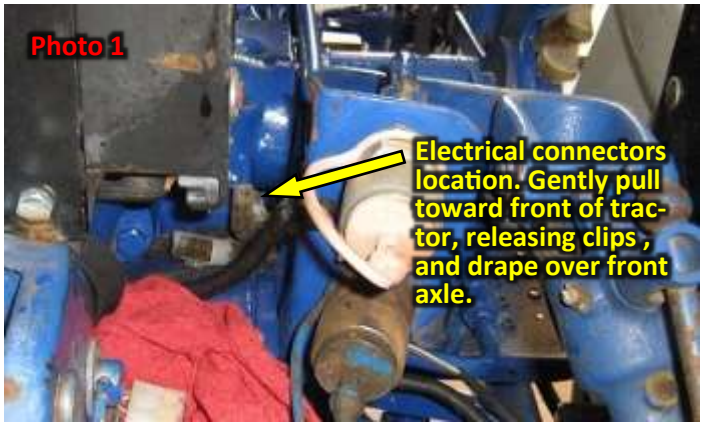
SEPARATING THE TRACTOR

The text below in black is taken from the FARMTRAC 50/55/60 Tractor Repair Manual [Escorts Limited, Agri Machinery Marketing Division, 18/4, Mathura Road, Faridabad (Haryana), India] with our comments in red. Photos are added for illustration.

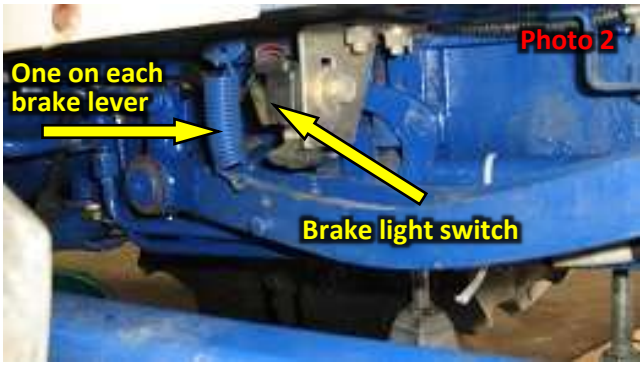
Our FarmTrac

3. TO SEPARATE THE REAR AXLE ASSEMBLY FROM THE TRANSMISSION AND ENGINE ASSEMBLY

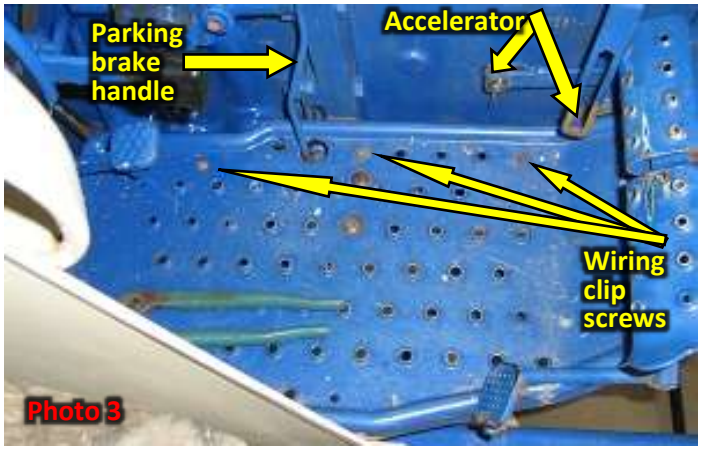
1. Disconnect the battery leads from the battery terminals.
2. Drain the oil from the rear axle centre housing.
3. Disconnect the rear light wiring at the connector underneath the right hand platform. There are four connectors. They are underneath the seat on the right above the axle housing. (Photo 1)



4. Release the two brake pedal return springs connected to the underside of the right-hand platform. (Photo 2)

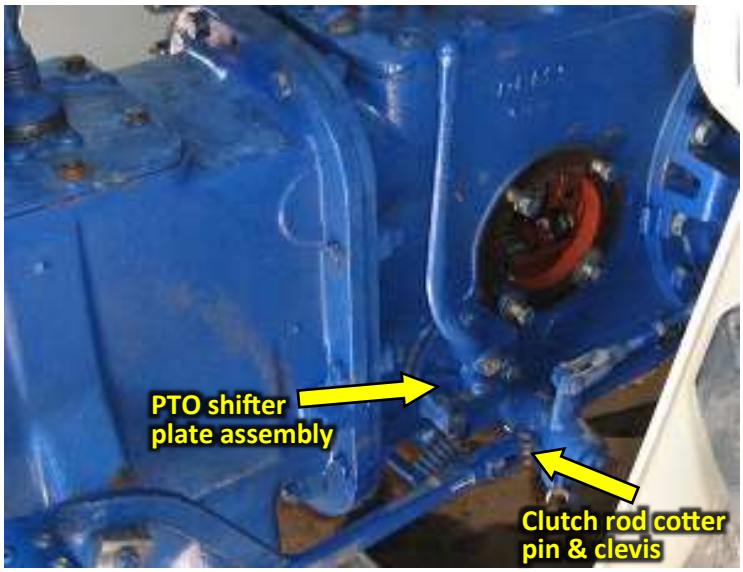


5. Unscrew the three fender platform screws on both sides of the tractor.
6. Remove the four bolts in each of the left and right-hand platform and remove the platforms from the rear axle centre housing. Easier said and done. On the right side, the following steps must be done before removing the platform.
   - Disconnect accelerator by removing the cotter pin and clevis (Photo 3)
   - Remove the three screws holding the wiring clips on the underside of the platform; remove clips (Photo 3)
   - Disconnect the two electrical wires from the brake light switch on the underside of the platform (Photo 2)

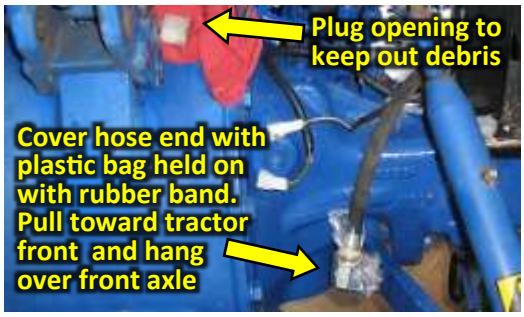


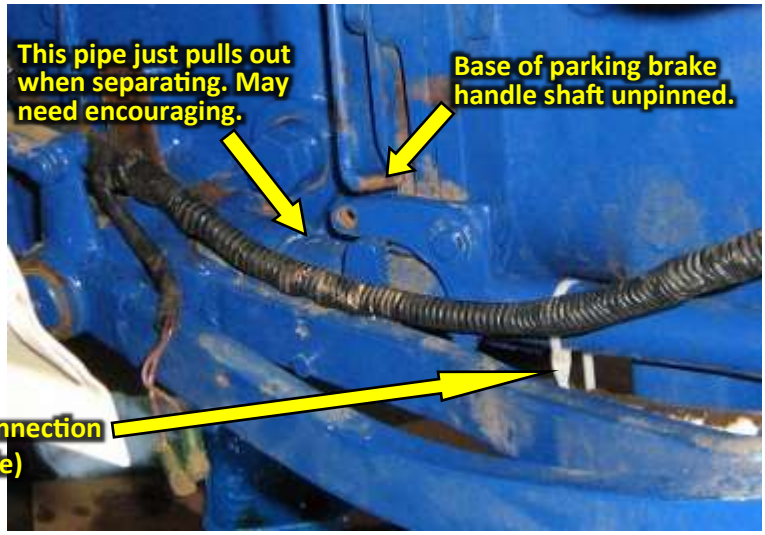
   - Disconnect the parking brake by removing the cotter pin under the platform and remove parking brake handle (Photo 3)

7. On the left side, remove the cotter pin and clevis from the clutch release arm and disconnect the clutch operating rod.
   - Remove the PTO shifter plate assembly from the rear axle centre housing before the rear axle is split from the gear box. The assembly has a fork that will keep the PTO shaft from being partially removed to access the gear.



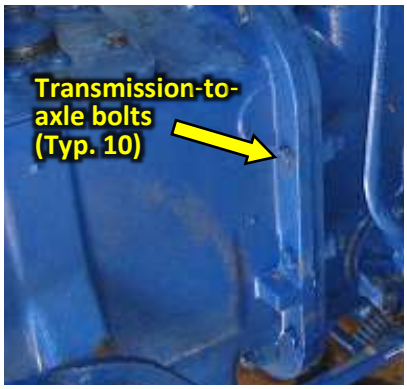
8. Remove the inlet and outlet pipe work for the engine driven hydraulic pump. Cover open ends with plastic bags held on with rubber bands to keep debris out of hydraulic system and to collect slow dripping oil.





9. Install a suitable jack or stands underneath the engine and transmission assembly and support the rear axle assembly on a moveable overhead hoist or floor crane or rolling floor jacks.
   - We had more jacks than we needed just in case something we didn't expect to happen, or even think of, might happen.
   - Remove the two bolts on each side for the front end loader rails.

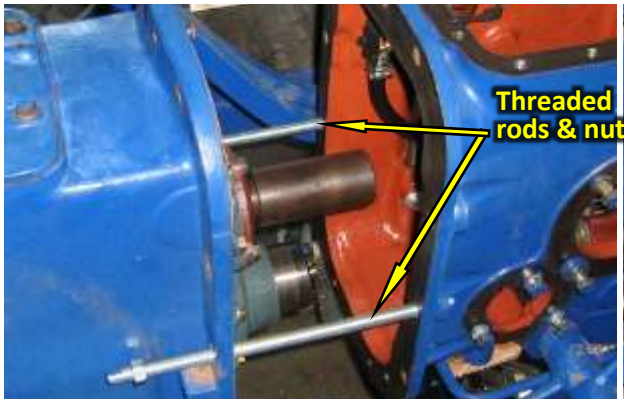
10. Remove the ten bolts securing the rear axle to the transmission and separate the two assemblies by withdrawing the rear axle.
    - Number each of the ten transmission-to-axle bolts *and* their corresponding locations. The bolts are different sizes and lengths.
    - Before removing the bolts, use the torque wrench to break them free. This serves as a means of calibrating the torque wrench to see if its setting is close to the specified torque.
    - When the transmission-to-axle bolts are removed and separating is started by rotating the tires by hand, the unit may want to pivot around the axle. Use jack stands that aren't fully touching the unit in front and back to see which way the rear axle housing will try to pivot (up in front or down in front).

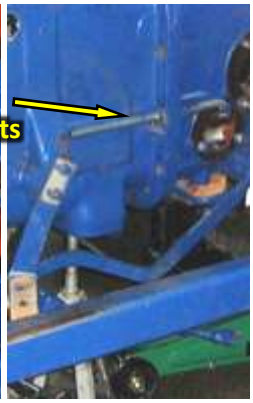


Success!

Notes for Re-assembly

⇒ Purchase at least two long threaded rods and two nuts for each rod. When the rear axle housing is close to the transmission, insert at least one threaded rod on each side through the bolt holes. Screw on the nuts. Tighten the nuts down slowly pulling the transmission and rear axle housing together making adjustments to the alignment using the hoist or rolling jack as necessary.





⇒ The clutch spring can be difficult to put back on. To make the job easier, compress the spring with a vice and wire it in the compressed position with three or four wires. Once installed, clip and remove the wires.