Wheel Hub Disassembly

Disassembly Procedures

The instructions contained herein cover the disassembly and reassembly of the axle assembly in a sequence that would normally be followed after the unit has been removed from the machine and is to be completely overhauled. However, most axle repairs can be made with the assembly in the tractor. When axles are repaired off the tractor, mount the axles on steel horses or on V-blocks. If axle is mounted on horses, invert it from its normally installed postion and allow housing mounting pads to rest on crossbars of horses to provide necessary rigidity.

NOTE: *Cleanliness is of extreme importance in the repair and overhaul of this unit. Before attempting any repairs, the exterior of the unit must be thoroughly cleaned to prevent the possibility of dirt and foreign matter entering the mechanism.*

Disassembly of Wheel Hub Assembly

1. Remove the drain plugs from the planetary hubs and axle housing.

2. Remove the capscrews from the planet carrier assembly, and place them in a container separate from other fasteners.

3. The planet carrier assembly may now be removed from the hub. Be sure to handle with care to avoid personal injury and/or damage to equipment. If necessary, use the jacking screws to initiate planet carrier separation from the hub (Fig. 1).

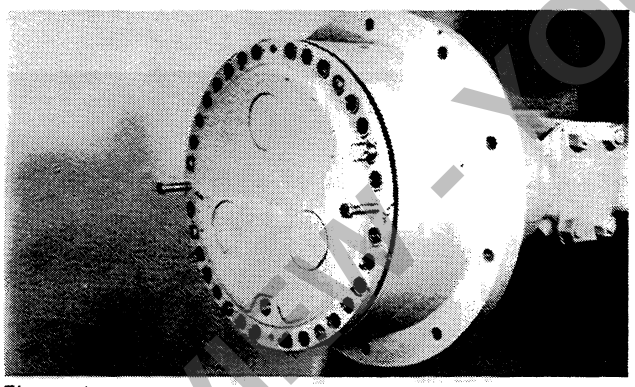


Figure 1:

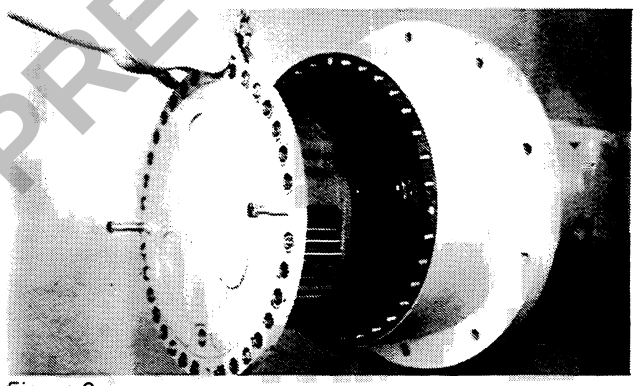


Figure 2:

4. Attach a hoist and remove the planet carrier assembly (Fig. 2).

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Safety Suggestions

The manufacturer, dealer and/or agent can not anticipate every possible circumstance that might involve potential hazard. The Warnings, Cautions and Safety Suggestions in this manual are therefore not all inclusive. If an operating procedure, tool device, maintenance or work method not specifically recommended is used, you must also ensure that the product will not be damaged or made unsafe by the procedures you choose.



Whenever you see this symbol, it means Attention! Become Alert! Your safety is involved.

- **Always** observe and heed all caution and warning signs or other decals wherever they may appear.

- **Always** install the locking bar between the front and rear frames whenever possible -

  A. Before service work is done near center of tractor
  B. Before lifting or transporting the tractor on another vehicle
  C. Before operating stationary PTO driven equipment

- **Never** perform any service or maintenance in the center hinge area of a 4 wheel-drive articulated tractor unless the engine is shut off and the switch key removed.

- **Never** clean, service or adjust the tractor or any equipment operated by it until the tractor engine is shut down and all machine motion is stopped, unless specific instructions are given for a particular repair or procedure.

- **Always** direct compressed air away from the body and towards a safe area. Use only an approved air nozzle and wear adequate eye protection.

- **Always** keep hand tools in good condition and proper working order. Replace any that are damaged.

- **Always** have electrical equipment and cords serviced and/or inspected periodically. Use only properly grounded electrical equipment.

- **Always** keep shop floors dry and clean to prevent falls of people and/or equipment.

- **Always** weld and/or grind only in safe areas away from any flamable or explosive materials.

- **Always** read the operation instructions and understand the proper use of test equipment or other special tooling.

- **Always** inspect all lift tie chains and/or slings periodically, replace any that show signs of damage.

- **Always** use a rated alloy chain for lifting or a sling of a size and type adequate for the intended usage.

- **Always** relieve all pressure in air, oil or water systems before any lines, fittings or related items are disconnected or removed. Be alert for possible fluid pressure or spring force when disconnecting or repairing any device from a system that utilizes fluid pressure or spring force.

- **Always** reinstall all fasteners with the same part number. **Do not** use a lessor quality fastener if replacements are necessary.

- **Always** wear eye protection when charging, boosting or performing other services to or around batteries.

- **Never** spin or rotate bearings with compressed air.

- **Never** attempt to lift or jack an object that exceeds the weight capacity of the lifting fixture (jack, hoist, fork lift etc.).

- **Never** wear loose fitting clothing around rotating shafts or machinery. Long hair should always be netted.

- **Do not** try to locate high pressure fluid leaks with your hands. Use cardboard or wood to search for suspected leaks. High pressure fluid escaping from a very small area can be nearly invisible. If injured by high pressure fluid, seek immediate medical attention. Serious infection or reaction can develop if proper medical treatment is not administered immediately.

- **Do not** use unguarded grinding tools or other power tools requiring a guard. Wear safety glasses and safety shoes whenever they may be required.

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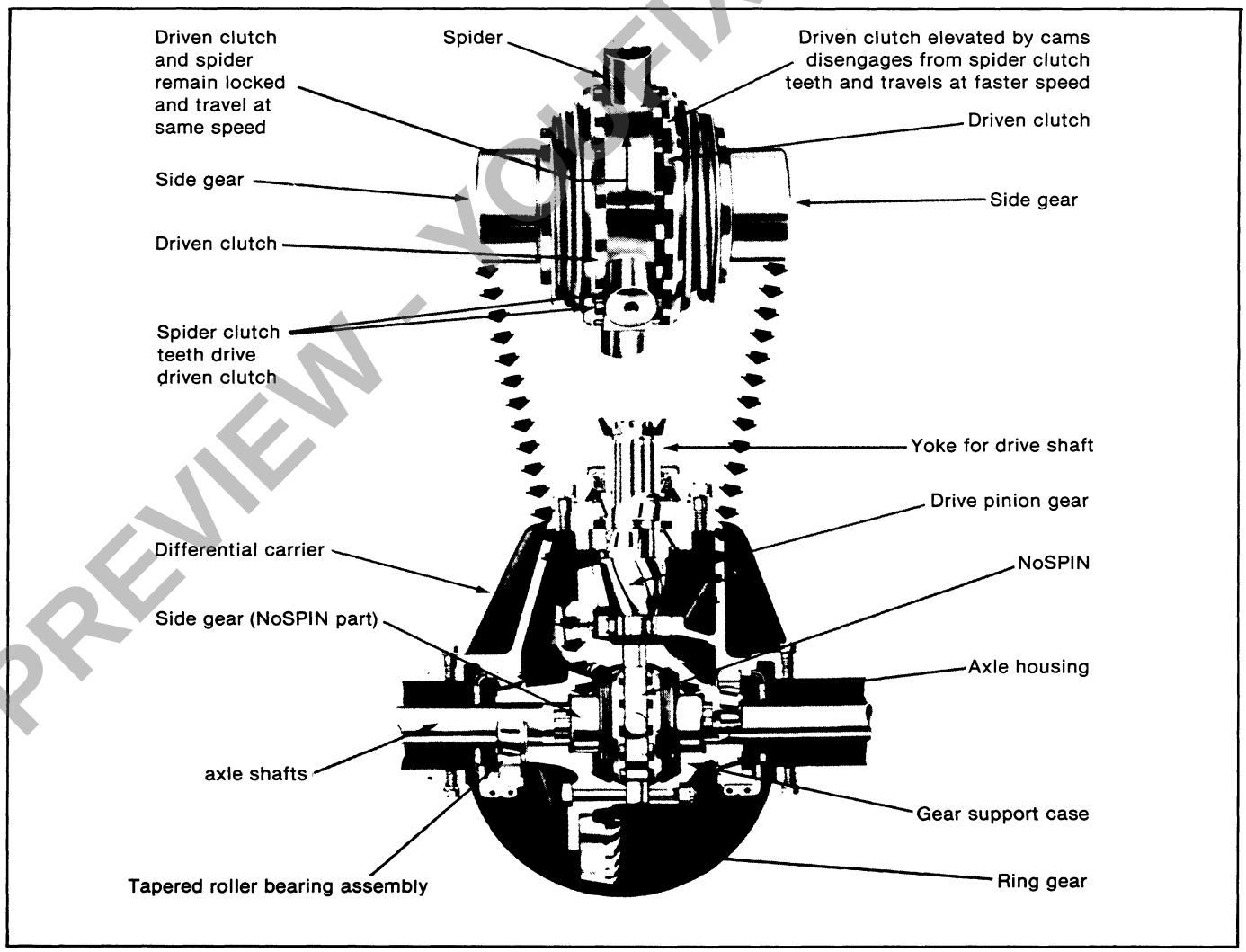
Steiger K594 Axle

NoSPIN General Information:

The NoSPIN differential has two prime functions. One is to compensate for the differences in driving wheel travel which occurs when turning or traveling over uneven ground. The other is to prevent wheel-spin when one wheel loses traction, a condition which would stall a vehicle not equipped with a NoSPIN differential. This is because the NoSPIN prevents the driving torque from forcing one wheel to rotate faster than its opposite wheel.

When a vehicle is being driven in a straight-forward direction, the NoSPIN's clutch teeth and cams are fully engaged and give both the rear wheels driving torque. The clutch teeth and cams are so positioned that neither wheel can turn more slowly than ring-gear speed. If one wheel should lose traction momentarily by rolling onto ice or snow, or over a soft shoulder of the road, the opposite wheel, which still has traction, continues to pull the vehicle until traction is regained by both the wheels.

In normal operation when the right rear wheel passes over an obstruction, or if the vehicle makes a left turn, the right wheel must travel faster and farther than the left wheel. When this happens, the NoSPIN automatically allows for this difference in wheel travel. The spider continues to drive the left wheel as the left clutch teeth remain completely engaged. But as the right wheel forces ahead, the right driven clutch member instantly rises on the incline of the center cam ring and over as many teeth as may be necessary for wheel speed compensation during the turn or passing over the obstruction. When the vehicle is again back on the straightway or on smooth highway, the disengaged clutch is automatically returned to its full clutch tooth engagement.



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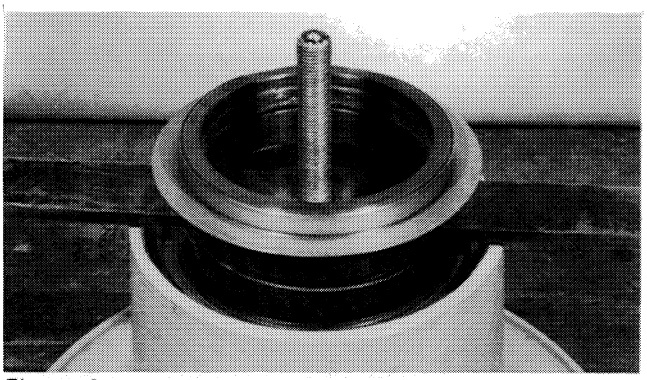


Figure 9:

7. Place the shouldering ring, with wear sleeve, driving lugs down on top of the spacer ring. Align so that the spacer ring pilot is inside the shouldering ring. (Fig. 9)

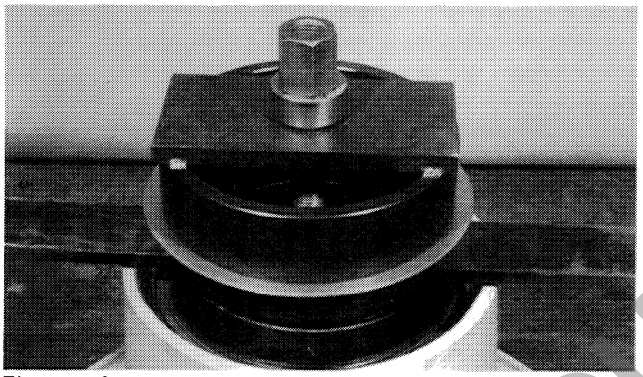


Figure 10:

8. Install the 58-268 seal sleeve installer/remover ring on the shoulder ring and wear sleeve. Install the 58-260 thrust bearing and 58-259 nut onto the forcing screw. Use a 1-1/2 in. wrench to turn the long nut until the wear sleeve is removed from the shoulder ring. Remove the long nut, thrust bearing, seal sleeve installer/remover, shoulder ring, seal sleeve and seal sleeve spacer ring. (Fig. 10)

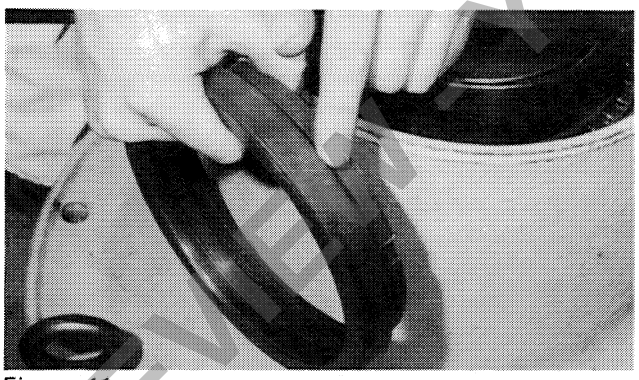


Figure 11:

9. Inspect the seal sleeve surface of the shoulder ring. Clean and/or sand off any rough areas of the surface. (Fig. 11)

Seal Wear Sleeve Installation

10. Apply a thin even coat of RTV sealant to the wear sleeve surface of the shouldering ring. (Fig. 12)

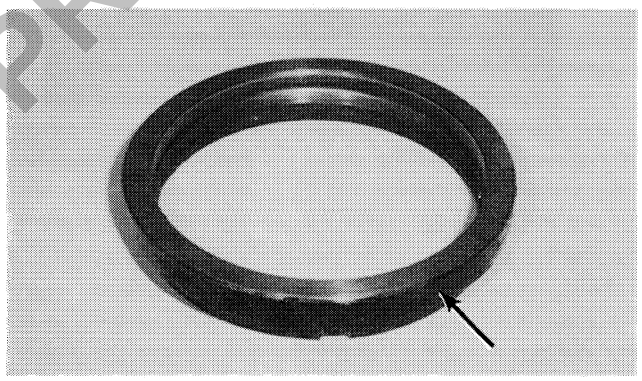


Figure 12:

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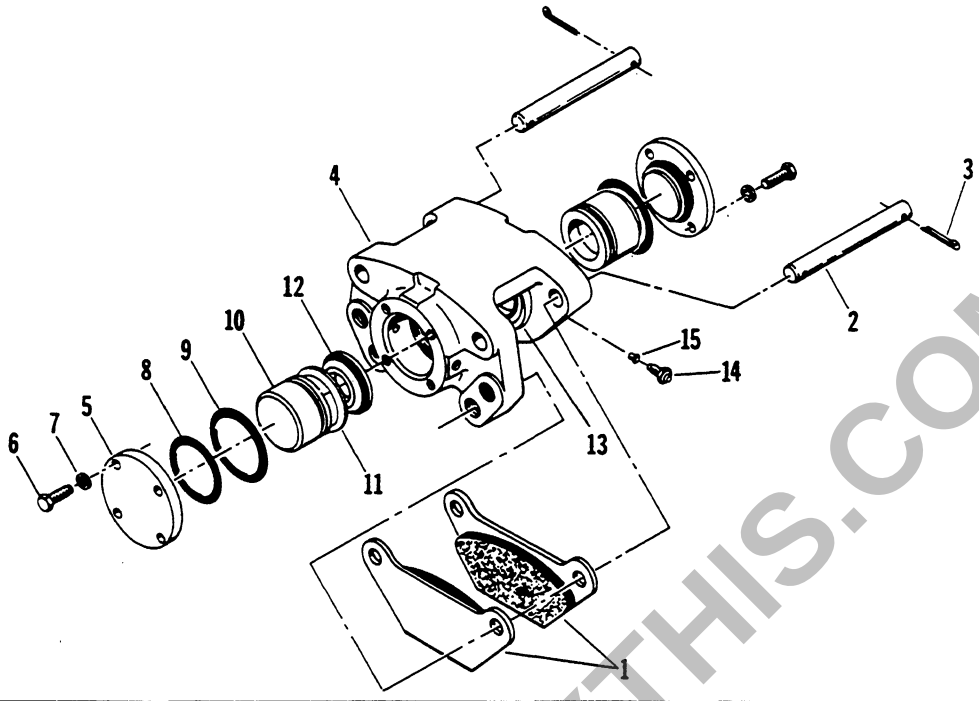


Figure 3:

FIGURE LEGEND — SINGLE FUNCTION

		Qty
1.	Pad Holder Assembly	2
2.	Pin, Pad	2
3.	Pin, Cotter	4
4.	Casting, Caliper	1
5.	Parking Brake Mount or End Cap	2
6.	Hex Capscrew	8
7.	Washer	8
8.	End Cap O-Ring	2
9.	Piston Seal	2
10.	Piston	2
11.	Insulator	2
12.	Insulator Retainer or Extender	2
13.	Boot	2
14.	Bleeder Screw	3
15.	Tube Seat Insert	4

Caliper Disassembly

1. Detach hydraulic hoses and actuators from the brake unit(s) and remove the unit(s) from their mount.

2. Perform the disassembly on a clean work bench.

3. Open bleed screw (14) and drain brake fluid from caliper assembly.

CAUTION: When performing any work on the brake system, always protect eyes from brake fluid.

4. Remove pad holders (1) by pulling out pins (2).

NOTE: *Disassemble parts from the mounting side of the caliper as follows. Note that the parts on the opposite side are similar and are taken apart the same way.*

Disassembly of Caliper Without Integral Park Brake

1. Detach end cap(s) by removing four screws (6) and lockwashers (7). Remove and discard O-ring (8).

2. Remove piston (10) from casting (4) by pushing it through to the center of caliper. Remove dust boot (13).

3. Remove piston extender (12) (if used) by using a 2-3/4" hose clamp with hex head screw to compress extender. Remove and discard old insulator (11).

4. Using a small wood or plastic stick, work out piston seal (9) from its groove in the cylinder bore and discard.

IMPORTANT: *To avoid scratching cylinder or burring edge of seal groove, do not use a metal tool such as a screwdriver.*

5. Repeat same procedure to remove components from opposite side of caliper.

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11. Install the shaft assembly through the column (Fig. 11).

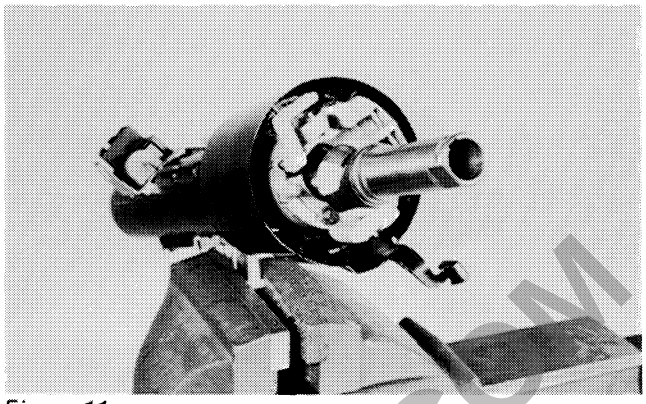


Figure 11:

12. Begin reassembly of the tilt housing by pressing the bearings fully into their counterbores (Fig. 12). Lubricate both bearings.

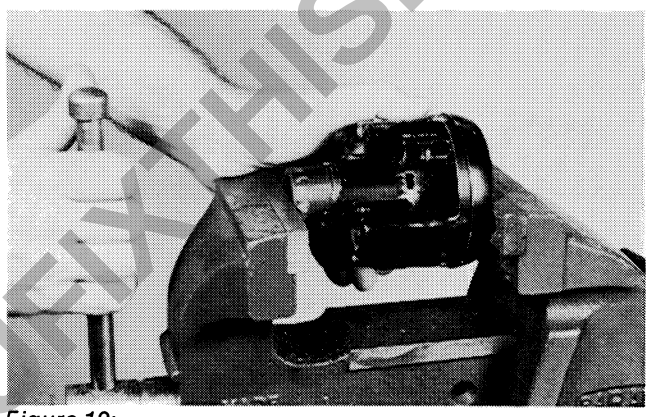


Figure 12:

13. Place the springs and tilt lock shoes into the housing and align all the pin holes with a nail which may slide freely (Fig. 13).

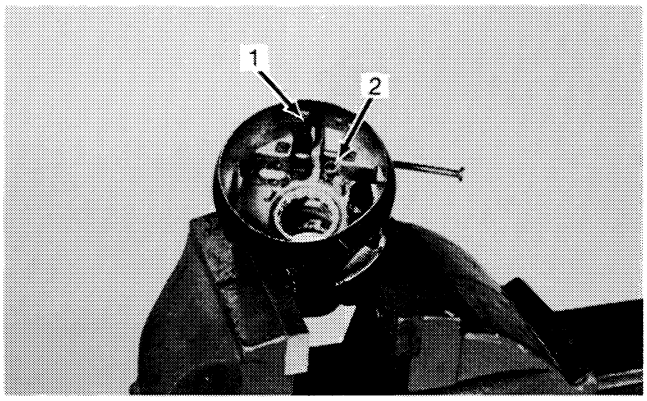


Figure 13: **1**- Tilt Lock Shoe (2 Required)
2- Spring (2 Required)

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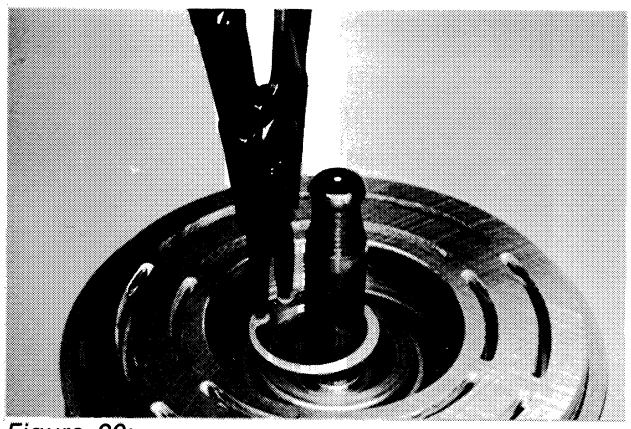


Figure 30:

7. Reinstall snap ring. Beveled edge lies outward (away) from compressor. Flat side lies toward compressor. It may be necessary to lightly tap the snap ring to securely position it in its groove.

8. Replace clutch spacer shims.

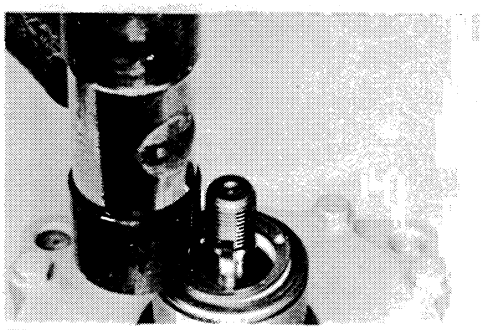


Figure 31:

9. Tap new felt ring into place.

10. Reinstall clutch front plate.

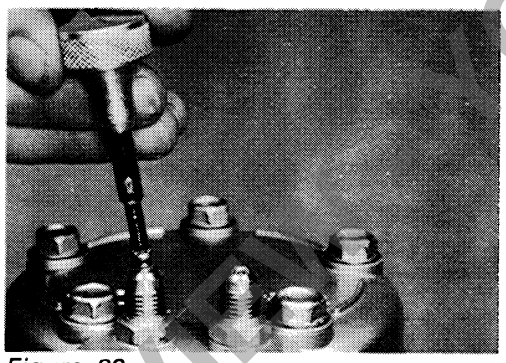


Figure 32:

Cylinder Head and Valve Plate Service

Steps For Cylinder Head & Valve Plate Removal

1. Inspect cylinder head for fitting or thread damage. Discard if damaged. Inspect the two service ports on back of the cylinder head. The valve core can be removed by using Valve Core Tool.



Figure 33:

2. The complete service port can be removed with a 14 mm wrench. Inspect the service port "O" ring. Replace if damaged. (Same as oil filler plug "O" ring.)

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Panther 1000 Series Electronic System

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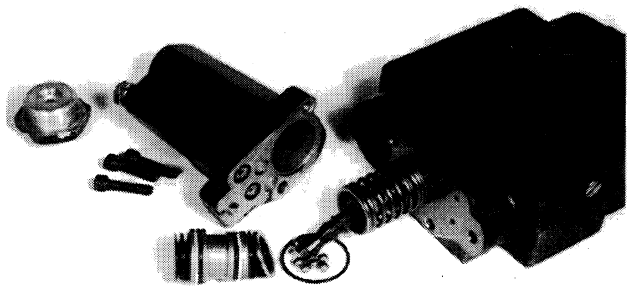


Figure 13:

The lower detent and kickout section may now be resealed if this is the only repair required.

Proceed to assembly procedure on page 38, Fig. 5.

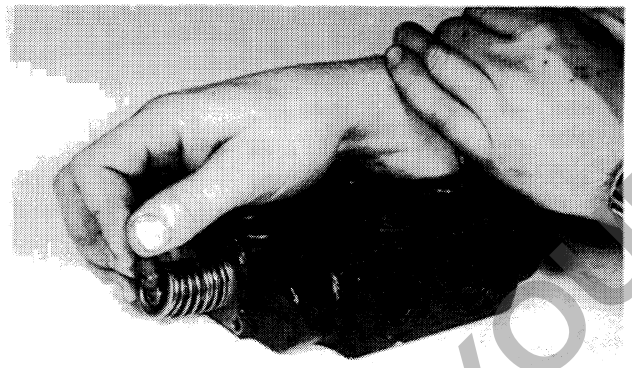


Figure 14:

The detent shaft may be removed by compressing the centering spring and rotating the detent shaft 90° and pulling it out of the notch.

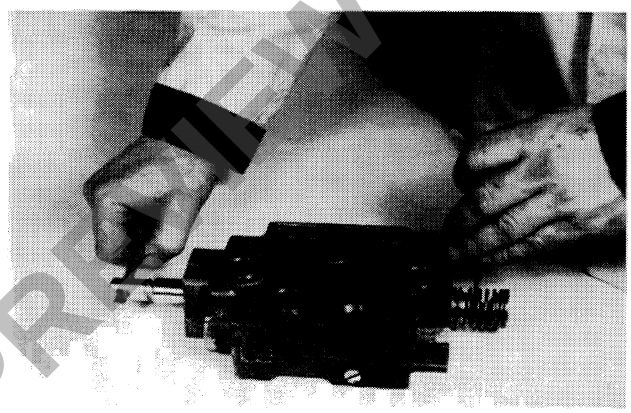


Figure 15:

To remove the centering spring, first insert a screw driver through the hole in the end of the spool. Insert a 1/8" (3.175 mm) punch through the side of the spring and through the hole in the detent coupler. Turn the detent coupler out from the spool to separate.

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Transmission Power Flow

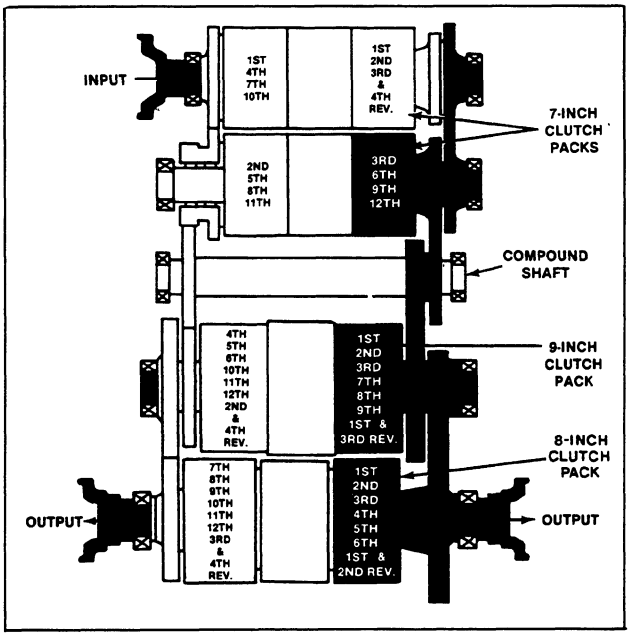


Figure 5: Power Flow - Third Speed Forward Range

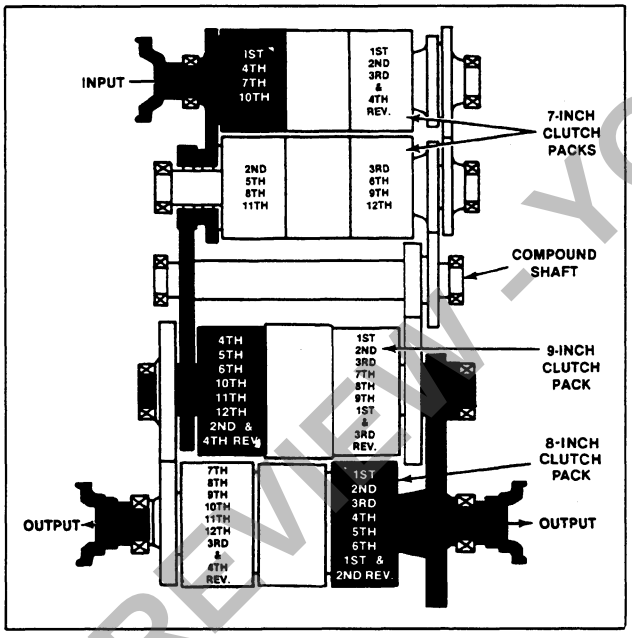


Figure 6: Power Flow - Fourth Speed Forward Range

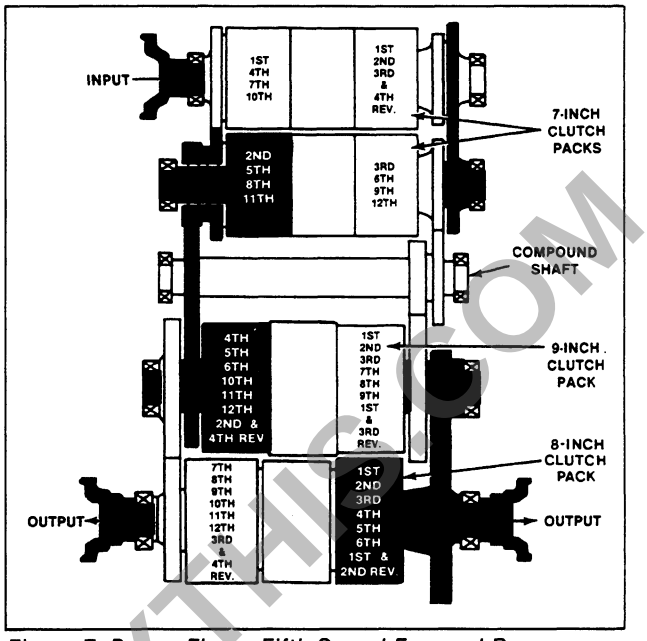


Figure 7: Power Flow - Fifth Speed Forward Range

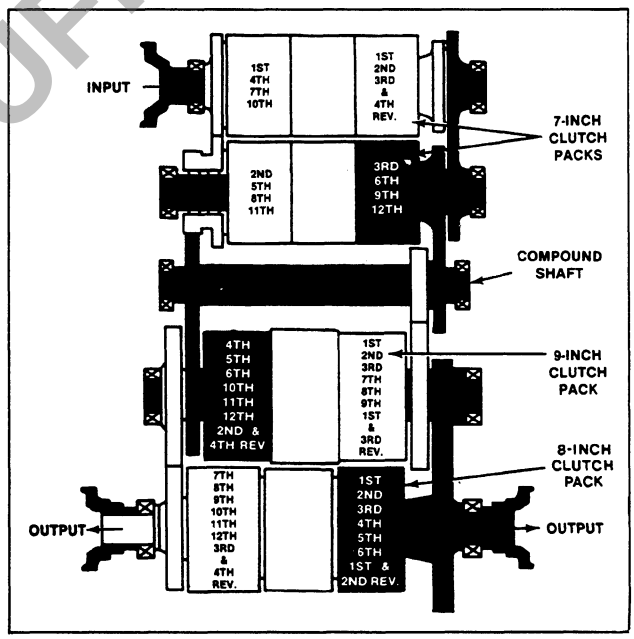


Figure 8: Power Flow - Sixth Speed Forward Range

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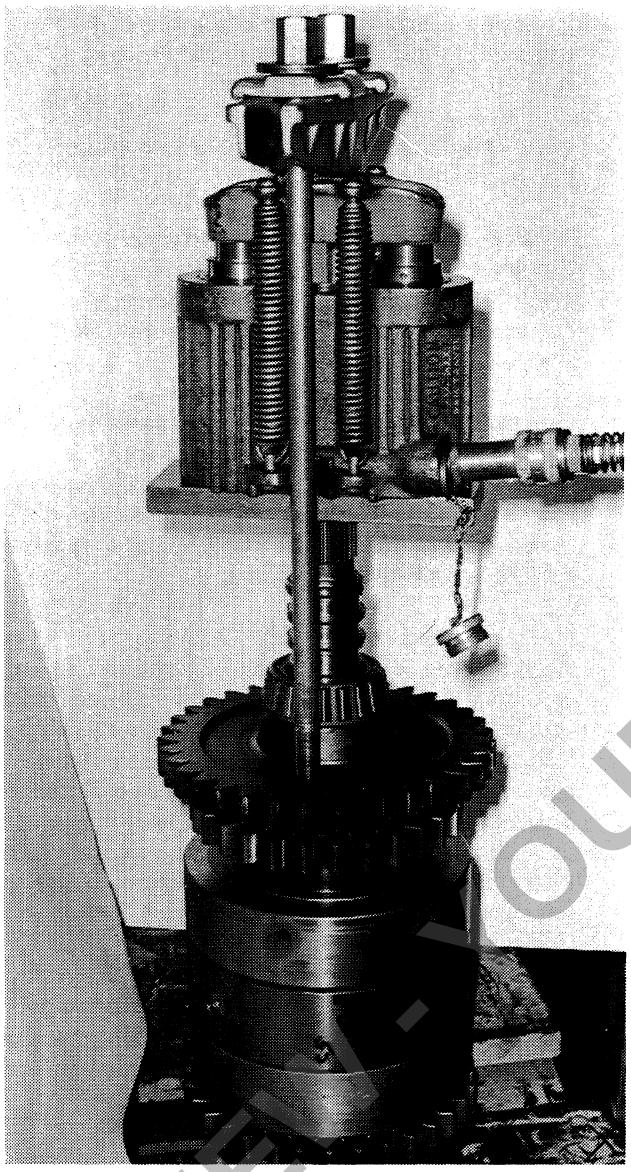


Figure 2:

Upper 7 Inch Clutch Disassembly

1. Remove the four teflon sealing rings from the rear of the clutch shaft. Use a portable hydraulic press with legs threaded into the two puller holes in the input driver gear to remove the driver gear and roller bearing.

   Remove the external snap ring from the shaft.

2. Remove the two steel thrust washers (24 & 22) and needle thrust bearing (23).

   Remove the gear and drive ring assembly (28).

3. Remove the roller bearing (21), steel thrust washer (22), needle thrust bearing (23), and second thrust washer (20).

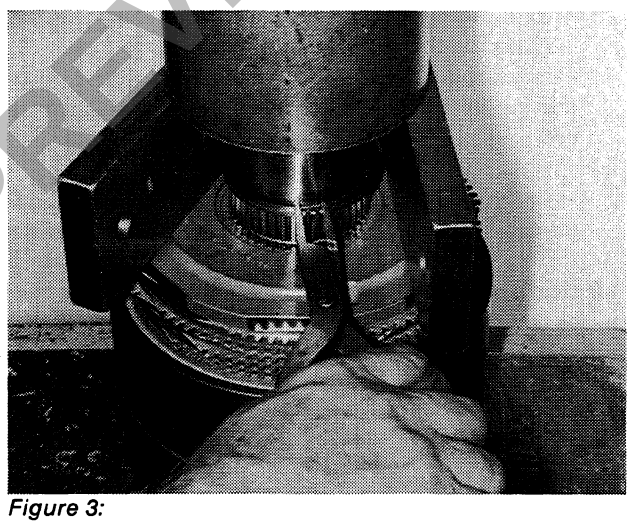


Figure 3:

4. Place the shaft assembly in a press and remove the shaft to clutch hub external snap ring.

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Removal of Center Differential Assembly:

1. Remove the wheel end covers from the outboard wheel end planet carrier on both sides.(Fig 1 - pp 12)

2. With the use of a hand spike or bolt screwed into the end of the axle shaft, pull the axle shaft free of the differential. (Fig. 2 - pp 12)

3. Remove the 32 differential carrier to axle housing retaining bolts.

NOTE: *If the axle assembly has been rolled out from under the tractor, turn the axle assembly so that the center differential is pointing upwards and attach a lifting device to the pinion out-put flange to lift the differential assembly from the housing.*

IMPORTANT: *On each end of the differential housing there is a tapped puller hole. Screw one of the carrier bolts previously removed into each hole to separate the differential carrier from the housing.*

4. If the front axle assembly HAS NOT been rolled out from the chassis, and the differential carrier is to be removed with the use of a transmission jack, the two tapped puller holes in the carrier flange described earlier may be used to attach additional support brackets for the jack.

! CAUTION: Take all necessary precautions if the differential carrier assembly is being removed with the use of a transmission type jack.

Disassembly of the 594 Differential and Primary Planetary Assembly:

1. Mark the carrier frame and mating parts to aid in proper repositioning for reassembly. Do this on both the left and right sides (Fig. 1).

2. Mark the pinion bearing carrier and seal plate the same way.

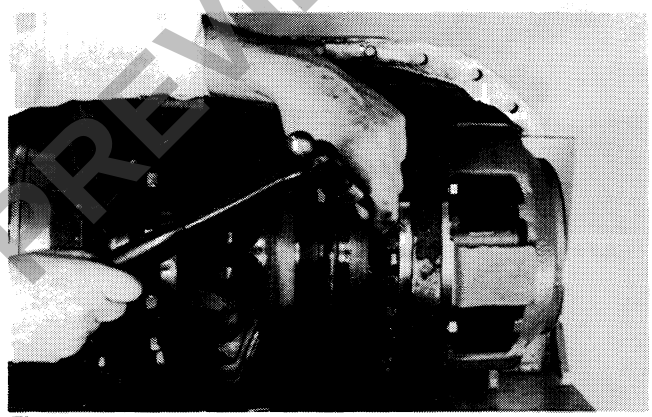


Figure 1:

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Wheel Hub Disassembly Procedures

General

The instructions contained herein cover the disassembly and reassembly of the axle assembly in a sequence that would normally be followed after the unit has been removed from the tractor and is to be completely reconditioned. However, most axle repairs can be accomplished with the assembly in the tractor, particularly the final drive wheel ends.

If the axle assembly is removed from the tractor frame for repair, mount the axle assembly on sturdy steel stands with at least a 3000 lb load carrying capacity.

Cleanliness is of extreme importance in the repair of this unit. Before attempting any repairs, the exterior of the unit must be cleaned to prevent the entry of dirt and foreign material. If major damage is found, the entire axle housing will need to be flushed and washed out with high pressure hot water or steam.

All parts must be cleaned before inspection is performed to determine failed and reusable parts.

If only wheel end repair is required, lift and support the affected side of the tractor and remove the wheel assembly from the affected hub.

CAUTION: Use adequate blocking or stands to support the weight of the tractor. Never rely on jacks or lifting fixtures for support.

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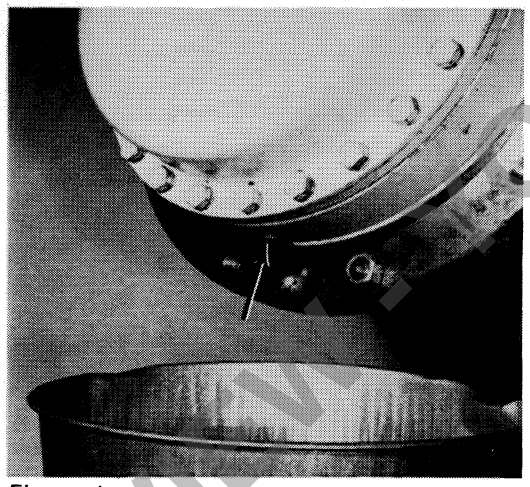


Figure 1:

Wheel Hub Disassembly Procedures

1. Rotate the wheel hub until the drain plug is at the bottom position. Remove the plug and drain the lubricant. (Fig. 1)



Figure 2:

2. Reference mark the planetary cover to the wheel hub casting. This is done in order to time the check/fill plug with the drain plug when reassembling. (Fig. 2)

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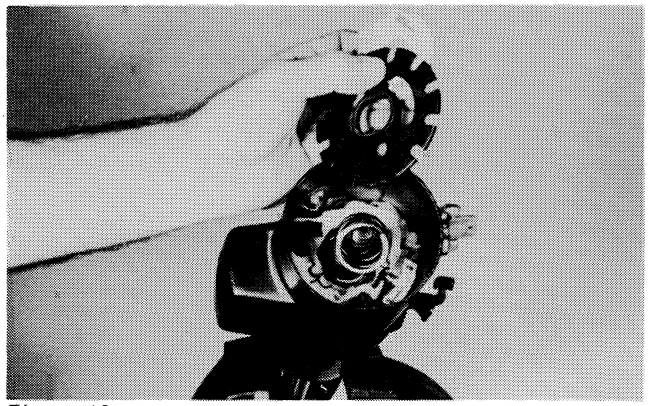


Figure 12:

9. Remove the tool and pull the lock wheel, plastic carrier and spring from the shaft (Fig. 12).

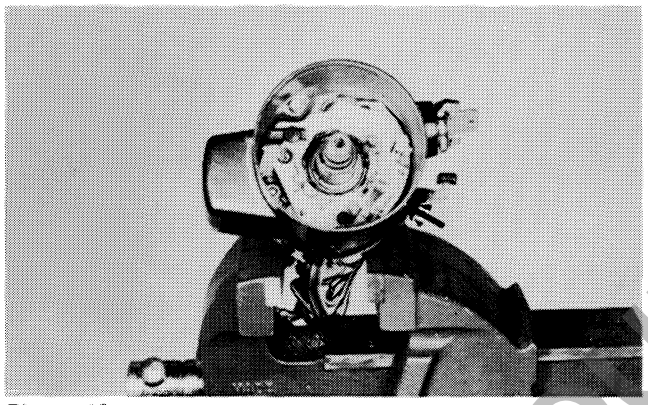


Figure 13:

10. Remove the hazard switch knob and signal switch link lever. Continue the switch removal by taking out the three mounting screws (Fig. 13).

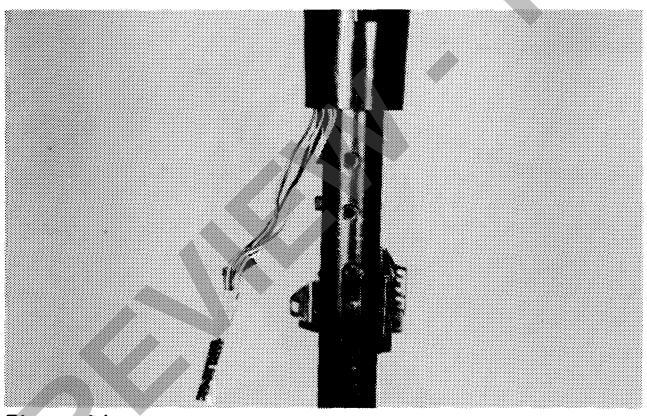


Figure 14:

11. Detach the switch harness connector from the column jacket assembly, then crowd the wires close to the connector and secure them with tape (Fig. 14).

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Foreword

High temperature and pressure is also caused by air in the system.

Air results from a discharged system or careless servicing procedures. This reduces system capacity and efficiency and causes oxidation of oil into gum and varnish.

When a leak causes the system to become discharged, the resulting vacuum within the system will cause air to be drawn in. Air in a system is a noncondensable gas and will build up in the condenser as it would in an air compressor tank. The resultant heat produced will contribute to the conditions discussed previously.

Many systems are contaminated and also reduced in capacity and efficiency by servicemen who either do not know or are careless regarding proper servicing procedures.

Too frequently, systems which have been open to the atmosphere during service operations have not been properly purged or evacuated. Air is also introduced into the system by unpurged gauge and charging lines. Remember that any air in the system is too much air.

Hose clamp type fittings must be properly made. The hose should be installed over the sealing flanges and with the end of the hose at the stop flange. The hose should never extend beyond the stop flange. Locate the clamp properly and torque as recommended. Be especially careful that the sealing flanges are not nicked or scored or a future leak will result.

When compression fittings are used, overtightening can cause physical damage to the "O" ring gasket and will result in leaks. The use of torque and backing wrenches is highly recommended. When making a connection with compression fittings, the gaskets should always be first placed over the tube before inserting it in the connection.

Another precaution - inspect the fitting for burrs which can cut the "O" ring.

Always use refrigerant oil on all connections, this not only lubricates hoses and connectors, it also helps to seal the connections.

Restrictions may be due to powdered desiccant or dirt and foreign matter. This may result in starved evaporator and loss of cooling, high temperature at the bypass hose, or a seized compressor.

When the amount of moisture in a system sufficiently exceeds the capacity of the desiccant it can break down the desiccant and cause it to powder. The powder passes through the dehydrator screen with the refrigerant liquid and is carried to the expansion valve screen. While some of it may pass through the valve screen into the evaporator, it may quickly build up to cause a restriction.

Due to the fact that sufficient oil can not be returned to the compressor, it may seize.

Dirt, which is any foreign material, may come from cleaner residues, cutting, machining, or preserving oils, metal dust or chips, lint or dust, loose rust, soldering or brazing fluxes, paint or loose oxide scale. These can also cause seized bearings by abrasion or wedging, discharge and expansion valve failure, decomposition of refrigerant and oil, or corrosion of metal parts.

Corrosion and its by-products can restrict valve and drier screens roughen bearing surfaces or hasten fatiguing of discharge reeds. This can result in high temperature and pressure, decomposition or leaks. In any event, this means a wrecked compressor.

From this, we can see the vicious circle that can be produced in a refrigerating system to cause its failure. Corrosion can be the indirect cause of leaks and leaks can be the direct cause of corrosion. We can also see the important role we as servicemen play in maintaining chemical stability.

The major cause of corrosion is moisture.

Moisture is the greatest enemy of refrigerating systems. Combined with metal, it produces oxide, iron hydroxide, and aluminum hydroxide. combined with R-12, it produces carbonic acid, hydrochloric acid, hydrofluoric acid. Moisture can also cause freeze-up of expansion valve and powdered desiccant.

Although high temperature and dirt are responsible for many difficulties in refrigerating systems, in most instances it is the presence of moisture in the system that accelerates these conditions. It can be said, therefore, that moisture is the greatest enemy of all. The acids that it produces, in combination with both the metals and the refrigerant, causes damaging corrosion. While the corrosion may not form as rapidly with R-12 as with some other refrigerants, the eventual formation is as damaging.

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HVAC System Module

HVAC System

Description of System Operation

In addition to simply providing cab cooling, heating or ventilation, the HVAC module is also designed to provide constant cab pressurization by automatically regulating the amount of fresh air flow under varying cab air flow and filter load conditions.

The HVAC module contains a fresh air valve (balance valve) which allows increased fresh air intake as the modules back pressure decreases.

NOTE: *The back pressure in the HVAC compartment is caused primarily by resistance to air flow through the evaporator/heater coil, but is also affected by cab pressure.*

During operation of the system, fresh air is drawn into the cab by a **constant** speed blower motor with a pressurizer blower wheel attached on one end of the shaft and a dual recirculation blower wheel on the opposite end of the shaft.

The pressurizer blower wheel draws fresh air into the cab through a cyclone precleaner located inside the module. Approximately 95% of the dirt is removed from the incoming fresh air by a scavenge line connected from the precleaner to the radiator fan shroud. Fresh air flow is then directed through the fresh air valve (balance valve) through the cab filter where any remaining dirt is removed. Air passing through the filter is directed to a mixing chamber within the module located ahead of the combination evaporator/heater coil.

Air forced through the combination evaporator/ heater coil is directed into a plastic distribution chamber located inside the cab. This air is directed through the defrost, front and/or lower outlet louvers by a cable actuated rotary shaped deflection door. This allows the operator to direct air flow to suit his individual requirements.

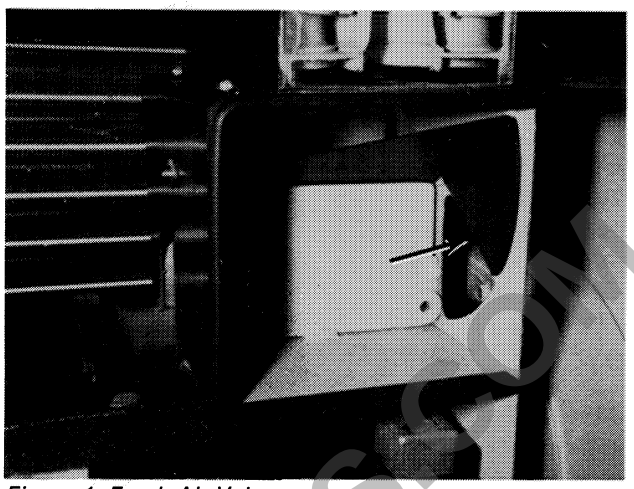


Figure 1: Fresh Air Valve

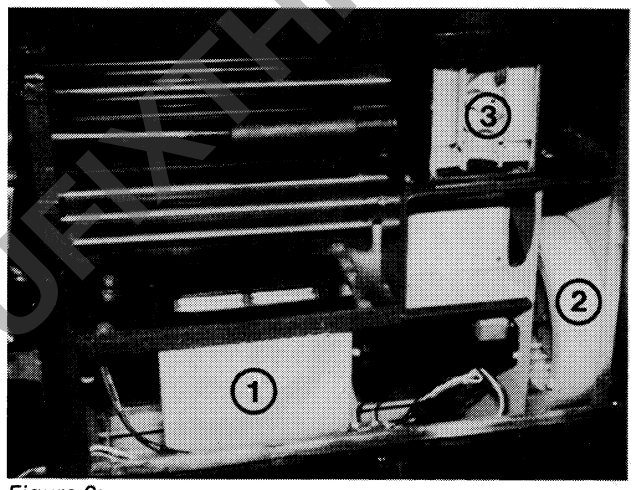


Figure 2:
1-Recirculation blower 2-Pressurizer blower 3-Pre-cleaner

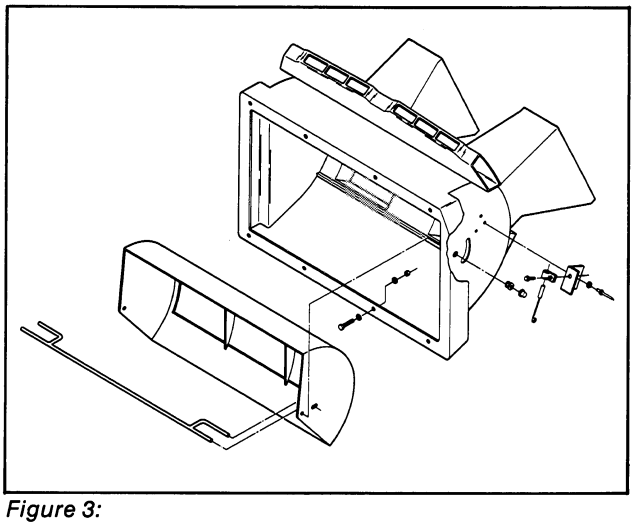


Figure 3:

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Cleaning

General

NOTE: *Replace all oil seals, gaskets, O-rings, lock plates, piston rings, seal rings, snap rings, etc., as a part of any maintenance or overhaul procedure. Shims which could be damaged or destroyed in disassembly should also be replaced.*

1. Using Stoddard® solvent, or equivalent or steam cleaning, clean all parts. Parts cleaned with solvent or steam cleaned must be dried and oiled immediately.

2. Examine all parts carefully for grit, dirt and abrasives and reclean them if necessary.

3. Clean all oil passages by working a piece of wire back and forth through the passages and then flushing them with cleaning solvent.

4. Use clean solvent to flush oil pumps, valves, etc.

5. Flush all hoses, tubing, coolers, etc., particularly if the unit is being disassembled due to an internal failure.

Cleaning Bearings

Do not remove grease in which new bearings are packed. Thoroughly wash bearings that have been in service, in clean solvent. Soak bearing in solvent if they are particularly dirty or filled with hardened grease.

CAUTION: Never dry bearing with compressed air. Do not spin bearings while they are not lubricated. Oil bearings with SAE 10 engine oil immediately after cleaning. Be sure bearings are oiled before inspection.

Preventing Entrance of Dirt Into Bearings

Dirt and grit in bearings are often responsible for bearing failure; consequently, it is important to keep bearings clean. Do not remove grease from new bearings. Keep the wrapper on new bearings until they are to be installed. Do not expose clean bearings if they are not to be assembled at once. Wrap them with a clean lint free cloth or paper to keep out dust.

Previously Sealed Joints

1. For previously sealed joints, scrape surfaces to remove old gasket material. Gel-type paint removers containing methylene chloride can be used to wipe off cured sealant.

2. Clean surfaces with 1, 1, 1-trichloroethane to remove oil and grease residue.

3. Test for clean surfaces by applying a few drops of cool water to the surfaces. Parts are sufficiently clean if water covers the surface of the part in a film. If the water puddles or forms beads, use fresh solvent and reclean.

Inspection

Housings, Cast Parts and Machined Surfaces

NOTE: *Units with matched housings require replacement of both halves. These must be kept in matched halves.*

1. Replace cast parts or housings that are cracked.

2. Inspect bores for wear, grooves, scratches and dirt. Remove burrs and scratches with crocus cloth or soft stone. Replace parts that are deeply grooved or scratched.

3. Inspect oil passages for obstructions. If an obstruction is found, remove it with compressed air or by working a wire back and forth through the passage and flushing it with solvent.

4. Inspect machined surfaces for burrs, scratches, nicks and foreign matter. If such defects cannot be removed with crocus cloth or a soft stone, replace the part.

5. Inspect threaded openings for damaged threads. Chase damaged threads with a tap of the correct size.

6. Inspect studs for damaged threads and looseness. Replace defective studs.

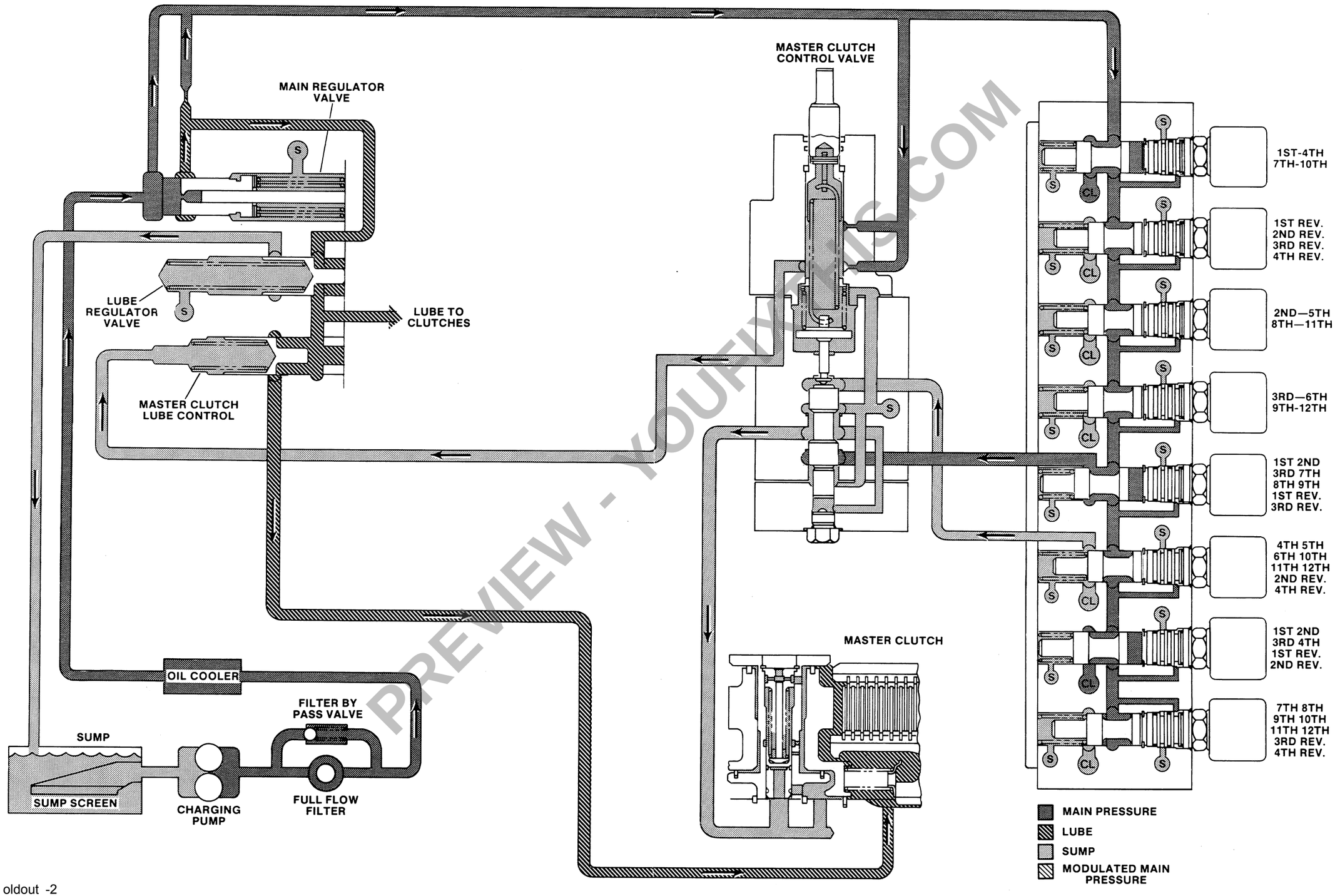
7. Inspect dowel pins for wear or damage. Replace defective dowels. This applies where matched set of parts is not involved.

8. Inspect dowel pin holes for wear due to movement between mating parts. If a dowel pin hole is worn, rebore and sleeve the hole when possible. Otherwise, replace the parts. This applies where matched set of parts is not involved.

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Hydraulic Schematic-Selector 1st Range Forward, Master Clutch Foot Pedal Depressed



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