



INSTRUCTION MANUAL FOR INMAC-KOLSTRAND MULTI-SPOOL BRASS POWER GURDY



KOLSTRAND

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GENERAL MULTI-SPOOL BRASS GURDY INSTRUCTIONS

1. **DESCRIPTION**

A. General Description

The **InMac-Kolstrand** Multi-Spool Brass Gurdy is designed to haul or pay-out trolling wire cable aboard by using the main drive spool as it rotates in the respective direction. The installation typically consists of a Pair of hydraulically powered Multi-spool Brass Power Gurdy Assemblies, and the ship's Hydraulic System. The hydraulic system may be used to operate other machinery. Contact InMac for recommendations and circuit diagrams before adding to your hydraulic system. See Figure 1 below for Basic Parts and Component Identifications.



Figure 1 - Basic Parts and Components of the Multi-Spool Brass Power Gurdy

B. Power Gurdy Description

The hydraulic motor is flange mounted to the Coupler Housing, with Motor Shaft coupled to the Main Gurdy Drive Shaft by way of an internal coupling. The Brass Spools with Bearings are mounted directly onto the Main Gurdy Drive Shaft. The 9" Diameter Spool will store about 1,400 feet of 1/16 inch Trolling Wire. The Bronze Control Valve is mounted directly onto the hydraulic motor by way of (4) stainless steel socket-head Capscrews with O-rings sealing the two components

C. Hydraulic Components

The Typical components of your hydraulic system are identified on the 'Hydraulic Circuit Drawing'. Each system generally includes the following basic components: Hydraulic oil storage tank, filter, pump, relief valve, control valve and actuating motor. In some cases, several of these components are included and incorporated into one housing; for example, a hydraulic tank may be directly mounted onto the hydraulic pump (as in the case with the VTM Pump Arrangement), a relief valve might be contained in the pump or control valve, or a filter might be installed in the storage tank. Consult your 'Hydraulic Circuit Drawing' for specifications concerning the operation of the system.

2. ADJUSTMENTS AND MAINTENANCE

A. Lubrication

There is One Grease Lubrication Fitting provided for each Support Foot. This grease fitting provides a path for grease to be administered so as to lubricate the Foot Bearing and Main Drive Shaft. Depending on the use of the Gurdy, grease the zerk fitting(s) periodically with waterproof grease. See Figure 2 below for Foot Bearing Grease Fitting Locations.



Figure 2 – Gurdy Foot Bearing Grease Fitting Locations

There is One Oil Fill Plug provided for each spool. This Oil Plug provides a path for oil to be administered so as to lubricate the Spool Bearing. Depending on the use of the Gurdy, the spool should be filled periodically. Rotate the spool so that the plug is in its most elevated position, remove the plug and fill the spool with AW32 Hydraulic Oil (or similar lubricating oil). Re-install the plug and check for leaks prior to operating the Gurdy. See Figure 3 below for Spool Fill Plug Locations.



Figure 3 – Spool Oil Fill Plug Locations

Additionally, there is One Grease Fitting provided to lubricate the Motor Coupler in the Motor Mount, which connects the Hydraulic Motor Shaft to the Main Drive Shaft. This Grease Fitting provides continuous lubrication for the coupler. Depending on the use of the, grease the zerk fitting periodically with waterproof grease. See Figure 4 below for Coupler Grease Fitting Location.



Figure 4 - Coupler Grease Fitting Location

B. Relief Valves

The hydraulic system typically has one or more relief valves incorporated in it. Their location and recommended pressure settings are specified on the "Hydraulic Circuit Diagram". The pressure setting and adjustment procedure of the main relief valves is very important, as excessive system pressure will cause damage to the equipment.

C. Seals and O-Rings

There are Two O-Rings which Seal between the Control Valve and the Hydraulic Motor. Should they need to be replaced due to age or hydraulic oil leakage, replace with #2-112 Buna O-Rings, to restore hydraulic system integrity between the Control Valve and Hydraulic Motor.

Additionally, the Gurdy Valve relies on One O-Ring to seal the valve cover to the body, and Two O-Rings to seal the internal ports of the control valve. Should the Cover O-Ring need to replaced, restore with a #2-230 Buna O-Ring. Should the Control Valve experience excessive internal leakage, replace the internal O-Rings with #2-114 Buna O-Rings.

D. Installation and Mounting Instructions

The **InMac-Kolstrand** Multi-Spool Brass Gurdy is equipped with a Mounting Base, which when installed will isolate the Gurdy from the Vessel. This 'New Style' Gurdy UHMW Base is far superior to older Gurdy Bases, in that the black UHMW rails will insulate the installed Gurdy from the vessel, eliminating electrolysis issues and preventing stray currents from passing through the boat and conducting down thru the Gurdy wire.

When Installing the Gurdy to the Rail, use the provided mounting holes to bolt the Gurdy securely to the rail. See Figure 5 below for the correct mounting holes to use.



Figure 5 - Correct Mounting Holes for installing Isolation Gurdy

Use the Provided Socket Head Capscrews to mount the Gurdy. You'll notice that the Capscrews **Do Not** Bolt the Stainless Steel Plate to the Vessel... The Capscrews are to be inserted through the provided plate holes, securing only the Black UHMW Rails to the vessel. See Figure 6 Below for additional guidance.



Figure 6 – Mounting Bolts are to be inserted into the hole, Securing the Black UHMW Rails to the Vessel

Installation Tip: After installing Gurdys to the vessel, fill the Capscrew Holes with Silicone, to prevent water from pooling on top of the Capscrews, and breaking the isolation feature of the base.



Note: The InMac-Kolstrand Multi-Spool Brass Gurdys are assembled and adjusted to function as best as possible using 'Bench Adjustments' during the assembly of the Gurdys. The Customer may have to make further adjustments to the Clutches and Brakes (on the vessel during initial fishing trials).

3. OPERATION

A. Multi-spool Brass Gurdy Operation

With the Gurdy Control Valve handle in the center position, oil flows from the hydraulic pump through the Gurdy Valve unrestricted, and then returns to tank. When the rotary valve handle is moved to either extreme position, oil flows through the Gurdy Hydraulic Motor, back through the Control Valve and to tank. See Figure 7 below for Gurdy Motor/Valve Plumbing Assistance.





Figure 7 – Valve Ports

B. Multi-spool Brass Gurdy Clutch & Brake Operation

Each Spool is controlled by way of a Clutch & Brake Handle, in order to dis-engage the spool from the Main Drive Shaft (for 'Free-Spooling'), controlling the free turning spool speed by moving the handle to feather the Brake, or to engage the spool to the Main Drive Shaft by the clutch (for Positive Hauling). The Direction of the engaged Spools is determined by moving the Control Valve Extension Handle, directing hydraulic fluid through the motor to drive the Main Drive Shaft.

C. Spare Parts Recommendation

(1 Only) Part No. AKPGRIP Handle Grip Kit (Per Spool)

- (1 Only) Part No. AKPBGHP-TG2C Clutch Adjustment Screw with Nut (Per Spool)
- (1 Only) Part No. AKPBGHP-TG4C Brake Dog Spring (Per Spool)
- (1 Only) Part No. AKPBGHP-TG4E Clutch & Brake Link (Per Spool)



These Parts, among other parts for the Multi-Spool Brass Gurdy, are Available On-line from InMac-Kolstrand at: **www.kolstrand.com**



Integrity Machining, Inc. 4733 Ballard Avenue N.W. Seattle, WA 98107 USA Phone & Fax: 206-784-2500 www.kolstrand.com







VENDOR DATA AND INFORMATION

For Service and Parts Assistance, Please Contact:



4733 Ballard Avenue N.W. Seattle, WA 98107 USA Telephone & Fax: 206-784-2500 www.kolstrand.com

Contents:

CharLynn 'H' Hydraulic Motor Information

ET·N Char-Lynn[®]

Hydraulic Motors

General Purpose H Series Motors

007 008 009

Parts Information



Char-Lynn General Purpose Motors — H Series

F1T•N

-007 Design Code

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Displ. cm ³ /r	Ref. No. 13		Ref. No. 16		Ref. No.YY		Ref. No. 19		
[in³/r]	Drive Len	gth mm [in.]	Gerotor	Width mm [in.]	Spacer	Width mm [in.]	Screw, Cap	Length mm [in.]	
49 [3.0]	602-000	76,2 [3.00]	8277-001	6,4 [.25]	N/A		16294-150	38,1 [1.50]	
74 [4.5]	602-000	76,2 [3.00]	8277-002	9,7 [.38]	N/A		16294-162	41,4 [1.62]	
102 [6.2]	616-000	81,8 [3.22]	8277-003	13,2 [.52]	N/A		16294-175	44,5 [1.75]	
169 [10.3]	616-000	81,8 [3.22]	8277-004	21,8 [.86]	6901-002	7,9 [.31]	16294-212	54,1 [2.12]	
195 [11.9]	616-000	81,8 [3.22]	8277-005	25,4 [1.00]	6901-003	12,2 [.48]	16294-225	57,1 [2.25]	
244 [14.9]	616-000	81,8 [3.22]	8277-006	31,7 [1.25]	6901-005	18,5 [.73]	16294-250	63,5 [2.50]	
277 [16.9]	616-000	81,8 [3.22]	8277-007	38,1 [1.50]	6901-006	24,9 [.98]	16294-275	69,8 [2.75]	
390 [23.8]	616-000	81,8 [3.22]	8277-008	50,8 [2.00]	6901-008	37,6 [1.48]	16294-325	82,6 [3.25]	
-									

-008 Design Code

Displ. cm ³ /r	Ref. No. 13		Ref. No. 16		Ref. No. YY	(Ref. No. 19			
[in³/r]	Drive Lei	ngth mm [in.]	Gerotor	Width mm [in.]	Spacer	Width mm [in.]	Screw, Cap	Length mm [in.]		
49 [3.0]	602-000	76,2 [3.00]	8277-001	6,4 [.25]	N/A		16294-150	38,1 [1.50]		
74 [4.5]	602-000	76,2 [3.00]	8277-002	9,7 [.38]	N/A		16294-162	41,4 [1.62]		
102 [6.2]	616-000	81,8 [3.22]	8277-003	13,2 [.52]	N/A		16294-175	44,5 [1 .75]		
169 [10.3]	8664-000	91,7 [3.61]	8277-004	21,8 [.86]	N/A		16294-212	54,1 [2.12]		
195 [11.9]	8664-000	91,7 [3.61]	8277-005	25,4 [1.00]	6901-009	3,4 [.14]	16294-225	57,1 [2.25]		
244 [14.9]	8664-000	91,7 [3.61]	8277-006	31,7 [1.25]	6901-002	7,9 [.3 1]	16294-250	63,5 [2.50]		
277 [16.9]	8634-000	107,4 [4.24]	8277-007	38,1 [1.50]	N/A		16294-275	69,8 [2.75]		
390 [23.8]	8634-000	107,4 [4.24]	8277-008	50,8 [2.00]	6901-004	14,0 [.55]	16294-325	82,6 [3.25]		



-009 Design Code

Displ. cm³/r Ref. No. 13 Ref. No. 16 Ref. No. YY [in³/r] Drive Length mm [in.] Gerotor Width mm [in.] Spacer Width m 37 [2.2] 602-000 76,2 [3.00] 21850-022 6,4 [.25] N/A 46 [2.8] 602-000 76,2 [3.00] 8277-001 6,4 [.25] N/A	Ref. No. 19 mm [in.] Screw, Cap Length mm [in.] 16294-150 38,1 [1.50]
[in3/r] Drive Length mm [in.] Gerotor Width mm [in.] Spacer Width m 37 [2.2] 602-000 76,2 [3.00] 21850-022 6,4 [.25] N/A	16294-150 38,1 [1.50]
	· • •
46 [2 8] 602-000 76 2 [3 00] 8277-001 6 4 [25] N/A	
	16294-150 38,1 [1.50]
59 [3.6] 22250-000 80,0 [3.15] 21850-023 10,2 [.40] N/A	16294-162 41,1 [1.62]
74 [4.5] 22250-000 80,0 [3.15] 8277-024 10,2 [.40] N/A	16294-162 41,1 [1.62]
96 [5.9] 616-000 81,8 [3.22] 8277-003 13,2 [.52] N/A	16294-175 44,5 [1.75]
120 [7.3] 22251-000 86,4 [3.40] 8277-009 16,5 [.65] N/A	16294-188 47,8 [1.88]
146 [8.9] 22252-000 89,9 [3.54] 8277-020 20,1 [.79] N/A	16294-200 50,8 [2.00]
159 [9.7] 8664-000 91,7 [3.61] 8277-004 21,8 [.86] N/A	16294-212 53,8 [2.12]
185 [11.3] 22189-000 95,8 [3.77] 8277-005 25,4 [1.00] N/A	16294-225 57,1 [2.25]
231 [14.1] 22190-000 102,1 [4.02] 8277-025 31,7 [1.25] N/A	16294-250 63,5 [2.50]
293 [17.9] 22253-000 110,5 [4.35] 8277-026 40,4 [1.59] N/A	16294-288 73,2 [2.88]
370 [22.6] 22191-000 121,2 [4.77] 8277-027 50,8 [2.00] N/A	16294-325 82,6 [3.25]
739 [45.1] 8634-000 107,4 [4.23] 21850-028 (2) 50,8 [2.00] (ea.) (See Ref. 25 and 26	6) 16294-525 133,3 [5.25]

Ref. No.	Design Code/I -007	Part Number -008	-009	Description	Quantity
1	16292-088	16292-088	16292-088	Screw, Cap (6 Point (E10) Drive 5/16-24 UNF x 7/8)	4
2	7463-000	22000-001	22000-001	Flange Mounting (2 Bolt)	1
_	7464-000	22000-002	22000-002	Flange Mounting (4 Bolt) 3/8-16 UNC	1
_	_	22000-006	22000-006	Flange Mounting (4 Bolt) M10 x 1,5	1
-	_	22000-004	22000-004	Flange Mounting (2 Bolt SAE B)	1
_	_	22000-005	22000-005	Flange Mounting (4 Bolt Magneto)	1
X 3	9121-002	9121-002	9121-002	Seal, Exclusion	1
X 4	N/A	22002-000	22002-000	Washer, Backup	1
X 5	9057-00 1	9057-0 1 4	9057-014	Seal, Pressure	1
X 6	9091-001	9091-001	9091-001	Seal	1
7	7462-000	7462-000	7462-000	Race, Thrust Bearing	1
8	7537-000	7537-000	7537-000	Bearing, Thrust Needle	1
9	7360-001	7360-00 1	7360-001	Shaft, Output (1 in. Dia. Straight with Woodruff Key Slot)	1
_			220879-001	Shaft, Output (1 in. Dia. Straight with Woodruff Key Slot — Sensor Shaft)	1
_	7360-002	7360-002	7360-002	Shaft, Output (SAE 6B Splined)	1
_	7360-007	7360-007	7360-007	Shaft, Output (1 in. Dia. Straight with .315 Dia. Crosshole)	1
_	7360-008	7360-008	7360-008	Shaft, Output (1 in. Dia. Straight with .406 Dia. Crosshole)	1
_	7360-024	7360-024	7360-024	Shaft, Output (25 mm Dia. Straight)	1
_	7360-016	7360-016	7360-016	Shaft, Output (7/8 in. Dia. SAE B 13 T Splined)	1
_	7360-017	7360-017	7360-017	Shaft, Output (7/8 in. Dia. Straight SAE B Straight)	1
_	7360-018	7360-018	7360-018	Shaft, Output (1 in. Dia. Tapered)	1
_	14193-000	14193-000	14193-000	Key, Woodruff (1 in. Dia. Straight Shaft)	1
	14193-000	14193-000	14193-000	Key, Woodruff (for Tapered Shaft)	1
_	14391-004	14391-004	14391-004	Key, Straight (for 7/8 in. Dia. Shaft)	1
_	14462-006	14462-006	14462-006	Key, Straight (for 25 mm Dia. Shaft)	1
_	14381-000	14381-000	14381-000	Nut (for Tapered Shaft)	1

Continued on Next Page (Page 4)

${\it Char-Lynn \ General \ Purpose \ Motors - H \ Series}$

		ued from Page 3	}		
Ref. No.	Design Code/F -007	Part Number -008	-009	Description Qu	uantity
10	7359-001	7359-001	22230-001	Housing, 7/8-14 O-ring Ports	1
			201225-001	Housing, 7/8-14 O-ring Ports — Sensor Housing	1
	7359-002	7359-002	22230-002	Housing, 1/2 NPTF Ports	1
			201225-002	Housing, 1/2 NPTF Ports — Sensor Housing	1
	7359-003	7359-003	22230-003	Housing, Manifold Ports (5/16-18 UNC)	1
	7359-006	7359-006	22230-006	Housing, G 1/2 (BSP) Ports	1
	7359-004	7359-004	22230-004	Housing, Manifold Ports (M8 x 1.5)	1
10a	21388-000	21388-000	22294-001	Housing, End Ported Motor	1
X 11	15007-000	15007-000	250001-011	O-ring	1
12	8985-000	8985-000	22229-000	Plug	1
13	*	*	*	Drive	1
X 14	9086-002	9086-002	9086-002	Seal (Displ. 739 [45.1] — Qty. 4	· ·
15	7358-000	7358-000	7358-000	Plate, Spacer	, 0 1
16	*	*	*	Gerotor (Displ. 739 [45.1] — Qty. 2	· \ 1
17	7461-000	7461-000	7461-000	Cap, End (without Port(s))	/ ' 1
.,	7611-000	7611-000	7611-000	Cap, End (with 7/16-20 O-ring Drain Port)	1
	21779-000	21779-000	21779-000	Cap, End (with G 1/4 (BSP) Drain Port)	1
17a	21387-001	21387-001	21387-001	Cap, End (with 3/4-16 O-ring Ports (2))	1
	21387-002	21387-002	21387-002	Cap, End (with 3/4-16 O-ring Ports (2) and 7/16-20 O-ring Drain Port)	1
	21387-003	21387-003	21387-003	Cap, End (with G 1/2 (BSP) Ports (2) and G 1/4 (BSP) Drain Port)	1
X 18	14488-000**	* 14488-000**	14488-000**	Seal, Washer	7
19	*	*	*	Screw, Cap (6 Point (E10) Drive 5/16-24 UNF) (End Ported— Qty. 5)	7
20	9072-003	9072-003	9072-003	Plug/ O-ring (7/16-20 Drain Port)	1
х	250003-904	250003-904	250003-904	O-ring for 7/16-20 Drain Port Plug	1
	9170-002	9170-002	9170-002	Plug/O-ring (G 1/4 (BSP) Drain Port)	1
		_	—	O-ring for G 1/4 (BSP) Drain Port Plug	1
21	9072-007	9072-007	9072-007	Plug/ O-ring, Housing (7/8-14 Plug S/A used w/End Ported Motors)	2
х	250003-910	250003-910	250003-910	O-ring for 7/8-14 Housing Port Plug	2
	9179-007	9179-007	9179-007	Plug/ O-ring (Viton), Housing (7/8-14 Plug S/A used w/End Ported Motors)	2
	250017-910	250017-910	250017-910	O-ring (Viton) for 7/8-14 Housing Port Plug	2
24	_	—	45-000	Drive (Displ. 739 [45.1] Only)	1
25	_		6901-002	Spacer (Displ. 739 [45.1] Only)	1
26		—	6901-009	Spacer (Displ. 739 [45.1] Only)	1
YY	*	*	N/A	Spacer	1
31			201137-001	Sensor, Speed (127mm [5.0 in.] Lead Wire)	1
Seal Kit	60023-000	60540-000	60540-000	Seal Kit (Buna N) — Contains Parts Indicated by X	
	60032-000	60545-000	60545-000	Seal Kit (Viton) — Contains Parts Indicated by X (Part No.s Differ from those Shown)	
Mounting	123-1007	123-1 007	123-1007	Base Block Mounting Kit (1/2 NPTF Ports (Manifold Mount Motors Only))	
Kit	123-1008	123-1008	123-1008	Base Block Mounting Kit (7/8-14 O-ring Ports (Manifold Mount Motors Only))	
XA	15058-000	15058-000	15058-000	Seal, O-ring (2)	
В	267512-019	267512-019	267512-019	Screw, Cap (5/16-18 Thread (4))	
			14474-003	Screw, Cap (M8 × 1.5) Thread (4))	

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See Chart on Page 2
Used with 12 Point Cap Screws Only (*Replacement Screws are 6 Point (E10) Drive, no Seal Washer Required*).

F1T•N

H Series Motors

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lotes:	



Notes:	

How to Order Replacement Parts

3. Part Name

Each Order Must Include the Following:

1. Product Number 4. Part Number 2. Date Code

5. Quantity of Parts

For More Detailed Information Contact Eaton Corp. Hydraulics Division 15151 Highway 5 Eden Prairie, MN 55344.

- Specifications and performance data, Catalog No. 11-885
- When servicing H Series Motors refer to Repair • Information No. 7-117. This repair manual lists tools required, and step by step disassembly and reassembly procedures.



Eaton

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FT·N Char-Lynn[®]

H Series General Purpose Gerotor Motor

007 008 009





Disassembly



Tools required for disassembly and reassembly.

- Torque wrench (34Nm [300 lb-in] capacity)
- 300-400mm [12-16 in.] breaker bar
- 5/16 in.–12 point socket no. 5422 (Heavy Duty 56Nm [500 lb-in] Capacity)
- Small screwdriver (150-200 x 6mm [6-8 x 1/4 in.] flat blade), see page 4 for tooling information.
- 5mm [3/16 in.] hex key
- Shaft pressure seal installation tool for 007 motor P/N 600470, for 008 and 009 motors P/N 600523
- Seal sleeve or bullet P/N 600304 (1 in. dia. shaft), P/N 600466 (7/8 in. dia. shaft)
- Tools available—by special order—through our service department.

F1T•N

Instructions in this manual are for H Series motors (101-XXXX-007, 008 and 009).

Cleanliness is extremely important when repairing these motors. Work in a clean area. Before disconnecting lines, clean port area of motor. Remove key when used. Check shaft and key slot. Remove burrs, nicks and sharp edges. Before disassembly, drain oil from motor. Then plug ports and thoroughly clean exterior of motor.

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

Gerotor End



1 Place motor in vice and clamp across edge of flange with output shaft down. When clamping, use protective device on vise such as special soft jaws, pieces of hard rubber or board (see Figure 1).



 ${\bf 2}\,$ Remove cap screws and seal washers (when applicable – see Figure 2).

- 3 Remove end cap.
- 4 Remove seal from end cap.



Figure 3

- 5 Remove gerotor.
- 6 Remove seal from gerotor (see Figure 3).
- 7 Remove drive spacer if applicable.



Figure 4

- 8 Remove drive (see Figure 4).
- 9 Remove spacer plate.
- 10 Remove seal from housing.



Disassembly

11 Remove output shaft from housing.

12 Remove needle thrust bearing from shaft or housing.



13 Reposition motor in vise. Clamp across ports as shown in Figure 5. Do not clamp on side of housing. Excessive clamping pressure on side of housing causes distortion.

14 Remove cap screws from mounting flange. These screws are assembled with Loctite to hold them in place.

The screws will require 35-45 Nm [300-400 lb-in] of torque to break loose and 11 Nm [100 lb-in] torque to remove. Do not use impact wrench on screws that have been secured with Loctite . This could result in rounded heads or broken sockets.

Note: If torque higher than given above is required to break screws loose, apply heat according to following instructions:

When heated, Loctite partially melts. This reduces torque required to remove screw. Use small flame propane torch to heat small area of housing where screw enters (see Figure 6). Be careful not to overheat housing and damage motor. Gradually apply torque to screw with socket wrench as heat is applied for 8 to 10 seconds. As soon as screw breaks loose, remove heat from housing. Continue turning screw until it is completely removed.



15 Carefully remove flange from housing.

Important: Some motors may have a quad seal and back-up ring in place of the pressure seal. The quad seal and back-up ring are no longer available and are replaced by the pressure seal. They are interchangeable, but some precautions must be taken to insure proper installation. Follow the reassembly instructions.



Figure 7

16 Exclusion seal, back-up ring, pressure seal and seal will come off with flange (see Figure 7). Use seal removal tool (shown in Figures 8 and 9) to remove exclusion and pressure seals.

Important: Be careful not to scratch seal cavity O.D. This could create a leak path.



Figure 8



Figure 9



Figure 10

17 A metal plug, with seal, plugs a machining hole in the housing. It is not necessary to remove plug and replace seal unless leakage occurs around plug. To remove plug, insert 5 mm [.187 in.] hex key through port opening and push it out (see Figure 10). The 009 plug is not interchangeable with 007 and 008 plugs.

Reassembly

Shaft End

Check all mating surfaces. Replace any parts with scratches or burrs that could cause leakage or damage. Clean all metal parts in clean solvent. Blow dry with air. Do not wipe parts with cloth or paper towel because lint or other matter could get into the hydraulic system and cause damage.

Check around key slot and chamfered area of shaft for burrs, nicks or sharp edges that could damage seals during reassembly. Remove nicks or burrs with a hard smooth stone (such as an Arkansas stone). Do not file or grind motor parts.

Note: Lubricate all seals with petroleum jelly. Use new seals when reassembling motor. Refer to parts list 6-121 for proper seal kit numbers.

Important: Do not stretch seals before installing them.

Cleanliness is extremely important in the successful application of Loctite. Before Loctite can be applied, the parts should be cleaned as follows:

Note: Fully cured Loctite resists most solvents, oils, gasoline and kerosene and is not affected by cleaning operations. It is not necessary to remove cured Loctite that is securely bonded in tapped holes; however, any loose particles of cured Loctite should be removed.

a. Wash the housing with solvent to remove oil, grease and debris. Pay particular attention to four tapped holes on flange end.

b. Blow dry with compressed air. Clean and dry tapped holes.

c. Wire brush screw threads to remove cured Loctite and other debris. Discard any screws that have damaged threads or rounded heads.

d. Wash screws with non-petroleum base solvent. Blow dry with compressed air.

18 If you remove plug and seal, lubricate new seal and install on plug. Some plugs have two o-ring grooves but require only one o-ring. Install o-ring in groove closest to end of plug. Push plug into housing so plug and housing are flush. Be careful not to damage seal.





Figure 11

19 Lubricate output shaft with hydraulic oil, then install shaft in housing (see Figure 11).

Important: Do not permit oil to get into the four tapped holes.

20 Install needle thrust bearing, then bearing race on shaft. Pull shaft partially out of housing. Push all three parts in housing together (see Figure 11). The bearing race must rotate freely when in position.





Seal Installation Tool No. 600470 (007 Motors) No. 600523 (008, 009 Motors)

Figure 12

21 Install exclusion seal in flange (see Figure 12). Carefully press exclusion seal into place.

22 Visually check seal seat in mounting flange for scratches or other marks that might damage the pressure seal. Check for cracks in flange that could cause leakage.

23 Lubricate I.D. of seal tube and O.D. of shaft pressure seal with light film of clean petroleum jelly. Align small I.D. end of seal tube with seal seat in mounting flange. Install back-up ring and pressure seal in tube with lips of seal face up (see Figure 12). Insert seal driver in tube and firmly push seal seat with a rotating action.

Important: After installing seal in flange, examine seal condition. If damaged or improperly installed, you must replace it before continuing with reassembly.

24 Install 49 mm [1.937 in.] I.D. seal in flange.

25 It is recommended to apply a light coat of Loctite Primer NF in tapped holes of housing. Allow primer to air dry for at least 1 minute. Do not force dry with air jet; the primer will blow away.

Use of primer is optional. With primer, Loctite curing time is approximately 15 minutes. Without primer curing time is approximately 6 hours.



Figure 13

26 Apply 3 or 4 drops of Loctite sealant at top of thread for each of four holes in housing (see Figure 13). Do not allow parts with Loctite applied to come in contact with any metal parts other than those for assembly. Wipe off excess Loctite from housing face, using a non-petroleum base solvent.

Do not apply Loctite to threads more than 15 minutes before installing screws. If housing stands for more than 15 minutes, repeat application. No additional cleaning or removal of previously applied Loctite is



Figure 14

necessary.

27 Before installing flange and seal assembly over shaft, place protective sleeve or bullet over shaft. Then lubricate space between exclusion seal and pressure seal, as well as lips of both seals (see Figure 14).

Install flange. Rotate flange slowly while pushing down over shaft. Be careful not to invert or damage seals.





28 After removing bullet, clamp motor in vise as shown in Figure 15. Make sure shaft cannot fall out. Install dry screws and alternately torque them immediately to 250 lb-in [28 Nm]. If you use primer, allow to cure for 10 to 15 minutes. Without primer, allow 6 hours curing time before subjecting motor to high torque reversals. On all other applications, you can run motor immediately.

If you use new screws, make sure they are the correct length: 22 mm [.875 in.] under head length. See parts list for correct part number.

Gerotor End

29 Reposition motor with gerotor end up, then clamp across ports. Do not clamp on side of housing.

Important: To aid installation of seals, apply light coat of clean petroleum jelly to seals. Do not stretch seals before installing them in groove.

30 Pour approximately 35 cc of clean hydraulic oil in output shaft cavity.

31 Install 73 mm [2.875 in.] I.D. seal in housing seal groove. Avoid twisting seal.

Timing Procedure

a. Install drive. Use felt tip marker to mark one drive tooth. Align this tooth with timing dot on shaft.

Note: If drive is not symmetrical, install larger splined end into shaft.

b. Install spacer plate.

c. Install 73 mm [2.875 in.] I.D. seal in gerotor seal groove. Carefully place gerotor on spacer plate, seal side toward spacer plate.

Standard Rotation Align any star point with tooth marked on drive (see Figure 16).



Reverse Rotation Align any star valley with marked tooth (see Figure 17).





32 Rotate gerotor to line up with bolt holes. Be careful not to disengage star from drive or disturb gerotor seal.

33 Install drive spacer if applicable.

 $\mathbf{34}$ Install 73 mm [2.875 in.] seal in end cap. Carefully place end cap on gerotor.



Bolt Torquing Sequence

Figure 18

35 Install cap screws and seal washers (if applicable) in end cap. Pretighten screws to 7,4 Nm [40 lb-in]. Make sure seal washers are properly seated. Then torque screws 27-28 Nm [235-250 lb-in] in sequence, as shown in figure 18.

Reassembly — Speed Sensor

F1T•N

1 Rotate the motor shaft until a (gear/target) tooth is centered in the speed sensor port. If this is not done, the sensor may be damaged during the operation of the motor.

2 Make sure the lock nut and its threads are clean and dry for the proper torque. Position the lock nut against the alignment nut as shown in Figure 19.

3 Move the washer and the o-ring up against the speed sensor body threads as shown in Figure 19.

4 By hand, lightly thread the speed sensor body into the housing until the sensor touches against the motor (gear/target) tooth. **Do not force the sensor against the (gear/ target) tooth, damage may occur.** Make sure the o-ring or the washer do not touch the housing — see Figure 20.

5 Turn the speed sensor body out one quarter turn (CCW) plus the additional amount (CCW) needed to make the alignment notches perpendicular to the motor shaft centerline (90° +/-5 degrees from the motor shaft centerline — Figure 21 and 22).

6 Maintain the speed sensor body alignment (Figure 22), and tighten the lock nut to 8,5-14 Nm [75-125 lb-in.] (torque values are for clean dry threads).

7 Check the speed sensor body for correct alignment (Figure 22), reinstall the sensor if it is not correct.

Figure 21



Common Product Numbers

Product Numbers—H Series

Orders will not be accepted without three digit prefix. Displ. cm³/r [in³/r] Product Number 101-xxxx 46 36 74 59 97 120 146 159 185 231 293 370 740 Mounting Shaft Ports [2.2] [2.8] [3.6] 4.5 [5.9] [7.3] [8.9] [9.7] [11.3] [14.1] [17.9] [22.6] [45.0] 7/8-14 O-ring **101-**1700 -1033 -1701 -1034 -1035 -1702 -1703 -1036 -1037 -1038 -1039 -1040 1 in. Straight **101-**1704 -1028 1/2 NPTF -1025 -1705 -1026 -1027 -1706 -1707 -1029 -1030 -1031 -1032 w/Woodruff Key **101**-1708 Manifold* -1041 -1709 -1042 -1043 -1710 -1711 -1044 -1045 -1046 -1047 -1048 7/8-14 O-ring 101-1721 -1081 -1722 -1082 -1083 -1723 -1724 -1084 -1085 -1086 -1087 1088 1 in. SAE 6B 1/2 NPTF 101-1725 -1073 -1726 -1074 -1075 -1727 -1728 -1077 -1078 -1076 -1079 -1080 Splined Manifold* 101-1729 -1089 -1730 -1090 -1091 -1731 -1732 -1092 -1094 -1095 -1093 -1096 2 Bolt Flange 7/8-14 O-ring 101-1796 -1797 -1798 -1799 -1800 -1801 -1802 -1803 1 in. Straight w/ 1/2 NPTF 101-1804 -1805 -1806 -1808 -1807 -1870 -1809 -1810 .31 Dia. Crosshole Manifold* 101-1811 -1812 -1813 -1814 -1815 -1816 -1817 -1818 ____ 7/8-14 O-rina **101**-1819 -1323 -1820 -1325 -1821 -1324 -1822 -1326 ____ _ _ 1 in. Straight w/ 1/2 NPTF 101-1823 -1319 -1824 -1320 -1825 -1826 -1827 -1828 .40 Dia. Crosshole Manifold* 101-1829 -1463 -1830 -1831 -1832 -1833 -1834 -1871 7/8-14 O-ring -1009 -1750 -1751 **101**-1749 -1010 -1011 -1752 -1012 -1013 -1014 -1015 -1016 1 in. Straight -1754 1/2 NPTF 101-1753 -1001 -1002 -1003 -1755 -1756 -1004 -1005 -1006 -1008 -1007 w/Woodruff Key **101**-1757 -1017 -1758 -1759 Manifold* -1018 -1019 -1760 -1020 -1021 -1022 -1023 -1024 -7/8-14 O-ring **101**-1761 -1057 -1762 -1059 -1058 -1872 -1763 -1060 -1061 -1062 -1063 -1064 1 in. SAE 6B 1/2 NPTF 101-1764 -1049 -1765 -1050 -1051 -1766 -1767 -1052 -1053 -1054 -1055 -1056 Splined 4 Bolt Manifold* **101-**1768 -1065 -1769 -1066 -1067 -1770 -1771 -1068 -1069 -1070 -1071 -1072 _ Flange 7/8-14 O-ring 101-1835 -1836 -1837 -1838 -1839 -1840 -1841 -1842 1 in. Straight w/ 1/2 NPTF -1497 **101**-1843 -1844 -1449 -1352 -1845 -1846 -1847 .31 Dia. Crosshole Manifold* 101-1848 -1466 -1849 -1459 -1850 -1851 -1852 -1853 7/8-14 O-ring 101-1854 -1311 -1855 -1856 -1857 -1858 -1859 -1860 ____ 1 in. Straight w/ 1/2 NPTF 101-1861 -1313 -1862 -1312 -1314 -1863 -1864 -1315 _ _ .40 Dia. Crosshole 101-1865 -1305 Manifold* -1866 -1306 -1307 -1867 -1868 -1869

product number—Example 101-1868.

Add three digit prefix -101-to four digit number from chart for complete



Product Numbers—H Series Motors with Corrosion Protection

			Displ.	Displ. cm ³ /r [in ³ /r] Product Number 101-xxxx											
Mounting	Shaft	Ports	36 [2.2]	46 [2.8]	59 [3.6]	74 [4.5]	97 [5.9]	120 [7.3]	146 [8.9]	159 [9.7]	185 [11.3]	231 [14.1]	293 [17.9]	370 [22.6]	740 [45.0]
4 Bolt	1 in. Straight	1/2 NPTF	101 -2032	-2014	-2093	-2027	-2013	-2094	-2095	-2015	-2028	-2029	-2030	-2031	_
Flange	w/Woodruff Key	Manifold*		-2067							-2068	-2069			

*Manifold product numbers shown are for motors with four 5/16-18 port face mounting threads. Manifold, manifold mounting o-rings and bolts are NOT

included (for M8 x 1,5 port face mounting threads see note below).





Notes:	

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

- Specifications and performance data, Catalog No. 11-885
- Replacement part numbers and kit information Parts Information No. 6-121

How to Order Replacement Parts

Each Order Must Include the Following:

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

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Each Order Must Include the Following:

- 1. Product Number
- 2. Date Code
- ber 4. Part Number 5. Quantity of Parts
- 3. Part Name
- J. Quantity of L



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