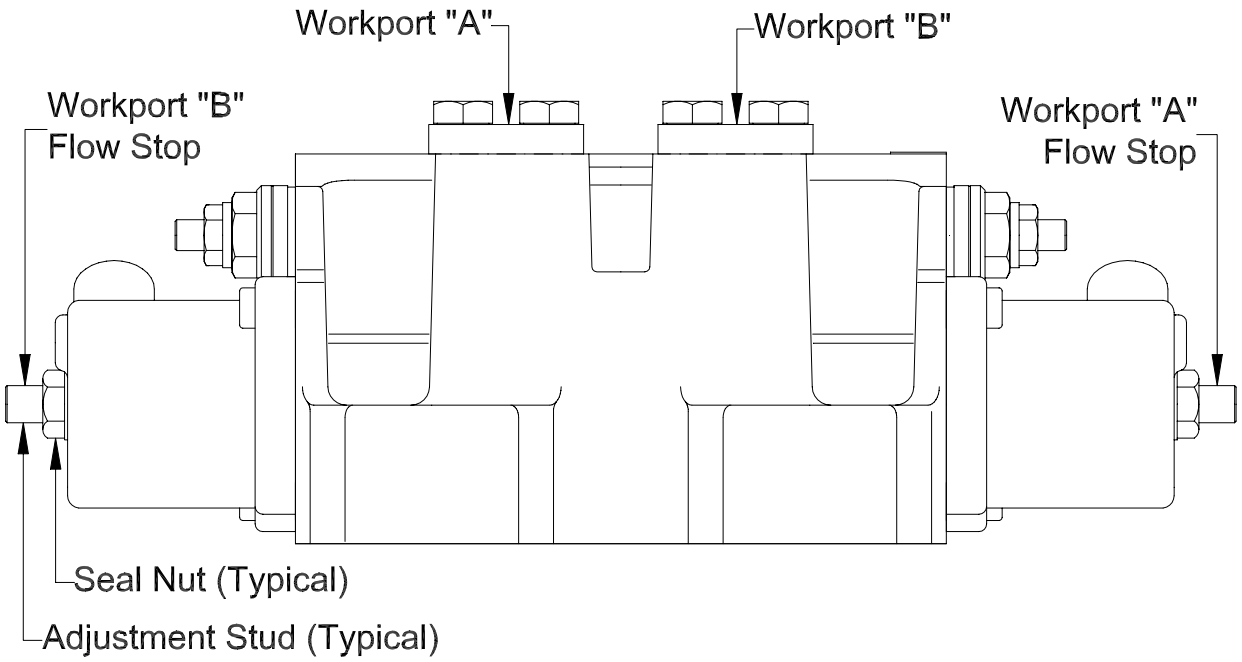
LSC Flow Stop Adjustment Procedure When The Desired Flow Is Unknown



Tools/Equipment Required:

- 17mm wrench (VW14 ONLY)
- 5mm Allen wrench (VW14 ONLY)
- 19mm wrench (VW18 and VW25 ONLY)
- 6mm Allen wrench (VW18 and VW25 ONLY)

IMPORTANT:
This is a generic Service Bulletin intended to illustrate how the flow adjustments are made on LSC Valves when the desired flow is unknown. Use this Service Bulletin ONLY when you are unsure what flow setting you require. If the flow setting is KNOWN, then please refer to Linde Service Bulletin "LSC-FLOW-A" for instructions on adjusting the LSC Valve flow stops.

Note:
This procedure is valid for LSC valve sizes VW14, VW18, VW25, and is valid for monoblock sizes MW14 and MW18.

WARNING:
If performing this procedure on a vehicle, care must be taken. The pump will be put on stroke during this procedure, hence all personnel should be removed from the area of the machine. If using the pump for a propelling function, then the vehicle must be safely elevated to allow the propel motor to free-wheel.

Adjustment Procedure for the LSC Valve Flow Stops:

1. Start the prime mover and set it to operating speed.

2. Fully actuate the **Workport "A"** side on the valve section that you want to measure the flow setting for.

3. To adjust the flow setting for **Workport "A"**:

   a. Use the illustration above to confirm you are adjusting the *Workport "A" Flow Stop*. You will notice that it is on the opposite side of the valve as Workport "A" is.

   b. While holding the *Adjustment Stud* stationary, loosen the *Seal Nut*.

   c. Turn the *Adjustment Stud* **IN** to **decrease** the flow setting or ***OUT*** to ***increase*** the flow setting.

      WARNING:
      Care should be taken to avoid completely removing the *Adjustment Stud* from the valve end cap. There are no mechanical limits to prevent the *Adjustment Stud* from being completely removed. It is also possible to back the *Adjustment Stud* out too far as to cause breakage and/or leakage in the valve end caps. This will happen if you back the *Adjustment Stud* out, from where it just touches the valve spool, beyond the following number of turns:

      - **For VW14/MW14: 9.5 turns**
      - **For VW18/MW18: 10.5 turns**
      - **For VW25: 12.5 turns**

      Additionally, care should be taken to avoid completely removing the *Adjustment Stud* from the *Seal Nut* because it is very difficult to reinstall it without a leak being initiated in the *Seal Nut*. Typically, a new *Seal Nut* must be used if the two pieces are separated.

   d. Once the desired setting is acquired, hold the *Adjustment Stud* stationary and tighten the *Seal Nut*. The proper torque for the *Seal Nut* is:

      - [For VW14 and MW14]…….29 N-m (21 ft-lb)
      - [For VW18, VW25, and MW18]…..60 N-m (44 ft-lb)

4. Repeat steps #1 through #3 for the flow setting for the **Workport "B"** side of the valve section.

5. Repeat steps #1 through #4 for all other valve sections.

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*****ATTENTION*****

You have been provided information on conversion, repair and/or service of Linde components. Proper application of the information requires specific training and may require use of specialized tooling and equipment. If you choose to proceed with the conversion, repair and/or service of the Linde component(s) absent the necessary training and/or these specialized tools, you do so at your risk.

Linde Hydraulics Corporation will accept no claim for warranty or other consideration resulting from deficiencies in the conversion, repair and/or service done in accordance with the guidance offered herein when the necessary training has not been conducted and/or required specialized tooling and equipment has not been utilized.

All requests for training must be coordinated through your Linde Account Manager. He can also provide you price and availability of any specialized tooling.

Questions regarding the information provided or this disclaimer should be addressed to the Warranty & Service Department, Linde Hydraulics Corporation.

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