

Steering Clutch Pressure Plate

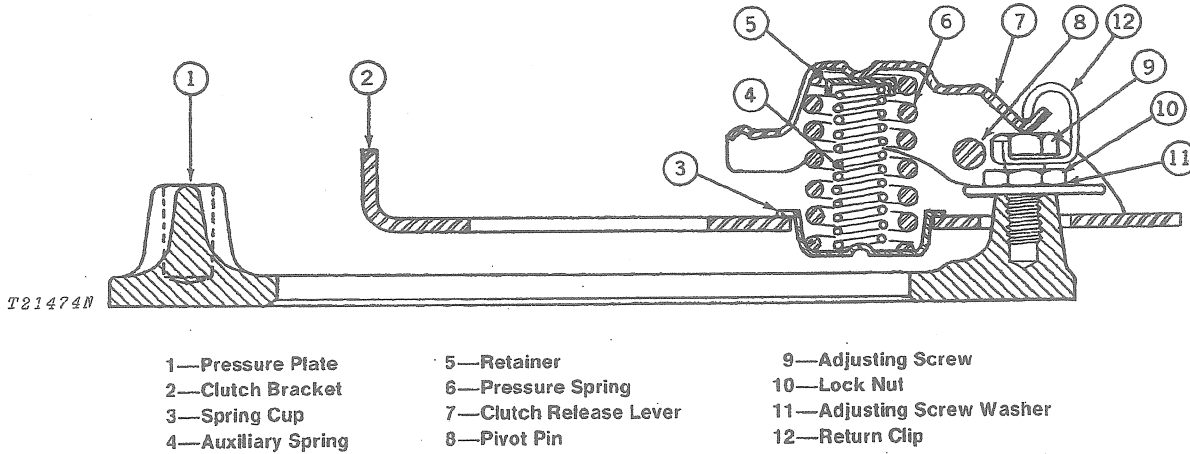


Fig. 10-Steering Clutch Pressure Plate

Disassemble pressure plate by placing the brake drum on a hydraulic press and applying the load through a steel plate representing the clutch release bearing.

To separate release levers (7) from bracket (2) grind off peened ends of pivot pins (8).

Remove all grease and dirt from the clutch operating parts.

Check pressure plate for cracks, warped condition, and excessive wear.

Release levers, pivot pins, and bracket should be replaced if any wear is found.

Check pressure and auxiliary springs for damaged, weak, or rusty coils (see Specifications).

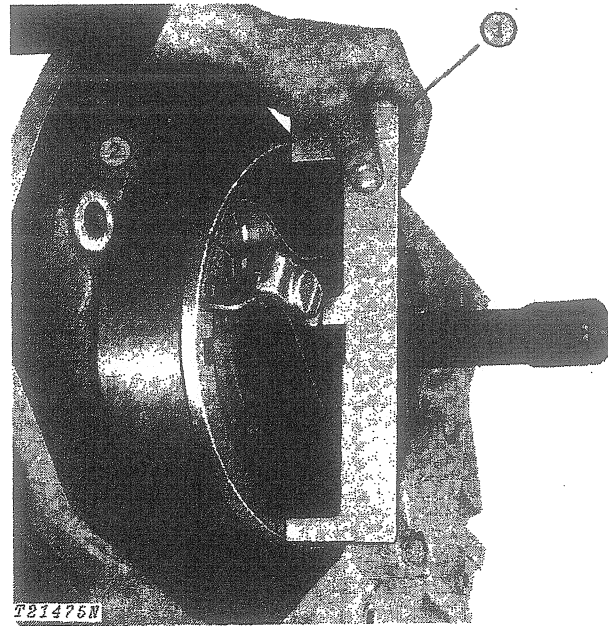
Assemble pressure plate using a hydraulic press to depress release levers.

Adjustment (Fig. 11)

Bolt the pressure plate assembly to the brake drum. Tighten to specifications.

Place JD-7 gauge over pressure plate with legs on rim of brake drum. The three clutch release levers should be adjusted to just touch the center of the gauge.

IMPORTANT: Use the center tang of the gauge



1—JD-7 Gauge 2—Adjusting Screws (3 used)

Fig. 11-Adjusting Clutch Release Levers

Adjust release levers by loosening lock nuts and turning adjusting screws in or out until ends of levers contact gauge. Then tighten lock nuts.

After release levers are adjusted and lock nuts tightened, exercise the release levers several times. Recheck adjustment with gauge and change if necessary. If levers dropped excessively when exercised, this process should be repeated until the setting is

SPECIFICATIONS

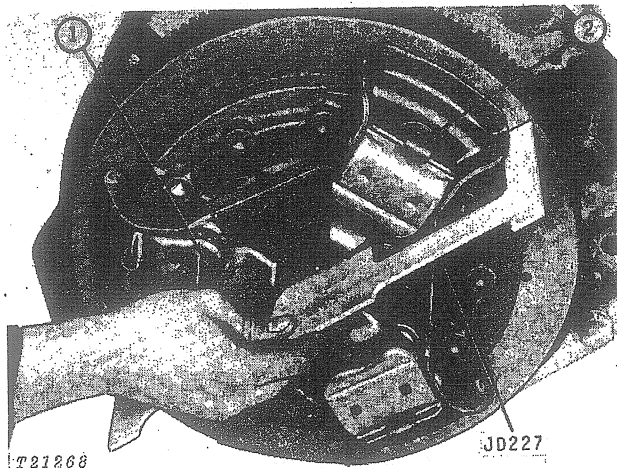
Item	New Part
FINAL DRIVE HOUSING	
Flanged axle shaft end play	0.0020 to 0.0050 in.
<i>NOTE: After obtaining correct end play setting, advance nut if necessary to line up slot in nut with nearest cotter pin hole. Then tighten nut one additional slot.</i>	
Final drive pinion shaft preload	0.0000 to 0.0030 in.
STEERING CLUTCH ASSEMBLY	
Clutch composition facings (thickness of new parts)	0.1750 to 0.1810 in.
Clutch steel plates (thickness of new parts)	0.0900 to 0.0960 in.
Clutch pressure spring (free length)	2 in.
(test strength)	250 to 276 lbs. @ 1-9/16 in.
Clutch auxiliary spring (free length)	1-13/16 in.
(test strength)	83 to 91 lbs. @ 1-1/2 in.
Adjusted height of steering clutch pressure plate release levers	Touching center of JD7, gauge (marked ENGINE)

TORQUE VALUES

Item	Torque (Ft-Lbs)
Flanged axle shaft bearing cover cap screws	50 to 60
Final drive oil pan-to-final drive housing	35
Final drive pinion shaft quill-to-final drive housing	35
Final drive housing-to-steering clutch housing	153-187
Upper cap screws	77-93
Lower cap screws	300
Final drive housing-to-rear crossbar brackets	300
Rock guard-to-final drive housing	18 to 22
Steering clutch pressure plate-to-brake drums	153-187
Track drive sprocket-to-flanged axle	

SPECIAL TOOLS

No.	Name	Use
ESSENTIAL TOOLS		
JD-7	Clutch Adjusting Gauge	To adjust lever height

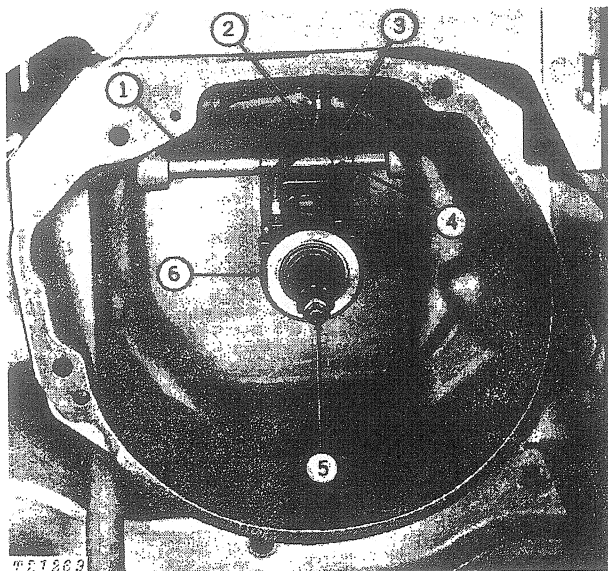


1—Clutch Lever 2—Adjusting Screw

Fig. 5-Adjusting Clutch Levers

IMPORTANT: To insure proper clutch functioning, the variation in adjusted height of release levers should not exceed 0.010 in.

CLUTCH CONTROLS AND CLUTCH HOUSING



1—Clutch Control Shaft 4—Set Screw
2—Grease Tube 5—Drive Shaft
3—Yoke 6—Throw-Out Bearing and Carrier

Fig. 6-Clutch Linkage

The clutch pedal, by means of clutch linkage (Fig. 6), operates the throw-out bearing and engages and disengages the clutch.

A sleeve mounted on the center wall of the clutch housing envelopes the drive shaft. The front end of the drive shaft is supported by the clutch pilot bearing located in the engine flywheel. The drive shaft extends into the rear compartment of the clutch housing and couples with the transmission input shaft.

During clutch engagement, the drive shaft transmits engine power from the splined hub of the driven disk to the transmission input shaft.

Disassembly

Refer to Figs. 6 and 7, page 50-10-6 to remove clutch linkage.

Remove pedal return spring.

Remove pins and cotter pins and separate link from clutch pedal and clutch control lever.

Remove snap ring and washer and slide clutch pedal from shaft.

Remove adjusting screw and lock nut to separate clutch control lever and adjusting lever.

Drive out groove pin and remove levers from clutch control shaft.

Remove grease tube from throw-out bearing carrier and clutch housing.

Unhook return springs from tabs on throw-out bearing carrier.

Pull throw-out bearing and carrier from sleeve.

Loosen jam nut on socket head set screw in yoke and drive clutch shaft from housing until yoke can be removed.

NOTE: Refer to page 10-25-2 and separate clutch housing from tractor to remove clutch shaft.

Remove key from keyway in shaft and drive shaft out of housing.

Drive shaft can be removed by pulling forward out of sleeve and rear coupling. If coupling removes with drive shaft, reinstall it on transmission input shaft by removing cover on lower right side of housing.

Throw-out bearing carrier sleeve can be removed by removing cover from access hole at bottom right of housing. Remove three cap screws mounting sleeve to rear of center wall. Remove sleeve by tapping sleeve to rear and pulling it out access hole.

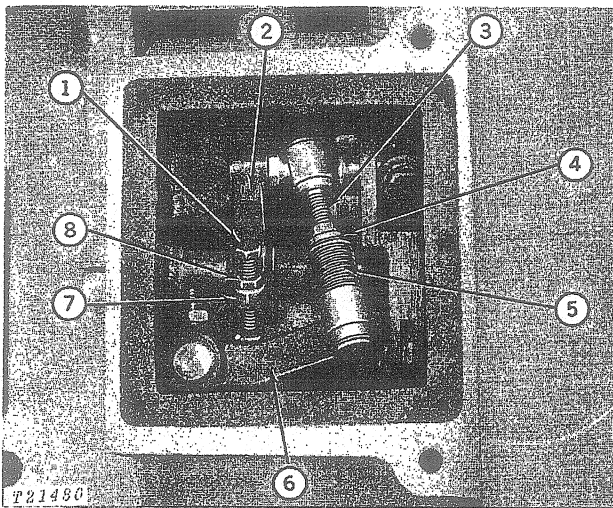
Unscrew the two eye screws holding carrier springs in clutch housing and remove springs.

ADJUSTMENT

The clutches and brakes and their linkage are so related in their operation that the adjustments must be made in a certain order. For that reason it is very important that the adjustments be made exactly as explained on the following pages. Any time the steering levers are readjusted, also check the brake band setting and readjust if necessary.

1. Adjust Steering Lever Free Travel

NOTE: Before making steering lever adjustments, pull back hard on both steering levers, then release them. This will assure the all the slack is taken out of the linkage.



- | | |
|-------------------|----------------------|
| 1—Brake Set Screw | 5—Ball Joint |
| 2—Control Arm | 6—Clutch Control Arm |
| 3—Control Rod | 7—Rocker Arm |
| 4—Lock Nut | 8—Lock Nut |

Fig. 5-Clutch Adjusting Opening

Remove cover and gasket from top of each steering clutch housing. At each opening, loosen lock nut on steering lever brake set screw. Back off screw until it is flush with bottom of rocker arm.

Loosen jam nut on each steering control rod (above). Push forward on spring-loaded end of rod and pull from ball joint.

Adjust steering lever free travel as follows: Measuring from top steering levers to dash, pull steering levers to the rear 1 to 1-1/2 inches for manual steering or 1-1/2 to 2 inches for power steering.

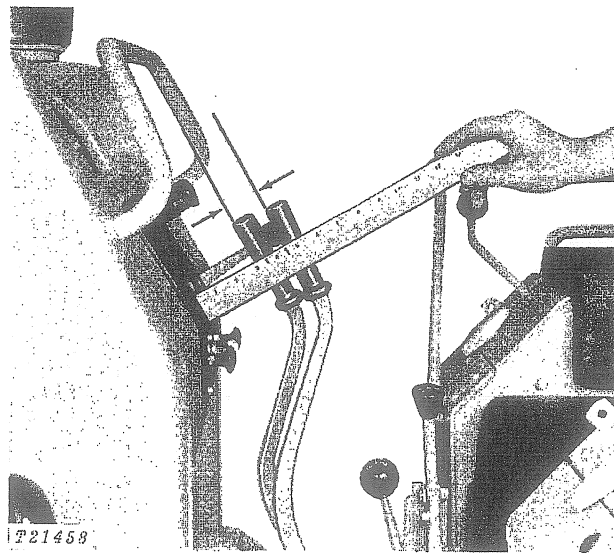
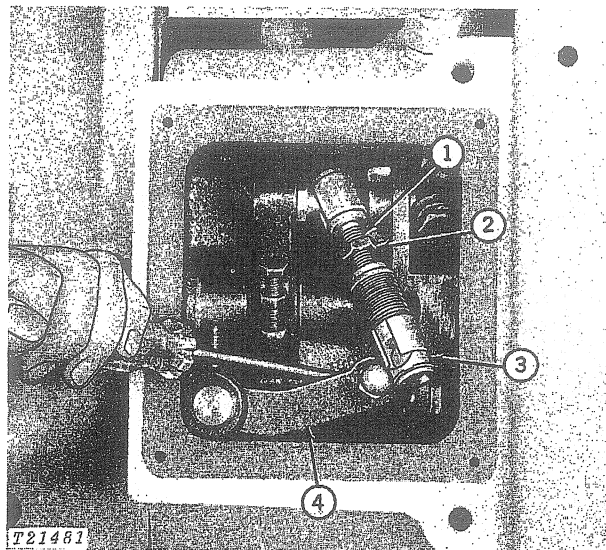


Fig. 6-Steering Lever Free Travel

Insert pins or bolts between steering levers and stops on floor board to hold levers at the correct position.



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|------------------------|----------------------|
| 1—Steering Control Rod | 3—Ball Joint |
| 2—Lock Nut | 4—Clutch Control Arm |

Fig. 7-Steering Control Rod Adjustment

Pull back on clutch control arm until throwout bearing just contacts the clutch fingers. Turn spring loaded rod until rod matches ball joint and slip down over joint. Lock jam nut.

SPECIFICATIONS

Item	New Part
Distance throw-out bearing carrier sleeve extends from face of quill	2-9/16 in.
Steering lever free travel (measured at top of lever handles)	
(Manual steering)	1 to 1-1/2 in.
(Power steering)	1-1/2 to 2 in.

TORQUE VALUES

Item	Torque (Ft-Lbs)
Brake Anchor Hex. Nut	125
Side Frame to Steering Clutch Housing	250
Steering Clutch Housing to Transmission Case Hex. Nuts	300
Steering Clutch Pressure Plate to Brake Drum	20
Track Drive Sprocket Cap Screws	130
Male Ball Joint Stud to Steering Control Arm	50

