

John Deere

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MODEL:

70 Skid-Steer Loader

MANUAL PREVIEW

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TM-1072

70 SKID-STEER LOADER

Technical Manual
TM-1072 (Jan-74)

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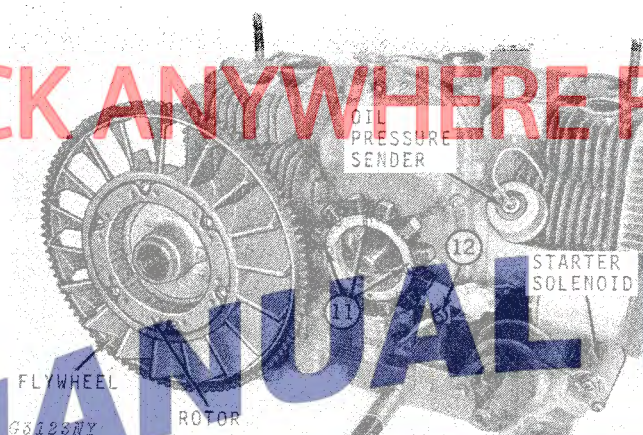
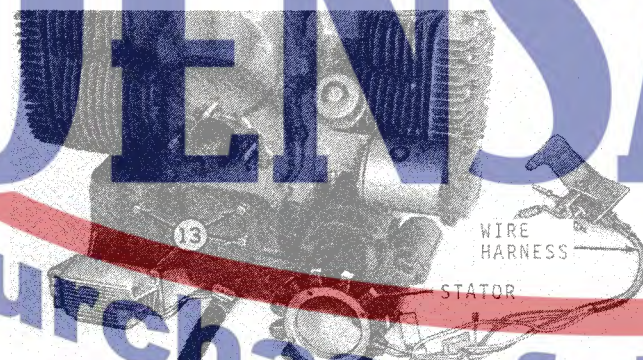


Fig. 15-Removing Stator and Wire Harness

11. Remove stator by removing three 1-1/2-inch mounting screws.

12. Remove the wire harness by removing bracket from gear cover nut. Disconnect wires from oil pressure sender and starter solenoid.



G3124NY

Fig. 16-Removing Regulator-Rectifier

13. Remove regulator-rectifier by removing three cap screws.

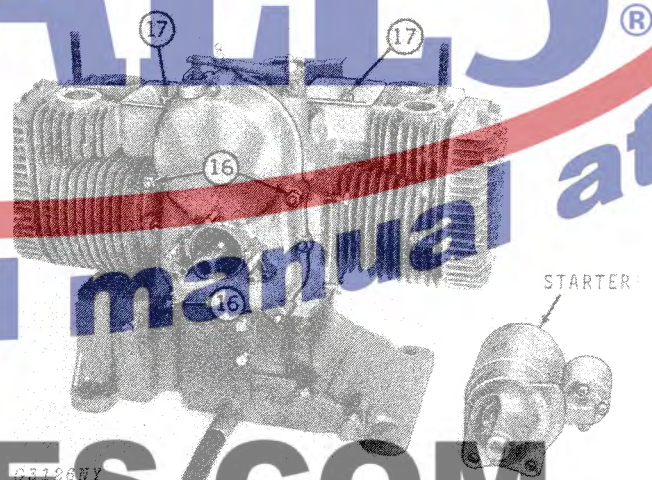


G3125NY

Fig. 17-Removing Oil Filter Adapter and Starter

14. Remove oil pressure sending unit and oil filter adapter by removing two hex. cap screws.

15. Remove starter by removing two mounting screws.



G3126NY

Fig. 18-Removing Gear Cover and Valve Covers

16. Remove gear cover by removing three remaining nuts. Rap around cover with rubber mallet to break seal with gasket.

17. Remove valve covers by removing one nut on each cover.

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REPAIRING STARTER—Continued

Disassemble starter motor only as far as necessary to make repairs.

1. Mark position of front and rear bracket assembly (18 and 32, Fig. 3) with regard to the main frame (3, Fig. 3). This will aid in alignment during reassembly.

2. Disconnect field coil connector from solenoid switch terminal. Remove 3 machine screws (16, Fig. 3) and remove solenoid, spring, and packings.

3. Remove rear bracket assembly (32, Fig. 3) by removing two through bolts (30, Fig. 3).

4. Remove main frame (3), field coil assembly (6), and brushes (2).

NOTE: Be careful not to damage brushes when removing main frame.

5. Remove armature (7), clutch (15), shift lever (11), springs (9 and 10), and spring holder (8) from the front bracket assembly (18).

8. Remove clutch (15, Fig. 3) from the armature (7, Fig. 3).

DO NOT clean any parts in grease dissolving solvents. Wipe the drive with a clean cloth.

The commutator may be cleaned with No. 00 sandpaper. DO NOT use emery cloth.

If the commutator is worn, dirty, out-of-round, or has high insulation, it can be turned down in a lathe. DO NOT undercut the insulation.

Checking Brushes

Check brushes for wear. If they are excessively worn compared to a new brush, they should be replaced. Brushes have to be soldered to the brush holders. Be sure holders are clean and brushes are not binding. The full brush surface should ride on the commutator. Check brush springs by hand to be sure they are giving firm contact between brushes and commutator. If springs are distorted or discolored, replace them.

Checking Armature

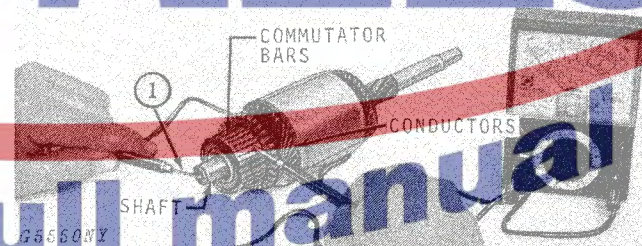


Fig. 5-Checking Armature

1. Touch armature shaft and at each end of commutator bar. If reading is low, the armature is grounded.

NOTE: If armature is grounded check connection of conductors and commutator bar.

6. Slide a standard half-inch pipe coupling onto the armature shaft so it butts against the pinion stop (see Fig. 4). Tap coupling, driving stop towards the armature end, off the retaining ring.

7. Remove retaining ring (13, Fig. 3). If it is badly distorted, replace with a new one when reassembling the clutch.



Refer to "Starting Circuits" in FOS Manual Electrical Systems for armature testing and reconditioning.

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Fig. 7-Maximum Gear Wear

7. Measure gear width on drive and idler gears. If width is less than .441 inches, replace gear assemblies.



Fig. 8-Maximum Bushing Wear

8. Oil grooves in bushings in both front and back plates should be in line with dowel pin holes, and at outer sides of their respective bores. This positions the oil grooves closest to the respective dowel pin holes.

9. Measure the inside diameters of all four shaft bushings. If diameters exceed .691 inches, replace front or back plates. Bushings in front plate should be flush with islands in groove pattern.

NOTE: Bushings are not available as separate parts.



Fig. 9-Measuring Wear on Gear Face of Back Plate

10. Place back plate face up in a vise as shown in Fig. 9. Inspect surface for scoring or wear, check at several points on the plate. If plate shows any signs of scoring or wear, replace back plate.

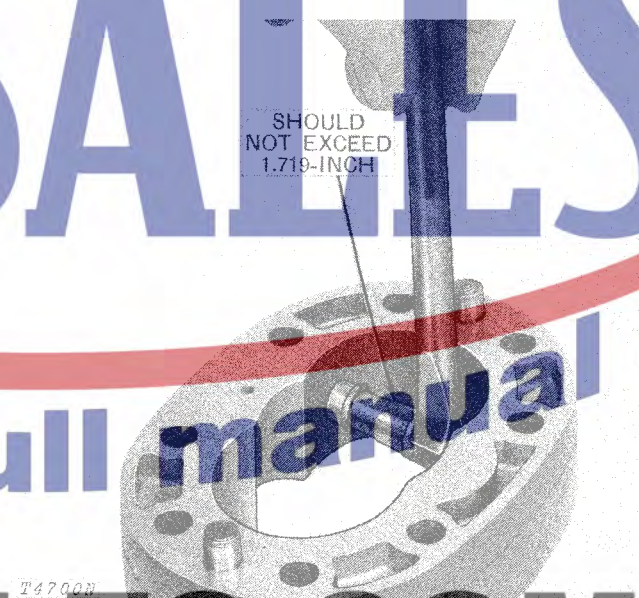


Fig. 10-Measuring Inside Diameter of Gear Pockets

11. Check inside gear pockets of pump body for excessive wear or scoring. Measure inside diameter of pockets. If this diameter exceeds 1.719 inches, replace pump body.

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INSTALLING NEW FILTER KIT

The new filter kit can be ordered (Part No. GG19032324) and put on loaders (Loader Serial No. 01072 and below) that have the screen strainer.

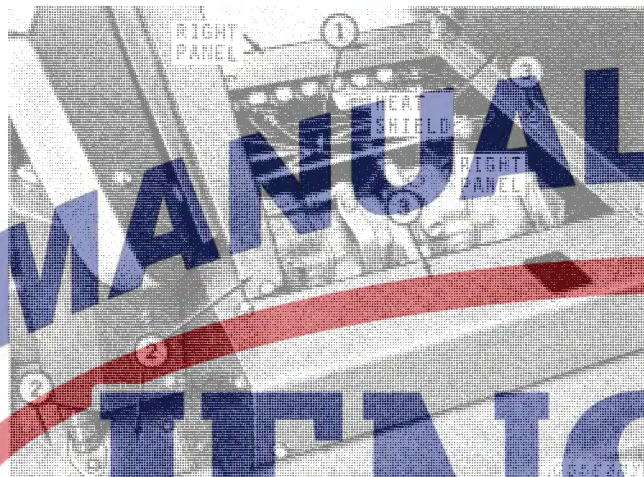


Fig. 4-Preparing Loader

1. Remove right panel to remove battery.
2. Remove rear floor panel and seat.
3. Remove left panel and center bolt in heat shield.



Fig. 5-Placing Bracket

4. Using two cap screws, fasten bracket to cross strap, placing bolt heads on bottom (hex. nuts will hold heat shield in place).

5. Insert 48-inch hose behind filter bracket, down under the engine coupler and hydrostatic pump over the return side of the control valve.

NOTE: 45 degree fitting on hose will be toward filter.

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Fig. 6-Control Valve Return

6. Remove return line from control valve.
7. Attach new 48-inch hose to control valve return.

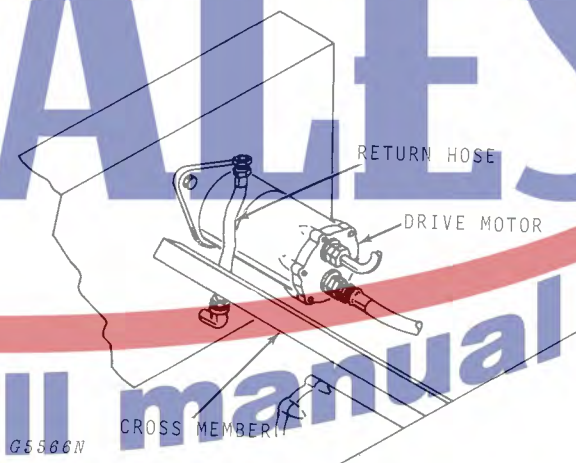


Fig. 7-Positioning Hose

8. Position existing return line (Step 6) between cross member and right drive motor.



Fig. 8-Connecting Filter and Hose