26.22. The crease in the brake arm acts as a cam: See Figure 26.22.

Figure 26.22

- The brake arm pivots on a square-headed stud.
- The two pins are forced against the backing plate when force is applied to the arm.
- The backing plate rides between the pins and the pad, to prevent the pins form working through the brake pad.

26.23. Replace the pads if they are worn. They frequently last many years unless the brakes have been dragging.

26.24. Be sure the pin bores are clear of dirt and corrosion: either may cause the pins to bind and the brakes to drag.

26.25. On assembly, apply a sparing amount of dry graphite lubricant to the pins and the spots on the brake arm that they contact. Do not allow any lubricant to get on the brake pad.

26.26. Install the brake caliper, tightening the two bolts to 7 to 10 ft.-lbs., then check and adjust the pad-to-rotor clearance. See Figure 26.11.

26.27. Lock the adjustment nut with a new cotter pin.

26.28. Install the rear wheel, tightening the lug nuts to a torque of 350 to 500 in.-lbs. Lower the tractor to the ground.

26.29. After any brake service is performed, test the brakes as described in steps 23.3 - 23.4 then test-drive the tractor in a safe area that is free of hazards, obstacles, and by-standers before returning the tractor to service.

26.30. If the brake is adjusted correctly and there is insufficient travel in the linkage to fully apply the brakes, a simple visual inspection should identify the cause.

26.31. Confirm that the brake pedal is firmly attached to the pedal shaft. See Figure 26.31.

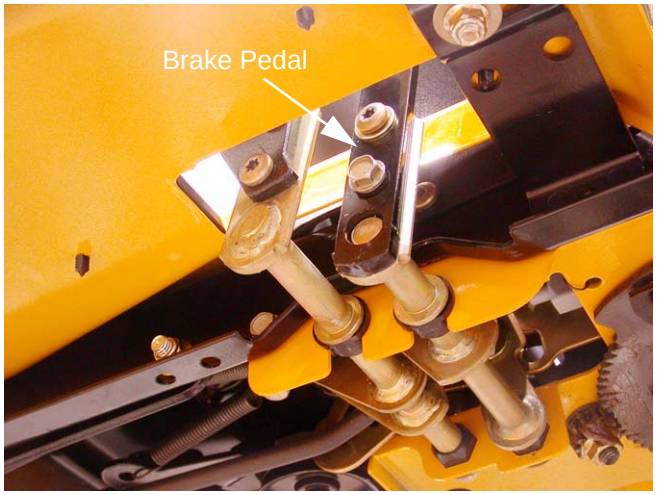

Figure 26.31

26.32. Remove the cutting deck to inspect the brake pedal shaft, bushings, and bracket.

26.33. Check for excessive play in the bushings. Replace them if they are worn.

27. PEDAL BUSHING REPLACEMENT

27.1. If any of the pedal bushings are worn, replace all the bushings.

27.2. Remove the brake pedal where it connects to the brake pedal shaft.

27.3. Remove and discard both cotter pins that secure the brake pedal shaft and the hydro drive pedal shaft to the frame. See Figure 27.3.

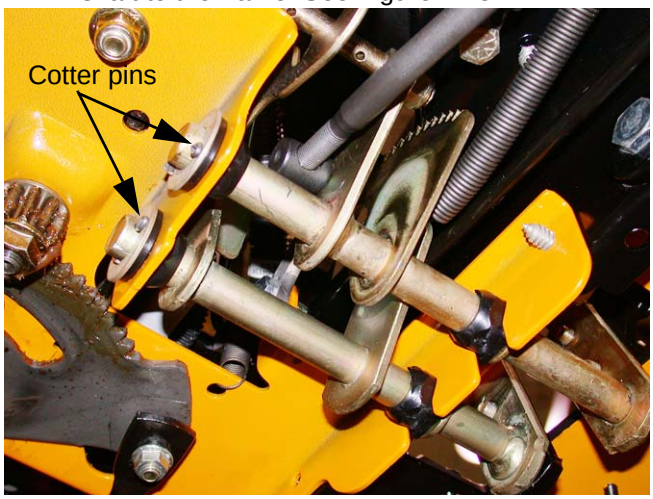

Figure 27.3

27.4. Remove the large washers and inner bushings from each shaft.

27.5. Press both shafts as far outward as possible, and pry the worn bushings out of the bracket. See Figure 27.5.

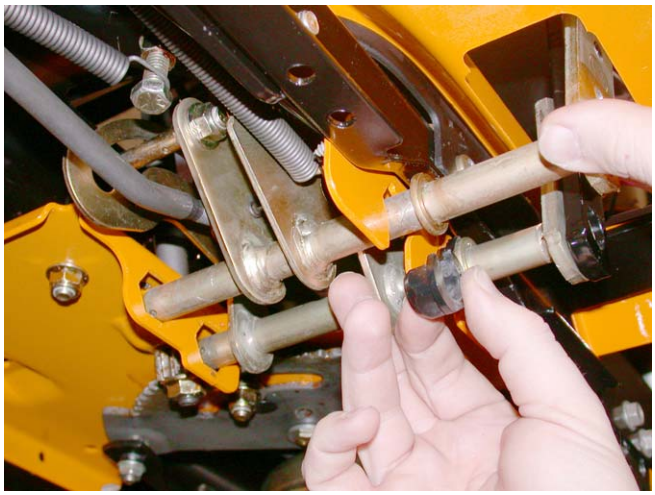

Figure 27.5

NOTE: A pair of vice-grips and a plate can be used to press the end of the shaft flush with the edge of the bracket to aid removal of the bushings.

NOTE: The inner bushing is a hex flange bushing. The outer bushing is similar, but has one open side. The “tooth” in the top facet of the bracket that supports the bushing registers in open side of the bushing.

27.6. Clean any corrosion or dirt from the surfaces where the pedal shafts contact the bushings, and slip the new bushings into place. See Figure 27.6.

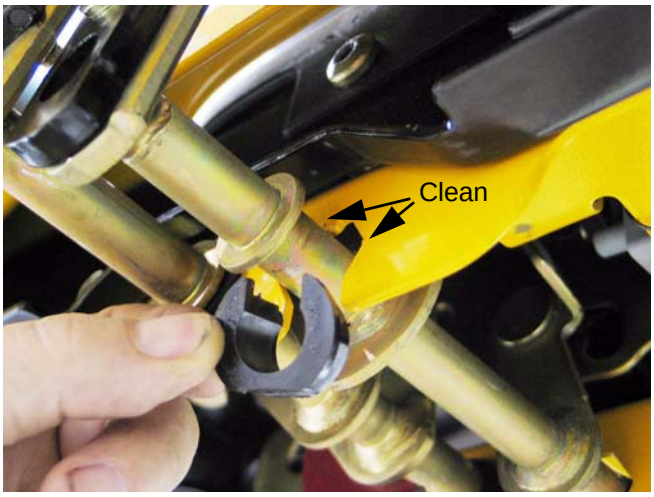

Figure 27.6

NOTE: Lubrication with grease may accelerate bushing wear. If lubrication is applied it should be in dry form such as graphite or PTFE (Teflon).

27.7. Secure the inner bushings with new cotter pins and the flat washers that were previously removed.

27.8. Move the pedal through it’s range of travel to check for bind. If binding is encountered:

- Bind in a portion if the travel may be caused by a bent pedal shaft.
- Constant bind is likely to be caused by a bent bracket.
- Also check for interference between the park brake and cruise control interlocks.

27.9. Correct any binding condition.

27.10. Connect the brake rod to the brake pedal shaft, and secure it with a new cotter pin.

27.11. After any brake service is performed, test the brakes as described in Section 23, then test-drive the tractor in a safe area that is free of hazards, obstacles, and by-standers before returning the tractor to service.

28. TRANSAXLE SERVICE AND MAINTENANCE: HYDROSTATIC LT

28.1. In normal use, the transaxle should last the life of the tractor with minimal maintenance.