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Steiger

Service Manual

Cougar & Panther 1000

With Twin Disc

Power Shift Transmission

Volume 1 of 2

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P/N 37-190

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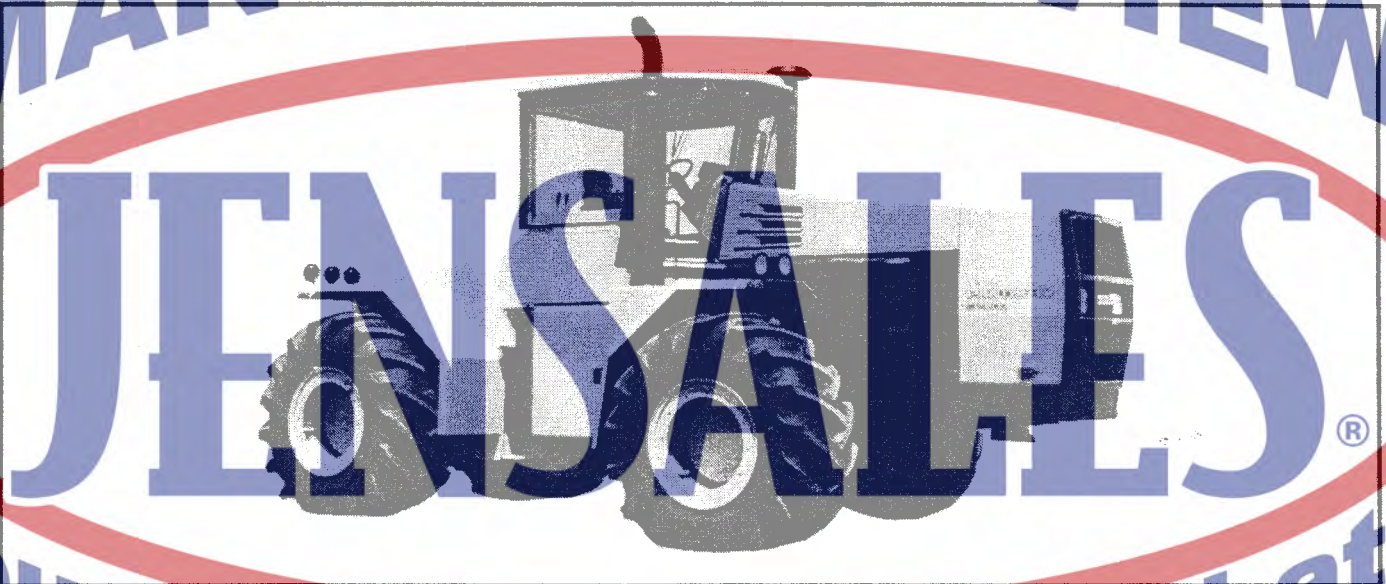
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Controlled Traction Differential



Figure 1:

Disassembly of Controlled Traction Differential

1. Prior to removal of the differential carrier from the axle housing, remove the electric shifter unit from the carrier assembly and manually move the shift fork to place the sliding clutch in the "engaged" position (Fig. 1).

NOTE: The sliding clutch must be engaged to allow removal of the carrier from the housing.

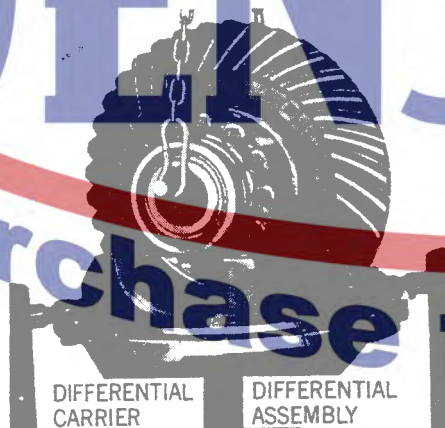


Figure 2:

2. Remove the differential from the housing as described in Disassembly of Differential Carrier Assembly, steps 1-4, page 8.



Figure 3:

3. Remove seal and spring from shift fork. Remove expansion plugs and drive out shift fork (Fig. 3).

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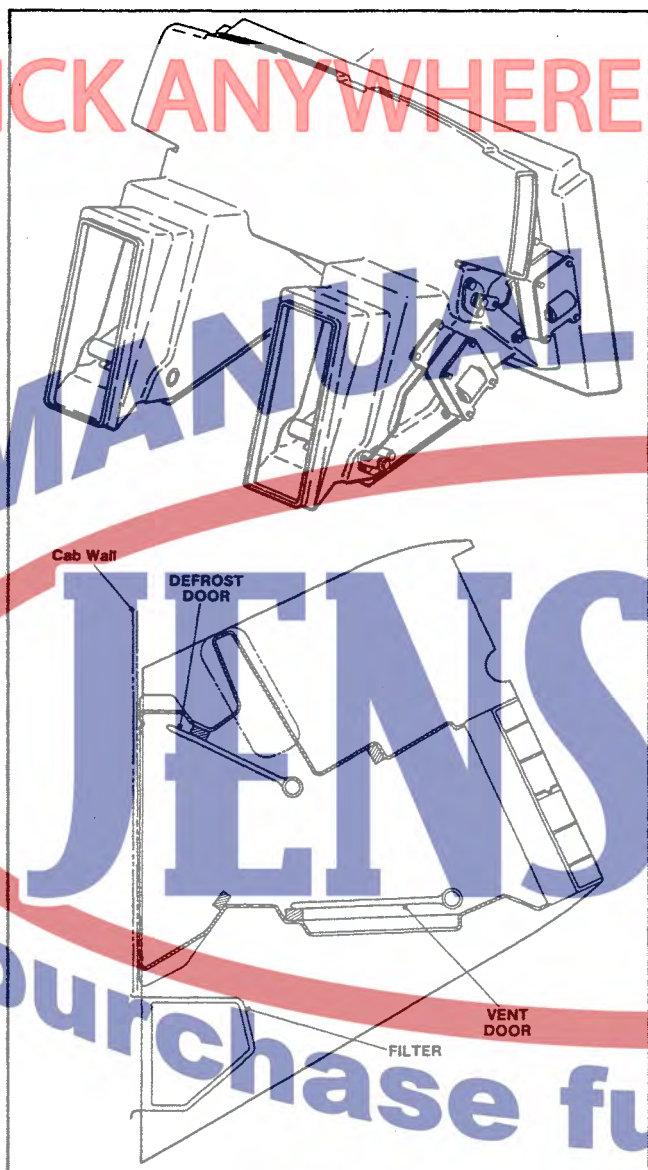


Figure 3:

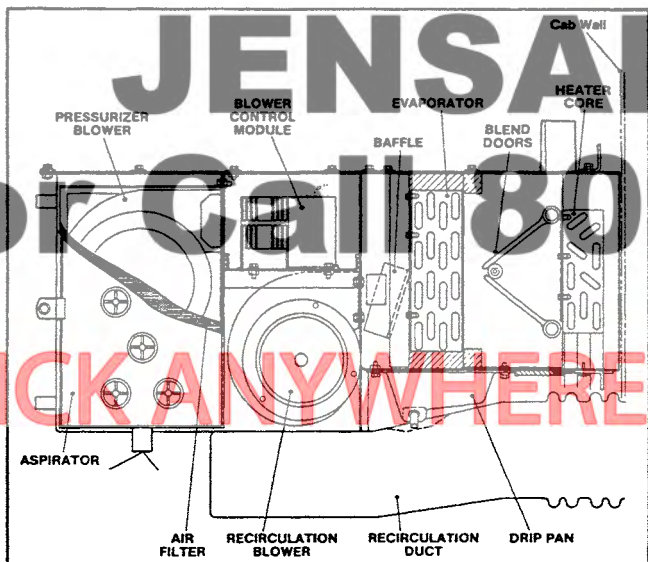


Figure 4:

The air distribution system inside the cab consists of the following: a molded plastic plenum chamber which houses the air deflection doors and actuators and has openings for the defrost, dash and footwell air delivery points.

A defrost louver system at the entrance to the plenum chamber directs air on all three windshield sections.

A defrost door and an electric actuator for controlling the air flow throughout the defrost outlets. The door has three operating positions; closed, bleed and open, where all air flow is directed through the defrost openings.

Two footwell openings located symmetrically on each side of the steering column at the bottom of the plenum for directing heated air at the operators feet.

Two dash doors each with an electric actuator for controlling air flow through the dash and footwell openings. The doors have two operating positions; up for directing air to the footwell and down for directing air through the dash louvers. There are two adjustable dash louvers, one on each side of the steering column, for directing cool air on the operators upper body (Ref. Fig. 3).

Air movement is accomplished through a patented split-blower design which allows independent control of both fresh and recirculated air. This allows the addition of an aspirated precleaner ahead of the cab filter to attain the filter life and cab pressurization design goals.

Both the pressurization blower and recirculation blower are located upstream of the evaporator and heater coil chamber. Air is combined ahead of the evaporator coil and forced through the coils and air distribution plenum into the cab compartment. Louver outlet temperature is regulated by controlling the percentage of air heated by the heater coil. A pair of blend doors (under computer control) ahead of the heater coil direct air either through or around the coil (Ref. Fig. 4)

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