

## Group 25 SEPARATION

### REMOVING ROLL-GARD CAB

#### GENERAL INFORMATION

When the tractor is equipped with a Roll-Gard cab, it may be necessary to remove the cab in order to service tractor. Individual service requirements will dictate whether the service-man will remove cab panels or remove the complete cab. For example, to remove the rockshaft housing, it is necessary only to remove the covers over the housing. However, service of the differential or final drives will require complete cab removal.

#### TRACTORS WITH HINSON CAB (SER. NO. 150,001-UP)

Use the following procedure to remove the cab.

Disconnect battery ground cable and remove cowl. Disconnect cab wiring at connectors and circuit breakers under the instrument panel. Disconnect wire from headlight dimmer switch.

Remove cab floor mat, platform, floor panels, side shields and front panels (Fig. 1).

Remove perforated foam insulation from cab panels over rockshaft housing inside cab. Remove panels (Fig. 2).

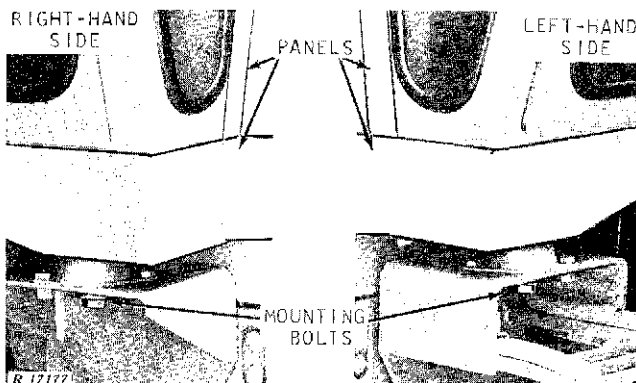


Fig. 1—Front Mounting Bolts and Panels

On tractors with a heater, drain a sufficient amount of coolant from the cooling system, and disconnect the heater hoses from the engine.

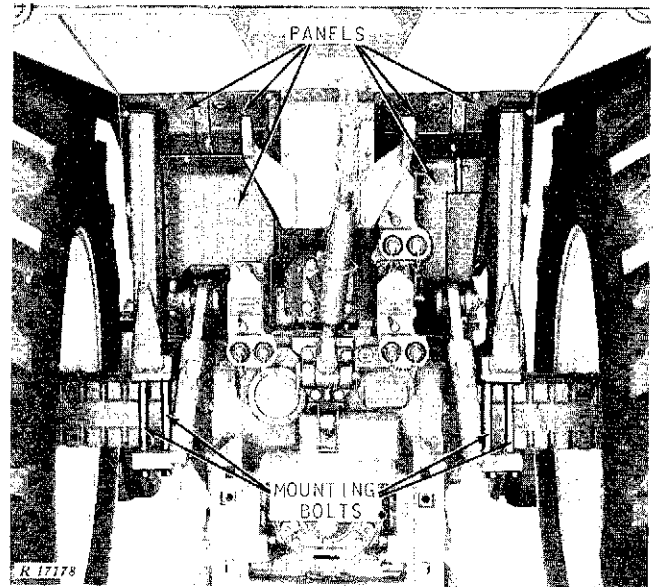


Fig. 2—Rear Mounting Bolts and Panels

Fasten a chain to the lifting straps on roof of cab, and attach to a suitable overhead hoist.

Remove the cab front and rear mounting bolts (Figs. 1 and 2). Lift cab from tractor.

#### TRACTORS WITH STOLPER CAB (BEFORE SER. NO. 150,001)

Use the following procedure for complete cab removal. See Fig. 4.

Remove floor mats and pads, cab floor panels, front cowl panel, and rockshaft covers.

Disconnect the battery ground cable.

Disconnect cab wiring harness (refer to WIRING DIAGRAMS, Sect. 40), under right side of cab.

On cabs equipped with a heater, drain the cooling system and disconnect heater hoses from connections on right-hand side panel inside cab.

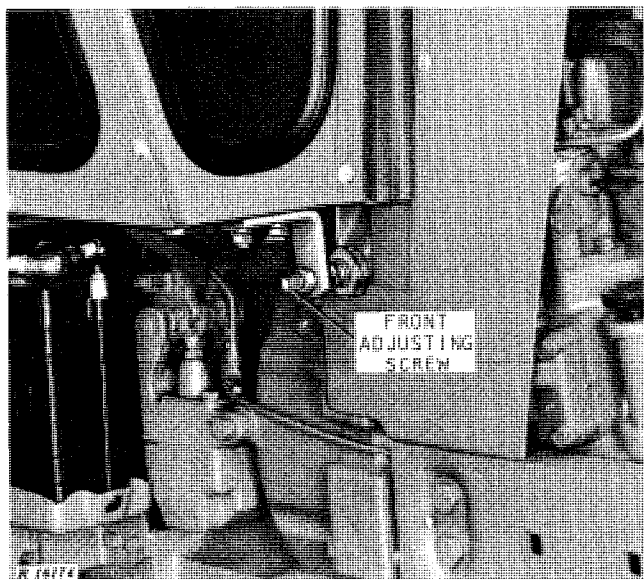


Fig. 3—Front Adjusting Screw

Remove cab assembly from tractor (Fig. 30).

### INSTALLING ROLL-GARD CAB

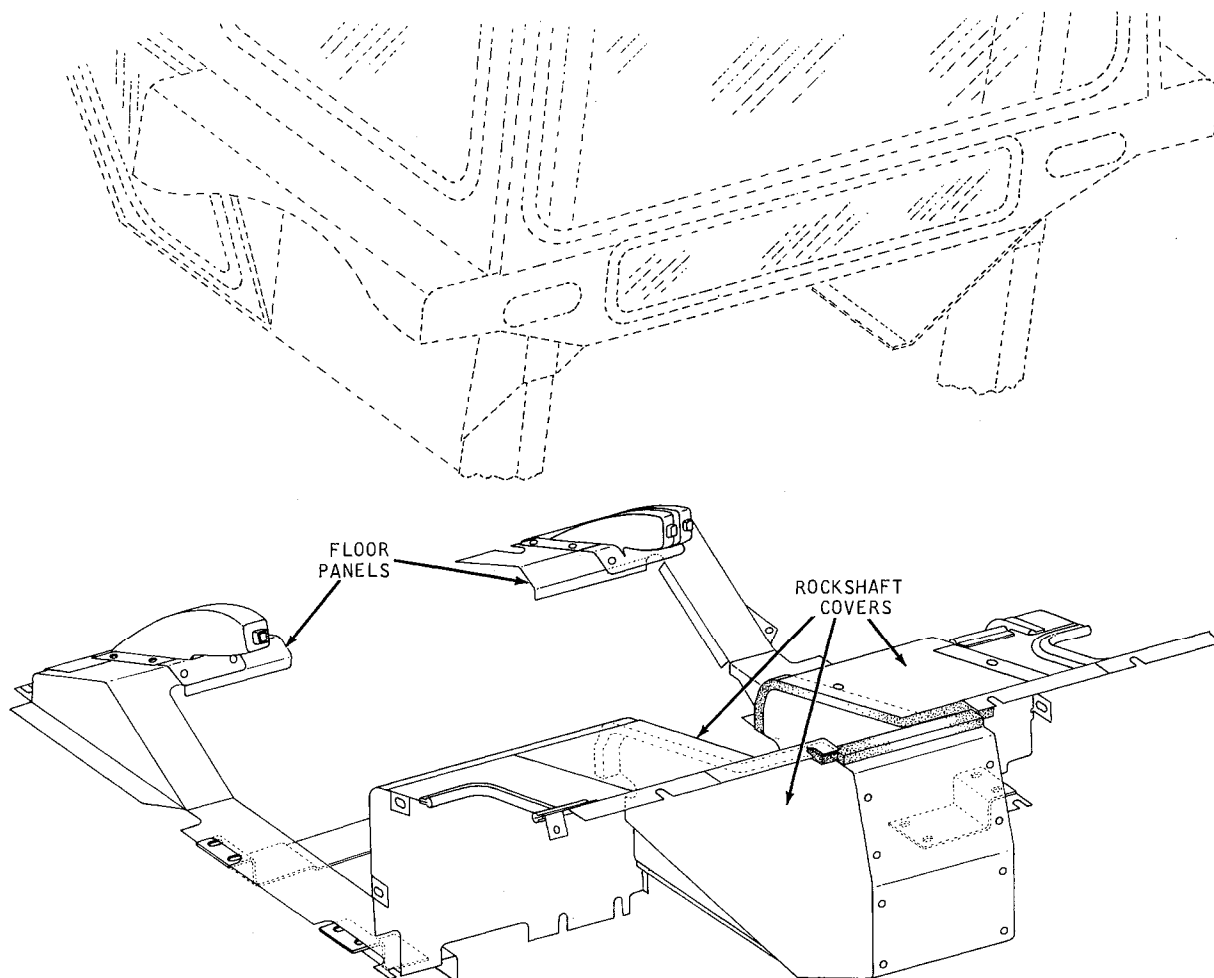
Reverse the removal steps. The centerline of cab should line up with centerline of tractor. The foam rubber seal on center cowl panel of cab should be equally compressed around the contour of hood. Shift cab as required to align correctly.

Be sure to install rubber pads on rear axle housing on tractors above serial number 150,001.

Tighten the rear mounting bolts to specification.

After the cab panels and extensions are in place, seal all holes and openings with tape, foam material, or sealant before installing floor pads and mats. Careful sealing of all openings must be done for the pressurizer to be effective in keeping out dust and dirt.

Install floor pads and mats.



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Fig. 4—Roll-Gard Cab Floor Panels (Stolper)

### SEPARATING ENGINE FROM CLUTCH HOUSING



Follow all good safety, cleanliness, and general mechanical procedures. See the John Deere "Fundamentals of Service" (FOS) manuals.

Drain cooling system and remove cowl, side shields, grille screens, hood, and control support covers.

Disconnect battery ground cable (left battery is grounded on diesel tractor).

On LP-gas tractors, remove the fuel withdrawal valve handles. Disconnect the control rods at the withdrawal valves and pull the rods rearward.

**CAUTION:** Before separating tractor, be sure that the brake accumulator is discharged. The accumulator can be discharged by opening the right-hand brake bleed screw, and holding the brake pedal down for a few minutes.

1. Disconnect hydraulic pump oil seal drain tube (Fig. 5).

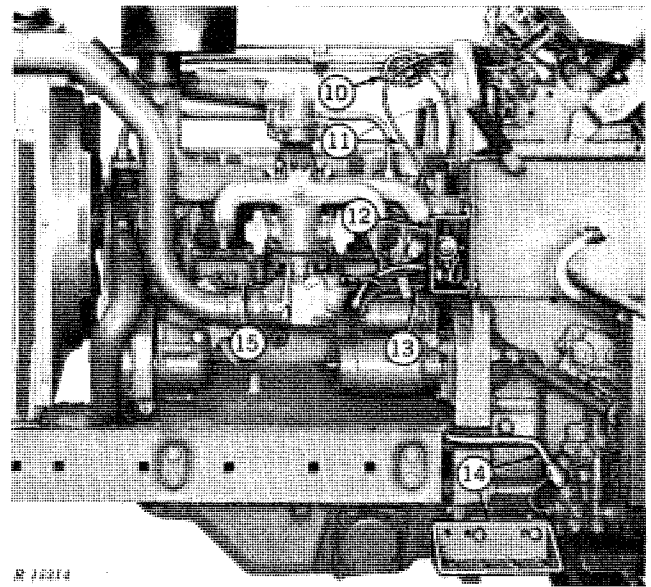


Fig. 6—Separation Procedures on Left-Hand Side

2. Disconnect tachometer cable.
3. Disconnect speed control rod from injection pump (diesel).
4. Detach wiring harness from clamp at control support.
5. Disconnect ether starting aid pipe (diesel).
6. Remove hydraulic pipe clamps.
7. Disconnect hydraulic pressure pipe.

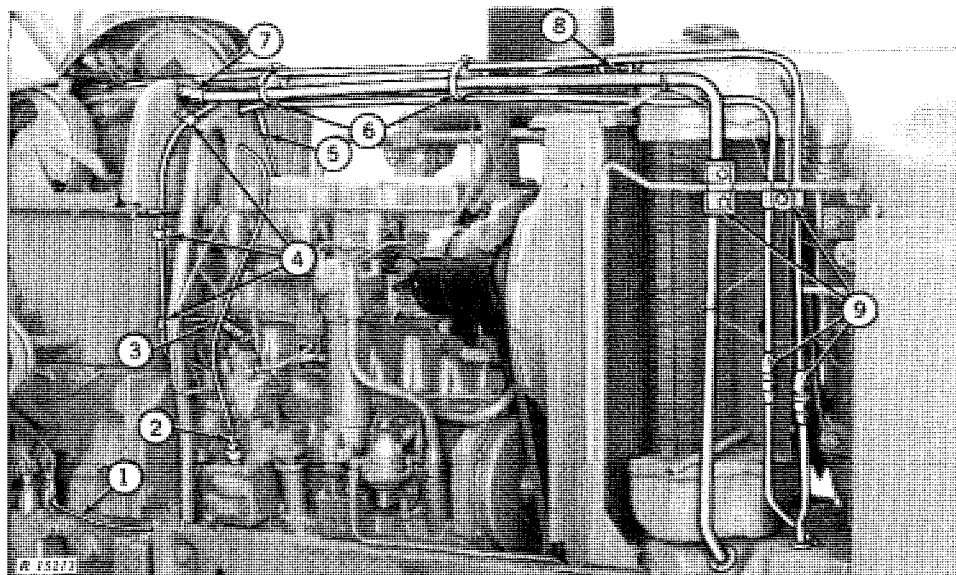


Fig. 5—Separation Procedures on Right-Hand Side

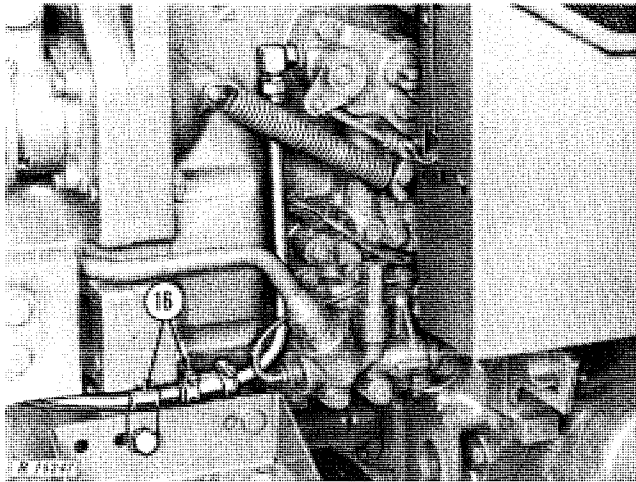


Fig. 7 - Power Front Wheel Drive Drain Pipe

8. Disconnect hydraulic oil return pipe.
9. Remove hydraulic pipe spacer clamps and disconnect steering pipes.
10. Disconnect wiring harness at connectors. Remove wiring bands to hydraulic pipe (Fig. 6).
11. Disconnect engine temp. gauge bulb.
12. Detach starter circuit relay mounting bracket from control support and disconnect battery cable from starter.
13. Disconnect choke cable (gasoline).
14. (Syncro-Range) Remove left rear battery box support, pipe clamp, and disconnect hydraulic pump inlet pipe.
14. (Power Shift) Remove left-hand step and disconnect hydraulic pump inlet pipe.
15. Remove speed control rod (gasoline or LP-gas).
16. Disconnect Power Front Wheel Drive drain pipe (Fig. 7).

Install front and rear support stands.

Remove cap screws securing engine to clutch housing and roll rear half of tractor away.

### INSTALLATION

Apply a light coating of Permatex to joining surfaces and move both halves of tractor together.

Tighten clutch housing-to-engine cap screws to specified torque and remove support stands.

On LP-gas tractors, install the fuel withdrawal valve rods and handles.

Reverse the numbered separation procedures.

Fill the engine cooling system. Connect battery ground (tap cable on battery post first). Check engine crankcase and transmission oil levels.

Bleed steering system (Section 70, Group 20).

After checking for leaks, install tractor sheet metal.

### SEPARATING CLUTCH HOUSING FROM POWER SHIFT TRANSMISSION CASE

Discharge accumulator and separate the tractor between the engine and clutch housing.

Drain transmission. Remove batteries.

Disconnect wiring harness from dimmer switch on tractors with dual-beam headlights.

Remove platform. If necessary, remove rock-shaft selector knob and differential lock pedal pivot pin. Do not remove valve.

1. Remove hydraulic filter outlet pipe (Fig. 8).
2. Disconnect main harness from lamp har-

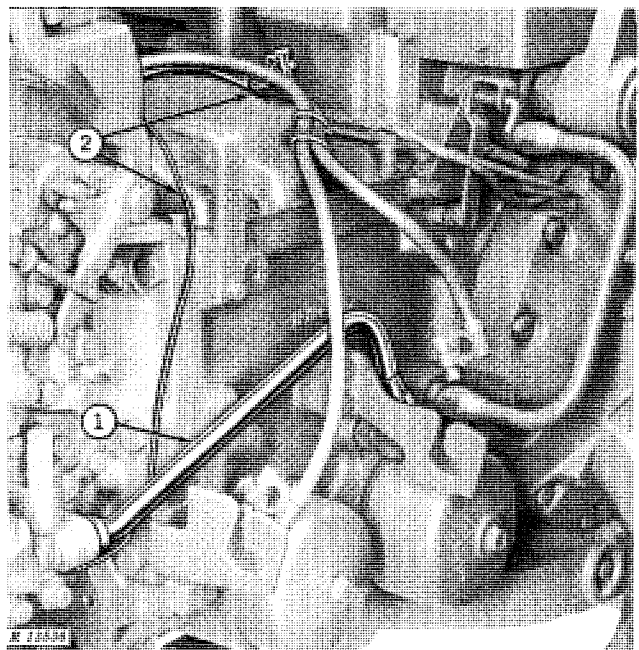


Fig. 8 - Left-Hand Side Transmission Case

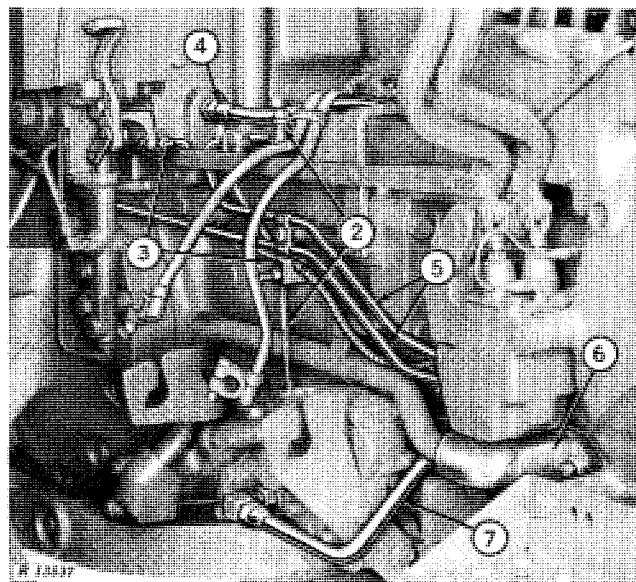


Fig. 9 - Right-Hand Side Transmission Case

ness, transmission filter restriction indicator lamp wire, and from start-safety switch (Fig. 9). Remove battery cable clamps.

3. Disconnect differential lock control link and transmission park lock cable.

4. Disconnect hydraulic pressure pipe to rockshaft.

5. Disconnect left-hand and right-hand brake pipes.

6. Remove transmission oil pump intake elbow.

7. Remove transmission control valve pressure inlet pipe. Loosen transmission control valve to disconnect the shifter rods. If transmission control valve housing gasket is in poor condition, remove the valve housing.

8. On tractors with Power Front Wheel Drive, remove cover and disconnect wiring harness from switches (Fig. 10).

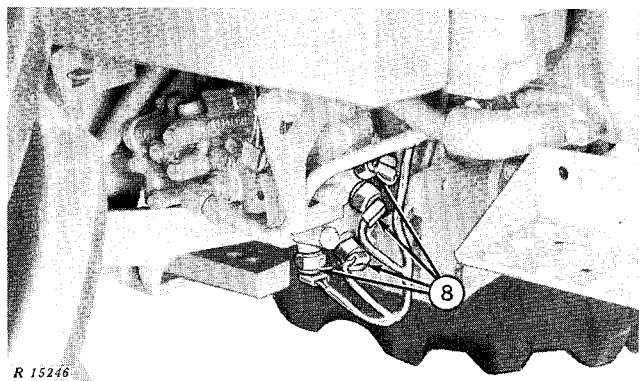


Fig. 10—Power Front Wheel Drive Switches  
(Power Shift Tractor)

Disconnect clutch rod (Fig. 11). Remove clutch fork shaft snap rings, shaft, fork, and bearing carrier.

Remove transmission pump and clutch pack assembly. Remove two hidden cap screws (Fig. 12).

Remove C1 and C2 clutch shafts. Remove retaining ring and PTO clutch gear. If necessary, use slide hammer puller, special pulling tool (Fig. 27), and cotter pin or small pin.

Remove mid PTO quill. If necessary, deburr the PTO shaft or tape the shaft to protect the seal.

Move drawbar to extreme rearward position. Place supports at rear of drawbar and at front of transmission case.

Install a suitable lift sling (Fig. 28) and remove clutch housing assembly.

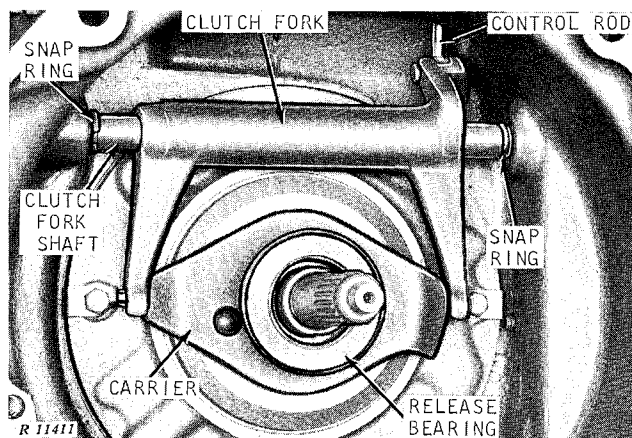


Fig. 11—Release Bearing Assembly

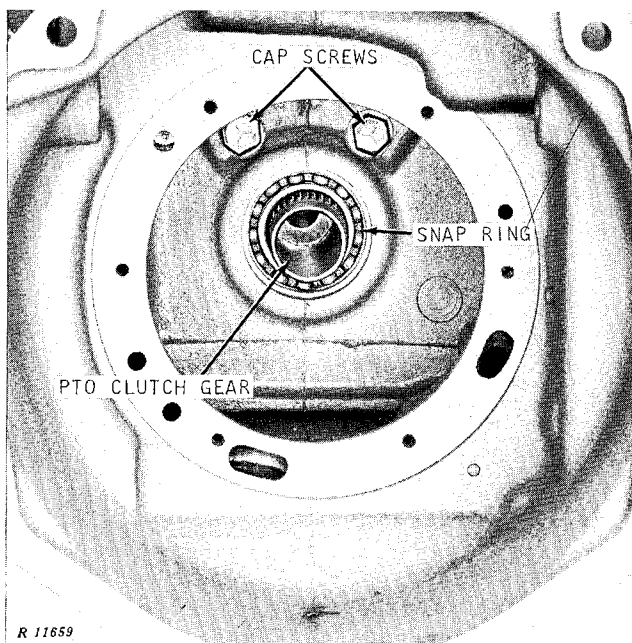


Fig. 12—PTO Clutch Gear

## INSTALLATION

Before assembling, check to see that the PTO thrust washers, PTO brake piston, and brake return spring are in position (Figs. 13 and 14). Remove Caplugs from oil passages and install gasket and O-rings.

Attach clutch housing to transmission case and tighten all cap screws to proper torque.

Connect rockshaft hydraulic pressure pipe.

Connect park lock cable and differential lock control link.



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