

310-2400/2600 Integrated Zero-Turn Transaxle Service and Repair Manual

BLN-51134
December 2008

Table of Contents

Section	Page
Foreword	1
Section 1 Description and Operation	2
Introduction	2
General Description	2
Hydraulic Schematic	3
Hydraulic Flow.....	4
External Features 310-2400L	6
External Features 310-2600R.....	7
Technical Specifications.....	8
Product Identification.....	8
Section 2 Safety	9
Personal Safety.....	9
Tool Safety	9
Work Area Safety	9
Servicing Safety	9
Section 3 Troubleshooting	10
Section 4 Service and Maintenance	11
External Maintenance	11
Service and Maintenance Procedures.....	11
Fluids.....	12
Purging Procedures	13
Return to Neutral Setting.....	14
Brake Maintenance	15
Friction Pack Adjustment	15
Section 5 Repair	16
How To Use This Section.....	16
General Instructions	16
Transaxle Removal	16
Limited Disassembly	16
Tools and Torques	17
Back Cover.....	18
Brakes	19-20
Brake Shaft & Bevel Gear.....	21
Axle Shaft & Spur Gear.....	22-23
Lower Housing and Filter	24-25
Motor Shaft & Bevel Gear	26
Center Section, Cylinder Blocks and Bypass.....	27-28
Input Shaft & Trunnion Arm	29-30
Transaxle Installation	31
Assembly After a Complete Teardown	31
Sealant Application	32
Parts List	34-37
Glossary of Terms	38-39

FOREWORD

Headquartered in Sullivan, Illinois, Hydro-Gear® is a world leader in the design, manufacture, and service of quality hydrostatic transaxles for the lawn and garden industry. The mission of our company is to be recognized by our customers and the industry as a world-class supplier and the quality leader in everything we do.

This Service and Repair Manual is designed to provide information useful in servicing the Hydro-Gear 310-2400, referred to as the Integrated Zero Turn (IZT®), and 310-2600 Charged IZT.

Also included is a glossary of terms that are frequently used throughout the industry and in Hydro-Gear service publications. Understanding terminology is very important!

It is necessary, and good shop practice, that your service area be equipped with proper tools and the mechanics to be supplied with

the latest information available. All repair procedures illustrated in this guide are suggested, but preferred methods of repair.

Some repair procedures require that the IZT be removed from the vehicle.

This is not a certification, test or study guide for a certification test. If a technician is interested in certification they should contact an agent representing the ESA (Engine Service Association) (610) 363-3844 or their Hydro-Gear Distributor. Many distributors will be hosting certification testing. These study guides will cover most of the products and manufacturers in our industry.

For more information about Hydro-Gear or our products, please contact your Central Service Distributor, or call our Customer Service Department at (217) 728-2581.

SECTION 1. DESCRIPTION AND OPERATION

INTRODUCTION

The purpose of this manual is to provide information useful in servicing the Hydro-Gear® Integrated Zero Turn (IZT®) transaxle. This manual includes the IZT's general description, hydraulic schematic, technical specifications, servicing and troubleshooting procedures.

The transaxle normally will not require servicing during the life of the vehicle in which it is installed. Should other servicing be required, the exterior of the transaxle will need to be thoroughly cleaned before beginning most procedures.

GENERAL DESCRIPTION

The **310-2400/2600** is a self contained unit designed for the transfer and control of power. It provides an infinitely variable speed range between zero and maximum in both forward and reverse modes of operation.

This transaxle uses a variable displacement pump with a maximum displacement of 10cc per revolution, and motor with a fixed displacement of 21cc per revolution. The variable displacement pump features a cradle mounted swashplate with a direct-proportional displacement control. Reversing the direction of the swashplate reverses the flow of oil from the pump and thus reverses the direction of the motor output rotation.

The pump and motor are of the axial piston design and utilize spherical nosed pistons which are held against a thrust race by internal compression springs.

The 310-2400/2600 has a self contained fluid supply and an internal filter. The 310-2400 fluid is forced through the filter by a positive "head" on the fluid in the housing/expansion tank with an assist by the negative pressure created in the pump pistons as they operate. The 310-2600 fluid is drawn through the internal reservoir and feeds the fixed displacement gerotor charge pump. Excess fluid in the charge circuit is discharged over the charge relief valve and dumps back to case.

The check valves in the 310-2400/2600 center section are used to control the makeup flow of the fluid to the low pressure side of the loop.

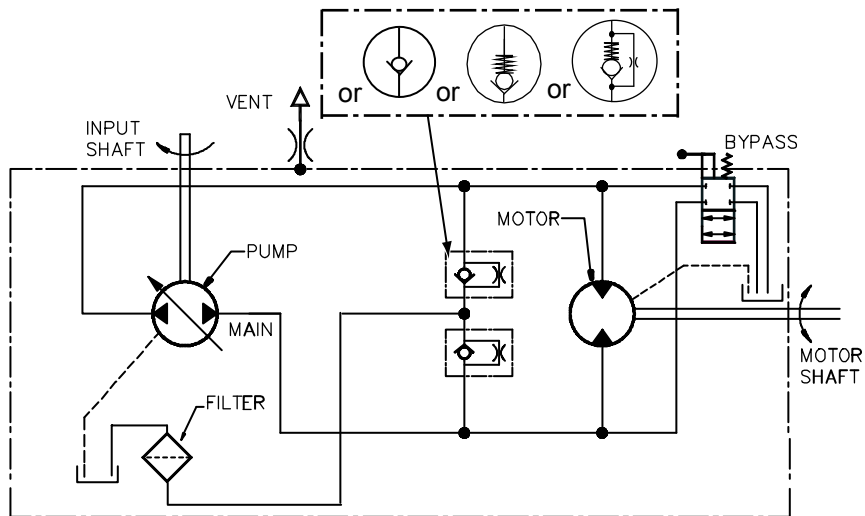


WARNING

Actuating the bypass will result in the loss of hydrostatic braking capacity. The machine must be stationary on a level surface and in neutral when actuating the bypass.

A bypass is utilized in the 310-2400/2600 to permit moving the vehicle for a short distance at a maximum of 2 m.p.h. (3.2 Km/h) without starting the engine. The 310-2400/2600 is configured for both floating disc and cog style parking brakes.

310-2400



310-2600

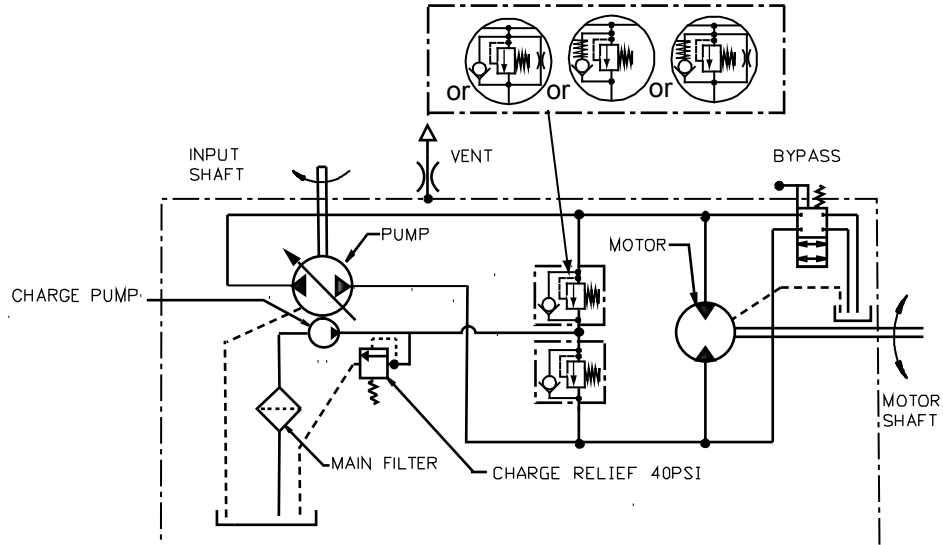


Figure 1. 310-2400/2600 Hydraulic Flow Schematics

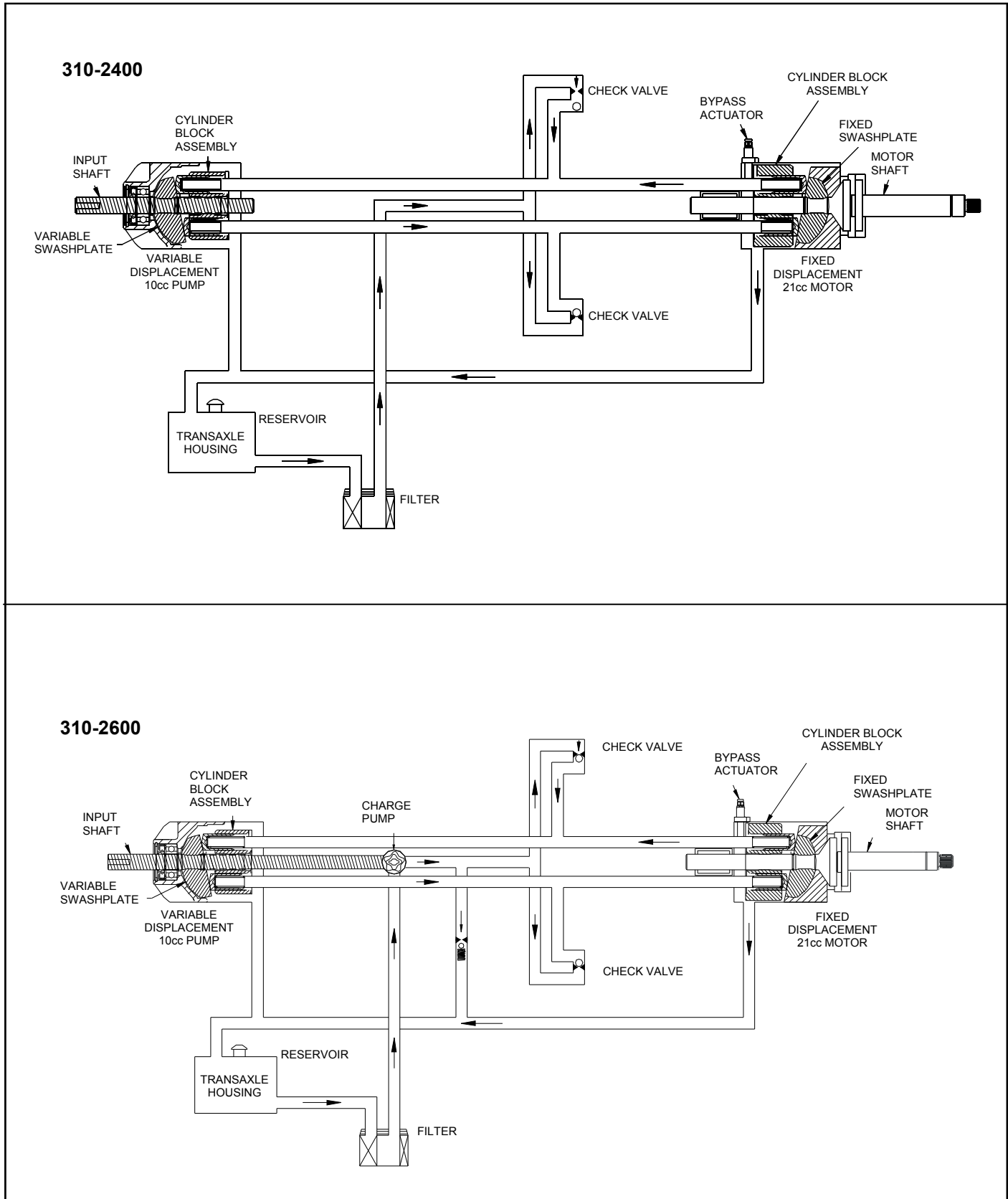


Figure 2. 310-2400 /2600Hydraulic Flow Illustration

HYDRAULIC SCHEMATIC

Figure 2 provides an illustration of the hydraulic oil circuits. The oil supply for the hydraulic system of the **310-2400 IZT®** and charged **310-2600 IZT** is also utilized for lubricating the components of the final drive assembly.

The input shaft and pump cylinder block are turned in one direction only by the engine/drive belt/pulley combination. Output of the oil flow is controlled by the direction and amount that the variable swashplate is angled. As the pump pistons compress they force the oil to flow through one of two passageways (forward or reverse) in the center section to the motor cylinder block and motor shaft. Since the motor has a fixed displacement angle it is forced to turn with the flow of oil. As the angle of the pump swashplate is increased the amount of oil being pumped will increase and cause a higher speed output of the motor. Reversing the angle of the swashplate will reverse the direction of oil flow.

During the operation of the transaxle, fluid is “lost” from the hydraulic loop through leak paths designed into the product for lubrication purposes (around pistons, under the rotating cylinder blocks, etc.). This “lost” fluid returns to the transaxle housing, then is pulled back into one of the check valves depending upon the direction of vehicle operation. All of this oil must pass through an internal filter.

Oil is forced through the filter by low inlet pressure only on the 310-2400, but is pulled by a charge pump circuit on the 310-2600.

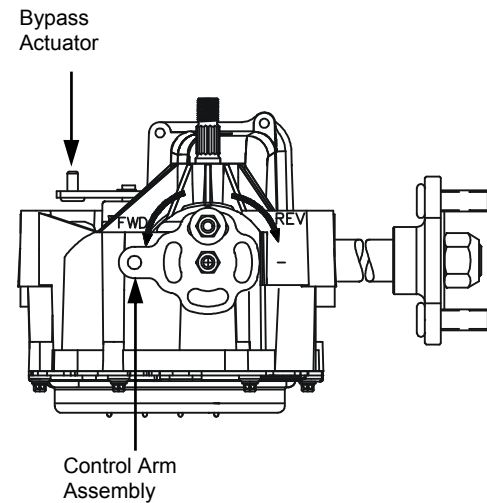
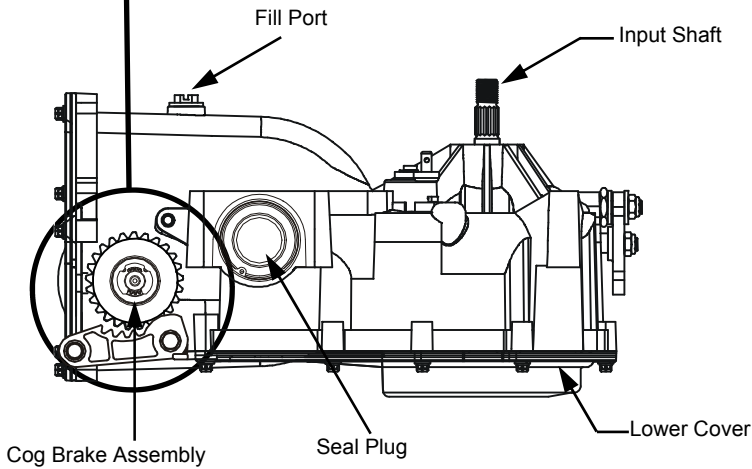
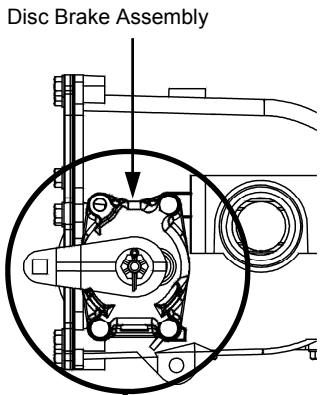
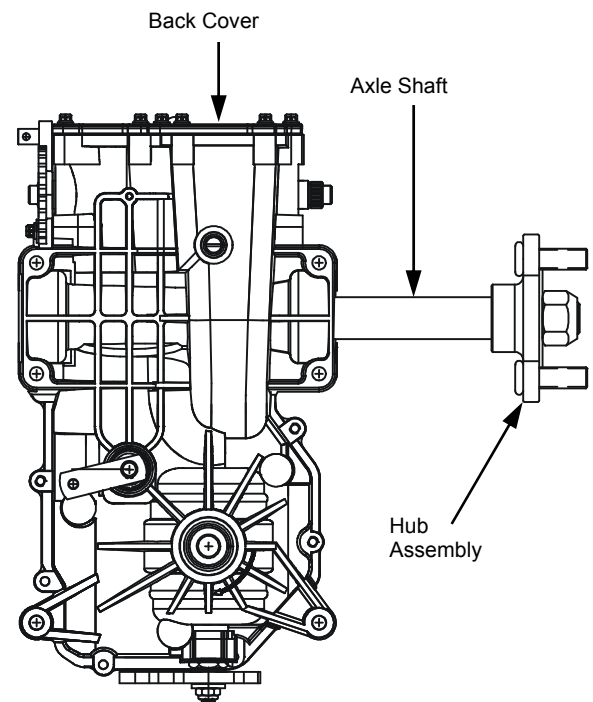
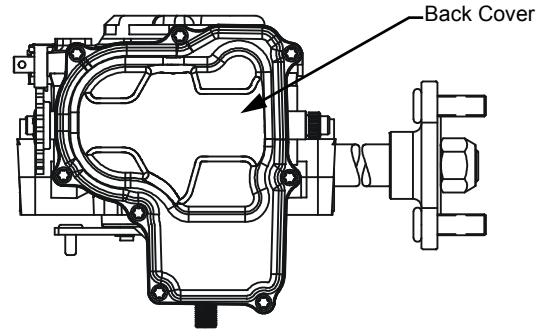
The motor cylinder block mounts onto a splined motor shaft which drives the gear train.

A charge pump is included on the IZT to supply this makeup flow. The make up flow is controlled (or directed) by the check valves. Each check valve will either be held opened or closed (depending upon the direction of vehicle operation) by the system operating pressure (closed) or by charge pressure (open) from the charge pump.

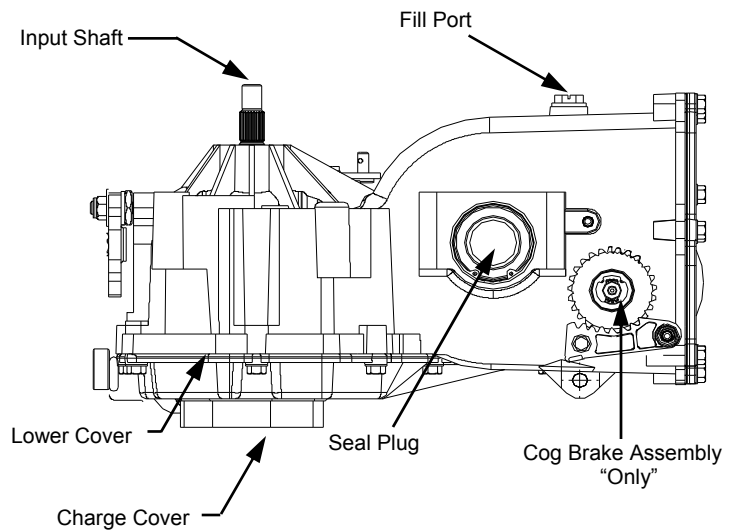
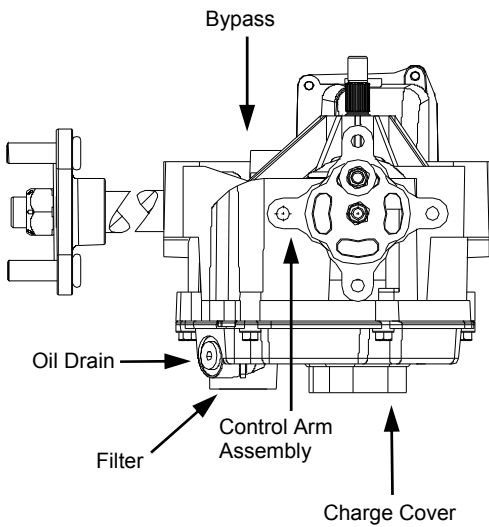
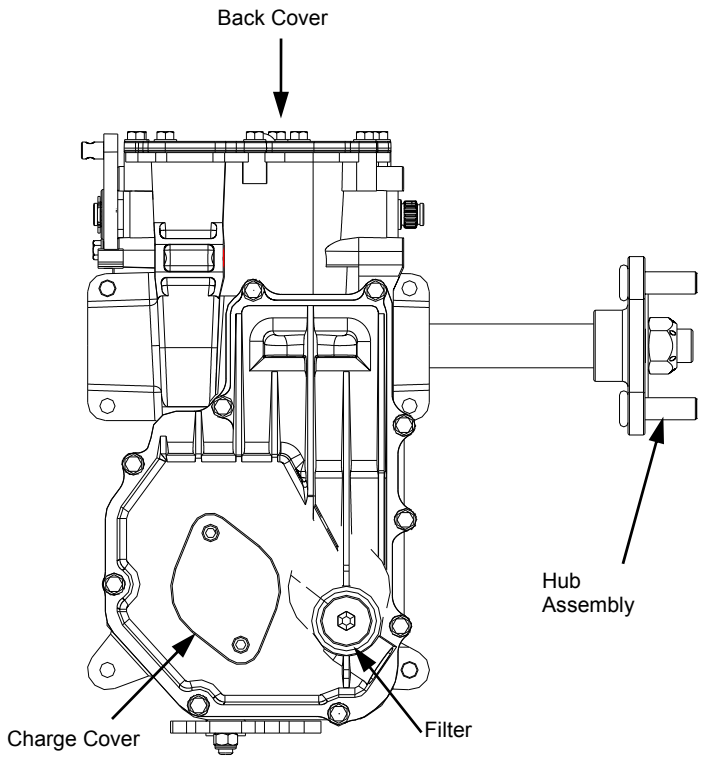
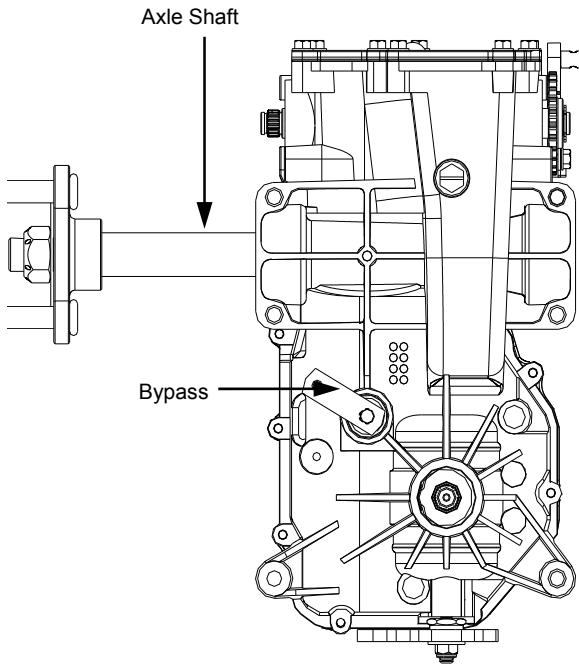
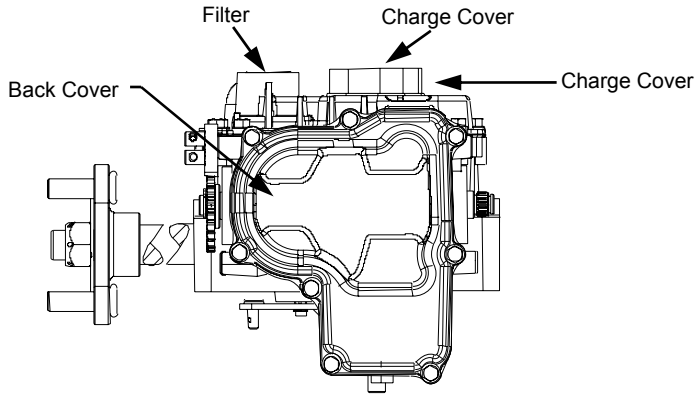
The charge pump maintains a continuous flow of oil as long as the input shaft is turning. All of the oil being pulled into the charge pump first must pass through an internal filter. Any oil not needed by the transmission for make up flow is discharged through the charge relief valve. The charge relief valve maintains the charge pressure at no more than 40 PSI (2.76 bar).

The bypass feature in the 310-2600 has a mechanical lever which lifts the motor block off of the center section running surface, allowing any oil flowing from the pump block to be discharged into the housing without turning the motor.

EXTERNAL FEATURES 310-2400L



EXTERNAL FEATURES 310-2600R



TECHNICAL SPECIFICATIONS

310-2400

Overall Transaxle Reduction

19.2:1

Input Speeds

Maximum: 3000 RPM

Minimum: 1800 RPM

Tire Diameter

18 in maximum; 45.7cm with 325 lbs; 147.4 kg maximum weight on tires

Axle Shaft Options

Type: Keyed / Double "D"

Diameter: 0.984 inch; 25.0 mm

Type: Flanged

Diameter: Hub

Brake Type

Disc, Parking

Cog, Parking

Weight of Unit

30 lb; 13.6 kg

310-2600

Overall Transaxle Reduction

19.2:1

Input Speeds

Maximum: 3400 RPM

Minimum: 1800 RPM

Tire Diameter

20 in maximum; 45.7cm with 325 lbs; 147.4 kg maximum weight on tires

Axle Shaft Options

Type: Keyed / Double "D"

Diameter: 0.984 inch; 25.0 mm

Type: Flanged

Diameter: Hub

Brake Type

Cog, Parking

Weight of Unit

31 lb; 14 kg

Table 1. 310-2400/2600 Technical Specifications

PRODUCT IDENTIFICATION

The model and configuration of the 310-2400/2600 IZT[®] can be determined from the label shown in Figure 3.

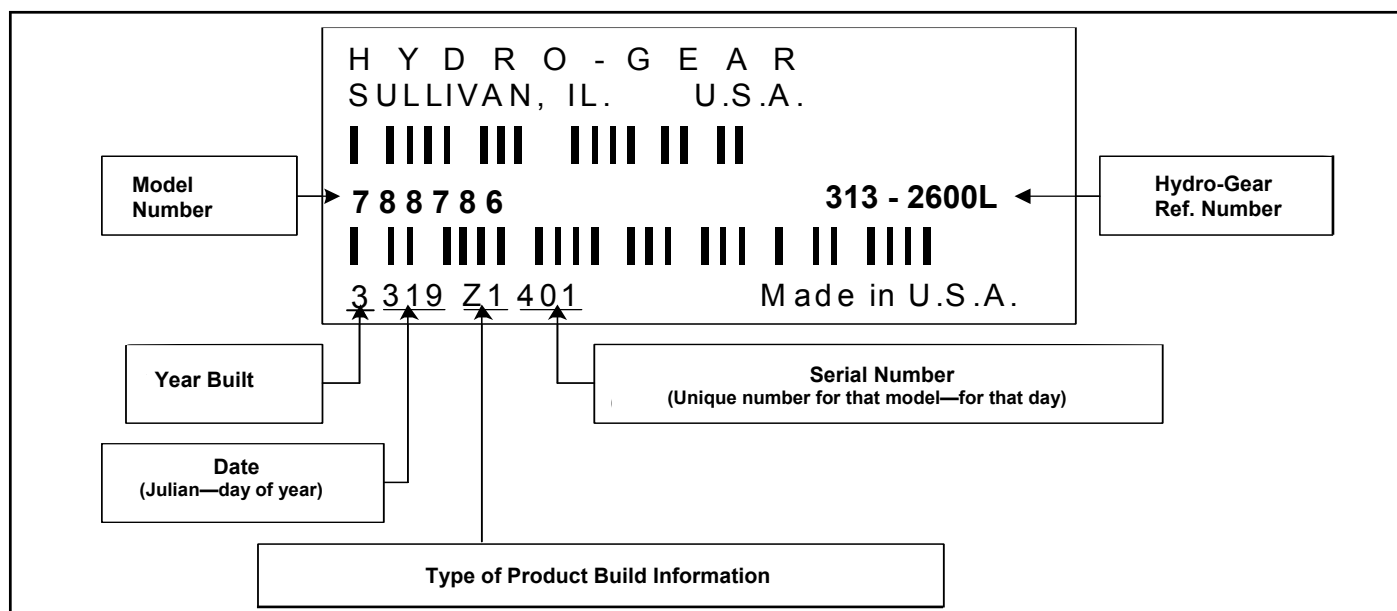


Figure 3. 310-2600 Configuration Label

SECTION 2. SAFETY



This symbol points out important safety instructions which, if not followed, could endanger the personal safety and/or property of yourself and others. Read and follow all instructions in this manual before attempting maintenance on your transaxle. When you see this symbol - **HEED ITS WARNING.**



WARNING

POTENTIAL FOR SERIOUS INJURY

Inattention to proper safety, operation, or maintenance procedures could result in personal injury, or damage to the equipment. Before servicing or repairing the 310-2400 IZT, fully read and understand the safety precautions described in this section.

PERSONAL SAFETY

Certain safety precautions must be observed while servicing or repairing the 310-2400 IZT[®]. This section addresses some of these precautions but must not be considered an all-inclusive source on safety information. This section is to be used in conjunction with all other safety material which may apply, such as:

- 1) Other manuals pertaining to this machine,
- 2) Local and shop safety rules and codes,
- 3) Governmental safety laws and regulations.

Be sure that you know and understand the equipment and the hazards associated with it. Do not place speed above safety.

Notify your supervisor whenever you feel there is any hazard involving the equipment or the performance of your job.

Never allow untrained or unauthorized personnel to service or repair the equipment.

Wear appropriate clothing. Loose or hanging clothing or jewelry can be hazardous. Use the appropriate safety equipment, such as eye and hearing protection, and safety-toe and slip-proof shoes.

Never use compressed air to clean debris from yourself or your clothing.

TOOL SAFETY

Use the proper tools and equipment for the task.

Inspect each tool before use and replace any tool that may be damaged or defective.

WORK AREA SAFETY

Keep the work area neat and orderly. Be sure it is well lit, that extra tools are put away, trash and refuse are in the proper containers, and dirt or debris have been removed from the working areas of the machine.

The floor should be clean and dry, and all extension cords or similar trip hazards should be removed.

SERVICING SAFETY

Certain procedures may require the vehicle to be disabled in order to prevent possible injury to the servicing technician and/or bystanders.

The loss of hydrostatic drive line power may result in the loss of hydrostatic braking capability. Proper brake maintenance is very important should this condition develop.

Some cleaning solvents are flammable. Use only approved cleaning materials. Do not use explosive or flammable liquids to clean the equipment.

To avoid possible fire do not use cleaning solvents in an area where a source of ignition may be present.

Discard used cleaning material in the appropriate containers.

SECTION 3. TROUBLESHOOTING



WARNING

Do not attempt any servicing or adjustments with the engine running. Use extreme caution while inspecting the drive belt assembly, and all vehicle linkage!

Follow all safety procedures outlined in the vehicle owner's manual!

In many cases problems with the 310-2400/2600 IZT are not related to a defective transaxle, but are caused by slipping drive belts, partially engaged bypass valves, and loose or damaged control linkages. Be sure to perform all operational checks and adjustments outlined in Section 4, Service and Maintenance before assuming the unit is malfunctioning. Table 2 below provides a troubleshooting check list to help determine the cause of operational problems.

Table 2. 310-2400 Troubleshooting Checklist

Possible Cause	Corrective Action
UNIT OPERATES IN ONE DIRECTION ONLY	
Control linkage bent or out of adjustment Drive belt slipping or pulley damaged	Repair or replace linkage, Page 11 Repair or replace drive belt or pulley, Page 11
VEHICLE DOES NOT DRIVE/TRACK STRAIGHT	
Vehicle tires improperly inflated Control linkage bent, loose or out of adjustment Bypass partially engaged	Refer to vehicle manufacturer suggested pressure Repair, adjust or replace vehicle linkage Adjust bypass linkage
UNIT IS NOISY	
Oil level low or contaminated oil Excessive loading Brake setting incorrect Loose parts Bypass assembly sticking Air trapped in hydraulic system Filter clogged with debris	Fill to proper level or change oil, Page 12 Reduce vehicle loading, Page 11 Adjust brake to proper setting, Page 15 Repair or replace loose parts Repair or replace valve or linkage Purge hydraulic system, Page 13 Replace filter, Page 12
UNIT HAS NO/LOW POWER	
Engine speed low Control linkage bent or out of adjustment Brake setting incorrect Drive belt slipping or pulley damaged Oil level low or contaminated oil Excessive loading Bypass assembly sticking Air trapped in hydraulic system Filter clogged with debris	Adjust to correct setting Repair or replace linkage, Page 11 Adjust brake to proper setting, Page 15 Repair or replace drive belt or pulley, Page 11 Fill to proper level or change oil, Page 12 Reduce vehicle loading, Page 11 Repair or replace valve or linkage Purge hydraulic system, Page 13 Replace filter, Page 12
UNIT OPERATING HOT	
Debris buildup around transaxle Brake setting incorrect Cooling fan damaged Oil level low or contaminated oil Excessive loading Air trapped in hydraulic system	Clean off debris, Page 11 Adjust brake to proper setting, Page 15 Repair or replace cooling fan Fill to proper level or change oil, Page 12 Reduce vehicle loading, Page 11 Purge hydraulic system, Page 13
TRANSAXLE LEAKS OIL	
Damaged seals, housing, or gaskets Air trapped in hydraulic system	Replace damaged component Purge hydraulic system, Page 13

SECTION 4. SERVICE AND MAINTENANCE

NOTE: Any servicing dealer attempting a warranty repair must have prior approval before conducting maintenance of a Hydro-Gear product unless the servicing dealer is a current Authorized Hydro-Gear Service Center.

SERVICE AND MAINTENANCE PROCEDURES

All the service and maintenance procedures presented on the following pages can be performed while the 310-2400/2600 is mounted on the vehicle. Any repair procedures as mentioned in the repair section of this manual must be performed after the unit has been removed from the vehicle.

EXTERNAL MAINTENANCE

Regular external maintenance of the 310-2400 IZT[®] should include the following:

- 1. Check the vehicle operator's manual for the recommended load ratings. Insure the current application does not exceed load rating.**
2. Check oil level and quality in accordance with Figure 4 Page 12.
3. Inspect the vehicle drive belt, idler pulley (s), and idler spring(s). Insure that no belt slippage can occur. Slippage can cause low input speed to the transmission.
4. Inspect the transmission cooling fan for broken or distorted blades and remove any obstructions (grass clippings, leaves, dirt, etc.).
5. Inspect the axle parking brake and vehicle linkage to insure proper actuation and adjustment of the parking brake.
6. Inspect the vehicle control linkage to the directional control arm on transaxle. Also, insure the control arm is securely fastened to the trunnion arm of the transaxle.
7. Inspect the bypass mechanism on the transaxle and vehicle linkage to insure it actuates and releases fully.

FLUIDS

The fluids used in Hydro-Gear® products have been carefully selected, and only equivalent, or better products should be substituted.

Typically, an engine oil with a minimum rating of 55 SUS (9 cSt) at 230°F (110° C) and an API classification of SL is recommended. A SAE 20W-50 engine oil has been selected for use by the factory and is recommended for normal operating temperatures.

FLUID VOLUME AND LEVEL

Fluid volume information is provided in Table 3.

Certain situations may require additional fluid to be added or even replaced. Refer to Figure 4 for the proper fill port location.

CAUTION
Do not overfill.

If you overfill the transaxle while the unit is “cold”, it may overflow as it reaches normal operating temperatures. The oil level should not be above the manufacturer’s suggestions outlined in this manual. This will allow the space needed for the oil to expand as it warms up.

Recheck the fluid level once the unit has been operated for approximately 1 minute.

Purging may be required. Refer to the purging procedures on page 13.

FLUID CHANGE

The 310-2400 transaxle is factory filled, sealed and does not require oil maintenance. However, in the event of oil contamination or degradation, oil addition or change may alleviate certain performance problems.

310-2600 charged IZT® oil change requirements may vary with usage. But, regular maintenance filter and oil change at 200 hour intervals is recommended.

It is essential that the unit exterior be free of debris prior to fluid maintenance.

Remove the oil drain plug (87) to facilitate oil change. Refer to figure 14. Page 25. To reinstall oil drain plug reference table 5. for proper torque.

IMPORTANT: When tightening the filter insure proper torque value 20-50 in lbs (2-6 Nm) is applied. Filter is plastic. Excessive torque will damage filter.

Table 3. Fluid Volumes for the 310-2400/2600 IZT

Fluid Description	Volume
20W-50 engine oil	79 fl. oz. (2336 ml.)

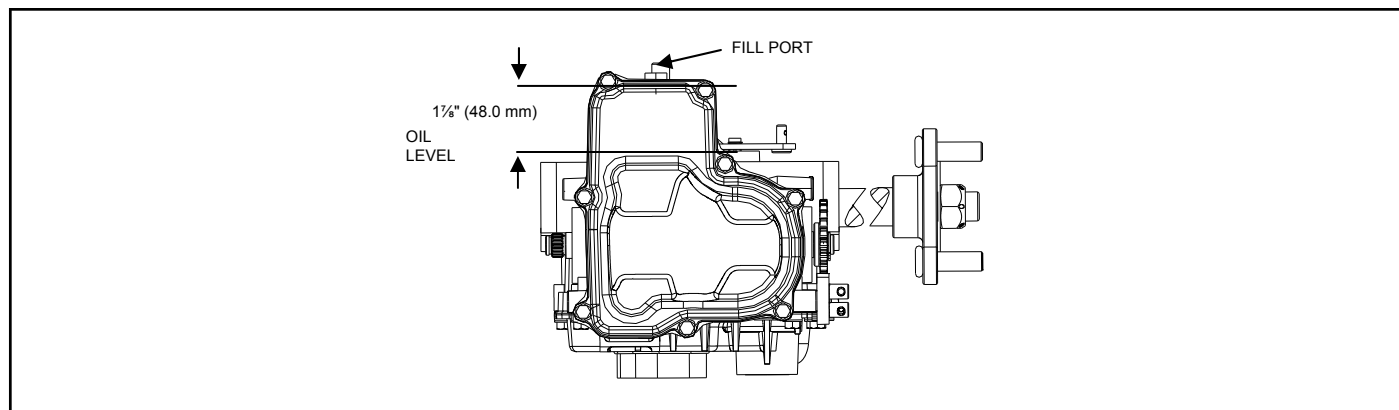


Figure 4. 310-2400/2600 Fluid Level and Fill Port

PURGING PROCEDURES

Due to the effects air has on efficiency in hydrostatic drive applications, it is critical that it be purged from the system.

These purge procedures should be implemented any time a hydrostatic system has been opened to facilitate maintenance or any additional oil has been added to the system.

Air creates inefficiency because its compression and expansion rate is higher than that of the oil normally approved for use in hydrostatic drive systems.

The resulting symptoms in hydrostatic systems may be:

1. Noisy operation.
2. Lack of power or drive after short term operation.
3. High operation temperature and excessive expansion of oil.

Before starting, make sure the transaxle/transmission is at the proper oil level. If it is not, fill to the specifications outlined on page 12, Figure 4.

The following procedures should be performed with the vehicle drive wheels off the ground, then repeated under normal operating conditions.

1. With the bypass valve open and the engine running, slowly move the directional control in both forward and reverse directions 5 to 6 times, as air is purged from the unit, the oil level will drop.
2. With the bypass valve closed and the engine running, slowly move the directional control in both forward and reverse directions (5 to 6 times). Check the oil level, and add oil as required after stopping engine.
3. It may be necessary to repeat Steps 1 and 2 until all the air is completely purged from the system. When the transaxle moves forward and reverse at normal speed purging is complete.

RETURN TO NEUTRAL SETTING



WARNING

POTENTIAL FOR SERIOUS INJURY

Certain procedures require the vehicle engine to be operated and the vehicle to be raised off the ground. To prevent possible injury to the servicing technician and/or bystanders, insure the vehicle is properly secured.



WARNING

Do not attempt any adjustments with the engine running. Use extreme caution while inspecting all vehicle linkage!

Follow all safety procedures outlined in the vehicle owner's manual.

The return to neutral mechanism on the transmission is designed to set the directional control into a neutral position when the operator removes their hands from the control. Follow the procedures below to properly adjust the return to neutral mechanism on the transaxle:

1. Confirm the transaxle is in the operating mode (bypass disengaged). Raise the vehicle's drive tires off the ground to allow free rotation.

NOTE: It may be necessary to remove the drive tire from the axle hub to access the linkage control and the transaxle return arm.

2. Remove the Original Equipment Manufacturer's (OEM's) control linkage at the return arm. Refer to Figure 5.
3. Start the engine and increase the throttle to full engine speed.

4. Check for axle rotation. If the axles do not rotate, go to Step 5. If the axles rotate, go to Step 6.
5. Stop the vehicle's engine. Reattach and adjust the OEM linkage to the return arm according to the OEM manual. Recheck according to Step 3 and 4. Stop the vehicle engine. Refer to Figure 5.
6. Note the axle directional movement. Stop the vehicle engine. Loosen the lock down screw until the return arm can be rotated. Refer to Figure 5 below to make adjustment. In general, rotate the return arm in the direction opposite of axle rotation. If the axle is rotating in the "B" direction, rotate the return arm in the "A" direction, and vice-versa. Continue until axle rotation stops. Tighten the lock down screw. Refer to Table 5 Required Torque Values, Page 17. Recheck according to steps 3 and 4. Stop the vehicle engine. Reattach and adjust the OEM linkage according to the OEM manual. Recheck according to steps 3 and 4. Refer to Figure 5.

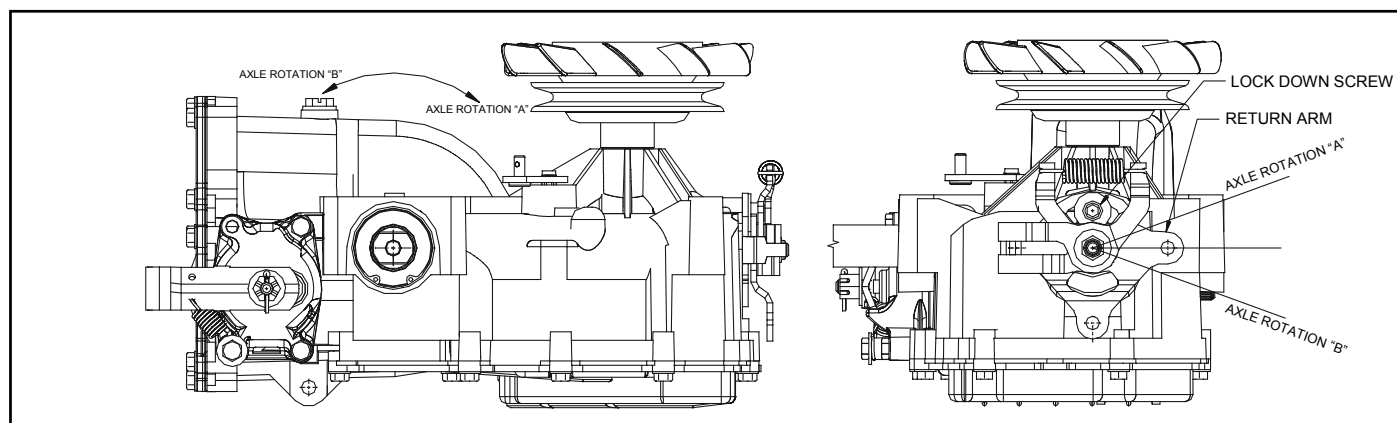


Figure 5. Return to Neutral Control

BRAKE MAINTENANCE

COG BRAKE MAINTENANCE

1. Check the brake arm teeth for damage or excessive wear. Replace if necessary.
2. Check for excessive looseness at brake arm pivot point.

DISC BRAKE MAINTENANCE

(310-2400 Only)

1. Remove the brake return spring, and then the cotter pin securing the brake castle nut.
2. Insert a 0.020" (0.5 mm) feeler gage between the brake rotor and outer brake friction stator, and then set the brake by tightening or loosening the castle nut.
3. Install a new cotter pin to secure the castle nut, and then install the brake arm bias spring.

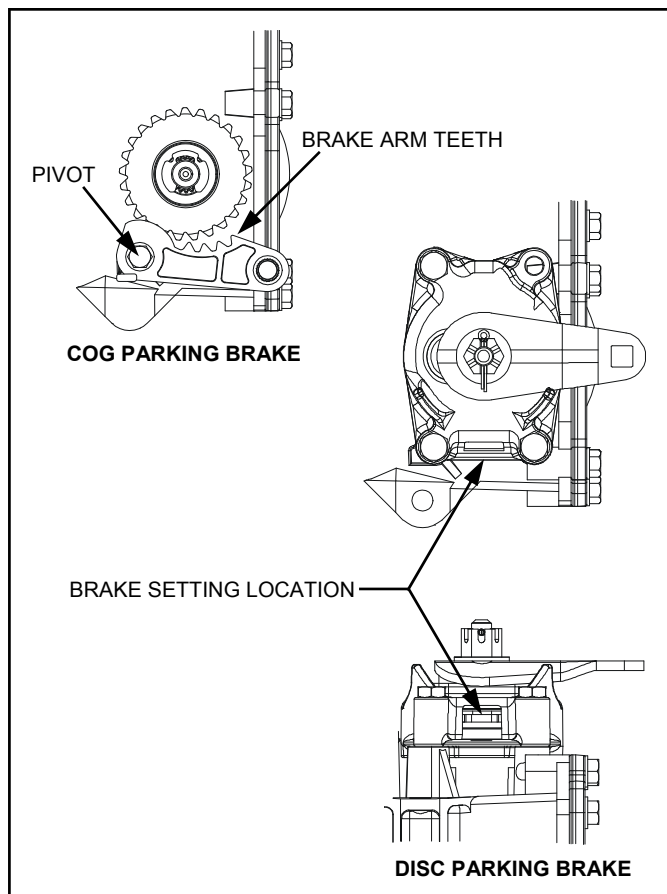


Figure 6. Brake Options

FRICITION PACK ADJUSTMENT

The friction pack dampens or holds the operator control lever in its desired position.

Adjustment for the amount of drag or holding force can be made by turning the friction pack nut in or out.

Adjustments should be made in no more than 1/4 turn increments.

Over-tightening will result in difficulty or inability of the operator to move the control lever.

Note: The factory setting for the friction pack is assembly of the nut to 100 in-lbs (11 Nm) torque. The friction pack nut is then backed off per vehicle manufacturer's specifications.

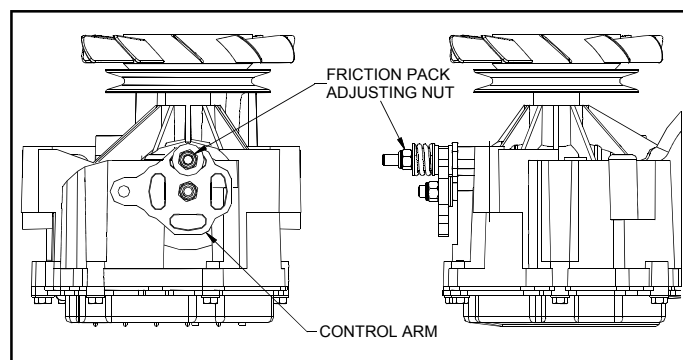


Figure 7. Friction Pack

SECTION 5. REPAIR

HOW TO USE THIS SECTION

Each subassembly illustrated in this section is illustrated by an exploded view showing the parts involved. **The item reference numbers in each illustration are for assembly instructions only.** See pages 34,35,36 and 37 for part names and descriptions. A complete exploded view and item list of the transaxle is provided at the end of this section.

Many of the parts and subassemblies of this transaxle can be removed and serviced independently of other components. Where some components and assemblies must be removed before a given assembly can be serviced, that information is given at the beginning of the disassembly instructions.

GENERAL INSTRUCTIONS

Cleanliness is a primary means of assuring satisfactory life on repaired units. Thoroughly clean all exposed surfaces prior to any type of maintenance. Cleaning of all parts by using a solvent wash and air drying is usually adequate. As with any precision equipment, all parts must be kept free of foreign material and chemicals.

Protect all exposed sealing surfaces and open cavities from damage and foreign material. The external surfaces should be cleaned before beginning any repairs.

Upon removal, it is recommended that all seals, O-rings, and gaskets be replaced. During installation lightly lubricate all seals, O-rings, gaskets with a clean petroleum jelly prior to assembly. Also protect the inner diameter of seals by covering the shaft with a cellophane (plastic wrap, etc.) material.

Parts requiring replacement must be replaced from the appropriate kits identified in the Items Listing, found at the end of this manual. Use only original Hydro-Gear replacement parts found listed in BLN-51427 (CD).

TRANSAXLE REMOVAL

It is necessary to remove the 310-2400/2600 from the vehicle before performing the repair procedures presented in this section. Use the following procedure to prepare the unit for removal from the vehicle.

1. With the vehicle wheels on the ground, loosen the $\frac{3}{4}$ -16 hex nut (108, Figure 12) Page 23, if so equipped. Use an air impact wrench and a 1-1/8" socket to loosen the nut.
2. Lift the vehicle wheels off the ground and remove the nut completely.
3. Remove the wheel from the hub.
4. Using a wheel or gear puller, remove the hub from the shaft.

CAUTION

USE CARE IN REMOVING THE HUB TO PREVENT CRACKING.

LIMITED DISASSEMBLY

The following procedures are presented in the order in which they must be performed to completely disassemble the unit. Do not disassemble the unit any farther than is necessary to accomplish the required repairs. Each disassembly procedure is followed by a corresponding assembly procedure.

Reassembly is accomplished by performing the "Assembly" portions of the procedures. If the unit has been completely disassembled, a summary of the assembly procedures, in the order in which they should occur, is given on page 31.

TOOLS AND TORQUES**Table 4. Required Tools**

Miscellaneous	Sockets
310-2400 Service & Repair Manual	3/8"
Flat Blade Screw Driver	1/2"
Torque Wrench	7/16"
Air Impact Wrench	9/16"
Rubber Mallet	E-8 Torx Head
Pliers	Wrenches
Needle Nose	1/2"
Large External Snap Ring	5 mm Allen
Small External Snap Ring	3/8" Allen
Large Internal Snap Ring	1/4" Allen

Table 5. Required Torque Values

Operation	U.S. Torque	Metric Torque	Item	Description
Wheel Hub Nut	200-295 ft-lbs	271-400 Nm	108	Nut, Hex 3/4-16
Fan/Pulley Nut	360-520 in-lbs	41-59 Nm	49	Nut, Hex Lock 1/2-20
Back Cover Screws	110-150 in-lbs	12-17 Nm	50	Screw, 1/4-20
Friction Pack Stud	50-120 in-lbs	6-14 Nm	36	Stud, 5/16-24
Control Arm Nut	180-240 in-lbs	20-27 Nm	35	Nut, 5/16-24
Control Bolt	192-252 in-lbs	22-28 Nm	76/121	Nut/Bolt, 5/16-18
Brake Yolk Screw	80-120 in-lbs	9-14 Nm	123/211	Screw, 1/4-28
Cog Brake Arm Screw	110-150 in-lbs	12-17 Nm	123	Screw, Hex 1/4-20
Check Plug Assembly	200-360 in-lbs	23-41 Nm	45	Check Plug Assembly
Lower Housing Screw	110-150 in-lbs	12-17 Nm	50	Screw, 1/4-20
Center Section Screw	525-700 in-lbs	59-79 Nm	44	Screw, 3/8-24
Lock Down Screw	210-270 in-lbs	24-30 Nm	208	Screw, 5/16-24 (Lock-Down)
Oil Drain Plug	180-240 in-lbs	20-27 Nm	87	Plug, 9/16-18 (Metal)
Filter	20-50 in-lbs	2-6 Nm	46	Assembly, Filter
Charge Cover Screws	87-100 in-lbs	9-11 Nm	86	SHCS M6 X 20

BACK COVER

Refer to Figure 8.

DISASSEMBLY

1. Remove the eight screws (50) from the back cover (13), and discard.
2. Remove the back cover (13). Take care not to damage the casting surfaces.
3. Clean off the sealant from the mating surfaces of the back cover (13) and the main housing assembly (1).

INSPECTION

1. Inspect the back cover (13) for excessive wear or damage.

ASSEMBLY

1. Apply sealant to the back cover (1). Refer to page 29.
2. Place the back cover (13) onto the main housing assembly (1).
3. Install the eight replacement screws (50) to secure the back cover (13) to the main housing assembly (1). Tighten the eight screws (50) to the torque value listed in Table 5.

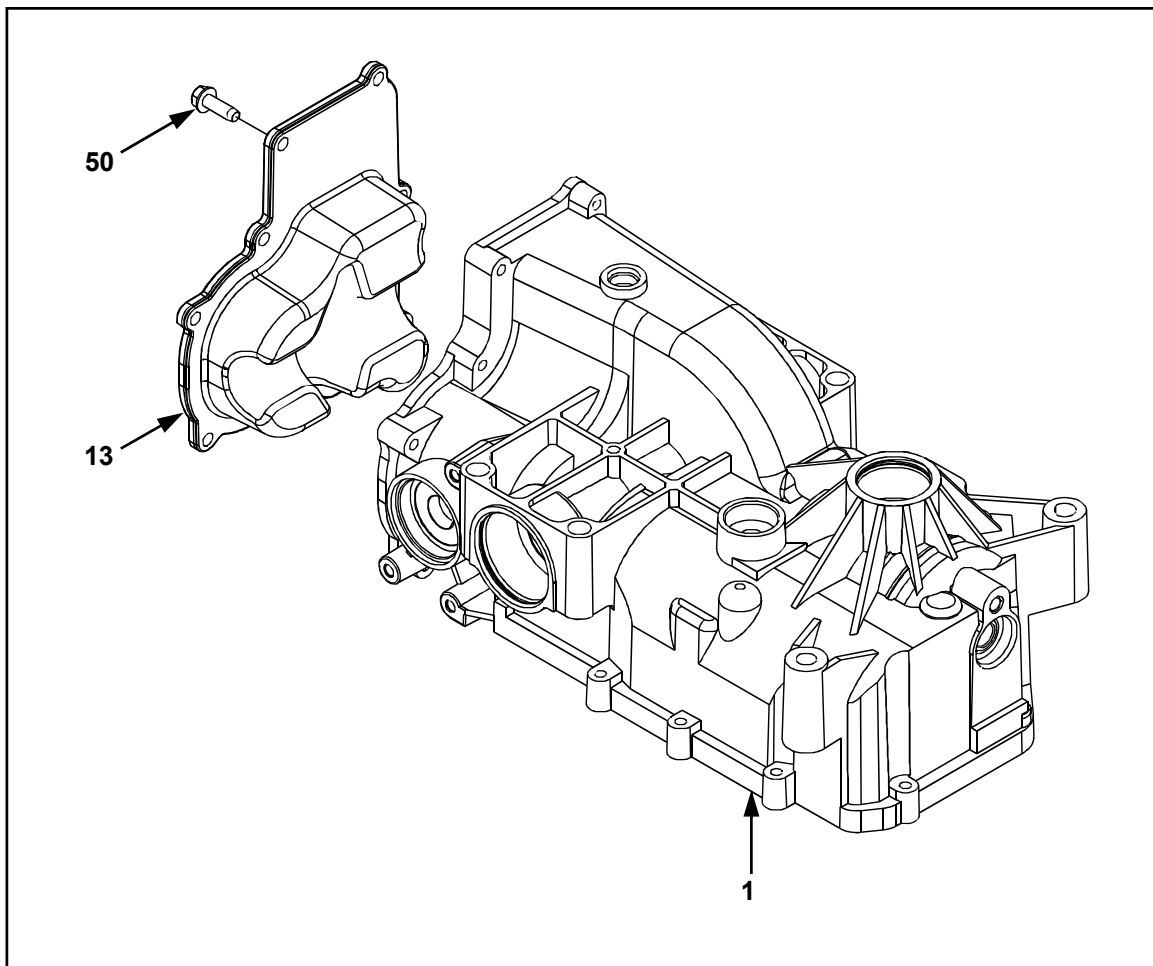


Figure 8. Back Cover Assembly

BRAKES**(Cog Brake)**

Refer to Figure 9.

DISASSEMBLY

1. Remove the external retaining ring (63).
2. Remove the brake bolt (123), brake arm (70) and brake disc (73). *Note the orientation of the hub on the brake disc.*

INSPECTION

1. Inspect the brake disc (73) for damaged splines or gear teeth.
2. Inspect the brake arm (70) for damaged teeth.

ASSEMBLY

1. Insert the brake shaft (55) into the main housing (1). Slide the brake disc (73) onto the brake shaft (55). *Note the orientation of the brake disc. The hub on the brake disc should face inward on R.H. units and outward on L.H. units.*
2. Install the brake arm (70) and brake bolt (123) onto the main housing (1). Tighten the brake bolt (123) to the torque value listed in Table 5.
3. Install an external retaining ring (63) onto the brake shaft (55).

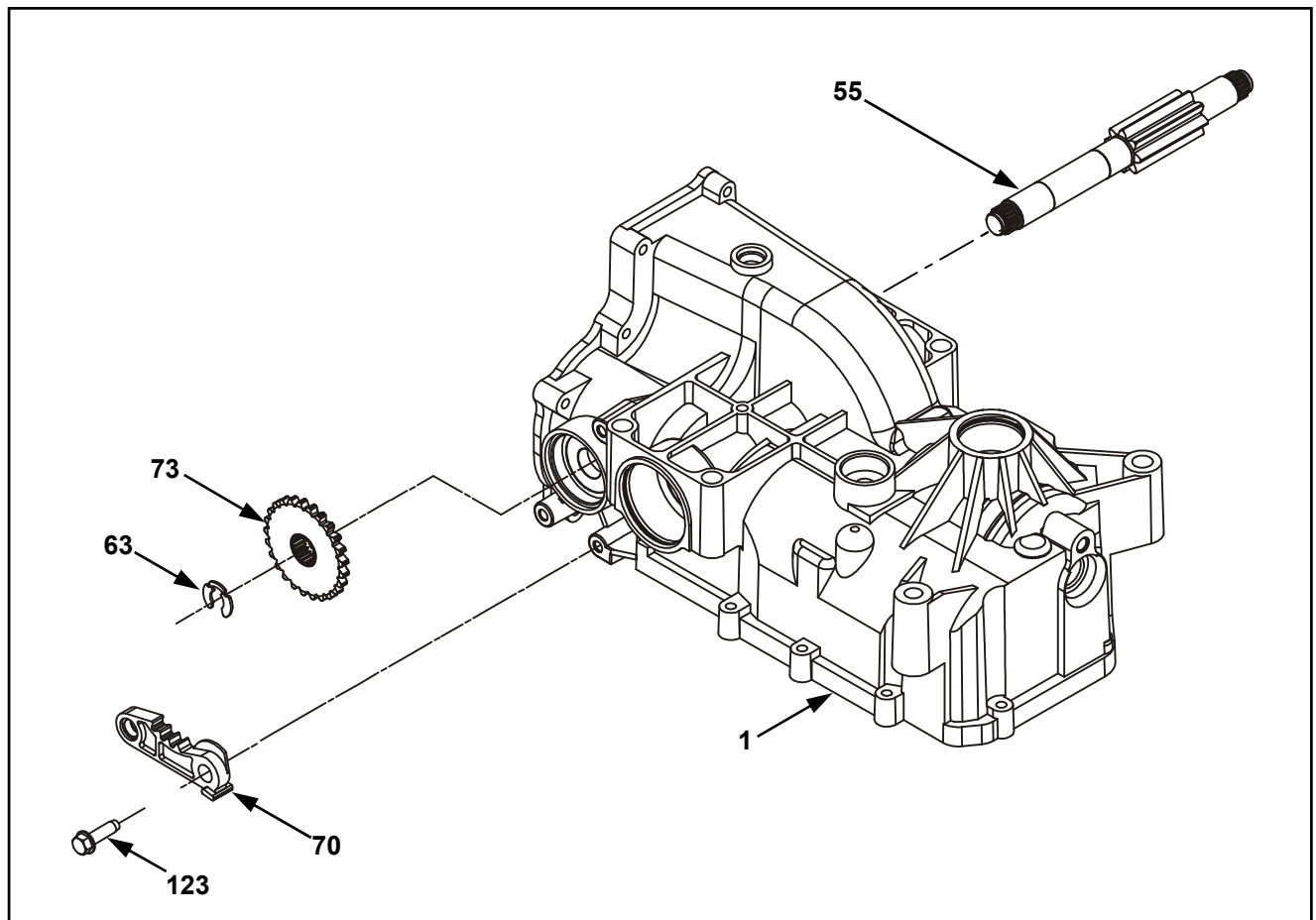


Figure 9. Cog Brake Assembly

BRAKES

(Disc Brake 310-2400 Only)

Refer to Figure 10.

DISASSEMBLY

1. Remove the cotter pin (128) and slotted hex nut (133). Discard the cotter pin.
2. Remove the washer (19), brake arm (70), compression spring (130) and brake actuating pins (129).
3. Remove the three brake yoke screws (123). Remove the brake yoke (131).
4. Remove the stators (127) and rotor (73).

INSPECTION

1. Inspect the brake components for excessive wear. Replace if necessary.

ASSEMBLY

1. Slide the stators (127) and rotor (73) onto the brake shaft (55, Figure 11). Pay close attention to the stack up of the stators and rotor.
2. Install the brake yoke (131) with the three brake yoke screws (123) onto the main housing (1). Refer to Table 5 for the required torque.
3. Install the brake actuating pins (129) and compression spring (130) onto the brake yoke (131).
4. Install the brake arm (70), washer (19) and slotted hex nut (133) onto the brake yoke (131). Do not tighten the slotted hex nut (133) at this time.
5. Insert a .020" (0.5 mm) feeler gage between the brake rotor (73) and outer stator (127). Adjust the brake by tightening or loosening the slotted hex nut (133).
6. Install a new cotter pin (128) to secure the slotted hex nut (133).

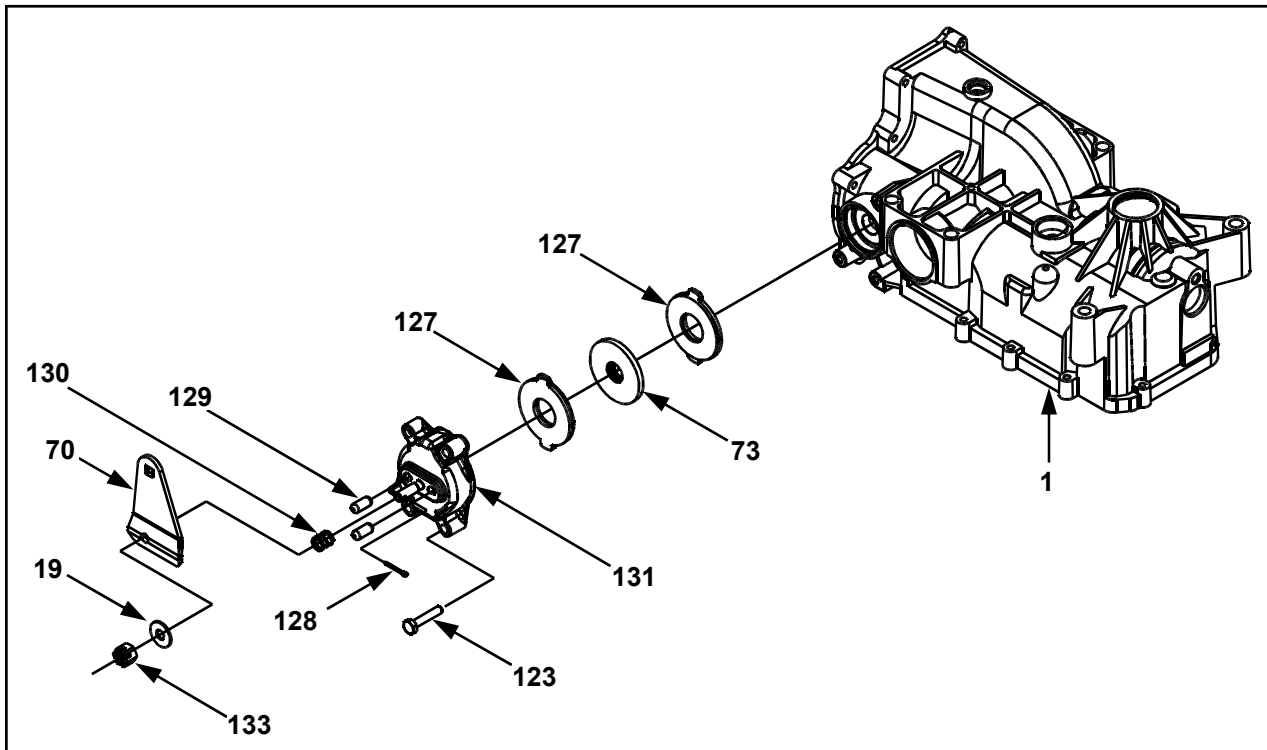


Figure 10. Disc Brake Assembly

BRAKE SHAFT & BEVEL GEAR

Refer to Figure 11.

DISASSEMBLY

1. Remove the back cover. See page 18.
2. Remove the brake. See pages 19-20.
3. Remove the brake shaft lip seals (58) and retaining rings (126). Discard the lip seals (58).
4. Remove the retaining ring (67) from the outside of the ball bearing (26).
5. Remove the brake shaft (55) and ball bearing (26) from the 19 tooth bevel gear (52). *It may be necessary to tap lightly on the brake shaft (55) to remove the bearing (26).*
6. Remove the 19 tooth bevel gear (52).

INSPECTION

1. Inspect the brake shaft (55), ball bearing (26) and bevel gear (52) for wear or damage.

ASSEMBLY

1. Insert the brake shaft (55) and ball bearing (26) into the main housing (1) allowing the brake shaft (55) to pass through the 19 tooth bevel gear (52).
2. Install the retaining ring (67).
3. Install the brake shaft lip seals (58) and retaining rings (126).
4. Install the brake. See pages 19-20.
5. Install the back cover. See page 18.

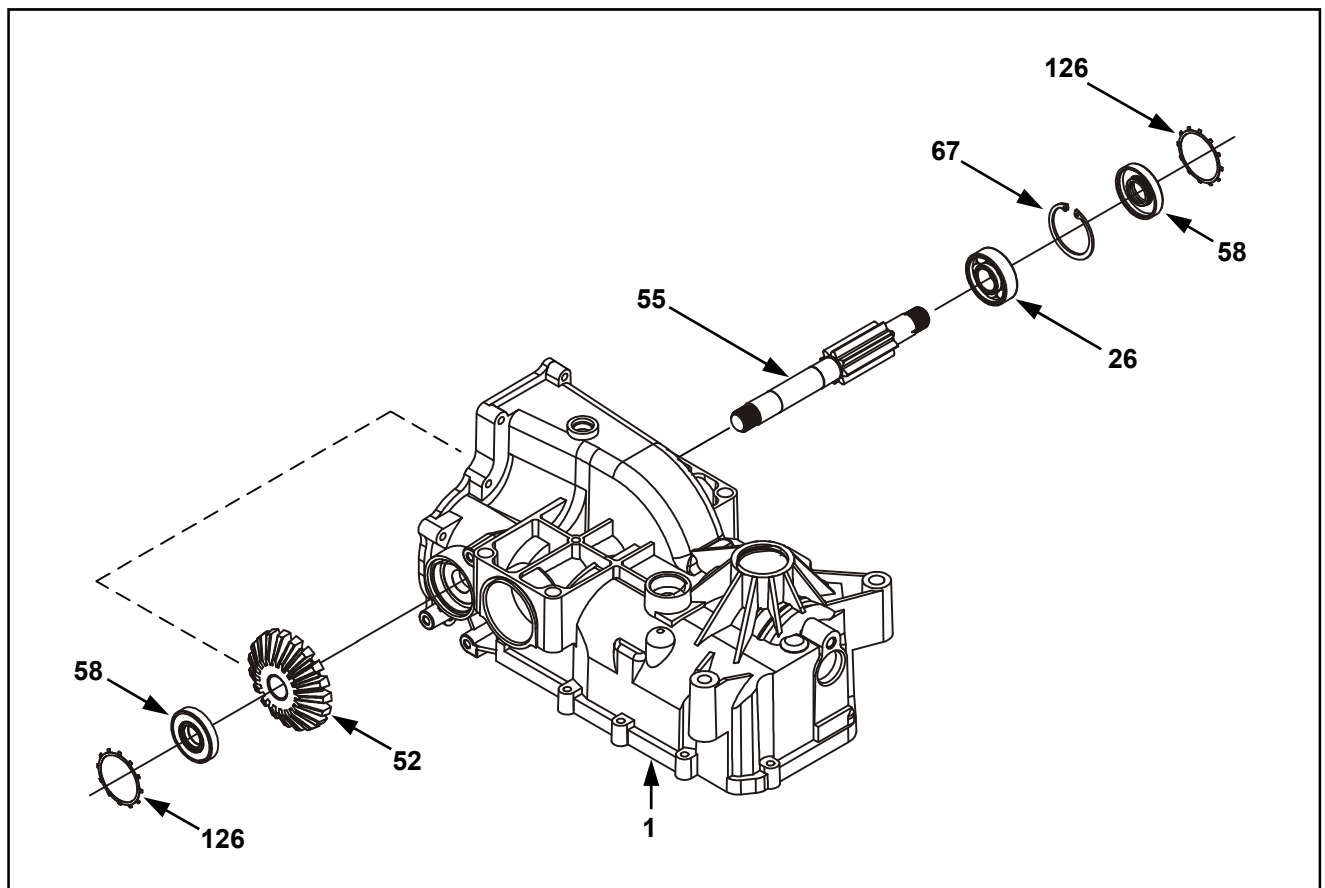


Figure 11. Brake Shaft & Bevel Gear Assembly

AXLE SHAFT & SPUR GEAR

Refer to Figure 12.

DISASSEMBLY

1. Remove the back cover. See page 18.
2. Remove the brake. See page 19-20.
3. Remove the brake shaft and bevel gears. See page 21.
4. Remove the hub assembly (107), if not already removed.

Note: The orientation of the hub and axle to the main housing is critical in re-assembly.

5. Remove the retaining ring (68) from the outside of the axle shaft seal (66).
6. Remove the axle shaft seal (66) and discard.
7. Remove the retaining ring (68) from the outside of the side seal plug (60).
8. Remove the side seal plug (60) by lightly tapping on the end of the axle shaft (56) with a plastic or rubber mallet. Discard the side seal plug (60).
9. Remove the axle shaft retaining ring (62) from the axle shaft (56).
10. Remove the axle shaft (56) from the main housing assembly (1). Remove the ball bearings (64 & 65) from the axle shaft (56). Note the orientation of the axle shaft bushings (81 & 82). This is important for reassembly. Remove the two axle shaft bushings (81 & 82) and spur gear (53) from the inside of the main housing (1).

INSPECTION

1. Inspect the ball bearings (64 & 65) and axle shaft (56) for wear or damage.
2. Inspect the spur gear (53) for wear or damage.

ASSEMBLY

1. Place the spur gear (53) and axle bushings (81&82), per noted orientation, into the main housing (1).
2. Insert the axle shaft bearing (64) and axle shaft (56) into the main housing (1). (A clean screwdriver may be used to help align the gear and bushings during installation).
3. Place the axle retaining ring (62) onto the end of the axle shaft (56).
4. Using a rubber or plastic mallet, lightly tap a new side seal plug (60) into the main housing (1). Install the seal plug retaining ring (68).
5. Slide the axle shaft bearing (65) onto the hub end of the axle shaft (56).
6. Slide the axle seal (66) onto the axle shaft (56). Remember to protect the seal (66) during installation by covering the axle shaft (56) with cellophane. Remove the cellophane once the seal (66) is installed.
7. Install the retaining ring (68).
8. Install the hub assembly (107) and nut (108) with the bolt threads facing away from the transaxle.
9. Install the brake shaft and bevel gear. See page 21.
10. Install the brake. See pages 19-20.
11. Install the back cover. See page 18.

AXLE SHAFT & SPUR GEAR

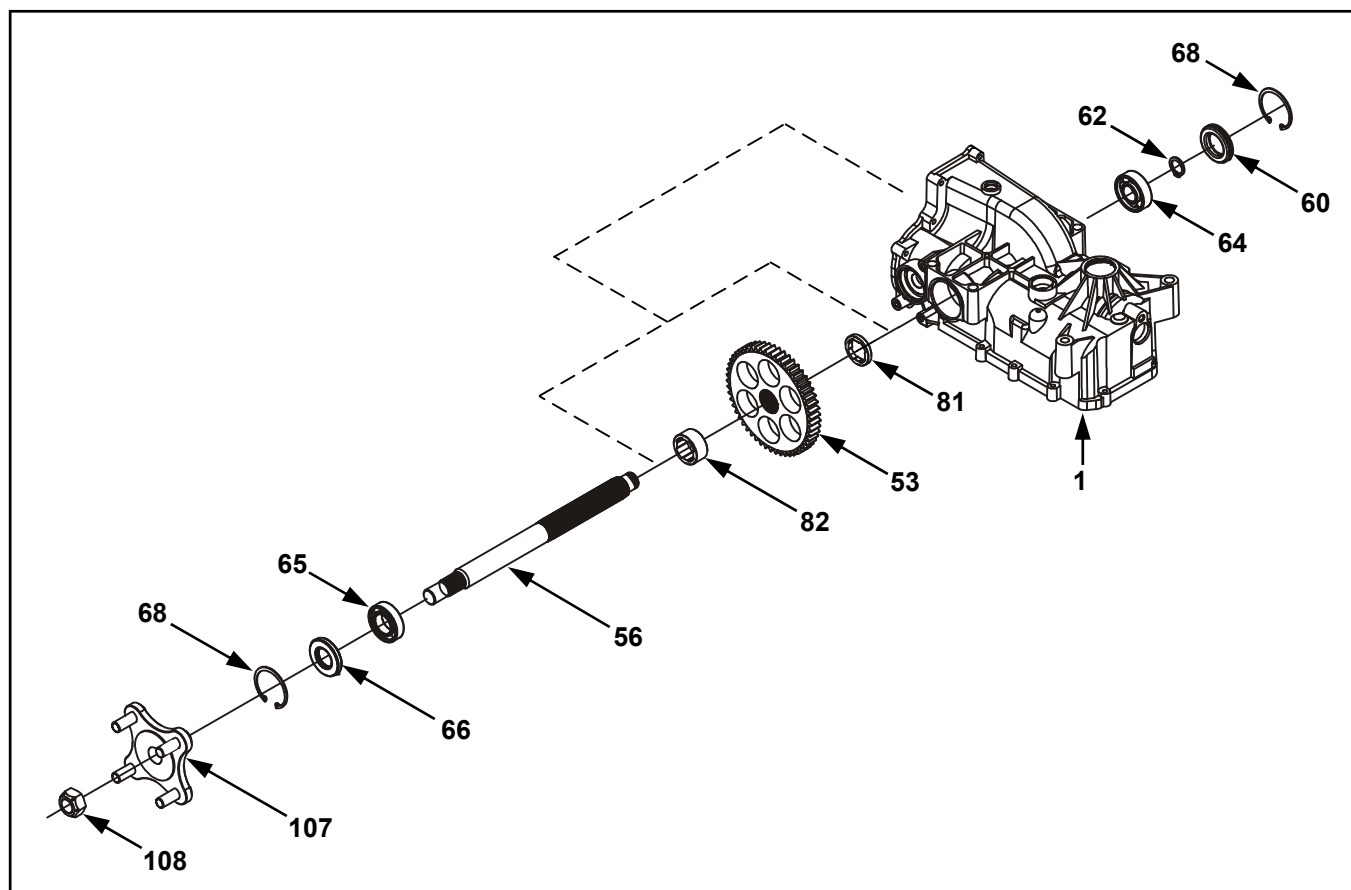


Figure 12. Axle Shaft & Spur Gear Assembly

LOWER HOUSING & FILTER

Refer to Figure 13.

DISASSEMBLY 310-2400

1. Remove the ten screws (50) holding the lower housing (2) to the main housing (1), and discard.
2. Remove the lower housing (2) and old sealant. Take care not to damage the casting surfaces.
3. Remove and discard the internal filter (46).

INSPECTION

1. Inspect the lower housing (2) for excessive wear or damage.

ASSEMBLY

1. Install a new filter (46).
2. Apply sealant to the lower housing (2) where the lower housing (2) mates with the main housing (1). Refer to page 29.
3. Place the lower housing (2) on the main housing (1).
4. Install the ten replacement screws (50) that hold the lower housing (2) to the main housing (1).
5. Torque the ten screws (50) to the value listed in Table 5.

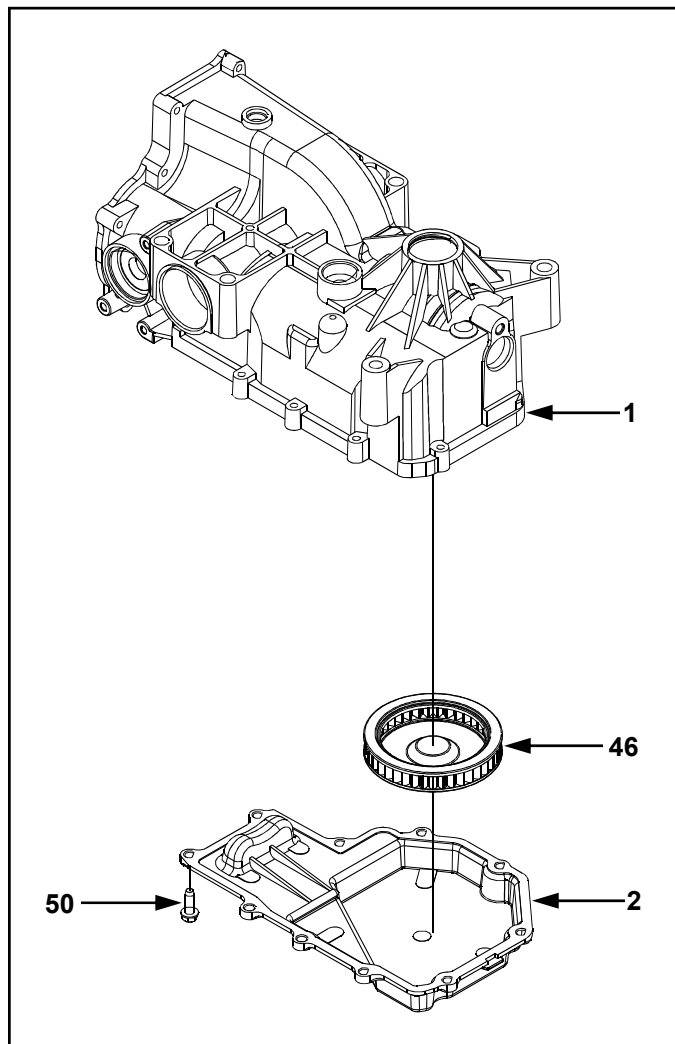


Figure 13. Lower Housing & Filter 310-2400

LOWER HOUSING & FILTER

Refer to Figure 14.

DISASSEMBLY 310-2600

1. Place an orientation mark on the charge cover.
2. Remove the two screws (86), charge cover (85), o-ring (83) and gerotor assembly (84).
3. Remove filter assembly (46).
4. Remove the ten screws (50) holding the lower housing (2) to the main housing (1), and discard.
5. Remove the lower housing (2) and old sealant. Take care not to damage the casting surfaces.

INSPECTION

1. Inspect the lower housing (2) for excessive

wear or damage.

2. Inspect charge cover (85) and gerotor (84) for excessive wear or damage.

ASSEMBLY

1. Apply sealant to the lower housing (2) where it mates with the main housing (1). Refer to page 29.
2. Place the lower housing (2) on the main housing (1).
3. Install the ten replacement screws (50) that hold the lower housing (2) to the main housing (1).
4. Torque the ten screws (50) to the value listed in Table 5.
5. Install a new filter (46).

IMPORTANT: When tightening the filter insure proper torque value 20-50 in lbs (2-6 Nm) is applied. Filter is plastic. Excessive torque will damage filter.

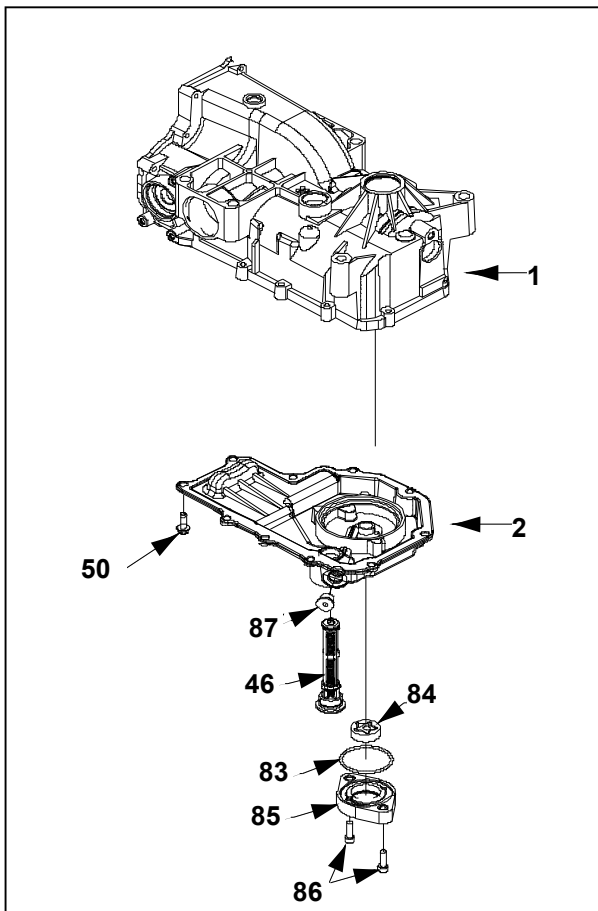


Figure 14. Lower Housing & Filter 310-2600

MOTOR SHAFT & BEVEL GEAR

Refer to Figure 15.

DISASSEMBLY

1. Remove the back cover. See page 18.
2. Remove the brake. See pages 19 & 20.
3. Remove the brake shaft & bevel gear. See page 21.
4. Remove the axle shaft & spur gear. See pages 22 & 23.
5. Remove the 14 tooth bevel gear (51) from the motor shaft (54).
6. Remove the motor shaft (54), wire retaining ring (27) and bearing assembly (26) from the main housing (1). **Note: The bearing (26) does not fit flush with the housing. This is important for reassembly.**

INSPECTION

1. Inspect the gear (51), shaft (54) and bearing (26) for wear or damage.

ASSEMBLY

1. Install the motor shaft (54), bearing assembly (26) and wire retaining ring (27). **Note: The splines must be aligned when inserting the motor shaft (54).**
2. Install the 14 tooth bevel gear (51) on the end of the motor shaft (54).
3. Install the axle shaft and spur gear. See pages 22 and 23.
4. Install the brake shaft and bevel gear. See page 21.
5. Install the brake. See pages 19 and 20.
6. Install the back cover. See page 18.

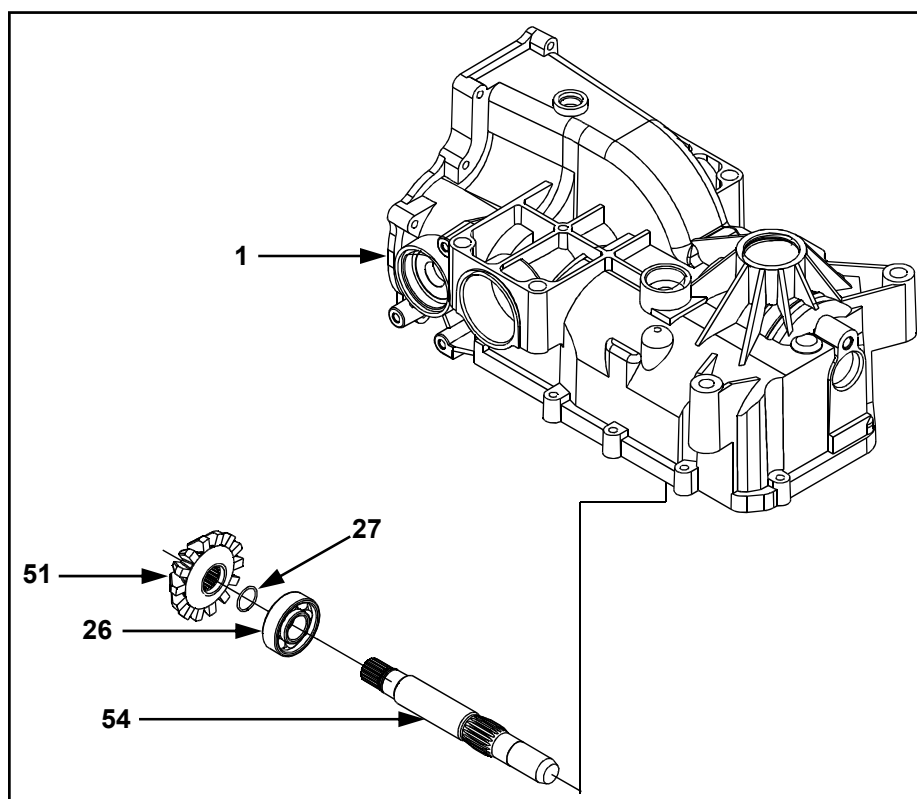


Figure 15. Motor Shaft & Bevel Gear Assembly

CENTER SECTION, CYLINDER BLOCKS AND BYPASS

Refer to Figure 16.

DISASSEMBLY

1. Remove the back cover. See page 18.
2. Remove the brake assembly. See pages 19 and 20.
3. Remove the brake shaft and bevel gear. See page 21.
4. Remove the axle shaft and spur gear. See pages 22 and 23.
5. Remove the lower housing and filter. See page 24 and 25.
6. Remove the motor shaft and bevel gear. See page 26.
7. Remove the three screws (44) holding the center section (3) to the upper housing (1). Lift to remove the center section (3) and motor cylinder block assembly (21). Remove the two pins (43).
8. Remove the motor cylinder block assembly (21).
9. Remove the motor block thrust bearing assembly (25). **Note: The thick race is located nearest to the pistons when assembled properly.**
10. Remove the pump block assembly (15).
11. Remove the pump block spring (14), washer (24) and swashplate assembly (10).
12. Remove the thrust bearing assembly (11). **Note: The thick race is located nearest to the pistons when assembled properly.**
13. Remove the slot guide (30, Fig. 17).
14. Remove the bypass arm retaining ring (42), bypass arm (41) and bypass lip seal (40). Discard the lip seal.

INSPECTION

1. Check the pistons in the motor and pump blocks for free movement.
2. Remove and inspect the pistons, springs and seats for wear or damage.
3. Inspect the piston bores in the cylinder blocks for wear or damage.
4. Check the running surface of the motor and pump cylinder blocks for damage. This surface must be smooth in the three sealing areas. Reassemble the motor and pump cylinder block assemblies and set aside.
5. Inspect the bushing in the center section and the by-pass plate (38).
6. Check the motor and pump cylinder block running surfaces on the center section (3). This surface should be smooth. Drag a fingernail across it to detect scratches or smearing.
7. Inspect the thrust bearing assemblies (11 and 25) for wear or damage.

ASSEMBLY

1. Install a new bypass lip seal (40). Install the bypass arm (41) and retaining ring (42) onto the bypass actuator (39).
2. Install the slot guide (30, Fig. 17).
3. Install the swashplate assembly (10) (including the thrust bearing assembly). **Note: Install the thrust bearing assembly (11) with the thick race towards the pistons.**
4. Actuate the trunnion arm (31) and swashplate (10) to verify free movement.
5. Install the pump block washer (24) and spring (14).
6. Install the pump block assembly (15).
7. Center the by-pass actuator (39) in the housing pocket.

CENTER SECTION, CYLINDER BLOCKS AND BYPASS

8. Install the two pins (43).
9. Install the by-pass plate (38) into the center section (3). Install the center section (3) and motor cylinder block assembly (21).
10. Install the three screws (44) that hold the center section (3) in place.
11. Install the thrust bearing assembly (25).
Note: Install the thrust bearing assembly with the thick race towards the pistons.
12. Install the motor shaft and bevel gear. See page 26.
13. Install the filter and lower housing. See page 24 and 25.
14. Install the axle shaft and spur gear. See pages 22 and 23.
15. Install the brake shaft and bevel gear. See page 21.
16. Install the brake. See pages 19 and 20.
17. Install the back cover. See page 18.

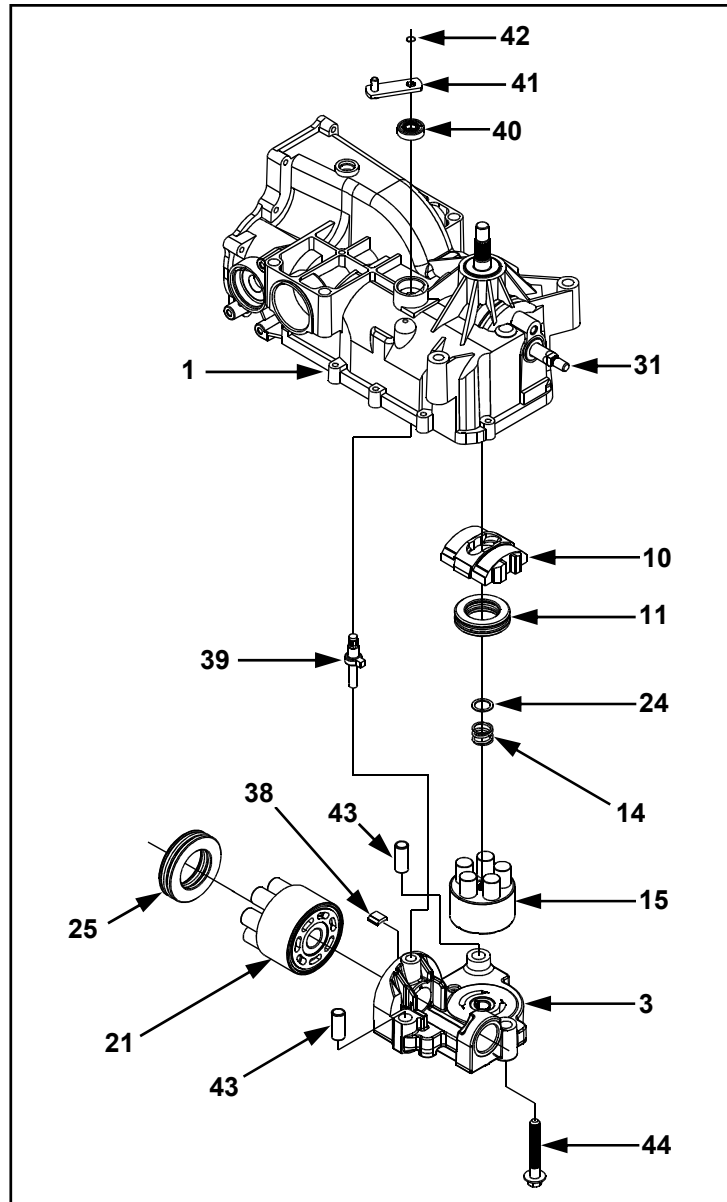


Figure 16. Center Section, Cylinder Blocks and Bypass

Refer to Figure 17.

DISASSEMBLY

1. Remove the back cover. See page 18.
2. Remove the brakes. See pages 19 and 20.
3. Remove the brake shaft and bevel gear. See page 21.
4. Remove the axle shaft and spur gear. See pages 22 and 23.
5. Remove the lower housing and filter. See page 24 and 25.
6. Remove the motor shaft and bevel gear. See page 26.
7. Remove the center section and cylinder block assemblies. See pages 27 and 28.
8. Remove the input shaft retaining ring (7).
9. Remove and discard the lip seal (4).
10. Remove the spacer (5).
11. Remove the input shaft (12) and bearing (8).
12. Remove the slot guide (30).
13. Rotate the trunnion arm (31) to check for free movement.
14. Remove the trunnion shaft seal (33) if necessary and remove the trunnion arm (31).

INSPECTION

1. Inspect the input shaft (12) and bearing (8) for wear or damage.
2. Inspect the slot guide (30).
3. Inspect the trunnion arm (31) for wear or damage.
4. Inspect the non-removable cradle bearings (9) in the main housing (1) for excessive wear.

INPUT SHAFT & TRUNNION ARM

ASSEMBLY

1. Install the trunnion arm (31) if removed and install a new trunnion seal (33).
2. Install the slot guide (30).
3. Install the input shaft (12), bearing assembly (8) and wire retaining ring (6), if removed.
4. Install the spacer (5).
5. Install a new input shaft lip seal (4). Remember to protect the seal during installation by covering the shaft with cellophane.
6. Install the input shaft retaining ring (7).
7. Install the center section and cylinder block assemblies. See pages 27 and 28.
8. Install the motor shaft and bevel gear. See page 26.
9. Install the lower housing and filter. See page 24 and 25.
10. Install the axle shaft and spur gear. See pages 22 and 23.
11. Install the brake shaft and bevel gear. See page 21.
12. Install the brakes. See pages 19 and 20.
13. Install the back cover. See page 17.

INPUT SHAFT & TRUNNION ARM

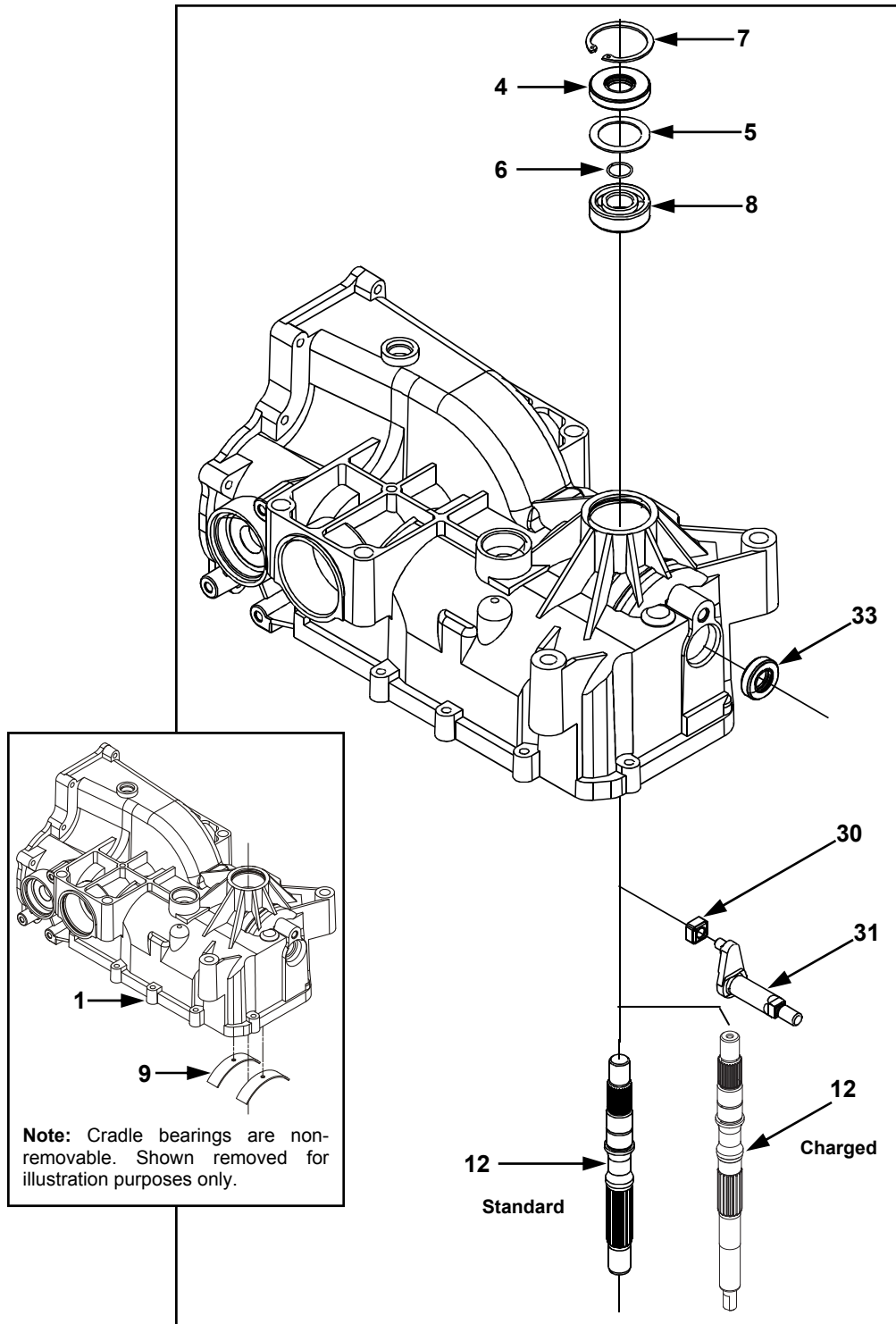


Figure 17. Input Shaft and Trunnion Arm Assembly

TRANSAXLE INSTALLATION

Use the following procedure to complete the installation of the transaxle on the vehicle.

1. Install and secure the transaxle on the vehicle according to the instructions in the vehicle owner's manual.
2. Install the hub assembly (107, page 23) if not already done. Install the $\frac{3}{4}$ -16 hex nut (108, page 23).
3. With the vehicle raised, install the wheel on the hub, and snug the wheel lug nuts.
4. Lower the vehicle wheels to the ground and torque the $\frac{3}{4}$ -16 hex nut to 200-295 ft.-lbs. (271-400 Nm).
5. Tighten the wheel lug nuts per the vehicle owner's manual.

ASSEMBLY AFTER A COMPLETE TEARDOWN

If the unit has been torn down completely, the following summary identifies the assembly procedures necessary to completely assemble the unit. Each assembly procedure is located by a page reference.

The part reference numbers provided in each assembly procedure are keyed to the individual exploded views, and are also keyed to the complete unit exploded view on page 30.

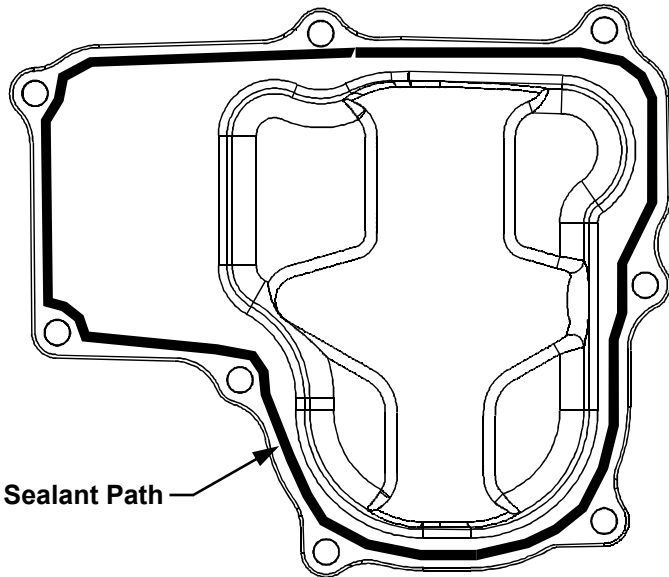
1. Install the input shaft and trunnion arm. See page 29.
2. Install the center section, motor and pump cylinder blocks. See page 27.
3. Install the motor shaft and bevel gear. See page 26.
4. Install the filter and lower housing. See pages 24 and 25.
5. Install the axle shaft and spur gear. See pages 22 and 23.
6. Install the brake shaft and bevel gear. See page 21.
7. Install the brake. See pages 19 and 20.
8. Install the back cover. See page 17.
9. Fill the transaxle with 79 fluid ounces (2336 ml.) of new 20w50 motor oil. This should put the oil level approximately $1\frac{7}{8}$ " (48 mm) from the top of the housing. This should be checked at the fill port.
10. Install the transaxle onto the vehicle.
11. Perform the purge procedures listed on page 13.
12. Perform the return to neutral procedure on page 14.

SEALANT APPLICATION

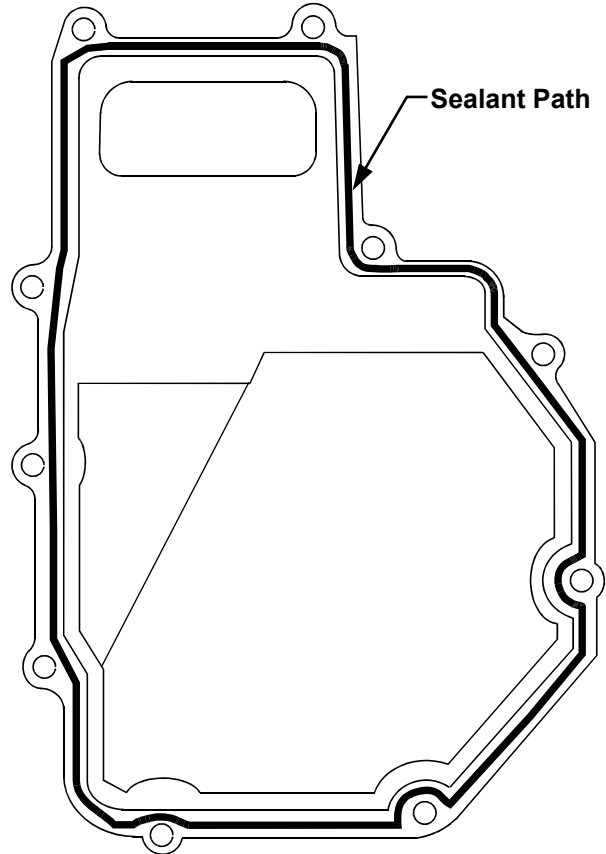
NOTE: Prior to applying the new sealant, the old sealant must be removed from all surfaces.

A small bead of the sealant around the outer part of the housing face will be sufficient. Use sparingly.

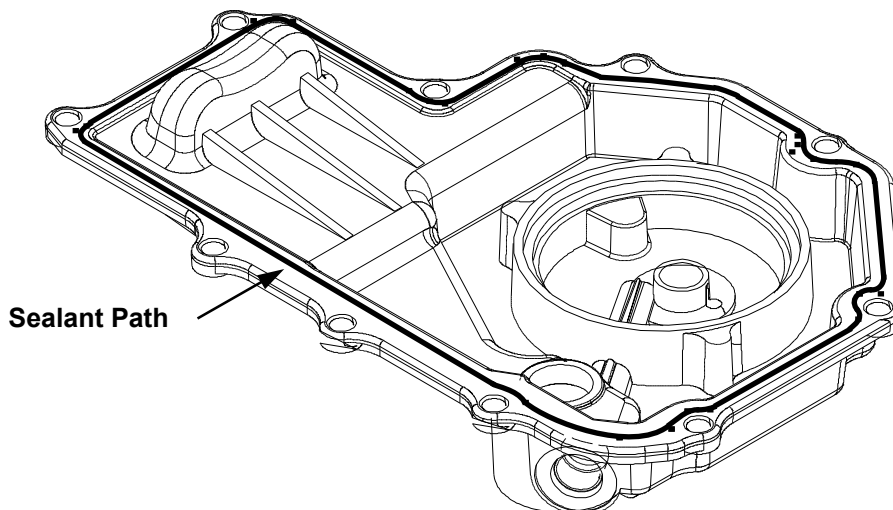
The illustrations below indicate the correct areas.



Back Cover Sealant Path



310-2400 Lower Housing Sealant Path



310-2600 Lower Housing Sealant Path



Service Bulletin

SB-51888
Rev. P

PRODUCTS AFFECTED:

All Hydro-Gear® IZT® models
(310-2400 Series)

SUBJECT:

Water Exclusion Kit

DESCRIPTION: It has been determined that on some IZT applications, water intrusion, resulting from unprotected exposure to the environment or high pressure washing is possible. This bulletin details the parts to be used in preventing the potential for water intrusion.

This is a preventative product improvement: Not intended for Hydro-Gear warranty reimbursement.

Water Exclusion Kit Part Number 70968 is used on models: 015606, 015618, 321-2400R, 322-2400R, 322-2400L, 335-2400L, 335-2400R, D-3725-02, D-3725-01, 01008192, 01008193, 130333, 130332, 015679, 015680.

Water Exclusion Kit Part Number 70969 is used on models: 100-7360, 100-7361, 107605, 107606, 3600, 3600CB.

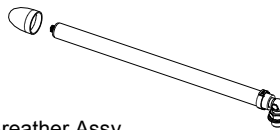
Water Exclusion Kit Part Number 70970 is used on models: 618-0437, 618-0438, 326-2400R, 326-2400L, 3601, 782862, 782854, 333-2400L, 333-2400R, 3601CB.

Water Exclusion Kit Part Number 70968



Breather Assy.
Fitting O Ring Assy.
Bypass Washer
Bypass Retaining Ring
Brake Cover

Water Exclusion Kit Part Number 70969

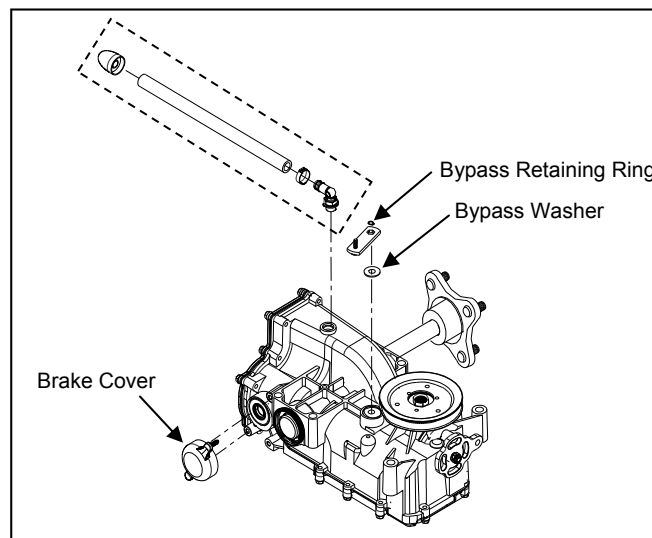


Breather Assy.
Bypass Washer
Bypass Retaining Ring
Brake Cover

Water Exclusion Kit Part Number 70970



Breather Assy.
Bypass Washer
Bypass Retaining Ring
Brake Cover

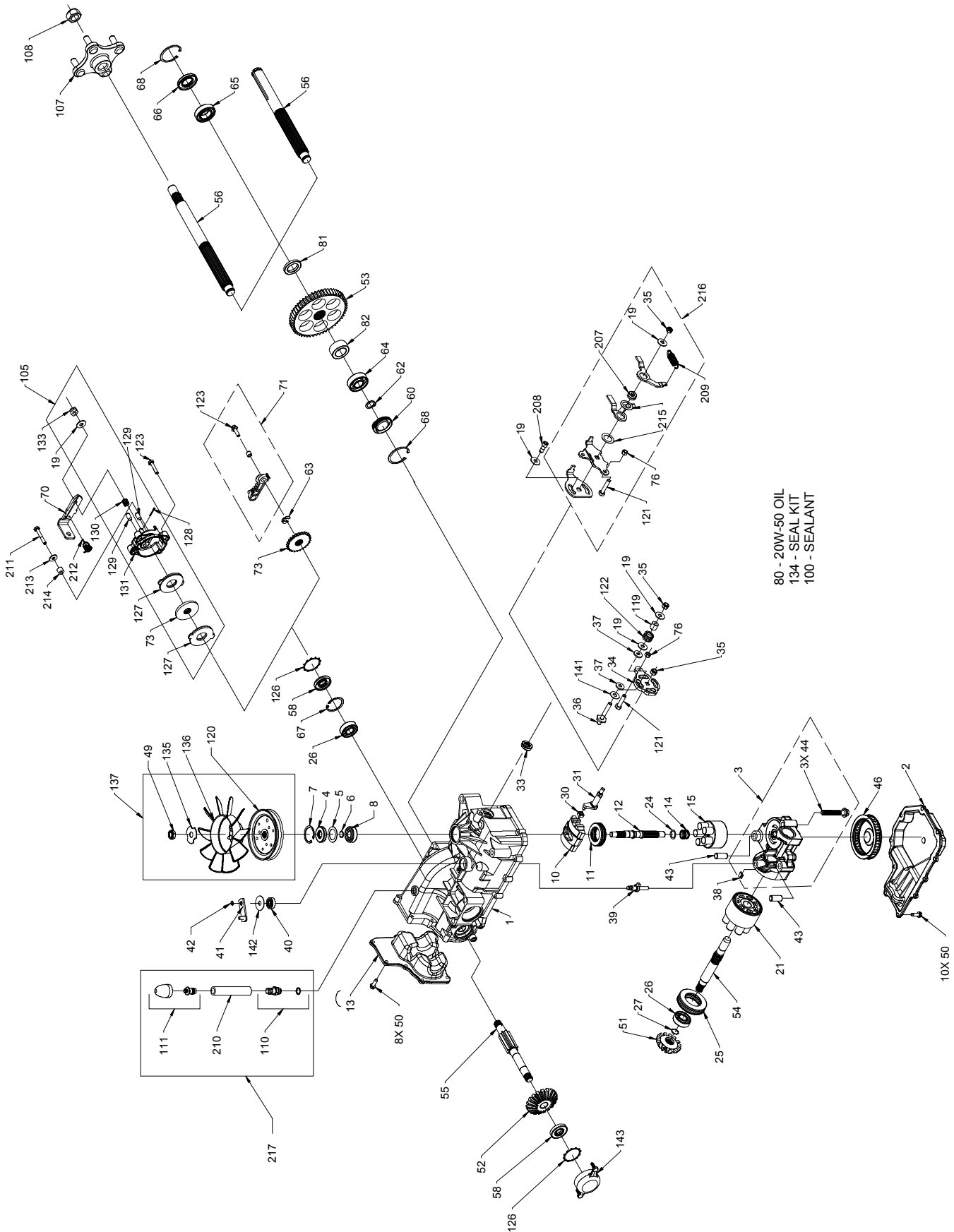


For more technical assistance contact your Hydro-Gear Central Service Distributor.

Part No. BLN-51888

DATE: APRIL 2003

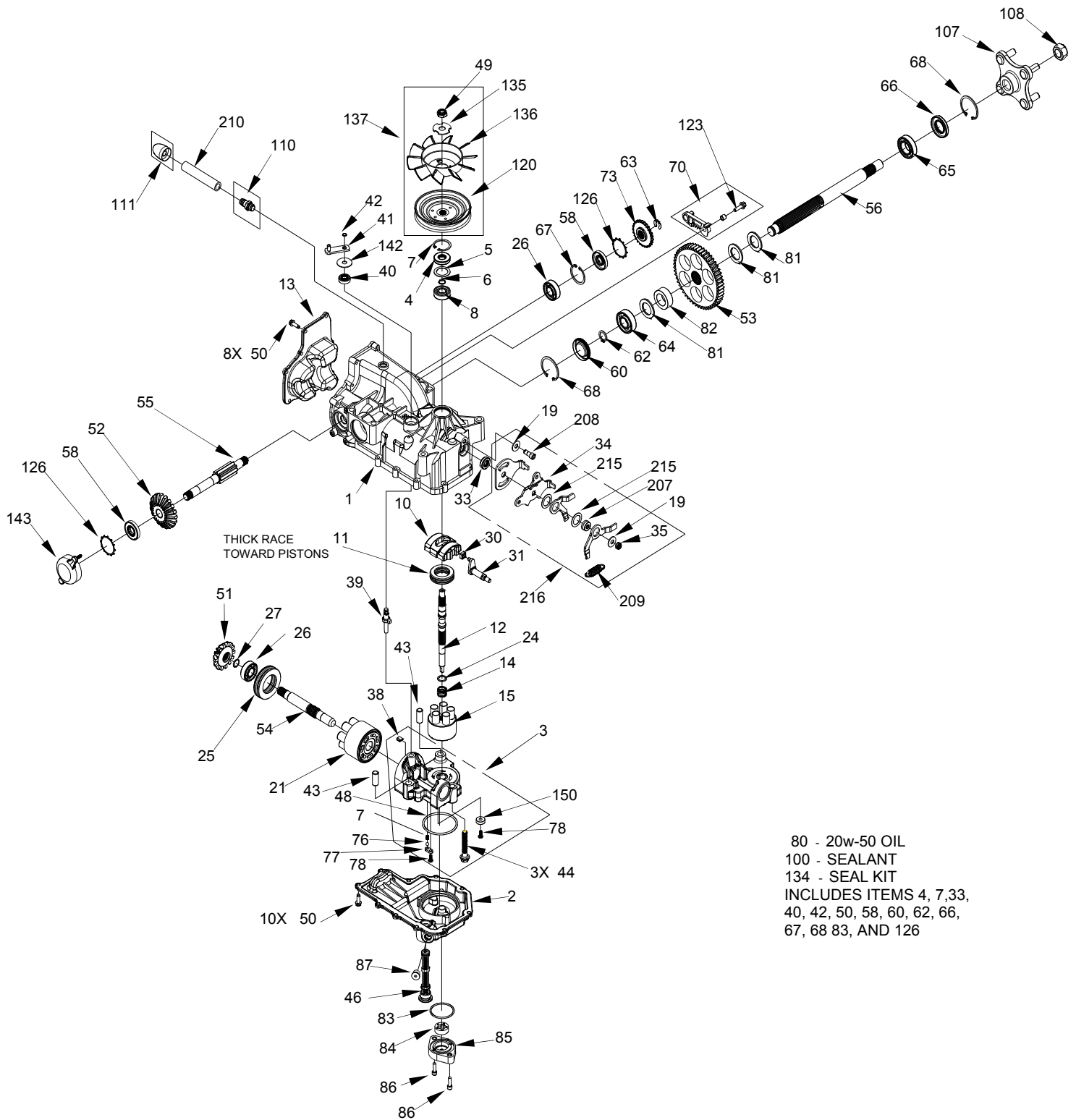
310-2400 EXPLODED VIEW



310-2400 ITEMS LIST

No.	DESCRIPTION	No.	DESCRIPTION
1	Kit, Housing-Main	99	Plastic Plug
	Housing, Main	100	Sealant
	Cradle Bearing	105	Kit, Brake
	Lip Seal		Washer
	Trunnion Bushing		Rotor, Brake
2	Lower Housing		Stator, Brake Friction
3	Center Section Assembly Kit		Cotter Pin 3/32 X 3/4
	Bypass Plate		Brake Actuating Pin
	Check Plug Assembly		Compression Spring Anti Drag
	Center Section		Kit, Yoke-Brake
	Bushing	107	Hub Assembly
4	Lip Seal		Hub
5	Spacer		Lug Bolt
6	Wire Retaining Ring	108	Nut, Hex 3/4-18
7	Retaining Ring	110	Fitting O-Ring Assembly
8	Ball Bearing		Plastic Hose Fitting
9	Cradle Bearing		O-Ring
10	Variable Swashplate	111	Cap Vent Assembly
11	Thrust Bearing 30 X 52 X 13		Cap-Poppet Valve
12	Input Shaft		Plastic Vent
13	Cover-Back	119	Spacer
14	Spring, Block	120	Pulley, 4.5
15	10cc Cylinder Block Assy	121	Bolt 5/16-18 X 1-1/4
	10cc Cylinder Block	122	Helical Comp. Spring
	10cc Piston Spring	123	Disc Brake Yoke Screw, 1/4-28 X 1.38 W/Patch
	10cc Piston		Cog Brake Arm Hex Washer Head Screw, 1/4-20 X 7/8
19	Washer	126	Ring Retaining
21	21cc Cylinder Block Assy	127	Stator, Brake Friction
	21cc Cylinder Block	128	Cotter Pin 3/32 X 3/4
	21cc Piston Spring	129	Brake Actuating Pin
	Piston Seat Washer	130	Compression Spring Brake Anti Drag
	21cc Piston	131	Kit, Yoke-Brake
24	Washer, Block Thrust		Sq Hd Bolt 5/16-24 Ribbed
25	Thrust Bearing 42 X 68 X 16		Yoke, Brake
26	Ball Bearing	133	Slotted Hex Nut 5/16-24
27	Wire Retaining Ring	134	Kit, Seal
30	Slot Guide		Seal, Lip 15 X35 X 7
31	Trunnion Arm		Ring, Retaining
33	Lip Seal		Seal, Lip 12 X 25 X 7
34	RTN Control Arm		Seal, Lip 10 X 25 X 7
	Standard Control Arm		Ring, Retaining
35	RTN Hex Lock Nut, 5/16-24 UNJF (Nylon Insert)		Seal, Lip 17 X 40 X 7
	Standard Control Arm Nut		Seal, Lip 1.85 X 32
36	Stud-Long 5/16-24		Ring, Retaining
37	Friction Puck		Ring, Retaining .440 External
38	Bypass Plate		Seal, Lip .98 X 1.85 X .276
39	Bypass Actuator		Seal, Lip 17 X 40 X 5
40	Lip Seal		Screw, 1/4-20 X .75 Long
41	Bypass Arm	135	Washer, .531 X 1.250 X .092 (Belleville)
42	Retaining Ring	136	Fan, 6", 10 Blade
43	Pin	137	Kit, Fan-Pulley
44	Screw		Washer, .531 X 1.250 X .092 (Belleville)
46	Filter		Fan, 6", 10 Blade
49	Hex Lock Nut 1/2-20 (Nylon Insert)		Hex Lock Nut 1/2-20 (Nylon Insert)
50	Screw, 1/4-20 X .75 Long		Pulley, 4.5
51	14T Bevel Gear	141	Washer, .34 x .88 x .03
52	19T Bevel Gear	142	Washer, Bypass
53	53T Spur Gear	143	Brake Cover
54	Motor Shaft	207	Spacer, RTN
55	Brake Shaft	208	Screw, 5/16-24 X .75 (Patch)
56	Shaft, Axle 25mm X 14 (D,D)	209	Spring, Extension
	Axle Shaft	210	Hose 0.50 x 4.00
58	Seal, Lip 17 X 40 X 7	211	Screw, Hex Head 1/4-28 X 1.75 W/Patch
60	Seal Plug - Side	212	Spring, Brake Arm Bias
62	Retaining Ring - Axle	213	Washer, Flat .28 X .73 X .063
63	Retaining Ring Kit	214	Brake Assy. Spacer
64	Bearing-Ball 20 X 47 X 14 (6204)	215	Washer, Nylon
65	Bearing-Ball 20 X 47 X 12 (6205)	216	Kit, RTN
66	Seal		Washer
67	Retaining Ring		Hex Lock Nut, 5/16-24 UNJF (Nylon Insert)
68	Retaining Ring-Axle		Spacer, RTN
70	Arm, Brake		Screw, 5/16-24 X .75 (Patch)
71	RH, Brake Arm Service Assy		Spring, Extension
	Brake Arm		Washer, Nylon
	Clevis Pin		Control Arm
	Bushing 0.255 X 0.381 X 0.330		Arm, RTN Scissor, Outer
	Hex Washer Head Screw, 1/4-20 X 7/8		Arm, RTN Scissor, Inner
73	Disc Brake Yoke Brake Rotor	217	Kit, Breather Assembly
	Cog Brake Arm Brake Disc		Plastic Hose Fitting
76	Hex Nut 5/16-18		O-Ring
80	20W-50 Oil		Cap-Poppet Valve
81	Axle Bushing		Plastic Vent
82	Axle Bushing		Hose

310-2600 EXPLODED VIEW



310-2600 ITEMS LIST

No.	DESCRIPTION	No.	DESCRIPTION
1	Kit, Housing-Main	80	20W-50 Oil
	Housing, Main	81	Washer
	Cradle Bearing	82	Washer
	Trunnion Bushing	83	O-Ring
	Lip Seal	84	Assembly Gerotor
	Screw	85	Cover Gerotor
2	Lower Housing	86	Screw
3	Center Section Assembly Kit	87	Metal Plug
	Center Section	99	Plastic Plug
	Bushing	100	Sealant
	Bypass Plate	107	Hub Assembly
	Screw		Hub
	Shock Valve Assembly		Lug Bolt
	Charge Relief Spring	108	Nut, Hex 3/4-18
	Charge Check Ball	110	Fitting O-Ring Assembly
	O-Ring		Plastic Hose Fitting
	Relief Plate		O-Ring
	Bolt	111	Cap Vent Assembly
	Ring Magnet		Cap-Poppet Valve
4	Lip Seal		Barb Vent
5	Spacer	120	Pulley 4.79 Inch
6	Wire Retaining Ring	123	Screw
7	Retaining Ring	126	Ring Retaining
8	Ball Bearing	134	Kit, Seal
10	Variable Swashplate		Seal, Lip 15 X35 X 7
11	Thrust Bearing 30 X 52 X 13		Ring, Retaining
12	Input Shaft		Seal, Lip 12 X 25 X 7
13	Cover-Back		Seal, Lip 10 X 25 X 7
14	Spring, Block		Ring, Retaining
15	10cc Cylinder Block Assy		Screw
	10cc Cylinder Block		Seal, Plug
	10cc Piston Spring		Ring, Retaining
	Piston Seat Washer		Ring, Retaining .440 External
	10cc Piston		Seal, Lip .98 X 1.85 X .276
19	Washer		Ring, Retaining
21	21cc Cylinder Block Assy		Ring, Retaining
	21cc Cylinder Block		Ring, Retaining
	21cc Piston Spring		Ring, Retaining
	Piston Seat Washer	135	Washer
	21cc Piston	136	Fan, 6", 10 Blade
24	Washer, Block Thrust	137	Kit, Fan-Pulley
25	Thrust Bearing 42 X 68 X 16		Washer
26	Ball Bearing		Fan, 6", 10 Blade
27	Wire Retaining Ring		Hex Lock Nut 1/2-20 (Nylon Insert)
30	Slot Guide		Pulley, 4.79"
31	Trunnion Arm	142	Washer
33	Lip Seal	143	Brake Cap
34	Control Arm	150	Ring Magnet
35	RTN Hex Lock Nut, 5/16-24 UNJF (Nylon Insert)	207	Spacer, RTN
	Standard Control Arm Nut	208	Screw, 5/16-24 X .75 (Patch)
38	Bypass Plate Kit	209	Spring, Extension
39	Bypass Actuator	210	Hose
40	Lip Seal	215	Washer, Plastic
41	Bypass Arm	216	RTN, Kit
42	Retaining Ring		Washer
43	Pin		Hex Lock Nut, 5/16-24 UNJF (Nylon Insert)
44	Screw		Arm, RTN
46	Filter Assembly		Arm, RTN Scissor, Outer
49	Hex Lock Nut 1/2-20 (Nylon Insert)		Control Arm
50	Screw, 1/4-20 X .75 Long		Spacer, RTN
51	14T Bevel Gear		Spring, Extension
52	19T Bevel Gear		Screw, 5/16-24 X .75 (Patch)
53	53T Spur Gear		Washer, Plastic
54	Motor Shaft		Spacer, RTN
55	Brake Shaft		Arm, CW RTN, Inner
56	Axle Shaft		
58	Seal, Lip 17 X 40 X 7		
60	Seal Plug - Side		
62	Retaining Ring - Axle		
63	Retaining Ring		
64	Bearing-Ball 20 X 47 X 14 (6204)		
65	Bearing-Ball 20 X 47 X 12 (6205)		
66	Seal		
67	Retaining Ring		
68	Retaining Ring-Axle		
70	LH, Brake Arm Service Assy		
	Brake Arm		
	Clevis Pin		
	Bushing 0.255 X 0.381 X 0.330		
	Hex Washer Head Screw, 1/4-20 X 7/8		
73	Brake Disc		

GLOSSARY OF TERMS

Axial Piston: Type of design for hydraulic motors and pumps in which the pistons are arranged parallel with the spindle (input or output shaft).

Bantam Duty: A descriptive term relating to the product capacity (meaning: light duty).

Bypass Valve: A valve whose primary function is to open a path for the fluid to bypass the motor or pump. Also referred to occasionally as the freewheel valve or dump valve.

Case Drain Line (Return Line): A line returning fluid from the component housing to the reservoir.

Cavitation: A concentrated gaseous condition within the fluid causing the rapid implosion of a gaseous bubble.

Center Section: A device which acts as the valve body and manifold of the transmission.

Charge Pump: A device which supplies replenishing fluid to the fluid power system (closed loop).

Charge Pressure: The pressure at which replenishing fluid is forced into a fluid power system.

Charge Relief Valve: A pressure control valve whose primary function is to limit pressure in the charge circuit.

Check Valve: A valve whose primary function is to restrict flow in one direction.

Closed Loop: A sealed and uninterrupted circulating path for fluid flow from the pump to the motor and back.

Decay Rate: The ratio of pressure decay over time.

End Cap: See "Center Section"

Entrained Air: A mechanical mixture of air bubbles having a tendency to separate from the liquid phase.

Gerotor: A positive displacement pump frequently used as a charge pump.

Hydraulic Motor: A device which converts hydraulic fluid power into mechanical force and motion by transfer of flow under pressure.

Hydraulic Pump: A device which converts mechanical force and motion into hydraulic fluid power by producing flow.

Hydrostatic Pump: See "Hydraulic Pump"

GLOSSARY OF TERMS

Hydrostatic Transaxle: A multi-component assembly including a gear case and a hydrostatic transmission.

Hydrostatic Transmission: The combination of a hydraulic pump and motor in one housing to form a device for the control and transference of power.

Inlet Line: A supply line to the pump.

Integrated Hydrostatic Transaxle (IHT): The combination of a hydrostatic transmission and gear case in one housing to form a complete transaxle.

Manifold: A conductor which provides multiple connection ports.

Neutral: Typically described as a condition in which fluid flow and system pressure is below that which is required to turn the output shaft of the motor.

Pressure Decay: A falling pressure.

Priming: The filling of the charge circuit and closed loop of the fluid power system during start up, frequently achieved by pressurizing the fluid in the inlet line.

Purging: The act of replacing air with fluid in a fluid power system by forcing fluid into all of the components and allowing the air a path of escape.

Rated Flow: The maximum flow that the power supply system is capable of maintaining at a specific operating pressure.

Scoring: Scratches in the direction of motion of mechanical parts caused by abrasive contaminants.

Swash Plate: A mechanical device used to control the displacement of the pump pistons in a fluid power system.

System Charge Check Valve: A valve controlling the replenishing flow of fluid from a charge circuit to the closed loop in a fluid power system.

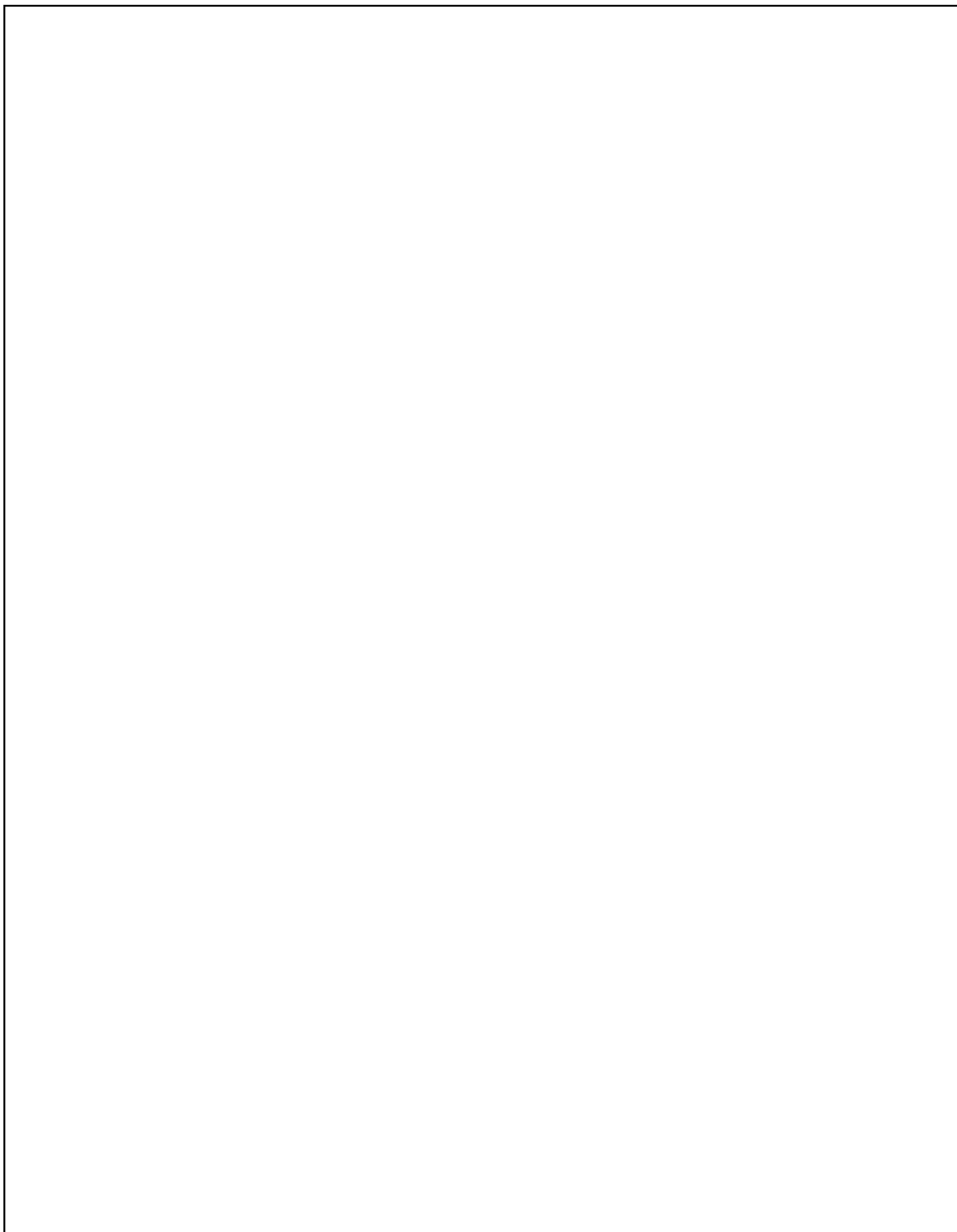
System Pressure: The pressure which overcomes the total resistance in a system, including all losses.

Valve: A device which controls fluid flow direction, pressure, or flow rate.

Variable Displacement Pump: A pump in which the displacement per cycle can be varied.

Volumetric Displacement: The volume for one revolution.

NOTES



NOTES

A large, empty rectangular box with a black border, intended for handwritten notes.



© 2008 Hydro-Gear
Rev. P2
Printed in U.S.A.

