


R0000728 R0000729 Stroke Assembly Dismantling

Instructions for refurbishment of R0000728 and R0000729 stroke assemblies using Kit R0000299

 Difficulty **Hard**

 Duration **3 hour(s)**

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Comments

Introduction

Assemblies fitted to MK1 ZX4 will require refurbishment at some point of life cycle.

The following instructions should be followed to ensure that correct assembly and setting are performed

Tools Required

Standard hex key set

Standard spanner set

Double pin saw flange spanner

Drifts and punches
Ballpein hammer
Soft hammer
Degreasing bath

Step 1 - Disassembly

The stroke assembly must be dismantled in the exact manner stated as many sections can only be removed once mating parts have been extracted

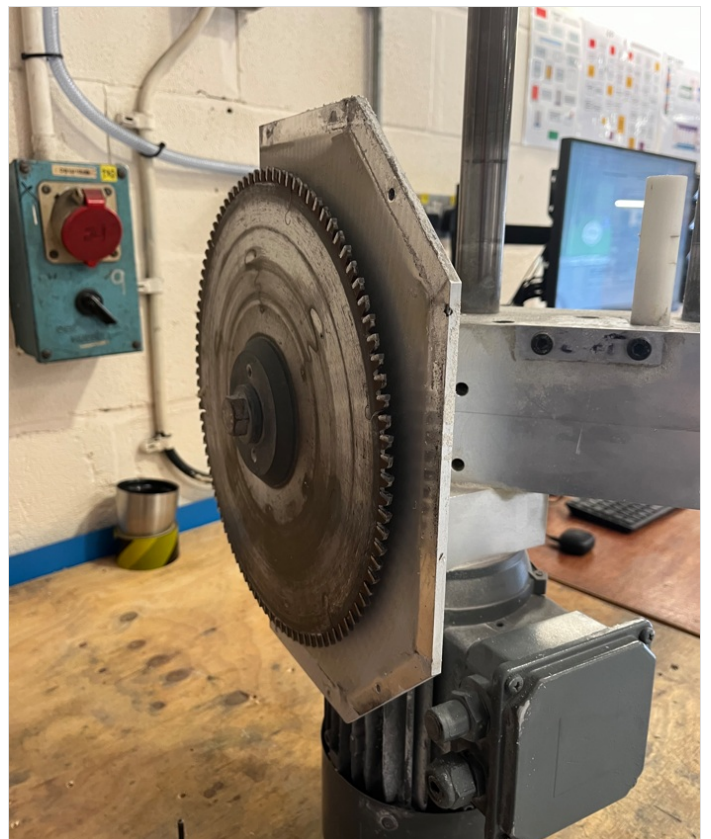
Please use the following steps accurately



Step 2 - Remove blade Guard

Remove M5 socket cap and washer and slide off blade guard

Blade guard to be reused

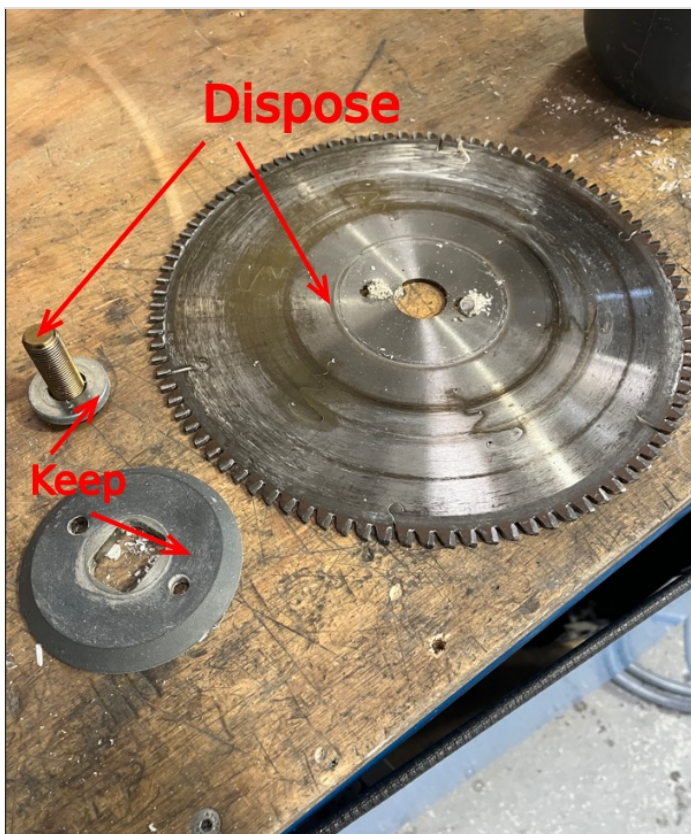


Step 3 - Remove Blade

use 24mm ring spanner and saw blade pin spanner to remove blade from assembly

Dispose of saw blade and M16 bolt

Keep M16 Washer and blade flange for rebuild



Step 4 - Remove damper bridge

Remove 2 off m8 fasteners to remove damper bridge and pillars

Dispose of all parts



Step 5 - Disconnect front blade assembly

1 Rotate blade flange with a 25mm spanner to align 2 off M6 cap heads through access holes

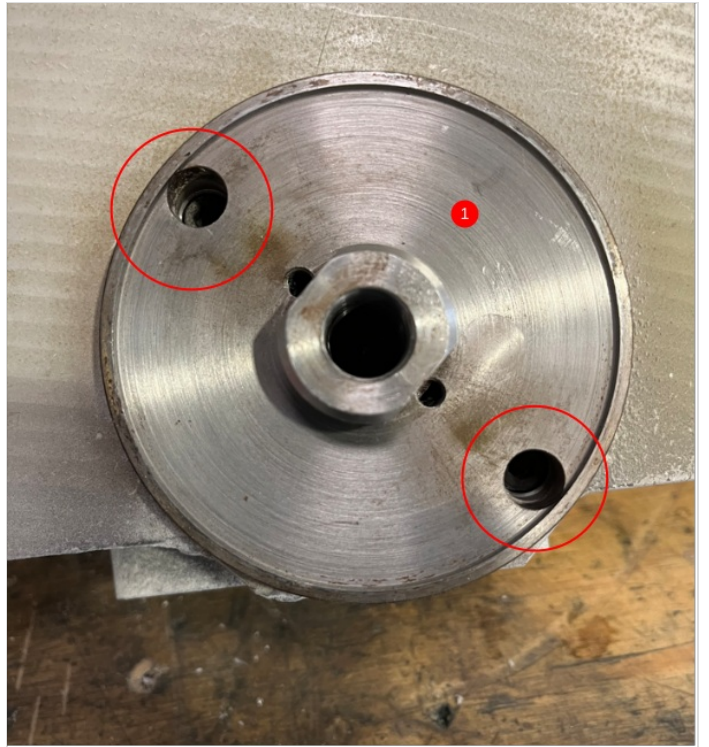
2 Remove 2 off m6 socket cap bolts

3 Rotate blade flange to align second set of M6 socket caps and remove

4 off in total M6 socket caps to be removed



...There are also 4 off M6 countersunk bolts that are accessible through these access holes. These must not be removed





Step 6 - Extract front blade assembly

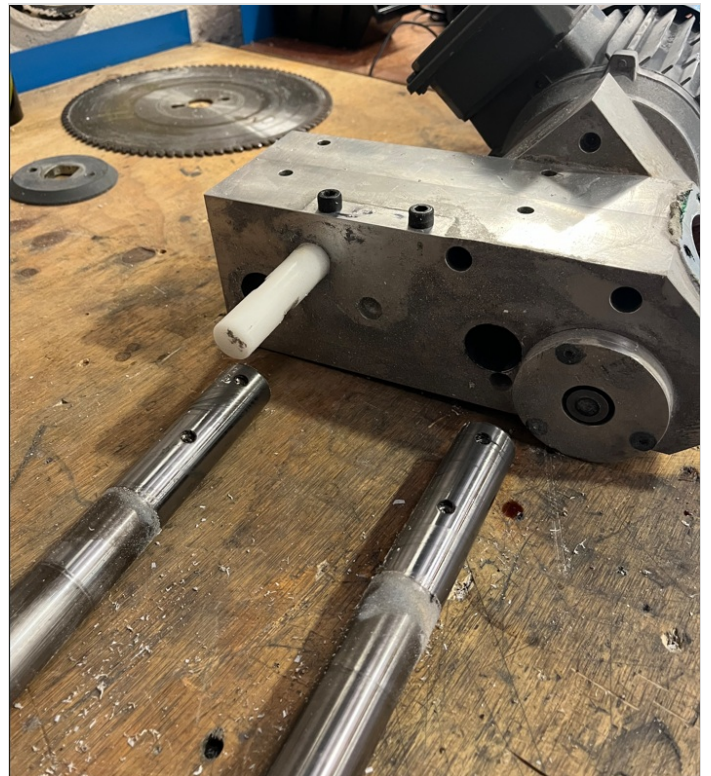
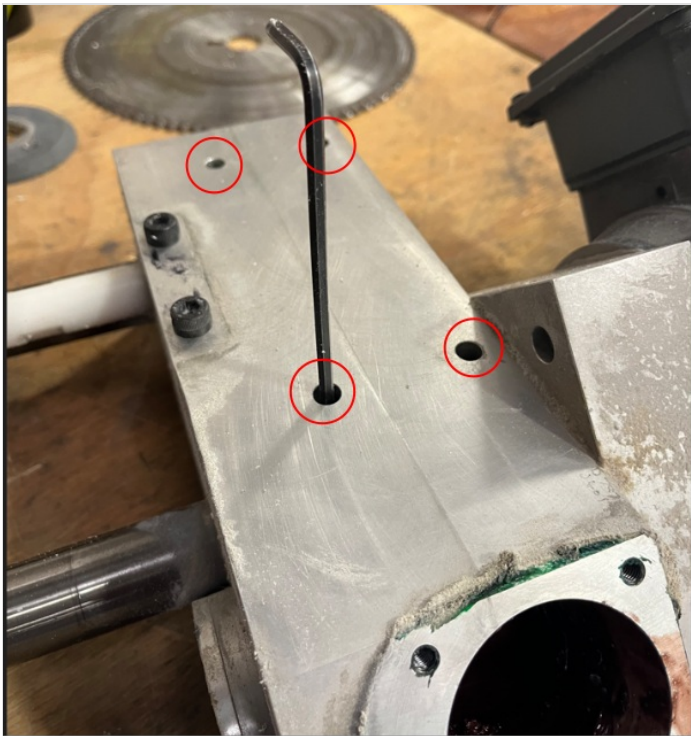
Front assembly can now be extracted from the main housing



Step 7 - Extract 2 off shafts

Remove 4 off M8 grub screws indicated and extract 2 off hardened shafts from main body

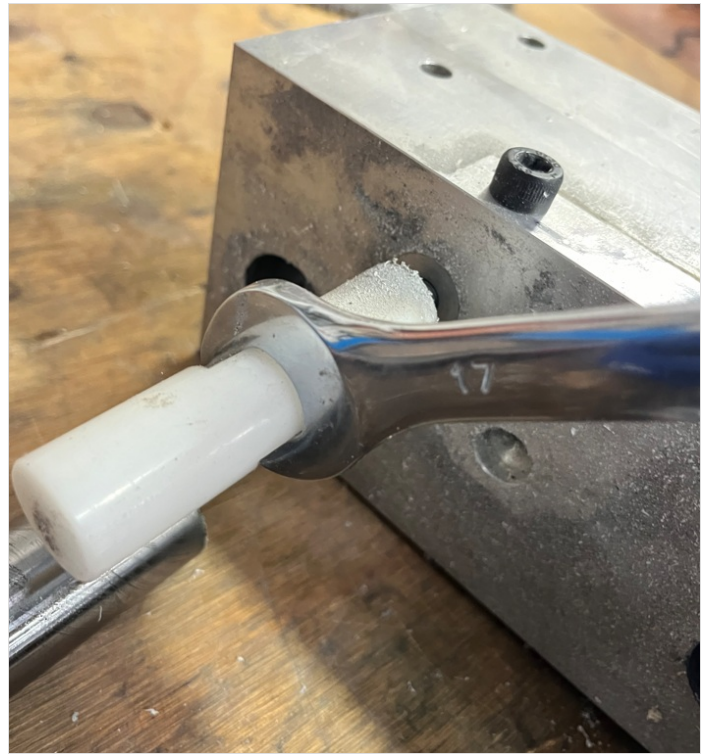
Shafts to be refurbished



Step 8 - Remove hard stop

Use 17mm spanner to remove hard stop as shown

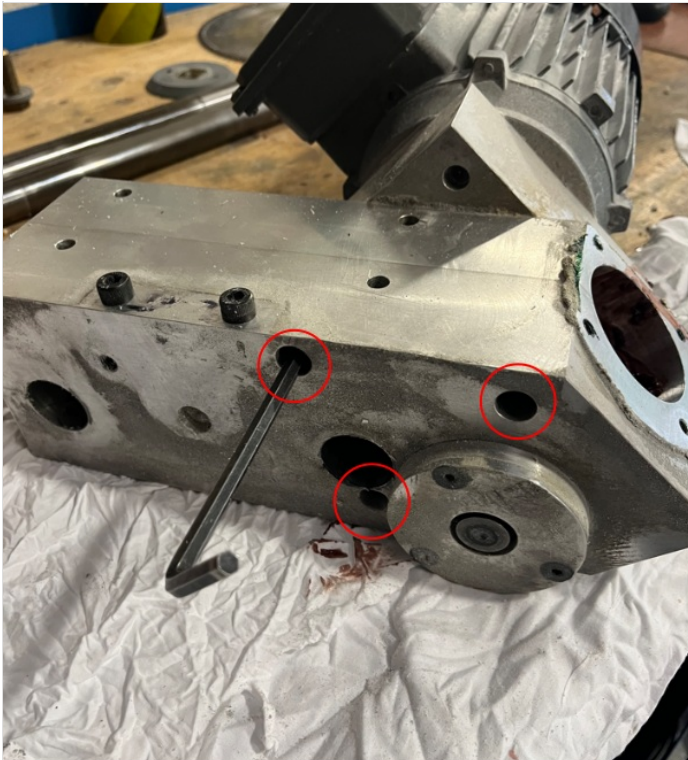
Hard stop to be refurbished

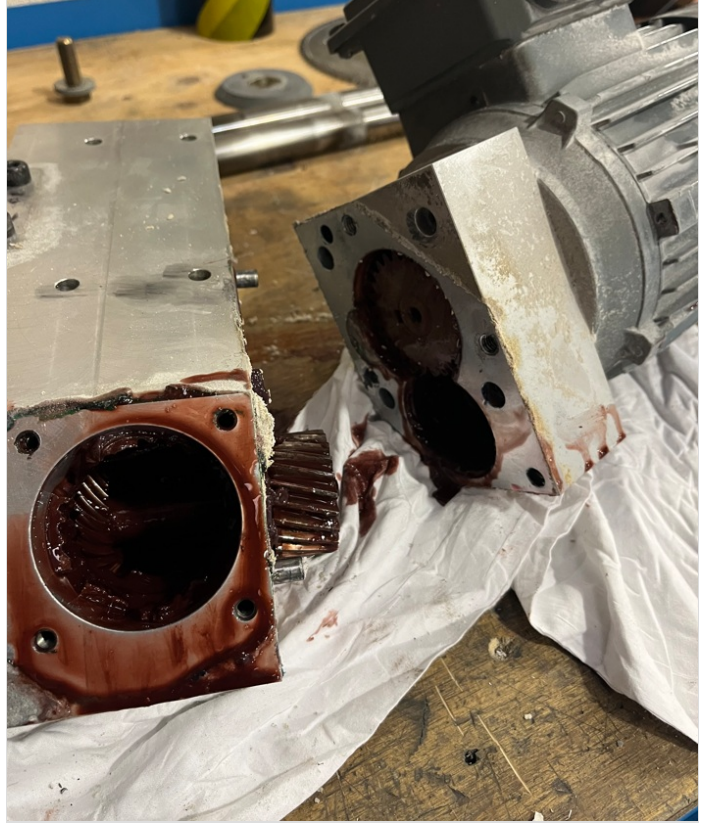


Step 9 - Remove motor assembly

1 Remove 3 off M8 socket caps indicated

2 Separate as shown . Two components are doweled together, use caution to not damage any faces when separating two parts





Step 10 - Remove Pinion bolt and shaft bolt

Remove fasteners as shown

Machined washer to be reused



Step 11 - Remove drive pinion

Raise pinion shown to allow blocks to be added beneath

Use drift to separate pinion from shaft

Dispose of pinion gear

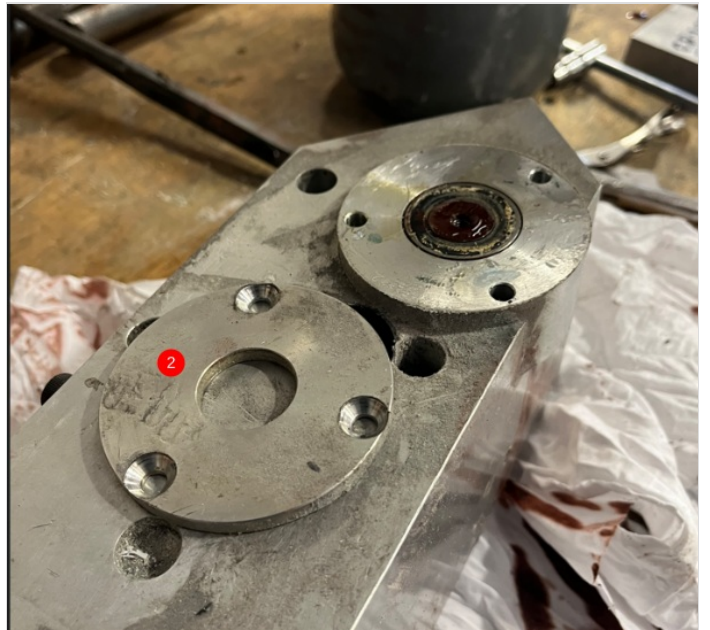
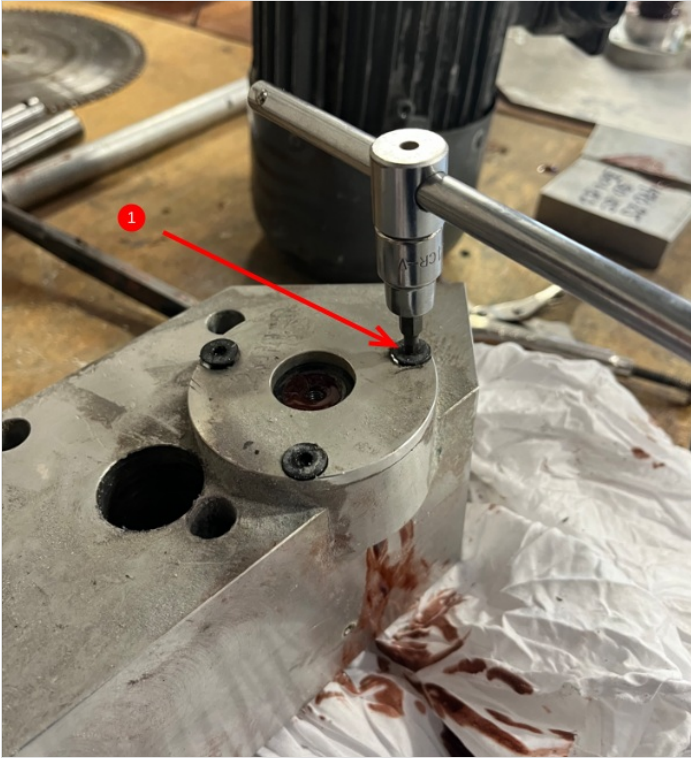


Step 12 - Remove drive shaft

1 Remove 3 off M6 countersunk bolts shown

2 Remove top cap and keep for refurbishment

3 drive shaft from base to extract assembly from housing





Step 13 - Extract shaft from bearing housing

Extract shaft as shown, and remove bearings from housing

Dispose of bearings



Step 14 - Remove keys from shaft

Remove two off keys from shaft to reuse and dispose f rest of components

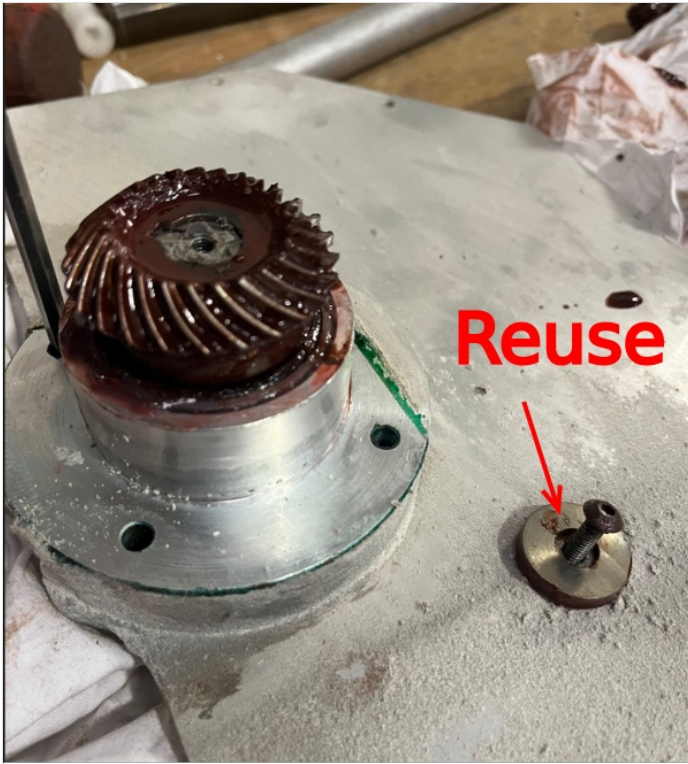


Step 15 - Disconnect bevel gear

Lock drive flange as shown and remove M5 fastener on end of bevel gear

Machined washer to be reused





Step 16 - Remove bevel gear

- 1 Use drift to move bevel gear enough to allow pry bars to be used underneath
- 2 Use pry bars to remove gear

3 Key and shim washers to be reused

Bevel gear to be disposed



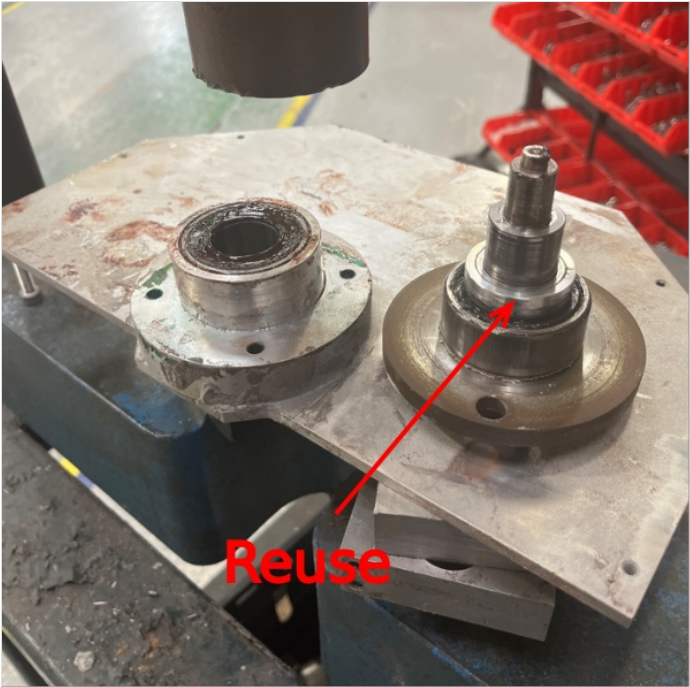




Step 17 - Use press to remove blade flange

Press blade flange out of bearing assembly

Spacer between 2 bearings should be reused



Step 18 - Remove bearing from housing

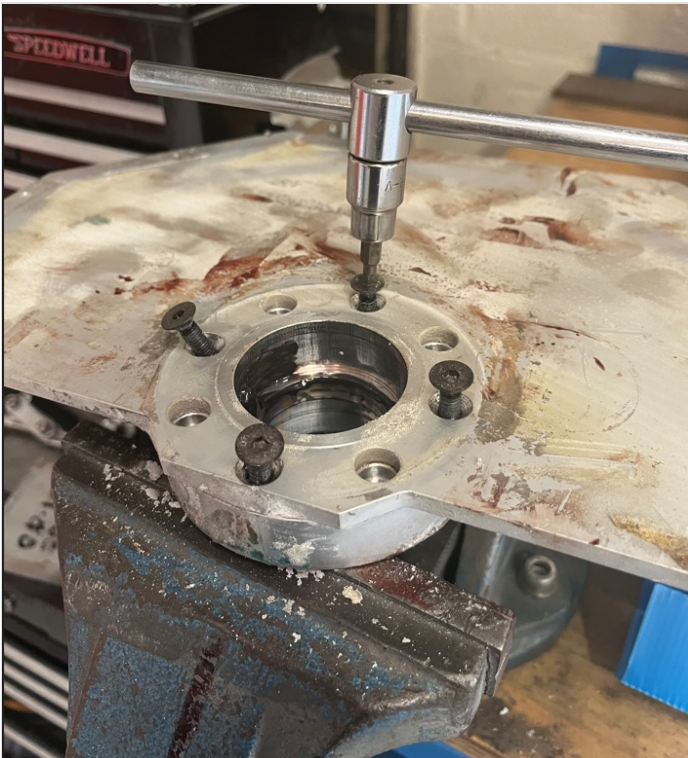
Remove bearing using drift and dispose of bearing



Step 19 - Remove bearing housing

Disconnect 4 off M6 countersunk bolts and separate bearing housing from face plate

Both parts to be reused



Step 20 - Remove motor pinion housing

1 Remove 4 off M6 socket caps as shown

2 Separate block from motor

Motor pinion housing to be refurbished . Motor and pinion to be disposed



Step 21 - Disposed parts not required



Step 22 - Clean and degrease

Clean and degrease parts indicated for rebuild

