FINAL DRIVE CASE

Disassembly, Inspection, and Assembly

FIG. 40: Drain oil. Remove the tire on the side of which final case is to be disassembled.

NOTE: Support the tractor front with a suitable jack stand.

CAUTION: Do not damage the O-ring. Never attempt to insert the blade of a screwdriver between the contact surfaces of the final case and axle end.

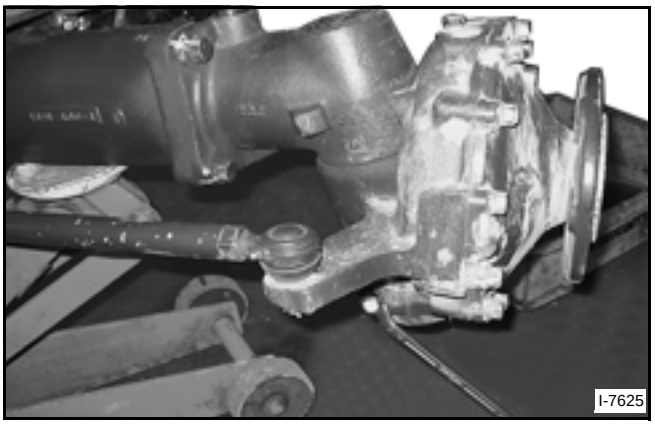

FIG. 40

FIG. 41: Remove the final case (1) from the axle end (2). Separate the wheel cover from the final case.

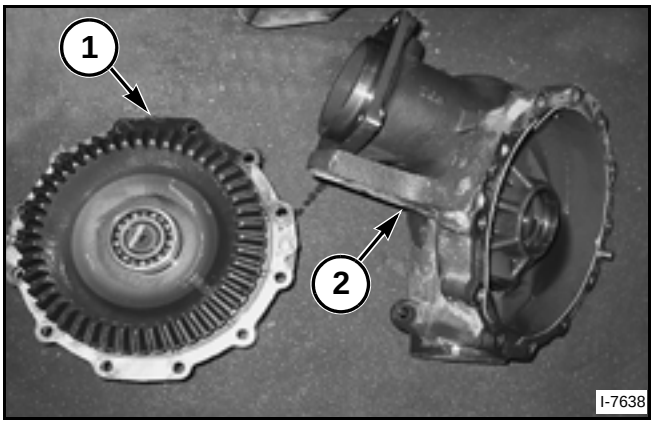

FIG. 41

FIG. 42: Remove dust cover (1).

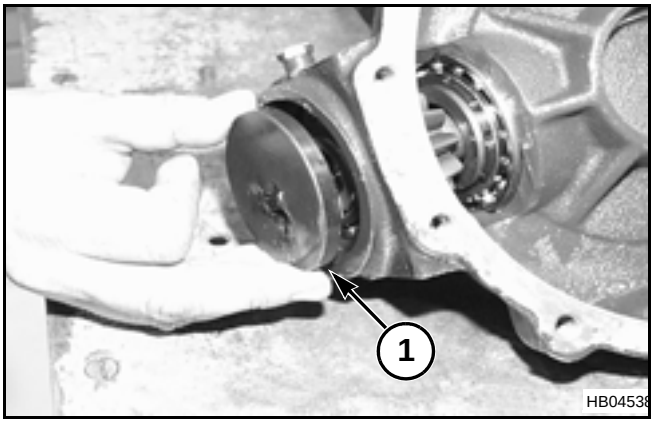

FIG. 42

FIG. 43: Remove the snap ring (1).

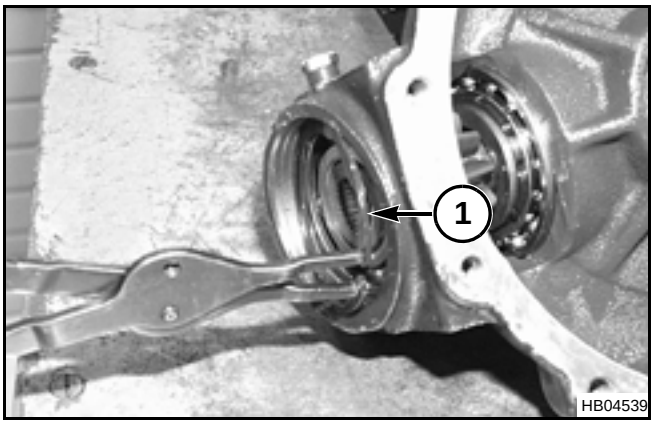

FIG. 43

FIG. 44: Remove the bearing (1) and the bevel gear (11T) (2) from final case B (3).

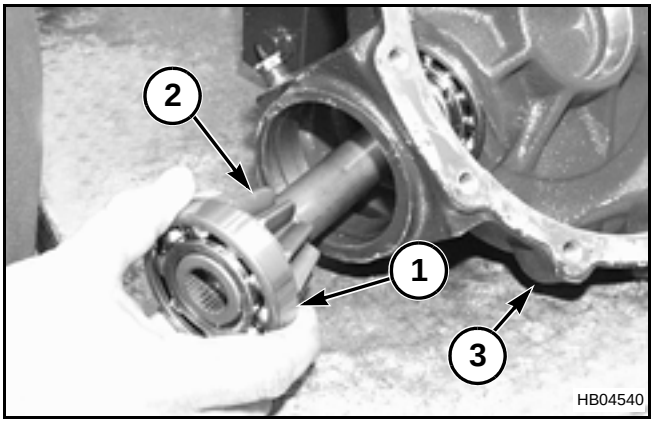

FIG. 44

FIG. 45: Remove the snap ring (1), and bearing (2) from final case A (3).

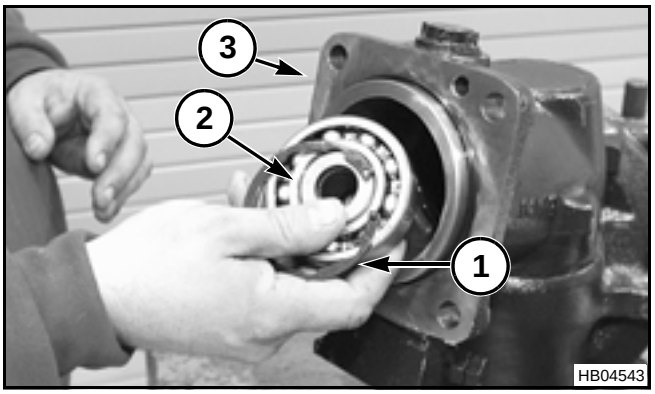

FIG. 45

FIG. 46: Remove the bevel gear (17T) (1) from final case A (2).

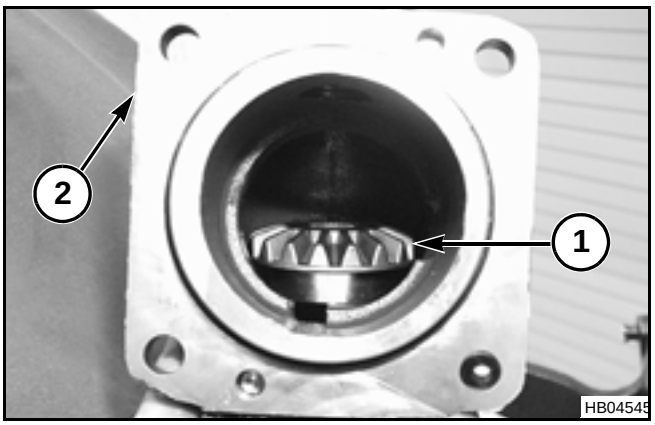

FIG. 46

FIG. 47: Divide final case into final case A, (1), and final case B, (2). The final case pivot seal can be accessed at this point.

NOTE: Seal must be discarded and replaced when assembled.

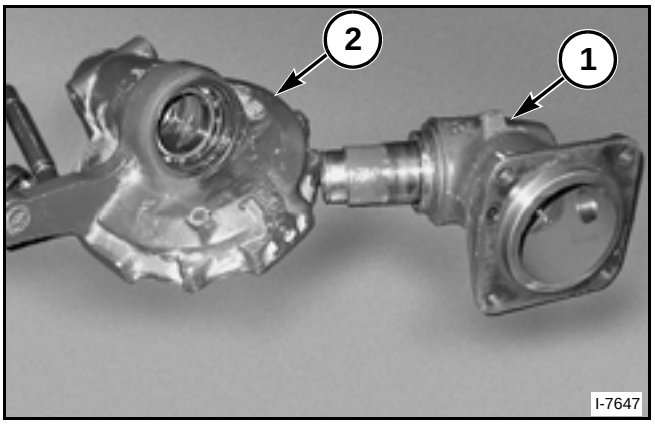

FIG. 47

Inspection

Inspect seals, dust covers, O-rings, snap rings and bearings. Replace all seals and O-rings prior to assembly. Replace damaged dust covers, damaged snap rings and rough bearings.

Assembly

Reassemble the parts in reverse order of disassembly, following these instructions.

Apply a silicone sealant to the following parts:

Contact surfaces between the final case B and wheel shaft cover.

Contact surfaces between the final case A and bearing cover.

Contact surfaces between the final case A and front axle housing.

When installing expansion plug into bottom of final drive apply a sealant to outer circumference of expansion plug.

FIG. 48: When installing unitized seals on the wheel shaft cover and the rotating part between the final drive housing, apply force only to the outer circumference of the seal as shown at (1).

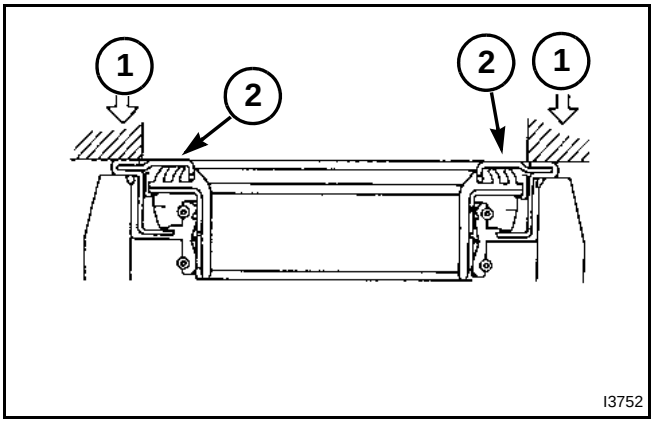

FIG. 48

Do not damage the seal retainer at position (2).

The installed wheel shaft must turn smoothly.

The oil seals must be coated with grease in advance. Install them, assuring that their lips are not turned over.

The reassembled final drive housing must turn smoothly until it makes contact with the stop.

When the wheel tire is reinstalled, turn the wheel by hand to make sure that all the mechanism turns smoothly with out making any noise.

Wheel clamping torque	88 to 108 Nm (65 to 80 lbf ft)

After adjustment of the toe in, perform road test. There must be no abnormalities such as vibration, abnormal noises, deflected steering wheel operation, etc.

FIG. 49: When installing unitized seals, apply force only to the outer circumference of the seal as shown (1). Do not apply pressure to the outer surface.

The installed wheel shaft must turn smoothly.

Reinstall parts in reverse order of assembly. Use gasket eliminator between all housings. Apply adhesive to plugs prior to installing them into the bottom of the housing.

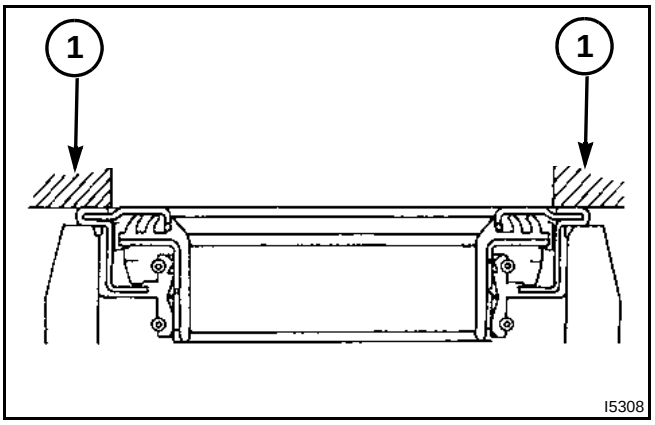

FIG. 49

FIG. 50: The flat-seat thrust bearing, as shown, must be installed with the larger bore side turned downwards. Also install the ball-cage assembly as shown in the figure.

The oil seals must be coated with grease in advance. Then install them carefully, assuring that their lips are not turned over.

The reassembled final housing must turn smoothly until it makes contact with the stop.

When the wheel (tire) is reinstalled, turn it by hand to make sure that all the mechanism turns smoothly without making any noise.

After adjustment of toe-in, perform road tests.

There must be no abnormalities such as vibration, or abnormal noises.

Steering wheel operation must be normal.

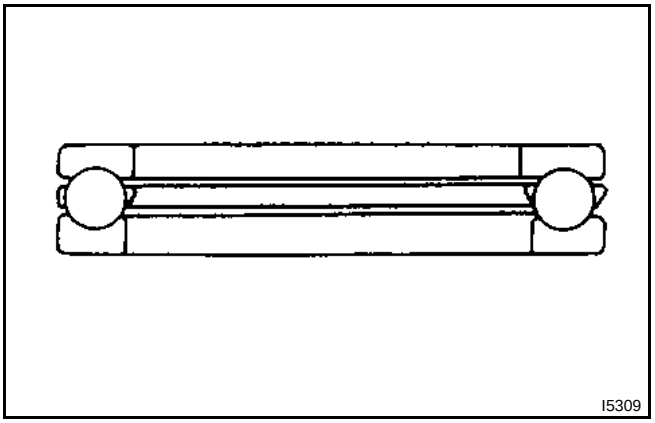

FIG. 50