

CODE: CC-272

DATE: MARCH 7, 1994

SUBJECT: VIBRATION KIT CERTAIN MODELS OF 2135, SERIAL NUMBERS 239301-242243.

Reports from the field have lead us to develop a vibration kit for the above mentioned tractor.

Variances in engines have different vibration paths. Because of this certain engines may tend to vibrate worse then others. Should your customer experience this phenomenom the above mentioned kit should be installed on that tractor.

Attached, please find an instruction sheet that applies to this kit.

Circulate and initial

Service Mgr	Parts Mgr	Service Tech.	Service Tech.	
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INSTRUCTION SHEET 759-3751 2000 SERIES TRACTOR (2135) SERIAL NUMBER 239301-242243.

- 1) Remove the seat assembly and the footpads on the tunnel cover. Also remove the shift lever knob, plastic cover from around the lift lever and the fuel cap.**
- 2) Gently remove the fenders from the chassis of the tractor. Note: Separating the tunnel cover from the fender may be of assistance.**
- 3) Apply the five foam pads (part no. 722-3020) to the top of the fuel tank as shown in fig. 1. NOTE: Make sure the fuel tank is free from dirt or grease before applying foam pads.**
- 4) Using a drill with 1/2 inch bit, drill out the outside hole on each footrest support and the two holes at top of seat supports. See fig. 1. NOTE: Remove the foam pads from each footrest support along with the six "U" nuts.**
- 5) Install a rubber grommet (part no. 722-3023) in each of the six drilled out holes. Install the fender and tunnel cover back on the tractor.**
- 6) Using the new bolts (part no. 710-0606) and flat washers (part no. 736-3090) install bolt and flat washer through mounting holes and into the rubber grommets. The grommets have a threaded sleeve inside the grommet.**
- 7) Turn the bolt into the grommet until four threads show through the grommet.**
 - A) On the front footrest only, install the metal sleeve (part no. 750-0760) and flange nut (part no. 712-3027) on each side. Tighten the bolt just tight enough to allow rotation of the sleeve you installed earlier. Tighten the flange nut to the point that it just touches the rubber grommet. Do the same to the opposite side footrest.**
 - B) Install the other four bolts, with washers, into there respective holes and tighten them against the sleeve insert of the grommets untill they bottom out on the bolt threads. Install the flange nuts on to the bolts until the flange nuts just touch the rubber grommets.**
- 8) Install the lift lever cover, shift knob and fuel cap.**

(STEERING SHAFT UPDATE)

To help overcome vibration felt through the steering the following should be done.

1) Remove the steering wheel shaft by removing the cotter pin located at the bottom of the steering shaft. (See item 12 fig.2)

2). Retain any washers that may come off when the cotter pin is removed.

3) Slide the shaft with steering wheel up far enough to remove the steering pinion. Retain any hardware that came off with the pinion.

4) Using a slide hammer, and bearing remover tool, remove the lower bushing from the steering housing. See item 26 fig. 2.

5) Install the steel flat washer, (part no. 736-0355) and the rubber flat washer, (part no.736-3132)

see fig. 2 on the bottom of the steering shaft along with the pinion gear. Install the flat washer on the shaft, the one removed during disassembly, and install the shaft back into the steering housing . NOTE: Make sure the pinion gear engages the steering fan gear and slide down in place. Be sure steering wheel is correctly installed before continuing, is the Cub Cadet logo turned in the proper direction.

6) Install the proper amount of washers, (part no. 736-0272), just like the one removed previously, onto the steering shaft. NOTE: Install washers as needed to make up the difference for the bushing removed previously. Steering shaft end play should be between .010 to .060. Attempt to get as close to .030 as possible.

7) Install new cotter pin in the steering shaft and bend the ends over.

NOTE: It may be necessary to loosen the upper steering shaft bearing to allow the steering shaft to correctly align itself with the lower steering shaft bushing.

Submit a warranty claim for the parts used and 1.5 hours labor for each tractor that needs updating. 25.00 P & D will be allowed for those units sold to customers if a copy of delivery registration accompanies the claim.

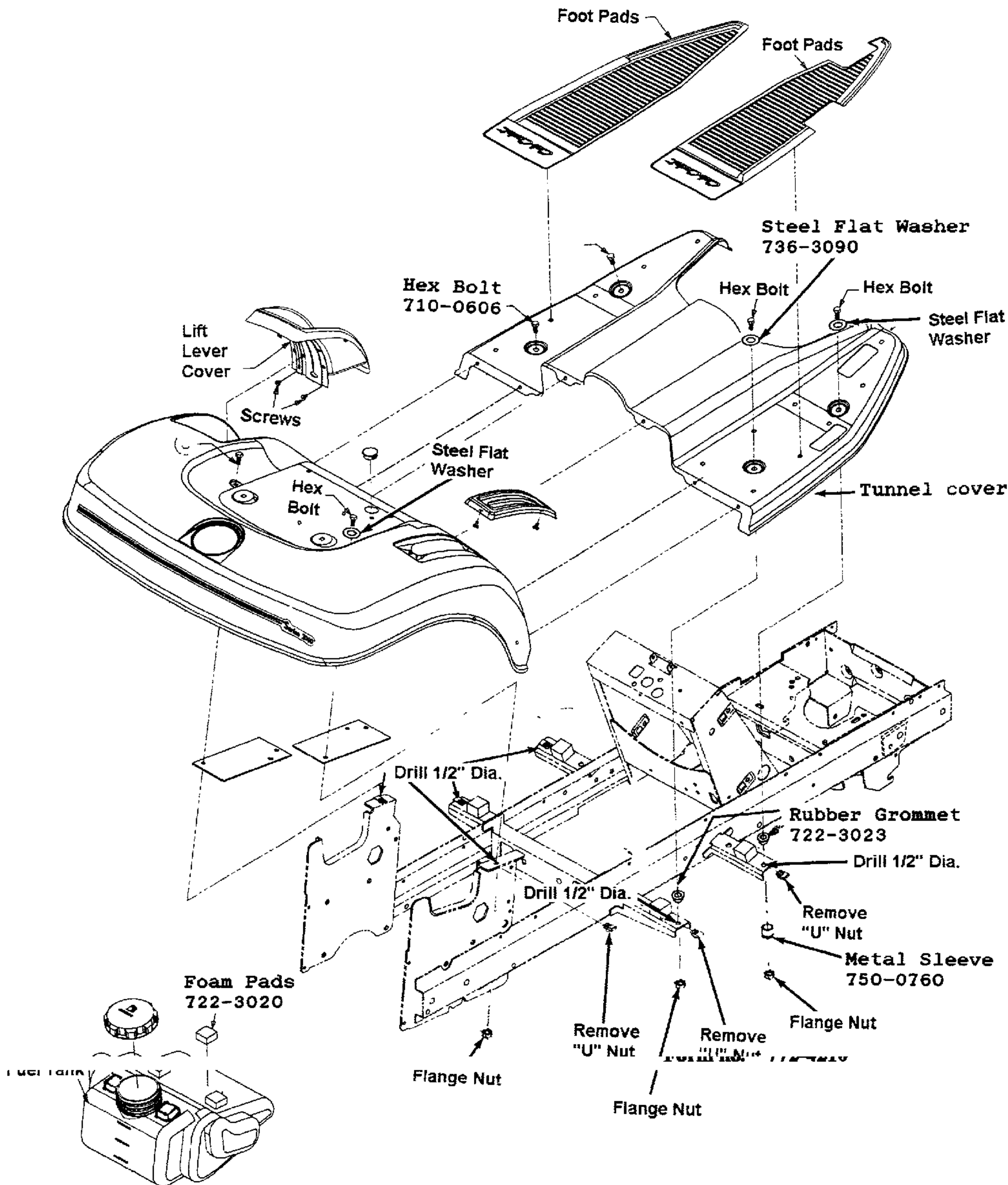


fig. 1

STEERING

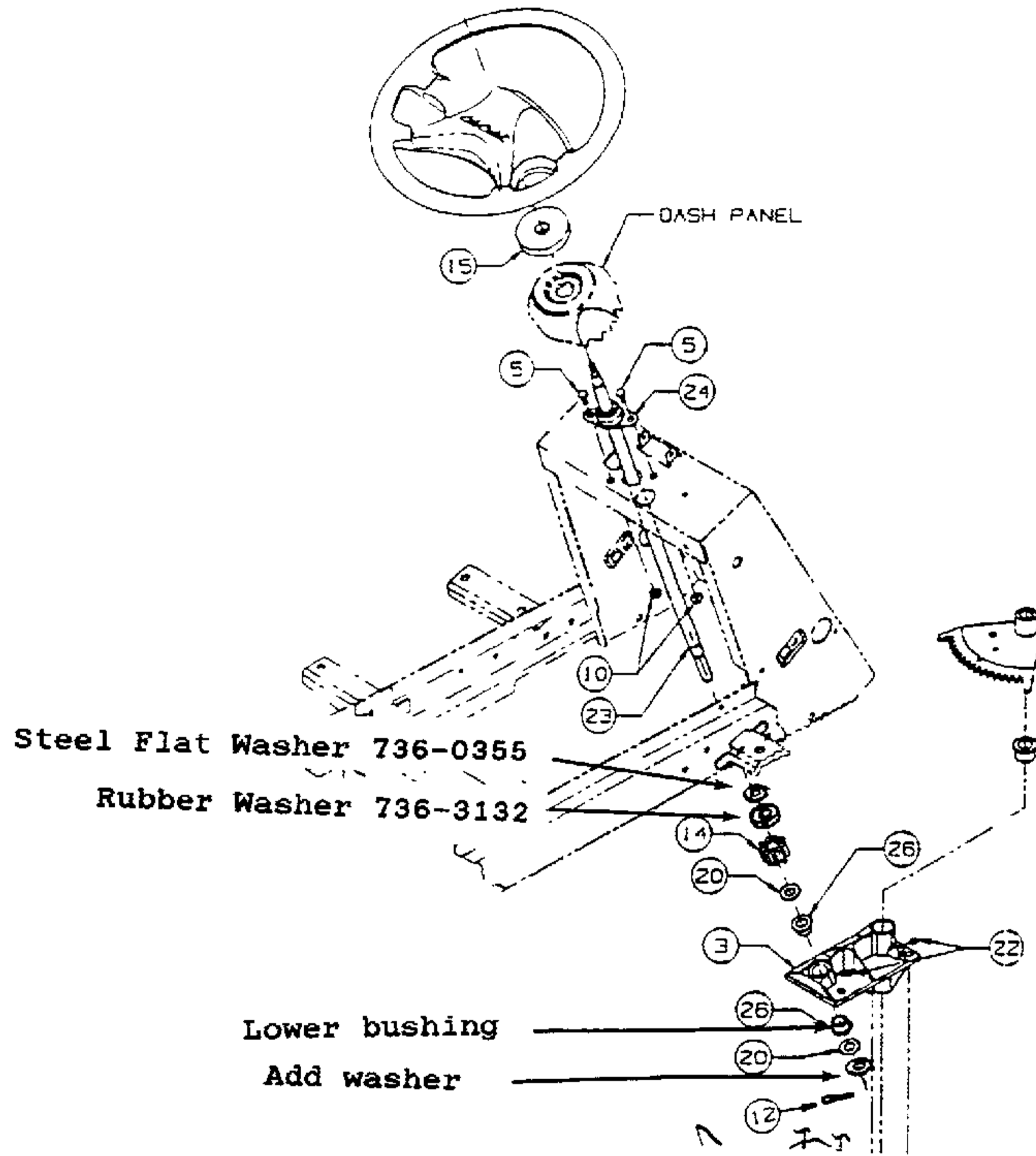


fig. 2