

NEW HOLLAND

1431

1432

REPAIR MANUAL

NEW HOLLAND

SERVICE

86592631 10/01

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SECTION 00 - GENERAL INFORMATION

Chapter 1 - General Information

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SECTION 31 - IMPLEMENT POWER TAKE OFF (PTO)

Chapter 1 - Drive Lines (Standard Tongue)

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SECTION 31 - IMPLEMENT POWER TAKE OFF (PTO)

Chapter 2 - Drive Lines (Swivel Hitch Tongue)

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CV/U-JOINTS - Disassembly

1. Remove the PTO shaft from the unit, and remove the shielding as previously described.

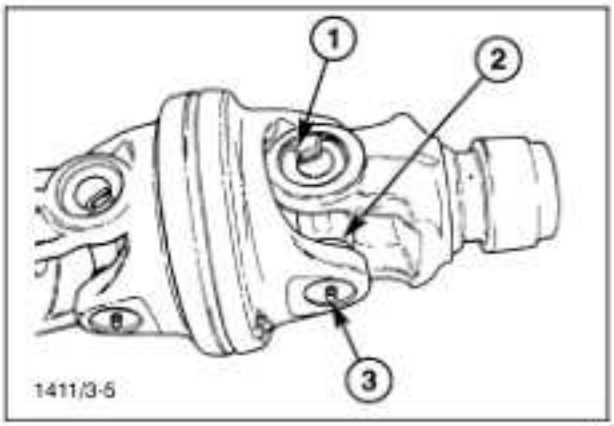
2. To disassemble a Weasler universal joint, remove the snap rings. Use pliers or a spring pick to remove internal snap rings, 1. External snap rings, 2, may be removed by using two flat blade screwdrivers. Use a screwdriver to hold one end of the snap ring, while prying the other end out of the groove with the other screwdriver.

   50° CV U-joints, rear of Primary shaft
   - snap rings are internal

   80° CV U-joints, front of Primary shaft, shown in Figure 1-28
   - outer yokes use internal snap rings
   - CV yokes use external snap rings

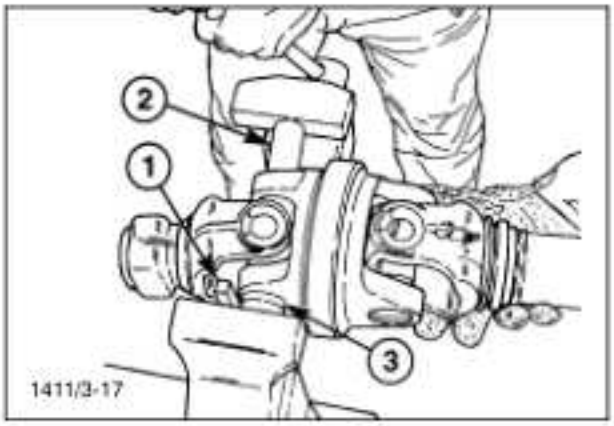
   Standard U-joints, secondary shaft
   - snap rings are external

   Remove the grease zerk, 3, from the bearing cup on the U-joint to be disassembled.



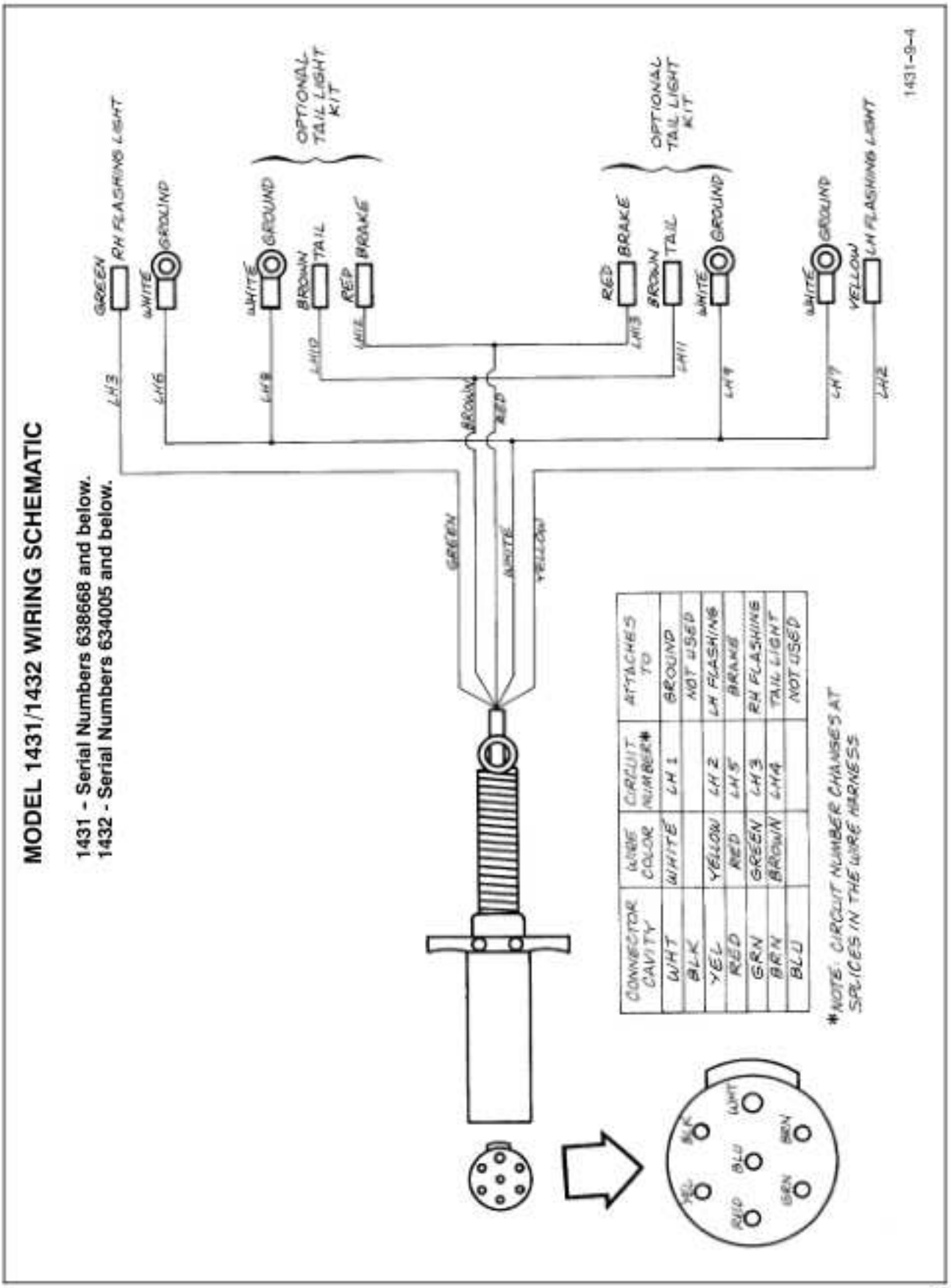
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3. A press, or a large bench vise should be used to remove the bearing cups from the Weasler yokes. The bearing cups are a very tight fit in the yokes, and are not easily disassembled by conventional methods using a hammer. Position the joint in a press, or vise as shown, using a piece of keystock, 1, to support one yoke ear. With a socket or bushing driver, 2, positioned against the opposite bearing, press the bearing cup, 3, out of the yoke. The bearing may be pushed out approximately 10 mm (3/8") before the cross will bottom out on the yoke.



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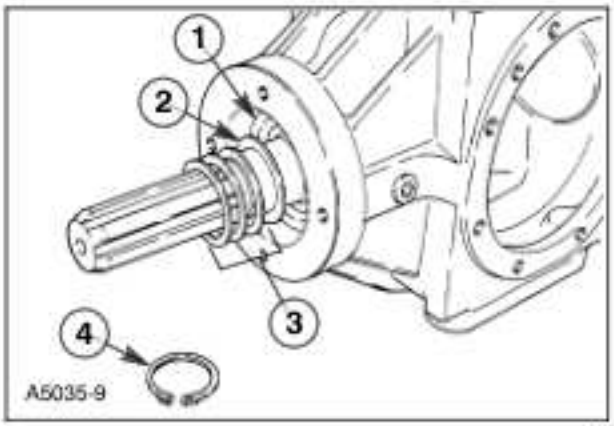


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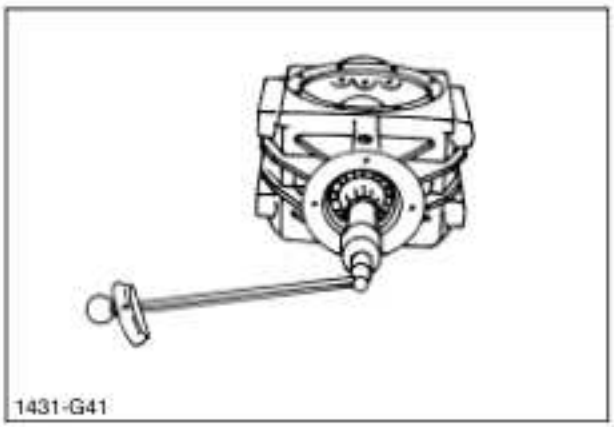
6. Install the lower output shaft assembly into the gearbox until the ball bearing is seated against the shoulder in the housing. Insert the outer ball bearing, 1, over the shaft and into the gearbox until it is also seated against its shoulder in the housing. Install the washer, 2, original shim pack, 3, and snap ring, 4, to retain the shaft.

NOTE: *Make certain the snap ring is properly seated in the groove in the shaft.*



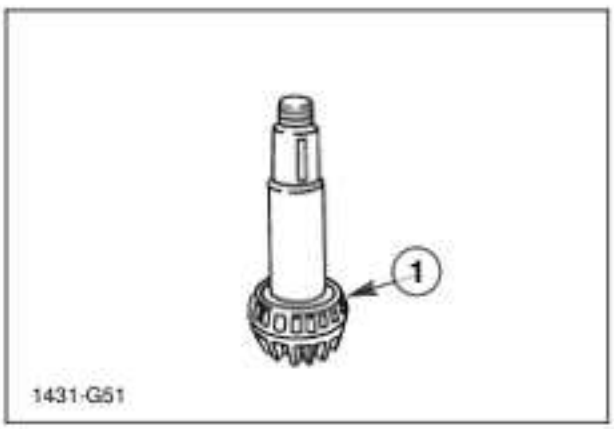
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7. Select a socket that just fits over the shaft, and lock it to the shaft by sliding a hex key between the shaft and the socket. Attach an inch-pound torque to the socket, and check the rolling torque of the shaft. Add or remove shims behind the snap ring, 4, Figure 30, as necessary to obtain 0 - 3.5 kg. cm. (0 - 3 in. lbs.) of rolling torque.



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8. Install the original shim pack over the input shaft, and press a new bearing, 1, over the shaft against the shim pack and gear.



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