

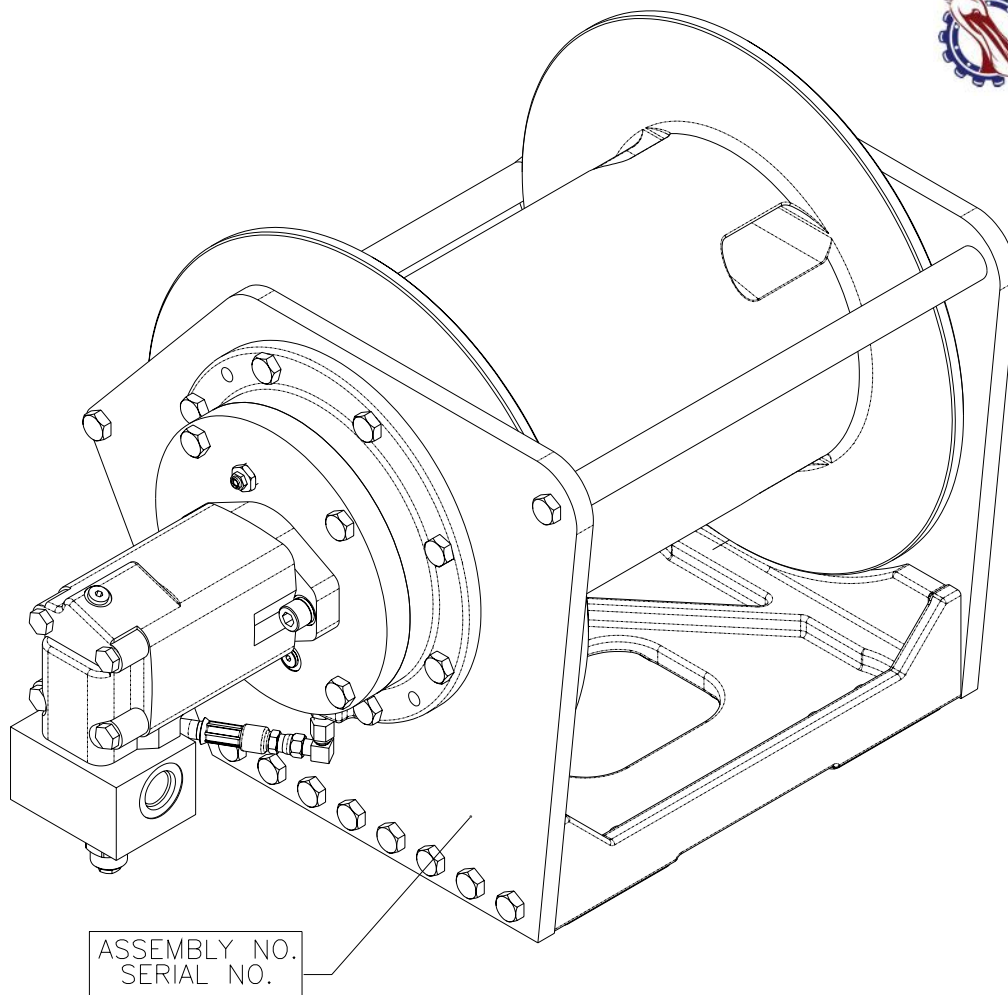
# Model 1200W Service Manual

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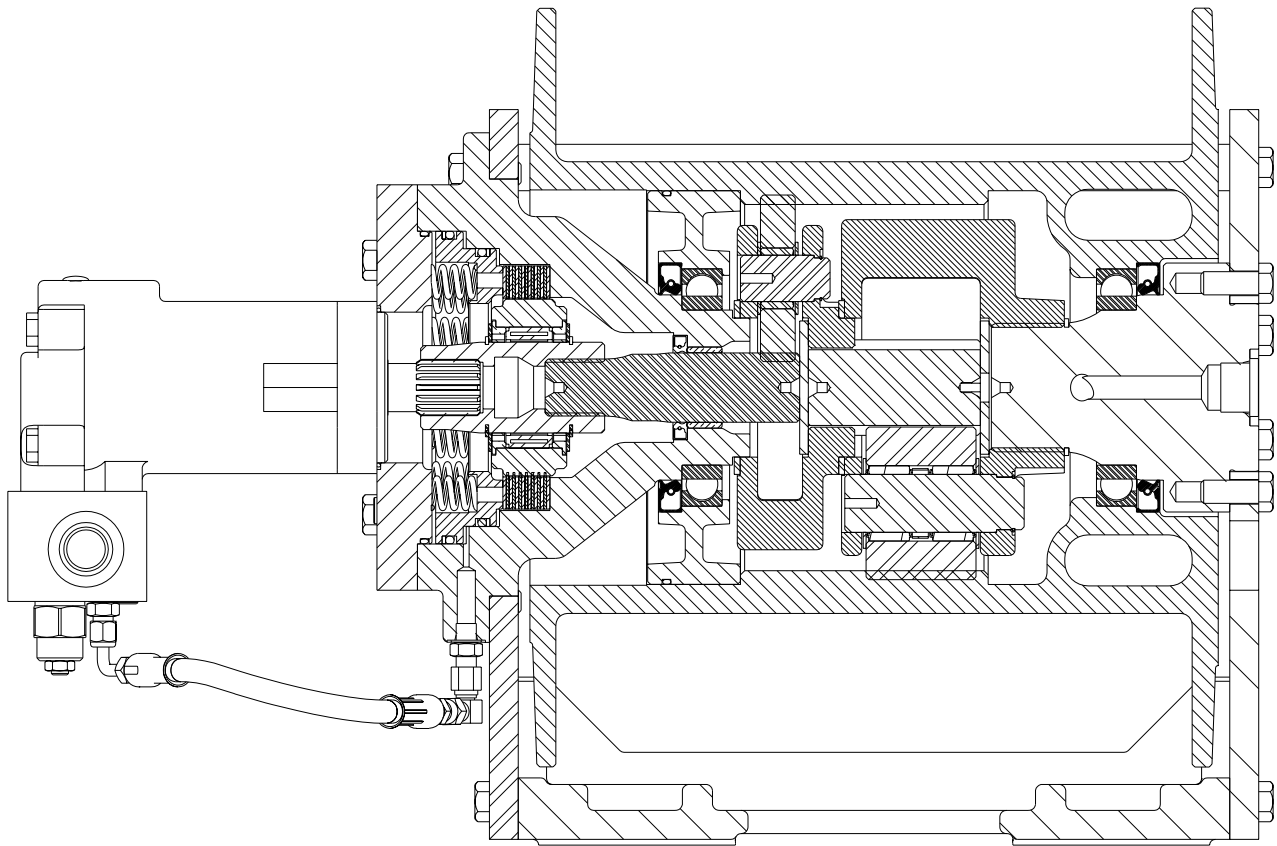
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**! WARNING**  
**FAILURE TO HEED THE FOLLOWING WARNINGS MAY RESULT IN SERIOUS INJURY OR DEATH!**

- Operators must be trained in the proper, safe operation of the hoist.
- Hoists are **not** to be used to lift, raise, or move people. If your task involves lifting or moving people, you **must** use the proper equipment, not this hoist.
- Cable anchors on hoists are not designed to hold the rated load of the hoist. You must keep at least five (5) wraps of cable on the drum to ensure that the cable doesn't come loose.
- Stay clear of suspended loads and of cable under tension. A broken cable or dropped load can cause serious injury or death.
- Avoid shock loads. This type of load imposes a strain on the hoist many times the actual weight of the load and can cause failure of the cable or the hoist.
- Make sure that all equipment, including the hoist and cable, are maintained properly.

# INTRODUCTION AND THEORY OF OPERATION



The planetary hoist is designed to utilize a geroler, gear, or piston motor, driving through a multiple-disc oil brake, through a pair of planetary gearsets to the cable drum.

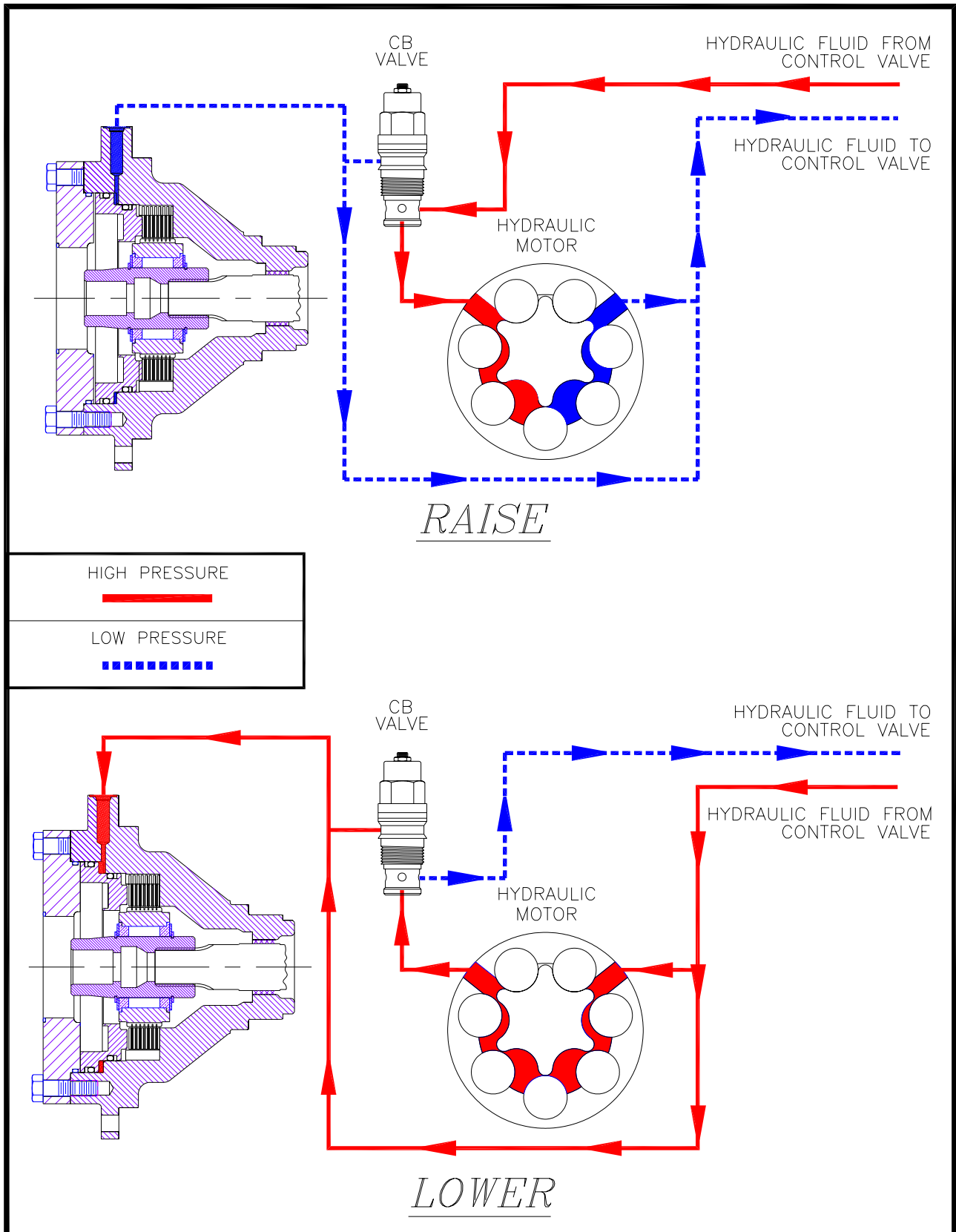
The multiple-disc oil brake is spring applied and hydraulically released through a port in the brake housing. During inhaul, the brake is not released, since the load is driven through a one-way cam clutch, bypassing the brake. When the load comes to a stop, the cam clutch locks up and the brake prevents the load from moving.

During payout, a brake valve is used to prevent the load from moving faster than desired. This brake valve partially blocks the main line from the motor back to the directional control valve, allowing only a limited amount of hydraulic fluid through the motor. The brake valve is then modulated by sensing pressure on the other main line, the line from the directional control valve to the motor. Additionally, any time there is sufficient pressure (225 PSI  $\pm$ 10%) to modulate the brake valve; this same pressure releases the brake.



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# HYDRAULIC SCHEMATIC



# MAINTENANCE AND SERVICE

For safe and consistent operation of TULSA WINCH hoists, swing drives, and winches, a regular program of preventive maintenance is strongly recommended. Regular oil changes with the correct oil for the ambient temperature conditions and an annual inspection of the wear components will help ensure a long life for your planetary geared products.

## Maintenance Scheduling

The owner is to ensure proper inspection intervals, in compliance with the API RP 2D Section 4 requirements or the ANSI B30.5, 5-2.3, and will review hoist usage categories on a periodic basis. A Qualified Inspector should perform all maintenance and inspections.

- For hoists in occasional use, less than 10 hours per month, API RP 2D recommends a pre-use inspection and an annual 12-month inspection based on average use over a quarter.
- For hoists in moderate use, more than 10 but less than 50 hours per month, API RP 2D recommends a pre-use inspection, quarterly inspection, and an annual 12-month inspection based on average use over a quarter.
- For hoists in heavy use, more than 50 hours per month, API RP 2D recommends a pre-use inspection, monthly inspection, quarterly inspection, and an annual 12-month inspection.

## Oil Level Maintenance

Tulsa Winch recommends that the oil level in the gearbox and brake housing be checked and adjusted as part of the pre-use inspection. If the oil level drops frequently or oil leakage is detected during an inspection, maintenance should be performed to correct any problems.

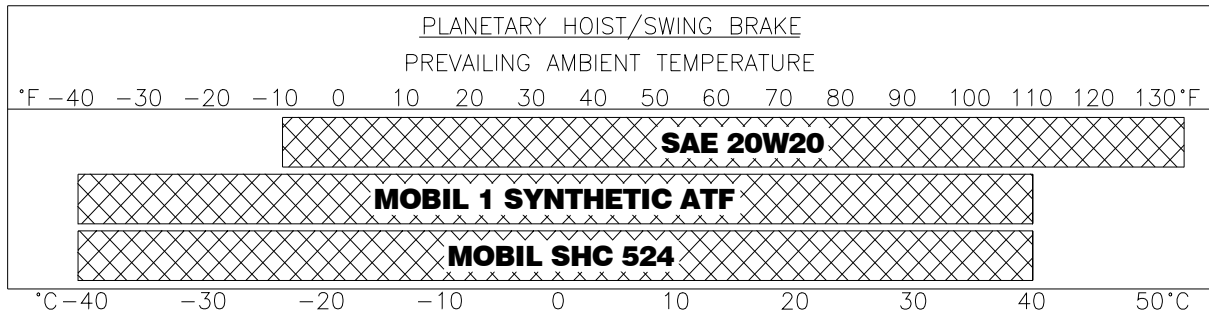
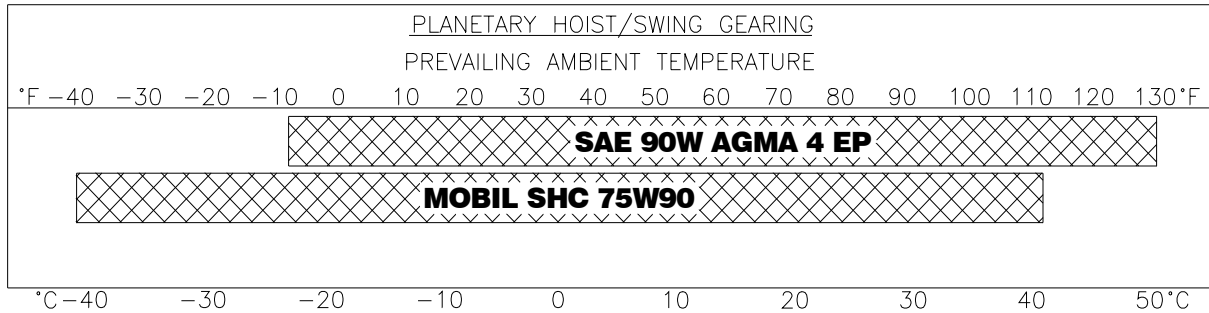
## Oil Change Interval

The oil in the gearbox and brake sections should be changed every **1000 hrs** or **6 months** of usage.



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# RECOMMENDED OIL



*All oils must meet MIL-PRF2105E. Substitution from a reputable manufacturer is allowed as long as type and grade are maintained.*

OIL CAPACITY	
GEARBOX	1.00 QT
BRAKE	.25 QTS

## WARNING

**Do not use EP type gear lubes in the brake section of this winch. EP lubes may prevent the clutch from locking up, which, in turn causes the load to fall, resulting in property damage, personal injury, or death.**

The hydraulic system should use only high quality hydraulic fluid from reputable suppliers. These oils should contain additives to prevent foaming and oxidation in the system. All hoist hydraulic systems should be equipped with a return line filter capable of filtering 10 micron particles from the system.

Hoists are shipped from the factory with SAE 90 Extreme Pressure (EP) gear lube in the gearbox and lightweight non-EP oil in the brake section. This oil and gear lube should be satisfactory for operation in ambient temperatures from -10° F (-23° C) to +130° F (+55° C).



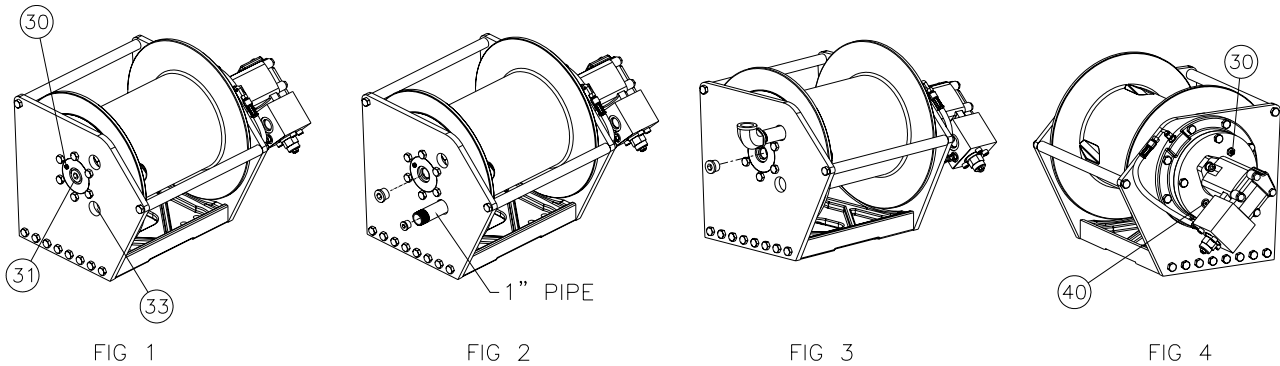
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# OIL CHANGE

Gearbox oil is drained by first removing the drain plug (*Item 33*) by rotating the drum so that the plug is visible through the lower hole in the side plate (*Item 50*) (*See Fig 1*). Screw in a piece of 1" pipe to allow the oil to drain, and then with a hex wrench remove the drain plug located inside of the 1" pipe (*See Fig. 2*). Examine the used oil for signs of significant metal deposits and then dispose of it in a proper manner. Remove the 1" pipe.

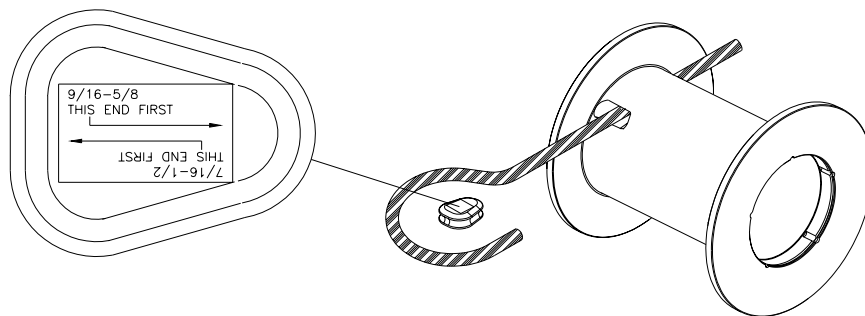
Rotate the drum so that the port is visible through the upper hole in the side plate. Install a 1" pipe with elbow through the upper hole in the side plate (*See Fig. 3*). Fill the gearbox with 1.00 quart of EP-90 oil. Remove the pipe and elbow then replace the plug (*Item 33*). *See the Oil Chart on page 6 of this manual for the recommended oil type and grade for your application.*

Drain the brake section by removing the drain plug (*Item 40*) under the motor along with the vent (*Item 30*) above the motor (*See Fig. 4*). Inspect the oil for signs of metallic particles and/or burning and reinstall the drain plug. Fill with ¼ quart of non-EP oil and reinstall the vent (*Item 30*). *See Oil Chart Pg. 6 this manual for recommended oil type and grade for your application.*



# WIRE ROPE

Wire rope should be installed as shown in the drawing below. Note that the wedge will satisfy cable diameters from 7/16" to 5/8", depending on how it is installed in the cable drum.



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# DISASSEMBLY

1. Drain the oil from the gearbox and brake sections using the instructions on page 7.
2. Stand the hoist on its end with the motor pointing up.
3. Disconnect the tubing or hose connected to the brake housing (*Item 21*). Remove the motor and counterbalance valve assembly from the hoist by removing the capscrews (*Item 51*) and washers (*Item 52*). See *Servicing The Motor* section on page 10 for motor and counterbalance valve disassembly.
4. Remove the brake subassembly from the hoist by removing eight capscrews (*Item 9*) holding the brake housing to the side plate (*Item 1*). Reinstall two of these capscrews into the two extra tapped holes and tighten them evenly until the brake housing comes loose from the side plate. See *Servicing The Brake* section on page 11 for brake repair.
5. Remove the side plate (*Item 1*) by removing ten (in some cases, eight) capscrews (*Item 2*).
6. Lift the bearing carrier (*Item 26*) out of the drum (*Item 5*). Inspect the bearing (*Item 28*) for signs of pitting or spalling and if necessary, replace the bearing and seal (*Item 7-4*).
7. Remove the thrust washer (*Item 6*) and input sun gear (*Item 8*) from the input planet gearset (*Item 36*). Inspect for damage and replace if needed.
8. Remove the input planet gearset (*Item 36*) from the drum. Inspect the gearset for wear and repair as needed. See *Servicing The Planetary Set* section on page 13 for disassembly and repair.
9. Remove the thrust washer (*Item 6*) and output sun gear (*Item 16*). Inspect for damage and replace if needed.
10. Remove the output planet gearset (*Item 4*) from the cable drum. Inspect the gearset for wear and repair as needed. See *Servicing The Planetary Set* section on page 13 for disassembly and repair.
11. Remove the drum (*Item 5*) by lifting straight up and off of the output shaft (*Item 32*). Inspect the gear teeth for excessive wear and replace if necessary. Inspect the bearing (*Item 28*) for signs of spalling or pitting and, if necessary, replace the bearing and seal (*Item 7-4*).
12. Inspect the retaining ring (*Item 3*) on the output shaft to ensure that it is still in the groove and is not bent, and replace if necessary.
13. Inspect the shaft (*Item 32*) for wear or damage and, if necessary, remove it from the side plate (*Item 50*) by removing six capscrews (*Item 9*).



# ASSEMBLY

1. Thoroughly clean all parts. Replace those that show wear or damage.
2. Inspect the drum (*Item 5*) for structural integrity and the gear teeth for excessive wear, then replace if necessary.
3. Attach the output shaft (*Item 32*) to the side plate (*Item 50*) with six capscrews (*Item 9*), making sure the vent (*Item 30*) is oriented properly, then torque them to specification (*see Torque Specifications Chart on page 15 of this manual*).
4. Install the retaining ring (*Item 3*) onto the shaft (*Item 32*).
5. Attach the base (*Item 12*) and rods (*Item 43*) to the side plate (*Item 50*) with ten (in some cases, eight) capscrews (*Item 2*). Torque to specification (*see Torque Specifications Chart on page 15 of this manual*).
6. If necessary, install a new bearing (*Item 28*) and oil seal (*Item 7-4*) into the drum.
7. Lay the unit down so that the rods (*Item 43*) and base (*Item 12*) are pointing up. Set the drum (*Item 5*) onto the shaft (*Item 32*) being careful not to damage the seal (*Item 7-4*), seating the drum on the bearing (*Item 28*).
8. Install the output planet gearset (*Item 4*) into the drum (*Item 5*), making sure it's installed correctly onto the output shaft (*Item 32*).
9. Put a light coating of grease on the thrust washer (*Item 6*) to keep it in place. Install the thrust washer into the output gearset (*Item 4*), and then insert the output sun gear (*Item 16*). The slot in the sun gear must be installed facing the output shaft.
10. Install the input planet gearset (*Item 36*) into the drum (*Item 5*), making sure it's installed correctly onto the output sun gear (*Item 16*).
11. Put a light coating of grease on the thrust washer (*Item 6*) to keep it in place. Install the thrust washer into the input gearset (*Item 36*), and then insert the input sun gear (*Item 8*).
12. Install a new o-ring (*Item 7-11*) and, if necessary, a new bearing (*Item 28*) and seal (*Item 7-4*) into the bearing carrier (*Item 26*). Grease the o-ring and seal and install the bearing carrier into the drum.
13. Position the side plate (*Item 1*) on top of the base (*Item 12*) and rods (*Item 43*). Attach the side plate with ten capscrews (in some cases, eight) (*Item 2*). Torque to specification (*see Torque Specifications Chart on page 15 of this manual*).
14. Install the brake subassembly into the side plate (*Item 1*), making sure that the pilot of the brake housing aligns with the bearing (*Item 28*) and seal (*Item 7-4*) in the bearing carrier (*Item 26*) and that the holes for the motor are in the correct orientation. Also, make sure that the level and vent plugs in the cover are properly oriented. Install eight capscrews (*Item 9*) and torque them to specification (*see Torque Specifications Chart on page 15 of this manual*).

15. Install a new o-ring (*Item 7-2*) on the face of the motor and re-install the motor/counterbalance valve assembly. Install the capscrews (*Item 51*) and washers (*Item 52*) and torque them to specification (*see Torque Specifications Chart on page 15 of this manual*).
16. Reconnect the tubing or hose to the brake housing (*Item 21*).
17. Fill both the gearbox and the brake section with the proper amount and type of lubricants as instructed in the *Recommended Oil* section on page 6 of this manual.

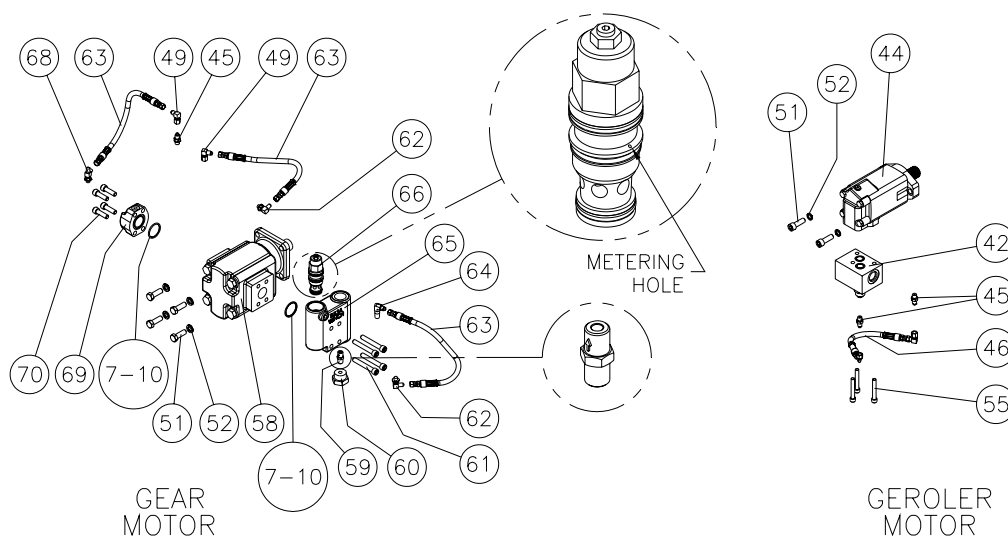
## SERVICING THE MOTOR

### **FOR GEAR MOTORS**

1. Tag tubing or hoses for proper re-installation and remove them from the motor assembly.
2. Remove the counterbalance block (*Item 65*) from the motor.
3. Remove the counterbalance valve (*Item 66*) from the block and inspect the small metering hole located on the side of the valve to make sure it is not obstructed. Also, inspect the o-rings (*Item 7-10*) for damage and replace if necessary.
4. Remove the fitting (*Item 60*) and inspect the check valve (*Item 59*) to make sure it is working properly. The check valve should be installed as shown, with the arrow facing into the block.
5. Motors and counterbalance valves are not serviceable in the field. Return them to an authorized dealer for service.

### **FOR GEROLER MOTORS**

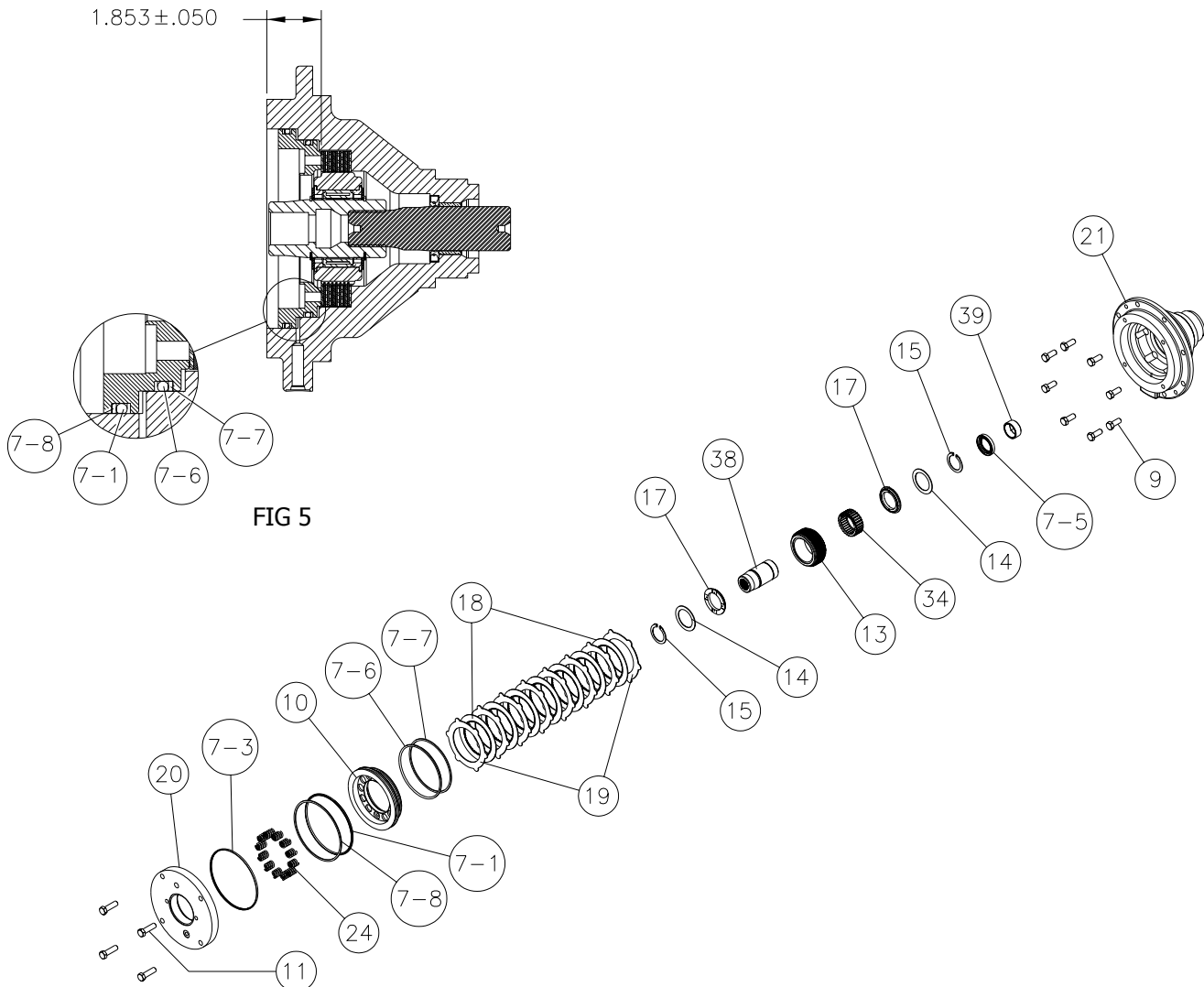
1. Tag hoses for proper re-installation and remove them from the motor assembly.
2. Remove the counterbalance block (*Item 42*) from the motor.
3. Remove the counterbalance valve from the block and inspect the small metering hole located on the side of the valve to make sure it is not obstructed. Also, inspect the o-rings for damage or wear and replace any damaged parts if necessary.
4. Motors and counterbalance valves are not serviceable in the field. Return them to an authorized dealer for service.



# SERVICING THE BRAKE

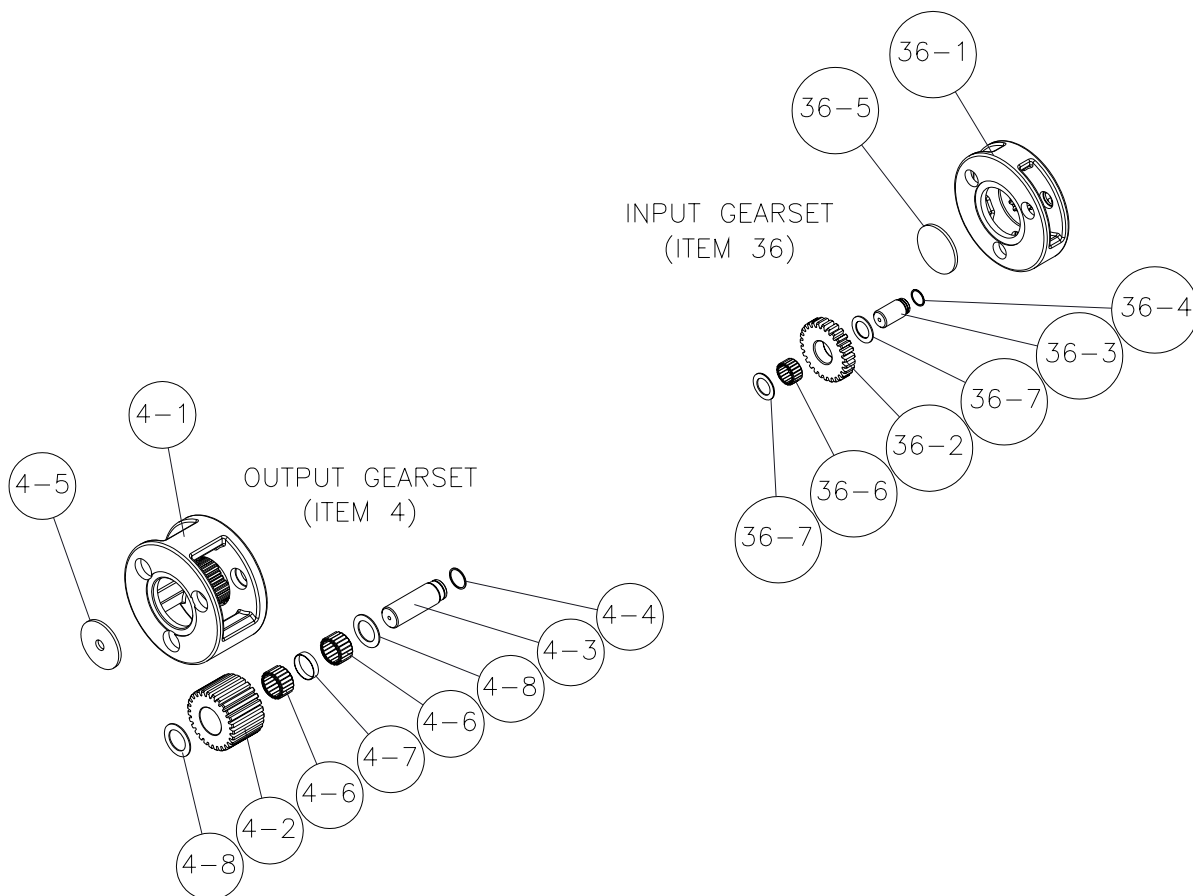
1. Evenly remove the four capscrews (*Item 11*) holding the brake cover (*Item 20*) in place. Spring pressure will raise the cover as the capscrews are loosened. Remove the cover from the brake housing.
2. Remove the springs (*Item 24*) from the piston and check the free height. Each spring should measure at least 1.200 inches with no force on them.
3. Remove the brake piston (*Item 10*) by installing two pieces of 3/8"-16NC all-thread in the bottom of two spring pockets. Using jam nuts, screw the all-thread pieces in evenly until the piston is clear of the housing. An alternate way of removing the piston is to use a portable power unit or shop air to slowly pressurize the brake cavity until the piston is out of the bore.
4. Remove the brake driver/clutch assembly (*Items 13, 14, 15, 17, 34, and 38*) from the brake housing (*Item 21*).
5. Remove the stator plates (*Item 19*) and friction discs (*Item 18*) from the brake housing and check them for excessive wear, then replace if necessary. Additionally, check the top stator plate for scoring caused by the removal tools and polish if necessary. Friction discs should measure no less than 0.055 inches thick and stator plates should measure no less than 0.064 inches thick.
6. If necessary, with a hook wire or pry bar, remove the seal (*Item 7-5*) from the brake housing.
7. Examine the bushing (*Item 39*) in the brake housing for wear and, if worn, replace it.
8. If the brake housing (*Item 21*) is removed from the hoist, examine the journal on the brake housing where the seal (*Item 7-4*) runs for wear. If severely worn, replace the brake housing.
9. Carefully disassemble the brake driver/clutch and note the side in which the markings on the clutch (*Item 34*) are facing. The clutch assembly must be re-assembled with the markings facing the proper direction in order for the hoist to function properly. Inspect the surface on the input and brake drivers (*Items 13 & 38*) where the clutch (*Item 34*) runs. If there is any pitting or spalling on the drivers then both it and the clutch must be replaced.
10. Re-assemble the driver/clutch assembly, making sure that the clutch is installed properly.
11. Install a new seal (*Item 7-5*) into the brake housing. If the brake housing is removed from the hoist, temporarily install the input sun gear (*Item 38*) into the brake housing and slide the driver/clutch assembly onto the sun gear spline.
12. Install the stator plates (*Item 19*) and friction discs (*Item 18*) into the brake housing starting with a stator and alternating friction discs and stator plates. There is one more stator plate than friction disc so you will finish with a stator plate.
13. After installation, check the brake stack-up to make sure that the dimensions are within the tolerance shown in Fig 5. If your measurement is greater than shown, either some friction discs and stator plates have been left out, or the friction discs are worn beyond acceptable tolerances. If your measurement is less than shown, too many plates or discs have been inserted or they are not seated properly.

14. Coat the new o-rings and backup rings (*Items 7-1, 7-6, 7-7, & 7-8*) with light oil and install onto the piston (*Item 10*). See *Fig. 5* for proper o-ring/backup ring installation.
15. Carefully install the piston (*Item 10*) into the brake housing (*Item 21*) and gently tap it down until it is seated.
16. Install the springs (*Item 24*) into the spring pockets of the piston. If working in a horizontal position, coat the bottom of each spring with chassis lube to keep it in position.
17. Coat the new o-ring (*Item 7-3*) with light oil and install it into the groove on the brake cover (*Item 20*).
18. Install the cover (*Item 20*) onto the brake housing (*Item 21*) and draw it down evenly, alternating between opposite capscrews. Make sure that the cover is aligned properly with the brake housing in order to correctly orient the motor and vent/drain plugs.
19. Check the brake release with a portable hydraulic pump. Full release should be obtained at 225 PSI  $\pm$ 10%.



# SERVICING THE PLANETARY SETS

1. Remove the retaining rings from the planet pins.
2. Remove the pins from the carrier by carefully tapping them out.
3. Remove the planet gears, washers and bearings from the carrier.
4. Inspect the pins, bearings, and gear bores for evidence of wear and replace if necessary.
5. On output planet gearsets, note that two bearings with a spacer between them are used.
6. Before reassembly, be sure to insert the thrust plate into the carrier.
7. To reassemble, be careful to line up the planet pins with the thrust washers and bearings then press the knurled part of the pin into the carrier. If the pins are not lined up properly, the washers can be shattered during the pressing operation.
8. Replace the retaining rings onto the planet pins.



# TROUBLESHOOTING

## Hoist won't hold load

### Possible Solutions:

1. There is excessive back pressure in the hydraulic system. Check the system for line restrictions and reduce the back pressure.
2. The brake discs are worn. Replace the brake discs. Friction discs should measure no less than 0.055 inches thick and the stator plates should measure at least 0.068 inches thick.
3. The brake clutch is slipping due to wear of either driver and/or clutch. Inspect the driver components for wear and replace if necessary.

## Hoist unable to lift load

### Possible Solutions:

1. The relief valve setting may be too low to allow proper lifting. Increase the relief pressure setting.
2. The load being lifted may be more than the winches rating. Verify weight and reduce the load or re-rig it to increase mechanical advantage.

## Hoist unable to lower load

### Possible Solutions:

1. The hoses or tubes have been installed incorrectly. Check hose routing and correct any errors (*see page 4 for hydraulic schematic*).
2. The counterbalance valve cartridge may have a plugged metering hole (*see page 10 for location of metering hole*). Remove the cartridge and clean it.

## Oil leaks from motor-side vent

### Possible Solutions:

1. The motor shaft seal may have failed. Replace the seal and reduce the back pressure if that was a cause of the seal failure.
2. The brake pistons o-ring seals may have failed. Service the brake section and replace any worn parts found.

# TORQUE SPECIFICATIONS CHART

Nominal	Size	Dry	Plated	Lubricated	Dry	Plated	Lubricated
		SAE Grade 5 Torque *(Ft-Lbs)	SAE Grade 5 Torque *(Ft-Lbs)	SAE Grade 5 Torque *(Ft-Lbs)	SAE Grade 8 Torque *(Ft-Lbs)	SAE Grade 8 Torque *(Ft-Lbs)	SAE Grade 8 Torque *(Ft-Lbs)
<b>1/4</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>12</b>	<b>9</b>	<b>7</b>
<b>1/4</b>	<b>28</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>14</b>	<b>10</b>	<b>8</b>
<b>5/16</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>10</b>	<b>25</b>	<b>18</b>	<b>15</b>
<b>5/16</b>	<b>24</b>	<b>19</b>	<b>14</b>	<b>11</b>	<b>27</b>	<b>20</b>	<b>16</b>
<b>3/8</b>	<b>16</b>	<b>31</b>	<b>23</b>	<b>19</b>	<b>44</b>	<b>33</b>	<b>26</b>
<b>3/8</b>	<b>24</b>	<b>35</b>	<b>26</b>	<b>21</b>	<b>49</b>	<b>37</b>	<b>30</b>
<b>7/16</b>	<b>14</b>	<b>49</b>	<b>37</b>	<b>30</b>	<b>70</b>	<b>53</b>	<b>42</b>
<b>7/16</b>	<b>20</b>	<b>55</b>	<b>41</b>	<b>33</b>	<b>78</b>	<b>58</b>	<b>47</b>
<b>1/2</b>	<b>13</b>	<b>76</b>	<b>57</b>	<b>45</b>	<b>106</b>	<b>80</b>	<b>64</b>
<b>1/2</b>	<b>20</b>	<b>85</b>	<b>64</b>	<b>51</b>	<b>120</b>	<b>90</b>	<b>72</b>
<b>9/16</b>	<b>12</b>	<b>109</b>	<b>82</b>	<b>65</b>	<b>153</b>	<b>115</b>	<b>92</b>
<b>9/16</b>	<b>18</b>	<b>122</b>	<b>91</b>	<b>73</b>	<b>172</b>	<b>129</b>	<b>103</b>
<b>5/8</b>	<b>11</b>	<b>150</b>	<b>113</b>	<b>90</b>	<b>212</b>	<b>159</b>	<b>127</b>
<b>5/8</b>	<b>18</b>	<b>170</b>	<b>128</b>	<b>102</b>	<b>240</b>	<b>180</b>	<b>144</b>
<b>3/4</b>	<b>10</b>	<b>266</b>	<b>200</b>	<b>160</b>	<b>376</b>	<b>282</b>	<b>226</b>
<b>3/4</b>	<b>16</b>	<b>297</b>	<b>223</b>	<b>178</b>	<b>420</b>	<b>315</b>	<b>252</b>
<b>7/8</b>	<b>9</b>	<b>430</b>	<b>322</b>	<b>258</b>	<b>606</b>	<b>454</b>	<b>364</b>
<b>7/8</b>	<b>14</b>	<b>474</b>	<b>355</b>	<b>284</b>	<b>668</b>	<b>501</b>	<b>401</b>
<b>1</b>	<b>8</b>	<b>644</b>	<b>483</b>	<b>386</b>	<b>909</b>	<b>682</b>	<b>545</b>
<b>1</b>	<b>14</b>	<b>721</b>	<b>541</b>	<b>433</b>	<b>1019</b>	<b>764</b>	<b>611</b>
<b>1-1/8</b>	<b>7</b>	<b>794</b>	<b>596</b>	<b>475</b>	<b>1288</b>	<b>966</b>	<b>772</b>
<b>1-1/8</b>	<b>12</b>	<b>890</b>	<b>668</b>	<b>534</b>	<b>1444</b>	<b>1083</b>	<b>866</b>
<b>1-1/4</b>	<b>7</b>	<b>1120</b>	<b>840</b>	<b>672</b>	<b>1817</b>	<b>1363</b>	<b>1090</b>
<b>1-1/4</b>	<b>12</b>	<b>1241</b>	<b>930</b>	<b>745</b>	<b>2012</b>	<b>1509</b>	<b>1207</b>

T = BOLT TORQUE (LB. FT.)

T = (KWD) / 12

K = TORQUE COEFFICIENT (K = 0.20 DRY

K = 0.15 PLATED

K = 0.12 LUBRICATED)

W = PRELOAD TENSION

D = NOMINAL BOLT SIZE (IN.)

\* ALL TORQUE VALUE TOLERANCES ARE ± 5%

# BILL OF MATERIAL

SEQ	QTY	P/N	DESCRIPTION	NOTES
1a	1	42394	SIDE PLATE	BRAKE SIDE (SEE PICTORAL FOR IDENTIFICATION)
1b	1	4252	SIDE PLATE	
1c	1	43170	SIDE PLATE	
1d	1	42518	SIDE PLATE	
1e	1	42484	SIDE PLATE	
2	20	29792	CAPSCREW	ALTERNATE QTY FOR 4252/4508 SIDEPLATES
2*	16	29792	CAPSCREW	
3	1	29973	RETAINING RING	
4a	1	4384	OUTPUT GEARSET	FOR 1221W, 1229W, 1241W
4a-1	1	41755	CARRIER	
4a-2	3	41728	OUTPUT PLANET GEAR	
4a-3	3	41747	PLANET PIN	
4a-4	3	41716	RETAINING RING	
4a-5	1	44067	THRUST PLATE	
4a-6	6	41717	BEARING	
4a-7	3	41739	SPACER	
4a-8	6	939249	WASHER	
4b	1	4391	OUTPUT GEARSET	FOR 1259W
4b-1	1	41754	CARRIER	
4b-2	3	41729	OUTPUT PLANET GEAR	
4b-3	3	41747	PLANET PIN	
4b-4	3	41716	RETAINING RING	
4b-5	1	44067	THRUST PLATE	
4b-6	6	41717	BEARING	
4b-7	3	41739	SPACER	
4b-8	6	939249	WASHER	
5a	1	41731	DRUM	Ø16.38 FLANGE, Ø9.75 BARREL
5b	1	42128	DRUM	Ø15.00 FLANGE, Ø9.75 BARREL
5c	1	42510	DRUM	Ø13.75 FLANGE, Ø9.75 BARREL
5d	1	42413	DRUM	Ø16.38 FLANGE, Ø10.63 BARREL
5e	1	43171	DRUM	Ø14.00 FLANGE, Ø10.63 BARREL
6	2	41722	RACE	
7a	1	4322	SEAL KIT	FOR 81462001 ASSEMBLY (NO MOTOR OR BRAKE)
7b	1	4316	SEAL KIT	FOR GEROLER MOTOR
7c	1	4321	SEAL KIT	FOR SINGLE SPEED GEAR MOTOR
7d	1	4339	SEAL KIT	FOR TWO SPEED GEAR MOTOR
8a	1	41734	INPUT SUN GEAR	FOR 1241W AND 1259W
8b	1	41735	INPUT SUN GEAR	FOR 1229W
8c	1	41736	INPUT SUN GEAR	FOR 1221W
9	14	20524	CAPSCREW	
10	1	42942	BRAKE PISTON	
11	4	10381	CAPSCREW	
12a	1	42393	BASE	8 Ø.656 MOUNTING HOLES
12b	1	43132	BASE	4 Ø.812 MOUNTING HOLES FOR 4252/4508 SIDEPLATES
12c	1	42520	BASE	4 Ø.687 MOUNTING HOLES
12d	1	42266	BASE	4 Ø.812 MOUNTING HOLES
13	1	43453	BRAKE DRIVER	
14	2	41723	RACE	
15	2	26980	RETAINING RING	
16a	1	44316	OUTPUT SUN GEAR	FOR 1221W, 1229W, 1241W
16b	1	44370	OUTPUT SUN GEAR	FOR 1259W
17	2	41743	BUSHING	
18	7	32765	FRICTION DISC	
19	8	42148	STATOR PLATE	



SEQ	QTY	P/N	DESCRIPTION	NOTES
20a	1	41746	BRAKE COVER	SAE 2-BOLT "A" MOTOR MOUNT
20b	1	42015	BRAKE COVER	SAE 4-BOLT "B" MOTOR MOUNT
20c	1	43419	BRAKE COVER	SAE 4-BOLT "C" MOTOR MOUNT
20d	1	43172	BRAKE COVER	SAE 2-BOLT "B" MOTOR MOUNT
21	1	43423	BRAKE HOUSING	
24	12	42230	BRAKE SPRING	
26	1	41752	BEARING CARRIER	
28	2	34550	BEARING	
29	1	41756	CABLE THIMBLE	
30	2	13050	BREATHER	
31	1	41879	O-RING PLUG	
32	1	43424	SHAFT	
33	1	41719	O-RING PLUG	
34	1	41759	CAM CLUTCH	
36a	1	4138	INPUT GEARSET	FOR 1221W
36a-1	1	41768	CARRIER	
36a-2	3	41761	PLANET GEAR	
36a-3	3	41760	PLANET PIN	
36a-4	3	41715	RETAINING RING	
36a-5	1	41769	THRUST PLATE	
36a-6	3	30484	BEARING	
36a-7	6	28771	WASHER	
36b	1	4137	INPUT GEARSET	FOR 1229W
36b-1	1	41767	CARRIER	
36b-2	3	41762	PLANET GEAR	
36b-3	3	41760	PLANET PIN	
36b-4	3	41715	RETAINING RING	
36b-5	1	41769	THRUST PLATE	
36b-6	3	30484	BEARING	
36b-7	6	28771	WASHER	
36c	1	4139	INPUT GEARSET	FOR 1241W
36c-1	1	41766	CARRIER	
36c-2	3	41763	PLANET GEAR	
36c-3	3	41760	PLANET PIN	
36c-4	3	41715	RETAINING RING	
36c-5	1	41769	THRUST PLATE	
36c-6	3	30484	BEARING	
36c-7	6	28771	WASHER	
36d	1	4140	INPUT GEARSET	FOR 1259W
36d-1	1	41765	CARRIER	
36d-2	3	41763	PLANET GEAR	
36d-3	3	41760	PLANET PIN	
36d-4	3	41715	RETAINING RING	
36d-5	1	41769	THRUST PLATE	
36d-6	3	30484	BEARING	
36d-7	6	28771	WASHER	
38a	1	44852	INPUT DRIVER	MOTOR SHAFT INPUT: 14T SPLINE
38b	1	44853	INPUT DRIVER	MOTOR SHAFT INPUT: 15T SPLINE
39	1	32445	BUSHING	
40	1	41307	O-RING PLUG	
42a	1	40434	COUNTERBALANCE BLOCK	FOR ROADCL & LUADCL ARRANGEMENTS
42b	1	40637	COUNTERBALANCE BLOCK	FOR RUADCL & LOADCL ARRANGEMENTS
43	2	42134	SUPPORT ROD	
44	1	41868	GEROLER HYDRAULIC MOTOR	
45	2	41838	STRAIGHT ADAPTER	
46	1	42123	HOSE	FOR GEROLER MOTORS
49	1	41873	SWIVEL ADAPTER	
50a	1	44841	SIDE PLATE	OUTPUT SHAFT SIDE (SEE PICTORAL FOR IDENTIFICATION)
50b	1	4508	SIDE PLATE	
50c	1	44376	SIDE PLATE	
50d	1	44829	SIDE PLATE	

SEQ	QTY	P/N	DESCRIPTION	NOTES
<b>50e</b>	1	44364	SIDE PLATE	OUTPUT SHAFT SIDE (SEE PICTORAL FOR IDENTIFICATION)
<b>51</b>	2	13529	CAPSCREW	
<b>52</b>	2	41000	LOCKWASHER	
<b>55</b>	3	40557	CAPSCREW	
<b>56</b>	1	4179	CABLE PACKER ASSEMBLY	
56-1	2	42515	BEARING	
56-2	1	42417	PACKER ARM	
56-3	2	42418	ROLLER	
56-4	1	42421	ROLLER	
56-5	2	42517	CAPSCREW	
56-6	2	42516	BEARING	
56-7	1	42425	LEFT SPRING	
56-8	1	42533	RIGHT SPRING	
<b>57</b>	1	12208	BUSHING	
<b>58a</b>	1	42022	SINGLE SPEED GEAR MOTOR	CONTACT DISTRIBUTOR FOR PROPER IDENTIFICATION AND REPLACEMENT
<b>58b</b>	1	42023	SINGLE SPEED GEAR MOTOR	
<b>58c</b>	1	42521	SINGLE SPEED GEAR MOTOR	
<b>58d</b>	1	43126	SINGLE SPEED GEAR MOTOR	
<b>58e</b>	1	42021	SINGLE SPEED GEAR MOTOR	
<b>58f</b>	1	42169	TWO SPEED GEAR MOTOR	
<b>59</b>	1	42223	CHECK VALVE	
<b>60</b>	1	42225	PLUG	
<b>61</b>	4	42263	CAPSCREW	
<b>62</b>	2	42089	90 DEGREE ADAPTER	
<b>63</b>	3	42030	HOSE ASSEMBLY	FOR STEEL TUBING, CONTACT DISTRIBUTOR
<b>64</b>	1	42259	ELBOW	
<b>65</b>	1	42029	COUNTERBALANCE BLOCK	
<b>66</b>	1	41867	COUNTERBALANCE VALVE	
<b>68</b>	1	42209	FITTING TEE	
<b>69</b>	1	42211	FLANGE	
<b>70</b>	4	40546	CAPSCREW	

# EXPLODED ISOMETRIC ASSEMBLY DRAWING

