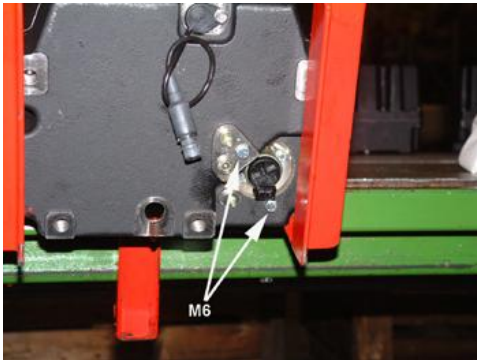


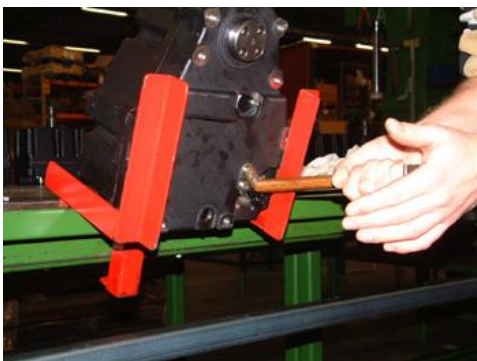
Dismantling and assembling PTO 125/254mm unit.



After removing PTO unit from tractor, remove drain plug from rear of PTO and drain the oil. If PTO was fitted with an oil cooler the cooler return pipe connects at the drain plug port therefore oil will be drained before removal of PTO unit from tractor.



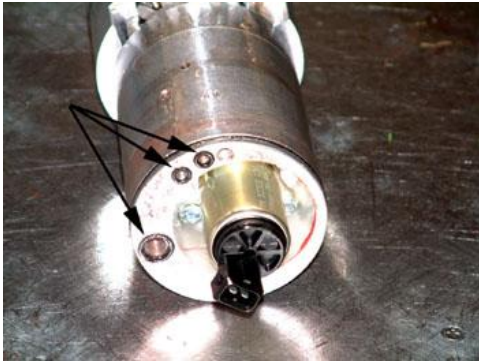
Dismantle the pump by removing the 2 M6 bolts.



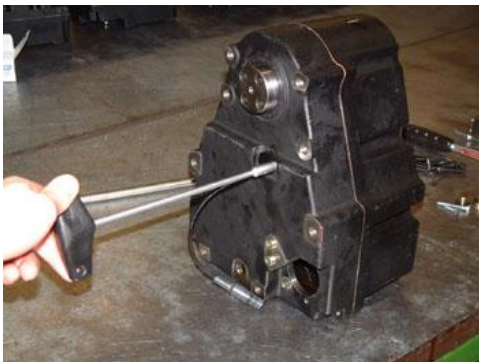
When the 2 M6 bolts are removed, the pump can be taken out of the PTO unit (from the front). Gently tap or apply pressure to rear of the pump unit.



Pull the pump out of the PTO unit from the front.



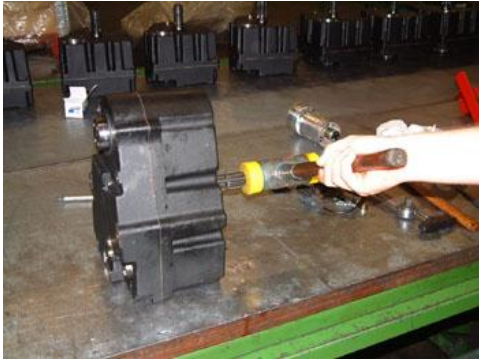
Take care: Do not leave the seal rings in the PTO unit after removal of the pump.



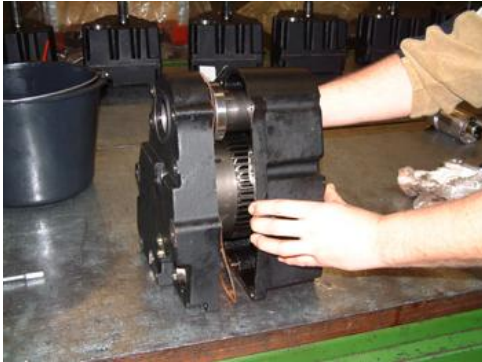
Remove the sensor by removing the M5 bolt; also remove sensor o-ring seal.



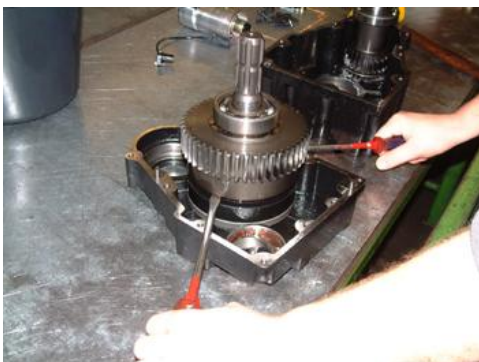
Remove all the 10 M8 Allen bolts bolts, which are located around the PTO unit. The 2 bottom centre bolts are mounted with a dowty-seal washer. Oil can be drained from these points also.



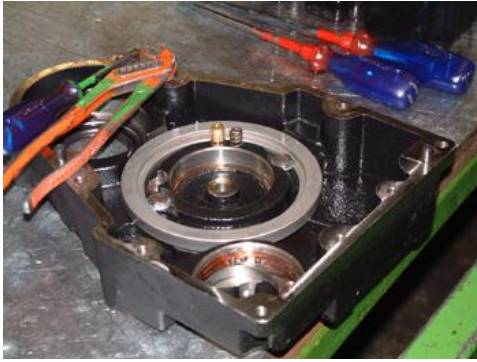
Hit the output shaft with a rubber or plastic hammer in axial direction, to separate the 2 sides.



Pull the 2 sides from each other.



Pull the complete clutch unit out of the PTO, use 2 screwdrivers to lever up the clutch unit from the rear half.



Dismantle the mechanical-seal (Bronze bush).
Do a visual check of the working surface of the bronze bush.



Check the length of the spring from the mechanical seal length = 13mm.



Clamp the clutch unit using a press.



Carefully lever bearing off rear of clutch unit.



Check the surface where the bronze mechanical seal contacts the clutch unit. If the surface is damaged the shaft will have to be replaced.



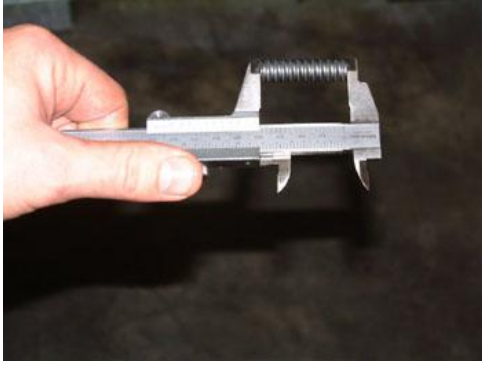
Using a press apply light pressure to the clutch piston and remove the circlip.



The complete cylinder can now be removed from the clutch unit.



Check if the dowel pins are free and not damaged.



Check the length of the compression springs from the clutch, length = 42.4mm



Check the length of the compression springs from the dowel pins length = 22.5mm.



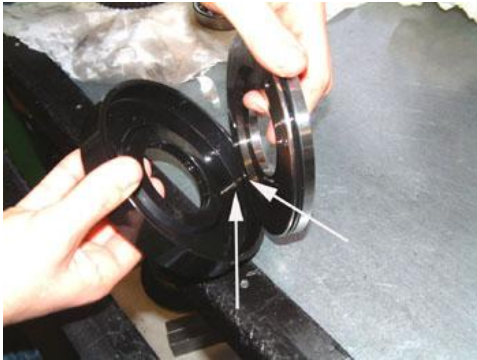
With the output shaft facing upwards tip the clutch plates out of the clutch housing.



Press the output shaft out of the unit.



Clean and examine all the parts for wear or damage. Check all the sealing surfaces for damage. Replace all seals.



Remove the piston from the cylinder. Check sealing surfaces and dowel pins for damage.



Replace the clutch plates if worn or damaged. Place the paper and metal plates alternate in the clutch. Start and end with a paper plate. Please note! A complete set of new plates will measure 28mm in total thickness; the **minimum** thickness of used plates that is acceptable for reassembly is 24.2mm. **Ensure plates are not warped.**





Place the compression springs back in the clutch.



Replace the dowel pins with the springs.
Important! The round side must be pointing upwards.



Slide the cylinder with the piston onto the shaft,
apply pressure to piston then fit the circlip.



Check the clutch for correct operation using air
pressure as shown.



Mount both bearings on the PTO clutch.
Do not forget the ring beneath the front bearing!



Check the free rotation ring turns without restriction. The M5 bolts should be torqued to 5Nm.
Please note! The free rotation ring allows the output shaft to rotate to allow ease of connection of implements.



Check condition of the bronze mechanical seal, replace if necessary, replace the o-ring on the bronze mechanical seal. Replace all oil seals.



Grease the gasket surface so the gasket remains in place during assembly.



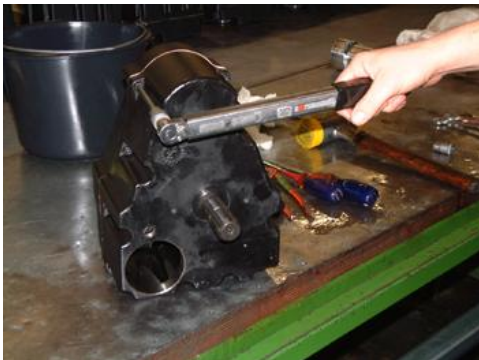
Place the clutch and the pinion in the rear half of the PTO unit.



Place the front PTO unit half over the shafts.



Use a rubber/plastic hammer to assemble the PTO.



Torque all the Allen bolts to 42Nm. Replace the dowty seals on the two bottom centre Allen bolts.



Before mounting the pump, replace all the o-rings; assemble the small o-rings at the rear of the pump with grease.



Assemble the pump in the PTO unit with the two M6 bolts taking care with the o-rings. Fill PTO with oil to the level plughole. If PTO was fitted with an oil cooler remount onto tractor, refit cooler then fill with oil too oil level plughole. After mounting, run PTO then recheck oil level and adjust as necessary.