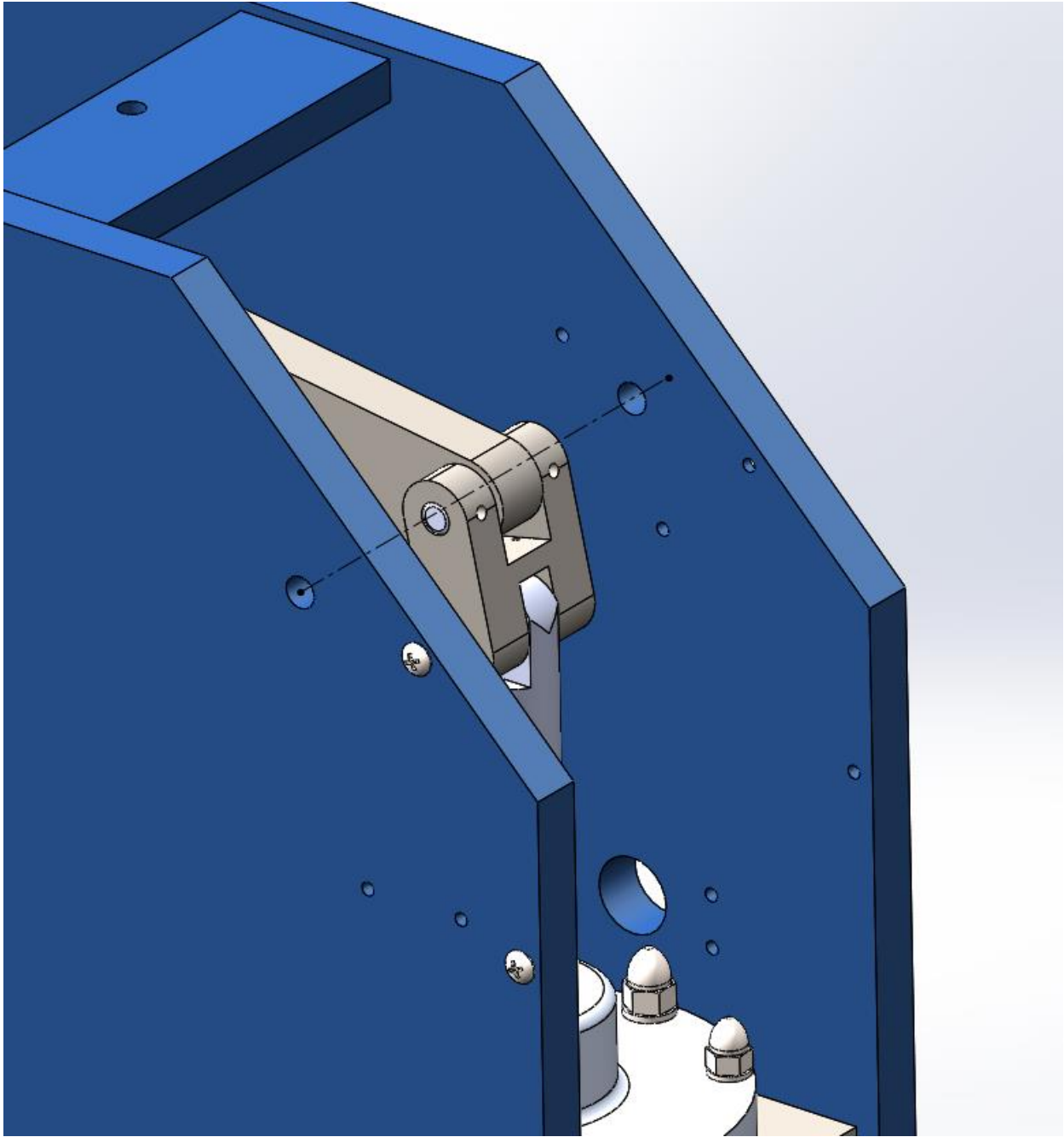
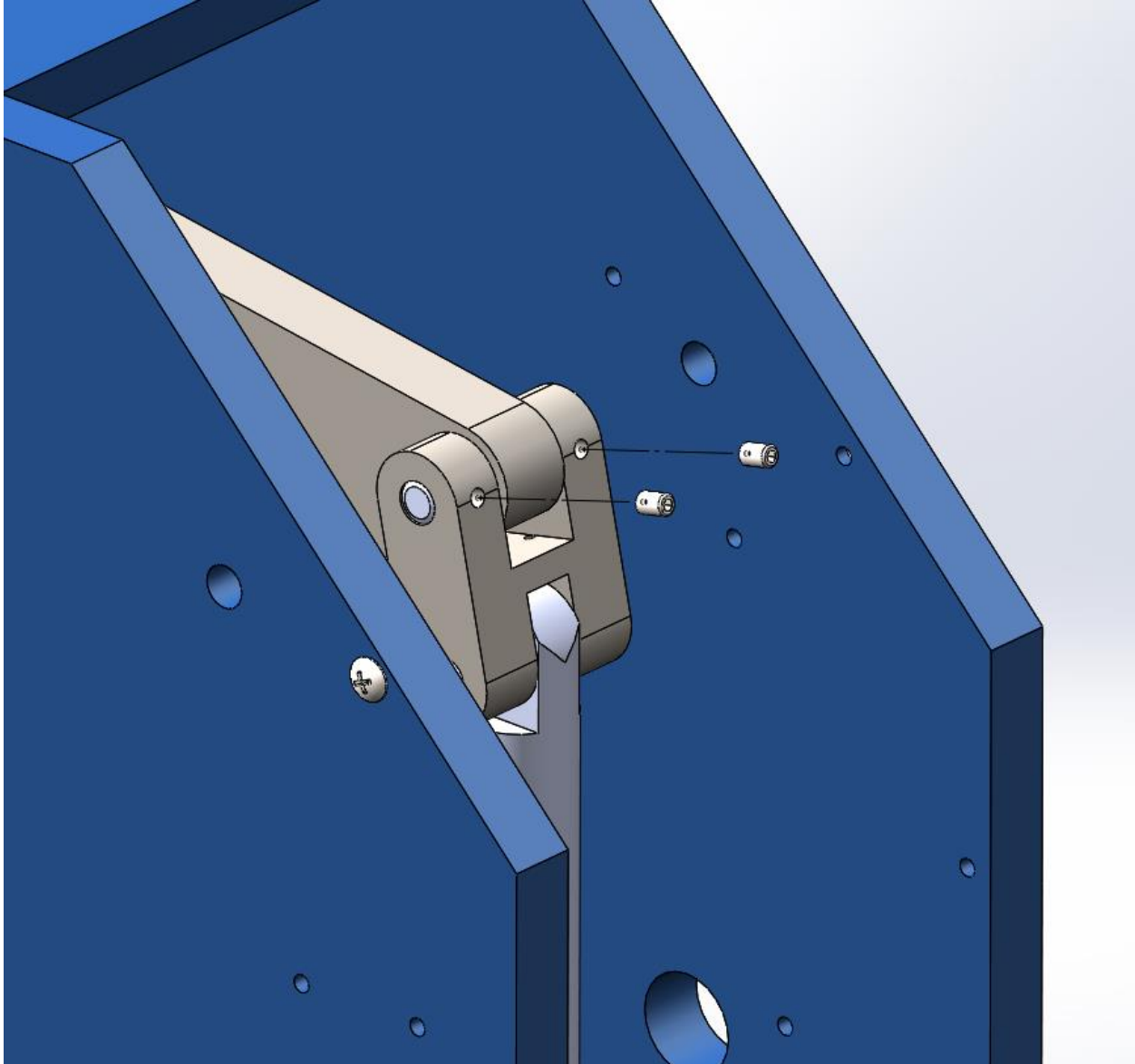


STEP 1: REMOVE GUARDING AND QUICK EXHAUST VALVE. REMOVE TUBE FROM FITTING BY PUSHING IN FITTING FLANGE OF CONNECTOR AND PULLING OUT THE TUBE.

STEP 2: REMOVE ELBOW FITTING FROM BOTTOM OF CYLINDER. (NOT SHOWN)



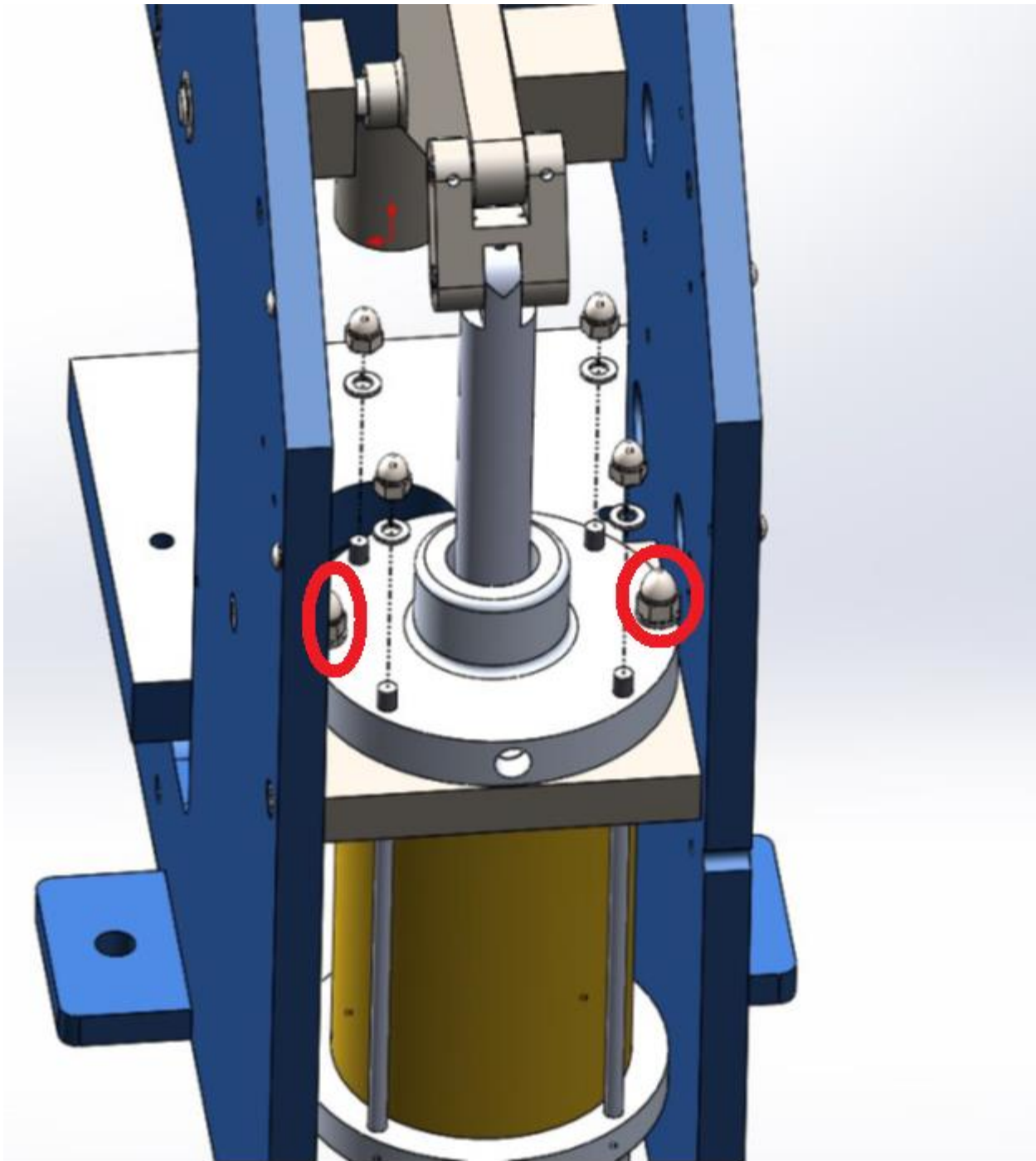
STEP 3: ALIGN THE DOWEL PIN AND FRAME ACCESS HOLES.



STEP 4: REMOVE THE SET SCREWS FROM THE JP-6 YOKE

NOTE: WHEN REASSEMBLING ENSURE THAT THE SET SCREWS ARE TIGHTENED AGAINST GROUND FLATS ON DOWEL PIN. USE LOCKTITE IF AVAILABLE.

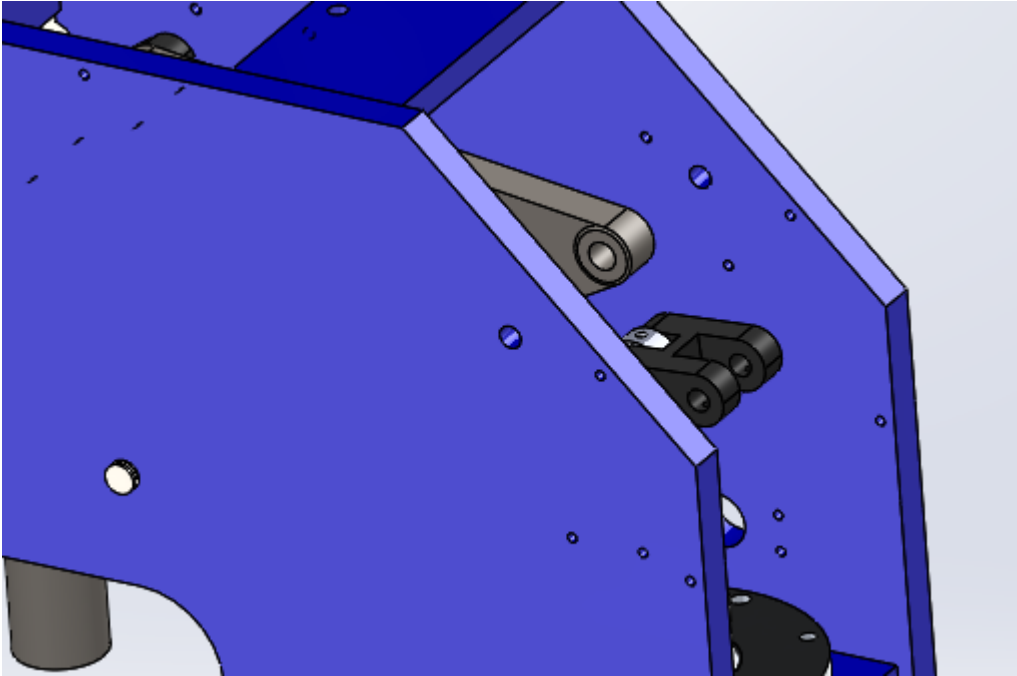
STEP 5: WITH ACCESS HOLES ALIGNED USE A PUNCH TO TAP OUT THE PIVOT PIN ENOUGH TO REMOVE LINK FROM LEVER.



STEP 6: REMOVE NUTS AND WASHERS FROM CYLINDER CONNECTING RODS.

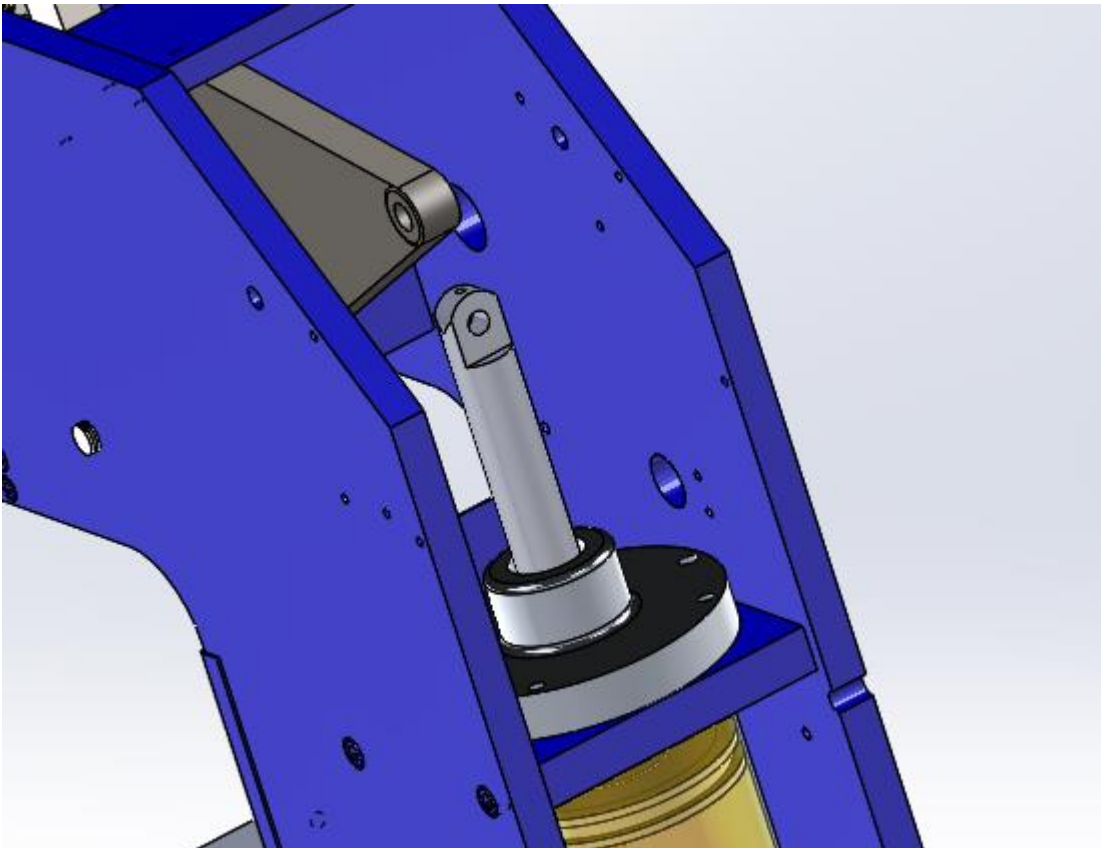
STEP 7: REMOVE THE CIRCLED 5/16 CAP SCREWS FROM THE TOP OF THE CYLINDER TO RELEASE FROM THE MOUNTING PLATE.

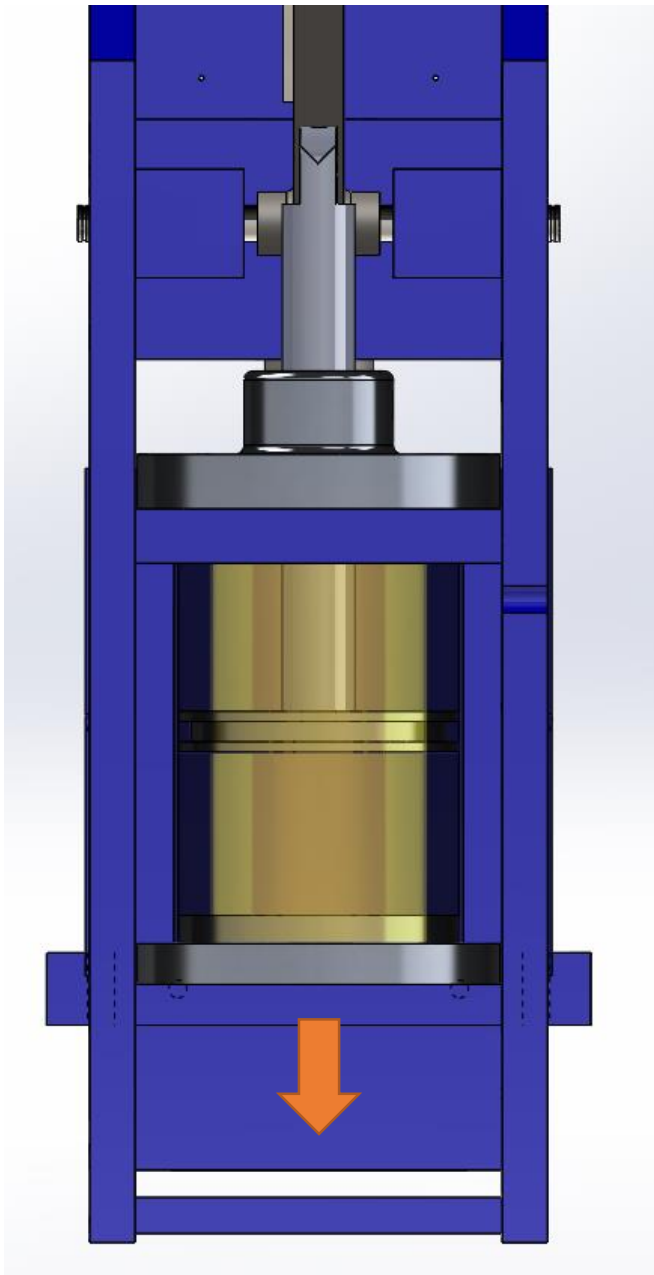
NOTE: ON NEWER MODELS CAP SCREWS AND WASHERS ARE LOCATED ON THE BOTTOM OF THE CYLINDER ASSEMBLY, WITH THE BOLTS FACING UPWARDS.



STEP 8: ROTATE THE YOKE DOWNWARD AND ROTATE THE PISTON ROD TO GAIN ACCESS TO THE BOTTOM PIVOT PIN, REMOVE SET SCREW AND DOWEL PIN.

NOTE: THE SYSTEM SHOULD LOOK LIKE THE PICTURE BELOW.





STEP 9: REMOVE THE CYLINDER THROUGH THE BOTTOM OF THE SYSTEM.

STEP 10: ASSEMBLE PRESS IN REVERSE ORDER OF DISASSEMBLY. **ENSURE ALL BOLTS ARE TIGHTENED SECURELY INCLUDING THE TWO 5/16 CAP SCREWS THAT MOUNT THE CYLINDER TO THE PLATE.**