

## INSTALLATION PROCEDURE OF TRANSMISSION SHIFT TOPS

WD-45 SHOWN

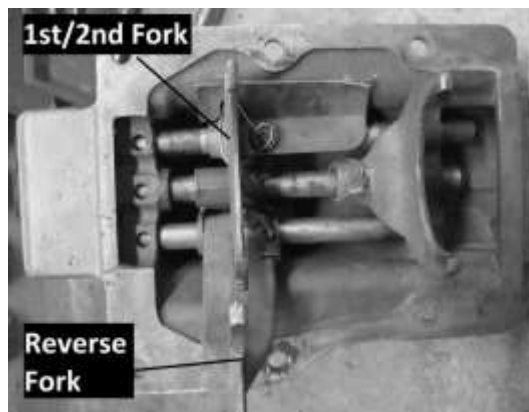
also applies to late WD, D17, D19, 170, 175, 180, 185, 190, 200

Start with all 3 shift forks in the neutral position. This will be evident by all 3 pockets that the lever engages being lined up with one another as shown in Figure 1. Then bump the 1<sup>st</sup>/2<sup>nd</sup> fork forward into the second gear detent. At this point the fork will be nearly aligned with the long reverse fork. Figure 2 shows the WD-45 shifter top in the second gear position.

FIGURE 1:

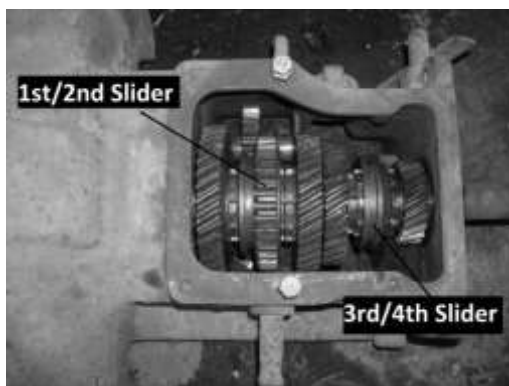


FIGURE 2:



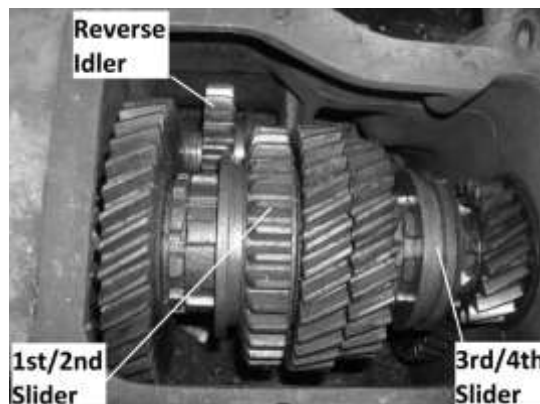
The next step will be to place the actual transmission gears into second gear position. Start with both sliders in the neutral position as shown in Figure 3.

FIGURE 3:



The 1<sup>st</sup>/2<sup>nd</sup> slider is the rear slider with the straight cut gears around the O.D. Line up the splines of the hub it rides on with the shifter teeth of the gear in front of it. Move the slider forward to fully engage these teeth. The trans will be in 2<sup>nd</sup> gear as shown in Figure 4. Position the small reverse idler gear so its fork groove lines up with the fork groove on the 1<sup>st</sup>/2<sup>nd</sup> slider which you have previously engaged with 2<sup>nd</sup> gear. With the forks and the sliders so positioned, slowly lower the shift top down onto the transmission and guide the reverse fork into the reverse idler groove by first starting it through the left side of the groove of the 1<sup>st</sup>/2<sup>nd</sup> slider. This will pilot the reverse fork down into the reverse idler as the shift top is lowered into place. The other two forks will settle into the appropriate slider if everything was positioned properly as described. Once the shift top is resting in place secure it with 2 bolts and work through the hole for the shift lever with a long screwdriver or rod and shift the 1<sup>st</sup>/2<sup>nd</sup> lug rearward one detent so it lines up with the other two lug pockets. The trans will then be in neutral position as shown in Figure 1. Lower the shift lever into place so the stem enters the large pocket formed by the three shift lugs. Be sure to align any index pins in the housing with the appropriate slot in the shift lever glide ball. Some grease can be applied to the index pins to help keep them in place during assembly. Secure the lever with the proper retainer cup and ring. Shift the trans through each gear position to check operation. The tractor may need rocked back and forth to align shifting teeth before it will shift into each position.

FIGURE 4:



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