

# Massey Ferguson®

## GC2400 / GC2410 / GC2600 / GC2610 Compact Tractor

### WORKSHOP SERVICE MANUAL 4283093M1

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# Transmission

## TRANSMISSION

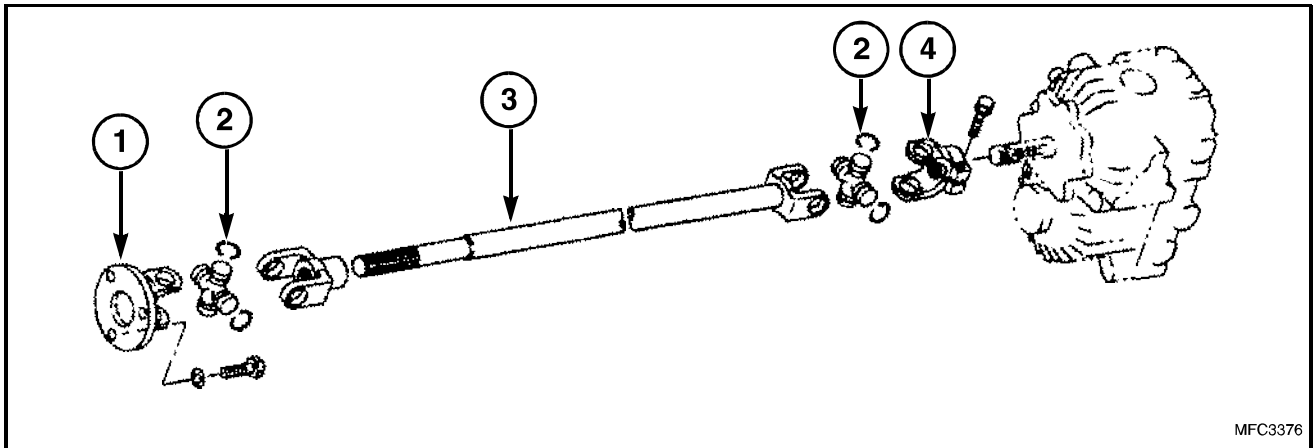


FIG. 4

FIG. 4: Input shaft assembly.

- (1) Engine Coupler
- (2) U - joint

- (3) Drive Shaft
- (4) HST Coupler

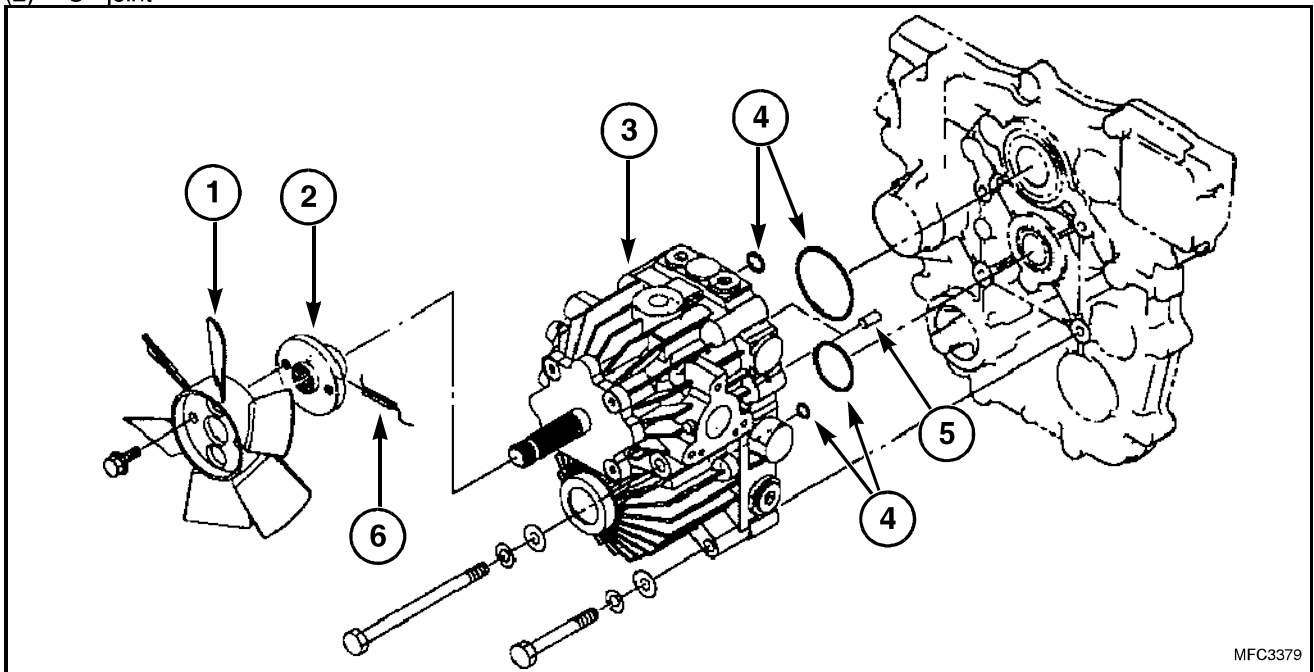
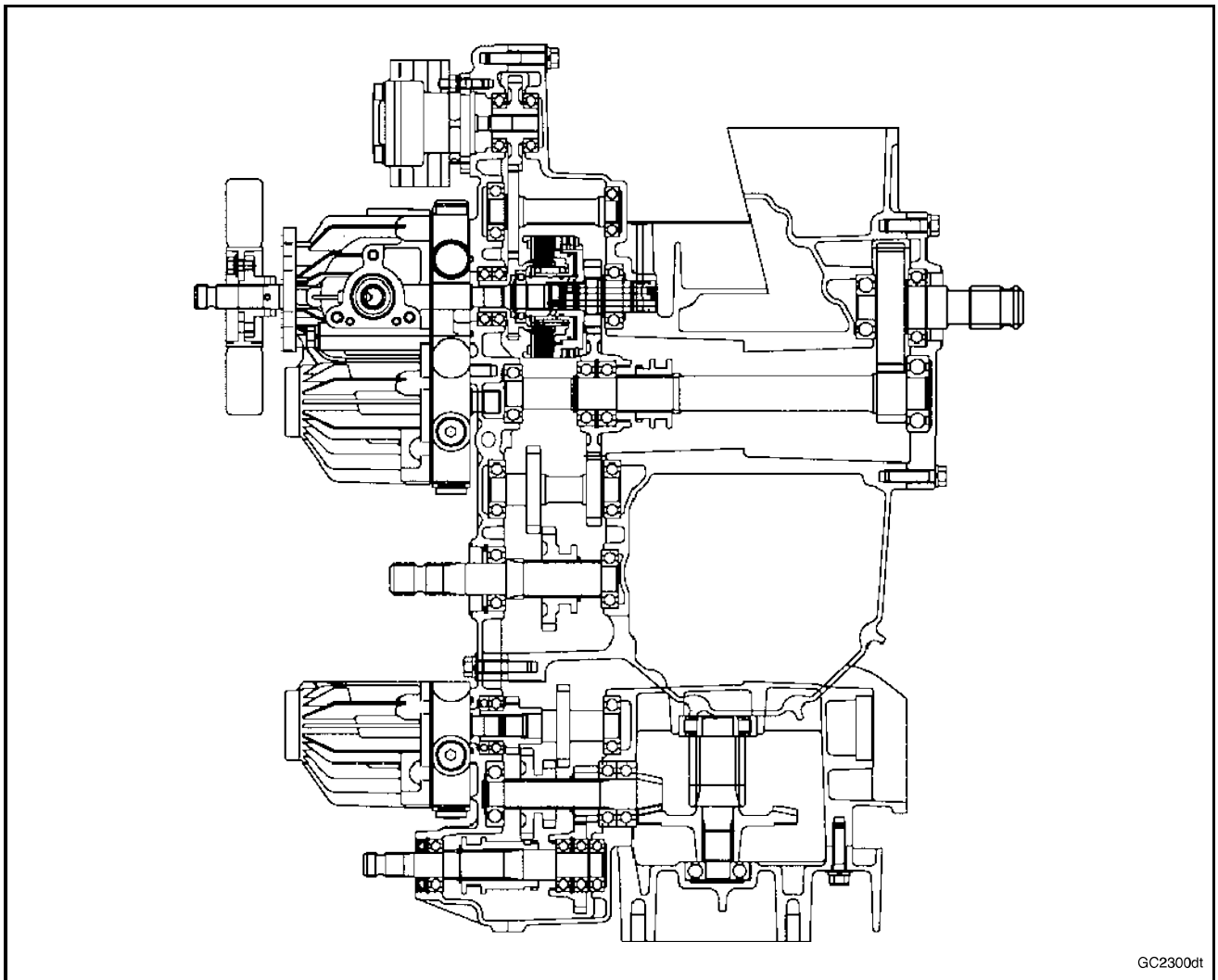


FIG. 5

FIG. 5: Hydrostat assembly.

- (1) Cooling Fan
- (2) Fan Hub
- (3) HST
- (4) O - rings
- (5) Dowel Pin
- (6) Roll Pin

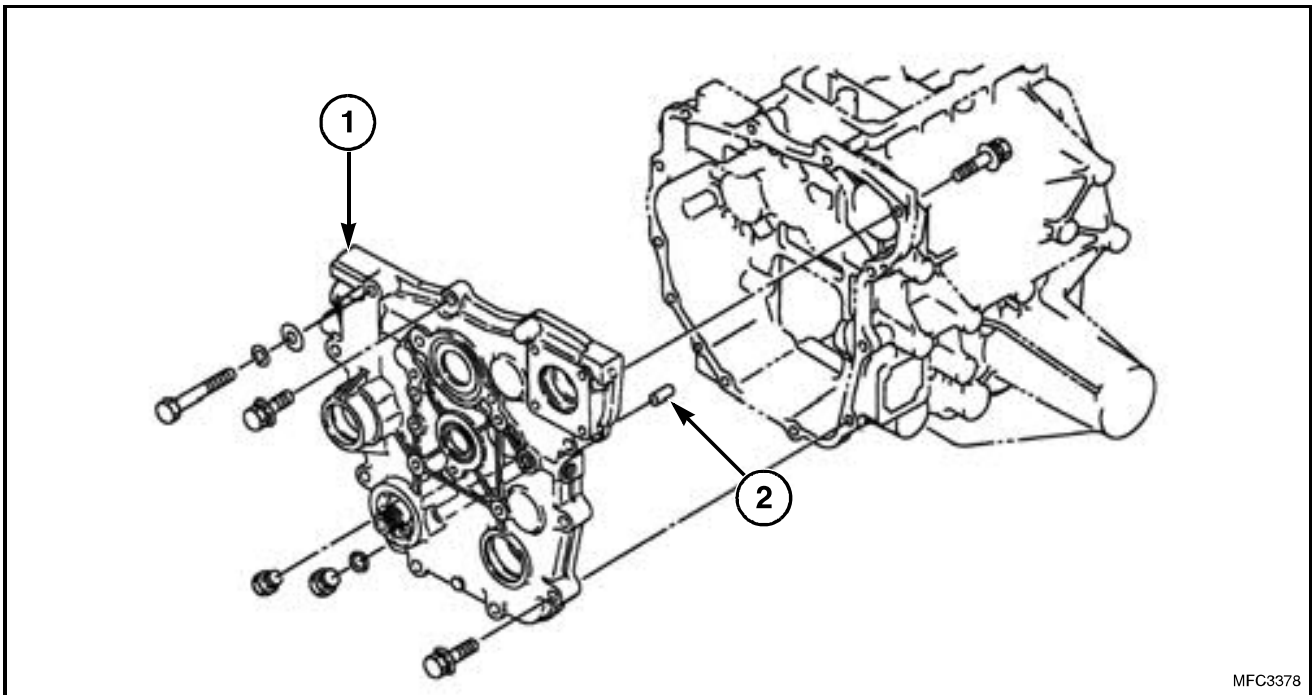


GC2300dt

FIG. 6

FIG. 6: Complete drivetrain construction.

## Transmission



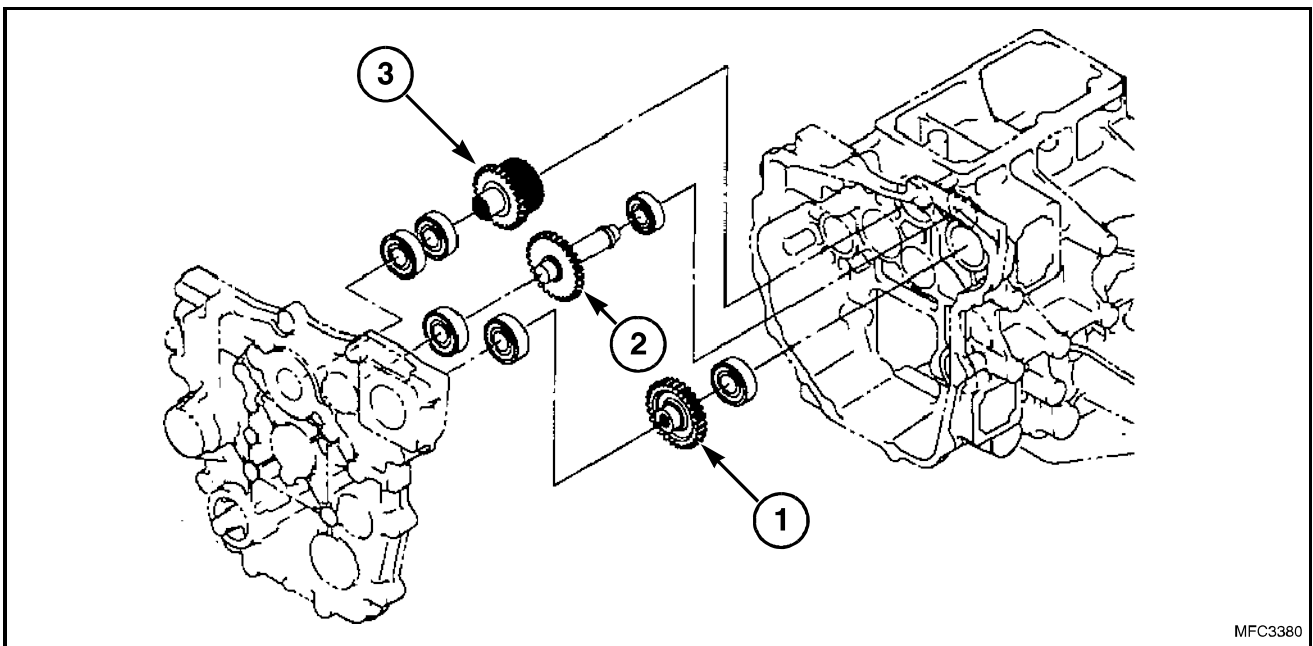
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**FIG. 7**

**FIG. 7:** Front transmission cover.

(2) Dowel Pin

(1) Front Cover



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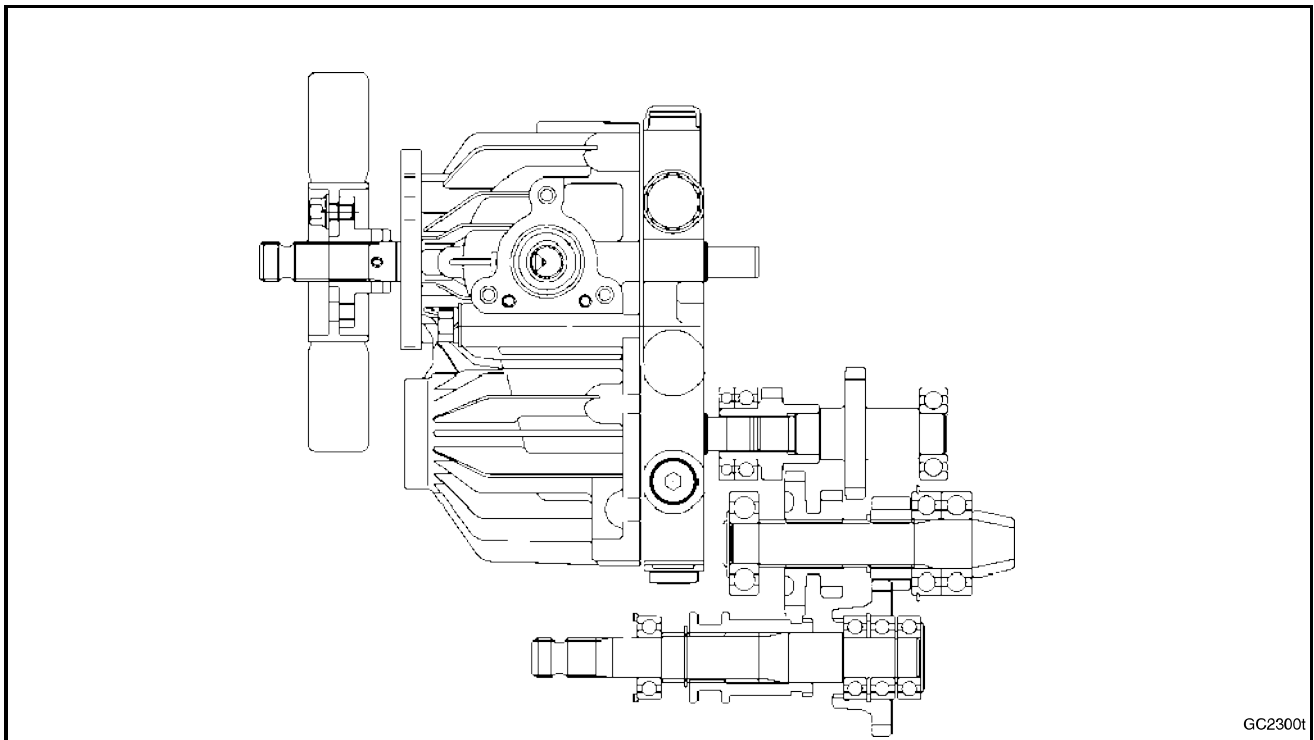
**FIG. 8**

**FIG. 8:** Pump drive system.

(1) Pump Drive Gear

(2) Idler Gear

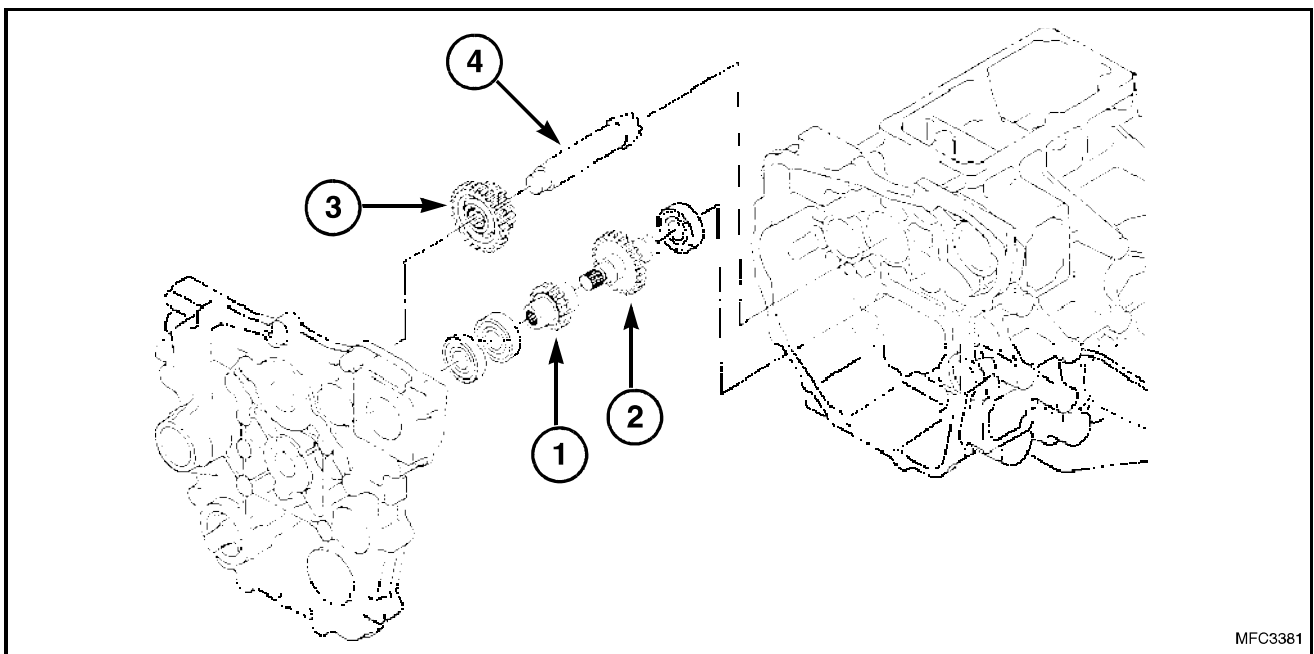
(3) PTO Drive Gear



GC2300t

**FIG. 9**

**FIG. 9:** Transmission gear construction.



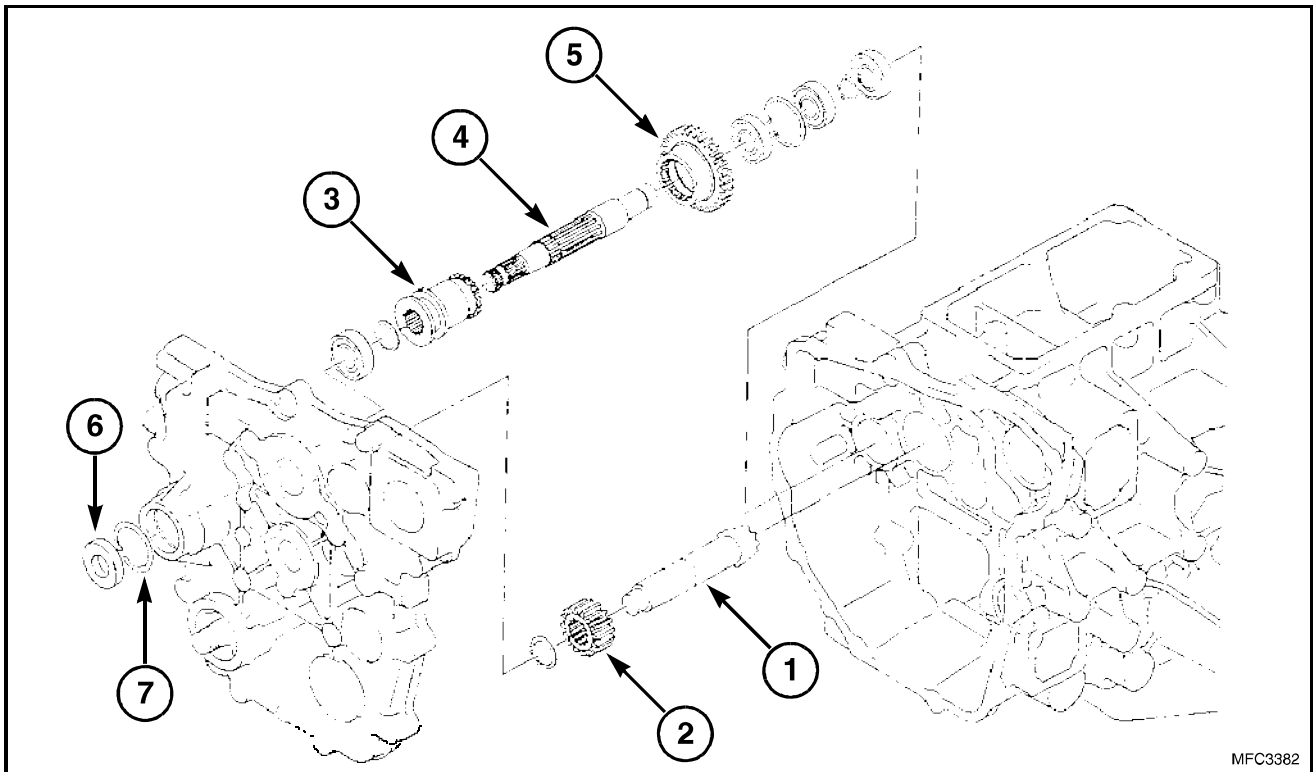
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**FIG. 10**

**FIG. 10:** Range gears.

- (1) Coupler
- (2) input Shaft
- (3) Sliding Gear (Hi/Lo Range)
- (4) Pinion Shaft

## Transmission



**FIG. 11**

**FIG. 11:** 4WD gear system.

- (1) Pinion Shaft
- (2) 4WD Input Gear
- (3) 4WD Shift Collar
- (4) 4WD Output Shaft
- (5) 4WD Output Gear
- (6) Seal
- (7) Snap Ring

### Disassembly

*NOTE: The GC2400 / GC2410 and GC2600 / GC2610 very slightly in appearance, but the procedures are the same.*

**FIG. 12:** Shift the range transmission into the neutral position. Remove the transmission from the tractor as outlined in the CHASSIS section of this manual.

Remove the seat support assembly.

Remove the oil filter.



**FIG. 12**

**FIG. 13:** Remove the HST linkage assembly.



**FIG. 13**

**FIG. 14:** Remove the cooling fan from the front of the HST.



**FIG. 14**

## Transmission

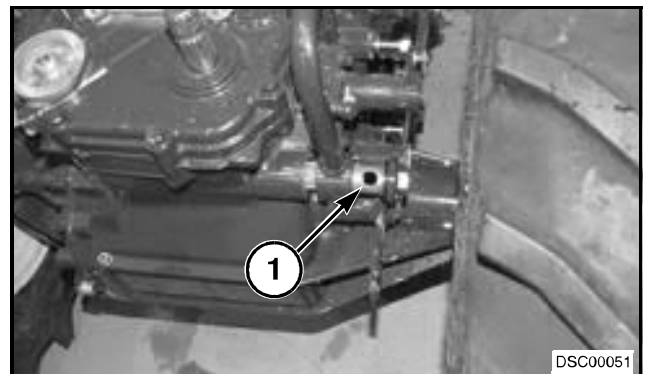
**FIG. 15:** Remove the four bolts securing the HST assembly to the front transmission cover. Remove the HST.

*NOTE: Do not lose the O-rings between the HST and the front cover.*



**FIG. 15**

**FIG. 16:** Remove the suction screen (1) from the side of the transmission or separate the lower half of the pump suction line from the upper half.



**FIG. 16**

**FIG. 17:** Remove the PTO control lever assembly. Disconnect the pressure and return lines from the control valve.



**FIG. 17**

**FIG. 18:** Remove the pump and control valve as an assembly.



**FIG. 18**



**FIG. 19:** Remove the 4WD detent cap, spring (1), ball and sealing washer from the front transmission cover.



**FIG. 19**

**FIG. 20:** Drive out roll pin and remove three point control lever and 4WD shift lever.

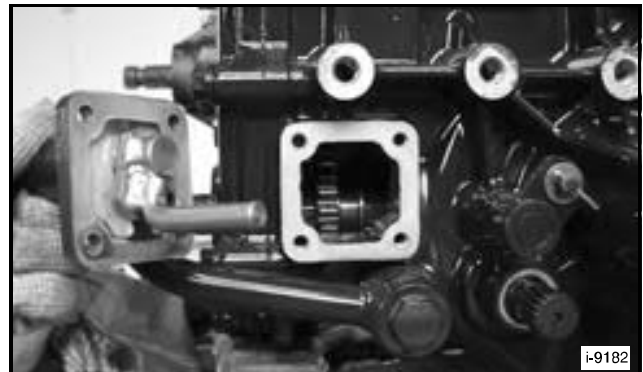


**FIG. 20**

**FIGS. 21–22:** Remove the rear PTO and mid PTO shift lever and shift lever housings.



**FIG. 21**



**FIG. 22**

## Transmission

FIGS. 23–24: Remove front transmission cover.



FIG. 23



FIG. 24

FIG. 25: Transmission Gears

- (1) Hydraulic Pump Drive
- (2) Hydraulic Pump Drive Idler
- (3) PTO Gear and Clutch
- (4) Pinion with Hi / Lo Shift Gear
- (5) 4 Wheel Drive
- (6) Input Shaft
- (7) Rear PTO
- (8) Mid PTO Drive Idler
- (9) Mid PTO

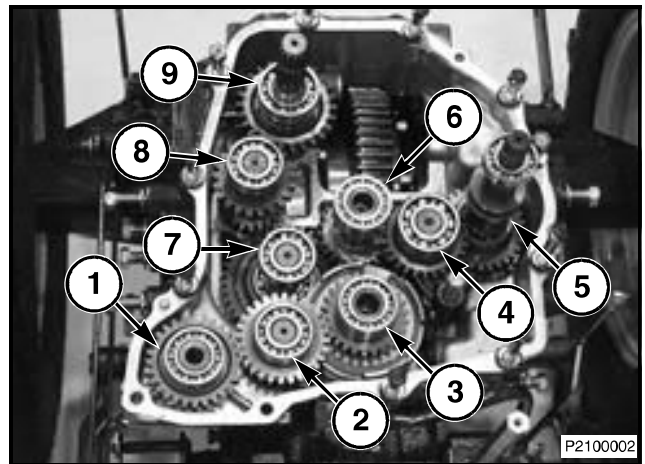


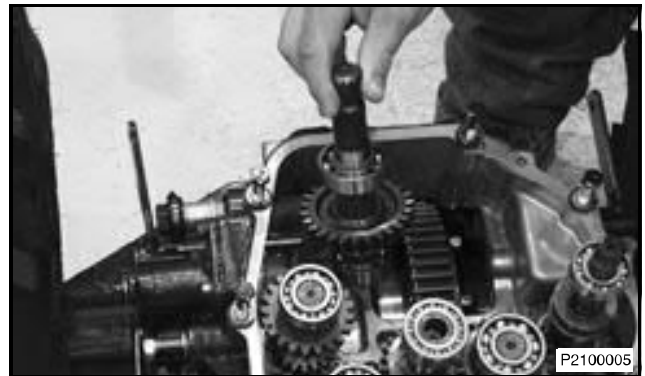
FIG. 25

**FIG. 26:** Remove the hydraulic pump drive gear.



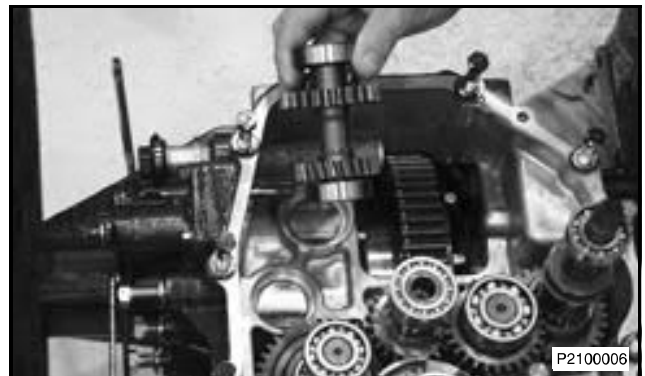
**FIG. 26**

**FIG. 27:** Remove the mid PTO shaft.



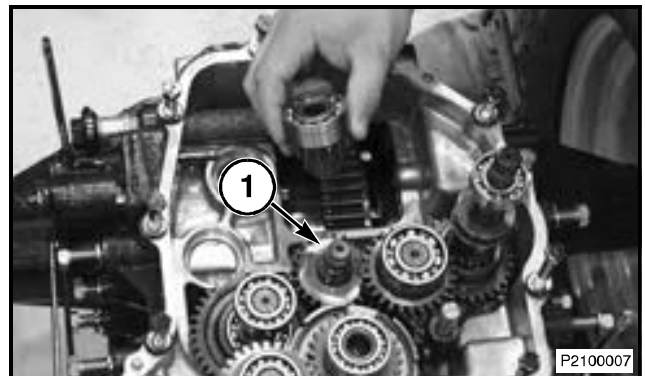
**FIG. 27**

**FIG. 28:** Remove the mid PTO drive gear assembly.



**FIG. 28**

**FIG. 29:** Remove the coupler from the end of the input shaft (1).



**FIG. 29**

## Transmission

**FIG. 30:** Remove the PTO drive gear from the PTO clutch.



**FIG. 30**

**FIG. 31:** Remove the 4WD shaft and shift collar.



**FIG. 31**

**FIGS. 32–33:** Remove the pinion shaft, range gears, range gear shift fork and shift rail as an assembly.



**FIG. 32**



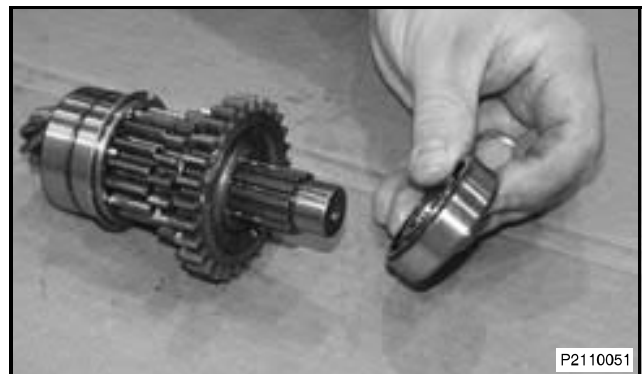
**FIG. 33**

**FIG. 34:** Remove the shift fork.



**FIG. 34**

**FIG. 35:** Remove the bearing from the pinion shaft.



**FIG. 35**

**FIG. 36:** Remove the Hi/Lo range sliding gear from the pinion shaft.



**FIG. 36**

## Transmission

**FIGS. 37–38:** Remove the snap ring and 4WD input gear from the pinion shaft.



**FIG. 37**



**FIG. 38**

**FIG. 39:** Remove the bearing and gear from the rear PTO drive shaft.



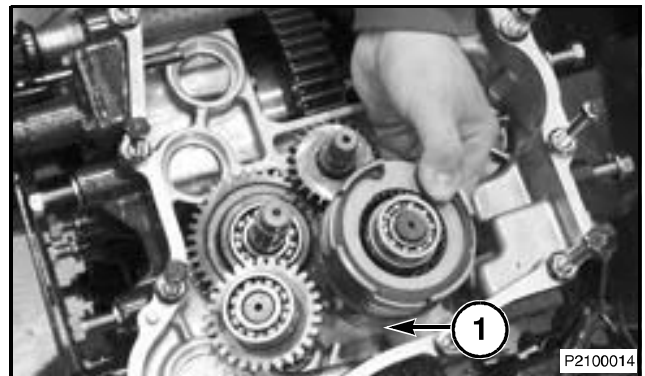
**FIG. 39**

**FIG. 40:** Remove the snap ring from the rear PTO drive shaft.

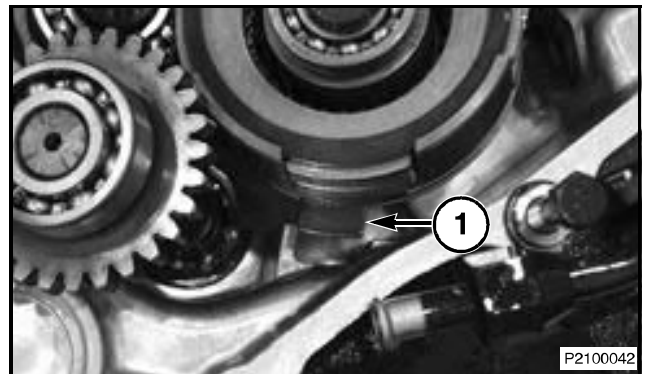


**FIG. 40**

**FIGS. 41–42:** Remove the PTO clutch pack. Note the position of the brake tab (1) inside the notch on the housing.



**FIG. 41**



**FIG. 42**

**FIG. 43:** Remove the pump idler gear.



**FIG. 43**

**FIG. 44:** Remove the gear from the PTO drive shaft. Remove the input shaft.



**FIG. 44**

## Transmission

**FIGS. 45–46:** Remove the shift collar from the PTO drive shaft.



**FIG. 45**



**FIG. 46**

### Inspection

Inspect O-rings and seals.

Inspect condition of bearings. All bearings must rotate smoothly.

Inspect condition of shift forks.

Inspect contact surface on gears.

Inspect snap rings.

### Assembly

Assemble in reverse order of disassembly using standard torque values.

Install new seals. Lubricate and install all O-rings and seals prior to assembly.

Insure that all shift forks are installed onto the appropriate shift collars.

Reinstall the 4WD detent assembly.

Use silicone sealant between all housings.

Make sure the brake tab on the PTO clutch pack is aligned with the notch in the housing.



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