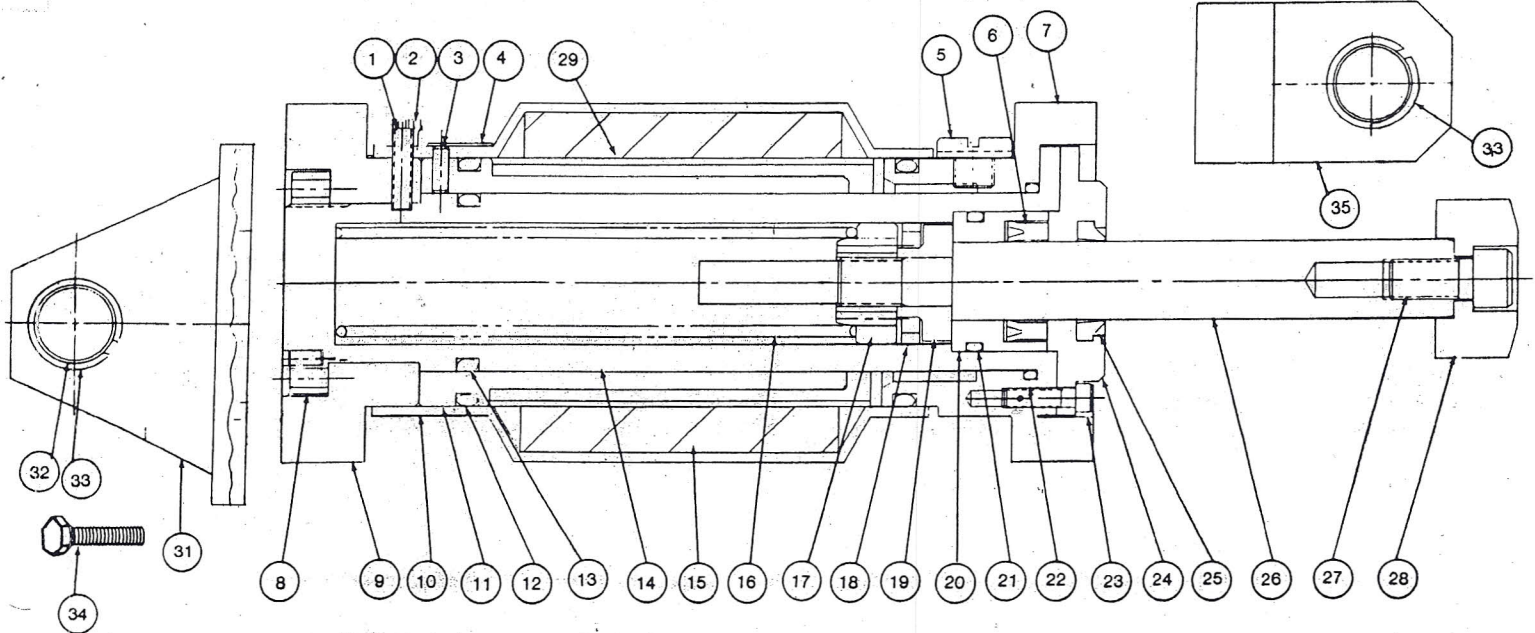


EGD MFG INC
2320 Kishwaukee Street
Rockford IL 61104

Parts List 3/4" Bore Adjustable Loadstop

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WHEN ORDERING PLEASE GIVE MODEL NUMBER, BORE AND STROKE, PARTS LIST PAGE NUMBER AND DATE, AND ITEM NUMBER.



NO.	PART NAME	NO. REQ'D
1	LOCK SCREW	1
2	LOCK NUT	1
3	LOCK PIN	1
4	NAME PLATE	1
5	SEAL SCREW	1
6	ROD PACKING	1
7	FRONT HEAD	1
8	NUT	1
9	BACK HEAD	1
10	RESERVOIR TUBE	1
11	ADJUSTMENT TUBE	1
12	"O" RING	2
13	"O" RING	1
14	METERING TUBE	1
15	CELLUAR ACCUM.	1
16	RETURN SPRING	1
17	PISTON	1

NO.	PART NAME	NO. REQ'D
18	PISTON RING	1
19	FOLLOWER	1
20	GLAND	1
21	"O" RING	1
22	"O" RING	1
23	GLAND RET. SCREWS	3
24	GLAND RET.	1
25	ROD WIPER	1
26	PISTON ROD	1
27	BUMPER SCREW	1
28	BUMPER CAP	1
29	BAFFLE TUBE	1
31	REAR CLEVIS	1
32	CLEVIS PIN	2
33	RETAINING RING	4
34	REAR CLEVIS SCREWS	4
35	ROD CLEVIS	1

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Installation And Maintenance
3/4" Bore Adjustable
Loadstop

MOUNTING

Mount the Shock Absorber securely making certain that the shock load will strike the piston rod bumper squarely at all positions throughout its full stroke. At least one of the port plugs must be uppermost to permit bleeding air from the unit.

Attach the make-up reservoir, if used, preferably in the uppermost part of the Shock Absorber to permit air bleeding and replacement of lost fluid.

INSPECTION AND TESTING

Periodically inspect the Shock Absorber system to make sure that:

- A. It is completely filled with fluid and has no air trapped inside.
- B. The piston rod fully returns to the "ready" position after each stroke.
- C. The piston rod moves and can rotate freely

Field repair of this unit should be limited to the ram assembly, gland, retainer, rod packing, wiper, spring and "O" rings. A further dis-assembly of the unit requires special tooling and is usually not economical. If items other than the above are required it is recommended that the entire unit be replaced or sent to our authorized distributor for repair.

Dis-assembly

1. Remove the three retainer screws (23).
2. Pull out ram assembly with gland (20) and gland retainer (24).
3. Remove spring (16) and pour out fluid.
4. Remove bumper screw (27) and cap (28).
5. Next remove gland retainer (24) and gland (20) so that rod packing (6), rod wiper (25) and gland "O" ring (21) can be replaced.
6. If piston ring (18) must be replaced, the follower (19) and piston (17) should also be replaced. Order piston ring kit (ring, gland and follower).
7. The piston is put on with lock-tite and may have to be heated some for ease in removing.

Assembly

1. Clean all parts in a good commercial solvent before starting assembly.
2. Inspect all parts to make sure they are in good condition. Replace rod packing (6), rod wiper (25) and gland "O" ring (21) for all repairs.
3. If piston ring must be replaced then piston and follower must also be replaced.

throughout its full stroke.

- D. All mounting bolts are tight.

For the first few days of operation, inspect the Shock Absorber system often. As time passes, experience will tell how often the Shock Absorber needs attention. Because operating conditions vary so widely, no specific period can be stated.

OPERATION

The Shock Absorber does work in bringing a load to a stop. It converts this work into heat and dissipates this heat to the surroundings. A spring returns the piston rod to its starting position, ready for the next working stroke. It is extremely important that the piston rod return promptly, otherwise the Shock Absorber cannot do its job.

4. Lubricate all "O" rings with fluid to be used before assembly.
5. Assemble Ram - Placing follower (19) on first with contour section away from shoulder. Next add piston ring (18) and then screw on piston (17) with flat section toward piston ring using lock-tite.
6. Assemble Gland - Place "O" ring (21) in its groove and insert packing (6) into its cavity with lip down.
7. Place gland (20) on rod with solid part of gland facing piston.
8. Next insert rod wiper (25) into retainer (24) and place on rod with wiper facing out.
9. Assemble bumper cap (28) to rod with bumper screw (27) and torque to 8 Ft./Lbs.
10. Place spring into unit and fill with fluid specified. Wait a few seconds for oil to displace air-you will see air bubbles coming through the oil. Jiggle the spring and add more oil. The oil level should be to the bottom of the return holes in the metering tube (14).
11. Insert Ram Assembly into the metering tube, set the gland in place, push retainer holes down against the metering tube flange, insert retainer screws (23) and torque to 28 In/Lbs. Caution do not over torque these screws.
12. Place unit on its side with the port at top. Remove seal screw (5) and observe if unit is full. Excess oil will bleed out or if more fluid is needed you can add to the unit through this port. All air must be out of unit and it must be full of fluid (Texaco Regal F (R&O))
13. Replace seal screw (5) and tighten.