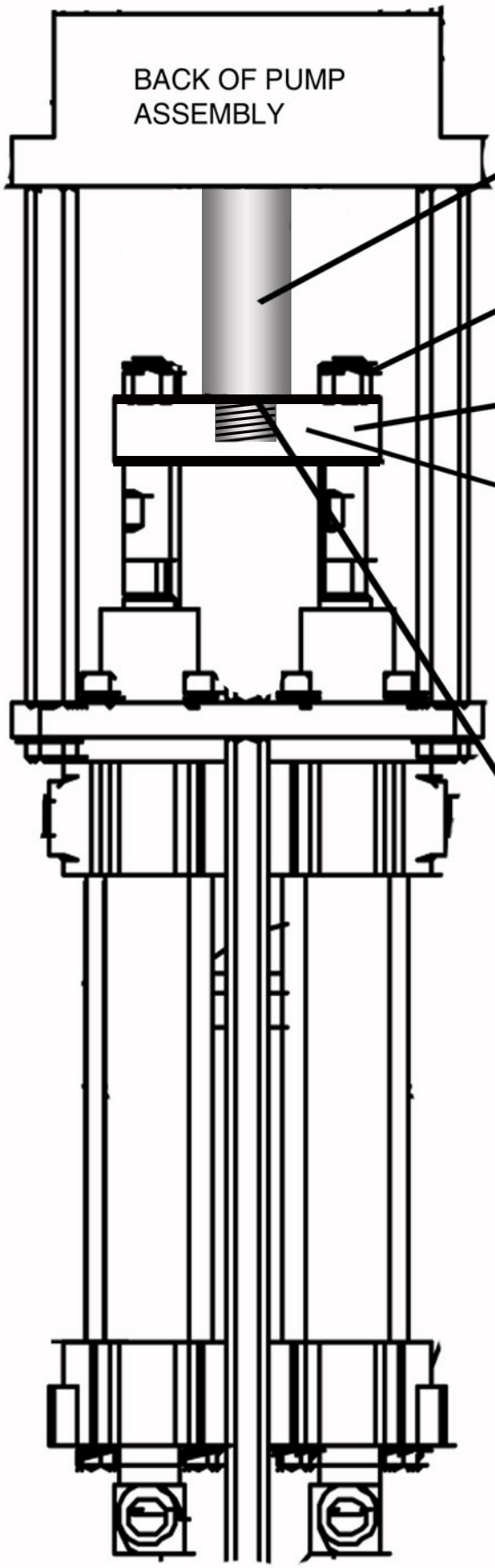
HYDRAULIC AND PNEUMATIC INTERMITTENT CYCLING CAUSING LOW OR NO PRESSURE



THE HYDRAULIC CYLINDER SHAFT IS THREADED INTO THE PUMP SADDLE PN#19861-00. THE LOWER PART OF THE CYLINDER SHAFT THREADS INTO THE PUMP SADDLE.

PROPORTIONING PUMP ATTACHING NUTS MUST BE TIGHT.

PUMP SADDLE PN# 19861-00 THIS BLOCK JOINS THE 2 PROPORTIONING PUMPS TO THE HUDRAULIC CYLINDER

THE HYDRAULIC PUMP SHAFT IS ATTACHED TO THE CENTER OF THE PUMP SADDLE PN#19861-00 IF IT IS LOOSE THERE WILL BE A VISIBLE GAP BETWEEN THE SADDLE AND THE CYLINDER SHAFT. WHEN THIS HAPPENS THE PUMPS CAN NOT COMPLETE A FULL STROKE. THE PUMPS WILL BOTTOM AND CAUSE DAMAGE TO THE PUMP.

SHOWN HERE IS A CROSS SECTION OF THE SADDLE AND THE HYDRAULIC PUMP SHAFT AND HOW THE SHAFT THREADS INTO THE SADDLE. IF THE HYDRAULIC PUMP SHAFT GETS LOOSE YOU WILL SEE A GAP AND OR THREADS AT THIS POINT. THERE IS A MILLED WRENCH SURFACE ON THE HYDRAULIC CYLINDER SHAFT FOR RETIGHTENING THE SHAFT TO THE SADDLE. USE A SMALL AMOUNT OF LOCTITE ON THE EXPOSED THREADS BEFORE YOU RETIGHTEN THE HYDRAULIC SHAFT.

EVEN THOUGH THE PARTS MAY APPEAR DIFFERENT THIS SAME SITUATION CAN HAPPEN ON THE SUPER-MAXI, THE MH-II AND THE MH-III.

THIS DIAGRAM IS SHOWN WITHOUT THE REAR STANDOFF ROD FOR BETTER VIEWING OF THE PUMP ASSEMBLY.