

Product: New Holland Crop Cruiser 1880/1890 Service Repair Manual
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SERVICE MANUAL

CROP CRUISER®

1890

CUTTER HEAD AND BLOWER
DRIVE BELT REPLACEMENT

SPERRY  NEW HOLLAND



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CUTTER HEAD AND BLOWER DRIVE BELTS REPLACEMENT 1890 CROP CRUISER®

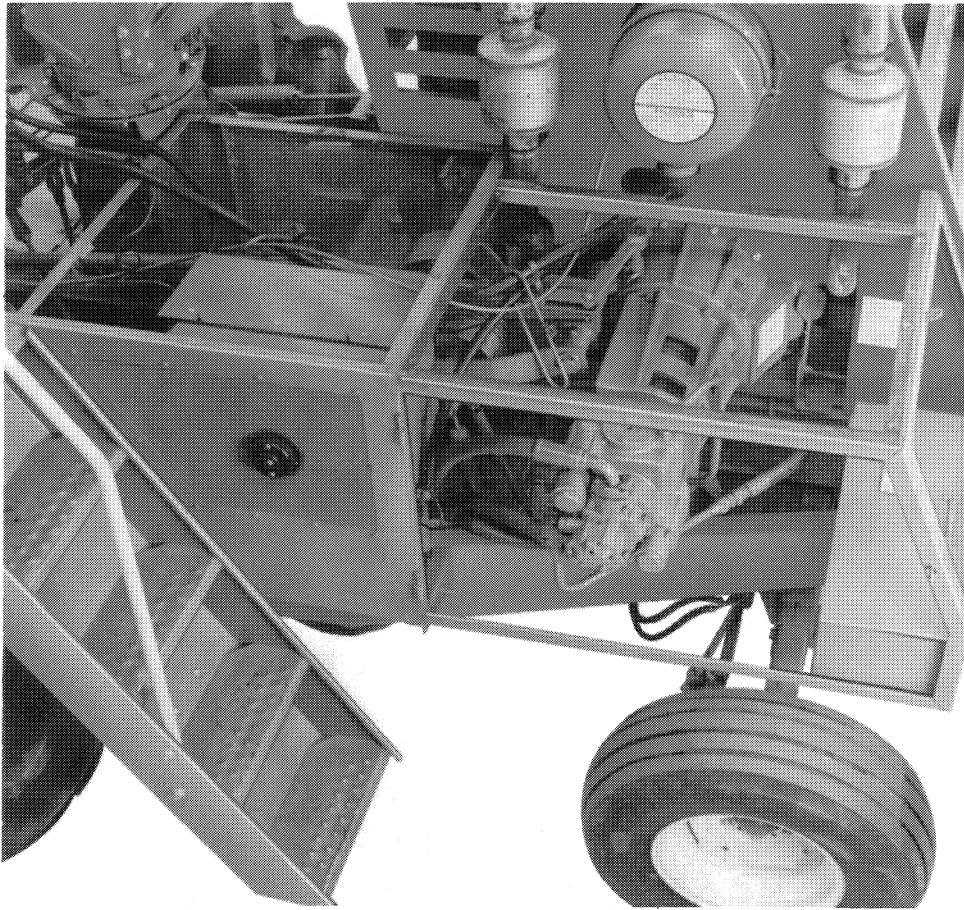


FIGURE 1

TRANSMISSION REMOVAL

To replace either the blower drive belt or the cutter head drive belt, it is necessary to remove the hydrostatic pump. A decision should be made as to whether to remove the transmission completely from the Crop Cruiser, therefore draining the hydrostatic oil, or to suspend the transmission by means of a hoist and work around the pump.

To replace either of the belts, remove all the shielding as shown in Figure 1.

To replace a belt without draining the hydrostatic oil, remove the two cap screws on the filter bracket A, and the hose clamp B, see Figure 2.

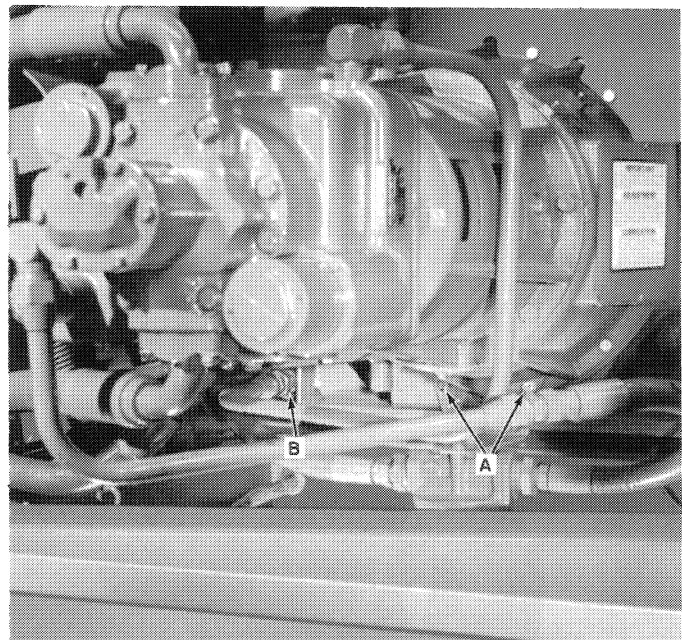


FIGURE 2

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Remove two cap screws C, supporting the control cable and bracket, and the cotter key and pin D, as shown in Figure 3.

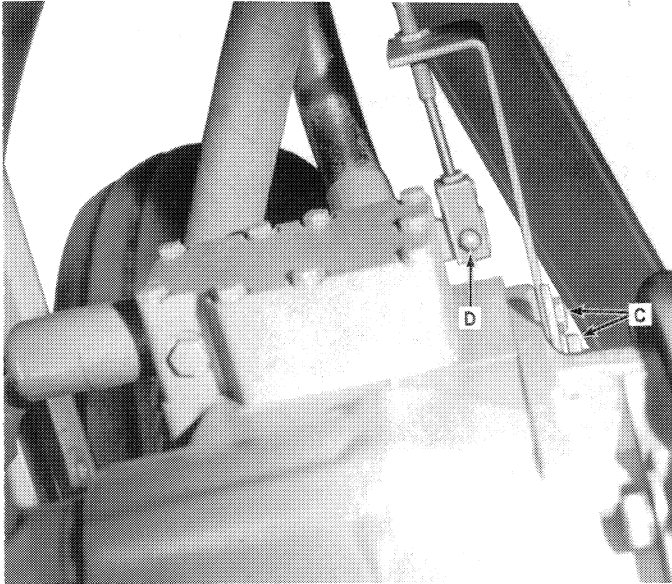


FIGURE 3

Thread a 1/2" eye bolt into the top of the hydrostatic pump, see Figure 4, and remove the four cap screws at E.

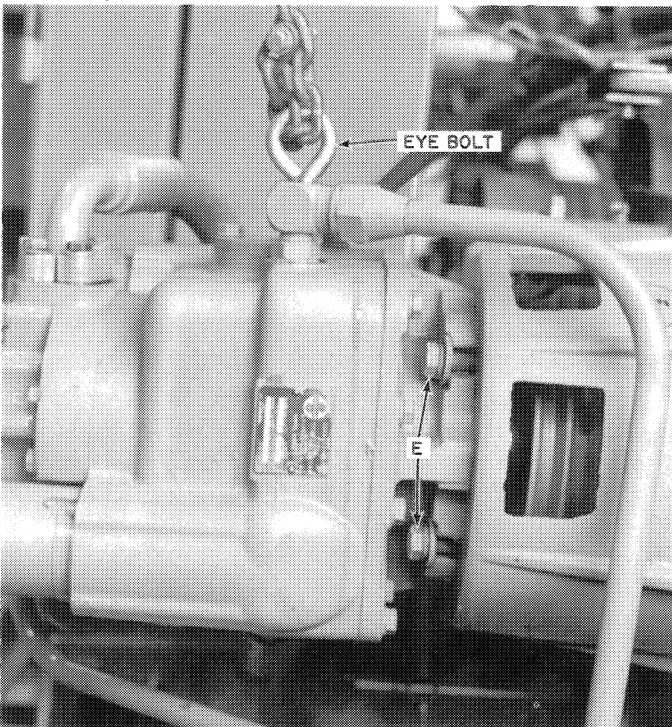


FIGURE 4

The transmission pump can then be swung aside as shown in Figure 5, with the hoist supporting the transmission.

For complete hydrostatic pump removal, disconnect the four hoses from the pump, and direct the oil into a clean container with at least an eight-gallon capacity. Cap the hoses to prevent contaminants from entering the lines.

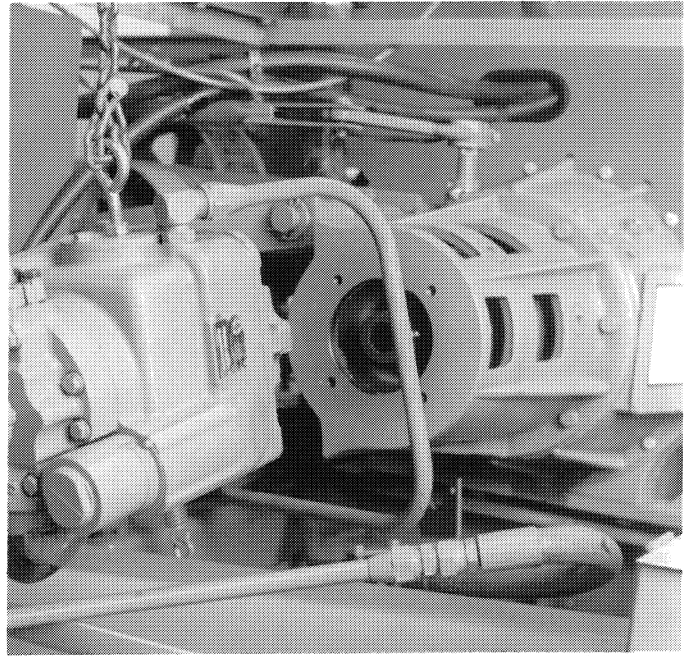


FIGURE 5

With the transmission aside, proceed by removing the five 1/2" cap screws at F, Figure 6, and remove sheave housing.

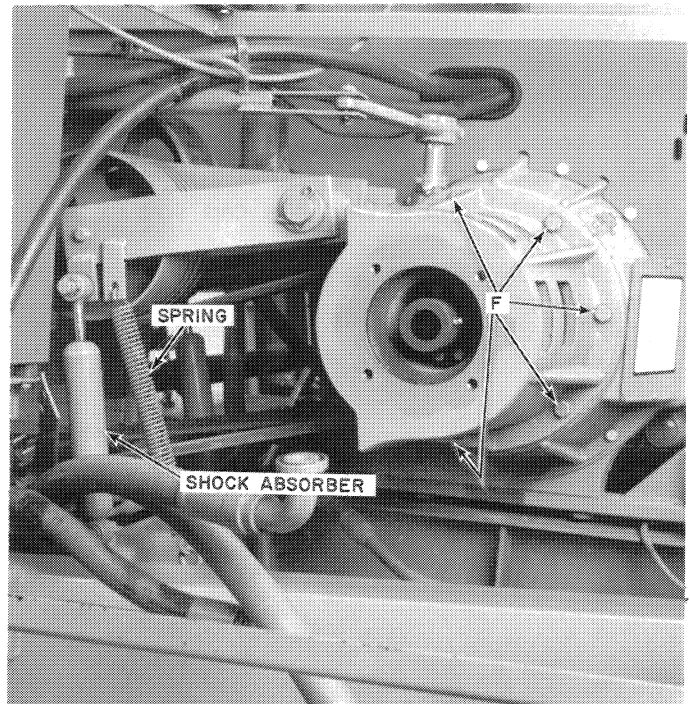


FIGURE 6

BLOWER DRIVE BELT REMOVAL

Disconnect the spring and shock absorber from the blower drive sheave idler. See Figure 6. Remove the sheave from the bracket and swing up as shown in Figure 7. With the cotter key G and spacer washers removed, the idler can be removed from the unit. The blower drive belt can now be taken off the drive sheave.

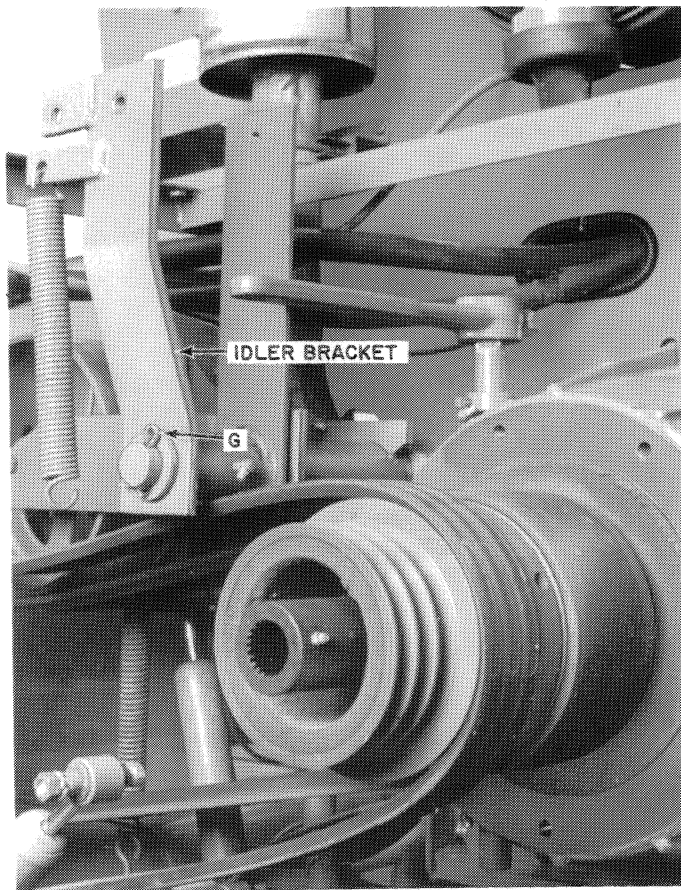


FIGURE 7

To complete removal of the blower drive belt, remove the grease line H and the bearing support by removing the cap screws at I and J, Figure 8.

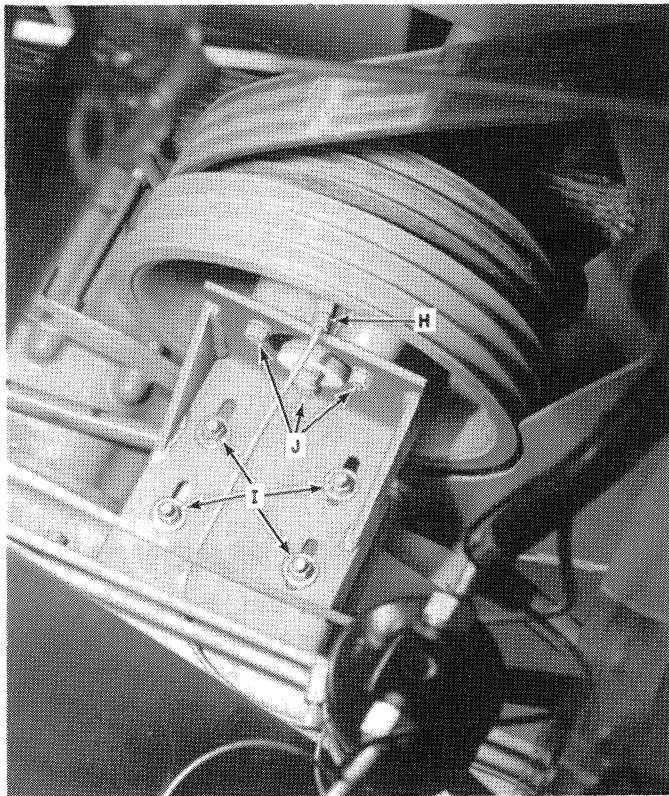


FIGURE 8

Remove the fixed idler K, and the brace L shown in Figure 9.

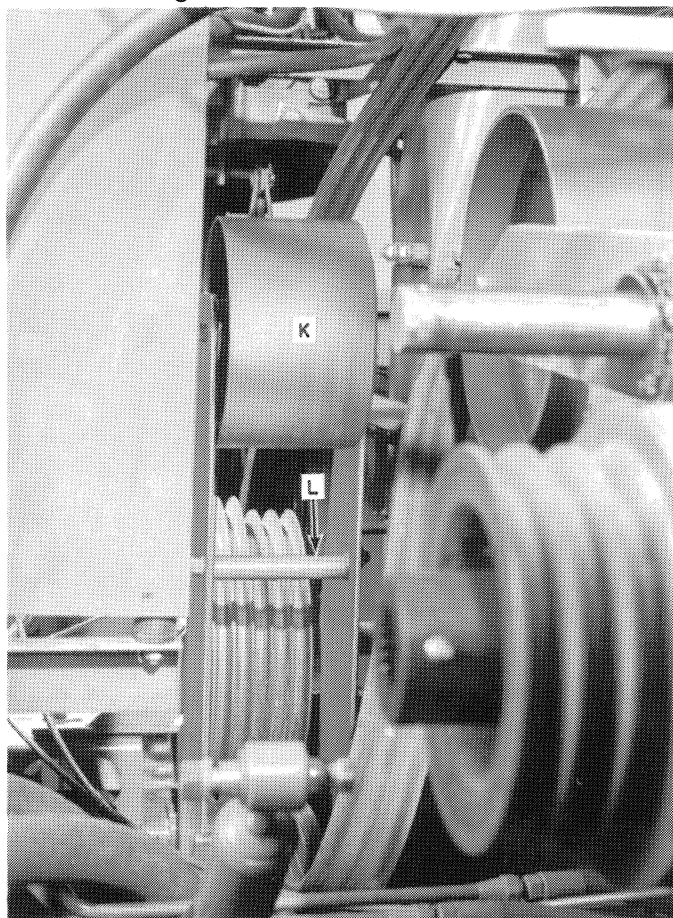


FIGURE 9

Remove the fixed idler bracket by removing the two carriage bolts at M, see Figure 10.

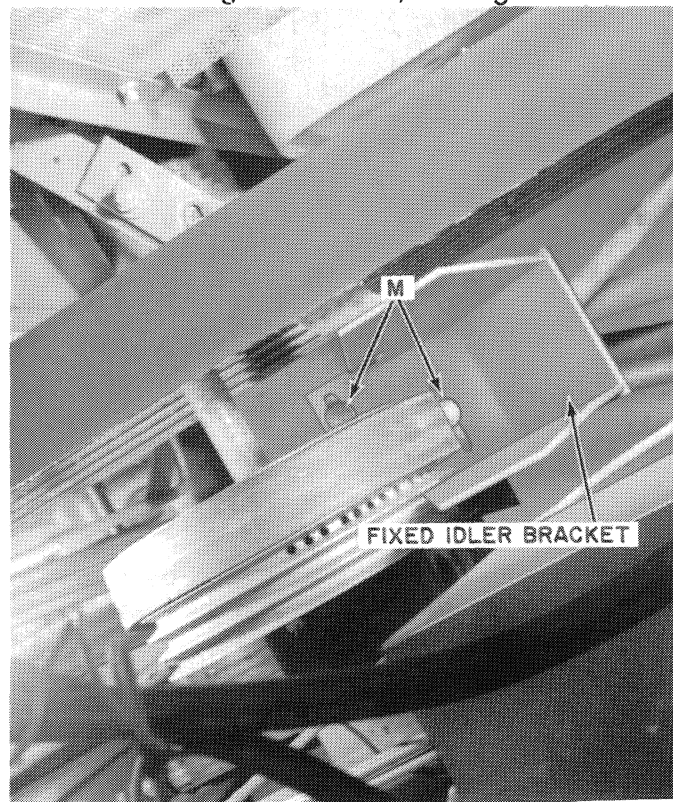


FIGURE 10

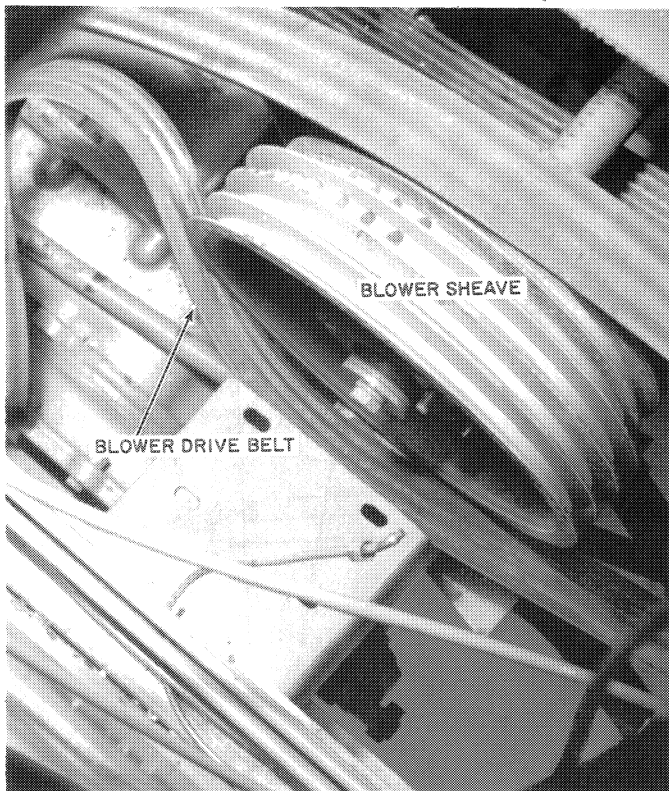


FIGURE 11

The blower drive belt can now be worked out between the sheave and the main frame support. See Figure 11.

The blower drive belt can now be replaced. For reassembly and adjustment of the blower drive belt, see the reassembly section of this manual.

CUTTER HEAD DRIVE BELT REMOVAL

For removal of the cutter head drive belt, the procedure for removing the blower drive belt must first be accomplished. Then loosen the engine retaining bolts and slide the engine forward to remove the tension on the cutter head belt.

Disconnect the spring and shock absorber from the idler at N, Figure 12.

Remove the cotter key and pin at O, Figure 13, on the dump valve control rod.

Going to the front of the harvester, remove the cutter head R.P.M. cable at P, Figure 14.

The reversing gear box belt must also be removed by disconnecting the idler assembly Q, Figure 14. This is done by removing two cap screws and the tensioning spring from the under side of the harvester. Remove the drive sheave from the gear box. The belt can now be removed.

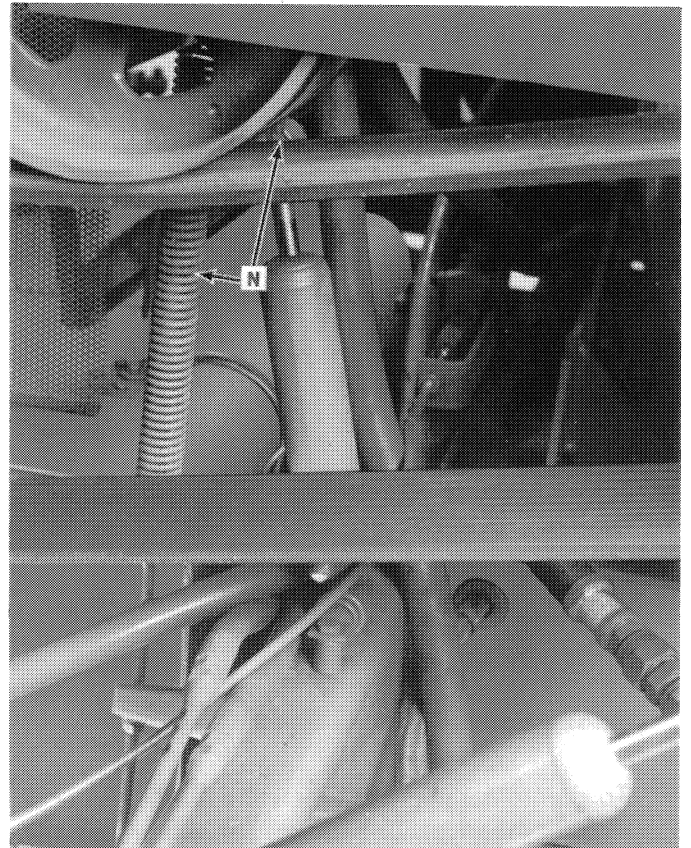


FIGURE 12

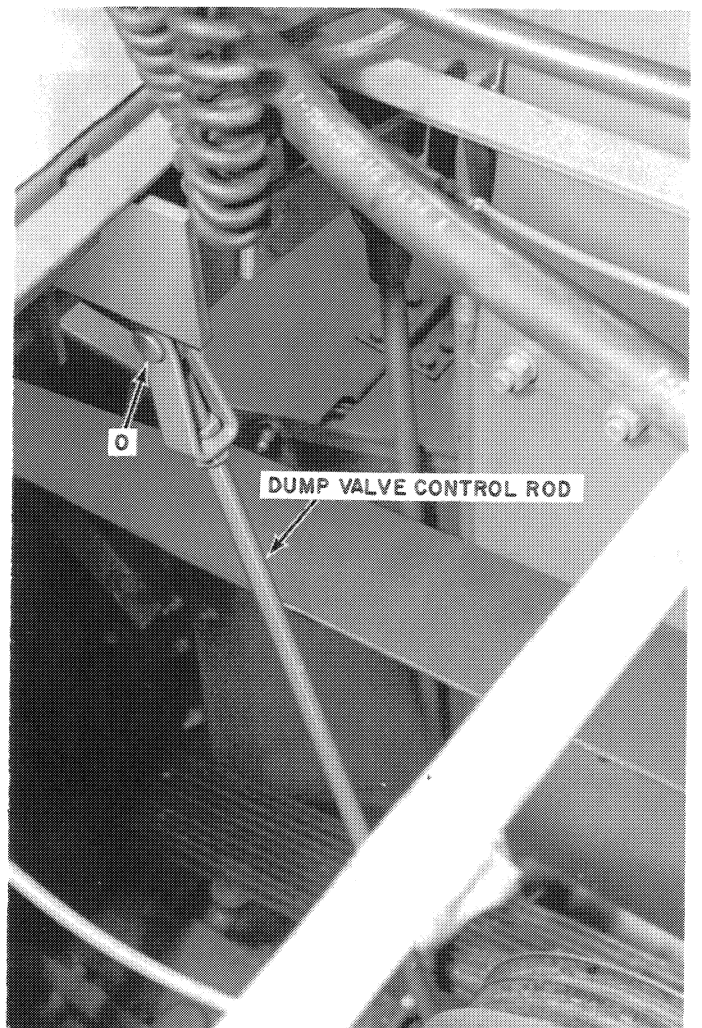


FIGURE 13

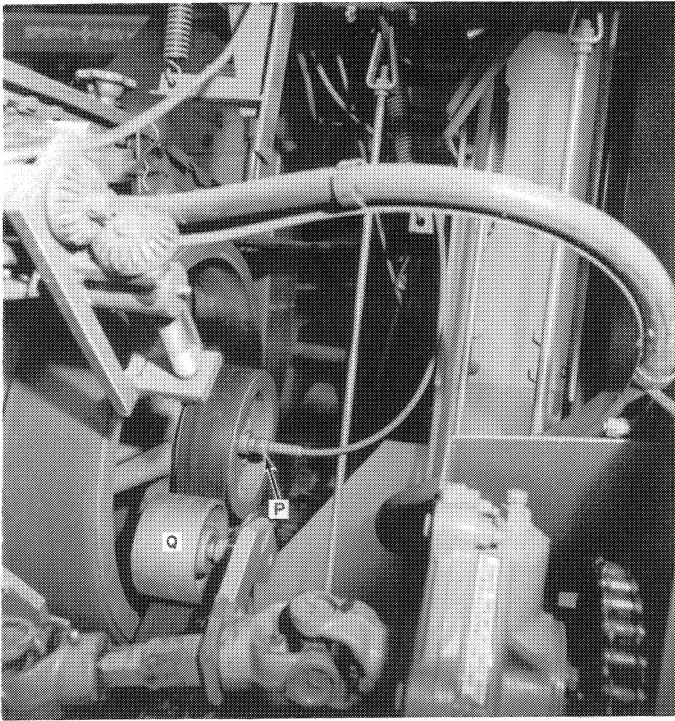


FIGURE 14

To gain clearance between the shear bar and the cutter head drive sheave, the shear bar retaining nut R, Figure 15, must be removed by backing out the cap screw at S. The cutter head belt can now be removed from the harvester.

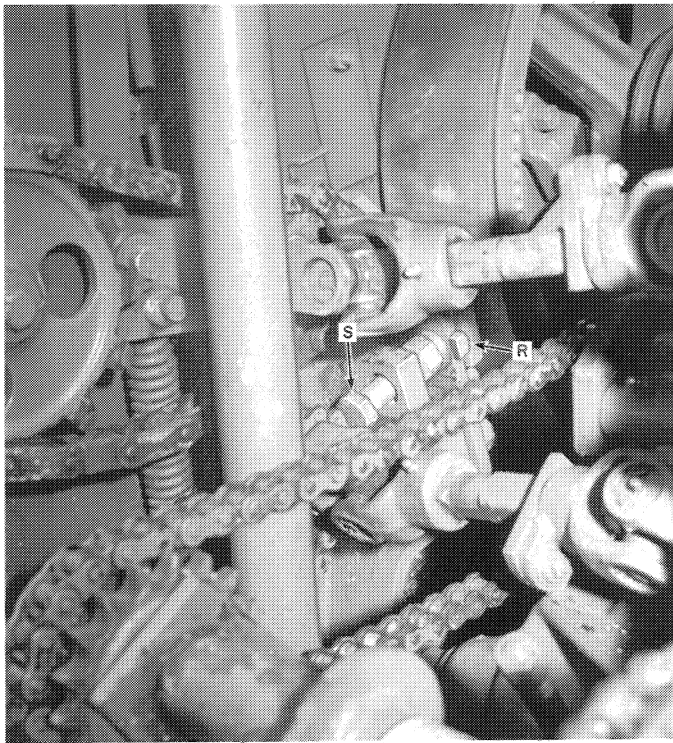


FIGURE 15

INSTALLATION OF THE CUTTER HEAD BELT

Work the new cutter head belt under the blower sheave, see Figure 11, and install the belt on the cutter head sheave.

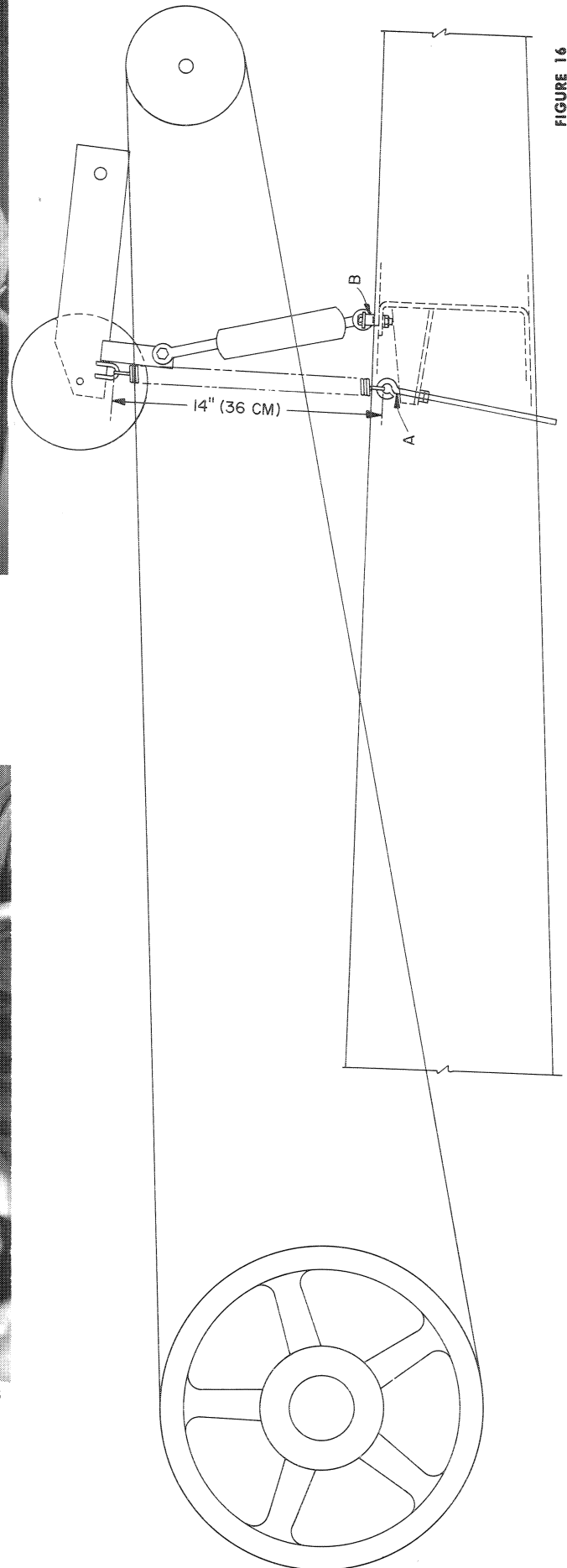


FIGURE 16

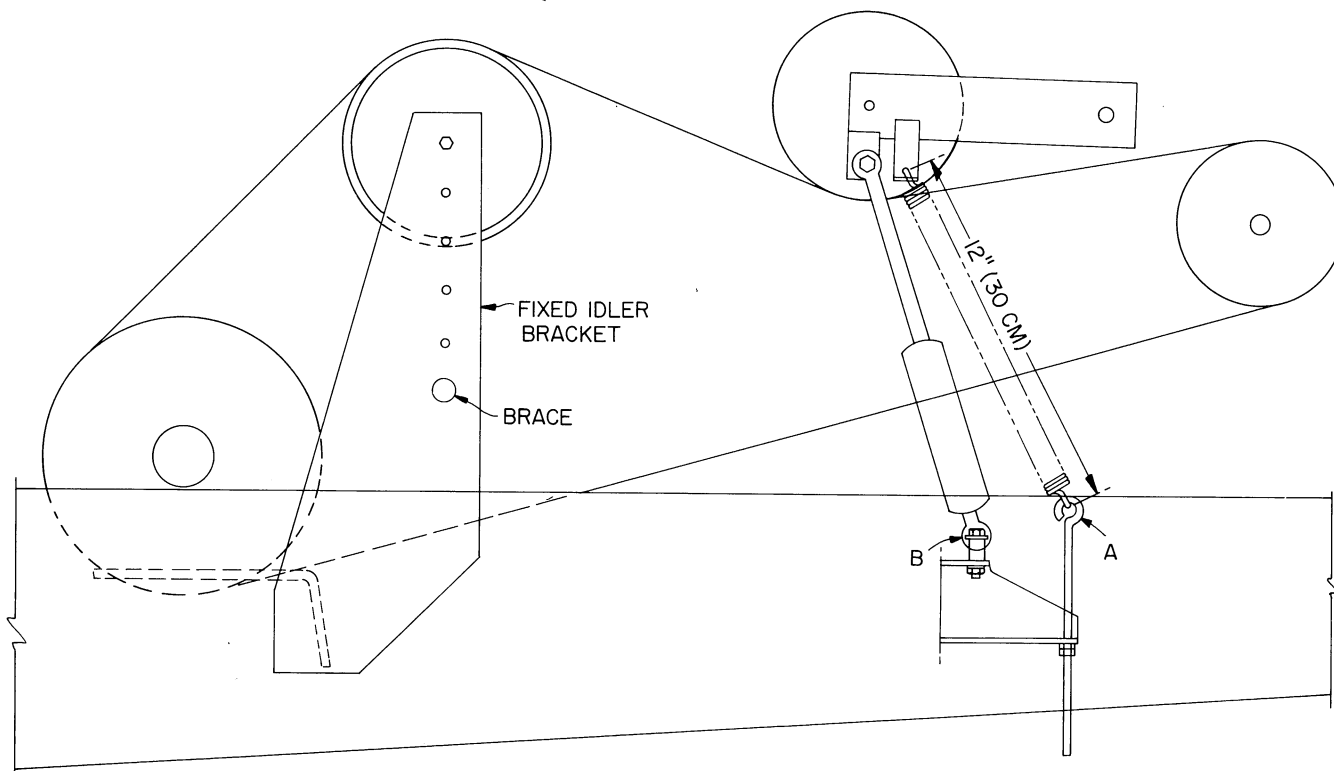


FIGURE 17

Reinstall the reversing gear box belt, idler and tension the idler until the spring is compressed $1\frac{7}{8}$ ". Reinstall R.P.M. cutter head cable and the dump valve control rod.

NOTE: TO INSTALL THE NEW BELT ON THE P.T.O. DRIVE SHEAVE, IT MAY BE NECESSARY TO REMOVE THE SHEAVE, INSTALL THE BELT, AND THEN WORK THE SHEAVE UNDER THE DRIVE BELT.

Install the belt idler and attach the spring and shock absorber.

Move the engine to the rear as required with the adjusting bolts provided, until 55 lbs. (25 K) force is required to deflect the belt $1\frac{1}{8}$ " midway between the cutter head and engine sheaves. Be sure the guide bar on the right side of the engine frame is against the frame the full length of the guide for proper sheave alignment. Check belt alignment by using a string from the engine sheave to the cutter head sheave. Sheaves **must be** aligned and square with each other. Tighten the four engine mounting bolts. Tighten the eye bolt, Figure 16, until a distance of 14" (36 CM) between the hooks is obtained.

INSTALLATION OF THE BLOWER DRIVE BELT

Position the blower drive belt under the blower sheave previously removed in Figure 11.

Loosely install the fixed idler bracket and the bearing support. Tighten the cap screws at J, see Figure 8.

Install the blower belt on the P.T.O. drive sheave. Install the sheave and brace in the fixed idler bracket as shown in Figure 17.

Install the moveable idler on the same shaft as the cutter belt idler. Reconnect the spring and shock absorber as shown in Figure 17. Using a string between the P.T.O. drive sheave and the blower sheave, move the blower sheave and bearing support until the sheaves are in alignment. Tighten the bearing support bolts I, as shown in Figure 8.

NOTE: IF PROPER ALIGNMENT BETWEEN THE TWO SHEAVES CANNOT BE OBTAINED BY THE SLOTS IN THE BEARING SUPPORT, CHECK THE ALIGNMENT OF THE BLOWER GEAR BOX OR PADDLES IN THE BLOWER HOUSING.

Tighten the idler spring eye bolt until the spring is 12" (30.5 cm) between the hooks.

For information concerning blower speed changes and information on belt stretch, see the Model 1890 Operator's Manual.

Reconnect the hydrostatic transmission and control bracket and cable. Install the filter assembly on the clutch housing and install the clamp B, Figure 2 back on the drain hose.

If the transmission was completely removed, see the Model 1890 Operator's Manual for proper hydrostatic transmission start-up.

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