5. Insert the new socket head capscrews (Figure 15, 2) through the access hole or holes (1) in the drive sprocket and through the holes in the drive motor flange.

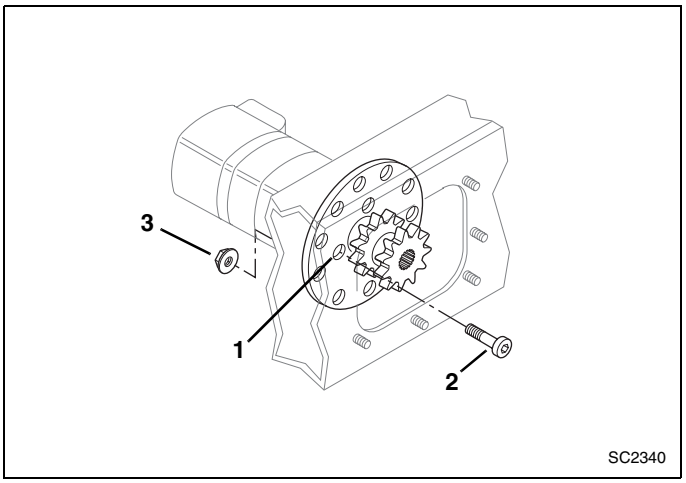

Figure 15

6. Secure the drive motor in place using the four flange head locknuts (Figure 15, 3) from the kit. Use the torque adaptor to torque the four locknuts to 135-150 lb/ft (183-203 Nm).
7. Connect the hydraulic hoses to the correct fittings on the drive motor. Tighten all the fittings securely.
8. Secure the drive sprocket to the drive motor shaft using the new spacer (Figure 16, 1) included with this kit and the flat washer (2), lockwasher (3) and capscrew (4) saved during disassembly. Tighten securely.

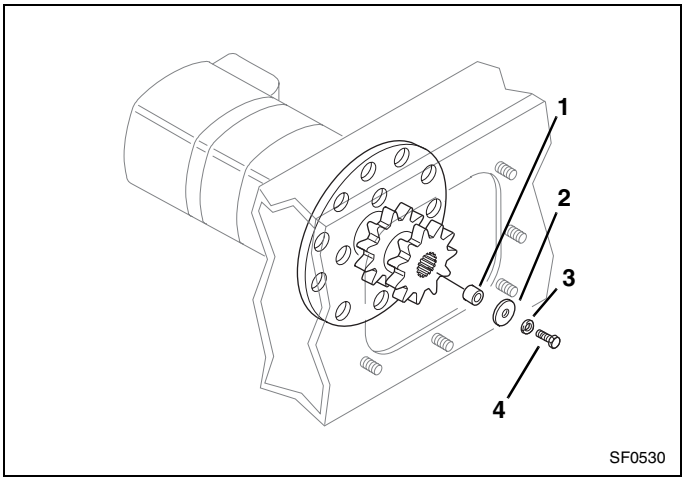

Figure 16

9. Adjust the tension (total up and down movement) of the front and rear drive chains. Turn the chain adjusting screws to push the axle housings away from the drive sprocket until the correct tension is reached.

   For model 1500C/CX the total up and down movement of the chains at the mid point between the drive sprocket and the axle sprocket should be 3/8" (9,5 mm). DO NOT overtighten.

   For models 1700C and 1800C/CX the total up and down movement of the chains at the mid point between the drive sprocket and the axle sprocket should be 1/2" (12,7 mm). DO NOT overtighten.
10. After the correct tension is reached, torque the six axle housing nuts (Figure 17, 1) to 100-110 lb/ft (136-149 Nm).

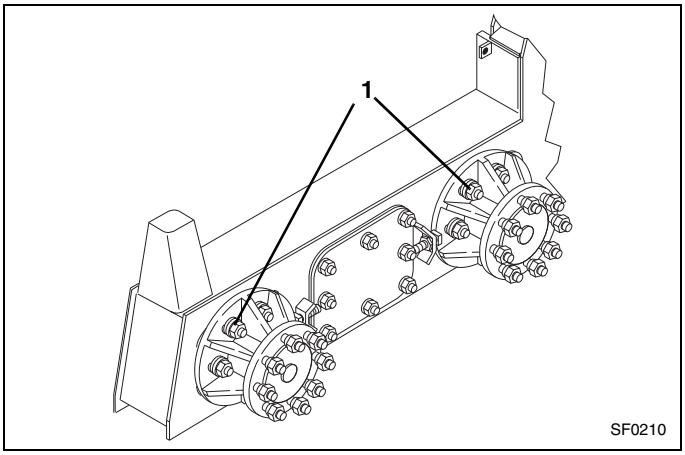

Figure 17

11. With the vehicle in a level position fill the chain case to the proper level with motor oil equal to 10W30 API, CD or CE specifications. Fill the chain case through the access cover opening until oil flows from the level/drain plug hole at the front of the chain case. Each chain case holds 6 qts (5,7 liters).
12. Reinstall the level/drain plug (Figure 18, 1) and torque to 40 lb/ft (54 Nm).

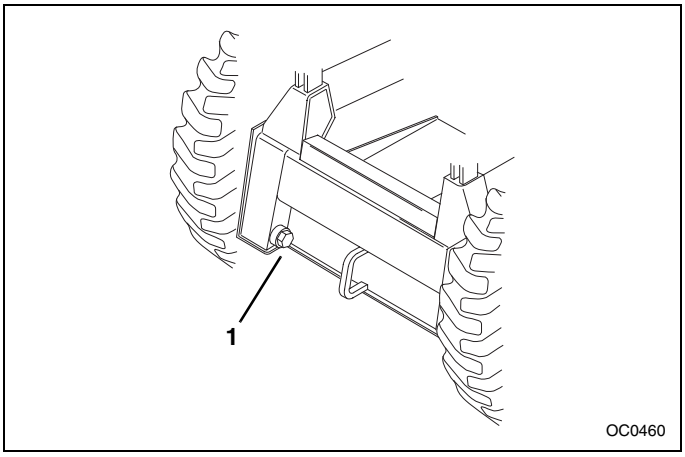

Figure 18

13. Clean off any sealer residue from the lower part of the access cover opening. Apply a new bead of sealant such as Permatex 2 RTV around the lower half of the opening (Figure 19, 1).

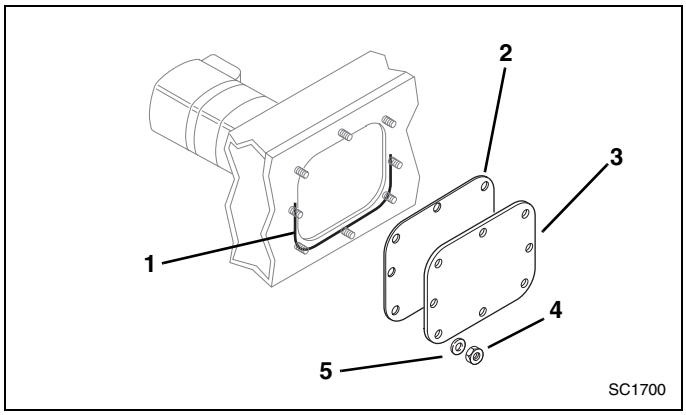

Figure 19

14. Reassemble the access cover (Figure 19, 3) and gasket (2) to the side of the chain case using the locknuts (4) and flat washers (5) removed during disassembly. Torque the eight hex locknuts to 14 lb/ft (19 Nm).
15. Reassemble the wheels to the axle hubs and torque the lug nuts in the sequence shown in Figure 20 to 100-110 lb/ft (136-149 Nm).

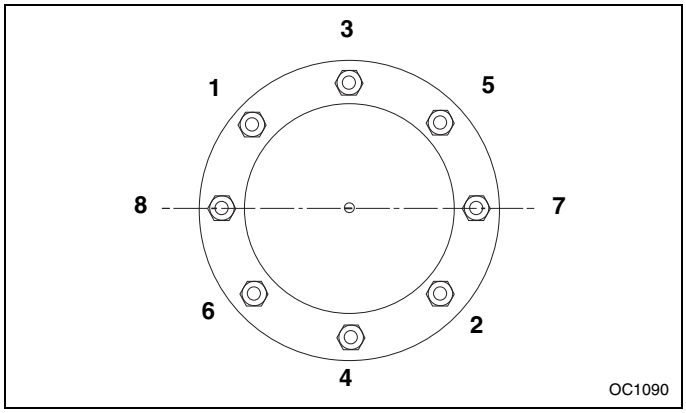

Figure 20

16. Raise the front of the vehicle with a floor jack and remove the jack stands or support blocks from the front of the chain cases then lower the vehicle to the ground. Raise the rear of the vehicle and remove the jack stands or support blocks then lower the vehicle to the ground.

Startup After Hydraulic Repair

To prevent damage on startup after replacing hydraulic components, comply with the following procedure:

1. Check the oil level in the hydraulic oil reservoir. Add motor oil (as needed) equal to 10W30 API, CD or CE specifications to bring the level up to the middle of the sight glass.
2. Disconnect the “Fuel Run Solenoid” wire (Figure 21 or Figure 22) and use the starter to turn the engine over for 15 seconds. Allow the starter to cool for 30 seconds and then turn the engine over for another 15 seconds. Repeat this procedure three times. This permits the implement pump to draw oil from the oil reservoir, ensuring the system is full before starting the engine and operating any hydraulic functions. Reconnect the wire to the “Fuel Run Solenoid.”

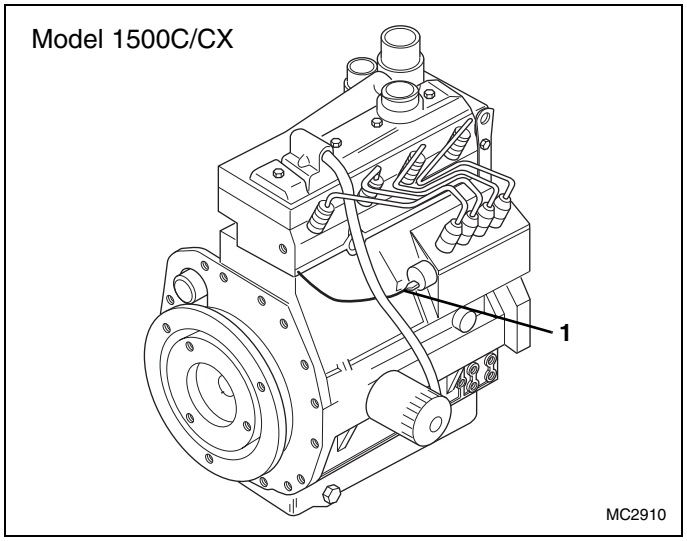

Figure 21

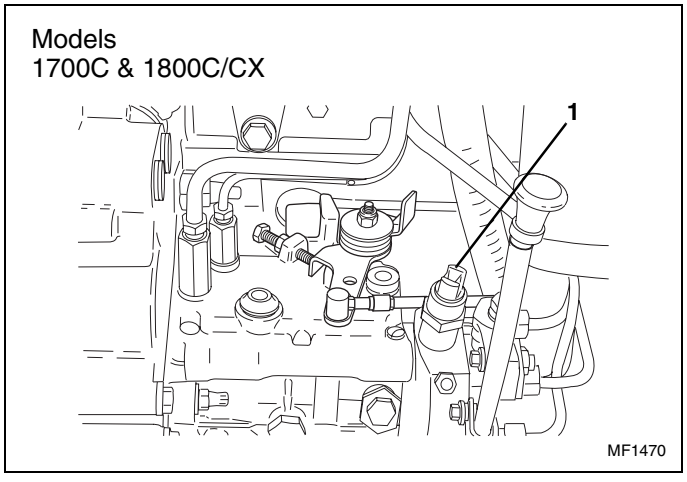

Figure 22