

OUTRIDER 1500

MAINTENANCE

A) KEEPING THE UNIT CLEAN

- 1) WASH THE UNIT WITH WATER, REMOVING ALL THE DIRT.
- 2) WIPE THE GUIDE RODS WITH A CLEAN CLOTH.
- 3) DO NOT PUT GREASE OR ANY TYPE OF LUBRICANT ON THE GUIDE RODS. (THIS WILL ONLY ATTRACT DIRT.) THE TWO GUIDE ROD BUSHINGS ARE SELF-LUBRICATING.
- 4) WIPE THE CENTER SHAFT WITH A CLEAN CLOTH, SPRAY WITH WD-40, RUN THE CENTER SHAFT UP AND DOWN TWO TO THREE TIMES.
- 5) WIPE ANY EXCESS WD-40 OFF THE CENTER SHAFT, LEAVING ONLY A FILM. (THIS WILL HELP KEEP FROM ATTRACTING ANY DIRT.)

B) RECHARGE HYDRAULIC SYSTEM

- 1) TO FILL THE UNIT WITH HYDRAULIC OIL, MAKE SURE THE HAND WHEEL IS TURNED ALL THE WAY TO THE LEFT. (COUNTER CLOCKWISE.)
- 2) LAY THE UNIT DOWN ON THE HAND WHEEL.
- 3) REMOVE THE O-RING PLUG FROM THE BACK OF THE LOAD CELL.
- 4) EXTEND THE FORCE PISTON BY PULLING THE FITTING HOLDER OUT ABOUT ¼" INCH, PUT A BLOCK OF WOOD BETWEEN THE FITTING HOLDER AND THE LOAD CELL, WHILE HOLDING THE FITTING HOLDER IN PLACE.
- 5) VERY CAREFULLY INSERT A SCREW DRIVER (PHILLIPS) INTO THE HOLE, PUSHING FORWARD ON THE PRIMARY PISTON TO MAKE SURE IT IS AGAINST THE PRESSURE SCREW.
- 6) REMOVE THE SCREW DRIVER, ADD HYDRAULIC OIL, AND FILL TO THE TOP OF THE HOLE.
- 7) REINSTALL THE O-RING PLUG (**TIGHTEN LIGHTLY.**)
- 8) REMOVE THE BLOCK OF WOOD FROM BETWEEN THE FITTING HOLDER AND LOAD CELL.

9) LOOSEN THE O-RING PLUG. **(DO NOT REMOVE FROM THE LOAD CELL)** THIS WILL ALLOW THE EXCESS OIL TO BLEED OUT PAST THE THREADS OF THE O-RING PLUG, ALLOWING THE FITTING HOLDER TO RETRACT TO ITS NORMAL POSITION.

10) TIGHTEN THE O-RING PLUG; WIPE ALL EXCESS OIL FROM THE LOAD CELL.

C) CHANGING THE GAUGE

1) MAKE SURE THE HAND WHEEL IS TURNED ALL THE WAY TO THE LEFT. (COUNTER CLOCKWISE.)

2) REMOVE THE GAUGE FROM THE TOP OF THE LOAD CELL.

3) FILL WITH HYDRAULIC OIL TO THE TOP OF THE FITTING.

4) REPLACE THE GAUGE. **(DO NOT USE TEFLON TAPE,** USE A HYDRAULIC SEALANT.)

5) LOOSEN THE O-RING PLUG ON THE BACK OF THE LOAD CELL, **(DO NOT REMOVE FROM THE LOAD CELL)**, TO ALLOW THE EXCESS OIL TO BLEED OUT PAST THE THREADS OF THE O-RING PLUG. THIS ALLOWS THE GAUGE TO RETURN TO (-0-) PRESSURE.

6) TIGHTEN THE O-RING PLUG; WIPE ALL EXCESS OIL FROM THE LOAD CELL.

D) SETTING THE BRAKE

1) REMOVE THE BLACK PLUG FROM THE TOP OF THE BODY ASSEMBLY.

2) PUT THE BRAKE HANDLE IN THE SET POSITION. THIS WILL LOCK THE BRAKE. PUT A 3/16 ALLEN WRENCH IN THE HOLE; TURN THE SET SCREW TO THE RIGHT (CLOCKWISE) WHEN THE BRAKE IS NOT LOCKING. IF THE BRAKE IS ADDING PRESSURE TO THE LOAD CELL, TURN THE SET SCREW TO THE LEFT (COUNTER CLOCKWISE) **(REMEMBER NOT TO TURN MORE THAN AN 1/8 OF A TURN AT A TIME.)**

3) AFTER ANY ADJUSTMENTS, REMEMBER TO CHECK THE BRAKE TO MAKE SURE IT IS OPERATING PROPERLY. REINSTALL THE BLACK PLUG IN THE TOP OF THE BODY ASSEMBLY.

E) SETTING THE FITTING TO CENTER OF THE PIPE

1) IF THE FITTING IS NOT SETTING ON THE CENTER OF THE PIPE, LOCATED ON THE BACK OF THE FITTING HOLDER ON THE TOP IS A SET SCREW. TURNING THE SET SCREW TO THE RIGHT (CLOCKWISE) WILL TILT THE FITTING FORWARD, TURNING THE SET SCREW TO THE LEFT (COUNTER CLOCKWISE) WILL TILT THE FITTING TO THE BACK.