

Service Information

24 November 1989

Date: John Deere Waterloo Works

Unit:



UPPER PTO IDLER SHAFT - BORE RECLAIM SPECS 4640 and 4840 PST Tractors

PROBLEM:

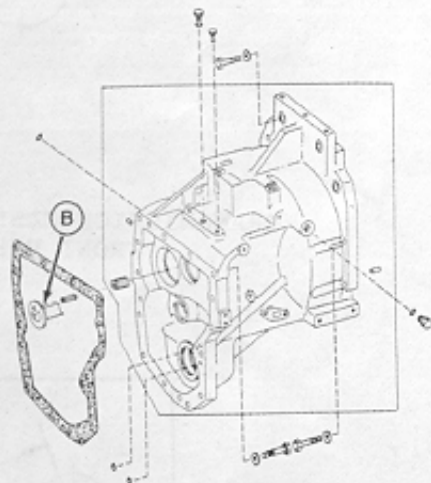
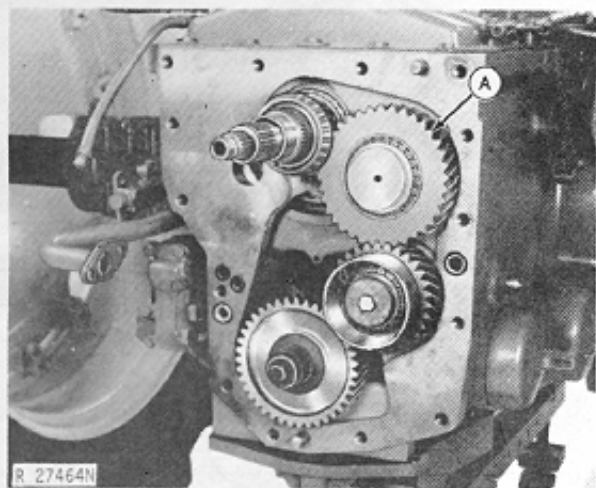
Depending on tolerances and PTO power usage, the upper PTO idler shaft (A) can rotate and wear into the clutch housing and/or transmission case. This shaft "creep", over an extended period of time, will cause improper gear contact in the PTO power train and eventual gear failure.

SOLUTION:

Dealers attempting to sleeve the respective bores need original bore dimensions and reference points. Reference Page 2 for original dimensions and SIB R85-50-16 for general machining guidelines.

ADDITIONAL INFORMATION:

On 4640 (1000 - 20584) and 4840 (1000 - 11689), the R64249 Idler Shaft will sub to R72051 Shaft, R72052 Deflector, and 34H348 Spring Pin. The deflector (B) was installed on 4840 PST Tractors as a running change. Its purpose is to catch and route oil to lube the PTO idler gears and shafts. Tractors 4640 (1000 - 20584) and 4840 (1000 - 11689) are not equipped with this feature. They did, however, utilize a retainer on the idler shaft to



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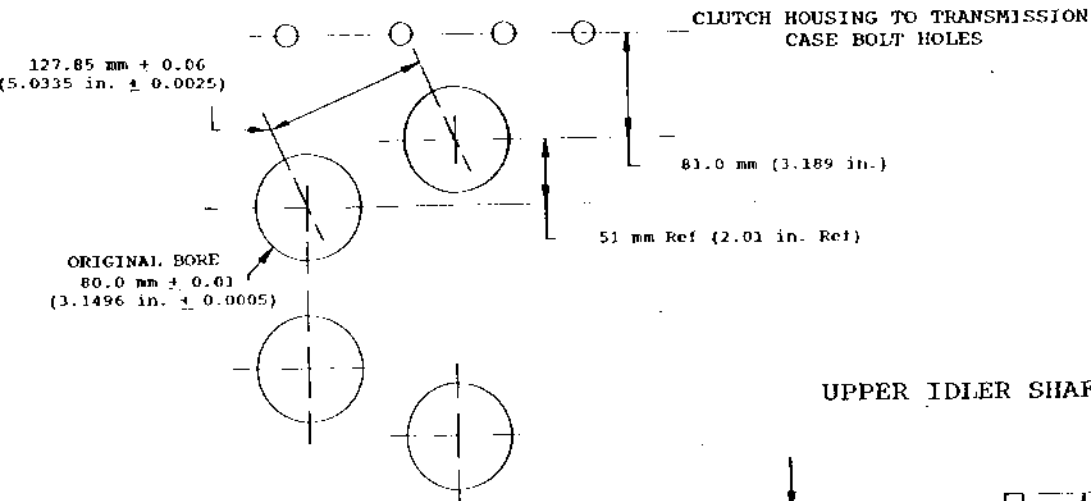
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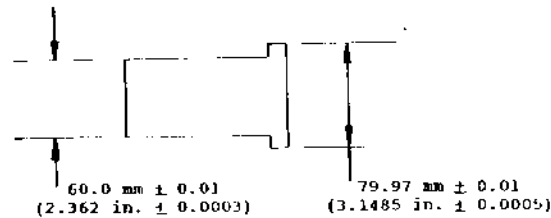
Applies to:

distribute oil. Tractors with an upper PTO idler shaft failure are instructed to order the new shaft and deflector for installation. It is important to note that the PTO idler shafts can normally be a slip fit of about 0.03 - 0.05 mm (0.001 - 0.002 in.) in the clutch housing and transmission case.

CLUTCH HOUSING - R62889 OR R72448
REAR VIEW



UPPER IDLER SHAFT



TRANSMISSION CASE - R68645
FRONT VIEW

