RX-700E TORSIONAL COUPLING AND CENTER SECTION CAMPAIGN

PARTS LIST:
259230-01: TORSIONAL COUPLING
205752-03-C2-49: CENTER SECTION
205753-03-C2-2: RADIAL SEAL
THE FOLLOWING PROCEDURE EXPLAINS THE STEPS REQUIRED TO CHANGE THE CENTER SECTION SHAFT FROM THE PUMP DRIVE ASSEMBLY AS WELL AS THE TORSIONAL COUPLING ATTACHED TO THE FLYWHEEL OF THE ENGINE.

PLEASE READ AND UNDERSTAND THE ENTIRE PROCEDURE BEFORE ATTEMPTING TO CHANGE THE CENTER SECTION AND TORSIONAL COUPLING.

ALL SAFETY MEASURES SHOULD BE ADDRESSED BEFORE STARTING THE PROCEDURE.

BEFORE STARTING THE PROCEDURE, PLACE THE MACHINE ON THE LEG ASSEMBLY SAFETY BARS.
REMOVING THE HOOD:

• SECURE A DOUBLE GRAB HOOK CHAIN TO THE HOOD ON THE OUTSIDE OF THE VERTICAL SLATS.
• APPLY SLIGHT TENSION TO THE CHAIN.
REMOVE BOTH HOOD CYLINDER SHOULDER BOLTS

ONCE THE HOOD CYLINDER SHOULDER BOLTS ARE REMOVED. USE THE MACHINE’S POWER PACK AND LOWER THE HOOD CYLINDERS DOWN TO GET THEM OUT OF THE WAY. USE THE CRANE AND STAND THE HOOD UP VERTICAL.

AT THIS POINT, POWER IS NO LONGER NEEDED TO THE MACHINE. LOCK AND TAG OUT THE BATTERY DISCONNECT SWITCHES TO THE MACHINE.
• REMOVE THE (QTY 2) 3/8 BOLTS FROM THE HOOD PINS.
• REMOVE THE PINS
LOWER THE HOOD OFF THE MACHINE
REMOVE THE LOWER CUTTER HOUSING DOOR AT THE HINGE
REMOVE THE SIDE PANEL FROM THE MACHINE
INSTALL TWO 3/8 EYE BOLTS INTO THE TWO HOLES ON TOP OF THE SIDE PANEL. ATTACH A CHAIN TO THE EYE BOLTS AND APPLY SLIGHT TENSION.
REMOVE THE CHARGE AIR PIPE
MARK AND REMOVE THE AIR HOSE AND AIR TEMPERATURE CONNECTOR FROM THE AIR PIPE

REMOVE THE CLAMPS TO THE AIR PIPE
REMOVE THE EXHAUST WRAP FROM THE EXHAUST PIPE
REMOVE BAND CLAMPS AT EACH END OF THE EXHAUST PIPE.
REMOVE THE EXHAUST PIPE FROM THE SILENCER. THE EXHAUST WILL HAVE TO SLIDE OUT OF THE EXHAUST SILENCER.

IN ORDER TO CLEAR THE PIPE FROM THE SILENCER, THE EXHAUST SILENCER WILL NEED TO BE UN-BOLTED SO THE SILENCER CAN SLIDE AWAY FROM THE PIPE.
REMOVE THE COVER OVER THE EXHAUST SILENCER
BOTTOM VIEW

REMOVE BOLTS
TOP VIEW

REMOVE BOLTS
CHOKE A STRAP AROUND THE EXHAUST SILENCER
REMOVE THE FOUR BOLTS CONNECTING THE EXHAUST SILENCER ON THE INTERIOR WALL OF THE MACHINE. (LEAVE THE TWO BOLTS TOWARDS THE REAR IN THE MACHINE.)
SLIDE THE SILENCER TOWARDS THE REAR OF THE MACHINE TO RELEASE THE EXHAUST PIPE.
REMOVE THE FILTER BANK:
• MARK AND REMOVE THE HYD. HOSES FROM THE COORDINATING PUMPS
• REMOVE THE FILTER BANK FROM THE MACHINE BY REMOVING THE TWO SETS OF ½ BOLTS FROM EACH SIDE OF THE BRACKET
THIS IS AN EXAMPLE OF A FILTER BANK REMOVED FROM AN RX-600E
MARK AND REMOVE THE 4 EDC CONNECTORS FROM THE PUMPS
REMOVE THE HYDRAULIC HOSES PER PUMP
• CASE DRAIN HOSE DOES NOT HAVE TO BE REMOVED FROM THE PUMP.

• ONCE THE HYDRAULIC TANK IS DRAINED. THE SUCTION LINE CAN BE REMOVED FROM THE TANK.
PRIMARY CONVEYOR PUMP CONT.

- CASE DRAIN HOSE STAYS ATTACHED
- LOOP FLUSHING HOSE STAYS ATTACHED
- SUCTION LINE IS DISCONNECTED FROM THE TANK.
• CASE DRAIN HOSE DOES NOT HAVE TO BE REMOVED. THERE IS A BRANCH TEE CONNECTING THE CASE DRAIN FROM THE PRIMARY AND SECONDARY CONVEYOR PUMPS. THESE HOSES DO NOT HAVE TO BE REMOVED FROM THE MACHINE.

• SUCTION HOSE WILL REMAIN ON THE PUMP AND BE REMOVED FROM THE TANK
SECONDARY CONVEYOR CONT.

CASE DRAIN HOSES WITH RUN TEE. DO NOT NEED TO BE REMOVED.

SUCTION LINE REMAINS ON THE PUMP.
AUXILIARY PUMP

• CASE DRAIN IS THE ONLY HOSE THAT CAN REMAIN ON THIS PUMP
CASE DRAIN IS THE ONLY HOSE THAT DOES NOT HAVE TO BE REMOVED FROM THIS PUMP.
TRAVEL PUMP CONT.

FORWARD PRESSURE HOSE CAN BE REMOVED FROM THE PUMP OR THE TRACTION CONTROL MANIFOLD.
MAKE SURE TO MARK REMOVE DIN CONNECTOR FROM THE SOLENOID

CASE DRAIN HOSE IS THE ONLY ONE THAT DOES NOT NEED TO BE DISCONNECTED.
FAN PUMP CONT.

CASE DRAIN

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CASE DRAIN HOSES TO BE REMOVED

MARK AND REMOVE THE CASE DRAIN HOSE

MARK AND REMOVE THESE TWO HOSES FROM THE CASE DRAIN MANIFOLD
MARK AND REMOVE THE HYD. HOSE ATTACHED TO THE CLUTCH
REMOVE THE TWO BOLTS ATTACHING THE PNEUMATIC LINES TO THE MANIFOLD BRACKET. THEN FOLD THE PNEUMATIC LINES BACK OUT OF THE WAY OF THE PUMP DRIVE.
REPLACE THE CABLE ATTACHED TO THE HYD OIL TEMPERATURE
REMOVE THE SHEAVE FROM THE CLUTCH:

• USE A CHOKED STRAP TO ATTACH THE SHEAVE TO AN OVERHEAD CRANE.

• REMOVE THE (QTY 8) 5/8 BOLTS FROM THE SHEAVE.

• LIFT SHEAVE OFF OF THE CLUTCH.
AT THIS POINT THE PUMP DRIVE ASSEMBLY IS READY TO BE REMOVED. LOCATE THE TWO LIFTING EYES ATTACHED TO THE TOP OF THE PUMP DRIVE. USE A SMALL CHAIN TO ATTACH THE LIFTING EYES TO AN OVERHEAD CRANE.
•INSTALL A 20MM EYE BOLT INTO THE CLUTCH FLANGE PLATE.
•RUN A CLEVIS THROUGH THE EYE BOLT
•ATTACH A COME-ALONG TO THE CLEVIS AND THE OVERHEAD CRANE.
•APPLY SLIGHT TENSION TO THE CRANE
REMOVE THE (QTY 16) BOLTS HOLDING THE PUMP DRIVE TO THE FLYWHEEL OF THE ENGINE
ONCE THE BOLTS ARE REMOVED FROM THE BELL HOUSING, REMOVE THE BOLTS FROM PUMP DRIVE MOTOR MOUNTS. THERE WILL BE FOUR BOLTS ON EACH SIDE OF THE PUMP DRIVE.
REMOVE THE TWO ¾ BOLTS FROM THE CLUTCH MOUNT
AT THIS POINT, THE PUMP DRIVE IS READY FOR REMOVAL.

• MAKE SURE THERE IS SLIGHT TENSION ON THE CHAIN AND STRAP ATTACHED TO THE PUMP DRIVE.

• THE CENTER SECTION SHAFT WILL HAVE TO SLIDE OUT OF THE COUPLING APPROXIMATELY 3 IN.

• USE PRY BARS OR A POWER PACK TO PUSH THE PUMP DRIVE OUTWARDS.

• MAKE SURE TO PUSH THE PUMP DRIVE EVENLY OFF THE TORSIONAL COUPLING.

(ACCESS POINTS ARE IN THE FOLLOWING SLIDES)
REMOVE THE PUMP DRIVE FROM THE MACHINE
DRAIN THE OIL OUT OF THE PUMP DRIVE

DRAIN PLUG ON BOTTOM

FLUID CAPACITY: 19.7 QUARTS
LAY THE PUMP DRIVE OVER ON ITS BACK. USING TWO FORK LIFTS OR THE OVERHEAD CRANE. (PLACE 2X4) UNDER THE BELL HOUSING OF THE PUMP DRIVE.
REMOVE THE QTY 16 (1/2) CLUTCH BOLTS
RAISE THE CLUTCH OFF OF THE PUMP DRIVE.
REMOVE THE CLUTCH ADAPTER RING FROM THE PUMP DRIVE.

(THE UNIT WILL COME OUT IN ONE PIECE. DO NOT WORRY ABOUT REMOVING THE OUTER BOLTS)
WRAP TWO STRAPS THROUGH THE ADAPTER AND LIFT THE ADAPTER PLATE OFF THE PUMP DRIVE.
REMOVE THE (QTY 8) M12 X 30 BOLTS FROM THE CENTER SECTION
TAKE QTY 2 OF THE EXISTING BOLTS AND USE THEM FOR PUSH OFF BOLTS IN THE TWO HOLES.
INSTALL TWO 16MM EYE BOLTS INTO THE FLANGE RING. ATTACH A CRANE TO THE EYE BOLTS AND LIFT THE CENTER SECTION OUT OF THE PUMP DRIVE.
REMOVE THE EXISTING OIL SEAL
USE A HIGH PERFORMANCE SILICONE GASKET MAKER AND APPLY TO THE EXTERIOR RING AS SHOWN ABOVE.

LOCTITE 5699 GREY
INSTALL THE NEW CENTER SECTION.
(DO NOT INSTALL RADIAL SEAL)
INSTALL THE QTY 8 BOLTS FROM THE CENTER SECTION. (USE 242 LOCTITE)
RE-INSTALL THE CLUTCH PLATE ADAPTER.
USE 271 LOCTITE ON THE QTY 8 BOLTS
TORQUE BOLTS TO 250 FT LBS.
RE-INSTALL THE CLUTCH TO THE PUMP DRIVE.
(USE 242 LOCTITE)
STAND THE PUMP DRIVE BACK UP VERTICAL. USING TWO FORK LIFTS OR THE OVERHEAD CRANE.
INTERNAL PUMP DRIVE SIDE

EXTERNAL PUMP DRIVE SIDE
THE SEAL SHOULD BE FLUSH AGAINST THE FACE OF THE PUMP DRIVE
REFILL THE PUMP DRIVE WITH 19.7 QUARTS OF (SUMMIT SH1010 POLY-ALPHA–OLEFIN BASED SYNTHETIC LUBE)
REMOVE TORSIONAL COUPLING FROM THE FLYWHEEL OF THE ENGINE
• REMOVE THE 5/8 BOLTS AT 3 O’CLOCK AND 9 O’CLOCK POSITIONS FIRST.
• INSTALL (QTY 2) 5/8 X 6” BOLTS INTO THESE LOCATIONS.
• REMOVE THE REMAINING 5/8 BOLTS FROM THE TORSIONAL COUPLING
SLIDE THE TORSIONAL COUPLING AWAY FROM THE FLYWHEEL OF THE ENGINE
• RUN A STRAP THRU THE CENTER OF THE TORSIONAL COUPLING AND ATTACH TO A CRANE WITH SLIGHT TENSION
• REMOVE THE (QTY 2) 5/8 X 6” BOLTS
• LIFT TORSIONAL COUPLING OUT OF THE MACHINE
INSTALL THE NEW TORSIONAL COUPLING TO THE FLYWHEEL OF THE ENGINE
INSTALL THE (QTY 6) 5/8 X 1 ¾ BOLTS USING 242 LOCTITE.
TORQUE BOLTS TO 170 FT LBS
RE-INSTALL THE PUMP DRIVE ASSEMBLY TO THE ENGINE
ONCE THE PUMP DRIVE ASSEMBLY IS RE-INSTALLED IN THE TORSIONAL COUPLING. REPEAT THE STEPS OF THIS PROCEDURE IN REVERSE IN ORDER TO PUT THE MACHINE BACK TOGETHER.