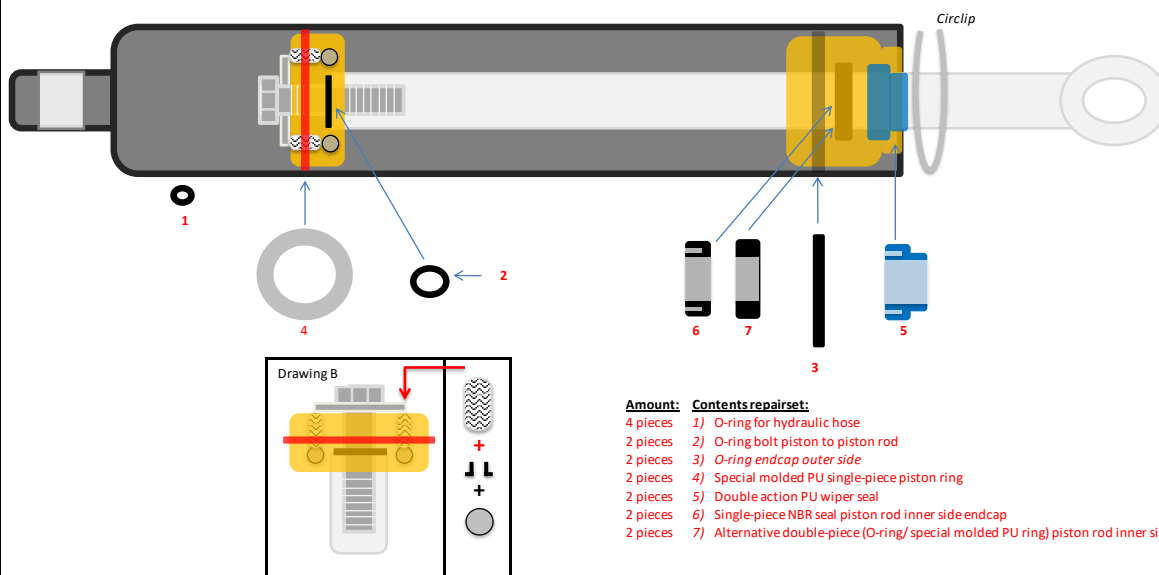


Volvo Penta SX / DPS / TSK power trim repair set for 2 cylinders.

This trim cylinder is at least mounted on the following drives: SX-A, SX-B, DPS-A, DPS-B, DPS-B1, TSK-A, TSK-B

Volvo Penta OEM nr.: 3889954, 3889955, 3889956, 3889957, 3889958, 3889959, 22187385, 22187386, 22187387, 22187388, 22187389, 22187391



Instructions

1) Demounting

- Place the cylinder in a vice (if available) and remove the circlip. This can be a quite delicate job because the circlip is most of the time stuck caused by dirt. For cleaning the area around the circlip you can use brake cleaner or WD-40. Use a small and thin screwdriver to get under the circlip and lift it to remove the circlip. It can take some time to get it removed.
Tip: To loosen the circlip place a screwdriver to the outer end of the circlip and hit softly the screwdriver with a hammer till the circlip start turning so it will be easier to remove.
- Then the piston rod should be pulled out of the cylinder. First try to pull the piston rod out of the cylinder by hand. If this doesn't work place the upper end of the cylinder in a vice with the piston rod faced down. Make sure that you place the vice at the end and not squeeze and harm the cylinder. Put a pin in the end of the piston rod and hit carefully on the pin to get the piston rod removed. Another option is to fix the piston rod in a vice and try to get the cylinder removed by pulling it up and down by hand. Most of the time this will work if the piston is not too much stuck in the cylinder.
- Remove the bolt which fixes the piston to the piston rod with the piston facing up.
Take care! Inside the piston under the washer are fitted 4 springs, spring cups and rollerballs. You can easily loose them. See drawing B.
- When the piston is removed slide the endcap of the piston rod.
- Remove oil scrape ring from the piston. Remove the O-ring on the outer side of the endcap. Remove the seals from the inner side of the endcap.
- Clean the endcap, piston and piston rod and the cylinder thoroughly with scotchbrite. Do NOT use sandpaper. Any part of dirt or sand will cause leakage of the cylinder.

2) Mounting

- Mount the greyoil scrape ring on the outer side of the piston. Do NOT use sharp tools which might harm the oil scrape ring. Fit the small O-ring under the piston and around the threaded bolt.
- Mount the O-ring on the outer side of the endcap. Mount the black seal in the middle of the endcap. To get black seal into place you can use a stump tool to be sure the oil seal will not be harmed. Any overstretching or damage will make the seal worthless.
- Mount the poly wiper in the endcap.
Tip: To get the O-rings, oil scrape rings and poly wiper into place you can use some ATF-oil to make the job easier.
- Put some ATF-oil on the piston rod and slide the endcap on the piston rod.
- Mount the piston on the piston rod with the bolt. Fix the bolt with (Loctite) threadlocker which is suitable for hydraulic applications.
- Put some ATF-oil in the cylinder, on the piston and endcap end slide the piston rod into the cylinder. After that mount the circlip.

3) Testing

- You can test the rebuild cylinder by closing the threaded oil connections with a plastic bolt and try to move the piston rod. If the plastic bolts do not leak air it must be very hard to move the piston rod.

If you have any questions please do not hesitate to contact me by email at 48ktms@gmail.com or via Whatsapp at +905442570390

