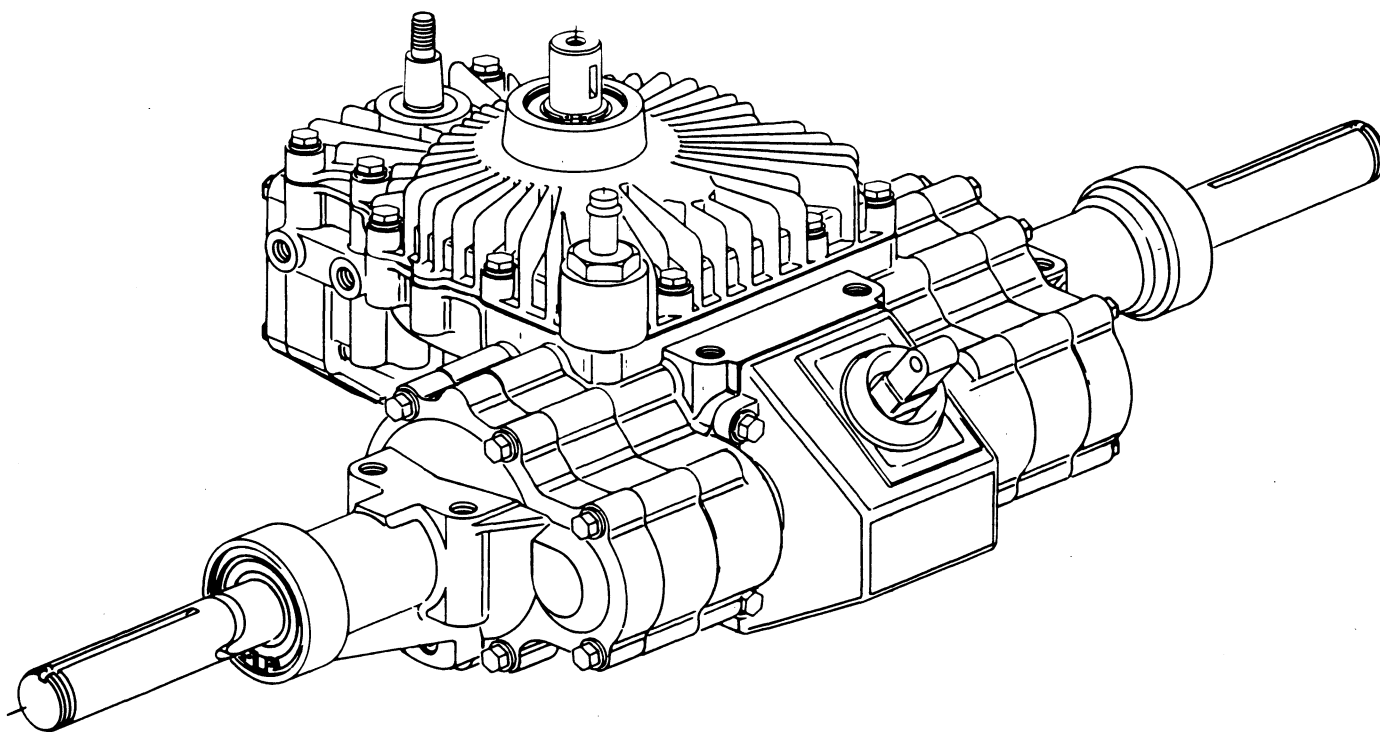


Eaton
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Division

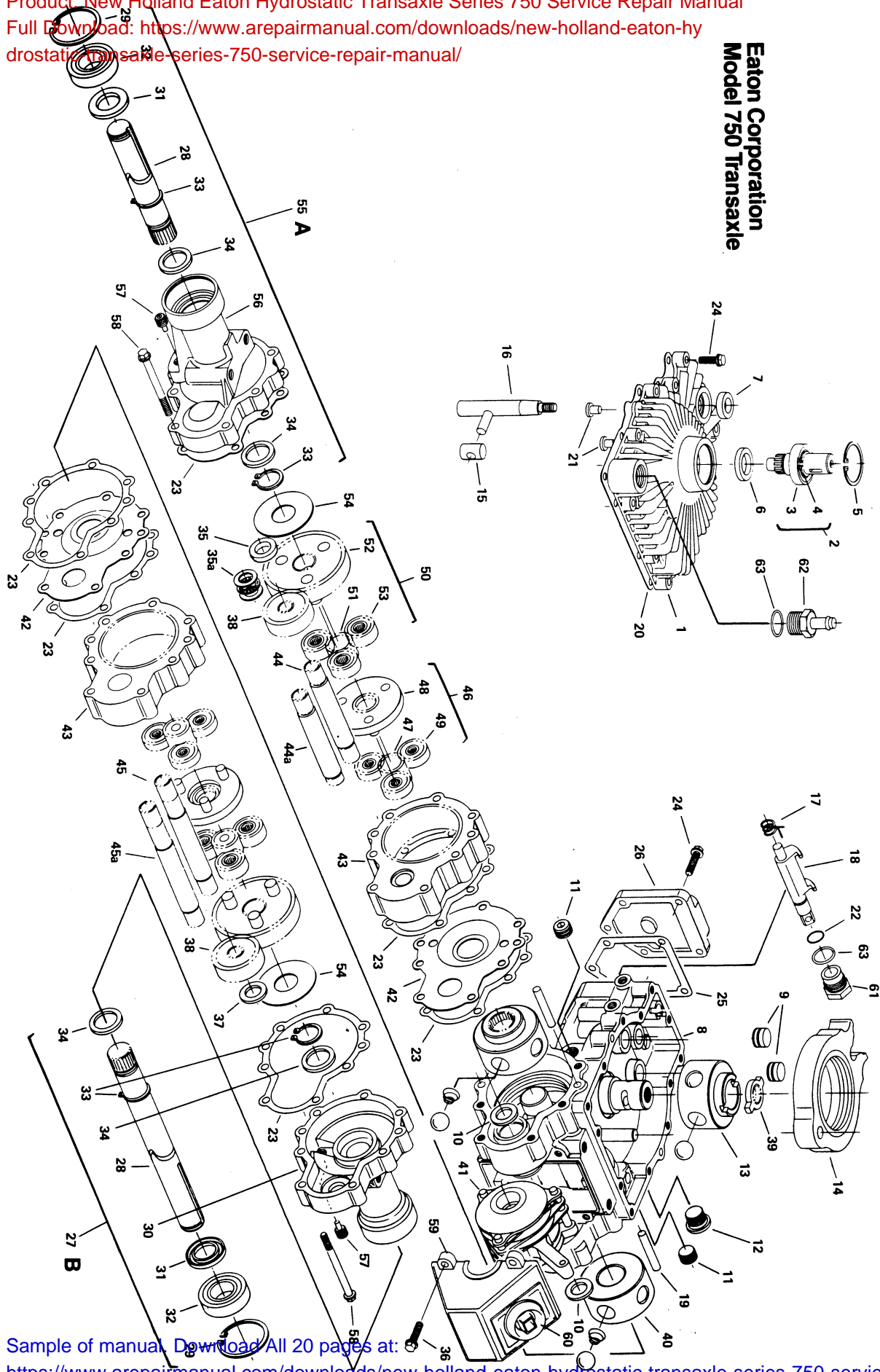
Repair Information

Hydrostatic Transaxle Series 750



EAT•N

**Eaton Corporation
 Model 750 Transaxle**



750 Transaxle Parts List

Ref. No.	Description	Qty
1	Cover, Subassembly (S/A)	1
2	Shaft, Input, S/A	1
3	Bearing, Input Shaft	1
4	Ring, Retaining, External	1
5	Ring, Retaining, Internal	1
6	Seal, Input Shaft	1
7	Seal, Control Shaft	1
8	Housing, S/A	1
9	Piston, Dampening, S/A	2
10	Seal, Brake Shaft	2
11	Plug, Socket Pipe	2
12	Socket Heat Plug-o-ring, S/A	1
13	Pump Rotor-Ball, S/A	1
14	Cam Ring, S/A	1
15	Insert	1
16	Control Shaft, S/A	1
17	Spring, Dump Valve	1
18	Bracket, Dump Valve	1
19	Dowel	4
20	Gasket, Cover	1
21	Button	2
22	O-ring	1
23	Gasket, Axle Housing	6
24	Screw, 1/4-20 Hex Flange	18
25	Gasket, Valve Cover	1
26	Cover, Valve	1
27	Axle Housing, S/A - B	1
28	Shaft, Axle	1
29	Retaining Ring, Internal	1
30	Housing, Axle - B	1
31	Seal, Axle Shaft	1
32	Bearing, Axle	1
33	Retaining Ring, External	2
34	Washer, Thrust	2
35	Spacer (Thick - PB)	1
35a	Washers, Thrust and Bearing, Thrust (DL/PB)	2&1
36	Screw, 1/4-20 Self Tap	4
37	Spacer (Thin - PB or DL/PB)	1
38	Brake Gear	2
39	Drive	1
40	Motor, Rotor-Ball, A & B S/A	2
41	Parking Brake or Optional Differential Lock/Parking Brake (PB or DL/PB)	1
42	Plate, Wear	2
43	Ring Gear, A & B S/A	2
44	Brake Shaft-A (PB)	1
44a	Brake Shaft-A (DL/PB)	1
45	Brake Shaft-B (PB)	1
45a	Brake Shaft-B (DL/PB)	1
46	Planetary Gear, First, A & B S/A	2
47	Sun Gear, First	2
48	Primary Carrier, A & B S/A	2
49	Plnt Gear, A & B S/A, First	6
50	Planetary Gear, Second, A & B S/A	2
51	Sun Gear, Second	2
52	Secondary Carrier, A & B S/A	2
53	Plnt Gear, A & B S/A, Second	6
54	Washer, Thrust	2
55	Axle Housing, S/A - A	1
28	Shaft, Axle	1
29	Retaining Ring, Internal	1
56	Housing, Axle - A	1
31	Seal, Axle Shaft	1
32	Bearing, Axle	1
33	Retaining Ring, External	2
34	Washer, Thrust	2
57	Plug, Magnetic	2
58	Screw, 1/4-20 Hex Flange	14
59	Cover (PB or DL/PB)	1
60	Boot, Dust	1
61	Nut, Dump Valve	1
62	Adapter, Reservoir, 3/8 I.D. Tube	1
63	O-ring, Dump Valve Nut & Adapter, Reservoir	2

Transaxle Series 750

The following tools are required for disassembly and reassembly of the transaxle.

- 3/8 inch Socket or End Wrench
- 1 inch Socket or End Wrench
- Torque Wrench (300 lb-in)
- No. 5 or 7 Internal Retaining Ring Pliers
- No. 4 or 5 External Retaining Ring Pliers
- 6 or 8 inch C-clamp
- Small Screwdriver (4 to 6 inches long)
- Long Drift Punch
- Piece of Pipe or Hydraulic Tubing (1½ in. O.D. x 6 in. long)

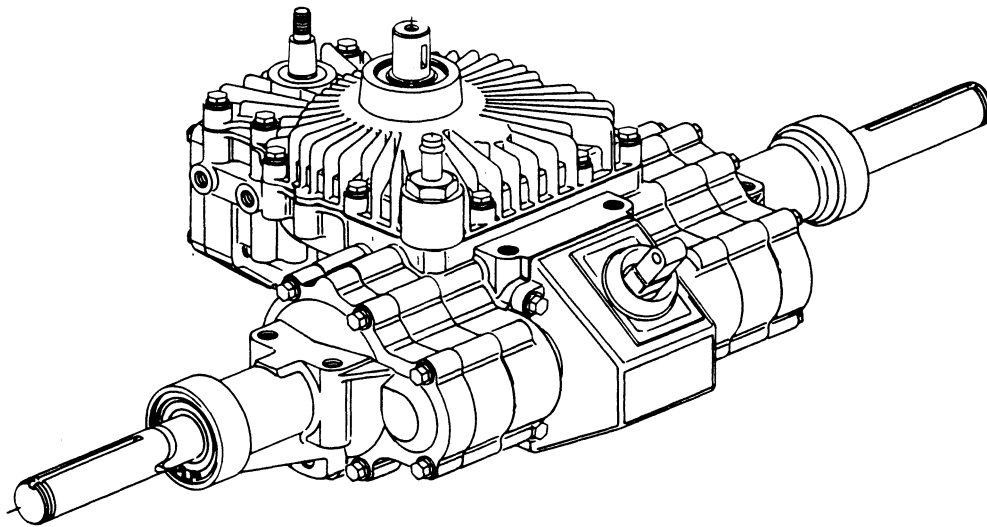
- 3 or 4 Large Wide Rubber Bands
- Light Petroleum Jelly (such as Vaseline)

Product Identification and Ordering Information

When ordering parts for the transaxle, please include the following:

Date Code
Input Rotation
Model Number
Part Name
Part Number
Quantity of Parts

This information is located on the under side of the pump housing, opposite the input shaft.



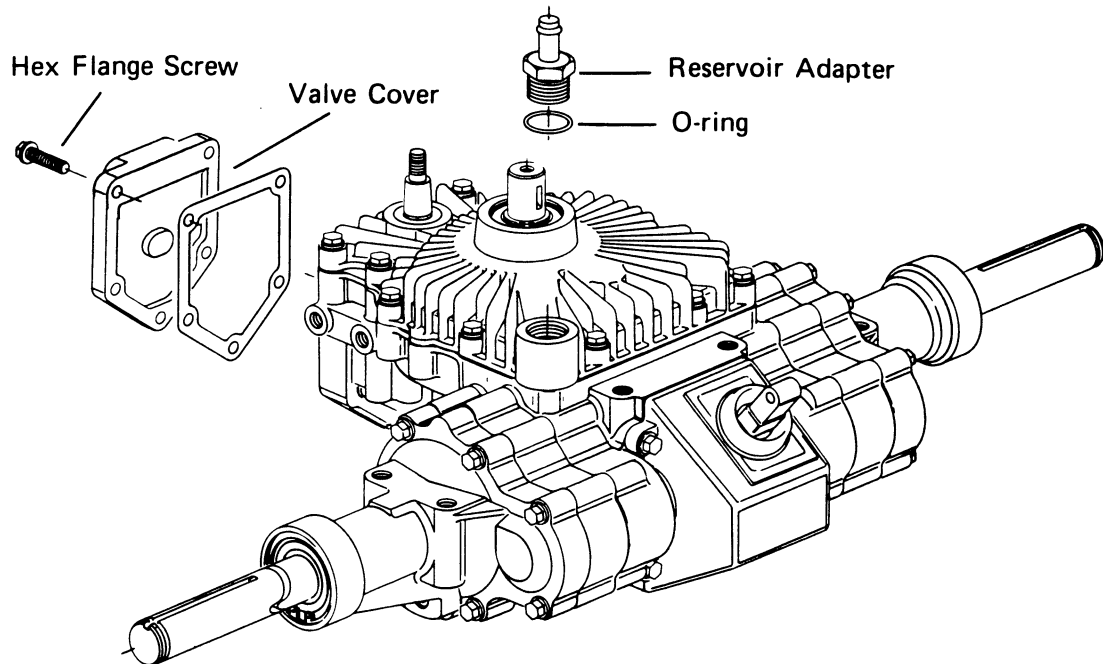
Complete Disassembly

The following procedures describe complete disassembly of the Transaxle Series 750. These procedures cover the basic unit only. However, procedures for units with options such as the differential lock/parking brake are still basically the same.

The level of cleanliness maintained while repairing the transaxle could affect its performance. Work in a clean area. After disassembly, wash all parts with clean solvent and blow the parts dry with air. Inspect

all mating surfaces. Replace any damaged parts that could cause internal leakage. Do not use grit paper, files or grinders on finished parts.

Our service policy is to replace all seals and gaskets whenever a transaxle is disassembled. Lubricate the new seals with petroleum jelly before installation. Use only clean, recommended hydraulic fluid on the finished surfaces at reassembly.



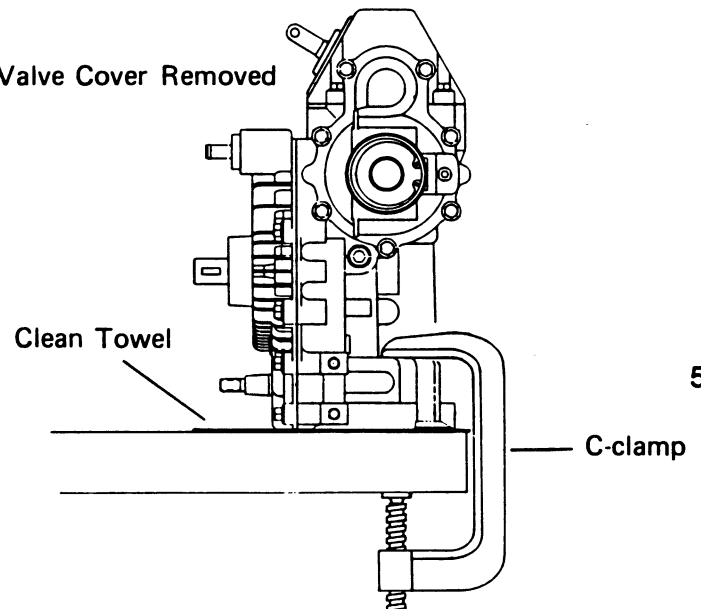
1 Drain the transaxle and then secure it with the valve cover in the up position. Remove the hex flange screws from the valve cover.

2 Remove the valve cover from the housing assembly.

3 Remove the valve cover gasket.

Note: The gasket may have remained on the valve cover when the cover was removed from the housing assembly.

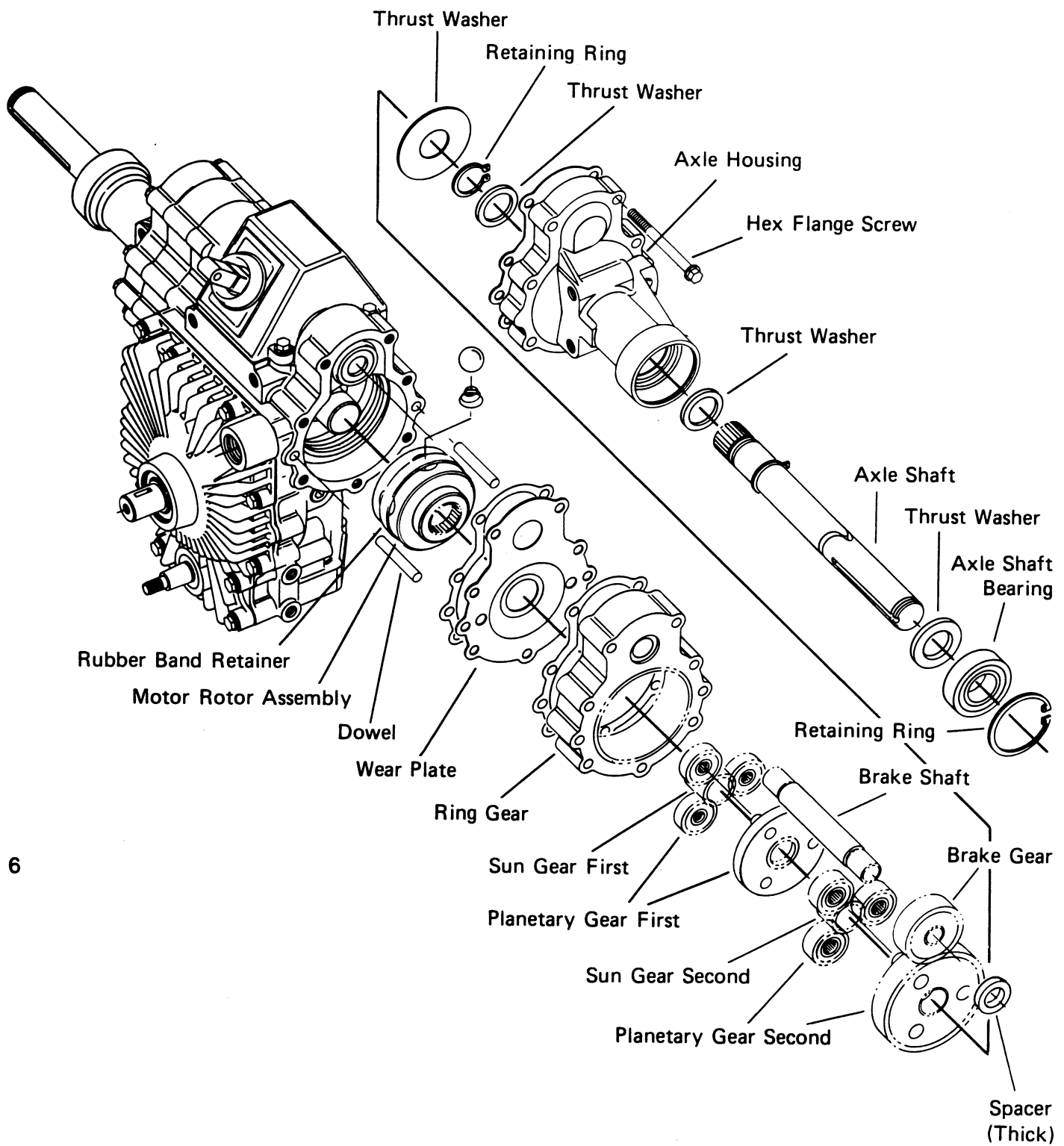
Transaxle with Valve Cover Removed



5

4 It is easier to disassemble the axle assemblies with the transaxle as shown. Before securing the transaxle in this position, place a clean towel between the valve cover surface and the work surface to protect the sealing surface from possible damage during repositioning.

Use a 6 to 8 inch C-clamp to secure the transaxle to a clean work surface. Do not overtighten the C-clamp when securing the transaxle.



5 Remove the hex flange screws from either axle assembly.

6 Carefully remove the axle assembly from the housing assembly.

7 In most cases the brake shaft will remain in the housing assembly when the axle assembly is removed. If this occurs, remove the brake shaft at this time.

Important: Be extremely careful when removing the motor rotor assemblies. The ball pistons are spring loaded in the bores and must remain intact because each ball piston is matched to its respective bore.

8 The best way to remove the motor rotor assemblies is to place a separate motor race on top of the existing motor race in the housing assembly. Hold the separate race securely in position. Then carefully pull the motor rotor assembly outward until the ball pistons are fully engaged in the groove located in the center of the separate race. Carefully remove the rotor assembly and race together as a set, handling the motor rotor assembly only.

Note: If a separate motor race is not available, work a wide rubber band around the outside of the motor rotor to hold the ball pistons in their bores. It is essential that the ball pistons be retained in their bores during handling. This is especially true for the motor rotors, as the motor ball pistons are spring loaded in the bores.

9 Reposition the transaxle and remove the hex flange screws from the remaining axle assembly.

10 Carefully remove the axle assembly from the housing assembly.

11 Remove the remaining brake shaft from the housing assembly.

12 Using a separate race or wide rubber band to retain the ball pistons in their bores, carefully remove the other motor rotor assembly.

Axle Disassembly Procedures

13 The following procedures apply to both axle assemblies.

Remove the axle housing gasket from the wear plate.

Note: This gasket may have remained on the housing assembly when the axle assembly was removed.

14 Remove the wear plate from the axle assembly.

15 Remove the axle housing gasket from the ring gear assembly.

16 Remove the first sun gear from the primary carrier assembly.

Note: The first sun gear may have remained in the motor rotor during removal of the axle assembly.

17 Remove the primary carrier assembly from the ring gear assembly.

18 Remove the second sun gear from the secondary carrier assembly.

19 Remove the ring gear assembly from the axle housing.

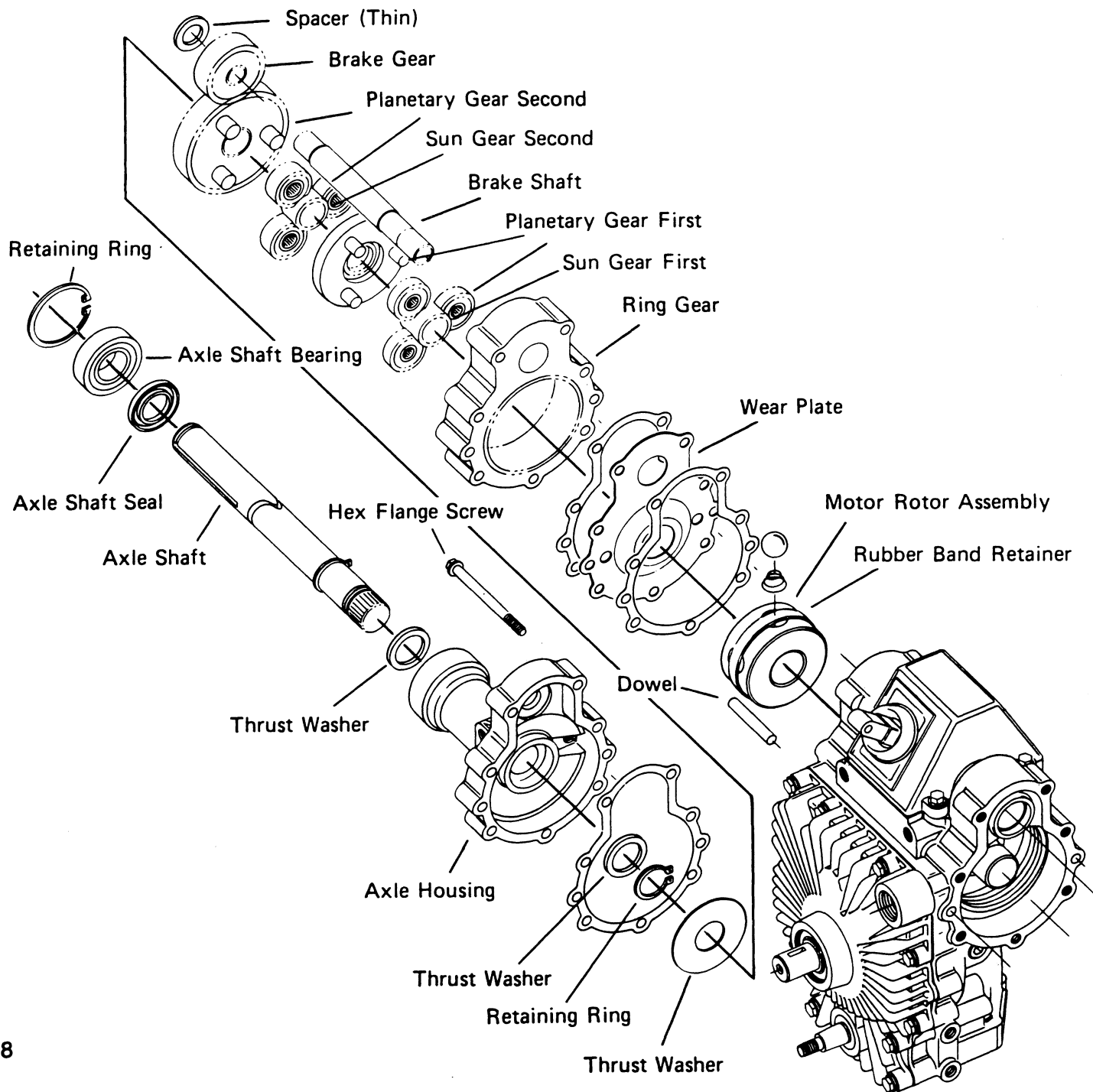
20 Remove the gasket and dowel pins from the axle housing.

21 Remove the brake gear from the axle housing.

22 Remove the spacer washer from the axle housing.

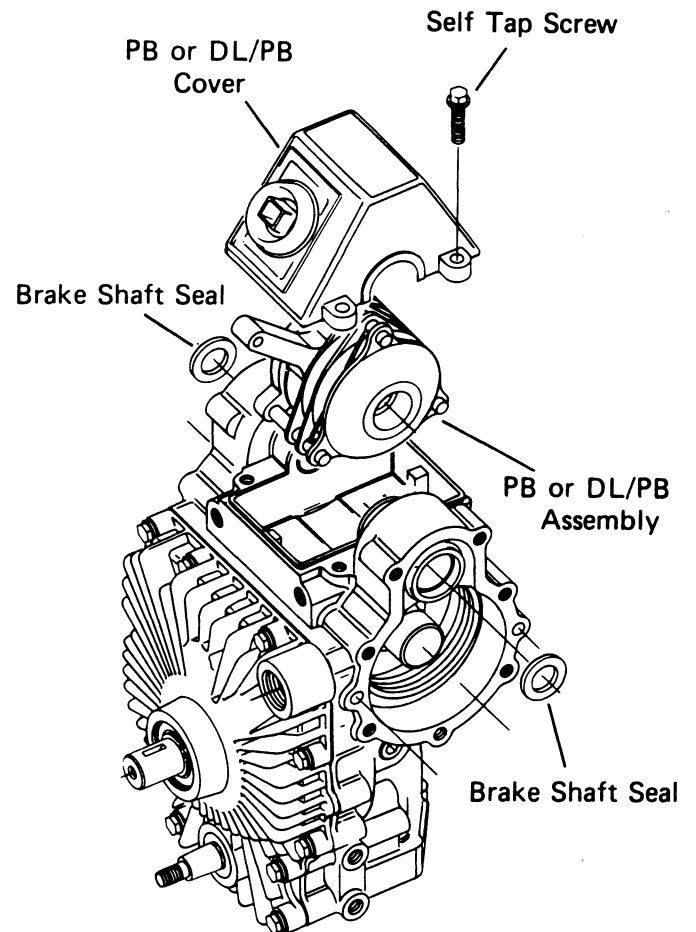
23 Remove the secondary carrier assembly from the axle shaft. Both the primary and secondary carrier assemblies may be disassembled for inspection.

24 Remove the large thrust washer from the axle housing.



25 Reposition the axle housing with the splined end of the axle in the up position. Use a no. 4 or 5 external retaining ring pliers to remove the retaining ring and thrust washer from the axle shaft.

the axle with a plastic tipped hammer. This will dislodge the seal and bearing from the axle bore.



Housing Disassembly Procedures

- 29** Remove the four self tap screws from the brake cover.
- 30** Remove the brake cover from the housing assembly. 9
- 31** Remove the PB or DL/PB assembly from the housing assembly.
- 32** In most cases further disassembly of the PB or DL/PB is not necessary.

