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Wheel Horse Service Bulletins 1961 - 1990: **#305** Issued: April 1981

## **Repair of Failed D-160, D-180 & D-200 Driven Coupling, Part No. 103029**

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TO ALL DEALERS:

### 1. Subject

1.1 A revised method for repair of failed driven couplings on D-Series automatic-tractors has been developed.

### 2. Service Action

2.1 If the tractor is a 1977 or prior model, obtain Service Assembly 105147 (Refer to Service Bulletin 217). If the tractor is a 1978 or later model, obtain new parts on an "as needed" basis.

2.2 Obtain a bottle of Loctite RC-680 Retaining Compound. (RC-35 is a second choice alternate.)

2.3 As applicable, follow steps 1-4 of S/A 105147 installation instructions. (Part of Service Bulletin 217). **CLEAN THE HYDROSTATIC PUMP SHAFT AND SPLINED PORTION OF THE DRIVEN COUPLING-DO NOT GREASE.** Place the 106641 Splined Washer on the hydrostatic pump shaft. Apply a light coat of Loctite RC-680 on the pump shaft. Do not use too much Loctite, to prevent it from flowing into the shaft seal area.

2.4 Slide the new 103029 Driven Coupling completely on the pump shaft; allow the Loctite to cure for 24 hours (4 hours if Loctite "T" Primer is used).

2.5 Assemble the rubber coupling to the driven coupling (Refer to Step 5 in Service Bulletin 217).

2.6 If the tractor has a Kohler engine, be sure to insert the coupling-to-engine mounting bolts and lockwashers through the rubber coupling beforehand. If the tractor has an Onan engine, slide the engine up to the rubber coupling and secure in place. If the tractor has a Kohler engine, turn the flywheel to place one of the coupler mounting holes in the 6 o'clock (down) position. Remove one of the outer flywheel chaff screen screws; pull the chaff screen out slightly to permit observing bolt and hole alignment as the engine is moved rearward. After this bolt is started, rotate the flywheel 180° and secure the other bolt. The bolts are accessed from underneath the tractor.

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3. Reassemble the tractor enough to permit operating the engine. Follow the alignment procedure below to insure that the engine and hydrostatic pump shaft are aligned. Accurate alignment is CRITICAL to help prevent future failures. It may be necessary to slot the hoodstand holes where the pump mounting plate (P/N 106645) is secured to obtain good alignment.

### 3.1 EQUIPMENT REQUIRED

1. An automotive type ignition timing light.
2. A second tractor (or car or truck) to provide a power source to operate the light at variable speeds so it may be used as a "Strobe Light".

### 3.2 PROCEDURE

1. Run the D-Series tractor to be checked in Neutral position with the parking brake set. The unit should be checked at different speeds, to make sure the coupling operates smoothly throughout all speed ranges.
2. With the timing light connected to the #2 Engine, direct the light at the coupling assembly on the D-Series unit being checked. Slowly raise or lower the speed of the #2 engine so the light will synchronize close to the speed of the coupling. If the coupling is misaligned it will appear to be running in a larger circle and/or "fuzzing out" more than normal.
3. If the coupling shows excessive run-out, shift the pump and/or engine as required to bring it into good alignment both up and down and sideways and recheck as in Step 2.