



# PRODUCT SUPPORT.....SERVICE NEWS

<b>BULLETIN NO.:</b> 2004-018A	<b>DATE:</b> March 15, 2007 (Rev.)	<b>PAGE:</b> 1 of 1
<b>TITLE:</b> Removal of Trunnion Grease Vents		<b>RELEASE:</b> Dealer/Customer
<b>SECTION:</b> Axle		<b>MODEL:</b> All ZIV/ZIV-2/ZV/ZV-2

Remove Service News 2004-018 and replace with this document 2004-018A

## GENERAL:

The purpose of this Service News Document is to announce the need for removal of grease exit vents. These have been removed from production because grease guns may cause them to "stop up" and not permit grease to escape through the vent.

## DETAIL:

Normal lubrication with NLGI 1 type grease typically will not cause this vent stoppage problem when using a machine mounted central lubrication system, or a hand operated grease gun.

However, when using industrial high volume, high pressure type grease guns that are operated electrically, hydraulically or pneumatically, the grease vent can receive such a massive amount of grease in such a short span of time that it simply seals up, and does not permit grease passage. Use of NLGI 2 type grease can have the exact same effect.

This can result in lip and o-ring seals being forced open, and if open long enough in such a position that gravity can feed dirt or sand into the immediate area of the seal, this can eventually contribute to bushing failure as dirt or sand gets worked into the bushing area.

Kawasaki's recommendation is that if machine is going to be lubricated with a high volume, high pressure type grease system, or if NLGI 2 grease is used, these grease vents should be removed from trunnion axle support assemblies & two of a 69100-20600 elbow put in their place to direct grease to go away from grease exit point. At rear plate, direct grease downward. Dispose of this grease according to appropriate regulations.

Remove 41100-60020 breather

