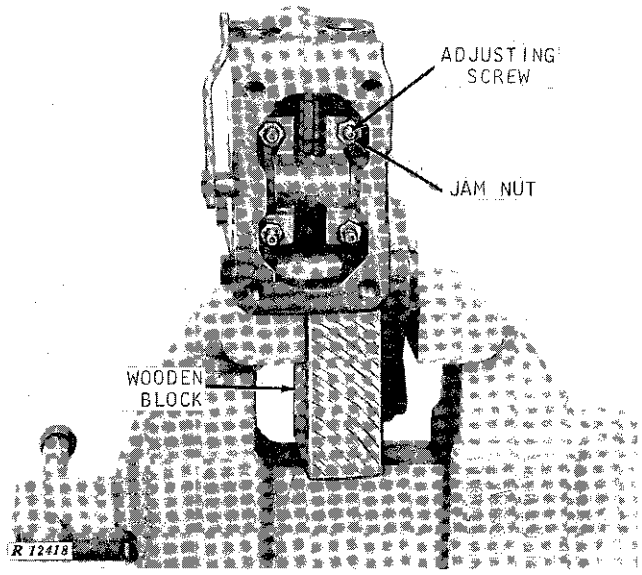

Fig. 230-10-9—Adjusting Screws and Jam Nuts

Loosen adjusting screw jam nuts and back out adjusting screws (Fig. 230-10-9).

Position valve in vise with control valve end up and at a 90-degree angle. Install return valve metering shaft and cam follower assemblies, making sure the cam followers are positioned properly against the operating cam, and install return valves and balls. Install pressure valve guides, metering shafts, valves, and balls.

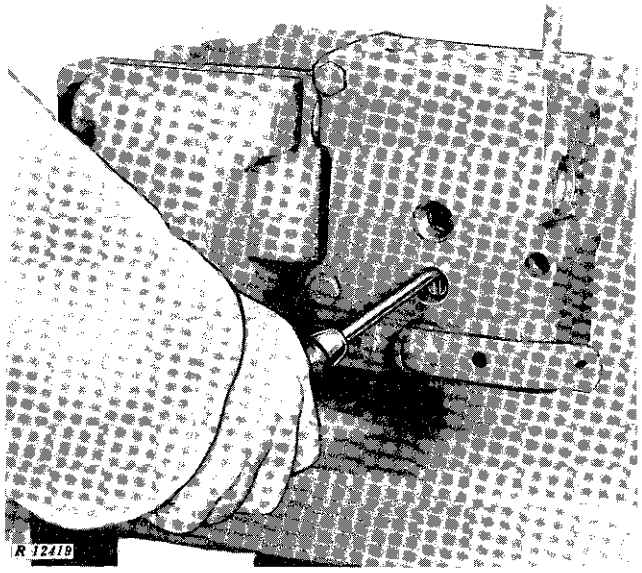

Fig. 230-10-10—Moving Operating Cam Toward Adjusting Screws

Use a screwdriver and pry the operating cams toward the adjusting screws without loosening the special screws (Fig. 230-10-10).

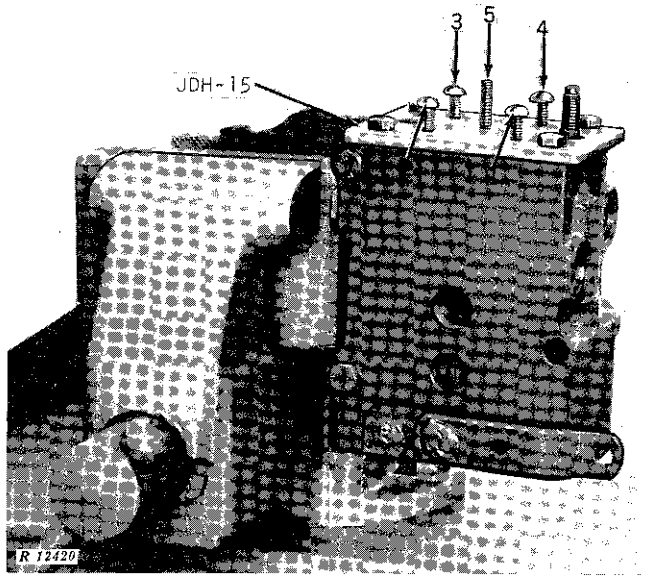

Fig. 230-10-11—JDH-15 Adjusting Plate

Install JDH-15 adjusting plate on control valve end of selective control valve (Fig. 230-10-11). Turn the centering cam pin lock screw (5) in tight. Turn the valve locking screws (1), (2), (3), (4), in to lock all the valves on their seats using 12-in-lbs torque on each screw.

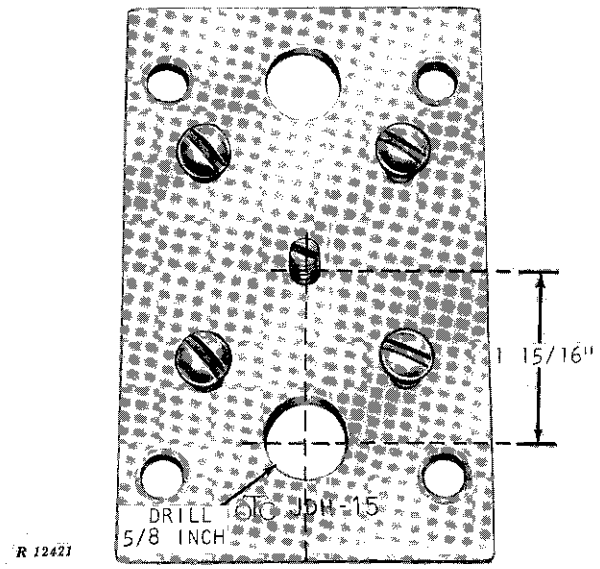

Fig. 230-10-12—Adjusting Plate JDH-15—Altered

NOTE: JDH-15 adjusting plate should be altered by drilling a 5/8 inch hole exactly 1-5/16 inches below the centering cam pin adjusting screw hole horizontal centerline, and located on the same vertical centerline (Fig. 230-10-12). Make sure the ends of the four valve locking screws on JDH-15 adjusting plate are square on the ends.

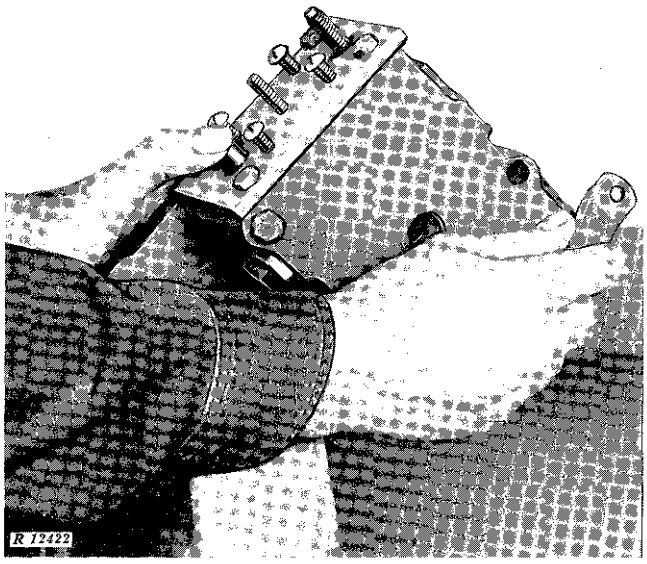

Fig. 230-10-13–Establishing Neutral

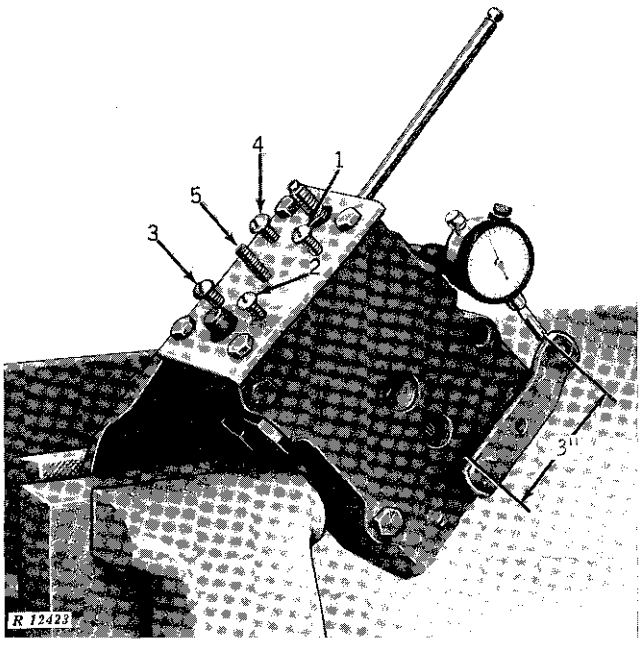

Fig. 230-10-14–Dial Indicator Installed

Reposition valve in vise, push in on the detent plug and hold it firmly. This will establish neutral for the operating lever (Fig. 230-10-13). Install dial indicator on the operating lever at a point 3 inches from the operating lever shaft centerline (Fig. 230-10-14) and at the approximate midpoint of dial indicator travel range.

NOTE: Dial indicator must have a minimum travel of 0.140 inch (greater travel is desirable). Take special care not to disturb the dial indicator during the adjustment procedure.

NOTE: The valve nearest to the word "TOP" cast on the valve housing is a pressure valve, and the other pressure valve is diagonally across from it.

Set the valves on one cam at a time. With the valve ina vise as shown in Figure 230-10-14, adjust the valves (1 and 2) on the cam nearest you first. This is accomplished by moving the control lever toward the adjusting plate and turning the adjusting screw in to give 0.060 ± 0.004 inch clearance on the pressure valve. Move the control lever back to neutral (established by holding in on the detent plug). Move the control lever away from the adjusting plate and set the return valve for 0.020 ± 0.004 inch clearance.

Adjust the pressure valve first and then the return valve. Adjustment of the return valve may disturb the pressure valve adjustment, so be sure to recheck the pressure valve adjustment a second time.

NOTE: When making an adjustment, keep the adjusting screw jammed as much as possible by loosening the jam nut just enough to permit turning the screw. Each time an adjusting screw is backed off, the operating cam must be pried toward the adjusting screw without loosening the special screw. When the adjusting screws are turned in, they will force the cam into proper position without any prying.

After the proper clearance has been established, loosen locking screws (1 and 2).

To set the valves on the other cam use the same procedure, except the movement of the control lever will be exactly the opposite; away from the adjusting plate for the pressure valve and toward the adjusting plate for the return valve.

For a final check, back off all four valve locking screws. Turn in valve locking screws (1 and 3) for the pressure valves and check for 0.060+ 0.004 inch clearance. Back these two screws out (1 and 3) and turn in valve locking screws (2 and 4) and check for 0.020± 0.004 inch clearance on the return valves.