SERVICE MANUAL

COMBINE
975



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INTRODUCTION

The clutch, main drive gearbox, differential and half shaft assemblies are all situated beneath the combine.
Their components form a unit which is securely attached to the main frame of the machine and are positioned to ensure a good weight distribution.
The clutch is mounted on the left-hand side of the gearbox assembly and transmits the drive originally coming from the engine to the input shaft in the gearbox. It has two main functions firstly to interrupt the drive to the gearbox whilst the different gear pinions are engaged and secondly to protect the mechanism against severe overloading.
Gearbox development over many years has led to an immensely robust construction, the gearbox being equipped with three forward speeds and one reverse speed.
The actual gear pinions have straight cut teeth which aford a large contact area and are supported by stardy shafts and bearings. The ideally choosen gearbox ratios enable the operator to adjust the machine speed to the carrying conditions.
Also enclosed in the actual gearbox housing is a differential of immense strength which is positioned between two intermediate gear pinions transmitting the drive to the half shafts which in their turn transmit the drive to the wheel hubs and thus to the driving wheels.
Mounted externally on the intermediate shafts supporting the intermediate pinions between the differential and half shafts are the disc brakes.
As these brakes are externally positioned they are accessible from beneath the machine for ease of servicing.
To meet the stringent road traffic regulations in certain countries, it is possible to install an additional hand-brake onto the outer end of the gearbox mainshaft.

CONTENTS

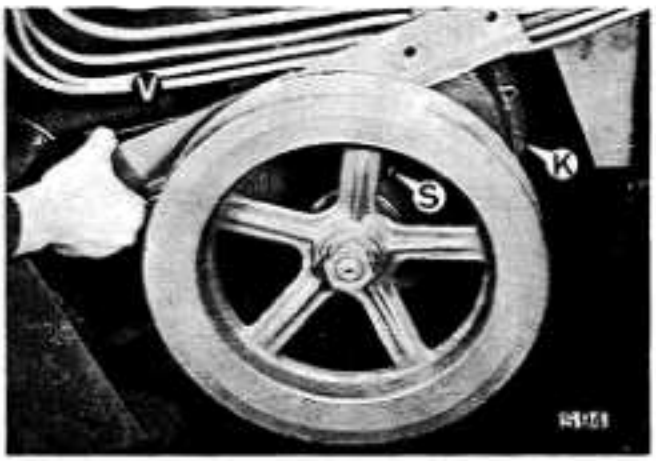
	Page
Removal assembly and adjustment of the clutch	41
Replacement of the clutch bearings	43
Replacement of the drive shaft oil seal	44
Disassembly and reassembly of the differential and gears	45
Replacement of the gear selection locking device	53
Selector shaft bushings	54
Removal and replacement of the gear pinions	54
Replacement of half shaft bearings	64
Replacement of a wheel hub	66
Replacement of a half shaft	68

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Removal,assembly and adjustment of the clutch

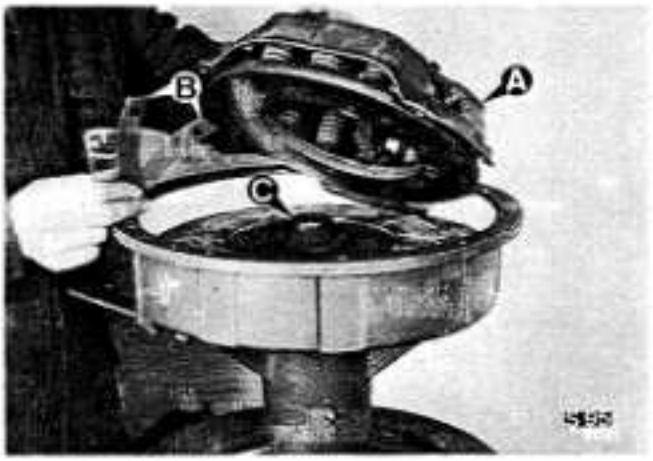
It is recommended that the undermentioned instructions are adhered to when working on the clutch.
Remove the lower traction drive belt and also the angle V.
Then take off the clutch cover complete with the drive pulley.

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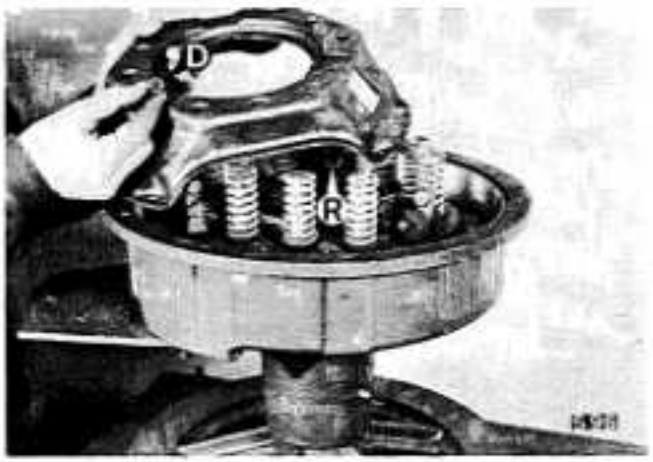
To replace the clutch friction disc, remove the 6 securing bolts from the pressure plate A and withdraw the friction disc C. Mounted under the three securing flanges of the pressure plate A are 6 shims B two to each flange, one shim being 1mm thick. To obtain the correct pressure plate torque when a new friction disc is fitted always ensure shims B are refitted.

❷



To remove or replace the pressure springs it is recommended that the friction disc is removed first and the pressure plate refitted without the friction disc.
Undo evenly the three nuts D and remove the clutch pressure plate.
The original clutch springs are yellow in color and these correspond to a torque setting of 30kg/m or 217 lbs/ft without the shims R.

❸



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