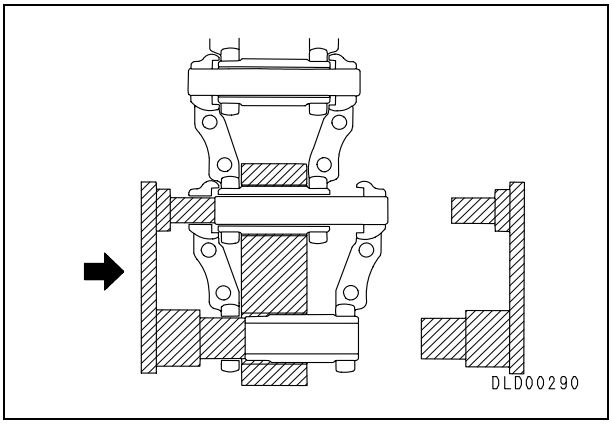
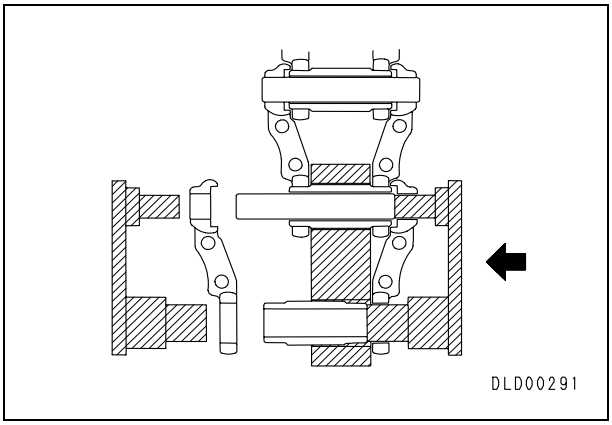
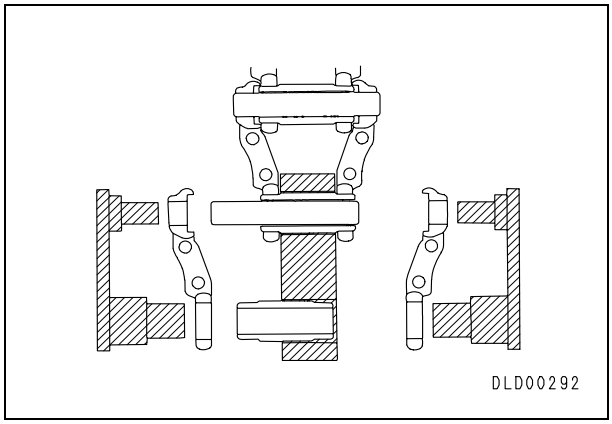
2) Operate the left cylinder to pull out the pin and bushing press-fitting portion from the left link simultaneously.
   ★ Check the pulling out force of the pin and bushing to see if the necessary press fitting force for the pin and bushing can be obtained when reversed and assembled again.
   ★ Do not push the disassembly jig inside more than necessary as the spacer may break.



3) Return the left cylinder and operate the right cylinder to pull out the pin and bushing press-fitting portion from the right link simultaneously.



4) Return the right cylinder and take out the links, pins, bushings, and spacers on both sides and feed the next 1 set of the link assembly to the jaw.
   ★ To decide if the seal can be used again, carry out inspection with the seal installed to the link. So do not remove the seal from the link.
   ★ If oil is remaining, this can be used as a guideline for reuse of the seal, so mark such links or seals.
   ★ If the bushing ends and sealing surfaces are damaged, oil will leak. Accordingly, handle them carefully.



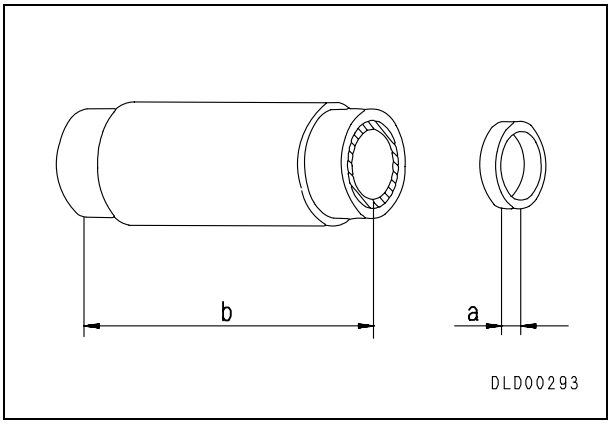
6. Inspection

Check the parts for the following items to see if they can be used for a lubricated track or a grease-filled track, then examine them generally and determine to use them for a lubricated track or grease-filled track.

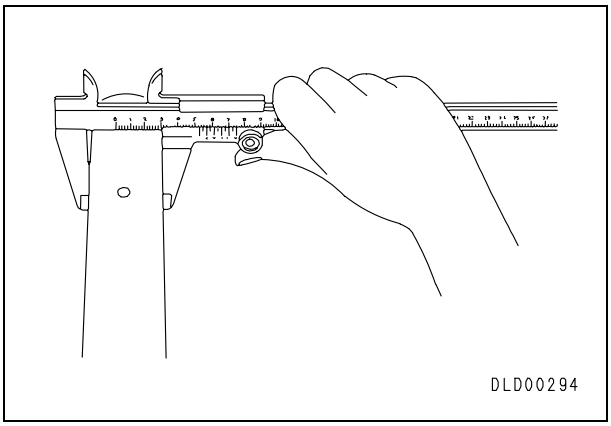
★ For judgment of reuse of the parts, see "Guidance for Reusable Parts, Undercarriage, Lubricated Track".

1) Visually check damaged state of pin, bushing, link and spacer. Check questionable parts with color check or magnetic flaw detector. Cracked parts are not reusable. Scrap them.
2) Visually check the external appearance of the seal and the end face of the bushing to determine if they can be used again.
   ★ If only the bushing is replaced with a new part, the worn or damaged part of the seal lip will contact the end face of the bushing directly, so it may not be able to carry out its sealing function. For this reason, always replace the seal together with the bushing, or rebuild as a grease-filled track.

3) Using calipers, measure spacer thickness (a) and overall length (b) of the sliding portion of the bushing and spacer. Check if it is possible to obtain the specified seal mounting dimension when reassembling.
   ★ If the amount of wear of the spacer and bushing is greater than the specified amount, the assembly precision of the seal portion cannot be guaranteed, so replace with new parts or rebuild as a grease-filled track.



4) Using calipers, micrometer and cylinder gauge, measure the outside diameter of the pin and the inside diameter of the bushing at the worn portion, and judge if the parts can be used again.
   ★ If the amount of wear is greater than the specified amount, there will be play during travel, and it will cause oil leakage, so replace with new parts or rebuild as a grease-filled track.
   ★ For details of the dimensions when making judgment, see Maintenance standard.



5) Using a micrometer and cylinder gauge, measure the outside diameter of the pin and bushing press-fitting portion, and the inside diameter of the pin and bushing press-fitting portion of the link to determine if the allowable interference can be obtained. However, when rebuilding as a lubricated track, check that the standard interference for the pin and the link can be obtained.
   ★ If the allowable fitting interference is not obtained, replace the parts with new ones or over size parts.
   ★ For details of the dimensions when making judgment, see Maintenance standard.