

THANK YOU FOR PURCHASING AN ITR FINAL DRIVE!

This installation guide provides simple steps to assist in installing your new ITR Final Drive and identify the necessary hydraulic ports for installation. Follow the original equipment manufacturer's instructions and procedures for removal and installation of the final drive when available. If in doubt, please give us a call on **1300 820 214**.

Important: It is recommended that the new final drive is installed by a qualified mechanic or hose fitter. Incorrect installation may damage your final drive and void the product warranty.

Change gearbox oil every 250 hours (SAE80/90 gear oil). Failure to do so will void warranty. (Final drive should be pre-loaded with gear oil, but please check once final drive is installed)



WARNING: PLEASE ENSURE THE HYDRAULIC HOSES ARE CONNECTED TO THE CORRECT PORT ON THE FINAL DRIVE. FAILURE TO DO SO MAY RESULT IN INSTANT DAMAGE TO YOUR DRIVE.

IT IS ESSENTIAL THAT ALL MACHINE HYDRAULIC FILTERS AND HOSES, INCLUDING CASE DRAIN RETURN FILTER, ARE CLEANED OR REPLACED. THIS ENSURES NO FOREIGN MATERIAL THAT CAN CONTAMINATE YOUR NEW FINAL DRIVE. ANY POTENTIAL MATERIAL CONTAMINATION OR RESTRICTIONS CAN CAUSE DRIVE FAILURE.



GREEN	FWD / REV Ports	These ports are used to connect the hydraulic pipes coming from the control valve.
BLUE	Case Drain Ports	Select the highest Case Drain Port for your installation to minimise build up of air inside the Final Drive. For configuration of 2-Speed and non-2-Speed machines, refer to guide below.
RED	2-Speed Port	Connect your 2-Speed hose to this port. If your machine does not have a 2-Speed, refer to the guide below.

Thread sizes for the port connections are listed below:

FWD / REV Ports	BSPP 1/2"
Case Drain Ports	BSPP 1/4"
2-Speed Port	BSPP 1/4"

Note: On the sprocket side there are two sets of 9 holes with different PCD to suit different sprockets. If your sprocket does not line up with the holes exactly, rotate the sprocket to line up with the second set of 9 holes.

Port Configuration Guide:

- Use the highest **Case Drain Port** for your installation. **There are two different Case Drain screw caps; one being metal, the other is plastic. For 2-Speed installations, it is important that you use the metal screw cap in the unused Case Drain Port.**
- If the **2-Speed Port** is not being used, connect a hose from the **2-Speed Port** to the spare **Case Drain Port**. (This prevents pressure build ups and stops drive from unintentionally changing to 2-Speed operation).
- This Final Drive is designed to suit 2 different 9-hole sprocket fitments with varying PCD's. Take care to match your sprocket holes to those of the Final Drive.

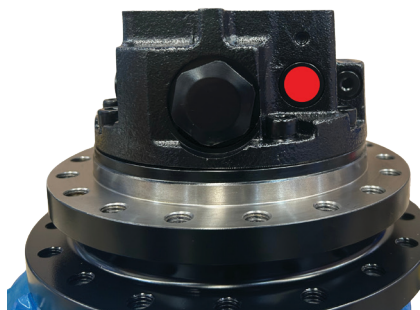
If you have any questions or concerns about installing your new ITR Final Drive, please don't hesitate to call the team on **1300 820 214**.

NOTE: Earlier machines have the 2-Speed Port on a right-angled hose entering through the top or bottom of drive when installed. If this is the case, push the 2-Speed hose back down the track frame, curve the 2-Speed hose up and then back down so it connects to the 2-Speed Port at the front with other three hoses.

TOP



SIDE

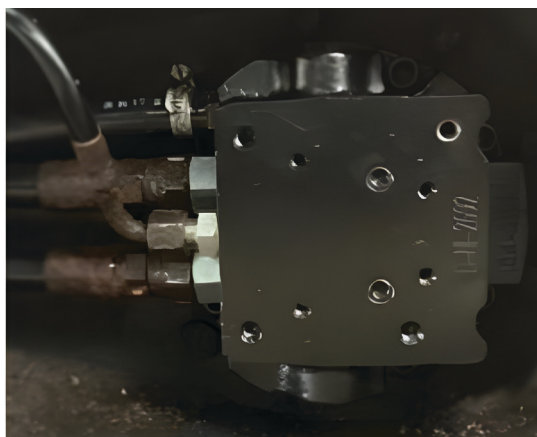


FRONT

The 2-Speed connection moves a valve inside the drive with minimal hydraulic flow. If preferred, an alternative 2-Speed connection is shown below. Only the port on the right-hand side can be used.

Alternative Port Configuration Guide:

Many machines have a right end connection on their 2-speed hydraulic hose which connects to the side of the hydraulic drive as shown above. If so, and if you prefer you can connect into the 2-speed port shown above.



HOWEVER PLEASE NOTE.

1. Only the alternative 2-Speed Port shown above can be used, and not the corresponding port on the other side of the motor. (The image shown above this means the RHS port can be used, but the LHS cannot.)
2. The nylon plug that screwed into the 2-Speed Port will need to be replaced with a permanent steel plug, if you decide to use this alternative side connection