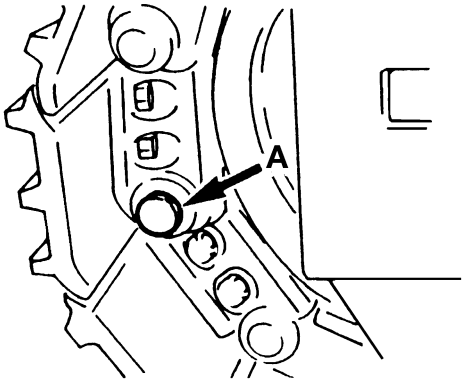
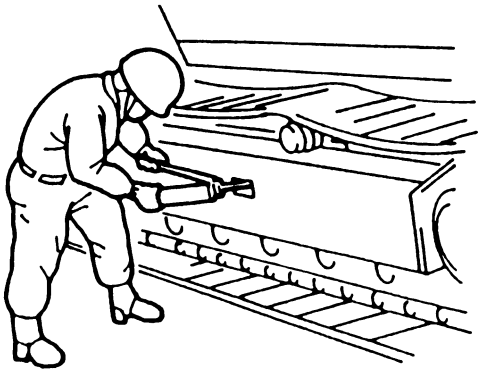


284051-1

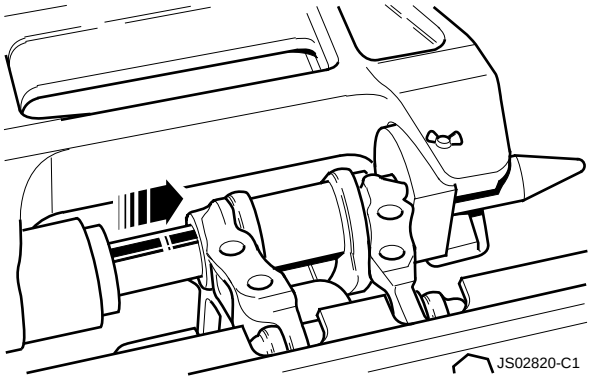
Fig 12.



284140

Fig 14.

7 Slowly operate the hydraulic ram and press the master pin into position ⇒ *Fig 13. (J-6)*.



JS02820-C1

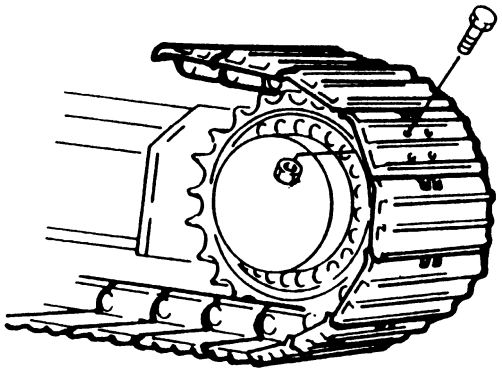
Fig 13.

8 Re-locate the track shoes and tighten the bolts (see **Checking the Track Shoes** - Section 3).

9 Apply grease through the check valve to adjust the track tension (see **Checking/Adjusting the Track Tension** - Section 3).

Replacing a Shoe Plate

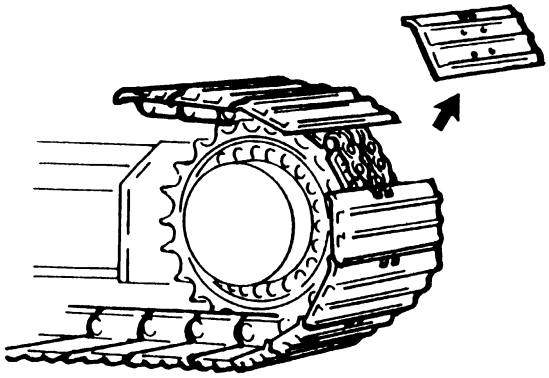
1 Position the damaged shoe plate over the drive sprocket as shown. Remove the four mounting nuts and bolts.



248150

Fig 15.

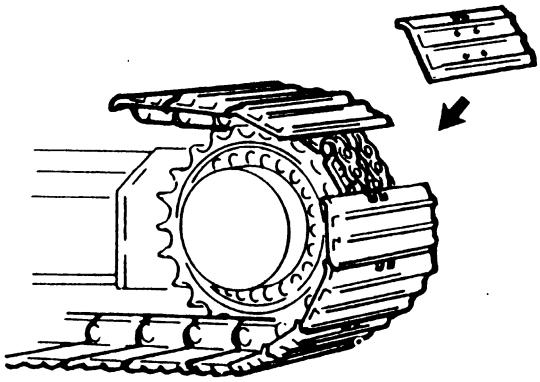
2 Remove the damaged shoe plate.



284160

Fig 16.

3 Position a new shoe plate on the track link.



284170

Fig 17.

4 Install the four bolts and nuts to secure the shoe plate.

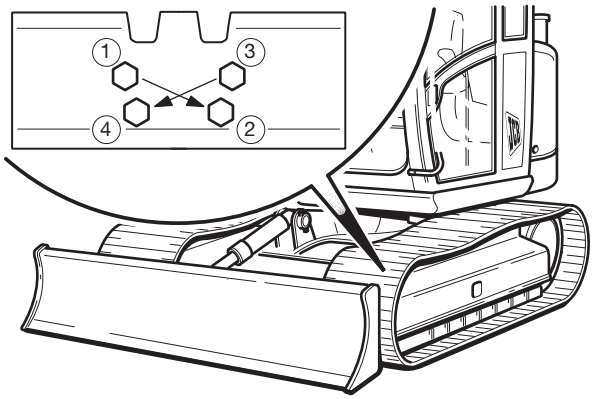


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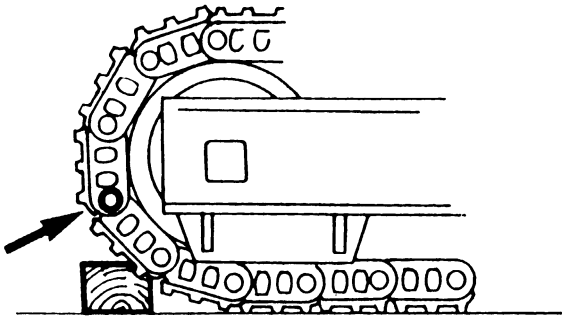
Fig 18.

Replacing a Track Link

1 Position the link to be replaced over the idler wheel and place a block as shown to support the link below the one to be removed ⇒ *Fig 19. (J-8)*.



284040

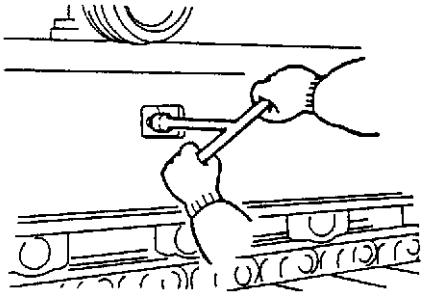
Fig 19.

2 Loosen the check valve to bleed out grease and slacken the track ⇒ *Fig 20. (J-8)*.

⚠ WARNING

When opening the check valve always stand to one side and loosen a little at a time until grease starts to come out. If you over-loosen too much grease could spurt out or the valve cover fly out and cause serious injury.

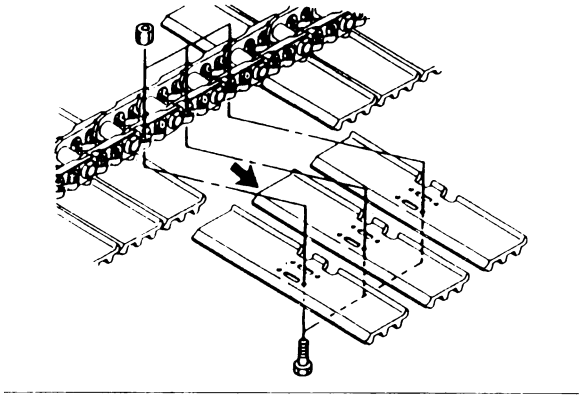
8-3-4-5



C004260

Fig 20.

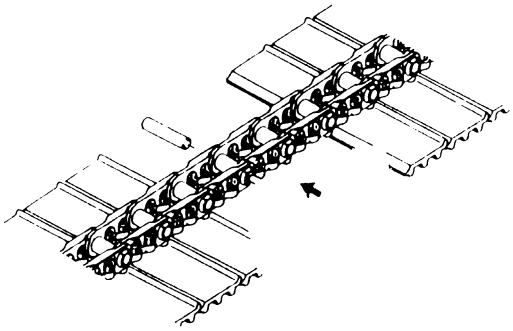
3 Remove the shoe plate attached to the worn or damaged link and a further shoe plate on either side ⇒ *Fig 21. (J-8)*, see also ⇒ *Replacing a Shoe Plate (J-7)*.



284180

Fig 21.

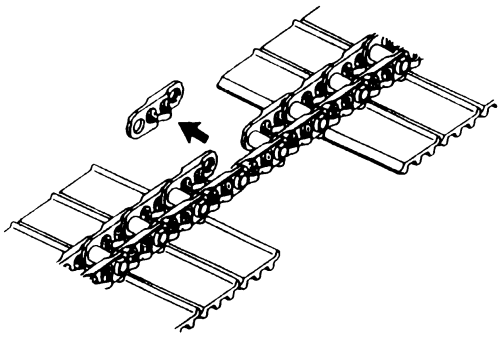
4 Using a portable press, remove the track pins securing the link ⇒ *Fig 22. (J-8)*.



284190

Fig 22.

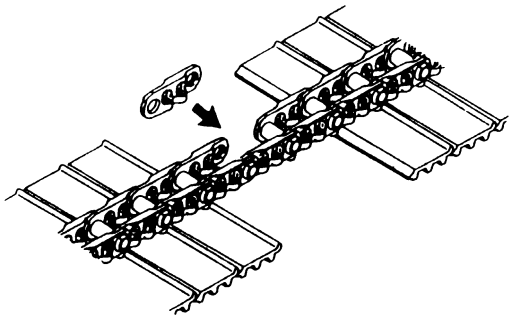
5 Remove the damaged link ⇒ *Fig 23. (J-9)*.



284200

Fig 23.

6 Align the replacement link parts with the existing links ⇒ ***Fig 24. (J-9)***.



284210

Fig 24.

7 Install the new track pins using a portable press ⇒ ***Fig 25. (J-9)***.

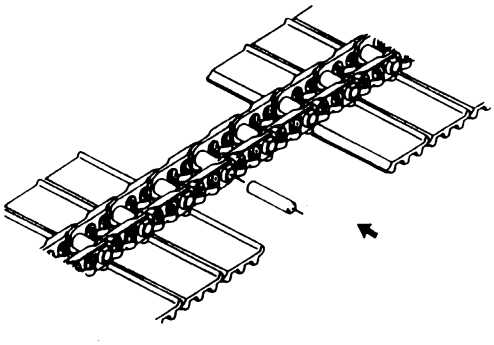


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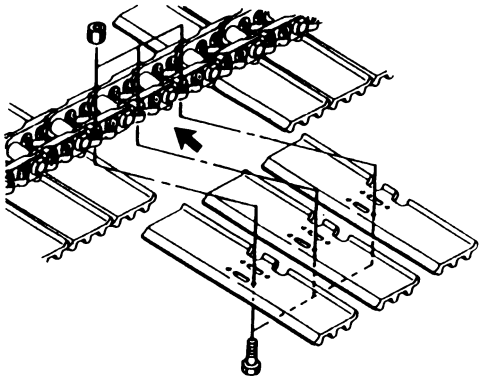
Fig 25.

8 Re-install the three shoe plates ⇒ ***Fig 26. (J-9)***, see also ⇒ ***Replacing a Shoe Plate (J-7)***.



284230

Fig 26.

9 Adjust track tension (see **Checking/Adjusting the Track Tensio**n - Section 3).

Remove the wooden block from under the track.

Changing Tracks

Changing from Steel to Rubber Tracks

1 Remove the steel tracks, see ⇨ *Track Removal (J-3)*.

2 Remove and store track guides **A** (two per side, together with bolts **B**. Fit blank bolts in place of bolts **B**.

3 Remove the recoil units ⇨ *Idler Wheel and Recoil Unit (J-13)*.

⚠ WARNING

RECOIL UNITS ARE DANGEROUS. They must not be dismantled without using suitable tools to compress the spring safely. The spring pressure can cause serious injury if suddenly released. Scrap units must be made harmless by compressing the spring in a hydraulic press and cutting through the end of the shaft before slowly releasing the pressure.

TRACK-1-10

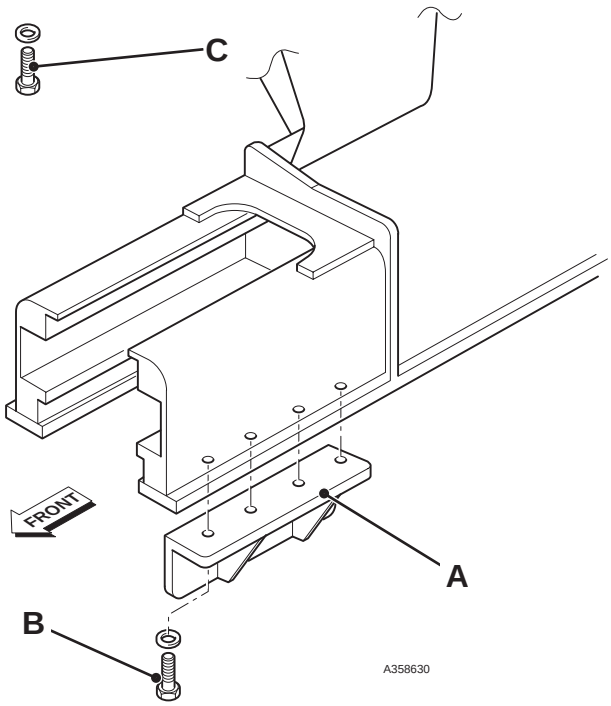
4 Set up the recoil units to dimension **X** ⇨ *Idler Wheel and Recoil Unit (J-13)*.

5 Refit the recoil units ⇨ *Idler Wheel and Recoil Unit (J-13)*.

Note: *The idler wheel is common to both types of track.*

6 Fit the rubber tracks.

7 Tension the rubber tracks (see **Checking/Adjusting the Track Tension** - Section 3).



A358630-1

Fig 27.

Changing from Rubber to Steel Tracks

1 Remove the rubber tracks.

2 Remove and store blank bolts. Fit track guides **A** using bolts **B**.

3 Remove the recoil units ⇨ ***Idler Wheel and Recoil Unit (J-13)***.

⚠ WARNING

RECOIL UNITS ARE DANGEROUS. They must not be dismantled without using suitable tools to compress the spring safely. The spring pressure can cause serious injury if suddenly released. Scrap units must be made harmless by compressing the spring in a hydraulic press and cutting through the end of the shaft before slowly releasing the pressure.

TRACK-1-10

4 Set up the recoil units to dimension **Y** ⇨ ***Idler Wheel and Recoil Unit (J-13)***.

5 Refit the recoil units ⇨ ***Idler Wheel and Recoil Unit (J-13)***.

Note: *The idler wheel is common to both types of track.*

6 Fit the steel tracks ⇨ ***Track Replacement (J-4)***.

7 Tension the tracks (see **Checking/Adjusting the Track Tension** - Section 3).