

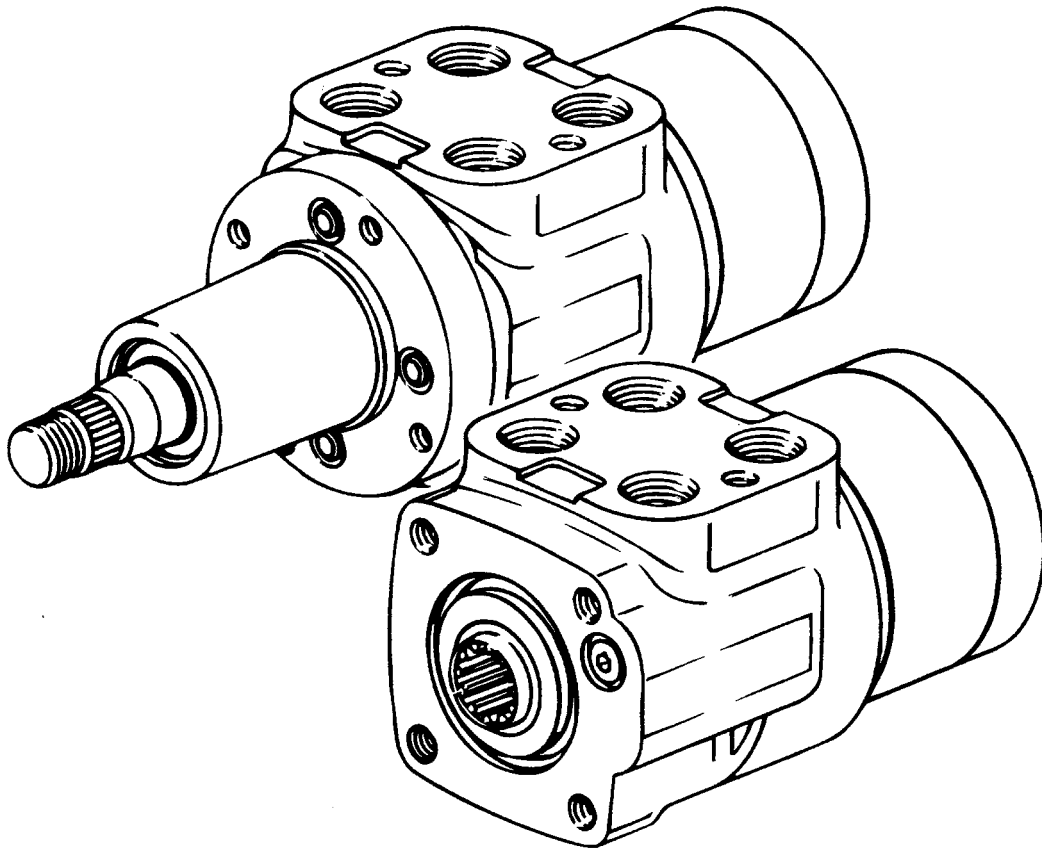
**EATON**

**Char-Lynn**

## Power Steering

3, 4, 6, and 12 Series  
Steering Control Units

001 002

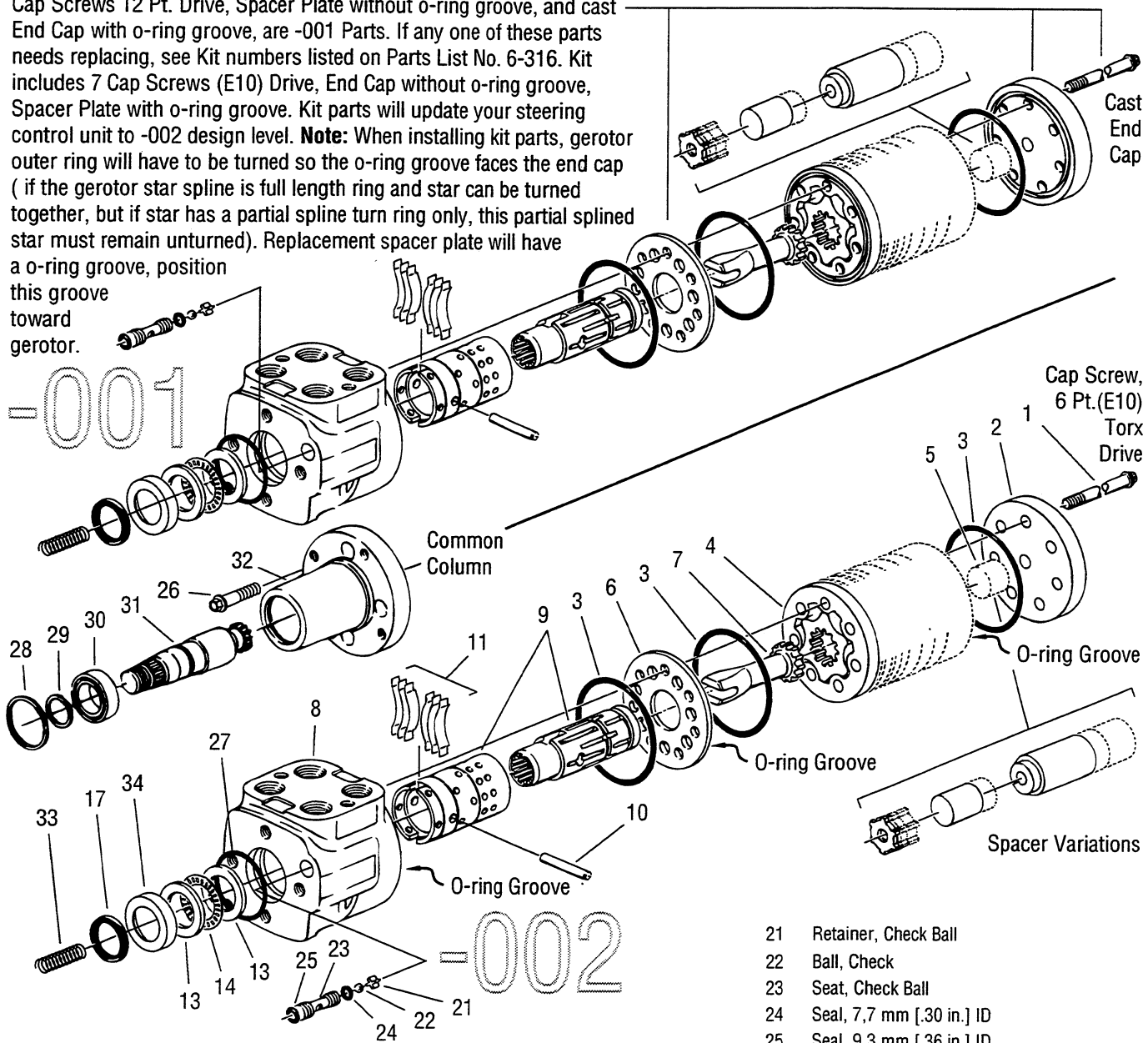


# SCU with Integral Column

Steering Control Unit (SCU) with integral column — column disassembly and reassembly procedure on pages 10 through 12.

Steering Control Unit (SCU) — low input torque seal and spring spacer installation (see page 12).

Cap Screws 12 Pt. Drive, Spacer Plate without o-ring groove, and cast End Cap with o-ring groove, are -001 Parts. If any one of these parts needs replacing, see Kit numbers listed on Parts List No. 6-316. Kit includes 7 Cap Screws (E10) Drive, End Cap without o-ring groove, Spacer Plate with o-ring groove. Kit parts will update your steering control unit to -002 design level. **Note:** When installing kit parts, gerotor outer ring will have to be turned so the o-ring groove faces the end cap (if the gerotor star spline is full length ring and star can be turned together, but if star has a partial spline turn ring only, this partial splined star must remain unturned). Replacement spacer plate will have a o-ring groove, position this groove toward gerotor.



- 1 Screw, Cap, 6 Point (E10) Drive
- 2 Cap, End
- 3 Seal, 73,5 mm [2.89 in.] ID
- 4 Gerotor
- 5 Spacer
- 6 Plate, Spacer
- 7 Drive
- 8 Housing

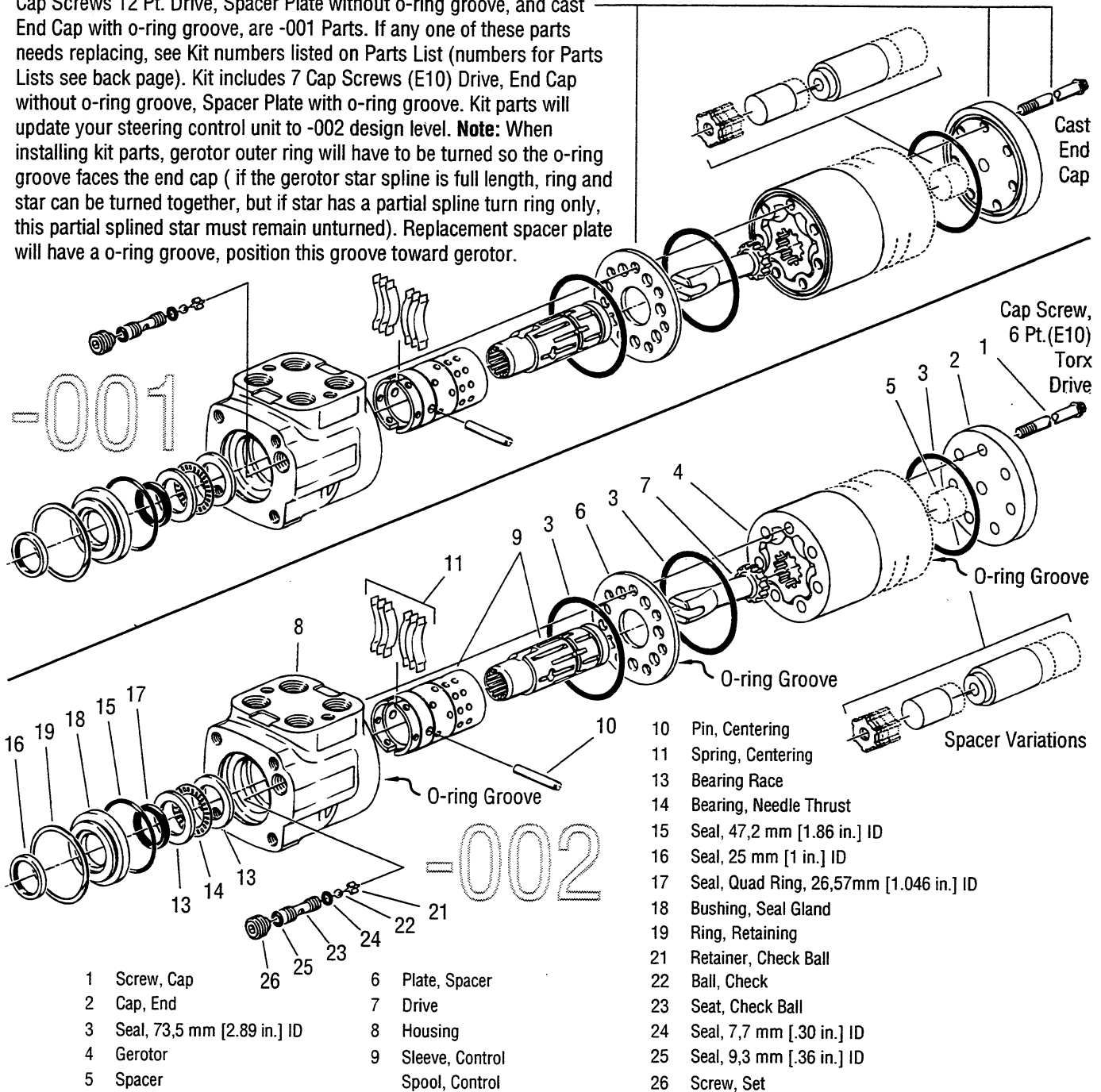
- 9 Sleeve, Control
- 10 Spool, Control
- 11 Spring, Centering
- 13 Bearing Race
- 14 Bearing, Needle Thrust
- 15 Seal, 47,2 mm [1.86 in.] ID
- 17 Seal, Quad Ring, 26,57mm [1.046 in.] ID

- 21 Retainer, Check Ball
- 22 Ball, Check
- 23 Seat, Check Ball
- 24 Seal, 7,7 mm [.30 in.] ID
- 25 Seal, 9,3 mm [.36 in.] ID
- 26 Screw, Cap, 12 Point Drive
- 27 Seal, 49,3 mm [1.94 in.] OD
- 28 Ring, Retaining (bore)
- 29 Ring, Retaining (shaft)
- 30 Bearing Assembly, Control Column
- 31 Shaft, Control
- 32 Column, Steering Control
- 33 Spring
- 34 Bearing Locator

# SCU without Column

Steering Control Unit (SCU) — low input torque seal and spring spacer installation (see page 12).

Cap Screws 12 Pt. Drive, Spacer Plate without o-ring groove, and cast End Cap with o-ring groove, are -001 Parts. If any one of these parts needs replacing, see Kit numbers listed on Parts List (numbers for Parts Lists see back page). Kit includes 7 Cap Screws (E10) Drive, End Cap without o-ring groove, Spacer Plate with o-ring groove. Kit parts will update your steering control unit to -002 design level. **Note:** When installing kit parts, gerotor outer ring will have to be turned so the o-ring groove faces the end cap (if the gerotor star spline is full length, ring and star can be turned together, but if star has a partial spline turn ring only, this partial splined star must remain unturned). Replacement spacer plate will have a o-ring groove, position this groove toward gerotor.



- 1 Screw, Cap
- 2 Cap, End
- 3 Seal, 73,5 mm [2.89 in.] ID
- 4 Gerotor
- 5 Spacer
- 6 Plate, Spacer
- 7 Drive
- 8 Housing
- 9 Sleeve, Control Spool, Control

- 10 Pin, Centering
- 11 Spring, Centering
- 13 Bearing Race
- 14 Bearing, Needle Thrust
- 15 Seal, 47,2 mm [1.86 in.] ID
- 16 Seal, 25 mm [1 in.] ID
- 17 Seal, Quad Ring, 26,57mm [1.046 in.] ID
- 18 Bushing, Seal Gland
- 19 Ring, Retaining
- 21 Retainer, Check Ball
- 22 Ball, Check
- 23 Seat, Check Ball
- 24 Seal, 7,7 mm [.30 in.] ID
- 25 Seal, 9,3 mm [.36 in.] ID
- 26 Screw, Set

**Tools required for disassembly and reassembly:**

- Screwdriver (102-152 mm [4-6 inch] long, 3 mm [1/8 inch] flat blade)
- \* 5/16 inch 12 point drive socket 5422 and/or 6 point (E10) drive socket Part No. 64489-000
- Breaker bar wrench
- Torque wrench (30 Nm [275 in-lb capacity])
- Plastic hammer or rubber hammer
- 1/4 inch hex key
- #10-24 Machine screw, 38 mm [1-1/2 inch long]
- Needle nose pliers

**The following tool is not necessary for disassembly and reassembly, but is extremely helpful.**

- \*Spring installation tool 600057-000

\* Tools are available by special order — contact Eaton Corporation service department

# Disassembly

Cleanliness is extremely important when repairing a steering control unit. Work in a clean area. Before disconnecting lines, clean port area of unit thoroughly. Use a wire brush to remove foreign material and debris from around exterior joints of the unit.

**Note:** Trouble shooting information on pages 13, 14, and 15 defines terms and problems, possible causes for problems, and recommends procedures for correcting problems.

Although not all drawings show the unit in a vise, we recommend that you keep the unit in the vise during disassembly. Follow the clamping procedures explained throughout the manual.

## Gerotor (Meter) End

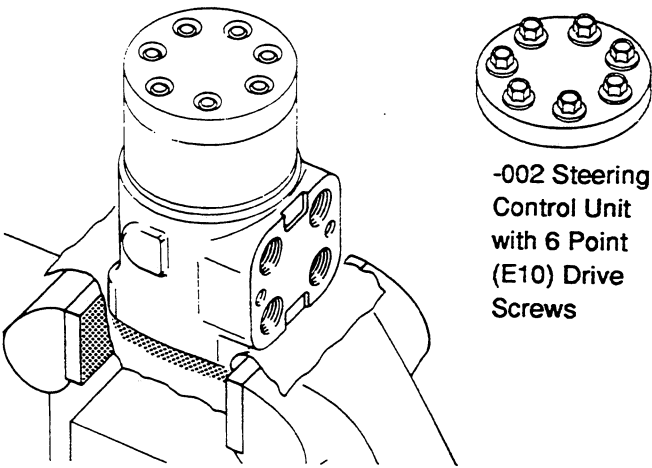


Figure 1

1 Clamp unit in vise, meter end up. Clamp lightly on edges of mounting area, see Fig. 1. Use protective material on vise jaws. Housing distortion could result if jaws are overtightened.

Seal Washers are Not Used with 6 Point (E10) Drive Screws and -002 End Cap (-002 End Cap does NOT have a o-ring groove).

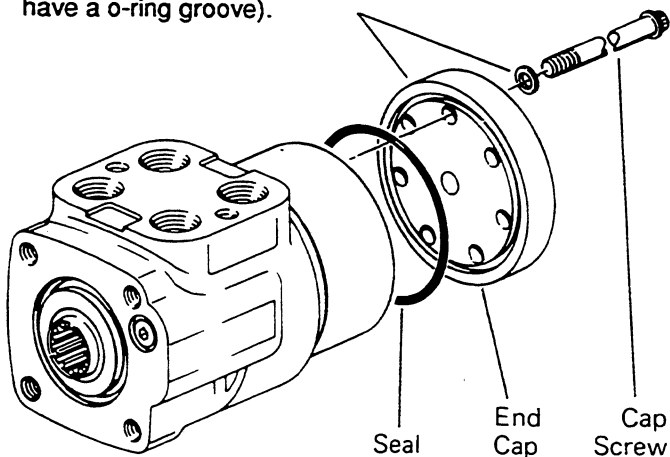


Figure 2

## 4

2 Remove 5/16 inch cap screws and washers if applicable (7 each).

3 Remove end cap.

4 Remove seal from end cap.

Seal Groove this Side of Gerotor (Meter) -002 Unit (See Note Inside Front Cover pg 2)

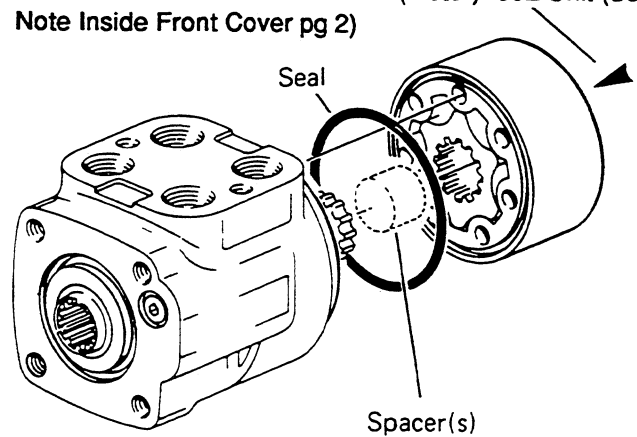


Figure 3

5 Remove meter. Be careful not to drop star.

6 Remove seal from meter.

7 Remove drive spacer(s). Some units with a small displacement do not have spacer.

O-ring Groove Added to this Side of Spacer-Plate 002 Unit — Old Spacer Plate has No O-ring Groove

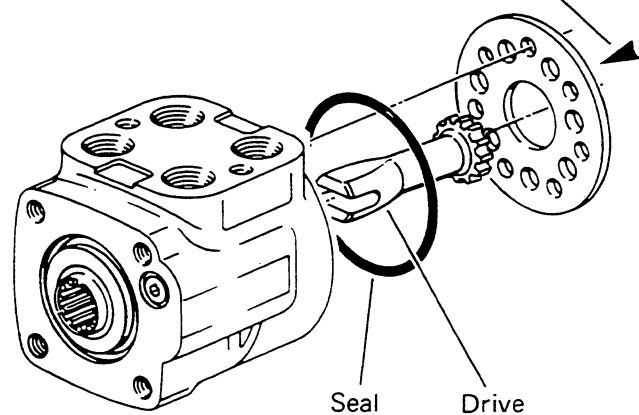


Figure 4

8 Remove drive.

9 Remove spacer plate.

10 Remove seal from housing.

## Control End

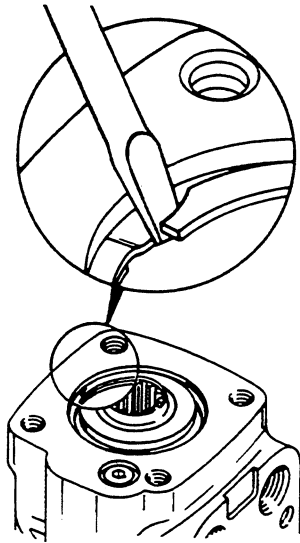


Figure 5

11 Remove housing from vise. Place housing on a clean soft cloth to protect surface finish. Use a thin bladed screwdriver to pry retaining ring from housing, as shown in Fig. 5.

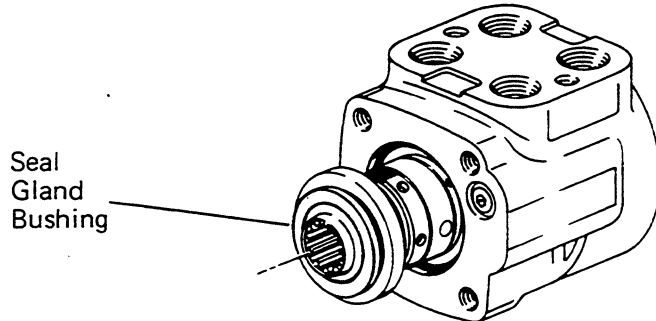


Figure 6

12 Rotate spool and sleeve until pin is horizontal. Push spool and sleeve assembly forward with your thumbs just far enough to free gland bushing from housing, see Fig. 6. Remove bushing

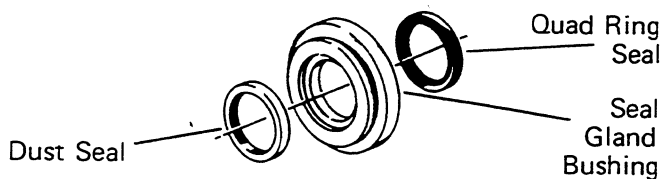


Figure 7

13 Remove quad ring seal from seal gland bushing.

14 Use a thin bladed screwdriver to pry dust seal from seal gland bushing. Do not damage bushing.

**Note:** If the unit you are repairing is a low input torque steering control unit, see page 12 for disassembly and reassembly procedures.

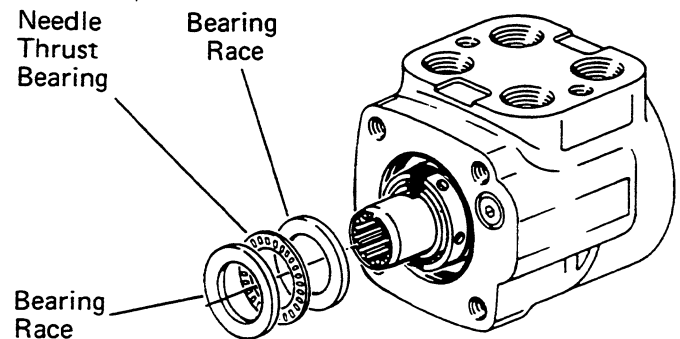


Figure 8

15 Remove 2 bearing races and the needle thrust bearing from spool and sleeve assembly.

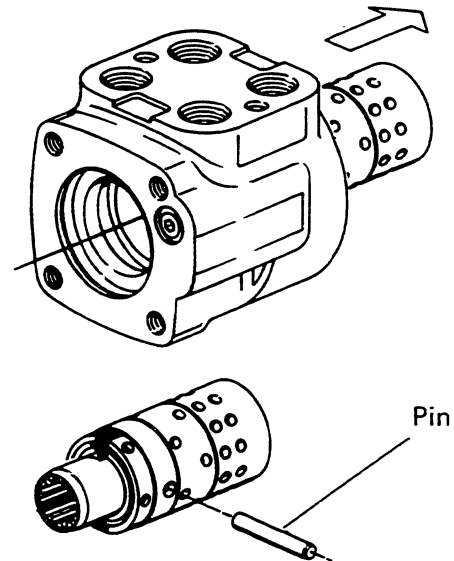


Figure 9

16 Remove spool and sleeve assembly from 14 hole end of housing, see Fig. 9.

**Attention:** Do not bind spool and sleeve in housing. Rotate spool and sleeve assembly slowly when removing from housing.

17 Push pin from spool and sleeve assembly.

# Disassembly

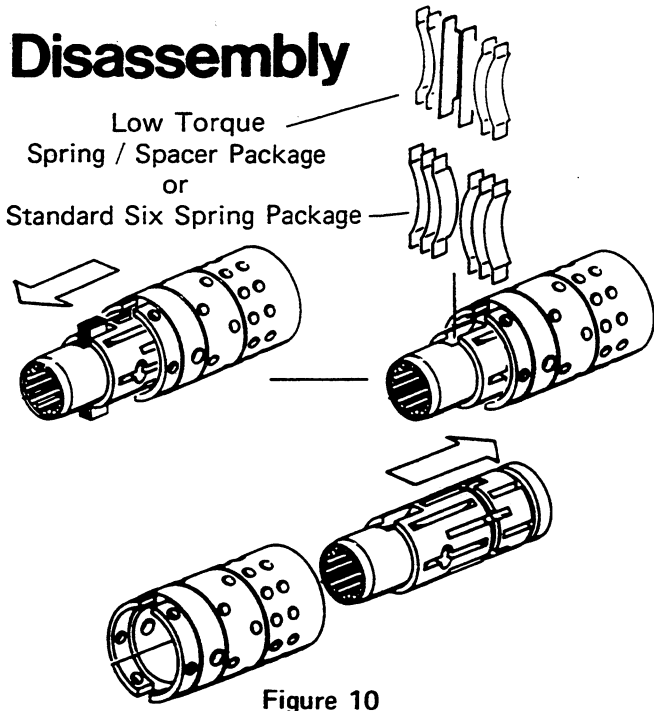


Figure 10

18 Push spool partially from control end of sleeve, then remove 6 centering springs from spool carefully by hand, see Fig. 10.

19 Push spool back through and out of sleeve, see Fig. 10. Rotate spool slowly when removing from sleeve.

20 Remove seal from housing, see Fig. 11.

# 6

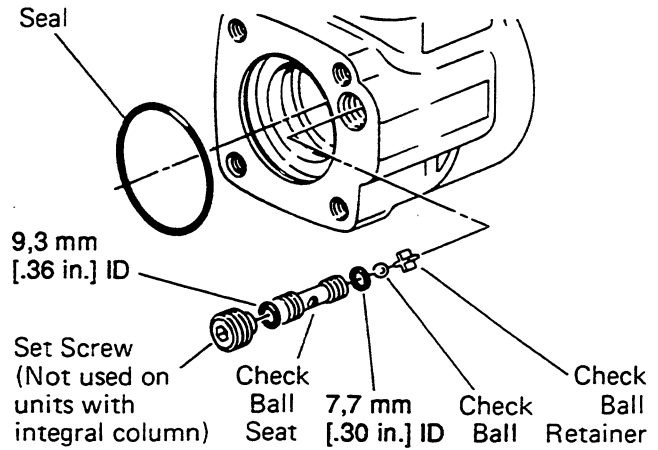


Figure 11

21 Remove set screw (not used on units with integral column) from housing, see Fig. 11.

22 Screw a #10-24 machine screw into end of check ball seat. Then by pulling on screw, with a pliers, lift seat out of housing.

23 Remove 2 seals from check valve seat.

24 Tip housing to remove check ball and check ball retainer.

# Reassembly

Check all mating surfaces. Replace any parts that have scratches or burrs that could cause leakage. Clean all metal parts in clean solvent. Blow dry with air. Do not wipe dry with cloth or paper towel because lint or other matter can get into the hydraulic system and cause damage. Do not use a coarse grit or try to file or grind these parts.

**Note:** Lubricate all seals with clean petroleum jelly such as Vaseline.

Do not use excessive lubricant on seals for meter section.

Refer to parts listings covering your steering control unit when ordering replacement parts. A good service policy is to replace all old seals with new seals.

# Control End

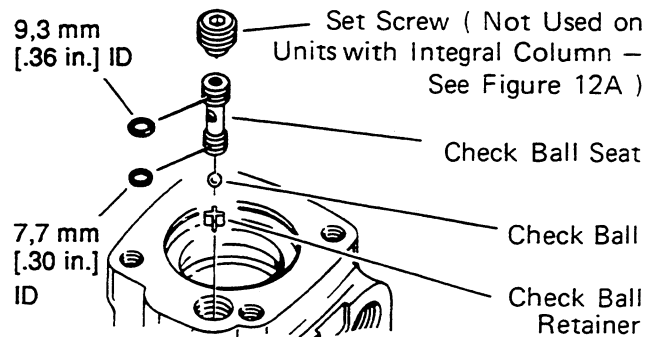


Figure 12

(Standard Steering Control Unit)

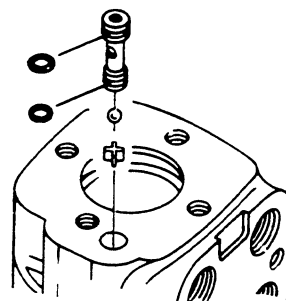


Figure 12A

(Integral Column Steering Control Unit)

- 1 Use a needle nose pliers to lower check ball retainer into check valve hole of housing. Make sure retainer is straight (not tilted on edge) in housing, see Fig. 12.
- 2 Install check ball in housing.
- 3 Lubricate 9.3 mm [.36 in.] ID seal and 7,7 mm [.30 in.] ID seal. Install seals on check ball seat as shown in Fig. 12.
- 4 Lubricate check ball seat and seals thoroughly before installing seat in housing. When installing seat do not twist or damage seals. Install check ball seat in housing, insert open end of seat first, see Fig. 12. Push check ball seat to shoulder of hole.
- 5 Install set screw (not used on units with integral column, see Fig. 12A). Use a 1/4 inch hex key to torque set screw to 11 Nm [100 lb-in]. To prevent interference make sure top of set screw is slightly below housing mounting surface.

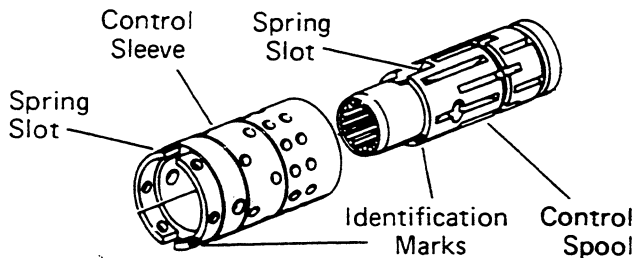


Figure 13

- 6 Assemble spool and sleeve carefully so that the spring slots line up at the same end. Rotate spool while sliding parts together. Some spool and sleeve sets have identification marks, align these marks as shown in Fig. 13. Test for free rotation. Spool should rotate smoothly in sleeve with finger tip force applied at splined end.

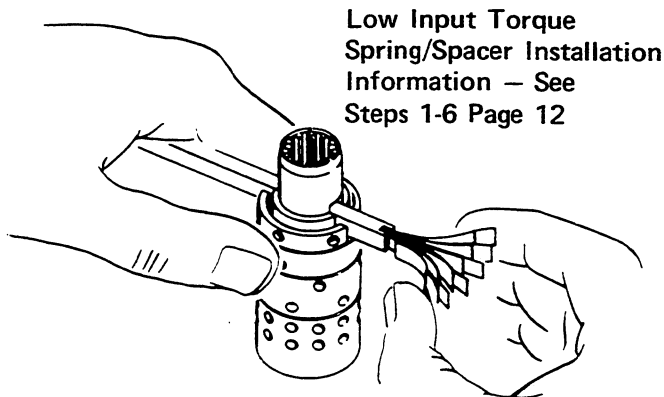


Figure 14

- 7 Bring spring slots of both parts in line and stand parts on end of bench. Insert spring installa-

tion tool through spring slots of both parts. Tool is available as part no. 600057. Position 3 pairs of centering springs (or 2 sets of 3 each) on bench so that extended edge is down and arched center section is together. In this position, insert one end of entire spring set into spring installation tool, as shown in Fig. 14, with spring notches facing sleeve.

- 8 Compress extended end of centering spring set and push into spool sleeve assembly withdrawing installation tool at the same time.

- 9 Center the spring set in the parts so that they push down evenly and flush with the upper surface of the spool and sleeve.

- 10 Install pin through spool and sleeve assembly until pin becomes flush at both sides of sleeve.

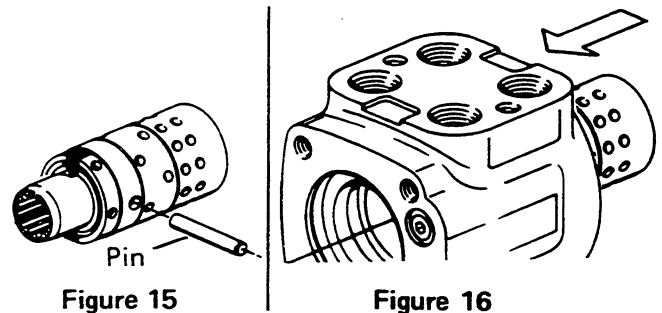


Figure 15

Figure 16

- 11 Position the spool and sleeve assembly so that the splined end of the spool enters the 14 hole end of housing first, see Fig. 16.

**Attention:** Be extremely careful that the parts do not tilt out of position while inserting. Push parts gently into place with slight rotating action, keep pin nearly horizontal. Bring the spool assembly entirely within the housing bore until the parts are flush at the meter end or 14 hole end of housing. Do not pull the spool assembly beyond this point to prevent the cross pin from dropping into the discharge groove of the housing. With the spool assembly in this flush position, check for free rotation within the housing by turning with light finger tip force at the splined end.

# Reassembly

## 8

12 Place housing on clean lint free cloth. Install 47,5 mm [1.86 in.] ID seal in housing, see Fig. 17.

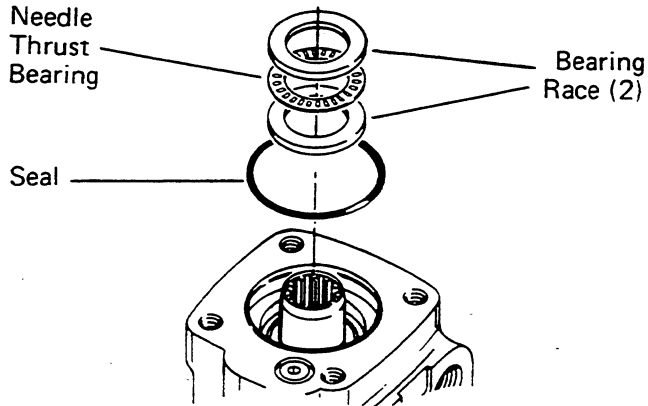


Figure 17

13 Install 2 bearing races and the needle thrust bearing in the order shown in Fig. 17.

14 Install 25 mm [1 in.] ID dust seal in seal gland bushing, flat or smooth side must face down towards bushing, see Fig. 19.

15 Install the quad ring seal in seal gland bushing. Smooth seal in place with your finger. Do not use any seal that falls freely into pocket of bushing, see Fig. 19.

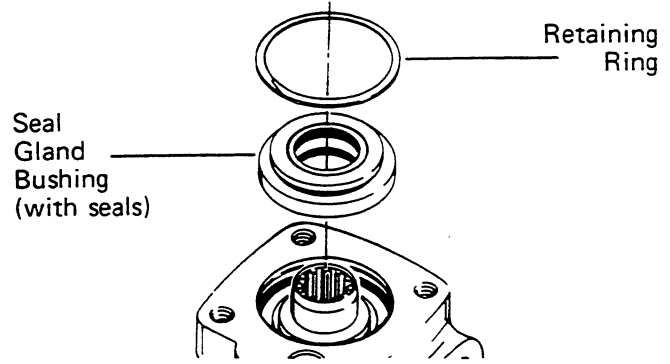


Figure 18

16 Install seal gland bushing over the spool end with a twisting motion. Tap the bushing in place with a rubber hammer. Make sure the bushing is flush against the bearing race.

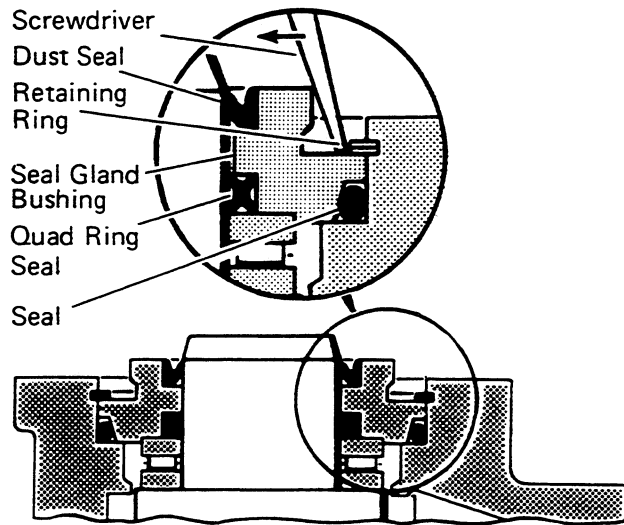


Figure 19

17 Install retaining ring (see Fig. 18-19) in housing. After installing ring, tap on ring end or pry with screwdriver around entire circumference of ring to properly seat ring in groove.

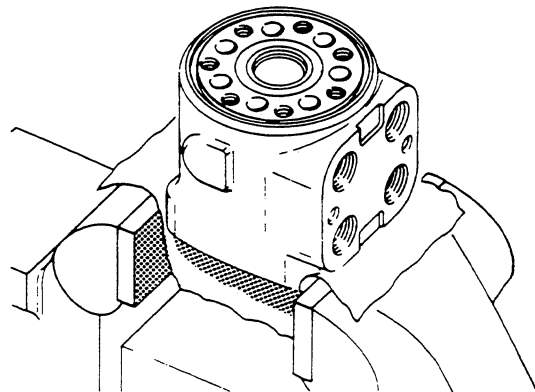


Figure 20



18 Clamp housing in vise, as shown in Fig. 20. Clamp lightly on edges of mounting area. Do not over tighten jaws.

**Note:** Check to insure that the spool and sleeve are flush or slightly below the 14 hole surface of the housing.

**Attention:** Clean the upper surface of the housing by wiping with the palm of clean hand. Clean each of the flat surfaces of the meter section parts in a similar way when ready for reassembly. Do not use cloth or paper to clean surfaces.

O-ring Groove Added to this Side of Spacer-Plate 002 Unit — Old Spacer Plate has No O-ring Groove

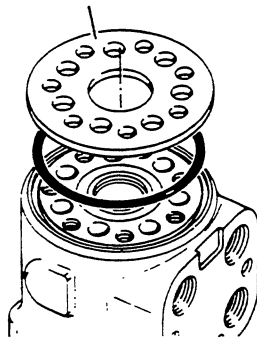


Figure 21

19 Install 73,5 mm [2.89 in.] ID seal in housing, see Fig. 21.

20 Install spacer plate. Align bolt holes in spacer plate with tapped holes in housing.

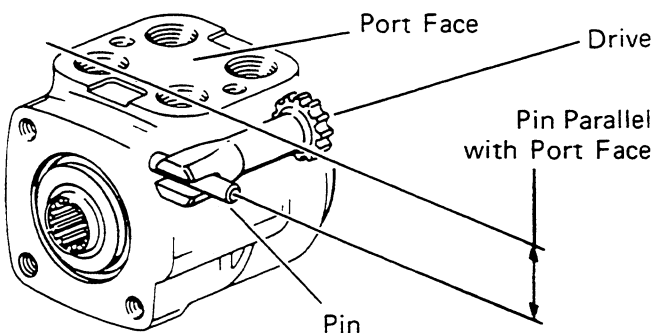


Figure 22

21 Rotate spool and sleeve assembly until pin is parallel with port face, see Fig. 22. Install drive, make sure you engage drive with pin. To assure proper alignment, mark drive as shown in Fig. 24 (ref. B). Note relationship between slotted end of drive to splined end of drive when marking.

Seal Groove this Side of Gerotor (Meter) -002 Unit (See Note Inside Front Cover pg 2)

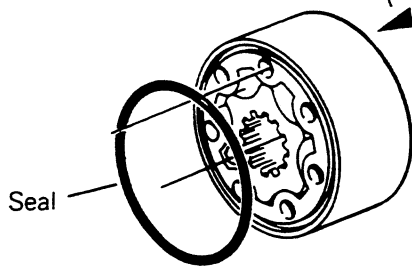


Figure 23

22 Install 73,5 mm [2.89 in.] ID seal in spacer plate or gerotor (meter), see notes on Fig 23 and Fig 24.

Seal Groove this Side of Gerotor (Meter) -002 Unit (See Note Inside Front Cover pg 2)

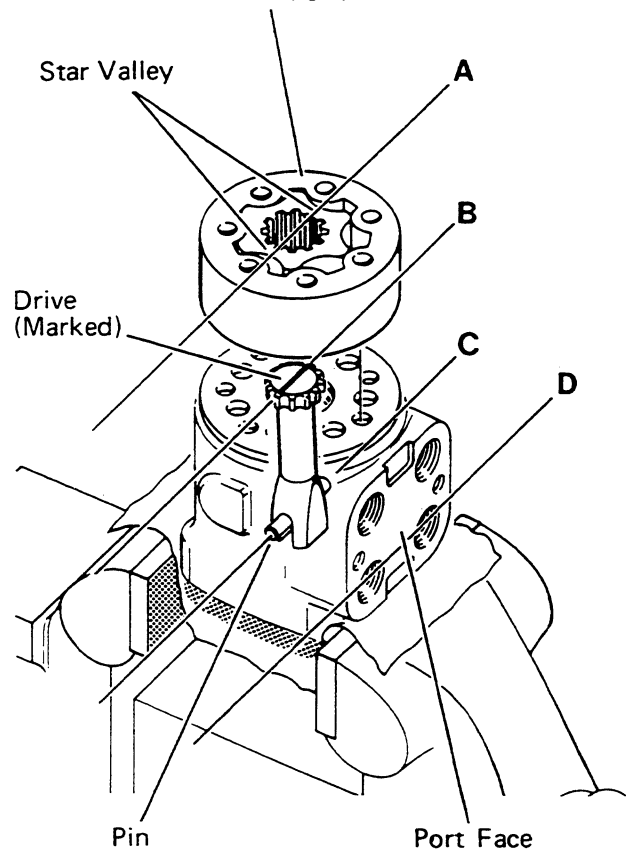
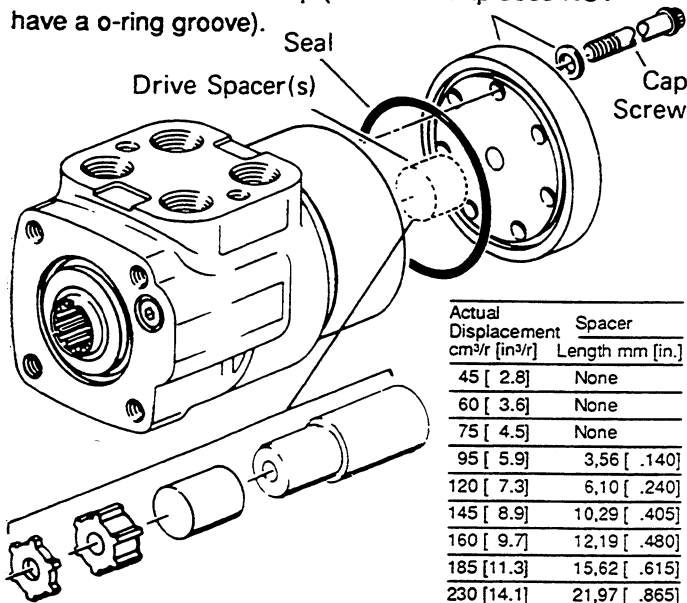


Figure 24

23 With seal side of meter toward spacer plate, align star valleys (ref. A) on drive (ref. B). Note the parallel relationship of reference lines A, B, C, and D— Fig. 24. Align bolt holes without disengaging meter from drive.

# Reassembly

Seal Washers are Not Used with 6 Point (E10) Drive Screws and -002 End Cap (-002 End Cap does NOT have a o-ring groove).



| Actual Displacement<br>cm <sup>3</sup> /r [in <sup>3</sup> /r] | Spacer Length mm [in.] |
|--|------------------------|
| 45 [ 2.8]  | None                   |
| 60 [ 3.6]  | None                   |
| 75 [ 4.5]  | None                   |
| 95 [ 5.9]  | 3,56 [ .140]           |
| 120 [ 7.3]   | 6,10 [ .240]           |
| 145 [ 8.9]   | 10,29 [ .405]          |
| 160 [ 9.7]   | 12,19 [ .480]          |
| 185 [11.3]   | 15,62 [ .615]          |
| 230 [14.1]   | 21,97 [ .865]          |
| 295 [17.9]   | 28,45 [1.120]          |
| 370 [22.6]   | 41,15 [1.620]          |
| 460 [28.2]   | 53,67 [2.113]          |
| 590 [35.9]   | 66,37 [2.613]          |
| 740 [45.1]   | 91,77 [3.613]          |

Figure 25

# 10

24 Install drive spacer(s) when used, in meter, see Fig. 25.

25 Install 73,5 mm [2.89 in.] ID seal in gerotor (meter or end cap, see notes on Fig 23, 24 and Fig 25).

26 Install end cap on gerotor, align holes.

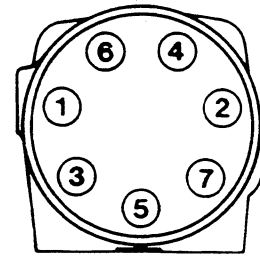


Figure 26

27 Install 7 dry cap screws in end cap. Pretighten screws to 11-17 Nm [100-150 lb-in] then torque screws to specifications shown on page 16.

**Note:** Seal Washers are not to be used with 6 point (E10) drive cap screws and current end cap (this new end cap does not have groove for o-ring).

# Disassembly

## Disassembly of Integral Column Sub Assembly

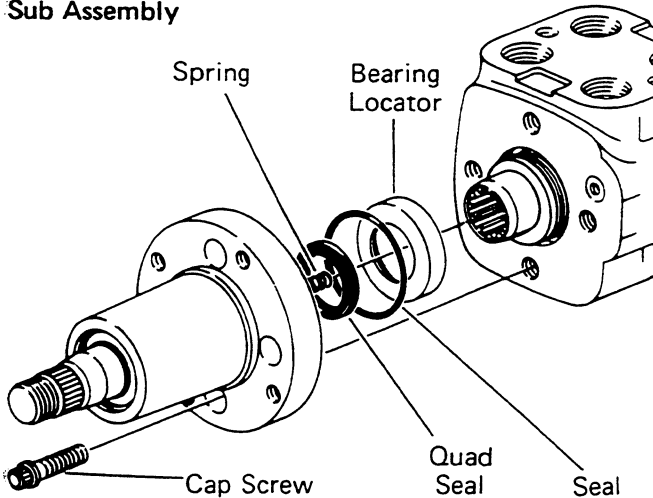


Figure 27

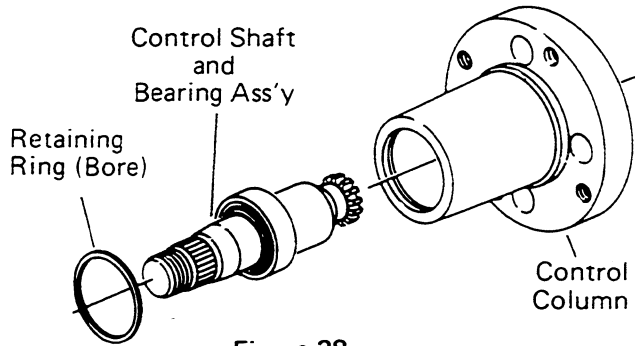


Figure 28

5 Use a thin bladed screwdriver to pry retaining ring from bore of control column.

6 Remove control shaft and bearing assembly from column, see Fig. 28. If tight, tap lightly with a plastic hammer or rubber hammer) on splined end of control shaft until the shaft breaks loose from the column.

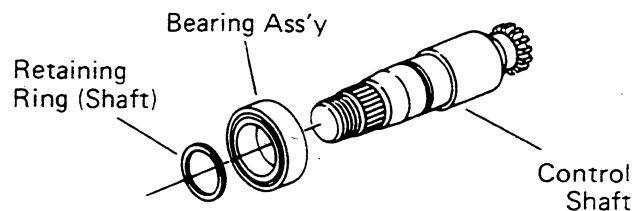


Figure 29

- 1 Remove 4 cap screws from column.
- 2 Remove column and spring, see Fig. 27.
- 3 Remove bearing locator.
- 4 Remove quad ring seal and 49,3 mm [1.94 inch] OD seal from column.

# Disassembly

7 Use a thin bladed screwdriver to pry retaining ring from shaft. The retaining ring fits very tight, be careful not to distort it. Remove this ring only if it's necessary to remove bearing assembly from shaft, see Fig. 29.

# 11

8 Press bearing assembly from control shaft. Remove bearing assembly from threaded end of shaft, see Fig. 29. Remove this bearing assembly only if necessary.

## Reassembly

### Reassembly of Integral Column Sub Assembly

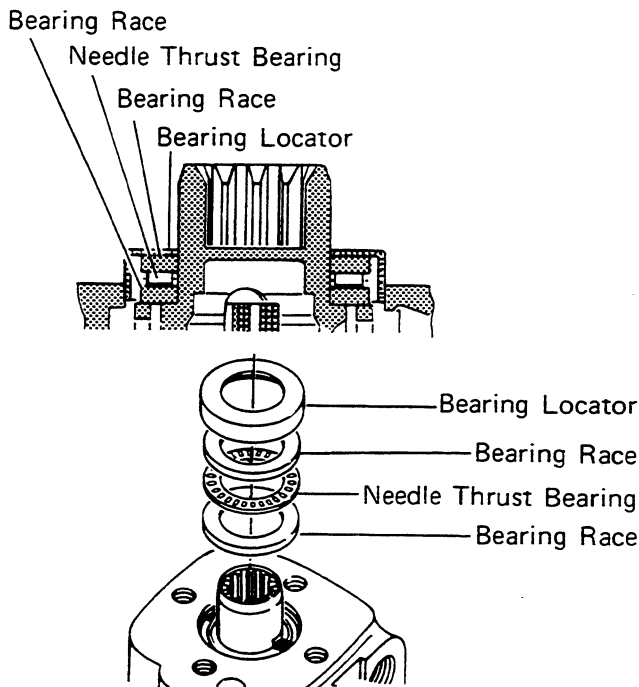


Figure 30

1 Install bearing locator over 2 bearing races and the needle thrust bearing, see Fig. 30. Use a soft plastic hammer or rubber hammer to lightly tap bearing locator in housing.

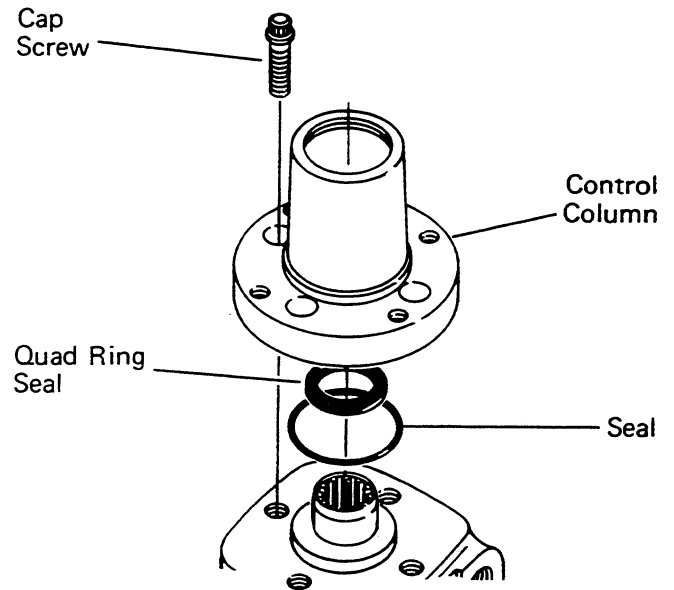


Figure 31

2 Install **dry** quad ring seal, and **lubricated** 49,3 mm [1.94 in.] OD seal in column, see Fig. 31.

3 Install column on housing. Align bolt holes.

4 Install 4 **dry** cap screws. Torque screw in a criss-cross pattern to 22 Nm [200 lb-in].

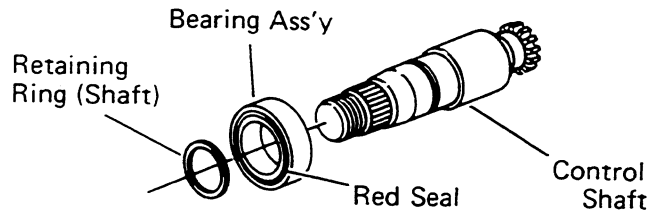


Figure 32

5 Press bearing assembly on control shaft with seal (red) side of bearing assembly facing toward threaded end of shaft. Make sure the bearing assembly seats against shoulder of shaft.

6 Install retaining ring on control shaft, see Fig. 32. Make sure ring seats properly in ring slot above bearing assembly.

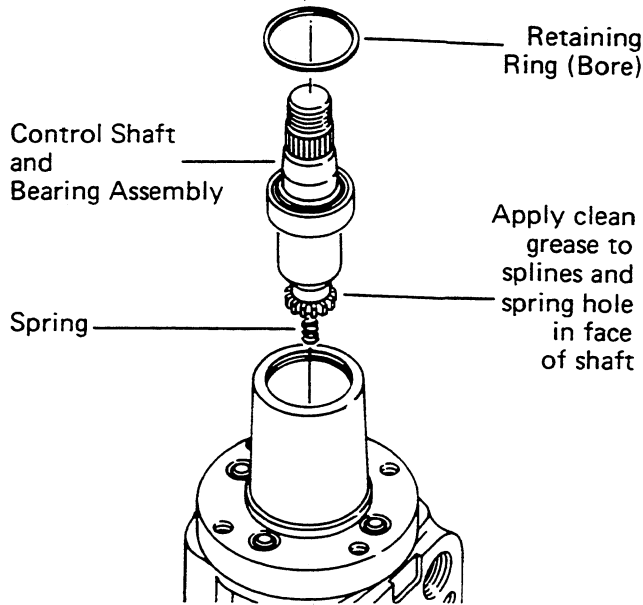


Figure 33

7 Apply clean grease to splines and spring hole located in face of control shaft, see Fig. 33. Install spring in hole. The grease should hold the spring in place until you install control shaft in column.

8 Install control shaft and bearing assembly in column (insert splined end of control shaft in column first), see Fig 33. Turn shaft to engage with spool. Push bearing assembly in far enough so you can install retaining ring in bore of column.

9 Install retaining ring in bore of column. Make sure you fully seat this retaining ring in ring groove.

1 After disassembling steering control unit, discard quad-ring seal, seal gland bushing and two centering springs. Seal gland bushings for Teflon seal and quad-ring seal are not interchangeable.

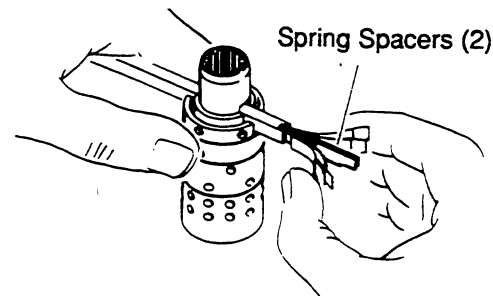
2 Low torque steering control unit has one pair of spring spacers and two pairs of centering springs. Install spring spacers between two sets of centering springs. The installation procedure is the same as that used on the standard units.

3 Install Teflon seal, apply a light coat of hydraulic oil to seal before installing.

4 Install dust seal in seal gland bushing, flat or smooth side down. This bushing has identification groove in outer diameter. Non-grooved bushing cannot be used with Teflon seal.

5 Install seal gland bushing over spool end with a twisting motion. Tap bushing in place with a rubber hammer. Make sure bushing is flush against bearing race.

6 Install retaining ring ( see Figure X ) in housing. After installing ring , tap on ring end or pry with screwdriver around entire circumference of ring to properly seat ring in groove.



## Low Input Torque Steering Control Units

Spring Spacers (2)



Springs (4)

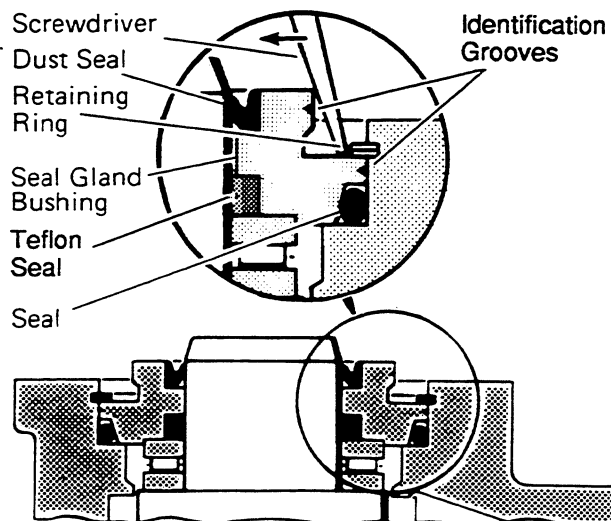
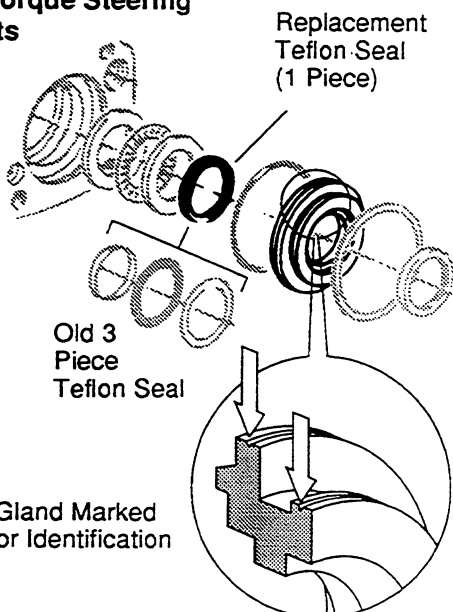


Figure X

Most steering problems can be corrected if the problem is properly defined. The entire steering system should be evaluated before removing any components. The steering control unit is generally not the cause of most steering problems. The following is a list of steering problems along with possible causes and suggested corrections.

| <u>Problem</u>   | <u>Possible Cause</u>   | <u>Correction</u>  |
|--|---|--|
| 1. Slow steering, hard steering, or loss of power assist.  | Worn or malfunctioning pump.  | Replace pump.  |
|  | Stuck flow divider piston.  | Replace flow divider.  |
|  | Worn pump compensator allowing the system pressure to be less than specified.                         | Replace pump and compensator.  |
|  | Malfunctioning relief valve allowing the system pressure to be less than specified.                   | Replace the relief valve.  |
|  | Overloaded steer axle.  | Reduce load.   |
| 2. Wander—Tendency of vehicle path to deviate from course defined by operator input.   | If load sensing system  | Correct  |
|  | 1. Leaking or kinked load sensing signal line.  | Check spring and sticking spool. Check damping orifices in both ends of main bore for debris. Check system pressure at SCU inlet for proper system pressure. If not correct replace priority valve relief cartridge. |
|  | 2. Malfunctioning priority valve.   |  |
|  | Air in the system due to low level of oil, cavitating pump, leaky fitting, pinched hose, etc.         | Correct condition and add fluid.   |
|  | Worn mechanical linkage.  | Repair or replace.   |
|  | Bending of linkage or cylinder rod.   | Repair or replace.   |
|  | Loose cylinder piston.  | Repair or replace.   |
|  | Leaky crossover relief or anti-cavitation valve in cylinder lines.                                    | Repair or replace the accessory valve.   |
|  | Severe wear in steering control unit.   | Replace the steering control unit.   |
|  | 3. Drift—Diviation of vehicle path, without operator input, from normally expected continuing course. | Single rod end cylinder slowly extends without turning the steering wheel.   |
| Worn or damaged steering linkage.  |   | Replace linkage and align front end.   |
| 4. Slip—A slow movement of steering wheel fails to cause any movement of steered wheels.                                       | Leakage of cylinder piston seals or accessory valve between cylinder lines or ports.                  | Replace seals or accessory valve.  |
|  | Worn steering control unit meter.   | Replace steering control unit.   |
| 5. Temporary hard steering or hang-up—A momentary increase in steering wheel torque during steering reversal or initial input. | Thermal Shock*  | Check unit for proper operation and cause of thermal shock.  |

\*Thermal shock definition bottom of page 14.

| <u>Problem</u>   | <u>Possible Cause</u>   | <u>Correction</u>   |
|--|---|---|
| 6. Erratic steering.   | Air in system due to low level of oil, cavitating pump, leaky fitting, pinched hose, etc.   | Correct condition and add fluid.  |
|  | Loose cylinder piston.  | Replace cylinder.   |
|  | *Thermal shock damage.  | Replace steering control unit.  |
|  | Sticking flow control spool.  | Replace flow control valve.   |
| 7. "Spongy" or soft steering.  | Air in hydraulic system. Most likely air trapped in cylinders or lines.   | Bleed air out of system. Placing ports on top of the cylinder will help prevent air trapping.               |
|  | Low fluid level.  | Add fluid and check for leaks.  |
| 8. Free Wheeling—Steering wheel turns freely with no feeling of pressure and no action on steered wheels.      | Steering column upper shaft is loose or damaged.  | Tighten steering wheel nut.   |
|  | Lower splines of column may be disengaged or broken.  | Repair or replace column.   |
|  | Steering control unit meter has a lack of oil. This can happen on start-up, after repair, or long periods of non use.                                     | Usually starting engine will cure problem.  |
|  | No flow to steering unit can be caused by:<br>1. Low fluid level.<br>2. Ruptured hose.<br>3. Internal steering control unit damage due to thermal shock*. | Add fluid and check for leaks.<br>Replace hose.<br>Replace the unit.  |
|  |   |   |
| 9. Free Wheeling—Steering wheel turns with slight resistance but results in little or no steered wheel action. | Leaking crossover relief or anti-cavitation valve in cylinder lines.  | Repair or replace the accessory valve.  |
|  | Piston seal blown out.  | Determine cause. Correct and replace seal.  |
| 10. Excessive free play at steering wheel.   | Loose steering wheel nut. Steering column shaft worn or damaged. There should be very little free play in the unit itself.                                | Repair or replace steering wheel connection or column.  |
| 11. Excessive free play at steered wheels.   | Broken or worn linkage between cylinder and steered wheels.   | Check for loose fitting bearings and anchor points in steering linkage between cylinder and steered wheels. |
|  | Leaky cylinder seals.   | Replace cylinder seals.   |

\*Thermal shock—A condition caused when the hydraulic system is operated for some time without turning the steering wheel so that fluid in the reservoir and system is hot and the steering control unit is relatively cool (more than 50° F temperature differential). When the steering wheel is turned quickly the result is temporary seizure and possible damage to internal parts of the steering control unit. The temporary seizure may be followed by total free wheeling. This applies to closed center and load sensing units only.

| <u>Problem</u>  | <u>Possible Cause</u>   | <u>Correction</u>   |
|---|---|---|
| 12. Binding or poor centering of steering wheel.  | Binding or misalignment in steering column or splined input connection.                     | Align column pilot and spline to steering control unit.   |
|   | High back pressure in tank line can cause slow return to center. Should not exceed 300 psi. | Revise circuit return line.   |
|   | Large particles can cause binding between the spool and sleeve.                             | Clean the unit and filter the oil. If another component has failed generating contaminants, flush the system while bypassing the steering control unit. |
| 13. Steering unit locks up.   | Large particles in meter section.   | Clean the unit.   |
|   | Insufficient hydraulic power (units over 15 cu. in./rev.)                                   | Check hydraulic power supply.   |
|   | Severe wear and/or broken pin.  | Replace the unit.   |
|   | *Thermal shock.   | Replace the unit.   |
| 14. Steering wheel oscillates or turns by itself, either side of neutral, after operator has removed input. | Parts assembled wrong. Steering unit improperly timed.                                      | Correct timing.   |
|   | Lines connected to wrong ports.   | Reconnect lines correctly.  |
| 15. Steered wheels turn in wrong direction when operator activates steering wheel                           | Lines connected to wrong cylinder ports.  | Reconnect lines correctly.  |
| 16. Kick—Momentary kick back of steering wheel at start of steering.  | No inlet check valve on steering control unit.  | Install a check valve.  |
| 17. Instability—Fluid-born oscillation.   | Air in lines  | Check pump inlet.<br>Bleed sensing lines.   |
|   | Harmonic system   | Add hose or an accumulator.   |
|   | Plumbing  | Bleed all lines.<br>Pilot lines should be tubing.<br>lines to cylinder should be tubing.<br>If 2 pilot lines are used go to 1.                          |
|   | Relief Setting  | Pump relief should be 300 PSI<br>above priority relief.   |
|   | Priority Valve  | Bleed by holding against stop for 30 seconds on models w/built in relief only.<br><br>Decrease damping orifice by adding small wire.                    |
|   |   | Increase spring rate ( this will raise the standby pressure ).  |
|   | Load Sensing Pump   | Compensator sticky.<br>Increase standby pressure.   |

\*Thermal shock definition bottom of page 14.

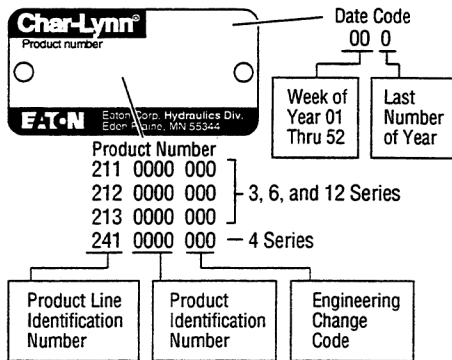
For Additional Literature Contact Eaton Corp. Hydraulics Division 15151 Highway 5 Eden Prairie, MN 55344.

- Specifications and performance data, Catalog No. 11-872
- Replacement part numbers and kit information:
  - 3, 6, and 12 Series steering control units with integral column — Parts Information No. 6-316.
  - 3, and 6 Series steering control units — Parts Information No. 6-317.
  - 12 Series steering control units — Parts Information No. 6-322.
  - 4 Series steering control units — Parts Information No. 6-319

### How to Order Replacement Parts

#### Each Order Must Include the Following:

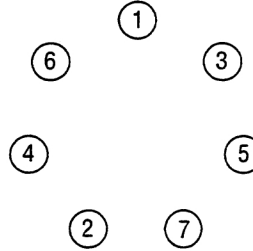
1. Product Number
2. Date Code
3. Part Name
4. Part Number
5. Quantity of Parts



### Bolt Torque Information

Continued from Page 10

Torque all screws to 11-17 Nm [100-150 lb-in] evenly, then to final torque (see chart below) in either sequence from page 10 or as shown below.



Seven cap screws for meter section, torque each evenly with less than 5% variation to value shown below and to satisfy travel limit slip rate and *manual input torque requirement*.

| Displ.<br>cm <sup>3</sup> /r<br>[in <sup>3</sup> /r] | Bolt Torque<br>± 1 Nm<br>[±10 lb-in] | Manual Input<br>Torque Limit<br>Max. |
|--|--------------------------------------|--------------------------------------|
| 45 [ 2.8]  | 23 Nm [205 lb-in]                    | 3 Nm [ 30 lb-in]                     |
| 60 [ 3.6]  | 27 Nm [235 lb-in]                    | 3 Nm [ 30 lb-in]                     |
| 75 [ 4.5]  | 27 Nm [235 lb-in]                    | 3 Nm [ 30 lb-in]                     |
| 95 [ 5.9]  | 27 Nm [235 lb-in]                    | 3 Nm [ 30 lb-in]                     |
| 120 [ 7.3]   | 27 Nm [235 lb-in]                    | 3 Nm [ 30 lb-in]                     |
| 145 [ 8.9]   | 27 Nm [235 lb-in]                    | 3 Nm [ 30 lb-in]                     |
| 160 [ 9.7]   | 28 Nm [250 lb-in]                    | 4 Nm [ 35 lb-in]                     |
| 185 [11.3]   | 28 Nm [250 lb-in]                    | 5 Nm [ 40 lb-in]                     |
| 230 [14.1]   | 30 Nm [265 lb-in]                    | 5 Nm [ 45 lb-in]                     |
| 295 [17.9]   | 30 Nm [265 lb-in]                    | 6 Nm [ 50 lb-in]                     |
| 370 [22.6]   | 30 Nm [265 lb-in]                    | 8 Nm [ 70 lb-in]                     |
| 460 [28.2]   | 30 Nm [265 lb-in]                    | 9 Nm [ 80 lb-in]                     |
| 590 [35.9]   | 32 Nm [280 lb-in]                    | 11 Nm [ 95 lb-in]                    |
| 740 [45.1]   | 32 Nm [280 lb-in]                    | 14 Nm [120 lb-in]                    |



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