THE GEARBOX

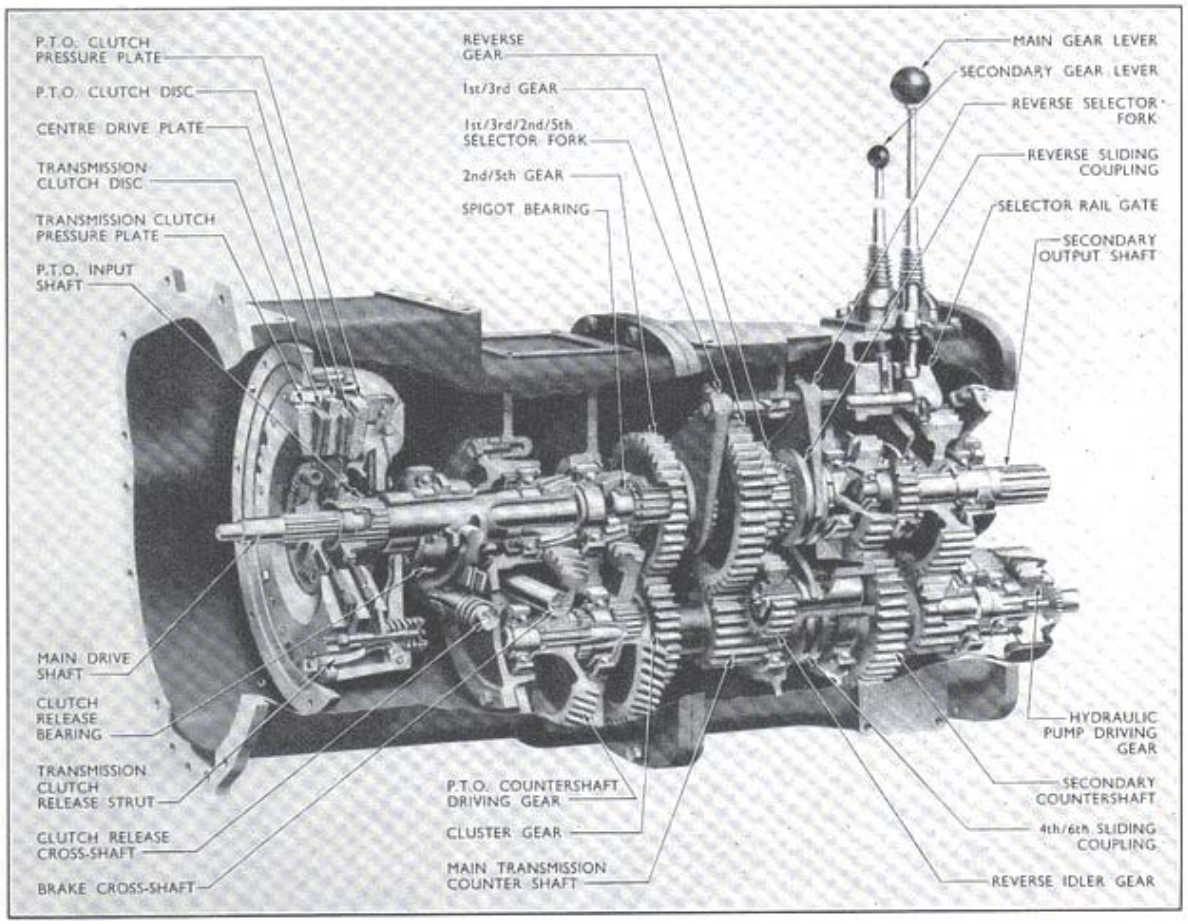


Fig. 1
Sectioned Gearbox

Providing six forward and two reverse ratios, the gearbox is virtually two units in one. The basic gears are housed in the forward portion of the gearbox casing whilst a secondary gear train is mounted in the rear compartment to divide the drive and give ' High ' and ' Low ' speeds.

Gear selection is made by operating two levers, the left-hand (larger) lever controlling the main gearbox and selecting three forward and one reverse ratio, whilst the right-hand (smaller) lever enables the number of reductions throughout the transmission system to be doubled. The main gear lever positions are marked on the corresponding selector lever knob whilst the ' High ' and ' Low ' positions for the secondary gear lever are cast in the gear change cover.

Helical gears transmit the drive to the gearbox countershaft but the remainder of the gears are spur type which are either integral with, or revolve freely on, the shafts. Constant mesh gears are therefore used throughout the gearbox and sliding couplings connect dog teeth on the selected gears to fixed connectors on the shafts. This enables the gears to be of particularly robust construction whilst eliminating the tendency for gear ' crashing ' and reducing damage and wear of the gear teeth to a minimum.

When a ' Live ' power take-off is fitted, an extra pair of constant mesh helical gears transmit the drive from the P.T.O. clutch to the P.T.O. countershaft. One of these is integral with the P.T.O. input shaft, which operates on the outside of the main drive shaft, whilst the other replaces the P.T.O. countershaft driving coupling used on standard gearboxes. Fig. 2 illustrates these gears, together with the additional bearings and oil seals required to effect a conversion.

REPAIR OPERATIONS

The following operations apply basically to tractors fitted with a single clutch and standard transmission, but where variations exist due to the fitting of additional components to suit a double clutch and ' Live ' P.T.O., the additional or alternative operations are shown in heavy type and the operation numbers given a suffix letter, i.e. **3a, 3b, 3c,** etc.

Effective with Serial No. 957E–63953 new ratio gearboxes were introduced and although the basic design remained unchanged, dimensional changes were made to shafts and gears which affected certain tools and procedures detailed in previous issues of this section.

The following repair operations are applicable to all Dexta gearboxes and specific reference has been made where differences exist which affect the procedure. It should be noted also that in a few instances a note has been made that certain tools are suitable for use on gearboxes prior to Serial No. 957E–63953 and no reference has been made to modified or new tools for these applications on current gearboxes. This is because a re-appraisal has been made of the necessary tools and where no specific tool is mentioned it has been possible to perform the operations without special equipment.

A further point to be noted is that prior to Serial No. 957E–63953 the main drive shaft oil seal retainer and gearbox front cover plate screws were retained by locking wire, but subsequent to this number, special locking plates with turn-over tabs to lock the screw heads were introduced. In this section reference is made to locking tabs only, but where locking wire was originally used this method of locking may still be applied if so desired.

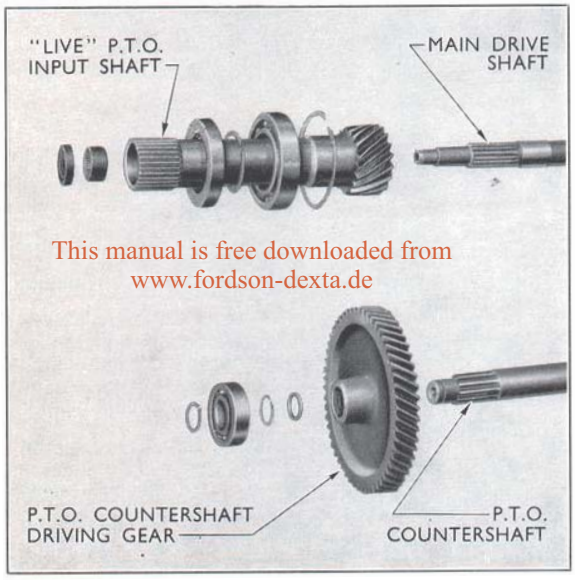


Fig. 2
Live P.T.O. Shaft and Gears

Fig. 3
Refitting P.T.O. Input Shaft

To Remove the Main Drive Shaft Oil Seal (Standard Transmission)

To Remove the P.T.O. Input Shaft Oil Seals (' Live ' P.T.O. Transmission)

1. Split the tractor at the engine/clutch flange (see Engine section ' To Remove the Engine and Front Axle Assembly '). Disconnect the clutch release rod from the clutch release arm, lift away the return spring from the release fork and remove the clutch release bearing.

2. Extract the split pins and clevis pins retaining the clutch release fork to the cross-shaft and withdraw the shaft. Remove the clutch return spring and fork from the housing.

3. Remove the oil seal retainer after straightening the locking tabs and removing the five securing screws. Withdraw the oil seal from the retainer housing.

3a. Remove the P.T.O. input shaft and oil seal retainer (as an assembly). This assembly is retained by the same securing screws and locking tabs as are used on standard transmissions (see operation 3).

3b. Detach the circlip securing the P.T.O. input shaft rear bearing to the retainer and withdraw the retainer and rear oil seal assembly from the shaft.

3c. Extract the rear oil seal from the retainer.

3d. Extract the front oil seal from the internal bore of the shaft, being careful not to damage the needle roller bearing which is located behind the oil seal.

To Replace the Main Drive Shaft Oil Seal (Standard Transmission)

To Replace the P.T.O. Input Shaft Oil Seals (' Live ' P.T.O. Transmission)

1. Assemble the main drive shaft oil seal to the retainer with sharp edge of the seal facing outwards (i.e. towards the gearbox) using Tool No. T.7067 with 550 handle.

1a. Assemble the front oil seal to the P.T.O. input shaft using Tool No. T.7071 with 550 handle, ensuring that the sharp edge of the seal faces inwards. Take particular care not to damage the front roller bearing during this operation. The seal locates on the first shoulder in the bore at the front end of the shaft.

1b. Replace the rear oil seal in the retainer with the sharp edge of the seal facing outwards (i.e. towards the gearbox) using Tool No. T.7076 with 550 handle.

1c. Assemble the P.T.O. input shaft to the retainer (see Fig. 3) and secure by fitting the appropriate circlip in the retainer housing, locating it directly behind the rear bearing.

2. Slide the retainer over the main drive shaft and secure to the front cover plate with the five set screws and locking tabs.

Note.—The top screw passes through both the retainer and the front cover plate and is therefore longer than the other four screws.

Tighten the retaining screws to 40 lb./ft. torque and secure by means of the locking tabs.

2a. Slide the P.T.O. input shaft and oil seal retainer assembly over the main drive shaft and secure the retainer to the front cover plate observing the same precautions as for the assembly of the oil seal retainer on standard transmissions.

3. Enter the clutch cross-shaft into the clutch housing sufficiently to enable the release bearing return spring to be placed over the inner end of the shaft with the hooked end of the spring facing the left-hand side of the clutch housing. Place the release fork in the housing with the lug on the fork adjacent to the spring. Fully assemble the cross-shaft picking up the release fork.

Retain the fork to the cross-shaft with two clevis pins and secure with the appropriate split pins. The fork must project upwards with the release arm in the normal working position.

4. Rotate the fork in a forward direction, locate the release bearing on the oil seal retainer and link the fork with the slots in the bearing hub.

5. Place the outer end of the return spring in the pocket formed in the side of the clutch housing and link the inner end of the spring with the lug on the side of the release fork. Connect the clutch release rod to the release arm with a clevis pin and split pin.

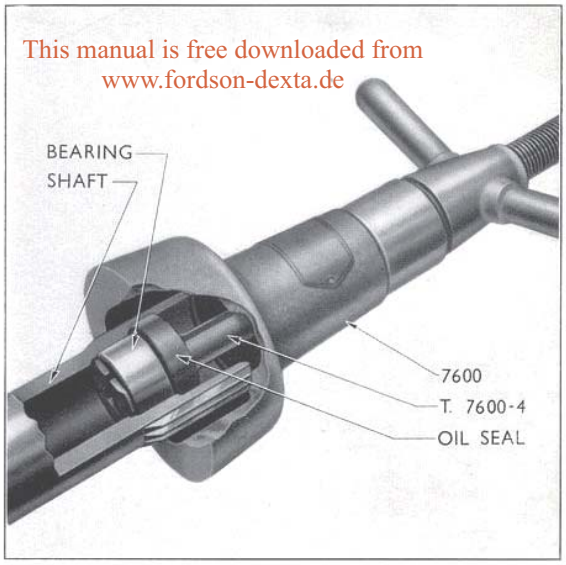


Fig. 4
Removing P.T.O. Input Shaft Front Bearing

6. Join the clutch housing to the engine as outlined in the Engine Section ' To Replace the Engine and Front Axle Assembly '.

To Remove the P.T.O. Input Shaft Front and Rear Bearings (' Live ' P.T.O. Transmission only).

1. Refer to the instructions for removal of the P.T.O. input shaft oil seals and withdraw the P.T.O. input shaft and oil seal retainer assembly. Extract the rear circlip and remove the shaft from the retainer.

2. If the front bearing requires servicing first extract the oil seal then remove the bearing using Main Tool No. 7600 and split collets T.7600–4 (see Fig. 4).

3. Remove the circlip retaining the rear bearing to the shaft and drive the bearing from the shaft by means of a suitable drift located between the teeth of the ' Live ' P.T.O. input shaft behind the bearing. On tractors produced before Serial No. 957E–63953 this bearing may be removed using adaptors T.7000–16 with Main Tool No. T.7000.

To Replace the P.T.O. Input Shaft Front and Rear Bearings (' Live ' P.T.O. Transmission only).

1. To assemble the rear bearing on to the shaft, place adaptors No. T.7000–10 in Tool No. T.7000, locate the bearing within the adaptors and pass the shaft through the bearing. Insert thrust pad T.7000–10/b into the bore at the gear end of the shaft, press the bearing into position and retain with the appropriate circlip.

2. Whenever the front bearing has been removed it should be regarded as expendable and both the bearing and the oil seal should be replaced by new parts.

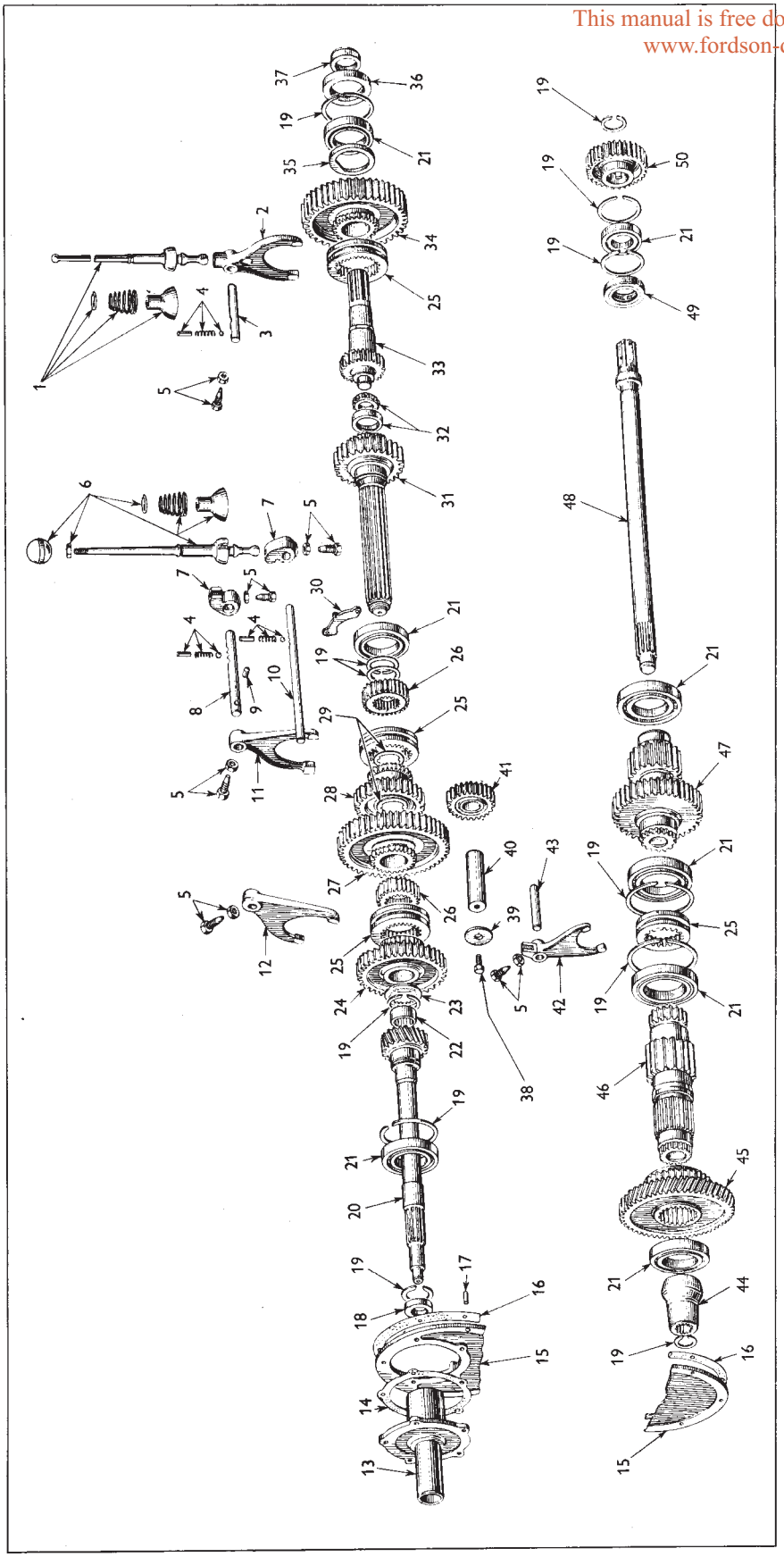


Fig. 5 Exploded View of Gearbox (Standard Transmission)

1 Secondary Gear Change Lever Assembly
2 High/Low Selector Fork
3 High/Low Selector Rail
4 Selector Plunger, Spring and Ball
5 Selector Fork Retaining Screw and Locknut
6 Main Gear Change Lever Assembly
7 Selector Rail Gates
8 Reverse Selector Rail
9 Selector Rail Interlock
10 1st/3rd/2nd/5th Selector Rail
11 Reverse Selector Fork
12 1st/3rd/2nd/5th Selector Fork
13 Oil Seal Retainer
14 Oil Seal Retainer Gasket
15 Front Cover Plate
16 Front Cover Plate Gasket
17 Front Cover Plate Dowel
18 Main Drive Shaft Oil Seal
19 Circlip
20 Main Drive Shaft
21 Ball Bearing
22 Spigot Roller Bearing
23 Thrust Washer
24 2nd/5th Gear
25 Sliding Coupling
26 Connector
27 1st/3rd Gear
28 Reverse Gear
29 Thrust Washer
30 Main Shaft Retaining Plate
31 Main Shaft
32 Spigot Bearing
33 Secondary Output Shaft
34 Secondary Output Shaft Gear
35 Thrust Washer
36 Oil Seal
37 Oil Seal Sleeve
38 Reverse Idler Retaining Bolt
39 Flat Washer
40 Reverse Idler Shaft
41 Reverse Idler Gear Assembly
42 4th/6th Selector Fork
43 4th/6th Selector Fork Supporting Rail
44 P.T.O. Driving Coupling
45 Transmission Countershaft Cluster Gear
46 Transmission Countershaft
47 Secondary Transmission Countershaft
48 P.T.O. Countershaft
49 Oil Seal
50 Hydraulic Pump Driving Gear

It is most important that the new bearing is fitted at the correct distance, i.e. 1·01 in. (25·65 mm.) from the front face of the shaft. Ring adaptor No. T.7000–20/a and its corresponding thrust pad T.7000–20/b used with guide sleeve T.7000–20/e in Tool No. T.7000 ensures that this distance is correct.

First place the new front bearing on the thrust pad with the end carrying the manufacturer's name facing towards the pad (i.e. away from the bore in the shaft). Place the guide sleeve in the front end of the shaft, locating the gear end in the slave ring of Main Tool No. T.7000.

Enter the bearing and pad into the guide sleeve and operate the centre screw of Tool No. T.7000 to press the bearing into the correct position. *It must* **not** *be pressed on to the shoulder at the inner end of the counterbore in the shaft.*

3. Replace the front oil seal and complete the assembly as previously described on page 2.

To Remove the Main Drive Shaft Assembly

1. Drain the oil from the gearbox.

2. Remove the bonnet, disconnect the battery and remove the control panel side plates (four self-tapping screws in each plate).

Disconnect the two rear lamp wires from the main wiring loom (snap connectors).

3. Disconnect the brake and clutch rod clevises at their front ends.

3a. Remove the brake cross-shaft lever and key and withdraw the brake pedals and cross-shaft as an assembly.

4. Remove the horizontal exhaust pipe (if fitted).

5. Disconnect the front axle radius rods at their rear ends.

Remove the steering wheel and throttle control lever from the vertical control shaft. Release the instrument panel by removing the four screws securing it to the fuel tank and lift the instrument panel away from the steering column leaving all wiring connections attached.

Remove the three bolts retaining the fuel tank rear support bracket to the gearbox housing and the two bolts securing the fuel tank to its front support bracket.

Lift the tank sufficiently for the rear support to clear the gearbox flange and insert suitable wooden wedges between the steering drop arm and the tank to hold it in this position.

Firmly support the gearbox housing and install lifting tackle on the engine.

Remove the retaining bolts and nuts securing the gearbox to the clutch housing and move the engine and clutch housing assembly complete with steering box and fuel tank away from the gearbox.

5a. Suitably support the gearbox/clutch unit and split the tractor at the engine/clutch housing flange (see Engine Section ' To Remove the Engine and Front Axle Assembly ').

5b. Open the fuel tank tap and drain off the contents through the main fuel feed pipe.

5c. Disconnect the injector leak-off pipe from the tank and remove the pipe.

5d. Move the throttle lever upwards, so pushing the forward end of the throttle horizontal operating rod through the adjacent slot in the battery heat baffle. Release the operating rod block from the linkage friction pad by removing the retaining linkage clip.

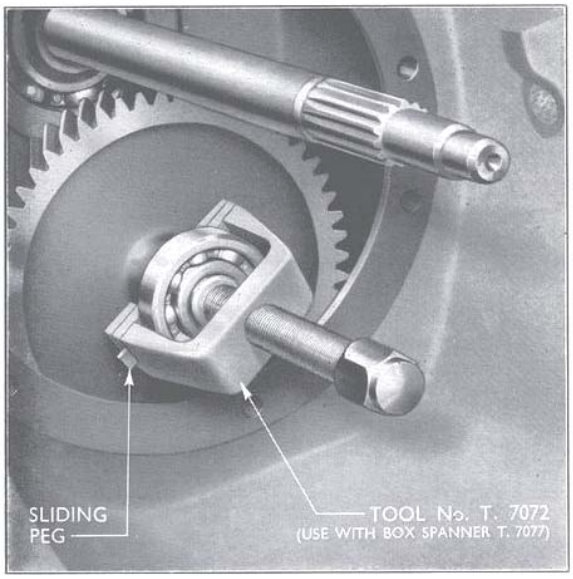


Fig. 6

Removing P.T.O. Countershaft Front Bearing

5e. Remove the five bolts retaining the battery heat baffle and battery tray to the top of the clutch housing and lift away the tray and baffle complete with air cleaner and forward controls of the throttle linkage. Removing these bolts also releases the battery earth strap and the earth lead from the main wiring loom.

5f. Remove the bolts securing the front and rear fuel tank support brackets to the clutch and gearbox housing.

5g. Unscrew the four bolts securing the steering gear to the clutch housing.

5h. Lift away the steering gear, fuel tank and support brackets, control panel and wiring as one complete assembly. The assembly should be handled and stored carefully to avoid damaging any parts.

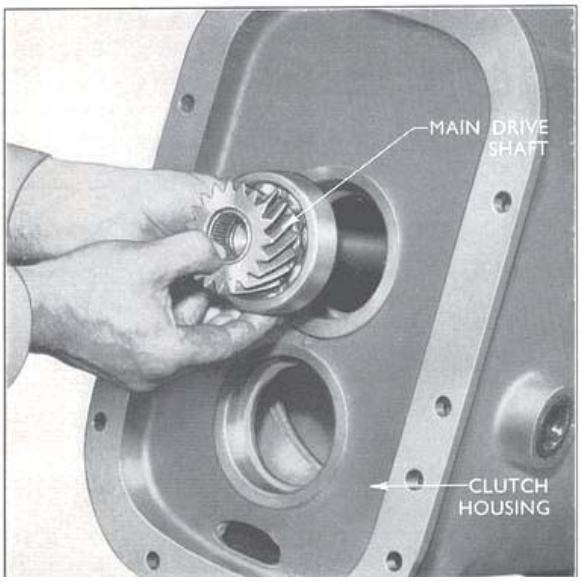


Fig. 7
Removing Main Drive Shaft

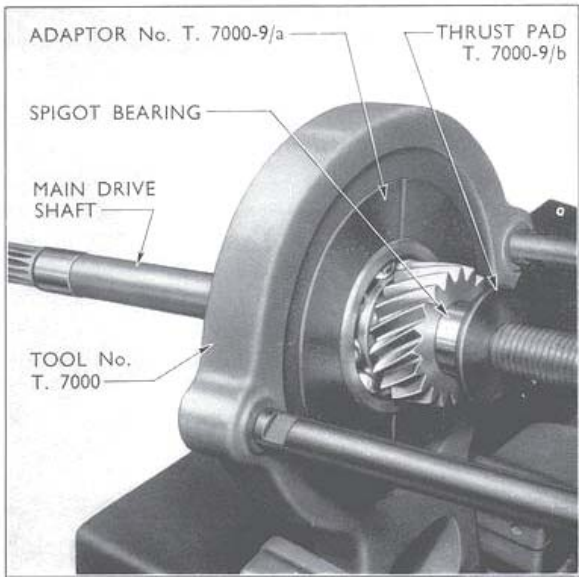


Fig. 8
Replacing Main Drive Shaft Spigot Bearing

5i. Remove the clutch release bearing, return spring and fork and withdraw the clutch cross-shaft.

5j. Straighten the locking tabs and remove the screws retaining the front cover plate (the top screw passes through both the oil seal retainer and the cover plate) and remove the cover plate, P.T.O. input shaft and oil seal retainer as an assembly.

5k. Remove the circlip retaining the P.T.O. countershaft front bearing to the countershaft and using Tool No. T.7072 with special box spanner T.7077 withdraw the bearing from the shaft (see Fig. 6). Ensure that the small sliding pegs of the tool fit snugly behind the inner race of the bearing when carrying out this operation.

5l. Remove the bolts, nuts and spring washers securing the clutch housing to the gearbox and lift away the clutch housing.

6. Extract the circlip retaining the main drive shaft ball bearing to the clutch housing and withdraw the shaft and bearing assembly (see Fig. 7).

To Overhaul the Main Drive Shaft Assembly

Either the ball or the spigot (roller) bearing may be serviced independently but the ball bearing must be in position before assembling the spigot bearing to the shaft.

(i) *Remove the circlip retaining the ball bearing to the shaft and drive the bearing from the shaft by means of a suitable drift located between the helical teeth behind the bearing. On tractors produced before Serial No. 957E–63953 the bearing may be removed using adaptors T.7000–9/a with Main Tool No. T.7000.*

(ii) *If necessary, withdraw the spigot (roller) bearing from the gear end of the shaft using Main Tool No. 7600 and split collets T.7600–5.*

Whenever the spigot bearing is removed, it is recommended that it is discarded and a new bearing used on reassembly.

(iii) *Reverse the shaft and ball bearing in the Main Tool T.7000 and using adaptors T.7000–9/a and thrust pad T.7000–9/b in the spigot bearing end of the shaft, draw the ball bearing into position and retain with an appropriate circlip.*

(iv) *If the spigot bearing has been removed, assemble a new spigot bearing to the main drive shaft as illustrated in Fig. 8.*

It is important that when the new spigot bearing is fitted, it is assembled at a depth of ·09 in. (2·29 mm.) from the drive shaft rear face, and that the end of the bearing carrying the manufacturer's name faces away from the bore in the shaft. Thrust pad T.7000–9/b ensures that the correct depth is maintained.

It must **not** *be pressed to such a depth as to seat on the bottom of the counterbore in the shaft.*

To Replace the Main Drive Shaft Assembly

1. Place the main drive shaft assembly in the clutch housing and retain by fitting a circlip behind the ball bearing. Where a single clutch is fitted careful assembly is necessary to obviate damage to oil seal, clutch disc splines and spigot bearing.

2. Using a new gasket and guide studs (Tool No. T.7068) join the engine/clutch housing assembly to the gearbox.

Note.—It may be necessary to use an extra long bolt and nut on each side of the assembly in order to draw the two housings completely together and ensure that the main transmission countershaft front bearing seats fully into its location in the clutch housing.

Insert the retaining bolts, spring washers and nuts and tighten securely.

Locate the ball ends of the front axle radius rods in the ball cups on the gearbox housing and refit the radius rod ball caps.

Remove the wooden wedges, lower the fuel tank into position and replace the tank to front support bracket bolts and the fuel tank rear support bracket to gearbox housing bolts.

Refit the instrument panel and warning light retaining plate.

Replace the throttle control lever and the steering wheel.

2a. Place the P.T.O. driving gear within the rear compartment of the clutch housing and install guide studs (Tool No. T.7068) in diametrically opposite holes in the gearbox flange. Using a new gasket, join the clutch and gearbox housings, assembling the P.T.O. driving gear to the splines of the P.T.O. countershaft as the housings are moved together. Insert the retaining bolts, nuts and spring washers and tighten securely.

2b. Tap the front ball bearing onto the P.T.O. countershaft and retain with the appropriate circlip.

2c. Replace the front cover plate, P.T.O. input shaft and oil seal retainer assembly, using a new gasket between the cover and housing. Fit the locking plates and retaining screws. Tighten the retaining screws to a torque of 40 lb. ft. and secure by means of the locking tabs.

2d. Assemble the clutch cross-shaft, fork, return spring and release bearing.

2e. Replace the steering gear, fuel tank and support brackets, control panel and wiring assembly. Secure the steering box to the clutch housing with four bolts (the forward bolt on the right-hand side also retains the horn assembly), and the fuel tank rear support bracket to the gearbox housing with three bolts.

2f. Refit the battery heat baffle and air cleaner assembly and the battery tray. Secure the fuel tank front support bracket and the rear of the battery tray to the clutch housing with three bolts. (The right-hand bolt also secures the main wiring loom earth connection and the left-hand bolt the battery earth strap.)

Secure the front of the battery tray and the heat baffle to the clutch housing with two bolts. (The right-hand bolt also secures the main wiring loom clip.)

2g. Reconnect the throttle horizontal operating rod block to the linkage friction pad (at the heat baffle) and retain with the linkage clip.

Connect the injector leak-off pipe to the fuel tank.

2h. Join the engine to the clutch housing as described in the Engine Section ' To Replace the Engine and Front Axle Assembly '.

2i. Refit the brake pedals and cross-shaft assembly, fit a Woodruff key to the left-hand end of the cross-shaft, assemble the cross-shaft arm and retain with a pinch bolt.

3. Reconnect the clutch and brake operating rods.

4. Refit the horizontal exhaust pipe (if required).

5. Reconnect the rear lamp wiring to the main wiring loom and replace the control panel side plates.

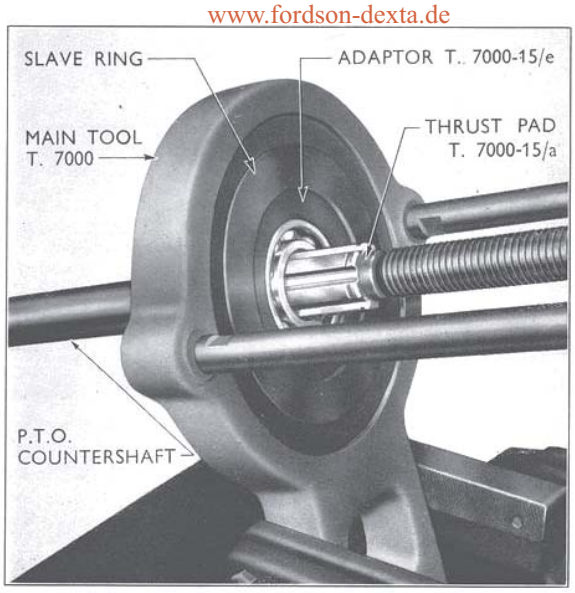


Fig. 9
Removing P.T.O. Countershaft Rear Bearing

6. Replace the battery leads and refit the bonnet.

7. Fill the gearbox with the correct grade of lubricant (see specification).

7a. Fill the fuel tank and bleed the injection system.

To Remove the Secondary Transmission

1. Drain the oil from rear transmission and follow operations 1, 2, 3, 4 and 5 of sub-section headed 'To Remove the Main Drive Shaft Assembly' then remove the circlip retaining the P.T.O. countershaft driving coupling to the countershaft and extract the coupling.

1a. Drain the oil from the rear transmission and follow operations 1, 2, 3, 3a, 4, 5a, 5i, 5j and 5k of sub-section headed 'To Remove the Main Drive Shaft Assembly'.

2. Remove the front foot plate bracket to gearbox housing bolts on either side of the tractor.

3. Firmly support the rear transmission housing, remove the bolts and nuts securing the gearbox to the rear transmission and separate these assemblies.

4. Remove the hydraulic pump driving gear shroud, extract the circlip retaining the hydraulic pump driving gear to the rear of the P.T.O. countershaft and withdraw the gear from the shaft.

5. Remove the locking wire and retaining screws and lift away the rear cover plate assembly complete with P.T.O. countershaft.

6. If necessary extract the circlip retaining the P.T.O. countershaft rear bearing to the rear cover plate and withdraw the countershaft and bearing.

To Renew the P.T.O. Countershaft Rear Bearing

Main Tool No. T.7000 with slave ring may be used to withdraw and replace the P.T.O. countershaft rear bearing.

(i) *Locate adaptor T.7000–15/e behind the bearing and place the shaft and bearing assembly together with the adaptor in the Main Tool (in which the slave ring has already been assembled).*

(ii) *Place thrust pad T.7000–15/a between the rear end of the shaft and the centre screw of the tool (see Fig. 9) and press the shaft through the bearing.*

(iii) *To replace the bearing, first place adaptor T.7000–15/d within ring T.7000–15/e and assemble to the P.T.O. countershaft so that the inner adaptor locates against the front face of the oil seal journal.*

Fig. 10
Replacing Secondary Output Shaft Oil Seal

(iv) *Place this assembly in Main Tool T.7000, using the Main Tool slave ring to locate the outer adaptor.*

(v) *Position the bearing on the rear end of the P.T.O. countershaft and using replacement thrust sleeve T.7000–15/b between the bearing and the centre screw of the Main Tool press the bearing onto the shaft until it seats against the rear face of the oil seal journal.*

o Overhaul the Rear Cover Plate Assembly

(i) *Extract the secondary transmission output shaft oil seal.*

(ii) *Extract the P.T.O. countershaft oil seal.*

(iii) *Using adaptor T.7073 with 550 handle, fit a new secondary transmission output shaft oil seal to the rear cover plate, making the assembly from the outside of the cover and driving the seal as far as possible into the retainer (see Fig. 10) without actually contacting the circlip when the circlip is against the rear face of its groove. Several alternative types of oil seal are used in this location but if the type being fitted has a spring loaded main sealing edge, ensure that this edge faces the inside of the cover plate.*

(iv) *Using adaptor T.7074 with 550 handle, fit a new P.T.O. countershaft rear oil seal to the rear cover plate ensuring that the main sealing edge faces the inside of the cover. Make the assembly from the inside of the cover and drive the seal into position to seat against the retaining circlip.*

7. Partially remove the secondary transmission countershaft gear assembly so that the inner bearing is free from its locating bore and lower the assembly on to the floor of the gearbox rear compartment. Withdraw the secondary transmission output shaft and gear assembly followed by the secondary countershaft assembly (see Fig. 11).

To Overhaul the Secondary Countershaft Assembly

(i) *Remove the front bearing from the countershaft. On tractors produced before Serial No. 957E–63953 the bearing may be removed using adaptors T.7000–14 with the Main Tool T.7000.*

(ii) *Repeat the operation on the rear bearing using the same adaptors and Main Tool.*

(iii) *New bearings may be fitted with these adaptors by reversing the dismantling procedure.*

To Overhaul the Secondary Transmission Output Shaft Assembly

The following procedure pre-supposes that a complete overhaul of the assembly is to be undertaken. If required, however, the front bearing inner race may be removed, using the same tools, without disturbing the gear, rear bearing and oil seal sleeve, and vice versa.

The front (spigot) bearing inner race is a press fit on the output shaft and it must be serviced as a matched assembly with the cup which is held in the rear counterbore of the transmission main shaft. (Refer to page 13 'To Overhaul the Main Shaft' and note that the tool for replacement of the cup has been designed for use with the inner race assembled to the cup. The cup must therefore be assembled to the main shaft before the assembly of the inner race to the secondary transmission output shaft.)

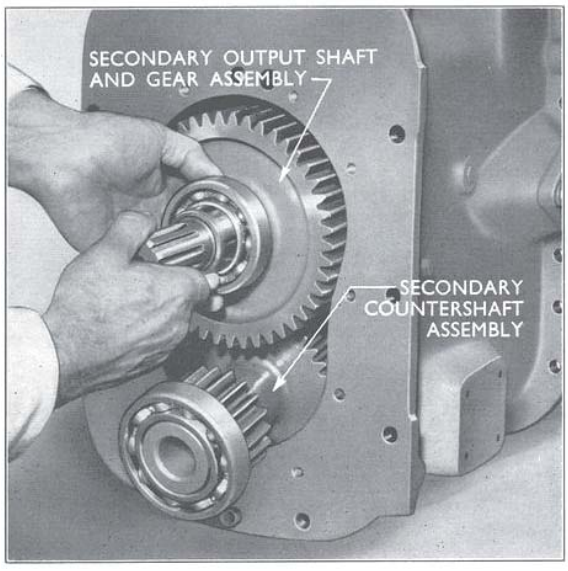


Fig. 11
Removing Secondary Gearbox Shafts

(i) *Assemble split adaptors T.7000–12 around the front bearing inner race and place the assembly in Main Tool T.7000. (See Fig. 12.) Apply pressure to the front end of the shaft by tightening the centre screw of the tool and withdraw the bearing inner race.*

(ii) *Place the output shaft assembly in Tool No. T.7000 (without adaptors) with the front face of the gear against the tool frame and the splined end of the shaft towards the centre screw of the tool. The gear, thrust washer, rear bearing and oil seal sleeve may then be withdrawn in one operation (see Fig. 13).*

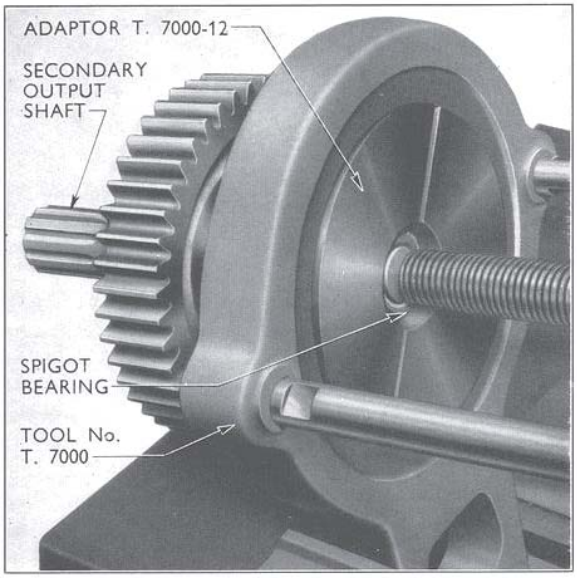


Fig. 12
Removing Secondary Output Shaft Spigot Bearing

(iii) *To rebuild the assembly, replace the gear on the shaft with the dog teeth adjacent to the splined connector. Fit the thrust washer and note that a flat on the washer matches a corresponding flat on the outside diameter of the shoulder on the shaft.*

(iv) *Place ring adaptor T.7000–13 within slave ring of Tool No. T.7000, locate the bearing on the shaft and pass the rear end of the shaft through the ring adaptor so that the spigot end of the shaft faces towards the centre screw of the tool. Press the bearing into position to seat against the thrust washer.*

(v) *Remove the shaft assembly from the tool, locate the oil seal sleeve on the shaft (with the chamfered end of the sleeve facing away from the bearing) and replace this assembly in the Main Tool. (See Fig. 14.)*

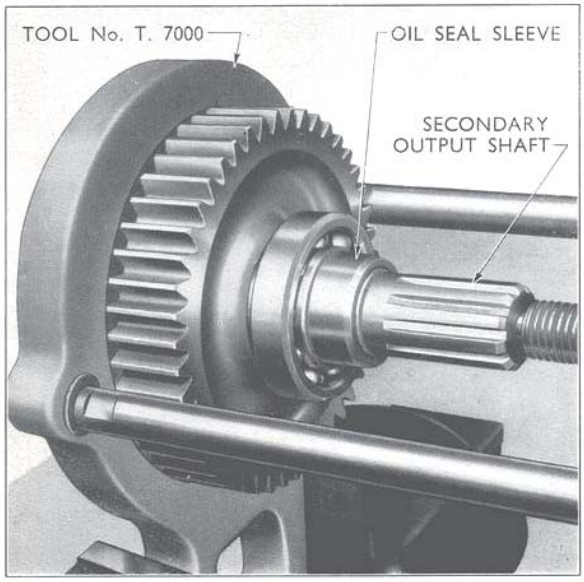


Fig. 13
Dismantling Secondary Output Shaft

Press the oil seal sleeve into position to seat against the bearing.

(vi) *Remove the assembly and substitute split adaptors T.7000–12 for those formerly used. Place the front bearing inner race in the adaptors and locate the output shaft assembly between the bearing race and the centre screw of the tool. Press the shaft into the bearing until it seats securely against the shoulder on the shaft.*

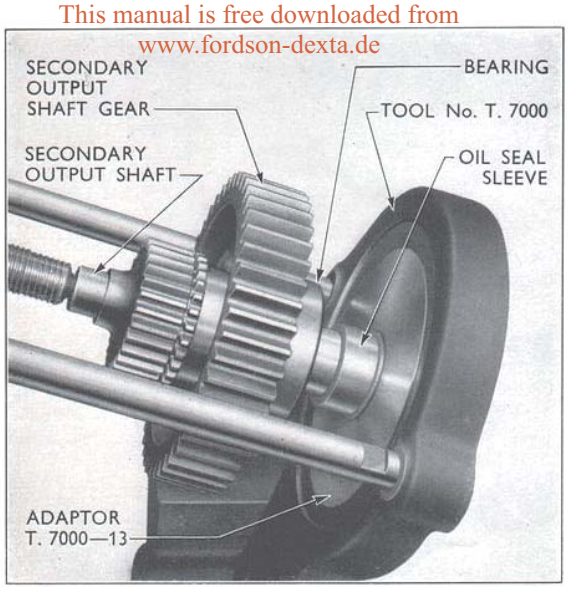


Fig. 14
Replacing Secondary Output Shaft Oil Seal Sleeve

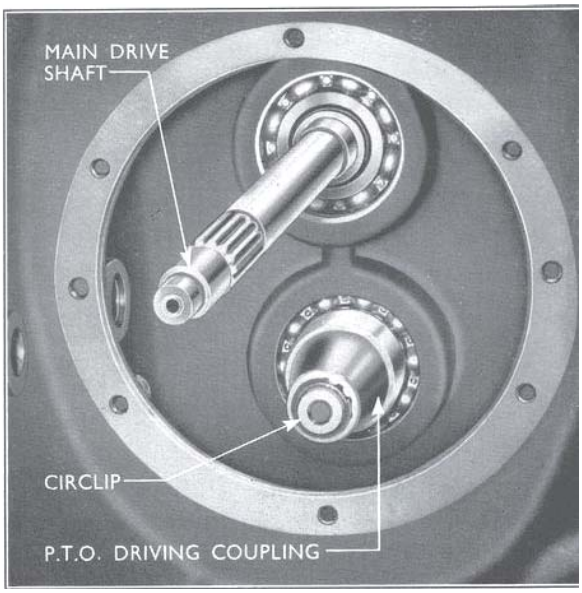


Fig. 15
P.T.O. Countershaft Driving Coupling

To Replace the Secondary Transmission

1. Ensure that the High/Low sliding coupling is located within the jaws of the fork and move to the ' High ' speed engaged position on the main shaft.

2. Place the secondary countershaft assembly within the rear compartment of the gearbox, but do not press the front bearing into its bore otherwise it will be impossible to assemble the secondary transmission output shaft assembly.

3. Install the secondary output shaft assembly, then press the secondary countershaft and bearing assembly fully into position.

Note:—The secondary output shaft and the High/Low sliding coupling are serviced as a matched assembly, the faces of the splines on shaft and coupling being marked to show their relative radial assembled position. These marks must coincide when assembly of the output shaft is completed.

4. Assemble the P.T.O. countershaft and bearing assembly to the rear cover plate, using guide sleeve T.7097 to prevent damage to the oil seal, and secure with the appropriate circlip.

5. Using a new gasket between the cover plate and gearbox, replace the cover plate and P.T.O. countershaft assembly. Ensure that the two dowels, fitted at the top and bottom of the cover plate, locate correctly in the corresponding dowel holes in the rear face of the gearbox housing.

5a. Examine the P.T.O. countershaft driving gear to ensure that the thrust washer and circlip are fitted to the internal bore. Place the gear in the rear compartment of the clutch housing.

Using a new gasket between cover plate and gearbox, replace the rear cover plate and P.T.O. countershaft assembly picking up the P.T.O. driving gear on the forward splines of the countershaft as the assembly is made.

6. Fit and tighten the rear cover plate retaining screws to a torque of 40 lb./ft., then secure with locking wire.

7. Assemble the P.T.O. countershaft driving coupling to the splines of the P.T.O. and main transmission countershafts and secure with the appropriate circlip (see Fig. 15).

7a. Support the rear of the P.T.O. countershaft and tap the front bearing onto the shaft. Insert a circlip in the groove in the P.T.O. countershaft directly in front of the bearing location to retain the bearing in position.

8. Replace the hydraulic pump driving gear (see Fig. 16), retaining it to the countershaft with the appropriate circlip.

9. Fit the hydraulic pump driving gear shroud and ensure that the small tab at the bottom of the shroud is turned up to correctly locate in the cut-out of the boss in the base of the rear cover plate. Stake the edge of the shroud into the groove machined in the cover boss.

10. Locate a new gasket on the rear axle housing flange and assemble two guide studs (Tool No. T.7068/a) to the gearbox flange. The threaded ends of the guide studs must first be screwed into the retaining plates (T.7068/b) and the protruding threaded ends then inserted in the bolt holes in the flange and retained by the appropriate nuts.

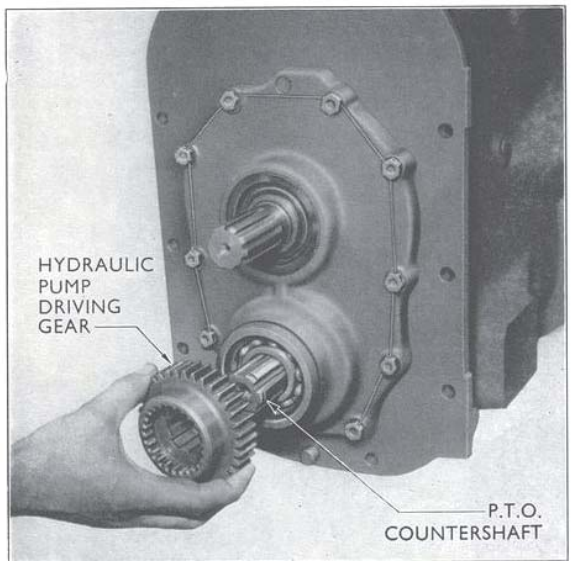


Fig. 16
Replacing Hydraulic Pump Driving Gear

11. Locate the main drive coupling well forward on the rear axle drive pinion splines with the P.T.O. shifter lever in the disengaged position.

12. Join the gearbox and rear transmission housings, lining them up carefully on the guide studs so as to engage the main drive coupling splines with the secondary output shaft of the gearbox. Fit the flange bolts, nuts and spring washers and tighten securely.

13. Refit the footplate bracket to gearbox housing bolts. **The lower bolt on the left-hand side also secures the clutch pedal return spring tab on 'Live' P.T.O. transmissions.**

14. Refer to section headed 'To Replace the Main Drive Shaft' and follow operation 2.

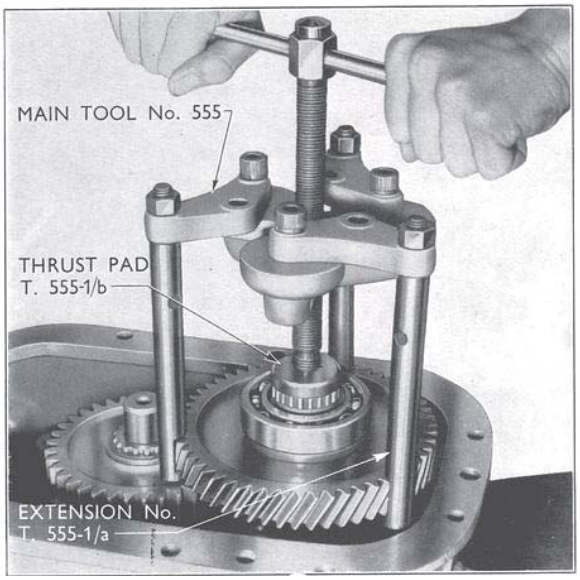


Fig. 17
Removing Main Countershaft Gear and Bearing

14a. Refer to section headed 'To Replace the Main Drive Shaft' and follow operations 2c, 2d and 2i.

15. Refer to section headed 'To Replace the Main Drive Shaft' and follow operations 3, 4, 5, 6 and 7.

16. Refill the rear transmission with the same type of oil as was used in the gearbox.

To Remove the Transmission Main Shaft Assembly

1. Remove the secondary transmission output shaft and countershaft assemblies as outlined in section headed 'To Remove the Secondary Transmission'.

1a. Remove the clutch housing as outlined in operations 1 to 5l of sub-section headed 'To Remove the Main Drive Shaft', drain the oil from the rear transmission and carry out operations 2 to 7 of sub-section headed 'To Remove the Secondary Transmission'.

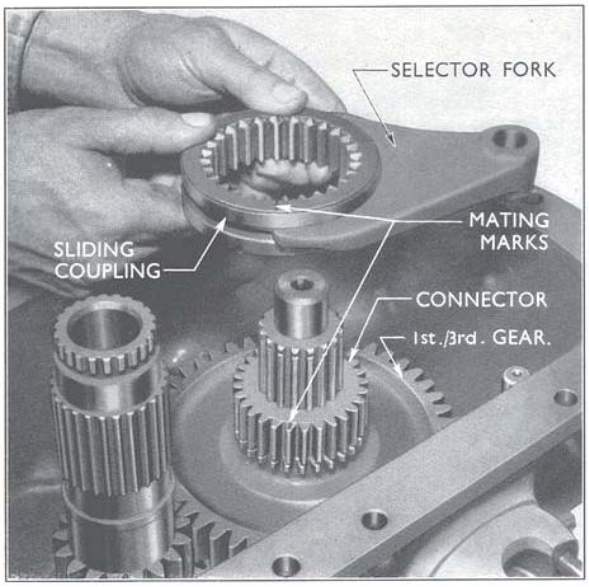


Fig. 18
Removing 1st/3rd; 2nd/5th Sliding Coupling

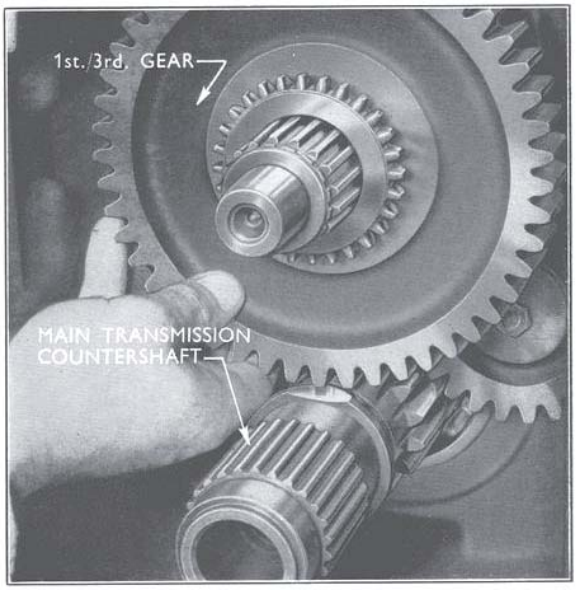


Fig. 19
Removing First/Third Gear

2. Place the gearbox on its rear face.

3. Draw the main transmission countershaft cluster gear and front bearing from the countershaft, using extension legs T.555–1/a in Main Tool No. 555. When using this tool, first assemble the legs to the outer holes in the swinging arms, but do not tighten the retaining nuts. Locate thrust pad T.555–1/b in the end of the countershaft and place the tool so that the recess in each leg fits around the teeth of the large gear of the cluster (see Fig. 17). The arms of the tool should always ' trail ' and care should be taken to ensure that the lower edges of the recesses in the legs seat firmly behind the gear teeth.

Tighten the nuts retaining the legs to the swinging arms and operate the centre screw of the tool to withdraw the gear and bearing in one operation.

4. Extract the circlip from the front end of the mainshaft and remove the splined thrust washer, followed by the second/fifth gear. Loosen the locknut and remove the screw from the first/third/second/fifth speed selector fork and withdraw the fork and sliding coupling (see Fig. 18).

Remove the corresponding splined connector followed by the first/third gear, thrust washer, reverse idler driven gear and the second thrust washer.

When removing the first/third gear from the mainshaft, the main transmission countershaft should be positioned so that the flat machined face on the tapered portion of the shaft is facing the mainshaft as illustrated in Fig. 19.

5. Turn the gearbox on to its base, remove the selector cover and levers as an assembly, and extract the three selector plungers and springs. Suitably seal off the holes from which the springs and plungers have been removed so that the balls are not lost during subsequent operations.

6. Remove the high/low speed sliding coupling, loosen the corresponding selector fork retaining screw locknut, extract the screw and withdraw the selector rail and fork. The selector ball will drop and care should be taken not to lose it.

7. Free the transmission main shaft by removing the rear bearing retaining plate which is held by two self-locking screws. Withdraw the main shaft, bearing and reverse connector as an assembly.

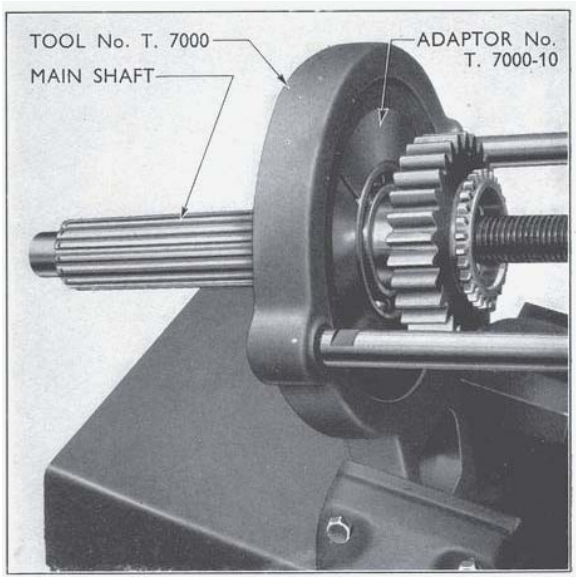


Fig. 20
Replacing Main Shaft Bearing

To Overhaul the Transmission Main Shaft Assembly

(i) *Withdraw the connector from the shaft and remove the circlip against which the connector was located. Remove the circlip retaining the ball bearing and remove the bearing from the mainshaft using split adaptors T.7000–10 with the Main Tool T.7000.*

On tractors produced before Serial No. 957E–63953 the mainshaft bearing is retained by means of a circlip in front of the connector and a spacing collar is located between the connector and the bearing. Remove the circlip, connector and spacer before removing the bearing as described above.

(ii) *To assemble the ball bearing to the shaft, place adaptors T.7000–10 in Tool No. T.7000, locate the bearing on the shaft and place this assembly in the tool with the front face of the bearing located in the adaptors (see Fig. 20). Press the bearing into position to seat against the shoulder directly behind the gear.*

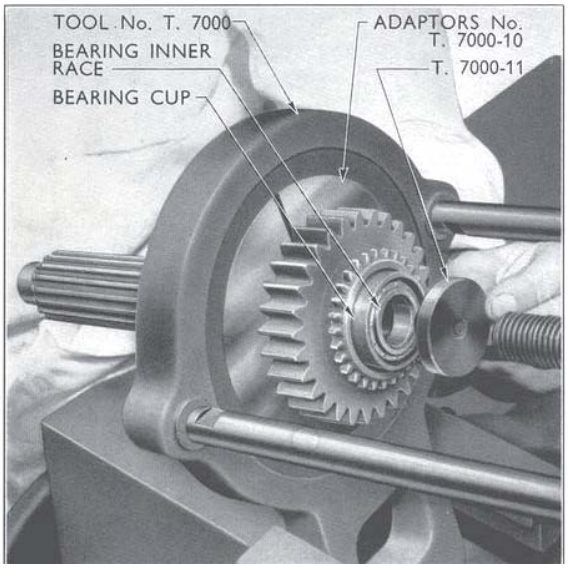


Fig. 21

Replacing Spigot Bearing Cup

Fit the circlip to retain the bearing. Replace the circlip against which the connector locates and replace the connector.

On tractors produced before Serial No. 957E–63953, replace the spacer to locate against the ball bearing, fit the connector and secure to the mainshaft by means of the appropriate circlip.

(iii) *If it is found necessary to remove the spigot bearing cup at the gear end of the shaft, the ball bearing should first be removed when it will be noted that two holes are provided in the gear to enable a suitable pin punch to be inserted and the cup driven out. The cup and its corresponding inner race (on the secondary output shaft) must be serviced as a matched pair (see 'To Overhaul the Secondary Transmission Output Shaft Assembly').*

(iv) *To replace the bearing cup, refit the ball bearing as previously described, assemble the inner race to the cup and locate the complete bearing in the counterbore at the rear of the main shaft. With the main shaft assembly in Tool No. T.7000 and split adaptors T.7000–10 around the ball bearing, locate thrust pad T.7000–11 in the inner race (see Fig. 21). Press the bearing into position until the cup seats firmly in the bottom of the counterbore. Remove the inner race and assemble to the secondary transmission output shaft as previously described.*

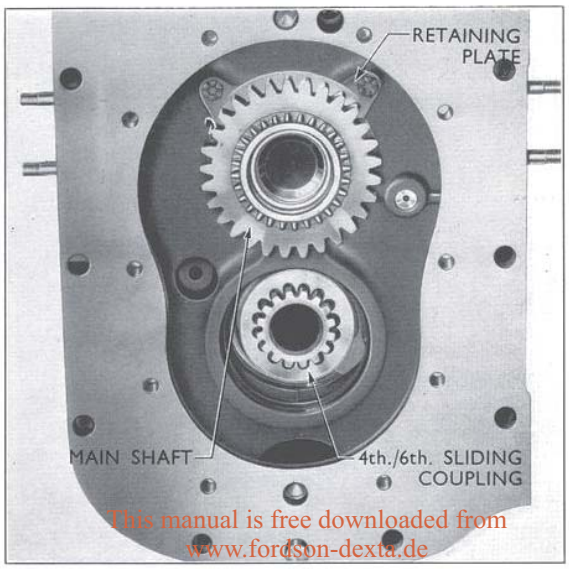


Fig. 22

Main Shaft Retaining Plate

To Replace the Transmission Main Shaft Assembly

1. Hold the reverse fork and sliding coupling as close as possible to the main shaft rear bearing bore, and fit the main shaft assembly, picking up the internal splines of the sliding coupling on the external splines of the reverse connector and seating the main shaft ball bearing in the upper bore in the front wall of the gearbox rear compartment.

Note.—The reverse connector and sliding coupling are serviced as a matched assembly, the faces of the splines being marked to indicate their

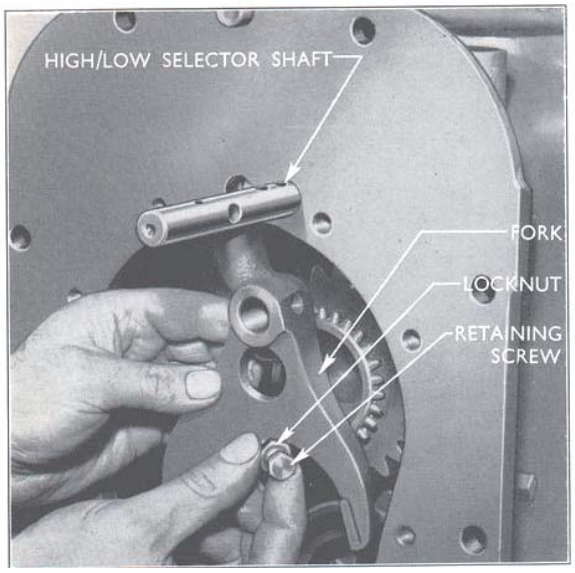


Fig. 23
Replacing High/Low Selector Fork and Rail

relative radial assembled position. These marks must coincide when the main shaft assembly is completed.

2. Position the bearing retaining plate against the rear of the bearing and secure to the gearbox with two self-locking screws (see Fig. 22). Tighten the self-locking screws to 23 lb. ft. torque.

Fig. 24
Gear Selector Balls, Springs and Plungers

3. Position the high/low speed fork, in the rear compartment of the gearbox. The fork must be assembled with the hollow boss (for the selector lever) facing towards the left-hand side of the gearbox (see Fig. 23). Assemble the corresponding selector rail picking up the fork and insert the fork to rail securing screw ensuring that the screw locates firmly in the depression in the selector rail before tightening the locknut.

4. Replace the centre and left-hand selector springs and plungers followed by the right-hand (high/low) selector ball, plunger and spring (see Fig. 24).

5. Refit the selector lever and housing assembly engaging the levers with the selector rail gates and the high/low selector fork.

Use a new gasket between the selector housing and the gearbox housing, fit the retaining screws and lockwashers and tighten securely.

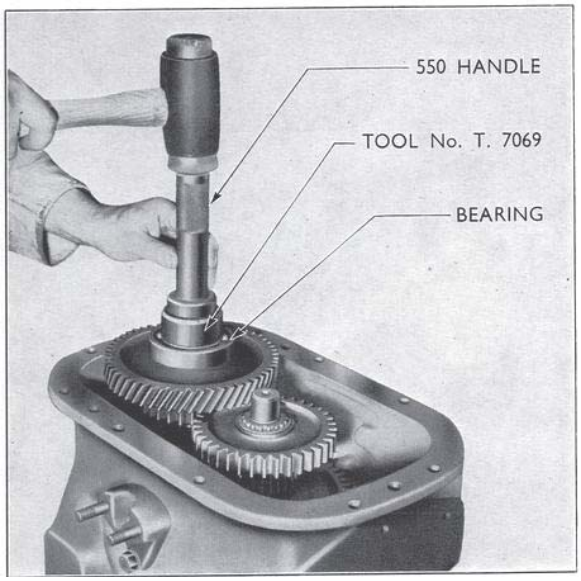


Fig. 25
Fitting Main Countershaft Front Bearing

6. Turn the gearbox onto its rear face and fit the thrust washer, reverse driven gear and second thrust washer to the mainshaft.

Note that on tractors produced before Serial No. 957E–63953 these thrust washers are not fitted.

7. Turn the main transmission countershaft so that the machined flat on the tapered portion of the shaft is facing towards the mainshaft. Replace the first/third gear with the dog teeth facing outwards.

8. Assemble the first/third/second/fifth speed connector. This is a close sliding fit on the splines of the main shaft and it may be necessary to try several positions in order to obtain the best fit.

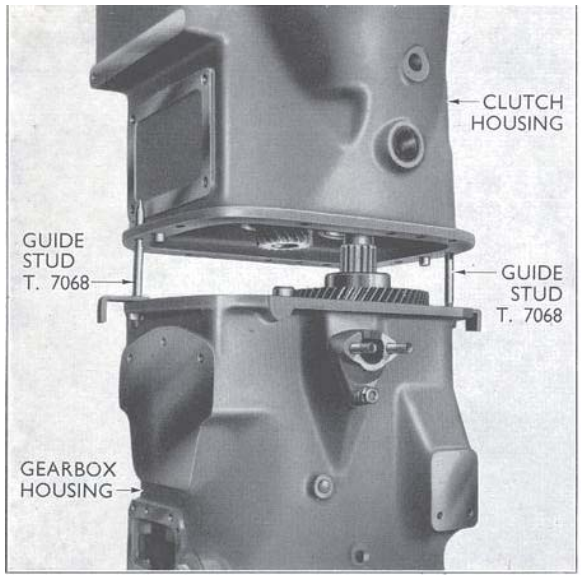


Fig. 26
Assembling Clutch Housing to Gearbox

9. Place the corresponding sliding coupling within the jaws of the first/third/second/fifth speed selector fork and assemble the fork to the appropriate selector rail, at the same time picking up the splines of the connector on the sliding coupling.

Note.—The connector and sliding coupling are serviced as a matched assembly, the faces of the splines being marked to indicate their relative radial position when assembled (see Fig. 18).

Secure the fork to the rail with a retaining screw and tighten the locknut.

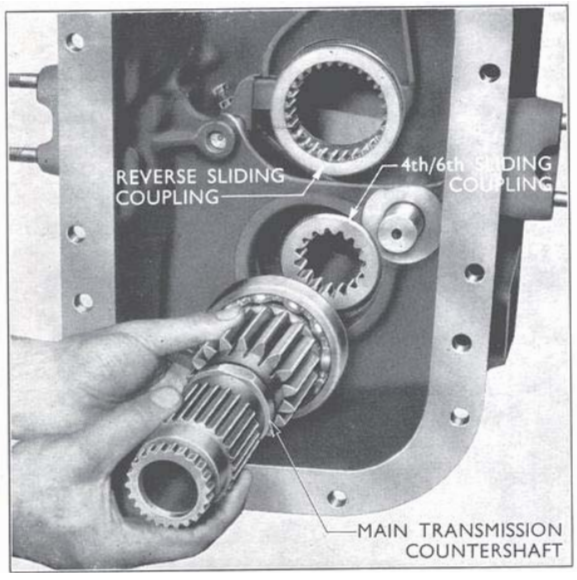


Fig. 27
Withdraw Main Countershaft

10. Assemble the second/fifth gear to the main shaft (dog teeth inwards) followed by the thrust washer and fit a circlip to retain the assembly to the main shaft.

11. Fit the main transmission countershaft cluster gear with the smaller gear facing inwards and install the front bearing using Tool No. T.7069 with 550 handle (see Fig. 25).

11a. Using guide studs T.7068, join the clutch housing to the gearbox (see Fig. 26).

12. Turn the assembly onto its base, insert the high/low sliding coupling within the jaws of the corresponding selector fork and complete the assembly by following the operations listed under sub-section headed 'To Replace the Secondary Transmission'.

12a. Turn the assembly onto its base, insert the high/low sliding coupling within the jaws of the corresponding selector fork and follow operations 1 to 13 of sub-section headed 'To Replace the Secondary Transmission' then carry out operations 2c to 7a of sub-section headed 'To Replace the Main Drive Shaft'.

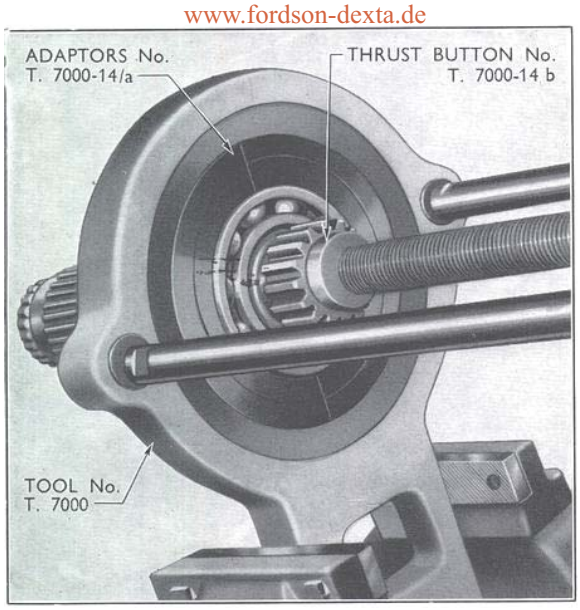


Fig. 28
Removing Main Countershaft Rear Bearing

12b. Refill the rear transmission with a similar grade of oil as was used in the gearbox.

To Completely Dismantle the Gearbox

1. Remove the main shaft as described in the previous sub-section.

2. Remove the reverse idler retaining bolt and washer and withdraw the reverse idler gear from the front compartment of the gearbox.

On tractors produced before Serial No. 957E–63953, on which the reverse idler gear is retained by a long bolt passing through the idler shaft, remove the self-locking nut and plain washer (located in the gearbox rear compartment) from the retaining bolt and extract the reverse idler gear, retaining bolt and washer from the front compartment of the gearbox.

3. Withdraw the main transmission countershaft and rear bearing assembly (see Fig. 27).

If so desired, the rear bearing may be withdrawn from the countershaft using adaptors T.7000–14/a and thrust pad T.7000–14/b in Tool No. T.7000 as illustrated in Fig. 28.

The same adaptors may be used to effect replacement of the bearing on the shaft by reversing the dismantling procedure.

4. Loosen the locknuts on the two selector rail gate retaining screws and remove the screws and gates.

5. Remove the reverse sliding coupling, loosen the reverse fork retaining screw and slide the selector rail from the gearbox followed by the selector fork.

The selector ball will drop when the shaft is removed and should be placed with the selector springs and plungers removed earlier in the dismantling sequence.

6. Remove the first/third/second/fifth gear selector rail and collect the selector ball which will drop when the rail is removed.

7. If necessary remove the expansion plug located on the left-hand side of the gearbox (in the cross-drilling between the selector rails at the selector rail front support) and extract the selector rail interlock.

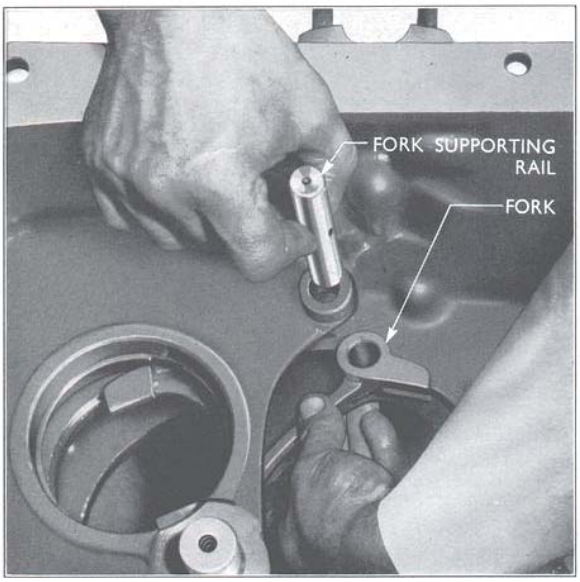


Fig. 29
Replacing 4th/6th Selector Fork

8. Loosen the locknut and remove the fourth/sixth gear selector fork screw, withdraw the selector fork supporting rail followed by the fork and remove the sliding coupling from the gearbox.

9. If necessary, remove the circlips retaining the main transmission countershaft rear bearing and the secondary transmission countershaft front bearing to their respective bores in the gearbox.

Fig. 30
Checking Reverse Idler Gear End-float

10. Drive out the reverse idler shaft if it is necessary to effect a replacement.

To Rebuild the Gearbox/Clutch Unit

1. Replace the circlips retaining the main transmission countershaft rear bearing and secondary countershaft front bearing to the gearbox. The bearings will already be assembled to their respective shafts and will be fitted to the gearbox as built up assemblies later in the sequence.

2. Place the gearbox on to its rear face using suitable packing to protect the rear flange. If the reverse idler gear shaft has been removed, it should now be replaced and driven into position so that it protrudes between 1·30 to 1·31 in. (33·02 to 33·27 mm.) forward of the front face on the counterbore in the gearbox wall with the tapped hole towards the front.

3. Assemble the fourth/sixth gear selector fork supporting rail, picking up the selector fork as the rail is moved into position (see Fig. 29). The slot in the selector fork boss should incline towards the centre of the gearbox so that it can be linked with the reverse selector fork.

Insert the retaining screw ensuring that the tapered end of the screw enters the depression in the selector fork supporting rail and tighten the locknut.

4. Position the reverse fork in the gearbox with the slot in the fork linked with the tongue on the fourth/sixth gear fork. Insert the reverse selector rail picking up the corresponding fork. Make the assembly from the front of the gearbox and ensure that the three closely spaced notches in the rail face upwards and to the rear. Ensure that the fork to rail securing screw enters the depression in the rail and tighten the locknut.

5. Replace the selector gate on the rear end of the reverse selector rail (in the rear compartment of the gearbox) with the open side of the gate slot facing the left-hand of the gearbox. Tighten the retaining screw ensuring that the tapered end of the screw enters the depression in the rail and securely tighten the locknut.

6. Replace the interlock in the cross-drilling in the selector rail front support and insert the first/third/second/fifth speed selector rail picking up the corresponding selector gate in the rear compartment of the gearbox. The three closely spaced notches on the rail go to the rear and face upwards, and the slot in the gate faces the corresponding slot in the adjacent selector gate. Tighten the selector gate retaining screw ensuring that the tapered end of the screw locates correctly in the depression in the rear end of the shaft and then securely tighten the locknut. Install the interlock bore sealing cap.

7. Insert the reverse sliding coupling within the jaws of the reverse selector fork and then place the fourth/sixth sliding coupling within the jaws of the fourth/sixth selector fork.

8. Move the fourth/sixth fork and coupling as close as possible to the front wall of the gearbox. This will facilitate replacement of the main transmission countershaft and bearing assembly which should now be fitted. The dog teeth on the countershaft must pick up the internal splines of the sliding coupling as the bearing is assembled to the housing.

Note.—The outside diameter of this coupling is less than that of the other three couplings which are used on this gearbox.

9. Turn the gearbox onto its base and install the reverse idler gear (boss on gear facing inwards). Secure the gear to the shaft by means of the self locking bolt screwed into front end of the shaft.

On tractors produced before Serial No. 957E—63953, insert the long retaining bolt and washer, making the assembly from the front of the gearbox. Fit the plain washer and self-locking nut to the end of the retaining bolt which protrudes into the rear compartment of the gearbox.

Check that the end-float of the gear is between ·010 and ·025 in. (·25 and ·63 mm.). A small breakout of the counterbore enables a feeler to be inserted between the back face of the gear and the machined face of the wall separating the front and rear gearbox compartments (see Fig. 30).

10. Refit the main shaft and complete the assembly as outlined under sub-section headed 'To Replace the Transmission Main Shaft Assembly'.

GEARBOX SPECIFICATIONS

Gear Ratios and Road Speeds (10 × 28 Rear Tyres)

Gear	*Ratio*	*Final Ratio*	800 *r.p.m.*		1500 *r.p.m.*		1800 *r.p.m.*		2000 *r.p.m.*	
			MPH	*KPH*	*MPH*	*KPH*	*MPH*	*KPH*	*MPH*	*KPH*
1st	30.5	204	.51	.82	.96	1.54	1.16	1.86	1.27	2.04
2nd	17.0	113.5	.92	1.48	1.72	2.77	2.08	3.35	2.30	3.70
3rd	10.28	68.6	1.53	2.46	2.87	4.62	3.43	5.54	3.82	6.15
4th	7.55	50.2	2.08	3.35	3.90	6.28	4.68	7.54	5.20	8.38
5th	5.73	38.2	2.74	4.41	5.14	8.27	6.16	9.92	6.85	11.03
6th	2.53	16.8	6.18	9.96	11.59	18.67	13.92	22.42	15.45	24.88
Low Reverse	18.70	124.2	.84	1.35	1.57	2.53	1.89	3.04	2.10	3.38
High „	6.30	42.0	2.49	4.01	4.67	7.52	5.60	9.01	6.22	10.01
P.T.O. Standard and "Live"	3.333	—	*P.T.O. Revs. per minute at above engine speed*							
			240		450		540		600	

	Inches	*Millimetres*
Main Drive Shaft Needle Roller Bearing		
Rear face of shaft to rear face of bearing	0.09	2.29
"Live" P.T.O. Input Shaft Needle Roller Bearing		
Front face of shaft to front face of bearing	1.01	25.65
Reverse Idler Shaft		
Protrusion into gearbox front compartment	1.30 to 1.31	33.02 to 33.27
Reverse Idler Gear		
End-float	.010 to .025	.25 to .64

Lubricant .. .. Above 20°F. (—7°C.) S.A.E. 30 H.D. } or 20W/30 H.D
Below 20°F. (—7°C.) S.A.E. 20 H.D. }

Tightening Torque Figures	*lb. ft.*	*kg.m.*
Gearbox housing to clutch housing	35	4.84
Oil seal retainer to front cover plate	40	5.53
Front cover plate to clutch housing	40	5.53
Rear cover plate to gearbox	40	5.53
Main shaft retaining plate screws	23	3.18

	Inches	*Millimetres*
Main Drive Shaft Needle Roller Bearing		
Rear face of shaft to rear face of bearing	0.09	2.29
" Live " P.T.O. Input Shaft Needle Roller Bearing		
Front face of shaft to front face of bearing	1.01	25.65
1st/3rd, 2nd/5th Main Shaft Gears and Reverse Driven Gear		
Inside diameter	1.801 to 1.802	45.746 to 45.771
Main Shaft Spline		
Outside diameter	1.7994 to 1.7999	45.705 to 45.718
Clearance	.0011 to .0026	.028 to .0660
Reverse Idler Shaft		
Outside diameter	1.122 to 1.123	28.449 to 28.524
Reverse Idler Gear		
Bore diameter (Bush)	1.1245 to 1.1255	28.562 to 28.588
Clearance	.0015 to .0035	.038 to .089
Reverse Idler Shaft		
Protrusion into gearbox front compartment	1.30 to 1.31	33.02 to 33.27
Reverse Idler Gear		
End-float	.010 to .025	.25 to .64
P.T.O. Countershaft		
Rear bush—internal diameter (finished size)	.502 to .503	12.75 to 12.78
Rear end of bush to rear end of countershaft	.10	2.54
Secondary Output Shaft		
Diameter at oil seal sleeve	1.5001 to 1.5006	38.102 to 38.115
Oil seal sleeve internal diameter	1.498 to 1.499	38.049 to 38.075
Interference	.001 to .0026	.027 to .067
Secondary Output Shaft		
Diameter at gear location	1.873 to 1.874	47.574 to 47.600
Secondary output shaft gear internal diameter (bush)	1.875 to 1.876	47.625 to 47.651
Clearance	.001 to .003	.025 to .077

Tightening Torque Figures	*lbs. ft.*	*kg.m.*
Gearbox housing to clutch housing	35	4.84
Oil seal retainer to front cover plate	40	5.53
Front cover plate to clutch housing	40	5.53
Rear cover plate to gearbox	40	5.53
Main shaft retaining plate screws	23	3.18

Lubricant Above 20°F. (—7°C.) S.A.E. 30 H.D. or 20W/30 H.D.
Below 20°F. (—7°C.) S.A.E. 20 H.D.

SUPER DEXTA GEARBOX

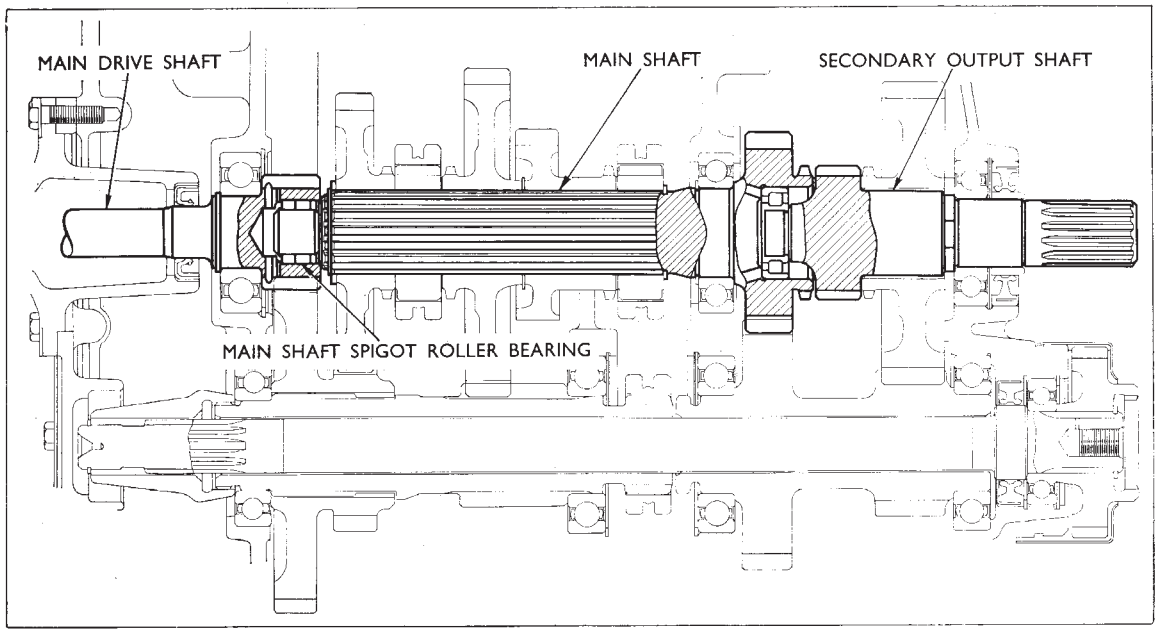


Fig. 31
Special Super Dexta Gearbox Components

Whilst the gearbox assembly fitted to the Super Dexta gives the same overall gear ratios and is basically the same as that used on the standard Dexta, some of the Super Dexta gearbox components have increased strength in order to transmit the greater power available from the Super Dexta engine.

Fig. 1 illustrates four of the parts which are affected and the differences are described in detail in this section.

Main Shaft Spigot Bearing

The " Torrington " type main shaft spigot roller bearing, which is a press fit in the main drive shaft of the standard Fordson Dexta gearbox, is not suitable for use in the Super Dexta gearbox.

A " Hoffmann " type, fully floating, roller bearing (see Fig. 32) is fitted to the Super Dexta gearbox. No special service tools are required for assembly purposes as is necessary with the " Torrington " type bearing (see page 6) but it is important that the correct main drive shaft is used.

Main Drive Shaft

The spigot roller bearing bore in the Super Dexta main drive shaft differs in size from that in the standard Dexta shaft and it has four lubrication holes drilled between the gear teeth into the bore (see Fig. 33) as against one hole in the current standard Dexta shaft. To provide further identification the shafts are marked with different colour paint spots—see Identification Chart.

Main Shaft

The spigot journal of the main shaft used in the Super Dexta gearbox has a diameter of 0.9968 to 0.9973 in. (25.318 to 25.331 mm.) whereas that of the standard Dexta shaft has a diameter of 1.225 to 1.1230 ins. (28.511 to 28.524 mm.).

These shafts are also marked with different colour paint spots for identification purposes—see Identification Chart.

Secondary Output Shaft

The splined end of the Super Dexta secondary output shaft is larger in diameter than the equivalent portion of the standard Dexta shaft. In addition the Super Dexta shaft has 14 splines whereas the standard shaft has 10 splines.

Reverse Idler Shaft

In addition to the parts mentioned above the reverse idler shaft used on the Super Dexta differs from that fitted to previous Dexta models. The current shaft completely replaces all previous shafts for service on all Dexta tractors and it may be identified by its length, 4.18 ins. (106.17 mm.), and the presence of a threaded hole in the inner end. Very early Dexta shafts also had a length of 4.18 ins. (106.17 mm.) but did not have a threaded hole in the end.

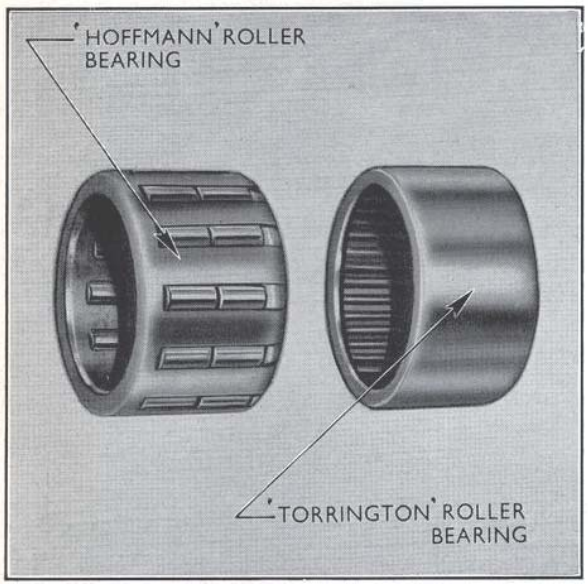


Fig. 32
Main Shaft Spigot Bearings

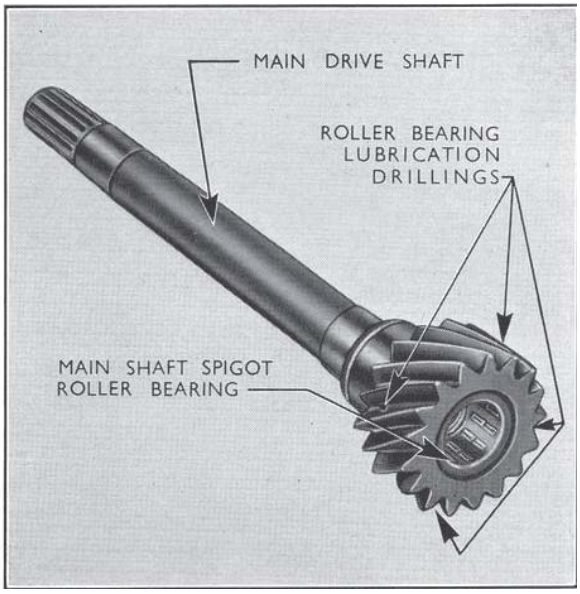
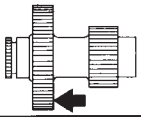
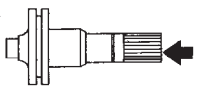


Fig. 33
Main Drive Shaft and Bearing Assy.
(*Super Dexta*)

Special ratio gearboxes are fitted to both Standard and Super Dexta tractors for certain Export territories to meet legal requirements in respect of speed. The gears which differ from standard are also shown in the following chart.

IDENTIFICATION CHART

ITEM	PAINT MARKING			
	STANDARD DEXTA		SUPER DEXTA	
	Standard Ratio	*Special Ratio*	*Standard Ratio*	*Special Ratio*
MAIN DRIVE SHAFT 	YELLOW No. of teeth 17	YELLOW No. of teeth 17	WHITE No. of teeth 17	WHITE No. of teeth 17
SECONDARY COUNTERSHAFT 	YELLOW No. of teeth 37/20	RED No. of teeth 33/18	YELLOW No. of teeth 37/20	RED No. of teeth 33/18
MAINSHAFT 	YELLOW No. of teeth 28	LIGHT BLUE No. of teeth 32	WHITE No. of teeth 28	RED No. of teeth 32
SECONDARY OUTPUT SHAFT 	YELLOW No. of splines 10	YELLOW No. of splines 10	WHITE No. of splines 14	WHITE No. of splines 14
SECONDARY OUTPUT SHAFT GEAR 	YELLOW No. of teeth 45	RED No. of teeth 47	YELLOW No. of teeth 45	RED No. of teeth 47

THE REAR AXLE

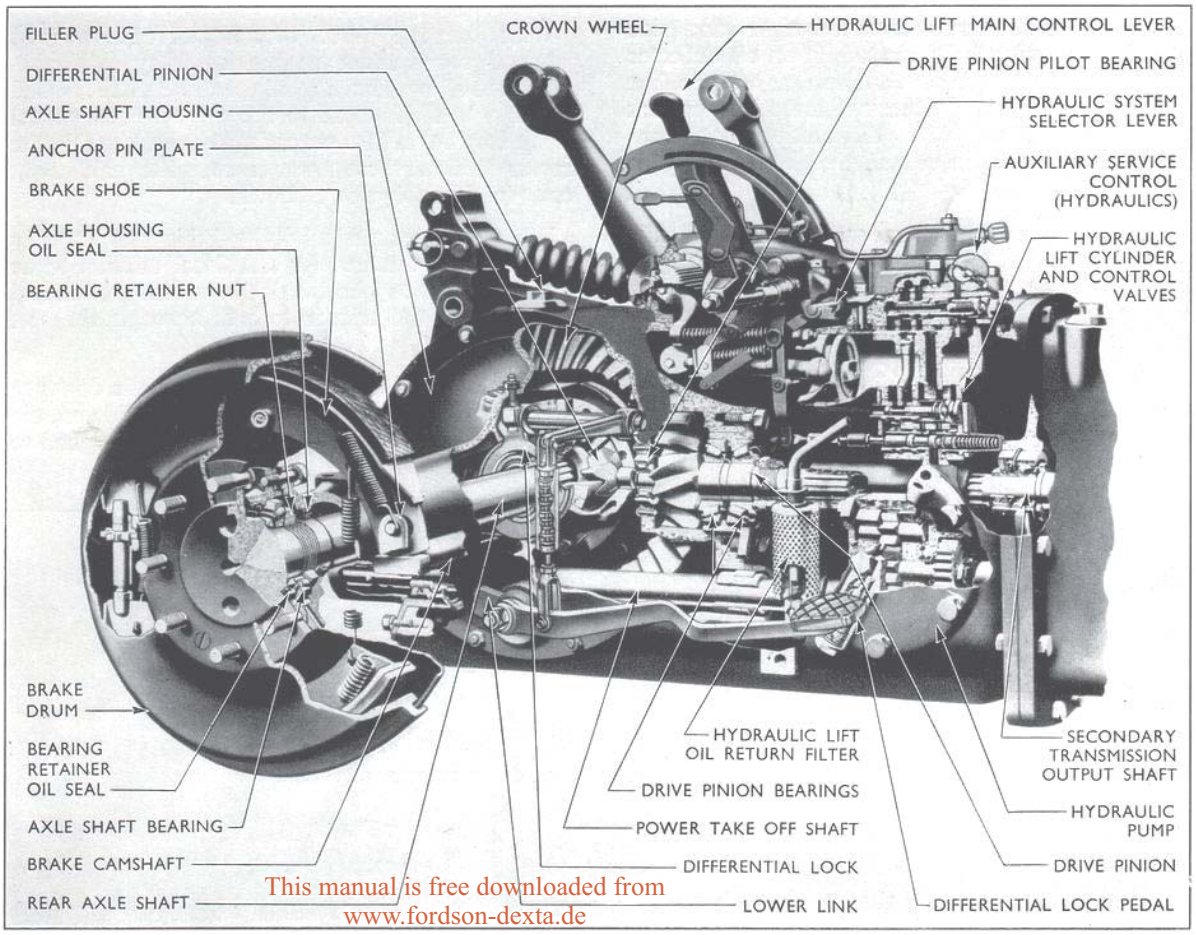


Fig. 1
Sectioned View of Rear Axle and Hydraulics

Description

The drive from the gearbox output shaft is transmitted through a sleeve type coupling to a spiral bevel pinion mounted on taper roller bearings in the rear transmission centre housing. The pinion meshes with a crown wheel which is attached to the casing of a four pinion differential assembly, the whole being straddle mounted on taper roller bearings. The cups of the bearings locate in axle shaft housings which are attached to each side of the centre housing.

On tractors produced since November 1961, a differential locking device has been incorporated consisting essentially of a sliding coupling which is mounted on the right-hand differential side gear and connected through suitable linkage with a foot pedal, the operation of which locks this side gear to the differential casing.

Each axle shaft is supported at its outer end by a single taper roller bearing and the inner ends of the two shafts are in direct contact at the centre of the differential assembly, so that an inward loading on one axle shaft will be transferred to the opposite axle shaft and bearing. Each axle shaft bearing will therefore withstand the vertical loading of the wheel it supports and any outward thrust imposed on the wheel, while any inward thrust will be transmitted through the axle shafts to the opposite bearing.

The rear transmission housing extends forward forming a compartment which houses the hydraulic power lift pump and ram cylinder. A common supply

of oil is used for lubricating the rear transmission and operating the hydraulic power lift. The crown wheel and differential assembly is partly immersed in oil and an oil trough cast integral with the crown wheel thrust block collects oil from the crown wheel and conveys it to the drive pinion bearings and the left-hand side differential bearing. On early tractors not fitted with a differential lock the right-hand side differential bearing is lubricated by an oil deflector plate riveted to the pinion pilot bearing housing, but the larger right-hand bearing fitted to current production tractors with differential lock runs partially submerged in oil and the deflector plate is not required.

The oil is filtered by a gauze screen at the hydraulic pump inlet and also by a partial flow paper element type filter at the outlet. In addition a magnetic plug is fitted at the pump inlet to remove any metallic particles from circulation.

The power take-off drive is engaged by a lever at the left-hand side of the rear transmission housing which moves a splined coupling forward to engage with the hydraulic pump drive gear. The drive is then taken rearwards by a shaft which emerges at the rear of the tractor. The P.T.O. shaft is supported at its mid-length by a bronze bush and at its rear end by a roller bearing.

Differential Lock Operation

When one rear wheel of a tractor strikes a soft patch of ground and spins, the normal type differential action allows virtually all the drive to be applied to this wheel and little to the opposite rear wheel which may be on firm ground. The result is that the tractor is either brought to a complete halt or, at least, considerably slowed down.

When a differential lock is fitted this disability may be overcome as it enables additional traction to be obtained from the wheel which is on firm ground and thus enables the tractor to pull through the soft patch.

Basically, this locking device consists of a dog type coupling which is splined to, but free to slide on, the right-hand differential side gear, and is designed to

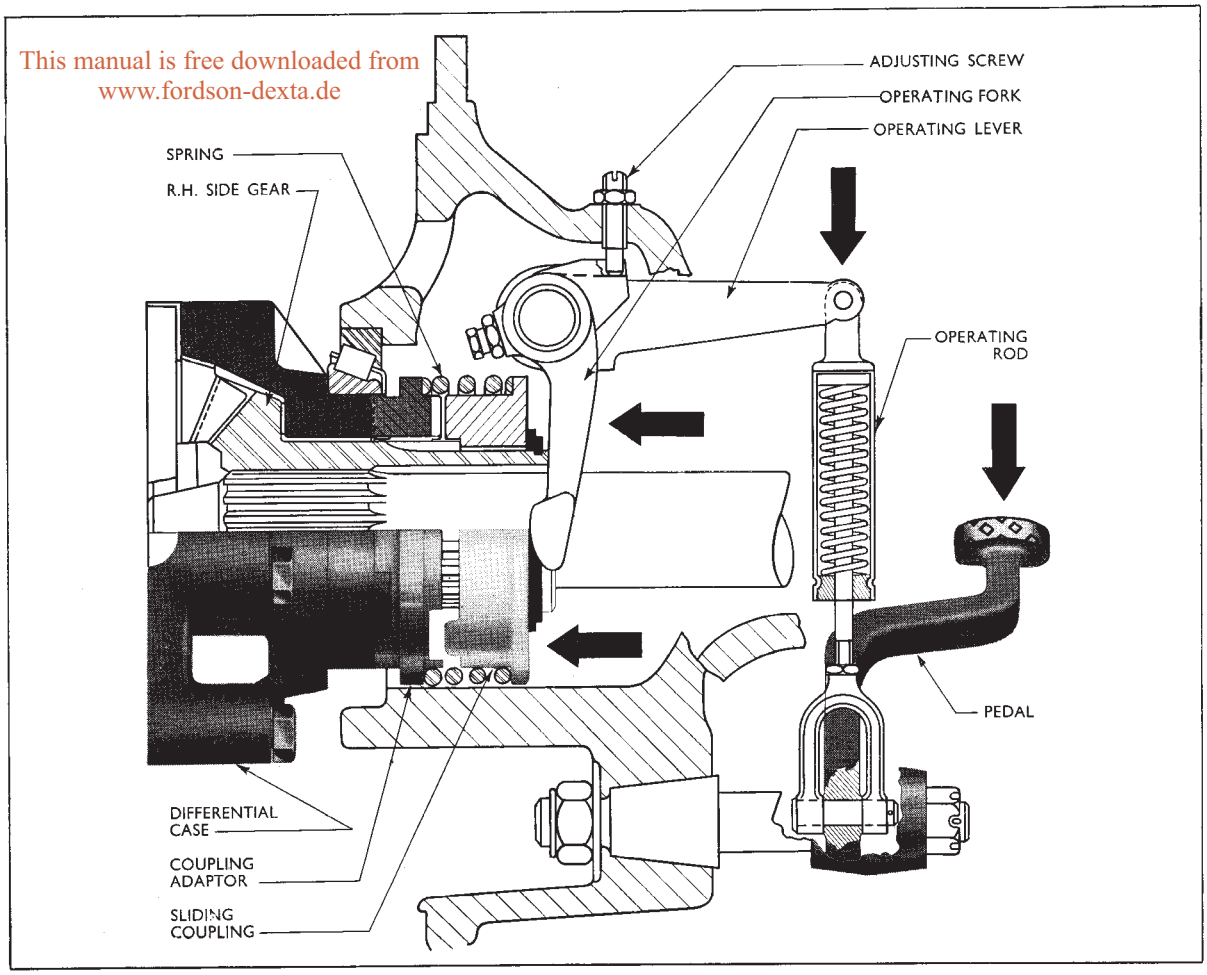


Fig. 2
The Differential Lock

positively lock the differential side gear to the differential case. The connection is made through a coupling adaptor which has dog teeth on both sides faces, those on the inside engaging with dogs machined on the differential case and those on the outside with the sliding coupling (see Fig. 2).

The sliding coupling is connected via a fork, operating lever and spring loaded operating rod assembly to a foot pedal situated above the right-hand footplate.

In operation, depression of the foot pedal will first move the sliding coupling into contact with the fixed adaptor and then compress the spring in the operating rod assembly. As the dogs of the sliding coupling come into alignment with the tooth spaces in the fixed coupling adaptor the operating rod spring tension will move the sliding coupling into engagement with the coupling adaptor. The fact that the spring supplies the final operating force obviates the possibility of damage should excessive force be applied to the foot pedal.

Once full engagement has taken place the foot pedal should be released as the sliding coupling will be held in engagement by the side loading on the splines until such time as equal traction is obtained from both wheels. When this condition is reached the side loading is released from the splines and a coil spring, fitted between the sliding coupling and the fixed coupling adaptor automatically disengages the lock.

ROUTINE MAINTENANCE, MINOR ADJUSTMENTS AND REPAIR

Check the transmission oil level every 50 operating hours and if necessary, top-up to the level plug hole with lubricant of the correct grade. Remember, that if a number of auxiliaries are being operated from the tractor hydraulics it represents a loss to the transmission lubricant and an equivalent amount should be added to make up the quantity used for this purpose.

Every 12 months drain and discard the rear transmission lubricant and refill with new oil of the correct grade—approximately 34 pints (19.32 litres) will be required on a standard tractor without auxiliary hydraulic equipment.

Oil should be of good quality with the following S.A.E. viscosity number :

Above 20°F (—7°C)	30 H.D. or 20W/30 H.D.
Below 20°F (—7°C)	20 H.D. or 20W/30 H.D.

Every 50 operating hours a grease gun should be applied to the differential lock operating pedal lubricator, at the same time apply a little oil to the upper and lower clevis pins of the spring-loaded differential lock operating rod to ensure free operation of the linkage.

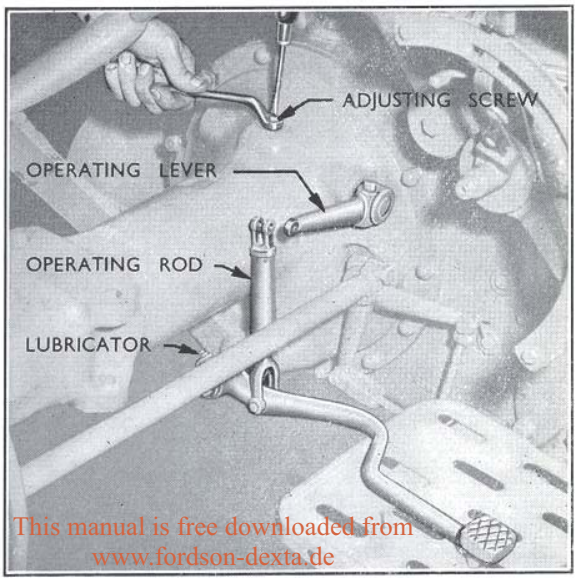


Fig. 3
Adjusting the Differential Lock

Adjusting the Differential Lock

It is important that sufficient clearance exists between the differential lock pedal and the footplate to ensure full engagement of the lock. Should there be any doubt that full engagement is not taking place the following adjustment checks should be made :

1. Remove the split pin and clevis pin securing the operating lever to the spring-loaded operating rod and depress the operating lever until the operating fork is felt to just contact the differential lock sliding coupling.

2. Slacken off the locknut and screw down the adjusting screw until it contacts the bottom of the slot in the operating fork (see Fig. 3). The point of contact is determined by observing the operating lever which will begin to move immediately the screw reaches the bottom of the slot.

NOTE.—It is most important that the adjusting screw is not turned down past this point.

3. Turn back the adjusting screw one-quarter of a turn and tighten the locknut.

4. Allow the foot pedal to rest on the footplate, ensuring that there is no dirt or grit under the pedal. Push down the operating lever until the differential coupling is fully engaged, and, without compressing the spring in the operating rod, slacken the locknut and adjust the length of the operating rod until the clevis pin can just be inserted to connect the operating rod clevis to the lever (see Fig. 4).

5. Remove the clevis pin and shorten the operating rod assembly by one to two turns on the clevis then re-insert the clevis pin.

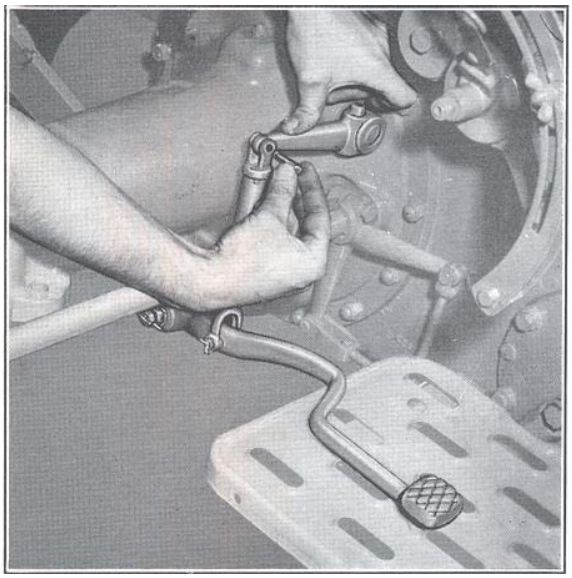


Fig. 4
Adjusting the Differential Lock Linkage

6. Tighten the clevis locknut and observe the last $\frac{1}{4}$ in. (6.35 mm.) of pedal movement until it strikes the footplate. If adjusted correctly this final pedal movement should result in approximately 0.04 in. (1.02 mm.) compression of the spring inside the operating rod tube without movement of the operating lever, i.e. the operating rod will move this extra amount out of the tube after all movement of the operating lever has ceased.

7. Secure the operating rod to operating clevis pin with the appropriate split pin.

Differential Lock Operating Pedal and Linkage

To Remove

1. Remove the split pins and clevis pins securing the operating rod assembly to the pedal and to the operating lever and remove the rod.

2. Remove the split pin, castellated nut and thrust washer securing the operating pedal and slide the pedal, sleeve and inner thrust washer from the pedal support.

If it is necessary to replace the pedal bush, knock out the old bush with a suitable drift. Replace the bush, using Tool No. T.4093 with the 550 handle, ensuring the lubrication hole in the bush is lined up with the grease nipple hole in the pedal.

To Replace

1. Replace the inner-thrust washer, pedal sleeve, pedal and the outer thrust washer on the pedal support shaft and secure with the castellated nut and split pin.

2. Connect the operating rod to the operating lever and to the pedal with the appropriate clevis pins.

3. Operate the pedal to ensure free movement and, if necessary, adjust the differential lock as previously described.

4. Secure the clevis pins with appropriate split pins.

OVERHAULING THE REAR AXLE

Before undertaking major repairs to the rear transmission the following points should be noted :—

With the introduction of a differential lock in November 1961, changes were made to the right-hand half of the differential case, the right-hand side gear of the differential, the differential right-hand bearing and the right-hand axle shaft housing. None of these parts are interchangeable with those previously used.

The Super Dexta rear transmission whilst basically the same as that used on the current standard type Fordson Dexta is fitted with a number of different detail parts and care must be taken to select the correct parts when carrying out replacement.

The crown wheel and pinion ratio of the standard type Dexta is 6.66 to 1 whereas that of the Super Dexta is 6.166 to 1. The number of pinion teeth is the same on both models but the standard type Dexta crown wheel has 40 teeth whilst the Super Dexta has 37.

The driving pinion and pinion coupling used on the standard type Dexta have 10 splines whilst those used on the Super Dexta have 14.

The driving pinion pilot bearing used on the Super Dexta has a larger internal bore diameter and a greater width than the bearing fitted to the standard type Dexta.

The driving pinion taper roller bearings fitted to the Super Dexta and to the current standard type Dexta are slightly wider and the rollers lie at a shallower angle from those fitted to Dexta tractors built before the introduction of the Super Dexta. These bearings may, however, be fitted as direct replacements for those originally fitted to early Dexta tractors providing the cup and cone are of the same type. The Super Dexta bearing locknuts, tab washer and thrust washer differ in size from those used on the standard type Dexta and these parts are not interchangeable.

To provide clearance for the Super Dexta drive pinion pilot bearing a shallow recess is machined around the periphery of the differential case at the joint line of the two halves. This differential case may be fitted to any Dexta with differential lock. The case used on early tractors without differential lock is not suitable for tractors with differential lock. The case used on standard type Dexta tractors with differential lock prior to the introduction of the Super Dexta did not incorporate the recess at the joint line and is therefore not suitable for use on the Super Dexta.

Rear axle shafts fitted to the Super Dexta and also the current standard type Dexta are threaded to

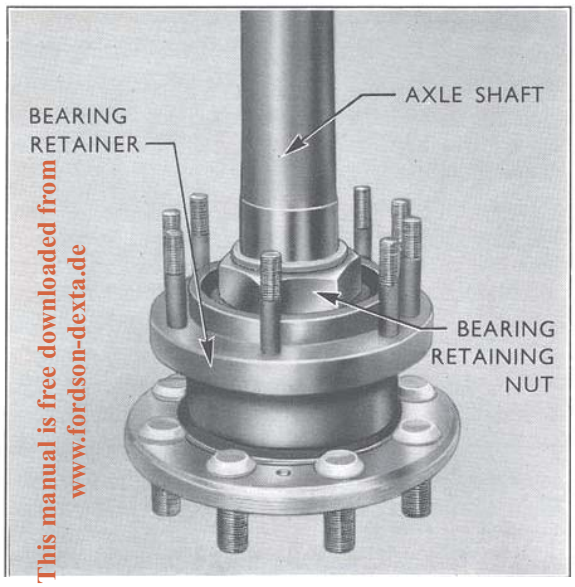


Fig. 5
Axle Shaft Bearing Retaining Nut

accept a self-locking nut for retaining the axle shaft bearing. The same bearing is retained by a shrunk-on collar to the early Fordson Dexta axle shaft and the latter is not suitable for use on current production tractors.

TO SEPARATE THE REAR TRANSMISSION FROM THE GEARBOX

The following sequence is necessary when separating the tractor in order to carry out a rear axle overhaul.

1. Unscrew the rear axle drain plug and remove the oil. The oil should not be re-used if there is the possibility of metallic particles being present in the oil.

2. Disconnect the brake and clutch operating rods at their rear ends by removing the split pins and clevis pins.

3. Remove the two control panel side plates by unscrewing the four self-tapping screws in each, and disconnect the rear lamp connections from the main wiring loom. Release the wiring from the clips on the gearbox housing and pull the wiring through the holes in the housing flanges.

4. Unscrew the bolts and disconnect the footplate brackets from each side of the gearbox. Suitably support the gearbox and rear transmission and unscrew the flange bolts when the tractor may be separated at this point. A certain amount of oil may be expected to run from the housings when separated and a container should accordingly be placed in position.

To Reassemble the Rear Transmission to the Gearbox

1. Ensure that the gearbox and rear transmission housing flanges are clean, and use a new gasket for the joint.

2. Install guide studs, Tool No. T.7068, at diametrically opposite points on the gearbox housings flange and join the rear transmission to the gearbox. Ensure that the rear transmission is located on the dowels on the gearbox flange and fit the flange bolts and nuts. Remove the guide studs and tighten the flange bolts and nuts securely.

3. Remove the gearbox support and reconnect the footplate brackets to the gearbox.

4. Re-locate the rear lamp wiring through the housing flanges and the clips on the gearbox. Reconnect the wiring snap connectors and replace the control panel side plates.

5. Reconnect the brake and clutch operating rods replacing the clevis and split pins.

6. Refill the rear transmission with 34 pints of the correct grade of oil.

TRANSMISSION TO PINION COUPLING

In order to replace this coupling it is necessary to separate the rear transmission from the gearbox as previously described. After replacing the coupling on the drive pinion shaft fit a new gasket and reassemble the transmission to the gearbox as described under ' To Reassemble the Rear Transmission to Gearbox.'

If fitting a new coupling note that the correct coupling for a standard type Dexta has 10 splines, whilst that for a Super Dexta has 14.

REAR AXLE SHAFTS, BEARINGS AND OIL SEALS

To Remove

1. Jack up the tractor under the rear axle housings and remove the wheel weights (if fitted), the wheel, and the brake drum which is secured by two countersunk screws. The brake adjuster should be slackened back if necessary to retract the brake shoes before the drum is removed.

2. Disconnect the footbrake and handbrake operating rods from the foot and handbrake camshaft levers by removing the split pins and clevis pins.

3. The following operation is not necessary when removing a right-hand axle shaft, or a left-hand axle shaft when a handbrake is not fitted.

When a handbrake is fitted, disconnect the rear lamp conduit from the retaining clips on the fender and foot-plate, unscrew the three bolts securing the fender to the foot-plate and the two bolts securing the fender to the rear axle housing. Swing the fender to one side taking care to place no undue strain on the rear lamp wiring.

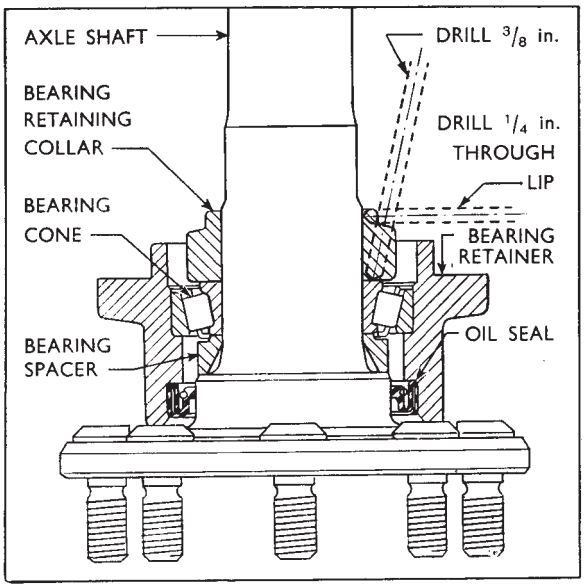


Fig. 6
Drilling Procedure for Axle Shaft Bearing Collar

4. Unscrew the ten bearing retainer to axle shaft housing nuts and remove the axle shaft, bearing retainer, brake shoes and back-plate, brake camshaft, and handbrake lever and tube (where fitted) as an assembly. Support the axle shaft carefully when withdrawing to prevent damage to the axle housing oil seal. Also support the brake camshaft as it will tend to drop when it is withdrawn from the bush in the axle housing.

5. Withdraw the axle shaft and bearing retainer assembly from the brake back-plate and shoe assembly.

6. Where a current type tractor is being handled, remove the nut retaining the axle shaft bearing using wrench Tool No. T.4095.

On tractors produced before the introduction of the Super Dexta the bearing retainer was secured to the axle shaft by a shrunk-on collar. In order to remove the bearing retainer it will be necessary to drill and crack the bearing retainer collar as described below.

(i) Place the shaft horizontally with two of the wheel studs resting on a wood block to prevent the shaft rotating. Centre punch and drill vertically through the lip of the collar, using a $\frac{1}{8}$ in. pilot drill and a $\frac{1}{4}$ in. drill (see Fig. 6). Drill carefully and stop when the drill contacts the hardened surface of the shaft as indicated when the drill speed increases.

(ii) Stand the shaft vertically on a wood block or similar surface and again centre punch and drill the collar at the same point as previously, using a $\frac{3}{8}$ in. drill and holding the drill as near to the vertical as possible to ensure it can pass the full length of the collar without contacting the shaft. The drill speed will again increase when it contacts the hardened face of the bearing cone.

(iii) Insert the point of a suitable chisel in the hole and drive in with a sharp blow to split the collar. The collar may then be lifted off the shaft.

7. Remove the bearing retainer by clamping Tool No. T.4069 in a vice as shown in Fig. 7, fit the axle shaft inside the tool and secure the bearing retainer to the tool flange using the bearing retainer nuts.

8. Use the large wrench to turn the centre screw and withdraw the bearing retainer assembly (see Fig. 7). The bearing spacer may then be removed from the shaft and the bearing cone from the retainer.

9. Using main Tool No. T.4060 with adaptors T.4060–4, place the adaptor plate over the bearing retainer studs, fit the split adaptors to engage with the bearing cup and the centre button on the tool, and tighten the large wing nut to pull the bearing cup from its location in the retainers.

To fit the new cup it is necessary only to reverse the position of the adaptor plate and pass the tool shaft through the centre of the bearing retainer. The bearing cup may then be drawn into position.

10. The oil seal may be removed without removing the bearing cup by driving the seal out of its location in the retainer.

To Reassemble

Clean all parts, inspect and renew as necessary.

It is advisable always to renew the bearing cup, seal and bearing cone if there is any possibility of them being damaged during removal.

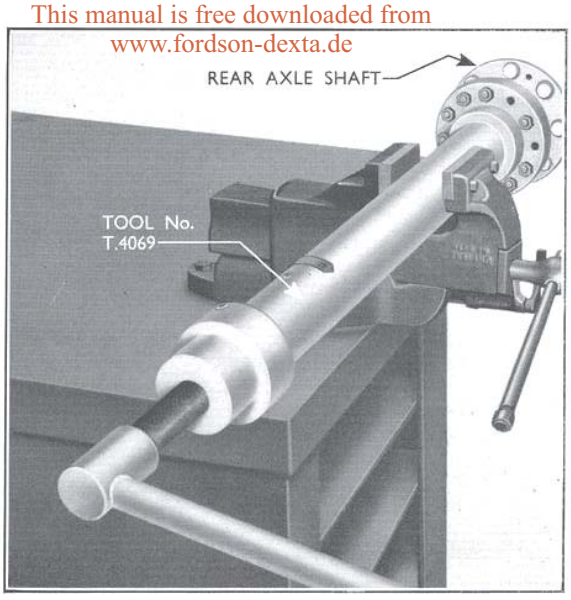


Fig. 7
Removing the Axle Shaft Bearing

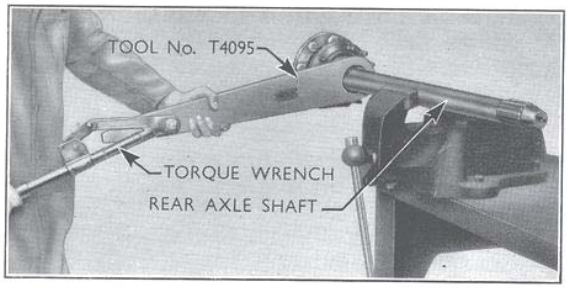


Fig. 8
Tightening the Axle Shaft Bearing Retaining Nut

1. To fit a new seal use adaptors Tool No. T.4070 with the 550 handle, ensuring that the lip of the seal faces inwards.

2. Stand the axle shaft vertical on a wood block surface to prevent damage to the stud threads and fit the bearing spacer over the shaft with the tapered inside edge downwards.

3. Fit the bearing retainer over the shaft, ensuring the oil seal lip seats correctly, and pack the retainer with grease.

4. Bolt adaptor, Tool No. T.4069–1, onto the remover tool and use as a driver to locate the bearing cone on the shaft. The bearing should be fitted with the cone facing downwards and the central screw of the tool should be screwed well back to ensure that it does not contact the end of the axle shaft.

5. If a current type tractor is being handled, secure the bearing to the axle shaft with a new self-locking nut and tighten to a torque of 230 to 250 lb. ft. (31.78 to 34.55 kg.m.). This torque can be achieved by using Tool No. T.4095 with a standard torque wrench set to 100 lb. ft. (13.82 kg.m.) (see Fig. 8). The tool is designed to multiply the torque to the 230/250 lb. ft. (31.78/34.55 kg.m.) required.

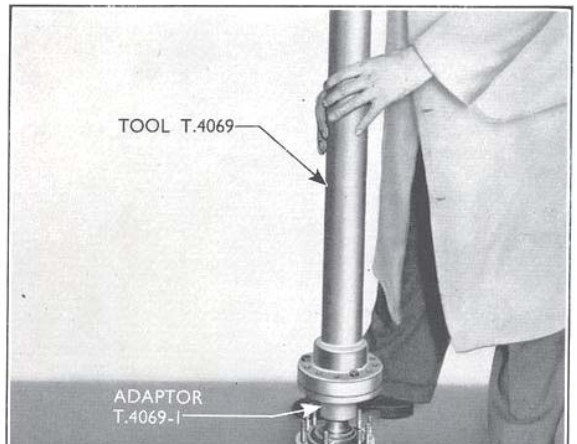


Fig. 9
Replacing an Axle Shaft Bearing Collar

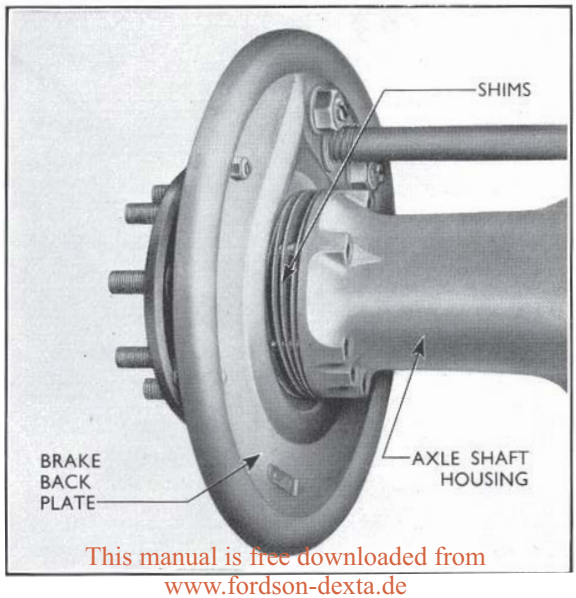


Fig. 10
Location of Axle Shaft Bearing Shims

If an early type Dexta is being handled where a collar is used to retain the bearing, heat the collar with a gas torch to a temperature of 700 to 800° F (371 to 427°C). Apply the flame evenly around the outside of the collar noting the temper colours on the inside face. When the colour becomes dark blue the temperature will be correct for assembly. Drop the collar over the end of the shaft, lip uppermost, and drive it into position using adaptor T.4069–1 on the remover tool as detailed in operation 4 and illustrated in Fig. 9.

6. Fit the brake back-plate and shoe assembly together with the brake camshaft and handbrake lever and tube assembly (if fitted) onto the bearing retainer studs.

7. An end-float of 0.004 to 0.012 in. (0.10 to 0.30 mm.) is specified for the axle shafts and this need only be measured at one side of the axle. It is essential, however, that when the end-float is being measured on one shaft (normally the left-hand side shaft) the opposite shaft and bearing retainer assembly is correctly installed, the retainer bolts tightened and the shaft held securely outwards so that the bearing cone is fully seated in its cup.

The adjustment for axle shaft end-float is provided by means of shims between each brake back-plate and the axle shaft housings (see Fig. 10). The shims

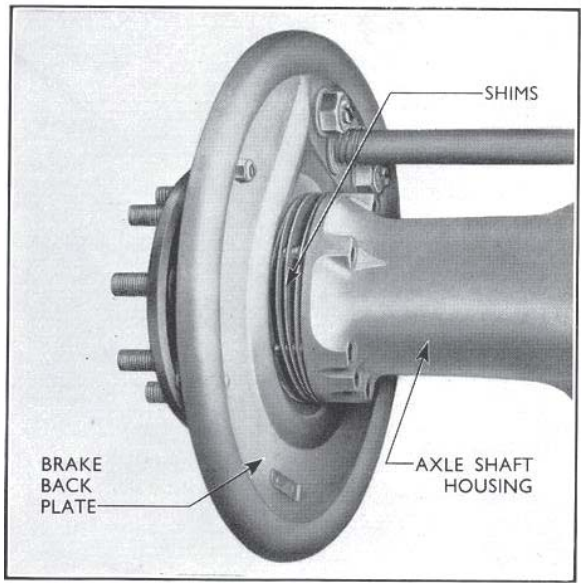


Fig. 11
Wedging an Axle Shaft Outwards Prior to Adjusting End-float

are available in thicknesses of 0.016, 0.021, 0.031, 0.050 and 0.057 in. (0.41, 0.53, 0.79, 1.27 and 1.45 mm.) and they should be divided equally between each side of the axle. If only one side has been dismantled it may be assumed that there will be approximately 0.060 in. (1.5 mm.) of shim thickness on the opposite side.

Fit a similar thickness of shim to the bearing retainer studs of the side being handled.

8. Pack the end of the axle shaft housing with grease and enter the axle shaft into the housing, carefully engaging the shaft with the differential side gear splines and at the same time locating the brake camshaft in its support bush. Fully assemble the shaft so that the bearing retainer studs locate in the corresponding holes in the axle shaft housing, fit nuts to four of the studs equally spaced around the bearing retainer and tighten to a torque of 40 to 45 lb. ft. (5.528 to 6.219 kg.m.).

9. Ensure that the opposite axle shaft and bearing retainer are securely installed and wedge the axle axle shaft outward (see Fig. 11). Turn the axle shaft flange through a small angle as the wedge is inserted to ensure that the bearing cone seats fully in its cup.

10. Insert a long $\frac{3}{8}$ in. 16 UNC bolt into one of the brake drum retainer screw holes of the shaft being replaced and screw it in until it just touches the bearing retainer. A locknut should be used, if necessary, to hold the screw steady.

If necessary, use a file to smooth down the bearing retainer at the point where it is contacted by the bolt. Ensure that the axle shaft is abutted firmly against the wedged shaft by tapping the end of the shaft flange with a mallet, moving the bolt in or out so that it just touches the bearing retainer.

11. Next pull the shaft firmly outwards and rotate the flange to seat the bearing in its cup and measure the clearance between the end of the bolt and the same point on the retainer (see Fig. 12). This gap, representing the axle shaft end-float should be 0.004 to 0.012 in. (0.10 to 0.30 mm.) and if outside these limits, the axle shaft should be removed and shims added to, or removed from, the retainer studs to increase or decrease the end-float respectively.

12. When the correct adjustment has been obtained fit the 10 nuts and spring washers on each retainer and tighten to a torque of 40 to 45 lb. ft. (5.528 to 6.219 kg.m.).

13. Where removed, replace the left-hand fender to the axle shaft housing and footplate and re-locate the rear lamp wiring conduit in the clips on the footplate and fender.

14. Reconnect the footbrake rod to the brake camshaft lever and the handbrake lever to the handbrake camshaft lever by inserting the clevis pins and split pins.

15. Refit the brake drum, securing in position with the countersunk screws.

16. Adjust the brake shoes and handbrake, and replace the wheel and wheel weights (if fitted) taking care not to damage the wheel stud threads. The wheel nuts should be tightened securely and re-checked after 50 working hours.

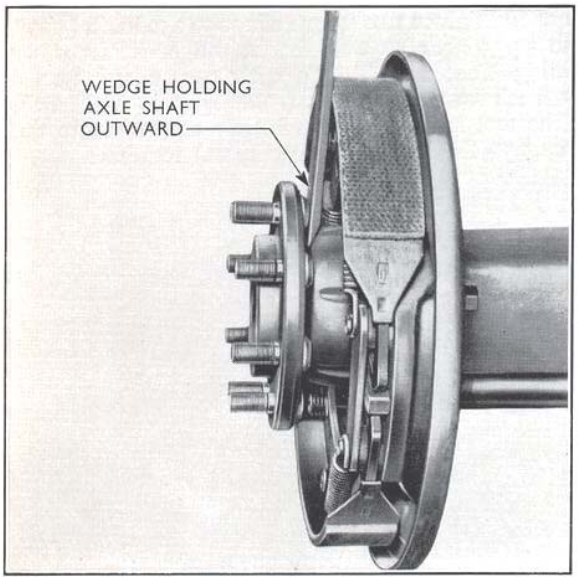


Fig. 12
Measuring Axle Shaft End-float

REAR AXLE SHAFT HOUSING OIL SEAL

1. Remove the rear axle shaft, brake shoe and back-plate, brake camshaft and handbrake lever and tube (where fitted) as an assembly—see operations 1 to 4 of section headed " Rear Axle Shafts, Bearings and Oil Seals—To Remove."

2. Lever out the old seal and fit a new seal, lip facing inwards, using adaptor T.4071 with the 550 Handle.

3. Refit the rear axle shaft, brake shoe and back-plate, brake camshaft and handbrake lever and tube (where fitted), as an assembly taking care to ensure that the same thickness of shim as was originally fitted, is placed between the brake back-plate and the axle shaft housing—see operations 13 to 16 of section headed " Rear Axle Shafts, Bearings and Oil Seals—To Reassemble."

AXLE SHAFT HOUSINGS

If both axle housings are to be removed during an overhaul the left-hand housing and the differential assembly should be removed first, and replaced only after the right-hand housing has been replaced.

It is possible to remove an axle shaft and housing as an assembly, providing means are available for supporting their combined weight.

To Remove an Axle Shaft Housing

1. Remove the two control panel side plates by unscrewing the four self-tapping screws in each and disconnect the rear lamp connections from the main loom. Release the wiring from the gearbox housing clips and pull the wiring through the holes in the housing flanges.

2. Remove the mudguard and foot plate as an assembly from the foot plate support brackets and the axle shaft housings.

3. Drain the oil from the rear transmission housing and remove the axle shaft complete with brake shoe assembly, brake camshaft and handbrake lever and tube assembly (where hand brake is fitted) as previously described.

4. Remove the split pin and castellated nut on the lower link pivot support pin and remove the lower link.

When removing the right-hand axle shaft housing disconnect the differential lock operating linkage and remove the pedal from the lower link pivot pin.

5. Unscrew the axle housing to transmission stud nuts and lift the axle shaft housing away from the studs.

6. Note that a number of gaskets are fitted between the left-hand axle shaft housing and the centre housing. These gaskets provide the adjustment for differential bearing pre-load and the same number should be used on reassembly. If new parts are fitted it may be necessary to reset the pre-load as detailed in sub-section headed " Differential Bearing Pre-Load."

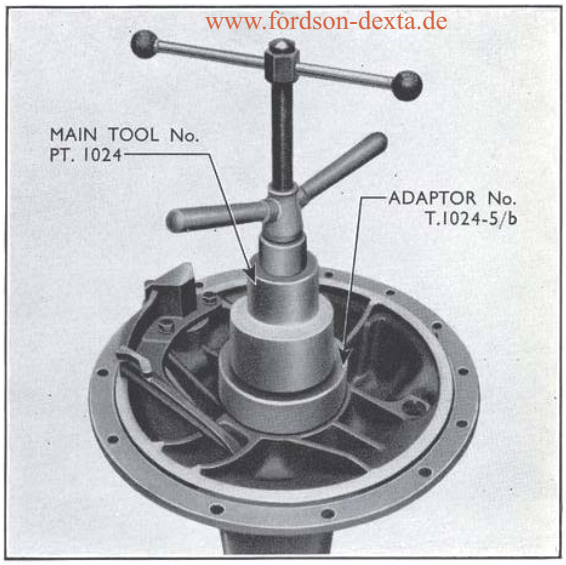


Fig. 13
Removing a Differential Bearing Cup

To Overhaul a Left-Hand Axle Shaft Housing

Prior to the introduction of the differential lock the differential bearings were identical on right- and left-hand sides of the tractor and the same procedure could be adopted for removing and replacing the bearing cup in the axle shaft housing. The right-hand bearing used when a differential lock is fitted, is however, larger than that previously used and different tools are required to effect removal.

1. To remove the left-hand differential bearing cup use Main Tool No. PT.1024 with adaptor ring T.1024–5/b and split adaptors T.1024–5/a. Engage the split adaptors with the bearing cup and the centre button on the tool shaft, and tighten the large wing nut to pull the cup from the housing (see Fig. 13).

2. The bearing cup may be replaced either by tapping into position or by using main Tool No. T.4055 with adaptors T.4055–1.

3. If it is necessary to renew the axle shaft housing oil seal, lever the old seal out of its location and fit the new seal, with the lip facing inwards, using adaptor T.4071 and the 550 handle.

To Overhaul a Right-Hand Axle Shaft Housing

If the tractor is not fitted with a differential lock the procedure is identical to that detailed above for a left-hand housing. If a differential lock is fitted adopt the following procedure :—

1. To remove the right-hand differential bearing cup from the housing use Tool No. T.4060 and adaptor Tool No. T.4060–5. Fit the adaptor T.4060–5 to the centre screw of the main Tool No. T.4060, tilt the tool at an angle and enter the remover

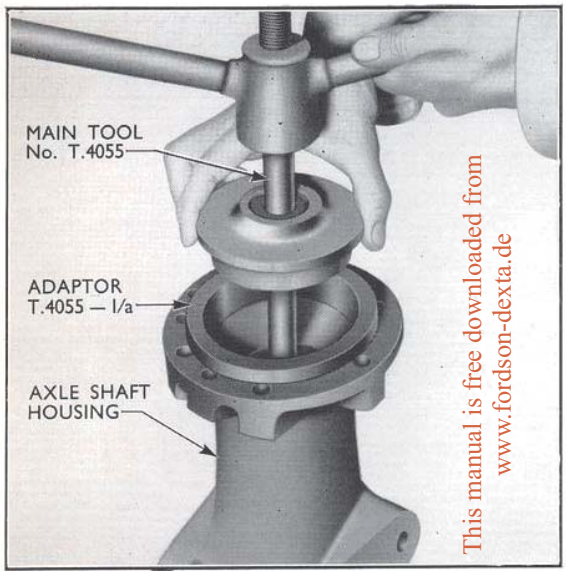


Fig. 14
Replacing a Differential Bearing Cup

adaptor behind the bearing cup. Straighten up the tool and turn the large wing nut to pull the cup from the housing.

2. A new cup can be fitted quite easily without special tools by tapping it into its location in the housing.

3. As with the left-hand housing a new axle shaft housing oil seal may be fitted, after levering out the old seal, using adaptor T.4071 with the 550 handle.

4. To overhaul the differential lock operating fork and cross-shaft or the cross-shaft oil seal :

(i) Release the differential lock operating fork to cross-shaft locknut and screw (see Fig. 15) and withdraw the cross-shaft from the housing at the same time sliding the operating fork from the shaft.

(ii) Knock out the cotter, securing the differential lock operating lever to the cross-shaft and slide off the operating lever.

(iii) If necessary, remove the cross-shaft oil seal from the axle shaft housing.

(iv) Replace the cross-shaft oil seal in the axle housing with the lip of the seal facing inwards.

(v) Position the differential lock operating lever on the cross-shaft and drive the cotter firmly into position.

(vi) Enter the cross-shaft in the housing at the same time sliding the fork into position on the shaft. Assemble the locking screw to the fork ensuring that the end of the locking screw enters the hole in the cross-shaft. Tighten both the locking screw and the locknut to a torque of 25 to 28 lb. ft. (3.46 to 3.87 kg.m.).

To Refit an Axle Shaft Housing

1. Position the axle shaft housing on the main transmission housing studs with the brake camshaft bush to the front and ensure, in the case of a right-hand housing, that the non-threaded portion of the differential lock adjusting screw has entered the slot in the operating fork. If the original axle shaft housing is being replaced use the same number of gaskets as were originally fitted. If a new housing is being fitted it will be necessary to select the thickness of gasket to obtain the correct differential bearing pre-load as detailed under heading " Differential Bearing Pre-load."

2. Fit the retaining nuts to the studs and tighten to a torque of 50 lb. ft. (6.91 kg.m.).

3. Refit the axle shaft assembly complete with brake shoes assembly, brake camshaft, handbrake lever and tube as previously described under heading " Rear Axle Shafts, Bearings and Oil Seals—To Re-assemble."

4. Replace the mudguard and foot plate assembly, locating the side lamp wiring between the inner edge of the foot plate and support brackets. Connect the side lamp wiring to the main loom and replace the control panel side plates.

5. Refit the lower link, screw on the castellated nut and retain with a split pin. When replacing the right-hand axle housing on a tractor fitted with a differential lock reconnect the differential lock linkage and replace the operating pedal on the lower link support.

6. Refill the rear transmission with 34 pints of lubricant of the correct grade (see " Rear Axle—Specifications ").

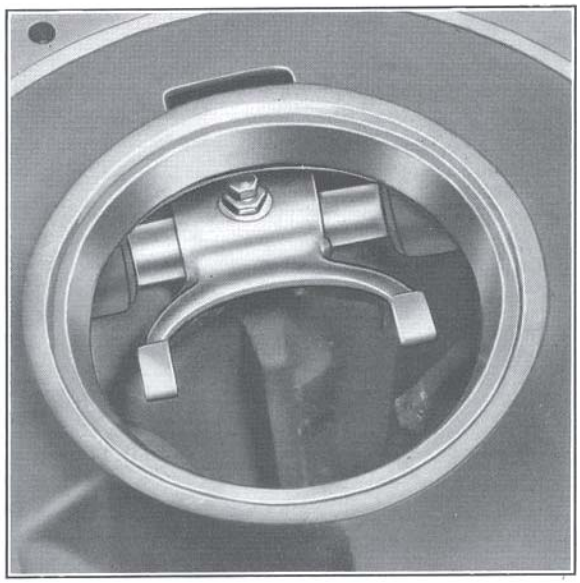


Fig. 15
Operating Shaft and Fork

DIFFERENTIAL AND DIFFERENTIAL LOCK

To Renew the Differential Lock Couplings

Access may be gained to the differential lock coupling adaptor, sliding coupling and spring by removing the right-hand axle shaft housing (see Fig. 16). To completely overhaul the differential case assembly it will, however, be necessary to remove the left-hand axle shaft housing in order to withdraw the complete assembly from the transmission housing, see " To Remove the Crown Wheel, Differential and Differential Lock Assembly."

If the differential couplings require attention proceed as follows :—

1. Remove the right-hand axle shaft housing as previously described.

2. Remove the circlip retaining the sliding coupling to the right-hand side gear and remove the thrust washer, return spring, and coupling adaptor (see Fig. 17).

3. Replace the differential lock coupling adaptor, return spring, sliding coupling and thrust washer and retain in position on the right-hand side gear with the appropriate circlip.

4. Reassemble the right-hand axle shaft housing as previously described.

Fig. 16
Differential Lock Coupling Assembly

To Remove the Crown Wheel, Differential and Differential Lock Assembly

1. Jack up the tractor and drain the oil from the rear transmission housing.

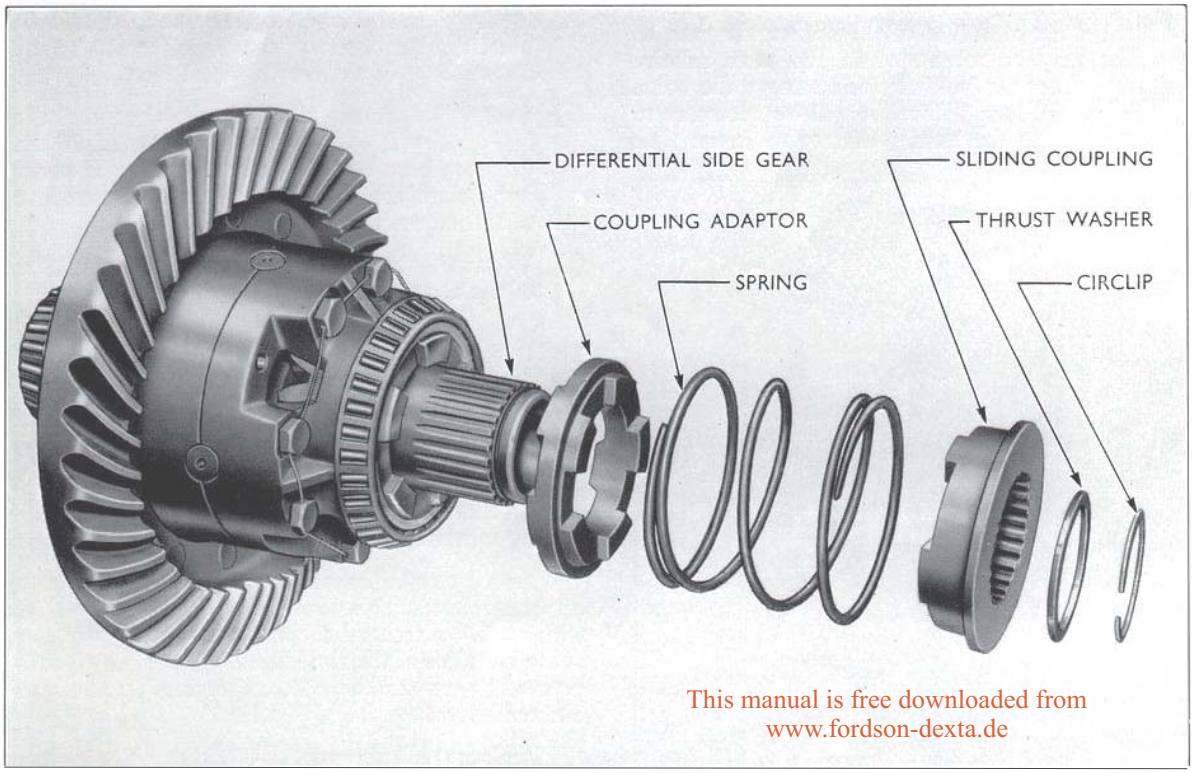


Fig. 17
Exploded View of the Differential Lock

2. Remove the left-hand rear wheel and wheel weights where fitted.

3. Disconnect the rear lamp wiring conduit from the retaining clips on the fender and footplate, unscrew the three bolts securing the fender to the footplate and the two bolts securing the fender to the rear axle housing. Swing the fender to one side, taking care not to place undue strain on the rear lamp wiring.

4. Disconnect the left-hand foot brake rod from the brake camshaft lever.

5. Where a handbrake is fitted, disconnect the left-hand handbrake rod from the handbrake lever and tube assembly.

6. Remove the hydraulic lift left-hand lower link.

7. Remove the left-hand axle shaft housing to transmission housing nuts and remove the axle shaft housing, axle shaft, brake and handbrake (where fitted) as an assembly. Note the number of gaskets fitted between the axle shaft housing and the transmission housing so that the same thickness may be used on reassembly.

8. Carefully withdraw the crown wheel and differential assembly.

To Dismantle

1. If a differential lock is fitted, remove the circlip retaining the sliding coupling to the right-hand side gear. Remove the thrust washer, sliding coupling, coupling return spring and coupling adaptor (see Fig. 17).

2. Mark the two halves of the differential case so that they may be assembled in the same relative position, extract the lock wire and remove the bolts. If a differential lock is fitted it will be necessary to gradually release the bolts whilst at the same time lifting the right-hand half of the case. The bearing cone will prevent individual bolts from being removed.

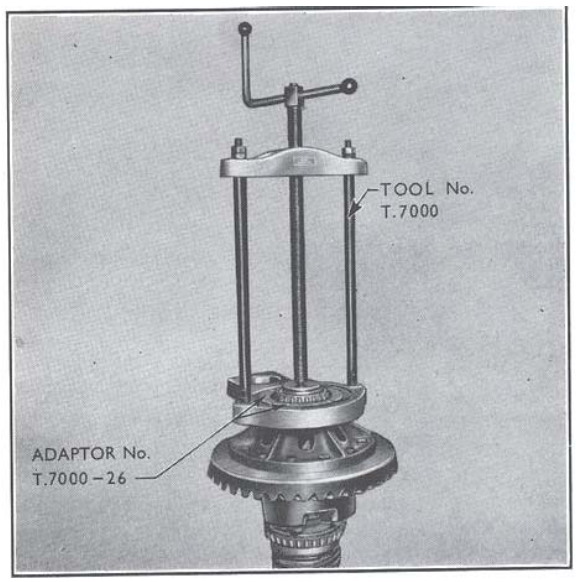


Fig. 18
Removing a Differential Bearing Cone

3. Remove the right-hand half of the case away from the rest of the assembly.

4. If it is necessary to remove the right-hand bearing cone on tractors fitted with a differential lock, existing Tool No. T.4056 and thrust pad T.4056/c will be suitable.

The left-hand bearing cone on all Dexta tractors and the right-hand cone on tractors without differential lock may be removed with Main Tool No. T.7000 and split adaptors T.7000–26.

If a bearing cone is renewed it is recommended that a new bearing cup of a corresponding manufacturing type is also fitted.

5. Remove the differential spider, pinions, side gears and thrust washer.

6. If necessary, remove the bushes from the differential case, using a suitable drift.

7. If a new differential case and/or crown wheel are to be fitted, remove the rivets retaining the crown wheel to the left-hand half of the differential case in the following manner :—

(*a*) Centre punch the upset end of each of the twelve retaining rivets, i.e. the end on the gear side of the crown wheel.

NOTE.—To ensure that the drill runs true to the rivet shank the centre punch should be placed in the centre of the circle formed by the counterbore in the crown wheel face.

(*b*) Drill $\frac{9}{16}$ in. diameter holes in the rivet until the end breaks free from the rivet shank. If the drill has been centred correctly, this will occur just before the drill reaches the hardened face of the crown wheel.

(*c*) Use a suitable size drift to remove the remainder of the rivet.

To Rebuild

The crown wheel and pinion are supplied through service as a matched assembly and no attempt should be made to renew one without the other.

Although the crown wheel is rivetted to the differential case in production, special bolts and self-locking nuts are available for service.

Where a new differential case is to be fitted to a Super Dexta tractor it must be of the latest type, i.e. with a shallow recess machined around the periphery at the joint line of the two halves. This case may also be used on standard type Dexta tractors fitted with a differential lock.

1. Replace the differential case bushes. These must be inserted from the inside of the differential case and located at a depth of 0.60 in. (1.53 mm.) from the inside face.

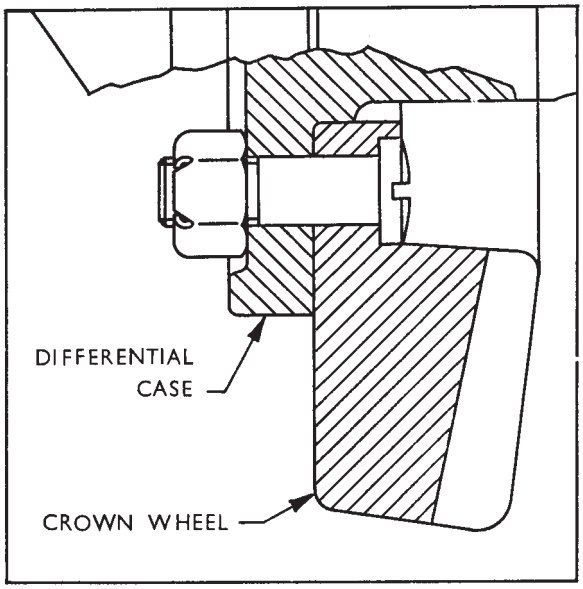


Fig. 19
Crown Wheel to Differential Case Securing

On tractors less differential lock, both left- and right-hand bushes may be assembled to the correct depth with Tool No. T.4073 and the 550 handle.

On tractors with differential lock, use Tool No. T.4073 and 550 handle to assemble the left-hand bush and Tool No. T.4087 with 550 handle to fit the right-hand bush.

2. If a new crown wheel and/or differential case is to be fitted, thoroughly clean the mating surfaces and ensure that the faces are free from burrs. Assemble the crown wheel to the left-hand half of the differential case using special bolts and locknuts as shown in Fig. 19. It will be noted that the slotted heads of the bolts locate in the counterbores of the holes in the gear side of the crown wheel. Tighten the locknuts to a torque of 50 to 60 lb. ft. (6.9 to 8.3 kg.m.).

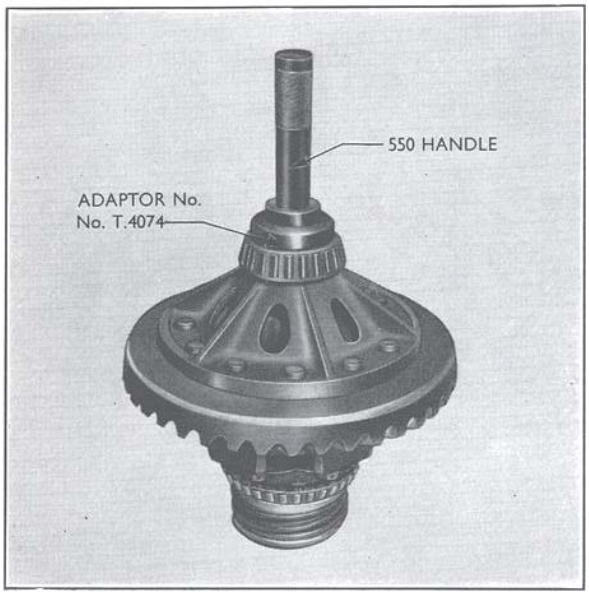


Fig. 20
Replacing a Differential Bearing Cone

3. Insert the eight retaining bolts in the holes in the right-hand half of the differential case then assemble the right-hand bearing cone.

Use Tool No. T.4074 with 550 handle for assembling the bearing cone on tractors less differential lock and Tool No. T.4088 with 550 handle on tractors with differential lock.

4. Assemble the left-hand bearing cone using Tool No. T.4074 with 550 handle.

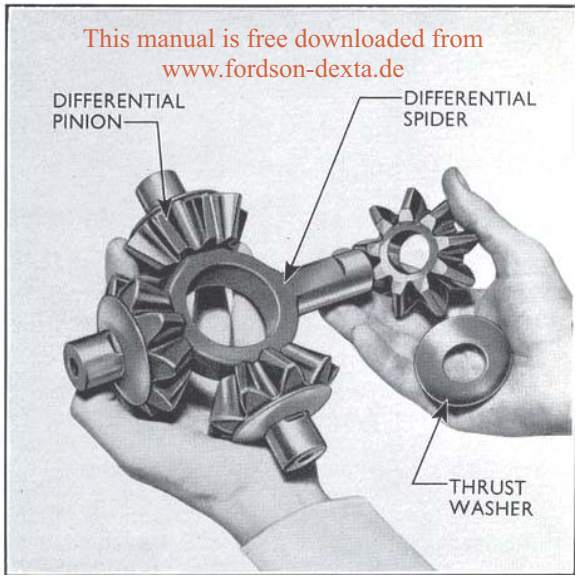


Fig. 21
Assembling the Differential Spider and Pinions

5. Place the left-hand half of the casing on the bench and install a side gear thrust washer and left-hand side gear. Assemble the pinions to the spider and locate in the left-hand differential case.

Locate the right-hand side gear and thrust washer on top of the assembly.

(NOTE.—The side gear used with a differential lock differs from that used when no differential lock is fitted.)

Lower the right-hand half of the differential case over the right-hand side gear and line up the mating marks, placed on left- and right-hand halves of the case before dismantling.

6. Tighten the retaining bolts to a torque of 70 lb. ft. (9.67 kg.m.). On assemblies with a differential lock a special adaptor, Tool No. T.4091,

Fig. 22
The Differential Assembly

is available to enable a torque wrench to be used. When using this adaptor, set the torque wrench to 62 lb. ft. (8.5 kg.m.) as this setting will be multiplied by the adaptor to give the specified 70 lb. ft. (9.67 kg.m.) at the bolt.

Lubricate the assembly and turn the gears to check freedom of movement. Lock the heads of the bolts with wire.

7. Replace the differential lock coupling adaptor, return spring, sliding coupling and thrust washer, and retain with the appropriate circlip.

To Refit the Crown Wheel, Differential and Differential Lock Assembly

1. Refit the assembly in the housing taking care to engage with the right-hand axle shaft splines.

2. Fit the axle shaft housing, axle shaft, and brake as an assembly to the rear transmission housing. If the differential casing and/or bearings have not been renewed, use the same number of gaskets as were originally used. If, however, a new differential casing or new bearings have been fitted it will be necessary to reset the bearing pre-load as outlined on page 16 under the heading " Differential Bearing Pre-Load."

3. Replace the hydraulic lift lower link.

4. Where a handbrake is fitted, reconnect the left-hand handbrake rod to the handbrake lever and tube assembly.

5. Reconnect the left-hand footbrake rod to the brake camshaft lever.

6. Replace the fender to the axle shaft housing and footplate and re-locate the rear lamp wiring conduit in the clips on the footplate and fender.

7. Replace the left-hand wheel.

8. Remove the jack and refill the rear transmission housing to the level plug hole with the correct grade of oil.

THE DRIVE PINION

The drive pinions used on both the Super Dexta and the standard type Dexta have six teeth but the pinions differ in tooth form, number of splines and size of thread. The taper roller bearings fitted to current production models are wider than those fitted prior to the introduction of the Super Dexta although they are used with the same bearing retainer housing and may therefore be fitted in service to early Fordson Dexta tractors. The early bearings must not be fitted to a Super Dexta.

It should also be noted that the pinion pilot bearing fitted to a Super Dexta is wider and has a larger internal diameter than that used on the standard type Dexta.

To Remove the Drive Pinion and Bearing Retainer Assembly

The drive pinion assembly cannot be removed with the differential in position as the crown wheel teeth prevent the pilot bearing from passing. It should also be noted that crown wheels and pinions are supplied as matched assemblies and one should not be renewed without the other.

1. Split the tractor at the rear transmission centre housing/gearbox flange as previously described.

Fig. 23
Withdraw the Drive Pinion Assembly

2. Remove the left-hand axle shaft housing assembly followed by the differential assembly—see "To Remove the Crown Wheel Differential and Differential Lock Assembly."

3. Remove the hydraulic lift top cover assembly, hydraulic pump and hydraulic lift oil return filter.

4. Remove the driving pinion coupling then extract the bolts holding the pinion bearing retainer assembly to the rear transmission housing.

No special equipment will normally be necessary to draw the pinion bearing retainer assembly from the transmission housing but should a tight assembly be encountered which will not respond to gentle tapping, adaptors are available for use with existing main Tool No. CT.4014 to carry out this operation.

When using the tool on a standard type Dexta, adaptors CT.4014–1 will be required whilst on the Super Dexta, CT.4014–1 plus an alternative sleeve T.4014–5 will be necessary.

To use the tool refer to Fig. 23 and proceed as follows :—

(*a*) Straighten the tabs of the drive pinion lockwasher and remove the locknut and lockwasher. A pair of spanners to fit the standard type Dexta locknut and bearing adjusting nut is available under Tool No. CT.4050 and a similar pair to suit the Super Dexta under Tool No. T.4094.

(*b*) Locate the three tool adaptor studs CT.4014–1/c through equally spaced holes in the pinion bearing retainer flange and screw them into the threaded holes in the rear transmission housing.

(*c*) Fit the circular platform of adaptor set CT.4014–1 onto the studs.

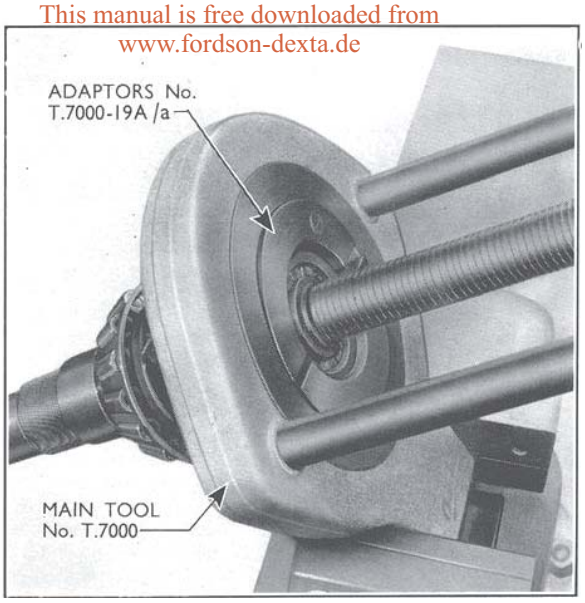


Fig. 24
Removing the Pinion Pilot Bearing

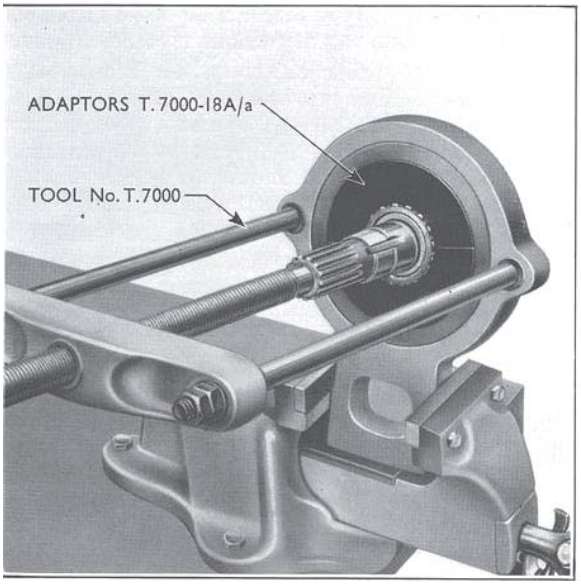


Fig. 25
Removing the Pinion Rear Bearing Cone

(*d*) Screw the threaded sleeve, Tool No. T.4014–1/a on a standard type Dexta or Tool No. T.4014–5 on a Super Dexta, onto the pinion then locate the body of the Main Tool No. CT.4014 on the circular platform.

(*e*) Fit the centre screw of the tool to the sleeve and then tighten the wing nut to withdraw the pinion and bearing retainer assembly from the housing.

To Overhaul the Drive Pinion and Bearing Retainer Assembly

1. If the drive pinion and bearing retainer has been removed complete without the use of special tools, straighten the lockwasher tabs and remove the locknut and lockwasher.

2. Remove the bearing adjusting nut and thrust washer and withdraw the pinion, rear bearing cone and pilot bearing assembly from the bearing retainer. Remove the front bearing cone.

3. To renew the drive pinion pilot bearing, first detach the locking ring, located in a groove in the pinion at the rear of the bearing, then use main Tool No. T.7000 with slave ring and split adaptors Tool No. T.7000–19A/a, to withdraw the bearing from the pinion. Fit a new bearing using the same adaptors with the addition of plate T.7000–19A/b, and retain on the pinion with a new locking ring which must be closed after locating in the pinion groove.

4. The rear bearing cone may be removed, using Main Tool No. T.7000 with adaptor T.7000–18A/a. To fit a new cone use Main Tool No. T.7000 and adaptors T.7000–18A/a with the addition of adaptor ring T.7000–18A/b to locate the bearing inner race.

NOTE.—Early type adaptors T.7000–18/a are only suitable for removing a previous type bearing cone.

5. To renew either of the pinion bearing cups, remove the original cup with main Tool No. T.4060, adaptor ring T.4060–3A/a and split adaptors T.4060–3A/b (see Fig. 26). Reverse the position of the adaptors and fit the new cup, tightening the large wing nut of the main tool to pull the cup into position.

6. Fit the pinion, rear bearing cone and pilot bearing assembly in the bearing retainer and cup assembly. Install the front bearing cone, thrust washer, bearing adjusting nut, lockwasher and locknut.

7. Tighten the inner nut to pre-load the bearings to 12 to 16 lb. ins. (0.138 to 0.184 kg.m.). Use Tool No. T.4062 with adaptor T.4062–1 to check the pre-load when adjusting the bearings on a standard type Dexta and with adaptor T.4062–2 when checking the bearing pre-load on a Super Dexta.

When making the adjustment tap the splined end of the shaft lightly with a soft mallet and rotate the shaft to seat the bearings in their cups.

8. Tighten the locknut then re-check the bearing pre-load, making further adjustments if necessary. Bend one of the tabs of the lockwasher onto a flat on the adjusting nut and the other tab onto a flat of the locknut.

To Refit the Drive Pinion

1. Fit the pinion and bearing retainer assembly to the rear transmission housing. Where available, the adaptor studs of the removing tool may be used to guide the assembly into position.

2. Ensure that the dowel in the retainer enters the dowel hole in the housing then fit and fully tighten the six bolts and spring washers to secure the bearing retainer.

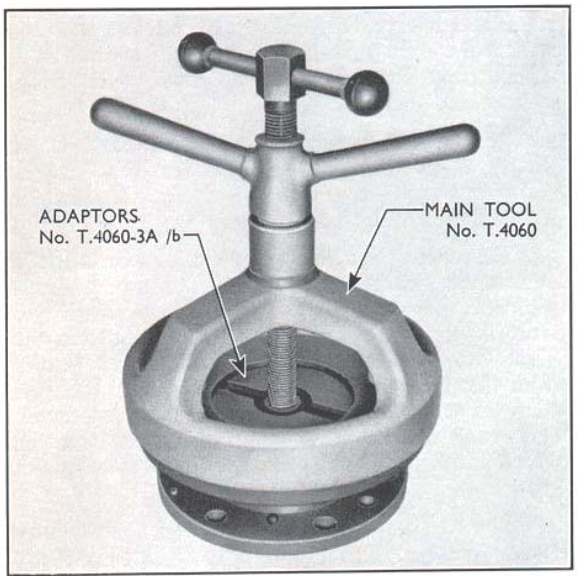


Fig. 26
Removing the Pinion Bearing Cup

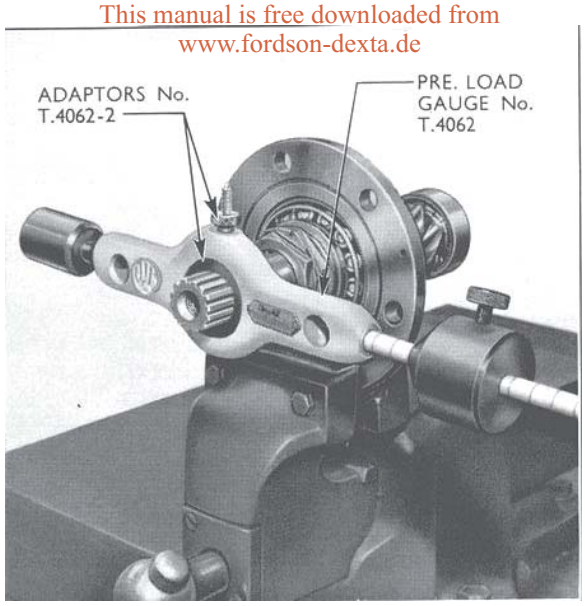


Fig. 27
Checking the Pinion Bearing Pre-load

3. Replace the differential assembly and the left-hand axle shaft housing including the fender and rear wheel—see "To Refit the Crown Wheel, Differential and Differential Lock Assembly."

4. Fit the pinion coupling, the hydraulic lift oil return filter and hydraulic pump.

5. Join the rear transmission to the gearbox as previously described under "To Reassemble the Rear Transmission to the Gearbox."

6. Replace the hydraulic lift top cover assembly and refill the rear transmission to the level plug hole with new lubricant of the correct grade.

DIFFERENTIAL BEARING PRE-LOAD

The number, and consequently the thickness, of gaskets fitted between the left-hand axle shaft housing and the main rear transmission housing determines the pre-load on the differential bearings.

To ensure that this pre-load is maintained the number of gaskets should be noted whenever an axle housing is removed and the same number used on reassembly.

If, however, a major overhaul is being carried out involving renewal of the differential housing, bearings or axle shaft housing it will be necessary to reset the bearing pre-load in the following manner :—

1. Fit a new gasket to the studs on the right-hand side of the main rear transmission housing. If a differential lock is fitted, ensure that the non-threaded portion of the differential lock adjusting screw has entered the slot in the operating fork then assemble the right-hand axle shaft housing to the

main rear transmission housing. Rotate the rear transmission housing until the right-hand axle shaft is pointing downward.

2. Locate the differential assembly in the cup of the right-hand axle shaft housing.

3. Position the left-hand side axle shaft housing correctly over the differential assembly and rotate the differential by hand to ensure that the bearing cones seat correctly.

4. Fit nuts to four studs positioned equally around the housing and screw down finger-tight.

5. With feeler gauges measure the gap between the axle housing ensuring that it is equal at all points around the circumference. Do not tighten the nuts beyond finger tightness.

6. Select a number of gaskets the compressed thickness of which will be equal to the gap measured. Each gasket supplied in service has a compressed thickness of 0.0065 in. (uncompressed thickness—0.009 to 0.012 in.).

7. Having determined the correct number of gaskets, remove the left-hand axle shaft housing and differential assembly and rebuild the axle as described under the appropriate heading.

NOTE.—Setting the differential bearing pre-load by the above method will ensure that the pre-load does not exceed 30 lb. ins. (0.345 kg.m.) at which loading the differential can be turned easily by hand.

Even if during an overhaul no parts are renewed which could directly affect the pre-load, it is advisable always to check on reassembly that the crown wheel can be turned easily by hand and is without perceptible side-float.

As an alternative method during overhaul the pre-load can be measured directly on the differential casing by means of a spring balance and a length of cord wound around the differential casing. Access to the differential may be gained through the P.T.O. aperture and the drive pinion should be removed before measurement to eliminate additional drag.

The maximum pre-load allowable would then be equivalent to a pull of 8½ lb. (3.76 kg.) on the spring balance. If gaskets are removed one at a time and the pre-load re-measured, then all the housing nuts should be tightened for each measurement, as the gaskets will then be compressed the correct amount.

POWER TAKE-OFF

The arrangement of the Power Take-Off and the method of engaging the drive is the same on all tractors with or without "Live" P.T.O. The shaft runs the full length of the rear transmission housing and emerges at the centre line of the tractor, the shaft being 1⅜ in. (34.9 mm.) diameter and having six splines. The shaft is supported at its rear end by a ball bearing and at its mid-length by a bronze bush in the housing.

At the front end a dog tooth gear and sleeve is splined to the shaft. When the P.T.O. shifter lever is pulled rearwards a cranked shaft and fork are moved forwards to slide the sleeve and gear into mesh with the internal dog teeth on the hydraulic pump drive gear at the rear of the P.T.O. counter shaft. Positive engagement is ensured by a spring-loaded ball locating in a recess in the shifter housing.

To Remove the P.T.O. Shaft Assembly

1. Drain off the rear axle oil. If the rear end of the tractor can be conveniently raised or the front

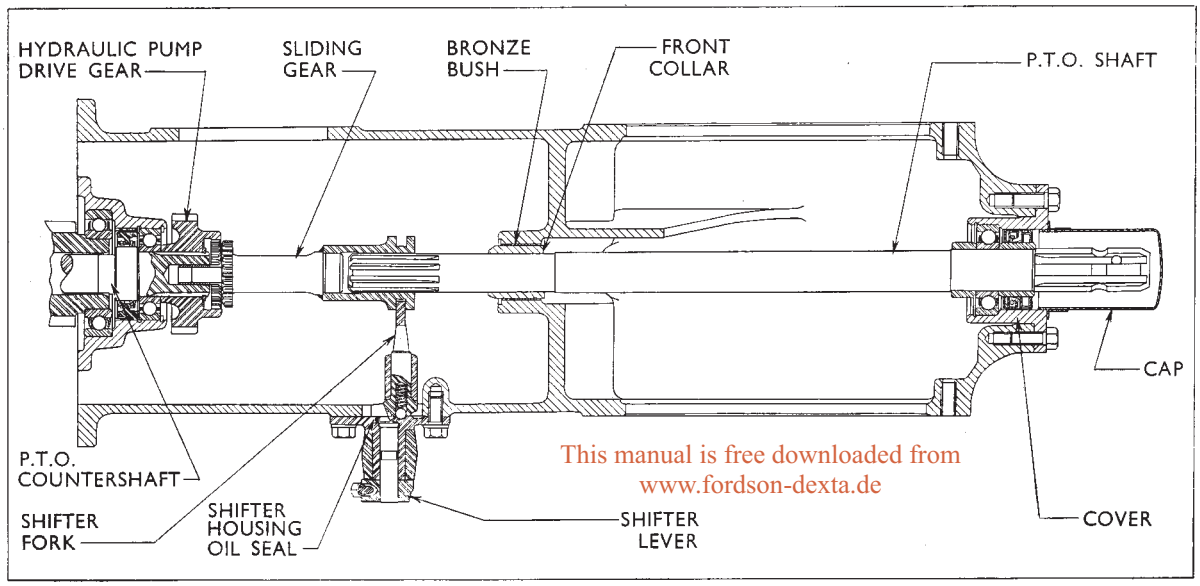


Fig. 28
Sectioned Lay-out of the Power Take-Off

end lowered, then it will only be necessary to drain off a small quantity of oil.

2. Move the P.T.O. shifter lever rearward to the engaged position.

3. Remove the belt pulley and pulley guard (if fitted).

4. Unscrew the four P.T.O. shaft cover bolts and remove the P.T.O. cap and/or guard (if fitted). The P.T.O. cover and shaft may then be withdrawn as an assembly from the rear axle housing.

To Replace the P.T.O. Shaft

1. Ensure that the shaft is clean and that the splines at the front end are free from burrs. Fit a new gasket over the P.T.O. cover.

2. Install the shaft in the axle housing passing the end carefully through the bronze bush in the housing and engage the splines with the sliding gear.

3. Replace the rear cover bolts and fit the P.T.O. cap and/or guard or the belt pulley and guard as necessary.

TO RENEW THE P.T.O. OIL SEAL

1. Remove the P.T.O. shaft as detailed above.

2. Using a pair of circlip pliers remove the circlip retaining the P.T.O. bearing in the cover.

3. Tap the rear end of the shaft, using a mallet, to remove the shaft and bearing assembly from the cover.

4. Drive the seal out of its location in the cover.

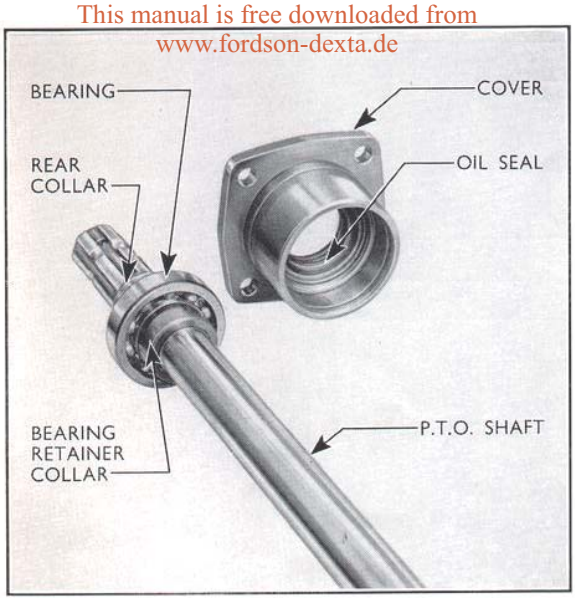


Fig. 29
P.T.O. Shaft and Cover

5. Use the adaptor No. T.7080 with the 550 handle to drive the new seal into the cover. With the cover placed flange downwards on the bench, position the seal so that the lip faces upwards (i.e. will face forwards when installed in the tractor). The use of the correct tool will ensure that the seal is positioned at the correct depth in the cover i.e. 0.12 in. (3.05 mm.) below the bearing locating shoulder.

6. Fit the tapered adaptor sleeve T.7081 over the rear end of the shaft and tap the shaft and bearing assembly into the cover. The use of the special tool will ensure that the lip of the oil seal is not damaged by the edge of the collar. Fit the bearing retaining circlip in the groove in the housing.

7. Install the P.T.O. shaft into the rear transmission housing as previously described.

TO RENEW THE P.T.O. SHAFT BEARING

To Dismantle

1. Remove the P.T.O. shaft as described on page 17.

2. Remove the circlip retaining the P.T.O. bearing in the cover and detach the cover (see Fig. 29).

3. Remove the shaft front collar. This collar runs in a bronze bush in the transmission housing and is a press fit on the shaft. To remove, suitably support the rear edge of the collar and press or drive the shaft through it. Take care not to burr the splines at the front end of the shaft.

4. Remove the bearing retainer collar. This collar is a shrink fit on the shaft and should be cracked by means of a chisel before removal.

5. Suitably support the bearing and press or drive the front end of the shaft through the bearing.

6. The rear collar on the shaft provides a bearing surface for the P.T.O. oil seal and should be renewed if worn or scored. It is a press fit and may be pressed or driven forwards off the shaft.

To Reassemble

1. Press the rear oil seal collar onto the shaft so that it contacts the ends of the P.T.O. splines.

2. Press the P.T.O. bearing onto the shaft, applying pressure to the inner race only, until it is in firm contact with the oil seal collar.

3. Heat the bearing retainer collar, applying the flame evenly until it reaches a dark blue temper colour. Drop it over the front end of the shaft and tap firmly home against the bearing.

4. Fit the front collar onto the shaft, with the chamfered outside edge facing forwards and press into position. This collar should be located with its rear edge 13.4 in. (340.4 mm.) from the front edge of the bearing retainer collar.

5. Replace the shaft and bearing assembly in the cover, retain with a circlip, and install in the rear transmission housing as previously described.

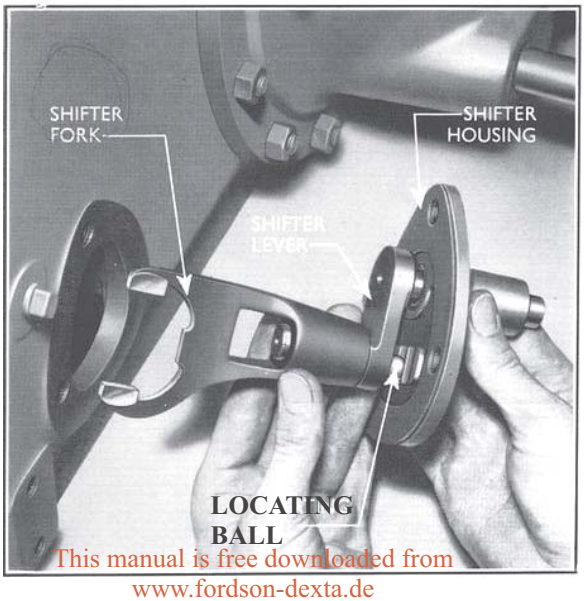


Fig. 30

P.T.O. Selector

P.T.O. SHIFTER

To Remove

1. Remove the bolts securing the left-hand side foot plate to the mudguard and to the support brackets. Release the side lamp wiring clip at the rear of the foot plate, and remove the foot plate from the tractor.

2. Unscrew the rear axle drain plug and drain off approximately half of the axle oil.

3. Disconnect the clutch rod from the clutch pedal lever.

4. Move the P.T.O. shifter forward to the disengaged position.

5. Unscrew the three shifter housing securing bolts and remove the assembly from the transmission housing. Note that the front lower bolt is also used to retain the clutch pedal stop bracket (except on tractors with " Live " P.T.O.).

To Dismantle

1. Slide the shifter fork off the cranked end of the shaft (see Fig. 30).

2. Unscrew the nut on the shifter lever cotter bolt, drive out the cotter and remove the shifter lever. The clutch pedal may then be removed. Once the shifter lever has been released from the shaft the spring-loaded locating ball will tend to drop and care should be taken not to lose this.

To Reassemble

1. Clean and inspect all parts and renew as necessary, ensure that the shaft and the shifter housing joint face are free from burrs.

2. Prior to Tractor Serial No. 47875 a lip type of seal was fitted between the shifter shaft and the shifter shaft housing. After this number an " O " ring was fitted instead of the lip type seal and the shifter shaft housing modified to suit. The current type seal and housing are not individually interchangeable with those previously fitted. To renew the early lip type oil seal, lever the old oil seal out of its location and fit the new seal with the lip facing outwards (i.e. towards centre of tractor); press on the outer diameter of the seal and ensure that it enters squarely into the bore and abuts the locating shoulder.

3. Grease the shaft and slide it into the shifter housing taking care not to damage the oil seal.

4. Fit the locating ball spring into its bore in the shaft and install the locating ball to engage with the centre of the three grooves in the P.T.O. housing. Apply a light pressure to the shaft and housing to hold the ball in position. To prevent the ball dropping out of its location the clutch pedal and shifter lever should be installed at this stage and secured by means of the cotter bolt and nut. If, during a major overhaul, the hydraulic lift cover is removed, the shifter housing may be installed without the lever and clutch pedal, there being no danger of losing the locating ball.

5. Install the shifter fork on its shaft with the forked end offset downwards.

To Refit

1. Fit a new gasket to the joint face and install the housing, ensuring that the shifter fork engages correctly with the recess in the sliding gear. Fit and tighten the three shifter housing bolts. On tractors not fitted with " Live " P.T.O. the clutch pedal stop bracket should be fitted under the front lower bolt and positioned so as to contact the upper edge of the raised boss on the housing.

2. Fit the clutch pedal and shifter lever if not previously installed, replace the cotter bolt and tighten the nut securely.

3. Operate the shifter lever to ensure correct engagement and disengagement of the sliding gear.

4. Reconnect the clutch operating rod, securing the clevis pin with a new split pin.

5. Bolt the foot plate in position to the support brackets and the mudguard, and secure the side lamp wire in the clip at the rear of the foot plate. Also locate the wiring to run between the support brackets and the inner edge of the foot plate.

6. Refill the rear transmission with oil to the correct level.

P.T.O. SLIDING GEAR

The P.T.O. sliding gear is supported at its front end by a bush in the rear of the P.T.O. countershaft, and at the rear on the splined front end of the P.T.O. shaft. The gear can be moved into and out of engagement with the internal dog teeth on the hydraulic

pump drive gear by operating the P.T.O. shifter lever.

To remove the P.T.O. sliding gear it is necessary to split the tractor at the rear transmission/gearbox flange—see section headed " To Separate the Rear Transmission from the Gearbox "—and to remove the P.T.O. shifter assembly.

The P.T.O. sliding gear may then be withdrawn from the P.T.O. shaft.

P.T.O. SHAFT FRONT BUSH

This steel backed, bronze lined bush supports the front end of the P.T.O. shaft and is a press fit in the centre axle housing.

If a new bush is fitted it should be pressed into the bore from the front of the housing, to a depth of 0.22 in. (5.6 mm.), measured from the front of the boss.

REAR AXLE — SPECIFICATIONS

	STANDARD TYPE DEXTA	SUPER DEXTA
Type	Semi-floating	Semi-floating
Axle ratio	6.66 : 1	6.16 : 1
THE DRIVE PINION		
Number of teeth	6	6
Number of splines	10	14
Pinion bearing pre-load	12.16 lb. in. (0.1401 kg.m.)	12.16 lb. in. (0.1401 kg.m.)
Pinion shaft diameter :		
at pilot bearing locations	0.9845 to 0.9850 in. (25.006 to 25.019 mm.)	1.1811 to 1.1816 in. (30.000 to 30.013 mm.)
at centre bearing locations	1.751 to 1.752 in. (44.476 to 44.501 mm.)	1.751 to 1.752 in. (44.476 to 44.501 mm.)
at front bearing locations	1.749 to 1.7495 in. (44.425 to 44.437 mm.)	1.749 to 1.7495 in. (44.425 to 44.437 mm.)
REAR AXLE SHAFTS		
Shaft diameter :		
at outer oil seal location	3.124 to 3.126 in. (79.350 to 79.401 mm.)	3.124 to 3.126 in. (79.350 to 79.401 mm.)
at inner oil seal location	2.124 to 2.126 in. (53.950 to 54.001 mm.)	2.124 to 2.126 in. (53.950 to 54.001 mm.)
at bearing location	2.2515 to 2.2525 in. (57.188 to 57.214 mm.)	2.2515 to 2.2525 in. (57.188 to 57.214 mm.)
*at retaining collar location	2.2515 to 2.2525 in. (57.188 to 57.214 mm.)	NOT APPLICABLE
*Bearing retaining collar I.D.	2.2445 to 2.2465 in. (57.011 to 57.061 mm.)	NOT APPLICABLE
Bearing retainer securing :	by nut/*by collar	by nut
Rear axle shaft end-float	0.004 to 0.012 in. (0.102 to 0.305 mm.)	0.004 to 0.012 in. (0.102 to 0.305 mm.)
Adjustment	By shimming the axle shaft retainers at both sides of axle	
Shims available	0.016, 0.021, 0.031, 0.050, 0.057 in. (all shims ±0.001 in.) (0.406, 0.533, 0.787, 1.270, 1.448 mm. (all shims ±0.025 mm.)	

** Applicable to tractors produced before the introduction of the Super Dexta*

REAR AXLE—SPECIFICATIONS (*continued*)

	STANDARD TYPE DEXTA	SUPER DEXTA
THE DIFFERENTIAL		
Differential spider journal diameter	0.9965 to 0.998 in. (25.273 to 25.349 mm.)	0.9965 to 0.998 in. (25.273 to 25.349 mm.)
Differential pinion bush bore	1.000 to 1.001 in. (25.400 to 25.426 mm.)	1.000 to 1.001 in. (25.400 to 25.426 mm.)
Differential casing bush bore L.H.	2.3735 to 2.3775 in. (60.287 to 60.389 mm.)	2.3735 to 2.3775 in. (60.287 to 60.389 mm.)
Differential casing bush bore R.H.	2.838 to 2.842 in. (72.085 to 72.187 mm.)	2.838 to 2.842 in. (72.085 to 72.187 mm.)
Differential casing bush bore	‡2.3735 to 2.3775 in. (60.287 to 60.389 mm.)	NOT APPLICABLE
Differential side gear journal L.H.	2.367 to 2.369 in. (60.122 to 60.173 mm.)	2.367 to 2.369 in. (60.122 to 60.173 mm.)
Differential side gear journal R.H.	2.8315 to 2.8335 in. (71.920 to 71.971 mm.)	2.8315 to 2.8335 in. (71.920 to 71.971 mm.)
Differential side gear journal	‡2.367 to 2.369 in. (60.122 to 60.173 mm.)	NOT APPLICABLE
Differential casing diameter at bearing location L.H.	2.626 to 2.627 in. (66.701 to 66.726 mm.)	2.626 to 2.627 in. (66.701 to 66.726 mm.)
Differential casing diameter at bearing location R.H.	4.252 to 4.253 in. (107.001 to 108.027 mm.)	4.252 to 4.253 in. (107.001 to 108.027 mm.)
Differential casing diameter at bearing location	‡2.626 to 2.627 in. (66.701 to 66.726 mm.)	NOT APPLICABLE
Differential side gear thrust washer thickness	0.058 to 0.062 in. (1.473 to 1.575 mm.)	0.058 to 0.062 in. (1.473 to 1.575 mm.)
Differential pinion thrust washer thickness	0.058 to 0.062 in. (1.473 to 1.575 mm.)	0.058 to 0.062 in. (1.473 to 1.575 mm.)
DIFFERENTIAL BEARING PRE-LOAD		
Setting	By fitting gaskets on left-hand axle shaft housing joint	
Maximum pre-load allowable	30 lb. in. (0.346 kg.m.)	30 lb. in. (0.346 kg.m.)
Maximum pre-load allowable in terms of pinch on housings	0.003 in. (0.076 mm.) pinch to 0.003 in. (0.076 mm.) end-float	
Gasket thickness	0.0055 to 0.0075 in. (0.140 to 0.191 mm.) compressed 0.009 to 0.012 in. (0.229 to 0.305 mm.) uncompressed	
REAR AXLE TORQUE TIGHTENING FIGURES		
Axle shaft bearing retainer to axle housing nuts	40 to 45 lb. ft. (5.53 to 6.22 kg.m.)	40 to 45 lb. ft. (5.53 to 6.22 kg.m.)
Axle shaft bearing retaining nut to axle shaft	230 to 250 lb. ft. (31.78 to 34.55 kg.m.)	230 to 250 lb. ft. (31.78 to 34.55 kg.m.)
Axle shaft housing to centre housing nuts	45 to 50 lb. ft. (6.22 to 6.92 kg.m.)	45 to 50 lb. ft. (6.22 to 6.92 kg.m.)
Differential casing bolts	65 to 75 lb. ft. (8.99 to 9.68 kg.m.)	65 to 75 lb. ft. (8.99 to 9.68 kg.m.)
REAR AXLE LUBRICATION		
Capacity	34 pints (19.312 litres)	34 pints (19.312 litres)
Lubricant grade	*Standard Type Dexta and Super Dexta* *Temperature Range* — *S.A.E. Viscosity No.* Above 20°F (—7°C) — 30 H.D. Below 20°F (—7°C) — 20 H.D. or 20W/30 H.D.	

‡ *Applicable only to Dexta tractors produced prior to the introduction of Differential Lock*

REAR AXLE—SPECIFICATIONS (*continued*)

	STANDARD TYPE DEXTA	SUPER DEXTA
POWER TAKE-OFF		
Direction of rotation when viewed from rear	Clockwise	Clockwise
Engine/P.T.O. speed ratio	3.33 : 1	3.33 : 1
⌀Engine/P.T.O. speed ratio	2.895 : 1	NOT APPLICABLE
P.T.O. speed	540 r.p.m. at 1800 r.p.m. (engine)	540 r.p.m. at 1800 r.p.m. (engine)
⌀P.T.O. speed	536 r.p.m. at 1550 r.p.m. (engine)	NOT APPLICABLE
P.T.O. shaft :		
Height of shaft from ground—		
10—28 tyres	17.21 in. (437.1 mm.)	17.21 in. (437.1 mm.)
11—28 tyres	18.11 in. (460.0 mm.)	18.11 in. (460.0 mm.)
Number of splines	6	6
Spline diameter	1⅜ in. (34.93 mm.)	1⅜ in. (34.93 mm.)
Length of spline	2.7 in. (68.58 mm.)	2.7 in. (68.58 mm.)
Length of engagement	2.26 in. (57.40 mm.)	2.26 in. (57.40 mm.)
Diameter of shaft :		
Front collar location	1.2480 to 1.2485 in. (31.699 to 31.712 mm.)	1.2480 to 1.2485 in. (31.699 to 31.712 mm.)
Bearing retainer collar location	1.2501 to 1.2506 in. (31.753 to 31.765 mm.)	1.2501 to 1.2506 in. (31.753 to 31.765 mm.)
Rear collar location	1.2551 to 1.2556 in. (31.880 to 31.892 mm.)	1.2551 to 1.2556 in. (31.880 to 31.892 mm.)
Overall length of shaft	23.70 in. (602 mm.)	23.70 in. (602 mm.)
P.T.O. shaft front collar :		
Length	1.46 in. (37.08 mm.)	1.46 in. (37.08 mm.)
Internal diameter	1.2465 to 1.2475 in. (31.661 to 31.687 mm.)	1.2465 to 1.2475 in. (31.661 to 31.687 mm.)
Position of collar from bearing front retaining collar	13.39 to 13.42 in. (340.1 to 340.9 mm.)	13.39 to 13.42 in. (340.1 to 340.9 mm.)
Bearing retainer collar		
Length	0.75 in. (19.05 mm.)	0.75 in. (19.05 mm.)
Internal diameter	1.2441 to 1.2471 in. (31.600 to 31.676 mm.)	1.2441 to 1.2471 in. (31.600 to 31.676 mm.)
Oil seal collar :		
Length	1.085 to 1.095 in. (27.560 to 27.813 mm.)	1.085 to 1.095 in. (27.560 to 27.813 mm.)
Internal diameter	1.2538 to 1.2548 in. (31.847 to 31.872 mm.)	1.2538 to 1.2548 in. (31.847 to 31.872 mm.)
Outside diameter	1.615 to 1.620 in. (41.021 to 41.148 mm.)	1.615 to 1.620 in. (41.021 to 41.148 mm.)
Rear cover plate :		
Bearing bore diameter	2.7493 to 2.7499 in. (69.832 to 69.847 mm.)	2.7493 to 2.7499 in. (69.832 to 69.847 mm.)
Oil seal bore diameter	2.441 to 2.442 in. (62.001 to 62.027 mm.)	2.441 to 2.442 in. (62.001 to 62.027 mm.)
Oil seal position below bearing location shoulder	0.12 in. (3.05 mm.)	0.12 in. (3.05 mm.)

⌀ *Prior to Serial No. 957E–63953*

HYDRAULIC SYSTEM

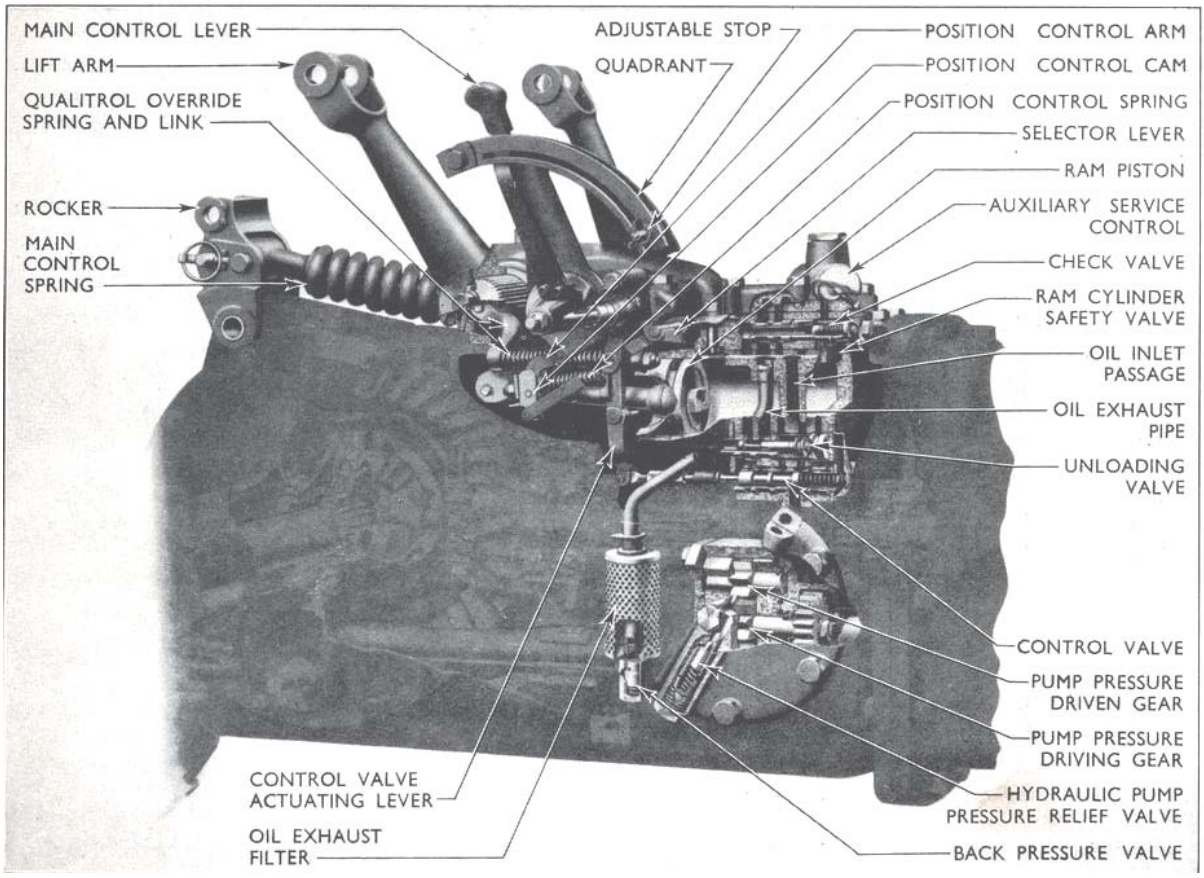


Fig. 1
Sectioned View of Hydraulic System

HYDRAULIC POWER LIFT

General Description

The Hydraulic Power Lift offers a choice of operating control enabling either Qualitrol (constant draft) or Position Control (constant depth) to be selected according to the work being undertaken and the ground conditions encountered.

" Live " hydraulics are automatically available when a " Live " power take-off (optional equipment) is fitted, and gives the advantage that the tractor may be stopped or gear changes carried out without affecting the operation of the hydraulics.

Hydraulic Pump

A single stage gear type pump is flange-mounted in the front compartment of the rear transmission housing, and is driven by a gear attached to the power take-off countershaft (which runs through the gear-box). The oil supply is taken from the rear transmission lubricant and is drawn through a gauze type filter before entering the pump, which supplies it under pressure, to the lift top cover assembly.

Lift Top Cover Assembly

The top cover acts as a housing for the control linkage and has attached to it the lift cylinder assembly, which acts as a combination valve chest and ram cylinder housing. Attached also to the top cover is an auxiliary service plate, containing a special valve which enables the oil to be directed, as required, either to the ram cylinder (to operate the lift arms) or to a take-off point for hydraulically operated auxiliary equipment (see Fig. 2).

The cover also incorporates a check valve, the purpose of which is to stop the return of oil from the ram cylinder when the implement is in the transport position.

Lift Cylinder Assembly

The lift cylinder contains a piston which is connected, via a connecting rod and a lift ram arm, to the lift cross-shaft, the outer ends of which are splined to the lift arms. A safety valve is located in the front end of the cylinder to obviate damage should shock loads be imposed, as, for instance, when carrying heavy implements over rough ground.

Control, Unloading and Back Pressure Valves

The valve chest portion of the lift cylinder is suitably drilled to carry the oil to, and from, the ram cylinder as directed by two valves, the control and unloading valves, which work in conjunction with the control linkage in the lift cover.

The control valve is indirectly connected through an adjustable link and a valve actuating lever to a cross-shaft, to which is attached the main control lever. It is spring-loaded at its front end and is operated by the positioning of the main control lever within a fixed quadrant in conjunction with the balancing of spring pressures in the control linkage.

The unloading valve is a shuttle type of valve which is operated by oil pressure in accordance with the positioning of the control valve.

Under certain conditions of operation exhaust oil from the valve chest is directed through the lift cover and then via an exhaust pipe to a by-pass filter, which works in conjunction with a back pressure valve. (See Fig. 3.) The function of this valve is to maintain a slight pressure in the system at all times, so ensuring correct operation of the unloading valve; the filter gives additional protection to the system by ensuring that a proportion of the exhaust oil is filtered before rejoining the transmission lubricant.

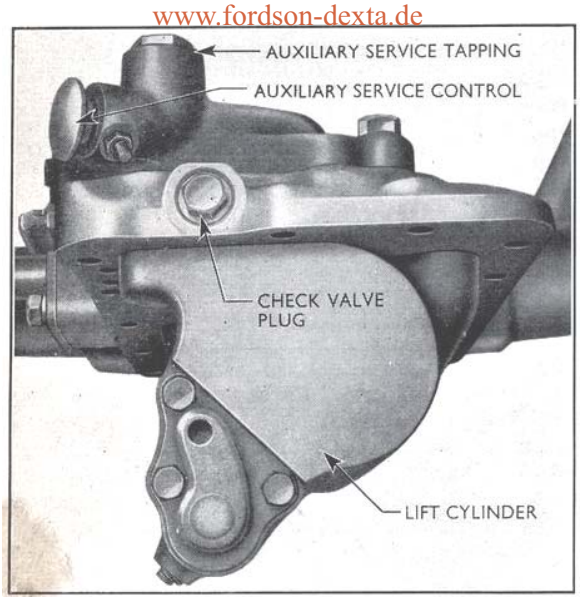


Fig. 2
Lift Cylinder and Auxiliary Service Control

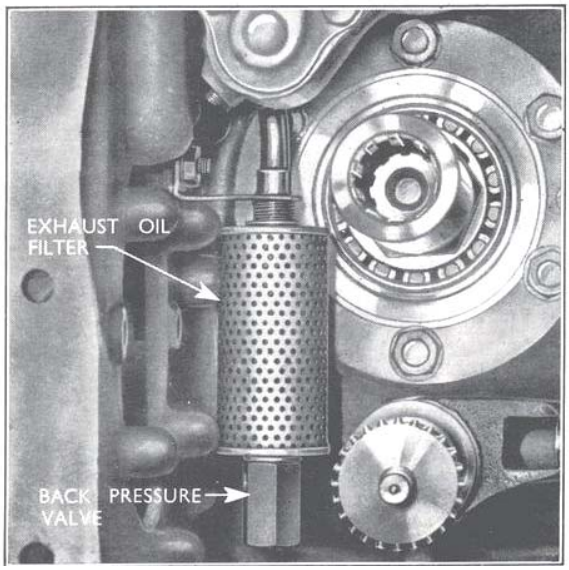


Fig. 3
Exhaust Oil Filter and Back Pressure Valve

Control Linkage

Operation of the lift in Qualitrol and Position Control is regulated by a variation of the pivot point for the control valve actuating lever.

Under Qualitrol a swivel fitted to the actuating lever becomes the pivot point, and also acts as a guide for a spring-loaded link rod, to which is attached the main control spring plunger. A main control spring is fitted over the plunger and is compressed between a spring seat, fixed to the rear end of the lift cover, and an adjustable yoke, which screws onto the rear end of the plunger. The yoke is also attached to a rocker, which is suitably designed to receive the normal upper link connection and pivots on the rear transmission housing.

Under Position Control the pivot point for the control valve actuating lever is a pad machined on the lever (immediately below the qualitrol swivel) against which operates the spring-loaded position control rod. This rod is supported in an arm which is a free fit on the control lever cross-shaft, and is part of an assembly which incorporates a cam, connected by a link and eccentric arm to a selector lever located immediately in front of the main control lever. With the selector lever in a horizontal position the lift operates under Position Control, but by moving the lever downwards the cam on the position control arm assembly withdraws the position control rod into the arm, moving it away from the control valve actuating lever and allowing the Qualitrol linkage to take over.

The position control arm carries a pin against which bears a servo cam machined on the lift ram arm. The latter, being splined to the lift cross-shaft, rotates as the lift arms rise or fall, so moving the position control arm and varying the force applied to the control valve actuating lever to operate the control valve and maintain the implement at a constant depth.

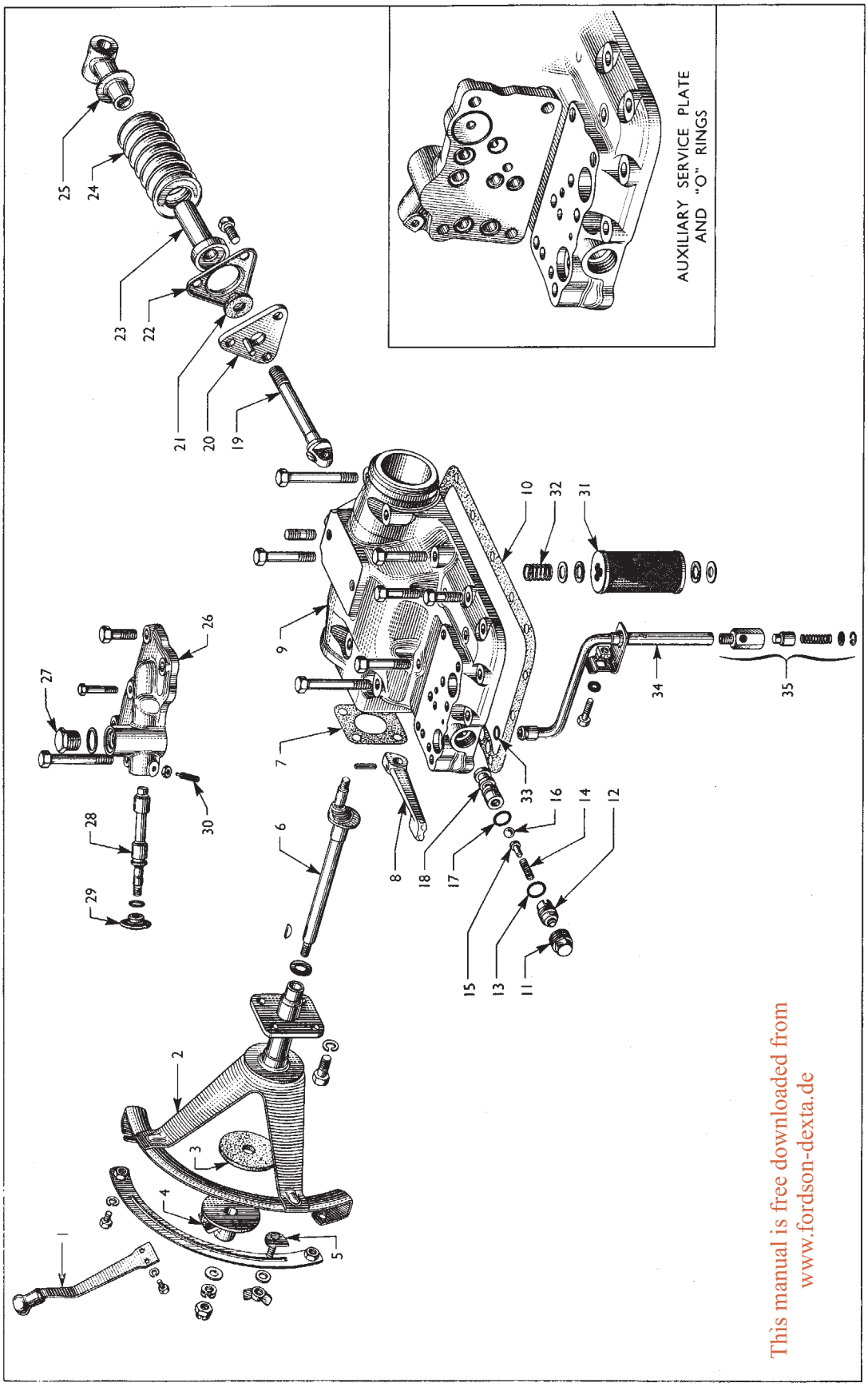


Fig. 4 Hydraulic Lift Cover Assembly, Auxiliary Service Control Assembly and Exhaust Filter Assembly

1 Main Control Lever
2 Quadrant Assembly
3 Friction Disc
4 Friction Plate
5 Control Lever Stop
6 Control Lever Shaft
7 Quadrant Gasket
8 Selector Lever
9 Lift Cover
10 Lift Cover Gasket
11 Check Valve Plug
12 Check Valve Pilot
13 "O" Ring
14 Check Valve Spring
15 Check Valve Ball and Spring Guide
16 7/16" Diameter Ball
17 "O" Ring
18 Check Valve Seat
19 Main Control Spring Plunger
20 Plunger Locking Plate
21 Felt Washer
22 Spring Seat Support
23 Spring Seat
24 Main Control Spring
25 Yoke
26 Auxiliary Service Control Valve Plate
27 Auxiliary Service Take-Off Plug
28 Auxiliary Service Control Valve Spool
29 Auxiliary Service Control Knob
30 Detent Spring and Plunger Assembly
31 Exhaust Oil Filter
32 Exhaust Oil Filter Spring
33 Exhaust Pipe "O" Ring
34 Exhaust Oil Pipe
35 Back Pressure Valve Assembly

Two differant types of Auxily Service Control Valves were made. This page and the following one is taken from an I&T Shop Manual

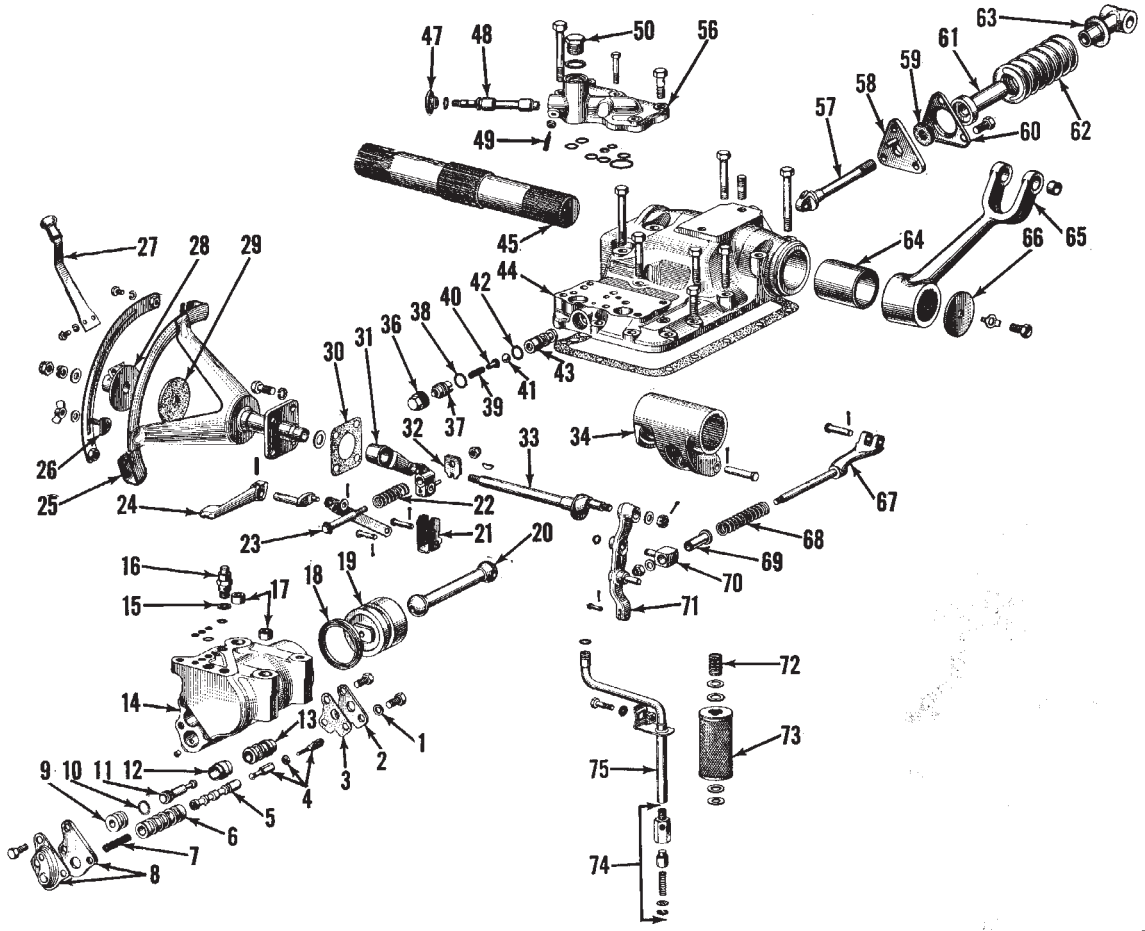
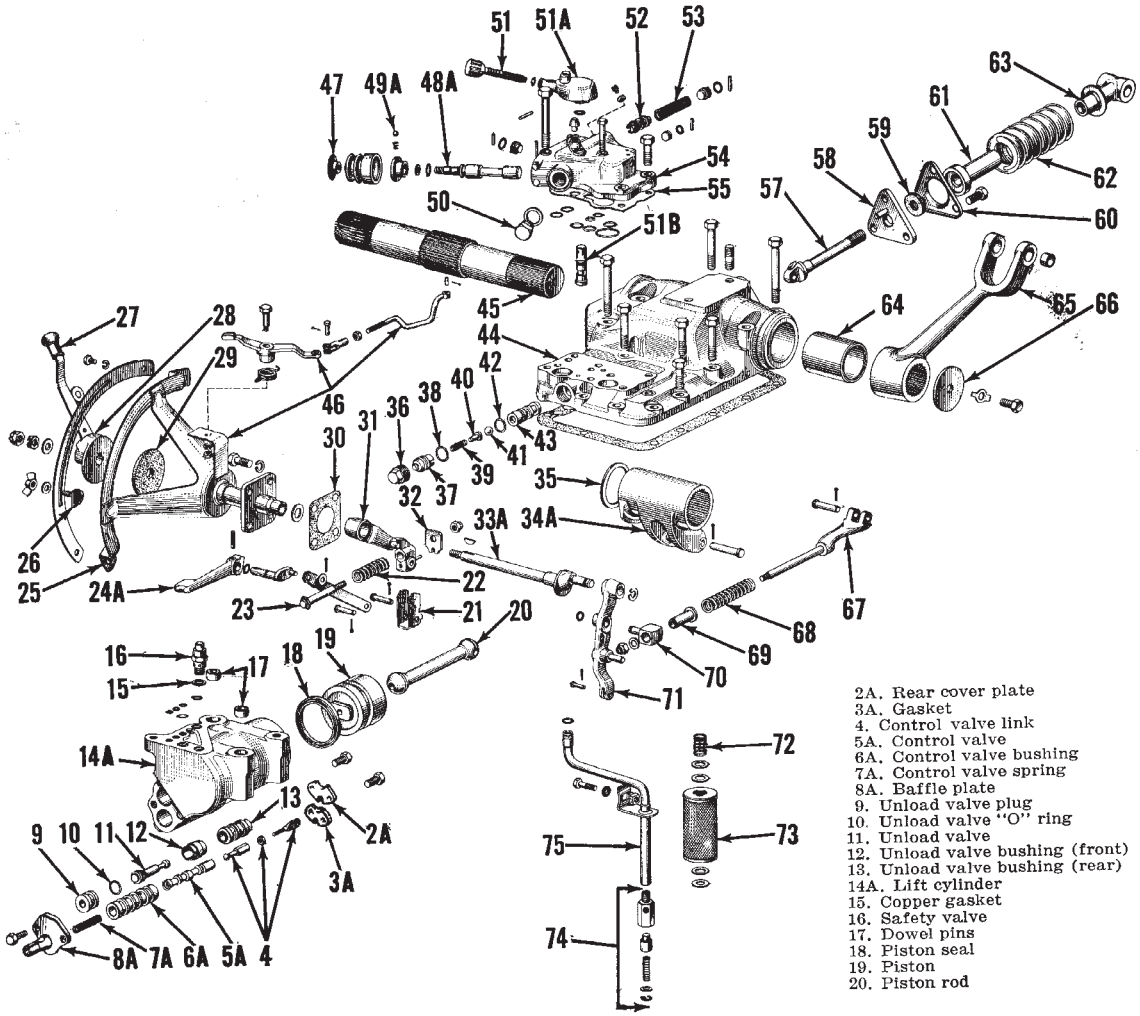


Fig. FO563 — Exploded view of early Fordson Dexta hydraulic lift cover, cylinder and linkage. Accessory plate (56) can be replaced with flow control valve (54—Fig. FO564) if complete valve and linkage are used. Although component parts are different, complete lift cylinder assembly (14) is interchangeable with later type complete lift cylinder assembly (14A — Fig. FO564).

1. Sealing washer
2. Rear cover
3. Gasket
4. Control valve link
5. Control valve
6. Control valve bushing
7. Control valve spring
8. Baffle plate
9. Unload valve plug
10. Unload valve "O" ring
11. Unload valve
12. Unload valve bushing (front)
13. Unload valve bushing (rear)
14. Lift cylinder
15. Copper gasket
16. Safety valve
17. Dowel pins
18. Piston seal
19. Piston
20. Piston rod
21. Control cam
22. Position control spring
23. Position control rod
24. Position control selector lever
25. Quadrant
26. Lever stop
27. Control lever
28. Friction plate
29. Friction disc
30. Gasket
31. Position control arm
32. Stamped adjusting nut
33. Control lever shaft
34. Ram lift arm
36. Check valve plug
37. Check valve pilot
38. "O" ring
39. Check valve spring
40. Check valve spring guide
41. Check valve
42. "O" ring
43. Check valve seat
44. Lift cover
45. Lift arm cross shaft
47. Remote cylinder selector knob
48. Selector valve spool
49. Detent assembly
50. Jack tapping plug
56. Accessory plate
57. Control spring plunger
58. Retaining plate
59. Felt seal
60. Seat support
61. Spring seat
62. Main control spring
63. Control spring yoke
64. Bushings (2)
65. Lift arm
66. Retaining washer
67. Draft control link
68. Over-ride spring
69. Bushing
70. Draft control swivel
71. Valve control lever
72. Spring
73. Oil filter element
74. Back pressure valve
75. Return tube

Two differant types of Auxily Service Control Valves were made. This page and the page before is taken from an I&T Shop Manual



2A. Rear cover plate
3A. Gasket
4. Control valve link
5A. Control valve
6A. Control valve bushing
7A. Control valve spring
8A. Baffle plate
9. Unload valve plug
10. Unload valve "O" ring
11. Unload valve
12. Unload valve bushing (front)
13. Unload valve bushing (rear)
14A. Lift cylinder
15. Copper gasket
16. Safety valve
17. Dowel pins
18. Piston seal
19. Piston
20. Piston rod

Fig. FO564 — Exploded view of late hydraulic lift cover, cylinder and linkage. Ram lift arm (34A) and spacer (35) may be used to replace early production lift arm (34—Fig. FO563). Control lever shaft (33A) and snap ring may be used to replace early production shaft (33—Fig. FO564), washer and nut.

21. Control cam
22. Position control spring
23. Position control rod
24A. Position control selector lever
25. Quadrant
26. Lever stop
27. Control lever
28. Friction plate
29. Friction disc
30. Gasket
31. Position control arm
32. Stamped adjusting nut
33A. Control lever shaft
34A. Ram lift arm
35. Spacer washer
36. Check valve plug
37. Check valve pilot
38. "O" ring
39. Check valve spring
40. Check valve spring guide
41. Check valve
42. "O" ring
43. Check valve seat
44. Lift cover
45. Lift arm cross shaft
46. Flow control valve linkage
47. Remote cylinder selector knob
48A. Selector valve spool
49A. Detent assembly
50. Jack tapping plug
51. Restrictor adjusting knob
51A. Restrictor control lever
51B. Restrictor valve
52. Flow control valve spool
53. Flow control valve spring
54. Flow control valve housing
55. Gasket
57. Control spring plunger
58. Retaining plate
59. Felt seal
60. Seat Support
61. Spring seat
62. Main control spring
63. Control spring yoke
64. Bushing (2)
65. Lift arm
66. Retaining washer
67. Draft control link
68. Over-ride spring
69. Bushing
70. Draft control swivel
71. Valve control lever
72. Spring
73. Oil filter element
74. Back pressure valve
75. Return tube

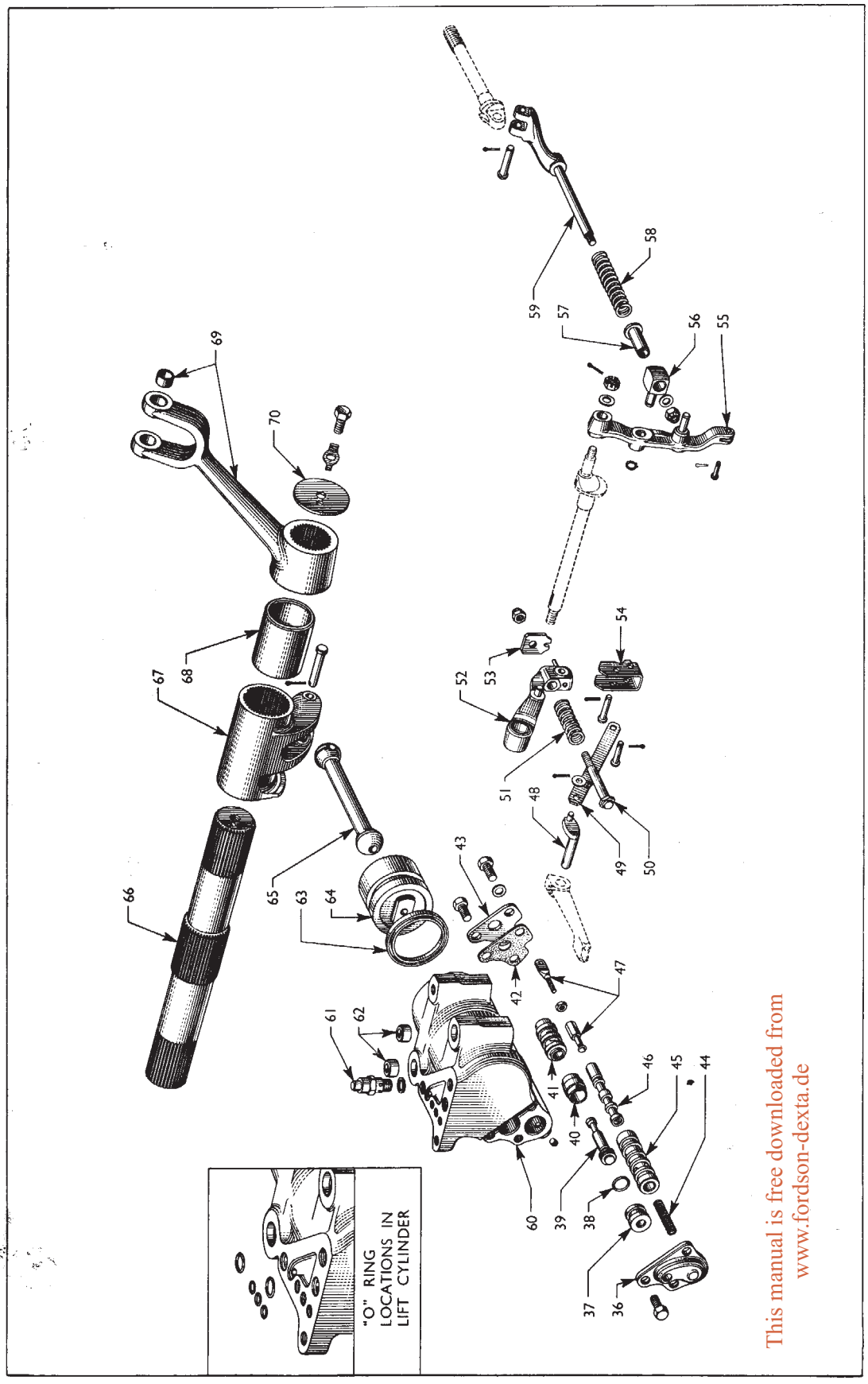


Fig. 5 Hydraulic Lift Cylinder Assembly, Linkage and Lift Arms

36 Cylinder Cover Plate (Front)
37 Unloading Valve Plug
38 Unloading Valve "O" Ring
39 Unloading Valve
40 Unloading Valve Bush (Front)
41 Unloading Valve Bush (Rear)
42 Gasket—Cylinder Cover Plate (Rear)
43 Cylinder Cover Plate
44 Control Valve Spring
45 Control Valve Bush
46 Control Valve
47 Turnbuckle and Link
48 Selector Control Arm
49 Selector Control Link
50 Position Control Rod
51 Position Control Spring
52 Position Control Arm
53 Position Control Drawbar Plate
54 Position Control Cam
55 Control Valve Actuating Lever
56 Qualitrol Swivel
57 Qualitrol Bush
58 Qualitrol Override Spring
59 Qualitrol Link
60 Lift Cylinder
61 Lift Cylinder Safety Valve
62 Lift Cylinder Dowels
63 Piston Gland
64 Ram Piston
65 Ram Piston Connecting Rod
66 Lift Cross-shaft
67 Ram Arm
68 Lift Cross-shaft Bushing
69 Lift Arm and Bush
70 Lift Cross-shaft Washer

HYDRAULIC POWER LIFT FUNCTION

Raising or lowering of the lift arms is effected, in both Qualitrol and Position Control, by first ensuring that the auxiliary service control knob is pushed in, and then moving the main control level within its quadrant. Any required working depth for an implement has a corresponding position on the quadrant and, once this depth has been established, an adjustable stop on the quadrant may be set and the depth quickly regained, after a lifting cycle, by returning the control lever to the stop.

To operate auxiliary equipment, the auxiliary service control knob must first be pulled out, after which oil may be directed to and from the auxiliary equipment by movement of the main control lever.

When operating equipment from the auxiliary service under Qualitrol there is a short range of travel for the main control lever, near the top of the quadrant, within which the full range of control is available. By finding a neutral position within this range, and placing the adjustable stop at this point, the auxiliary equipment may be held at any required height merely by moving the main control lever against this stop.

It is important that the main control lever is in a neutral position before changing from lift arm to auxiliary service operation or vice versa.

NOTE.—If the lift arms are fully raised, the ram piston will hold the control valve in neutral and the " neutral " position for the main control lever will be against the *fixed* stop at the top of the quadrant (see " Raising under Qualitrol "). It will then be necessary to move the control lever past the fixed stop to raise auxiliary equipment.

LINKAGE OPERATION UNDER QUALITROL

Lowering under Qualitrol

Qualitrol is selected by placing the selector lever in the downward position.

Assuming the implement to be initially in the fully raised position, lowering may be effected by moving the main control lever down the quadrant. (See Fig. 6.) Such movement of the control lever moves the upper end of the control valve actuating lever forward and decreases the pressure applied by the qualitrol override spring to the actuating lever swivel. The control valve spring therefore moves the control valve rearwards to the lowering position, and oil is exhausted from the ram cylinder, allowing the lift arms to rotate and the implement to be lowered. Lowering will commence when the control lever is moved a short distance from the stop at the top of the quadrant and will continue until the implement touches the ground, or the control lever is moved back to within approximately 1 in. (25.4 mm.) of the stop at the top of the quadrant.

Immediately the tractor moves forward into work, the weight and suck of the implement tends to increase

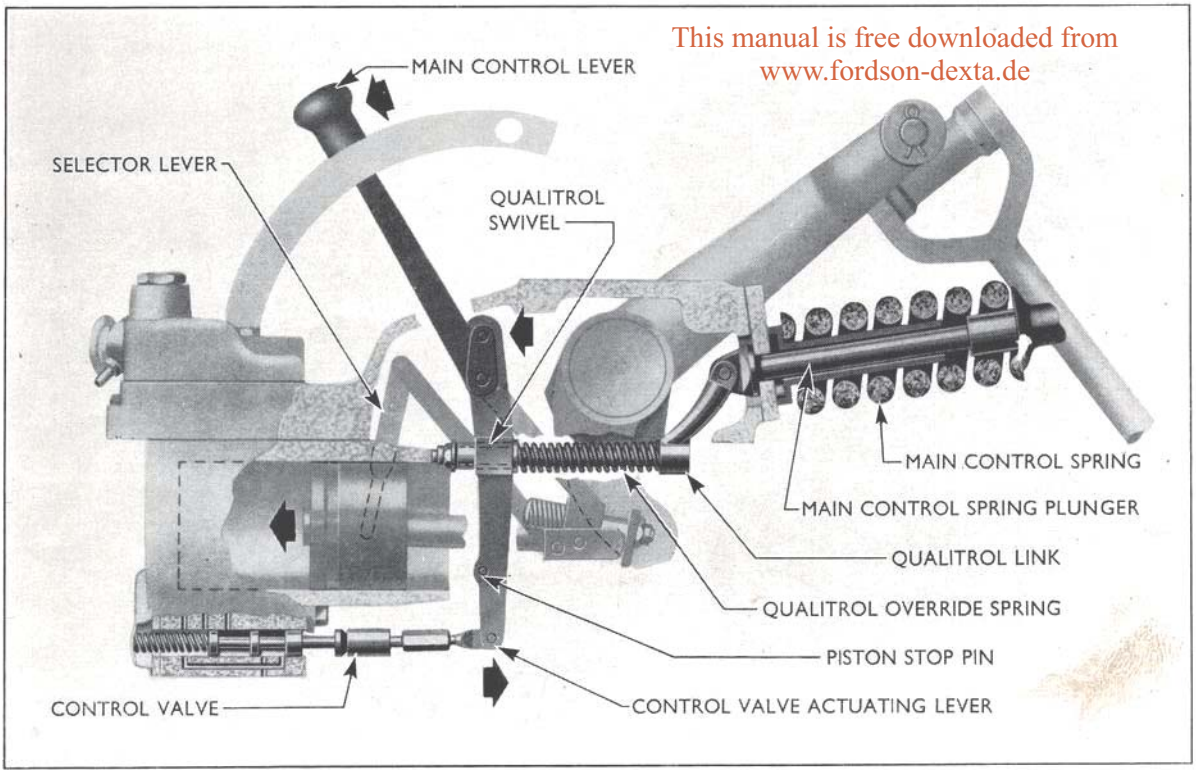


Fig. 6
Qualitrol Linkage - Lowering

the working depth and causes the implement to rotate about the lower link mounting pins, thereby applying a compressive force to the upper link. This force varies in accordance with the depth of work and the resistance of the soil to forward motion.

As the depth, and hence the compressive force on the upper link increases, a thrust is transferred through the rocker (pivoted to the rear transmission housing) to the main control spring plunger, compressing the main control spring and moving the plunger and qualitrol link forward. This movement of the qualitrol link within the actuating lever swivel compresses the qualitrol override spring and so applies a force to the swivel.

Positioning of the main control lever on the quadrant will establish a definite position for the upper end of the control valve actuating lever. When the implement reaches the required depth, the force applied to the swivel causes the actuating lever to pivot at its upper end and move the control valve forward, against the action of the control valve spring, to the neutral position, and lowering ceases.

It is, therefore, the balancing of compression of the qualitrol override spring and the control valve spring, together with the establishment of a pivot point for the actuating lever by the positioning of the main control lever on the quadrant, which governs movement of the control valve and establishes a neutral position.

Operation in work under Qualitrol

Assuming that the implement has now reached the required working depth, the main control spring will be partially compressed, and, as long as the implement draft remains constant, the control valve remains in neutral and no further changes in depth take place.

As soon as an increase in draft occurs a resultant increase in compression of the main control spring takes place, the effect of which is transferred through the qualitrol linkage to move the control valve into the raising position (see Fig. 7). Oil then flows to the ram cylinder and the implement rises until the draft decreases to the amount previously obtained, thus allowing the main control spring to expand to its former position and the control valve to be moved back to the neutral position.

Conversely, a decrease in draft allows the main control spring to expand and the control valve to move to the lowering position, whereupon the weight and suck of the implement carries it to a greater depth. The draft is thus increased to that previously obtained and the control valve again moves back to the neutral position.

By making these slight corrections, therefore, the hydraulic system automatically adjusts itself to maintain a constant draft at the implement.

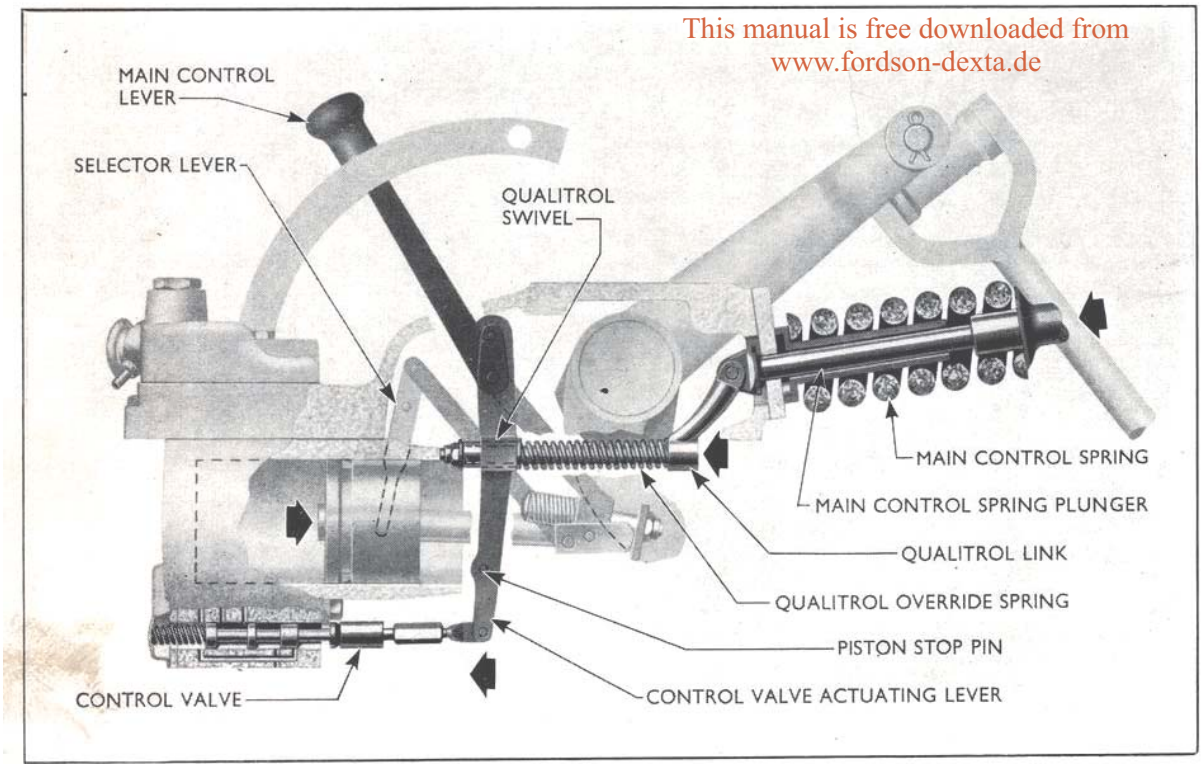


Fig. 7
Qualitrol Linkage - Raising in Work

Raising under Qualitrol

To raise the implement from its working position the main control lever should be moved up the quadrant, thus moving the upper end of the control valve actuating lever to the rear, causing it to pivot at the swivel and move the control valve forward, against the action of the control valve spring, into the raising position. As long as the implement remains in the ground, raising will be directly proportionate to the decrease in implement draft as established by the amount of upward movement given to the control lever, but to fully raise the implement to the transport position the control lever must be moved to the top of the quadrant (i.e. against or within 1 in. (25.4 mm.) approx. of the stop).

As the lift arms reach the fully raised position the ram piston will have moved out sufficiently for the rear edge of the piston to contact a pin on the control valve actuating lever, so forcing the lever to the rear and the control valve into a neutral position.

Raising may also be stopped, to establish an intermediate transport position, by moving the main control lever downwards again and allowing spring pressure to move the control valve into neutral.

LINKAGE OPERATION UNDER POSITION CONTROL

For work on fairly level ground with no wide variations in soil resistance, position control enables the working depth of the implement to be pre-set and for all practical purposes accurate work at constant depth can be achieved.

It is also suitable for operating implements which require to be worked at a set height from the ground, i.e. mowers, weeders, and steerage hoes.

To operate under position control the selector lever should be placed in a horizontal position, thus bringing into action the special linkage between the servo cam on the ram arm and the control valve actuating lever which overrides the qualitrol linkage.

The pivot point for the control valve actuating lever is now moved to the pad machined on the actuating lever immediately below the qualitrol swivel. In operation the pad on the actuating lever contacts the position control rod, compressing the position control rod spring and forcing the control arm pin against the servo cam on the ram arm, which acts as a stop.

As both the ram arm and the lift arms are splined to the lift cross-shaft, raising or lowering of the lift arms will cause the ram arm cam to rotate and so regulate movement of the control valve.

Lowering under Position Control

As with Qualitrol, lowering may be effected by moving the control lever down the quadrant. There is, however, one significant difference in that under Qualitrol the implement is lowered to the ground

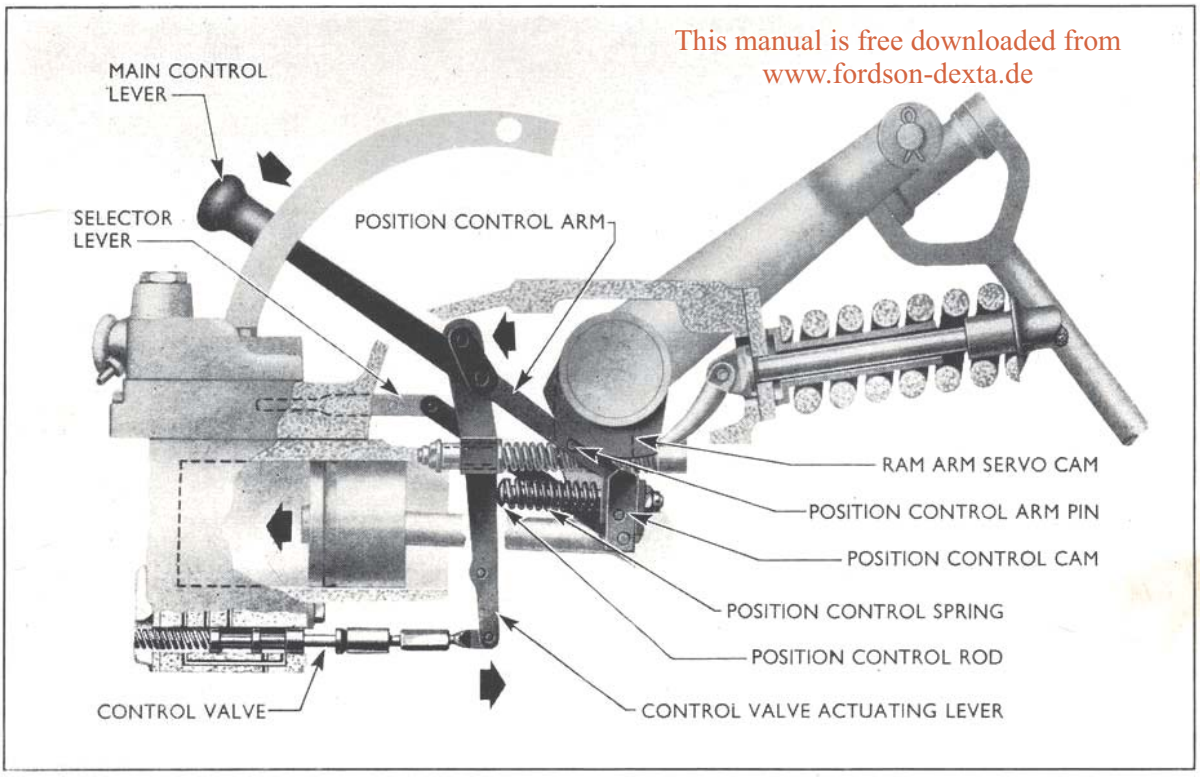


Fig. 8
Position Control Linkage - Lowering

almost immediately the control lever is moved away from the stop at the top of the quadrant (unless the control lever is moved back up the quadrant), whereas under position control the implement is lowered an amount directly proportionate to the amount of movement of the control lever.

As the control lever is moved down the quadrant the upper end of the actuating lever moves forward, away from the position control rod, thus relieving the compression on the position control spring and allowing the control valve spring to move the control valve into the lowering position. (See Fig. 8.) Oil is then exhausted from the ram cylinder and the lift arms drop under the weight of the implement.

As the lift arms drop, however, the cam on the ram arm forces the position control arm forward, gradually increasing the compression on the position control spring until the pressure exerted on the actuating lever by the control rod is sufficient to overcome the force applied by the control valve spring. When this condition is reached, the actuating lever pivots at its attachment to the control lever cross-shaft and moves the control valve into the neutral position.

The positioning of the main control lever on the quadrant establishes the point at which this neutral position is attained and sets the working depth of the implement.

Operation in work under Position Control

In operation, obstructions in the field may tend to force a soil engaging implement out of the ground, but the weight and suck of the implement will immediately return it to its pre-set depth.

Any leakage in the ram cylinder circuit will cause the lift arms to lower, but this will be compensated for by the ram arm cam forcing the position control arm forward, compressing the control valve spring, and thus applying a thrust to the control valve actuating lever to move the control valve into the raising position. The lift arms will then rise to their previous position and the ram arm cam will in consequence relieve the compression on the position control spring, thus allowing the control valve spring to return the control valve to the neutral position.

By making these slight corrections the hydraulic system is automatically adjusted to maintain the implement at a constant depth.

Raising under Position Control

To raise the implement, the control lever should be moved up the quadrant, thus pivoting the actuating lever on the position control rod and moving the control valve into the raising position. (See Fig. 9.) The lift arms will continue to rise until the ram arm servo cam permits the position control arm assembly to move rearward a sufficient amount to allow the control valve to be moved into the neutral position. Thus the nearer the control lever is moved towards the top of the quadrant, the higher the lift arms will be raised.

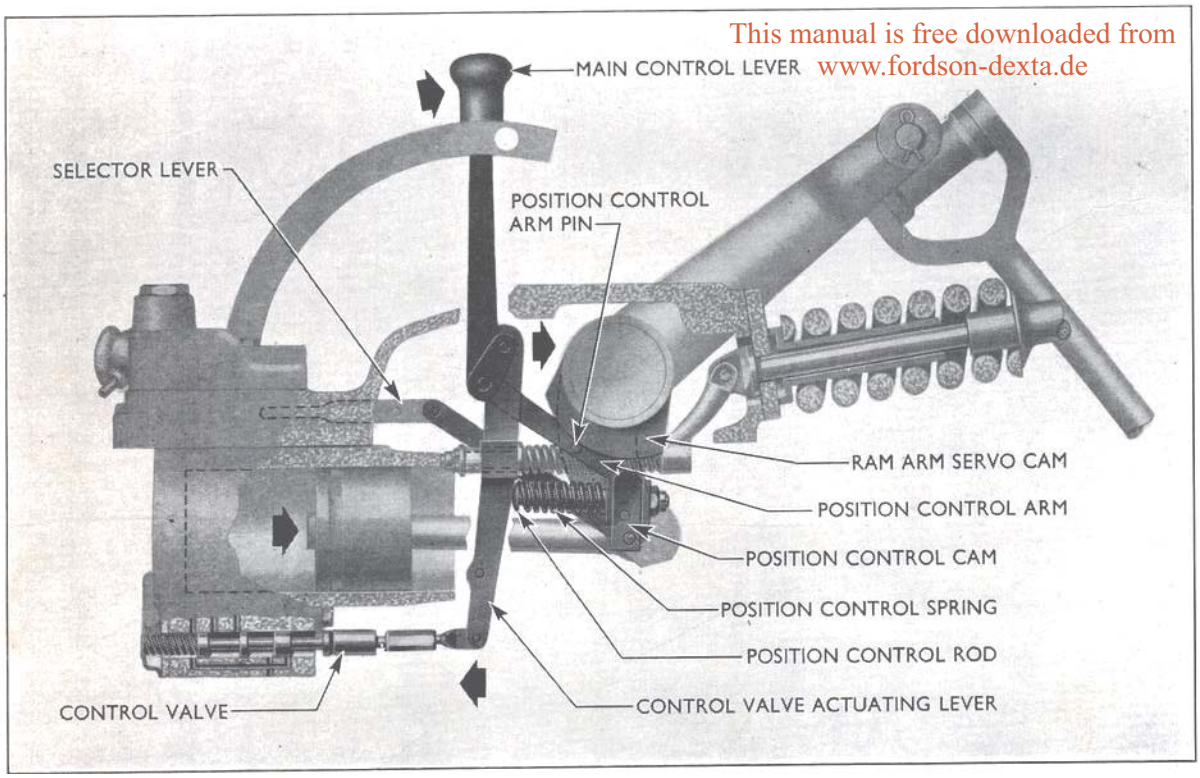


Fig. 9
Position Control Linkage - Raising

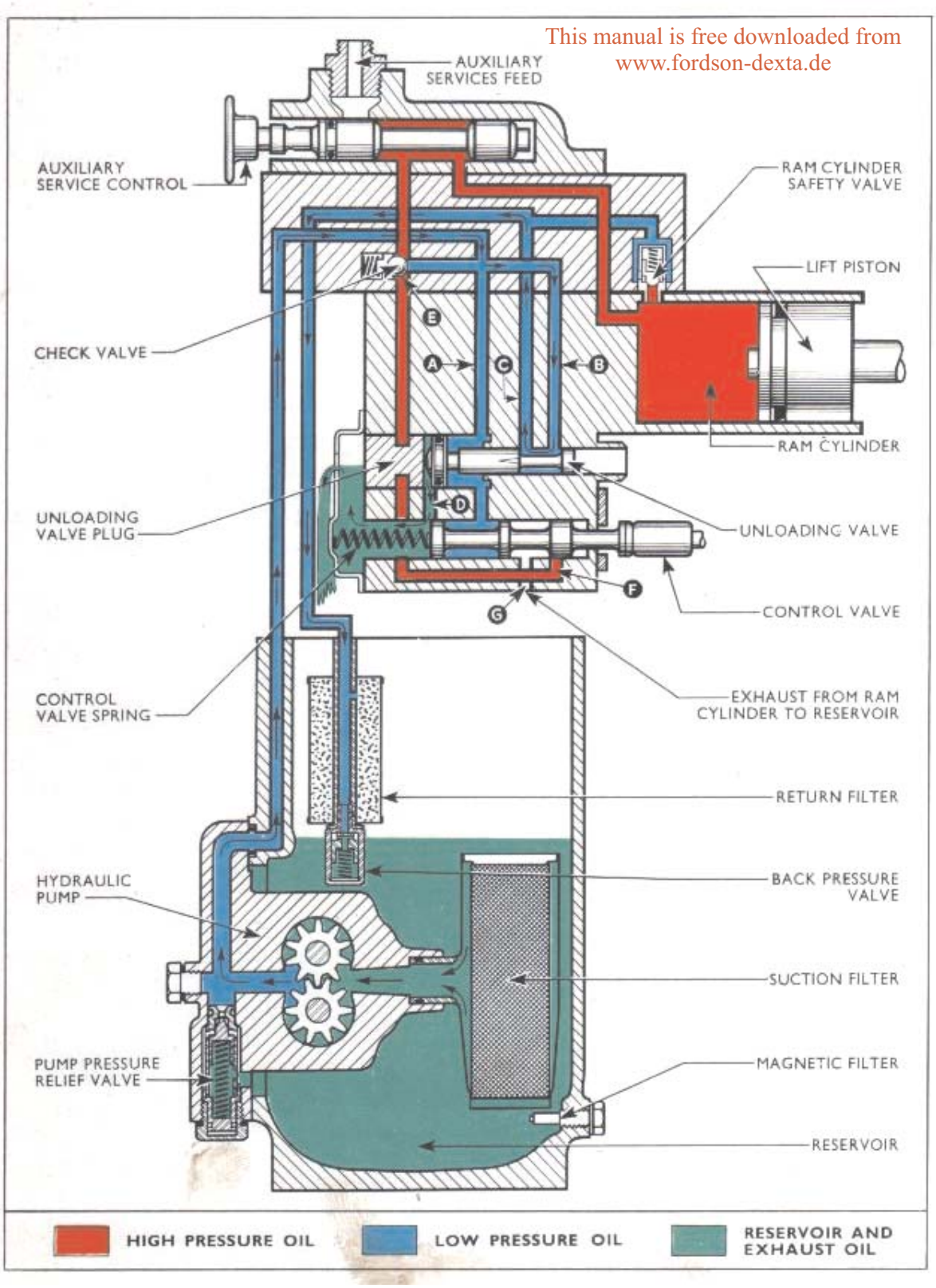


Fig. 10
Hydraulic Oil Flow - Neutral

HYDRAULIC LIFT OIL FLOW

Oil Flow in Neutral Position

The control valve is returned to the neutral position after the desired depth (or height) is reached, and also after each automatic correction is made to maintain draft (under Qualitrol) or position (under Position Control).

Figure 10 shows schematically the oil flow through the system when the control valve is in the neutral position, the flow being identical for both Qualitrol and Position Control.

The hydraulic pump supplies oil to the lift cover where it is passed to the check valve passage and enters the check valve seat. As the check valve ball is retained on its seat by a spring, the oil follows passages 'A' and ' B ' to the unloading valve bushes.

Oil from passage 'A' passes around an annular groove formed by the unloading valve forward bushing and enters the unloading valve chamber through a ' V '-shaped slot, where it works on the rear face of the unloading valve, moving it forward into the unload position.

Any oil in front of the unloading valve is forced, by the forward movement of the valve, into the control valve spring compartment and leaks away to the rear transmission housing through a hole in the top of the front cover plate.

Oil from passage ' B ' passes around, and into, the unloading valve rear bushing, where it is trapped until the unloading valve moves forward and opens up a passage for the oil to flow from passage ' B ' to passage ' C.' The oil now by-passes the check valve chamber and is directed to the auxiliary service plate, from where it is routed to the lift cover and then, via an exhaust pipe and filter, to mix again with the transmission lubricant.

Oil Flow in Raising Position

Oil is supplied by the pump to the check valve chamber as before, but as the control lever is moved to the raising position and the control valve moves forward, a passage ' D ' is opened leading from the control valve to the front of the unloading valve; at the same time the leak-off passage leading from the front of the unloading valve to the front cover plate is sealed off.

Oil flows from the check valve passage through drilling 'A' to the unloading valve bushing, some entering the bushing to operate on the rear face of the unloading valve and the rest continuing around the annular recess in the outside diameter of the bushing to the control valve, from where it is now free to pass to the front face of the unloading valve.

As the area in contact with the oil on the front face of the unloading valve is larger than that on the rear face, the total pressure exerted on the front of the valve exceeds the pressure applied to the rear, and in consequence the valve moves rearwards, thus stopping the oil flow between passages ' B ' and ' C.'

Pressure now builds up in the system until it reaches sufficient proportions to move the check valve ball from its seat, against the action of the spring, so allowing the oil to pass to the auxiliary service plate where it is directed, according to the positioning of the auxiliary service control valve, to either the ram cylinder or to auxiliary equipment. For the purposes of illustration, Fig. 11 shows the auxiliary service control valve in the inner position and oil pressure being applied to the ram cylinder piston to raise the lift arms to the height required (in accordance with the positioning of the main control lever).

Oil Flow in Lowering Position

When the control valve is moved to the lowering position, it closes the passage ' D ' from the control valve to the front of the unloading valve and opens up ports ' F ' and ' G.'

Oil from the pump therefore follows the usual channels to the check valve chamber and then through passage 'A' to enter the unloading valve bush, where it operates on the rear face of the unloading valve. As the passage to the front of the unloading valve is closed, no pressure is applied to the front face of the valve and it therefore moves forward, opening up a passage for the oil to flow from ' B ' to ' C ' and so back to the transmission housing (as in the neutral position). Oil remaining in front of the unloading valve is forced out through the control valve spring chamber and leaks off through the hole in the front cover plate.

No pressure build-up can therefore occur in the system and the check valve closes.

The weight of the implement now forces the piston forward and drives the oil from the ram cylinder through suitable passages in the lift cover to passage 'E,' which by-passes the check valve and connects with an annular groove in the unloading valve plug. A vertical drilling connects the annular groove in the plug with a longitudinal passage leading to port ' F.'

Oil, therefore, flows through port ' F ' into the control valve, from where it is exhausted through port ' G,' which is open to the rear transmission housing. (See Fig. 12.)

HYDRAULIC CONTROL ADJUSTMENTS

Adjustment of Main Control Lever

After an extensive period of operation, wear on the main control lever friction plate and friction disc may necessitate adjustment of the nut securing the friction plate to the quadrant. The nut should be tightened so that an effort of 4/5 lbs. (1.814/2.268 kg.), measured with a spring balance, at the top end of the main control lever, is required to move the lever within the quadrant.

Adjustment of Main Control Spring

The main control spring setting is correct for all normal operations when there is enough pre-

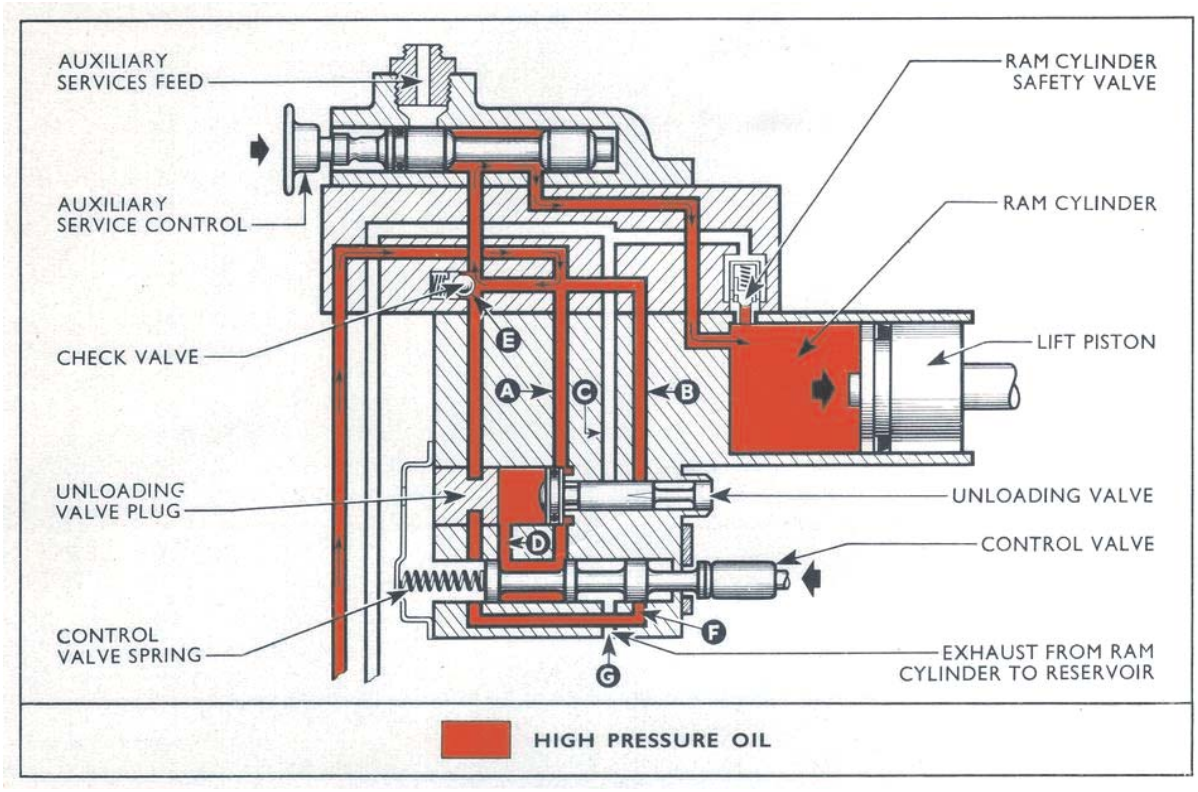


Fig. 11
Hydraulic Oil Flow - Raising

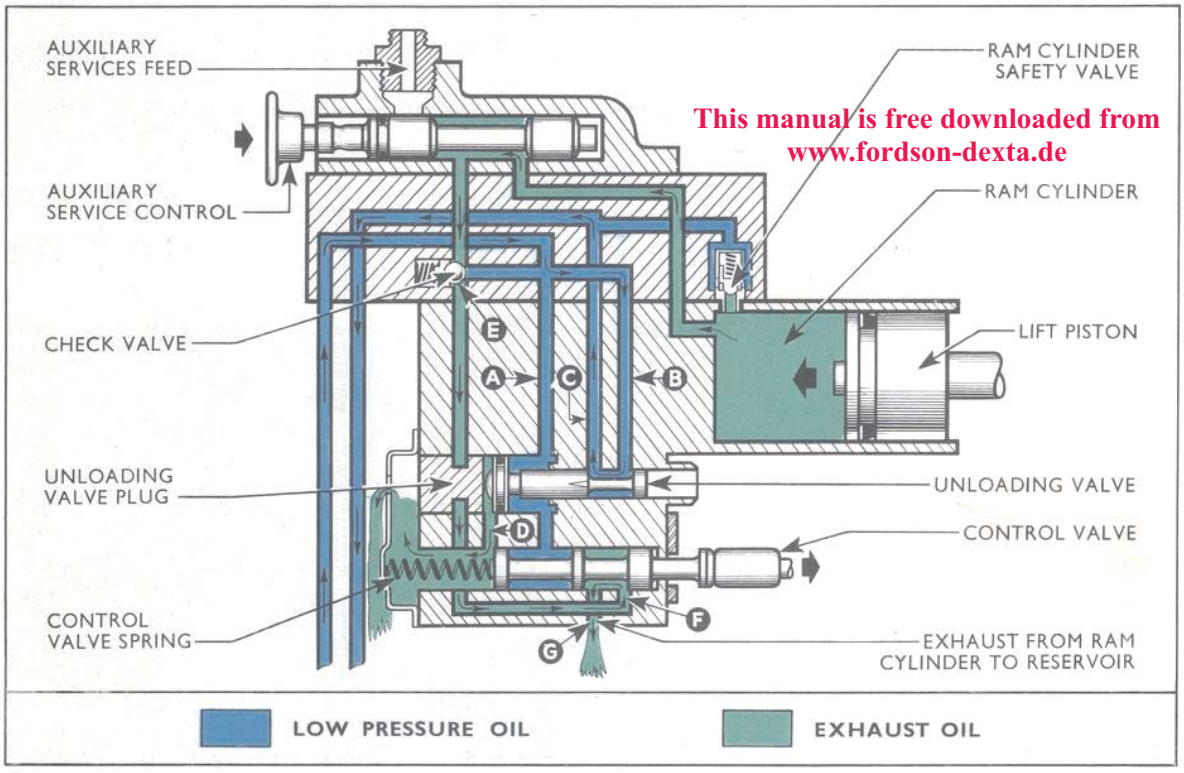


Fig. 12
Hydraulic Oil Flow - Lowering

compression of the spring to just allow the spring to be rotated with the finger and thumb of one hand.

If it cannot be turned in this manner, or if the pre-compression is insufficient to meet the above requirement, the spring plunger yoke should be released from its connection to the rocker and turned in a clockwise direction to increase the loading on the spring, and vice versa to decrease the loading.

When operating under Qualitrol it may be advantageous, when undertaking certain operations, to increase the spring pre-compression beyond the normal setting, i.e. in order to obtain abnormal penetration from an earth moving implement. Before resorting to such a procedure, care must be taken to ensure that the implement itself is correctly set.

It must also be realised that with such settings the sensitivity of the Qualitrol will be reduced and care must be taken to correct the spring adjustment before resuming normal operations.

Qualitrol Linkage Adjustment

1. Remove the lift assembly from the tractor (see section headed " To Dismantle the Hydraulic Lift Assembly ") and place it in a soft jawed vice with the main control spring pointing upwards. (See Fig. 13.)

2. Before attempting any adjustment to the qualitrol linkage the main control spring must first be adjusted correctly and then tightened a further half turn.

3. Assemble locating arm T.8512/a to the underside of the lift cover flange, attaching it to the two rear holes on the right-hand side. Insert the locating pin T.8512/f through the arm and right-hand lift arm bush. (See Fig. 13.)

4. Place the selector lever in the downward position, i.e. at right angles to the lift cover.

5. Raise the main control lever to within .5 in. (12.7 mm.) of the stop formed by the upper hexagon nut on the quadrant. Slip gauge T.8512/g has a sideways dimension of exactly .5 in. (12.7 mm.) and this may be inserted between the quadrant stop and the lever so that the lever may be accurately positioned for adjustment (the gauge is shown dotted in Fig. 13).

6. Remove the slip gauge from the quadrant, loosen the control valve turnbuckle locknut and adjust the turnbuckle until the Qualitrol end of slip gauge T.8512/g can be just inserted between the control valve and the rear end of the control valve bush. After adjustment, tighten the turnbuckle locknut and recheck with the slip gauge.

7. Back off the main control spring yolk to obtain the correct operating adjustment of the main control spring before replacing the lift.

Position Control Adjustment

Before attempting to adjust this control the main control spring must be set correctly and the qualitrol linkage adjustment carried out ; then proceed with the following operations :—

1. Place the selector lever in a horizontal position, i.e. parallel with the lift cover.

2. Move the main control lever down the quadrant until it rests against the stop formed by the hexagon nut at the lower end of the quadrant.

3. Hold the position control rod locknut and turn the position control rod until the Position Control end of the slip gauge T.8512/g can be just inserted between the control valve and the rear end of the control valve bush. (See Fig. 14.)

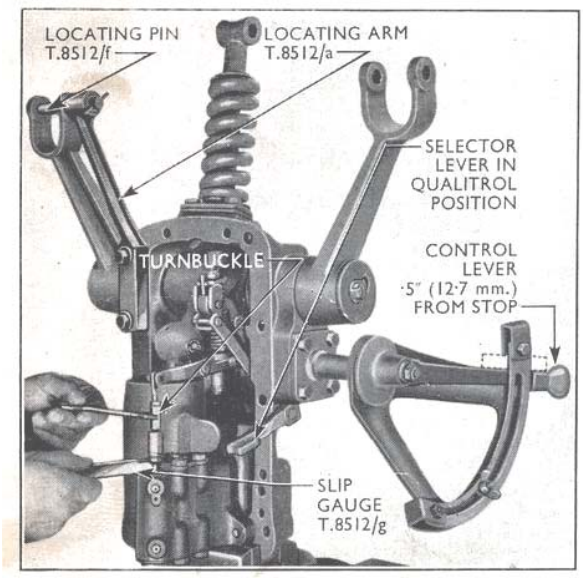


Fig. 13
Qualitrol Linkage Adjustment

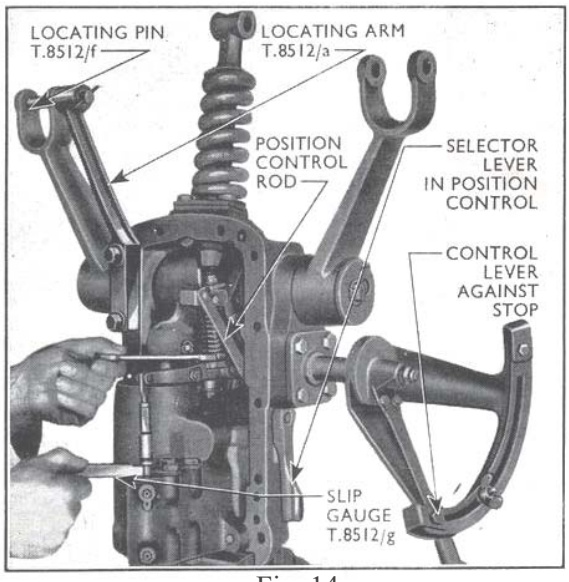


Fig. 14
Position Control Linkage Adjustment

TO DISMANTLE THE HYDRAULIC LIFT ASSEMBLY

Absolute cleanliness is essential when undertaking repairs on the hydraulic lift and every precaution must be taken to see that all mud or dirt is removed before any attempt is made to disturb the lift or dismantle any of its components. It is recommended that suitable clean receptacles are provided for all small components and that parts with highly finished surfaces are carefully cleaned as they are removed, and placed on clean cloth to prevent damage.

To Remove the Auxiliary Service Control Plate Assembly

1. Remove the two nuts and spring washers retaining the driving seat spring to the studs located in the lift cover and remove the seat.

2. Extract the five set-screws retaining the auxiliary service control plate to the hydraulic lift top cover.

NOTE.—The two screws on the right-hand side of the plate are longer than the others and pass through both plate and cover into tapped holes in the wall of the rear transmission housing. The centre screw is the shortest of the five screws used.

To Dismantle the Auxiliary Service Control Plate Assembly

1. Remove the eight rubber ' O ' rings and discard them.

2. Remove the nut from the valve spool locking plunger assembly and extract the assembly from the plate.

3. Withdraw the valve spool complete with operating knob and remove the knob if necessary.

To Rebuild the Auxiliary Service Control Plate Assembly

1. Replace the valve spool in the plate. If it is necessary to fit a new spool it should be noted that it is a selective fit in the plate. (See Specification.) When making the assembly the largest valve should be fitted which will operate without binding in the housing. It is most important that great care is taken whilst handling the valve spools to obviate the possibility of burrs, distortion or bruising, otherwise it is possible to obtain a misleading impression as to the correct size of the valve required when making the assembly.

2. Assemble the locking plunger and spring assembly to the plate. Screw in the assembly until the plunger locates in the valve spool and adjust until the control knob can be operated without undue effort. Retain with a locking nut and operate the spool to ensure freedom of movement.

3. Fit a new set of rubber ' O ' rings in the various counterbores of the oil passages on the underside of the plate.

NOTE.—There are three different ' O ' ring sizes and the correct size of ring must be used in each passage (see Fig. 15).

See that the machined surface of the plate is carefully handled to avoid scoring or bruising which could give rise to an uneven surface and consequential oil leaks when the plate is reassembled to the cover.

To Replace the Auxiliary Service Control Plate Assembly

1. Ensure that the mating surfaces of the plate and the lift cover are clean and locate the plate on the cover.

2. Insert and fully tighten the retaining screws.

3. Replace the driving seat, adjust its position and securely tighten the retaining nuts.

To Remove the Lift Cover Assembly

1. Remove the seat and place the main control lever in the lowering position, thus allowing oil to be exhausted from the lift cylinder.

2. Remove the upper link and disconnect the right- and left-hand lifting rods from their respective lift arms.

3. Disconnect the main control spring plunger yoke from the rocker by removing the clevis pin. Swing the rocker away from the yoke.

4. Remove the two screws located on the right-hand side of the auxiliary service control plate, which pass through both the plate and the cover.

5. Remove the twelve remaining screws located around the periphery of the cover and retaining it to the rear transmission housing.

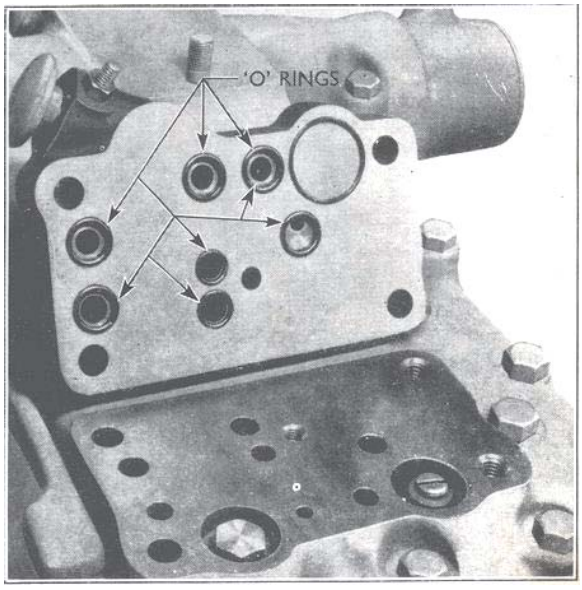


Fig. 15
Auxiliary Service Control Plate

A note should be made of the positioning of each screw as, apart from the two which pass through both the auxiliary service control plate and the cover, there are five different length screws used at the various locations.

6. Remove the hydraulic lift cover assembly complete with lift cylinder and control linkage.

To Replace the Lift Cover Assembly

1. Fit new 'O' rings at the top of the inlet and exhaust passages in the wall of the rear transmission housing and locate a new gasket on the top surface of the housing. The gasket must be accurately located so that it does not restrict the flow of oil to and from the lift cover.

2. Replace the hydraulic lift cover assembly; insert and fully tighten the retaining screws.

3. Adjust the main control spring plunger yoke as described under "Adjustment of Main Control Spring" and connect the yoke to the rocker with the appropriate clevis pin.

4. Replace the upper link and connect up the lifting rods to the lift arms.

5. Replace the seat as previously described.

To Remove the Check Valve

1. Remove the lift cover assembly as previously described and place the lift cover on a bench suitably supported to protect the machined surface.

2. Unscrew the check valve plug and, using a pair of sharp nosed pliers, extract the valve pilot, spring, spring guide and ball, from the check valve passage in the cover. (See Fig. 16.)

3. The check valve seat is a press fit in the check valve passage in the cover but it is suitably threaded

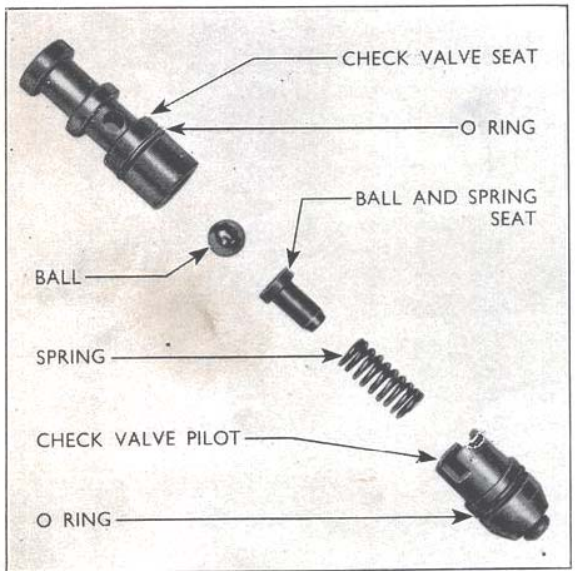


Fig. 16
Check Valve Assembly

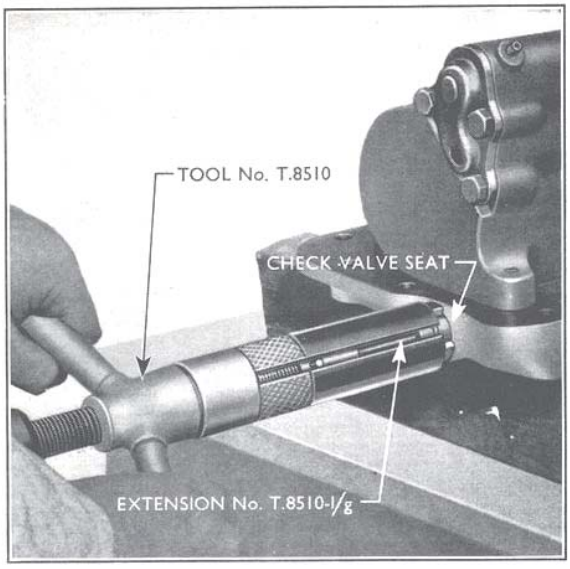


Fig. 17
Removing Check Valve Seat

at its forward end to accept the thread of the removal extension T.8510–1/g (used in conjunction with Tool No. T.8510). Screw the shorter threaded end of the extension into the centre of the tool and the long threaded end into the seat. Operate the wing nut on the tool and withdraw the seat (see Fig. 17).

NOTE.—It is most important that the hollow outer tube of the tool seats squarely against the end of the lift cover during the removal operation, as excessive misalignment may result in breakage of the seat which will then be extremely difficult to remove.

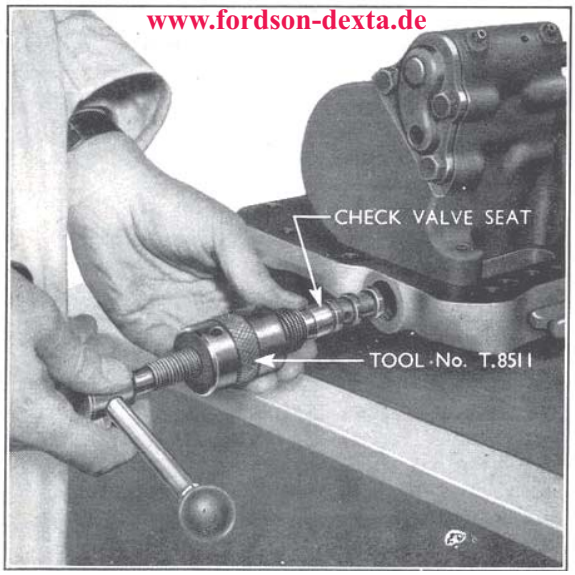


Fig. 18
Replacing Check Valve Seat

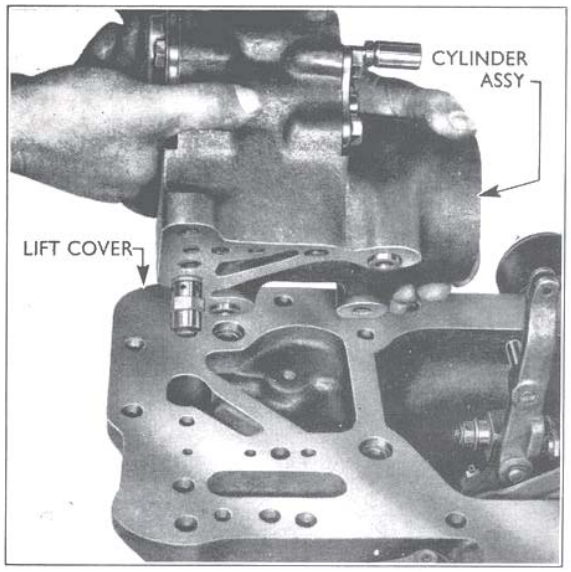


Fig. 19
Removing Lift Cylinder from Cover

To Replace the Check Valve

1. Examine the seat and renew if scored or damaged on its outer surface or if the actual seat (for the ball) is chipped or damaged.

2. Fit a new ' O ' ring to the recess in the check valve seat and locate the seat on the pilot of Tool No. T.8511 (see Fig. 18). Enter the seat into the check valve passage and screw the body of the tool into the threaded outer end of the passage. Operate the centre screw of the tool and press the check valve seat into position.

3. Remove the tool and instal a new ' O ' ring on the check valve pilot. Assemble the check valve ball, spring guide, spring and pilot to the cover. Replace the check valve plug and tighten to 45/55 lbs. ft. (6.219/7.601 kg.m.) torque.

To Remove the Lift Cylinder Assembly

1. Remove the lift cover as previously described and withdraw the auxiliary service control plate.

2. Disconnect the control valve linkage, by removing the pin securing the turnbuckle assembly to the control valve actuating lever assembly, and remove the turnbuckle.

3. Move the lift arms to the raised position and swing the ram piston connecting rod away from the piston.

4. Remove the four set-screws securing the lift cylinder to the lift cover (one of these is recessed into the cover) and withdraw the cylinder from the cover (see Fig. 19). Pull the cylinder straight out from the cover to avoid damaging the safety valve.

To Dismantle the Lift Cylinder Assembly

1. Remove the cylinder safety valve by turning it anti-clockwise. Use a spanner on the hexagon body of the valve and do not attempt to remove the centre portion. The slot in the centre portion of the valve is for adjustment purposes when the valve is originally assembled. It is set to open at 2,400 lbs. per square inch (168.74 kg. per sq. cm.) and then sealed. No attempt should be made to break the seal, but if at any time the valve is suspected of being faulty it should be removed and replaced with a new assembly which is known to be correct.

2. If necessary remove the two dowel rings from the top face.

3. Discard the five ' O ' rings fitted in the counter-bores of the various oil passages.

4. Turn the cylinder onto its top face (or hold it in a soft jawed vice) and, to prevent damage to the machined surface, ensure that the bench top is smooth and clean.

5. Remove the three set-screws securing the front cover plate to the lift cylinder and remove the plate and control valve spring.

6. Remove the three set-screws securing the rear cover plate to the lift cylinder and remove the plate and gasket. It should be noted that a copper sealing washer is fitted under the head of the screw located between the control valve and the lift cylinder. (See Fig. 20). This particular screw fits into the threaded end of a longitudinal passage through which oil is exhausted from the ram cylinder. (Also in communication with this passage is a small vertical drilling located close to the rear blanking plug at the bottom of the cylinder.)

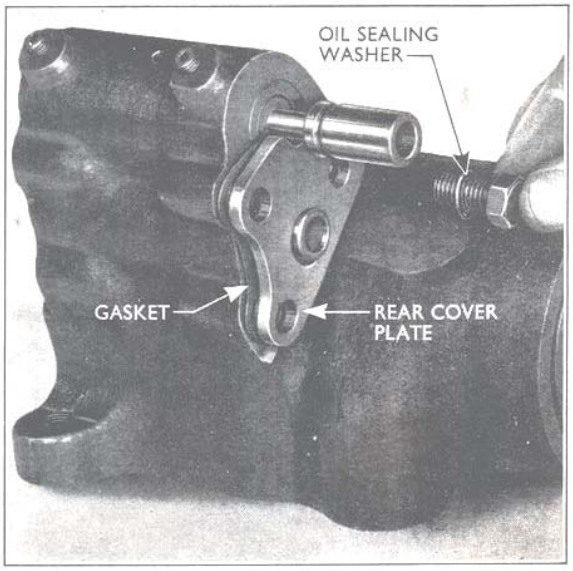


Fig. 20
Removing Rear Cover Plate from Cylinder

7. Remove the control valve, withdrawing it from the rear of the cylinder. Take great care in handling this valve to prevent damage or scoring of the lands, or distortion of the valve as a whole.

8. Attach removing adaptor T.8510–1/f to the main tool T.8510, screw the outer end of the adaptor into the unloading valve plug, at the front end of the unloading valve chamber, and withdraw the plug. (See Fig. 21.)

Note the annular recess in the plug which allows exhaust oil from the ram cylinder to by-pass the unloading valve. It is important that care is taken to avoid damage to the external surface of the plug as a leak past the plug will affect the operation of the lift. (See Fault Diagnosis.)

9. Remove the unloading valve from the front end of the cylinder and discard the ' O ' ring fitted to the large end of the valve.

10. Attach the short threaded end of extension T.8510–1/b to main tool T.8510 and pass the extension through the control valve bush so that the main tool remains at the front end of the cylinder. Screw the special nut T.8150–1/h onto the rear threaded end of the extension until it locates squarely on the rear face of the control valve bush, with the small taper on the front face of the nut located within the bush to centralise the tool. Operate the wing nut of the tool and withdraw the bush (see Fig. 22). Unscrew the special nut and remove the bush from the extension.

11. Pass the extension through the unloading valve bushes, attach the nut, locating it squarely against the rear end of the rear bush, and withdraw both bushes from the cylinder in one operation. (See Fig. 23.)

12. Remove the ram piston by applying air pressure through the safety valve hole whilst holding the thumb over the hole which is adjacent to it. (See Fig. 24.)

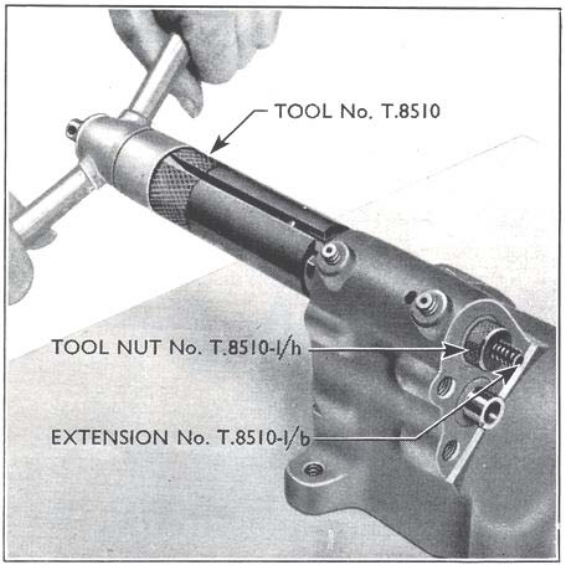


Fig. 22
Removing Control Valve Bush

CAUTION

Do not use excessive air pressure or the piston may fly out suddenly and cause injury or damage. Ordinary foot pump pressure is sufficient to move the piston.

13. Unless the piston gland is known to be giving an absolutely perfect seal it is recommended that the gland is discarded and a new one fitted on reassembly.

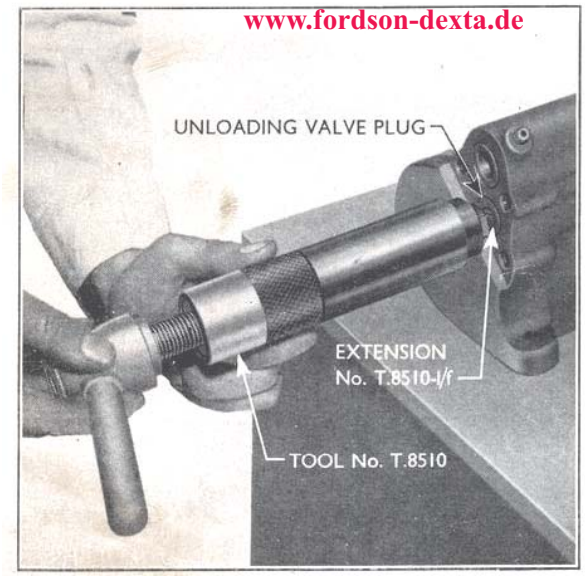


Fig. 21
Removing Unloading Valve Plug

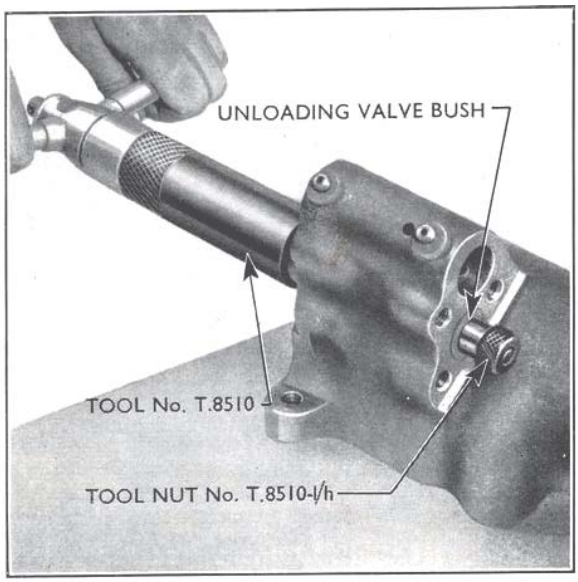


Fig. 23
Removing Unloading Valve Bush

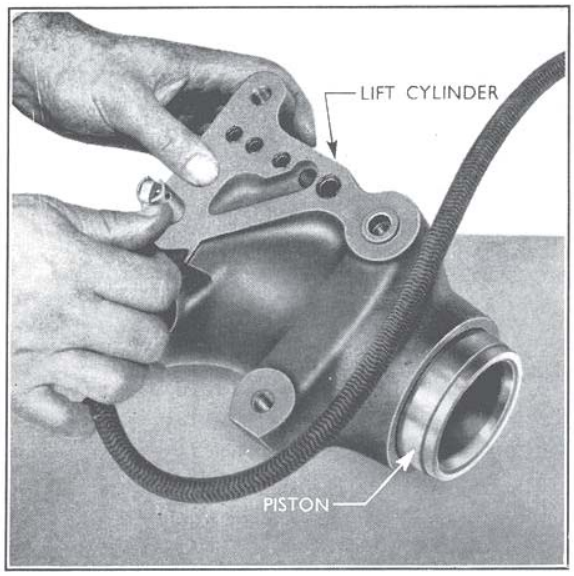


Fig. 24
Removing the Ram Piston

To Rebuild the Lift Cylinder Assembly

Owing to the extreme accuracy of the valves, bushings and sealing plugs used on the lift cylinder it is important that any part which is worn, scratched, distorted, or in fact damaged in any way, be discarded and only perfect parts fitted on reassembly. Each bush is a press fit in its respective bore in the cylinder and the control valve is a selective fit in its bush. All ' O ' rings and gaskets used for sealing purposes should be discarded and replaced by new parts on reassembly.

The outside of the lift cylinder bears colour spots (paint) at the front end of the cylinder, adjacent to the unloading valve and control valve bores, for identification of the bore size. The two unloading valve bushes and the control valve bush are similarly marked.

The colour spots should not be confused with a colour **streak** which is also placed adjacent to the control valve bore to indicate the **internal** diameter of the control valve bush. This streak is used to assist the original building of the unit during factory production and bears no relation to the size of a new bush when it is assembled in service.

1. Observe the colour spot on the outside of the cylinder adjacent to the front end of the unloading valve chamber and select a front and a rear unloading valve bush with corresponding colour markings.

Attach the short threaded end of extension T.8510–1/a to main tool T.8510 and, working from the front of the cylinder, pass the extension through the unloading valve bushing bore.

Place the unloading valve front bush over the extension and locate it at the entrance to the bore. The bush has a small single notch at one end, which should face into the bore, and two large notches at the opposite end, which must locate against the rear bush.

Place the unloading valve rear bush over the extension, making the assembly with the long spigot end facing away from the front bush.

Screw the special guide nut T.8510–1/e onto the extension and locate the adjacent spigot end of the rear bush in the counterbore in the nut. Lubricate the outside surfaces of both bushes and draw them into the bore (see Fig. 25) until the inner end of the spigot (i.e. the back face of the rear land) on the rear bush is flush with the rear face of the cylinder, i.e. the bushes are correctly located when the front face of the guide nut touches the rear face of the cylinder. The rear bush must be centralised correctly when making the assembly, otherwise difficulty may be experienced in obtaining entry into the bore.

NOTE.—It is important that the bushes are correctly located, i.e. neither under- nor over-flush with the rear face of the cylinder.

2. Release the special nut and withdraw the tool from the unloading valve bushes.

3. Observe the colour spot on the outside of the cylinder adjacent to the control valve bushing bore. Select a control valve bush with a similar colour marking. Insert guide and stop adaptor T.8510–1/k (spigot end foremost) into the front of the control valve bushing bore and, still working from the front of the cylinder, pass extension T.8510–1/a fitted to tool T.8510 through the guide. Locate the control valve bush over the extension. It will be noted that the lands of the bush vary in size and the assembly should be made with the widest land facing to the rear of the cylinder. (Counterbored end to front of cylinder.)

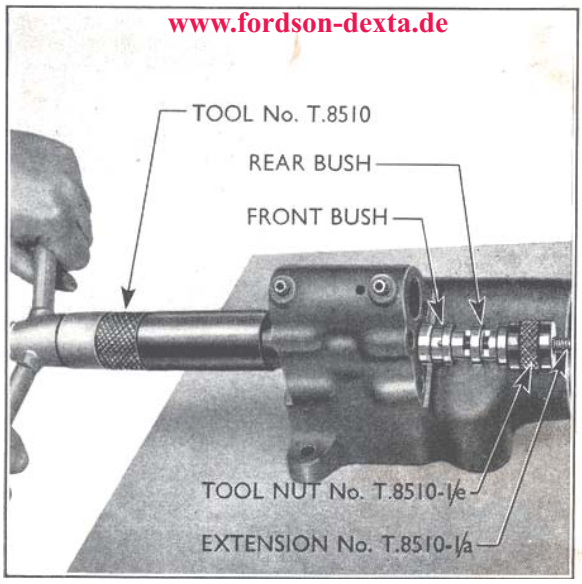


Fig. 25
Replacing the Unloading Valve Bushes

Lubricate the bush and, using nut T.8510–1/h to retain the bush and centralise the extension, pull the bush into the bore (see Fig. 26) until the front face of the bush meets the inner face of the guide.

Slacken the wing nut of the tool and reverse the guide, passing the spigot into the body of the tool so that the larger face of the guide is presented to the front face of the cylinder. Re-tighten the wing nut of the tool and draw the control valve bush fully into position to seat against the guide so that the front end of the bush is flush with the front face of the cylinder.

NOTE.—It is important that when finally positioned the front end of the bush is neither over- nor under-flush with the front face of the cylinder.

4. Instal a new ' O ' ring in the recess at the large end of the unloading valve, lubricate the valve and ' O ' ring and insert in the corresponding bushes in the lift cylinder. Make the assembly from the front of the cylinder with the large end of the valve facing towards the front.

5. The unloading valve plug is colour marked in the same manner as the unloading valve bush and a plug with a matching colour marking should be selected for assembly.

Fit the unloading valve plug to the front of the unloading valve chamber with the threaded central hole in the plug facing outwards.

Press the plug into the bore until the outer face is flush with the front face of the cylinder.

6. The control valve is colour marked to provide identification as to its diameter, but this should not be used as a means of selecting a valve to match the control valve bush. When the bush is pressed into its bore in the cylinder, the internal diameter becomes smaller in proportion to the amount of interference between bush and bore. When selecting a control valve, therefore, one should be chosen which, irrespective of colour markings, is the largest which will operate within the bush without binding. It is, therefore, extremely important that both the internal surface of the bush and the external surface of the valve lands are completely free from burrs and that care is taken when handling the valve to prevent distortion.

7. Having decided on a particular size of valve, it should be left in the bush and retained by replacement of the rear cover plate, using a new gasket and securing the plate to the rear face of the cylinder with three set-screws.

Fig. 27
Replacing Cylinder Front Cover Plate

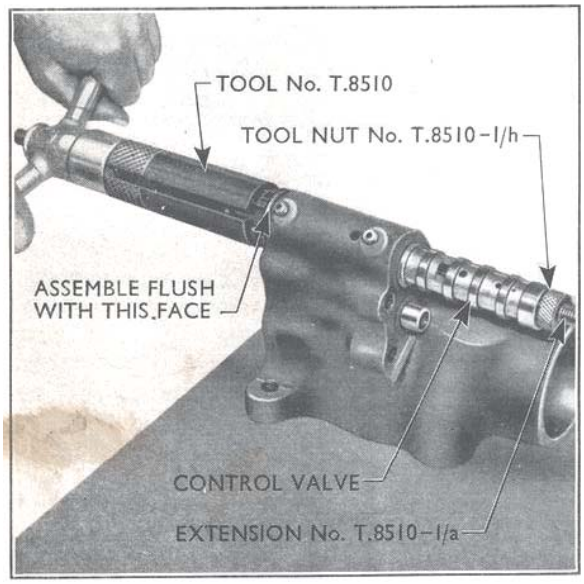


Fig. 26
Replacing the Control Valve Bush

Fig. 28
Replacing Ram Cylinder Safety Valve

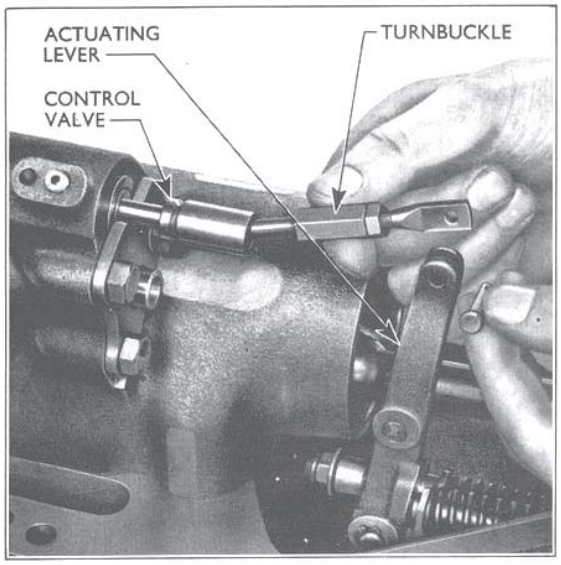


Fig. 29
Replacing Control Valve Turnbuckle

NOTE.—Remember that the set-screw located between the control valve and the ram cylinder fits into the end of a longitudinal exhaust passage in the cylinder. A copper sealing washer must therefore be fitted under the head of this particular screw to obviate oil leaks from the passage. (See Fig. 20.)

8. Replace the control valve spring in the recess in the front cover plate and reassemble the plate to the cylinder. (See Fig. 27.) Retain with three set-screws.

9. Turn the cylinder and assemble the two ring dowels (if they have been removed) in the diagonally opposing counterbored holes in the top face of the cylinder.

10. Fit a new gland to the ram piston, lubricate both gland and piston and assemble to the cylinder.

11. Replace the cylinder safety valve assembly, using a new gasket between the valve and the cylinder. (See Fig. 28.)

To Replace the Lift Cylinder

1. Ensure that the top surface of the cylinder and the mating face on the cover are clean and free from scores or burrs.

2. Fit new ' O ' rings in the counterbores of the oil passages, refit the cylinder to the cover and fully tighten the retaining screws.

3. Replace the control valve turnbuckle assembly securing the rear end to the control valve actuating lever with the appropriate cotter pin and split pin (see Fig. 29). Insert the forward end of the ram piston connecting rod within the piston and carry out the qualitrol linkage and position control adjustment as previously described.

Refit the auxiliary service plate, assemble lift cover assembly to the tractor and replace the driver's seat as previously described.

To Dismantle the Lift Cover Assembly

1. Remove the lift cylinder assembly from the cover, as previously described, and disconnect the ram piston connecting rod from the lift ram arm.

2. Remove the lift cover from the vice and place it on the bench so that it rests on its top face, suitably supported to protect the machined surfaces.

3. Unscrew the main control spring plunger yoke and remove the main control spring.

4. Remove the three set-screws retaining the main control spring seat support to the rear of the lift cover and withdraw the seat, seat support, felt ring and plunger locking plate.

5. Straighten the lock washer tab and remove the screw and flat washer retaining each lift arm to the lift cross-shaft.

6. Remove the two lift cross-shaft bushes and withdraw the cross-shaft from the lift cover leaving the ram arm in the cover.

7. Pull the control valve actuating lever towards the rear of the lift cover, so compressing the qualitrol override spring. Remove the self-locking nut and flat washer retaining the qualitrol bushing to the qualitrol link rod.

8. Remove the main control lever from the friction plate after extracting the two securing screws.

9. Remove the self-locking nut, double coil spring washer and flat washer securing the friction plate to the lift control lever shaft, and withdraw the friction plate, woodruff key and cork friction disc.

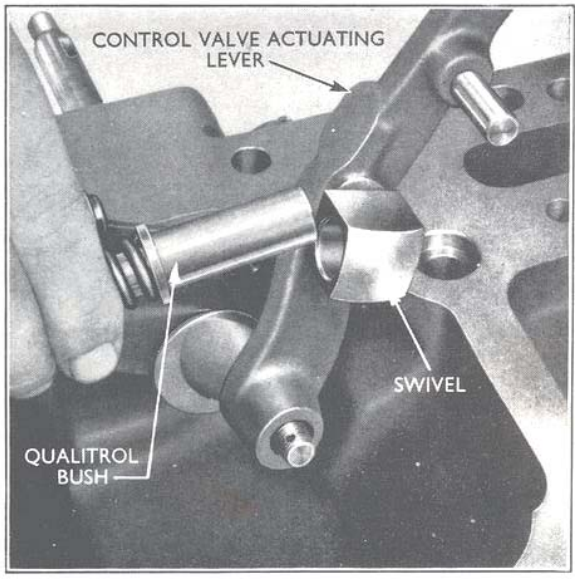


Fig. 30
Removing Control Valve Actuating Lever

10. Remove the four screws and spring washers that secure the quadrant assembly to the lift cover and slide the quadrant assembly from the lift control lever shaft. Remove the flat washer fitted between the inner end of the quadrant and the position control arm.

11. Remove the split pin, nut and flat washer securing the control valve actuating lever assembly to the lift control lever shaft and slide the actuating lever and swivel assembly forward off the qualitrol bush (see Fig. 30). Withdraw the actuating lever from the lift control lever shaft and remove it from the lift cover. If necessary, remove the swivel from the actuating lever after extracting the special snap ring.

12. Remove the qualitrol bush and override spring from the qualitrol link rod.

13. Rotate the lift ram arm to its most forward position and remove the qualitrol link and main control spring plunger assembly from the cover. Dismantle this assembly by removing the split pin and cotter pin securing the link rod to the plunger.

14. Remove the split pin and washer that retain the selector control link to the selector control arm.

15. Remove the position control assembly and the lift control lever shaft from the lift cover and slide the shaft from the position control arm.

To Dismantle the Position Control Linkage Assembly

(i) Remove the split pin and cotter pin retaining the selector control link to the position control cam and remove the link.

(ii) Remove the split pin and cotter pin securing the position control arm to the position control cam and remove the cam.

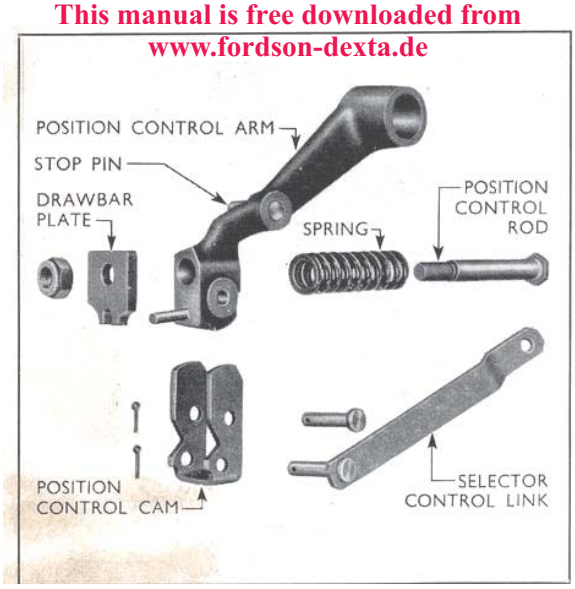


Fig. 31
Position Control Linkage Assembly

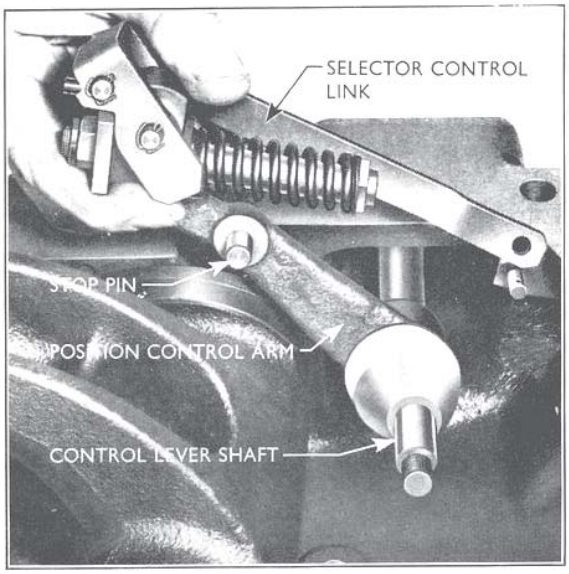


Fig. 32
Assembly of Position Control Linkage to Cover

(iii) Release the position control rod, spring and drawbar plate from the position control arm by removing the self-locking nut.

To Rebuild the Position Control Linkage Assembly

(i) Assemble the position control spring to the rod and insert in the position control arm, making the assembly from the opposite side to the drawbar plate guide pin.

(ii) Assemble the drawbar plate (non-cambered face inwards) to the threaded end of the rod with the slot in the plate engaging with the drawbar plate guide pin in the control arm. Retain with a new self-locking nut.

(iii) Locate the position control cam on the arm, with the straight side of the cam facing away from the drawbar plate guide pin, and insert a cotter pin through the holes nearest the open end of the cam and the corresponding hole in the control arm. Secure with a split pin.

(iv) Secure the selector link to the cam with a cotter pin and split pin. Make the assembly with the longer straight end to the cam and the crank in the link facing inwards, the link to be on the outside of the cam on the opposite side to the stop pin in the arm. (See Fig. 31.)

16. Remove the ram arm from the lift cover.

17. Remove the pin securing the selector lever to the selector control arm and remove the selector control arm from its location in the lift cover.

To Rebuild the Lift Cover Assembly

1. Instal the selector control arm in its appropriate bore in the lift cover and fit the selector lever to the arm, securing it with the special split retaining pin.

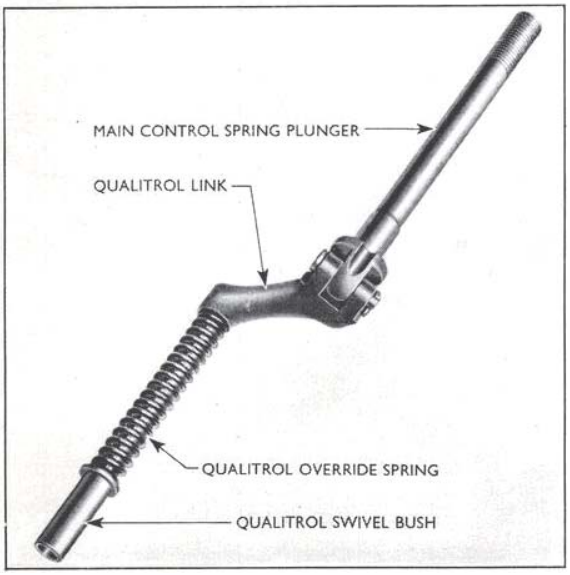


Fig. 33
Qualitrol Link and Control Spring Plunger Assembly

2. Place the ram arm in the cover with the machined cam on the same side as the selector control arm.

3. Assemble the lift control lever shaft to the position control assembly with the eccentric on the shaft on the same side as the large stop pin on the position control arm.

4. Place this assembly in the lift cover with the eccentric on the shaft facing inwards (see Fig. 32) and connect the selector control link to the selector control arm. Secure with a flat washer and split pin.

5. Assemble the main control spring plunger to the qualitrol link with the slot in the plunger facing away from the fork in the link and secure with a clevis pin and split pin. Assemble the qualitrol override spring and bush to the qualitrol link assembly with the flange on the bush adjacent to the spring. (See Fig. 33.)

6. Fit the qualitrol swivel to the control valve actuating lever, with the swivel on the same side as the piston stop pin. Secure with the special snap ring.

7. Fit the qualitrol link assembly to the control valve actuating lever assembly, passing the qualitrol bushing through the swivel so that the machined pad on the rear side of the lever faces towards the qualitrol override spring.

8. Position the resulting assembly in the lift cover so that the main control spring plunger protrudes through the rear of the cover and the qualitrol swivel faces the centre of the housing. (See Fig. 34.)

9. Rotate the lift ram arm to its most rearward position and connect the inner end of the control valve actuating lever to the main control lever shaft, securing it with a flat washer, castellated nut and split pin.

10. Replace the quadrant assembly with the appropriate washer between the inner end of the quadrant and the position control arm. Use a new gasket between cover and quadrant and secure with four screws and spring washers.

11. Compress the qualitrol override spring by pulling the control valve actuating lever towards the rear of the lift cover and fit the flat washer and self-locking nut to the end of the qualitrol link. Tighten the nut until it seats securely against the shoulder on the link. (See Fig. 35.)

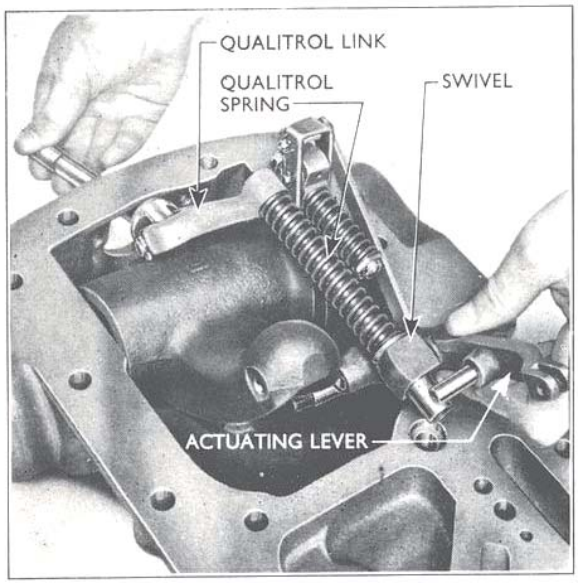


Fig. 34
Assembly of Qualitrol Linkage to Cover

Fig. 35
Retention of Qualitrol Link to Swivel

12. Instal the lift cross-shaft, picking up the master spline in the ram arm on the corresponding master spline on the centre of the shaft. (See Fig. 36.)

13. Assemble the cross-shaft bushes, one on either side of the shaft, and position them flush with the side of the cover.

14. Fit the lift arms to the lift cross-shaft, picking up the master splines at the outer ends of the shaft. Fit a retaining washer, locking tab and retaining set-screw to each end of the shaft. Tighten the screws until the lift arms just drop under their own weight with no end play between the arms and the housing. Secure in this position by bending the locking tabs against the heads of the screws.

NOTE.—Over-tightening the screws will cause the lift arms to " bind " and adversely affect the operation of the lift.

15. Fit the cork friction disc and woodruff key to the main control lever shaft.

16. Assemble the friction plate over the woodruff key and retain on the control lever shaft with a flat washer, double coil spring lockwasher and self-locking nut. Do not fully tighten the nut.

17. Secure the main control lever to the friction plate with two set-screws and spring washers.

18. Tighten the self-locking nut on the control lever shaft to give a resistance of 4 to 5 lbs. (1.814 to 2.268 kg.) at the ball end of the main control lever.

19. Instal new " O " rings in the cylinder assembly and assemble the cylinder to the cover. Attach the control valve turnbuckle to the control valve actuating lever as previously described.

20. Attach the ram piston connecting rod to the ram arm, using the appropriate cotter pin and split pin, and place the forward end of the rod within the piston.

Fig. 37
Assembly of Main Control Spring Plunger Locking Plate

21. Fit the main control spring plunger locking plate so that the pin on the plate registers with the slot in the forward end of the plunger. (See Fig. 37.)

22. Fit a new felt seal in the counterbore in the front end of the main control spring seat and place this assembly over the main control spring plunger to locate against the rear face of the locking plate. Locate the spring seat support over the seat and

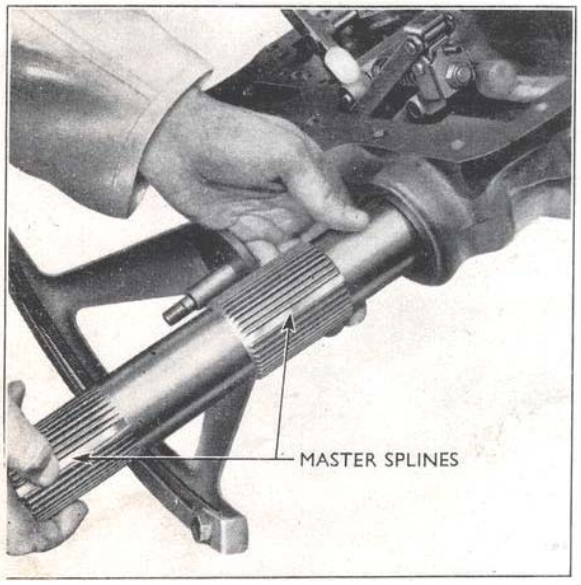


Fig. 36
Assembly of Lift Cross-shaft to Cover

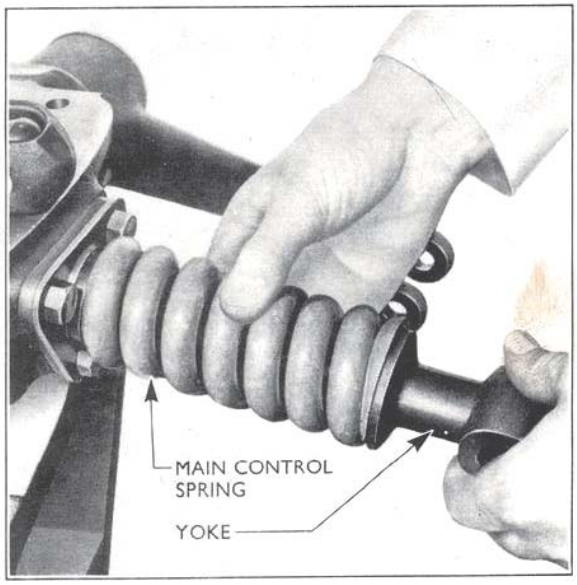


Fig. 38
Main Control Spring Adjustment

plunger locking plate, and secure to the rear of the lift cover with three set-screws.

23. Position the main control spring on the spring seat and screw the yoke onto the plunger. Tighten the yoke until the main control spring may be just rotated with the finger and thumb of one hand. (See Fig. 38.)

24. Carry out the adjustments to the main control spring, qualitrol linkage and position control linkage, as previously described.

25. Instal new " O " rings in the auxiliary service control plate and fit the plate to the cover.

26. Replace the lift assembly on the rear transmission housing, as previously described, using a new gasket between the cover and the transmission housing and fitting new " O " rings at the inlet and outlet passages in the side of the rear transmission housing.

27. Connect the main control spring yoke to the rocker, attach the top link to the rocker and the lifting rods to the lift arms.

28. Refit the seat, attach an implement and test the lift for operation by raising and lowering the implement several times.

EXHAUST OIL FILTER AND BACK PRESSURE VALVE ASSEMBLY

To Remove

1. Remove the hydraulic lift cover assembly as previously described.

2. Remove the screw retaining the exhaust oil pipe to the right-hand side of the transmission housing. (See Fig. 39.)

3. Lower the assembly until the exhaust oil pipe is free from the passage in the transmission housing top flange and then withdraw the complete exhaust oil filter and back pressure valve assembly through the hydraulic lift cover aperture in the rear transmission housing.

To Replace

First discard the " O " sealing ring fitted to the upper end of the exhaust pipe, and also those fitted to the counterbores of the exhaust and inlet oil passages in the rear transmission housing top flange.

1. Enter the assembly to the rear transmission housing and push the exhaust filter pipe into the passage in the top flange of the housing until it protrudes from the top of the passage a sufficient amount to enable the new " O " sealing ring to be assembled to the groove in the upper end of the pipe.

2. Pull the assembly downwards to locate the " O " sealing ring and assemble the retaining screw in the side of the transmission housing picking up the captive nut in the exhaust oil pipe bracket.

3. Fit new " O " sealing rings to the counterbores of the inlet and exhaust oil passages in the top of the rear transmission housing flange and refit the hydraulic lift top cover assembly as previously described, using a new gasket between cover and rear transmission housing.

To Overhaul the Back Pressure Valve

1. Remove the complete exhaust oil filter and back pressure valve assembly as previously described.
2. Release the wire retainer from its groove in the internal bore of the back pressure valve body.
3. Remove the spring seating plate followed by the spring.
4. Extract the valve from the body.

Before rebuilding the valve assembly the surface of the valve and the internal bore of the body should be checked for damage or scoring. The valve should be perfectly free to slide in the body which should also be free from dirt or obstruction.

If necessary check the tension of the spring (see Specification). To rebuild the valve assembly, reverse the dismantling procedure and then replace the complete exhaust oil filter and pressure valve assembly in the rear transmission housing as previously described.

To Renew the Exhaust Oil Filter

Normally, this filter will not require replacing, excepting when major overhauls are being carried out on the hydraulic lift and rear transmission assemblies.

1. Remove the complete exhaust oil filter and back pressure valve assembly as previously described.
2. Unscrew the back pressure valve from the exhaust oil pipe.
3. Remove the plain washer and rubber washer from the base of the filter and withdraw the filter from the exhaust oil pipe.
4. Remove the rubber sealing washer, plain washer and spring from above the filter.

Renew the rubber sealing washers if they show signs of deterioration and refit the new filter by reversing the dismantling procedure.

Refit the complete exhaust oil filter and back pressure valve assembly to the rear transmission housing as previously described.

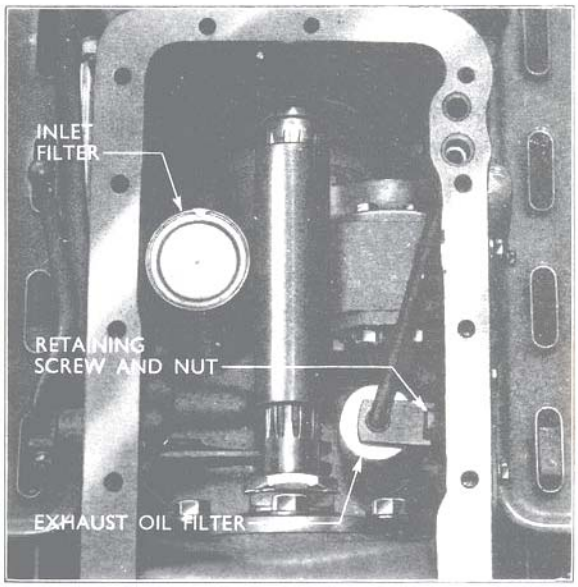


Fig. 39
Location of Exhaust Oil Filter Assembly

FAULT DIAGNOSIS

A logical sequence of checks based on observation of symptoms provide the most rapid means of diagnosing faults in the hydraulic system. By carefully watching the operation of the hydraulic lift, conclusions may be quickly reached as to which of the conditions below are applicable and the remedies necessary to correct these faults.

The more likely causes are listed first, and, as these are eliminated, the more complex points are considered.

All external features affecting the operation of the lift, such as type and condition of implement, its setting, method of attachment and the ground conditions on which it is being operated, should be taken into consideration and any deviation from standard corrected before attempting to diagnose any particular fault on the hydraulic system.

1. Failure to Lift

(*a*) Check that the auxiliary service control knob is moved to its innermost position.

(*b*) Check that the transmission oil level is correct and that the correct grade of oil is being used.

(*c*) If the failure to lift occurs when the system is under Qualitrol, place the selector lever in Position Control and move the main control lever to the top of the quadrant to establish if the failure is confined to the Qualitrol system.

If the system fails to operate under Qualitrol only, remove the lift cover assembly and check the Qualitrol linkage adjustment as previously described.

(*d*) If the failure occurs on both Qualitrol and Position Control, check both the qualitrol and position control linkage adjustment. At the same time check over the linkage to see that there is no question of distortion or binding.

(*e*) If these adjustments are correct and there are no obvious signs of discrepancies in the linkage, check the ram piston gland and replace if it is not making a perfect seal.

(*f*) Check the lift cylinder safety valve and ensure that the sealing washer is in good condition and seating correctly. If necessary replace the safety valve with one which is known to be satisfactory. Attempts should not be made to dismantle this valve.

(*g*) Check the back pressure valve fitted to the exhaust filter, and the exhaust filter itself, as any failure to hold the back pressure in the system will result in faulty operation of the unloading valve.

(*h*) Check the inlet filter to the pump for blockage.

(*i*) If the trouble is still not located, replace the hydraulic lift cover assembly and either carry out a pressure test on the pump, or replace the pump with one which is known to be correct.

2. Rapid Corrections during Operation or in the Raised Position

As explained under the description of operation of the hydraulic system, any internal leakage of oil will be automatically corrected by the lift linkage moving the control valve into the " Raising " position. If the leak is substantial, " bobbing " of the implement will occur, caused by a continuous rise and fall of the lift arms.

The standard test for this condition is as follows :

1. Attach a weight of approximately 1,250 lbs (567 kg.) to the ends of the lower links or connect up a suitable implement.
2. Move the selector lever downwards to the Qualitrol position.
3. Move the main control lever to the top of the quadrant to a point .5 in. (12.7 mm.) from the stop.
4. Start the engine and observe the operation of the lift arms. The arms should move to the fully-raised position and remain there. During a period of two minutes, not more than three corrections of the linkage should occur.

If the rate of correction is in excess of the above figure, the lift cover assembly should be removed and the following points checked :—

(*a*) Remove the check valve and examine the check valve seat for chipping or scoring; examine the ball and replace if the surface is eroded or damaged; check the spring poundage (see specification).

(*b*) Remove the lift cylinder rear cover and examine the condition of the gasket; also that of the washer and the securing screw which fits into the longitudinal passage in the lift cylinder.

(*c*) Remove the control valve, check the surface of the lands for scoring or damage, and ensure that it fits correctly.

(*d*) Remove the unloading valve plug and check the fit in the forward end of the unloading valve chamber. Examine the surface of the plug and the chamber to ensure that a good seal is being obtained.

(*e*) Remove the unloading valve and check that the valve fits correctly and that the " O " ring is in good condition. It is recommended that this " O " ring is renewed irrespective of its apparent condition.

(*f*) Check that the " O " rings between the lift cylinder and the top cover, and also between

the auxiliary service plate and the cover, are in good condition. No matter what their condition, it is recommended that new seals be fitted on reassembly. Examine the machined surfaces of the cylinder and plate and the mating surfaces of the top cover.

(*g*) Remove the ram piston and ensure that the piston gland is sealing correctly.

(*h*) Check the Qualitrol and Position Control adjustment, as previously described, before reassembling the lift cover to the tractor.

3. Erratic Action or Over-Correction

This will usually be indicative of an inoperative control valve, binding of the control valve linkage, or over-tightening of the lift arm securing screws.

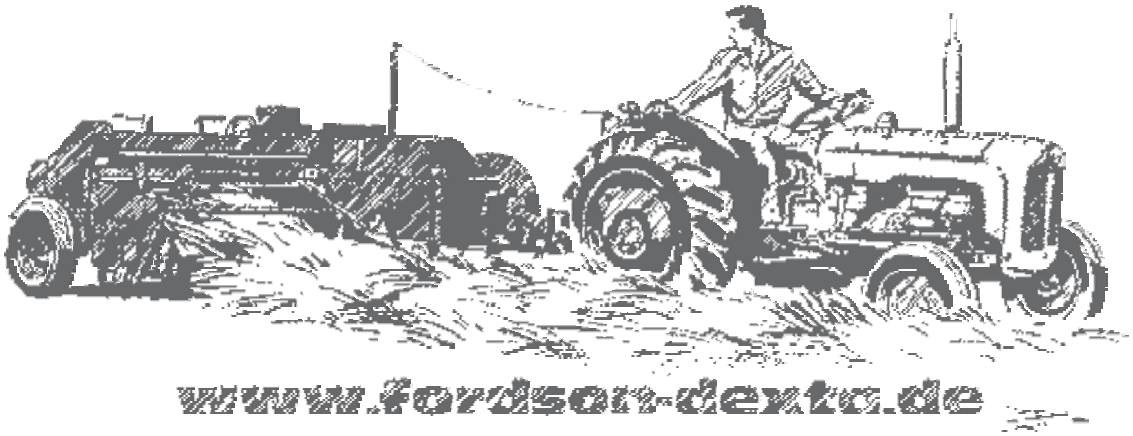
(*a*) Check the adjustment of the lift arm securing screws, which should be tightened until the lift arms will just drop under their own weight.

(*b*) Remove the lift cover assembly and check the control valve for freedom of movement.

(*c*) Check the main control spring plunger for freedom of movement; in particular, see that it is free to move on the locking pin in the rear plate.

(*d*) Check the qualitrol link for scoring or binding at the swivel bush.

(*e*) When installing the cover assembly, check that the main control spring yoke moves freely in the rocker.



HYDRAULIC LIFT SPECIFICATIONS

Lift Cylinder

Ram cylinder diameter .. .. 2.9995 to 3.0010 ins. (76.19 to 76.23 mm.)
Ram piston diameter .. .. 2.998 to 2.999 ins. (76.15 to 76.18 mm.)

Control valve spring :
No. of coils 19
Length .. 1.45 ins. under load of 24.5 to 28.5 lb. (36.83 mm. under load of 11.11 to 12.93 kils.)

Cylinder safety valve :
Blow-off pressure .. .. 2,400 lb. per sq. in. (168.73 Kilogram per sq. cm.)

Control and Unloading Valve Bush Bores

Colour Marking	*Diameter (ins.)*	*Diameter (mm.)*
White	.9996 to .9998	25.390 to 25.395
Blue	over .9998 to 1.0000	25.395 to 25.400
Yellow	over 1.0000 to 1.0002	25.400 to 25.405
Green	over 1.0002 to 1.0004	25.405 to 25.410
Orange	over 1.0004 to 1.0006	25.410 to 25.415

Control and Unloading Valve Bushes and Unloading Valve Plug

Colour Marking	*Outside Diameter (ins.)*	*Outside Diameter (mm.)*
White	1.0002 to 1.0004	25.405 to 25.410
Blue	over 1.0004 to 1.0006	25.410 to 25.415
Yellow	over 1.0006 to 1.0008	25.415 to 25.420
Green	over 1.0008 to 1.0010	25.420 to 25.425
Orange	over 1.0010 to 1.0012	25.425 to 25.430

Control Valve

Colour Marking	*Outside Diameter (ins.)*	*Outside Diameter (mm.)*
White	.5917 to .5919	15.029 to 15.034
Blue	over .5919 to .5921	15.034 to 15.039
Yellow	over .5921 to .5923	15.039 to 15.044
Green	over .5925 to .5926	15.049 to 15.052
Orange	over .5927 to .5928	15.055 to 15.057

Tightening Torque Figures	*lbs./ft.*	*kg./m.*
Lift top cover to transmission housing screws ..	30 to 35	4.15 to 4.84
Lift cylinder to top cover screws	40 to 45	5.53 to 6.22
Auxiliary service plate to top cover screws ..	30 to 35	4.15 to 4.84
Front cover plate to lift cylinder screws	17 to 22	2.35 to 3.04
Rear cover plate to lift cylinder screws	17 to 22	2.35 to 3.04
Hydraulic pump to transmission housing screws	30 to 35	4.15 to 4.84
Hydraulic pump through bolts	40 to 45	5.53 to 6.22
Control lever quadrant to shaft nut	4 to 5 lb*	1.814 to 2.268 kg.*
Check valve plug	45 to 55	6.22 to 7.60

* Measured at ball of main control lever

Back pressure valve :
- Blow-off pressure .. .. 23 to 26 lb/sq. in. (1.62 to 1.83 kg/sq.cm.)
- Spring length .. .74 in. under load of 2.28 to 2.52 lb. (18.8 mm. under load of 1.03 to 1.14 kg.)

Hydraulic Pump

Flow capacity .. .. 3.68 Imp. gal. (16.72 Litre) at 1,550 r.p.m.

Relief valve :
- Thickness of shim .. .. .010 in. (.254 mm.), .025 in. (.635 mm.)
- Blow-off pressure .. .. 2000 to 2200 lb. /sq.in. (140.6 to 154.7 kg./sq. cm.)

Relief valve :
- Maximum thickness permissible .. .. .080 in. (2.032 mm.)

Lift Cover

Check valve bore diameter .. .. .749 to .750 in. (19.025 to 19.05 mm.)

Check valve seat :
- Land diameter (Rear of " O " ring) .. .. .7510 to .7505 in. (19.08 to 19.06 mm.)

Cross-shaft journal diameter .. .. 1.998 to 1.996 in. (50.75 to 50.70 mm.)

Cross-shaft bush diameter :
- Outside diameter .. .. 2.370 to 2.372 in. (60.20 to 60.25 mm.)
- Inside diameter .. .. 2.001 to 2.003 in. (50.83 to 50.88 mm.)

Position control spring :
- No. of coils 10.7
- Length .. 1.96 ins. under load of 72 ± 6 lbs. (49.78 mm. under load of 32.66 ± 2.72 kg.)
  1.52 ins. under load of 152 ± 10 lbs. (38.61 mm. under load of 68.95 ± 4.54 kg.)

Check valve spring :
- No. of coils 9.5
- Length .. 0.70 in. under load of 10.2 to 12.2 lbs. (17.78 mm. under load of 4.65 to 5.53 kg.)

Qualitrol override spring :
- No. of coils 18
- Length .. 3.58 ins. under load of 105 ± 7 lbs. (90.93 mm. under load of 47.63 ± 3.18 kg.)
  3.21 ins. under load of 177 ± 10 lbs. (81.53 mm. under load of 80.29 ± 4.54 kg.)

Qualitrol swivel bore .. .. .631 to .633 in. (16.03 to 16.08 mm.)

Qualitrol swivel bush :
- Outside diameter .. .. .627 to .629 in. (15.93 to 15.98 mm.)
- Inside diameter .. .. .439 to .442 in. (11.15 to 11.23 mm.)

Auxiliary service tapping .. .. ½ in. B.S.P.

Auxiliary Service Control Valve Bore in Plate		
Colour Marking	*Diameter (ins.)*	*Diameter (mm.)*
White	.7490 to .7493	19.025 to 19.032
Blue	over .7493 to .7496	over 19.032 to 19.040
Yellow	over .7496 to .7500	over 19.040 to 19.050

Auxiliary Service Control Valve		
Colour Marking	*Diameter (ins.)*	*Diameter (mm.)*
White	over .7485 to .7488	over 19.012 to 19.020
Blue	over .7488 to .7491	over 19.020 to 19.027
Yellow	over .7491 to .7494	over 19.027 to 19.035

HYDRAULIC PUMP

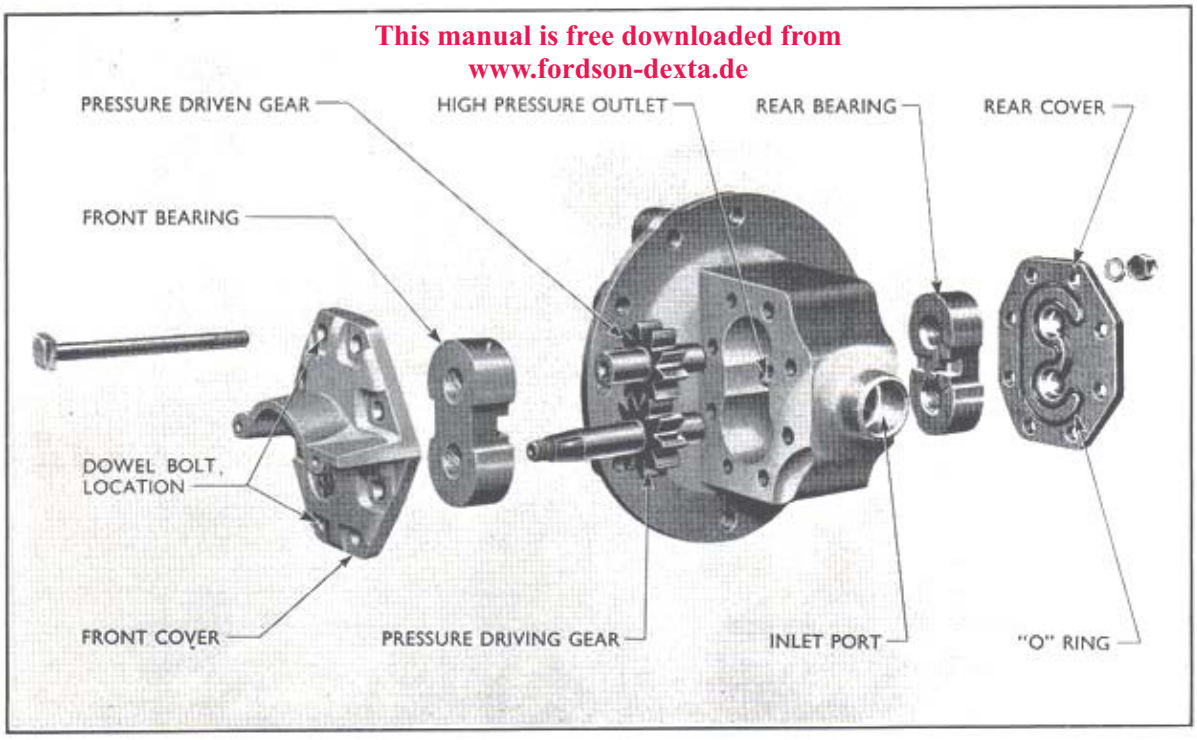


Fig. 40
Hydraulic Pump Assembly

General Description

The hydraulic pump is flange-mounted on the right-hand side of the rear transmission housing and is gear driven from the rear of the power take-off countershaft, which passes through the gearbox.

Two spur type gears, producing high pressure oil for operation of the hydraulic power lift, are mounted in specially designed bearing blocks, which are a precision fit in the pump housing. The pump pressure driving gear is integral with its shaft, the front of which protrudes through the pump front cover plate and is suitably tapered to accept an external gear which is keyed to the shaft. This external gear meshes with a driving gear which is splined to the power take-off countershaft. The hydraulic pump is, therefore, in constant operation whenever the engine is running in any gear, including neutral, provided the clutch is engaged.

Features of this arrangement are that—

(1) It is not necessary for the power take-off selector lever to be in the engaged position in order to operate the hydraulics, and

(2) When a " Live " power take-off is fitted the transmission clutch may be disengaged without affecting the drive to the pump.

Rotation of the pressure gears within the pump housing draws oil from the rear transmission housing, through a gauze type strainer into the inlet side of the pump. The strainer is directly mounted in the inlet port of the pump and incorporates a magnetic plug which collects any fine ferrous particles of metal which may be present in the oil.

On entering the pump the oil fills the gear tooth spaces and is carried around the housing, by the closely fitting gears, to the point where the teeth in the two gears come into mesh. The oil is then thrust out from between the teeth and delivered through an outlet port to a passage formed in the pump flange. This passage has a spring-loaded pressure relief valve fitted at its lower end, which is set to blow off at 2,100 to 2,300 lbs. per sq. inch and so prevent damage should the pump be overloaded. At its upper end the passage connects with a vertical drilling in the rear transmission casing which leads to the hydraulic lift.

An oil duct is incorporated on the high pressure side of the pump bearings to allow high pressure oil to be directed from the gears to the back faces of the bearings, where it is trapped between the bearings and their respective cover plates. An ' O ' ring is fitted in a specially shaped groove in each cover plate to ensure positive sealing between the bearing and

its corresponding cover plate. The effect of this design is to pressure load the bearings towards the gears, thus keeping end-float to a minimum, providing automatic compensation for wear, and ensuring maximum efficiency from the pump.

On the low pressure side of the pump a duct in each bearing, together with spiral grooves in the bearing bores and small reservoirs in the cover plates, ensure a continuous flow of low pressure oil to the bearing surfaces for lubrication purposes.

A special seal, fitted between the front cover and the pump drive gear, safeguards the pump by keeping out air should the operator inadvertently allow the oil level in the rear axle to drop below the safe level. This seal should always be fitted with the sealing edge (i.e. spring side of seal) facing outwards from the pump cover.

To Remove the Pump Pressure Relief Valve

For illustration purposes, the pump pressure relief valve assembly is shown " exploded " in Fig. 41, after the pump has been removed from the tractor, but it should be noted that servicing of this item may be accomplished whilst the pump is still mounted in the transmission housing.

1. Remove the plug and special sealing washer from the base of the relief valve chamber in the pump mounting flange.

2. Extract the relief valve and body assembly.

3. Remove the ' O ' sealing ring from the upper end of the valve body.

4. Hold the body, unscrew the spring retainer and extract the shims fitted between the end of the spring and the retainer. Make a note of the number of shims fitted, and of their thickness. These shims control the maximum working pressure of the pump and it is important that the correct thickness of shim is fitted when reassembling (see Specification).

5. Remove the relief valve plunger from the upper portion of the valve body.

To Reassemble the Pump Pressure Relief Valve

1. Examine the relief valve plunger for signs of scoring or wear. Similarly, examine the valve seat

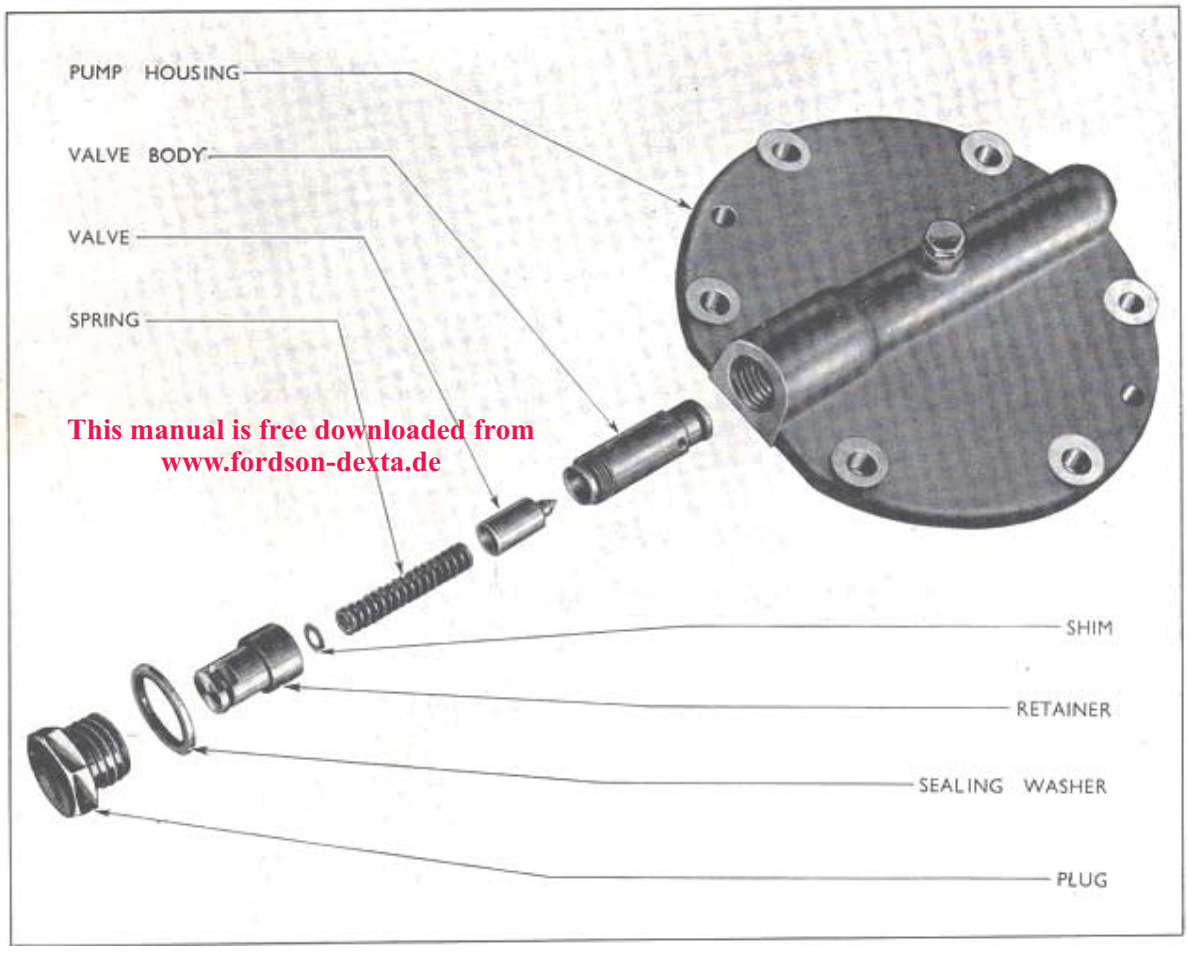


Fig. 41
Hydraulic Pump Pressure Relief Valve Assembly

in the upper body and ensure that an even seat marking is being obtained.

2. Replace the shims in the bore of the spring retainer and install the spring. (See ' Testing the Hydraulic Pump ').

3. Assemble the retainer and spring assembly to the valve body and fully tighten the retainer.

4. Fit a new ' O ' sealing ring in the annular recess in the top of the valve body.

5. Replace the relief valve assembly in the pump, fit a new sealing washer to the end plug and replace the plug in the threaded end of the relief valve chamber. Securely tighten the plug.

To Remove the Hydraulic Lift Pump

1. Drain the oil from the rear transmission housing.

2. Remove the right-hand footplate and disconnect the right-hand brake operating rod.

3. Remove the hydraulic lift cover assembly as described on page 13.

NOTE.—It is possible to remove the pump without disturbing the hydraulic lift cover assembly but replacement is much easier if the cover is also removed. In addition, to service the pump inlet strainer necessitates either removal of the hydraulic lift top cover or splitting the rear axle away from the gearbox.

4. Extract the screws retaining the pump flange to the right-hand side of the rear transmission housing.

5. Remove the pump assembly and withdraw the inlet strainer through the hydraulic lift aperture in the top of the rear transmission housing. The inlet strainer should be withdrawn, examined and cleaned whenever the hydraulic pump is removed for servicing.

To Dismantle the Hydraulic Lift Pump

1. Remove the two screws and locking washers retaining the driving gear shroud to the pump front cover.

2. Straighten the locking tab and remove the nut retaining the external driven gear to the pump pressure driving gear shaft.

3. Using puller tool No. T.8514, draw the external driven gear from the shaft.

4. Remove the Woodruff key from the pump pressure driving gear shaft.

5. Remove the nuts, spring washers and through bolts retaining the two end covers. Note that the second bolts from the flange, top and bottom, are dowel bolts machined to very fine limits (see Fig. 40), and they should not be mixed with the other retaining bolts. These bolts are marked with letter ' D ' on their heads.

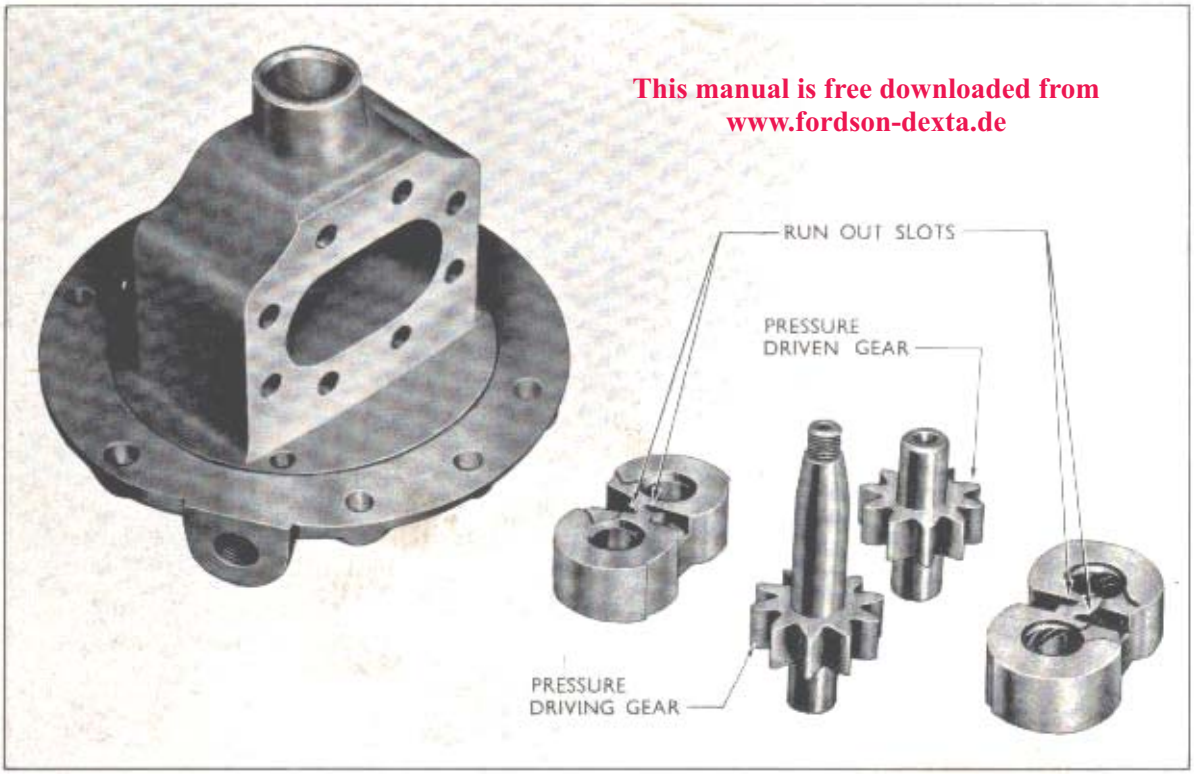


Fig. 42
Hydraulic Pump Body, Bearings and Gears

6. Remove the covers and extract the ' O ' sealing ring from the locating groove in each cover.

7. If necessary, extract the circlip retaining the pressure driving gear shaft seal to the front cover and remove the seal, using a drift of near size to the hole in the cover.

8. Slide the pump gears and bearings from the housing, if possible as one unit. No force should be applied to the gear shafts under any circumstances.

9. Examine the bearings for signs of seizure or scoring on the faces or journals. Light score marking may be removed by lapping on a surface plate, using ' O ' grade emery paper and paraffin. Any bearings showing excessive journal wear must be replaced. Bearings must always be fitted or replaced as pairs and must not be mixed.

10. Examine the body for wear in the gear running track. If the track is worn deeper than .0025 in. (.0635 mm.) on the pump inlet side, the body must be replaced.

11. Examine the gears for damage or excessive wear on journals, faces or teeth. The maximum run-out across the gear face to the tooth edge should not exceed .001 in. (.025 mm.). The gear journals may be lightly polished with ' O ' grade emery paper to remove wear marks. Similarly, the gear faces may be polished by sandwiching the emery paper between the gear face and a scrap bearing and rotating the gear. If new gears are fitted, the journal sizes on either side of each individual gear must be paired within .001 in. (.025 mm.) of each other. The face widths of each pair of gears must be held to within .001 in. (.025 mm.) of each other. This applies equally to the mixing of gears from different pumps or the replacement of single gears.

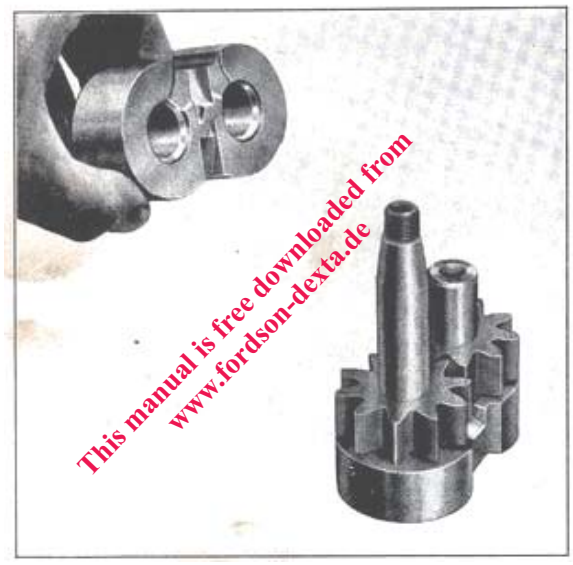


Fig. 43
Assembling Gears and Bearings

12. All rubber seals, ' O ' rings, etc., should be replaced when servicing the pump.

To Assemble the Hydraulic Pump

It should be noted that the two bearings, although similar in appearance are **not** identical and they must be assembled in correct relationship to gears and housing. The pump main body should be placed on the bench, flange downwards, with the pressure relief valve chamber bore pointing towards the operator.

Arrange the bearings and gears as shown in Fig. 42. In this position the right-hand (rear) bearing will have the small run-out slots from the oil ducts, at the **upper** end of the **left**-hand (high pressure) duct and the **lower** end of the **right**-hand (low pressure) duct.

The left-hand (front) bearing will have the run-outs at the upper end of the **right**-hand (high pressure) duct and the **lower** end of the **left**-hand (low pressure) duct.

1. With the right-hand (rear) bearing in the position shown in Fig. 42, i.e. with the plain side of the bearing downwards and the run-out from the **bores** to the right (i.e. low pressure side of pump) assemble the pump pressure driven gear to the further bore of the bearing.

2. Assemble the pump pressure driving gear to the nearer bore of the bearing, threaded end of the shaft pointing upwards and teeth meshing with the pressure driven gear (see **Fig. 43**).

3. Turn the left-hand (front) bearing so that the plain face points upwards and assemble to the gears, so that the small relief on the outer diameter of each bearing (i.e. the high pressure side) is on the left-hand side of the assembly.

4. Install the bearing and gear assembly in the pump housing, with the threaded end of the pressure driving gear pointing to the left and the small reliefs on the outer diameter of the bearings facing the high pressure (flange) side of the pump (see **Fig. 44**).

5. Fit a new ' O ' sealing ring to each cover plate and assemble the plates to the pump, locating them so that the straight side of the ' O ' ring grooves are adjacent to the pump flange, and the oil channels in the covers curve upwards.

6. Lightly secure the end covers to the pump body with the two dowel bolts which must be correctly positioned, as described in paragraph 5, column 1 (see also Fig. 40). Fit the remaining six bolts together with the nuts and spring washers, taking care to locate the square bolt heads in the square recesses in the front cover. Tighten the nuts evenly to 40/45 lbs. ft. torque (5.528/6.219 kg.m.).

It is essential that this torque figure is not exceeded and an accurate torque wrench must be used on this operation.

7. Replace the Woodruff key in the pump pressure driving gear shaft and assemble the external gear to

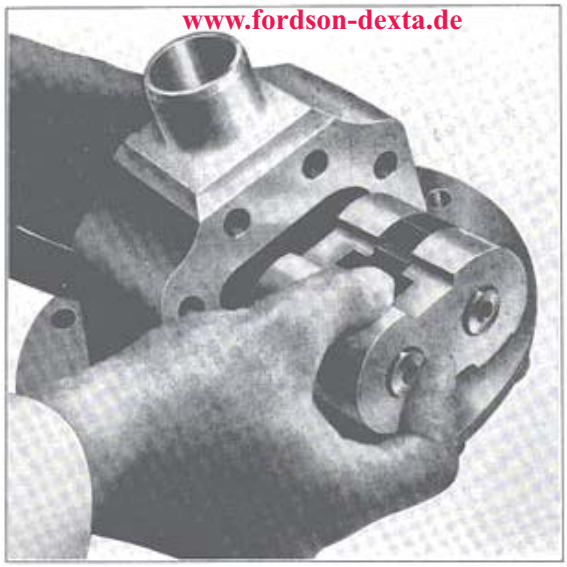


Fig. 44
Assembling Gears and Bearings to Pump Body

the shaft. Place a locking tab washer on the threaded end of the shaft, assemble and fully tighten the retaining nut, then turn the tab over to lock the nut in position.

8. Refit the driving gear shroud and retain to the pump front cover with the two screws and locking washers.

To Replace the Hydraulic Lift Pump

1. Fit a new ' O ' sealing ring on the side of the rear transmission housing adjacent to the delivery port in the pump flange. Fit a new ' O ' sealing ring on the outlet spigot of the inlet strainer casing (to the pump) and replace the strainer in the rear transmission housing ensuring the hole in the strainer bracket locates on the spigot screw in the side of the transmission housing.

3. Pour into the pump inlet plenty of clean new oil to lubricate the pump gears and bearings during start-up.

4. Replace the pump assembly using a new gasket between the pump flange and the rear transmission housing. As the pump is refitted the inlet port of the pump should be entered over the outlet spigot of the strainer casing. Ensure that the two dowels in the side of the rear transmission housing are correctly located in the corresponding holes in the pump flange and replace and tighten the pump to transmission housing securing screws to a torque of 30/35 lbs. ft. (4.15/4.84 kg.m.).

5. Replace the hydraulic lift top cover assembly as previously described.

6. Reconnect the right-hand brake operating rod and replace the right-hand footplate.

Testing the Hydraulic Pump

The pump is set to give the requisite delivery and pressure before leaving the factory and normally very little trouble may be anticipated in service. Should, however, the pump delivery pressure be suspect it may be checked by fitting a pressure gauge to the threaded hole provided for this purpose in the side of the pump relief valve chamber.

Immediately prior to making the test, however, the tractor should be operated to bring the transmission oil to its normal operating temperature.

Attach swivel adaptor T.8503–1/g to pressure gauge T.8503, remove the sealing plug and screw the swivel adaptor and gauge assembly into the threaded hole in the pump relief valve chamber.

Remove the jack tapping plug from auxiliary service control valve plate and the filler plug from the rear axle. Install pressure testing equipment T.8503–1, fitting the " T " adaptor T.8503–1/f to the jack tapping and the opposite end to the rear axle filler aperture. It will facilitate installation if the " T " adaptor is assembled first and the hose and shut-off valve assembly is then fitted to the " T " adaptor. Install the jack tapping plug in the upper end of the " T " adaptor.

Fully open the shut-off valve, start the engine and run at 1,550 r.p.m.

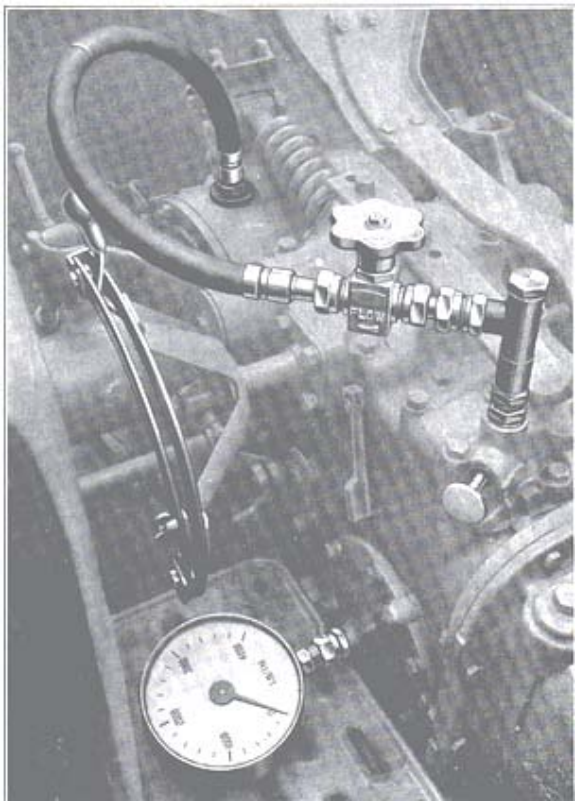


Fig. 45
Hydraulic Pump Test Equipment

Move the auxiliary service control knob to the outer position and place the hydraulic power lift control lever in the fully raised position.

Gradually close the shut-off valve and observe the reading on the pressure gauge which should show a steady increase in pressure up to 2,100 to 2,300 lbs/sq. in. (147.6 to 161.7 kg/sq. cm.). At this pressure the relief valve should blow off and the pressure should drop to approximately 600 lbs/sq. in. (42.18 kg/sq. cm.).

If the relief valve blows off at a pressure lower than that specified, it may be that insufficient shims have been fitted between the relief valve spring and the spring retainer (a faulty relief valve spring will also produce the same symptoms).

Shims are available in thicknesses of .005 in. (.127 mm.) .010 in. (.254 mm.), .015 in. (.381 mm.) and .025 in. (.635 mm.) and give an increase in operating pressure of approximately 10 lbs/sq. in. (.7031 kg/sq. cm.) for each .001 in. (.025 mm.) thickness of shim.

NOTE.—The maximum total thickness of shim permissible is .080 in. (2.032 mm.).

In the event of the relief valve not blowing off, either too many shims have been fitted in which case the gauge will read more than 2,300 lbs/sq. in. (161.7 kg/sq. cm.) or the pump itself may be at fault and the pressure will not reach the specified figures. If the latter is suspected the pump should either be replaced with one which is known to be correct, or dismantled to determine the cause.

HYDRAULIC PUMP SPECIFICATIONS

The following specification supersedes that quoted on page 27 of this section

Flow capacity	3.31 Imp. gall. (15.03 litre) per min. at 1,550 r.p.m. (engine)
Relief valve pressure	2,100 to 2,300 lb./sq. in. (147.6 to 161.7 kg./sq. cm.)
Thickness of shims available	.005 in. (.127 mm.), .010 in. (.254 mm.), .015 in. (.381 mm.), .025 in. (.635 mm.)
Maximum permissible total thickness of shim	.080 in. (2.032 mm.)

Tightening torque :—

Hydraulic pump through bolts	40 to 45 lbs. ft. (5.53 to 6.22 kg.m.)
Hydraulic pump to rear transmission housing screws	30 to 35 lbs. ft. (4.15 to 4.84 kg.m.)

DOUBLE-ACTING RAM VALVE

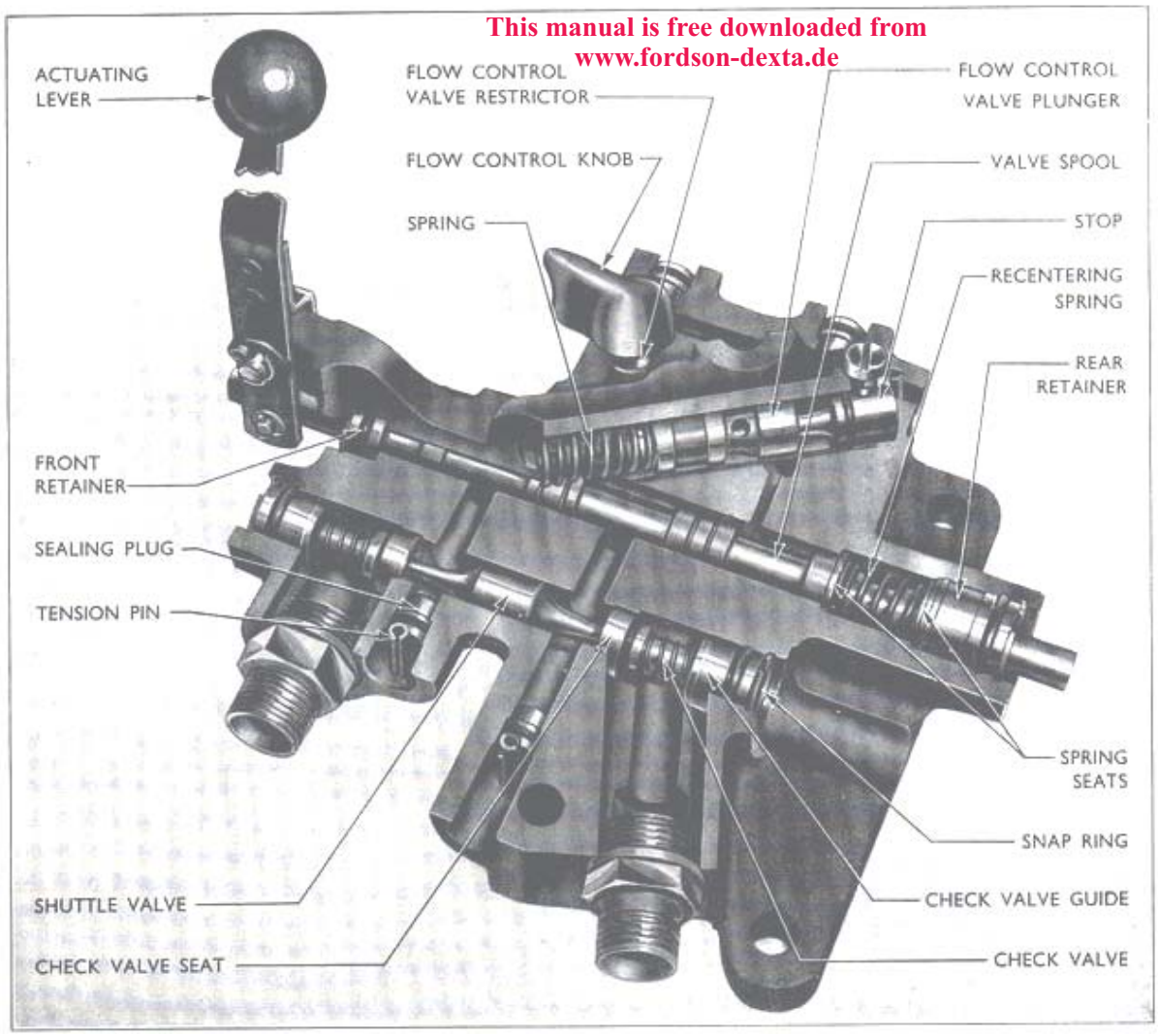


Fig. 46
Sectioned View of D.A.R. Valve

The double acting ram valve (D.A.R. valve) is fitted as a production option in place of the auxiliary service control valve on the hydraulic lift cover. It consists of two main components ; a control valve spool—operated by a hand controlled actuating lever, and a flow control device—adjusted by the flow control knob (see Fig. 47).

If required, two pipes may be fitted leading from the D.A.R. valve to a bracket mounted at the rear of the transmission housing, where the pipes connect with the male halves of two self-sealing couplings. In this position they are readily accessible for connecting up the coupling pipes to trailed or rear mounted equipment.

Using the D.A.R. valve it is possible to feed oil from the hydraulic pump on the tractor, to one side of an external double acting ram, and exhaust oil from the other side of the ram back into the rear transmission housing via the D.A.R. valve. By means of the flow control device it is also possible to control the rate of flow of oil to external equipment, which in turn governs the speed at which oil exhausts from the equipment.

The D.A.R. valve can be used to operate external single acting rams, but if such equipment is other than that officially approved by Ford Motor Co. Ltd., care must be taken to ensure that some form of restrictor is fitted between the ram and the D.A.R. valve to control the return flow of oil, particularly if the equipment is liable to drop quickly under gravitational pull, e.g., front end loader with a loaded bucket.

The actuating lever for the D.A.R. valve is spring-loaded in the neutral position and must be held forward or rearward as required to operate external equipment (see Fig. 47).

DESCRIPTION

The D.A.R. valve fits in the same location on the hydraulic lift cover as the auxiliary service control valve and is retained by four set-screws.

A vertical actuating lever which pivots on a pin in a fixed lug on the main body of the valve assembly is connected at its lower end to the D.A.R. valve spool. Fitted to the front and rear of the valve spool are retainers, on the inner and outer diameter of which are fitted rubber "O" rings. The retainers are held in position in the main body by snap rings.

On the rear of the valve spool is the recentering spring and seats. The spring and seats being held in position between a step in the valve body and a snap ring fitted in a groove on the valve spool.

To the right of the valve spool (when viewed from the driver's seat) is the flow control device. This consists of the flow control valve restrictor and the flow control valve plunger and spring.

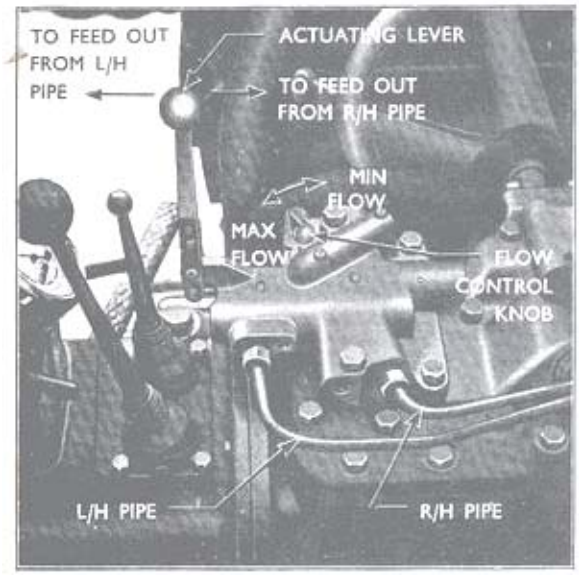


Fig. 47
Actuating Lever and Flow Control Knob

The flow control valve restrictor is located directly below, and connected to, the flow control knob. At the rear and slightly to the left of the flow control knob is a raised portion of the D.A.R. valve body in which the flow control valve plunger and spring are housed. They are retained in the housing by a stop which has a rubber " O " ring located in a groove on its outer diameter. The stop is secured by a pin screwed into the top of the housing.

To the left of the valve spool (when viewed from the driver's seat), and located in passages in the valve body is a shuttle valve on either side of which are the check valves. These locate in guides fitted at the front and rear of the body, and seat on renewable steel inserts which are an interference fit in the body.

All passages and drillings in the D.A.R. valve are sealed with plugs which have rubber " O " rings located in grooves on their outer diameter. These plugs are retained in position by either snap rings or tension pins.

The only oil passageway that leads directly into the D.A.R. valve is the oil feed from the hydraulic pump which flows through suitable passages to the valve spool and the flow control valve plunger.

The feed to the hydraulic ram cylinder and the exhaust from the hydraulic lift valve assembly pass through cast passages in the D.A.R. valve body but in no way affect the operation of the valve.

The exhaust from the D.A.R. valve is entirely separate from that of the ram cylinder or the hydraulic lift valve assembly, that is why it is necessary to ensure that a restrictor is fitted between the D.A.R. valve and the ram of certain types of equipment, to control the rate of flow of return oil from the equipment.

OPERATION

With the actuating lever in its neutral position (held in position by the recentering spring) normal operation of the hydraulic lift arms is possible, using the main control lever. Oil flow through the D.A.R. valve is shown in Fig. 48, and is indicated by the black arrows. Oil will also be present at the front and rear faces of the flow control valve plunger, but as there is no oil flow the pressure applied on each side will be equal, and the plunger will be held in the closed position by the spring.

If the actuating lever is moved from the neutral position, the hydraulic lift cylinder is isolated from the hydraulic pump, and oil is delivered under pressure to the external double acting ram. At the same time, the oil displaced from the opposite side of the ram piston is returned through the D.A.R. valve and exhausted into the rear transmission housing.

When the actuating lever is moved through neutral to the opposite position the oil flow is reversed ; and the passage previously used to supply oil under pressure to the double acting ram becomes the oil return passage, and vice-versa.

Fig. 49 shows the oil flow through the D.A.R. valve when the actuating lever is in the forward position. As the valve spool is moved rearward by the actuating lever the passage " C " to the hydraulic lift cylinder is blocked off and a passage " E " leading to the front check valve is uncovered.

Oil pressure in the system will build up until it is sufficient to raise the front check valve off its seat ; it will also move the shuttle valve to the rear and lift the rear check valve off its seat. This will allow oil, under pressure, to flow to an external double acting ram via the front check valve and the drilling " G." In moving the double acting ram piston it will force oil from the other side of the piston into the valve body through the passage " H," past the rear check valve, around the valve spool and out of the valve body into the rear transmission case via the exhaust passage " J."

If the actuating lever is moved from the forward position through neutral to the rearward position (see Fig. 50), the valve spool is moved to the front and a passage " F " to the rear check valve is uncovered. Oil pressure in the system will build up until it is sufficient to raise the rear check valve off its seat ; it will also move the shuttle valve to the front and raise the front check valve off its seat. This will cause oil flow, to and from the double acting ram, to be reversed (out through passage " H " and in through passage " G ") and thus move the double acting ram piston in the opposite direction.

With the actuating lever in either its forward or rearward position no oil can flow to the hydraulic lift cylinder through passage " C," and therefore operation of the D.A.R. valve actuating lever overrides the hydraulic lift main control lever. The actuating lever can also be operated irrespective of the position of the main control lever in its quadrant.

FLOW CONTROL DEVICE

To adjust for slow or fast flow the control knob may be set in any position between the cast stops marked " F " and " S " on the D.A.R. valve body. The stop marked " F " indicates the maximum rate of flow position and " S " the minimum rate of flow position (see Fig. 47).

With the D.A.R. valve actuating lever in either its forward or rearward position, oil, under pressure, is passing through the flow control valve restrictor, around the valve spool and out to an external double acting ram (see Figs. 49 and 50). As the oil passes

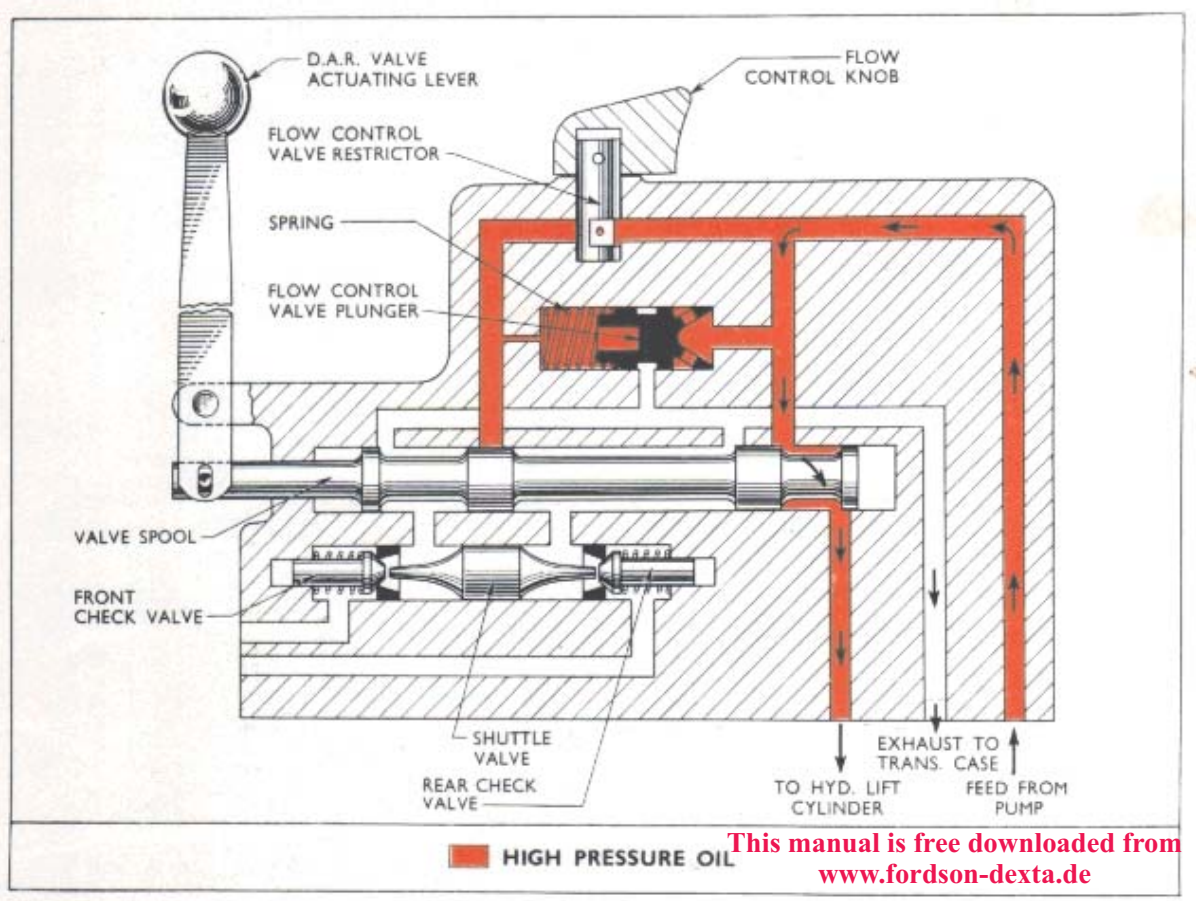


Fig. 48
Oil Flow - Actuating Lever in Neutral Position

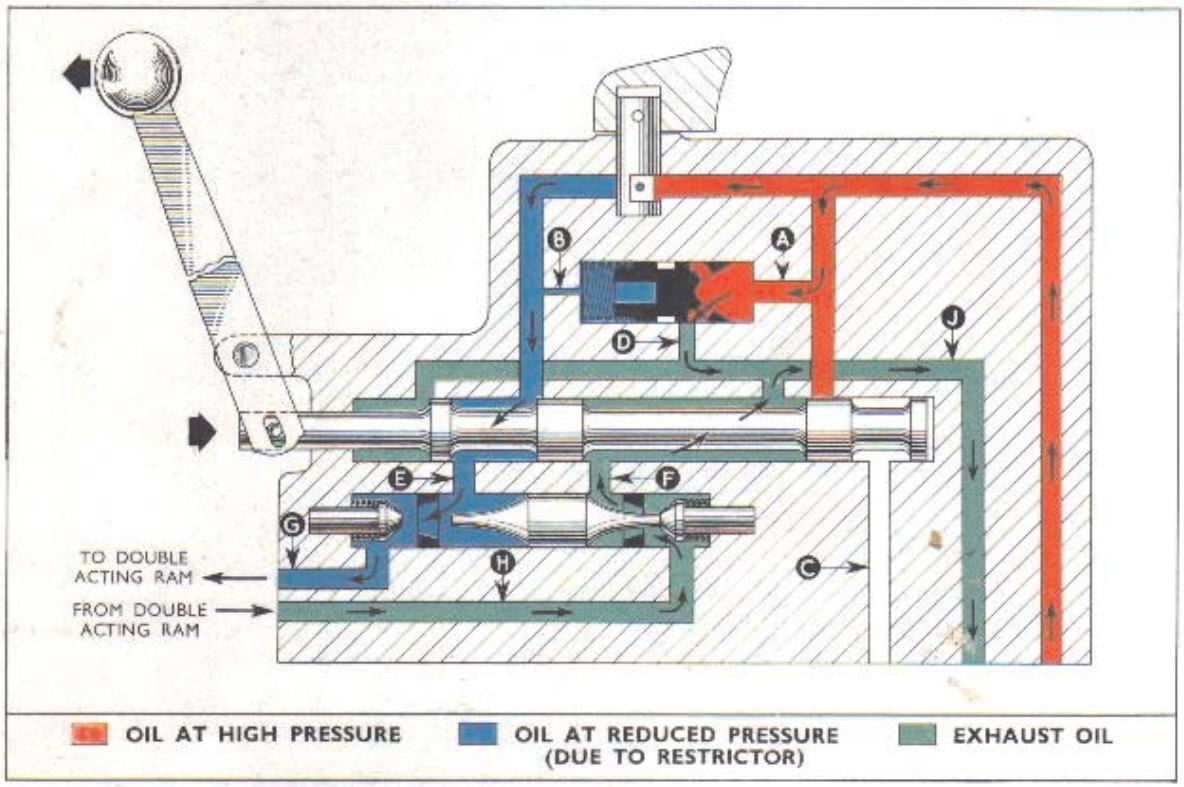


Fig. 49
Oil Flow—Actuating Lever in Forward Position

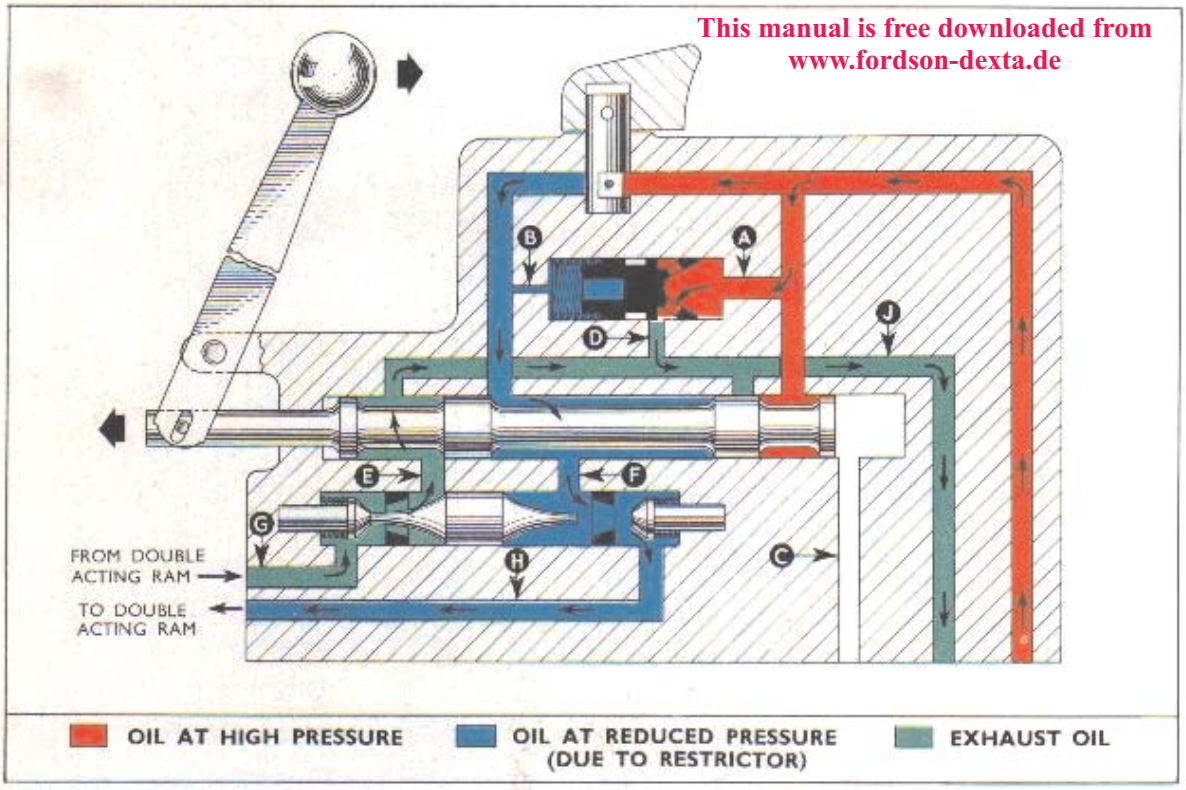


Fig. 50
Oil Flow - Actuating Lever in Rearward Position

the flow control valve restrictor it experiences a pressure drop due to the restriction to flow.

Therefore, oil under pressure, is being fed to the front of the flow control valve plunger through the drilling " A," and oil at decreased pressure (due to the pressure drop across the restrictor) to the rear of the plunger through the small drilling " B." If the pressure difference is sufficient to overcome the force of the flow control valve plunger spring it will move the flow control valve plunger and allow oil to exhaust to the rear transmission case through the drilling " D." The amount of oil " bled off " or exhausted will depend on the pressure difference between the front and rear of the flow control valve plunger ; this, in turn being determined by the amount of restriction to oil flow, i.e., the position of the restrictor (see Fig. 51).

Therefore, the rate of oil flow to an external double acting ram cylinder can be controlled at will by the operator, within the limiting design range of the flow control device, by merely setting the flow control valve restrictor in the desired position.

The correct rate of flow will depend on the weight and type of equipment being used, and will also be affected by the operating conditions and engine speed. Care should always be taken to ensure that the recommendations of the equipment manufacturer regarding speed of operation for the equipment are strictly observed.

TO OVERHAUL THE D.A.R. VALVE

To Remove

1. Unscrew the two retaining nuts and remove the driver's seat. If an extra comfort seat is fitted, swing it back into its most rearward position.

2. If the D.A.R. valve has feed pipes fitted, from the valve to the rear mounting bracket, disconnect the pipes from the D.A.R. valve by unscrewing the union nuts. Cover the ends of the pipes to protect them against the ingress of dirt.

3. Remove the four retaining set-screws and lift the D.A.R. valve from its location on the hydraulic lift cover. Suitably cover the top of the lift cover to stop the entry of dirt.

To Dismantle

1. Remove the retaining split pins and flat washers from the actuating lever clevis pins. Push the clevis pins out and remove the actuating lever.

2. Drive out the tension pin securing the flow control knob to the flow control valve restrictor, and remove the restrictor by pushing it downwards out from the underside of the valve housing.

3. Unscrew the flow control valve plunger stop retaining pin and remove the flow control valve plunger stop, plunger and spring.

4. Using a suitable pair of circlip or pointed nose pliers, remove the snap rings from the front and rear of the valve spool. Push the spool out from the rear of the housing complete with the rear seal retainer, recentering spring and spring seats.

To remove the recentering spring and seats, detach the small circlip from the valve spool.

5. Remove the valve spool front seal retainer from the valve housing taking care not to damage it.

6. Remove the snap rings from the check valve guides and remove the front check valve guide by inserting a suitable lever through the front jack tapping and levering the guide out. Remove the front check valve and spring.

7. Push on the front end of the shuttle valve to remove the rear check valve guide, check valve and spring. The check valve seats are an interference fit in the housing and they should only be removed if they need renewing or if the shuttle valve requires attention.

With one seat removed it is possible to slide the shuttle valve out of its bore.

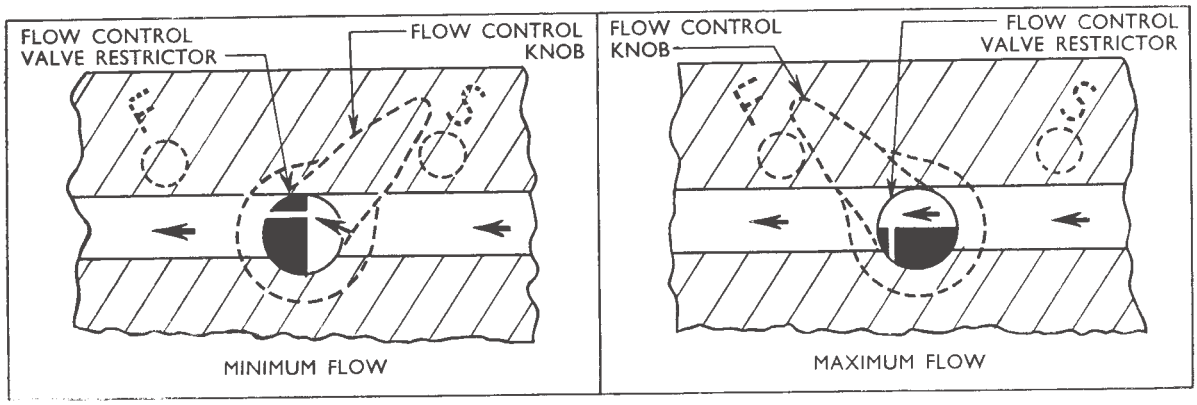


Fig. 51

Operation of the Flow Control Valve Restrictor

8. It is not normally necessary to remove the sealing plugs from the passageways in the valve housing, although it is advisable if you require to give the housing a thorough clean out. There are six plugs in the housing—three retained by snap rings and three by tension pins. A pair of circlip or pointed nose pliers are required to remove the snap rings. The tension pins, however, can be driven out, using a small pin punch.

The sealing plugs are a press fit in the valve housing and to assist in their removal they have a tapped hole in them (No. 6–32–NC).

9. Remove and discard all rubber " O " rings. Thoroughly clean all components and inspect for damage or signs of wear. Renew any parts found defective, and **all " O " rings.**

NOTE.—The valve spool and the flow control valve plunger are selective fits in the D.A.R. valve housing. (See the Specification and Repair Data on page 41.) When selecting a new part the largest valve spool or flow control valve plunger should be fitted which will operate without binding in the housing.

It is most important that great care is taken whilst handling the valves to obviate the possibility of burrs, distortion or scratches, which could lead to a misleading impression as to the correct size of valve required.

To Reassemble

1. Replace one of the check valve seats, using the special tool No. T.8516, with the angled inner diameter of the seat facing inwards, until the seat contacts the shoulder in the bore. Care must be taken not to damage the seat, and it should have a firm, smooth outer edge to ensure a good seat for the check valve.

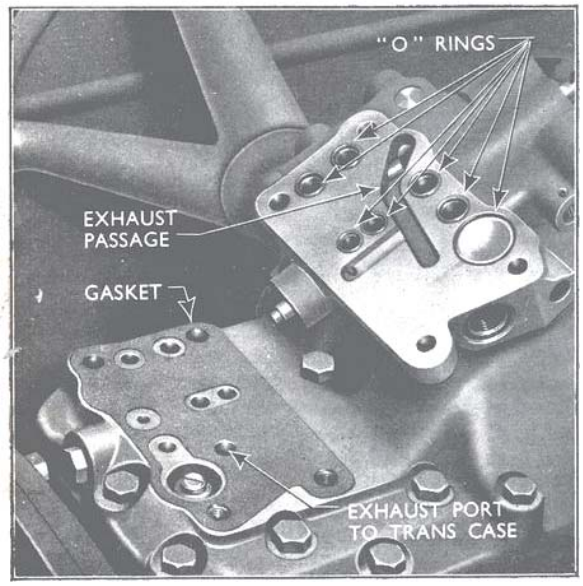


Fig. 52
"O" Ring Location

2. Lubricate the shuttle valve and replace it in the housing.

3. Replace the other check valve seat taking the precautions as described in paragraph 1.

4. Replace the check valves, springs and guides in the housing, and secure in position with two snap rings.

5. Refit the recentering spring and seats to the valve spool and secure in position with a circlip.

6. Lubricate the valve spool and replace it in the valve housing. Enter it from the rear with the recentering spring towards the rear.

7. Fit the front and rear seal retainers to the valve spool, taking care not to damage the " O " rings, and secure in position with two snap rings. The flat face of the rear retainer faces outwards.

8. Replace the flow control valve plunger and spring into the housing with the plain bore (parallel) of the plunger facing inwards. Fit the plunger stop and retain it in position with the threaded pin.

9. Push the flow control valve restrictor into its bore from the underside of the housing, taking care to see that the flat on the restrictor is facing to the right (when viewed from the rear of the body). **This is most important, otherwise incorrect operation of the restrictor will result.**

10. Fit the flow control knob to the restrictor and secure it in position with a tension pin.

11. Replace the actuating lever, fit the clevis pins and secure in position with two flat washers and split pins. The offset in the actuating lever must be to the right (when viewed from the rear of the D.A.R. valve).

To Replace

1. Ensure that the mating faces of the lift cover and D.A.R. valve are perfectly clean.

2. Fit new " O " rings into their appropriate locations on the D.A.R. valve and a new gasket (see Fig. 52).

3. Replace the D.A.R. valve on the lift cover and secure in position with four set-screws. The screws are all of different lengths and care should be taken to ensure that they are replaced in their correct positions, i.e., when viewed from the rear of the tractor the screws should be—front right 4.25 ins. (107.95 mm.) long ; rear right, 2.75 ins. (69.85 mm.) long ; front left, 2.125 ins. (53.975 mm.) long, and the rear left, 1.125 ins. (28.575 mm.) long.

4. Reconnect the feed pipes to their respective unions in the valve body, and tighten the union nuts securely.

5. Replace the driver's seat, and securely tighten the two retaining nuts.

SPECIFICATION AND REPAIR DATA—D.A.R. VALVE

Valve Spool

Diameter at each end .. .. .435 to .437 in. (11.049 to 11.100 mm.)

Diameter of lands :—

Colour Marking	*Diameter (ins.)*	*Diameter (mm.)*
Red	.7435 to .7437	18.885 to 18.890
Yellow	.7437 to .7439	18.890 to 18.895
Blue	.7439 to .7441	18.895 to 18.900
Green	.7441 to .7443	18.900 to 18.905
White	.7443 to .7445	18.905 to 18.910

Diameter of bore in housing :—

Colour Marking	*Diameter (ins.)*	*Diameter (mm.)*
Red	.7440 to .7442	18.898 to 18.903
Yellow	.7442 to .7444	18.903 to 18.908
Blue	.7444 to .7446	18.908 to 18.913
Green	.7446 to .7448	18.913 to 18.918
White	.7448 to .7450	18.918 to 18.923

Flow Control Valve Plunger

Outer diameter :—

Colour Marking	*Diameter (ins.)*	*Diameter (mm.)*
Red	.6670 to .6672	16.942 to 16.947
Yellow	.6672 to .6674	16.947 to 16.952
Blue	.6674 to .6676	16.952 to 16.957
Green	.6676 to .6678	16.957 to 16.962
White	.6678 to .6680	16.962 to 16.967

Diameter of bore in housing :—

Colour Marking	*Diameter (ins.)*	*Diameter (mm.)*
Red	.6675 to .6677	16.955 to 16.960
Yellow	.6677 to .6679	16.960 to 16.965
Blue	.6679 to .6681	16.965 to 16.970
Green	.6681 to .6683	16.970 to 16.975
White	.6683 to .6685	16.975 to 16.980

Flow Control Valve Plunger Stop

Outer diameter .. .. .662 to .666 in. (16.815 to 16.916 mm.)

Thread size in extractor hole .. .. $\frac{1}{4}$ in.—28 U.N.F.

Flow Control Valve Plunger Spring

No. of coils	13.5
Free length	2.80 ins. (71.12 mm.)
Length under load	1.31 ins. (33.27 mm.) under 11.9 lbs. (5.4 kgs.)

Shuttle Valve

Outer diameter	.6240 to .6245 in. (15.850 to 15.862 mm.)
Diameter of bore in housing	.6250 to .6255 in. (15.875 to 15.888 mm.)

Check Valve Seat

Inner diameter	.310 to .315 in. (7.874 to 8.001 mm.)
Outer diameter	.6880 to .6885 in. (17.475 to 17.488 mm.)
Diameter of bore in housing	.686 to .687 in. (17.424 to 17.450 mm.)

Check Valve and Guide

Diameter of check valve	.332 to .335 in. (8.433 to 8.509 mm.)
Angle of head	45°
Inner diameter of guide	.343 to .348 in. (8.712 to 8.839 mm.)
Outer diameter of guide	.745 to .748 in. (18.923 to 18.999 mm.)
Diameter of bore in housing	.750 to .754 in. (19.050 to 19.152 mm.)

Valve Spool Seal Retainers

Inner diameter	.441 to .443 in. (11.201 to 11.252 mm.)
Outer diameter	.996 to .998 in. (25.298 to 25.349 mm.)
Diameter of bore in housing	1.001 to 1.005 ins. (25.425 to 25.527 mm.)

Valve Spool Recentering Spring

No. of coils	7
Free length	1.42 ins. (36.07 mm.)
Length under load	.88 in. (22.35 mm.) at 11.75 lbs. (5.33 kg.)

Flow Control Restrictor

Outer diameter :—	
Above slot	.495 to .498 in. (12.573 to 12.649 mm.)
Below slot	.524 to .527 in. (13.310 to 13.386 mm.)
Base	.670 to .675 in. (17.018 to 17.145 mm.)

Sealing Plugs

Outer diameter	.527 to .529 in. (13.386 to 13.437 mm.)
Diameter of bore in housing	.530 to .532 in. (13.462 to 13.513 mm.)
Thread size in extractor hole	No. 6—32—N.C.

Thread size in jack tappings	½ in. B.S.P.
Tightening torque for D.A.R. valve retaining bolts	40 to 45 lb. ft. (5.53 to 6.22 kg.m.)

HYDRAULIC POWER LIFT

Since the introduction of the Fordson Dexta only minor modifications have been made to the hydraulic system and these changes have, where they affect servicing details or procedure, been covered through the medium of Service Letters. With the introduction of the Super Major certain components of the Dexta hydraulic system have been replaced or modified to allow the use of common parts or similar manufacturing methods on both tractors.

This supplement is intended to be used in addition to the information previously issued in the Fordson Dexta Workshop Manual and covers the latest parts, including the flow control valve, and information which has already been issued in the form of Service Letters to provide a complete supply of information covering the hydraulic system up to the current time.

It is not intended to repeat the repair procedure or the illustrations in the existing manual except where there is some definite variation in the procedure or appearance of the part. Many of the illustrations in the main section of the manual will therefore strictly apply only to the previous unit but where the parts and operations concerned are basically similar it has not been considered worthwhile making new illustrations.

The hydraulic oil flow as previously described in the Workshop Manual is basically correct with the exception that a flow control valve and restrictor are now incorporated in the auxiliary service control plate. The lowering cycle has been modified by the use of a new control valve and bush giving a simpler method of producing the lift cylinder. With the new control valve oil is passed in front of the control valve and exhausted through the spring chamber during lowering, also in the neutral cycle oil from in front of the unloading valve exhausts into the transmission through drillings in the control valve instead of passing the front of the valve. The oil flow in the neutral, raising and lowering cycles with the new parts is shown in Figs. 55, 56 and 57, and the operation of the flow control valve and restrictor are described fully later in this supplement.

Lift Cylinder Assembly

The lift cylinder is interchangeable as an assembly with the previous part but due to modifications to the oil drillings in the cylinder it is essential that the correct bushes, valves and retaining plates are used in sets on each cylinder.

The current and previous cylinders can be easily identified, the earlier cylinder having two blanking plugs and an exhaust port in the base of the valve portion, together with three screw fixings for the front and rear retaining plates whereas on the latest cylinder the exhaust ports and blanking plugs have been deleted and the retaining plates, which have been modified in shape, are now secured by two screws.

The method of removing and replacing the unloading valve plug and bushes is the same as previously described. There are, however, two types of unloading valve plug available in service with different size internal threads, adaptor T.8510–1/f is suitable for withdrawing the earlier plug while adaptor

Fig. 53
Removing the Unloading Valve Plug

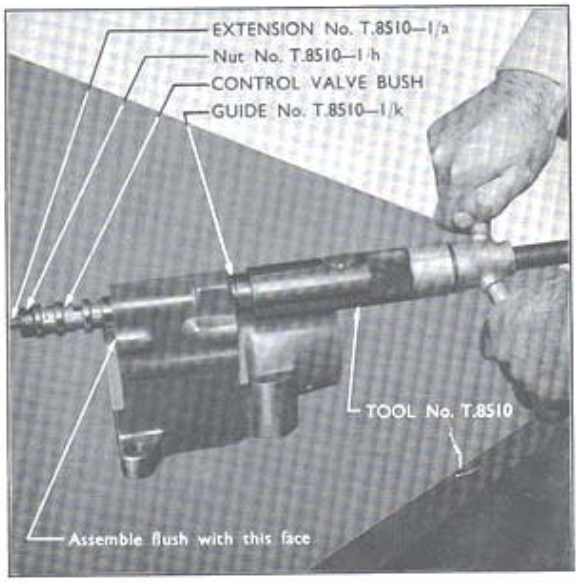


Fig. 54
Replacing the Control Valve Bush

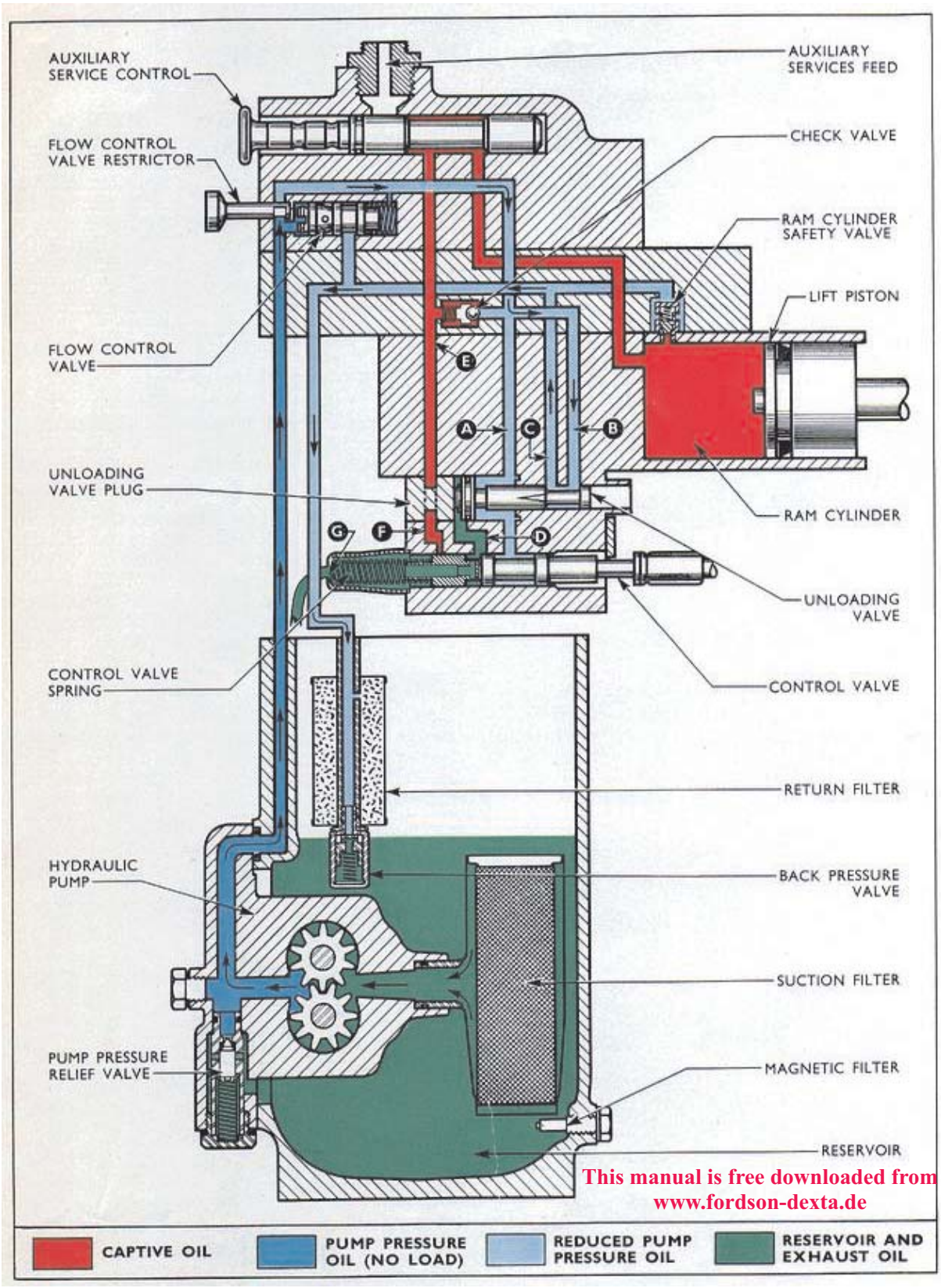


Fig. 55
Hydraulic Oil Flow - Neutral

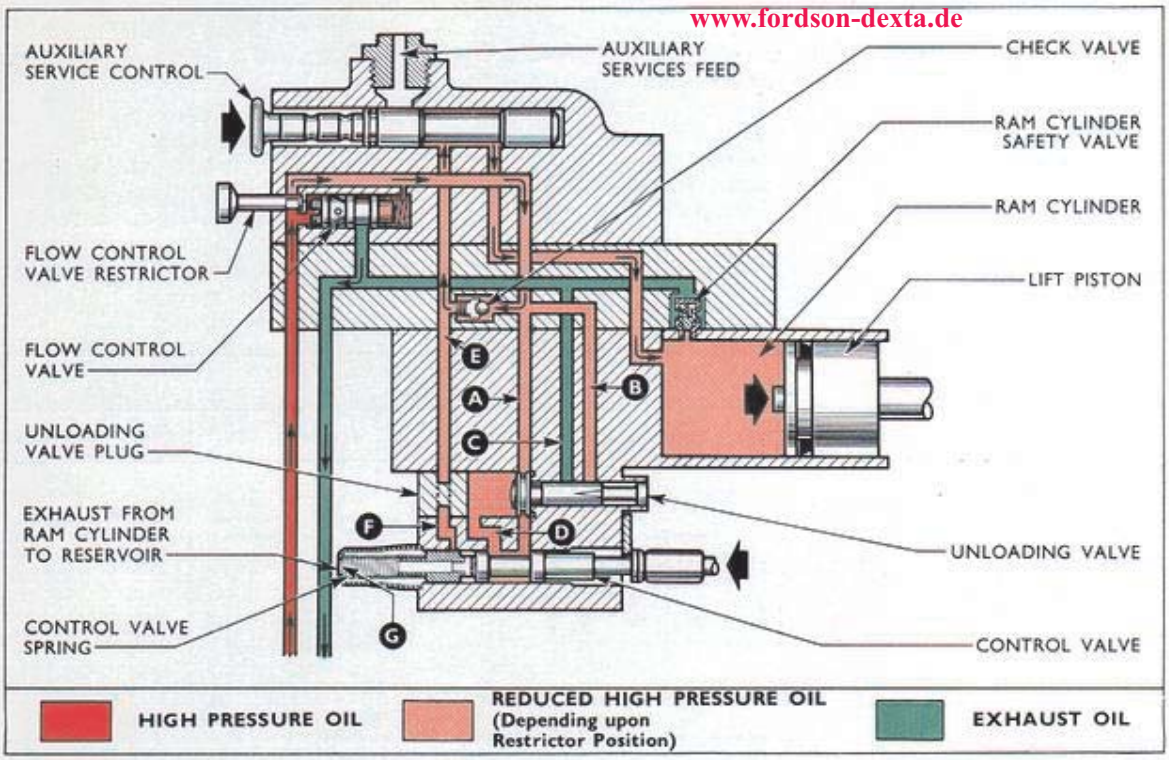


Fig. 56
Hydraulic Oil Flow—Raising

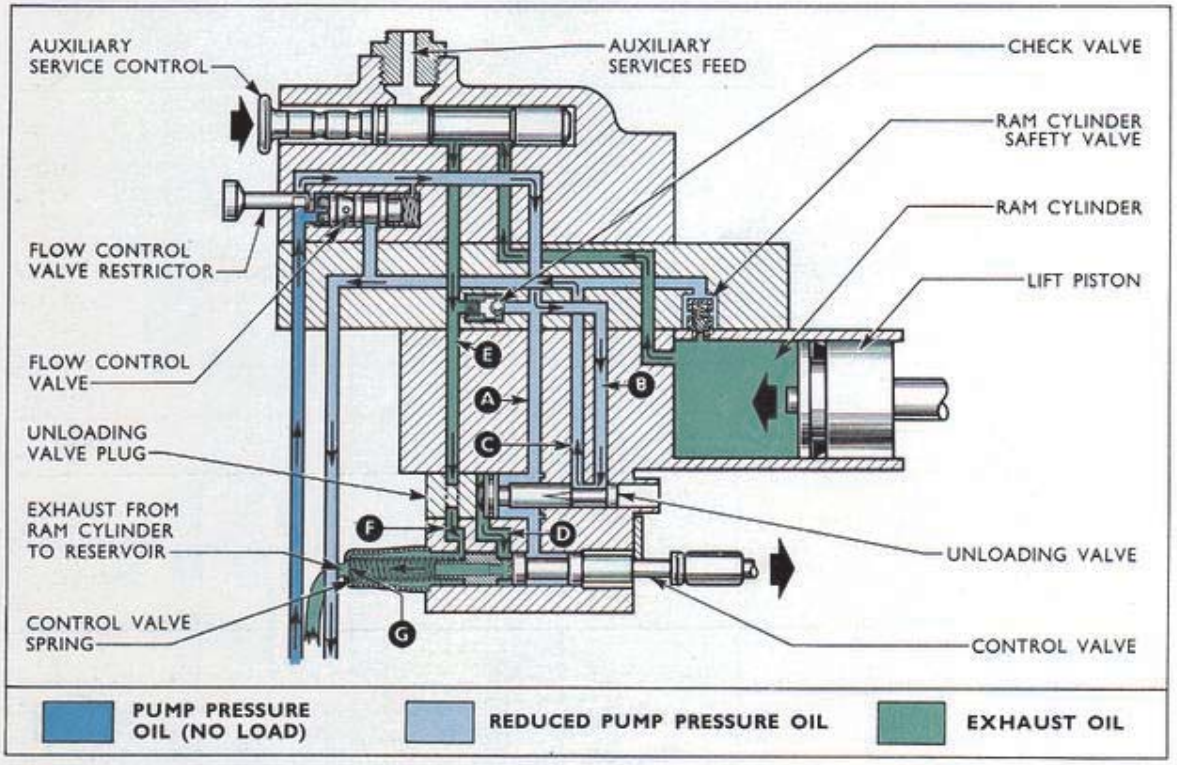


Fig. 57
Hydraulic Oil Flow - Lowering

T.8510–1/g is used for the current plug (see Fig. 53). The same tools as previously specified i.e. T.8510–1/a/h/k, are used for removal and replacement of the new control valve bush but when replacing the new bush it is recommended that the operation is carried out from the rear of the cylinder, pulling the bush in until it is flush with the front face of the cylinder (see Fig. 54). The bush should be located with the long annular recess to the rear of the cylinder.

The front and rear retaining plates are new parts, as is the control valve spring, and these parts must not be used on previous cylinders. It should be noted that the gasket and sealing washer fitted to the previous rear plate are no longer used. They must, however, continue to be fitted to the previous cylinder.

Since the Dexta was first introduced the size range for the control and unloading valve bushes and unloading valve plug has been extended. Also, with the introduction of the current valve chest, the Part Nos. of the control valve and bush have been changed and the following tables give the appropriate Part Nos., colour markings and dimensions of the various parts :

Unloading Valve Bushings and Plug

Colour Mark	*Rear Bush*	*Front Bush*	*Plug*	*Diameter (ins.)*	*Diameter (mm.)*
Blue/White	957E–482–F	957E–440–F	957E–916–F	1.0000–1.0002	25.400–25.405
White	957E–482–A	957E–440–A	957E–916–A	1.0002–1.0004	25.405–25.410
Blue	957E–482–B	957E–440–B	957E–916–B	1.0004–1.0006	25.410–25.415
Yellow	957E–482–C	957E–440–C	957E–916–C	1.0006–1.0008	25.415–25.420
Green	957E–482–D	957E–440–D	957E–916–D	1.0008–1.0010	25.420–25.425
Orange	957E–482–E	957E–440–E	957E–916–E	1.0010–1.0012	25.425–25.430
Green/White ..	957E–482–G	957E–440–G	957E–916–G	1.0012–1.0014	25.430–25.435
Red/White	957E–482–H	957E–440–H	957E–916–H	1.0014–1.0016	25.435–25.441

Control Valve Bushing

Colour Mark	*Prior to Serial No. 957E–68355*	*After Serial No. 957E–68355*	*Diameter (ins.)*	*Diameter (mm.)*
Blue/White	957E–481–F	E1ADDN–481–F	1.0000–1.0002	25.400–25.405
White	957E–481–A	E1ADDN–481–A	1.0002–1.0004	25.405–25.410
Blue	957E–481–B	E1ADDN–481–B	1.0004–1.0006	25.410–25.415
Yellow	957E–481–C	E1ADDN–481–C	1.0006–1.0008	25.415–25.420
Green	957E–481–D	E1ADDN–481–D	1.0008–1.0010	25.420–25.425
Orange	957E–481–E	E1ADDN–481–E	1.0010–1.0012	25.425–25.430
Green/White	957E–481–G	E1ADDN–481–G	1.0012–1.0014	25.430–25.435
Red/White	957E–481–H	E1ADDN–481–H	1.0014–1.0016	25.435–25.441

Control Valve

Colour Mark	*Prior to Serial No. 957E–68355*	*Between Serial Nos. 957E–68355 and 957E–72408*	*After Serial No. 957E–72408*	*Diameter (ins.)*	*Diameter (mm.)*
White	957E–488–A	957E–488–L	957E–488–T	.5917–.5919	15.029–15.034
Blue	957E–488–B	957E–488–M	957E–488–U	.5919–.5921	15.034–15.039
Yellow	957E–488–C	957E–488–N	957E–488–V	.5921–.5923	15.039–15.044
Green	957E–488–D	957E–488–P	957E–488–W	.5925–.5926	15.049–15.052
Orange	957E–488–E	957E–488–R	957E–488–X	.5927–.5928	15.055–15.057

Main Control Lever Cross-Shaft

To enable parts common to both the Super Major and Dexta, and similar production methods to be used, the inner end of the control lever cross-shaft has been modified and the actuating lever is now retained by a snap ring instead of the flat washer, castellated nut and split pin previously used.

These two cross-shafts are completely interchangeable, providing that the correct hardware is used to secure the actuating lever. This change became effective in production at Tractor Serial No. 957E–74917.

Main Control Lever, Quadrant Assembly and Top Cover

With the introduction of the flow control valve, i.e. after Serial No. 957E–68355 the quadrant assembly was modified to incorporate a pivot point for the flow control valve linkage.

In addition the main control lever was modified and now carries a movable spacer which, when inserted between the lever and the flow control linkage, provides automatic fast operation of the hydraulics whenever the lever is moved to the " raise " position on the quadrant.

At Tractor Serial No. 957E–76093, changes were made to the fixing flange to enable the quadrant assembly to be retained by two screws instead of the four previously used.

To suit the two screw fixing arrangement a gasket with two holes for the fixing screws, instead of the previous four-hole type is used between the current type quadrant and the top cover.

In line with the changes to the quadrant the top cover has been modified and the latest cover has only two tapped holes for securing the quadrant.

Auxiliary Service Control Valve

The latest type auxiliary service control valve, incorporating a flow control device, is completely interchangeable as an assembly with the previous type, provided that a modified quadrant assembly and the necessary flow control valve linkage are also fitted.

The spool, retainer and housing are not interchangeable as separate items with previous production parts.

Operation of the Flow Control Valve

The flow control device, incorporated in the auxiliary service control valve plate, enables the driver to limit the rate of flow of oil to the ram cylinder or auxiliaries.

The rate of flow is adjusted by screwing the knob and spindle in or out of the control knob, moving the restrictor between the " F " (maximum flow) and " S " (minimum flow) marks cast in the housing. When the knob is screwed fully out, the restrictor will be in the minimum flow position, as the knob is screwed in the restrictor will be rotated until it reaches the maximum flow position. Regardless of the position at which the control knob is set, when the quadrant lever is raised to the top of the quadrant the flow control valve linkage will automatically move it to the fast position providing the quadrant spacer is moved into position between the control lever and the flow control linkage. When the implement is returned to work the flow control valve restrictor will automatically return to its pre-set position.

When the hydraulic system is in operation oil is being fed to the restrictor and the front face of the flow control valve at pump pressure, it then continues, via the restrictor, to the check valve passage and also via a small drilling to the rear face of the flow control valve.

Due to the obstruction to flow at the restrictor there will be a slight pressure drop at this point and the oil acting on the front and rear faces of the flow control valve will be at different pressures. The difference in these pressures will be in direct relation to the position of the restrictor, the further it is closed, the greater will be the difference. If sufficient difference exists, the high pressure oil will move the flow control valve against the pressure of the flow control valve spring and allow oil from the high pressure side to bleed off into the transmission housing.

The driver can thus, by altering the position of the restrictor, control the quantity of oil flowing to the ram cylinder or auxiliary circuit as required.

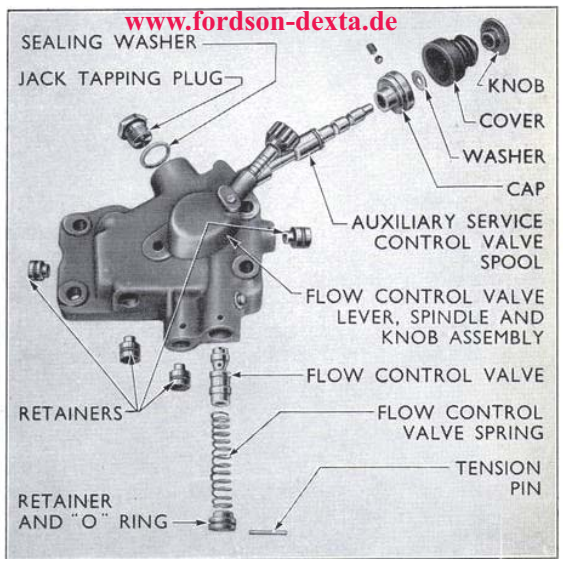


Fig. 58
Auxiliary Service Control Plate and Flow Control Valve

This is of particular benefit when operating in Qualitrol as it enables the operator to smooth out the reaction from the hydraulic system. When operating in undulating or rapidly varying soil conditions, there is a tendency for the implement to " bump " or over-correct and this can be overcome by setting the restrictor in the slow position. When operating under heavy conditions, where wheel slip is limiting traction, setting the restrictor in the fast position will allow corrections to take place at full speed. As the system causes a raising correction, weight will be transferred rapidly to the tractor assisting the tractor tyres to bite in and obtain a grip. A further advantage of the system is that when operating mounted equipment such as hedgers, setting the restrictor at " slow " will allow the operator to make small corrections to suit varying soil contours and will minimise the tendency to raise the implement too high which would occur on a system not equipped with flow control.

While the flow control valve has no control on the rate of lowering, the new control valve and bush mentioned previously are designed to allow a progressive rate of drop. The control valve bush now has three pairs of holes in it, each behind the other so that as the valve moves to the lowering position the holes will be progressively opened. Moving the valve a small amount means that the oil must exhaust through one pair of holes and gives a slow rate of drop, as the valve is moved further back the second and then the third pair of holes will be uncovered, increasing the rate of drop.

To Remove and Dismantle the Flow Control Valve and Auxiliary Service Control Plate

1. Disconnect the flow control linkage from the knob by removing the clevis pin and split pin.

2. Remove the set screws securing the auxiliary service plate to the lift cover. Remove and discard the "O" rings fitted between the plate and the lift cover.

3. Drive out the tension pin securing the auxiliary service spool cap and withdraw the spool, cap and rubber cover. Unscrew the knob from the spool, remove the cover and flat washer and slide the cap off the spool, taking care not to lose the locating ball and spring from inside the cap. Remove and discard the "O" ring from the spool.

4. Drive out the pin securing the flow control knob to the restrictor, remove the knob and push the restrictor downwards out of the housing. Remove and discard the "O" ring fitted in the upper recess of the restrictor bore.

5. Drive out the pin in the end of the flow control valve chamber and withdraw the retainer, spring and valve plunger. Remove and discard the "O" ring fitted to the retainer.

6. Similarly, drive out the remaining four tension pins and remove the retainers and "O" rings fitted in the other oil passages in the housing.

To Reassemble the Auxiliary Service Control Plate and Flow Control Valve

1. Fit new "O" rings to the retainers, press into position in their bores and secure with tension pins.

2. Place the flow control valve plunger in its bore. This valve is a selective fit and the largest valve should be fitted which will operate without binding in the bore. Replace the flow control valve spring followed by the retainer, using a new "O" ring on the retainer, and secure by driving in the tension pin.

3. Insert the restrictor in its bore in the plate, keeping the large end to the lower face of the plate. Place a new "O" ring over the top of the restrictor and into the counterbore in the housing. Place the control knob in position over the restrictor and secure with a tension pin.

NOTE.—The holes in the restrictor and knob are drilled off-centre to ensure correct relationship between these parts.

4. Place the spring and ball in the internal recess of the auxiliary service spool cap. Depress the ball into the recess and slide the cap on to the spool. Place the flat washer on the end of the spool, followed by the rubber cover and operating knob.

5. Fit new "O" rings to the valve spool and fit the spool to the valve chest. The spool is a selective fit in its bore and the largest spool which will operate without binding should be fitted. Locate the cap in the entrance to the bore and secure with a tension pin.

6. Fit new "O" rings to the oil passages between the plate and the lift cover and fit the valve chest to the lift cover, using a new gasket.

Since the Dexta was introduced the range of auxiliary service spools has been increased to cover five bore and spool sizes. The colour markings of the bore and spool are shown in the tables below, together with the colour markings of the flow control valve and its bore. It should be remembered that the current spool, although having the same outside diameters as the previous type is not interchangeable. The table, however, is applicable to both types of spool.

Position Control/Qualitrol Selector Lever

Effective with approximate Tractor Serial No. 957E–53258 the position control selector arm was modified by the incorporation of an annular groove in the spindle section.

An "O" ring is now fitted at this location to improve oil sealing between the selector arm and lift cover. Whilst the selector arms are completely interchangeable, the "O" ring can only be fitted to the latest type arm.

Auxiliary Service Control Valve Bore		
Colour Marking	*Diameter (ins.)*	*Diameter (mm.)*
Green	from .7487 to .7490	from 19.017 to 19.025
White	over .7490 to .7493	over 19.025 to 19.032
Blue	over .7493 to .7496	over 19.032 to 19.040
Yellow	over .7496 to .7500	over 19.040 to 19.050
Orange	over .7500 to .7503	over 19.050 to 19.058

Auxiliary Service Control Valve		
Colour Marking	*Diameter (ins.)*	*Diameter (mm.)*
Green	from .7482 to .7485	from 19.005 to 19.013
White	over .7485 to .7488	over 19.013 to 19.020
Blue	over .7488 to .7491	over 19.020 to 19.028
Yellow	over .7491 to .7494	over 19.028 to 19.036
Orange	over .7494 to .7497	over 19.036 to 19.043

Flow Control Valve Plunger Bore		
Colour Marking	*Diameter (ins.)*	*Diameter (mm.)*
Red	from .6675 to .6677	from 16.955 to 16.960
Yellow	over .6677 to .6679	over 16.960 to 16.965
Blue	over .6679 to .6681	over 16.965 to 16.970
Green	over .6681 to .6683	over 16.970 to 16.975
White	over .6683 to .6685	over 16.975 to 16.981

Flow Control Valve Plunger		
Colour Marking	*Diameter (ins.)*	*Diameter (mm.)*
Red	from .6670 to .6672	from 16.942 to 16.948
Yellow	over .6672 to .6674	over 16.948 to 16.953
Blue	over .6674 to .6676	over 16.953 to 16.958
Green	over .6676 to .6678	over 16.958 to 16.963
White	over .6678 to .6680	over 16.963 to 16.968

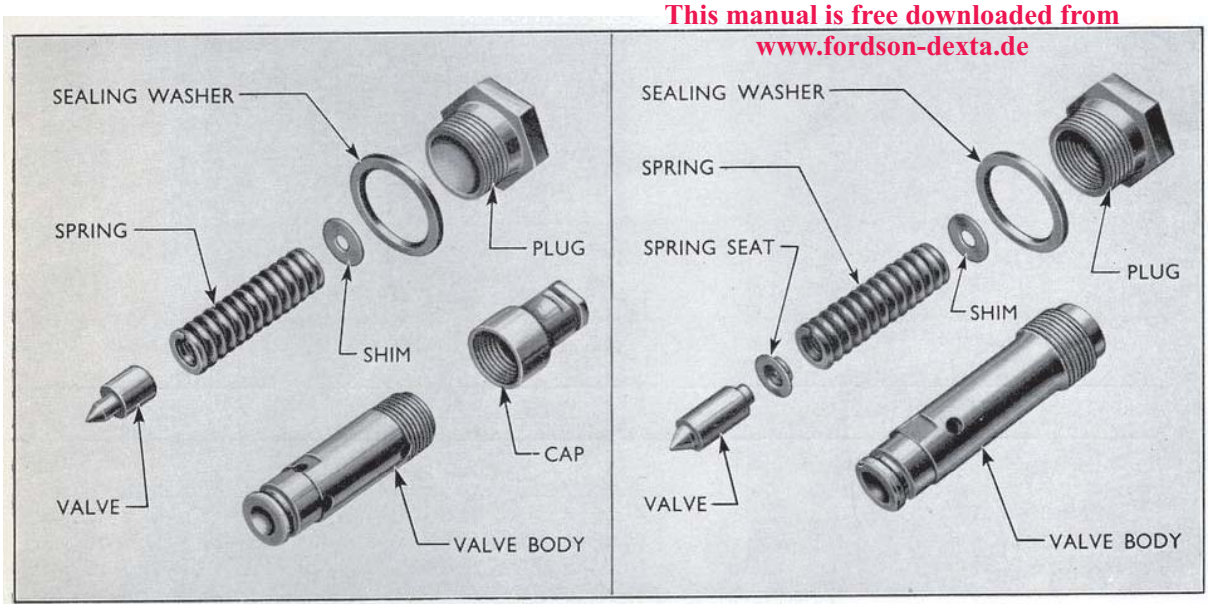
Hydraulic Pump Pressure Relief Valve

Effective with approximate Tractor Serial No. 957E-49624 a new pressure relief valve was introduced to increase the operating efficiency of the hydraulic lift. The valve is completely interchangeable as an assembly with the previous valve but the details must not be mixed (see Fig. 6).

With the new unloading valve the maximum operating pressure of the system is raised to 2,450 to 2,500 lb/sq. in. (172.24 to 175.77 kg/sq. cm.), the valve will then blow off and remain off its seat until the pressure drops below 300 lb/sq. in. (21.09 kg/sq. cm.). The table below gives details of current and previous parts, the part number of the pump being changed due to the new valve incorporated in it.

With effect from approximate Tractor Serial No. 957E-56886 a further change was made to the unloading valve spring, this spring is interchangeable with the previous spring but must not be mixed with the earliest springs.

Description	*Part Nos.*	
	Current Type	*Previous Type*
Pump assembly—H.P.L.	957E-994630-B	957E-994630-A
Valve assembly—H.P.L. pump unloading	957E-638-B	957E-638-A
Plug—H.P.L. pump unloading valve	957E-679-B	957E-679-A
Seat—H.P.L. pump unloading valve spring	957E-906	—
Valve—H.P.L. pump unloading	957E-994601-B	957E-994601-A
Body—H.P.L. pump unloading valve	957E-994608-B	957E-994608-A
Shim—H.P.L. pump unloading valve (.010 in.)	957E-994613-E	957E-994613-A
Shim—H.P.L. pump unloading valve (.025 in.)	957E-994613-F	957E-994613-D
Shim—H.P.L. pump unloading valve (.005 in.)	—	957E-994613-C
Shim—H.P.L. pump unloading valve (.015 in.)	—	957E-994613-B
Spring—H.P.L. pump unloading valve	957E-994717-B	957E-994717-A
Cap—H.P.L. pump unloading valve	—	957E-931



Previous type Current type

Fig. 59
Pressure Relief Valve Assemblies

Ram Cylinder Safety Valve

In line with the changes to the pump unloading valve the internal components of the ram cylinder safety valve were modified to raise the " blow-off " pressure to 2,750 to 2,850 lbs. per sq. in. (193.35 to 200.38 kg. per sq. cm.). This valve is fully interchangeable with the previous type and only the latest type is being supplied in service. As previously, this valve is a sealed unit and no attempt should be made to adjust it. If for any reason it is suspected to be faulty it should be removed and replaced with a new part.

This change became effective in production at Tractor Serial No. 957E–59444.

Ram Arm

All tractors after Serial No. 957E–19962 incorporate a thrust washer fitted between the right-hand side of the ram arm and the adjacent cross-shaft bush. To accommodate this washer the overall width of the ram arm has been reduced, the two arms are completely interchangeable and there is no change in part number. If, however, the narrower arm is fitted, the thrust washer must be fitted.

D.A.R. VALVE ASSEMBLY

Hydraulic Pump Relief Valve Pressure Testing

To facilitate checking the hydraulic pump pressure relief valve on " Fordson Dexta " tractors fitted with D.A.R. valve assemblies, the following procedure should be adopted, the equipment being assembled as shown in Fig. 7.

1. Operate the tractor to bring the transmission oil to normal operating temperature. While running the tractor operate the D.A.R. valve actuating lever to clear the D.A.R. valve left-hand feed pipe of high pressure oil, i.e. move the actuating lever to the rear to pressurise the right-hand feed pipe and thereby release oil from the left-hand pipe.

2. Disconnect the left-hand pipe at its forward end and remove the pipe adaptor from the jack-tapping in the D.A.R. valve housing.

3. Screw the " T "-piece (Tool No. T.8503–1/f) of the hydraulic test equipment (Tool No. T.8503–1) into the jack-tapping using a suitable sealing washer between the " T "-piece and D.A.R. valve housing. Fit a ½ in. B.S.P. plug and sealing washer in the outer end of the " T "-piece.

4. Remove the rear axle filler plug and install the transparent plastic hose and shut-off valve of the hydraulic test equipment between the " T "-piece and the rear axle filler plug hole, ensuring that the shut-off valve is assembled the correct way round, i.e. " FLOW " arrow on valve body pointing towards rear axle filler plug hole.

5. Attach the swivel adaptor (Tool No. T.8503–1/g) to the pressure gauge (Tool No. T.8503), remove the sealing plug from the hydraulic pump pressure relief valve chamber and screw the swivel adaptor and gauge assembly into the tapped hole.

6. Fully open the shut-off valve, start the engine and run at 1,550 r.p.m.

7. Move the D.A.R. valve flow control knob into the fast flow position (against stop marked " F " on valve body) and hold the D.A.R. valve actuating lever in the forward position.

8. Slowly close the shut-off valve and observe the reading on the pressure gauge which should show a steady increase in pressure up to 2,450 to 2,500 lbs/sq. in. (172.24 to 175.77 kg/sq. cm.). At this pressure the relief valve should open and the pressure should drop to approximately 300 lbs/sq. in. (21.09 kg/sq. cm).

If, after at least three consistent readings the relief valve is found to open at above or below the specified pressure, remove and dismantle the pump relief valve. Rinse thoroughly in cleaning fluid, reassemble while still wet and re-check the opening pressure. Only after this procedure has been followed should the number of shims be changed to increase or decrease the pressure to that specified, two thicknesses of shims, .010 in. (.254 mm.) and .025 in. (.635 mm.) are available for this adjustment.

9. Reassemble the relief valve, install in the pump and re-check the opening pressure.

In the event of the relief valve not blowing off, the pump itself may be at fault and the pressure will not reach the specified figures. If this is suspected, the pump should either be replaced with one which is known to be correct, or dismantled to determine the cause.

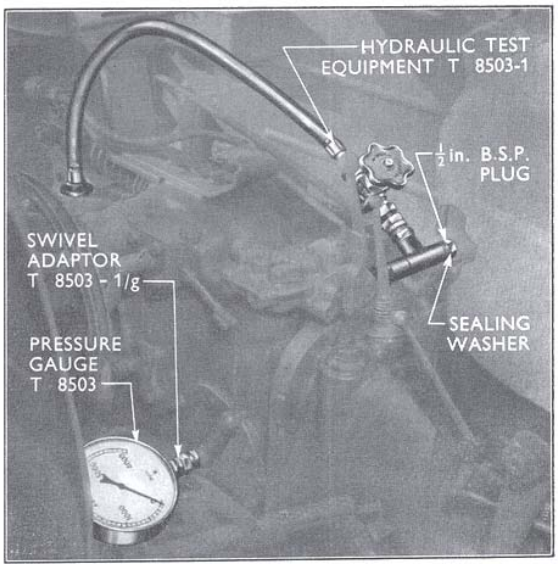


Fig. 60
Hydraulic Pump Test Equipment (With D.A.R. Valve)

NOTE.—Cleanliness is an absolute necessity when dealing with the hydraulic pump relief valve and when dismantling and reassembling the valve the parts should be rinsed in cleaning fluid to ensure that all traces of swarf and dirt are removed. Always reassemble the valve assembly while still wet.

10. When the relief valve pressure has been correctly set, release the pressurised oil from the left-hand feed pipe as described previously, remove the hydraulic test equipment and replace the pump relief valve chamber sealing plug, left-hand feed pipe adaptor, left-hand feed pipe and rear axle filler plug.

D.A.R. Valve Check Valve Testing

Whenever D.A.R. valve check valves and seats are renewed in service it will be necessary to test the sealing between the valve and seat to ensure satisfactory operation of the D.A.R. valve assembly (see Fig. 8).

A simple method of testing the sealing capabilities, using existing test equipment is outlined in the paragraphs below :—

1. Operate the tractor to bring the transmission oil up to normal operating temperature.

2. While the engine is running, release pressure oil from the feed line in which the check valve to be tested is situated, i.e. move the D.A.R. valve actuating lever rearward if the test is to be made on the front check valve and forward if the test is to be made on the rear check valve.

3. Disconnect the appropriate feed pipe at its front end and remove the pipe adaptor from the jack-tapping in the D.A.R. valve housing.

4. Screw the " T "-piece (Tool No. T.8503–1/f) of the hydraulic test equipment (Tool No. T.8503–1) into the jack-tapping, using a suitable sealing washer between the " T "-piece and the D.A.R. valve housing. Fit a ½ in. B.S.P. plug and sealing washer in the outer end of the " T "-piece.

5. Fit the hydraulic pressure gauge (Tool No. T.8503) into the top of the " T "-piece.

6. Run the engine at approximately 1,000 r.p.m., set the D.A.R. valve flow control knob in the slow flow position (against stop marked "S" on valve body), and move the actuating lever into the appropriate position to feed oil to the pressure gauge. Operate the lever approximately six times, raising the pressure on the gauge to maximum each time and then releasing it by moving the lever to feed oil to the other pipe. This sequence will allow the check valve to " bed " down on its seat.

7. Move the actuating lever into the appropriate position and raise the pressure on the gauge to above 2,000 lbs/sq. in. (140.6 kg/sq. cm.), release the actuating lever and check that the check valve and seat does not allow the pressure to drop below 1,250 lbs/sq. in. (87.9 kg/sq. cm.) in three minutes. Should the check valve and seat not pass this test they should be renewed.

8. Remove the hydraulic test equipment and replace the feed pipe adaptor and pipe.

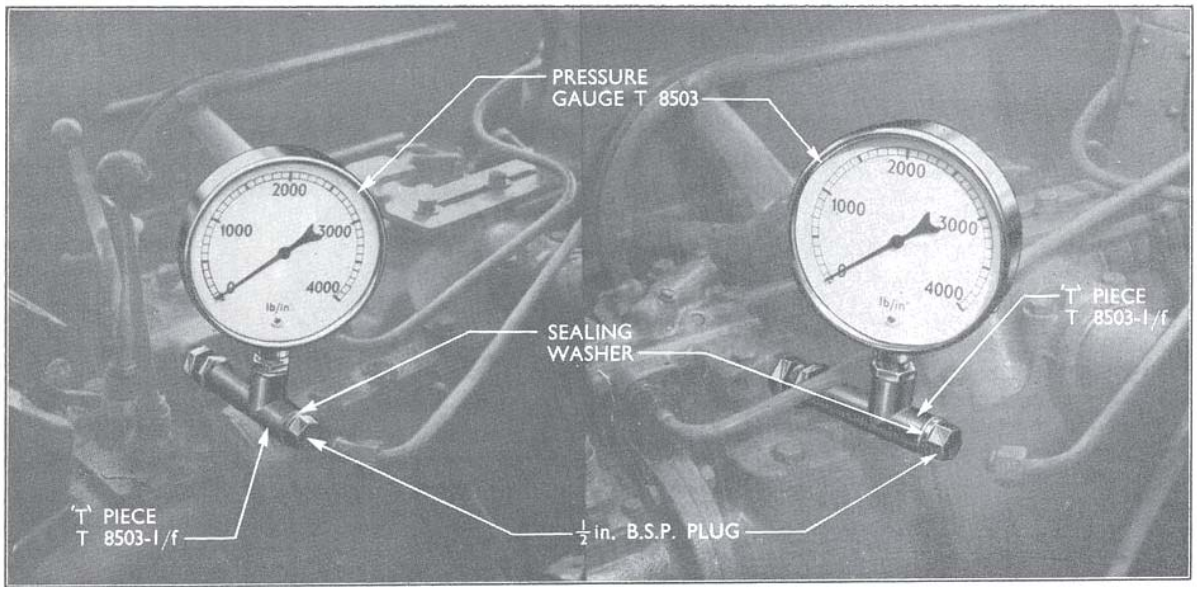


Fig. 61
D.A.R. Valve Check Valve Test