper pins in the boom foot pins to prevent their working out.

Secure the rear slings to the headshaft with tie wire to prevent slings coming off the shaft.

Connect hook block from the lifting equipment to slings. Hoist against sling to provide some tension in the sling.
(c) Remove the mounting capscrews.

Note: Capscrews are installed at the factory with "loctite" pipe sealant. Heating the locknuts with a torch will loosen the "loctite", making locknuts easier to remove. Use a heating tip. Apply heat to the locknut only. Heat to a maximum temperature of 350°. Overheating may ruin the bearing. Use a "tempil-stick" or other means to check.

When replacing bearing or when machine is undecked, use new capscrews and locknuts upon reassembly. Old capscrews may be damaged during removal and if reused, could cause an accident.

(d) Lift the upper off of the carrier or mounting base. Stay out from under the upper.
(e) Set the upper on blocking, or on a trailer if being transported. Be careful not to damage S-o-M tubing or control linkages under the machine.

Turntable Bearing Replacement:
See SM3-1-8.0.

3

Remove And Replace Turntable Bearing:

(a) Undeck machine. Refer to SM 3-1-1.0.
(b) Remove rotating joint from machine if applicable.
(c) Tack weld a steel plate over the hole in the carrier frame in center of the bearing.
(d) Take measurements to accurately locate the center of the bearing. Mark this spot on the plate for later use when aligning the new bearing.
(e) Cut old bearing from carrier with arc/air cutting equipment. Be careful to cut weld without gouging the truck frame plate.
(f) After the old bearing is removed, grind the frame plate smooth before mounting the new bearing.
(g) The bearing mounting plate on the weld flange of the bearing must be free of oil, grease, rust, mill, scale, etc. in the weld zone.
(h) Remove any surface condition that will keep the bearing flange from fitting nearly flat on the bearing mounting plate.
(i) Set the new bearing in place. Align bearing by measuring from center as located in step (d). There is a letter "S" stamped on the bearing race. This letter must be toward the front of the carrier, and on the carrier centerline.
(j) Welding Equipment:
    (1) Use standard equipment, helmet, gloves, etc. No special equipment or tools required except .010" feeler gauge.
    (2) The welding machine is to be a standard shop machine in good working order. Check to make sure meters or dials are showing the indicated output at the work, and that they don't fluctuate beyond the prescribed range shown later.
    (3) Check all equipment being used to see that it is in good operating order, such as lead wires, ground clamps, etc.
(k) Shimming Of Gap Between Bearing Flange And Mounting Plate:
    (1) With the bearing located and properly aligned, note the gap under the bearing. If there are high spots on the mounting plate which can be easily ground off, do so. If not, tack the bearing down as follows:
    (2) Using an E7018, 5/32" dia. rod, make tack welds 1" long at points where contact is made. Space the tack welds evenly to prevent bearing tipping during shimming. (Four Tacks Maximum).
    (3) Use either flat shims (29 B381) or tapered shims (12B238). The flat ones are preferred because they can be stacked up, and do not have a tendency to pry up on the bearing. Do not drive shims into place.
    (4) To shim, use the thickest shim, stack of shims, or paired wedge shims which will fit the gap without prying up the bearing. Gaps less than .010" need not be shimmed. Place shims under the bearing flange so it is supported at least every 3" about the bearing circumference.
(l) Using an E7018, 5/32" diameter rod, make 16 tack welds two inches long as shown in view A. Note the tack weld sequence 1 and 2 inside front and rear, 3 and 4 outside front and rear, etc.
(m) Using an E7028, 5/32" diameter rod (D.C. +; A.C.; 260 - 300 amperes, 22-25 volts), weld each layer as shown in view D, inside and out. Use the weld sequence as shown in view B. Weld approximately 22" per rod.
(n) Using an E7028, 3/16" diameter rod, weld the fourth pass on the inside only as shown in view C.
(o) Chip off slag. Thoroughly clean and then paint all welds to prevent rusting.
(p) Install upper as explained on SM3-1-1.0.

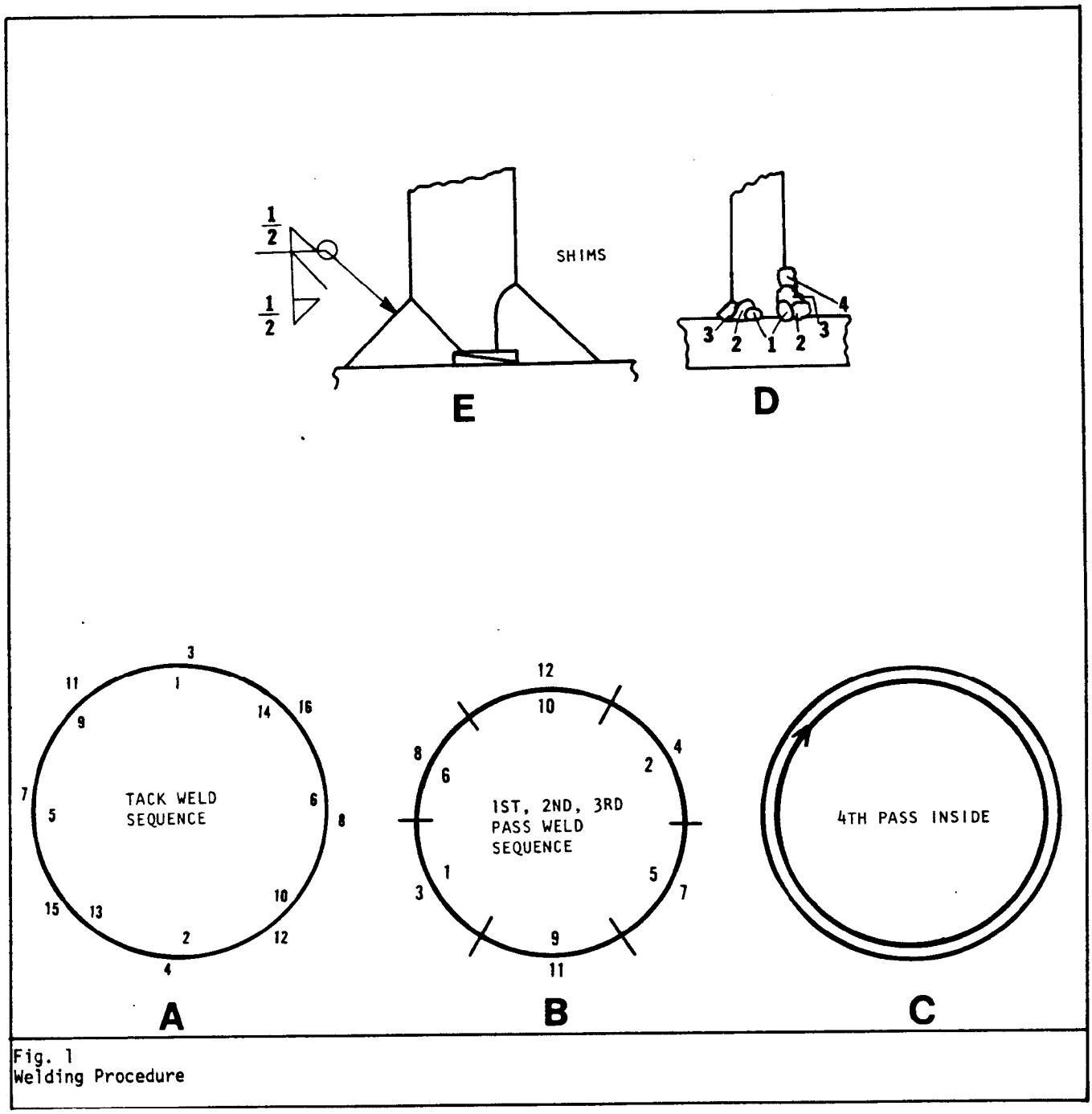



Fig. 1
Welding Procedure

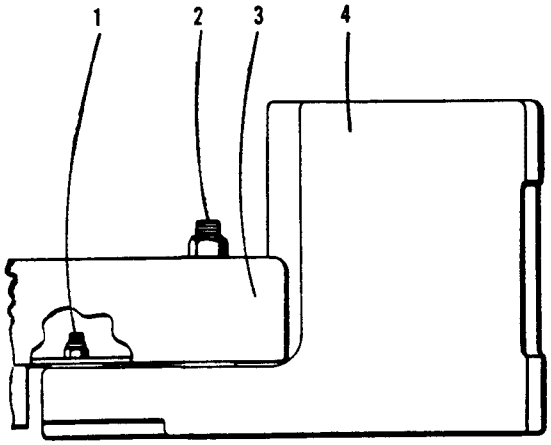



Figure 1
Counterweight Assembly
(1) Capscrew
(2) Capscrew
(3) Revolving Frame
(4) Counterweight

Counterweight Assembly

The counterweight is attached to the rear of the upper frame by four capscrews. The larger (1-1/2" capscrews) at the rear are tightened to 1,360 ft-lbs. torque. The smaller (1") capscrews at the front are tightened to 390 ft.-lbs. torque. The capscrews should be checked occasionally for proper torque. If the capscrews work loose, it may cause damage to the revolving frame or the mounting bolts.

Counterweight Installation:

(a) Attach a chain or wire rope sling to the ctwt. Make sure that the sling, and helper crane are strong enough to lift the ctwt. Ctwt. weights are as follows:
    (1) HC48.....5,000 lbs.
    (2) HC48A (W/GM Engine..... .....8,700 lbs.
    (3) HC48A (W/Continental engine.....9,200 lbs.
(b) Lift the counterweight and swing into place under the rear of the revolving frame.
(c) Slide the mounting capscrews through the ctwt. and revolving frame. Have someone start the nuts on the capscrews. Don't stand under the ctwt. Stand to one side and reach under with the capscrew.
(d) Tighten each capscrew to the torque listed earlier on this page.

Counterweight Removal:

(a) Attach a chain or wire rope sling to the ctwt. Make sure that the sling is strong enough to lift the ctwt.
(b) Connect to the sling with a helper crane.
(c) Take a strain against the sling to support the ctwt.
(d) Remove the four capscrews shich hold the ctwt. on the machine.
(e) Swing the ctwt. out from under the machine.