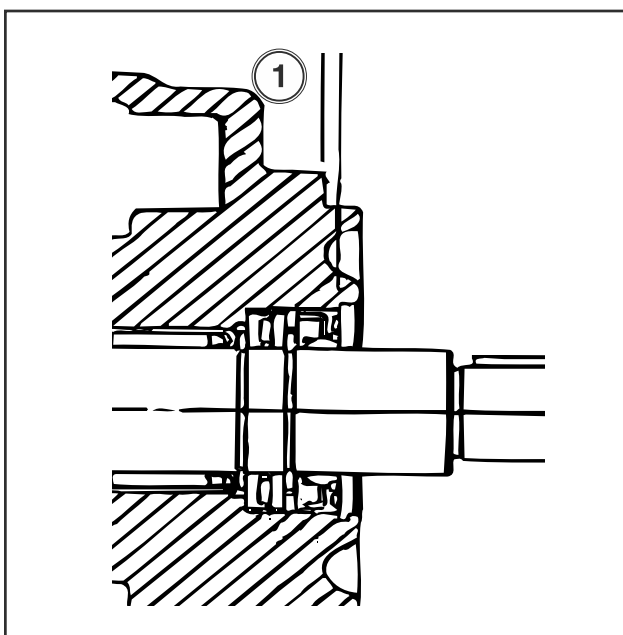


9. Lubricate the lip of the seal with petroleum jelly and start the seal onto the shaft. The lip of the seal must be toward the housing. Be careful not to damage the lip of the seal.

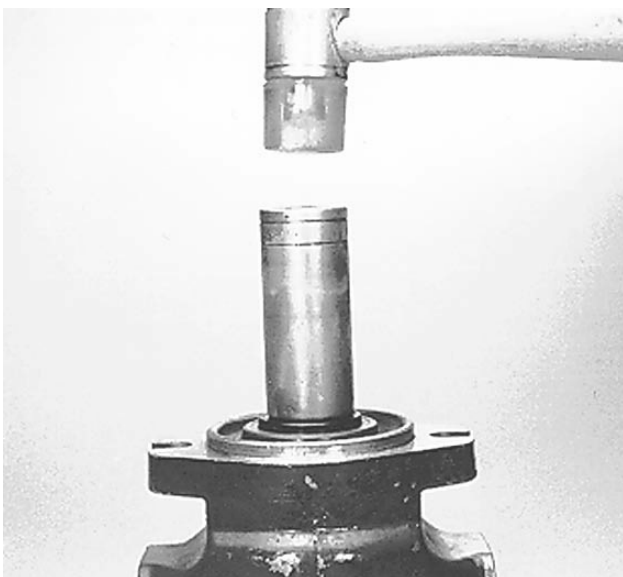
10. Drive the seal into the housing to the depth shown.



L89A-0012

1. Depth: 0.11 IN (2.79 mm)

11. Compress the snap ring and insert the snap ring into the housing. Drive the snap ring and seal into the housing until the snap ring is seated in the groove.

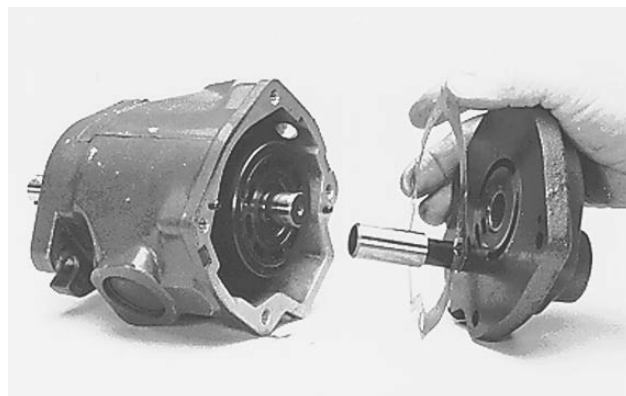


56RB-89066-20

12. Carefully install the rotating group onto the shaft. Make sure the splines in the retainer guide and the cylinder block are in alignment with the splines on the shaft.

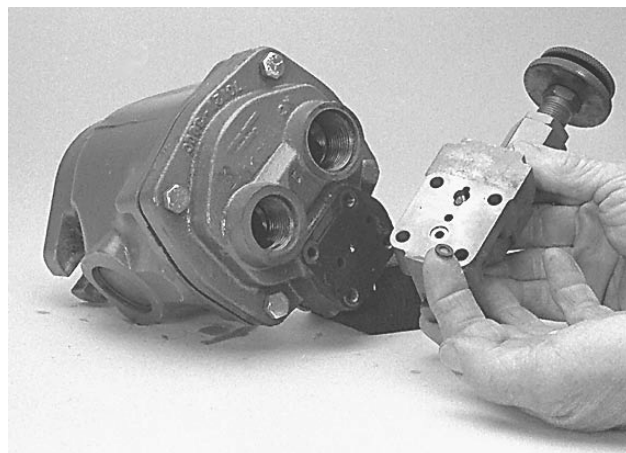
13. Install the control piston assembly on the backplate.

14. Put the new gasket on the housing and install the backplate assembly. Tighten the cap screws to 17 to 20 LB-FT (23 to 31 N-m).



56RB-89065-13A

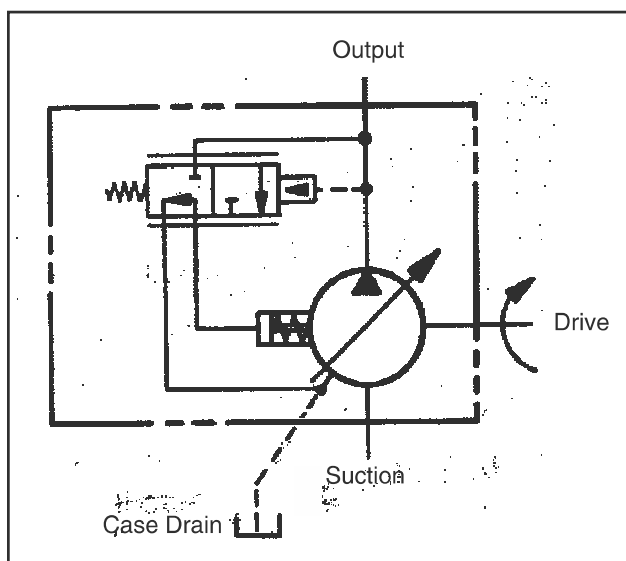
15. Apply petroleum jelly to the new O-ring and the O-ring in the pressure compensator. Put a new gasket on the pressure compensator and install the pressure compensator on the backplate. Tighten the cap screws to 10 to 12 LB-FT (14 to 16 N-m)



56RB-89065-4A

## PRESSURE COMPENSATOR

### Operation



L92A-0234

The pressure compensator controls the piston pump to produce the amount of flow required by the hydraulic system while maintaining system pressure at 1600 psi (11 032 kPa).

When the hydraulic system is in neutral, such as when the bale is being formed, the pressure compensator is in the standby mode. In the standby mode, pilot pressure overcomes the spring pressure and shifts the spool in the pressure compensator. This allows system pressure oil to flow through the pressure compensator to the control piston assembly on the backplate. The control piston pushes the swashplate, against spring pressure, to the near vertical position. With the swashplate in this position, the piston pump supplies only enough oil flow to make up for internal leakage and to maintain system pressure.

When any of the hydraulic functions are actuated, such as moving the twine arm or opening the tailgate, the system pressure will decrease. When the system pressure decreases the pilot pressure decreases, letting the spring push the spool in the pressure compensator in the opposite direction. Oil behind the control spool will then bleed to sump, letting the spring tilt the swashplate to increase the flow to the required amount. When the demand for flow is met, the pressure compensator returns to the standby mode.

*NOTE: If there is an internal leak in the hydraulic system, such as bad piston seals in a cylinder, the pressure compensator will increase the flow to maintain standby pressure. The increased demand on the pump will cause the temperature of the oil to raise. If the demand is too great, the hydraulic oil will become too hot. Operating the baler when the hydraulic oil is too hot will damage the pump and the other hydraulic components.*