

INSTALLATION OF R-290 HYDRAULIC KIT IN-CAB-CONTROLS (ICC) 2001-2013 FORD E-250/350 (VAN)

INSTALLATION SAFETY PRECAUTIONS

If any installation problems are encountered, please call G&B Specialties for technical assistance before continuing with the installation process.



- Failure to heed to any of the following warnings could result in severe bodily injury and/or equipment damage.
- Read and understand this manual completely before attempting installation or operation of the equipment.
- Installation/Operation instructions provided below only address the Rafna railgear equipment. Applicable railway company procedures and policies must be adhered to.
- Before performing any work under the vehicle or railgear, ensure the engine is turned off and the parking brake is set.
- When routing hydraulic hoses, ensure that the hoses do not contact any sharp edges or hot surfaces.
- When routing electrical wires, ensure that the wires do not contact any sharp edges or hot surfaces.
- All wire connections are to be soldered and heat shrink sealed to prevent future corrosion related problems.
- All wires must be covered with protective cable loom.
- Railway company rules governing rail travel must always be observed.
- Ensure all body parts and loose clothing are clear of any moving parts of the railgear. Be aware of all pinch points.
- Note that if the railgear is part way retracted or extended, opening the manifold directional valve manual over-rides may cause the railgear to drop suddenly causing personal injury. Ensure all body parts are clear of the railgear if it should suddenly drop.
- When operating the railgear using the emergency hand pump, ensure that the correct manual valve over-ride is open for the desired railgear (front or rear) and desired direction of operation (raise or lower).

- Do not use the emergency hand pump to raise and lower the railgear on a routine basis. If the hydraulic pump or manifold should fail, have it repaired as soon as possible.
- If the emergency hand pump has been used to raise or lower the railgear, ensure the manifold directional valve manual over-rides are in the closed and locked position before starting road or rail travel.
- Ensure the hydraulic pump has been de-energized before starting road or rail travel.

INSTALLATION OF HYDRAULIC KIT (ICC)

The following procedure details the installation of the hydraulic kit. The hardware required for this installation is listed in Table 1.

Table 1: Hydraulic Kit Installation Parts

| Part Number | Description | Qty |
|--------------|---|----------|
| R-048 | Hydraulic Pump And Manifold | 1 |
| R-2965 | Rear Pump Mounting Bracket | 1 |
| R-2965D | Shim Plate for Hydraulic Pump | 1 |
| R-700 | In-Cab Control Panel | 1 |
| R-18113 | Pump Spacer | 1 |
| CO-071 | 10 Amp Circuit Breaker | 1 |
| CO-130N | "Front Gear Up" Decal | 1 |
| CO-130O | "Rear Gear Up" Decal | 1 |
| CO-130P | "Front Gear Down" Decal | 1 |
| CO-130Q | "Rear Gear Down" Decal | 1 |
| R-18113 | Pump Spacer | 1 |
| R-2868 | Locking Cable Holding Collar | 1 |
| R-2961 | In-Cab Control Lock Cam Converter | 2 |
| S-001031 | Railgear Operation Decal | 2 |
| H-990KIT-023 | 1/4" Male O-Ring Boss to 1/4" Male JIC 90° | 7 |
| | 3/8" Male O-Ring Boss to 1/4" Male JIC 90° | 3 |
| | 3/8" Male NPT to 3/8" Male NPT 90° | 2 |
| | 3/8" Male O-Ring Boss to 1/4" Male JIC Straight | 4 |
| | 3/8" Male NPT to 1/4" Male JIC 90° | 2 |
| | 3/8" Male O-Ring Boss to 3/8" Female NPT Straight | 2 |
| | Hose 16" Long | 2 |
| | Hose 23" Long | 2 |
| | Hose 40" Long | 2 |
| | Hose 360" Long | 2 |
| | 1/4" Female JIC Straight Coupler (On Hoses) | 16 |
| R-990KIT-243 | 1/4" UNC Gr. 8 Bolt x 0.75" Long | 4 |
| | 1/4" SAE Washer | 4 |
| | 1/4" Lock Washer | 4 |
| | 5/16" UNC Gr. 8 Bolt x 1.00" Long | 4 |
| | 5/16" SAE Washer | 4 |
| | 5/16" Lock Washer | 4 |
| Not Supplied | 2 & 14 Gauge Wire, Terminals, Loom, Etc. | As Req'd |

1. If not already done, install the lock cam converters. Manually rotate both the front and rear railgear until the rail position lock cams are accessible. Position the lock cam converters on the rail position lock cams and weld them in place. Grind the cams smooth. The lock cam converters should prevent the front and rear lock pins from engaging in the rail position.
2. The pump is shipped with a manifold, a hand pump handle, a solenoid, and a rubber terminal boot.

3. Locate and install the solenoid in a convenient location under the hood near the vehicle's battery using installer supplied hardware. Ensure that the solenoid's body is electrically grounded.
4. Install the hydraulic fittings, adapters and hoses as shown on the hydraulic schematic.
5. Position the pump on top of the right front bumper extension as shown with the tank towards the center of the vehicle, so that the holes in the front bumper extension align with the threaded holes in the pump. Fasten the pump to the right front bumper extension using four 5/16" x 2.75" long bolts, four 5/16" washers, and four 5/16" lock washers.
6. Position the manifold on top of the left front bumper extension as shown so that no ports are on the rear side of the manifold. Fasten the manifold to the left front bumper extension using four 1/4" x 0.75" long bolts, four 1/4" washers, and four 1/4" lock washers.
7. There are four directional valve manual over-rides on the top face of the manifold. The decal plates can be installed on the top face of the manifold. Apply the decal plates next to the respective over-rides such that they are properly oriented while standing in front of the vehicle.
8. Ensure that none of the hoses contact any sharp edges or hot surfaces. Tie-wrap all hoses securely leaving enough slack for the railgear to function.
9. Install the In-Cab Control panel in the cab in a convenient location under the dash.
10. Install the circuit breaker under the hood near the previously installed railgear pump solenoid.
11. The pump manifold has three wire harnesses and two wires connected to it:
 - a) One 4' wire harness for the railgear with a control box closest to the pump.
 - b) One 36' wire harness for the railgear with a control box furthest from the pump.
 - c) One 22' wire harness for the in-cab controls with terminated wires on the end.
 - d) One white and one black wire each with ring terminals on the ends.
12. Using suitable 14 gauge wire, cable loom, connectors, solder and heat shrink tubing:
 - a) Lengthen the white wire if required and connect it from the manifold to the switching terminal on the railgear pump solenoid previously mounted under the hood.
 - b) Lengthen the black wire if required and connect from the manifold through the firewall to the load terminal on the railgear switch on the In-Cab Control panel.
 - c) Connect another length of black wire from the power terminal on the railgear to ignition activated power supply.
 - d) Connect another wire from the ground terminal on the railgear switch to a suitable ground location on the vehicle.
 - e) Ensure the manifold is properly grounded to the vehicle chassis by connecting a wire from the manifold to a suitable ground location on the vehicle. The railgear may not be properly grounded due to paint on the mounting plates and tar on the frame.

13. Using suitable 2 gauge wire, cable loom, connectors, solder and heat shrink tubing:
 - a) Connect one wire from the vehicle's battery to the circuit breaker. Then from the circuit breaker to the power terminal on the railgear pump solenoid.
 - b) Connect another wire from the load terminal on the solenoid to the power terminal on the pump motor. Use the supplied rubber boot to protect the pump power terminal from shorting out.
 - c) Ensure the pump motor base is properly grounded to the vehicle chassis by connecting a wire from the pump motor base to a suitable ground location on the vehicle. The railgear may not be properly grounded due to paint on the mounting plates or tar on the frame.
 - d) Route the 22' wire harness from the manifold through the firewall to the In-Cab Control panel. Connect the wires to the In-Cab Control switches as shown.
14. Route the 36' wire harness from the pump along the frame towards the opposite end of where the pump is mounted on the vehicle and secure in place with tie-wraps. If necessary, the control box can be removed from and reinstalled on the wire harness to facilitate routing. Fabricate a bracket and mount the railgear control box with installer-supplied hardware in a protected vertical position in a suitable location. Ensure the control box is within reach of the railgear locking cable handle.
15. Route the 4' wire harness from the pump towards the same end of the vehicle and secure in place with tie-wraps. If necessary, the control box can be removed from and reinstalled on the wire harness to facilitate routing. Fabricate a bracket and mount the front railgear control box with installer-supplied hardware in a protected vertical position in a suitable location. Ensure the control box is within reach of the railgear locking cable handle.
16. Ensure that the control boxes are mounted vertically so that the controls do not fill with water and freeze. They should also be mounted in a location protected from road spray etc.
17. Affix the supplied railgear operation decals in a suitable location adjacent to the front and rear control boxes.
18. Ensure all wires and terminals are soldered, heat shrink sealed, enclosed in protective cable loom and secured with tie-wraps.
19. Ensure all holes in the firewall are sealed and protected with a grommet.

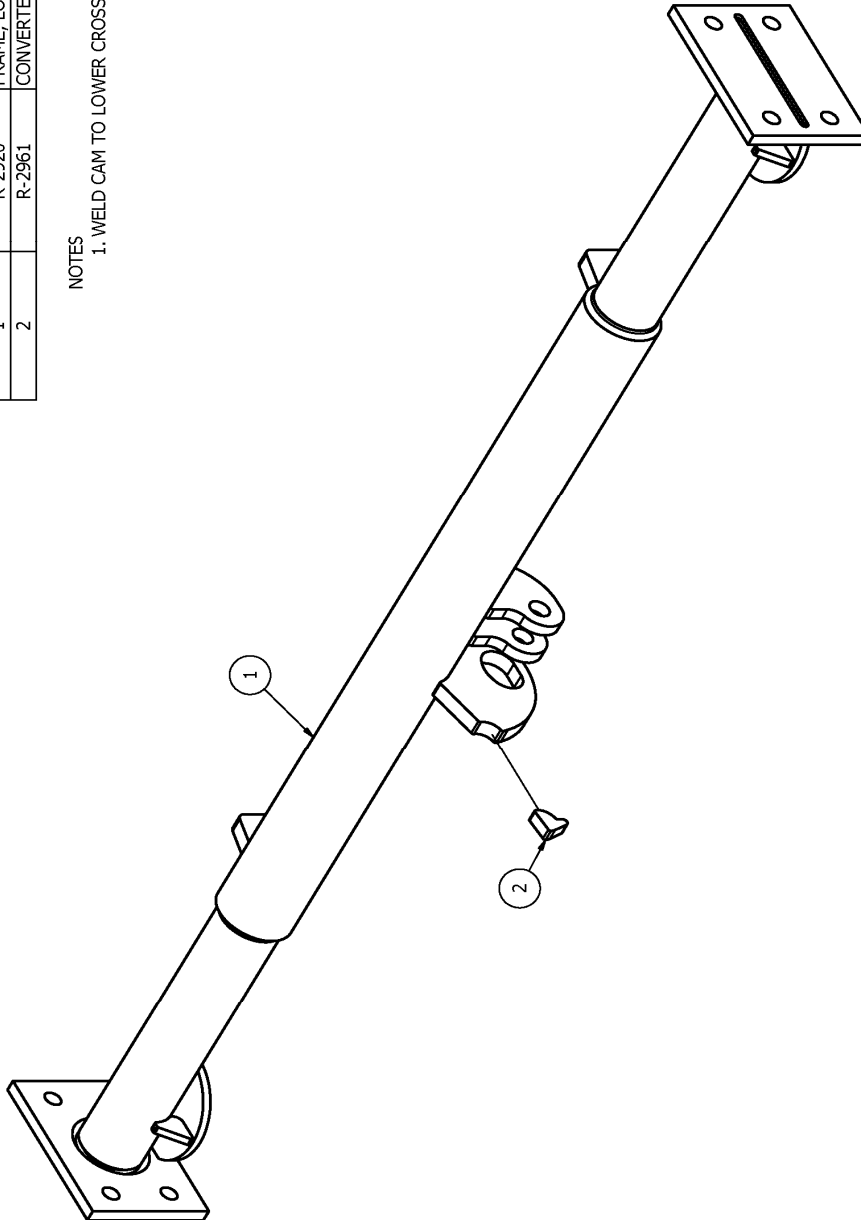
20. Fill the hydraulic system and bleed the air out:
 - a) Fill the pump tank with **DEXRON III** (or equivalent) hydraulic fluid.
 - b) Operate the front railgear up and down briefly to circulate the fluid and bleed the system of air (refer to the Railgear Kit and Hydraulic Kit Operation, Service, and Parts manuals for operation instructions).
 - c) Refill the pump tank and repeat the above step until all air is removed from the front hydraulic system.
 - d) Operate the rear railgear up and down briefly to circulate the fluid and bleed the system of air (refer to the Railgear Kit and Hydraulic Kit Operation, Service, and Parts manuals for operation instructions).
 - e) Refill the pump tank and repeat the above step until all air is removed from the rear hydraulic system.
 - f) With both front and rear railgear locked in the road position, fill the pump tank to the full line.
21. Follow the Hydraulic System Relief Valve Setting procedure detailed in the Hydraulic Kit Service section of this manual
22. Test the fit of the locking cable holding collar on both the front and rear locking cables. Ensure that the locking cable holding collar keeps the railgear locking pin fully disengaged. Grind the locking cable holding collar or adjust the locking cable handle on the cable to fit if necessary.
23. Test the operation of the controls and directional valve manual over-rides. Refer to the operation procedure in the Railgear Kit Manual and Hydraulic Kit Operation section of this manual.
24. Lower both front and rear railgear to rail position and ensure the lock cam converters previously installed prevent the lock pins from engaging the lock cams.
25. Locate and store the hand pump handle and the locking cable holding collar in a secure location in the vehicle cab.

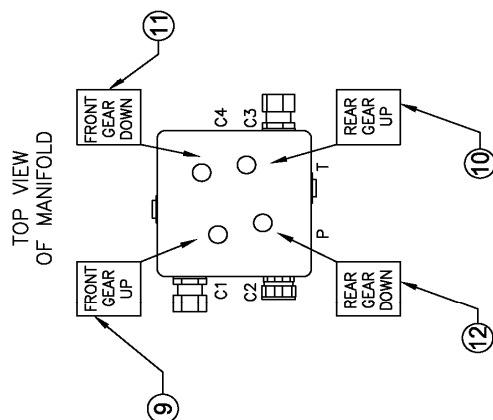
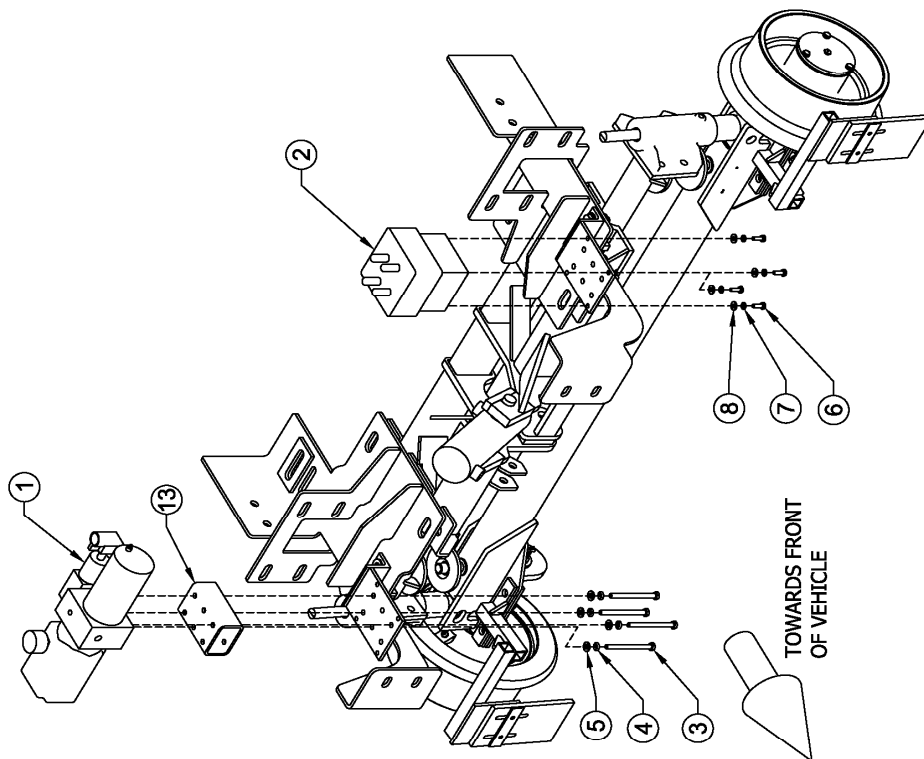
Ensure that the thermal overload wires are properly spliced/connected as shown

It is recommended that a 200 amp fuse or 200 amp Circuit Breaker be installed to isolate the hydraulic pump from the vehicle electrical system as shown

NOTES

1. WELD CAM TO LOWER CROSS FRAME AND GRIND FLUSH

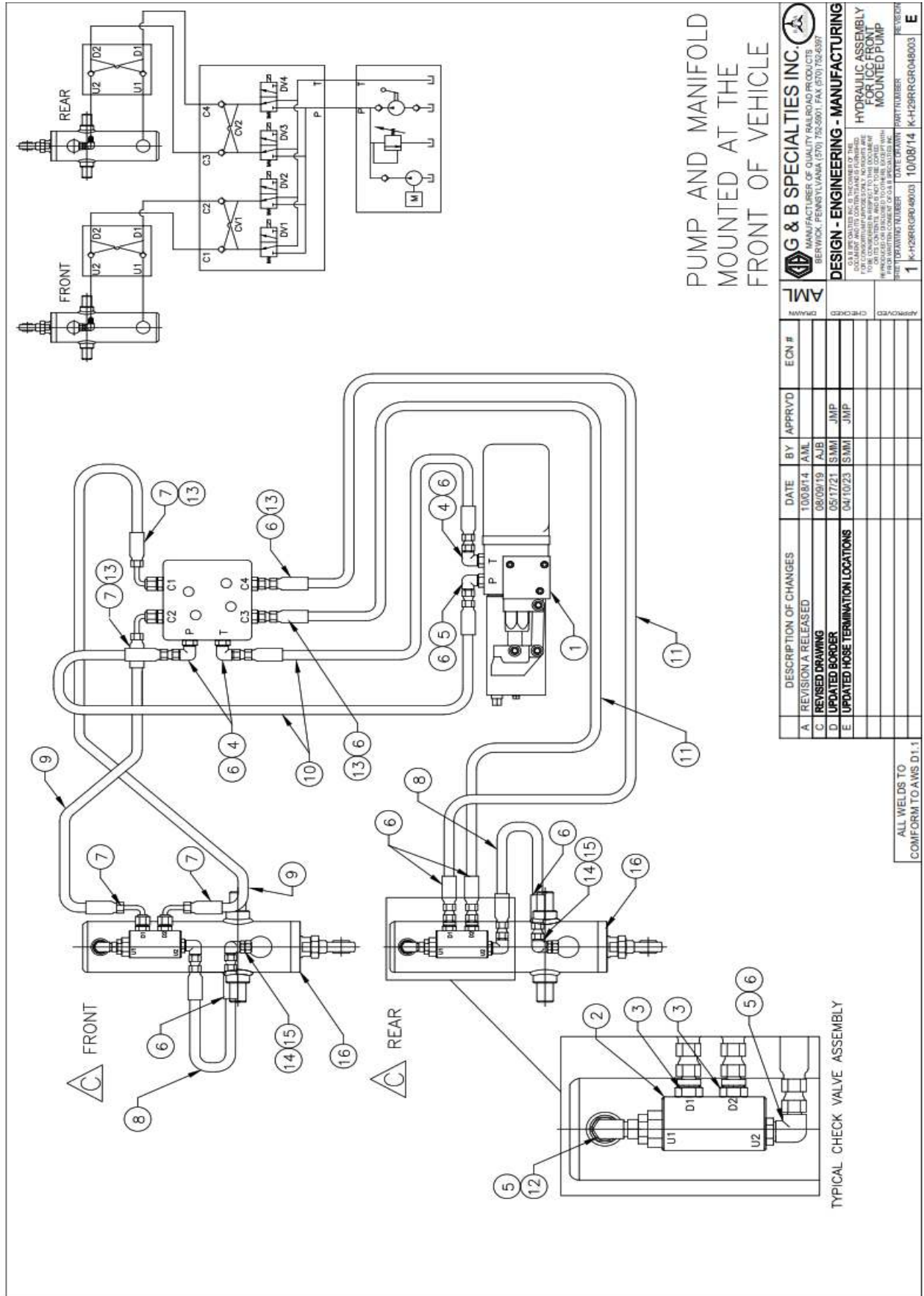
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PARTS LIST

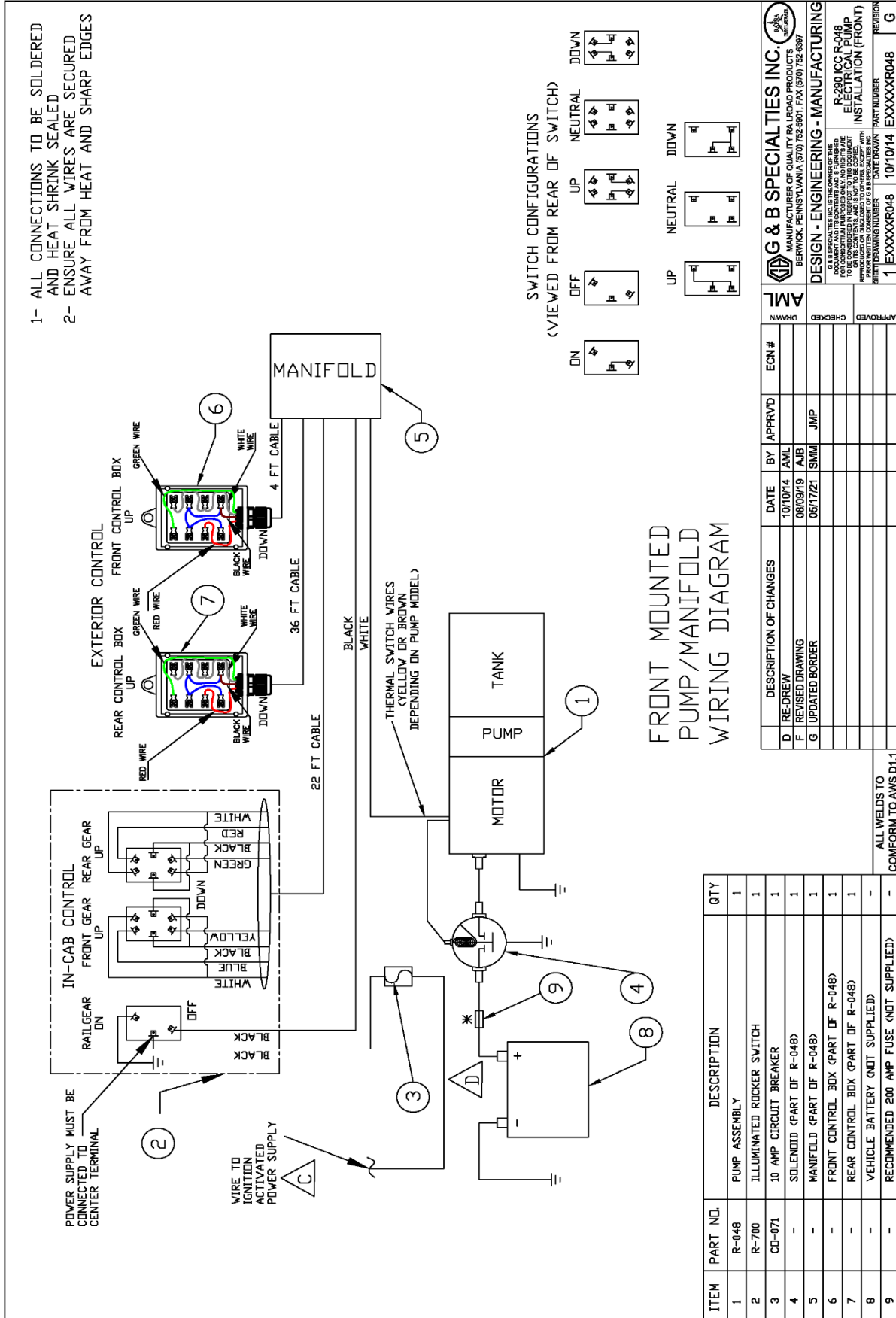
| ITEM | PART NO. | PART DESCRIPTION | QTY |
|------|----------|------------------------------------|-----|
| 1 | R-048 | HYDRAULIC PUMP | 1 |
| 2 | R-048 B | HYDRAULIC PUMP | 1 |
| 3 | - | MANIFOLD (PART OF R-048 & R-048B) | 1 |
| 4 | - | 5/16" UNC GR. 8 BOLT X 2.750" LONG | 4 |
| 5 | - | 5/16" LOCK WASHER | 4 |
| 6 | - | 5/16" SAE WASHER | 4 |
| 7 | - | 1/4" UNC GR. 8 BOLT X 0.750" LONG | 4 |
| 8 | - | 1/4" LOCK WASHER | 4 |
| 9 | - | 1/4" SAE WASHER | 4 |
| 10 | CO-130N | "FRONT RAIL GEAR UP" DECAL | 1 |
| 11 | CO-130O | "REAR RAIL GEAR UP" DECAL | 1 |
| 12 | CO-130P | "FRONT RAIL GEAR DOWN" DECAL | 1 |
| 13 | CO-130Q | "REAR RAIL GEAR DOWN" DECAL | 1 |
| 14 | R-18113 | PUMP SPACER | 1 |

| | | | | | | | | | | | |
|--|------------------------|--|--|--|--|---|-----|---|-------|---|-----|
| | | | | | |  | | G & B SPECIALTIES INC. | |  | |
| | | | | | | | | MANUFACTURER OF QUINCY RAILROAD PRODUCTS | | | |
| | | | | | | | | BETWICK, PENNSYLVANIA (707) 752-5951 FAX (707) 752-5957 | | | |
| DESIGN - ENGINEERING - MANUFACTURING | | | | | | | | | | | |
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| | | | | | | | | | | HYDRAULIC ASSEMBLY 24" DIA. 10' LONG E-240930 VAN | |
| | | | | | | SHEET DRAWING NUMBER | | DATE DRAWN | | PART NUMBER | |
| | | | | | | 1 | | K-H28RRGR048007 | | 07/02/08 | |
| | | | | | | APPROVED | | | | REVISION | |
| | | | | | | | | | | B | |
| REV | DESCRIPTION OF CHANGES | | | | | DATE | BY | APPRVD | ECN # | DRAWN | BMA |
| A | REVISION A RELEASED | | | | | 07/02/08 | BMA | | | CHECKED | |
| B | UPDATED BORDER | | | | | 05/21/01 | SHM | JMP | | | |



| ITEM | PART NO. | DESCRIPTION | QTY |
|------|---------------|---|------|
| 1 | R-048 | ELECTRIC HYDRAULIC PUMP W/ MANIFOLD | 1 |
| 2 | S-002002 | SINGLE P.O. CHECK VALVE | 2 |
| 3 | 848FSO-04x06 | 3/8" MALE O-RING BOSS TO 1/4" MALE JIC | 4 |
| 4 | 849FSO-04-04 | 1/4" MALE O-RING BOSS TO 1/4" MALE JIC 90° | 3 |
| 5 | 849FSO-04-06 | 3/8" MALE O-RING BOSS TO 1/4" MALE JIC 90° | 3 |
| 6 | HU-04-04NJ | 1/4" FEMALE JIC STRAIGHT COUPLER | 12 |
| 7 | HU-04-04NJ90T | 1/4" FEMALE JIC 90° COUPLER | 4 |
| 8 | HFS2-04 | HOSE 16" LONG | 2 |
| 9 | HFS2-04 | HOSE 23" LONG | 2 |
| 10 | HFS2-04 | HOSE 33" LONG | 2 |
| 11 | HFS2-04 | HOSE 360" LONG | 2 |
| 12 | C5216x4x6 | 1/4 JIC FEMALE X 3/8 MALE O-RING | 2 |
| 13 | 848FSO-04x04 | 1/4" MALE O-RING BOSS TO 1/4" MALE JIC | 4 |
| 14 | 848FSO-04x06 | 3/8" MALE O-RING BOSS TO 1/4" MALE JIC | (2)* |
| 15 | 897-FS-04 | 1/4" JIC FEMALE x 1/4" JIC MALE, 90° SWIVEL | (2)* |
| 16 | R-9115 | HYDRAULIC CYLINDER ASSEMBLY | (2) |
| 17 | R-2965B | PLATE PUMP MOUNTING | 2 |
| 18 | R-2965C | MANIFOLD MOUNTING PLATE | 1 |

| | | | |
|--|---------------------|----------|---------|
|  G & B SPECIALTIES INC. MANUFACTURER OF QUALITY RAILROAD PRODUCTS BERWICK, PENNSYLVANIA (570) 752-5901, FAX (570) 752-6397 | | AM | ECN # |
| A | REVISION A RELEASED | 10/10/14 | AML |
| C | UPDATED BORDER | 05/17/21 | SMM JMP |
| DESIGN - ENGINEERING - MANUFACTURING R-290 ICC R-048 ELECTRICAL PUMP INSTALLATION BOM | | CHECKED | |
| APPROVED 1 EXXXXXR048 10/10/14 EXXXXXR048 C | | | |



OPERATION, SERVICE, AND PARTS OF R-290 HYDRAULIC KIT IN-CAB-CONTROLS (ICC) 2001-2013 FORD E-250/350 (VAN)

OPERATION AND SERVICE SAFETY PRECAUTIONS

If any operating, service or parts problems are encountered, please call G&B Specialties, Inc. for technical assistance.



- Failure to heed to any of the following warnings could result in severe bodily injury and/or equipment damage.
- Read and understand this manual completely before attempting operation of the railgear equipped vehicle.
- Operating instructions provided below only address the Rafna railgear equipment. Applicable railway company procedures and policies must be adhered to.
- Railway Company rules governing rail travel must be observed at all times.
- Before performing any work under the vehicle or railgear, ensure the engine is turned off and the parking brake is set.
- Ensure all body parts and loose clothing are clear of any moving parts of the railgear. Be aware of all pinch points.
- Note that if the railgear is part way retracted or extended, opening the manifold directional valve manual over-rides may cause the railgear to drop suddenly causing personal injury. Ensure all body parts are clear of the railgear if it should suddenly drop.
- When operating the railgear using the emergency hand pump, ensure that the correct manual valve over-ride is open for the desired railgear (front or rear) and desired direction of operation (raise or lower).
- Do not use the emergency hand pump to raise and lower the railgear on a routine basis. If the hydraulic pump or manifold should fail, have it repaired as soon as possible.
- If the emergency hand pump has been used to raise or lower the railgear, ensure the manifold directional valve manual over-rides are in the closed and locked position before starting road or rail travel.
- Ensure the hydraulic pump has been de-energized before starting road or rail travel.

OPERATION OF HYDRAULIC KIT

With the hydraulic kit installed on this vehicle, it may be operated as normal.

Never operate the vehicle if the Gross Vehicle Weight Rating (GVWR), Gross Axle Weight Rating Front or Rear (GAWR), or the wheel or tire load ratings are exceeded.

Refer to the Railgear Kit Operation, Service and Parts manual for information on the mechanical operation, service and parts of the railgear.

LOCATION AND OPERATION OF THE RAILGEAR HYDRAULIC SYSTEM CONTROLS

The railgear hydraulic system consists of a hydraulic pump and manifold, a front control box, a rear control box, and an in-cab control panel.

1. The railgear hydraulic pump must be energized prior to use by turning on the respective dash switch on the control panel in the vehicle cab. At this point the dash switch light should come on but the pump should not run and the railgear should not move until a control button is depressed.
2. The direction of the front or rear railgear movement is selected by pushing the “Up” or “Down” button on the respective control box located near the railgear. At this point the pump should start and the railgear should move in the selected direction.
3. The direction of the front or rear railgear movement can also be selected by pushing the “Up” or “Down” button on the respective in-cab control panel switch. At this point the pump should start and the railgear should move in the selected direction. Note that the in-cab controls can only be used to raise the railgear from rail to road position.
4. To stop the movement of the railgear, release the depressed button.
5. The pump must be de-energized after use by turning off the respective dash switch. At this point the pump should not be able to run and the control buttons should be in-active.

LOCATION AND OPERATION OF THE HYDRAULIC EMERGENCY HAND PUMP

If the railgear hydraulic system should fail such that the railgear does not respond to depressing the buttons on the front and / or rear control boxes, then the emergency hand pump system may be used to place the vehicle on rail or remove the vehicle from rail. Follow the standard operation procedure (as detailed in the Railgear Kit Operation, Service and Parts Manual) except substitute the following steps when the procedure requires raising or lowering of the railgear.

1. Remove the hand pump handle from storage and insert the handle into the hand pump located on the body of the hydraulic pump.
2. There are four manifold directional valves, one for each railgear function: “Front Gear Up”, “Front Gear Down”, “Rear Gear Up”, and “Rear Gear Down”. The manual over-rides for these valves are located on the manifold under rubber boots. Only open one manifold directional valve over-ride at a time. To manually open a manifold directional valve over-ride, remove the rubber boot, push in and twist the knob allowing the knob to extend. To manually close a manifold directional valve over-ride, push the knob in, twist the knob to lock it in place and replace the rubber boot.
3. Select and open the manual over-ride for the respective railgear and desired direction of movement.
4. Remove the locking cable holding collar from storage. It can be slipped in between the locking cable handle and the locking cable bulkhead fitting to hold the locking cable in the disengaged position.
5. Pump the emergency hand pump handle to move the railgear. It will require approximately 100 full strokes to fully raise or lower each railgear.
6. Close the manual over-ride. Ensure all manifold directional valve manual over-rides are closed and locked in position. Replace all the rubber boots.
7. Remove and store the locking cable holding collar and the hand pump handle.
8. Ensure the railgear lock pins are fully engaged as required by the procedure.

SERVICE OF HYDRAULIC KIT

The hydraulic kit must be serviced regularly to avoid damage to the equipment. Table 1 below provides the Recommended Service Schedule and Table 2 provides Standard Fastener Torque Values.

The recommended oil for the railgear hydraulic system is **DEXRON III** or equivalent. In extremely cold weather areas/seasons, Tellus S4 VX32 or equivalent may be used.

Table 1: Recommended Service Schedule

| Service Required | Initial 100 km (62 Miles) of road and/or rail use | Daily | Weekly | Monthly |
|--|--|-------|--------|---------|
| Inspect hydraulic kit fasteners (re-torque if required) | | ✓ | ✓ | ✓ |
| Inspect all hydraulic fittings and hoses for leaks and wear. | | ✓ | ✓ | ✓ |
| Check oil in hydraulic reservoir. (fill with railgear raised if req'd) | | | | ✓ |
| Check emergency hand pump and manifold over-ride operation | | | | ✓ |

Table 2: Standard Fastener Torque Values

| Fastener Size | Fastener Torque Value (ft-lbs) Dry |
|--------------------------|------------------------------------|
| 1" UNC Gr. 8 Fasteners | 250 |
| ¾" UNC Gr. 8 Fasteners | 175 |
| 5/8" UNC Gr. 8 Fasteners | 150 |
| ½" UNC Gr. 8 Fasteners | 100 |
| 3/8" UNC Gr. 8 Fasteners | 40 |
| ¼" UNC Gr. 8 Fasteners | 12 |

HYDRAULIC SYSTEM RELIEF VALVE SETTING

This system is equipped with one relief valve located on the railgear pump body next to the emergency hand pump. This relief valve protects the entire hydraulic system from over pressurization. The relief valve will require adjustment at installation and if ever there appears to be inadequate hydraulic pressure to operate the railgear.

1. Disconnect the hydraulic hose from the “P” port of the pump.
2. Install a hydraulic pressure gauge (up to 3000 PSI) between the disconnected hydraulic hose and the pump port. The pressure gauge will indicate the relief valve setting when the pump is loaded.
3. Following the procedure in the Railgear Kit Operation, Service and Parts manual, raise the rear railgear completely and continue to raise the railgear so that the hydraulic cylinder creates a load on the pump by trying to “dead-head”. The pressure reading on the pressure gauge should climb to 1800 PSI.
4. If the pressure is not correct, release the railgear controls and adjust the relief valve on the pump accordingly. Loosen the lock nut and turn the setscrew in to increase the pressure or out to decrease the pressure. Re-check the pressure.
5. Once the correct pressure on the pump relief valve is obtained, ensure the lock nut on the relief valve is tightened. Release the pressure in the system and remove the pressure gauge. Re-connect all hydraulic hoses.
6. Ensure the railgear is properly raised as per the Railgear Kit Operation, Service and Parts manual.

ELECTRICAL SYSTEM TROUBLESHOOTING

The following basic test can be performed to check the integrity of the railgear electrical system.

Should the railgear pump fail to operate, first check the fuse or the circuit breaker and all wiring for shorts. Then the following test can be performed to verify the integrity of the pump motor and pump solenoid.

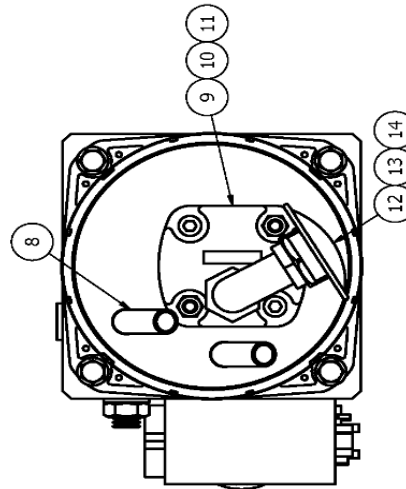
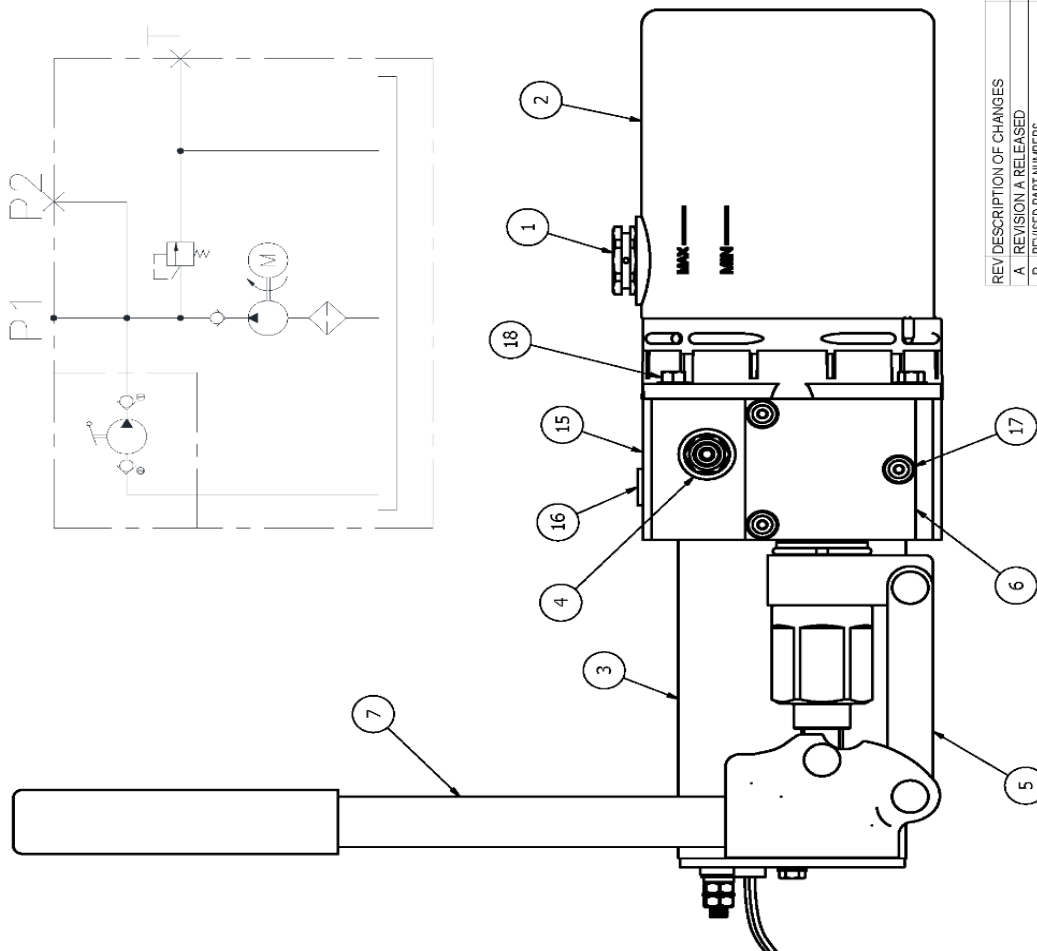
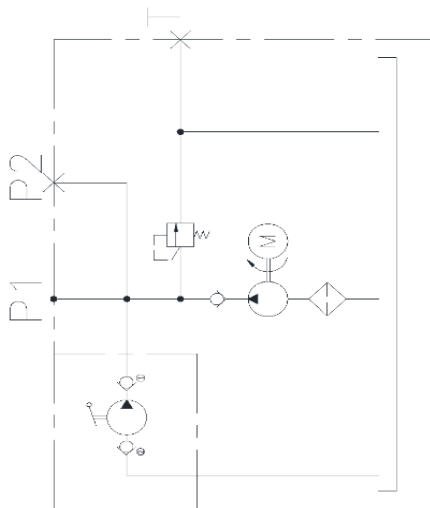
1. Pump motor test:
 - a) Connect one end of a 4 gauge shunt wire to the pump motor power terminal and touch the other end to the battery positive terminal.
 - b) The pump motor should run upon touching the shunt wire.
 - c) If the pump does not run, the pump is not properly grounded or the pump motor is defective.
 - d) If the pump motor runs, test for a defective solenoid.
2. Solenoid test:
 - a) Connect one end of a 14 gauge shunt wire to the switching terminal on the solenoid and touch the other end to the battery positive terminal. If the pump does not operate the solenoid is not properly grounded or it is defective. If the pump operates, the problem lies with the fuse/circuit breaker, wiring and/or switches.

Should the pump start running immediately following turning on the respective dash switch, the following tests can be performed to help locate the problem.

1. Disconnect the wire from the switching terminal on the solenoid. If the pump continues to run, then the solenoid is defective.
2. Check all wiring and switches for shorts and / or loose terminals.

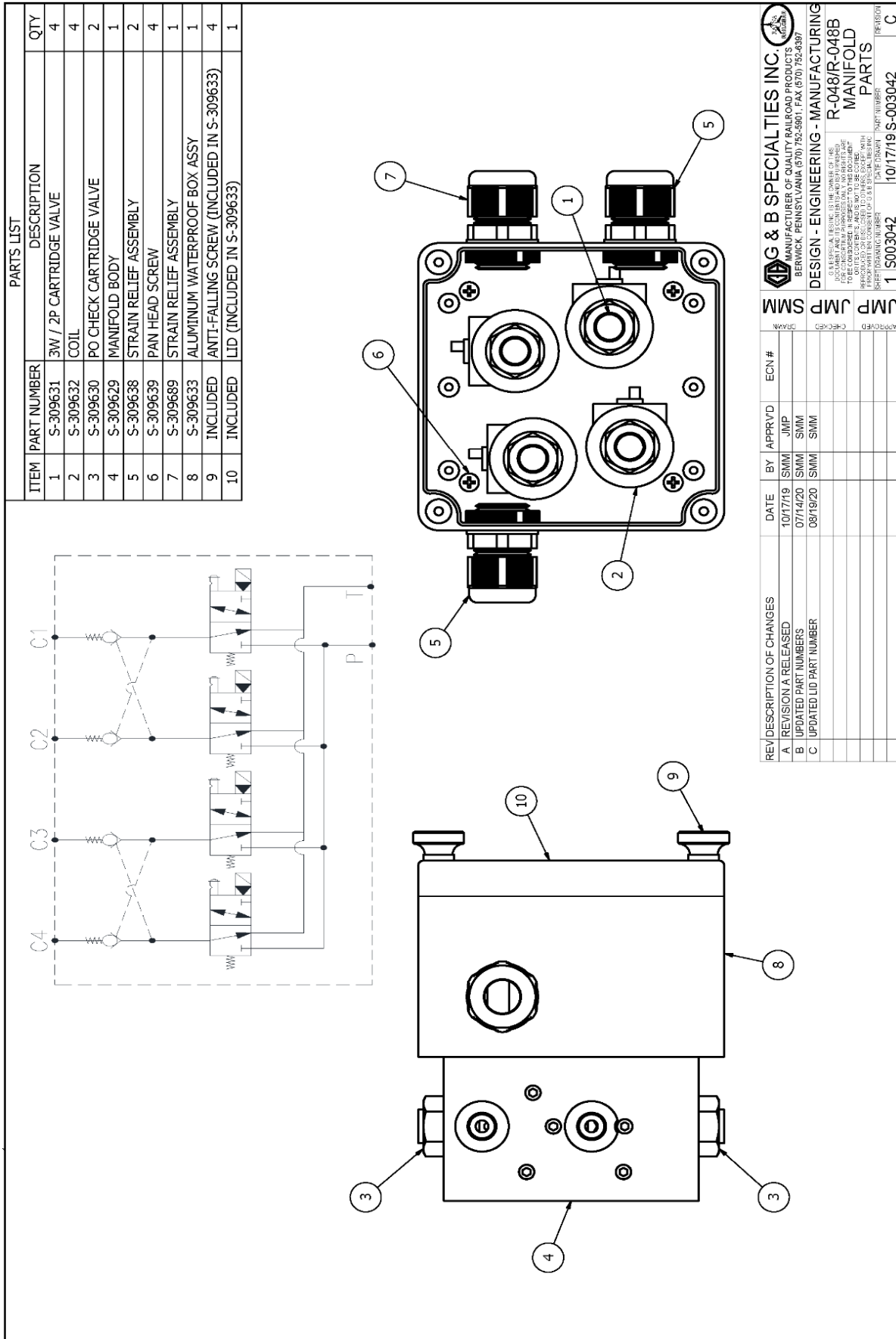
PARTS OF HYDRAULIC KIT

| PARTS LIST | | | |
|------------|-------------|--------------------|-----|
| ITEM | PART NUMBER | DESCRIPTION | QTY |
| 1 | S-309616 | BREATHER | 1 |
| 2 | S-309608 | RESERVOIR/TANK | 1 |
| 3 | S-309600 | MOTOR | 1 |
| 4 | S-309607 | CHECK VALVE | 1 |
| 5 | S-309605 | HAND PUMP ASSEMBLY | 1 |
| 6 | S-309603 | HAND PUMP BLOCK | 1 |
| 7 | S-309627 | PUMP HANDLE | 1 |
| 8 | S-309617 | OIL RETURN PIPE | 2 |
| 9 | S-309604 | PUMP | 1 |
| 10 | S-309609 | COUPLING | 1 |
| 11 | S-309618 | HEX SOCKET BOLT | 2 |
| 12 | S-309610 | SUCTION OIL PIPE | 1 |
| 13 | S-309611 | FILTER | 1 |
| 14 | S-309612 | MAGNET | 1 |
| 15 | S-309602 | BODY VALVE BLOCK | 1 |
| 16 | S-309620 | IRON PLUG | 1 |
| 17 | S-309619 | HEX SOCKET BOLT | 3 |
| 18 | S-309615 | HEX FLANGED SCREW | 4 |

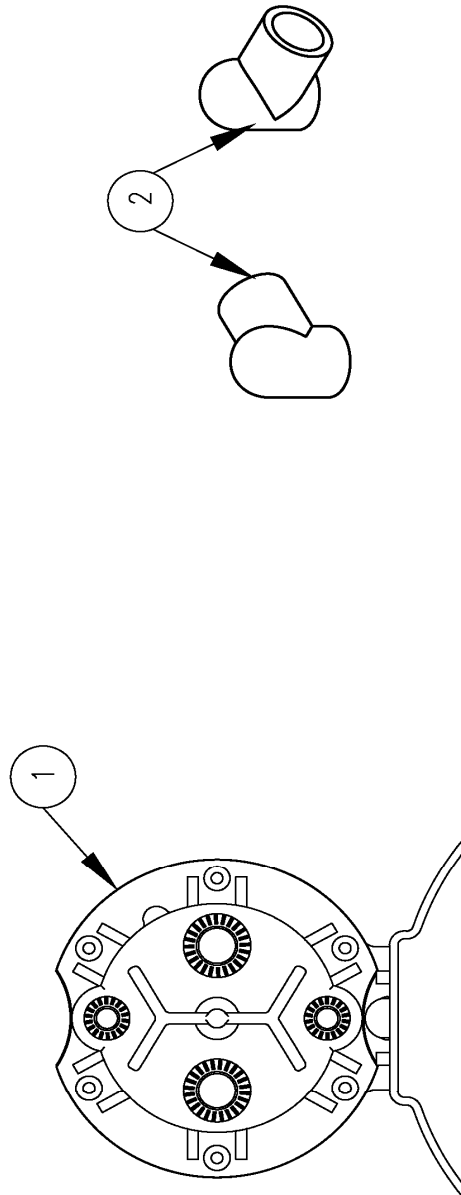
[illegible]

NOTES

1. TO BE USED WITH PUMPS HAVING SERIAL NUMBERS OF THE KS SERIES



| PARTS LIST | | | |
|------------|-------------|---------------|-----|
| ITEM | PART NUMBER | DESCRIPTION | QTY |
| 1 | S-309601 | SOLENOID | 1 |
| 2 | S-309624 | TERMINAL BOOT | 1 |

[illegible]

