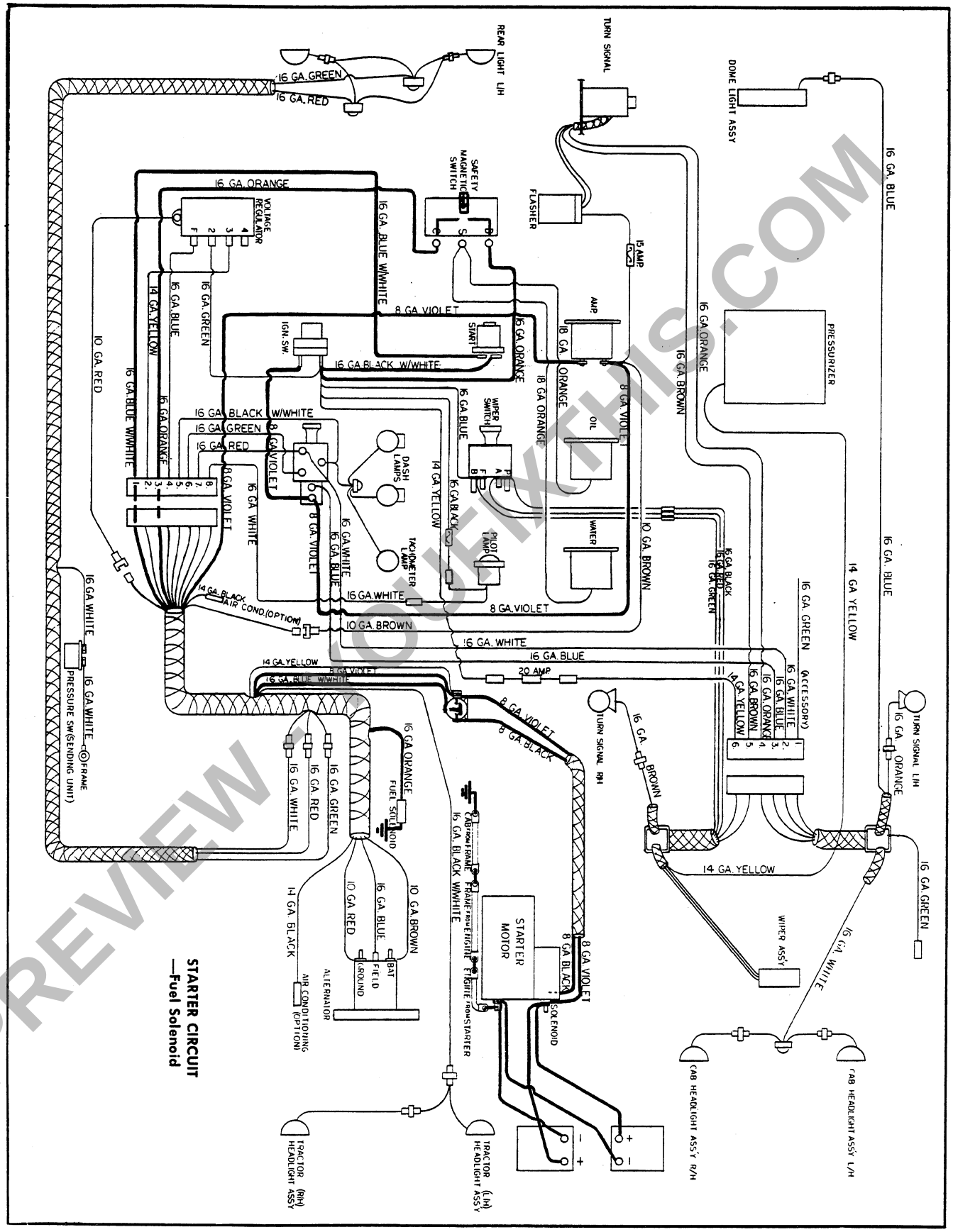


STARTER CIRCUIT
—Fuel Solenoid

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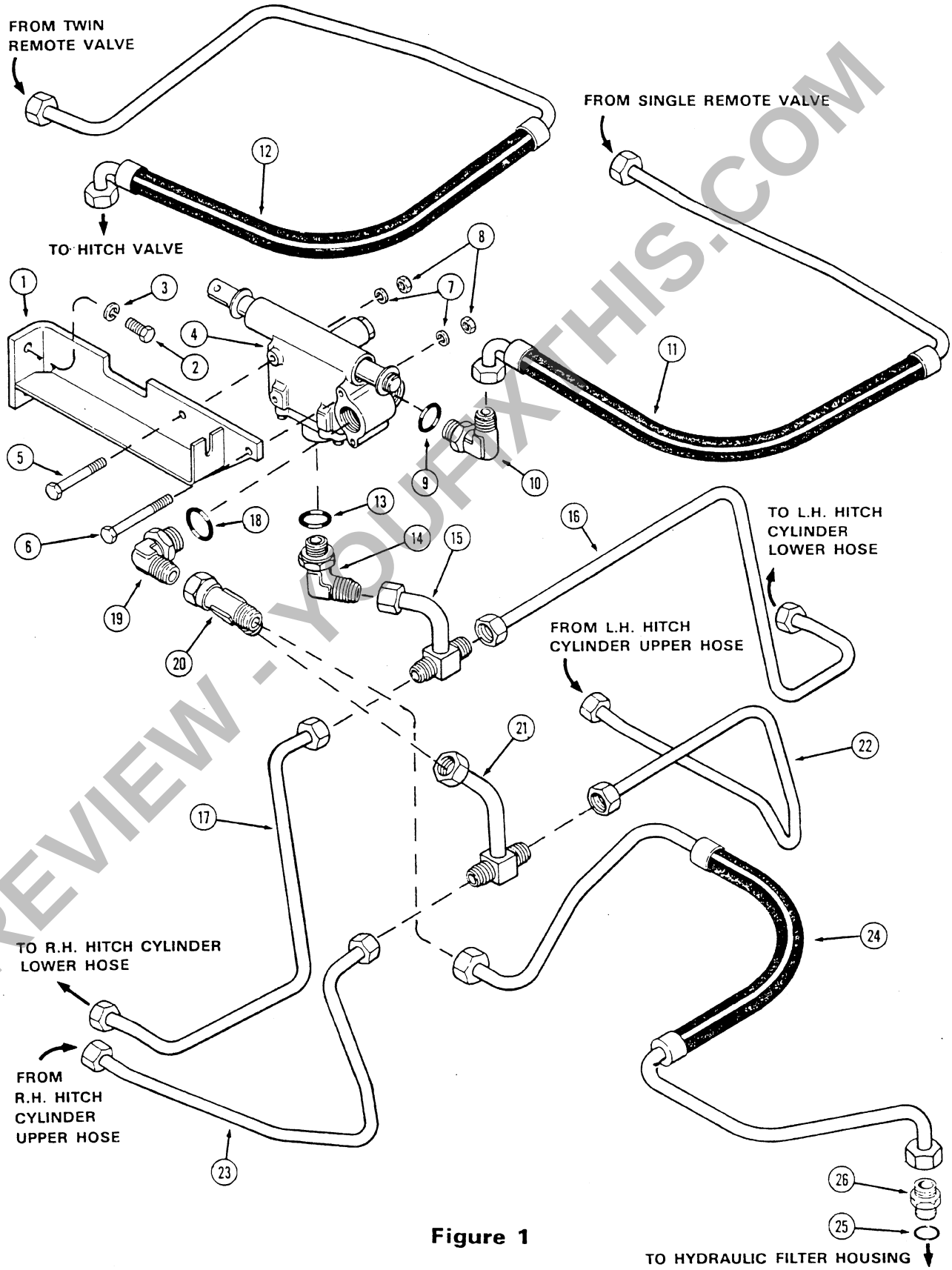


Figure 1

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AS-1400 PARTS IDENTIFICATION

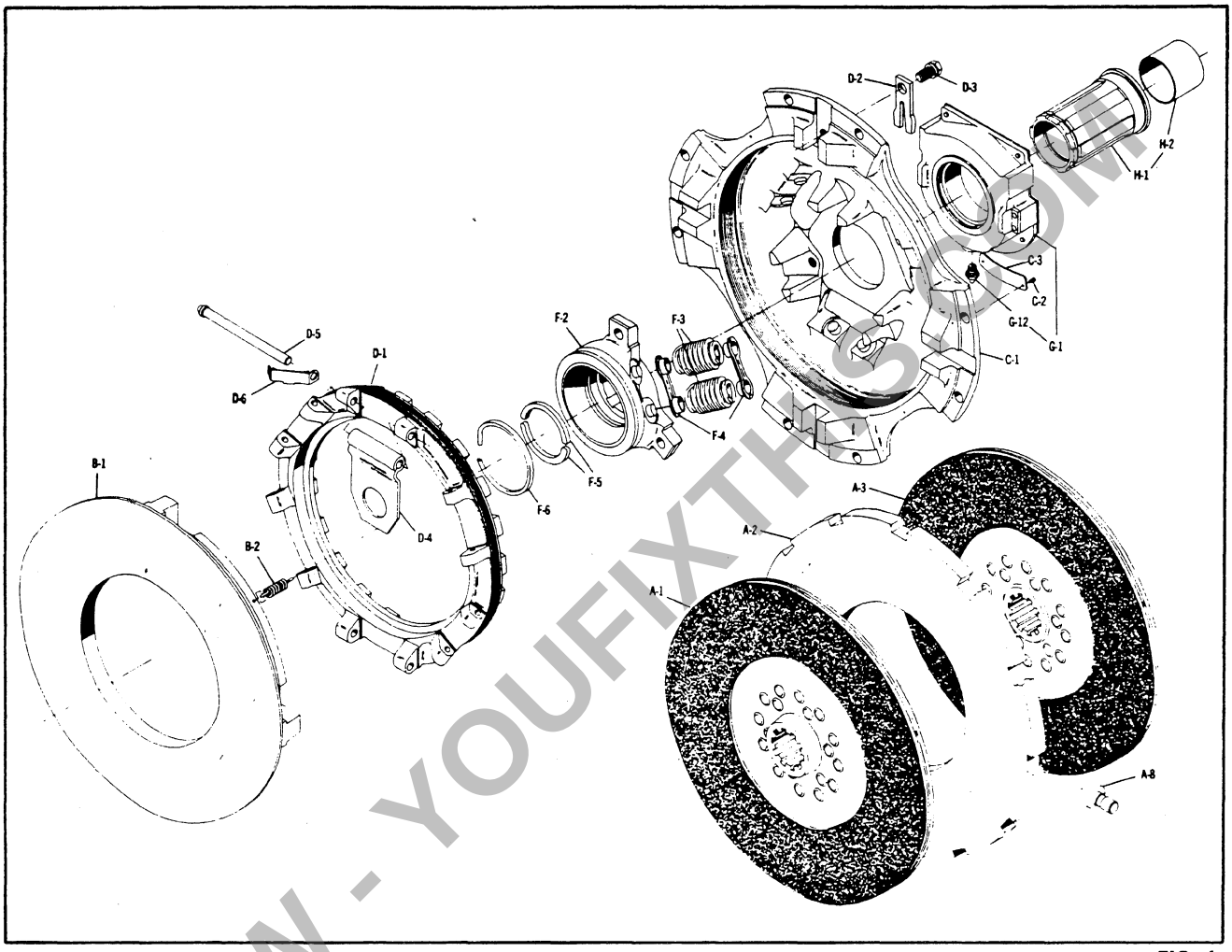


FIG. 1

A-1	DISC, driven front
A-2	PLATE, intermediate
A-3	DISC, driven rear
A-8	DRIVE PIN
B-1	PLATE, pressure
B-2	SPRING, return
C-1	RING, flywheel
C-2	PIN, name plate
C-3	PLATE, name
D-1	RING, adjusting
D-2	LOCK, adjusting ring
D-3	BOLT & lock washer assembly
D-4	LEVER
D-5	PIN, pivot
D-6	CLIP, Spring
F-2	RETAINER, release sleeve
F-3	SPRING, pressure
F-4	PIVOT, spring
F-5	RING, release sleeve
F-6	RING, snap
G-1	BEARING & COVER, sub-assembly
G-12	NIPPLE, zerk (1/8''-27)
H-1	RELEASE SLEEVE sub-assembly
H-2	BUSHING, Release sleeve

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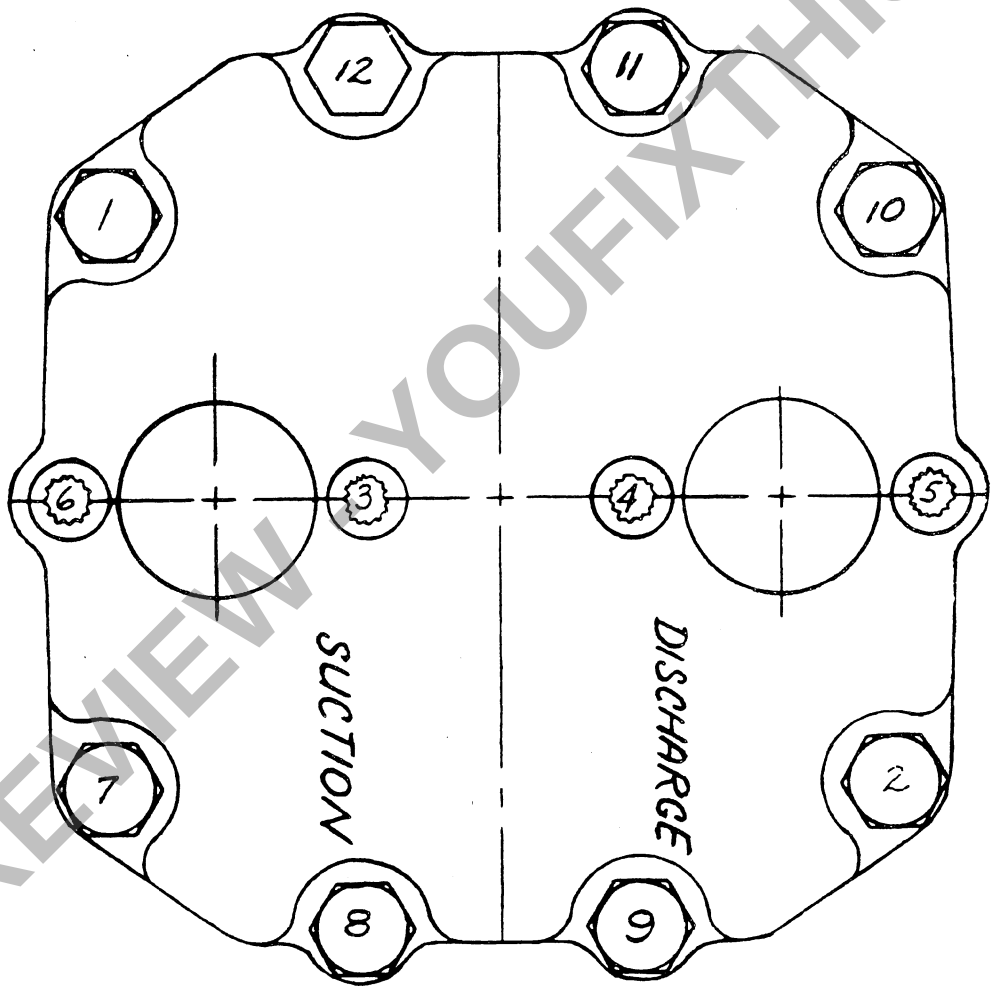
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TABLE NO. 1

BOLT TORQUE REQUIREMENT

Location	*Torque*
All Cylinder Head Bolts	20-24 ft. lbs.
Crankshaft End (Clutch or flywheel)	15-20 ft. lbs.
Compressor Seal Plate	6 ft. lbs.
Mounting Bolts	24-30 ft. lbs.
Oil Filler Plug	26-30 ft. lbs.
Rotalock Nut	35-40 ft. lbs.
Pressure Relief Valve	8-15 ft. lbs.

BOLT TIGHTENING SEQUENCE

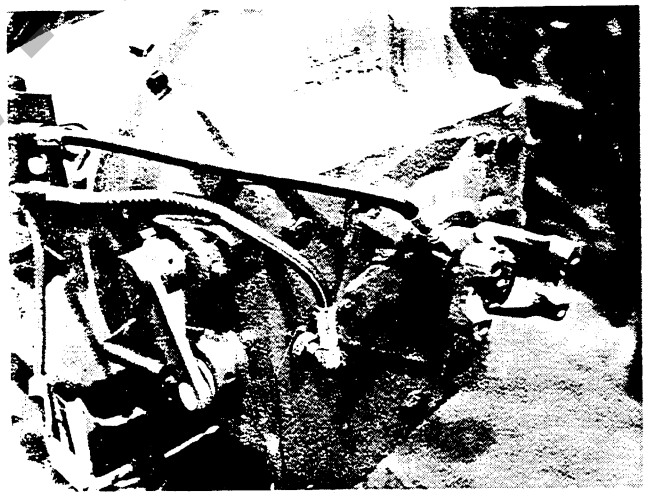


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CLUTCH DISASSEMBLY

1. Remove the bolt holding the clutch arm tension spring to the clutch housing.
2. Disconnect clutch pedal rod at the clutch release arm next to clutch housing. The rod yoke is held to the arm by a 1/2" Diameter pin. After removal of the pin, do not allow yoke to be turned because of clutch adjustment later.
3. Loosen clutch bearings grease hoses clip on left hand side of engine.
4. Disconnect main power shaft universal joint just behind clutch housing.
5. Remove the 5 capscrews holding the powershaft bearing cap to the clutch housing. This cap holds the shaft in place.
6. Remove the shaft. (A slight tap on the yoke may be required to start the shaft backward)
7. Remove the release bearing hose from the clutch housing.
8. Remove the cap screws holding the clutch housing to the engine. The housing is ready to be removed.
9. To remove the clutch housing, lift up unit slightly so that the clutch shift fork will clear the release bearing carrier, then pull back on the housing. The clutch housing should be taken over the back of the front axle and moved out of the way.
   Turn to the Spicer Service Manual in this section and on page 9 of the Spicer Manual, continue at "CLUTCH REMOVAL" for a complete clutch overhaul.
10. Inspect for wear the two transmission brake plates on the clutch shaft. Replace if worn down to the metal surface or if keys on inside hole of plates are sheared off. These keep the plates from rotating while in operation.
11. After inspection of entire clutch, install overhauled or new clutch in reverse order, and adjust clutch.



CLUTCH HOUSING

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TROUBLE SHOOTING

COMMON CLUTCH SERVICING PROBLEMS AND SUGGESTED REMEDIES

POSSIBLE CAUSE	REMEDY
1. Intermediate plate sticking on drive lugs. (AS-1402 only)	a. Drive pins must be 90° square to the flywheel surface with .006 min. clearance between drive pins and intermediate plate slots. b. Refer to Figs. 43 & 44 on page 21.
2. Pressure plate not retracting.	a. Check pressure plate drive lugs for proper clearance of .006 min. b. Check pressure plate return springs for being bent or stretched. Replace if necessary. c. Insufficient amount of release travel. d. Lever nose out of groove in release sleeve retainer.
3. Driven disc distorted or warped.	a. Driven disc assembly must be straight within .015″ total indicator reading. Replace discs if they can't be straightened. b. Damage to driven disc can be caused by poor installation methods. Do not force transmission drive gear into disc hubs. This will distort or bend driven disc causing poor release.
4. Spines worn on main drive gear of transmission.	Replace drive gear and check driven disc hubs for excessive wear. If worn, replace disc. Check flywheel housing alignment of engine and transmission. Make sure driven discs slide freely on drive gear splines.

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700 TRACTOR SPECIFICATIONS

GENERAL

ENGINE HP - 220 @2850 rpm
WHEELBASE - 130 inches
MAXIMUM OPERATING WEIGHT - 28,000 lbs.
RECOMMENDED RANGE OF OPERATING WEIGHT - 22,500 to 25,000 lbs.
FUEL TANK CAPACITY - 145 U. S. Gallons
LENGTH OVERALL - 253 in.
HEIGHT OVERALL - 130 inches.

TIRE SIZE	THREAD	WIDTH	SHIPPING WEIGHT
18.4x38 Duals	72"	90 1/2	18,100 Total 11,580 Front
24.5x32	70 3/4	95 1/2	16,740 Total 10,960 Front
30.5x32	77 1/4	107 3/4	18,400 Total 12,060 Front

ENGINE SPECIFICATIONS

RATINGS, S. A. E. (500 FT. 85° F.):

HORSEPOWER/GOVERNED RPM .....230 @ 3300
200 @ 2800

NUMBER OF CYLINDERS 8

BORE and STROKE - in. .....4 5/8 x 4 1/8

PISTON DISPLACEMENT - cu. in. 555

COMPRESSION RATIO 17.0

OPERATING CYCLES 4

ENGINE OIL CAPACITY - gals. 7.9

OIL PAN CAPACITY - gals. 5

COOLANT CAPACITY - gals. 4

NET WEIGHT .....1710 app.

LBS. PER HORSEPOWER 7.43

BEARINGS: Precision type, steel backed inserts.

CAMSHAFT: Single camshaft controls all valve and injector movement. Induction hardened alloy steel with gear drive.

CAMSHAFT FOLLOWERS: Roller type for long cam and follower life.

CONNECTING RODS: Drop forged, 6.72" center to center length. Taper piston pin end reduces unit pressures.

COOLER, LUBRICATING OIL: Tubular type, jacket water cooled.

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OPERATION AND MAINTENANCE

The major cause of clutch failures could be summarized with two words: **"EXCESSIVE HEAT".** Excessive heat is not the amount of heat a clutch can normally absorb and dissipate but the amount of heat a clutch is **"FORCED"** to absorb and attempt to dissipate.

Most clutches are designed to absorb and throw off more heat than encountered in normal clutch operation without damage or breakdown of the friction surfaces. Clutch installations are engineered to last many thousands of miles under normal operating temperatures and if properly used and maintained they will give satisfactory service.

However, if a clutch is "slipped" excessively or asked to do the job of a fluid coupling, **high heat** quickly develops to destroy the clutch. Temperatures generated between the flywheel, driven discs and pressure plates can be high enough to cause the metal to flow and the friction facing material to char and burn.

Heat or wear is practically non-existent when a clutch is **fully engaged** but during the moment of engagement, when the clutch is picking up the load, it generates considerable heat. An improperly adjusted or slipping clutch will rapidly generate sufficient heat to destroy itself.

FLEET OWNERS CAN EXTEND CLUTCH LIFE AND REDUCE MAINTENANCE COSTS THROUGH DRIVER/MECHANIC TRAINING PROGRAMS

Proper training of drivers as well as mechanics is essential for long and satisfactory clutch life. Yard jockeys, as well as over-the-road drivers, should be taught how to operate the truck properly — not left to experiment for themselves. Starting in the right gear, clutch malfunctions, and "when to write up a clutch for readjustment" are the more critical points to cover in driver training programs.

The maintenance personnel should not be left out of the picture. Mechanics attending driver training programs have a chance to see what driver errors can do to clutch life and be in a better position to spot and analyze failures during their clutch maintenance and rebuild programs.

Some of the more important items to be covered in the training programs are:

1. STARTING THE VEHICLE IN THE PROPER GEAR:

Naturally, an empty truck can be started satisfactorily in a higher transmission gear ratio than when partially or fully loaded. If auxiliary transmissions or multi-speed axles are used, they must be in the lower ratios for satisfactory starts. Drivers should be shown or taught what ratios can be used for safe starts when the truck is empty or loaded. Don't let the driver find out for himself; he can burn up the clutch by this experimentation. A good rule of thumb for the driver to follow is: **Empty or loaded, select the gear combination that lets you take up the slack and start moving out with an idling engine or, if necessary, just enough throttle to prevent stalling the engine.** After the clutch is fully engaged, the engine should be accelerated to near governed speed for the upshift into the next higher gear.

2. GEAR SHIFTING TECHNIQUES:

Many drivers upshift into the next gear — or even skip-shift into a higher gear — before the vehicle has reached the proper speed. This type of shifting is almost as bad as starting off in a gear that is too high, since the engine speed and vehicle speeds are too far apart, requiring the clutch to absorb the speed difference as heat.

3. EXCESSIVE VEHICLE OVERLOAD OR OVERLOADING THE CLUTCH:

Clutches are designed and recommended for specific vehicle applications and loads. These limitations should not be exceeded. Excessive or extreme overloading is not only injurious to the clutch but to the entire vehicle power train as well. If the total gear reduction in the power train is not sufficient to handle excessive overloads, the clutch will suffer, since it is forced to pick up the load at a high speed differential as outlined in paragraphs 1 and 2, above.

4. RIDING THE CLUTCH PEDAL:

This practice is very destructive to the clutch since a partial clutch engagement permits slippage and excessive heat.

Riding the clutch pedal will also put a constant thrust load on the release bearing, which can thin out the lubricant.

Release bearing failures can be attributed to this type of operation.

5. HOLDING THE VEHICLE ON AN INCLINE WITH A SLIPPING CLUTCH:

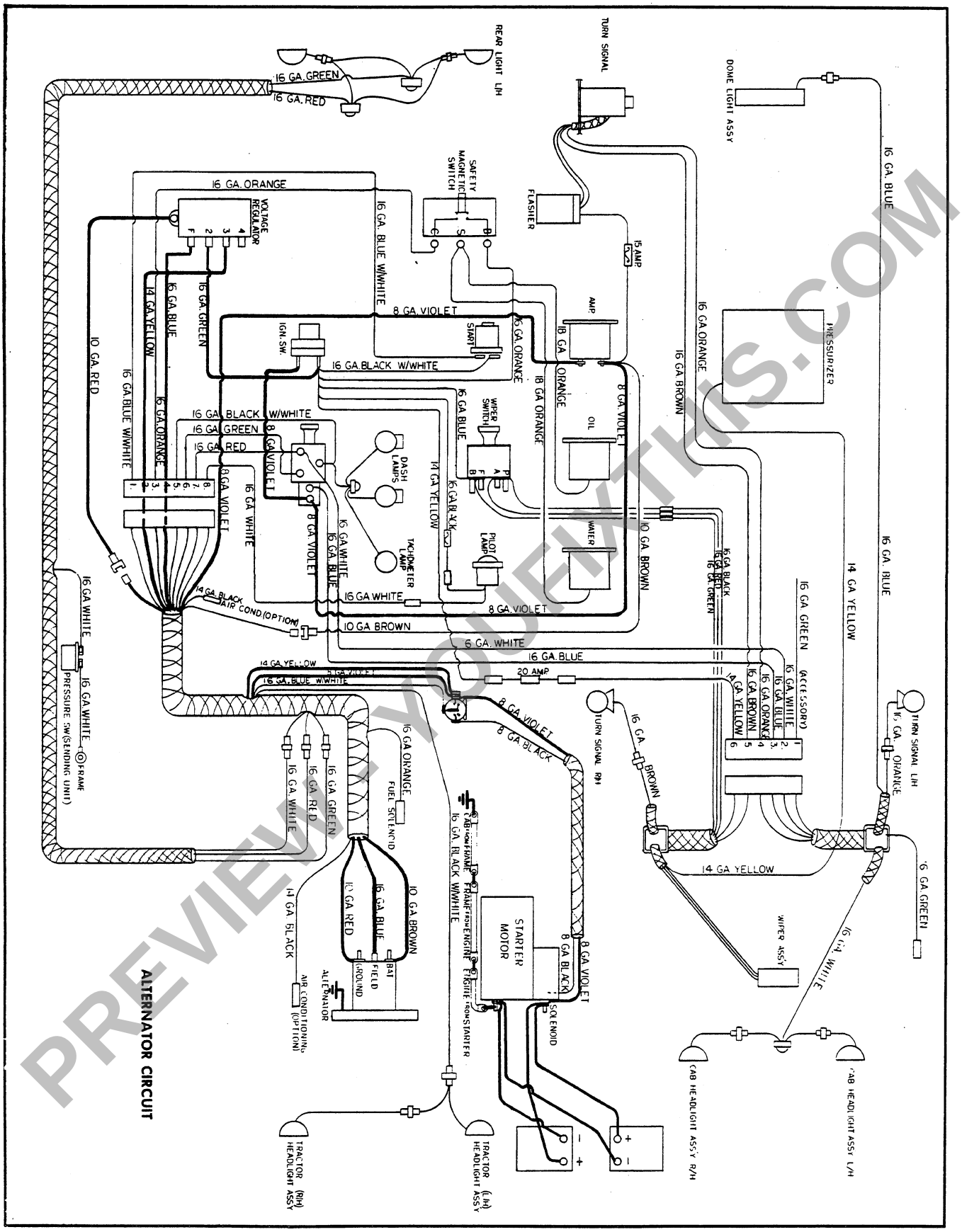
This procedure is asking the clutch to do the job normally expected of a fluid coupling. A slipping clutch accumulates heat faster than it can be dissipated, resulting in early failures.

6. COASTING WITH THE CLUTCH RELEASED AND TRANSMISSION IN GEAR:

This procedure can cause high driven disc R.P.M. through multiplication of ratios from the final drive and transmission. It can result in "throwing" the facing off the clutch discs. Driven

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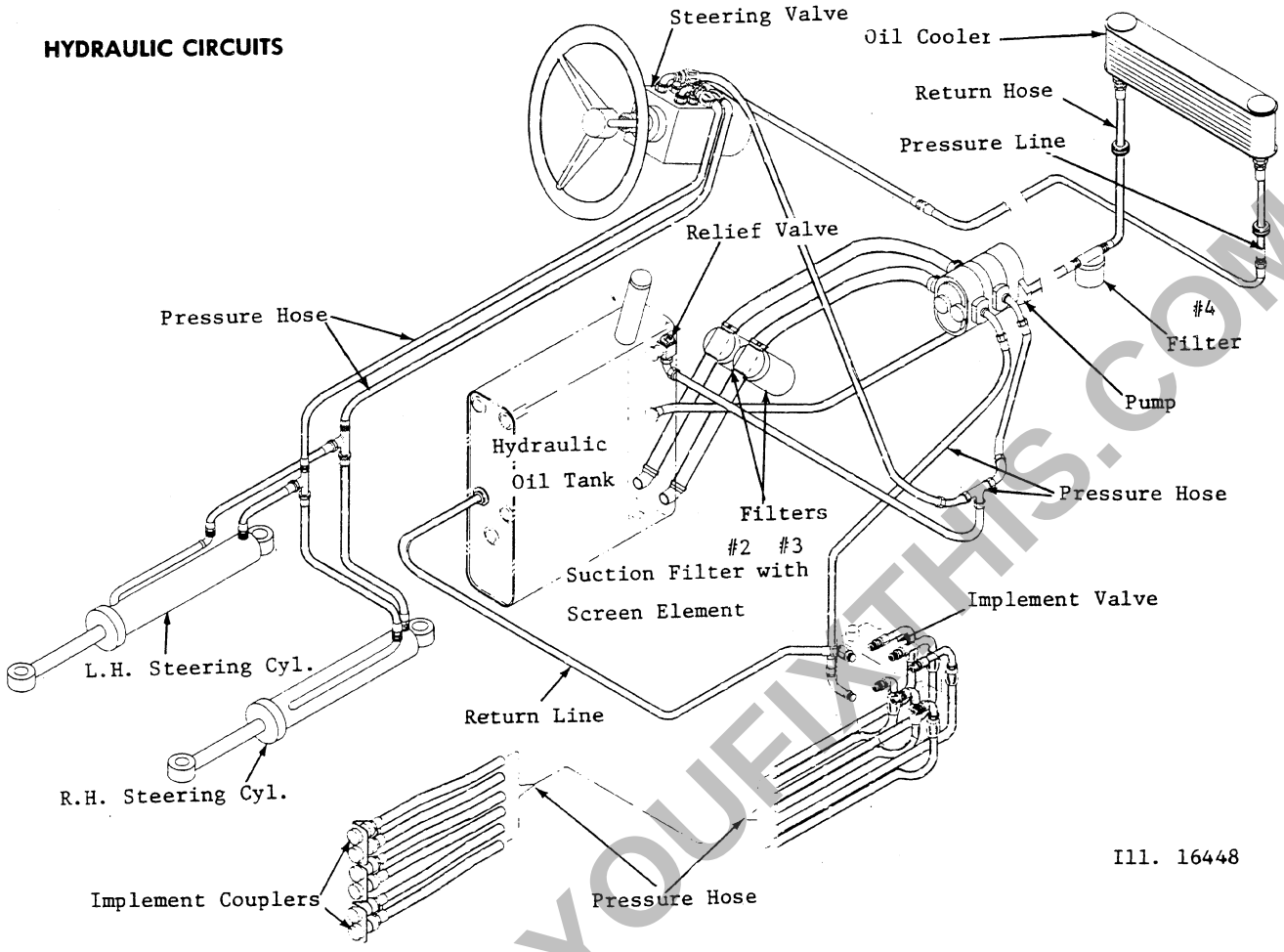


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HYDRAULICS (700 AND 900)

HYDRAULIC CIRCUITS



Ill. 16448

COMPONENTS

STEERING VALVE -

Model 700 - TRW - Ross Gear, Hydraguide Unit - HGB 24001 (Versatile Number TRA-14555)

Model 700 (after serial number 070427) and all Model 900 Tractors - TRW - Ross Gear, Hydraguide Unit HGB

24001 with extended shaft (Versatile Number 18043)

PUMP - Cessna 24584 Series Double Gear Pump - (Versatile Number TRA-15633)

CONTROL VALVE - Gresen Model "CP" Control Valve Model 700 (Up to Serial Number 070177) has two self cancelling spools and one spring loaded spool.

Model 700 (After serial number 070178) and all Model 900 tractors have two self cancelling spools and one float control spool. (Versatile Number TRA-15685)

TRANSMISSION LUBRICATION PUMP

Webster - 104YC Lube Pump. (Versatile Number 15977)

STEERING CYLINDERS, 3" Dia. x 16 1/2" Stroke - Double Acting, (Versatile Number R.H. TRA-13393 and L.H. TRA-15192)

COUPLERS - Model 8200 Pioneer Quick Couplers - (Versatile Number 17639)

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AS-1550 PARTS IDENTIFICATION

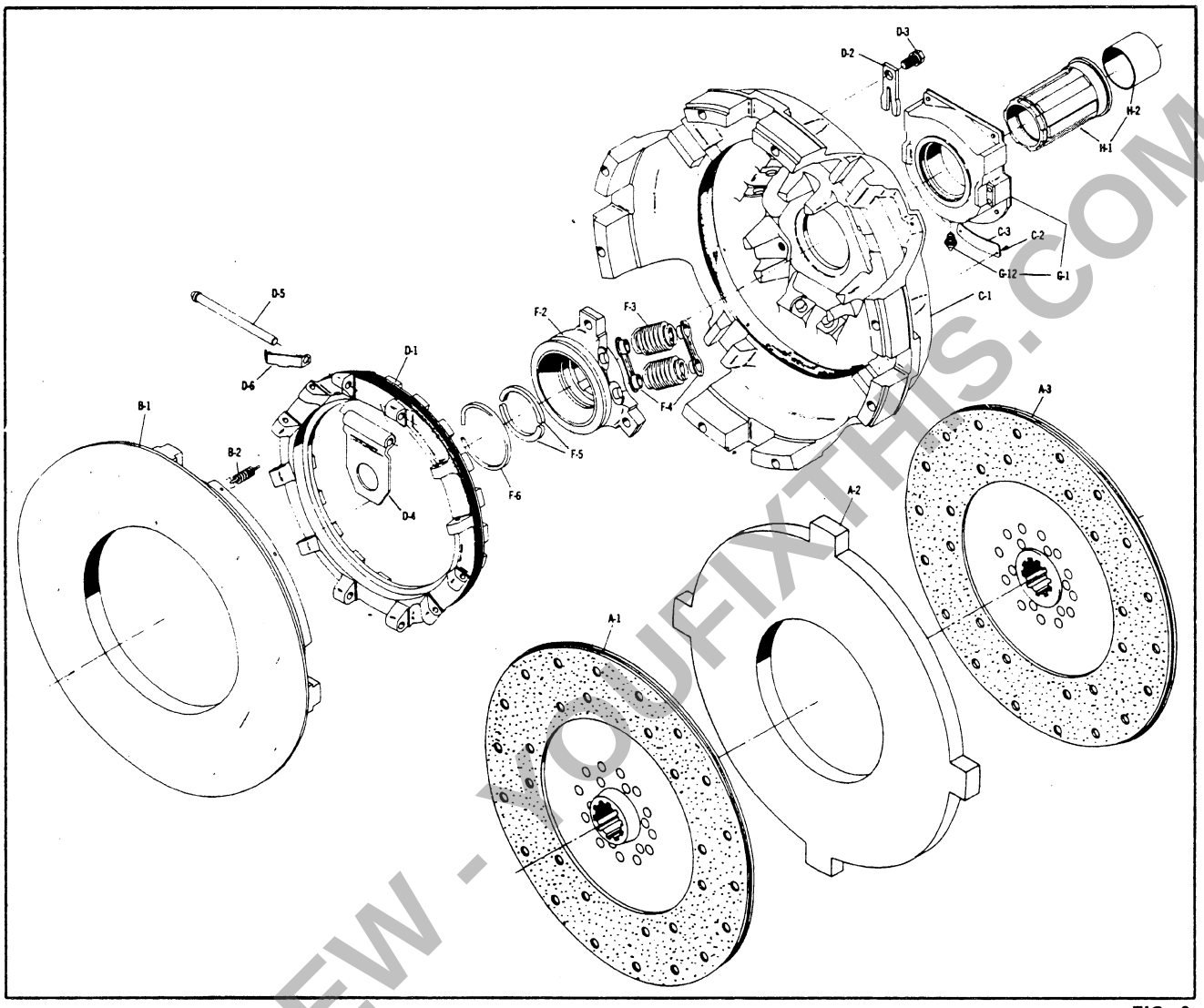


FIG. 2

A-1	DISC, driven front
A-2	PLATE, intermediate
A-3	DISC, driven rear
B-1	PLATE, pressure
B-2	SPRING, return
C-1	RING, flywheel
C-2	PIN, name plate
C-3	PLATE, name
D-1	RING, adjusting
D-2	LOCK, adjusting ring
D-3	BOLT & lock washer assembly
D-4	LEVER
D-5	PIN, pivot
D-6	CLIP, Spring
F-2	RETAINER, release sleeve
F-3	SPRING, pressure
F-4	PIVOT, spring
F-5	RING, release sleeve
F-6	RING, snap
G-1	BEARING & COVER, sub-assembly
G-12	NIPPLE, zerk (1/8''-27)
H-1	RELEASE SLEEVE sub-assembly
H-2	BUSHING, release sleeve

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Planetary Double Reduction Axles. Fill axle through rear filler hole with the specified amount of lubricant (lubricant should be at the level of the bottom of filler hole), then reinstall filler hole plug. If the carrier assembly oil channels are dry, one pint of lubricant should be added through the front filler hole.

► TORQUE REQUIREMENTS FOR EATON REAR AXLES

This section includes tightening torque requirements for bolts, nuts and cap screws as used on Eaton Axles.

The information is divided into individual tables covering axle types and specific attaching part locations. Thread sizes, grades and recommended torque values are listed.

To determine bolt or cap screw grade, check for a designation (see below) stamped on the bolt head. Tightening torque for a given location will vary with steel grade of the attaching part. Be sure to check grade when determining torque values.

Correct tightening torque values are extremely important to assure long Eaton Axle life and dependable performance. Under-tightening of attaching parts is just as harmful as over-tightening.

Special attention should be given to tightening the inspection or bearing cover cap screws when a cork cover gasket is used. Cork gaskets should be assembled "DRY". Use of lubricant or sealer will cause gasket to slide out when cap screws are tightened. Excessive torquing of cap screws may buckle cover between mounting holes and create a lubricant leak.

Exact compliance with recommended torque values given herein will assure the best results.

Bolt Head Markings For Grade Identification



Grade 3 Grade 5 Grade 7 Grade 8

► single reduction axles

Torque Settings in ft-lbs. unless otherwise specified

DIFFERENTIAL BEARING ADJUSTER LOCK

CAP SCREW	9/16-12 (Grade 5)	115-125
CAP SCREW	5/8-11 (Grade 5)	160-175

DIFFERENTIAL BEARING CAP to CARRIER

CAP SCREW	5/8-11 (Grade 7)	150-170
CAP SCREW	11/16-11 (Grade 7)	210-250
CAP SCREW	13/16-10 (Grade 7)	350-425

DIFFERENTIAL CARRIER to AXLE HOUSING

CAP SCREW	7/16-14 (Grade 5)	45-55
CAP SCREW	1/2-13 (Grade 5)	75-85
CAP SCREW	5/8-11 (Grade 5)	160-175
STUD NUT	5/8-18 (Grade 8)	220-240

DIFFERENTIAL CASE (AXLE)

CAP SCREW	7/16-14 (Grade 5)	45-55
CAP SCREW	7/16-14 (Grade 7)	55-65
CAP SCREW	1/2-13 (Grade 7)	90-105
CAP SCREW	9/16-12 (Grade 7)	135-155

RING GEAR to DIFFERENTIAL CASE

BOLT/NUT	7/16-20 (Grade 5)	50-60
BOLT/NUT	1/2-20 (Grade 8)	90-100
BOLT/NUT	5/8-18 (Grade 8)	190-200

DRIVE PINION

NUT	1 -20	225-350
NUT	1 1/8-18	325-450
NUT	1 1/4-12	400-600
NUT	1 1/2-18	500-700
NUT	1 3/4-12	600-800

DRIVE PINION BEARING CAGE to CARRIER (or Power Divider Case)

CAP SCREW	9/16-12 (Grade 5)	115-125
CAP SCREW	9/16-12 (Grade 7)	135-155
CAP SCREW	5/8-11 (Grade 5)	160-175
CAP SCREW	5/8-11 (Grade 7)	170-190

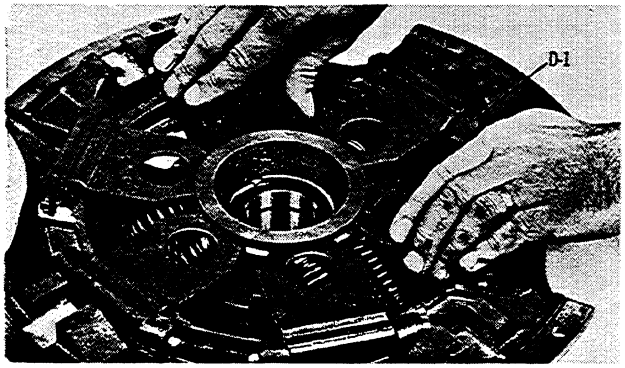
INSPECTION COVER to AXLE HOUSING

CAP SCREW	7/16-14 (Grade 3)	35-50
CAP SCREW	7/16-14 (Grade 5)	45-55
STUD NUT	7/16-20 (Grade 8)	70-85

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REMOVAL AND DISASSEMBLY

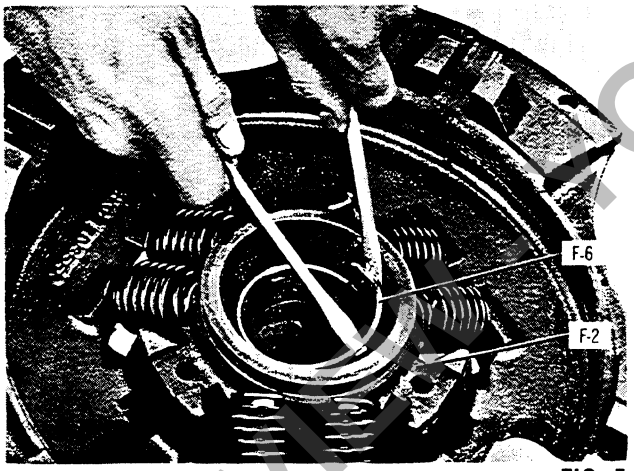
7. **Note Fig. 6.** Turn the adjusting ring (D-1) and lever assembly counter-clockwise until free of flywheel ring (C-1). Then lift and remove assembly.



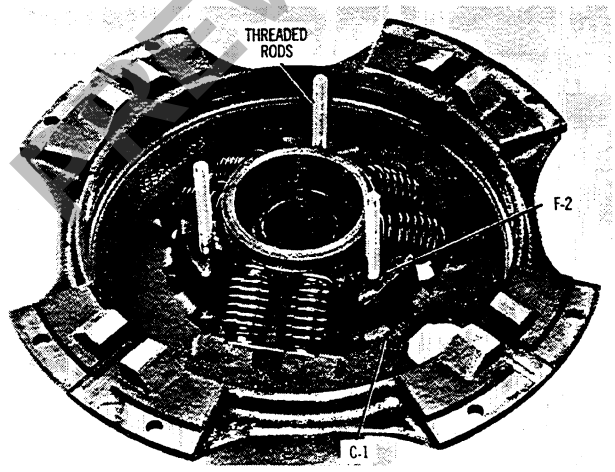
3063-34 **FIG. 6**

8. **Note Fig. 7.** Remove snap ring (F-6) from release sleeve retainer (F-2).

9. **Note Fig. 8.** Install three 5/16" x 5" threaded rods through clearance holes in release sleeve retainer (F-2) and into holes provided in flywheel ring. Threaded rod must pass through flywheel ring far enough to put hex nuts on both ends.



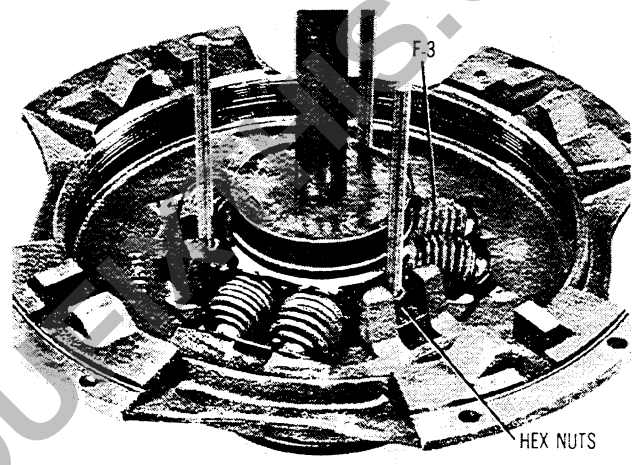
3063-2 **FIG. 7**



3063-16 **FIG. 8**

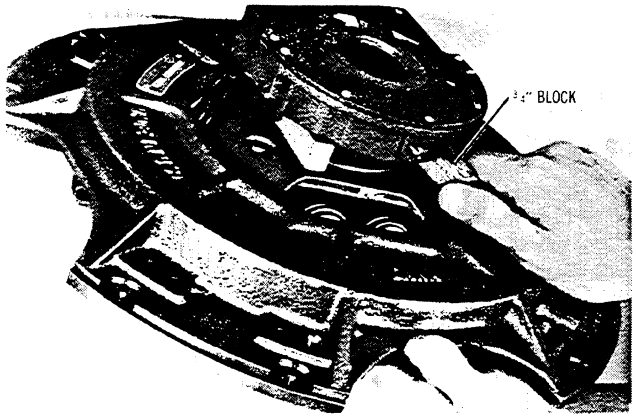
10. **Note Fig. 9.** Place assembly on an arbor press with a piece of tubing (See Note) supporting the release sleeve (H-1). Compress retainer until drive lugs bottom on flywheel ring and draw three hex nuts tightly against retainer.

> **NOTE**
>
> *Use a short piece of 2½" or 2¾" O.D. tubing to support release sleeve assembly. DO NOT support on clutch release bearing cover rivet heads.*



3681-8 **FIG. 9**

11. **Note Fig. 10.** Raise arbor. Tilt assembly and remove ¾" wooden blocks.



3063-8 **FIG. 10**

12. **Note Fig. 11.** Again support release sleeve on tubing as in Step 10. Remove half ring locks (F-5). Now release sleeve and bearing assembly are free to slide through retainer toward rear of clutch.

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TROUBLE SHOOTING

POSSIBLE CAUSE	REMEDY
5. Internal clutch adjustment not correct.	Readjust clutch for standard release travel. Refer to adjusting instruction — Pages 24 through 27. Proper clutch adjustment must be maintained for good clutch release and proper brake squeeze.
6. Flywheel pilot bearing fitting too tightly in flywheel or on end of drive gear.	Free pilot bearing to a light push. Fit in flywheel and on drive gear pilot. If bearing is rough, replace.
7. Facings gummed with oil or grease.	Replace facings or entire driven disc assembly. Cleaning not recommended.
8. Damaged clutch release bearing.	Replace bearing. If bearing is grease type, lubricate with engine running. Use recommended lube.
9. Clutch release shaft projecting through release yoke.	Relocate release shaft so it does not project. Check bell housing bushings and release yoke for wear.
10. Release yoke contacting cover assembly at full release position.	Replace release yoke with proper yoke (Page 32).
11. Release yoke will not align with release bearing properly.	Flywheel has been resurfaced more than the recommended .060 removal.
12. Broken intermediate plate.	Replace damaged intermediate plate driven disc assembly. This is caused by driver abuse or excessive heat. a. Holding vehicle on hill with the clutch. b. Overload. c. Starting off in the wrong gear. d. Wrong cover assembly installed allowing clutch to slip. e. Intermediate plate hanging allowing clutch to slip.

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900 TRACTOR SPECIFICATIONS

GENERAL

ENGINE HP - 300 @ 2400 rpm @ 500 ft. & 85° F.

WHEELBASE - 130 inches.

MAXIMUM OPERATING WEIGHT - 28,000 lbs.

RECOMMENDED RANGE OF OPERATING WEIGHT - 26,000 to 27,000 lbs.

FUEL TANK CAPACITY - 145 U. S. Gallons.

HEIGHT OVERALL - 130 inches.

LENGTH OVERALL - 253 inches.

TIRE SIZE	THREAD	WIDTH	SHIPPING WEIGHT
18.4x38 Duals	72"	90 1/2	18,590 Total
			12,960 Front
24.5x32	70 3/4	95 1/2	17,250 Total
			12,340 Front
30.5x32	77 1/4	107 3/4	18,350 Total
			12,840 Front

ENGINE SPECIFICATIONS

HORSEPOWER 320

GOVERNED RPM 2600

NUMBER OF CYLINDERS 8

BORE & STROKE-- in. .....5 1/2 x 4 1/4

PISTON DISPLACEMENT -- cu. in. 903

OPERATING CYCLES 4

ENGINE OIL CAPACITY -- gals. 6 1/2

ENGINE COOLANT CAPACITY -- gals. 7

NET WEIGHT with STANDARD ACCESSORIES [lbs.] 2200

BEARINGS: Precision type, steel backed inserts. 5 main bearings, 3/4" diameter. Connecting Rod -- 3 1/8" diameter.

CAMSHAFT: Single camshaft controls all valve and injector movement. Induction hardened alloy steel with gear drive.

CAMSHAFT FOLLOWERS: Roller type for long cam and follower life.

CONNECTING RODS: Drop forged, 8.193" center to center length. Rifle drilled for pressure lubrication of piston pin. Taper piston pin end reduces unit pressures.

COOLER, LUBRICATING OIL: Tubular type, jacket water cooled.

CRANKSHAFT: High tensile strength steel forging. Bearing journals are induction hardened. Fully counterweighted.

CYLINDER BLOCK: Alloy cast iron with removable, wet liners. Cross bolt support to main bearing cap.

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BATTERY CARE AND MAINTENANCE

Battery Storage

A wet charged battery will not maintain its charged condition indefinitely during storage, unless it is recharged periodically.

During storage, even though the battery is not in use, a slow reaction takes place between the chemicals inside the battery which causes the battery to discharge slowly. This is called "self-discharge". The rate at which self-discharge occurs varies directly with the temperature of the electrolyte.

A battery stored in an area at 100° F for 60 days will have a much lower state of charge than one stored in an area at 60°F.

To minimize self-discharge, wet batteries should be stored in as cool a place as possible, so long as the electrolyte does not freeze.

A wet battery which has been allowed to stand idle for a long period of time without recharging may become so badly damaged by the growth of lead sulfate crystals in the plates that it can never be restored to a normal charged condition. The battery in this condition not only loses its capacity but also is subject to changes in its charging characteristics. These changes, due to self discharge are often serious enough to prevent satisfactory battery performance in a vehicle.

Periodic recharging is, therefore, necessary to maintain wet charged batteries in a satisfactory condition while in storage.

Charging Wet Batteries in Storage

Before placing a battery on charge always check the electrolyte level and add water, as necessary, to bring the electrolyte up to the bottom of the ring.

Bring the battery to full charge every 30 days by charging at a fairly high rate. Trickle charging should not be used to maintain batteries in a charged condition when in storage. Periodic charging is the best method of maintaining wet charged batteries in a fully charged condition without damaging the battery.

Battery Freezing

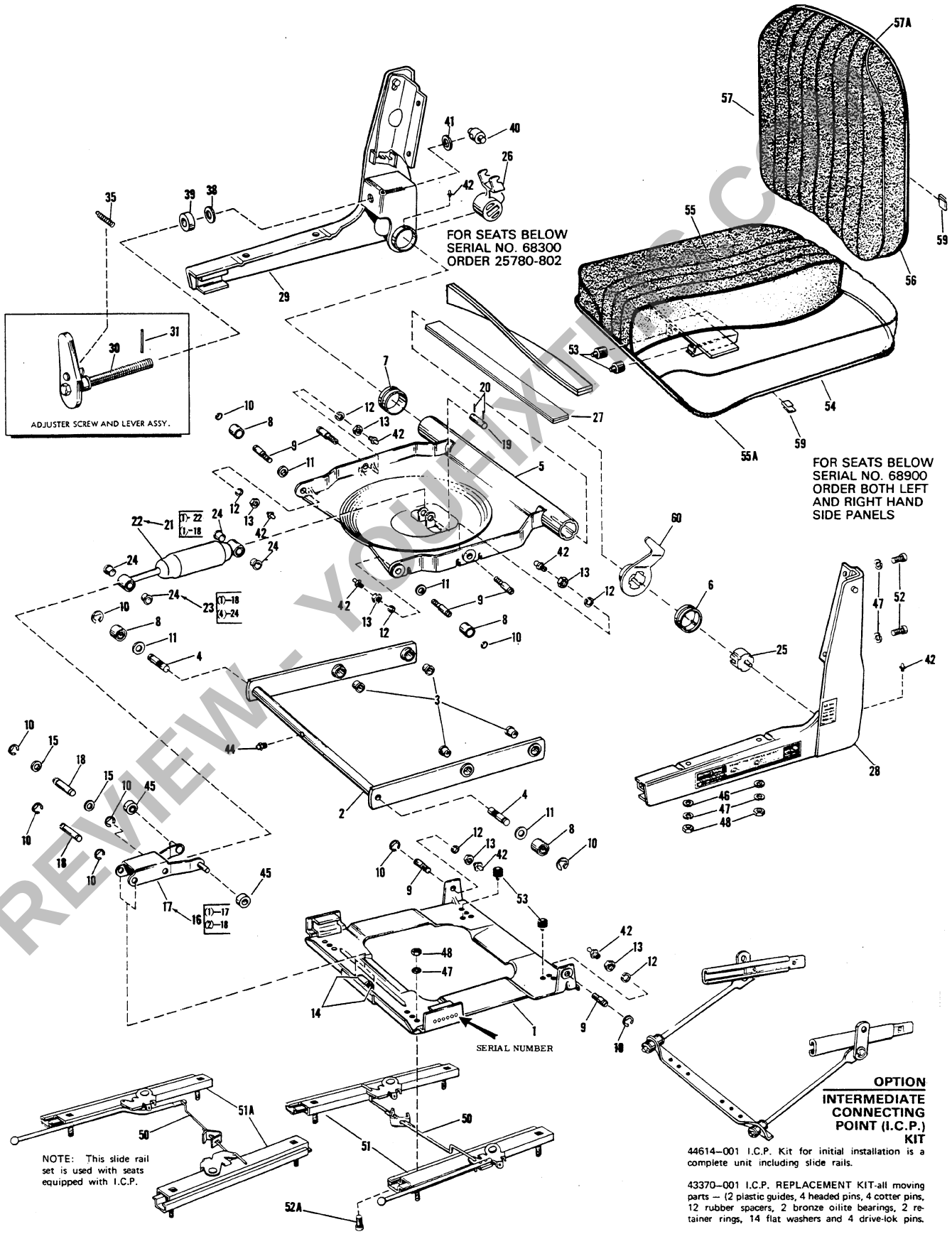
The freezing point of electrolyte depends on its specific gravity. The following table gives the freezing temperatures of electrolyte at various specific gravities:

Value of Specific Gravity	Freezing Temp. Deg. F.	Value of Specific Gravity	Freezing Temp. Deg. F.
1.100	18	1.220	-31
1.120	13	1.240	-50
1.140	8	1.260	-75
1.160	1	1.280	-92
1.180	-6	1.300	-95
1.200	-17		

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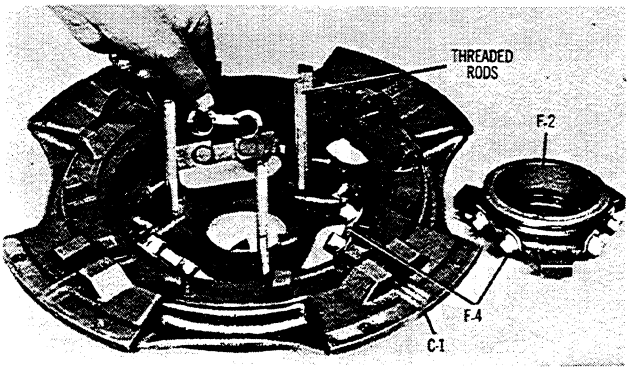


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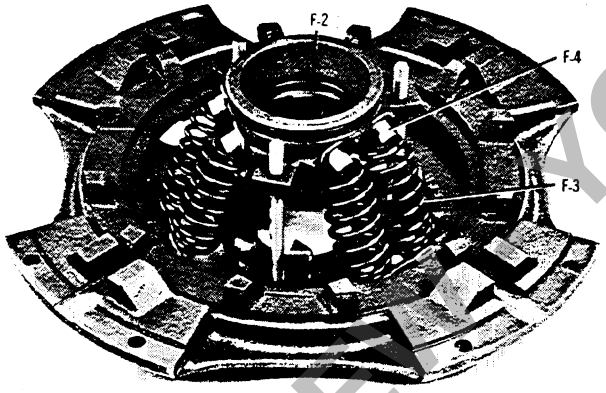
REASSEMBLY

3. **See Fig. 24.** Install three threaded rods in holes provided in flywheel ring. Place hex nut on opposite side of flywheel ring. Place spring pivots (F-4) on bosses in flywheel ring (C-1) and retainer (F-2).



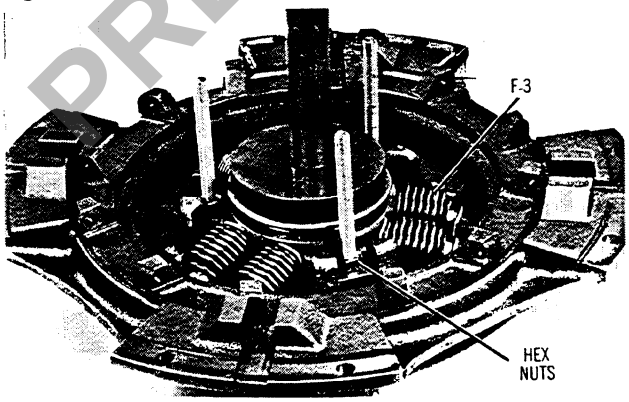
3063-20 **FIG. 24**

4. **See Fig. 25.** Place release sleeve retainer (F-2) in position, guided on threaded rods. Install pressure springs (F-3) between spring pivots (F-4). Place hex nuts on three threaded rods and draw down enough to hold release sleeve retainer assembly in place.



3063-21 **FIG. 25**

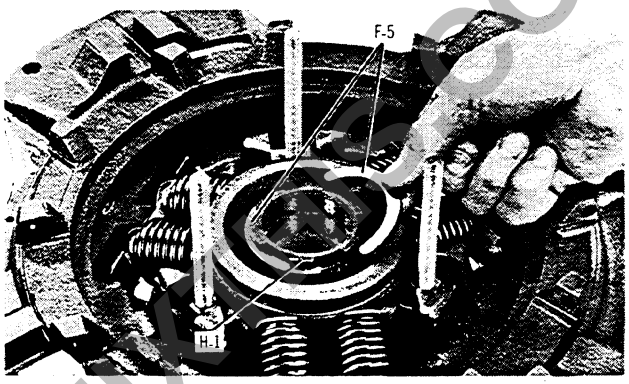
5. **See Fig. 26.** Place flywheel ring and release sleeve retainer assembly on an arbor press and depress retainer until it bottoms against flywheel ring. Draw tightly three hex nuts on threaded rod against retainer.



3063-13 **FIG. 26**

> **NOTE**
>
> *Visually check pressure springs (F-3) to assure seating on spring pivots.*

6. **See Fig. 27.** Install release sleeve (H-1) and release bearing (G-1) assembly through flywheel ring and release sleeve retainer. Place half ring locks (F-5) in groove of release sleeve.

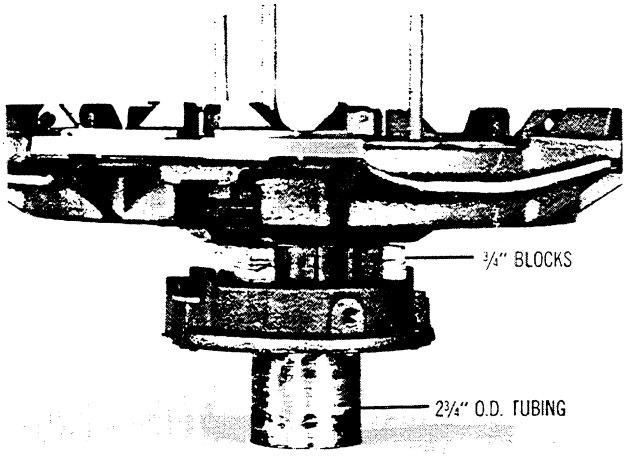


3063-18 **FIG. 27**

7. **See Fig. 28.** Install ¾" wooden blocks between flywheel ring and release bearing housing. Place assembly on arbor press, supporting sleeve on 2½" - 2¾" O.D. tubing.

Compress retainer to relieve load on hex nuts. (Fig. 26). Remove threaded rods and release load against wooden blocks.

> **NOTE**
>
> *DO NOT support assembly on clutch release bearing cover rivet heads.*



3063-9 **FIG. 28**

8. **See Fig. 29.** Complete subassembly by placing snap ring (F-6) in groove above the half-ring locks.

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