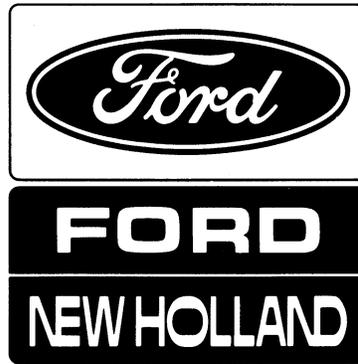


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**FORD**  
**TRACTORS & EQUIPMENT**

**1983**

**SERVICE BULLETINS**

**JANUARY through DECEMBER**

**Ford New Holland, Inc.**

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**Tractors  
Equipment**

# **Service Bulletin**

# **INDEX**

## **1983**

*This index lists the Articles published in the Service Bulletin during 1983. The Articles are grouped by type of equipment and component and are listed numerically by Bulletin Number.*

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## CAMPAIGNS

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Synchromesh Transmission "H" Pattern Shift (CAMP238)	1T	7-83	Ford 2610, 3610, 4110, 4610, 5610, 6610 and 7610 Tractors
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## TRACTORS

### Engines and Fuel Systems

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<b>Subject</b>	<b>Article Number</b>	<b>Bulletin Number</b>	<b>Equipment</b>
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Subject	Article Number	Bulletin Number	Equipment
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Subject	Article Number	Bulletin Number	Equipment
<b>Hydraulics</b>			
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New Engine Mounted Gear Type Hydraulic Pump	3T	11&12-83	Ford 2910, 3910, 4110, 4610, 4610 SU, 340A, 445, 540A and 545 Tractors
Revised Load Monitor Strut Attachment	5T	11&12-83	Ford 5610, 6610, 6710, 7610 and 7710 Tractors
<b>PTO and Differential Lock</b>			
PTO Clutch Retaining Ring	6T	4-83	Ford TW-30 Tractors
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<b>Air Conditioning, Cabs and ROPS</b>			
Air Conditioning Compressor Belt Jump-Off	9T	7-83	All 4-Cylinder Cab Units
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Operating Instruction Decal	7T	7-83	Ford 6700, 7700, 5610, 6610, 6710, 7610 and 7710 Tractors

## EQUIPMENT

### Mowers

Mid-Mounted 60" Rotary Mower Installation on 1000 Series 10 Tractors	1E	8-83	Ford 915 Rotary Mower
Gauge Wheel Support Mounting Instructions	1E	11&12-83	Ford 940 and 942 Rotary Cutters

### Wheel Loaders and Compact Loaders

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New Heavy Duty Oil Pump Drive Bearing	2E	2-83	Ford Wheel Loaders
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## CONSUMER PRODUCTS

Subject	Article Number	Bulletin Number	Equipment
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Friction Drive Wheel Contact with Axle Shaft	1CP	3-83	ST 526 and 826 Snow Throwers (Models 09GN 5145 and 09GN 5146)
Pressure Washers BTC 150-A and 150-AC	1CP	11&12-83	New Electrical Relay

## GENERAL

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New Diesel Delivery Valve Holder Wrench	1G	4-83	All Ford Produced Diesel Tractors
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Dealer Codes on SAR's	1G	5-83	SAR Preparation Information
Extended Service Plan (ESP)	2G	5-83	SAR Preparation Information
New Parts and Service Publications	3G	5-83	General Information
Fender Mount Radio (Motorola) Revised Warranty and Service Procedures	1G	6-83	Warranty
New Service Publications	2G	6-83	General Information
New Parts and Service Publications	1G	7-83	General Information
Warranty Claims Handling	2G	7-83	Group Code/Hydraulic Trailer Brakes
Ford Tractor Care Program SAR Procedure	3G	7-83	TW-5, TW-15, TW-25, TW-35 Tractors
New Parts and Service Publications	1G	8-83	General Information
Warranty Claims Handling	1G	9-83	Radios
New Parts and Service Publications	1G	10-83	General Information
New Parts and Service Publications	1G	11&12-83	General Information





F T O  
Nov. 76 9260



**ISSUE NO. 1-83**

**SERVICE  
BULLETIN**

**TRACTOR AND IMPLEMENT OPERATIONS  
NORTH AMERICA**

**DON'T OVERLOOK THIS  
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Protection...**



**Protection  
Against  
Unexpected  
Repair Bills  
for 3 Years\***

**\* Or 2,500 hours, whichever  
occurs first.**

**TRACTORS**

Article No.		Subject
1T	Ford 6710 and 7710 Tractors	Clutch Adjustment Procedure
2T	All Ford Tractors	Fuel Tank Filler Caps
3T	Ford 5610, 6610 and 7610 Tractors with Synchronesh Transmissions	Synchronesh Transmission Gearshift Rod Sleeve Loosens
4T	Ford TW-10, TW-20 and TW-30 Tractors	Rear Axle Shaft Seal Replacement (Correction to Article 9T, Service Bulletin 10-82)
5T	Ford Series 10 Tractors with Double Clutch	New Tool, SW510 for Servicing Double Clutch Pressure Plate and Cover Assembly
6T	All 1000 Series Tractors	Cylinder Head Expansion Plug

**CONSUMER PRODUCTS**

1CP	34" & 42" Rotary Mowers for LT 81 & LT 111 Lawn Tractors	Failure of Cutter Shaft Bearings, JAC 375882
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**GENERAL**

1G	General Information	New Parts and Service Publications
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## TRACTORS

### CLUTCH ADJUSTMENT PROCEDURE

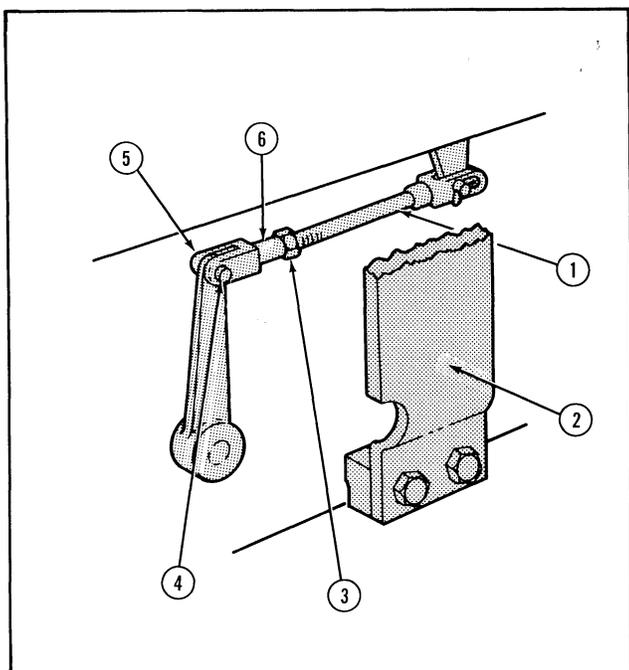
1T

**FORD 6710 AND 7710 TRACTORS**

The clutch adjustment procedure for the Ford 6710 and 7710 is not shown in the Operator's Manual for the current tractors. In addition, the procedure in Repair Manual SE 3870, Part 4, Chapter 1, page 4, is incorrect.

Correct clutch pedal free play on these tractors is obtained by adjustment of the horizontal clutch rod as follows:

- Referring to Figure 1, loosen the locknut (3) and remove the split pin (5) and the clevis pin (4).



**Figure 1  
Clutch Adjustment**

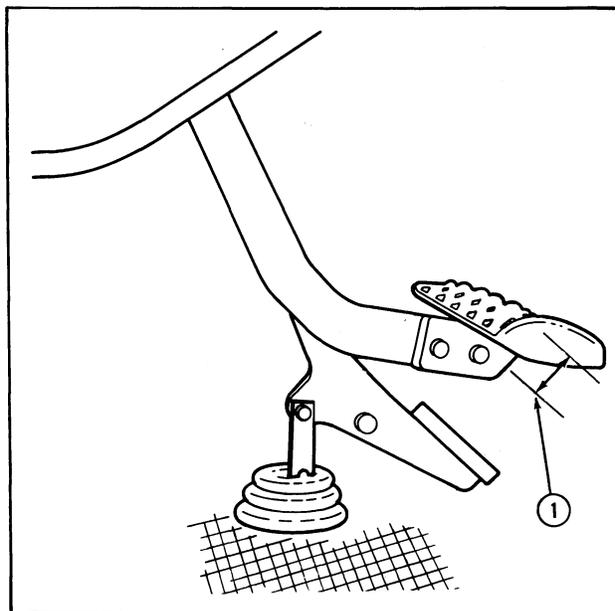
1. Horizontal Clutch Rod
2. Cab/Flat Deck Support
3. Locknut
4. Clevis Pin
5. Split Pin
6. Clevis

- Turn the clevis (6) to lengthen or shorten the rod (1) until clutch pedal free play, Figure 2, is 1.25 to 1.50 inches (31.75 to 38.1 mm).

The adjustment turn buckle (if fitted) on the vertical rod should not be moved, as it is set in production and locked with a thread sealant.

#### **Warranty Status**

For Information Only



**Figure 2  
Clutch Free Play**

1. Free Play

### FUEL TANK FILLER CAPS

2T

**ALL FORD TRACTORS**

Fuel Tank Filler Cap, E1NN-9030-AA, which was announced in Service Bulletin 7-82, Article 2T, for use on all gasoline fuel tanks, is now also released for use on all diesel fuel tanks. This new filler cap is designed with two sets of retaining ears which requires removal of the cap in two separate movements.

The previous design filler cap, with only one set of retaining ears, will no longer be used in production and will not be available through the Parts Depot System.

#### **Warranty Status**

For Information Only

**SYNCHROMESH TRANSMISSION GEARSHIFT ROD SLEEVE LOOSENS**

3T

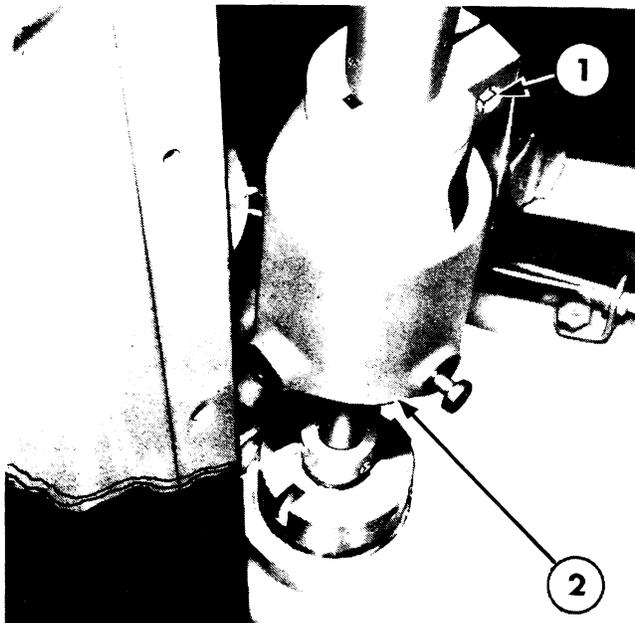
**FORD 5610, 6610 AND 7610 TRACTORS WITH SYNCHROMESH TRANSMISSIONS**

A few instances of gearshift sleeve clamp bolt loosening have been reported on Ford 5610, 6610 and 7610 tractors with synchromesh transmissions. To prevent this condition use the following procedure:

- Remove the clamp bolt from the sleeve, Figure 3.
- Thoroughly clean the threads of the bolt and the sleeve.
- Apply a thread sealant, Ford Automotive Part No. E0AZ-19554-A (.2 oz. container) to the bolt threads.
- Replace the bolt and tighten to a torque of 18 lbs. ft. (24.5 Nm).

**Warranty Status**

For Information Only



**Figure 3**  
**Gearshift Rod Sleeve**

1. Clamp Bolt
2. Sleeve

**REAR AXLE SHAFT SEAL REPLACEMENT (CORRECTION TO ARTICLE 9T, SERVICE BULLETIN 10-82)**

4T

**FORD TW-10, TW-20 AND TW-30 TRACTORS**

The labor operation and the referenced page numbers in Article 9T, Service Bulletin 10-82, are incorrect. The operation number should be 7160, not 7100 as shown. This information should be added to page 73, not page 75.

**Warranty Status**

For Information Only

**NEW TOOL, SW510 FOR SERVICING DOUBLE CLUTCH PRESSURE PLATE AND COVER ASSEMBLY**

5T

**FORD SERIES 10 TRACTORS WITH DOUBLE CLUTCH**

Do not use Universal Clutch Fixture Tool No. SW510 as described in the Repair Manual to disassemble the Series 10 Tractor double clutch part no. E0NN-7502-AA. The PTO springs parts no. E0NN-7572-FA are approximately 0.75 in. (19.05 mm) longer than those in the prior clutches. Because of these longer springs, pressure will still be on the clutch cover when the fixture spindle nut is fully loosened.

To correct this concern, a new longer fixture spindle has been released for service. This 12 inch (304.8 mm) long spindle is available from Nuday Tool Co. as part no. 0450. Order this part on the Common Tool Order Form. The new spindle will also be included with all Complete Clutch Fixture Tools no. SW510. The prior 10 inch long spindle is no longer available.

To be sure that all applicable clutches can be satisfactorily disassembled on the Universal Clutch Fixture Tool no. SW510, replace the existing 10 inch (254.0 mm) long spindle with the new 12 inch spindle part no. 0450. In the interim, if a Series 10 double clutch must be disassembled, remove the 10 inch (254.0 mm) long spindle from the fixture and use a suitable hydraulic press to depress and release the clutch cover.

To determine if the clutch springs are satisfactory when rebuilding the Series 10 Tractor Double Clutch Pressure Plate and Cover Assembly, use the following table:

SPRING PART NO.	SPRING COLOR CODE	SPRING LOAD/ COMPRESSED LENGTH
C5NN-7572-J (Main)	Yellow	92 lb. (41.7 Kg) at 2.27 in. (57.66 mm)
E0NN-7572-EA (Main)	Light Grey with Red Stripe	112 lb. (50.8 Kg) at 2.30 in. (58.4 mm)
E0NN-7572-FA (PTO)	Light Grey with Violet Stripe	94 lb. (42.6 Kg) at 2.05 in. (52.07 mm)

**Warranty Status**

For Information Only

**CYLINDER HEAD  
EXPANSION PLUG**

**6T**

**ALL 1000 SERIES TRACTORS**

A redesigned cylinder head expansion plug is now used in production on all 1000 Series tractors. This expansion plug, SBA-064200040, will provide improved sealing capability. Due to this change, a redesigned Engine Block Heater Kit, E2NN-8B152-AA, is now available for the 1500 and 1700 tractors. (On 11, 12, 13, 1900 Tractors, the heater is in the engine block.)

The effective serial numbers of this change are:

MODEL	SERIAL NUMBER	DATE
1100	U 130785	February, 1982
1200	U 202298	March, 1982
1300	U 304719	March, 1982
1500	U 505810	January, 1982
1700	U 713003	January, 1982
1900	U 908369	December, 1981

**Warranty Status**

For Information Only

**CONSUMER PRODUCTS**

**FAILURE OF CUTTER SHAFT  
BEARINGS, JAC 375882**

**1CP**

**34" & 42" ROTARY MOWERS FOR  
LT 81 & LT 111 LAWN TRACTORS**

When these bearings are being replaced, it is suggested that washer, JAC 990140 be installed against the underside of the lower bearing as a shield to prevent grass and dirt entry.

**Warranty Status**

For Information Only

Our analysis of warranty claims and Service Concern Reports reveals a rather high failure of the cutter shaft lower bearings, JAC 375882 on 34" and 42" Rotary Mowers used with LT tractors.

Failure occurs due to grass and dirt entry into the lower bearing. The upper shaft bearing is usually not affected.

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**GENERAL**

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<p><i>NEW PARTS AND SERVICE PUBLICATIONS</i></p> <p>1G</p> <p><b>GENERAL INFORMATION</b></p>
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The parts catalogs listed below are now available for distribution. If the equipment covered in these publications is available to your marketing operation, orders for requirements may be submitted in the normal manner.

**NEW PUBLICATIONS**

<b>Form No.</b>	<b>Description</b>	<b>New/Revised</b>	<b>Price</b>
PA-4075-J	RMT50, 51, 60, 61, 65, 66, 526, 830, 830E & 1130E	Revised	\$7.25
SE 4061	Portable Space Heaters, CTN 40, 55, 100, 150	Revised	\$3.50

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**NOTES**

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**FORD TRACTOR OPERATIONS**

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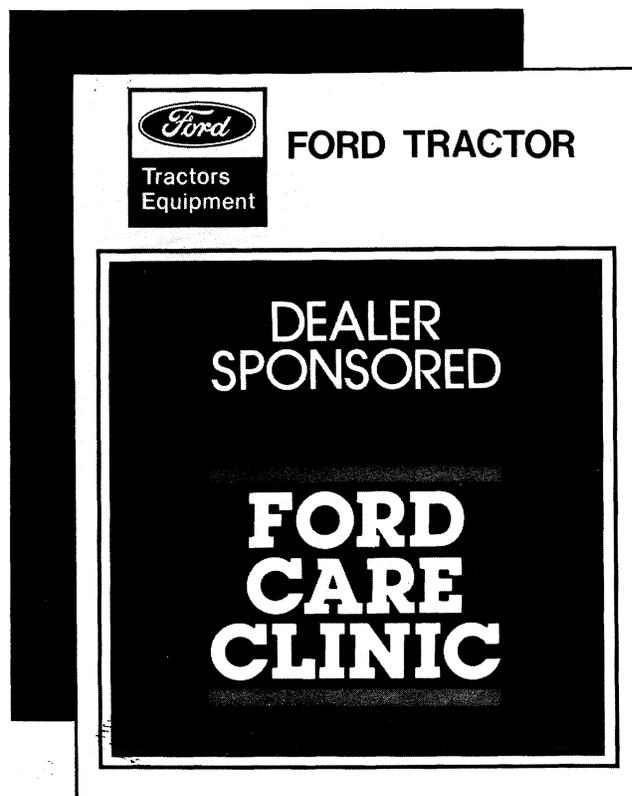
**ISSUE NO. 2-83**

**SERVICE  
BULLETIN**

**TRACTOR AND IMPLEMENT OPERATIONS  
NORTH AMERICA**

**Don't miss this great opportunity to expose your customers and prospects to proper maintenance of their tractors and to acquaint them with the services and facilities of your dealership.**

**Ask your service representative to fully explain Ford Care Clinics during his next visit.**



**TRACTORS**

Article No.		Subject
1T	All Ford Tractors with Manual Transmissions	Greasing the Clutch Release Bearing Hub
2T	Ford 2000, 3000 and 4000 Tractors	Transmission Oil Filler/Breather Plug
3T	Ford 5000, 6000 and 7000 Tractors	New Spider for Rear Axle Differential Assembly
4T	Ford 4-Cylinder Tractor Synchronesh Transmissions	Transmission Countershaft Changes
5T	1300, 1500, 1700 and 1900 Tractors	Front Wheel Drive Axle Nut Torque
6T	Ford 2600, 3600, 231, 335 and 531 Tractors	Rear Axle Center Housing Replacement
7T	All Ford Tractors	Cold Weather Additive for Transmission/ Rear Axle/Hydraulic Oil

**CONSUMER PRODUCTS**

1CP	715 Snow Thrower	Components for Improved Durability of the Clutch Drive
2CP	830 and 1130 Rider Mowers	New Drive Parts and Decals (CAMP235)

**EQUIPMENT**

1E	Ford Wheel Loaders	Transmission Converter Pump Sealing Installation
2E	Ford Wheel Loaders	New Heavy Duty Oil Pump Drive Bearing
3E	757 and 758 Backhoes	Inline Circuit Relief Valves for Crowd Circuit (CAMP233)

**TRACTORS**

**GREASING THE CLUTCH  
RELEASE BEARING HUB**

**1T**

**ALL FORD TRACTORS WITH  
MANUAL TRANSMISSIONS**

Whenever a tractor is separated between the engine and transmission for repairs and clutch pedal efforts were reported to be high, lubricate the clutch release bearing hub bore and hub lugs with ESA-MIC75-B grease. This grease is available in 14½ oz. cartridges from your facing depot as Part No. C1AZ-19590-BPK4.

Lubrication of the hub will reduce clutch release pedal efforts and lug wear.

**Warranty Status**

For Information Only

**TRANSMISSION OIL  
FILLER/BREATHER PLUG**

**2T**

**FORD 2000, 3000 AND 4000  
TRACTORS**

At normal operating temperatures, the oil in the Ford 3 cylinder tractor transmissions can become pressurized, causing oil leakage around the gearshift rods and dipstick. To correct this condition, a new oil filler plug with an integral breather has been released for service.

Parts affected are:

PREVIOUS PART NO.	DESCRIPTION	CURRENT PART NO.
957E-7010	Plug-Oil Filler	E2NN-7Z165-AA

**Warranty Status**

For Information Only

**NEW SPIDER FOR REAR  
AXLE DIFFERENTIAL  
ASSEMBLY**

**3T**

**FORD 5000, 6000 AND 7000  
TRACTORS**

A new nickle plated differential spider has been released for production and service of all Ford 5000, 6000 and 7000 tractors effective with unit date code 2E04. This new (stronger) part should minimize chance of differential failures. The new spider is fully interchangeable with the prior part which is no longer serviced. The new part is identified as follows:

PREVIOUS PART NO.	DESCRIPTION.	NEW PART NO.
C5NN-4211-B	Spider-Differential	E1NN-4211-AA

**Warranty Status**

For Information Only

**TRANSMISSION COUNTER-  
SHAFT CHANGES**

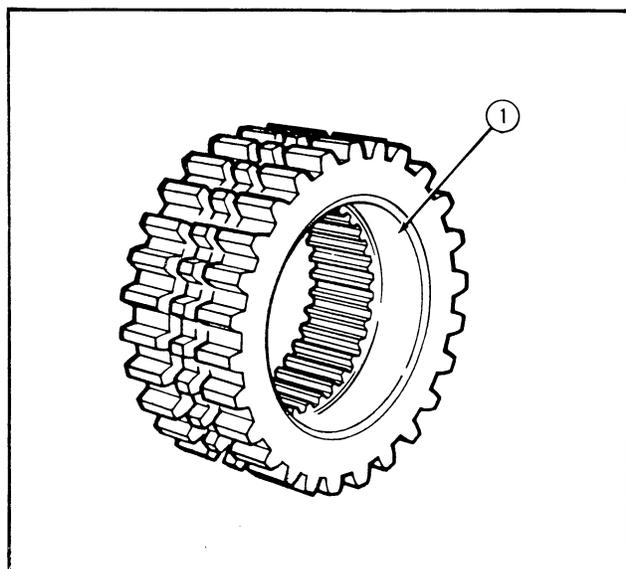
**4T**

**FORD 4-CYLINDER TRACTOR  
SYNCHROMESH TRANSMISSIONS**

The transmission countershaft and coupling assembly and the countershaft inner connector have been modified effective with transmission date code 2D23B (4-23-82). These modifications consist of:

1. The new inner connector has a non-splined pilot to prevent wear on the thrust bearing, Figure 1.
2. The mating countershaft splines have been reduced in length to accommodate the non-splined pilot, Figure 2.
3. Two lubrication improvements have been introduced to the countershaft as follows:

- Lubrication cross drillings have been revised and now incorporate a drilling to allow increased oil flow to the synchronizer thrust bearing and washer.



**Figure 1**  
**Inner Connector**

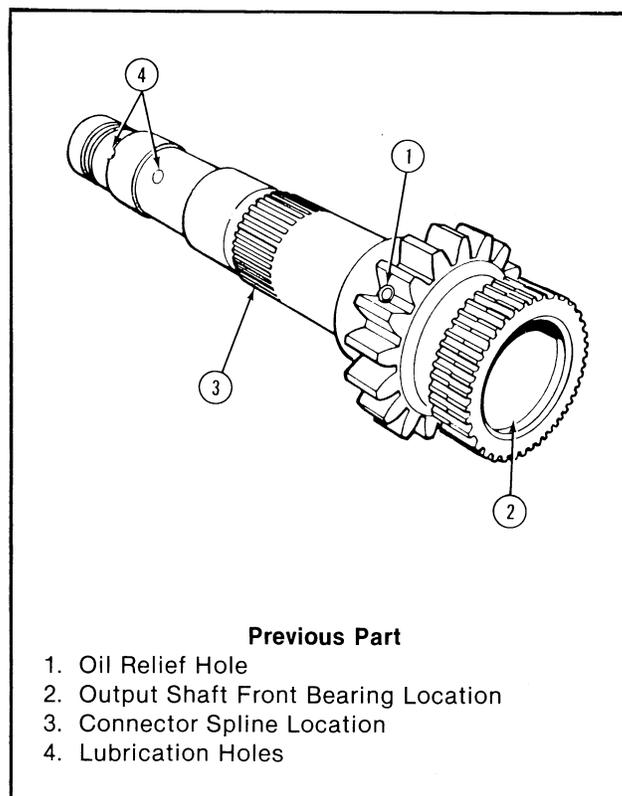
1. Non-Splined Pilot

- The relief holes in the gear at the end of the countershaft, Figure 2, have been deleted, increasing the oil flow to the output shaft front bearing.
- To increase oil flow to the new countershaft, the drain hole has been deleted from the transmission hub support plate, Figure 3.

Because of the revisions to the connector and the mating countershaft splines, the two parts must be replaced in service as matched sets. When installing the new inner connector, be sure the pilot end is installed first, facing the rear of the countershaft.

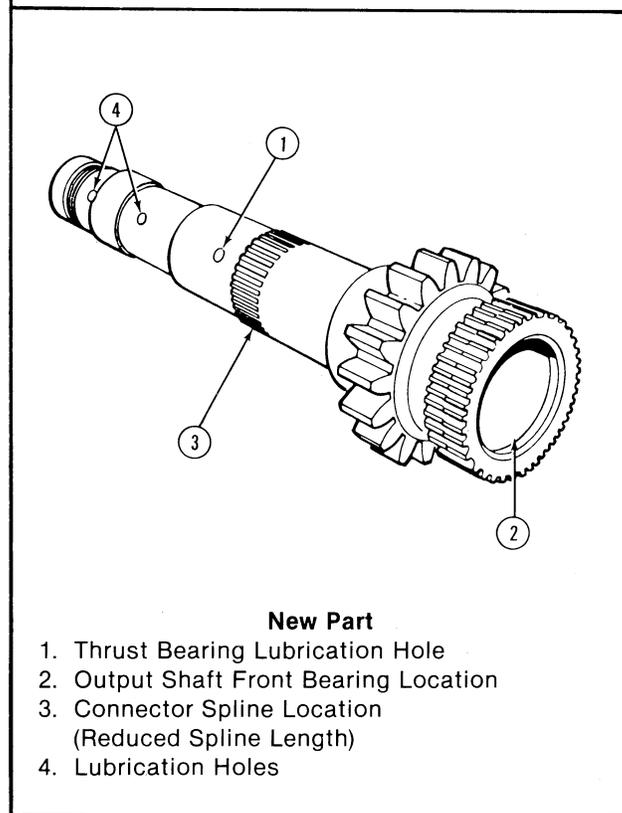
Whenever installing the new parts to a transmission built prior to date code 2D30B, plug the drain hole in the support plate, Figure 3, by brazing. This will provide lubrication to the output shaft front bearing.

Whenever attempting any repairs requiring disassembly of these transmissions, plug the drain hole in the support plate. In addition, if the previous countershaft is not replaced during these repairs, plug the oil relief holes in the rear gear shown at arrow (1) in the upper frame of Figure 2.



**Previous Part**

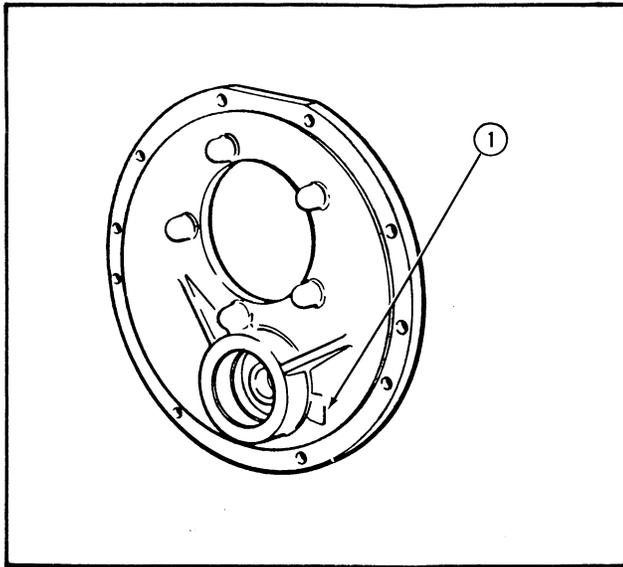
1. Oil Relief Hole
2. Output Shaft Front Bearing Location
3. Connector Spline Location
4. Lubrication Holes



**New Part**

1. Thrust Bearing Lubrication Hole
2. Output Shaft Front Bearing Location
3. Connector Spline Location  
(Reduced Spline Length)
4. Lubrication Holes

**Figure 2**  
**Countershaft**



**Figure 3  
Hub Support Plate**

- 1. Oil Drain Hole (Now Deleted)

The prior and new parts are listed as follows:

PRIOR PART NO.	PART DESCRIPTION	NEW PART NO.
E0NN-7Z012-AB	Connector — Countershaft Inner	E1NN-7Z012-AA
E0NN-7Z013-AC	Countershaft and Coupling Assy.	E0NN-7Z013-AD

**Warranty Status**

For Information Only

**FRONT WHEEL DRIVE AXLE  
NUT TORQUE**

**5T**

**1300, 1500, 1700 AND 1900  
TRACTORS**

It has been determined that a number of front axle bearings, SBA 040106306 and SBA 040106308, have failed due to improper torque on the axle bearing nut. The axle bearings cannot be torqued correctly without the use of a special spanner socket which is now available. Tool ordering information and torque specifications are as follows:

TRACTOR MODEL	TOOL NUMBER	SOCKET SIZE	DEALER COST	TORQUE SPECIFICATION
1300, 1500 & 1700	5913	1.75" (43.75 mm)	\$23.10	51-72 lb./ft. (69-98 Nm)
1900	5914	2.25" (56.25 mm)	\$25.50	57-80 lb./ft. (78-108 Nm)

To order these essential sockets, use common tool order form number FTC 8091 and send it to your Regional Office.

**Warranty Status**

For Information Only

**REAR AXLE CENTER  
HOUSING REPLACEMENT**

**6T**

**FORD 2600, 3600, 231, 335 AND  
531 TRACTORS**

The rear axle center housing for the Ford 2600/3600 tractors will no longer be available for service when existing stocks are exhausted. This housing has been replaced by the Ford 2610/3610 center housing. When installing the new center housing to 2600 and 3600 tractors, the current 2610/3610 oil filler plug and gasket must also be used.

Parts affected are:

PREVIOUS PART NO.	DESCRIPTION	NEW PART NO.
D8NN-4032-SA	Center Housing Assy.	E0NN-4032-DA
E27N-7011-B 957E-7010	Gasket, Oil Filler Plug, Oil Filler	C5NN-7N009-A E0NN-4281-AA

**Warranty Status**

For Information Only

**COLD WEATHER ADDITIVE  
FOR TRANSMISSION/REAR  
AXLE/HYDRAULIC OIL**

**7T**

**ALL FORD TRACTORS**

A new cold weather additive (blending fluid), Part No. 251299, is available to mix with the new "134" oil. This additive will improve Ford Tractor hydraulic system response and transmission gear lubrication when operating in ambient temperatures below 20° F. (-7° C.). This new additive can also be used with the prior M2C53-A oil. The previous cold weather additive, Part No. 251053, is restricted for use with the M2C53-A oil only.

This blending fluid contains the same additives as the "134" oil to assure performance and compatibility.

**IMPORTANT:** Under no circumstances should tractor diesel fuel or kerosene be used as a cold weather additive.

Use Ford Cold Weather Additive, Part No. 251299, in the following proportions:

TEMPERATURE	BLENDING RATIO
+ 20° F. to 0° F. (-7° C. to -18° C.)	10% Fluid to 90% Oil
0° F. to -20° F. (-18° C. to -29° C.)	20% Fluid to 80% Oil

Additional quantities of oil required to maintain proper oil levels when using external remote cylinders should be added, using the above listed ratios.

Blended oil must be drained and replaced with the specified grade of oil when the ambient temperature rises to:

- 70° F. (20° C.) with the 10/90 ratio mix.
- 40° F. (4° C.) with the 20/80 ratio mix.

Failure to reinstall the specified oil at these temperatures could add to premature transmission and/or rear axle wear.

**Warranty Status**

For Information Only

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## CONSUMER PRODUCTS

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**COMPONENTS FOR  
IMPROVED DURABILITY OF  
THE CLUTCH DRIVE**

**1CP**

**715 SNOW THROWER**

New clutch drive components are being provided for the 715 Snow Thrower to improve the durability of the drive mechanism. The new parts are effective with November 1, 1982 production. The new parts will retrofit on units built prior to the date and are available as service parts stock.

The new parts and the parts that are replaced are listed in the chart.

The changes are:

- The drive clutch is secured to the tapered shaft with a nylon locking nut instead of a 5/16" (7.9 mm) bolt. As a result, the shaft has a threaded extension instead of a threaded bore.
- The splined coupling has a lube fitting added to lubricate the splines.

- The flange adapter has a lube fitting added to lubricate the splines.

The coupling and flange adapter with the lube fitting have the same part numbers as the previous parts, therefore a specific coupling or adapter cannot be ordered.

Before the drive shaft and clutch assembly is installed the clutch hub taper and drive shaft taper must be properly seated with a soft hammer while the nut is being torqued. The pounding action will obtain full engagement of the matching tapers which is necessary for a durable drive. During this operation the clutch assembly must be properly supported so that the bearings and/or clutch are not damaged.

Torque the locking nut to 20-25 lbs. ft. (27-34 Nm) for the 5/16"-24 nut and 80-90 lbs. ft. (109-122 Nm) for the 1/2"-20 nut.

Refer to the "Pre-Season Maintenance Tips", S.B. 1-82, Article 3CP, and inform your customers of this important information.

**Warranty Status**

For Information Only

**SNOW THROWER COMPONENTS FOR  
IMPROVED DURABILITY OF THE CLUTCH DRIVE**

	DRIVE KIT, 19 BV9115 (1100 TRACTOR)		DRIVE KIT, 19 BV9116 1300-1500-1700 TRACTOR		DRIVE KIT, 19 BV9117 1900 TRACTOR	
	New PN	Prior PN	New PN	Prior PN	New PN	Prior PN
Drive Shaft	BER 655557	BER 655114	BER 655558	BER 655079	BER 655558	BER 655079
Washer 1/4" thick-5/16" ID — 1-3/8" OD	BER 655561	Procure Locally	—	Procure Locally	—	Procure Locally
1/4" thick-17/32" ID — 1-3/8" OD			BER 655556		BER 655556	
Bolt 5/16"-24 x 1-3/4" long	—	Procure Locally	—	Procure Locally	—	Procure Locally
Nylon Locking Nut 5/16"-24	Procure Locally					
1/2"-20			Procure Locally			Procure Locally
Coupling		—		BER 655077		BER 655077
Coupling w/Lube Fitting	—		BER 655077		BER 655077	
Flange Adapter		—		BER 655075		BER 655075
Flange Adapter w/Lube Fitting	—		BER 655075		BER 655075	

**NEW DRIVE PARTS AND  
DECALS**

**2CP**

**830 AND 1130 RIDER MOWERS**



In addition to replacement of the rubber drive wheels with new wheels of known quality, a retaining ring is to be installed on the drive axle right hand (Split) bearing to maintain alignment, and decals are to be added to the mower deck cover and the optional grass catcher chute, if one is installed.

The parts involved are as follows:

Due to continued premature wear and failure of the rubber drive wheels, JAC 158548, on 830 and 1130 Rider Mowers, a decision has been made to campaign all Rider Mower Tractors previously involved in the 1982 exchange program (CAMP 221) as well as additional new/RMT units shipped during 1982.

The starting and ending Serial Numbers of the units affected are as follows:

RMT MODEL	STARTING S.N.	ENDING S.N.
09JC 3051	G 102 241	G 102 510
09JC 3052	G 102 332	G 103 111
09JC 3053	G 102 268	G 102 806

PRIOR PARTS	PART NUMBER	NEW PARTS	PART NUMBER
Drive Wheel	JAC 158548 and JAC 991970	Drive Wheel	JAC 990152
(Not Used)	—	Axle Bearing Retaining Ring	JAC 994460
(Not Used)	—	Deck Cover Decal	JAC 990147
Danger Decal	JAC 339460	Danger Decal	JAC 339460
(Not Used on Grass Catcher Chute Bef.)		(Current Part-New Use)	

## MODIFICATION PROCEDURE

### A. DRIVE WHEEL

Remove and replace the rubber faced drive wheel Figure 4, as instructed on page 18 of the RMT Repair Manual, SE 3988.

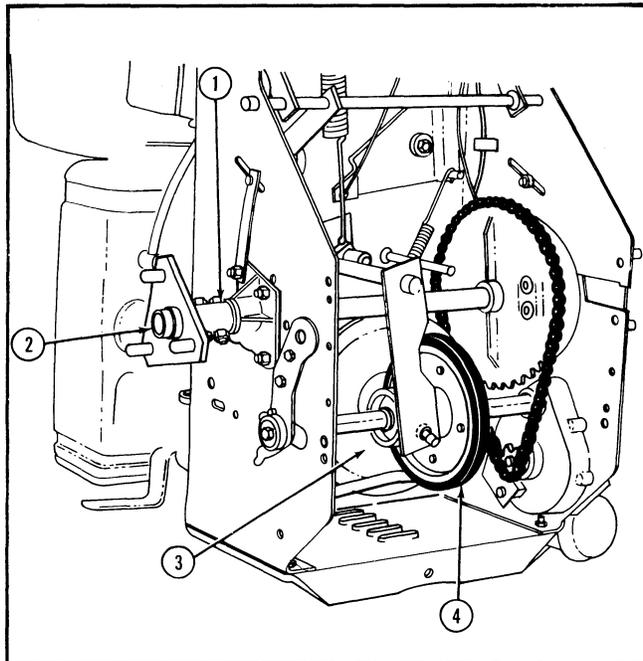


Figure 4

1. Axle Bearing Retaining Ring, JAC 994460
2. R.H. Axle Tube Assembly
3. Drive Disc JAC 992270
4. Drive Wheel JAC 990152

**IMPORTANT:** When the drive wheel is removed, inspect the drive disc, JAC 992270 (Figure 4). If excessive wear of the rubber on the drive wheel has resulted in metal to metal contact with and damage to the drive disc, the disc also should be replaced with a new disc JAC 992230. Refer to instructions on page 22 of the RMT Repair Manual, SE 3988. (**NOTE:** The retaining bolt which holds the drive disc to the crankshaft should be tightened to 20-24 lbs. ft.)

### DRIVE WHEEL TO DRIVE DISC ADJUSTMENTS:

After the new drive wheel has been installed, adjust the wheel to drive disc clearance as shown in Figure 5 and described below.

1. Check for grease or dirt on the drive disc and clean if necessary. Also check tightness of retainer bolt holding drive disc to engine shaft. (20-24 lbs. ft.)

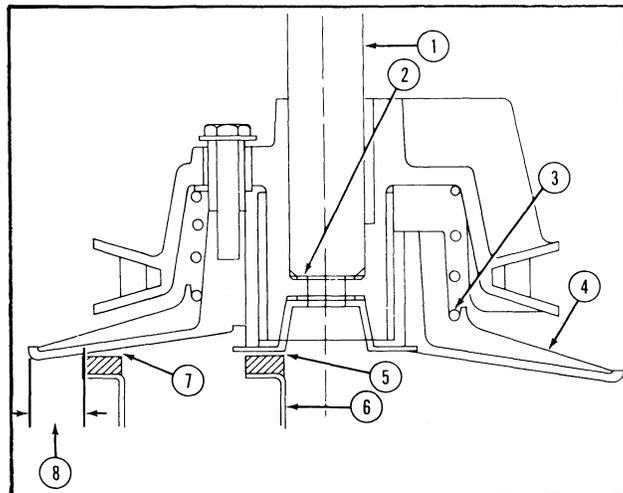


Figure 5

1. Engine Shaft
  2. Remove this Washer if 1/8 to 1/4" Disc Travel is not Obtained when Drive Wheel is at Maximum Speed Position at 1—1-1/4" from Outside of Drive Disc.
  3. Spring JAC 99053 Properly Seated
  4. Drive Disc JAC 992270
  5. .020-.040 Basic Adjustment
  6. Drive Wheel, JAC 990152
  7. 1/8—1/4" Additional Disc Travel
  8. Maximum Speed Position
2. Be sure the protective rubber flap is in place and is hanging down behind the mower to deflect grass, moisture, etc. from being thrown onto the drive disc.
  3. Be sure the drive disc moves freely when pressed back with hands on both sides of the disc. If disc does not move freely, disassemble and check the following:
    - a. Bronze bushing to steel bushing fit too tight, galled, too loose.
    - b. Bronze or steel bushing slipped out of position in disc.
    - c. Drive pins and bushings not parallel or bent.
    - d. Tension spring not properly located in seat, or binding.
  4. Make sure drive wheel moves back and forth freely in both directions on its hex shaft.
  5. Adjust the rubber drive wheel to drive disc clearance to .020-.040" with the wheel slightly past the edge of the disc retainer cup or recess. This makes it easier to measure the clearance accurately. See Figure 5.

6. Check to be sure the unit can be rolled freely by hand when the drive is in neutral. If not, the drive wheel to drive disc clearance is too close.
7. Move the traction pedal all the way down to the fastest speed location. The drive disc must still have 1/8 to 1/4" of spring loaded free travel. If not, the possible causes are:
  - a. Clearance improperly adjusted with shims. Should be .020-.040".
  - b. Washer between end of engine shaft and engine pulley (See Figure 5) prevents proper adjustment and free travel. Remove and discard washer, then readjust disc to wheel clearance to .020-.040".
  - c. Spring is not properly seated in its groove in the disc. Disassemble and install properly. **New spring** is P.N. JAC 990530.
  - d. Drive disc is distorted or wrong shape. Replace it. **New disc** is P.N. JAC 992230.
8. Adjust drive pedal traction rod so that when pedal is full forward, the drive wheel is approximately 1 to 1-1/4" from the outside edge of the drive disc. See Figure 5.
9. Check the brake linkage and rod to be sure the return spring is in position and does not let the rod drag on the drive wheel. Check for improper usage of brakes. Use brakes only for park or emergency stop. Let the drive do the braking.
10. **NOTE:** When installing the rubber drive disc shaft, always install the gear box end first and tighten bolt at that end. Next, rotate shaft a few times, then tighten the end at the plastic bearing retainer. Do not remove the bearing from the plastic retainer.

**B. R.H. AXLE BEARING RETAINING RING**

Install the new bearing retaining ring, JAC 994460 (See Figure 4) on the R.H. axle bearing as follows:

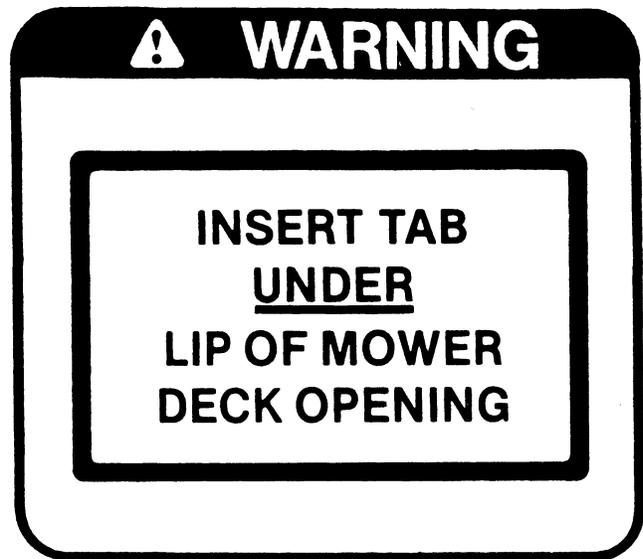
1. R.H. drive wheel should already have been removed to replace drive wheel.
2. Remove two (2) 5/16"-18 x 1-1/2" hex head bolts from R.H. axle tube assembly - See Figure 4.
3. Remove R.H. axle tube assembly from axle shaft.

4. Loosen the split bearing retaining bolts, then carefully align bearing halves and install new bearing retaining ring on split bearing until it is seated against the diagonal reinforcing ribs on the split bearing. Retighten bearing retaining bolts securely.
5. Reinstall the R.H. axle tube assembly and R.H. wheel.

**C. NEW CUTTER COVER — DECAL (Figure 6)**

The new deck cover decal, JAC 990147, contains important operator information regarding installation of the cover to assure proper contact and function of the cutter deck safety switch, JAC 181968.

Install the decal on the deck so it is close to the safety switch and readily visible to the operator.



**Figure 6**

Warning Decal, JAC 990147 for Use on Cutter Deck Cover

**D. OPTIONAL GRASS CATCHER CHUTE — DANGER DECAL (Figure 7)**

For all Rider Mowers equipped with the optional grass catcher, an existing DANGER decal, JAC 339460 should be installed on the grass chute so that it is clearly visible to the operator. See Figure 7.

**Warranty Status**

Submit a separate SAR for each inventory and owner (retailed) unit.

Identify type of adjustment as "Campaign" and reference this Service Bulletin as authority in the "Details of Failure", Box "K".

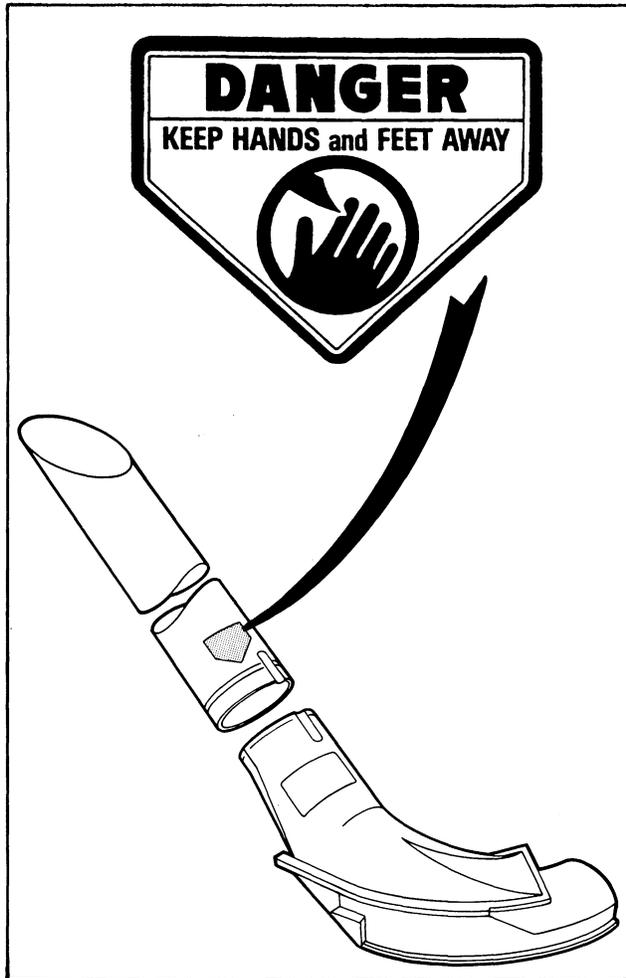


Figure 7

Danger Decal, JAC 339460 for Use on Optional Grass Chute

**Parts Reimbursement**

PART NAME	PART NUMBER	QTY.
Drive Wheel	JAC 990152	1
Axle Retaining Ring	JAC 994460	
Deck Cover Decal	JAC 990147	
*Grass Catcher Chute (Opt.) Decal	JAC 339460	1
**Drive Disc	JAC 990178	1

\*Only as required.

\*\*Only if damaged - part subject to inspection.

**Repair Time Authorized**

- Drive Wheel Installation — 0.4 hours
- Axle Bearing Retaining Ring — 0.3 hours
- Deck Cover Decal — 0.1 hours
- \*Grass Catcher Chute (Opt.) Decal — 0.1 hours
- \*\*Drive Disc — 0.1 hours.

**Travel Allowance**

A travel allowance of \$40 is authorized for each owner (retailed) unit.

**SAR Coding**

- Causal Part Number — CAMP 235
- Defect Code — 90
- Group Code — Leave Blank

**Parts Disposition**

Drive Wheel, JAC 990152 and Drive Disc, JAC 990178 are to be held for inspection by your Service Representative and scrapped at his discretion.

**DISPOSITION OF DEALER NEW PARTS STOCK INVENTORY — DRIVE WHEELS ONLY**

- Prepare a no charge counter ticket. The ticket should show the quantity of drive wheels removed from inventory and reference this Bulletin as the authority.
- Submit one SAR covering all drive wheels removed from inventory.
- Enter the date of the counter ticket in the "Current Repair Date", Box "D".
- Identify type of equipment as "Consumer Product".
- Identify type of adjustment as "Campaign".
- Identify type of claim as "Defective New Parts Stock".
- Reference this Bulletin as the authority in the "Details of Failure", Box "K".

## EQUIPMENT

### TRANSMISSION CON- VERTER PUMP SEALING INSTALLATION

1E

FORD WHEEL LOADERS

Sealing D8NN-7A248-AA used on the converter pump has a rectangular cross section of 0.113/0.123 by 0.133/0.143 inch (2.87/3.12 by 3.38/3.63 mm). The accommodating groove in the converter pump is 0.103/0.113 by 0.160/0.170 inch (2.62/2.87 by 4.06/4.32 mm) wide; therefore the sealing can be installed in two ways.

To provide adequate sealing, the sealing must be installed with the wider dimension up, as shown in Figure 8. When installed correctly, the sealing will have a loose fit in the groove.

Apply adequate petroleum or low temperature grease to the seal to retain it in position during assembly of the converter cover.

Details of installation of the converter components are in Part 4, page 82, of the Wheel Loader Repair Manual.

A new sealing is to be released with a white color silicone paint around the circumference (O.D.) for installation identification purposes. This seal is to have the same dimension as the current part and should be installed in the same way.

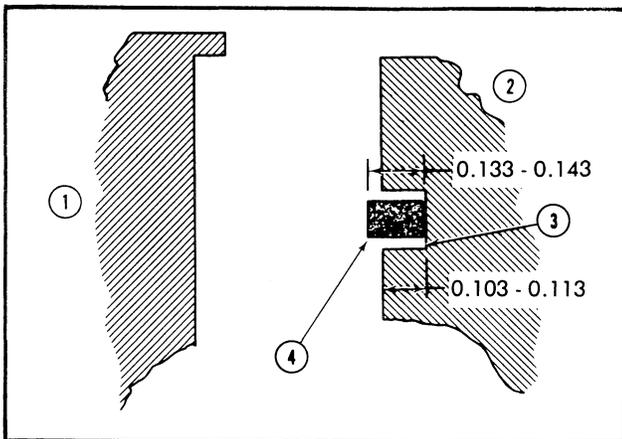


Figure 8

#### Sealing Installation

1. Cover
2. Pump
3. Loose Fit—Apply Petrolatum or Low Temp. Grease at Assembly
4. Sealing

### NEW HEAVY DUTY OIL PUMP DRIVE BEARING

2E

FORD WHEEL LOADERS

Failure of the Oil Pump Drive outer bearing has been experienced in the field on A64 and A66 wheel loaders. To correct this concern, a new heavy duty bearing is now available in service. This bearing may also be used to service the A62 wheel loaders. The new bearing features rollers as opposed to balls in the previous part, which is no longer serviced.

The new bearing is to be incorporated in production on the A62, A64 and A66 wheel loaders, effective with transmission date code 3A01 (January 1, 1983). The new bearing is identified as follows:

PREVIOUS PART NO.	DESCRIPTION	NEW PART NO.
D3NN-7R250-A	Bearing, Oil Pump Drive Outer	E2NN-7N655-AA

Figure 9 shows the location of the new bearing.

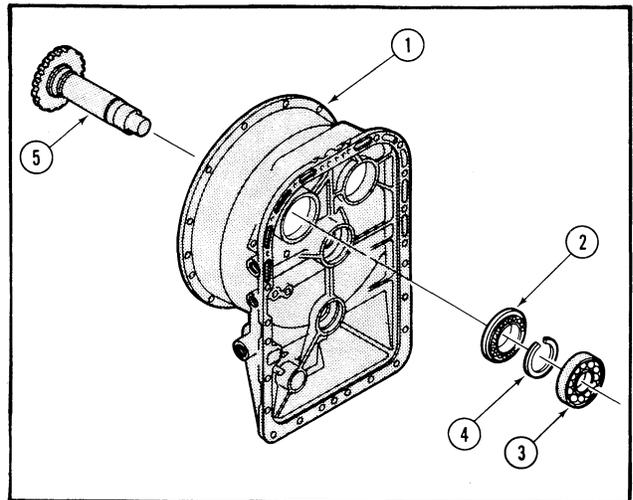


Figure 9

#### Oil Pump Drive

1. Torque Converter Housing
2. Inner Bearing
3. Outer Bearing (New)
4. Snap Ring
5. Oil Pump Drive Shaft

Warranty Status: Sample of manual. Download All 156 pages at:

<https://www.urepairmanual.com/downloads/1983-new-holland-ford-tractors-equipment-service-bulletins-manual/>

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