

Link do produktu: <https://www.specdiag.pl/instrukcje-napraw-schematy-dtr-deutz-d-2009-deutz-td-2009-p-1229.html>



Instrukcje napraw, schematy, DTR - Deutz D 2009 - Deutz TD 2009

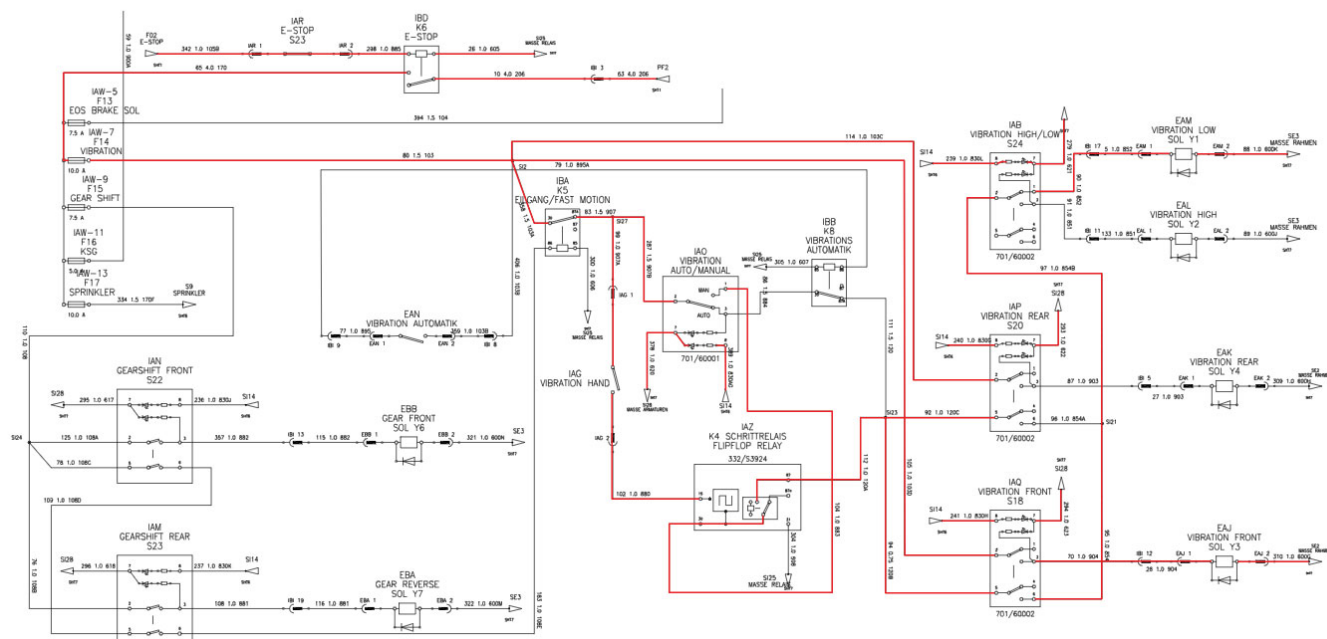
Cena

300,00 zł

Opis produktu

Deutz D 2009 / Deutz TD 2009 - instrukcje napraw, schematy, DTR

Deutz D2009 Deutz TD2009



held in suspension will then be drained with the oil.

- 1 Get access to the engine. Refer to **Access Panels, Engine Cover**.
- 2 Place a container of suitable size beneath the sump drain plug **C**.

CAUTION

Oil will gush from the hole when the drain plug is removed. Hot oil and engine components can burn you. Keep to one side when you remove the plug.

13-3-1-15

- 3 Drain the engine oil.
 - a Machine with a sump plug, remove the sump drain plug **C** and its 'O' ring **D**. Let the oil drain out, then clean and refit the drain plug with a new 'O' ring. Torque the drain plug to 40-60Nm (30-44lbf ft).
 - b Machines with a drain valve, remove the dust cap **K** from the sump drain port. Attach drain tube **L**. With the free end of the tube in an oil container, screw in the drain tube assembly to open the valve.

When all the oil has drained, unscrew the drain tube assembly and fit the dust cap **K**.

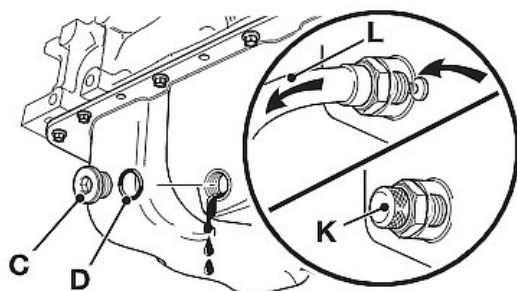


Fig 28.

C012110-1

drain plug to 40-60Nm (30-44lbf ft).

- 6 Unscrew the filter canister **F**, use a chain wrench if necessary.
- 7 Clean the seal face of the filter head **G**.
- 8 Smear the seal **H** on the new filter canister **F** with clean engine oil.
- 9 Screw the filter on until it just contacts the filter head.
- 10 Turn the filter at least a further 3/4 of a turn.
- 11 Through the top filler point, fill the engine with the recommended oil to the MAX mark on the dipstick. Refer to **Checking the Oil Level**. Wipe off any spilt oil, refit the filler cap and make sure it is secure.
- 12 Operate the engine until the oil pressure low warning light has extinguished. Check for oil leakage. When the oil has cooled, check the oil level again, and if necessary top up with clean engine oil.

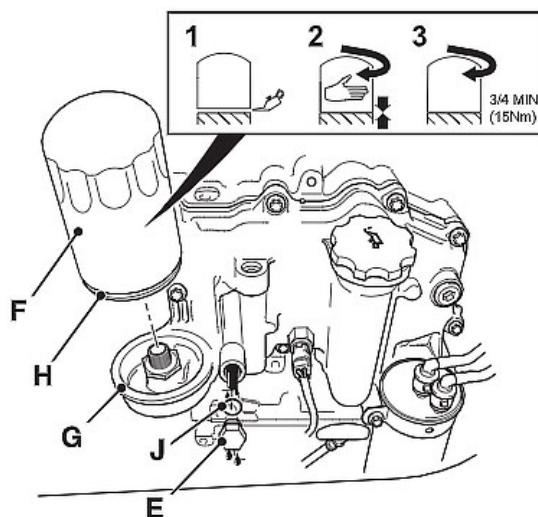


Fig 29.

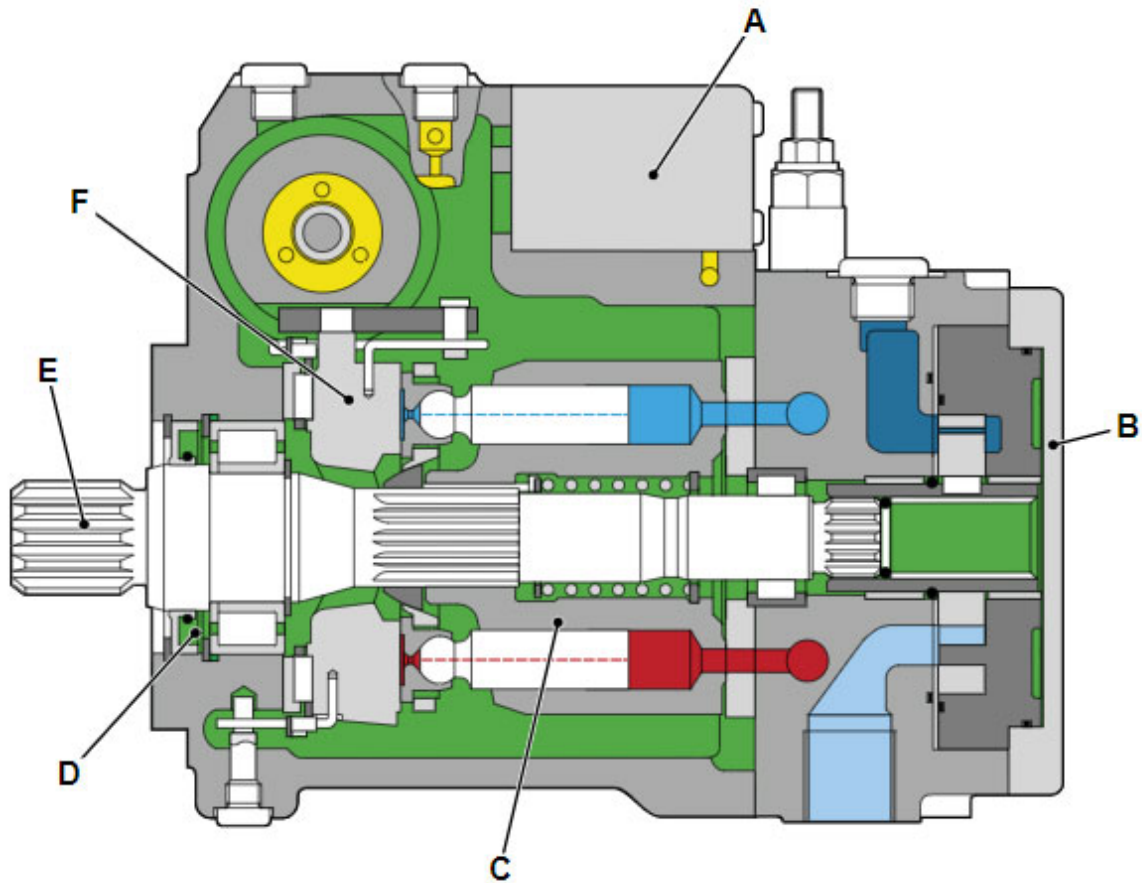
C012110-5

Hydraulic Pump

Description

The pump is a variable displacement, axial piston pump with swashplate design. The flow is proportional to the

input drive speed and displacement. By adjusting the swashplate, it is possible to infinitely vary the flow.



Replacement

Replacement is the opposite of the removal procedure.

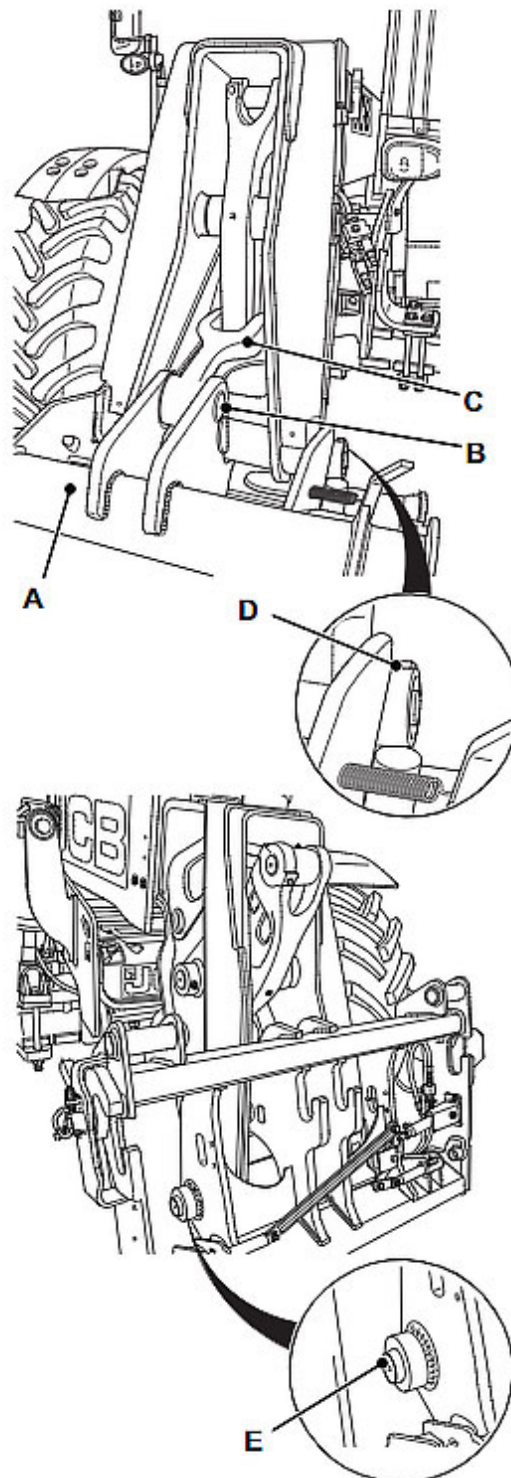
2 Stage Booms (P2)

Removal

- 1 Position the boom so that the fork carriage A can be safely supported when it is disconnected from the boom assembly.
- 2 Park the machine and make it safe. Vent the hydraulic pressure. Obey the care and safety procedures.
⇒ [Related Topics](#) (□ B-5)
- 3 Support the fork carriage A.
- 4 Remove the securing bolt and remove the pivot pin B from the tipping link C.
- 5 Remove the securing bolt D and remove the pivot pin E.
- 6 Remove the fork carriage A.

Replacement

Replacement is the opposite of the removal procedure.



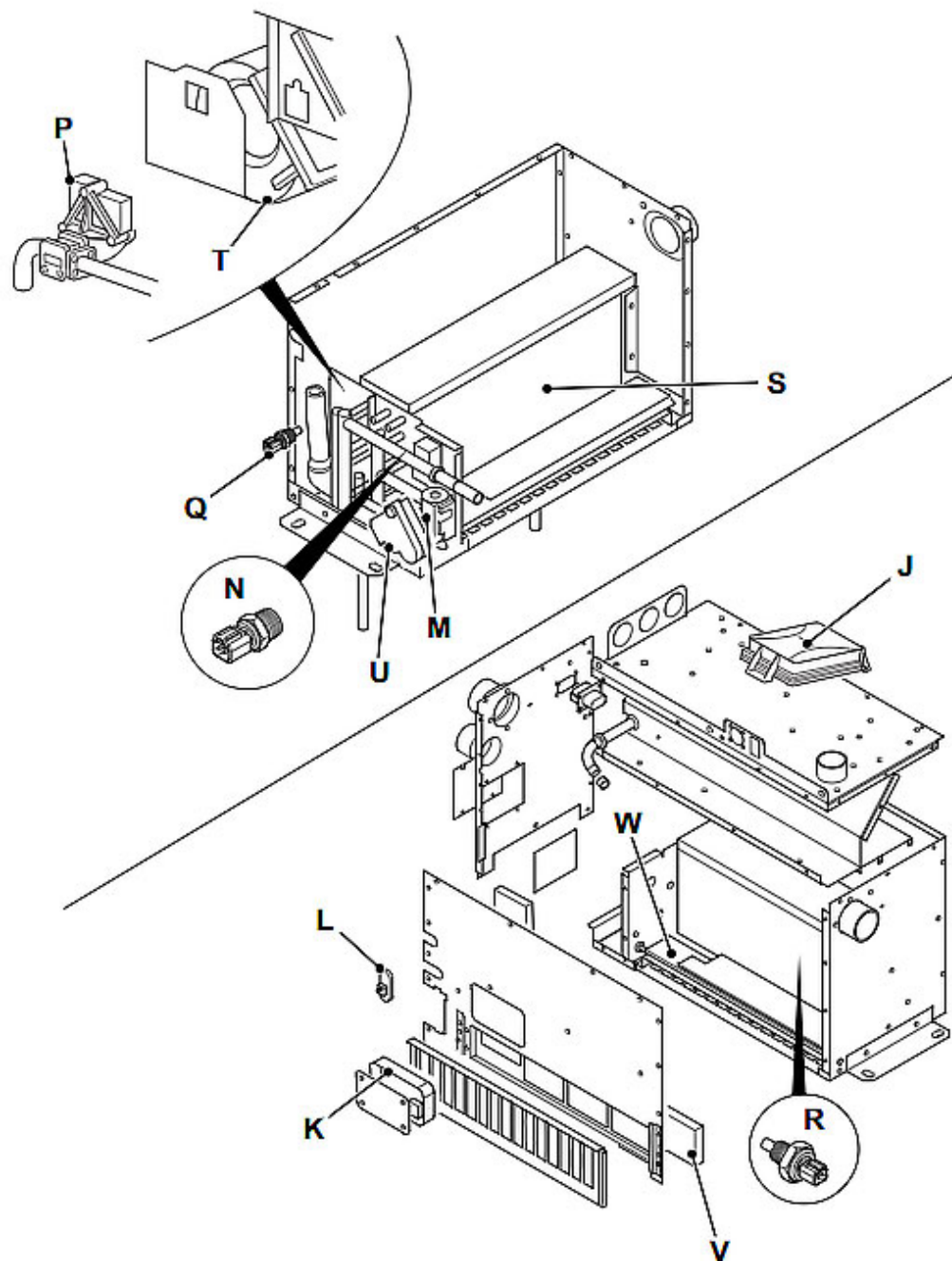


Fig 2. ATC HVAC unit components

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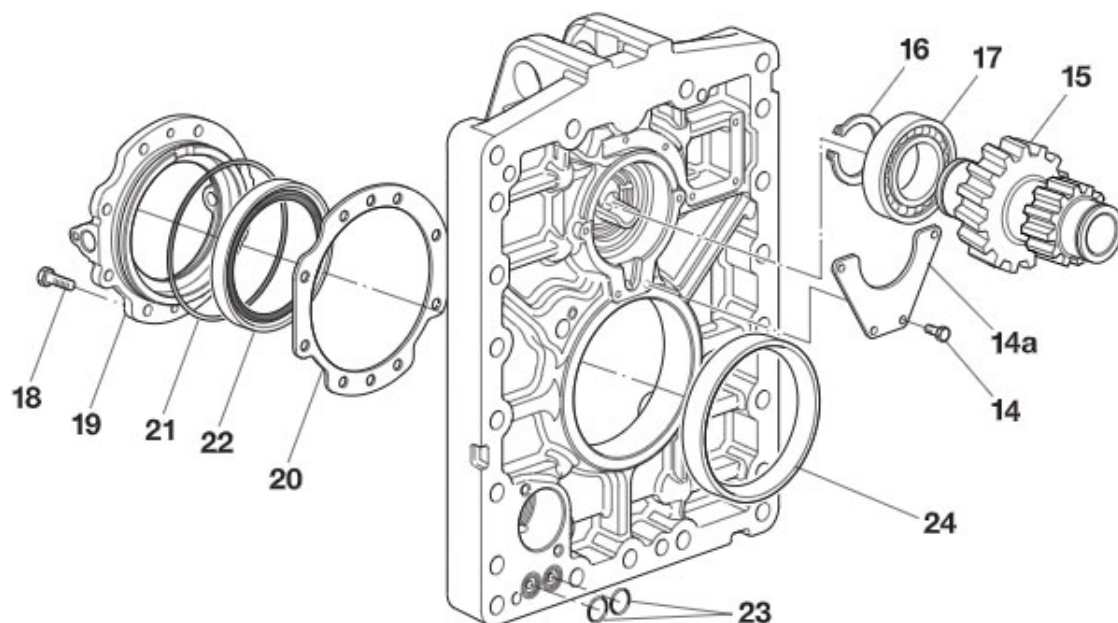


Fig 151.

- 12 Remove screws 14 and guard 14a.
- 13 Extract driving gear 15.
- 14 Remove circlip 16 and remove bearing 17 from driving gear 15.
- 15 Remove screws 18 and extract flange 19, collecting the adjustment spacer(s) 20.
- 16 Remove 'O' ring 21 and seal 22 from the flange.
- 17 Remove 'O' rings 23.
- 18 Drive bearing race 24 out of the cover.



Section F - Transmission CVT Cartridge

Removal and Replacement

- 20 Unclip the circlip from the pinion shaft. Slide the circlip, washer and the coupling sleeve onto the pinion shaft in the direction of the arrow.

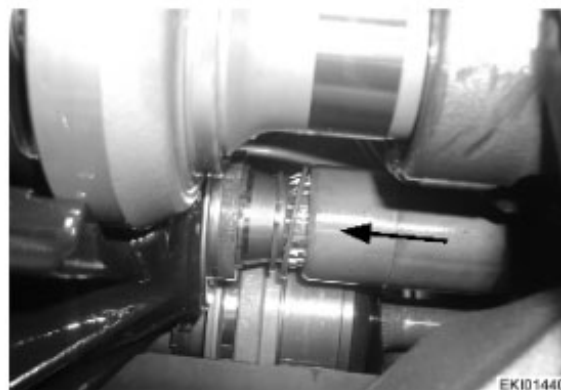


Fig 38.

- 21 Pivot the hydraulic motors inwards using a tyre lever.
22 Unscrew the two M20 hex nuts on each side of the housing.



Fig 39.

- 23 Loosen the two M12 clamping screws at the top. Unscrew two drain plugs on the underside of the gearbox. Collect any draining oil. Loosen the two M12 clamping screws.



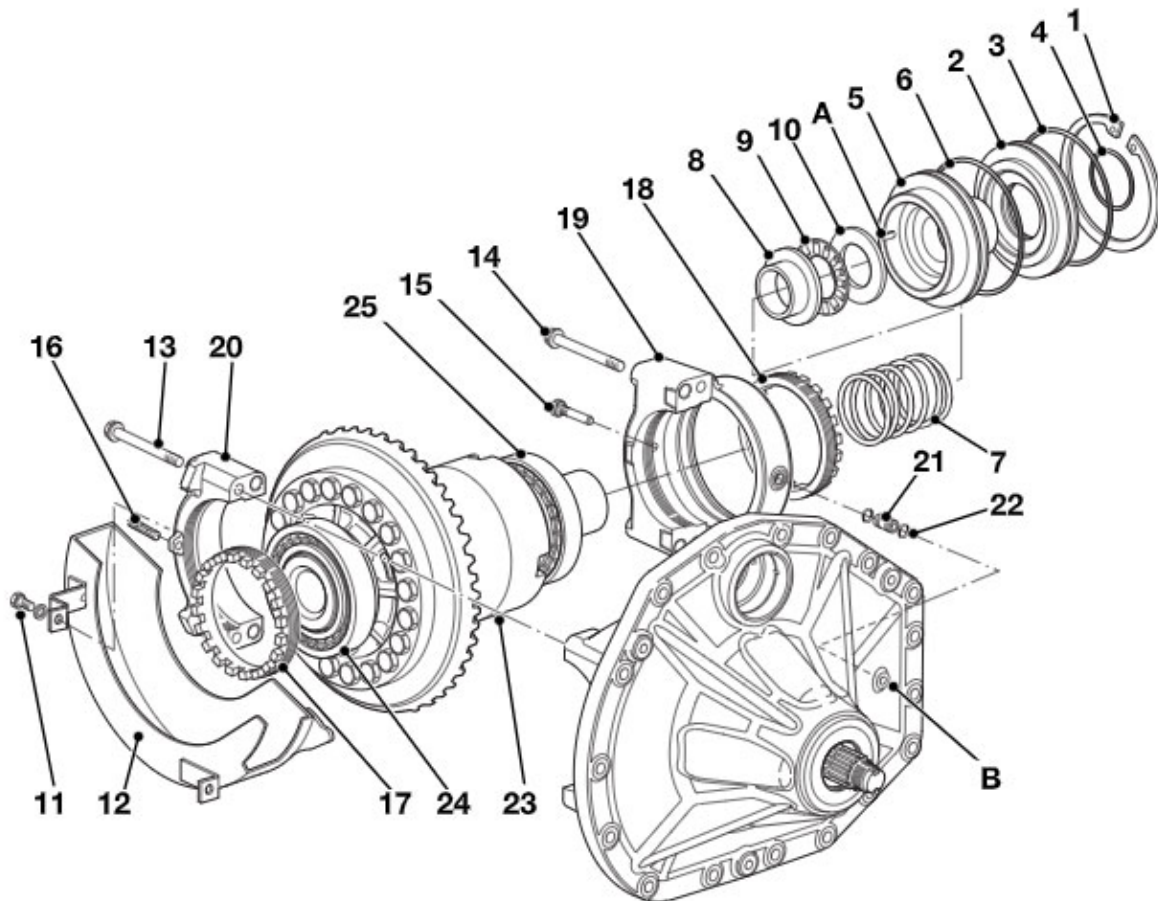
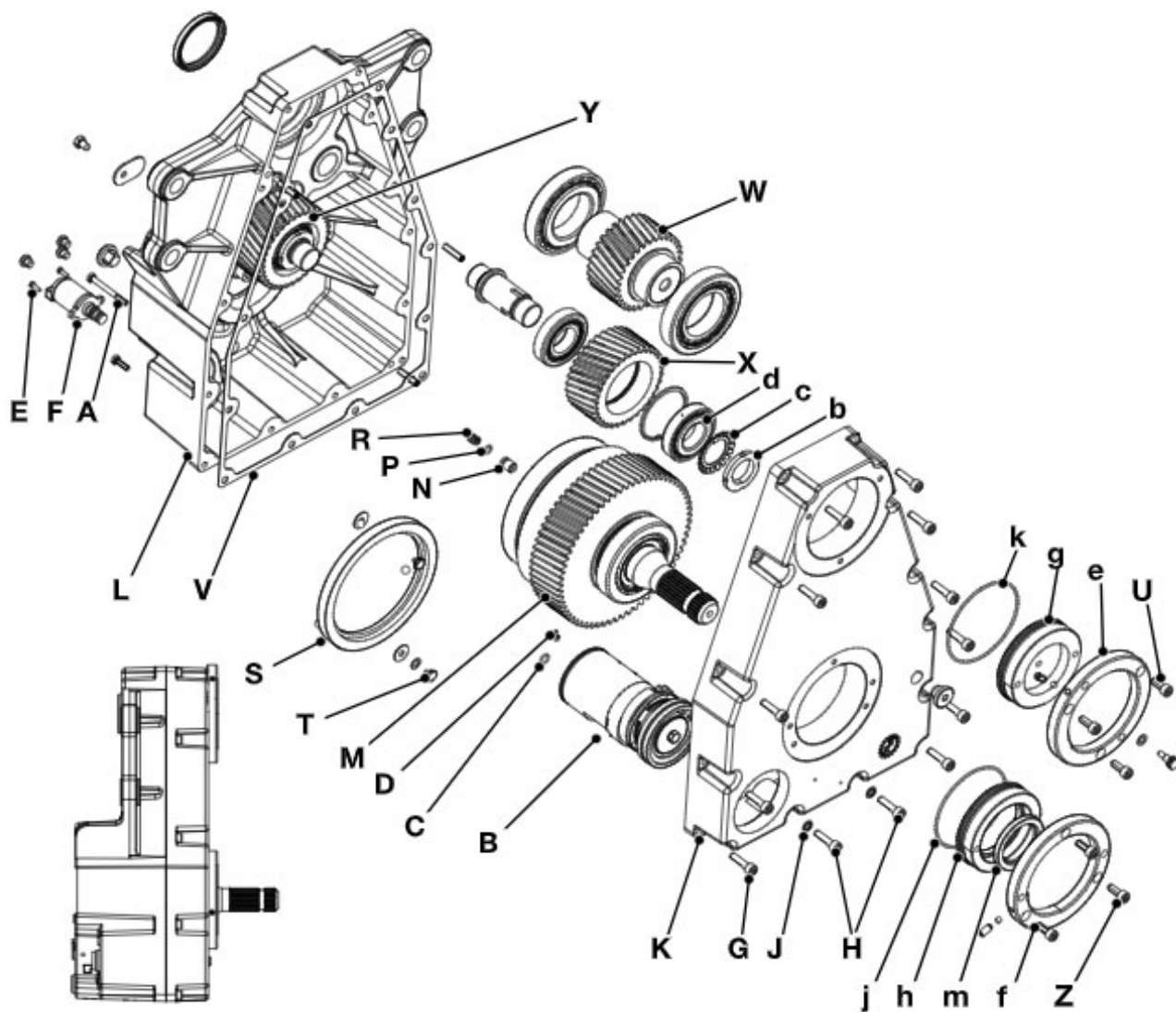
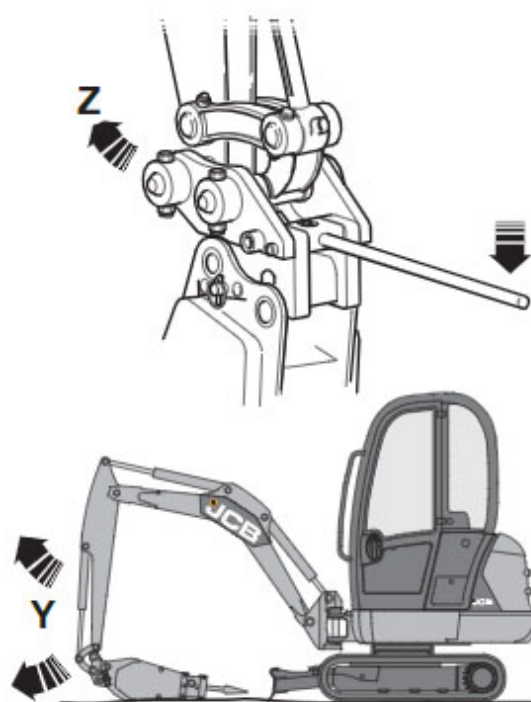
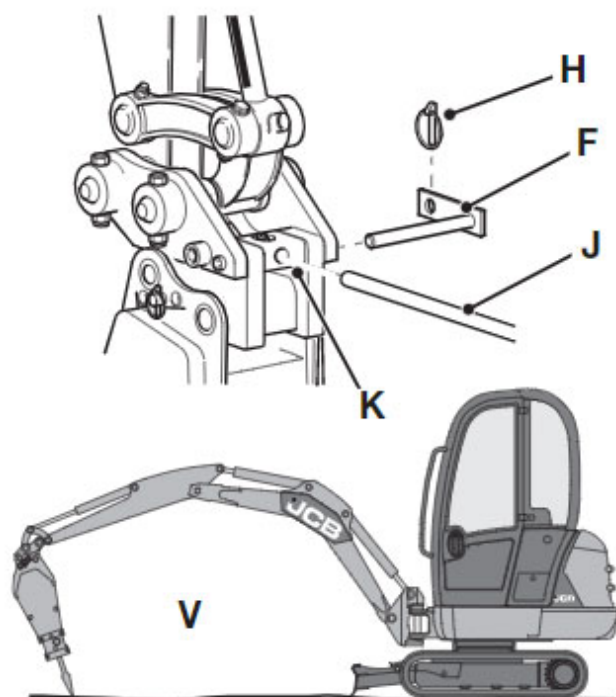
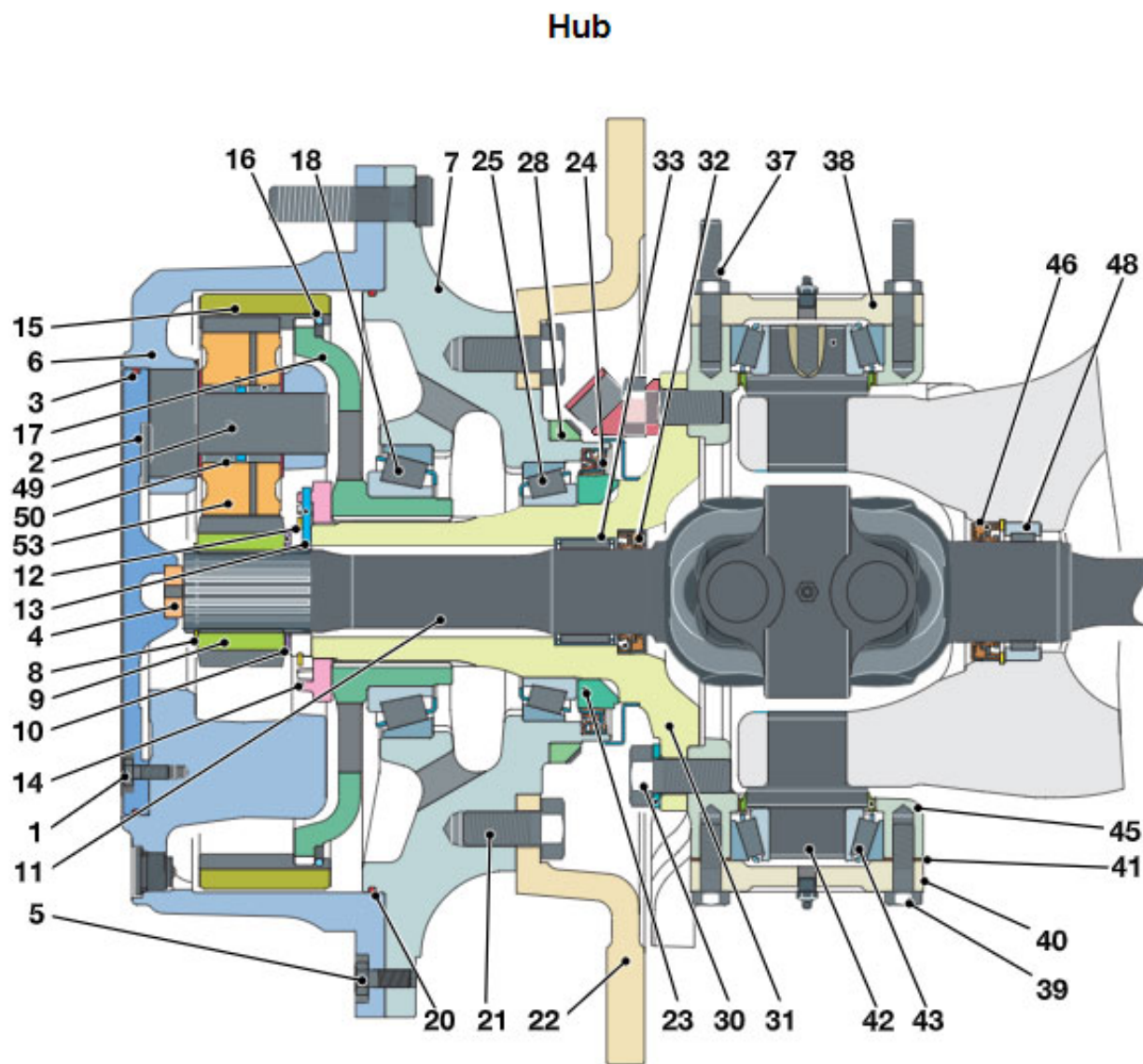


Fig 140.







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