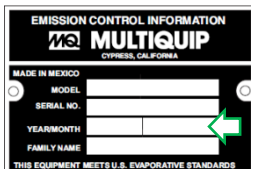
HYDRO-GEAR PUMP - PRESSURE TESTING

The following instructions are for testing the pressures of the drive and dump systems. This may be needed when a sluggish travel or dump function is noticed and general service does not resolve the issue. Pressure testing will help determine if the problem is with a corresponding pump, directional valve the hydraulic cylinder or hydraulic motors. The drive pressure is tested at the Hydro-Gear pump and the dump pressure is tested at the dump/directional valve.

The Hydro-Gear pump was implemented at the following dates on the various buggy models. The machine's identification plate indicates the year of manufacture.

- WBH-16F 6-20-2024
- WBH-16EF 8-26-2024
- WBH-16EAED 9-20-2024
- WBH-21F 8-26-2024
- WBH-21EFP 8-21-2024



For convenience the pressure test kit part number MQ34723 is available containing the hardware needed to perform the multiple pressure test procedures described in this document.

Pressure Test Kit Part #MQ34723

WARNING: The following should only be done by qualified experienced service technicians. For your safety and the safety of others carefully read, understand and observe all instructions.

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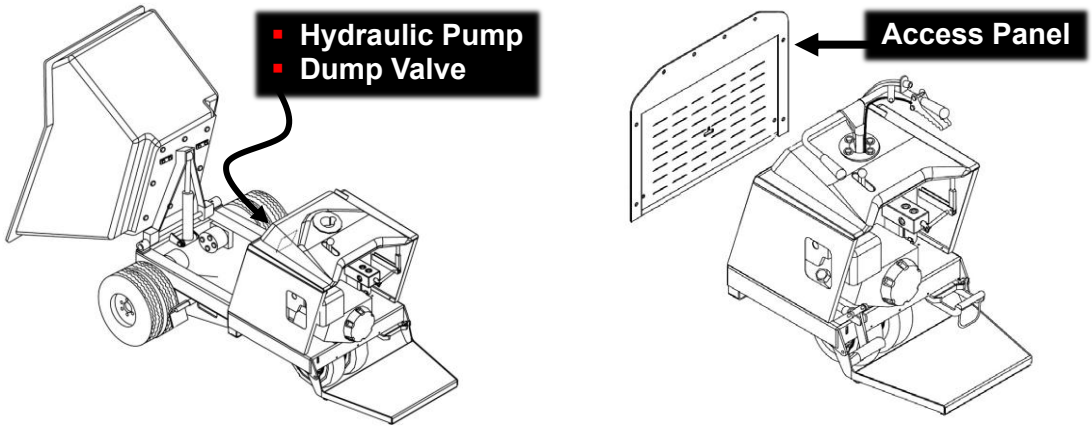
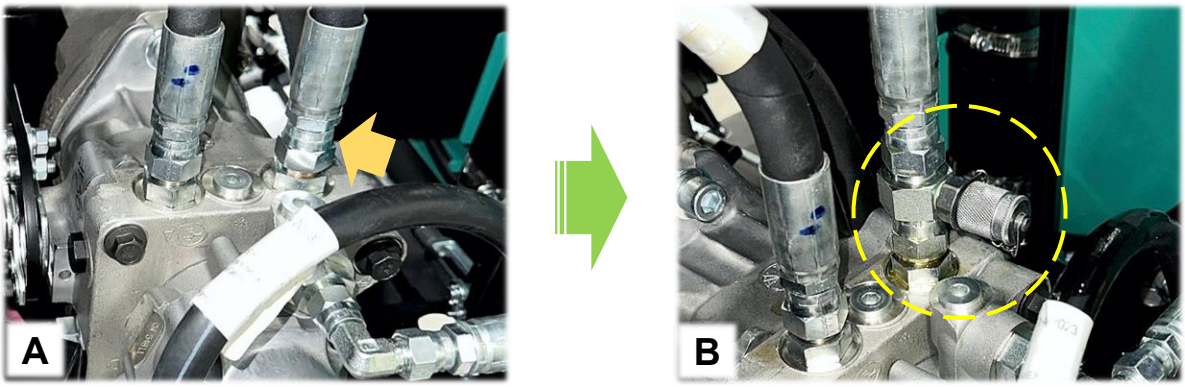
Drive System Pressure Test:

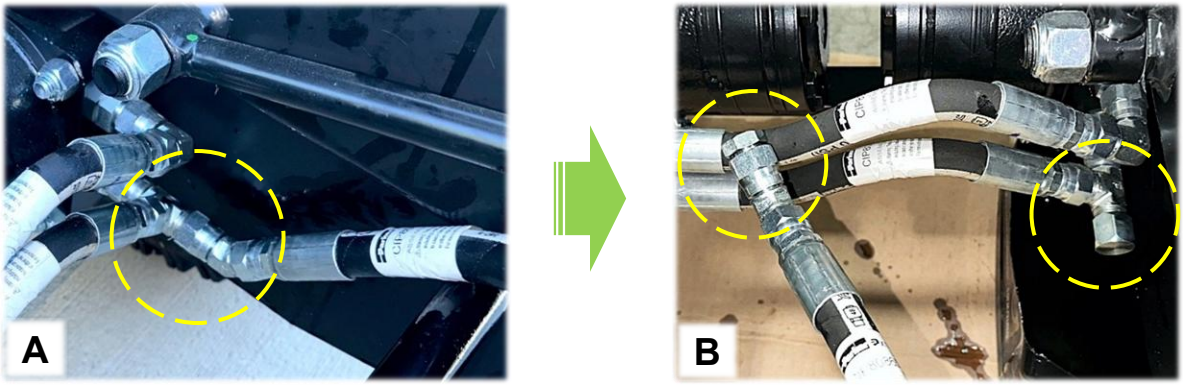
1. Operate the unit to bring the hydraulic oil to operating temperature of (100°F). Park the machine on a flat level surface and engage the parking brake. Bring the bucket to the full dump position, shut off the engine and engage the Support Rod. Remove the access panel for access to the hydraulic pump and dump valve.



2. Disconnect hose from port “B”, ref. fig. A and install Tee-Fitting Test Port from the kit corresponding to hose fitting size, install in series with the hose and pump port, ref. fig. B.



3. Disconnect the hose located just below the bucket support rod connected to drive motor that’s from the directional control valve, ref. fig. A. Block off the circuit with supplied cap and plug, ref. fig. B. (Have your cardboard and drain bucket in place prior this procedure)



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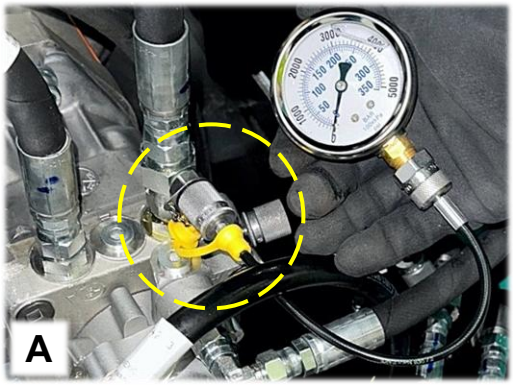
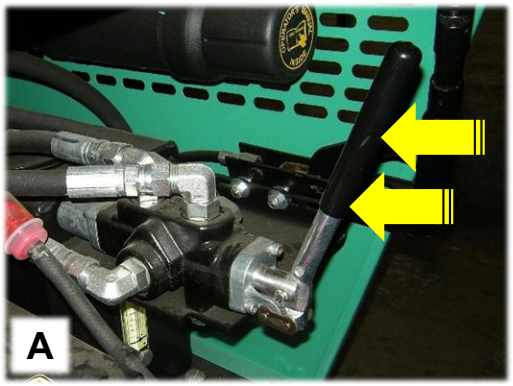
Drive System Pressure Test Continued:

4. Install the pressure gauge onto the newly installed Tee-Fitting Test Port, Ref. Fig. A.



5. Ensure the parking brake is fully engaged, start the engine, bring to full speed (3,600 RPM) and place the F/R directional valve lever in the Forward position, Ref. Fig. A.



6. While observing the pressure gauge, squeeze the travel lever fully untill a deadhead pressure reading is obtained and let go of the travel lever, Ref. Figs. A & B, (Main Pump Minimum 2,250 PSI).

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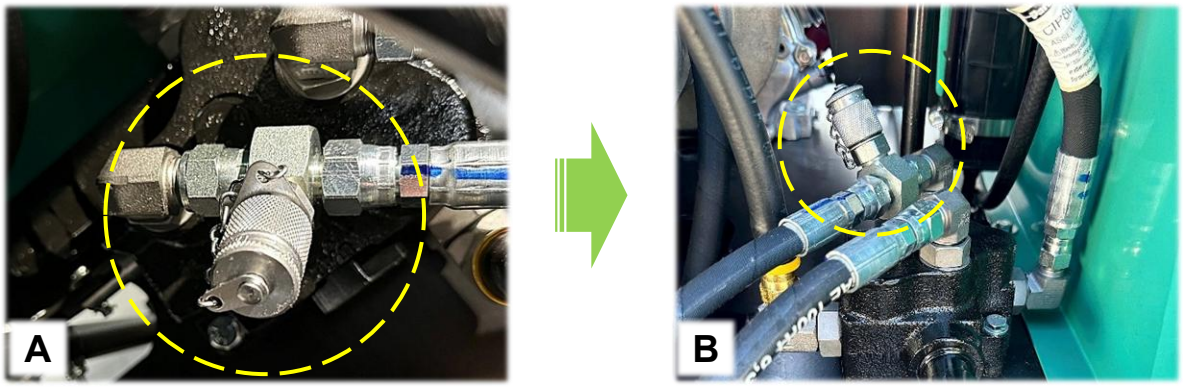
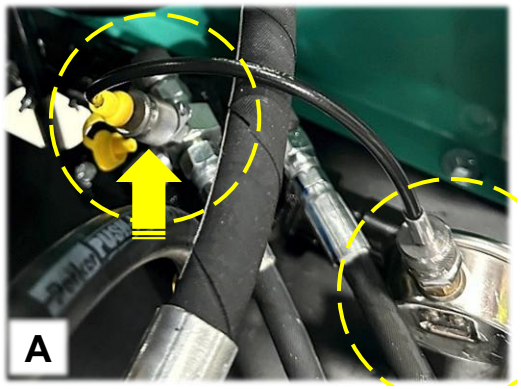
Dump System Pressure Test:

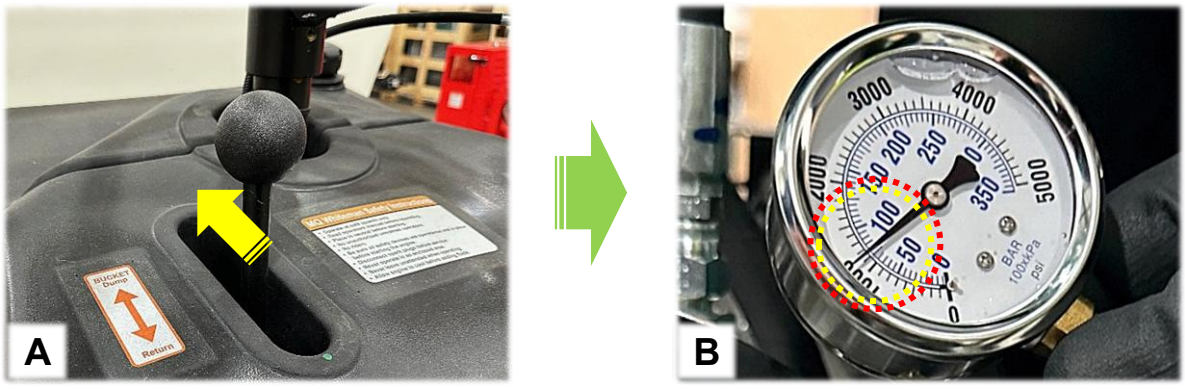
1. Disconnect hydraulic hose from elbow at dump valve connection port #A and install Tee-Fitting Test Port in series on this circuit and orient test port for easy access, Ref. Figs. #A & #B.



2. Connect the pressure test gauge to the test port, Ref. Fig. A.



3. Start the engine and bring to full speed (3,600 RPM), while observing the pressure test gauge push the dump lever to full dump position and hold to obtain a deadhead pressure reading and return lever to center position, Ref. Figs. A & B, deadhead pressure reading should be (1,000 ~ 1,150 PSI).



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Dump System Pressure Test Continued:

4. **Relief Valve Pressure Adjustment Procedure**
   Locate the relief valve on the dump/directional control valve and remove the acorn nut from the end of the relief valve. Loosen the pressure adjustment screw's jam nut and adjust the pressure by turning the pressure adjustment screw clockwise to increase pressure or counterclockwise to decrease. Tighten the jam nut once the adjustment is completed and install the acorn nut back in place and tighten, Ref. Fig. A & B.