LeeBoy

OPERATIONS, SERVICE AND PARTS MANUAL

8500 Limited Conveyor Paver

Manual No. 85000402

B.R. Lee Industries
688 North Highway 16
Denver, NC 28037

One Year or 1000 Hour
LIMITED WARRANTY

WARRANTY

1. If a defect in material or workmanship is found and the authorized Dealer is notified during the warranty period, LeeBoy will repair or replace any part or component of the unit or part which fails to conform to the warranty during the warranty period.
2. The warranty will start on the date of the unit's warranty registration form from the initial Customer and will expire after 12 months have passed or 1000 hours on the service meter have been exceeded, whichever shall first occur.
3. Engines bearing other manufacturers' trademarks are warranted by those manufacturers and may have warranty coverage that differs from that of LeeBoy.
4. Replacement parts furnished by the LeeBoy pursuant to this warranty are covered for the remainder of the warranty period applicable to the unit or component in which such parts are installed. Replacement parts have no separate warranty coverage.
5. LeeBoy has the right to repair any component or part before replacing it with a new part.
6. All warranty work will be completed during normal working hours only.

LIMITATIONS

LeeBoy has no obligation under this warranty for:

1. Any defects caused by misuse, misapplication, negligence, accident or failure to maintain or use in accordance with the most current operating instructions.
2. Unauthorized alterations.
3. Defects or failures caused by any replacement parts or attachments not manufactured by or approved by LeeBoy.
4. Failure to conduct normal maintenance and operating service, including without limitation, providing lubricants, coolant, fuel, tune-ups, inspections or adjustments.
5. Unreasonable delay, as established by LeeBoy, in making the applicable units or parts available upon notification of a service notice ordered by LeeBoy.

WARRANTIES OF OTHER ENGINE MANUFACTURERS

1. LeeBoy's warranty does not apply to engines bearing other manufacturer's trademarks, whether or not such engines are installed in LeeBoy units or sold separately.
2. The warranty responsibility on all engines rests with the respective engine manufacturer. LeeBoy may have support agreements with some engine manufacturers for warranty and parts support.

ITEMS NOT COVERED

LeeBoy is not responsible for the following:

1. Charges for travel time, mileage, or overtime.
2. Charges related to transporting the product to and from the place at which warranty work is performed.
3. Airfreight charges related to transporting repair parts to the place at which warranty work is performed.
4. All used units or parts of any kind.
5. Except for premature failure, tires, tubes, wiper blades, v-belts, filters, cables, bulbs, conveyor chains, polytrack pads, augers, auger wear plates, track rails, screed plates or end gates.
6. Attachments not manufactured or approved by LeeBoy.
7. Burners and boxes, cutting edges, scrapers, mats, grinder bits, and holders.
8. Miscellaneous charges.

OTHER WARRANTIES

THE FOREGOING WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER EXPRESSED, STATUATORY AND IMPLIED WARRANTIES APPLICABLE TO UNITS, ENGINES, OR PARTS WITHOUT LIMITATION, ALL IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR USE OR PURPOSE. IN NO EVENT, WHETHER AS A RESULT OF BREACH OF CONTRACT OR WARRANTY, OR ALLEGED NEGLIGENCE OR LIABILITY WITHOUT FAULT, SHALL LEEBOY BE LIABLE FOR SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING WITHOUT LIMITATION, LOSS OF PROFIT OR REVENUE, LOSS OF USE OF THE UNIT OR PARTS OR ANY ASSOCIATED EQUIPMENT, COST OF CAPITAL, COST OF SUBSTITUTED EQUIPMENT, FACILITIES OR SERVICES, DOWNTIME COSTS, LABOR COSTS OR CLAIMS OF CUSTOMERS, PURCHASERS OR LESSEES FOR SUCH DAMAGES.

User's Reference Guide

DELIVERY DATE _____

UNIT SERIAL NUMBER _____

ENGINE TYPE _____

ENGINE NUMBER _____

DEALER'S NAME AND ADDRESS

_____

PHONE NUMBER _____

EQUIPMENT HOURS _____

SERVICE MANAGER _____

688 North Highway 16 ~ Denver, North Carolina 28037
www.Lee-Boy.com ~ (704) 483-9721

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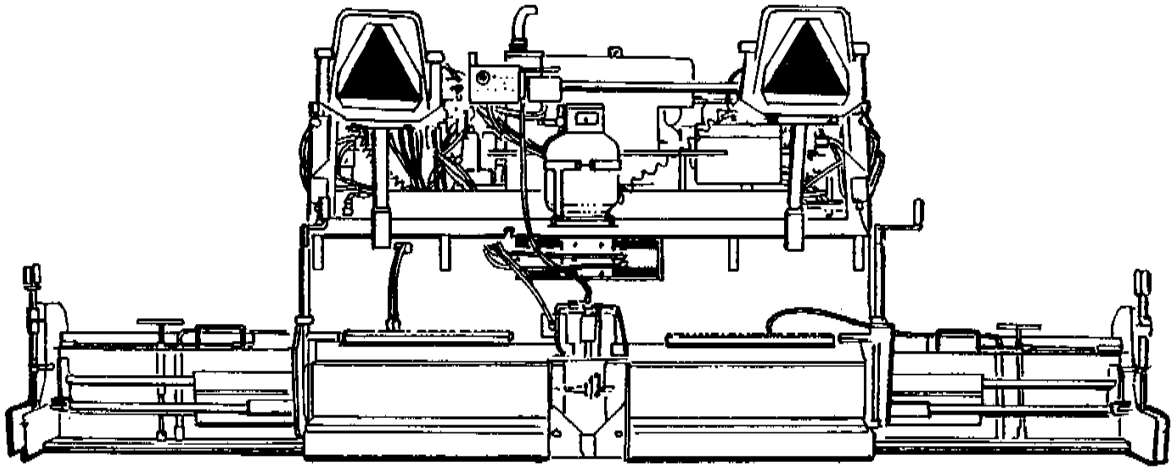


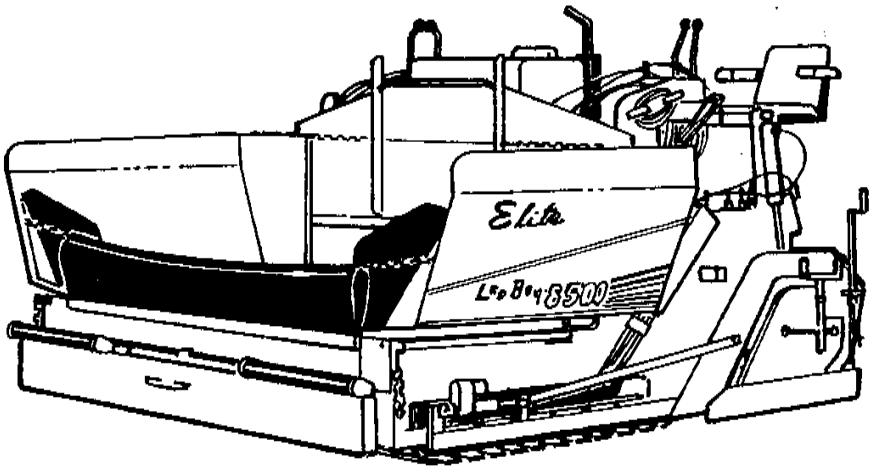
REAR VIEW

MODEL 8500 ELITE / 8500 LOW DECK ASPHALT PAVER OPERATORS, MAINTENANCE AND PARTS MANUAL

This manual should be used with all related supplemental books, engine and transmission manuals, and parts books. Related Service Bulletins should be reviewed to provide information regarding some of the recent changes.

If any questions arise concerning this publication or others, contact your local Lee-Boy Distributor for the latest available information.

Contents of this manual are based on information in effect at the time of publication and are subject to change without notice.



FRONT 3/4 VIEW

IMPORTANT SAFETY INSTRUCTIONS

This manual provides important information to familiarize you with safer operating and maintenance procedures. Even though you may be familiar with similar equipment you MUST read and understand this manual before operating this unit.

Safety is everyone's business and is one of your primary concerns. Knowing the guidelines covered in the following paragraphs and in Section 1 will help provide for your safety, for the safety of those around you, and for the paver's proper operation.

LOOK FOR THESE SYMBOLS WHICH POINT OUT ITEMS OF EXTREME IMPORTANCE TO YOU AND YOUR CO-WORKERS SAFETY. READ AND UNDERSTAND THOROUGHLY. HEED THE WARNING AND FOLLOW THE INSTRUCTIONS.

! DANGER !

YOU MUST FOLLOW ALL DANGER SAFETY NOTES. IF YOU DO NOT FOLLOW THE INSTRUCTIONS, YOUR MISTAKE MIGHT LIKELY RESULT IN VERY SERIOUS INJURY OR DEATH.

! WARNING !

WARNING safety notes must **ALSO** be followed. Your mistake might result in **SERIOUS INJURY** to yourself or others.

! CAUTION !

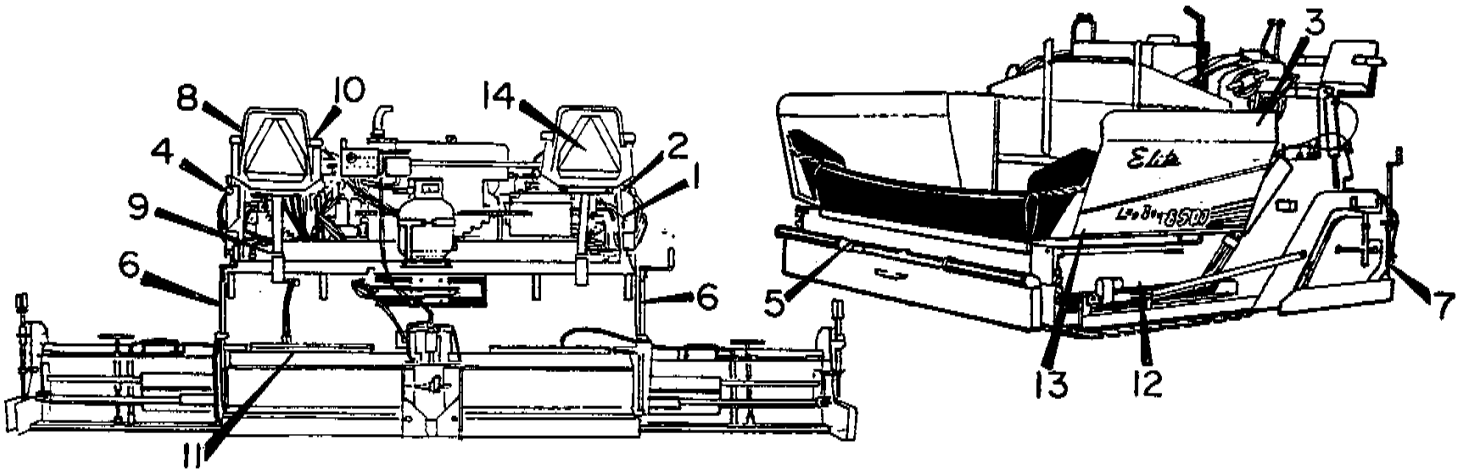
CAUTION safety notes are **ALSO** very important. They point out to you where your mistakes could cause **PHYSICAL HARM** to you or others, or damage to the machine.

SAFETY PRECAUTIONS

If your paver has been repainted, it is extremely important that all the decals referring to cautions, warnings and danger be replaced in their proper locations. The illustrations on this page will aid you in determining the proper locations, however for additional help, you should refer to the part listing in the parts section of this manual and note the description column. Under this column a description on location is provided for each decal. If you still need more explicit instructions contact your dealer.

! IMPORTANT ! ! IMPORTANT !

It is the responsibility of the owner and operator to make sure that all decals are readable and located on paver as designated by manufacturer.



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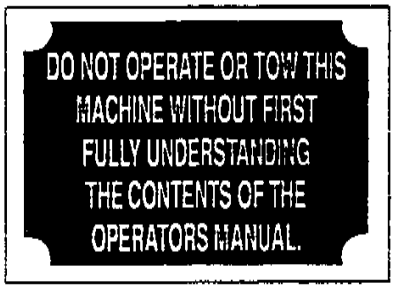

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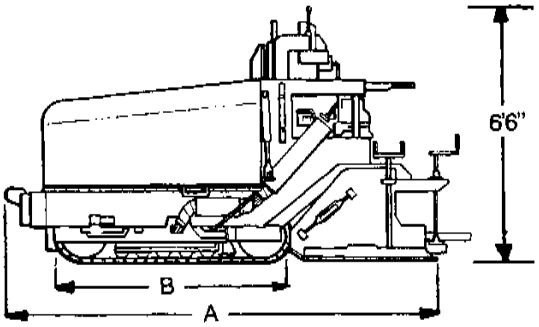
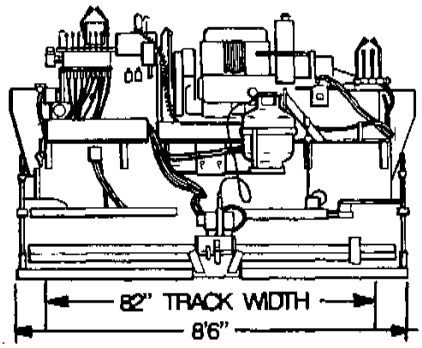
SPECIFICATIONS





8500 ELITE SHOWN

	8500 Elite	8500 Low Deck
Overall Length "A"	12'4"	12'4"
Overall Height	6'6"	6'6"
Overall Width (Hopper Wings In)	8'6"	8'6"
(Hopper Wings Out)	10'0"	9'6"
Weight	15,000 lbs	14,500 lbs
CAPACITIES:		
Fuel Tank	20 Gals	13 Gals
Hydraulic Reservoir	40 Gals	40 Gals
Hopper	7 1/2 Tons	8 Tons
ENGINE:		
72 HP Diesel (Turbo)	Optional	Optional
56 HP Silent Pack Diesel	Standard	Standard
72 HP Silent Pack Diesel	Optional	N/A
Paving Speed (Track)	140 FPM	140 FPM
(Tire)	N/A	N/A
Travel Speed (Track)	240 FPM	240 FPM
(Tire)	N/A	N/A
Crawler Undercarriage "B"	Standard 76"	Standard 76"
Lee-Boy Tracks "B"	N/A	N/A
Super Soft Solid Rubber Tires	N/A	N/A
Polyurethane Pads with Crawler Undercarriage	Optional	Optional
Basic Screed Width	8 Feet	8 Feet
Maximum Paving Width Standard	13 Feet	13 Feet
Optional	15 Feet	15 Feet
Electric Thickness Screws	Standard	Optional
Electric Spraydown	Standard	Standard
Vibratory Screed	Standard	Standard
Twin Automatic Conveyors	Standard	Standard
Automatic Augers	Standard	Standard
Electric Igniters	Standard	Optional
Hydraulic In Wheel Truck Hitch	Optional	Optional
Roll Up Curbing Attachment	N/A	N/A
Automatic Joint Matcher	Optional	Optional
Automatic Grade & Grade	Optional	Optional
Automatic Grade & Slope	Optional	Optional

SAFETY PRECAUTIONS AND GENERAL INFORMATION

PRE-START INSPECTION

INSPECT machine. Have any malfunctioning, broken or missing parts corrected or replaced before using. Hydraulic hoses should be checked daily for wear and leaks. Replace if damaged.

CHECK that all the instruction and safety labels are in place and readable. These are as important as any other equipment on the machine.

READ and FOLLOW all instruction decals.

WEAR OSHA required safety equipment when running the paver.

FILL the fuel tank with the engine off. Never fill fuel tank near an open flame, when smoking, or when screed heat is on.

CLEAR auger & feeders before starting engine. Make sure all covers and guards are in place.

OPERATING SAFETY

ALWAYS make sure no person or object is in your line of travel BEFORE starting.

WORK slowly in tight areas.

DO NOT run engine in a closed building for long periods of time. NEVER spray fuel oil on or near screed while it is being heated.

AVOID steep hills if possible.

DO NOT shift transmissions on steep grades.

ALWAYS look BEFORE changing your direction of travel.

DO NOT pave in high speed range, use it only for travel. Do not counter rotate machine in high range.

NEVER open a valve to burner unless a flame is present. Heat screed for no more than 5 minutes. Make sure all valves are closed after burner is turned off.

AVOID leaving engine running without operator present.

STOPPING SAFETY

ALWAYS park the paver on solid, level ground in low range. IF this is not possible, always park the paver at a right angle to the slope. Lower screed when parked.

USE proper flags, barriers and warning devices especially when parking in areas of traffic.

MAINTENANCE SAFETY

AVOID working on the paver with the engine running.

NEVER fill the fuel tank with the engine running.

DO NOT change the engine governor settings.

ALWAYS replace damaged or lost decals.

DISCONNECT battery cables when working on the electrical system or when welding on the unit.

IF battery needs a charge, be sure battery charger is off when making connections.

BE SURE the correct battery polarity is observed (negative (-) to negative (-) and positive (+) to positive (+)) when connecting a battery charger or jumper cable.

! DANGER !

NEVER WORK UNDER HOPPER WITHOUT PLACING SAFETY PROP IN POSITION. SEE FIGURE 1

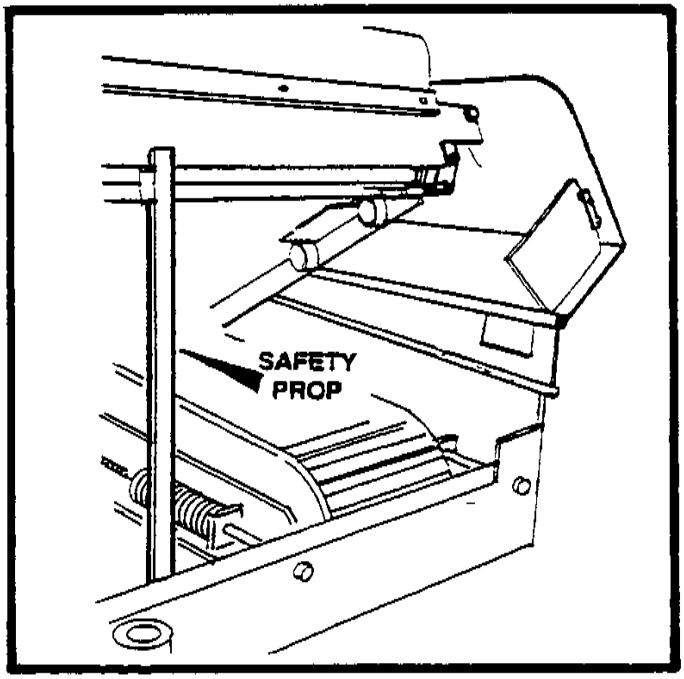
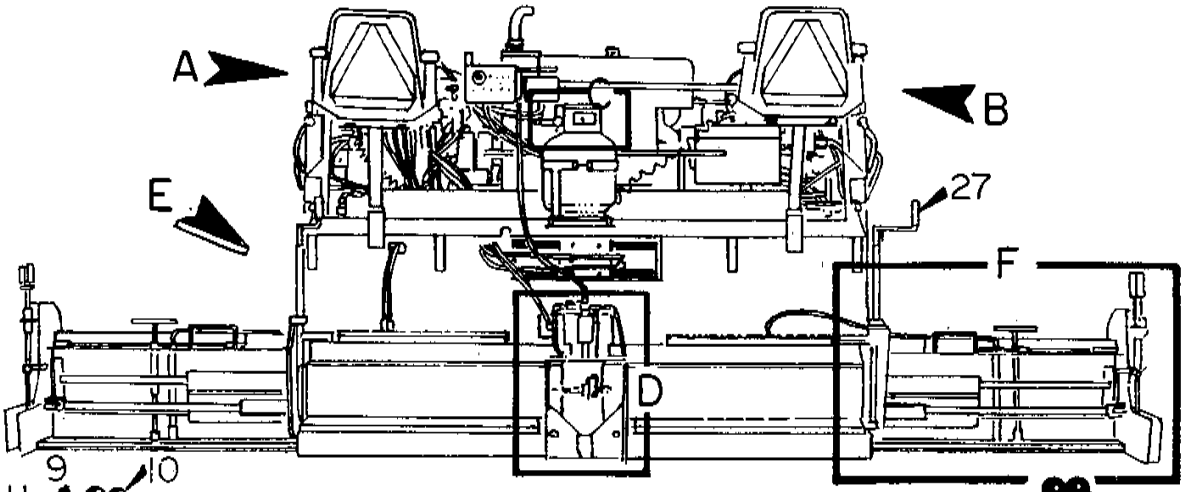
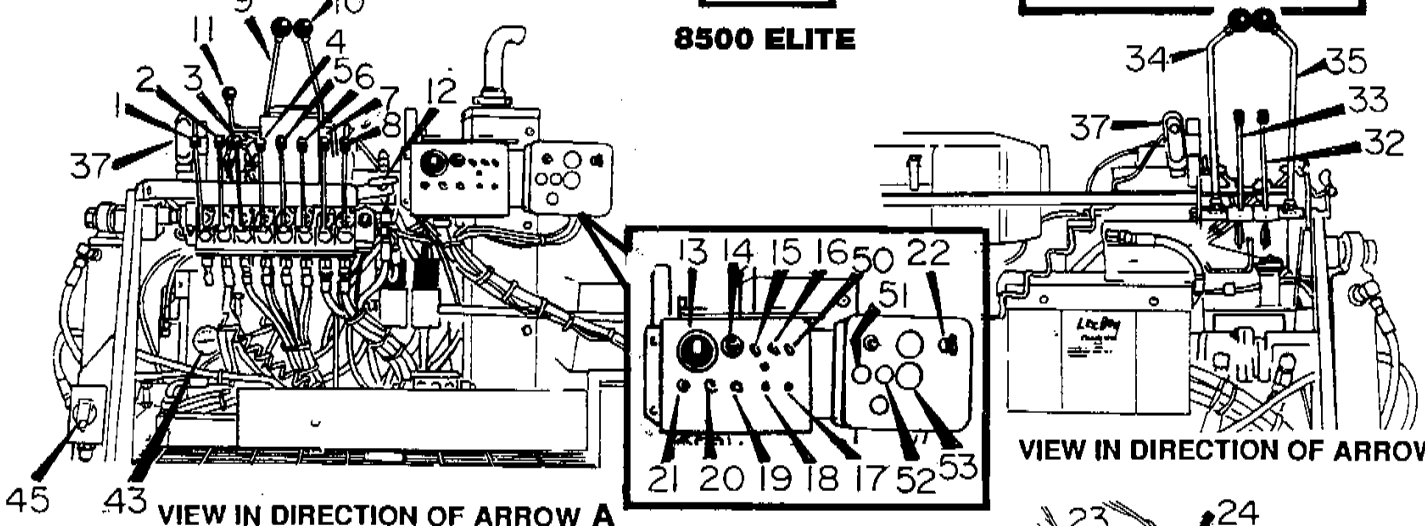


FIGURE 1

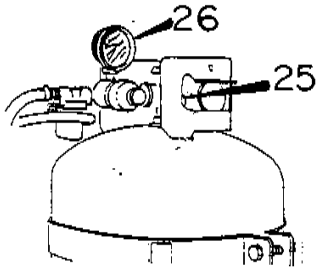


8500 ELITE

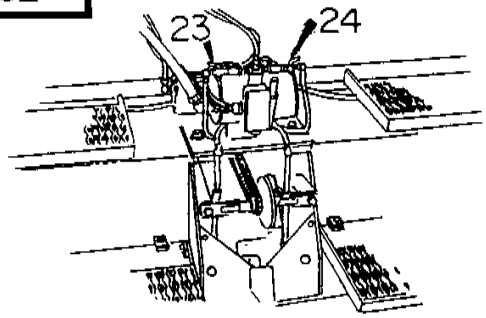


VIEW IN DIRECTION OF ARROW **A**

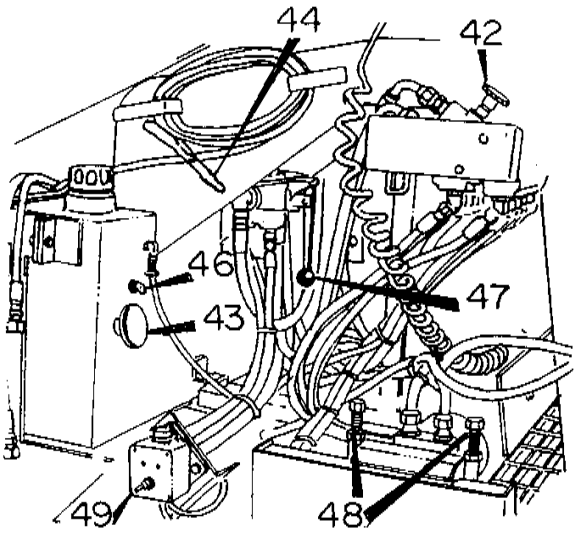
VIEW IN DIRECTION OF ARROW **B**



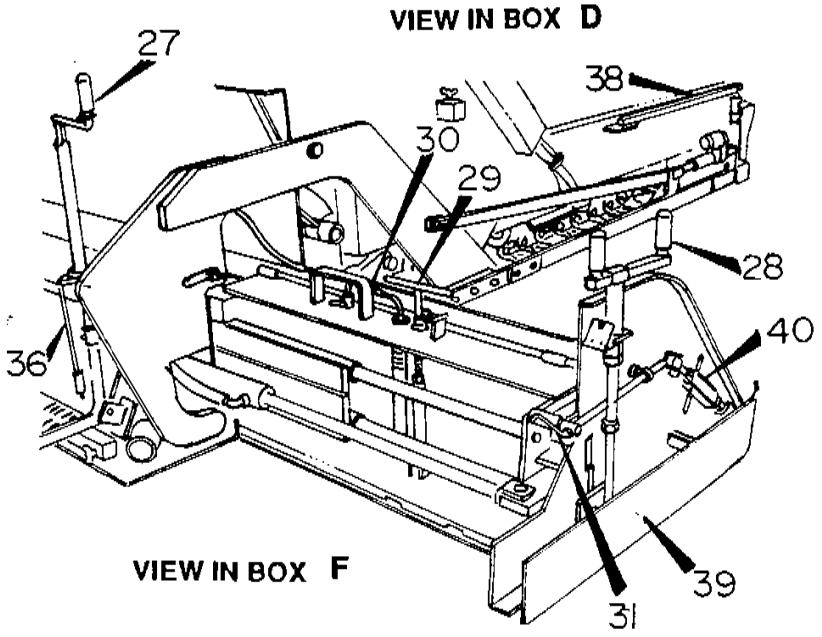
VIEW IN BOX **C**



VIEW IN BOX **D**



VIEW IN DIRECTION OF ARROW **E**



VIEW IN BOX **F**

CONTROLS AND DESCRIPTIONS

ITEM	CONTROL	DESCRIPTION
1	Screed extension, left	extends and retracts left screed extension
2	Screed extension, right	extends and retracts right screed extension
3	Screed lift	raises and lowers screed
4	Cut off, left	stops asphalt flow under left auger
5	Cut off, right	stops asphalt flow under right auger
6	Side wings	extends and contracts side wings
7	Auger, left	distributes asphalt to left screed extension
8	Auger, right	distributes asphalt to right screed extension
9	Drive, left	forward and rearward drive of left track
10	Drive, right	forward and rearward drive of right track
11	Lock, neutral position	locks forward/rearward levers in neutral
12	Throttle	Controls engine speed
13	Hourmeter	indicates hours on machine
14	Pre-heat burner	heats glow plugs for burners
15	Burner toggle	turns gas on to burners
16	Left auger switch	use for automatic auger
17	2 speed switch	shift paver to high range
18	Light (high range)	indicates high range, when on
19	Spraydown Pump	turns pump on
20	Right conveyor switch	starts right conveyor
21	Left conveyor switch	starts left conveyor
22	Ignition	to start engine
23	Left burner	controls flow of propane to left screed burner
24	Right burner	controls flow of propane to right screed burner
25	Propane tank main valve	opens and closes propane line pressure
26	Propane tank pressure regulator	regulates propane pressure
27	Thickness control lever	control of material depth
28	End gate control handle	sets end gate to desire depth
29	Thickness screw extension	adjust screed for seams
30	Burner extension valve	extension burner
31	Tilt control handle (joint matching shoe)	changes pitch of end gate
32	Lever, screed extension, right	extends and contracts screed, right
33	Lever, auger, right	distributes asphalt to right screed extension
34	Right side drive control, left	forward and rearward drive of left track
35	Right side drive control, right	forward and rearward drive of right track
36	Screed lever indicator	indicates position of screed
37	Screed depth remote switch	raises and lowers screed, varies asphalt thickness
38	Guide bar	alignment of paver to paving area
39	Joint matcher	helps even asphalt joint
40	Turnbuckle	adjust joint shoe
41	Bumper, roller (not shown)	used to push on asphalt truck tires
42	Valve, vibrator	helps compact asphalt
43	Gauge, temperature	provide hydraulic temperature
44	Spray, nozzle	used to spray and clean asphalt from paver
45	Outlet (Right not shown)	left auger paddle
46	Height oil lever	determines high oil lever
47	Raise conveyor valve	raise conveyor bed
48	Conveyor drive chain adjustment	adjust tension conveyor chain
49	Switch box	activate automatic grade component
50	Right auger switch	use for automatic augers
51	Light	indicates low oil pressure
52	Light	indicates dirty air cleaner
53	Light	indicates discharging through alternator

STARTING THE ENGINE

PRELIMINARY

Before you start the engine:

A. Check fuel level, fuel lines, and tank for leaks.

B. Check crankcase oil level.

! CAUTION !

FAILURE TO MAINTAIN CORRECT OIL LEVEL IS GREATEST SINGLE CAUSE OF ENGINE FAILURES.

C. Check hydraulic oil level. Oil level is determined by petcock on hydraulic oil tank.

D. Make sure steering control levers are in the neutral position. To start, the safety latch lever must be in the latch position.

E. Refer to engine operators manual for instructions when starting engine for first time. Follow engine manufacturer's recommendations for fuel and oil.

ENGINE/START-UP

The forward/reverse levers have a safety latch lever that needs to be latched in position before it will be possible to start engine. See figure 2.

1. Open throttle full.
2. Position drive levers to neutral. Put safety latch lever in latch position.
3. Insert key and turn clockwise to start position.
4. When engine starts and is running smooth, throttle back to idle. Allow engine to warm up for several minutes before moving paver. The warm up will give the hydraulic oil time to warm, providing for more efficient operation. In cold weather let hydraulic oil warm to 50° or 60° before moving.

NOTE
For your convenience, there is an extra key inside the switch box in case the original key is lost.

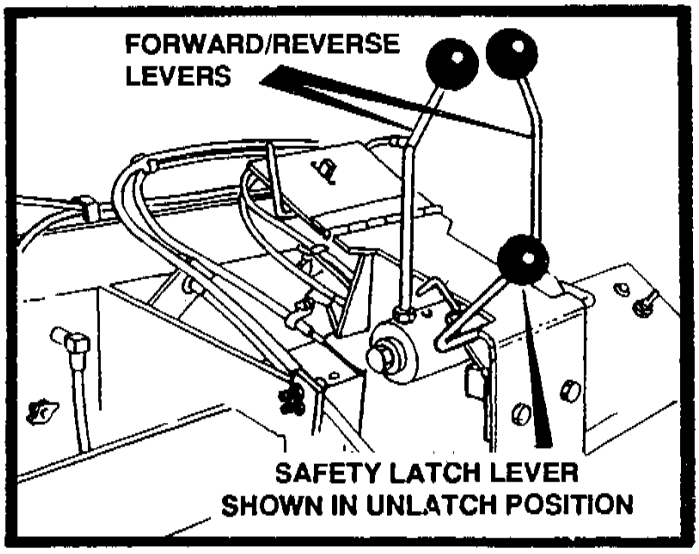


FIGURE 2

NOTE
The use of starting additives, such as ether, is not recommended.

STOPPING THE ENGINE

DIESEL ENGINE

1. Throttle engine down.
2. Turn ignition key counter-clockwise (CCW) to the "off" Position and remove.
3. If for any reason the engine does not shut down when key is turned to "off", take pin out of clevis on cable throttle, at back of engine and push throttle lever control off.

! CAUTION !

DO NOT OPERATE THE STARTER LONGER THAN 30 SECONDS. IF THE ENGINE DOES NOT START, ALLOW THE STARTER TO COOL 2-3 MINUTES BEFORE TRYING AGAIN.

PAVER DRIVING INSTRUCTIONS

GENERAL

The forward/reverse plus turning will require exact movement. The steering levers along with the interconnected hydraulic components make possible the positive control necessary. The following procedures plus illustrations in figures 3, 4 and 5 will provide a working knowledge of operating the paver through forward/rearward and turning requirements.

1. After the paver has been started and the motor is warmed up, paver movements may be made.

2. To drive the paver forward, push the steering levers together from the neutral position forward. To drive in reverse, pull the steering levers toward the rear from the neutral position. Refer to figure 3.

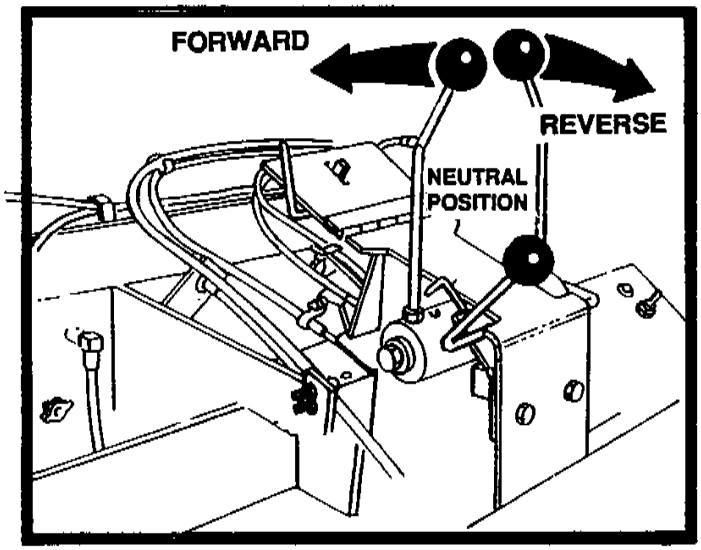


FIGURE 3

3. Depending on the direction of travel, turning the paver can be accomplished by pushing or pulling the steering lever on the inside of the turn toward the neutral position. Refer to figure 4.

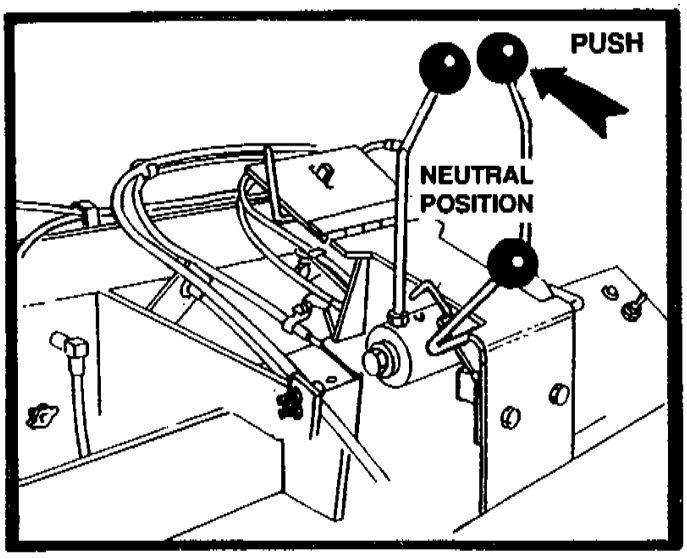


FIGURE 4

4. The traveling speed of the paver can vary greatly, by pushing or pulling the forward/reverse levers from neutral to the full forward or reverse position. This in conjunction with the use of the HI/LO switch, will provide a combination of speed selections.

5. When making forward/rearward or turns, always make these moves slowly. Move the steering levers slow and smoothly in the direction of intended travel.

6. When stopping, move both steering levers to the neutral position. See figure 5.

7. When paving, a constant speed is necessary to lay an even asphalt mat. Use the speed lock control to hold and retain steering levers in a fixed position. See figure 5.

8. To make a counter rotation movement, the steering levers are moved in opposite directions. The rotating speed can vary by the combination of HI/LO switch and steering lever positions.

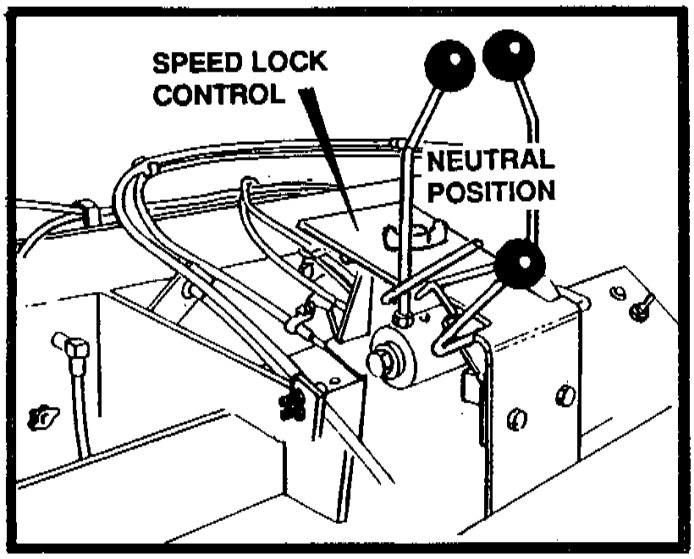


FIGURE 5

TRUCK HITCH ATTACHMENT (OPTIONAL)

GENERAL

The truck hitch is an optional attachment to several "Lee-Boy" pavers. It was designed to improve the asphalt laying process. This is mainly accomplished by keeping the truck driver off his brakes, preventing excessive and uneven braking. See operating instruction below.

1. To connect truck hitch to rear of asphalt truck, extend the arm extensions of the truck hitch by pulling on arm extension lever. See figure 6.

2. Drive paver slowly toward rear of truck until roll on hitch makes contact with rear tires of truck.

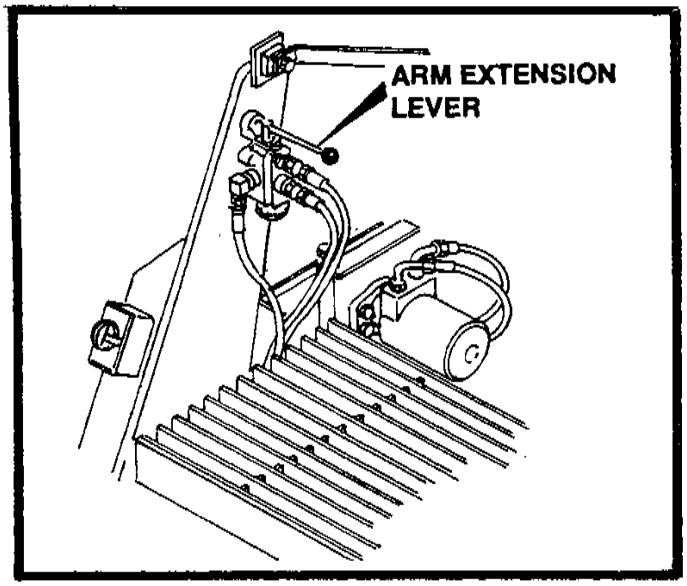


FIGURE 6

3. Retract the arm extensions until both guide rollers are fully locked into truck wheel rims.

4. It may be necessary to adjust the roller guides to the inside of the wheel rims, initially. See figure 7.

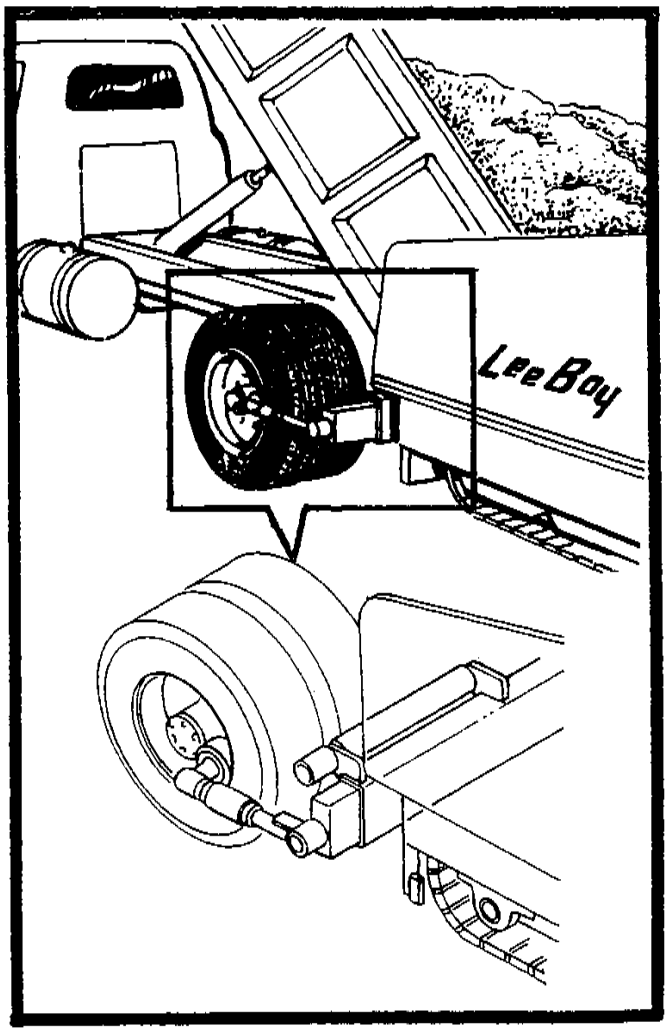


FIGURE 7

PAVING PREPARATION INSTRUCTIONS

BURNER IGNITION PROCEDURES:

GENERAL

The heating of the screed will require extreme care. The propane gas used to heat the screed is a voluble combustible that if treated with respect will not present a problem. Follow the procedures below and refer to the illustration figure 8 as required.

1. Make sure extension burners are turned off.

2. Fill propane bottle.

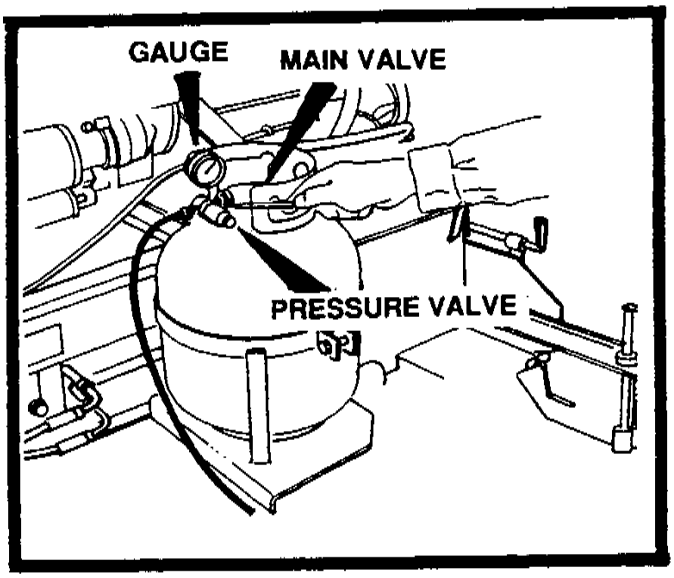


FIGURE 8

3. Set regulator at 15 Lbs.

4. Turn main burner valve on.

5. Start engine and set throttle to about 1/4 R.P.M.

6. Push preheat button on dash, hold for about 8 seconds, before releasing flip burner toggle switch on to ignite. (If burners don't ignite repeat procedure.)

IF BURNERS DON'T IGNITE:

If burners don't ignite after repeating the procedures above, follow these procedures below.

1. Turn main burner valves off. See figure 11.

! CAUTION !

NEVER OPEN A VALVE TO BURNER UNLESS FLAME IS PRESENT. A BUILD UP OF UNBURNED GAS COULD RESULT IN A GAS EXPLOSION!

2. Flip burner toggle to the on position. This allows flow of propane to the valves. See figure 10.

3. Use extension burner to light main burners manually. Hold extension burner at end of main burner and turn valve on. Repeat this procedure for opposite side. See figure 9 .

4. Extension burners are lit manually by removing from quick coupling connector. Turn valve on extension burner and use lighter to light. Place burner back into holding socket and repeat this process for opposite side. See figure 12.

5. After screed has heated for about 10 minutes turn the burners off. Do this by turning burner toggle on dash to off position. See figure 10.

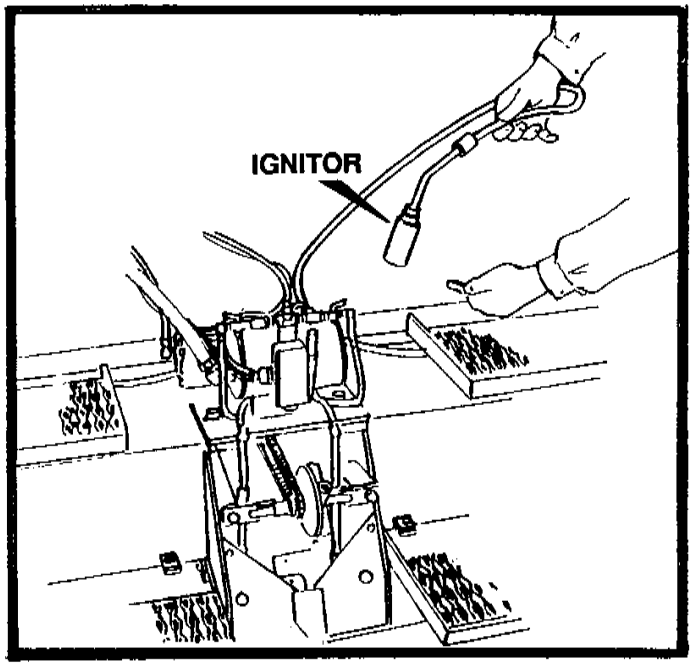


FIGURE 9

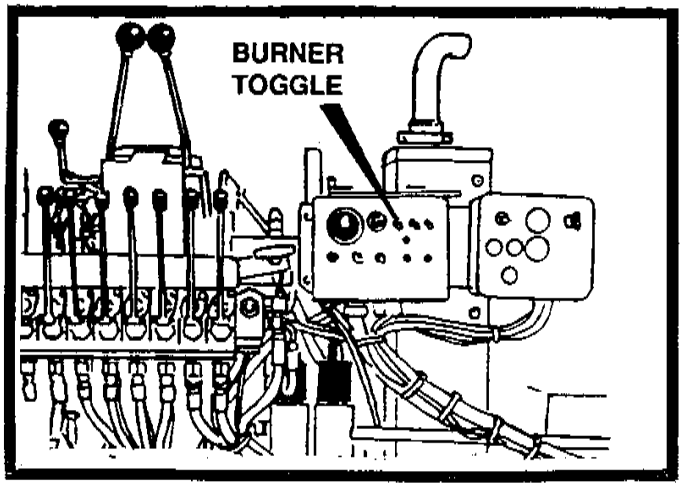


FIGURE 10

NOTE
Heating the screed helps prevent hot mix from sticking to the cold screed plate and produces a smooth, tight mat surface. Heating should not only be performed at the beginning of the job, but also if the machine is idle for a long time between loads (allowing screed plate to cool).

NOTE
If paving on a cool windy day, it may be necessary to maintain low heat on the screed. To accomplish this, reduce the pressure on the propane tank from 6 - 8 pounds to 2 pounds. This will provide a low even heat that will not harm the screed. Do not attempt to regulate the burner with the burner valve.

! CAUTION !

IF FLAME COMES FROM END OF SCREED, SLOWLY TURN PETCOCK TO OFF. ALLOW FLAME TO GO OUT AND TURN PETCOCK BACK ON FULL.

! CAUTION !

TOO MUCH HEAT FOR TOO LONG CAN WARP SCREED PLATE AND CAUSE MAT TEXTURE PROBLEMS. WARPED SCREED SHOULD BE REPLACED.

MANUAL LIGHTING OF BURNERS

The process for lighting the burners manually is not difficult. The following procedure will provide the necessary steps in lighting the burners. It is important to remember that propane is a voluble gas and for this reason safety should be a major consideration.

CAUTION! CAUTION! CAUTION!

1. Turn off all burner valves. See Figure 11.

2. Turn main propane valve on and set regulator at 15 lbs. Refer to figure 8.

3. Ignite burner with striker or lighter. See figure 9.

4. Hold ignitor burner at end of main burner. To light main burner turn burner valve on. See figure 11. (NEVER TURN BURNER VALVE ON UNLESS FLAME IS PRESENT.)

5. Repeat procedure in step 4 for opposite side.

6. The extension burners are held in position to the screed with a quick coupling connection. Remove the extension burner from quick coupling connector and light. See figure 12.

7. Replace extension burner back into hole and on to quick coupling connector.

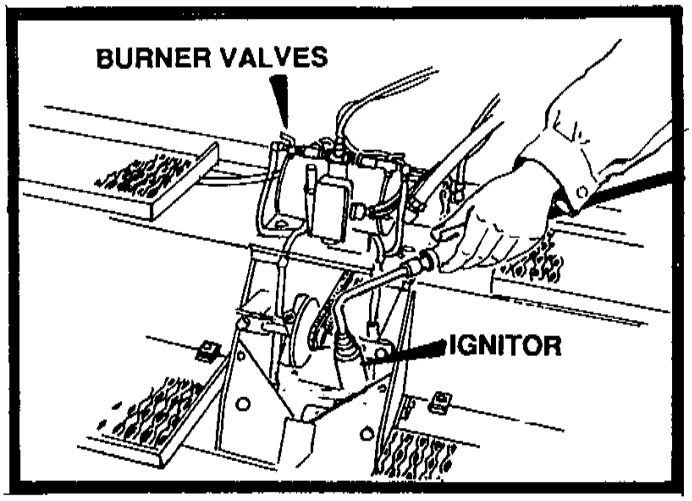


FIGURE 11

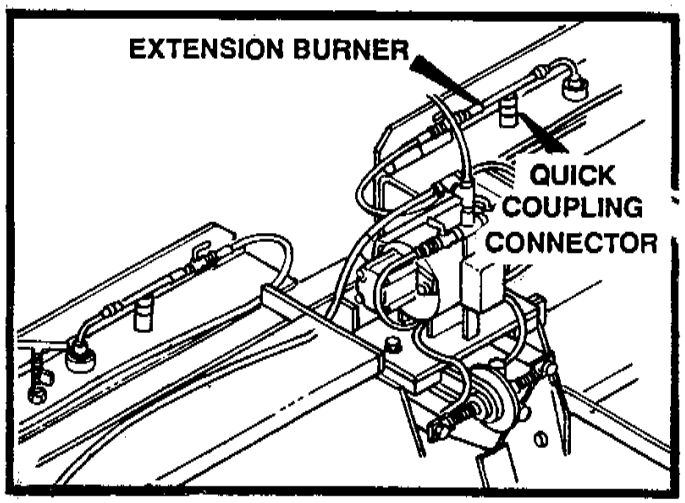


FIGURE 12

OPERATING FEEDER

GENERAL

The feeder is a very important part of the paver and for this reason close attention should be given on intergrading its operation into the total operation of the paver. Follow the procedure below:

1. Before rasing or lowering feeders, fold sides in and out by hand. (The side rails have a double action motion causing the in and out movement.) Never use cylinder pressure to lower sides into place after lowering feeder. This may bend sides or break the chains on the sides.
2. When lowering feeder, do not lower under pressure. Let the feeder down with engine shut off.
3. Do not let the paver set running with feeder on automatic any length of time. This may cause the hydraulic oil to over heat.
4. Spray the feeder drive chains periodically several times a day with diesel fuel.
5. When feeders are running and cutoffs are shut, there will be spillage the full width of the paver. This is normal. To help prevent this spillage, work feeders manually when loading hopper and not paving.
6. Irregular movement of the feeder conveyor indicates that a problem may exist with the feeder chain. To eliminate this problem an adjustment to the feeder chain may be necessary. Refer to page 28 under FEEDER FLIGHT CHAIN ADJUSTMENT, procedure no. 3.

! CAUTION !

NEVER RAISE FEEDER WITH ASPHALT IN THE HOPPER.

! DANGER !

NEVER WORK UNDER FEEDER WITHOUT MAKING SURE THAT FEEDER IS BEING SUPPORTED BY SAFETY PROP AND THAT ALL UNAUTHORIZED PERSONNEL ARE CLEAR OF THE AREA.

! CAUTION !

NEVER OVER HEAT SCREED. ABOUT 10 MINUTES BEFORE STARTING TO PAVE IS ENOUGH TIME FOR PREHEAT. ON COOL DAYS TURN PROPANE REGULATOR DOWN TO 2 LBS.. THIS SHOULD PREVENT SCREED FROM WARPING.

! CAUTION !

NEVER LET PAVER SET WHILE CONVEYORS ARE TURNING. IT IS POSSIBLE, IF PAVER SETS LONG ENOUGH, ASPHALT FROM CONVEYORS CAN FILL TRACKS AND CAUSE FAILURE TO THE BEARINGS OR IDLER.

! CAUTION !

TO PREVENT FLIGHT CHAINS FROM STICKING INSIDE OF CONVEYOR PANS, LUBRICATE THEM SUFFICIENTLY AT THE END OF THE DAY.

OPERATION OF ELECTRIC FLIGHT SCREWS

GENERAL

The electric flight screw is an added convenience to the operator. A gauge is located on both sides of the paver. These gauges will provide the operator with quick reference to the height of the screed. Refer to figure 13 and follow procedures below.

1. Before paving, center the electric flight screws by referring to the screed elevation gauge on each side of the paver. Raise or lower until cable end is on '0'.

2. While paving, refer to both gauges and make minor adjustment to the screed by using the electric flight screws.

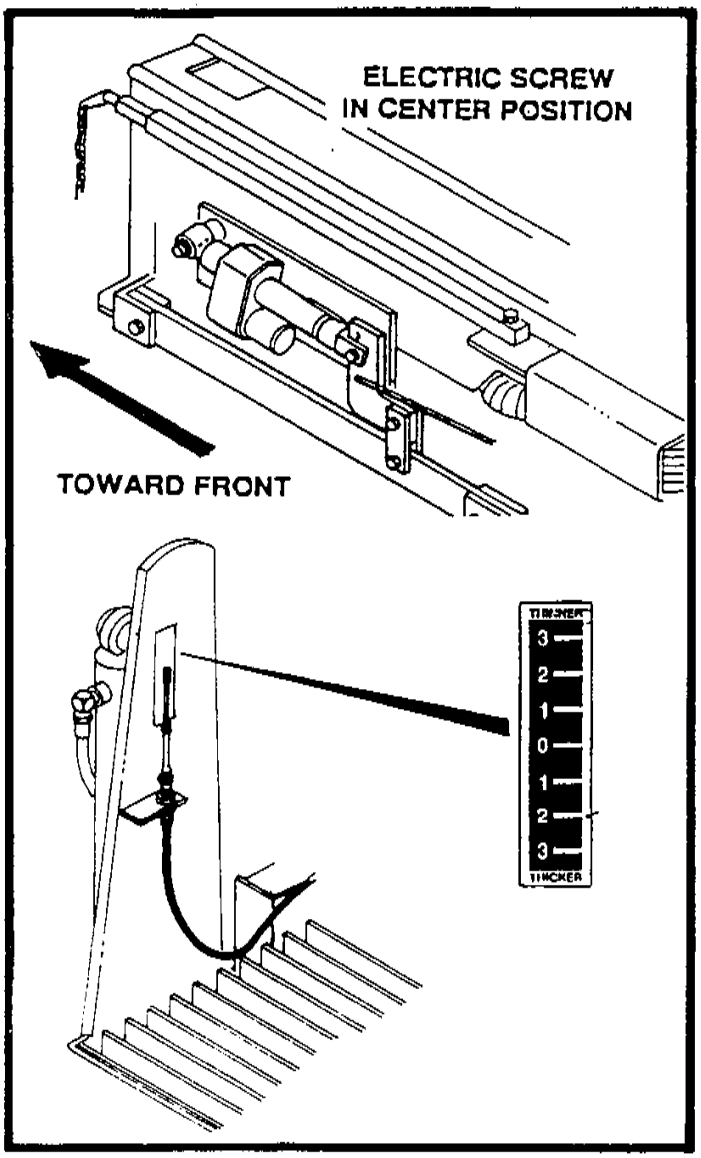


FIGURE 13

USE OF AUGER EXTENSIONS

GENERAL

The auger extensions should be attached to the main auger to increase the flow of asphalt. This will make it possible to lay asphalt at a higher rate. See auger extension attachment instruction below.

1. Identify the right and left auger extensions by looking for the L or R on the end of the auger extension shaft.

2. After identifying the right and left auger extension, extend the screed extension fully. See figure **14.**

3. Shut off engine.

4. Remove bolt; nut cap on end of the main auger. Attach the correct side auger extension to the main auger with hardware just removed. Repeat this procedure for opposite side.

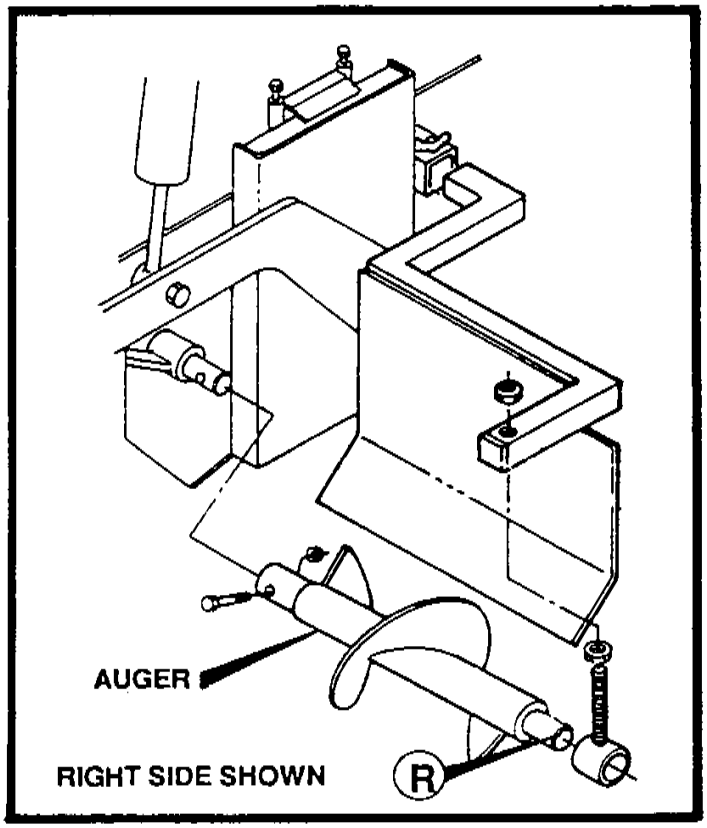


FIGURE 14

OPERATION OF HYDRAULIC CUTOFFS

GENERAL

The cutoffs are one of the most important functions of the paver, when used properly. Cutoffs are used primarily to control the flow of asphalt to the screed. Cutoffs can be used when making narrow passes, at the beginning and ending of each pass or pull. The cutoffs have been designed to break away if accidently hits a man hole or ridge. This feature will prevent excessive damage to cutoff. (Tack underneath will break.)

1. Moving the hydraulic handle forward will increase asphalt flow to the screed. Pulling the handle back will decrease asphalt flow.

NOTE

Always work cutoff valve handle one at a time when opening or closing. If both handles are worked together, normally one will open or close before the other.

2. Always pull valve handles to close. If handle is allowed to return to center position on its own, it may pass center and cause cutoff to drift open once pressure is lost.

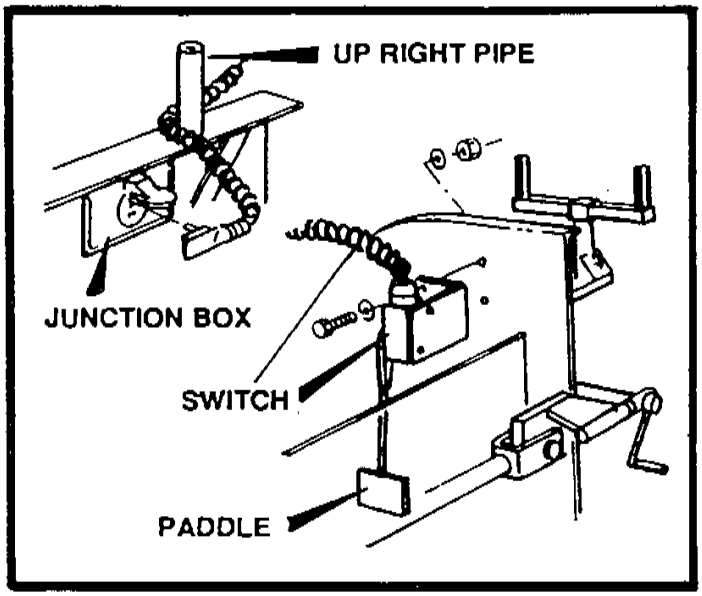


FIGURE 14A

ELECTRIC SPRAYDOWN

GENERAL

The spraydown on your machine is used to spray fuel oil or citrus on any part of the michine that comes in contact with the asphalt. Build-up of asphalt will cause damage to components. Spray all areas of machine that have direct contact with asphalt.

1. Unwrap the amount of hose needed and turn spray down switch on. Pull wand handle and spray.

2. After spraying turn off spray down switch and rewrap hose.

3. IMPORTANT: When using spraydown consider the environment and do not allow fuel oil to run onto the ground.

AUTOMATIC AUGER

GENERAL

Automatic augers are used when laying mats wider than standard paving width. When used this will lessen the work load on the operator.

1. To install the paddle on the screed extension, extend the screed 6 inches and mount paddle on endgate as shown. Install the same way on left endgate. See figure 14A.

2. In order for the paddle to work, the electric cord leading from the paddle switch should be plugged into the receptacle box. A receptacle box is located on each side of the paver. After the electrical cords are plugged in, switch the two toggle switches on the dash to ON Automatic and pull the auger valve handles to engage augers.

3. IMPORTANT: After the paddle on screed extension has been mounted DO NOT RETRACT SCREED FULLY. DAMAGE WILL OCCUR.

! CAUTION !

WHEN USING AUGERS DO NOT TRY TO AUGER MATERIAL FROM ONE SIDE OF MACHINE TO THE OTHER SIDE. AUGER COVER IN CENTER BLOCKS THE FLOW. DAMAGE WILL RESULT IN BEARINGS AND COVER.

NOTE

When paving basic width of machine augers are not required to run.

AUTOMATIC AUGERS: NEW STYLE (TIED IN WITH CONVEYORS)

Automatic augers are mostly used when paving 9' or 10' where augers are capable of running material over top of endgates, causing extra hand work.

! CAUTION !

NEVER RUN AUGERS WHEN PAVING 8' WIDE. NEVER RUN AUGERS IN REVERSE TO PUSH MATERIAL FROM LEFT TO RIGHT OR RIGHT TO LEFT. Center chain guard prohibits material from crossing from one side to the other. (Damage will occur)

HOW TO OPERATE:

1. Pull auger control handles on valve to "on" for augers to feed extensions.
2. Turn left & right auger toggles on dash "on". Now the augers will come on and off with the conveyors.
3. When paving wider widths, and augers do not provide sufficient asphalt flow. Refer to the following step that identifies to the corresponding machine. Either 8500 Low Deck (Step 1) or 8500 High Deck (Step 2).

STEP 1

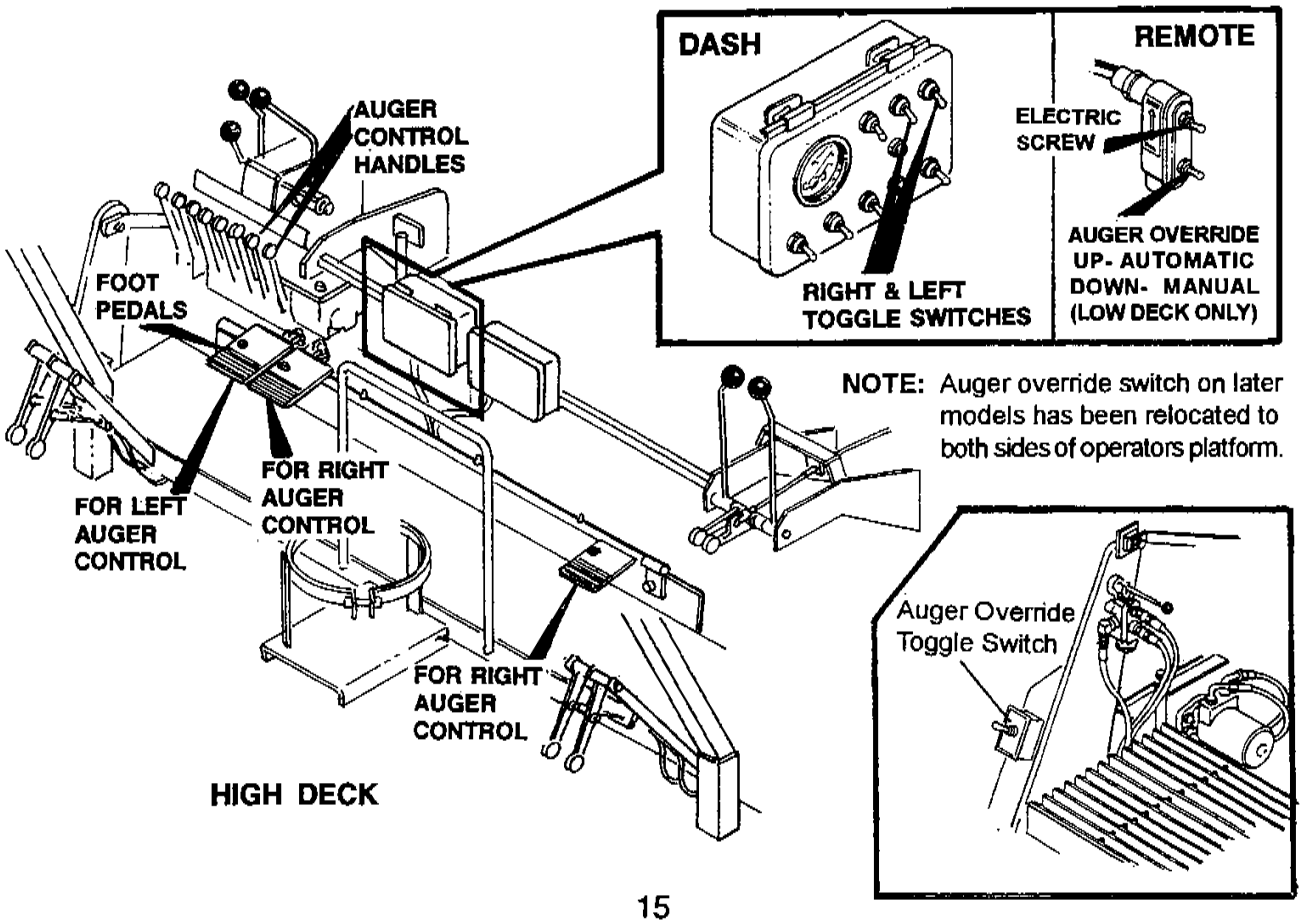
8500 low deck machines with electric screws: They have an extra toggle switch in remote handle (electric screws) for manual override on augers. This will allow operator to hold remote in his hand and override auger when more material is needed while paving.

STEP 2

8500 high deck: (Manual override) The high deck machine is equipped with a manual override foot pedal. Mashing the foot pedal allows operator to control left auger, right auger or both augers at the same time from operators seat when auger does not keep up. Right hand side has foot pedal to work just the right auger.

NOTE:

Turn toggle switches on dash to "off". The augers will run until you push auger valve control handle to "off". When running material through augers manually, try to pave so material flow to extensions is adequate and maintained. When paver stops, push auger valve control to "off" position. To prevent hydraulic oil from over heating while waiting on material or hand work, turn conveyor and augers "off". In some cases, augers may run too fast. If this is a problem, meter the valve handle by pulling gradually on handle until desired flow is obtained.



LOADING AND UNLOADING

GENERAL

Trailers used to haul the paver should have ample capacity to carry the weight of the paver. Place the trailer in a clear, level area for loading or unloading.

Work slowly and carefully to avoid accidents. Keep the area clear.

UNLOADING

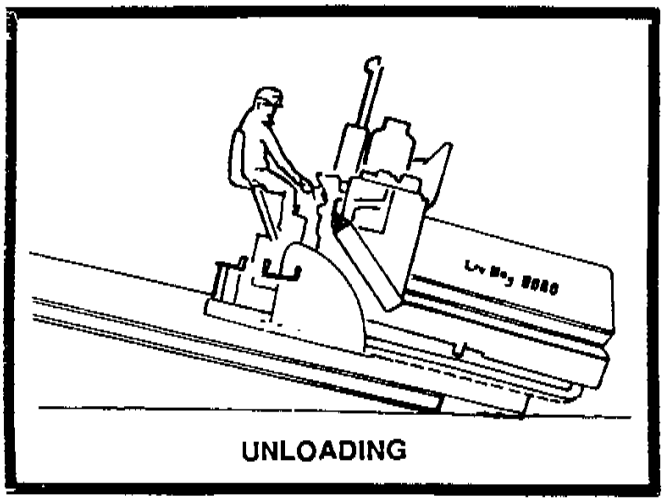
1. Remove tie down equipment.

2. Start and warm up engine.

3. Set throttle at 1/2 operating RPM and shift transmission into low range. Set steering control levers so paver moves very slowly.

4. Make sure:
   A. Screed position - UP
   B. Extendable screed - IN
   C. Gates below augers - CLOSED (Caution - Never back up with cutoff gates open.)
   D. Speed range - LOW **(Never shift Transmission on incline.)**

5. Move the paver forward down the ramp as shown in figure 15.



UNLOADING

FIGURE 15

! DANGER !

MAKE SURE THE ENGINE IS RUNNING AT HIGH ENOUGH RPM'S TO PROVIDE THE HYDRAULIC PUMP WITH ENOUGH GALLONS PER MINUTE TO FUNCTION PROPERLY.

NOTE

A man should always be on the ground to assist the operator in the unloading procedure.

! CAUTION !

DO NOT LET THE SCREED STRIKE THE RAMP WHEN MOVING OFF THE RAMP. THIS CAN BREAK THE BEARINGS ON THE THICKNESS CONTROL SCREWS OR WELDS ON THE LEVELING ARMS. A LONGER RAMP OR BLOCKS MAY BE NECESSARY TO REDUCE THE ANGLE OF UNLOADING.

NOTE

If you have a problem unloading the paver - STOP — LOOK — THINK !

LOADING

1. Move paver to base of ramp. Line up tracks with the ramp. Load paver screed end first. Set throttle at 1/2 operating RPM and steering control levers so paver moves very slowly onto the ramp.

2. Make sure:
   A. Screed position is - UP
   B. Extendable screed - IN
   C. Gates below auger - CLOSED
   D. Speed range-low **(Never shift transmissions on grade).**

3. With the steering control levers slowly guide the paver up the ramp. If the paver is loaded hopper first, the weight of the operator on the walkway will tend to tip the paver onto the screed. See figure 16.

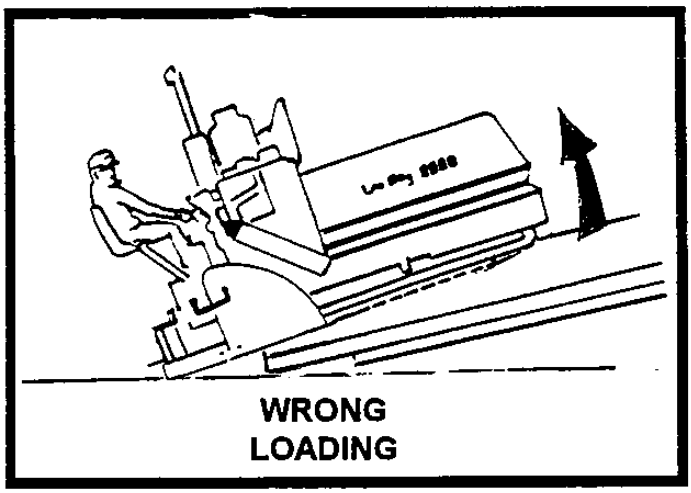
4. Place paver in center of trailer or desired position.

5. Lower screed to deck.

6. Shut down engine.

7. Secure paver to transport as directed by regulations.

8. Always have a helper on the ground who can assist the operator in moving the paver onto the transport.



WRONG
LOADING

FIGURE 16

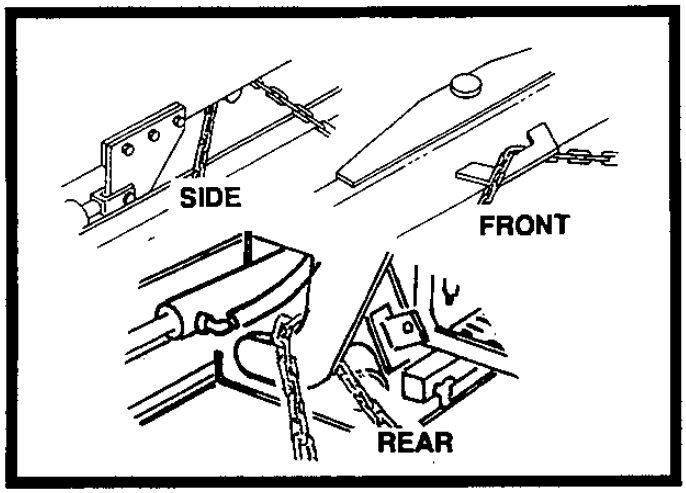


FIGURE 18

TIE DOWN PROCEDURE

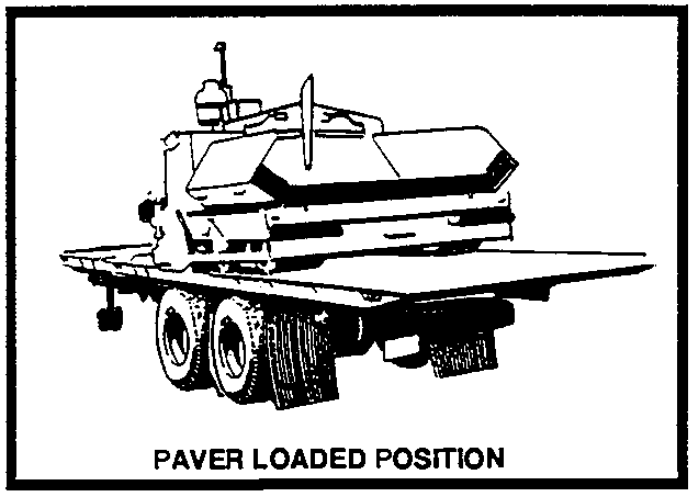
1. Position paver on trailer centered from side to side. See figure 17.

2. Attach tie down chain to the hopper end of paver at the center hook provided.

3. Refer to figure 18. Three tie down points are shown. Because of the varying characteristics of the truck bed or trailer bed in use, it is not practical to describe the correct method to chain the paver down. In all cases the front tie point should be used. Depending on the truck or trailer used, at least one of the other tie points should also be used.

! CAUTION !

TO PREVENT AN EXCESSIVE JOLT TO THE UNDERCARRIAGE AND THROUGHOUT THE PAVER, REDUCE TRAVELING SPEEDS TO A MINIMUM BEFORE THE PAVER TRACKS COME IN CONTACT WITH LOADING RAMPS OR AN ABRUPT CHANGE IN THE SURFACE. IF ENCOUNTERED, THE TRACK DRIVE SPROCKET OR POSSIBLY OTHER COMPONENTS MAY BE DAMAGED BECAUSE OF THE EXCESSIVE JOLT.



PAVER LOADED POSITION

FIGURE 17

4. Place chocks at wheels or tracks.

5. Make sure all chains are tight before moving.

PAVER PREPARATION INSTRUCTIONS

To prevent costly down time, the paver should be checked thoroughly before each use. Use the list below to assist in checking the paver out.

1. Check engine oil (see engine manual), hydraulic oil, gear box oil and diesel fuel.
2. Refer to Lubrication Chart on page 25 and lubricate as specified. (Some area or weather conditions may require extra lubrication).
3. Check hydraulic hoses, fittings, pumps and motors for leaks, excessive wear or damage.
4. Check the engine safety switch; (the engine should only start when forward/reverse levers are in the neutral position.) See figure 2.
5. Check all electrical functions before distributing asphalt.
6. Spray fuel oil on any part of the paver that comes in contact with asphalt.
7. Check burner ignition.

STARTING TO PAVE

GENERAL

The paver is capable of placing bituminous base, binder and surface courses, lime or portland cement stabilized sub-base and graded aggregate materials up to a thickness of 6 inches. The paver has a production rate of 250 tons per hour.

Equipped with electric and manual thickness controls and a 8' to 13' or 8' to 15' wide screed. The paver can handle everything from driveways and small parking lots to large parking areas and secondary roads.

Before starting to pave, keep the following points in mind:

A. Plan the project so that the narrowest passes are first, (the basic width of the paver) leaving the widest pass until last.

B. Make sure to use a reference guideline. This can be a curb, gutter, adjacent mat or a string line. It is important that the first pass be straight It will be the guideline for the following passes. Use the guidebar gauges as shown in Figure 19.

C. Never run the paver through a pile of mix that has been dumped in front of the machine. Not only will this effect the level of the mat being laid but damage may result.

NOTE
If paving on cool windy days, it may be necessary to maintain low heat on the screed. To accomplish this, reduce the pressure on the propane tank from 6 - 8 pounds to 2 pounds. This will provide a low even heat that will not harm the screed. Do not attempt to regulate the burner with the burner valve.

! WARNING !

NEVER SPRAY DOWN PAVER WITH FUEL OIL WHILE BURNERS ARE LIT. A FIRE COULD CAUSE SERIOUS BURNS OR DEATH!

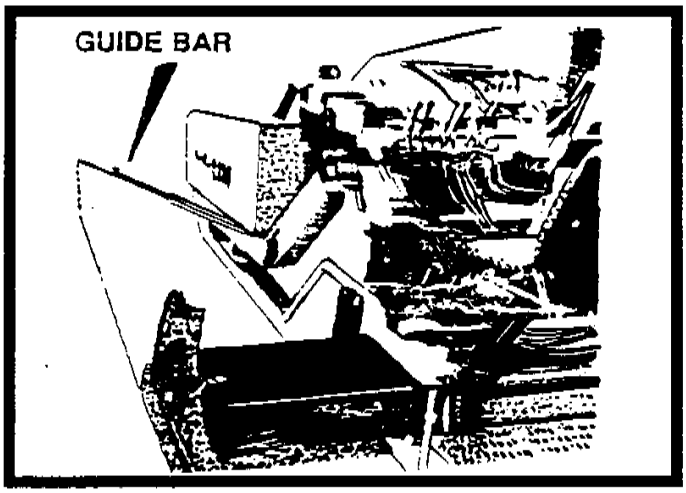


FIGURE 19

D. It is the operator's job to guide the truck up to the paver and signal the driver when and how much to dump into the hopper. Truck drivers must maintain a light pressure on his brakes to keep truck from dumping material on the roadway. See figure 20. If your paver is equipped with a truck hitch, the truck driver will not be required to maintain pressure on the brake. See page 10, figure 7.

E. Always pave in low range.

F. If paver is equipped with a truck hitch, refer to Truck Hitch Attachment instruction on page 10.

! DANGER !

BEFORE STARTING FORWARD WITH PAVER MAKE SURE NO ONE IS IN FRONT OF IT. THE LOW DECK PAVER WILL REQUIRE MORE VIGIL IN THIS RESPECT.

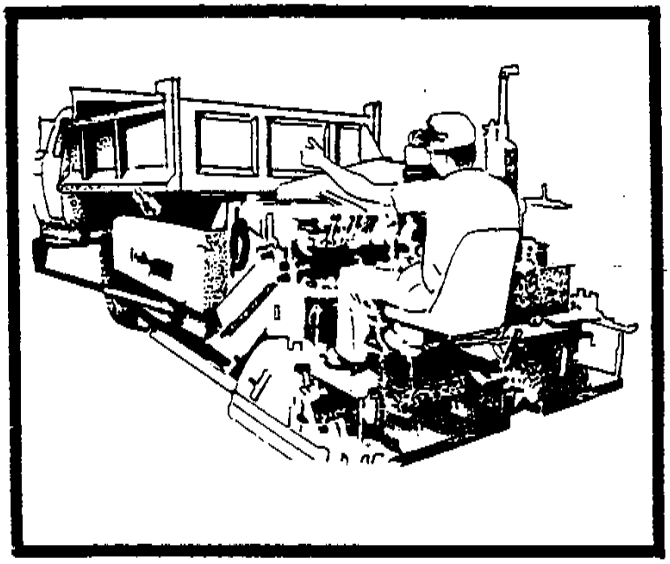


FIGURE 20

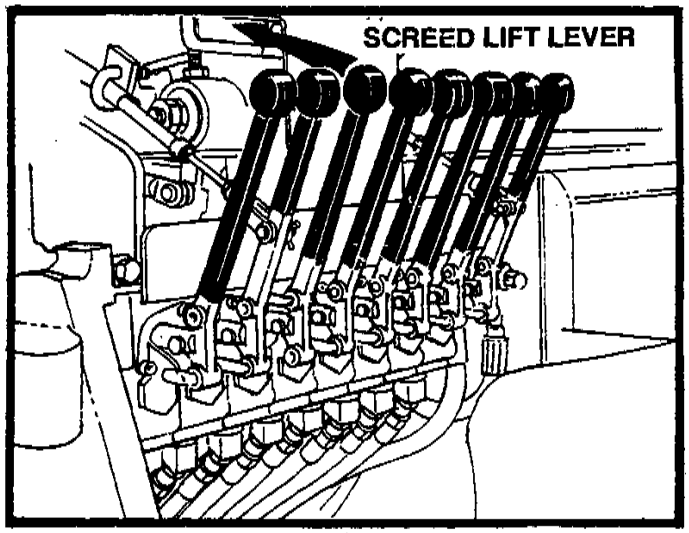


FIGURE 21

SETTING SCREED TO PAVE

The following procedure will assist in getting the screed ready to lay the desired mat whether positive, zero or negative crown. See figure 25.

1. Move to the starting position.
2. Extend the screed to the desired width.
3. To get depth, set screed on starter blocks. See figure 22.
4. Level screed with flight screws until neutral position is felt. (Neutral position is when the pressure on the flight screw is same when screwing either clockwise or counter clockwise.)
5. Push screed valve lever all the way forward into float position. This will take the hydraulic pressure from the cylinder, allowing screed to float. See figure 21.
6. Turn flight screw about one complete turn clockwise.
7. The gauge shown is used to either increase or decrease thickness of mat in small amounts. This gauge, after following procedures 1 through 6, should be at zero or very close to zero (0). See figure 13.
8. To obtain the crown or valley desired refer to figure 23, and loosen hex head nut. Remove crown handle and depending on the requirement push down for positive crown or pull up for negative valley.
9. There is a gauge located on rear of crown adjuster to indicate when screed is level. See figure 23.

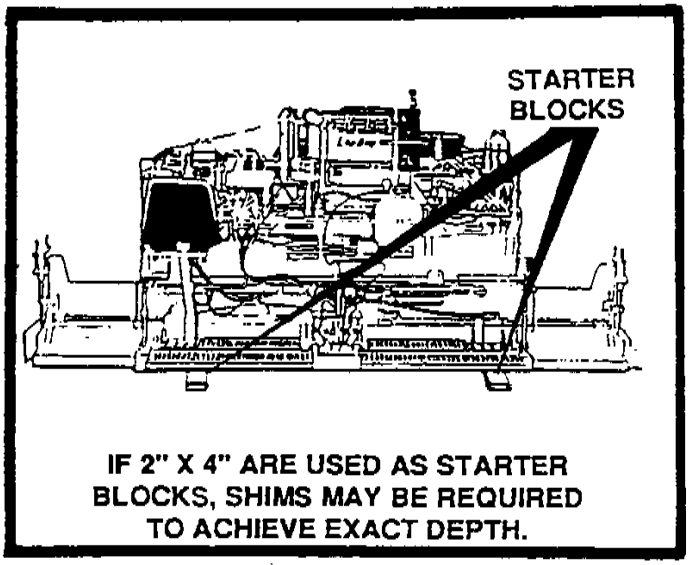


FIGURE 22

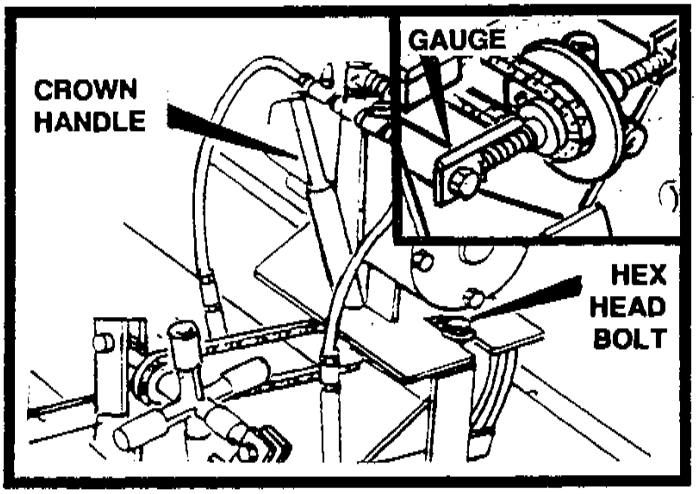


FIGURE 23

10. Set crown control. The screed plate is a one-piece unit which is actually bent to provide the required crown setting. See figures 24 and 25.

12. Tighten hex head nut on vibrator securely before paving.

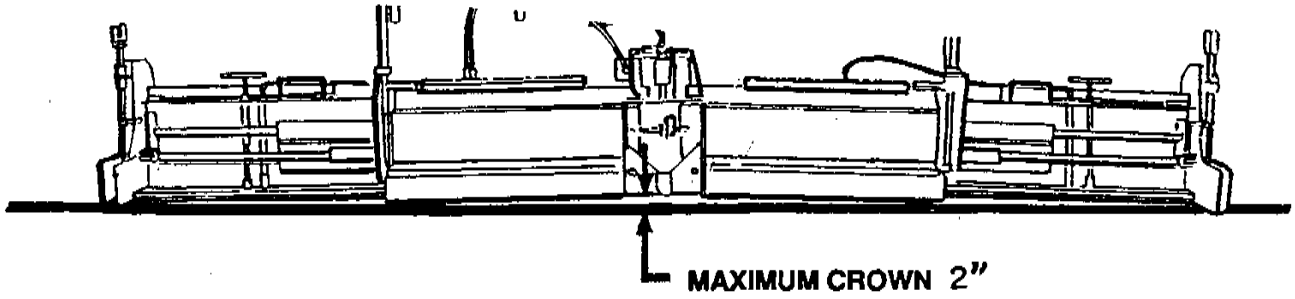


FIGURE 24

11. To get exact crown or valley measure the distance between a flat level surface to the center bottom portion of screed. See figure 24. Make adjustments with crown and valley control.

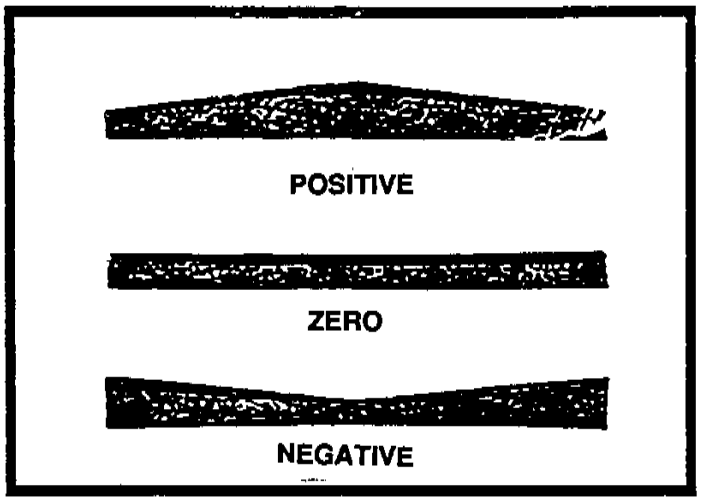


FIGURE 25

NOTE

Positive crown is when the middle of the mat is raised to permit water to drain to each side.

Negative crown is the lowering of the center of the screed plate. Negative crown might be used in an alley where drainage down the center of the alley is necessary.

Crown may be placed in the leading edge and/or the trailing edge of the screed plate. Crown in the leading edge aids material flow under the screed plate only. Trailing edge crown puts a crown in the mat. As an example: trailing edge crown is O, leading edge crown is 1/8". With this set-up there will not be any crown placed in the mat laid by the paver, however, material flow under the screed plate will be improved. Trailing edge crown is set at O when shipped from the factory. The chain connecting the leading and trailing edge crown control assures that the relationship of the edges remains constant as the trailing edge is changed to meet job conditions.

SETTING SCREED ENDGATES

1. On first pass unlock depth screws and lower endgate to about 1/4" off desired depth. This should provide a nice square edge. See figure 26.

2. The scale located on each endgate will show proper setting or depth.

3. Tilt adjusters on endgate are to be set so front of endgate tilts down slightly when screed is lifted.

4. This will allow the endgate to set itself to grade.

NOTE: When paving never let end gate carry the weight of the screed. This will cause screed compaction to vary.

5. During operation if endgates start to dig in at front, adjust the tilt so the endgate tilts back.

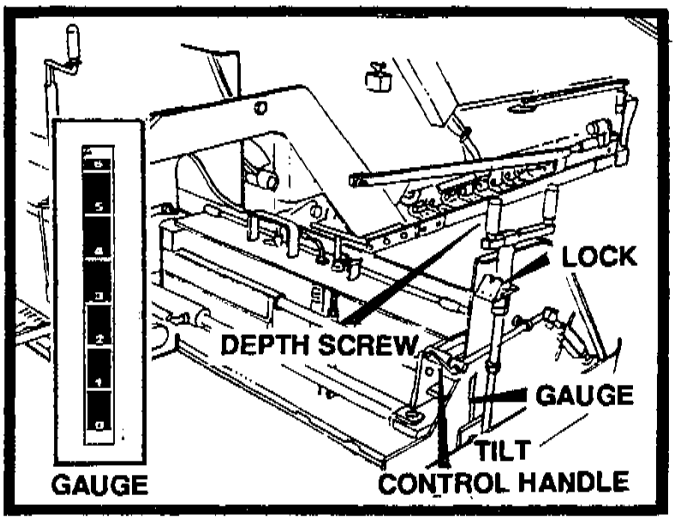


FIGURE 26

6. When making a joint, endgate must set to '0' on scale or where it fits flush with bottom of screed.

NOTE: When making a joint, spray fuel oil on runner and jointer shoe.

7. On first pass leave about 6 to 8 inches of unrolled asphalt where joint is being made. By doing this the joint shoe can be placed in position by using turnbuckle on endgate to hold it in place.

8. In laying a joint, if the joint looks too high or too low, adjust main flight screw on screed about one (1) round at a time and allow 4 to 5 ft. of travel to correct itself. (Too much adjustment up or down may cause a roller coaster effect.)

9. If making a cold joint set endgate down about 1/4", this will give a nice even edge.

SETTING SCREED EXTENSIONS: (Used when paving over 8 feet)

The screed extensions should be heated before making adjustments with rachet. (Rachet shipped with machine in tool box). When the adjustment is made the pressure on the rear edge of extended screed is the same as on the rear edge of main screed. The result of making this adjustment will be a smooth mat the length of the screed.

1. Heat screed extension before making adjustment to extended width.

2. Adjust tilt on rear edge of extension by turning T-handle counter-clockwise. This is done to give the same amount of compaction on extension and slickness as main screed.

3. If drag occurs, then too much pressure is on the screed extension and the extension is carrying all the weight. Correct this by turning the T-handle clockwise until both the screed and the screed extension produce the same looking mat.

PAVER OPERATION:

1. Follow start-up procedures. See Engine Start-Up, page 8.

2. Position paver to start of mat. Adjust screed in accordance with Screed Leveling Insturctions on pages 19 and 20.

NOTE: When material starts to discharge from under screed, the screed valve handle should be pushed forward into screed float position.

3. Open hopper wings into working position. When first starting to pave allow only a partial load of asphalt to enter the hopper.

! CAUTION !

NEVER FOLD HOPPER WINGS FULLY IN WHEN HOPPER IS FULL OF ASPHALT.

4. Switch toggle switches on to automatic conveyor and convey material back to screed. AUGERS ARE NOT NEEDED WHEN PAVING A BASIC 8 FOOT PULL.

5. Open cut-off gates under auger and start paving. Move slowly at first so adjustments can be made to screed.

! CAUTION !

NEVER BACK UP WITH CUT-OFFS OPEN. CUT-OFFS ARE DESIGNED TO BREAK AWAY FROM CYLINDERS WHEN HITTING A MANHOLE OR OTHER HARD OBJECTS. THIS HAPPENS GOING FORWARD NOT IN REVERSE.

6. To prevent excessive hand work, about 2 to 3 feet from end of pull, switch off conveyor toggles and shut cut-offs. Return paver back to starting position to begin next pull. Position and set screed end gate on joint side back to '0' or flush with bottom of main screed. Repeat process as done in first pull.

7. The paver can operate using one side only. However Material from opposite side, cannot be augered to the working side. This is prevented by the auger center cover. It is possible to leave both cut-offs shut and open the end gates on screed. This method is generally used in doing pot holes and patching.

ROUTINE MAINTENANCE

GENERAL

Preventive maintenance on the Lee-Boy paver is a simple job that will provide years of trouble-free operation. Adjustments, also, are simple; they can be performed, in the field, with ordinary hand tools. Engine preventative maintenance, other than oil, air and fuel filter changes, is not covered in this section. Refer to engine operators manual for engine service information. (NOTE: For your convenience there is an oil drain hose located in the tool box.)

10 - HOUR OR DAILY ROUTINE MAINTENANCE

1. Cleaning the paver at the end of the working day while the machine is still hot is very important. A paver that is continuously left with mix stuffed in every corner is going to increase maintenance costs. Scrape off mix and spray fuel oil on the screed plate, hopper, etc., any place that has come in contact with the mix. Spray down the feeders while they are running. All cleaning should be performed while the machine is hot. (NOTE: For cold weather, keep conveyor flight chain properly oiled with fuel oil. This will prevent conveyor from sticking inside of conveyor pan. Neglect could result in conveyor bars bowing if conveyor does stick.)

! CAUTION !

IF MIX IS ALLOWED TO REMAIN IN THE MACHINE OVERNIGHT, POSSIBLE DAMAGE CAN RESULT ON START-UP THE NEXT DAY. POOR "HOUSE-KEEPING" WILL INCREASE MAINTENANCE COSTS.

2. Raise feeders (See Adjustments - To Raise Feeders) and clean mix off all flat surfaces. This operation is quick and simple when the paver is still hot. **Immediately after raising feeders place the safety prop in position.**

3. Fill fuel tank for engine and spray down system to keep condensation from forming.

4. Perform engine preventative maintenance as described in your engine operators manual. Any engine preventative maintenance should always begin with an oil check. Also, check oil level in oil bath air cleaner. (If Equipped.)

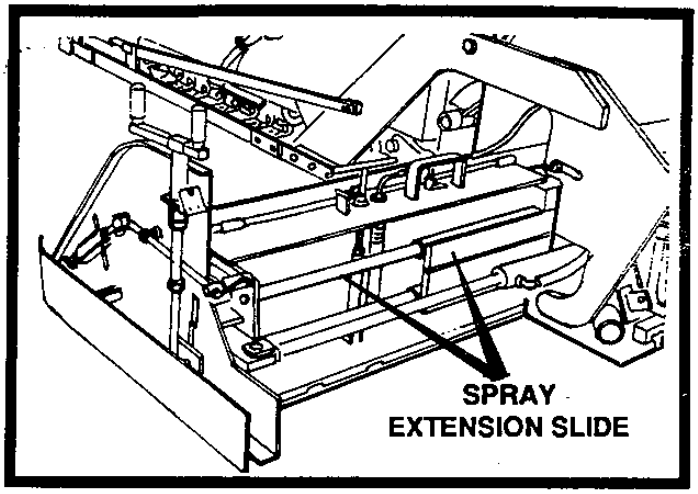


FIGURE 27

5. Spray thickness control screws with fuel oil to keep them working smoothly.

6. Grease extension slide with multi-purpose grease or spray with fuel oil at points shown in figure 27.

AFTER THE FIRST 50 HOUR AND WEEKLY ROUTINE MAINTENANCE

1. Check hydraulic oil and add if necessary.
2. Adjust conveyor chains.

! CAUTION !

YOUR PAVER'S HYDRAULIC SYSTEM REQUIRES CLEAN, CONTAMINANT-FREE OIL. TAKE CARE WHEN WORKING WITH THE HYDRAULIC SYSTEM TO INSURE ITS COMPLETE CLEANLINESS. TRACTOR HYDRAULIC OIL

3. Check that battery electrolyte level is to the full indicator and add clean distilled water, if required. Use a battery hydrometer to measure specific gravity in each cell. A fully charged battery will read 1.265 specific gravity at 80 F. (27C.). At the same time check all battery connections and remove any corrosion that is present.

! DANGER !

DO NOT SMOKE WHEN OBSERVING BATTERY ELECTROLYTE LEVEL. THE FUMES CAN EXPLODE. ELECTROLYTE IS AN ACID WHICH CAN BURN IF IT CONTACTS SKIN OR EYES. IF CONTACT IS MADE, FLUSH AREA IMMEDIATELY WITH WATER.

4. Check air cleaner, if the engine is equipped with a dry type element. Improperly serviced air cleaners wear out engines—FAST! In just a few hours a small amount of dirt will wear out a set of piston rings! Refer to your engine's operators manual for service information. Also, perform any other engine preventative maintenance as described in the engine operators manual.

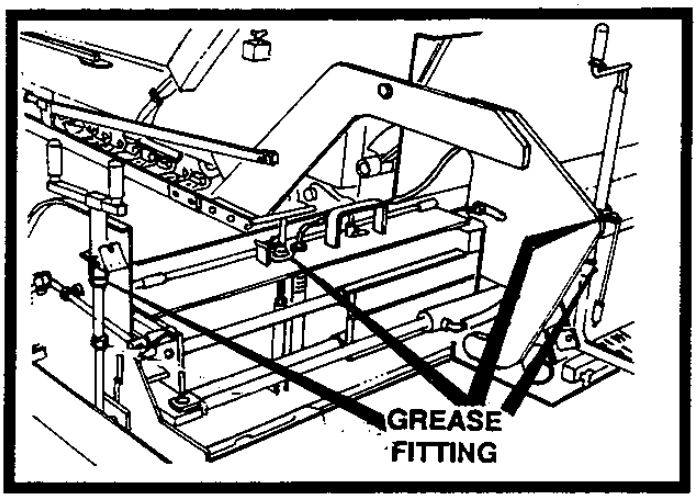


FIGURE 28

5. For both sides of the screed, lubricate all grease fittings on the flight screw, the fitting on the depth screw and the fitting on the flange bearing located on top of the extension screed. See figure 28.

6. Change engine oil and filters.
   You will need the drain hose and fitting to drain engine oil.

7. Change hydraulic filter.

100 HOUR OR MONTHLY ROUTINE MAINTENANCE

1. Check oil level in the torque hub by removing the plug at the 3 o'clock position. If oil comes out, no oil is needed. Insert plug and tighten. If oil does not come out, remove the plug at the 12 o'clock position and fill torque hub with 90 wt. gear oil until oil starts to appear at the other hole. Replace both plugs and repeat process to other torque hub. See Figure29.

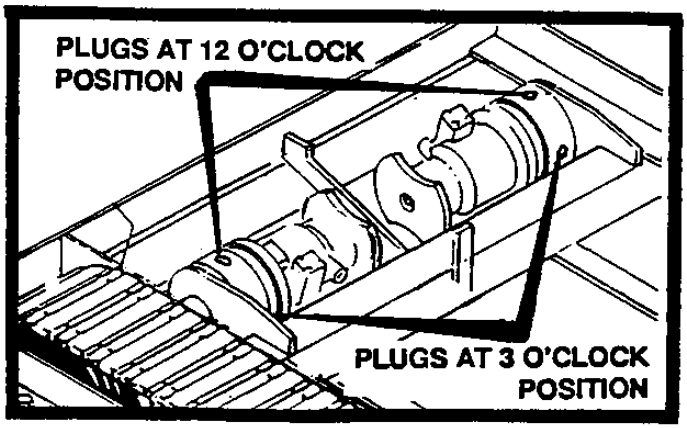


FIGURE 29

3. Replace dry type air filter, if equipped. Refer to your engine operators manual for service information.

4. Change engine oil. To assure complete removal of contaminants in the oil, perform the oil change while engine is warm.

After draining used oil, clean and reinstall drain plug and fill crankcase to the full mark with manufacturer's recommended oil. Change oil filter at every other oil change. (15 W 40 Motor Oil)

5. Change engine oil and filters. You will need the drain hose and fitting to drain engine oil. Also, perform any other engine preventative maintenance as described in the engine operators manual.

   Check and adjust all chains, as required.

250 HOUR OR QUARTERLY ROUTINE MAINTENANCE

Perform the 250 hour preventative maintenance as described in the engine operators manual.

1. Change filter charge between valve and pump.

500 HOUR OR SEMI-ANNUAL ROUTINE MAINTENANCE

1. All bearings are sealed and have grease fittings. These should be greased with multi-purpose grease using a handgun. Be careful to avoid blowing the seals.

2. Perform the 500 hour preventative maintenance as described in the engine operators manual.

1000 HOUR OR ANNUAL ROUTINE MAINTENANCE

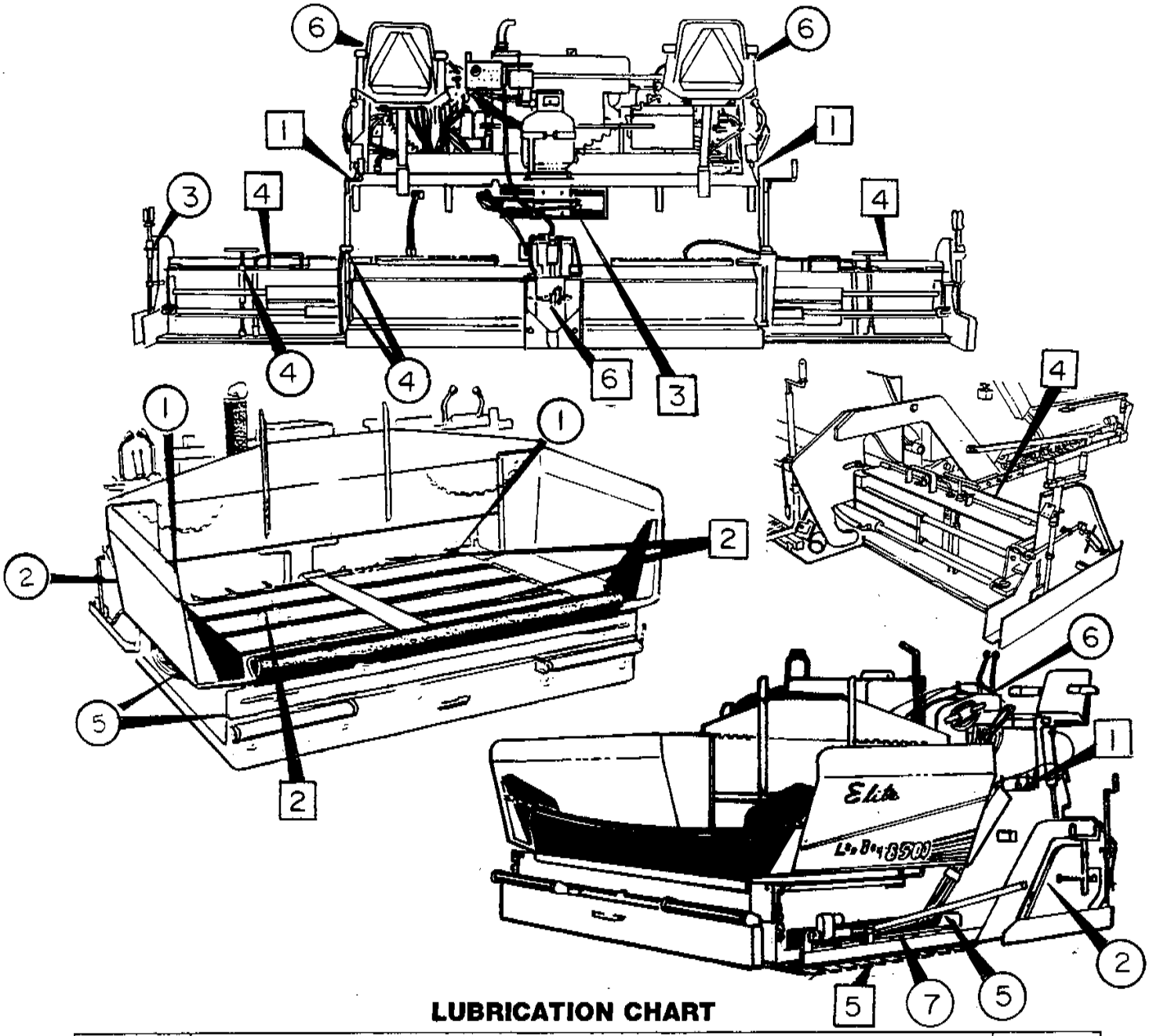
1. Drain and flush the hydraulic tanks. A drain plug is located on the bottom of each tank for this purpose. The recommended hydraulic oil is 15W-40 Motor Oil.

2. Perform the 1,000 hour preventative maintenance as described in the engine operators manual.

3. Anytime the paver has been repainted or the decals have been removed, damaged or can't be read, a new set of decals should be ordered and re-installed for safe operation.

NOTE
When performing any routine maintenance such as 50, 100, 250, 500 and 1000 hour, always include previous routine maintenance hours to the higher hourly schedule.

IMPORTANT NOTICE!!
The changing of oil and cleaning of the paver should only be done in a designated area that can contain the oil and chemicals involved in any maintenance requirement. These by products should be discarded in accordance with environmental regulations.



LUBRICATION CHART

Item No.	Description and Location	Interval
①	AUGER, each end of auger, (Best time at end of day)	Daily
②	FEEDER PIVOT, both sides, ahead of screed end (Must remove chain guard to grease)	Weekly
③	DEPTH SCREW, grease first in lock position, unlock turn 180° and grease	Weekly
④	FLANGE BEARING & FITTING on flight screw plus FLANGE BEARING on T-Handle of extension, both sides.	Weekly
⑤	PILLAR BEARINGS, axle	3 Months
⑥	DRIVE LEVEL, on pivot housing	Weekly
⑦	TRACK HOUSING, grease as specified on page 26.	A/R
1	FEEDER CHAIN, left and right sides	Daily
2	FEEDER AND AUGER, as shown	Daily
3	AUGER CHAIN, middle of paver	Daily
4	SCREED EXTENSIONS, left and right (clean surface)	Daily
5	TRACKS, between track pads	Daily
6	SCREED CROWN, on chain	Weekly
	LEGEND ○ GREASE WITH SHELL AVANIA EP GREASE 2 OR EQUIVALENT. □ SPRAY WITH FUEL OIL OR CHAIN LUBE	

MAINTENANCE ADJUSTMENTS

TO RAISE FEEDERS

1. Fold hopper wings all the way in and pull bolts out. Grab top wings and pull out 5" or 6", then pull bottom handle out til wing knuckles out. To let wings down just pull on top of wing and let down to where bolts will go in. See figure 30.

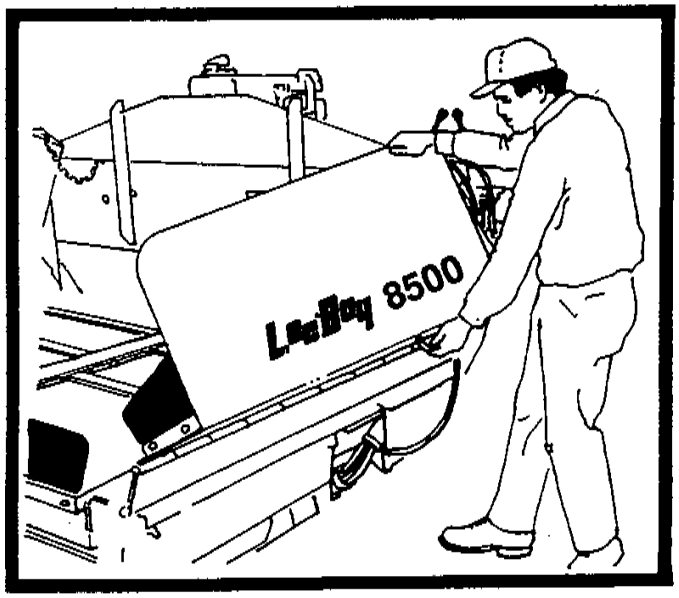


FIGURE 30

2. Raise feeders by pushing feeder lift valve forward. The location of this valve has purposely been placed in an inconvenient position to prevent the accidental raising of the feeders. See Figure 31.

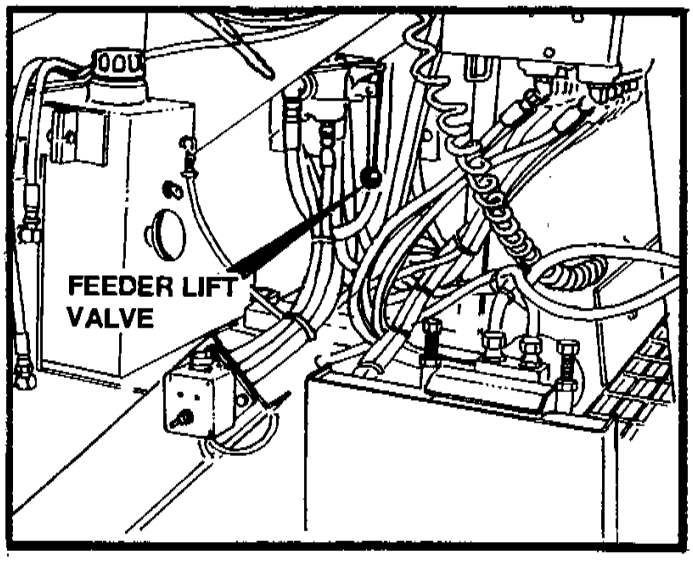


FIGURE 31

3. IMMEDIATELY AFTER RAISING FEEDERS, PLACE THE SAFETY PROP IN POSITION. See figure 32.

4. After the feeder is in position, lower the feeder onto the safety prop. This will provide an extra margin safety preventing safety prop from accidentially being dislodged.

! CAUTION !

BEFORE RAISING OR LOWERING FEEDERS, FOLD SIDES INTO THE FULL IN POSITION.

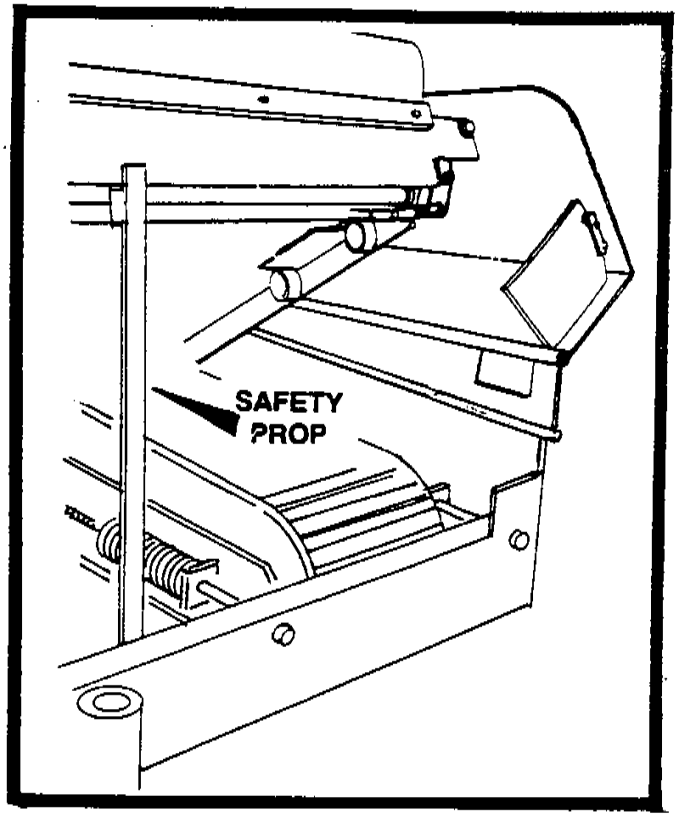


FIGURE 32

! DANGER !

USE EXTREME CAUTION WHEN WORKING UNDER FEEDERS. CLEAR AREA OF UNTRAINED PERSONNEL. PLACE SAFETY PROP INTO SUPPORT POSITION AND LOWER FEEDERS UNTIL SAFETY PROP IS UNDER LOAD AND FIRMLY WEDGED.

LOWERING FEEDER

1. Before lowering the feeder, make sure that the area under the feeder is clear of tools or foreign objects.

2. Release safety prop carefully. If feeder has dropped firmly down onto safety prop,it will be necessary to raise the feeder. After raising the feeder, turn engine off and release safety prop as instructed.

3. Lower feeder but not under pressure. Allow feeder to come down with engine not running.

4. Fold side panels back with same in and out knuckle motion used to raise them.

5. Replace the hold down bolts on each side panel and tighten.

! CAUTION !

NEVER PAVE WITH HOLD DOWN BOLTS OUT. HINGE FLAP MAY LIFT, LETTING ASPHALT GET INTO FLIGHT CHAIN.

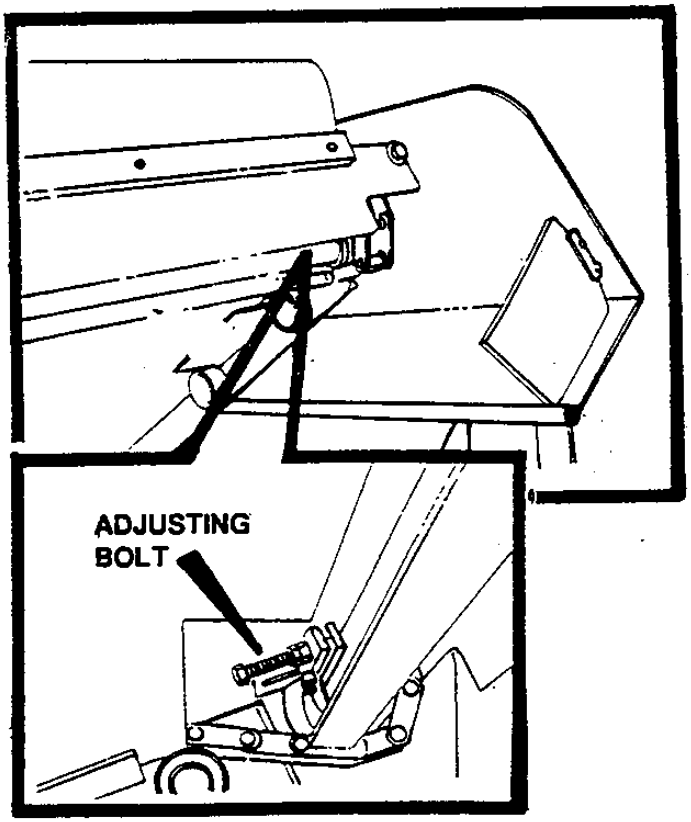


FIGURE 33

FEEDER FLIGHT CHAIN ADJUSTMENT

1. Raise feeders.

2. Secure safety prop to prevent feeders from accidentally lowering.

3. The feeder conveyor should run smooth when feeder chain is properly adjusted. These chains should be adjusted every 100 hrs. to maintain smooth operations. If irregular movement of the conveyor occurs, this is generally a sign that an adjustment is needed. Follow the procedures below in making this adjustment.

   a. Refer to figure 33 and loosen the lock nut.

   b. Turn adjustment bolts alternatively on both sides of the feeder. You can feel the pressure on the chain as you tighten the bolts. (We recommend turning one bolt one half turn then the other bolt one half turn. Continue alternating tightening until chains are tight).

   c. After the feeder chain tension is set, tighten lock nuts.

   d. If the adjustment bolts have been run out, it will be necessary to remove a link in the feeder chains and add a half link. This repair should bring the adjustment bolts back to full travel.

AUTOMATIC TRACK ADJUSTMENT

General

Hydraulic Adjustment Cylinders provide even tension on track which prevents excessive wear to paver undercarriage. This feature,however,will require the operator when backing with load to maintain at least one half throttle setting. Hydraulic pressure below one half throttle is not adequate to maintain track adjustment. **FAILURE TO: maintain adequate throttle setting may cause improper adjustment to track.**

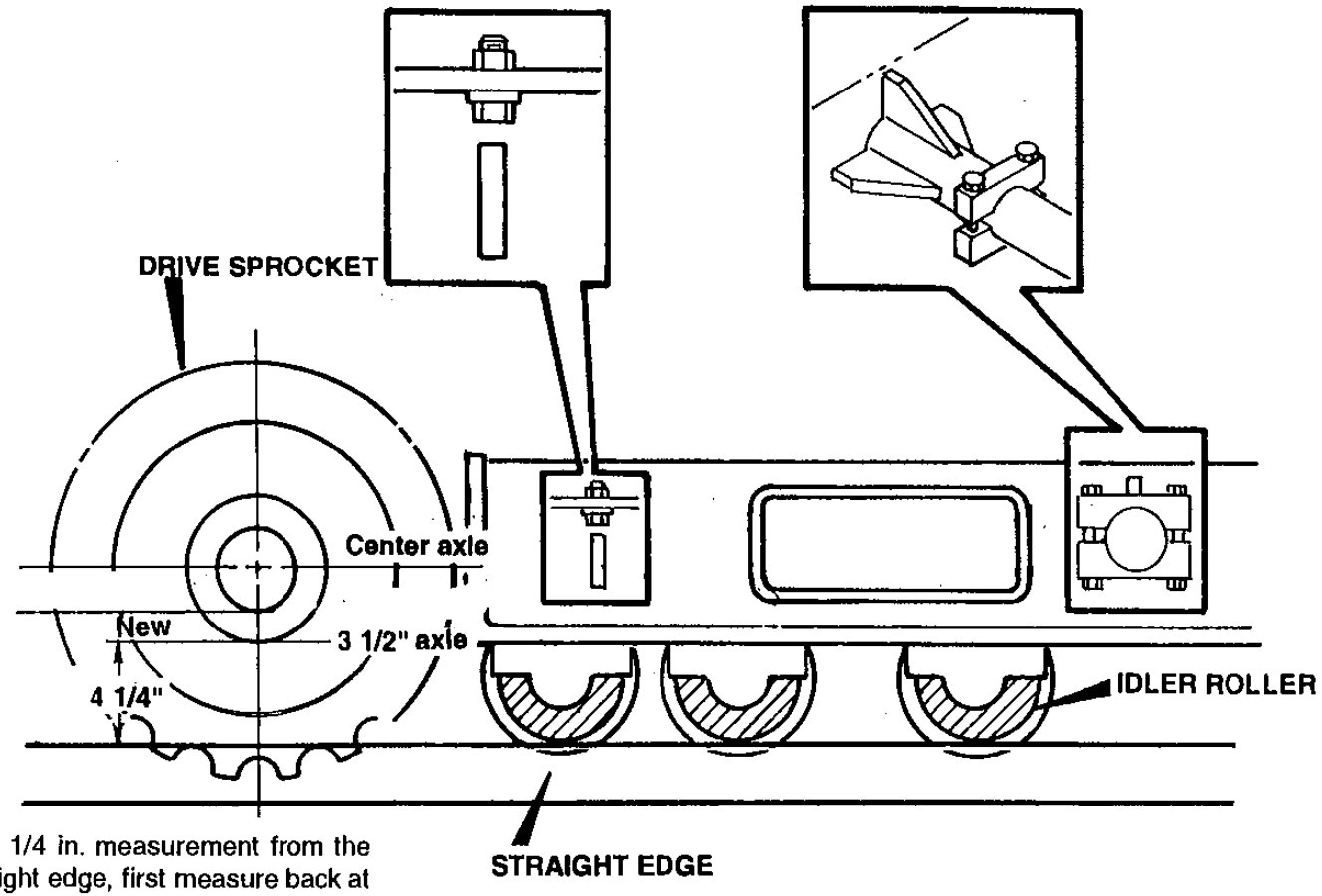
! CAUTION !

WHEN BACKING THIS MACHINE WITH LOAD,MAINTAIN AT LEAST A ONE HALF THROTTLE SETTING. FAILURE TO DO SO MAY CAUSE IMPROPER TRACK TENSION, RESULTING IN POOR PERFORMANCE AND DAMAGE.

SPROCKET DRIVE UNDERCARRIAGE ADJUSTMENTS

NOTE:

If location of axle height to rollers are off from diagram, adjustment should be made to undercarriage. Older model took shims to get desired measurements. New styles have adjusting bolts.



NOTE: To make the 4 1/4 in. measurement from the axle to the straight edge, first measure back at least 6 in. from the outside end of the axle and then straight down to the straight edge.

DIRECTIONAL CONTROL ADJUSTMENT

GENERAL

There are two adjustments required to make the machine run straight. One is to the control cables. The other is to the adjustment screws located on each torque hub motor. To keep the machine running straight follow the instructions below.

FORWARD OR REARWARD (cable correction)

When starting forward with forward/reverse levers, push handles together and if machine veers left or right adjustment is required. Make adjustment to control cable clevis connection at the pump. This may be done by adjusting cable clevis. After adjustment, pumps should be in sequence.

TORQUE HUB HYDRAULIC MOTOR ADJUSTMENT

LOW GEAR

Adjustment for tracking on the low gear side is done by making adjustment to screw on bottom of hydraulic motor. Screw in adjustment on side of machine that is slow. (This adjustment is very quick so little turning is required.

HIGH GEAR

Adjustment on tracking on the high gear side is done by having adjustment screw on top of hydraulic motor. The adjustment on the motor for the fast track must be screwed in to compensate track speed. (If hydraulic motor has not been previously set, ten revolutions of the adjustment screw may be required before noticing any difference in travel). With paver running flip toggle switch into high range. You will be able to determine when your close to making the adjustment as back pressure from spool is felt on adjustment screw. Finalize adjustment by making one quarter turns at a time until adjustment is made.

! DANGER !

DO NOT SUBSTITUTE FASTENERS OF ANY KIND UNLESS THEY ARE EQUAL IN SIZE AND GRADE AS ORIGINAL EQUIPMENT.

FEEDER DRIVE CHAIN

1. Lower feeders.
2. Operate feeders.
3. Look at drive chain through the top of the frame. If drive chain has a whip in it, adjustment is necessary. See figure 35.
4. If adjustment is necessary, continue to operate feeders at fast speed and loosen the lock nuts on the chain adjustment. Turn the chain adjuster until the whip in the drive chain disappears.
5. Perform the same check on the opposite feeder chain.

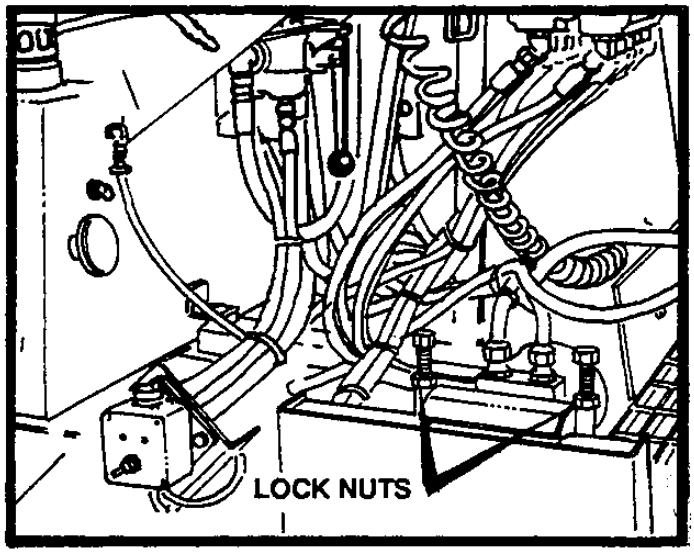


FIGURE 35

AUGER DRIVE CHAIN

1. The auger chains should be just snug, not loose. To tighten loosen bolts in slots provided for takeup. See figure 36.
2. Use a pry bar under hydraulic motor and pry to tighten chain. Twist auger forward and rearward by hand to feel play in chain. (1/4" of play in chain is recommended.)

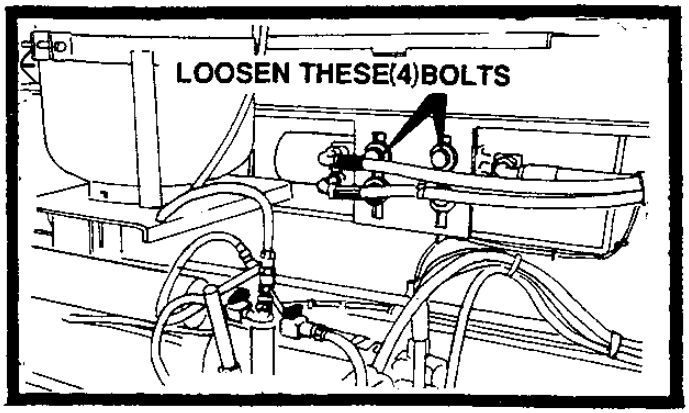


FIGURE 36

CONVEYOR LIMIT SWITCH

LIMIT SWITCH ADJUSTMENT

In order to have the 'off' and 'on' switch of the conveyor's start and stop occur at the right position, small adjustments may be necessary. These adjustments will be to the mirco switch located on the conveyor flap. There are two positions of the conveyor flap: one upper, shutting the conveyor off, and one lower, turning the conveyor on. Read the following procedures carefully referring to the figures as needed.

1. (See figure 37) and raise the conveyor flap 6 1/2" to 7" from bottom of Tank Mount Support. Secure conveyor flap so it remains in this position. If micro switch clicked "off" within the 6 1/2" to 7" limit, no further adjustment is required to the upper travel.

2. If mirco switch did not click 'off', adjustment is needed. Remove the linkage attaching the actuator arm to the eyelet on the flap pivot housing. (See figure 37).

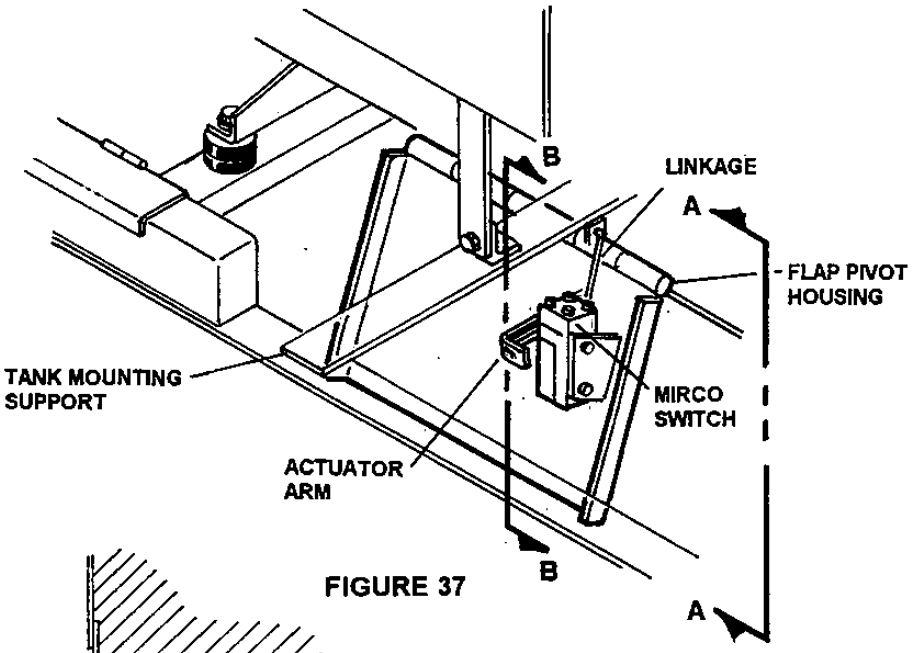
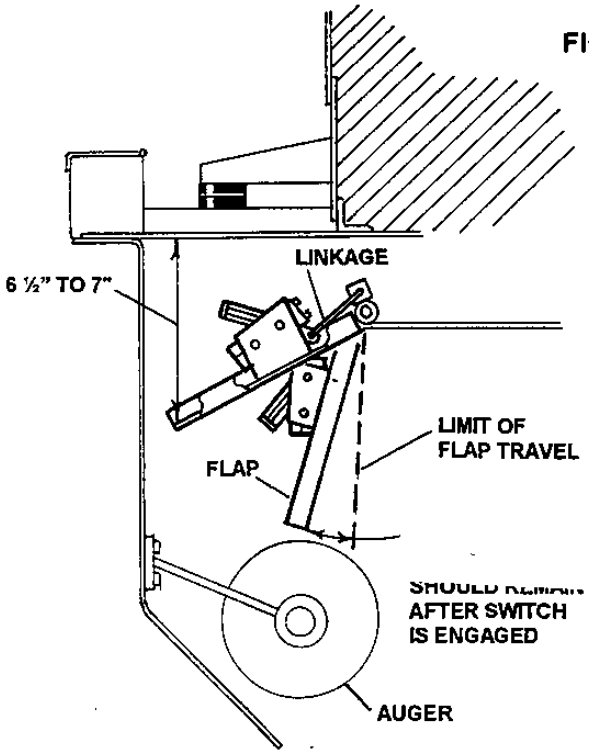
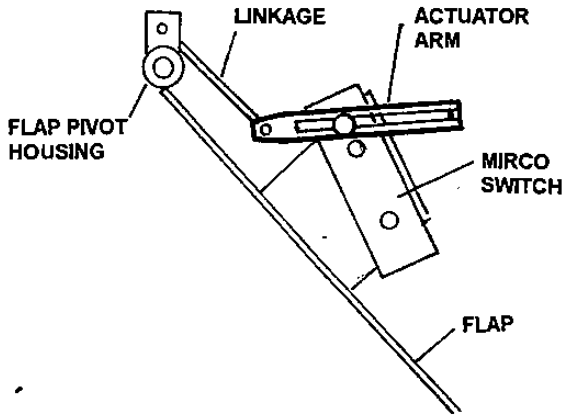


FIGURE 37



SECTION 'A - A'



SECTION 'B - B'

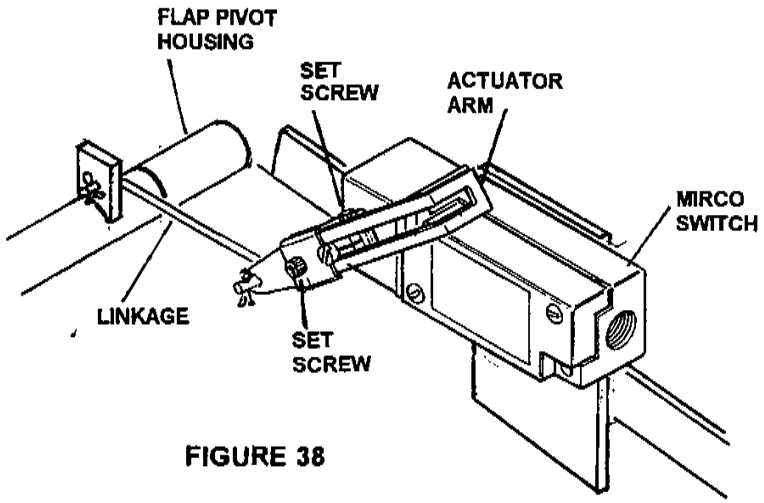


FIGURE 38

3. (See figure 39) and loosen set screw on actuator arm. Reposition this arm by either rotating it clockwise or counterclockwise depending where the micro switch clicked "off" during the conveyor flaps upper travel.

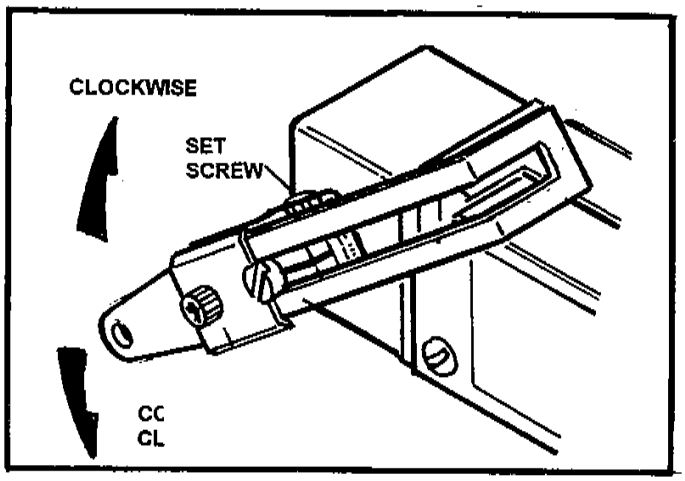


FIGURE 39

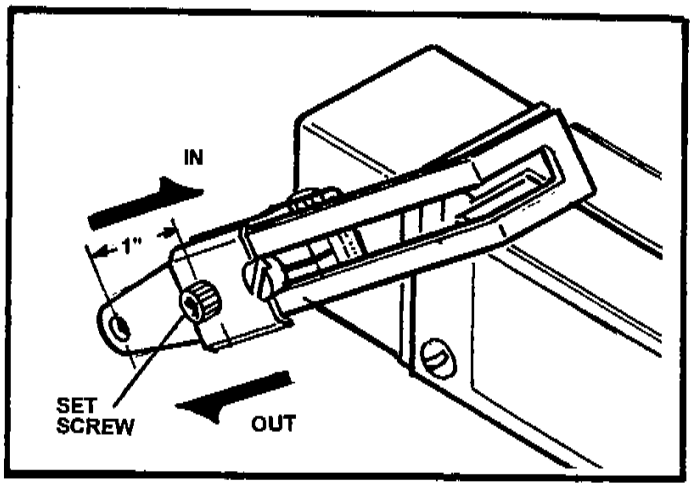
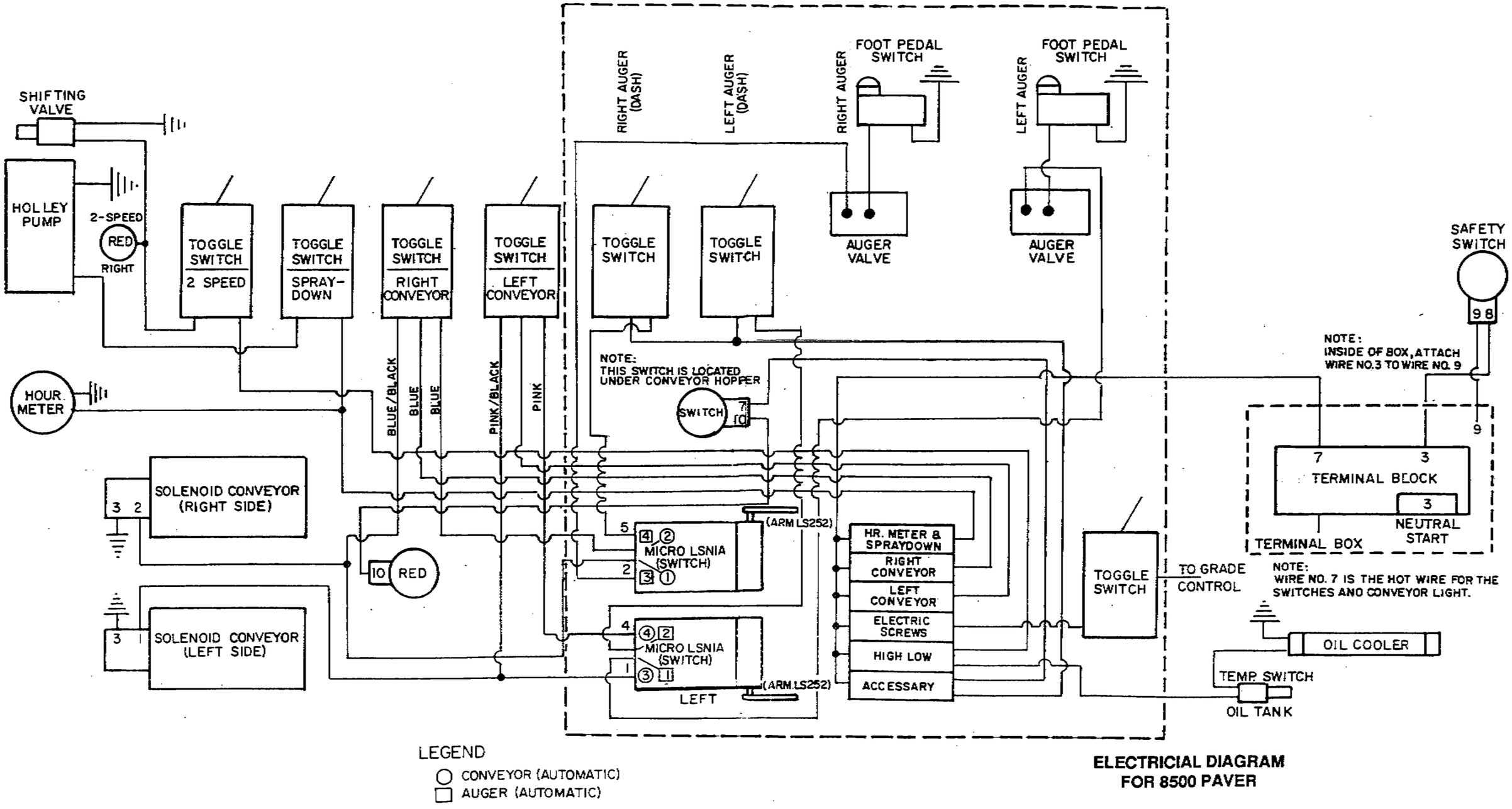


FIGURE 40

4. When the click 'off' occurs between the 6 ½" to 7" limit, tighten set screw and connect linkage. (See figure 39).

5. If the lower flap travel does not fall into the lower limits, loosen set screw on the actuator arm slightly. (The setting from the factory is 1" from the center of the set screw to the eyelet on the actuator arm). To help bring the travel limits into Tolerance, slide the actuator arm in the direction desired. This may require several adjustments before the correct position is obtained. When the actuator arm is determined to be correct, tighten set screw. No further adjustment is necessary. (See figure 38 & 40).

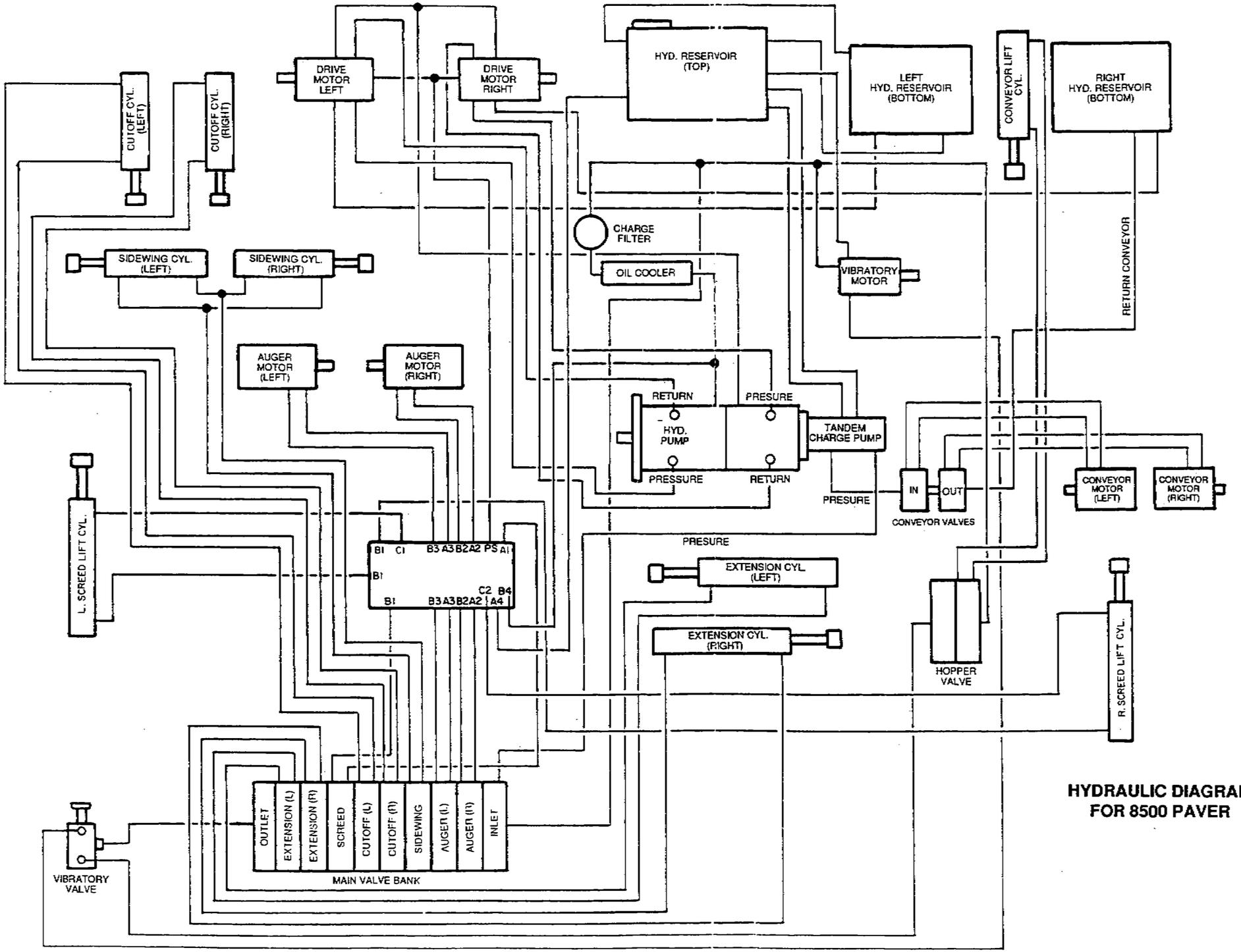


LEGEND

○ CONVEYOR (AUTOMATIC)

□ AUGER (AUTOMATIC)

ELECTRICIAL DIAGRAM FOR 8500 PAVER



HYDRAULIC DIAGRAM FOR 8500 PAVER

Trouble Shooting Guide

Problem	Probable Cause	Solution
Auger hanging up or will not turn	• Chain too loose • Chain broke • Bad motor • Asphalt set up around auger	• Adjust • Replace • Replace • Keep clean and fuel oiled
Screed extensions hanging	• Asphalt set up around extension	• Keep cleaned and fuel oiled
Screed extensions loose (work up and down)	• Out of adjustment	• Adjust hold downs on extensions
Screed leaving streak down center of pavement	• Screed too flat (on leading edge) • Screed worn out • Extensions set too low	• Crown leading edge of screed • Replace • Adjust Extension
Flight Screw Locking up	• Twisting screed too far • Screw Seized	• Give screed time to react • Replace Screw
Breaking of flight screw bearings	• Loading and unloading	• Check ramps for easy access
Flame coming out end of screed	• Raw gas from burners	• Adjust burners in or out of hole. • Turn cutoff valve slowly to off, when flame goes out turn valve back on fully.
Hydraulic oil running out of breather cap	• Too full hydraulic oil • Air in bottom of tank • Oil over heated	• Drain 5" to 6" from top of tank • Bleed if you don't have vent hose • Slow machine down about 10% to 15% • Check oil cooler & thermostat
Auger handles will not Stay locked in	• Detent worn out	• Replace detent
Hydraulic pump cavitating or lost power	• Low hydraulic oil • Clogged filters • Suction hose loose • Charge pump worn	• Fill • Replace • Retighten • Rebuild
Engine will not start (Diesel)	• Check Safety Switches Bad • Wires not making good connection on solenoid • Plug in switch box unplugged • Solenoid plunger sticking • Fuel solenoid coil burnt up • Blower belt broke	• Replace • Make sure wires are tight • Plug back • Clean plunger • Replace coil • Replace Belt

Trouble Shooting Guide

Problem	Probable Cause	Solution
Machine will not run straight	• Quadco out of adjustment • Lee-Boy Drive Control	• Adjust Cables
Machine will not pull on one or both sides	• Shifter out of adjustment • Keys sheared in bull gear (Transmission) • Transmission Gear stripped • Bad Drive motor	• Readjust • Replace keys • Replace Gear • Replace
Tracks not running smooth	• Tracks too loose	• Tighten tracks
Feeder does not work on one or both sides	• Switch on automatic flaps out of adjustment • Wires on solenoid loose - not making good connection • Plunger sticking valve • Solenoid coil burnt up • Switch worn out • Toggle switches bad • Relief in valve stuck • Feeder drive chain broke • Feeder drive motor bad	• Adjust switch to where it clicks both ways • Adjust • Clean plunger, push manual. override • Replace coil • Replace switch • Replace • Take out, clean & install • Replace • Replace
Feeder flight bars hanging up	• Flight chains too loose • Feeder drive chain too loose	• Adjust If adjusted all the way and a link is removed you must install a 1/2 link. • Adjust
Loss of power to drives Feeders or Augers	• Relief out of adjustment • Piston Groups worn in • Piggy back worn	• Check pressure • Replace • Replace
Electric Screed don't work	• Check Fuse • Check wiring • Bad activator • Bad Switch	• Replace • Make sure wires in tack • Replace • Replace

Hydraulic Pressures

Drive	• 3000PSI
Feeders	• 2400 PSI
Augers & Cyl.	• 2000 PSI

TROUBLE SHOOTING AND REPAIR GUIDE 8500 AND 8000D

PROBLEM	PROBABLE CAUSE	SOLUTION
ENGINE WILL NOT START	BATTERY DISCHARGED	CHARGE BATTERY OR REPLACE
	NEUTRAL SWITCH BAD	REPLACE
	HATZ STARTER RELAY BAD	REPLACE
	STARTER OR SOLENOID BAD	REBUILD OR REPLACE
LOW BATTERY	BAD IDIOT LIGHT BULB IN DASH	REPLACE BULB
	BAD ALTERNATOR	REPLACE OR REBUILD
ENGINE CUTS OFF AND WILL NOT START. [TURNS OVER BUT WILL NOT START]	LOW FUEL	FILL FUEL TANK WITH DIESEL
	BLOWER BELT BROKE	REPLACE BELT
	BAD FUEL SOLENOID	REPLACE SOLENOID

NOTE: IF BLOWER BELT BRAKES AND ENGINE SHUTS DOWN, TO UNLOAD MACHINE OR GET IT OUT OF THE WAY, YOU CAN HOLD BUTTON IN AT REAR OF BELT TIGHTENER TO MAKE RUN. DO NOT RUN OVER 2 TO 3 MINUTES OR ENGINE WILL OVERHEAT AND LOCK UP. [**USE EXTREME CAUTION**]

HOW TO OVERRIDE HATZ FUEL SOLENOID VALVE

NOTE: HOW TO OVERRIDE THE FUEL SOLENOID. **CAUTION:** MAKE SURE THE ENGINE IS FULL OF OIL AND THE BLOWER BELT IS NOT BROKEN BEFORE DOING MANUAL OVERRIDE. **IMPORTANT NOTE: IF THE MANUAL OVERRIDE LEVER IS USED, THE AUTOMATIC SHUTDOWN SYSTEM WILL NOT OPERATE. THE MACHINE MANUFACTURE AND THE ENGINE MANUFACTURE WILL ACCEPT NO LIABILITY FOR CONSEQUENTIAL DAMAGE, THE WARRANTY IS INVALIDATED.** FOR THIS REASON, OPERATE THE ENGINE ONLY IN A GENUINE EMERGENCY AND FOR A VERY SHORT PERIOD OF TIME AFTER ENGAGING THE MANUAL OVERRIDE LEVER. TO OVERRIDE, REMOVE THE TOP COVER ON ENGINE. LOOK IN ON THE OIL FILTER SIDE OF THE ENGINE AND YOU WILL SEE THE FUEL SOLENOID AND EXTRA FUEL HOUSING ABOVE THE OIL FILTER. ON TOP OF THE HOUSING IS A SMALL LEVER, BREAK THE LEAD SEAL AND TURN THE LEVER CLOCKWISE TO LOCK IN. THE ENGINE WILL NOW RUN UNTIL YOU UNLOCK THE OVERRIDE LEVER. DO NOT RUN WITHOUT COVER ON.

ENGINE RUNS BUT NO HYDRAULICS	PUMP DRIVE COUPLING BAD	REPLACE
	PIGGYBACK PUMP BAD	REPLACE
2 SPEED DOES NOT SHIFT	BLOWN FUSE	REPLACE FUSE
	BAD COIL SOLENOID	REPLACE

NOTE: OIL COOLER AND TWO SPEED VALVE IS TIED IN ON SAME CIRCUIT. IF COOLER FAN MOTOR BURNS UP THIS WILL CAUSE FUSE TO BLOW AND TWO SPEED NOT TO WORK. IF COOLER MOTOR BAD, YOU CAN UNPLUG AT COOLER AND KEEP RUNNING MACHINE UNTIL NEW MOTOR COMES IN.
CAUTION: DO NOT RUN HYDRAULIC OIL OVER 200 DEGREES.

MACHINE NOT RUNNING SMOOTH [TRACKS]	TO LOW OF ENGINE RPM'S TO HOLD TRACK TENSION.	REV. ENGINE TO FULL RPM AND THOTTLE BACK TO 1/2
	TRACK ROLLERS BAD	REPLACE
	TRACK TENSION PRESSURE	SEE NOTE:

TRACK TENSION PRESSURE

NOTE: PRESSURE IS SET AT 700 PSI AT TRACK TENSION MANIFOLD. TO CHECK PRESSURE PUT 2000 PSI GAGE AT ONE OF THE HOSES GOING TO TRACK TENSION CYLINDER. PLACE A BLOCK OF WOOD BETWEEN FRONT IDLER AND TRACK RAIL. BACK MACHINE UP SLOWLY AND WATCH GAGE. PRESSURE SHOULD GO TO 700 PSI. IF PRESSURE NOT CORRECT, ADJUST RELIEF IN FOR MORE AND OUT FOR LESS PRESSURE.

HOW TO RELEASE TRACK TENSION:

NOTE:

TO RELEASE TRACK TENSION, SEE MANIFOLD UNDER HOPPER. BACK RELIEF CARTRIDGE OUT OF THE ALUMIUM BLOCK ABOUT 3 TURNS OR UNTIL YOU HEAR PRESSURE LET OFF. MAKE SURE YOU TIGHTEN CARTRIDGE BACK UP BEFORE MOVING MACHINE. [DO NOT TAMPER WITH ADJUSTMENT PART OF RELIEF.]

TRACK COMPONENT REPLACEMENT [REAR AXLE ASSEMBLY OR TRACK]

1. RAISE CONVEYOR AND LOCATE TRACK TENSION MANIFOLD AND BACK RELIEF CARTRIDGE OUT OF THE ALUMIUM BLOCK ABOUT 3 TURNS OR UNTIL YOU HEAR PRESSURE LET OFF.
2. ROTATE TRACK SO THAT MASTER LINK IS AT REAR BOTTOM OF FRONT IDLER, AND REMOVE MASTER PIN. ONCE MASTER PIN REMOVED BACK MACHINE UP UNTIL TRACK LAYS FLAT ON THE GROUND.
3. JACK MACHINE UP ON SIDE THAT NEEDS REPAIRED. REMOVE CUTOFF CYLINDER MOUNTING BRACKET. REMOVE THE TWO 5/8" BOLTS HOLDING PILLOWBLOCK BEARING ON AND AXLE ASSEMBLY WILL PRY OFF OF TORQUE HUB ON TO GROUND. REPLACE SPROCKET OR AXLE THEN PLACE BACK IN MACHINE. [NOTE: ALWAYS PUT SOME GOOD AXLE GREASE INTO THE SPLINES ON AXLE WHEN INSTALLING.]
4. LOWER SPROCKET BACK DOWN INTO TRACK CHAIN. [KEEP ABOUT 1" OUT OF CHAIN] WE USE A ROD WITH A 2" LEG TO REACH IN OVER AXLE AND INTO CHAIN, SO THAT WHEN EVER YOU SPEND THE SPROCKET, YOU CAN PULL TRACK AROUND WITH THE MACHINES HELP. PULL TRACK TO FRONT OF MACHINE SO THAT TRACK LAYING ON GROUND CAN BE HOOKED TO, AND THEN REVERSE SPROCKET TO ROTATE TRACK TO TOP SO THAT MASTER PIN WILL GO IN AT REAR OF IDLER. [ROD WE USE IS 4' LONG X 11/16" DIA, 2" LEG ONE END AND A HANDLE ON OTHER END TO PULL ON.]
5. TIGHTEN TENSION RELIEF BACK UP. CRANK MACHINE AND ROTATE TRACK TO MAKE SURE O.K. WHEN FINISHED REMOVE JACK.

SPROCKET BOLTS

BOLTS ARE 5/8"X 2.25" GRADE 8NF. USE LOCTITE AND TORQUE BOLTS TO 180 FT. LBS. AND THEN JAM NUTS. WHEN INSTALLING AXLE BACK IN MACHINE, PUT GREASE IN AXLE SPLINES.

TRACK COMPONENT REPLACEMENT [IDLERS]

1. RAISE CONVEYOR AND LOCATE TRACK TENSION MANIFOLD AND BACK RELIEF CARTRIDGE OUT OF THE ALUMIUM BLOCK ABOUT 3 ROUNDS OR UNTIL YOU HERE TENSION PRESSURE LET OFF.
2. ROTATE TRACK SO THAT MASTER LINK IS AT REAR BOTTOM OF FRONT IDLER, AND REMOVE MASTER PIN. ONCE MASTER PIN REMOVED BACK MACHINE UP UNTIL TRACK CLEARS FRONT IDLER.
3. JACK MACHINE UP ON SIDE NEEDING REPAIRED.
4. REMOVE CLIP PIN FROM CYLINDER ROD AND IDLER BRACKET.
5. IDLER WILL SLIDE STRAIGHT OUT AT THIS TIME.
6. REMOVE IDLER BRACKET AND BOLT BACK TO NEW IDLER.
7. INSTALL IDLER BACK IN MAKING SURE CYLINDER AND CLIP PIN CORRECT.
8. LOWER SPROCKET BACK DOWN INTO TRACK CHAIN. [KEEP ABOUT 1" OUT OF CHAIN] WE USE A ROD WITH A 2" LEG TO REACH IN OVER AXLE AND INTO CHAIN, SO THAT WHEN EVER YOU SPEND THE SPROCKET, YOU CAN PULL TRACK AROUND WITH THE MACHINES HELP. PULL TRACK TO FRONT OF MACHINE SO THAT TRACK LAYING ON GROUND CAN BE HOOKED TO, AND THEN REVERSE SPROCKET TO ROTATE TRACK TO TOP SO THAT MASTER PIN WILL GO IN AT REAR OF IDLER. [ROD WE USE IS 4' LONG X 11/16" DIA, 2" LEG ONE END AND A HANDLE ON OTHER END TO PULL ON.]
9. TIGHTEN TENSION RELIEF BACK UP. CRANK MACHINE AND ROTATE TRACK TO MAKE SURE O.K. WHEN FINISHED REMOVE JACK.

TRACK COMPONENT REPLACEMENT [CYLINDERS]

1. RAISE CONVEYOR AND LOCATE TRACK TENSION MANIFOLD AND BACK RELIEF CARTRIDGE OUT OF THE ALUMIUM BLOCK ABOUT 3 ROUNDS OR UNTIL YOU HERE TENSION PRESSURE LET OFF.
2. ROTATE TRACK SO THAT MASTER LINK IS AT REAR BOTTOM OF FRONT IDLER, AND REMOVE MASTER PIN. ONCE MASTER PIN REMOVED BACK MACHINE UP UNTIL TRACK CLEARS FRONT IDLER.
3. JACK MACHINE UP ON SIDE NEEDING REPAIRED AND REMOVE FRONT TRACK ROLLER.
4. REMOVE CLIP PIN FROM CYLINDER ROD AND IDLER BRACKET.
5. IDLER WILL SLIDE STRAIGHT OUT AT THIS TIME.
6. GRAB CYLINDER AND PULL TOWARD FRONT, SO THAT YOU CAN REMOVE HOSE FROM CYLINDER.BOTTOM
7. REPLACE CYLINDER OR REPACK SEAL KIT AND INSTALL BACK IN MACHINE.
8. INSTALL IDLER BACK IN MAKING SURE CYLINDER AND CLIP PIN CORRECT.
9. LOWER SPROCKET BACK DOWN INTO TRACK CHAIN. [KEEP ABOUT 1" OUT OF CHAIN] WE USE A ROD WITH A 2" LEG TO REACH IN OVER AXLE AND INTO CHAIN, SO THAT WHEN EVER YOU SPEND THE SPROCKET, YOU CAN PULL TRACK AROUND WITH THE MACHINES HELP. PULL TRACK TO FRONT OF MACHINE SO THAT TRACK LAYING ON GROUND CAN BE HOOKED TO, AND THEN REVERSE SPROCKET TO ROTATE TRACK TO TOP SO THAT MASTER PIN WILL GO IN AT REAR OF IDLER. [ROD WE USE IS 4' LONG X 11/16" DIA, 2" LEG ONE END AND A HANDLE ON OTHER END TO PULL ON.]
10. TIGHTEN TENSION RELIEF BACK UP. CRANK MACHINE AND ROTATE TRACK TO MAKE SURE O.K. WHEN FINISHED REMOVE JACK.

TRACK COMPONENT REPLACEMENT [ROLLERS]

1. RAISE CONVEYOR AND LOCATE TRACK TENSION MANIFOLD AND BACK RELIEF CARTRIDGE OUT OF THE ALUMIUM BLOCK ABOUT 3 ROUNDS OR UNTIL YOU HERE TENSION PRESSURE LET OFF.
2. JACK MACHINE UP ON SIDE NEEDING REPAIRED.
3. REMOVE ROLLERS THAT ARE BAD AND REPLACE WITH NEW ONES. [TORQUE BOLTS TO 90 FT POUNDS]
4. TIGHTEN TENSION RELIEF BACK UP. CRANK MACHINE AND ROTATE TRACK TO MAKE SURE O.K. WHEN FINISHED REMOVE JACK.

MACHINE WILL NOT TRAVEL STRAIGHT:	HYDRAULIC MOTOR NEEDS ADJUST	SEE MANUAL TO ADJUST
	PUMP CABLES OUT OF ADJUST	ADJUST CABLES AT PUMP
	BAD CABLES	REPLACE CABLES
	TRAVEL PUMP WORN	REBUILD OR REPLACE

MACHINE WILL NOT PULL ON ONE OR BOTH SIDES:	HYDRAULIC MOTOR BAD	REBUILD OR REPLACE
	PUMP PRESSURE WEAK [3000PSI]	REBUILD PUMP
	BAD TORQUE HUB	REBUILD OR REPLACE
	AXLE SPLINES STRIPPED	REPLACE AXLE [GREASE SPLINES]
	SPROCKET BOLTS SHEARED	MAY NEED TO REPLACE AXLE

NOTE: SEE TRACK COMPONENT REPLACEMENT ON HOW TO CHANGE REAR AXLE.

HOW TO REMOVE TORQUE HUB

1. JACK MACHINE UP ABOUT 24" OFF OF GROUND ON JACKSTANDS.
2. RAISE CONVEYOR AND PLACE SAFETY PROP IN POSITION.
3. REMOVE 2 ALLEN BOLTS FROM DRIVE MOTOR TO TORQUE HUB AND SLIDE MOTOR OUT. DO NOT UNHOOK HOSES FROM DRIVE MOTOR. PLACE DRIVE MOTOR UP ON FRAME OUT OF THE WAY.
4. WELD A BRACE TO GO FROM REAR OF FRAME ACROSS AXLE TOP AGAINST FRAME AT ANOTHER LOCATION. PUT ABOUT A 1" WELD AT EACH LOCATION TO HOLD AXLE IN PLACE.
   NOTE: THIS PREVENTS REMOVING TRACK AND AXLE ASSEMBLY.
5. REMOVE 12 5/8" BOLTS FROM TORQUE HUB AND PRY OUT ON TO FLOOR JACK. **[WHEN INSTALLING TORQUE HUB BACK IN PUT WHEEL BEARING GREASE ON AXLE SPLINES]** WHEN JOB HAS BEEN COMPLETED CUT WELDS ON BRACE HOLDING AXLE IN AND PUT 90 WT. GEAR OIL BACK IN TORQUE HUB.

FEEDER DOES NOT WORK ON ONE OR BOTH SIDES OF MACHINE	SWITCH ON FLAPS OUT OF ADJUST	ADJUST MICRO SWITCH [MANUAL]
	WIRES ON SOLENOID LOOSE	TIGHTEN
	SOLENOID BURNT UP ON VALVE	REPLACE SOLENOID
	PADDLE SWITCH BAD	REPLACE SWITCH
	TOGGLE SWITCHES BAD	REPLACE SWITCH
	FEEDER DRIVE CHAIN BROKE	REPLACE CHAIN
	FEEDER DRIVE MOTOR BAD	REPLACE MOTOR
	REAR CONVEYOR SHAFT BROKE	REPLACE CONVEYOR SHAFT

HOW TO REPLACE REAR CONVEYOR SHAFT 8500,8000D AND 8000C

1. ROTATE FLIGHT CHAINS UNTIL C-188 MASTER PIN IS FOUND. ONCE FOUND ROTATE MASTER PIN TO REAR OF CONVEYOR. [IF SHAFT BROKE, YOU WILL NEED TO REMOVE FRONT SHIELD WITH RUBBER AND PUSH AGAINST OUTTER EDGE OF CONVEYOR BARS TO MAKE CHAINS ROTATE.]
2. REMOVE GRATING WALKWAY FROM MACHINE SO THAT YOU CAN REACH IN TO CENTER OF CONVEYOR AT REAR OR LAY IN UNDER ENGINE PLATFORM TO REACH CENTER. LAY BACK RUBBER SHIELD AT CENTER OF CONVEYOR AT REAR SO THAT YOU CAN REMOVE SNAP RING OFF OF SHAFT.
3. RUN SCREED EXTENSION OUT FULLY ON SIDE TO BE CHANGED. [MAY NEED TO REMOVE FRONT SCREED ARM BOLT TO TILT ARM OUT OF THE WAY.
4. REMOVE CHAIN GUARD AND 80 CHAIN THAT DRIVES CONVEYOR. [MAY WANT TO LOOSEN FLIGHT CHAINS FOR SHAFT TO COME OUT EASIER.]
5. REMOVE OUTTER 80 DRIVE SPROCKET AND PIVOT BEARING PLATE. [4 1/2" BOLTS]
6. REMOVE C-188 MASTER LINK AND LAY CHAIN AWAY FROM SPROCKET ON OUTTER SIDE. [DO NOT REMOVE MASTER PIN ON INNER C-188 CHAIN. LET SPROCKET AND CHAIN STAY TOGETHER.] REAR SHAFT AND OUTTER C-188 SPROCKET WILL PULL STRAIGHT OUT AT THIS TIME.
7. SLIDE NEW SHAFT IN AND ALIGN INNER C-188 SPROCKET ONTO SPLINE SHAFT.
8. PLACE SNAP RING ON AND FASTEN RUBBER SHIELD BACK.
9. PLACE OUTTER C-188 SPROCKET ON BEING SURE THAT TEETH ARE IN TIME WITH INNER C-188 SPROCKET.
10. PUT PIVOT BEARING PLATE BACK ON.
11. PUT OUTTER DRIVE SPROCKET BACK ON USING LOCTITE ON TAPER HEADED BOLT.
12. PUT 80 CHAIN BACK ON AND ADJUST CHAIN WITH ABOUT 1/4" OF PLAY AND LUBRICATE.
13. PUT CHAIN GUARDS BACK ON AND HOOK SCREED ARM BACK.
14. ADJUST MAIN FLIGHT CHAINS AND LET CONVEYORS RUN FOR A SHORT PERIOD OF TIME THEN RECHECK CHAIN ADJUSTMENT. NOTE: NEED TO ADJUST CONVEYORS ABOUT EVERY 100 HOURS TO AVOID DAMAGE TO CONVEYOR REAR SHAFTS AND CHAINS. NOTE: KEEP CONVEYORS CLEAN AND LUBRICATED GOOD.
15. PLACE GRATING BACK IN WHEN FINISHED. NOTE: ON EARLIER MODELS SERIAL NUMBERS BELOW 1003 SHOULD BE UPDATED TO NEW STYLE SPROCKET DRIVE KIT. PT. NO. 851263.

FEEDER FLIGHT BARS HANGING	**FLIGHT CHAINS LOOSE**	**ADJUST EVERY 100 HOURS**

NOTE: IF CONVEYOR FLIGHT CHAINS ARE ADJUSTED ALL THE WAY OUT, YOU MUST FIND MASTER LINK AND REMOVE. REMOVE 1 BLOCK LINK AND 2 SIDEBARS ON EACH CHAIN, THEN REPLACE WITH C-188 1/2 LINKS. [NOTE: THERE IS NOT ENOUGH ROOM TO TAKE A LINK OUT WITHOUT INSTALLING A 1/2 LINK BACK.]

AUGER WILL NOT TURN	**CHAIN TO LOOSE**	**ADJUST**
	CHAIN BROKE	**REPLACE**
	BAD HYDRAULIC MOTOR	**REPLACE**
	SPROCKET WELD BAD ON AUGER	**REWELD**
	AUGER SOLENOID VALVE STUCK	**TAKE OUT AND CLEAN OR REPLACE**

AUGER HANDLES WANT LOCK IN	**DETENT IN VALVE WORN OUT**	**REPLACE DETENT**

HOW TO REPLACE AUGERS AND INNER BEARINGS

1. REMOVE REAR GRATING OVER AUGER ASSEMBLY.
2. RUN SCREED EXTENSIONS ALL THE WAY OUT. THIS GIVES ROOM TO STAND IN BEHIND AUGER BACK TO REMOVE TOP PORTION OF AUGER COVER. AUGER COVER IS IN 3 PIECES WITH A SMALL TACK TO HOLD COVER TOGETHER WHILE BUILDING. REMOVE 4 NUTS HOLDING COVER ON AND PRY COVER APART. CLEAN ASPHALT BUILD UP FROM AROUND COVER, MAY NEED TO HEAT ASPHALT.
   MIDDLE AND BOTTOM PORTION OF COVER CAN BE REMOVED LAYING IN CONVEYOR UNDER ENGINE.
3. ROTATE AUGERS SO THAT MASTER LINK IS CENTERED AT FRONT. LOOSEN AUGER CHAINS BY SLIDING AUGER MOTORS DOWN FROM BACKSIDE, 2 5/8" BOLTS EACH SIDE.
4. REMOVE AUGER ENDMOUNTS SO THAT AUGERS CAN COME OUT THROUGH OPENING IN SIDES.
5. CHECK INNER AUGER BEARINGS, IF BAD REPLACE AT THIS TIME.
6. INSTALL NEW AUGERS MAKING SURE THAT WEARPLATES ARE ON CORRECT SIDE TO AUGER MATERIAL OUTWARD. LEAVE WORN AUGERS IN FLOOR TO LOOK AT WHILE INSTALLING NEW ONES.
   NOTE: VERY EASY TO INSTALL AUGERS IN BACKWARDS.
   TIGHTEN BEARING SET SCREWS DOWN TO HELP HOLD AUGER SHAFT FROM MOVING OUTWARD.
7. SLIDE AUGER COLLAR ON END OF AUGER SHAFT AND BOLT ENDMOUNT BACK ON. PUSH COLLAR ALL THE WAY IN AGAINST ENDMOUNT AND PUT ABOUT 2 SMALL WELDS TO HOLD IN PLACE. NOTE: COLLAR ONLY NEEDS A COUPLE SMALL WELDS, SO THAT WHENEVER COLLAR WEARS OUT IT CAN BE EASILY REPLACED. ALSO BRONZE BUSHING IN THE ENDMOUNTS CAN BE REPLACED IN NEW MACHINES.
8. PLACE AUGER CHAINS BACK ON AND ADJUST AUGER MOTORS UP TO TIGHTEN CHAINS. PLACE A PRY BAR UNDER MOTOR TO PRY UP, THEN SNUG BOTTOM MOTOR MOUNT BOLT. MAKE SURE MOTOR IS LEVEL THEN TIGHTEN TOP AND BOTTOM BOLTS TIGHT. DO THE SAME FOR OPPOSITE SIDE. [LUBE CHAINS]
9. PLACE AUGER COVER BACK IN PLACE MAKING SURE SLOT FOR AUGER SHAFT IS SEALED SHUT GOOD.
10. PLACE GRATING BACK ON OVER AUGERS. RUN AUGERS AND MAKE SURE EVERYTHING IS CORRECT.
    NOTE: AUGERS CHAINS CAN BE LUBRICATED EACH DAY BY SPRAYING FUEL OIL IN THRU SLOTS WHERE AUGER MOTORS ADJUST.

SCREED SERVICE AND INFORMATION

SCREED LEAVING STREAK DOWN CENTER OF MAT BEING LAID	**SCREED NOT HEATED PROPER**	**SET PROPANE PRESSURE AT 15 POUNDS FOR ABOUT 15 MINUTES**
	SCREED EXTENSIONS SET TO LOW CARRING ALL THE WEIGHT	**ALWAYS START OUT IN THE MORNING WITH EXTENSIONS ALL THE WAY UP, NO DOWN PRESSURE**

NOTE: DO NOT ADJUST EXTENSIONS UNTIL YOU KNOW THAT THEY ARE HOT. WHEN MAIN SCREED LAYS SMOOTH, TURN MAIN BURNERS OFF AND LEAVE EXTENSION BURNERS ON UNTIL THEY GET HEATED UP AND LAYING SMOOTH.

SCREED LEAVING RIPPLES	**EXTENSIONS SET TO LOW**	**READJUST EXTENSIONS S/R**
	EXTENSIONS WORK UP AND DOWN	**ADJUST TOP GUIDES**
	EXTENSION ROD BUSHINGS WORN	**REPLACE BUSHINGS**

HOW TO ADJUST TOP GUIDES ON EXTENSIONS.

1. RUN EXTENSIONS ALL THE WAY IN.
2. REMOVE COVERS OVER EXTENSION CYLINDERS. [NOT ON 13' HIGH DECK MACHINES]
3. INSIDE OF CYLINDER COVER AT TOP AND IN CENTER CROWN, ARE 5 1/2" BOLTS HOLDING TOP GUIDE ON. LOOSEN GUIDE AND DRIVE GUIDE DOWN TIGHT AGAINST SLIDE BY USING A BLUNT PUNCH. STICK PUNCH THRU SLOTS IN 1/8" SHIELD COVERING TOP OF EXTENSIONS. NOTE: OLDER MODELS DID NOT HAVE SLOTS AT TOP, SO YOU WILL NEED TO DRILL HOLES TO PLACE PUNCH THRU OVER TOP OF BOLTS.
4. RUN EXTENSION OUT AND GREASE GOOD BEFORE WORKING. KEEP GREASED DAILY TO PREVENT WEAR.
5. PLACE CYLINDER COVERS BACK ON AND BE SURE THAT 1/2" BOLTS HOLDING GUIDES ARE TIGHT.

HOW TO CHANGE SCREED EXTENSIONS, SLIDES OR BUSHINGS

1. REMOVE CYLINDER COVERS.
2. RUN SCREED EXTENSION ALL THE WAY OUT AND REMOVE CYLINDER PIN. [LOWER SCREED]
3. REMOVE 4-1/2" BOLTS IN EXTENSION RODS HOLDING EXTENSIONS ON. ONCE BOLTS REMOVED PULL EXTENSION OUT OF THE WAY.
4. PULL 1 1/2" RODS OUT OF SLIDE.
5. LOOSEN 5 BOLTS HOLDING TOP GUIDE ON. THIS WILL LET MAIN SLIDE COME OUT EASY. AT THIS TIME BUSHINGS CAN BE REPLACED OR MAIN SLIDE. NOTE: WHEN REPLACING BUSHINGS YOU WILL NEED TO HONE BUSHINGS IF 1 1/2" SHAFTS DON'T GO IN.
6. CLEAN AREA WHERE SLIDES GO, AND LUBRICATE BEFORE SLIDING SLIDE BACK IN.
7. LOOSEN GUIDE AND DRIVE GUIDE DOWN TIGHT AGAINST SLIDE BY USING A BLUNT PUNCH. STICK PUNCH THRU SLOTS IN 1/8" SHIELD COVERING TOP OF EXTENSIONS. NOTE: OLDER MODELS DID NOT HAVE SLOTS AT TOP, SO YOU WILL NEED TO DRILL HOLES TO PLACE PUNCH THRU OVER TOP OF BOLTS.
8. SLIDE 1 1/2" RODS BACK IN, AND BOLT EXTENSIONS BACK ON. MAKE SURE THAT EXTENSION IS MOUNTED FLUSH WITH BOTTOM OF SCREED PLATE.
9. HOOK CYLINDERS BACK TO EXTENSIONS AND PUT CYLINDER COVERS BACK ON.
10. RUN EXTENSION OUT AND GREASE GOOD BEFORE OPERATING IN AND OUT.

HOW TO CHANGE SCREED WEARPLATE

1. REMOVE CYLINDER COVERS, WALKBOARDS AND SCREED LIDS. [SCREED EXTENSIONS IN]
2. REMOVE 10 3/8" BOLTS HOLDING WEARPLATE TO SCREED FRAME ON EACH SIDE.
3. CLAMP CENTER PORTION OF SCREED SO THAT WHEN SCREED FRAME IS RAISED UP OFF OF WORN WEARPLATE, CLAMP WILL HOLD SCREED IN PLACE.
4. RAISE SCREED UP AND REMOVE BAD WEARPLATE.
5. CLEAN ALL MATERIAL BUILDUP FROM SCREED FRAME FOR NEW WEARPLATE TO BOLT UP TO.
6. SET NEW WEARPLATE DOWN LEVEL ON 3 BLOCKS. ONE ON EACH END AND ONE IN CENTER. MAKE SURE EXTENSIONS ARE RAISED ALL THE WAY UP TO PREVENT EXTENSIONS FROM HOLDING SCREED FRAME OFF OF WEARPLATE.
7. LOWER SCREED FRAME DOWN ON TO NEW WEARPLATE. PUT 5 BOLTS IN ON ONE SIDE AT FRONT TO HOLD WEARPLATE. [DO NOT TIGHTEN BOLTS UNTIL ALL BOLTS ARE IN] LOOSEN VIBRATOR ON SLOTTED SIDE AND ADJUST CROWN, THIS WILL MOVE SCREED FRAME IN AND OUT ON WEARPLATE TO LINE BOLTS UP ON OPPOSITE SIDE. ONCE FRONT BOLTS ARE IN THEN PLACE REAR BOLTS IN.
   WHEN ALL BOLTS HAVE BEEN STARTED, MAKE SURE THAT SCREED FRAME AND WEARPLATE IS FLAT AND THEN TORQUE BOLTS TO 55 FOOT POUNDS. START INSIDE AND MOVE OUTWARD BY ROTATING FROM LEFT TO RIGHT SIDE. THIS WILL KEEP SCREED RELAXED.
8. PLACE SCREED LIDS, WALKBOARDS AND CYLINDER COVERS BACK ON SCREED.

HOW TO CHANGE EXTENSION WEARPLATES

1. RUN EXTENSIONS ALL THE WAY OUT.
2. REMOVE ENDGATES BY REMOVING TILT SCREW AND 7/8" NUT ON EACH SIDE. ENDGATE WILL TILT FORWARD OUT OF HOLDER AND SLIDE OFF OF 7/8" BOLT.
3. DISCONNECT EXTENSION ADJUSTER FROM WEARPLATE.
4. REMOVE FRONT EXTENSION HINGE SHIELD.
5. SLIDE HINGE PIN OUT AND WEARPLATE WILL FALL OFF.
6. HOLD NEW WEARPLATE INPLACE AND SLIDE HINGE PIN BACK IN.
7. FASTEN EXTENSION AJUSTER BACK TO WEARPLATE.
8. PUT FRONT HINGE COVERS BACK ON.
9. PLACE ENDGATE BACK ON MACHINE.

FLIGHT SCREW LOCKING UP	TWISTING SCREED TO FAR	GIVE SCREED TIME TO REACT
FLIGHT SCREW BEARING DAMAGE	TWISTING SCREED TO FAR	GIVE SCREED TIME TO REACT
	LOADING AND UNLOADING	SCREED CARRING WEIGHT OF MACHINE WHEN LOADING OR UNLOADING. CORRECT RAMPS
ELECTRIC SCREWS DON'T WORK	CHECK FUSE [BAD]	REPLACE
	CHECK WIRING	MAKE SURE WIRES IN TACK
	BAD ELECTRIC SCREW	REPLACE ELECTRIC SCREW
	BAD TOGGLE SWITCH	REPLACE TOGGLE SWITCH
	HYDRAULIC PRESSURES: DRIVE MOTORS 3000 PSI CONVEYOR MOTORS 2200 PSI AUGER AND CYLINDERS 2000 PSI	CHECK PRESSURE WITH OIL HOT
	HATZ ENGINE OIL QUANTITIES: 4L40C OR 4L41C 12 QUARTS 3L40C OR 3L41C 8 QUARTS 2L40C OR 2L41C 5 QUARTS 2M40L 5 QUARTS	15W40 MOTOR OIL
	TORQUE HUBS 32 OUNCES EACH	90 WT GEAR OIL
	MACHINE HYDRAULIC OIL 40 GALS.	TRACTOR HYDRAULIC OIL
	FUEL TANK 20 GALS.	

LeeBoy

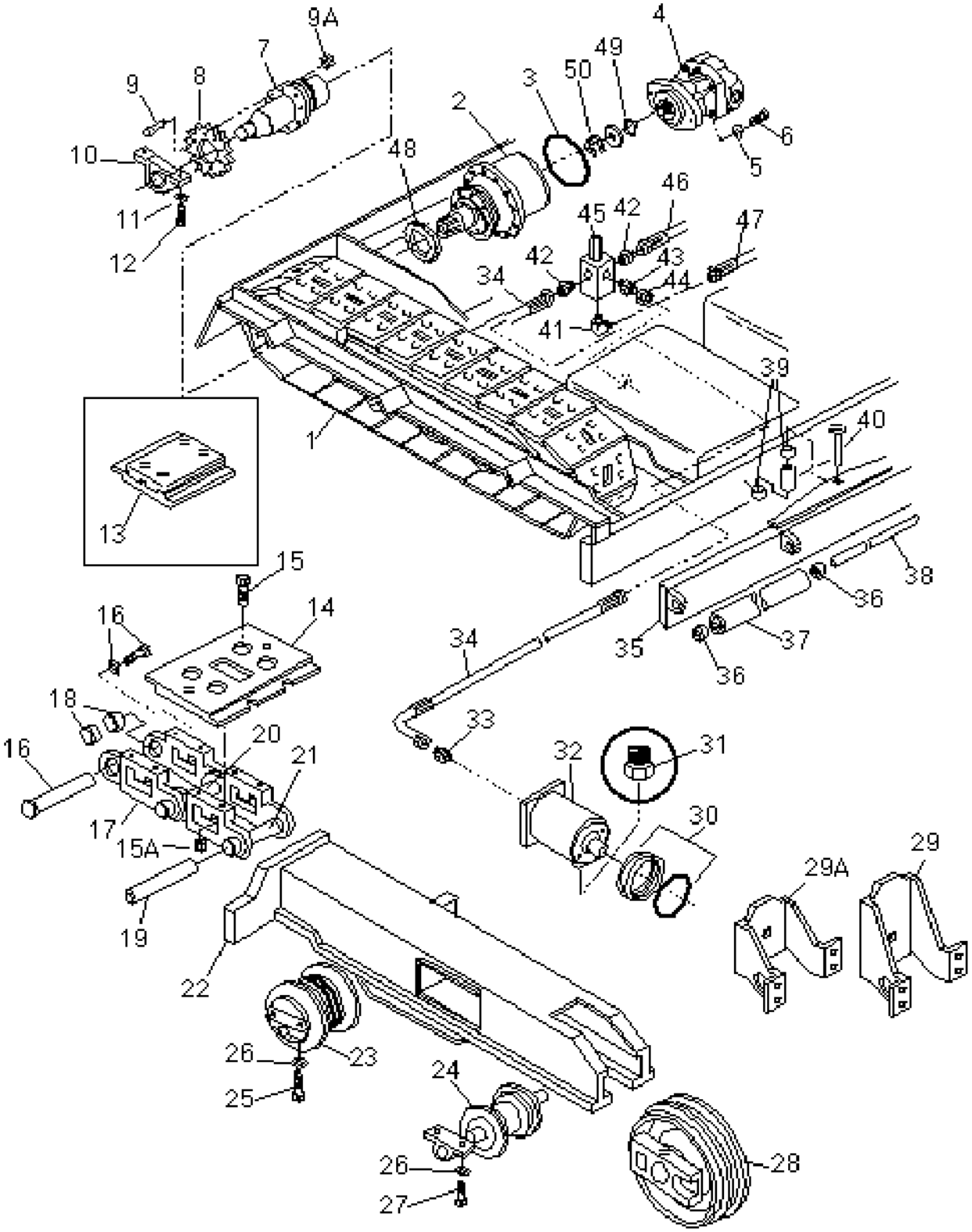
PARTS MANUAL

8500 Conveyor Paver

Manual No. 85000402

LIST OF ILLUSTRATIONS

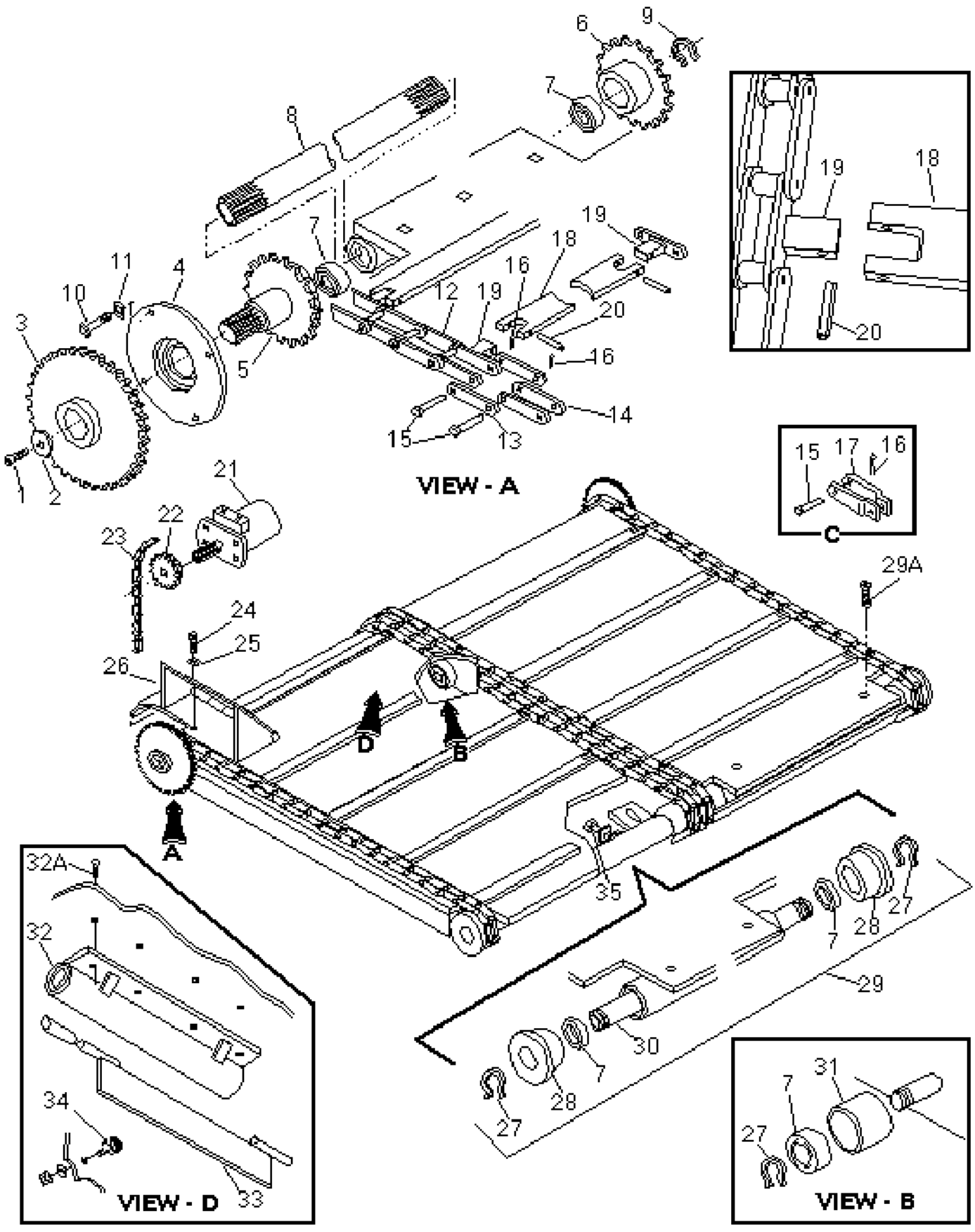
SPROCKET DRIVE TRACK SYSTEM
(AUTOMATIC HYDRAULIC ADJUSTABLE)



SPROCKET DRIVE TRACK SYSTEM
(AUTOMATIC HYDRAULIC ADJUSTABLE)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851101	TRACK ASSY. W/ CASTED SHOES	2
	851101P	TRACK ASSY., W / POLY PADS	2
2	811360	TORQUE HUB, FINAL DRIVE (1000, 8000 & 8500	2
3	811366	O-RING, TORQUE HUB COVER	2
4	811362	HYD. MOTOR, 2-SPEED	2
5	118-5	LOCK WASHER	4
6	811364	CAP SCREW	4
7	851103	AXLE; MAIN	2
8	811350	SPROCKET, TRACK DRIVE (17 TOOTH)	2
9	811352	CAP SCREW, 5/8”-18 x 2 1/4” (TORQUE 180 FT.LBS.)	A/R
9A	116-7-1	NUT, 5/8”	
10	810140	BEARING, 2 1/4" PILLOW BLOCK	4
11	118-7	LOCK WASHER	A/R
12	811352	CAP SCREW	A/R
13	851104	TRACK PAD, POLY	A/R
14	811304	TRACK PAD, CASTED	A/R
15	811308	BOLT, FOR PAD	A/R
15A	811309	NUT, FOR PAD BOLT	A/R
16	811306	PINS, MASTER (COMPLETE)	A/R
17	811312	LINK, TRACK LINK REPAIR SEG.	A/R
18	811310	SPACERS	A/R
19	811307	PINS; PLAIN	A/R
20	851460	BUSHING 004017	A/R
21	811314	BUSHING; BO TRACK	A/R
22	851105L	SIDE FRAME ASSY. L.H.	1
	851105R	SIDE FRAME ASSY. R.H.	1
23	851566	TRACK ROLLER, B / 1 (N/S AS OF 5-98)	2
24	811326	TRACK ROLLER, B / O	6
25	811330A	CAP SCREW	A/R
26	811328	LOCKWASHER; ROLLER 12MM	A/R
27	811330	CAP SCREW	A/R
28	811406	FRONT IDLER, TRACK (N/S CASTED)	2
29	811329	YOKE, TRACK IDLER (TALL, OLD STYLE)	A/R
29A	811329A	YOKE, TRACK IDLER (SHORT/ N/S AS OF 3/2000)	A/R
30	851485	UNIVERSAL SEAL KIT, 3 1/2" HYD. CYL.	A/R
31	851644	BREATHER; CYLINDER	A/R
32	811331	HYD. CYL., TRACK TENSIONER	2
33	2404-10-8.	ADAPTER,HYD. HOSE	A/R
34	8550B	HOSE ASSY. TRACK R.H. TENSIONER	1
35	810099	PUSH BAR ASSY.	2
36	810110	BEARING, PUSH ROLLER (1 1/4")	4
37	810102	ROLLER, W/BRACKETS, PUSH BAR	2
38	810122	SHAFT, PUSH ROLLER	A/R
39	810070	BUSHING, TRACK IDLER / TRUCK HITCH	2
40	810081	PIN; PIVOT	1
41	6801-10-8.	ADAPTER,HYD. HOSE	A/R
42	6400-10-8.	ADAPTER,HYD. HOSE	A/R
43	6401-8-8.	ADAPTER,HYD. HOSE	A/R
44	5406-12-8.	BUSHING,3/4" M.P.T.x1/2" F.P.T.	1
45	851544	MANIFOLD, N/S TRACK TENSIONER	1
46	8550	HOSE ASSY. L.H. TRACK TENSIONER	1
47	8551	HOSE ASSY.R.H. TRACK TENSIONER	1
48	811365	SEAL, TORQUE HUB DRIVE SHAFT	A/R
49	851489A	SEAL, HYD. MOTOR	A/R
50	851489A-1	SNAP RING	A/R

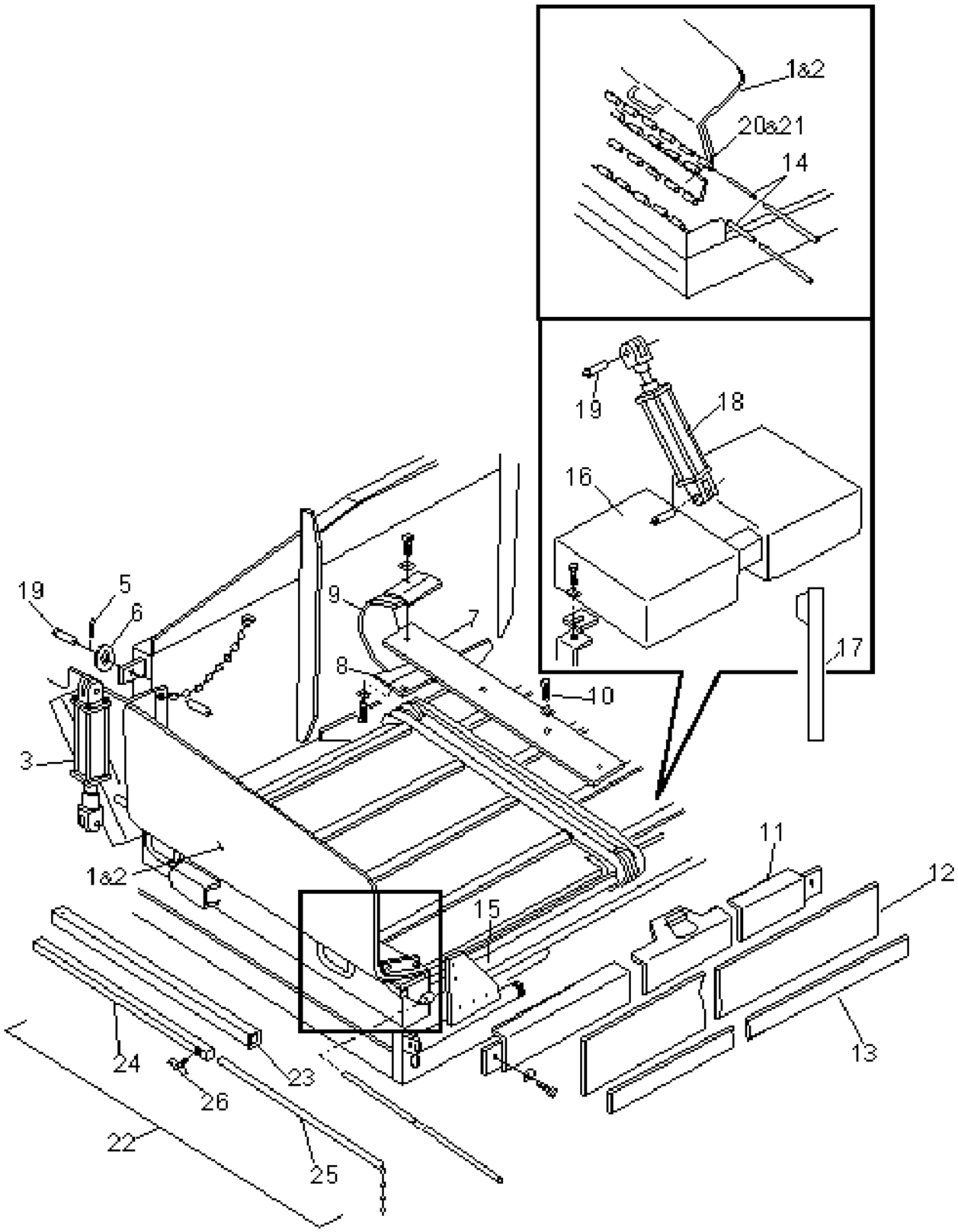
CONVEYOR DRIVE ASSEMBLY



CONVEYOR DRIVE ASSEMBLY

ITEM NO.	PART NO.	DESCRIPTION	QTY.
	851626	CONVEYOR, ASSY. COMPLETE	
	851627	BED ASSY. 8500 CONVEYOR	
1	851111	CAPSCREW, 1/2"x2"	2
2	851112	WASHER, COUNTER SUNK 1/2	2
3	851473	SPROCKET, OUTER DRIVE	2
4	851483	CONVEYOR MOUNTING PLATE WITH BEARING	2
5	851474	SPROCKET, OUTER DR. C-188	2
6	850030	SPROCKET, INNER DRIVE C-188	2
7	851130	BEARING, AUGER, AXLE, IDLER	20
8	851116	DRIVE SHAFT, CONVEYOR	2
9	850040	SNAP RING, CONVEYOR DRIVE SHAFT	2
10	102-405-1A	CAPSCREW, 1/2"x1"	A/R
11	118-5	WASHER, LOCK 1/2"	2
12	851117A	CONVEYOR CHAIN, ASSEMBLY	A/R
13	850070A	LINK, MASTER	4
14	850080	BLOCK LINK	A/R
15	850090	LINK PIN, CONVEYOR CHAIN	A/R
16	850100	COTTER PIN, CONVEYOR CHAIN	A/R
17	850215A	HALF LINK, CONVEYOR CHAIN	A/R
18	851118A	BAR, CONVEYOR FLIGHT BAR (QUICK CHANGE)	A/R
19	851118-2	TAB, WELDMENT (QUICK CHANGE)	A/R
20	851118-1	PIN, ROLL PIN (3/8"x2")	2
21	260130	HYD. MOTOR, CONVEYOR MAIN	2
21A	860014	SEAL KIT, HYD. MOTOR	A/R
22	851120	SPROCKET, CONVEYOR DRIVE MOTOR	2
23	851121	CHAIN, CONVEYOR DRIVE	2
24	800282	CAPSCREW, 5/8"x1 1/4"	A/R
25	118-7	LOCKWASHER, 5/8"	A/R
26	850038 L	DEFLECTOR, LEFT SIDE (Specify High Deck or Low Deck)	A/R
26	850038 R	DEFLECTOR, RIGHT SIDE (Specify High Deck or Low Deck)	4
27	850040	SNAP RING, CONVEYOR DRIVE SHAFT	4
28	850120	IDLER, CONVEYOR CHAIN FRONT	4
29	851123	TUBE ASSY. CONVEYOR FRONT CHAIN GUIDE	2
29A	851653	CAPSCREW, 5/8”x2” FLAT SOCKET HEAD	
30	851124	SHAFT, CONVEYOR FRONT IDLER	2
31	850162	ROLLER, CONVEYOR CHAIN GUIDE	4
32	851651	TUBE ASSY, CONVEYOR REAR DRIVE	2
32A	851652	CAPSCREW, 5/8”x1” FLAT SOCKET HEAD	
33	851128	SCRAPER, CONVEYOR	2
34	851129	STOP RUBBER, (SCRAPER)	2
35	850170	SET SCREW	4

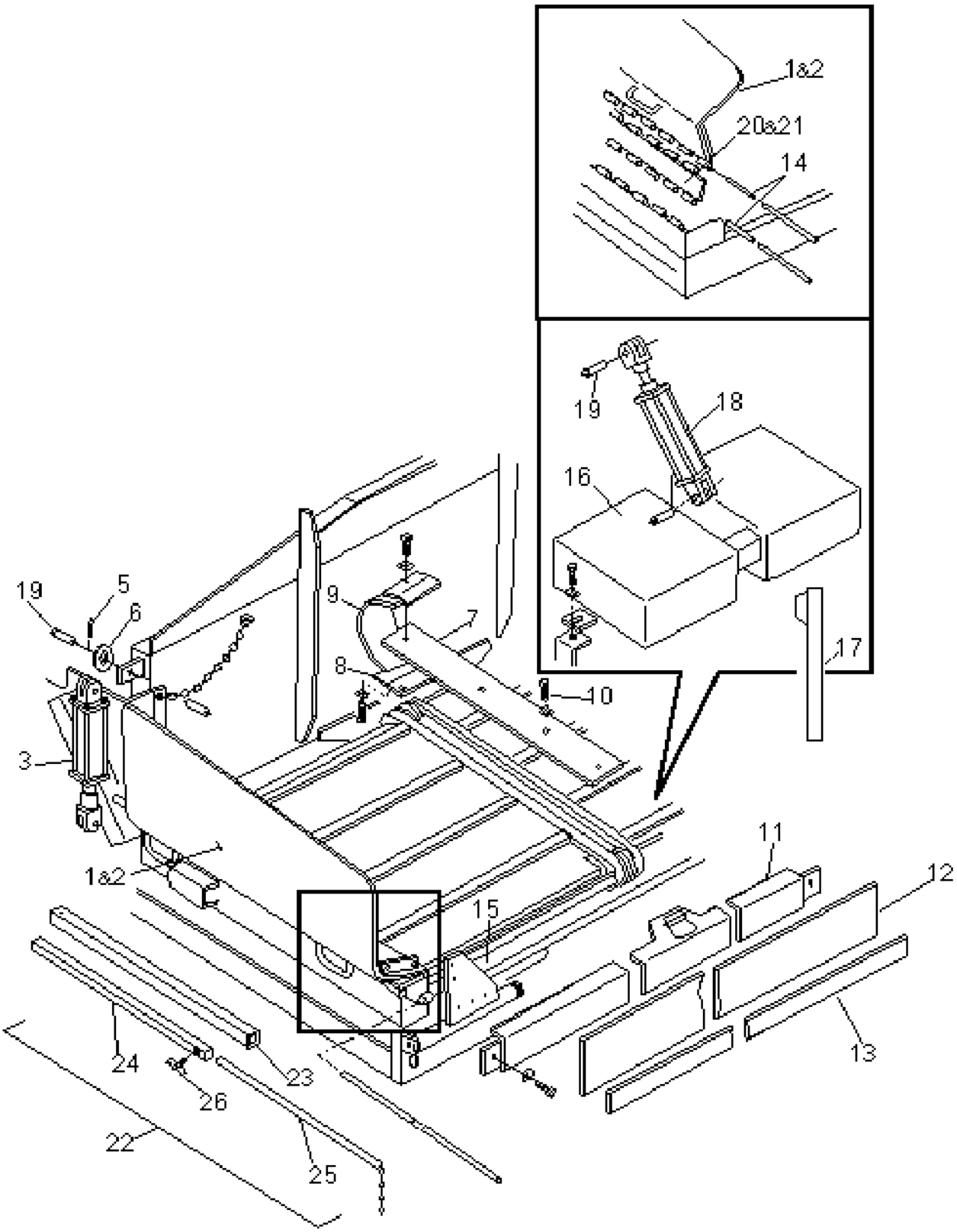
HOPPER COMPONENTS
(LOW DECK)



HOPPER COMPONENTS
(LOW DECK)

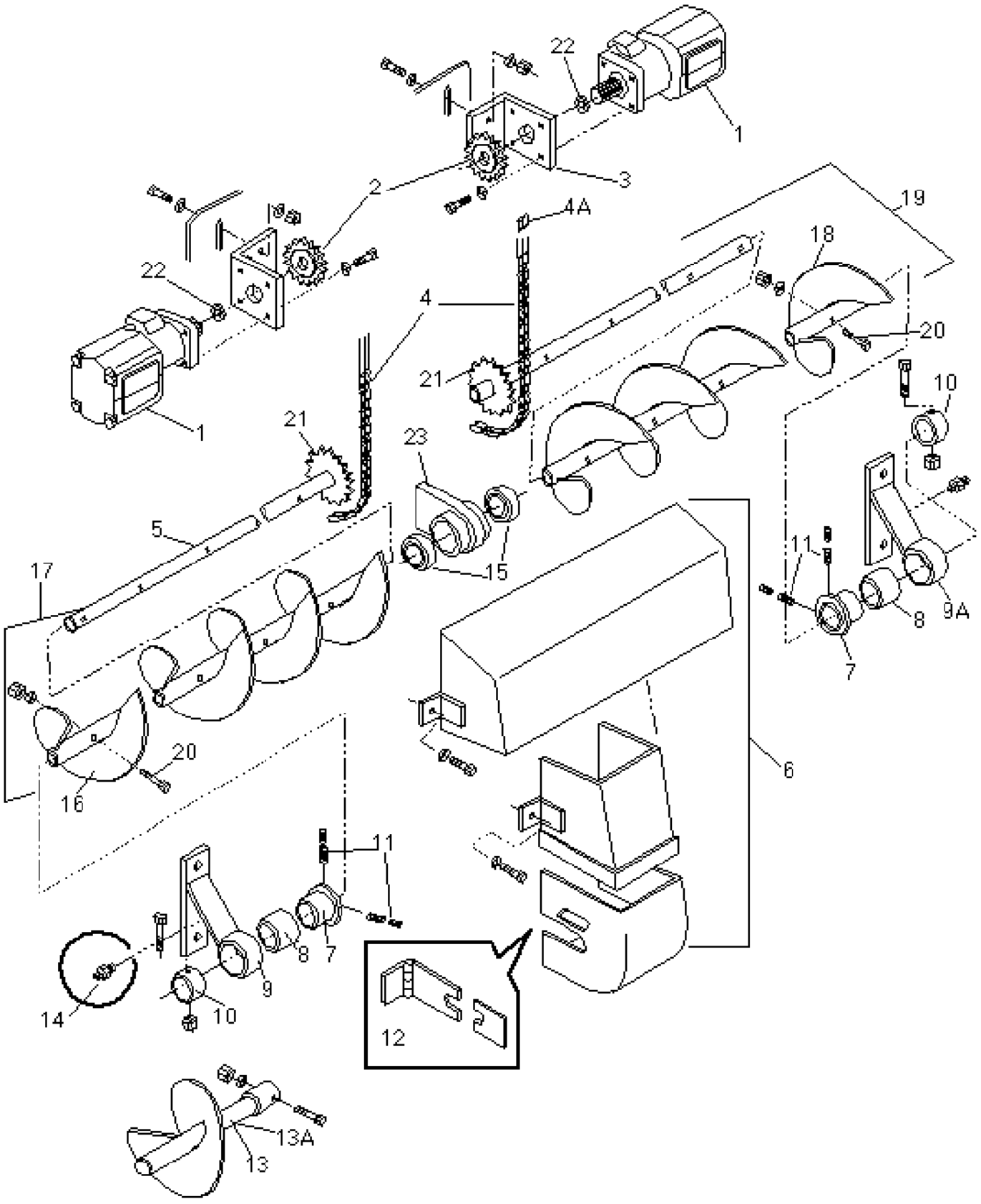
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851130	PANEL,HOPPER SIDE,R/H	1
2	851131	PANEL,HOPPER SIDE,L/H	1
3	840030	HYD. CYL., HOPPER WING (8000 / 8500)	2
3A	851484	UNIVERSAL SEAL KIT, CYLINDER	A/R
4	851132	PIN	2
5	870307	CLIPS, (FOR PINS)	4
6	119-10	WASHER, FLAT 1"	2
7	851133	SHIELD,8500 CENTER CONV	1
8	840166	HOLD DOWN	1
9	840162	CENTER SHIELD, CONVEYOR REAR	1
10	851134	SCREW, TAPER (3/8	6
11	851135	SHIELD, FRONT SUPPORT	1
12	851136A	SHIELD,FRONT HARD RUBBER	1
13	851137	REINFORCEMENT, SHIELD BAR	1
14	851138	PIN, PIVOT SIDE PANEL	4
15	851147A	SHIELD, SIDE CORNER RUBBER	2
16	851140	BOTTOM TANK, HYD. OIL (8000C / 8500)	2
17	840021	SAFETY PROP, HOPPER	1
18	840020	HYD. CYL., HOPPER LIFT (8000 / 8500) (3X12)	1
18A	870311	UNIVERSAL SEAL KIT, HOPPER WING	A/R
19	240030	PIN	2
20	851141	HINGED PANEL L/H	1
21	851142	HINGED PANEL, R/H	1
22	920032	GUIDE BAR ASSEMBLY	2
23	920041	BAR, GUIDE (OUTER)	2
24	920051	HOUSING, GUIDE BAR (INNER)	2
25	920061	ROD & CHAIN, GUIDE BAR	2
26	920070	WINGBOLT, GUIDE BAR LOCK	2

HOPPER COMPONENTS
(HIGH DECK)



HOPPER COMPONENTS
(HIGH DECK)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851145	PANEL,HOPPER SIDE,R/H	1
2	851146	PANEL,HOPPER SIDE,L/H	1
3	840030	HYD. CYL., HOPPER WING (8000 / 8500)	2
3A	851484	UNIVERSAL SEAL KIT, CYLINDER	A/R
4	851132	PIN	2
5	870307	CLIPS, (FOR PINS)	4
6	119-10	WASHER, 1"S.A.E. FLAT	2
7	851133	SHIELD,8500 CENTER CONV	1
8	840166	HOLD DOWN	1
9	840162	CENTER SHIELD, CONVEYOR REAR	1
10	851134	SCREW, TAPER (3/8	6
11	851135	SHIELD, FRONT SUPPORT	1
12	851136A	SHIELD,FRONT HARD RUBBER	1
13	851137	REINFORCEMENT, SHIELD BAR	1
14	840072	PIN, PIVOT SIDE PANEL	4
15	851147A	SHIELD, SIDE CORNER RUBBER	2
16	851140	BOTTOM TANK, HYD. OIL (8000C / 8500)	2
17	840021	SAFETY PROP, HOPPER	1
18	840020	HYD. CYL., HOPPER LIFT (8000 / 8500) (3X12)	1
18A	870311	UNIVERSAL SEAL KIT, HOPPER WING	A/R
19	240030	PIN	2
20	840157	HINGED PANEL, L/H	1
21	840156	HINGED PANEL, R/H	1
22	920032	GUIDE BAR ASSEMBLY	2
23	920041	BAR, GUIDE (OUTER)	2
24	920051	HOUSING, GUIDE BAR (INNER)	2
25	920061	ROD & CHAIN, GUIDE BAR	2
26	920070	WINGBOLT, GUIDE BAR LOCK	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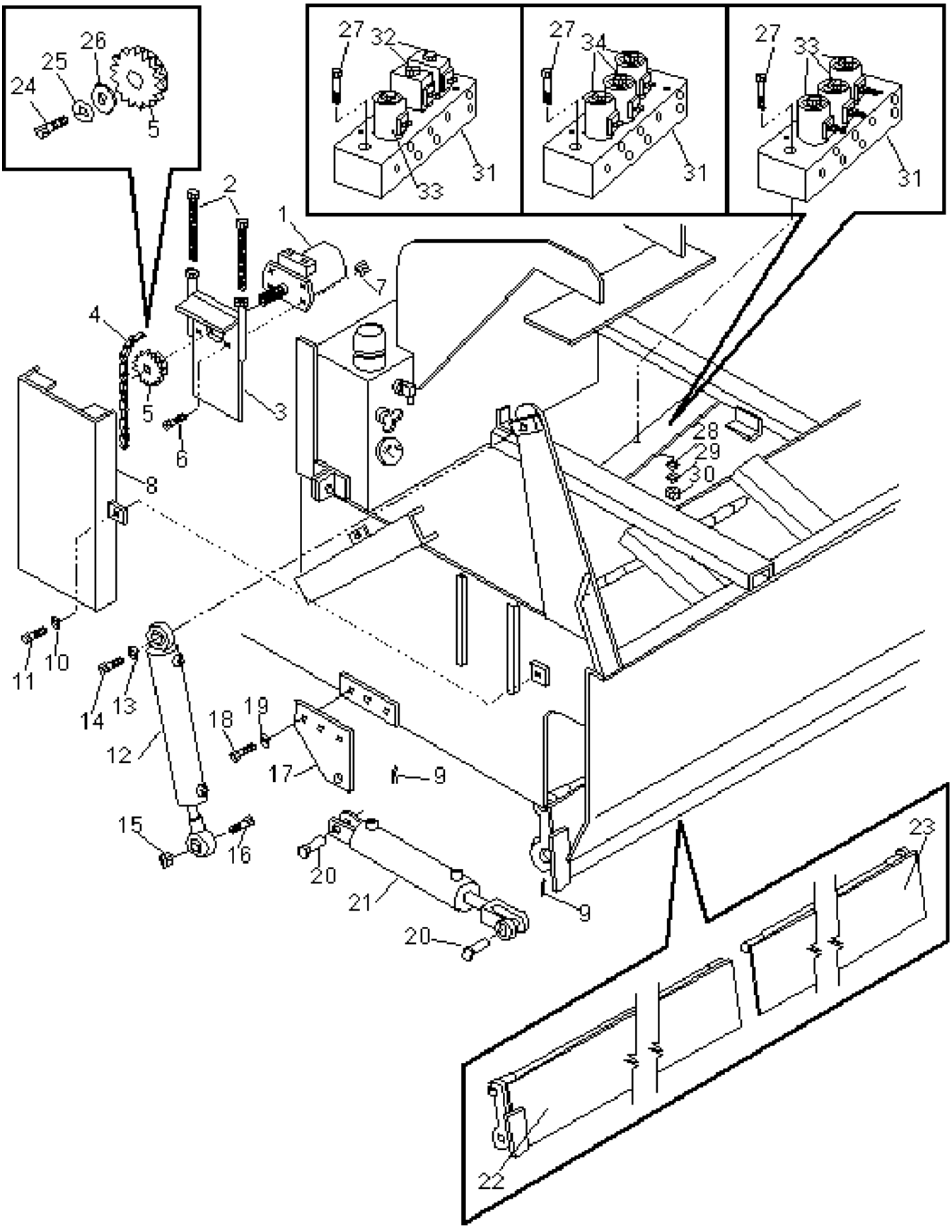
AUGER ASSEMBLY

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	860010	HYD. MOTOR, AUGER (ALL) / CONVEYOR (8000B)	2
2	860030	SPROCKET, AUGER DRIVE MOTOR (8000 / 8500)	2
3	860021	MOUNTING BRACKET, AUGER MOTOR	2
4	860090	CHAIN, PAVER AUGER DRIVE	2
4A	860049	MASTER LINK (60H)	A/R
5	861130C	SHAFT W/ SPROCKET, CASTED AUGER	2
6	860043	COVER, AUGER CHAIN DRIVE (8000 / 8500)	1
7	851645	COLLAR, RETAINING CAP WITH BOLT	1
8	810070	BUSHING, TRACK IDLER / TRUCK HITCH	1
9	860051HDR	ENDMOUNT, R.H. AUGER	1
9A	860051HDL	ENDMOUNT, L.H. AUGER	1
10	851647	END CAP, FOR AUGER	
11	851645-1	SET SCREWS	A/R
12	860043-1	KIT, AUGER COVER CLOSING	A/R
13	860136	AUGER EXTENSION, R.H.	A/R
13A	860135	AUGER EXTENSION, L.H.	A/R
14	140610	GREASE FITTING	A/R
15	850130	BEARING	2
16	861140C	AUGER SECTION, R.H.	4
17	860083	AUGER ASSEMBLY,R.H.	1
18	861150C	AUGER SECTION, L.H.	4
19	860073	AUGER ASSEMBLY, L.H.	A/R
20	861141	BOLT AND NUT, CASTED AUGER	A/R
21	860035	SPROCKET, AUGER SHAFT (WELD ON)	2
22	860012	SEAL KIT, HYD. MOTOR	2
23	853403	CENTER AUGER SUPPORT	A/R

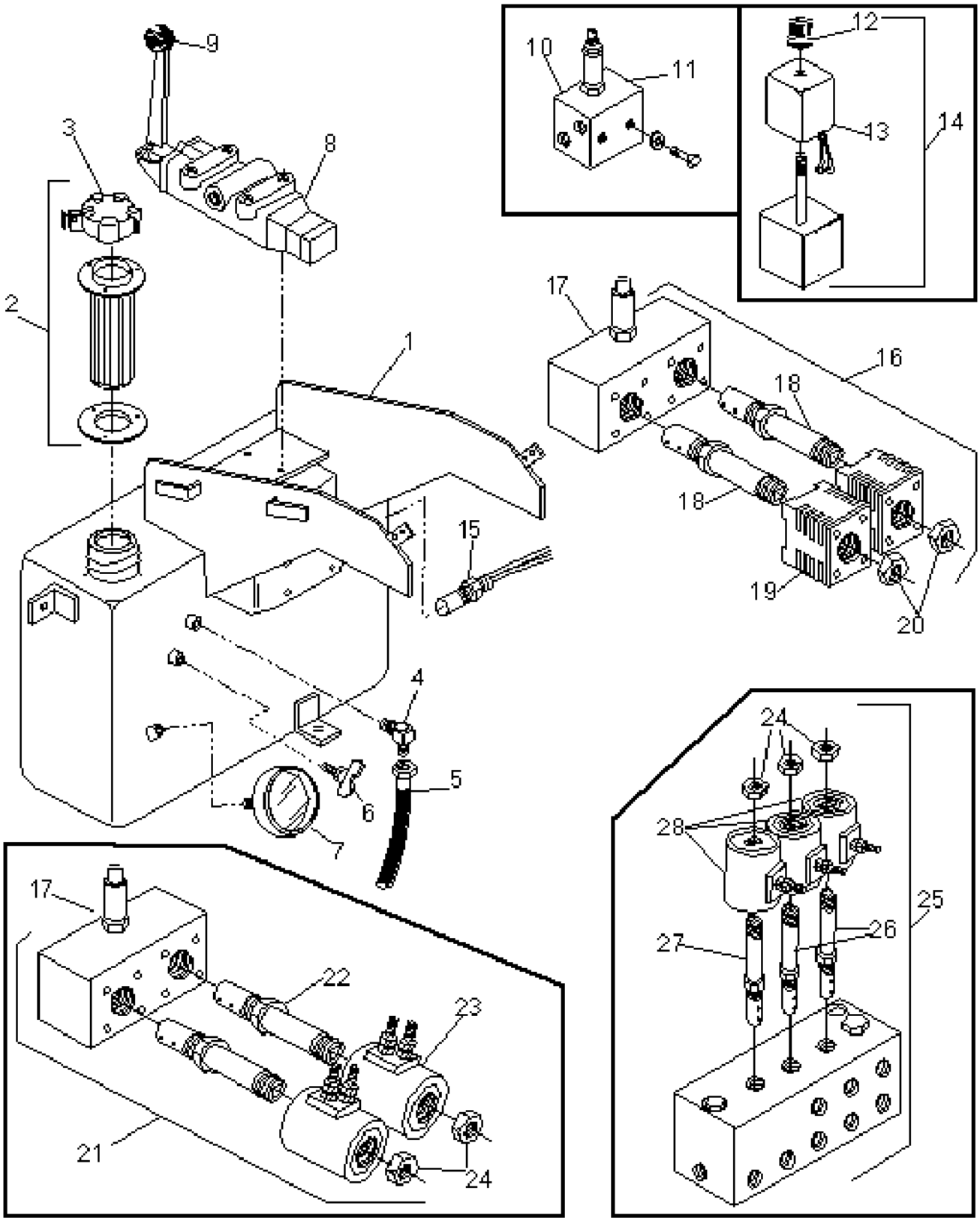
CONVEYOR DRIVE CUTOFF, SCREED LIFT CYLINDERS



CONVEYOR DRIVE CUTOFF, SCREED LIFT CYLINDERS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	260130	HYDRAULIC MOTOR	2
2	851148	BOLT, CONVEYOR DRIVE CHAIN ADJUSTER	4
3	851149	MOUNT, CONVEYOR DRIVE MOTOR	2
4	851121	CHAIN, CONVEYOR DRIVE (#80)	2
5	851120	SPROCKET, CONVEYOR DRIVE MOTOR	2
6	851111	CAP SCREW, 1/2"-13 x2"HEX HEAD	8
7	116-5	NUT, 1/2"-13 HEX	8
8	851151L	CHAINGUARD, CONVEYOR L.H. DRIVE	1
8A	851151R	CHAINGUARD, CONVEYOR R.H. DRIVE	1
9	930039	COTTER PIN, 3/16" X 2" LONG	4
10	118-3	WASHER, 3/8" LOCK	6
11	102-203-1A	CAP SCREW, 3/8"-16 x 3/4"HEX HEAD	6
12	851436	HYD. CYL., SCREED LIFT (1000C / 8000C / 8500)	2
13	118-10	WASHER, 1" LOCK	2
14	100-913-1A	CAP SCREW, 1"-14x3 GR. 8 HEX HEAD	2
15	142-10	LOCK NUT, 1"-14 HEX	2
16	100-915-1A	CAP SCREW, 1'-14x3 1/2", GR.8 HEX HEAD	2
17	851152	PLATE, CUTOFF CYLINDER MOUNT	2
18	102-607-1A	CAP SCREW, 5/8"-11x1 1/2" HEX HEAD	6
19	118-7	WASHER, 5/8" LOCK	6
20	240030	PIN, HYDRAULIC CYLINDER	2
21	910170	HYD. CYL., CUTOFF	2
22	851153	CUT-OFF LEFT SIDE	1
23	851154	CUT-OFF RIGHT SIDE	1
24	102-5-1A	CAP SCREW, 1/4"-20x 1" HEX HEAD	2
25	118-1	WASHER, 1/4" LOCK	2
26	860036	WASHER, FENDER (1/4	2
27	102-114-1A	CAP SCREW, 5/16"-18 x 3 1/2"	4
28	119-2	WASHER, 5/16" FLAT	4
29	118-2	WASHER, 5/16" LOCK	4
30	116-2	NUT, 5/16"-18 HEX	4
31	850001	MANIFOLD ASSEMBLY, AUGERS AND 2- SPEED	1
32	850005	COIL, 12V AUTO AUGER (WATERMAN)	A/R
33	851237A	COIL, WITH DIODE, 12 V SINGLE TERMINAL (AUGERS& 2 SPEED)	A/R
34	851237	COIL, 12 V TWIN TERMINAL (AUGERS& 2 SPEED)	A/R
	NOTE:	WHEN ORDERING COILS ALWAYS RECORD MANIFOLD BLOCK NUMBER: IE: 8500-01-A OR 8500-01-F	

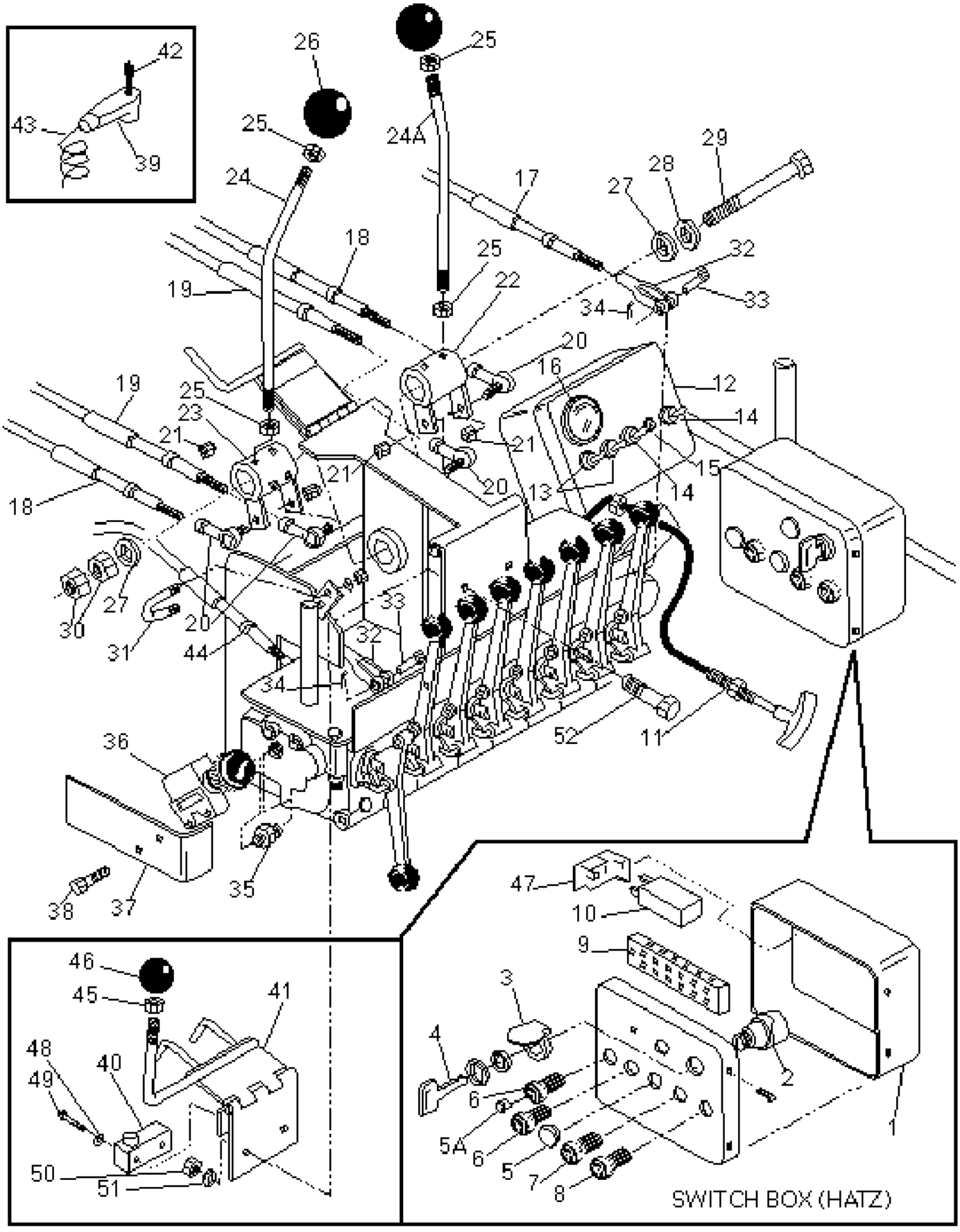
HYDRAULIC COMPONENTS
L/H SIDE



HYDRAULIC COMPONENTS
L/H SIDE

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851232	TANK, HYDRAULIC (TOP HIGH DECK)	1
1A	851233	TANK, HYDRAULIC (TOP LOW DECK) N/S	1
2	140030GK	STRAINER & GASKET KIT	1
3	140030HL	CAP, HYD. TANK (LOCKABLE)	1
4	910129	ADAPTER, 1/4" MPT x 1/4" MJIC (90 DEGREE)	1
5	851234	HOSE, VENT	1
6	910150	PETCOCK, HYD. OIL LEVEL	1
7	330040	GAUGE, TACK TEMP/ HYD. OIL TEMP.	1
8	910120	VALVE, MONOBLOCK (CONVEYOR/ WINGS)	1
9	910130	HANDLE, MONOBLOCK VALVE (CONVEYOR WINGS)	1
10	910122	MANIFOLD, SIDE WING	1
11	910122-1	RELIEF VALVE, SIDE WING MANIFOLD	1
12	900097	NUT, COIL (PARKER)	2
13	900125	COIL, 12V (PARKER)	2
14	900100	VALVE W/COIL (PARKER)	2
15	900144	SENDING UNIT, HYD. OIL TEMP.	1
16	851628	MANIFOLD, AUTO CONVEYOR (WATERMAN)	1
17	851628-4	RELIEF VALVE, AUTO CONVEYOR (WATERMAN)	1
18	851628-1	CARTRIDGE VALVE, AUTO CONVEYOR (WATERMAN	2
19	851628-2	COIL, 12V (WATERMAN)	2
20	851240	NUT, COIL (WATERMAN)	2
21	851628A	MANIFOLD, AUTO CONVEYOR (H.P.S.)	1
22	851628A-1	CARTRIDGE VALVE, AUTO CONVEYOR (H.P.S.)	1
23	851628A-2	COIL, 12V (H.P.S.)	2
24	851628A-3	NUT, COIL(H.P.S.)	2
25	850001	MANIFOLD, AUTO AUGER/ 2-SPEED (H.P.S.)	1
26	851235	CARTRIDGE VALVE, AUTO AUGER (H.P.S.)	2
*26A	850004	CARTRIDGE VALVE, AUTO AUGER (WATERMAN)	2
27	851236	CARTRIDGE VALVE, 2-SPEED (H.P.S.)	1
*27A	850003	CARTRIDGE VALVE, 2-SPEED	1
28	851237A	COIL, W/ DIODE,12V	3
28A	850005	COIL, W/ DIODE,12V (WATERMAN)	3
		*NOTE: OLD STYLE	

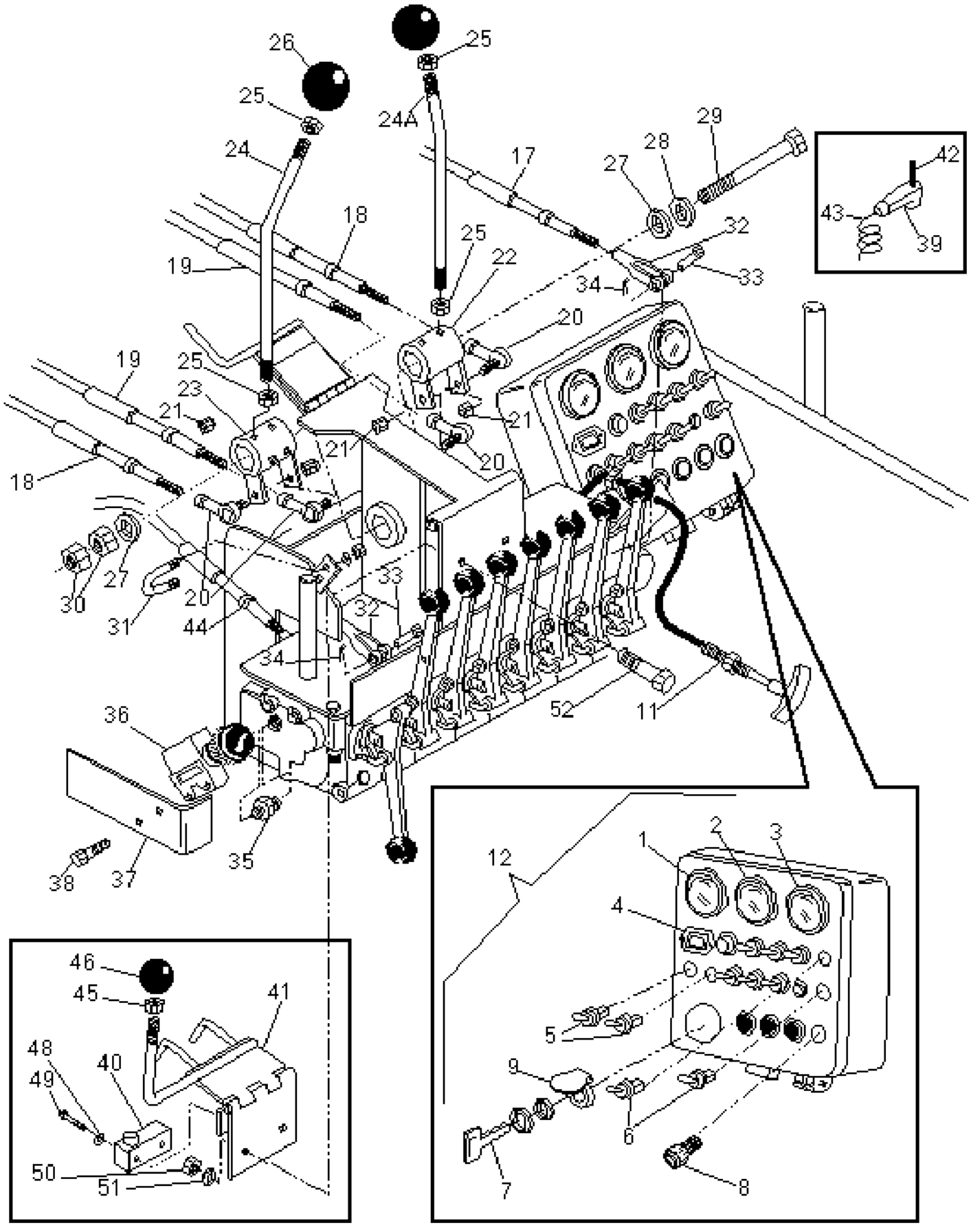
SPECIAL COMPONENTS L/H SIDE
(REAR)



SPECIAL COMPONENTS L/H SIDE
(REAR)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	320425	IGNITION BOX ASSY., HATZ	1
2	320390	IGNITION SWITCH, HATZ DIESEL	1
3	320370	COVER, IGNITION SWITCH (HATZ)	1
4	320380	IGNITION KEY, HATZ DIESEL	A/R
5	320382	PLUGS, HATZ INSTRUMENT PANEL	A/R
5A	320360	BULB INDICATOR LIGHT	
6	320384	INDICATOR LIGHT, ENG.OIL PRESS. WITHOUT BULB	1
7	320385	INDICATOR LIGHT, AIR FILTER RESTRICTION WITHOUT BULB	1
8	320386	INDICATOR LIGHT, BATTERY CHARGE WITHOUT BULB	1
9	320340	TERMINAL BLOCK, HATZ INSTRUMENTAL PANEL	1
10	320320	RELAY, STARTER PROTECTION	2
11	920161	CABLE, THROTTLE	1
12	920165	DASH, COMPLETE 8500/8000D	1
13	900030	TOGGLE SWITCH, AUTO. CONVEYOR	2
14	500040	TOGGLE SWITCH, ON / OFF	2
15	900120	RED LIGHT, HIGH GEAR INDICATOR	1
16	900130	HOUR-METER	1
17	920130	CABLE, R.H. CONTROL (123" X 3" STROKE)	1
18	920130	CABLE, R.H. CONTROL (123" X 3" STROKE)	1
19	920120	CABLE, R.H. DRIVE, AUGER & PUMP (104" X 3")	2
20	920090	SPHERICAL ROD END, W / STUD	4
21	920092	NUT, 3/8"-24 HEX	4
22	920094	R.H. PIVOT, FOR.& REV. LEVER (LEFT SIDE)	1
23	920096	L.H. PIVOT, FOR.& REV.LEVER (LEFT SIDE)	1
24	920097L	HANDLE, DRIVE LEFT HAND	2
24A	920097R	HANDLE, DRIVE RIGHT HAND	
25	116-5-1	NUTS, JAM 1/2"	2
26	920225	KNOB, ROUND BALL (1 7/8" X 1/2"-13 THREADS)	4
27	119-7	WASHER, FLAT, 5/8"	2
28	490080	WASHER, BEVEL	2
29	920229	CAPSCREW,5/8"-11x7 1/2"	1
30	116-7-1	NUT, 5/8"-11 HEX JAM	2
31	350060	U-BOLTS, 3/8"	6
32	350050	CLEVIS, YOKE	2
33	350080	PIN, CLEVIS	2
34	960019	PIN, COTTER	2
35	920233	ADAPTER, 1/2"M.P.T.x #8 MALE SAE.	1
36	910080	VALVE, VIBRATOR	1
37	920234	SHIELD	1
38	102-1091A	CAPSCREW, 5/16"-18x201/4"	
39	920238	CONTROL, REMOTE (ELECTRIC FLIGHT SCREW INCLUDES 42 & 43)	1
40	900020	SWITCH, NEUTRAL SAFETY	1
41	900029	BRACKET, SAFETY SWITCH	1
42	900080	SWITCH, REMOTE (ONLY)	1
43	900082	CORD, REMOTE	1
44	920136	CABLE, DRIVE/ EXTENSION	2
45	116-3-1	NUT, 3/8"-16 HEX JAM	1
46	851156	KNOB	1
47	320330	SOCKET, RELAY	1
48	118-C	WASHER, #6 LOCK	2
49	110-125-4	SCREW, # 6-32 x1" PHILLIPS HEAD	2
50	116-1	NUT, 1/4"-20 HEX	2
51	118-1	WASHER, LOCK, 5/16"	2
52	102-3-1A	CAPSCREW, 1/4"-20 x 3/4"	2

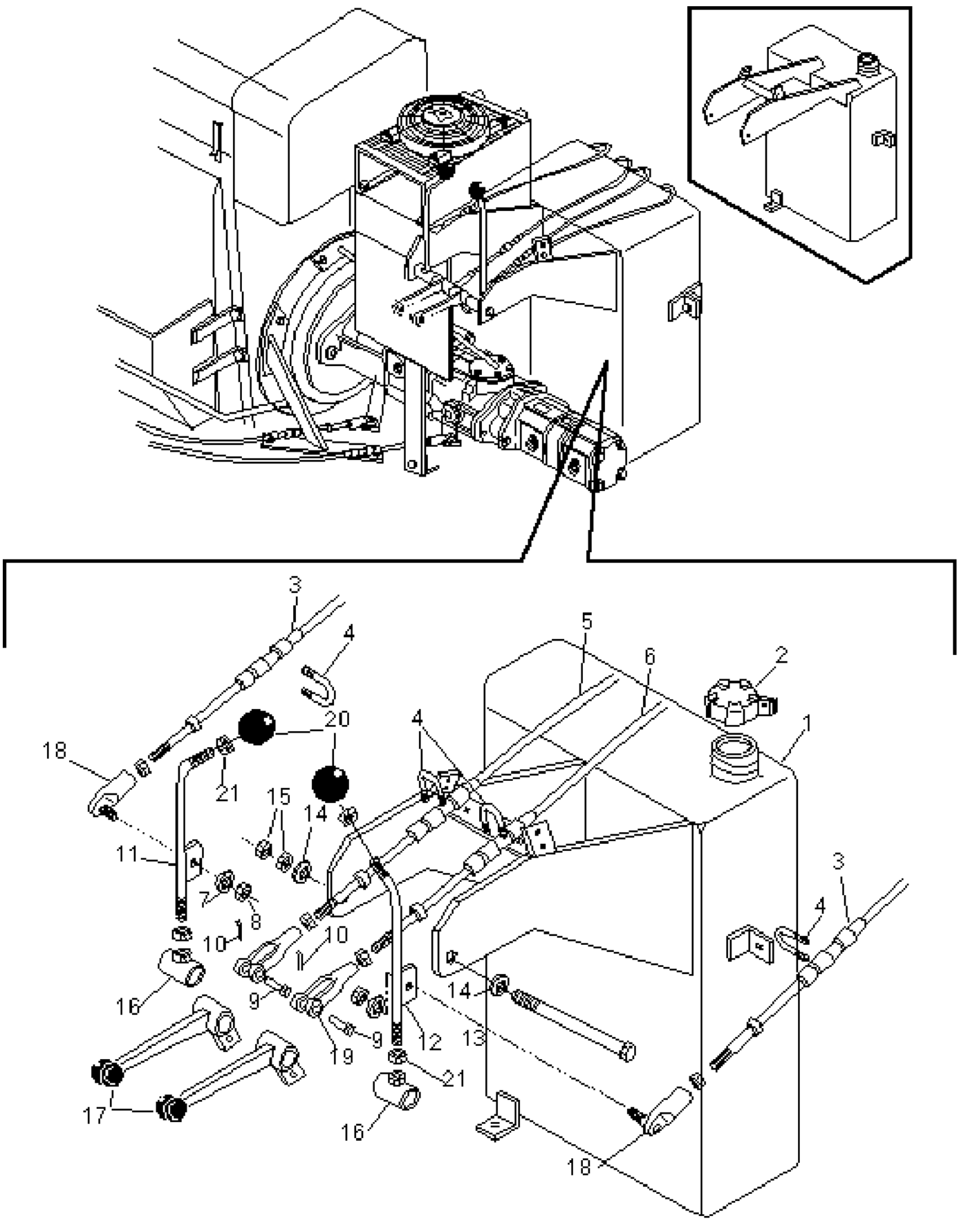
SPECIAL COMPONENTS L/H SIDE WITH TST DASH



SPECIAL COMPONENTS L/H SIDE WITH TST DASH

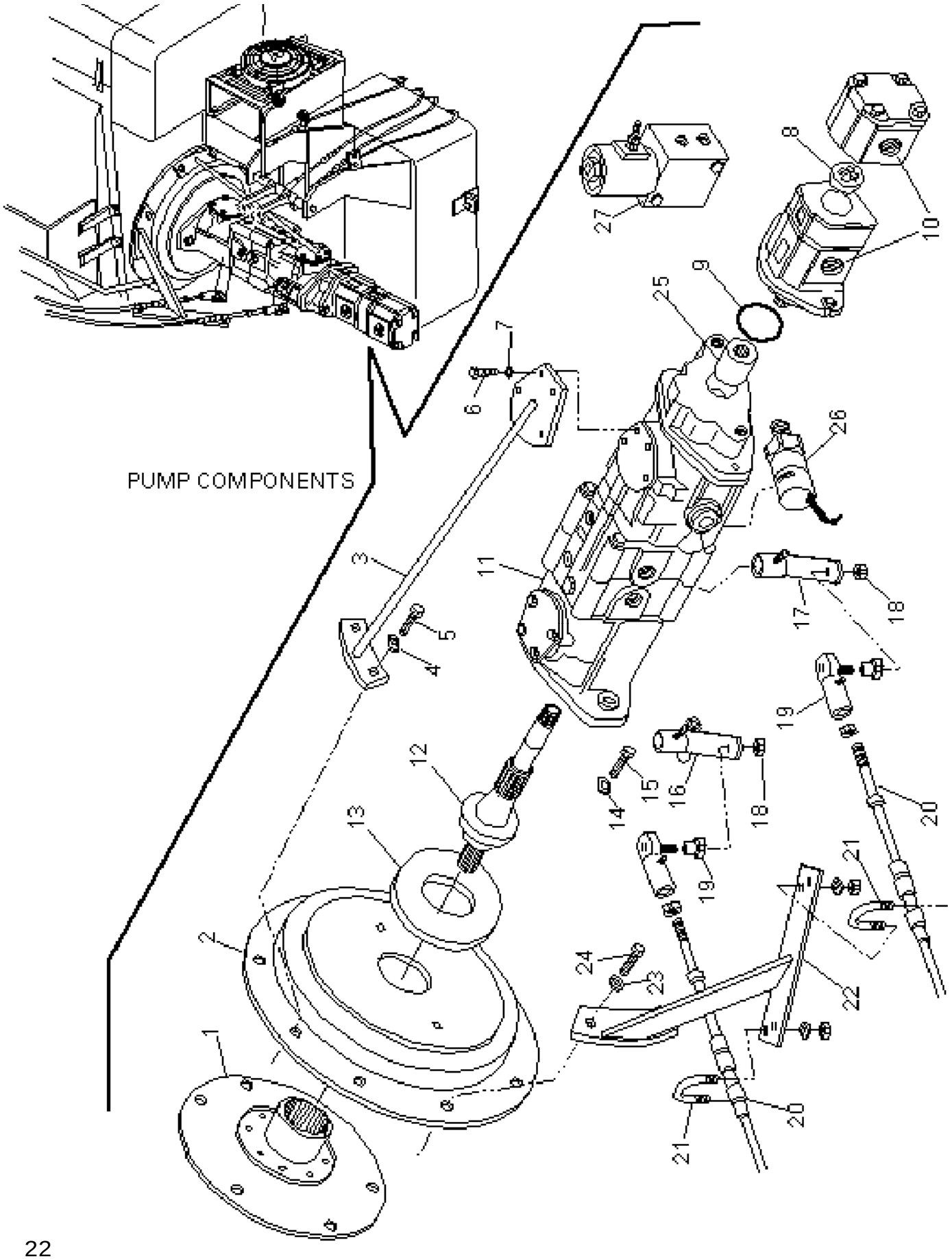
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	943309	GAUGE, VOLT METER	1
2	943306	GAUGE, FUEL LEVEL	1
2A	134318	SENDING UNIT (NS)	1
3	943270	GAUGE, OIL PRESSURE	1
3A	127353	SENDING UNIT	1
4	5120-1200	HOUR-METER	1
5	900030	TOGGLE SWITCH, AUTO CONVEYOR	2
6	500040	TOGGLE SWITCH, ON-OFF	A/R
7	320380	KEY, HATZ ENGINE	
8	320386	INDICATOR LIGHT, BATTERY, (WITHOUT BULB)	
9	320370	COVER, IGNITION SWITCH (HATZ)	1
11	920161	CABLE, THROTTLE	1
12	920165	DASH, COMPLETE 8500/8000D	1
17	920130	CABLE, R.H. CONTROL (123" X 3" STROKE)	1
18	920130	CABLE, R.H. CONTROL (123" X 3" STROKE)	1
19	920120	CABLE, R.H. DRIVE, AUGER & PUMP (104" X 3")	2
20	920090	SPHERICAL ROD END, W / STUD	4
21	920092	NUT, 3/8"-24 HEX	4
22	920094	R.H. PIVOT, FOR.& REV. LEVER (LEFT SIDE)	1
23	920096	L.H. PIVOT, FOR.& REV.LEVER (LEFT SIDE)	1
24	920097	HANDLE, DRIVE	2
25	116-5-1	NUTS, JAM 1/2"	2
26	920225	KNOB, ROUND BALL (1 7/8" X 1/2"-13 THREADS)	4
27	119-7	WASHER, FLAT, 5/8"	2
28	490080	WASHER, BEVEL	2
29	920229	CAPSCREW,5/8"-11x7 1/2"	1
30	116-7-1	NUT, 5/8"-11 HEX JAM	2
31	900713	U-BOLTS, 3/8"	6
32	350050	CLEVIS, YOKE	2
33	350080	PIN, CLEVIS	2
34	850100	PIN, COTTER	2
35	920233	ADAPTER, 1/2"M.P.T.x #8 MALE SAE.	1
36	910080	VALVE, VIBRATOR	1
37	920234	SHIELD	1
38	102-1091A	CAPSCREW, 5/16"-18x201/4"	
39	920238	CONTROL, REMOTE (ELECTRIC FLIGHT SCREW)	1
40	900020	SWITCH, NEUTRAL SAFETY	1
41	900029	BRACKET, SAFETY SWITCH	1
42	900080	SWITCH, REMOTE (ONLY)	1
43	900082	CORD, REMOTE	1
44	920136	CABLE, DRIVE/ EXTENSION	2
45	116-3-1	NUT, 3/8"-16 HEX JAM	1
46	851156	KNOB.	1
47	320330	SOCKET, RELAY	1
48	118-C	WASHER, #6 LOCK	2
49	110-125-4	SCREW, # 6-32 x1" PHILLIPS HEAD	2
50	116-1	NUT, 1/4"-20 HEX	2
51	118-1	WASHER, LOCK, 5/16"	2
52	102-3-1A	CAPSCREW, 1/4"-20 x 3/4"	2

R/H DRIVE & FUEL TANK



R/H DRIVE & FUEL TANK

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851157	TANK, HIGH DECK FUEL	1
1A	851642	TANK, FUEL LOW DECK 20G	1
2	140030FL	FUEL TANK CAP, LOCKABLE	1
3	920140	CABLE, R.H. DRIVE / CONTROL (116" X 3" STROKE	2
4	350060	U-BOLT, 3/8"	4
5	920140	CABLE, R.H. DRIVE / CONTROL (116" X 3" STROKE	1
6	920140	CABLE, R.H. DRIVE / CONTROL (116" X 3" STROKE	1
7	920072	LOCK WASHER, 3/8"	2
8	920093	NUT, HEX 3/8"	2
9	350080	PIN, CLEVIS 1/4"	2
10	960019	PIN, COTTER	2
11	920228	HANDLE, DRIVE L/H (LEE-BOY)	1
12	920230	HANDLE, (R/H) (LEE-BOY)	1
13	920145	ROD FOR RIGHT HAND 5/8	1
14	119-7	LOCKWASHER, 5/8"	1
15	116-7-1	NUTS, JAM (5/8	2
16	350054	PIVOT, HANDLE	2
17	920210	CASTED HANDLE, R.H. CONTROL	2
18	920090	SPHERICAL ROD END, W / STUD	2
19	350050	CLEVIS, 1/4"	2
20	920225	KNOB, ROUND BALL (1 7/8" X 1/2"-13 THREADS)	2
21	116-5	NUT, HEX 1/2"	


PUMP COMPONENTS
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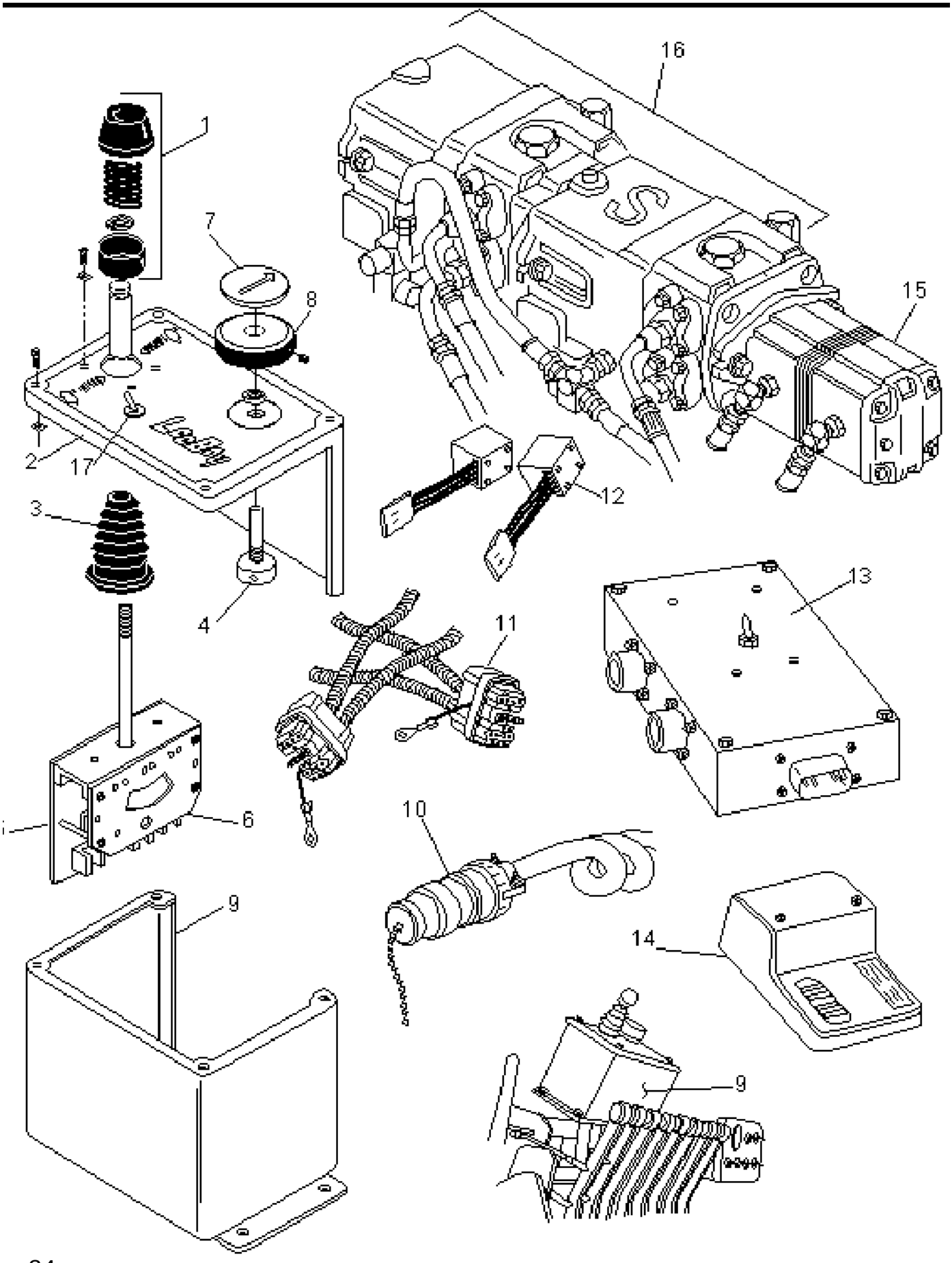
PUMP COMPONENTS
SUNDSTRAND

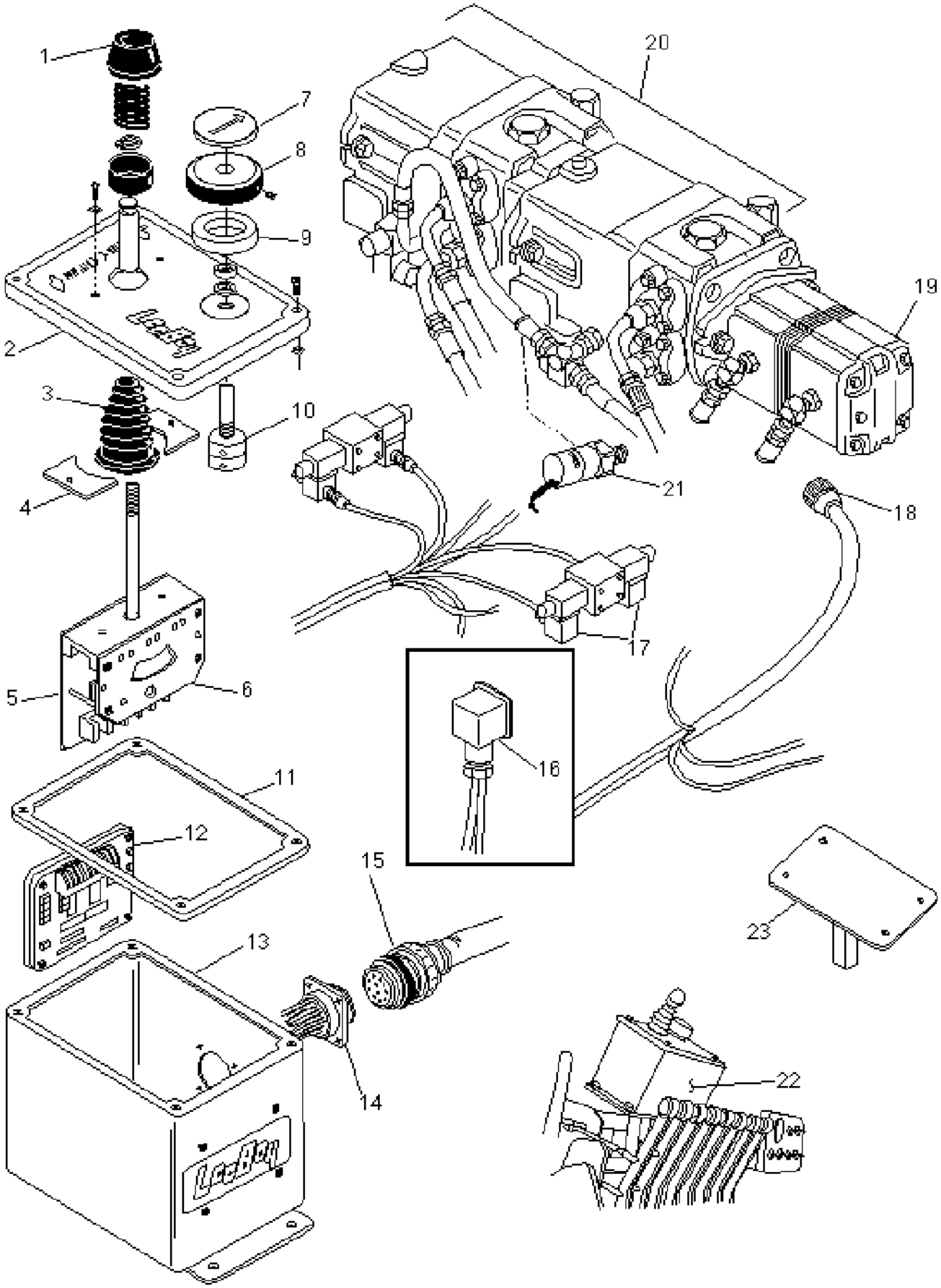
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851479	PUMP DRIVE PLATE, FLYWHEEL	1
2	320200	COVER, PUMP PLATE	1
3	320224	BRACE, PUMP SUNDSTRAND	1
4	320142	WASHER, LOCK	1
5	320227	CAPSCREW	2
6	320228	CAPSCREW	2
7	320229	WASHER, LOCK	2
8	851160-1	DRIVE CPLG. CHARGE PUMP	1
9	320235	O-RING, (PIGGYBACK TO MAIN PUMP)	1
10	851160	PUMP, AUGERS AND CONVEYORS	1
11	320416	PUMP, L.&R. DRIVE SUN STRAND	1
12	851495A	SHAFT, NEW STYLE (NOTE: SEAL SIZE 2 7/8"OUTSIDE)	1
12A	851495	SHAFT, OLD STYLE (NOTE: SEAL SIZE 1 5/8" OUTSIDE)	
13	851489	SEAL, FRONT SUNDSTRAND (NOTE: 1 5/8"OUTSIDE)	1
13A	851489A	SEAL, NEW STYLE FRONT SUNDSTRAND (NOTE: 2 7/8" OUTSIDE)	
14	320242	WASHER	2
15	320243	CAPSCREW	2
16	320245	ARM, LEFT DRIVE	1
17	900025	ARM, RIGHT DRIVE	1
18	900027	NUT	2
19	920090	SPHERICAL ROD END, W / STUD	2
20	920120	CABLE, R.H. DRIVE, AUGER & PUMP (104" X 3")	2
21	350060	U-BOLT, 3/8"	2
22	920125	BRACKET, PUMP CABLES	1
23	320142	WASHER, LOCK	2
24	320227	CAPSCREW	2
25	851160-2	DRIVE CPLG, TANDEM PUMP	1
26	851504	BACKUP ALARM, PRESSURE SWITCH	1
27	320244	SOLENOID, NEUTRAL PAUSE	1
28	320244K	SOLENOID, NEUTRAL PAUSE (KIT)	A/R

PUMP COMPONENTS
SUNDSTRAND ELECTRONIC STEERING



PUMP COMPONENTS
SUNDSTRAND ELECTRONIC STEERING

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851666	KNOB, JOYSTICK	1
2	851667	DECAL, STEERING DASH	1
3	851538	BOOT, JOYSTICK	1
4	851540	POTENTIOMETER, STEERING	1
5	851537	JOYSTICK ASSEMBLY	A/R
6	851535	SWITCHES, SAFETY NEUTRAL	A/R
7	851667	DECAL, STEERING KNOB	A/R
8	850670	KNOB, STEERING	1
9	851546	STEERING BOX, SUNDSTRAND	1
10	851548	CURLY CORD, STEERING BOX TO JUNCTION BOX	1
11	851553	WIRE HARNESS, JUNCTION BOX TO CONTROLLER	1
12	851545-1	CONTROLLER, E.D.C.	1
13	851549	JUNCTION BOX, SUNDSTRAND	1
14	851547	MC. MICRO CONTROLLER	1
15	851160	TANDEM AUXILIARY PUMP, AUGERS & CONVEYORS	1
16	851545	HYD.PUMP, TANDEM PROPULSION (W/E.D.C.)	1
17	500040	TOGGLE SWITCH, ON / OFF	1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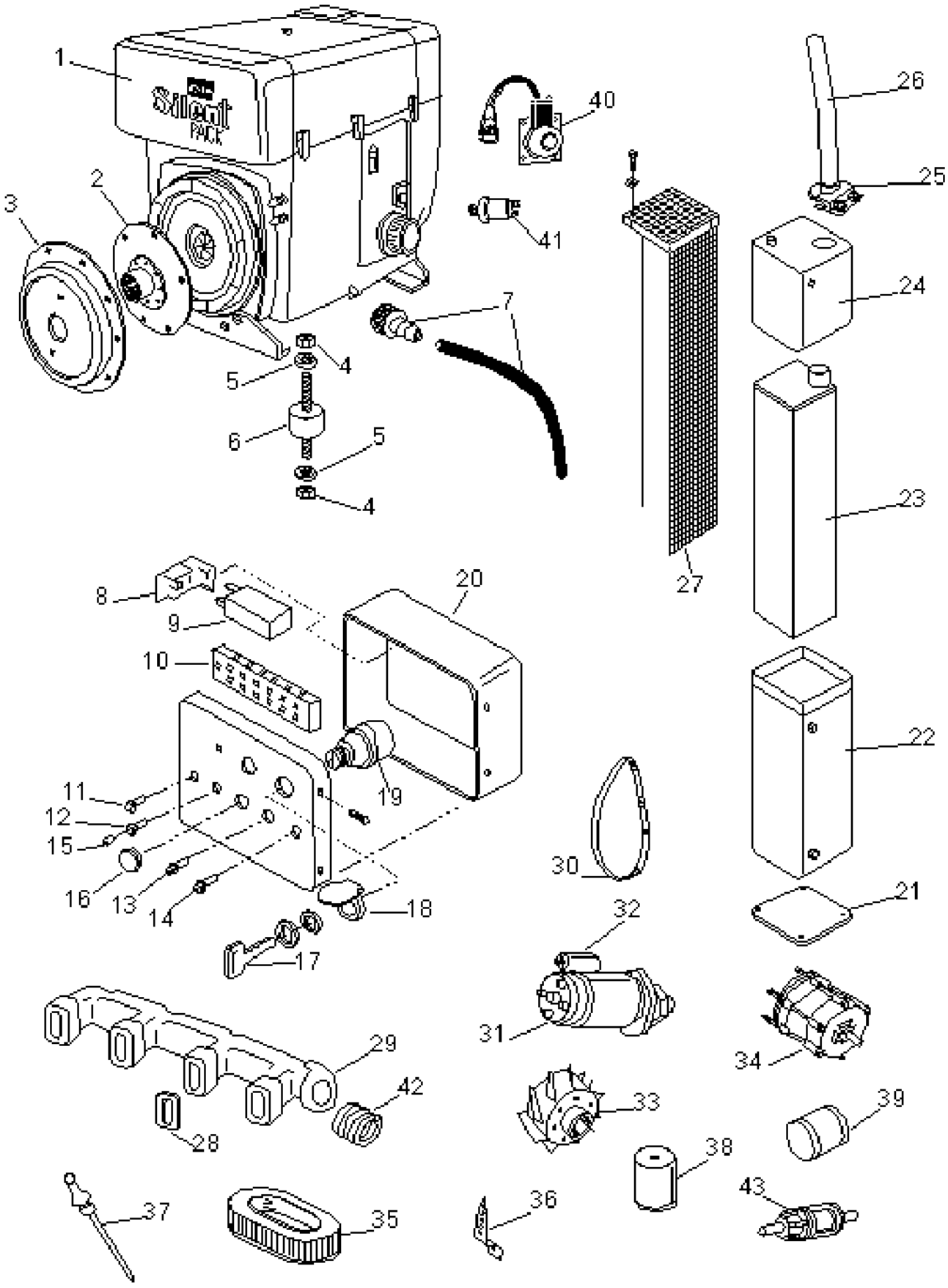
HYDRAULIC PUMP AND CONTROL ASSEMBLY
REXROTH ELECTRONIC STEERING

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851666	KNOB, ASSEMBLY	1
2	851667	DECALS	1
3	851538	BOOT, FORWARD & REVERSE	1
4	851668	GASKET, JOYSTICK	1
5	851669	SWITCH, JOYSTICK SAFETY NEUTRAL	1
6	851537	JOYSTICK ASSEMBLY (INCLUDES ITEMS 1,3,4,5,6)	1
7	851667	DECAL, DIRECTIONAL	1
8	850670	KNOB, STEERING	1
9	851671	PAD, FRICTION	1
10	851534	STEERING POD	1
11	851672	GASKET, COVER	1
12	851540	CARD, REXROTH	2
13	851673	BOX, INCLUDES COVER	1
14	851674	CONNECTOR, MALE	1
15	851675	CONNECTOR, FEMALE	1
16	851532	CONNECTOR, DEN	4
17	851536	REXROTH, COIL	4
18	851527	CORD, ELECTRONIC STEERING DASH (REXROTH)	1
19	851160	TANDEM AUXILIARY PUMP, AUGERS & CONVEYORS	1
20	851525	TANDEM SERVO PUMP, REXROTH W / O AUX. PUMP	1
21	160320	HORN, BACK-UP ALARM	1
22	851526	DASH, ELECTRONIC STEERING (REXROTH]	1
23	851539	SUPPORT, STEERING BOX	1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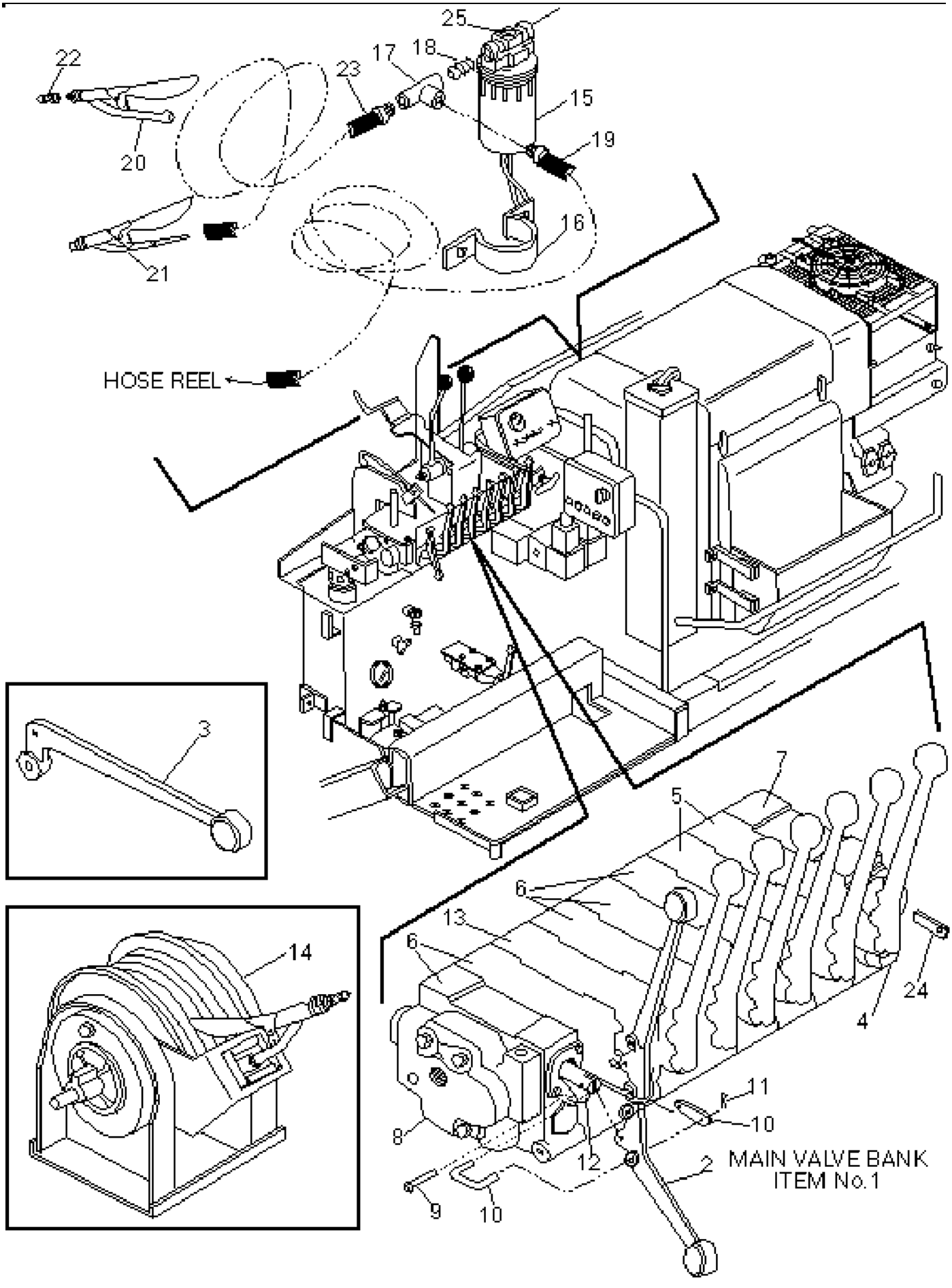
ENGINE AND PUMP COMPONENTS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	320001	4 CYL. DIESEL ENG., HATZ 4L41C (SILENT-PAK)	1
2	851479	PUMP DRIVE PLATE, FLYWHEEL	2
3	320200	COVER, PUMP PLATE	1
4	320144	NUT,10mm.	1
5	320142	WASHER, 10mm.	4
6	320140	MOUNTPAD, ENGINE HATZ	4
7	851497	HOSE & DRAIN FITTING, ENGINE OIL DRAIN	1
8	320330	MOUNT, STARTER RELAY	1
9	320320	RELAY, STARTER	1
10	320340	BLOCK, TERMINAL	1
11	320383	INDICATOR LAMP, ENGINE TEMP	1
12	320385	INDICATOR LAMP, AIR FILTER	
13	320384	INDICATOR LIGHT, ENG.OIL PRESS.	1
14	320386	INDICATOR LIGHT, BATTERY CHARGE	1
15	320360	LIGHT BULB, INDICATOR LAMP	4
16	320382	PLUGS	1
17	320380	IGNITION KEY, HATZ DIESEL	1
18	320381	FLAP, IGNITION SWITCH	1
19	320390	IGNITION SWITCH, HATZ DIESEL	1
20	320375	INSTRUMENT BOX, W/ PANEL & SWITCH	1
21	HATO3878000	PLATE, MUFFLER BOTTOM	1
22	HATOO871801	COVER, MUFFLER BOTTOM	1
23	320422	MUFFLER, HATZ SILENT PACK	1
24	HATO1083000	COVER, MUFFLER TOP	1
25	320030	CLAMP, 2" EXH. PIPE	1
26	851164	PIPE EXT. MUFFLER	1
27	320510	HEAT SHIELD, MUFFLER	1
28	320260	GASKET, EXH. MANIFOLD TO CYL. HEAD	3
29	320250-4	EXH. MANIFOLD, HATZ 4 CYL.	1
30	320090	BELT, ALTERNATOR / BLOWER	1
31	320270	STARTER MOTOR	1
32	320280	SOLENOID, STARTER	1
33	320290	BLOWER FAN	1
34	320300	ALTERNATOR, 12 VOLT	1
35	310060	ELEMENT, AIR FILTER	2
36	320120	LEVER, ENGINE THROTTLE	1
37	320110	DIPSTICK, ENGINE OIL LEVEL	1
38	310080	ELEMENT, FUEL FILTER	1
39	310070	ELEMENT, OIL FILTER	1
40	851567	SOLENOID, FUEL SHUT-OFF	1
41	320387	SENDING UNIT, OIL PRESSURE	1
42	HATO01603700	GASKET, MUFFLER TO MANIFOLD	1
43	310090	IN-LINE FUEL FILTER	1

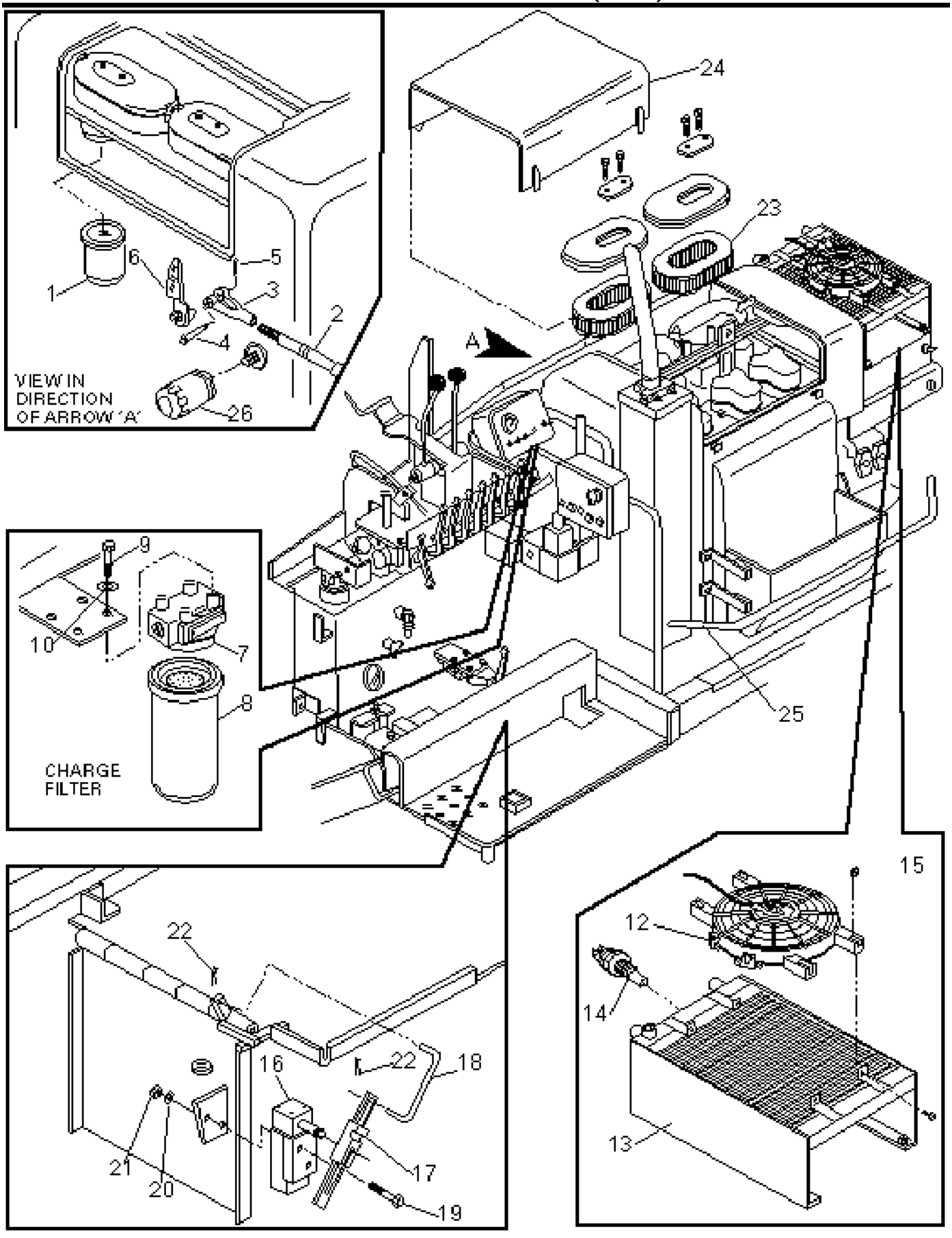
MAIN VALVE AND SPRAY DOWN



MAIN VALVE AND SPRAY DOWN

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851161	VALVE, MAIN	1
2	910060A	HANDLE, VERTICAL	8
3	910060	HANDLE, HORIZONTAL	1
4	901009	VALVE, RELIEF	1
5	910052	SECTION,VALVE (AUGERS) (DETENTED)	2
6	910054	SECTION, VALVE (CYLINDERS) (SPRING RETURN)	6
7	910055	INLET COVER, V-20 (W/RELIEF)	1
8	910056	OUTLET COVER, V-20 (W/PB SLEEVE)	1
9	350080	PIN, CLEVIS (1/4”)	8
10	901010	LINK ASSY., VALVE LEVER	8
11	901010	COTTER PIN	8
12	910058	BRACKET, VALVE LEVER	8
13	910054FLS	FLOAT, ASSEMBLY SCREED	1
14	920200	HOSE REEL, MACHINE WASHDOWN	1
15	900010	PUMP, SPRAYDOWN (FLOWJET)	1
16	480260	BRACKET, WATER / FUEL PUMP MOUNT	1
17	920222	TEE, 3/8”	1
18	920223	NIPPLE, 3/8”	1
19	920221	HOSE, PUMP TO HOSE REEL	1
20	920220A	HANDLE ONLY, FUEL WASH-DOWN	2
21	920220	HANDLE & NOZZLE, FUEL WASH-DOWN	2
22	901210A	NOZZLE, FUEL WASH-DOWN HANDLE	A/R
23	920224	HOSE, TO SPRAYDOWN HANDLE	2
24	850101	TAB, AUGER LOCKOUT	
25	851448	PRESSURE SWITCH (FLOWJET PUMP)	A/R
		SEAL KITS FOR VALVES	
	910059	SEAL KIT, VALVE SPOOL	
	910062	SEAL KIT, VALVE SECTION	
	910065	KIT, SEAL (RELIEF VALVE)	

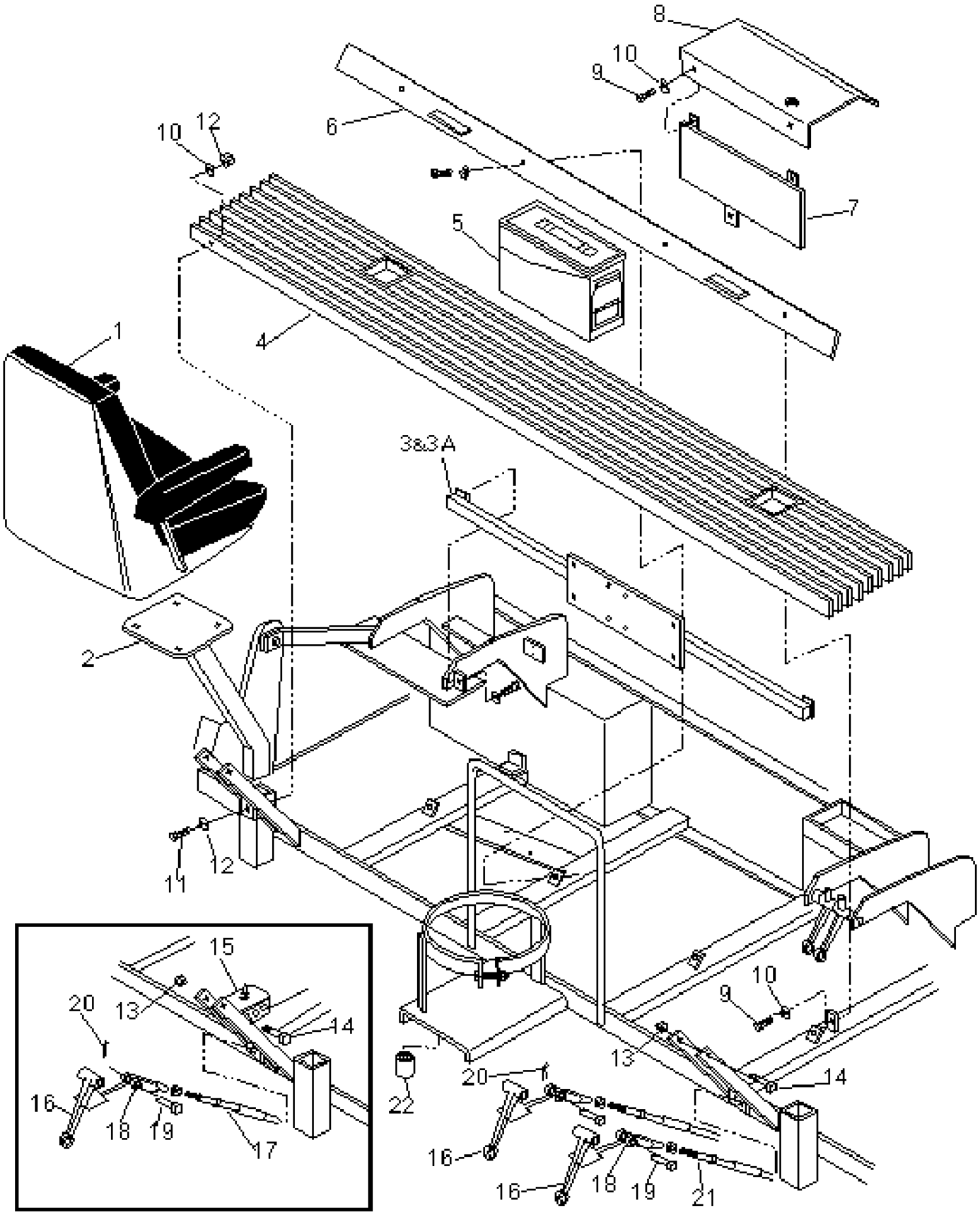
FILTER LOCATION & ACCESSORIES
(HATZ)



FILTER LOCATION & ACCESSORIES
(HATZ)

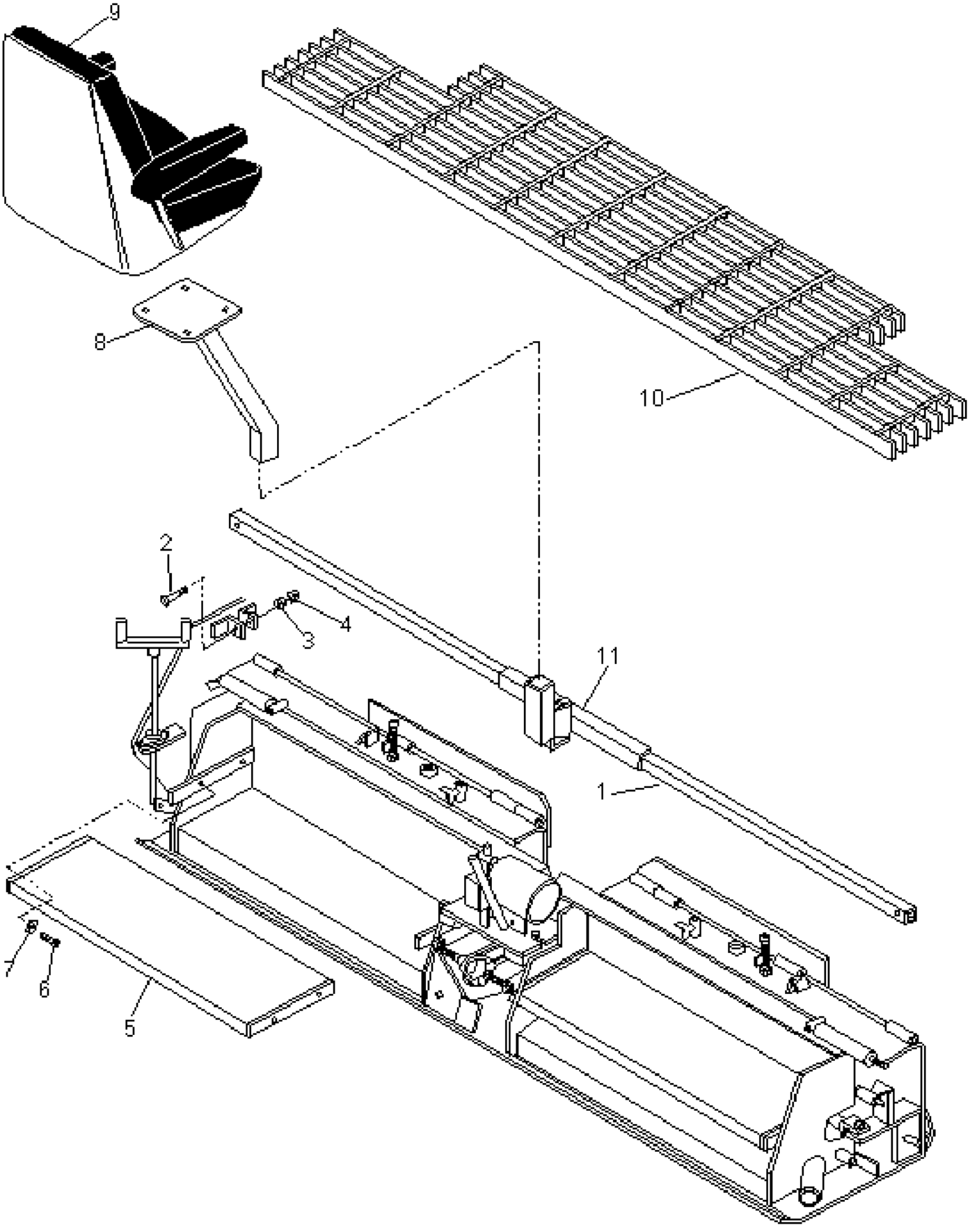
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	310080	ELEMENT, FUEL FILTER (HATZ DIESEL)	1
2	920161	CABLE, THROTTLE	1
3	350050	CLEVIS, 1/4"	1
4	350080	PIN, CLEVIS (1/4)	1
5	960019	PIN, COTTER (1/4)	1
6	320120	LEVER, THROTTLE	1
7	290010	HEAD, CHARGE / RETURN FILTER	1
8	290030	ELEMENT, CHARGE / RETURN FILTER	1
9	102-205-1A	CAPSCREW, 3/8X1"	4
10	118-3	WASHER, 3/8"	4
12	851516	FAN, OIL COOLER	1
13	851401	HYDRAULIC COOLER, LESS FAN AND MOTOR	1
14	900144	SENSOR, HYDRAULIC OIL TEMP.	1
15	851400	HYD. OIL COOLER, W / FAN, MOTOR & SENSOR	1
16	900050	MIRCO SWITCH, AUTO. CONVEYORS	2
17	900060	ARM, AUTO. CONVEYOR SWITCH	2
18	900075	LINKAGE	2
19	900076	SCREWS	2
20	900077	LOCK WASHER	2
21	900078	NUT	2
22	900079	PIN, COTTER (1/4)	2
23	310060	ELEMENT, AIR FILTER (HATZ DIESEL)	2
24	320500	COVER,ENGINE ACCESS(HATZ 4L41C	1
25	851163	SHIELD, HEAT 4 CYLINDER (HATZ)	1
26	310070	OIL FILTER, HATZ	1

SEAT, WALKWAY & OTHER COMPONENTS
(HIGH DECK)



SEAT, WALKWAY & OTHER COMPONENTS
(HIGH DECK)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	360010	SEAT ASSY W / ARMREST, WHITE	1
2	920024	SUPPORT, SEAT H/D	1
3	851166	BAR, INSTRUMENT SLIDE (HIGH DECK)	1
3A	851167	BAR, INSTRUMENT SLIDE (LOW DECK)	1
4	851168	WALKWAY, UPPER	1
5	851169	TOOL BOX	1
6	851170	SHIELD, WALKWAY	1
7	851171	SHIELD, PUMP LOWER	1
8	851172	SHIELD, PUMP UPPER	1
9	102-205-1A	CAPSCREW, 3/8"x 1"	5
10	118-3	WASHER, LOCK 3/8"	9
11	102-205-1A	CAPSCREW 3/8” - 16 x 1” HEX	2
12	116-3	NUT, HEX 3/8"	2
13	116-7-1	NUT, HEX 5/8"	2
14	102-615-1A	CAPSCREW, 11 x 3 1/2"	2
15	500040	TOGGLE SWITCH, ON / OFF	2
16	920210A	LEVER, SCREED EXT. REMOTE	2
17	920120	CABLE, SCREED EXTENSION	2
18	350050	CLEVIS, 1/4"	2
19	350080	PIN, CLEVIS	2
20	910057	PIN, COTTER	2
21	920120	CABLE, SCREED EXTENSION	2
22	160320	HORN, BACKUP ALARM	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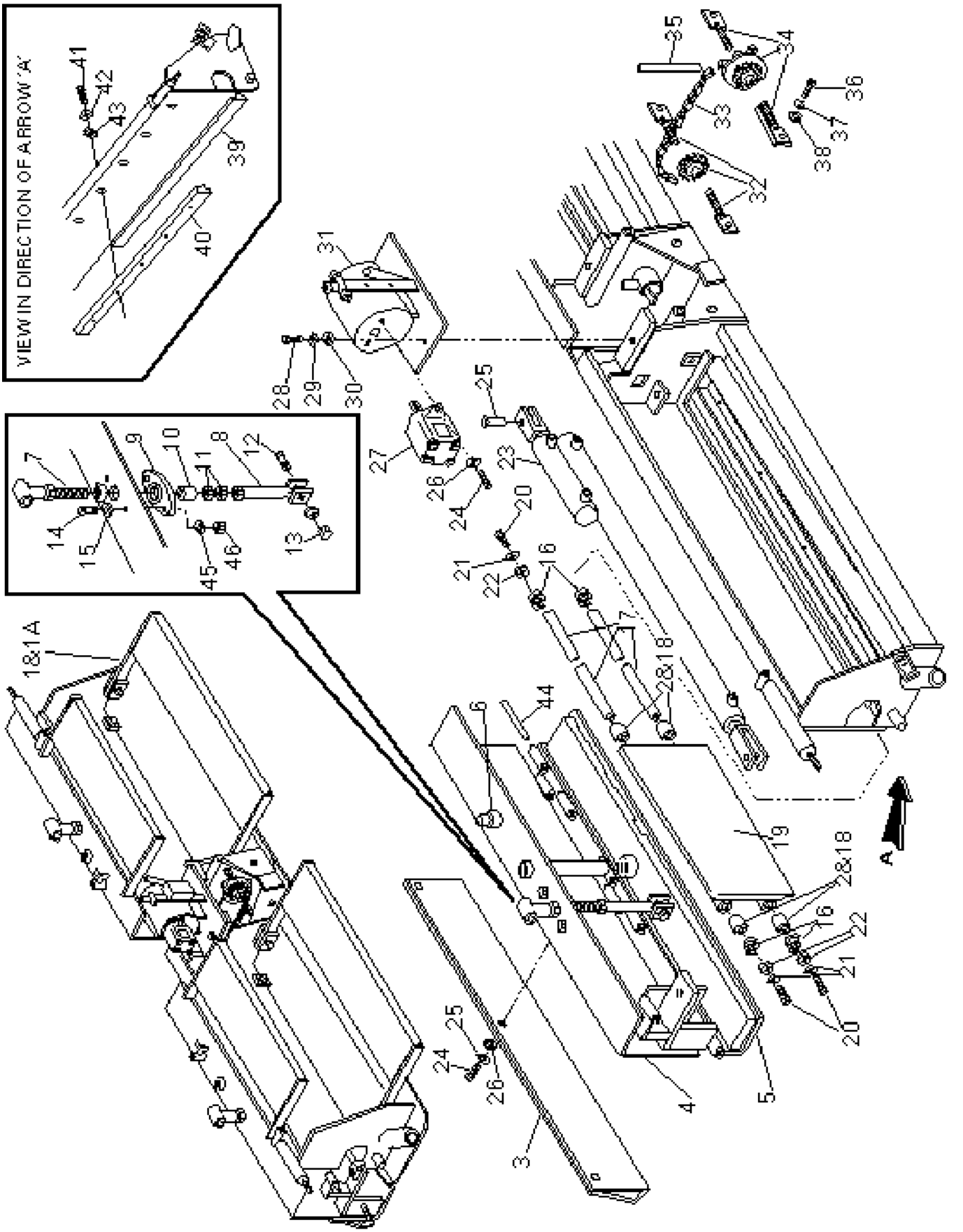
SEAT, WALKWAY & OTHER COMPONENTS
(Low Deck)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851173	BAR, SEAT SLIDE	1
2	102-415-1A	CAPSCREW 1/2 - 13 x 31/2”	2
3	118-5	WASHER, LOCK 1/2	2
4	115-5-A	NUT, HEX 1/2	2
5	851176L	WALKWAY, LOWER (STEP) LEFT SIDE	2
5	851176R	WALKWAY, LOWER (STEP) RIGHT SIDE	2
6	102-206-1A	CAPSCREW 3/8 - 16 - 1 1/4”	4
7	118-3	WASHER, LOCK 3/8	4
8	920024	SUPPORT, SEAT H/D	1
9	360010	SEAT ASSY. W/ARMREST, WHITE	1
10	851175	WALKWAY, UPPER (STEP)	1
11	851174	HOLDER, SEAT	1

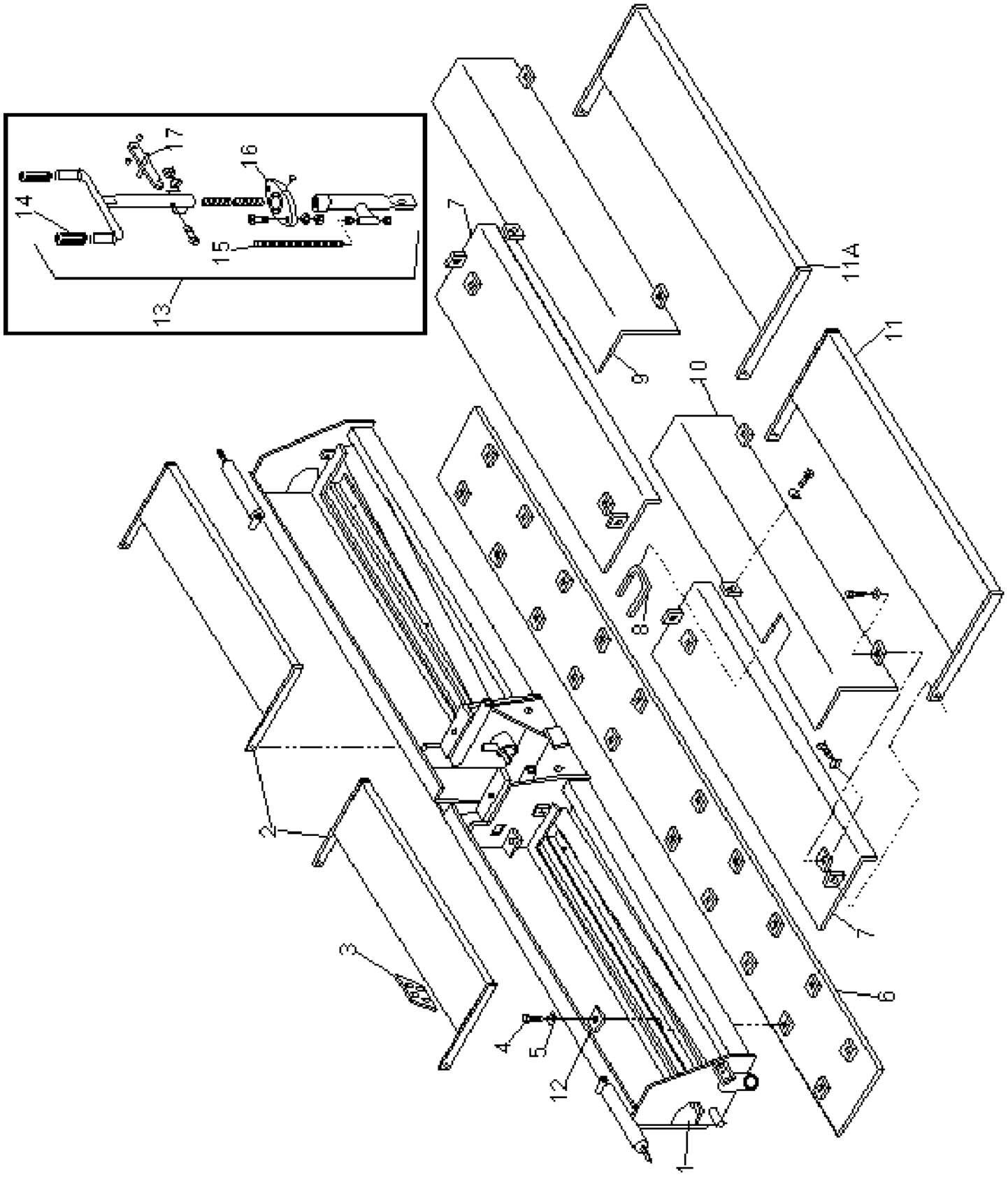
EXPANDABLE SCREED ASSEMBLY
(PART I)



EXPANDABLE SCREED ASSEMBLY
(PART I)

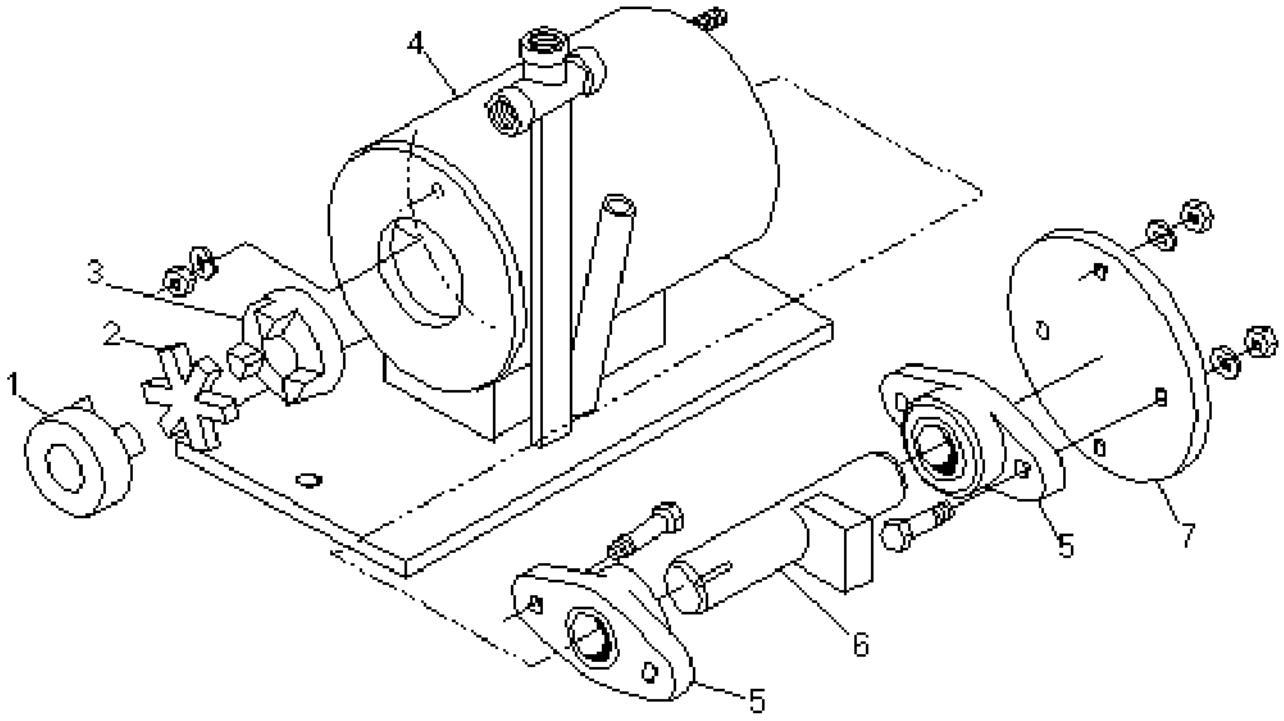
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851177	SCREED, ASSEMBLY (STYLE C)	1
1	851178	SCREED ASSEMBLY (STYLE D)	1
2	851179	BUSHING, SCREED EXTENSION (3" LONG)	1
3	851180	GUARD, HOUSING SPECIFY (L/H OR R/H)	1
4	851181L	EXTENSION, UPPER, LEFT SIDE	1
4A	851181R	EXTENSION, UPPER, RIGHT SIDE	1
5	851182L	WEAR PLATE, L.H. SCREED EXT. (C & D SCREED)	1
5A	851182R	WEAR PLATE, R.H. SCREED EXT. (C & D SCREED)	1
6	851183	COUPLING, MALE	1
7	851184	ADJUSTING SCREW, SCREED EXTENSION	2
8	851185	RECEIVER NUT, SCREED EXTENSION SCREW	2
9	870030	BEARING, SCREED FLIGHT SCREW	2
10	851186	SPACER	1
11	116-8	NUT, HEX 3/4"	1
12	870279	CAPSCREW, SOCKET HEAD SHOULDER	1
13	143-3	LOCKNUT, 3/8"-16	1
14	102-309-1A	CAPSCREW, 7/16"x2" HEX HEAD	1
15	119-4	WASHER, FLAT, 7/16"	1
16	851256	SNAPRING	2
17	851188	SHAFT, EXTENSION	2
18	851179	BUSHING, SCREED EXTENSION (3" LONG)	2
19	851190	SLIDE, INNER EXTENSION	1
20	100-408-1	CAPSCREW, 1/2"x20x1 1/2" HEX HEAD	2
21	118-5	WASHER, 1/2" LOCK	2
22	119-5	WASHER, 1/2" FLAT	2
23	851191	HYD. CYL., SCREED EXT. (L.H.)	1
23	851192	HYD. CYL., SCREED EXTENSION (R.H.)	1
24	860048	CAPSCREW, 7/16"x2" HEX HEAD	2
25	210060	PIN, CYLINDER	2
26	118-4	WASHER, 5/8" FLAT	2
27	870220	MOTOR, HYDRAULIC SCREED VIBRATOR	1
28	102-606-1A	CAPSCREW, 5/8"-11x1 1/4" HEX HEAD	2
29	118-7	WASHER, 5/8" LOCK	2
30	119-7	WASHER, 5/8" FLAT	2
31	870232	VIBRATOR, SCREED	1
32	870172	TURN BUCKLE, CROWN & VALLEY (FRONT)	1
33	870190	CHAIN, CROWN & VALLEY #40	1
34	870182	TURN BUCKLE, CROWN & VALLEY (REAR)	1
35	851195	HANDLE, CRANK	1
36	102-607-1A	CAPSCREW, 5/8"x 1 1/2"	2
37	118-7	WASHER, 5/8" LOCK	2
38	119-7	WASHER, 5/8" FLAT	2
39	851299	GUIDE, EXTENSION LOWER, (WELDMENT)	2
40	851298	GUIDE, EXTENSION TOP	1
41	102-406-1A	CAPSCREW, 1/2"x 1 1/4"	2
42	118-5	WASHER, LOCK 1/2"	2
43	119-7	WASHER, FLAT, 1/2"	2
44	851196	PIN, SCREED EXTENSION HINGE	1
45	119-4	WASHER, FLAT, 7/16"	2
46	116-5	NUT, 7/16"	2

EXPANDABLE SCREED ASSEMBLY
(PART II)



EXPANDABLE SCREED ASSEMBLY
(PART II)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851197	SCREED, BASE *(SPECIFY 8-13 OR 8-15 HIGH DECK OR LOW DECK)	1
2	851198	STEP, UPPER	2
3	851199	BULKHEAD, HYDRAULIC	1
4	851134	CAPSCREW, HEX, 3/8"x3/4"	20
5	118-3	WASHER,LOCK 3/8"	20
*6	851514	PLATE, SCREED (FITS SERIAL #1250 AND UP)	1
7	851201	LID, SCREED	2
8	851202	GROMMET	1
9	851203	COVER, CYLINDER (R/H)	1
10	851204	COVER, CYLINDER (L/H)	1
11	851176L	WALKWAY, LOWER (STEP) LEFT	1
11A	851176R	WALKWAY, LOWER (STEP) RIGHT	1
12	121-3	WASHER, WEDGE	20
13	851370	FLIGHT SCREW ASSEMBLY	2
14	870276	GRIP, HANDLE	2
*15	851372	ROD GAUGE	1
*16	870030	BEARING, SCREED FLIGHT SCREW	1
*17	851373	LOCK, ARM	1
		* ITEMS NOT INCLUDED WITH PART. NO. 851370 FLIGHT SCREW ASSEMBLY	
		*NOTE: #6 SCREED PLATE 851200 FITS SERIAL #1249 AND BELOW	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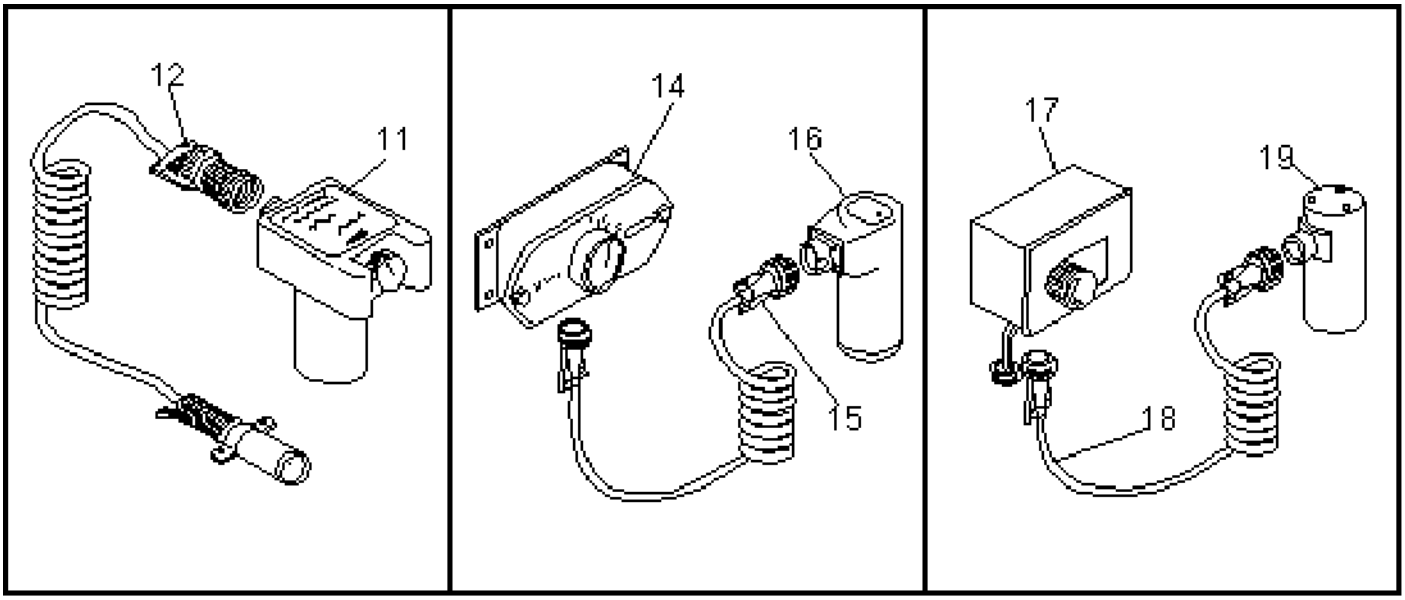
VIBRATOR ASSEMBLY

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	280030	COUPLING HALF, TACK PUMP MOTOR	1
2	280040	INSERT, 3-JAW COUPLING	1
3	880030	COUPLING HALF, 1" (VIBRATOR SHAFT)	1
4	880042	HOUSING, VIBRATOR ECCENTRIC	1
5	250150	BEARING, CONVEYOR PULLEY/ VIBRATOR SHAFT	2
6	880062	SHAFT, VIBRATOR ECCENTRIC	1
7	880071	PLATE, VIBRATOR HOUSING	1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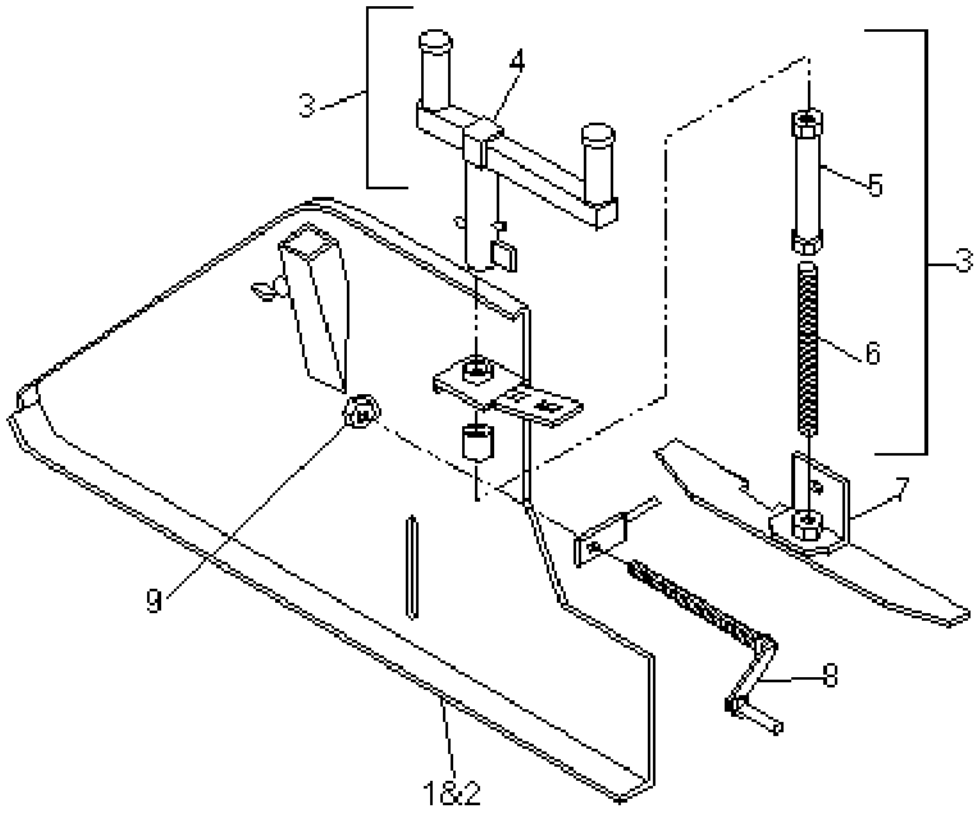
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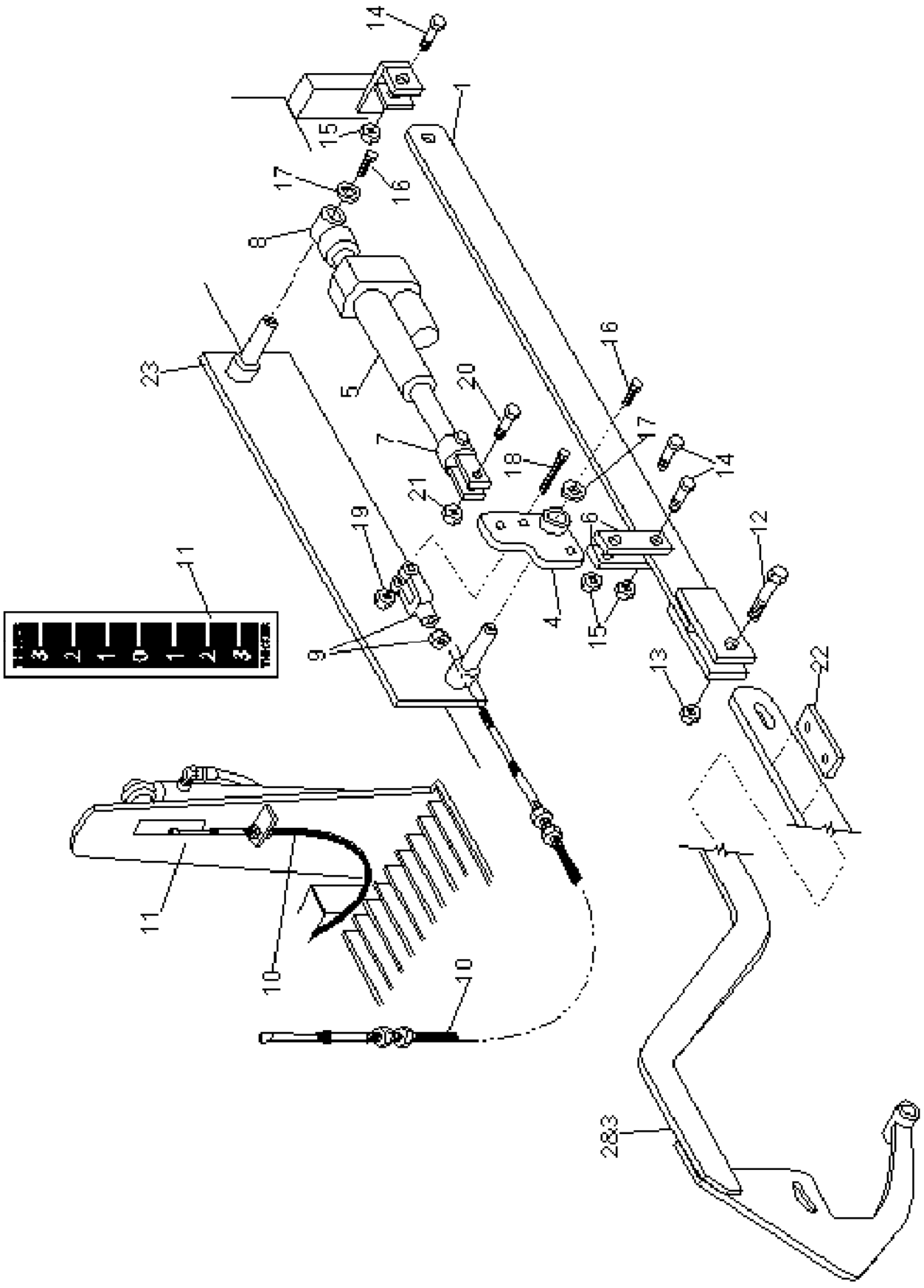
JOINTER ASSEMBLY

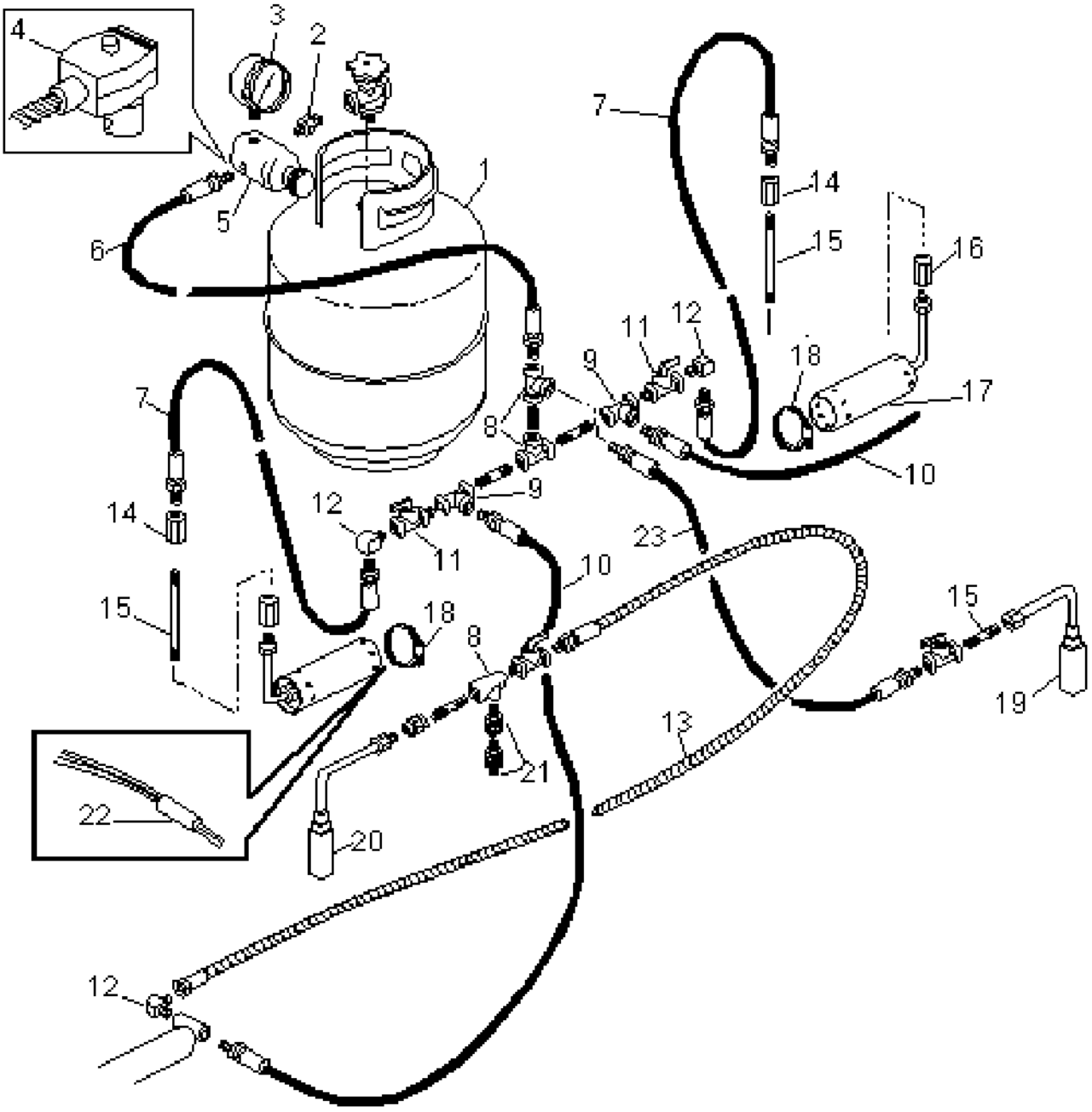
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851682	JOINTER, ASSEMBLY [SHORT]	1
2	851683	JOINTER, ASSEMBLY [SHORT] R/H	1
3	890092	DEPTH SCREW ASSY., SCREED	2
4	890092	HANDLE, DEPTH SCREW SLIDE TYPE	2
5		COMES AS # 3	
6		COMES AS # 3	
7	890132 R & L	BRACKET, DEPTH SCREW CONTROL	2
8	890081	TILT SCREW, JOINTER ASSY.	2
9	890070	NUT , (WELDMAN)	2
10	851595	SONAMAT WIRING HARNESS (NOT SHOWN)	2
11	851592	SONIC SENSOR, AUTO-AUGER (O/S RAMSEY)(NOT AVAILABLE)	A/R
12	851593	CABLE, AUTO. AUGER SENSOR (O/S RAMSEY)	A/R
13	851594	KIT, SONIC AUGER	1
14	851690	CONTROL, AUTO AUGER SENSOR (N/S RAMSEY)	A/R
15	851691	CABLE, AUTO. AUGER SENSOR (N/S RAMSEY)	A/R
16	851692	SONIC SENSOR, AUTO AUGER (N/S RAMSEY)	A/R
17	851693	CONTROL, AUTO AUGER SENSOR (MOBA)	A/R
18	851694	CABLE, AUTO. AUGER SENSOR (MOBA)	A/R
19	851695	SONIC SENSOR, AUTO AUGER (N/S MOBA)	A/R

SCREED ARM ASSEMBLY WITH CENTER TOE POINT



SCREED ARM ASSEMBLY WITH CENTER TOE POINT

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851206	EXTENSION, SCREED ARM	1
2	851207	REAR, SCREED ARM, (RIGHT)	1
3	851208	REAR, SCREED ARM, (LEFT NOT SHOWN)	1
4	851209	MOUNT, PIVOT	1
*5	851518	SCREW, ELECTRIC (6"INCH) SERIAL #1712 AND UP	2
6	851210	EARS, PIVOT	2
7	851211	END, ROD END OF SCREW	1
8	851212	END, MOTOR END OF SCREED	1
9	851213	CLEVIS, 3/16" X 1/4"	1
*10	851520	CABLE, HEIGHT LOCATOR 3/16x90 WITH 5"STROKE SERIAL#1712 AND UP	1
11	851215	DECAL, HEIGHT	1
12	102-411-1A	CAPSCREW, 1"x 2 1/2"	1
13	116-10	NUT, LOCK 1 " -8 HEX	1
14	102-611-1A	CAPSCREW, 5/8" - 11 x 2 1/2"	3
15	116-7	NUT, LOCK 5/8 "	3
16	851134	CAPSCREW, 3/8" -16 x 3/4"	2
17	119-3	WASHER, FENDER 3/8"	2
18	102-9-1A	CAPSCREW, 1/4"x 2"	1
19	116-1	NUT, LOCK 1/4"	1
20	102-408-1A	CAPSCREW, 1/2" -13 x 1 3/4"	2
21	115-5-A	NUT, LOCK 1/2"	2
22	851221	BRACKET, GRADE CONTROL	1
*23	851001A	MOUNTING PLATE 6" ELECTRIC SCREW SERIAL # 1712 AND UP	
		NOTE:	
		#5 870302 ELECTRIC SCREW (4")	
		#10 851214 CABLE, HEIGHT LOCATOR 3/16x90 WITH 3" STROKE	
		#23 851001 MOUNTING PLATE 4" ELECTRIC SCREW USED ON PAVERS WITH SERIAL # BELOW 1711	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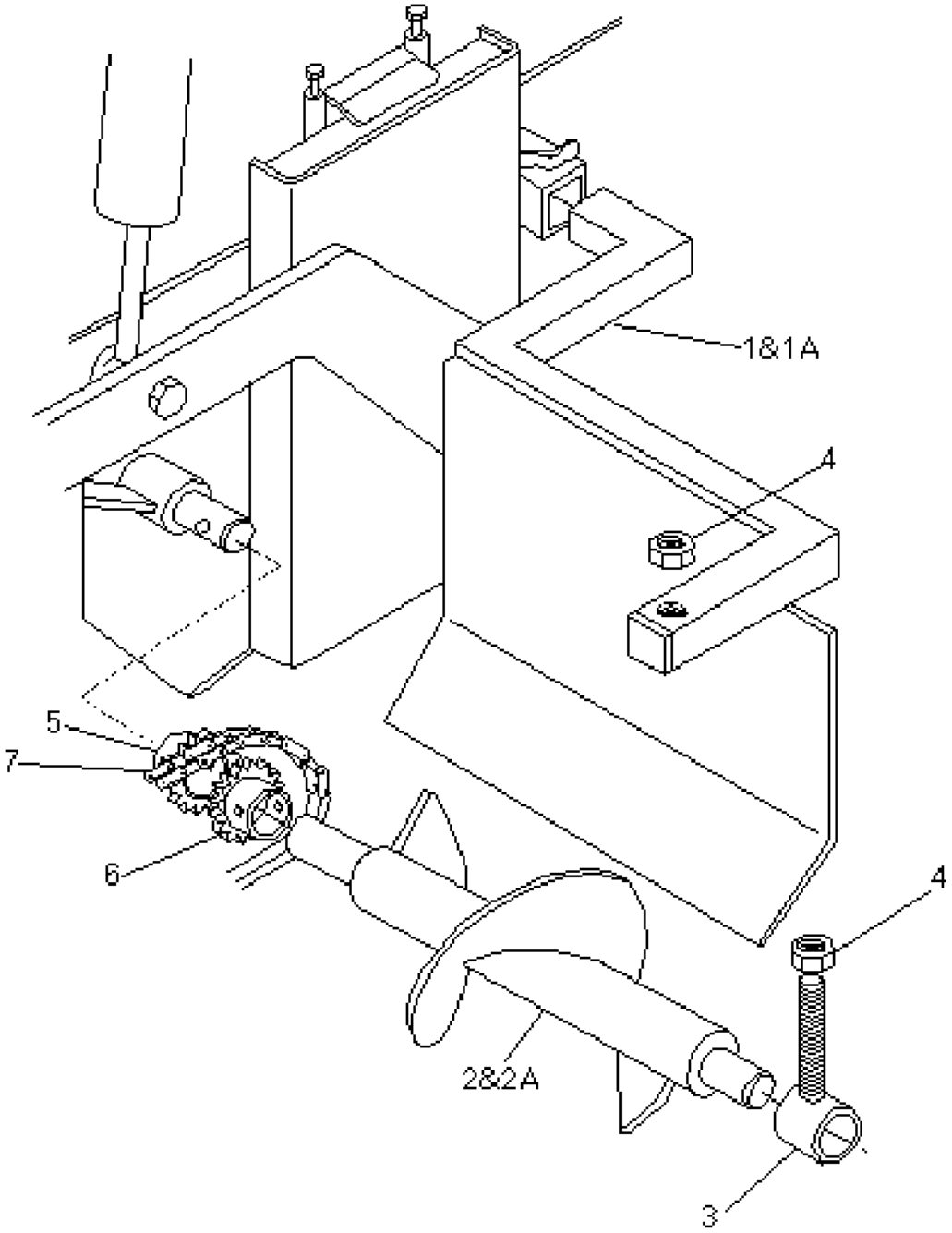
PROPANE HEATER & AUTOMATIC IGNITORS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	230010	L.P.G. TANK, 20 LBS.	1
2	230030	ADAPTER,P.O.L.	1
3	230110	GAUGE, L.P.G. PRESS.	1
4	230300	SOLENOID VALVE, 12 VOLT L.P.G.	OPT.
5	230100	REGULATOR W / GAUGE, L.P.G.	1
6	230032	HOES, L.P.G. REGULATOR TO TEE	1
7	230034	HOSE, SCREED BURNER	2
8	230080	TEE, 1/4" PIPE	2
9	230081	TEE, 1/4" STREET	2
10	230038	HOSE, L.P.G. TEE TO SCREED EXTENSION	2
11	230070	VALVE, SELECTOR (CUTOFF)	5
12	230069	ADAPTER, HOSE TO PIPE (90 DEGREES)	3
13	851225	HOSE, SCREED EXTENSION BURNER	2
14	230170	COUPLING, 1/4" PIPE	3
15	230999	PIPE NIPPLE, 1/4" PIPE	3
16	230170	COUPLING, 1/4" PIPE	3
17	910025	BURNER, SCREED EXTENSION	2
18	230240	HOSE CLAMP, 2 1/8" (SIZE 28)	2
19	230200	BURNER NOZZLE, IGNITOR	A/R
20	230082	BURNER NOZZLE, SCREED EXTENSION	2
21	230084	QUICK DISCONNECT CPLG.	2
22	230024	IGNITOR,CERAMIC HOT SURFACE	2
23	230036	HOSE, IGNITOR BURNER	1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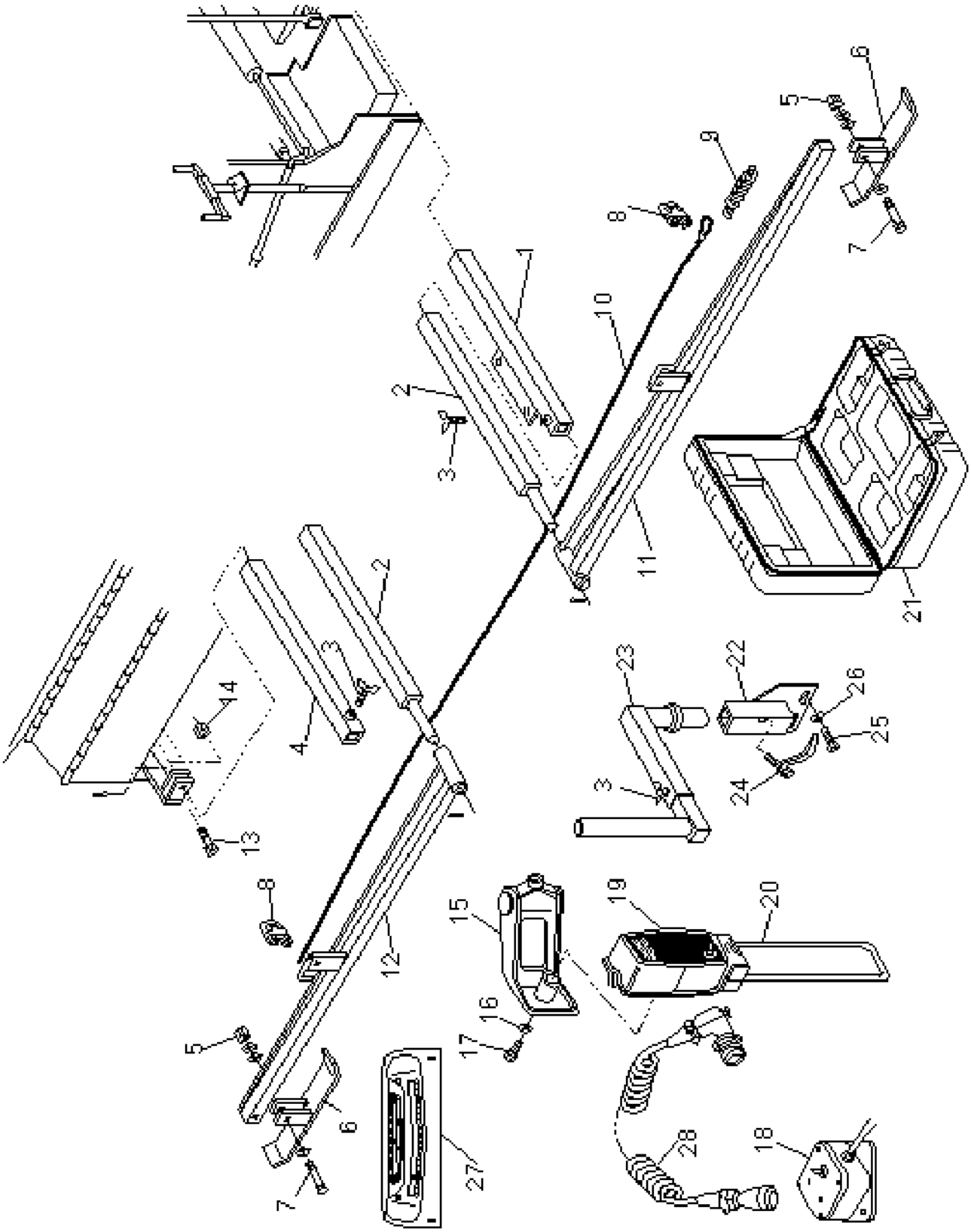
AUGER EXTENSION 24”

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851227	SHIELD, AUGER EXTENSION (RIGHT)	1
1A	851228	SHIELD, AUGER EXTENSION (LEFT)	1
2	851229	AUGER EXTENSION, (RIGHT)	1
2A	851130	AUGER EXTENSION, (LEFT)	1
3	851231	SUPPORT, AUGER ADJUSTABLE	1
4	116-10	NUT, HEX 1"	2
5	854003	COUPLING HALF	1
6	854004	COUPLING HALF, (WELDMENT)	1
7	900404	DOUBLE ROW CHAIN ASSY. (50-2)	1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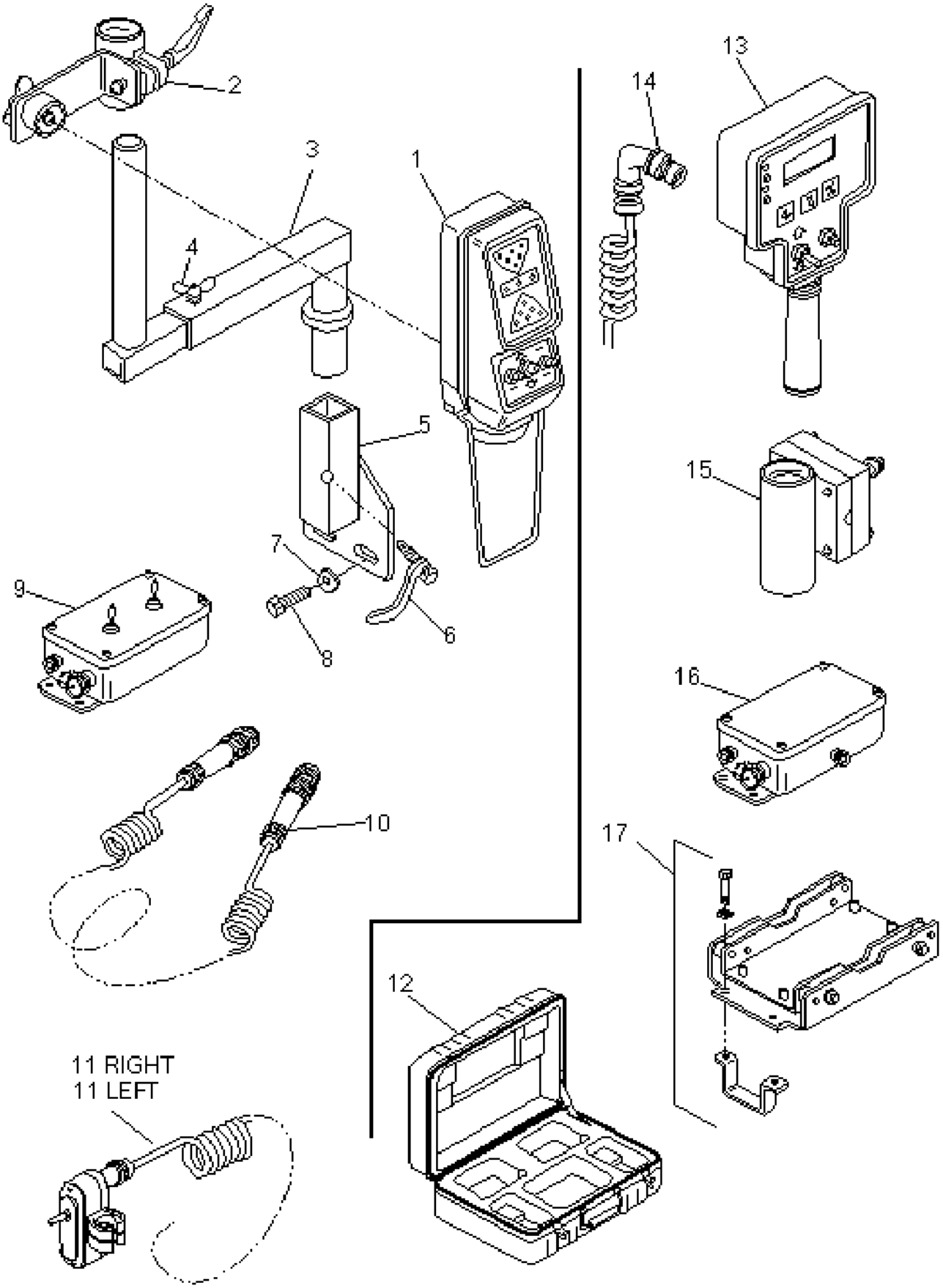
PAVER LEVELING CONTROL
(TOPCON)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851241	HOUSING, REAR SLIDE BAR	2
2	851242	BAR, ADJUSTABLE SLIDE	2
3	920070	WING BOLT, 3/8"-16 x 1"	2
4	851243	HOUSING, FRONT SLIDE BAR	2
5	143-5	LOCKNUT, 1/2"-13 HEX	2
6	851249	SKID	2
7	102-411-1A	CAPSCREW, 1/2"X2 1/2"	2
8	851244	CLAMP, U' BOLT	2
9	851245	SPRING, TENSION	1
10	851246	CABLE 1 1/16	1
11	851247	ARM, SKID SUPPORT (REAR)	1
12	851248	ARM, SKID SUPPORT (FRONT)	1
13	102-611-1A	CAPSCREW, 5/8"x 2 1/2"	1
14	116-7	NUT, 5/8"	1
15	851578	BRACKET, SONIC TRACKER	1
16	119-7	WASHER, FLAT 5/8"	1
17	102-617-1A	CAPSCREW,5/8"x4"	1
18	851580	A/M MODULE & CABLE ASSEMBLY, w/BASE PLATE	1
19	851579	SONIC TRACKER	1
20	851581	WIRE BAIL, TEMPERATURE	1
21	851265	CASE FOR SONIC TRACKER	1
22	851575	PIVOT MOUNT, TOPCON / SPECTRA PHYSICS	2
23	9090-1125	BRACKET, Z ARM	1
24	300060	HANDLE, BOLT	1
25	102-606-1A	CAPSCREW, 5/8"-11x1 1/4"	1
26	119-7	WASHER, FLAT 5/8"	1
27	851421	SLOPE METER	A/R
28	851574	COILED CORD, TOPCON TRACKER / SLOPE	A/R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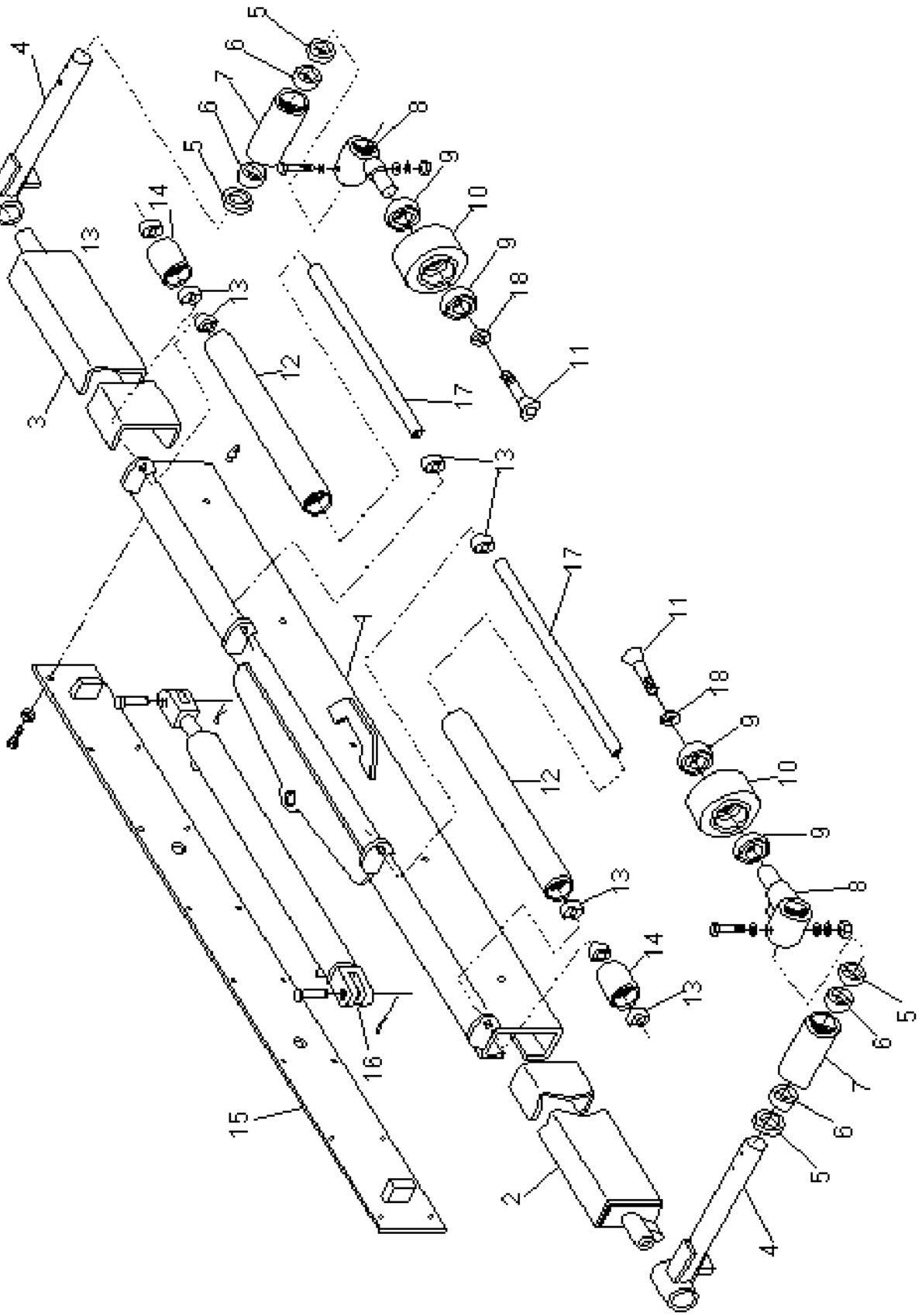
PAVER GRADE CONTROLS SPECTRA PHYSICS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851422	SONIC TRACER	1
2	851631	BRACKET, TRACER	1
3	851423	Z BRACKET ARM, 1 3/4"	1
4	920070	WINGBOLT, 3/8"	1
5	851575	MOUNT, PIVOT	1
6	300060	HANDLE, BOLT	1
7	119-7	WASHER, FLAT 5/8"	2
8	102-606-1A	CAPSCREW, 5/8"-11 x 1"	2
9	851424	INTERFACE CONTROL BOX	1
10	851629	COILED CORD, TRACER / SLOPE (SPECTRA PHYSICS	1
11R	851633	SHORT COILED CORD, R.H. REMOTE (FITS LBI-25)	1
11L	851632	LONG COILED CORD, L.H. REMOTE (FITS LBI-25)	1
12	851265	CASE FOR SONIC TRACKER	1
13	851426	UNIVERSAL REMOTE	1
14	851630	COILED CORD, R-25 REMOTE	1
15	851687	BRACKET, REMOTE [SPECTRA]	1
16	851430	SLOPE MODULE, SCREED	1
17	851425	SHOCK MOUNT, SLOPE	1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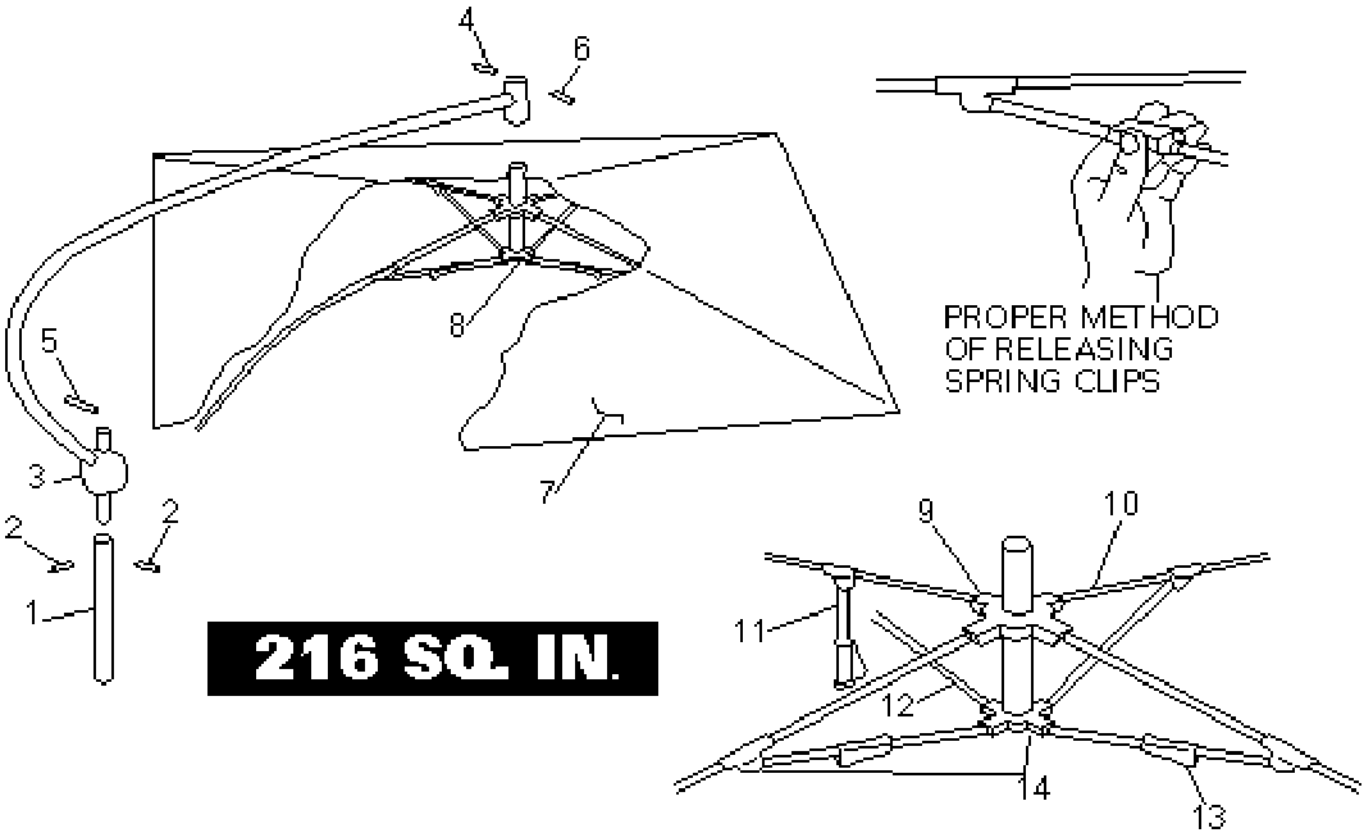
TRUCK HITCH ASSEMBLY

ITEM NO.	PART NO.	DESCRIPTION	QTY.
	930010	TRUCK HITCH ASSEMBLY	
1	930015	SUPPORT,PIVOTBAR	1
2	930020	ARM EXTENSION, R/H	1
3	930025	ARM EXTENSION, L/H	1
4	930030	GUIDE, WHEEL PIVOT ARM	2
5	620400	COLLAR, LOCK	4
6	810070	BUSHING, TRACK IDLER / TRUCK HITCH	4
7	930040	ROLLER	2
8	930045	AXLE, GUIDE WHEEL	2
9	930050	BEARING, TRUCK HITCH ROLLER	4
10	930055	GUIDE WHEEL, TRUCK HITCH	2
11	851111	CAPSCREW, 1/2" 13 x 2 FLAT HEAD SOCKET	2
12	810102	PUSH ROLLER, TRUCK WHEEL	2
13	810110	BEARING, PUSH ROLLER (1 1/4")	8
14	930060	ROLLER EXTENSION, BUMPER	2
15	930065	COVER, BACK PANEL	1
16	930070	CYLINDER, ARM EXTENSION	1
17	930075	SHAFT, BUMPER ROLLER	2
18	851112	WASHER, COUNTER SUNK	2



ASSEMBLY INSTRUCTIONS

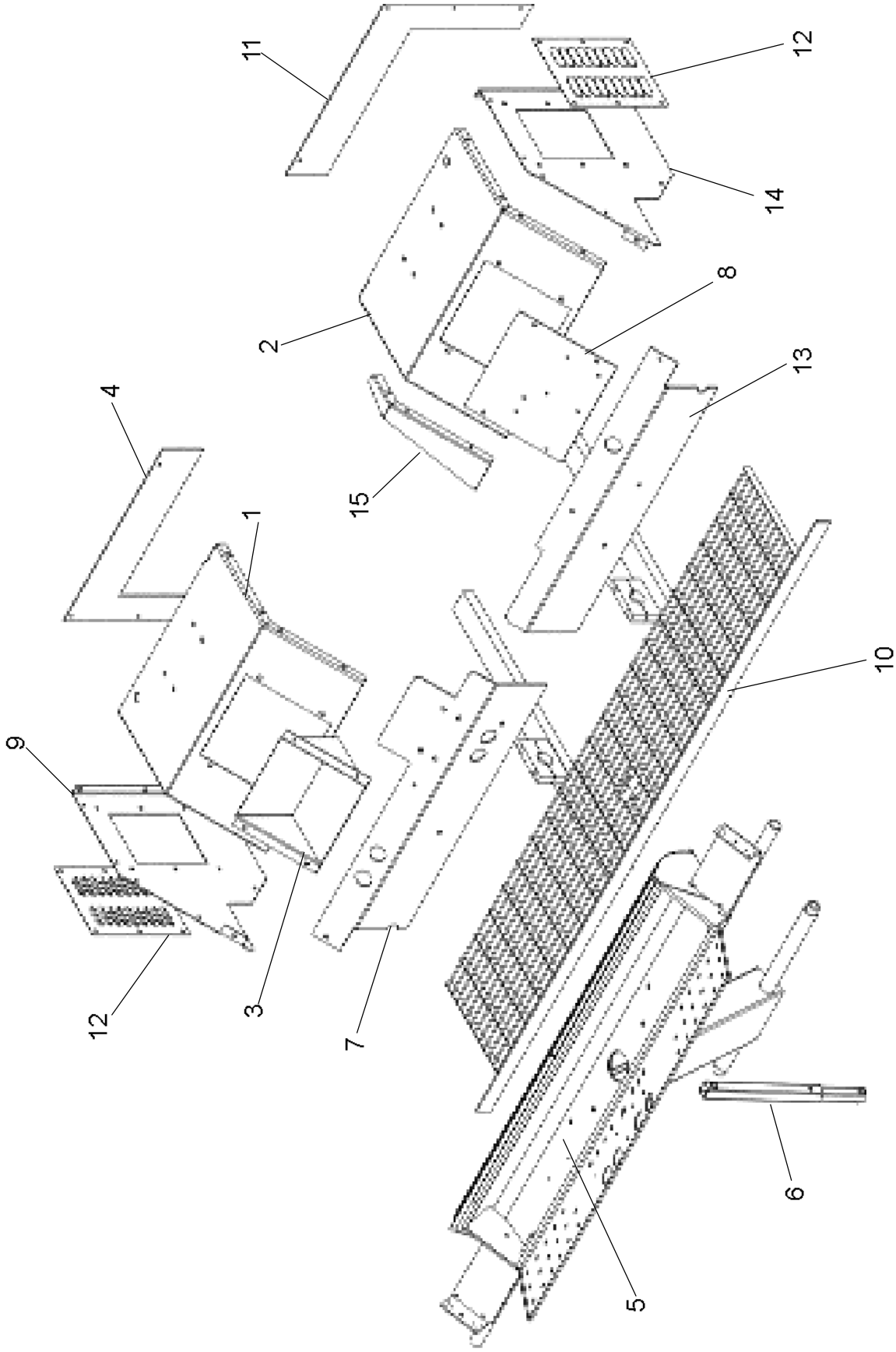
1. Install Umbrella Mounting bracket (See bracket mounting instructions furnished with each bracket).
2. Insert ball stud on (#3) curved shaft into (#1) umbrella support shaft, align holes, and drive (#2) 3/16” X 1” spiral spring pins into position. Install (#5) locking handle.
3. Place (#7) canvas cover over (#8) umbrella frame assembly and hook corners to bows – tie each bow securely with tie straps.
4. Insert (#8) umbrella frame assembly with canvas in place into tube on (#3) curved shaft and insert (#6) bolt. Tighten snugly with nut (#4).
5. Install complete umbrella into clamp on umbrella mounting bracket.

Each bow may be raised individually until locked into open position. Each bow has two positions in which it can be locked open. This is to allow for arc stretch in canvas.

•Part No. varies with color.

UMBRELLA

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	920235	UMBRELLA	A/R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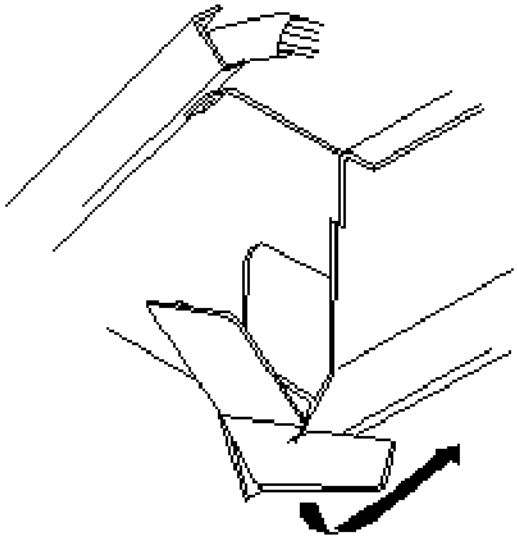
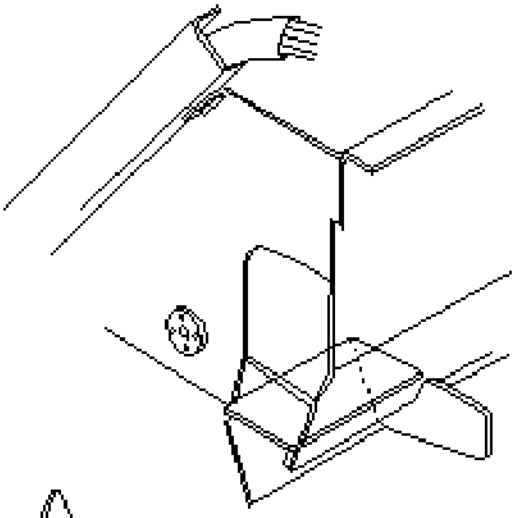
ELITE III SHEETMETAL COVER

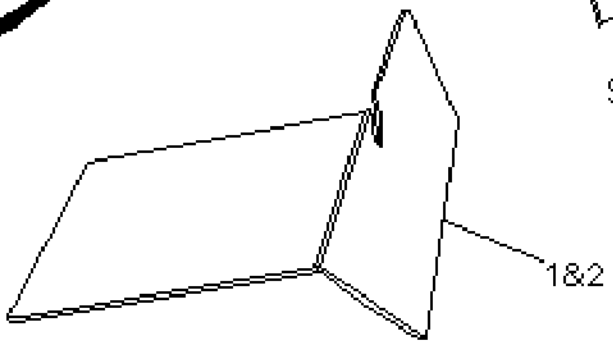
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	854644L	COVER, TOP LEFT SIDE	1
2	854644R	COVER, TOP RIGHT SIDE	1
3	854648	MOUNT, PROPANE BOTTLE	1
4	854623	TANK EXTENSION	1
5	853368	DASH	1
6	854592	PROP ASSEMBLY	
7	854625	PANEL, LEFT SIDE	1
8	854649	COVER, ACCESS DOOR RIGHT SIDE	1
9	854643L	COVER, LEFT SIDE	1
10	851168A	WALKBOARD	1
11	854623	TANK EXTENSION	1
12	854651	VENT, SIDE COVER	2
13	854624	PANEL, RIGHT SIDE	1
14	854643R	COVER, RIGHT SIDE	1
15	854645	COVER, RIGHT SIDE	1



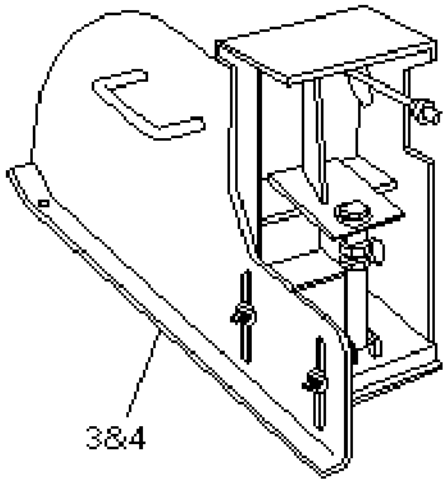
STEP 1

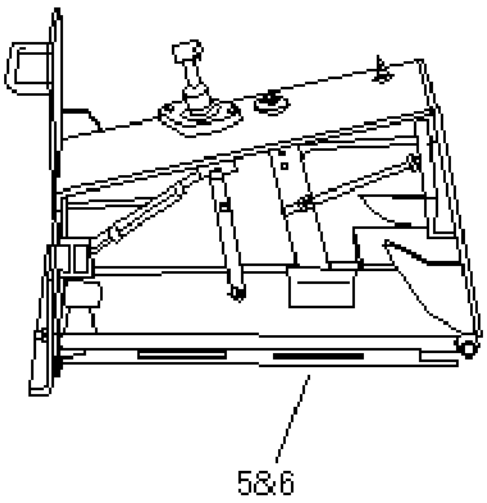


STEP 2



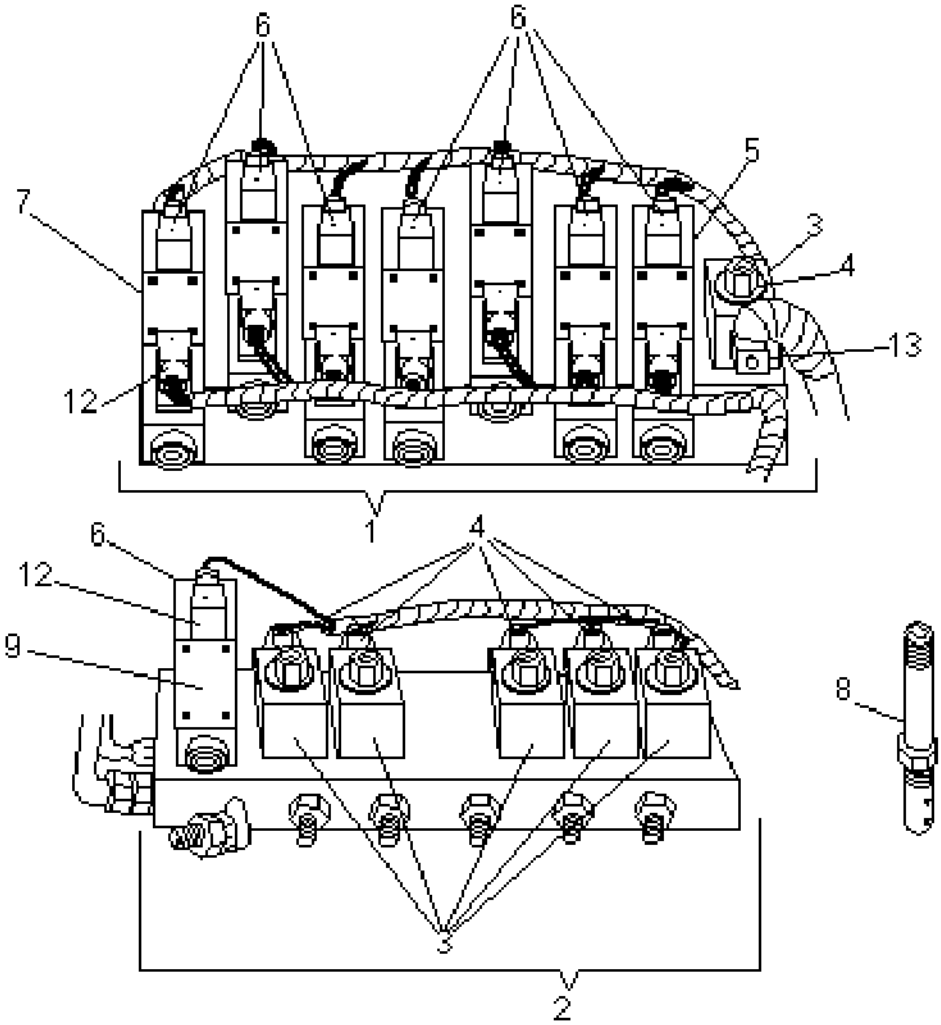
INSTALLATION OF CUTOFF





STRIKE OFFS & EXTENSIONS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	860091L	STRIKE OFF, 12" LEFT SIDE	A/R
2	860091R	STRIKE OFF, 12" RIGHT SIDE	A/R
1	860093L	STRIKE OFF, 18" LEFT SIDE	A/R
2	860093R	STRIKE OFF, 18" RIGHT SIDE	A/R
1	860095L	STRIKE OFF, 24" LEFT SIDE	A/R
2	860095R	STRIKE OFF, 24" RIGHT SIDE	A/R
3	851634L	EXTENSION, 6' LEFT SIDE	A/R
4	851634R	EXTENSION, 6' RIGHT SIDE	A/R
5	851635L	ROLL UP CURB ATTACHMENT, 12"LEFT SIDE	A/R
6	851635R	ROLL UP CURB ATTACHMENT, 12"RIGHT SIDE	A/R
5	851636L	ROLL UP CURB ATTACHMENT, 24" LEFT SIDE (STANDARD	A/R
6	851636R	ROLL UP CURB ATTACHMENT, 24" RIGHT SIDE (STANDARD)	A/R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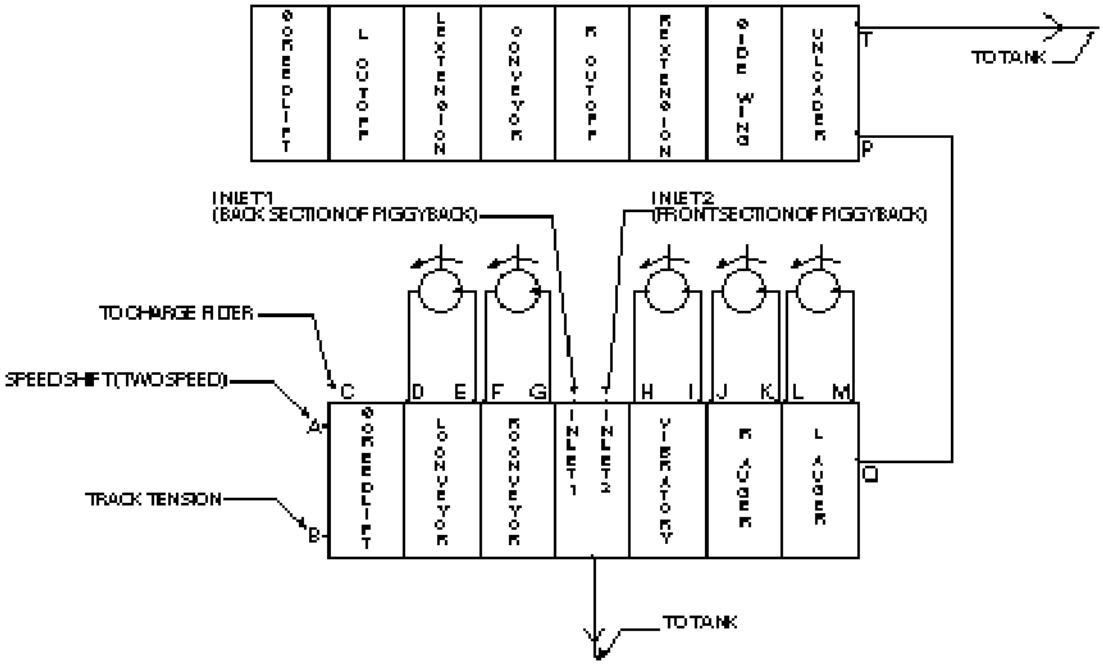
SCREED LIFT
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UNLOADER
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TO TANK
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INLET1
(BACK SECTION OF PIGGYBACK)
INLET2
(FRONT SECTION OF PIGGYBACK)
TO CHARGE FILTER
SPEED SHIFT (TWO SPEED)
TRACK TENSION
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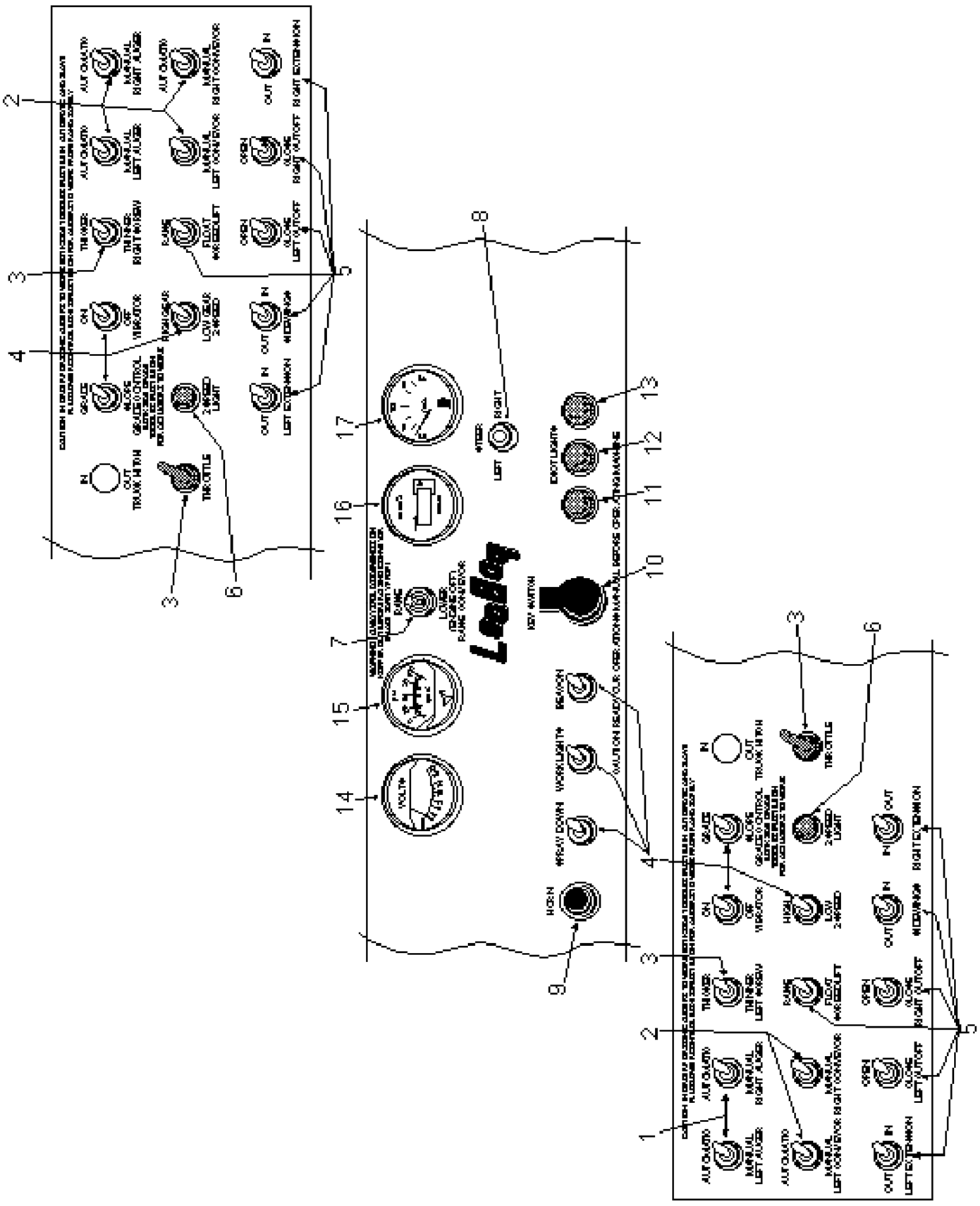
ELITE III VALVE

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851375	VALVE ASSY., PRIMARY	1
2	851376	VALVE ASSY., SECONDARY	1
3	851377	SOLENOID VALVE, MULTIFUNCTION	6
4	851378	COIL, 12V SOLENOID VALVE	6
5	851379	SOLENOID VALVE, MULTIFUNCTION	6
6	851380	COIL, 12V SOLENOID VALVE	15
7	851381	SOLENOID VALVE , W/FLOAT	1
8	851382	RELIEF VALVE, SECONDARY VALVE, ASSY.	2
9	851383	SOLENOID VALVE, 2-SPEED	1
10	851384	WIRING HARNESS, PRIMARY VALVE	1
11	851385	WIRING HARNESS, SECONDARY VALVE	1
12	851386	DEN CONNECTOR W/DIODE	20
13	851387	DEN CONNECTOR W/DIODE	1



ELITE III DASH

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851390	SWITCH, TOGGLE (L.H. AUTO AUGERS)	2
2	900030	SWITCH, TOGGLE	6
3	900080	SWITCH, TOGGLE	4
4	851391	SWITCH, TOGGLE	9
5	851392	SWITCH, TOGGLE	12
6	900120	INDICATOR LIGHT, HIGH GEAR	2
7	851393	SWITCH, TOGGLE (CONVEYOR RAISE/LOWER)	1
8	851394	SWITCH, TOGGLE	1
9	900122	SWITCH, PUSH BUTTON	1
10	320390	IGNITION SWITCH, HATZ DIESEL	1
11	320385	INDICATOR LIGHT, AIR FILTER RESTRICTION	1
12	320384	INDICATOR LIGHT, ENG.OIL PRESS.	1
13	320386	INDICATOR LIGHT, BATTERY CHARGE	1
14	851395	GAUGE, VOLT METER	1
15	851396	GAUGE, ENGINE OIL PRESSURE	1
15A	127353	SENDING UNIT, OIL PRESSURE (NOT SHOWN)	1
16	900130	HOUR-METER	1
17	140380	GAUGE, FUEL LEVEL	1
17A	140040	SENDING UNIT, FUEL LEVEL (NOT SHOWN)	1