

Annotation:

This service bulletin contains information on BELARUS tractor operation manual amendment associated with the introduction of rear PTO shaft 90-4202010 with modified band brake tightening mechanism.

Changes:

In Section **Introduction** The distinctive features of the tractors described in the Manual on page 7 point 3 shall be replaced:

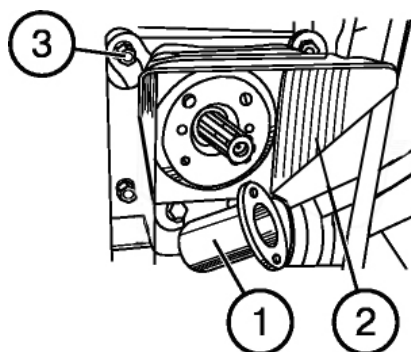
- the information available: 3. Unified rear driving axle with more convenient external readjustment of planetary gear brake bands.

- shall be replaced with:

3. Standard-Dimensioned Rear PTO with Modified Band Brake Tightening Mechanism.

The figure B on page 114 in Section **Operating Instructions** shall be replaced:

- the figure available:



- shall be replaced with:

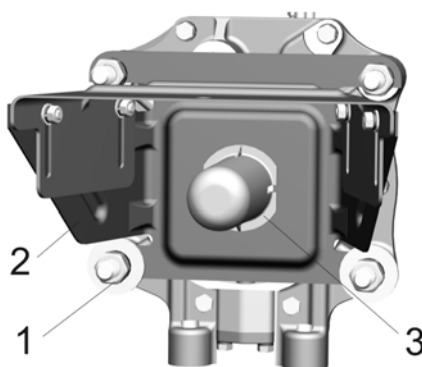


Figure 1a – Disassembly of PTO shaft end extension cap safeguard
1 - nut; 2 - safeguard; 3 - cap.



The information on page 114 in Section Specifics of Tractor Operation with Machines requiring rear PTO drive shall be amended as follows:

- the information available:

1. Unscrew two bolts and remove cap (1).
2. Unscrew four nuts (3) and remove housing (2).

- shall be replaced with:

1. Self-locking cap 3 is mounted on the PTO cover. Manually apply some pressure on the top side of the cap in order to take it off.
2. Unscrew four nuts (1) and remove safeguard (2).

Subsections External Readjustment of PTO Brake Bands, Procedure of the External Readjustment and the figure on page 162 In Subsection Adjusting the Power Takeoff Shaft of Section Adjustments shall be cancelled.

Subsection Adjusting the Control When Repairing the PTO (page 163) shall be amended as follows:

ATTENTION: PTO BAND BRAKE CLEARANCE ADJUSTMENT SHALL BE CARRIED OUT ONLY BY DEALERS IN A SPECIALIZED WORKSHOP!

The adjustment order is as follows:

- set lever 1 (Figure 2a) in the neutral position, by aligning the holes in the lever and the rear axle housing using a 8 mm hinge or service bolt 6 (M10x60);
- unfasten and remove stopping device 3, preventing adjusting screws 4 from slipping;
- screw adjusting screws 4 in to 8-10 N·m, after that unscrew them by 1,5...2 turns (the screws can be accessed through the hatch in the rear axle cover), then tighten the screws further to the nearest side in such a way that the screw heads are parallel to the chassis longitudinal axle. When the adjustment procedure is finished, put stopping device 3 in its initial position.
- remove bolt 6 (Figure 2a), retaining lever 1 in the neutral position;
- screw bolt 2 into lever 1 to get dimension A secure it with locknut 5.
- put lever 1 back in ON position;
- adjust dimension B by changing the lengths of links 8 and 9;

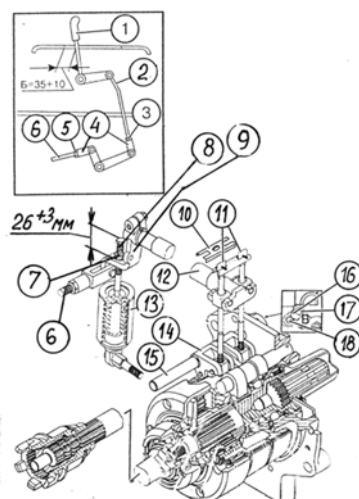
The brake performance with the PTO mechanical control, absence of slipping depends only on the spring mechanism especially on the open spaces around and the levers, connected to it. PTO slipping means, that the spring mechanism or the levers meet additional resistance if moved due to the absence of lubricant in the joints, higher than normal impurities number, butting against the adjacent parts of the tractor and so on.

If the PTO is still slipping, remove the PTO cover from the chassis and replace PTO bands having worn-out pads with the new ones. After that place the PTO cover back and carry out main clearance adjustment operations in the band brakes, as specified above.

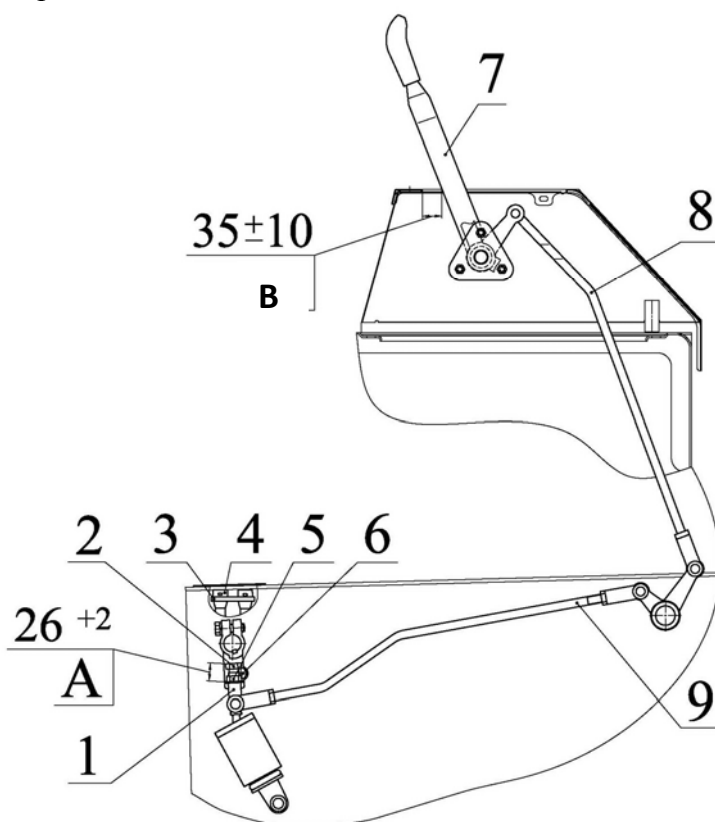
Dimension B (Figure 2a) can be checked on the chassis with the engine disengaged. PTO engagement lever 7 shall neatly pass through neutral position (dead centre) into positions ON-OFF.

ATTENTION: ALL ADJUSTMENT OPERATIONS SHALL BE CARRIED OUT WITH THE TRACTOR ENGINE DISENGAGED!

The figure on page 163 shall be replaced
- the figure available:



- shall be replaced with:



1 - lever; 2, - bolt; 3 – stopping device; 4 – adjusting screw; 5 - nut; 6 – service bolt; 7 – PTO engagement lever; 8 - link; 9 - link.

Figure 2a – PTO with band brakes and mechanical control