



## Checking Charge Relief Pressure

### ⚠ CAUTION

- When checking, park the machine on flat ground, apply the parking brake.

### ■ NOTE

- Use a new transmission oil filter.

1. Remove the hex. socket head plug from **P2** (or **P1**) port.
2. Assemble adaptor **58** (07916-52391) and thread joint (07916-50341) with the gasket between them.
3. Install the assembled adaptor **58** and thread joint to **P2** port.
4. Install the cable, thread joint in relief valve set pressure tester and low pressure gauge to threaded joint in order.
5. Place the range gear shift lever in neutral.
6. Operate the engine at maximum speed.
7. Release the HST pedal to set in neutral, and measure the charge pressure.
8. If the measurement is not within the factory specifications, check charge relief valve (3) (see page 3-S91.) or adjust with adjusting shim.

### ■ NOTE

- Adjusting shim is located on between spring guide (6) and plug (7).

### (Reference)

- Thickness of adjusting shim:  
0.5 mm (0.02 in.) or 0.2 mm (0.008 in.)
- Pressure change per 0.5 mm (0.02 in.) of shim:  
Approx. 125 kPa (1.27 kgf/cm<sup>2</sup>, 18.1 psi)

Charge pressure (oil temperature at 50 to 60 °C (122 to 140 °F))	Factory specification	2.3 to 2.6 MPa 23.5 to 27.0 kgf/cm <sup>2</sup> 334 to 384 psi
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### ■ NOTE

- Low pressure gauge is 5 MPa (50 kgf/cm<sup>2</sup>, 711 psi) full scale.

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|---------------------------|--------------------|
| (1) P1 Port (Reverse)     | (5) Spring         |
| (2) P2 Port (for Forward) | (6) Spring Guide   |
| (3) Charge Relief Valve   | (7) Plug (GPF 3/8) |
| (4) Poppet                |                    |

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