



Fig 24.

5 Ensure that the adhesive applied in step 3 has completely dried and then apply another adhesive layer. When the second adhesive layer is almost dry (sticky to the touch) the rubber compound should be firmly applied to the cut. The compound should be 2 to 3 mm higher than the original rubber track.

6 Allow to harden.

Approximate curing times:

- 24 hours @ 30°C

- 48 hours @ 40 - 45°C

- 72 hours @ 50 - 60°C

Additional Notes:

If the cut is on the track edge, this is more difficult to repair. In some instances, it is possible to repair with a strong bonding adhesive.

Track Removal and Replacement

Removal

- 1 Position machine on a firm, level surface.
- 2 Raise the machine on the side to be worked on as follows:
 - a Place a block of wood under one end of the shovel and fully lower and tilt the shovel onto the block so as to raise the front of the machine.
 - b Position blocks under the front and rear of the chassis then raise the shovel to lower the machine so that the chassis sits on the blocks as shown at **A**.

Alternatively use a suitable jack to raise the machine, taking care not to damage the chassis.
- 3 Remove the access cover and unscrew the grease adjuster to release the track tension (*see Section 3*). Collect and discard the grease. Use a lever to push the front idler wheel fully in as shown at **B**.
- 4 Thread a sling through holes in the track between the rear idler and the sprocket. Insert a suitable round section steel bar between the sling and the track. Using a hoist, raise the bar so as to rotate the track slightly until the bar is positioned at the top of the sprocket as shown at **C**.
- 5 Using the hoist, lift the track clear of the sprocket.
- 6 Unscrew the sprocket retaining bolts and remove the sprocket as shown at **D**.
- 7 Position a support under the track to take up the sag at the bottom.
- 8 Manoeuvre the track off the rear idler and away from the machine.

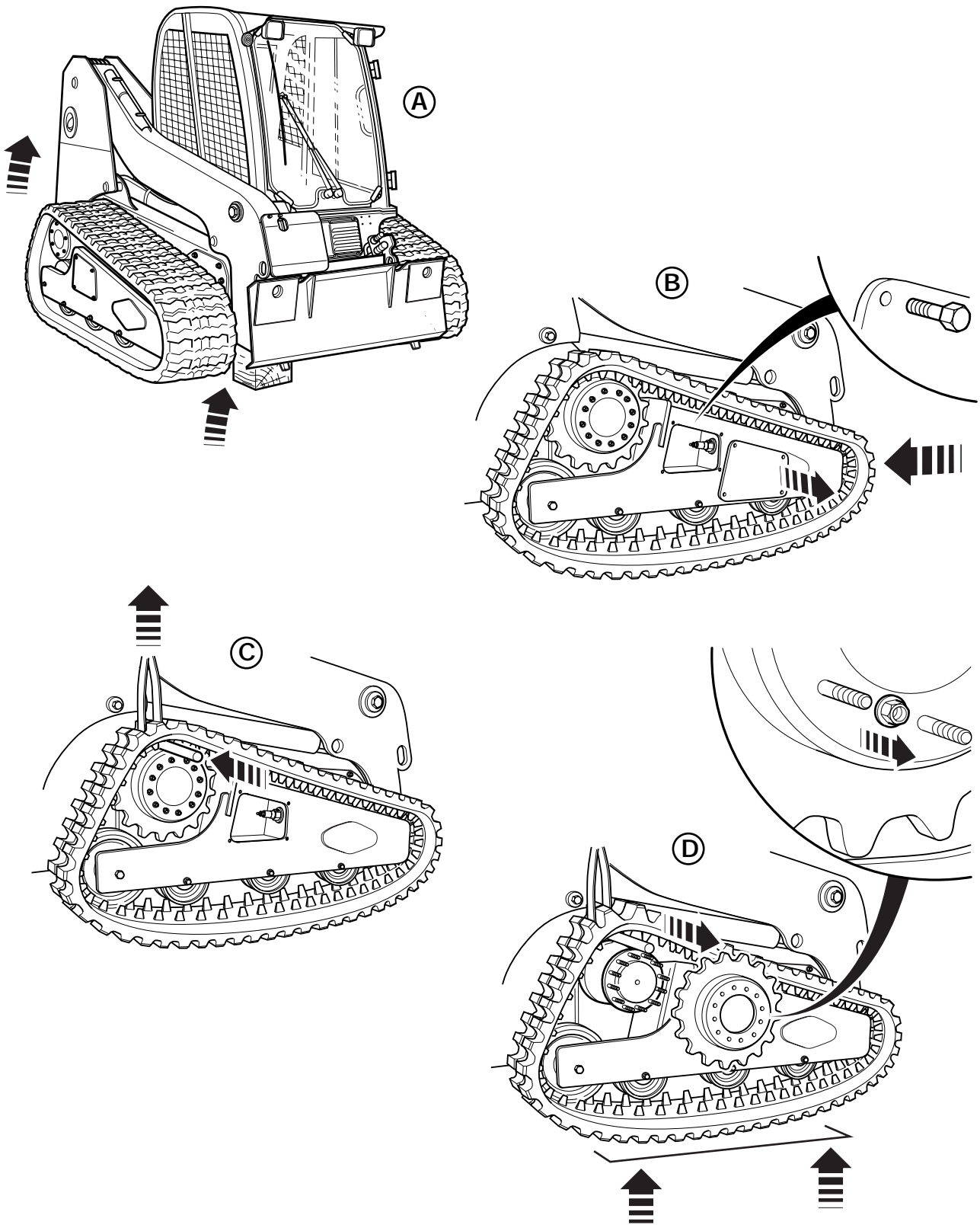


Fig 25.

Replacement

- 1 Position the track so that it locates under the bottom rollers and around the front and rear idler wheels. Position a support under the track to take up the sag at the bottom.
- 2 Place a steel bar under the track adjacent to the sprocket and support the weight of the track.
- 3 Assemble the sprocket to the motor flange and tighten the securing bolts. Operate the track motor to rotate the sprocket as necessary to locate its teeth into the grooves of the track.
- 4 Lower the track onto the sprocket and remove the hoist and bar.
- 5 Pump grease into the adjuster to extend the front idler wheel ensuring that the track is correctly located on the idler wheels and guide rollers.
- 6 Lower the machine to the ground and adjust the track tension (**see Section 3**). When correctly tensioned there should be 5 to 10 mm (0.2 to 0.4 in) sag at the top of the track.
- 7 Replace the access cover.

Recheck the track adjustment after the machine has been driven for a while.

Idler Wheels and Rollers

Front Idler Wheel and Recoil Unit

Removal

These components can be removed without removing the track frame from the machine.

- 1 Remove track (see [⇒ Removal \(□ J-15\)](#)).
- 2 Pull front idler wheel assembly **A** out of track frame [⇒ Fig 26. \(□ J-18\)](#).
- 3 Pull recoil unit **B** clear of track frame.

Replacement

Replacement is a reversal of the removal procedure.

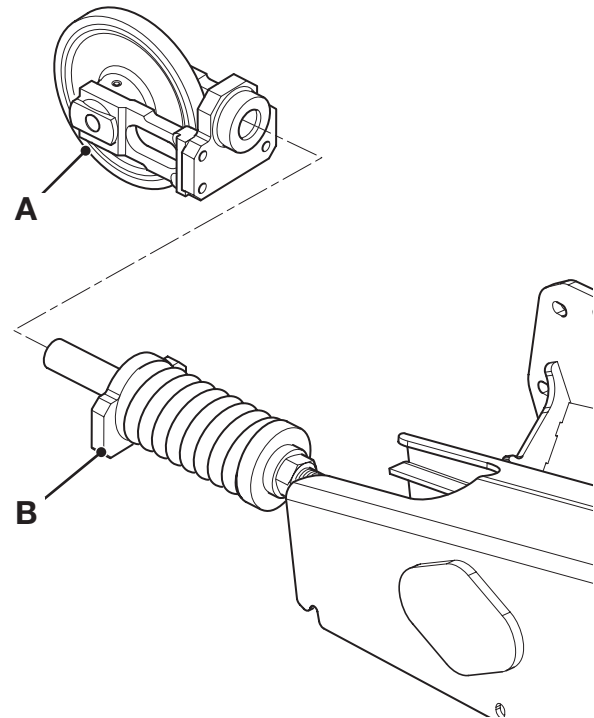


Fig 26.