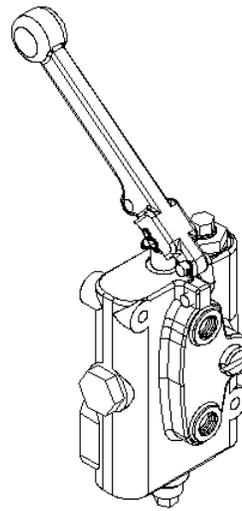
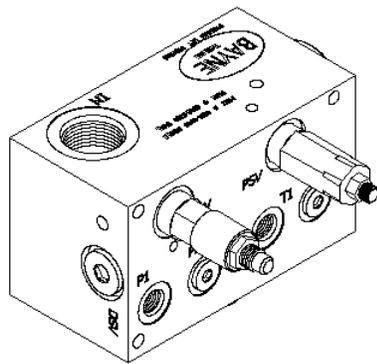




**Premium Lift Systems**

## **OPERATION AND PARTS MANUAL**



MODEL NUMBER : \_\_\_\_\_ **TAP- IN KIT**

PART NUMBER : \_\_\_\_\_ **5100-5151**

**BAYNE MACHINE WORKS, INC.**  
910 FORK SHOALS ROAD  
GREENVILLE S.C., 29605  
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LICENSED UNDER ONE OR MORE OF  
THE FOLLOWING U.S. AND CANADIAN PATENTS:

5,503,512	4,773,812	1,327,765	5,447,405
1,335,648	5,308,211	5,333,984	5,826,485

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# ***SINGLE LIFTER TAP-IN KIT***

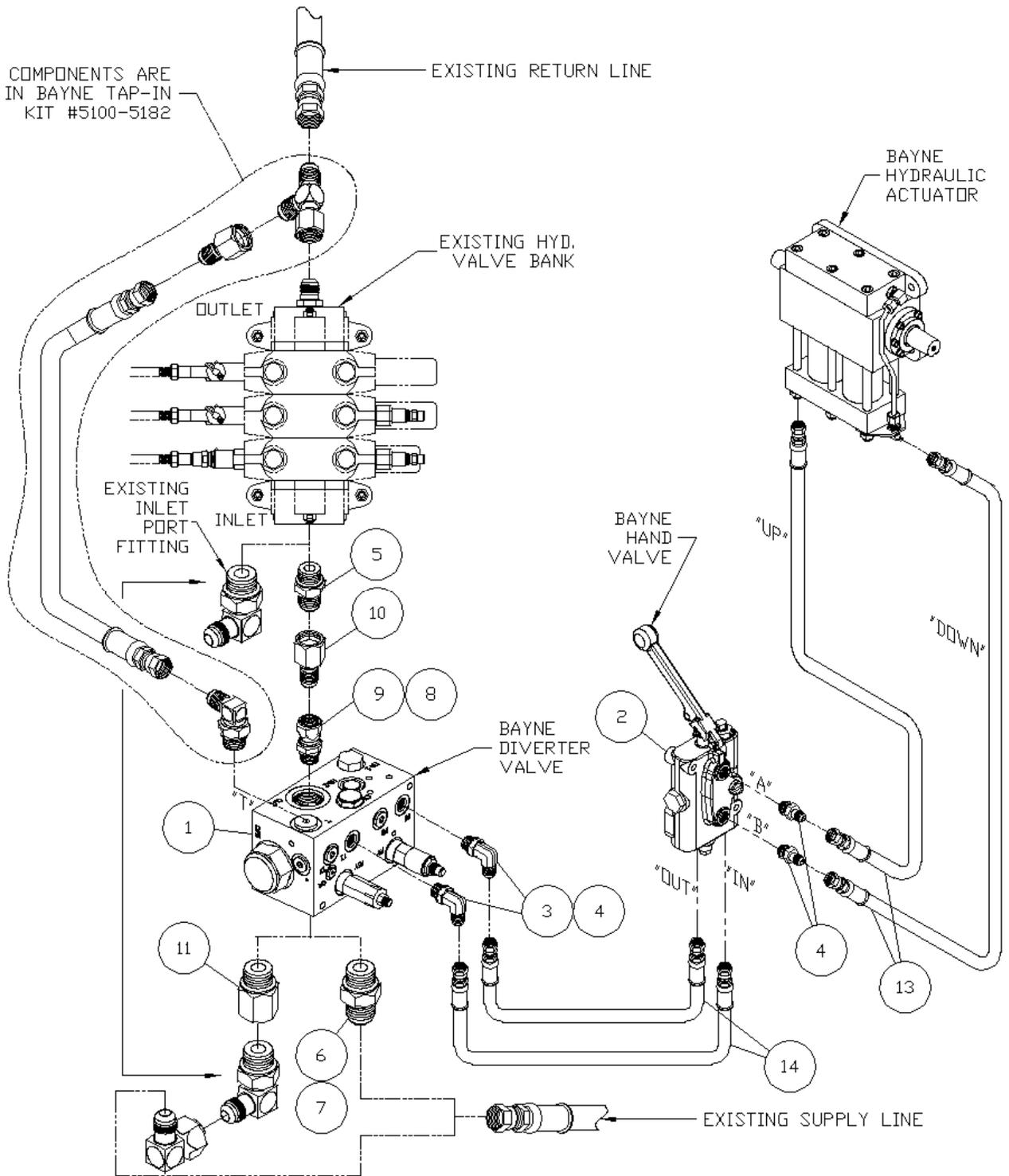
PART # 5100-5151

**Application: Rear Load (With Hoses & Fittings)**

See drawing on next page.

ITEM #	PART #	QTY	DESCRIPTION
1	6091-0700	1	Single Diverter Valve
2	6083-1010	1	Hand Valve Assembly
3	6221-0606	4	90° Adapter ( #6 Male SAE x #6 Male JIC )
4	6220-0606	4	Straight Adapter ( #6 Male SAE x #6 Male JIC )
5	6220-1616	1	Straight Adapter ( #16 Male SAE x #16 Male JIC )
6	6220-1620	1	Straight Adapter ( #16 Male SAE x #20 Male JIC )
7	6220-1612	1	Straight Adapter ( #16 Male SAE x #12 Male JIC )
8	6265-1616	1	Straight Adapter ( #16 Male SAE x #16 Female JIC )
9	6265-1212	1	Straight Adapter ( #12 Male SAE x #12 Female JIC )
10	6270-2016	1	Reducer ( #20 Female JIC x #16 Male JIC )
11	6272-1612	1	Reducer ( #16 Male SAE x #12 Female SAE )
12	6530-0004	4	5/8" Hose Clamp Assembly ( not shown on drawing )
13	6420-0674	2	Hose Assembly ( Ø3/8" x 74" Long )
14	6420-6168	2	Hose Assembly ( Ø3/8" x 168" Long )
15	7500-0132	8	Plastic Plug ( not shown on drawing )
16	7601-0010	1	Diverter Valve Bracket ( not shown on drawing )
17	9001-0436	3	1/4-20 x 4 1/2" Hex Head ( not shown on drawing )
18	8901-0400	3	1/4-20 Elastic Lock Nut ( not shown on drawing )
19	9600-0400	3	1/4" Flat Washer ( not shown on drawing )

THESE COMPONENTS ARE AVAILABLE IN BAYNE TAP-IN KIT #5100-5182



**Notes:**

1. This Tap-In Kit has been arranged to allow the user to hydraulically connect a single Bayne lift unit to most rear-load trucks. This kit does not provide a means for connecting the “T” port of the diverter valve to the truck’s tank return line. The user may either fabricate the proper line for this connection or purchase the Bayne Tap-In Kit #5100-5182.
2. This Tap-In Kit is to be used with the Bayne Diverter Valve only, fittings included may not function with other diverter valves.
3. Because this kit is designed to fit 95% of all rear-load trucks, all fittings may not be used for your particular installation.
4. On Leach Rear-Load trucks with steel lines the Diverter Valve will have to be mounted ahead of where the steel pressure line starts.
5. The existing Inlet Port Fitting on the truck’s hydraulic Valve Bank can possibly be used in the inlet port of the Bayne Diverter Valve.

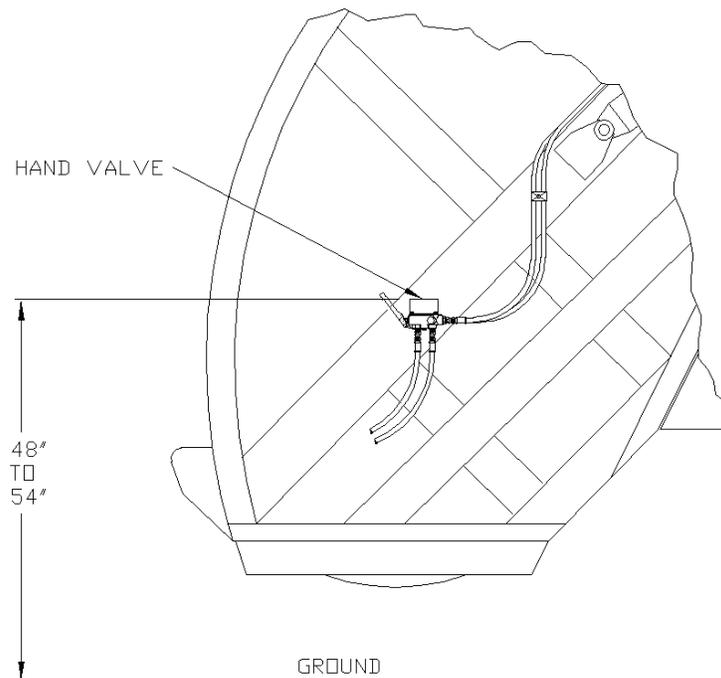
# INSTALLATION INSTRUCTIONS ( WI-0000-C)

## Bayne **THINLINE**<sup>®</sup> Premium Lift Systems

The following information is intended to be a **GENERAL GUIDE** to installing the components of the **Bayne THINLINE**<sup>®</sup> Tap-In Kit. Before starting the installation, read these instructions completely. **ALWAYS** use the proper tools, lift devices, and personal protective equipment to prevent injury while performing the installation.

### I. Mounting hand valve on the truck :

1. Choose and mark an acceptable location on the side of the truck to mount the hand valve assembly (*figure I-1*).
2. Remove the mounting bracket from the hand valve assembly and weld to the truck.
3. After the weld has cooled, paint the mounting bracket to match the truck color.
4. After the paint has dried, reassemble the hand valve assembly on the mounting bracket.



**figure I-1**

## II. Mounting diverter valve on the truck :

1. Choose and mark an acceptable location to mount the diverter valve assembly. This location should be near the truck's main hydraulic pressure and tank lines on the same area of the truck where the lifter is mounted.
2. Weld diverter valve mounting bracket to the truck.
3. After the weld has cooled, paint the mounting bracket to match the truck color.
4. After the paint has dried, bolt the diverter valve to the mounting bracket using the 1/4" bolts, washers and elastic lock nuts.

## III. Making Hydraulic Connections :

*Before attempting any hydraulic connections, turn the truck's engine off and release all hydraulic pressure from the system. Refer to the hydraulic layout (figure I-2) and hydraulic schematic ( Appendix A ) while performing the following steps. Always clean & lubricate fitting threads before installation.*

1. Cut or disconnect truck's main hydraulic pressure line and install the diverter valve in series using the "IN" and "OUT" ports.
2. Connect the "T" port on the diverter valve to the truck's hydraulic tank line with an appropriate size line to handle the lifter system flow. (Approximately 5 GPM max.)

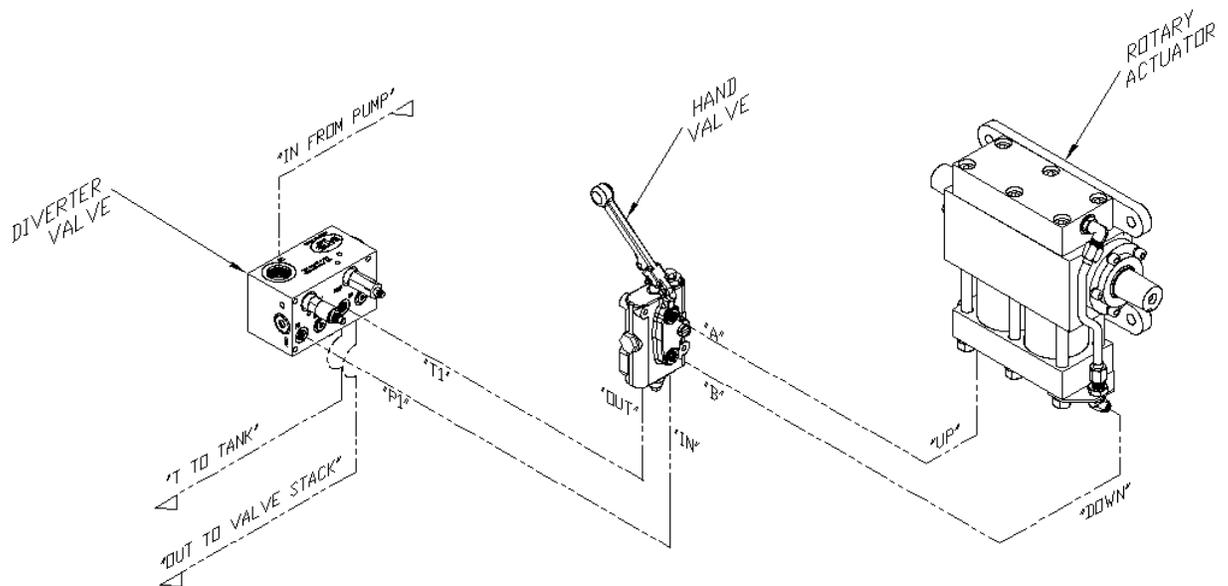


figure I-2

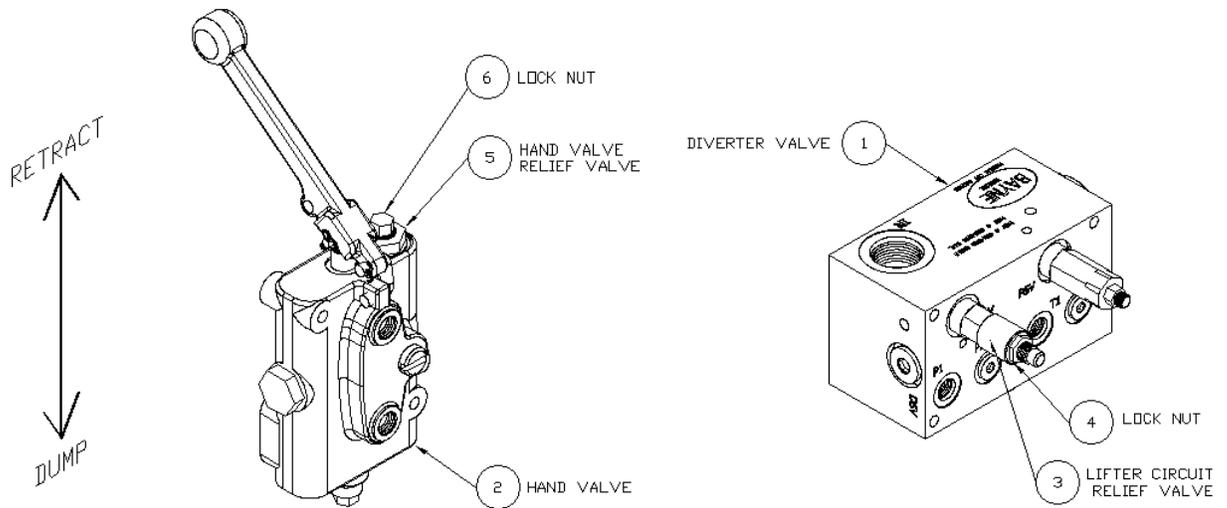
3. Connect port “P1” on the diverter valve to the “IN” port on the bottom of the hand valve.
4. Connect port “T1” on the diverter valve to the “OUT” port on the bottom of the hand valve.
5. Connect the “A” port of the hand valve to the “UP” port of the rotary actuator.
6. Connect the “B” port of the hand valve to the “DOWN” port of the rotary actuator.
7. Disassemble each hose clamp assembly and position weld plates where needed and weld in place.
8. After the weld has cooled, paint the weld plates to match the truck color.
9. After the paint has dried, reassemble the hose clamp assemblies around the hoses.

#### **IV. Adjusting relief valve settings :**

*The diverter valve ( 1 ) ( figure I-3 ) supplies the cart lifter hydraulic system with approximately 2 GPM of oil flow. This diverter valve is equipped with a lifter circuit relief valve ( 3 ) set at 2500 psi, to prevent the diverter valve from shutting down if a blockage occurs in the lifter circuit. There is also a relief valve ( 5 ) set at 1800 psi in the hand valve ( 2 ) to protect the lifter from excessive pressure. These relief valves are preset from the factory to operate properly on most trucks with a system pressure between 2300 and 2500 psi without any adjustment. However, if any adjustment is necessary, follow these instructions.*

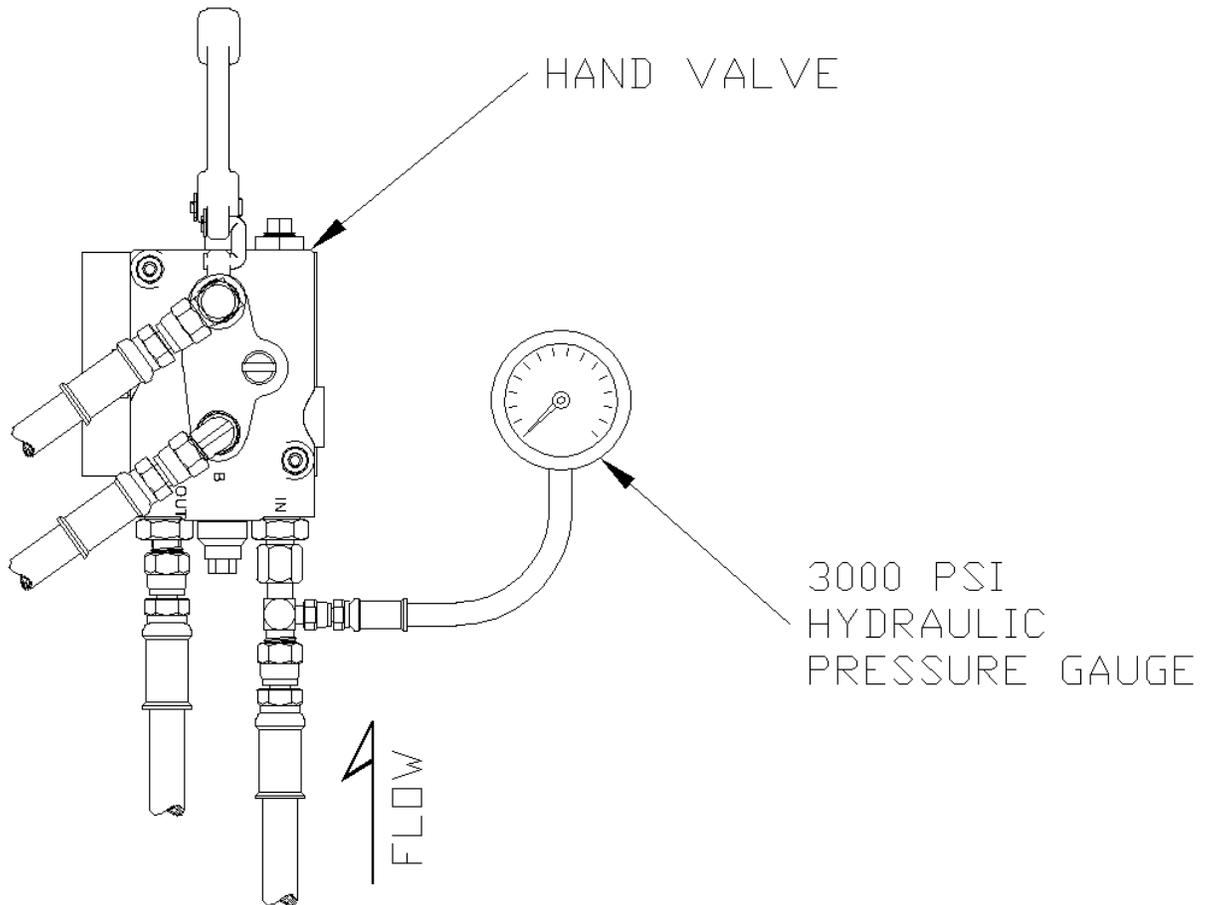
***WARNING :*** Bayne equipment is rated for a maximum pressure of 3000 psi. Operation at pressures above 3000 psi may damage equipment and cause personal injury. In order to avoid injury and maintain manufacturer’s warranty never operate above 3000 psi.

1. Determine the truck’s system pressure setting.
2. Remove the cap nut ( 6 ) ( figure I-3 ) from the hand valve relief valve ( 5 ) and turn the adjustment screw clockwise until it bottoms out.
3. Loosen the lock nut ( 4 ) ( figure I-3 ) on the lifter circuit relief valve ( 3 ) and turn the adjustment screw clockwise until it bottoms out.



**figure I-3**

4. Start the truck's engine and engage the hydraulic system.
5. Operate the handle on the hand valve ( 2 ) (*figure I-3*) back and forth a few times to bleed all air from the lifter hydraulic system.
6. Turn the truck's engine off and release all hydraulic pressure from the system.
7. Install a 3000 psi hydraulic pressure gauge with the necessary adapter in the hydraulic line connected to the "IN" port of the hand valve as shown in figure I-4.
8. Start the truck's engine and engage the hydraulic system.



**figure I-4**

**9. Setting the diverter valve lifter circuit relief valve :**

- a) Have an assistant hold the handle on the hand valve ( 2 ) (*figure I-3*) ( *with pressure gauge installed at the "IN" port* ) in the "retract" position to show pressure on the gauge.
- b) Turn the pressure relief adjusting screw on the lifter circuit relief valve ( 3 ) counter-clockwise until the pressure reading on the gauge is either 100 psi less than the truck system pressure or 2300 psi, which ever is the lowest.
- c) Release the handle on the hand valve.

**10. Setting the hand valve relief valve :**

- a) Hold the handle on the hand valve ( 2 ) (*figure I-3*) ( *with pressure gauge installed at the “IN” port* ) in the “retract” position to show pressure on the gauge.
- b) Turn the pressure relief adjusting screw on the hand valve relief valve ( 5 ) counter-clockwise until the pressure reading on the gauge is either 200 psi less than truck system pressure or 1800 psi, which ever is the lowest.
- c) Release the handle on the hand valve.

11. Turn the truck’s engine off and release all hydraulic pressure from the system.

12. Remove the hydraulic pressure gauge from the hydraulic line connected to the “IN” port of the hand valve.

13. Reinstall the cap nut ( 6 ) (*figure I-3*) on the hand valve relief valve ( 5 ) to secure the correct pressure setting.

14. Tighten the lock nut ( 4 ) (*figure I-3*) on the lifter circuit relief valve ( 3 ) to secure the correct pressure setting.

15. The hydraulic circuit pressures are now set for optimum performance.

6091/6092-0700 DIVERTER VALVE  
OPERATION AND INSTALLATION INFORMATION  
( WI-0026 )

Bayne *THINLINE*<sup>®</sup> Premium Lift Systems

The Bayne diverter valve establishes priority flow to the lifter circuit “P1” and “P2” ports and bypasses oil to the “OUT” port, which typically supplies flow to the remainder of the truck’s hydraulic circuit. This bypass occurs only after the lifter circuit is satisfied. The priority flow is controlled by the flow regulator cartridge (FR1) (and FR2 in dual applications) in combination with the differential pressure sensing valve (DPS). This allows the valve to maintain constant flow regardless of changes in load pressure or volume flow rate. Since both the lifter circuit and bypass flow can be utilized in the operation of the truck regardless of which pressure is greater, a single pump can be used to supply two circuits or operations.

The lifter circuit flow is regulated and maintained by the flow regulator cartridge (FR1) (and FR2 in dual applications). The differential pressure sensing valve (DPS), rated for 75 gpm of flow and 3000 psi of pressure, is operated by an internal spring and dampening orifice (OR) which establishes a pressure drop across the block sufficient to ensure the correct operation of the flow regulator (FR1). For a dual diverter valve, a second flow regulator cartridge (FR2) is installed in the “FR2” cavity and a shuttle valve (DSV) is installed in place of the SAE plug in the “DSV” cavity. Once the pressure drop is established, a precision metered flow is provided to the tipper circuit(s) with additional flow being bypassed to the “OUT” port.

The operation of the diverter valve does not require the use of a tank line to be run to the “T” port. However, the efficiency of the block will be significantly increased if a tank line is installed. The logic circuit of the block will manage the flow of oil returning from the tipper circuit to ensure optimum performance. This is primarily controlled with the sequence valve (PSV) which is factory set and should not be adjusted. All oil returning from the tipper circuit will normally be regenerated into the outgoing flow to ensure that the downstream functions are not slowed in any way. When the downstream backpressure rises to a predetermined pressure, the block will redirect the flow to the “T” port to increase the overall efficiency of the block and reduce the pressure drop through the block. If the “T” port is connected to a tank line, the oil will be dumped through the block at a lower pressure. This allows downstream functions to operate at the highest possible pressure when pressure is being required. If the “T” port is blocked, the oil will be redirected back into the outgoing flow through the check valve (CV).

A relief circuit for the tipper function is controlled by a relief valve (RV), which is preset to 2300 psi. This can be adjusted to limit pressure to the tipper(s). This relief valve is more efficient than the relief in the hand valve and will operate with less noise. It is recommended that it be adjusted to relieve before the hand valve relief. It may also be used to limit the weight the lifter can dump. This may be beneficial in avoiding damage to cans resulting from overloading. This should be the only adjustment that the block may require. Any other adjustments should only be made after close consultation with Bayne’s Engineering Department to ensure proper operation.

## POSSIBLE PROBLEMS

1. The most common cause of valve failure is dirty oil. If debris becomes lodged in the cartridge valves they will malfunction. Recommended filtration level is between 15 and 25 microns. Many systems filter the oil on the return side. This does not guarantee clean oil going into the system. It is important to ensure that the tank vent filtration element is properly maintained as well. Very small contaminants may not cause the valve to stop functioning, but can cause “stiction” in the cartridges between the body and the moving spool. This can cause improper operation. A slow moving tipper is most likely the result of contamination in the flow regulator cartridge. A pulsating noise may be the result of contamination in the differential pressure sensing valve causing it to stick. If any valve malfunctions, remove and thoroughly clean the valve, being extremely careful not to score or abrade the “o” ring seals or moving parts of the valve. Be sure that the spool moves freely in the valve body.
2. The flow regulator cartridges (FR1 and FR2) are designed to operate at a designated pressure of 80 psi. This means that in order for the valve to function properly, a minimum of 80 psi is required from the supply line through the “IN” port of the valve. This can present a problem on trucks with a dry valve pump system. Normally in the dry (off) mode of the pump, a flow of approximately 2 gpm at 20 psi is required to circulate through the open center system of the truck. This is for pump lubrication in the off mode. When the diverter valve is placed in the main pressure line of the truck, a blockage occurs because of the differential pressure sensing valve needing 80 psi to initially open and allow the flow regulators function. The path of the lubrication oil is therefore stopped because the valve does not open. When the oil is blocked, the pump will rotate and cavitate in the lubricating oil, causing heat to build up over an extended period of time, possibly leading to premature pump failure. To prevent this problem from occurring, a “bleed line” circuit needs be installed on the truck to allow passage of the lubricating oil back to tank.
3. On front load residential truck applications, several considerations need to be noted. The Bayne hand valve is an open center valve that allows for the lifter circuit to maintain flow through the hand valve and back to the diverter valve when the lifter is not being operated. If flow is not maintained through the hand valve, the oil will constantly be relieving over the lifter circuit relief valve (RV) in the diverter valve, which can cause an increase in operating temperature. Certain front load box designs allow for the hand valve to be located on the arms of the truck which keeps the hand valve in the lifter circuit at all times to maintain flow. Most problems occur with applications where the hand valve is located on the box itself. In this situation, when the operator disconnects the hydraulic lines to the box, a blocked condition occurs in the lifter circuit. To prevent this problem, the pump must be turned off prior to disconnecting the box hydraulic lines. Once the lines have been disconnected from the box, it is necessary to connect the two lines for the hand valve to each other to functionally complete the lifter circuit. It is recommended that male and female quick disconnects be used opposite each other on the truck to provide an uninterrupted circuit. Once the lines have been connected and the circuit continued, the pump could then be turned on to continue operations.

MAINTENANCE INSTRUCTIONS ( WI-0141-A )

*Bayne THINLINE*<sup>®</sup> Premium Lift Systems

**NOTE:**

The most common cause of hydraulic component failure is contamination of the hydraulic fluid ( water, chips, dirt, etc. ) The Bayne *THINLINE*<sup>®</sup> Lift System comes clean from the factory. If removed, be sure the hoses, cylinder and fittings are clean before re-installing them on the unit.

Inspect your dumper on a weekly basis for loose bolts, fittings, oil leaks, etc. Tighten loose hardware as necessary and replace necessary seals to repair oil leaks.

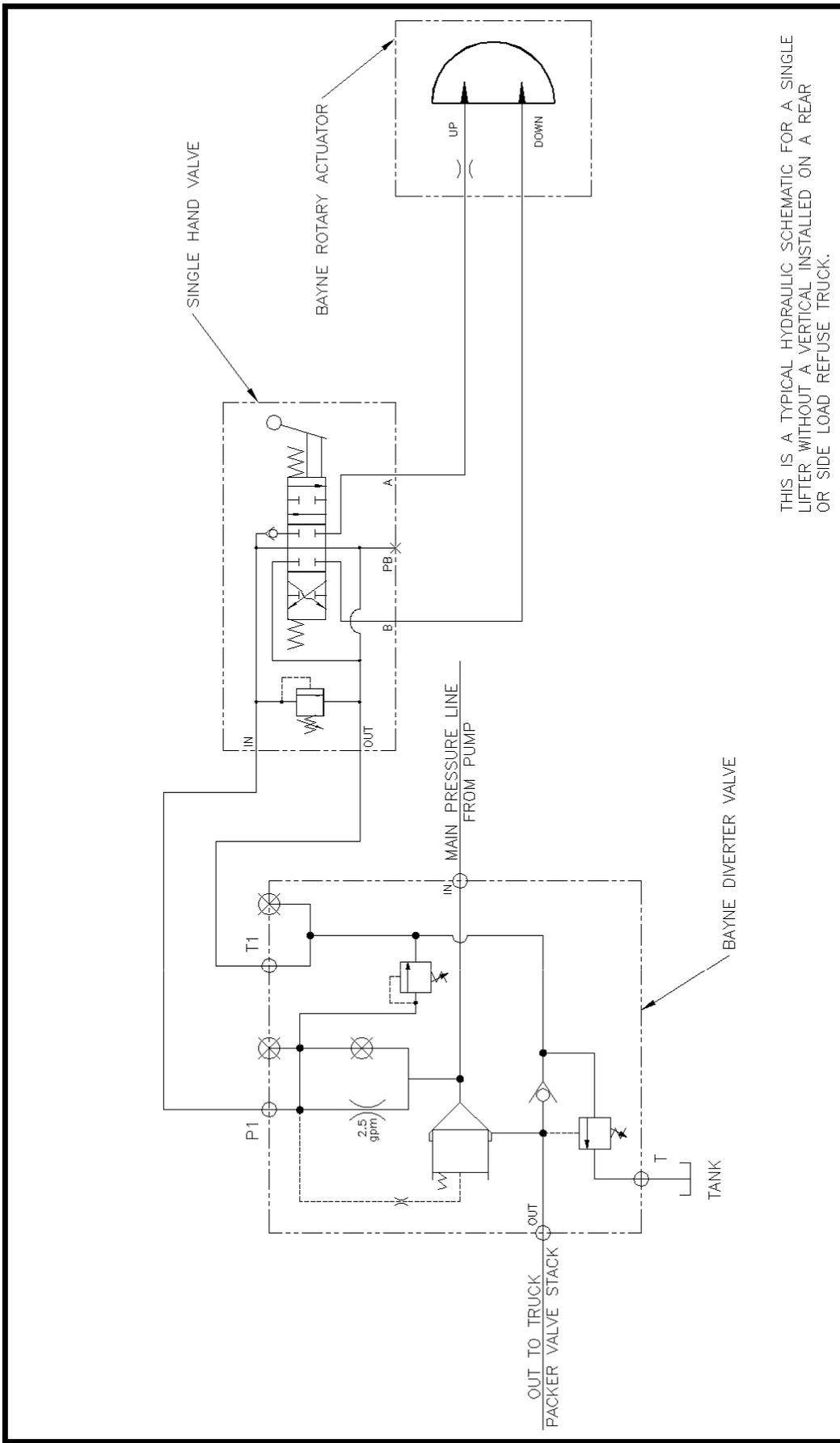
TROUBLE-SHOOTING CHART ( WI-0040 )

<i>SYMPTOM</i>	<i>POSSIBLE CAUSES</i>	<i>CORRECTIVE ACTION</i>
Lifter operation very erratic.	<ol style="list-style-type: none"> <li>1. Air trapped in system.</li> <li>2. Low oil level.</li> </ol>	<ol style="list-style-type: none"> <li>1. Bleed all air from lifter hydraulic system.</li> <li>2. Add oil to system.</li> </ol>
Cart lifter will not pick up carts.	<ol style="list-style-type: none"> <li>1. Cart overweight.</li> <li>2. Lifter system hydraulic pressure too low.</li> <li>3. Truck system hydraulic pressure too low.</li> <li>4. Faulty hand valve.</li> </ol>	<ol style="list-style-type: none"> <li>1. Reduce loaded weight of cart.</li> <li>2. Check and adjust pressure relief on hand valve and lifter circuit relief in diverter valve.</li> <li>3. Check and adjust pressure on truck system relief and full system relief in diverter valve.</li> <li>4. Replace hand valve.</li> </ol>
Lifter operates extremely slow.	<ol style="list-style-type: none"> <li>1. Engine idle too low.</li> <li>2. Faulty hand valve.</li> <li>3. Faulty truck hydraulic pump.</li> <li>4. Trash in diverter valve.</li> <li>5. Orifice in diverter valve is too small.</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust engine idle.</li> <li>2. Replace hand valve.</li> <li>3. Consult truck maintenance manual.</li> <li>4. Remove orifice from diverter valve body and clean thoroughly.</li> <li>5. Remove orifice from diverter valve body and increase diameter.</li> </ol>
Lifter operates under recommended cycle time.	<ol style="list-style-type: none"> <li>1. Engine idle too high.</li> <li>2. Orifice in diverter valve is too large.</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust engine idle.</li> <li>2. Remove orifice from diverter valve body and replace with a smaller diameter.</li> </ol>

TROUBLE-SHOOTING CHART ( WI-0040 )

<i><b>SYMPTOM</b></i>	<i><b>POSSIBLE CAUSES</b></i>	<i><b>CORRECTIVE ACTION</b></i>
Hydraulic components down stream of diverter valve not operating or operating extremely slow.	<ol style="list-style-type: none"> <li>1. Truck system hydraulic pressure too low.</li> <li>2. Faulty full system relief valve cartridge in diverter valve.</li> <li>3. Faulty truck system relief valve.</li> <li>4. System flow is being restricted.</li> <li>5. Trash in flow regulator cartridge.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check and adjust pressure on truck system relief and full system relief in diverter valve.</li> <li>2. Replace full system relief valve cartridge in diverter valve.</li> <li>3. Consult truck maintenance manual.</li> <li>4. Ensure there is proper flow throughout the hydraulic system. Remove any restrictions.</li> <li>5. Remove flow regulator cartridge from diverter valve body and clean thoroughly.</li> </ol>
Diverter valve leaking oil around cartridges.	<ol style="list-style-type: none"> <li>1. Worn or damaged seals on cartridge valves.</li> </ol>	<ol style="list-style-type: none"> <li>1. Install diverter valve seal kit.</li> </ol>
Hand valve lever sticks in up or down position.	<ol style="list-style-type: none"> <li>1. Worn or broken spring center device.</li> <li>2. Trash in or around hand valve shift spool.</li> <li>3. Pressure ( IN ) and tank ( OUT ) ports are hooked up backwards.</li> </ol>	<ol style="list-style-type: none"> <li>1. Install spring center kit.</li> <li>2. Disassemble and clean spool and housing.</li> <li>3. Make sure all hoses are plumbed according to the hydraulic schematic.</li> </ol>
Hand valve leaking oil around shift spool.	<ol style="list-style-type: none"> <li>1. Worn or damaged seals.</li> <li>2. Worn spool.</li> </ol>	<ol style="list-style-type: none"> <li>1. Install hand valve seal kit.</li> <li>2. Replace hand valve.</li> </ol>

**APPENDIX A**  
Assembly drawings and part numbers



THIS IS A TYPICAL HYDRAULIC SCHEMATIC FOR A SINGLE LIFTER WITHOUT A VERTICAL INSTALLED ON A REAR OR SIDE LOAD REFUSE TRUCK.

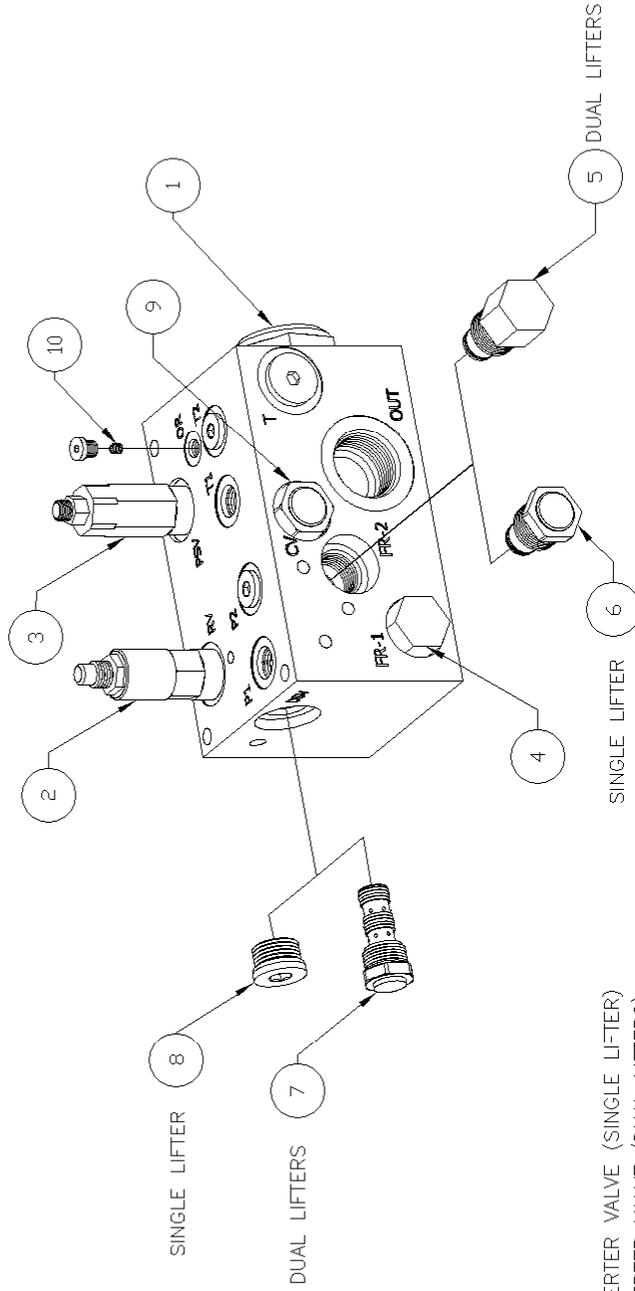
CONFIDENTIAL		This drawing is private and confidential communication and the property of BAYNE MACHINE WORKS, INC., Greenville, S.C. It MUST NOT be copied or lent without consent of BAYNE MACHINE WORKS, INC., and must be promptly returned with tender and/or completion of order to the purchasing department.		SCALE:	SHEET	OF	REV.
<b>BAYNE MACHINE WORKS, INC.</b> 910 FORK SHOALS ROAD - GREENVILLE, SC 29605 - 864-288-3877		DATE:	10/14/04	NTS	1	1	-
TOLERANCES IF NOT NOTED: 0.000 ±0.005 - 0.00 ±0.015 0/0 ±1/32 - ANGULAR ±0.25		CHK'D BY:	TJT	TITLE:		HYDRAULIC SCHEMATIC	
		DATE:	10/14/04	DWG. NO.:		6900-0700	

### SERVICE PARTS

ITEM	PORT	PART NO.	DESCRIPTION	SEAL KIT	APPLICATIONS
1	DPS	6091-0716	DIFF. PRESSURE SENSING VALVE	8000-0782	ALL
2	RV	6091-0712	RELIEF VALVE	8000-0784	ALL
3	PSV	6091-0713	PRESSURE SEQUENCE VALVE	8000-0781	ALL
4	FR-1	6091-0710	FLOW REGULATOR	8000-0784	FOR DUAL LIFTERS
5	FR-2	6091-0715	CAVITY PLUG	8000-0783	FOR SINGLE LIFTERS
6	DSV	6246-0008	IND. 8 SAE SOCKET HEAD PLUG	8000-0784	FOR SINGLE LIFTER
7	CV	6091-0714	CHECK VALVE	-	ALL
8	DR	6066-0028	Ø0.028" DRIFICE	-	ALL

**NOTE:**

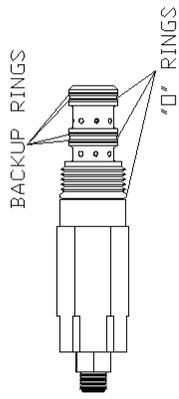
1. MAXIMUM WORKING PRESSURE 3000 PSI
2. MAXIMUM WORKING FLOW 50 GPM
3. TEMPERATURE RANGE = 160° MAXIMUM
4. PORT SIZES  
IN & OUT = #16 SAE  
T = #10 SAE
5. T1, T2, P1 & P2 = #6 SAE  
PLUGS IN SINGLE LIFTER APPLICATIONS



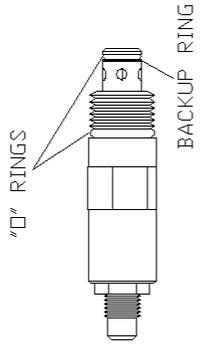
- 6091-0700 COMPLETE DIVERTER VALVE (SINGLE LIFTER)
- 6092-0700 COMPLETE DIVERTER VALVE (DUAL LIFTERS)

CONFIDENTIAL	This drawing is private and confidential communication and the property of BAYNE MACHINE WORKS, INC., Greenville, S.C. It MUST NOT be copied or lent without consent of BAYNE MACHINE WORKS, INC., and must be promptly returned with tender and/or completion of order to the purchasing department.	SCALE: 1=2	SHEET 1 OF 1	REV. A
<b>BAYNE MACHINE WORKS, INC.</b>	TOLERANCES IF NOT NOTED: 0.000 ±0.005 - 0.00 ±0.015 0/0 ±1/32 - ANGULAR ±0.25	TITLE: SINGLE/DUAL DIVERTER VALVE PARTS	DATE: 10/11/04	DWG. NO: M3500005
910 FORK SHOALS ROAD - GREENVILLE, SC 29605 - 864-288-3877	CHKD BY: TJT	DATE: 09/24/04	CIT	

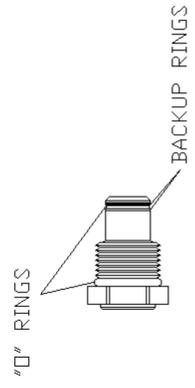
ITEM NO.	PART NO.	DESCRIPTION	QTY
1	8000-0781	PRES. SEQUENCE VALVE SEAL KIT	1
2	8000-0782	PRESSURE SENSING VALVE SEAL KIT	1
3	8000-0783	SHUTTLE VALVE SEAL KIT	1
4		RELIEF VALVE SEAL KIT	1
5	8000-0784	FLOW REGULATOR SEAL KIT	1
6		FLOW REG. CAVITY PLUG SEAL KIT	1
7		CHECK VALVE SEAL KIT	1



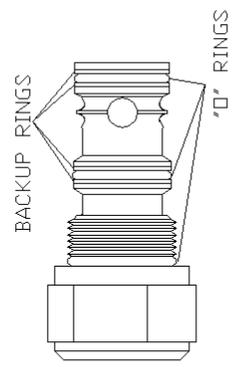
PRESSURE SEQUENCE VALVE SEAL KIT



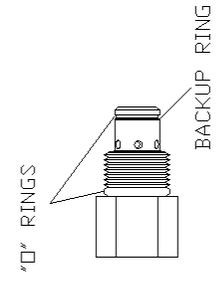
RELIEF VALVE SEAL KIT



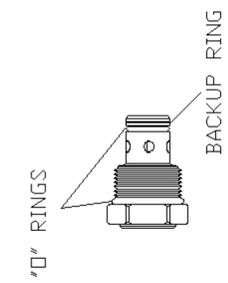
FLOW REGULATOR CAVITY PLUG SEAL KIT



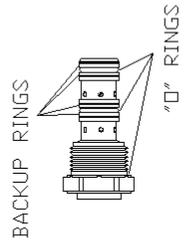
DIFFERENTIAL PRESSURE SENSING VALVE SEAL KIT



FLOW REGULATOR SEAL KIT



CHECK VALVE SEAL KIT



SHUTTLE VALVE SEAL KIT

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**BAYNE MACHINE WORKS, INC.**  
 910 FORK SHOALS ROAD - GREENVILLE, SC 29605 - 864-288-3877

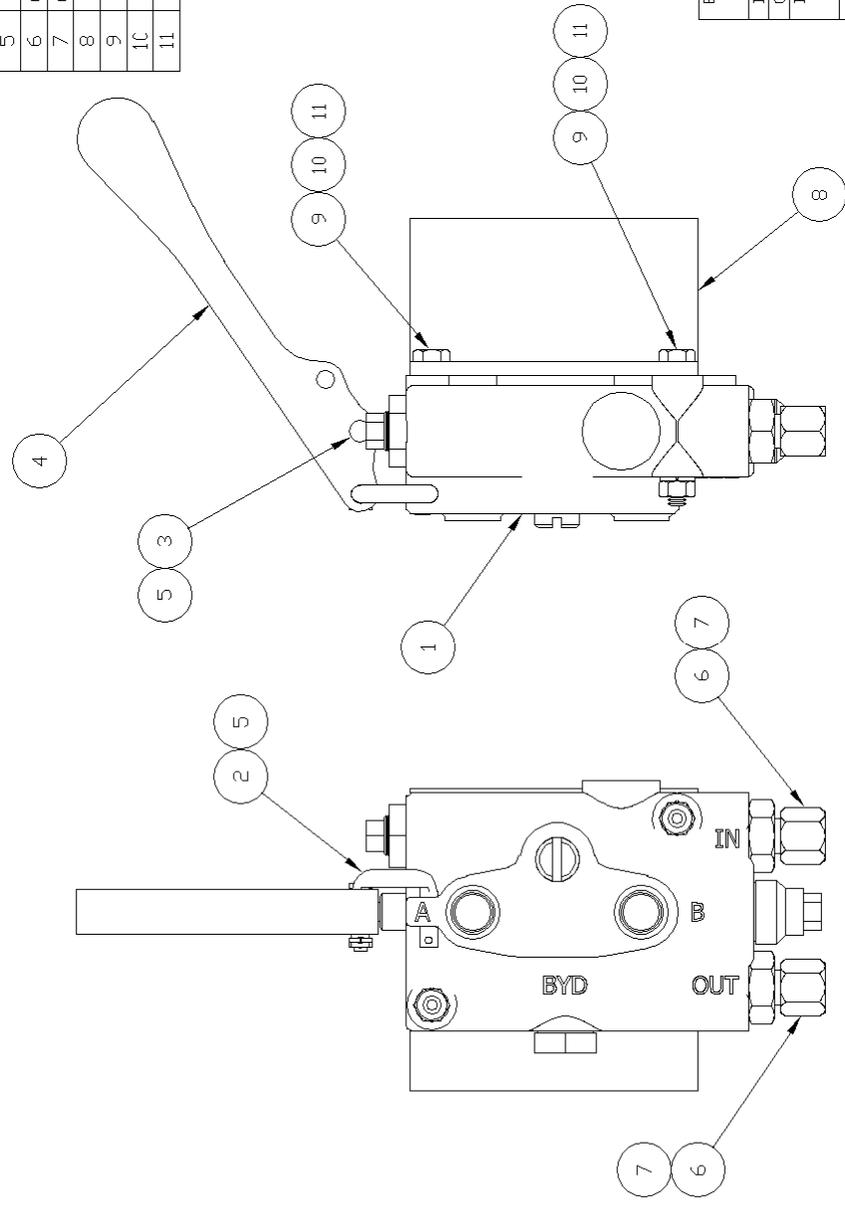
TOLEANCES IF NOT NOTED:  
 0.000 ±0.005 - 0.00 ±0.015  
 0.0 ±1/32 - ANGULAR ±0.25

DRAWN BY: T JT DATE: 09/29/04  
 CHK'D BY: DATE:  
 TITLE: DIVERTER VALVE SEAL KIT  
 DWG. NO.: 8000-0780

SCALE: 2=3 SHEET 1 OF 1 REV. -

ITEM	PART NO.	DESCRIPTION	QTY
1	6083-1025	HAND VALVE - 1750 PSI RELIEF	1
2	6083-1510	UNIVERSAL C-HOOK	1
3	6083-1511	CLEVIS PIN (Ø3/16" x 7/8")	1
4	6083-1520	METRO/EATON H.V. HANDLE	1
5	8810-0303	COTTER PIN (1/16" x 1/2")	2
6	6220-0806	ST ADAPTER (#6 JIC x #6 SAE)	2
7	6248-0006	#6 JIC CAP NUT	2
8	7601-0003	HAND VALVE MOUNTING BRACKET	1
9	9001-0416	1/4-20 x 2" H.H.C.S.	2
10	9401-0400	1/4-20 HEX NUT	2
11	9700-0400	1/4" LOCK WASHER	2

NOTE:  
 1. SEAL REPAIR KIT P/N : 8000-0085  
 2. HANDLE REPLACEMENT KIT P/N : 6083-1501



E	6083-1025 WAS 6083-1020 ADDED 6083-1510 & 6083-1511 ADDED 6083-1520 & 8810-0303	05/24/07	CTT	CI515
D	REVISED 6083-1020 PICTORIALY	07/13/05	TJT	CTT
C	REVISED 6083-1020 PICTORIALY	03/30/99	TBR	RTM
B	6083-1020 WAS 6083-0420 ADDED 6220-0806 & 6248-0006 UPDATED DRAWING & TITLE BLOCK	05/15/98	CTT	RTM
A	REVISED 7601-0003 PICTORIALY	08/27/97	EFJ	RTM
REV. LET.	REVISIONS	DATE	REV. BY	CHK. BY

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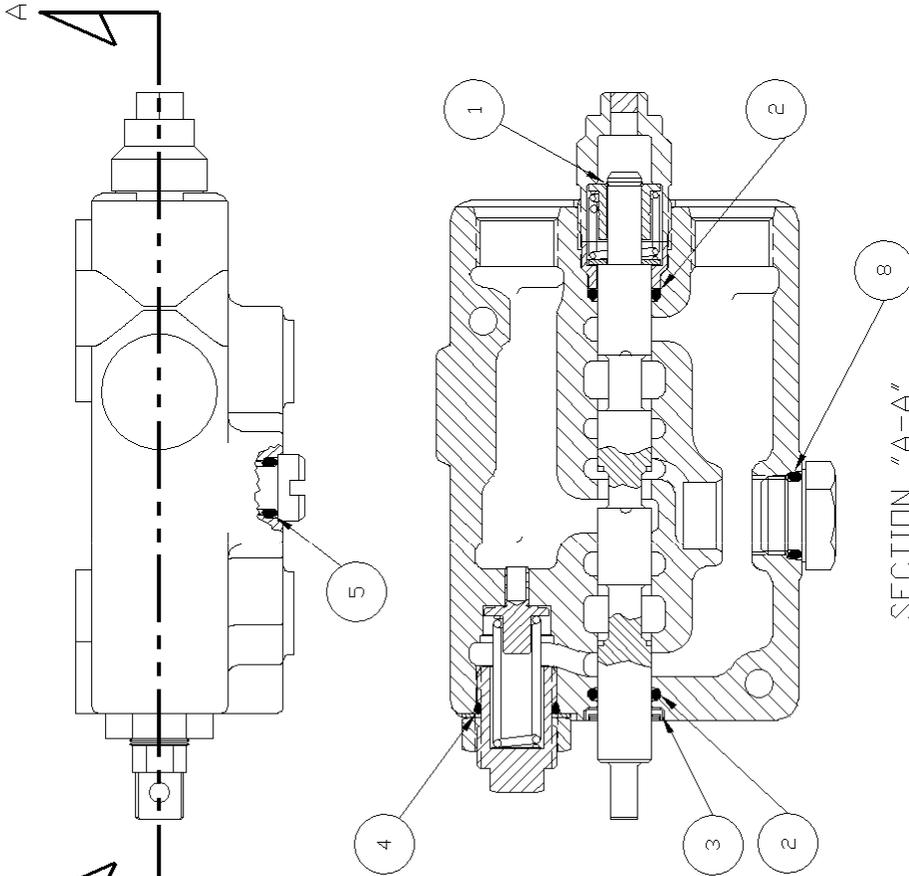
TOLEANCES IF NOT NOTED:  
 0.000 ±0.005 - 0.00 ±0.015  
 0/0 ±1/32 - ANGULAR ±0.25

DRAWN BY: TBR DATE: 06/07/96  
 CHKD BY: BKB DATE: 06/11/96

TITLE: VALVE W/BRACKET  
 SCALE: 2=3  
 SHEET 1 OF 1  
 REV. 1 E

DWG. NO.: 6083-1010

ITEM NO	DESCRIPTION	QTY
1	RETAINING RING	1
2	3/32" x 1/2" I.D. O-RING	2
3	WIPER SEAL	1
4	3/32" x 41/64" I.D. O-RING	1
5	3/32" x 3/8" I.D. O-RING	1
6	1/16" x 1/2" I.D. O-RING	1
7	1/16" x 1/2" BACK-UP WASHER	1
8	3/32" x 5/8" I.D. O-RING	1
9	5/64" x 15/32" I.D. O-RING	1



NOTES:  
 1. ASSEMBLY INSTRUCTIONS ARE INCLUDED WITH EACH KIT.  
 2. ITEMS 6,7 AND 9 ARE NOT USED WITH THIS HAND VALVE.

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<b>BAYNE MACHINE WORKS, INC.</b>	910 FORK SHOALS ROAD - GREENVILLE, SC 29605 - 864-288-3877	TOLERANCES IF NOT NOTED: 0.000 ±0.005 - 0.00 ±0.015 0.0 ±0.005 - 0.00 ±0.015 0.0 ±0.005 - 0.00 ±0.015	TITLE: HAND VALVE SEAL REPAIR KIT	DWG. NO.: 8000-0085
DATE: 07/20/05	CHK'D BY: T JT	DATE: 07/20/05	TITLE: SEAL REPAIR KIT	DWG. NO.: 8000-0085