



**PRODUCT SUPPORT BULLETIN
BULLETIN NO. 284**

DATE: December 2, 1998

MACHINE: Model C Spike Driver

SERIAL

NUMBER(S): All with Gagers

SUBJECT: Relocation of Gager Outer Cylinder Flow Control Valve

There have been some instances of the Outer Gager Cylinders slowing down when pulsing down to the rail in jointed mode. The slow movement is accompanied by a “squealing” sound. This problem usually shows up after about one hour of operation.

The problem is caused by location of the 28 gpm flow control valve which regulates oil into the cylinders. The current location can cause the outer cylinder pilot operated check valve to open and close at a rapid rate. Some of the oil then returns to tank through the 500 psi relief valve.

To solve the problem, the 28 gpm flow control valve must be relocated from its present position in the Gager/Nipper Manifold. A kit to relocate the flow control is available under part number R1026802. The price of this kit is \$115.00 and can be installed in about 10 minutes.

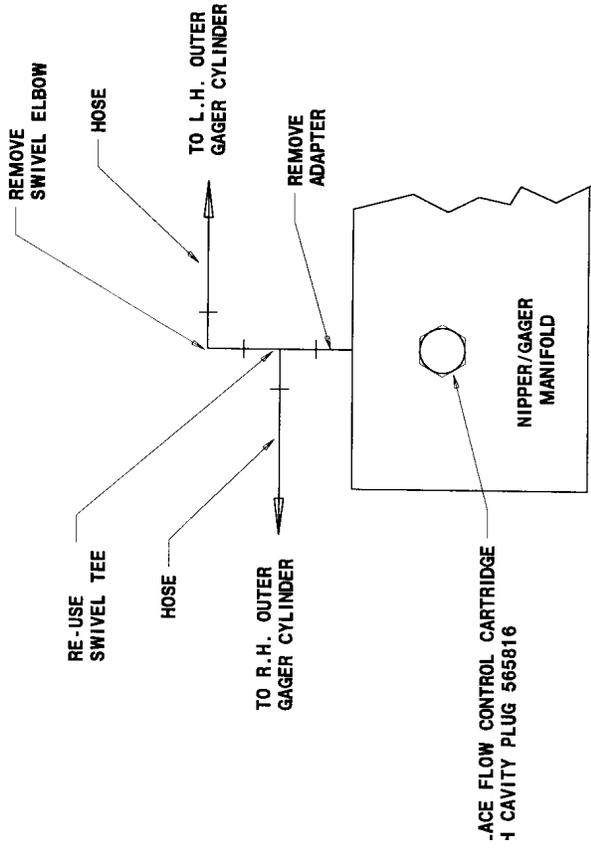
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ORIGINAL PIPING

DISCONNECT THE OUTER GAGER CYLINDER HOSES AT THE MAINFOLD.

REMOVE THE TEE, ELBOW AND ADAPTER FROM THE MAINFOLD. SAVE THE TEE FOR RE-USE.

REMOVE THE FLOW CONTROL CARTRIDGE FROM THE ENGINE SIDE OF THE MAINFOLD AND REPLACE IT WITH THE CAVITY PLUG, 565816.



NEW PIPING

1. INSTALL ADAPTER 2076276 INTO THE TOP
2. INSTALL SWIVEL ADAPTER 2075865 INTO FLOW CONTROL CARTRIDGE BODY 566113. INSTALL ADAPTER 207626; REMOVE THE VALVE BODY. INSTALL THE FLOW CONTROL CARTRIDGE REMOVED FROM THE MAINFOLD INTO THE HOUSING OF THE HOUSING.
3. INSTALL THE TEE WITH THE BRANCH OF THE TEE TOWARD THE ENGINE. RECONNECT THE HOSES BELOW.

