



# Service

FS 204 May 2009

A4000 / A10,000

# MAINTENANCE INSTRUCTIONS – A SERIES ROTARY ACTUATORS

# MODELS A4000 AND A10,000 MAXIMUM OPERATING PRESSURE: AIR — 125 psig

# GENERAL

STANDARD ACTUATORS ARE DESIGNED FOR USE WITH SHOP AIR OR A GOOD GRADE OF PETROLEUM BASE HYDRAULIC OIL. FOR NORMAL TEMPERATURE CONDITIONS AN OIL HAVING A VISCOSITY RANGE BETWEEN 250-300 SSV @ 100°F IS RECOMMENDED.

FOR MAXIMUM BEARING AND SEAL LIFE IN PNEUMATIC SYSTEMS THE AIR SHOULD BE FILTERED AND LUBRICATED. UNITS ARE PERMANENTLY LUBRICATED AT ASSEMBLY.

KEY CONSIDERATION IN THE DISASSEMBLY OF THE UNIT IS DETERMINING THE PINION SHAFT KEYWAY RELATIONSHIP TO THE RACK POSITION TO MAINTAIN PROPER TIMING AT RE-ASSEMBLY. (NOTE: STANDARD UNITS ARE TIMED WITH THE PINION SHAFT KEYWAY AT 12 O'CLOCK HIGH WHEN LOOKING AT THE FRONT MOUNTING FACE.)

# DISASSEMBLY

- 1. Disconnect air lines and be sure the actuator is not under pressure.
- 2. Remove the actuator from its mounting within the system.
- 3. Place the actuator in a vise.
- 4. Using a strap wrench, unscrew the cylinder tubes from the housing by turning counter-clockwise.
  - **NOTE:** For normal maintenance it is usually not necessary to replace the cylinder head seals. It is suggested the cylinder head be checked for sealing tightness. If the cylinder head seal needs to be replaced, use the procedure described in Appendix A.
- 5. After the cylinder tube threads have been disengaged, pull straight out on the cylinder tube until it is clear of the piston seal.
- Position the rack at mid-point of travel (Equal amounts of rack extended on each side of housing). Note and record the pinion shaft keyway location for re-assembly.
- 7. Remove the front bearing retainer ring (snap ring).
- 8. Invert the actuator and push out the pinion, the front bearing will come out with the pinion.
- 9. Slide rack assembly and rack slider from the housing.
- 10. Remove the back bearing from the housing.
- 11. Remove all seals. Replace with new seals at re-assembly.
- 12. If the unit is equipped with cushions, remove the cushion nose from the piston. Procedures for the disassembly and re-assembly of the cushion adjustor(s) is given in Appendix B.
- 13. Procedure for disassembly and re-assembly of the adjustor stops (if the unit is so equipped) is given in Appendix C.
- 14. Thoroughly clean all parts, inspect for wear or damage and replace as required.

## RE-ASSEMBLY

- 1. Install bearing retainer (snap ring) in back of housing.
- 2. Install back bearing.
- 3. Lightly lubricate all seals with Vaseline or light oil before installation.
- 4. Under normal maintenance the pistons are not removed from the rack assembly. If they have been damaged and replaced, the new pistons should be attached to the rack at this time with the groove pins. These pins should be countersunk.
- If the unit is equipped with cushions, the cushion assembly (cushion check, compression spring, cushion O-ring, cushion bolt and dyna-seal) should be installed on one piston. Use Loctite No. 271 (red) on the bolt and torque to 5 ft. lb.
- 6. Grease rack with Grade 2 grease and install the rack/piston assembly in the housing.
- If applicable, install cushion assembly on the other piston as described in No. 5 above.
- 8. Position rack at mid-point in housing.
- 9. Grease the rack slider with Grade 2 grease and install the rack slider between the rack and the housing.
- 10. Grease pinion with Grade 2 grease and install so the pinion shaft keyway is positioned at the 12 o'clock high position (standard timing) with the rack centered.
- 11. Install the front pinion bearing. Check to ensure the retainer ring groove is completely exposed above the bearing.
- 12. Install the retainer ring (snap ring) to secure the pinion and bearings in place. Check to make sure the retainer ring is properly seated in its groove.
- 13. Clamp the actuator in a vise so the pistons are readily available.
- 14. Install the cylinder tube O-ring.
- 15. Install the seals on the pistons. Check to ensure the open end of the lipseal faces toward the pressure source (toward the face of the piston).
- 16. Lightly oil the insides of the cylinder tubes.
- 17. Slide cylinder tubes over the pistons, being careful not to damage the piston seals.
- 18. Screw cylinder tubes into the housing and tighten with a strap wrench.



					ALWAYS USE SERIAL NUMBERS		OKDEKIN		
GROOVE PIN - PISTON	RACK ASSEMBLY	CYLINDER HEAD	RACK SLIDER	FLOATING PISTON	SET SCREW, PISTON PLUG	O-RING, CYLINDER HEAD	RETAINING RING	O-RING, BODY-CYLINDER	

ND MODEL NUMBERS WHEN PARTS.

PART NAME	DNISNOH	BEARING, BALL	PINION	CYLINDER TUBE	<b>BLOCK-VEE PISTON SEAL</b>	<b>GROOVE PIN - PISTON</b>	RACK ASSEMBLY	CYLINDER HEAD	RACK SLIDER	FLOATING PISTON	SET SCREW, PISTON PLUG	O-RING, CYLINDER HEAD	RETAINING RING	O-RING, BODY-CYLINDER	HEAD RETAINER WIRE
QTΥ	1	2	1	2	2	4	1	2	1	2	2	2	2	2	2
ITEM	-	2	5	11	13	14	15	16	17	18	19	23	24	27	28



QTY	PART NAME
2	CYLINDER TUBE
2	BLOCK-VEE PISTON SEAL
4	GROOVE PIN - PISTON
1	RACK ASSEMBLY
2	FLOATING PISTON
2	SET SCREW, PISTON PLUG
2	O-RING, CYLINDER HEAD
2	O-RING, BODY - CYLINDER
2	HEAD RETAINER WIRE
	QTY 2 4 1 2 2 2 2 2 2 2 2

CAUTION:

DO NOT PRESSURIZE OR OPERATE ACTUATOR WITHOUT PART Nº 71 LOCKED.



ITEM	QTY	PART NAME
64	1	CUSHION CYLINDER HEAD
65	1	COMPRESSION SPRING
66	1	CUSHION CHECK
67	1	S.H. SHOULDER SCREW
68	1	O-RING , CUSHION CHECK
69	1	DYNA-SEAL
71	1	JAM NUT
72	1	CUSHION NEEDLE
73	1	O-RING, CUSHION NEEDLE
74	1	BACK-UP RING, CUSHION NEEDLE

## APPENDIX A CYLINDER HEAD DISASSEMBLY & RE-ASSEMBLY PROCEDURES

# DISASSEMBLY

- 1. Disconnect air lines and be sure the actuator is not under pressure.
- 2. Place wrench on hex of cylinder head and turn until the end of the head retainer wire can be seen through the slot in the cylinder tube.

**NOTE:** It may be necessary to hold the cylinder tube, with a strap wrench, while turning to prevent the cylinder tube from unthreading from the housing.

3. Using a small standard screw driver, lift the end of the head retainer wire. Turn the cylinder head counter-clockwise until the retainer wire starts to extend out of the slot in the cylinder tube. Remove the screw driver and continue turning the cylinder head until the retainer wire is completely exposed.

**CAUTION NOTE:** Do not turn the cylinder head past the point where the retainer wire is inserted into the hole in the cylinder wall. If this is done the end of the retainer wire will snap off.

- 4. Remove the retainer wire from the hole in the cylinder head.
- 5. Save the retainer wires as they are re-usable.
- 6. Remove the cylinder heads by pulling straight back.
- 7. Thoroughly clean and inspect all parts, replace as needed. Replace cylinder head O-ring.

# RE-ASSEMBLY

- 1. Lightly oil seals and the inside of the cylinder tubes.
- 2. Install the cylinder head seals.
- 3. Check the cylinder tube to make sure it is threaded tightly into the housing.
- 4. Insert the cylinder head in the cylinder tube. Turn the cylinder head until the drilled hole in the cylinder head is visible through the slot in the cylinder tube. Place hook end of the cylinder head retainer wire through the slot and into the drilled hole in the cylinder head. Turn the cylinder head clockwise until the retainer wire is pulled completely through the slot.

# APPENDIX B

## CUSHION ADJUSTORS — DISASSEMBLY & RE-ASSEMBLY PROCEDURES

DISASSEMBLY (Relieve pressure or disconnect air lines before proceeding.)

- 1. Remove cushion jam nut and cushion needle from cylinder head.
- 2. Remove O-ring and back-up ring. Do not re-use seals, replace with new during re-assembly.
- 3. Thoroughly clean and inspect all parts for wear or damage, replace parts as required.

## **RE-ASSEMBLY**

- 1. Install new back-up ring on cushion needle making sure the curved sided faces toward the needle end.
- 2. Install new O-ring on the cushion needle making sure the O-ring fits into the curved side of the back-up ring.
- 3. Insert the cushion needle in the cylinder head, being careful not to damage the seals. Tighten as far as possible, then loosen 1/2 turn.
- 4. Install jam nut.
- 5. Adjust cushion during testing as follows:
  - A. Relieve pressure to the unit.
  - B. Loosen the jam nut.
  - C. To obtain the desired amount of cushion effect, turn the adjusting screw clockwise for more cushion effect, turn the adjusting screw counter-clockwise for less cushion effect.
  - D. Tighten jam nut and operate the unit under pressure to check for desired cushioning effect. Repeat procedure as necessary.

ALWAYS USE SERIAL NUMBERS AND MODEL NUMBERS WHEN ORDERING PARTS.



ITEM	QTY	PART NAME
76	1	ADJUSTOR CYLINDER HEAD
77	1	THREAD SEAL
78	1	JAM NUT
79	1	ADJUSTABLE STOP

# APPENDIX C ADJUSTABLE STOPS DISASSEMBLY & RE-ASSEMBLY PROCEDURES

# DISASSEMBLY (Relieve pressure or disconnect air lines

before proceeding.)

- 1. Loosen jam nut and thread seal.
- 2. Screw adjustor out of cylinder head.
- 3. Remove thread seal and jam nut.
- 4. Thoroughly clean and inspect all parts for wear or damage, replace as required.

# **RE-ASSEMBLY**

- 1. Lightly oil adjustor threads.
- 2. Screw adjustor into the cylinder head 4 to 6 full turns.
- 3. Install the new thread seal and jam nut.
- 4. **DO NOT** attempt to adjust stroke with the actuator under pressure. Damage to the actuator can result.
- 5. To adjust rotation:
  - A. Position actuator shaft at the desired location.
  - B. Relieve pressure.
  - C. Screw in the proper stroke adjustor screw until the adjustor contacts the actuator piston.
  - D. Repeat this procedure for opposite side.

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# OPERATIONAL BENCH TEST PRIOR TO RE-INSTALLATION OF THE ACTUATOR

- 1. Check to ensure the cylinder heads are fastened securely. Connect air lines to port.
- 2. Slowly increase the air pressure and note the minimum pressure required to start rotation of the shaft. Minimum pressure should not exceed 10 psi. If pressure exceeds 10 psi, disassemble unit and check for binding.
- 3. Check keyway position at both ends of full travel. Keyway should be positioned an equal amount on either side of the 12 o'clock high position.
- 4. Increase air pressure to normal operating pressure (125 psi Max). Alternate on the P<sub>1</sub>, then the P<sub>2</sub> ports. Check for external leaks at each position. External leakage should be zero.
- 5. Install actuator in system ensuring proper alignment of shaft to coupling and mounting.

# FOR FURTHER MAINTENANCE INFORMATION CONTACT YOUR NEAREST REPRESENTATIVE OR MOOG FLO-TORK, ORRVILLE, OHIO 44667