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MANUAL PREVIEW

Hough

Operator's Manual

HU Payloader

4 WD Gas & Diesel

Chassis Only

Operator's Manual

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HO-O-HU

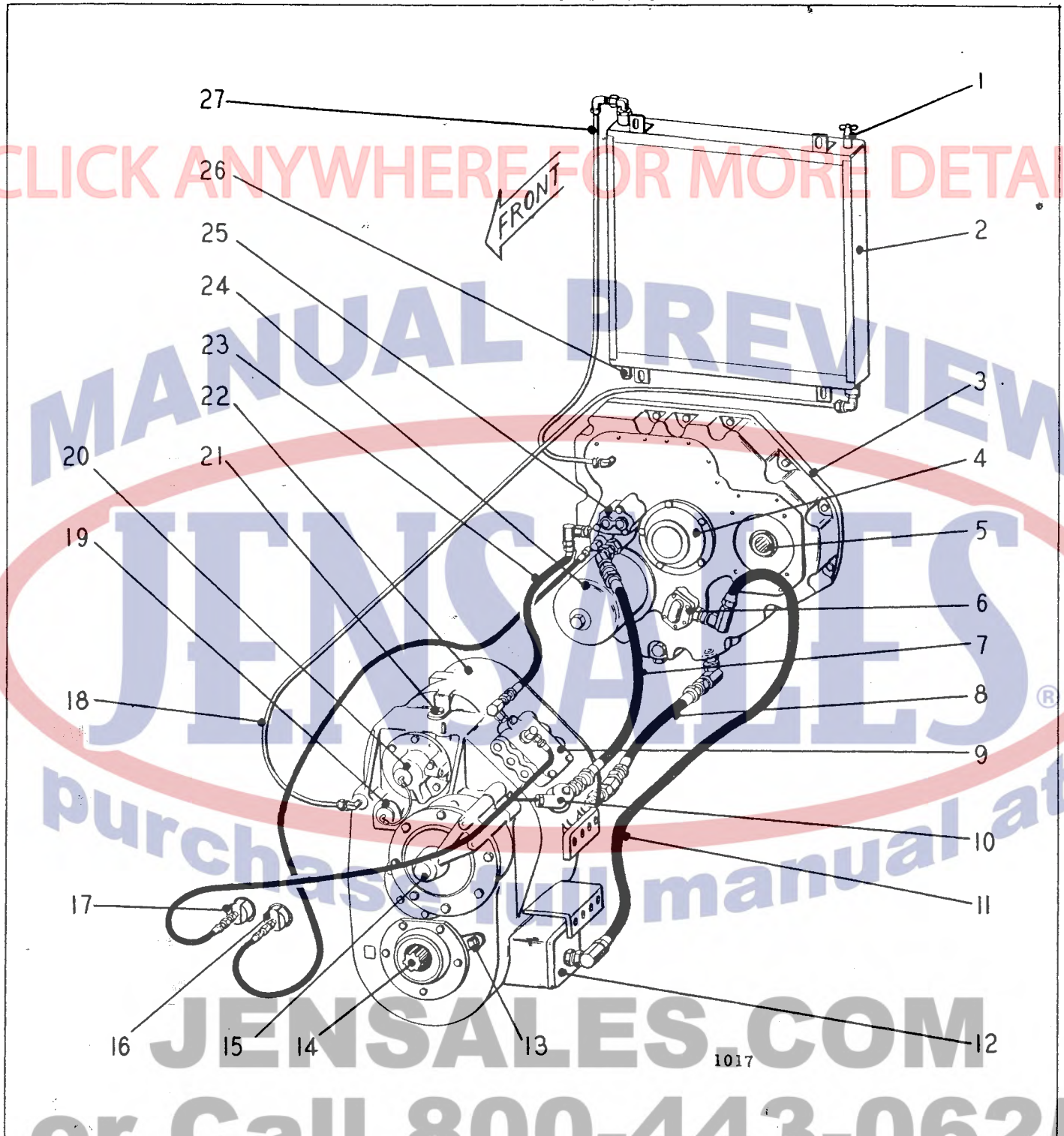
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PRINCIPLES OF OPERATION



- | | | |
|-------------------------------|--------------------------------|------------------------------|
| 1. Air Bleeder Valve | 10. Lube Manifold | 19. Reverse Idler Shaft |
| 2. Oil Cooler | 11. Pump Suction Line | 20. Reverse Gear Clutch Cap |
| 3. Accessory Drive Housing | 12. Suction Strainer Cap | 21. Transmission Filler Plug |
| 4. Output Shaft | 13. Check Plug | 22. Transmission Housing |
| 5. Pump Drive | 14. Front Output Shaft | 23. High Pressure Line |
| 6. Transmission Pump | 15. First Gear Clutch Cover | 24. Transmission Filter |
| 7. Lube Pressure Line | 16. Lube Pressure Gauge | 25. Valve Body |
| 8. Accessory Drive Drain Line | 17. Clutch Pressure Gauge | 26. Cooler Drain |
| 9. Control Valve | 18. Cooler - Transmission Line | 27. Converter - Cooler Line |

Figure 3. Transmission and Accessory Drive

PRINCIPLES OF OPERATION



Figure 5. Diesel Wiring Diagram

PRINCIPLES OF OPERATION

are provided with an electrode circuit for use as an air pre-heater. The circuit consists of a resistor, a manual switch, a pressure switch, an electrode coil, an electrode, the ignition starter switch, and the starter solenoid.

The electrode is energized by the batteries through the ignition-starter switch and the "Chevron-Regular" switch in the operator's compartment. Protection for the circuit is provided by the main circuit breaker of the loader.

HORN CIRCUIT.

The horn is an electrical warning device that is controlled by the horn button. The circuit consists of the horn assembly, horn relay, horn button, wiring and loader frame. When the button is depressed, the horn

relay is energized and completes the electrical circuit of the electromagnet in the horn assembly. With a relay in the horn circuit, only the relay current, which is relatively small compared to the current that passes through the horn electromagnet, is carried by the horn button. This helps decrease arcing at the horn button contacts.

The horn assembly consists of a diaphragm that is vibrated by an electromagnet. When the electromagnet is energized, it pulls on an armature that is attached to the horn diaphragm. Movement of the armature flexes the diaphragm and opens a set of contacts in the horn assembly. This opens the electromagnetic circuit and the armature moves back to its original position, closes the contacts and completes the electromagnetic circuit, which again causes the diaphragm to flex. The intermittent flexing of the diaphragm produces the horn sound.

CONDENSED SPECIFICATIONS

ENGINE.

Manufacturer (Gasoline)	Hercules Motor Corporation	
Model	JXC	
Manufacturer (Diesel)	Hercules Motor Corporation	
Model	DIX-6-272	
	<u>Gasoline</u>	<u>Diesel</u>
Number of Cylinders	6	6
Bore	3.75 in.	3.69 in.
Stroke	4.25 in.	4.25 in.
Displacement	282 cu. in.	272 cu. in.
Max Governed Speed	2200 rpm	2200 rpm
Horsepower (Max Governed Speed)	84	84
Max Torque (1500 Gas; 1700 Diesel)	206 ft. lb.	203 ft. lb.
Fuel Tank Capacity	30 gal.	30 gal.
Fuel Grade	70-72 Octane	Grade 1D
Cooling System Capacity	5.75 gal.	6.00 gal.

PAYLOMATIC DRIVE.

OIL SYSTEM

Pump	Gear Type
Filter	Full Flow (Replaceable Element)
Cooler	Oil to Air Type
Lubricant	Type "A" Transmission Fluid
Capacity	24 qt.

CONVERTER

Type	Single Stage, Three Element
Multiplication Ratio	2.1 to 1

GEARING

Transmission	Constant Mesh
Accessory Drive	Constant Mesh

CONTROLS

Speed Range	Power Shift
Directional	Power Shift
Drive Disconnect	Manual
Clutch Cut Off	Mechanically Actuated