

Torqmotor[™] Service Procedure

Effective:

March 2007



TC, TS, TB, TE, TJ, TF, TG, TH and TL Series
Low Speed, High Torque
Hydraulic Torqmotors™



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Table of Contents

Definitions	3
Design Features	4 - 5
Introduction	7
Troubleshooting Guide	8
Troubleshooting Checklist	9
Tools and Material Required for Servicing	10
Bolt Torque	11
Exploded Assembly View	12-14
TC Service Parts List Chart	15-16
TS Service Parts List Chart	17
TB Service Parts List Chart	18-19
TE Service Parts List Chart	20-21
TJ Service Parts List Chart	22
TF Service Parts List Chart	23-24
TG Service Parts List Chart	25-26
TH Service Parts List Chart	27-28
TL Service Parts List Chart	29
Disassembly & Inspection	30-37
Torqmotor™ Assembly	38-47
Rotor Set Component Assembly Procedure (One Piece Stator)	48
Rotor Set Component Assembly Procedure (Two Piece Stator)	49-50
Final Checks	51
Hydraulic Fluids, Filtration, Oil Temperature	51
Tips for Maintaining the System	52
Offer of Sale	Inside Back Cover

Definitions

NOTE: A NOTE provides key information to make a procedure easier or quicker to complete.

CAUTION: A CAUTION refers to procedure that must be followed to avoid damaging the Torqmotor™ or other system

components.

WARNING: A WARNING REFERS TO PROCEDURE THAT MUST BE FOLLOWED FOR THE SAFETY OF THE

EQUIPMENT OPERATOR AND THE PERSON INSPECTING OR REPAIRING THE TORQMOTOR™.

Disclaimer

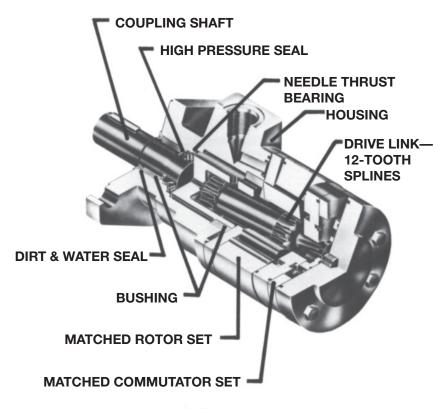
This Service Manual has been prepared by Parker Hannifin for reference and use by mechanics who have been trained to repair and service hydraulic motors and systems on commercial and non-commercial equipment applications. Parker Hannifin has exercised reasonable care and diligence to present accurate, clear and complete information and instructions regarding the techniques and tools required for maintaining, repairing and servicing the complete line of Parker TC, TS, TB, TE, TJ, TF, TG, TH and TL Torqmotor™ Units. However, despite the care and effort taken in preparing this general Service Manual, Parker **makes no warranties** that (a) the Service Manual or any explanations, illustrations, information, techniques or tools described herein are either accurate, complete or correct as applied to a specific Torqmotor™ unit, or (b) any repairs or service of a particular Torqmotor™ unit will result in a properly functioning Torqmotor™ unit.

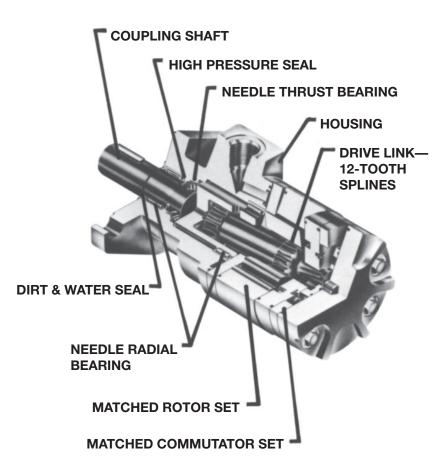
If inspection or testing reveals evidence of abnormal wear or damage to the Torqmotor™ unit or if you encounter circumstances not covered in the Manual, STOP – CONSULT THE EQUIPMENT MANUFACTURER'S SERVICE MANUAL AND WARRANTY. DO NOT TRY TO REPAIR OR SERVICE A TORQMOTOR™ UNIT WHICH HAS BEEN DAMAGED OR INCLUDES ANY PART THAT SHOWS EXCESSIVE WEAR UNLESS THE DAMAGED AND WORN PARTS ARE REPLACED WITH ORIGINAL PARKER REPLACEMENT AND SERVICE PARTS AND THE UNIT IS RESTORED TO PARKER SPECIFICATIONS FOR THE TORQMOTOR™ UNIT.

It is the responsibility of the mechanic performing the maintenance, repairs or service on a particular Torqmotor™ unit to (a) inspect the unit for abnormal wear and damage, (b) choose a repair procedure which will not endanger his/her safety, the safety of others, the equipment, or the safe operation of the Torqmotor™, and (c) fully inspect and test the Torqmotor™ unit and the hydraulic system to insure that the repair or service of the Torqmotor™ unit has been properly performed and that the Torqmotor™ and hydraulic system will function properly.



Torqmotor™ Design Features





Torqmotor™ TB/TC Series features include:

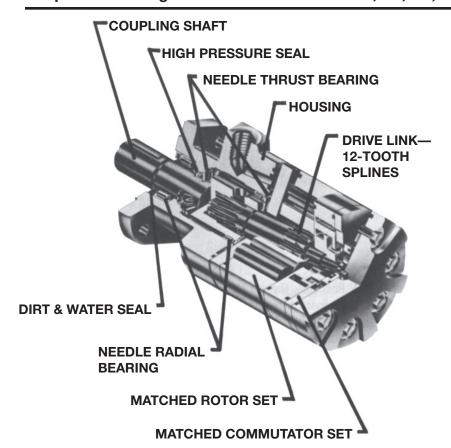
- The roller vane rotor set design offers a low-friction, wear compensation which maximizes the useful performance life of the motor
- Zero leak commutation valve provides greater, more consistent volumetric efficiency.
- Design flexibility TB offers the widest selection of shaft options, displacements and mounting flanges in the industry.
- Patented 60-40 spline member arrangement transmits more torque with less weight.
- Full flow lubrication maximizes cooling and may provide up to 50% longer life than motors not having this feature.
- Higher pressure rating provide greater torque than competitive brands.
- Full interchangeability with other motors which are designed according to industry standards.
- Compatible with most hydraulic systems with regard to pressure, torque and speed.
- A unique high-pressure shaft seal that eliminates the need for case drains.
- Up to 13 horsepower output.

Torqmotor™ TE Series features include:

- Roller vanes to reduce friction and internal leakage and to maintain efficiency.
- Zero leak commutation valve provides greater, more consistent volumetric efficiency.
- · Wheel mount version available.
- More starting torque than competitive motors in applications where the shaft is side loaded. (Competitive brands require more pressure to start the motor.)
- A needle-roller mounted coupling shaft and steel-caged thrust bearing which can withstand 1000-pound thrust loads.
- Side load capacity is 1600 lbs. (727.3 kg) maximum at center of output shaft.
- A unique high-pressure shaft seal that eliminates the need for case drains, check valves and extra plumbing.
- Up to 17 horsepower output.
- Greater durability due to superior lubrication and minimum drive spline wear.
- Patented 60-40 spline member arrangement transmits more torque with less weight.

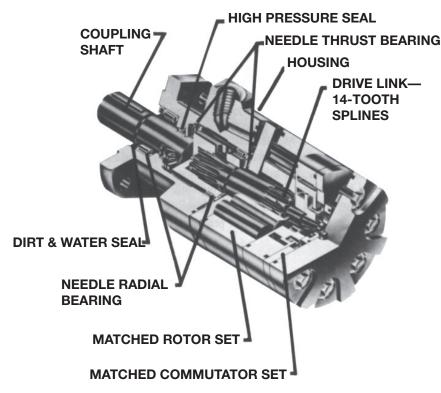


Torqmotor™ Design Features



Torqmotor™ TF Series features include:

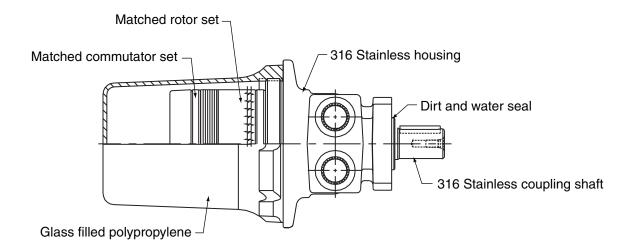
- Heavy-duty thrust and roller bearings for up to twice side-load capacity to the previous motor.
- Roller vanes to reduce friction and internal leakage, and to maintain efficiency.
- A patented orbiting commutation system for less wear and longer life.
- A patented 60:40 arrangement of internal and external spline members to transmit more torque with less weight.
- A unique high-pressure shaft seal that eliminates the need for case drains, check valves and extra plumbing.
- A unique manifold designed to improve operating efficiency.
- Up to 1000 lbs. (453.6 kg) end-thrust capacity in either direction.
- A design that is less sensitive to contamination than competitive motors.
- Up to 36 horsepower output.
- Greater durability because of superior lubrication and minimum drive spline wear.
- Superior low speed performance.
- Zero leak commutation valve provides greater, more consistent volumetric efficiency.



Torqmotor™ TG/ TH/TL Series features include:

- **NEEDLE THRUST BEARING** Roller vanes to reduce friction and internal leakage and to maintain efficiency.
 - A patented orbiting commutation system for less wear and longer life.
 - A patented 60:40 arrangement of internal and external spline members to transmit more torque with less weight.
 - A unique high-pressure shaft seal that eliminates the need for case drains, check valves and extra plumbing.
 - A manifold designed to improve operating efficiency.
 - Heavy-duty thrust and roller bearings for up to twice the side-load capacity to the previous motor
 - Up to 1000 lbs. (453.6 kg) end-thrust capacity in either direction.
 - A design that is less sensitive to contamination than competitive motors.
 - Up to 49 horsepower output.
 - Greater durability because of superior lubrication and minimum drive spline wear.
 - Zero leak commutation valve provides greater, more consistent volumetric efficiency.





Torgmotor™ TS Series features include:

- The roller vane rotor set design offers a low-friction, wear compensation which maximizes the useful performance life of the motor.
- Zero leak commutation valve provides greater, more consistent volumetric efficiency.
- Design flexibility—TS offers the 316 stainless steel housing and shaft with a one-size-fits-all displacements polypropylene cover.
- Patented 60-40 spline member arrangement transmits more torque with less weight.
- Full flow lubrication maximizes cooling and may provide up to 50% longer life than motors not having this feature.
- Higher pressure rating provides greater torque than competitive brands.
- Full interchangeability with other motors which are designed according to industry standards.
- Compatible with most hydraulic systems with regard to pressure, torque and speed.
- A unique high-pressure shaft weal that eliminates the need for case drains.
- Up to 13 horsepower output.



Introduction

This service manual has one purpose: to guide you in maintaining, troubleshooting, and servicing the TC, TS, TB, TE, TJ, TF, TG, TH and TL Torqmotor[™] (low-speed, high-torque hydraulic motor).

Material in this manual is organized so you can work on the Torqmotor[™] and get results without wasting time or being confused. To get these results, you should read this entire manual before you begin any work on the Torqmotor[™].

This manual also contains troubleshooting information and checklist. If you must service the Torqmotor™, the checklist will help you to determine where the problem may be.

The three-column format of the Disassembly and Inspection, and Assembly sections will make it easier for you to conduct major work on the Torqmotor™. Column 1 gives a brief key for each procedure. Column 2 explains in detail the procedure you should follow. Column 3 illustrates this procedure with photographs. Read all material carefully and pay special attention to the notes, cautions, and warnings.

A page with the Torqmotor™ exploded assembly view is provided several places in this manual. The component part names and item numbers assigned on this exploded assembly view correspond with names and item numbers (in parentheses) used in the disassembly and assembly procedures set forth in this manual.

Service part list charts are also provided in this manual with the part names and exploded view item numbers cross referenced to Parker service part numbers.

Service parts are available through the Original Equipment Manufacturer or Parker approved TC, TS, TB, TE, TJ, TF, TG, TH and TL Distributors.

As you gain experience in servicing the TorqmotorTM, you may find that some information in this manual could be clearer or more complete. If so, let us know about it. Do not try to second guess the manual. If you are stuck, contact us. Servicing the TorqmotorTM should be a safe and productive procedure, in order for the unit to deliver the reliable, long-life operation engineered into it.



Troubleshooting Guide

NOTE: Before troubleshooting any system problem, check service literature published by the equipment and/or component manufacturers. Follow their instructions, if given, for checking any component other than the Torqmotor™ unit.

Preparation

Make your troubleshooting easier by preparing as follows:

- work in a clean, well-lighted place;
- have proper tools and materials nearby;
- have an adequate supply of clean petroleum-based solvent.

WARNING: SINCE SOLVENTS ARE FLAMMABLE, BE EXTREMELY CAREFUL WHEN USING ANY SOLVENT, EVEN A SMALL EXPLOSION OR FIRE COULD CAUSE INJURY OR DEATH.

WARNING: WEAR EYE PROTECTION AND BE SURE TO COMPLY WITH OSHA AND OTHER MAXIMUM AIR PRESSURE REQUIREMENTS.

Preliminary Checks

Hydraulic systems are often trouble-free. Hence, the problem an operator complains of could be cause by something other than the hydraulic components.

Thus, once you have determined that a problem exists, start with the easy-to-check items, such as:

- parts damaged from impact that were not properly repaired, or that should have been replaced; and
- improper replacement parts used in previous servicing
- mechanical linkage problems such as binding, broken, or loose parts or slipping belts

Hydraulic Components

If you think the problem is caused by a hydraulic component, start by checking the easy-to-reach items.

Check all hoses and lines for cracks, hardening, or other signs of wear. Reroute any usable hoses that are kinked, severely bent, or that rest against hot engine parts. Look for leaks, especially at couplings and fittings. Replace any hoses or lines that don't meet system flow and pressure ratings.

Next, go to the reservoir and filter or filters. Check fluid level and look for air bubbles. Check the filter(s). A filter with a maximum 50 micron filtration is recommended for the Torqmotor $^{\text{TM}}$ system.

Visually check other components to see if they are loosely mounted, show signs of leaks, or other damage or wear.

Excessive heat in a hydraulic system can create problems that can easily be overlooked. Every system has its limitation for the maximum amount of temperature. After the temperature is attained and passed, the following can occur:

- oil seal leaks
- loss of efficiency such as speed and torque
- pump loss of efficiency
- pump failure
- · hoses become hard and brittle
- hose failure

A normal temperature range means an efficient hydraulic system. Consult the manuals published by equipment and/or component manufacturers for maximum allowable temperature and hydraulic tests that may be necessary to run on the performance of the hydraulic components. The Torqmotor™ is not recommended for hydraulic systems with maximum temperatures above 200°F (93.3°C).



Troubleshooting Checklist

Trouble	Cause	Remedy			
Oil Leakage	Hose fittings loose, worn or damaged.	Check & replace damaged fittings or "O" Rings. Torque to manufacturers specifications.			
	2.Oil seal rings (4) deteriorated by excess heat.	Replace oil seal rings by disassembling Torqmotor™ unit.			
	 Special bolt (1, 1A, 1B or 1C) loose or its sealing area deteriorated by corrosion. 	(a) Loosen then tighten single bolt to torque specification.			
	deteriorated by corrosion.	(b) Replace bolt.			
	 Internal shaft seal (16) worn or damaged. 	Replace seal. Disassembly of Torqmotor™ unit necessary.			
	5. Worn coupling shaft (12) and internal seal (16).	Replace coupling shaft and seal by disassembling Torqmotor™ unit.			
Significant loss of speed under load	1. Lack of sufficient oil supply	(a) Check for faulty relief valve and adjust or replace as required.			
		(b) Check for and repair worn pump.			
		(c) Check for and use correct oil for temperature of operation.			
	2. High internal motor leakage	Replace worn rotor set by disassembling Torqmotor™ unit.			
	Severely worn or damaged internal splines.	Replace rotor set, drive link and coupling shaft by disassembling Torqmotor™ unit.			
	4.Excessive heat.	Locate excessive heat source (usually a restriction) in the system and correct the condition.			
Low mechanical efficiency or undue high pressure	1. Line blockage	Locate blockage source and repair or replace.			
required to operate Torqmotor™ unit	2.Internal interference	Disassemble Torqmotor™ unit, identify and remedy cause and repair, replacing parts as necessary.			
	3.Lack of pumping pressure	Check for and repair worn pump.			
	 Excessive binding or loading in system external to Torqmotor™ unit. 	Locate source and eliminate cause.			

CAUTION: If the hydraulic system fluid becomes overheated [in excess of 200°F (93.3°C)], seals in the system can shrink, harden or crack, thus losing their sealing ability.



- Clean, petroleum-based solvent
- · Emery paper
- · Vise with soft jaws
- Air pressure source
- Arbor press
- Screw driver
- Masking tape
- Breaker bar
- Torque wrench-ft. lbs. (N m)
- Sockets: 1/2 or 9/16 inch thin wall, 1 inch
- Allen Sockets: 3/16, 3/8 inch
- Adjustable crescent wrench or hose fitting wrenches
- SAE 10W40 SE or SF oil
- Special bearing mandrel for TC, TB & TE Torqmotors (SEE FIGURE 1)
- Special bearing mandrel for TH Torqmotors (consult factory)
- Special bearing mandrel for TF, TG & TJ Torqmotors (SEE FIGURE 2)
- Feeler gage .005 inch (.13 mm)
- TC, TB & TE Torqmotors require blind hole bearing puller for 1.06 inch (26.9) mm) and 1.62 inch (41.1 mm) diameter bearing/bushing.
- TH Torqmotors require blind hole bearing puller for a 1.575 inch dia. (40.0 mm) and 2.130 inch dia. (54.1 mm) bearings.
- TJ, TF, TG & TL Torqmotors require blind hole bearing puller for 1.400 inch dia. (35.6 mm) and 2.130 inch dia. (54.1 mm) bearings.
- Clean corrosion resistant grease. Part #406018 is included in each seal kit. Recommended grease is Parker Specification #045236 or Mobil Mobilith SHC® 460

NOTE: The available service seal kits include the recommended grease as a grease pack #406018

CAUTION: Mixing greases that have different bases can be detrimental to bearing life.



		CONVERSIONS		
INCHES	mm		INCHES	mm
.020	.51		1.060	26.92
.021	.53		1.295	32.89
.029	.74		1.297	32.94
.030	.76		1.396	35.46
.111	2.81		1.398	35.51
.119	3.02		1.620	41.15
.152	3.86		1.622	41.20
.160	4.06		1.983	50.37
.296	7.52		1.985	50.42
.304	7.72		2.120	53.85
.460	11.68		2.122	53.90
.470	11.94		2.233	56.72
.500	12.70		2.235	56.77
.585	14.86		2.483	63.07
.595	15.11		2.485	63.12
.660	16.76		2.500	63.5
.675	17.15		2.88	73.2
1.058	26.87			

Part	Na	me

bolt 5/16 24 UNF 2A bolt 3/8 24 UNF 2A bolt 5/8 18 UNF 2A nut 3/4 16 UNF 2B nut 1-20 UNEF 2B nut 1-1/8 18 UNEF 2B

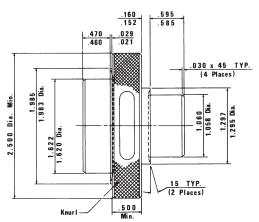
Torque Chart Item Number

1, 1A, 1B or 1C
1, 1A, 1B or 1C
12D
12B (TC, TB, TE
12B (TF, TG, TL)
12B (TG, TH)

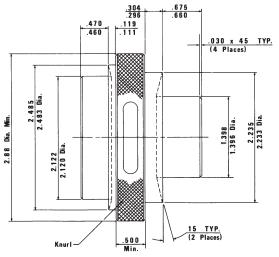
Torque

25-30 ft. lbs. (33-40 N m) 45-55 ft. lbs. (60-76 N m) 140-180 ft. lbs. (190-244 N m) 175-255 ft. lbs. (237-305 N m) 300-400 ft. lbs. (407-542 N m) 300-400 ft. lbs. (407-542 N m)

- TC has two steel bushing internal of housing press first steel bushing 1.223 deep from housing face the second steel bushing press .03 below face
- TL press internal bearing .576 below face
- TH press internal bearing .120 below face



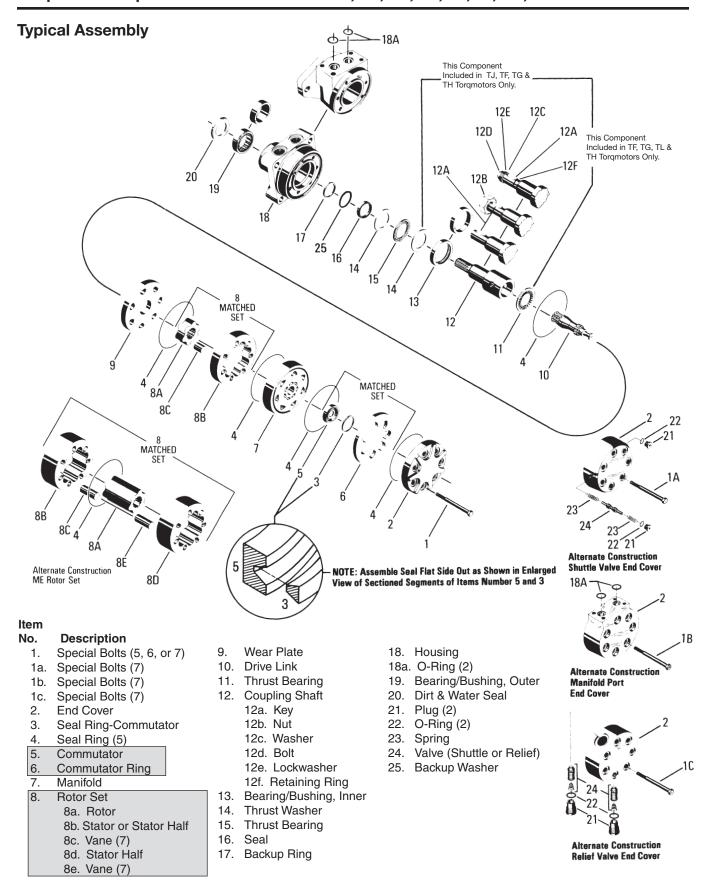
(Fabricate if considered necessary) Figure 1 – TC, TB & TE

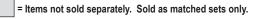


(Fabricate if considered necessary) Figure 2 – TF & TG (see note)



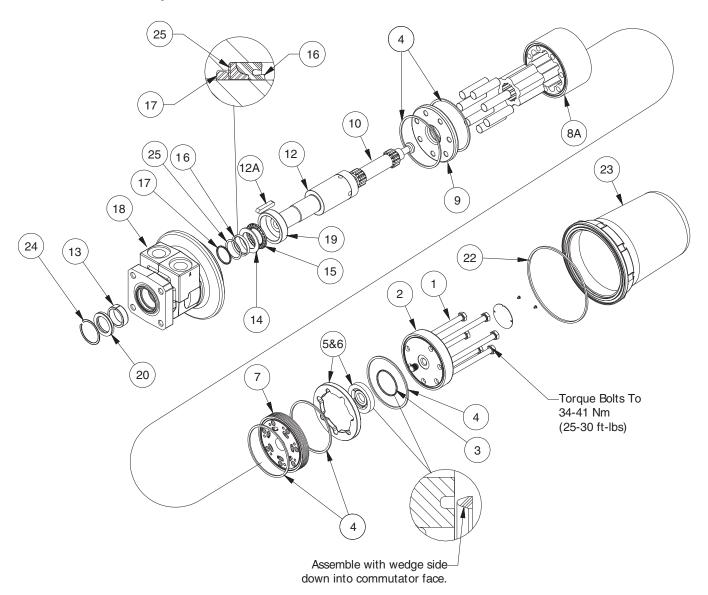
TC, TS, TB, TE, TJ, TF, TG, TH and TL Series







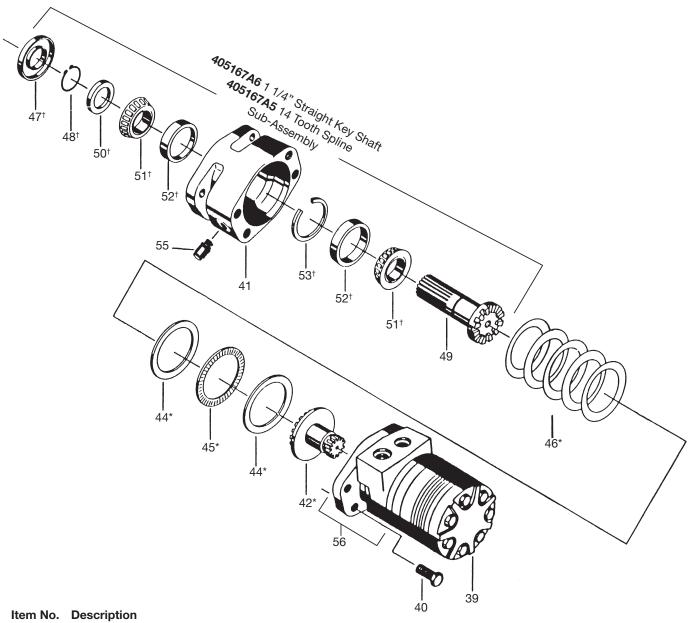
TS Series Assembly





Integral Clutch Housing Exploded View TC, TS, TB, TE, TJ, TF, TG, TH and TL Series

Typical Assembly



item ivo.	Description		
39	Torqmotor Sub-Assembly		
40	Bolt 1/2-13 (UNC-2A) (4 Req'd.)	021479	
41	Clutch Housing	405167	
42*	Splined Gear Drive	490102	
44*	Thrust Washer (2)	400142	
45*	Thrust Bearing	073005	
46*	Disc Spring (5)	028511	
47†	Seal - Dirt and Water	478035	
48†	Snap Ring	401622	NOTE: Apply .06 in. (1.5 mm) Bead of Loctite #51514
49	Drive Shaft 14 Tooth Spline	093043	Around Full Circumference of Pilot
49	Straight Key Shaft 1 1/4"	093044	* Items sold separately: not included in Seal Kit
50†	Thrust Washer	400141	† SK000039 for Clutch Assembly only
51†	Bearing and Cone Assembly (2)	067033	SK000092 Seal Kit for Hydraulic Motor only Item #39.
52†	Bearing Cup (2)	400140	, ,
53†	Retaining Ring	401623	Clutch Motor applies to TF Series only (Not available in
55	Plug	036024	22, 25, 29 cu in.)
56	Housing	ME012013A1	SHC Oil 90 WT 45± 5CC



TJ Service Parts List Chart TC, TS, TB, TE, TJ, TF, TG, TH and TL Series

Chart Use Example:

TJ0045US080AAAB Torqmotor™ includes part numbers listed to the right of TJ (SERIES), 0045 (DISP.), US (MOUNTING/PORTING), 08(SHAFT), 0 (ROTATION), and AAAB (OPTION) shown in the left hand column of the chart.

Caution:

The charted component service information is for the Torqmotors listed only. Refer to the original equipment manufacturer of the equipment using the Torqmotor for assembly numbers not listed below.

.oded	

S	ITEM#	¹ 5 & 6	7	9	¹13	¹14	¹15	17	¹19	20	25	
ä		COMMUTATOR	MANIFOLD	WEAR	INNER	THRUST	THRUST	BACKUP	OUTER	DIRT & WATER	BACKUP	
S	DESCRIPTION	ASSEMBLY	(SEE NOTE)	PLATE	BEARING	WASHER(2)	BEARING	WASHER	BEARING	SEAL	WASHER	
TJ-	Service Part#	MF018000A1	MF015000	477341	069513	028348	069030	028515	068027	478035	029118	-

	EXPLODED	VIEW			ROTOR				
	ITEM#	1	or 1A	or 1C	THICKNESS	8A	8B	10	"L" Dim
	DISPLACE! (in³/rev)	MENT BOLT (6)	BOLT (6)	BOLT (6	"L" DIM. OF ROTOR THICKNESS	ROTOR SET	FREE RUNNING ROTOR SET ^{††}	DRIVE LINK	Overall Length
GROUP	0036- 2.2 0045-2.7 0050- 3.0 0065- 4.0 0080- 5.0 0100- 6.0 0130- 8.0	021311 021311 021311 021311 021306 021382 021357 021307	021433 021444 021358 021438 021308 021359	021308 021308 021435 021359 021445	.2750 .3169 .3751 .5001	MF017003 MF027003 MF037003 MF047003 MF057003 MF067003 MF087003	MF017005 MF027005 MF037005 MF047005 MF057005 MF067005 MF087005	MF013000 MF023000 MF033000 MF043000 MF053000 MF063000 MF083000	2.975 3.021 3.080 3.206 3.334 3.460 3.712
DISPLACEMENT	0165- 10.0 0195- 12.0 0230- 14.0 0260- 16.0 0295- 18.0 0330- 20.0 0365- 22.6 0390- 24.0	021358 021308 021359 021310 021383 021384 021460 021414	021310 021383 021384 021446 021414 021459 021448 021449	021465 021460 021467 * 021448	1.2508 1.5008 1.7508 2.0008 2.2508 2.5008 2.8406 3.0030	MF107003 MF127003 MF147003 MF167003 MF187003 MF207003 MF227003 MF247003	MF107005 MF127005 MF147005 MF167005 MF187005 MF207005 N/A N/A	MF103000 MF123000 MF143000 MF163000 MF183000 MF203000 MF223000 MF243000	3.969 4.215 4.467 4.718 4.970 5.280 5.557 5.716

^{††} Free running rotorset is not available in 0365 or 0390 displacements.

^{*} Not released.

GROUP	g Code Code	EXPLODED VIEW ITEM #		¹ 18
HOUSING	ountin orting	DESCRIPTION		SERVICE
ž	Mou	MOUNTING	PORTING	HOUSING ASS'Y
¥	US-	Wheel Mount (4 Bolt)	7/8"-14 SAE O-Ring	MP012002A1

SHAFI	EXPLODED VIEV	N		
က်	ITEM#	12	12A	12B
PLING UP		COUPLING		
	DESCRIPTION	SHAFT	KEY	NUT
08.08 ⁻	1 1/4" Tapered	MP019000	038016 (5/16x1)	025126

		EXPLODED VIEW ITEM #	² 1, 1A, 1C	2	3	4	16
		DESCRIPTION	BOLT	END COVER	COMMUTATOR SEAL	SEAL RING (5)	INNER SEAL
	AAAB	No Paint	ITEM #1	MF016007	032435	032821	032817
	AAAC	Corrosion Resistant Paint	ITEM #1	MF016007	032435	032821	032817
	AAAG	Fluorocarbon Seals	ITEM #1	MF016007	032435	032822	032818
₽	AABJ	Free Running Rotor Set	ITEM #1	MF016007	032435	032821	032817
GROUP	BBCK	1740 PSI Internal Bidirectional Relief, No Paint	ITEM #1C	MF016006A7			
	BBCM	1200 PSI Internal Bidirectional Relief, No Paint	ITEM #1C	MF016006A31			
8	BBCN	2030 PSI Internal Bidirectional Relief, No Paint	ITEM #1C	MF016006A5			
F	BBCP	1450 PSI Internal Bidirectional Relief, No Paint	ITEM #1C	MF016006A10			
0	BBCT	1560 PSI Internal Bidirectional Relief, No Paint	ITEM #1C	MF016006A2			
	AAJV	Bidirectional Shuttle Valve (3:30), Black Paint	ITEM #1A	MF016009A1	032435	032821	032817

 $^{\rm T}$ Service housing ass'y ITEM #18 with part number suffix-A1 includes ITEM #13, #14, #15 and #19.

Standard seal kit #SK000146 includes five #032821 seal rings, #032435 commutator seal, #032817 shaft seal, #028515, backup ring #050016 and #029118 backup washer, #478035 dirt & water, #406018 grease pack, bulletin #050016.

Special seal kit #SK000148 for units that use fire retardant fluids or higher temperature oil includes five #032822 seal rings, #032435 commutator seal, #032818 shaft seal, #028515 backup ring, #478035 dirt & water seal, #406018 grease pack, #029118 backup washer, #050016 bulletin.

Vespel commutator seal 032751.

For reverse timed manifold, use MF015001.



 $^{^{2}}$ Order (2) #032790 ITEM #18A for service housing assembly where manifold ports are used.

 $^{^{\}rm 3}$ Nut #025113 is required if the designated "OPTION GROUP" is AAAF, AAAN, or AAAU.

TF Service Parts List Chart

Chart Use Example:

TF0080AS010AAAB Torqmotor™ includes part numbers listed to the right of TF (SERIES), 0080 (DISP.), AS (MOUNTING/PORTING), 01(SHAFT), 0 (ROTATION), and AAAA (OPTION) shown in the left hand column of the chart.

Caution:

The charted component service information is for the Torqmotors listed only. Refer to the original equipment manufacturer of the equipment using the Torqmotor for assembly numbers not listed below.

	EXPLODED VIEW											
	ITEM#	⁷ 5 & 6	7	9	11	¹ 13	¹ 14	¹ 15	17	¹19	20	25
SES		COMMUTATOR	MANIFOLD	WEAR	THRUST	INNER	THRUST	THRUST	BACKUP	OUTER	DIRT & WATER	BACKUP
Ä	DESCRIPTION	ASSEMBLY	(SEE NOTE)	PLATE	BEARING	BEARING	WASHER(2)	BEARING	WASHER	BEARING	SEAL	WASHER
TF	Service Part #	ME018000A1	ME015000	477342	068024	071019	400136	069017	028515	068027	478035	029118

		EXPLODED VIEW ITEM #	•	CT ITEM # E OR 1A O			ROUP)	8A	8B	10		
		DISPLACEMENT					ROTOR	F	REE RUNNING	i	"L [DIM"
		(in³/rev)	BOLT (7)	BOLT (7)	BOLT (7)	BOLT (7)	THICKNESS	ROTOR SET	ROTOR SET	DRIVE LINK	12 TOOTH	14 TOOTH
	0080-	4.9	021326	021340	021273	021413	.4393	MB057003	MB057005	MB063000	4.262"	
	0100-	6.1	021326	021340	021273	021413	.4393	MB067003	MB067005	MB063000	4.262"	
۵	0130-	7.8	021271	021386	021273	021279	.5643	MB087003	MB087005	MB083000	4.388"	
GROUI	0140-	8.6	021390	021273	021273	021379	.6268	MB097003	MB097005	MB093000	4.451"	
88	0170-	10.3	021376	021387	021387	021392	.7518	MB107003	MB107005	MB103000	4.577"	
	0195-	12.0	021352	021379	021379	021291	.8768	MB127003	MB127005	MB123000	4.703"	
MENT	0240-	14.5	021272	021291	021291	021412	1.0643	MB157003	MB157005	MB153000	4.892"	
띪	0280-	17.1	021340	021392	021392	021385	1.2518	MB187003	MB187005	MB183000	5.081"	
⋖	0360-	22.2	021387	021378	021378	021415	1.5018	ME237003	ME237007	ME233000		5.458"
DISPL,	0365-	22.2	021387	021378	021378	021415	1.6268	MB237003	MB237005	MB233000	5.458"	
Ω	0405-	24.7	021379	021366	021415	021374	1.7923	ME247003	ME247007	ME243000		5.604"
	0475-	29.1	021392	021394	021394	021393	2.1268	ME297003	ME297007	ME293000		5.947"

† ((Not ava	ilable i	in clutcl	h motor)
-----	----------	----------	-----------	----------

	ode e	EXPLODED VIEW				SPEED SEN	SOR
	တ္တ တ	ITEM #		2	¹18	18	18
	Mounting Code Porting Code	DESCRIPTION MOUNTING	8PORTING	END COVER	SERVICE HOUSING ASS'Y	SERVICE HOUSING ASS'Y	SENSOR
FRONT PORTING	MS- US- AS- HS- LS- BS- GS- AM- MM- AT-	Standard (4 Bolt) Wheel Mt. (4 Bolt) SAE A (2 Bolt) Whl. (US) w/Machined Pilot Nose Whl. w/Brake Mt. (4 Bolt) SAE B (2 Bolt) Clutch Motor SAE A (2 Bolt) Standard (4 Bolt) SAE A (2 Bolt)	7/8" O-Ring Manifold Manifold 1/2" BSPF	ME016000 ME016000 ME016000 ME016000 ME016000 ME016000 ME016000 ME016000 ME016000	ME012001A1 ME012002A1 ME012006A1 ME012008A1 ME012009A1 ME012019A1 ME012013A1 ME012028A1 ME012018A1 ME012027A1	ME012301A1 ME012301A1 ME012306A1 ME012319A1 ME012328A1	455069 455069 455069 455069 455069
<u> </u>	MT-	Standard (4 Bolt)	1/2" BSPF	ME016000	ME012010A1	ME012310A1	455069

		EXPLODED VIEW					SPEED SEN	SOR
		ITEM#		1, 1A, 1B, 10	2	¹ 18	18	18
		DESCRIPTION MOUNTING	*PORTING	BOLT	END COVER	SERVICE HOUSING ASS'Y	SERVICE HOUSING ASS'Y	SENSOR
N	MA-	Standard (4 Bolt)	Rear Port (7/8" O-Ring; Axial)	Item #1B	ME016009	ME012004A1		
Į	JA-	Wheel Mt. (4 Bolt)	Rear Port (7/8" O-Ring; Axial)	Item #1B	ME016009	ME012005A1		
F	\ A-	SAE A (2 Bolt)	Rear Port (7/8" O-Ring; Axial)	Item #1B	ME016009	ME012007A1	ME012307A1	455069
\	NA-	Wheel, Optional (4 Bolt)	Rear Port (7/8" O-Ring; Axial)	Item #1B	ME016009	ME012011A1		
\	/A-	SAE A (4 Bolt)	Rear Port (7/8" O-Ring; Axial)	Item #1B	ME016009	ME012049A1		
1	ИВ-	Standard (4 Bolt)	Rear Port (7/8" O-Ring; Radia	l) Item #1B	ME016002	ME012004A1		
Į	JB-	Wheel Mt. (4 Bolt)	Rear Port (7/8" O-Ring; Radia		ME016002	ME012005A1		
A	AB-	SAE A (2 Bolt)	Rear Port (7/8" O-Ring; Radia	l) Item #1B	ME016002	ME012007A1	ME012307A1	455069
\	NB-	Wheel, Optional (4 Bolt)	Rear Port (7/8" O-Ring; Radia	l) Item #1B	ME016002	ME012011A1		
١ (/B-	SAE A (4 Bolt)	Rear Port (7/8" O-Ring; Radia	l) Item #1B	ME016002	ME012049A1		
<u> </u>	ИЕ-	Standard (4 Bolt)	Rear Port (Manifold; Radial)	Item #1B	ME016001J1	ME012004A1		
5 (JE-	Wheel Mt. (4 Bolt)	Rear Port (Manifold; Radial)	Item #1B	ME016001J1	ME012005A1		
Z /	۹E-	SAE A (2 Bolt)	Rear Port (Manifold; Radial)	Item #1B	ME016001J1	ME012007A1	ME012307A1	455069
١١	NE-	Wheel, Optional (4 Bolt)	Rear Port (Manifold; Radial)	Item #1B	ME016001J1	ME012011A1		
۱ ک	/E-	SAE A (4 Bolt)	Rear Port (Manifold; Radial)	Item #1B	ME016001J1	ME012049A1		



REAR PORTING

HOUSING GROUP

Torgmotor™ Service Procedure

TF Service Parts List Chart

TC, TS, TB, TE, TJ, TF, TG, TH and TL Series

				SPEED	CLUTCH						
_		EXPLODED VIEW ITEM#	12	SENSOR 12	MOTOR 12	12A	12B	12C	12D	12E	12F
GROUP		DESCRIPTION	COUPLING SHAFT	COUPLING SHAFT	COUPLING SHAFT	KEY	NUT	WASHER	5/8-18 BOLT	LOCK WASHER	RETAINING RING
ING SHAFT	01- 02- 03- 04- 05- 06-	Long 6B Snapwire Groove Long Woodruff, 1/4" Tap Snapwire Groove 1.25" Straight Keyed 5/8-18 Int. Thd. 10B Spline	MB019001 MB019002 MB019003 MB019004	MB019301 MB019302 MB019303 MB019304		038015 039028		028413	021482	028992	401333
COUPLING	05- 06-	14 Tooth Spline 5/8-18 Int. Thd. 19 Tooth Spline	MB019005 MB019006	MB019305	093043			028413	021482	028992	
Ū	07- 08- 17-	15 Tooth Spline 1.25" Tapered Shaft	MB019007 MB019000 MB019011	MB019307 MB019300		038016	³ 025126	5			
	22- 26-	19 Tooth Spline (16/32) 25mm Str. w/7mm Key 25mm Str. w/8mm Key 13 Tooth Spline (16/32) 1.25" Str. Nitrotec C	MB019009 MB019017 MB019023 MB019040	MB019309 MB019317 MB019323							

	EXPLODED VIEW ITEM #	12	SPEED :	SENSOR
FOR T	DESCRIPTION	COUPLING SHAFT	COUPLING SHAFT	SENSOR
T GROUP -0475 ON -70 -70	Long 6B Snapwire Groove Long Woodruff, 1/4" Tap Snapwire Groove 1.25" Straight Keyed 5/8-18 Int. Thd. 10B Spline 14 Tooth Spline 5/8-18 Int. Thd. 19 Tooth Spline 15 Tooth Spline	ME019001 ME019002 ME019003 ME019004 ME019005 ME019006 ME019007	ME019301 ME019302 ME019303 ME019304 ME019305	455069 455069 455069 455069
COUPLING SHAF DISP-0360, -0405, -051-090-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-	1.25" Tapered Shaft 1.38" Tapered 1.125-18 Thd. 1.38" Straight Key 5/8 Tap	ME019000 ME019010 ME019011	ME019300 ME019311	455069

† (Not available in clutch motor)

•		EXPLODED VIEW ITEM #	1, 1A, 1B, 1C	2	3	4	16	⁶ 21 & 22	^{4,6} 22	⁶ 23	⁶ 24	12B
		DESCRIPTION	BOLT (7)	END CO COVER	MMUTAT SEAL	ORSEAL RING (5)		PLUG & O-RIN ASSEMBLY		SPRING	(2)VALVE	CASTLE NUT SENSOR
	AAAC	Black Paint Corrosion Resistant Paint Castle Nut Replacing Patch Lock Nut	Item #1 Item #1 Item #1		032435 032435 032435	032819 032819 032819	032817 032817 032817					025113
	AAAH AAAT	Fluorocarbon Seals, Black Paint Fluorocarbon Seals, No Paint Bidirectional Shuttle Valve 11:00 Bidirectional Shuttle Valve	Item #1 Item #1 Item #1A Item #1A	⁶ ME016003A1 ⁶ ME016003A1	032435 032435 032435 032435	032820 032820 032819 032819	032818 032818 032817 032817	036297 036297	032791 032791		415569 415569	025113
	BBBA	11:00 & Castle Nut 1000 PSI Cross Port	Item #1C	⁶ ME016004A1	032435	032819	032817	411063A1	032424		41001210	(2), 1000 PSI
	BBBG	Relief Endcover, Black Paint 1500 PSI Cross Port Relief Endcover, Black Paint	Item #1C	ME016004A5	032435	032819	032817	411063A1	032424		41000976	(2), 1500 PSI
	BBBB		Item #1C	⁶ ME016004A2	032435	032819	032817	411063A1	032424		41001220	(2), 2000 PSI
	BBCG	2500 PSI Int. Bidirectional Relief Endcover, No Paint	Item # 1C	ME016004A6	032435	032819	032817	411063A1	032424		41001225	(2), 2500 PSI
	BBCX	2500 PSI Int. Bidirectional Relief Endcover, No Nut, Black Pain	Item # 1C	ME016004A6	032435	032819	032817	411063A1	032424		41001225	(2), 2500 PSI
5	BBCW	3000 PSI Int. Bidirectional Relief Endcover, No Nut, No Paint	Item # 1C	ME016004A3	032435	032819	032817	411063A1	032424		41001230	(2), 3000 PSI
2	BBBC	3000 PSI Cross Port Relief Endcover, Black Paint	Item #1C	⁶ ME016004A3	032435	032819	032817	411063A1	032424		41001230	(2), 3000 PSI
2	BBBD	4000 PSI Cross Port Relief Endcover, Black Paint	Item #1C	⁶ ME016004A4	032435	032819	032817	411063A1	032424		41001240	(2), 4000 PSI
5		Clutch Motor Speed Sensor Option	Item #1 Item #1	ME016000 ME016000	032435 032435	032819 032819	032817 032817					455069

For reverse timed manifold, use ME015001.

OPTION GROUP

Standard seal kit #SK000092 includes six #032819 seal rings, #032435 commutator seal, #032817 inner seal, #028515 and #029118 back washers, #478035 dirt & water, #406018 grease pack, bulletin #050016.

Special seal kit #SK000093 for units that use fire retardant fluids includes six #032820 seal rings, #032435 commutator seal, #032818 inner seal, #028515 and #029118 back up washers, #478035 dirt & water seal, #406018 grease pack, bulletin #050016.

Vespel commutator seal AADJ #032439. High temperature seal black in color.

#SK000099 Vespel commutator seal kit, #032439 Vespel seal, #032817 inner seal, #028515 and #029118 back up washers, #478035 dirt & water seal, #032819 six seal rings, #406018 grease pack, bulletin #050016.



¹ Service housing ass'y ITEM #18 with part number suffix-A1 includes ITEM #13, #14 two req'd, #15 and #19.

² Select the required bolt number in designated "DISPLACEMENT GROUP" under bolt ITEM #1, 1A, 1B or 1C shown in designated "OPTION GROUP."

 $^{^{\}rm 3}$ 1-20 UNEF slotted nut #025113 is required on 1-1/4" tapered shaft if the designated "OPTION GROUP" is AAAF, AAAN, or AAAU.

⁴ ITEM #22 is part of plug & o-ring assy's but can be serviced separately.

 $^{^5}$ Service endcover ME016001J1 includes two #032790 o-rings, ITEM 18A on the exploded ass'y view that can also be serviced separately.

⁶ End cover assembly item #2 also includes item #21, #22, #24 and if required item #23. All but item #21 can be serviced separately.

 $^{^{7}}$ ME018001A1 commutator ass'y, is required if the designated "OPTION GROUP" is AAAM, AAAN, or AAAP.

⁸ Order (2) #032790 seals for parts when ordering manifold-style porting.

^{*} Standard seal kit #SK000092 for motor only. If repairing clutch, need #SK000039. Kit includes two #067033 bearing and cone assemblies, two #400140 bearing cups, one #400141 thrust washer, one #401622 snap ring, one #401632 retaining ring, and one #478030 dirt and water seal.

Preparation Before Disassembly

- Before you disassemble the Torqmotor[™] unit or any of its components read this entire manual. It provides
 important information on parts and procedures you will need to know to service the Torqmotor[™].
- Determine whether the Torqmotor[™] you are about to disassemble is the Small Frame Series TC, TS, TB, TE or
 TJ or the Large Frame Series TF, TG, TL or TH so you can follow those procedures that pertain to that Series
 Torqmotor[™]. The first two letters of the "spec" number on the Torqmotor[™] identification tag is the Series designation. Also determine the type of end construction from the alternate views shown on the exploded view.
- The Small Frame Series TC, TS, TB & TE Torqmotors™ will have a 3.66 inch (92.9 mm) main body outside diameter and five or six 5/16-24 UNF 2A cover bolts. The Medium Frame Series TJ Torqmotors™ will have a 3.66 inch (92.9 mm) main body outside diameter and six 5/16-24 UNF 2A cover bolts. The Large Frame Series TF, TG, TL & TH Torqmotors™ will have a 5 inch (127.9 mm) main body outside diameter and seven 3/8 24 UNF 2A cover bolts.
- Refer to "Tools and Materials Required for Services" section for tools and other items required to service the Torqmotor™ and have them available.
- Thoroughly clean off all outside dirt, especially from around fittings and hose connections, before disconnecting and removing the Torqmotor™. Remove rust or corrosion from coupling shaft.
- Remove coupling shaft connections and hose fittings and immediately plug port holes and fluid lines.
- Remove the Torqmotor™ from system, drain it of fluid and take it to a clean work surface.
- Clean and dry the Torqmotor[™] before you start to disassemble the unit.
- As you disassemble the Torqmotor™ clean all parts, except seals, in clean petroleum-based solvent, and blow them dry.

WARNING: petroleum-base solvents are flammable. Be extremely careful when using any solvent. Even a small explosion or fire could cause injury or death.

WARNING: WEAR EYE PROTECTION AND BE SURE TO COMPLY WITH OSHA OR OTHER MAXIMUM AIR PRESSURE REQUIREMENTS.

CAUTION: Never steam or high pressure wash hydraulic components. Do not force or abuse closely fitted parts.

- Keep parts separate to avoid nicks and burrs.
- Discard all seals and seal rings as they are removed from the Torqmotor™. Replace all seals, seal rings and any damaged or worn parts with genuine Parker or OEM approved service parts.



TC, TS, TB, TE, TJ, TF, TG, TH and TL Series

Reference Exploded Assembly View

Place Torqmotor in a vise

 Place the Torgmotor™ in a soft jawed vice, with coupling shaft (12) pointed down and the vise jaws clamping firmly on the sides of the housing (18) mounting flange or port bosses. Remove manifold port O-Rings (18A) if applicable.

WARNING

WARNING: IF THE TORQMOTOR™ IS NOT FIRMLY HELD IN THE VISE, IT COULD BE DISLODGED DURING THE SERVICE PRO-CEDURES, CAUSING INJURY.

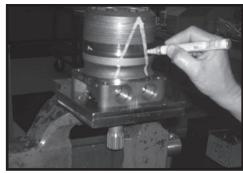


Figure 3

mark & loose valve plugs

Scribe alignment 2. Scribe an alignment mark down and across the Torqmotor™ components from end cover (2) to housing (18) to facilitate reassembly orientation where required. Loosen two shuttle or relief valve plugs (21) for disassembly later if included in end cover. 3/16 or 3/8 inch Allen wrench or 1 inch hex socket required. SEE FIGURES 3 & 4.



Figure 4



Figure 5

Remove special bolts & inspect bolts

3. Remove the five, six, or seven special ring head bolts (1, 1A, 1B, or 1C) using an appropriate 1/2 or 9/16 inch size socket. SEE FIGURE 5. Inspect bolts for damaged threads, or sealing rings, under the bolt head. Replace damaged bolts. SEE FIGURE 6.



Figure 6

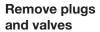


Remove end cover & inspect bolts

4. Remove end cover assembly (2) and seal ring (4). Discard seal ring. SEE FIGURE 7.

NOTE

NOTE: Refer to the appropriate "alternate cover construction" on the exploded view to determine the end cover construction being serviced.



5. If the end cover (2) is equipped with shuttle valve or relief valve (24) components, remove the two previously loosened plugs (21) and o-rings (22). SEE FIGURE 8.



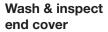
CAUTION: Be ready to catch the shuttle valve or relief valve components that will fall out of the end cover valve cavity when the plugs are removed.

NOTE

NOTE: O-ring (22) is not included in seal kits but serviced separately if required.

NOTE

NOTE: The insert and if included the orifice plug in the end cover (2) must not be removed as they are serviced as an integral part of the end cover.



6. Thoroughly wash end cover (2) in proper solvent and blow dry. Be sure the end cover valve apertures, including the internal orifice plug, are free of contamination. Inspect end cover for cracks and the bolt head recesses for good bolt head sealing surfaces. Replace end cover as necessary. SEE FIGURE 9.



NOTE: A polished pattern (not scratches) on the cover from rotation of the commutator (5) is normal. Discoloration would indicate excess fluid temperature, thermal shock, or excess speed and require system investigation for cause and close inspection of end cover, commutator, manifold, and rotor set.

Remove & inspect commutator ring

7. Remove commutator ring (6). SEE FIGURE 10. Inspect commutator ring for cracks, or burrs.

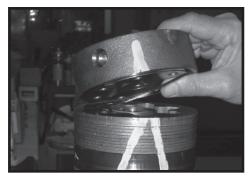


Figure 7

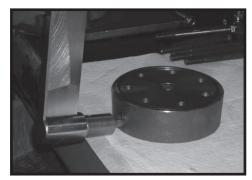


Figure 8

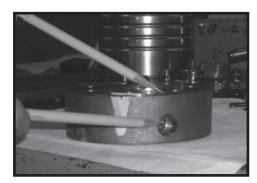


Figure 9



Figure 10



Remove & inspect commutator

8. Remove commutator (5) and seal ring (3)
Remove seal ring from commutator, using
an air hose to blow air into ring groove until
seal ring is lifted out and discard seal ring.
Inspect commutator for cracks or burrs,
wear, scoring, spalling or brinelling. If any of
these conditions exist, replace commutator
and commutator ring as a matched set. SEE
FIGURE 11 & 12.

Remove manifold

 Remove manifold (7) and inspect for cracks surface scoring, brinelling or spalling.
 Replace manifold if any of these conditions exist. SEE FIGURE 13. A polished pattern on the ground surface from commutator or rotor rotation is normal. Remove and discard the seal rings (4) that are on both sides of the manifold.



NOTE: The manifold is constructed of plates bonded together to form an integral component not subject to further disassembly for service. Compare configuration of both sides of the manifold to ensure that same surface is reassembled against the rotor set.

Remove & inspect rotor set & wearplate

10. Remove rotor set (8) and wearplate (9), together to retain the rotor set in its assembled form, maintaining the same rotor vane (8C) to stator (8B) contact surfaces. SEE FIGURE 14. The drive link (10) may come away from the coupling shaft (12) with the rotor set, and wearplate. You may have to shift the rotor set on the wearplate to work the drive link out of the rotor (8A) and wearplate. SEE FIGURE 15. Inspect the rotor set in its assembled form for nicks, scoring, or spalling on any surface and for broken or worn splines. If the rotor set component requires replacement, the complete rotor set must be replaced as it is a matched set. Inspect the wearplate for cracks, brinelling, or scoring. Discard seal ring (4) that is between the rotor set and wearplate.



NOTE: The rotor set (8) components may become disassembled during service procedures. Marking the surface of the rotor and stator that is facing UP, with etching ink or grease pencil before removal from Torqmotor™ will ensure correct reassembly of rotor into stator and rotor set into Torqmotor™. Marking all rotor components and mating spline components for exact repositioning at assembly will ensure maximum wear life and performance of rotor set and Torqmotor™.



Figure 11



Figure 12



Figure 13



Figure 14



NOTE

NOTE: Series TG or TH may have a rotor set with two stator halves (8B & 8D) with a seal ring (4) between them and two sets of seven vanes (8C & 8E). Discard seal ring only if stator halves become disassembled during the service procedures.



NOTE

NOTE: A polished pattern on the wear plate from rotor rotation is normal.

Figure 15

Check rotor, vane clearance

11. Place rotor set (8) and wear plate (9) on a flat surface and center rotor (8A) in stator (8B) such that two rotor lobes (180 degrees apart) and a roller vane (8C) centerline are on the same stator centerline. Check the rotor lobe to roller vane clearance with a feeler gage at this common centerline. If there is more than .005 inches (0.13 mm) of clearance, replace rotor set. SEE FIGURE 16.

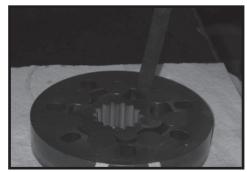


Figure 16

NOTE

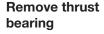
NOTE: If rotor set (8) has two stator halves (8B & 8D) and two sets of seven vanes (8C & 8E) as shown in the alternate construction TG rotor set assembly view, check the rotor lobe to roller vane clearance at both ends of rotor.



Figure 17

Remove & inspect drive link

12. Remove drive link (10) from coupling shaft (12) if it was not removed with rotor set and wear plate. Inspect drive link for cracks and worn or damaged splines. No perceptible lash (play) should be noted between mating spline parts. SEE FIGURE 17. Remove and discard seal ring (4) from housing (18).



 Remove thrust bearing (11) from top of coupling shaft (12) if Torqmotor is a Series TF, TG, TH or TL. Inspect for wear, brinelling, corrosion and a full complement of retained rollers. SEE FIGURE 18.



Figure 18



Check coupling shaft for rust or corrosion

14. Check exposed portion of coupling shaft (12) to be sure you have removed all signs of rust and corrosion which might prevent its withdrawal through the seal and bearing. Crocus cloth or fine emery paper may be used. SEE FIGURE 19. Remove any key (12A), nut (12B), washer (12C), bolt (12D), lock washer (12E), or retaining ring (12F).

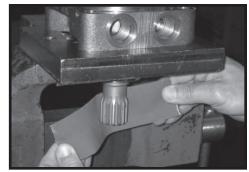


Figure 19

Remove & inspect coupling shaft

15. Remove coupling shaft (12), by pushing on the output end of shaft. SEE FIGURE 20. Inspect coupling shaft bearing and seal surfaces for spalling, nicks, grooves, severe wear or corrosion and discoloration. Inspect for damaged or worn internal and external splines or keyway. SEE FIGURE 21. Replace coupling shaft if any of these conditions exist.



Figure 20

NOTE

NOTE: Minor shaft wear in seal area is permissible. If wear exceeds .020 inches (0.51 mm) diametrically, replace coupling shaft.

NOTE

NOTE: A slight "polish" is permissible in the shaft bearing areas. Anything more would require coupling shaft replacement.



Figure 21

Remove seal ring from housing

16. Remove and discard seal ring (4) from housing (18).

Remove & inspect thrust washer & thrust bearing

17. Remove thrust bearing (15) and thrust washer (14) if the unit is a Series TC, TS, TB or TE. Inspect for wear, brinelling, corrosion and a full complement of retained rollers. SEE FIGURE 22. **Note: The TL motor has only one thrust bearing and washer.**

NOTE

NOTE: Large Frame Series TF, TG & TJ Torqmotors have a thrust bearing (15) sandwiched between two thrust washers (14) that cannot be removed from housing (18) unless bearing (13) is removed for replacement.



Figure 22



Remove seal & washer or washers

18. Remove seal (16) and back up ring (17) from Small Frame, TC, TB & TE housing (18) and backup washer (25). Discard both. SEE FIGURE 23.

Remove seal (16), backup ring (17), and backup washer (25) from Large Frame, Series TF, TG, TJ and TH housing by working them around unseated thrust washers (14) and thrust bearing (15) and out of the housing. Discard seal and washers. SEE FIGURE 24.



Figure 23

NOTE

NOTE: The original design units of Large & Small Frame Torqmotors™ did not include backup washer (25), but must include backup washer (25) when reassembled for service.



Figure 24

Remove seal

19. Remove housing (18) from vise, invert it and remove and discard seal (20). A blind hole bearing or seal puller is required. SEE FIGURE 25.



Figure 25

Inspect housing assembly

20. Inspect housing (18) assembly for cracks, the machined surfaces for nicks, burrs, brinelling or corrosion. Remove burrs that can be removed without changing dimensional characteristics. Inspect tapped holes for thread damage. SEE FIGURE 26. If the housing is defective in these areas, discard the housing assembly.

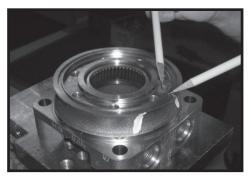


Figure 26



Inspect housing bearing/bushing

21. If the housing (18) assembly has passed inspection to this point, inspect the housing bearings/bushings (19) and (13) and if they are captured in the housing cavity the two thrust washers (14) and thrust bearing (15). The bearing rollers must be firmly retained in the bearing cages, but must rotate and orbit freely. All rollers and thrust washers must be free of brinelling and corrosion. SEE FIGURE 27. The TB Series bushing (19) or (13) to coupling shaft diameter clearance must not exceed .010 inch (.025 mm). A bearing, bushing, or thrust washer that does not pass inspection must be replaced. SEE FIGURE 28. If the housing has passed this inspection the disassembly of the Torqmotor™ is completed.



NOTE: The depth or location of bearing/bushing (13) in relation to the housing wear plate surface and the depth or location of bearing/bushing (19) in relation to the beginning of bearing/bushing counter bore should be measured and noted before removing the bearings/bushings. This will facilitate the correct reassembly of new bearings/bushings. SEE FIGURE 29.

Remove bearings or bushings & thrust washers

22. If the bearings, bushing or thrust washers must be replaced use a suitable size bearing puller to remove bearing/bushings (19) and (13) from housing (18) without damaging the housing. Remove thrust washers (14) and thrust bearing (15) if they were previously retained in the housing by bearing (13). SEE FIGURES 30 & 31.



Figure 27

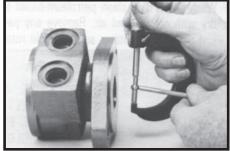


Figure 28



Figure 29



Figure 30



Figure 31



THE DISASSEMBLY OF TORQMOTOR™ IS COMPLETED.

TC, TS, TB, TE, TJ, TF, TG, TH and TL Series

- Replace all seals and seal rings with new ones each time you reassemble the Torqmotor™ unit. Lubricate all seals and seal rings with SAE 10W40 oil or clean grease before assembly.
- NOTE: Individual seals and seal rings as well as a complete seal kit are available. SEE FIGURE 32.
 The parts should be available through most OEM parts distributors or Parker approved Torqmotor™ distributors. (Contact your local dealer for availability).
- NOTE: Unless otherwise indicated, do not oil or grease parts before assembly.
- Wash all parts in clean petroleum-based solvents before assembly. Blow them dry with compressed air. Remove any paint chips from mating surfaces of the end cover, commutator set, manifold rotor set, wear plate and housing and from port and sealing areas.

WARNING

WARNING: SINCE THEY ARE FLAMMA-BLE, BE EXTREMELY CAREFUL WHEN USING ANY SOLVENT. EVEN A SMALL EXPLOSION OR FIRE COULD CAUSE INJURY OR DEATH.

WARNING

WARNING: WEAR EYE PROTECTION AND BE SURE TO COMPLY WITH OSHA OR OTHER MAXIMUM AIR PRESSURE REQUIREMENTS.

Press in outer bearing/bushing

 If the housing (18) bearing components were removed for replacement, thoroughly coat and pack a **new** outer bearing/bushing (19) with clean corrosion resistant grease recommended in the material section. Press the new bearing/bushing into the counterbore at the mounting flange end of the housing, using the appropriate sized bearing mandrel such as described in figure 1 or figure 2 which will control the bearing/ bushing depth.

Small Frame Series TC, TS, TB and TE Torqmotor™ housings require the use of bearing mandrel shown in figure 1 to press bearing/bushing (19) into the housing to a required depth of .151/.161 inches (3.84/4.09 mm) from the end of the bearing counterbore. SEE FIGURE 33. (TC reference page 10).

Large Frame Series TF, TL, TG & TJ Torqmotor™ housings require the use of the bearing mandrel shown in figure 2 to press bearing (19) into the housing to a required depth of .290/.310 inches (7.37/7,87 mm) from the outside end of the bearing counterbore. SEE FIGURE 34.

Large Frame Series TH Torqmotor housings require the use of a bearing mandrel. Consult factory for specifications.

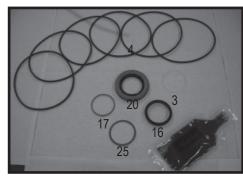


Figure 32, TF, TG seal kit



Figure 33



igure 34



NOTE

NOTE: Bearing mandrel must be pressed against the lettered end of bearing shell. Take care that the housing bore is square with the press base and the bearing/bushing is not cocked when pressing a bearing/bushing into the housing.

CAUTION

CAUTION: If the bearing mandrel specified in the "Tools and Materials Required for Servicing" section is not available and alternate methods are used to press in bearing/bushing (13) and (19) the bearing/bushing depths specified must be achieved to insure adequate bearing support and correct relationship to adjacent components when assembled. SEE FIGURE 35.

CAUTION

CAUTION: Because the bearing/bushings (13) and (19) have a press fit into the housing they must be discarded when removed. They must not be reused.

Press in inner bearing/bushing

2. The Small Frame Series TC, TB, TS and TE Torqmotor™ inner housing bearing/bushing (13) can now be pressed into its counterbore in housing (18) flush to .03 inch (.76 mm) below the housing wear plate contact face. Use the opposite end of the bearing mandrel that was used to press in the outer bearing/bushing (19). Reference figure 1, "Tools and Materials Required for Servicing" section. SEE FIGURE 36.

The Large Frame Series TF, TL, TG & TJ Torqmotor™ housing (18) requires that you assemble a new backup washer (25) & backup ring (17), new seal (16), with the lip facing to the inside of Torqmotor (see figure 69A), new thrust washer (14), new thrust bearing (15) and a **new** second thrust washer (14) in that order before pressing in the inner housing bearing (13). SEE FIGURE 37 & 38. When these components are in place, press **new** bearing (13) into the housing (18) to a depth of .105/.125 inches (2.67/3.18), .03 inches max for TJ (.76) below the housing wear plate contact face. Use the opposite end of the bearing mandrel used to press in outer bearing (19). Reference figure 2, in the "Tools and Materials Required for Servicing" section. SEE FIGURE 39.

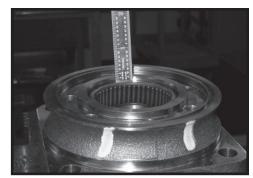


Figure 35

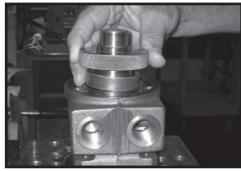


Figure 36



Figure 37



Figure 38



Press in dirt & water seal

3. Press a **new** dirt and water seal (20) into the housing (18) outer bearing counterbore.



Figure 39

The Small Frame Series TC, TS, TB and TE Torqmotor™ dirt and water seal (20) must be pressed in until its' flange is flush against the housing. SEE FIGURE 40.



Figure 40

The Large Frame Series TF, TL, TG, TJ & TH Torqmotor™ dirt and water seal (20) must be pressed in with the lip facing out and until the seal is flush to .020 inches (.51 mm) below the end of housing. SEE FIGURE 41.



Figure 41

Place housing assembly into vice

4. Place housing (18) assembly into a soft jawed vise with the coupling shaft bore down, clamping against the mounting flange. SEE FIGURE 42.



Figure 42



Assemble backup 5. washer & seal

On Small Frame, Series TC, TS, TB & TE Torqmotors™ assemble a **new** backup ring (17), new bakcup washer (25) and new seal (16) with the seal lip facing toward the inside of Torgmotor™ (see Figure 69B), into their respective counterbores in housing (18) if they were not assembled in procedure 2.

Large Frame, Series TF, TG, TJ & TH Torgmotor™ housing (18) that did not require replacement of the bearing package will require that the two "captured" thrust washers (14) and thrust bearing (15) be unseated and vertical to the counterbore and the **new** backup ring (17), **new** backup washer (25), and **new** seal (16) be worked around the thrust bearing package and placed into their respective counterbores. The seal lip must face out of the seal counterbore and toward the inside of Torqmotor™ (see figure 69A). Be sure the thrust bearing package is reseated correctly after assembly of the seal and backup washer. SEE FIGURES 43 & 44.



Figure 43



Figure 44

CAUTION

CAUTION: Original design Large Frame, TF & TG Torqmotors™ that do not have backup washer (25) when disassembled must be assembled with a new backup ring (17), new backup washer (25), and new seal (16).

washer & bearing

Assemble thrust 6. Assemble thrust washer (14) then thrust bearing (15) that was removed from the Series TC, TB, TS or TE Torgmotor™. SEE FIGURE 45.

NOTE

NOTE: Small Frame Series TC, TS, TB and TE Torqmotors™ require one thrust washer (14) with thrust bearing (15). The coupling shaft will be seated directly against the thrust bearing.



Apply masking tape to shaft

7. Apply masking tape around splines or keyway on shaft (12) to prevent damage to seal. SEE FIGURE 46.



Figure 46



Install coupling shaft

8. Be sure that a generous amount of clean corrosion resistant grease has been applied to the lower (outer) housing bearing/bushing (19). Install the coupling shaft (12) into housing (18), seating it against the thrust bearing (15) in TC, TS, TB and TE Series housings and against the second thrust washer (14) in TF, TL, TG and TH Series housings. SEE FIGURE 47.



Figure 47

CAUTION

CAUTION: The outer bearing (19) is not lubricated by the system's hydraulic fluid. Be sure it is thoroughly packed with the recommended grease, Parker Gear grease specification #045236, E/M Lubricant #K-70M.



NOTE: Mobil Mobilith SHC ® 460 NOTE: A 102 Tube (P/N 406010) is included in each seal kit.

NOTE

NOTE: The coupling shaft (12) will be flush or just below the housing wear surface on Small Frame, Series TC, TS, TB, TE & TJ Torqmotors™ when properly seated while the coupling shaft (12) on Large Frame, Series TF, TL, TG, or TH Torqmotors™ will be approximately .10 inch (2.54 mm) below the housing wear plate surface to allow the assembly of thrust bearing (11). The coupling shaft must rotate smoothly on the thrust bearing package. SEE FIGURE 48.



 Install thrust bearing (11) onto the end of coupling shaft (12) only if you are servicing an TF, TL, TG, TH or TL Series Torqmotor™. SEE FIGURE 49.



 Apply a small amount of clean grease to a new seal ring (4) and insert it into the housing (18) seal ring groove. SEE FIGURE 50.



Figure 48



Figure 49

NOTE

NOTE: One or two alignment studs screwed finger tight into housing (18) bolt holes, approximately 180 degrees apart, will facilitate the assembly and alignment of components as required in the following procedures. The studs can be made by cutting off the heads of either 3/8-24 UNF 2A or 5/16-24 UNF 2A bolts as required that are over .5 inch (12.7 mm) longer than the bolts (1, 1A, 1B, or 1C) used in the Torgmotor™.

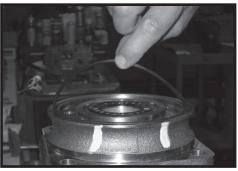


Figure 50



Install drive link

 Install drive link (10) the long splined end down into the coupling shaft (12) and engage the drive link splines into mesh with the coupling shaft splines. SEE FIGURE 51.

NOTE

NOTE: Use any alignment marks put on the coupling shaft and drive link before disassembly to assemble the drive link splines in their original position in the mating coupling shaft splines.



Figure 51

Assemble wear plate

12. Assemble wear plate (9) over the drive link (10) and alignment studs onto the housing (18). SEE FIGURE 52.



Figure 52

Assemble seal ring

13. Apply a small amount of clean grease to a new seal ring (4) and assemble it into the seal ring groove on the wear plate side of the rotor set stator (8B). SEE FIGURE 53.



14. Install the assembled rotor set (8) onto wear plate (9) with rotor (8A) counterbore and seal ring side down and the splines into mesh with the drive link splines. SEE FIGURE 54.



NOTE: It may be necessary to turn one alignment stud out of the housing (18) temporarily to assemble rotor set (8) or manifold (7) over the drive link.



NOTE: If necessary, go to the appropriate, "Rotor Set Component Assembly Procedure."



NOTE: The rotor set rotor counterbore side must be down against wear plate for drive link clearance and to maintain the original rotor-drive link spline contact. A rotor set without a counterbore and that was not etched before disassembly can be reinstalled using the drive link spline pattern on the rotor splines if apparent, to determine which side was down. The rotor set seal ring groove faces toward the wear plate (9).



Figure 53



Figure 54



Assemble seal ring in manifold

15. Apply clean grease to a **new** seal ring (4) and assemble it in the seal ring groove in the rotor set contact side of manifold (7). SEE FIGURE 55.

NOTE

NOTE: The manifold (7) is made up of several plates bonded together permanently to form an integral component. The manifold surface that must contact the rotor set has it's series of irregular shaped cavities on the largest circumference or circle around the inside diameter. The polished impression left on the manifold by the rotor set is another indication of which surface must contact the rotor set.

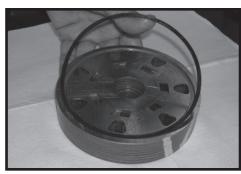


Figure 55

Assemble manifold

Assemble the manifold (7) over the alignment studs and drive link (10) and onto the rotor set. Be sure the correct manifold surface is against the rotor set. SEE FIGURE 56.



Figure 56

Insert a seal in manifold

17. Apply grease to a **new** seal ring (4) and insert it in the seal ring groove exposed on the manifold. SEE FIGURE 57.



Figure 57

Assemble commutator ring

 Assemble the commutator ring (6) over alignment studs onto the manifold. SEE FIGURE 58.



Figure 58



Assemble seal & commutator

19. Assemble a **new** seal ring (3) flat side up, into commutator (5) and assemble commutator over the end of drive link (10) onto manifold (7) with seal ring side up. SEE FIGURE 59, 60.



Figure 59



Figure 60

valve parts into end cover

Assemble shuttle 20. If shuttle valve components items #21, #22, #23, #24 were removed from the end cover (2) turn a plug (21) with a **new** o-ring (22), loosely into one end of the valve cavity in the end cover. Insert a spring (23) the valve (24) and the second spring (23) into the other end of the valve cavity. Turn the second plug (21) with a **new** o-ring (22) loosely into the end cover valve cavity. 3/16 inch Allen wrench required. SEE FIGURE 61.

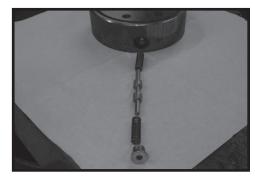


Figure 61

Assemble relief valve parts in end cover

21. If relief valve components items #21, #22, #24 were removed from the end cover (2) assemble a **new** o-ring (22) on the two plugs (21). Assemble a two piece relief valve (24) in each of the plugs, with the large end of the conical spring into the plug first and the small nut of the other valve piece in the small end of the conical spring. Turn each of the plug and relief valve assemblies into the end cover loosely to be torqued later. 3/8 inch Allen or 1 inch Hex socket required. SEE FIGURE 62.

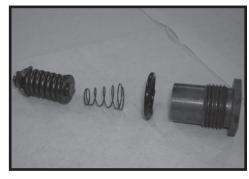


Figure 62



Assemble seal ring &

end cover

22. Assemble a **new** seal ring (4) into end cover (2) and assemble end cover over the alignment studs and onto the commutator set. SEE FIGURE 63, 64. If the end cover has only 5 bolt holes be sure the cover holes are aligned with the 5 threaded holes in housing (18). The correct 5 bolt end cover bolt hole relationship to housing port bosses is shown in FIGURE 65.

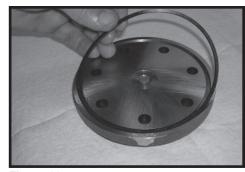


Figure 63

NOTE

NOTE: If the end cover has a valve (24) or has five bolt holes, use the line you previously scribed on the cover to radially align the end cover into its original position.

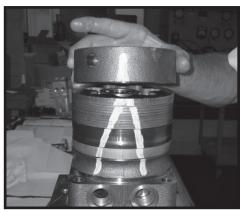


Figure 64

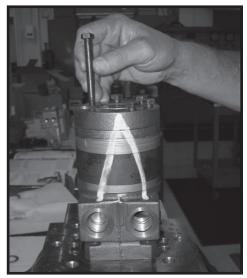


Figure 65

Assemble cover bolts

23. Assemble the 5, 6 or 7 special bolts (1, 1A, 1B or 1C) and screw in finger tight. Remove and replace the two alignment studs with bolts after the other bolts are in place. Alternately and progressively tighten the bolts to pull the end cover and other components into place with a final torque of 25-30 ft. lbs. (34-41 N m) for the five TC, TS, TB or six TE Series 5/16 24 threaded bolts or six TJ bolts or 50-55 ft. lbs. (68-75 N m) for the seven TF, TL, TG & TH Series 3/8-24 threaded bolts. SEE FIGURE 66, 67, 68.



Figure 66



NOTE

NOTE: The special bolts required for use with the relief or shuttle valve (24) end cover assembly (2) are longer than the bolts required with standard and cover assembly. Refer to the individual service parts lists or parts list charts for correct service part number if replacement is required.

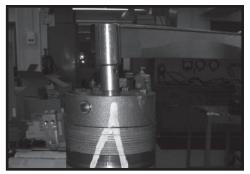


Figure 67

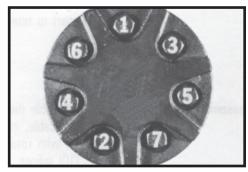


Figure 68

Torque the valve plugs

24. Torque the two shuttle valve plug assemblies (21) in end cover assembly to 9-12 ft. lbs. (12-16 N m) if cover is so equipped. SEE FIGURE 69.

Torque the two relief valve plug assemblies (21) in end cover assembly to 45-55 ft. lbs. (61-75 N m) if cover is so equipped.



Figure 69

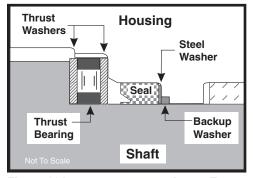


Figure 69A Large Frame

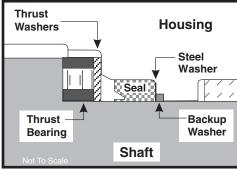


Figure 69B Small Frame

THE ASSEMBLY OF THE TORQMOTOR™ IS NOW COMPLETE EXCEPT FOR WOODRUFF KEY (12A), NUT (12B), WASHER (12C), BOLT (12D), LOCKWASHER (12E), RETAINER RING (12F) or PORT O-RINGS (18A) AT INSTALLATION IF APPLICABLE. PROCEED TO FINAL CHECKS SECTION.



One Piece Stator Construction

A disassembled rotor (8A) stator (8B) and vanes (8C) that cannot be readily assembled by hand can be assembled by the following procedures.

Assemble stator

 Place stator (8B) onto wear plate (9) with seal ring (4) side down, after following Torqmotor[™] assembly procedures 1 through 13. Be sure the seal ring is in place. SEE FIGURE 70.

Insert two bolts

 If assembly alignment studs are not being utilized, align stator bolt holes with wear plate and housing bolt holes and turn two bolts (1) finger tight into bolt holes approximately 180 degrees apart to retain stator and wear plate stationary.

Assemble rotor

 Assemble the rotor (8A), counterbore down if applicable, into stator (8B), and onto wear plate (9) with rotor splines into mesh with drive link (10) splines. SEE FIGURE 71.

NOTE

NOTE: If the manifold side of the rotor was etched during Torqmotor disassembly, this side should be up. If the rotor is not etched and does not have a counterbore, use the drive link spline contact pattern apparent on the rotor splines to determine the rotor side that must be against the wear plate.

Assemble vanes

4. Assemble six vanes (8C), or as many vanes that will readily assemble into the stator vane pockets. SEE FIGURE 72.

CAUTION

CAUTION: Excessive force used to push the rotor vanes into place could shear off the coating applied to the stator vane pockets.

Assemble full complement of vanes

5. Grasp the output end of coupling shaft (12) with locking pliers or other appropriate turning device and rotate coupling shaft, drive link and rotor to seat the rotor and the assembled vanes (8C) into stator (8B), creating the necessary clearance to assemble the seventh or full complement of seven vanes. Assemble the seven vanes using minimum force. SEE FIGURE 73.

Remove two assembled bolts

6. Remove the two assembled bolts (1) if used to retain stator and wear plate.

Go to Torqmotor[™] assembly procedure #15, to continue Torqmotor[™] assembly.



Figure 70



Figure 71



Figure 72



Figure 73



Two Piece Stator Construction

A disassembled rotor set (8) that cannot be readily assembled by hand and has a two piece stator can be assembled by the following procedures.

Assemble stator halves

1. Place stator half (8B) onto wear plate (9) with seal ring (4) side down, after following Torqmotor™ assembly procedures 1 through 13. Be sure the seal ring is in place.

Insert two alignment studs

2. Align stator bolt holes with wear plate and housing bolts and turn two alignment studs finger tight into bolt holes approximately 180 degrees apart to retain stator half and wear plate stationary.

Assemble rotor

3. Assemble rotor (8A), counterbore down if applicable, into stator half (8B), and onto wear plate (9) with rotor splines into mesh with drive link (10) splines.

NOTE

NOTE: Use any marking you applied to rotor set components to reassemble the components in their original relationship to ensure ultimate wear life and performance.

Assemble vanes 4. Assemble six vanes (8C), or as many vanes that will readily assemble into the stator vane pockets.

CAUTION

CAUTION: Excessive force used to push the rotor vanes into place could shear off the coating applied to the stator vane pockets.

Assemble full complement of vanes

5. Grasp the output end of coupling shaft (12) with locking pliers or other appropriate turning device and rotate coupling shaft, drive link and rotor to seat the rotor and the assembled vanes (8C) into stator half (8B), creating the necessary clearance to assemble the seventh or full complement of seven vanes. Assemble the seven vanes using minimum force.

Assemble seal ring in stator half

6. Place second stator half (8D) on a flat surface with seal ring groove up. Apply a small amount of grease to a new seal ring (4) and assemble it into stator half ring groove.



Rotor Set Component Assembly

Assemble second stator half

7. Assemble the second stator half (8D) over the two alignment studs and rotor (8A) with seal ring side down onto the first stator half (8B) aligning any timing marks applied for this purpose.

CAUTION

CAUTION: If the stator half (8B) is a different height (thickness) than stator half (8D) the stator vanes (8C) or (8E) of the same length (height) as the stator half must be reassembled in their respective stator half for the rotor set to function properly.

Assemble vanes

8. Assemble six vanes (8E), or as many vanes that will readily assemble into the stator vane pockets.

Assemble full complement of vanes

9. Grasp the output end of coupling shaft (12) with locking pliers or other appropriate turning device and rotate coupling shaft, drive link and rotor to seat the rotor and the assembled vanes (8E) into stator (8D), creating the necessary clearance to assemble the seventh or full complement of seven vanes. Assemble the seven vanes using minimum force.

Go to TorqmotorTM assembly procedure #15, to continue TorqmotorTM assembly.



Final Checks

- Pressurize the Torqmotor[™] with 100 p.s.i. dry air or nitrogen and submerge in solvent to check for external leaks.
- Check Torqmotor[™] for rotation. Torque required to rotate coupling shaft should not be more than 50 ft. lbs. (68 N m)
- On TC, TS, TB, TE & TJ Series Torqmotors, pressure port with "A" cast under it on housing (18) is for clockwise coupling shaft rotation as viewed from the output end of coupling shaft. Pressure port with "B" cast under it is for counter clockwise coupling shaft rotation.
- On TF, TL, TG, & TH Series Torqmotors, pressure port with "B" cast under it on housing (18) is for clockwise coupling shaft rotation as viewed from the output end of coupling shaft. Pressure port with "A" case under it is for counter clockwise coupling shaft rotation.
- Use test stand if available, to check operation of the Torqmotor™.

Hydraulic Fluid

Keep the hydraulic system filled with one of the following:

- 10W40 SE or SF manufacturers suggested oil.
- Hydraulic fluid as recommended by equipment manufacturer, but the viscosity should not drop below 50 SSU or contain less than .125% zinc anti-wear additives.

CAUTION: Do not mix oil types. Any mixture, or an unapproved oil, could deteriorate the seals. Maintain the proper fluid level in the reservoir. When changing fluid, completely drain old oil from the system. It is suggested also that you flush the system with clean oil.

Filtration

Recommended filtration 20-50 micron.

Oil Temperature

Maximum operating temperature 200°F (93.3° C).



Tips for Maintaining the Torqmotor™ Hydraulic System

- Adjust fluid level in reservoir as necessary.
- Encourage all operators to report any malfunction or accident that may have damaged the hydraulic system or component.
- Do not attempt to weld any broken Torqmotor[™] component. Replace the component with original equipment only.
- Do not cold straighten, hot straighten, or bend any Torqmotor™ part.
- Prevent dirt or other foreign matter from entering the hydraulic system. Clean the area around and the filler caps before checking oil level.
- Investigate and correct any external leak in the hydraulic system, no matter how minor the leak.
- Comply with manufacturer's specifications for cleaning or replacing the filter.

CAUTION: Do not weld, braze, solder or any way alter any Torgmotor™ component.

CAUTION: Maximum operating pressure must not exceed recommended Torqmotor™ pressure capacity.

CAUTION: Always carefully inspect any system component that may have been struck or damaged during operation or in an accident. Replace any component that is damaged or that is questionable.

CAUTION: Do not force any coupling onto the Torqmotor™ coupling shaft as this could damage the unit internally.

Parker extends close technical cooperation and assistance. If problems occur which you cannot solve, please contact your local Parker approved Distributor or Parker Technical Support. Our phone number and fax number and address are on the back cover of this manual.





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