

RT-310

Service and Repair Manual

BLN-0078
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TABLE OF CONTENTS

SECTION	PAGE	SECTION	PAGE
Foreword	1	Tear down and reassembly	10-12
		How to Use This Manual.....	10
Description and Operation	2-5	General Instructions.....	10
Introduction.....	2	Tools.....	11
General Description	2	Torques.....	11
External Features RT-310™	4	Removal.....	12
Technical Specifications.....	5		
Product Identification.....	5		
		RT-310™ Tear Down and Assembly	13-25
Safety	6	Fan and Pulley Assembly.....	13
Personal Safety.....	6	Control Arm Assembly.....	14
Tool Safety.....	6	Side Housing.....	15
Work Area Safety.....	6	Motor Shaft.....	16
Servicing Safety.....	6	Motor Block Assembly and Thrust Bearing.....	17
		Center Section.....	18
Troubleshooting	7	Pump Block.....	19
		Swash Plate and Thrust Bearing.....	20
Service and Maintenance	8-9	Input Shaft.....	21
External Maintenance.....	8	Bypass Assembly.....	22
Service and Maintenance Procedures.....	8	Assembly After Complete Tear Down.....	23
Fluids.....	8	RT-310™ Exploded View.....	24
Fluid Volume and Level.....	8	RT-310™ Parts List.....	25
Purging Procedures.....	9		
		Glossary of Terms	26

FOREWORD

Headquartered in Sullivan, Illinois, Hydro-Gear® is a world leader in the design, manufacture, and service of quality hydrostatic transaxles for the lawn and garden industry. The mission of our company is to be recognized by our customers and the industry as a world-class supplier and the quality leader in everything we do.

This Service and Repair Manual is designed to provide information useful in servicing and troubleshooting the Hydro-Gear® RT-310™ right angle hydrostatic transmission.

Also included is a glossary of terms that are frequently used throughout the industry and in Hydro-Gear service publications. Understanding terminology is very important!

It is necessary, and a good shop practice, that your service area be equipped with the proper tools and the mechanics be supplied the latest information available. All repair procedures illustrated in this guide are suggested, but preferred methods of repair.

Internal repair procedures require that the RT-310™ right angle hydrostatic transmission be removed from the vehicle.

This is not a certification, test or study guide for a certification test. If a technician is interested in certification, they should contact an agent representing the EETC (Equipment and Engine Training Council) at (262) 367-6700 or their Hydro-Gear® Central Service Distributor. Many distributors will be hosting certification testing. These study guides will cover most of the products and manufacturers in our industry.

For more information about Hydro-Gear® or our products, please contact your Central Service Distributor, or call our Customer Service Department at (217) 728-2581.

DESCRIPTION AND OPERATION

INTRODUCTION

The purpose of this manual is to provide information useful in servicing the Hydro-Gear® RT-310™ right angle hydrostatic transmission. This manual includes general descriptions, hydraulic schematics, technical specifications, servicing and troubleshooting procedures.

The transmission normally will not require servicing during the life of the vehicle in which it is installed. Should other servicing be required, the exterior of the transmission will need to be thoroughly cleaned before beginning most procedures. Do not wash the transmission while it is hot. **It is best to not allow direct spray from a pressure washer to clean the transmission.**

GENERAL DESCRIPTION

The RT-310™ is a self contained unit designed for the transfer and control of power. It provides an infinitely variable speed range between zero and maximum in both forward and reverse modes of operation.

This transmission uses a variable displacement pump with a maximum displacement of 3cc per revolution, and motor with a fixed displacement of 10cc per revolution. The variable displacement pump features a trunnion mounted swashplate with a direct-proportional displacement control. Reversing the direction of the swashplate reverses the flow of oil from the pump and thus reverses the direction of the motor output rotation. The pump and motor are of the axial piston design and utilize spherical nosed pistons which are held against a thrust race by internal compression springs.

The check valves in the center section are used to control the makeup flow of the fluid to the low pressure side of the loop.

A hydraulic bypass is provided to allow the vehicle to be moved without starting the engine. The bypass lifts the check valves off their seat allowing oil to freely flow. This permits moving the vehicle for a short distance at a maximum of 2 m.p.h. (3.2 Km/h) .

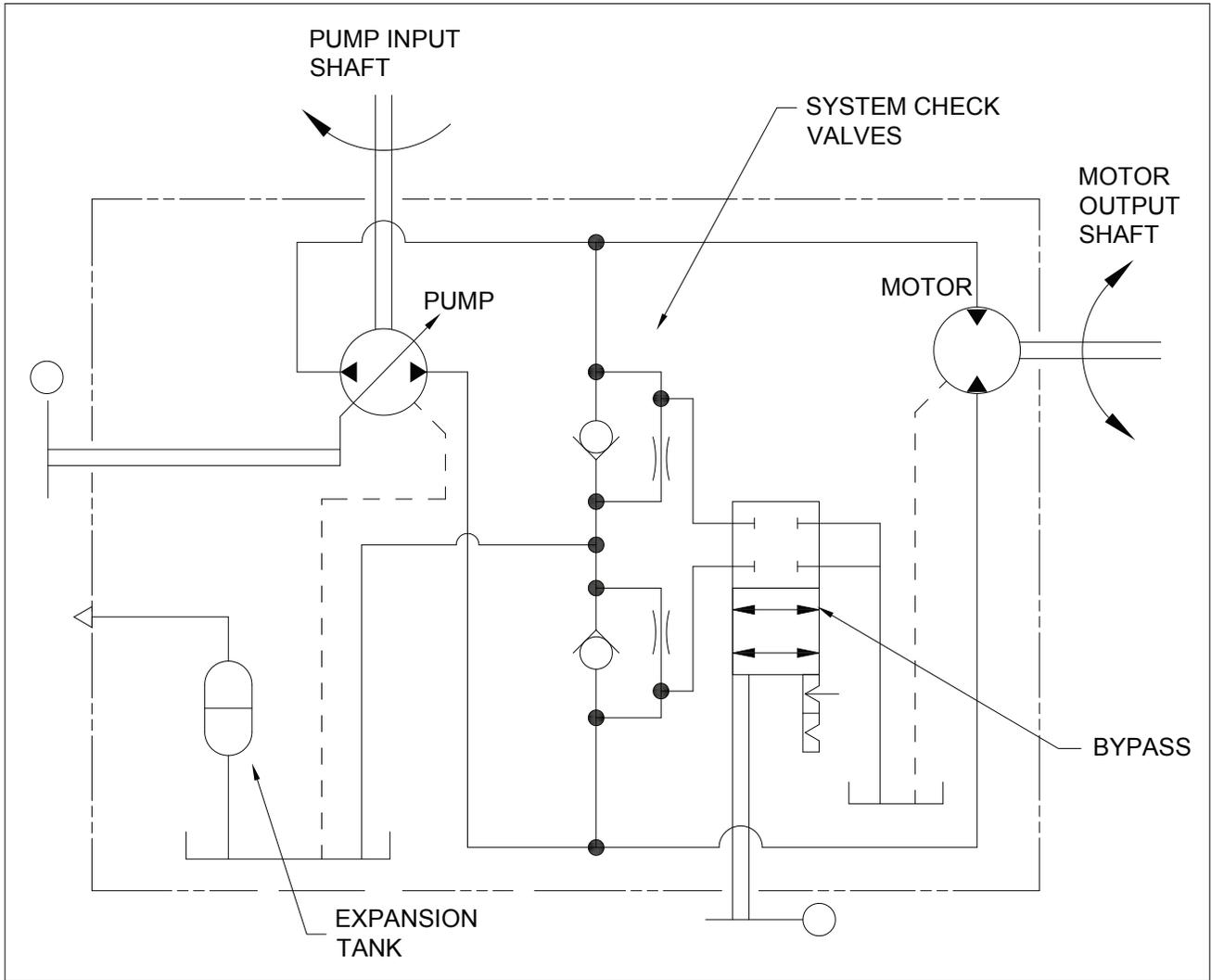


Figure 1, Hydraulic Schematic

EXTERNAL FEATURES RT-310™

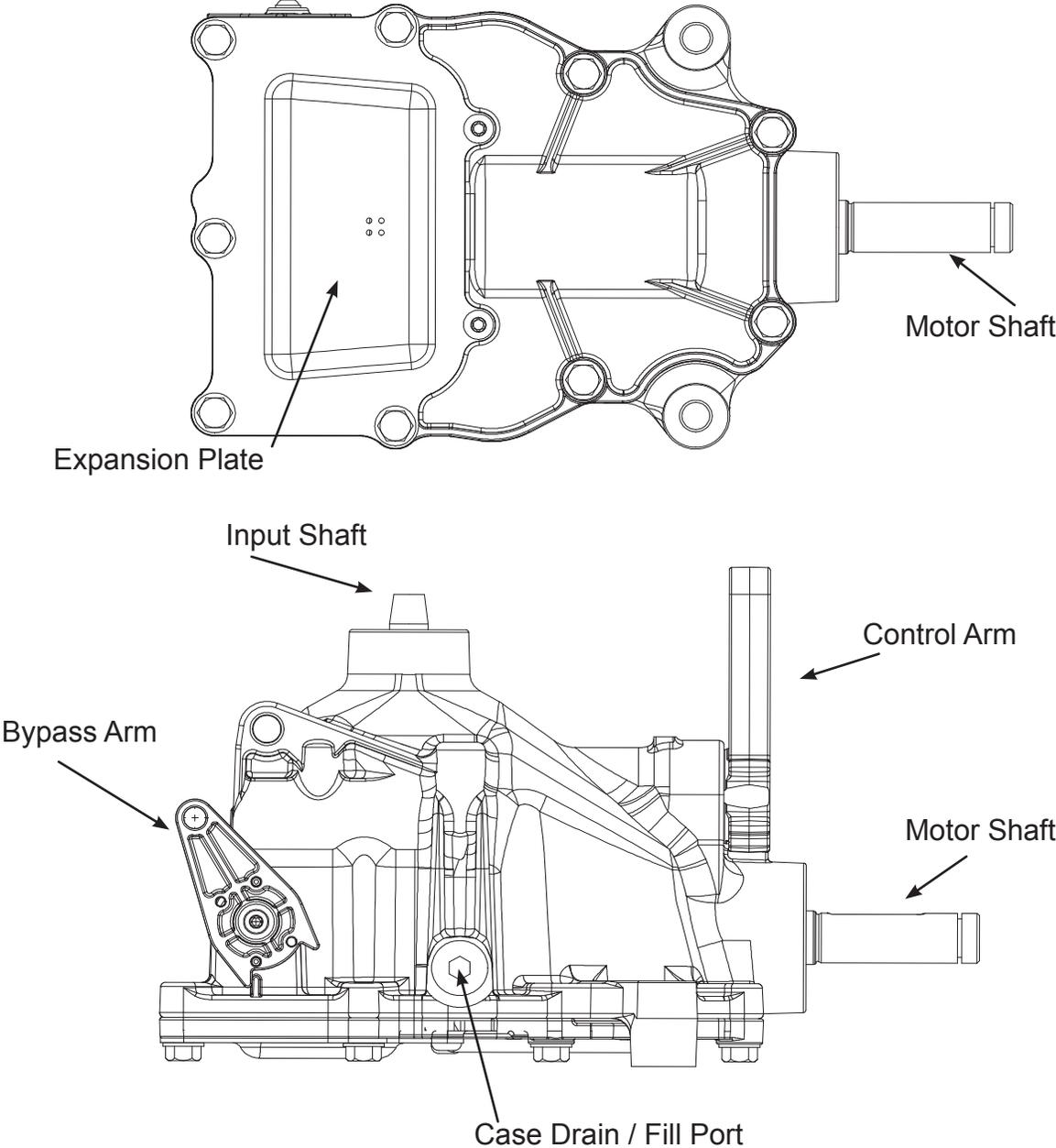


Figure 2, External Features

TECHNICAL SPECIFICATIONS

TECHNICAL SPECIFICATIONS	
Overall Transmission Reduction	3:4:1
Input Speeds	
Maximum Hi-Idle (No Load).....rpm	3000
Output Torque	
Continuous.....lb-ft[Nm]	5.8 [7.8]
Intermittent.....lb-ft[Nm]	10.0 [13.6]
Pump Displacementin ³ /rev [cc/rev]	.18 [3.0]
Motor Displacementin ³ /rev [cc/rev]	.62 [10.2]
Output Shaft Diameterin [mm]	.625 [15.8]
Output Shaft End Type	Keyed
Weight of Unitlb [kg]	9 [4]

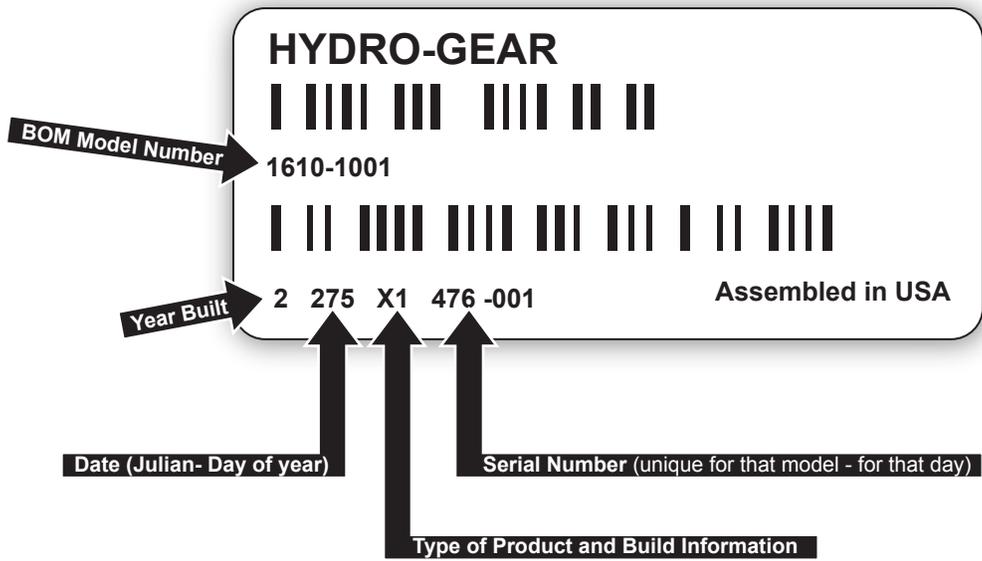


Figure 3, Product Label

SAFETY



This symbol points out important safety instructions which, if not followed, could endanger the personal safety and/or property of yourself and others. Read and follow all instructions in this manual before attempting maintenance on your hydraulic motor. When you see this symbol - **HEED ITS WARNING.**



WARNING

POTENTIAL FOR SERIOUS INJURY

Inattention to proper safety, operation, or maintenance procedures could result in personal injury, or damage to the equipment. Before servicing or repairing the hydraulic motor, fully read and understand the safety precautions described in this section.

PERSONAL SAFETY

Certain safety precautions must be observed while servicing or repairing the hydraulic motor. This section addresses some of these precautions but must not be considered an all-inclusive source on safety information. This section is to be used in conjunction with all other safety material which may apply, such as:

1. Other manuals pertaining to this machine.
2. Local and shop safety rules and codes.
3. Governmental safety laws and regulations.

Be sure that you know and understand the equipment and the hazards associated with it. Do not place speed above safety.

Notify your supervisor whenever you feel there is any hazard involving the equipment or the performance of your job.

Never allow untrained or unauthorized personnel to service or repair the equipment.

Wear appropriate clothing. Loose or hanging clothing or jewelry can be hazardous. Use the appropriate safety equipment, such as eye and hearing protection, and safety-toe and slip-proof shoes.

Never use compressed air to clean debris from yourself or your clothing.

TOOL SAFETY

Use the proper tools and equipment for the task.

Inspect each tool before use and replace any tool that may be damaged or defective.

WORK AREA SAFETY

Keep the work area neat and orderly. Be sure it is well lit, that extra tools are put away, trash and refuse are in the proper containers, and dirt or debris have been removed from the working areas of the machine.

The floor should be clean and dry, and all extension cords or similar trip hazards should be removed.

SERVICING SAFETY

Certain procedures may require the vehicle to be disabled in order to prevent possible injury to the servicing technician and/or bystanders.

The loss of hydrostatic drive line power may result in the loss of hydrostatic braking capability.

Some cleaning solvents are flammable. Use only approved cleaning materials: Do not use explosive or flammable liquids to clean the equipment.

To avoid possible fire, do not use cleaning solvents in an area where a source of ignition may be present.

Discard used cleaning material in the appropriate containers.

TROUBLESHOOTING



WARNING

Do not attempt any servicing or adjustments with the engine running. Use extreme caution while inspecting the drive belt assembly and all vehicle linkage!

Follow all safety procedures outlined in the vehicle owner's manual.

In many cases, problems with a hydraulic system are not related to a defective hydraulic unit, but are caused by slipping drive belts, partially engaged bypass valves, and loose or damaged control linkages. Be sure to perform all operational checks and adjustments outlined in Service and Maintenance, before assuming the hydraulic system is malfunctioning. The table below provides a troubleshooting checklist to help determine the cause of operational problems.

TROUBLESHOOTING CHECKLIST	
Possible Cause	Corrective Action
Unit Operates In One Direction Only	
Control linkage bent or out of adjustment	Repair or replace linkage on vehicle pump assembly
Drive belt slipping or pulley damaged	Repair or replace belt/pulley on vehicle pump assembly
Vehicle Does Not Drive/Track Straight	
Vehicle tires improperly inflated	Refer to vehicle manufacturer suggested tire pressure
Control linkage bent or out of adjustment	Repair or replace linkage on vehicle pump assembly
Drive belt slipping or pulley damaged	Repair or replace belt/pulley on vehicle pump assembly
Brake Partially Engaged	Disengage Brake, Replace damaged brake components
Unit Is Noisy	
Oil level low or contaminated oil	Fill to proper level or change oil
Excessive loading	Reduce vehicle loading
Loose parts	Repair or replace loose parts
Air trapped in hydraulic system	Purge hydraulic system
Brake Partially Engaged	Disengage Brake, Replace damaged brake components
Unit Has No/Low Power	
Engine speed low	Adjust to correct setting
Control linkage bent or out of adjustment	Repair or replace linkage on vehicle pump assembly
Drive belt slipping or pulley damaged	Repair or replace belt/pulley on vehicle pump assembly
Oil level low or contaminated oil	Fill reservoir to proper level or change oil
Excessive loading	Reduce vehicle loading
Air trapped in hydraulic system	Purge hydraulic system
Brake Partially Engaged	Disengage Brake, Replace damaged brake components
Unit Is Operating Hot	
Debris buildup around transaxle	Clean off debris
Oil level low or contaminated oil	Fill to proper level or change oil
Excessive loading	Reduce vehicle loading
Air trapped in hydraulic system	Purge hydraulic system
Brake Partially Engaged	Disengage Brake, Replace broken, missing or frozen return spring
Transaxle Leaks Oil	
Damaged seals, housing, or gaskets	Replace damaged components
Air trapped in hydraulic system	Purge hydraulic system

SERVICE AND MAINTENANCE

NOTE: Any servicing dealer attempting a warranty repair must have prior approval before conducting maintenance of a Hydro-Gear® product unless the servicing dealer is a current Authorized Hydro-Gear Service Center.

EXTERNAL MAINTENANCE

Regular external maintenance of the RT-310™ should include the following:

1. **Check the vehicle operator's manual for the recommended load ratings. Insure that the current application does not exceed load rating.**
2. Inspect the vehicle drive belt, idler pulley(s), and idler spring(s). Insure that no belt slippage can occur. Slippage can cause low input speed to the transmission.
3. Inspect the vehicle control linkage to the directional control arm on the transmission. Also insure that the control arm is securely fastened to the trunnion arm of the transmission.
4. Inspect the bypass mechanism on the transmission and the vehicle linkage to insure that both actuate and release fully.

SERVICE AND MAINTENANCE PROCEDURES

Some of the service procedures presented on the following pages can be performed while the transmission is mounted on the vehicle. Any repair procedures as mentioned in the repair section of this manual must be performed after the unit has been removed from the vehicle. The unit should be thoroughly cleaned before any service procedures are performed.

FLUIDS

The fluids used in Hydro-Gear® products have been carefully selected, and only equivalent, or better products should be substituted.

SAE 0W-40 has been approved for the RT-310™ for all season applications where operation needs to occur in both winter and summer seasons. SAE 20W50 has been approved for *non-winter* applications where operation does not occur in ambient temperatures below 40° F. Biodegradable oils are *not approved* for this unit as they degrade too quickly when in service.

FLUID VOLUME AND LEVEL

The RT-310™ is factory filled with 540 mL (18.26 fluid ounces).

Upon reassembly, prior to oil fill, apply a strip of Scotch® tape or similar to the holes on the expansion plate. The tape is applied to the outside and will be removed once assembly is complete. Press the tape firmly to achieve a good seal around the holes.

Assemble the expansion plate cover to the side cover, securing the bladder.

If desired, the unit can be pressure checked for leaks with a maximum of 5 psi applied to the oil fill port.

Install oil fill plug. The transmission should now be completely sealed.

Follow purging procedure listed on the next page.

Remove the tape from the expansion plate.

CAUTION: The bladder may lose functionality if serviced improperly. If any seal is leaking and requires service, the bladder must also be reset using the above procedure. The procedure traps a volume of air in the bladder during assembly. When vacuum or pressure is applied or when the weight of the oil is pressing on the bladder, the trapped air keeps the bladder properly sized. Once the transmission case is sealed, the tape can be removed.

SERVICE AND MAINTENANCE

PURGING PROCEDURES

Due to the effects air has on efficiency in hydrostatic drive applications, it is critical that it is purged from the system.

These purge procedures should be implemented any time a hydrostatic system has been opened to facilitate maintenance or any additional oil has been added to the system.

Air creates inefficiency because its compression and expansion rate is higher than that of the oil approved for use in hydrostatic drive systems.

The resulting symptoms in hydrostatic systems may be:

1. Noisy operation.
2. Lack of power or drive after short term operation.
3. High operation temperature and excessive expansion of oil.

Before starting, make sure the transmission is at the proper oil level.

The following procedures should be performed with the vehicle drive wheels off the ground, then repeated under normal operating conditions.

1. With the bypass valve open and the engine running, slowly move the directional control in both forward and reverse directions (5 or 6 times), as air is purged from the unit, the oil level will drop.
2. With the bypass valve closed and the engine running, slowly move the directional control in both forward and reverse directions (5 to 6 times). Check the oil level, and add oil as required after stopping the engine.
3. It may be necessary to repeat Steps 1 and 2 until all the air is completely purged from the system. When the transmission moves forward and reverse at normal speed purging is complete.

TEAR DOWN AND REASSEMBLY

HOW TO USE THIS MANUAL

Each subassembly illustrated in this manual is illustrated with an exploded view showing the parts involved. The **item reference numbers in each illustration are for assembly instructions only**. See page 25 for part names and descriptions. A complete exploded view and item list of the transmission is provided at the end of the repair section.

GENERAL INSTRUCTIONS

Cleanliness is a primary means of assuring satisfactory life on repaired units. Thoroughly clean all exposed surfaces prior to any type of maintenance. Cleaning of all parts by using a solvent wash and air drying is usually adequate. As with any precision equipment, all parts must be kept free of foreign material and chemicals.

Protect all exposed sealing surfaces and open cavities from damage and foreign material. The external surfaces should be cleaned before beginning any repairs. **It is best to not allow direct spray from a pressure washer to clean the transmission.**

Upon removal, it is recommended that all seals, O-rings, and gaskets be replaced. During installation lightly lubricate all seals, O-rings and gaskets with a clean petroleum jelly prior to assembly. Also protect the inner diameter of seals during installation by covering the shaft with a cellophane or plastic wrap material. Be sure all remnants of this covering are removed after servicing.

Parts requiring replacement must be replaced from the appropriate kits identified in the Items Listing, found at the end of this manual. Use only original Hydro-Gear replacement parts found at www.hydro-gear.com or at your Hydro-Gear Central Service Distributor.

TOOLS

REQUIRED TOOLS	
Miscellaneous	Sockets
Three Jaw Puller	3/8" Deep
Flat Blade Screw Driver (2)	1/2" Deep
Torque Wrench	1/4" Allen
Air Impact Wrench	T-25 Torx Head
Rubber or Neoprene Mallet	T-20 Torx Head
Breaker Bar	
Needle Nose Pliers	
Large External Snap Ring Pliers	
Small Internal Snap Ring Pliers	

TORQUES

REQUIRED TORQUE VALUES			
Item	Description	Torque	Operation
67	Bolt 1/4-20	135-185 in-lbs (15.25-20.9 Nm)	Fan/Pully
34	Screw, hex washer 1/4-20	105-155 in-lbs (11.86-17.51 Nm)	Control Arm
7	Plug	110-150 in-lbs (12.42-19.94 Nm)	Case Drain
56	Screw, M4 X 16	12-20 in-lbs (1.36-2.25 Nm)	Bypass arm
23	Screw, HFHCS 5/16-18	230-290 in-lbs (25.98-32.76 Nm)	Center Section Bolts
21	Check plug	280-400 in-lbs (31.64-45.19 Nm)	Check Plug in Center Section
22	Check plug	280-400 in-lbs (31.64-45.19 Nm)	Check Plug in Center Section
6	Bolt, self tapping 10-32	25-50 in-lbs (2.82-5.64 Nm)	Expansion Plate
5	Screw, hex flange 1/4-20	85-115 in-lbs (9.60-12.99 Nm)	Housing Screw

REMOVAL

NOTE: *It is necessary to remove the RT-310™ from the vehicle before performing the repair procedures presented in this section.*

Before starting any disassembly, make certain that your work area is neat and clean. Clean the external parts of the RT-310™.

The following procedures are presented in the order recommended for a complete tear down of the RT-310™.

Do not disassemble the unit any farther than necessary to accomplish the required repairs.

Reassembly is accomplished by performing the “Assembly” portions of the procedures. If the unit has been completely disassembled, a summary of the assembly procedures, in the order in which they should occur, is given on page 23.

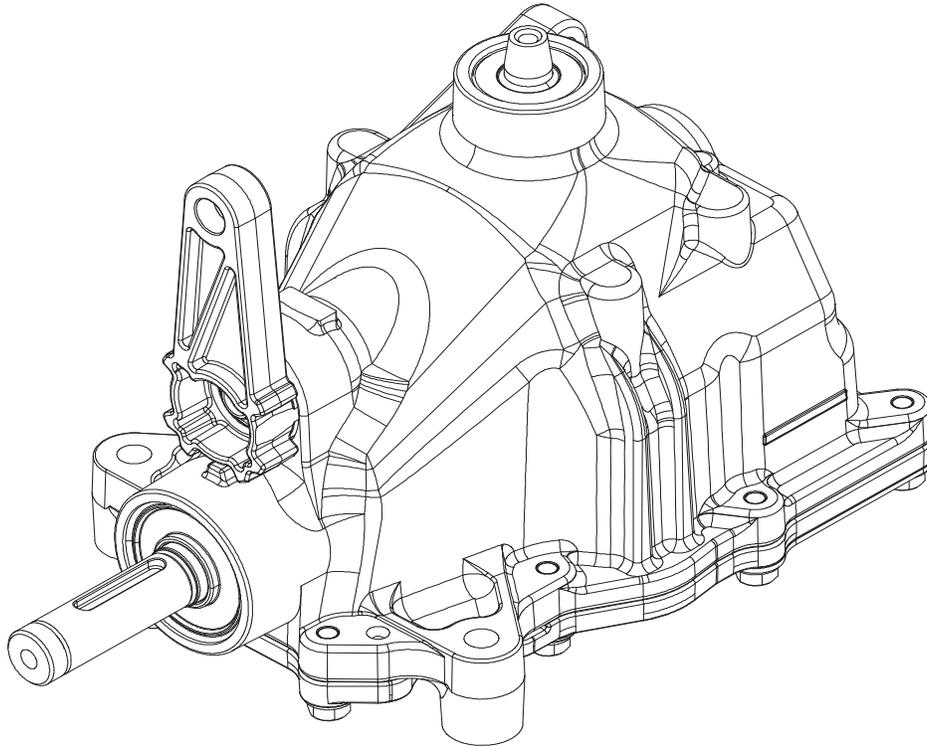


Figure 4, RT-310™

FAN AND PULLEY ASSEMBLY

Refer to Figure 5

1. Remove the bolt (67).
2. Remove the washer (66).
3. Remove the pulley and fan (65 & 64).
4. Remove the pulley hub (62). A hub puller will be required for removal.
5. Remove the seal (61).

Inspection

1. Check all components for excessive wear or damage. Replace if necessary.

Assembly

1. Reassemble all parts in the reverse order of disassembly.
2. The seal (61) will need to be replaced with a new seal from the seal kit.
3. When tightening the bolt (67), refer to the table on page 11 for the required torque values.
4. The pulley hub (62) will need to be replaced if it is removed from the input shaft.

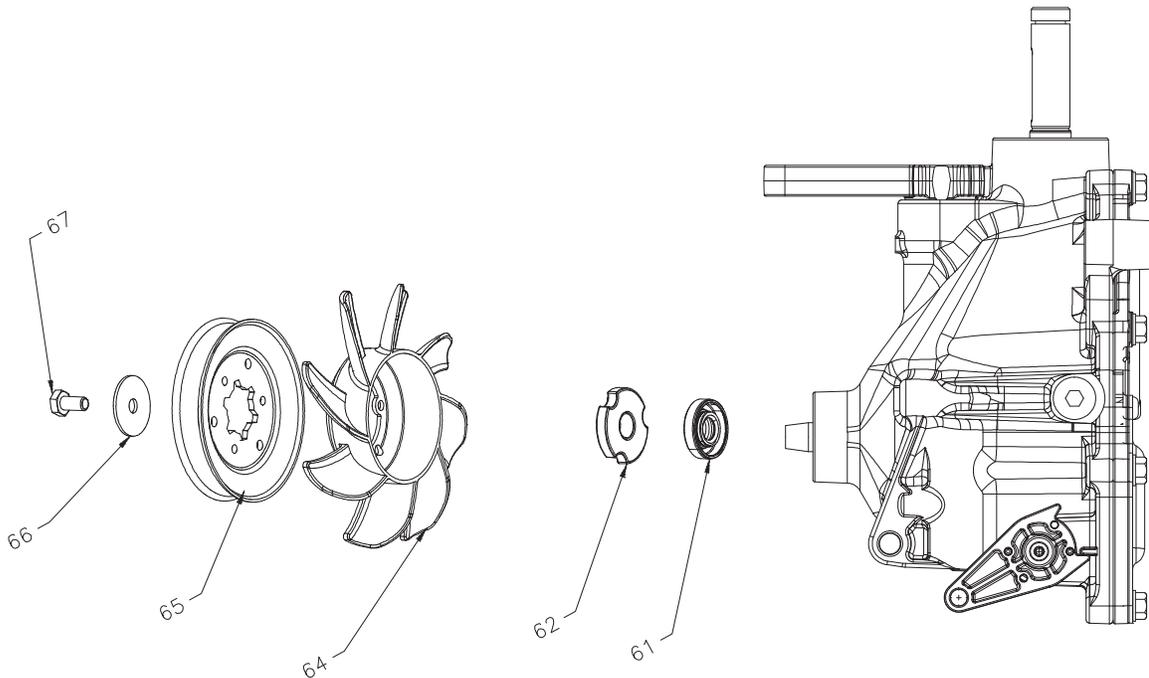


Figure 5, Fan & Pulley Assembly

CONTROL ARM ASSEMBLY

Refer to Figure 6

Disassembly

1. Remove all items previously discussed in the recommended order.
2. Mark the orientation of the control arm (33) before removal.
3. Remove the screw (34).
4. Remove the control arm (33).
5. Remove the seal (32).

NOTE: O-ring (31) is located inside the control arm (33)

Inspection

1. Inspect all parts for wear or damage. Replace as necessary.

Assembly

1. Reassemble all parts in the reverse order of disassembly.
2. Install new seal (32) from seal kit.
3. When tightening the screw (34), refer to the table on page 11 for the required torque values.

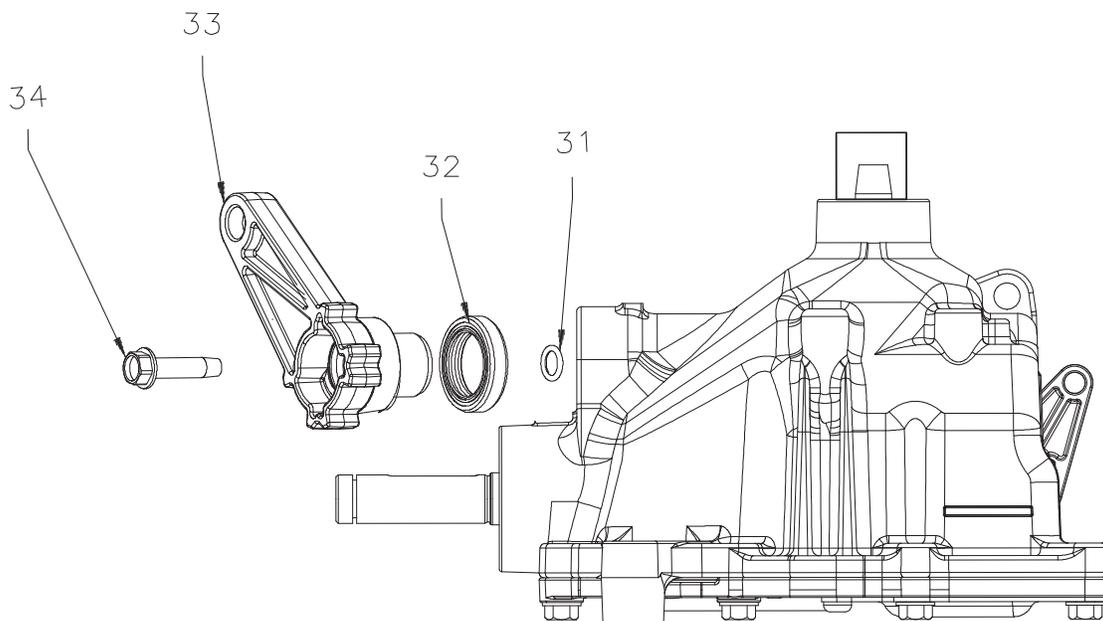


Figure 6, Control Arm Assembly

SIDE HOUSING

Refer to Figure 7

Disassembly

1. Remove all items previously discussed in the recommended order.
2. Remove the two screws on the expansion plate (6) and the nine screws on the side housing (5).
3. Remove the expansion plate (3).
4. Remove the bladder (4).
5. Remove the side housing (2) by gently prying the housings apart using a screw driver.

Inspection

1. Inspect the bladder for holes, tears or damage. Replace if necessary.

Assembly

1. Reassemble all parts in the reverse order of disassembly.
2. Apply a bead of sealant around the perimeter of the middle housing face.

NOTE: Remove all old sealant from the main housing (1) and the side housing (2) before applying new sealant.

3. Align the side housing (2) with the main housing (1). Use care not to smear the sealant bead.
4. Install the nine housing screws (5).
5. Install the bladder (4). Note the tab on the bladder only allows for it to be installed in one direction.
6. Upon reassembly, prior to oil fill, apply a strip of Scotch® tape or similar to the holes on the expansion plate. The tape is applied to the outside and will be removed once assembly is complete. Press the tape firmly to achieve a good seal around the holes.
7. Install the expansion plate (3) and two screw (6).

NOTE: When tightening the screws, refer to the table on page 11 for the required torque values.

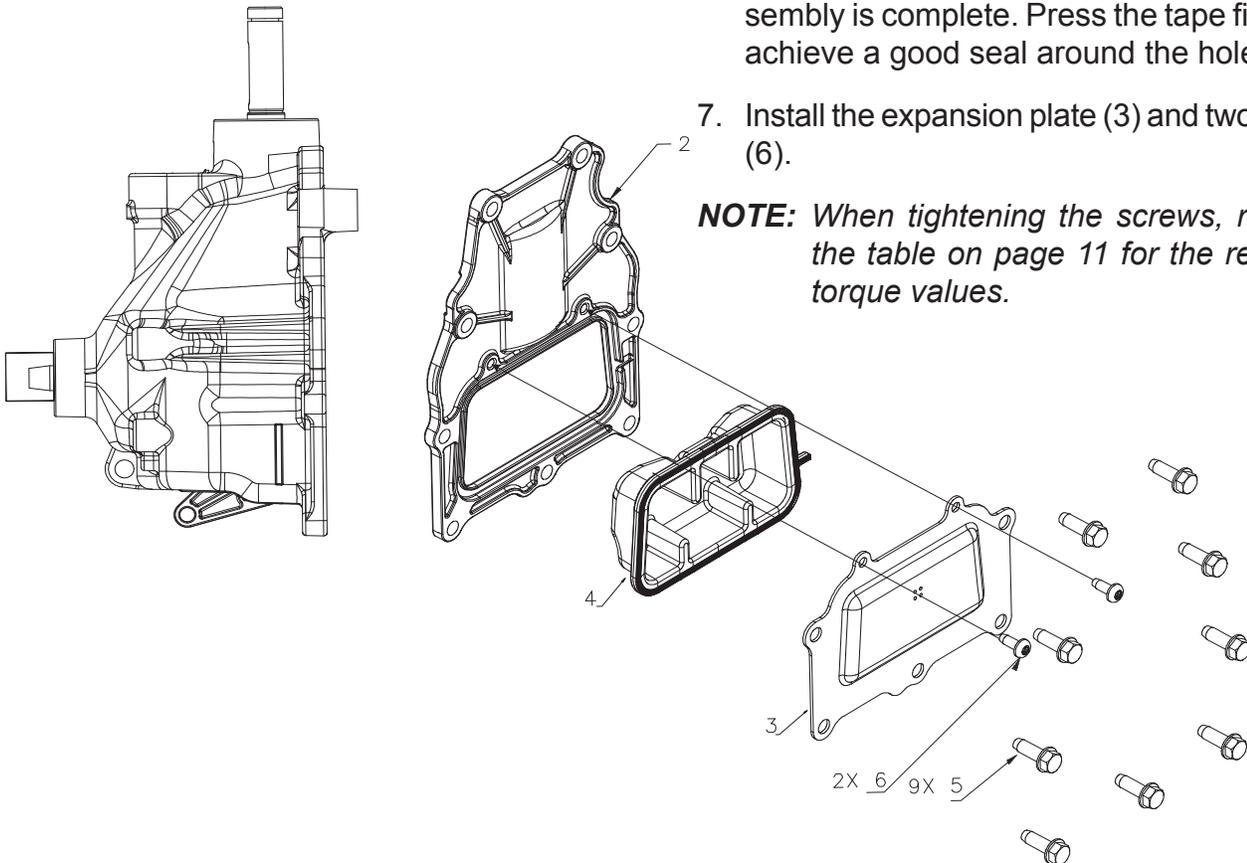


Figure 7, Side Housing

MOTOR SHAFT

Refer to Figure 8

Disassembly

1. Remove all items previously discussed in the recommended order.
2. Remove the seal guard (49).
3. Remove the retaining ring (48).
4. Remove the seal (47) and washer (46).
5. Remove the motor shaft assembly (43).

Inspection

1. Inspect all items for wear and or damage.

Assembly

1. Reassemble all parts in the reverse order of disassembly. The seal (47) will need to be replaced with a new seal from the seal kit.

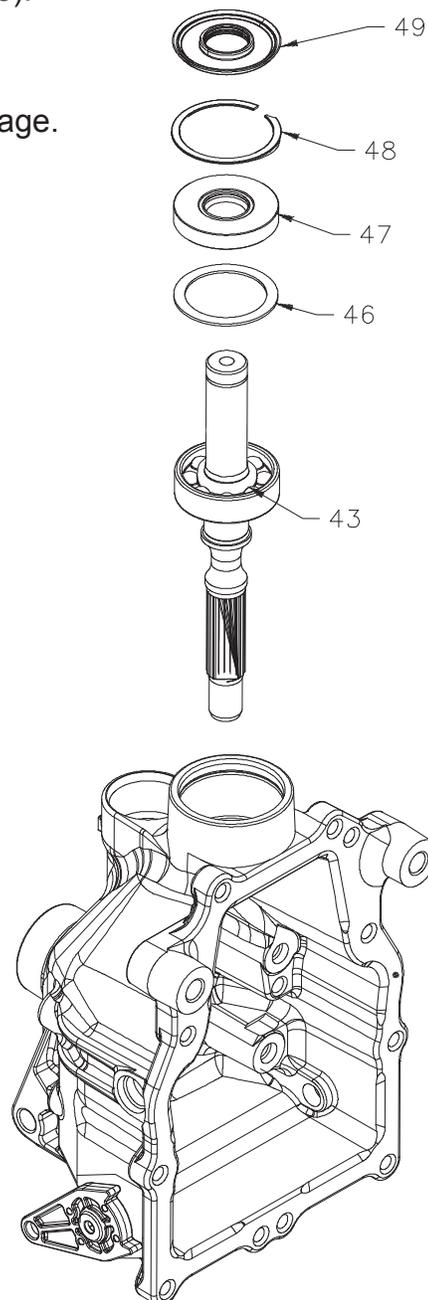


Figure 8, Motor Shaft

MOTOR BLOCK ASSEMBLY AND THRUST BEARING

Refer to Figure 9

Disassembly

1. Remove all items previously discussed in the recommended order.
2. Remove the motor block assembly (24) and thrust bearing (28). Slide a plastic putty knife between thrust bearing and housing. Compress the pistons to slide the block assembly out.

Inspection

1. Check each piston for proper operation by pressing the pistons in and releasing them in the block bore. Disassemble the pump cylinder block. Check for piston/block wear in the cylinder bore. Inspect the pistons (27), piston springs (25) and thrust washers (26) for excessive wear or damage.

NOTE: Thrust washers (26) may be held in place in the piston by residual oil.

Assembly

1. Reassemble the pistons, springs and washers into the cylinder block and set aside.
2. Reassemble the thrust bearing into the housing (28). Slide a plastic putty knife between thrust bearing and housing. Compress the pistons to slide the block assembly out.
3. Coat the pump running surface with clean motor oil.
4. Using a plastic putty knife compress the pistons of the motor block as it is reassembled.

NOTE: Care must be taken to prevent the scaring or scratching of the center section sealing face during this step.

5. Reassemble all parts in the reverse order of disassembly.

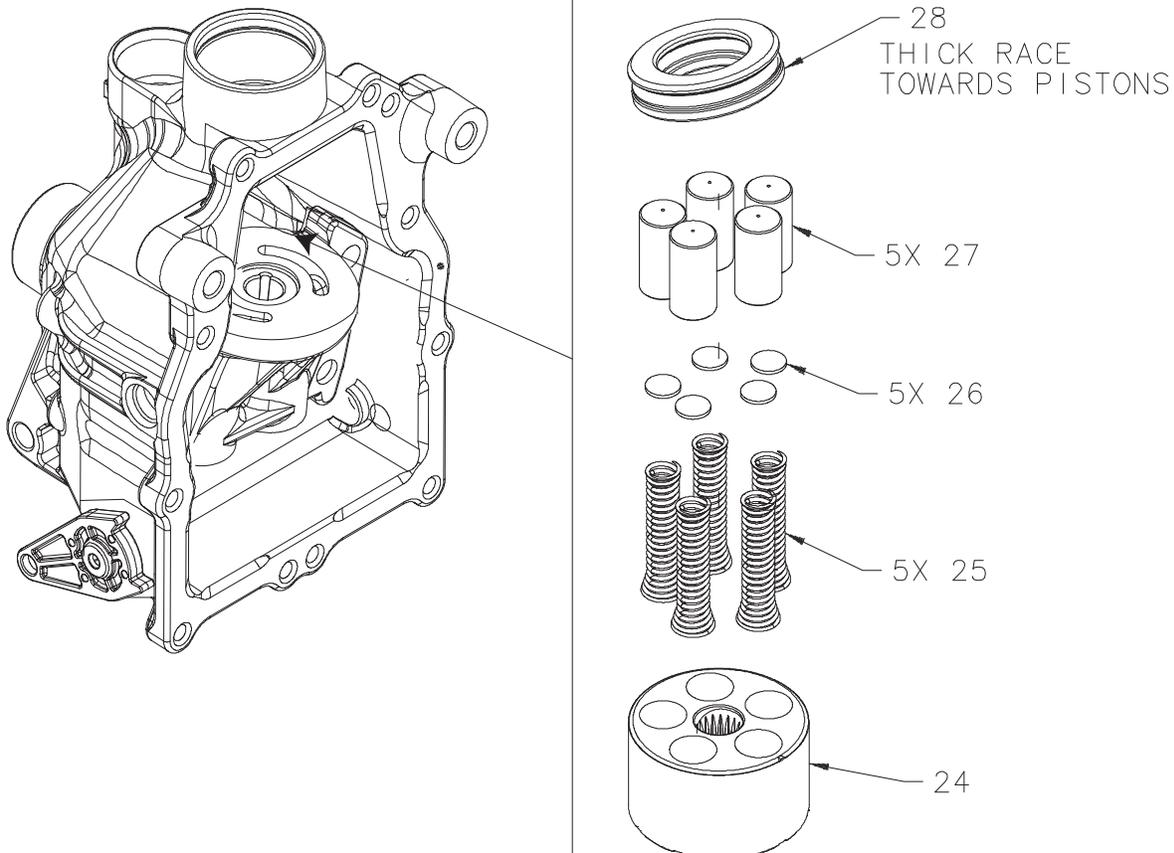


Figure 9, Motor Block and Thrust Bearing

CENTER SECTION

Refer to Figures 10 and 11

Disassembly

1. Remove all items previously discussed in the recommended order.
2. Remove the center section mounting bolts (23). NOTE: The center section is under pump block piston spring pressure. These screws are factory installed to 230-290 in/lbs and use an anaerobic thread adhesive. A breaker bar will be required at this step. Clean the internal threads of the mounting holes with compressed air.

Inspection

1. Inspect the center section block running surfaces (20).

NOTE: These “sealing” surfaces should be smooth in appearance without scratches, scoring, nicks or abrasions. Drag a fingernail across the surface to detect uneven wear or scratches which may not be visible.

2. Inspect the threaded check plug (21 & 22) ports of the center section for debris or damage.

3. Inspect all bearing, bushing and wear areas in the housing.

Assembly

1. Reassemble all parts in the reverse order of disassembly.
2. When installing the check plugs (21 & 22) refer to the table on page 11 for the required torque values.
3. Apply a light coating of oil to all running surfaces to prevent scoring during reassembly.
4. In order to reassemble the center section use the 1/4 inch diameter dowel pins (81) that are included in the seal kit. This will keep the center section in alignment. Remove these pins after the four bolts (23) are installed.
5. When tightening the bolts (23), refer to the table on page 11 for the required torque values.

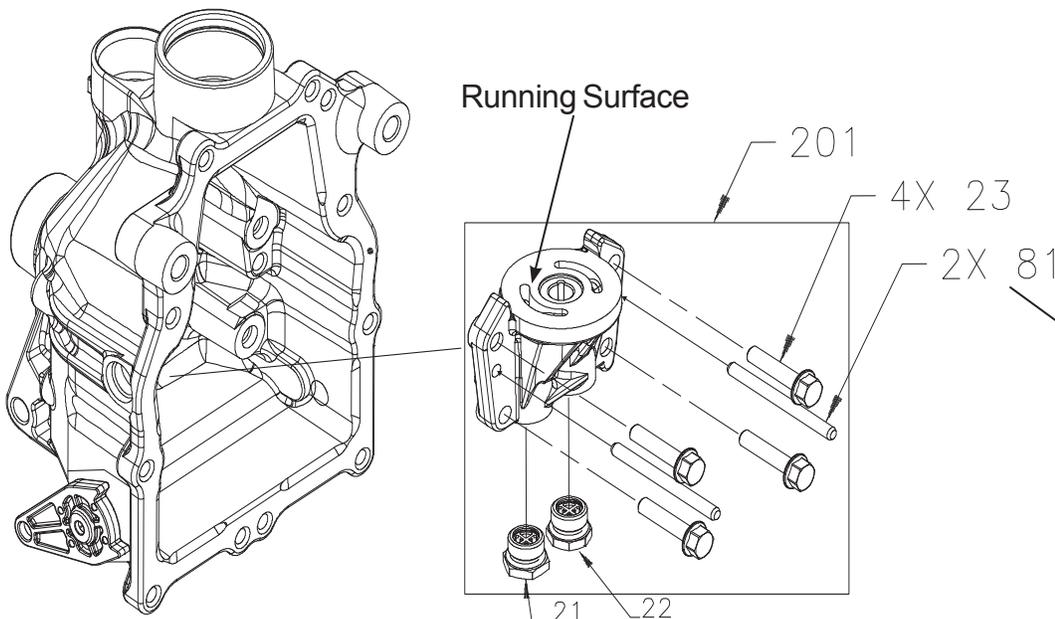
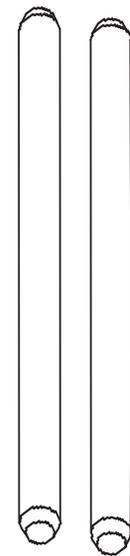


Figure 10, Center Section



Dowel pin - 3 inches in length and 1/4 inch diameter

Figure 11, Dowel Pin Dimensions

PUMP BLOCK

Refer to Figure 12

Disassembly

1. Remove all items previously discussed in the recommended order.
2. Remove the pump block assembly (18).

Inspection

1. Check each piston for proper operation by pressing the pistons in and releasing them in the block bore. Disassemble the pump cylinder block. Check for piston/block wear in the cylinder bore. Inspect the pistons, piston springs and thrust washers for excessive wear or damage.

NOTE: Thrust washers may be held in place in the piston by residual oil.

Assembly

1. Reassemble the pistons, springs and washers into the cylinder block and set aside.
2. Coat the pump running surface with clean motor oil.

NOTE: Care must be taken to prevent the scaring or scratching of the center section sealing face during this step.

3. Reassemble all parts in the reverse order of disassembly.

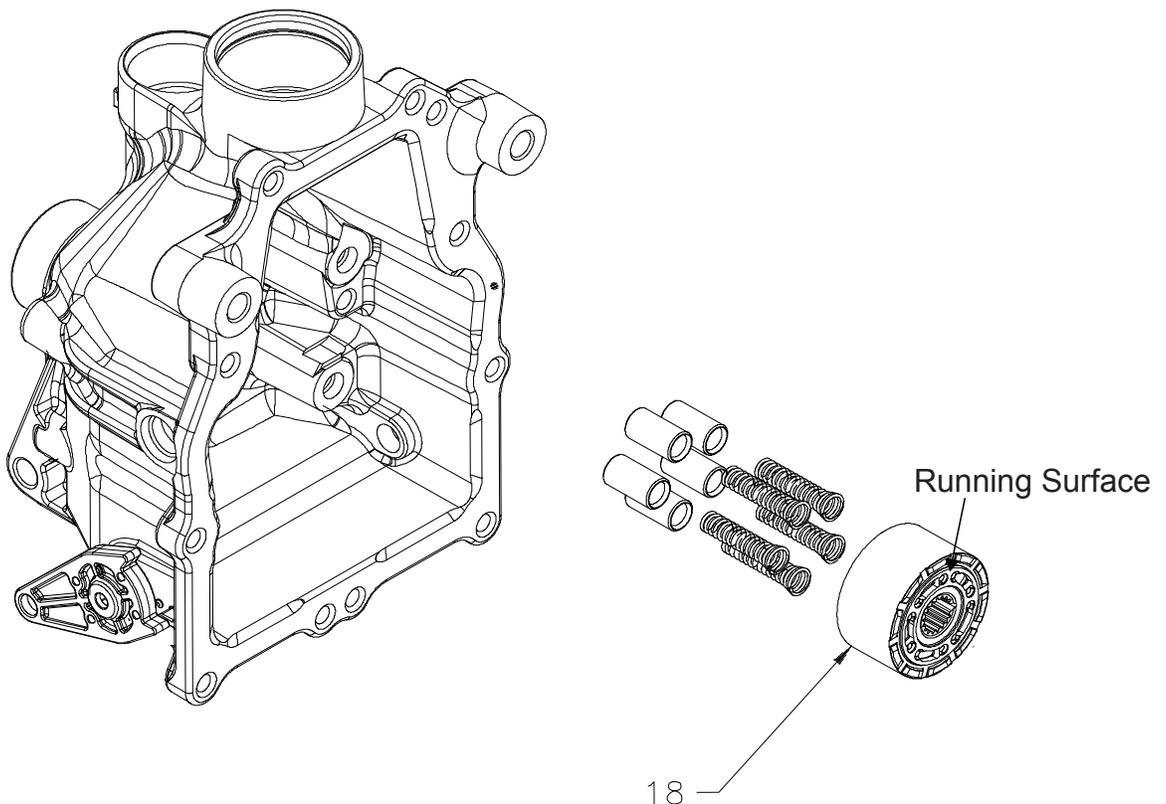


Figure 12, pump block

SWASH PLATE AND THRUST BEARING

Refer to Figure 13

Disassembly

1. Remove all items previously discussed in the recommended order.
2. Remove the swash plate (13) and thrust bearing (15).
3. Remove the cradle bearings (12).

Inspection

1. Inspect all components for wear or damage.

Assembly

1. Reassemble all parts in the reverse order of disassembly.

NOTE: When reassembling the thrust bearing (15) the thick race needs to be towards the pistons.

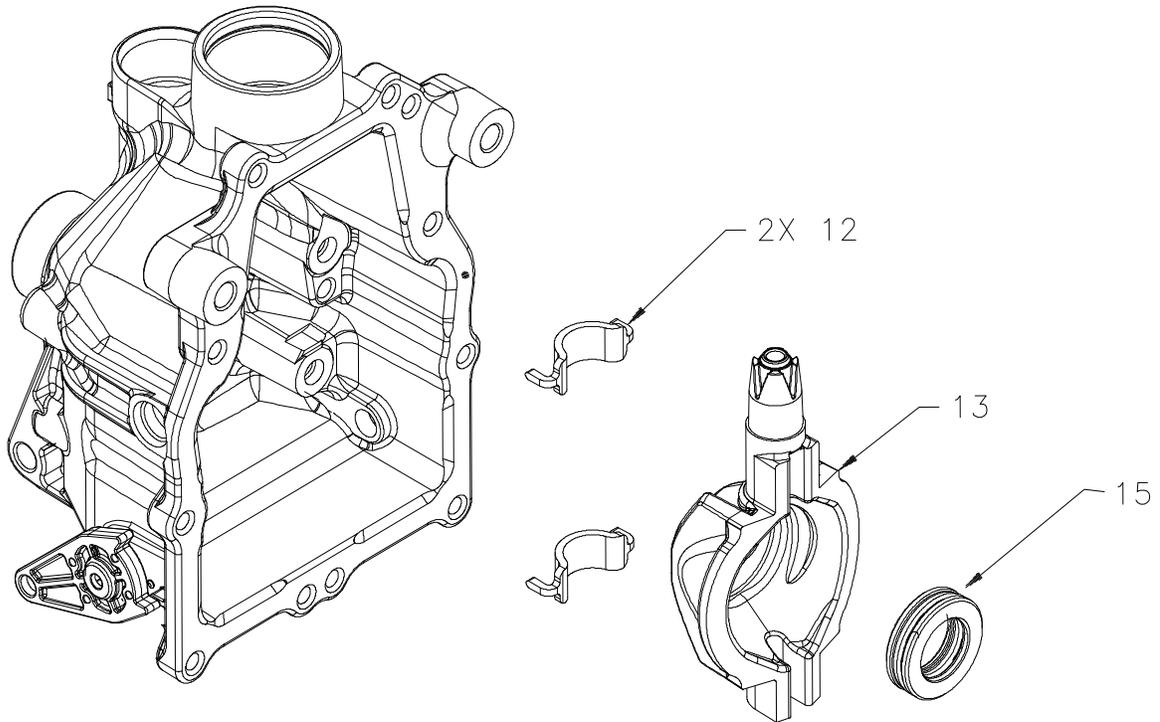


Figure 13, Brake Shaft Assembly

INPUT SHAFT

Refer to Figure 14

Disassembly

1. Remove all items previously discussed in the recommended order.
2. Remove the input shaft (14).

Assembly

1. Reassemble all parts in the reverse order of disassembly.

Inspection

1. Inspect all components for wear or damage.

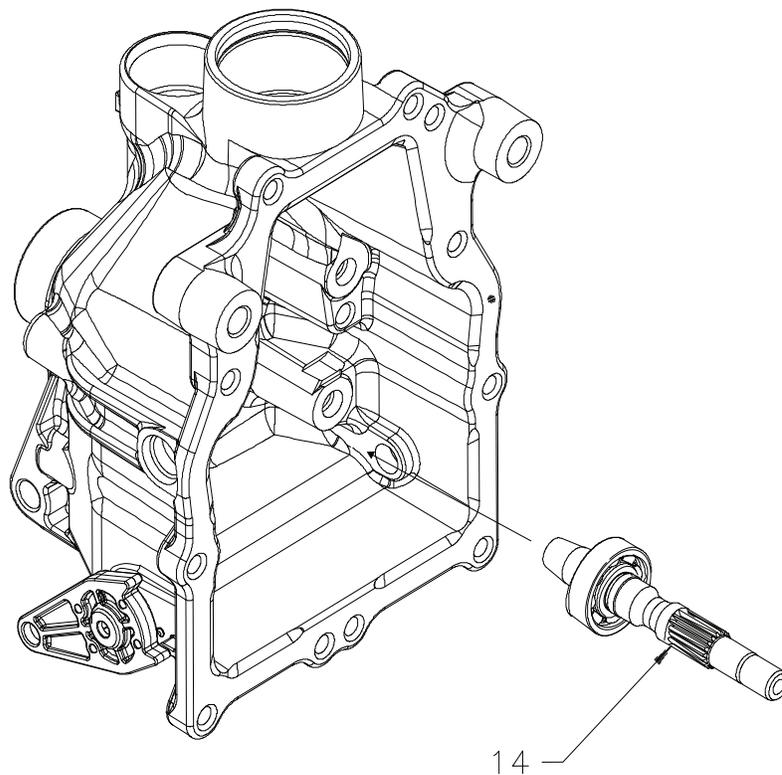


Figure 14, Brake Shaft Assembly

BYPASS ASSEMBLY

Refer to Figure 15

Disassembly

NOTE: Only remove the bypass assembly if necessary.

1. Remove all external items previously discussed in their recommended order.
2. Mark orientation of bypass arm (55). Remove screw (56) and bypass arm (55).
3. Remove retaining ring (54).
4. Remove seal (53).
5. Remove wave washer (52).
6. Remove bypass actuator (51).

Assembly

1. Reassemble all parts in the reverse order of disassembly.
2. Install a new seal (53) and bypass actuator (51) provided in seal kit.

Inspection

1. Inspect all components for wear or damage.

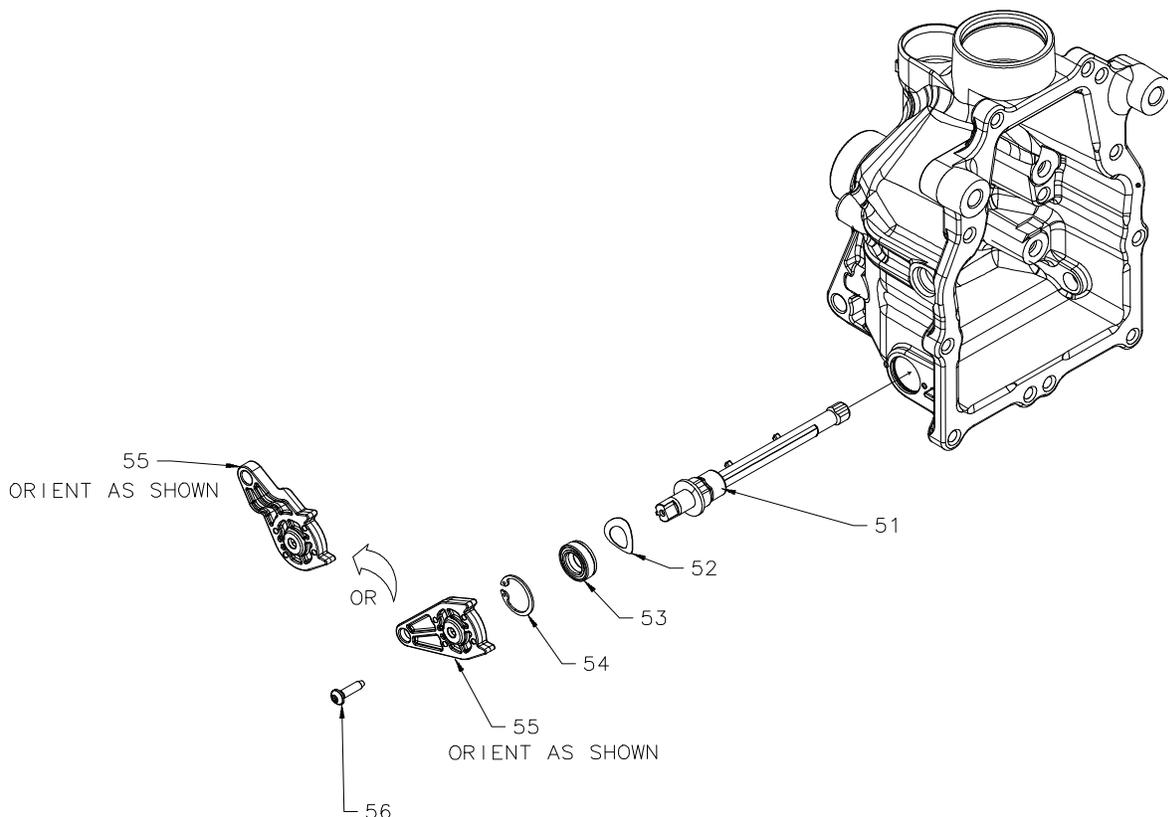


Figure 15, Bypass

ASSEMBLY AFTER A COMPLETE TEAR DOWN

If the unit has been torn down completely, the following summary identifies the assembly procedures necessary to completely assemble the unit. Each assembly procedure is located by a page reference.

The part reference numbers provided in each assembly procedure are keyed to the individual exploded views, and are also keyed to the complete unit exploded view on page 24.

1. Install input shaft (14), cradle bearings (12), swash plate (13), thrust bearing (15) and pump block (18). See pages 19-21.

2. Install check plugs (21 and 22) into center section assembly (20). See torques on page 11.

3. Install the center section (20) using two 1/4 inch diameter dowel pins (included in the center section kit). Remove these pins after the four bolts (23) are installed. See page 18 for a diagram and page 11 for torque specifications.

4. Install a new bypass actuator (51) that is included in the seal kit, wave washer (52), new seal (53), retaining ring (54), bypass arm (55) and screw (56). See page 22 for diagram and page 11 for torque specifications.

5. Install motor block assembly (24) and thrust bearing (28). Reassembly the thrust bearing into the housing. Make sure the thick race of the thrust bearing is against the pistons. Coat running surfaces with oil. Use a plastic putty knife to compress the pistons of the motor block as it is reassembled. See page 17.

6. Install motor shaft (43), washer (46), new seal (47), retaining ring (48) and new seal guard (49). See page 16.

7. Before installing the side housing remove all old sealant. Apply a bead of sealant around the perimeter of the middle housing face. Align the side housing (2) with the main housing (1) use care not to smear the sealant bead.

8. Install the bladder (4).

9. Assemble the expansion plate cover (3) to the side cover, securing the bladder.

10. Install the housing screws (5) and expansion plate screws (2). These screws are self-tapping and will need to be pre-started by hand to avoid cross threading. See page 15 for diagram and page 11 for torque specifications.

11. Install new seal (32), control arm (33) and screw (34). See page 14 for diagram and page 11 for torque specifications.

12. Install new seal (61), pulley hub (62), fan and pulley (65 & 64), washer (66) and bolt (67).

Important Pages:

Page 8.....	Fluid Volume and Level
Page 9.....	Purging Procedures
Page 11.....	Required Torque Values
Page 13-22.....	Tear down and Assembly
Page 24.....	Exploded View
Page 25.....	Parts List

RT-310™ PARTS LIST

1	HOUSING, MAIN, SHOT
2	COVER
3	PLATE, EXPANSION
4	BLADDER
5	SCREW, HEX FLANGE
6	BOLT, SELF TAPPING
7	PLUG, 9/16-18 STRAIGHT THREAD SOCKET HEAD
12	BEARING, CRADLE
13	SWASH PLATE
14	KIT, INPUT SHAFT
15	BEARING
18	KIT, 3cc BLOCK
23	SCREW, HFHCS
24	KIT, 10cc BLOCK
28	BEARING, THRUST
33	ARM, CONTROL
34	SCREW, HEX WASHER
43	KIT, MOTOR SHAFT
46	WASHER, FLAT
55	ARM, BYPASS
56	SCREW, M4 X 16, WUPLAST
81	PIN, STRAIGHT HEADLESS
200	KIT, SEAL
201	KIT, CENTER SECTION
202	KIT, FAN/PULLEY

GLOSSARY OF TERMS

Axial Piston: Type of design for hydraulic motors and pumps in which the pistons are arranged parallel with the spindle (input or output shaft).

Bypass Valve: A valve whose primary function is to open a path for the fluid to bypass the motor or pump. Also referred to occasionally as the freewheel valve or dump valve.

Case Drain Line (Return Line): A line returning fluid from the component housing to the reservoir.

Cavitation: A concentrated gaseous condition within the fluid causing the rapid implosion of a gaseous bubble.

Center Section: A device which acts as the valve body and manifold of the transmission.

Charge Pump: A device which supplies replenishing fluid to the fluid power system (closed loop).

Charge Pressure: The pressure at which replenishing fluid is forced into a fluid power system.

Charge Relief Valve: A pressure control valve whose primary function is to limit pressure in the charge circuit.

Check Valve: A valve whose primary function is to restrict flow in one direction.

Closed Loop: A sealed and uninterrupted circulating path for fluid flow from the pump to the motor and back.

Decay Rate: The ratio of pressure decay over time.

End Cap: See "Center Section."

Entrained Air: A mechanically generated mixture of air bubbles having a tendency to separate from the liquid phase.

Gerotor: A formed rotor set operating about an eccentric that provides a fixed displacement for pumps or motors.

Hydraulic Motor: A device which converts hydraulic fluid power into mechanical force and motion by transfer of flow under pressure.

Hydraulic Pump: A device which converts mechanical force and motion into hydraulic fluid power by producing flow.

Hydrostatic Pump: See "Hydraulic Pump."

Hydrostatic Transaxle: A multi component assembly including a gear case and a hydrostatic transmission.

Hydrostatic Transmission: The combination of a hydraulic pump and motor in one housing to form a device for the control and transfer of power.

Inlet Line: A supply line to the pump.

Integrated Zero-Turn Transaxle: The combination of a hydrostatic transmission and gear case in one housing to form a complete transaxle.

Manifold: A conductor which provides multiple connection ports.

Neutral: Typically described as a condition in which fluid flow and system pressure is below that which is required to turn the output shaft of the motor.

Pressure Decay: A falling pressure.

Priming: The filling of the charge circuit and closed loop of the fluid power system during start up, frequently achieved by pressurizing the fluid in the inlet line.

Purging: The act of replacing air with fluid in a fluid power system by forcing fluid into all of the components and allowing the air a path of escape.

Rated Flow: The maximum flow that the power supply system is capable of maintaining at a specific operating pressure.

Scoring: Scratches in the direction of motion of mechanical parts caused by abrasive contaminants.

Swash Plate: A mechanical device used to control the displacement of the pump pistons in a fluid power system.

System Charge Check Valve: A valve controlling the replenishing flow of fluid from a charge circuit to the closed loop in a fluid power system.

System Pressure: The pressure which overcomes the total resistance in a system, including all efficiency losses.

Valve: A device which controls fluid flow direction, pressure, or flow rate.

Variable Displacement Pump: A pump in which the displacement per revolution can be varied.

Volumetric Displacement: The volume for one revolution.



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