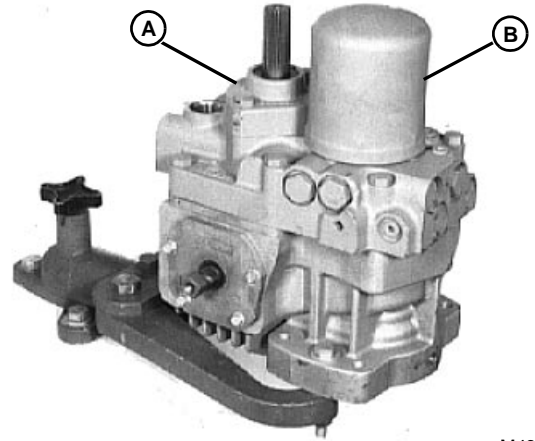


DISASSEMBLE TRANSMISSION

1. Thoroughly clean outside surface of transmission using wire brush and solvent.
2. Install transmission on a bench fixture.
3. Remove and inspect charge pump (A). (See procedures previously in this section.)
4. Remove filter (B).

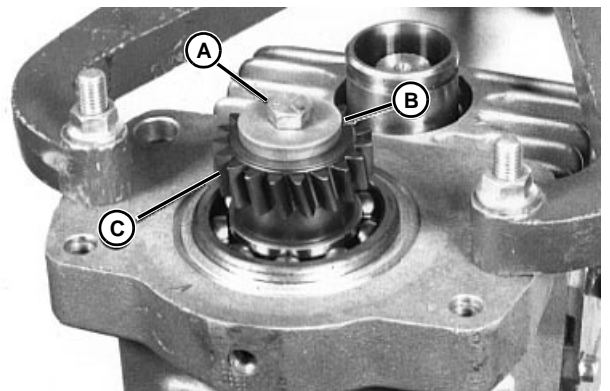


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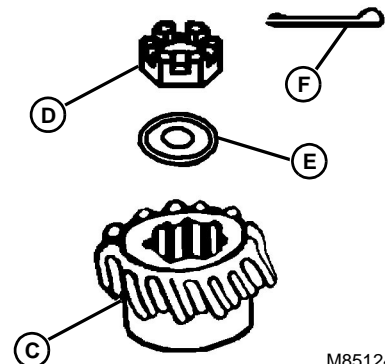
5. (Early Models) Rotate fixture 180°. Remove cap screw (A), and washer (B) to remove output shaft drive gear (C) (19 teeth).

IMPORTANT: Late model Hydrostatic Transmissions have cotter pin (F) and castle nut (D) assembly (Hydrostatic Driveshaft Kit AM118962 for positive gear retention) instead of cap screw (A) assembly.



M43814

5. (Late Models) Rotate fixture 180°. Remove cotter pin (F), castle nut (D), and washer (E) to remove output shaft drive gear (C) (19 teeth).

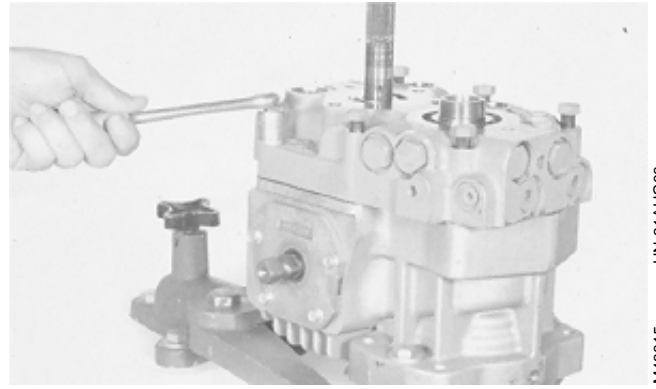


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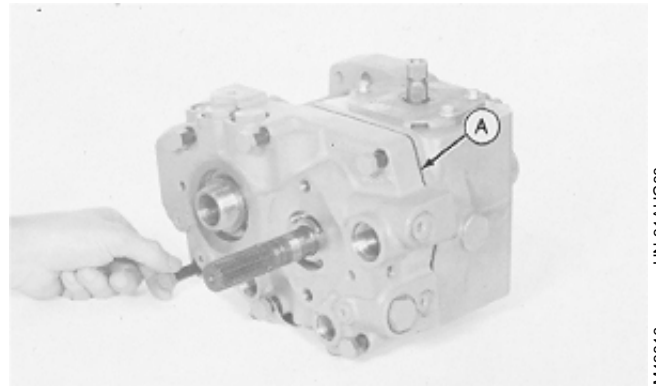
IMPORTANT: Do not allow internal parts to fall when removing center section.

6. Rotate fixture 180°. Loosen six cap screws (DO NOT remove). Remove transmission from bench fixture.

7. Put transmission on its side on a work bench and remove six cap screws, center section and gasket (A).



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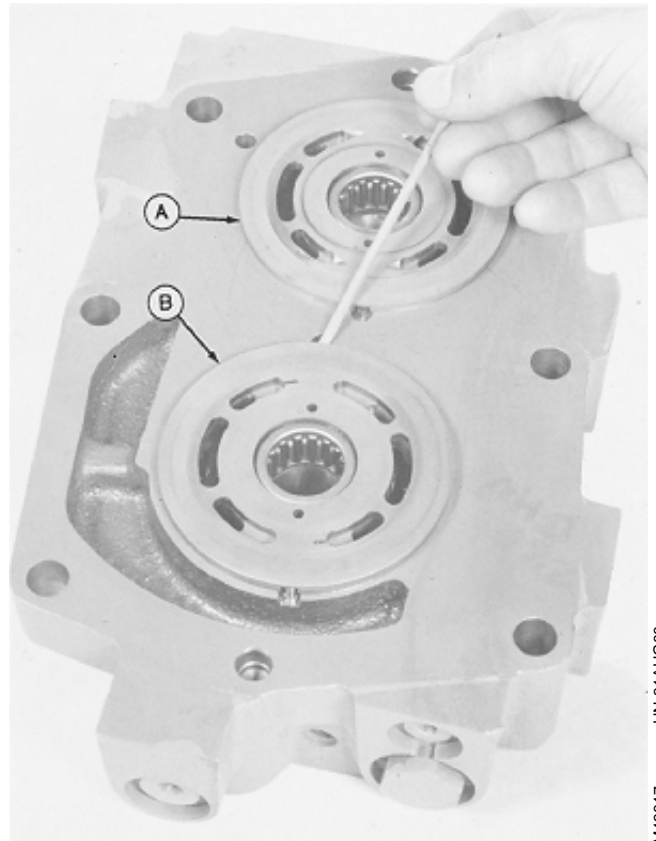
IMPORTANT: Do not nick or scratch lapped or machined surfaces of the center section, valve plates or cylinder blocks.

Keep pump and motor components separate, they are not interchangeable.

8. Remove valve plates (A and B). If it is necessary to pry valve plates loose from center section, use a wooden dowel and pry only at dowel pin grooves.

If valve plates DO NOT come off with center section, remove valve plates from cylinder block assemblies.

It may be necessary to apply diesel fuel between valve plate and cylinder block to cut oil film.



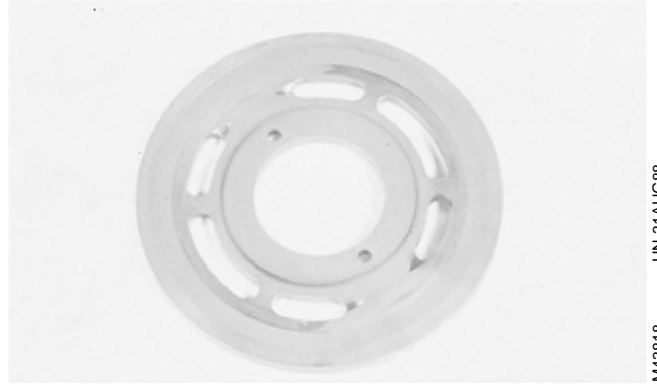
M43817
-UN-31/AUG88

MX,HU,5005,27 -19-16OCT91

9. Inspect valve plates. Valve plates should be flat, free of all nicks, burrs, scratches, and erosion around the ports. The bronze metal should show no scoring, smearing, or be discolored.

NOTE: Scoring is indicated by fine scratches or grooves cut into the plate.

When these scratches can be detected by feel, fingernail or lead pencil, the plate should be replaced.

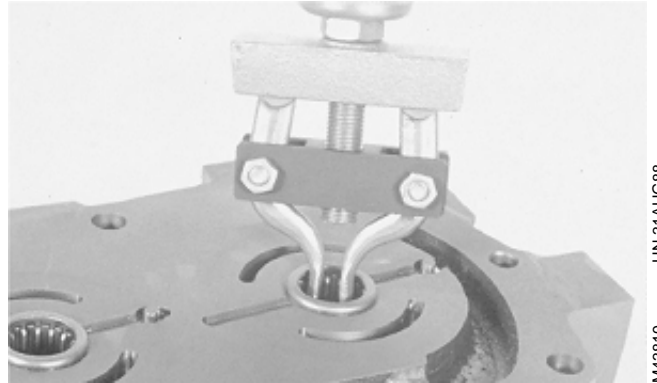


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M43818
-UN-31AUG88

10. Inspect both bearings in center section. Replace if necessary. Remove bearing using a 2-jaw slide hammer puller.

11. For disassembly of center section, see Cross-Section View—Center Section later in this section.



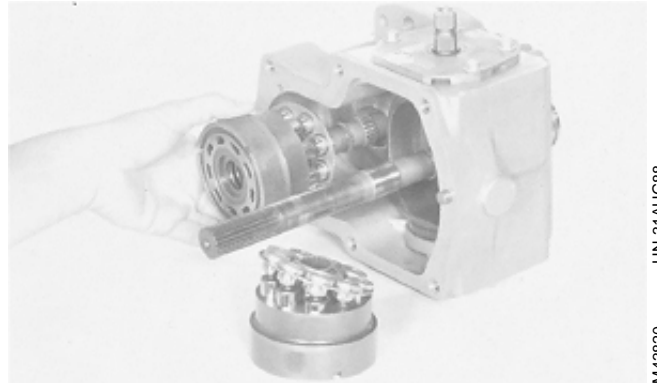
MX,HU,5005,29 -19-16OCT91

M43819
-UN-31AUG88

IMPORTANT: Do not nick or scratch lapped surface of cylinder blocks.

Piston-to-bore relationship need not be maintained; keep pump and motor components separate, they are not interchangeable.

12. Remove motor and pump cylinder blocks.



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M43820
-UN-31AUG88

13. Inspect cylinder block assemblies.

IMPORTANT: Do not interchange pistons between motor and pump cylinder blocks. Pistons and cylinder blocks are matched.

Lift piston retainer and pistons from cylinder block. Check for free movement of pistons in cylinder bores.



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M36111
-UN-29AUG88

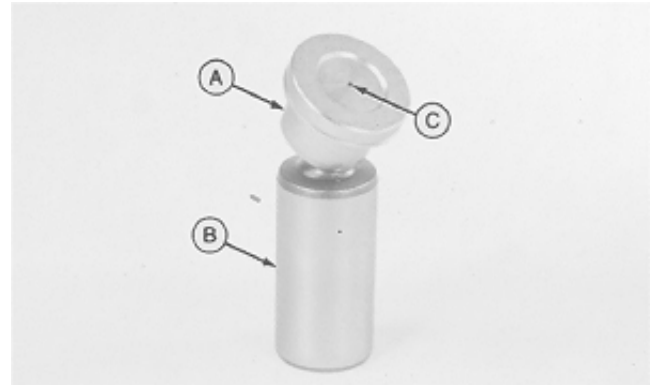
14. Remove and inspect all pistons.

Check barrel (B) for scoring, discoloration, or any signs of separation of slippers.

Check slipper (A) for scoring, smearing, rolled edges and a full 360° free rotation on barrel.

Check lubrication hole (C) for blockage. Clean with compressed air.

If any component of the piston is damaged, the cylinder block assembly must be replaced.



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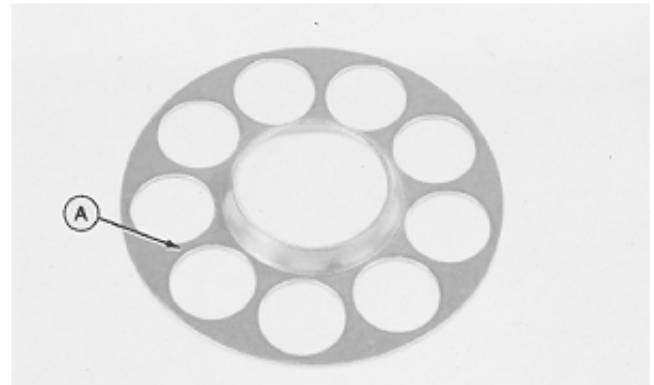
MX,HU,5005,32 -19-16OCT91

15. Remove and inspect both piston retainers.

Check retainer for flatness, nicks, burrs, and discoloration.

Check area around piston slippers (A) for scoring.

If any part of the piston retainer is damaged, the cylinder block assembly must be replaced.



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