John Berends Implements Pty Ltd

AGRICULTURAL ENGINEERS

OPERATOR'S MANUAL
PARTS LIST

Rotary Slashers - Extra Heavy Duty & Warrior Models

PRODUCT NO.

0094	EHD 180 (5'10") Slasher, Adjustable Skids
0087	EHD 180 (5'10") Slasher, Adjustable Skids Offset
0097	EHD 210 (6'9") Slasher, Adjustable Skids
0089	EHD 210 (6'9") Slasher, Adjustable Skids Offset
0098	EHD 180 Slasher Wheel Kit (Solid Rubber Wheel)
0099	EHD 210 Slasher Wheel Kit (Solid Rubber Wheel)
0103	Warrior 180 (5'10") Slasher, Adjustable Skids
0105	Warrior 180 (5'10") Slasher, Adjustable Skids Offset
0100	Warrior 210 (6'9") Slasher, Adjustable Skids
0109	Warrior 210 (6'9") Slasher, Adjustable skids Offset
0107	Warrior 180 Slasher Wheel Kit (Solid Rubber Wheel)
0108	Warrior 210 Slasher Wheel Kit (Solid Rubber Wheel)

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Trouble Shooting

Defect	Component	Possible Cause
Vibration	P.T.O shaft	Twisted/bent shaft Universal joints damaged or worn Lifting slasher too high while P.T.O. engaged
	Rotor and blades	Damaged due to obstruction by foreign object Blades not loose on bushes
Excessive noise	Gearbox	Worn or loose bearing No oil
	P.T.O. shaft	Lifting slasher too high while P.T.O. engaged
Leaking oil	Gearbox	Loose/damaged seals and/or bearings
Excessive heat	Slip Clutch	Worn friction discs Incorrect spring adjustments Incorrect positioning of pressure plate
	P.T.O. shaft	Needs lubrication

SAFETY

Farm machinery is dangerous if operated incorrectly so please read this manual in its entirety prior to operating the machine.

No operator, however experienced in farm machinery operation, should attempt to use any machine they have not been competently trained to use. Your local Department of Agriculture can help you with training, as can most Occupational Health and Safety offices, Agricultural schools and colleges and farm equipment dealerships.

All instructions relating to tractor safety as per the tractor operators manual should be followed. When making any machine adjustments, stop the tractor engine first and wait for all moving parts to stop. Maintain the tractor to ensure it remains safe to use. Do not operate faulty or damaged equipment.

Extreme caution should be taken when fitting equipment to the tractor's three point linkage. Avoid standing between the implement and the tractor when coupling machinery.

All machines should be mounted and retained correctly. All guards must be kept in place and correctly maintained. P.T.O. shafts must be correctly attached and secured to both the tractor and the machine. Decals must be visible and legible at all times. Keep well clear of all moving parts.

Keep all people and animals at a safe distance from all moving parts. Children must not be allowed to operate this equipment and all passengers must have the same level of protection as the operator.

Wear protective clothing where appropriate.

Never operate when tired (not alert) or in poorly lit areas and stay alert for humps and other hidden hazards. Remove all timber, rocks and foreign objects prior to operation.

Avoid operating the machine in wet conditions.

Exercise extreme caution when changing direction on hills. Avoid sudden movement, sudden breaking, high speeds, rough terrain and steep slopes.

If machine starts to vibrate, stop tractor, turn off engine and investigate.

 After striking a foreign object or if there are doubts about the performance of the machine, stop the tractor as described and check if machine is making excessive noise.

 Extreme caution must be taken when working in public areas (roadsides etc). It is recommended that flaps and chains are fitted to slashers when operating in public areas. These are available as optional extras. Rear flaps are compulsory in public areas.

 Watch overhead clearance and beware of underground pipes and cables.

 Where fitted, hydraulic hoses and fittings must be maintained so as to prevent damage.

 Do not modify this equipment in anyway, or use it for any other purpose than it was designed to do.

 Never work under unsupported machines or adjust unsupported machines. Do not enter the danger zone where a load being carried by a machine could fall on you, for example a round bale from a bale fork, a log from a carryall or material from a rear end loader.

These instructions should be used in conjunction with any local regulations regarding safety ie OHS.

Maintenance is essential for safe operation. Ensure maintenance is carried out regularly by people qualified to do so. This is of particular importance on P.T.O. drive machines where driven parts can fly off at high speed if wearing parts are not properly maintained.

FAILURE TO FOLLOW THESE INSTRUCTIONS AND PROCEDURES MAY RESULT IN EQUIPMENT MALFUNCTION, OR DAMAGE, SERIOUS INJURY OR EVEN DEATH.

INTRODUCTION:

This manual was developed specifically for the machine you have purchased. The information within is to assist you in preparing, operating and maintaining your machine. Please read and understand the contents of the manual completely before attempting to operate your machine, paying special attention to all safety details. With our policy of continuous improvement, products and specifications may change without notice and without incurring the obligation to install such changes on any unit previously delivered.

Extra Heavy Duty/Warriors Slashers

EHD 180 and 210, and Warrior 180 and 210 models are all available in centre mount or offset 12" to the right. They are all fitted with adjustable skids as standard. Horsepower requirements largely depends on terrain and what is being cut, however the following specifications are a guide. Fitted standard with chains for front and rear and with optional wheel kits. The wheel kit consists of one or two solid rubber wheels which castors 360 degrees (Refer to spare parts section).

MACHINE SPECIFICATIONS

MODEL	EHD 180	EHD 210	Warrior 180	Warrior 210
Cutting Width	1.75m	2.05m	1.75m	2.05m
	(approx 70")	(approx 81")	(approx 70")	(approx 81")
Cutting Height (with adjustable skids)	25-100mm			
Tractor H.P.	60-120 H.P.	75-130 H.P.	100 H.P. +	100 H.P.+
Tractor CAT connection	3 Point Linkage / Cat 2			
Gearbox/PTO speed	110 H.P. (540 RPM)		No Maximum Rating	
PTO/Adjustable Slip Clutches	A8 with four plate adjustable slip clutch			
Blades	Straight / Stepped / Bushed		Stepped / twisted / Bushed	
Headstock	Rigid with floating top-link			
Body Construction	5mm Top-plate / 6mm Skirt			
Nett Weight (kg)	600	635	651	753
Length (Overall)	1.95m	2.20m	1.95m	2.20m
Width (Overall)	1.96m	2.20m	1.96m	2.20m
Height (To top of gearbox guard)	670mm	670mm	670mm	670mm

WARRANTY

John Berends Implements P/L warrants each new product sold to be free from defects in material and workmanship, under normal use and service, as outlined in the operators manual, for a period of 12 months.

This warranty is void if any damage to the machine has been caused by misuse or non genuine parts have been used or any repairs have been made by any persons other than authorised dealer service personnel.

The manufacturer/dealer is not obligated to any transportation charges incurred in the repair or replacement of parts.

This warranty does not exclude any condition or warranty implied by the Trade Practices Act 1974 or any other legislation which implies any condition which cannot be excluded.

Safety Features

1. MODEL NUMBER (Painted)

2. SERIAL NUMBER (Decal)

3. WARNING DECAL

4. CAUTION DECAL

5. BERENDS DECAL

6. CLUTCH COVER GUARD

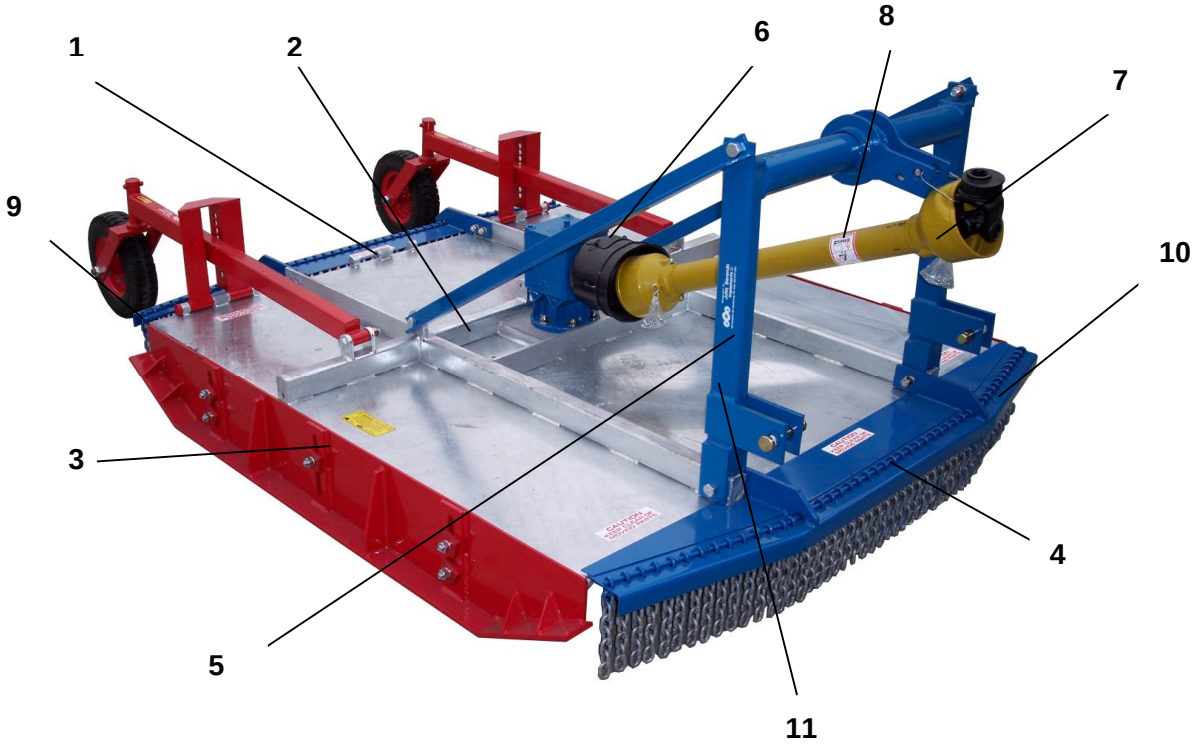
7. P.T.O. SHAFT INNER/OUTER GUARDS

8. CAUTION DECAL FOR PTO SHAFT

9. REAR CHAIN GUARD

10. FRONT CHAIN GUARD

11. DOCUMENT HOLDER (NOT PICTURED)



ASSEMBLY

Line up the lower linkage arms with the linkage pins of the slasher, slide the linkage arms onto the pins and secure with linch pins. Attach the top link to the slasher. Raise the slasher from the ground and adjust stabiliser bars or chains if required.
Care must be taken when operating on tractors with down pressure, as this prevents the slasher from floating when hitting obstructions.

Ensure the front and rear guards are in place when working near people. Failure to do so may result in injury or death to bystanders. It is recommended that guards remain fitted at all times. If it is necessary to remove guards for a special purpose, then the operator must ensure that no persons are in the vicinity of the slasher during operation and both guards must be replaced at completion of slashing. It is suggested that signs be used in the working area to alert people of the dangers.

Do not operate the slasher in reverse as damage can occur to the rear guard. Lift the slasher off the ground first.

CAUTION:
Check the length of the P.T.O. shaft before connecting to the tractor by raising the shaft to a position where it would be horizontal when connected. If necessary have the shaft shortened by cutting the same amount off both metal tubes and both plastic covers (Refer to P.T.O shaft section p.10). This can be done with a hacksaw.

FITTING AND REMOVAL OF P.T.O. SHAFT

The clutch end of the P.T.O. shaft is located in the groove on the slasher input shaft with a quick release pin. This is similar to the quick release pin on the tractor end. The P.T.O. shaft can be fitted or removed by depressing the pin. To avoid difficulties later it is advisable to apply some grease to the input shaft prior to fitting the P.T.O. shaft.

OPERATION

Once all safety procedures have been followed, start the tractor and raise the slasher approximately 100-200mm (4-6 inches) off the ground

CAUTION:
Depending on the model of the slasher and the tractor it may be possible to lift the slasher too high and the P.T.O. shaft may hit the slasher body. Set the adjustment on your hydraulics before operation, do not depend on your memory.

Engage P.T.O. drive and put the tractor into gear. Build up revolutions to 540 rpm and edge slowly forward while lowering the slasher. To minimise wear and tear on both tractor and slasher the P.T.O. speed should be maintained at 540 rpm. Lower speeds can cause excessive wear, especially to blades and blade bolts, as the blades move continuously due to low centrifugal force. If the operator is not certain of the condition of the area to be slashed, a prior inspection is recommended, particularly as vacant blocks, sides of roads and channels can hold hazardous surprises. Remove all timber, rocks and foreign objects. If the cutting is extremely heavy and the tractor has difficulty handling it, take a narrower cut which requires less horsepower and creates more space for the cut material to form a windrow. All machines are fitted with adjustable clutches (Refer to page 10).

CAUTION:
Continuous slipping can burn the clutch plates (Refer to page 10). If this happens there is no alternative but to replace the clutch plates. These are not covered by warranty.

When slashing, always drive the tractor clockwise, so the cut material is not thrown into the standing material. Always allow for the effect the weight of the slasher has on the performance of the tractor, particularly on sloping hillsides and unstable areas. If working under extreme conditions, in particular where rocks or stumps may be present, the top link may be replaced with a piece of suitably rated chain or alternatively a toggle link may be fitted (available as an optional extra). This enables the slasher to lift at the rear without lifting the front.

STOPPING

Lower the machine, stop the tractor engine (removing the ignition key) and apply the park brake. Remain clear until the machine has stopped its rotation completely
Disengage the P.T.O. prior to any maintenance, transporting or when not in use.

HEIGHT ADJUSTMENT

1) Adjustable skids

Where slashers are fitted with adjustable skids, adjustment is simple. Loosen off the nuts sufficiently for the skids to be moved up or down. In heavy terrain it is an advantage if the front of the slasher is about 20-30mm lower than the rear. Note: Slots in the skids are provided instead of holes so as to enable the slasher to be tilted forward, while the whole skid remains in contact with the ground.

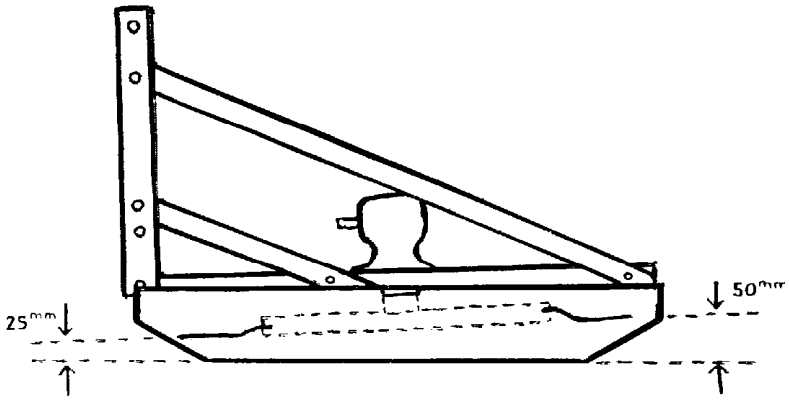


FIGURE 1. : Front and rear height variations using adjustable skids.

As shown in Figure 1. the material is only cut once. If the slasher is lower at the rear, the material will be cut a second time, requiring more horsepower. When adjusting skids make sure the whole skid surface touches the ground, to avoid uneven wear.

MAINTENANCE

When doing any type of maintenance on this machine, always follow the safety steps described in this manual. Service should only be carried out by qualified personnel. Use only authorised genuine parts for replacement.

The slasher must be adequately supported under its body on all 3 point linkage machines (Make certain it cannot fall). After 1-2 hours work, check all bolts and nuts and tighten if necessary. Check all fasteners and guards are installed (Refer to page 4)

Gearbox

It is recommended the first oil change occur after 50 working hours; subsequent changes should take place after 500-800 working hours. Periodically check the oil level and top up with HD140 gearbox oil if necessary. Regularly check for leaks by lifting the slasher, turning off the engine and looking underneath the slasher for any oil.

Blades

Check slasher bolts and blades every 8 working hours. Check the blades are not jammed, are sharp and evenly worn and are free of nicks and cracks. If too much movement is apparent, replace the bolts and bushes (if fitted). When replacing blades, make sure they are fitted correctly.

Rotor

Remove any foreign material wrapped around the rotor.

Adjustable skids

Check for any damage and make sure they are set to the required cutting height and secured.

Stays

Check for damage (eg. twisting)

Wheel kit

Wheel must run freely on axle and yoke must be lubricated. Note: Bearings are replaceable if necessary.

Power take off (p.t.o.) shaft

Before operating the machine, check that the P.T.O. shaft is securely attached to the tractor and to the slasher.
Confirm the minimum and maximum working lengths of the P.T.O. shaft. The telescopic tubes must be overlapping at least 150mm. If it is necessary to shorten the shaft, contact your implement dealer.
Check that the tube guards are not damaged and rotate freely on the P.T.O. shaft. Safety chains must be sufficiently loose to allow free turning of the tube guards.
Check that the angle of the joints on the P.T.O. shaft do not exceed 35 degrees.
When machine is not in use, protect or cover the P.T.O. shaft from the weather.
Check all components are fully lubricated before use. Frequently grease all points as shown in Figure 2.

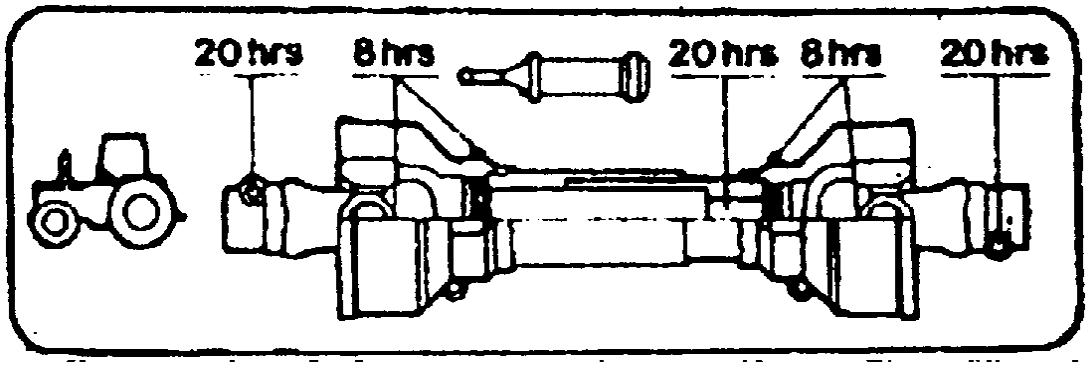


FIGURE 2. : Grease points and intervals for P.T.O. shaf

Slip clutch setting

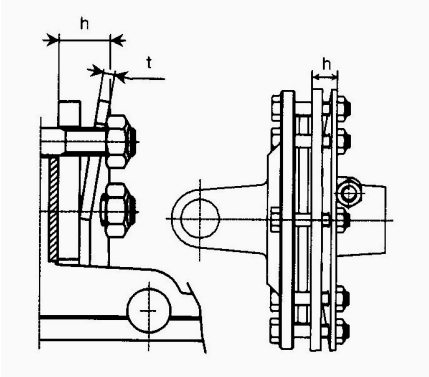
Slip Clutches need to be set if one of the following occurs:

The clutch has been repaired (including replacing the friction discs).
The clutch is slipping in work (clutch getting hot, burning out friction discs, machine slowing down in work).
The clutch is not slipping when the machine hits an obstruction (tractor stalls, P.T.O. breaks).
The clutch has been freed up after a period of storage (see “how to free up clutch” next page).

How to set the clutch

The setting of the clutch is dependent on many variables - the work, the size of the tractor, the size of the machine and so on. It is best to set each clutch individually if possible. The aim is to start with a loose clutch and tighten it up to the exact point where it stops slipping in normal work. If set in this way the clutch will slip if any load exceeds this point, protecting both tractor and machine. It is best to set up the clutch with the machine on the tractor which will normally be used, and in conditions which approximate to the normal work the machine does.
These friction clutches are equipped with special Belleville springs, designed to apply pressure that varies with the amount of compression. The compression of the Belleville springs must be adjusted to compensate for wear of the friction linings and to maintain the desired setting.
Do not over-tighten the bolts. This may endanger the function of the clutch. The table below set out spring codes, thicknesses and compression ‘h’ measured as shown in the figure for standard settings. The height of the spring is measured next to each bolt and may be ±

0.2mm of the listed value. The tables also show the amount of rotation of each bolt required to achieve the next higher or lower setting, relative to the nominal setting (listed with no rotation noted on the bolt). In addition to the listed settings, intermediate settings may be obtained by tightening or loosening the bolts proportionately.



FV44 Friction clutches
4 plates, diameter 202 mm

Spring code	t mm	Setting Nm	h mm	
367009870	4.25	1800	19.0	
		2200	18.6	

The clutch must be quite loose initially to ensure it will slip. Slipping can be identified by the clutch getting very hot. The clutch will always be quite warm in work as the gearbox gets warm. Run the machine for a short distance (20 metres) in work and check the clutch slips. Then tighten each tension bolt up a turn (more if the clutch was very loose) evenly and run a short distance again. Keep repeating this procedure until the clutch is not slipping - it should only take a few stops. As you get to the point at which the clutch is not slipping tighten the tension bolts half a turn instead of a full turn.
If the clutch still slips when you have set the maximum recommended setting, *reduce the load*. Reduce your ground-speed or take less cut. Otherwise you risk damaging the machine. *Whenever a slip clutch slips take all load off it until full operating speed is regained with zero load. Continuing operations with a slipping clutch results in clutch damage.*
Continue to work the machine checking the clutch regularly to see how it is performing. You may want to adjust it for varying conditions. If the clutch is too loose it will slip, wearing out the friction discs, getting hot and possibly damaging the clutch pressure surfaces as well. Remember as the plates wear, the tension on them is reduced. If the clutch is too tight it will fail to protect the tractor and machine when an overload occurs.

How to free up the clutch after a period of storage

Slip clutches can seize up if left for long periods without use. To free up the clutch loosen all the tension bolts until the Belleville spring is free of any tension. Then run the machine into normal work so the clutch slips. With the clutch set in this way the machine will fail to work at all, clutch slip being 100%. Run the machine in this way for 30 seconds to one minute. This cleans the surfaces of the clutch. An alternative to this is dismantling the clutch and cleaning it.

SPARE PARTS

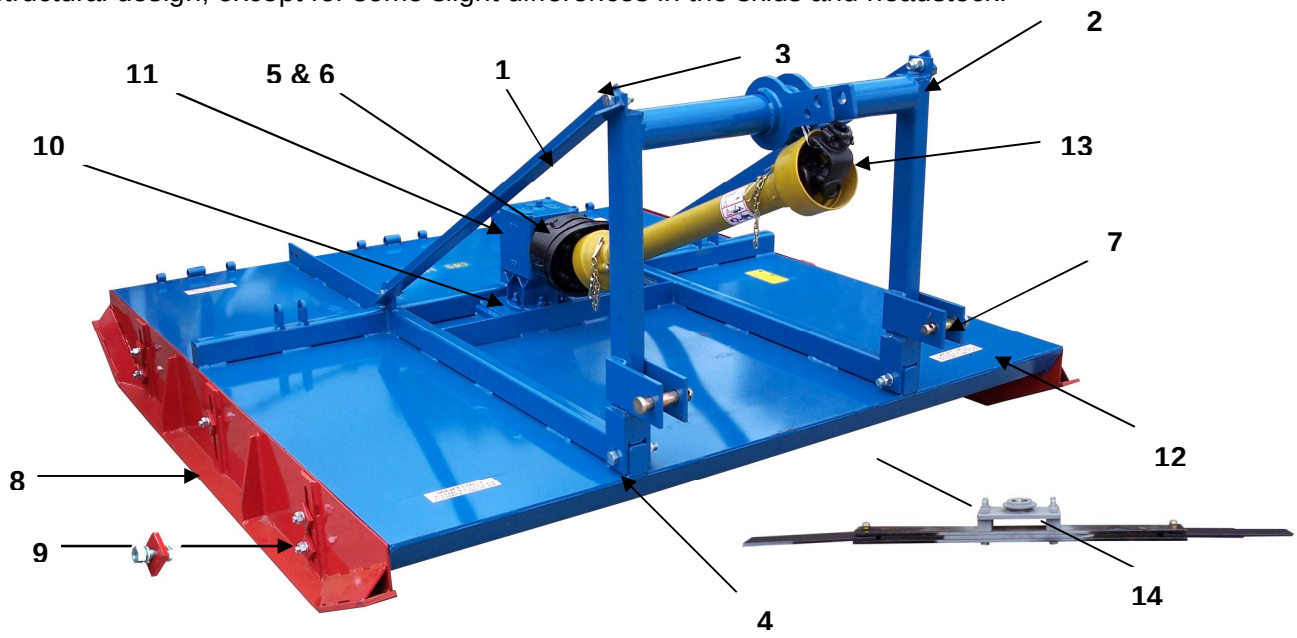
Order spare parts through your original supplier or your local John Berends Implements dealer. Always quote the machine serial No. or product No., spare part number and its part name as stated in the operator's manual.

Glossary of terms: sw = Spring Washer, n.s.s. = Not serviced separately, a.r. = As required, fw = Flat Washer

6' and 7' EHD Slashers & 6' and 7' Warrior Slashers - Centre & offset mounted

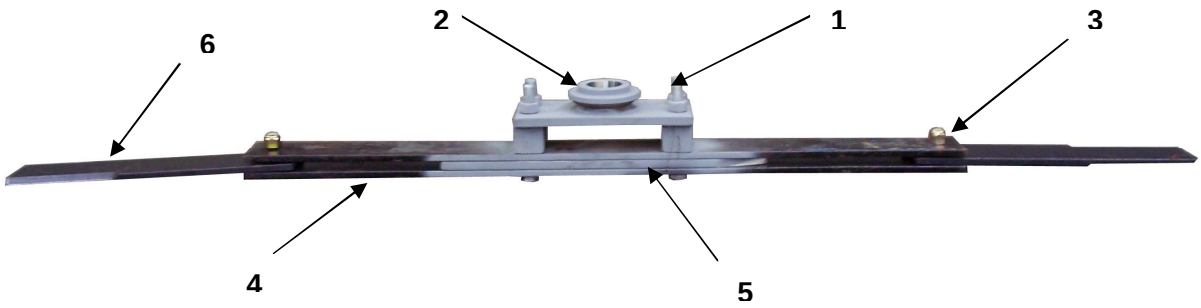
Key No.	Part No.	Quantity	Description
1	3223	2	Long stay suit 6' EHD slasher
	3224	2	Long stay suit 7' EHD slasher
	3729	2	Long stay suit 6' Warrior slasher
	3730	2	Long stay suit 7' Warrior slasher
2	3222	1	EHD Headstock
	3731	1	Warrior Headstock
3	3219	4	Bolt/nut/sw suit headstock
4	3221	2	Bolt/nut/sw suit headstock (lower)
5	3202	1	Clutch cover
6	3200	4	Bolt & washer assembly suit above
7	1972	2	Cat 2 push through - lower linkage pin
8	1852	2	Adj skid suit 6' EHD
	3732	2	Adj skid suit 6' Warrior
	1861	2	Runner only suit 6' EHD/Warrior skid
	1853	2	Adj skid suit 7' EHD
	3733	2	Adj skid suit 7' Warrior
	1862	2	Runner only suit 7' EHD/Warrior skid
9	1998	10	Adj skid bolt c/w plate/nut/sw/fw
10	1899	4	Gearbox mounting bolt/nut/sw suit EHD models
	3734	6	Gearbox mounting bolt/nut/sw suit Warrior models
11	1884	1	EHD Gearbox (refer to gearbox section)
	3735	1	Warrior Gearbox (refer to gearbox section)
12		1	Slasher body (priced on request)
13	3036	1	EHD P.T.O. (refer to pto section)
	3736	1	Warrior P.T.O. (refer to pto section)
14		1	Rotor (for breakdown refer rotor section)

The picture below is of an EHD slasher (without chains). The Warrior is very similar in structural design, except for some slight differences in the skids and headstock.



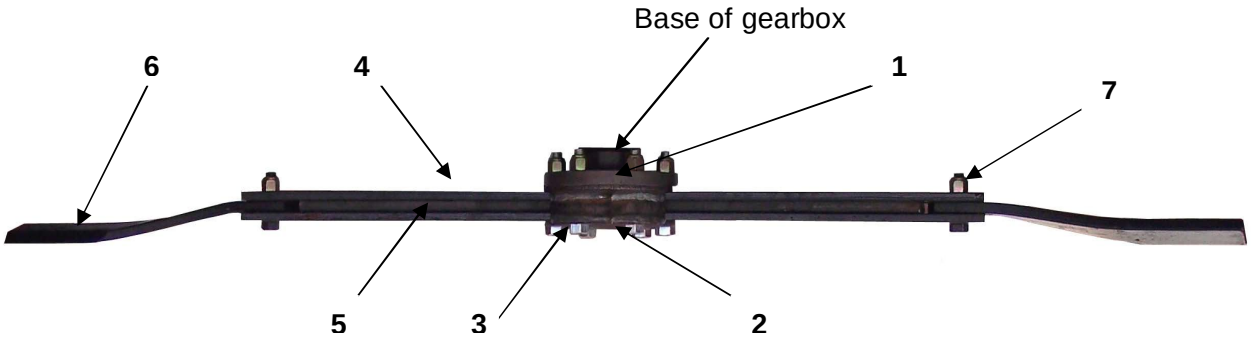
EHD - Rotor Assembly

Key No	Part No	Quantity	Description
1	1879	4	Rotor bolt/nut
2	1878	1	Boss (Specify Comer or GB brand)
3	1554	2	Bolt/nut/bush assembly
4	1880	2	Top or bottom flat suit 6’ EHD
	1882	2	Top or bottom flat suit 7’ EHD
5	1881	1	Rotor spacer suit 6’ EHD
	1883	1	Rotor spacer suit 7’ EHD
6	1986	2	Blade - straight (1 1/2” hole)
	2003	2	Blade - stepped (1 1/2” hole)
	1876	1	6’ EHD rotor complete with blades/boss
	1877	1	7’ EHD rotor complete with blades/boss



Warrior - Rotor Assembly

Key No	Part No	Quantity	Description
1	3752	1	Circular top plate
2	3754	1	Rotor base plate flange
3	3755	6	Rotor base plates bolts/nuts
4	3756	2	Top or bottom flat rotor bar suit 6’ Warrior
	3757	2	Top or bottom flat rotor bar suit 7’ Warrior
5	3758	1	Rotor spacer suit 6’ Warrior
	3759	1	Rotor spacer suit 7’ Warrior
6	1987	2	Twisted stepped slasher blade 1 1/4” hole
7	1993	2	Bolt/nut/bush
	3760	1	6’ Warrior rotor complete with blades/hub
	3761	1	7’ Warrior rotor complete with blades/hub



Slasher Chains (bolt-on)

1021	Front chain EHD 180 (6') c/l
1022	Front chain EHD 180 (6') o/s
1023	Rear chain EHD 180 (6')
1024	Front chain EHD 210 (7') c/l
1025	Front chain EHD 210 (7') o/s
1026	Rear chain EHD 210 (7')
1027	Front chain Warrior (6’) c/l
1028	Front chain Warrior (6’) o/s
1029	Rear chain Warrior (6’)
1030	Front chain Warrior (7’) c/l
1031	Front chain Warrior (7’) c/l
1032	Rear chain Warrior (7’)

Slasher steel flaps

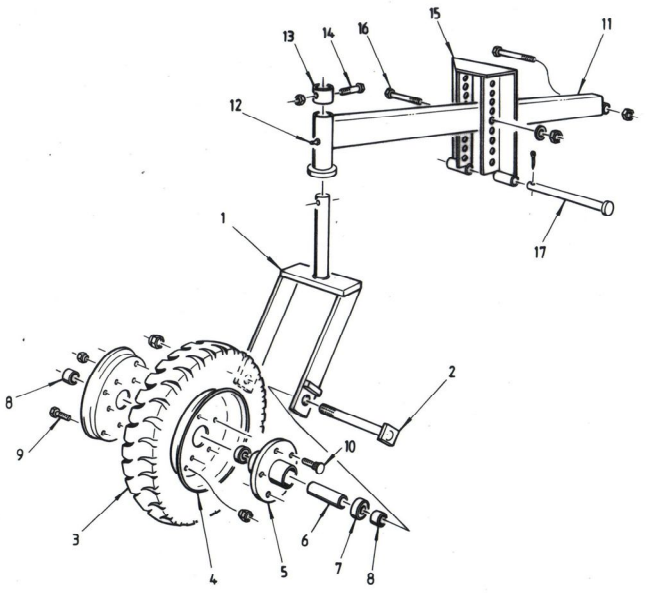
1057	Rear flap EHD180 (6') - old style no longer used
1058	Rear flap EHD210 (7') - old style no longer used
1059	Rear flap WARRIOR (6') - old style no longer used
1060	Rear flap WARRIOR (7') - old style no longer used

Slasher rubber flaps

1091	Rubber front guard EHD180 C/L (6')
1092	Rubber front guard EHD180 O/S (6')
1093	Rubber rear hinging guard EHD180 (6')
1094	Rubber front guard EHD210 C/L (7')
1095	Rubber front guard EHD210 O/S (7')
1096	Rubber rear hinging guard EHD210 (7')
1097	Rubber front guard WARRIOR (6') C/L
1098	Rubber front guard WARRIOR (6') O/S
1099	Rubber rear hinging guard WARRIOR (6')
1100	Rubber front guard WARRIOR (6'9")
1101	Rubber rear hinging guard WARRIOR (6'9")

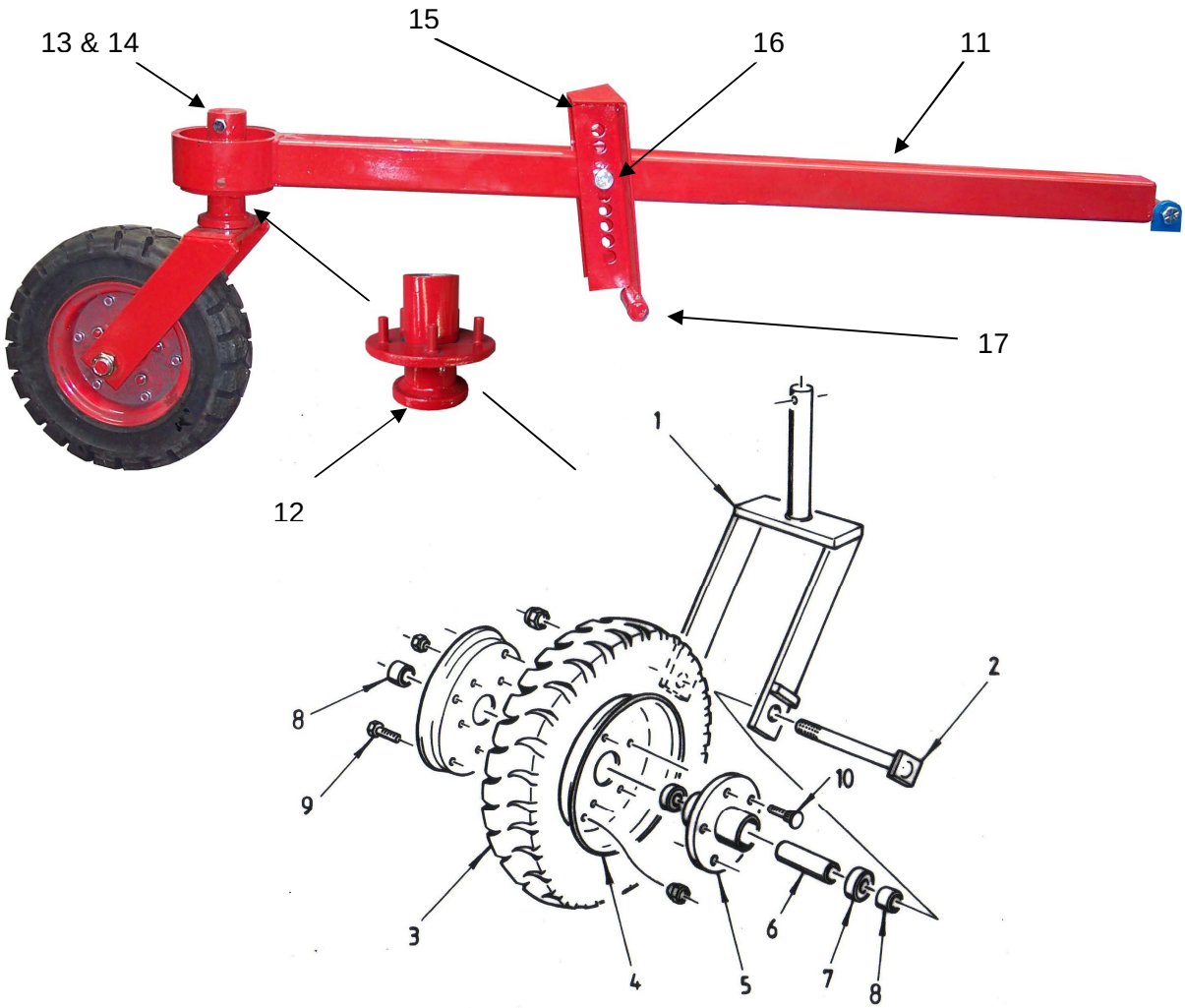
EHD slasher wheel kit (0098/0099)

Key No	Part No	Quantity	Description
1	3226	1	Yoke
2	1597	1	Axle
3	1595	1	Solid rubber tyre
	3227	1	Solid rubber tyre & rim – no hub
4	3228	1	Rim
5	3229	1	Hub
6	3230	1	Inner hub bush
7	1902	2	Bearings
8	3231	2	Spacer
9	3232	6	Bolt & nut suit rim
10	3233	5	Bolt & nut suit hub
11	3788	1	6’ main frame
	3789	1	7’ main frame
12	3234	1	Grease nipple
13		1	Sleeve comes with 3226, n.s.s.
14	3235	1	Bolt & nut suit sleeve
15	3236	1	Adjusting bracket
16	3237	1	Bolt/nut/sw suit adj. bracket
17	3238	1	Pin
	1598	1	Solid rubber wheel c/w hub



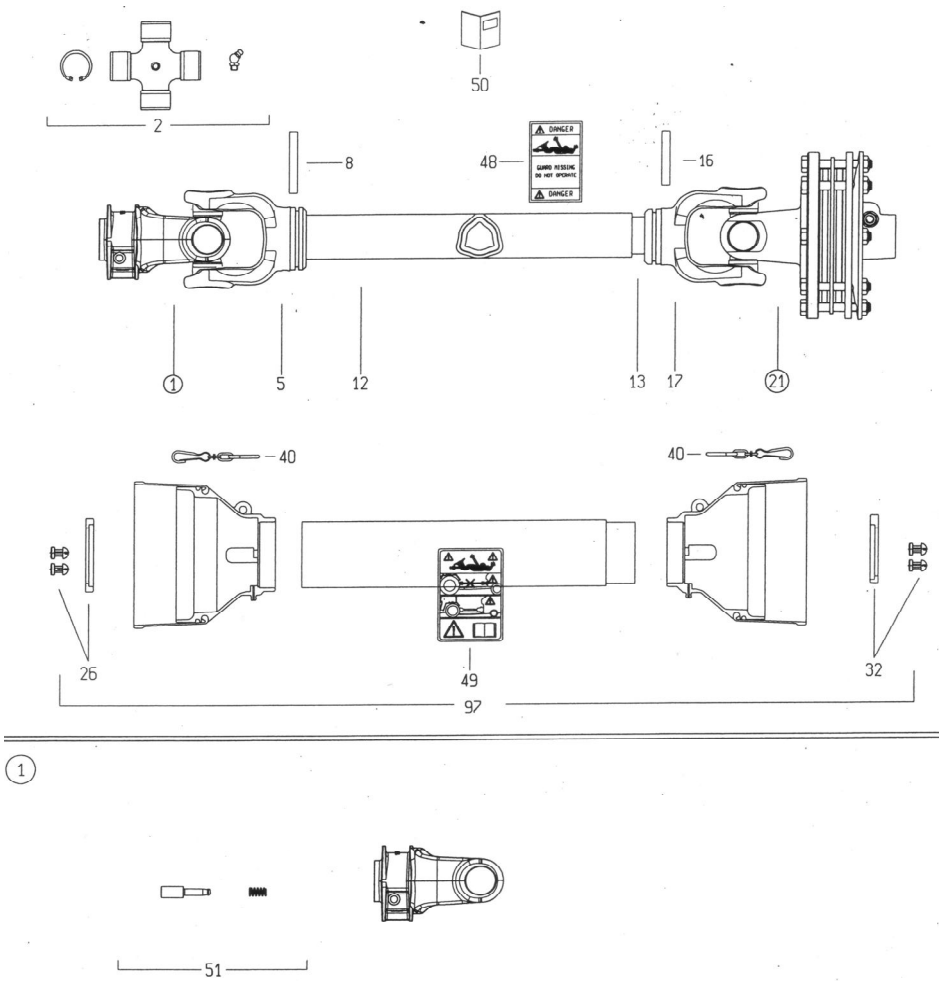
Warrior slasher wheel kit (0107/0108)

Key No	Part No	Quantity	Description
1	3792	1	Yoke (complete with flange/studs/nuts)
2	1597	1	Axle/nut
3	1595	1	Solid rubber tyre
	3227	1	Solid rubber tyre & rim – no hub
	1598	1	Solid rubber wheel c/w hub
4	3228	1	Rim
5	3229	1	Hub
6	3230	1	Inner hub bush
7	1902	2	Bearings
8	3231	2	Spacer
9	3232	6	Bolt & nut suit rim
10	3233	5	Bolt & nut suit hub
11	3793	1	6’ main frame
	3794	1	7’ main frame
12	3234	1	Grease nipple
13		1	Sleeve, n.s.s.
14	3795	1	Bolt & nut suit sleeve
15	3796		Adjusting bracket
16	3797	1	Bolt/nut/sw suit adj. bracket
17	3798	1	Pin



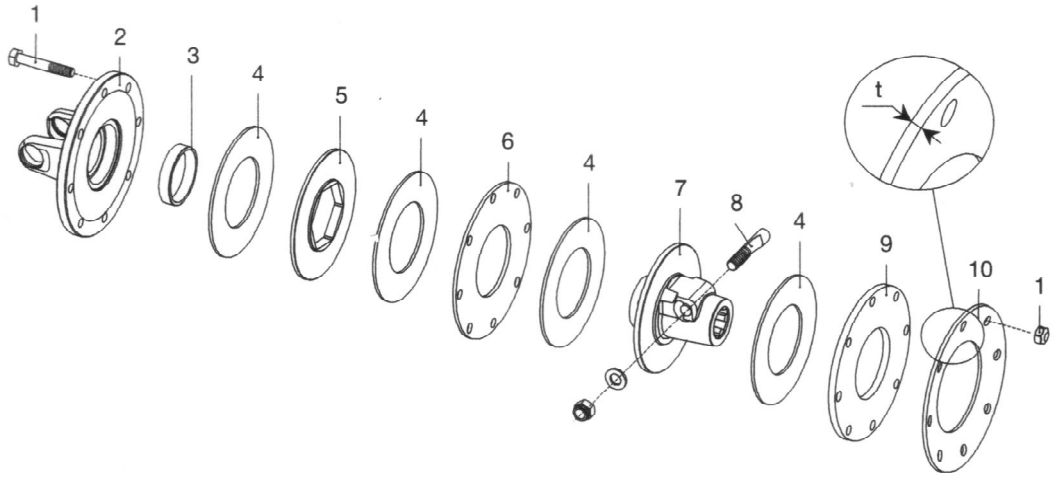
EHD slasher / Warrior slasher – shaft with plate tensioned clutch

Key no.	Part no.	Quantity	Description
1	3083	1	Yoke
2	3084	2	Cross/universal joint
3		8	Circlip - n.s.s.
4		2	Grease nipple - n.s.s.
5	3085	1	Outer tube yoke
8	3030	1	Outer tube roll pin
12	3086	1	Outer drive tube
13	3087	1	Inner drive tube
16	3031	1	Inner tube roll pin
17	3088	1	Inner tube yoke
21	3091	1	Clutch
26	3106	1	Outer shield support
32	3106	1	Inner shield support
40		1	Chain
48		1	Danger label
49		1	Danger decal
50		1	Instruction booklet
51	3089	1	Quick release pin
97	3105	1	Outer half shaft cover
97	3104	1	Inner half shaft cover
	3036	1	Complete EHD shaft c/w clutch
	3736	1	Complete Warrior shaft c/w clutch



EHD slasher – plate tensioned clutch

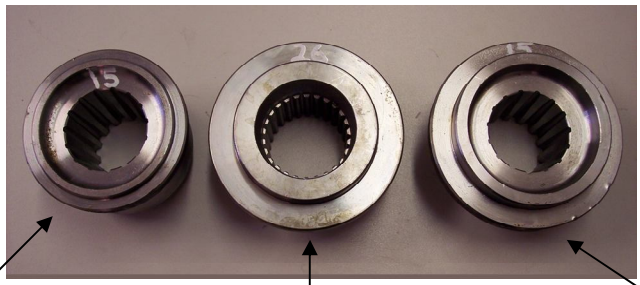
Key no.	Part no.	Quantity	Description
1	3908	8	Bolt and nut
2	3909	1	Flange yoke
3	3900	1	Bush
4	3910	4	Clutch lining
5	3911	1	Drive plate
6	3912	1	Inner plate – 4mm
7	3913		Hub with taper pin
8	3914	1	Taper pin
9	3915	1	Inner plate – 8mm
10	3916	1	Belleville spring (tension plate)



M76V EHD Slasher gearbox – post 2002

Key No.	Part No.	Quantity	Description
1	3553	1	Casing
2	3554	1	Cover
3	3555	1	Input bearing (back)
4	3556	1	Input bearing (front)
5	3557	2	Output bearing
6	3558	1	Input crown wheel
7	3559	1	Output gear
8	3560 (* ref below)	1	Output shaft
9	3561	1	Input shaft
10	3562	1	Castle nut
11	3563	1	Flat washer (top of output)
12	3564 (* ref below)	1	Protective plate
13	3565 (* ref below)	1	Boss/Hub
14	3566	2	Input circlip
15	3567	1	Input oil seal
16	3568	1	Cap
17	3569	1	Output oil seal
18	3570	2	Drain/level plug
19	3571	1	Breather plug
20	3572	4	Bolts
21	3573 (* ref below)	4	Protective plate bolts
22	3574	1	Flat washer
23	3575	1	Castle nut
24	3576	1	Split pin
25	3577	1	Split pin
26	3578	1	M76V label plate

In late 2008, four components (asterisked above) on the M76V model were modified. They still use the same part number however you will need to identify which model it came from prior to ordering. This is done by counting the spline on the hub or output shaft. The original pre 2008 GB gearbox had 26 spline which was later changed to a coarser 15 spline. (Do not confuse this hub with the old Comer 15 spline hub – see pictures below for difference or identify the brand marked on the actual gearbox)

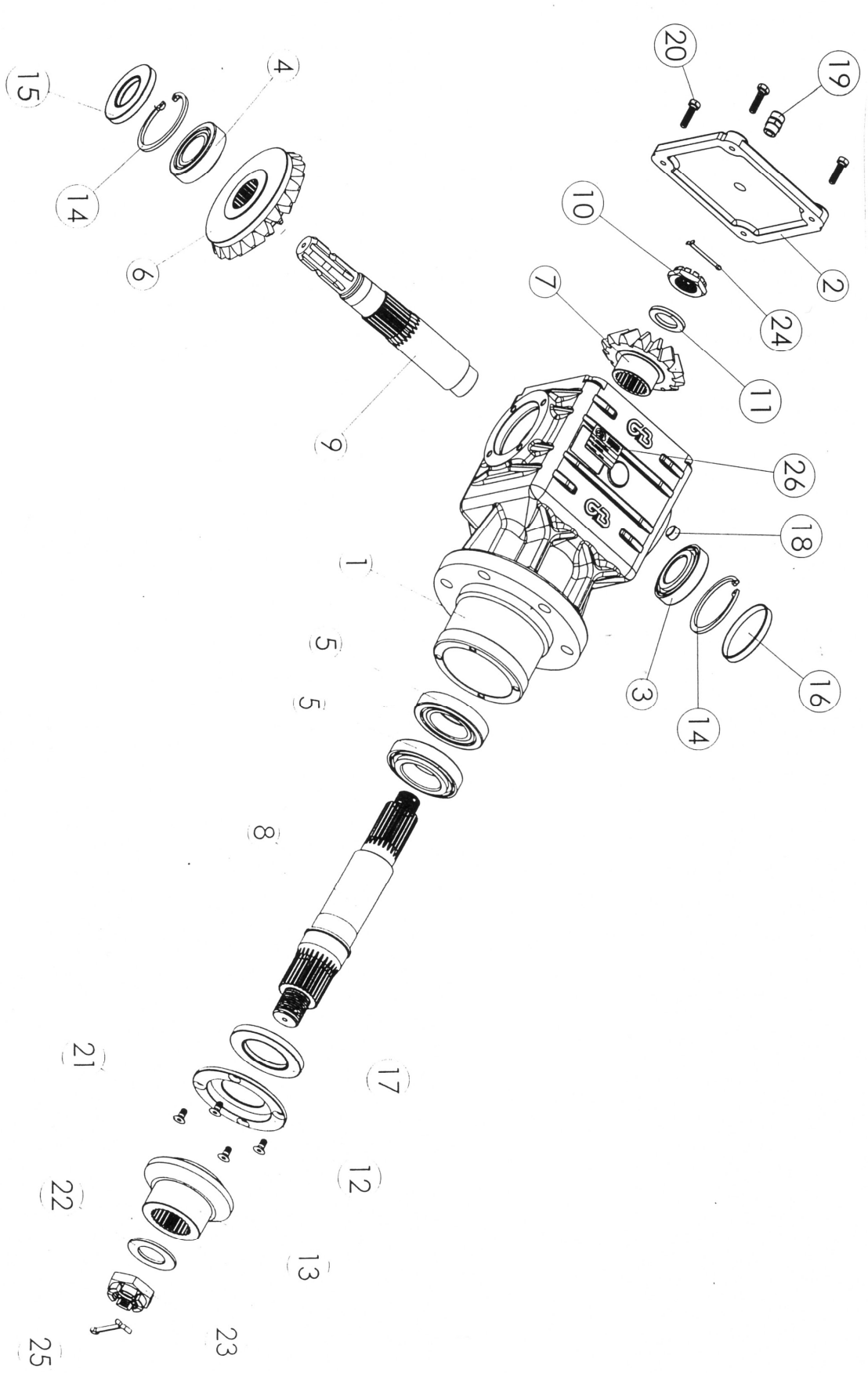


Comer Hub
15 spline
Pre 2001

GB Hub
26 spline
2001-2008

GB Hub
15 spline
Current

M76V EHD Slasher gearbox – post 2002



LF 171A Warrior Slasher Gearbox

Key No.	Part No.	Quantity	Description
1	0.709.7500.00	2	Shim
2	8.0.9.00143	2	Bearing
3	8.1.1.01357	6	Bolt
4	0.286.7100.00	1	Plug
5	0.720.7100.00	1	Nut
6	0.171.1300.00	1	Cover
7	0.269.6001.00	1	Crown wheel
8	0.171.1301.00	1	Cover
9	8.1.1.01439	8	Bolt
10	8.7.1.00981	1	Double lip seal
11	0.171.2000.00	1	Shaft
12	8.4.7.00146	1	Cotter pin
13	0.252.7525.00	1	Shim
14	0.171.0300.00	1	Casing
15	8.6.6.00088	1	Plug
16	8.0.9.01434	1	Bearing
17	8.7.3.01786	1	Oil seal
18	0.171.7000.00	1	Bush
19	0.171.3000.00	1	Shaft
20	8.5.3.01787	1	Snap ring
21	8.0.9.00268	1	Bearing
22	0.712.7500.00	1	Shim
23	0.269.5014.00	1	Pinion
24	0.252.7510.00	1	Shim
25	0.171.1302.00	1	Cover

LF 171A Warrior Slasher Gearbox