



COMPACTTILT™

SERVICE AND MAINTENANCE TASKS

Service and maintenance of CT1

Ad	Task	Reason
1	Replacement of locking pawl	If the bucket has not been fitted correctly - and excavation has begun.
2	Engine replacement	When end caps leak. Damage to lock case. Lack of lubrication.
3	End lash	High bucket lash / tilt lash
4	Leaks at end caps	Many operating hours with little use of the tilt

1. Replacement of locking pawl

- ⊗ Remove the cross pin for the trigger by unscrewing 2 pieces of M8 screws in resp. right and left side.
- ⊗ It may be necessary to hold the cross pin with pliers during removal.
- ⊗ Then the trigger and cross pin can be removed and the lock paddle can be pulled out.

2. Engine replacement

- ⊗ First uninstall the locking pawls as described above. Remove the entire tilt from the machine. The tilt is placed in a vise or fastened on a file bench. Loosen the protective shield, remove the clamping bolts at both ends of the tilt motor. Remove the machine mounting.
- ⊗ Place the new tilt motor in the vise. Before mounting side rails, the supplied o-rings at each end must be mounted on the tilt motor. The O-rings must be pulled in a bit on the pipe, and after mounting the machine attachment, the O-rings must be pushed into place in its bearing. REMEMBER installation of sims and wear slate.
- ⊗ When clamping side beams, make sure that the machine attachment complies with its width measurement over the entire area. This is most easily ensured by tightening all the bolts lightly, after which the protective screen is fitted and the width is measured at the opposite end.
- ⊗ If the width is not observed, adjust the width with a clamp before finally attaching the machine attachment. The bolts are tightened with torque!

Always lubricate after final assembly!

The tilt is ready for installation.

3. End lash. Endswing of end lash. Ex. if the vane is too high, the engine can be neglected.

Tilt the tilt in full swing to one side. Then, 2-3 degrees return. At the pressure end of the tilt, a dial gauge is placed on the stand and reset. The tilt is now tilted to full throttle, and kept on pressure.

- ⦿ The same procedures are carried out for the other end.
- ⦿ Record data for sales on dial gauge for both ends.
- ⦿ Result must be between 0.05 and 0.15 (data: new production)

Disassemble the motor (item 2)

- ⦿ Once the brackets have been peeled off, the wear rails are removed at each end.
- ⦿ Under one wear rail is a sim.

When visually inspecting the old wear rails, it must be assessed whether the lash is sufficiently reduced with new wear discs. If not, adjust with thinner sims.

Final assembly according to ad. 2

4. Leaks around end caps (primary cause due to damage around 1/8 banjo bolt)

- ⦿ Ensures that the banjo bolt is adequately clamped

NOTE: older models or non-original banjo bolts, the nut for the 6 light fittings must be tightened so that it is parallel to the end cover

- ⦿ Solution: Banjobolt is replaced if it does not help - then it is a gasket in the engine, and thus the engine must be replaced.