

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

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

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Spindle bushings are pre-sized and can be renewed after spindle is withdrawn.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.

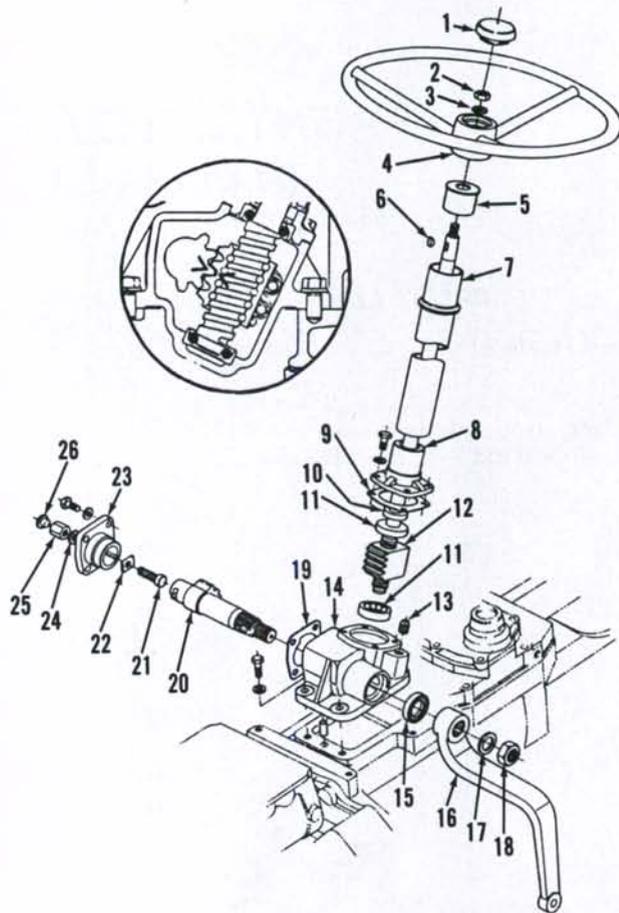


Fig. 4—Exploded view of recirculating ball nut steering used on Models L175, L225 and L225DT. Although details may differ, steering used on Models L210 and L260 is basically similar. During reassembly, align marks on sector shaft teeth (20) and worm gear (12) as shown in inset.

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|-------------------|-----------------------|---------------------|
| 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 (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.

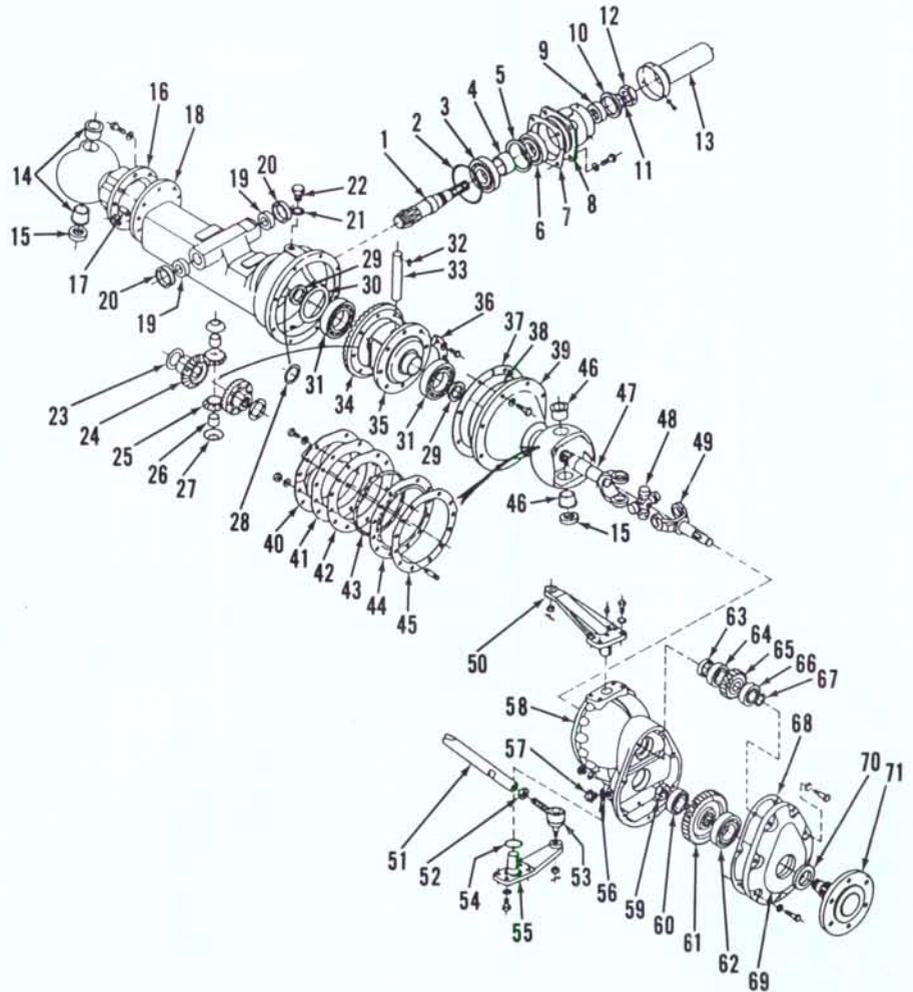


Fig. 5—Exploded view of front-wheel drive axle used on Model L225DT.

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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 | |