LeeBoy

OPERATIONS, SERVICE AND PARTS MANUAL

5000 Path Master Paver

Manual No. 50001002

LeeBoy • 688 North Highway 16
Denver, North Carolina 28037
www.LeeBoy.com

LIMITED WARRANTY POLICY AND PROCEDURES

EFFECTIVE FOR UNITS SHIPPED AFTER DECEMBER 1, 2001

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 that fails to conform to the warranty during the warranty period.

2. The warranty date will begin upon the completion of the warranty form by the initial customer and will expire after twelve (12) months have passed. The Warranty Card should be filled out within (10) days of delivery of the unit.

3. Engines are warranted by their manufacturers and may have warranty coverage that differs from that of LeeBoy.

4. Replacement parts furnished by LeeBoy are covered for the remainder of the warranty period applicable to the unit or component in which such parts are installed.

5. LeeBoy has the right to repair any component or part before replacing it with a new part.

6. All new replacement parts purchased by a LeeBoy dealer will carry a six (6) month warranty. Remanufactured parts purchased by a LeeBoy dealer will carry a ninety (90) day warranty.

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 used parts of any kind.

5. Repairs due to normal wear and tear, or brought about by abuse or lack of maintenance of the equipment, except for premature failures, conveyor chains, polytrack pads, and track rails.

6. Attachments not manufactured or installed by LeeBoy.

7. Liability for incidental or consequential damages of any type including, but not limited to lost profits or expenses of acquiring replacement equipment

8. Miscellaneous charges.

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.

6. The warranty responsibility on all engines rests with the respective manufacturer.

7. LeeBoy may have support agreements with some engine manufacturers for warranty and parts support.

OTHER WARRANTIES

THE FOREGOING WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER EXPRESSED STATUTORY 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, COST OF CAPITAL, COST OF SUBSTITUTED EQUIPMENT, FACILITIES OR SERVICES DOWNTIME COSTS, LABOR COSTS OR CLAIMS OF CUSTOMERS, PURCHASERS OR LESSEES FOR SUCH DAMAGES.

DELIVERY DATE _____

UNIT SERIAL NUMBER _____

ENGINE TYPE _____

ENGINE NUMBER _____

DEALER'S NAME AND ADDRESS

_____

_____

PHONE NUMBER _____

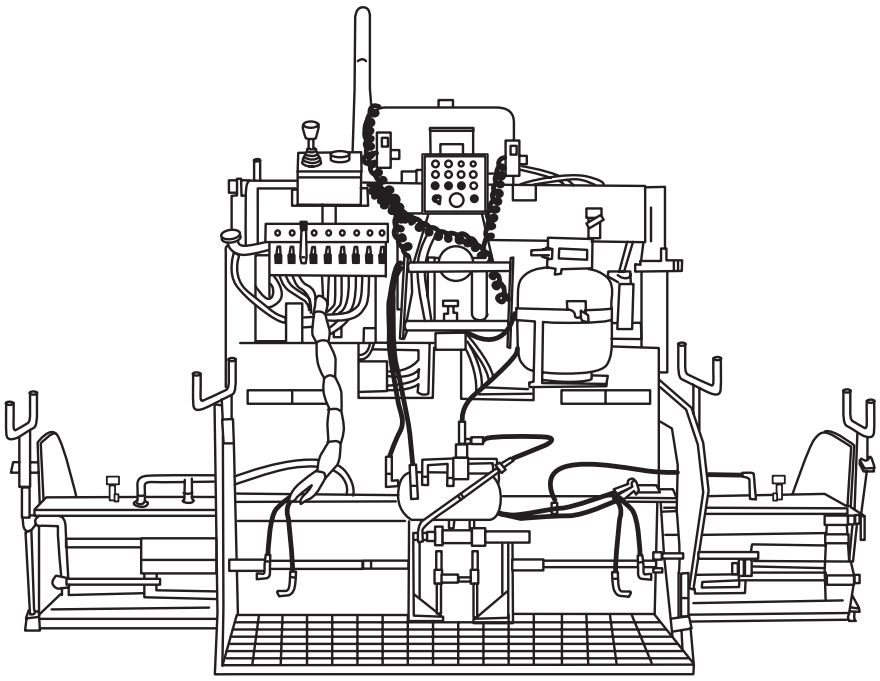
EQUIPMENT HOURS _____

SERVICE MANAGER _____

688 North Highway 16 • Denver, North Carolina 28037
www.LeeBoy.com • (704) 483-9721

INDEX

INDEX (CONTINUED)

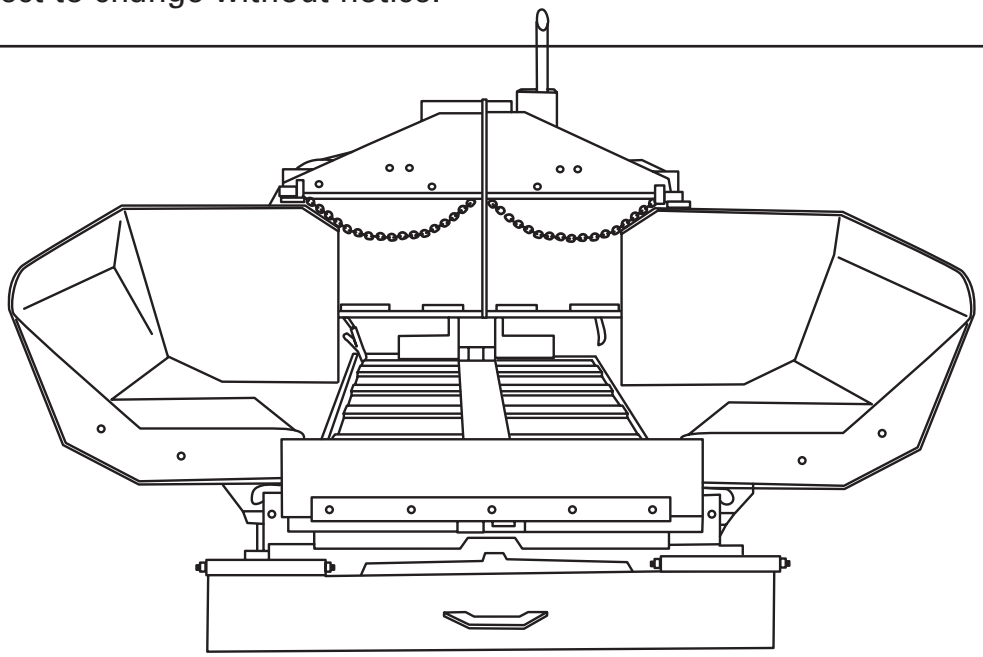


REAR VIEW

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 LeeBoy 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.



FRONT VIEW

IMPORTANT SAFETY INSTRUCTIONS

This manual provides important information to familiarize you with safe 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 COWORKERS 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.

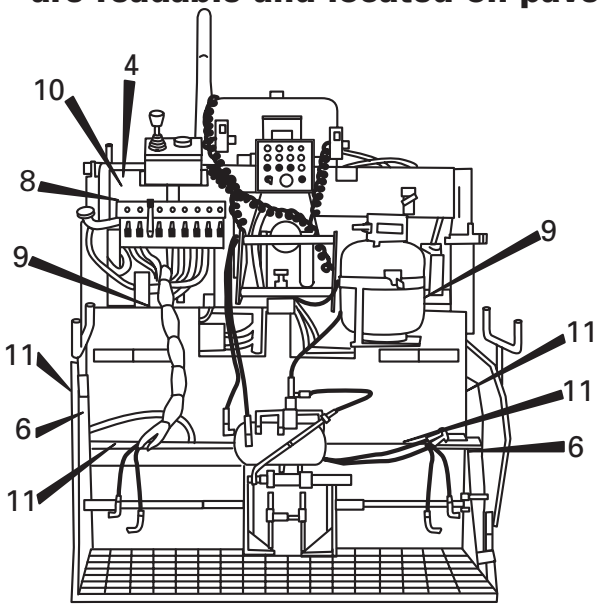
! CAUTION !

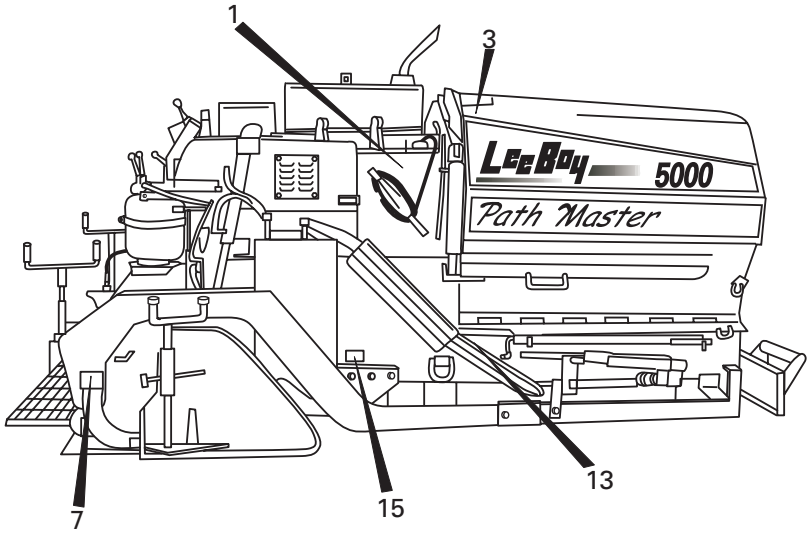
CAUTION safety notes are **ALSO** very important. They point out to you where your mistakes could cause **PHYSICAL HARM** to you or others, or damage to the machine.

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.





DANGER

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

1

DANGER
PINCH POINT

3

WARNING
HYDRAULIC OIL
ONLY
KEEP CLEAN

4

CAUTION
FLIGHT SCREW HANDLE MUST BE IN LOCKED POSITION WHEN RAISING SCREED.
DAMAGE COULD OCCUR TO HAND, SEAT OR SCREW IF NOT LOCKED.
ALWAYS REMOVE HAND WHEN RAISING SCREED.

6

WARNING ALWAYS FOLD SIDEWINGS ON HOPPER OUT BEFORE RAISING CONVEYOR.

8

WARNING:
HOT FLAMMABLE
HEAT COMING OUT END OF SCREED COULD BURN OR CATCH CLOTHING ON FIRE IF NOT CAREFUL. NEVER SPRAY FUEL OIL ON SCREED WHEN BURNERS ARE ON.

7

DANGER
PINCH POINT

11

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

13

DANGER
Keep Hands & Clothing Clear of Augers & Conveyors

9

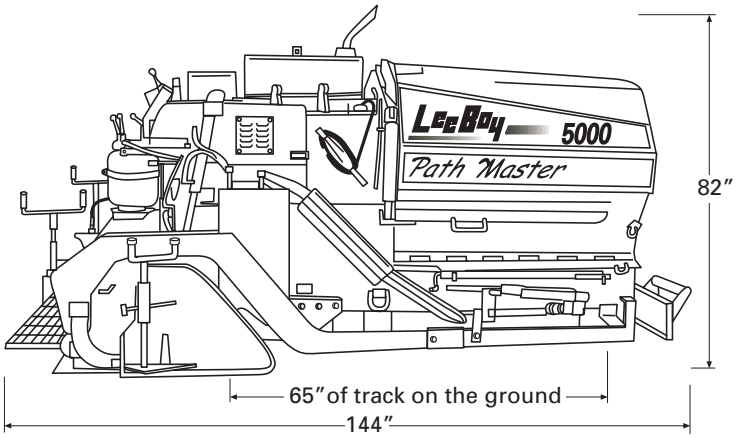
DO NOT OPERATE OR TOW THIS MACHINE WITHOUT FIRST FULLY UNDERSTANDING THE CONTENTS OF THE OPERATORS MANUAL.

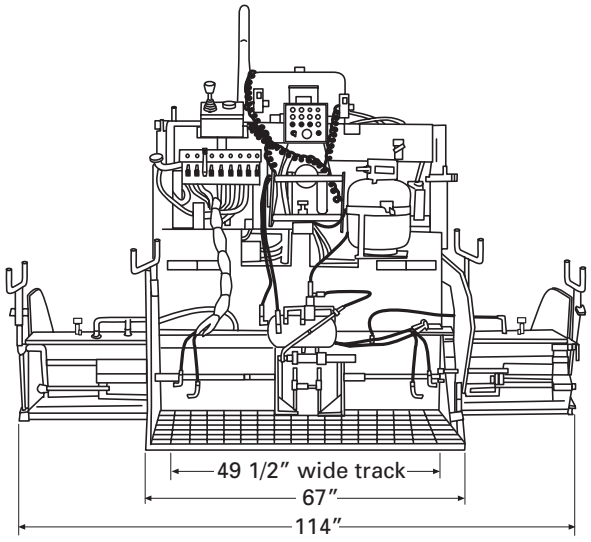
10

Check Oil Every 30 Days.

15

SPECIFICATIONS
5000 PATH PAVER





Paving Width Basic		5′- 9′ (2.44 - 3.96m)
Hopper Capacity		5 tons (5.4 tons)
Speed -	Paving	0-200 fpm
Engine -	Make Performance	Hatz Diesel (37 HP)
Speed -	Paving	0-200 fpm
Dimensions -	Weight	12,000 lbs (4479 kg)
	Length	12′4″ (3.8m)
	Width (Paving) (Transport)	9′ (Hopper Wings Out) 5′6″ (1.7m)
	Height	6′0″ (1.8m)
Capacities -	Fuel	13 gal. (59.1 Liter)
	Hydraulic	30 gal. (136.4 Liter)

PRE-START INSPECTION

INSPECT machine. Have any malfunctioning, broken or missing parts corrected or replaced before using. Hydraulic 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 fuel tank 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 cleaning solvent or release agent on or near screed while it is being heated.

AVOID steep hills if possible.

ALWAYS look BEFORE changing your direction of travel.

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 before propane 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

NEVER 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.

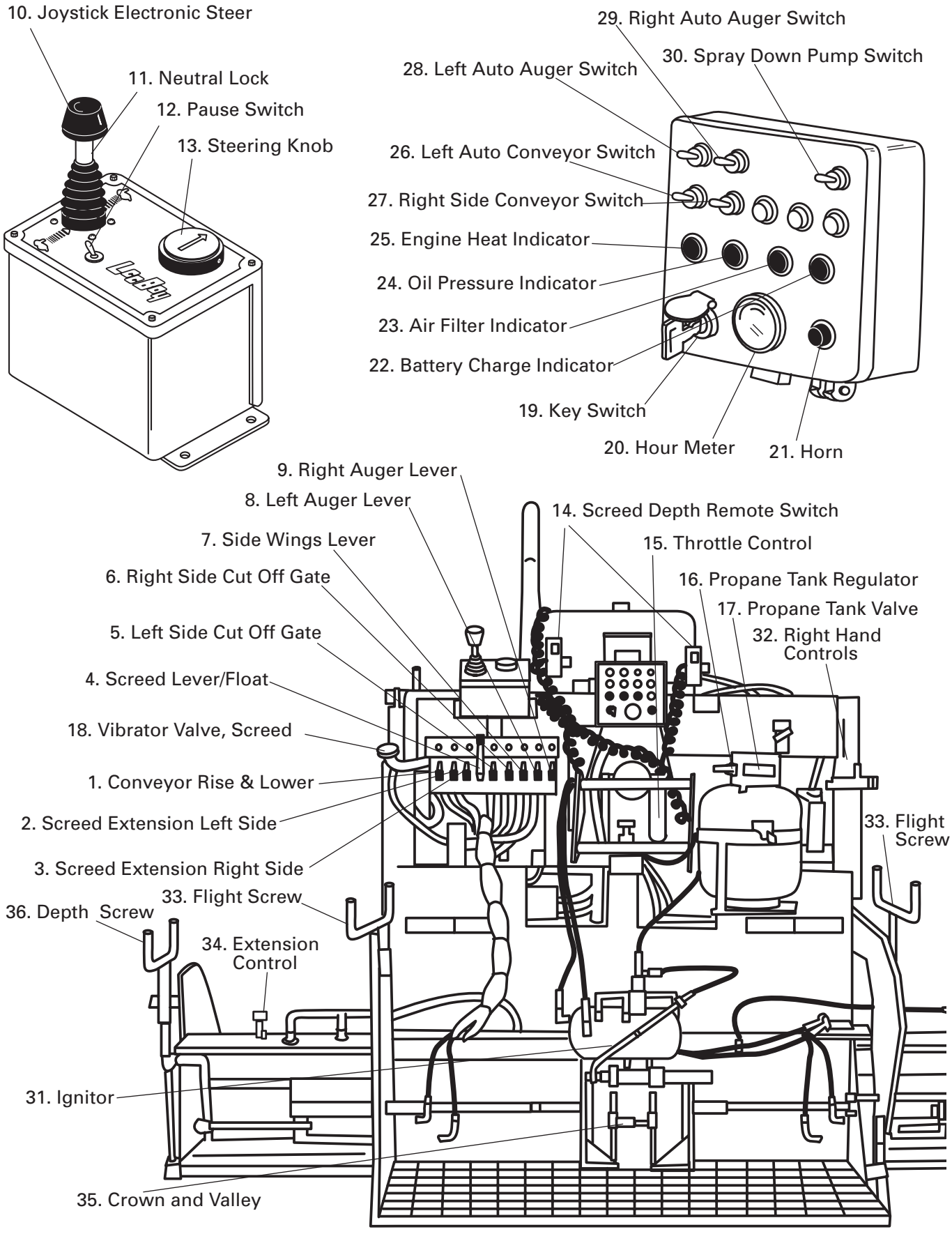
BE SURE the correct battery polarity is observed (negative (-) to negative (-) and positive (+) to positive (+) when connecting a battery charger or jumper cable.

! DANGER !

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

FIGURE 1

CONTROLS AND DESCRIPTIONS



MAJOR COMPONENTS

1. **CONVEYOR LEVER -** Lever raises and lowers the conveyor deck for cleaning and service. **(Note: Wings must be unbolted and folded out before raising.)**

2. **SCREED EXTENSION LEVER -** Lever extends the left side of the screed.

3. **SCREED EXTENSION LEVER -** Lever extends the right side of the screed.

4. **SCREED FLOAT LEVER -** Lever raises and lowers the screed for paving. **(Note: Lever must be in float to pave.)**

5. **LEFT CUT OFF LEVER -** Lever opens and closes the left cut off door that allows asphalt to get to the screed.

6. **RIGHT CUT OFF LEVER -** Lever opens and closes the right cut off door that allows asphalt to get to the screed.

7. **SIDE WINGS LEVER -** Lever raises the side wings to dump asphalt into the paver. **(Note: Make sure no one is in the way when operating side wings.)**

8. **LEFT AUGER LEVER -** Lever augers the material to the left extension.

9. **RIGHT AUGER LEVER -** Lever augers the material to the right extension.

10. **JOYSTICK ELECTRONIC STEER -** Lever controls the speed and direction of travel forward and reverse. **(Note: The lever goes forward and reverse to move the machine. The more you push /pull the joystick, the faster the machine will travel in either direction. Neutral is located in the middle)**.

11. **NEUTRAL LOCK -** This locks the lever in neutral. **(Note: Pull up on the bottom of knob to unlock)**.

12. **PAUSE SWITCH -** Switch stops the forward or reverse motion of the machine . Flipping the switch to RUN, the machine resumes its prior speed. This switch also works as a brake.

13. **STEERING KNOB -** Knob controls the machine left or right. The machine goes in the direction the knob is turned. Turn the knob slowly and easily being careful not to twist the knob off.

14. **SCREED DEPTH REMOTE -** Switch controls the depth of the asphalt once you have it established manually. **(Note: The grade switch must be ON for this function to work)**.

15. **THROTTLE CONTROL -** Cable controls the speed of the engine. **(Note: Turn to lock the throttle).**

16. **PROPANE TANK REGULATOR -** Regulator sets the pressure of the gas going to the burners. **(Note: Pressure should be 15 LBS).**

17. **PROPANE BOTTLE VALVE -** Valve opens and closes the flow of gas out of the bottle.

18. **VIBRATOR VALVE SCREED -** Valve turns the vibrator for the screed on and off.

19. **KEY SWITCH -** Switch turns the machine on and off.

20. **HOUR METER -** Meter monitors the working hours on the machine.

21. **HORN -** Push the button to activate horn.

22. **BATTERY CHARGE INDICATOR -** Light tells you if the unit is charging. **(Note: If working properly, the light comes on with the switch and goes out when the engine cranks. If battery indicator light doesn't burn with key ON, the unit will not charge).**

23. **AIR FILTER INDICATOR -** If this light burns, the air filter needs service.

24. **OIL PRESSURE INDICATOR -** Light tells if oil pressure is low.

25. **ENGINE HEAT INDICATOR -** Light indicates if the engine has a heat problem.

26. **LEFT AUTO CONVEYOR SWITCH -** Switch turns the conveyor on and off on the left side.

27. **RIGHT SIDE CONVEYOR SWITCH -** Switch turns the conveyor on and off on the right side.

28. **LEFT AUTO AUGER SWITCH -** Switch turns the auto augers on and off.

29. **RIGHT AUTO AUGER SWITCH -** Switch turns the auto augers on and off.

30. **SPRAY DOWN PUMP -** Switch turns the spray down pump on and off.

31. **IGNITOR -** Use this to light the other burners.

32. **RIGHT HAND CONTROLS -** These levers control the right extension and the right hand auger.

33. **FLIGHT SCREW -** This lever controls the depth of the asphalt.

34. **EXTENSION CONTROL -** This screw controls the screed extension.

35. **CROWN AND VALLEY -** This allows you to bend the screed in the middle to match the base or to make the middle higher to allow the water to flow better off of the pavement.

36. **DEPTH SCREW -** This sets the depth of the end gate.

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 THE GREATEST SINGLE CAUSE OF ENGINE FAILURES.

C. Check hydraulic oil level. Oil level is determined by petcock on hydraulic oil tank. (15W-40 Motor Oil)

D. Make sure joystick is in neutral 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

Joystick must be in neutral to start machine.

1. Open throttle full.

2. Position drive lever to neutral.

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 50º or 60º before moving.

FIGURE 2

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

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 10-15 SECONDS. IF THE ENGINE DOES NOT START, ALLOW THE STARTER TO COOL 2-3 MINUTES BEFORE TRYING AGAIN.

PAVER DRIVING INSTRUCTIONS

GENERAL

THE ELECTRONIC CONTROL STEERING BOX

To drive the machine, point the steering knob straight and lift up on the neutral latch on joystick. Push the lever forward slowly to reach the desired speed and turn the steering slowly to make turns as desired. (The more you move the joystick the faster the travel speed.

NOTE: TO STOP MACHINE PUT JOY-STICK BACK TO THE NEUTRAL POSITION

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

2. To drive machine forward lift up on the lock on joystick and push forward to reach desired speed. To move in reverse pull the joystick backwards to reach desired speed. Put back in neutral to stop machine. (To slow the unit put joystick closest to neutral or in neutral to stop.)

FIGURE 3

3. To steer the unit, turn the steering knob to the direction you want to go. The further you turn the knob the more you turn. Easy adjustments are required. You can damage control by turning the knob too far.

FIGURE 4

4. The toggle switch on steering box will stop machine, also. When you stop machine with the toggle switch, the machine will resume travel when not engaged at the last speed of travel.

FIGURE 5

PAVING PREPARATION INSTRUCTIONS

BURNER IGNITION PROCEDURES:

GENERAL

The heating of the screed will require extreme care. The propane gas used to heat the screed is volatile and combustible. When treated with respect the propane will not present a problem. Follow the procedures below and refer to the illustration figure 6 as required.

FIGURE 6

1. Turn all burner valves off. See figure 11.

! CAUTION !

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

2. Use ignitor burner to light main burners manually. Hold ignitor burner at end of main burner and turn valve on. Repeat this procedure for opposite side. See figure 9.

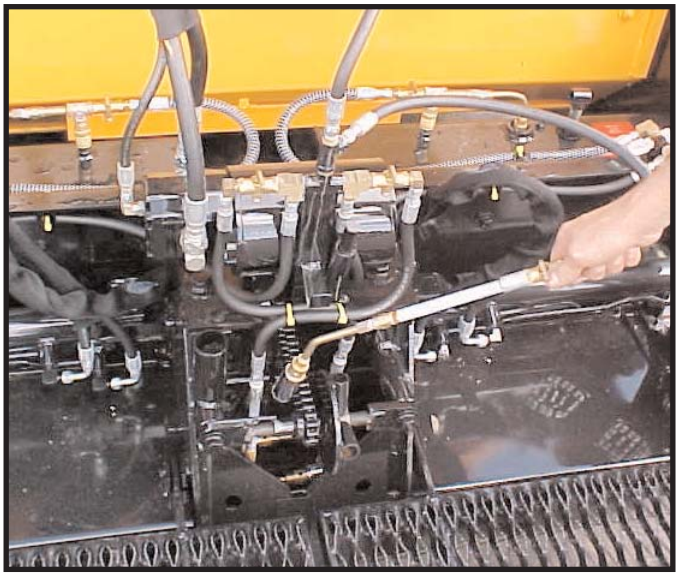


FIGURE 9

3. Extension burners are lit manually by removing from quick coupling connector. Turn valve on extension burner and use lighter to light. Place burner back into holding socket and repeat this process for opposite side. See figure12.

NOTE:
Heating the screed helps prevent hot mix from sticking to the cold screed plate and produces a smooth, tight mat surface. 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 valve.

! CAUTION !

IF FLAME COMES FROM END OF BURNER TUBE, TURN PETCOCK TO OFF. ALLOW FLAME TO GO OUT AND THEN RELIGHT WITH IGNITOR

! CAUTION !

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

MANUAL LIGHTING OF BURNERS

The process for lighting the burners manually is not difficult. The following procedure will provide the necessary steps in lighting the burners. It is important to remember that propane is a volatile gas and for this reason safety should be a major consideration.

CAUTION! CAUTION! CAUTION!

1. Turn off all burner valves. See Figure 11.

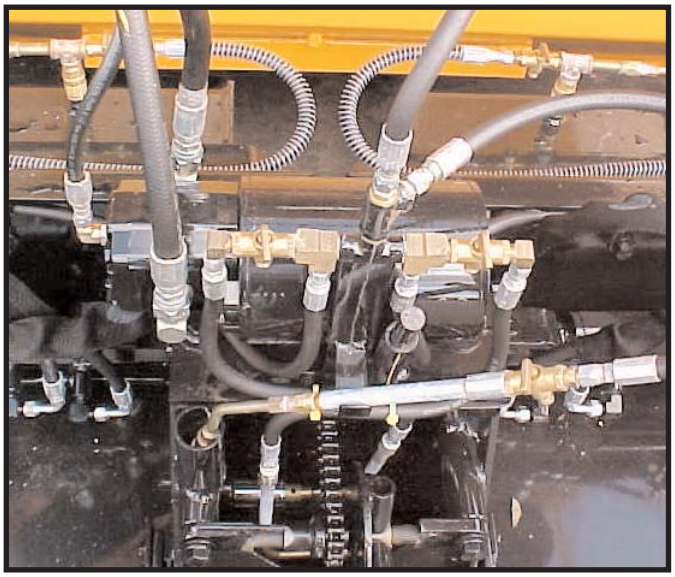


FIGURE 11

2. Turn main propane valve ON and set regulator 15 Lbs. Refer to figure 6.

3. Ignite burner with striker. See figure 9.

4. Hold ignitor burner at end of main burner. To light main burner turn burner valve on. See figure11. (NEVER TURN BURNER VALVE ON UNLESS FLAME IS PRESENT.)

5. Repeat procedure in step 4 for opposite side.

6. The extension burners are held in position to the screed with a quick coupling connection. Remove the extension burner from quick coupling connector and light. See figure12.

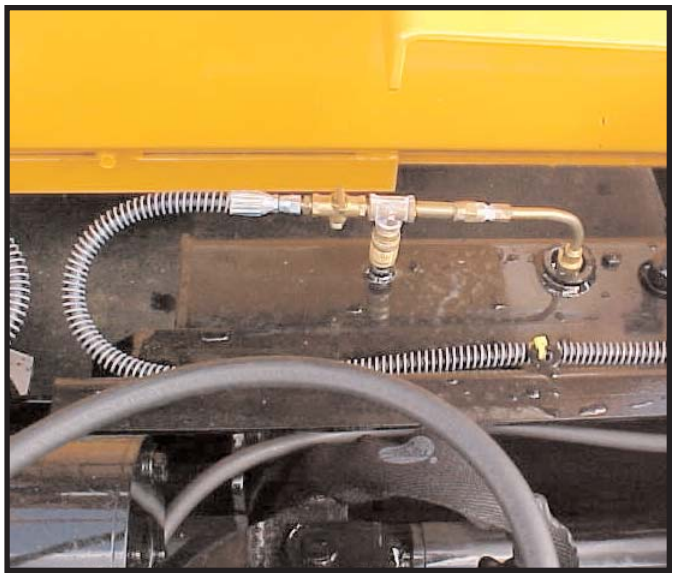


FIGURE 12

7. Replace extension burner back into hole and on to quick coupling connector.

8. Repeat steps six and seven for opposite sides

OPERATING FEEDER

GENERAL

The feeder is a very important part of the paver and for this reason close attention should be given on integrating its operation into the total operation of the paver. Follow the procedure below:

1. Before raising or lowering feeders, fold side wings in and out by hand. (The side rails have a double action motion causing the in and out movement.) Never use cylinder pressure to lower sides into place after lowering feeder. This may bend sides or break the chains on the sides. Never work on machine with engine running.

2. When lowering feeder, do not lower under pressure. Let the feeder down with engine shut off.

3. Do not let the paver sit running with feeder on automatic for any length of time. This may cause the hydraulic oil to over heat.

4. Spray the feeder drive chains periodically. Spray several times a day with cleaning solvent or release agent.

5. When feeders are running and cutoff gates are shut, there will be spillage the full width of the paver. This is normal. To help prevent this spillage, work feeders manually when loading hopper and not paving.

6. Irregular movement of the feeder conveyor indicates that a problem may exist with the feeder chain. To eliminate this problem an adjustment to the feeder chain may be necessary. Refer to page 28 under FEEDER FLIGHT CHAIN ADJUSTMENT, procedure number 3.

! CAUTION !

NEVER WORK ON CONVEYORS WITH ENGINE RUNNING.

! CAUTION !

NEVER RAISE FEEDER WITH ASPHALT IN THE HOPPER.

! DANGER !

NEVER WORK UNDER FEEDER WITHOUT MAKING SURE THAT FEEDER IS BEING SUPPORTED BY SAFETY PROP AND THAT ALL UNAUTHORIZED PERSONNEL ARE CLEAR OF THE AREA.

! CAUTION !

NEVER OVERHEAT SCREED. ABOUT 10 MINUTES BEFORE STARTING TO PAVE IS ENOUGH TIME FOR PREHEAT. ON COOL DAYS TURN PROPANE REGULATOR DOWN TO 2 LBS. THIS SHOULD PREVENT SCREED FROM WARPING.

! CAUTION !

NEVER LET PAVER SIT WHILE CONVEYORS ARE TURNING. IT IS POSSIBLE, IF PAVER SETS LONG ENOUGH, ASPHALT FROM CONVEYORS CAN FILL TRACKS AND CAUSE FAILURE TO THE BEARINGS OR IDLER.

! CAUTION !

TO PREVENT FLIGHT CHAINS FROM STICKING INSIDE OF CONVEYOR PANS, LUBRICATE THEM SUFFICIENTLY AT THE END OF THE DAY.

OPERATION OF ELECTRIC FLIGHT SCREWS

GENERAL

The electric flight screw is an added convenience to the operator. A gauge is located on both sides of the paver. These gauges will provide the operator with quick reference to the height of the screed. Refer to figure 13 and follow procedures below.

1. Before paving, center the electric flight screws by referring to the screed elevation gauge on each side of the paver. Raise or lower until rod end is flush with electric screw.

2. While paving, refer to both gauges and make minor adjustment to the screed by using the electric flight screws.

FIGURE 13

OPERATION OF HYDRAULIC CUTOFF GATES

GENERAL

The cutoff gates 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 you accidentally hit 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.

ELECTRIC SPRAYDOWN

GENERAL

The spraydown on your machine is used to spray diesel fuel on any part of the machine that comes in contact with the asphalt. Build-up of asphalt will cause damage to components. Spray all areas of machine that have direct contact with asphalt.

1. Unwrap the amount of hose needed and turn spray down switch on. Pull wand handle and spray.
   IMPORTANT: Never use spray down when burners are lit.

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

3. **IMPORTANT:** When using spray down consider the environment and do not allow cleaning solvent to run onto the ground.

AUGERS

To run the augers manually pull the levers toward the operator. Turn OFF and ON as required to get the material you need for each extension. You can run the right side auger from the left or right station.

Never try to run augers to the middle or try to move material from one side to the other. Auger cover in the center blocks the flow. Damage to the center cover and auger bearings will result if you do this.

SONIC AUGERS (OPTIONAL)

The sonic auger gauges the amount of material that you have in the extensions. To operate the sonic augers the toggle switch must be in AUTO and the auger lever pulled to the ON position. The sonic will turn the auger OFF and ON, automatically. To over ride the automatics turn the toggle switch to OFF and run the auger manually.

When installing the sensors make sure to turn the sensor and cord and lock it in with the screw so that it will not get caught or damaged while you are paving.

The dial on the control head adjusts the amount of material you need. Turn the dial to adjust the amount of material to keep the extension full. Be careful not to over run the extension with the material.

HOW TO OPERATE:

1. Pull auger control handles on valve to ON for augers to feed extensions.

2. Turn left and right auger toggles on dash ON. Now the augers will come ON and OFF with the sonic sensors.

NOTE:
Turn toggle switches on dash to OFF. The augers will run until you push auger valve control handle to OFF. When running material through augers manually, try to pave so material flow to extensions is adequate and maintained. When paver stops, push auger valve control to OFF position. To prevent hydraulic oil from overheating while waiting on material or hand work, turn conveyor and augers OFF. In some cases, augers may run too fast. If this is a problem, meter the valve handle by pulling gradually on handle until desired flow is obtained.

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. Set steering control lever so paver moves very slowly.

4. Make sure:
   A. Screed position - UP

   B. Extendible screed - IN

   C. Gates below augers - CLOSED (Caution -Never back up with cutoff gates open.)

5. Move the paver forward down the ramp as shown in figure 15.

FIGURE 15

! 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 procedure.

! 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 lever so paver moves very slowly onto the ramp.

2. Make sure:

   A. Screed position is - UP

   B. Extendible screed - IN

   C. Gates below auger- CLOSED

3. With the steering control lever 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 16.

4. Place paver in center of trailer or 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.

FIGURE 16

TIE DOWN PROCEDURE

1. Position paver on trailer centered from side to side. See figure 17.

FIGURE 17

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

3. Refer to figure 18. Two tie down points are shown. Because of the varying characteristics of the truck bed or trailer bed in use, it is not practical to describe the correct method to chain the paver down. In all cases the front tie point should be used. Depending on the truck or trailer used, at least one of the other tie points should also be used.

4. Place chocks at wheels or tracks.

5. Make sure all chains are tight before moving.

FIGURE 18

! CAUTION !

TO PREVENT AN EXCESSIVE JOLT TO THE UNDERCARRIAGE AND THROUGHOUT THE PAVER, REDUCE TRAVELING SPEEDS TO A MINIMUM BEFORE THE PAVER TRACKS COME IN CONTACT WITH LOADING RAMPS OR AN ABRUPT CHANGE IN THE SURFACE. IF ENCOUNTERED, THE TRACK DRIVE SPROCKET OR POSSIBLY OTHER COMPONENTS MAY BE DAMAGED BECAUSE OF THE EXCESSIVE JOLT.

PAVER PREPARATION INSTRUCTIONS

To prevent costly down time, the paver should be checked thoroughly before each use. Use the list below to assist in checking the paver out.

1. Check engine oil (see engine manual), hydraulic oil, torque hub oil and diesel fuel.

2. Refer to Lubrication Chart on page 30 and lubricate as specified. (Some area or weather conditions may require extra lubrication).

3. Check hydraulic hoses, fittings, pumps and motors for leaks, excessive wear or damage.

4. Check the engine safety switch (the engine should only start when forward/reverse lever is in the neutral position.) See figure 2.

5. Check all electrical functions before distributing asphalt.

6. Spray citrus or release agent on any part of the paver that comes in contact with asphalt.

7. Check burner ignition.

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. The paver has a production rate of approximately 150 tons per hour.

This paver is equipped with electric and manual thickness controls and a 5ft. to 9ft. screed. The paver can handle everything such as cart paths, driveways and small parking lots to large parking areas.

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. It will be the guideline for the following passes. Use the guidebar gauges as shown in Figure 19.

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

FIGURE 19

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 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 valve.

! WARNING !

NEVER SPRAY DOWN PAVER WITH CLEANING SOLVENT OR RELEASE AGENT WHILE BURNERS ARE LIT. A FIRE COULD CAUSE SERIOUS BURNS OR DEATH!

D. It is the operator's job to guide the truck up to the paver and signal the driver when and how much to dump into the hopper. Truck drivers must maintain a light pressure on his brakes to keep truck from dumping material on the roadway. See figure 20.

! DANGER !

BEFORE STARTING FORWARD WITH PAVER MAKE SURE NO ONE IS IN FRONT OF IT.

FIGURE 20

SETTING SCREED TO PAVE

The following procedure will assist in getting the screed ready to lay the desired mat whether positive, zero or negative crown. See figure 25.

1. Move to the starting position.

2. Extend the screed to the desired width.

3. To get depth, set screed on starter blocks. See figure 22.

4. Level screed with flight screws until neutral position is felt. (Neutral position is when the pressure on the flight screw is same when screwing either clockwise or counter clockwise.)

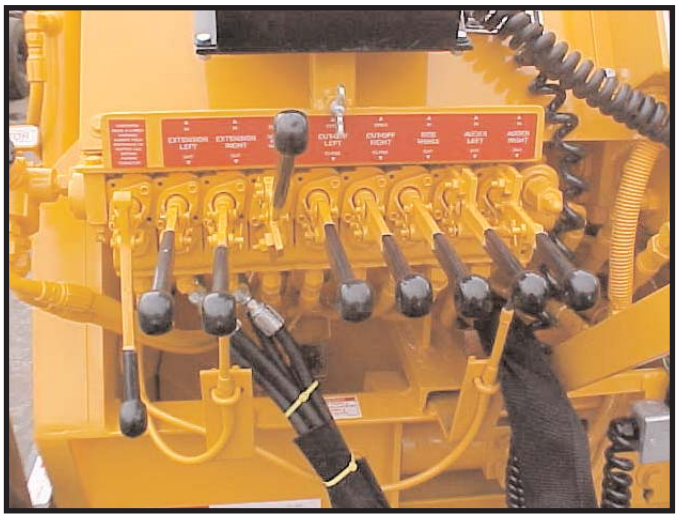


FIGURE 21

If 2”x4” are used as starter blocks, shims may be required to achieve exact depth.

STARTER BLOCKS

FIGURE 22

5. Push screed valve lever all the way forward into float position. This will take the hydraulic pressure from the cylinder, allowing screed to float. See figure 21.

6. Turn flight screw about one complete turn clockwise.

7. To obtain the crown or valley desired refer to figure 23, and loosen hex head nut. Remove crown handle and depending on the requirement push down for positive crown or pull up for negative valley.

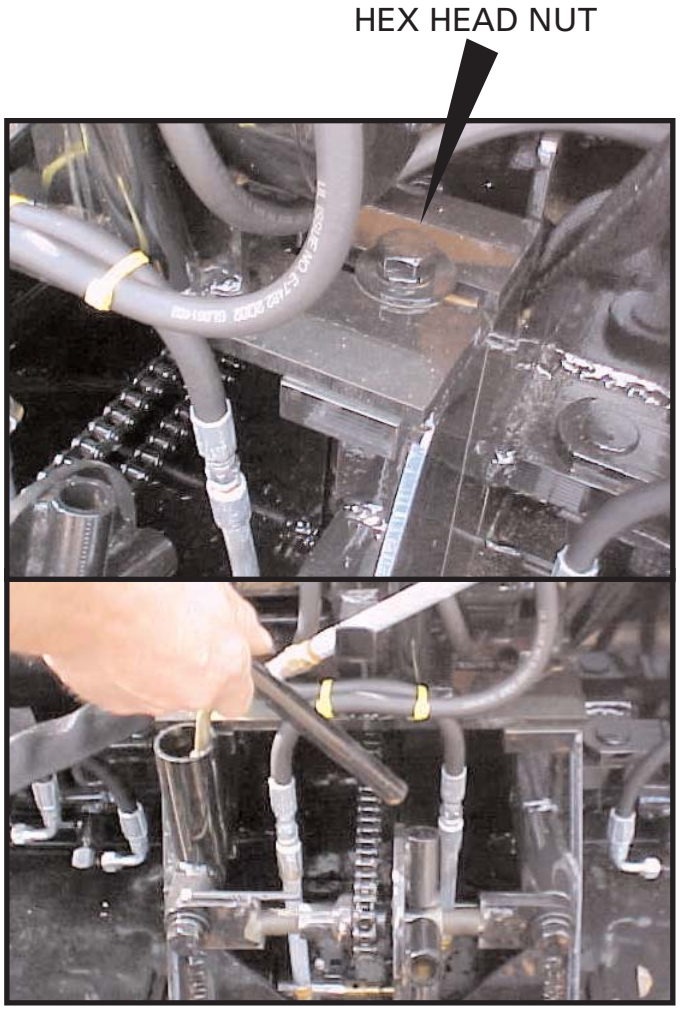


FIGURE 23

9. There is a gauge located on rear of crown adjuster to indicate when screed is level. See figure 23.

10. Set crown control. The screed plate is a one-piece unit which is actually bent to provide the required crown setting. See figures 24 and 25.

11. To get exact crown or valley measure the distance between a flat level surface to the center bottom portion of screed. See figure 24. Make adjustments with crown and valley control.

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.

12. Tighten hex head nut on vibrator securely before paving.

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.

FIGURE 24

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.

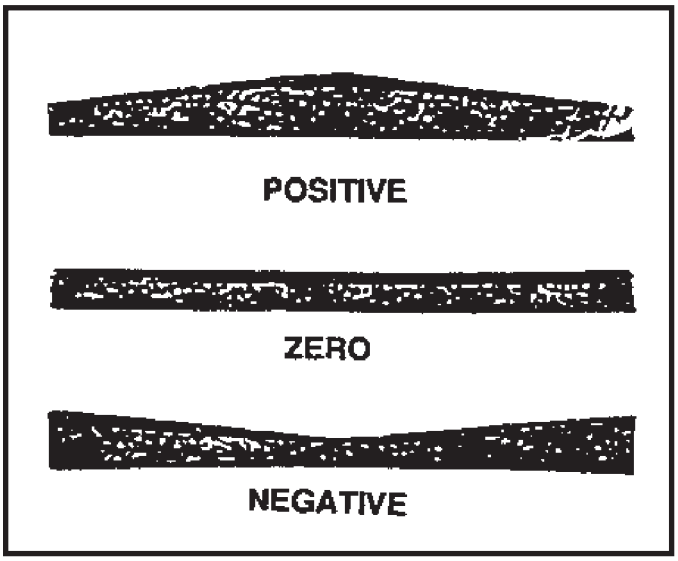


FIGURE 25

SETTING SCREED ENDGATES

1. On first pass unlock depth screws and lower endgate to about 1/4" of desired depth. This should provide a nice square edge. See figure 26.

2. The scale located on each endgate will show proper setting or depth.

FIGURE 26

3. Tilt adjusters on endgate are to be set so front of endgate tilts down slightly when screed is lifted.

4. This will allow the endgate to set itself to grade.

NOTE:
When paving never let end gate carry the weight of the screed. This will cause screed compaction to vary.

5. During operation if endgates start to dig in at front, adjust the tilt so the endgate tilts back.

6. When making a joint, endgate must be set to '0' on scale or where it fits flush with bottom of screed.

NOTE:
Keep shoe clean. When making a joint, spray cleaning solvent or release agent on runner.

7. On first pass leave about 6 to 8 inches of unrolled asphalt where joint is being made.

8. In laying a joint, if the joint looks too high or too low, adjust main flight screw on screed about one (1) turn at a time and allow 4 to 5 ft. of travel to correct itself. (Too much adjustment up or down may cause a roller coaster effect.)

9. If making a cold joint set endgate down about 1/4", this will give a nice even edge.

SETTING SCREED EXTENSIONS: (Used when paving over 5 feet)

The screed extensions should be heated before making adjustments. Use the crown tool to make adjustments. When the adjustment is made the pressure on the rear edge of extended screed is the same

as on the rear edge of main screed. The result of making this adjustment will be a smooth mat the length of the screed.

1. Heat screed extension before making adjustment to extended width.

2. Adjust tilt on rear edge of extension by turning T-handle counter-clockwise. This is done to give the same amount of compaction on extension and slickness as main screed.

3. If drag occurs, then too much pressure is on the screed extension and the extension is carrying all the weight. Correct this by turning the T-handle clockwise until both the screed and the screed extension produce the same looking mat.

PAVER OPERATION

1. Follow start-up procedures. See Engine Start-Up, page 13.

2. Position paver to start of mat. Adjust screed in accordance with Screed Leveling Instructions on pages 23.

NOTE:
When material starts to discharge from under screed, the screed valve handle should be pushed forward into screed float position.

3. Open hopper wings into working position. When first starting to pave allow only a partial load of asphalt to enter the hopper.

! CAUTION !

NEVER FOLD HOPPER WINGS FULLY IN WHEN HOPPER IS FULL OF ASPHALT.

4. Switch toggle switches on to automatic conveyor and convey material back to screed. AUGERS ARE NOT NEEDED WHEN PAVING A BASIC 5-FOOT PULL.

5. Open cut-off gates under auger and start paving. Move slowly at first so adjustments can be made to screed.

! CAUTION !

NEVER BACK UP WITH CUT-OFF GATES OPEN. CUT-OFF GATES ARE DESIGNED TO BREAK AWAY FROM CYLINDERS WHEN HITTING A MANHOLE OR OTHER/ HARD OBJECTS. THIS HAPPENS GOING FORWARD NOT IN REVERSE.

6. To prevent excessive hand work, about 2 to 3 feet from end of pull, switch off conveyor toggles and shut cut-offs. Return paver back to starting position to begin next pull. Position and set screed endgate on joint side back to '0' or flush with bottom of main screed. Repeat process as done in first pull.

7. The paver can operate using one side only. However, material from opposite side cannot be augered to the working side. This is prevented by the auger center cover. It is possible to leave both cut-offs shut and open the end gates on screed. This method is generally used in doing potholes and patching.

ROUTINE MAINTENANCE

GENERAL

Preventive maintenance on the LeeBoy 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.

NOTE:
For your convenience there is an oil drain hose located in the tool box.

10 - HOUR OR DAILY ROUTINE MAINTENANCE

1. Cleaning the paver at the end of the working day while the machine is still hot is very important. A paver that is continuously left with mix stuffed in every corner is going to increase maintenance costs. Scrape off mix and spray cleaning solvent or release agent on the screed plate, hopper, etc., any place that has come in contact with the mix. Spray down the feeders while they are running. All cleaning should be performed while the machine is hot.

NOTE:
For cold weather, keep conveyor flight chain properly oiled with cleaning solvent or release agent. This will prevent conveyor from sticking inside of conveyor pan. Neglect could result in conveyor bars bowing if conveyor does stick.

! 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 feeders (See Adjustments - To Raise Feeders) and clean mix off all flat surfaces. This operation is quick and simple when the paver is still hot. Immediately after raising feeders place the safety prop in proper position.

3. Keep the fuel tank full to keep condensation from forming.

4. Perform engine preventative maintenance as described in your engine operator's manual. Any engine preventative maintenance should always begin with an oil check.

5. Lubricate thickness control screws with release agent of anti-seize to keep them working smoothly.

6. Grease extension slide with multi-purpose grease or spray with cleaning grease or anti-seize at points shown in figure 28.

AFTER THE FIRST 50 HOUR AND WEEKLY ROUTINE MAINTENANCE

1. Check hydraulic oil and add if necessary.

2. Adjust conveyor chains.

! 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

! 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. For both sides of the screed, lubricate all grease fittings on the flight screw, the fitting on the depth screw, and the fitting on the flange bearing located on top of the extension screed. See figure 28.

5. Change engine oil and filters. You will need the drain hose and fitting to drain engine oil

6. Change hydraulic filter.

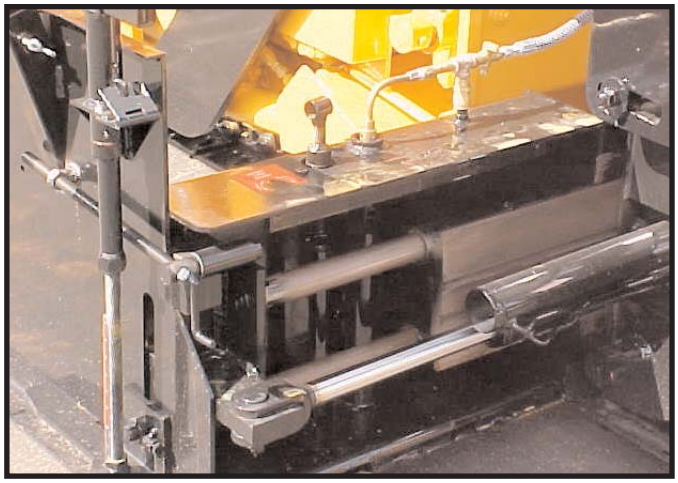


FIGURE 28

100 HOUR OR MONTHLY ROUTINE MAINTENANCE

1. 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. Note: You will need to remove the cylinder plate to check oil. See Figure 29.

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

3. Change engine oil. To assure complete removal of contaminants in the oil, perform the oil change while engine is warm.

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)

4. Change engine oil and filters. You will need the drain hose and fitting to drain engine oil. Also, perform any other engine preventative maintenance as described in the engine operators manual.

Check and adjust all chains, as required.

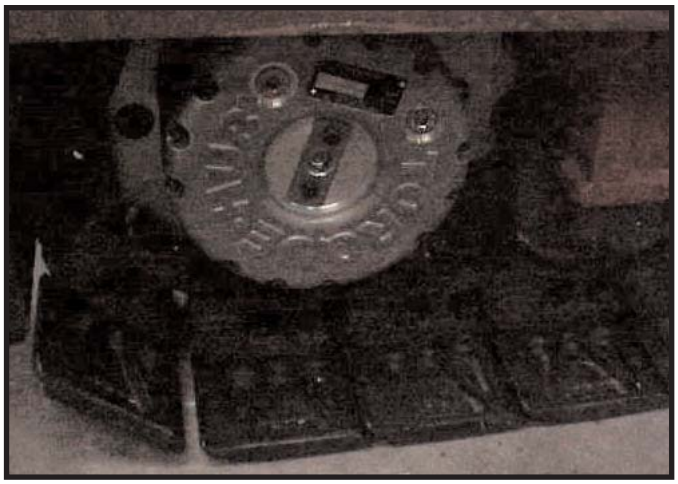


FIGURE 29

250-HOUR OR QUARTERLY ROUTINE MAINTENANCE

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

1. Change charge filter between valve bank and main 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 hand grease gun. 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 15W-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.

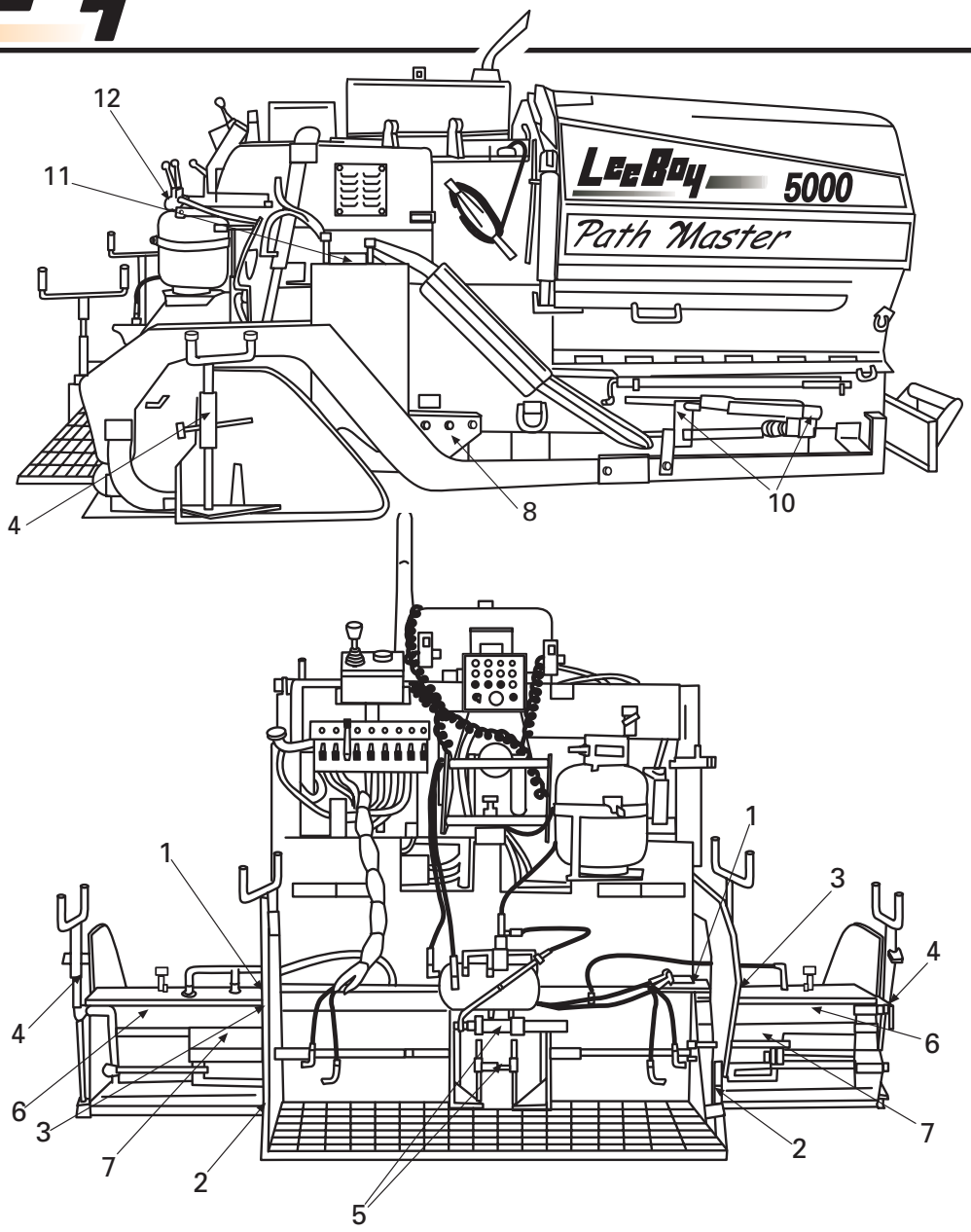
NOTE:
When performing any routine maintenance such as 50,100, 250, 500 and 1000 hours, always include previous routine maintenance hours to the higher hourly schedule.

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.

! CAUTION !

DO NOT SUBSTITUTE FASTENERS OF ANY KIND UNLESS THEY ARE EQUAL IN SIZE AND GRADE AS ORIGINAL EQUIPMENT.

LUBRICATION CHART



Item No.	Description and Location	Interval
1	AUGER, Grease fitting on end mount. (End of Day)	Daily
2	SCREED PIVOT, Front of screed each side	Weekly
3	FLIGHT SCREW BEARINGS and SCREW THREAD	Weekly
4	END GATE, Grease in lock position then rotate 180 and grease	Weekly
5	CROWN AND VALLEY	Weekly
6	EXTENSION SCREW ADJUSTMENT	Weekly
7	SLIDE on extension (grease or anti-seize oil)	Weekly
8	PILLAR BLOCK BEARING on rear axle	3 Months
9	FLANGE BEARING on rear conveyor shaft (raise conveyor on each side)	3 Months
10	FITTINGS on ends of electric screws	3 Months
11	CONVEYOR DRIVE CHAIN (oil or chain lube)	Daily
12	GREASE FITTINGS on levers	Weekly
13	CONVEYOR CHAINS (citrus or release agent))	Daily
14	SLIDES on extensions (oil or anti-seize oil)	Daily

MAINTENANCE ADJUSTMENTS

TO RAISE FEEDERS

1. Fold hopper wings all the way in and take bolts out. Grab top of wings and pull out 5"or 6", then pull bottom handle out till wing knuckles out. To let wings down just pull on top of wing and let down to where bolts will go in. See figure 30.

FIGURE 30

2. Raise feeders by pushing feeder lift valve forward. The location of this valve has purposely been placed in an upside down position to prevent the accidental raising of the feeders.

3. IMMEDIATELY AFTER RAISING FEEDERS, PLACE THE SAFETY PROP IN POSITION.See Figure 32.

4. After the feeder is in raised position, lower the feeder onto the safety prop. (With engine off) This will provide a margin of safety preventing safety prop from accidentally being dislodged.

! CAUTION !

BEFORE RAISING OR LOWERING FEEDERS, FOLD SIDES INTO THE FULL IN POSITION.

FIGURE 32

! DANGER !

USE EXTREME CAUTION WHEN WORKING UNDER FEEDERS. CLEAR AREA OF UNTRAINED PERSONNEL, PLACE SAFETY PROP INTO SUPPORT POSITION AND LOWER FEEDERS UNTIL SAFETY PROP IS UNDER LOAD AND FIRMLY WEDGED.

! DANGER !

NEVER WORK ON OR UNDER CONVEYOR WHEN ENGINE IS RUNNING.

LOWERING FEEDER

1. Before lowering the feeder, make sure that the area under the feeder is clear of tools or foreign objects.

2. Release safety prop carefully. If feeder has dropped firmly down onto safety prop, it will be necessary to raise the feeder. After raising the feeder, turn engine off and release safely prop as instructed.

3. Lower feeder but not under pressure. Allow feeder to come down without engine running.
4. Clean area where hinged panels fold down.

5. Fold side panels back with same in and out knuckle motion used to raise them.

6. Replace the hold down bolts on each side panel and tighten.

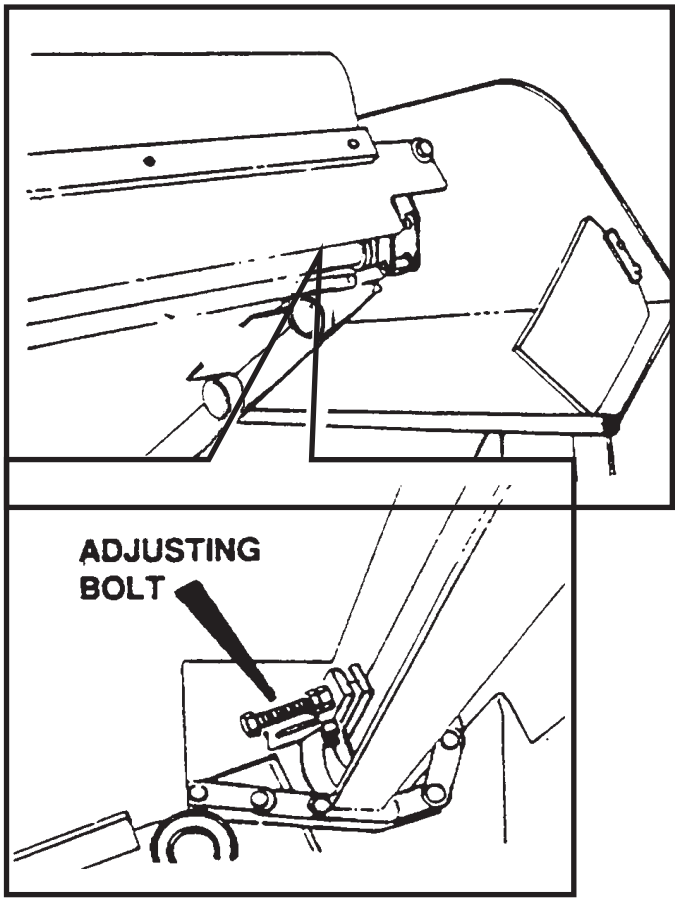


FIGURE 33

! CAUTION !

NEVER PAVE WITH HOLDDOWN BOLTS OUT. HINGE FLAP MAY LIFT, LETTING ASPHALT GET INTO FLIGHT CHAIN.

FEEDER FLIGHT CHAIN ADJUSTMENT

1. Raise feeders. (Shut engine off.) (Put keys in safe place.)

2. Secure safety prop to prevent feeders from accidentally lowering.

3. The feeder conveyor should run smooth when feeder chain is properly adjusted. These chains should be adjusted every 100 hrs. to maintain smooth operations. If irregular movement of the conveyor occurs, this is generally a sign that an adjustment is needed. Follow the procedures below in making this adjustment.

   a. Refer to figure 33 and loosen the lock nuts.

   b. Turn adjustment bolts alternatively on both sides of the feeder. You can feel the pressure on the chain as you tighten the bolts. (We recommend turning one bolt one half turn, then the other bolt one half turn. Continue alternating tightening until chains are tight).

   c. After the feeder chain tension is set, tighten lock nuts.

   d. If the adjustment bolts have been run out, it will be necessary to remove a link in the feeder chains and add a half link. This repair should bring the adjustment bolts back to full travel.

   e. Repeat steps a - d for the other side.

AUTOMATIC TRACK ADJUSTMENT

General

Hydraulic Adjustment Cylinders are automatic and provide even tension on track which prevents excessive wear to paver undercarriage. This feature, however, will require the operator when backing with load to maintain at least one half throttle setting. Hydraulic pressure below one half throttle is not adequate to maintain track adjustment.

FAILURE TO: maintain adequate throttle setting may cause improper adjustment to track.

! CAUTION !

WHEN BACKING THIS MACHINE WITH LOAD, MAINTAIN AT LEAST A ONE HALF THROTTLE SETTING. FAILURE TO DO SO MAY CAUSE IMPROPER TRACK TENSION, RESULTING IN POOR PERFORMANCE AND DAMAGE.

FEEDER DRIVE CHAIN

1. Lower feeders.
2. Operate feeders.
3. Look at drive chain through the top of the frame. If drive chain has excessive loose motion in it, adjustment is necessary. See figure 35.
4. Perform the same check on the opposite feeder chain.

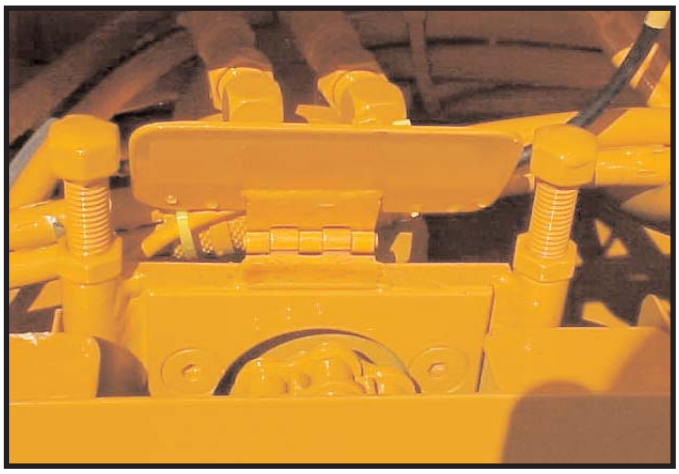


FIGURE 35

AUGER DRIVE CHAIN

1. The auger chains should be just snug, not loose. To tighten loosen bolts in slots provided for takeup. See figure 36.
2. Use a pry bar under hydraulic motor mount and pry to tighten chain. Twist auger forward and rearward by hand to feel play in chain. (1/4" of play in chain is recommended.)

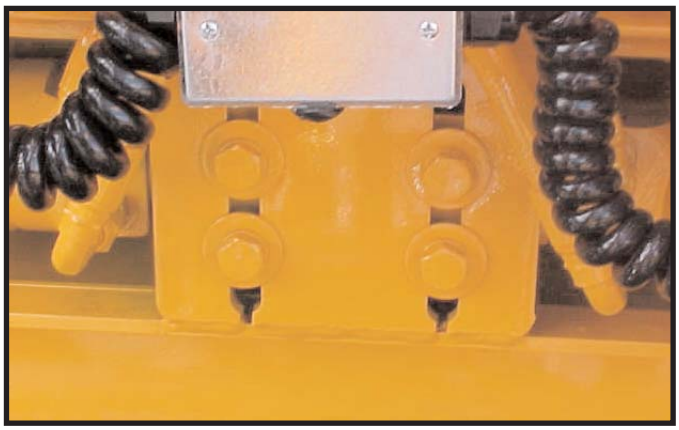


FIGURE 36

CONVEYOR LIMIT SWITCH

LIMIT SWITCH ADJUSTMENT

In order to have the OFF and ON switch of the conveyor's start and stop occur at the correct position, small adjustments may be necessary. These adjustments will be to the mirco switch located on the conveyor flap. There are two positions of the conveyor flap: one upper, shutting the conveyor OFF, and one lower, turning the conveyor ON. Read the following procedures carefully referring to the figures as needed.

1. (See figure 37) and raise the conveyor flap 6 1/2" to 7" from bottom of Tank Mount Support. Secure conveyor flap so it remains in this position. If micro switch clicked OFF within the 6 1/2" to 7" limit, no further adjustment is required to the upper travel.

2. If mirco switch did not click OFF, adjustment is needed. Remove the linkage attaching the actuator arm to the eyelet on the flap pivot housing. (See figure 37).

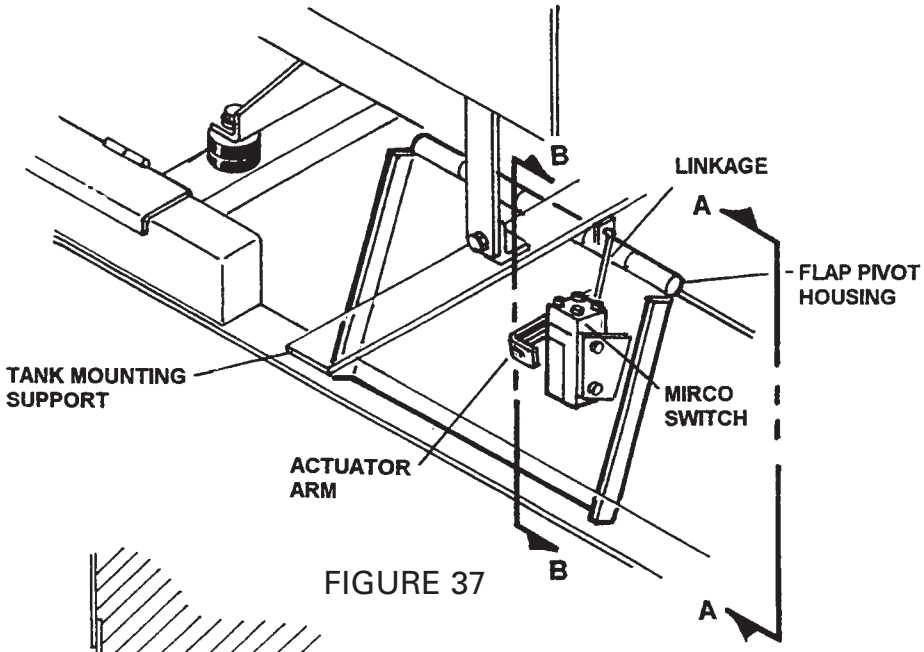
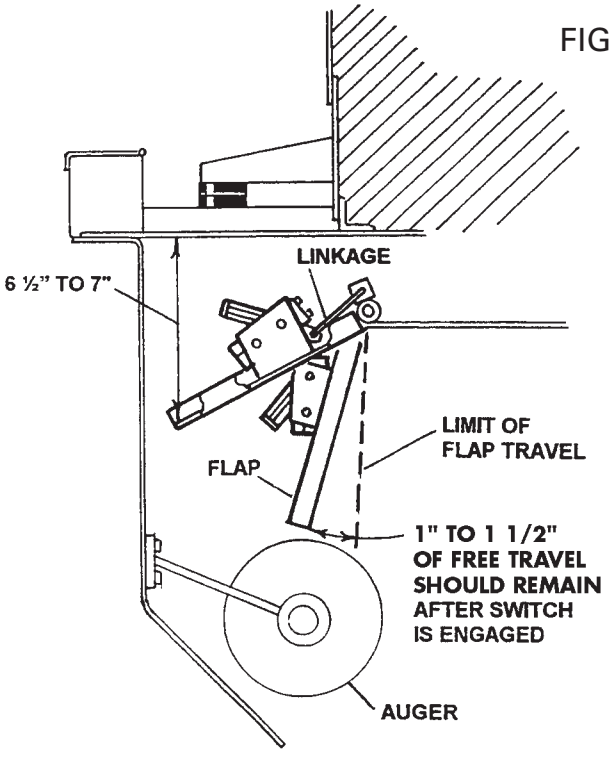
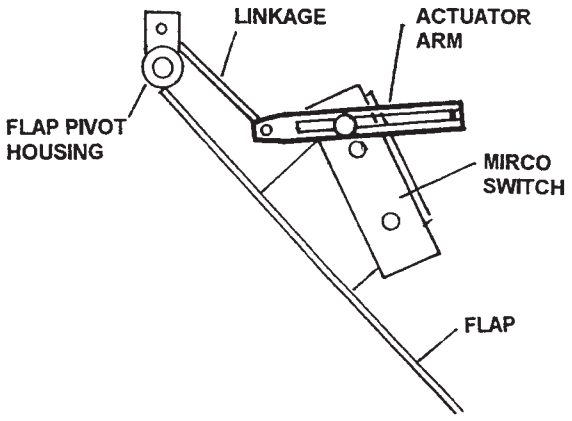


FIGURE 37



SECTION 'A - A'



SECTION 'B - B'

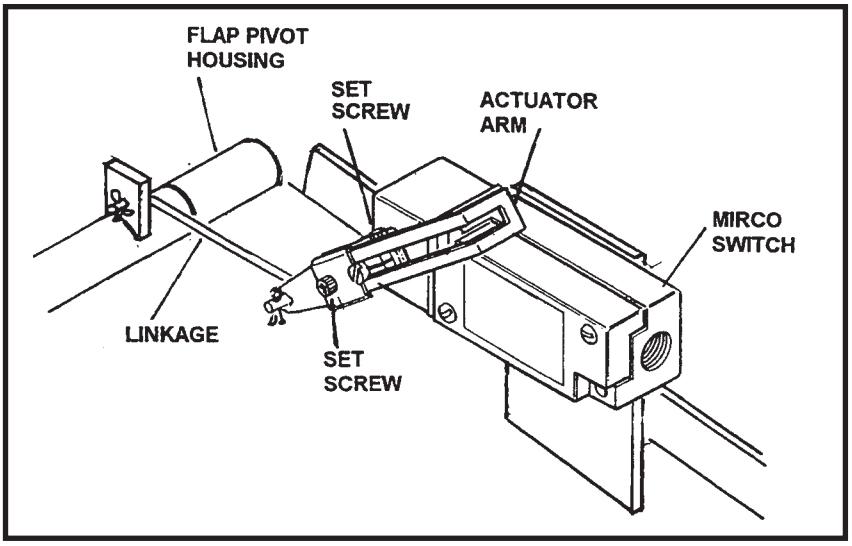


FIGURE 38

3. (See figure 39) and loosen set screw on actuator arm. Reposition this arm by either rotating it clockwise or counterclockwise depending where the micro switch clicked OFF during the conveyor flaps upward travel.

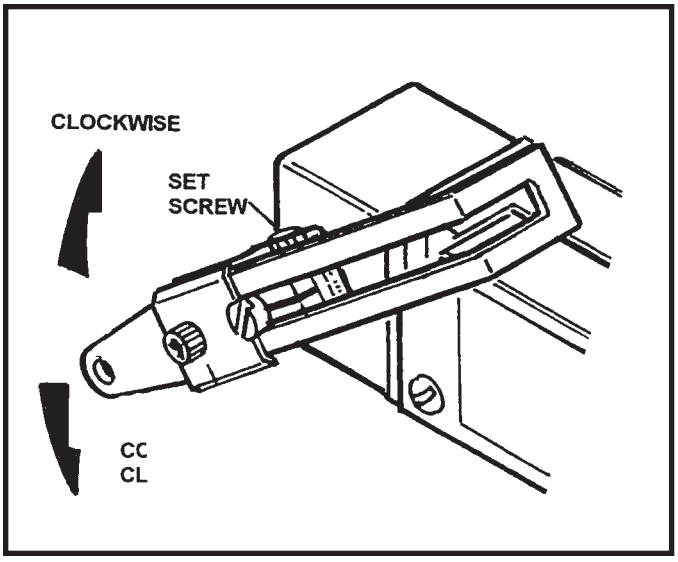


FIGURE 39

4. When the click OFF occurs between the 6 1/2" to 7" limit, tighten set screw and connect linkage. (See figure 39).

5. If the lower flap travel does not fall into the lower limits, loosen set screw on the actuator arm slightly. (The setting from the factory is 1" from the center of the set screw to the eyelet on the actuator arm). To help bring the travel limits into Tolerance, slide the actuator arm in the direction desired. This may require several adjustments before the correct position is obtained. When the actuator arm is determined to be correct, tighten set screw. No further adjustment is necessary. (See figure 38 & 40).

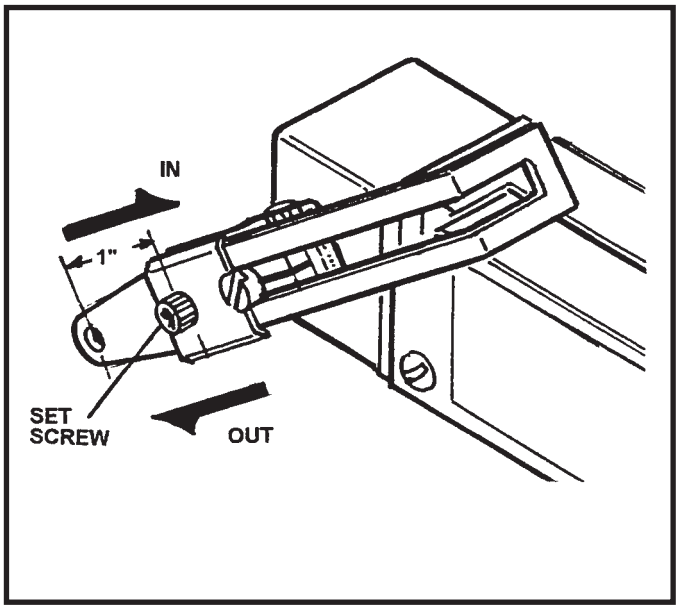
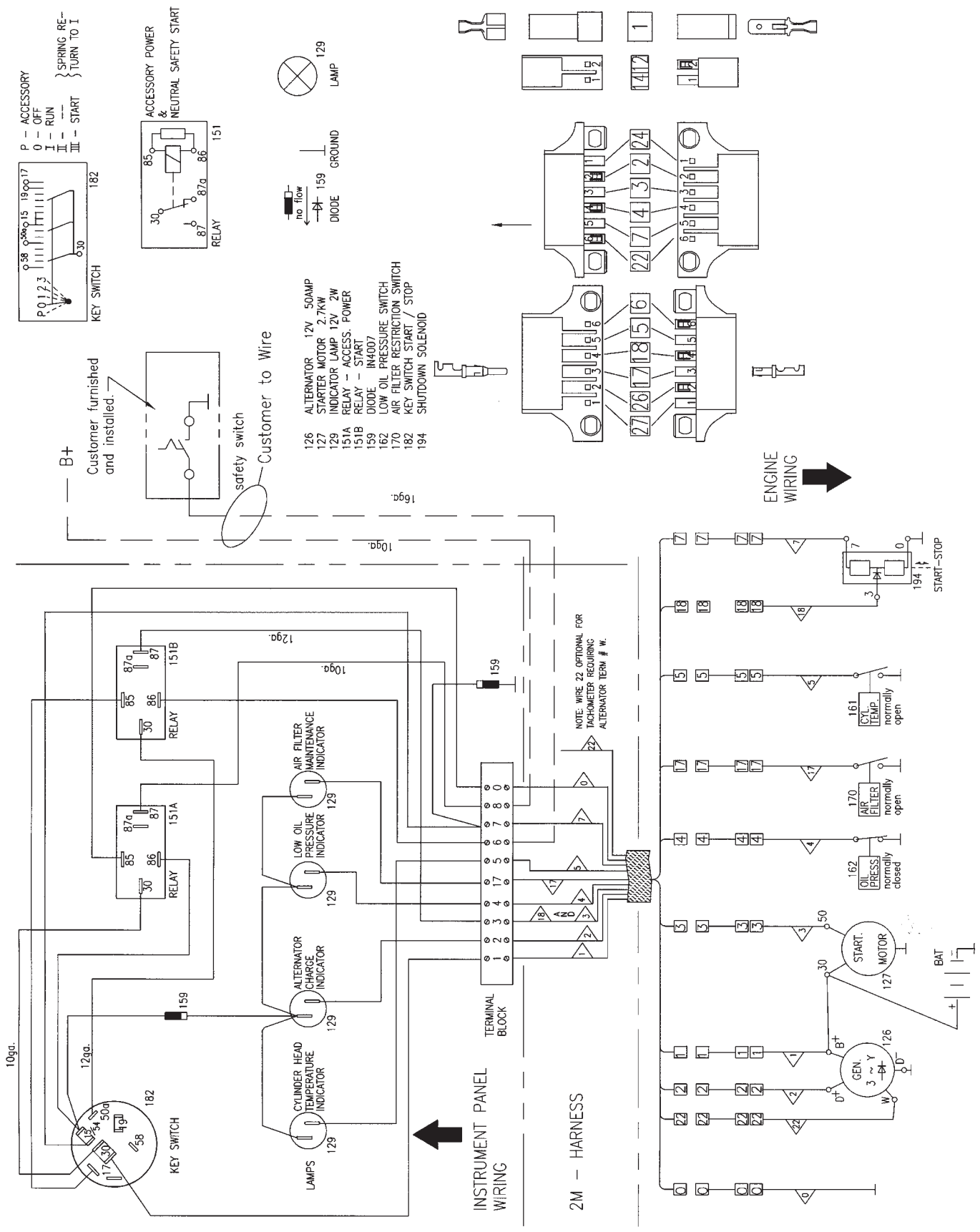
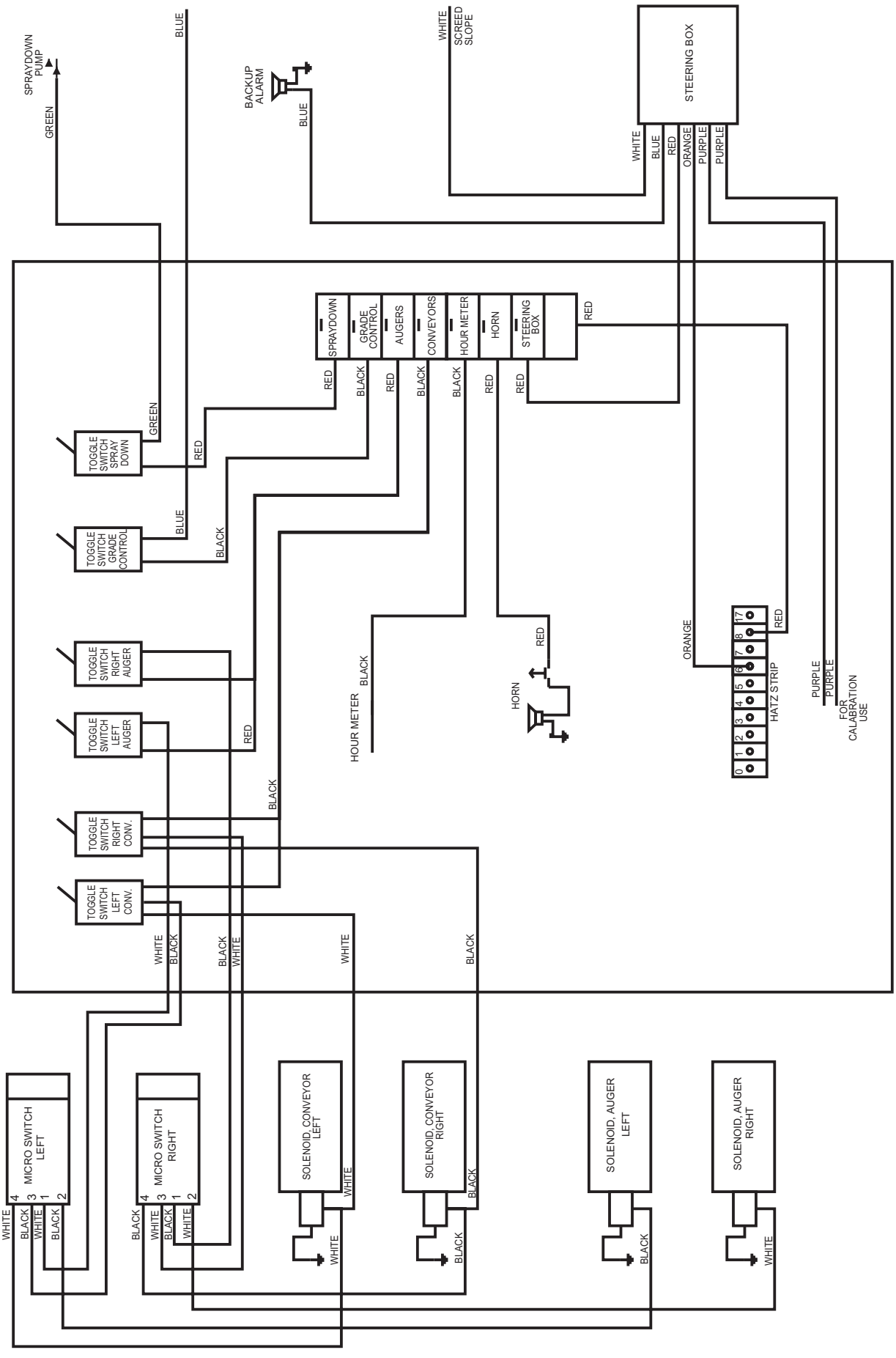


FIGURE 40

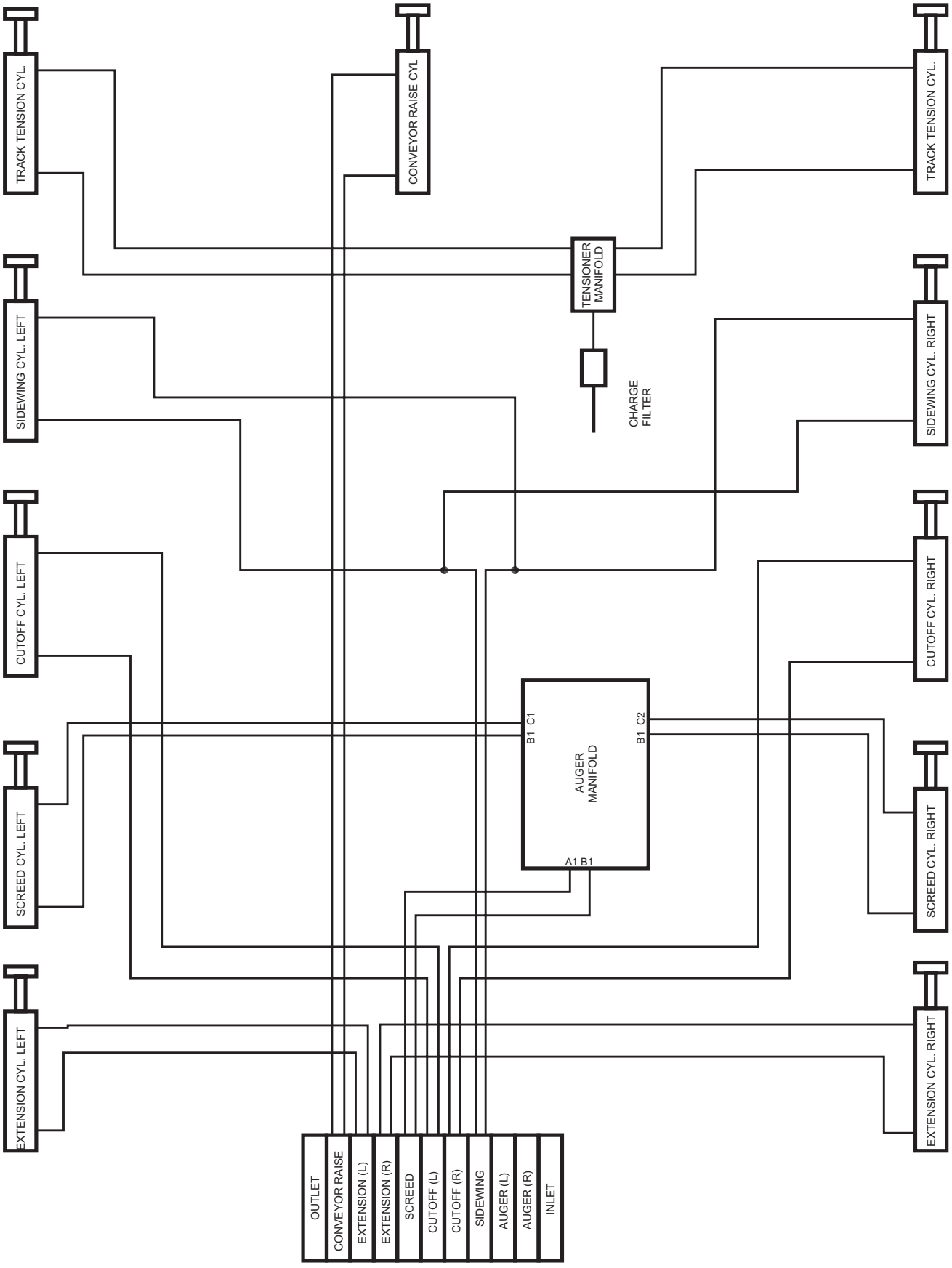
ELECTRIC SCHEMATIC FOR THE DASH



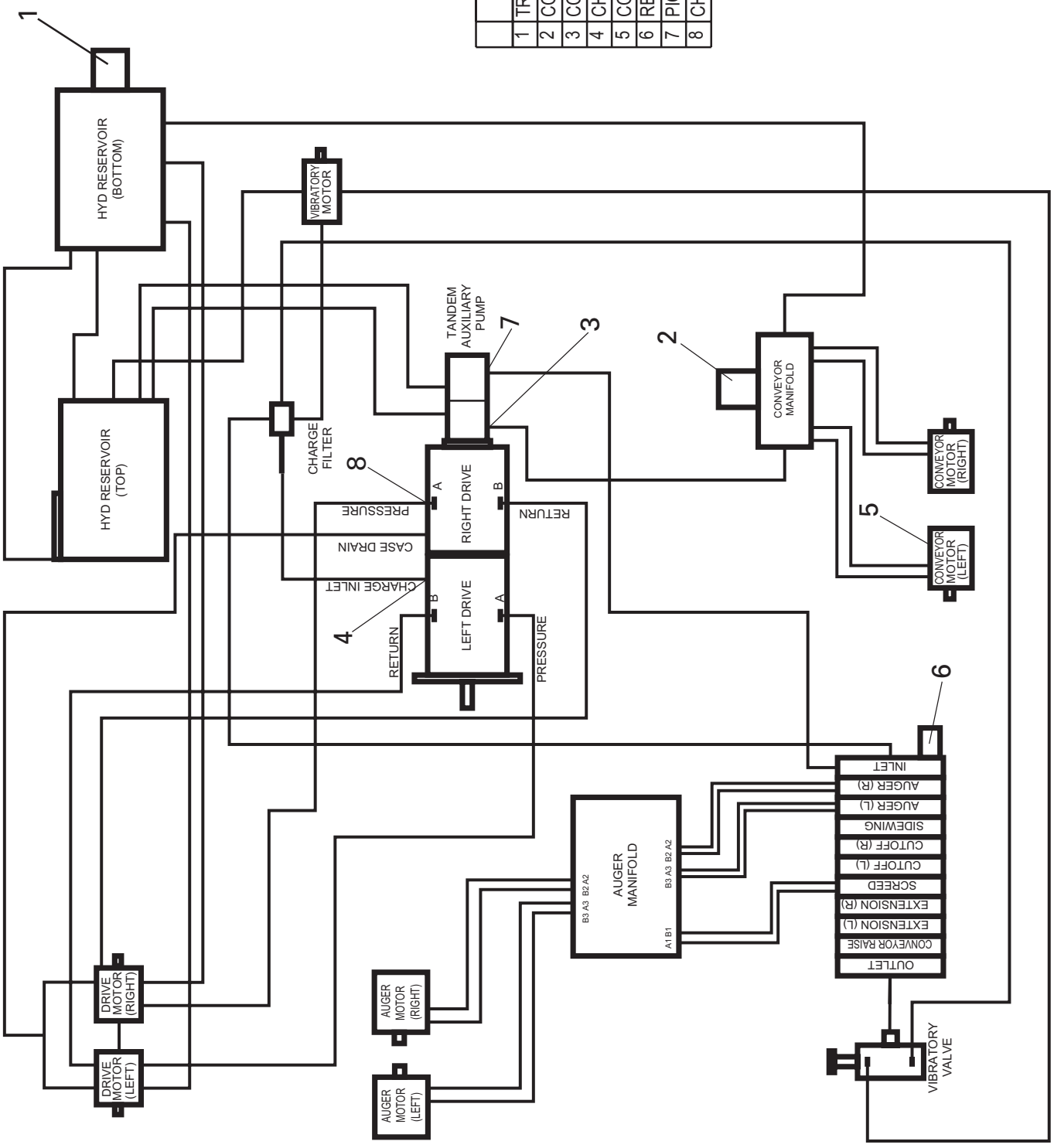
ELECTRONIC SCHEMATIC



HYDRAULIC SCHEMATIC



	DESCRIPTION	PSI
1	TRACK RELEASE	700
2	CONVEYOR RELIEF	2200
3	CONVEYOR	2400
4	CHARGE PRESSURE	350
5	CONVEYOR	2200
6	RELIEF	1800
7	PIGGYBACK AUGER	1800
8	CHARGE PRESSURE	350



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 oiled
Screed extensions binding	• Asphalt set up around extension	• Keep clean and oiled
Screed extensions loose (work up or down)	• Out of adjustment	• Adjust hold downs on extensions
Screed leaving streak down center of pavement	• No lead crown in screed • Screed worn out • Extensions set too low	• Crown leading edge of screed • Replace • Adjust Extension
Flight Screw Locking up	• Twisting screed too far • Screw Seized	• Give screed time to react • Replace Screw
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	• Hydraulic oil tank overfilled • 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% • Check oil cooler & thermostat
Auger handles will not stay locked in	• Detent warn out	• Replace detent
Hydraulic pump cavitating or lost power	• Low level in 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 defective • Blower belt broke	• Replace • Make sure wires are tight • Plug Back • Clean plunger • Replace coil • Replace Belt

TROUBLE SHOOTING GUIDE

PROBLEM	PROBABLE CAUSE	SOLUTION
Feeder does not work on one or both sides	• Switch on automatic flaps out of adjustment • Wires on solenoid loose - not making good connection • Plunger sticking valve • Solenoid coil defective • Switch worn out • Toggle switches defective • Relief in valve stuck • Feeder drive chain broken • Feeder drive motor defective • Fuse blown	• Adjust switch to where it clicks both ways • Adjust • Clean plunger, push manual override • Replace coil • Replace switch • Replace • Take out, clean & install • Replace • Replace • Replace fuse
Feeder flight bars hanging up	• Flight chains too loose • Feeder drive chain too loose	• Adjust- if adjusted all the way and a link is removed you must install a 1/2 link. • Adjust
Loss of power to drives feeders or augers	• Relief out of adjustment • Piston Groups worn in • Piggy back worn	• Check pressure • Replace • Replace
Electric Screed doesn't work	• Check fuse • Check wiring • Defective activator • Defective switch	• Replace • Make sure wires in track • Replace • Replace

Hydraulic Pressures

Drive	• 3000 PSI
Feeders	• 2400 PSI
Augers & Cyl.	• 2000 PSI

PROBLEM	PROBABLE CAUSE	SOLUTION
Engine will not start	• Battery discharged • Neutral switch bad • Hatz starter relay bad • Starter or Solenoid bad	• Charge battery or replace • Replace • Replace • Rebuild or replace
Low Battery	• Bad idiot light bulb in dash • Bad alternator	• Replace bulb • Replace or rebuild
Engine cuts off and will not start. (Turns over but will not start)	• Low fuel • Blower belt broke • Bad fuel solenoid	• Adjust switch to where it clicks • Replace belt • Replace solenoid

NOTE: If blower belt brakes and engine shuts down, to unload machine or move it, you can hold button in at rear of belt tightener to make it run. Do not run over two or three minutes or engine will overheat and lock up. [USE EXTREME CAUTION]

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 manufacturer and the engine manufacturer 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 the engine. Look in on the oil filter side of the engine and you will see the fuel solenoid and the 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 THE COVER.

PROBLEM	PROBABLE CAUSE	SOLUTION
Engine runs but no hydraulics	• Pump drive coupling bad • Piggyback pump bad	• Replace • Replace

CAUTION: DO NOT RUN HYDRAULIC OIL OVER 200 DEGREES.

PROBLEM	PROBABLE CAUSE	SOLUTION
Machine not running smooth (tracks)	• Too low engine RPM's to hold track tension. • Track rollers worn • Track tension pressure	• Rev. engine to full RPM and throttle back to 1/2. • Replace • See note below

TRACK TENSION PRESSURE

NOTE:
Pressure is set at 700 PSI at track tension manifold. To check pressure put 2000 PSI gage at one of the hoses going to the track tension cylinder. Place a block of wood between front idler and track rail. Back machine up slowly and watch gauge. Pressure should go to 700 PSI. If pressure is not correct, adjust relief IN for more pressure and OUT for less pressure.

HOW TO RELEASE TRACK TENSION

NOTE:
To release track tension, see manifold under hopper. Back relief cartridge out of the aluminum block about 3 turns or until you hear pressure release. Make sure you tighten cartridge before moving machine.
[DO NOT TAMPER WITH ADJUSTMENT PART OF RELIEF.]

GENERAL

TRACK COMPONENT REPLACEMENT [REAR AXLE ASSEMBLY OR TRACK]

1. Raise conveyor and locate track tension manifold, then back the relief cartridge out of aluminum block about 3 turns or until you hear pressure release.

2. Rotate track so that master link is at the rear bottom of front idler and then remove master pin. Once the master pin is removed, back machine until the track lays flat on the ground.

3. Tighten tension relief, start machine, and rotate the track to make sure it is O.K. When finished remove the jack.

TRACK COMPONENT REPLACEMENT [IDLERS]

1. Raise conveyor and locate track tension manifold, then back the relief cartridge out of the aluminum block about 3 turns or until you hear the tension pressure release.

2. Rotate track so that the master link is at the rear bottom of the front idler, then remove the master pin. Once master pin is removed, back up the machine until the track clears the front idler.

3. Jack up the machine on the side needing to be repaired.

4. Remove the clip pin from the cylinder rod and idler bracket.

5. The idler will slide straight out.

6. Remove idler bracket and bolt to new idler.

7. Install idler making sure cylinder and clip pin are in correct position.

8. Lower the sprocket back into track chain. [Keep about 1" out of chain] We use a rod with a 2" leg to reach in over the axle and into the chain, so that whenever you spin the sprocket, you can pull the track around with the machine's help. Pull the track to the front of the machine so that the track lying on the ground can be hooked, too. Then reverse the sprocket to rotate the track to the top so that the master pin will go in at the rear of the idler. [The rod we use is 4' long x 11/16" DIA. with a 2" leg on one end and a handle on the other end to pull on.]

9. Tighten tension relief, start machine and rotate the track to make sure it is O.K. When finished remove the jack.

TRACK COMPONENT REPLACEMENT [CYLINDERS]

1. Raise conveyor and locate the track tension manifold. Then back the relief cartridge out of the aluminum block about 3 turns or until you hear the tension pressure release.

2. Rotate the track so that the master link is at the rear bottom of the front idler. Then remove the master pin. Once the master pin is removed, back the machine until the track clears the front idler.

3. Jack up the machine on the side needing to be repaired and remove the front track roller.

4. Remove the clip pin from the cylinder rod and the idler bracket.

5. The idler will slide straight out at this time.

6. Grab the cylinder and pull it toward the front so that you can remove the hose from the cylinder bottom.

7. Replace the cylinder or repack the seal kit and install in machine.

8. Install the idler making sure the cylinder and the clip pin are in correct position.

9. Lower the sprocket down into the track chain. [Keep about 1" out of chain] We use a rod with a 2" leg to reach in over the axle and into the chain, so that whenever you spin the sprocket, you can pull the track around with the machine's help. Pull the track to the front of the machine so that the track lying on the ground can be hooked, too. Then reverse the sprocket to rotate the track to the top so that the master pin will go in at the rear of the idler. [The rod we use is 4' long x 11/16" DIA. with a 2" leg on one end and a handle on the other end to pull on.]

10. Tighten the tension relief. Start the machine and rotate the track to make sure it's ok. When finished remove the jack.

TRACK COMPONENT REPLACEMENT [ROLLERS]

1. Raise the conveyor and locate the track tension manifold. Then back the relief cartridge out of the aluminum block about 3 turns or until you hear the tension pressure release.

2. Jack the machine up on the side needing the repair.

3. Remove the rollers that are bad and replace them with new ones. [Torque bolts to 90 Ft. Pounds]

4. Tighten the tension relief. Then start the machine and rotate the track to make sure it is O.K. When finished remove the jack.

HOW TO REPLACE REAR CONVEYOR SHAFT

1. Rotate flight chains until C-188 master pin is found. Once found, rotate the master in to the rear of the conveyor. [If the shaft is broken, you will need to remove the front shield with rubber and push against the outer edge of the conveyor bars to make the chains rotate.]

2. Push back the rubber shield at the center of the conveyor at the rear so that you can remove the snap ring off of the shaft.

3. Run the screed extension out fully on the side to be changed. [May need to remove the front screed arm bolt to tilt the arm out of the way.

4. Remove the chain guard and 80 chain that drives the conveyor. [You may want to loosen flight chains so the shaft will come out easier.]

5. Remove outer 80 drive sprocket and pivot bearing plate. [4 1/2" bolts]

6. Remove C-188 master link and lay the chain away from the sprocket on the outer side. [Do not remove the master pin on the inner C-188 chain. Let the sprocket and chain stay together.] The rear shaft and outer C-188 sprocket will pull straight out at this time.

7. Slide the new shaft in and align the inner C-188 sprocket onto the spline shaft.

8. Place the snap ring on and fasten the rubber shield back.

9. Place the outer C-188 sprocket on, be sure that the teeth are in time with the inner C-188 sprocket.

10. Put the pivot bearing plate on.

11. Put the outer drive sprocket on using loctite on taper headed bolt.

12. Put 80 chain on and adjust chain with about 1/4" of play and lubricate it.

13. Put the chain guards on and hook screed arm in place.

14. Adjust main flight chains and let the conveyors run for a short period of time. Then recheck the chain adjustment.

NOTE:
You need to adjust the conveyors about every 100 hours to avoid damage to the conveyor rear shafts and the chains.

NOTE:
Keep the conveyors clean and well lubricated.

NOTE:
If the conveyor or flight chains are adjusted all the way out, you must find the master link and remove it. Remove 1 block link and 2 sidebars on each chain, then replace with C-188 1/2 links. [Note: There is not enough room to take a link out without installing a 1/2 link bank.]

PROBLEM	PROBABLE CAUSE	SOLUTION
Feeder flight bars hanging	• Flight Chains loose	• Adjust every 100 hours

NOTE:
Auger's chains can be lubricated each day by spraying oil or chain lube in through slots where the auger motors adjust.

SCREED SERVICE AND INFORMATION

PROBLEM	PROBABLE CAUSE	SOLUTION
Screed leaving streak down center of mat being laid	• Screed not heated properly • Screed extensions set too low carrying all the weight • Forward crown adjustment needed	• Set propane pressure at 15 pounds for about 15 minutes • 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 the main screed lays smooth, turn the main burners off and leave the extension burners on until they are heated and lay smooth.

PROBLEM	PROBABLE CAUSE	SOLUTION
Screed leaving ripples	• Extensions set too low • Extensions work up and down • Extension rod bushing worn	• Readjust extensions S/R • Adjust top guides • Replace bushings

HOW TO ADJUST TOP GUIDES ON EXTENSIONS

1. Run the extensions all the way in.

2. Remove the covers over the extension cylinders. [Not on 13' high deck machines]

3. Inside the cylinder cover at the top and in the center crown are 5 1/2" bolts holding on the top guide. Loosen the guide and drive the guide down tight against the slide by using a blunt punch. Stick the punch through the slots in 1/8" shield covering the top of the extensions.

4. Run the extension out and grease it well before working. Keep the extension greased daily to prevent wear.

5. Place the cylinder covers on and be sure that the 1/2" bolts holding the 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 the cylinder pin. [Lower Screed]

3. Remove four 1/2" bolts in the extension rods holding on the extensions. Once bolts are removed, pull extension out of the way.

4. Pull 1 1/2" rods out of the slide.

5. Loosen the 5 bolts holding the top guide on. This will let the main slide come out easily. At this time the bushings or main slide can be replaced.

NOTE:
When replacing the bushings you will need to hone the bushings if 11/2" shafts will not go in.

6. Clean the area where the slides go and lubricate them before sliding the slide back in.

7. Loosen the guide and drive guide down tight against the slide by using a blunt punch. Stick the punch through slots in the 1/8" shield covering the top of extensions.

8. Slide 1 1/2" rods in and bolt extensions on. Make sure that the extension is mounted flush with the bottom of the screed plate.

9. Hook cylinders back to the extensions and put the cylinder covers on.

10. Run extension out and grease it well before operating in and out.

HOW TO CHANGE SCREED WEARPLATE

1. Remove the cylinder covers, the walkboards and the screed lids. [Screed extension in]

2. Remove 6-3/8" bolts holding the wearplate to the screed frame on each side.

3. Clamp the center portion of the screed frame so that when the screed frame is raised up off the worn wearplate the clamp will hold the frame in place.

4. Raise the screed up and remove the bad wearplate.

5. Clean all material buildup from the screed frame before bolting in the new wearplate.

6. Set the new wearplate down level on 3 blocks. Place the three blocks one in the center and one on each end. Make sure the extensions are raised all the way up to prevent extensions from holding the screed frame off the wearplate.

7. Lower the screed frame down on the new wearplate. Put 3 bolts in one side at the front to hold the wearplate. [Do not tighten the bolts until all the bolts are in.] Loosen the vibrator on the slotted side and adjust the crown. This will move the screed frame in and out on the wearplate to help align the bolts on the opposite side. Once the front bolts are in then put in the rear bolts. When all the bolts have been started, make sure the screed frame and the wearplate are flat and then torque bolts to 55 ft. pounds. Start inside and move outward by rotating from the left to the right side. This will keep the screed relaxed.

8. Place the screed lids, the walkboards and the cylinder covers back on the screed.

HOW TO CHANGE EXTENSION WEARPLATES

1. Run the extensions all the way out.

2. Remove the endgates by removing the tilt screw and 7/8" nut on each side. The endgate will tilt forward out of the holder and slide off the 7/8" bolt.

3. Disconnect the extension adjuster from the wearplate.

4. Remove the front extension hinge shield.

5. Slide the hinge pin out and the wearplate will fall off.

6. Hold the new wearplate in place and slide the hinge pin in place.

7. Fasten the extension adjuster back to the wearplate.

8. Put the front hinge covers on.

9. Place the endgate on the machine..

PROBLEM	PROBABLE CAUSE	SOLUTION
Flight screw locking up	• Twisting screed too far	• Give screed time to react
Flight screw bearing damage	• Twisting screed too far • Loading and unloading	• Give screed time to react • Screed carrying weight of machine when loading or unloading, correct ramps
Electric screws don't work	• Check fuse [defective] • Check wiring • Defective electric screw • Defective toggle switch	• Replace • Make sure wires are intact • Replace electric screw • Replace toggle switch

PROBLEM	PROBABLE CAUSE	SOLUTION
Machine runs, but will not move.	• Pause switch turned to stop • Switch at junction box is on wrong side • Check power on lights on micro • Check the pump overrides on pump.	• Move switch to run on steering box • Change switch to the side the cable is plugged into • Check Micro. There should be 3 lights burning.Two green power lights burning all the time. The yellow light should be flashing 1 time per second. • Pump has a override for each pump. Turn lever very easy it is plastic and can brake very easy. You can move unit by turning both levers in the same direction at the same time.

! CAUTION !

BE CARE WHEN MOVING MACHINE WITH THE OVERRIDES. THIS IS USED ONLY IN EMERGENCY CONDITIONS.

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	• 15W40 Motor Oil
Torque Hubs:	• 32 Ounces each	• 90 Wt. Gear Oil
Machine Hydraulic Oil:	• 30 Gallons	• 15W 40 Motor Oil
Fuel Tank:	• 13 Gallons	

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.

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

LeeBoy

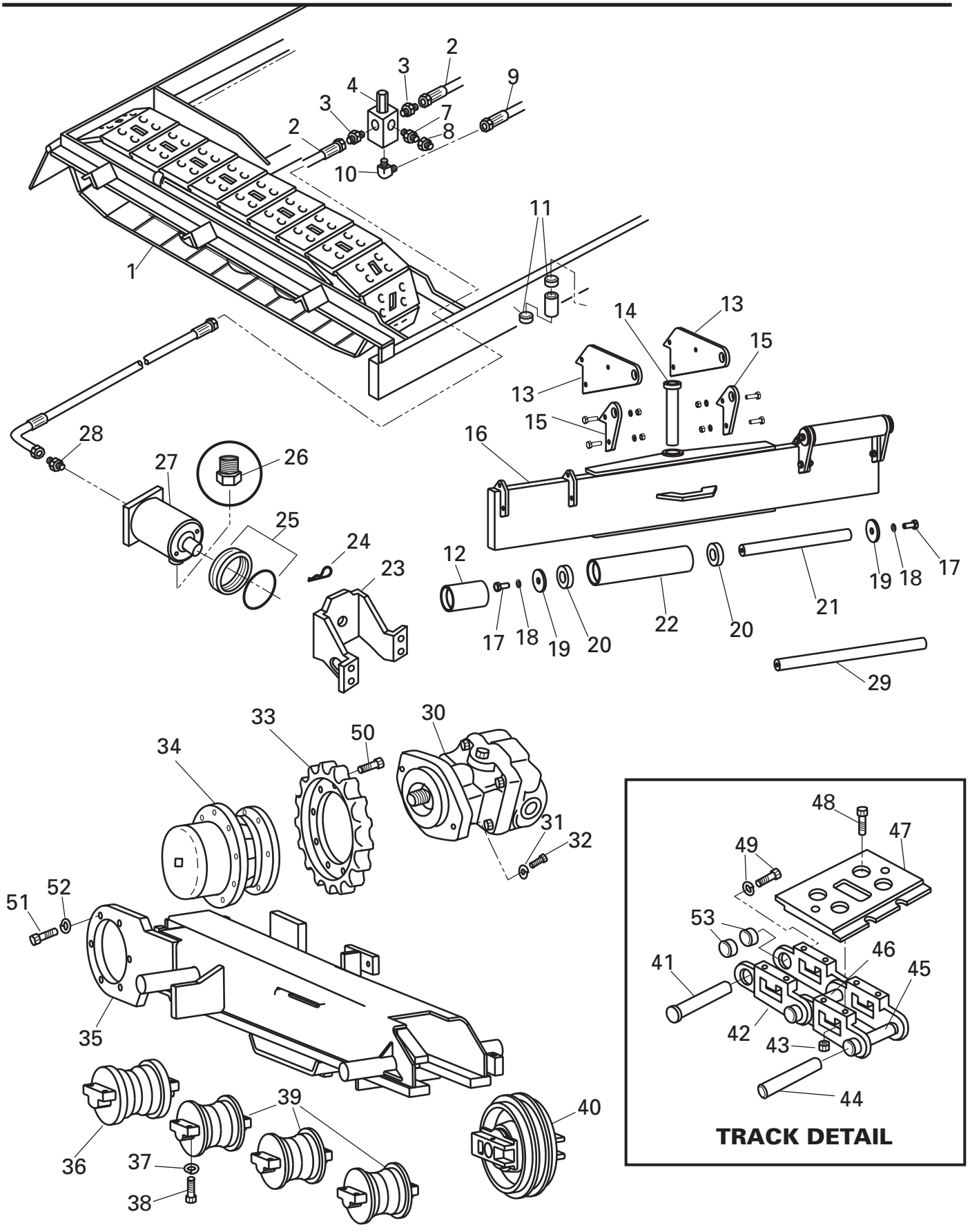
PARTS MANUAL

5000 Path Master Paver

Manual No. 50001002

LIST OF ILLUSTRATIONS – 5000

SPROCKET DRIVE TRACK SYSTEM
(AUTOMATIC HYDRAULIC ADJUSTABLE)

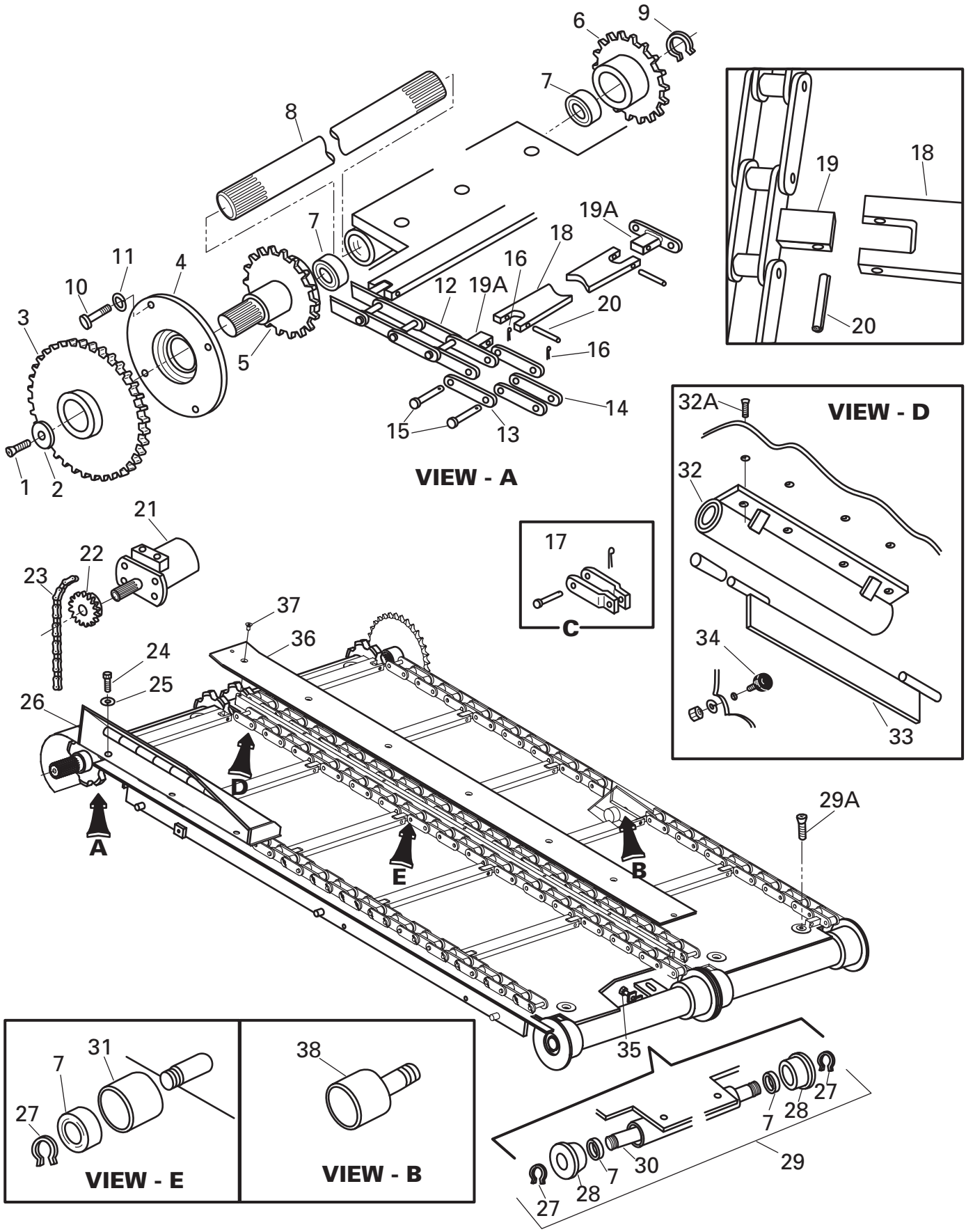


TRACK DETAIL

SPROCKET DRIVE TRACK SYSTEM
(AUTOMATIC HYDRAULIC ADJUSTABLE)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851101	TRACK ASSY. W/ CASTED SHOES	2
2	500028	HOSE, ASSY. TRACK R.H. TENSIONER	1
3	6400-10-8	ADAPTER, HYD. HOSE	1
4	851544	MANIFOLD, N/S TRACK TENSIONER	2
5			
6			
7	6401-10-8	ADAPTER, HYD. HOSE	1
8	5406-12-8	ADAPTER, HYD. HOSE	1
9	500029	HOSE ASSY. TRACK TENSIONER TO CHARGE MANIFOLD	1
10	6801-10-8	TEE, HYD. HOSE ADAPTER	1
11	810070	BUSHING, TRACK IDLER / TRUCK HITCH	2
12	930060	ROLLER ASSEMBLY, TRUCK HITCH	
13	852801	EXTENSION, FRONT BUMPER	A/R
14	810081	PIN, PIVOT	1
15	852664	EXTENSION, FRONT BUMPER	2
16	855336	ASSY., SWIVEL PUSH ROLLER	1
17	102-408-1A	CAPSCREW, 1/2"-13 (1 3/4")	2
18	118-5	WASHER, 1/2" LOCK	2
19	240391	WASHER	2
20	810110	BEARING, PUSH ROLLER	2
21	855333	SHAFT, PUSH ROLLER (SHORT)	1
22	855331	ASSY., 12" PUSHROLLER	1
23	811329A	YOKE, TRACK IDLER (SHORT / N/S AS OF 3/2000)	2
24	870307	PIN, CLEVIS	2
25	851485	UNIVERSAL SEAL KIT, 3 /12" HYD. CYL.	A/R
26	851644	BREATHER, CYLINDER	2
27	811331	HYD. CYL. TRACK TENSIONER	2
28	2404-10-8	ADAPTER, HYD. HOSE	1
29	855333A	SHAFT, PUSH ROLLER (LONG)	
30	853380	HYD. MOTOR, 5000 PROPULSION	2
31	118-5	WASHER, 1/2" LOCK	
32	811364	CAPSCREW, 1/2"x1 - 1/2" HEX HEAD	
33	853198	SPROCKET, TORQUE HUB MOTOR	2
34	853390	TORQUE HUB, 5000 PAVER	2
35	853196L	SIDE FRAME ASSY. L.H.	1
35A	853196R	SIDE FRAME ASSY. R.H.	1
36	851566	TRACK ROLLER, B/1	1
37	811328	WASHER, ROLLER 12mm	
38	811330	CAPSCREW	
39	811326	TRACK ROLLER, B/0	6
40	811406	FRONT IDLER (N/S CASTED)	2
41	811306	PIN, MASTER (COMPLETE)	2
42	811312	LINK, TRACK LINK REPAIR SEG.	A/R
43	811309	NUT, FOR PAD BOLT	A/R
44	811307	PIN, PLAIN	A/R
45	811314	BUSHING, BO TRACK	A/R
46	851460	BUSHING, SHORT	A/R
47	811304	TRACK PAD, CASTED	A/R
48	811306	PIN, MASTER (COMPLETE)	A/R
49	800306	PIN, MASTER (COMPLETE)	A/R
50	111-608-3	CAPSCREW, 5/8" - 11 X 1 3/4" FLAT SOCKET HEAD	10
51	102-609-1A	CAPSCREW, 5/8" - 11 X 1 3/4" HEX HEAD	
52	118-7	WASHER, 5/8" LOCK	
53	811310	SPACER	A/R

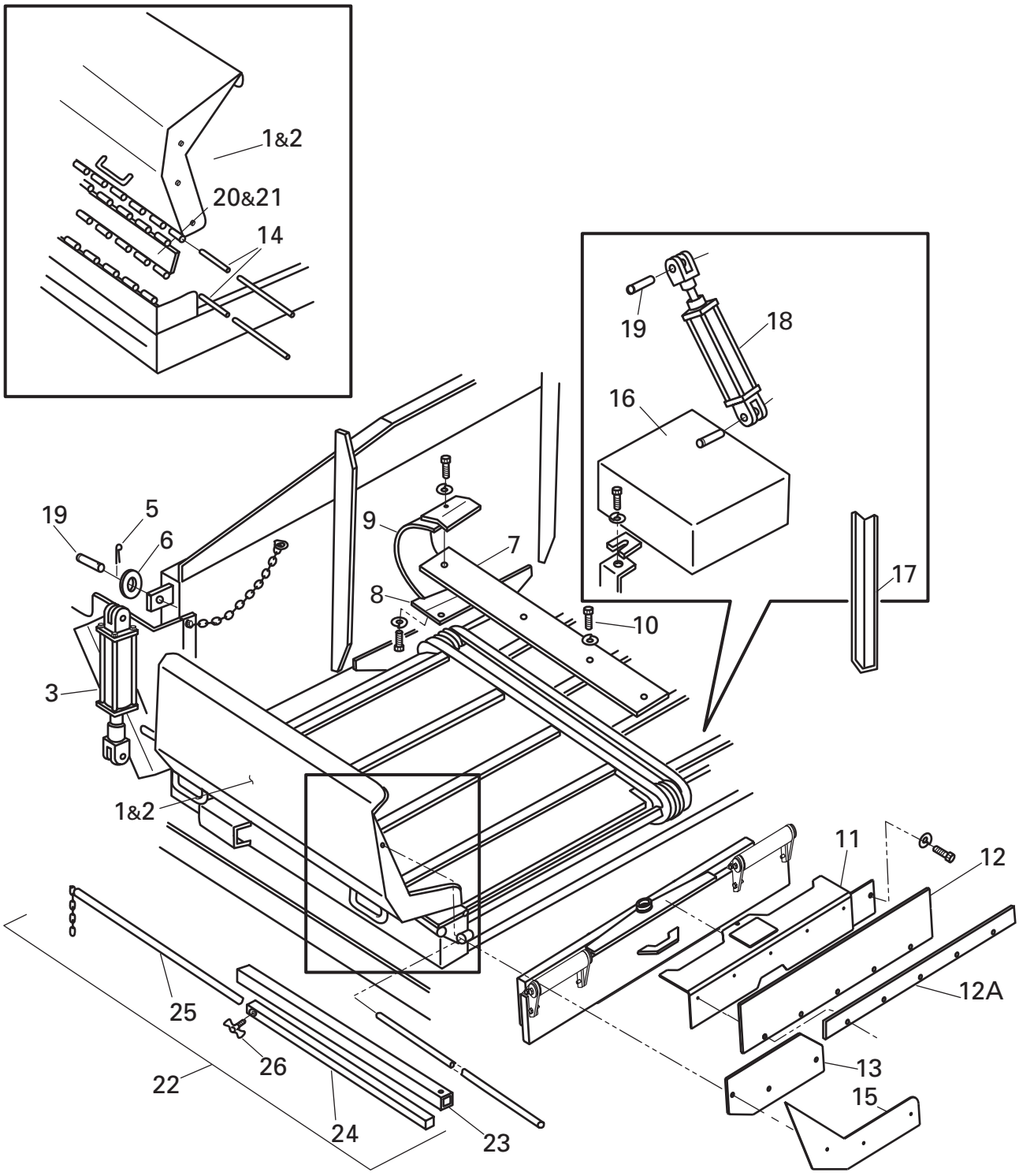
CONVEYOR DRIVE ASSEMBLY



CONVEYOR DRIVE ASSEMBLY

ITEM NO.	PART NO.	DESCRIPTION	QTY.
	854468	COMPLETE CONVEYOR	
1	851111	CAPSCREW, 1/2"x2"	2
2	851112	WASHER,COUNTER SUNK 1/2	2
3	851473	SPROCKET, OUTER DRIVE [80]	2
4	851483	CONVEYOR MOUNTING PLATE W / BEARING	2
5	851474	SPROCKET, OUTER DR. C-188	2
6	850030	SPROCKET, INNER DRIVE C-188	2
7	850130	BEARING, AUGER / AXLE / IDLER	20
8	854617	DRIVE SHAFT, CONVEYOR	2
9	850040	SNAP RING, CONVEYOR DRIVE SHAFT	2
10	102-405-1A	CAPSCREW,HEX 1/2"- 13 x1"	6
11	118-5	WASHER, LOCK 1/2"	6
12	856892	CONVEYOR CHAIN, ASSEMBLY	A/R
13	850070A	LINK, MASTER	A/R
14	850080A	BLOCK LINK	A/R
15	850070A	LINK, MASTER	A/R
16	850070A	LINK, MASTER	A/R
17	850215A	CONVEYOR, 1/2 LINK	4
18	854541	CONVEYOR BAR, QUICK CHANGE	A/R
19	851118-2	TAB, WELDMENT (QUICK CHANGE FLIGHT BAR)	A/R
19A	850080B	LINK, WITH TAB CONVEYOR CHAIN INNER	
20	851118-1	PIN, ROLL PIN (3/8"x 2")	A/R
21	260130	HYD. MOTOR, CONVEYOR MAIN	2
21A	860014	SEAL KIT , CONVEYOR MOTOR	A/R
22	851120	SPROCKET, CONVEYOR DRV. MTR. (8000C / 8500)	2
23	851121	CHAIN, CONVEYOR DRIVE (8000 C & 8500)	2
24	800282	CAPSCREW, 5/8"- 11 x 1 1/4"	A/R
25	118-7	LOCKWASHER, 5/8"	A/R
26	850038 L	DEFLECTOR, L. SIDE	1
26A	850038 R	DEFLECTOR, R. SIDE	1
27	850040	SNAP RING, CONVEYOR DRIVE SHAFT	A/R
28	850120	IDLER, CONVEYOR CHAIN FRONT	4
29	854621	TUBE ASSY. CONVEYOR CHAIN FRONT	2
29A	851653	CAPSCREW, 5/8"x 2" FLAT SOCKET HEAD	4
30	854618	SHAFT, CONVEYOR FRONT IDLER	2
31	850162	ROLLER, GUIDE WITH BEARING	4
32	854613	TUBING, ASSEMBLY CONVEYOR REAR DRIVE	2
32A	851652	CAPSCREW, 5/8"x 1" FLAT SOCKET HEAD	A/R
33	854465	SCRAPER, CONVEYOR	2
34	851129	STOP, RUBBER (SCRAPER)	2
35	850170	SET SCREW, 5/8" - 11 x 4" SQUARE HEAD	4
36	851133	COVER, CONVEYOR CENTER	1
37	851134	CAPSCREW, 3/8"-16 x 3/4" FLAT HEAD	
38	850160	ROLLER ASSY. CONVEYOR CHAIN OUTER	

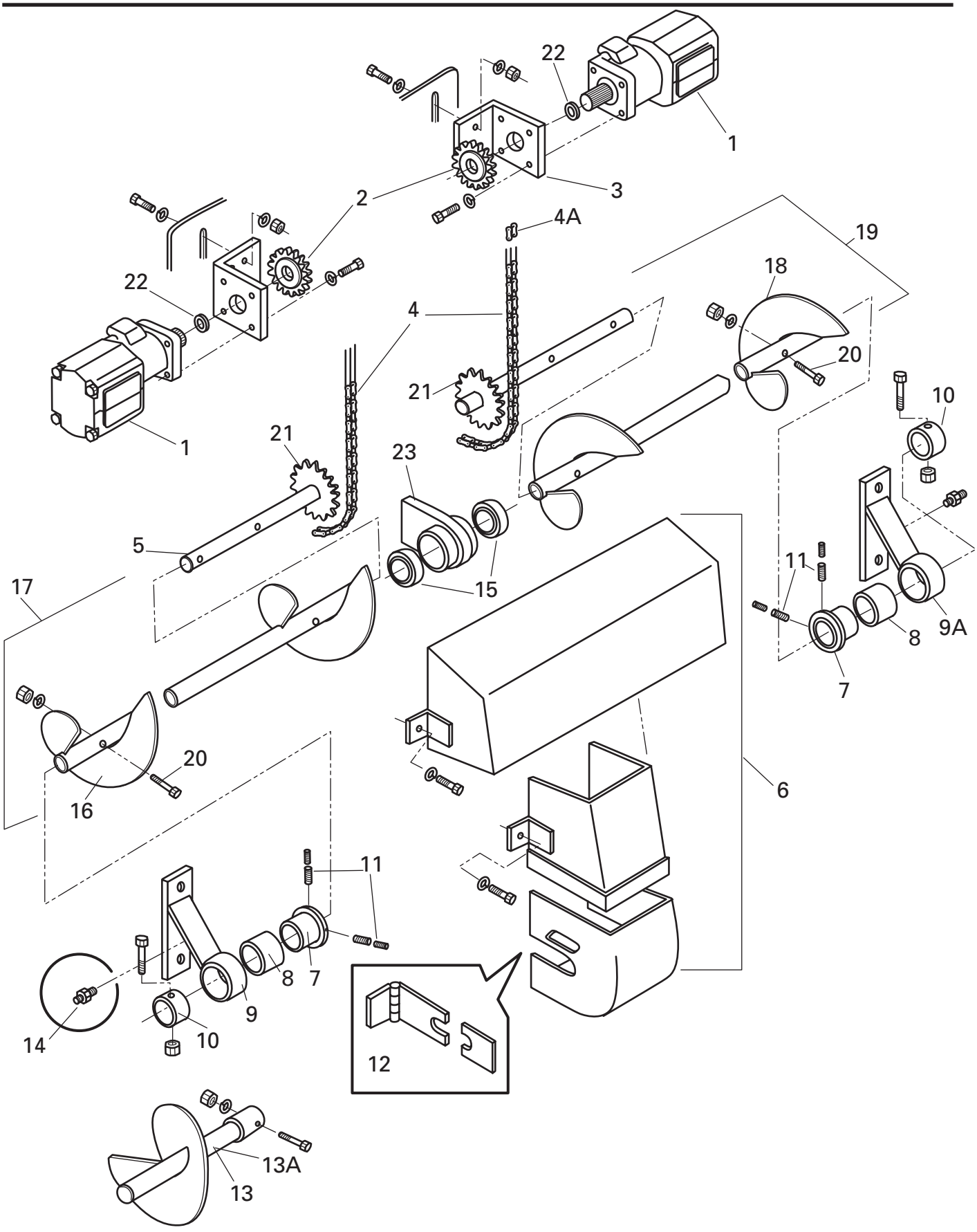
HOPPER COMPONENTS



HOPPER COMPONENTS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	854675	PANEL HOPPER, R/H HOPPER WING	1
2	854676	PANEL HOPPER, L/H HOPPER WING	1
3	870091	HYD. CYL., SCREED RAISE / FLOAT	2
3A	851484	UNIVERSAL SEAL KIT, CYLINDER (2")	A/R
4			2
5	870307	CLIPS, (FOR PINS)	4
6	119-10	WASHER, FLAT 1"	2
7	851133	SHIELD, 8500 CENTER CONV	1
8	840166	CLAMP PLATE, CONVEYOR CENTER	1
9	840162	RUBBER, CONVEYOR CENTER REAR	1
10	851134	CAPSCREW (3/8 - 16 X 3/4" FLAT)	6
11	855348	GUARD, CONVEYOR FRONT	1
12	852170	FLASHING, HOPPER FRONT	1
12A	855409	BAR, HOPPER FLASHING CLAMP	1
13	852180	FLASHING, HOPPER SIDE	2
14	840072	PIN, PIVOT SIDE PANEL	4
15	855404	CLAMP PLATE, 50000 HOPPER WING	1
16	853264	TANK, BOTTOM TANK HYD OIL	1
17	856865	SAFETY PROP, HOPPER 5000	1
18	840020	HYD. CYL., HOPPER LIFT (8000 / 8500) (3X12)	1
18A	870311	UNIVERSAL SEAL KIT, HOPPER WING (3")	A/R
19	240060	PIN	2
20	851141	HINGED PANEL, L/H (HOPPER WING LOWER)	1
21	851142	HINGED PANEL, R/H (HOPPER WING LOWER)	1
22	920032	GUIDE BAR ASSEMBLY	2
23	920041	TUBE, GUIDE BAR (OUTER)	2
24	920051	HOUSING, GUIDE BAR (INNER)	2
25	920061	ROD & CHAIN, GUIDE BAR	2
26	920070	WINGBOLT, GUIDEBAR LOCK	2

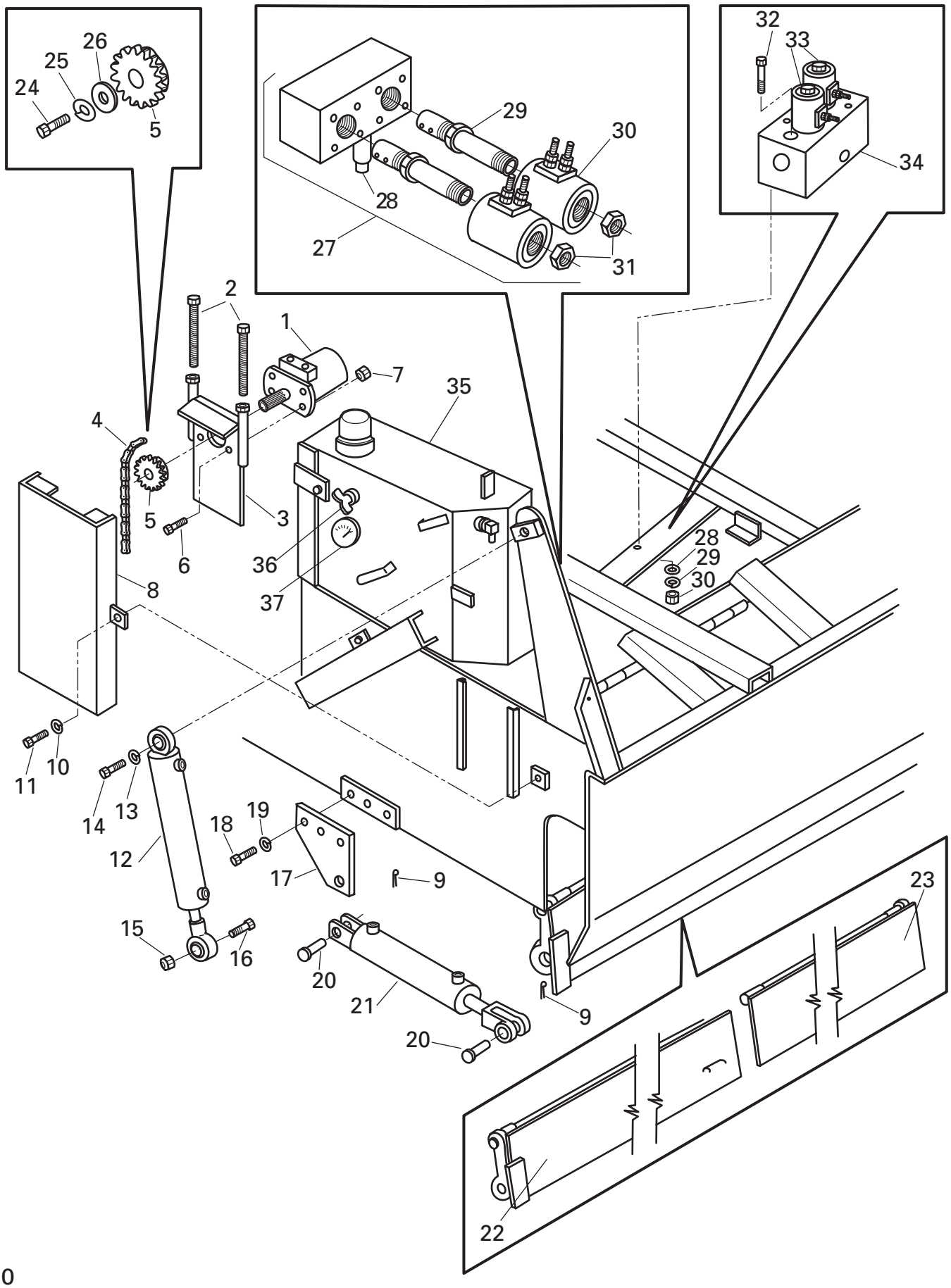
AUGER ASSEMBLY



AUGER ASSEMBLY

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	860010	HYD. MOTOR, AUGER (ALL) / CONVEYOR (8000B)	2
2	860030	SPROCKET, AUGER DRIVE MOTOR (8000 / 8500)	2
3	860021	MOUNTING BRACKET, AUGER MOTOR	2
4	860090	CHAIN, PAVER AUGER DRIVE	2
4A	860049	MASTER LINK, (60H)	A/R
5	861131C	SHAFT W/ SPROCKET, CASTED AUGER	2
6	860043	COVER, AUGER CHAIN DRIVE (8000 / 8500)	1
7	851645	COLLAR, RETAINING CAP WITH BOLT	1
8	810070	BUSHING, TRACK IDLER / TRUCK HITCH	1
9	860051HDR	ENDMOUNT, R.H. AUGER	1
9A	860051HDL	ENDMOUNT, L.H. AUGER	1
10	851647	END CAP, FOR AUGER	2
11	851645-1	SET SCREWS	A/R
12	860043-1	KIT, AUGER COVER CLOSING	A/R
13	860136	AUGER EXTENSION, R.H.	A/R
13A	860135	AUGER EXTENSION, L.H.	A/R
14	140610	GREASE FITTING	A/R
15	850130	BEARING, AUGER/ AXLE/ IDLER	2
16	861140C	AUGER SECTION, R.H. (CASTED)	4
17	854481 R	AUGER ASSEMBLY,R.H. (CASTED)	1
18	861150C	AUGER SECTION, L.H. (CASTED)	4
19	854481 L	AUGER ASSEMBLY, L.H. (CASTED)	A/R
20	861141	CAPSCREW, WITH LOCKNUT FOR THE AUGER	A/R
21	860035	SPROCKET, AUGER SHAFT (WELD ON)	2
22	860012	SEAL KIT, HYD. MOTOR (ROSS/ PARKER)	A/R
23	853403	CENTER AUGER SUPPORT	A/R

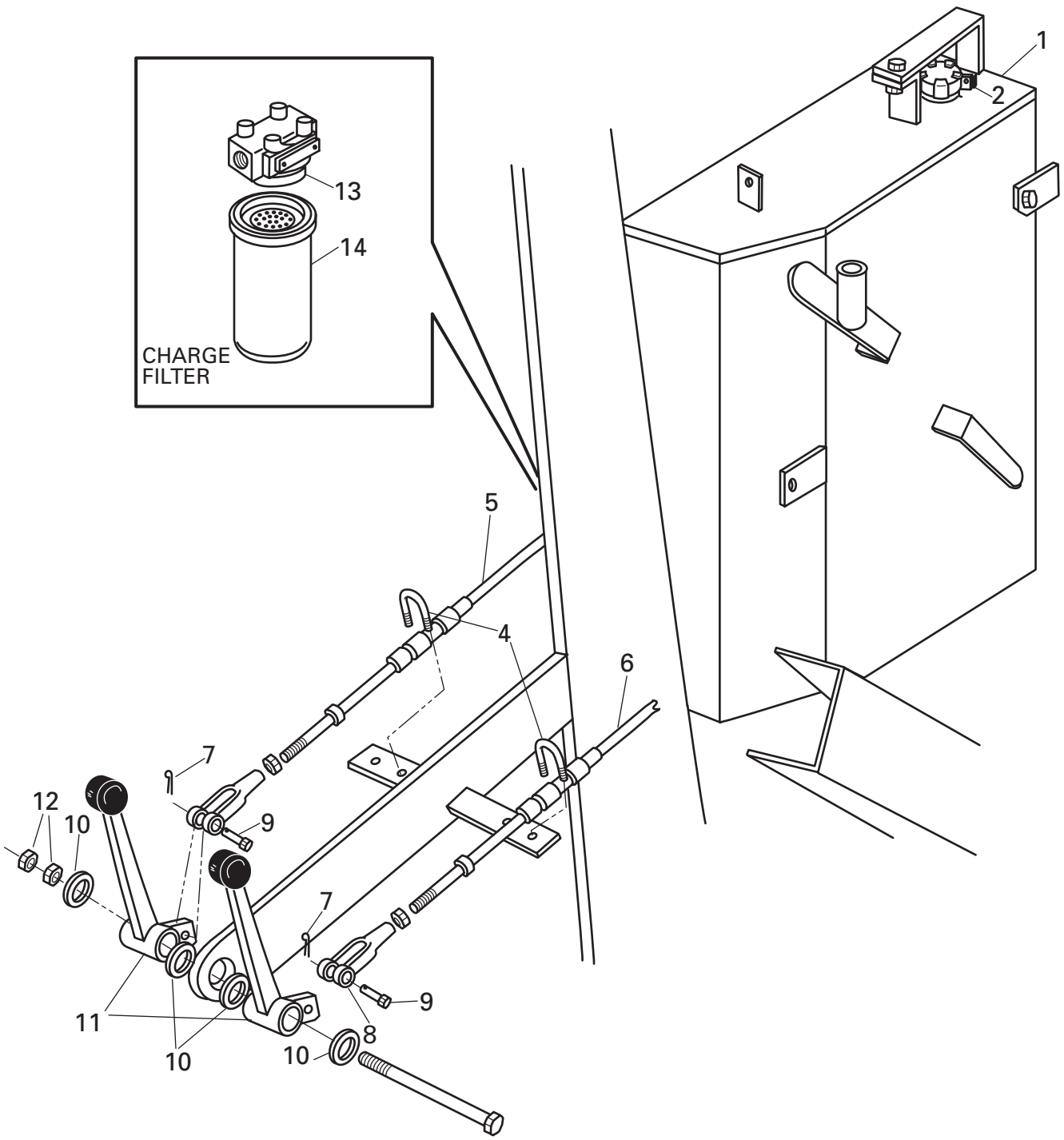
CONVEYOR DRIVE CUTOFF, SCREED LIFT CYLINDERS



CONVEYOR DRIVE CUTOFF, SCREED LIFT CYLINDERS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	260130	HYDRAULIC MOTOR	2
2	851148	BOLT, CONVEYOR DRIVE CHAIN ADJUSTER	4
3	851149	MOUNT, CONVEYOR DRIVE MOTOR	2
4	851121	CHAIN, CONVEYOR DRIVE (#80)	2
5	851120	SPROCKET, CONVEYOR DRIVE MOTOR	2
6	851111	CAPSCREW, 1/2"-13 x2" FLAT HEAD	8
7	116-5	NUT, 1/2"-13 HEX	8
8	851151L	CHAINGUARD, CONVEYOR L.H. DRIVE	1
8A	851151R	CHAINGUARD, CONVEYOR R.H. DRIVE	1
9	930039	COTTER PIN, 3/16" X 2" LONG	4
10	118-3	WASHER, 3/8" LOCK	6
11	102-203-1A	CAPSCREW, 3/8"-16 x 3/4"HEX HEAD	6
12	851436	HYD. CYL., SCREED LIFT (1000C / 8000C / 8500)	2
12A	851484	UNIVERSAL SEAL KIT 2”HYD. CYLINDER	
13	118-10	WASHER, 1" LOCK	2
14	100-913-1A	CAPSCREW, 1"-14x3 GR. 8 HEX HEAD	2
15	142-10	LOCK NUT, 1"-14 HEX	2
16	100-915-1A	CAPSCREW, 1'-14x3 1/2", GR.8 HEX HEAD	2
17	851152	PLATE, CUTOFF CYLINDER MOUNT	2
18	102-607-1A	CAP SCREW, 5/8"-11x1 1/2" HEX HEAD	6
19	118-7	WASHER, 5/8" LOCK	6
20	240030	PIN, HYDRAULIC CYLINDER	2
21	910170	HYD. CYL., CUTOFF	2
21A	870312	UNIVERSAL SEAL KIT 2 1/2” CYLINDER	
22	856774L	CUT-OFF LEFT SIDE	1
23	856774R	CUT-OFF RIGHT SIDE	1
24	102-5-1A	CAPSCREW, 1/4"-20x 1" HEX HEAD	2
25	118-1	WASHER, 1/4" LOCK	2
26	860036	WASHER, FENDER (1/4)	2
27	851628A	MANIFOLD, AUTO CONVEYOR H.P.S.	4
28	851628A-3	RELIEF VALVE, AUTO CONVEYOR	4
29	851628A-1	CARTRIDGE VALVE, AUTO CONVEYOR (H.P.S.)	4
30	851628A-2	COIL, 12 V. H.P.S.	4
31	851628-3	NUT, COIL (H.P.S.)	1
32	102-114-1A	CAPS CREW 5/16” -18 x 3 1/2”	A/R
33	851237A	COIL, WITH DIODE, 12 V SINGLE TERMINAL	A/R
34	940520	MANIFOLD - AUGERS	A/R
35	853244	TANK, HYD. TANK UPPER	
36	910150	PITCOCK, HYD. OIL LEVEL	
37	330040	GAUGE, TAC TEMP./ HYD. TEMP.	

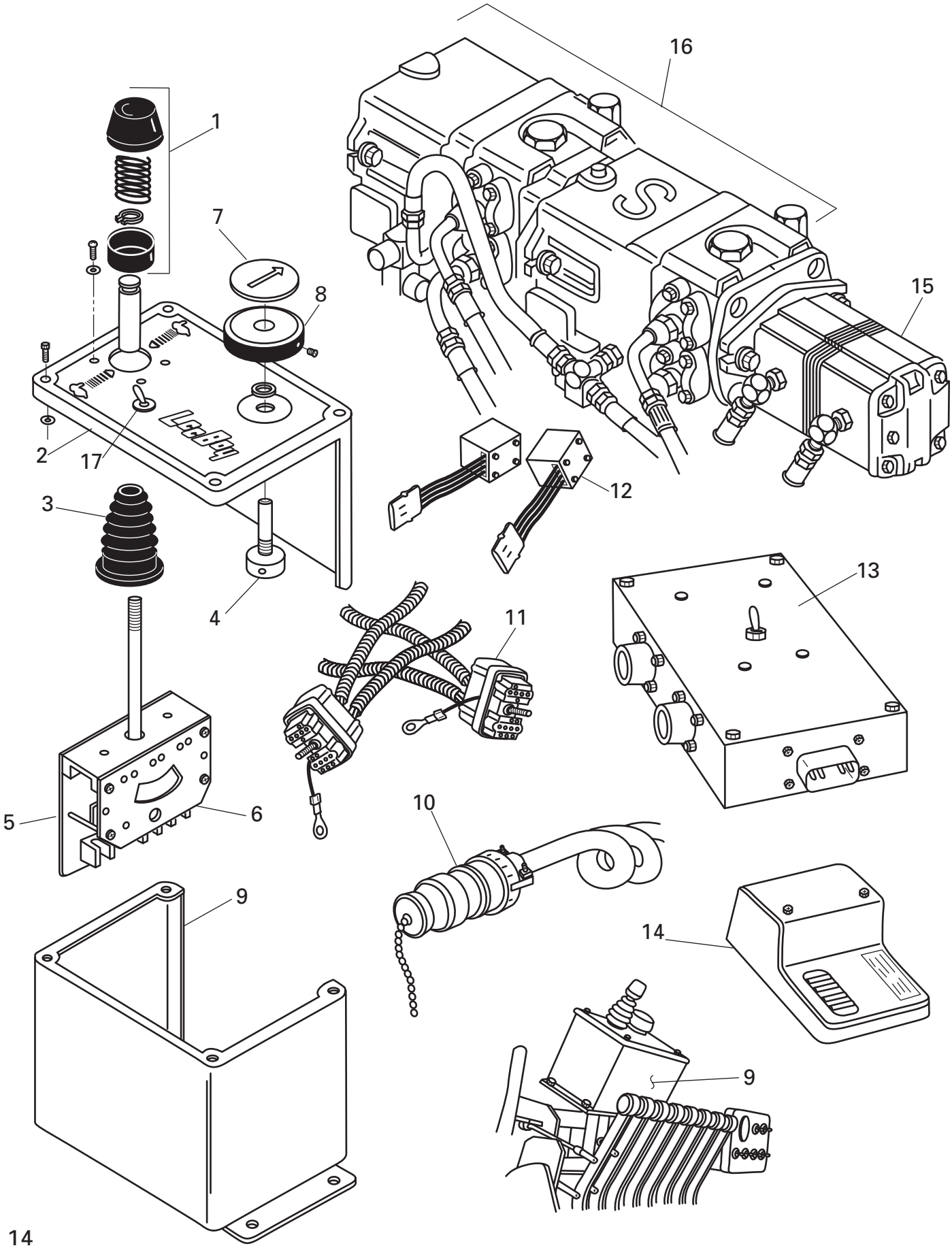
R/H CONTROLS & FUEL TANK



R/H CONTROLS & FUEL TANK

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	856785	FUEL TANK, 5000	1
2	140030FL	FUEL TANK, CAP LOCKABLE	1
3			
4	350060	U-BOLT, 3/8"	2
5	920120	CABLE, AUGER (104")	1
6	920140	CABLE, R.H. EXT. (116")	1
7	960019	PIN, COTTER (3/33" X 3/4" LONG)	1
8	350050	CLEVIS, 1/4"	2
9	350080	PIN,CLEVIS 1/4" X 7/8"	2
10	119-7	WASHER FLAT, 5/8"	3
11	920210	CASTED HANDLE, R.H. CONTROL	2
12	116-7-1	NUTS, JAM (5/8"- 11)	2
13	290010	HEAD, CHARGE / RETURN FILTER	1
14	290030	ELEMENT, CHARGE / RETURN FILTER	1

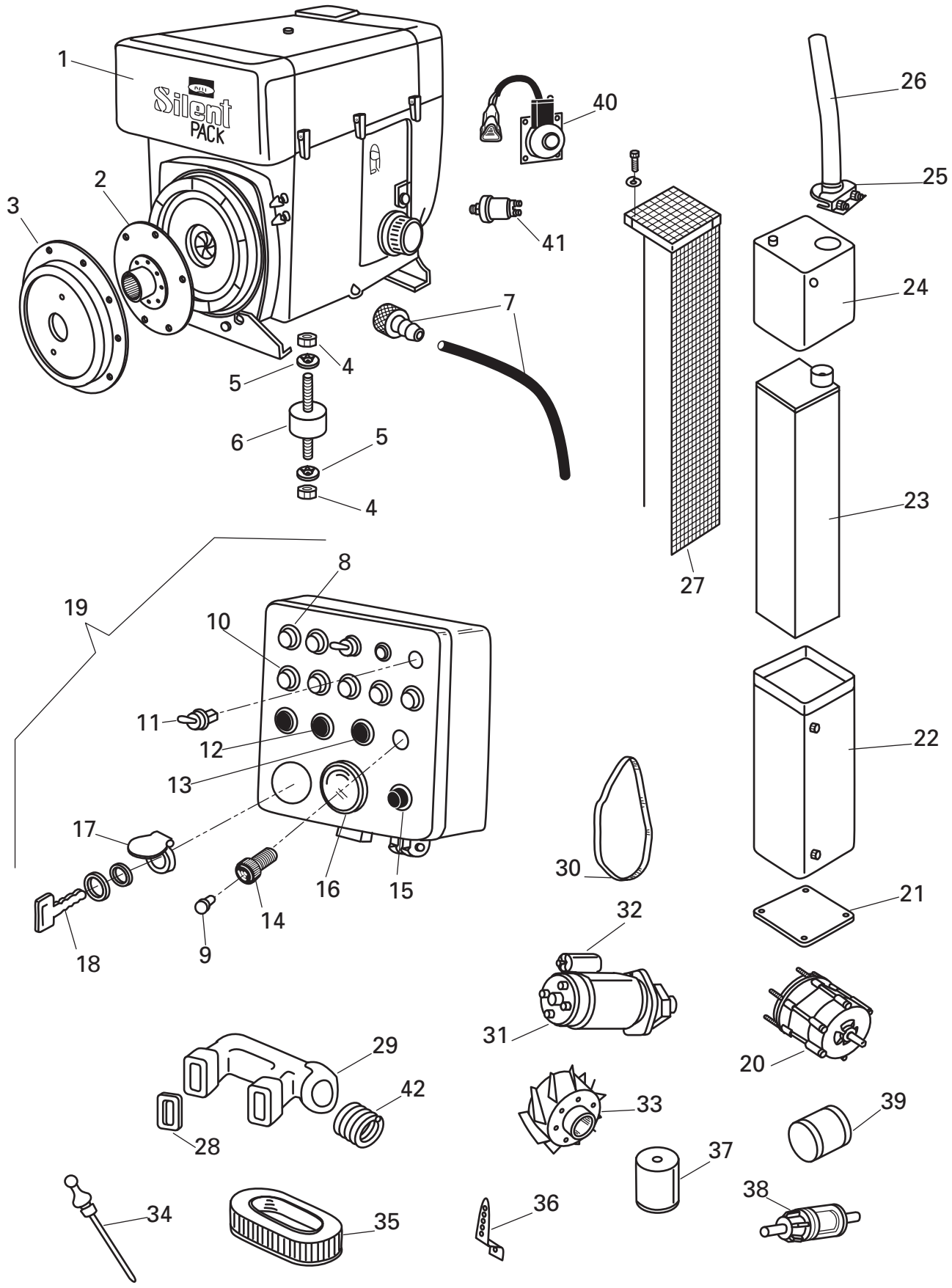
PUMP COMPONENTS
SUNDSTRAND ELECTRONIC STEERING



PUMP COMPONENTS
SUNDSTRAND ELECTRONIC STEERING

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851666	KNOB, JOYSTICK	1
2	851667	DECAL, STEERING DASH	1
3	851538	BOOT, JOYSTICK	1
4	851540	POTENTIOMETER, STEERING	1
5	851537	JOYSTICK ASSEMBLY	A/R
6	851535	SWITCHES, SAFETY NEUTRAL	A/R
7	851667	DECAL, STEERING KNOB	A/R
8	850670	KNOB, STEERING	1
9	851546	STEERING BOX, SUNDSTRAND	1
10	851548	CURLY CORD, STEERING BOX TO JUNCTION BOX	1
11	851553	WIRE HARNESS, JUNCTION BOX TO CONTROLLER	1
12	851545-1	CONTROLLER, E.D.C.	1
13	851549	JUNCTION BOX, SUNDSTRAND, ELECTRONIC STEER	1
14	851547	MICRO CONTROLLER, ELECTRONIC STEER	1
15	851160	TANDEM AUXILIARY PUMP, AUGERS & CONVEYORS	1
16	851545	HYD.PUMP, TANDEM PROPULSION (W/E.D.C.)	1
17	500040	TOGGLE SWITCH, ON / OFF	1

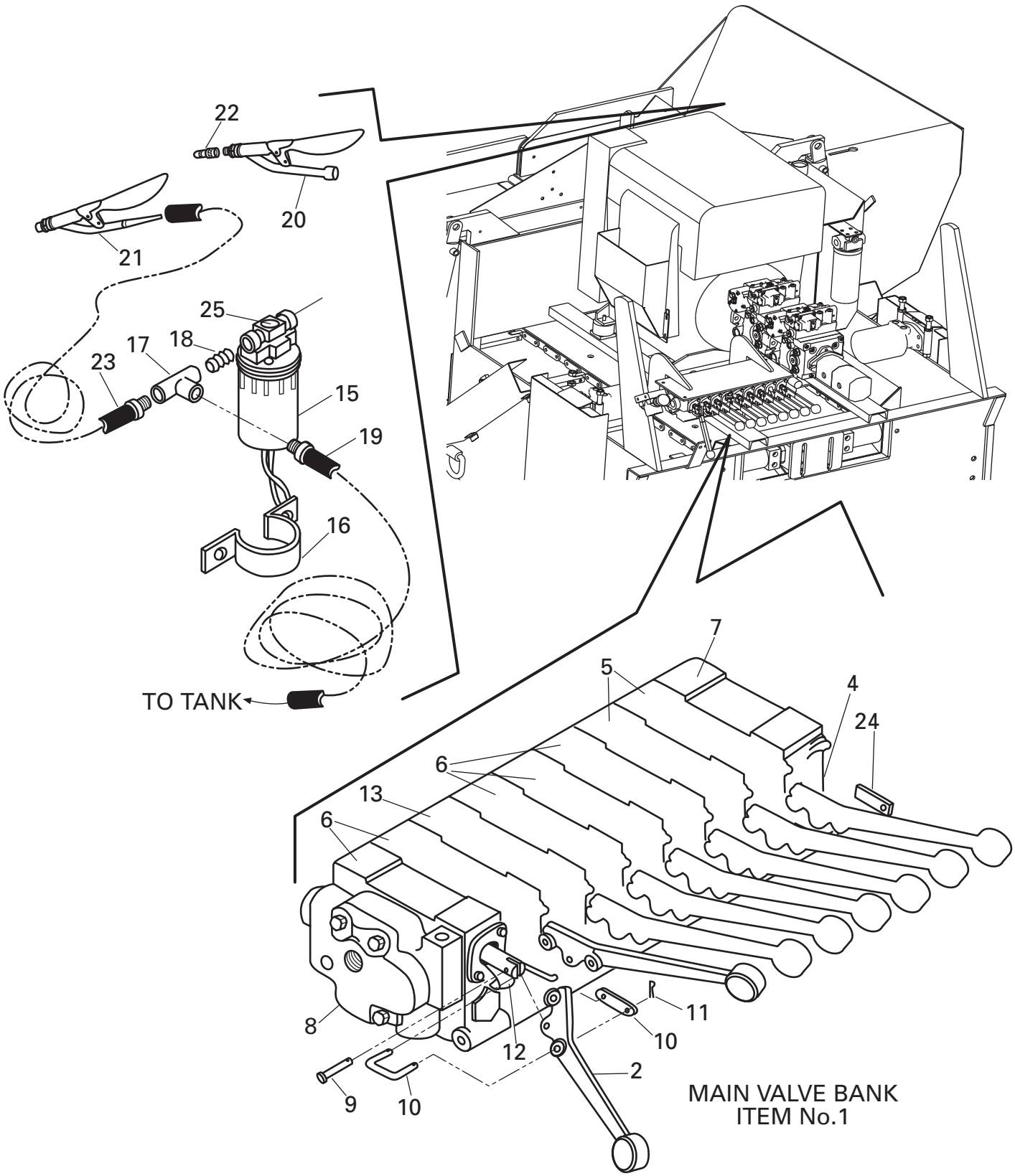
ENGINE AND PUMP COMPONENTS



ENGINE AND PUMP COMPONENTS

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	320360	LIGHT BULB, ENGINE INDICATOR LAMP	1
10	320382	PLUGS, HATZ INSTRUMENT PANEL	A/R
11	500040	TOGGLE SWITCH, ON / OFF	1
12	320385	INDICATOR LAMP, AIR FILTER	A/R
13	320384	INDICATOR LAMP, OIL PRESSURE	1
14	320386	INDICATOR LAMP, BATTERY CHARGE	1
15	900122	HORN, BUTTON	1
16	900130	HOUR METER	1
17	320381	COVER, IGNITION SWITCH (HATZ)	1
18	320380	IGNITION KEY, HATZ DIESEL	1
19	852200	DASH	1
20	320300	ALTERNATOR, 12 VOLT (HATZ)	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	320120A	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

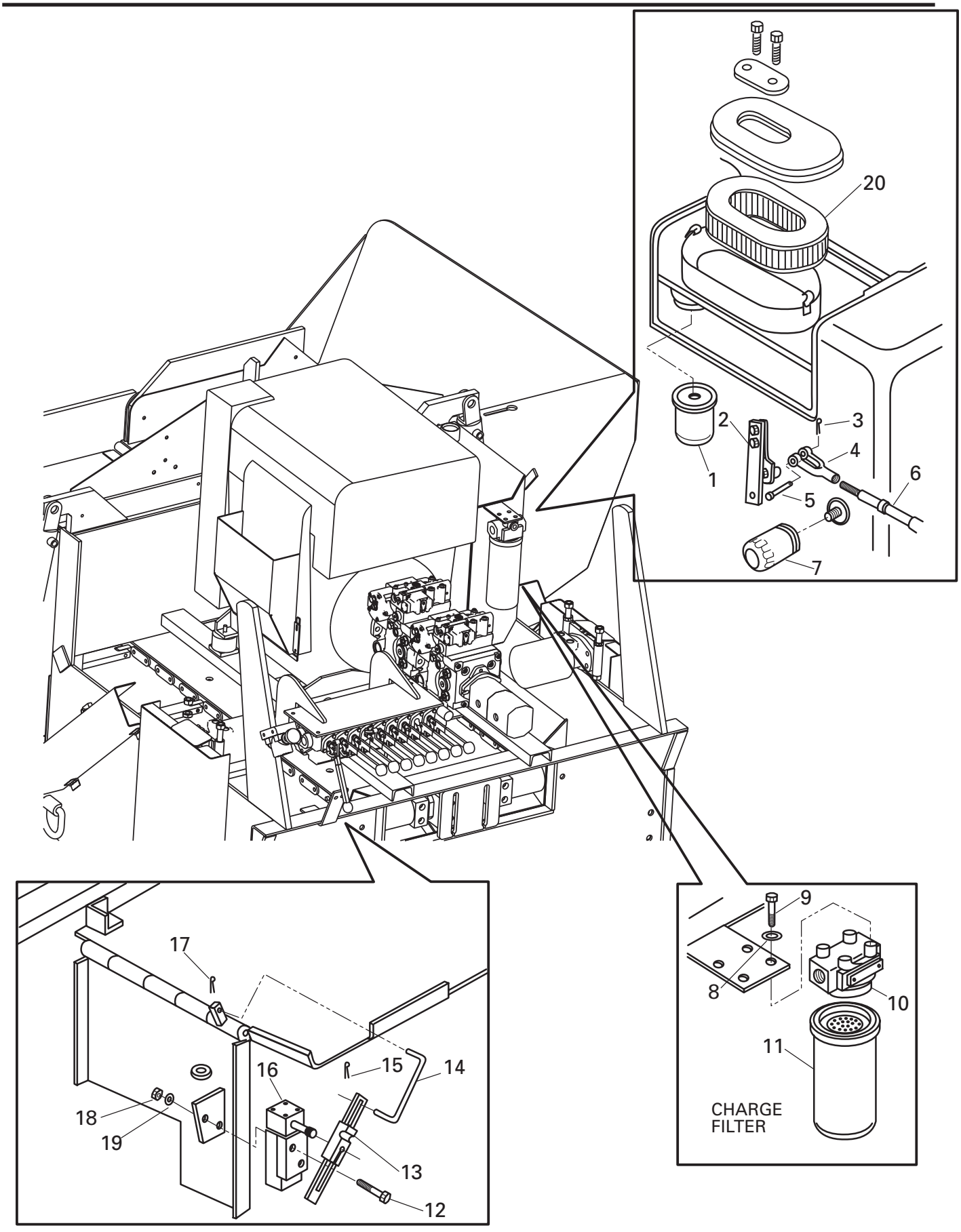
MAIN VALVE AND SPRAY DOWN



MAIN VALVE AND SPRAY DOWN

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851161	VALVE, MAIN	1
2	910060	HANDLE, VERTICAL	8
3			
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 VALVE (W / RELIEF)	1
8	910056	OUTLET COVER, V-20 (W / PB SLEEVE)	1
9	350080	PIN, CLEVIS (1/4" x 7/8" LONG)	8
10	901010	LINK ASSY., VALVE LEVER	8
11	850100	COTTER PIN	8
12	910058	BRACKET, VALVE LEVER MOUNT	8
13	910054FLS	FLOAT, ASSEMBLY SCREED	1
14	920200	HOSE REEL, (NOT SHOWN)	A/R
15	900010	PUMP, SPRAYDOWN (FLOJET)	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 & NOZZLE, 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, V-20 VALVE SPOOL	
	910062	SEAL KIT, VALVE SECTION	
	910065	KIT, SEAL (RELIEF VALVE)	

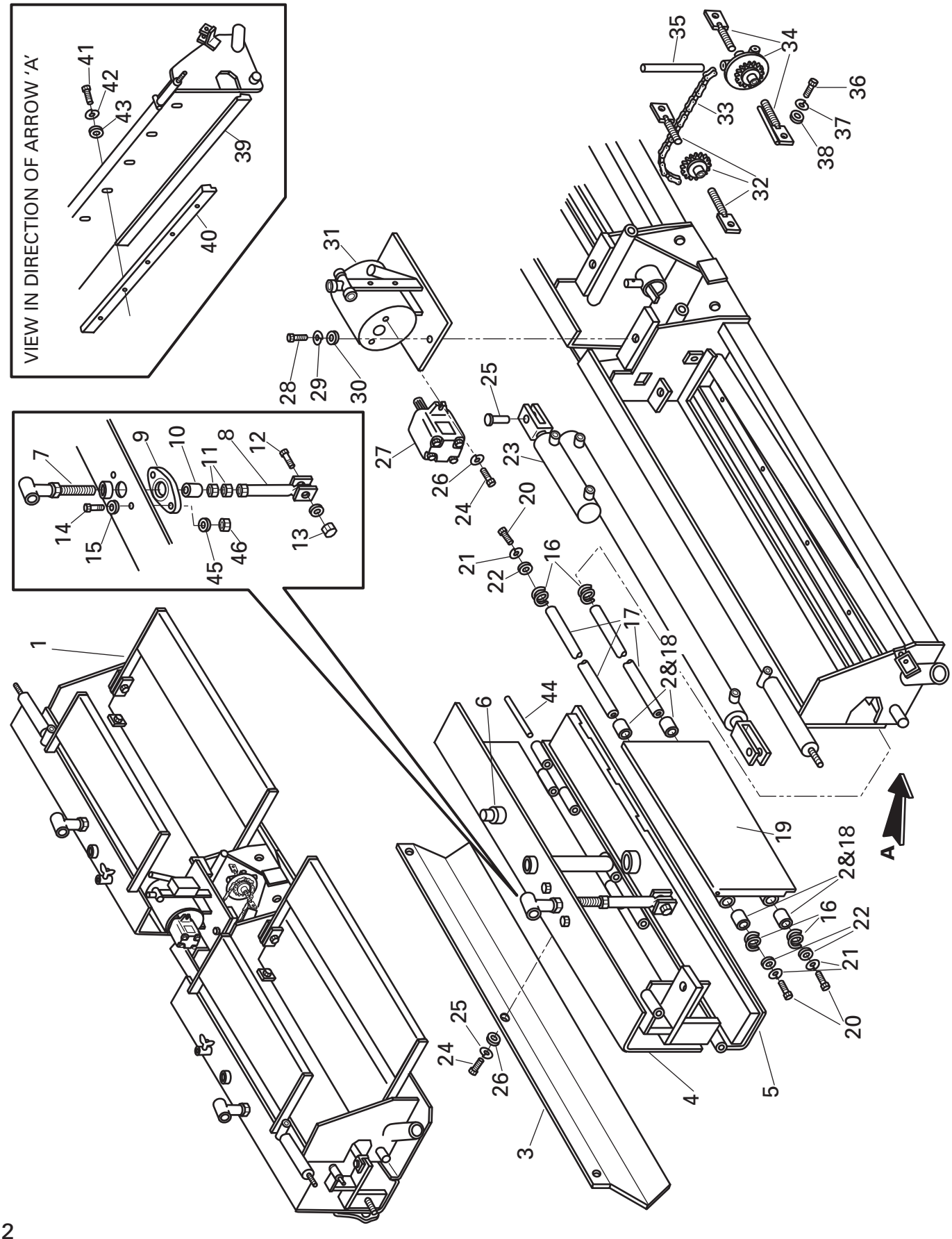
FILTER LOCATION AND ACCESSORIES (HATZ)



FILTER LOCATION AND ACCESSORIES (HATZ)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	310080	ELEMENT, FUEL FILTER (HATZ)	1
2	320120A	LEVER, THROTTLE	1
3	960019	PIN, COTTER (3/32" x 3/4")	1
4	350050	CLEVIS,	1
5	350080	PIN, CLEVIS (1/4" x 7/8")	1
6	920161	CABLE, THROTTLE	1
7	310070	OIL FILTER, HATZ	1
8	118-3	WASHER, 3/8"	4
9	102-205-1A	CAPSCREW, 3/8" - 16 x1"	4
10	290010	HEAD, CHARGE / FILTER RETURN	1
11	290030	ELEMENT, CHARGE / RETURN FILTER	1
12	900076	SCREWS (10 - 32 x 2")	2
13	900060	ARM, AUTO. CONVEYOR SWITCH	2
14	900075	ROD, CONVEYOR SWITCH LINKAGE	2
15	900079	PIN, COTTER (1/4")	2
16	900050	MICRO SWITCH, AUTO CONVEYORS	2
17	900079	PIN, COTTER (1/4")	2
18	900078	LOCKNUT, 10-32 HEX	2
19	900077	WASHER, FLAT -10	2
20	310060	ELEMENT, AIR FILTER (HATZ ENGINE)	1

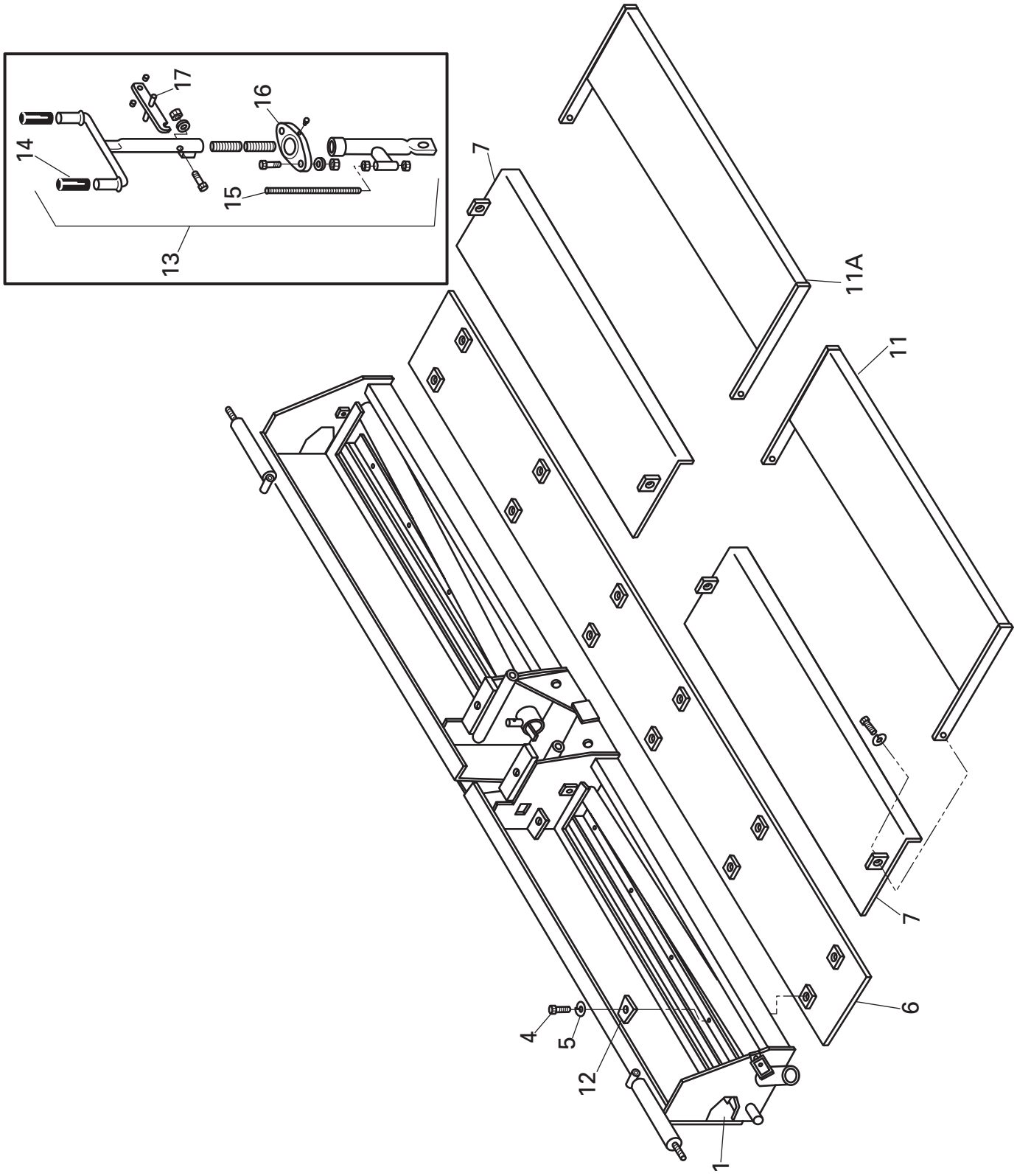
EXTENDIBLE SCREED ASSEMBLY
(PART I)



EXTENDIBLE SCREED ASSEMBLY
(PART I)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	855383	SCREED ASSEMBLY (STYLE D)	1
2	851179	BUSHING, SCREED EXTENSION (3" LONG)	1
3	854574	COVER PLATE SHIELD, SPECIFY (L/H OR R/H)	1
4	854557L	EXTENSION, UPPER, LEFT SIDE	1
4A	854557R	EXTENSION, UPPER, RIGHT SIDE	1
5	854581L	WEAR PLATE, L.H. SCREED EXT. (D SCREED)	1
5A	854581R	WEAR PLATE, R.H. SCREED EXT. (D SCREED)	1
6	851183	COUPLING, MALE	1
7	851184	ADJUSTING SCREW, SCREED EXTENSION	2
8	851185	RECEIVER NUT, SCREED EXTENSION SCREW	2
9	870030	BEARING, SCREED FLIGHT SCREW	2
10	851186	SPACER SCREED EXTENSION SCREW	1
11	116-8	NUT, 3/4"-10 HEX	1
12	870279	CAPSCREW, SOCKET HEAD SHOULDER	1
13	143-3	LOCKNUT, 3/8"-16 HEX	1
14	102-309-1A	CAPSCREW, 7/16"x2" HEX HEAD	1
15	119-4	WASHER, FLAT, 7/16"	1
16	851256	SNAPRING, SCREED EXTENSION SLIDE	2
17	854522	SHAFT, SCREED EXTENSION	2
18	851179	BUSHING, SCREED EXTENSION (3" LONG)	2
19	854516	SLIDE, ASSEMBLY, 5000 SCREED	1
20	100-408-1	CAPSCREW, 1/2"x20x1 1/2" HEX HEAD	2
21	118-5	WASHER, 1/2" LOCK	2
22	119-5	WASHER, 1/2" FLAT	2
23	855791	HYD. CYL., SCREED EXT. (L.H.)	1
23A	855792	HYD. CYL., SCREED EXTENSION (R.H.)	1
23B	851484	UNIVERSAL SEAL KIT, SCREED CYLINDER	
24	860048	CAPSCREW, 7/16"-14 x 1 1/4" HEX HEAD	2
25	210060	PIN, CYLINDER 1" OD	2
26	118-4	WASHER, 7/16" FLAT	2
27	870220	MOTOR, HYDRAULIC SCREED VIBRATOR	1
28	102-606-1A	CAPSCREW, 5/8"-11x1 1/4" HEX HEAD	2
29	118-7	WASHER, 5/8" LOCK	2
30	119-7	WASHER, 5/8" FLAT	2
31	870232	VIBRATOR, ASSEMBLY SCREED	1
32	870172	TURN BUCKLE, CROWN & VALLEY (FRONT)	1
33	870190	CHAIN, CROWN & VALLEY #40	1
34	870182	TURN BUCKLE, CROWN & VALLEY (REAR)	1
35	851195	HANDLE, CRANK	1
36	102-607-1A	CAPSCREW, 5/8" -11 x 1 1/2"	2
37	118-7	WASHER, 5/8" LOCK	2
38	119-7	WASHER, 5/8" FLAT	2
39	854515	GUIDE, EXTENSION LOWER, (WELDMENT)	2
40	854514	GUIDE, EXTENSION TOP	1
41	102-406-1A	CAPSCREW, 1/2"- 13 x1 1/4"	2
42	118-5	WASHER, LOCK 1/2"	2
43	119-7	WASHER, FLAT, 1/2"	2
44	855376	PIN, SCREED EXTENSION HINGE	1
45	119-4	WASHER, FLAT, 7/16"	2
46	116-5	NUT, 7/16" - 14 HEX	2

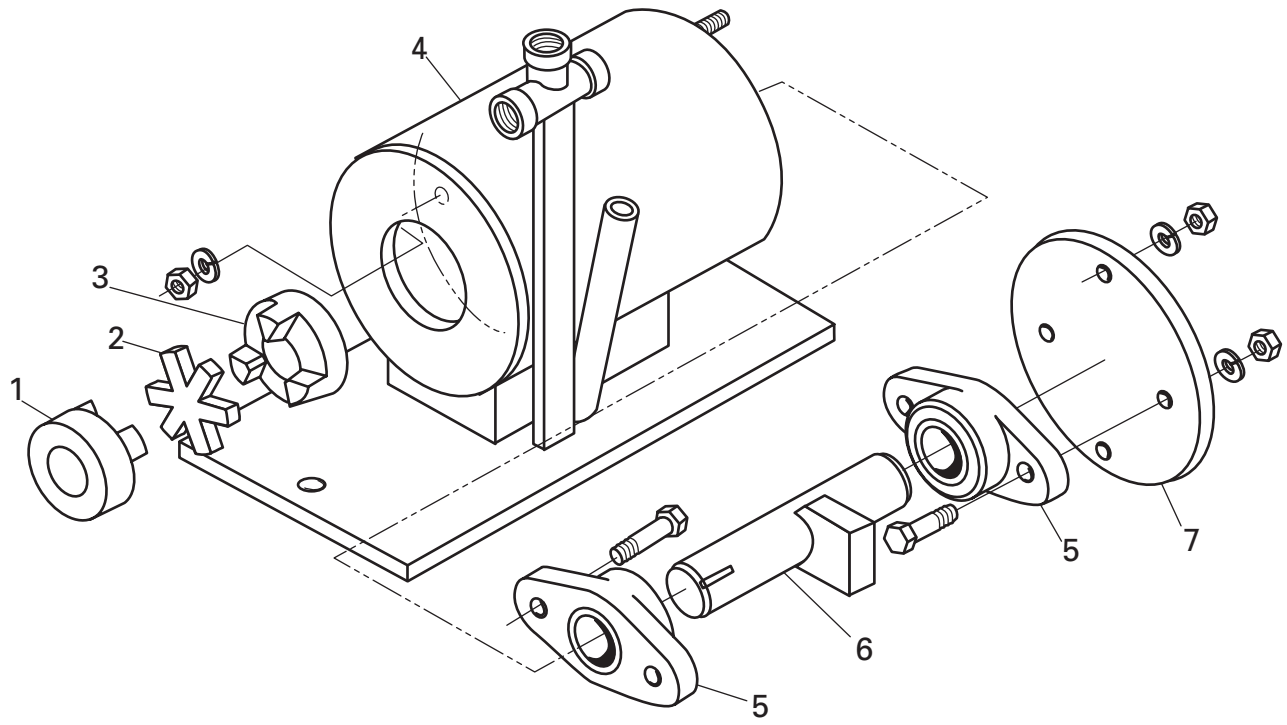
EXTENDIBLE SCREED ASSEMBLY
(PART II)



EXTENDIBLE SCREED ASSEMBLY
(PART II)

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	855378	SCREED, BASE	1
2			
3			
4	851134	CAPSCREW, HEX, 3/8" -16 x 3/4"	20
5	118-3	WASHER, LOCK 3/8"	20
6	853395	WEAR PLATE ASSEMBLY 5000 SCREED	1
7	853399	LID, SCREED	2
8			
9			
10			
11	855529L	WALKWAY, LOWER (STEP) LEFT	1
11A	855529R	WALKWAY, LOWER (STEP) RIGHT	1
12	121-3	WASHER, WEDGE	20
13	851370	FLIGHT SCREW ASSEMBLY	2
14	870276	HANDLE GRIP, FLIGHT/DEPTH SCREW	2
15	851372	ROD GAUGE	1
16	870030	BEARING, SCREED FLIGHT SCREW	1
17	851373	LOCK, ARM	1

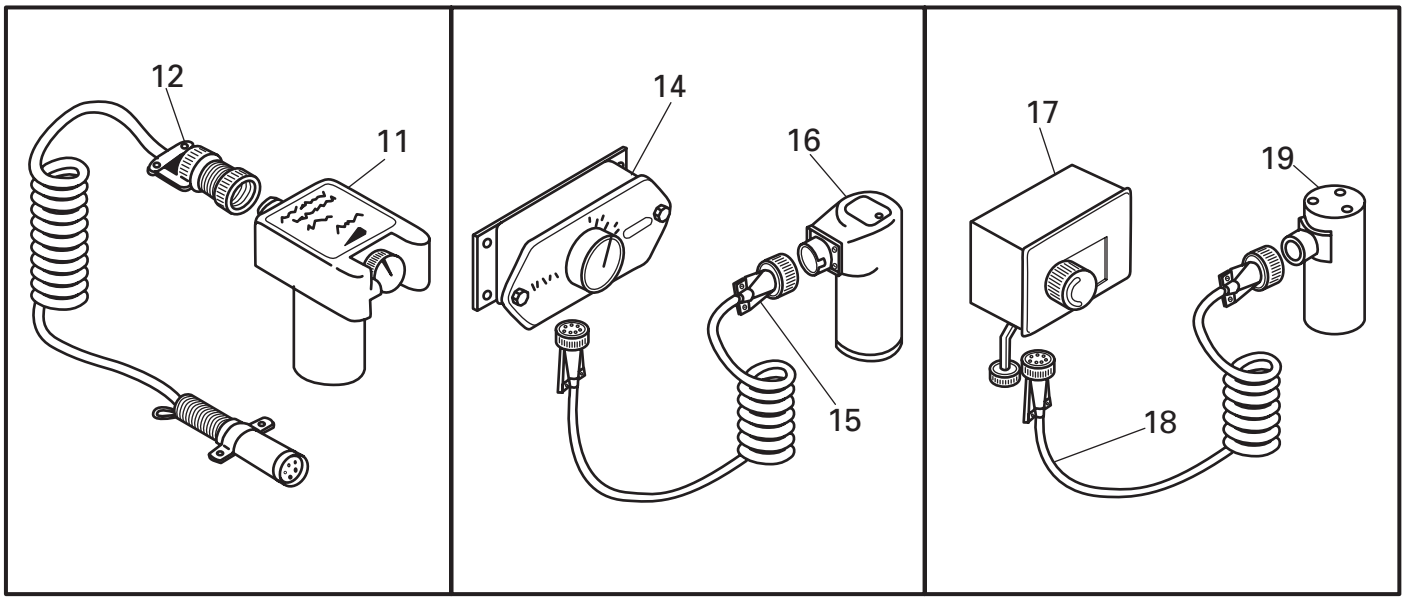
VIBRATOR ASSEMBLY

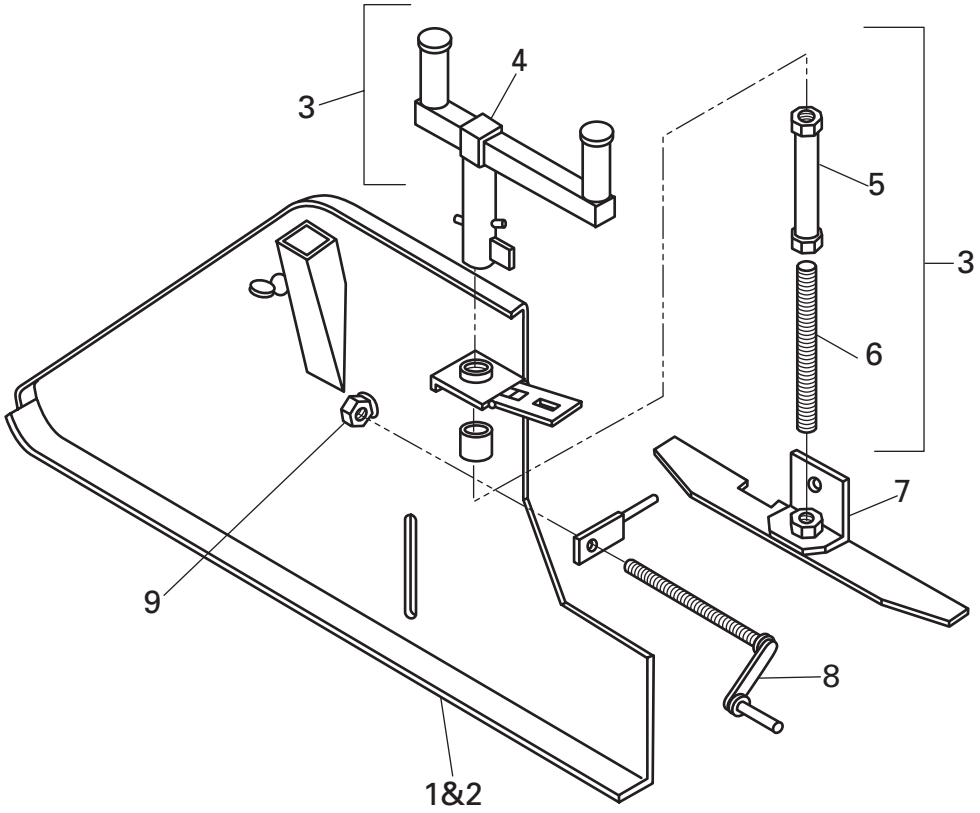


VIBRATOR ASSEMBLY

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

JOINTER ASSEMBLY

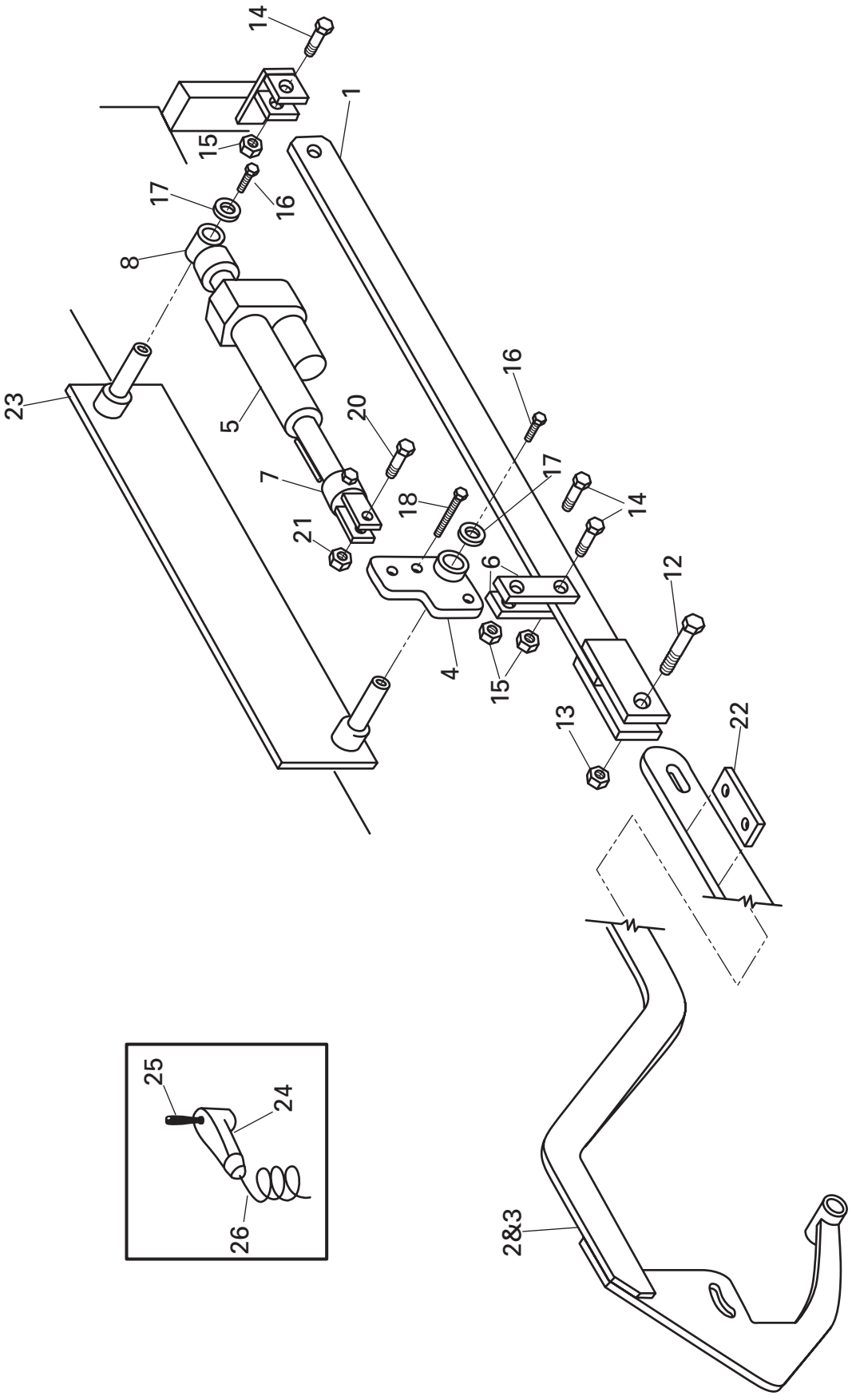




JOINTER ASSEMBLY

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 & BOLT ASSEMBLY TILT SCREW	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

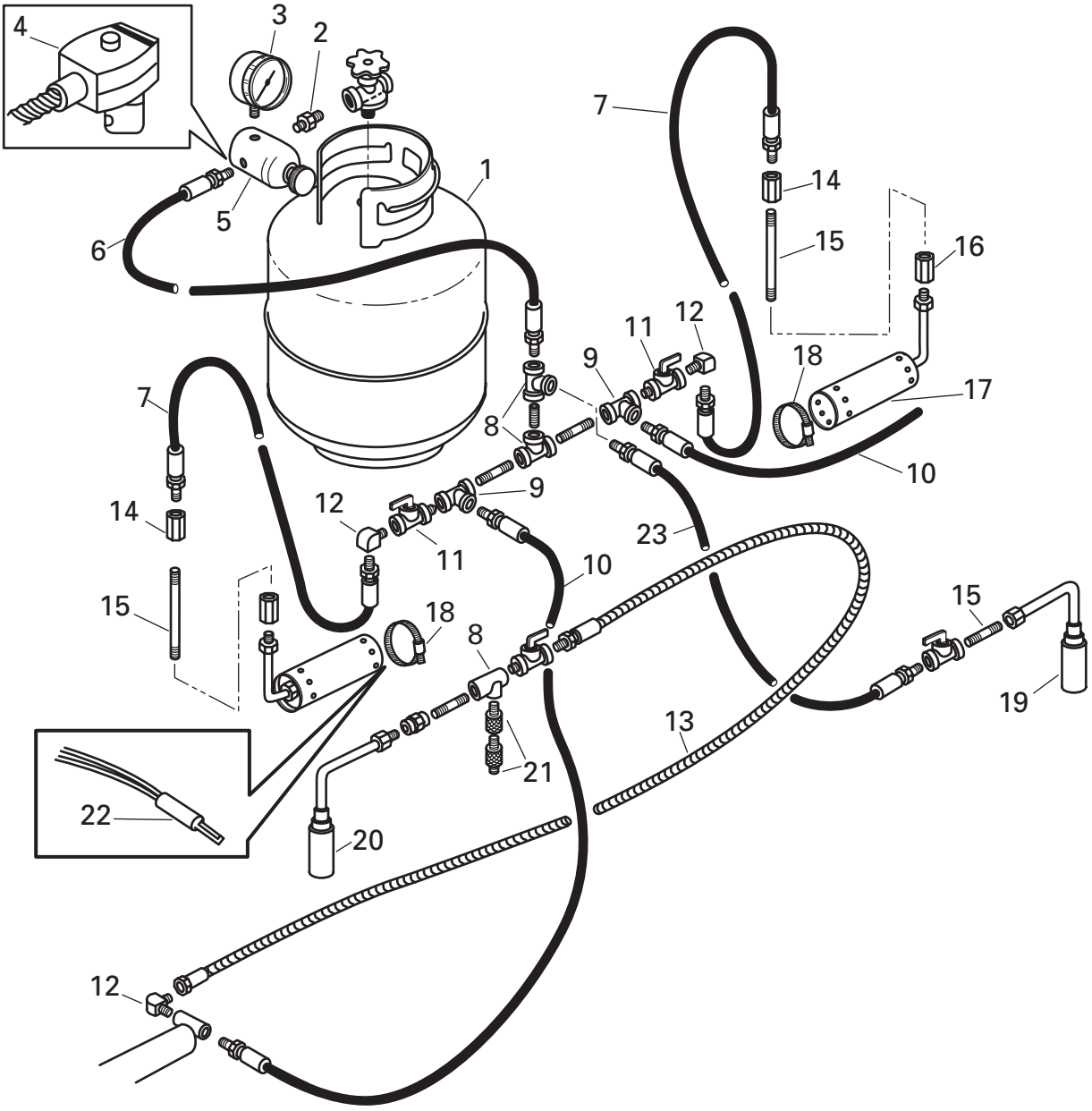
SCREED ARM ASSEMBLY
CENTER TOE POINT



SCREED ARM ASSEMBLY
CENTER TOE POINT

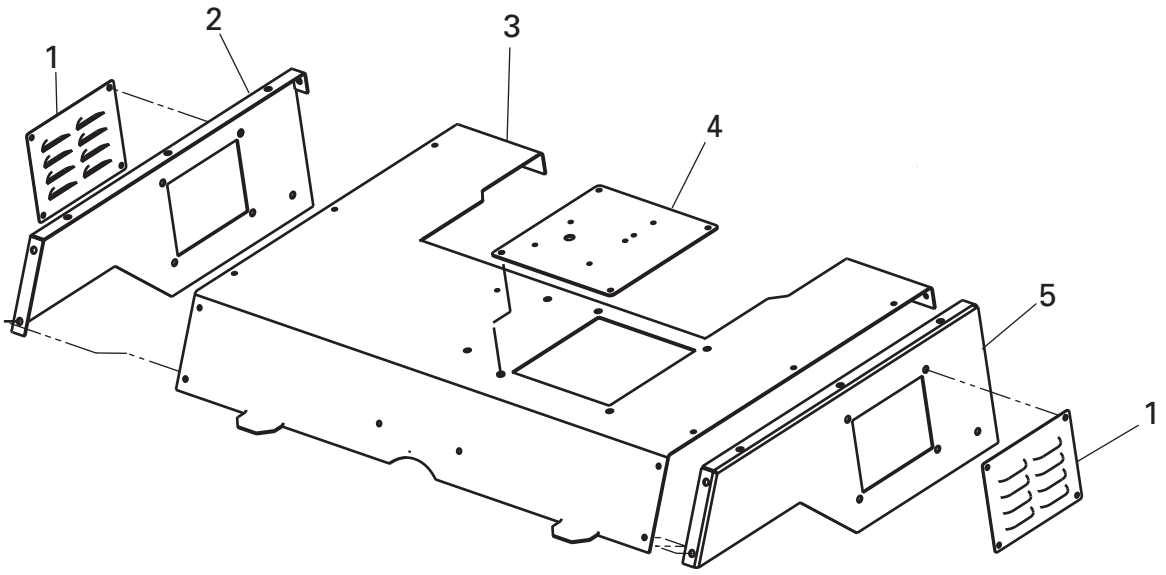
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851206	EXTENSION, SCREED ARM	1
2	851207	REAR, SCREED ARM, (RIGHT)	1
3	851208	REAR, SCREED ARM, (LEFT NOT SHOWN)	1
4	851209	MOUNT, SCREED PULL ARM PIVOT	1
5	851518	SCREW, ELECTRIC (6"INCH)	2
6	851210	EARS, SCREED PULL ARM PIVOT	2
7	851211	CLEVIS, ELECTRIC SCREW ROD END	1
8	851212	CLEVIS, ELECTRIC SCREW BASE END	1
12	102-411-1A	CAPSCREW, 1"x 2 1/2"	1
13	116-10	NUT, LOCK 1 " -8 HEX	1
14	102-611-1A	CAPSCREW, 5/8" - 11 x 2 1/2”	3
15	116-7	NUT, LOCK 5/8 "	3
16	851134	CAPSCREW, 3/8" -16 x 3/4"	2
17	119-3	WASHER, FENDER 3/8"	2
18	102-9-1A	CAPSCREW, 1/4"x 2"	1
20	102-408-1A	CAPSCREW, 1/2" -13 x 1 3/4"	2
21	115-5-A	NUT, LOCK 1/2" - GR.8	2
22	851221	BRACKET, GRADE CONTROL	1
23	851001A	MOUNTING PLATE 6” ELECTRIC SCREW	
24	920238	CONTROL, REMOTE (ELECTRIC FLIGHT SCREW INCLUDES 42 & 43)	1
25	900080	SWITCH, REMOTE (ONLY)	1
26	900082	CORD, REMOTE ELECTRIC FLIGHT SCREW	1

PROPANE HEATER & AUTOMATIC IGNITORS

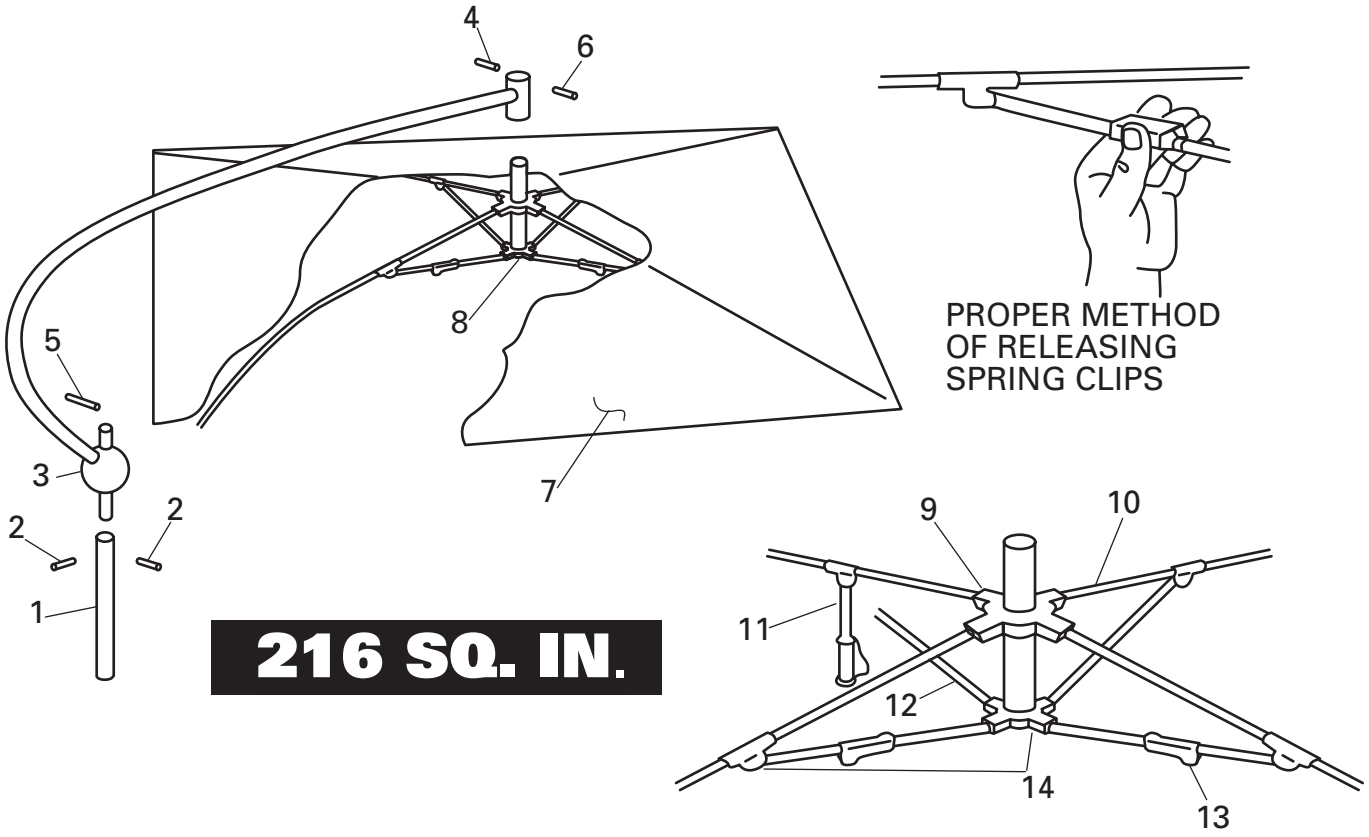


PROPANE HEATER & AUTOMATIC IGNITORS

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	HOES, L.P.G. REGULATOR TO TEE	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" PIPE	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	A/R
20	230082	BURNER NOZZLE, SCREED EXTENSION	2
21	230084	QUICK DISCONNECT CPLG.	2
22	230024	IGNITOR,CERAMIC HOT SURFACE	2
23	230036	HOSE, IGNITOR BURNER	1


1
2
3
4
5
1

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	855323	PANEL, SIDE ACCESS (5000)	
2	855321	COVER, DASH 5000 LH SIDE (5000)	
3	855319	COVER, 5000 DASH TOP (5000)	
4	855324	PANEL, COMPUTER ACCESS (5000)	
5	855322	COVER, DASH 5000 RH SIDE (5000)	



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.

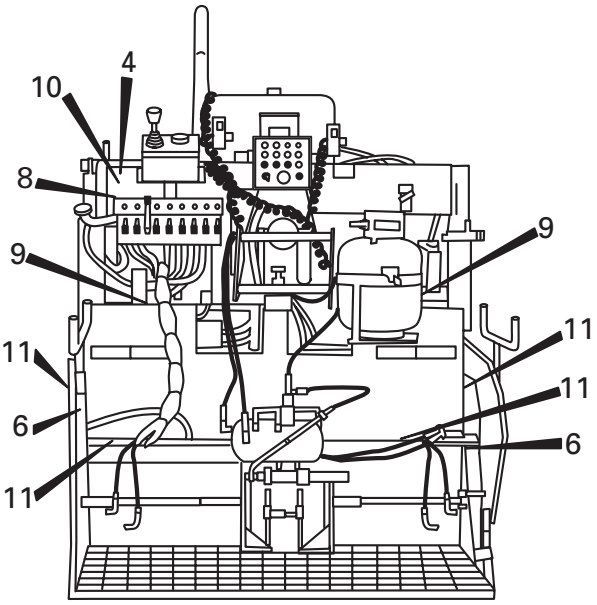
•Part No. varies with color.

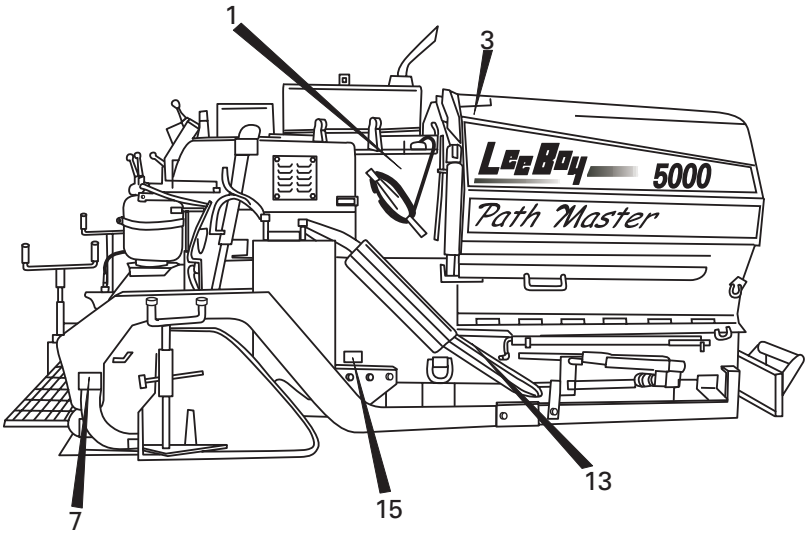
UMBRELLA

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	920235	UMBRELLA	A/R

DECALS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	545000	DECALS FOR TRACTOR KIT	
2	856518	DECALS FOR SCREED KIT	A/R





1

3

4

6

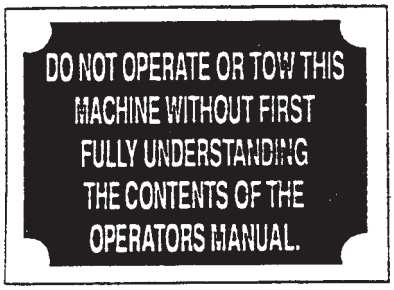
8

7

11

13

9



10

15

LeeBoy

Other Members of the LeeBoy Family of Products...

635 Motor Grader

8500 Elite III Asphalt Paver

8000 Asphalt Paver

420 Pneumatic Roller

1000 D Tilt Hopper Paver

688 North Highway 16 • Denver, North Carolina 28037 • www.LeeBoy.com • (704) 966-3300