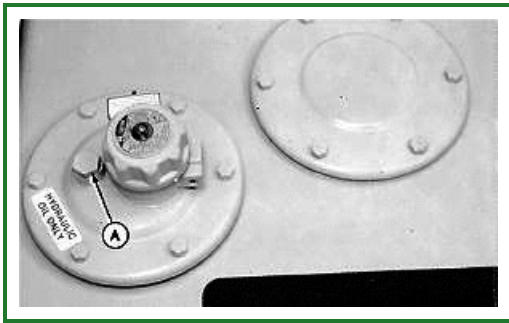
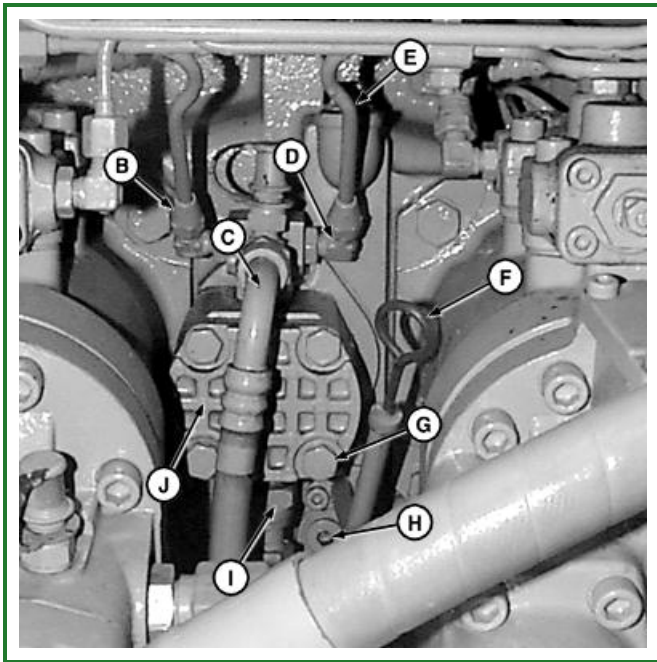


Remove and Install Pilot Pump-Butt-N-Top Grapple



T7869AT-UN: Loosen Vent Plug



T115556-UN: Main Hydraulic Pilot Pump

LEGEND:

- A - Vent Plug
- B - Rear Pump Regulator Port E Line
- C - Pilot Pressure Regulating Valve
- D - Front Pump Regulator Port E Line
- E - Filler Pipe
- F - Dipstick
- G - Cap Screw, Washer and Lock Washer (4 used)
- H - Drain Plug
- I - Hydraulic Oil Tank Line
- J - Pilot Pump

1.

⚠ CAUTION:

The hydraulic oil tank is pressurized. High pressure release of oil from pressurized system can cause serious burns or penetrating injury. Release pressure from tank by loosening vent plug. It is not necessary to remove vent plug.

Loosen vent plug (A) to release air pressure in hydraulic oil tank.

2. Remove drain plug (H) to drain splitter drive. Approximate oil capacity is 1.0 L (1.3 qt).
3. Pull a vacuum in hydraulic oil tank using a vacuum pump or drain hydraulic oil tank. Approximate oil capacities are:
 - 200LC: 135 L (35.7 gal)
 - 330LC/370: 265 L (70 gal)
4. Disconnect lines (B-D and I).
5. Remove cap screws (G) and pilot pump (J).
6. Replace parts as necessary. (See Disassemble and Assemble Pilot Pump in Repair manual.)
7. Apply plastic gasket to mounting surface for pilot pump.
8. Install pilot pump (J). Tighten cap screw.

Item	Measurement	Specification
Pilot Pump		
Butt-N-Top Grapple Pump-to-Splitter Drive Cap Screw	Torque	49 N·m (36 lb-ft)

9. Connect lines (B-D and I).
10. Fill splitter drive with oil through filler pipe so oil level is approximately halfway between “H” (level) mark and end of dipstick. (See Diesel Engine and Pump Gearbox Oils in Fuels and Lubricants, Group 0004.)

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