

FRONT AXLE ASSEMBLY

- 1 – Front axle
- 2 – Ball bearing
- 3 – Sleeve bearing
- 4 – P.T.O. shaft
- 5 – Retaining ring
- 6 – Flange bearing (or needle bearing)
- 7 – Thrust race
- 8 – Thrust bearing
- 9 – O-ring
- 10 – Key 1/4 x 1
- 11 – Spindle assembly

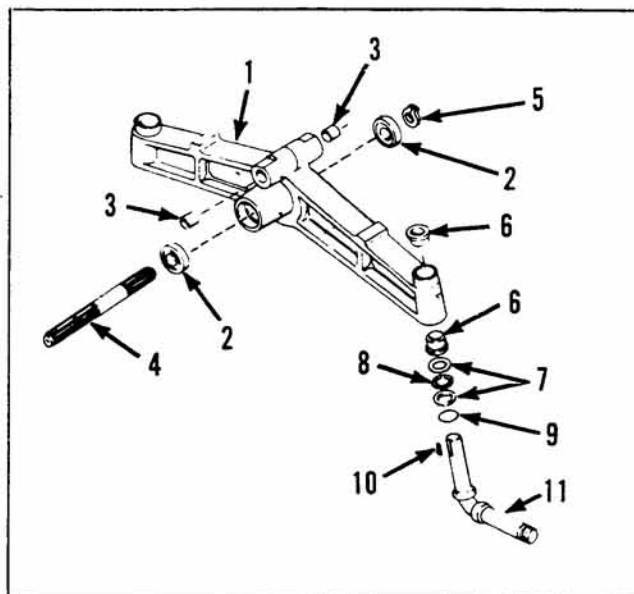


FIGURE 5-1

FRONT AXLE STOP

If the clearance between the Front axle assembly "A" (Fig. 5-2) and the Stop assemblies "B," is 1/16" or more, the stops must be adjusted.

1. Loosen capscrew "C" (Fig. 5-2).
2. Move Stop assemblies "B" up against Front axle assembly "A".
3. Secure capscrews "C".

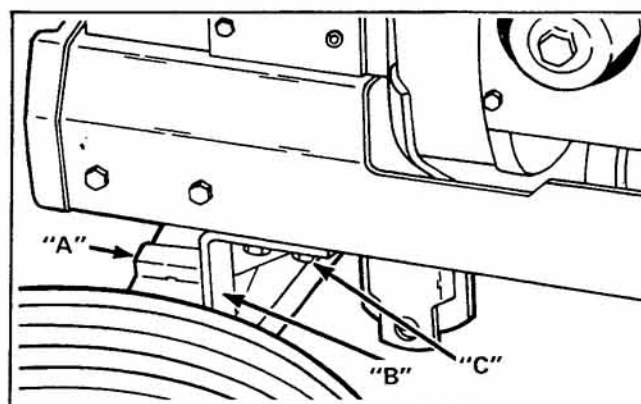


FIGURE 5-2

FRONT WHEEL ALIGNMENT

1. Turn steering wheel so that front wheels are straight ahead.
2. Disconnect R.H. side of tie rod from steering arm. Measure distance across front of tire, center line to center line. Measure distance across rear of front tire, center line to center line and adjust toe-in from 0 to 3/8" maximum, by turning tie rod in or out as required. (Front reading should be less than rear reading when measured across tire center lines.)
3. Tighten hex nut securely, and reinstall tie rod into steering arm making sure lockwasher is between ball joint and arm.
4. Check length of steering drag link. Overall length should be approximately 27-1/16". Adjust if necessary.

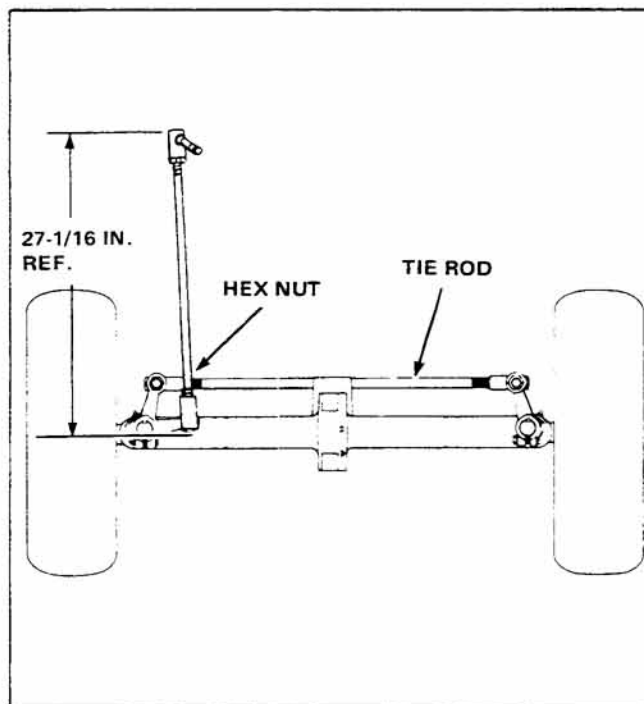


FIGURE 5-4

TURNING RADIUS

Adjust turning radius if, in making short turns, a front tire interferes with front mounted attachment brackets or center mounted attachments. Adjusting screws are provided as follows:

1. You will find a slot in the right hand frame at the rear of the steering drag link where it connects to the steering gear. Near each end of this slot is a square head setscrew, with lock nut, inserted in the frame.
2. The screw at the front of the slot area controls the LEFT turning radius. The screw at the rear controls the RIGHT turning radius.
3. Turning these screws IN will increase the tractor turning radius. Turning screws OUT will decrease the radius.

NOTE: ADJUST SCREWS SO THAT TRACTOR TURNING RADIUS IS APPROXIMATELY THE SAME, LEFT AND RIGHT.

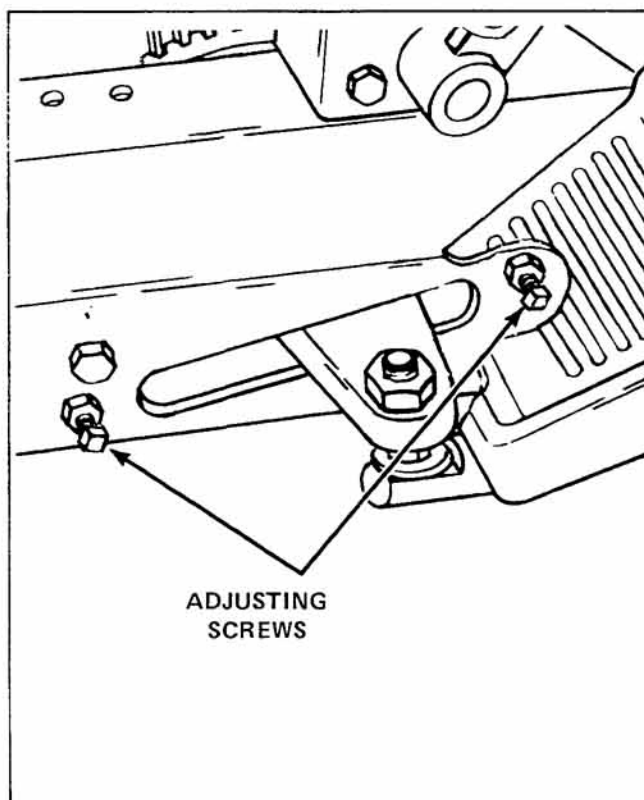


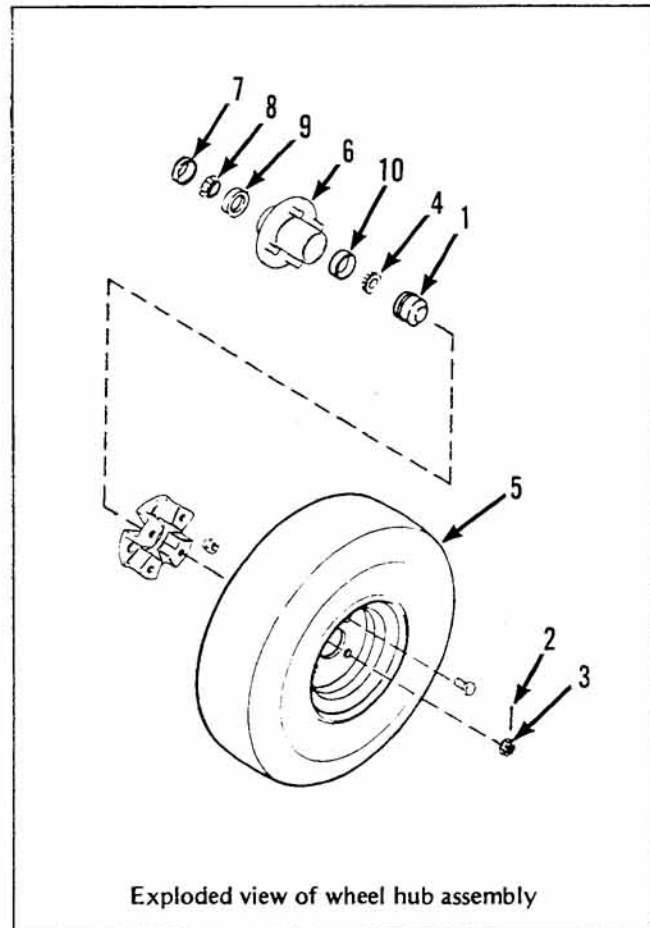
FIGURE 5-5

4. Check to make sure the stops are being used.

FRONT WHEEL BEARINGS

Front wheel bearings should be repacked at least once a year.

1. Remove the dust cap (1).
2. Remove cotter pin (2) and unscrew slotted nut (3).
3. Remove outer bearing (4).
4. Remove wheel (5) and hub assembly (6) from spindle.
5. Remove seal (7) from hub. If this seal is damaged in any way replace it.
6. Remove inner bearing (8) from hub.
7. Clean both inner race (9) and outer race (10). Check both for wear or pitting. Replace if necessary.
8. Clean bearings in a commercial solvent. Dry with compressed air or a clean cloth.
9. Pack bearings with a good grade of wheel bearing grease.
10. Install inner bearing and seal into hub.
11. Install wheel and hub assembly to spindle.
12. Install outer bearing.
13. Tighten nut until it snugs up against the outer bearing. Spin wheel to align bearings, then back nut off to nearest slot in line with hole in spindle and install new cotter pin.
14. Install dust cap.



Exploded view of wheel hub assembly

FIGURE 5-6

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PNEUMATIC TIRES

Keep both front and rear tires inflated evenly. Under no circumstances should tire inflation be less than 8 pounds, nor more than 12 pounds. Check air pressure with a low pressure gauge. Operating with incorrect pressures may damage tires.

DISC BRAKES

After every 50 operating hours check clearance of brake pads. If there is more than .010 inch clearance between the brake pads and brake disc (see Ref. "A"), the brakes need adjustment. To adjust place brake pedal in the OFF position, then turn nut (Ref. "B") clockwise to bring the brake pads closer to the brake disc. The correct clearance is 0 to .010 inch.

NOTE: Be sure to adjust the brakes on both wheels equally to avoid uneven braking. Check for proper operation.

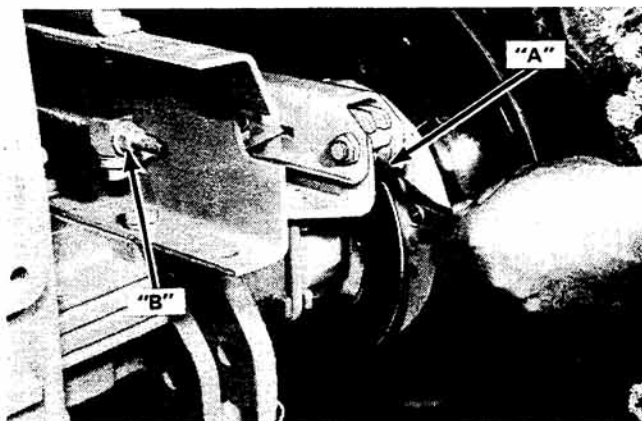
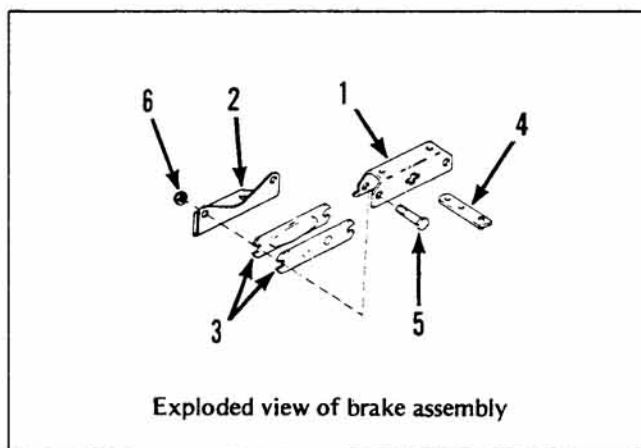


FIGURE 5-7

BRAKE ASSEMBLY

- 1 — Bracket
- 2 — Support
- 3 — Brake Pads
- 4 — Lever
- 5 — Bolt
- 6 — Lock nut



Exploded view of brake assembly

FIGURE 5-8

Replacing the brake pads.

1. Remove brake assembly from tractor.
2. Remove one of the bolts which hold the brake pads in the bracket.
3. The brake pads can now be removed.
4. Reverse the above procedure to reassemble.

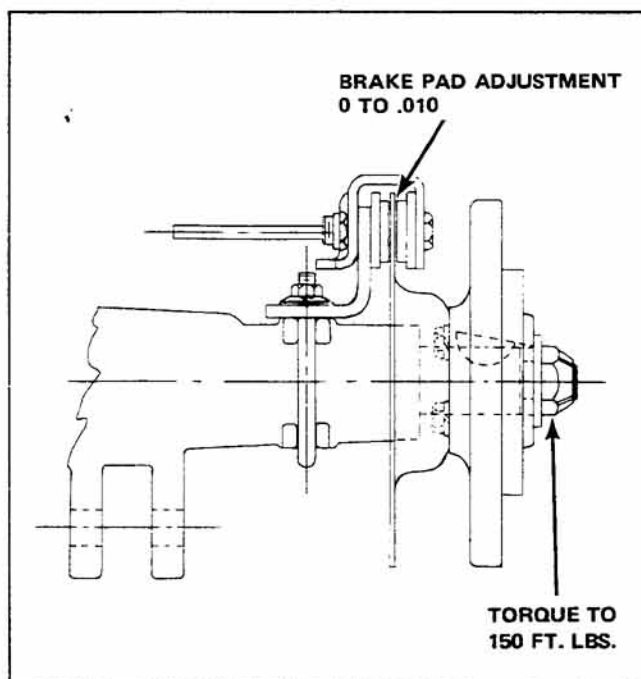
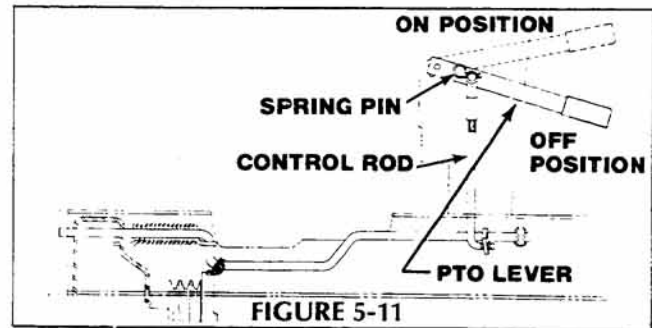


FIGURE 5-9

POWER TAKE-OFF (P.T.O.) LEVER

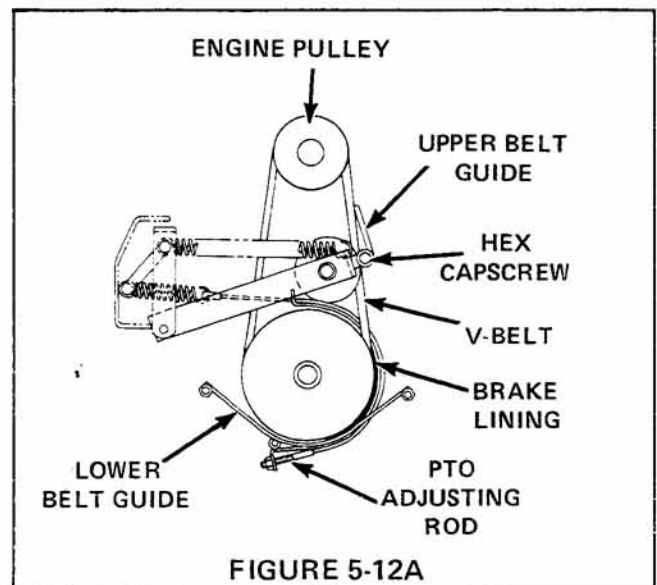
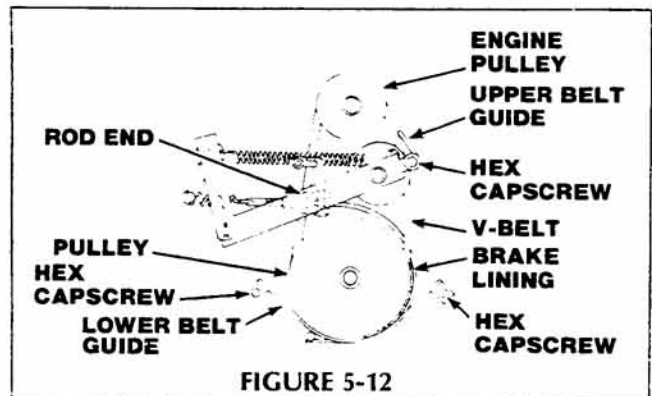
1. Place P.T.O. lever in the OFF position.
2. Remove spring cotter pin and turn the P.T.O. control rod in until the desired tension is obtained. Reinstall spring cotter pin.
3. With the P.T.O. lever in the ON position, loosen the hex capscrew which secures the upper belt guide shown in Figure 5-12. Adjust upper belt guide for 1/8 to 1/4 inch (0.31 to 0.62 cm) clearance between belt and belt guide. Tighten hex capscrew securely.



P.T.O. BELTS

Should it become necessary to replace P.T.O. belts, install new belts as follows:

1. Place P.T.O. lever in the OFF position.
2. DO NOT disturb upper belt guide, if 1/8 to 1/4 inch (0.31 to 0.62 cm) gap is evident with P.T.O. lever in the "ON" position.
3. Remove lower belt guide and old belts.
4. With hood open place the three NEW BELTS over both ENGINE and IDLER pulley with your right hand while feeding belts up from below with left hand, then feed into grooves of P.T.O. pulley.
5. Reinstall lower belt guide and adjust for a 3/32 to 1/8 inch (0.23 to 0.31 cm) clearance between belt guide and belts with P.T.O. lever in the ON position. Tighten the two hex capscrews securely. Check upper belt guide and adjust if necessary. Place P.T.O. lever in OFF position.



PTO BRAKE ADJUSTMENT (Models 2087 S/N 0400101 and up and 2389 S/N 0100101 - 0199999)

To adjust brake follow these instructions. With PTO handle in the engaged position or ON, adjust rod end, Figure 5-12, to obtain a gap, not more than 1/16" (0.15 cm) between the PTO pulley and the

PTO BRAKE ADJUSTMENT (Models 2288, 2289 S/N 0100101 and up) (Models 2389 S/N 0200101 and up) (Models 2389s and 2388s)

To adjust brake follow these instructions. With PTO handle in the engaged position or ON, adjust rod, Figure 5-12A, to obtain a gap, not more than 1/16" (0.15 cm) between the PTO pulley and the brake lining. PTO pulley must stop within 5 seconds. If not, adjust rod end till stopping time is reached.

REAR WHEELS

The rear wheels can be reversed on this tractor. With "Regular Lawn and Garden" or "Regular Agriculture" tires the overall width would be 47 inches with the wheels turned out. With the wheels turned in the overall width would be 38 inches.

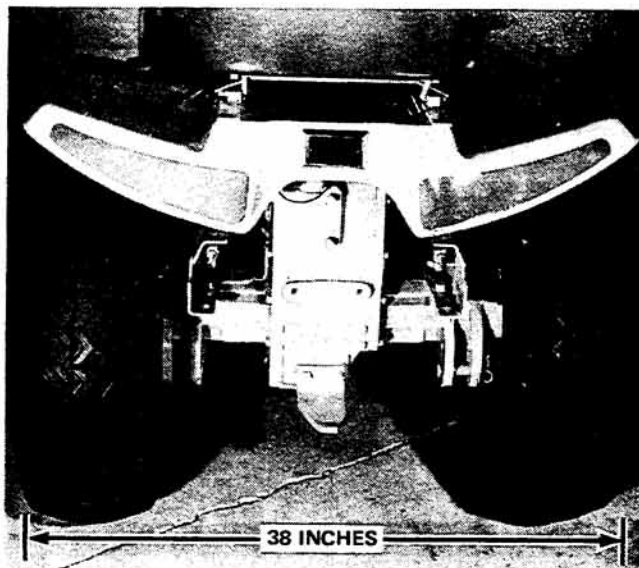


FIGURE 5-13

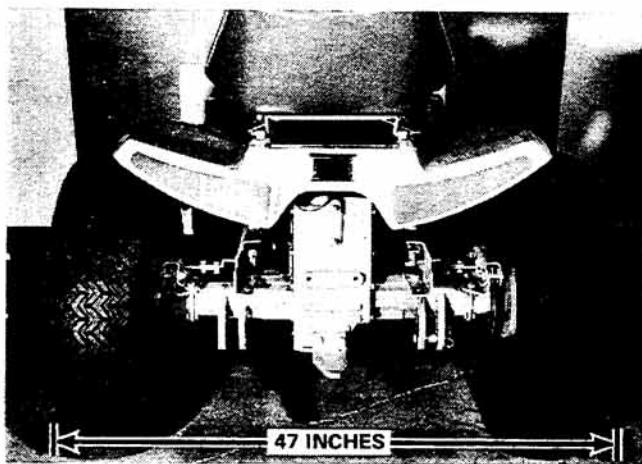


FIGURE 5-14

TRAVEL PEDAL

The travel pedal angle can be adjusted for the operator's comfort.

1. To bring toe of pedal closer to operator, shorten rod (Ref. "B").
2. To move toe of pedal farther away from operator, lengthen rod (Ref. "B").

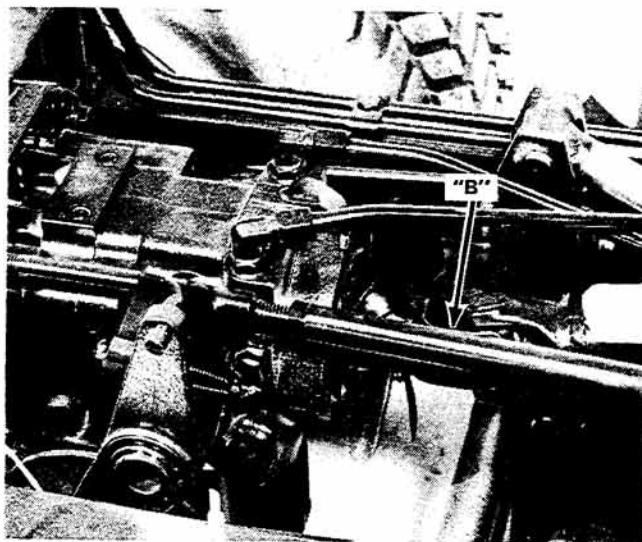


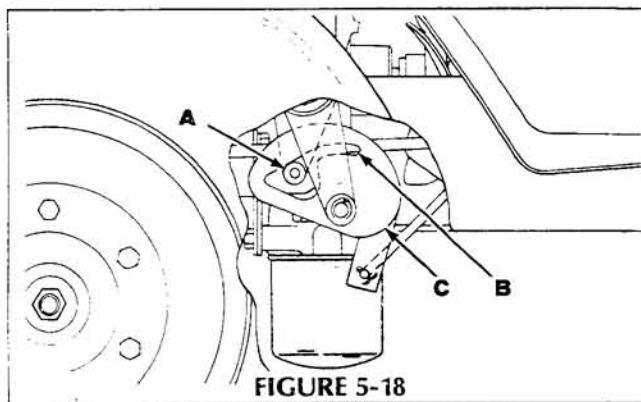
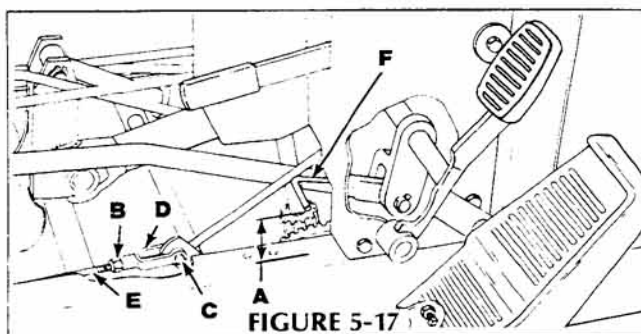
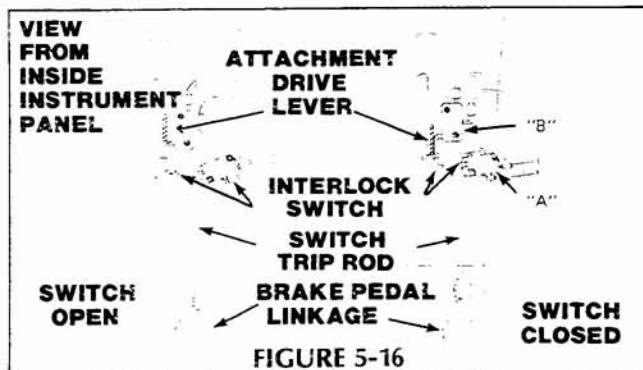
FIGURE 5-15

FOOT BRAKE INTERLOCK SWITCH

Switch (A, Figure 5-16) is wired to be normally open or off when the switch lever is not depressed. When the attachment drive lever is in "Off" position and the "Parking Brake" is set, the switch lever is depressed closing or turning on the switches.

To check adjustment of the interlock switch on the foot brake proceed as follows:

1. Depress the foot brake. When rod (F, Figure 5-17) is 1 to 1-1/4 inches (2.5 to 3.2 cm) from the top of frame rail at (A, Figure 5-17), pin (A, Figure 5-18, should just be in slot (B, of lever C).
2. To adjust loosen hex nut (B, Figure 5-17). Remove pin (C) and turn clevis (D) either clockwise or counterclockwise on rod (E) to obtain proper adjustment.
3. When adjustment is achieved replace pin (C) and lock with cotter pin. Lock clevis (D) with hex nut, (B) Figure 5-17.



SEAT INTERLOCK SWITCH

NOTE

The seat interlock switch and attachment drive switch "B" are not functional on Model 2288.

A second switch is on the attachment drive lever. Switch (B, Figure 5-16) is wired to be normally open or off. This switch works in conjunction with the seat switch, see Figure 5-19.

The seat switch is activated when the back edge of seat support is depressed 5/8 in. (1.6 cm). If not, adjust switch bracket to correct location.

In order for this unit to start the attachment drive lever (B, Figure 5-16) must be down or off and the seat switch must be depressed by sitting on the seat.

If there is a need to start the unit from off the seat, just tip the seat up and lift interlock button up.

