LeeBoy

OPERATIONS, SERVICE AND PARTS MANUAL

1000 D Tilt Hopper Paver

Manual No. 1000802

LeeBoy

B.R. Lee Industries
688 North Highway 16
Denver, NC 28037

One Year or 1000 Hour LIMITED WARRANTY

WARRANTY

1. If a defect in material or workmanship is found and the authorized Dealer is notified during the warranty period, LeeBoy will repair or replace any part or component of the unit or part which fails to conform to the warranty during the warranty period.
2. The warranty will start on the date of the unit's warranty registration form from the initial Customer and will expire after 12 months have passed or 1000 hours on the service meter have been exceeded, whichever shall first occur.
3. Engines bearing other manufacturers' trademarks are warranted by those manufacturers and may have warranty coverage that differs from that of LeeBoy.
4. Replacement parts furnished by the LeeBoy pursuant to this warranty are covered for the remainder of the warranty period applicable to the unit or component in which such parts are installed. Replacement parts have no separate warranty coverage.
5. LeeBoy has the right to repair any component or part before replacing it with a new part.
6. All warranty work will be completed during normal working hours only.

LIMITATIONS

LeeBoy has no obligation under this warranty for:

1. Any defects caused by misuse, misapplication, negligence, accident or failure to maintain or use in accordance with the most current operating instructions.
2. Unauthorized alterations.
3. Defects or failures caused by any replacement parts or attachments not manufactured by or approved by LeeBoy.
4. Failure to conduct normal maintenance and operating service, including without limitation, providing lubricants, coolant, fuel, tune-ups, inspections or adjustments.
5. Unreasonable delay, as established by LeeBoy, in making the applicable units or parts available upon notification of a service notice ordered by LeeBoy.

WARRANTIES OF OTHER ENGINE MANUFACTURERS

1. LeeBoy's warranty does not apply to engines bearing other manufacturer's trademarks, whether or not such engines are installed in LeeBoy units or sold separately.
2. The warranty responsibility on all engines rests with the respective engine manufacturer. LeeBoy may have support agreements with some engine manufacturers for warranty and parts support.

ITEMS NOT COVERED

LeeBoy is not responsible for the following:

1. Charges for travel time, mileage, or overtime.
2. Charges related to transporting the product to and from the place at which warranty work is performed.
3. Airfreight charges related to transporting repair parts to the place at which warranty work is performed.
4. All used units or parts of any kind.
5. Except for premature failure, tires, tubes, wiper blades, v-belts, filters, cables, bulbs, conveyor chains, polytrack pads, augers, auger wear plates, track rails, screed plates or end gates.
6. Attachments not manufactured or approved by LeeBoy.
7. Burners and boxes, cutting edges, scrapers, mats, grinder bits, and holders.
8. Miscellaneous charges.

OTHER WARRANTIES

THE FOREGOING WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER EXPRESSED, STATUATORY AND IMPLIED WARRANTIES APPLICABLE TO UNITS, ENGINES, OR PARTS WITHOUT LIMITATION, ALL IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR USE OR PURPOSE. IN NO EVENT, WHETHER AS A RESULT OF BREACH OF CONTRACT OR WARRANTY, OR ALLEGED NEGLIGENCE OR LIABILITY WITHOUT FAULT, SHALL LEEBOY BE LIABLE FOR SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING WITHOUT LIMITATION, LOSS OF PROFIT OR REVENUE, LOSS OF USE OF THE UNIT OR PARTS OR ANY ASSOCIATED EQUIPMENT, COST OF CAPITAL, COST OF SUBSTITUTED EQUIPMENT, FACILITIES OR SERVICES, DOWNTIME COSTS, LABOR COSTS OR CLAIMS OF CUSTOMERS, PURCHASERS OR LESSEES FOR SUCH DAMAGES.

LeeBoy

User's Reference Guide

DELIVERY DATE _____

UNIT SERIAL NUMBER _____

ENGINE TYPE _____

ENGINE NUMBER _____

DEALER'S NAME AND ADDRESS

_____

PHONE NUMBER _____

EQUIPMENT HOURS _____

SERVICE MANAGER _____

688 North Highway 16 ~ Denver, North Carolina 28037
www.Lee-Boy.com ~ (704) 483-9721

INDEX

*** MUST HAVE MODEL & SERIAL # TO PLACE PARTS ORDER**

INDEX
(continued)

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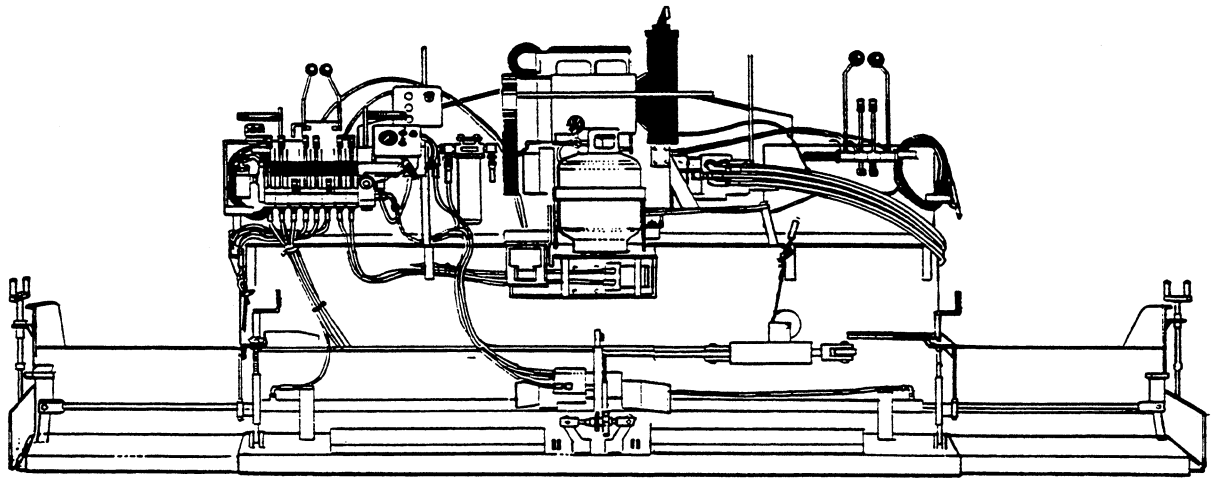


REAR VIEW

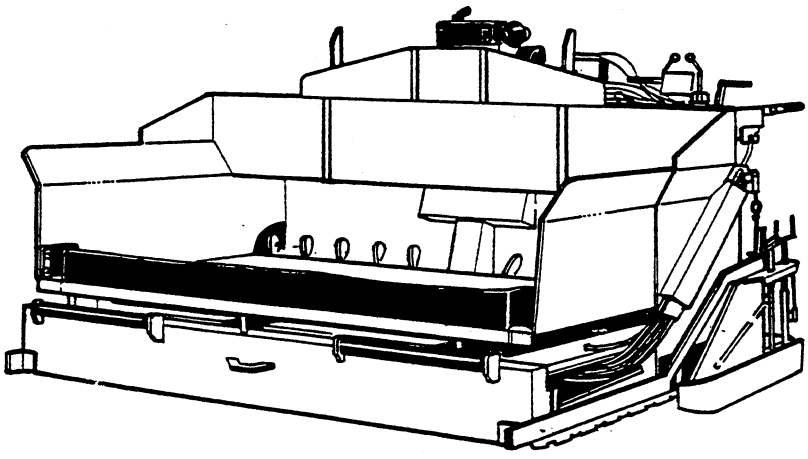
MANUAL INFORMATION

MODEL 1000 D 8' & 9' ASPHALT PAVER OPERATORS, MAINTENANCE AND PARTS MANUAL

This manual should be used with all related supplemental books, engine and transmission manuals, and parts books. Related Service Bulletins should be reviewed to provide information regarding some of the recent changes.

If any questions arise concerning this publication or others, contact your local Lee-Boy Distributor for the latest available information.

Contents of this manual are based on information in effect at the time of publication and are subject to change without notice.



3/4 FRONT VIEW

IMPORTANT SAFETY INSTRUCTIONS

This manual provides important information to familiarize you with safer operating and maintenance procedures. Even though you may be familiar with similar equipment you MUST read and understand this manual before operating this unit.

Safety is everyone's business and is one of your primary concerns. Knowing the guidelines covered in the following paragraphs and in Section 1 will help provide for your safety, for the safety of those around you, and for the paver's proper operation.

LOOK FOR THESE SYMBOLS WHICH POINT OUT ITEMS OF EXTREME IMPORTANCE TO YOU AND YOUR CO-WORKERS SAFETY. READ AND UNDERSTAND THOROUGHLY. HEED THE WARNING AND FOLLOW THE INSTRUCTIONS.

! DANGER !

YOU MUST FOLLOW ALL DANGER SAFETY NOTES. IF YOU DO NOT FOLLOW THE INSTRUCTIONS, YOUR MISTAKE MIGHT LIKELY RESULT IN VERY SERIOUS INJURY OR DEATH.

! WARNING !

WARNING safety notes must **ALSO** be followed. Your mistake might result in **SERIOUS INJURY** to yourself or others.

! CAUTION !

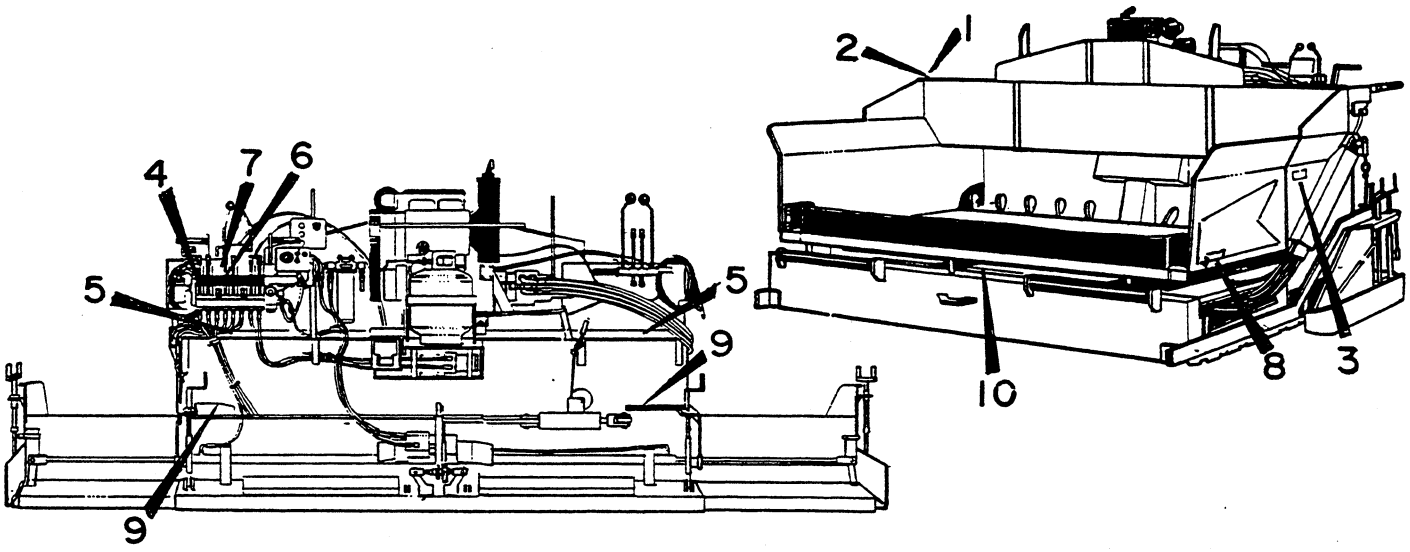
CAUTION safety notes are **ALSO** very important. They point out to you where your mistakes could cause **PHYSICAL HARM** to you or others, or damage to the machine.

SAFETY PRECAUTIONS

If your paver has been repainted, it is extremely important that all the decals referring to cautions, warnings and danger be replaced in their proper locations. The illustrations on this page will aid you in determining the proper locations, however for additional help, you should refer to the part listing in the parts section of this manual and note the description column. Under this column a description on location is provided for each decal. If you still need more explicit instructions, contact your dealer.

! IMPORTANT ! ! IMPORTANT !

It is the responsibility of the owner and operator to make sure that all decals are readable and located on paver as designated by manufacturer.



1

DANGER

DO NOT FILL FUEL TANK WHILE ENGINE IS RUNNING OR SCREED IS BEING HEATED

2

WARNING

DO NOT USE ELECTRIC SPRAY SYSTEM WHEN BURNERS ARE IN USE

3

DANGER

PINCH POINT

CAUTION

DO NOT SPRAY FUEL OIL ON TIRES.

4

WARNING

HYDRAULIC OIL ONLY

KEEP CLEAN

5

DANGER

Keep Hands & Clothing Clear of Augers & Conveyors

6

DO NOT OPERATE OR TOW THIS MACHINE WITHOUT FIRST FULLY UNDERSTANDING THE CONTENTS OF THE OPERATORS MANUAL.

7

IMPORTANT

WHEN CHANGING GEARS MOVE DRIVE LEVERS FORWARD AND REVERSE GENTLY, WHILE APPLYING ABOUT 15 LBS. PRESSURE ON SHIFTER HANDLE. THIS WILL ELIMINATE TRANSMISSION DAMAGE.

8

DANGER

Always Keep Guidebar Latched While in Transit (Keep All Adjustments Tight)

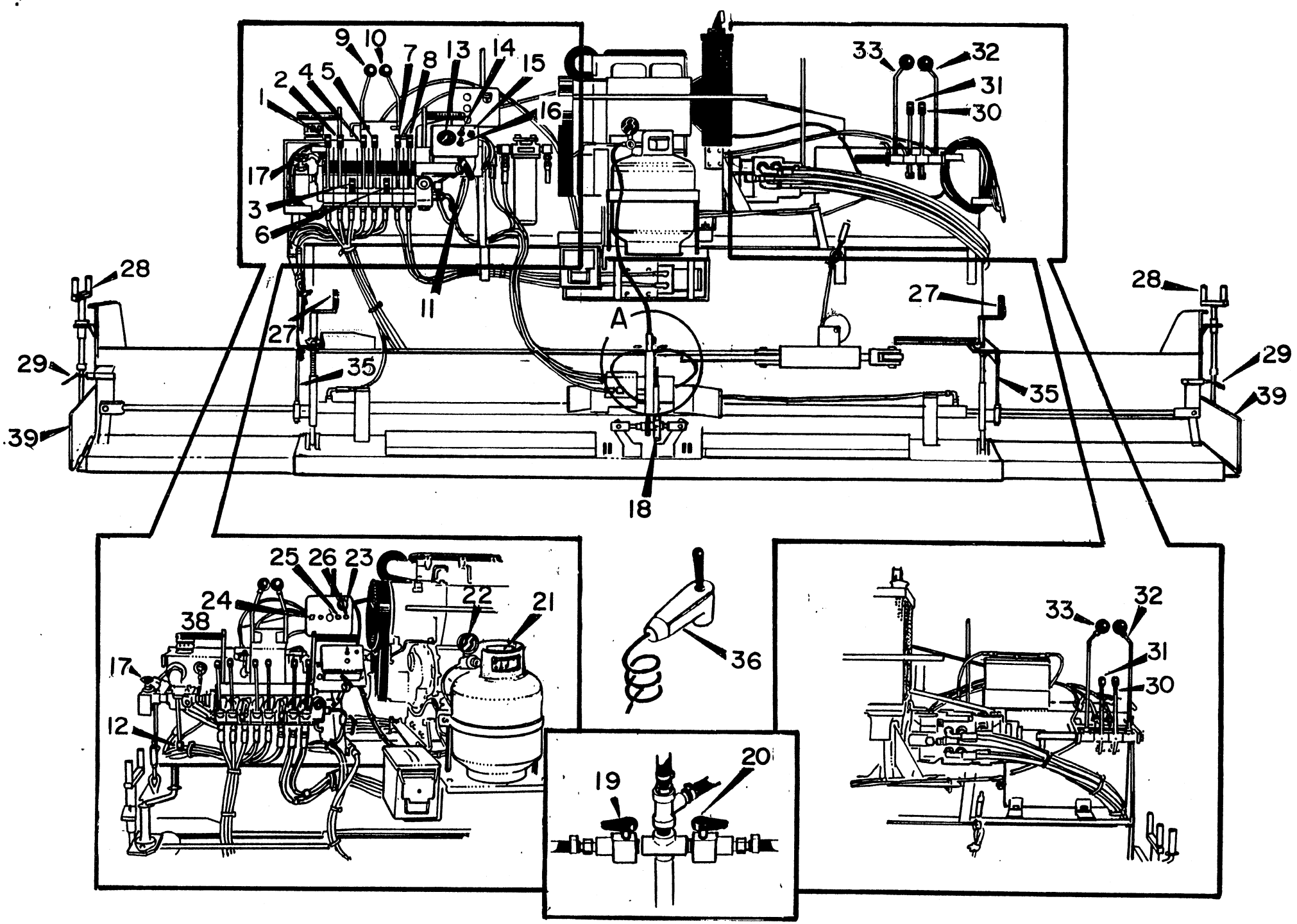
9

DANGER

PINCH POINT

10

SAFETY LIP PROP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OPERATING CONTROLS AND DESCRIPTION

CONTROLS	DESCRIPTION
1. Screed Extension, Left	Extends and Retracts Left Screed Extend
2. Screed Extension, Right	Extends and Retracts Right Screed Extend
3. Screed Lift	Raises and Lowers Screed
4. Cut Off, Left	Stops Asphalt Flow Under Left Auger
5. Cut Off, Right	Stops Asphalt Flow Under Right Auger
6. Raise Hopper	Changes Angle of Hopper
7. Auger, Left	Distributes Asphalt to Left Screed Extension
8. Auger, Right	Distributes Asphalt to Right Screed Extension
9. Drive, Left	Forward and Rearward Drive of Left Track
10. Drive, Right	Forward and Rearward Drive of Right Track
11. Throttle	Controls Engine Speed
12. Side Wing Hopper	For dumping material onto hopper
13. Hour Meter	Indicates Hours on Machine
14. High and Low Gear, Toggle	Selects High and Low Gear (high travel, low paving)
15. Warning Light	Low & High Gear Position
16. Spray Down	Used for Cleaning
17. Vibrator	Helps Compact Asphalt
18. Crown and Valley Lever	Adjust The Crown or Valley Screed
19. Left Burner	Controls Flow of Propane to Left Screed Burner
20. Right Burner	Controls Flow of Propane to Right Screed Burner
21. Propane Tank Main Valve	Opens and Closes Propane Line Pressure
22. Propane Tank Pressure Regulator	Regulates Propane Pressure

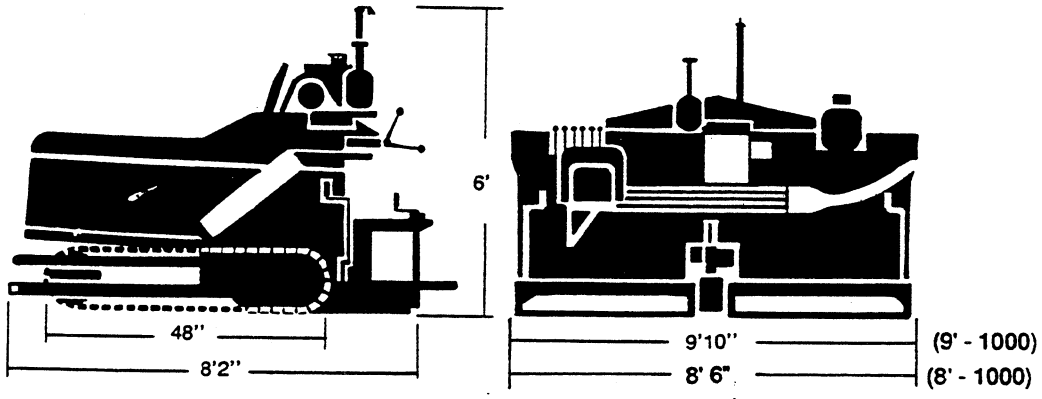
CONTROLS	DESCRIPTION
23. Ignition	To Start Engine
24. Oil Warning Light	Indicates Low Oil Level
25. Air Filter Warning Light	Indicates Dirty Filter
26. Battery Discharge Light	Indicates Low or No Charge
27. Thickness Control Lever	Fine Control of Material Depth
28. End Gate Control Handle	Sets End Gate to Desired Depth
29. Tilt Control Handle (joint matching shoe)	Changes Pitch of End Gate
30. Lever, Screed Ext. Right	Extends and Contracts Screed, Right
31. Lever, Auger, Right	Distributes Asphalt to Right Screed Extension
32. Right Side Drive Control, Right	Forward and Rearward Drive of Right Track
33. Right Side Drive Control, Left	Forward and Rearward Drive of Left Track
34. High/Low Speed Range and Adjust Feed Chain Light	Light Is On And Does Not Flash, Paver Is In High Range
35. Screed Level Indicator	Indicates Position of Screed
36. Screed Depth Remote Switch Thickness	Raises and Lowers Screed Varies Asphalt
37. Guide Bar (Not Shown)	Alignment of Paver to Paving Area
38. Speed Lock Control	Sets Drive Levers So Paver Maintains Even Speed and True Direction
39. Joint Matcher	Helps Even Asphalt Joint
40. Shifter (transmission type not shown)	Selects High and Low Gear (high travel, low paving)

OVERVIEW

Lee-Boy pavers are designed with the paving man in mind. They are tough machines, built with fewer moving parts.

You will be pleased with the simplicity and versatility of this machine.

If you have any questions about the safe use or maintenance of this paver, ASK YOUR SUPERVISOR OR CONTACT ANY LEE-BOY DISTRIBUTOR. NEVER GUESS — ALWAYS CHECK.



SPECIFICATIONS

ENGINE: Diesel 40 HP @ 3000 RPM with displacement of 104.7 cu. in.

FUEL RESERVOIR: 13 U.S. gallons

EMPTY WEIGHT: 9000 lbs.

OVERALL LENGTH: 8 feet 2 inches

OVERHALL WIDTH: 9 feet 10 inches (9' - 1000)
8 feet 6 inches (8' - 1000)

OVERALL HEIGHT: 6 feet

HOPPER: 6 ton capacity, self-cleaning gravity feed, hydraulically raised

***STANDARD VARIABLE PAVING WIDTHS:** 0 to 2 feet, 4½ feet to 6½ feet, and 9 feet to 13 feet.

***STANDARD VARIABLE PAVING WIDTHS:** 0 to 2 feet, 4 feet to 6 feet, and 8 feet to 12 feet also 8 feet to 13 feet.

PAVING DEPTH: Adjustable paving depth from 0 to 6 inches.

SCREED: Full free floating 17 inch wide with propane heated screed equipped with (2) 54,000 BTU burners and hydraulic vibrator with frequency of 2200 VPM

SCREED EXTENSIONS: Two 24 inch hydraulically operated heated and vibrated extensions with left and right hand joint matcher shoes.

SCREED CROWN INVERT: 2 inch crown/invert adjustment

MATERIAL FLOW GATES: Two independent hydraulically operated flow gates under the Augers.

SPECIFICATIONS (Cont'd.)

PUSH ROLLERS: Two rollers with sealed bearings

MATERIAL AUGERS: Two independent heavy duty hydraulically operated 9 inch dia. augers X ⅜ inch thick A36 steel

HYDRAULIC RESERVIOR: 45 U.S. gallons

HYDRAULIC SYSTEM: Variable volume hydraulic pump for each drive and hydraulic pump for other hydraulic components

TRACK DRIVE SYSTEM: Hydrostatically powered self cleaning and self adjusting 14" wide tracks; Drive mechanism consists of dual two speed gear boxes, allowing paving in low gear up to 140 FPM and taxing in high gear of 0 to 240 FPM.

STEERING: Independent track lever steering from left or right side of machine

WASHDOWN SYSTEM: Electric pump with (2) 15 foot hoses and spray nozzles.

OPERATOR PLATFORM: Full machine width operator platform with left hand seat

OPERATOR CONTROLS: Operating control levers on both left and right side of machine

OPTIONS:

- * - Right hand seat
- (12) 5 inch X 18 inch super soft solid rubber tires (All Pulling) - (9 feet to 13 feet paving width)
- ** - (10) 5 inch X 18 inch super soft solid rubber tires (All Pulling) - (8 feet to 13 feet paving width)
- Automatic Augers
- Roll up curb attachment
- Electric screw controls
- High Deck
- Automatic Ignitors
- Hydraulic side wings for 8 feet
- Automatic grade and slope

SAFETY PRECAUTIONS AND GENERAL INFORMATION

PRE-START INSPECTION

INSPECT machine. Have any malfunctioning, broken or missing parts corrected or replaced before using. Hydralic hoses should be checked daily for wear and leaks. Replace if damaged.

CHECK that all the instruction and safety labels are in place and readable. These are as important as any other equipment on the machine.

READ and FOLLOW all instruction decals.

WEAR OSHA required safety equipment when running the paver.

FILL the fuel tank with the engine off. Never fill near an open flame, when smoking or when screed heat is on.

CLEAR auger & feeders before starting engine. Make sure all covers and guards are in place.

OPERATING SAFETY

ALWAYS make sure no person or object is in your line of travel BEFORE starting.

WORK slowly in tight areas.

DO NOT run engine in a closed building for long periods of time. NEVER spray fuel oil on or near screed while it is being heated.

AVOID steep hills if possible

DO NOT shift transmissions on steep grades.

ALWAYS look BEFORE changing your direction of travel.

DO NOT pave in high speed range, use it only for travel. Do not counter rotate machine in high range.

NEVER open a valve to burner unless a flame is present. Heat screed for no more than 5 minutes. Make sure all valves are closed after burner is turned off.

AVOID leaving engine running without operator present.

STOPPING SAFETY

ALWAYS park the paver on solid, level ground, in low range. IF this is not possible, always park the paver at a right angle to the slope, lower screed when parked.

USE proper flags, barriers and warning devices especially when parking in areas of traffic.

MAINTENANCE SAFETY

AVOID working on the paver with the engine running.

NEVER fill the fuel tank with the engine running.

DO NOT change the engine governor settings.

ALWAYS replace damaged or lost decals.

DISCONNECT battery cables when working on the electrical system or when welding on the unit.

IF battery needs a charge, be sure battery charger is off when making connections.

BE SURE the correct battery polarity is observed (negative (-) to negative (-) and positive (+) to positive (+)) when connecting a battery charger or jumper cable.

! DANGER !

NEVER WORK UNDER HOPPER WITHOUT PLACING SAFETY PROP IN POSITION. SEE FIGURE 1

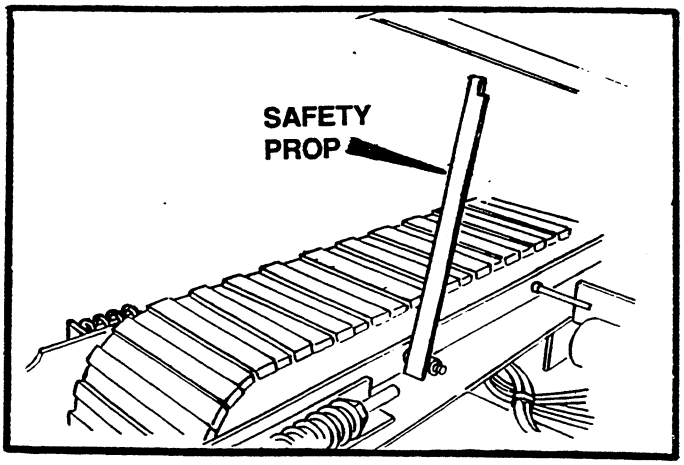


FIGURE 1

STARTING THE ENGINE

PRELIMINARY

Before you start the engine:

A. Check fuel level, fuel lines, and tank for leaks.

B. Check crankcase oil level.

! CAUTION !

FAILURE TO MAINTAIN CORRECT OIL LEVEL IS GREATEST SINGLE CAUSE OF ENGINE FAILURES.

C. Check hydraulic oil level. Oil level is determined by petcock on hydraulic oil tank.

D. Make sure steering control levers are in the neutral position. To start, the safety latch lever must be in the latch position.

E. Refer to engine operators manual for instructions when starting engine for first time. Follow engine manufacturer's recommendations for fuel and oil.

ENGINE/START-UP

The forward/reverse levers have a safety latch lever that needs to be latched in position before it will be possible to start engine. See figure 2.

1. Open throttle full.
2. Position drive levers to neutral. Put safety latch lever in latch position.
3. Insert key and turn clockwise to start position.
4. When engine starts and is running smooth, throttle back to idle. Allow engine to warm up for several minutes before moving paver. The warm up will give the hydraulic oil time to warm, providing for more efficient operation. In cold weather let hydraulic oil warm to 50° or 60° before moving.

NOTE

For your convenience, there is an extra key inside the switch box in case the original key is lost.

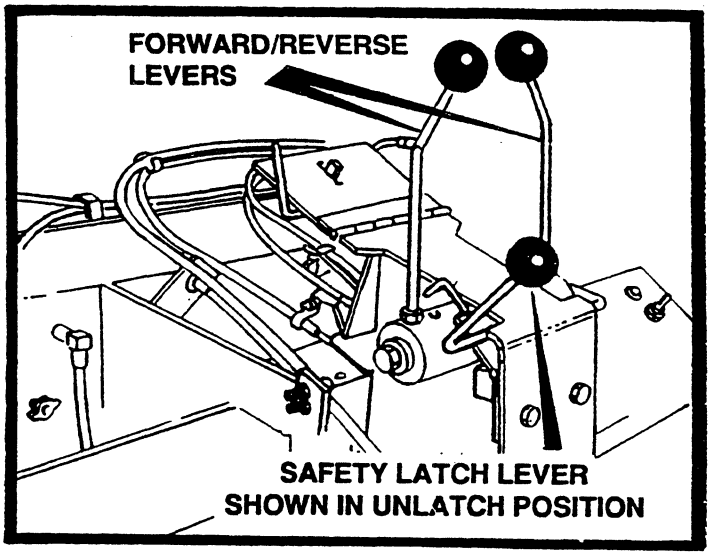


FIGURE 2

NOTE

The use of starting additives, such as ether, is not recommended.

STOPPING THE ENGINE

DIESEL ENGINE

1. Throttle engine down.
2. Turn ignition key counter-clockwise (CCW) to the "off" Position and remove.
3. If for any reason the engine does not shut down when key is turned to "off", take pin out of clevis on cable throttle, at back of engine and push throttle lever control off.

! CAUTION !

DO NOT OPERATE THE STARTER LONGER THAN 30 SECONDS. IF THE ENGINE DOES NOT START, ALLOW THE STARTER TO COOL 2-3 MINUTES BEFORE TRYING AGAIN.

PAVER DRIVING INSTRUCTIONS

GENERAL

The forward/reverse plus turning will require exact movement. The steering levers along with the interconnected hydraulic components make possible the positive control necessary. The following procedures, plus illustrations in figures 4.5 and 6, will provide a working knowledge of operating the paver through forward/rearward and turning requirements.

1. After the paver has been started and the motor is warmed up, paver movements may be made.

2. To drive the paver forward, push the steering levers together from the neutral position forward, likewise to drive to the rear, pull the steering levers toward the rear from the neutral position. Refer to figures 4 & 5.

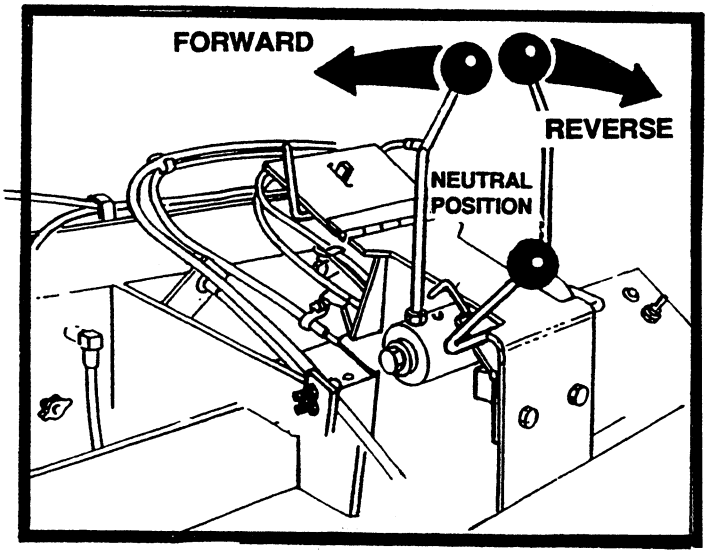


FIGURE 4

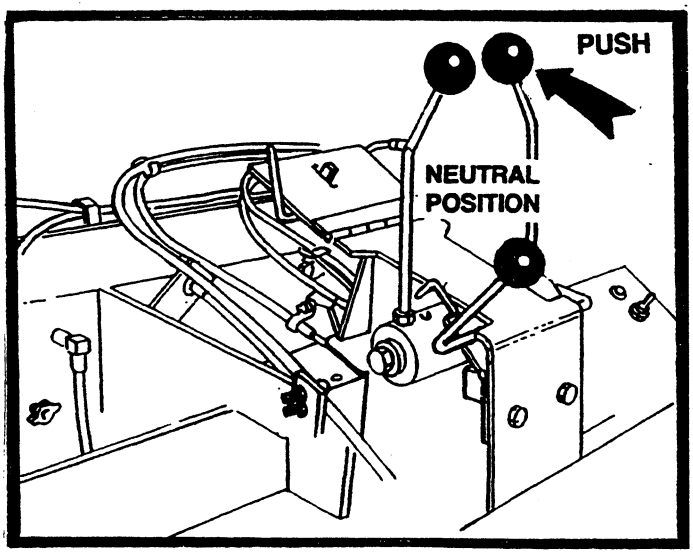


FIGURE 5

3. Depending on the direction of travel, turning the paver can be accomplished by pushing or pulling the steering lever on the inside of the turn toward the neutral position. Refer to figure 6.

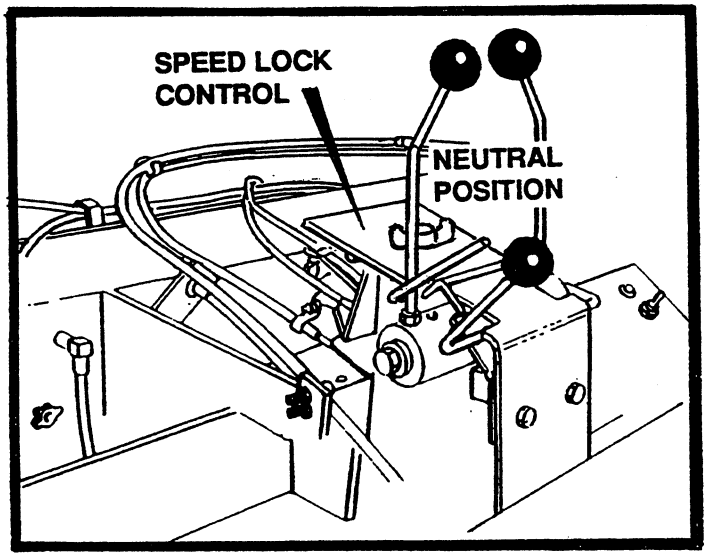


FIGURE 6

4. The traveling speed of the paver can vary greatly, depending on the steering lever position and the variable volume motor switch HI/LO position. The operator may make any combination of speed selection while moving.

5. When making forward/rearward or turns, always make these moves slowly. Move the steering levers slowly and smoothly in the direction of intended travel.

6. When stopping, move both steering levers to the neutral position. See figure 7.

7. When paving, a constant speed is necessary to lay an even asphalt mat. Use the speed lock control to hold and retain steering levers in a fixed position.

8. To make a counter rotation movement, the steering levers are moved in opposite directions. The rotating speed can vary by the combination of HI/LO switch and steering lever positions.

! CAUTION !

NEVER SHIFT TWO SPEED TRANSMISSION WHILE MOVING OR ON INCLINE.

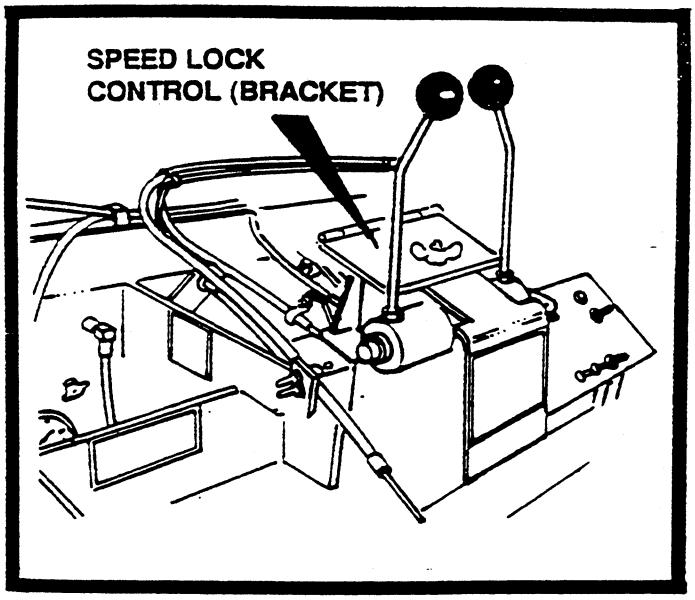


FIGURE 7

TRUCK HITCH ATTACHMENT (OPTIONAL)

GENERAL

The truck hitch is an optional attachment to several "Lee-Boy" pavers. It was designed to improve the asphalt laying process. This is mainly accomplished by keeping the truck driver off his brakes, preventing excessive and uneven braking. See operating instruction below.

1. To connect truck hitch to rear of asphalt truck, extend the arm extensions of the truck hitch by pulling up on arm extension lever. See figure 8.

2. Drive paver slowly toward rear of truck until roll on hitch makes contact with rear tires of truck.

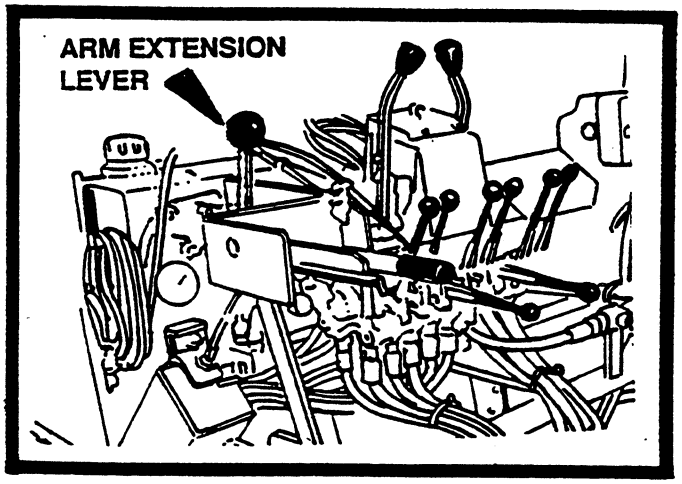


FIGURE 8

3. Retract the arm extensions until both guide rollers are fully locked into truck wheel rims.

4. May be necessary to adjust the roller guides to the inside of the wheel rims, initially. See figure 9.

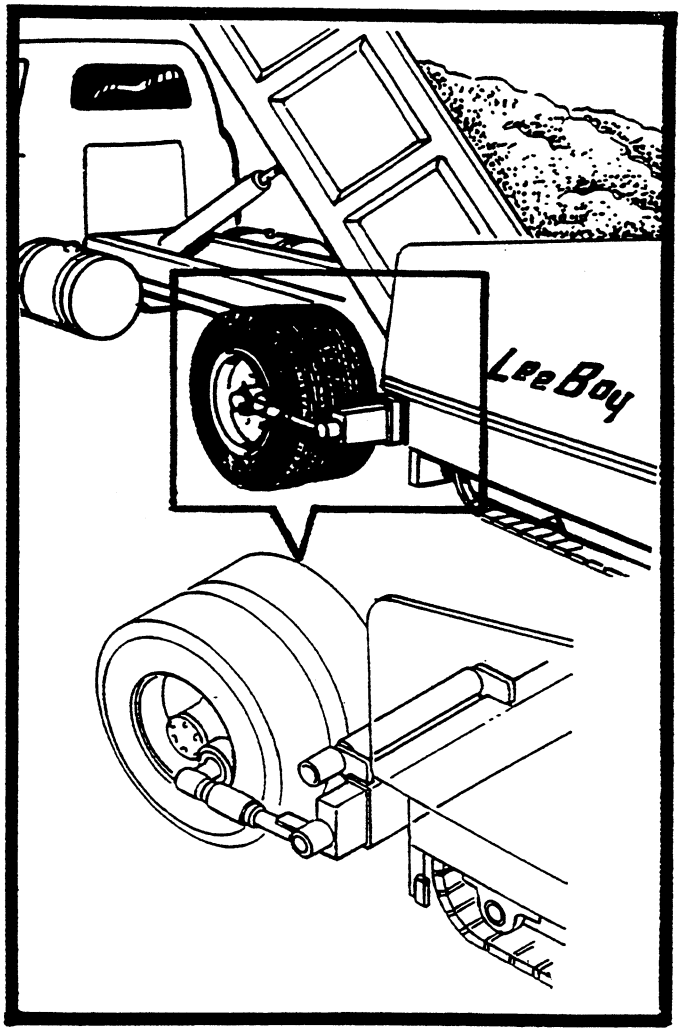


FIGURE 9

PAVING PREPARATION INSTRUCTIONS

LIGHTING BURNERS

GENERAL

The heating of the screed will require extreme care. The propane gas used to heat the screed is a voluble combustible that if treated with respect will not present a problem. Follow the procedures below and refer to the illustration as required.

1. Turn main valve on the propane tank counter-clockwise to "on" position as shown in figure 10.

2. Adjust pressure valve in or out until gauge reads between 15 pounds as shown in figure 10.

NOTE: AUTOMATIC IGNITORS

To light automatic burners, turn propane main valve on, push preheat button for 5 seconds, turn burner toggle on. When screed has heated, switch off. TURN PROPANE BOTTLE OFF DAILY. See figure 10.

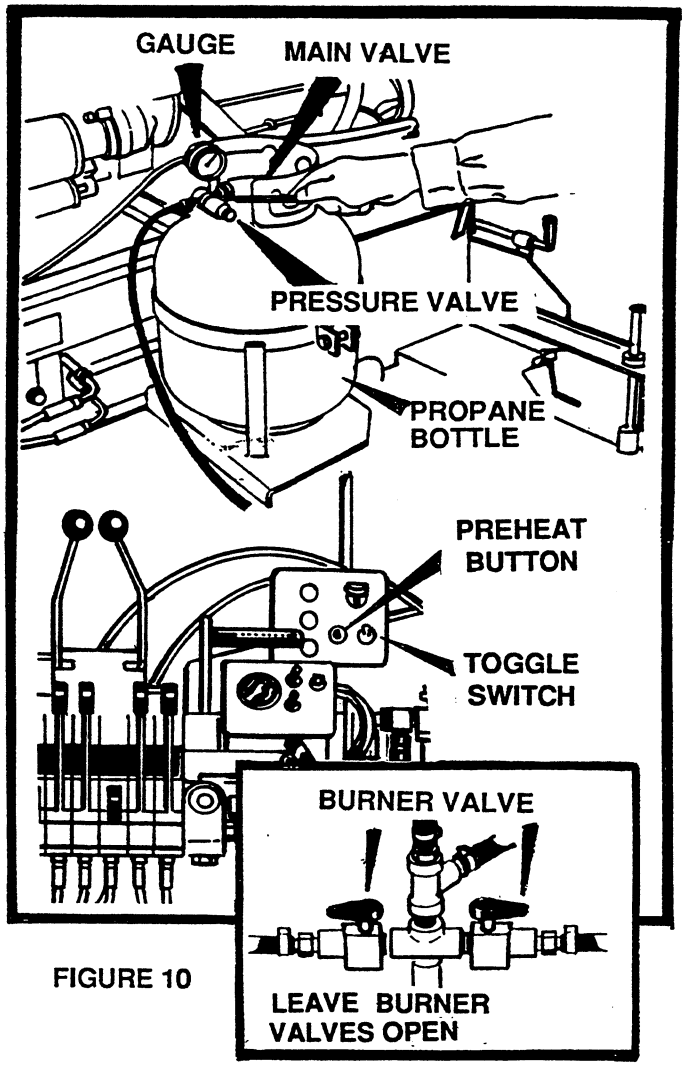


FIGURE 10

3. Light ignitor as you open the ignitor valve. See figure 11.

4. Direct ignitor flame into hole in screed cover and turn burner valve to "on" position. When the burner is lit, follow same procedure for burner on opposite side as shown in figure 12.

5. Heat screed for no more than five to ten minutes before paving.

6. When turning off the burners, make sure that all valves are closed, including the main valve on the propane tank.

! CAUTION !

NEVER OPEN A VALVE TO BURNER UNLESS FLAME IS PRESENT. A BUILD UP OF UNBURNED GAS COULD RESULT IN A GAS EXPLOSION!

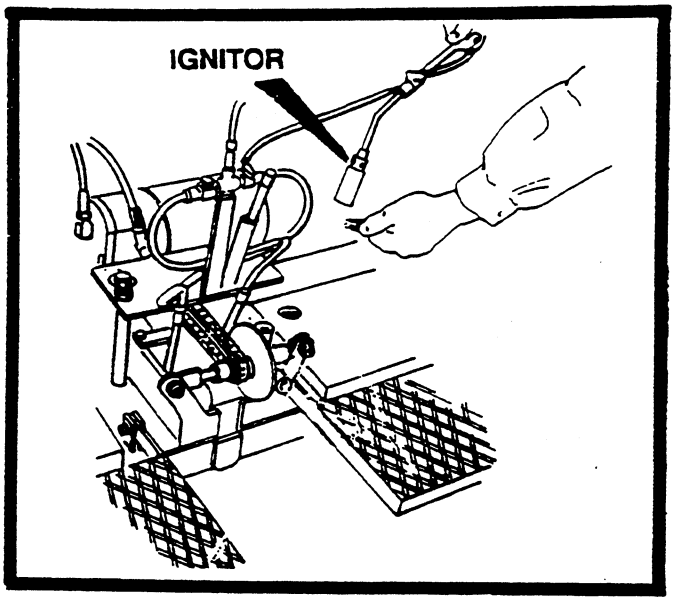


FIGURE 11

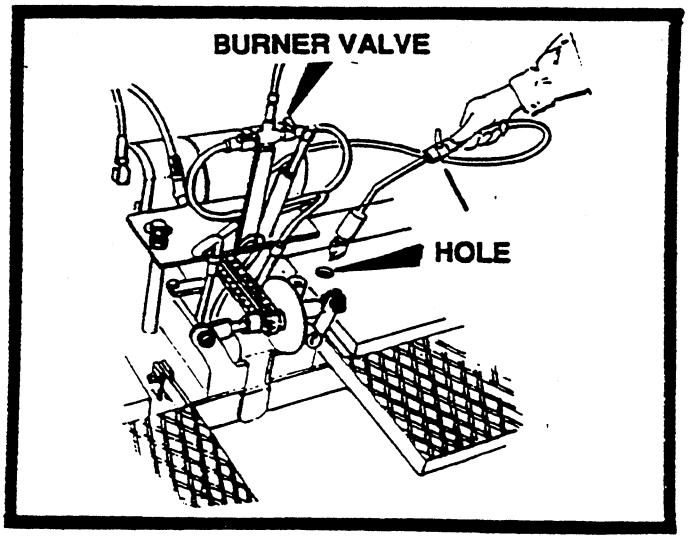


FIGURE 12

! CAUTION !

TOO MUCH HEAT FOR TOO LONG CAN WARP SCREED PLATE AND CAUSE MAT TEXTURE PROBLEMS. WARP SCREED SHOULD BE REPLACED.

! CAUTION !

IF FLAME COMES FROM END OF SCREED, SLOWLY TURN PETCOCK TO OFF. ALLOW FLAME TO GO OUT AND TURN PETCOCK BACK ON FULL.

NOTE

Heating the screed helps prevent hot mix from sticking to the cold screed plate and produces a smooth tight mat. Heating should not only be performed at the beginning of the job, but also if the machine is idle for a long time between loads (allowing screed plate to cool).

NOTE

If paving on a cool windy day, it may be necessary to maintain low heat on the screed. To accomplish this, reduce the pressure on the propane tank from 15 pounds to 2 pounds. This will provide a low even heat that will not harm the screed. Do not attempt to regulate the burner with the burner valves.

OPERATION OF HYDRAULIC CUTOFFS

GENERAL

The cutoffs are one of the most important functions of the paver, when used properly. Cutoffs are used primarily to control the flow of asphalt to the screed. Cutoffs can be used when making narrow passes at the beginning and ending of each pass or pull. The cutoffs have been designed to break away if accidently hits a man hole or ridge, This feature will prevent excessive damage to cutoff. (Tack underneath will break.)

1. Moving the hydraulic handle forward will increase asphalt flow to the screed. Pulling the handle back will decrease asphalt flow.

NOTE

Always work cutoff valve handle one at a time when opening or closing. If both handles are worked together, normally one will open or close before the other.

2. Always pull valve handles to close. If handle is allowed to return to center position on its own, it may pass center and cause cutoff to drift open once pressure is lost.

! CAUTION !

WHEN USING AUGERS DO NOT TRY TO AUGER MATERIAL FROM ONE SIDE OF MACHINE TO THE OTHER SIDE. AUGER COVER IN CENTER BLOCKS THE FLOW. DAMAGE WILL RESULT IN BEARINGS AND COVER.

NOTE

When paving basic width of machine augers are not required to run.

ELECTRIC SPRAYDOWN

GENERAL

The spraydown on your machine is used to spray fuel oil on any part of the machine that comes in contact with the asphalt. Build-up of this material will cause damage to components. Spray the area often, the screed extension on top and bottom, augers and hoppers.

1. Unwrap the amount of hose needed and turn spray down switch on. Pull wand handle and spray.

2. After spraying turn off spray down switch and rewrap hose.

3. IMPORTANT: When using spraydown consider the environment and do not allow fuel oil to run onto the ground.

! CAUTION !

IF SPRAY DOWN PUMP IS NOT TURNED OFF AFTER EACH USE, THE PUMP WILL RUN OVER BY PASS AND AFTER A PERIOD OF TIME WILL BURN UP MOTOR.

OPERATION OF ELECTRIC FLIGHT SCREW

GENERAL

The electric flight screw is a added convenience to the operator. This will provide easier control of both sides of the screed.

1. Before paving, center the electric flight screw on both sides of the paver. See figure 13.

2. While paving manual flight screws are used to make major depth adjustments. Use the electric flight screws to make minor adjustments.

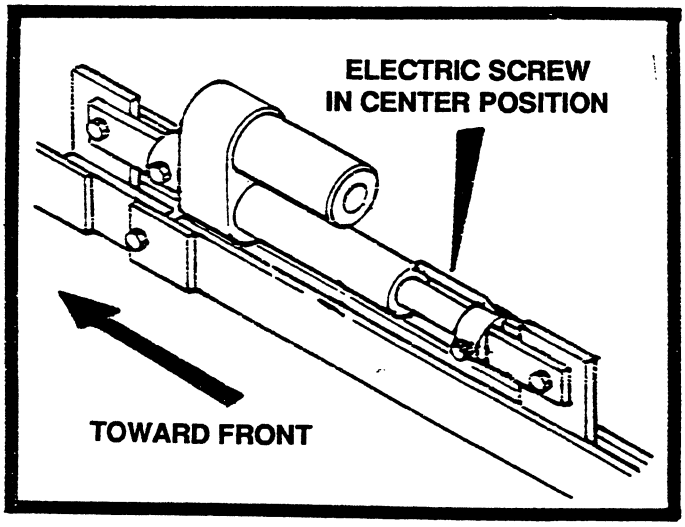


FIGURE 13

USE OF AUGER EXTENSIONS

GENERAL

The auger extensions should be attached to the main auger to increase the flow of asphalt. This will make it possible to lay asphalt at a higher rate. See auger extension attachment instruction below.

1. Identify the right and left auger extensions by looking for the L or R on the end of the auger extension shaft.

2. After identifying the right and left auger extension, extend the screed extension fully.

3. Shut off engine.

4. Remove bolt; nut cap on end of the main auger. Attach the correct side auger extension to the main auger with hardware just removed. Repeat this procedure for opposite side.

LOADING AND UNLOADING

GENERAL

Trailers used to haul the paver should have ample capacity to carry the weight of the paver. Place the trailer in a clear, level area for loading or unloading.

Work slowly and carefully to avoid accidents. Keep the area clear.

UNLOADING

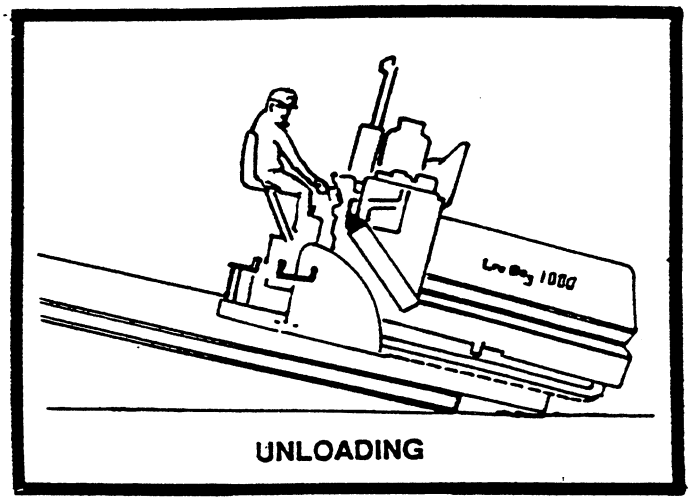
1. Remove tie down equipment.

2. Start and warm up engine.

3. Set throttle at 1/2 operating RPM. Shift transmission into low range. Set steering control levers so paver moves very slowly.

4. Make sure:
   A. Screed position - UP
   B. Extendable screed - IN
   C. Gates below augers - CLOSED (Caution - Never back up with cutoff gates open.)
   D. Speed range - LOW **(Never shift Transmission on incline.)**

5. Move the paver forward down the ramp as shown in figure 14.



UNLOADING

FIGURE 14

! DANGER !

MAKE SURE THE ENGINE IS RUNNING AT HIGH ENOUGH RPM'S TO PROVIDE THE HYDRAULIC PUMP WITH ENOUGH GALLONS PER MINUTE TO FUNCTION PROPERLY.

NOTE

A man should always be on the ground to assist the operator in the unloading function.

! CAUTION !

DO NOT LET THE SCREED STRIKE THE RAMP WHEN MOVING OFF THE RAMP. THIS CAN BREAK THE BEARINGS ON THE THICKNESS CONTROL SCREWS OR WELDS ON THE LEVELING ARMS. A LONGER RAMP OR BLOCKS MAY BE NECESSARY TO REDUCE THE ANGLE OF UNLOADING.

NOTE

If you have a problem unloading the paver - STOP — LOOK — THINK !

LOADING

1. Move paver to base of ramp. Line up tracks with the ramp. Load paver screed end first. Set throttle at 1/2 operating RPM and steering control levers so paver moves very slowly onto the ramp.

2. Make sure:
   A. Screed position is - UP
   B. Extendable screed - IN
   C. Gates below auger - CLOSED
   D. Speed range-low **(Never shift transmissions on grade).**

3. With the steering control levers slowly guide the paver up the ramp. If the paver is loaded hopper first, the weight of the operator on the walkway will tend to tip the paver onto the screed. See figure 15.

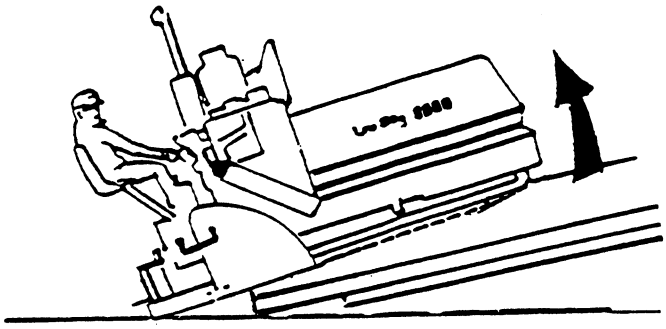
4. Place paver on trailer or truck at desired position.

5. Lower screed to deck.

6. Shut down engine.

7. Secure paver to transport as directed by regulations.

8. Always have a helper on the ground who can assist the operator in moving the paver onto the transport.



LOADING

FIGURE 15

TIE DOWN PROCEDURE

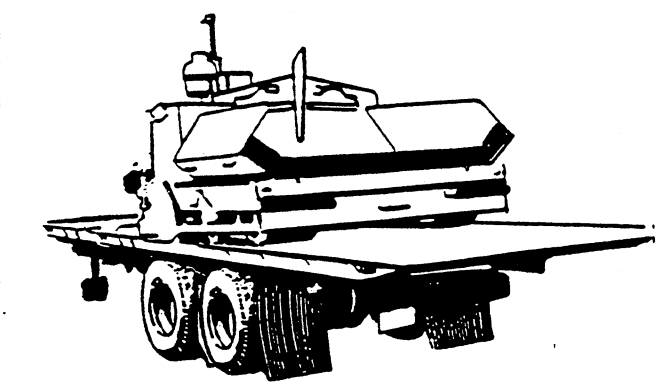
1. Position paver on trailer centered from side to side.

2. Attach tie down chain to the hopper end of paver at the center hook provided.

3. On the rear of the paver attach a tie down chain through the crown control frame or if desired through the tie downs on each side of the paver.

4. Place chocks at wheels or tracks.

5. Make sure all chains are tight before moving.



PAVER LOADED POSITION

FIGURE 16

STARTING TO PAVE

GENERAL

The paver is capable of placing bituminous base, binder and surface courses, lime or portland cement stabilized sub-base and graded aggregate materials up to a thickness of 6 inches.

Equipped with electric and manual thickness controls and a 8' to 13' or 9' to 13' wide screed, the paver can handle everything from driveways and small parking lots to large parking areas and secondary roads.

Before starting to pave, keep the following points in mind:

A. Plan the project so that the narrowest passes are first, (the basic width of the paver) leaving the widest pass until last.

B. Make sure to use a reference guideline. This can be a curb, gutter, adjacent mat or a string line. It is important that the first pass be straight as it will be the guideline for the following passes. Use the guidebar gauges as shown in Figure 17.

C. Never run the paver through a pile of mix that has been dumped in front of the machine. Not only will this affect the level of the mat being laid but damage may result.

NOTE
If paving on cool windy days, it may be necessary to maintain low heat on the screed. To accomplish this, reduce the pressure on the propane tank from 6 - 8 pounds to 2 pounds. This will provide a low even heat that will not harm the screed. Do not attempt to regulate the burner with the burner valve.

! WARNING !

NEVER SPRAY DOWN PAVER WITH FUEL OIL WHILE BURNERS ARE LIT. A FIRE COULD CAUSE SERIOUS BURNS OR DEATH!

NOTE:
When paving with tilt hopper paver gradually raise hopper as material is needed to screed. DO NOT dump hopper full and raise all the way up at one time. This will cause mat thickness to vary.

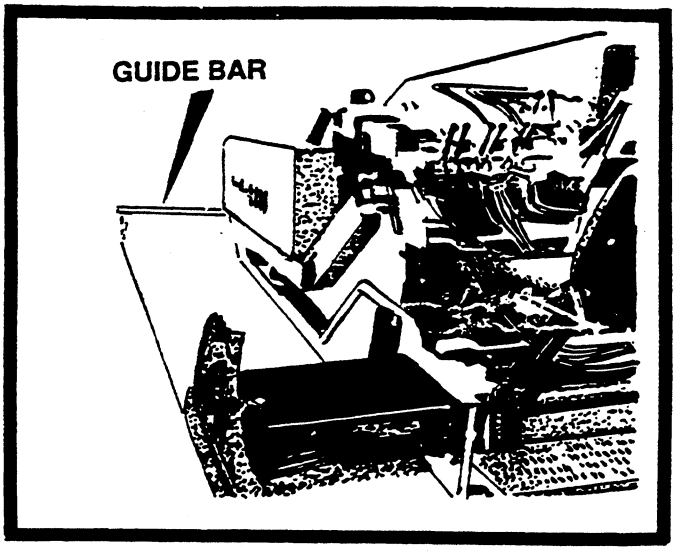


FIGURE 17

D. It is the operators job to guide the truck up to the paver and signal driver when and how much to dump into hopper. Truck driver must maintain a light pressure on his brakes to keep truck from dumping material on the roadway in front of paver. See Figure 18.

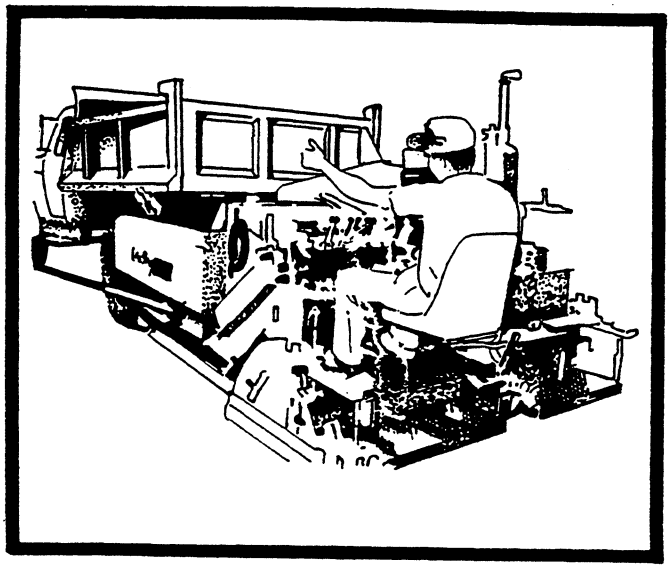


FIGURE 18

E. Always pave in low range. See Figure 21.

F. If paver is equipped with a truck hitch, refer to Truck Hitch Attachment instruction on page 10.

! DANGER !

BEFORE STARTING FORWARD WITH PAVER MAKE SURE NO ONE IS IN FRONT OF IT. THE LOW DECK PAVER WILL REQUIRE THE OPERATOR TO BE MORE ALERT.

1. Raise screed and extend fully on both sides. Lubricate screed inserts with fuel oil and run the extendable screed in and out several times. Make sure end gate depth screw handles are locked after moving extensions to the desired depth. Spray the hopper and augers and auger gates of the screed plate with fuel oil as shown in Figure 19 and 20.

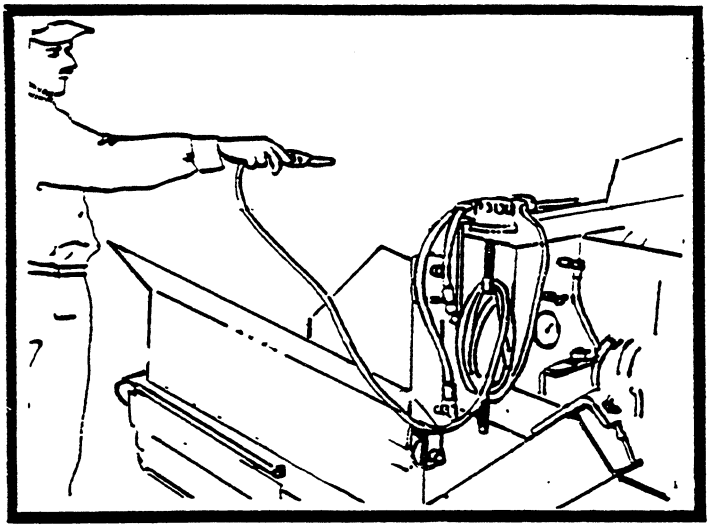


FIGURE 19

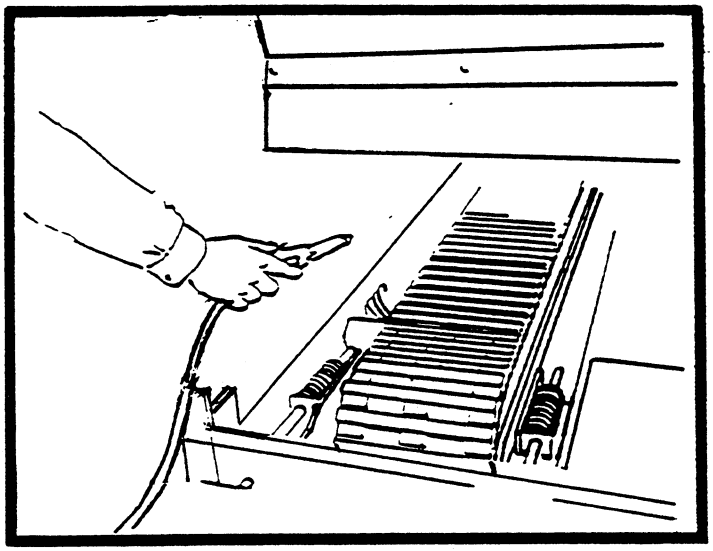


FIGURE 20

2. Figure 21 shows two methods of shifting the paver from HI to LOW gear. High and Low gear cable is used with the two speed transmission. Push down to low gear, pull up to high gear. High and Low toggle, is a toggle switch used with the Torque Hub. Pull toggle switch down to low and push up to high gear. When the paver is equipped with torque hub, a high gear indicator light will be on steady, indicating that paver is in high gear. (1000 D only have 1 speed.)

NOTE:
Always stop two speed transmission paver before shifting gears. The torque hub paver may be shifted while moving. In both cases paving should only be done in low gear.

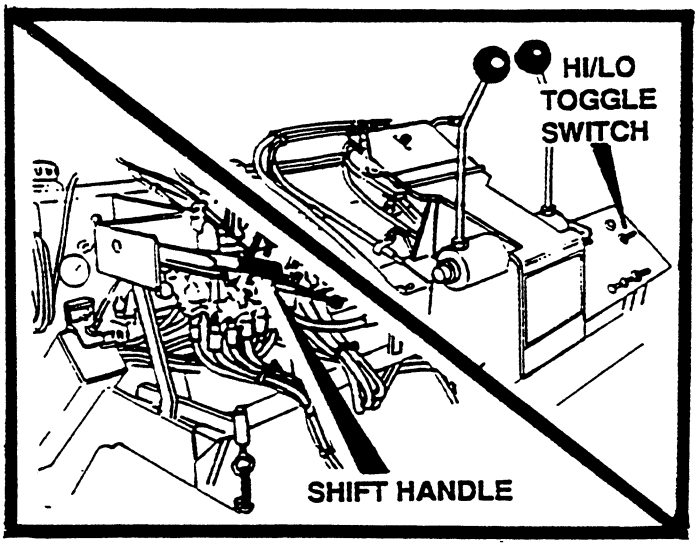


FIGURE 21

3. Light screed burners. Allow screed to heat for about 5 minutes. (After paving a short stretch, turn off screed heat; the mix will keep the screed hot.)

4. Move unit into paving position.

5. Place wood blocks under the screed as shown in Figure 22. These blocks should be slightly thicker (1/4 inch) than the finished (compacted) mat to allow for reduction in thickness after rolling.

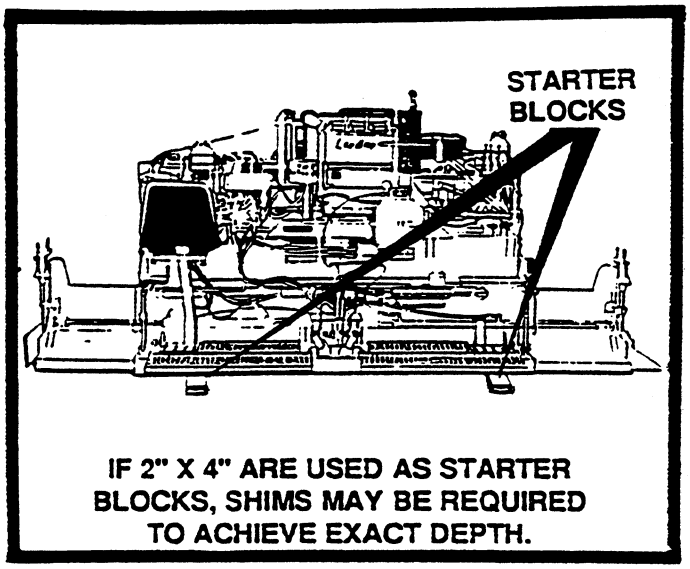


FIGURE 22

6. Adjust bottom of screed to lay flat on starting blocks. Turn flight screws one full turn toward thicker. This will lift the leading edge of the screed, preventing sag when leaving starting blocks. (End/gates can be used instead of starting blocks. Adjust end gates 1/8" to 1/4" shy of desired depth.) When paving at desired depth you should be able to feel free play in end gate. The free play indicates that the end gate is not carrying the load and that you are getting full compaction from screed.

7. Move forward and get ready to make fine adjustments with thickness control screws. (Clockwise thicker paving, counter clockwise thinner).

8. Once the machine is paving the right depth desired. The runners on each end should be about 1/4" off the base to eliminate wear on the runners.

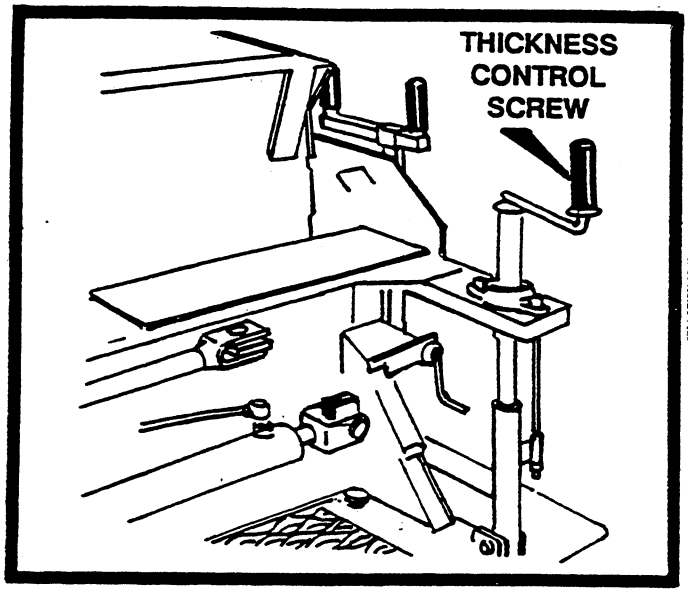


FIGURE 23

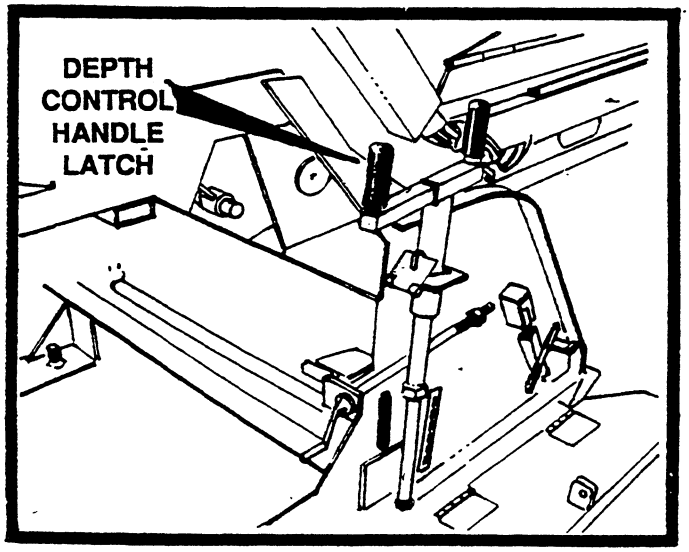


FIGURE 24

NOTE
Always make sure the depth control handles on the end gate are latched after each use to prevent damage when the extensions are retracted (See Figure 24).

ADJUSTING CROWN CONTROL

Set crown control. The screed plate is a one-piece unit which is actually bent to provide the required crown setting. See Figure 25.

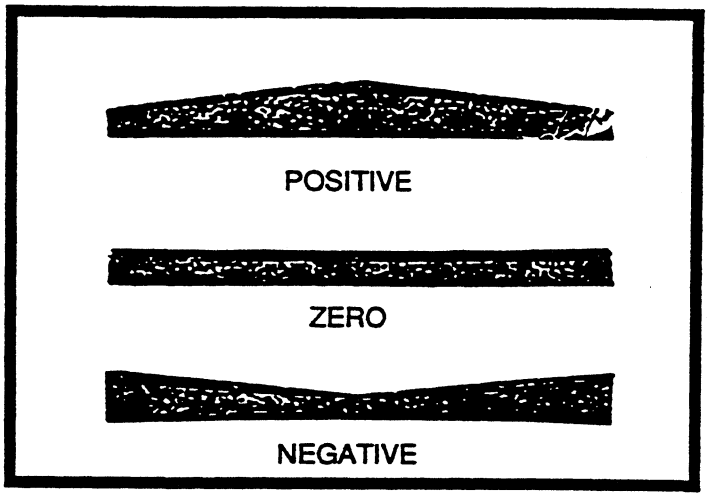


FIGURE 25

NOTE
Positive crown is when the middle of the mat is raised to permit water to drain to each side.

Negative crown is the lowering of the center of the screed plate. Negative crown might be used in an alley where drainage down the center of the alley is necessary.

Crown may be placed in the leading edge and/or the trailing edge of the screed plate. Crown in the leading edge aids material flow under the screed plate, only. Trailing edge crown puts a crown in the mat. As an example; trailing edge crown is O, leading edge crown is 1/8". With this set-up there will not be any crown placed in the mat laid by the paver, however, material flow under the screed plate will be improved. Trailing edge crown is set at O when shipped from the factory. The chain connecting the leading and trailing edge crown control assures that the relationship of the edges remains constant as the trailing edge is changed to meet job conditions.

NOTE:
There is not a lot of problems that can occur to a screed other than warping or twisting. Warping can be caused by too much heat from the burners. When making adjustments to the screed flight screws, try to stay within three to four turns of each other. Otherwise, the screed will be in a bind causing screed to twist. See page 22 under screed adjustment on how to level screed.

ADJUSTING CROWN CONTROL (Continued)

A. Loosen nut in slot under vibration motor as shown in Figure 26.

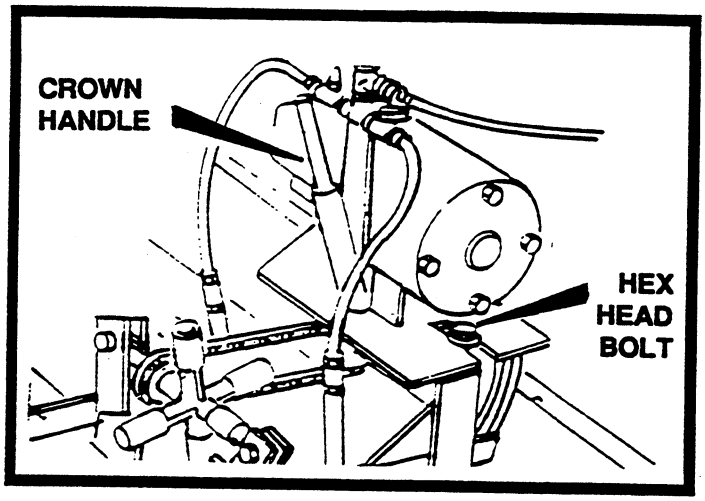


FIGURE 26

B. Remove crown handle from holder and insert it into opening on control as shown in Figure 27.

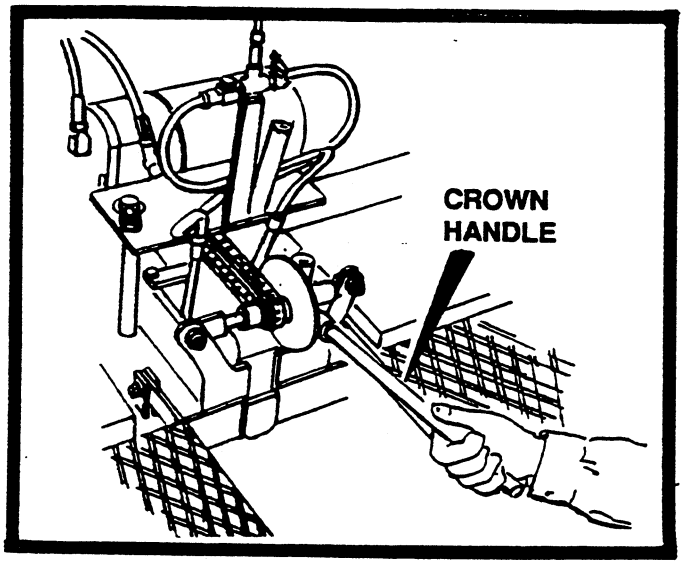


FIGURE 27

C. Turn crown control -
- down for positive crown
- up for negative crown

D. Re-tighten nut in slot under vibration motor.

NOTE

If the job demands a specific amount of crown, it can be set by stretching a string line from one side of the screed to the other (along trailing edge). Turn crown control and measure from the center of screed plate to taut string line.

NOTE

Regardless of the settings you have placed on the paver, the final judge of what you are doing is the mat itself. For instance, if you have set the crown on the screed, check the mat behind the paver to determine if you really are getting the crown you desire.

Begin paving the first pass following the guide line.

Reverse the paver and return to the starting point for the next pass. The depth control handle on the end gate (on the paved side) should be set so that the bottom of the end plate is about 1/4" below the screed plate if the adjacent mat has been rolled.

NOTE

If possible, about 6 inches of the edge of the first pass should be left unrolled to allow a good joint to be made after the next pass is complete.

The second pass can be made with the truck backed up to the front rollers of the paver as shown in Figure 28. The paver will push the truck. The driver should hold the truck brakes "on" *lightly* to keep the truck from moving away from the paver.

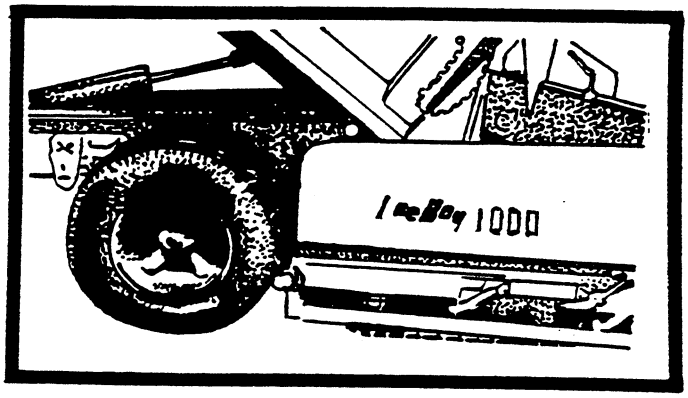


FIGURE 28

! CAUTION !

TRUCK DRIVER SHOULD NOT HOLD BRAKES TOO TIGHTLY OR PAVER STEERING AND THE MAT WILL BE ADVERSELY AFFECTED.

NOTE

These paving directions are general in nature and cannot take into account unusual characteristics you will find on each job. It is, therefore, the responsibility of the supervisor in charge to determine the exact paving pattern.

ROUTINE MAINTENANCE

GENERAL

Preventive maintenance on the Lee-Boy paver is a simple job that will provide years of trouble-free operation. Adjustments, also, are simple; they can be performed in the field with ordinary hand tools. Engine preventative maintenance, other than oil, air and fuel filter changes, is not covered in this section. Refer to engine operators manual for engine service information.

10 - HOUR OR DAILY ROUTINE MAINTENANCE

1. Cleaning the paver at the end of the working day while the machine is still hot is like putting money in the bank. A paver that is continuously left with mix stuffed in every corner is going to increase maintenance costs. Scrape off mix and spray fuel oil on the screed plate, hopper, etc., any place that has come in contact with the mix. All cleaning should be performed while the machine is hot.

! CAUTION !

IF MIX IS ALLOWED TO REMAIN IN THE MACHINE OVERNIGHT, POSSIBLE DAMAGE CAN RESULT ON START-UP THE NEXT DAY. POOR "HOUSE-KEEPING" WILL INCREASE MAINTENANCE COSTS.

2. Raise hopper (See Adjustments) and clean mix off all flat surfaces. This operation is quick and simple when the paver is still hot. **Immediately after raising hopper place the safety prop in position.**

3. Fill fuel tank for engine and spray down system to keep condensation from forming.

4. Perform engine preventative maintenance as described in your engine operators manual. Any engine preventative maintenance should always begin with an oil check. Also, check oil level in oil bath air cleaner. (If Equipped.)

5. There are three grease fittings that should be greased daily with a good grade of multipurpose grease. Two fittings are on the outside end of each auger. See figure 29.

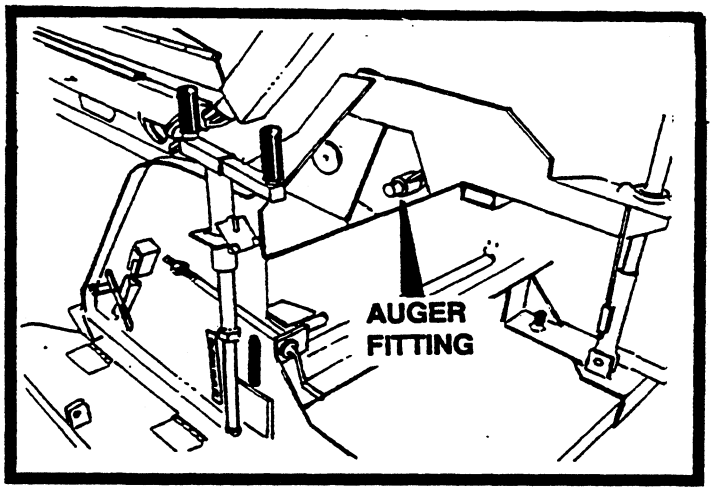


FIGURE 29

The center auger bearings are sealed for life.

The third grease fitting is on right, screed lift slide, behind the screed hoist cyiinder. See figure 30.

Grease these fittings at the end of the day while the machine is still hot. This permits the bearings to be flushed of any asphalt or fines that may have worked into them.

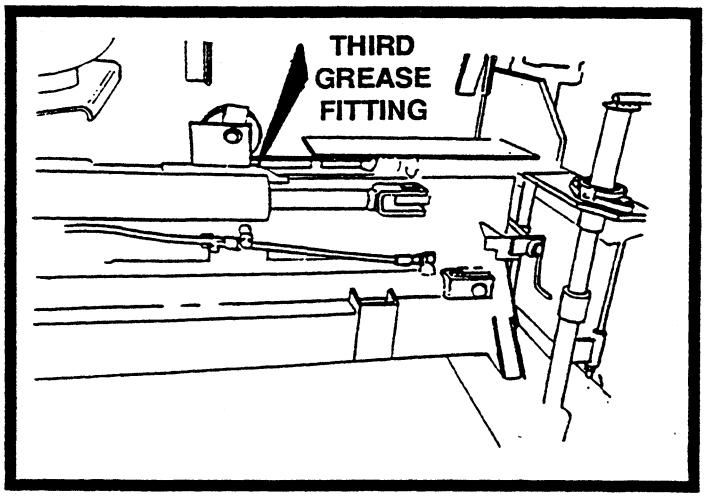


FIGURE 30

NOTE: At the end of the day extend screed extension all the way out and spray fuel oil on top and bottom. Work in and out a couple of times to work fuel oil to inside preventing hang up of extension the next morning.

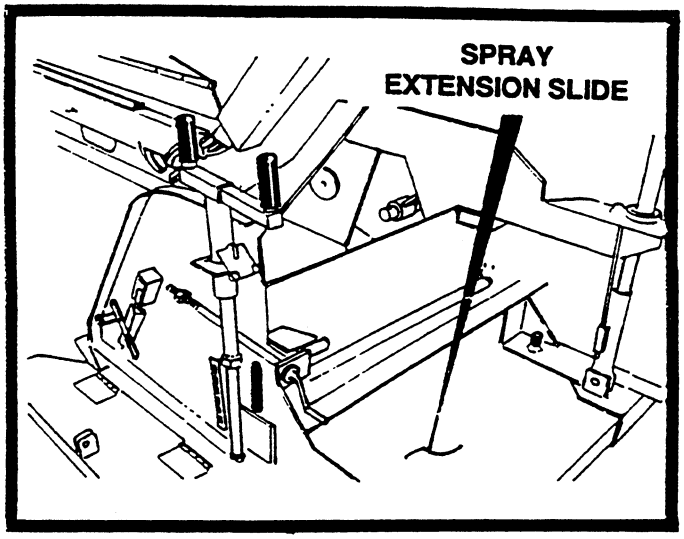


FIGURE 31

6. Spray thickness control screws with fuel oil to keep them working smoothly.

7. Grease extension slide with multi-purpose grease or spray with fuel oil at points shown in Figure 31.

50 HOURS OR MONTHLY
ROUTINE MAINTENANCE
Change Engine oil and Hyd. Filters.

1. Check hydraulic oil and add if necessary.

! CAUTION !

YOUR PAVER'S HYDRAULIC SYSTEM REQUIRES CLEAN, CONTAMINANT-FREE OIL. TAKE CARE WHEN WORKING WITH THE HYDRAULIC SYSTEM TO INSURE ITS COMPLETE CLEANLINESS. (15W 40 MOTOR OIL)

2. Check that battery electrolyte level is to the full indicator and add clean distilled water, if required. Use a battery hydrometer to measure specific gravity in each cell. A fully charged battery will read 1.265 specific gravity at 80 F. (27C.). At the same time check all battery connections and remove any corrosion that is present.

! DANGER !

DO NOT SMOKE WHEN OBSERVING BATTERY ELECTROLYTE LEVEL. THE FUMES CAN EXPLODE. ELECTROLYTE IS AN ACID WHICH CAN BURN IF IT CONTACTS SKIN OR EYES. IF CONTACT IS MADE, FLUSH AREA IMMEDIATELY WITH WATER.

3. Check air cleaner, if the engine is equipped with a dry type element. Improperly serviced air cleaners wear out engines—FAST! In just a few hours a small amount of dirt will wear out a set of piston rings! Refer to your engine's operators manual for service information. Also, perform any other engine preventative maintenance as described in the engine operators manual.

4. Clean screed insert. Remove screed insert by disconnecting extension cylinder and then pulling the screed straight out. See Figure 32. (When needed)

Remove asphalt that has accumulated inside screed.

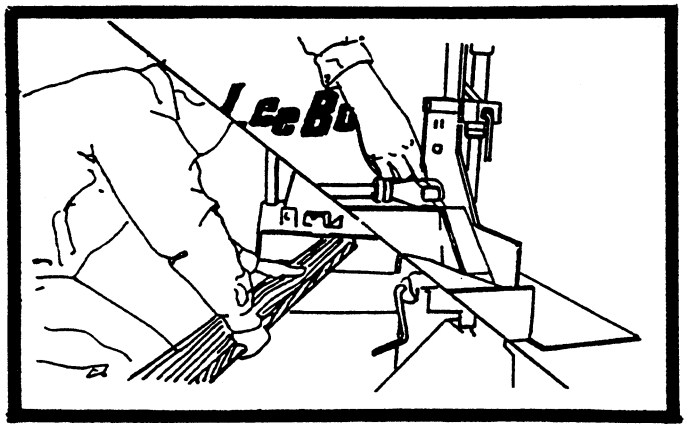


FIGURE 32

100 HOUR OR MONTHLY
ROUTINE MAINTENANCE

1. Check oil level in the two transmission gear boxes as shown in Figure 33. If oil is required use 90 wt. gear oil. There is a dipstick provided to check oil level.

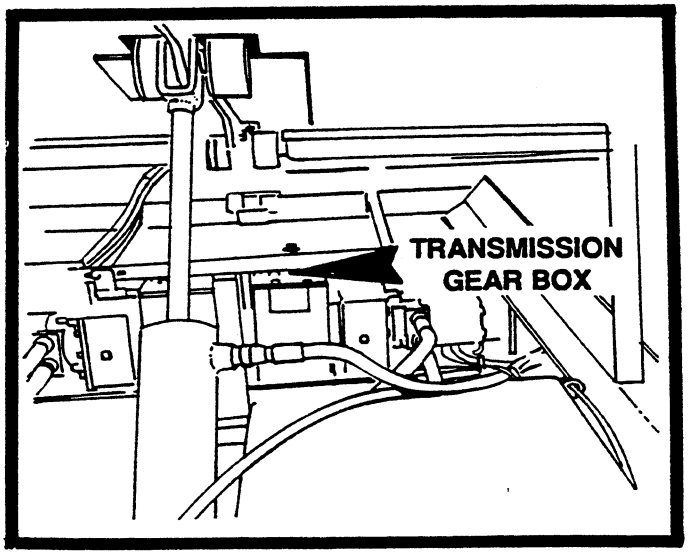


FIGURE 33

2. Check oil level in the torque hub by removing the plug at the 3 o'clock position. If oil comes out no oil is needed, Insert plug and tighten. If oil does not come out, remove the plug at the 12 o'clock position and fill torque hub with 90 wt. gear oil until oil starts to appear at the other hole. Replace both plugs and repeat process to other torque hub. See figure 34.

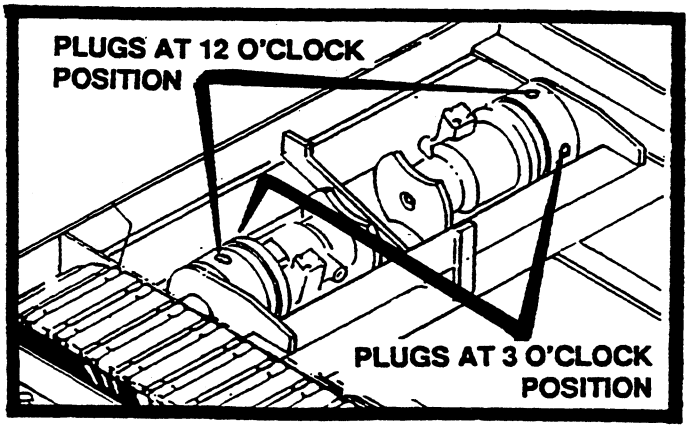


FIGURE 34

3. Replace dry type air filter, if equipped. Refer to your engine operators manual for service information.

4. Change engine oil. To assure complete removal of contaminants in the oil, perform the oil change while engine is warm. Use hose and fittings to drain oil.

After draining used oil, clean and reinstall drain plug and fill crankcase to the full mark with manufacturer's recommended oil. Change oil filter at every other oil change. (15 W 40 Motor Oil)

5. Change oil in oil bath air cleaner and rinse filter element in clean fuel to remove impurities. Also, perform any other engine preventative maintenance as described in the engine operators manual.

6. Check and adjust all chains, as required.

250 HOUR OR QUARTERLY ROUTINE MAINTENANCE

Perform the 250 hour preventative maintenance as described in the engine operators manual.

1. Change filter charge between valve and pump.

500 HOUR OR SEMI-ANNUAL ROUTINE MAINTENANCE

1. All bearings are sealed and have grease fittings. These should be greased with multi-purpose grease using a handgun. Be careful to avoid blowing the seals.

2. Perform the 500 hour preventative maintenance as described in the engine operators manual.

1000 HOUR OR ANNUAL ROUTINE MAINTENANCE

1. Drain and flush the hydraulic tanks. A drain plug is located on the bottom of each tank for this purpose. The recommended hydraulic oil is 15 W - 40 Motor Oil.

2. Perform the 1,000 hour preventative maintenance as described in the engine operators manual.

3. Anytime the paver has been repainted or the decals have been removed, damaged or can't be read, a new set of decals should be ordered and re-installed for safe operation.

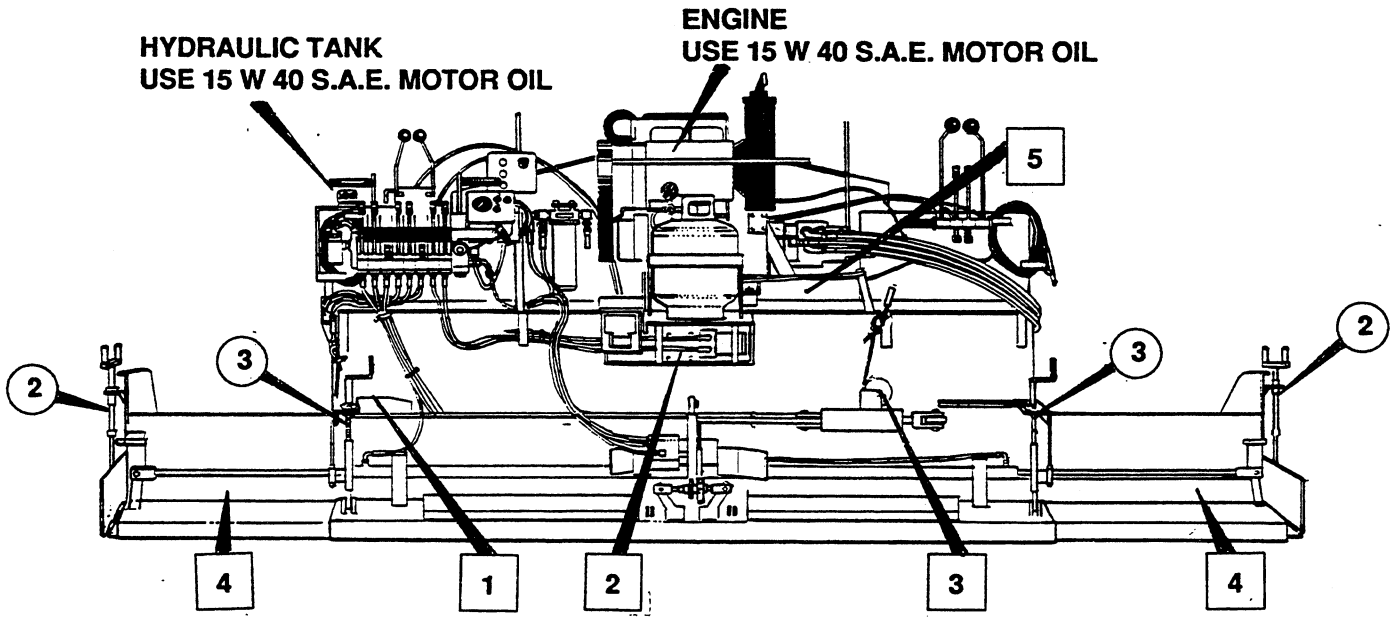
NOTE
When performing any routine maintenance such as 50, 100, 250, 500 and 1000 hour, always include previous routine maintenance hours to the higher hourly schedule.

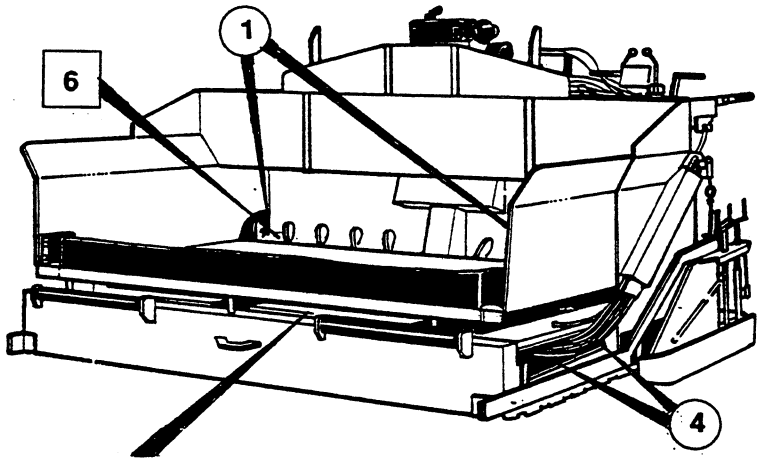
IMPORTANT NOTICE!!
The changing of oil and cleaning of the paver should only be done in a designated area that can contain the oil and chemicals involved in any maintenance requirement. These by products should be discarded in accordance with environmental regulations.

SCREED ADJUSTMENT

If the screed should ever twist, set the screed down on 1-2x4 on each side. Level the screed (front and back) on 2 x 4's until the screws are free. Check the screed while it is on the 2 x 4's, if one side of the screed is up off of the 2 x 4's then lift the screed up and take the flight screw on that side and push down on that side until it is brought back level again. The twist should come out easy (you may need to repeat this process more than once), also make sure the vibrator is loose. You can leave the vibrator loose (when paving) until you need it again.

Notes





TORQUE HUB AND GEAR BOX
USE 90 W GEAR OIL

LUBRICATION CHART

Item No.	Description and Location	Interval
①	AUGER, each end of auger, (Best time at end of day)	Daily
②	DEPTH SCREW, grease first in lock position, unlock turn 180° and grease	Weekly
③	BEARING, on flight screw, both ends	Weekly
④	PILLAR BEARINGS, axle	3 Months
[1]	PULLEY, screed lift, left side	Daily
[2]	AUGER CHAIN, middle of paver	Daily
[3]	PULLEY, screed lift, right side	Daily
[4]	SCREED EXTENSIONS, left and right (clean surface)	Daily
[5]	CABLE END, through out paver	Weekly
[6]	AUGER, as shown	Daily

LEGEND ○ GREASE WITH SHELL AVANIA EP GREASE 2 OR EQUIVALENT.

□ SPRAY WITH FUEL OIL OR CHAIN LUBE

Trouble Shooting Guide

Problem	Probable Cause	Solution
Auger hanging up or will not turn	• Chain too loose • Chain broke • Bad motor • Asphalt set up around auger	• Adjust • Replace • Replace • Keep clean and fuel oiled
Screed extensions hanging	• Asphalt set up around extension	• Keep cleaned and fuel oiled
Screed extensions loose (work up and down)	• Out of adjustment	• Adjust hold downs on extensions
Screed leaving streak down center of pavement	• Screed too flat (on leading edge) • Screed worn out	• Crown leading edge of screed • Replace
Flight Screw Locking up	• Twisting screed too far	• Give screed time to react
Breaking of flight screw bearings	• Loading and unloading	• Check ramps for easy access
Flame coming out end of screed	• Raw gas from burners	• Adjust burners in or out of hole. • Turn cutoff valve slowly to off, when flame goes out turn valve back on fully.
Hydraulic oil running out of breather cap	• Too full hydraulic oil • Air in bottom of tank • Oil over heated	• Drain 5" to 6" from top of tank • Bleed if you don't have vent hose • Slow machine down about 10% to 15%
Auger handles will not Stay locked in	• Detent worn out	• Replace detent
Hydraulic pump cavitating or lost power	• Low hydraulic oil • Clogged filters • Suction hose loose • Charge pump worn	• Fill • Replace • Retighten • Rebuild
Engine will not start (Diesel)	• Check Safety Switches Bad • Wires not making good connection on solenoid • Plug in switch box unplugged • Solenoid plunger sticking • Fuel solenoid coil burnt up • Blower belt broke	• Replace • Make sure wires are tight • Plug back • Clean plunger • Replace coil • Replace Belt

NOTE:

Hatz diesels are set up with a safety on starter. Normally, if the engine will not crank over it is the result of the starter relay. By pass this relay by finding terminal 50 on back of switch. Crimp new wire into this wire and run over to junction block, labeled No. 3. (Remove by pass relay.)

Trouble Shooting Guide

Problem	Probable Cause	Solution
Machine will not run straight	• Quadco out of adjustment • Lee-Boy Drive Control	• Adjust Cables
Machine will not pull on one or both sides	• Shifter out of adjustment • Keys sheared in bull gear (Transmission) • Transmission Gear stripped • Bad Drive motor	• Readjust • Replace keys • Replace Gear • Replace
Tracks not running smooth	• Tracks too loose • Front idler out of line	• Tighten tracks • Readjust track
Electric Screed don't work	• Check Fuse • Check wiring • Bad actvator	• Replace • Make sure wires in tack • Replace

Hydraulic Pressures

Drive	• 3000 PSI
Augers & Cyl.	• 1800 PSI

TROUBLE SHOOTING AND REPAIR GUIDE 8000 / 1000

PROBLEM	PROBABLE CAUSE	SOLUTION
ENGINE WILL NOT START	BATTERY DISCHARGED	CHARGE BATTERY OR REPLACE
	NEUTRAL SWITCH BAD	REPLACE
	HATZ STARTER RELAY BAD	REPLACE
	STARTER OR SOLENOID BAD	REBUILD OR REPLACE
LOW BATTERY	BAD IDIOT LIGHT BULB IN DASH	REPLACE BULB
	BAD ALTERNATOR	REPLACE OR REBUILD
ENGINE CUTS OFF AND WILL NOT START. [TURNS OVER BUT WILL NOT START]	LOW FUEL	FILL FUEL TANK WITH DIESEL
	BLOWER BELT BROKE	REPLACE BELT
	BAD FUEL SOLENOID	REPLACE SOLENOID

NOTE: IF BLOWER BELT BRAKES AND ENGINE SHUTS DOWN, TO UNLOAD MACHINE OR GET IT OUT OF THE WAY, YOU CAN HOLD BUTTON IN AT REAR OF BELT TIGHTENER TO MAKE RUN. DO NOT RUN OVER 2 TO 3 MINUTES OR ENGINE WILL OVERHEAT AND LOCK UP. [**USE EXTREME CAUTION**]

HOW TO OVERRIDE HATZ FUEL SOLENOID VALVE

NOTE: HOW TO OVERRIDE THE FUEL SOLENOID. **CAUTION:** MAKE SURE THE ENGINE IS FULL OF OIL AND THE BLOWER BELT IS NOT BROKEN BEFORE DOING MANUAL OVERRIDE. **IMPORTANT NOTE: IF THE MANUAL OVERRIDE LEVER IS USED, THE AUTOMATIC SHUTDOWN SYSTEM WILL NOT OPERATE. THE MACHINE MANUFACTURE AND THE ENGINE MANUFACTURE WILL ACCEPT NO LIABILITY FOR CONSEQUENTIAL DAMAGE, THE WARRANTY IS INVALIDATED.** FOR THIS REASON, OPERATE THE ENGINE ONLY IN A GENUINE EMERGENCY AND FOR A VERY SHORT PERIOD OF TIME AFTER ENGAGING THE MANUAL OVERRIDE LEVER. TO OVERRIDE, REMOVE THE TOP COVER ON ENGINE. LOOK IN ON THE OIL FILTER SIDE OF THE ENGINE AND YOU WILL SEE THE FUEL SOLENOID AND EXTRA FUEL HOUSING ABOVE THE OIL FILTER. ON TOP OF THE HOUSING IS A SMALL LEVER, BREAK THE LEAD SEAL AND TURN THE LEVER CLOCKWISE TO LOCK IN. THE ENGINE WILL NOW RUN UNTIL YOU UNLOCK THE OVERRIDE LEVER. DO NOT RUN WITHOUT COVER ON.

ENGINE RUNS BUT NO HYDRAULICS	PUMP DRIVE COUPLING BAD	REPLACE
	PIGGYBACK PUMP BAD	REPLACE

CAUTION: DO NOT RUN HYDRAULIC OIL OVER 200 DEGREES.

TRACK IMFORMATION

TIRES COMING APART [CHUNKING]	RUBBER TRACK GUARDS BAD	REPLACE TO KEEP DEBRE OUT
	TIRES SLIPPING IN TRACK	ADJUST TRACK TENSION

HOW TO ADJUST TRACK TENSION

1. TURN TRACK ADJUSTING RODS CLOCKWISE AND LOAD SPRINGS SO THAT THEY MEASURE 6 1/2" TO 6 3/4" INCHES. MEASURE LENGTH OF SPRING ONLY.
2. WHEN SPRING MEASUREMENT IS CORRECT, MEASURE THE THREADED ROD STICKING THRU THE TAKEUP NUT AND MAKE SURE THAT BOTH RODS MEASURE THE SAME LENGTH. NOTE: IF THE ROD MEASUREMENT IS NOT THE SAME, FRONT IDLER WILL BE OUT OF ALIGNMENT CAUSING WEAR ON TRACK GUIDES. ONCE TRACK GUIDES WEAR OUT, THEN TRACK WILL HAVE TO BE REPLACED. TRACK TENSION SHOULD BE MEASURED WEEKLY TO MAINTAIN CORRECT TRACK TENSION OR TIRE DAMAGE MAY OCCUR. KEEP AREA WHERE SPRING MECHANISM SLIDES CLEAN AND LUBRICATED.
3. ALL 1000-D HAVE AUTOMATIC TRACK TENSION CYLINDERS TO KEEP ADJUSTED. THEY WORK OFF OF THE CHARGE PRESSURE FROM THE MAIN PUMP.

HOW TO REPLACE TRACKS

1. LOOSEN TRACK ADJUSTERS.
2. REMOVE ANY PIN FROM TRACK BY CUTTING END OF PIN AT TOP OF FRONT IDLER. ONCE PIN HAS BEEN TRIMMED ON ENDS, ROTATE TRIMMED PIN TO BOTTOM OF FRONT IDLER AND DRIVE PIN OUT. WHEN PIN IS REMOVED, BACK MACHINE OFF OF TRACK SO THAT TRACK IS CLEAR.
3. PLACE NEW TRACK IN FRONT OF MACHINE WITH END OF TRACK WITH 3 HINGES AT FRONT IDLER.
4. DRIVE MACHINE UP ON TOP OF TRACK UNTIL TRACK IS LOCATED AT REAR OF TRACK DRIVE TIRES. TO PULL TRACK ON WE USE A ROD 4' LONG X 11/16" DIA, 2" LEG ONE END AND A HANDLE ON OTHER END. HOOK ROD INTO OUTTER HINGE ON TRACK. PULL ON ROD WHILE MACHINE DRIVES FORWARD. PULL TRACK UNTIL TRACK LAYING ON GROUND IS AT FRONT OF IDLER. HOOK ROD AT FRONT OF TRACK AND BACK MACHINE UP TO WHERE TRACK WILL GO TOGETHER OVER TOP OF FRONT IDLER. PLACE PIN IN AND WELD KEEPERS ON END OF PIN. NOTE: WELDED TRACKS, MASTER PIN IS WELDED TO HINGE ON EACH SIDE.
5. TRACKS ARE READY TO ADJUST.
   TURN TRACK ADJUSTING RODS CLOCKWISE AND LOAD SPRINGS SO THAT THEY MEASURE 6 1/2" TO 6 3/4" INCHES. MEASURE LENGTH OF SPRING ONLY.
   WHEN SPRING MEASUREMENT IS CORRECT, MEASURE THE THREADED ROD STICKING THRU THE TAKEUP NUT AND MAKE SURE THAT BOTH RODS MEASURE THE SAME LENGTH. NOTE: IF THE ROD MEASUREMENT IS NOT THE SAME, FRONT IDLER WILL BE OUT OF ALIGNMENT CAUSING WEAR ON TRACK GUIDES. ONCE TRACK GUIDES WEAR OUT, THEN TRACK WILL HAVE TO BE REPLACED. TRACK TENSION SHOULD BE MEASURED WEEKLY TO MAINTAIN CORRECT TRACK TENSION OR TIRE DAMAGE MAY OCCUR. KEEP AREA WHERE SPRING MECHANISM SLIDES CLEAN AND LUBRICATED.

HOW TO REPLACE DRIVE TIRES

1. LOOSEN TRACK ADJUSTERS.
2. REMOVE ANY PIN FROM TRACK BY CUTTING END OF PIN AT TOP OF FRONT IDLER. ONCE PIN HAS BEEN TRIMMED ON ENDS, ROTATE TRIMMED PIN TO BOTTOM OF FRONT IDLER AND DRIVE PIN OUT. WHEN PIN IS REMOVED, BACK MACHINE OFF OF TRACK SO THAT TRACK IS CLEAR.
3. JACK MACHINE UP AND DROP CUTOFF CYLINDER DOWN OUT OF THE WAY SO THAT DRIVE AXLE WILL COME OUT. NOTE: RUBBER TRACK GUARD WILL NEED TO BE REMOVED TO SLIDE AXLE ASSEMBLY OUT.
4. REMOVE 2 5/8" BOLTS HOLDING PILLOW BLOCK BEARING IN PLACE.
5. PLACE FLOORJACK UNDER TIRE ASSEMBLY AND PRY OFF OF TORQUE HUB SPLINES. [PULL OUTWARDS]
6. ONCE AXLE ASSEMBLY IS OUT REMOVE BAD DRIVE TIRES ACCORDING.
   1000 AND OLDER 8000S WITH TAPER LOCK BUSHINGS:
   A. REMOVE BEARING FROM END OF AXLE.
   B. REMOVE 3 3/8" BOLTS FROM TAPER BUSHING. TAKE 2 OF THESE BOLTS AND PLACE INTO THE TWO THREADED HOLES IN BUSHING AND PUSH BUSHING APART FROM WHEEL. MAY NEED TO BEAT ON WHEEL ASSEMBLY TO HELP JAR APART. ONCE BUSHING COMES APART, PRY BUSHING OFF OF AXLE. TIRE WILL COME OFF AT THIS TIME. DO SAME PROCESS ON INNER TIRE.
   C. CLEAN AXLE GOOD AND FIND SAW MARK ON AXLE FOR LOCATION OF INNER DRIVE TIRE. PLACE BUSHING ON THIS MARK AND TIGHTEN ASSEMBLY DOWN TIGHT. ROTATE AROUND BOLTS SO THAT THEY PULL UP EVEN. TORQUE TO 55 FOOT POUNDS.
   D. PLACE OUTTER TIRE ON AXLE WITH A 3/4" SPACER BETWEEN INNER AND OUTTER TIRE. THIS WILL GIVE CLEARANCE FOR TRACK GUIDE TO RUN IN. DRIVE BUSHING IN WHEEL TIGHT AND TORQUE BOLTS.
   E. PLACE SPACER AND BEARING BACK ON AXLE. NOTE: PUT WHEEL BEARING GREASE IN AXLE SPLINES.
7. JACK AXLE ASSEMBLY BACK UP INTO MACHINE AND SLIDE BACK ONTO SPLINES.
   PUT 2 5/8" BOLTS BACK TO HOLD PILLOW BLOCK BEARING ON. HOOK CUTOFF ASSEMBLY BACK AND INSTALL RUBBER GUARDS BACK ON.
8. PLACE TRACK IN FRONT OF MACHINE WITH END OF TRACK WITH 3 HINGES AT FRONT IDLER.

9. DRIVE MACHINE UP ON TOP OF TRACK UNTIL TRACK IS LOCATED AT REAR OF TRACK DRIVE TIRES. TO PULL TRACK ON WE USE A ROD 4' LONG X 11/16" DIA, 2" LEG ONE END AND A HANDLE ON OTHER END. HOOK ROD INTO OUTTER HINGE ON TRACK. PULL ON ROD WHILE MACHINE DRIVES FORWARD. PULL TRACK UNTIL TRACK LAYING ON GROUND IS AT FRONT OF IDLER. HOOK ROD AT FRONT OF TRACK AND BACK MACHINE UP TO WHERE TRACK WILL GO TOGETHER OVER TOP OF FRONT IDLER. PLACE PIN IN AND WELD KEEPERS ON END OF PIN. NOTE: WELDED TRACKS, MASTER PIN IS WELDED TO HINGE ON EACH SIDE.
10. TRACKS ARE READY TO ADJUST.
TURN TRACK ADJUSTING RODS CLOCKWISE AND LOAD SPRINGS SO THAT THEY MEASURE 6 1/2" TO 6 3/4" INCHES. MEASURE LENGTH OF SPRING ONLY.
WHEN SPRING MEASUREMENT IS CORRECT, MEASURE THE THREADED ROD STICKING THRU THE TAKEUP NUT AND MAKE SURE THAT BOTH RODS MEASURE THE SAME LENGTH. NOTE: IF THE ROD MEASUREMENT IS NOT THE SAME, FRONT IDLER WILL BE OUT OF ALIGNMENT CAUSING WEAR ON TRACK GUIDES. ONCE TRACK GUIDES WEAR OUT, THEN TRACK WILL HAVE TO BE REPLACED. TRACK TENSION SHOULD BE MEASURED WEEKLY TO MAINTAIN CORRECT TRACK TENSION OR TIRE DAMAGE MAY OCCUR. KEEP AREA WHERE SPRING MECHANISM SLIDES CLEAN AND LUBRICATED.

HOW TO REPLACE FRONT IDLER

1. LOOSEN TRACK ADJUSTERS.
2. REMOVE ANY PIN FROM TRACK BY CUTTING END OF PIN AT TOP OF FRONT IDLER. ONCE PIN HAS BEEN TRIMMED ON ENDS, ROTATE TRIMMED PIN TO BOTTOM OF FRONT IDLER AND DRIVE PIN OUT. WHEN PIN IS REMOVED, BACK MACHINE UP UNTIL TRACK CLEARS FRONT IDLER.
3. REMOVE ADJUSTING RODS AND 4 5/8" LOCK NUTS HOLDING IDLER AND SLIDE MECHANISM IN.
4. JACK FRONT OF MACHINE UP SO THAT IDLER WILL ROLL OUT. MAY NEED TO DROP TRACK GUARDS.
5. REPLACE IDLER OR IDLER BEARINGS BACK IN PLACE, AND FASTEN DOWN.
6. PLACE TRACK IN FRONT OF MACHINE WITH END OF TRACK WITH 3 HINGES AT FRONT IDLER.
7. DRIVE MACHINE UP ON TOP OF TRACK UNTIL TRACK IS LOCATED AT REAR OF TRACK DRIVE TIRES. TO PULL TRACK ON WE USE A ROD 4' LONG X 11/16" DIA, 2" LEG ONE END AND A HANDLE ON OTHER END. HOOK ROD INTO OUTTER HINGE ON TRACK. PULL ON ROD WHILE MACHINE DRIVES FORWARD. PULL TRACK UNTIL TRACK LAYING ON GROUND IS AT FRONT OF IDLER. HOOK ROD AT FRONT OF TRACK AND BACK MACHINE UP TO WHERE TRACK WILL GO TOGETHER OVER TOP OF FRONT IDLER. PLACE PIN IN AND WELD KEEPERS ON END OF PIN. NOTE: WELDED TRACKS, MASTER PIN IS WELDED TO HINGE ON EACH SIDE.
8. TRACKS ARE READY TO ADJUST.
TURN TRACK ADJUSTING RODS CLOCKWISE AND LOAD SPRINGS SO THAT THEY MEASURE 6 1/2" TO 6 3/4" INCHES. MEASURE LENGTH OF SPRING ONLY.
WHEN SPRING MEASUREMENT IS CORRECT, MEASURE THE THREADED ROD STICKING THRU THE TAKEUP NUT AND MAKE SURE THAT BOTH RODS MEASURE THE SAME LENGTH. NOTE: IF THE ROD MEASUREMENT IS NOT THE SAME, FRONT IDLER WILL BE OUT OF ALIGNMENT CAUSING WEAR ON TRACK GUIDES. ONCE TRACK GUIDES WEAR OUT, THEN TRACK WILL HAVE TO BE REPLACED. TRACK TENSION SHOULD BE MEASURED WEEKLY TO MAINTAIN CORRECT TRACK TENSION OR TIRE DAMAGE MAY OCCUR. KEEP AREA WHERE SPRING MECHANISM SLIDES CLEAN AND LUBRICATED.

MACHINE WILL NOT TRAVEL STRAIGHT:	HYDRAULIC MOTOR NEEDS ADJUST	SEE MANUAL TO ADJUST
	PUMP CABLES OUT OF ADJUST	ADJUST CABLES AT PUMP
	BAD CABLES	REPLACE CABLES
	TRAVEL PUMP WORN	REBUILD OR REPLACE

MACHINE WILL NOT PULL ON ONE OR BOTH SIDES:	HYDRAULIC MOTOR BAD	REBUILD OR REPLACE
	PUMP PRESSURE WEAK [3000PSI]	REBUILD PUMP
	BAD TORQUE HUB	REBUILD OR REPLACE
	AXLE SPLINES STRIPPED	REPLACE AXLE [GREASE SPLINES]
	TAPER BUSHING BOLTS SHEARED	MAY NEED TO REPLACE BUSHING

NOTE: SEE TRACK COMPONENT REPLACEMENT ON HOW TO CHANGE REAR AXLE.

HOW TO REMOVE TORQUE HUB

1. JACK MACHINE UP ABOUT 24" OFF OF GROUND ON JACKSTANDS.
2. RAISE CONVEYOR AND PLACE SAFETY PROP IN POSITION.
3. REMOVE 2 ALLEN BOLTS FROM DRIVE MOTOR TO TORQUE HUB AND SLIDE MOTOR OUT. DO NOT UNHOOK HOSES FROM DRIVE MOTOR. PLACE DRIVE MOTOR UP ON FRAME OUT OF THE WAY.
4. WELD A BRACE TO GO FROM REAR OF FRAME ACROSS AXLE TOP AGAINST FRAME AT ANOTHER LOCATION. PUT ABOUT A 1" WELD AT EACH LOCATION TO HOLD AXLE IN PLACE.
   NOTE: THIS PREVENTS REMOVING TRACK AND AXLE ASSEMBLY.
5. REMOVE 12 5/8" BOLTS FROM TORQUE HUB AND PRY OUT ON TO FLOOR JACK. **[WHEN INSTALLING TORQUE HUB BACK IN PUT WHEEL BEARING GREASE ON AXLE SPLINES]** WHEN JOB HAS BEEN COMPLETED CUT WELDS ON BRACE HOLDING AXLE IN AND PUT 90 WT. GEAR OIL BACK IN TORQUE HUB.

MACHINES WITH 2 SPEED TRANSMISSION

MACHINE WANT MOVE ON ONE SIDE ONLY.	SHIFTER OUT OF ADJUSTMENT	ADJUST BY LOOSENING BOLTS IN SHIFTER LINKAGE, AND THEN SHIFT BOTH TRANSMISSIONS TO LEFT OR RIGHT AND THEN TIGHTEN LINKAGE DOWN.
	GEARS IN TRANSMISSION BAD	REPLACE GEARS
	CHAIN TRANS AND AXLE BROKE	REPLACE

HOW TO REMOVE AND REPLACE TRANSMISSION

1. JACK MACHINE UP ABOUT 24" OFF OF GROUND ON JACKSTANDS.
2. PUT TRANSMISSIONS IN NEUTRAL POSITION.
3. ROTATE AXLE SO THAT MASTER LINK CAN BE REMOVED IN CHAIN COUPLING. [TRANSMISSION TO AXLE]
4. REMOVE SHIFTER LINKAGE AND 3 5/8" BOLTS HOLDING BOX IN.
5. REMOVE DRIVE TRAY AND CHAINS IN EARLIER 1000'S AND 700 MACHINES TO REMOVE TRANSMISSIONS. NEWER MODEL 1000'S AND 8000'S DO NOT HAVE A MOTOR DRIVE ASSEMBLY.
6. NEW MODELS REMOVE HOSES FROM DRIVE MOTOR. MOTOR WILL COME OUT WITH TRANSMISSION.
7. PRY FRONT OF TRANSMISSION UP SO THAT YOU CAN SLIDE A 2"X6"X8' BOARD UNDER TRANSMISSION TO ACT AS A SEESAW TO SLIDE TRANSMISSION UP ON HYDRAULIC TANK.
8. REPLACE BAD GEARS AND REINSTALL TRANSMISSION BACK IN MACHINE. USE SAME METHOD ABOVE. NOTE: PUT 90 WT. GEAR OIL IN TRANSMISSION WHEN FINISHED.
9. WHEN ADJUSTING SHIFTER LOOSEN 2 BOLTS HOLDING SHIFTER LINKAGE AT SLOT. SHIFT BOTH TRANS TO LEFT OR RIGHT AND THEN TIGHTEN BOLTS DOWN AT SLOT. MAKE SURE HANDLE IS IN CORRECT POSITION BEFORE TIGHTENING SHIFTER BOLTS DOWN. HANDLE DOWN, TRANSMISSION IN LOW GEAR.
   NOTE: DANGER NEVER SHIFT TRANSMISSION ON INCLINE.
   ONLY SHIFT TRANSMISSIONS WHEN LEVEL TO OPERATORS EYES.

HOW TO ADJUST TORQUE LIMITOR ON, 700,800,900,1000 AND 8000 MACHINES

1. PLACE A 2" X 4" BOARD IN FRONT OF MACHINE SO THAT ONE HALF OF MACHINE CAN DRIVE OVER IT.
2. IF MACHINE VEERS TO THE SIDE THAT THE 2" X 4" BOARD IS PLACED THEN ADJUSTMENT IS NEEDED. MAKE SURE MACHINE IS IN LOW GEAR AND MAKE SURE THAT TORQUE LIMITOR IS NOT FULL OF GREASE.
3. LOOSEN TWO SET SCREWS IN LARGE NUT ON SIDE OF TORQUE LIMITOR AND TURN CLOCKWISE. TURN NUT 1/4" TURN AT A TIME AS NEEDED UNTIL MACHINE DRIVES OVER 2" X 4" BOARD STRAIGHT.
4. ONCE TORQUE LIMITOR IS SET, LOCK TWO SET SCREWS BACK DOWN. **DO NOT SPRAY DIESEL OR GREASE TORQUE LIMITOR, THIS WILL CAUSE MACHINE TO VEER.**

HOW TO REPLACE AUGERS AND INNER BEARINGS

1. REMOVE REAR GRATING OVER AUGER ASSEMBLY.
2. RUN SCREED EXTENSIONS ALL THE WAY OUT. THIS GIVES ROOM TO STAND IN BEHIND AUGER BACK TO REMOVE TOP PORTION OF AUGER COVER. AUGER COVER IS IN 3 PIECES WITH A SMALL TACK TO HOLD COVER TOGETHER WHILE BUILDING. REMOVE 4 NUTS HOLDING COVER ON AND PRY COVER APART. CLEAN ASPHALT BUILD UP FROM AROUND COVER, MAY NEED TO HEAT ASPHALT.
   MIDDLE AND BOTTOM PORTION OF COVER CAN BE REMOVED LAYING IN CONVEYOR UNDER ENGINE.
3. ROTATE AUGERS SO THAT MASTER LINK IS CENTERED AT FRONT. LOOSEN AUGER CHAINS BY SLIDING AUGER MOTORS DOWN FROM BACKSIDE, 2 5/8" BOLTS EACH SIDE.
4. REMOVE AUGER ENDMOUNTS SO THAT AUGERS CAN COME OUT THROUGH OPENING IN SIDES.
5. CHECK INNER AUGER BEARINGS, IF BAD REPLACE AT THIS TIME.
6. INSTALL NEW AUGERS MAKING SURE THAT WEARPLATES ARE ON CORRECT SIDE TO AUGER MATERIAL OUTWARD. LEAVE WORN AUGERS IN FLOOR TO LOOK AT WHILE INSTALLING NEW ONES.
   NOTE: VERY EASY TO INSTALL AUGERS IN BACKWARDS.
   TIGHTEN BEARING SET SCREWS DOWN TO HELP HOLD AUGER SHAFT FROM MOVING OUTWARD.
7. SLIDE AUGER COLLAR ON END OF AUGER SHAFT AND BOLT ENDMOUNT BACK ON. PUSH COLLAR ALL THE WAY IN AGAINST ENDMOUNT AND PUT ABOUT 2 SMALL WELDS TO HOLD IN PLACE. NOTE: COLLAR ONLY NEEDS A COUPLE SMALL WELDS, SO THAT WHENEVER COLLAR WEARS OUT IT CAN BE EASILY REPLACED. ALSO BRONZE BUSHING IN THE ENDMOUNTS CAN BE REPLACED IN NEW MACHINES.
8. PLACE AUGER CHAINS BACK ON AND ADJUST AUGER MOTORS UP TO TIGHTEN CHAINS. PLACE A PRY BAR UNDER MOTOR TO PRY UP, THEN SNUG BOTTOM MOTOR MOUNT BOLT. MAKE SURE MOTOR IS LEVEL THEN TIGHTEN TOP AND BOTTOM BOLTS TIGHT. DO THE SAME FOR OPPOSITE SIDE. [LUBE CHAINS]
9. PLACE AUGER COVER BACK IN PLACE MAKING SURE SLOT FOR AUGER SHAFT IS SEALED SHUT GOOD.
10. PLACE GRATING BACK ON OVER AUGERS. RUN AUGERS AND MAKE SURE EVERYTHING IS CORRECT.
    NOTE: AUGERS CHAINS CAN BE LUBRICATED EACH DAY BY SPRAYING FUEL OIL IN THRU SLOTS WHERE AUGER MOTORS ADJUST.

SCREED SERVICE AND INFORMATION

SCREED LEAVING STREAK DOWN CENTER OF MAT BEING LAID	**SCREED NOT HEATED PROPER**	**SET PROPANE PRESSURE AT 15 POUNDS FOR ABOUT 15 MINUTES**
	SCREED EXTENSIONS SET TO LOW CARRING ALL THE WEIGHT	**ALWAYS START OUT IN THE MORNING WITH EXTENSIONS ALL THE WAY UP, NO DOWN PRESSURE**

NOTE: DO NOT ADJUST EXTENSIONS UNTIL YOU KNOW THAT THEY ARE HOT. WHEN MAIN SCREED LAYS SMOOTH, TURN MAIN BURNERS OFF AND LEAVE EXTENSION BURNERS ON UNTIL THEY GET HEATED UP AND LAYING SMOOTH.

SCREED LEAVING RIPPLES	**EXTENSIONS SET TO LOW**	**READJUST EXTENSIONS S/R**
	EXTENSIONS WORK UP AND DOWN	**ADJUST TOP GUIDES**
	EXTENSION ROD BUSHINGS WORN	**REPLACE BUSHINGS**

HOW TO ADJUST TOP GUIDES ON EXTENSIONS.

1. RUN EXTENSIONS ALL THE WAY IN.
2. REMOVE COVERS OVER EXTENSION CYLINDERS. [NOT ON 13' HIGH DECK MACHINES]
3. INSIDE OF CYLINDER COVER AT TOP AND IN CENTER CROWN, ARE 5 1/2" BOLTS HOLDING TOP GUIDE ON. LOOSEN GUIDE AND DRIVE GUIDE DOWN TIGHT AGAINST SLIDE BY USING A BLUNT PUNCH. STICK PUNCH THRU SLOTS IN 1/8" SHIELD COVERING TOP OF EXTENSIONS. NOTE: OLDER MODELS DID NOT HAVE SLOTS AT TOP, SO YOU WILL NEED TO DRILL HOLES TO PLACE PUNCH THRU OVER TOP OF BOLTS.
4. RUN EXTENSION OUT AND GREASE GOOD BEFORE WORKING. KEEP GREASED DAILY TO PREVENT WEAR.
5. PLACE CYLINDER COVERS BACK ON AND BE SURE THAT 1/2" BOLTS HOLDING GUIDES ARE TIGHT.

HOW TO CHANGE SCREED EXTENSIONS, SLIDES OR BUSHINGS

1. REMOVE CYLINDER COVERS.
2. RUN SCREED EXTENSION ALL THE WAY OUT AND REMOVE CYLINDER PIN. [LOWER SCREED]
3. REMOVE 4-1/2" BOLTS IN EXTENSION RODS HOLDING EXTENSIONS ON. ONCE BOLTS REMOVED PULL EXTENSION OUT OF THE WAY.
4. PULL 1 1/2" RODS OUT OF SLIDE.
5. LOOSEN 5 BOLTS HOLDING TOP GUIDE ON. THIS WILL LET MAIN SLIDE COME OUT EASY. AT THIS TIME BUSHINGS CAN BE REPLACED OR MAIN SLIDE. NOTE: WHEN REPLACING BUSHINGS YOU WILL NEED TO HONE BUSHINGS IF 1 1/2" SHAFTS DON'T GO IN.
6. CLEAN AREA WHERE SLIDES GO, AND LUBRICATE BEFORE SLIDING SLIDE BACK IN.
7. LOOSEN GUIDE AND DRIVE GUIDE DOWN TIGHT AGAINST SLIDE BY USING A BLUNT PUNCH. STICK PUNCH THRU SLOTS IN 1/8" SHIELD COVERING TOP OF EXTENSIONS. NOTE: OLDER MODELS DID NOT HAVE SLOTS AT TOP, SO YOU WILL NEED TO DRILL HOLES TO PLACE PUNCH THRU OVER TOP OF BOLTS.
8. SLIDE 1 1/2" RODS BACK IN, AND BOLT EXTENSIONS BACK ON. MAKE SURE THAT EXTENSION IS MOUNTED FLUSH WITH BOTTOM OF SCREED PLATE.
9. HOOK CYLINDERS BACK TO EXTENSIONS AND PUT CYLINDER COVERS BACK ON.
10. RUN EXTENSION OUT AND GREAS

HOW TO CHANGE SCREED WEARPLATE

1. REMOVE CYLINDER COVERS, WALKBOARDS AND SCREED LIDS. [SCREED EXTENSIONS IN]
2. REMOVE 10 3/8" BOLTS HOLDING WEARPLATE TO SCREED FRAME ON EACH SIDE.
3. CLAMP CENTER PORTION OF SCREED SO THAT WHEN SCREED FRAME IS RAISED UP OFF OF WORN WEARPLATE, CLAMP WILL HOLD SCREED IN PLACE.
4. RAISE SCREED UP AND REMOVE BAD WEARPLATE.
5. CLEAN ALL MATERIAL BUILDUP FROM SCREED FRAME FOR NEW WEARPLATE TO BOLT UP TO.
6. SET NEW WEARPLATE DOWN LEVEL ON 3 BLOCKS. ONE ON EACH END AND ONE IN CENTER. MAKE SURE EXTENSIONS ARE RAISED ALL THE WAY UP TO PREVENT EXTENSIONS FROM HOLDING SCREED FRAME OFF OF WEARPLATE.
7. LOWER SCREED FRAME DOWN ON TO NEW WEARPLATE. PUT 5 BOLTS IN ON ONE SIDE AT FRONT TO HOLD WEARPLATE. [DO NOT TIGHTEN BOLTS UNTIL ALL BOLTS ARE IN] LOOSEN VIBRATOR ON SLOTTED SIDE AND ADJUST CROWN, THIS WILL MOVE SCREED FRAME IN AND OUT ON WEARPLATE TO LINE BOLTS UP ON OPPOSITE SIDE. ONCE FRONT BOLTS ARE IN THEN PLACE REAR BOLTS IN.
   WHEN ALL BOLTS HAVE BEEN STARTED, MAKE SURE THAT SCREED FRAME AND WEARPLATE IS FLAT AND THEN TORQUE BOLTS TO 55 FOOT POUNDS. START INSIDE AND MOVE OUTWARD BY ROTATING FROM LEFT TO RIGHT SIDE. THIS WILL KEEP SCREED RELAXED.
8. PLACE SCREED LIDS, WALKBOARDS AND CYLINDER COVERS BACK ON SCREED.

HOW TO CHANGE EXTENSION WEARPLATES

1. RUN EXTENSIONS ALL THE WAY OUT.
2. REMOVE ENDGATES BY REMOVING TILT SCREW AND 7/8" NUT ON EACH SIDE. ENDGATE WILL TILT FORWARD OUT OF HOLDER AND SLIDE OFF OF 7/8" BOLT.
3. DISCONNECT EXTENSION ADJUSTER FROM WEARPLATE.
4. REMOVE FRONT EXTENSION HINGE SHIELD.
5. SLIDE HINGE PIN OUT AND WEARPLATE WILL FALL OFF.
6. HOLD NEW WEARPLATE INPLACE AND SLIDE HINGE PIN BACK IN.
7. FASTEN EXTENSION AJUSTER BACK TO WEARPLATE.
8. PUT FRONT HINGE COVERS BACK ON.
9. PLACE ENDGATE BACK ON MACHINE.

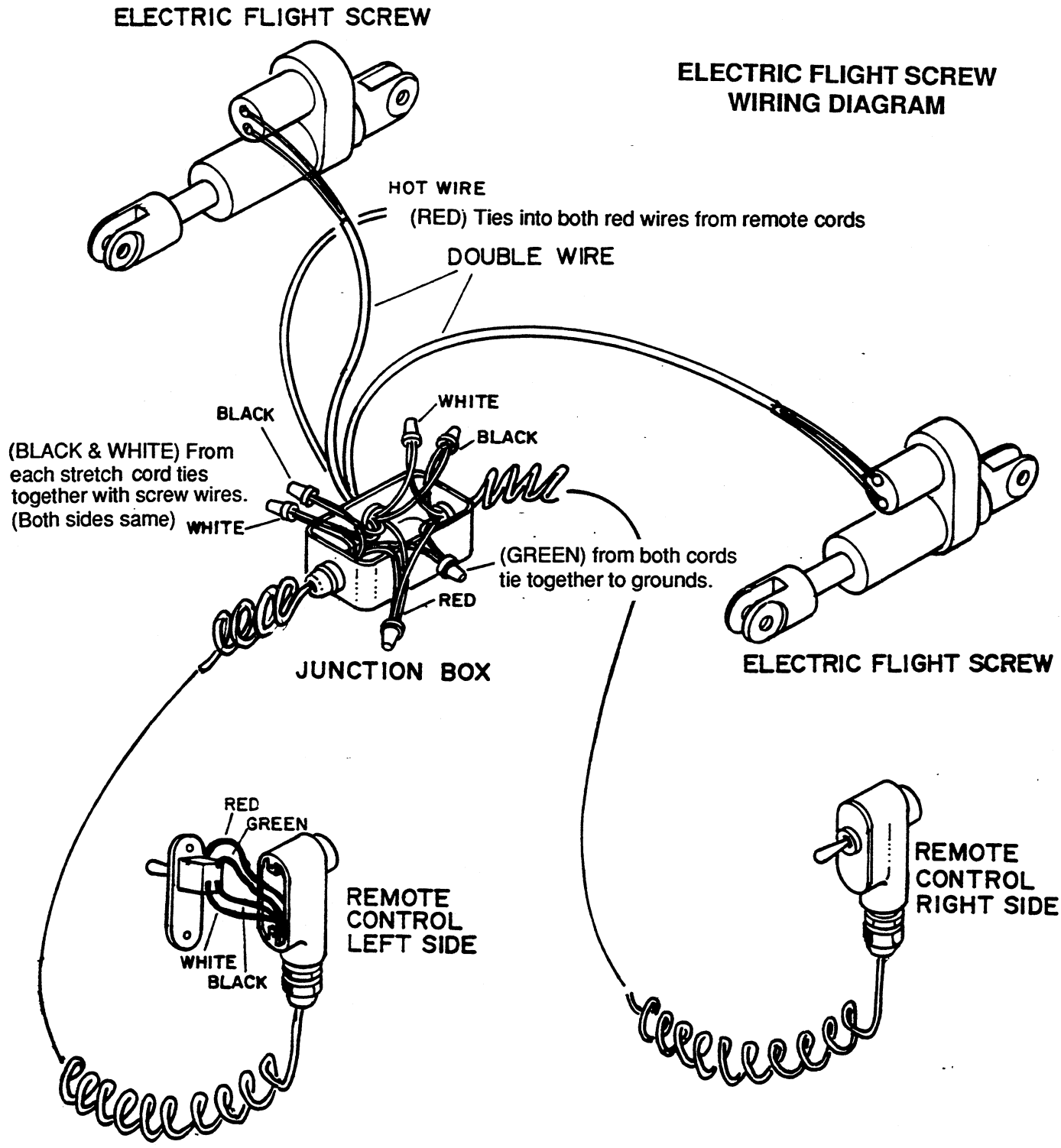
FLIGHT SCREW LOCKING UP	TWISTING SCREED TO FAR	GIVE SCREED TIME TO REACT
FLIGHT SCREW BEARING DAMAGE	TWISTING SCREED TO FAR	GIVE SCREED TIME TO REACT
	LOADING AND UNLOADING	SCREED CARRING WEIGHT OF MACHINE WHEN LOADING OR UNLOADING. CORRECT RAMPS

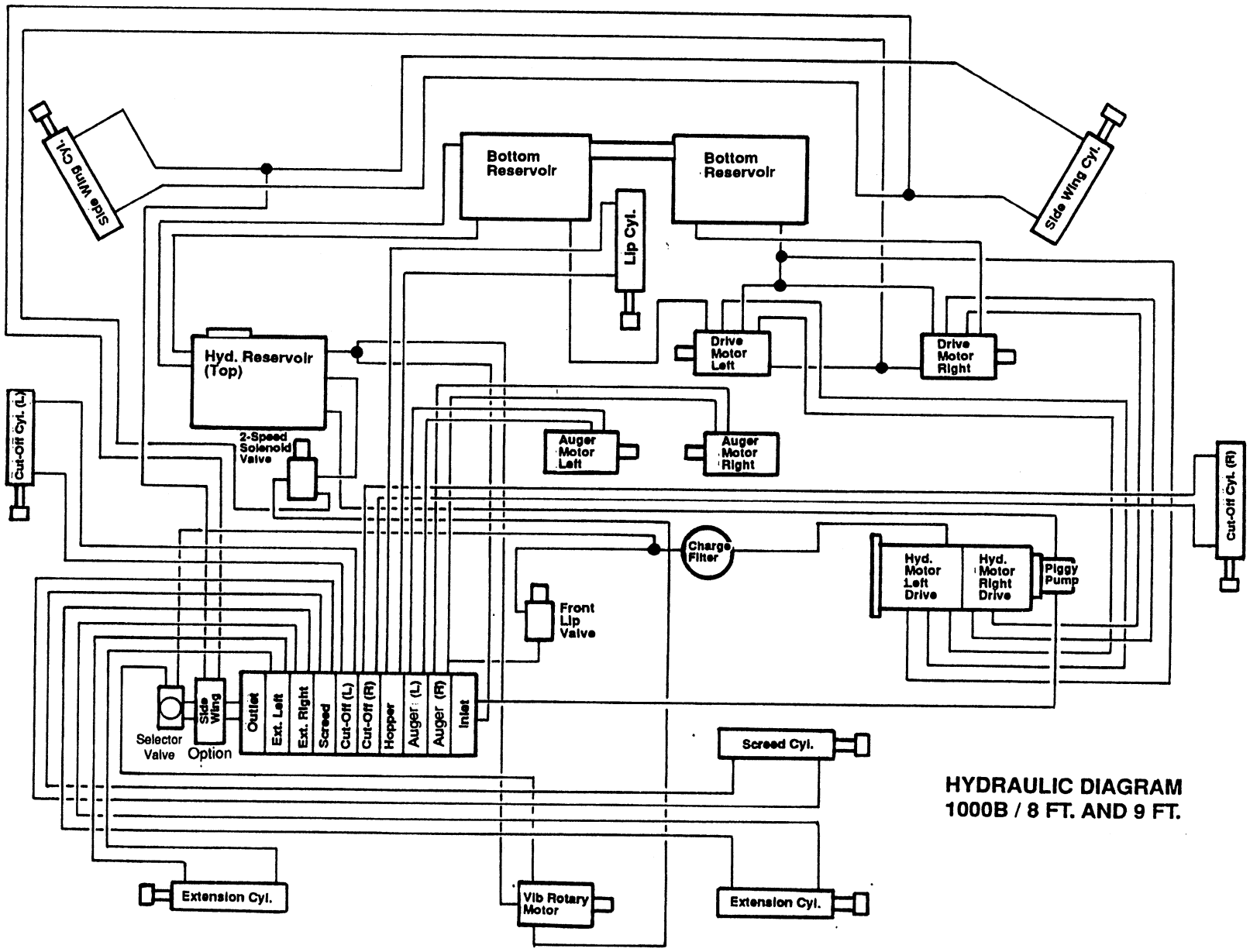
ELECTRIC SCREWS DON'T WORK	CHECK FUSE [BAD]	REPLACE
	CHECK WIRING	MAKE SURE WIRES IN TACK
	BAD ELECTRIC SCREW	REPLACE ELECTRIC SCREW
	BAD TOGGLE SWITCH	REPLACE TOGGLE SWITCH

HYDRAULIC PRESSURES:	
DRIVE MOTORS 3000 PSI CONVEYOR MOTORS 2200 PSI AUGER AND CYLINDERS 2000 PSI	CHECK PRESSURE WITH OIL HOT

HATZ ENGINE OIL QUANTITIES:	
4L40C OR 4L41C 12 QUARTS 3L40C OR 3L41C 8 QUARTS 2L40C OR 2L41C 5 QUARTS 2M40L 5 QUARTS	15W40 MOTOR OIL

TORQUE HUBS 32 OUNCES EACH	90 WT GEAR OIL
MACHINE HYDRAULIC OIL 40 GALS.	15W 40 MOTOR OIL
FUEL TANK 20 GALS.	


ELECTRIC FLIGHT SCREW
ELECTRIC FLIGHT SCREW
WIRING DIAGRAM
HOT WIRE
(RED) Ties into both red wires from remote cords
DOUBLE WIRE
BLACK
WHITE
BLACK
(BLACK & WHITE) From each stretch cord ties together with screw wires. (Both sides same)
WHITE
(GREEN) from both cords tie together to grounds.
RED
JUNCTION BOX
ELECTRIC FLIGHT SCREW
RED
GREEN
WHITE
BLACK
REMOTE CONTROL LEFT SIDE
REMOTE CONTROL RIGHT SIDE



HYDRAULIC DIAGRAM
1000B / 8 FT. AND 9 FT.

LeeBoy

PARTS MANUAL

1000 D Tilt Hopper Paver

Manual No. 1000802

LeeBoy

PARTS INFORMATION

In order to expedite locating and shipping of parts you may need, please refer to the following information:

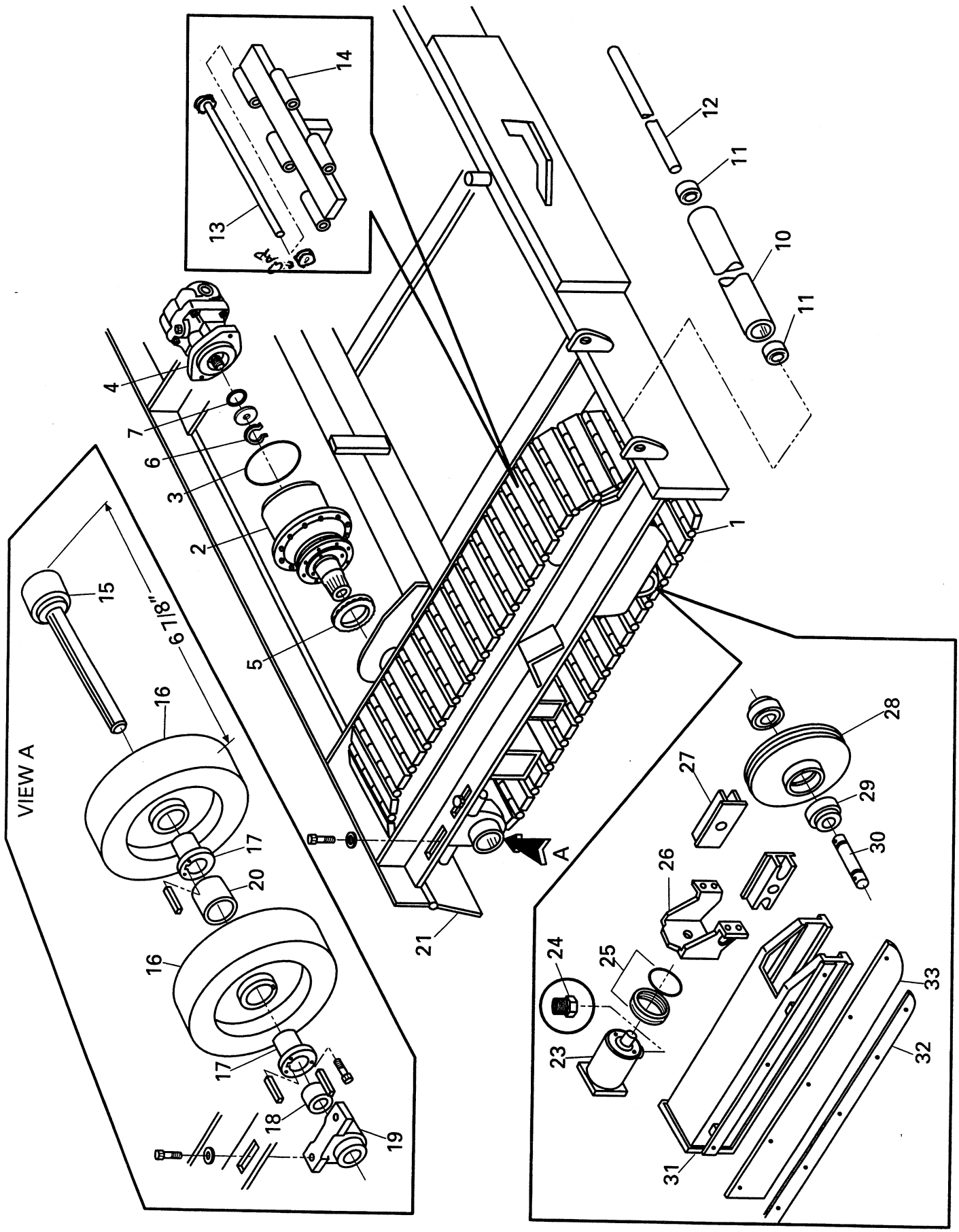
1. All parts must be ordered by a LeeBoy dealer.
2. The model and serial number of the unit should be given when ordering parts.
3. Parts should be ordered by part number and description.

688 North Highway 16 ~ Denver, North Carolina 28037
www.lee-boy.com ~ (704) 483-9721

LIST OF ILLUSTRATIONS – 1000

LeeBoy

TRACK DRIVE ASSEMBLY

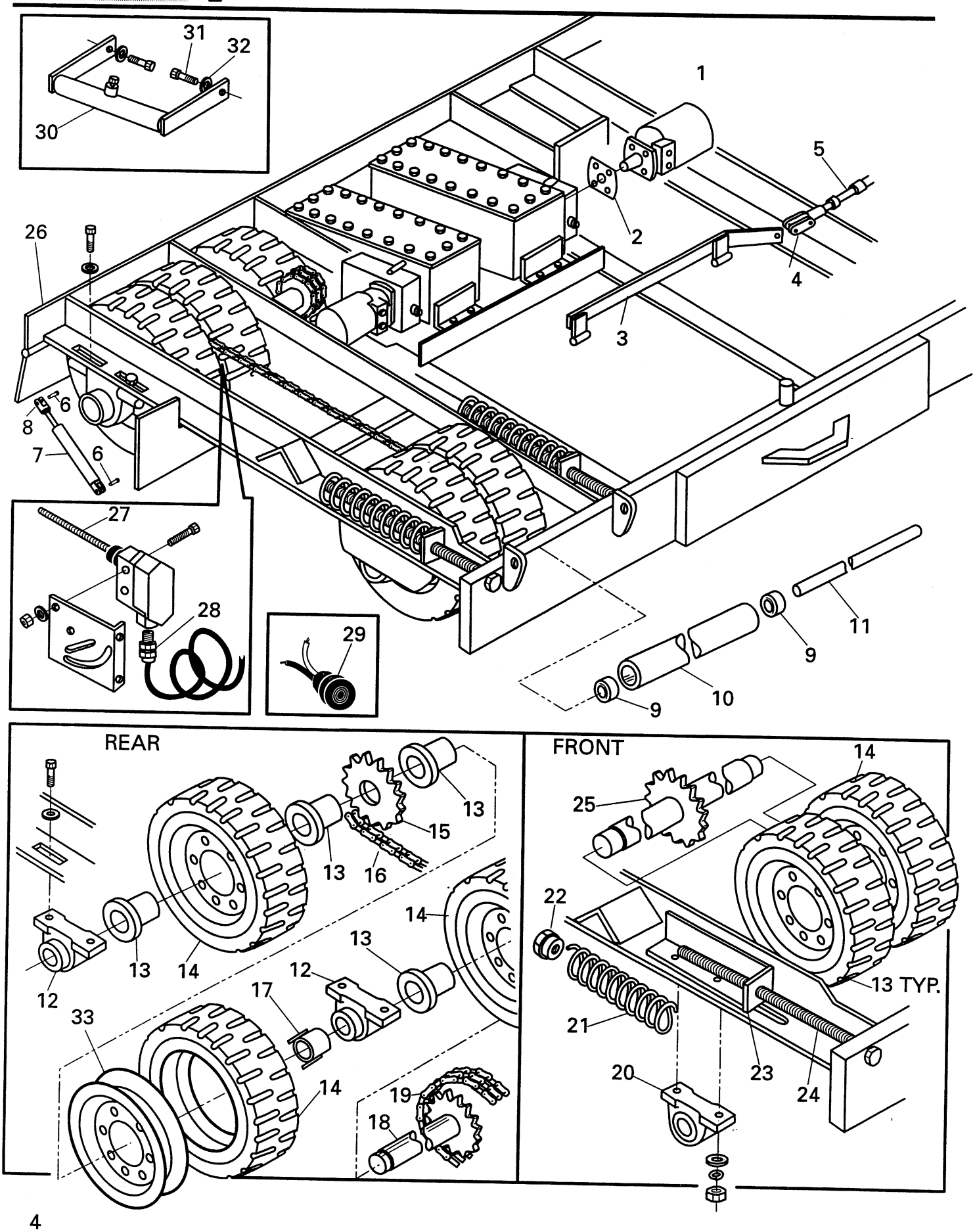


TRACK DRIVE ASSEMBLY

LeeBoy

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	810015	TRACK SET, 700-1000 (47 LINKS)	1
2	811360	TORQUE HUB	2
3	811366	O-RING, TORQUE HUB COVER	2
4	811361	MOTOR, HYD.(EATON 1000 D only)	2
4A	811362	MOTOR, HYD. (SUNSTRAND) 1000C - 2- speed	2
5	811365	SEAL, TORQUE HUB DRIVE SHAFT	2
6		SNAPRING	A/R
6A	851489A-1	SNAPRING (EATON)	
7	851489A	SEAL, MOTOR (EATON)	A/R
8			
9			
10	810102	ROLLER BUMPER	2
11	810110	BEARING, ROLLER	
12	810122	SHAFT, FRONT ROLLER	2
13	810291C	PIN, MASTER (TRACK)	A/R
14	810281C	SECTION, CASTED TRACK	A/R
15	811150	AXLE, REAR DRIVE	2
16	810129	TIRE, 5"x16" (MOLDED)	2
17	810160	TAPERLOCK BUSHING, 2 1/4"	4
18	810151	SPACER, 5 1/4"x6"	2
19	810140	BEARING, 2 1/4" PILLOW BLOCK	2
20	852831	SPACER.	2
21	810276	CUTOFF, COMPLETE 8'	1
22	810301	CUTOFF COMPLETE 9'	1
23	811331	HYD. CYL., TRACK TENSIONER	2
24	851644	BREATHER, CYLINDER	2
25	851485	SEALKIT, TRACK TENSION CYLINDER	A/R
26	811333	YOKE, TRACK IDLER	2
27	811334	BLOCK, TRACK IDLER	4
28	811337	WHEEL	2
29	420090	BEARING, AXLE	4
30	811336	SHAFT, TRACK IDLER	2
31	811338	FRAME ASSEMBLY, LEFT SIDE	1
31A	811338	FRAME ASSEMBLY, RIGHT SIDE	1
32	810031	CLAMP, RUBBER	2
33	810020	RUBBER, TRACK OUTER	2
33A	810021	1000 INNER TRACK GUARD	

RUBBER TIRE DRIVE ASSEMBLY

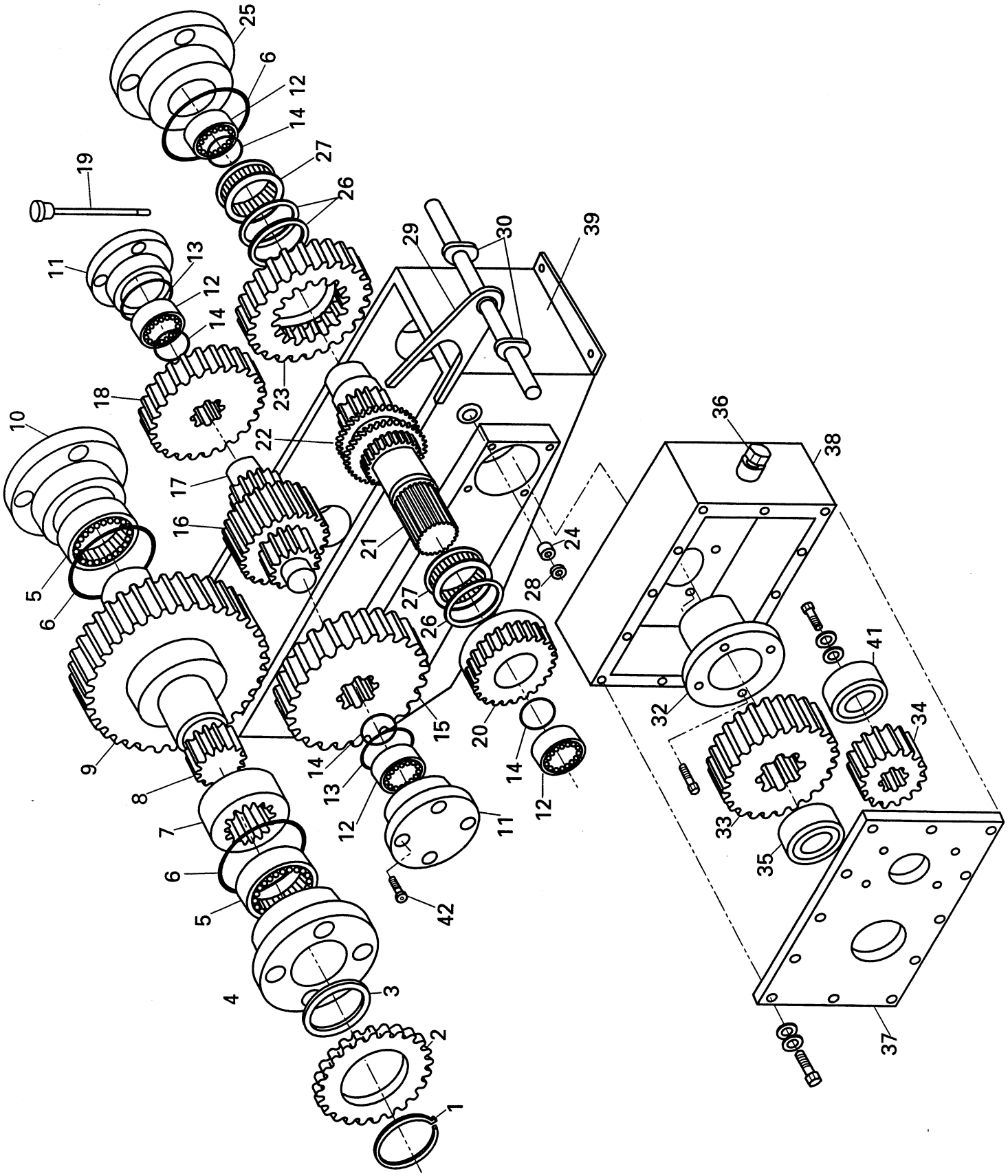


RUBBER TIRE DRIVE ASSEMBLY

LeeBoy

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	810240	MOTOR, FOR. & REV.	2
2	810250	GASKET, DRIVE MOTOR	2
3	810042	HARNESS, SHIFT	1
4	810050	CLEVIS, SHIFT CABLE	1
5	810060	CABLE, SHIFTER	1
6	210060	PINS, CYLINDER 210060	2
7	811374	HYD. CYL., CUTOFF	2
7A	870312	UNIVERSAL SEAL KIT 2 1/2" CYL.	
8	811373	YOKE, CYLINDER	2
9	810110	BEARING, PUSH ROLLER (1 1/4")	4
10	810102	PUSH ROLLER, TRUCK WHEEL	2
11	810122	SHAFT, PUSH ROLLER	2
12	810140	BEARING, 2 1/4" PILLOW BLOCK	4
13	810160	TAPER LOCK BUSHING, 2 1/4"	6
14	900111	TIRE, LUG (NO RIM), 5 X 8 X 18	10
15	820150	SPROCKET, REAR AXLE (RUBBER TIRE DRIVE)	2
16	900116	TRANSFER CHAIN, FRONT TO REAR (700R / 1000R)	2
17	810151	SPACER	2
18	900114	REAR AXLE (2 1/4	2
19	810180	CHAIN, SPROCKET COUPLING (TRANS. OUTPUT)	2
20	810190	BEARING, 2" PILLOW BLOCK	4
21	810200	SPRING, ADJUSTMENT	4
22	810210	NUT, BACKUP	4
23	810221	L.H. SLIDE ADJUSTER	1
23A	810222	R.H. SLIDE ADJUSTER	1
24	810233	BOLT, ADJUSTMENT (18")	4
25	900207	AXLE, FRONT (2"x21 1/2")	2
26	810300	CUTOFF, COMPLETE (9') (7 1/4"x108")	1
27	851508	SWITCH, BRAKE LIGHT	1
28	851611	CORD, BRAKE LIGHT	1
29	330050	LIGHT, BRAKE WARNING	1
30	851610	BAR, TIRE BRAKE	1
31	102-611-1A	CAP SCREW, 5/8"x 2 1/2" (8'-1000)	2
32	118-7	WASHER, 5/8"	
33	900110	RIM	

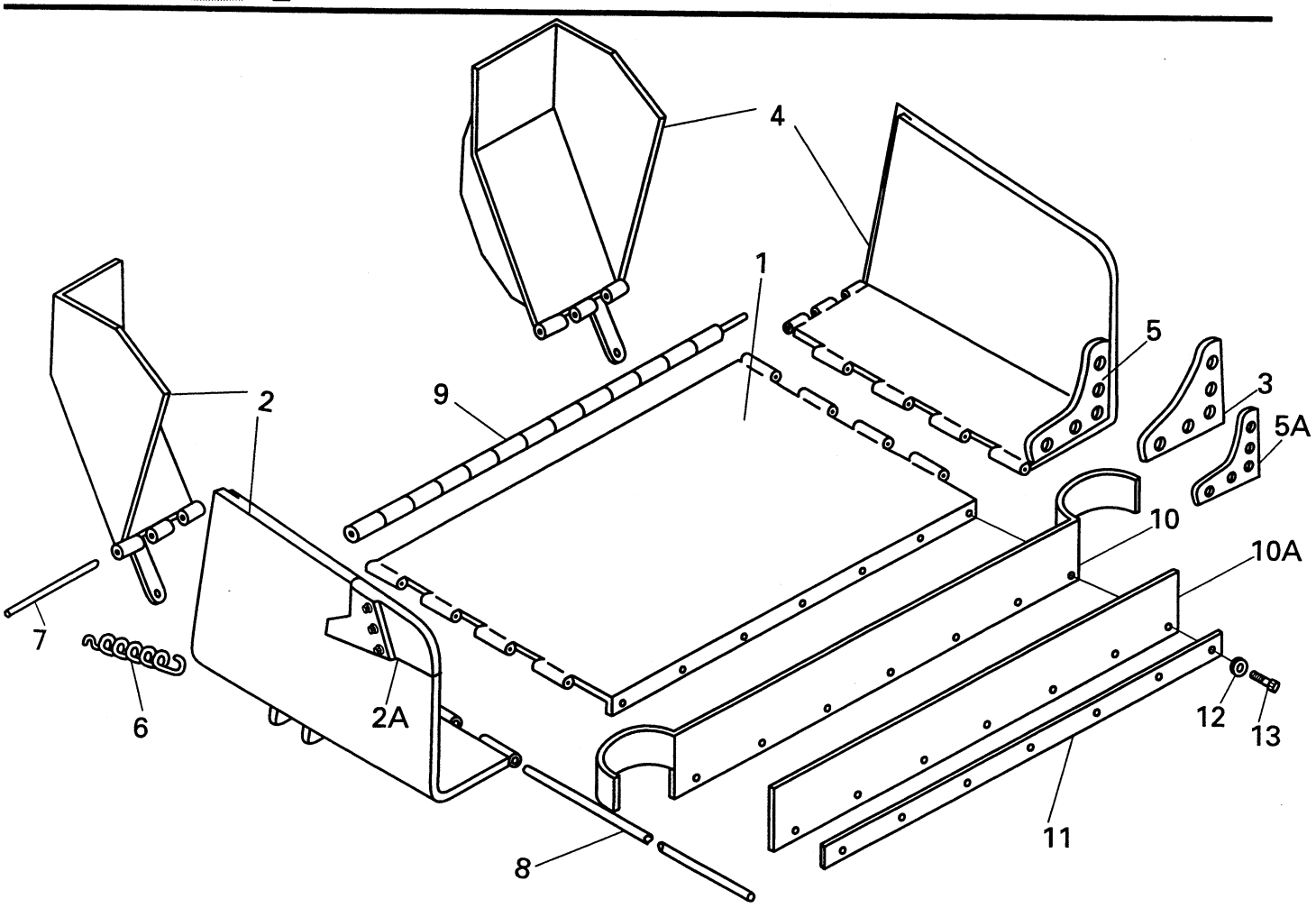
TRANSMISSION ASSEMBLY, HEAVY (RIGHT HAND SHOWN)

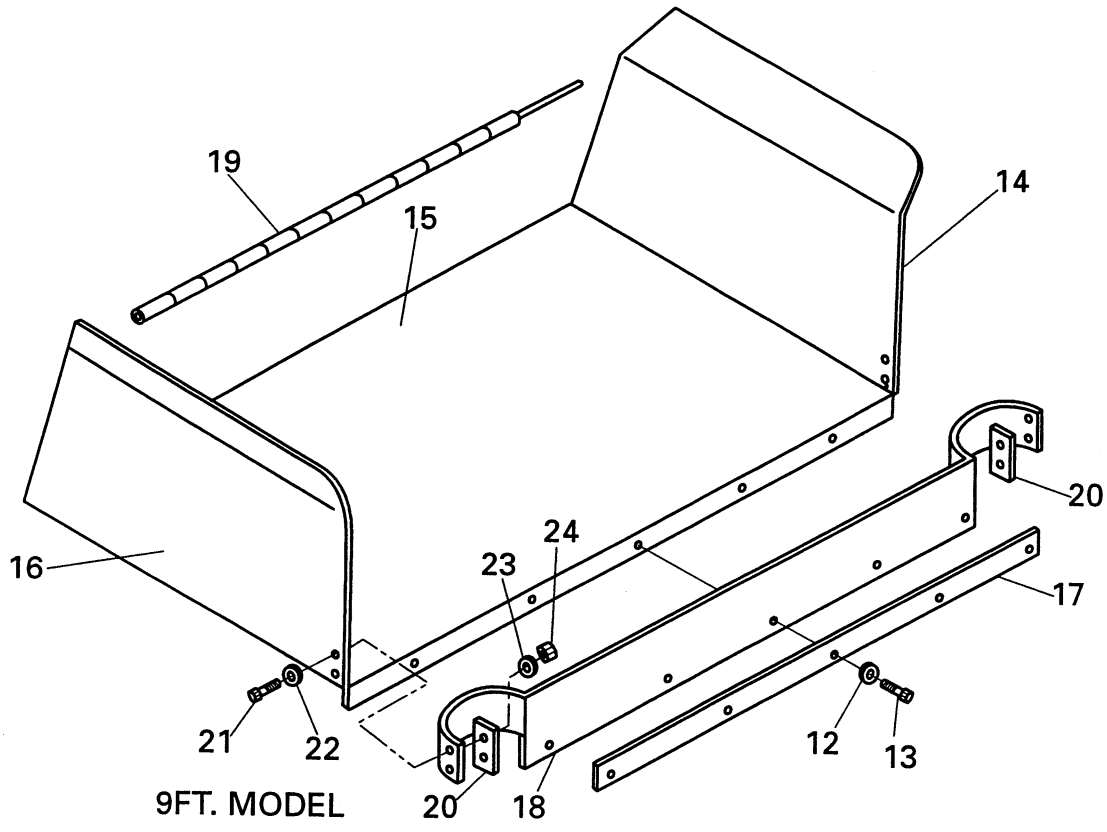


TRANSMISSION ASSEMBLY, HEAVY (RIGHT HAND SHOWN)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
	830004	R.H. TRANSMISSION	
	830005	L.H. TRANSMISSION	
1	830010	SNAP RING	1
2	830020	SPROCKET, OUTPUT (80S22)	1
3	830030	SEAL, REAR	1
4	830041	CAP, REAR SEAL	1
5	830050	BEARING, REAR	2
6	830060	O-RING, FRONT AND REAR	3
7	831424	SPACER, BULL GEAR	2
8	831082	SHAFT, REAR	1
*9	831092	GEAR, BULL (SOLD IN MATCHED SETS) (USE PART# 831455)	1
10	830101	CAP. PLAIN	1
11	830111	CAP, PLAIN CENTER	2
12	830120	BEARING, FRONT AND CENTER	4
13	830130	O-RING, CENTER CAP	2
14	830140	SPACER	A/R
*15	831151	GEAR, LOW(CENTER SHAFT) (SOLD IN MATCH SETS#831450)	1
*16	831161	GEAR, INTERMEDIATE (SOLD IN SETS) #831455	1
17	830171	CENTER SHAFT, TRANSMISSION	1
*18	831181	GEAR, HIGH(CENTER SHAFT) (SOLD IN SETS# 831460)	1
19	830191	STICK, DIP	1
*20	831201	GEAR, LOW (FRONT SHAFT) (SOLD IN SETS # 831450)	1
21	831211	FRONT SHAFT, TRANS. (NEW STYLE)	1
22	830221	GEAR, CLUTCH	1
*23	831231	GEAR, (FRONT SHAFT) (SOLD IN SETS # 831460)	1
24	830240	BUSHING, SHIFTER SHAFT	1
25	830251	BEARING CAP, FRONT SHAFT (CLOSED)	1
26	830260	SHIM, BEARING (LOW / HIGH GEAR FRONT SHAFT)	3
27	830270	BEARING, TRANS. HI / LO GEAR INPUT SHAFT	2
28	830280	SEAL, SHIFTER	2
29	830291	FORK, SHIFTER	1
30	830300	COLLAR, SHIFTER FORK	2
31	830311	SHAFT, SHIFTER	1
32	830321	CAP, FRONT (BORED)	1
*33	831331	GEAR, INPUT (SOLD IN SETS # 831465)	1
*34	831341	GEAR, DRIVER (SOLD IN SETS #831465)	1
35	831410	BEARING, INPUT	1
36	830360	PLUG	1
37	831371	PLATE, SIDE	1
38	830382	HOUSING, SIDE BOX	1
39	830393	HOUSING, MAIN GEAR BOX	1
40	830402	PLATE, TOP COVER (N/S)	1
41	831420	BEARING, (FOR DRIVER GEAR)	1
42	831421	ALLEN BOLTS	A/R
	*831450	LOW GEAR, (FOR CENTER SHAFT) & LOW GEAR ITEM #15&#20	
	*831455	BULL & INTERMEDIATE GEAR SET ITEM # 9&#16	
	*831460	HIGH GEAR, (FOR CENTER SHAFT ITEM # 18& #23	
	*831465	INPUT & DRIVER GEAR ITEM # 33& #34	

HOPPER AND HOPPER SIDEWINGS



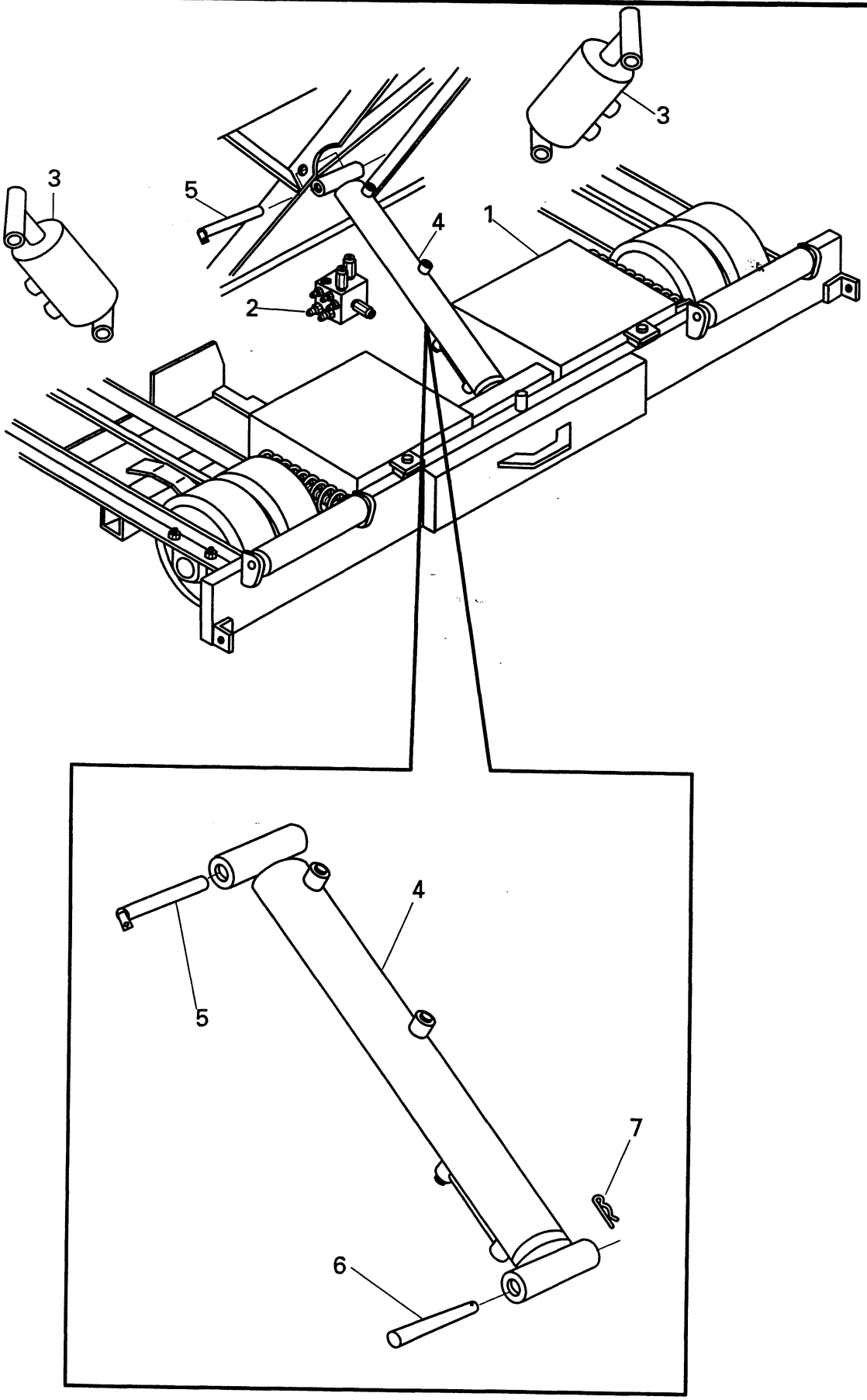


9FT. MODEL

HOPPER AND HOPPER SIDEWINGS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851612	HOPPER FLOOR DOUBLE RAILS [8']	1
2	851615	8'SIDEWING RIGHT [HIGHER LIFT]	1
3	851622A-1	FLASHING, HOPPERWING CORNER	2
4	851614	PANEL, 8' L.H.HOPPER WING (HIGH LIFT)	1
5	851646	WELD PLATE, HOPPER WING CORNER RUBBER	2
5A	851646-1	CLAMP PLATE, HOPPER WING CORNER RUBBER	2
6	930029	SPRING, SIDE WING (TILT HOPPER)	2
7	930031	PIN, SIDEWING EXTENSION	2
8	930032	PIN, SIDEWING	2
9	930022	HINGE, HOPPER (8')	1
10	851622	HOPPER FLASHING, 1000C 8 ft (SER. # 2500 UP)	1
10A	851622A	FLASHING, HARD RUBBER	1
11	851623	CLAMP, HOPPER FLASHING	1
12	118-3	WASHER, 3/8"	7
13	102-213-1A	CAP SCREW, 3/8"- 16X3"	7
14	930013	SIDEWING, LEFT (9')	1
15	930008	FLOOR, HOPPER (9')	1
16	930012	SIDEWING, RIGHT (9')	1
17	851625	BRACKET, SHIELD (9') S.N. 2500 Above	1
18	851624	HOPPER FLASHING, 9 ft. (700 & 1000 Above 2500 S.N.)	1
19	930023	HINGE, HOPPER (9')	1
20	930009	BRACKET, END SHIELD (9')	2
21	102-207-1A	CAP SCREW, 3/8"x1 1/2"	4
22	118-3	WASHER, 3/8"	4
23	119-3	WASHER, LOCK 3/8"	4
24	116-3	NUT, 3/8"	4

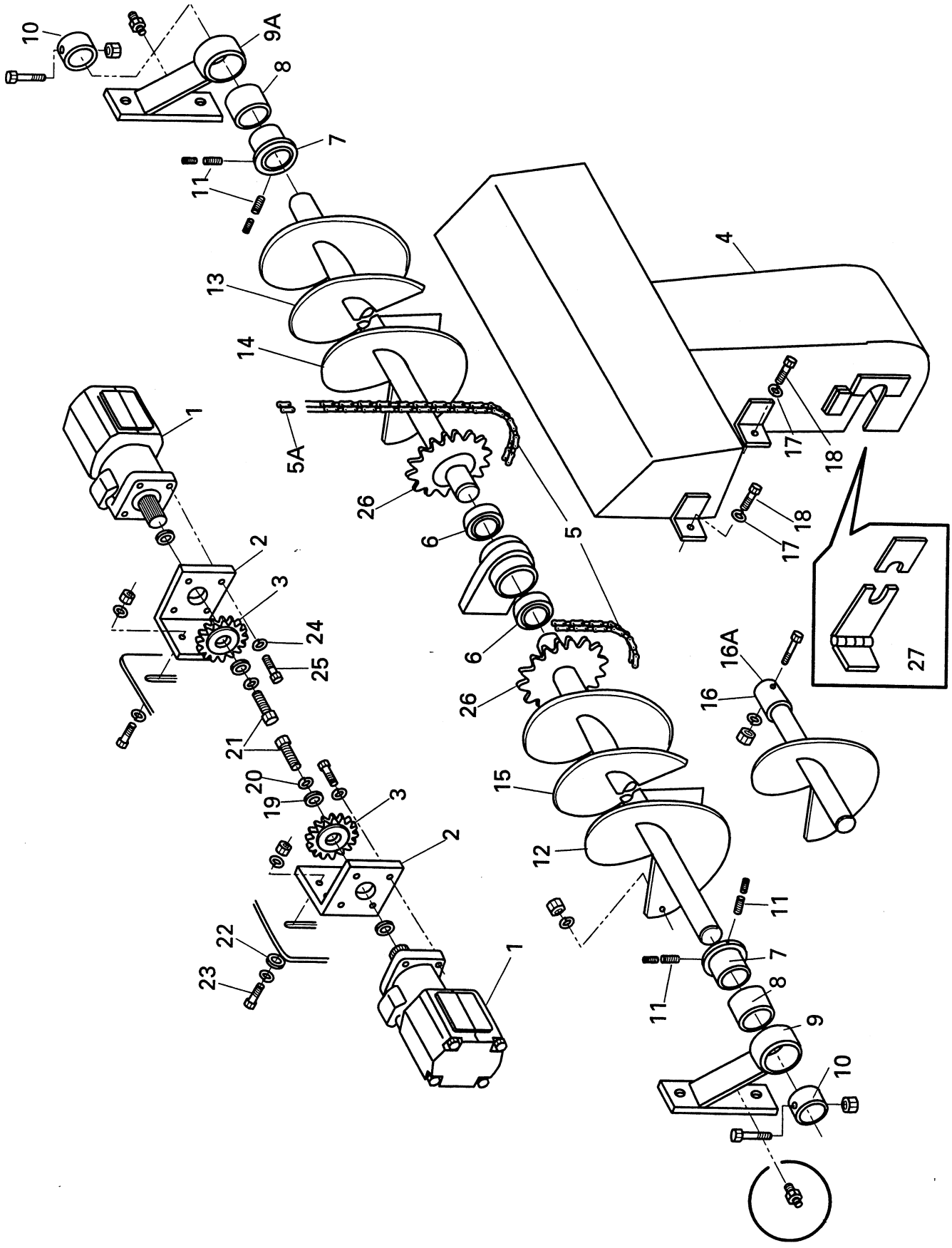
HYDRAULIC RESERVOIR AND HOPPER LIFT CYLINDER



HYDRAULIC RESERVOIR AND HOPPER LIFT CYLINDER

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	930034	TANK, HYD. RESRVOIR	1
2	910123	MANIFOLD, HOPPER AND WINGS	1
		RELIEF, HOPPER (1500 PSI.)	1
		RELIEF, WINGS (1700 PSI.)	1
3	910145	HYD. CYLINDERS WINGS	2
3A	851485	SEAL KIT, HYD. CYLINDER	
4	930036	HYD.CYLINDER HOPPER	1
4A	851485	SEAL KIT, HYD. CYLINDER	
5	851619	PIN, 1000C HOPPER LIFT CYL. TOP	1
6	851618	PIN, 1000C HOPPER LIFT CYL. BOTTOM	1
7	870307	CLIP, HYD CYL. PIN	1

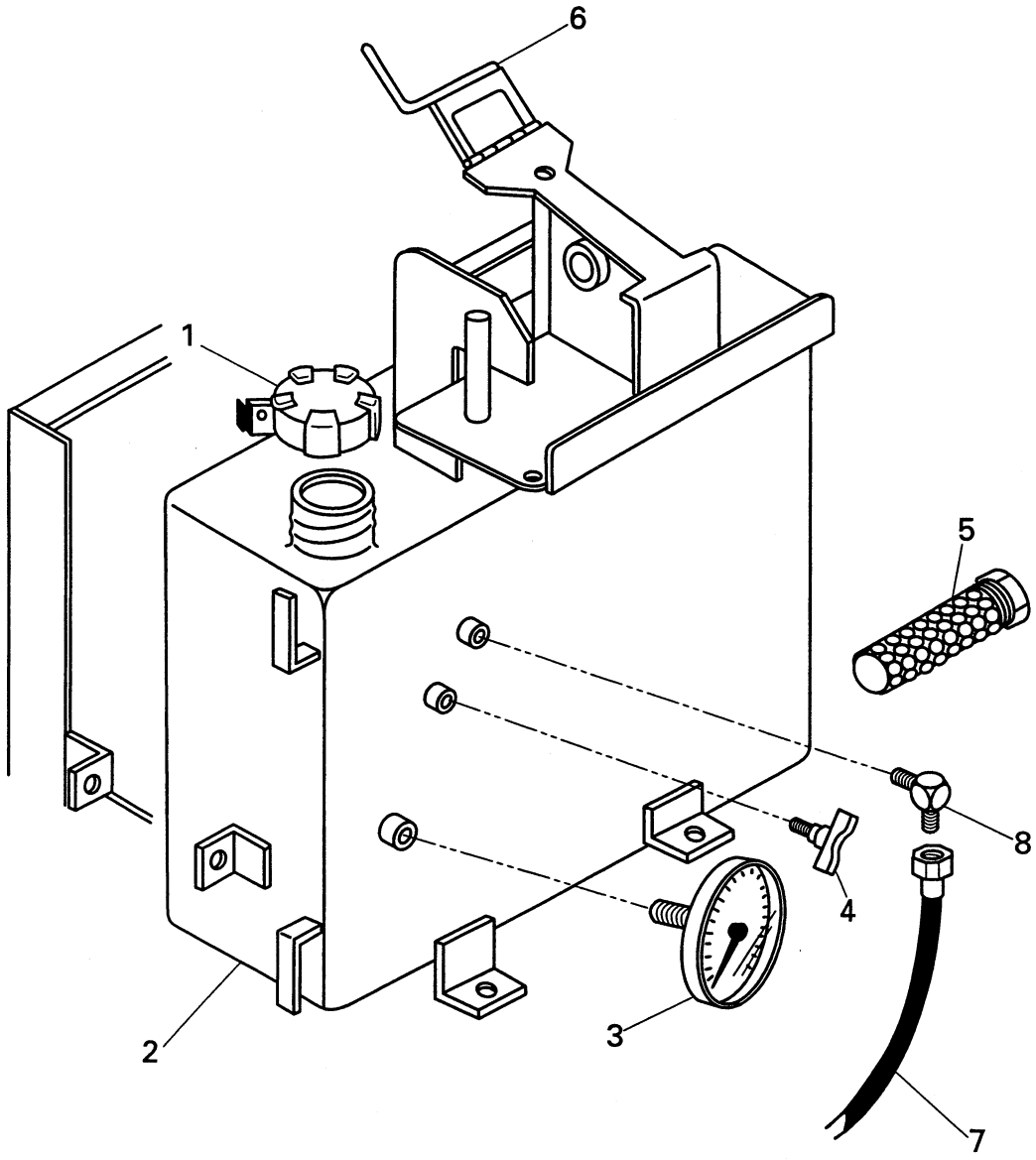
AUGER ASSEMBLY



AUGER ASSEMBLY

ITEM NO.	PART NO.	DESCRIPTION	QTY.
*1	860010	HYD. MOTOR, AUGER (ALL) / CONVEYOR (8000B)	2
2	860021	MOUNTING BRACKET, AUGER MOTOR	2
3	240350	SPROCKET, SCREED AUGER MOTOR	2
4	900616	COVER, AUGER CHAIN DRIVE (700 & 1000)	1
5	860090	CHAIN, PAVER AUGER DRIVE	2
5A	860049	MASTER LINK, (60H CHAIN)	2
6	850130	BEARING, AUGER / AXLE / IDLER	2
7	851645	1.5X2 COLLAR	1
8	810070	BUSHING	2
9	860051HDR	END MOUNT,R.H. AUGER	1
9A	860051HDL	END MOUNT,L.H. AUGER	1
10	851647	END CAP, AUGER	2
11	851645-1	SET SCREWS	4
12	860100	FLIGHT, AUGER (R/H WELDS ON)	A/R
13	860110	FLIGHT, AUGER (L/H WELDS ON)	A/R
14	900607L	L.H. AUGER ASSY. 9ft. MACH.	A/R
14A	900619	L.H. AUGER ASSY. 8ft. MACH.	A/R
15	900607R	R.H. AUGER ASSY. 9' MACHINE	1
15A	900620	R.H. AUGER ASSY. 8' MACHINE	
16	860136	AUGER EXTENSION R.H. SIDE	1
16A	860135	AUGER EXTENSION L.H. SIDE	1
17	118-4	WASHER, LOCK (7/16 - 20 x 1/2)	2
18	860048	BOLTS, (7/16)	2
19	860036	WASHER, FENDER (1/4)	1
20	118-1	WASHER, LOCK (1/4)	1
21	102-3-1A	CAP SCREW, (1/4 - 20 x 3/4)	1
22	118-7	WASHER, FLAT (5/8)	4
23	102-607-1A	CAP SCREW, (5/8 - 11 x 1 1/2)	4
24	118-3	WASHER, LOCK (3/8)	4
25	102-206-1A	CAP SCREW, (3/8 - 16 x 1 1/4)	4
26	860035	SPROCKET, AUGER SHAFT (WELD ON)	2
27	860043-1	KIT, AUGER COVER CLOSING	A/R
	*860016	SEAL KIT, AUGER MOTOR (EATON)	A/R
	*860012	SEAL KIT, AUGER MOTOR (ROSS)	A/R

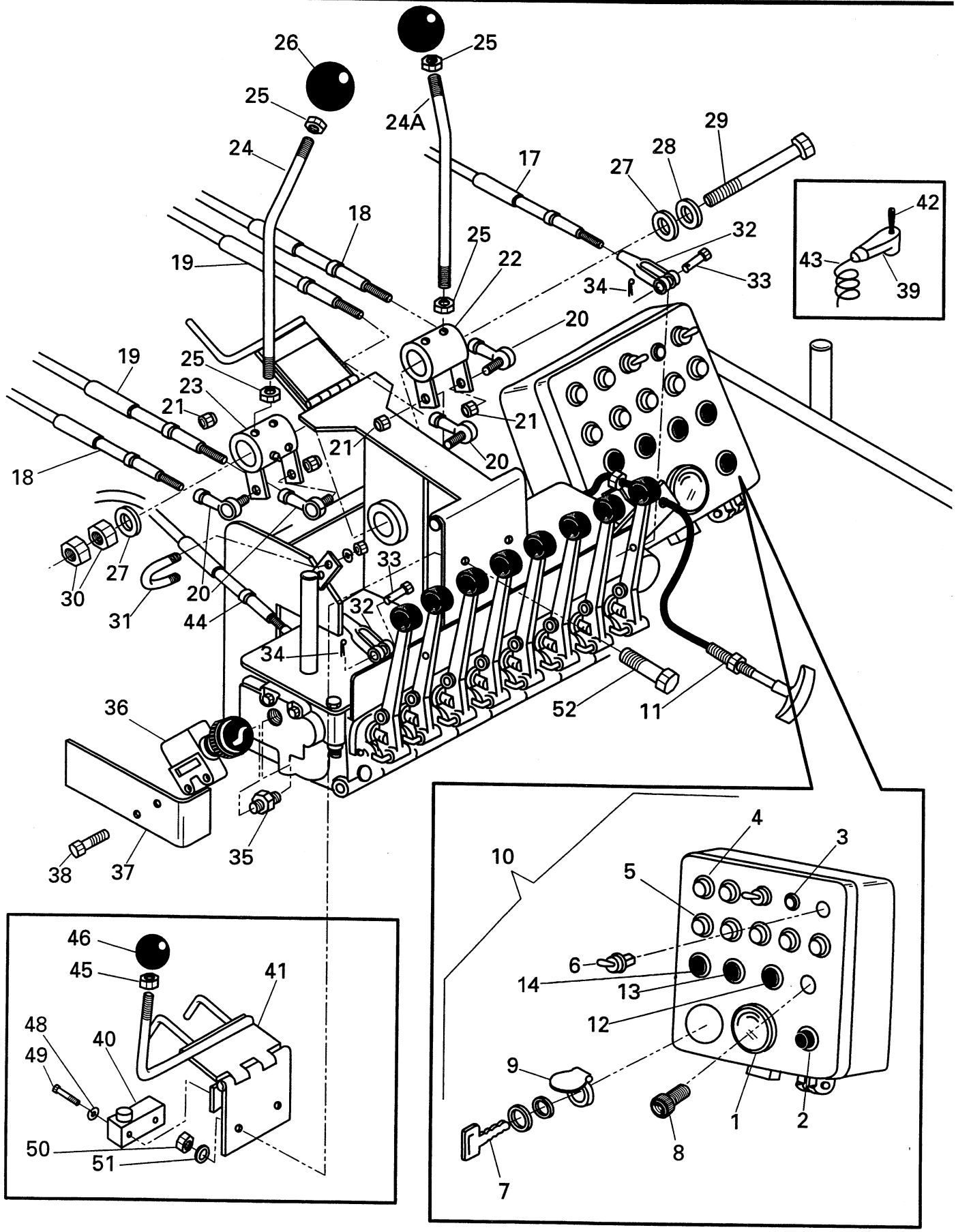
HYDRAULIC COMPONENTS & ACCESSORIES (L/H SIDE)



HYDRAULIC COMPONENTS & ACCESSORIES (L/H SIDE)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	140030HL	HYD. TANK CAP, LOCKABLE	1
2	840014	TOP TANK, HYD. OIL	1
3	330040	GAUGE, TACK TEMP./ HYD.OIL TEMP	1
4	910150	PETCOCK	1
5	910020	SUCTION STRAINER, HYD. OIL TANK	1
6	910124	SPEED STOP, FWD. & REV. LEVERS (1000B)	1
7	910128	HOSE, VENT	1
8	910129	ELBOW, (90 DEGREE)	1

VALVE CONTROL STATIONS LEFT SIDE AND COMPONENTS

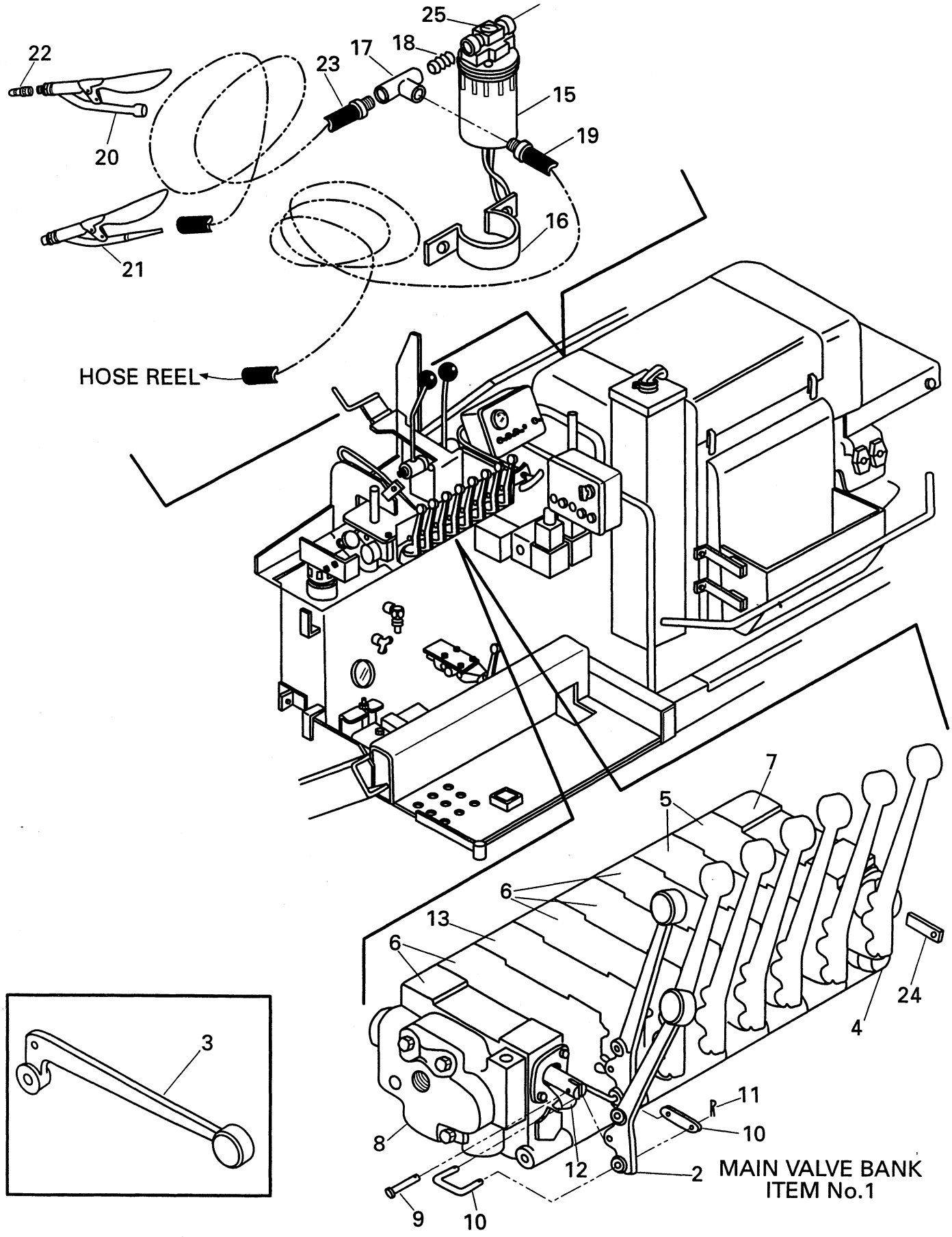


VALVE CONTROL STATIONS LEFT SIDE AND COMPONENTS

LeeBoy

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	900130	HOUR METER	1
2	900122	HORN	1
3	900120	RED LIGHT , PAUSE LIGHT	1
4	320382	PLUGS, HATZ INSTRUMENT PANEL	A/R
5	320382	PLUGS, HATZ INSTRUMENT PANEL	A/R
6	500040	TOGGLE SWITCH, ON / OFF	1
7	320380	IGNITION KEY, HATZ DIESEL	A/R
8	320386	INDICATOR LIGHT, BATTERY CHARGE	1
9	320370	COVER, IGNITION SWITCH (HATZ)	1
10	852191	DASH	
11	920160	CABLE, THROTTLE (1000B-8' W / HATZ)	1
11A	920161	CABLE, THROTTLE (1000B-9' W / HATZ)	1
12	320384	INDICATOR LIGHT, ENGINE OIL PRESSURE	1
13	320360	LIGHT BULB, INDICATOR LAMP	A/R
14	320385	INDICATOR LIGHT, AIR FILTER RESTRICTION	1
15	320340	BLOCK, TERMINAL STRIP (NOT SHOWN)	1
16	320390	SWITCH KEY (HATZ)	1
17	920140	CABLE, R.H. DRIVE, AUGER & PUMP (116" X 3")	1
17A	920120	CABLE, AUGER (8' MACHINE 104"X3')	1
18	920140	CABLE, R.H. DRIVE / CONTROL (116"x3") (9')	1
18A	920120	CABLE, R.H. DRIVE, AUGER & PUMP (104" X 3")(8')	1
19	920124	CABLE, FWD. & REV. PUMP (104"x3")(8' & 9')	2
20	920090	SPHERICAL ROD END, W/ STUD	4
21	920092	NUT, 3/8"-24 HEX	4
22	920094	R.H. PIVOT, FOR.& REV. LEVER (LEFT SIDE)	1
23	920094 TOM	L.H. PIVOT, FOR.& REV.LEVER (LEFT SIDE)	1
24	920097L	HANDLE, DRIVE	1
24A	920097R	HANDLE, DRIVE	1
25	116-5-1	NUTS, JAM 1/2"	2
26	920225	KNOB, ROUND BALL (1 7/8"x 1/2"-13 THREADS)	4
27	119-7	WASHER, FLAT, 5/8"	2
28	490080	WASHER, BEVEL	2
29	920229	CAPSCREW,5/8"-11x7 1/2"	1
30	116-7-1	NUT, 5/8"-11 HEX JAM	2
31	350060	U-BOLTS, 3/8"	6
32	350050	CLEVIS, YOKE	2
33	350080	PIN, CLEVIS	2
34	850100	PIN, COTTER	2
35	920233	ADAPTER, 1/2"M.P.T.x #8 MALE SAE.	1
36	910080	VALVE, VIBRATOR	1
37	920234	SHIELD	1
38	102-1091A	CAPSCREW, 5/16"-18x201/4"	2
39	920238	CONTROL, REMOTE (ELECTRIC FLIGHT SCREW)	1
40	900020	SWITCH, NEUTRAL SAFETY	1
41	900029	BRACKET, SAFETY SWITCH	1
42	900080	SWITCH, REMOTE (ONLY)	1
43	900082	CORD, REMOTE	1
44	920136	CABLE, DRIVE/ EXTENSION	2
45	116-3-1	NUT, 3/8"-16 HEX JAM	1
46	851156	KNOB.	1
47	320330	SOCKET, RELAY NS.	1
48	118-C	WASHER, #6 LOCK	2
49	110-125-4	SCREW, # 6-32 x1" PHILLIPS HEAD	2
50	116-1	NUT, 1/4"-20 HEX	2
51	118-1	WASHER, LOCK, 5/16"	2
52	102-3-1A	CAPSCREW, 1/4"-20 x 3/4"	2

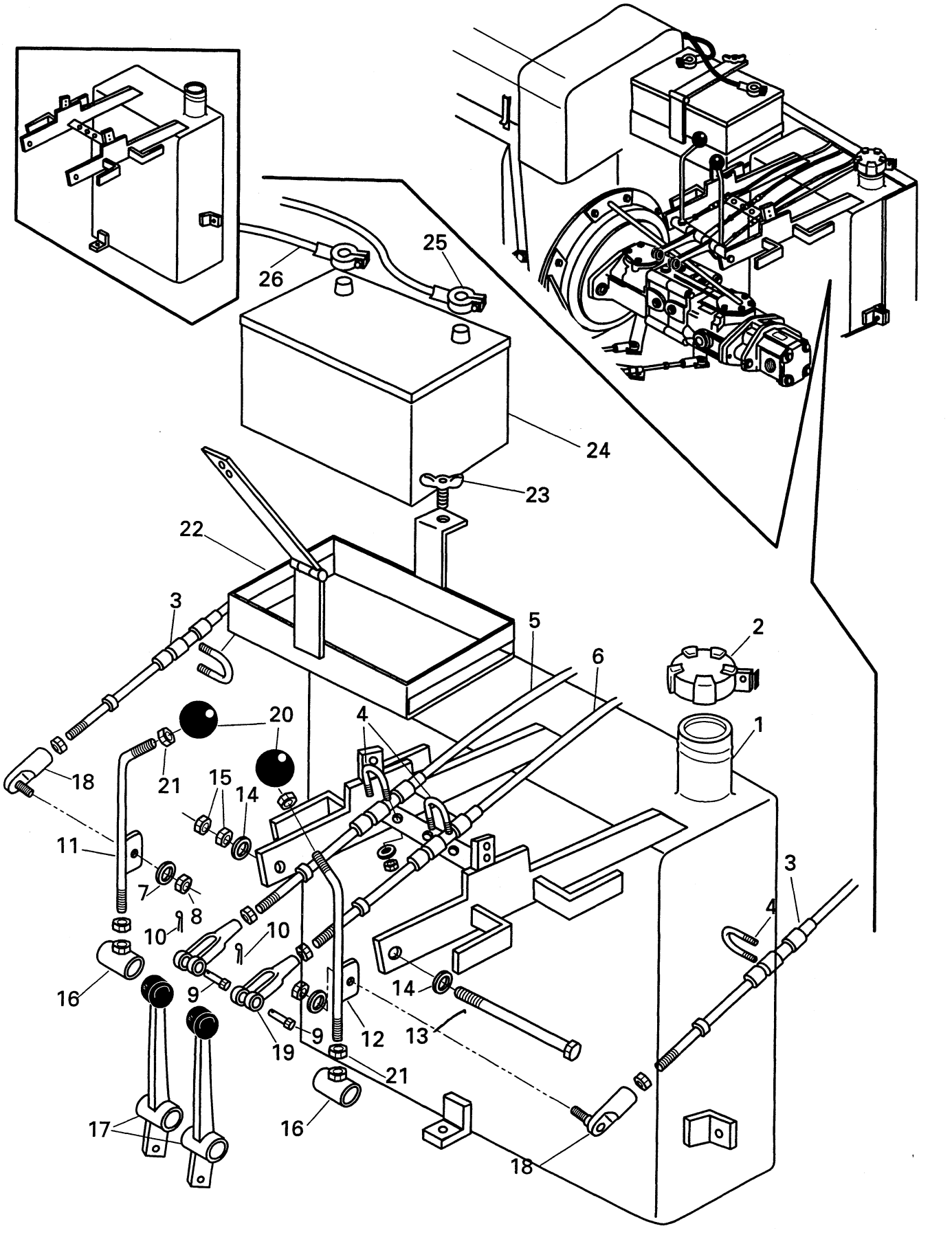
MAIN VALVE & SPRAY DOWN



MAIN VALVE & SPRAY DOWN

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	910050	VALVE, MAIN	1
2	910060	HANDLE, VERTICAL	8
3	910070	HANDLE, HORIZIONTAL	1
4	901009	VALVE, RELIEF	1
5	910052	SECTION, VALVE (AUGERS) (DETENTED)	2
6	910054	SECTION, VALVE (CYLINDERS) (SPRING RETURN)	6
7	910055	INLET COVER, V-20 (W/RELIEF)	1
8	910056	OUTLET COVER, V-20 (W / PB SLEEVE)	1
9	350080	PIN, CLEVIS (1/4")	8
10	901010	LINK ASSY., VALVE LEVER	8
11	960019	COTTER PIN	8
12	910058	BRACKET, VALVE LEVER	8
13	910054FLS	FLOAT, ASSEMBLY SCREED	1
14			
15	900010	PUMP, SPRAYDOWN (FLOJET) 12 volt or 24 volt pump	1
16	480260	BRACKET, WATER / FUEL PUMP MOUNT	1
17	920222	TEE, 3/8	1
18	920223	NIPPLE, 3/8	1
19		HOSE	1
20	920220A	HANDLE ONLY, FUEL WASH-DOWN (THREADED)	2
21	920220	HANDLE & NOZZLE, FUEL WASH-DOWN	2
22	901210A	NOZZLE, FUEL WASH-DOWN HANDLE	A/R
23		HOSE, TO SPRAYDOWN HANDLE	2
24	850101	TAB, AUGER LOCKOUT	2
25	851448	PRESSURE SWITCH, (FLOWJET PUMP)	A/R
		SEAL KITS FOR VALVES	
	910059	SEAL KIT, VALVE SPOOL	
	910062	SEAL KIT,VALVE SECTION	
	910065	KIT, SEAL (RELIEF VALVE)	

R/H DRIVE ASSEMBLY

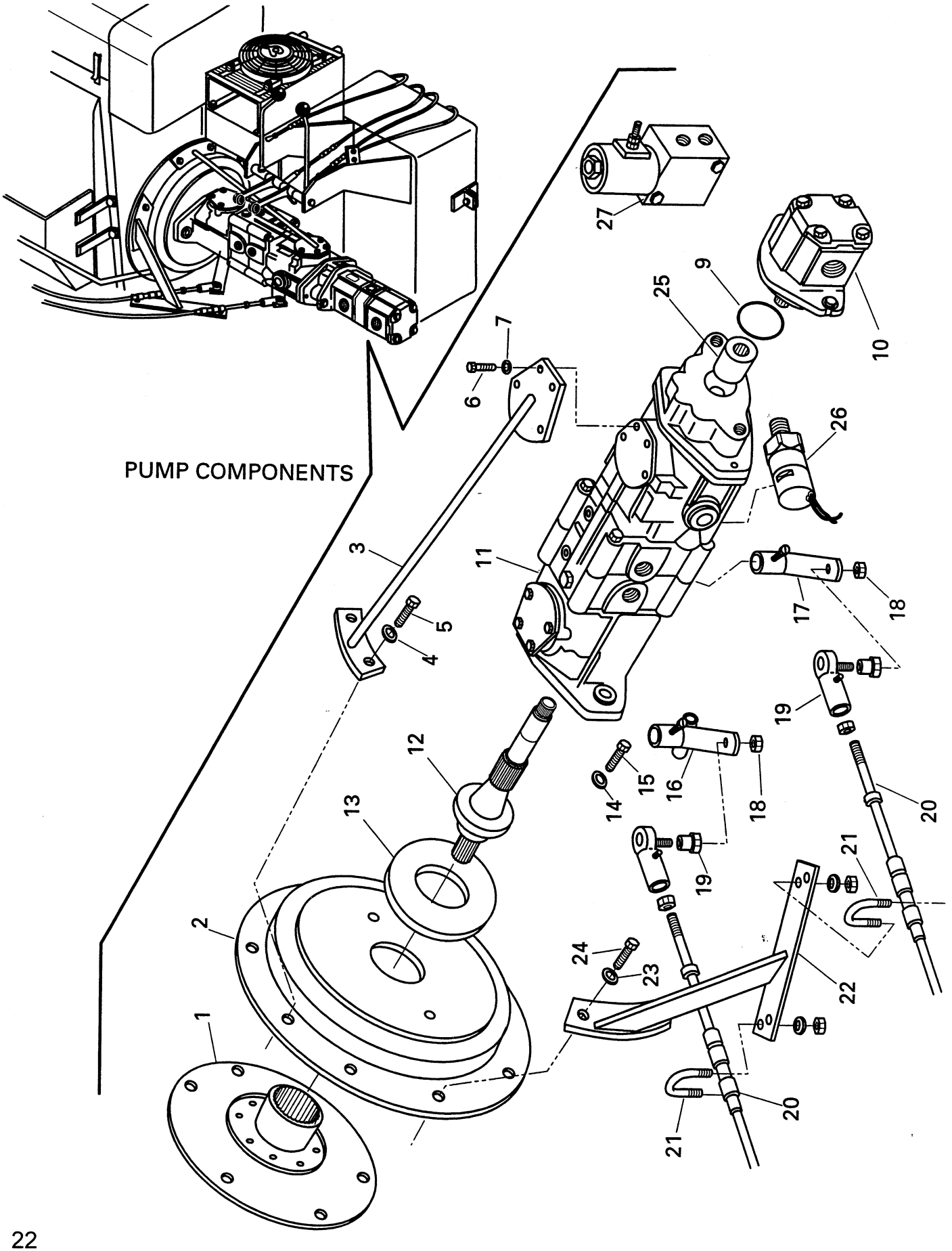


R/H DRIVE ASSEMBLY

LeeBoy

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	910009	FUEL TANK ASSY., 13 GAL. (1000B / 8000B)	1
2	910010	FUEL CAP & GAUGE, 16" / 13 GAL. TANK	1
2A	140030FL	FUEL CAP, LOCKABLE	A/R
3	920140	CABLE, R.H. DRIVE / CONTROL (116" X 3" STROKE	1
4	350060	U-BOLTS, 3/8	3
5	920140	CABLE, R/H AUGER (116"x3") (9' MACHINE)	1
5A	920120	CABLE, R/H AUGER (101"x3") (8' MACHINE)	1
6	920140	CABLE, R/H AUGER (116"x3") (9' MACHINE)	1
6A	920120	CABLE, R/H AUGER(101"x3") (8' MACHINE)	1
7	118-3	WASHER, LOCK 3/8"	2
8	920092	NUT, 3/8"	2
9	350080	PIN, 1/4"	2
10	960019	PIN, COTTER	2
11	920228	HANDLE, (L/H)	1
12	920230	HANDLE, (R/H)	1
13	920145	ROD FOR RIGHT HAND 5/8	1
14	119-7	WASHER, LOCK 5/8"	2
15	116-7-1	NUT. 5/8' JAM	2
16	350054	PIVOT, HANDLE	2
17	920210	HANDLES, R/H AUGER & EXTENSIONS (CASTED)	2
18	920090	RODEND, SPHERICAL WITH STUD, 3/8" FINE THREAD	2
19	350050	CLEVIS, YOKE (1/4")	2
20	920225	KNOBS, ROUND	2
21	116-5	NUTS, 1/2"	2
22	920149	BOX, BATTERY	1
23	920070	WING BOLT, 3/8"	1
24	920155	BATTERY	1
25	800076	CABLE, (-) (BATTERY)	1
26	800072	BATTERY CABLE, POS. (+) 1000B 9' W / HATZ	1

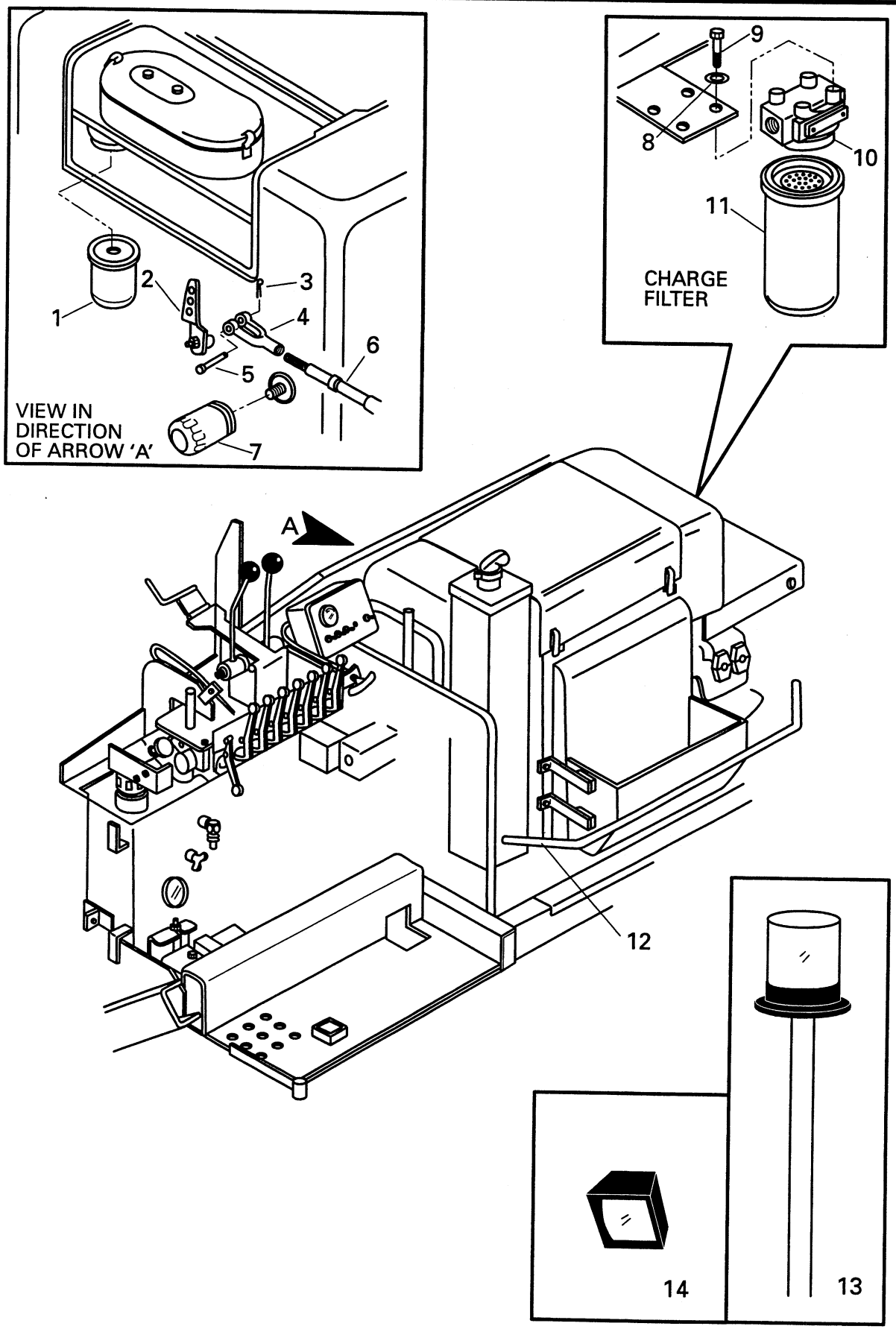
PUMP COMPONENTS



PUMP COMPONENTS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851479	PUMP DRIVE PLATE, FLYWHEEL	1
2	320200	COVER, PUMP PLATE	1
3	320224	BRACE, PUMP SUNSTRAND	1
4	320142	WASHER, LOCK	1
5	320227	CAPSCREW	2
6	320228	CAPSCREW	2
7	320229	WASHER, LOCK	2
8			1
9	320235	O-RING, (PIGGYBACK TO MAIN PUMP)	1
10	320232	PUMP, AUGER & CYLINDERS (SINGLE PIGGYBACK)	1
11	320237	PUMP, L.&R. DRIVE SUNSTRAND	1
12	851489A	SHAFT, NEW STYLE (NOTE: SEAL SIZE 1 5/8"OUTSIDE)	1
12A	851495	SHAFT, OLD STYLE (NOTE: SEAL SIZE 2 7/8" OUTSIDE)	
13	851489	SEAL, FRONT SUN STRAND (NOTE: 1 5/8"OUTSIDE)	1
13A	851489A	SEAL, OLD STYLE FRONT SUN STRAND (NOTE: 2 7/8" OUTSIDE)	
14	320242	WASHER	2
15	320243	CAPSCREW	2
16	320245	ARM, LEFT DRIVE	1
17	900025	ARM , RIGHT DRIVE	1
18	143-3	NUT	2
19	920090	SPHERICAL ROD END, W/STUD	2
20	920120	CABLE, R.H. DRIVE, AUGERS & PUMP (104"x3")	2
21	350060	U-BOLT, 3/8"	1
22	920125	BRACKET, PUMP CABLES	1
23	320142	WASHER, LOCK	2
24	320227	CAPSCREW	2
25	851160-2	DRIVE CPLG, TANDEM PUMP	1
26	851504	BACKUP ALARM, PRESSURE SWITCH	1
27	320244	SOLENOID, NEUTRAL PAUSE	1
28	320244K	SOLENOID, NEUTRAL PAUSE (KIT)	A/R

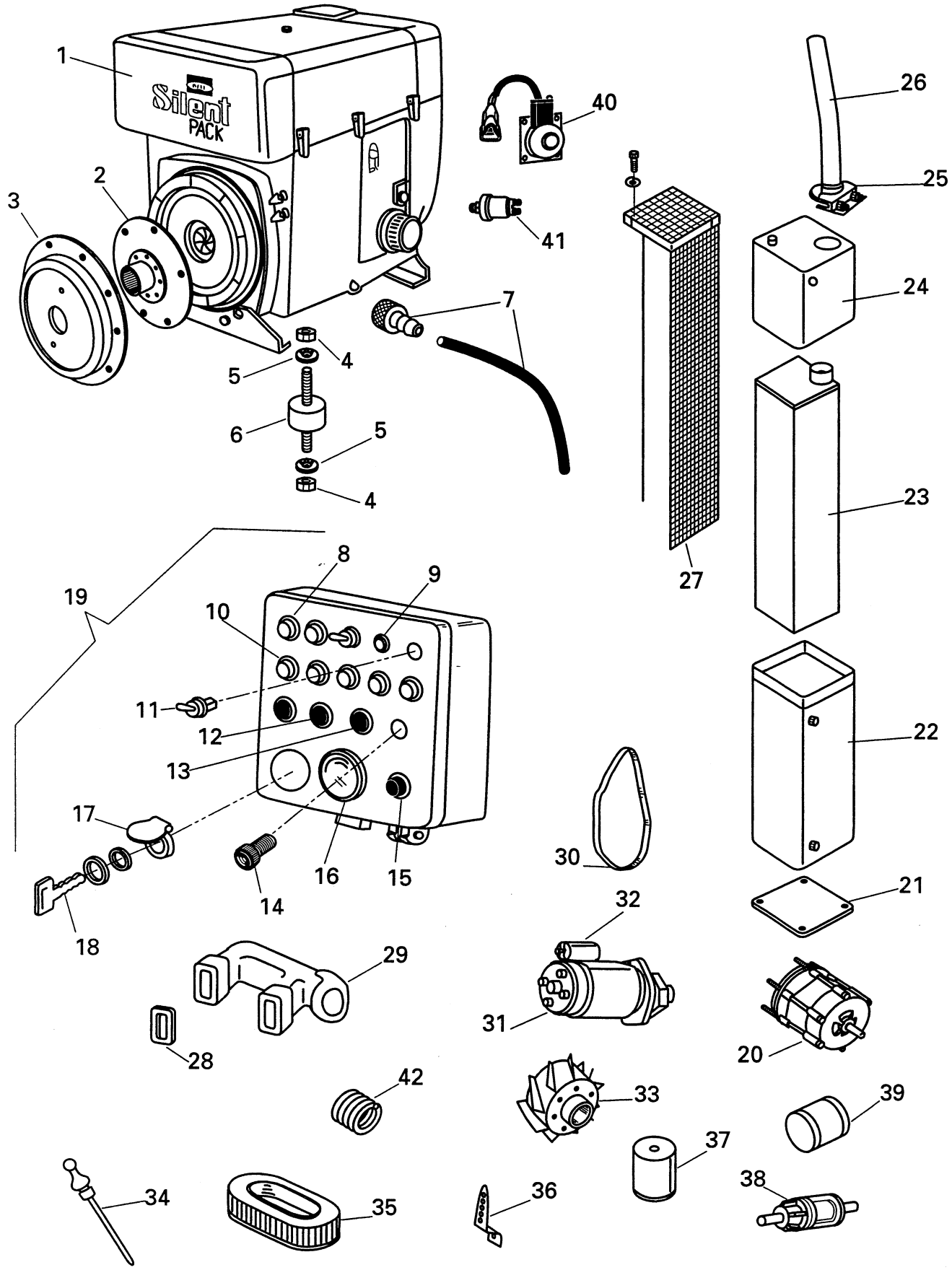
FILTER LOCATION & ACCESSORIES, WORK & BEACON LIGHTS (HATZ)



FILTER LOCATION & ACCESSORIES, WORK & BEACON LIGHTS (HATZ)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	310080	ELEMENT, FUEL FILTER (HATZ DIESEL)	1
2	320120	ARM, ADJUSTMENT	1
3	910057	PIN, COTTER	1
4	350050	CLEVIS, YOKE (1/4")	1
5	350080	PIN, CLEVIS (1/4")	1
6	920160	CABLE, THROTTLE (36"x3")(8' MACHINES)	1
6A	920161	CABLE, THROTTLE (9'MACHINE) CABLE IS 42' LONG	1
7	310070	FILTER, OIL (HATZ)	1
8	118-3	WASHER, 3/8"	4
9	102-205-1A	CAP SCREW, 3/8"x1"	4
10	290010	HEAD, CHARGE / RETURN FILTER	1
11	290030	ELEMENT, CHARGE / RETURN FILTER	1
12	320112	SHIELD, HEAT	1
13	OP37	STROBE LIGHT KIT	
14	OP9	WORKLIGHT KIT	

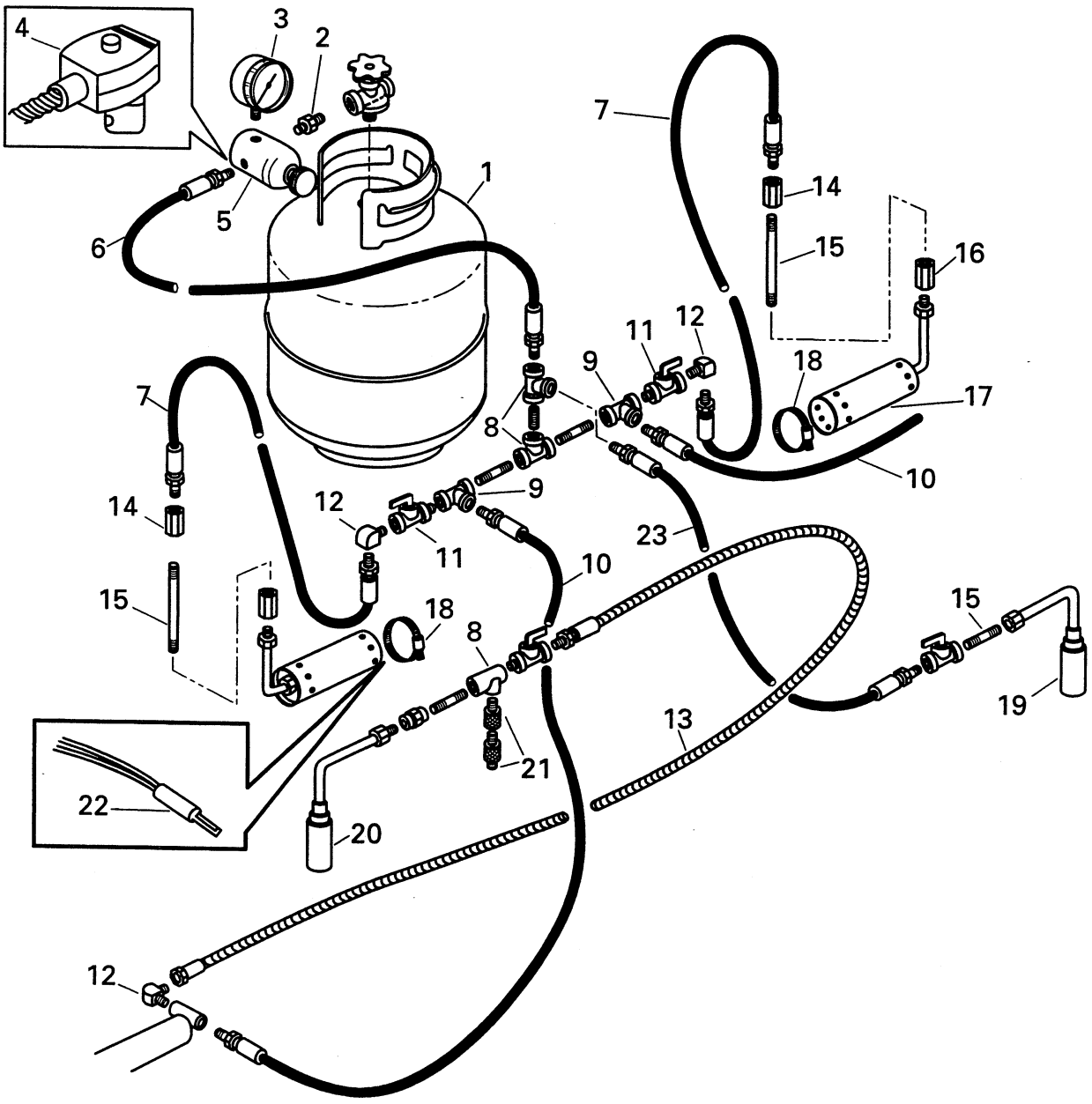
ENGINE COMPONENTS (HATZ)



ENGINE COMPONENTS (HATZ)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	320004	2 CYL.DIESEL ENG. HATZ 2L41C (SILENT- PAK)	1
2	851479	PUMP DRIVE PLATE, FLYWHEEL	1
3	320200	COVER, PUMP PLATE	1
4	320144	NUT,10mm.	1
5	320142	WASHER, 10mm.	4
6	320140	MOUNTPAD, ENGINE HATZ	4
7	851497	HOSE & DRAIN FITTING, ENGINE OIL DRAIN	1
8	320382	PLUGS, HATZ INSTRUMENT PANEL	A/R
9	900120	RED LIGHT, PAUSE LIGHT	1
10	320382	PLUGS, HATZ INSTRUMENT PANEL	A/R
11	500040	TOGGLE SWITCH, ON / OFF	1
12	320360	INDICATOR LAMP, AIR FILTER	A/R
13	320384	INDICATOR LAMP, OIL PRESSURE	1
14	320386	INDICATOR LAMP, BATTERY CHARGE	1
15	900122	HORN	1
16	900130	HOUR METER	1
17	320381	COVER, IGNITION SWITCH (HATZ)	1
18	320380	IGNITION KEY, HATZ DIESEL	1
18A	320390	SWITCH, HATZ DIESEL	
19	852191	DASH	1
20	320300	ALTERNATOR, 12 VOLT	1
21	HATO3878000	PLATE, MUFFLER BOTTOM	1
22	HATOO871801	COVER, MUFFLER BOTTOM	1
23	320422	MUFFLER, HATZ SILENT PACK	1
24	HATO1083000	COVER, MUFFLER TOP	1
25	320030	CLAMP, 2" EXH. PIPE	1
26	851164	PIPE, EXT. MUFFLER	1
27	320510	HEAT SHIELD, MUFFLER	1
28	320260	GASKET, MUFFLER TO MANIFOLD	3
29	320250-2	EXH. MANIFOLD TO CYL. HEAD	1
30	320090-2L	BELT, ALTERNATOR / BLOWER	1
31	320270	STARTER MOTOR	1
32	320280	SOLENOID, STARTER	1
33	320290	BLOWER FAN	1
34	320110	DIPSTICK, ENGINE OIL LEVEL	1
35	310060	ELEMENT, AIR FILTER	2
36	320120	LEVER, ENGINE THROTTLE	1
37	310080	ELEMENT, FUEL FILTER	1
38	310090	IN-LINE FUEL FILTER	1
39	310070	ELEMENT, OIL FILTER	1
40	851567	SOLENOID, FUEL SHUT-OFF	1
41	320387	SENDING UNIT, OIL PRESSURE	1
42	HATO01603700	GASKET, MUFFLER TO MANIFOLD	1

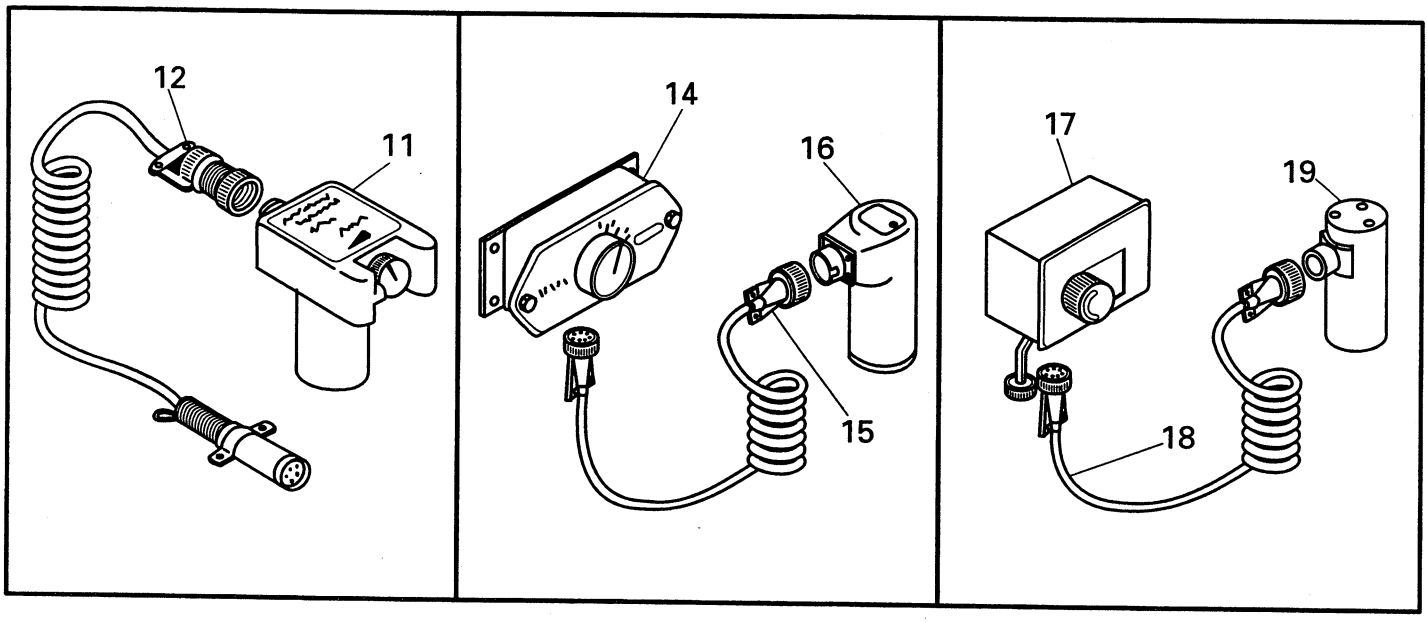
PROPANE HEATER ASSEMBLY & AUTOMATIC IGNITORS

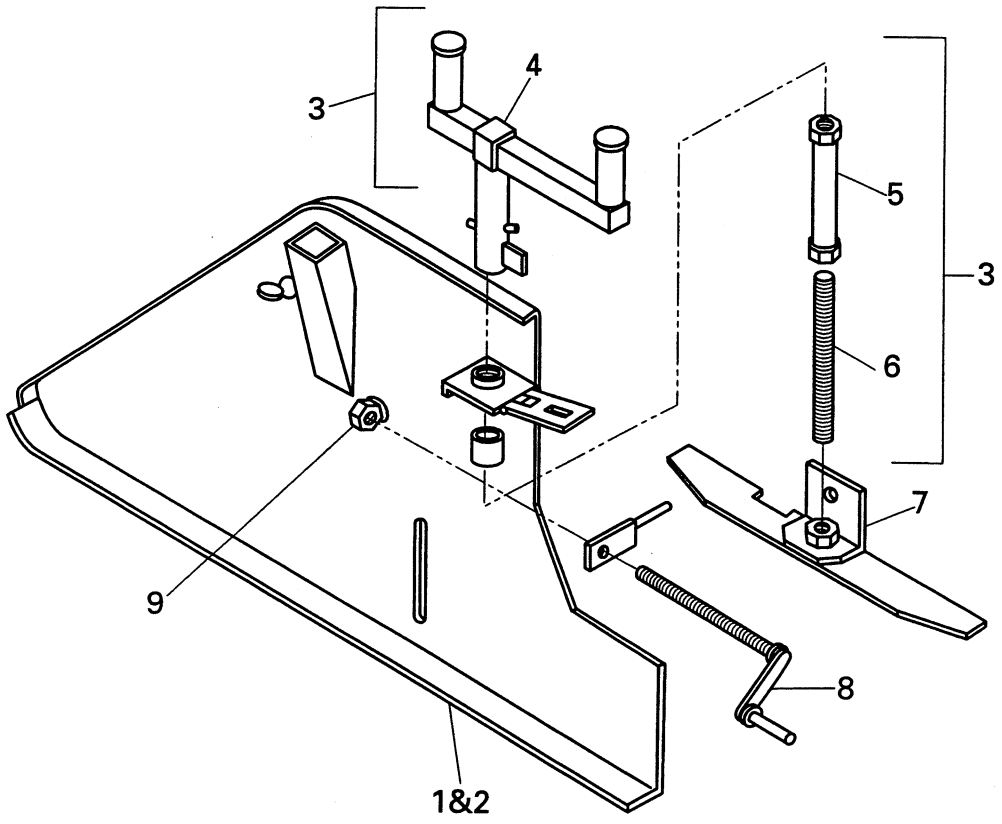


PROPANE HEATER ASSEMBLY & AUTOMATIC IGNITORS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	230010	L.P.G. TANK, 20 LBS.	1
2	230030	ADAPTER,P.O.L.	1
3	230110	GAUGE, L.P.G. PRESS.	1
4	230300	SOLENOID VALVE, 12 VOLT L.P.G.	OPT.
5	230100	REGULATOR W / GAUGE, L.P.G.	1
6	230032	HOSE, L.P.G. REGULATOR TO TEE (7000/8000)	1
7	230034	HOSE, SCREED BURNER	2
8	230080	TEE, 1/4" PIPE	2
9	230081	TEE, 1/4" STREET	2
10	230038	HOSE, L.P.G. TEE TO SCREED EXTENSION	2
11	230070	VALVE, SELECTOR (CUTOFF)	5
12	230069	ADAPTER, HOSE TO PIPE(90 DEGREES)	3
13	851225	HOSE, SCREED EXTENSION BURNER	2
14	230170	COUPLING, 1/4" PIPE	3
15	230999	PIPE NIPPLE, 1/4" X 6"	3
16	230170	COUPLING, 1/4" PIPE	3
17	910025	BURNER, SCREED EXTENSION	2
18	230240	HOSE CLAMP, 2 1/8" (SIZE 28)	2
19	230200	BURNER NOZZLE, IGNITOR	1
20	230082	BURNER NOZZLE, SCREED EXTENSION (1200)	2
21	230084	QUICK DISCONNECT CPLG.	2
22	230024	IGNITOR,CERAMIC HOT SURFACE	2
23	230036	HOSE, IGNITOR BURNER	1

JOINTER ASSEMBLY

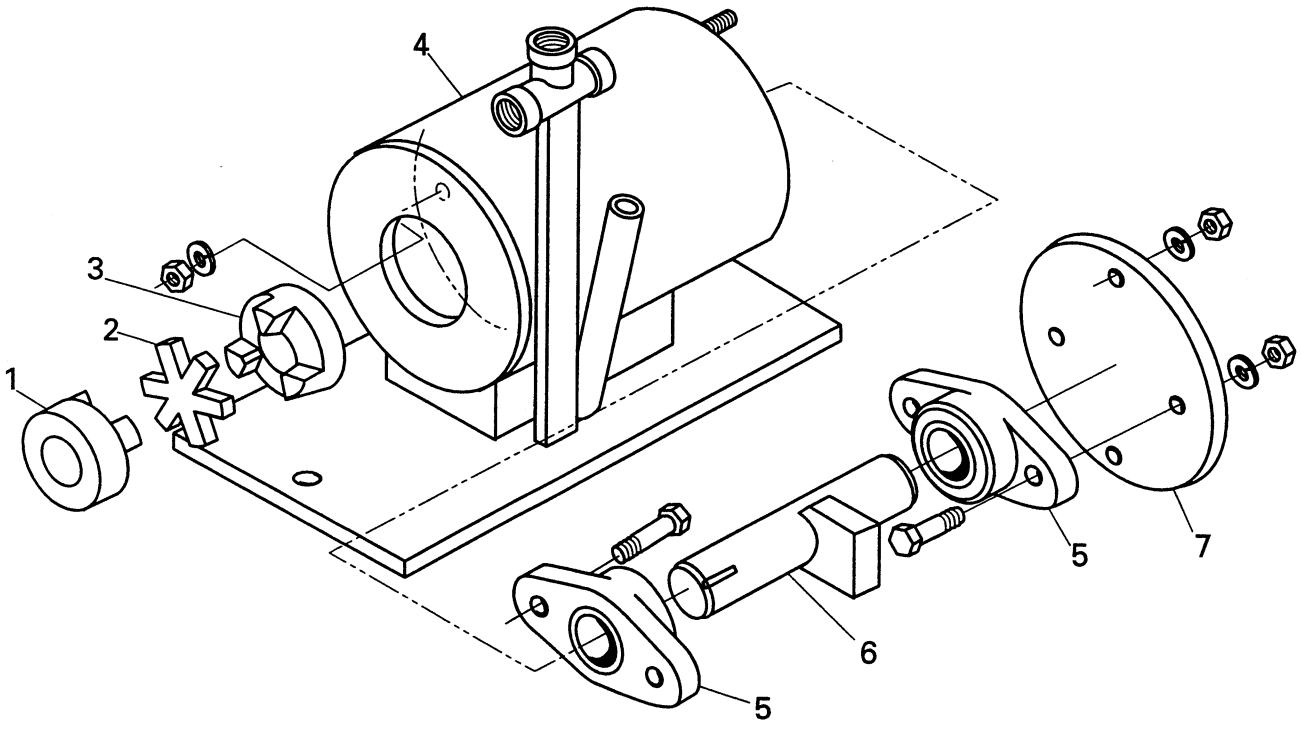




JOINTER ASSEMBLY

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851682	JOINTER, ASSEMBLY [SHORT]	1
2	851683	JOINTER, ASSEMBLY [SHORT] R/H	1
3	890092	DEPTH SCREW ASSY., SCREED	2
4	890092	HANDLE, DEPTH SCREW SLIDE TYPE	2
5		COMES AS # 3	
6		COMES AS # 3	
7	890132 R & L	BRACKET, DEPTH SCREW CONTROL	2
8	890081	TILT SCREW, JOINTER ASSY.	2
9	890070	NUT , (WELDMAN)	2
10	851595	SONAMAT WIRING HARNESS (NOT SHOWN)	2
11	851592	SONIC SENSOR, AUTO-AUGER (O/S RAMSEY)(NOT AVAILABLE)	A/R
12	851593	CABLE, AUTO. AUGER SENSOR (O/S RAMSEY)	A/R
13	851594	KIT, SONIC AUGER	1
14	851690	CONTROL, AUTO AUGER SENSOR (N/S RAMSEY)	A/R
15	851691	CABLE, AUTO. AUGER SENSOR (N/S RAMSEY)	A/R
16	851692	SONIC SENSOR, AUTO AUGER (N/S RAMSEY)	A/R
17	851693	CONTROL, AUTO AUGER SENSOR (MOBA)	A/R
18	851694	CABLE, AUTO. AUGER SENSOR (MOBA)	A/R
19	851695	SONIC SENSOR, AUTO AUGER (N/S MOBA)	A/R

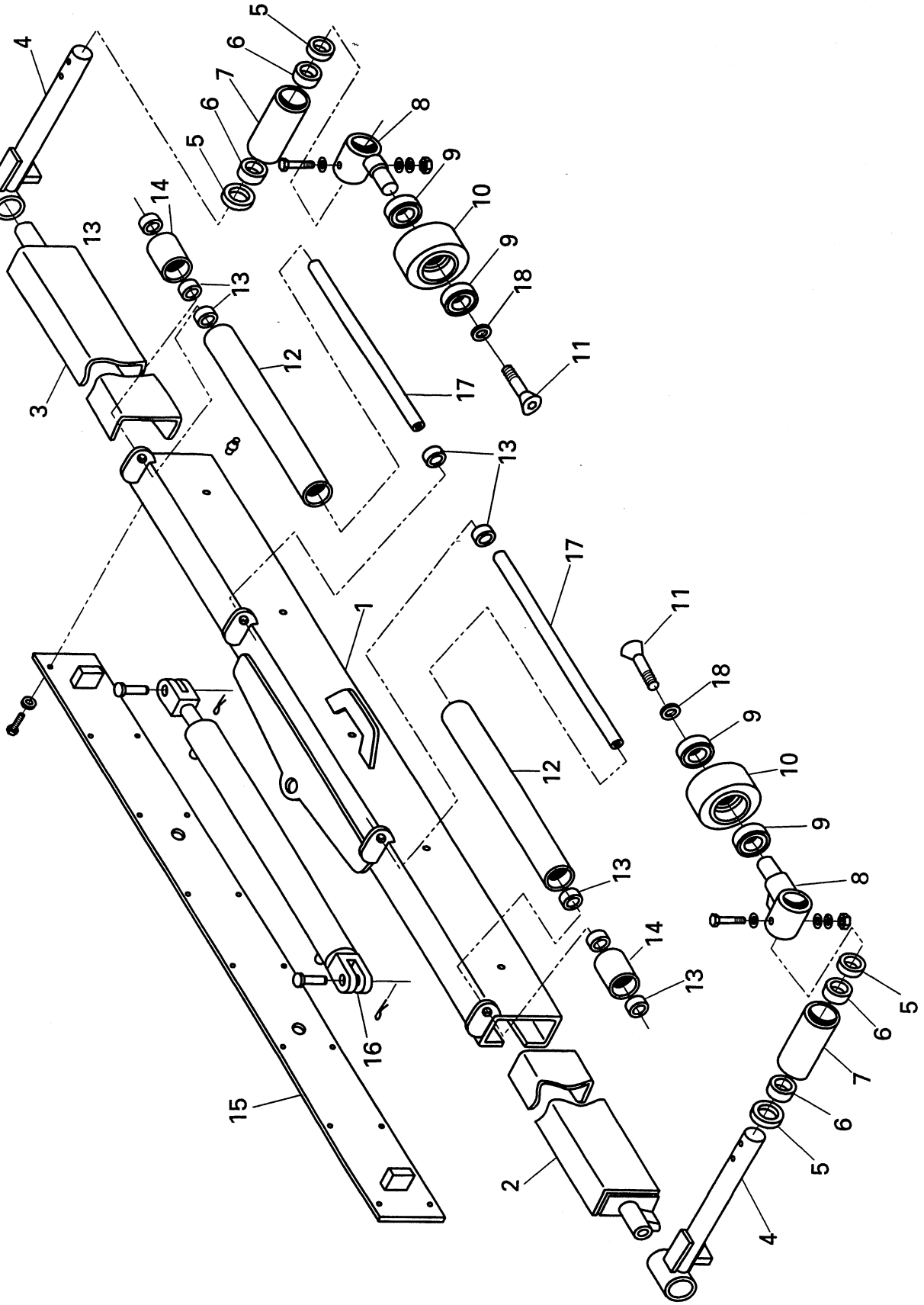
VIBRATOR ASSEMBLY



VIBRATOR ASSEMBLY

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	280030	COUPLING HALF, TACK PUMP MOTOR	1
2	280040	INSERT, 3-JAW COUPLING	1
3	880030	COUPLING HALF, 1" (VIBRATOR SHAFT)	1
4	880042	HOUSING, VIBRATOR ECCENTRIC	1
5	250150	BEARING, CONVEYOR PULLEY/ VIBRATOR SHAFT	2
6	880062	SHAFT, VIBRATOR ECCENTRIC	1
7	880071	PLATE, VIBRATOR HOUSING	1

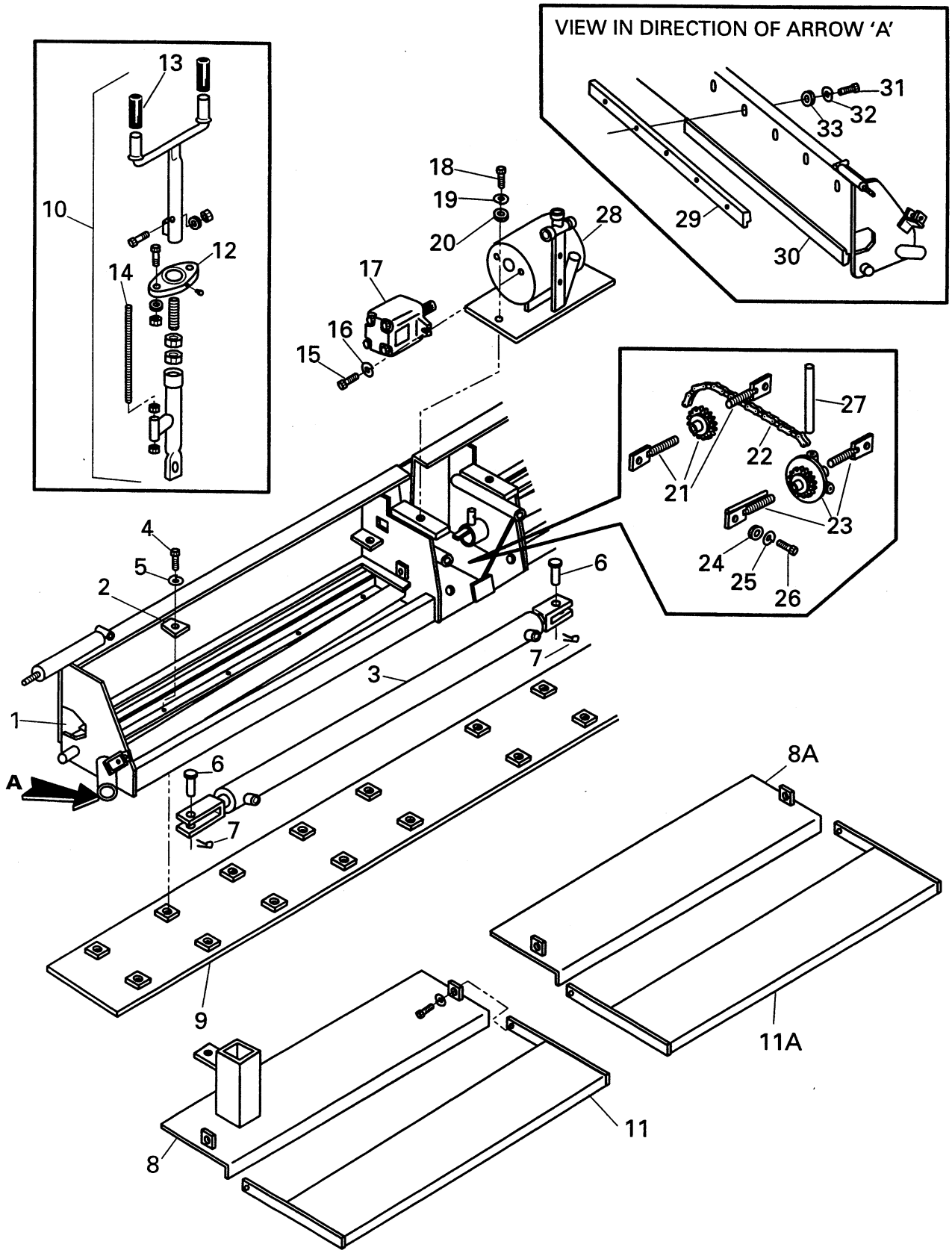
TRUCK HITCH ASSEMBLY



TRUCK HITCH ASSEMBLY

ITEM NO.	PART NO.	DESCRIPTION	QTY.
	930010	TRUCK HITCH ASSEMBLY	
1	930015	SUPPORT,PIVOTBAR	1
2	930020	ARM EXTENSION, R/H	1
3	930025	ARM EXTENSION, L/H	1
4	930030	GUIDE, WHEEL PIVOT ARM	2
5	620400	COLLAR, LOCK	4
6	810070	BUSHING, TRACK IDLER / TRUCK HITCH	4
7	930040	ROLLER	2
8	930045	AXLE, GUIDE WHEEL	2
9	930050	BEARING, TRUCK HITCH ROLLER	4
10	930055	GUIDE WHEEL, TRUCK HITCH	2
11	851111	CAPSCREW, 1/2" 13 x 2 FLAT HEAD SOCKET	2
12	810102	PUSH ROLLER, TRUCK WHEEL	2
13	810110	BEARING, PUSH ROLLER (1 1/4")	8
14	930060	ROLLER EXTENSION, BUMPER	2
15	930065	COVER, BACK PANEL	1
16	930070	CYLINDER, ARM EXTENSION	1
17	930075	SHAFT, BUMPER ROLLER	2
18	851112	WASHER, COUNTER SUNK	2

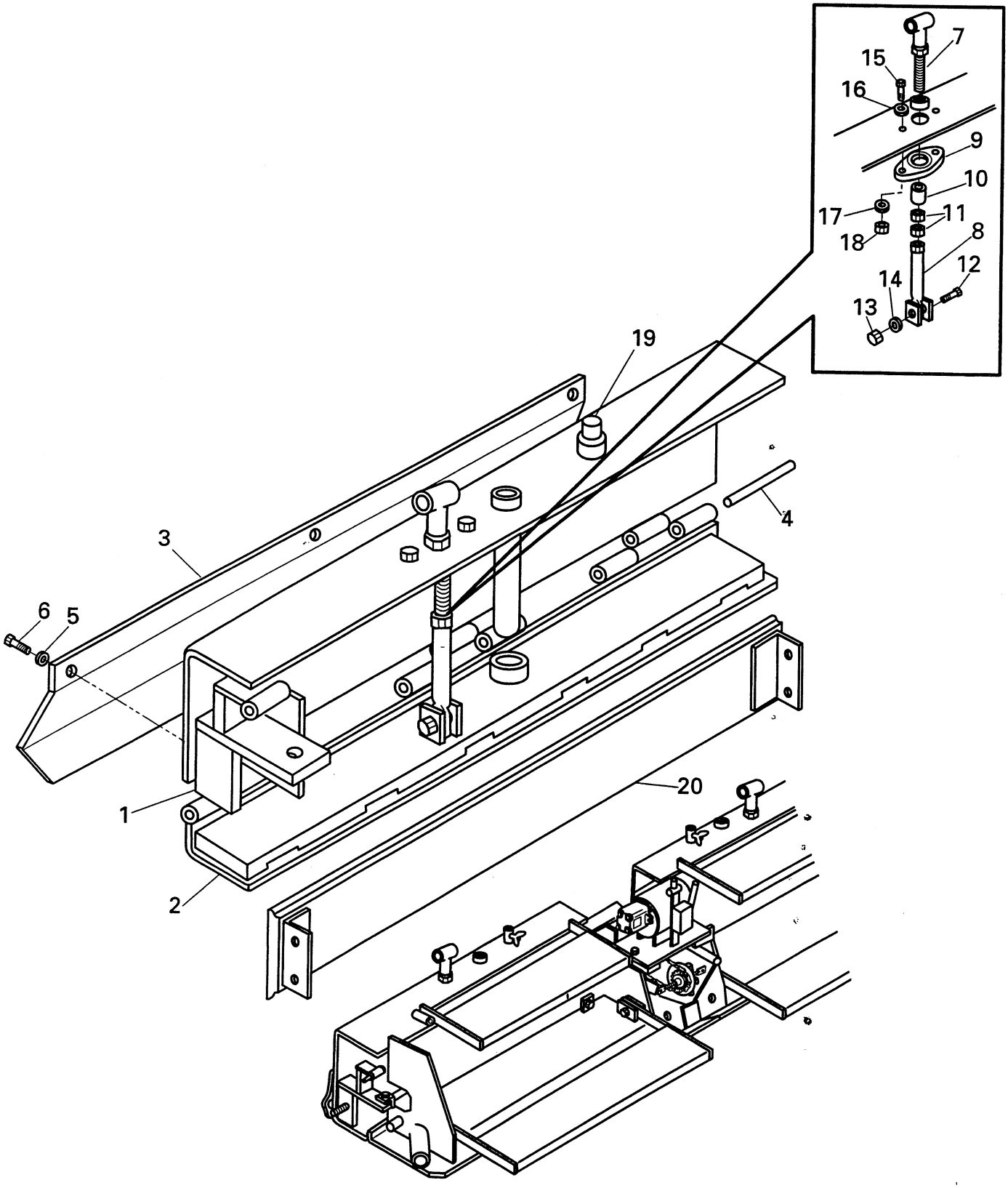
EXTENDIBLE SCREED ASSEMBLY (REAR SECTION)



EXTENDIBLE SCREED ASSEMBLY (REAR SECTION)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
	851596	SCREED ASSEMBLY, COMPLETE (BB)	1
1	851597	SCREED, BASE BB	1
2	121-3	WASHER, WEDGE	20
3	870140	HYD. CYLINDER, SCREED EXTENSION	2
3A	870312	SEAL KIT, CYLINDER	
4	851134	CAP SCREW, 3/8"X3/4"	20
5	118-3	WASHER, 3/8"	20
6	240030	PIN, CYLINDER	2
7	870307	PIN, COTTER	2
8	851599L	LID, SCREED LEFT SIDE	1
8A	851599R	LID, SCREED RIGHT SIDE	1
9	851598	WEARPLATE , MAIN SCREED	1
10	870042A	FLIGHT SCREW	2
11	851554L	WALK BOARD (LEFT SIDE)	1
11A	851554R	WALK BOARD (RIGHT SIDE)	2
12	870030	BEARING, FLANGE	2
13	870276	GRIP, HANDLE	A/R
14	851372	ROD GAUGE	2
15	860048	CAP SCREW, 7/16"x2" HEX HEAD	4
16	118-4	WASHER, FLAT 7/16"	4
17	870220	MOTOR, HYDRAULIC SCREED VIBRATOR	1
18	102-606-1A	CAP SCREW 5/8"X1 1/4"	2
19	118-7	WASHER, LOCK 5/8"	2
20	119-7	WASHER, FLAT 5/8"	1
21	870172	TURNBUCKLE, CROWN & VALLEY (FRONT)	1
22	870190	CHAIN, CROWN & VALLEY	1
23	870182	TURNBUCKLE, CROWN & VALLEY (REAR)	1
24	119-7	WASHER, FLAT 5/8"	2
25	118-7	WASHER, LOCK 5/8"	2
26	119-7	WASHER, FLAT 5/8"	2
27	851195	HANDLE, CRANK	1
28	870232	VIBRATOR, SCREED Assy.	1
29	851298	GUIDE, EXTENSION TOP	1
30	851299	GUIDE, EXTENSION BOTTOM (WELDMENT)	1
31	102-406-1A	CAP SCREW, 1/2"x2"	5
32	118-5	WASHER, LOCK 5/8"	5
33	119-7	WASHER, FLAT 5/8"	

BB EXTENSION - SCREED ASSEMBLY

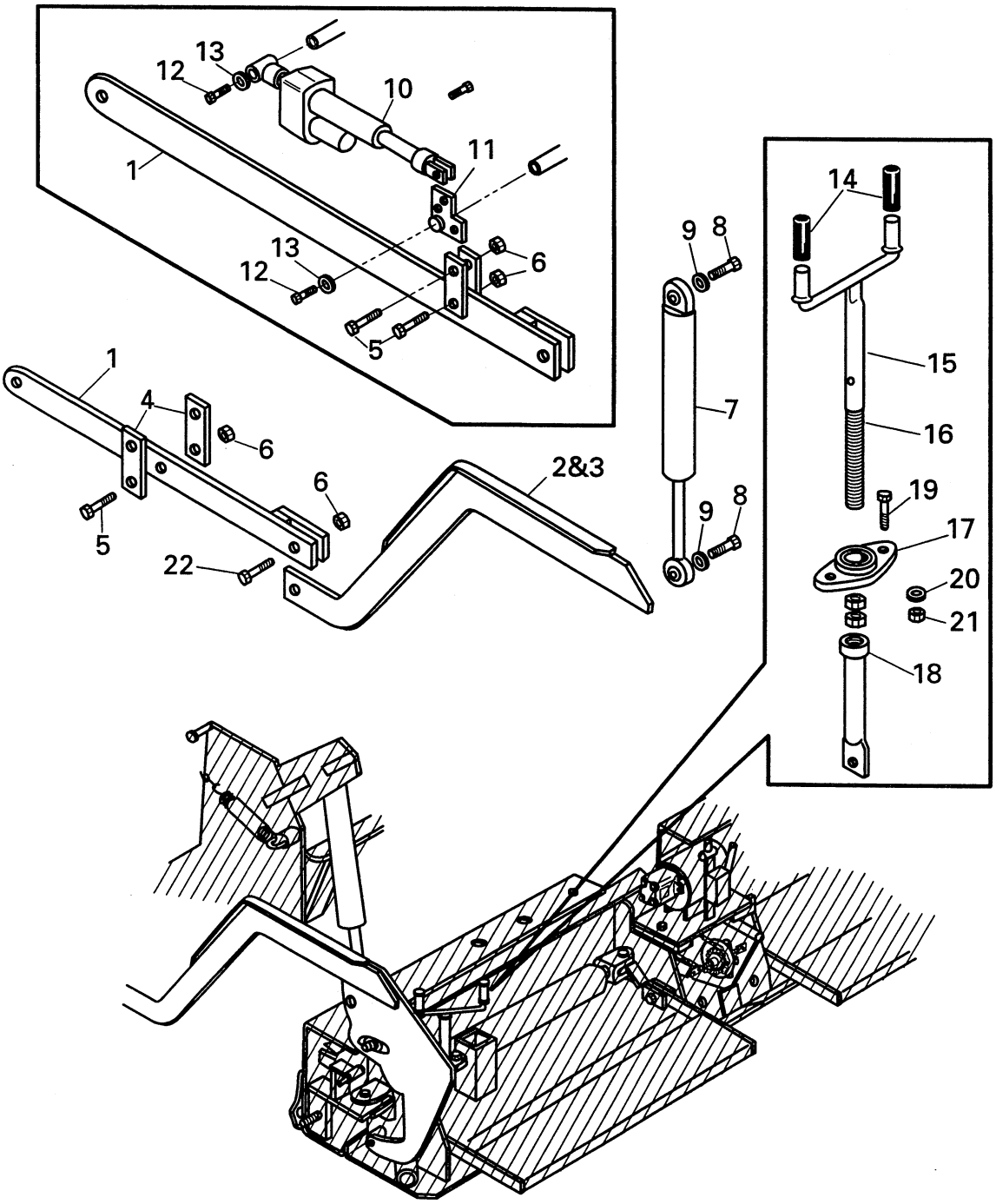


BB EXTENSION - SCREED ASSEMBLY

LeeBoy

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851600	EXTENSION, "BB" SCREED L.H.	1
1	851601	EXTENSION, "BB" SCREED R.H.	1
2	851602	SCREED, LOWER EXT. (SPECIFY LH. OR RH.)	1
3	851180	GUARD, EXT. (SPECIFY LH. OR RH.)	1
4	851196	PIN	1
5	118-3	WASHER, LOCK 3/8"	3
6	102-205-1A	CAP SCREW, 3/8"x1"	3
7	851603	PIPE NUT, "BB" SCREED EXTENSION SCREW	1
8	851603	PIPE NUT, "BB" SCREED EXTENSION SCREW	1
9	870030	BEARING, SCREED FLIGHT SCREW	1
10	851604	BUSHING FLANGE BEARING 1X3/4	1
*11	116-8	NUTS, JAM 3/4"	2
12	870279	BOLTS, SHOULDER	2
13	143-3	NUT, 3/8 LOCK	1
14	118-3	WASHER, LOCK 3/8"	2
15	102-309-1A	CAP SCREW, 7/16"x2"	2
16	119-4	WASHER, FLAT 7/16"	2
17	118-4	WASHER, LOCK 7/16"	2
18	116-5	NUT, 7/16"	2
19	851183	COUPLING	1
20	851552	SLIDE, EXTENSION	1

BB SCREED ARM ASSEMBLY



BB SCREED ARM ASSEMBLY

LeeBoy

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851605	ARM, SCREED EXTENSION	2
2	851607	ARM, SCREED REAR (LEFT SIDE)	1
3	851606	ARM, SCREED REAR (RIGHT SIDE)	1
4	851210	EARS, PIVOT	2
5	102-611-1A	CAP SCREW, 5/8"x 2 1/2"	2
6	116-7	NUT, LOCK 5/8"	2
7	851436	CYLINDER, LIFT (2x12)	2
7A	851484	SEAL KIT, 2" CYLINDER	
8	100-913-1A	CAP SCREW, 1"x 3"	1
9	118-10	WASHER, LOCK 1"	1
10	870302	SCREW, ELECTRIC	1
11	851209	MOUNT, PIVOT	1
12	851134	BOLT, 3/8"x -16x 3/4"	2
13	119-3	WASHER, FENDER 3/8"	2
14	870276	HAND GRIP,FLIGHT SCREW / DEPTH SCREW	A/R
15	870042A	FLIGHT SCREW ASSY. SCREED	2
16	870042A	SCREW, ADJUSTER	2
17	870030	BEARING, SCREED FLIGHT SCREW	2
18	870042A	FLIGHT SCREW ASSY. SCREED	2
19	860048	CAP SCREW, 7/16"x 2"	2
20	119-4	WASHER, FLAT 7/16"	2
21	116-5	NUT, 1/2"	2
22	102-611-1A	CAP SCREW, 1"x 2 1/2"	1

SAFETY DECALS

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ITEM NO.	PART NO.	DESCRIPTION	QTY.
	941000-0	Decal Kit, (Complete) (Consists of small decals and big orange stripes)	1
	941000-00	Decal Set, (Consists of small decals; Does Not Include big orange stripes)	1
1	940001-1	Located on upper R/H of Hopper closest to fuel filler neck	1
2	940001-2	Located 2" down from top edge of fuel tank	1
3	940001-3	Located 1/2" down and 1/4" in from Rigget edge of Hopper both sides	2
4	940001-4	Located on Hydraulic Reservoir 1/2" down from edge and centered to fill neck	
5	940001-8	Located on wide Flange as shown	
6	940001-7	Located ahead of main valve bank controls on Forward/Reverse Support	
7	940001-12	Located just above decal item 6	
8	940001-9	Located as shown both sides	
9	940001-6	Located just above Screed both sides	
10	941003-2	Located 1 1/4" up from bottom edge of sidewing and 1 1/2" in from front edge (Specify right or left)	1
11	941000-20	Located as shown	2
12	940003-1	Located on side of fuel tank	1
13	941000-21	Located on Throttle Support Bracket	1
14	940002-1	Located on center of Exhaust Heat Shield and centered as shown in front view	
15	940003-3	Located on and centered on hose cover both sides	2
16	940002-4	Located on flat surface just ahead of Flight Screw	
17	940002-5	Located on both sides under decal item 3 and on Exhaust Heat Shield	3
18	940002-7	Located on Exhaust Heat Shield on 2-Speed Gearbox or Torque Hub	1
19	940004-1	Located on both cut off ends	2
20	940004-18	Located on Face Plate ahead of Control Levers	
21	940004-3	Located on the Drive Controls with the "N" by the Notch, showing position of neutral	
22	940004-5	Located on face plate ahead of right hand drive control	
23	940002-3	Located to top front center of tool box lid	
24	940002-6	Located on Flange Support of Vibrator Valve	
25	940002-9	Located on both sidewings and above main valve decal	
26	940002-10	Located as shown	
27	940002-11	Located as shown	
28	940002-12	Located as shown	
29	940002-13	Located as shown	
30	940002-14	Located as shown	

UMBRELLA

ASSEMBLY INSTRUCTIONS

1. Install Umbrella Mounting bracket (See bracket mounting instructions furnished with each bracket.
2. Insert ball stud on (#3) curved shaft into (#1) umbrella support shaft, align holes, and drive (#2) 3/16" x 1" spiral spring pins into position. Install (#5) locking handle.
3. Place (#7) canvas cover over (#8) umbrella frame assembly and hook corners to bows — tie each bow securely with tie straps.
4. Insert (#8) umbrella frame assembly with canvas in place into tube on (#3) curved shaft and insert (#6) bolt. Tighten snugly with nut (#4).
5. Install complete umbrella into clamp on umbrella mounting bracket.

Each bow may be raised individually until locked into open position. Each bow has two positions in which it can be locked open. This is to allow for arc stretch in canvas.

* Part No. varies with color.

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LeeBoy 5000 Path Master Paver

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