

- b. Valve or valve seat in valve stem.
- c. Pump wear items.
10. Broken vanes/gauges in pump body.
11. Pump wear caused by:
 - a. Failure to prime.
 - b. Excess adjustment.
 - c. Dirty oil.
 - d. Running cold pump with hot oil or vice versa.

Pump Working Noise

1. An air leak in the system on the inside side of the pump will produce a sizzling noise.
2. A restriction in the system on the inside side of the pump will produce a squealing noise.
3. Other causes of noise in the pump are as follows:
 - a. Partially clogged, inside line, inside filter or restricted inside pipe.

- b. Small air leak in pump inside piping system.
- c. Air leak at pump shaft packing.
- d. Loose pump case—inside pump room.
- e. Relief valve chattering.
- f. Pump load too heavy, or a faulty load gauge.
- g. Coupling misalignment.
- h. Restriction pulled into inside case tag or paper?
 1. Air bubbles in inside oil.
 2. Tank air vent plugged.
 3. Pump running too fast.
 4. Oil too heavy.
 5. Poor quality oil causing air bubbles.

External Leakage Around Pump

1. Shale and waste.
2. Loose pipe connection.
3. Damaged gasket or "O" ring seal.

Service Job No. 3

REMOVING THE HYDRAULIC LIFT COVER ASSEMBLY

The hydraulic lift cover assembly and the housing in which the valves are located are removed from the system as a single unit.

It is necessary to maintain the lift cover assembly in order adjustments necessary for proper operation of the hydraulic system, to service the unit, and, if necessary, to do work inside the master control housing.

REMOVAL PROCEDURE

1. Remove the master unit and disconnect the hydraulic lift tube from the lift cover and free the main control spring plate from the 1/4 inch valve in the face of the master.
2. Push the hydraulic lift cover down to their lower position to bring as much oil as possible out of the main cylinder and the valves.
3. Remove the cover unit from the right-hand side of the master housing, and the threaded master housing in which the cover is attached (Figure 1).

NOTE: This unit must be removed and the stuffing packed off before the lift cover is removed to avoid damaging the back pressure valve seal. This is important.



Fig. 1

4. Remove the four (4) cap screws which secure the hydraulic lift cover to the master control housing.
5. Free the lift cover from the master housing and lift it off the master.

NOTE: The back pressure valve and the master valve attached to it will remain in the master control housing. The rubber seal against which the face of the valve seats will remain in the main cylinder and valve housing.

6. Place the lift cover assembly in a vice. (Fig. 2) Be sure the vice is fixed with soft wood jaw faces.



Fig. 2

Service Job No. 4

REMOVAL OF THE MANIFOLD PLATE AND VALVES FROM THE HYDRAULIC LIFT COVER

Caution should be exercised in the removal and disassembly of these parts so as to avoid damaging the highly finished surfaces. It is recommended that all parts be wiped off as they are removed and placed on a clean cloth to prevent the parts and keep them in order.

REMOVAL PROCEDURE

Removing the Manifold Plate

1. Remove the three (3) cap screws which hold the plate in place. (Figure 3) Note that these cap screws have flat heads.
2. Remove the manifold plate.
3. Remove the steel shim from the manifold surface of the lift cover. Place the two large and two small "O" ring rubber seals.

Removing the Valve and Ram Cylinder Housing

NOTE: There are several other factors in the sealing which secure the valves and the ram cylinder. These factors were in play tubes needed in manufacturing. Otherwise, they need not be removed.



Fig. 3

1. Disconnect the control valve linkage from the control arm. (Figure 4)
2. Remove the manifold plate.
3. Remove the two (2) cap screws located in the left-hand edge of the lift cover. Remove at the height of the housing system should be exercised at this point to avoid damaging it.
4. Remove the gaskets which form the seal between the lift cover and the housing.
5. Wipe the manifold clean and flat from oil.

REMOVING THE VALVES FROM THE HOUSING

Removing the Check Valve

1. Remove the valve and check valve assembly by turning the 1/2 inch nut out. (Figure 5)
 2. Remove the check valve unit from the pump end of the housing. (Figure 6) Be sure removing the balls and different plates from the pump end of the housing and driving the valve out and forward.
- NOTE:** When the balls and seal plate are removed from the pump end of the housing, the control valve spring will come out. (Figure 6)

Removing the Control Valve

1. Disconnect the control valve linkage from the control arm. (Figure 7)
2. Remove the plate from both ends of the valve housing and pull the control valve and the spring out. Note that this valve is in a full-length housing.
3. Wipe the valve and spring free from oil.

Removing the System Valve

1. Remove the plate from each end of the valve housing.
2. Remove the valve and the plug from the front end of the valve chamber. (Figure 8) Be pushing forward with a push drill point.
3. Wipe the valve and the plug free from oil.



Fig. 4

Naa Repair Manual

S Marginson



Naa Repair Manual:

Ford NAA Technical Service Repair Shop Manual ,1959-01-15 **P-51B Mustang** James William "Bill" Marshall,Lowell F. Ford,2020-07-09 The story of the P 51B Mustang aircraft from its development prior to the American entry into the war through to D Day in June 1944 During World War II the United States Army Air Corps was led by a cadre of officers who believed implicitly that military aviation particularly fast heavy bombers at high altitude would be able to destroy strategic enemy targets during daylight with minimal losses However by 1942 the Flying Fortress was proving vulnerable to Luftwaffe fighters This title charts the United States Army Air Force s struggle to develop a Long Range Escort which would enable them to achieve the Combined Bomber Objectives and gain mastery of the skies over the Third Reich The commitment of the USAAF to the Mediterranean and European theatres saw an increasingly desperate need to find a fighter escort which reached crisis point in 1943 as losses suffered in the Tidal Wave offensive and Schweinfurt Regensburg Munster raids emphasised the mounting strength of the Luftwaffe The USAAF leaders increasingly accepted the probability of bomber losses and the deployment of the P 51B Mustang solved the problem of Germany s layered defence strategy as Luftwaffe fighters had been avoiding the P 47 Thunderbolt and P 38 Lightning escort fighters by concentrating their attacks beyond the range of the Thunderbolt and Lightning The P 51B duly emerged as the The Bastard Stepchild that the USAAF Material Division did not want becoming the key Long Range Escort fighter alongside the P 38 and P 47 that defeated the Luftwaffe prior to D Day As well as the P 51B s history this title explores the technical improvements made to each of these fighters as well as the operational leadership and technical development of the Luftwaffe they fought against Ford Model NAA Penton Staff,2000-05-24 Model NAA Jubilee *The Unique Manual and National Underwriter Life Reports* ,1928

Qualification of Life Extension Schemes for Engine Components Workshop on Qualification of Life Extension Schemes for Engine Components,1999 **Technical Abstract Bulletin** , Nuclear Science Abstracts ,1962

Construction Methods ,1955 **Come On Australia** Lewis Frederickson,Victor Nurcombe,2025-09-30 One man s bravery A generation s legacy Lieutenant Colonel Terence Patrick McSharry CMG DSO MC was one of the Australian Imperial Force s most respected battalion commanders a man whose service sacrifice and leadership stand as a shining example of the AIF s enduring values From the brutal slopes of Gallipoli to the decisive battles of Bullecourt Passchendaele and Hamel McSharry s wartime experience spanned almost the entire duration of the Great War He was among the first Australian officers to receive the Military Cross for gallantry rising rapidly through the ranks to command the 15th Battalion with distinction Tireless courageous and deeply respected by his men McSharry embodied values based leadership at every level of command from subaltern to lieutenant colonel Despite his extraordinary career his story has never been told until now Come on Australia fills that long standing gap while also highlighting the broader absence of detailed studies on AIF battalion commanders It places McSharry among the finest of his peers offering a deeply researched and humanising portrait

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This is a quick and comprehensive reference of the tools and techniques of Photoshop covering up to and through version 6 In addition to outlining the correct use of a particular tool each element focuses on when and why users need to use the tool its common problems and how to avoid them *New National Aeronautics Magazine* ,1949 **Annual Technical Progress Report** ,1962 *Catalogue of Title-entries of Books and Other Articles Entered in the Office of the Librarian of Congress, at Washington, Under the Copyright Law ... Wherein the Copyright Has Been Completed by the Deposit of Two Copies in the Office* Library of Congress. Copyright Office,1976 *Subject Guide to Books in Print* ,2001

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