

CONDENSED SERVICE DATA, CONT.

SIZES — CAPACITIES — CLEARANCES, CONT.

	L175	L210	L225	L225DT	L260
Hydraulic System (Liters)	Trans.	7.03	Trans.	Trans.	6
(U.S. Quarts)	Reservoir		Reservoir	Reservoir	
Fluid Type	Trans.	7.4	Trans.	Trans.	6.3
	Reservoir		Reservoir	Reservoir	
	SAE 80	#140	SAE 80	SAE 80	#140
	Gear Lube	Turbine Oil	Gear Lube	Gear Lube	Turbine Oil
Front Axle Differential Case—					
(Liters) .....	.....	.....	.....	1.05	.....
(U.S. Quarts) .....	.....	.....	.....	1.1	.....
Fluid Type .....	.....	.....	.....	SAE 90	.....
				Gear Lube	
Front Axle Gearcase (Liters) .....	.....	.....	.....	0.85	.....
(U.S. Quarts) .....	.....	.....	.....	0.9	.....
Fluid Type .....	.....	.....	.....	SAE 90	.....
				Gear Lube	

FRONT AXLE AND STEERING SYSTEM (Models L175-L210-L225-L260)

FRONT AXLE

All Models

1. Figure 1 shows an exploded view of fixed tread axle type used on Models L175 and L225. Figure 2 is the adjusta-

ble axle used on Model L260, with Model L210 being basically similar. On all models, front axle pivot pin (2) is retained in support housing by set screw (4). When assembling, make sure tapered point of set screw enters locking counterbore in pivot pin, and that

locknut (3) is securely tightened to prevent set screw from loosening.

Renew pivot pin and/or axle pivot bushings whenever diametral clearance exceeds 0.5mm (0.020 inch) for Models L175 and L225, or 0.45mm (0.018 inch) for Models L210 and L260. Provisions are not made for axle pivot end play adjustment; renew thrust washers (6) or install a thin shim washer in FRONT of axle, if end clearance is excessive.

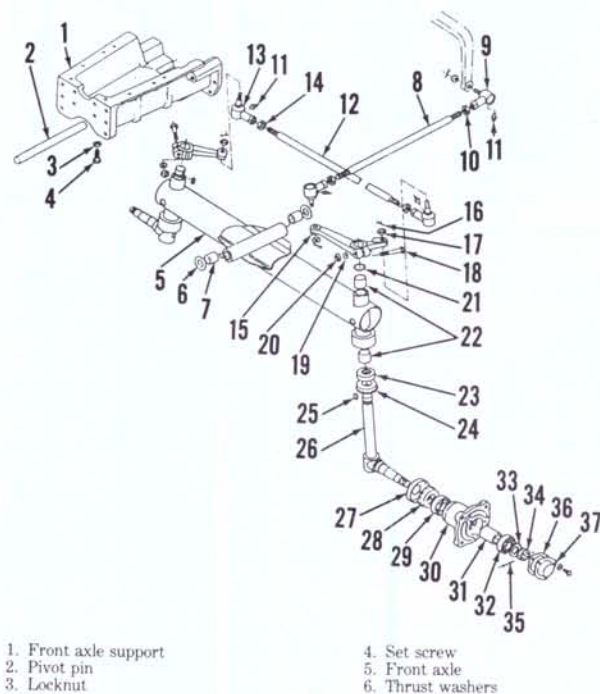


Fig. 1—Exploded view of fixed tread front axle used on Models L175 and L225.

7. Bushing
8. Drag link
9. Drag link end
10. Locknut
11. Grease fitting
12. Tie rod
13. Tie rod end
14. Locknut
15. Steering arm
16. Cotter key
17. Castle nut
18. Bolt
19. Lockwasher
20. Nut
21. "O" ring
22. Bushing
23. Bearing
24. Grease seal
25. Key
26. Spindle
27. Dust cover
28. Grease seal
29. Bearing
30. Hub
31. Spacer
32. Bearing
33. Washer
34. Castle nut
35. Cotter key
36. Gasket
37. Cap

1. Front axle support
2. Pivot pin
3. Locknut

4. Set screw
5. Front axle
6. Thrust washers

TIE RODS AND TOE-IN

All Models

2. Tie rod and drag link ends are automotive type. Adjust toe-in to 2-8 mm (1/8-5/16 inch) by shortening or lengthening tie rod. Steering drag link can be adjusted if necessary, to permit a full turn in either direction.

STEERING SPINDLE

All Models

3. Refer to Fig. 1 for exploded view of front axle and associated parts of the type used on Models L175 and L225, and to Fig. 2 for view of front axle used on Model L260. Refer to Fig. 3 for an exploded view of spindle and hub com-

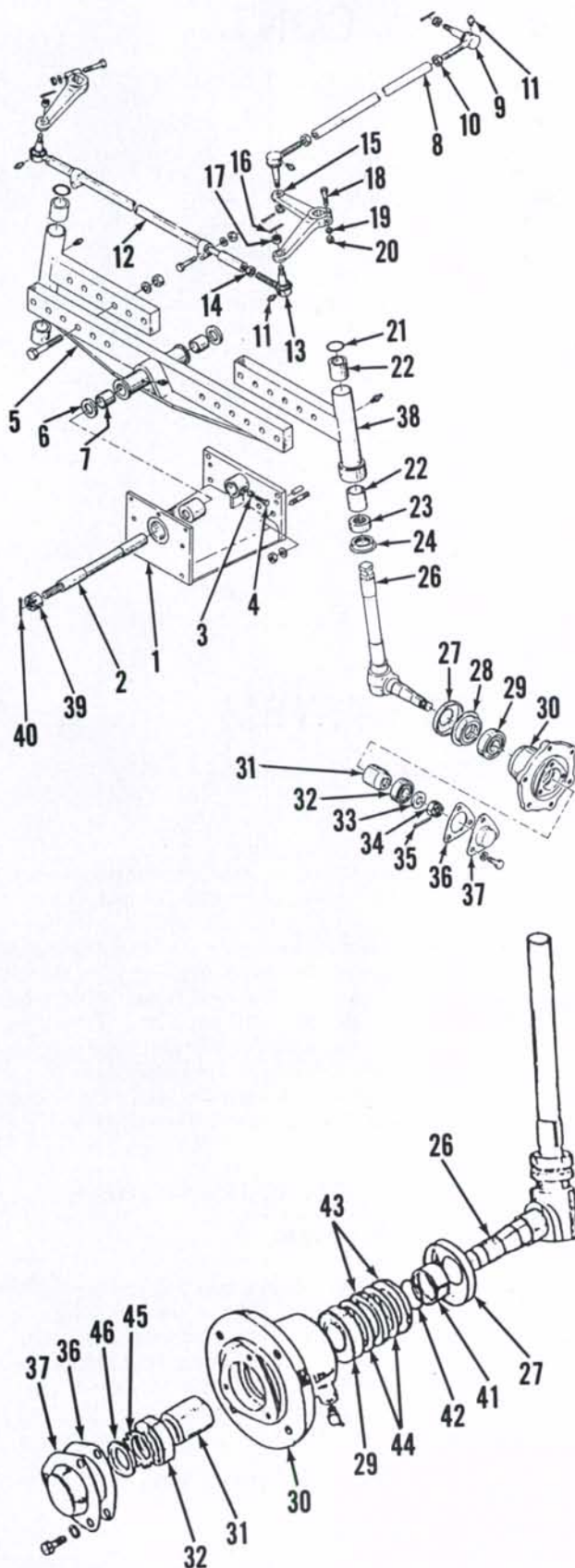


Fig. 3—Exploded view of spindle and hub components used on Model L210. For parts identification, refer to legend in Fig. 1 except for the following:

41. Spacer
42. "O" ring
43. Seal

44. Collar
45. Tooth washer
46. Locknut

Fig. 2—Exploded view of adjustable tread front axle used on Model L260. Axle used on L210 is basically similar. Refer to Fig. 3 for identification of spindle and hub components used on Model L210. For parts identification refer to legend in Fig. 1 except for the following:

38. Axle extension
39. Castle nut
40. Cotter key

ponents used on Model L210. On all models, steering arm upper clamp bolt fits a notch in spindle shaft and clamp bolt must be removed before steering arm and spindle can be removed.

Spindle bushings are pre-sized and can be renewed after spindle is withdrawn. Upper and lower bushings are interchangeable. Maximum recommended diametral clearance is 0.4mm (0.016 inch) for Models L175 and L225, and 0.475mm (0.019 inch) for Models L210 and L260.

STEERING GEAR

All Models

4. All models use a recirculating ball nut steering gear of the type shown in Fig. 4. To remove or disassemble steering gear, first remove hood, instrument panel, cowl and fuel tank.

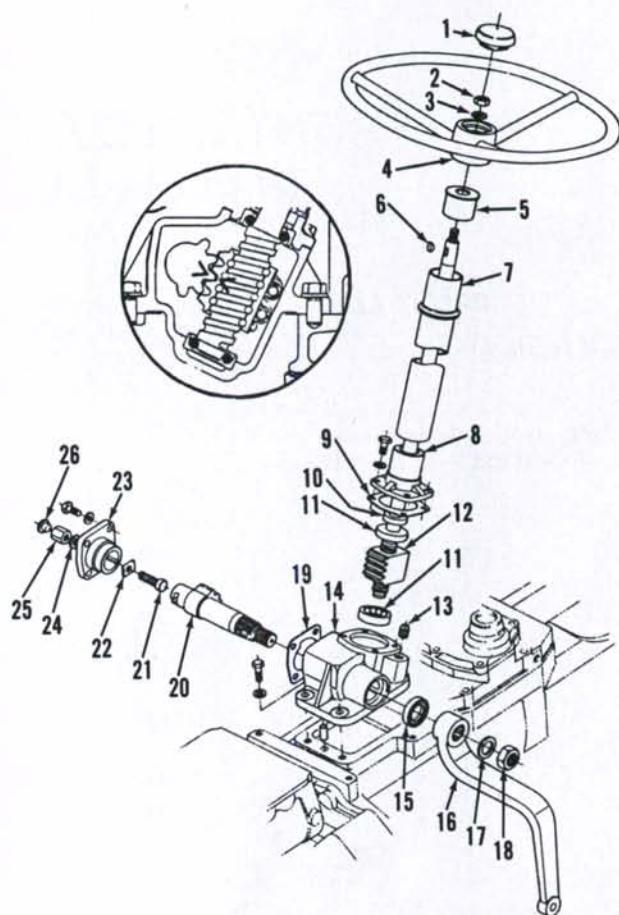


Fig. 4—Exploded view of recirculating ball nut steering used on Models L175, L225 and L225DT. Although details may differ, steering used on Models L210 and L260 is basically similar. During reassembly, align marks on sector shaft teeth (20) and worm gear (12) as shown in inset.

1. Cap	10. Seal	19. Gasket
2. Nut	11. Bearing	20. Sector shaft
3. Lockwasher	12. Worm gear & shaft	21. Adjusting screw
4. Steering wheel	13. Plug	22. Shim
5. Bushing	14. Housing	23. Cover
6. Key	15. Seal	24. Gasket
7. Column	16. Pitman arm	25. Nut
8. Cover	17. Lockwasher	26. Plug
9. Shim	18. Nut	

Steering wheel and pitman arm can be removed with suitable pullers. Remove pitman arm, then remove any existing paint, rust or burrs from arm end of pitman shaft. Remove cap screws retaining right side cover and remove cover along with pitman shaft and gear. Steering wheel shaft end play is controlled by thickness of shim pack (9). Add or remove shims as required to limit end play to 0.2mm (0.008 inch). Shaft and ball nut

is available only as an assembled unit and disassembly is not recommended.

End clearance of adjusting screw (21) in slot of pitman shaft (20) is controlled by selective thickness shim (22) which is available in five thicknesses. Use thickest shim which can be installed, when unit is assembled. Make sure center tooth on shaft gear enters center tooth space on ball nut as shown in inset.

Align marked splines on pitman arm (16) and shaft (20). With unit completely assembled and pitman arm (16) pointing straight down, turn adjusting screw (21) clockwise until all backlash is removed from pitman arm shaft and a very slight resistance is felt as pitman arm passes center position. Fill steering gear housing, using 300mL ($\frac{2}{3}$ pint) SAE 90 gear oil. Complete tractor assembly by reversing disassembly procedure.

FRONT-WHEEL DRIVE (Model L225DT)

Front-wheel drive assembly includes transfer case, drive shaft, front axle, differential, axle shafts and axle hub assemblies. The transfer case bolts to the left side of transmission housing. Transmission oil lubricates transfer case assembly.

TIE RODS AND TOE-IN

4A. Tie rod drag link ends are automotive type. Adjust toe-in to 2-8 mm (1/8-5/16 inch) by shortening or lengthening tie rod. Steering drag link can be adjusted if necessary, to permit a full turn in either direction.

FRONT AXLE

5. REMOVE AND REINSTALL. Support tractor behind front axle and detach front of drag link from steering arm. Support axle level with floor to prevent tipping and move transfer case lever to "disengaged" position. Remove front support center pin, then carefully lower axle assembly until it can be withdrawn from drive shaft splines.

Reinstall in reverse order of removal. Tighten drag link end nut to 29.5-49.2 N·m (21.7-36.2 ft.-lbs.) torque.

NOTE: Add 0.19 liter (0.2 quart) of SAE 90 gear lube to differential case to replace gear lube lost when drive shaft yoke was withdrawn from pinion shaft.

OUTER DRIVE ASSEMBLY

6. R&R AND OVERHAUL. To disassemble outer drive assembly, first remove wheel from side to be serviced. Remove cap screws securing outer cover (69—Fig. 5) to housing (58), then withdraw cover with components (59, 60, 61, 62, 70 and 71) and allow oil to drain into a suitable container. Remove nut (59) from wheel axle (71) to separate components.

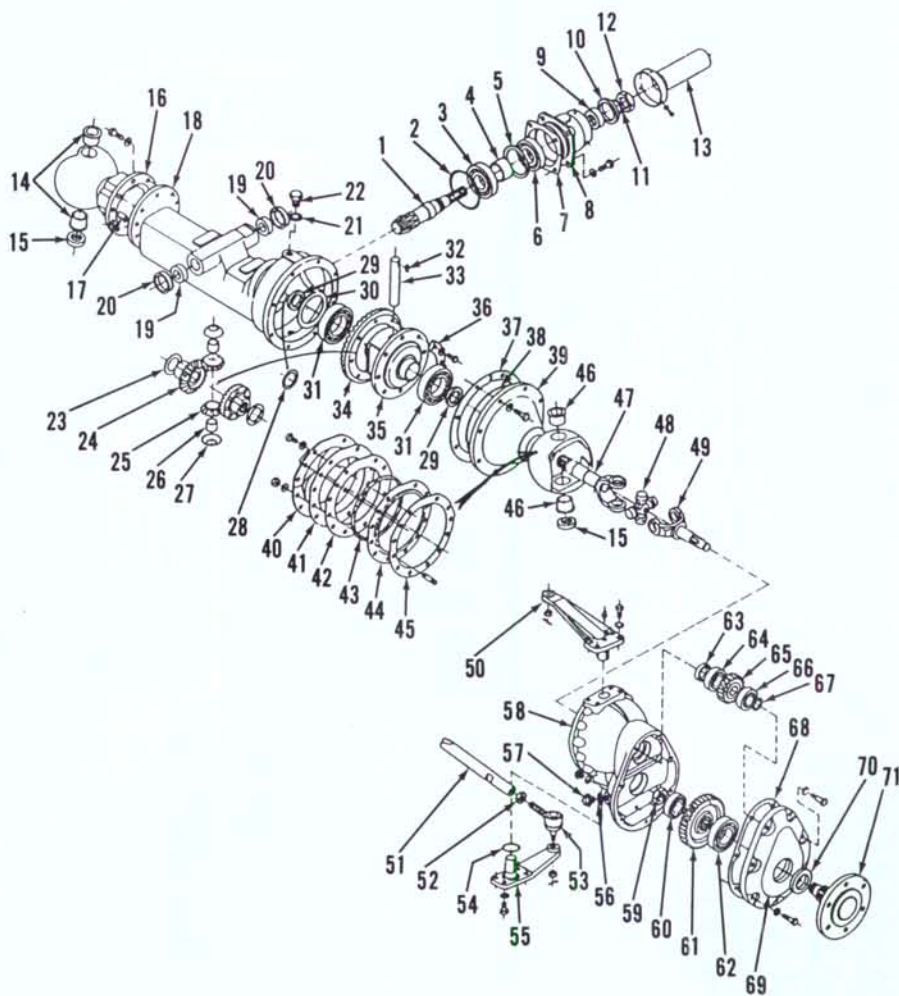


Fig. 5—Exploded view of front-wheel drive axle used on Model L225DT.

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|------------------------|-----------------------|------------------------|-------------------------|
| 1. Bevel pinion | 19. Bearing | 37. Shim | 55. Pin & steering arm |
| 2. "O" ring | 20. Dust seal | 38. "O" ring | 56. Gasket |
| 3. Bearing | 21. Gasket | 39. Spindle housing | 57. Plug |
| 4. Spacer | 22. Plug | 40. Plate | 58. Outer drive housing |
| 5. Snap ring | 23. Thrust washer | 41. Felt seal | 59. Nut |
| 6. Bearing | 24. Side gear | 42. Plate | 60. Bearing |
| 7. Shim | 25. Spider gear | 43. Dust seal | 61. Gear |
| 8. Bearing case | 26. Bushing | 44. Dust seal holder | 62. Bearing |
| 9. Collar | 27. Thrust washer | 45. Gasket | 63. Oil seal |
| 10. Oil seal | 28. Guide plate | 46. Bushing | 64. Bearing |
| 11. "O" ring | 29. Oil seal | 47. Yoke shaft | 65. Gear |
| 12. Nut | 30. Shim | 48. Universal joint | 66. Bearing |
| 13. Cover | 31. Bearing | 49. Yoke shaft | 67. Snap ring |
| 14. Bushing | 32. Key | 50. Pin & steering arm | 68. Gasket |
| 15. Bearing | 33. Cross shaft | 51. Tie rod | 69. Outer cover |
| 16. Spindle housing | 34. Bevel ring gear | 52. Locknut | 70. Oil seal |
| 17. Pin | 35. Differential case | 53. Tie rod end | 71. Wheel axle |
| 18. Front axle housing | 36. Lock plate | 54. "O" ring | |

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