

EW58078194



FRONT DRIVING AXLE

**INSTALLATION
INSTRUCTIONS**

ELENCO Products Corporation, 149 South River Street, Aurora, Illinois

INSTALLATION INSTRUCTIONS

SEEK ON

MODEL #8600A AND #7700A ELENCO FRONT DRIVING AXLES

SPECIAL INSTRUCTIONS FOR SELECT-O-SPEED TRACTORS ON LAST PAGE

- (1) Split tractor at center housing.
- (2) Remove drive pinion connecting tube.
- (3) Remove P.T.O. shifter plate.
- (4) Remove P.T.O. shifter arm and lever from P.T.O. plate.
- (5) Place P.T.O. shift rail in drive position, cut off shift rail as in Figure #1.
- (6) Remove 3/8" SAE nut and washer from front end of P.T.O. shifter rail and replace with spool and star washer 1025 as in Figure #2.
- (7) Install template 1023T on front two studs formerly used to hold P.T.O. shifter assembly as in Figure #3.
- (8) Drill 1/4" hole from template through housing. See Figure #3.
- (9) Enlarge 1/4" hole to 1".
- (10) Install shifter arm bushing and nut assembly 1023 with gasket inside, nut outside as in Figure #4.
- (11) It may be necessary to grind housing on front side of bushing and nut assembly so they will be square with housing as in Figure #4.
- (12) Grind shifter rail end of shifter arm as in Figure #5.
- (13) Install shifter arm in bushing 1023 from inside and place rubber seal 1024 over shifter arm.
- (14) Replace lever on shifter arm and fasten with pin 1026 furnished.
- (15) Place drive sprocket on pinion shaft with sprocket to rear.
- (16) To avoid the danger of pulling the tractor pinion shaft out of line by getting the chain too tight it is recommended the center housing be re-assembled to the transmission at this time.

HOW TO INSTALL NEW TRANSFER CASE AND THRUST BLOCK

The transfer case must be fitted to determine the exact chain tension before the thrust block can be adjusted.

- (17) Remove studs formerly used to hold P.T.O. shifter assembly. Replace one of longest studs in top hole.
- (18) Place (2) gaskets 1027 on stud formerly used to hold P.T.O. Shifter assembly.
- (19) Remove cover from transfer case and place chain in it leaving top end 4" to 5" longer.

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(CONT'D)

- (20) Place transfer case on stud and tighten in place with (1) original 7/16" SAE nut and 1,7/16" x 1-1/2" cap screw (furnished) in bottom hole. Do not put in all of the cap screws at this time.
- (21) Due to variations in castings it may be necessary to add or subtract gasket shims between housing and transfer case to get proper chain tension.
 NOTE: Chain tension should be as tight as it can be put together without using bars etc.
- (22) Thread chain on drive sprocket by turning rear wheel and proceed with connecting link. Do not put connecting link lock on at this time.
- (23) Disconnect chain and remove transfer case. Fasten thrust block to transfer case, with 1/4" cap screws furnished. Do not tighten. Re-install transfer case with same gaskets. Center thrust block vertically on sprocket. Tighten thrust block temporarily - check clearance between thrust block and sprocket race. It should be running fit and not greater than .005. If clearance is too great shim thrust block to proper clearance.
CHECK TO SEE THAT THRUST BLOCK DOES NOT BIND BY TURNING REAR WHEEL.
- (24) Replace chain and secure. Finish securing transfer case.
- (25) REINFORCEMENT JACK INSTALLATION
 Slip tubing 1301 over end of lower center transfer case cap screw inside housing with flange 1302 to opposite side. Be sure flange is flat on the side of the housing and tighten nut just enough to secure without disturbing chain tension. Tighten lock nut. See Figure 6.

NOTE: Kit #130 required on Utility Tractors, consists of extra jack to be placed on top stud the same way as the bottom and shorter outside brace for transfer case.

- (26) New Oil Level Plug
 Drill 21/64" hole in center of boss adjacent to second hole up in center housing mounting flange as in Figure #7. Tap for 1/8" pipe plug furnished.
- (27) TRANSFER CASE BRACE
 Slotted end of bracket is placed on top of transfer case with square block on top of slot. Upper end is bolted to cap screw that is directly in front of filler plug for hydraulic housing or on utility tractor without hydraulic system, in line with transfer case. This cap screw is to be removed and replaced with longer one furnished. When tightening in place, be sure there is no strain on transfer case.
 IMPORTANT: Weld block to bracket after installation as in Figure #8.
- (28) Raise front of tractor until front wheels are approximately 2" from floor.
- (29) Remove front end of drag links.
- (30) Remove both front axle spindle assemblies.

(CONT'D)

- (31) Remove step plate and brackets as they are not used.
- (32) Install Elenco Axle using 5/8" bolts, nuts and washers from original spindle assembly.
- (33) Using radius rod as guide, drill 7/16" hole in Ford radius rod with block 1047B between, as in Figure #9.
- (34) IMPORTANT: Weld block to Ford Radius Rod.
- (35) Install drag links on Elenco Axle and adjust.
- (36) Install drive shaft assembly. Splined end to transfer case making sure "U" joints are in alignment.
- (37) Install drive shaft guard.
- (38) Clutch pedal should be adjusted for proper clearance.
- (39) Install wheels and tires.
- (40) IMPORTANT: Heat and bend in clutch arm 1/2" to 3/4" for drive shaft clearance.
- (41) Toe-in is 0 to 1/8".
- (42) FILL ELENCO AXLE WITH mild extreme pressure lubricant SAE #80 both Summer and Winter.
- (43) When Ford Loader is installed, Elenco loader mounting kit 863000 must be used.

INSTRUCTIONS FOR SELECT-O-SPEED TRACTORS

Place Select-O-Speed template on studs as in Figure #3.

Top hole is to be 1/4" and used for transmission trouble light wire.

Bottom hole to be enlarged to 1".

Install bushing and nut assembly in 1" hole, with gasket inside, nut and lock washer outside.

Install Select-O-Speed traction lock shifter fork in bushing, secure and use new locking bracket furnished.

Install new clutch pedal extension arm and clutch pedal - adjust.

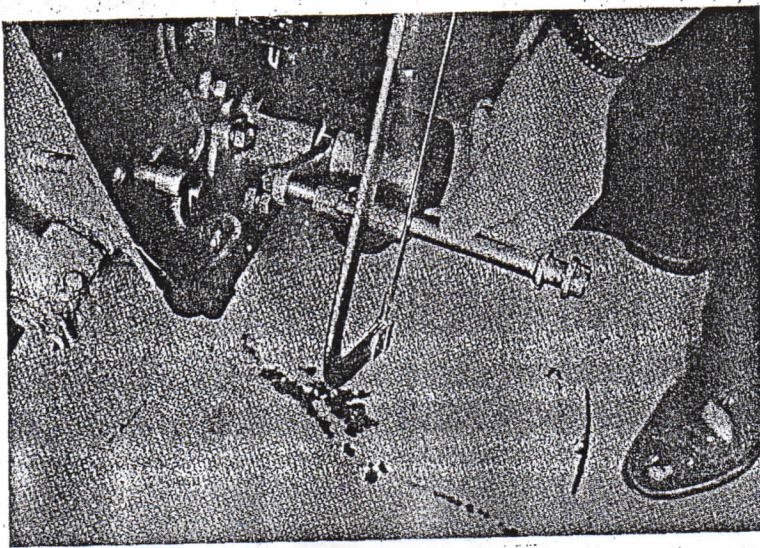


Figure 1

→ 2 3/8 ↓ 8 1/16

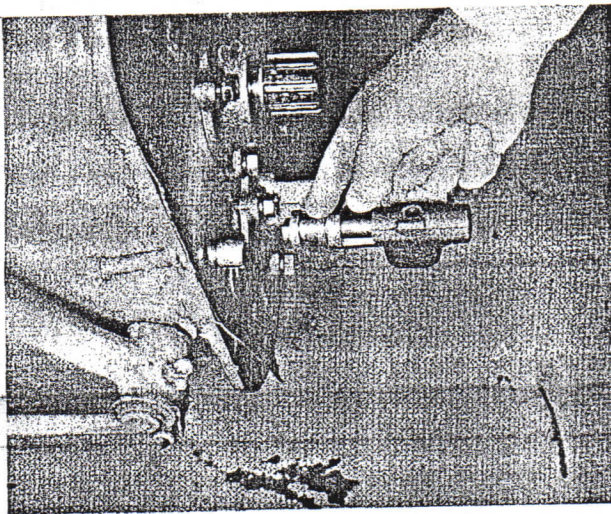


Figure 2

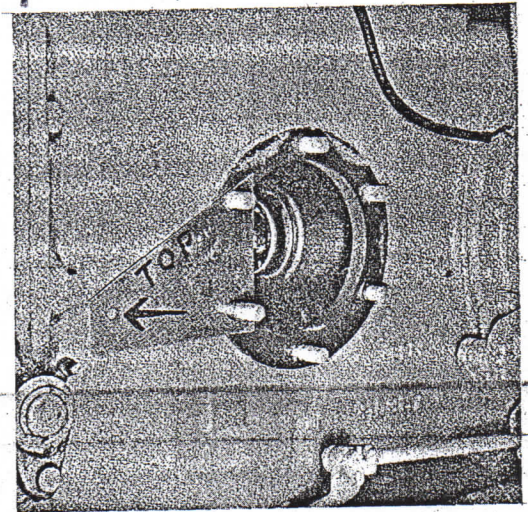


Figure 3

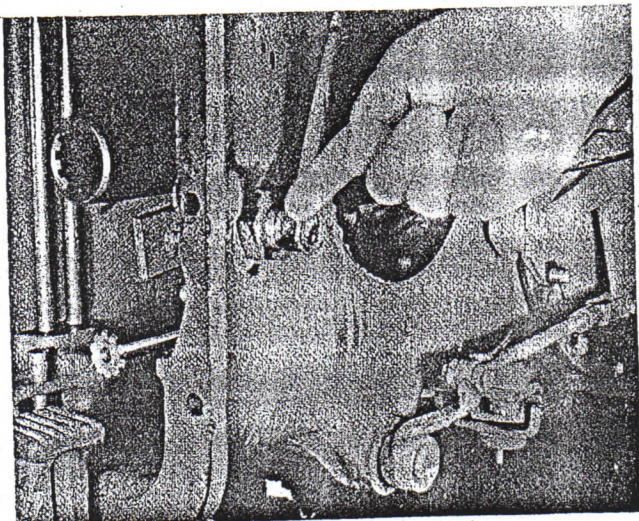


Figure 4

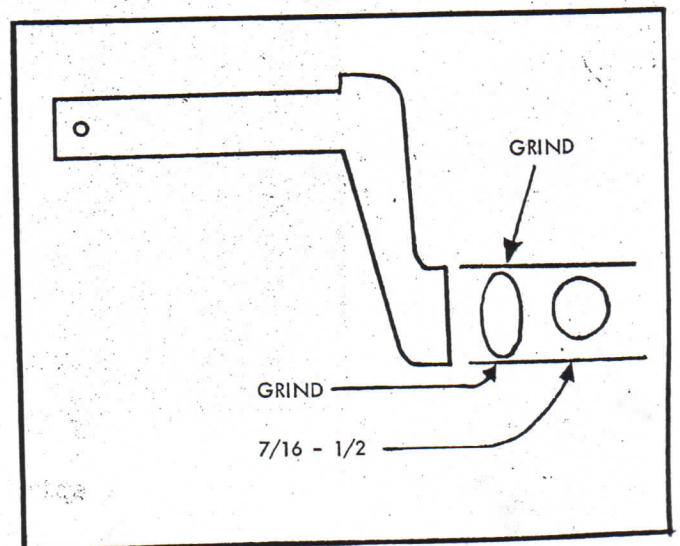


Figure 5

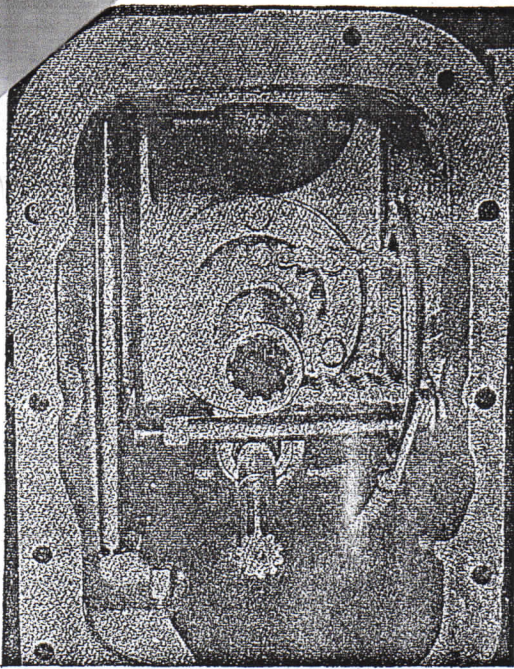


Figure 6

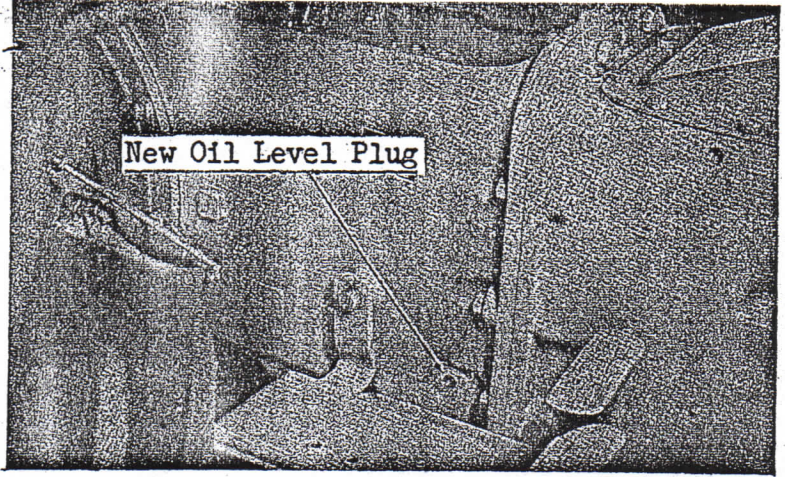


Figure 7

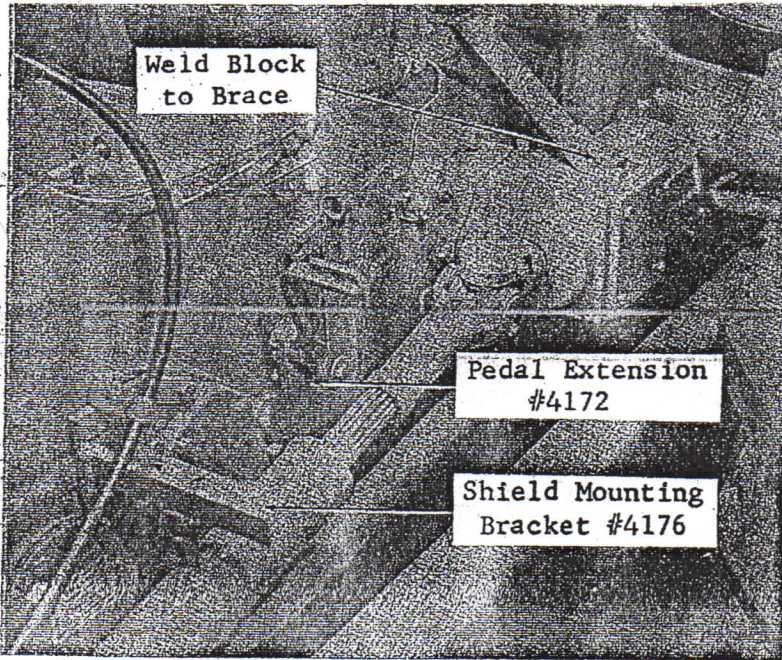


Figure 8

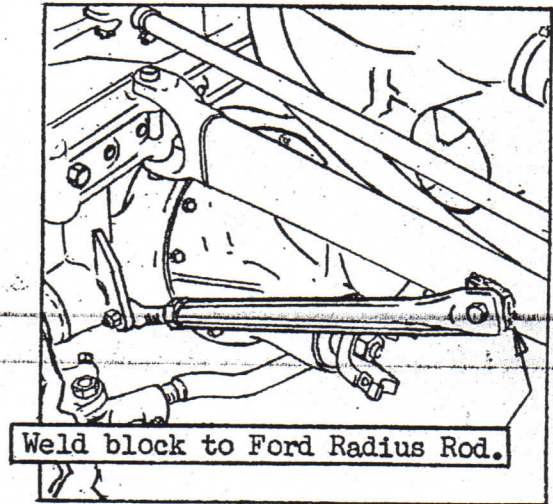
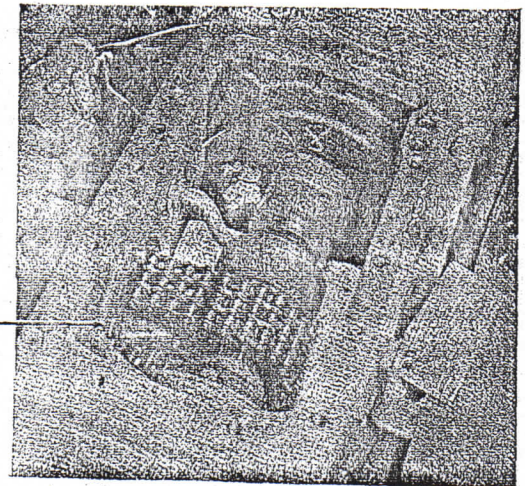


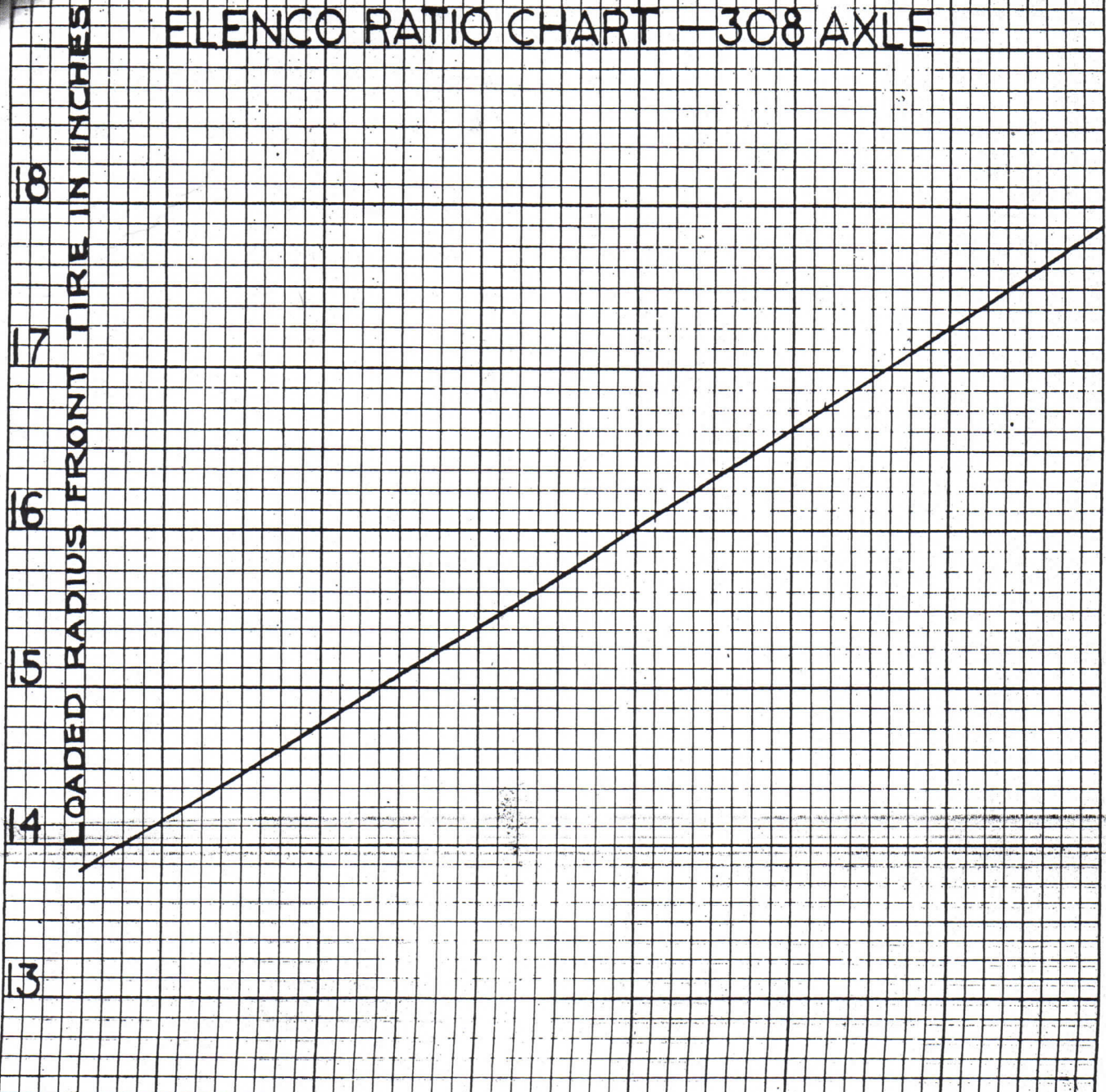
Figure 9

Illustration of completed Thrust Arm installation



ELENCO

ELENCO RATIO CHART — 308 AXLE



LOADED RADIUS REAR TIRE IN INCHES

22

23

24

25

26

27

TRACTOR - 800

SPROCKET RATIO 19:15

FRONT RATIO 5.83:1

REAR RATIO 7.17:1

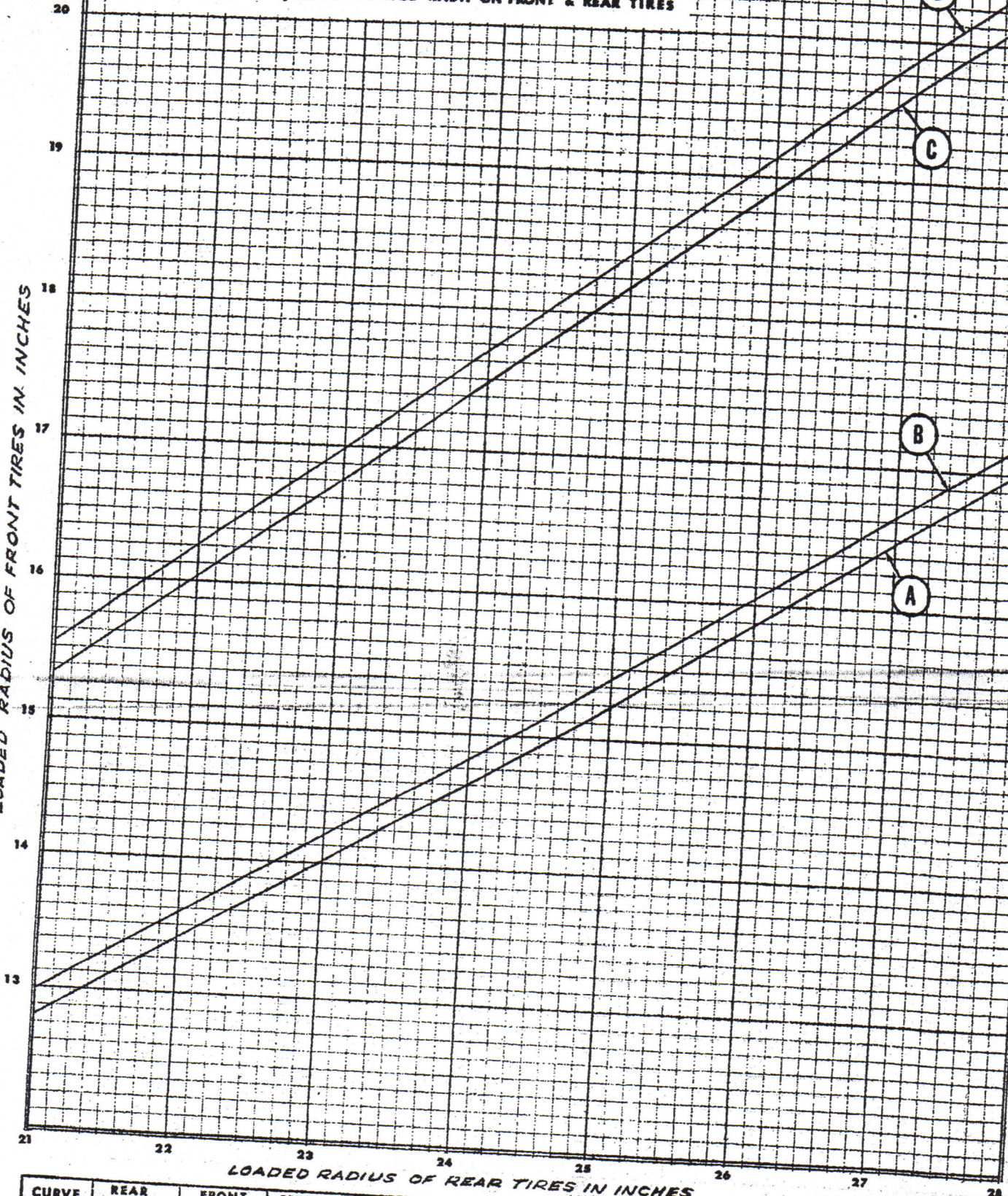
1.56:1

4-3-62

ELENCO RATIO CHART (A-SERIES)

FOR DETERMINING PROPER LOADED RADII ON FRONT & REAR TIRES

LOADED RADIUS OF FRONT TIRES IN INCHES



LOADED RADIUS OF REAR TIRES IN INCHES

CURVE	REAR AXLE	FRONT AXLE	SPROCKET RATIO	ELENCO DRIVE MODEL	TRACTOR MODEL
A	7.17	4.89	18:16	8600A-1800A	800-1801
B	6.67	4.89	19:16	8600A	600 ONLY
C	7.17	5.83	18:16	7700A	800 ONLY
D	6.67	5.83	18:16	7700A	600 ONLY

ELENCO RATIO CHART - 4000 SERIES TRACTORS

AXLE MODEL

308 - 304

19

18

17

15

14

LOADED RADIUS FRONT

LOADED RADIUS REAR

22

23

24

25

26

27

DIFFERENTIAL RATIO

FRONT 5.83:1

REAR 7.17:1

SPROCKET RATIO 19:15



149 South River Street • Aurora, Illinois

Cobalt Blue. With new hardware and the label applied, the hubs
look brand new!