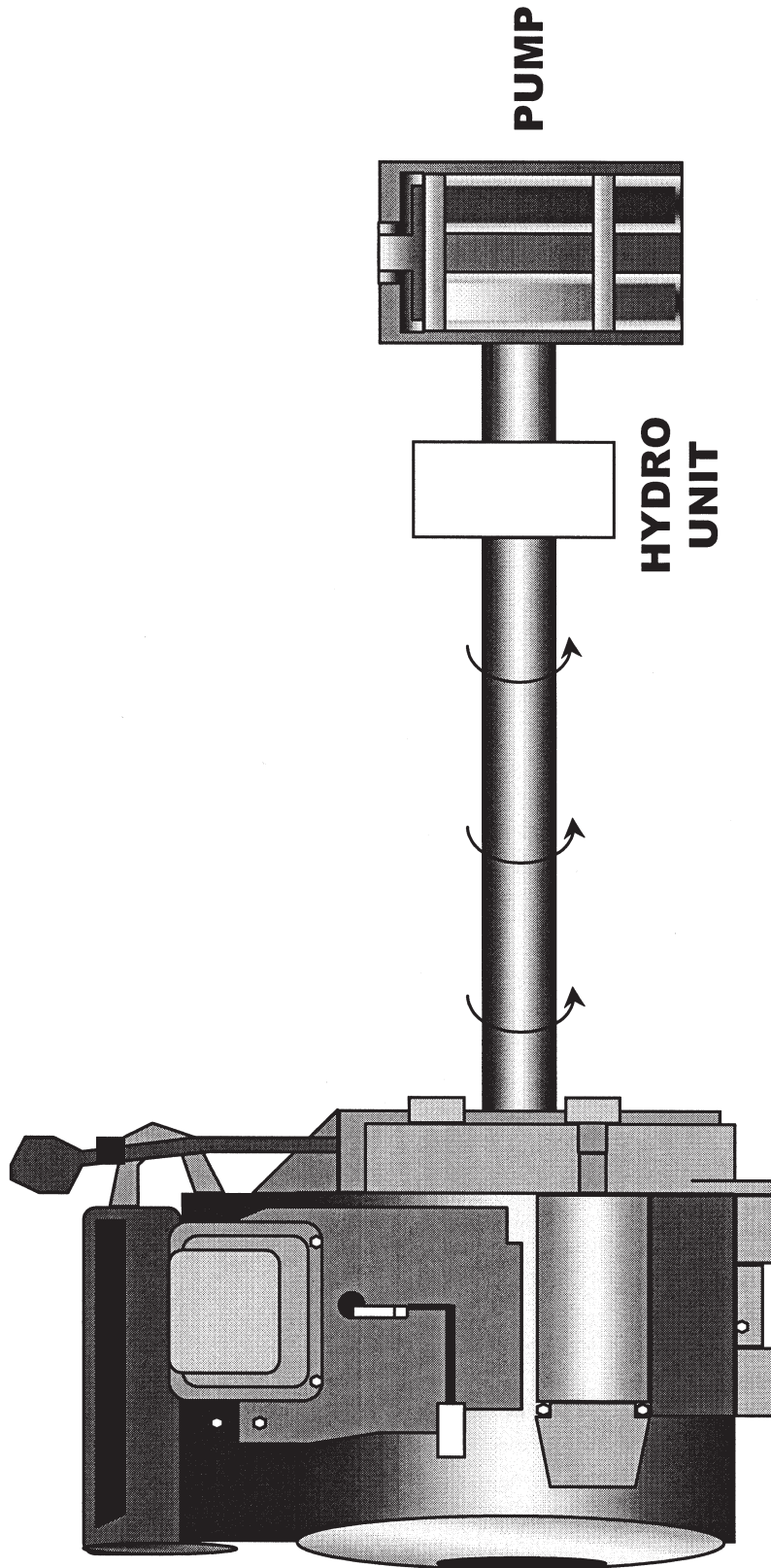
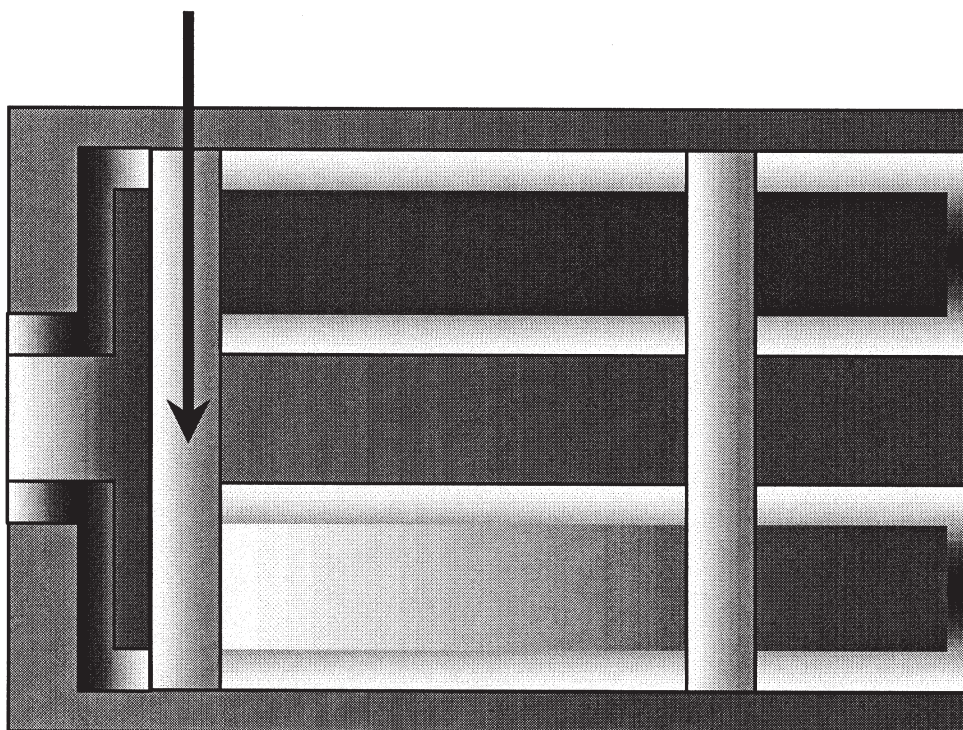
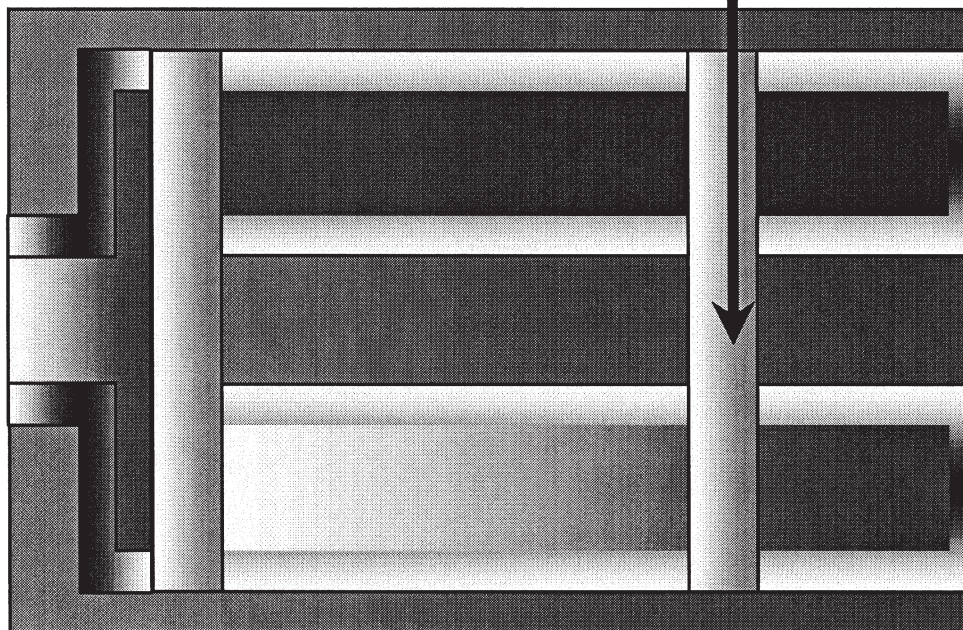




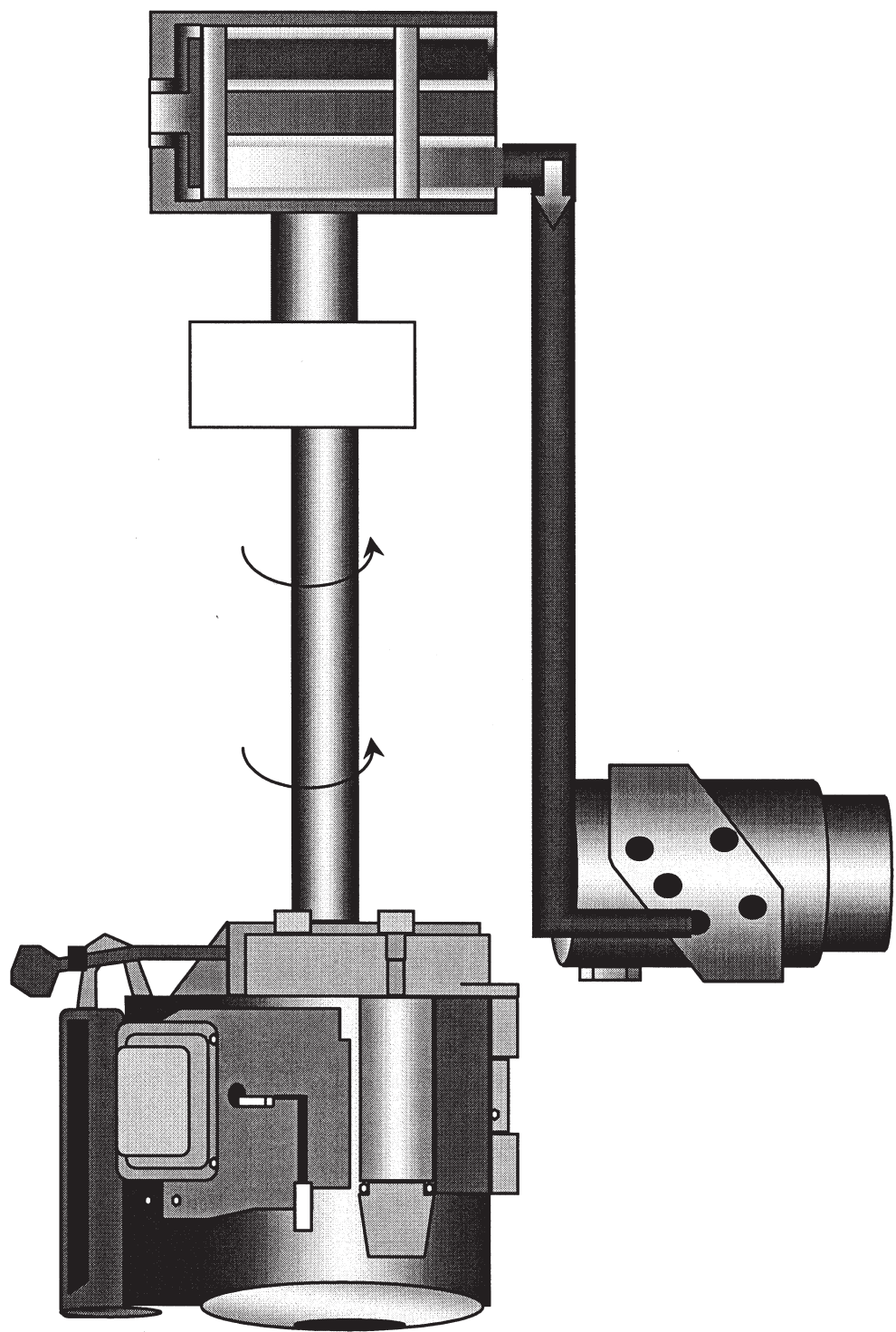
The engine turns a drive shaft attached to the hydraulic pump on transaxle

The pump draws fluid from the hydraulic reservoir through a pick-up filter.

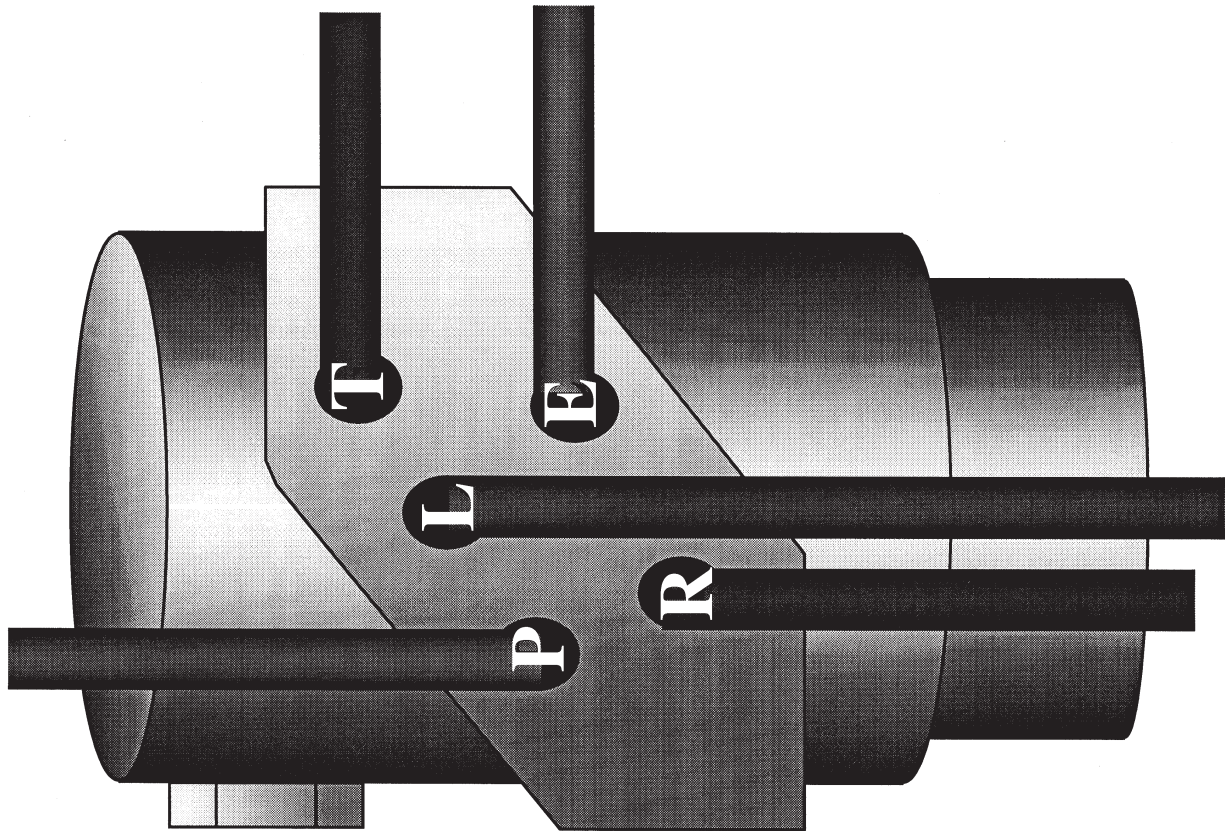




**A second filter is added to clean
fluid trapped in the steering circuit.**



A line is added from the pump to a steering control unit.



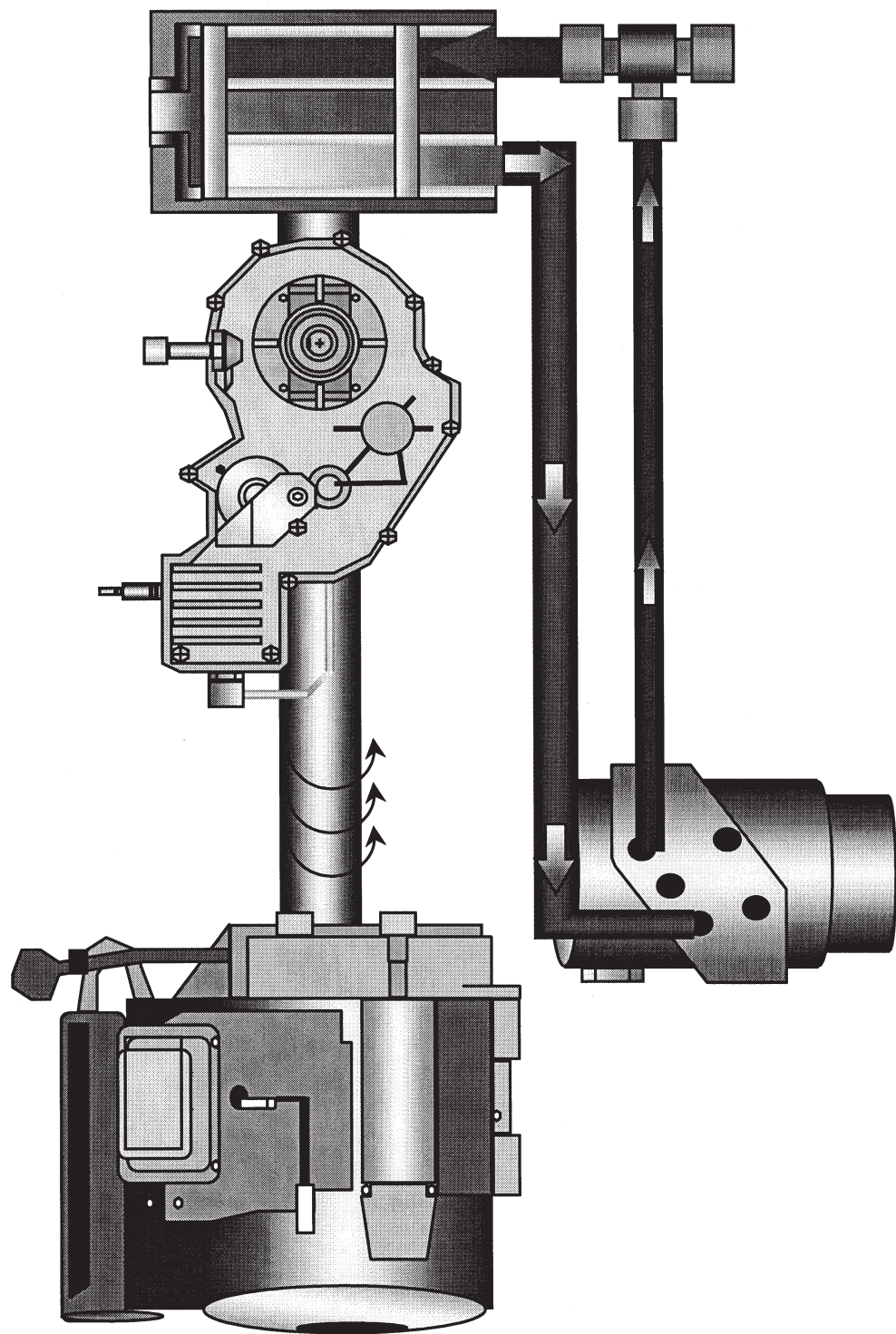
P - Power (received)

L - Left

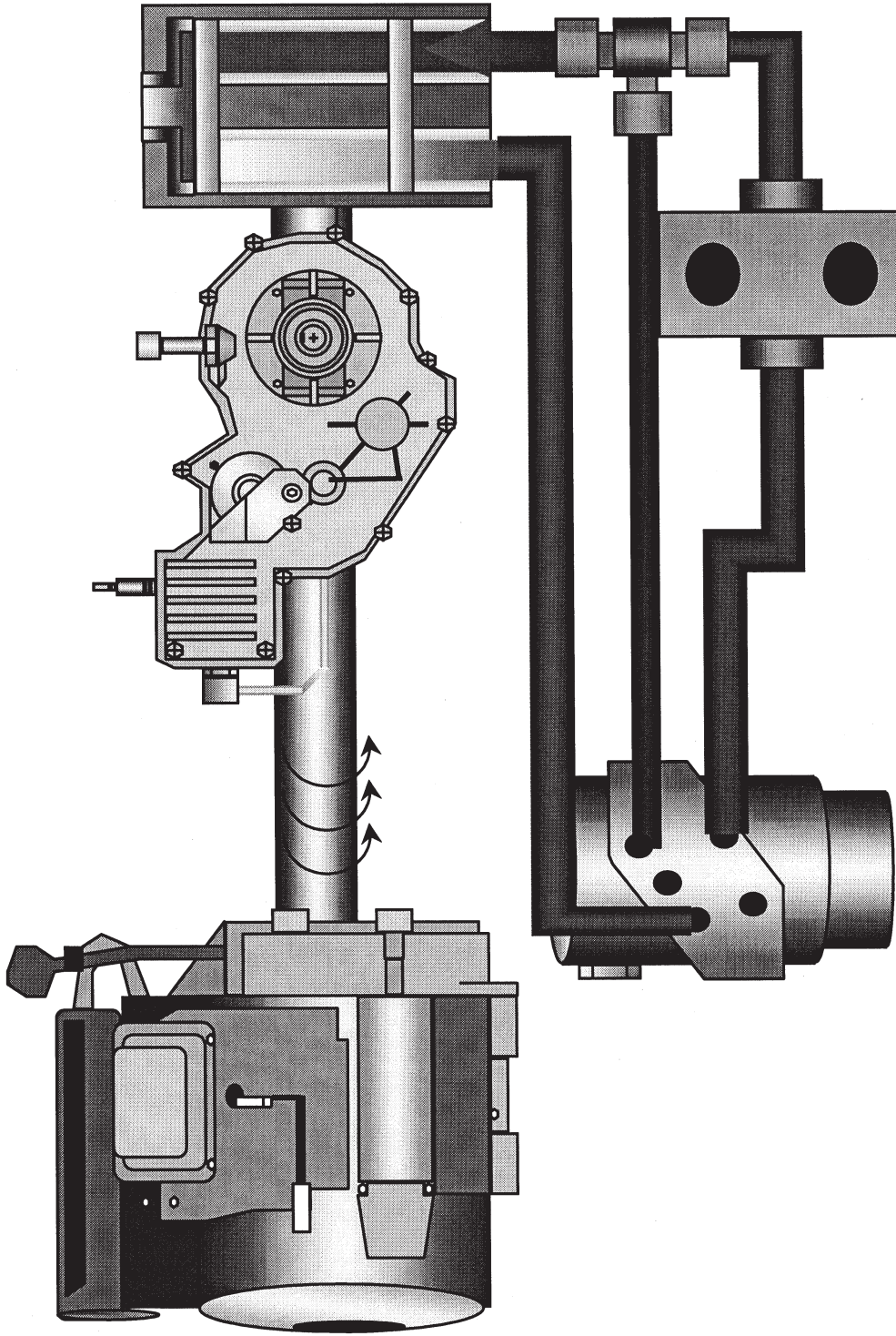
R - Right

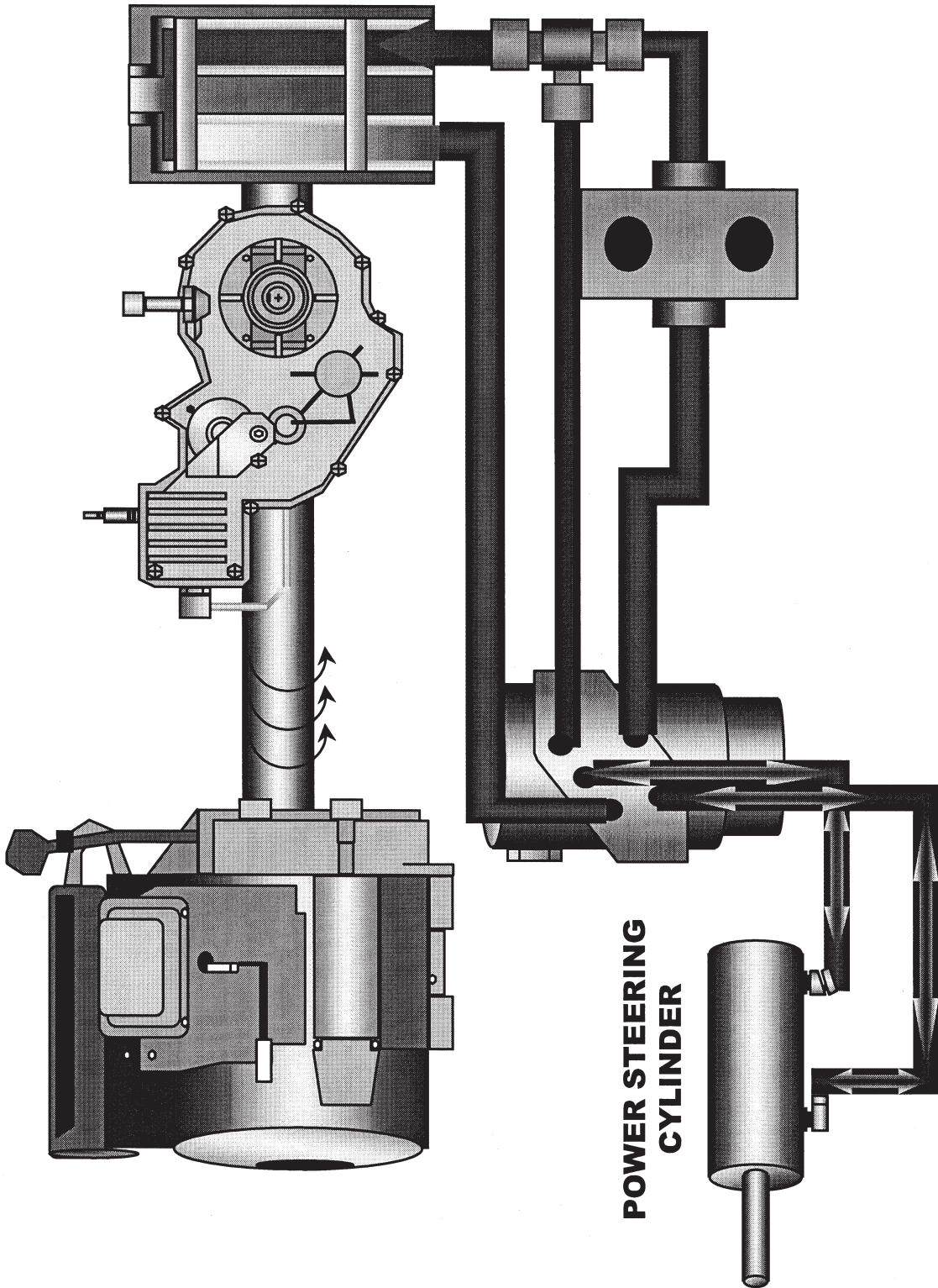
E - Extra (Power to Auxiliary)

T - Tank (fluid returned)

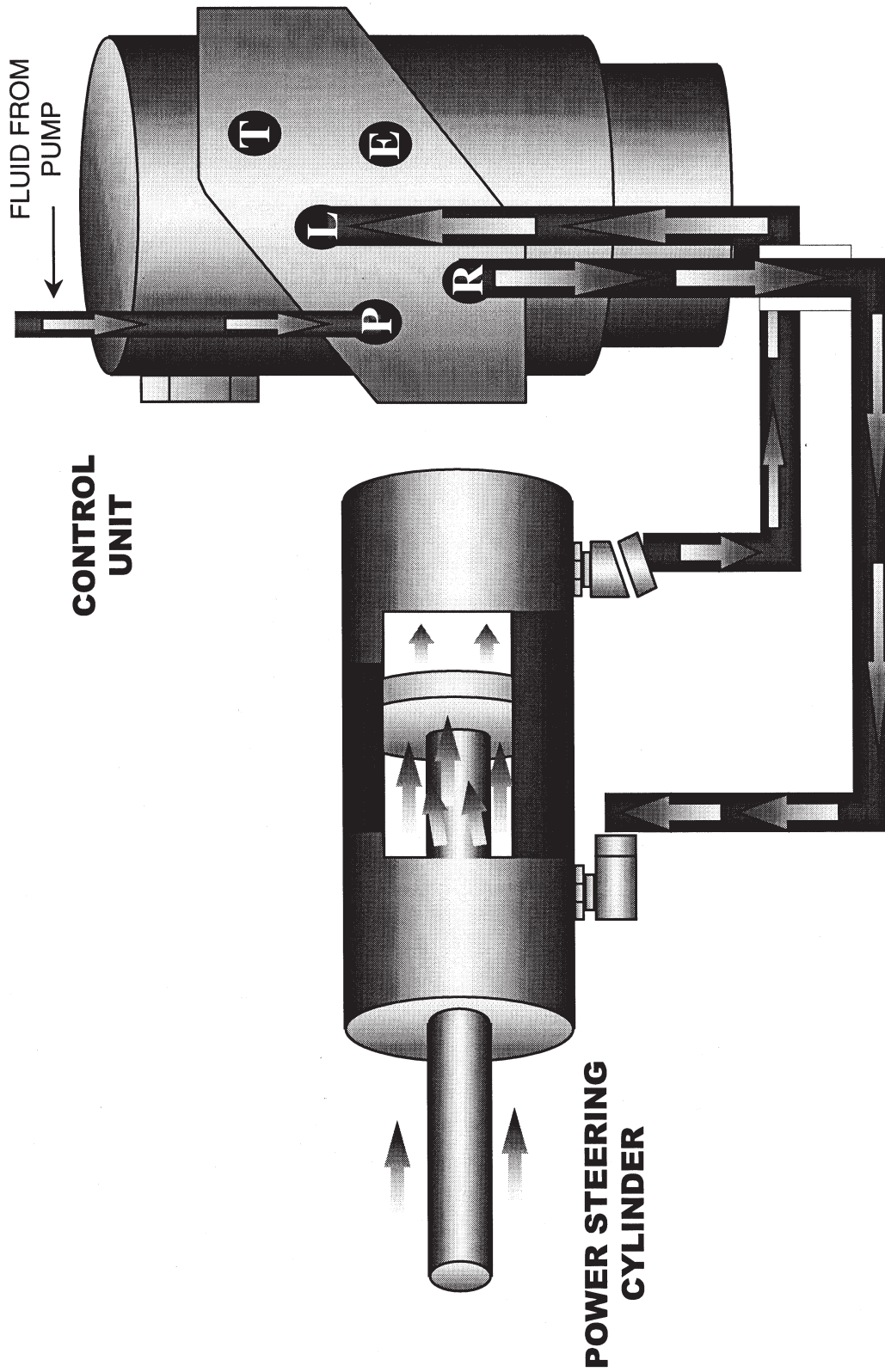


An auxiliary line is added from the control unit to a T-fitting which sends fluid back through to the pump.

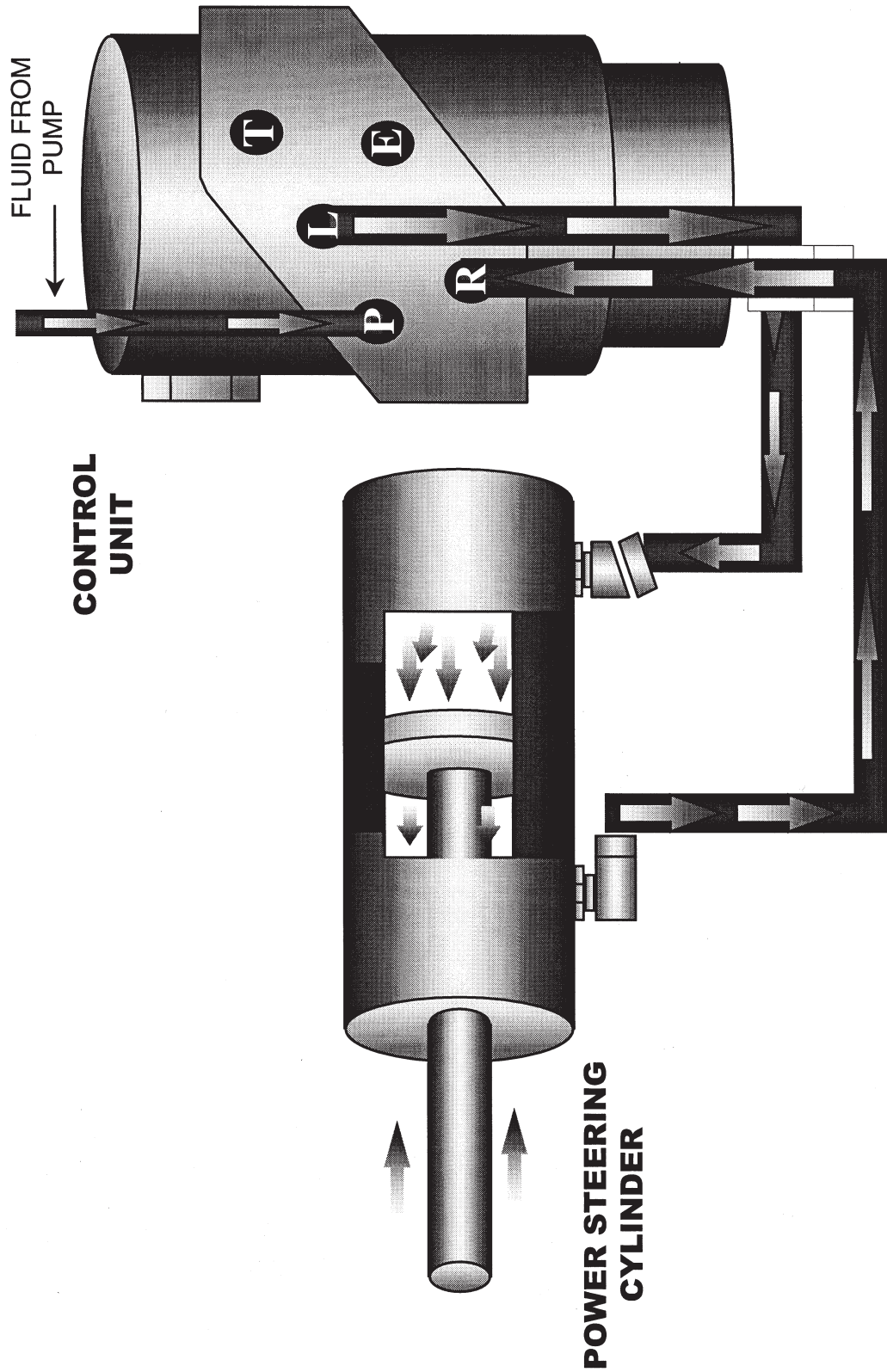




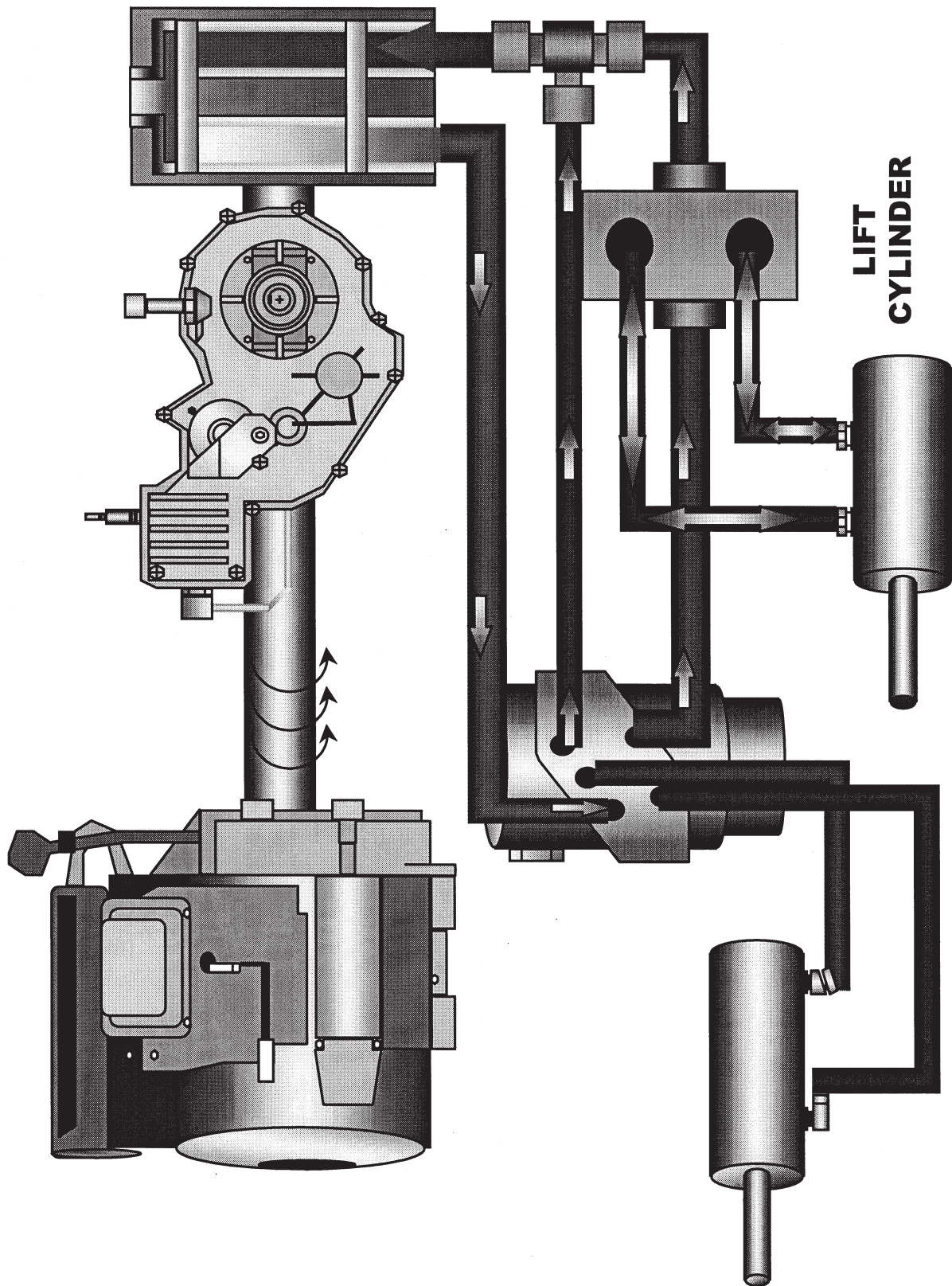
Two Bi-directional lines connect the control unit to the steering cylinder



Fluid from the control unit is sent to the front of the cylinder and forces any fluid in the cylinder out the rear. This will result in a right turn.



To make a left turn, fluid is sent to the rear of the cylinder and forces any other fluid out the front.



Two Bi-directional lines are added to each (up to three) auxiliary lift cylinder.

