

ABS/API/TC–218 Series – Master Keysheet
(18T Prefix On Crane Serial Number)**AREA 00 GENERAL INFORMATION**

SM00–000–000.00 Service Manual General Usage & Instructions

AREA 03 UPPER REVOLVING FRAME

SM03–001–007.00 Undecking Machine

SM03–006–006.00 Swing Lock

SM03–010–004.00 Counterweight Remover System

SM03–010–005.00 Counterweight Remover Cylinder

SM03–010–006.00 Hydraulic Cylinder, Recondition (Counterweight Removal)

AREA 04 VERTICAL SHAFTS

SM04–003–007.00 Vertical Swing Shaft

AREA 05 HORIZONTAL SHAFTS

SM05–000–007.00 Horizontal Shafts – General

SM05–001–012.00 Reverse Shaft

SM05–002–009.00 Reduction Shaft

SM05–003–011.00 Front Or Rear Drum Shaft

SM05–005–005.00 Third Drum Shaft

SM05–007–001.00 Two Speed Planetary

SM05–007–002.00 Planetary Brake, R & I And Adjustment

SM05–008–014.00 Boom Hoist Shaft

SM05–008–017.00 Boom Hoist Pawl

SM05–009–002.00 Clutches – General

SM05–009–004.00 Clutch Assemblies

SM05–009–009.00 Rotating Joint, R & I And Recondition

SM05–012–007.00 Front & Rear Drum Brakes

SM05–012–008.00 Third Drum Brake (Mechanical)

SM05–012–009.00 Third Drum Brake (Hydraulic)

SM05–012–010.00 Boom Hoist Brake

SM05–014–002.00 Swing Brake

AREA 06 UPPER ENGINE

SM06–016–002.00 Twin Disc Clutch (2 Disc)

SM06–018–001.00 Chain Case Pump

SM06–022–006.00 GM Engine Wiring

SM06–029–001.00 Storage Battery

SM06–034–001.00 Cummins Engine Wiring

SM06–039–004.00 Chain Case

AREA 07 HYDRAULIC POWER SUPPLY

SM07-000-005.00	S-o-M System – 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 Valve
SM07-001-005.00	Relief Valve
SM07-001-008.00	S-o-M Filter
SM07-003-006.00	Solenoid Valves, General Recondition
SM07-005-006.00	S-o-M Pump
SM07-012-001.00	Control Valves & Stand
SM07-018-001.00	Hydraulic System Tube Fittings

AREA 08 ANGLE BOOM & JIB

SM08-001-001.00	Repairing Damaged Angle Booms And Jibs
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AREA 09 TUBULAR BOOM, FLY, & JIB

SM09-001-002.00	Repairing Damaged Tubular Booms, Flys, & Jibs
SM09-002-001.00	Live Mast Cylinder (Early Models)
SM09-002-002.00	Live Mast Cylinder (Later Models)

AREA 18 SPECIAL ATTACHMENTS

SM18-000-001.00	Capscrew Torques
SM18-000-002.00	Bearing, Gear, Shaft, & Housing Inspection

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 & Scraper 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

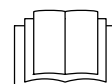
An operating procedure, practice, etc. which, if not correctly followed, may result in personal injury.

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.

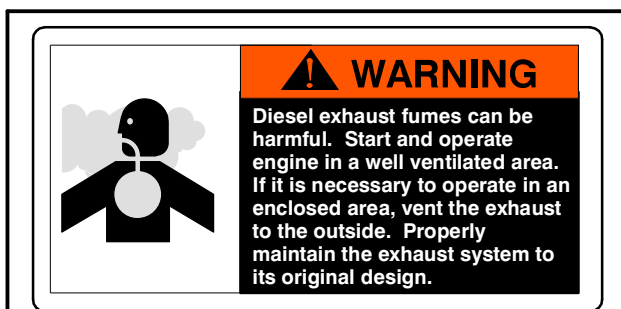
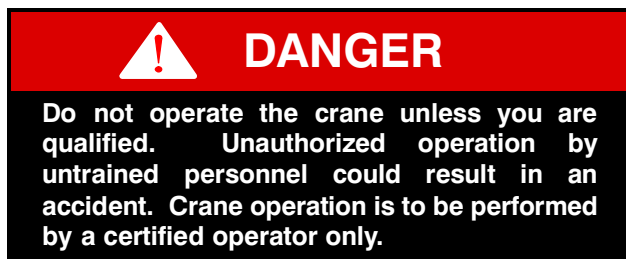


Figure 2
Diesel Exhaust Fumes.

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.



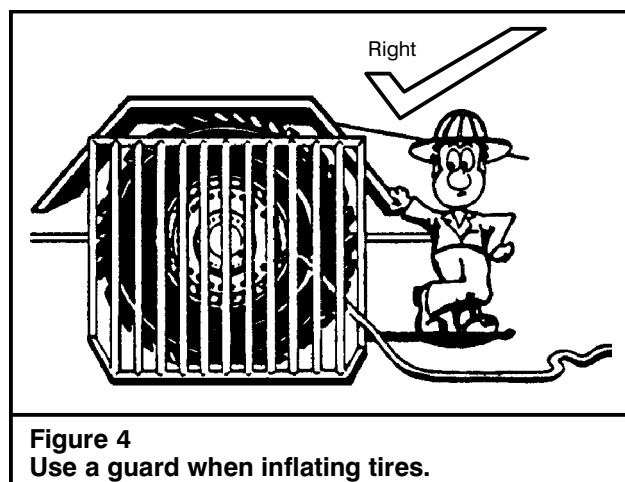
Service Safety

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

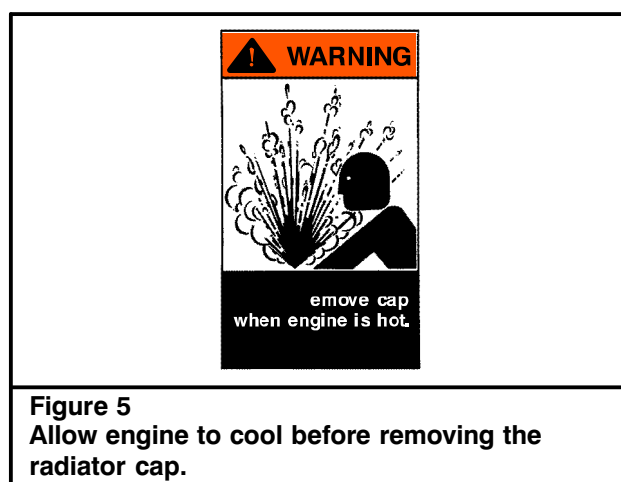
3. First aid supplies and a fire extinguisher should be on the job site to assist in an unexpected situation. The location of these items should be known to all as well as access to a telephone for emergencies.
4. Work in a clean, dry, firm, level area whenever possible. Choosing the correct work site 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 unexpected 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 exist 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.



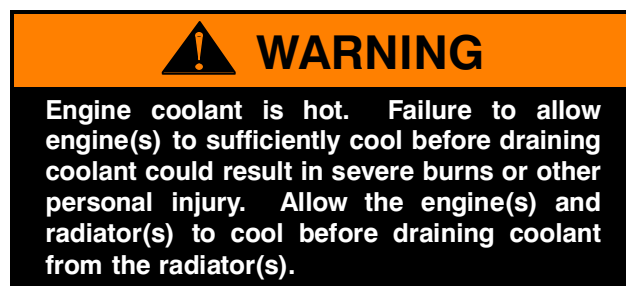
11. If working in a confined area, be sure to provide adequate ventilation when running the engine(s), using toxic solvents, welding, or any other operation which contaminates the fresh air supply.
12. Post a sign in the operator's cab to alert others that the crane is under service. Starting the crane 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.



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.



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.

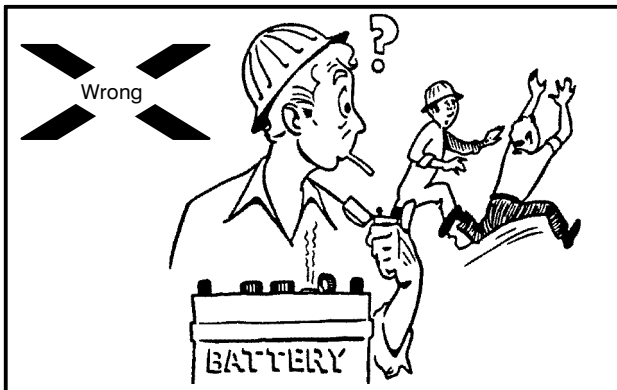


Figure 6
Do not use an open flame near the battery.

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.

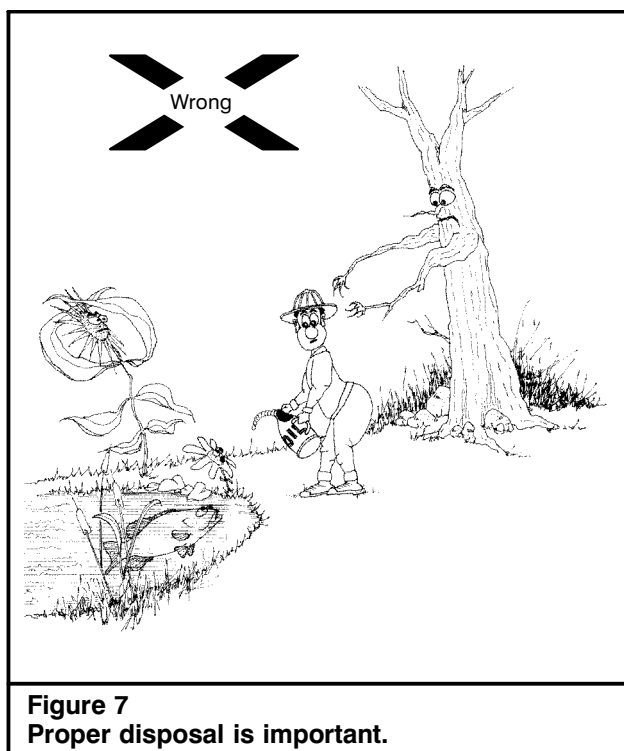
Crane Assembly

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.



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.

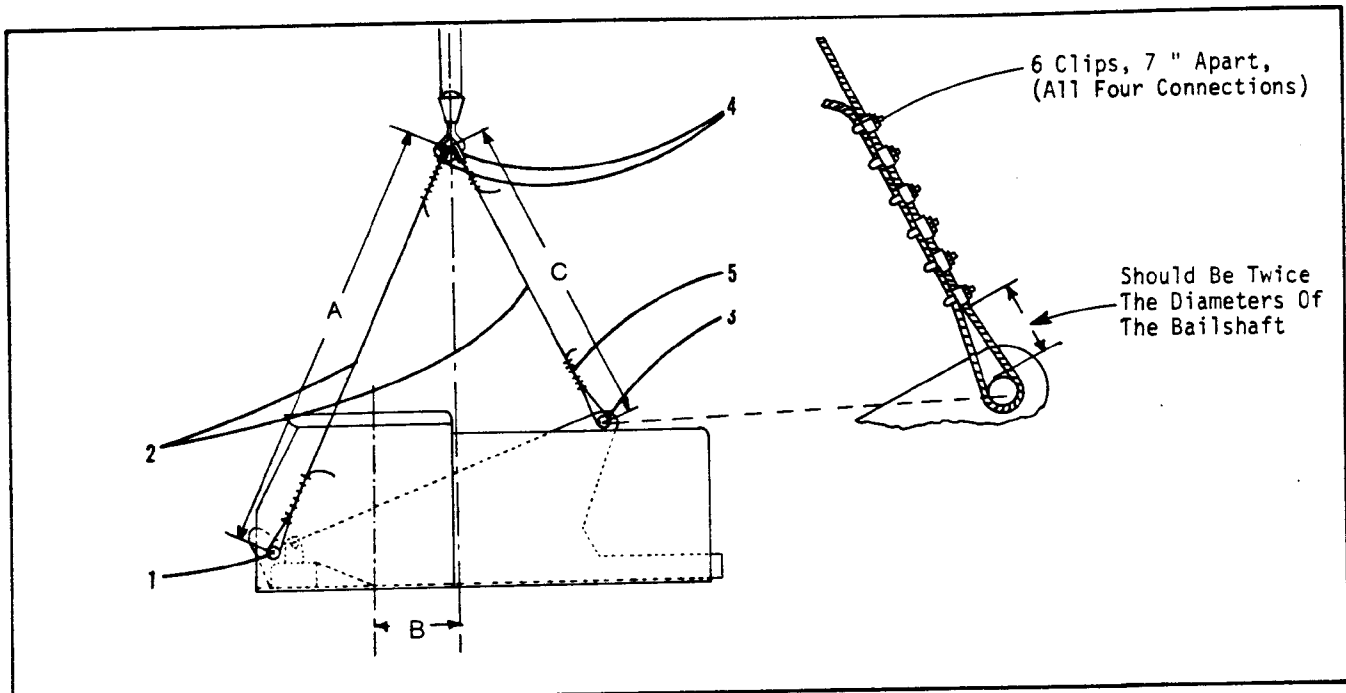


Fig. 1

Sling Assembly

- (1) Boom Foot Pins
(2) Sling

- (3) B.H. Bail Shaft
(4) Wire Rope Thimble

- (5) Wire Rope Clips (6 Per Connection, 7" apart)

(A) 189 Inches

(B) 3.99 Ft. (To Center Of Gravity) (C) 129 Inches

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 25,500 lbs. without counterweight or catwalks. Addition of optional equipment will increase this weight. The following are approximate weights of optional equipment:

F.D. Lowering Clutch....350 lbs.
3rd Drum W/Lowering Clutch.....
.....1,750 lbs.
3rd Drum Lowering Clutch And Gear
.....350 lbs.
Two Speed Planetary - Each.....
.....450 lbs.
Cummins Engine With Torque Converter.....1,670 lbs.

An upper with several options could weigh as much as 29,800 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 138 machine is shipped from the factory unmounted the tapped holes in the mounting plate (TC, ABS, API machines) or truck carrier (HC machines) are coated with preservative to prevent rusting. The machined surface that the bearing sits on is also coated. This preservative must be removed before mounting the upper. Thoroughly remove all preservative with an approved commercial solvent.

The threaded holes must be chased with a bottom tap before mounting the upper. A tap with an extension welded to it is available. Refer to tool list at the end of this section. This tap is driven by a ratchet or flex handle. If a tap must be obtained locally the thread size is 1-1/4" N.F.

Install a capscrew in each threaded hole. You should be able to turn them in by hand. If not,

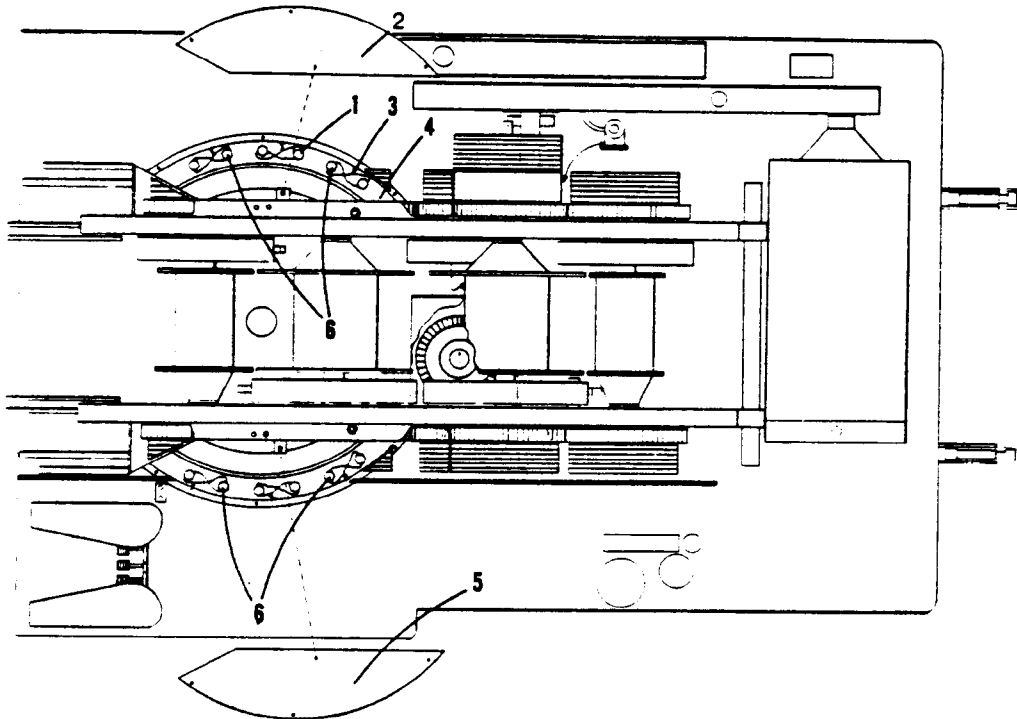
check and see why. Damaged threads, bent capscrews, etc. will affect holding power of the capscrews and could lead to an accident.

Capscrews must be "loctited" as follows:

- (1) Remove dirt, shavings, excess oil from the threads.
- (2) Thoroughly degrease threads with "loctite" safety solvent (16M119). Allow solvent to dry.
- (3) Apply "loctite" primer N (16M118) to bolt threads. Allow 3 to 5 minutes to dry.
- (4) Apply amount of "loctite" pipe sealant (16A845) necessary to cover thread engagement.
- (5) Install capscrew. Loctite has two functions. It holds capscrew, and also seals threads to prevent rust.

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,

Service Manual Area 3 - Upper Revolving Frame - Continued



L655-D

Figure 2

Upper Frame (Cover Plates Removed)

(1) Capscrews (30 Total)

(2) R.H. Cover Plate

(3) Tie Wire

(4) Turntable Bearing

(5) L.H. Cover Plate

(6) Place Positioning Studs Here

the responsibility of the owner. Load values and reaction locations are available for such construction. These can be obtained from FMC Corp., Crane and 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 a mounting base:

- (a) If installing on a truck, park on level ground. Apply parking brakes, and block wheels.
- (b) Attach slings to upper. (See Fig. 1). Connect one leg to each boom foot pin, and one leg to each end of the extended boom hoist bail shaft. (Where the boom backstops mount). Install keeper pins or cotter pins in the boom foot pins to prevent their working out. Install a large washer, or a plate with a flame cut hole in the center over the bail shaft to prevent slipping off. Install a cot-

ter pin or capscrew and locknut in the hole at each end of bail shaft to retain the washer or plate.

The sling must have four legs, and be strong enough to lift the upper. If using wire rope, use a minimum 1" diameter rope with a minimum breaking strength of at least 51 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 on installation of wire rope clips.

- (c) Remove bearing cover plates from both sides of the revolving frame to expose the bearing. (item 2 and 5, Fig. 2).
- (d) Install four positioning studs (6 in Fig. 2), in the tapped holes in the carrier frame or mounting base.
- (e) 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 truck or mounting base. Stay out from under the upper.

If mounting on a truck carrier make sure the center punch mark located just below the teeth on the bearing is positioned to the front and on the centerline of the carrier. This is so the swing lock will hold the upper in line with the carrier when facing front. The openings in the platform must align with the studs.

Carefully lower the upper into place. Engage the studs with the holes in the bearing. Set the upper in place on the carrier or mounting base. Maintain a strain on the sling to keep the upper from tilting.

- (f) Install a capscrew on each side of each positioning stud. Re-

- tain a strain on the sling to keep the upper from tilting.
- (f) Install a capscREW on each side of each positioning stud. Remove the positioning studs. Install a capscREW in each hole that is accessible. Turn capscREWS in by hand until the head just contacts the bearing surface. Then initially tighten each capscREW to 500 ft.-lbs. torque.

Note: All capscREWS must be "loctited" as explained on page 1 before installation.

- (g) Start upper engine. Engage master clutch. Release swing lock. Release swing brake. Release the lifting equipment, slowly swing upper until more capscREWS can be installed. Coat all capscREWS with "loctite" as explained on page 1. Continue this procedure until all 30 capscREWS are installed, turned in by hand until head contacts bearing surface, then initially tightened to 500 ft.-lbs. torque.

Note: CapscREWS should turn in easily, by hand, until head contacts bearing surface. If not, check and see why. Damaged threads, bent capscREWS, capscREW interference, etc., will affect holding power of capscREWS and may lead to an accident. Don't use a power wrench to run capscREWS down. If interference does occur, it won't be noticed.

- (h) Now final tighten each capscREW to 1,750 to 1,850 ft.-lbs. torque. This is much easier if you use a torque multiplier. See tool list at bottom of page. This wrench has 1 inch input and 1-1/2 inch output drive.

Tool Kit 3P175

- 1 - 3P111-4.33:1 Ratio Geared Head Wrench (GA-186)
- 1 - 3P112-Adaptor 1" to 1-1/2" Square Drive (1M-35)
- 1 - 3P119-Ratchet Wrench W/Handle 1" Drive (L-73CH)
- 1 - 3P120-Extension Bar 10" Long, 1-1/2" Drive (L-105)
- 1 - 3P121-Adaptor 3/4" to 1/2" Drive (LA-62)
- 1 - 3P124-Torque Wrench, 600 ft.-lbs. Capacity, 3/4" Drive (TEC-602)
- 1 - 3P145-Adaptor 1" to 3/4" Drive (LA-124)
- 1 - 3P158-Ratchet Adaptor 1" Drive (L-673)

Tool Kit 3P176

- 1 - 3P128-Bottom Tap With Extension
- 4 - 3P127-Positioning Studs
- 1 - 3P122-1-13/16" Socket
- 1 - 3P123-1-7/8" Socket
- 1 - 3P132-Adaptor 1-1/2" To 1" Drive.

If multiplies the torque put on the capscREW times 4.33 to the ft.-lbs. that are put into the torque wrench. With this multiplier it is necessary to only put 404 to 426 ft.-lbs. torque on the wrench to apply 1,750 to 1,850 ft.-lbs. on the capscREWS.

- (i) After final tightening, lockwire the capscREWS together in pairs. Allow "loctite" to cure for approximately six hours after final tightening.
- (j) Install bearing cover plates.
- (k) Assemble live mast, backstops, counterweight, catwalks, and attachment on machine. Refer to operators manual for assembly instructions.

Upper Storage: If the upper is to be stored for a 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 than 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 A Machine: Refer to operators manual

and perform all of the following steps:

- (a) Remove jib, or tip extension from machine. Remove boom from machine.
- (b) Remove catwalks from the machine if so equipped.
- (c) Remove all counterweights from the machine.
- (d) Lower live mast until it is horizontal. Block securely under live mast. Remove boom hoist rope.
- (e) Remove live mast from machine.
- (f) Remove boom backstops from machine.

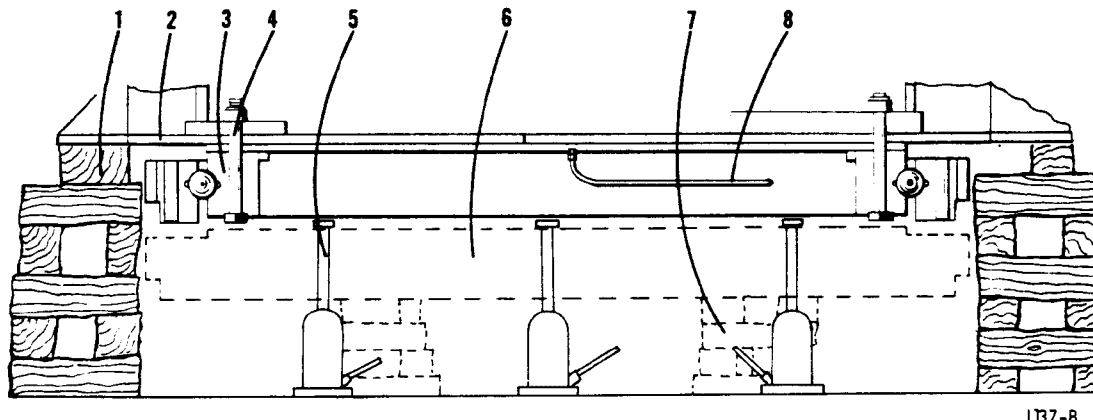
Undecking Machine:

- (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 each end of the extended boom hoist bail shaft. (Where the boom backstops mount.) Install keeper pins or cotter pins in the boom foot pins to prevent their working out. Install a large washer, or a plate with a flame cut hole in the center over the bail shaft to prevent the sling slipping off. Install a cotter pin or capscREW and lock nut in the hole at each end of the bail shaft to retain the washer or plate. Connect hook block from lifting equipment to slings. Hoist against sling to provide some tension in the sling.
- (c) Remove bearing cover plates from both sides of the revolving frame to expose the bearing and mounting capscREWS.
- (d) Remove the wire from four capscREWS (6 in Fig. 2). Remove these four capscREWS and replace with positioning studs.
- (e) Remove the remaining accessible mounting capscREWS. With lifting equipment supporting the upper, start engine, engage master clutch, and swing slowly until all capscREWS are removed, and upper is totally supported by the lifting equipment.

Note: CapscREWS are installed at the factory with "loctite" pipe sealant. Heating the capscREWS with a torch will loosen the "loc-

3

Service Manual Area 3- Upper Revolving Frame - Continued



LI37-8

Fig. 3
Turntable Bearing Replacement

- | | | |
|-----------------------|---|-----------------|
| (1) Blocking | (4) Capscrews | (7) Blocking |
| (2) Revolving Frame | (5) Hydraulic Jack | (8) Grease Line |
| (3) Turntable Bearing | (6) Turntable Bearing (Lowered Onto Blocking) | |

"tite" making capscrews easier to remove. Use a large heating tip. Apply heat to capscrew head only. Heat capscrew 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 upon reassembly. Old capscrews may be damaged during removal and if reused, could cause an accident.

(f) Lift upper off the carrier or mounting base cautiously. Upper must be as close to parallel to the carrier or mounting base as possible to prevent binding on the alignment studs. Stay out from under the upper.

(g) 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.

Tool List: The tools listed on the previous page are a big help when decking or undecking a 138 series machine. The complete kit is available by ordering a 3P175 basic tool kit, and a 3P176 supplemental tool kit for 138 series machines. The contents of the two kits are listed on page 3.

Note: Numbers in brackets are

"snap on" tool numbers.

Turntable Bearing Replacement:
To replace turntable bearing, proceed as follows:

- Undeck machine as explained earlier in this section.
- Set the upper on blocking. Be careful not to damage S-o-M tubing or brake linkages underneath the upper.

Use four piles of blocking, one under each corner of the machine. Block on main frame, not the deck plates or supports. Use clean, dry, hardwood blocking. Stack in a criss cross manner as shown in Fig. 3.

- The front drum shaft, and third drum shaft (if so equipped) must be removed for access to the nuts on capscrews (4 in Fig. 3) which hold bearing to upper. Refer to service manual for removal procedure.

- Place 3 hydraulic jacks, evenly spaced, under the bearing outer race. Jack up on jacks to support bearing.

- Disconnect grease lines (8) from bearing.

- Remove locknuts from capscrews.

- Remove capscrews.
- Lower bearing, slowly onto blocking (7).

- Remove hydraulic jacks.

- Skid bearing out from under the upper.
- Slide new bearing under upper on the blocking. Align holes in bearing with mounting holes in the frame.
- Jack the bearing into place against the upper frame.
- Install mounting capscrews and nuts. Lubricate threads with 10 weight oil. Turn each capscrew in until the head contacts the bearing surface.
- Remove hydraulic jacks from under bearing.
- Final tighten each capscrew to 1,750 to 1,850 ft.-lbs. torque. This is much easier if you use a torque multiplier. See tool list on page 3. This wrench has 1" input and 1-1/2" output drive. It multiplies the torque put on a capscrew times 4.33 to the ft.-lbs. that are put into the torque wrench. With this multiplier it is necessary to only put 404 to 426 ft.-lbs. Torque on the wrench to apply 1,750 to 1,850 ft.-lbs. on the capscrews.
- Install grease lines leading to bearing.
- Install front drum and third drum shafts.
- Install upper on carrier or mounting base.

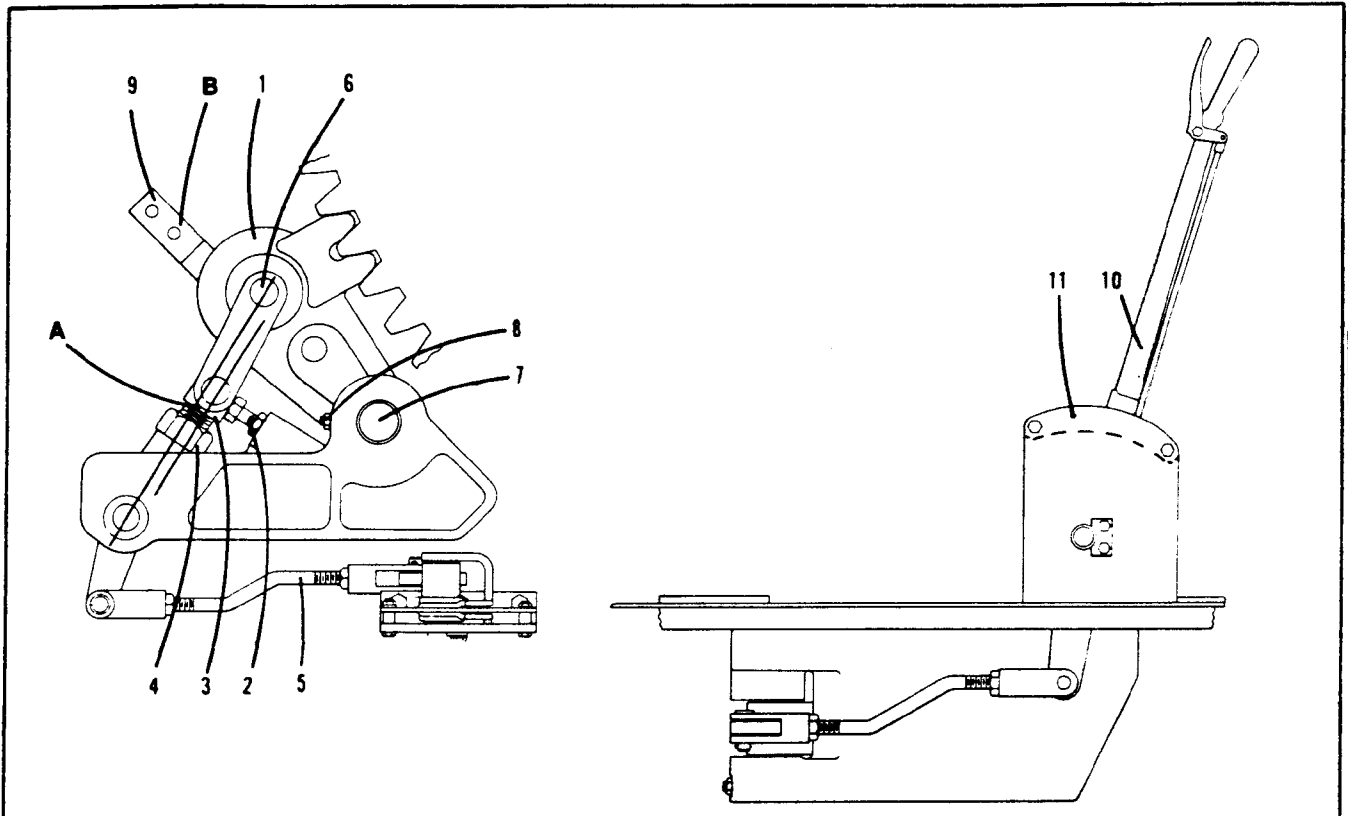


Fig. 1
Swing Lock Assembly (LS318 Shown)

- | | | |
|---------------|------------------------|------------------|
| (1) Pawl | (5) Linkage | (9) Pawl Support |
| (2) Stop Bolt | (6) Pin & Cotter Pin | (10) Lever |
| (3) Linkage | (7) Pin | (11) Quadrant |
| (4) Locknut | (8) Lockscrew, Jam Nut | |
| (A) 7/16" | (B) Shims | |

Swing Lock

Swing Lock Adjustment:

- Adjust linkage (5) to maximum length to provide firm tooth engagement, then back off adjustment one full turn. Lock jam nut.
- Adjust the stop bolt (2) until the linkage (5) toggles over center 7/16" when the pawl is engaged and the lever is locked in the quadrant.
- Adjust the linkage (4) until the pawl teeth clear the ring gear teeth by 3/16" with the pawl disengaged and the lever locked in the quadrant. Lock jam nuts.

CAUTION

Anchor Upper Machinery By Lowering Attachment To The Ground, Or

Securely Block Between Upper And Carrier Before Working On Swing Lock. Movement Of The Upper Can Lead To An Accident.

Quadrant Replacement: Replacement quadrants are not notched, and will have to be notched during assembly as follows:

- Install quadrant.
- Engage swing lock. Mark quadrant for location of notch.
- Disengage swing lock until teeth on pawl clear ring gear teeth by 3/16". Mark quadrant for location of notch.
- Remove quadrant, cut out notches, and replace.

Pawl Removal:

- Anchor upper against movement. See previous caution.
- Remove capscrews from pawl support (9). Remove pawl support.

- Remove cotter pin from pin (6). Remove pin. Swivel connecting links out of the way.
- Remove jam nut and lockscrew (8). Remove pin (7). Remove pawl from machine.

Pawl Replacement:

- Set pawl in place in brackets. Install pin (7). Install and tighten lockscrew and jam nut (8).
- Swivel links into place over pawl. Install pin (6). Install two shim washers on top of pin then install cotter pin.
- Install pawl support. Shim under pawl support to line up pawl teeth with ring gear teeth. The following shims are available for use at this point point:

(1) 18J35.....	14 Ga.
(2) 18J240.....	18 Ga.
- Check adjustment of pawl as explained previously in this section.

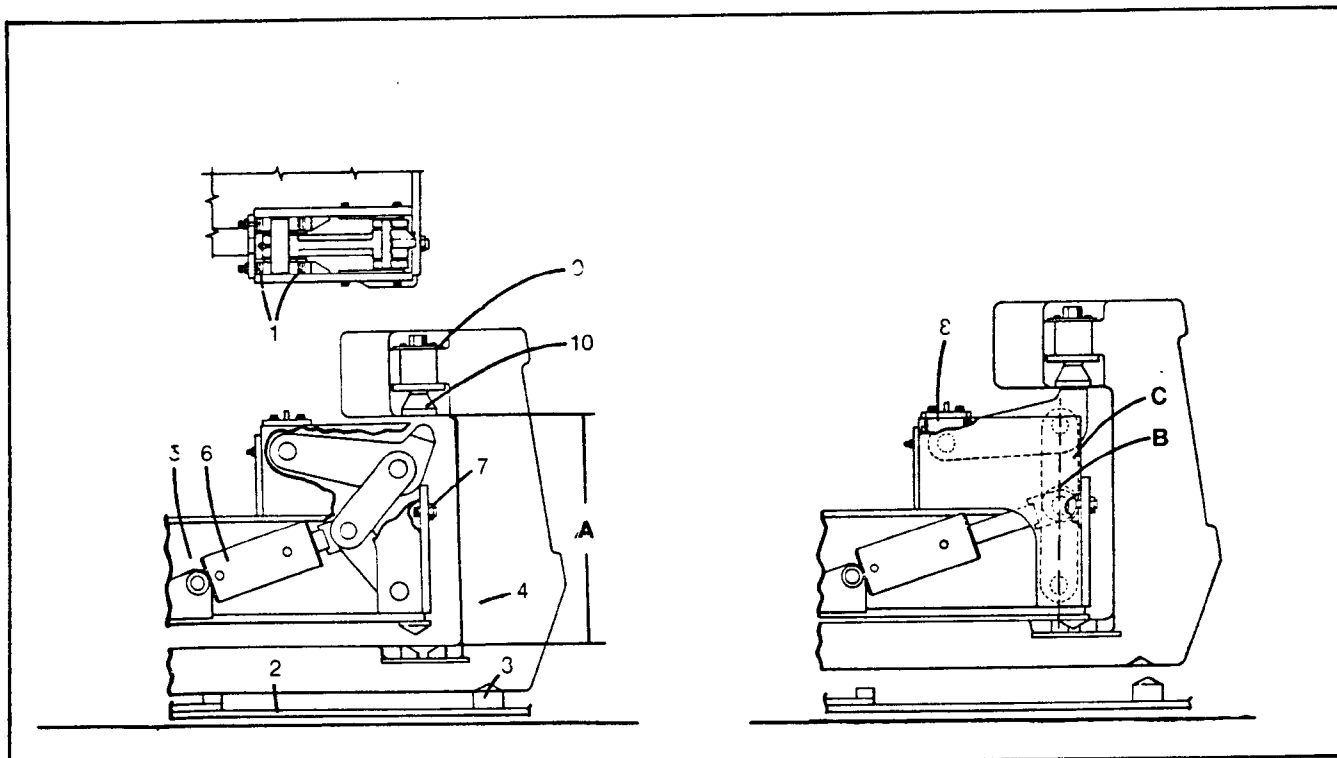


Fig. 1

Counterweight Remover

(A) 138 - 26-1/4" (666.7mm), 218 & 238 - 26-1/2" (673.1mm), 258 - 28" (711.2mm)

(B) Position of Linkage Toggled 1/4" (6.35mm) Over Center

(C) Position of Linkage Top Dead Center

(1) Shims

(2) Truck Frame

(3) Positioning Blocks

(4) Counterweight

(5) Upper Frame

(6) Cylinder

(7) Setscrew/Jam Nut

(8) Bearing Block

(9) Lock Plate

(10) Adjusting Screw

Counterweight Remover

The counterweight remover consists of two hydraulic cylinders connected to linkage at the rear of the revolving frame. The remover system is used to set the counterweight on the carrier deck, or to lift it into place from the carrier deck. It also holds the counterweight in place on the machine during operation.

Counterweight Remover Adjustment:

The counterweight remover is adjusted as follows:

Preliminary Adjustment: Must be made with counterweight off the machine:

- Before placing the counterweight on the positioning blocks, fully extend the cylinders. Adjust the set screw (7) until the linkage toggles over center 1/4"

(6.35mm). Toggling over center provides a mechanical lock up which eliminates the requirement of hydraulic pressure to hold the counterweight in place. All down forces are transmitted into the hydraulic cylinders. Tighten jam nuts on the set screws after adjustment.

- The counterweight may now be positioned on the blocks on the carrier bed.
- Remove lock plates from adjusting screws (10).
- Turn the adjusting screw until dimension A is 26-1/4" (666.7mm) on 138 machines, 26-1/2" (673.1mm) on 218 and 238 machines, and 28" (711.2 mm) on 258 machines.

Final Adjustment: Must be made with counterweight on machine.

- Raise the counterweight until the linkage is at top

dead center position. (The three linkage pins are in line and the counterweight is in maximum up position).

- Tighten down both adjusting screws (10). Replace both lock plates.
- To level the counterweight when it is in the raised position (correct any forward or backward tilt), move shims from one side of the bearing block to the other. Adjust each bearing block as necessary. It may be necessary to readjust set screws, after changing shims.

Note: The counterweight must be lowered to the carrier bed before moving the bearing block and shims.

Cylinder Removal: To remove cylinders for replacement for repair or replacement proceed as