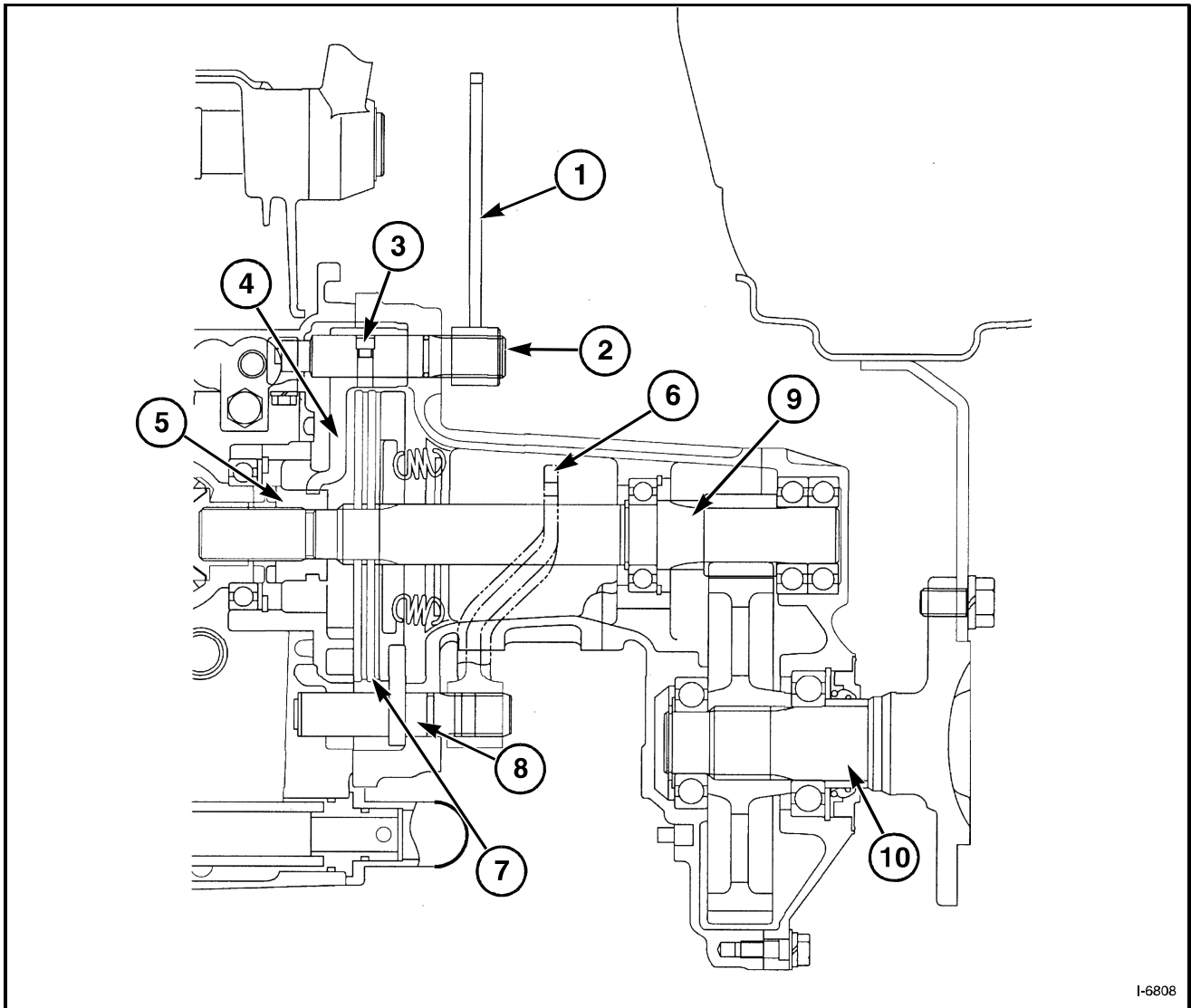


Massey Ferguson®
1528 / 1531
Hydrostatic Compact Tractor

WORKSHOP SERVICE MANUAL
4283034M1

CONTENTS

GENERAL INFORMATION	01
SPLITTING THE TRACTOR.....	02
ENGINE	03A
ENGINE ACCESSORIES	03B
TRANSMISSION.....	04
HYDROSTATIC TRANSMISSION.....	05
FRONT AXLE	06
REAR AXLE HOUSING	07
STEERING.....	08
HYDRAULICS	09
ELECTRICAL ACCESSORIES.....	10

REAR AXLE HOUSING**CONSTRUCTION**

I-6808

FIG. 1**FIG. 1:** Rear axle housing.

- (1) Differential Lock Lever
- (2) Differential Lock Shaft
- (3) Differential Lock Pin
- (4) Differential Lock Fork
- (5) Differential Lock

- (6) Brake Lever
- (7) Brake Discs and Separators
- (8) Brake Actuator
- (9) Axle Shaft (Wheel Pinion)
- (10) Wheel Shaft

Rear Axle Housing

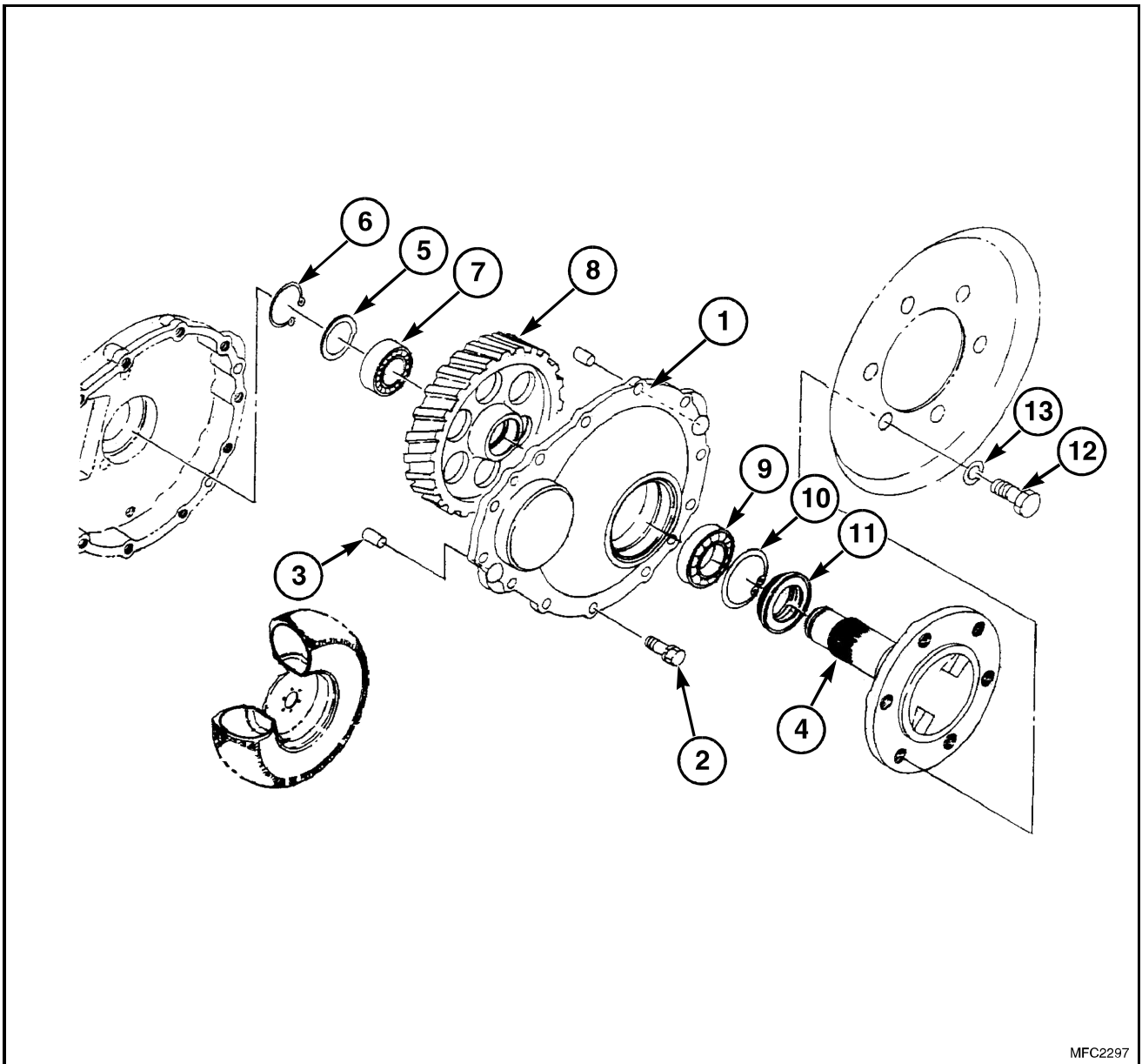
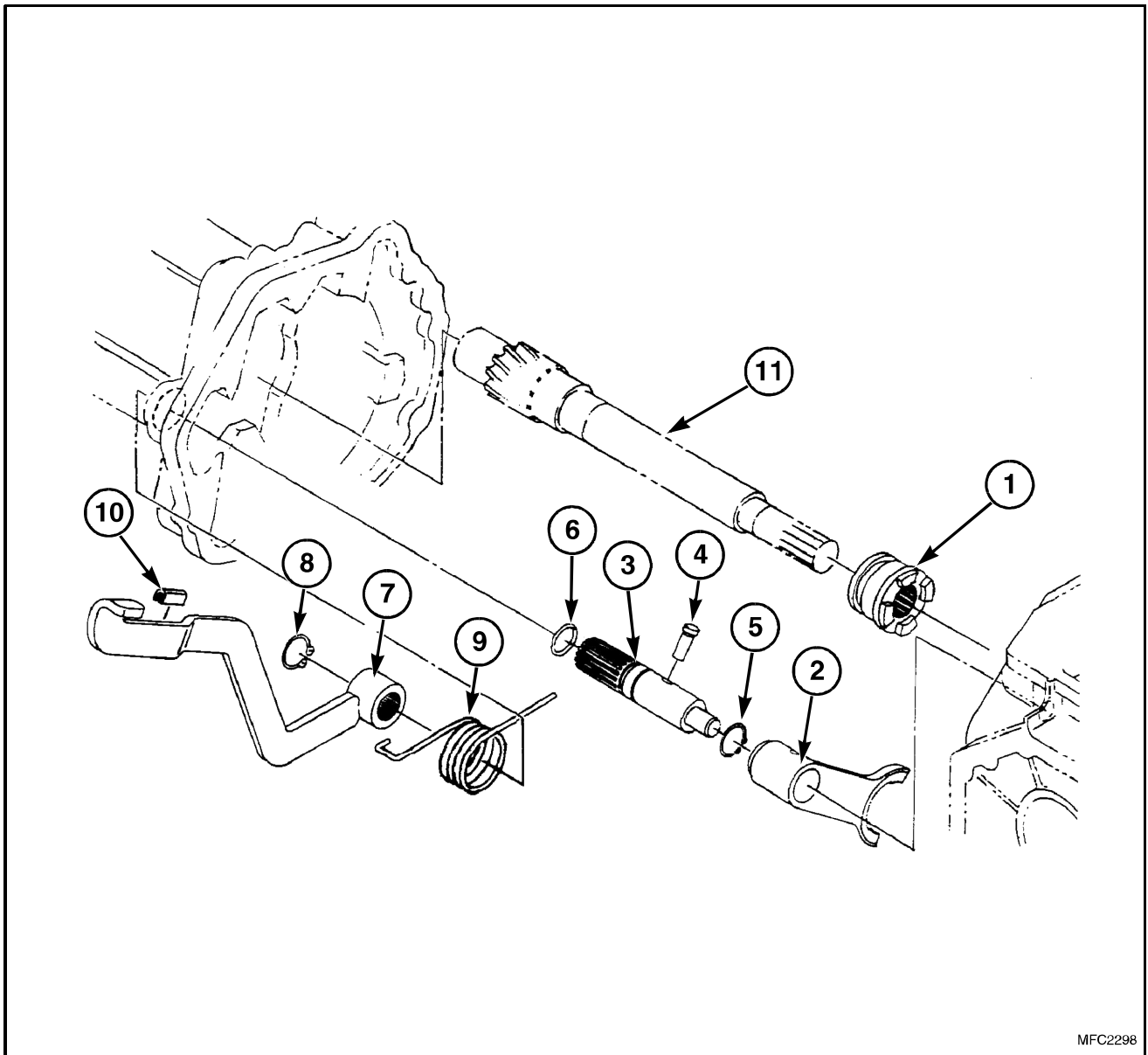


FIG. 2

FIG. 2: Rear axle.

- | | |
|------------------------|--------------------------|
| (1) Wheel Housing | (8) Bull Gear 62T |
| (2) Bolt | (9) Bearing |
| (3) Dowel | (10) Snap Ring |
| (4) Axle (Wheel) Shaft | (11) Seal |
| (5) Collar 35 x 50 x 2 | (12) Wheel Bolt M16 x 30 |
| (6) Snap Ring | (13) Lockwasher |
| (7) Bearing | |



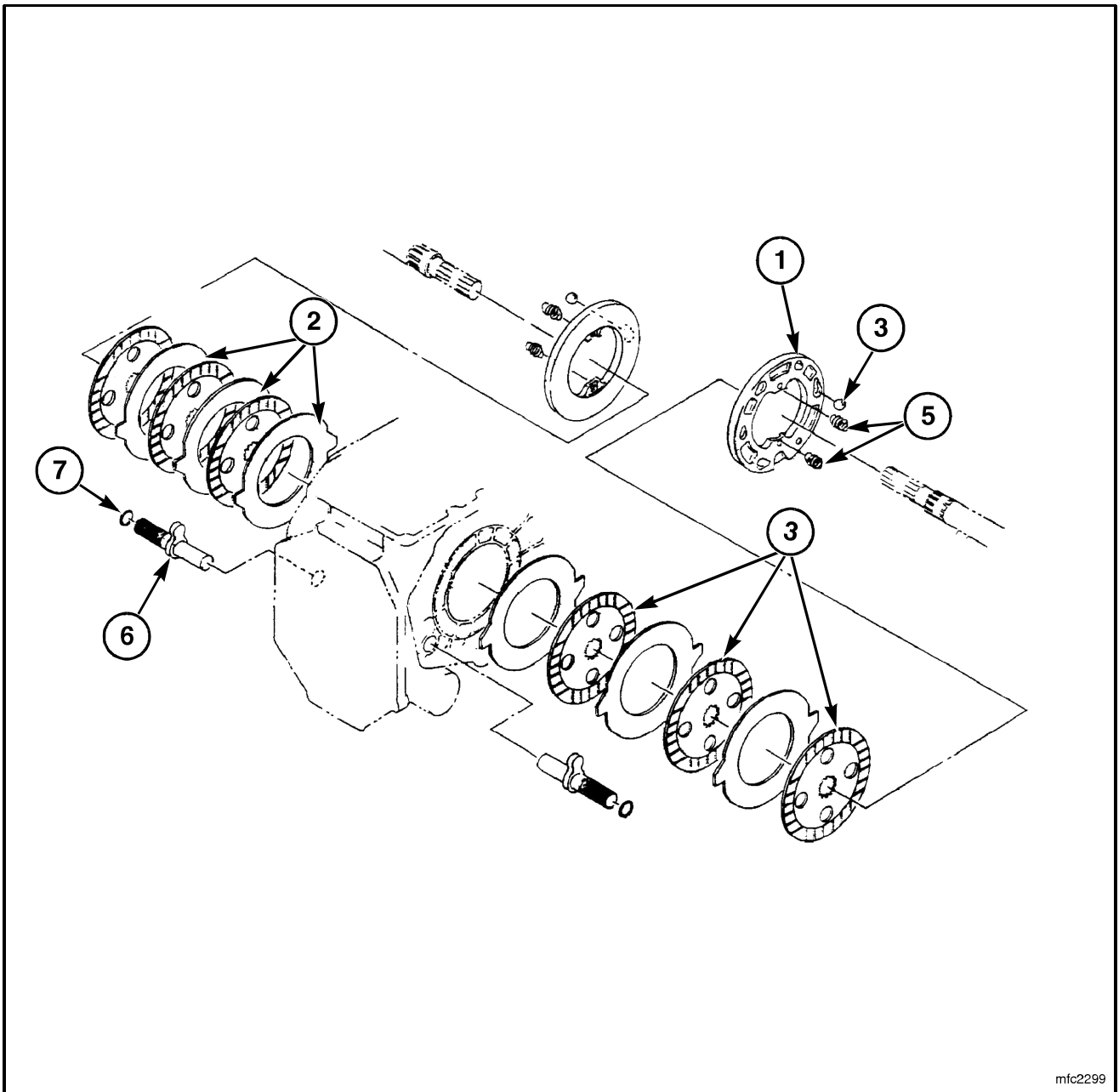
MFC2298

FIG. 3

FIG. 3: Differential lock.

- (1) Differential Lock
- (2) Differential Lock Fork
- (3) Differential Lock Shaft
- (4) Differential Lock Pin
- (5) Snap Ring
- (6) O-Ring
- (7) Pedal
- (8) Snap Ring
- (9) Spring
- (10) Insulator
- (11) Wheel Pinion

Rear Axle Housing



mfc2299

FIG. 4

FIG. 4: Brakes.

- (1) Actuator
- (2) Separator Plate
- (3) Brake Disc
- (4) Ball (three per side)
- (5) Spring
- (6) Shaft
- (7) O-Ring

DISASSEMBLY

As the rear axle housings are symmetric to each other. The following explanation is based on the right-hand rear axle housing which includes the differential lock.

Separate the rear axle housing from the rear transmission case.

FIG. 5: Remove the differential lock spring and drive out the differential lock shaft.

NOTE: Make match marks on the differential lock shaft and differential lock arm prior to disassembling to aid in reassembly.

Remove the brake discs and separator plates.

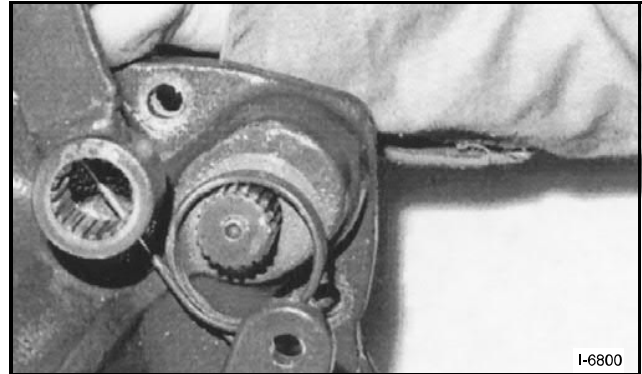


FIG. 5

FIG. 6: Separate the differential lock shifter (1) from the shaft (2) by removing the pin (3).

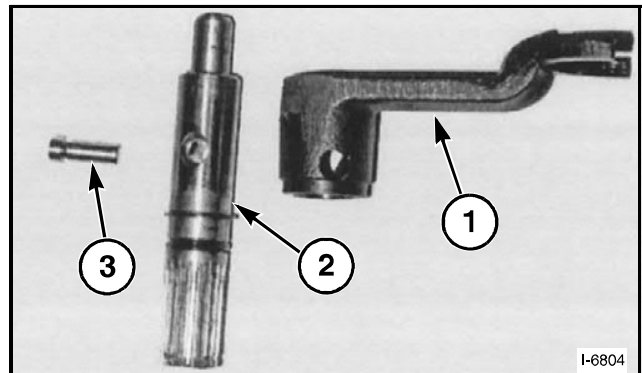


FIG. 6

FIG. 7: The brake actuator can be removed by unhooking the actuator springs (1).

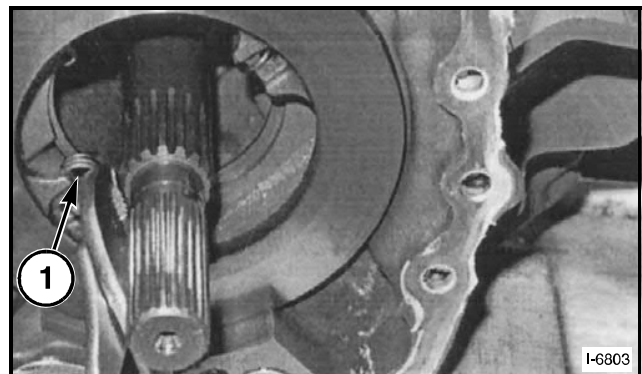


FIG. 7

Rear Axle Housing

FIG. 8: Remove the outer half of the axle assembly from the rear axle housing.

Remove the snap ring (1) from the wheel shaft and pull off the bearing (2) and bull gear (3) with a gear puller.

Press out the axle shaft from the housing.

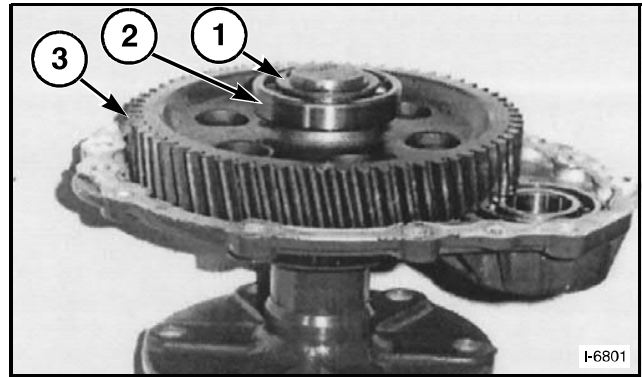


FIG. 8

FIG. 9: Remove the snap ring and pull out the wheel pinion shaft.

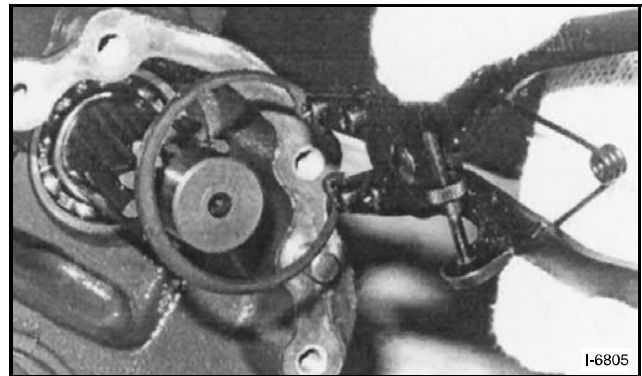


FIG. 9

INSPECTION

Brake and Related Parts

FIG. 10: Check the brake discs and separator plates for wear, flaws, deformation, etc. Defective parts should be replaced with new ones.

	Standard Value	Usable Limit
Brake Disc	4.1 ± 0.1 mm (.161 ± .004)	3.5 mm (.137)
Separator Plate	3.2 ± 0.8 mm (.126 ± .03)	3.0 mm (.118)

Check the actuator ball and ball way for abnormal wear. Defective parts should be replaced.

Final Reduction Gears, Wheel Shaft, and Related Parts

Check the wheel pinion and wheel gear for tooth bearing and wear.

Check the contact surface of the wheel shaft with the oil seal lips.

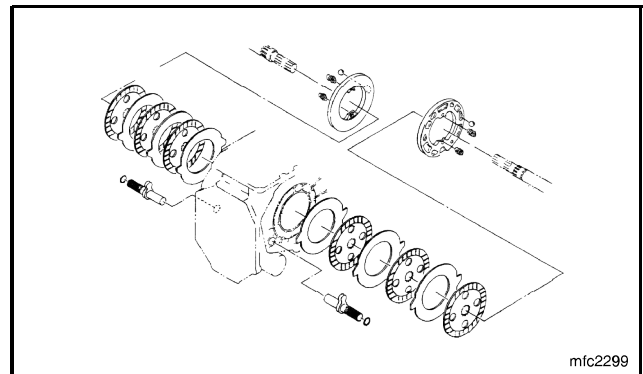


FIG. 10

Rear Axle Housing

PRECAUTIONS FOR RE-ASSEMBLY

As the right and left actuators are different from each other, be sure to install them correctly.

When assembling the brake discs, be sure to align the oil holes in them.

Before re-installing new brake discs, immerse them in oil for a while.

FIG. 11: When re-installing the oil seal into the wheel metal (support). Oil seal should be installed so that pressure is applied only to hatched part (1) of the illustration.

Drive in the wheel shaft into the housing until the shaft is securely seated in position.

NOTE: Take care not to damage the oil seal.

Install the wheel gear in the correct way, the longer boss should be turned outwards.

After installing the wheel shaft, insert the bearing and collar and retain it with the snap ring.

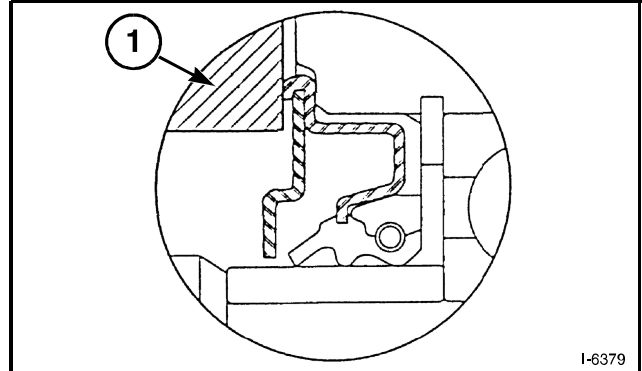


FIG. 11

FIG. 12: When installing the dif-lock fork (1) on the shaft (2) be sure to insert the pin (3) in the correct way. After installation, the shifter should move smoothly.

Assemble the brake shaft and arm, and the differential lock shaft and arm aligning the markings on their respective splines.

Use silicone between housing surfaces.

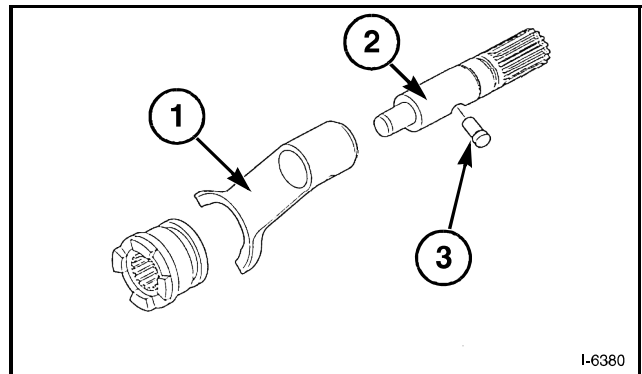


FIG. 12

BRAKE ADJUSTMENT

FIG. 13: Unlatch pedals and check free-play of each brake pedal. Correct free-play A of each individual brake pedal is 20 to 30 mm (7/8 in to 1-1/8 in).

NOTE: Through use, free-play will increase and brake balance will be affected. Adjust and balance brakes before free-play is excessive.

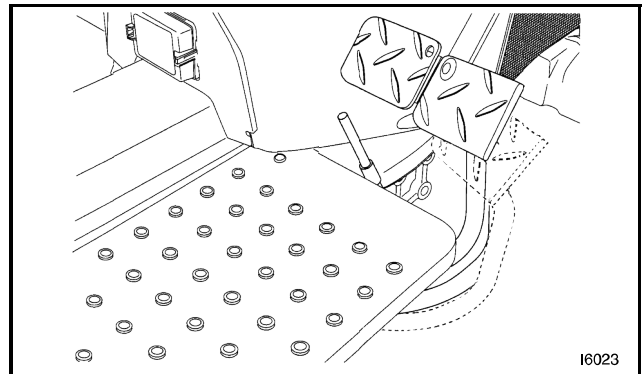


FIG. 13

FIG. 14: Loosen lock nut (1) (right-hand thread) and lock nut (2) (left-hand thread). Adjust rod (3) using weld nut so free-play is correct for respective brake pedal.

Repeat procedure for other brake so free-play in pedals is equal. Secure lock nuts against clevis.

When adjustment is complete, latch pedals together and operate Tractor at low speed. Depress pedals. If Tractor has tendency to pull to one side, slight readjustment of one brake is required.

Make sure lock nuts are secured when brake adjustment is complete. Check operation of parking brakes after adjustment is made.

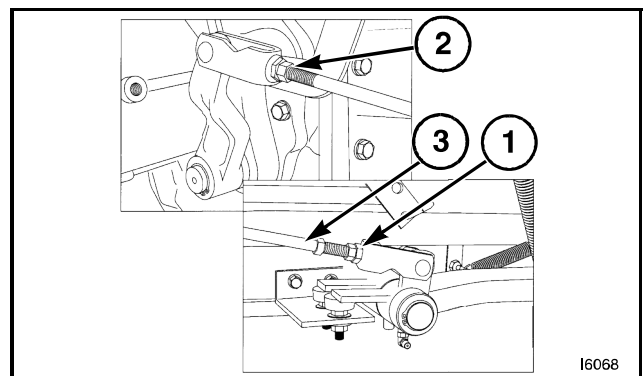


FIG. 14



CAUTION: Brakes must be adjusted evenly to permit equal braking action at both rear wheels when brake pedals are latched together.

Thank you so much for reading.
Please click the “Buy Now!”
button below to download the
complete manual.



After you pay.

You can download the most
perfect and complete manual in
the world immediately.

Our support email:

ebooklibonline@outlook.com