



Tips for Tuff Torq Repair Kits (K46, K57, K574, T40 MODELS)

- Clean the outside debris from the unit.
- Be sure to locate the proper serial number of the TTC unit (Located on the barcode sticker)
- Once that you have received your parts then please inspect the parts. Note the mating surfaces must be smooth and clean.
- Repair Kits generally include the center case, pump cylinder block, motor cylinder block, filter, o-rings, seals, and sealant. Not all o-rings, and seals need to be used when repairing the units.
- Drain the oil from the unit. (DO NOT reuse the oil) Remove the flat rubber seal cap located under the fan to drain the oil. No need to remove the vent valve.
- Place the unit on your workbench with the fan facing down.
- Remove the case bolts and remove the lower housing.
- Scrape the sealant from both the upper and lower cover. Be careful not to damage the sealing surface while scraping the housings. (Remove all sealant completely)
- Now is the time to use the drawing and parts list from TTC's website to identify everything inside the unit www.tufftorqparts.com
- Clean and flush the unit. Units that are not cleaned properly could result in a premature failure or void the parts warranty. Brake parts cleaner can be used to clean the internals.
- If you choose to inspect any parts make sure these parts are placed back into the proper orientation. (Ex. If you remove a bearing or a plate make sure that it is placed back into the proper position. Plate with smaller ID (INSIDE DIAMETER) should contact Pistons.) The notes are listed on most drawings so be sure to follow these tips properly. (see [Fig.#1 on back](#))
- Note the original position of the Motor Housing. (see [Fig.#2 on back](#))
- Once you are ready to install the parts be sure to coat the mating surfaces with oil. This will help lubricate the contact surfaces.
- Make sure to re-install the bypass pin and washer from the original center case and motor cylinder block. You can use a light amount of automotive grease or Vaseline to keep these two parts in position while putting the parts back in.
- If the unit has IDS valves, be sure to note the correct position of the ball or the filter compared to the drawing (see [Fig.#3 on back](#)). Keep in mind some units may not have the IDS system, but the new center-cases will have Pilot holes (see [Fig.#4 on back](#)), however the holes will not be machined out for IDS. This is simply in the mold of the new center-case, so no worries.
- New style magnet holder and two magnets (see [Fig.#5 on back](#)) for proper orientation.
- Once all parts are installed check to see if everything will rotate freely.
- You must obtain proper oil level and oil type before running the unit. Oil level should be maintained at 20~25 mm (3/4"~1") below the lip of (black cap) port, when oil temperature is at room temperature (20C or 68 F). Tuff Torq 5W-50 Synthetic Oil is highly recommended when rebuilding Tuff Torq transaxles. (DO NOT use ATF Automatic Trans Fluid)

Fig.#1

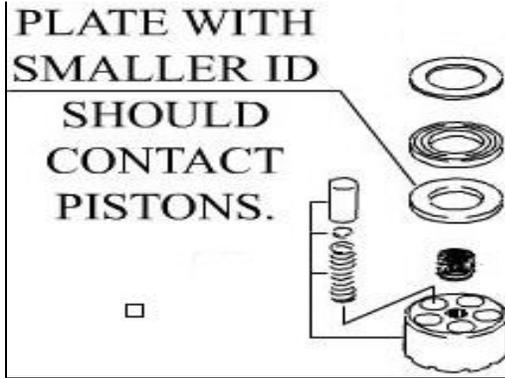


Fig.#2

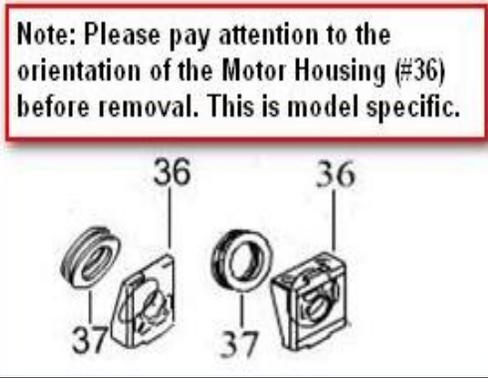


Fig.#3

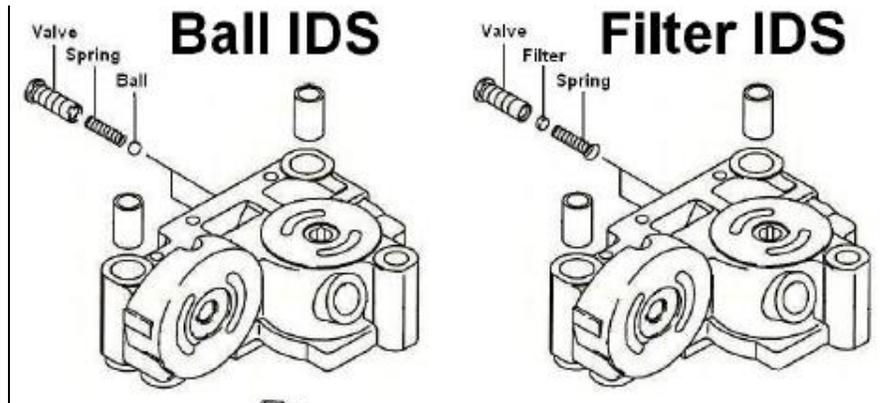


Fig.#4

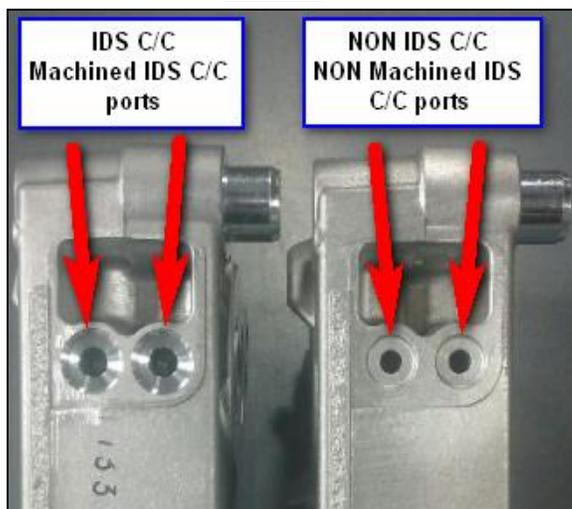


Fig.#5

