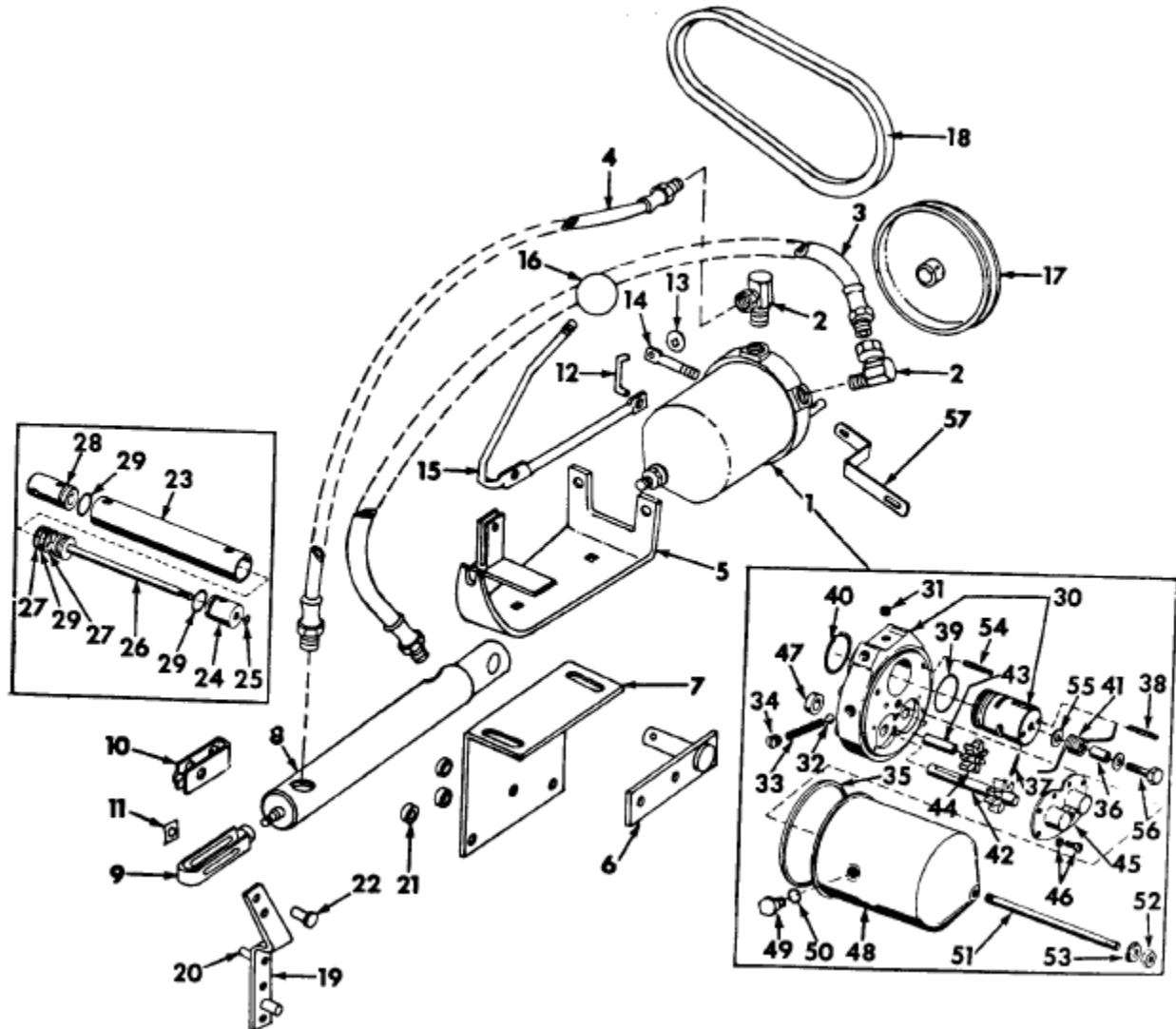


Posted on Sunday, October 2, 2005 - 10:01 pm:



Eric nice job on the rebuild of pump but you forgot to replace an important shaft seal(47) that is where they will start leaking first. I also recommend that a new spring(41) be installed as the main cause of broken pump gears is when the end of that spring breaks off and gets in the gears. I was told the had a batch of bad springs so for \$6 I would replace it.



Cub Cadet IH-386371-R1 SPRING 5.87

Cub Cadet IH-347478-R91 SEAL 11.25(See Post)

When I first worked on my first pump I has a bad seal and when I miked the shaft in the area of the seal was worn .004(see photo) so I wanted to replace the shaft(42) but you get the shaft and gear which is(NLA). The gear is held to the shaft with a roll pin that ends in a blind hole and the other end is buried in the gear. Primitive Pete



got a big hammer and was going to shear off the roll pin. I had 2 halves of a gear! I did find another gear and got a piece of .500" drill rod x 3.75"(McMasters-Carr). I bought a new seal through my dealer for \$5.55. I bought my other ones through NAPA(see photo) a lot cheaper. The new seals are a lot thinner than the original seal I removed. when I put it back together with one seal the new shaft still leaked? Upon examination there is a drain hole and if you bottom the seal it don't block that hole and leaks. I don't put the seal all the way in and I install a second seal. The second seal should be in an area not worn. I haven't tried to take off any more gears but if the shaft is bad I think you can drill through the roll pin hole and where the hole breaks through drill back to the roll pin with a .125" drill and then knock the roll pin out. I did drill all the way through a gear on one I repaired and the small hole doesn't lose noticeable pressure loss. Make sure your roll pin is short enough that it doesn't stick out either side and remove burr.



While I am on gears you can make a set out of the oil pump for a ford 600, 700, 800 & 900 ford tractor. I have two part numbers 6600A & B. The B was \$23. The gears will have to be machined parallel to .375 by a machine shop.