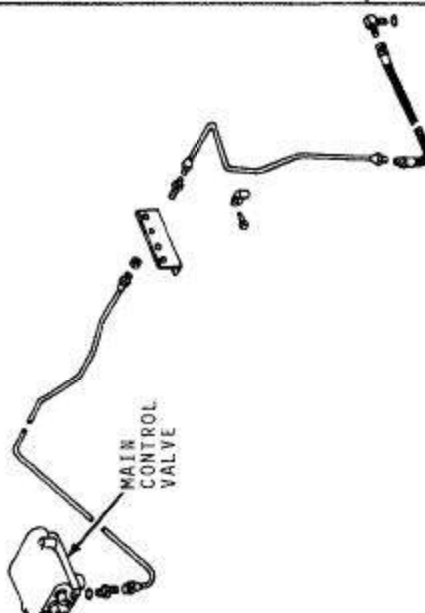



**POSI-TORQ GROUND DRIVE WILL NOT MAINTAIN A CONSTANT SPEED**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>1</b></p>	<p>Shut off engine and inspect for external oil leakage around connections and components.</p>		<p>No leakage noted . . .</p> <p style="text-align: right;"><b>GO TO STEP 3</b></p> <p>Leakage noted . . .</p> <p style="text-align: right;"><b>GO TO STEP 2</b></p>
<p><b>2</b></p>	<p>Repair oil leaks.</p>		<p>Drive will maintain a constant speed . . .</p> <p style="text-align: right;"><b>END OF TEST</b></p> <p>Drive will not maintain a constant speed . . .</p> <p style="text-align: right;"><b>GO TO STEP 3</b></p>

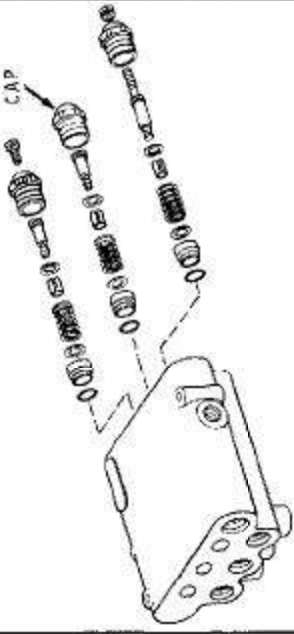
H29453

**POSI-TORQ GROUND DRIVE WILL NOT MAINTAIN A CONSTANT SPEED — Continued**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>3</b></p>	<p>Remove cotter pin and drilled pin to disconnect linkage at spool in main control valve. Push in on spool and then release. Spool should return to neutral position with end of spool approximately 1-inch (25 mm) from the valve casting. Pull out on spool and then release. Spool should again return to the same neutral position.</p>		<p>Spool returns to correct neutral position . . .</p> <p style="text-align: right;"><b>GO TO STEP 4</b></p> <p>Spool does not return to correct neutral position . . .</p> <p style="text-align: right;"><b>GO TO STEP 7</b></p>
<p><b>4</b></p>	<p>Connect linkage to spool and use lever in cab to move spool in both directions. Repeat procedure with tilt steering column in all four positions.</p>		<p>Spool returns to correct neutral position . . .</p> <p style="text-align: right;"><b>GO TO STEP 5</b></p> <p>Spool does not return to correct neutral position — refer to ADJUSTING MAIN CONTROL VALVE LINKAGE AND SPOOLS, page 70-15-14. If adjusting linkage does not correct spool to neutral position . . .</p> <p style="text-align: right;"><b>GO TO STEP 7</b></p>


H30532

**POSI-TORQUE GROUND DRIVE WILL NOT MAINTAIN A CONSTANT SPEED—Continued**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>5</b></p>	<p>Inspect cap in main control valve to determine if it has backed out.</p>	 <p>The diagram shows a perspective view of a control valve assembly. A cap is shown being removed from a port on the top surface of the valve. A dashed line points from the word 'CAP' to the cap. The valve has several ports on its top and side surfaces.</p>	<p>Cap has not backed out... <b>GO TO STEP 7</b></p> <p>Cap has backed out... <b>GO TO STEP 6</b></p>
<p><b>6</b></p>	<p>Install cap and tighten to 35 ft-lbs (45 Nm) torque.</p>		<p>Drive will maintain a constant speed... <b>END OF TEST</b></p> <p>Drive will not maintain a constant speed... <b>GO TO STEP 3</b></p>
<p><b>7</b></p>	<p>Remove cap and inspect centering spring. Replace centering spring if necessary. Install cap and tighten to 35 ft-lbs (45 Nm) torque.</p>		<p>Drive will maintain a constant speed... <b>END OF TEST</b></p> <p>Drive will not maintain a constant speed... <b>GO TO STEP 3</b></p>

H29455

**POSI-TORQ GROUND DRIVE WILL NOT MAINTAIN A CONSTANT SPEED – Continued**

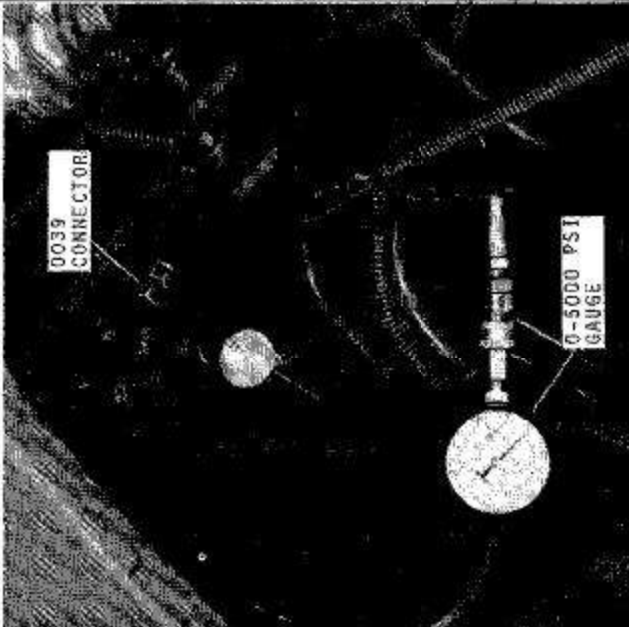

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>8</b></p> <p>Clean orifice in main control valve.</p>		<p>Drive will maintain a constant speed ...</p> <p>END OF TEST</p> <p>Drive will not maintain a constant speed ...</p> <p>GO TO STEP <b>9</b></p>	
<p><b>9</b></p> <p>Refer to Section 70, Group 15 and repair main control valve.</p>		<p>Drive will maintain a constant speed ...</p> <p>END OF TEST</p> <p>Drive will not maintain a constant speed ...</p> <p>GO TO STEP <b>10</b></p>	
<p><b>10</b></p> <p>Refer to Section 50 Group 35 and repair upper Posi-Torq unit.</p>		<p>END OF TEST</p>	

H30533

<b>UNLOADING AUGER WILL NOT SWING IN OR OUT</b>			
STEP	INSTRUCTIONS	LOCATION	RESULT
<b>1</b>	Shut off engine and inspect for external oil leakage around connections and components.	<p>The diagram illustrates the hydraulic circuit. It includes a reservoir at the bottom right, a control valve in the middle, a main control valve at the top left, and a flow control plug at the top left. An auger swing cylinder is connected to the main control valve. Lines represent the hydraulic hoses connecting these components.</p>	<p>No leakage noted ...</p> <p style="text-align: right;"><b>GO TO STEP 3</b></p> <p>Leakage noted ...</p> <p style="text-align: right;"><b>GO TO STEP 2</b></p>
<b>2</b>	Refer to Section 70, Groups 15 and 20 and repair oil leaks.		<p>Auger swings ...</p> <p style="text-align: right;"><b>END OF TEST</b></p> <p>Auger will not swing ...</p> <p style="text-align: right;"><b>GO TO STEP 3</b></p>

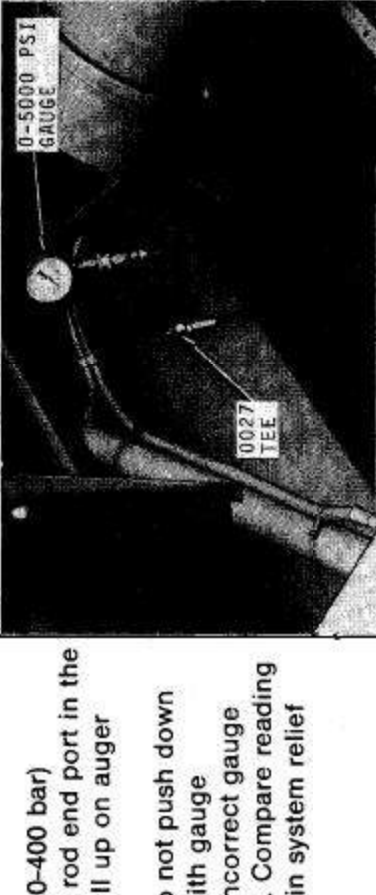
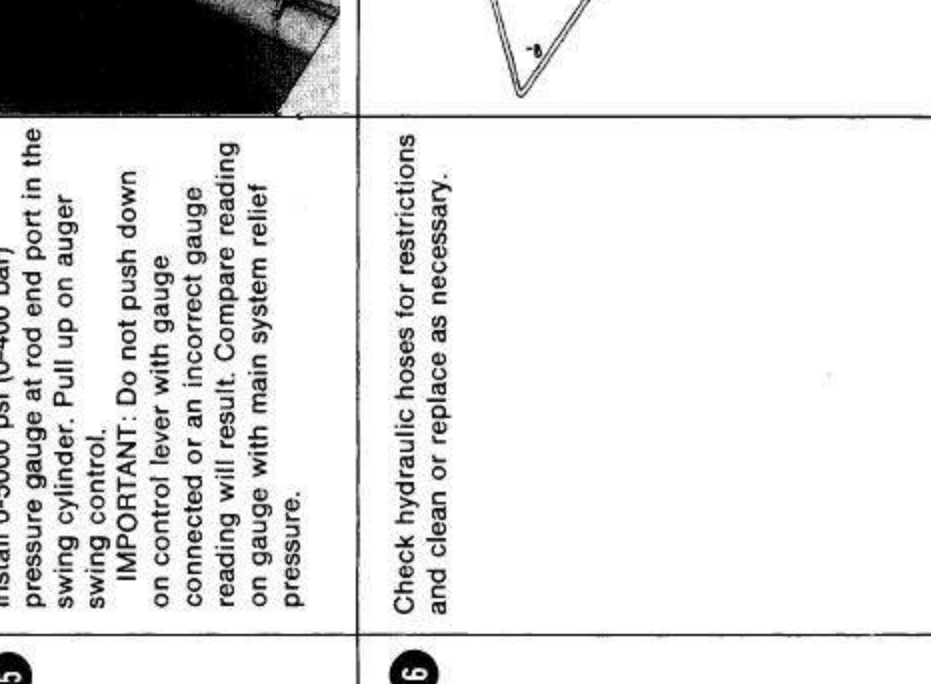
H31328

**UNLOADING AUGER WILL NOT SWING IN OR OUT – Continued**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>3</b></p> <p>Install 0-5000 psi (0-400 bar) pressure gauge on main control valve. With engine at fast idle, swing auger out. Compare reading on gauge with main system relief pressure.</p>		<p>Pressure is to specs ...</p> <p><b>GO TO STEP 5</b></p> <p>Pressure is not to specs ...</p> <p><b>GO TO STEP 4</b></p>	
<p><b>4</b></p> <p>Remove and inspect flow control plug in main control valve. Clean or replace plug as necessary.</p>		<p>Auger swings ...</p> <p><b>END OF TEST</b></p> <p>Auger will not swing ...</p> <p><b>GO TO STEP 5</b></p>	

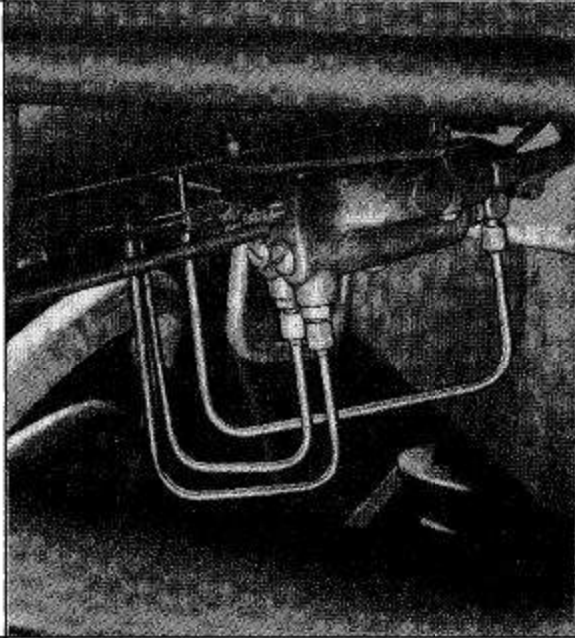

H30535

**UNLOADING AUGER WILL NOT SWING IN OR OUT – Continued**

STEP	INSTRUCTIONS	LOCATIONS	RESULT
<p><b>5</b></p>	<p>Install 0-5000 psi (0-400 bar) pressure gauge at rod end port in the swing cylinder. Pull up on auger swing control.</p> <p><b>IMPORTANT:</b> Do not push down on control lever with gauge connected or an incorrect gauge reading will result. Compare reading on gauge with main system relief pressure.</p>		<p>Pressure is to specs...</p> <p><b>GO TO STEP 8</b></p> <p>Pressure is not to specs...</p> <p><b>GO TO STEP 6</b></p>
<p><b>6</b></p>	<p>Check hydraulic hoses for restrictions and clean or replace as necessary.</p>		<p>Pressure is to spec...</p> <p><b>GO TO STEP 5</b></p> <p><b>END OF TEST</b></p> <p>Pressure is not to spec...</p> <p><b>GO TO STEP 7</b></p>

H30536

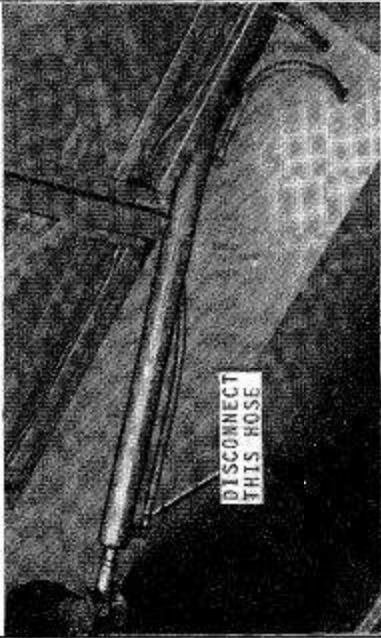
**UNLOADING AUGER WILL NOT SWING IN OR OUT – Continued**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>7</b></p>	<p>Refer to Section 70, Group 15 and repair auger swing control valve.</p>		<p>Auger swings . . .</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;">END OF TEST</div> <p>Auger will not swing . . .</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;">GO TO STEP <b>8</b></div>
<p><b>8</b></p>	<p>Inspect and clean if necessary, the orifices in the swing cylinder barrel.</p>		<p>Auger swings . . .</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;">END OF TEST</div> <p>Auger will not swing . . .</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;">GO TO STEP <b>9</b></div>

H31329

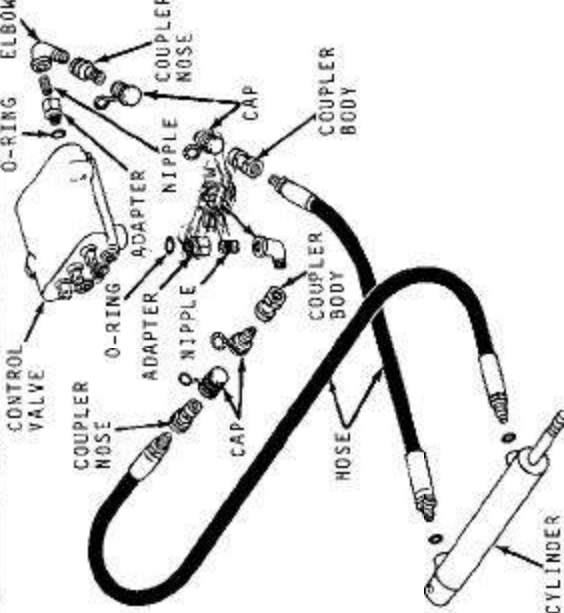


**UNLOADING AUGER WILL NOT SWING IN OR OUT – Continued**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>9</b></p>	<p>Disconnect hydraulic hose at rod end of swing cylinder. Start engine and push <b>DOWN</b> on control knob. <b>IMPORTANT:</b> Do not pull up on knob or unnecessary oil spillage will result.</p>		<p>Steady stream of oil flows . . .</p> <p style="text-align: right;"><b>GO TO STEP 10</b></p> <p>An occasional drop of oil flows from cylinder port . . .</p> <p style="text-align: right;"><b>GO TO STEP 11</b></p>
<p><b>10</b></p>	<p>Refer to Section 70, Group 20 and repair swing cylinder.</p>		<p>Auger swings . . .</p> <p style="text-align: right;"><b>END OF TEST</b></p> <p>Auger will not swing . . .</p> <p style="text-align: right;"><b>GO TO STEP 11</b></p>
<p><b>11</b></p>	<p>Refer to Section 70, Group 15 and repair main control valve.</p>		<p style="text-align: right;"><b>END OF TEST</b></p>

H30538

**VARIABLE SPEED FEEDER HOUSE WILL NOT MAINTAIN A CONSTANT SPEED  
SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>1</b></p>	<p>Shut off engine and inspect for external oil leakage around line connections and components.</p>	 <p>The diagram shows a hydraulic hose assembly. On the left, a control valve is connected to a coupler nose. This is followed by an adapter, a nipple, and another coupler nose. A cap is placed over the end of the hose. The hose is connected to a coupler body, which is further connected to another coupler nose, nipple, adapter, and coupler nose. A second cap is placed over the end of the hose. The hose is then connected to a cylinder. Labels include: CONTROL VALVE, COUPLER NOSE, ADAPTER, NIPPLE, CAP, HOSE, COUPLER BODY, CYLINDER, O-RING, and ELBOW.</p>	<p>No leakage noted ... <b>GO TO STEP 3</b></p> <p>Leakage noted ... <b>GO TO STEP 2</b></p>
<p><b>2</b></p>	<p>Refer to Section 70, Group 20 and repair oil leaks.</p>		<p>Feeder house maintains a constant speed ... <b>END OF TEST</b></p> <p>Feeder house will not maintain a constant speed ... <b>GO TO STEP 3</b></p>


H30539

**VARIABLE SPEED FEEDER HOUSE WILL NOT MAINTAIN A CONSTANT SPEED — Continued  
SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>3</b></p>	<p>To check cylinder seals, fully retract cylinder by decreasing feeder house speed. Shut off engine and disconnect variable speed feeder house hydraulic line with the female quick coupler. Start engine and pull control lever back slightly.  <b>IMPORTANT:</b> Do not move lever forward or unnecessary oil spillage will result.</p>		<p>Oil does not flow from hose ... <b>GO TO STEP 5</b></p> <p>Oil flows from hose ... <b>GO TO STEP 4</b></p>
<p><b>4</b></p>	<p>Refer to Section 70, Group 20 and repair cylinder.</p>		<p>Feeder house maintains a constant speed ... <b>END OF TEST</b></p> <p>Feeder house will not maintain a constant speed ... <b>GO TO STEP 5</b></p>


H30540

**VARIABLE SPEED FEEDER HOUSE WILL NOT MAINTAIN A CONSTANT SPEED – Continued**  
**SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<b>5</b>	<p>Connect hose disconnected in Step <b>3</b> and install 0-5000 psi (0-400 bar) pressure gauge on main control valve. With engine at fast idle, move control lever in both directions. Compare reading on gauge with main system relief pressure.</p>		<p>Pressure is to specs ...</p> <p style="text-align: right;"><b>GO TO STEP 11</b></p> <p>Pressure is not to specs ...</p> <p style="text-align: right;"><b>GO TO STEP 6</b></p>

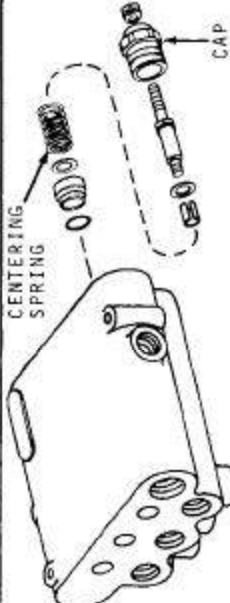
H30541

**VARIABLE SPEED FEEDER HOUSE WILL NOT MAINTAIN A CONSTANT SPEED — Continued  
SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>6</b></p>	<p>Remove cotter pin and drilled pin to disconnect linkage at spool in main control valve. Push in on spool and then release. Spool should return to neutral position with end of spool approximately 1-inch (25 mm) from the valve casting. Pull out on spool and then release. Spool should again return to the same neutral position.</p>		<p>Spool returns to correct neutral position ...</p> <p style="text-align: right;"><b>GO TO STEP 7</b></p> <p>Spool does not return to correct neutral position ...</p> <p style="text-align: right;"><b>GO TO STEP 10</b></p>
<p><b>7</b></p>	<p>Connect linkage to spool and use lever in cab to move spool in both directions. Repeat procedure with tilt steering column in all four positions.</p>		<p>Spool returns to correct neutral position ...</p> <p style="text-align: right;"><b>GO TO STEP 11</b></p> <p>Spool does not return to correct neutral position — refer to ADJUSTING MAIN CONTROL VALVE LINKAGE AND SPOOLS, page 70-15-4. If adjusting linkage does not correct spool to neutral position ...</p> <p style="text-align: right;"><b>GO TO STEP 10</b></p>


H30542

**VARIABLE SPEED FEEDER HOUSE WILL NOT MAINTAIN A CONSTANT SPEED — Continued**  
**SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>8</b></p>	<p>Inspect cap in main control valve to determine if it has backed out.</p>		<p>Cap has not backed out . . .</p> <p>GO TO STEP <b>10</b></p> <p>Cap has backed out . . .</p> <p>GO TO STEP <b>9</b></p>
<p><b>9</b></p>	<p>Install cap and tighten to 35 ft-lbs (45 Nm) torque.</p>		<p>GO TO STEP <b>7</b></p>
<p><b>10</b></p>	<p>Remove cap and inspect centering spring. Replace centering spring if necessary. Install cap and tighten to 35 ft-lbs (45 Nm) torque. Repeat step <b>6</b> and refer to the right for further steps.</p>		<p>Pressure is to spec . . .</p> <p>END OF TEST</p> <p>Pressure is not to spec . . .</p> <p>GO TO STEP <b>12</b></p>

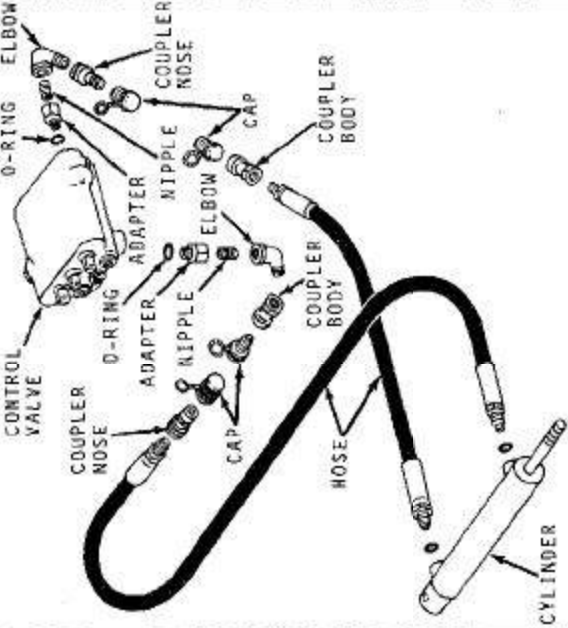
H30543

**VARIABLE SPEED FEEDER HOUSE WILL NOT MAINTAIN A CONSTANT SPEED – Continued**  
**SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<b>11</b>	Clean orifice in main control valve.		Feeder house maintains a constant speed . . . <b>END OF TEST</b>  Feeder house will not maintain a constant speed . . . <b>GO TO STEP 12</b>
<b>12</b>	Refer to Section 70, Group 15 and repair main control valve.		<b>END OF TEST</b>

H30544

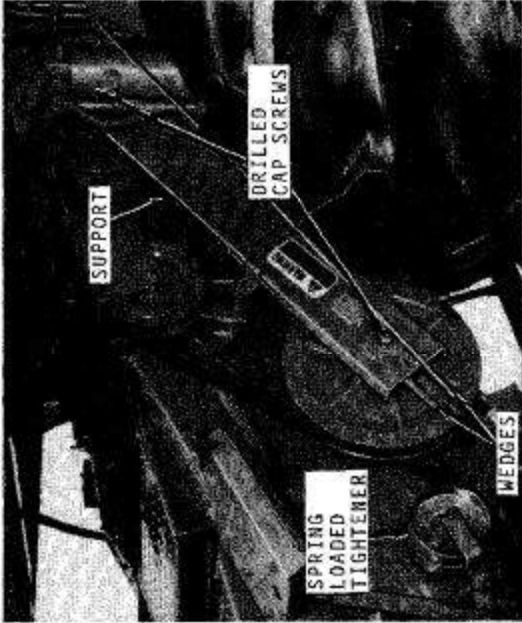
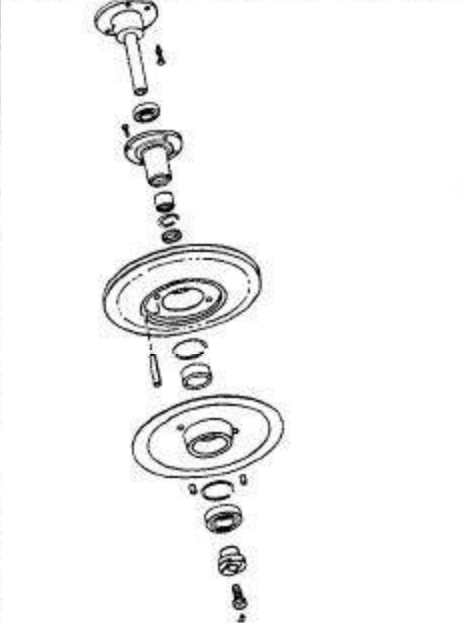
**VARIABLE SPEED FEEDER HOUSE WILL NOT CHANGE SPEED  
SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>1</b></p>	<p>Shut off engine and inspect for external oil leakage around line connections and components.</p>		<p>No leakage noted ... <b>GO TO STEP 3</b></p> <p>Leakage noted ... <b>GO TO STEP 2</b></p>
<p><b>2</b></p>	<p>Refer to Section 70, Group 20 and repair oil leaks.</p>		<p>Feeder house will change speed ... <b>END OF TEST</b></p> <p>Feeder house will not change speed ... <b>GO TO STEP 3</b></p>

H30545

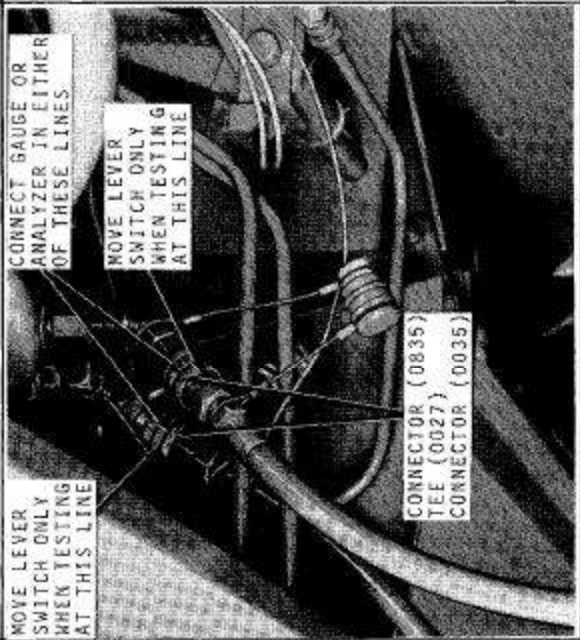


**VARIABLE SPEED FEEDER HOUSE WILL NOT CHANGE SPEED – Continued**  
**SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>3</b></p>	<p>Remove lower drive belts from spring loaded tightener. Remove two drilled cap screws and lift off support with tubes, cylinder, and hoses. Disengage feeder house with electric clutch. Start engine and activate variable speed feeder house cylinder. Cylinder should move wedges back and forth.</p>		<p>Wedges move back and forth ...</p> <p>Wedges will not move back and forth ...</p> <p><b>GO TO STEP 4</b></p> <p><b>GO TO STEP 5</b></p>
<p><b>4</b></p>	<p>Inspect countershaft and related parts for binding and repair. Refer to Section 110.</p>		<p>Feeder house will change speed ...</p> <p>Feeder house will not change speed ...</p> <p><b>END OF TEST</b></p> <p><b>GO TO STEP 5</b></p>

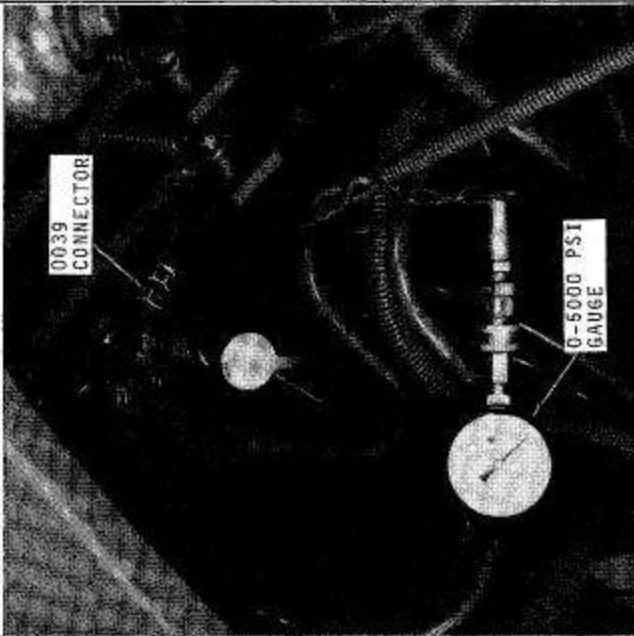
H30546

**VARIABLE SPEED FEEDER HOUSE WILL NOT CHANGE SPEED — Continued**  
**SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>5</b></p>	<p>Install 0-5000 psi (0-400 bar) pressure gauge at coupler for hydraulic hoses. With engine at fast idle, move control lever in correct direction.</p> <p><b>IMPORTANT:</b> When checking feeder house variable speed control circuit, move lever in one direction only. If test equipment is connected to line at head end of hydraulic cylinder, move lever forward only. If test equipment is connected to line at rod end of hydraulic cylinder, move lever rearward only. Do NOT move lever in opposite direction or zero pressure will be indicated. Compare reading on gauge with main system relief pressure.</p>		<p>Pressure is to specs ... <b>GO TO STEP 6</b></p> <p>Pressure is not to specs ... <b>GO TO STEP 8</b></p>
<p><b>6</b></p>	<p>Fully retract cylinder by decreasing feeder house speed. Disconnect variable speed feeder house hydraulic line with the female quick coupler. Pull control lever back slightly. Do not push lever forward or oil spillage will result. If cylinder cannot be retracted, remove hose and allow oil to drain from cylinder.</p>		<p>Oil does not flow from hose ... <b>GO TO STEP 8</b></p> <p>Oil flows from hose ... <b>GO TO STEP 7</b></p>


H30547

**VARIABLE SPEED FEEDER HOUSE WILL NOT CHANGE SPEED – Continued  
SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<b>7</b>	Refer to Section 70, Group 20 and repair cylinder.		END OF TEST
<b>8</b>	Connect hose disconnected in Step 6 and install 0-5000 psi (0-400 bar) pressure gauge on main control valve. With engine at fast idle, move control lever in both directions. Compare reading on gauge with main system relief pressure.		<p>Pressure is to specs . . .</p> <p>GO TO STEP <b>16</b></p> <p>Pressure is not to specs . . .</p> <p>GO TO STEP <b>9</b></p>

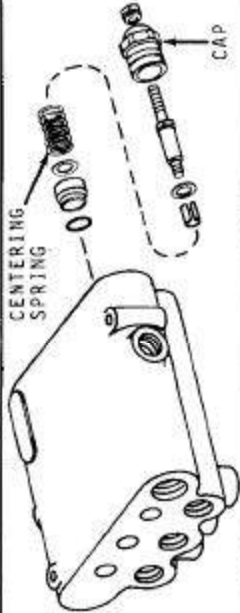
H30548

**VARIABLE SPEED FEEDER HOUSE WILL NOT CHANGE SPEED – Continued  
SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<p><b>9</b></p>	<p>Remove cotter pin and drilled pin to disconnect linkage at spool in main control valve. Push in on spool and then release. Spool should return to neutral position with end of spool approximately 1-inch (25 mm) from the valve casting. Pull out on spool and then release. Spool should again return to the same neutral position.</p>		<p>Spool returns to correct neutral position . . .</p> <p style="text-align: right;"><b>GO TO STEP 10</b></p> <p>Spool does not return to correct neutral position . . .</p> <p style="text-align: right;"><b>GO TO STEP 11</b></p>
<p><b>10</b></p>	<p>Connect linkage to spool and use lever in cab to move spool in both directions. Repeat procedure with tilt steering column in all four positions.</p>		<p>Spool returns to correct neutral position . . .</p> <p style="text-align: right;"><b>GO TO STEP 11</b></p> <p>Spool does not return to correct neutral position – refer to adjusting main control valve linkage and spools, page 70-15-4. If adjusting linkage does not correct spool to neutral position . . .</p> <p style="text-align: right;"><b>GO TO STEP 13</b></p>


H31330

**VARIABLE SPEED FEEDER HOUSE WILL NOT CHANGE SPEED – Continued  
SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<b>11</b>	Inspect spool cap in main control valve to determine if it has backed out.		<p>Cap has not backed out... <b>GO TO STEP 13</b></p> <p>Cap has backed out... <b>GO TO STEP 12</b></p>
<b>12</b>	Install cap and tighten to 35 ft-lbs (45 Nm) torque.		<p>Feeder house will change speed... <b>END OF TEST</b></p> <p>Feeder house will not change speed... <b>GO TO STEP 9</b></p>
<b>13</b>	Remove cap and inspect centering spring. Replace centering spring if necessary. Install cap and tighten to 35 ft-lbs (45 Nm) torque. Repeat step 8 and refer to the right for further steps.		<p><b>GO TO STEP 8</b></p> <p><b>END OF TEST</b></p> <p>Pressure is not to spec... <b>GO TO STEP 14</b></p>

H30550

**VARIABLE SPEED FEEDER HOUSE WILL NOT CHANGE SPEED — Continued**  
**SIDEHILL 6620 ONLY**

STEP	INSTRUCTIONS	LOCATION	RESULT
<b>14</b>	Clean orifice in main control valve.		<p>Feeder house will change speed ...</p> <p>Feeder house will not change speed ...</p> <p><b>END OF TEST</b></p> <p><b>GO TO STEP 17</b></p>
<b>15</b>	Perform PRELIMINARY TESTING PROCEDURE. See page 270-05-43.		<p>Feeder house will change speed ...</p> <p>Feeder house will not change speed ...</p> <p><b>END OF TEST</b></p> <p><b>GO TO STEP 16</b></p>
<b>16</b>	Check hydraulic lines and hoses for restrictions and clean or replace as necessary.		<p>Feeder house will change speed ...</p> <p>Feeder house will not change speed ...</p> <p><b>END OF TEST</b></p> <p><b>GO TO STEP 17</b></p>
<b>17</b>	Refer to Section 70, Group 15 and repair main control valve.		<p><b>END OF TEST</b></p>

H30551



## Group 10 RESERVOIR

### GENERAL INFORMATION

The reservoir serves as a storage tank for oil that is held in reserve until put into use in the system, and is a place to return the excess oil when any of the hydraulic cylinders are emptied.

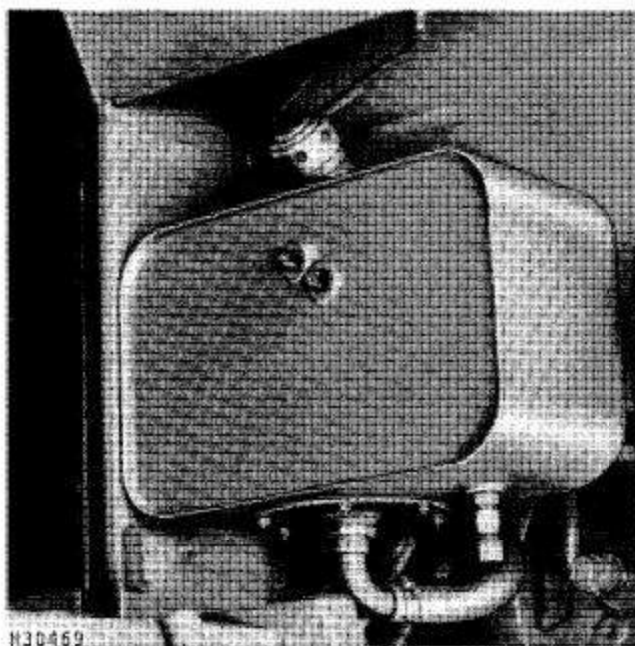


Fig. 1-Reservoir (6620, SideHill 6620 and 7720 Combines)

The reservoir (Fig. 1) for the 6620, SideHill 6620 and 7720 Combines is located on the left-hand side of the combine, just behind the cab door.

#### Reservoir Capacities

6620, SideHill	
6620 and 7720	4.8 gallons (18.1 L)
8820	4.4 gallons (16.7 L)

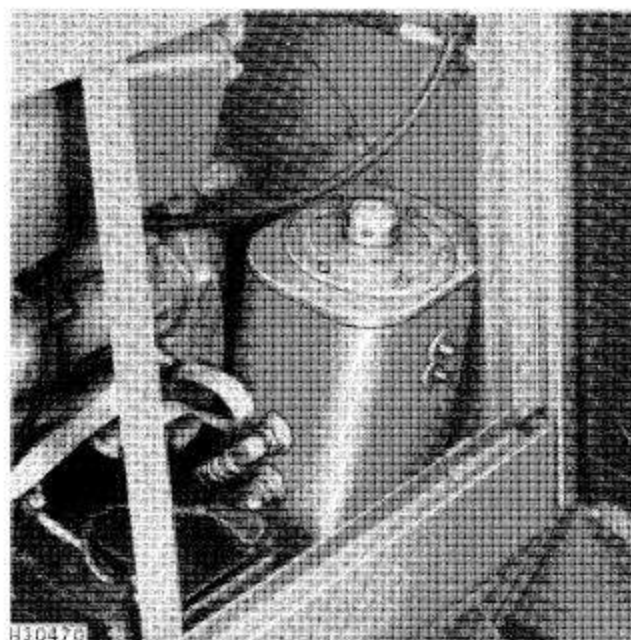


Fig. 2-Reservoir (8820 Combine)

The reservoir (Fig. 2) for the 8820 Combine is located in the engine compartment between the batteries and the firewall.

### OIL SPECIFICATIONS

Use John Deere Torq-Gard Supreme engine oil or an equivalent engine oil meeting specifications API Servie SC or SD. John Deere All Weather Hydrostatic Fluid or Texaco Type "F" Automotive Automatic Transmission Fluid also may be used.

Depending on the expected prevailing temperature for the fill period, use engine oil of viscosity as shown in the following chart.

Air Temperature	John Deere	Other Oils	
	Torq-Gard Supreme Oil	Single Viscosity Oil	Multi-Viscosity Oil
Above 32°F (0°C)	SAE 10W-20	SAE 20	SAE 10W-30
Below 32°F (0°C)	SAE 10W-20	SAE 10W	SAE 10W-30

**NOTE:** When checking oil level or adding oil in the hydraulic system, be certain header is lowered to ground.





## Group 15 HYDRAULIC PUMPS

### MAIN HYDRAULIC PUMP

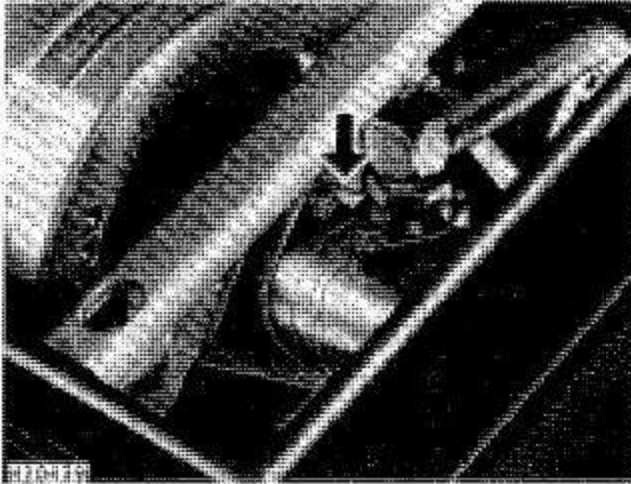
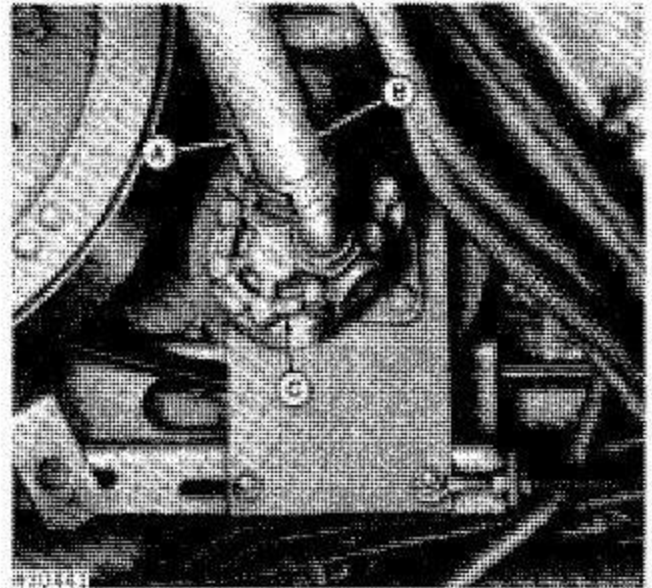


Fig. 1-Hydraulic Pump

The main hydraulic pump is a Cessna dual-gear pump. One set of gears pump the oil for the main hydraulic system and the second set of gears pump the oil for the steering system. This pump does not have a flow divider. The hydraulic oil is pumped from the oil reservoir to the pump where it is divided by the two sets of gears and directed to the main system control valve and the steering system control valve.

### HYDROSTATIC DRIVE REEL OR BELT PICKUP PUMP



A—Pressure Hose                      C—Pump  
B—Suction Hose

Fig. 2-Pump for Hydrostatic Drive Reel or Belt Pickup

The Cessna Pump for the reel or belt pickup drive is a positive displacement gear-type pump. A steel-backed bronze diaphragm serves as a wear plate next to the gears. Gear shafts are carried on bushings pressed into the front and back plates.