



Checking Charge Relief Pressure

CAUTION

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

NOTE

- Use a new transmission oil filter.

- Remove the hex. socket head plug from **P2** (or **P1**) port.
- Assemble adaptor **58** (07916-52391) and thread joint (07916-50341) with the gasket between them.
- Install the assembled adaptor **58** and thread joint to **P2** port.
- Install the cable, thread joint in relief valve set pressure tester and low pressure gauge to threaded joint in order.
- Place the range gear shift lever in neutral.
- Operate the engine at maximum speed.
- Release the HST pedal to set in neutral, and measure the charge pressure.
- 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/cm², 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 ² 334 to 384 psi
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NOTE

- Low pressure gauge is 5 MPa (50 kgf/cm², 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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