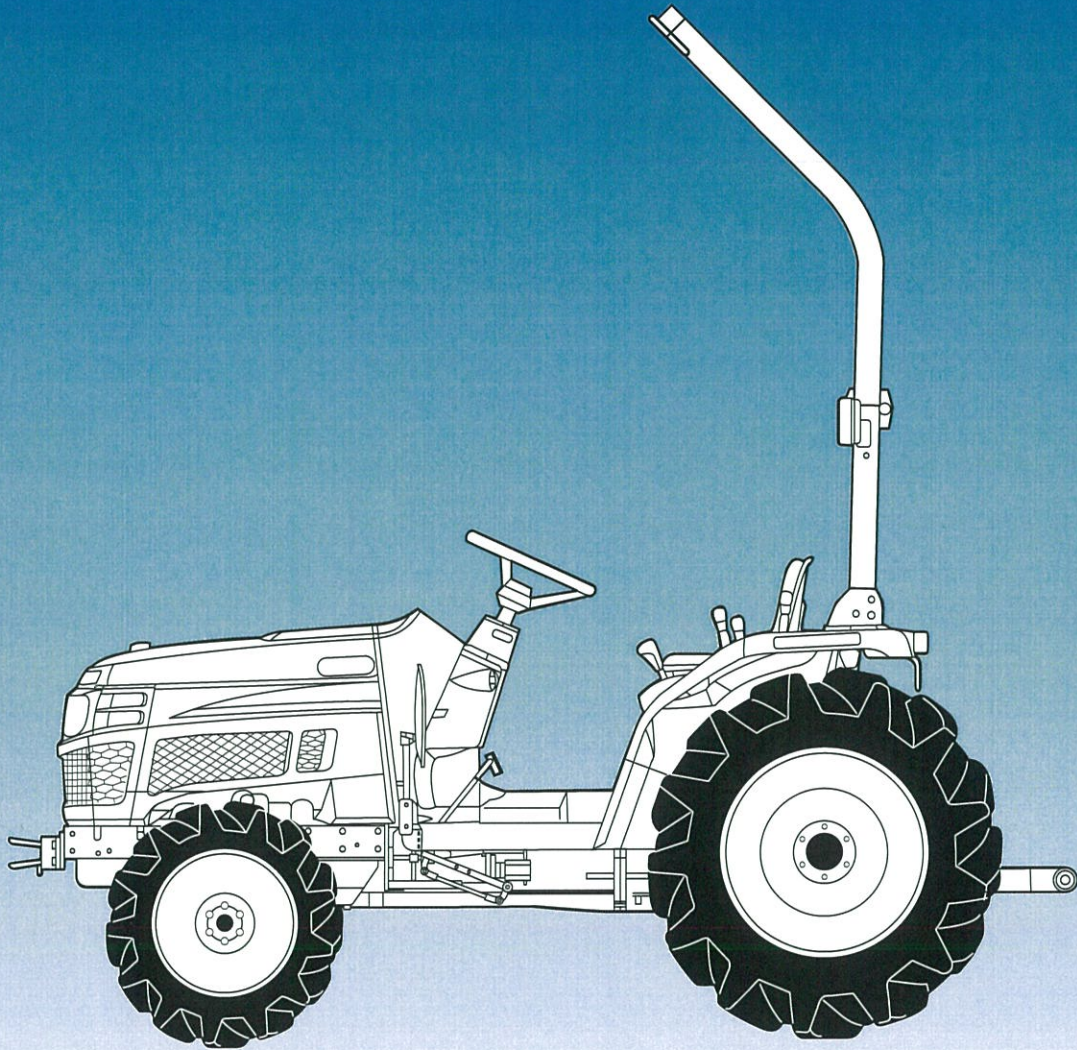




MODELS:

TH4330

TH4290

TH4260

Service Manual

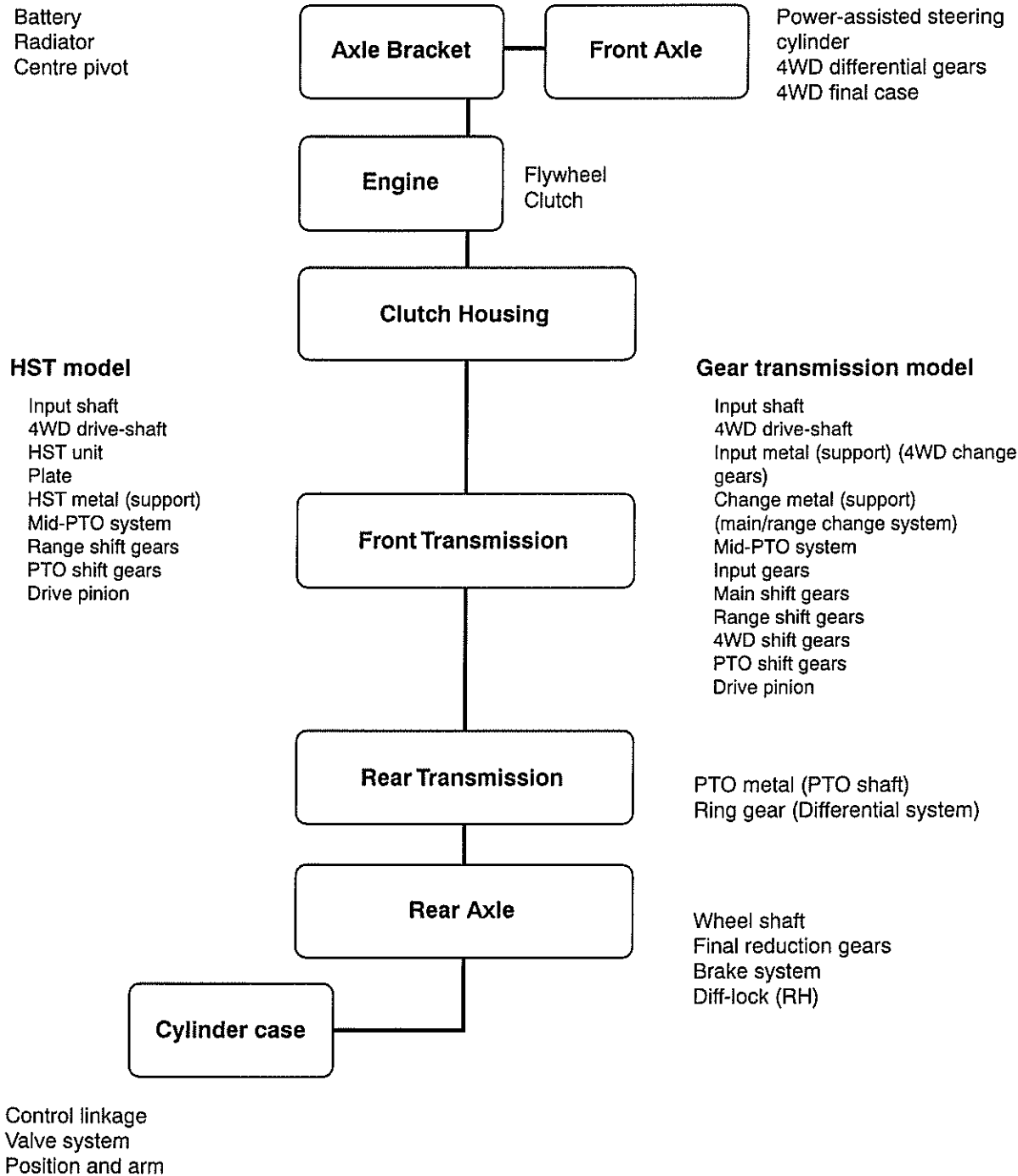
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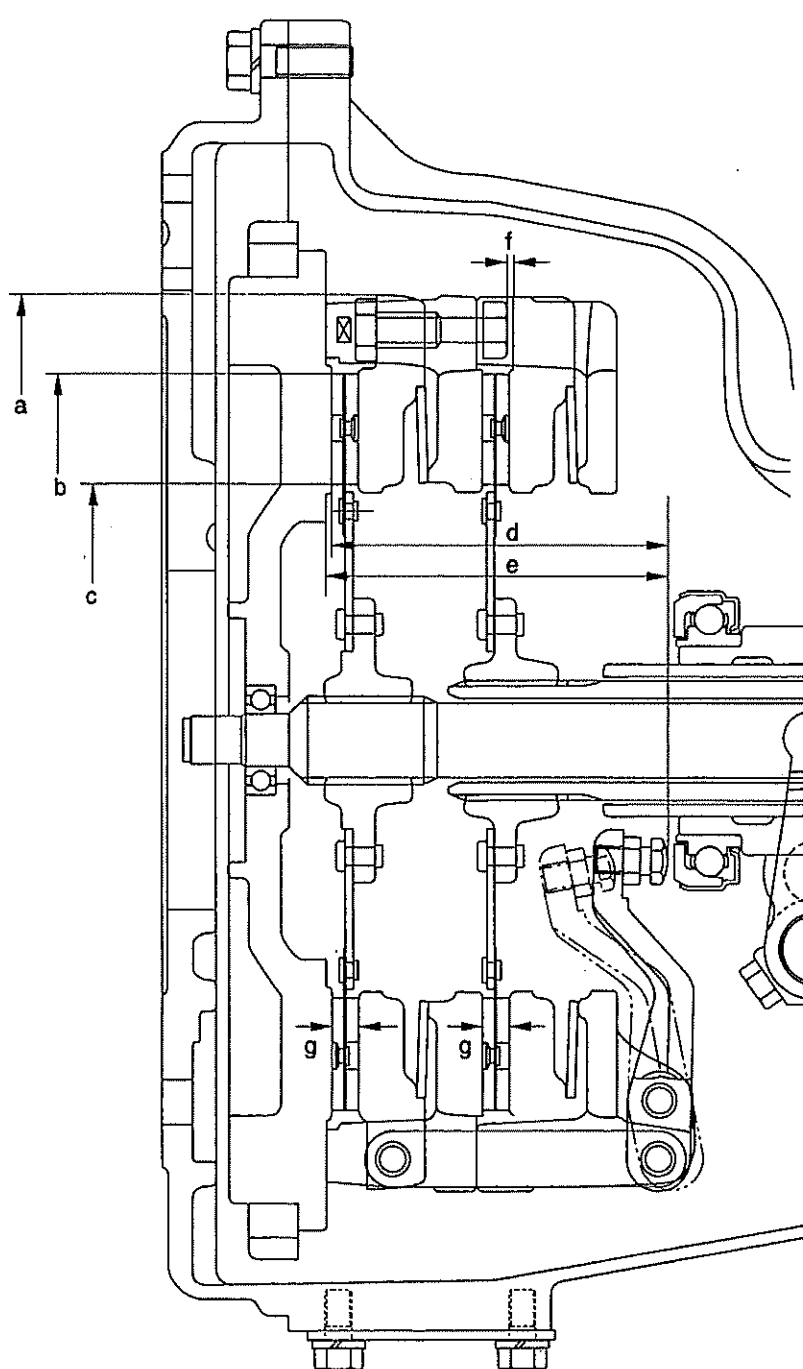
CHAPTER 2. DISASSEMBLING INTO MAJOR FUNCTIONAL COMPONENTS

1. OPERATION CHART FOR DISASSEMBLING AND RE-ASSEMBLING BY MAJOR BLOCKS



CHAPTER 4. CLUTCH

1. SPECIFICATIONS AND CONSTRUCTION



	(mm)
a	Ø260
b	Ø215
c	Ø150
d	96.5±0.7
e	98.5±0.7
f	1.4 - 15
g	7.8

"Difference in lever height from each other should be within 0.7 mm.

Fig. 4-1

2. DISASSEMBLY

- (1) The clutch assembly can be taken out in the same manner as the single clutch.

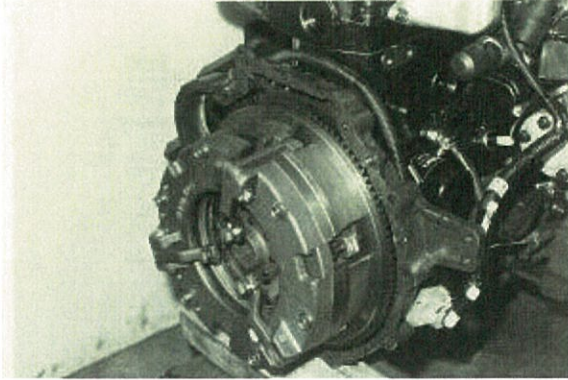


Fig. 4-2

- (2) Compress the pressure plates with clutch assembly setting bolts.

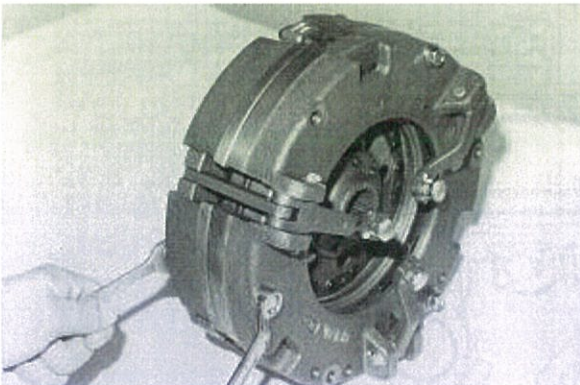


Fig. 4-3

- (3) Pull out the release lever pins.

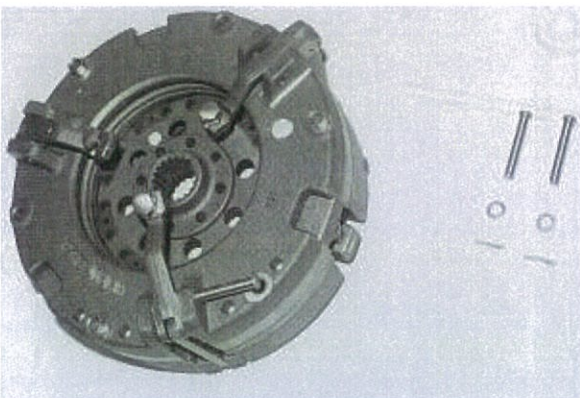


Fig. 4-4

- (4) Disassemble the dual clutch assembly.

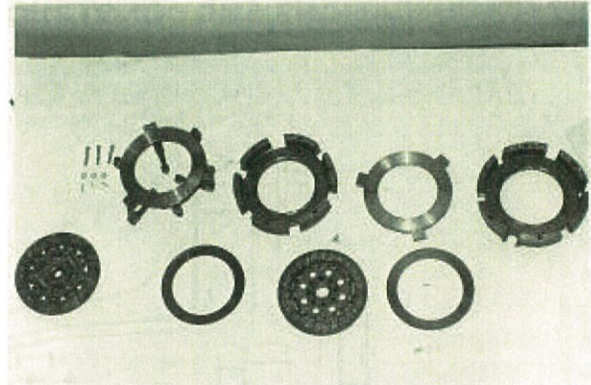


Fig. 4-5

Note.

When disassembling the clutch assembly, memorize the direction in which the parts are installed.

3. INSPECTION

- (1) Inspect the clutch discs in the same way as the single disc clutch.
- (2) Pressure plates
 - a. Inspect the pressure plate friction surface for evenness, scratches, stepped wear, and oil stains.
 - b. Shallow scratches may be repaired with sandpaper, but excessive wear damage must be repaired by machining the friction surface.
 - c. Repair of friction surface

The friction surface should be ground down or machined to it to 12μ to 25μ in surface smoothness.

Ground-down limit	1.0 mm (0.038 in.)
-------------------	-----------------------

4. RE-ASSEMBLY

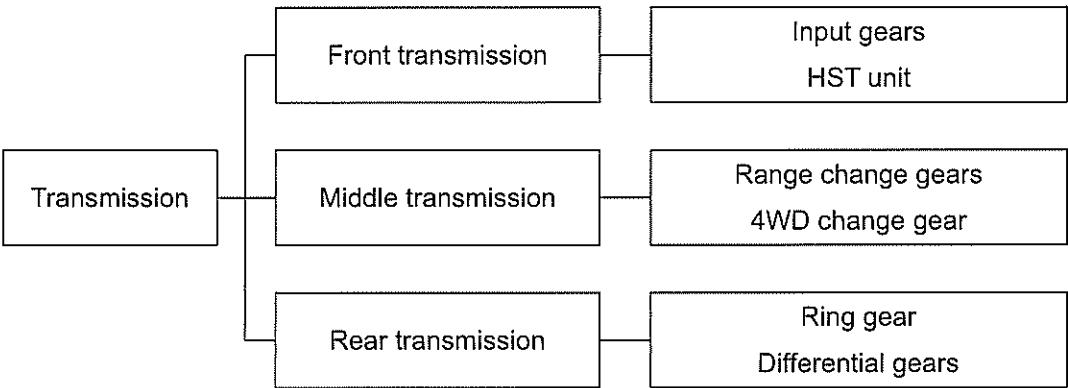
Reassemble the dual clutch system in the same way as the single clutch. But abide by the following instructions exclusive for the dual clutch system.

CHAPTER 5. TRANSMISSION

1. GENERAL DESCRIPTION

(1) WHEEL DRIVE SYSTEM

The wheel drive system composed of the following major components:



(2) PTO DRIVE SYSTEM

- a. The PTO drive system is composed of the PTO clutch pedal, the independent PTO clutch and the PTO change gears.
- b. The PTO change gears are housed behind the ring gear.

(3) SPEED SHIFT GEAR TRAIN DIAGRAMS

(Mechanical type)

When the main change-gear is shifted, position (1,2,3,R), the gear travels the power to range gear.

(Main change:1)

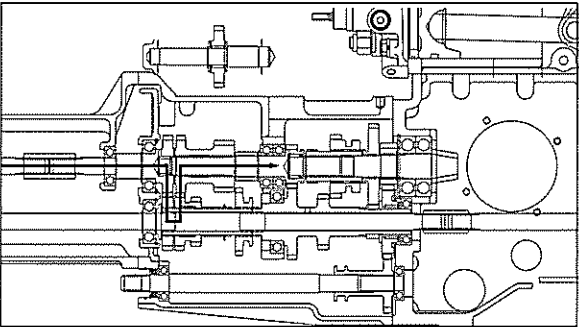


Fig.5-1

(Main change:2)

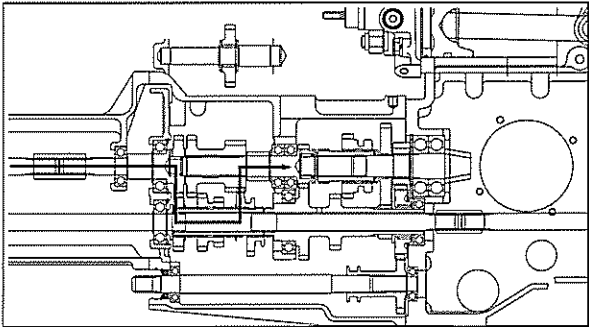


Fig.5-2

(Main change:3)

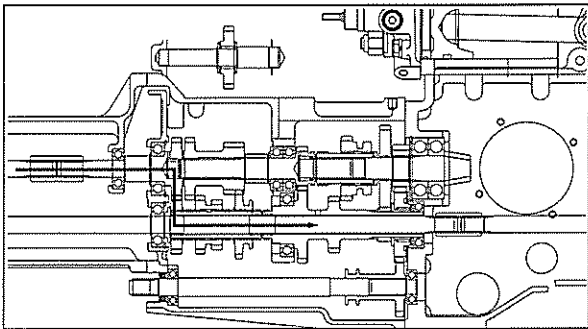


Fig.5-3

(Main change:R)

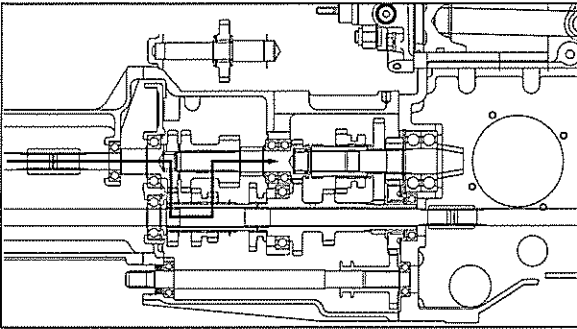


Fig.5-4

When the range gear is shifted position (☛, ☛1, ☛2) after shifting main change, the gear travels the power to drive pinion.

(Range gear: ☛)

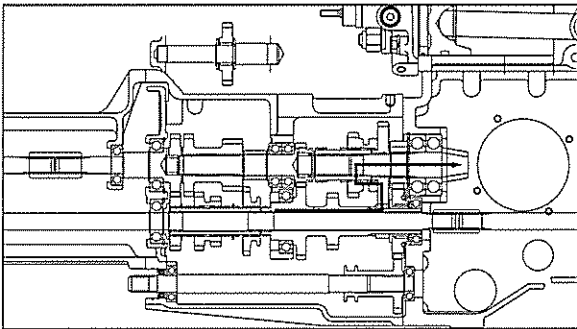


Fig.5-5

(Range gear: ☛1)

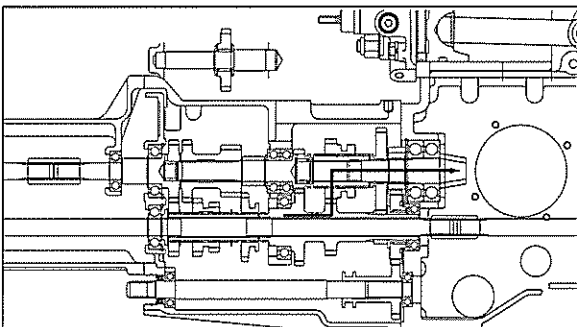


Fig.5-6

(Range gear: ☛2)

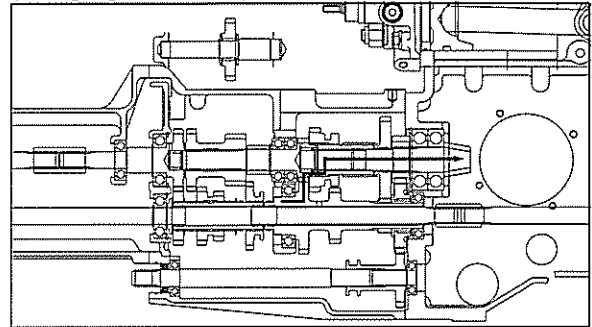


Fig.5-7

(HST Type)

a. INPUT AND HST

Drive from the engine, E, is taken from the input shaft, through the counter shaft and the HST unit, and output to the range change section, R.

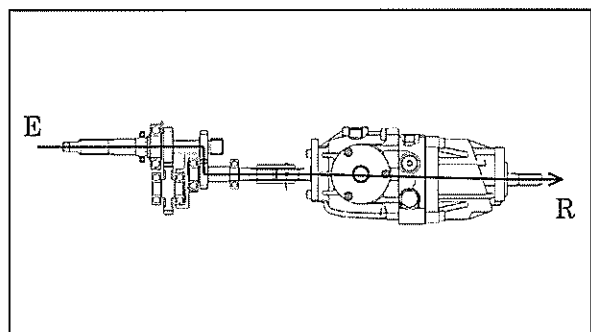


Fig.5-8

b. RANGE GEAR SHIFT POSITION "ONE" (☛)

When the range change is shifted position "one", the shift collar is moved rearward to lock the (38T) gear to pinion shaft. Drive from HST unit, R, travels downward to countershaft, then continue rearward and upward to pinion shaft.

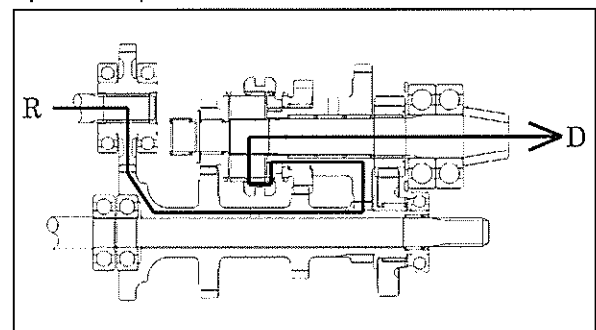


Fig.5-9

CHAPTER7 . FRONT AXLE

1. CONSTRUCTION

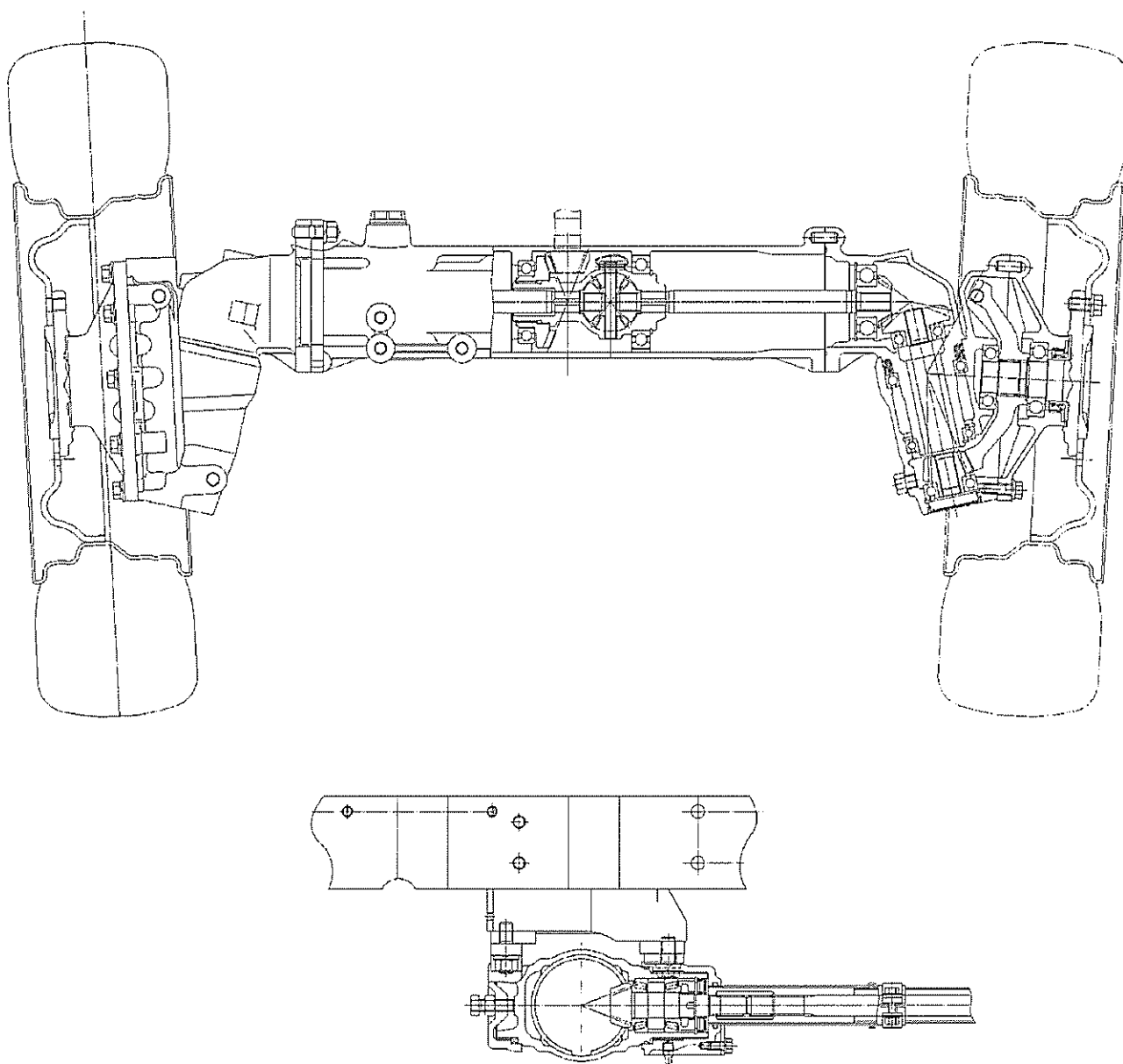


Fig.7-1

2. DISASSEMBLY

(1) Final case and related parts.

- a. Remove the tire on the side of which final case is to be disassembled.

Note:

Support the tractor front with a garage jack.

- b. Remove the final case from the axle end.

Caution:

Take care not to damage the O-ring. Never attempt to insert the blade of a screwdriver between the contact surfaces of the final case and axle end.

- c. Separate the wheel cover from the final case.

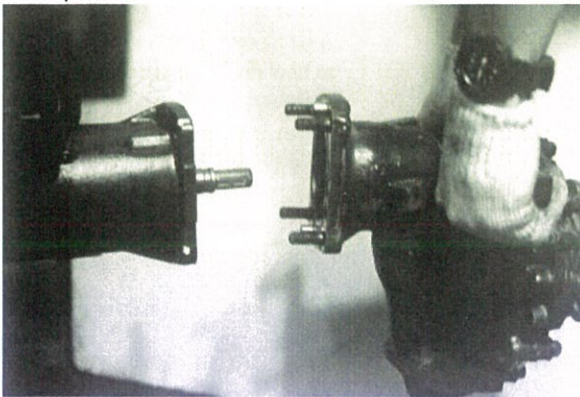


Fig.7-2

- d. Remove the cap and snap ring.

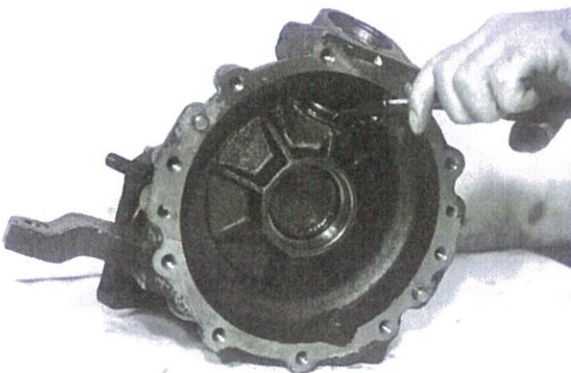


Fig.7-3

- e. Divide the final case assembly into the final case (A) and final case (B).

- f. Remove the wheel gear bearing using a puller.

- g. Remove the snap ring and drive out the wheel shaft with a plastic hammer.

In this stage, the wheel shaft oil seal can be checked.

(2) Differential and related parts

- a. Separate the front axle from the front axle bracket referring to 8 of chapter 2.

- b. Pull off the right and left shafts.

- c. Remove the oil seal for the input shaft.

- d. Remove the snap ring and pull off the input shaft.

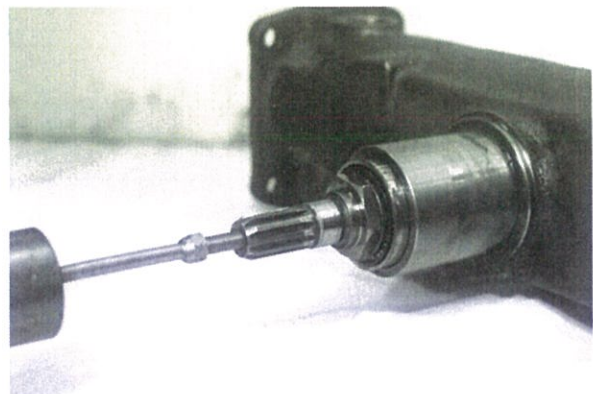


Fig.7-4

Note:

- The bearing for the input shaft may be too tightly fitted to remove easily. In such a case, as a tapped hole is provided in the end of the input shaft, use a slide hammer to remove the shaft.

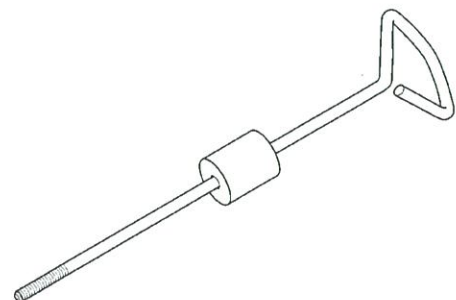


Fig.7-5