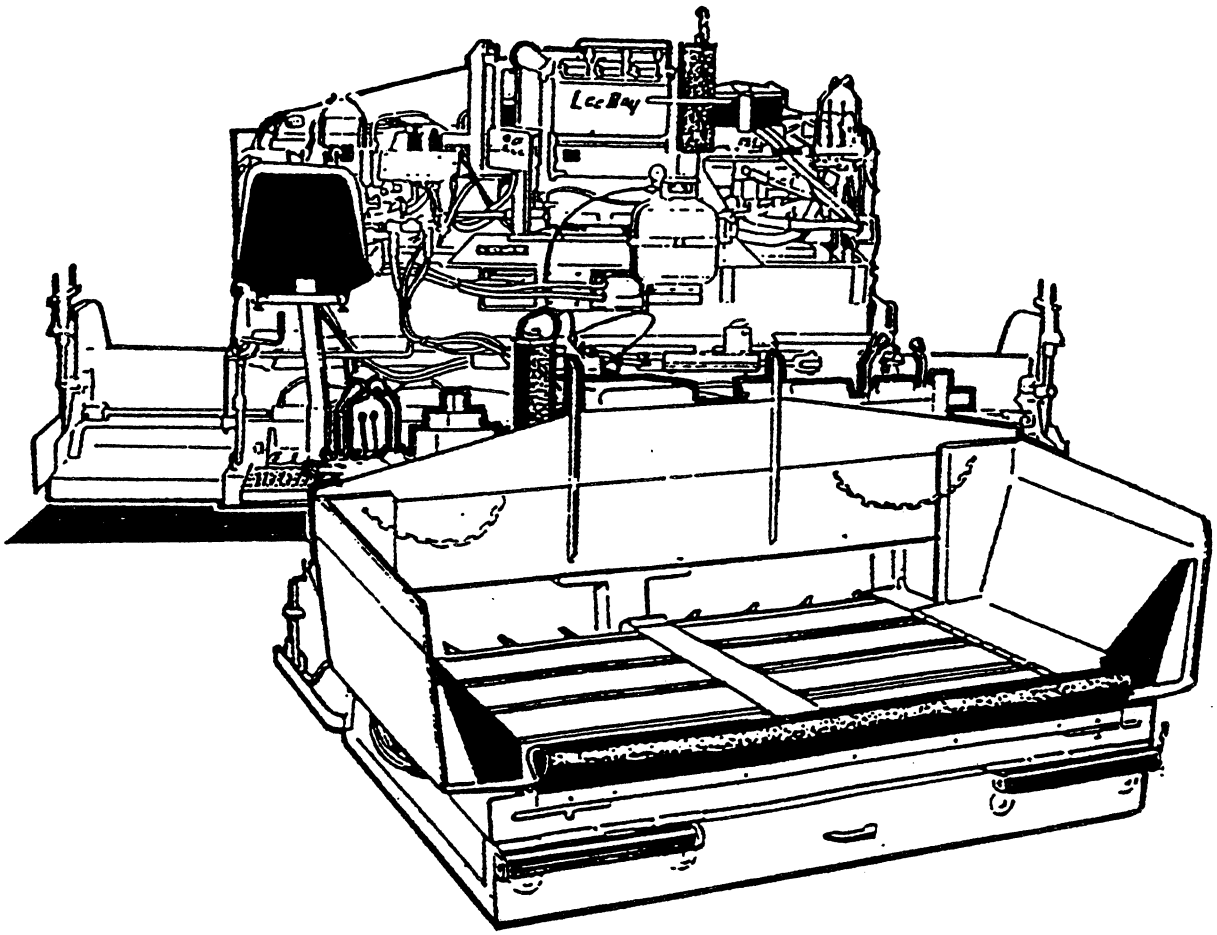
LeeBoy

OPERATORS AND MAINTENANCE MANUAL



ASPHALT PAVER
MODEL 8000C

MANUAL NO. 8000C196

LEEBOY
688 Highway 16 North • Denver, North Carolina 28037
PHONE: A.C. 704-483-9721 • FAX # 1-704-483-5802

USER'S REFERENCE INFORMATION

DELIVER DATE_____

TYPE ENGINE_____

DEALER'S NAME & ADDRESS

_____

_____

_____

_____

EQUIPMENT SERIAL NO._____

ENGINE NO._____

EQUIPMENT HOURS _____

— CALIFORNIA —
Proposition 65 Warning

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.

SAFETY NOTICE

All danger points about the 8000C and 8000CH (High-Deck) are explained and labeled by decals to the best of our knowledge. If anyone in the field discovers anything omitted, please notify your closest dealer or factory.

LIMITED WARRANTY

B.R. LEE INDUSTRIES, INC. warrants to the original customer that the equipment manufactured by B.R. Lee, Industries, Inc. to whom said equipment is sold as new shall be free from defects in material and workmanship for 90 days after the date of first use or delivery whichever comes first.

This warranty is limited to the following: If any part of the equipment becomes defective during the period described and is brought to an authorized B.R. Lee Industries, Inc. dealer, the dealer will, without charge, repair the part which has become defective or replace it without charge. B.R. Lee Industries, Inc. is not responsible for damaged or malfunction resulting from misuse, failure to follow recommended maintenance requirements, alteration, accident or fire.

THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES OR REPRESENTATION OF ANY KIND WHATSOEVER, EXPRESSED OF IMPLIED, EXCEPT THAT OF TITLE. ACCORDINGLY, ALL IMPLIED WARRANTIES, INCLUDING ANY WARRANTY OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE HEREBY DISCLAIMED. B.R. LEE INDUSTRIES, INC. SHALL NOT BE RESPONSIBLE FOR LOSS OF TIME, LOST PROFITS, LOST USE, OR ANY OTHER CONSEQUENTIAL DAMAGES OR ANY INCIDENTAL DAMAGE.

B.R. Lee Industries, Inc. does not authorize any person to amend or extend this limited warranty on its behalf.

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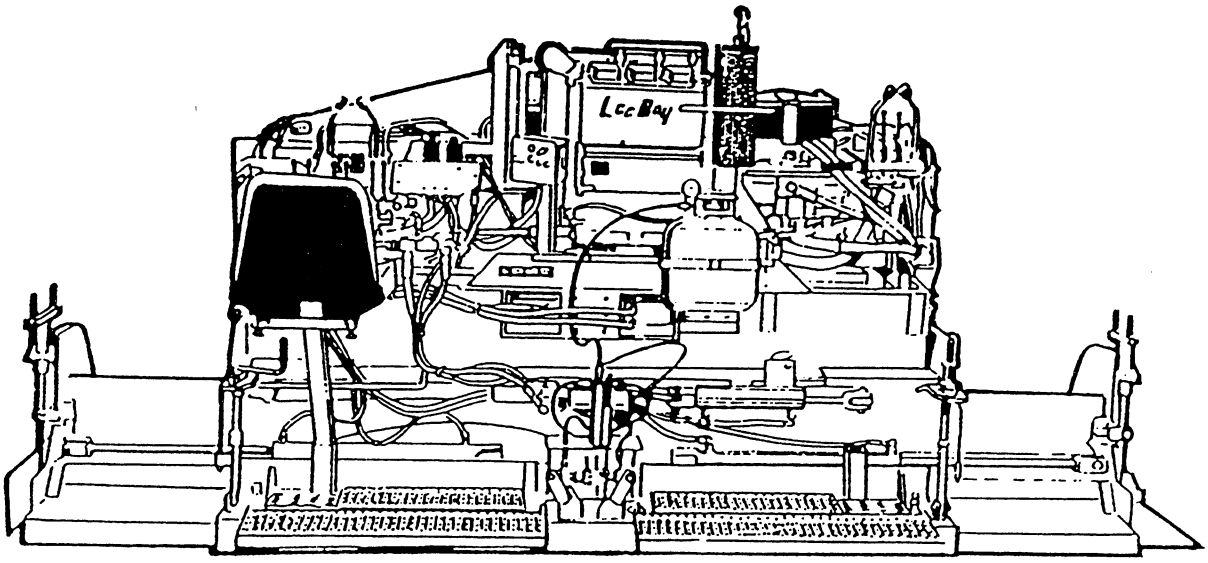
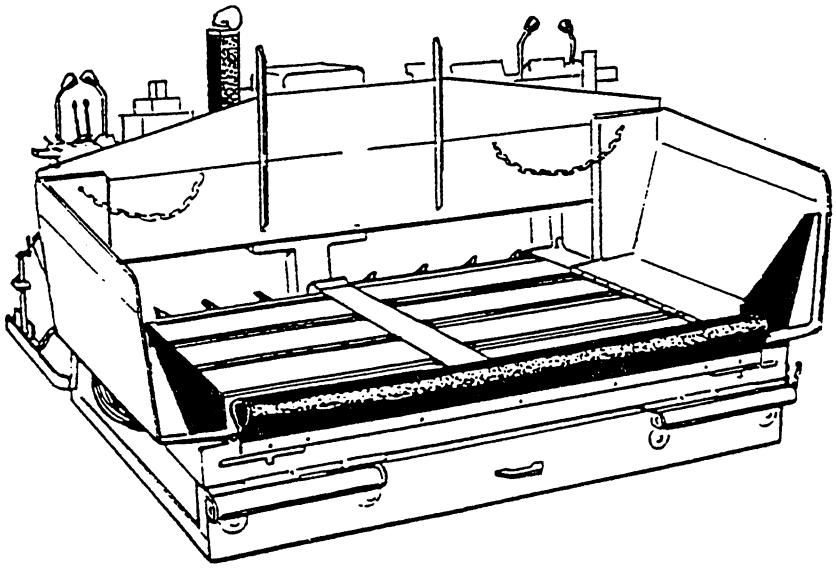


MODEL 8000C / 8000CH ASPHALT PAVER OPERATORS, MAINTENANCE AND PARTS MANUAL

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

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

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



IMPORTANT SAFETY INSTRUCTIONS

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

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

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

! DANGER !

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

! WARNING !

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

! CAUTION !

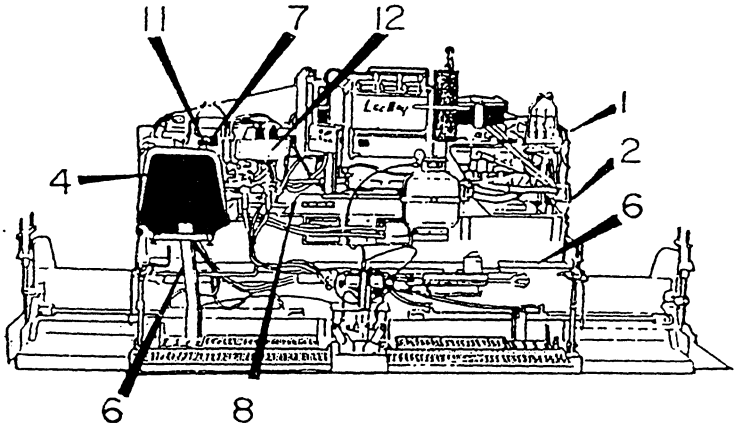
CAUTION safety notes are **ALSO** very important. They point out to you where your mistakes could cause **PHYSICAL HARM** to you or others, or damage to the machine.

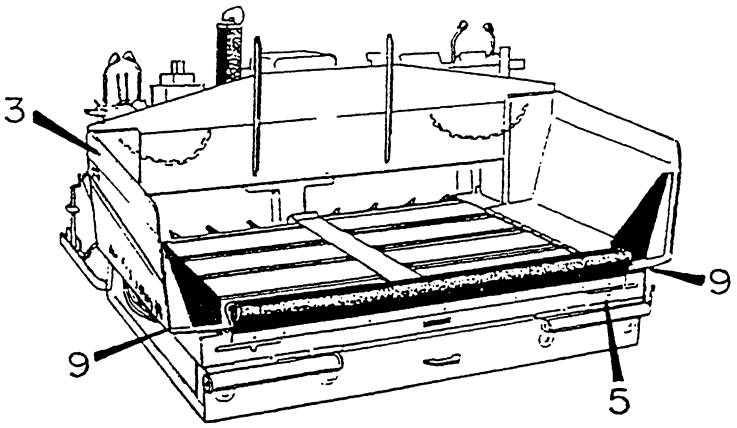
SAFETY PRECAUTIONS

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

! IMPORTANT ! ! IMPORTANT !

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





DANGER

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

1

WARNING

DO NOT USE

ELECTRIC SPRAY SYSTEM WHEN BURNERS ARE IN USE

2

DANGER
PINCH POINT

CAUTION

DO NOT SPRAY FUEL OIL ON TIRES. WHEN SIDE WINGS ARE FOLDED OUT, DO NOT OPERATE HYDRAULICALLY.
(ALWAYS SECURE SIDE WINGS BEFORE OPERATING)

3

WARNING
HYDRAULIC OIL
ONLY
KEEP CLEAN

4

SAFETY LIP PROP

5

DANGER

PINCH POINT

6

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

7

DANGER

Keep Hands &
Clothing Clear of
Augers & Conveyors

8

DANGER

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

9

DANGER... DO NOT ATTEMPT TO SHIFT HIGH AN LOW GEAR LEVER UNLESS MACHINE IS SITTING LEVEL BY OPERATOR'S EYE.

(Transmission Only)
Shifter Handle

10

WARNING ALWAYS FOLD SIDEWINGS ON HOPPER OUT BEFORE RAISING CONVEYOR.

11

IMPORTANT

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

(Transmission Only)
Shifter Bracket

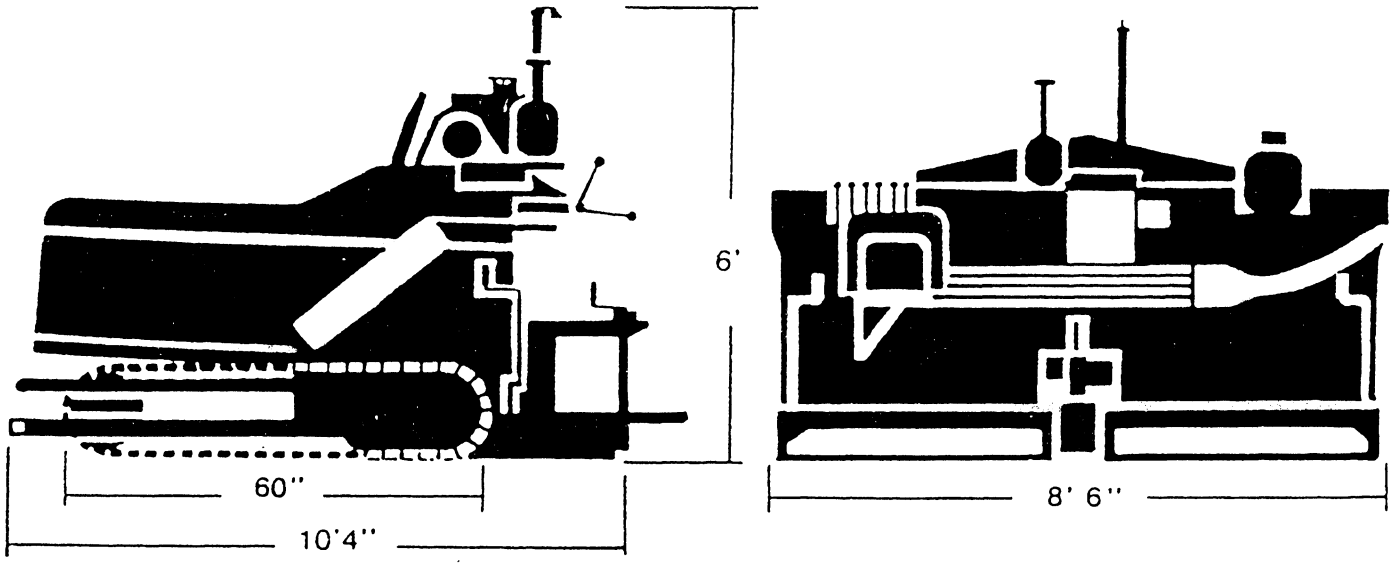
12

OVERVIEW

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

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

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



SPECIFICATIONS

Width (transport)	8' - 6'
Hopper, width paving (C)	10' - 0"
(CH)	10' - 0"
Paving, width with cutoffs	4' to 6.5' - 8' to 13'
Height	6' - 0"
Weight	13,000 lbs.
Hopper Capacity	6 Tons
Crown - plus or minus	2"
Screed (full telescoping)	8' x 17"
Screed, propane heated	2-54,000 BTU burners w/lighter burner
Maxium Paving Depth	6"
Maxium Paving Speed (Transmission)	0 - 90 FPM
(Torque Hubs)	0 - 150 FPM
Travel Speed (Transmission)	0 - 300 FPM
(Torque Hub)	0 - 250 FPM

SPECIFICATIONS (Cont'd.)

Engine-Hatz 3L40Z (DENOISED)60 H.P. D3000 RPM

Silent Pack 3L40C

Suspension System-Rubber 10-6"x18" lug tire
Track -60"x14" steel tracks
spring loaded, self cleaning

Hydraulic System
Dual Variable Volumes Drive double pump augers conveyors and cylinders

Conveyors (twin feeders) 36" width-fixed speed individual control

Hydraulic Oil Reservoir 40 gals.

Diesel Fuel Tank 13 gals.

Electric Spraydown dual spray hoses 15' @13 gals.

Options: extendable screed shoes
(Kit 2-6" 3-1') truck hitch

SAFETY PRECAUTIONS AND GENERAL INFORMATION

PRE-START INSPECTION

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

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

READ and FOLLOW all instruction decals.

WEAR OSHA required safety equipment when running the paver.

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

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

OPERATING SAFETY

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

WORK slowly in tight areas.

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

AVOID steep hills if possible

DO NOT shift transmissions on steep grades.

ALWAYS look BEFORE changing your direction of travel.

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

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

AVOID leaving engine running without operator present.

STOPPING SAFETY

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

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

MAINTENANCE SAFETY

AVOID working on the paver with the engine running.

NEVER fill the fuel tank with the engine running.

DO NOT change the engine governor settings.

ALWAYS replace damaged or lost decals.

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

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

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

! DANGER !

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

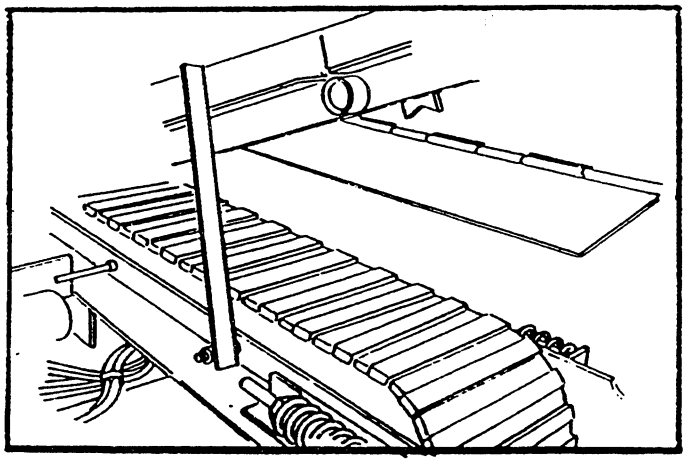
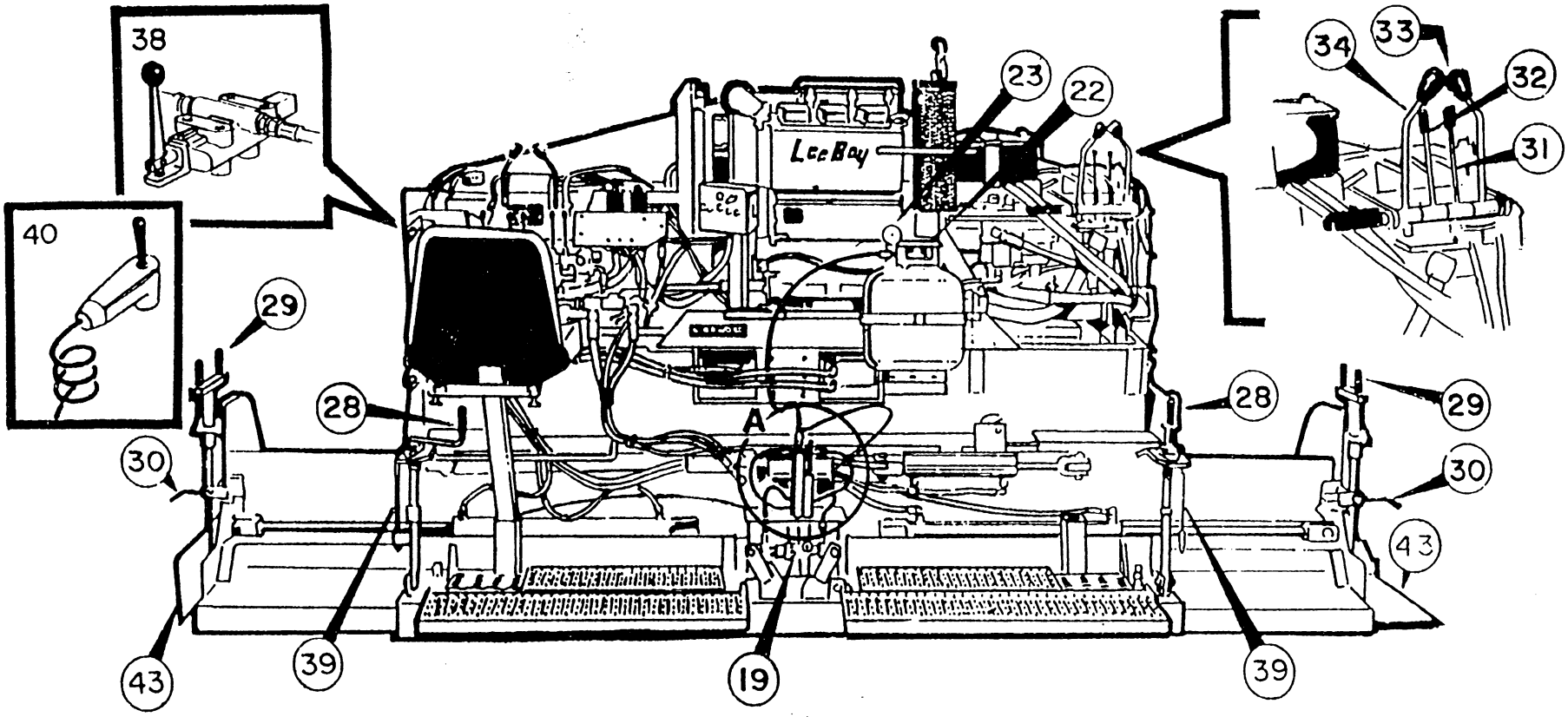
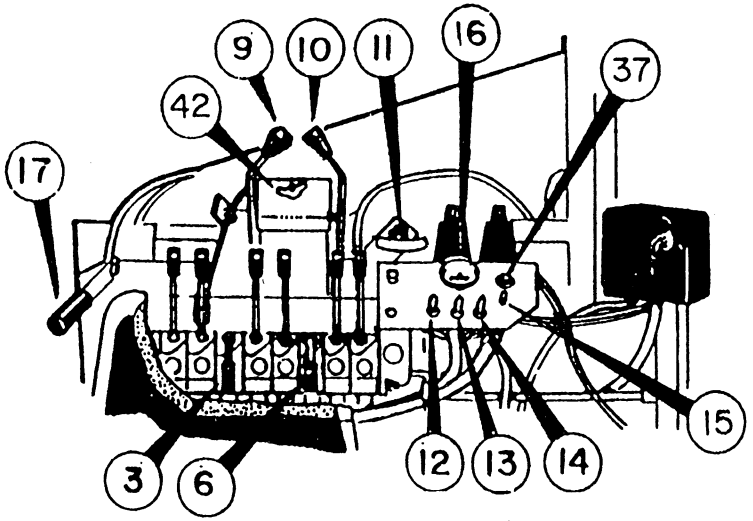
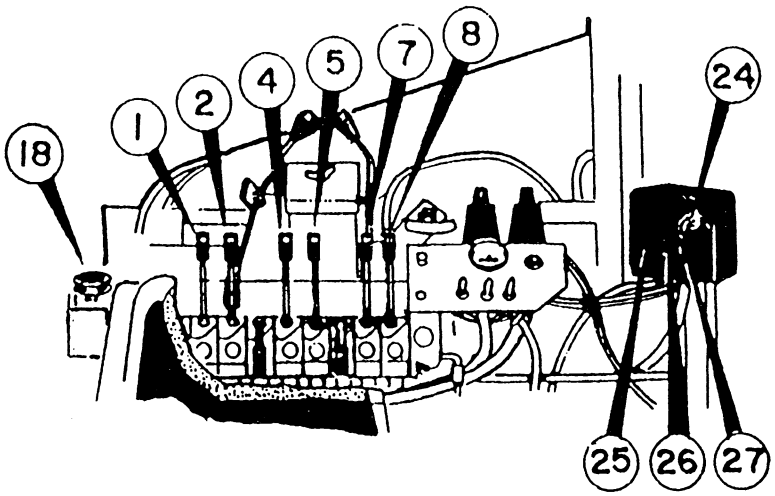


FIGURE 1

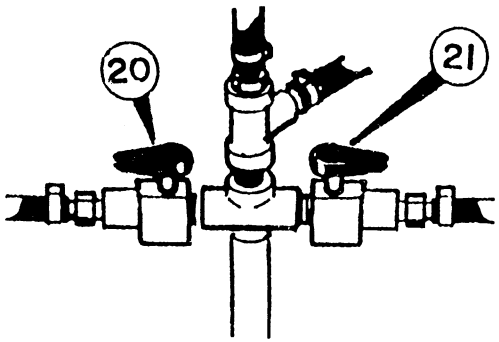




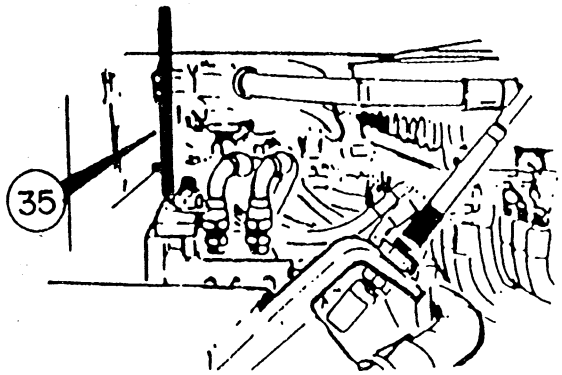
Auxiliary View of Main Control Group
with High and Low Gear, Handle, Item 17



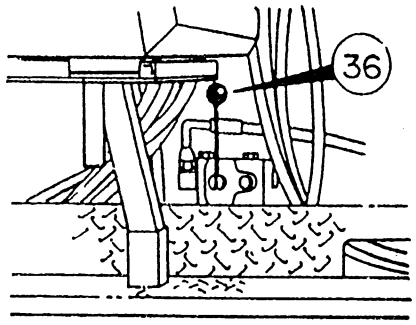
Auxiliary View of Main Control Group
with Vibrator Valve, Item 18



VIEW IN CIRCLE "A"



8000 C



8000 CH

OPERATING CONTROLS AND DESCRIPTION

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

CONTROLS	DESCRIPTION
24. Ignition	To Start Engine
25. Oil Warning Light	Indicates Low Oil Level
26. Air Filter Warning Light	Indicates Dirty Filter
27. Battery Discharge Light	Indicates Low or No Charge
28. Thickness Control Lever	Fine Control of Material Depth
29. End Gate Control Handle	Sets End Gate to Desired Depth
30. Tilt Control Handle (joint matching shoe)	Changes Pitch of End Gate
31. Lever, Screed Ext. Right	Extends and Contracts Screed, Right
32. Lever, Auger, Right	Distributes Asphalt to Right Screed Extension
33. Right Side Drive Control, Right	Forward and Rearward Drive of Right Track
34. Right Side Drive Control, Left	Forward and Rearward Drive of Left Track
35. Feeder Lift Lever (8000C)	Lifts Feeder (See Instructions, Page 23)
36. Feeder Lift Lever (8000CH)	Lifts Feeder (See Instructions, Page 23)
37. High/Low Speed Range and Adjust Feed Chain Light	Light Is On And Does Not Flash, Paver Is In High Range
38. Truck Hitch Lever	Extends and Contracts Truck Hitch Arms
39. Screed Level Indicator	Indicates Position of Screed
40. Screed Depth Remote Switch	Raises and Lowers Screed Varies Asphalt Thickness
41. Guide Bar (Not Shown)	Alignment of Paver to Paving Area
42. Speed Lock Control	Sets Drive Levers So Paver Maintains Even Speed and True Direction
43. Joint Matcher	Helps Even Asphalt Joint

STARTING THE ENGINE

PRELIMINARY

Before you start the engine:

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

B. Check crankcase oil level.

! CAUTION !

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

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

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

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

ENGINE/START-UP

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

1. Open throttle full.

2. Position drive levers to neutral. Put safety latch lever in latch position.

3. Insert key and turn clockwise to start position.

4. When engine starts and is running smooth, throttle back to idle. Allow engine to warm up for several minutes before moving paver. The warm up will give the hydraulic oil time to warm, providing for more efficient operation. In cold weather let hydraulic oil warm to 50° or 60° before moving.

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

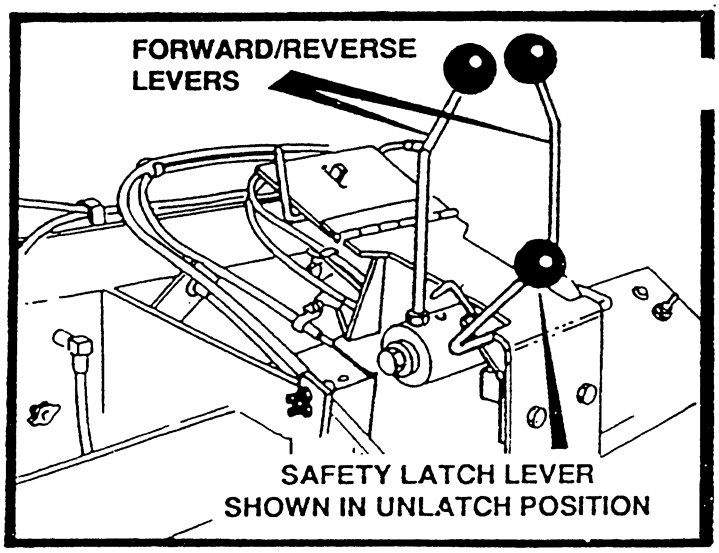


FIGURE 2

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

STOPPING THE ENGINE

DIESEL ENGINE

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

! CAUTION !

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

PAVER DRIVING INSTRUCTIONS

GENERAL

The forward/reverse plus turning will require exact movement. The steering levers along with the inter-connected hydraulic components make possible the positive control necessary. The following procedure plus illustrations in figures 3, 4 and 5 will provide a working knowledge of operating the paver through forward/rearward and turning requirements.

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

2. To drive the paver forward, push the steering levers together from the neutral position forward, likewise to drive to the rear, pull the steering levers toward the rear from the neutral position. Refer to figure 3.

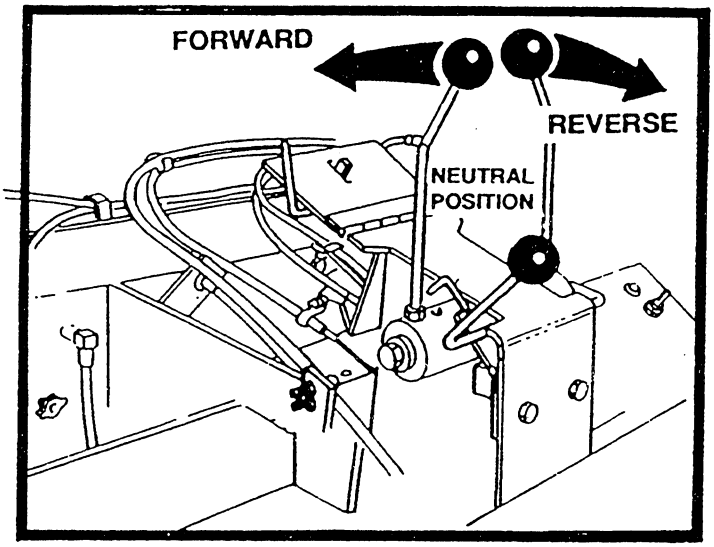


FIGURE 3

3. Depending on the direction of travel, turning the paver can be accomplished by pushing or pulling the steering lever on the inside of the turn toward the neutral position. Refer to figure 4.

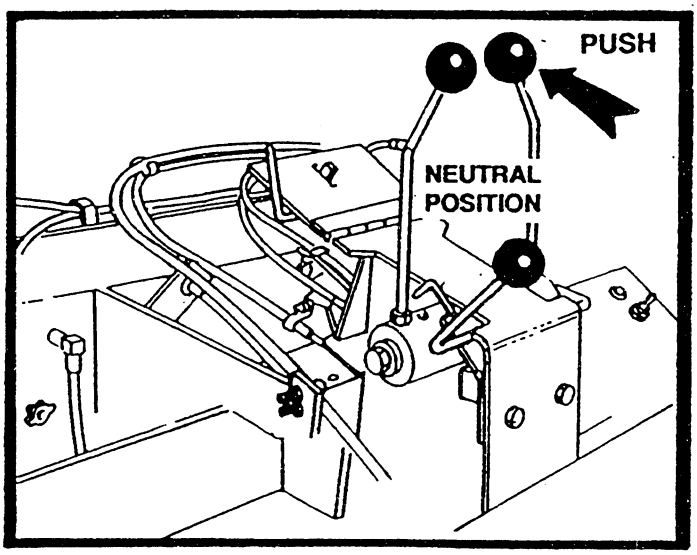


FIGURE 4

4. The traveling speed of the paver can vary greatly, by pushing or pulling the forward/reverse levers from neutral to the full forward or reverse position. This in conjunction with the use of the HI/LO switch, will provide a combination of speed selections.

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

6. When stopping, move both steering levers to the neutral position. See figure 5.

7. When paving, a constant speed is necessary to lay a even asphalt mat. Use the speed lock control to hold and retain steering levers in a fixed position. See figure 5.

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

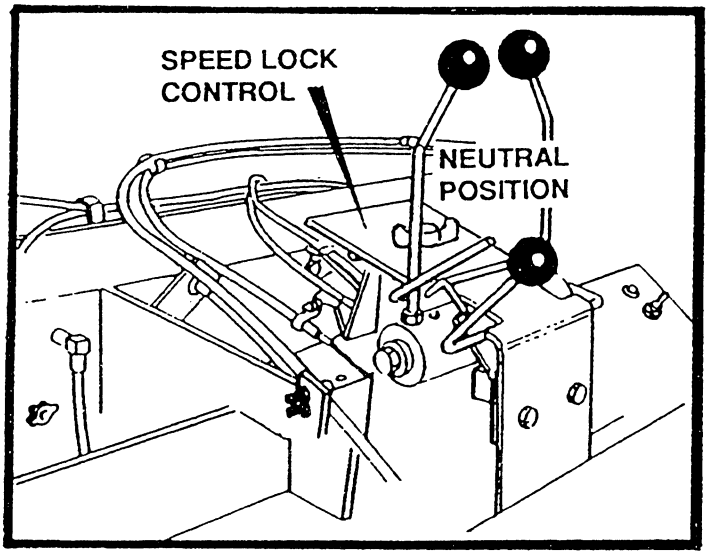


FIGURE 5

TRUCK HITCH ATTACHMENT (OPTIONAL)

GENERAL

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

1. To connect truck hitch to rear of asphalt truck, extend the arm extensions of the truck hitch by pulling up on arm extension lever. See figure 6.

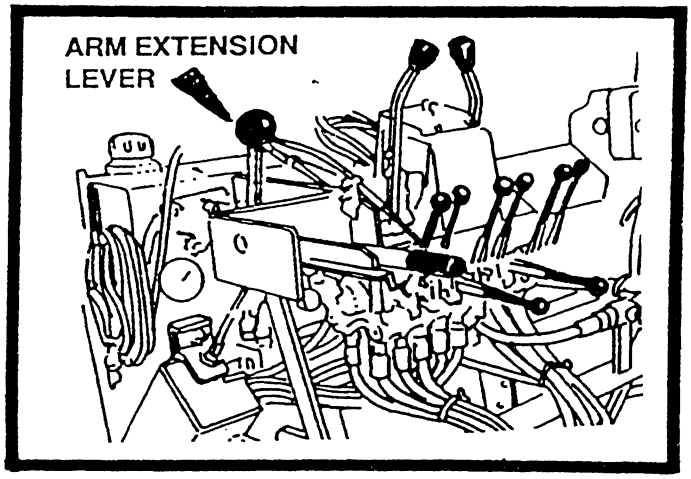


FIGURE 6

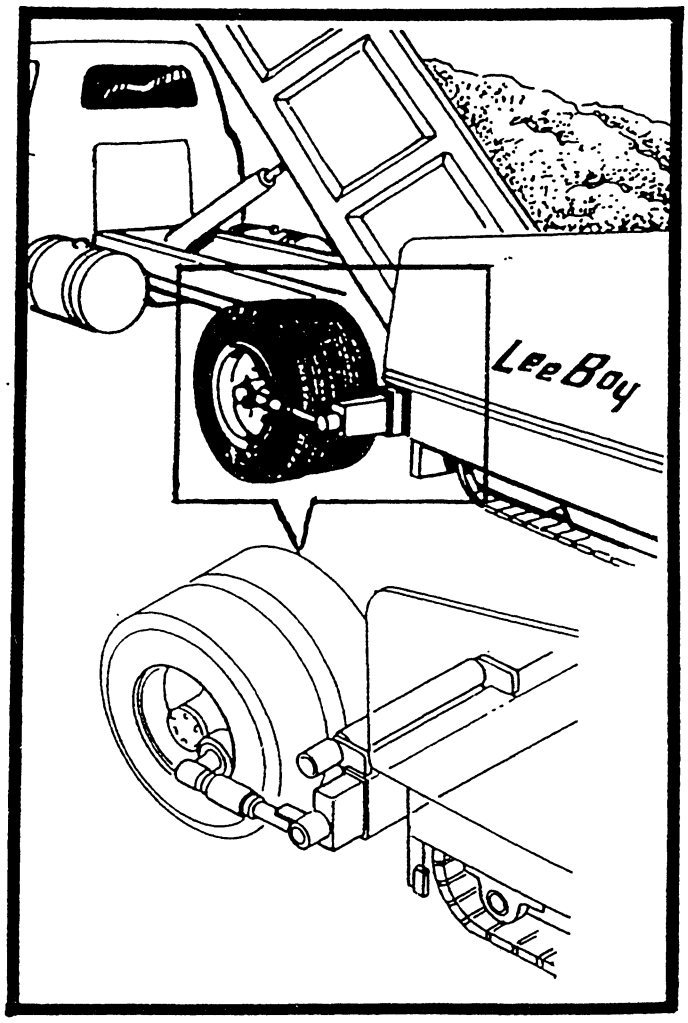


FIGURE 7

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

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

4. May be necessary to adjust the roller guides to the inside of the wheel rims, initially. See figure 7.

PAVING PREPARATION INSTRUCTIONS

LIGHTING BURNERS

GENERAL

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

1. Turn main valve on the propane tank counter-clockwise to "on" position as shown in figure 8.

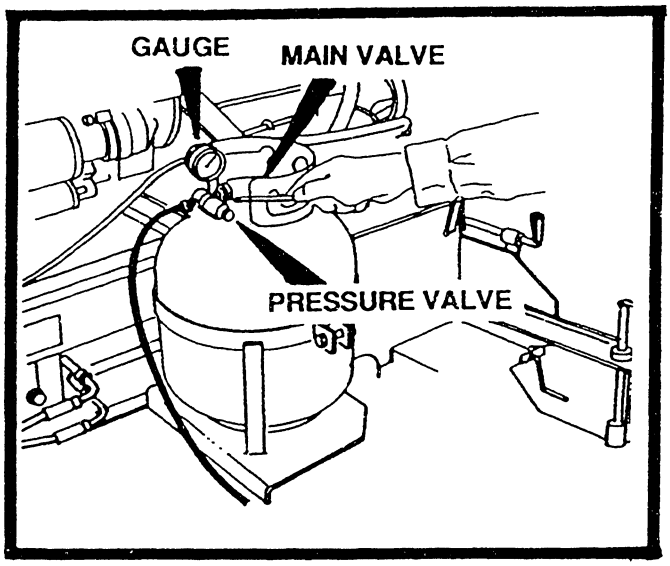


FIGURE 8

2. Adjust pressure valve in or out until gauge reads between 6 and 8 pounds as shown in figure 8.

3. Light ignitor as you open the ignitor valve. See figure 9.

4. Direct ignitor flame into hole in screed cover and turn burner valve to "on" position. When the burner is lit, follow same procedure for burner on opposite side as shown in figure 10.

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

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

! CAUTION !

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

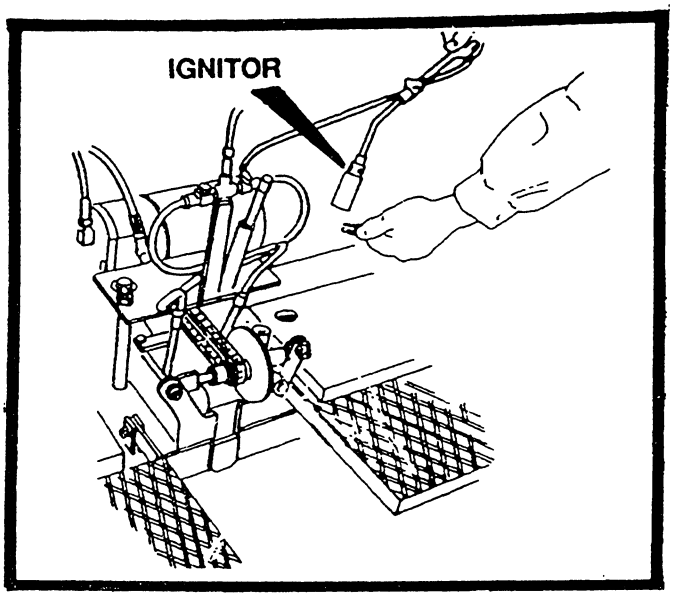


FIGURE 9

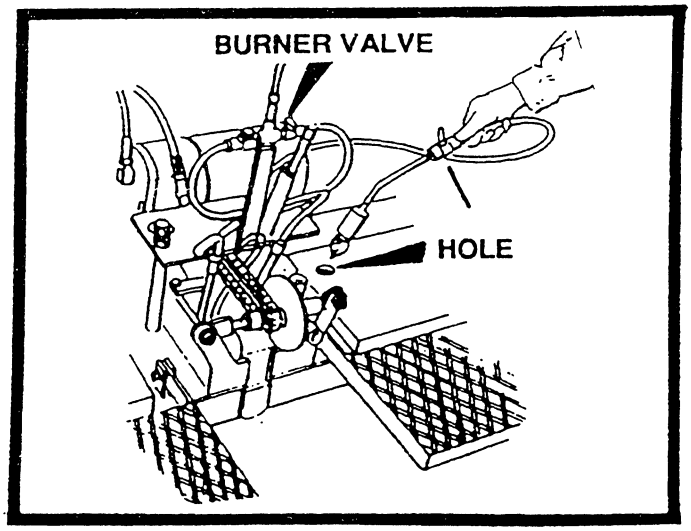


FIGURE 10

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 6 - 8 pounds to 2 pounds. This will provide a low even heat that will not harm the screed. Do not attempt to regulate the burner with the burner valve.

! CAUTION !

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

! CAUTION !

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

OPERATING FEEDER

GENERAL

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

1. Before rasing or lowering feeders, fold sides 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, as this may bend sides or break the chains on the sides.

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

3. Do not let the paver set running with feeder on automatic any length of time, this may cause the hydraulic oil to over heat.

4. Spray the feeder drive chains periodically several times a day with diesel fuel.

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

6. When feeders light flashes on instrument console, this indicates that feeder flight chains need adjusting.

! CAUTION !

NEVER RAISE FEEDER WITH ASPHALT IN THE HOPPER.

! DANGER !

NEVER WORK UNDER FEEDER WITH OUT MAKING SURE THAT FEEDER IS BEING SUPPORTED BY SAFETY PROP AND THAT ALL UNAUTHORIZED PERSONNEL ARE CLEAR OF THE AREA.

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 11 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 cable end is on '0'.

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

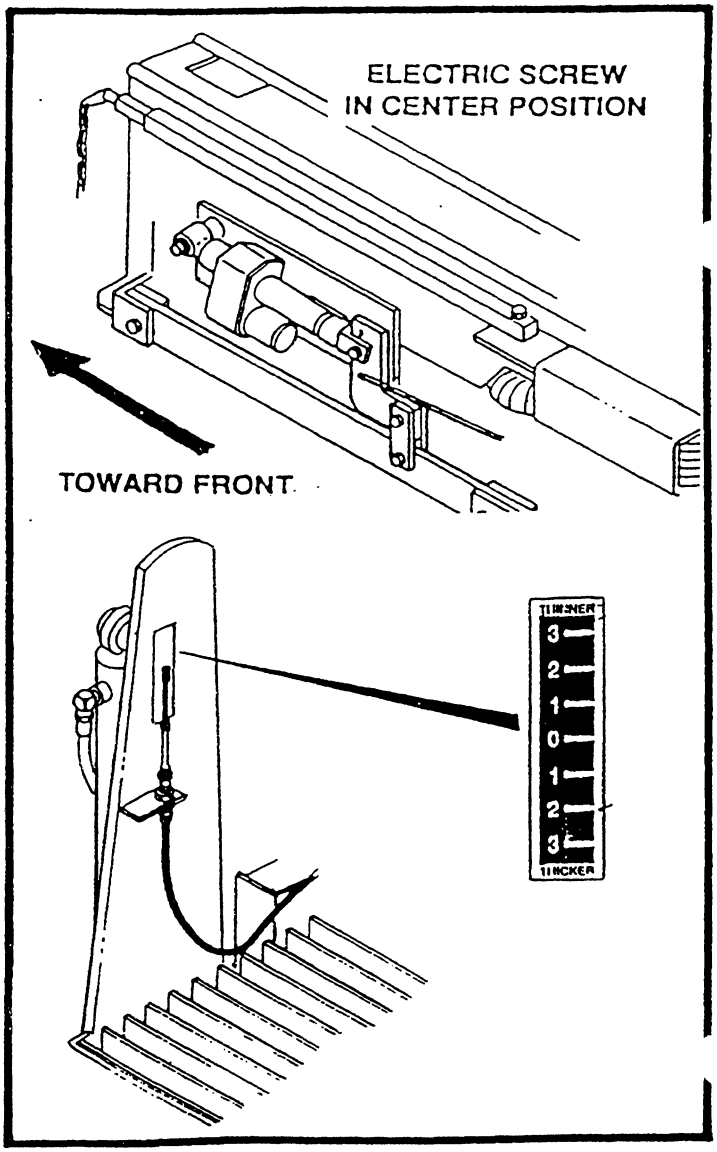


FIGURE 11

OPERATION OF HYDRAULIC CUTOFFS

GENERAL

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

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

NOTE

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

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

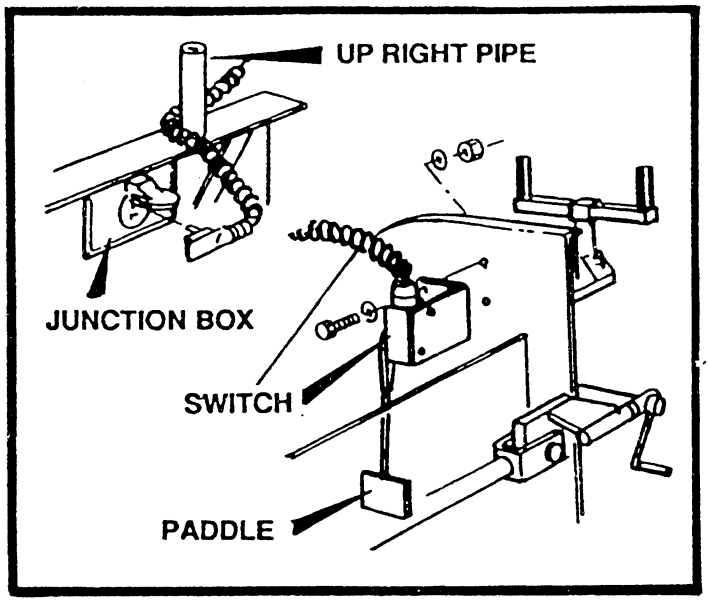


FIGURE 12

AUTOMATIC AUGER

GENERAL

Automatic augers are used when laying mats wider than standard paving width. When used this will lessen the work load on the operator.

1. To install the paddle on the screed extension; extend the screed 6 inches and mount paddle on endgate as shown. Install the same way on left endgate. See figure 12.

2. In order for the paddle to work, the electric cord leading from the paddle switch should be plugged into the receptacle box. A receptacle box is located on each side of the paver. After the electrical cords are plugged in, switch the two toggle switches on the dash to ON Automatic and pull the auger valve handles to engage augers.

3. IMPORTANT: After the paddle on screed extension has been mounted DO NOT RETRACT SCREED FULLY, DAMAGE WILL OCCUR.

NOTE: If your machine does not have an Auger Paddle as shown in figure 12.

! CAUTION !

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

NOTE

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

8000C / 8000CH AND 8500 LOW DECK MACHINES WITH ELECTRIC SCREWS

There is an extra toggle switch in the remote control handle, used for manual override of augers. This is to allow operator while paving to hold remote in his hand and override augers when more material is needed.

HOW TO OPERATE AUTOMATIC AUGER

1. Pull auger valve control handle to on.

2. Turn on; left and right toggle switches, located on dash. At this point the augers will run in conjunction with the conveyor.

3. When paving wider widths, the augers may not provide enough material to the extensions. Follow the procedures below to correct for inadequate material flow.

8000C

Turn toggle switches on dash to "off". Now 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 handle to "off". To prevent hydraulic oil from over heating while waiting on material or hand work, turn "off" conveyor and augers.

USE OF AUGER EXTENSIONS

GENERAL

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

1. Identify the right and left auger extensions by looking for the L or R on the end of the auger extension shaft. See figure 13.

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

3. Shut off engine.

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

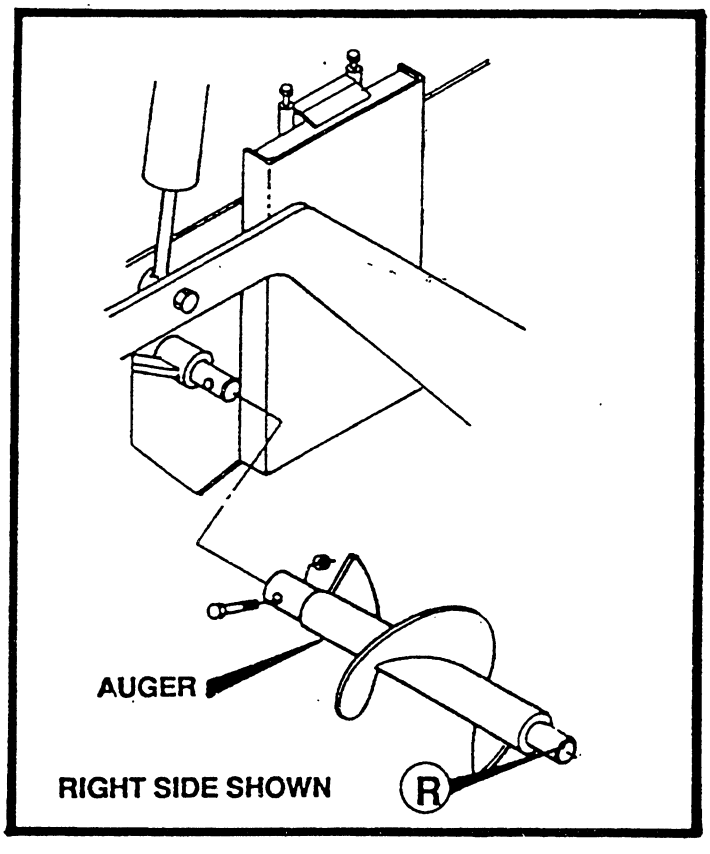


FIGURE 13

ELECTRIC SPRAYDOWN

GENERAL

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

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

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

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

! CAUTION !

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

LOADING AND UNLOADING

GENERAL

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

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

UNLOADING

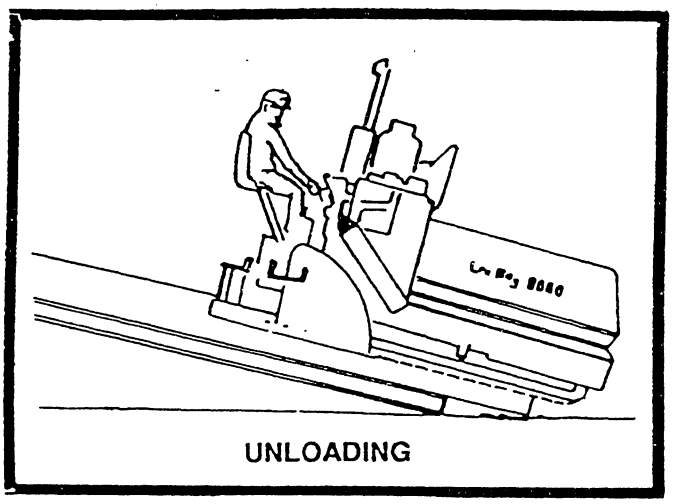
1. Remove tie down equipment.

2. Start and warm up engine.

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

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

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



UNLOADING

FIGURE 14

! DANGER !

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

NOTE

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

! CAUTION !

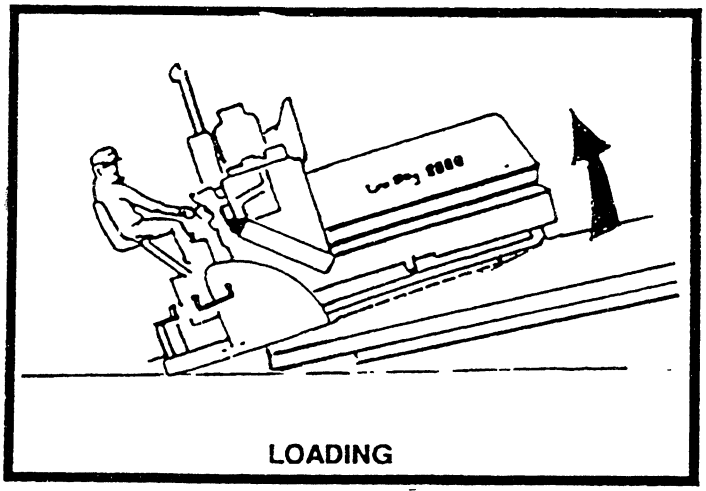
DO NOT LET THE SCREED STRIKE THE RAMP WHEN MOVING OFF THE RAMP. THIS CAN BREAK THE BEARINGS ON THE THICKNESS CONTROL SCREWS OR WELDS ON THE LEVELING ARMS. A LONGER RAMP OR BLOCKS MAY BE NECESSARY TO REDUCE THE ANGLE OF UNLOADING.

NOTE

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

LOADING

1. Move paver to base of ramp. Line up tracks with the ramp. Load paver screed end first. Set throttle at 1/2 operating RPM and steering control levers so paver moves very slowly onto the ramp.
2. Make sure:
   A. Screed position is - UP
   B. Extendable screed - IN
   C. Gates below auger - CLOSED
   D. Speed range-low (Never shift transmissions on grade).
3. With the steering control levers slowly guide the paver up the ramp. If the paver is loaded hopper first, the weight of the operator on the walkway will tend to tip the paver onto the screed. See figure 15.
4. When the paver has reached the desired position and is centered on the transport.
5. Lower screed to deck.
6. Shut down engine.
7. Secure paver to transport as directed by regulations.
8. Always have a helper on the ground who can assist the operator in moving the paver onto the transport.



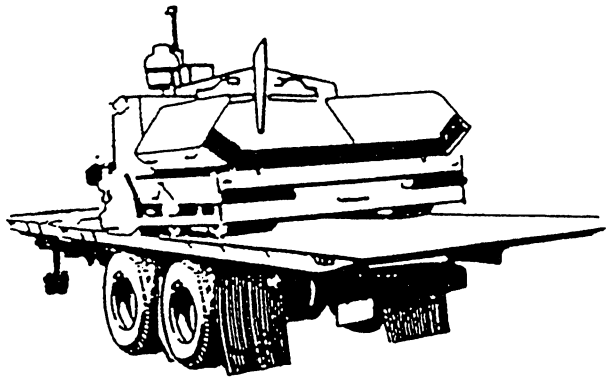
LOADING

FIGURE 15

TIE DOWN PROCEDURE

1. Position paver on trailer centered from side to side. See figure 16.
2. Attach tie down chain to the hopper end of paver at the center hook provided.

3. Refer to figure 17, three 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.



PAVER LOADED POSITION

FIGURE 16

4. Place chocks at wheels or tracks.

5. Make sure all chains are tight before moving.

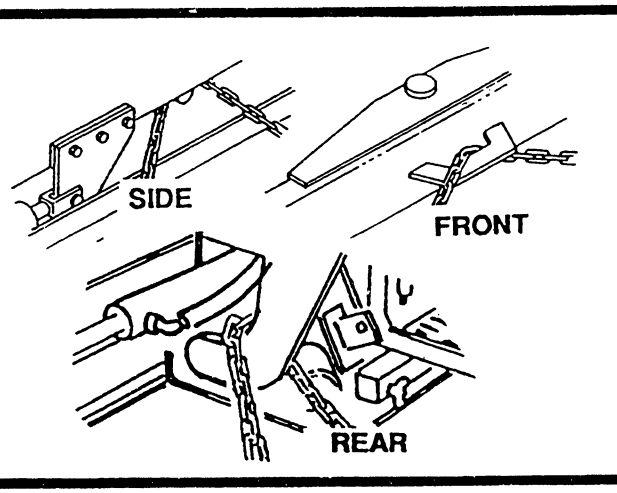


FIGURE 17

! 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, gear box oil and diesel fuel.
2. Refer to Lubrication Chart on page 29 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 levers are in the neutral position.) See figure 2.
5. Check all electrical functions before distributing asphalt.
6. Spray fuel oil 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 250 tons per hour.

Equipped with electric and manual thickness controls and a 8' to 13' or 8' to 15' wide screed, the paver can handle everything from driveways and small parking lots to large parking areas and secondary roads.

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

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

B. Make sure to use a reference guideline. This can be a curb, gutter, adjacent mat or a string line. It is important that the first pass be straight as it will be the guideline for the following passes. Use the guidebar gauges as shown in figure 18.

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

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

! WARNING !

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

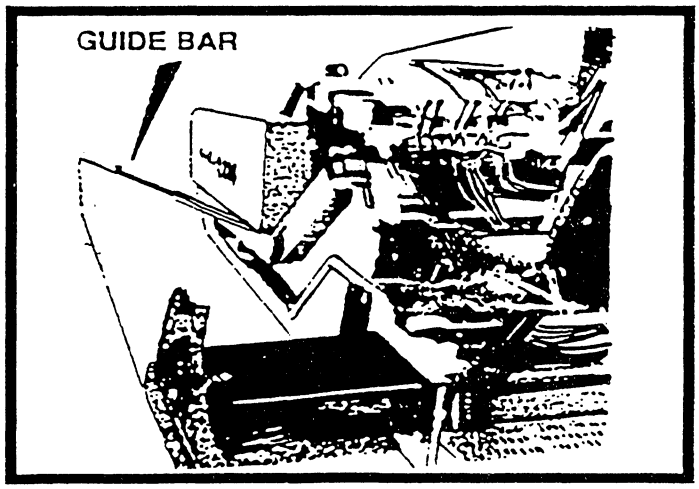


FIGURE 18

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. If your paver is equipped with a truck hitch, the truck driver will not be required to maintain pressure on the brake. See page 10, figure 7.

E. Always pave in Low range.

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

! DANGER !

BEFORE STARTING FORWARD WITH PAVER MAKE SURE NO ONE IS IN FRONT OF IT. THE LOW DECK PAVER WILL REQUIRE MORE VIGIL IN THIS RESPECT.

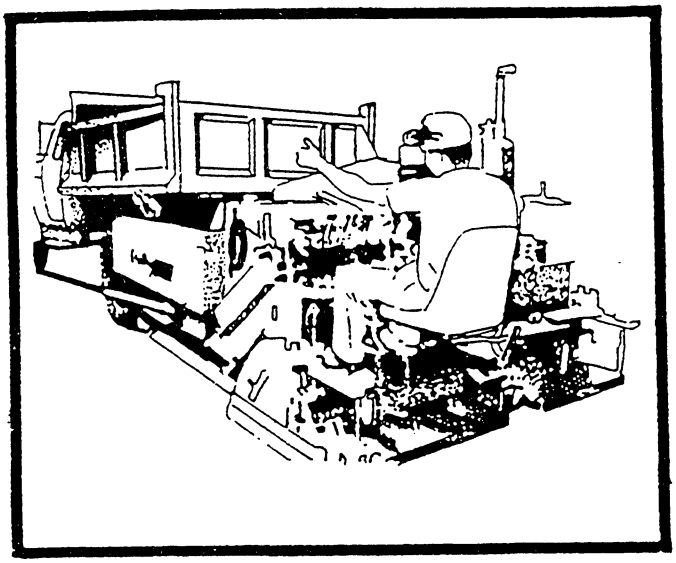


FIGURE 19

1. Raise screed and extend fully on both sides. Lubricate screed inserts with fuel oil and run the extendable screed in and out several times. Make sure end gate depth screw handles are locked after moving extensions to the desired depth. Spray the hopper, feeders and augers, auger gates of the screed plate with fuel oil as shown in figure 20 and 21.

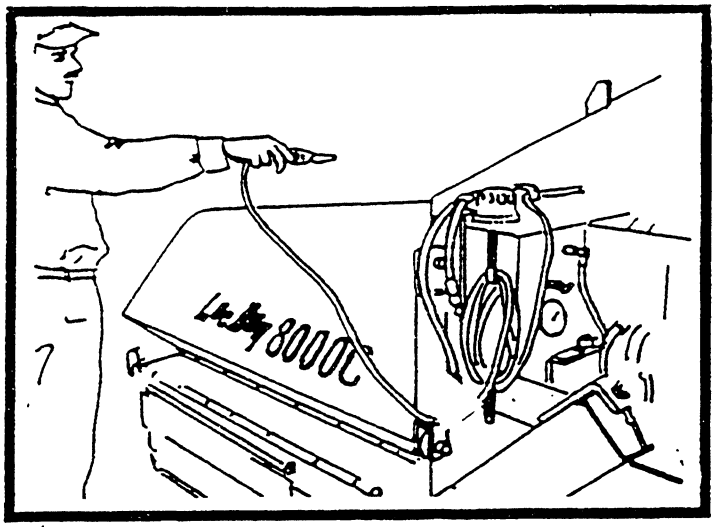


FIGURE 20

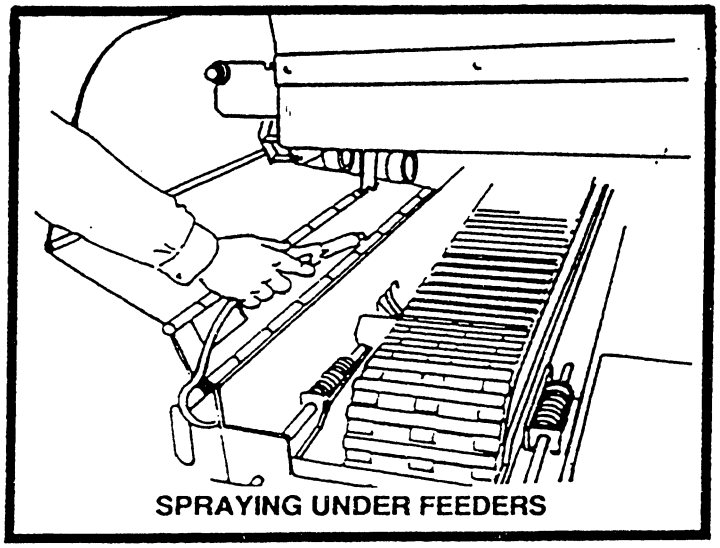


FIGURE 21

2. In figure 22 shows two methods of shifting the paver from HI to LOW gear. Item 17 High and Low gear, cable is used with the two speed transmission, push down to low gear, pull up to high gear. Item 15 High and Low, toggle is a toggle switch used with the Torque Hub, pull toggle switch down to low and push up to high gear. When the paver is equipped with torque hub, a high gear indicator light will be on steady, indicating that paver is in high gear. If this same indicator light is flashing, this means that the feeder chain will need adjusting.

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

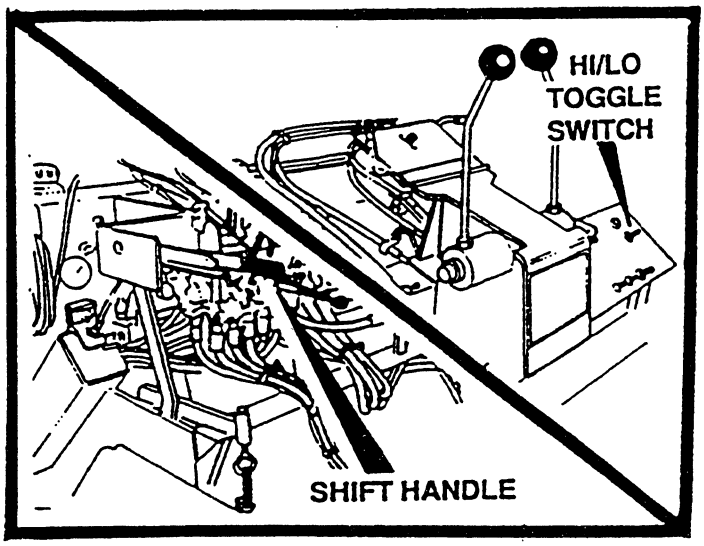


FIGURE 22

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

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 29.

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 26.

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.) See figure 23.

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 25.

6. Turn flight screw about one complete turn clockwise.

7. The gauge shown is used to either increase or decrease thickness of mat in small amounts. This gauge, after following procedures 1 through 6, should be at zero or very close to zero (0). See figure 11.

8. To obtain the crown or valley desired refer to figure 27, and loosen hex head nut. Remove crown handle and depending on the requirement push down for positive crown or pull up for negative valley.

9. There is a gauge located on rear of crown adjuster to indicate when screed is level. See figure 27.

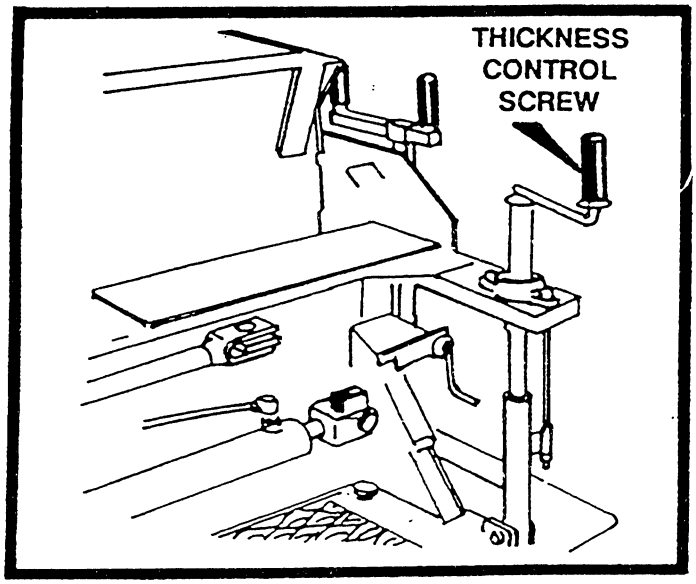


FIGURE 23

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

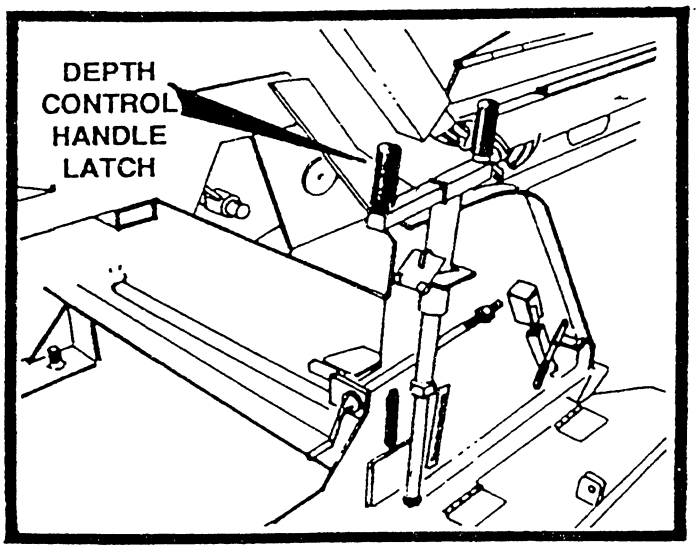


FIGURE 24

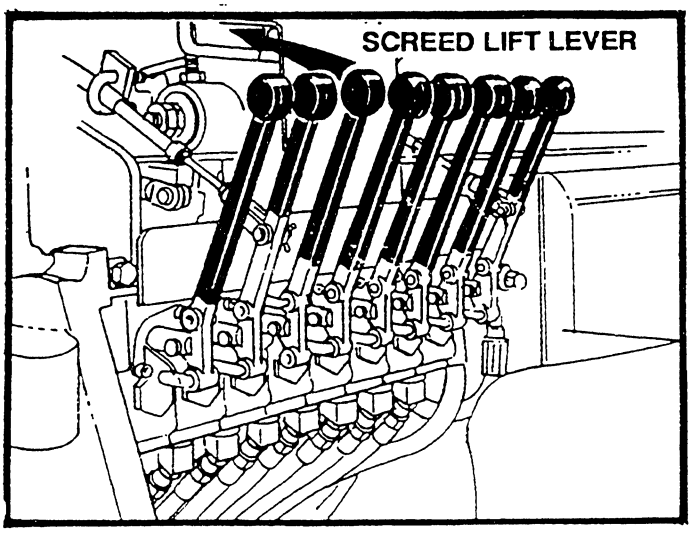


FIGURE 25

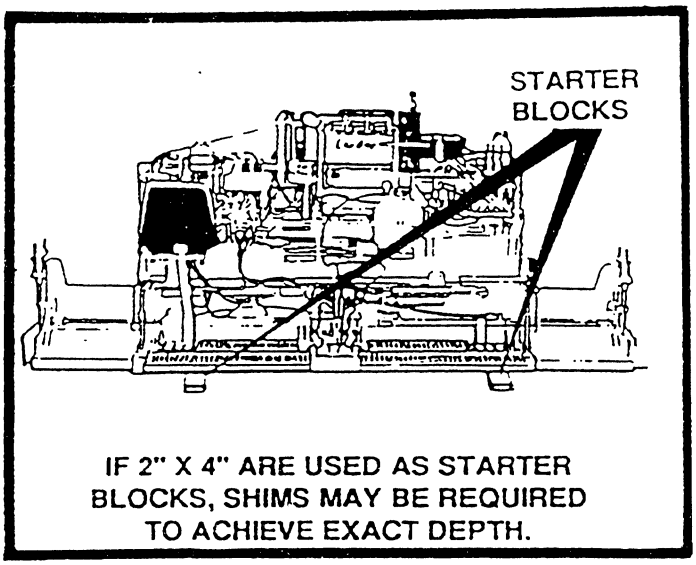


FIGURE 26

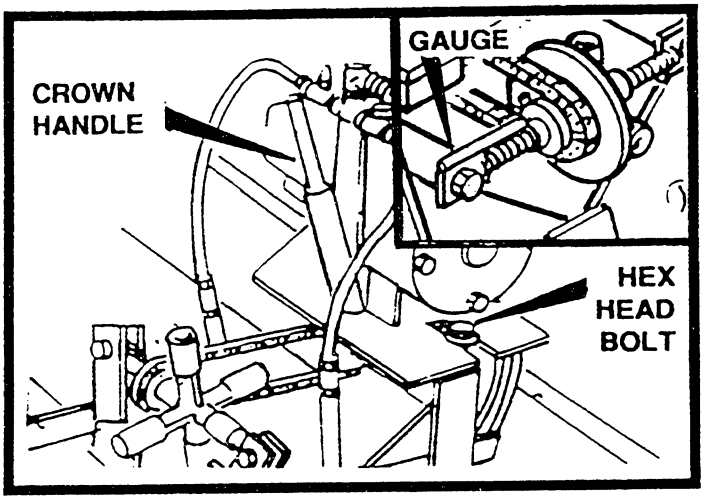


FIGURE 27

10. Set crown control. The screed plate is a one-piece unit which is actually bent to provide the required crown setting. See figures 28 and 29.

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

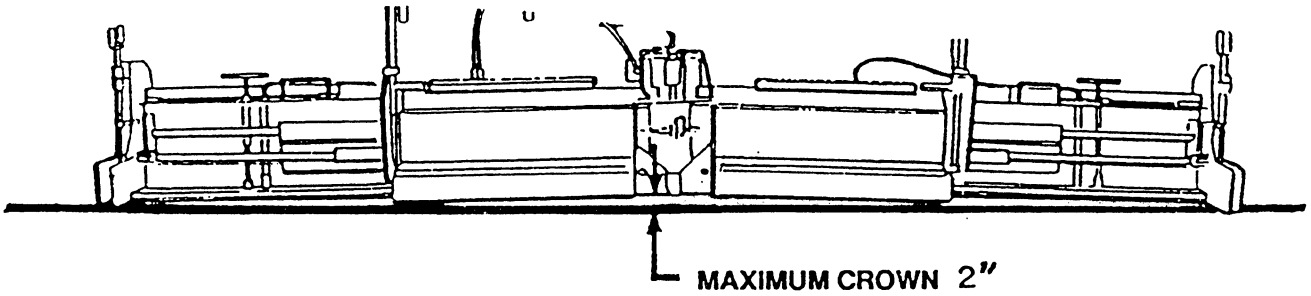


FIGURE 28

11. To get exact crown or valley measure the distance between a flat level surface to the center bottom portion of screed. See figure 28. Make adjustments with crown and valley control.

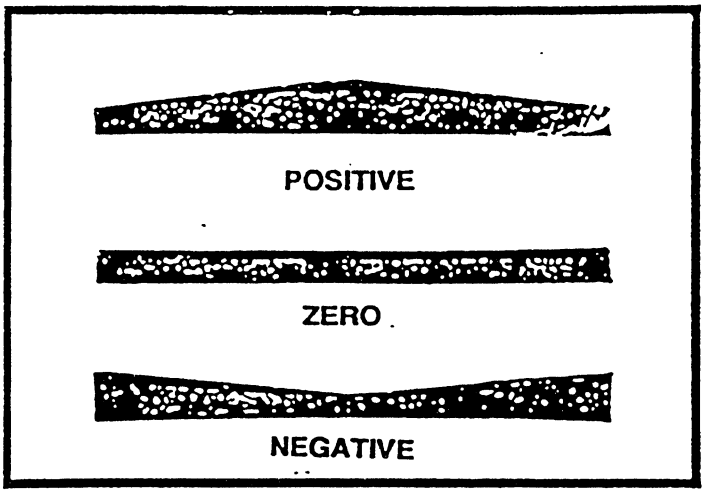


FIGURE 29

NOTE

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

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

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

ADJUSTING CROWN CONTROL:

A. Loosen nut in slot under vibration motor as shown in figure 30.

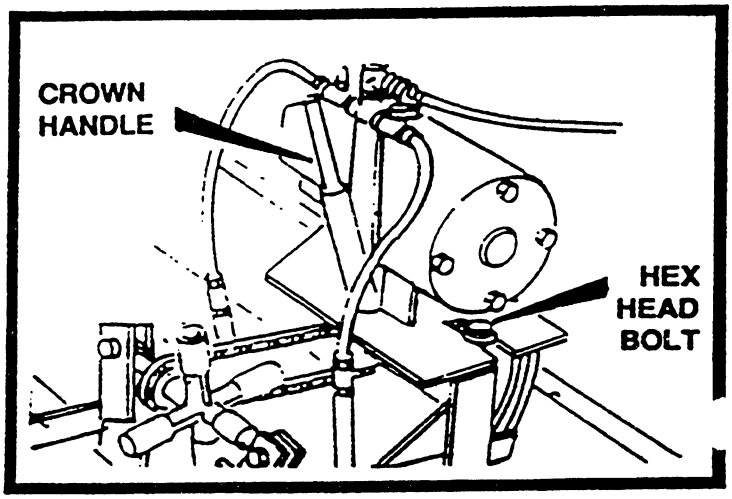


FIGURE 30

B. Remove crown handle from holder and insert it into opening on control as shown in figure 31.

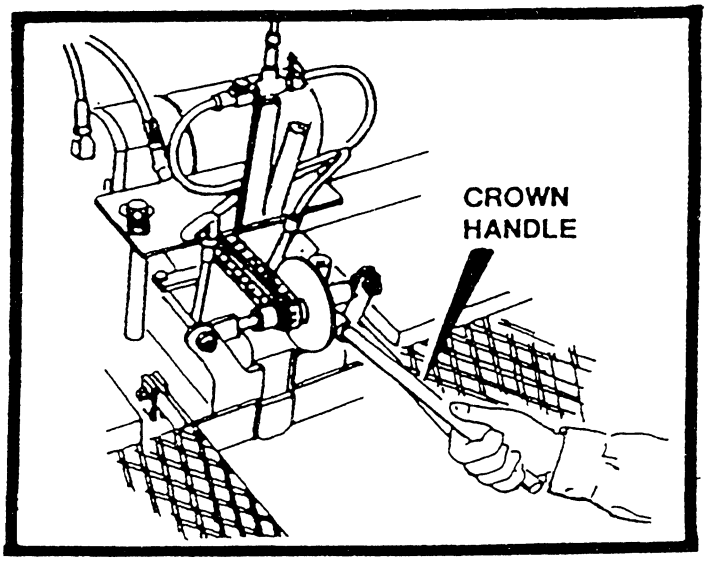


FIGURE 31

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

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

NOTE

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

NOTE

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

As you begin to pave, turn on the automatic feeders.

Begin paving the first pass following the guide line.

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

NOTE

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

The second pass can be made with the truck backed up to the swivel front rollers of the paver as shown in figure 32. The paver will push the truck; the driver should hold the truck brakes "on" *lightly* to keep the truck from moving away from the paver.

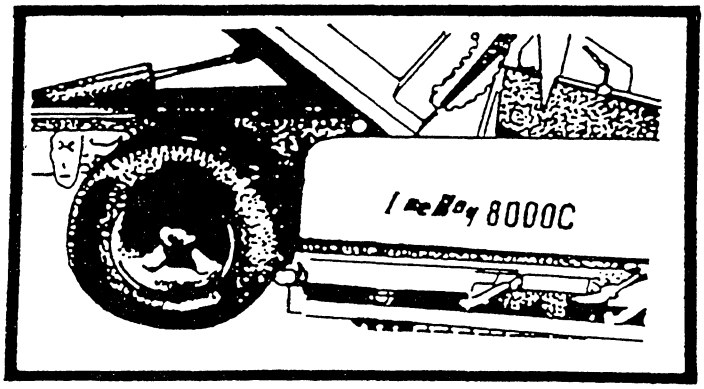


FIGURE 32

! CAUTION !

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

NOTE

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

SETTING SCREED ENDGATES

1. On first pass unlock depth screws and lower endgate to about 1/4" off desired depth. This should provide a nice square edge. See figure 33.

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

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 and slickness.

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

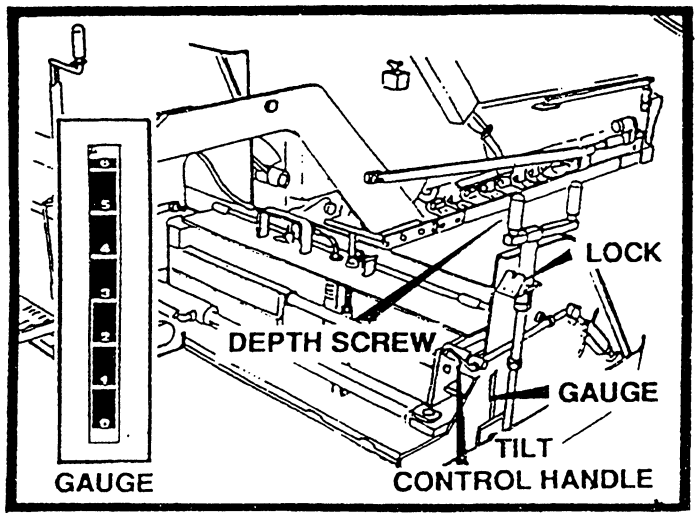


FIGURE 33

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

NOTE: When making a joint, spray fuel oil on runner and jointer shoe.

7. On first pass leave about 6 to 8 inches of unrolled asphalt where joint is being made. By doing this the joint shoe can be placed in position by using turnbuckle on endgate to hold it in place.

8. In laying a joint, if the joint looks too high or too low, adjust main flight screw on screed about one (1) round 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.

PAVER OPERATION:

1. Follow start-up procedures, see Engine Start-Up, page 8.

2. Position paver to start of mat. Adjust screed in accordance with Screed Leveling Instructions on pages 17 and 18.

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 8 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-OFFS OPEN. CUT-OFFS 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 end gate 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. Material from opposite side however, can not 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 pot holes and patching.

ROUTINE MAINTENANCE

GENERAL

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

10 - HOUR OR DAILY ROUTINE MAINTENANCE

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

! CAUTION !

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

2. Raise 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 position.**

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

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

5. There are five grease fittings that should be greased daily with a good grade of multipurpose grease. Two fittings are on the outside end of each auger and two on the conveyor pivot just ahead of the auger grease fitting. See figure 34.

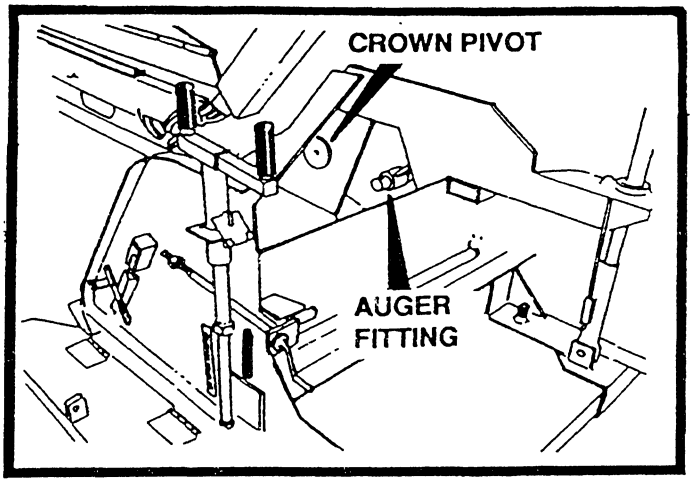


FIGURE 34

The center auger bearings are sealed for life.

The fifth grease fitting is on right, screed lift slide, behind the screed hoist cylinder. See figure 35.

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

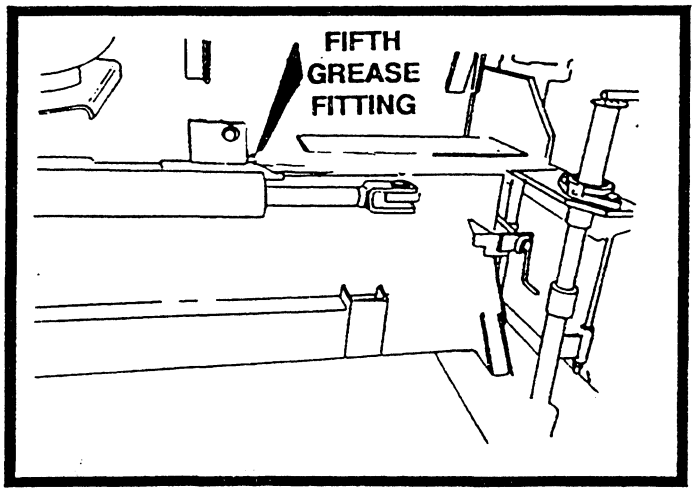


FIGURE 35

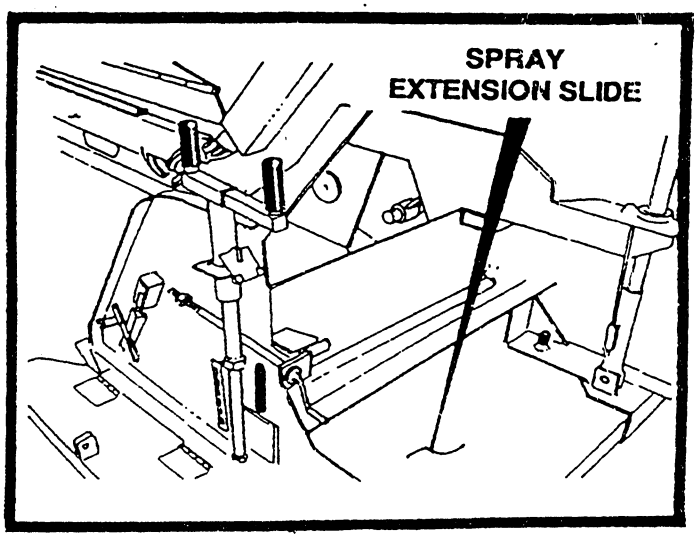


FIGURE 36

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

7. Grease extension slide with multi-purpose grease or spray with fuel oil at points shown See figure 36.

50 HOUR OR WEEKLY ROUTINE MAINTENANCE

1. Check hydraulic oil and add if necessary.

! CAUTION !

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

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

! DANGER !

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

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

4. Clean screed insert. Remove screed insert by disconnecting extension cylinder and then pulling the screed straight out. See figure 37. (When needed)

Remove asphalt that has accumulated inside screed.

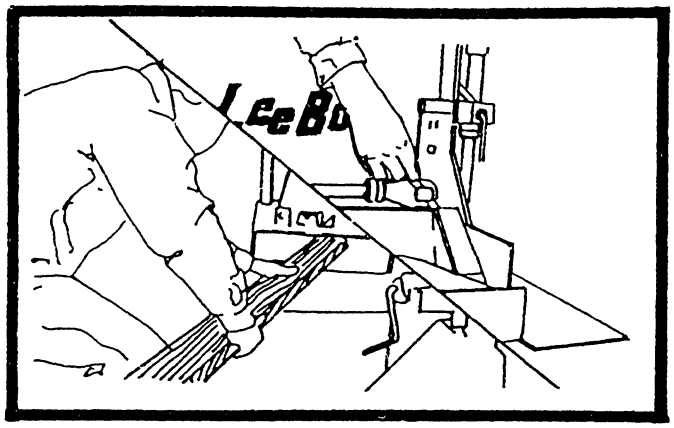


FIGURE 37

100 HOUR OR MONTHLY ROUTINE MAINTENANCE

1. Check oil level in the two transmission gear boxes as shown in figure 38. If oil is required use 90 wt. gear oil. There is a dipstick provided to check oil level.

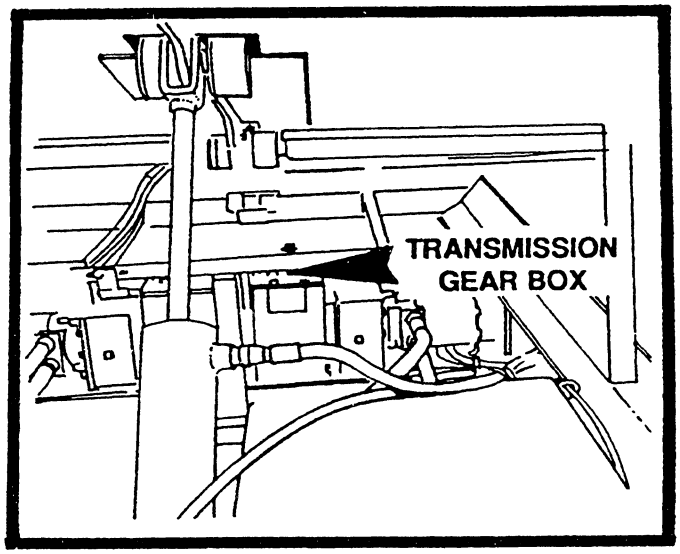


FIGURE 38

2. Check oil level in the torque hub by removing the plug at the 3 o'clock position. If oil comes out no oil is needed, insert plug and tighten. If oil does not come out, remove the plug at the 12 o'clock position and fill torque hub with 90 wt. gear oil until oil starts to appear at the other hole. Replace both plugs and repeat process to other torque hub. See figure 39.

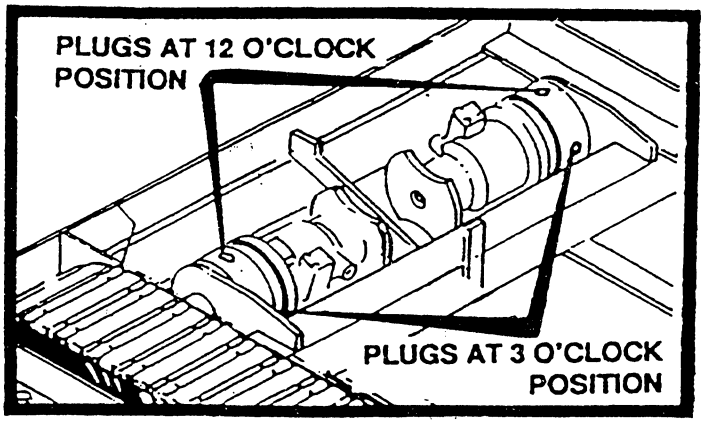


FIGURE 39

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

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

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

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

6. Check and adjust all chains, as required.

7. Grease conveyor bearing caps on rear of feeder. (outside)

250 HOUR OR QUARTERLY ROUTINE MAINTENANCE

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

1. Change filter charge between valve and pump.

500 HOUR OR SEMI-ANNUAL ROUTINE MAINTENANCE

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

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

1000 HOUR OR ANNUAL ROUTINE MAINTENANCE

1. Drain and flush the hydraulic tanks. A drain plug is located on the bottom of each tank for this purpose. The recommended hydraulic oil is 0 - 210° F SAE 10 W - 40 grade 46 oil.

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

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

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

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

MAINTENANCE ADJUSTMENTS

TO RAISE FEEDERS

1. Fold hopper wings all the way in and pull bolts out. Grab top wings and pull out 5" or 6", then pull bottom handle out til wing knuckles in. To let wings down just pull on top of wing and let down to where bolts will go in. See figure 40.

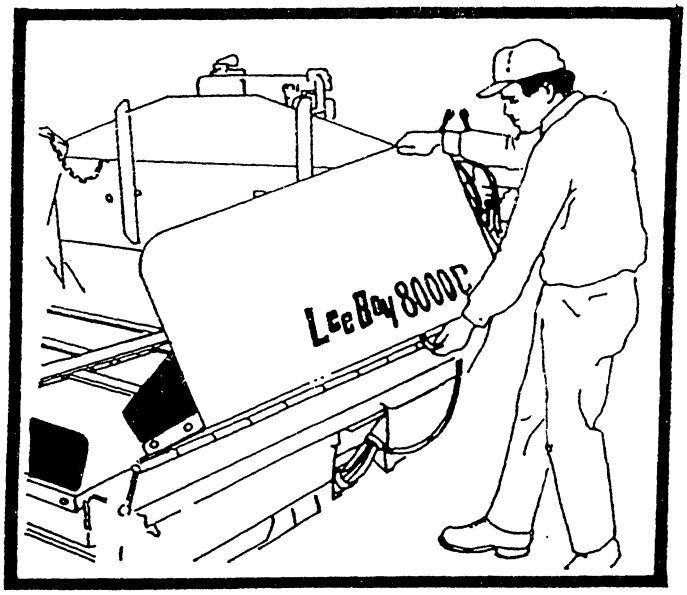


FIGURE 40

2. Raise feeders by pushing feeder lift valve forward. The location of this valve has purposely been placed in an inconvenient position to prevent the accidental raising of the feeders. See figure 41 and 42.

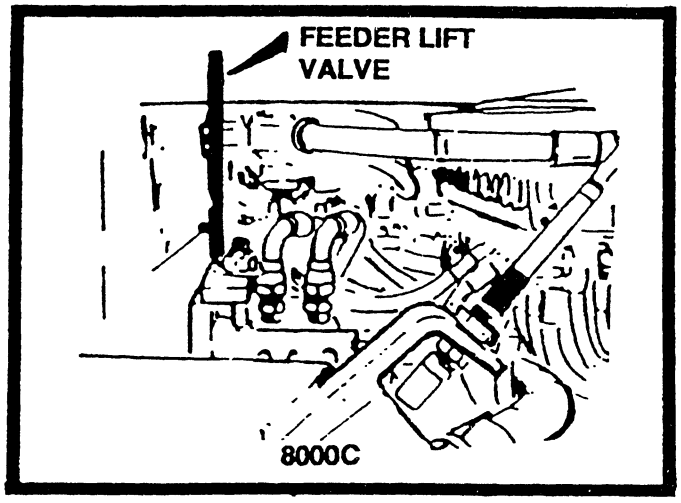


FIGURE 41

3. IMMEDIATELY AFTER RAISING FEEDERS, PLACE THE SAFETY PROP IN POSITION. See figure 43 and 44.

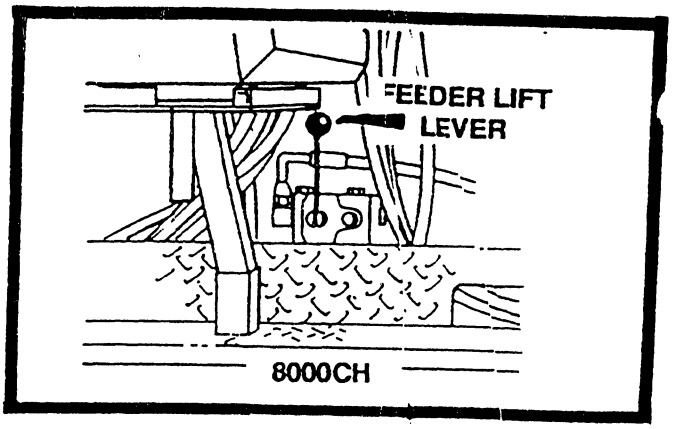


FIGURE 42

4. After the feeder is in position, lower the feeder onto the safety prop. This will provide an extra margin safety preventing safety prop from accidentially being dislodged.

! CAUTION !

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

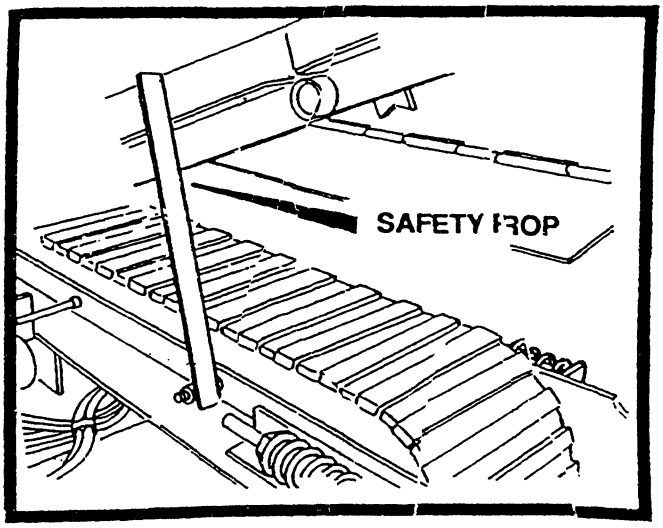


FIGURE 43

! 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.

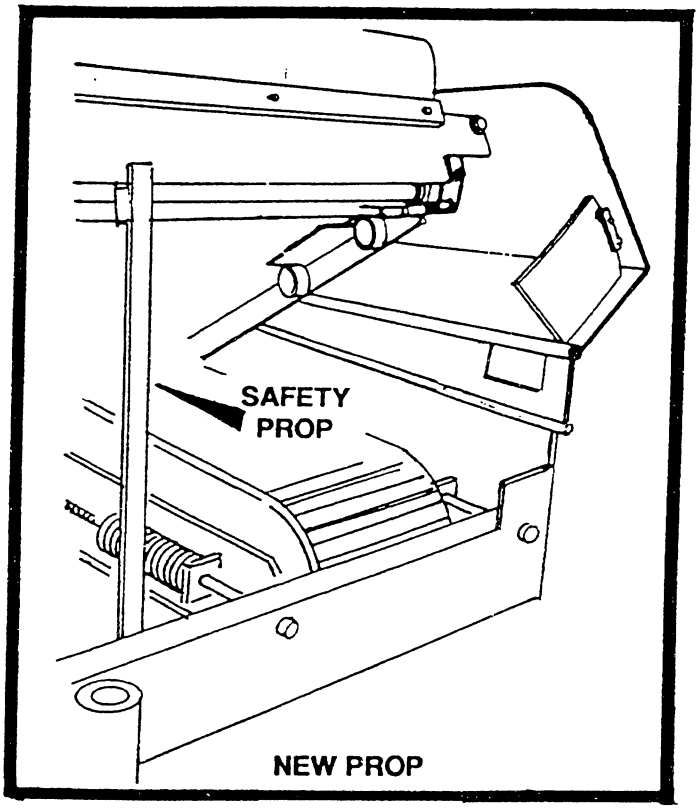


FIGURE 44

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. This should only be done with a long probe such as a shovel or rake. 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 safety prop as instructed.

3. Lower feeder, but not under pressure. Allow feeder to come down with engine not running.

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

5. Replace the four bolt-two on each side panel, and tighten.

FEEDER FLIGHT CHAIN ADJUSTMENT

1. Raise feeders.

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

3. There is one feeder chain on each side of paver, with 2 locking bolts and 2 adjusting bolts per feeder chain. When these adjustments require servicing a red light on the instrument panel will flash. Follow the procedures below in making this adjustment. See figure 45.

   a. Loosen lock nuts on bottom side of feeder.

   b. Turn adjusting bolts alternately until you feel the pressure of the chains tighten. (The correct way to tighten is to turn left bolt 1/2 turn, then right bolt 1/2 turn. Continue this sequence until chain is tight.)

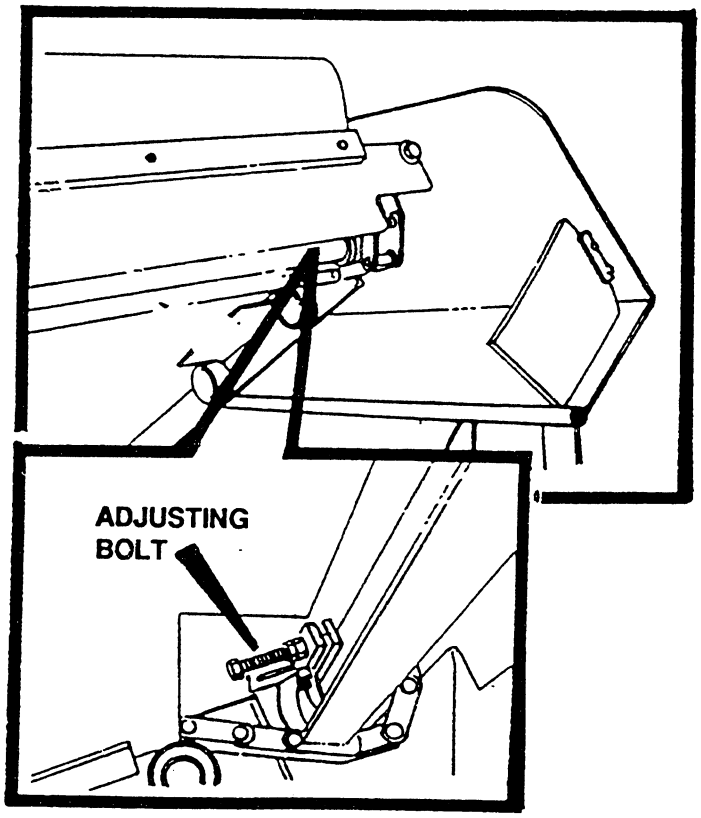


FIGURE 45

TRACK ADJUSTMENTS

Tracks may be taken up through the adjustment on the front frame of the paver. To adjust crawlers, lay a straightedge on top of the track as shown in figure 46.

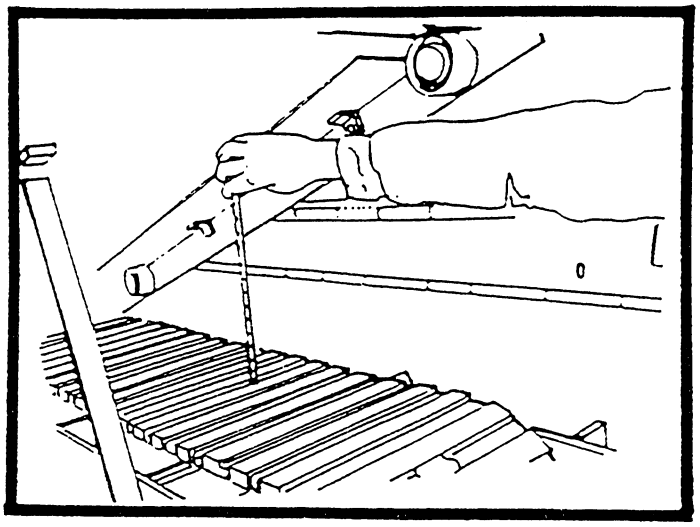


FIGURE 46

Measure the sag as shown. If sag is more than 1/2 inch, adjust the take-up. After taking up the slack make sure that the idler shaft is not cocked. Measure distance from shaft to front frame. Both measurements should be equal; if they are not, re-adjust. See figure 47.

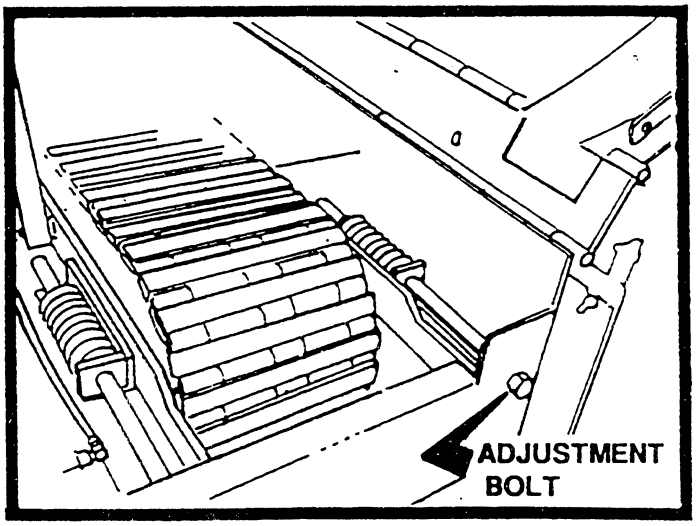


FIGURE 47

FEEDER DRIVE CHAIN

1. Lower feeders.
2. Operate feeders.
3. Look at drive chain through the top of the frame. If drive chain has a whip in it, adjustment is necessary. See figure 48.
4. If adjustment is necessary, continue to operate feeders at fast speed and loosen the lock nuts on the chain adjustment. Turn the chain adjuster until the whip in the drive chain disappears.
5. Perform the same check on the opposite feeder.

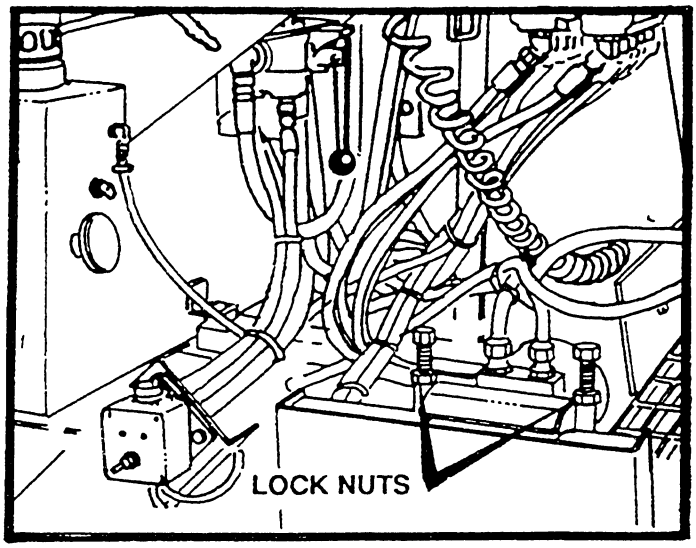


FIGURE 48

AUGER DRIVE CHAIN

1. The auger chains should be just snug, not loose. To snug up, loosen bolts in slots provided for takeup. See figure 49.
2. Use a pry bar under hydraulic motor and pry to tighten chain. Feel the chain; if it is snug, retighten the lock bolts.

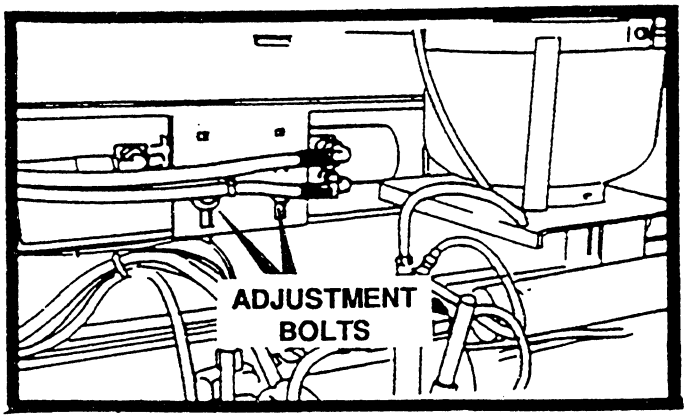
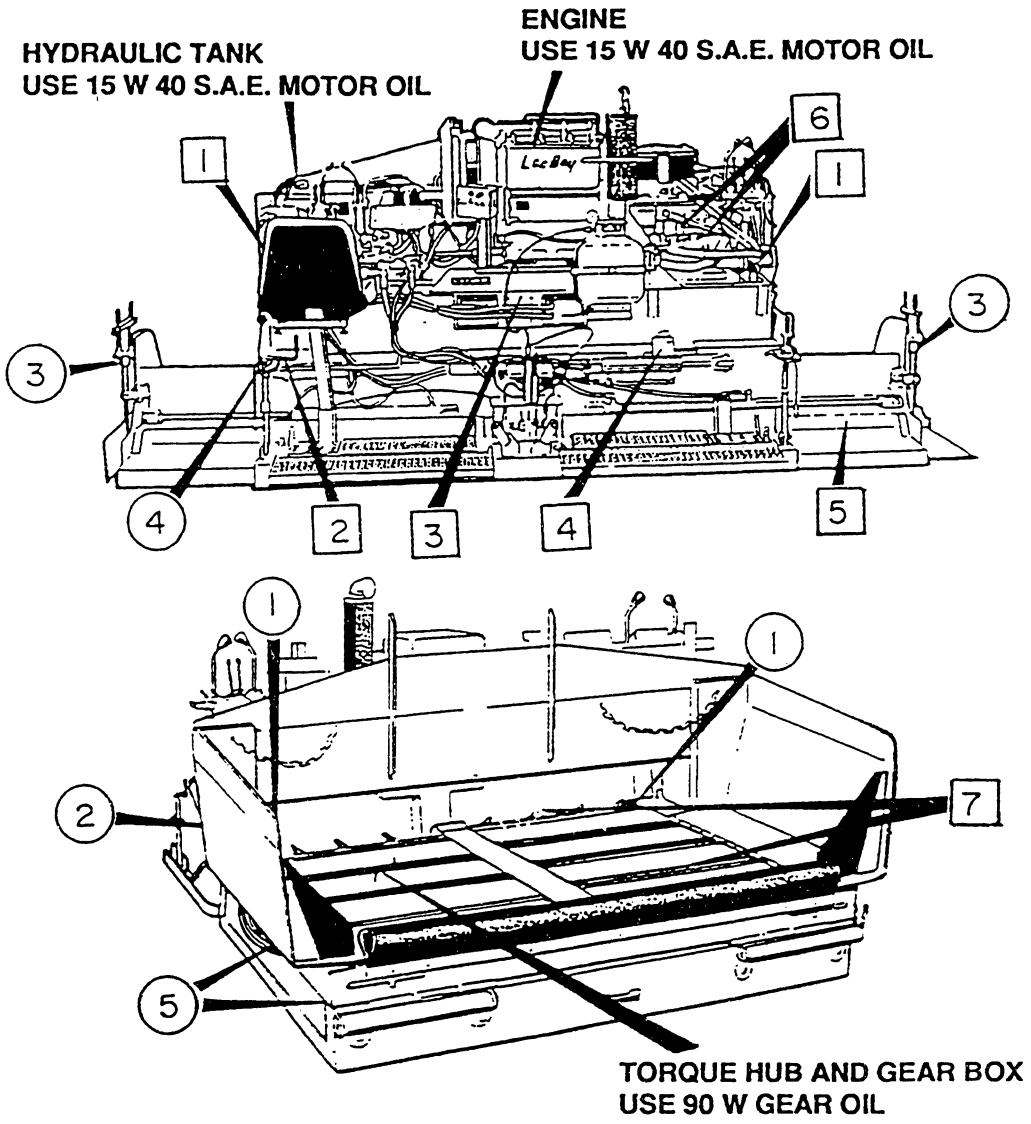


FIGURE 49



LUBRICATION CHART

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

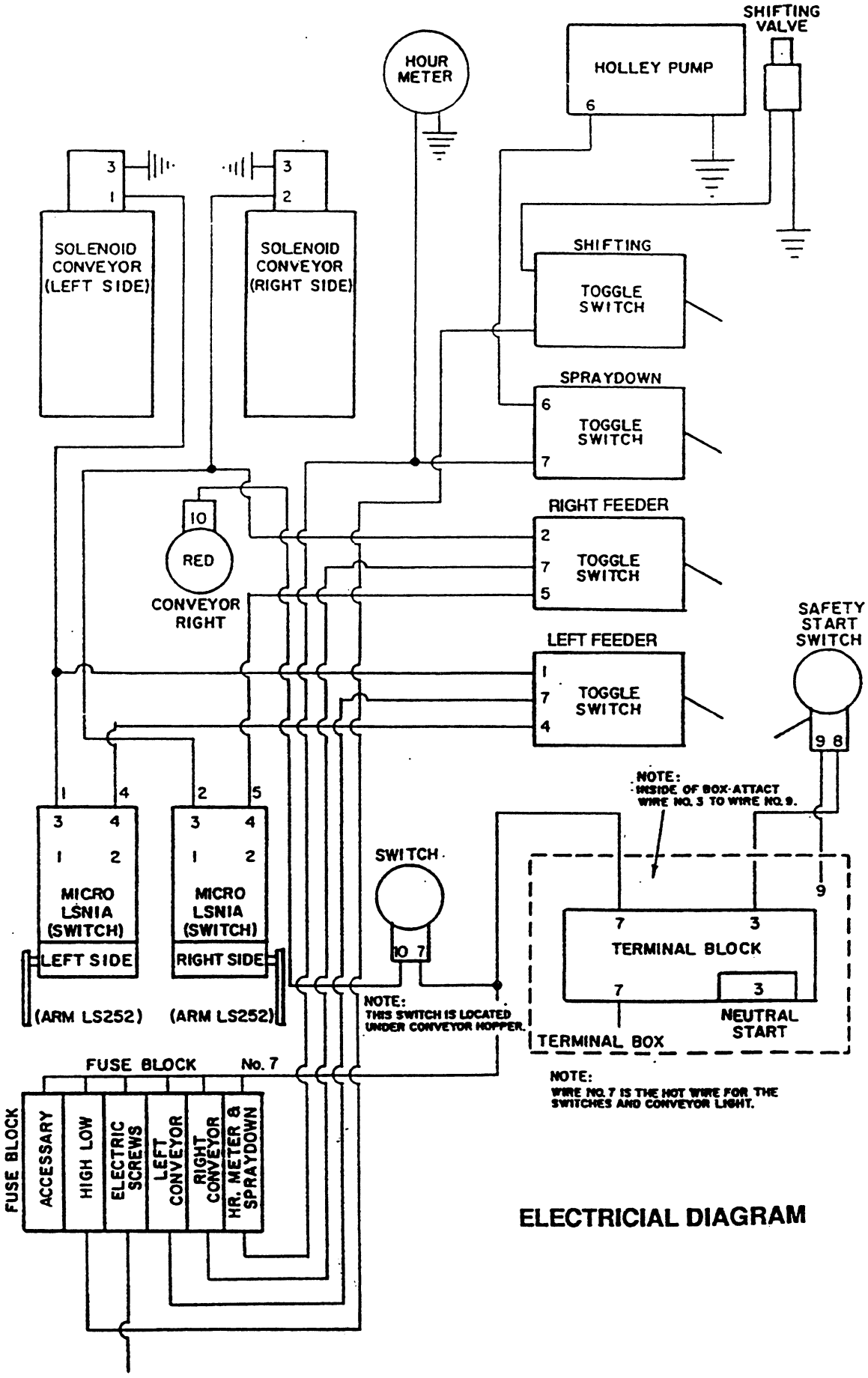
LEGEND ○ GREASE WITH SHELL AVANIA EP GREASE 2 OR EQUIVALENT.

□ SPRAY WITH FUEL OIL OR CHAIN LUBE

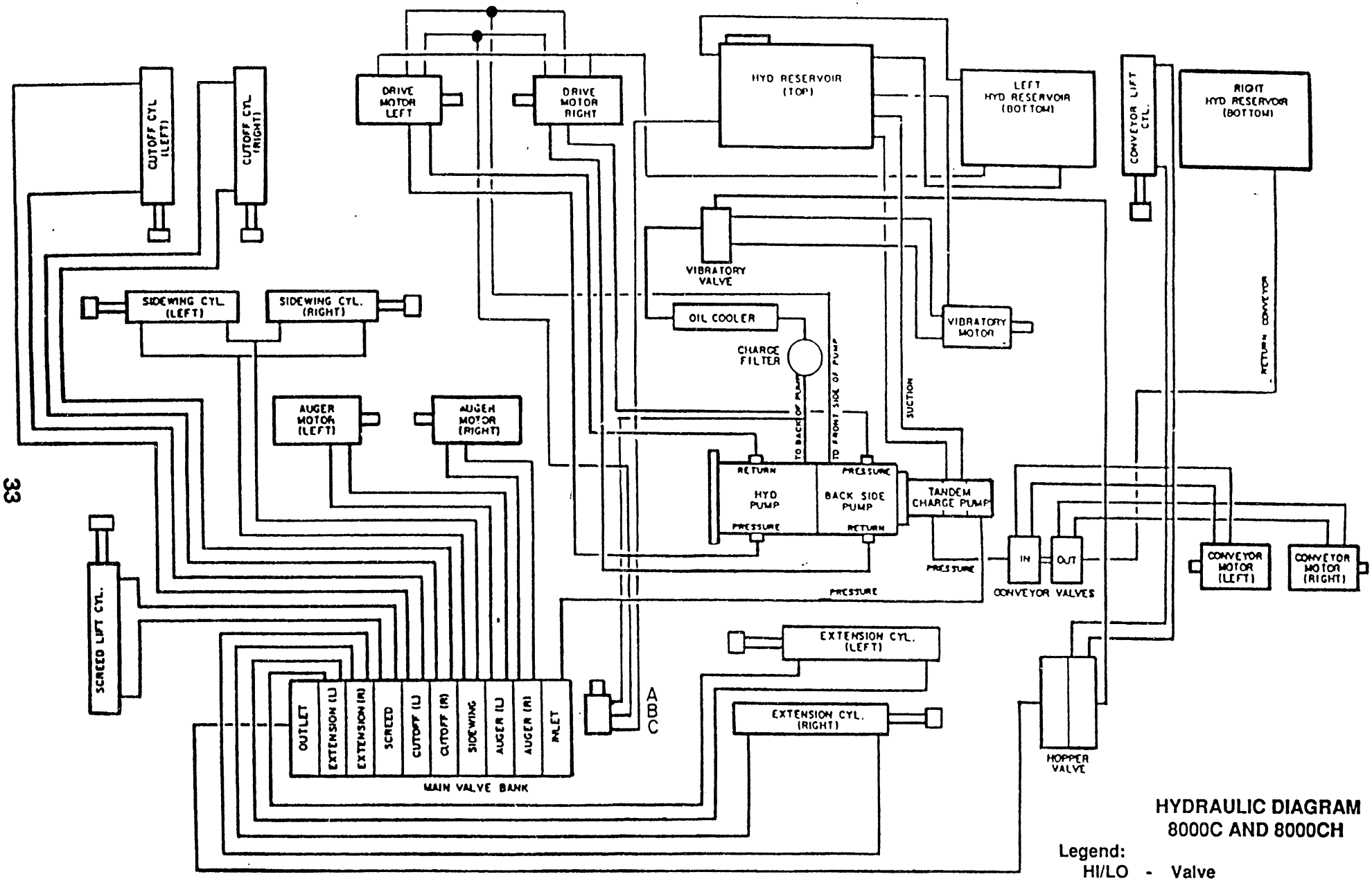
Trouble Shooting Guide 8000C

Problem	Probable Cause	Solution
Auger hanging up or will not turn	• Chain too loose • Chain broke • Bad motor • Asphalt set up around auger	• Adjust Pg. 26 • Replace • Replace • Keep clean and fuel oiled
Screed extensions hanging	• Asphalt set up around extension	• Keep cleaned and fuel oiled
Screed extensions loose (work up and down)	• Out of adjustment	• Adjust hold downs on extensions
Screed leaving streak down center of pavement	• Screed too flat (on leading edge) • Screed worn out	• Crown leading edge of screed • Replace
Flight Screw Locking up	• Twisting screed too far	• Give screed time to react
Breaking of flight screw bearings	• Loading and unloading	• Check ramps for easy access
Flame coming out end of screed	• Raw gas from burners	• Adjust burners in or out of hole. • Turn cutoff valve slowly to off, when flame goes out turn valve back on fully.
Hydraulic oil running out of breather cap	• Too full hydraulic oil • Air in bottom of tank • Oil over heated	• Drain 5" to 6" from top of tank • Bleed if you don't have vent hose • Slow machine down about 10% to 15%
Auger handles will not Stay locked in	• Detent worn out	• Replace detent
Hydraulic pump cavitating or lost power	• Low hydraulic oil • Clogged filters • Suction hose loose • Charge pump worn	• Fill • Replace • Retighten • Rebuild
Engine will not start (Diesel)	• Check Safety Switches Bad • Wires not making good connection on solenoid • Plug in switch box unplugged • Solenoid plunger sticking • Fuel solenoid coil burnt up • Blower belt broke	• Replace • Make sure wires are tight • Plug back • Clean plunger • Replace coil • Replace Belt

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



ELECTRICIAL DIAGRAM



HYDRAULIC DIAGRAM
8000C AND 8000CH

Legend:

- HI/LO - Valve
- A - Port, Charge
- B - Port, Motor Hyd.
- C - Port, Tank

TRACK ADJUSTMENT (Sprocket Drive)

(Manual Grease Gun Adjustment)

To maintain the performance and prevent excessive wear, the track should be adjusted on a weekly bases. There are a few indicators that the track may be loose. One being, while traveling the paver will lurch back and forth slightly. Another indicator is the track sound will be different than when track is properly adjusted. The most positive way to determine an adjustment may be needed is to jack it up until the track is about 3" off the surface. If the slack is more than 1 1/2" from the roller, adjustment is needed. See figure 34. Follow the procedure below in making the track adjustment.

1. Make sure in making this adjustment, all safety precautions are observed and that only qualified personnel are involved.

2. Jack the paver up on one side at a time, so that it is about 3" off of the surface. Refer to figure 34 and measure the distance from the middle roller to the top of the chain. If this measurement is greater than 1 1/2", adjustment is needed.

3. It is not always necessary to jack the track off the surface, the adjustment can be made by a hand held grease gun (NEVER USE AND AIR PUMP GREASE GUN). Fill the grease fitting until the first sign of back pressure on the handle is noticeable. Too much pressure with the grease gun will over tighten the track and cause excessive wear.

4. If paver is jacked up, pump grease until the slack has been taken up to 1 1/2" (DO BOTH SIDES).

NOTE: If your machine is equipped with a button head grease fitting, coupler for adjusting track is located inside of the tool box.

NOTE: New models automatically adjust from charge pressure:

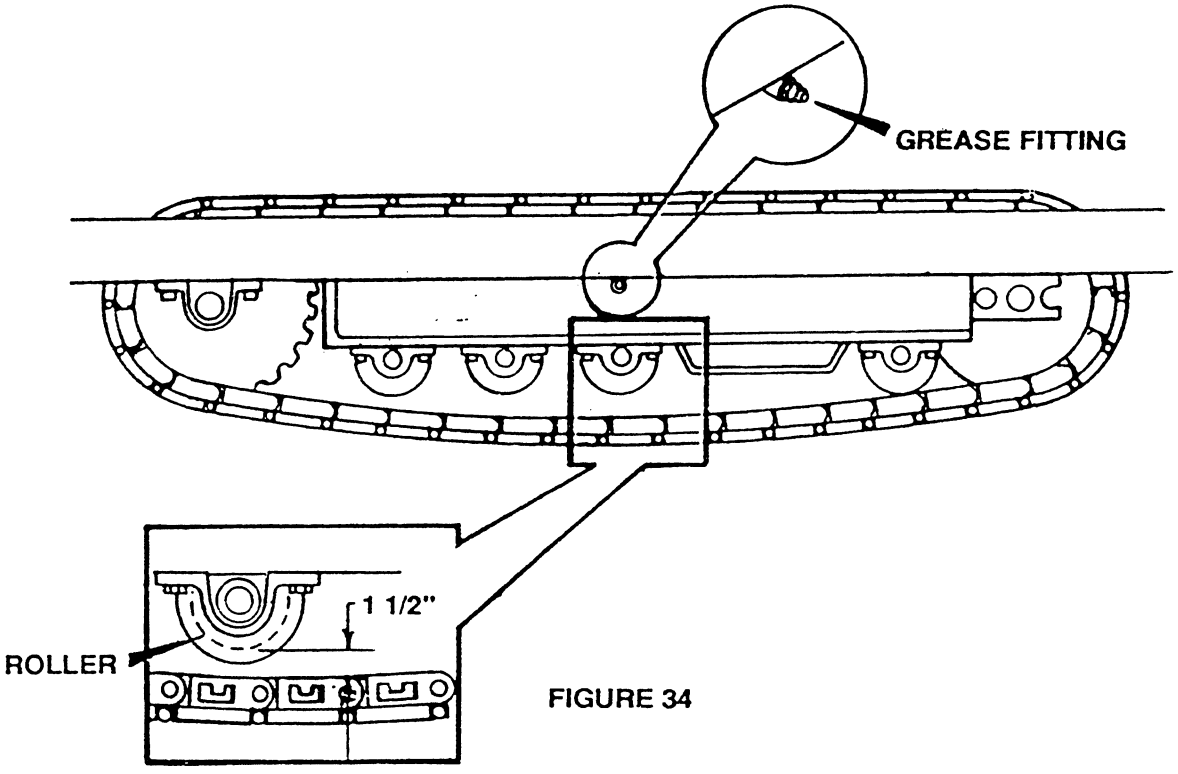
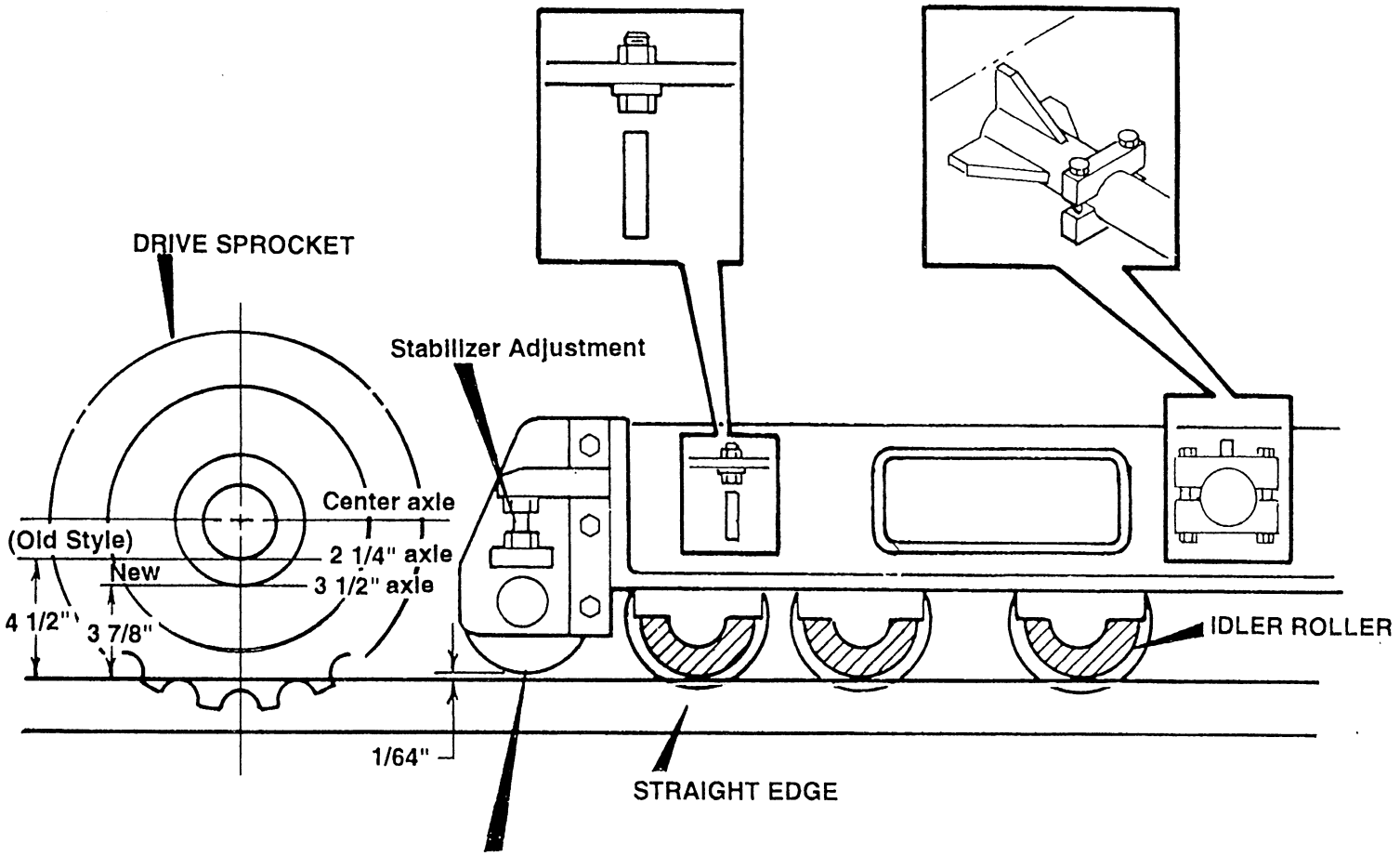


FIGURE 34

SPROCKET DRIVE UNDERCARRIAGE ADJUSTMENTS

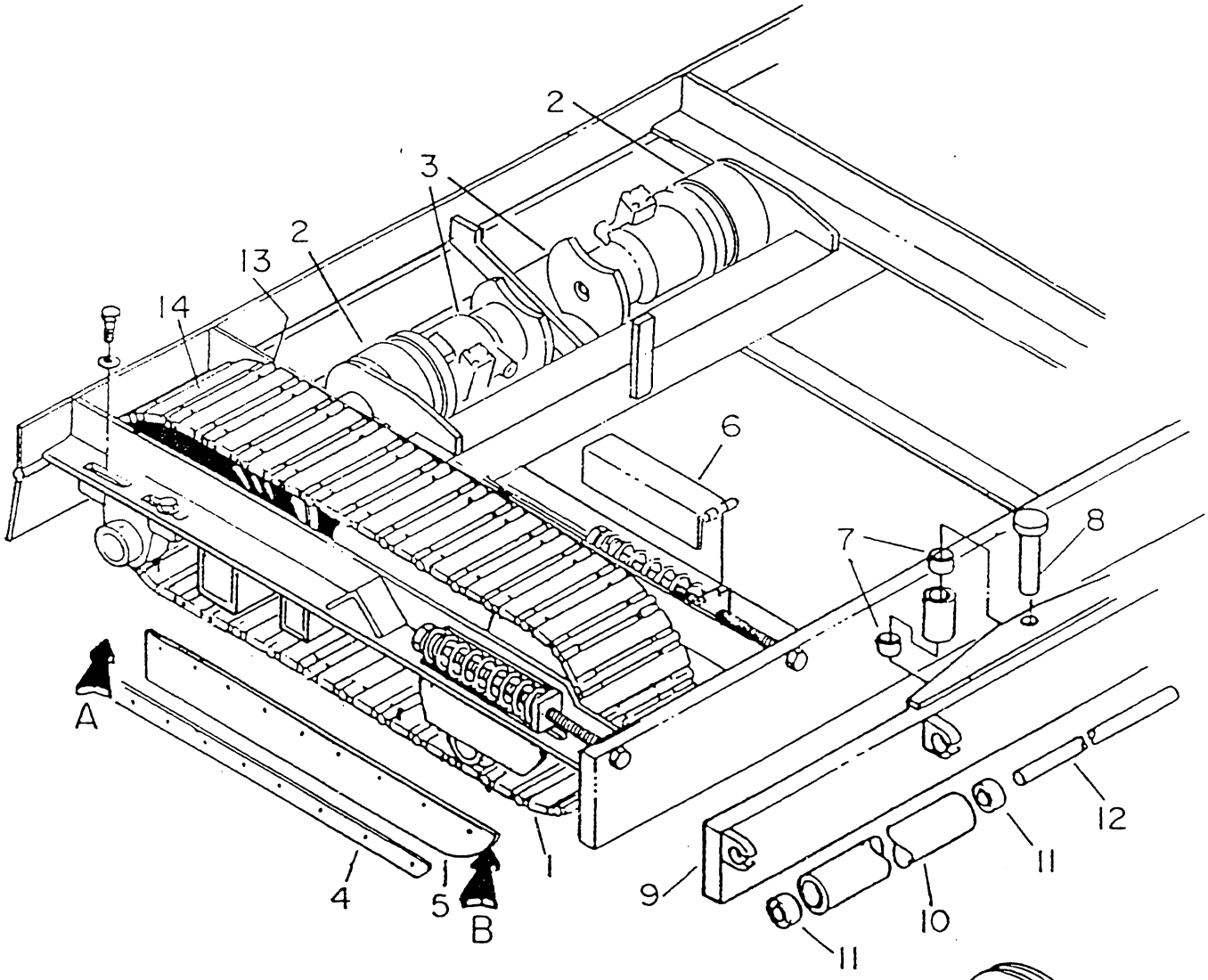
NOTE:

If location of axle height to rollers are off from diagram adjustment should be made to undercarriage. Older model took shims to get desired measurements. New styles has adjusting bolts.



NOTE: There is 2 stablizer rollers one on each side of sprocket, make sure both are adjusted like shown.

PARTS SECTION
(LIST OF ILLUSTRATIONS)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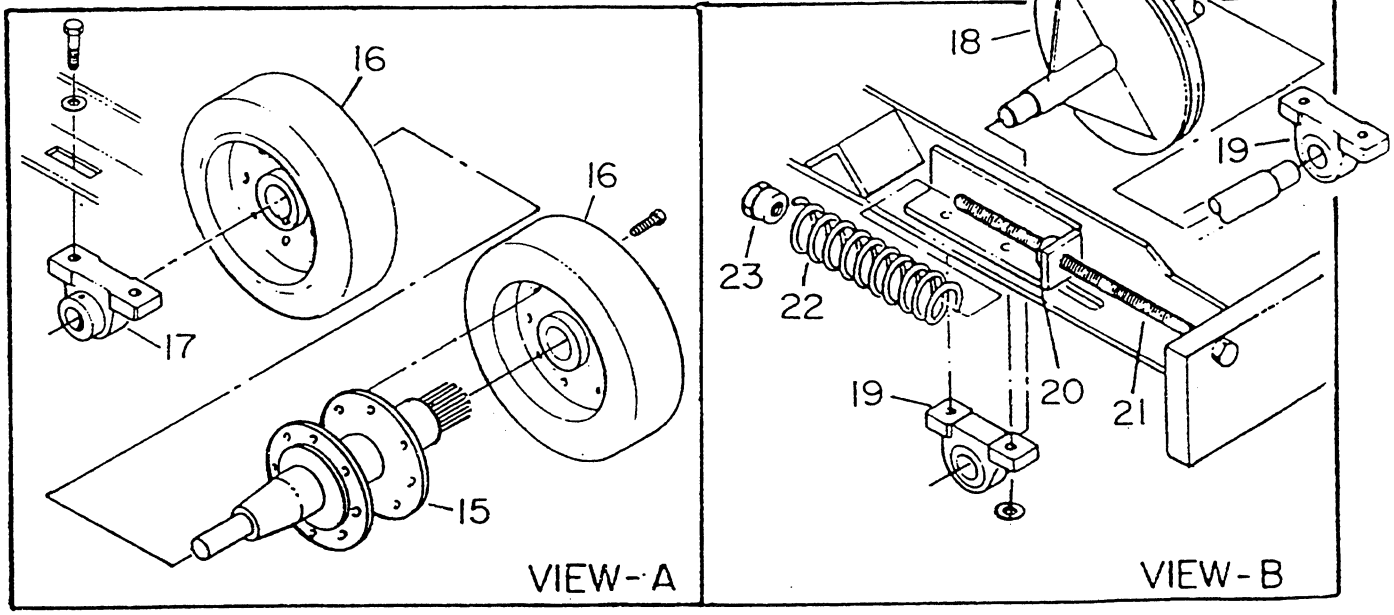
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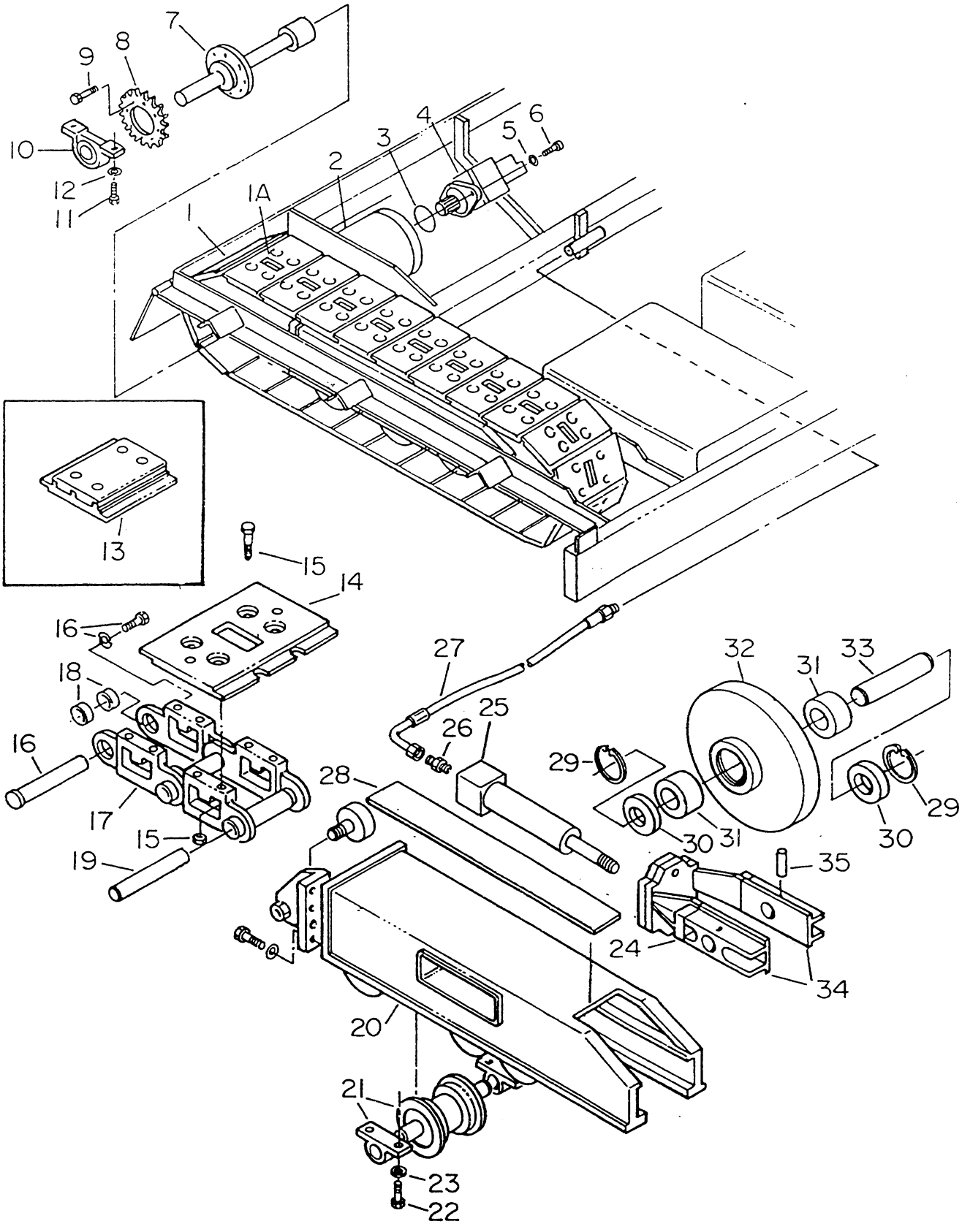
VIEW-B

TRACK DRIVE ASSEMBLY
(With Torque Hub)

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	810014	TRACK ASSEMBLY (COMPLETE SET)	1
2	811020	Torque Hub	2
3	811030	Motor, Hydraulic	2
4	810031	Mount, Shield	4
5	810020	Shield-track guard (Rubber)	4
6	811060	Guard, Adjustment	4
7	810070	Bushing, Oil Lite 2"	2
8	810081	Pin, Pivot	1
9	810094	Bar, Correction Angle	1
10	810102	Roller, Bumper	2
11	810110	Bearing, Roller 1 1/4"	4
12	810122	Shaft, Bumper	2
13	810291	Pin, Master (Track)	A/R
14	810281	Section, Track	A/R
15	810285	Axle, rear	2
16	810286	Tire, 6" x 16" (Molded)	4
17	810140	Bearing, Pillow Block 2 1/4"	2
18	810262	Idler, Front new style 14 3/4"	2
19	810190	Bearing, Pillow Block 2"	4
20	810222	Support, Adjustment (L or R, Specify)	4
21	810232	Bolt, Adjustment	4
22	810200	Spring, Adjustment	4
23	810210	Nut, Backup	4
24	810272	Roller, center (NS)	2
25	811172	Prop., Conv. - (N/S)	4
26	851153	Cutoff, left side, refer to page 15	
27	851154	Cutoff, right side, refer to page 15	
28	910170	Cylinder (2 1/2 x 4C)	

WHEN ORDERING SEAL KITS GIVE TYPE OF MOTOR AND MODEL # OF MOTOR

		SEAL KIT FOR DRIVE MOTOR	
29	870310	Seal Kit, (For Drive Motor) (Sunstrand M46) (N/S)	1
30	870312	Kit, Seal (Cutoff Cylinder) (2 1/2" x 4") (Bobalee) (N/S)	1
31	811365	Kit, Seal (Torque Hub) (N/S)	1
32	811366	O-ring (Torque Hub to Motor) (N/S)	1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SPROCKET DRIVE TRACK SYSTEM

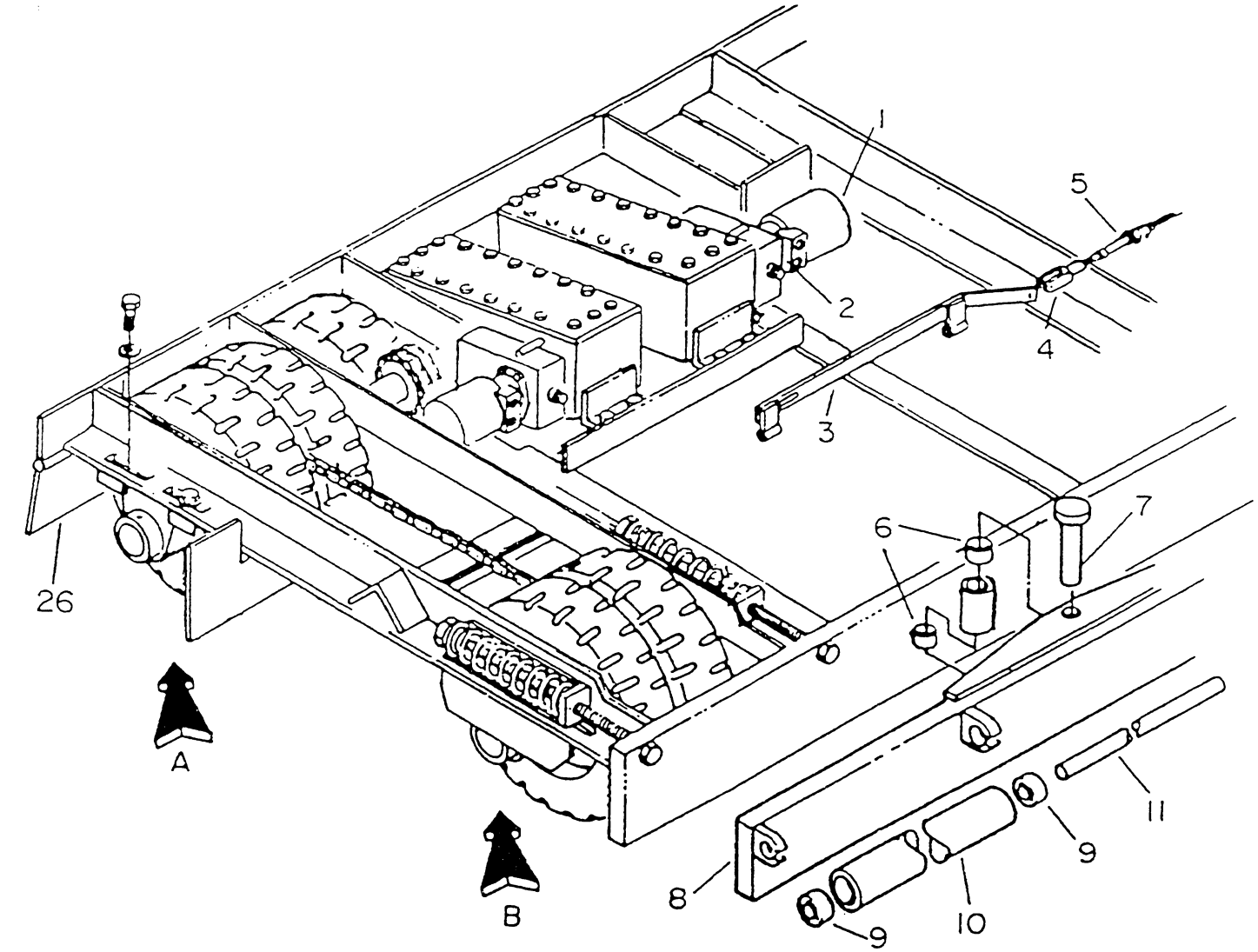
LeeBoy

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	811300	Track Assy. (cast shoes)	2
1A	811302	B/O Rails - 26 Links	A/R
2	811360	Torque Hub (811020)	2
3	811366	Gasket	2
4	811362	Motor, drive (811030)	2
5	860044	Washer, lock - 1/2"	4
6	811364	Bolt - 1/2" x 1 1/2" (Socket Head)	4
7	851103	Axle, main	2
8	811350	Sprocket, drive	2
9	811352	Bolt, sprocket	A/R
10	810140	Bearing, pillar (2 1/4")	2
11	811358	Bolt	4
12	811356	Washer, lock	4
13	851104	Poly shoe assy. 14"	A/R
14	811304	Pad, track	A/R
15	811308	Bolt, pad	A/R
16	811306	Pin, master	A/R
17	811312	Link	A/R
18	811310	Spacer	A/R
19	811307	Pin, plain	A/R
20	811324	Side Frame Assy. (R/H shown)	1
21	811326	Roller Assy.	8
22	811330	Bolt, hex	A/R
23	811328	Washer, lock	A/R
24	811329	Yoke, idler (Cylinder only)	2
25	811331	Cylinder, tension	2
26	811333	Fitting	2
27	811337	Hose	2
28	811339	Plate, wear	

***NOTES: There is 2 different idlers used, when ordering parts you need to know if your idler has bearings or bushings. Idlers with bearings is a casting. Idlers with bushings is a weldment.**

29	811336	Ring, snap	4
30	811338	Shims	4
31	811340	Bushings	4
32	811344	Idler	2
33	811342	Axle, idler	2
34	811345	Slide Blocks	4
35	811347	Pin, Roll	

***NOTE: When ordering complete Idles they come equipped with slide blocks.**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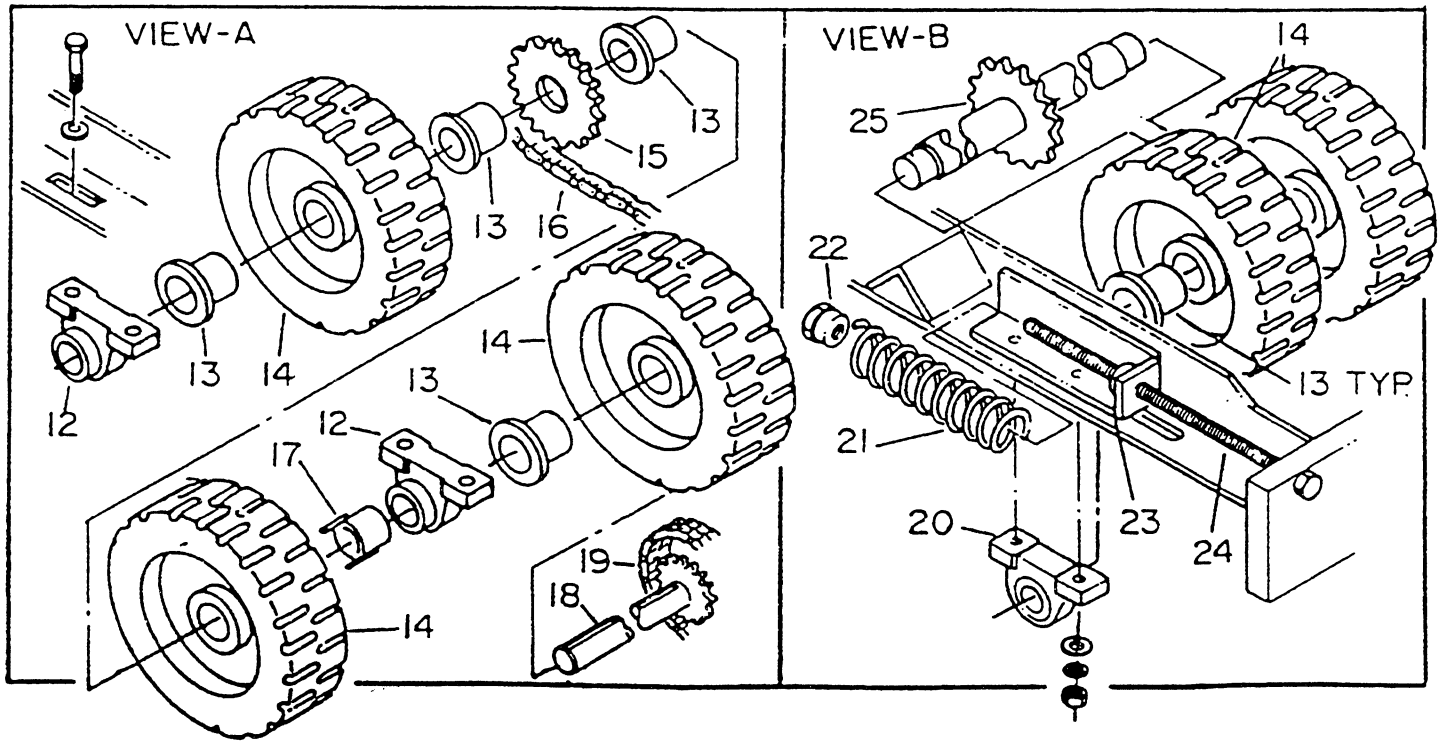
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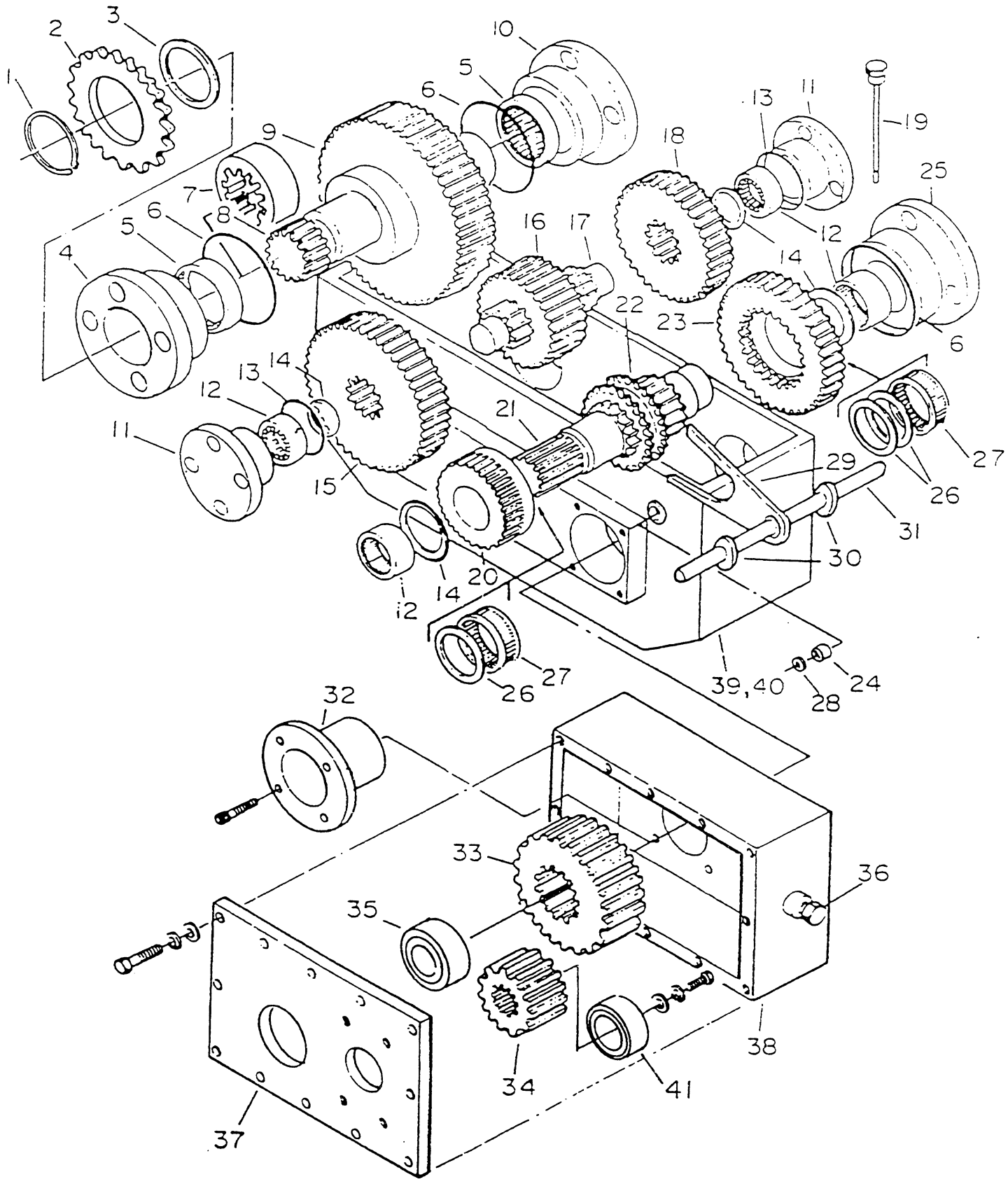
RUBBER TIRE DRIVE ASSEMBLY

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	810240	Motor, hydraulic drive	2
2	810250	Gasket, drive motor	2
3	810042	Harness, shift	1
4	810050	Clevis, shift 3/8"	1
5	810060	Cable, shift 3" x 86"	1
6	810070	Bushing, oil lite 2"	2
7	810081	Pin, pivot	1
8	810094	Bar, correction angle	1
9	810110	Bearing, roller 1 1/4"	4
10	810102	Roller, bumper	2
11	810122	Shaft, bumper	2
12	810140	Bearing, pillowblock 2 1/4"	4
13	810160	Bushing, 2 1/4"	4
14	820140	Tire, lug 6" x 18" molded	10
15	820150	Sprocket, 80Q22	2
16	820160	Chain, transfer (80)	2
17	820170	Spacer	2
18	820171	Axle, rear 33" x 2 1/4"	2
19	810180	Chain coupling (Double 80)	2
20	810190	Bearing, pillowblock 2"	4
21	820182	Spring, adjustment	4
22	810210	Nut, backup	4
23	810222	Support, adjustment (L or R, specify)	4
24	810232	Bolt, adjustment	4
25	820252	Axle, front drive	2
26	PG. 15	Cutoff, complete 94"	1
27	811172	Prop. Conv. N/S	1
28	810183	Double Master Link - N/S (Double 80)	2

WHEN ORDERING SEAL KITS GIVE TYPE OF MOTOR AND MODEL # OF MOTOR

		SEAL KIT FOR DRIVE MOTOR	
29	860020	Kit, Seal (Drive Motor) (Ross) (MB 12) (1 1/4" Spline)	1
		SEAL KIT FOR CYLINDER	
30	870312	Kit, Seal (Cutoff Cylinder) (2 1/2" x 4") (Bobalee)	1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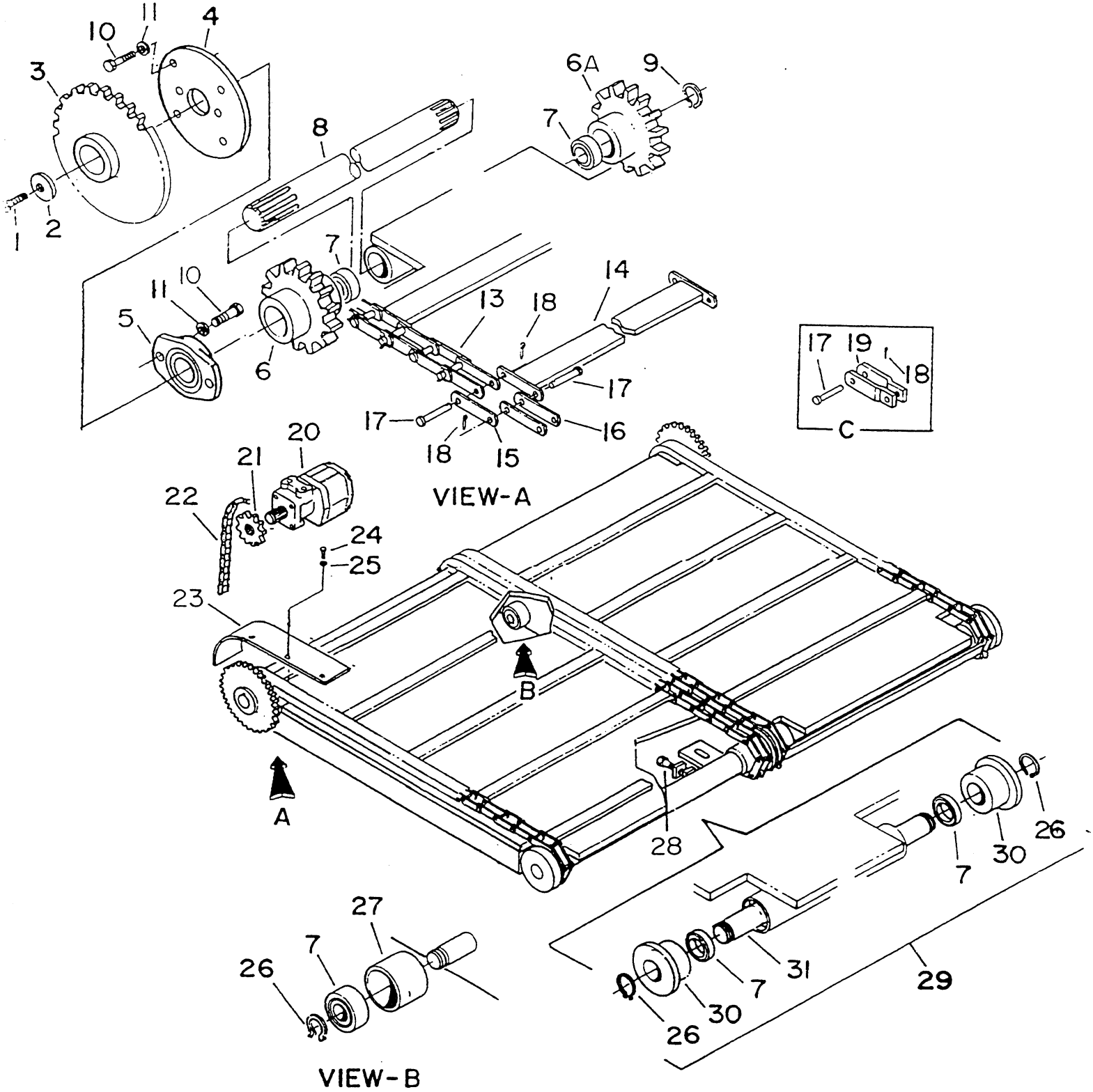
TRANSMISSION ASSEMBLY

Right Hand Shown (From Serial No. 406 B thru Present)

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
	830004	RH Transmission	
	830005	LH Transmission	
1	830010	Snap, ring	1
2	830020	Sprocket, output (80S22)	1
3	830030	Seal, rear	1
4	830041	Cap, rear seal	1
5	830050	Bearing, rear	2
6	830060	O-Ring, front & rear	3
7	831424	Spacer, bull gear	2
8	831082	Shaft, rear	1
9	* 831092	* Gear, bull (Sold in match sets) (Use Part #831455)	1
10	830101	Cap, plain	1
11	830111	Cap, plain center	2
12	830120	Bearing, front & center	4
13	830130	O-Ring, center cap	2
14	830140	Spacer	A/R
15	* 831151	*Gear, low (center shaft) (Sold in match sets) (Use Part #831450)	1
16	* 831161	*Gear, intermediate (Sold in match sets) (Use Part #831455)	1
17	830171	Shaft, Center	1
18	* 831181	* Gear, high (center shaft) (Sold in match sets) (Use Part #831460)	1
19	830191	Stick, dip	1
20	* 831201	* Gear, low (front shaft) (Sold in match sets) (Use Part #831450)	1
21	831211	Shaft, front	1
22	830221	Gear, clutch	1
23	* 831231	* Gear, high (front shaft) (Sold in match sets) (Use Part #831460)	1
24	830240	Bushing, Bronze	1
25	830251	Cap, plain	1
26	830260	Spacer, inner gear	3
27	830270	Bearing, Inner gear	2
28	830280	Seal, shifter	2
29	830291	Fork, shifter	1
30	830300	Collar, shifter fork	2
31	830311	Shaft, shifter	1
32	830321	Cap, front (bored)	1
33	* 831331	*Gear, input (Sold in match sets) (Use Part #831465)	1
34	* 831341	*Gear, driver (Sold in match sets) (Use Part #831465)	1
35	831410	Bearing, input	1
36	830360	Plug	1
37	831371	Plate, side	1
38	830382	Housing, side box	1
39	830393	Housing, main gear box	1
40	830402	Plate, top cover (NS)	1
41	831420	Bearing, (For Driver Gear)	1
42	831421	Allen bolts N/S	
		*** GROUPS SOLD IN MATCH SETS ONLY**	
43	* 831450	Low Gear, (For Centershaft) & Low Gear, (For Frontshaft) Set • Item #15 & #20	
44	* 831455	Bull & Intermediate Gear (set) #9 & #16	
45	* 831460	High Gear, (For Centershaft) & High Gear, (For Frontshaft) Set • Item #18 & #23	
46	* 831465	Input & Driver Gear (Set) Item #33 & #34	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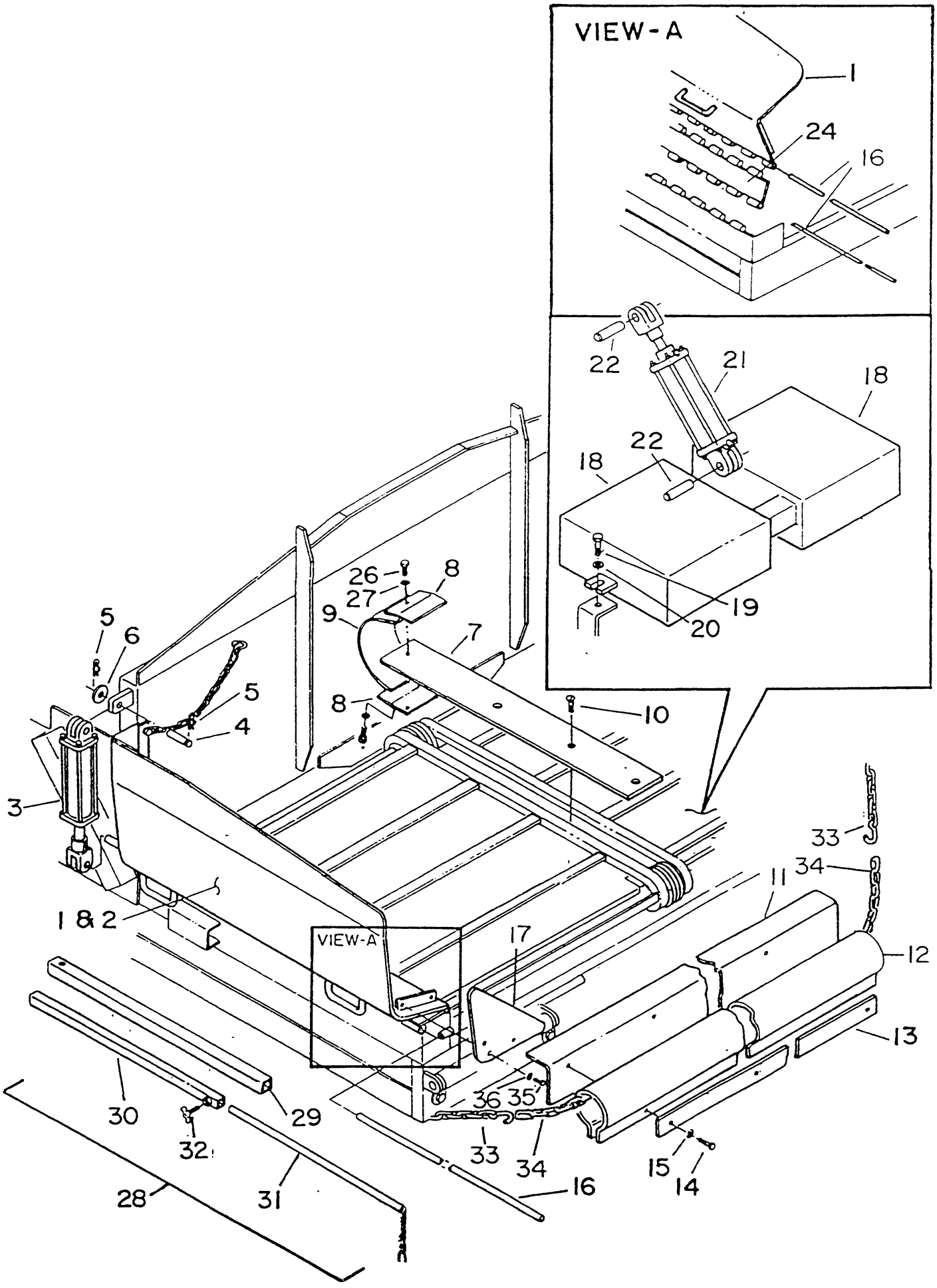
CONVEYOR DRIVE ASSEMBLY

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	851111	Bolt, Taper Head	2
2	851112	Washer, flat	2
3	851113	Sprocket, outer drive (80)	2
4	851114	Plate, mounting	2
5	240290	Bearing, flange (1 1/2")	2
6	851115	Sprocket, Outer drive (C-188)	2
6A	850030	Sprocket, Inner drive (C-188)	2
7	850130	Bearing	20
8	851116	Shaft, drive	2
9	850040	Ring, snap	2
10		Bolt, hex 1/2" x 1"	6
11	860044	Washer, lock 1/2"	6
12			
13	860050	Chain Assy.	A/R
14	851118	Bar, conveyor	A/R
15	850070	Link, master (C-188)	A/R
16	850080	Link, block (C-188)	A/R
17	850090	Pin	A/R
18	850100	Pin, cotter	A/R
19	850215	Conveyor 1/2 link	4
20	851119	Motor hydraulic, conveyor drive	2
21	851120	Sprocket, 80B8	2
22	851121	Chain, conveyor drive 80	2
23	850038	Deflector, L or R (Specify)	2
24		Bolt, hex 5/8" x 1 1/4"	6
25		Washer, lock 5/8"	6
26	850040	Ring, snap	A/R
27	850162	Roller, guide	12
28	850170	Bolt, adjusting	4
29	851123	Chain guide assy.	1
30	850120	Guide, chain	4
31	851124	Shaft, guide	2
32			1
33			1
34			1
35			1
36			2
37			1
38	850039	Pans, Conv N/S	2
39	851128	Scraper, Conv. N/S	2
40	851129	Stop, Rubber (Scrape)	2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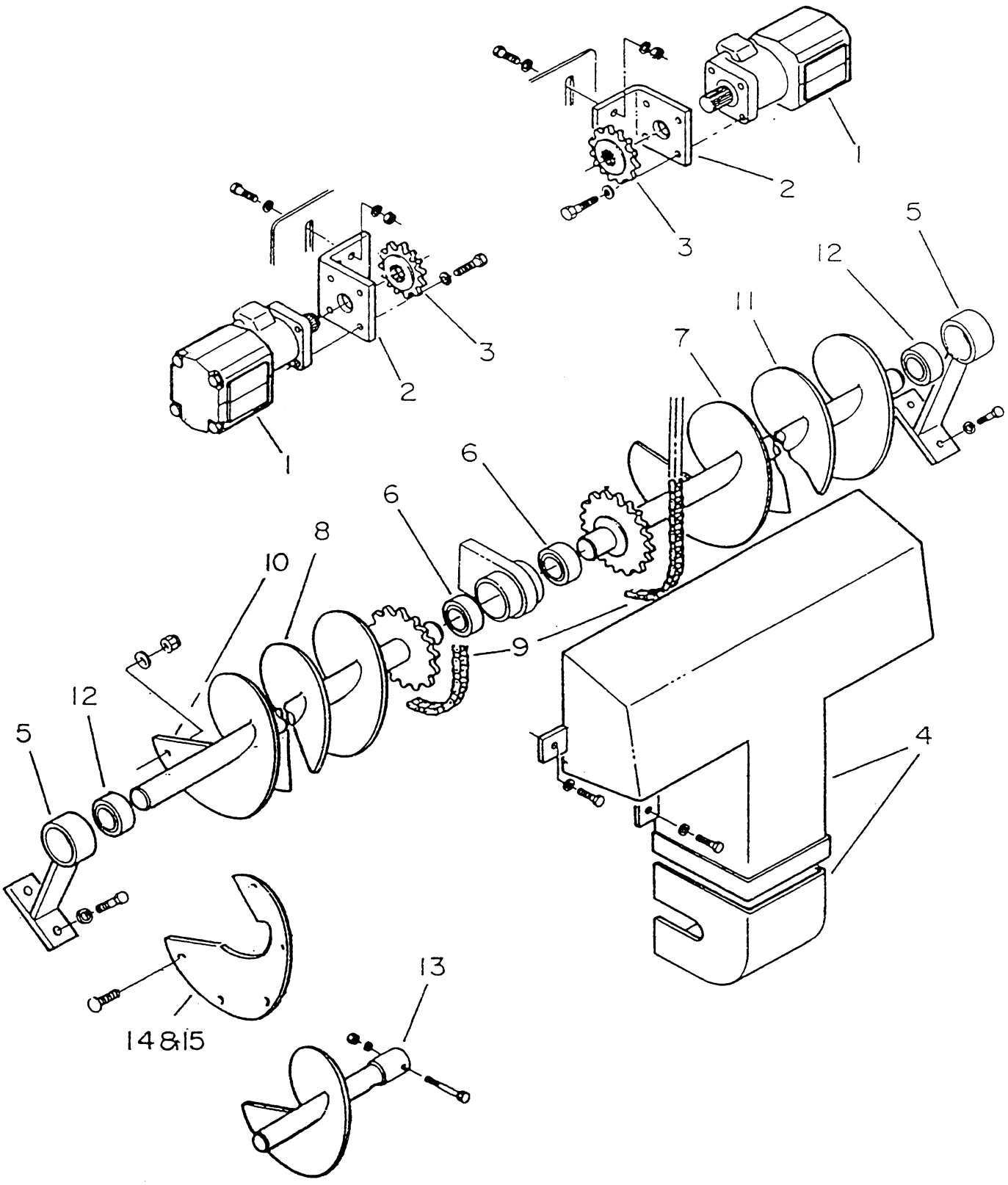
HOPPER COMPONENTS

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	851145	Panel, hopper side R/H 10' (Shown)	1
2	851146	Panel, hopper side L/H 10' N/S	1
3	840030	Cylinder, hopper side panel	2
4	851132	Pin	2
5	870307	Pin, hitch	4
6		Washer, flat 1"	2
7	840043	Shield, chain	1
8	840166	Hold down	2
9	840162	Shield, rubber	1
10	851134	Screw, Taper 3/8"	6
11	851135	Shield, front support	1
12	851136	Shield, front (rubber) (hopper)	1
13	851137	Reinforcement, shield bar	1
14		Bolt 3/8" x 2 1/2"	6
15	930019	Washer, flat 3/8"	
16	840072	Pin, pivot side panel	2
17	851147	Shield, side extension (rubber)	2
18	851140	Tank, hydraulic	1
19		Bolt, 7/16" x 1 1/2"	3
20	860047	Washer, lock 7/16"	3
21	840020	Cylinder, lift	1
22	870305	Pin	2
23	840157	Panel, wing hopper hinge L/H (N/S)	1
24	840156	Panel, wing hopper hinge R/H (Shown)	1
25			
26		Bolt, hex 1/2" x 1 1/4"	2
27	860044	Washer, lock 1/2"	2
28	920032	Guide bar assembly	1
29	920041	Bar, guide (outer)	1
30	920051	Bar, guide (inner)	1
31	920061	Bar, guide (rod)	1
32	920070	Lock, guide bar adjuster	1
33	920071	Hook, chain	2
34	851144	Chain, Front Shield	1
35	930018	Bolt, 3/8" x 1 1/2"	4
36	920072	Washer, lock 3/8"	4
37		Washer, Fender 3/8" N/S	4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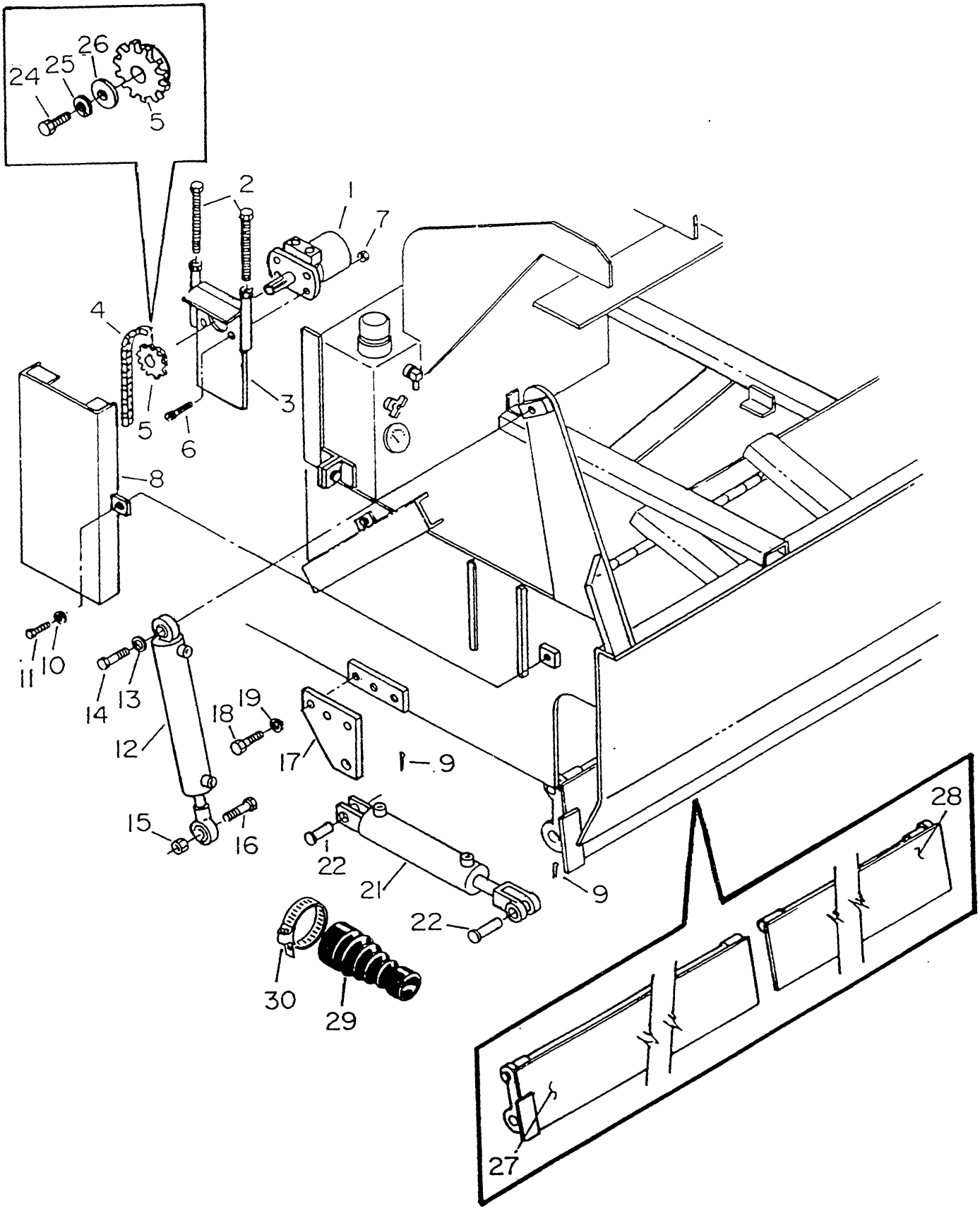
AUGER ASSEMBLY

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	860010	Motor, hydraulic	2
2	860021	Support, motor	2
3	860030	Sprocket, motor drive (H60B14)	2
4	860043	Cover, auger drive chain	1
5	860051	Mount, auger end	2
6	850130	Bearing, auger inner	2
7	860073	Auger, L/H	1
8	860083	Auger, R/H	1
9	860090	Chain, Auger	2
10	860100	Flight, right auger (Older Model 8000) (Welds on)	A/R
11	860110	Flight, left auger (Older Model 8000) (Welds on)	A/R
12	860121	Spacer	2
13	860132	Auger, extension L/H or R/H (Specify)	1
14	861140	*Wear Plates (Right)	A/R
15	861150	*Wear Plates (Left)	A/R
16	860035	Sprocket, Auger (Welds On) 60A18	2
17	861152	Bolts & Nuts, wear plates (N/S)	A/R
		*861140 & 861150 are used only on augers with bolt on Wear Plates.	
		2 required per flight	

WHEN ORDERING SEAL KITS GIVE TYPE OF MOTOR AND MODEL # OF MOTOR

		SEAL KITS FOR AUGER MOTOR	
18	860012	Kit, Seal (Auger Motor) (MG) (Newer Type Motors)	1
19	860014	Kit, Seal (Auger Motor) (MAG & MAC) (MAC500001 is used for both motors).	1
20	860016	Kit, Seal (Auger Motor) (Char-Lynn) (005 & 006 use same seal kit) (Older Model Motors)	1
21	860018	Kit, Seal (Auger Motor) (Char-Lynn) (007 & 008 use same seal kit) (Older Model Motors)	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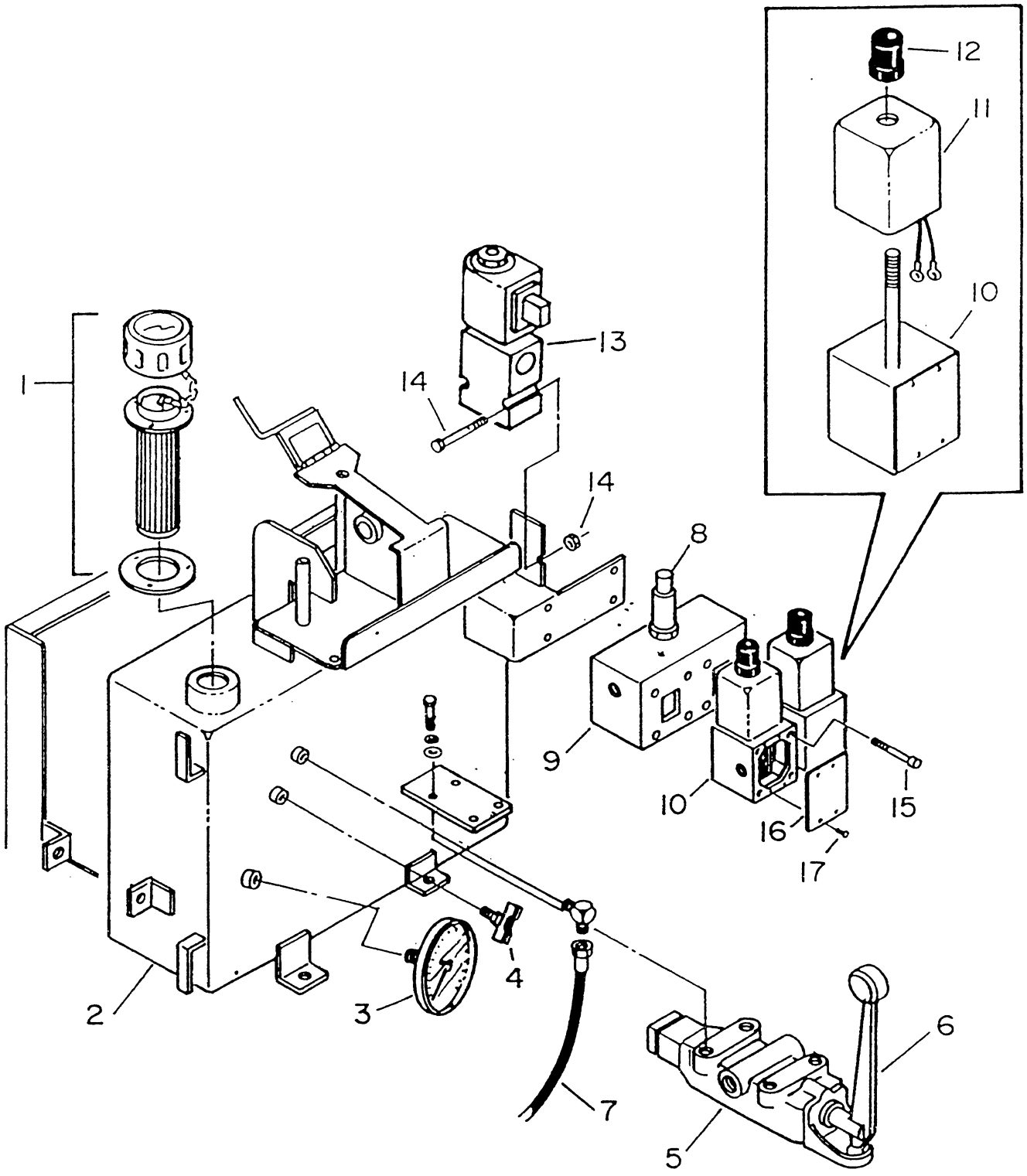
CONVEYOR DRIVE, CUTOFF, SCREED LIFT CYLINDERS

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	851119	Motor, hydraulic conv.	2
2	851148	Bolt, Adjuster	4
3	851149	Mount, adjustable	2
4	851121	Chain, 80	2
5	851120	Sprocket, 80B8	2
6	851150	Bolt, SHCS 1/2"	8
7		Nut, lock, 1/2"	8
8	850041	Shield, Chain (Left or Right Specify)	2
9		Pin, cotter 3/16" x 2 1/2"	4
10	860041	Washer, lock 3/8"	
11		Bolt, hex 3/8" x 3/4"	6
12	210460	Cylinder, lift (2 1/2 x 12 Swivel)	6
13		Washer, lock 1"	2
14		Bolt, hex 1" x 3" (Fine)	2
15		Nut, lock 1"	2
16		Bolt, hex 1" x 3 1/2" (Fine)	2
17	851152	Mount, cylinder	2
18		Bolt, hex 5/8" x 1 1/2"	6
19		Washer, lock 5/8"	6
20			
21	910170	Cylinder (2 1/2 x 4C)	2
22	870305	Pin	
23			
24		Bolt 1/4" x 1"	1
25	860037	Washer, lock 1/4"	1
26		Washer, 1/4" fender	1
27	851153	Cut-off, left side	1
28	851154	Cut-off, right side	1
29	851258	Boot, Cylinder	2
30	851260	Clamp	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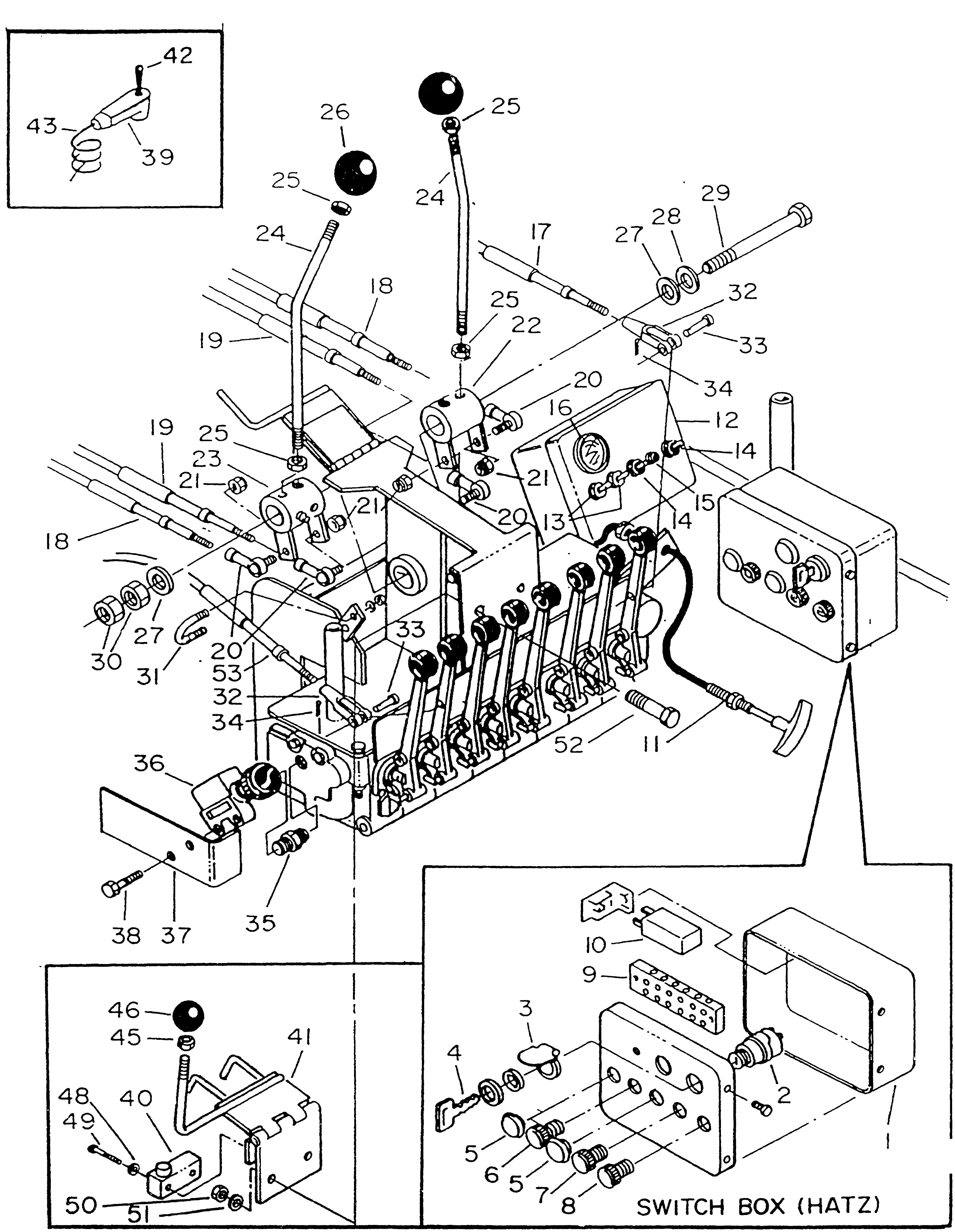
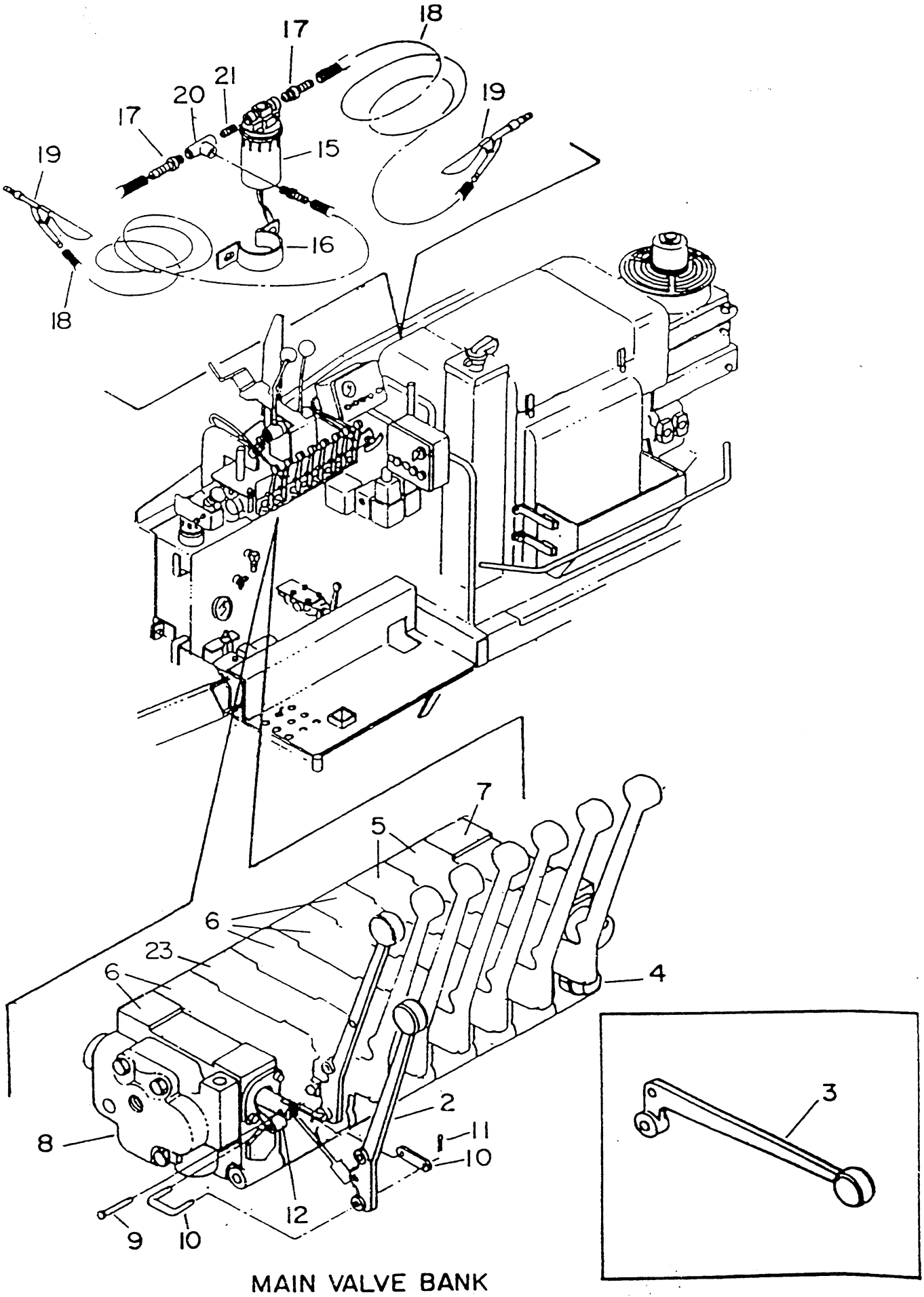
HYD. COMPONENTS

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	910160	Cap, Breather Oil	1
2	910164	Tank, Hyd. (Top) Low Deck N/S	
2A	910165	Tank, Hyd. (Top) High Deck	
3	330040	Gauge, Temp.	1
4	910150	Petcock	1
5	910120	Valve, Conveyor	1
6	910130	Lever, Conveyor	1
7	910135	Hose, Vent	1
8	900092	Relief, Conv.	1
9	900094	Mainfold, Conv.	1
10	900100	Valve, Conv. Complete	2
11	900125	Coil	1
12	900097	Nut	1
13	900140	Valve, 2 speed	1
14	900098	Bolt & Nut	2
15	900099	Bolts, Valve	4
16	900143	Plate, Valve	1
17	900145	Screws, Plate	4
18	910122	Valve Block, Sidewings (N/S)	


SWITCH BOX (HATZ)

SPECIAL COMPONENTS L/H SIDE (REAR)

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	320425	Switchbox, Complete Hatz	1
2	320390	Switch, Hatz	
3	320370	Cover Only, Switch	1
4	320380	Keys, Hatz	1
5	320382	Plugs	
6	320384	Light, Indicator	
7	320385	Light, Indicator	
8	320386	Light, Indicator	
9	320340	Block	
10	320320	Relay	1
11	920160	Cable, Throttle Hatz (36" x 3")	1
12	920165	Dash, Complete	
13	900030	Switch, Toggle, conv.	2
14	500040	Switch, Toggle, 2 Speed & Spraydown	2
15	900120	Light, Conv.	1
16	900130	Meter, Hour	1
17	920140	Cable, Auger (116" x 3")	1
18	920140	Cable, Drive R/H (116" x 3")	2
19	920120	Cable, Pump (104 x 3)	2
20	920090	Rodend, Spherical, with Stud Bushing Rod End N/S Pt. No. 920091	4
21	920092	Nut, 3/8 Fine Thread	4
22	920094	Pivot, R/H	1
23	920096	Pivot, L/H	1
24	920097	Handle, Drive	2
25	920098	Nuts, Jam	4
26	920225	Knob	
27	920226	Washer, Flat 5/8"	2
28	920227	Washer, Bevel	2
29	920229	Bolt 5/8" x 7 1/2"	1
30	920231	Nuts, Jam	2
31	900713	U-Bolts, 3/8	6
32	350050	Clevis, Yoke	2
33	850099	Pin, Clevis	2
34	850100	Pin, Cotter	2
35	920233	Coupler	1
36	910080	Valve, Vibrator	1
37	920234	Shield	
38	920237	Bolts	
39	920238	Control, Remote (Electric Flight Screw)	1
40	900020	Switch, Safety (Mounted at controls)	1
41	900029	Bracket, (Safety Switch) (At Controls)	1
42	900080	Switch, Remote (Only)	1
43	900082	Cord, Remote	1
44			
45	920098	Nut, hex jam 1/2"	1
46	851156	Knob	1
47			
48		Washer, lock	2
49		Screw,	2
50		Nut, hex 5/16"	2
51		Washer, lock 5/16"	2
52		Bolt 5/16" x 1"	2
53	920130	Cable, Extension (123" x 3")	1

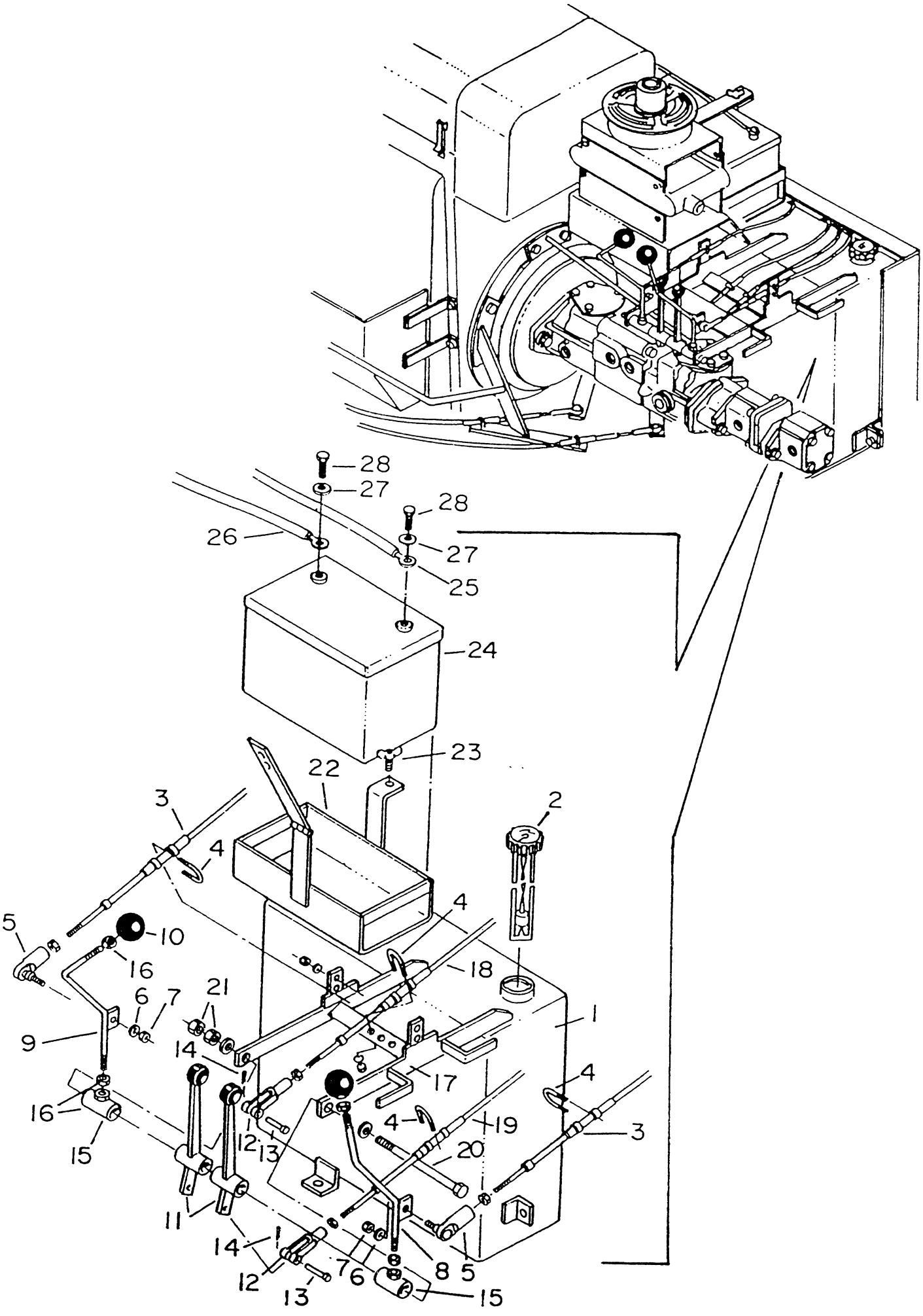


MAIN VALVE BANK

ITEM No. 1

MAIN VALVE AND SPRAYDOWN

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	851161	Valve, Main	1
2	910060	Handle, Vertical	8
3	910070	Handle, Horizontal	0
4	901009	Valve, Relief (Main)	1
5	910052	Section, Valve (Augers) (Detented)	2
6	910054	Section, Valve (Cylinders) (Spring Return)	6
7	910055	Cover, Inlet	1
8	910056	Cover, Power Beyond	1
9	850099	Pin, Clevis (1/4")	8
10	901010	Link, Handle	8
11	850100	Pin, Cotter (1/4")	8
12	910058	Brackett, Handle (Aluminum)	8
13	901007	Detent Kit (N/S)	2
14			
15	900010	Pump, Spraydown (Flojet)	1
16	900012	Bracket, Pump (Spraydown)	1
17	920218	Coupling, Hose	3
18	920219	Hose, (15' 5/16")	2
19	920220	Handle, Spraydown	2
20	920222	Tee, 3/8"	1
21	920223	Nipple, 3/8"	1
22	901210A	Tips, Spray Handle (N/S)	2
23	851162	Float, Assembly Screed	1
		SEAL KITS FOR VALVES	
	910059	Kit, Seal (Spool) (Gresen V-20) K6125B	
	910062	Kit, Seal (Section) (Gresen V-20) K6121	
	910065	Kit, Seal (Relief Valve) (Gresen V-20)	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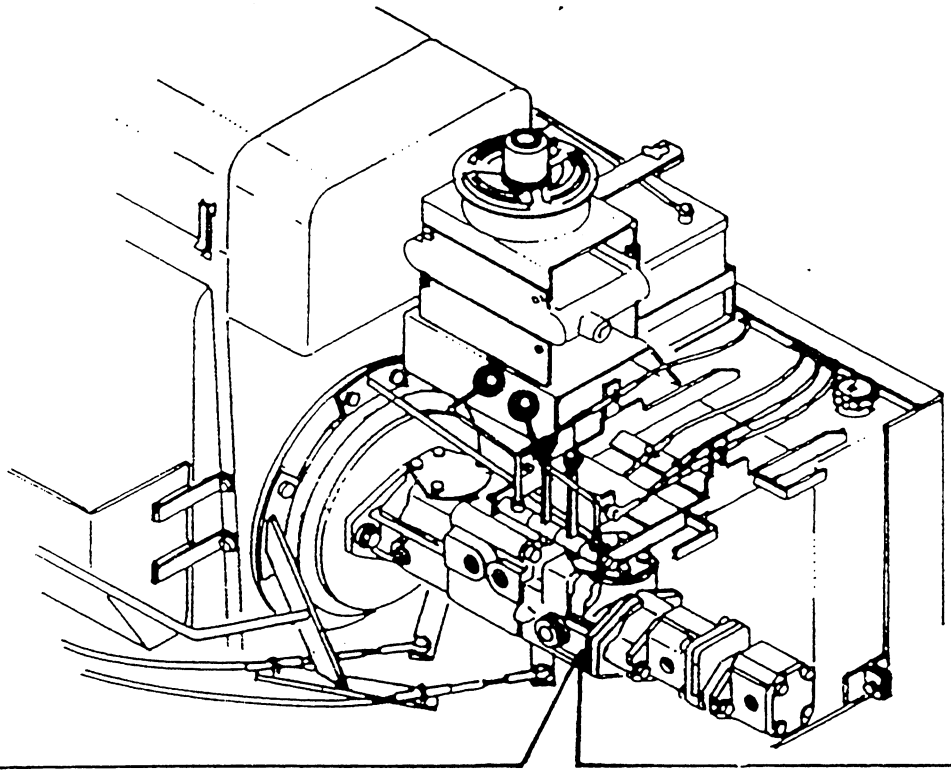
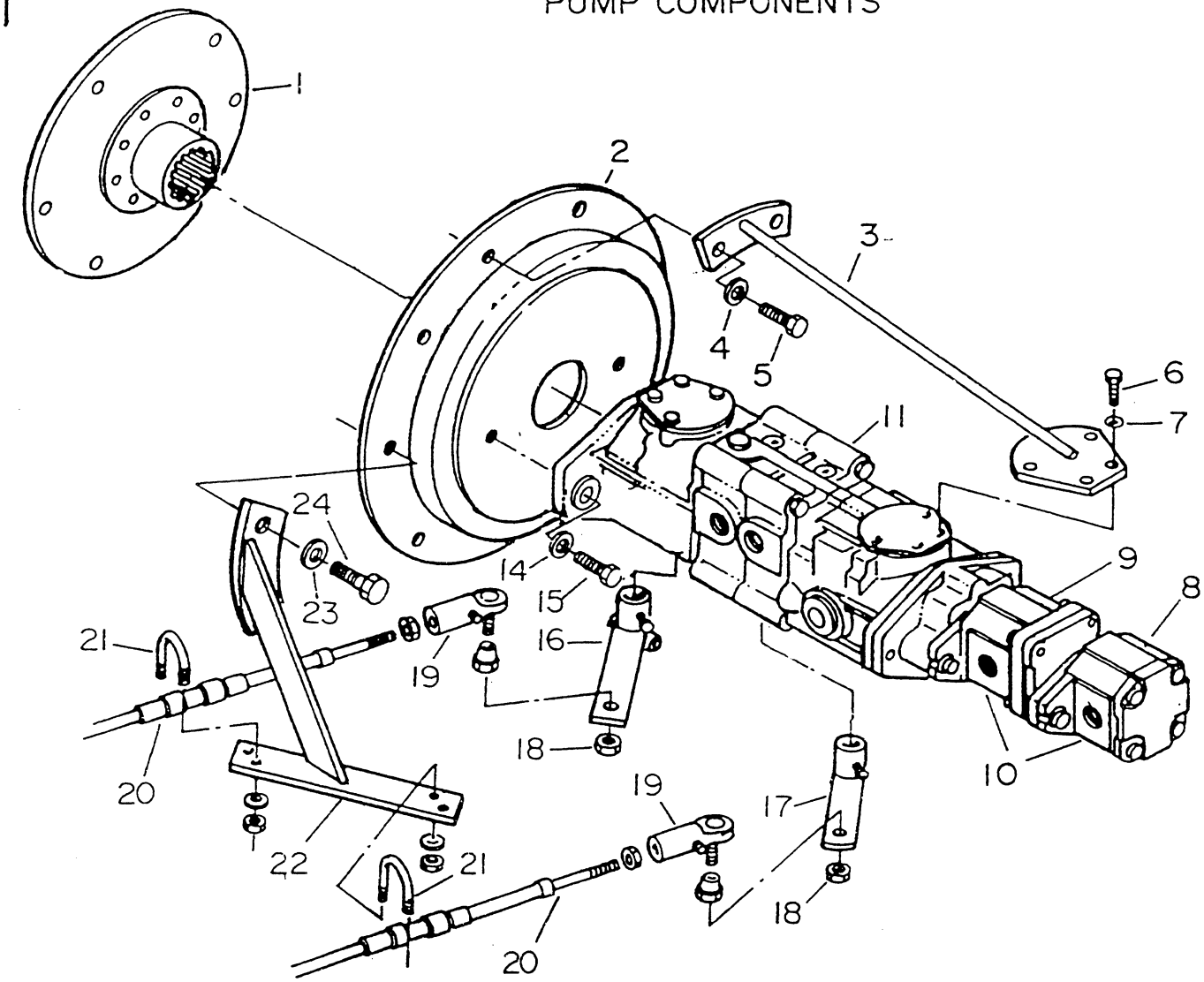
R/H DRIVE ASSEMBLY

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	910009	Fuel tank, (Complete)	
2	910010	Gauge, Fuel	
3	920140	Cable, R/H Drive (116" x 3")	
4	900713	U-Bolts, 3/8"	
5	920090	Rodend, Spherical with Stud, 3/8" Fine Thread	
6	920072	Lockwasher, 3/8"	
7	920093	Nut, 3/8"	
8	920230	Handle, (R/H) (Lee-Boy)	
9	920228	Handle, (L/H) (Lee-Boy)	
10	920225	Knobs, Round	
11	920210	Handles, (Right Extension) (Right Auger) (Casted)	
12	350050	Clevis, Yoke 1/4"	
13	850099	Pins, (1/4")	
14	910057	Pin, Cotter	
15	350054	Pivot, Handle	
16	350055	Nuts, 1/2"	
17	350059	Bracket, R/H Drive	
18	920140	Cable, R/H Auger (116" x 3")	
19	920130	Cable, R/H Extension (123" x 3")	
20	920145	Rod, For R/H Drive Handle (5/8")	
21	920147	Nuts, Jam (5/8")	
22	920151	Box, Battery	
23	920070	Bolt, (3/8") Wing	
24	920155	Battery	
25	900147	Cable, (-) (Battery)	
26	900148	Cable, (+) (Battery)	

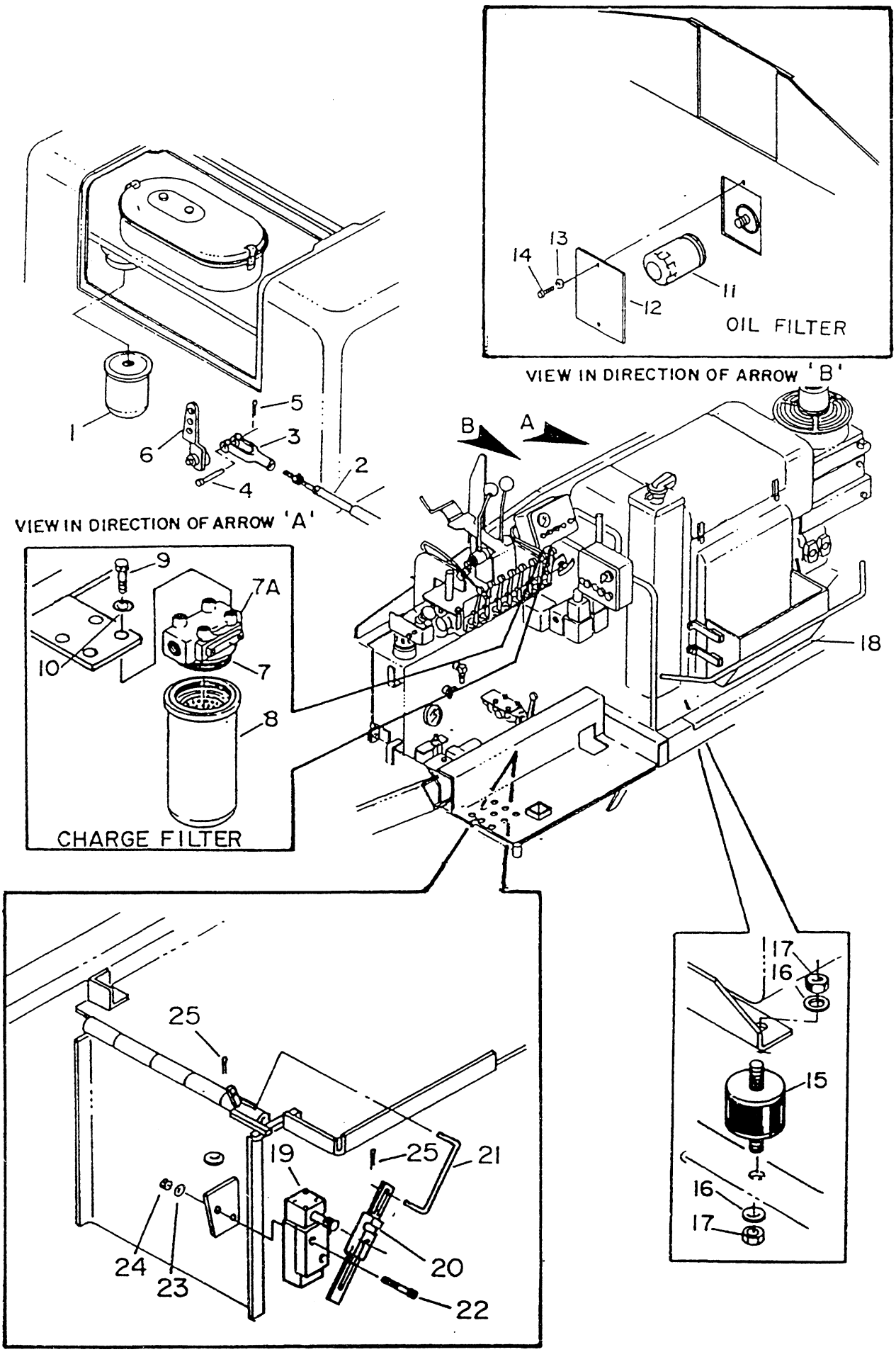


PUMP COMPONENTS



PUMP ASSEMBLY

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	320170	Coupling, Inner Drive	1
2	320200	Cover, Pump Plate	1
3	320224	Brace, Pump (Sunstrand)	1
4	320226	Washer, Lock	2
5	320227	Bolt	2
6	320228	Bolt	8
7	320229	Washer, Lock	8
8	851160	Pump, Auger & Conveyors	1
9	320234	Kit, Rebuild (Main Pump) (N/S)	1
10	320235	O-Ring, (Piggyback to Main Pump) (N/S)	1
11	320327	Pump, L & R Drive (Sunstrand)	1
12	320239	Seal, Front (Sunstrand) (N/S)	1
13	320241	O-Ring, Front, (Sunstrand) (N/S)	1
14	320242	Washer	2
15	320243	Bolt	2
16	320245	Arm, Left Drive	1
17	900025	Arm, Right Drive	1
18	900027	Nut	2
19	920090	Rodend, Spherical with Stud Bushing Rod End N/S 920091	2
20	920120	Cable, Pump (104" x 3")	2
21	900713	U-Bolt, (3/8")	2
22	920125	Bracket, Pump Cables	1
23	320226	Washer, Lock	2
24	320227	Bolt	2


OIL FILTER
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VIEW IN DIRECTION OF ARROW 'A'
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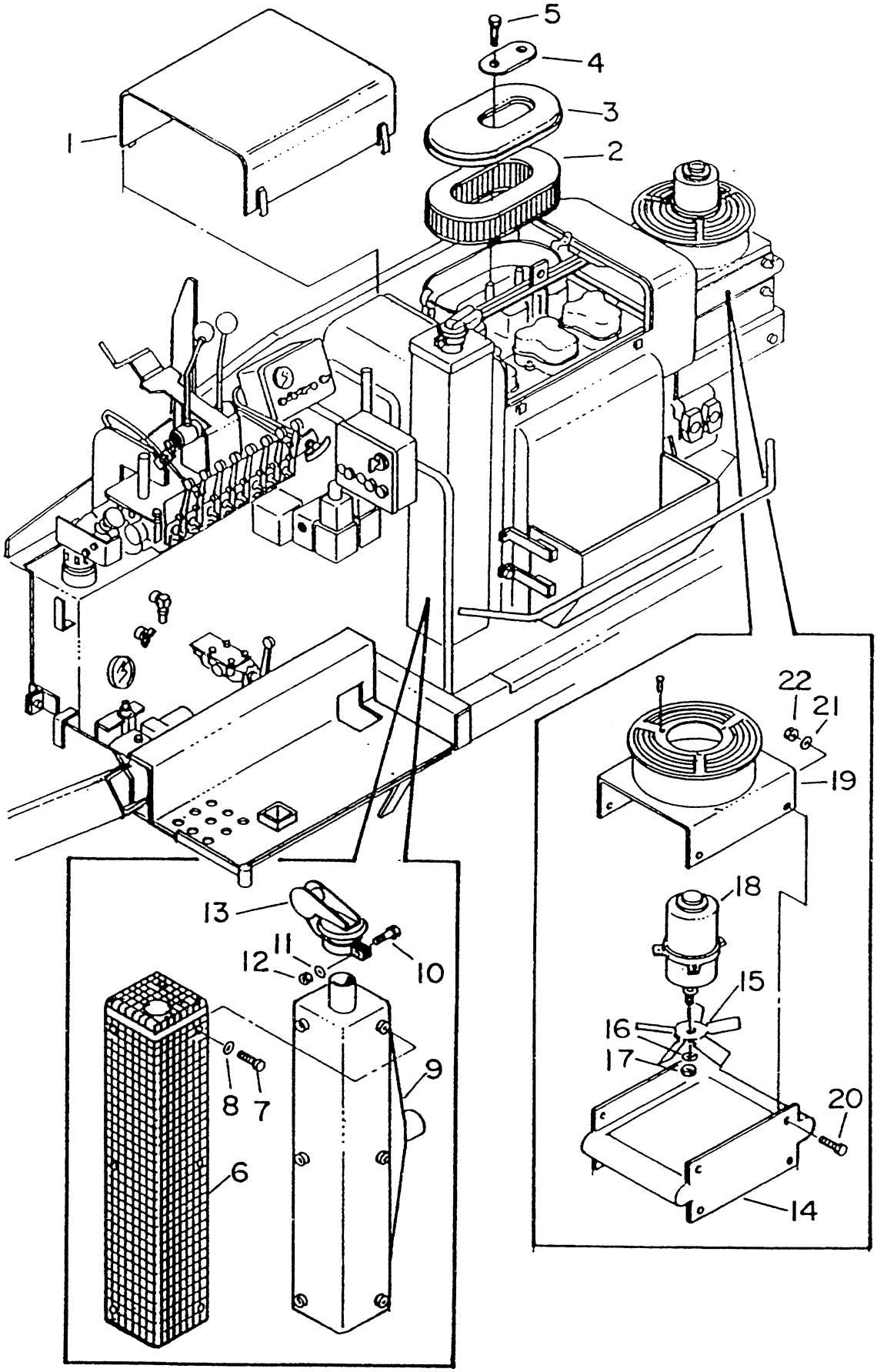
FILTER LOCATION & ACCESSORIES (HATZ)

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	310080	Filter, Fuel (Hatz)	1
2	920160	Cable, Throttle (36" x 3") (T-Handle)	1
3	350050	Clevis, Yoke (1/4")	1
4	850099	Pin, Clevis (1/4")	1
5	910057	Pin, Cotter (1/16")	1
6	350056	Arm, Adjustment	1
7	290010	Filter, Head (For Charge Filter) (Must buy complete assembly when ordering this part use part #290025)	1
7A	290012	Gauge, Head	1
8	290030	Filter, Hydraulic (Charge)	1
9	290032	Bolt 3/8" x 1"	4
10	290034	Washer 3/8"	4
11	310070	Filter, Oil	1
12	310075	Cover, Access Oil Filter	1
13	290032	Bolt 3/8" x 1"	2
14	290034	Washer, Lock 3/8"	2
15	320140	Mount, Engine (Hatz)	4
16	320142	Washer, Lock (metric)	4
17	320144	Nut (metric)	4
18	320112	Shield, Heat	1
19	900050	Switch, Micro	1
20	900060	Arm, Micro	1
21	900075	Linkage	1
22	900076	Screws	
23	900077	Lock Washer	
24	900078	Nut	
25	900079	Pin, Cotter	
26	290025	Assembly Complete Hydraulic Filter with Head Item #7 & #8	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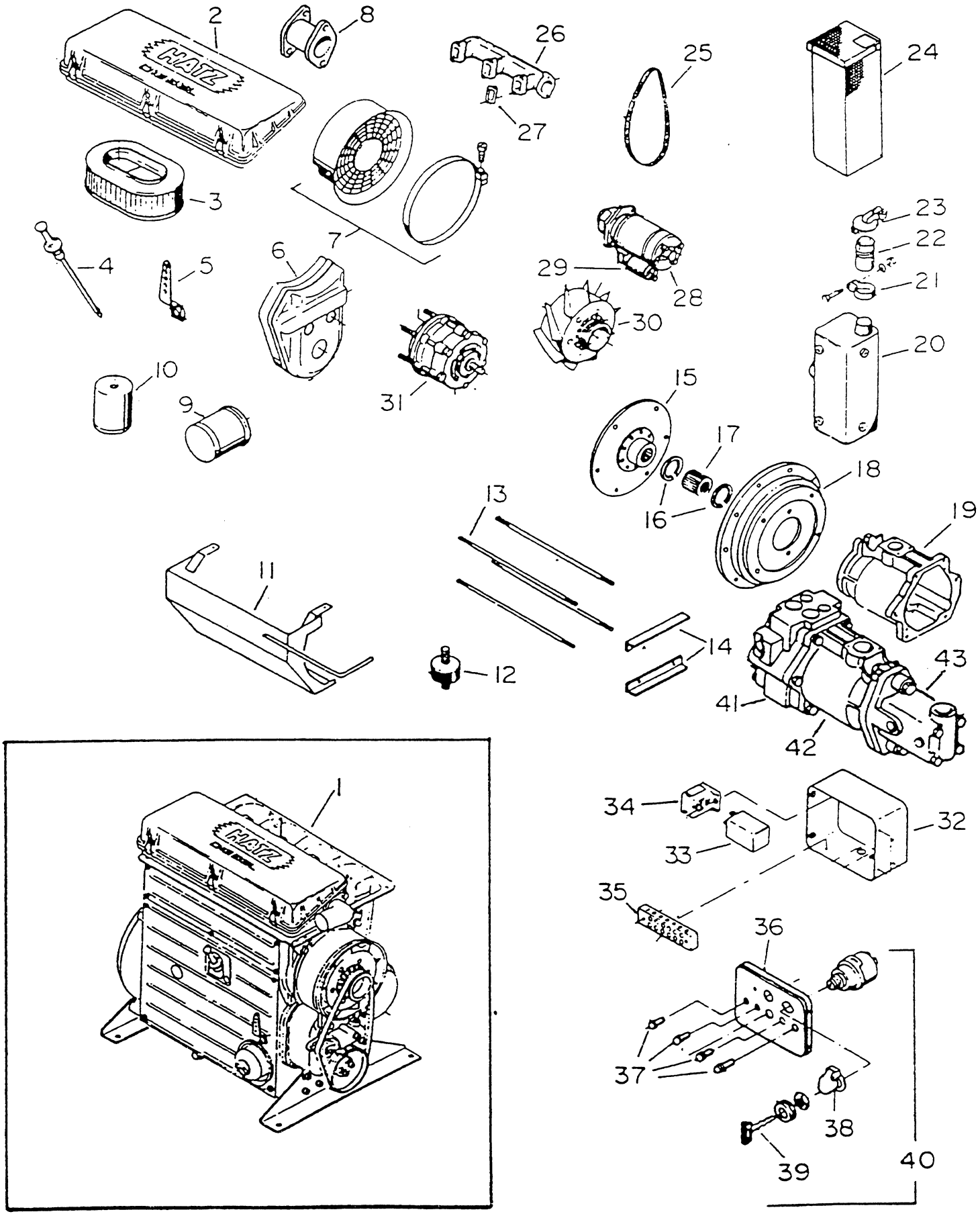
AIR FILTER, MUFFLER AND HYDRAULIC COOLER FAN

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	320500	Cover, Engine Access	1
2	310060	Filter, Air Cleaner	1
3	320504	Cover, Air Cleaner	1
4	320506	Bracket, Hold Down Filter	1
5	320508	Bolt	2
6	320510	Shield, Muffler	1
7	320512	Screw	3
8	320514	Washer, Lock	3
9	320516	Muffler	1
10	320518	Screw	1
11	320520	Washer, Lock	1
12	320522	Nut	1
13	320524	Cap, Exhaust	1
14	320526	Cooler, Oil (When ordering this part use part #320529)	1
15	320528	Fan	1
16	320530	Washer, Lock	1
17	320532	Nut, Hex	1
18	320534	Motor, Electric Fan	1
19	320536	Shroud, Fan (When ordering this part use part #320529)	1
20	320538	Bolt	4
21	320540	Washer, Lock	4
22	320542	Nut, Hex	4
23	320529	Oil Cooler Assembly Complete with Fan & Motor	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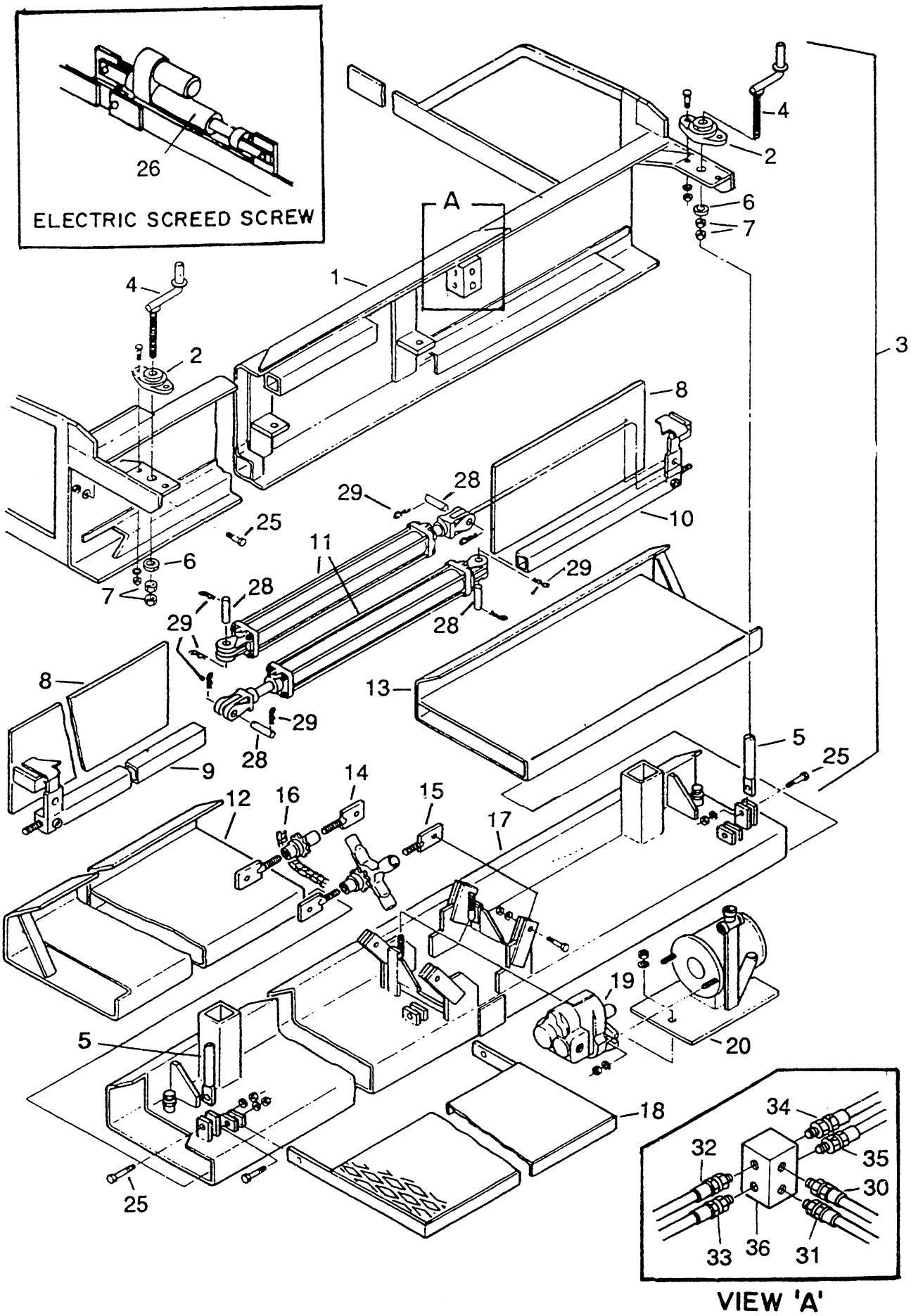
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	320000	Engine, Hatz diesel (3L40C)	1
2	320100	Cover, Filter - Specify 2, 3, or 4 cyl.	1
3	310060	Cleaner, air	1
4	320110	Stick, dip	1
5	320120	Lever, throttle	1
6	320080	Shroud, lower belt	1
7	320070	Shroud, upper belt	1
8	321031	Pipe, exhaust extension	1
9	310070	Filter, oil	1
10	310080	Filter, fuel	1
11	320112	Shield, heat	1
12	320140	Mount, engine	4
13	320150	Brace, pump	4
14	320161	Brace, pump alignment	1
15	320170	Coupling, inner drive pump	1
16	320180	Snap ring	2
17	320190	Coupling, pump shaft	1
18	320200	Cover, pump plate	1
19	320210	Housing, pump	1
20	320040	Muffler	1
21	320220	Clamp, muffler	1
22	320230	Pipe, muffler extension	1
23	320010	Cap, rain	1
24	320240	Shield, muffler	1
25	320090	Belt, blower	1
26	320250	Manifold, exhaust - specify 2,3, or 4 cyl.	1
27	320260	Gasket, manifold	4
28	320270	Starter	1
29	320280	Solenoid, starter	1
30	320290	Blower	1
31	320300	Alternator, Hatz	1
32	320310	Housing, control box	1
33	320320	Relay	
34	320330	Holder, relay	
35	320340	Terminal	1
36	320350	Cover, control box	
37	320360	Bulbs, indicator	1
38	320370	Cover, ignition	1
39	320380	Key (new style keys - Teeth on both sides)	1
40	320390	Ignition Assembly	1
41	320400	Transmission cpt.	1
42	320405	Pump section, (variable volume)	2
43	320410	Double vane pump	1
44	320362	Complete Idiot light	
45	320376	Hatz key, old style-teeth on one side #265 or #14610	
46	320426	Diode, switch N/S	
47	320416	Transmission (cpt.) Sunstrand N/S	
48	320418	Pump, Section (Sunstrand N/S)	
49	320420	Pump, Double Vane (Sunstrand N/S)	
50	320422	Muffler, Silent Pack (Hatz) N/S	
51	320424	Rain Cap, Silent Pack (Hatz) N/S	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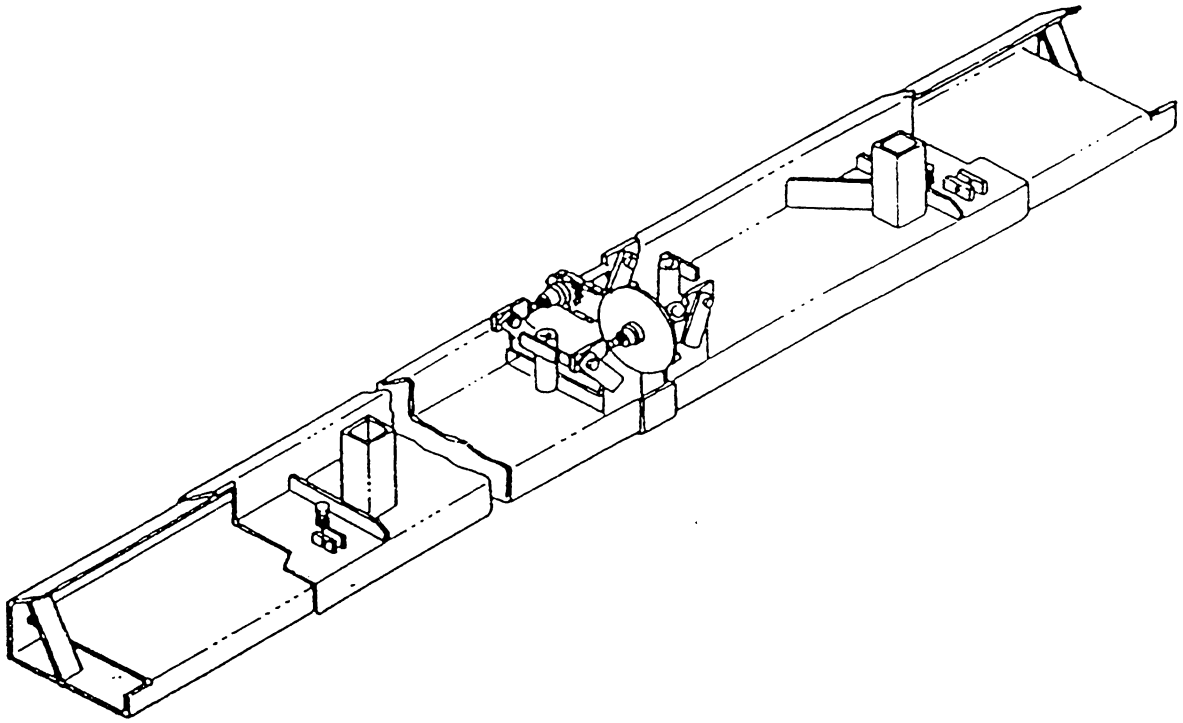
SCREED BACK ASSEMBLY

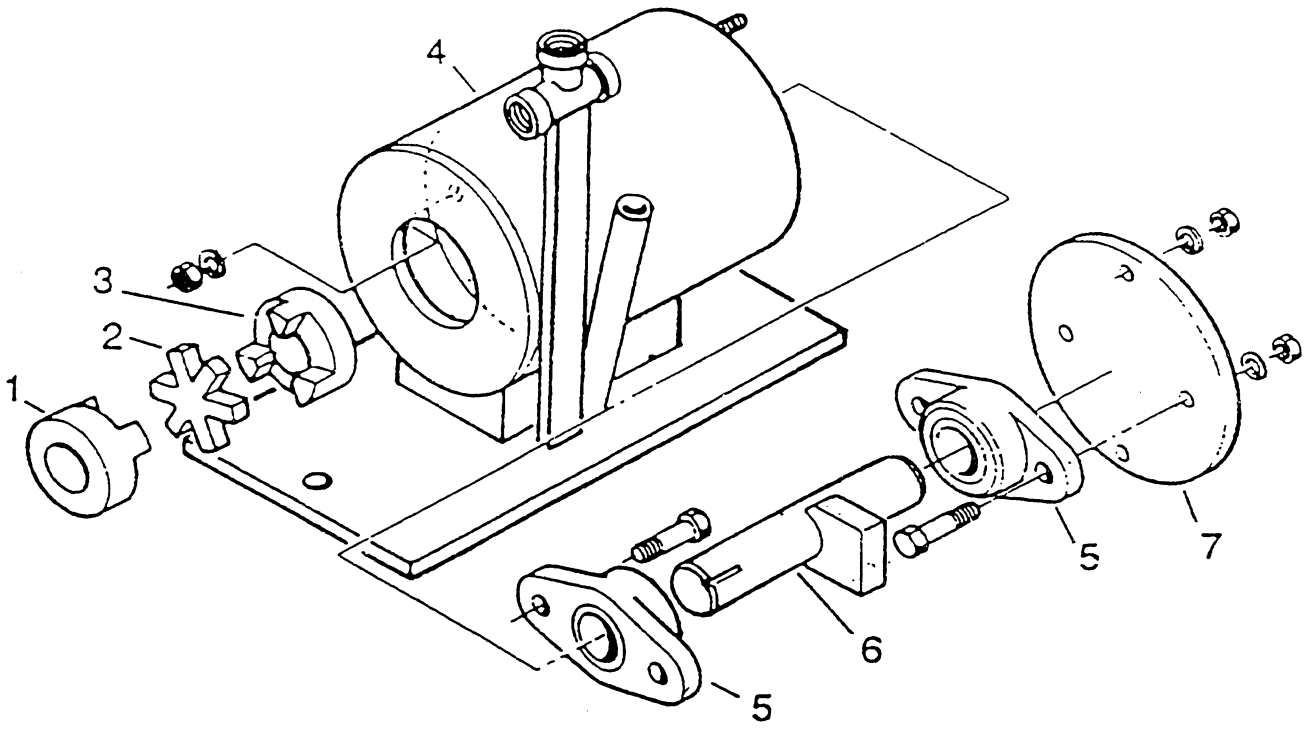
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	870017	Screed back assy. w/o cyl. (N/S) (Complete)	1
	870018	Screed back assy. (Complete w/cyl.) 8'	1
2	870030	Bearing, screed flight screw	2
3	870042	Screw Assy., screed flight (Complete)	2
4	870052	Screw handle N/A (Must buy complete screw assembly)	2
5	870062	Screw receiver N/A(Must buy complete screw assembly)	2
6	870071	Spacer	2
7	870080	Nut	4
8	870112	Guide plate, screed extenison	1
9	870122	Guide arm, screed extension L/H	1
10	870132	Guide arm, screed extension R/H	1
11	870140	Cylinder, hydraulic, screed extension 2 1/2" x 30"	2
12	870153	Inner extension, screed L/H	1
13	870163	Inner extension, screed R/H	1
14	870172	Turnbuckle, crown & valley, front	1
15	870182	Turnbuckle, crown & valley, rear	1
16	870190	Chain, crown & valley (for turnbuckle) #40	1
17	870204	Screed Complete 8'	1
18	870212	Walkboard 8' (Bolt on)	2
19	870220	Motor, hydraulic, screed vibrator	1
20	870232	Eccentric & mounting pad, screed vibrator	1
21	870240	Screed extension plates, 12" (N/S)	A/R
22	870250	Screed extension plates, 6" (N/S)	A/R
23	870276	Boots, Rubber (Handles) (N/S)	6
24	870278	Screed, Complete 9'0" x 17" (N/S) (Option)	1
25	870279	Bolt, shoulder, (bottom flight screw)	2
26	870302	Screw, electric	2
27	870303	Walkboard, 9' (N/S) (Option)	2
	870300	Walkboard, 8' (Weld-On) (N/S)	2
28	870305	Pins, cylinders	6
29	870307	Clips, Pins	6
30	870301	Hose, valve to 'A' port (raise)	1
31	870306	Hose, valve to 'B' port (lower)	1
32	870308	Hose, left cylinder, to 'C' port (top)	1
33	870316	Hose, left cylinder, to 'D' port (bottom)	1
34	870317	Hose, right cylinder, to 'E' port (top)	1
35	870318	Hose, right cylinder, to 'F' port (bottom)	1
36	870319	Manifold, hydraulic	1

BASIC SCREED



BASIC SCREED

ITEM NO.	PART NO.	DESCRIPTION	QTY.
	* NEED MODEL & SERIAL NUMBER WHEN PLACING ORDER *		
		ACCESSORIES	
	870206	8' - 1000B & 8000 Extendable Screed - B Style	1
	870205	Kit, Stabilizer - A Style	1
	870207	Plate, Wear (Extendable Screed) - B Style	1
	870204	Screed (8' 0" x 17") (8000) - A Style	1
	870278	Screed (9' 0" x 17") (8000) - A Style	1
	870280	Screed (8' 0" x 17") (AR235) (8000) - A Style	1
		NOTE: SCREEDS CONSIST OF INSERTS AND CROWN & VALLEY	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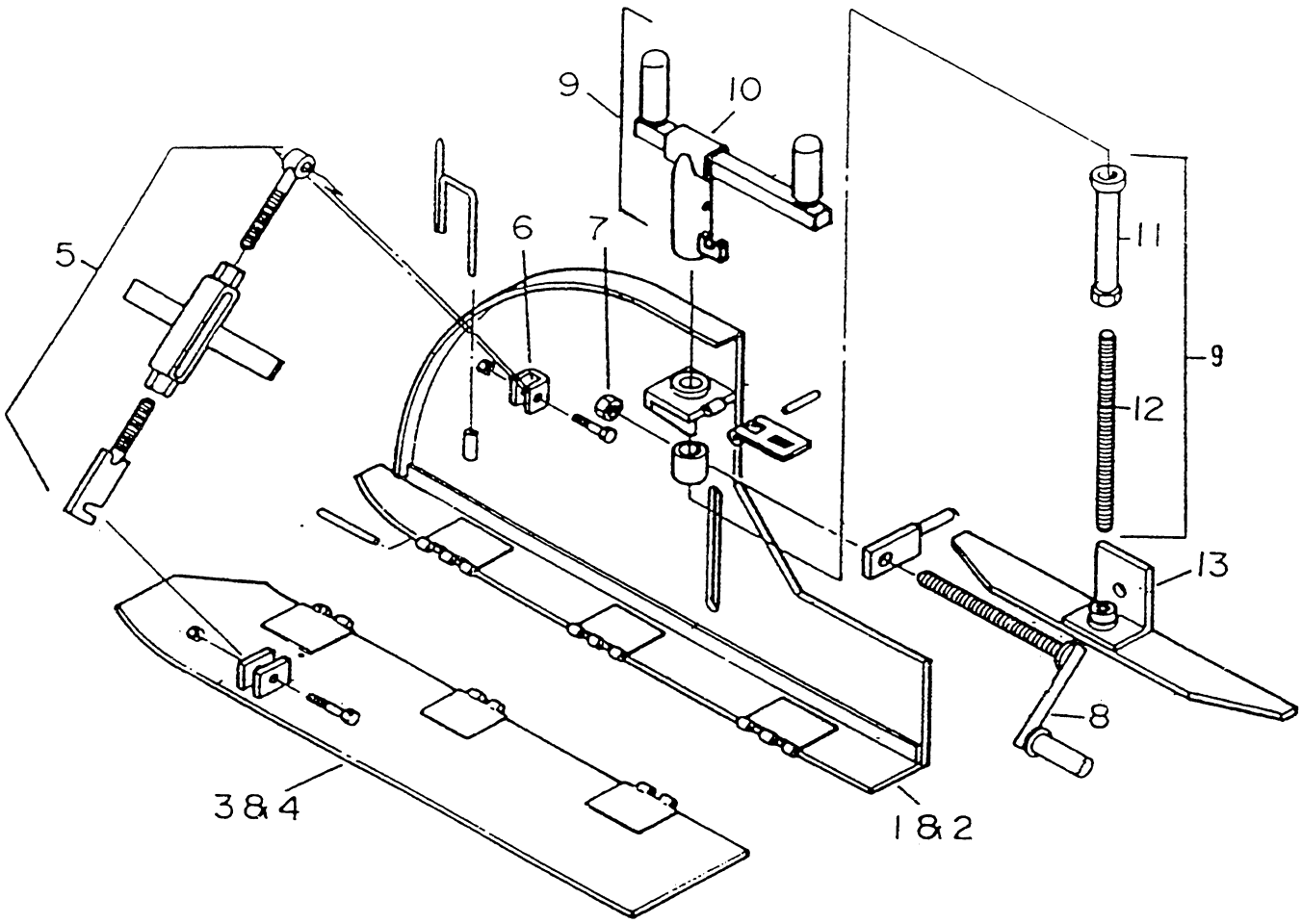
VIBRATOR ASSEMBLY

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	280030	Coupling, Vibrator Motor (5/8")	1
2	280040	Insert, Coupling (JS4N)	1
3	880030	Coupling, Vibrator Eccentric (1")	1
4	880042	Housing, Vibrator Eccentric	1
5	250150	Bearing	2
6	880062	Shaft, Vibrator Eccentric	1
7	880071	Plate, Vibrator Housing	1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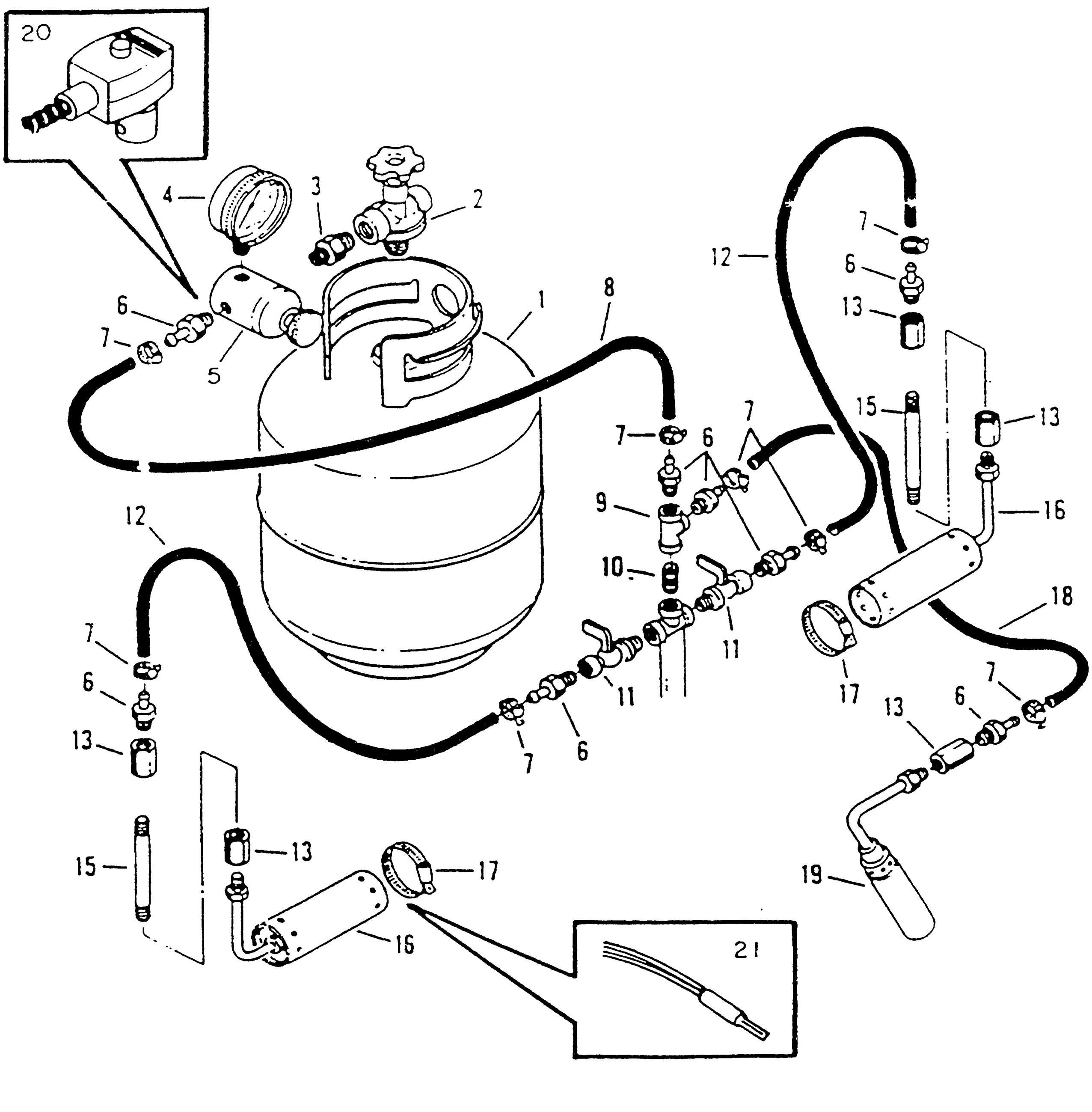
JOINTER ASSEMBLY

LeeBoy

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
	890001	Jointer Assy. cpt., L/H (Shown)	1
	890002	Jointer Assy. cpt., R/H	1
1	890011	Jointer, Guide Support, L/H	1
2	890021	Jointer, Guide Support, R/H	1
3	890031	Jointer, Guide, L/H	1
4	890041	Jointer, Guide, R/H	1
5	890051	Turnbuckle Assy.	2
6	890060	Bracket	2
7	890070	Nut	2
8	890081	Tilt Screw, Jointer	2
9	890092	Depth Screw (Complete)	2
10	890102	Handle, Depth Screw sliding type (Use Part #890092)	N/A
11	890111	Receiver, Depth Screw (Use Part #890092)	N/A
12	890121	Screw	1
13	890132	Bracket, Depth Screw control	1
14	870276	Boot Rubber (handles) (N/S)	A/R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PROPANE HEATER ASSEMBLY & AUTOMATIC IGNITORS

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	230010	Tank, Propane (Complete)	1
2	230020	Valve, Propane Tank (N/A Comes With Tank)	N/A
3	230030	Adaptor, P.O.L. (N/A Comes With Regulator)	N/A
4	230110	Gauge, Gas Pressure	1
5	230100	Regulator, Propane (Complete)	1
6	230150	Adaptor, Hose to Pipe	8
7	230160	Clamp, Hose	8
8	230000	Hose	1
9	230080	Tee, Pipe	1
10	230140	Nipple, Pipe	1
11	230070	Valve, Cutoff	3
12	230000	Hose	1
13	230170	Adaptor, Pipe to Burner Nozzle	6
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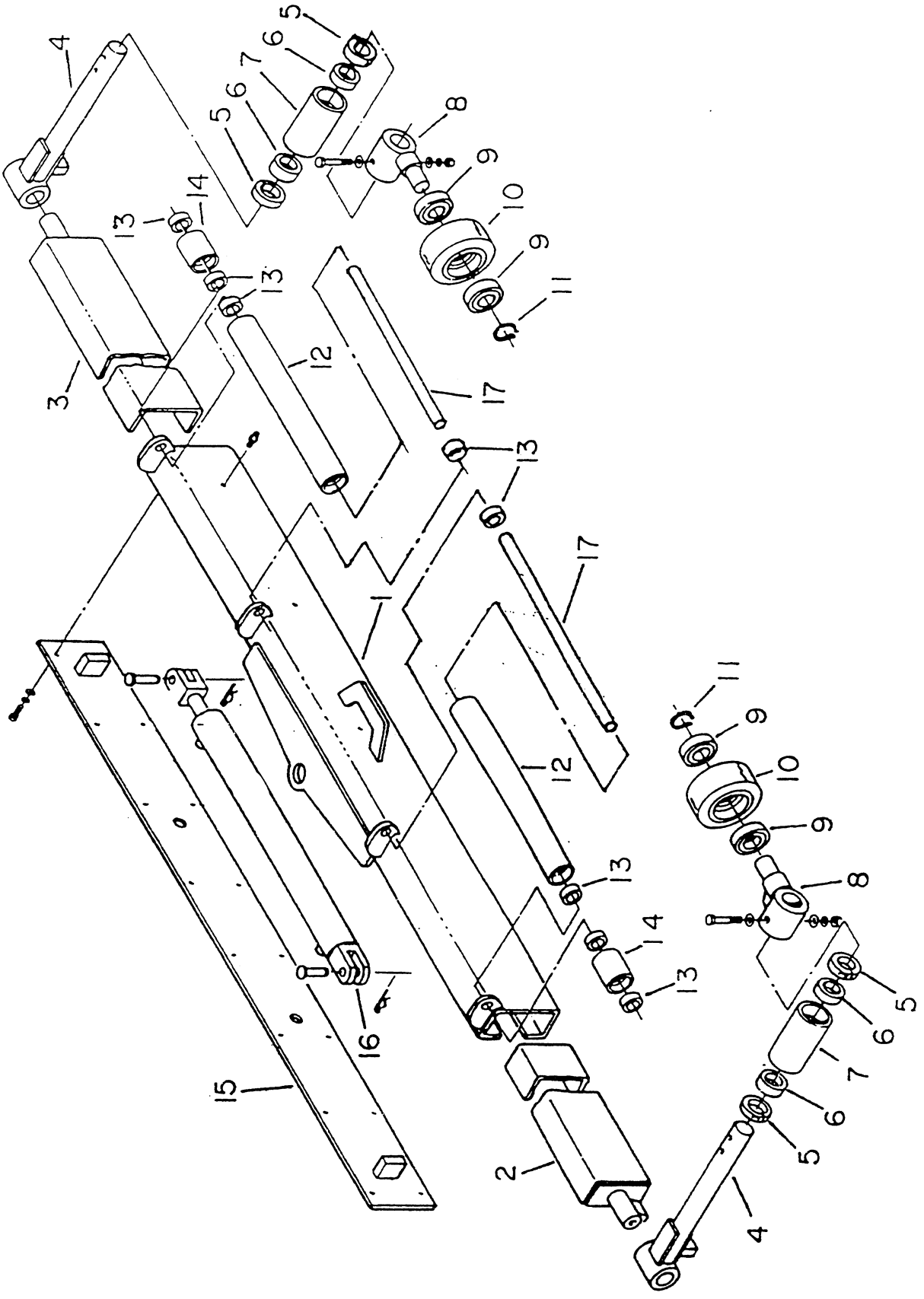
15	230999	Nipple, Pipe	3
16	230191	Burner Nozzle, Screed (BP6)	2
17	230240	Clamp, Nozzle Holder	2
18	230000	Hose	1
19	230200	Burner Nozzle, Ignitor (BP4)	1
		AUTOMATIC IGNITORS (BURNERS)	
20	230022	Valve, Electric	1
21	230024	Heaters, 12 VDC	2
22	900122	Button, Preheat (N/S)	1
23	500040	Switch, Toggle (N/S)	1
24	910025	Burner, Screed (BP5) (N/S) (Older Model 500 & 800 Pavers) (N/S)	2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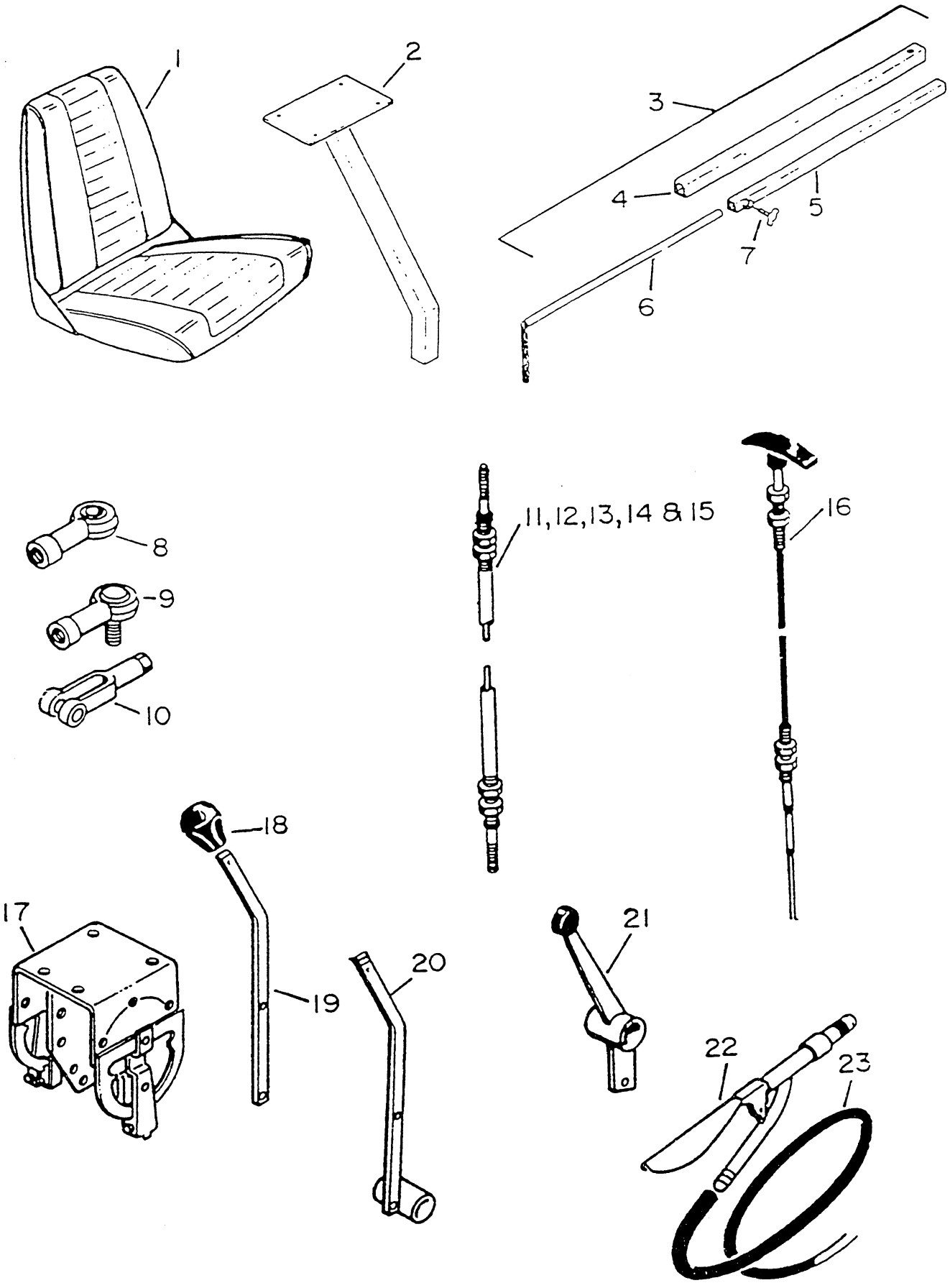
TRUCK HITCH ASSEMBLY

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
	930010	TRUCK HITCH ASSEMBLY	1
1	930015	Support, pivot bar	1
2	930020	Arm Extension, R/H	1
3	930025	Arm Extension, L/H	1
4	930030	Guide, wheel pivot arm	2
5	930035	Collar, lock	4
6	810070	Bushing, tire roller	4
7	930040	Roller	2
8	930045	Axle, guide wheel	2
9	930050	Bearing, guide wheel	4
10	930055	Wheel, guide	2
11	850040	Ring, snap	2
12	810102	Roller, bumper	2
13	810110	Bearing, roller	8
14	930060	Roller Extension, bumper	2
15	930065	Cover, back panel	1
16	930070	Cylinder, arm extension	1
17	930075	Shaft, bumper roller	2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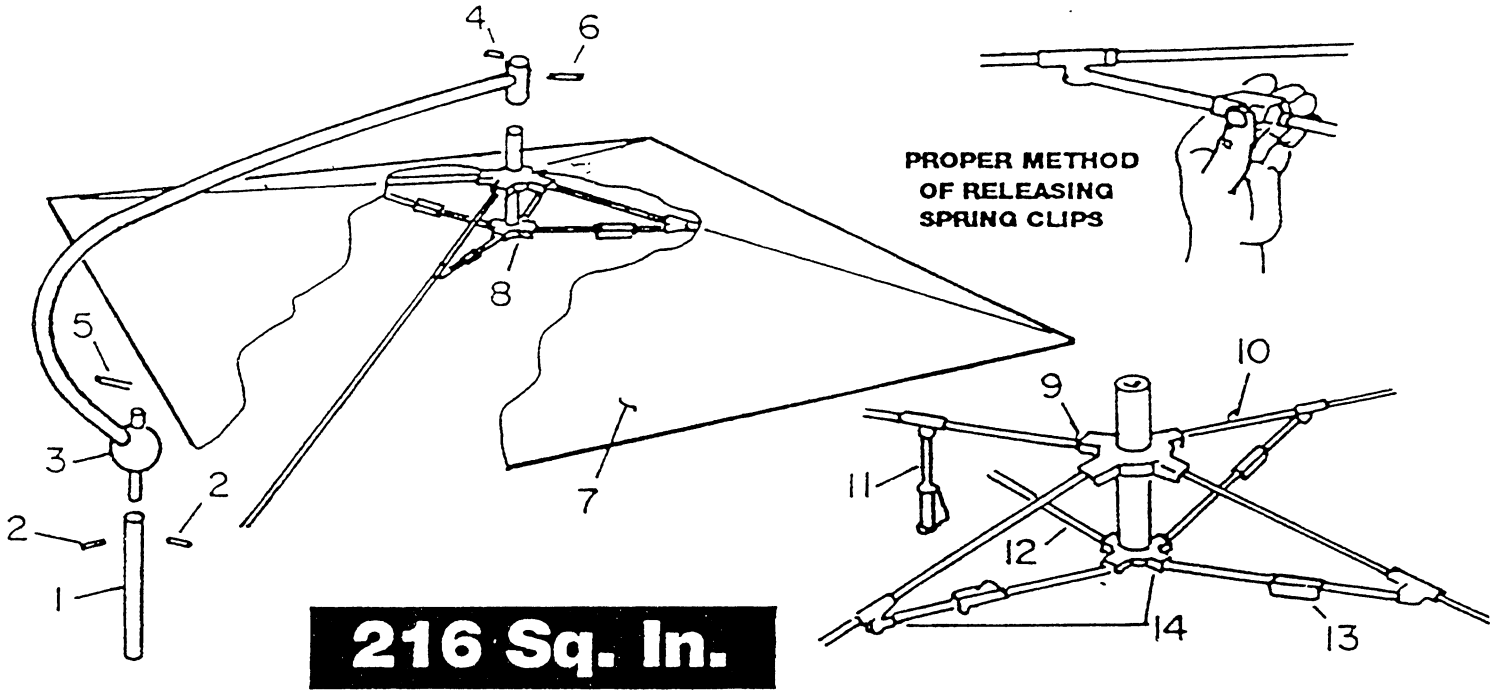
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	360010	Seat	1
2	920022	Support, seat	1
2B	920024	Support, seat (HD) N/S	1
3	920032	Guide bar assembly	1
4	920041	Bar, guide (outer)	1
5	920051	Bar, guide (inner)	1
6	920061	Bar, guide (rod)	1
7	920070	Lock, guide bar adjuster	1
8	920080	Rodend, spherical	4
9	920090	Rodend, spherical, with stud	2
10	350050	Clevis, yoke 1/4"	4
11	920110	Cable, R/H drive (116 x 5) Quadco	1
12	920120	Cable, pump (104 x 3)	1
13	920130	Cable, Extension (123 x 3)	1
14	920140	Cable, auger (116 x 3) Drive Cable (L/B Controls)	1
15	920150	Cable, Throttle (Deutz)	1
16	920160	Cable, Throttle (Hatz)	1
17	920172	Control, quadco (R or L - Specify)	@1
18	920180	Knob	4
19	920192	Lever, quadco (R or L - Specify)	@1
20	920202	Lever, right hand steering, R or L - Specify)	@1
21	920210	Lever, right hand auger and extension	2
22	920220	Handle, spray down	1
23	920000	Hose	1
24	920225	Knob, Round (L/B) N/S	4
25	920228	Handles, Dr. (L/H) (L/B) N/S	2
26	920230	Handles, Dr. (R/H) (L/B) N/S	2
27	901210A	Tips, Spray Handle	1

UMBRELLA



ASSEMBLY INSTRUCTIONS

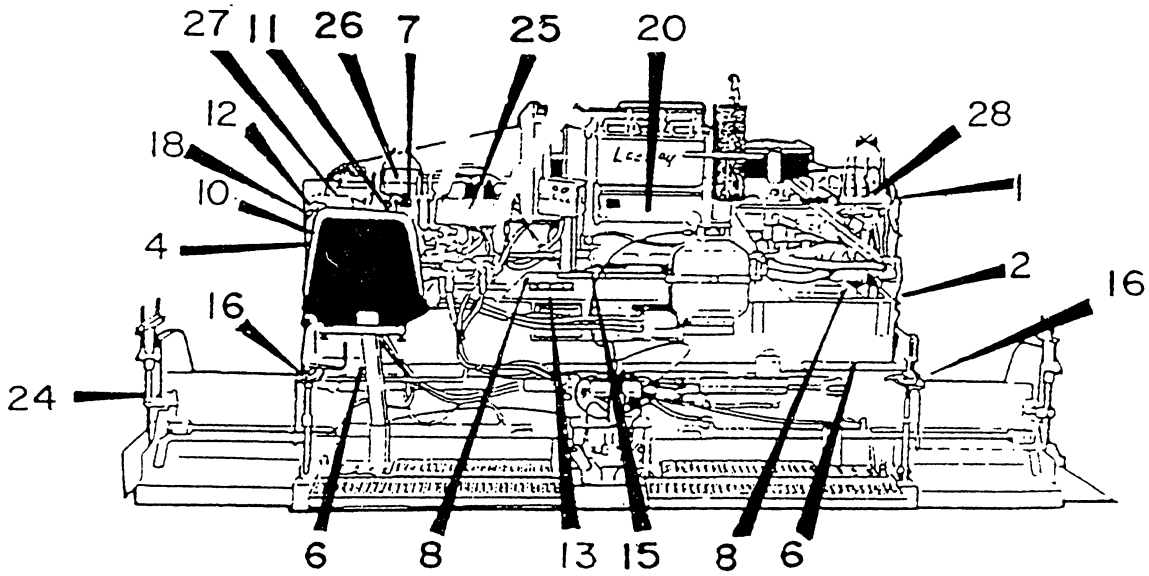
1. Install Umbrella Mounting bracket (See bracket mounting instructions furnished with each bracket.
2. Insert ball stud on (#3) curved shaft into (#1) umbrella support shaft, align holes, and drive (#2) 3/16" x 1" spiral spring pins into position. Install (#5) locking handle.
3. Place (#7) canvas cover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

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

* Part No. varies with color.

UMBRELLA

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
	920235	Umbrella	1



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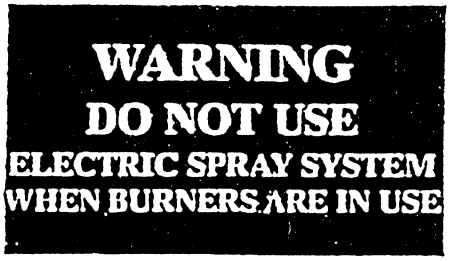

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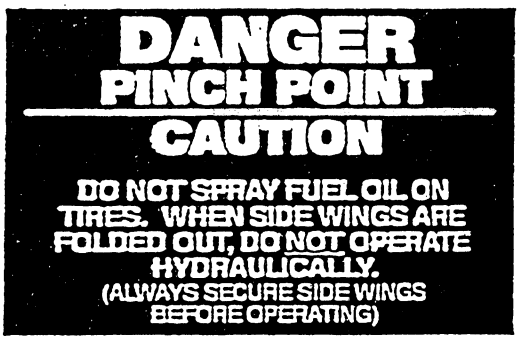

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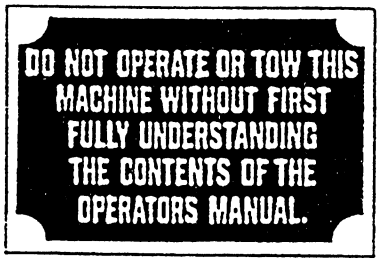

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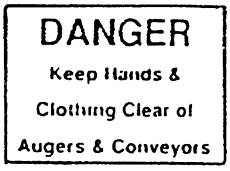

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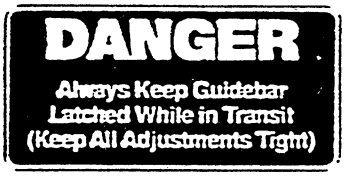

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12