



Section B

Body and Framework

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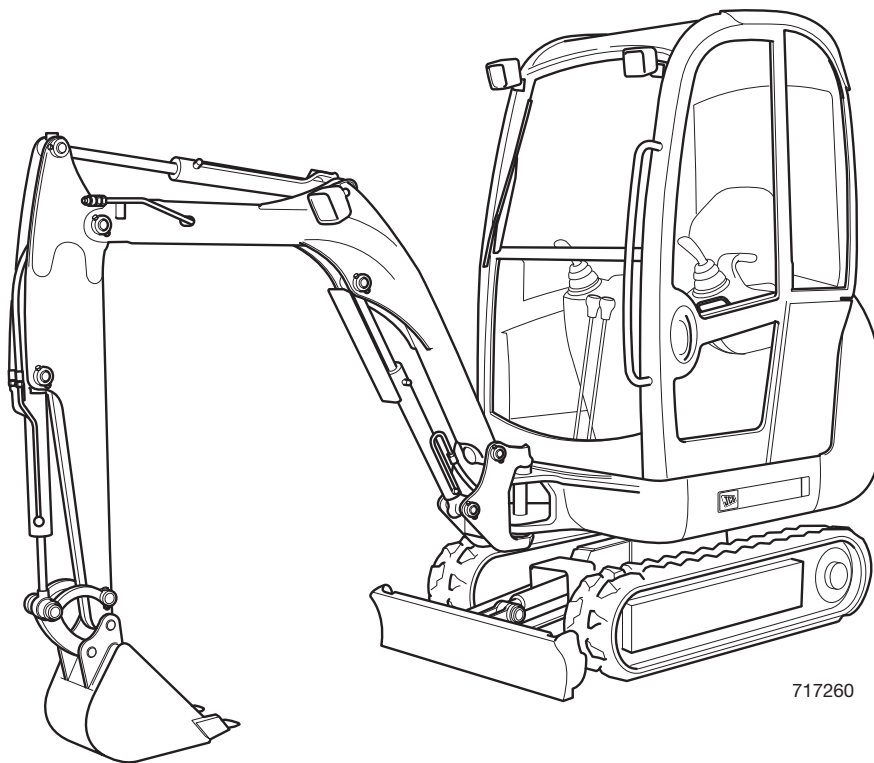
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Section B - Body and Framework

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Service Tools

Numerical List

The tools listed in the table are special tools required for carrying out the procedures described in this manual. These tools are available from JCB Service.

Some tools are available as kits or sets, the part numbers for parts within such kits or sets are not listed here. For full

details of all tools, including the content of kits and sets, refer to **Tool Detail Reference, Section 1**.

Note: Tools other than those listed will be required. It is expected that such general tools will be available in any well equipped workshop or be available locally from any good tool supplier.

Part Number	Description
-	Rivet Nut Tool - see Tool Detail Reference (Section 1) for content
4104/1310	Hand Cleaner
892/00842	Glass Lifter
892/00843	Folding Stand for Holding Glass
892/00845	Cartridge Gun
892/00846	Glass Extractor (Handles)
892/00847	Nylon Spatula
892/00848	Wire Starter
892/00849	Braided Cutting Wire
926/15500	Rubber Spacer Blocks
992/12300	12V Mobile Oven
992/12400	24V Static Oven (2 Cartridge)
992/12800	Cut-Out Knife
992/12801	'L' Blades
993/68100	Slide Hammer Kit - see Tool Detail Reference (Section 1) for content



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Technical Data

General Description

The Excavator body and framework is of fabricated steel construction and comprises the upper structure and front attachment.

The upper structure comprises a fabricated steel base that provides housing and mounting for the machine controls and services. The machine cab is mounted on the floorplate. The engine is mounted behind the cab.

The front attachment comprises a bucket, dipper and boom assembly attached to the front of the upper structure through a kingpost. The front attachment is pivoted on the kingpost enabling movement right and left. The bucket dipper and boom are connected through pivots enabling a full range of bucket, or other attachment operations



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Service Procedures

Rivet Nuts

TB-001_2

A 'Rivet Nut' is a one piece fastener installed 'blind' from one side of the machine body/framework. The rivet nut **1-A** is compressed so that a section of its shank forms an 'upset' against the machine body/framework, leaving a durable thread **1-B**.

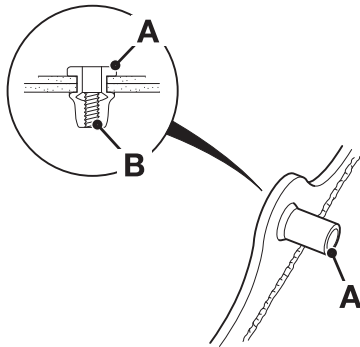


Fig 1.

Rivet nuts are fitted to various parts of the machine body and framework. They are used in a number of applications, for instance, hose clamp and hydraulic valve retention etc.

Various sized rivet nuts are available. → [Table 1. Specifications \(□ 1-5\)](#) to determine the size of rivet nut to be used for particular applications.

If for any reason a new rivet nut requires fitting, then the correct installation procedure must be followed. → [Fitting Procedure \(□ 1-6\)](#).

Note: In an emergency, and if no installation tool is available, it is possible to fit a rivet nut by using a nut and bolt the same thread diameter as the rivet nut being installed. However, this is not the recommended method.

Table 1. Specifications

Rivet Nut Thread Diameter	Rivet Nut Outside Diameter	Material Thickness	Rivet Length (Total)	Drill Hole Dia.
M5	7	0.25 - 3.00	14.00	7.10
		3.00 - 5.50	17.00	
M6	9	0.50 - 3.00	16.00	9.10
		3.00 - 5.50	19.00	
M8	11	0.50 - 3.00	18.00	11.10
		3.00 - 5.50	21.00	
M10	13	1.00 - 3.50	23.00	13.10
		3.50 - 6.00	26.00	

Note: All dimensions in mm

Fitting Procedure

- 1 Drill a hole in the machine body/framework where the rivet nut is to be fitted. De-burr hole edges.
- 2 Screw the rivet nut onto the mandrel of the installation tool. The bottom of the mandrel should be in line with the bottom of the rivet nut **2-A**.

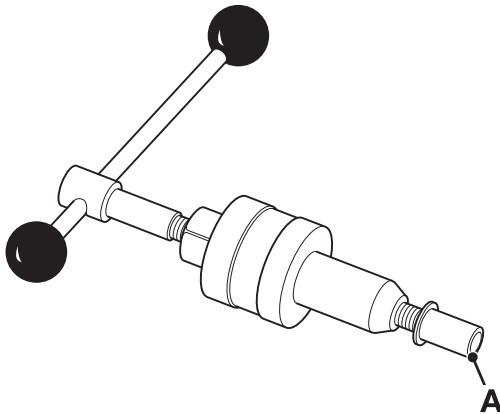


Fig 2.

- 3 Wind the body of the installation tool down the threaded mandrel until it touches the head of the rivet nut **3-B**.

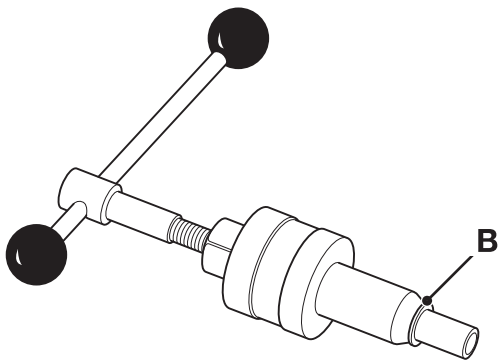


Fig 3.

- 4 Insert the rivet nut (assembled to the tool) into the hole drilled in step 1.
- 5 Hold handle **4-C** and at the same time draw the mandrel into the installation tool by turning nut **4-D**. The rivet nut will contract in length and form an 'upset'

(smooth bulge) seating itself against the body/framework **4-E**.

Note: The thread of the rivet nut must not be stripped, take care when 'upsetting' the rivet nut.

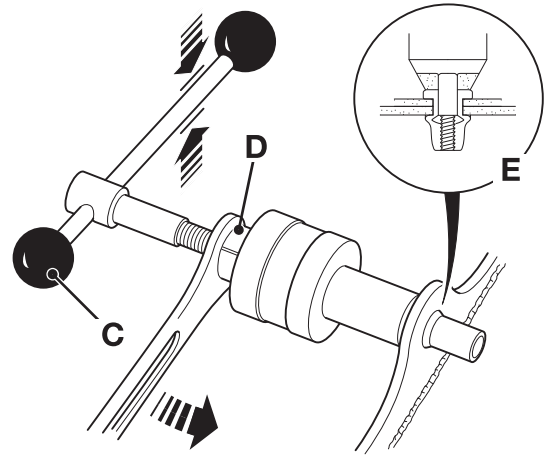


Fig 4.

- 6 Remove the installation tool.

Glazing

Direct Glazing

TB-002_4

The following procedures explain how to correctly remove and install panes of glass that are directly bonded to the cab frame apertures. When carrying out the procedures, relevant safety precautions must be taken.

- 1 Always wear safety glasses during both removal and replacement.
- 2 Use protective gloves - heavy duty leather gauntlet type gloves when cutting out the broken glass; 'non-slip' type gloves when handling/moving panes of glass; surgical type gloves when using the polyurethane adhesives.
- 3 Wear protective overalls.
- 4 Do not smoke - the activators and primers used in the procedures are highly flammable.
- 5 Do not attempt to handle or move panes of glass unless you are using glass lifters.

Several special tools are required to successfully complete the removal and replacement procedures. Reference is made to the tools in the text. The majority of these tools can be obtained locally and the remainder from JCB Service (see **Service Tools**).

The work must only be carried out in a dry, frost free environment. A protective canopy may be required or the machine/frame must be moved to a sheltered area. In damp or wet conditions, hinged doors and window frames can be removed from the machine and taken to a more suitable (dry) environment.

Glass should not be replaced at temperatures below 5°C (41°F).

WARNING

Laminated glass must be handled with extra care to prevent breakage. Wherever possible, store and handle it in a vertical attitude. When placing or lifting the glass in a horizontal attitude it must be supported over its whole area, not just at the edges.

BF-1-8_1

Removing the Broken Glass and Old Sealant

WARNING

Always wear safety glasses when removing or installing screen glass. Never use a power operated knife when removing the sealant around a toughened glass screen. The action of the knife could cause particles of glass to be thrown with sufficient force to cause serious injury, even when safety glasses are being worn. Use only hand operated tools when working with toughened glass.

BF-2-3_1

- 1 Position the machine on level ground and apply the parking brake. Stop the engine. Put protective covers over the cab seat and control pedestals.
- 2 If a laminated pane breaks it will stay in one piece even though the glass is cracked. A toughened pane will shatter and fall apart. The method of removal of the glass depends upon which type it is.
 - a Laminated glass - leave installed until the old sealant has been cut away, after which it will be possible to lift the broken screen away from its frame housing in one piece.
 - b Toughened glass - remove as much of the shattered glass as possible prior to cutting out the old sealant.
- 3 Cut out the old sealant, leaving approximately 1 to 2 mm on the cab frame. There are several tools and techniques for doing this:
 - a Pneumatic Knife. [⇒ Fig 5. \(□ 1-8\)](#). This provides one of the easiest methods of removing the sealant around laminated glass. The tool, powered by compressed air, should be sourced locally.

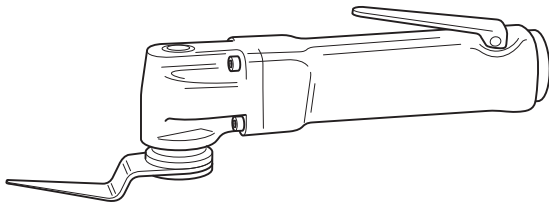


Fig 5. Pneumatic Knife

- i Press the handle to start the knife blade oscillating.

Important: This tool must not be used on toughened glass.

- ii Insert the knife blade into the sealant.
 - iii Slowly move the knife along the sealant with the blade positioned as close to the glass as possible. Do not allow the knife blade to overheat or the sealant will melt.
- b Braided Cutting Wire and Handles. [⇒ Fig 6. \(□ 1-8\)](#). This method uses a 3-core wire, a wire starter tube and two handles.

- i Insert the steel tube 6-A into the old sealant on the inside of the glass.

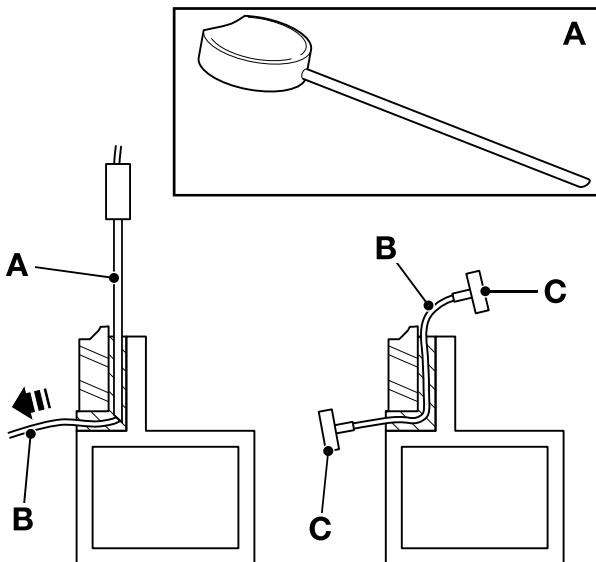


Fig 6. Braided Cutting Wire and Handles

- ii Insert the braided cutting wire 6-B down the centre of the steel tube. If necessary, from the outside, cut out local sealant at the point of the tube to gain access to the wire.
 - iii Using suitable pliers, pull the cutting wire through the sealant to the outer side of the glass.
 - iv Secure each end of the braided cutting wire in the special handles 6-C.
 - v Move the cutting wire backwards and forwards in a sawing motion and at the same time gently push or pull the wire to cut through the old sealant.
- c Cut-out Knife. [⇒ Fig 7. \(□ 1-8\)](#). The cut-out knife can be used as a left handed or right handed tool.

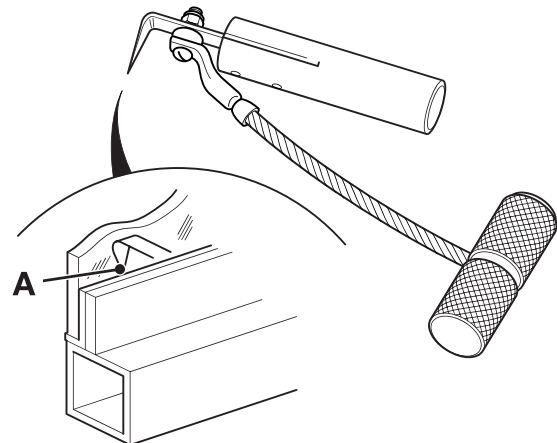


Fig 7. Cut-out Knife

- i Insert the knife blade into the sealant.
 - ii Make sure that the blade of the knife is against the glass 7-A.
 - iii Use the 'pull-handle' to pull the knife along and cut out the old sealant.
- d Craft Knife. [⇒ Fig 8. \(□ 1-9\)](#). The blades 8-A are replaceable.
- i Insert the knife blade into the sealant.
 - ii Pull the knife along and cut out the old sealant.

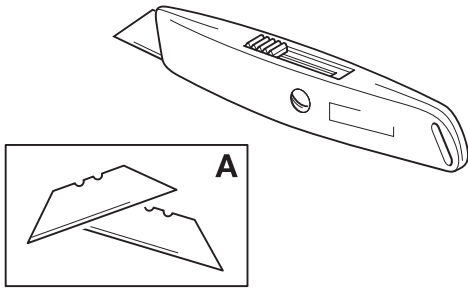


Fig 8. Craft Knife

- 4 Laminated glass - lift out the broken pane using glass lifters.

Toughened glass - remove the cut off sealant and all remaining particles of shattered glass.
- 5 If necessary, trim off the remaining old sealant to leave approximately 1 to 2 mm on the upright face of the cab frame aperture. → [Fig 9. \(□ 1-9\)](#)

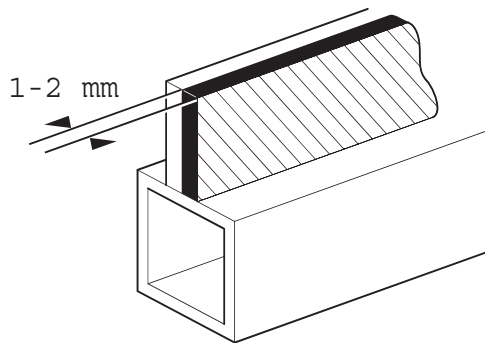


Fig 9.

- 6 Apply a coat of 'Black Primer 206J' to the paintwork if:
 - a Paintwork was damaged or scratched during the glass/sealant removal procedures.
 - b The old sealant was inadvertently cut back to the cab frame during the glass/sealant removal procedures.

Preparing the Cab Frame Aperture

- 1 If damp or wet, dry the aperture area using a hot air gun (sourced locally).

- 2 Use 'Active Wipe 205' to thoroughly clean and 'prime' the trimmed sealant. Use a lint free cloth to apply the 'Active Wipe 205', allow 5 minutes flash off (drying) time.

Note: Do not use any other type of cleaning fluids, otherwise they may be absorbed into the old sealant and ultimately prevent the new glass from bonding.

Preparing the New Glass

WARNING

Laminated glass must be handled with extra care to prevent breakage. Wherever possible, store and handle it in a vertical attitude. When placing or lifting the glass in a horizontal attitude it must be supported over its whole area, not just at the edges.

BF-1-8_1

- 1 Make sure that the new glass correctly fits the frame aperture **10-A**.
 - a Put two spacer blocks **10-B** onto the bottom part of the frame aperture.
 - b Install the new glass on the spacer blocks - Always use glass lifters **10-C**. Check that there is an equal sized gap all round the edge of the glass.

Note: The spacer blocks are rectangular in section to give two common gap widths. If necessary they can be trimmed to a smaller size to give an equal sized gap around the glass.

Important: The glass edges must not touch the frame, otherwise movement of the frame will chip and eventually break the newly installed glass.

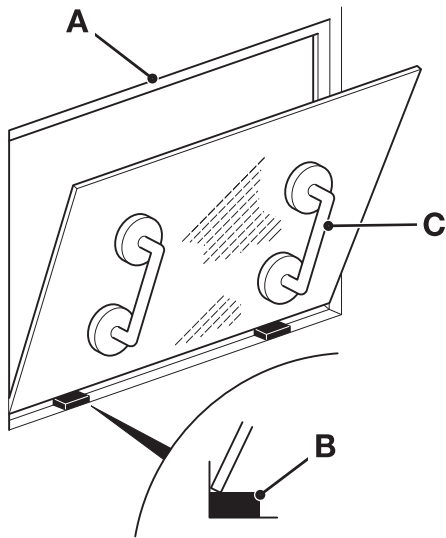


Fig 10.

- 2 After checking for size, remove the new glass and place it on a purpose made glass stand. [⇒ Fig 11. \(□ 1-10\).](#)

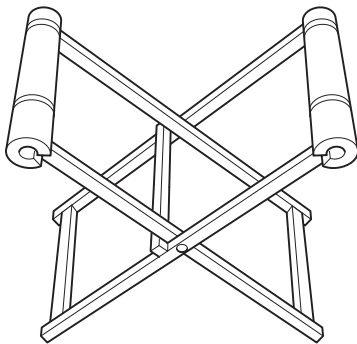


Fig 11. Glass Stand

Small panes of glass will need locating on a 600 x 700 mm x 15 to 19 mm thick plywood board **12-A**, sourced locally to fit the glass stand. It is recommended that an access hole is cut in the board to accommodate the glass lifter, making it easier and safer to handle small panes of glass. The board should be covered with felt or carpet to give an anti-scratch surface. Resting the glass on four spacer blocks will ensure clearance of the cartridge nozzle tip during application of the polyurethane sealant.

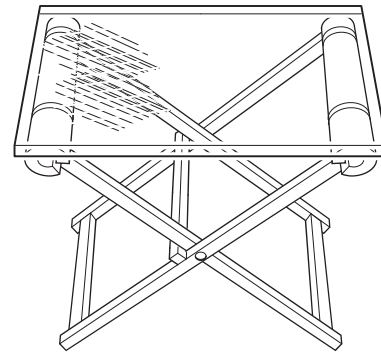


Fig 12.

- 3 Make sure the glass is positioned on the stand the correct way up (i.e. with the black ceramic ink band upwards) ready for application of primer etc.
- 4 Clean the glass
 - a Use 'Active Wipe 205' to thoroughly clean and 'prime' the black ceramic ink band printed on the glass (see **Note**). Use a lint free cloth to apply the 'Active Wipe 205', allow 5 minutes flash off (drying) time.

Note: Do not touch the glass after cleaning with the 'Active Wipe 205'.

- b If the glass does not have a black ceramic ink band, paint a band on the glass using 'Black Primer 206J'. The band should be approximately 25mm (1in) wide, and the edge should be a neat straight line. [⇒ Fig 13. \(□ 1-10\).](#)

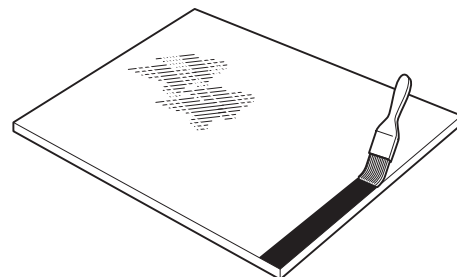


Fig 13.

- 5 Install the Ultra Fast Adhesive cartridge (see **Sealing and Retaining Compounds**, Section 1 and **Note**) into a suitable applicator gun:

- a Remove the aluminium disc cover from the base of the cartridge and discard the 'desiccant capsule'.
- b Make sure that the rolled edge of the cartridge is not damaged - if necessary, the edges should be pressed flat, otherwise it will be difficult to remove the cartridge from the applicator gun.
- c Pierce the front 'nozzle' end of the cartridge to its maximum diameter.
- d Fit the pre-cut nozzle. [⇒ Fig 14. \(□ 1-11\)](#).
- e Install the cartridge in the applicator gun.

Note: Cold material will be very difficult to extrude. The cartridges must be pre-heated in a special oven for 1 hour to a temperature of 80°C (176°F). Pre-heating the cartridges makes the adhesive more workable and also brings the 'curing' time down to 30 minutes.

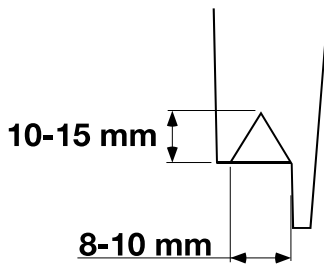


Fig 14.

- 6 Apply the pre-heated adhesive to the glass (do not start in a corner). Keep the nozzle guide **15-A** against the edge of the glass and make sure that the adhesive forms a continuous 'pyramid' shape. [⇒ Fig 15. \(□ 1-11\)](#)

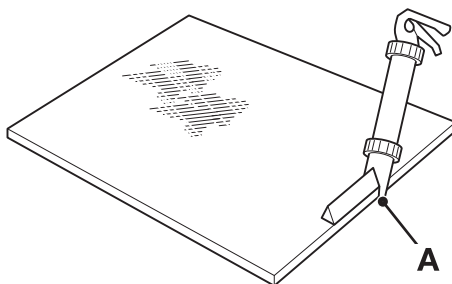


Fig 15.

Note: Once the pre-heated adhesive has been applied to the glass, install the glass in the aperture as soon as possible. After approximately 10 minutes the sealant will form a 'skin', this will prevent the glass from bonding.

- 7 After applying the adhesive, leave a small amount of sealant protruding from the nozzle. This will prevent any adhesive left in the cartridge from 'curing'.

Installing the New Glass

- 1 If the internal trim strip is damaged, renew it (cut to length as required) before fitting the new glass. Make sure the two spacer blocks are in position. [⇒ Preparing the New Glass \(□ 1-9\)](#) - step 1.
- 2 Install the glass in the frame aperture:
 - a Always use the special lifting tools when moving the glass. Use a lifting strap to hold large panes of glass in position. [⇒ Fig 16. \(□ 1-11\)](#)

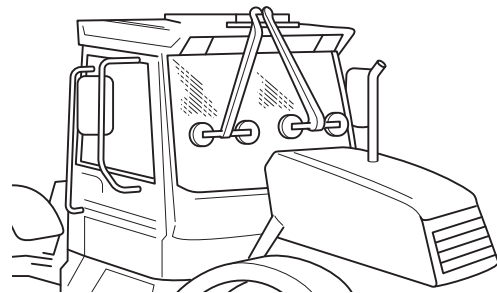


Fig 16. Typical M/c. Installation

- b Sit the bottom edge of the glass on the spacer blocks. [⇒ Fig 17. \(□ 1-12\)](#)

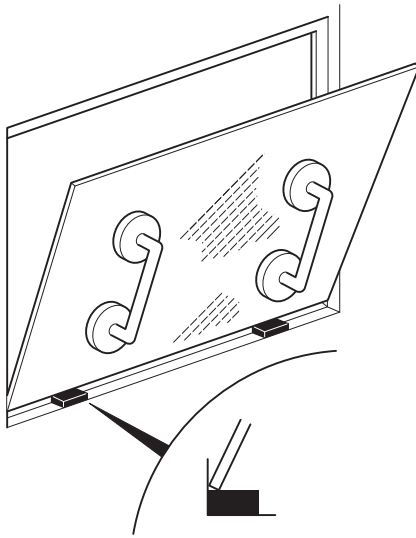


Fig 17.

minutes, but it must not be used during the curing period of 30 minutes.

- c Clean the glass using a purpose made glass cleaner

6 On completion of the glass installation procedures tidy the work area:

- a Remove all broken glass from the cab area.
- b Remove the protective covers from the cab seat and control pedestals.
- c Renew all 'warning' and 'information' decals so that the new installation conforms with the original cab installation.

- c Make sure that the glass is correctly positioned, then gently press around the edges of the glass and ensure full adhesive contact is achieved. Do not press too hard or too much adhesive will squeeze out.

3 Make the inside seal smooth:

- a Wearing surgical gloves, dip your finger in a soapy water solution.
- b Use your finger to make the inside seal smooth.

4 All exposed edges must be sealed using Black Polyurethane Sealant (see **Sealing and Retaining Compounds**, Section 1).

Important: Use extreme caution when wiping the inside of the new glass - pushing too hard on the inside of the glass will affect the integrity of the bonded seal.

5 Clean the glass after installation:

- a Small amounts of sealant can be cleaned from the glass using the 'Active Wipe 205'.
- b Large amounts of excess sealant should be left to 'cure' and then cut off with a sharp knife.

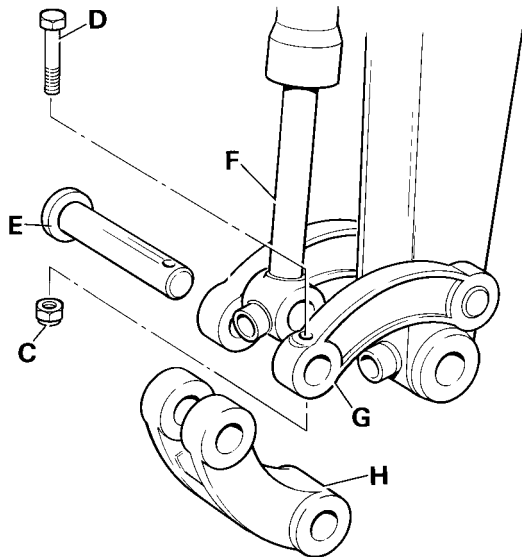
Note: On completion of the glass replacement procedures, the sealant 'curing' time is 30 minutes. This means that the machine can be driven and used after 30

Bucket Ram Pivot and Linkage

Removal and Replacement

Removal

- 1 Remove the bucket. See **Section 3, Routine Maintenance**.
- 2 Remove the self-locking nut **C** and the bolt **D**. Support the link **H**. Drive out the pivot pin **E** and remove the link **H**. Lower the piston rod end of the bucket ram **F** clear of the link **G**.
- 3 Clean all old grease from the links **G** and **H** and pivot pin **E**.



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Fig 1.

Inspection

- 1 Check that the link bushes and the pivot pin are within permitted tolerances. Renew pivot pin and/or remove and replace link bushes as necessary.

Table 1. Tolerances

	Pivot pin	Pivot bush
Reference value	30 mm dia.	30 mm I/D
Allowable limit	29 mm dia.	31 mm I/D

Replacement

⚠ WARNING

Do not use your fingers through the holes to align the links.

8-2-9-32

- 1 Locate the fork end of the link **H** into the fork of the dipper end link **G**. Locate the rod end of the bucket ram **F** into the fork of the link **H**.
- 2 Fit the pivot pin **E** through both links and the ram end. Secure using bolt **D** and new self-locking nut **C**.
- 3 Grease the linkage through the grease nipple on the ram end boss, for grease specification and quantity, See **Section 3, Greasing**.



Section 1 - 1

Bucket Ram Pivot and Linkage

Removal and Replacement

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Dipper

Removal and Replacement

Removal

- 1 Remove the bucket.
- 2 If necessary remove the bucket ram.
- 3 Remove the locknut **A** and bolt **B**. Drive out the dipper ram pivot pin **C**. Separate the dipper ram eye end **D** from the dipper pivot **E**. Position a block of timber on which to rest the dipper ram eye end.
- 4 Attach suitable lifting equipment through the dipper ram pivot pin location and support the dipper **J**.
- 5 Remove the locknut **F** and the bolt **G**. Drive out the pivot pin **H**.
- 6 Using suitable lifting equipment, remove the dipper from the machine.

Table 1. Approximate Dipper Dimensions and Weights

	Overall Length	Weight
Long Dipper	1379 mm	29 kg
Extra Long Dipper	1479 mm	31 kg

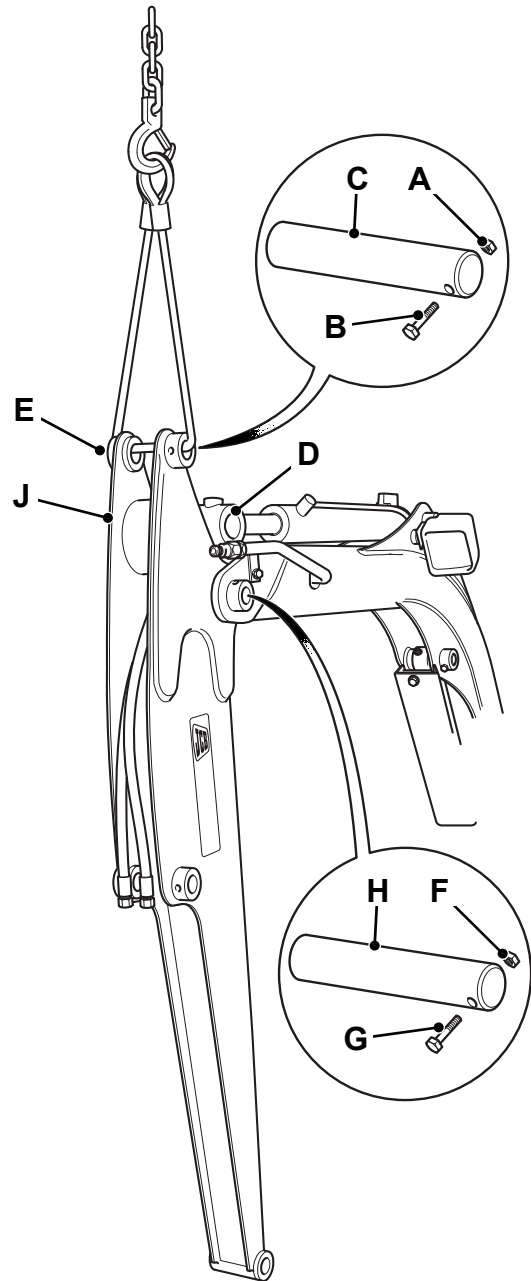


Fig 1.

717360

Inspection

- 1 Check that the dipper pivot bushes and the pivot pin are within permitted tolerances. Renew pivot pin and/or remove and replace dipper pivot bushes as necessary.

Table 2. Tolerances

	Pivot pin	Pivot bush
Reference value	30 mm dia.	30 mm I/D
Allowable limit	29 mm dia.	31 mm I/D

Replacement

⇒ [Fig 1. \(□ 1-15\)](#).

- 1 Using suitable lifting equipment, locate the dipper **J** onto the boom.
- 2 Fit the pivot pin **H** and secure with bolt **G** and a new locknut **F**.
- 3 Locate the dipper ram end **D** into the dipper pivot **E**. Fit the pivot pin **C** and secure with the bolt **B** and new locknut **A**.
- 4 Fit the bucket ram.
- 5 Fit the bucket.

Boom

Removal and Replacement

Removal

- 1 Remove the bucket, bucket link and dipper.
- 2 Remove the dipper and boom rams.
- 3 Disconnect the hydraulic hoses at the base of the boom. Blank off the open ends of hoses and pipes.
- 4 Disconnect the boom working light harness.
- 5 Attach suitable lifting equipment to the boom **A** and take up the slack.

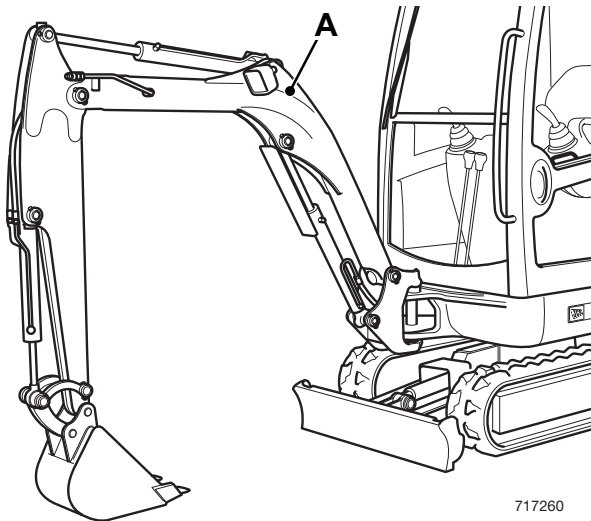


Fig 1.

- 6 Remove the locknut **B**. Remove the bolt **C** and drive out the pivot pin **D**. Remove the boom from the kingpost

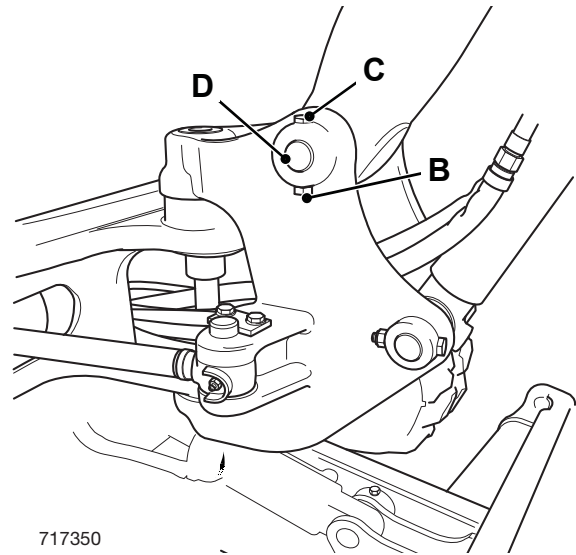


Fig 2.

Inspection

- 1 Check that the boom pivot bushes and the pivot pin are within permitted tolerances. Renew pivot pin and/or boom pivot bushes as necessary.
- 2 Examine the boom structure for wear, damage or corrosion. Renew as necessary.

Table 1. Tolerances

	Pivot pin	Pivot bush
Reference value	30 mm dia.	30 mm I/D
Allowable limit	29 mm dia.	31 mm I/D

Replacement

- 1 Using suitable lifting equipment, locate the boom **A** onto the kingpost.
- 2 Fit the pivot pin **D** and secure with the bolt **C** and a new locknut **B**.
- 3 Fit the dipper and boom rams.
- 4 Fit the dipper, bucket link and bucket.
- 5 Remove the blanks and connect the hydraulic hoses at the base of the dipper.
- 6 Restore the hydraulic supply and set up the hydraulic circuit.
- 7 Connect the boom working lights.

Kingpost

Removal and Replacement

Removal

- 1 Remove the boom, ensure the boom working light is disconnected.
- 2 Remove the swing ram keep plate **C** and drive out the rod side pivot pin **D**.
- 3 Support the weight of the kingpost with suitable lifting equipment.
- 4 Remove keep plate **E**, then drive out the pivot pin **F** in a upward movement, taking care not to damage the grease nipple and avoiding contact with the hydraulic hoses.
- 5 Carefully lift the kingpost away from the machine. Remove and retain thrust washers **J**.

Inspection

- 1 Check that the kingpost pivot bushes and the pivot pin are within permitted tolerances. Renew pivot pin and/or kingpost bushes as necessary.
- 2 Examine the kingpost structure for wear, damage or corrosion. Renew as necessary.

Table 1. Tolerances

	Pivot pin	Pivot bush
Reference value	30 mm dia.	30 mm I/D
Allowable limit	29 mm dia.	31 mm I/D

Replacement

Before mounting the kingpost onto the machine, check the condition of bushes on the mainframe. Renew if necessary.

- 1 Clean paint and loose scale from the pin abutment areas on both the upper and lower kingpost pivot pins and from the kingpost abutment areas.
- 2 Using suitable lifting equipment, locate the kingpost onto the mainframe, threading the hoses through the centre of the kingpost.

Note: Ensure that thrust washer **J** is returned to its correct position.

- 3 Fit the pivot pin, ensuring that the slot in the pins is aligned correctly for the keep plate **E**. Bolt keep plate **E** into position.
- 4 Fit the swing ram pivot pin and secure with the keep plate **C**.
- 5 Arrange the boom hoses in the kingpost.
- 6 Fit the boom and working light.

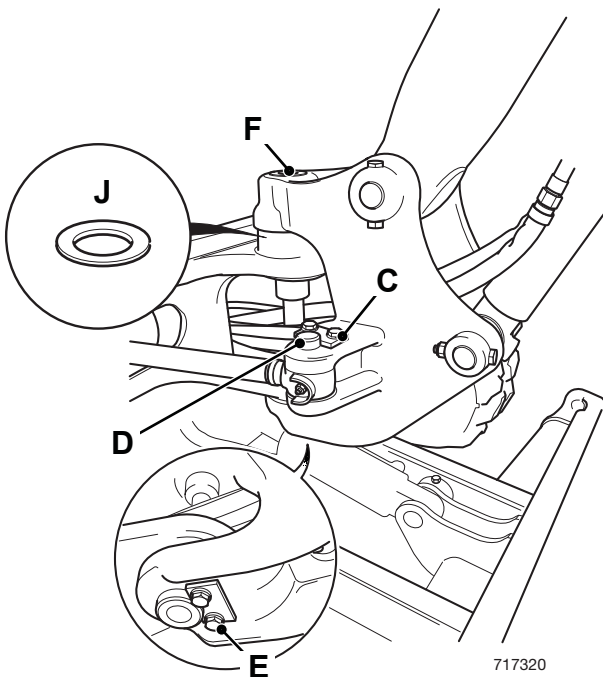


Fig 1.



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Cab Tilting

Procedure

Prepare the Machine

- 1 Park the machine on firm level ground. Lower the excavator and dozer to the ground.
- 2 Stop the engine and remove the starter key.
- 3 Lift the lever **A** on the control pod, raise and lock to prevent excavator controls being operated.

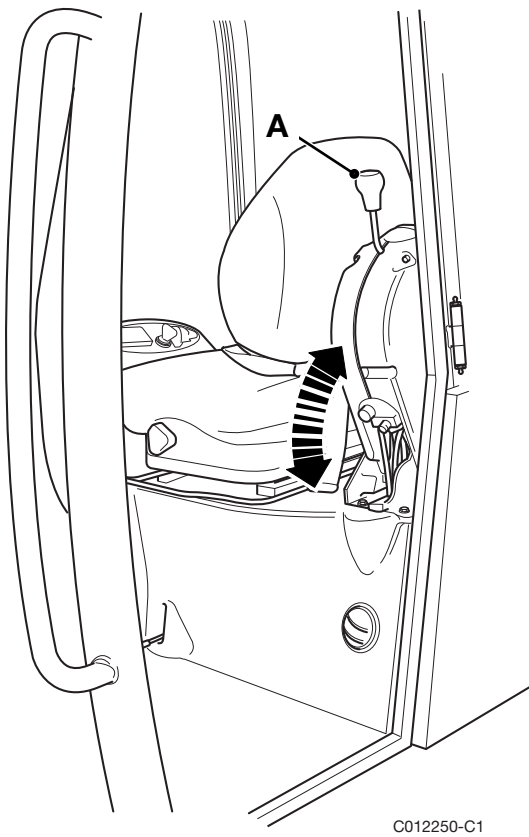


Fig 1.

- 4 Remove the right hand side skirt.

Removing Floor Controls

- 1 Working inside the cab, locate the swing lock **B**. release the lock and then unscrew knob. Push Swing lock lever clear of cab.

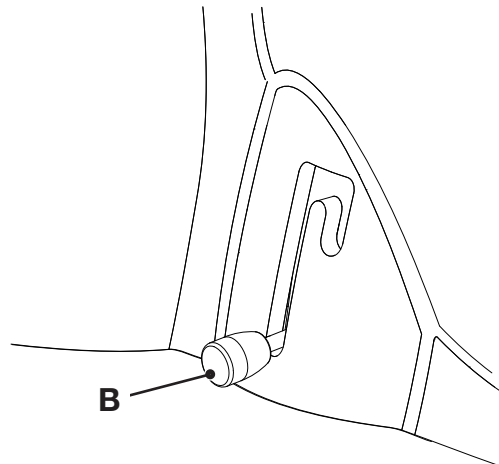


Fig 2.

- 2 Remove knobs from track levers.
- 3 Flip auxiliary pedal pad **C** over to give access to fixings. Undo nut **D** and remove Bolt and pedal pad.

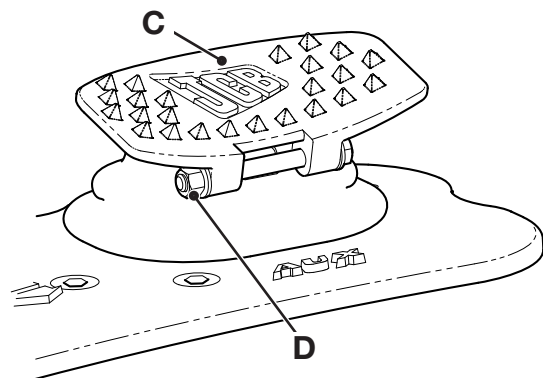


Fig 3.

- 4 Repeat procedure 3 for swing pedal.
- 5 Undo screws **A** and retain for plate replacement.
- 6 Lift cover plate **B** clear of control levers ensuring gaiters remain on plate.
- 7 Undo fixings **C** and remove track levers **D**.

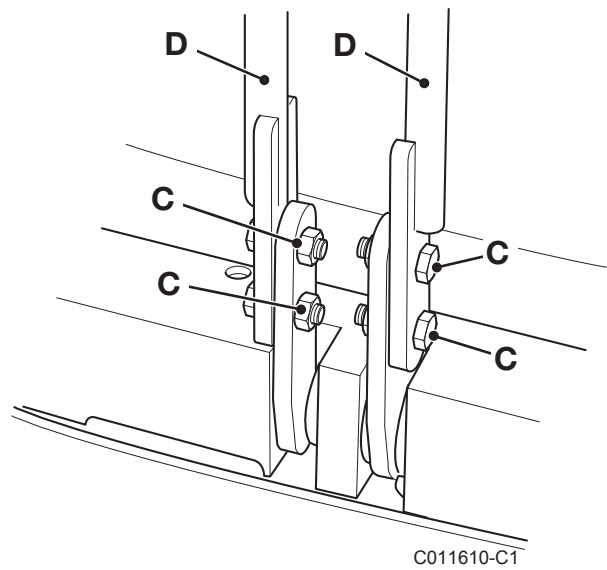


Fig 4.

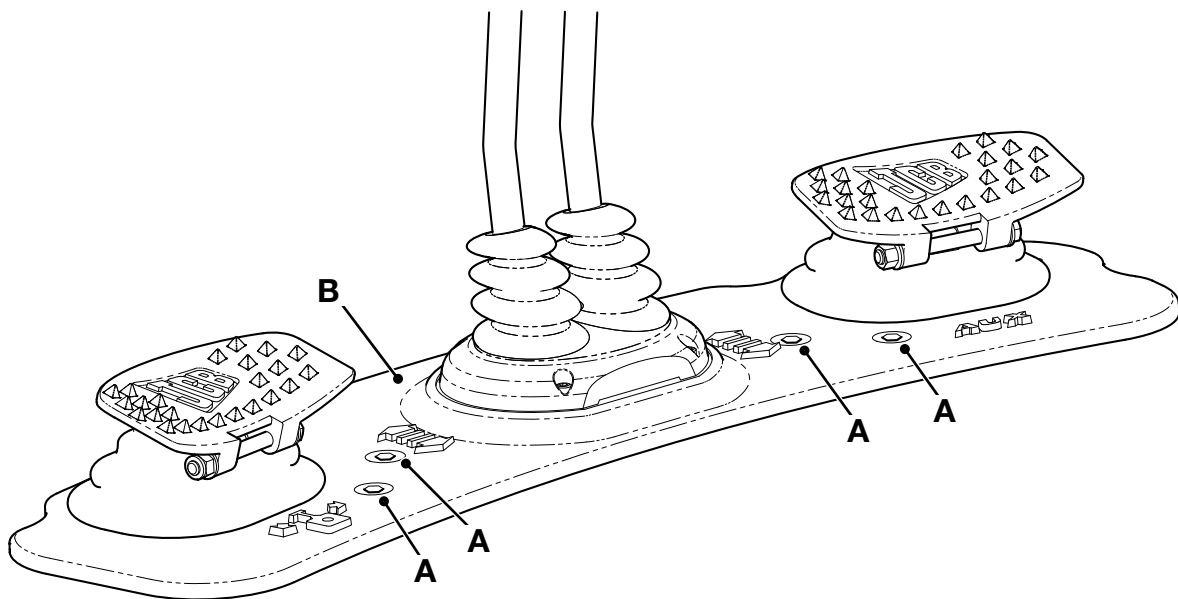


Fig 5.

Tilting the Cab

WARNING

Position the machine on a firm, level surface before tilting the cab. The tilting gas struts must be fully raised and locked in position before attempting any service procedure.

8-5-1-4

- 1 Working on LH side of Cab, undo cab mounting bolt **A** and remove washer **B** and vibration mount **C**.

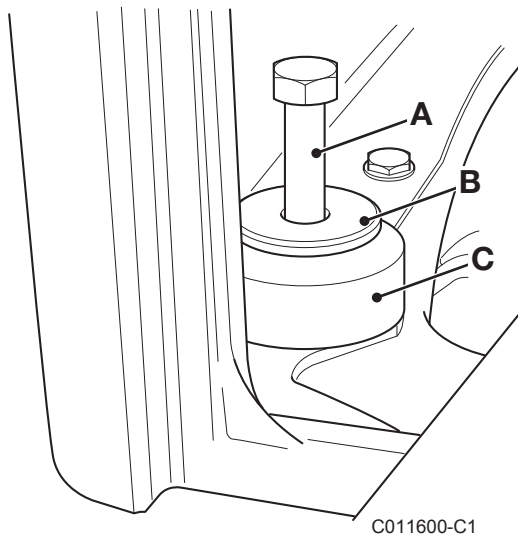


Fig 6.

- 2 Repeat step 1 for RH side cab mounting.
- 3 Tilt cab ensuring gas struts clips **D** lock.

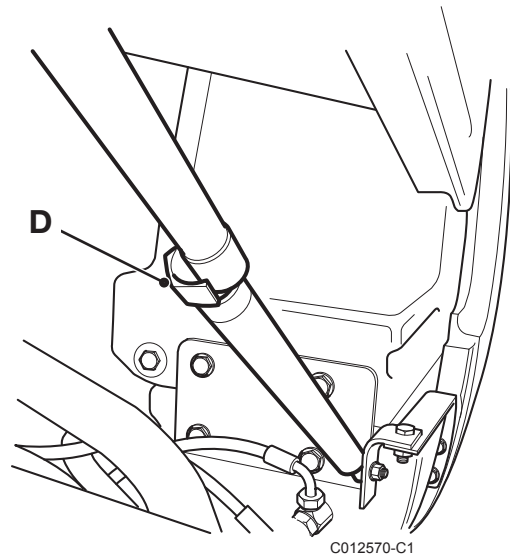


Fig 7.

Securing the Cab

- 1 Release clips **D** on gas struts
- 2 Push Cab down, Working on LH side of Cab, replace vibration mount **C** and Washer **B**, securing with cab mounting bolt **A**.
- 3 Repeat step 2 for RH side cab mounting.
- 4 Refit swing lock into cab housing.
- 5 Fit right hand side skirt and secure.



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