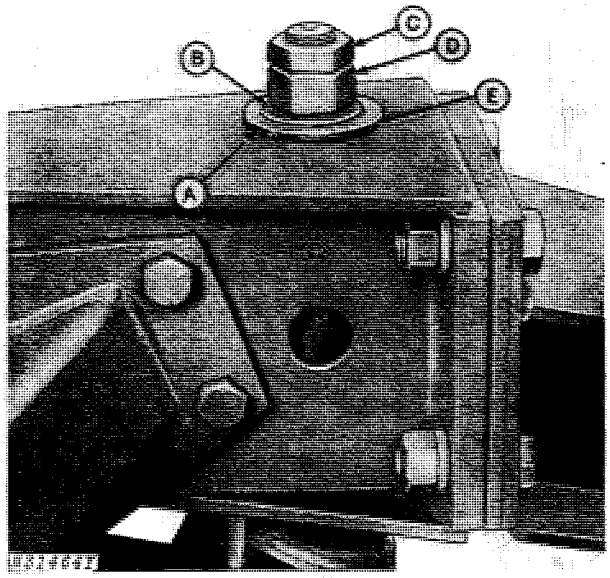
YOKE REPLACEMENT

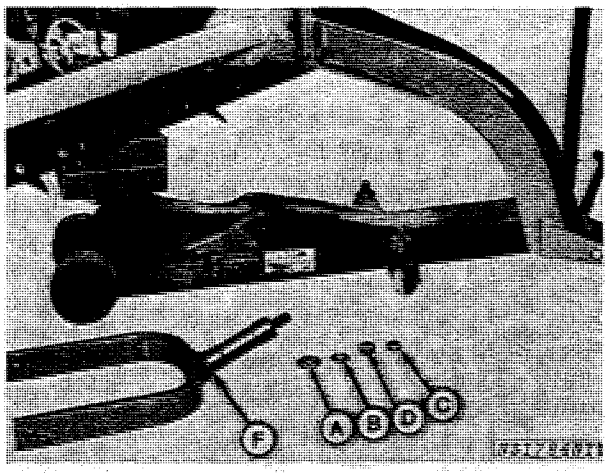
1. Remove the wheel and hub assembly from the yoke by removing the spindle nut and bolt. (See page 11).



A - Flat Washer
B - Spring Washer
C - Jam Nut
D - Hex. Nut
E - Caster Wheel Support

Feg. 10 - Removing Yoke

2. Remove the jam nut (C, Fig. 10) and the hex. nut (D) from the top of the yoke; then remove the spring washer (B) and flat washer (A).



A - Flat Washer
B - Spring Washer
C - Jam Nut
D - Hex. Nut
F - Wear Washer

Fig. 11 - Yoke Removed

3. Raise the drill with a jack under the front frame and remove the yoke.

CAUTION: The yoke weighs approximately (23 kg) 50 lbs. Be careful when moving it.

4. Install the new yoke with the wear washer (F, Fig. 11). Install the flat washer, spring washer (dish face down) and hex. nut.

5. Lubricate through the grease fitting, turn the yoke 1-1/2 turns, then lubricate again.

Brake Adjustment

With drill weight on wheel, tighten hex. nut (D) until the hex. nut, spring washer (B), and the top surface of the caster wheel support (E) are just contacting. Tighten the hex. nut an additional 1/2 turn.

After the above adjustment has been made, tighten jam nut (C).

Inflate tire to (193 kPa) (1.9 bar) 28 psi.

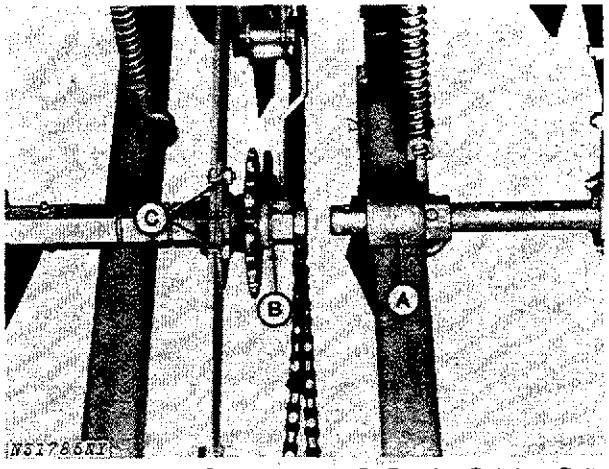
DRIVE SHAFT AND THROW-OUT CLUTCH

GENERAL INFORMATION

The drive shaft is driven with type 2050 chain from a sprocket on the right-hand gang of press wheels. A clutch, incorporated in the drive shaft, disengages the feed shaft when the openers are raised. There are four possible sprocket locations on the inner end of the shaft to allow for different row spacings. The outer end of the shaft drives the countershaft (with the acremeter drive) with type 41 roller chain. The countershaft drives the feed shaft through gears located in the end panel of the drill.

When the drill is equipped with mechanical power lift, the inner end of the drive shaft is connected to the lift. When the lift is engaged and the drill is pulled forward, the drive shaft operates the lift, causing the openers to raise and disengaging the drive shaft clutch.

REPLACING DRIVE SHAFT INNER BEARING—9300 and 9350



A - Power Lift Drive Socket
B - Snap Ring
C - Bearing Retainer Bolts

Fig. 12 - Removing Inner Bearing (Drill Equipped with Power Lift)

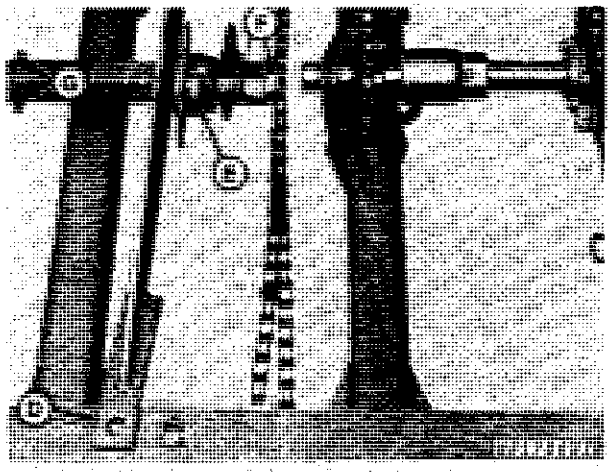
1. Jack up right-hand side of drill to free press gang.

2. Turn the press wheels until the chain connecting link is accessible and disconnect. Wire the drive chain tightener sprocket up out of the way for ease in disconnecting. (See Step 4, page 7).

3. If equipped with power lift attachment, remove the spring pin from the power lift drive socket (A, Fig. 12) and slide the socket away from the drive shaft.

4. Depending on row spacing, remove snap ring (B) and sprocket (as illustrated).

5. Remove the three bearing retainer bolts (C).



D - Bracket
E - Bearing
F - Spring Pin
G - Grease Fittings

Fig. 13 - Inner Bearing Exposed

NOTE: Keep drive shaft parts in order when removing, to ensure easier assembly.

6. If necessary, remove the 1/2-inch bolt on the front frame securing the bracket (D, Fig. 13) and slide the bracket toward the clutch to loosen the bearing (E).

7. After removing the bearing, inspect the drive shaft for wear; if worn excessively, replace the drive shaft as well as the bearing. See "Removing Drive Shaft", page 14.

8. Reassemble the inner bearing (and drive shaft if it was removed) in reverse order. Liberally lubricate the drive shaft where the bearing rides before the bearing halves are installed, and lubricate through the grease fittings after installation.

REPLACING HEX. TUBE

1. Remove the inner bearing, Figs. 12 and 13.

2. Remove the spring pin (F, Fig. 13) from the collar on the inner end of the shaft and take off the collar.

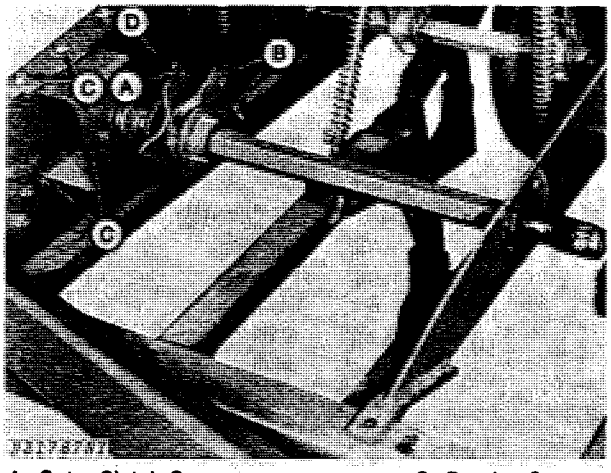
3. Remove both grease fittings (G), then slide the tube out of the clutch jaw and off the round shaft.

4. When installing a new hex. tube, liberally lubricate the round shaft. Slide the hex. shaft onto it, assemble all components, and lubricate the two grease fittings.

Litho in U.S.A.

REMOVING DRIVE SHAFT - 9300

1. Remove the inner bearings, see page 13.



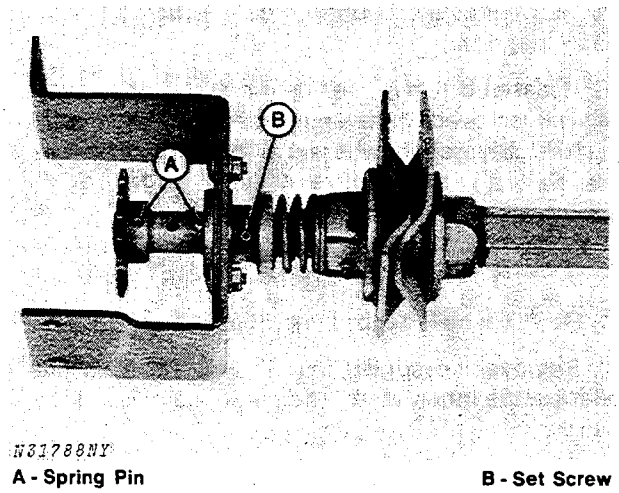
A - Outer Clutch Cam
B - Inner Clutch Cam Bracket
C - Bearing Support Bracket Bolts
D - Drive Chain

2. Remove the cotter pin and clutch throw-out rod from the outer clutch cam (A, Fig. 14), shown here removed.

3. Remove the two bolts from the inner clutch cam (B) and bracket.

4. Remove the four bolts (C) from the bearing support bracket and twist the drive sprocket out of the drive chain (D). Loosen the drive chain idler for ease in removal.

DRIVE SHAFT DISASSEMBLY—9300



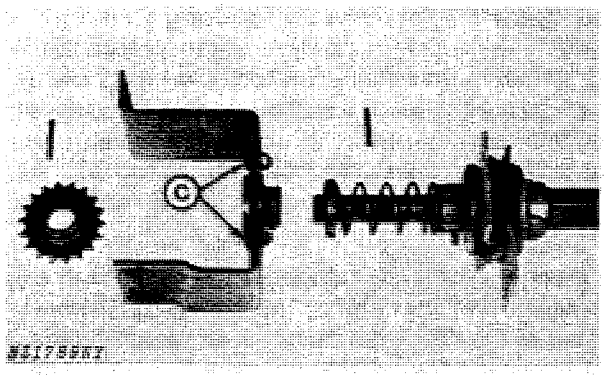
N31788NY

A - Spring Pin
B - Set Screw

Fig 15 - Drive Shaft Removed

NOTE: Keep drive shaft parts in order when removing, to ensure easier assembly.

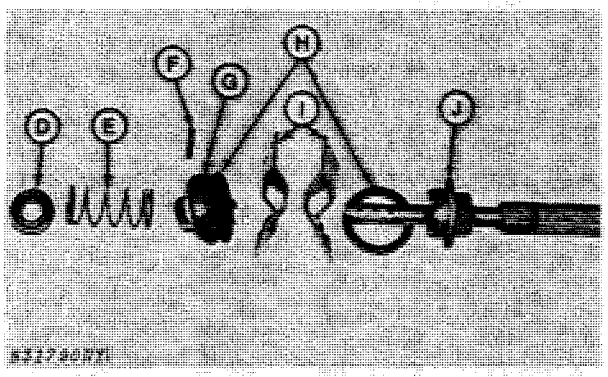
1. Remove both spring pins (A, Fig. 15) and loosen two set screws (B). Remove sprocket and shaft.



C - Bearing Retainer Bolts

Fig. 16 - Removing Bearing

2. Remove the two bearing retainer bolts (C, Fig. 16) and take off the bearing.



D - Spring Cup
E - Spring
F - Spring Pin
G - Outer Clutch (with grease fitting)
H - Wear Washers
I - Cams
J - Inner Clutch

Fig. 17 - Drive Shaft Components

3. Remove the cup (D, Fig. 17) and spring (E). Drive out the spring pin (F) and take off the clutch parts.

4. Slide the drive shaft out of the hex. tube for replacement.

Suggest:

If the above button click is invalid.

Please download this document

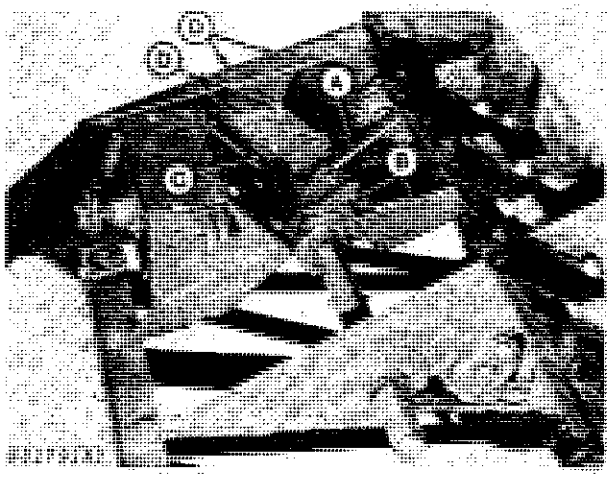
first, and then click the above link

to download the complete manual.

Thank you so much for reading

REMOVING DRIVE SHAFT—9350

1. Remove the inner bearing, see page 13.



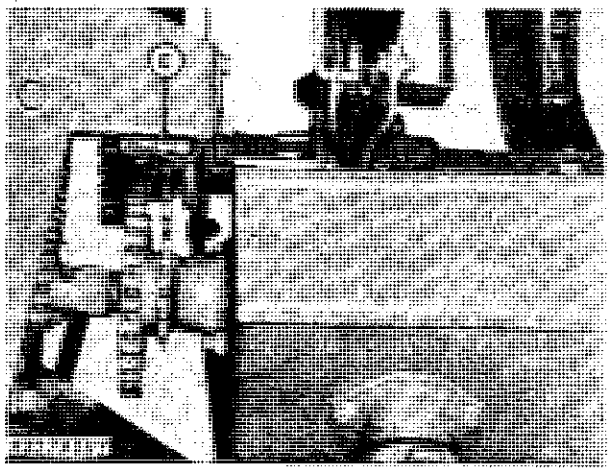
A - Clutch-Throw-Out Rod
B - Inner Cam
- Bracket Bolts
C - Gear Case Bolts
D - Bearing Support Bracket Bolts

Fig. 18 - Removing Drive Shaft (Disk Drill Shown)

2. Remove the cotter pin and clutch throw-out rod (A, Fig. 18) from the outer clutch cam.

3. Remove the two bolts (B) from the inner clutch cam and bracket.

4. Remove the two gear case attaching bolts (C) and the four bearing support bracket bolts (D).



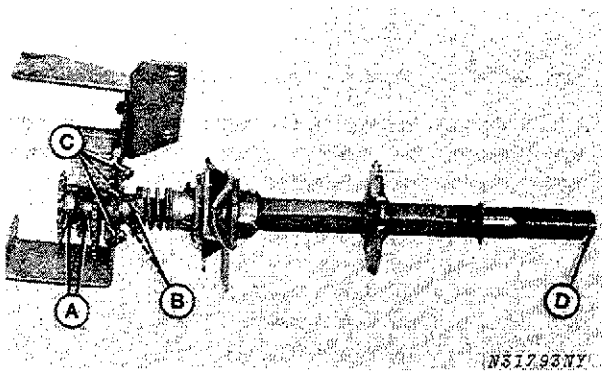
E - Drive Chain Tightener

Fig. 19 - Disconnecting Drive Chain

5. Wire the gear case drive chain tightener (E, Fig. 19) away from the chain and disconnect the chain.

6. Twist the drive shaft drive sprocket out of the countershaft drive chain and lift the drive shaft out of the drill.

DRIVE SHAFT DISASSEMBLY—9350



A - Spring Pin
B - Set Screw
C - Bearing Retainer Bolts
D - Spring Pin

Fig. 20 - Drive Shaft Removed

NOTE: Refer to Figs. 15 thru 17. The 9350 drive shaft components are the same as for the 9300, except for the additional double sprocket on the 9350.

1. Remove both spring pins (A, Fig. 20) and loosen both set screws (B). Slide the sprockets off the shaft.

2. Remove three bearing retainer bolts (C) to replace the bearing.

3. Remove the spring pin (D) and collar from the inner end of the shaft.

4. Slide all parts remaining on the shaft off the inner end of the shaft.