



*****USE EXPLODED VIEW ON BACK FOR REFERENCE*****

NOTE: Because of the difficulties involved in servicing the 610 & 710 series', White Hydraulics strongly recommends returning the units to the factory for service. To obtain return authorization and policies, contact your nearest White Hydraulics distributor.

- A) To aid in reassembly of the motor, make a "V" shaped set of lines from the endcover to the housing using either paint or a marker. With shaft facing down, secure motor in vise by clamping on to housing (15).
- B) Loosen and remove seven bolts (34) holding motor assembly together. Remove endcover (32) carefully as piston (30) and spring (31) may fall out. If piston does not come out, carefully pry piston (30) out of endcover (32) and lay aside. Remove O-Ring seal (13) and backup seal (14) from endcover and discard seals. Remove spring (31) and lay aside.
- C) Lift commutator container and commutator (29) from motor and lay aside. Place commutator on a flat, clean surface with the seal (12) facing up. Place the tip of a small screwdriver on the seal (12) and gently tap until opposite side of seal lifts from groove. Remove seal (12) and discard.
- D) Remove manifold (28) and rotor set (27). Remove all seals (10 & 11) from components and discard. (Caution- Do not allow rolls to drop from rotor assembly (27) when removing rotor assembly from motor.) Remove drive link (26) from motor and lay aside.
- E) Put the housing assembly into an arbor press with the shaft facing down. Lower the press to apply downward pressure on the rear housing (23) and lock the press in place. Loosen and remove the eight capscrews (24) holding the rear housing (23) to the front housing (15). Slowly release the press to allow spring pressure to push the rear housing (23) from the front housing (15). Remove the rear housing (23) and lay aside. (NOTE: Bearing (16) and spacer shim(s) (22) may fall out of rear housing (23).)
- F) Remove springs (21) from front housing (15) and lay aside. Remove housing (15) from arbor press and place on a clean, flat surface with output end of shaft (35) facing up. To remove piston (20), friction disks (17) and disk stampings (18 & 19), firmly grasp output end of shaft with a rag. Raise housing assembly a few inches above work surface and firmly strike housing assembly on work surface until piston and disks drop from housing assembly. Lay piston (20) and disks (17, 18 & 19) aside. Remove shaft (35) from housing (15) and lay aside. (NOTE: If possible, maintain disk stackup to aid it reassembly)
- G) Remove front housing bearing (16) from housing and lay aside. Pry shaft seal (4) and backup seal (3) from front housing (15) and discard. Remove metal backup shim (2) from front housing (15) and discard. Remove dust seal (1) from housing and discard.
- H) At this point, all parts should be cleaned in an oil-based solvent and dried using compressed air (For safety, observe all OSHA safety guidelines). All new seals should be lightly coated in clean oil prior to installation.
- I) Place housing (15) on a flat surface with pilot of housing facing up. Install dust seal (1) making sure that lip on seal faces up. Place front housing (15) in vise with pilot on housing facing down. Install metal backup shim (2) into housing bore. Install backup seal (3) into housing bore making sure that lip on seal faces up. Install shaft seal (4) into housing bore making sure that lip on seal faces up. For correct seal orientation, see Figure 2.
- J) If servicing a 710 Series, install bearing shims (not shown in exploded view) in housing followed by front housing bearing (16). If servicing a DR motor, install front housing bearing (16) into housing making sure that the snap ring that retains bearing rolls faces up. Making sure not to cut seal lip with shaft keyway, install shaft (35) into housing (15).
- K) Install one disk stamping (18) into housing making sure that lugs or splines engage those in housing (15). Install one friction disk (17) engaging splines on disk with those on shaft. Alternate disk stampings and friction disks until all disks except thick disk stamping (19) are installed. Install thick disk stamping (19) lastly on top of disk assembly.
- L) Install small O-Ring seal (5) and large O-Ring seal (7) into corresponding grooves in piston (20). Install small seal (6) and large seal (8) in corresponding grooves over O-Ring seals. Thoroughly coat seals and sealing surfaces of housing (15) with clean oil. With large O.D. side of piston (20) facing up, install piston (20) into

housing (15) and evenly press piston down making sure not to pinch seals. **(If the disks and disk stampings are going to be replaced, the stack up on the new disks must be between .620 and .630. Use Figure 1 for measuring reference.)**

- M) Install springs (21) on top of piston. Install O-Ring Seal (9) in groove in rear surface of housing (15). If servicing a 710 series, install rear bearing (16) in rear housing (23). If servicing a 610 series, and rear shaft bearing (16) and spacer shim(s) (22) came out of rear housing (23), reinstall at this time by placing spacer shim(s) (22) into rear housing (23). Install rear shaft bearing (16) making sure that snap ring that retains bearing rolls faces out. Place rear housing (23) onto front of housing (15) lining up bolt holes. While holding motor assembly together, remove motor assembly from vise and place in arbor press. Press down on rear housing (23) until it contacts front housing (15) and lock press. Install eight capscrews (24) and torque to 45 ft. lbs.
- N) If servicing a 610, install drive link spacer (25) in shaft if motor originally came with one. (NOTE: 710 Motors do not use spacer) Install drive link (26) into end of shaft with tapered end facing up. Place body seals (10) in grooves in both sides of rotor (27). Place rotor (27) onto housing (15) with side of rotor with chamfer in splines facing housing (15). Place manifold (28) over rotor (27) with seal groove side up. Install manifold seal (11).
- O) Install the commutator seal (12) into the commutator (29) with the metal side facing out. Use finger pressure to press the seal down flush with the surface of the commutator. Place the commutator container onto the manifold (28) and then place the commutator onto the protruding end of the drive link (26) making sure that the seal side faces up.
- P) Install the remaining body seal (10) in the groove in the face of the endcover (32). Install piston spring (31) into endcover (32), then the white backup seal (14) followed by the O-Ring seal (13). Lining up the alignment pin with the hole in the endcover, press piston (30) into the endcover (32). While holding the piston (30) in the endcover, lower the endcover assembly onto the motor. Check to make sure that the endcover ports are in their original position.
- Q) Install the seven assembly bolts (34) and pre-torque to 10 ft. lbs. Final torque all bolts to 50 ft. lbs. using the bolt torque sequence shown in Figure 3 at right.

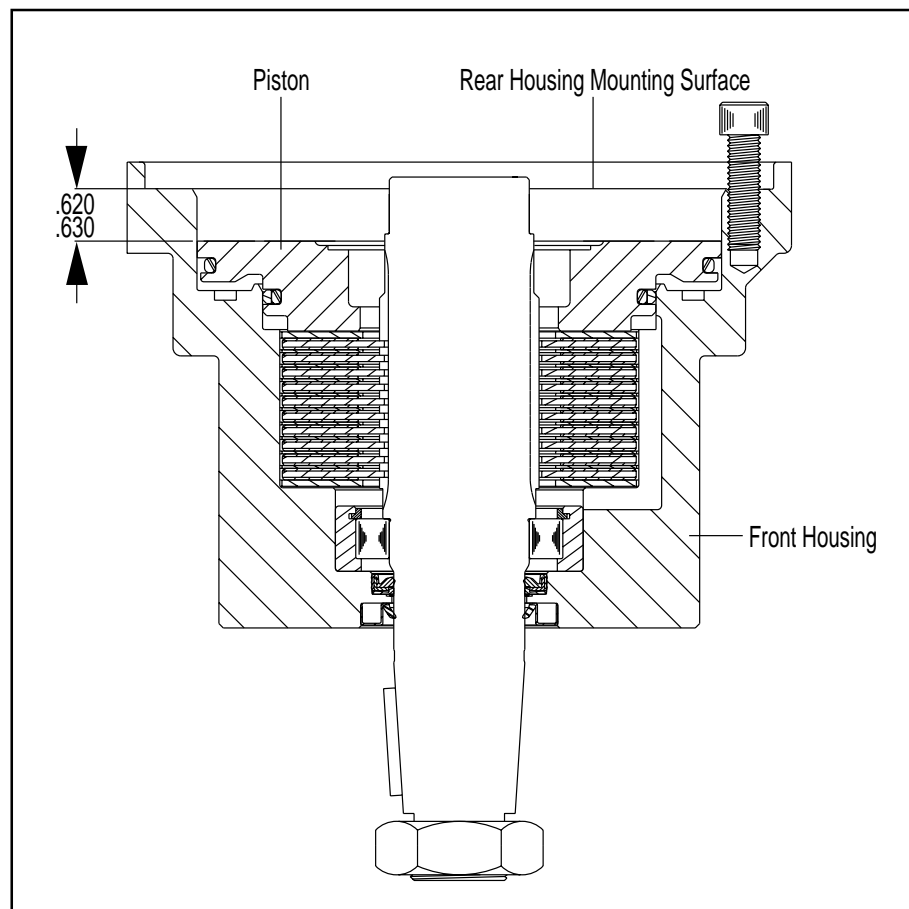


FIGURE 1

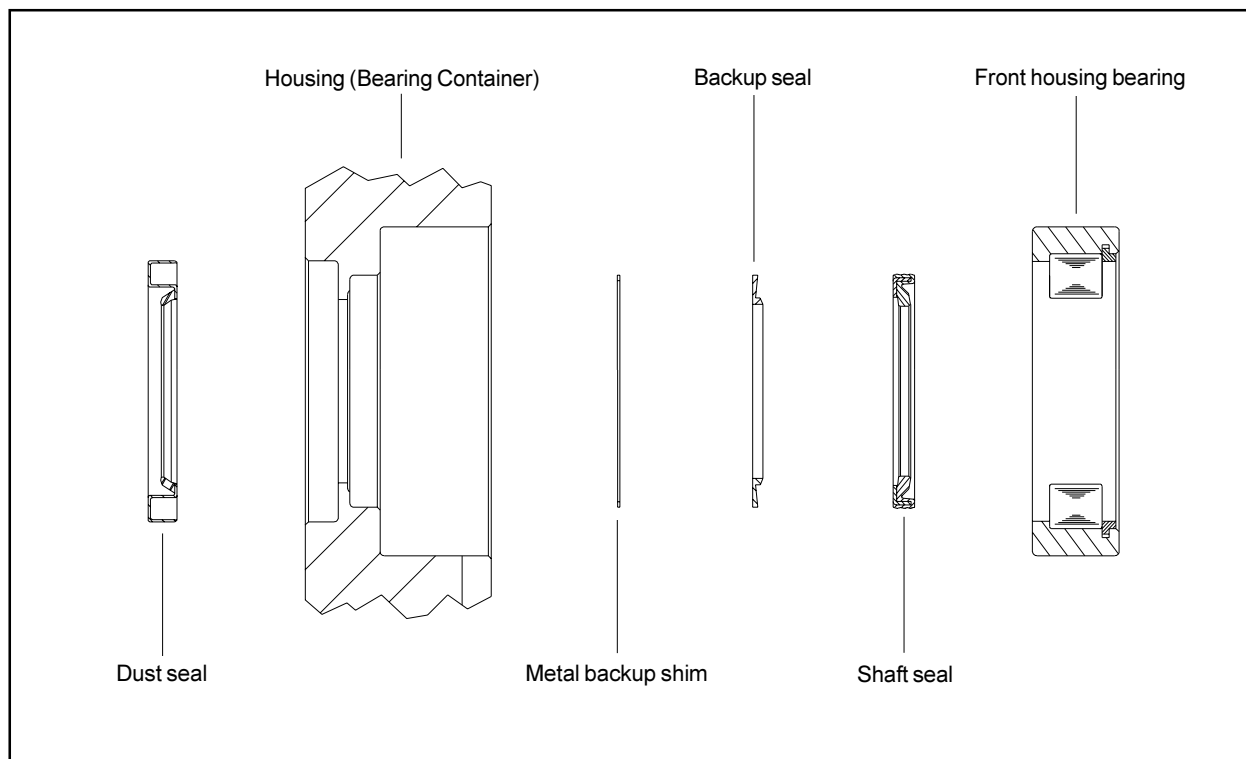


FIGURE 2

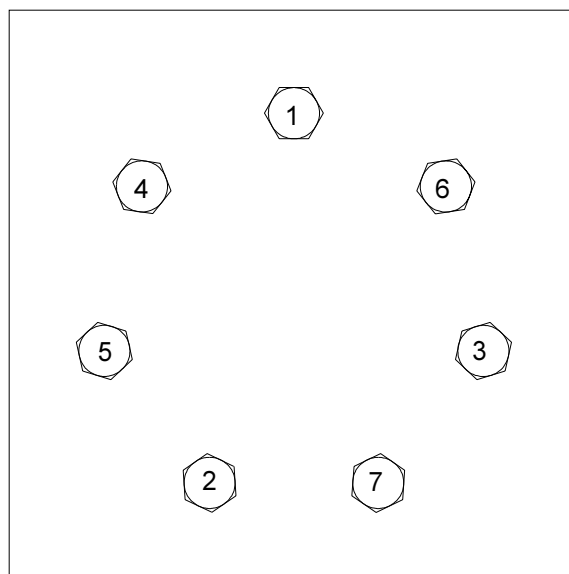
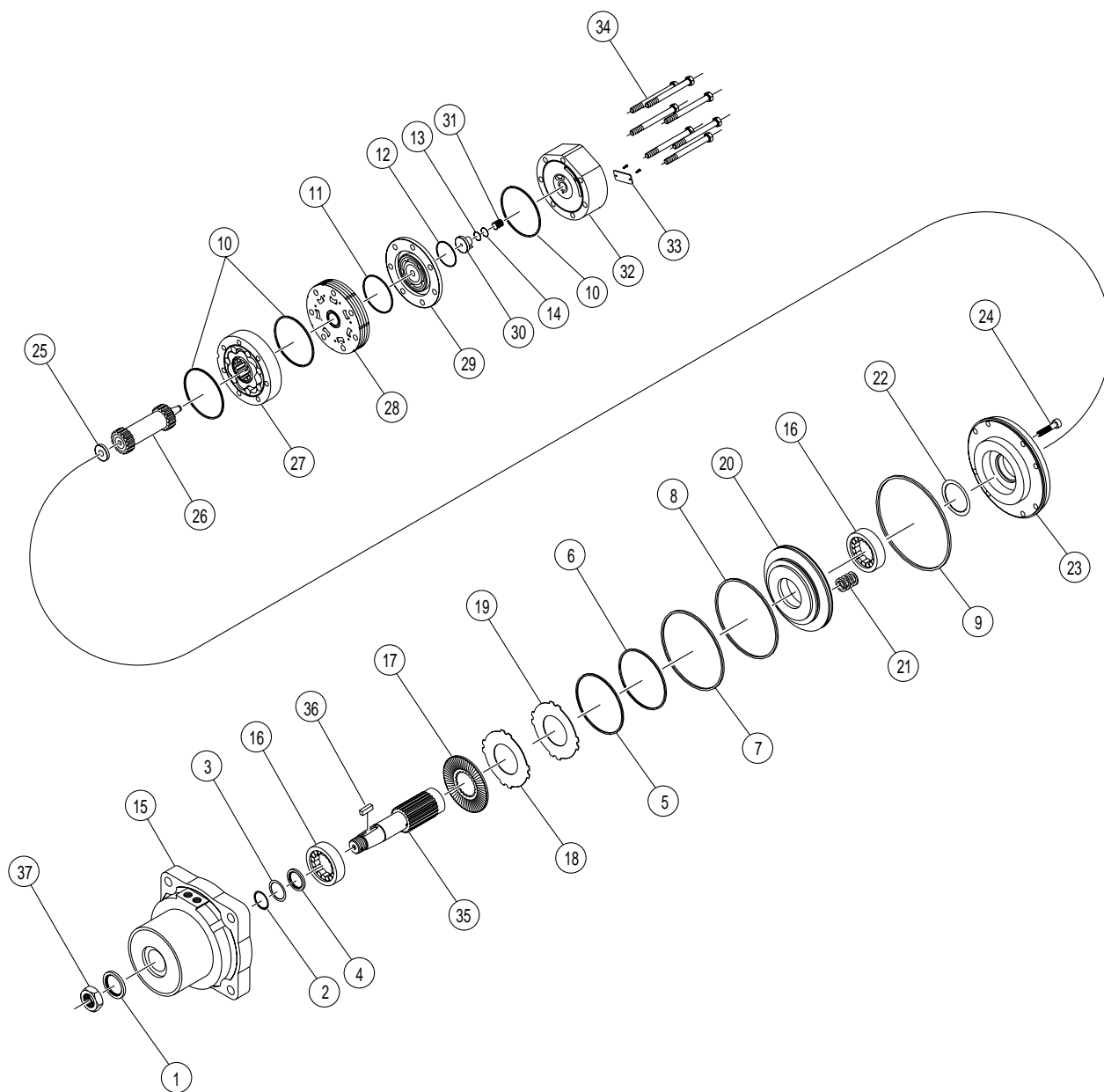


FIGURE 3



610/710 Setback Brake Motor Components

- | | | |
|-----------------------------|------------------------------|-------------------------|
| 1. Dust Seal | 14. Backup Seal | 27. Rotor Assembly |
| 2. Metal Backup Shim | 15. Housing | 28. Manifold |
| 3. Backup Seal | 16. Shaft Bearing | 29. Commutator Assembly |
| 4. Shaft Seal | 17. Friction Disks (10) | 30. Endcover Piston |
| 5. Small Piston O-Ring Seal | 18. Disk Stampings (9) | 31. Piston Spring |
| 6. Small Piston Seal | 19. Thick Disk Stampings (2) | 32. Endcover |
| 7. Large Piston O-Ring Seal | 20. Piston | 33. I.D. Tag Assembly |
| 8. Large Piston Seal | 21. Springs (25) | 34. Assembly Bolts (7) |
| 9. O-Ring Seal | 22. Spacer Shims (1-3) | 35. Shaft |
| 10. Body Seals (3) | 23. Rear Housing | 36. Shaft Key |
| 11. Manifold Seal | 24. Capscrews (8) | 37. Shaft Nut |
| 12. Commutator Seal | 25. Drive Link Spacer | |
| 13. O-Ring Seal | 26. Drive Link | |