

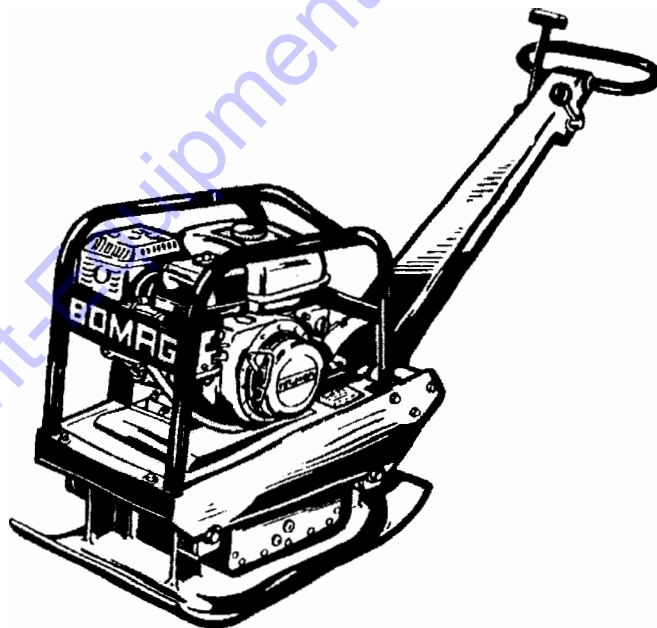
BOMAG

Instructions for repair

*This manual is
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and safety regulations*

BPR 25/32 · BPR 25/40

S/N 101 730 00 >
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Vibratory plate compactor



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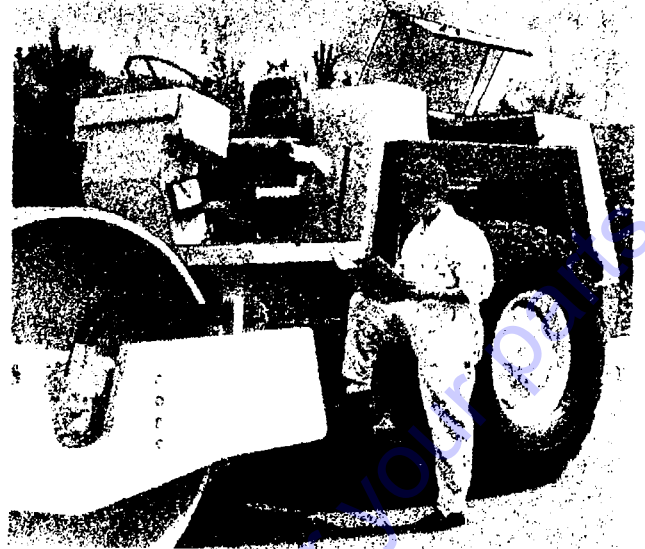
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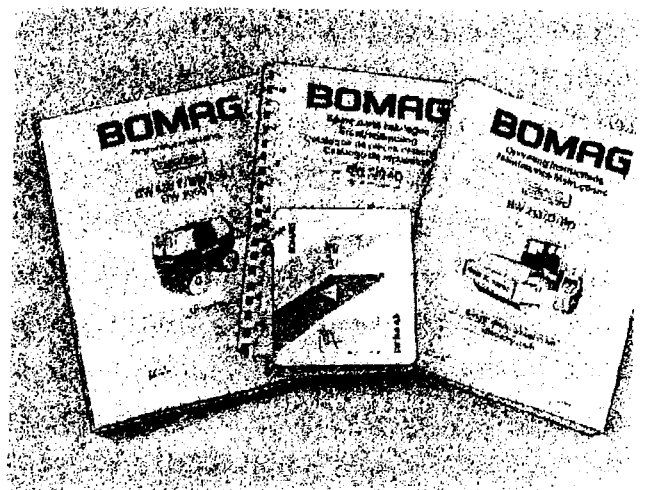


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Introduction

These repair instructions contain all necessary information for training and repair purposes.

Notes on maintenance, care and trouble shooting can be found in the operating and maintenance instructions.

This manual contains all assembly groups, which are needed for this machine type.

The repair instructions describe the removal resp. disassembly and the assembly of parts and assembly groups.

Repairs of dismantled assembly groups are described with respect to the availability of tools, spare parts and the skill of trained personnel.

Please observe strictly the safety regulations and all applicable accident prevention instructions.

All spare parts necessary for the repair of the machine are to be found in the spare parts catalogue for the machine.

Use only genuine BOMAG spare parts!

These repair instructions are not subject to an updating service; we therefore would like to draw your attention to the additionally released technical service information leaflets.

All relevant modifications will be included in a new edition of this manual.

We reserve the right for technical modifications without prior notification.

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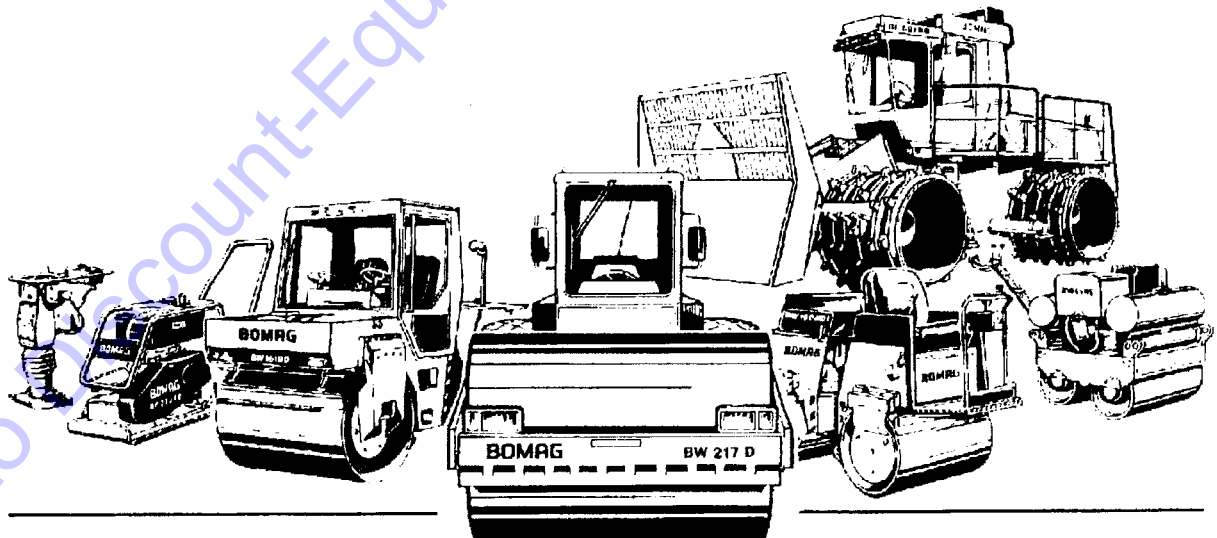
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Safety regulations



Safety regulations

These safety regulations must be read and applied by every person involved in the repair of the machine. All applicable accident prevention instructions and the safety regulations in the operation and maintenance manual must also be observed.

Repairs must only be carried out by trained personnel or the BOMAG After Sales Service respectively.

Note

These repair instructions contain headers such as "Note", "Attention", "Danger" which must be strictly followed.

Note

This "Note" on repairs must be strictly followed.

Caution

This note "Caution" refers to repair procedures which must be strictly followed to avoid damage to the machine and other property.

Danger

This note "Danger" refers to repair procedures which must be strictly followed to avoid danger to life.

General

- Park the machine on firm and level ground to carry out repairs.
- Secure the machine against unintended rolling.
- Secure the engine reliably against unintended starting.
- Mark a defective machine by hanging a warning tag on the steering wheel / steering bow.
- Secure the articulated joint by means of the articulated joint lock.
- Wear your protective outfit such as hard hat and safety boots.
- Keep unauthorized persons away from the machine while repair work is under progress.
- Tools, lifting devices, lifting tackle, supports and other devices must be reliable and safe to operate.
- Use only secure lifting devices of sufficient capacity for removing and installing components.
- Take care when using cleansing agents. Petrol or other easily inflammable substances must never be used for cleaning purposes.
- Cleaning and repairing the fuel tank is very dangerous. When cleaning or repairing a tank do not smoke in the vicinity of the tank and avoid sparks and any kind of fire.
- Always observe the welding instructions when carrying out welding work.

Special safety notes

- Use only genuine BOMAG spare parts.
- Genuine parts and accessories are especially designed for the machine.
- We wish to make expressly clear that we have not tested or authorized any genuine parts or special equipment not supplied by us. The installation or use of such products can therefore have an adverse effect on specified design characteristics and/or passive driving safety. The manufacturer expressly excludes any liability for damage resulting from the use of non-genuine parts or accessories.
- Do not make any conversions or changes to the machine, since this may impair the safety.
- Keep away from the machine's articulation area if tests need to be carried out while the engine is running. Danger of accident!
- Do not clean the machine while the engine is running.
- Do not come in contact with rotating parts of the engine. Danger of accident!
- Exhaust gases are extremely dangerous. Ensure an adequate supply of fresh air when starting the engine in closed rooms.
- Fill in fuel when the engine is stopped! Ensure cleanliness! Do not spill any fuel!
- Store used filters in a special container and dispose of environmentally.

- During maintenance work collect all oils and fuels and dispose of environmentally.
- Do not fill the tank in closed rooms.
- There is a danger of scalding when working with hot oil.
- Do not heat up oil over 160°C, as otherwise the oil or oil vapour may ignite.
- Wipe off any spilled fuel and oils.
- Do not smoke when refueling or checking the acid level in the battery.
- Never check the acid level in the battery and the fuel level with a naked flame.
- Dispose of used batteries environmentally.
- There is a danger of scalding when draining engine oil or hydraulic oil at operating temperature.
- In case of improper installation tyres can burst just like an explosion during inflation. This can cause serious injuries!
- Never exceed the highest permissible tyre pressure.

Hydraulic system

- Hydraulic oil escaping under pressure can penetrate the skin and cause serious injuries. You should therefore depressurize the system before removing any hoses. Before pressurizing the system again make sure that all hose connections are tight and that all lines are in perfect condition. Hydraulic oil emerging from a small hole is difficult to see.

Safety regulations

You should therefore use a piece of cardboard or wood when looking for leaks. If you are injured by pressurized oil immediately contact a doctor, as otherwise serious infections may result.

- Do not stand behind or in front of the drums/wheels/vibratory plates when carrying out adjustments in the hydraulic system.
- When working in the hydraulic system secure the drums with suitable wheel chocks. Danger of injury!

Reattach all protective devices once all work is completed.

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2 General notes on repair

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General notes on repair

General

Mark all parts, hoses and components for better identification, before removing them.

If necessary oil and grease all parts before installation.

Hydraulic system

Do not open or repair hydraulic components if you are not properly trained and if you have no exact knowledge.

Please observe

Cleanliness is of utmost importance. Make sure that no dirt or other contaminating substances can enter the system.

- Clean fittings, filler neck cover and their adjacent area before removing them, to make sure that no dirt can enter.
- Depressurize the system with the engine shut down before removing hoses, pipes etc.
- When carrying out repairs close all openings with plastic plugs and caps. Remove these again before installation.
- Never run pumps and motors without oil.
- When cleaning hydraulic parts avoid damaging fine surfaces.

- Use chemical and rubber dissolving cleansing agents only for the cleaning of metal parts. Do not let such cleansing agents come in contact with sealing material.
- Rinse cleaned parts thoroughly, dry them with compressed air and apply a thin coat of anticorrosion oil. Do not install any parts that show signs of corrosion.
- Avoid the formation of rust caused by sweating hands on fine surfaces.
- Grease must not be used as a sliding agent when reassembling the parts. Use hydraulic oil instead.
- Use only lint-free cloths for wiping or cleaning parts of hydraulic components.
- Do not start the engine after draining the hydraulic oil.
- Use only prescribed pressure gauges, as otherwise the gauges used may be destroyed.
- Ensure strict cleanliness, clean connections and fittings before removing them.
- Check the hydraulic oil level before and after work.
- Use only clean oil according to specification.
- Check the hydraulic system for leakages, find the cause and seal it.
- Fill new components with hydraulic oil before starting to operate.
- Flush and purge the hydraulic system thoroughly after changing a hydraulic component.

- If possible perform all measurements at operating temperature of the hydraulic oil (approx. 40°C/104°F).
- After changing a hydraulic component check charge and high pressure and, if necessary, all speeds.
- The operating pressure in the vibration system is decisively depending on condition of the soil under the vibrating drum. When working on hard ground stand the drums on rubber tyres. Never switch the vibration on when the machine is standing on hard, concrete ground as this will cause bearing damage!
- After completing the work check all connections and fittings for leakages while the system is still depressurized.

Before starting to operate

- Clean the hydraulic tank thoroughly after changing a hydraulic component.
- Fill pump and motor housing with hydraulic oil.
- Use only hydraulic oil according to the specification in the maintenance instructions.
- After changing a hydraulic component the hydraulic system must be thoroughly flushed to avoid subsequent failures caused by abrasion and chips remaining in the circuit.
- Change the hydraulic oil filter.

Starting to operate

- Purge the hydraulic system.
- Start to operate the hydraulic system without load.
- Watch the oil level in the tank, fill up if necessary.

After starting to operate

- Check pressures and speeds.
- Examine fittings and flanges for leakages.
- After each repair check all adjustments, speeds and nominal values in the hydraulic system.
- Do not adjust pressure relief valves and control valve above their prescribed pressure values.

Electrical system

- Do not interrupt the wiring between generator and regulator while the generator is running.
- Disconnect the battery before starting to work in the electrical system.
- Observe the correct polarity when re-connecting the battery!
- Do not check the voltage by tapping against earth.
- When welding always attach the earth clamp of the welding unit near the welding location. The wires to the generator must be disconnected.

General notes on repair

Seals and gaskets

- Always use new seals and gaskets.
The respective seal kits are available as spare parts.

Tightening torques

- Fastening screws and nuts must be tightened according to the torque table.
- Torques differing from these values are specially mentioned in the text.

 **Caution**

Self locking nuts must always be replaced.

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3 Tightening torques

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Tightening torques

3.1 Tightening torques

i Note

Self locking nuts must always be replaced by new ones after they have been unscrewed.

Bolt - dimensions	Tightening torques Nm*		
	8.8	10.9	12.9
M4	3	5	5
M5	6	9	10
M6	10	15	18
M8	25	35	45
M10	50	75	83
M12	88	123	147
M14	137	196	235
M16	211	300	358
M18	290	412	490
M20	412	578	696
M22	560	785	942
M24	711	1000	1200
M27	1050	1480	1774
M30	1420	2010	2400

Bolt dimensions	Tightening torques * ft - lb		
	8.8	10.9	12.9
M4	2	3	4
M5	4	6	7
M6	7	11	13
M8	18	26	33
M10	27	55	63
M12	66	92	111
M14	103	148	177
M16	159	225	269
M18	218	313	369
M20	310	435	524
M22	420	590	708
M24	420	752	900
M27	789	1114	1335
M30	1070	1512	1807

* Strength classes for screws with untreated, non-lubricated surfaces. The quality designations are stamped on the screw heads.

8.8 = 8 G

10.9 = 10 K

12.9 = 12 K

The values result in a 90% utilization of the screw's yielding point at a coefficient of friction of $\mu_{\text{total}} = 0.14$.

The compliance with the tightening torques is to be checked with torque wrenches.

The tightening torques are not applicable when using MoS₂ lubricants.

4 Repair

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Repair

4.1 Notes for Repair

Repair

The repair instructions are written in a way that is easy to understand, so that smaller repairs can be carried out by skilled personnel.

We do not recommend you to carry out further repairs for technical reasons. Our BOMAG service department will help you, if required.

Special tools are available from our spare parts department.

i Note

Notes in frames contain special repair instructions for assembling. Otherwise proceed in reverse order.

For repairs please pay attention to!

- Utmost cleanliness, place dismantled parts on a clean base. Clean sealing surfaces and sealing grooves before assembling.
- Mark machine parts before removing resp. dismantling.
- Cover dismantled machine parts correctly.
- Install tensioning washers correctly.
- Tightening torques according to the torque table.

Tightening Torques

Screws M8	25 Nm
Screws M10	50 Nm
Screws M12	88 Nm

4.2 Dismounting and Installing the Starter

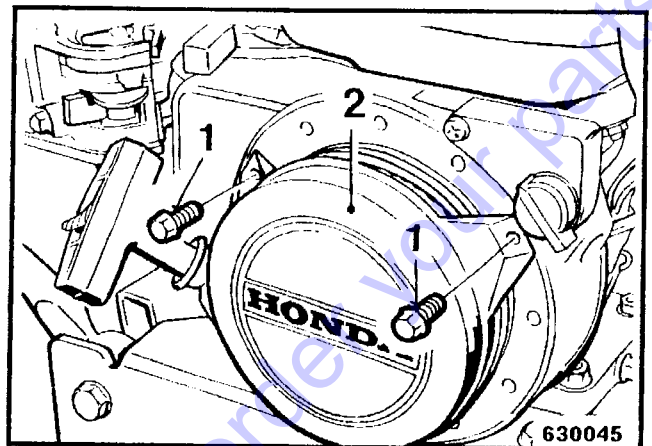


Fig. 1

- Mark the mounting bores to the engine housing.
- Unscrew the three mounting screws 1 (Fig. 1), remove the starter (2).

4.3 Repairing the Starter

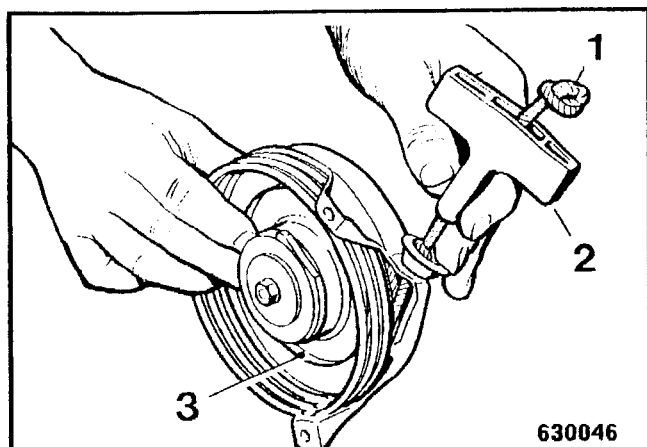


Fig. 1

- Hold the rope disc 3 (Fig. 1).
- Undo the knot (1).
- Remove the handle (2).
- Run the rope disc carefully back and unload the spring.

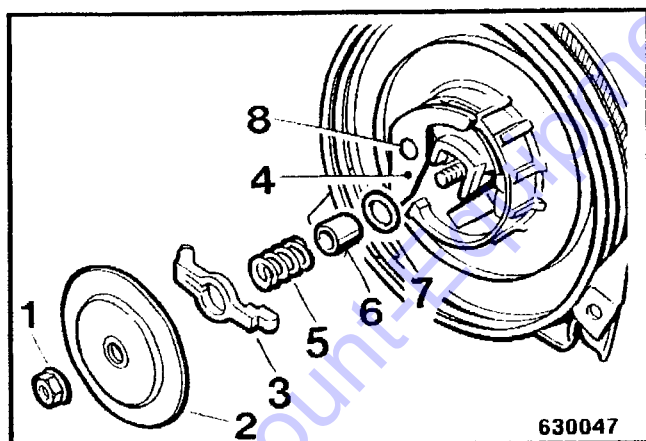


Fig. 2

- Unscrew the hexagon nut 1 (Fig. 2).
- Remove parts (2 to 8).

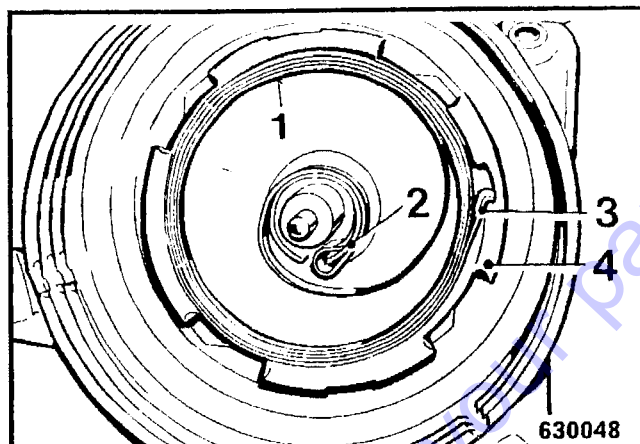


Fig. 3

- Check the recoil spring 1 (Fig. 3).

i Note

For the installation of a new recoil spring, please note the correct assembly position.

Installation

- Fasten the inner hook in the slot 2 (Fig. 3) of the bearing journal.
- Fasten the outer hook (3) on the spring cup (4).

Repair

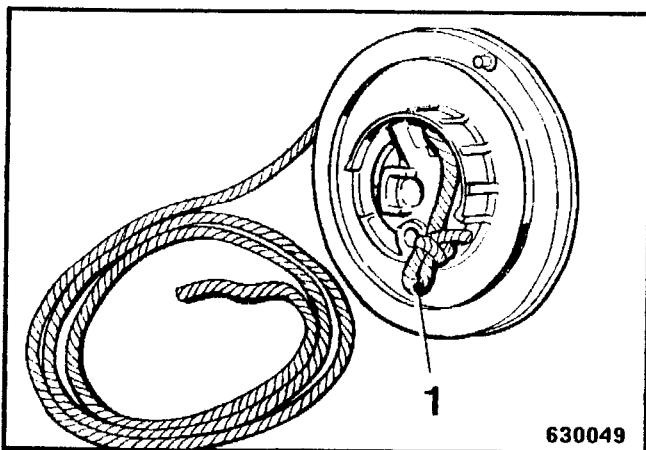


Fig. 4

- Insert the starter rope (length 1600 to 1800 mm) into the rope disc, make a knot and wind it up. Push the end of the rope 1 (Fig. 4) into the opening of the rope disc.
- Adjust the spring housing

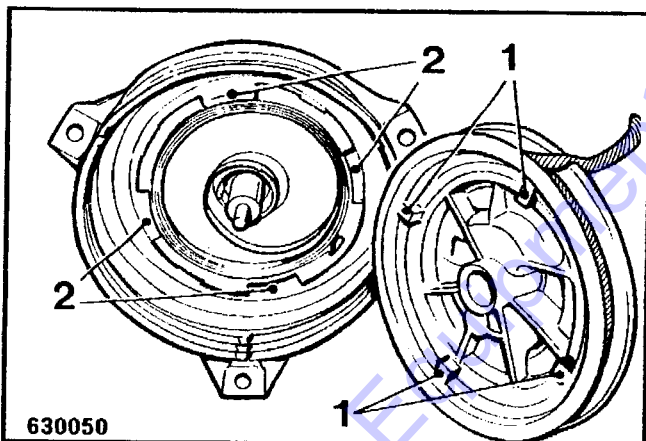


Fig. 5

- Insert the rope disc with the notches 1 (Fig. 5) carefully into the tappet grooves (2).

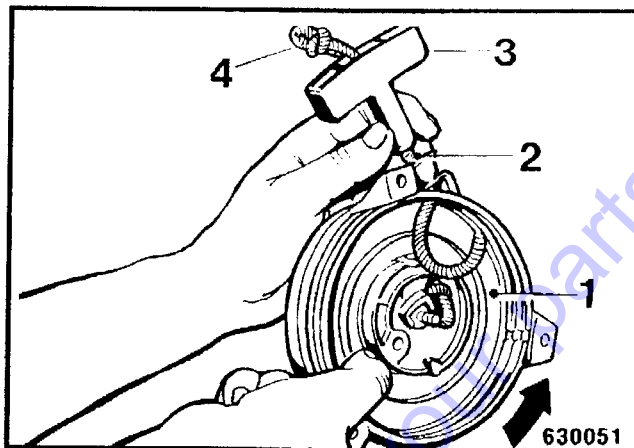


Fig. 6

- Turn the rope disc 1 (Fig. 6) 4 to 5 revolutions and hold it. Insert the starter rope (2), attach the handle (3) and make a knot at the end of the starter rope (4).
- Unload the rope disc carefully.

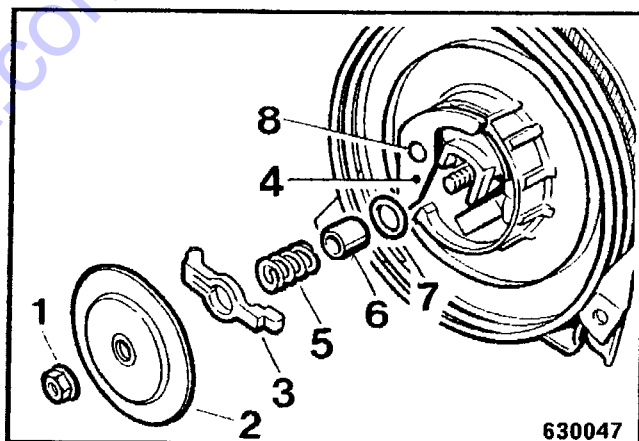


Fig. 7

- Install the pin 8 (Fig. 7), the latch (4), the tube (6), the plastic washer (7) and the pressure spring (5).
- Install the tappet (3).
- Attach the disc (2) and tighten it with the hexagon nut (1).
- Check the function of the starter; the latch (4) must be in end position when the starter rope is pulled tight.

4.4 Checking the Cut-in Speed of the Centrifugal Clutch

- Place the vibratory plate on a soft base (old rubber tyres or rubber mat).
- Start the engine and increase the speed slowly with the throttle lever.

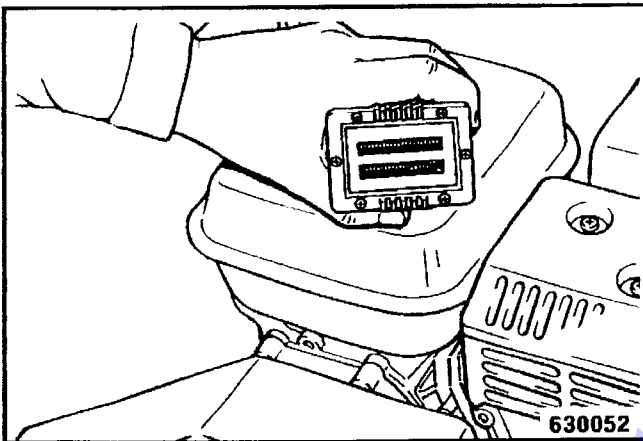


Fig. 1

- Check the cut-in speed by means of the frequency meter (Fig. 1) approx. 2000 rpm.

4.5 Installing and Removing the Centrifugal Clutch

- Remove the V-belt, refer to the section "maintenance".

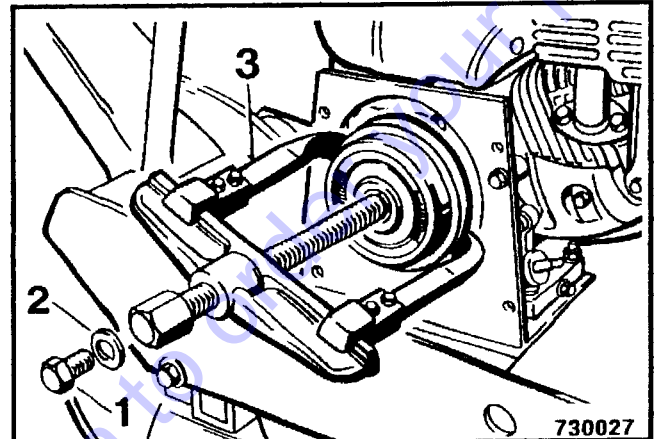


Fig. 1

- Unscrew the mounting screw 1 (Fig. 1) and remove the washers (2).
- Attach the puller (3) and tighten it slightly.
- Knock against the inner rim of the centrifugal clutch gently with a hammer and whilst doing so, tighten the puller even more.

i Note

Tighten the V-belt, (refer to section maintenance).

Repair

4.6 Disassembling and Assembling the Centrifugal Clutch

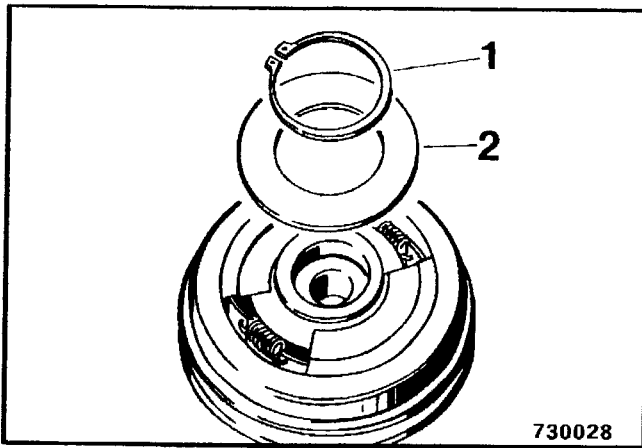


Fig. 1

- Remove the circlip 1 (Fig. 1).
- Remove the cover plate (2).

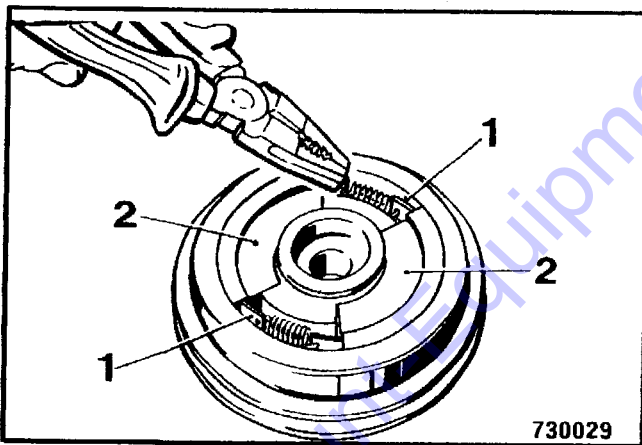


Fig. 2

- Pull the centrifugal weights 2 (Fig. 2) and lining shoes (1) out by means of a pliers.

i Note

When working on the centrifugal clutch take care that no oil or grease gets on the friction surfaces.

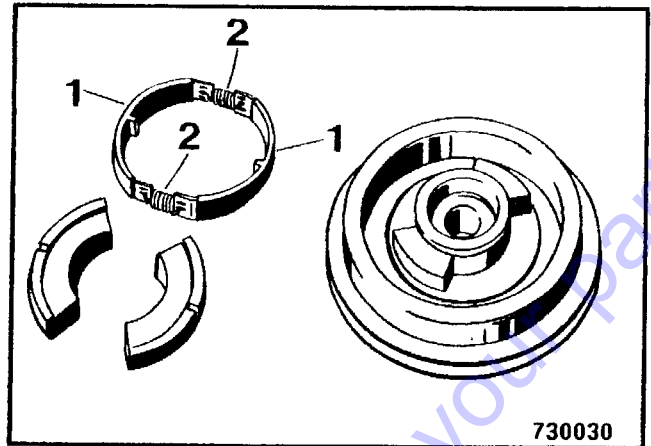


Fig. 3

- Always change the lining shoes 1 (Fig. 3) completely with the springs (2).

4.7 Adjusting the Carburettor

i Note

Only adjust the carburettor when the air filter is cleaned.

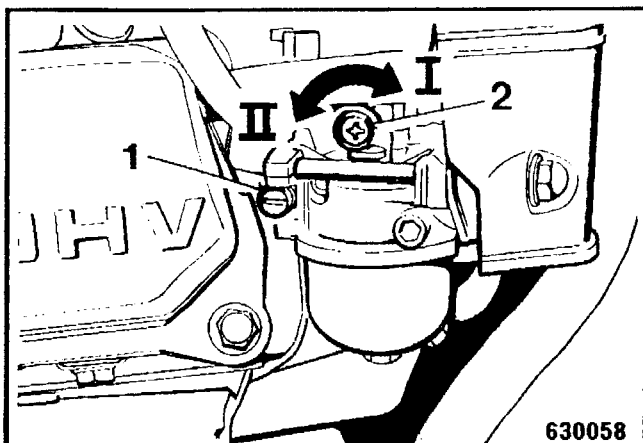


Fig. 1

- Turn the mix control screw 1 (Fig. 1) to the end stop, until it bottoms lightly.
- Then turn it three revolutions back.

Idling speed

- Start the engine and run it at idling speed.
- Nominal value: 1300 ± 100 rpm, turn the regulating screw (2) accordingly.

i Note

(Fig. 1)

Turn clockwise, direction I = higher speed

Turn counter clockwise, direction II = lower speed

Highest speed

- Place the vibratory plate on a soft base (old rubber tyres or rubber mat).

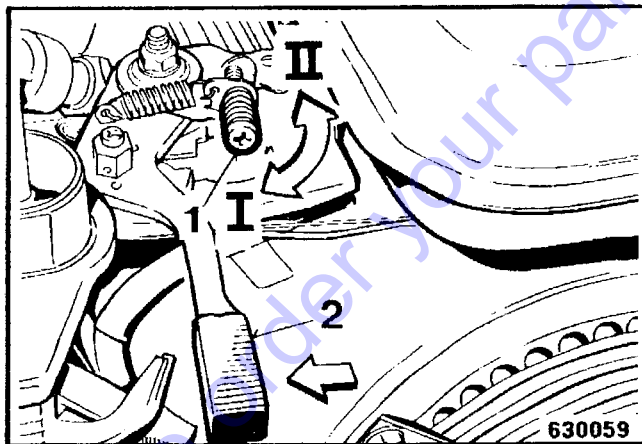


Fig. 2

- Set the throttle lever 2 (Fig. 2) to end position (direction of the arrow), doing this the engine must achieve a max. speed.
Nominal value: max. 3600 rpm
- For adjustment purposes, turn the stop screw (1) accordingly.

i Note

(Fig. 2)

Turn clockwise, direction of the arrow I = lower speed

Turn counter clockwise, direction of the arrow II = higher speed.

4.8 Exchanging, Adjusting the Throttle Cable

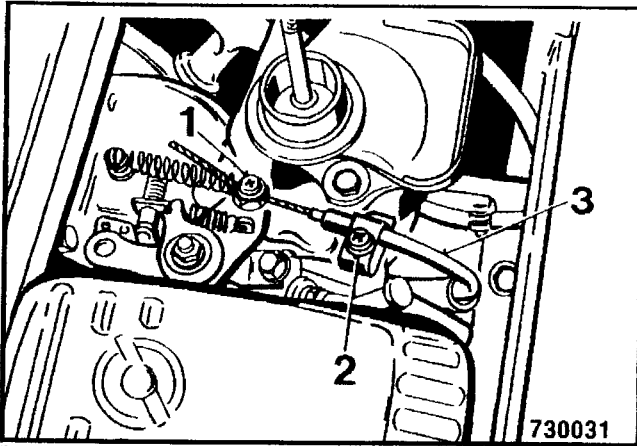


Fig. 1

Exchanging the throttle cable

- Set the throttle lever 4 (Fig. 2) to position "Engine Stop".
- Unscrew the mounting nut 1 (Fig. 1).
- Loosen the adjusting nut (2) and remove the throttle cable from the control leverage (3).

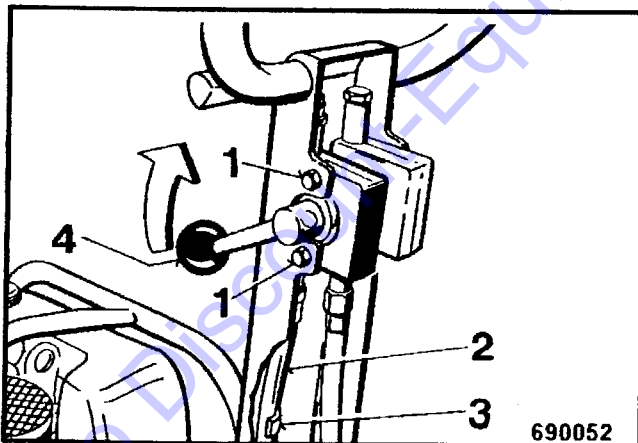


Fig. 2

- Loosen the fixing clamp 3 (Fig. 2).
- Unscrew the two mounting screws (1).

- Remove the throttle cable (2) from the steering rod and pull it out of the engine base plate.

Adjusting the throttle cable

- First of all install the throttle cable to the steering rod.
- Set the throttle lever (4) to full speed position.
- Attach the throttle cable through the opening in the engine base plate to the throttle leverage.

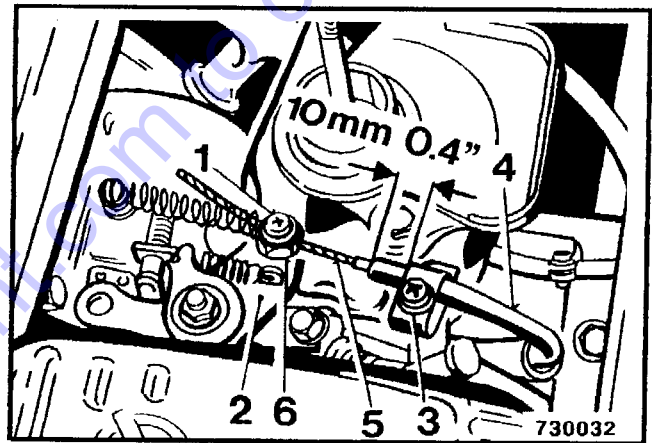


Fig. 3

- Set the adjustment measurement 6 (Fig. 3) roughly.
- Push the control rod (4) upwards (arrow) to "full speed" position.
- Push the throttle cable onto the control leverage (5), so that the fork type receptacle (3) is between both set-nuts (2).
- Turn the setnuts until the pin of the throttle cable head (1) is flush with the bore in the control lever (5).
- Attach the pin of the throttle cable to the control lever.
- Tighten the adjustment nuts to the fork.

4.9 Exchanging, Adjusting the Travel Cable

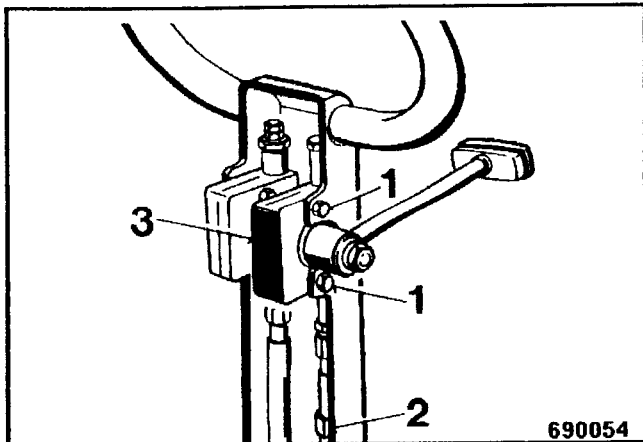


Fig. 1

Exchanging the travel cable

- Loosen the clamp 2 (Fig. 1).
- Unscrew the two mounting screws (1) and take the travel cable (3) off the steering rod.
- Remove the notched disc.

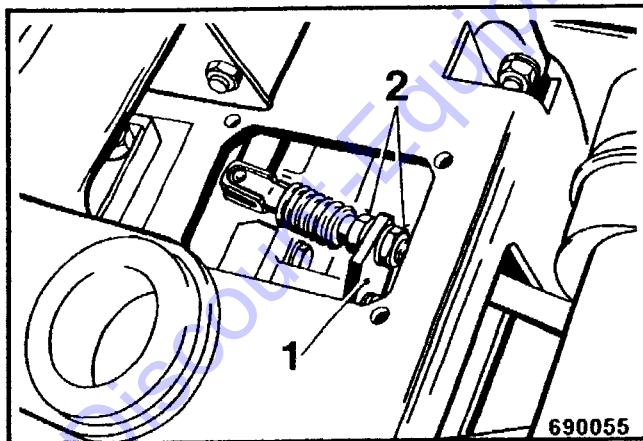


Fig. 2

- Loosen two adjustment nuts 2 (Fig. 2) and take the travel cable out of the fork (1).

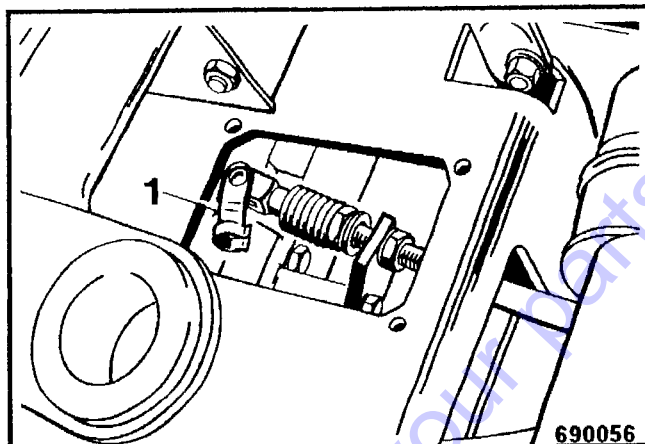


Fig. 3

- Pull the clip pin 1 (Fig. 3) out and take the travel cable off.

Adjusting the travel cable

- First of all, attach the travel cable to the steering rod.

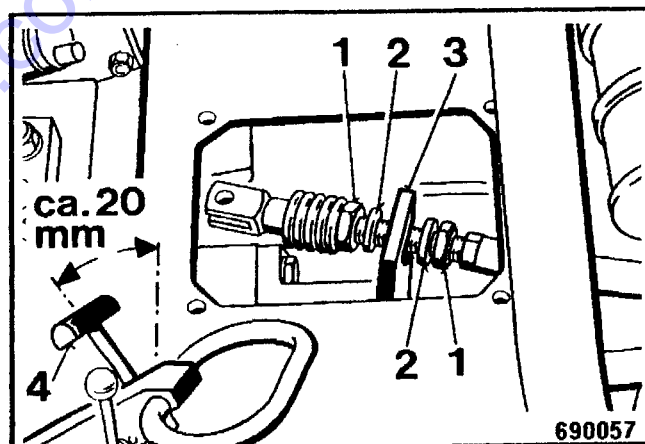


Fig. 4

- Back the adjustment nuts 1 (Fig. 4) off.

i Note

Take care of the tensioning washers (2).

- Push the travel cable into the fork (3).
- Set the travel lever (4) to a position approx. 20 mm before the rear stop.

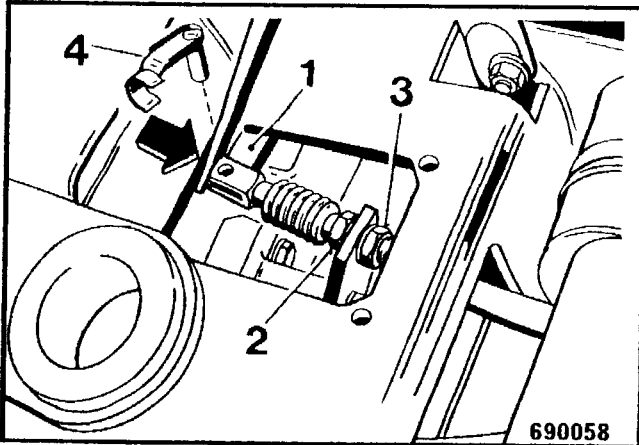


Fig. 5

- Push the control lever 1 (Fig. 5) to the rear stop by means of a pry bar or a screw driver.
- Grease the clip pin (4) and insert it into the fork head.
- Tighten the rear (2) and front (3) adjustment nuts to the fork.
- Install the notched disc.

i Note

After the adjustment check that the vibratory plate does not move forwards or backwards with the travel lever in center position.

4.10 Dismantling the Exciter Unit

- Remove the travel cable, refer to the previous section.
- Take the V-belt off, refer to the section "maintenance".

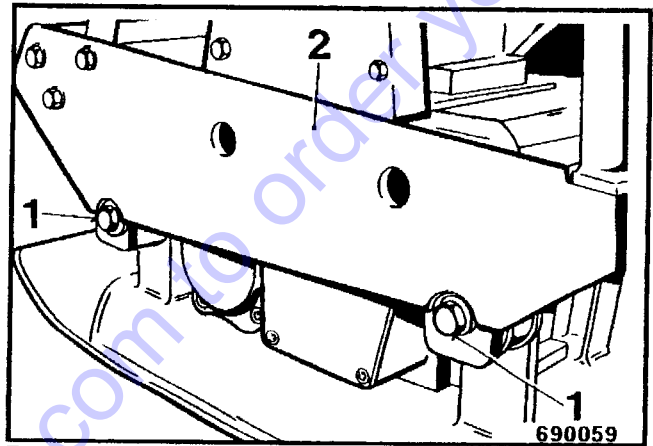


Fig. 1

- Loosen two mounting screws 1 (Fig. 1) on each side and take the engine mounting plate (2) off the base plate.
- Drain the oil from the exciter shaft housing.

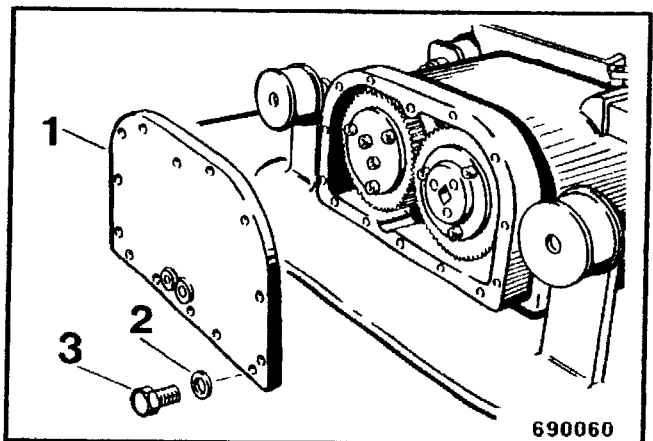


Fig. 2

- Unscrew the mounting screws 3 (Fig. 2) and remove the washers (2).
- Take the housing cover (1) off.

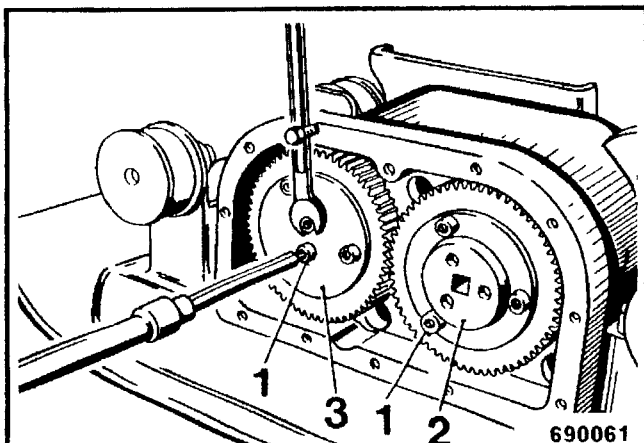


Fig. 3

- Hold the spanner against a stop (Fig. 3).
- Unscrew the mounting screws (1) for the cover plate (3) and the tappet (2).

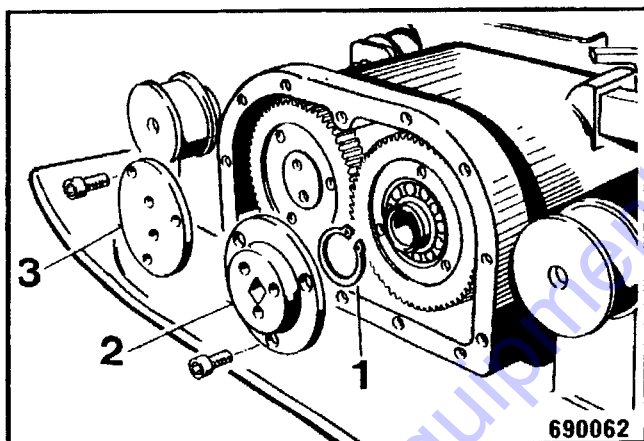


Fig. 4

- Remove the tappet 2 (Fig. 4) and the cover plate (3).
- Remove the circlip (1).

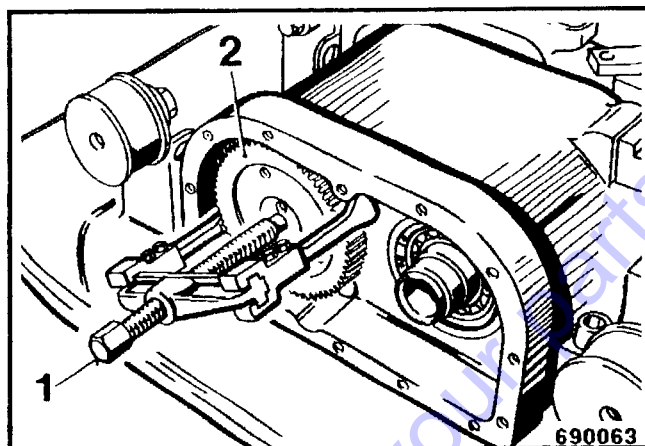


Fig. 5

- Install the puller 1 (Fig. 5) and pull the gear wheels (2) off.

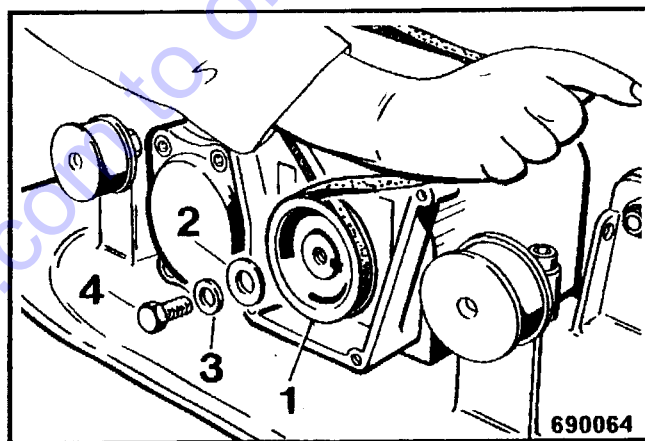


Fig. 6

- Hold the V-belt pulley 1 (Fig. 6) with the V-belt and unscrew the screw (4) with the washer (2) and the tensioning washer (3).

Repair

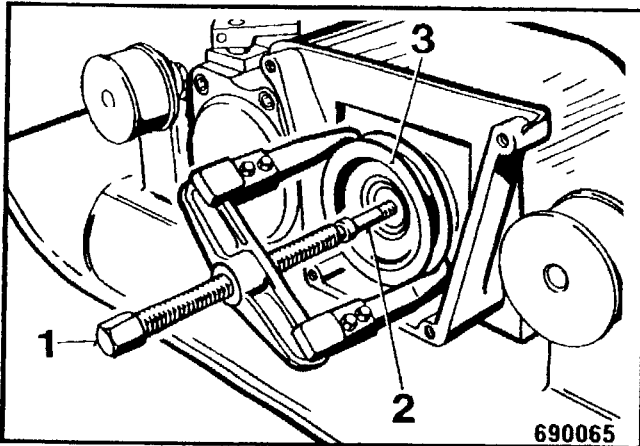


Fig. 7

- Insert a forcing screw 2 (Fig. 7) (M8 socket head cap screw).
- Attach the puller (1) and force the V-belt pulley (3) off.

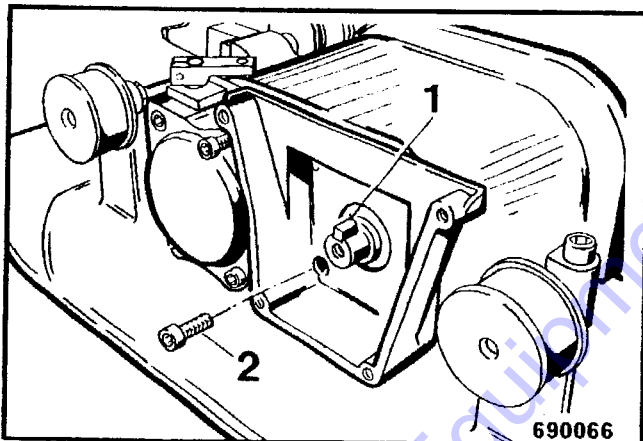


Fig. 8

- Take the fitting key 1 (Fig. 8) off.
- Unscrew the mounting screws (2).
- Clean the bores for the forcing screws.

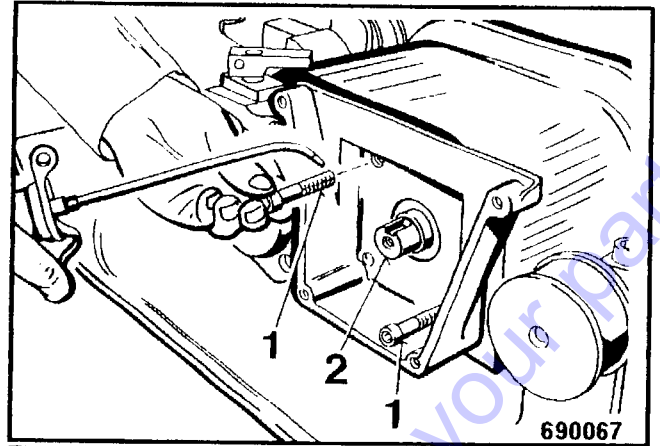


Fig. 9

- Cover the threads of the forcing screws 1 (Fig. 9), M8 min. 35 mm (1.4 in) long, with oil.
- Screw the forcing screws in and keep on tightening them one after the other for always half a turn.

⚠ Caution

Make sure that the shaft (2) can always be easily turned.

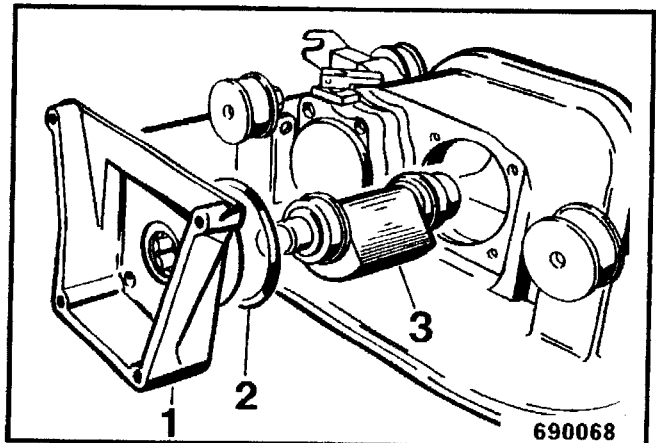


Fig. 10

- Remove the bearing flange 1 (Fig. 10) with the seal ring (2).
- Take the exciter shaft (3) out of the housing.

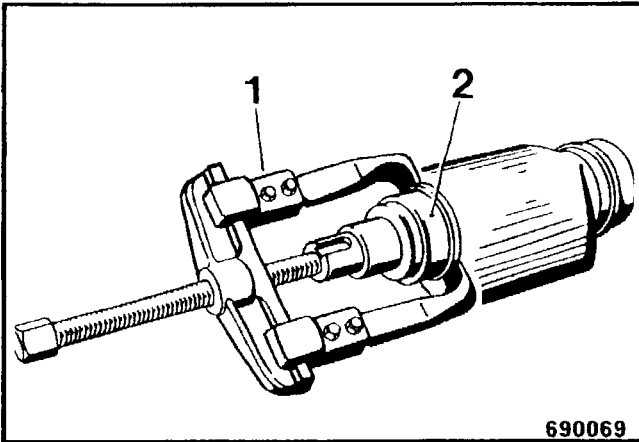


Fig. 11

- Attach the puller 1 (Fig. 11). Force the inner ring of the bearing (2) off the exciter shaft.

i Note

Pull the inner bearing rings off from both sides.

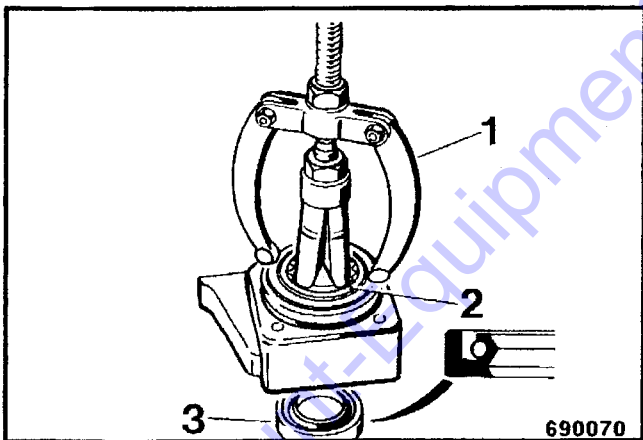


Fig. 12

- Attach an inner grip puller 1 (Fig. 12) and pull the bearing (2) out of the bearing flange.
- Force the radial seal (3) out.

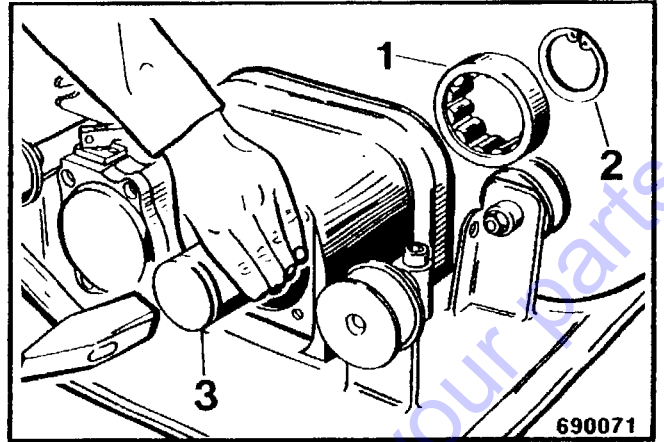


Fig. 13

- Remove the circlip 2 (Fig. 13).
- Drive the bearing (1) out of the exciter shaft housing by using a punch (3).

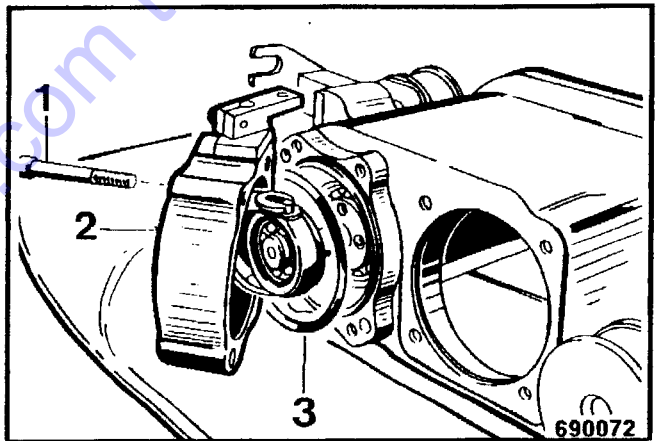


Fig. 14

- Unscrew four mounting screws 1 (Fig. 14).
- Take the control housing cover (2) and the seal ring (3) off.

Repair

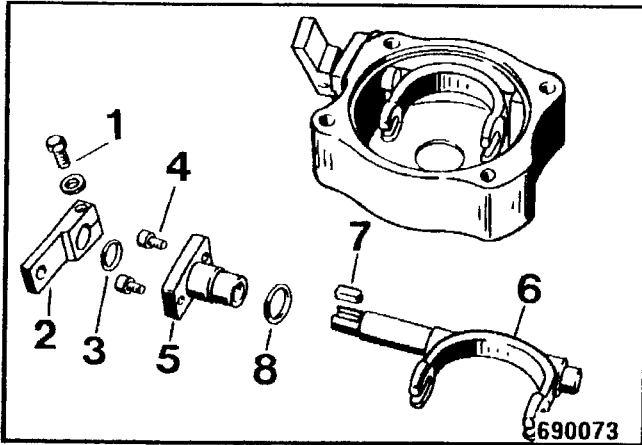


Fig. 15

- Unscrew the clamping screw 1 (Fig. 15) with the washer and pull the lever (2) off the control fork (6).
- Take the fitting key (7) off the control fork.
- Unscrew the two mounting screws (4).
- Pull the bearing sleeve (5) with two seal rings (3 and 8) out of the control housing cover.
- Take the control fork (6) out of the control housing cover.

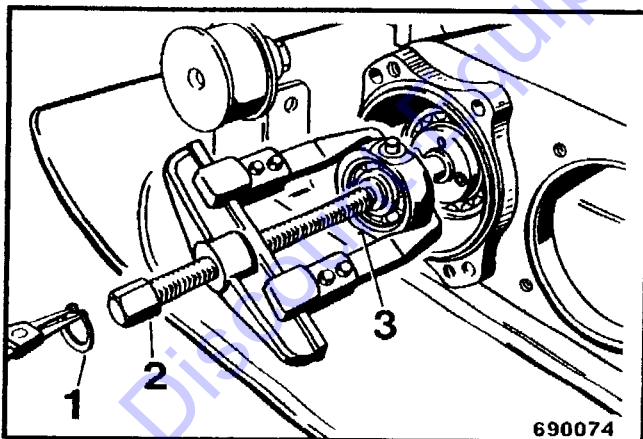


Fig. 16

- Remove the circlip 1 (Fig. 16).
- Attach the puller (2) and pull the control ring (3) off the control shaft.
- Clean the bores for the forcing screws.

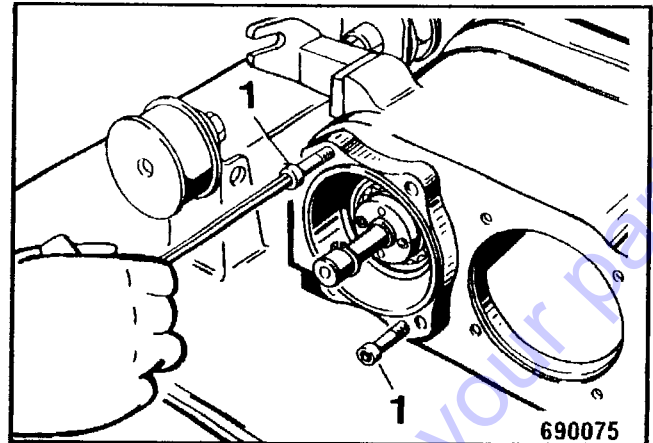


Fig. 17

- Cover the threads of the forcing screws 1 (Fig. 17), M8 min. 35 mm long, with oil.
- Screw the forcing screws in and keep tightening them one after the other always for half a turn.

⚠ Caution

Make sure that the shaft can always be easily turned.

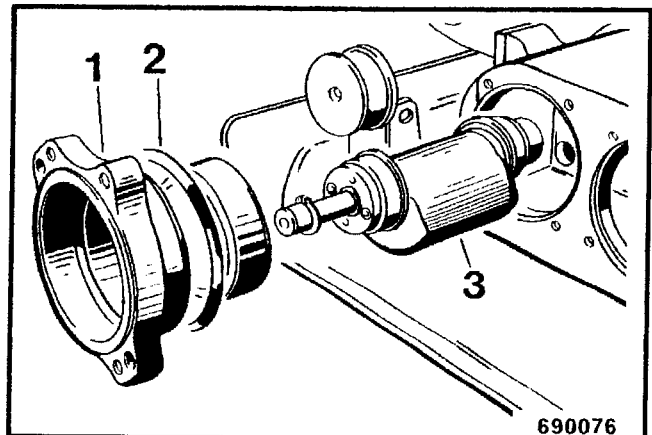


Fig. 18

- Take the control housing flange 1 (Fig. 18) with the seal ring (2) off.
- Take the exciter shaft (3) out of the housing.

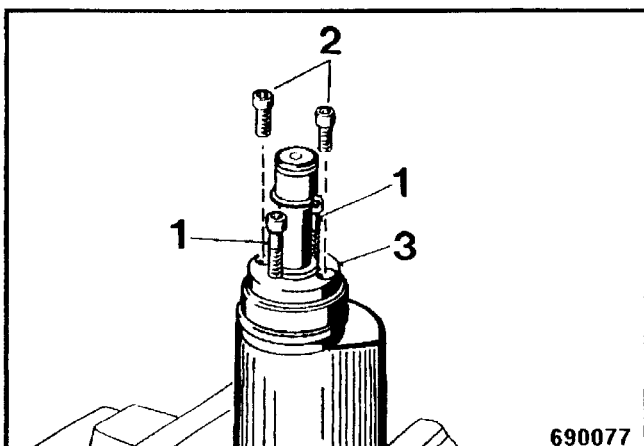


Fig. 19

- Unscrew the mounting screws 2 (Fig. 19).
- Screw two forcing screws (1) into the forcing bores.
- Force the control sleeve (3) out of the exciter shaft.

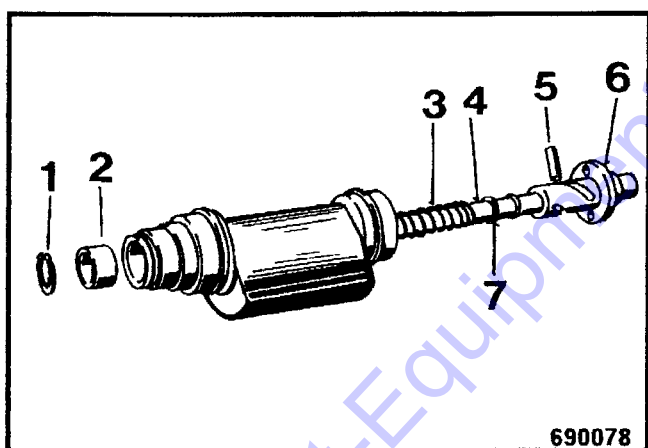


Fig. 20

- Take the circlip 1 (Fig. 20) off and remove the guide sleeve (2).
- Drive the dowel pin (5) out. Take the pressure spring (3), the stop washer (7) and the control sleeve (6) off the control shaft (4).

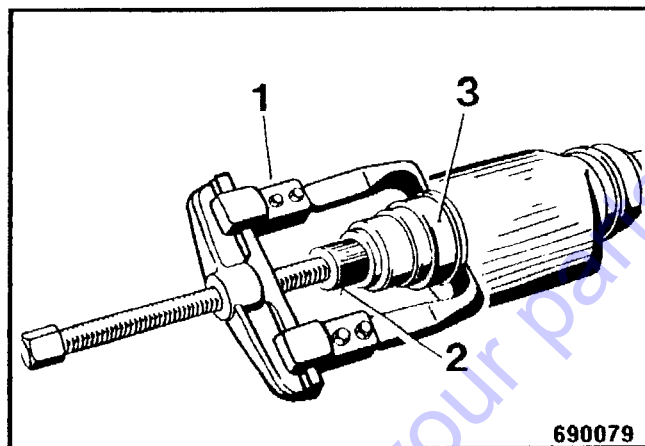


Fig. 21

- Attach the forcing pin 2 (Fig. 21) to the exciter shaft.
- Attach the puller (1).
- Pull the inner bearing ring (3) off the exciter shaft.

Note

Pull the inner bearing rings (3) off both sides.

- Remove the bearing from the control ring (3).

4.11 Assembling the Exciter Unit

i Note

The described steps from the previous section have to be performed in the reverse order.

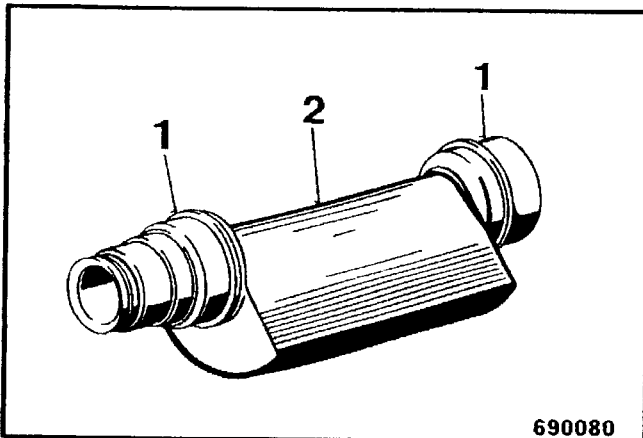


Fig. 1

- Heat the inner bearing rings 1 (Fig. 1) up to approx. 80 °C ... 100 °C and let them shrink onto the fitting areas of the exciter shaft (2).

! Danger

Danger of scalding!

Use protective gloves.

- Perform the steps 44 and 45 from the previous section.

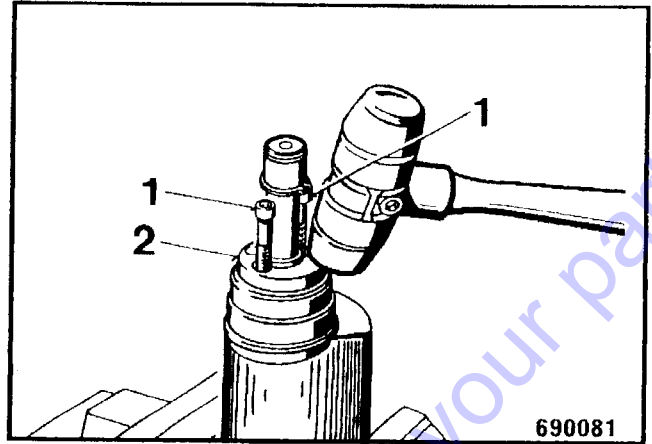


Fig. 2

- Attach the control sleeve 2 (Fig. 2) to the exciter shaft.
- Screw two guide screws (1) into the exciter shaft through the mounting bores in the control sleeve.
- Drive the control sleeve into the exciter shaft by using a plastic hammer.
- Perform the steps 39, 40 and 41 from the previous section.
- Perform the steps 21, 25 and 26 from the previous section.

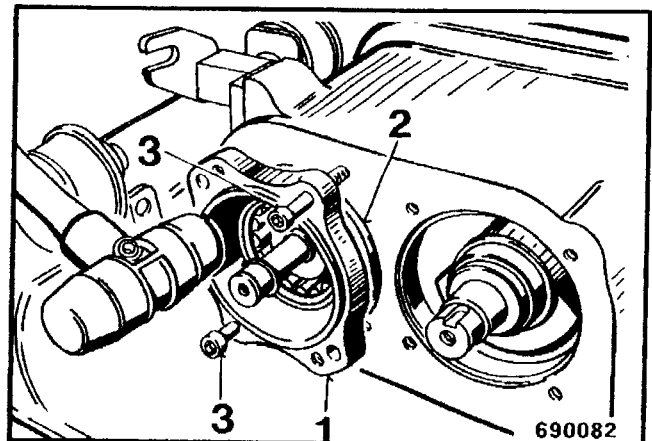


Fig. 3

- Lubricate the seal ring 2 (Fig. 3) and push it onto the cylindrical recess on the control housing flange.
- Screw two guide screws (3) into the housing through the mounting bores of the control housing flange (1).

- Drive the control housing flange in by tapping it with a hammer 180° offset. Guide the inner ring on the exciter shaft into the bearing in the control housing flange when the flange is forced in for approx. 5 mm (0.2 in).

⚠ Caution

Take care that the exciter shaft can always be turned easily, that means, that the control housing must be forced in straightly.

- Mount the first circlip onto the control shaft.

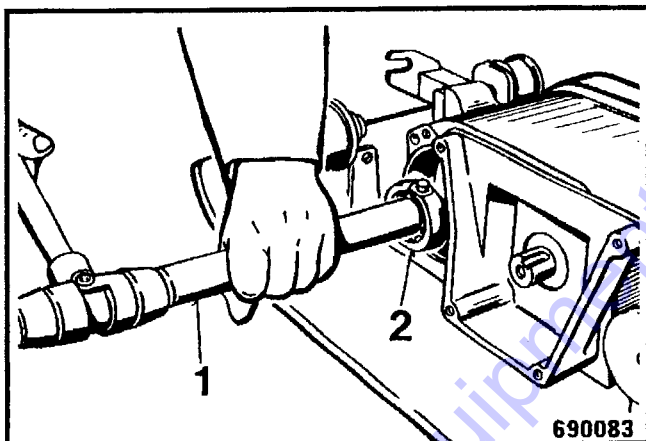


Fig. 4

- Drive the control ring onto the control shaft by using a punch 1 (Fig. 4).

i Note

Drive on carefully, hammer may bounce back.

- Mount the second circlip, refer to step 34 in the previous section.

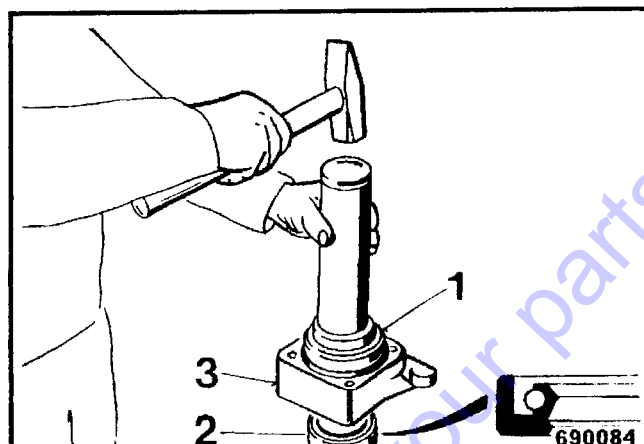


Fig. 5

- Drive the bearing 1 (Fig. 5) into the bearing flange (3).
- Cover the seal ring (2) with oil and lay it onto the bearing flange.

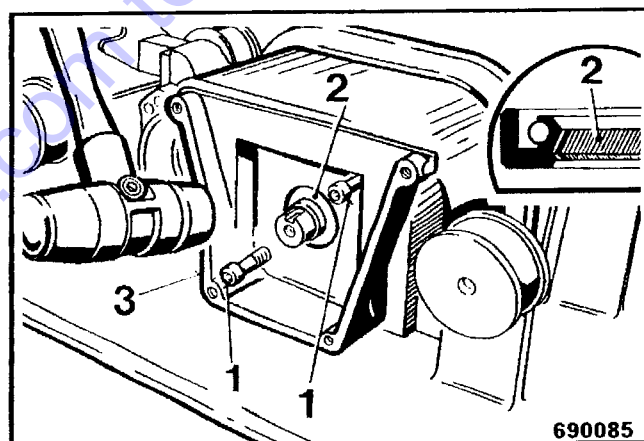


Fig. 6

- Drive the radial seal 2 (Fig. 6) into the bearing flange (3) without damaging.
- Screw two guide screws (1) into the housing through the mounting bores in the bearing flange.
- Drive the bearing flange in by tapping it with a hammer always 180° offset. Perform all other work like step 10.

Repair

Caution

Take care that the exciter shaft can always be easily turned, that means, that the bearing flange must be forced in straightly.

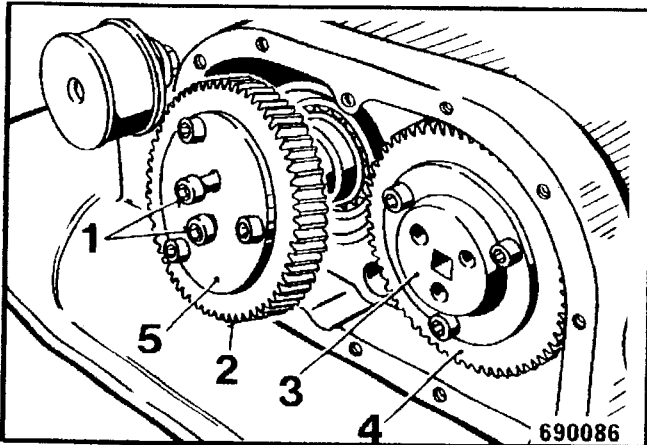


Fig. 7

- Drive the gear 4 (Fig. 7) on the control housing first of all onto the exciter shaft.
- Attach the tappet (3) and tighten it.
- Adjust the exciter shafts in such a way that the eccentric weights are hanging down.
- Install the cover disc (5) to the gear wheel (2).
- Screw two guide screws (1) into the exciter shaft through the mounting bores in the cover plate.

Adjusting the exciter shafts

Note

Place the vibratory plate on level ground.

The eccentrics will hang down by their own weight.

The control shaft will be held in its outer position by spring pressure. (Control box is dismantled). The gear I is mounted.

- Slide on gear II to mesh with gear I.

Note

Do not force on yet.

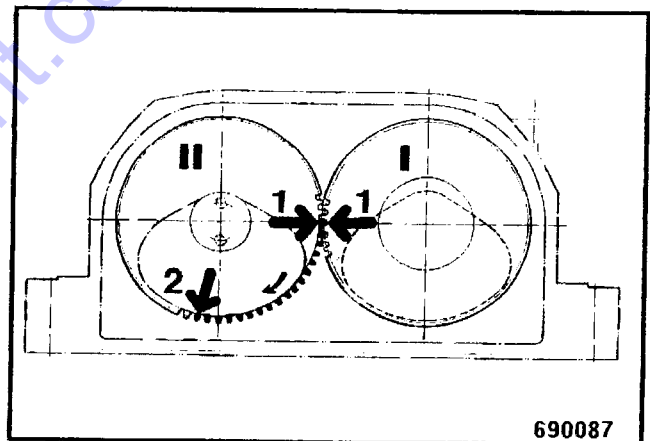


Fig. 8

- Mark the meshing point 1 (Fig. 8) on both gears with a felt pen.
- Count from this mark (1) 18 teeth on gear II in clockwise direction and mark this point (2) with a felt pen.

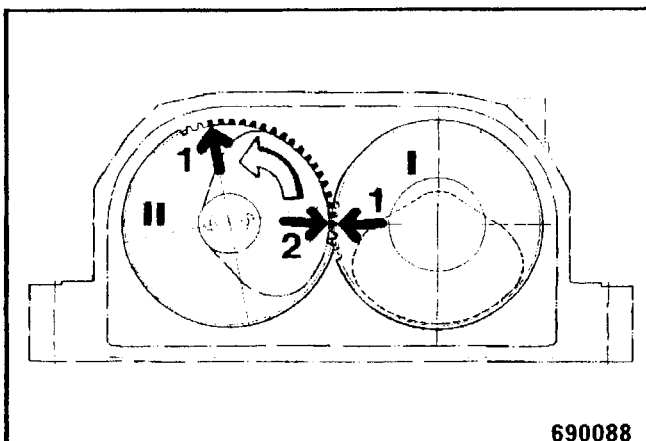


Fig. 9

- Pull gear II out slightly, turn it counter clockwise and bring mark 2 (Fig. 9) to match mark (1) on gear I.
- Force gear II on, remove the guide screws and install the mounting screws.

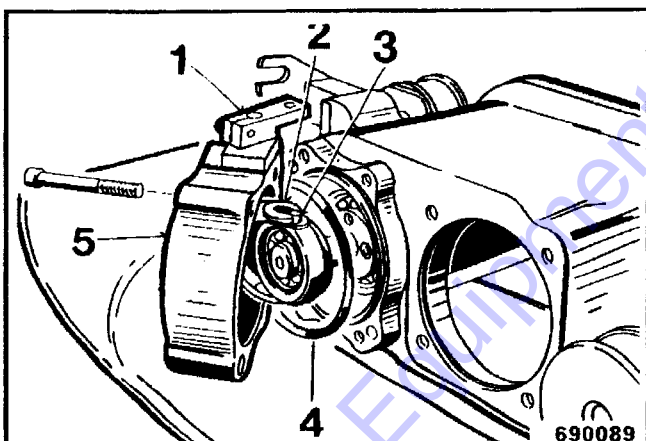


Fig. 10

- Lubricate the seal ring 4 (Fig. 10) and insert it into the groove in the control housing flange.
- Push the control fork (2) onto the tappet (3) of the control ring.
- Place the control housing cover (5) onto the control housing flange and tighten it.
- Check whether the lever (1) can be moved by spring force between both end positions.

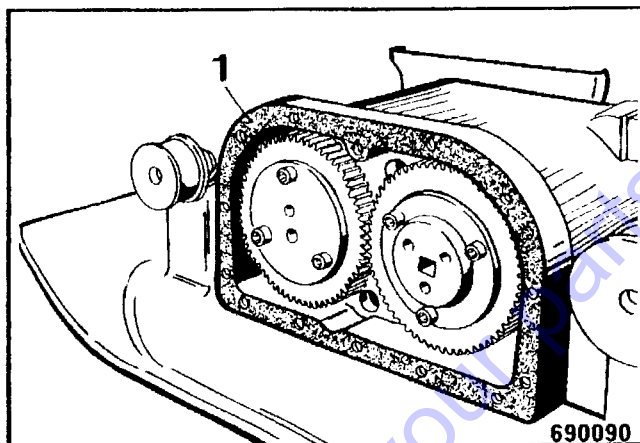


Fig. 11

- Cover the sealing surface 1 (Fig. 11) of the housing cover with Loctite 573 or Omnifit FD10.
- Install the housing cover.
- Fill oil into the exciter housing.

For oil quality and quantity, refer to the table of fuels and lubricants.

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