

Technical Bulletin

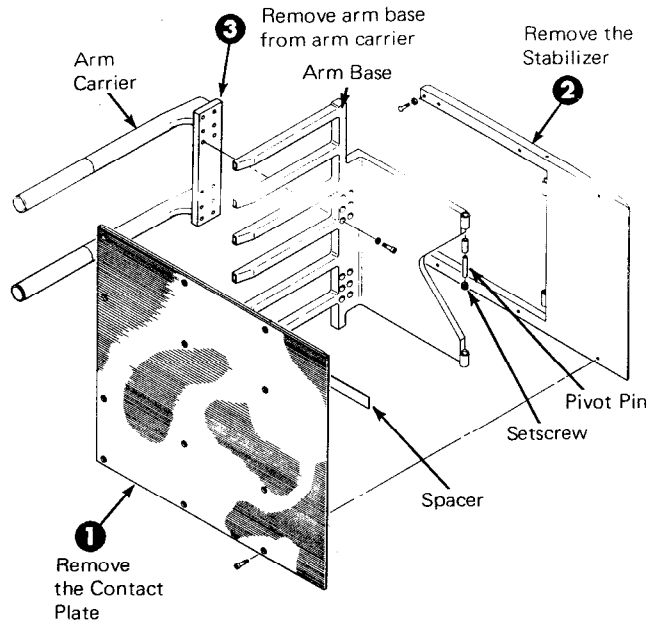
35C Carton Clamp T-Bar Conversion Kit 674421 Installation Instructions

T-Bar Conversion Kit 674421 includes the following parts:

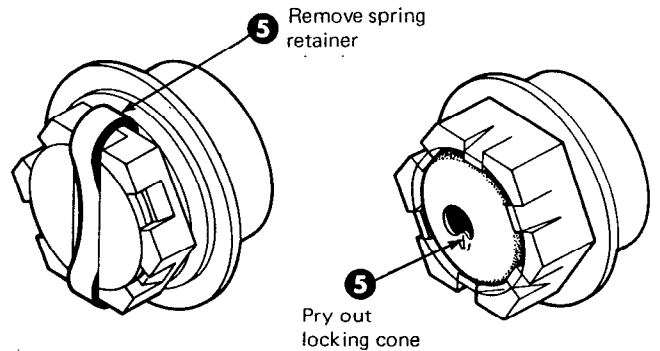
- 1 674418 T-Bar Arm (upper right or lower left)
- 1 674419 T-Bar Arm (lower right or upper left)
- 1 674431 Lug

The following procedures can be performed with the attachment on the truck.

1. Remove the contact pad from the stabilizer. For reassembly, tighten the capscrews to a torque of 55-65 ft.-lbs.
2. Remove the stabilizer by removing the two pivot pins that secure it to the arm base.
3. Remove the arm base from the arm carrier.



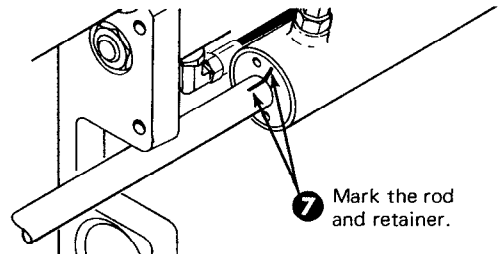
4. Extend the cylinder rods to mid stroke. Do not fully extend the rods.
5. **LOCKING CONE STYLE NUTS:** Pry the locking cone completely away from the slot in the rod end with a screwdriver or small punch. If the nut locking cone is damaged during removal, the nut must be replaced (Part No. 665641).



SPRING RETAINER STYLE NUTS: Remove the spring retainer and nut from the cylinder rod end.

NOTE: Spring retainer style nuts can be converted to locking cone nuts by installing service kit 666247.


6. Remove oil and dirt from the cylinder rod and retainer with cleaning solvent.
7. Mark the rod and retainer as shown with a marking pen. Do not use "scratches" to mark. The marks on the rod and retainer must remain lined up during anchor nut removal.




- Install a chain loop around the arm carriers to restrict arm travel. The chain must meet or exceed the work load rating specification shown at right. Power the arm carriers out against the chains while performing step 9.

Applied Load-Lbs. ● 2000 psi	Chain Work Load Rating - Lbs. (one loop - two equal tension legs)
18,000	9,000

When powering out the arms against the chains a high friction area is being created against the arm lug, counterbored washer and cylinder rod shoulder. This should keep the rod from turning while removing the nut.




WARNING: The chain must meet or exceed the work load rating specifications in the chart.



WARNING: Do not use air/impact tools for cylinder rod end anchor nut removal.

- Remove the anchor nut. If the rod has turned during nut removal, the cylinder must be disassembled to retighten the piston nut to a torque of 60-70 ft.-lbs.

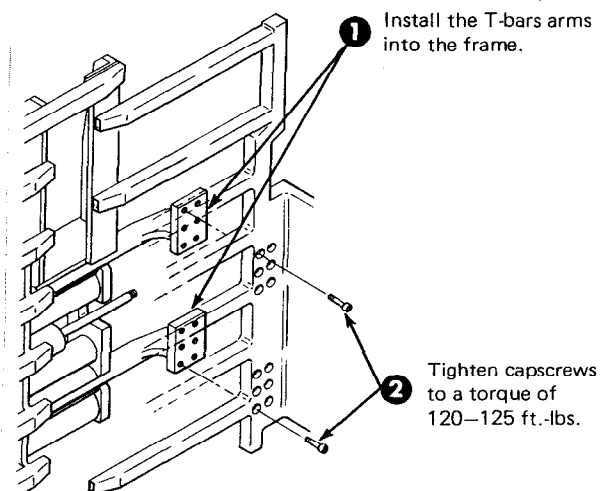
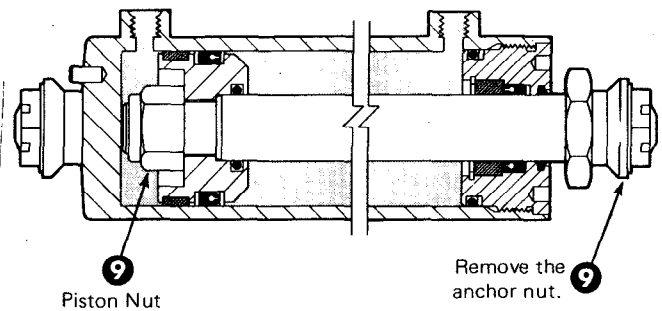
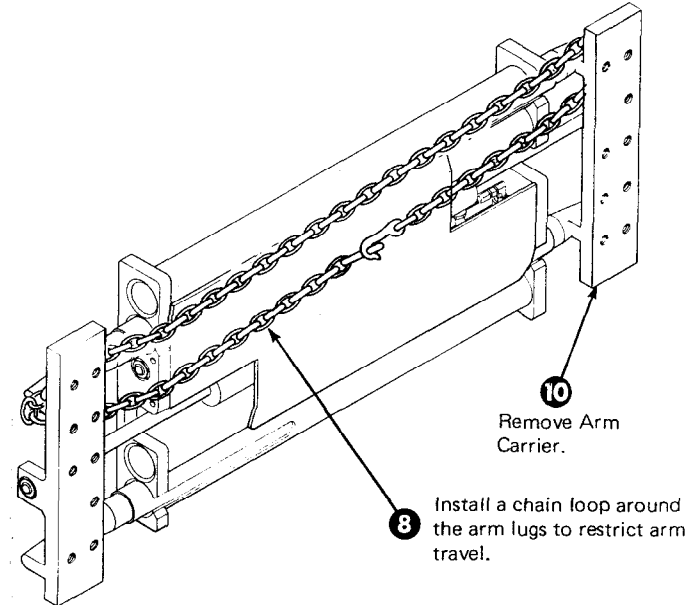


WARNING: Failure to retighten the piston nut if the rod has rotated during disassembly may cause rod disengagement from the piston.

- Remove the arm carrier from the frame.
- Locate the arm lug included in the kit to the arm base using the dimensions shown in figure 1. Clean the area to be welded. Remove paint, oil, grease and other contaminants.
- Use AWS E-7018 electrodes to weld the arm lug in place. Electrodes must be in good condition. Bake as required to remove all moisture per the manufacturers procedures.
- Weld around the anchor with a fillet sized per figure 1. Position the arms so that all welds are horizontal during welding. Clean the weld area and repaint with Cascade paint part no. 668209.

REASSEMBLY

- Install the T-bar arms into the frame.
- Attach the arm base to the T-bar arms. Inspect the capscrews for stress cracks. The arms must slide without restriction in the frame tubes. Tighten the capscrews to a torque of 5-10 ft.-lbs. Recheck the arms for sliding restriction. Tighten the arm capscrews to a torque of 120-125 ft.-lbs.



3. Install the cylinder rod washer. If the anchor nut is the locking cone type, the rod washer must be installed with the counterbore facing the nut. Engage the rod end into the arm lug. Apply anti-seize compound to the rod threads. With the chain loop around the arms, power the attachment arms out against the chains while installing and tighten the nuts as follows:

LOCKING CONE STYLE NUTS: Install the nut and tighten to a torque of 130-150 ft.-lbs. Lock the nut in place by staking the locking cone into the rod end slot with a case hardened chisel. Positive engagement is required. The nut will not be tight against the lug.

SPRING RETAINER STYLE NUTS: Tighten the nut until it bottoms against the washer, then back off to allow 5/32 in. clearance between the washer and lug. Install the spring retainer.

4. Further assembly is the reversal of disassembly.

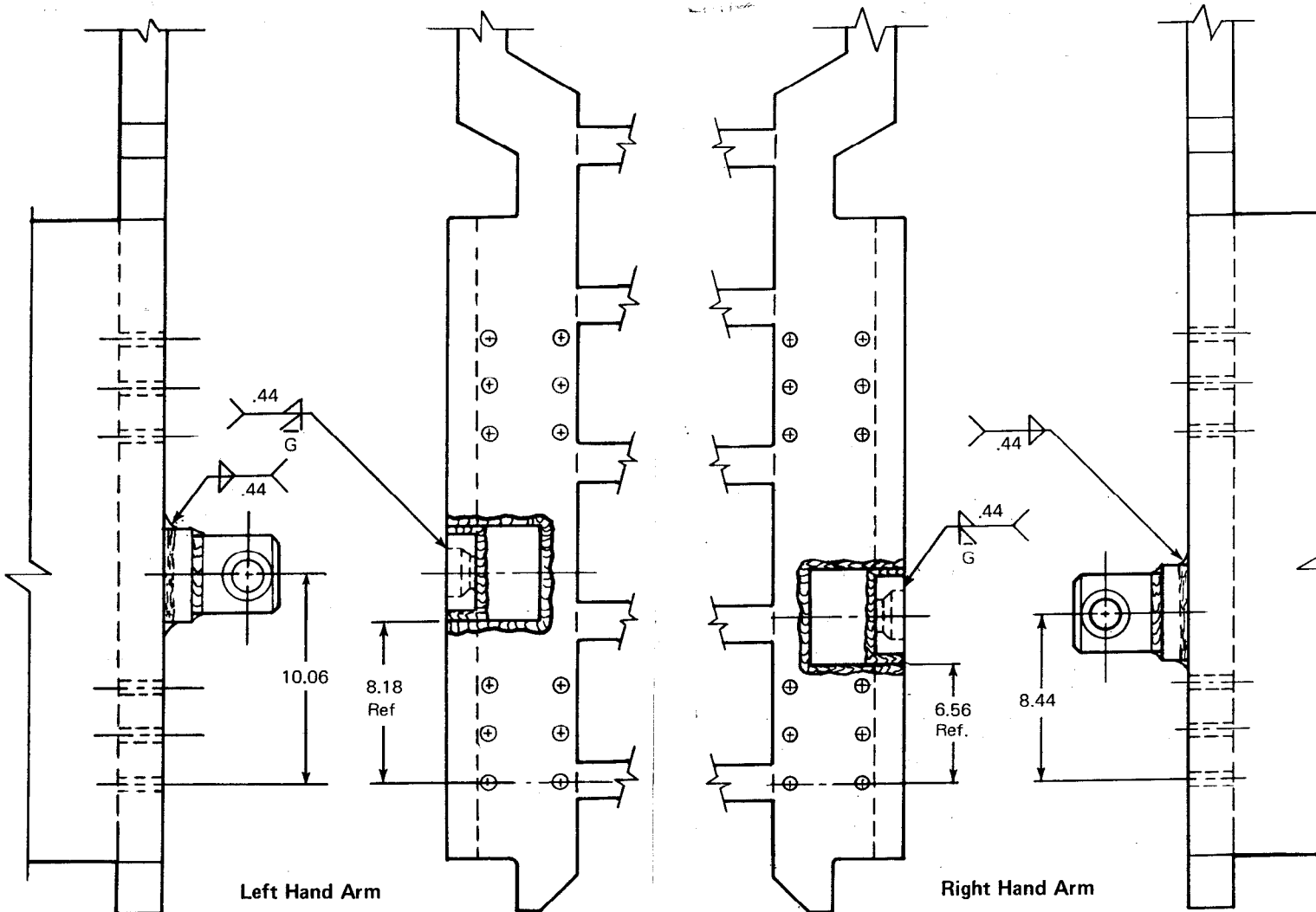
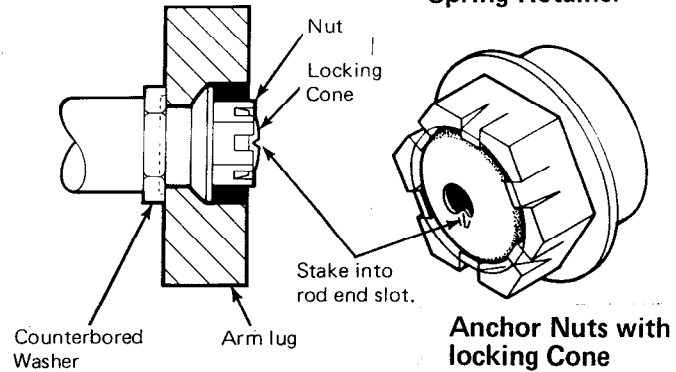
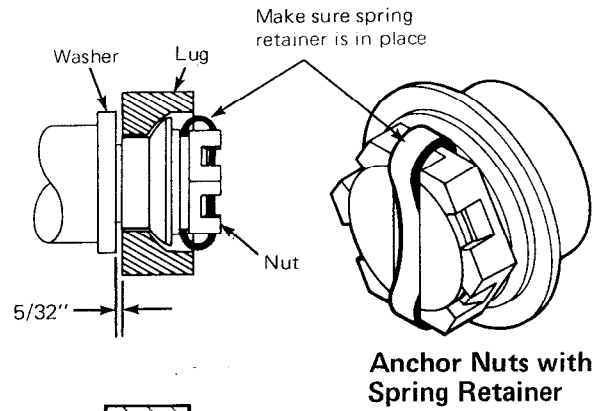


Figure 1