



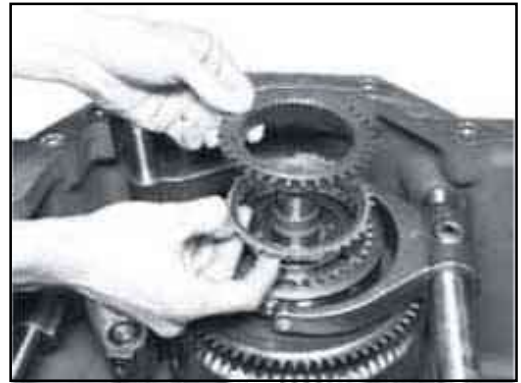
## Disassemble crawler gear shifting

Remove needle cage, axial roller bearing and disk.



1.

Remove clutch body and synchronizer ring.



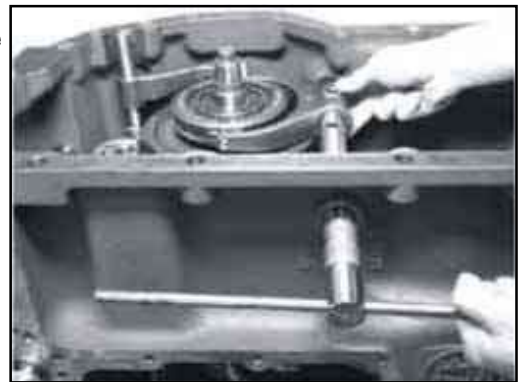
2.

Force out clamping sleeve.



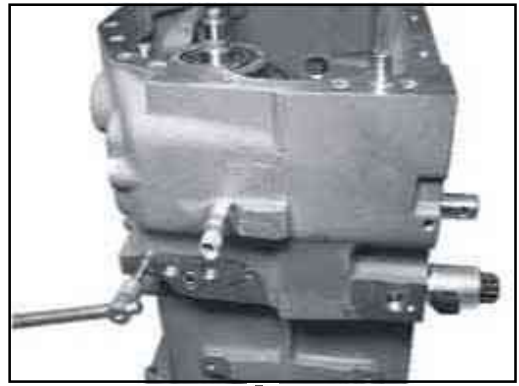
3.

Pull selector shaft out of the housing hole / out of the shift fork; remove the releasing shift fork.



4.

Remove screw plug and then remove the releasing components compression spring and ball (shift locking device).



5.

Remove shift rail with shift finger.

If necessary, disassemble the shift finger from the shift rail.



6.

Loosen screw plug and remove the locking pin.



**CAUTION**

Only for transmission version with crawler gear. Prevents shifting into 5th and 6th gear.



7.

Remove clutch body with synchronizer body.

Remove releasing needle bearings (2x).



8.

Disengage snap ring, remove the releasing components of synchronizer unit, gear and needle cage.



9.

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## Disassemble main clutch

Remove main clutch assy from the transmission housing.



1.

Remove compression spring.



2.

Loosen threaded joint and pull the oil feed ring out of the housing hole.



3.

Remove disk and both rectangular disks (see arrows).



4.

Preload inner disk carrier (compression springs) by means of press and pressure piece; then disengage the retaining ring.

- o (S) Pressure sleeve: 5.9035.205.0



5.  
Remove clutch shaft.



6.  
Remove lip type seal (see arrow).



7.  
Remove inner disk carrier with a lever.



**CAUTION**

Difficult assembly due to O-ring spreading!

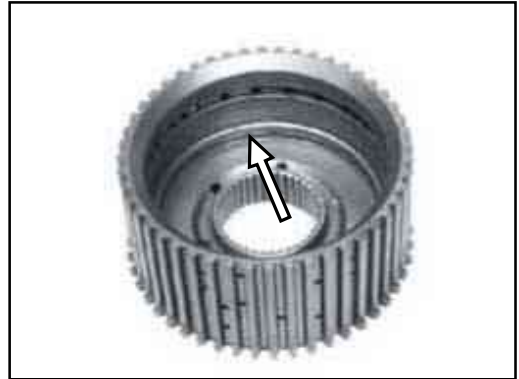


8.  
If necessary, disassemble the inner screen sheet.



9.

If necessary, disassemble O-ring (fixation of screen sheet, see arrow).



10.

Remove disk and all single parts of the disk package.



11.

Remove compression springs (8x2 pcs) and O-ring (see arrow) from the piston.



12.

Disengage snap ring and remove the releasing pressure plate.



13.

Remove lip type seal (see arrow) from the piston.

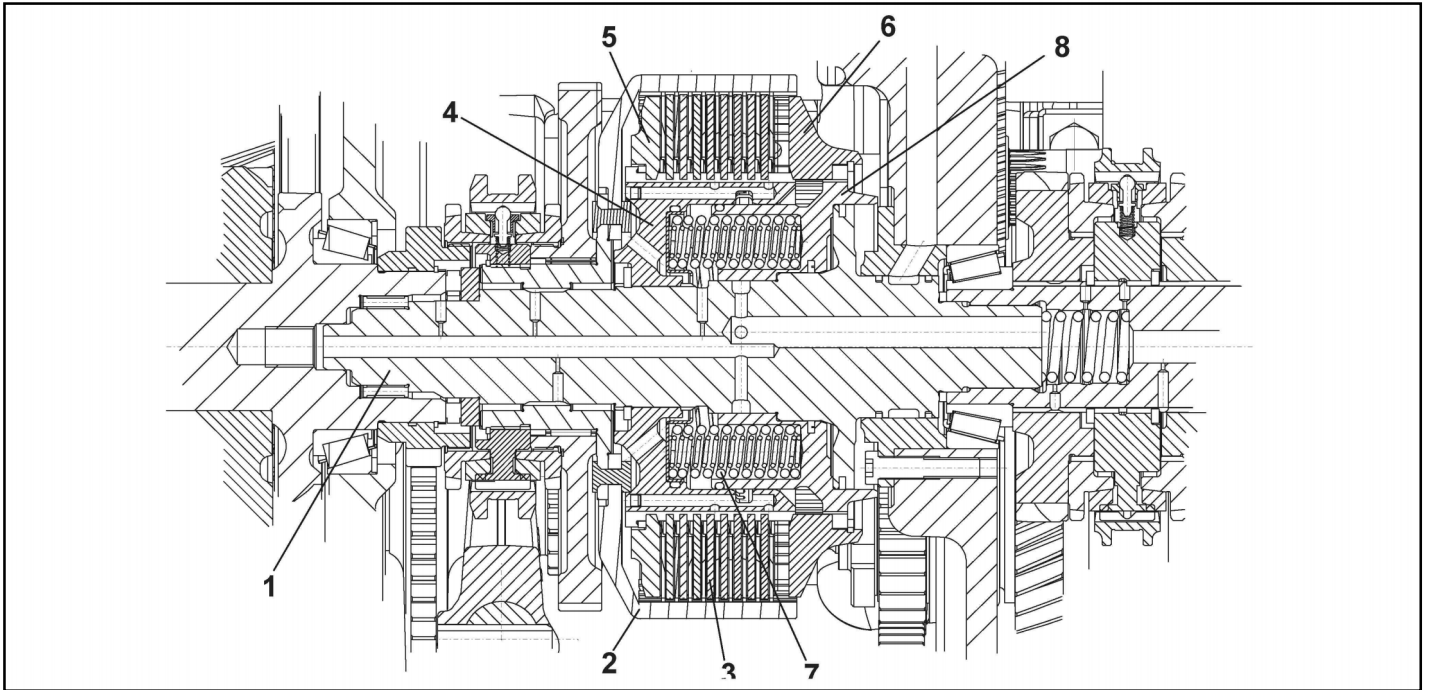


14.

15.



## Preassemble main clutch



Legend to figure

- 1. Clutch shaft
- 2. Bell housing
- 3. Disk package
- 4. Disk carrier
- 5. End plate
- 6. Pressure plate
- 7. Compression springs
- 8. Piston

## Preassemble disk carrier

Depending on the disk carrier version, force the closing cover into the machining holes of all oil supply holes.

Disk carrier front face even	Insert the closing cover evenly to the front face
Disk carrier as shown on figure	Insert closing cover min. 6mm deep



**CAUTION**

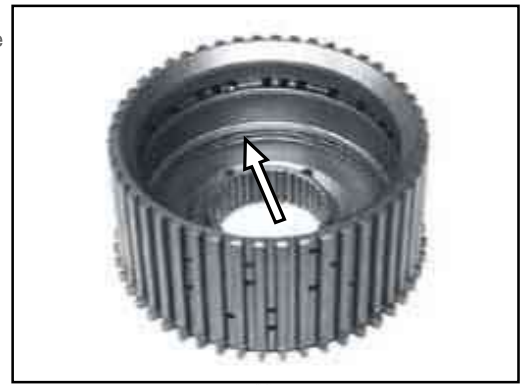
Only for new part –reassembly necessary!





1.

Oil O-ring and then insert it into the annular groove of the disk carrier (see arrow).



2.

Insert screen sheet.

Then press the screen sheet to the disk carrier until contact is obtained.



3.

### Preassemble main clutch and set the release clearance of the disk package

Insert the premounted disk carrier into the clamping device (part I).

- (S) Clamping device: 5.9035.237.0



1.

Insert disk (optional) onto the disk carrier.



#### CAUTION

According to our experience, the correct release clearance is obtained when reusing the disk removed during disassembly!



2.

Insert end plate.



#### CAUTION

Pay attention to installation position!



**CAUTION**

Mount the offset plane face showing downwards.



3.

Insert the disk package according to the current spare parts list, starting with spring washer, lined disk, inner disk etc.



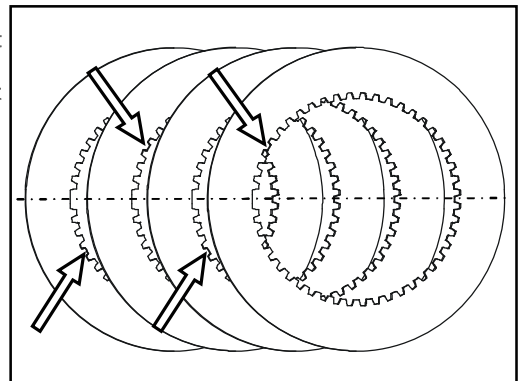
**CAUTION**

For reassembly wet the outer disks (lined disks) with oil. Use oil according to ZF-List of Lubricants TE-ML 06!



4.

The inner disks are corrugated and must be installed elevation against elevation. This means they must be arranged in such a way that they are placed gash against gash. The half tooth (see arrow) is located left and right of the gash in alternating order.



5.

Insert pressure plate (see arrow).



6.

Insert the fixing device (part II) and then align the disks.

Preload the disk package evenly by tightening the butterfly nuts until the teeth of the pressure plate are engaged into the teeth of the inner disk carrier.

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