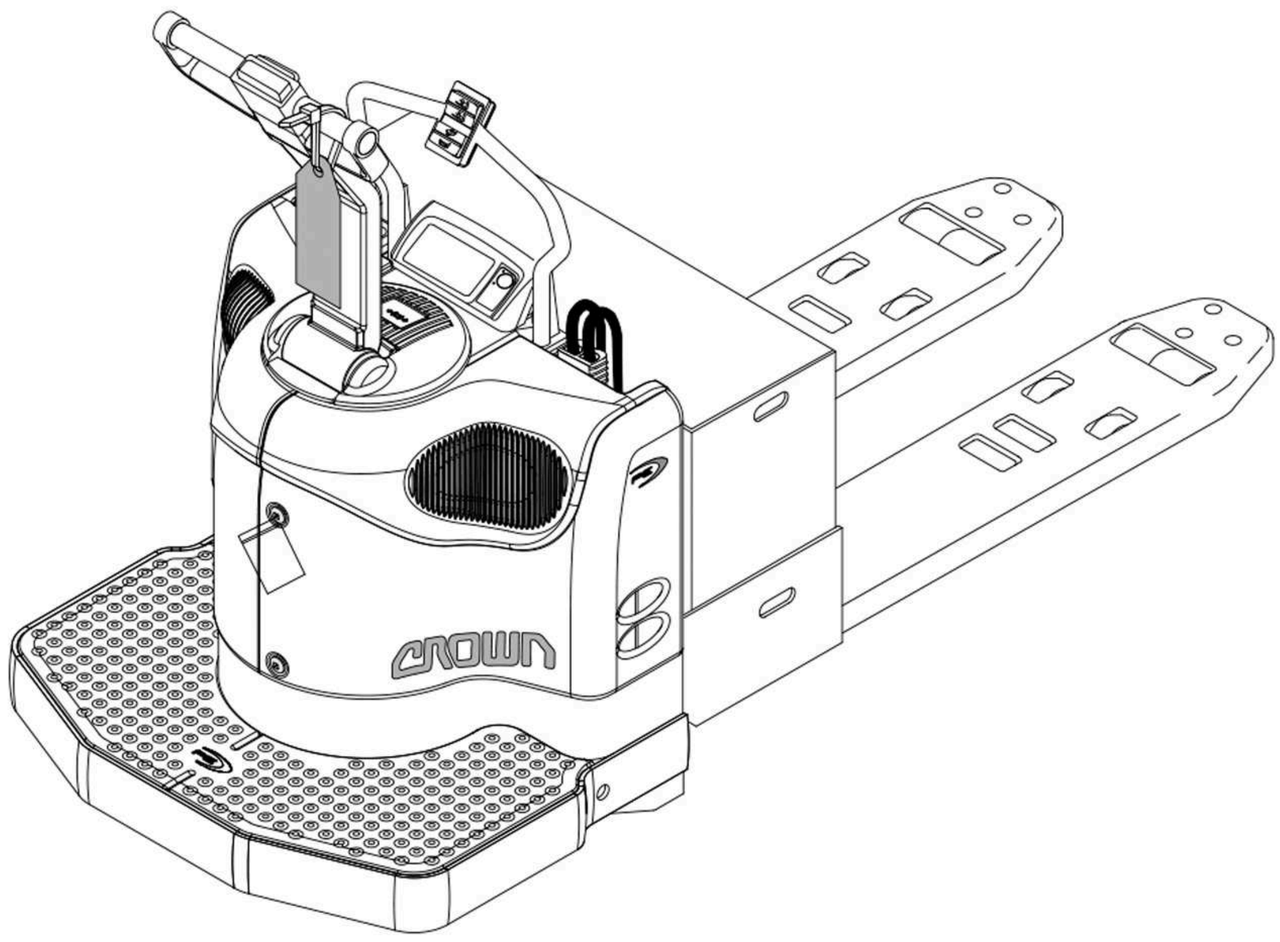
PE 4500 AC

Service & Parts Manual



Crown PF15302-006

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Upper Housing

Refer to Figure 16943. Remove the support assembly (item 1). Remove the spacers (item 2). Note the number and position for reference at assembly. Lift off the thrust plate (item 3) which contains a felt seal (item 5) and a bearing cup (item 6).

Remove bearing cone (item 8) and felt seal (item 7) from top of upper housing (item 19).

After the motor (item 14) has been removed, the oil seal (item 33) can be removed from either side of its bore.

Remove cover (item 29) and gasket (item 28) from the side of the housing.

Remove cotter pin (item 27) and unscrew the castle nut (item 26) about half way off the end of the pinion shaft (item 16).

While supporting gear (item 23), gently tap on the end of pinion shaft via the castle nut. This will unseat the gear and bearings (items 17 & 22), as well as push out the expansion plug (item 18).

Once the bearings are free, slide the pinion shaft to the left until the gear (item 23) is clear and can be removed along with the two keys (item 24).

Continue to slide the pinion shaft and catch the bearing's (item 22) right inner race [cone] along with the inner race spacer.

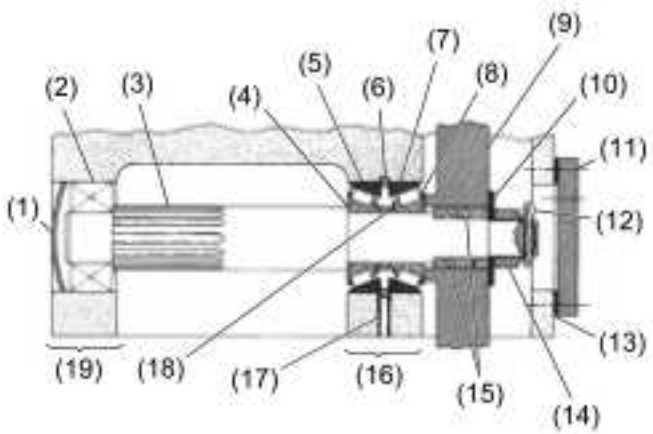
When the pinion is moved far enough, remove the left inner cone and then completely remove the pinion shaft.

Remove the bearing outer races and the bearing retaining ring from housing.

NOTE

The #10-24 tapped hole located directly below the retaining ring slot is to be used to help unseat the retaining ring. Use a #10-24 x 25.4 mm (1 in) screw (060014-010).

After inspecting the housings and before reassembly, thoroughly clean in solvent and blow dry.



(1)	Expansion Plug	(11)	Cover
(2)	Bearing	(12)	Cotter Pin
(3)	Pinion	(13)	Gasket
(4)	Left Inner Race (Cone)	(14)	Castle Nut
(5)	Left Outer Race (Cup)	(15)	Key
(6)	Retaining Ring Spacer	(16)	Middle Bore
(7)	Right Outer Race (Cup)	(17)	Retaining Ring Unseating Hole
(8)	Right Inner Race (Cone)	(18)	Spacer
(9)	Gear	(19)	Left Bore
(10)	Washer		

Figure 16944

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Forks - 180 mm (7 in)

Fork Inspection

Forks Lowered:

- With battery in truck, fork heel height should measure 95 to 100 mm (3.75 to 3.88 in).
- Fork tip height at load wheel centerline should not exceed 90 mm (3.50 in).
- Risers must contact one stop each.

Forks Raised:

- Fork height, measured at the load wheel cut out, should be 235 mm (9.25 in) minimum.

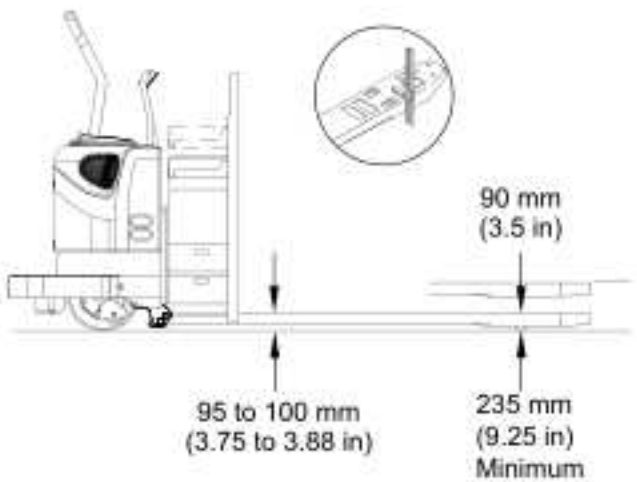


Figure 16935

Lift Linkage Adjustment

(Tension Bar Length and Cylinder Adjustment)

After completely lowering the forks (cylinder should be bottomed out), remove cover plates in the fork tips. Loosen nut on each tension bar and turn special nut until the riser comes in contact with the stop blocks in the fork tips. Refer to Figure 16753.

With the battery installed, adjust lift cylinder so the fork heel height measures:

- 95 to 100 mm (3.75 to 3.88 in).

Cylinder length is adjusted by loosening the jam nut on top of the fork cross bar and turning the hex head on top of the rod end. Rotating the hex clockwise one revolution increases the fork heel height 3 mm (0.125 in) and one revolution counter-clockwise lowers the heel height 3 mm (0.125 in). Refer to Figure 16742 on the following page.

CAUTION

Align rod end pin parallel to the fork cross bar. This will prevent damage to the rod end if the power unit is separated from the fork assembly for maintenance.

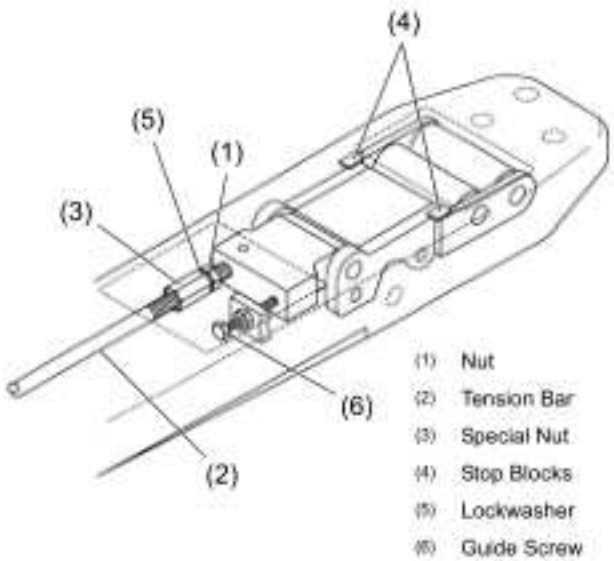


Figure 16753

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(1) Pump and Motor Hydraulic Schematic

(2) 16 - 20 Nm (144 - 180 in lb)

(3) 24.4 - 27.1 Nm (216 - 240 in lb)

(4) 5.4 - 6.75 Nm (48 - 60 in lb)

(5) 9.5 - 12 Nm (84 - 108 in lb)

(6) 6.75 - 9.5 Nm (60 - 84 in lb)

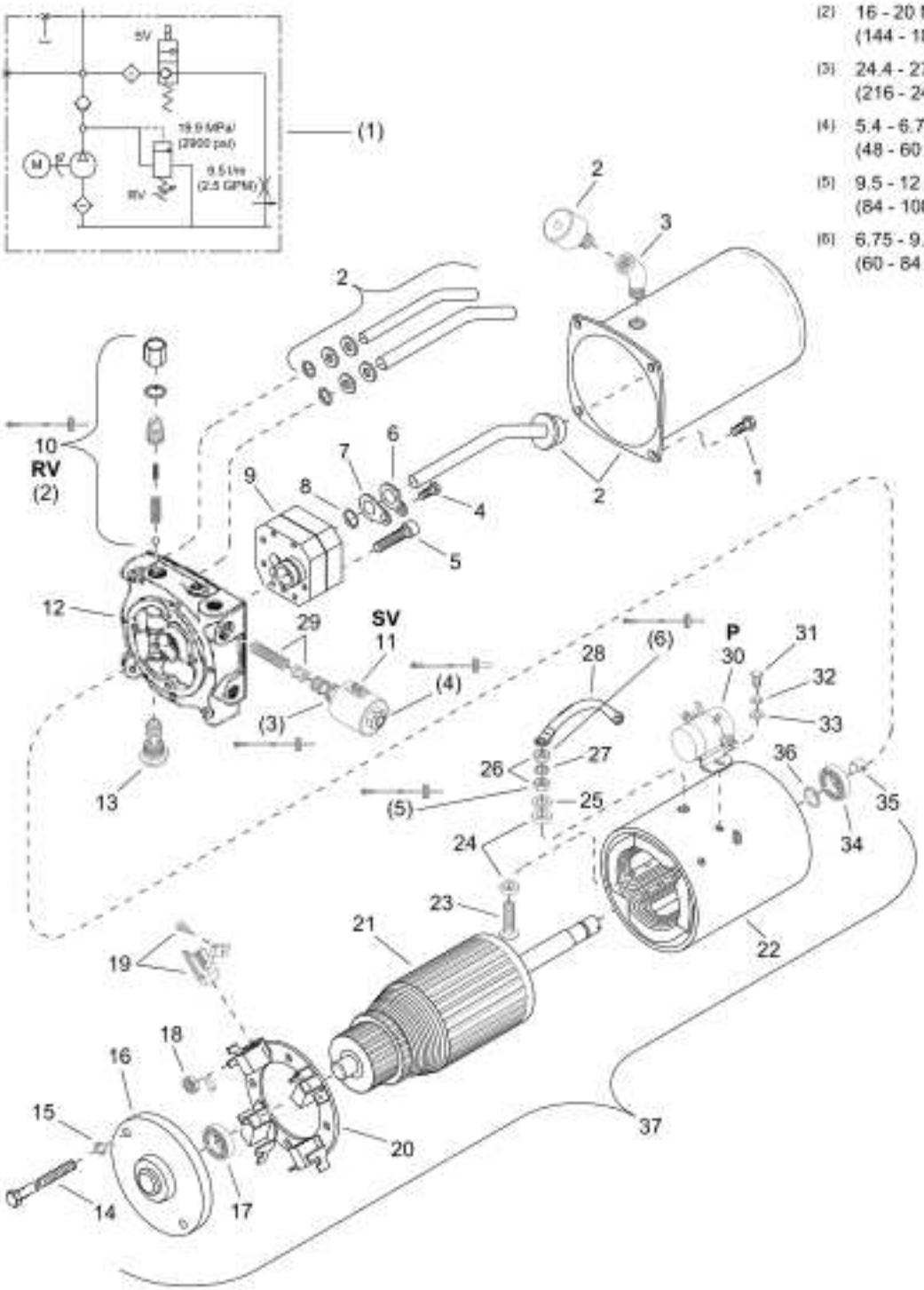


Figure 10537-02

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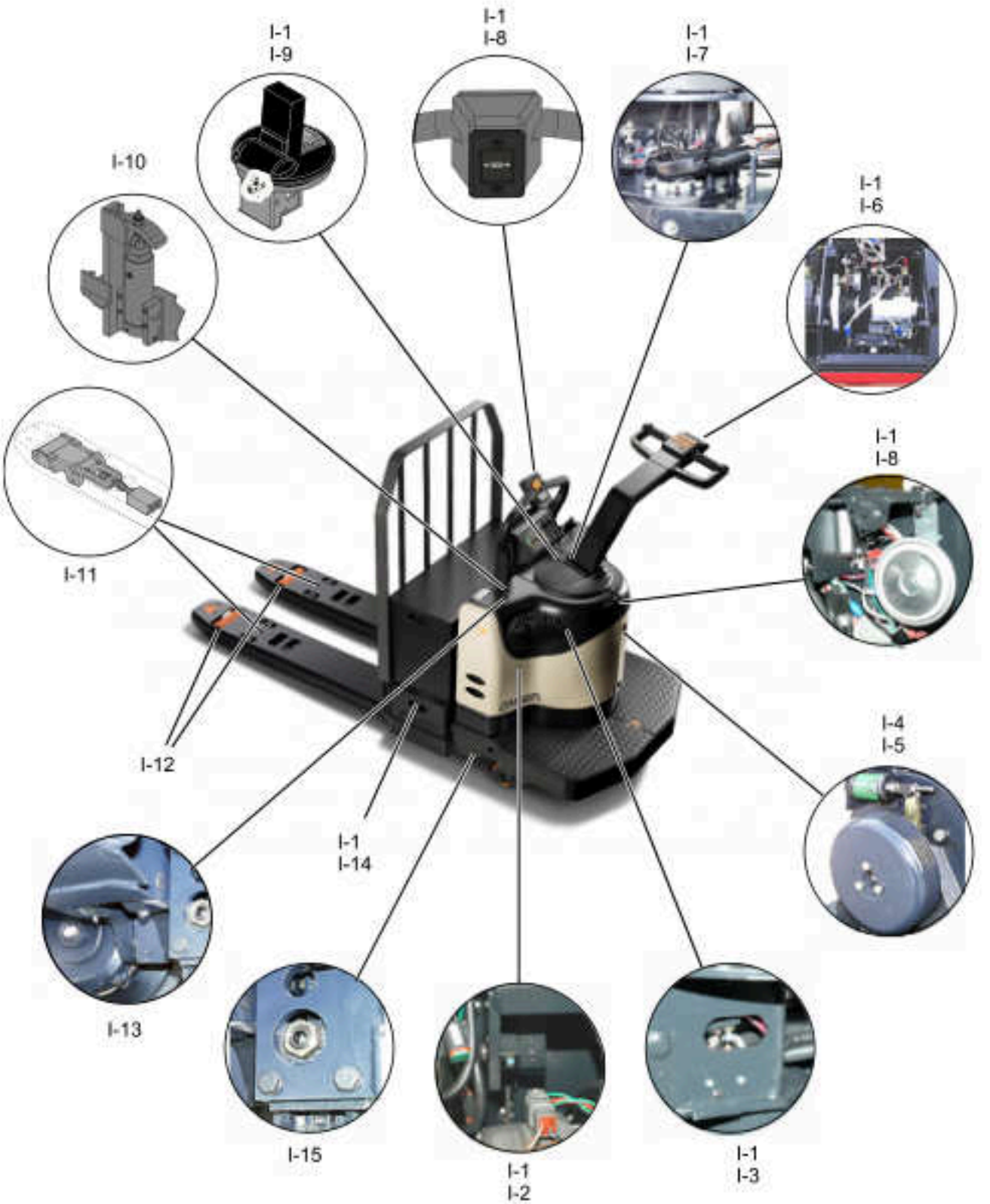


Figure 14975-01

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