

# INSTALLATION INSTRUCTIONS

## MOUNTING INSTRUCTIONS HYDRAULIC MOTORS

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DOC #15-2010

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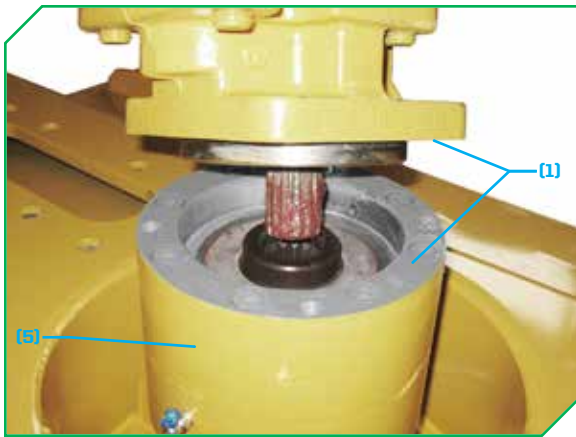


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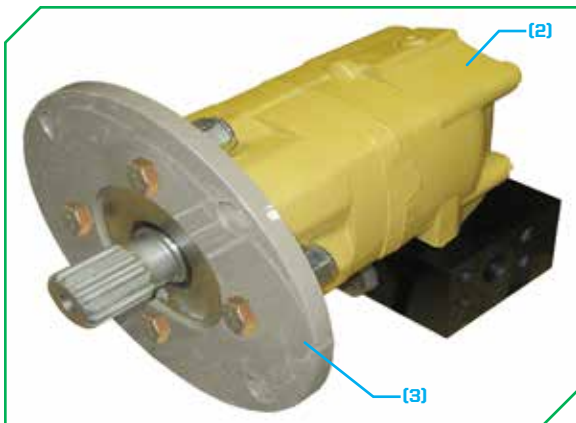
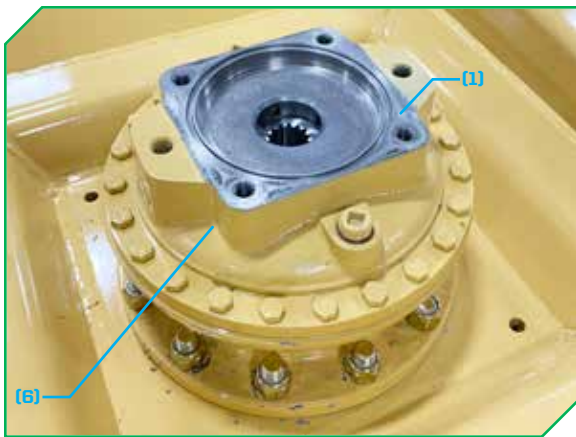
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# HYDRAULIC MOTOR INSTALLATION



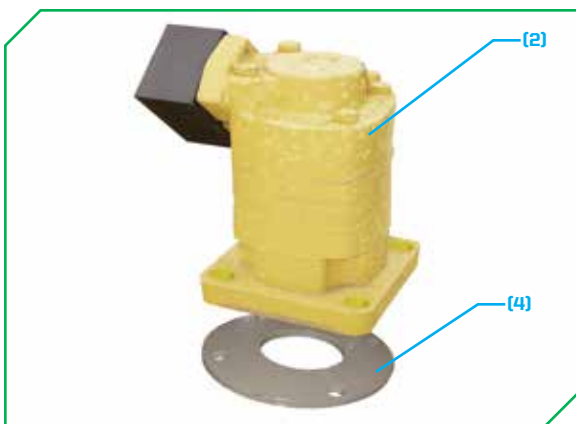
## PREPARATION

- Clean all motor and spindle mating surfaces<sup>(1)</sup>, including spacers<sup>(4)</sup> and adapter plates<sup>(3)</sup> (if applicable).
  - Remove oil, grease, dirt, paint, silicone, etc.
    - **NOTE:** Failure to fully clean these surfaces of contaminants will result in motor bolt torque failure, and possible damage to the motor and spindle.



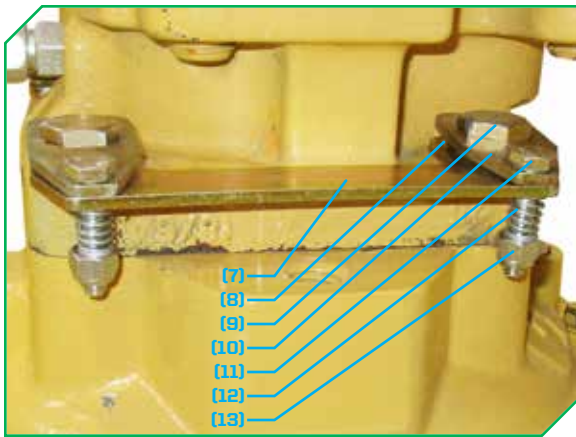
## LOW FLOW MOTORS

- Low flow motors<sup>(2)</sup> utilizing an adapter plate<sup>(3)</sup> must have the adapter plate<sup>(3)</sup> attached with its hardware prior to mounting the low flow motor<sup>(2)</sup> onto the spindle.
  - Torque the hardware securing the adapter plate<sup>(3)</sup> to the low flow motor<sup>(2)</sup> to 90ft-lbs (122Nm).



- Low flow motors<sup>(2)</sup> utilizing a spacer<sup>(4)</sup> will have the spacer<sup>(4)</sup> mount between the low flow motor<sup>(2)</sup> and the spindle, utilizing the motor mount hardware.

# HYDRAULIC MOTOR INSTALLATION



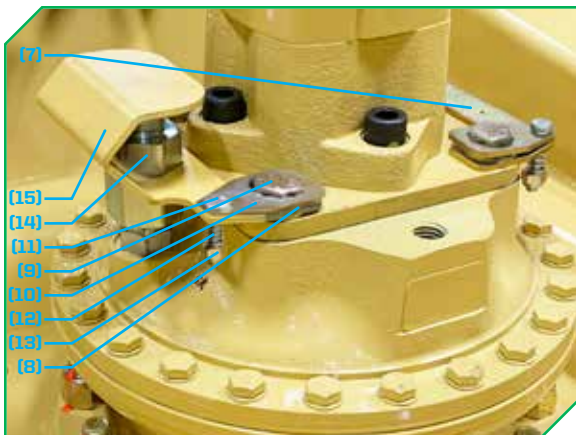
## GEAR MOTOR MOUNTING TO D2 STYLE SPINDLE <sup>(5)</sup>

- Inject (12) pumps of grease into the spindle insert <sup>(5)</sup> before inserting the splined shaft of the motor into the spindle.
  - Use Chevron Delo HD EP2 grease.
- Assemble the motor (with its adapter plate <sup>(3)</sup> or spacer <sup>(4)</sup> if applicable) onto the spindle with its hardware.
  - Secure the motor to the spindle with the U-tabs <sup>(7)</sup>, fender washers <sup>(8)</sup>, and motor bolts <sup>(9)</sup>.
    - Torque the motor bolts <sup>(9)</sup> to 107ft-lbs (145Nm).
  - Place the lock tabs <sup>(10)</sup> over the motor bolts <sup>(9)</sup> and secure them in place with the ¼" bolts <sup>(11)</sup>, springs <sup>(12)</sup>, and nylock nuts <sup>(13)</sup>.
    - Tighten the nylock nuts <sup>(13)</sup> until at least one thread of the ¼" bolts <sup>(11)</sup> is protruding past the nylock nuts <sup>(13)</sup>.



## PISTON MOTOR MOUNTING TO D3 STYLE SPINDLE <sup>(6)</sup>

- Assemble the motor onto the spindle with its hardware.
  - Secure the motor to the spindle with the U-tabs <sup>(7)</sup>, fender washers <sup>(8)</sup>, and motor bolts <sup>(9)</sup>.
    - Torque the motor bolts <sup>(9)</sup> to 107ft-lbs (145Nm).
  - Place the lock tabs <sup>(10)</sup> over the motor bolts <sup>(9)</sup> and secure them in place with the ¼" bolts <sup>(11)</sup>, springs <sup>(12)</sup>, and nylock nuts <sup>(13)</sup>.
    - Tighten the nylock nuts <sup>(13)</sup> until at least one thread of the ¼" bolts <sup>(11)</sup> is protruding past the nylock nuts <sup>(13)</sup>.



## GEAR MOTOR MOUNTING TO D3 STYLE SPINDLE <sup>(6)</sup>

- Assemble the motor (with its adapter plate <sup>(3)</sup> or spacer <sup>(4)</sup> if applicable) onto the spindle with its hardware.
  - Secure the motor to the spindle on the PRV valve <sup>(14)</sup> side with the U-tab with shield <sup>(15)</sup>, fender washers <sup>(8)</sup>, and motor bolts <sup>(9)</sup>.
  - Secure the motor to the spindle on the remaining side with the U-tab <sup>(7)</sup>, fender washers <sup>(8)</sup>, and motor bolts <sup>(9)</sup>.
  - Torque the motor bolts <sup>(9)</sup> to 107ft-lbs (145Nm).
  - Place the lock tabs <sup>(10)</sup> over the motor bolts <sup>(9)</sup> and secure them in place with the ¼" bolts <sup>(11)</sup>, springs <sup>(12)</sup>, and nylock nuts <sup>(13)</sup>.
    - Tighten the nylock nuts <sup>(13)</sup> until at least one thread of the ¼" bolts <sup>(11)</sup> is protruding past the nylock nuts <sup>(13)</sup>.