

**550A**  
**Crawler Bulldozer**  
**555A**  
**Crawler Loader**

# 550A CRAWLER BULLDOZER AND 555A CRAWLER LOADER TECHNICAL MANUAL TM-1292 (NOV-86)

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## INTRODUCTION

This technical manual is part of a twin concept of service.

**FOS Manuals - for reference**

**Technical Manuals - for actual service**

The two kinds of manuals work as a team to give you both the general background and technical details of shop service.

*Fundamentals of Service (FOS) Manuals* cover basic theory of operation, fundamentals of troubleshooting, general maintenance, and basic types of failures and their causes. FOS Manuals are for training new personnel and for reference by experienced technicians.

*Technical manuals* are concise service guides for specific machines. Technical manuals are on-the-job guides containing only the vital information needed by an experienced service technician.



63A/T85956, T28:1 II01 150383

## FEATURES OF THIS TECHNICAL MANUAL

- John Deere ILLUSTRATION format emphasizing detailed pictures and fewer words in easy-to-use modules.
- Removal and installation groups preceding some repair groups.
- A section of system diagnostic testing.
- Table of contents of all sections at the front of the manual and a listing of all groups and headings at the front of each section.
- Special tools and specifications listed at the front of each group they are used in.
- Special tools illustrated in numerical order at end of manual.
- Alphabetical listing of all major components, specifications, and special tools.
- Safety rules, general specifications, and lubrication specifications.

This technical manual was planned and written for you - an experienced service technician. Keep it in a permanent binder in the shop where it is handy. Refer to it when you need to know correct service procedures or specifications.

Using the technical manual as a guide will reduce error and costly delay. It will also assure you the best in finished service work.



63A/T85959 T28:1 II15 150383

## SAFETY AND YOU



**CAUTION:** This safety symbol is used for important safety messages. When you see this symbol, follow the safety message to avoid personal injury.



63A/T61389 T28: I102 150383

## AVOID FIRE HAZARDS

Be prepared if an accident or fire should occur. Know where the first aid kit and the fire extinguishers are located — know how to use them.

Do not smoke while refueling or handling highly flammable material.

Shut off the engine when refueling.

Use care in refueling if the engine is hot.

Do not use open pans of gasoline or diesel fuel for cleaning parts. Use good commercial, nonflammable solvents.

Provide adequate ventilation when charging batteries.

Do not check battery charge by placing metal objects across the posts.

Do not allow sparks or open flame near batteries.

Do not smoke near battery.

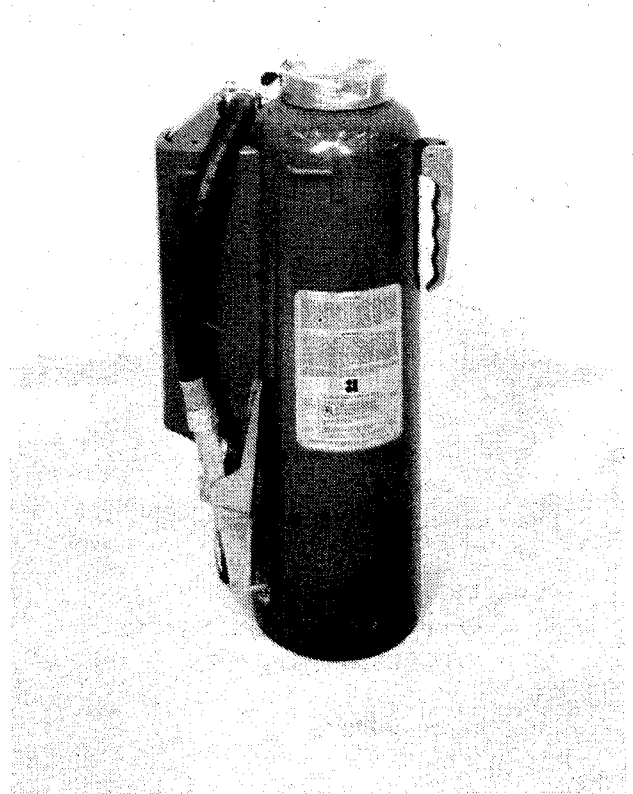
Never check fuel, battery electrolyte, or coolant levels with an open flame.

Never use an open flame to look for leaks anywhere on the equipment.

Never use an open flame as light anywhere on or around the equipment.

When preparing engine for storage, remember that inhibitor is volatile and therefore dangerous. Seal and tape openings after adding the inhibitor. Keep container tightly closed when not in use.

Inspect electrical wiring for worn or frayed insulation. Install new wiring if wires are damaged.



88A/T86875 T82:SKSA L 150383

## PREVENT FIRES BEFORE STARTING ENGINE

If machine is equipped with a fire extinguisher, check for correct charge.

Open both side shields and grille and remove trash.

Remove trash from other bottom guards, drive lines, batteries, hydraulic lines, fuel tank and operator's station.

Check for leaking fuel lines, hydraulic lines, hoses, or fittings with a piece of cardboard or wood. Do not use your hands. Tighten loose fittings. If lines are bent or hoses kinked, install new parts.

T82:CRSA A 080483

## PREVENT FIRES AFTER STOPPING ENGINE

Temperature in engine compartment may go up immediately after you stop the engine. **BE ON GUARD FOR FIRES.**

Before you clean trash from the engine compartment, wait until the engine has cooled. Open side shields to cool the engine faster. While the engine cools, clean trash from other areas.

T82:SKSA B 061282

## HANDLE STARTING FLUID SAFELY

If your machine is equipped with a starting fluid starting aid, remember starting fluid is highly flammable. **DO NOT** incinerate or puncture a starting fluid container. **DO NOT** store a starting fluid container in a high-temperature area.



88A:T90207 T82:CRSA G 210283

## UNDERSTAND MACHINE OPERATION

Only qualified people should operate the machine.

Learn the location and purpose of all controls, instruments, indicators, and labels.



88A:T90203 T82:CRSA B 210283

## WEAR PROTECTIVE CLOTHING

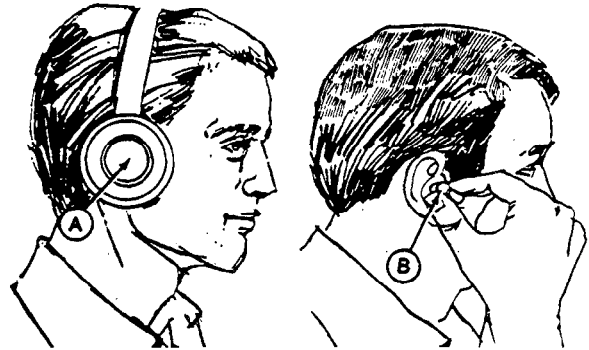
Wear fairly tight clothing . . . and safety equipment.



88A:T85056 T82:EXSA B 100183

## PROTECT AGAINST NOISE

Prolonged exposure to loud noise can cause impairment or loss of hearing. Wear a suitable hearing protective device such as earmuffs (A) or earplugs (B) to protect against objectionable or uncomfortable loud noise.

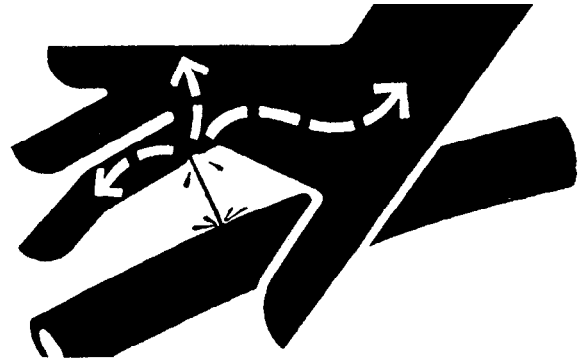


88A:X7662 T82:BHSA E 100183

## AVOID HIGH-PRESSURE FLUIDS

Escaping fluid under pressure can penetrate the skin causing serious injury. Relieve pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Keep hands and body away from pinholes and nozzles which eject fluids under high pressure. Use a piece of cardboard or paper to search for leaks. Do not use your hand.

If ANY fluid is injected into the skin, it must be surgically removed within a few hours by a doctor familiar with this type injury or gangrene may result.



88A:X9811 T82:BHSA F 100183

## START ENGINE FROM OPERATOR'S SEAT ONLY

Avoid possible injury or death from machinery runaway.

Do not start engine by shorting across starter terminals. Machine will start in gear and will move if normal circuitry is bypassed.

NEVER start engine while standing on ground. Start engine only from operator's seat, with transmission in neutral, neutral-lock lever in LOCK position and brake lock lever engaged.

T82:CRSA AD 260483

### USE HAND HOLDS AND STEPS

When you get on and off the machine, use handholds and steps.



88A;T90204 T82;CRSA C 210283

### INSPECT MACHINE

Inspect your machine carefully each day before you start it. See "Pre-Start Inspection".

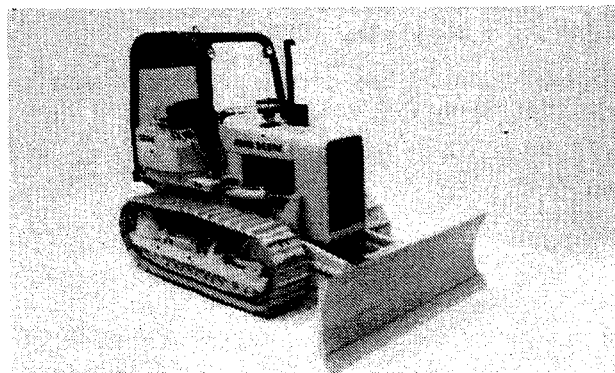


88A;T90205 T82;CRSA D 210283

### PARK SAFELY

Be sure equipment is on the ground or locked in position.  
Before leaving operator's seat be sure machine will not move.

Remove keys from switches and locks.



88A;T90987 T82;CRSA N 210283

Before you move any equipment, be sure all persons are away from the machine.

When the machine is operating, ONLY the operator should be on it.

Keep operating area level.

T82;CRSA F 210283

### TRACK SPECIFICATIONS

Distance across four links (new chain) .....	640.1 mm (25.2 in.)	Single grouser bar height (new shoe) .....	48.0 mm (1.89 in.)
100% wear limit .....	652.8 mm (25.7 in.)	100% wear limit .....	20.0 mm (0.79 in.)
Link height (new chain) .....	90 mm (3.54 in.)	Semi-grouser bar height (new shoe) .....	21.1 mm (0.83 in.)
100% wear limit .....	82.8 mm (3.26 in.)	100% wear limit .....	12.0 mm (0.47 in.)
Bushing O.D. (new bushing) .....	51 mm (2.01 in.)	Upper track carrier roller OD (new) .....	152.4 mm (6.0 in.)
100% wear limit (normal loading) .....	46 mm (1.81 in.)	100 % wear limit .....	139.7 mm (5.50 in.)
100% wear limit (high shock loading) ..	48 mm (1.89 in.)	Track roller OD (new) .....	182.6 mm (7.19 in.)
Bushing stickout .....	7.44 mm (0.298 in.)	100% wear limit .....	168.2 mm (6.62 in.)
		Front idler flange height (new) .....	19.3 mm (0.76 in.)
		100% wear limit .....	24.4 mm (0.96 in.)

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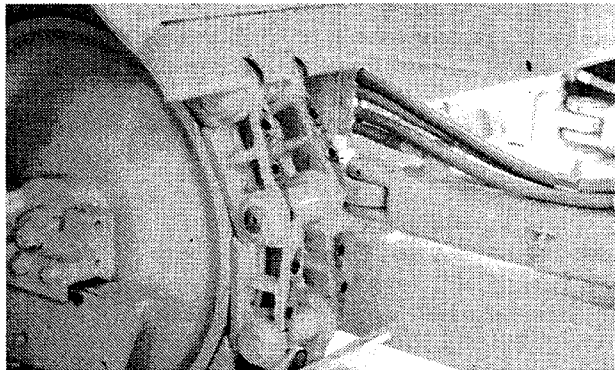
### REMOVE TRACK CHAIN

1. Rotate track to position the master pin on the front idler as shown.

*NOTE: Master pin is identified by drill point in end of pin.*

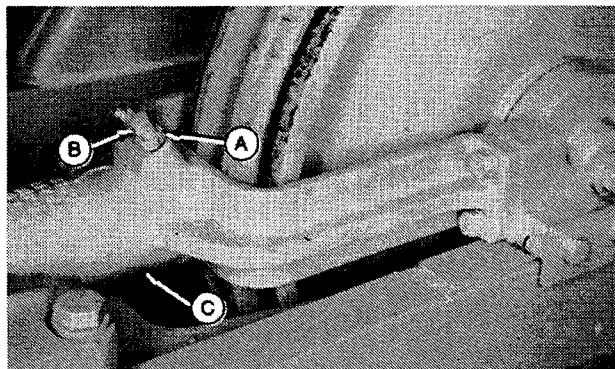
**CAUTION:** Make sure track clears floor before rotating.

2. Remove two track shoes; one on each side of master pin.



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3. Release track tension by loosening nut (A) and turn set screw (B) out of the track adjusting cylinder (C) approximately three turns.

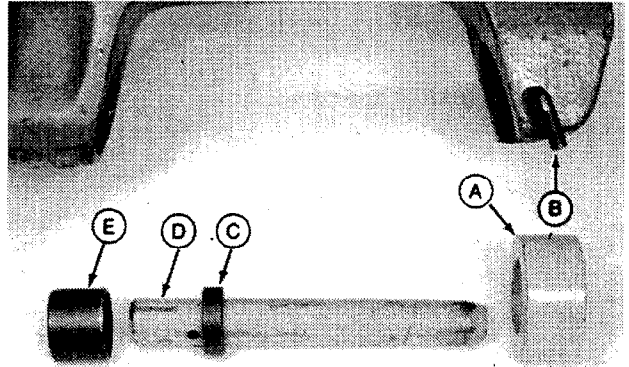


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**IMPORTANT:** Do not remove the track master pin with a hammer. This will enlarge the link pin bore requiring installation of a new track link.

4. Remove master pin from track link using D-01030AA Master Pin Pusher. Install aligning adapter (A) into master pin pusher C-frame securing with holding screw (B). Put aligning bushings (C) over forcing pin (D) and install adapter (E) in C-frame.

A—Aligning Adapter    C—Aligning Bushing    E—Pin Adapter  
B—Holding Screw    D—Forcing Pin



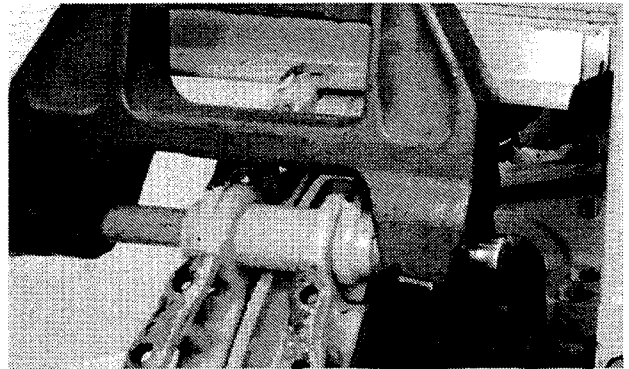
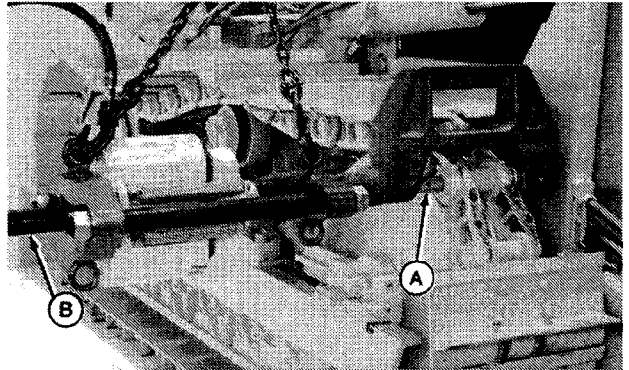
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5. Position master pin pusher and forcing pin in alignment with master pin using load positioning sling and hoist.

6. Turn ram adjusting screw (B) clockwise with crank until forcing pin (A) contacts master pin.

7. Connect hand pump to pin pusher. Activate pump to remove master pin.

8. Remove forcing pin to separate track.

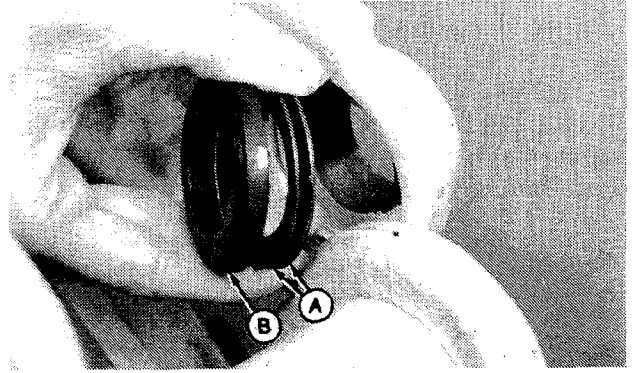


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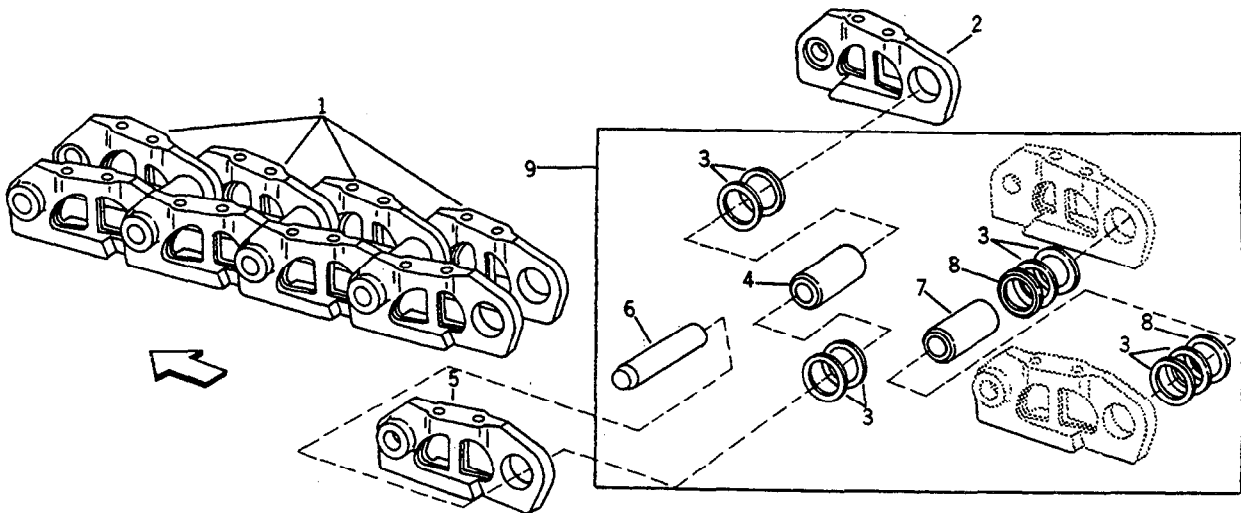
9. Pull track chain apart. Remove spacers (B) and seals (A) from between left and right track links.

10. Lift side of machine or operate crawler and rotate track in the reverse direction. Slowly, unwrap track off drive sprocket.

11. Place a jack under both crossbars and raise crawler to provide clearance. Block crawler up securely.



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T59376F

1—Track Chain  
2—Right Track Link  
3—Belleville Seals

4—Bushing  
5—Left Track Link

6—Pin, Standard  
Pin, Master  
(Drill Point On End)

7—Master Bushing  
8—Spacer (Master Bushing)  
9—Pin and Bushing Repair Kit

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## DISASSEMBLE TRACK CHAIN



**CAUTION:** Always wear safety glasses when operating press. Parts may break or chip, causing eye injuries.

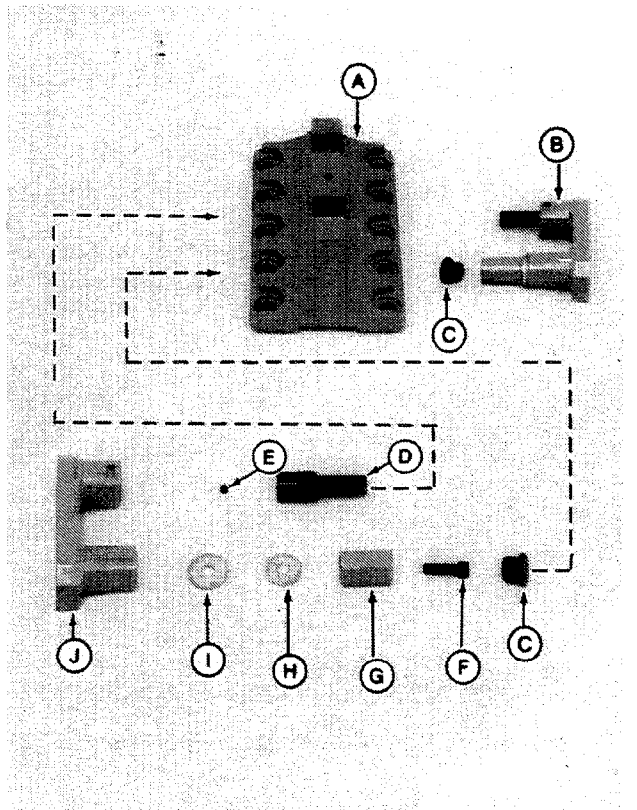
1. Remove track shoes from chain.
2. Install 40989 Saddle from 26815 Track Disassembly and Assembly Tooling Kit in track press frame and secure with cap screws.

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3. Adjust conveyor extension to desired conveyor working height.

4. Install left and right disassembly plates, sleeves and components from 26815 Tooling Set on work head of press and secure with attaching nuts.

- A—(40989) Saddle
  - B—(26819) R.H. Disassembly Adapter Plate
  - C—(26327) Master Bushing Spacer (2 used)
  - D—(33266) Forcing Pin (2 used)
  - E—(10153) Set Screw (2 used)
  - F—(10103) Cap Screw (2 used)
  - G—(26429) Forcing Pin Sleeve (2 used)
  - H—(21887) Spacer (2 used)
  - I—(20636) Spacer (2 used)
  - J—(26820) L. H. Assembly Adapter Plate
- Track Disassembly Tooling



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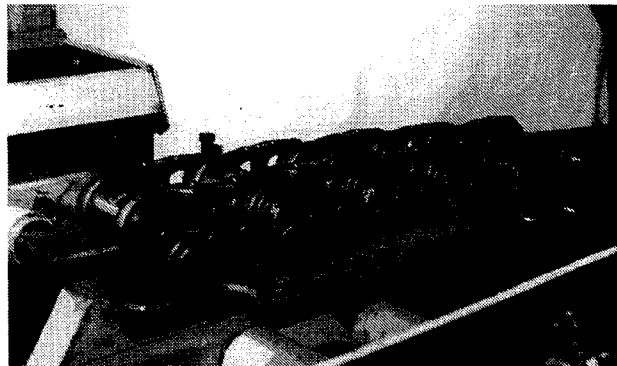
**NOTE:** If pins and bushings are to be turned and not replaced, be sure one end of each pin and bushing is marked prior to chain disassembly. The mark can then be referenced during assembly to insure an exact 180° turn.

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5. Position track chain on track press conveyor with cap screw hole side up.

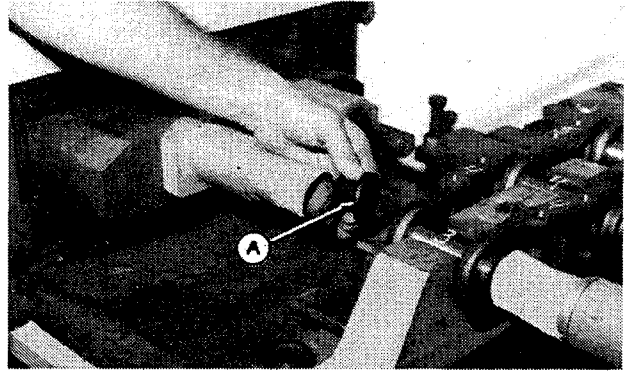
6. Raise the elevating conveyor and advance the track chain assembly until the link assembly bushing end is directly over the saddle front seat.

7. Lower conveyor so the chain link assembly is in position over the saddle.



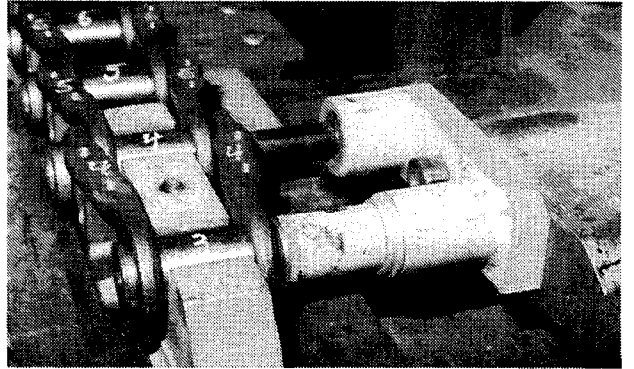
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**NOTE:** When removing master bushing, 26327 insert Master Bushing Spacers (A) in bushing forcing sleeve. Remove spacer after removing bushing.



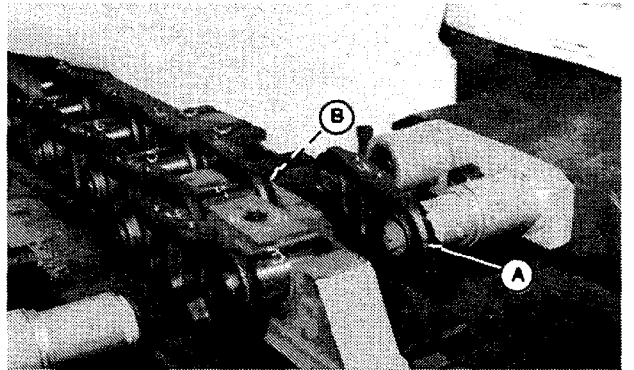
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8. Advance right hand work head until it contacts pin and bushing. Check alignment of tooling with pin and bushing. Press pin and bushing from link.



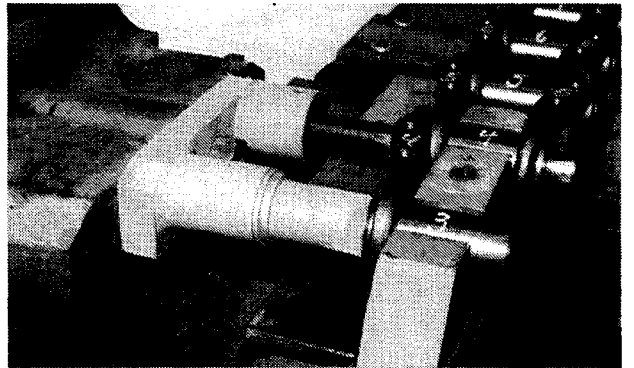
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9. Retract the right ram. This action will carry the right side link with the ram. Remove the link (A) and two belleville seals (B). Seals should be discarded and replaced with new ones when reassembling.



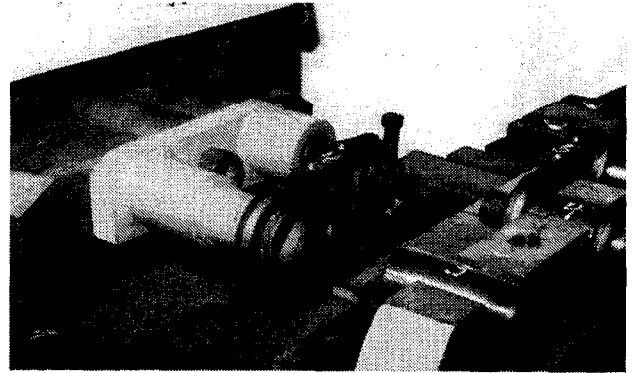
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10. Advance the left work head of track press until the ram and disassembly adapter come in contact with bushing and pin. Check for proper alignment of tooling with bushing and pin. Press bushing, belleville seals, and pin from left-hand track link.



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11. Retract the left ram carrying the left side link. Remove the link and two belleville seals.



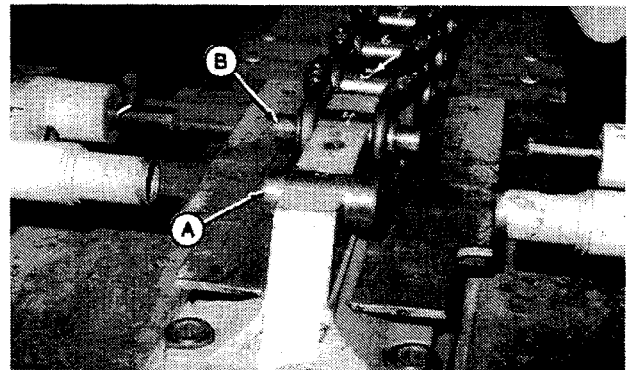
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12. Raise elevating table and remove bushing (A) and pin (B).

13. Advance the track chain in position over the saddle.

14. Lower conveyor to rest chain link assembly into saddle.

15. Disassemble remainder of track chain using the method.



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16. Inspect track chain parts for cracks or wear; replace if necessary. Use a wire brush to remove any rust or dirt on machined surfaces.



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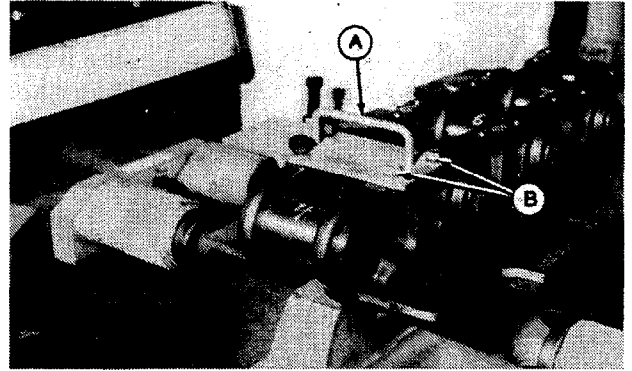
## ASSEMBLE TRACK CHAIN

1. Assemble one link assembly to check for proper track press head shimming. It may be necessary, depending on link wear, to vary the number of adjusting shims behind the assembly adapter plates to insure correct bushing stickout dimension of 7.44 mm (0.298 in).

28577 Gauge Plate from 26815 Tooling Kit should be used during this shim adjustment procedure and periodically during chain assembly.

2. When the track shoes are completely removed, place track gauge plate (A) along with 20529 Pilot Plugs, 10246 Washers, and 10201 Tapped Pilot Plugs (B), assembled to the right holes of track gauge plate and to right side track link.

Operate ram assembly until a 20533 Hand Plug can be inserted through holes in the gauge plate and left side track link.

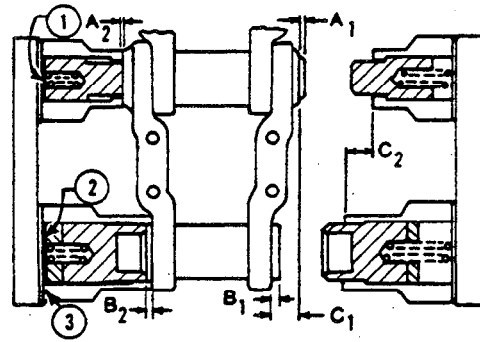


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3. On a new track, dimension "C<sub>1</sub>" equals "C<sub>2</sub>". Considerable wear is often encountered on the bushing face of the side link, in which case dimension "C<sub>1</sub>" will be greater than "C<sub>2</sub>". To correct for this wear, sleeve shims (3) are inserted between the plate and the bushing sleeve as shown to make "C<sub>2</sub>" equal to "C<sub>1</sub>". This assures that the link will be assembled squarely one the pin and the bolt holes will line up properly.

The bushing plunger is designed to retract into the bottom in the bushing sleeve to permit the bushing to protrude the correct distance "B<sub>1</sub>" and "B<sub>2</sub>" from the bushing face of the side link. Used bushings that are being turned may be worn on the ends and when the track is assembled, "B<sub>1</sub>" may be greater than "B<sub>2</sub>" or vice versa, depending on which link requires the greatest force to install. To correct this condition, plunger shims (2) (1/2 the thickness of the difference between "B<sub>1</sub>" and "B<sub>2</sub>") should be inserted behind both plungers.

In a like manner, used pins may be badly worn on the ends. If desired, the pins may be centered in the assembled track in the same manner by inserting pin plunger shims (1) (1/2 the thickness of the difference between "A<sub>1</sub>" and "A<sub>2</sub>".)

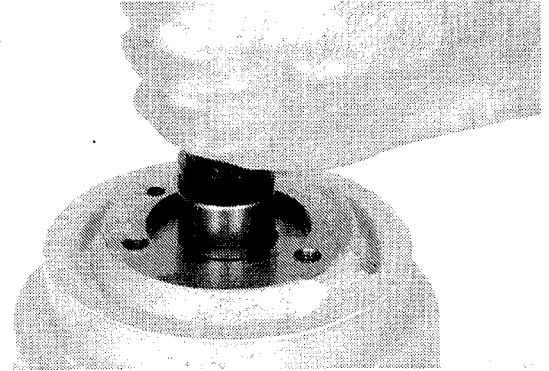


1—(26116) Pin Plunger Shim  
(as required)

2—(26332) Bushing Plunger  
Shim (as required)

3—(33016) Sleeve Shim (as  
required)

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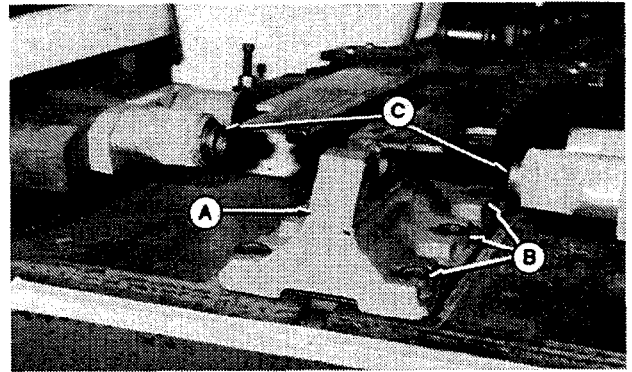


- |                                       |  |
|---------------------------------------|--|
| A—(40989) Saddle                      | M—(10611) Pin (8 used)                         |
| B—(24288) R.H. Assembly Adapter Plate | N—(30350) Forcing Sleeve Bushing Side (2 used) |
| C—(10201) Nut (2 used)                | O—(26545) Plunger, Bushing Side (2 used)       |
| D—(10246) Washer (2 used)             | P—(26330) Spacer (2 used)                      |
| E—(20529) Pilot Plug (2 used)         | Q—(10372) Spring (2 used)                      |
| F—(28577) Track Gauge Plate           | R—(26322) Shim (as required)                   |
| G—(20533) Hand Plug                   | S—(26788) Spacer (2 used)                      |
| H—(30140) Forcing Sleeve Pin (2 used) | T—33016 Shim (as required)                     |
| I—(30512) Plunger, Pin Side (2 used)  | U—(33305) L.H. Assembly Adapter Plate          |
| J—(20457) Shim (2 used)               | V—(12916) Cap Screw (8 used)                   |
| K—(10370) Spring (2 used)             |  |
| L—(26116) Shim (as required)          |  |

**Track Assembly Tooling**

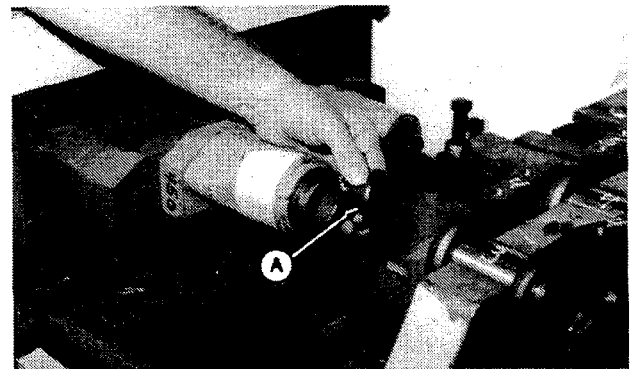
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4. Install 40989 saddle (A) in track press frame and secure with cap screws (B). (Same saddle used for disassembly).
5. Install assembly heads (C) from 26815 Tool Set and secure with attaching nuts.



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*NOTE: When assembling right and left hand track link to the master bushing, insert the 26327 Master Bushing Spacer (A) into the right and left bushing plungers. (Spacer shown with Track Disassembly Tooling).*



2AG:T94582 T47:0130 19 190883

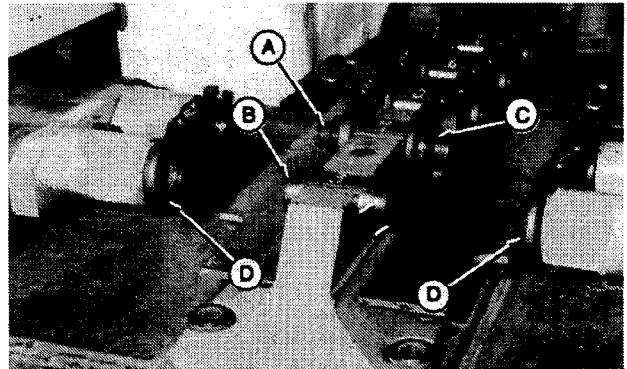
6. Lubricate pin with SAE 80W-90 gear oil.

T47:0130 20 220783

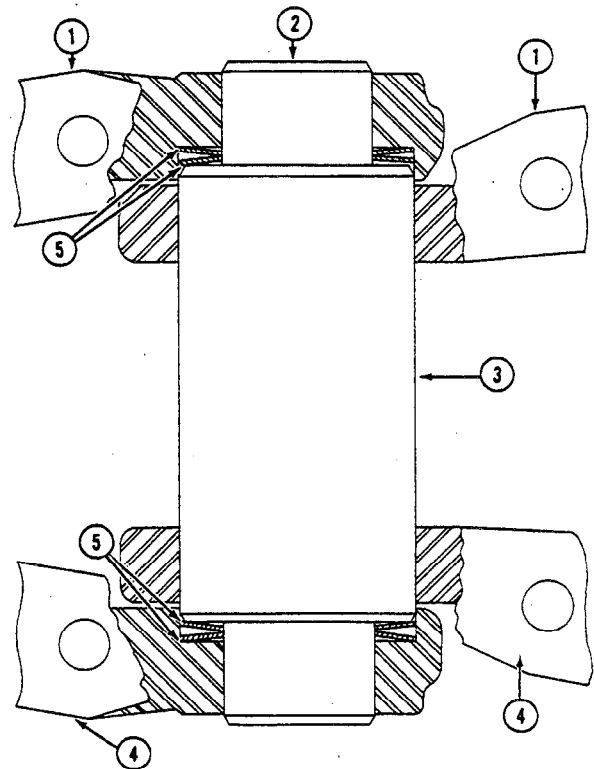
7. Install pin (A) in bushing and bushing (B) in saddle slot. Install two belleville seals (C) on each side of track pin. (See cross sectional drawing on Track Chain Link Connection). Install belleville seals with dished side opposite or outward. Place right and left track links (D) in position on assembly heads.

A—Track Pin  
B—Track Bushing

C—Belleville Seals  
D—Track Links



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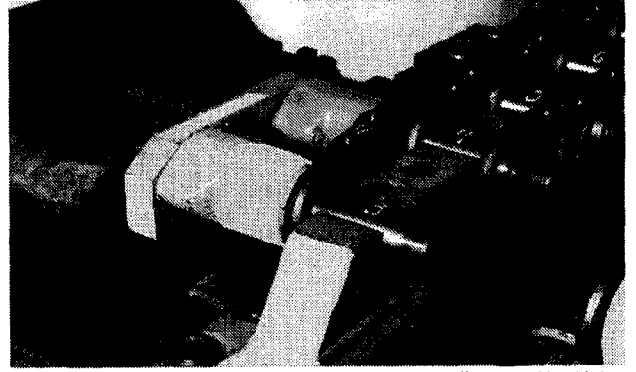


1—Left Track Link  
2—Track Pin  
3—Track Bushing

4—Right Track Link  
5—Belleville Seals (4 used)

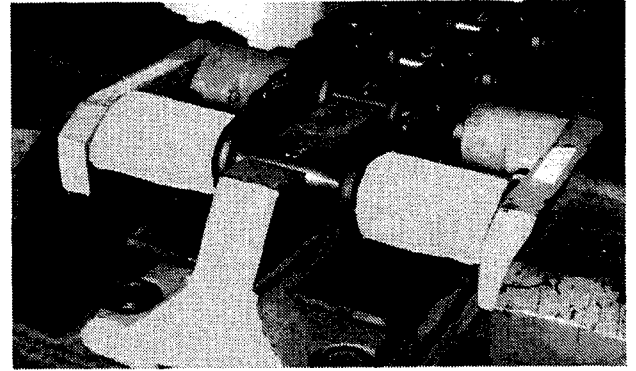
2AG:T43174 T47:0130 22 220783

8. Extend the left assembly head until the link almost contacts the track press saddle.



2AG;T94584 T47;0130 23 220783

9. Extend the right assembly head until the bushing contacts the link seats. Bushing and pin should be centered in saddle during assembly. Continue pressing until the track shoe bolt holes are in alignment with 28577 Gauge.



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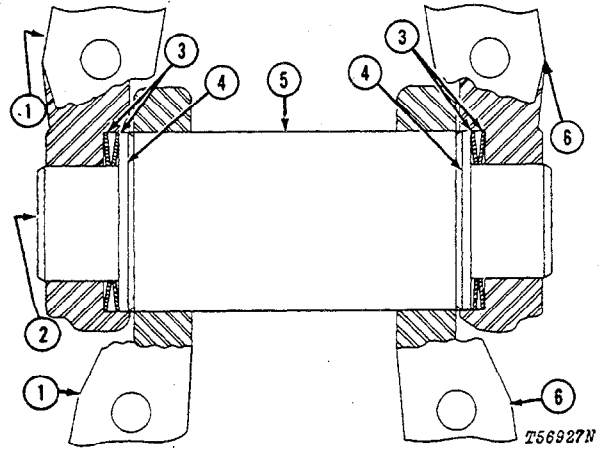
10. Raise conveyor and slide chain away from operator. Position newly installed bushing in rear saddle slot.

T47;0130 25 220783

11. Assemble remainder of chain using the previous steps.

**NOTE:** Master pin (2) is installed when assembling track to crawler unit. Two special spacers (4) make up the dimensional differences in the master bushing (5) when installing master pin (2). (See beginning of this group for breaking track chain procedure.)

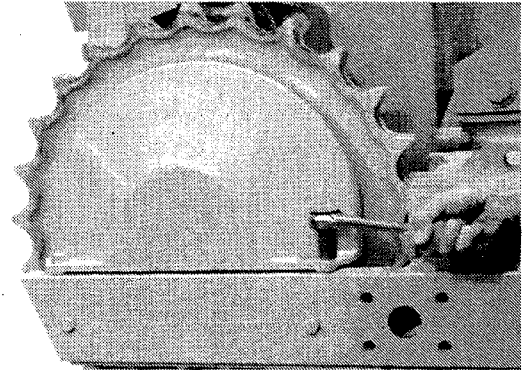
- |                                |                                     |
|--------------------------------|-------------------------------------|
| 1—Right Track Link             | 4—Master Bushing Spacer<br>(2 used) |
| 2—Master Pin                   | 5—Master Bushing                    |
| 3—Belleville Seals<br>(4 used) | 6—Left Track Link                   |



2AG;T56927 T47;0130 26 220783

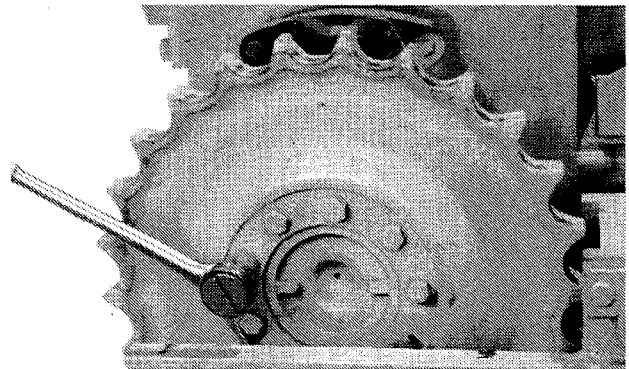
## REMOVE DRIVE SPROCKET

1. Remove four cap screws and lock washers to remove sprocket shield (Dozer only).



2AG;T93559 T47;0130 35 220783

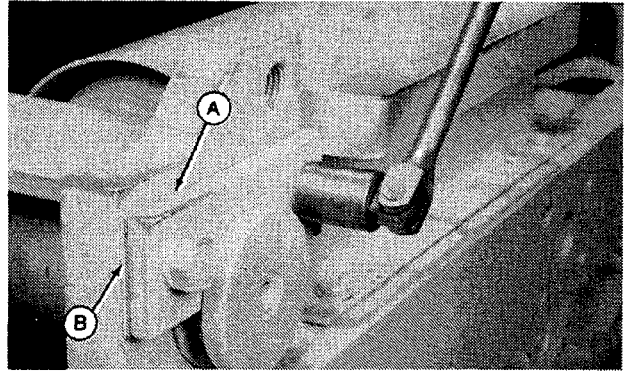
2. Remove nine cap screws and washers and lift sprocket from axle shaft.



2AG;T93560 T47;0130 36 220783

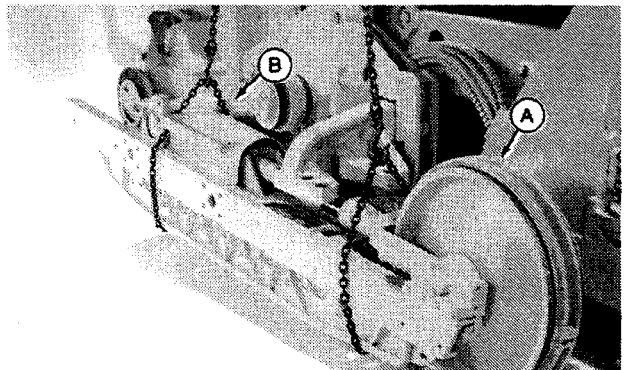
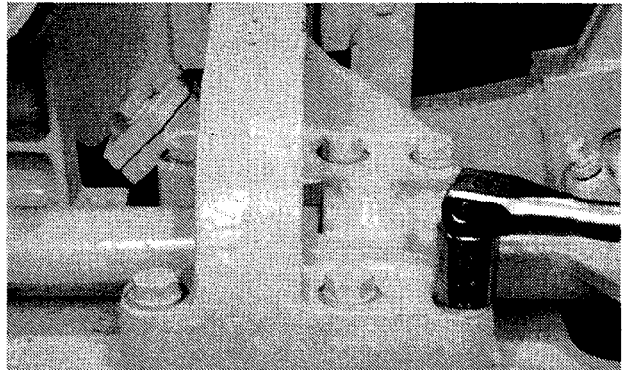
### REMOVE TRACK FRAME

1. Remove two cap screws and washers to remove retainer (A) and shims (B).



2AG,T93561 T47;0130 37 220783

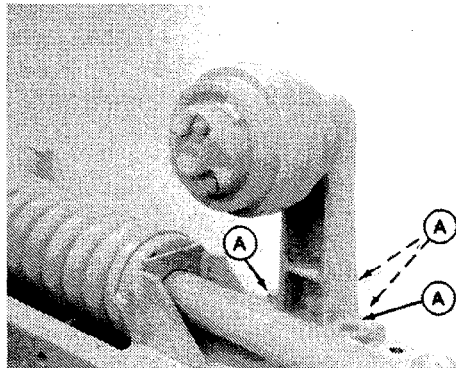
2. Attach hoist.
3. Remove six cap screws and flat washers from front crossbar.
4. Move front idler (A) forward.
5. Pull track frame assembly free from rear crossbar (B) and slide clear of crawbar.



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### REMOVE UPPER CARRIER ROLLER ASSEMBLY

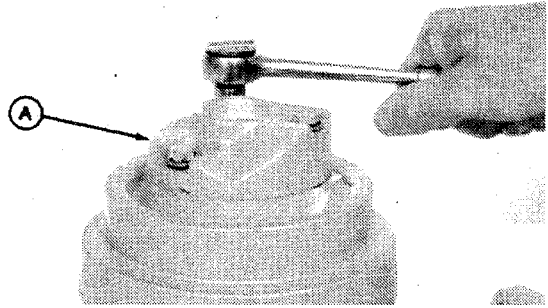
1. Remove four cap screws and lock washers (A) to remove track carrier roller support assembly.



2AG,T93564 T47;0130 39 220783

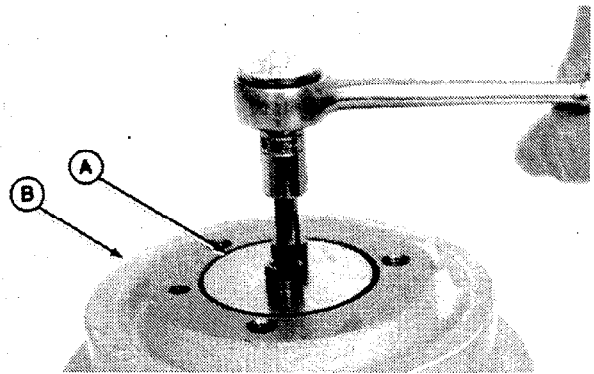
## DISASSEMBLE AND INSPECT UPPER CARRIER ROLLER ASSEMBLY

1. Remove three cap screws and lock washers to remove cover (A) and gasket.



2AG:T93565 T47:0130 40 220783

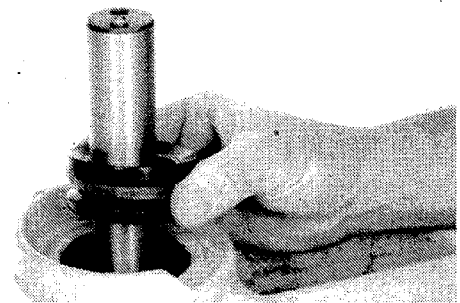
2. Remove two socket head cap screws to remove plate (A) and roller assembly (B).



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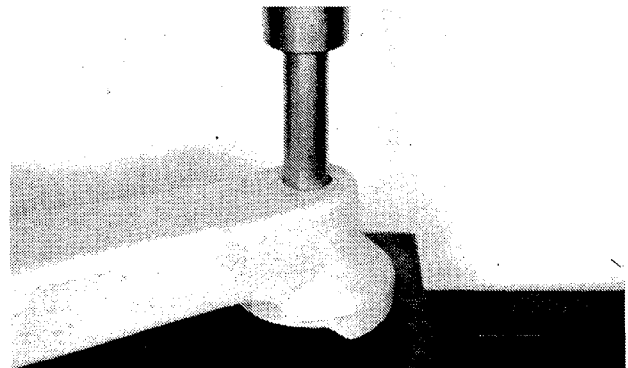
3. Remove oil seal in carrier support.

*NOTE: Keep metal face of seals lubricated and together at all times while disassembled.*



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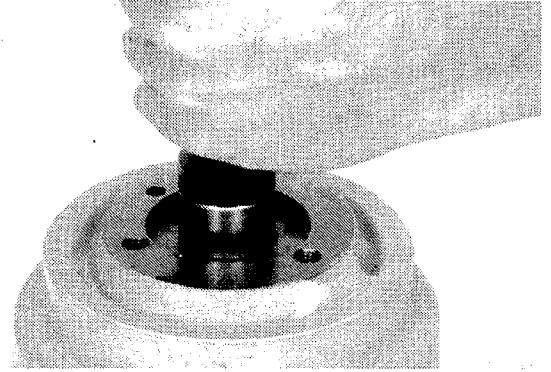
4. Inspect shaft for wear or damage, replace only if necessary. Remove shaft using a press and a piece of pipe with 101.6 mm (4 in.) O.D. and a minimum length of 50.8 mm (2 in.).



2AG:T93568 T47:0130 43 220783

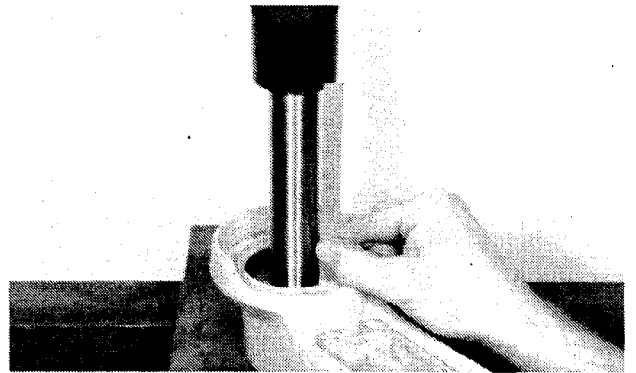
### ASSEMBLE UPPER CARRIER ROLLER

1. If replacement of the two bushings in roller is necessary, use 27508 and 27505 disks from D-01045AA Bushing, Bearing and Seal Driver Set.



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2. Install new shaft using a press. Press in shaft to 145.03 to 145.54 mm (5.710 to 5.730 in.) above the face of seal bore.

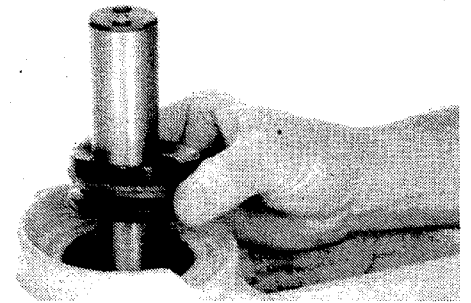


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**IMPORTANT:** The metal face seal bore in support and roller must be degreased with clean solvent and dried before installing seal.

3. Install oil seal into support. Side with the retainer ring goes into support. It is recommended that a new oil seal kit be installed.

*NOTE: Do not remove plastic retaining ring from new seal.*



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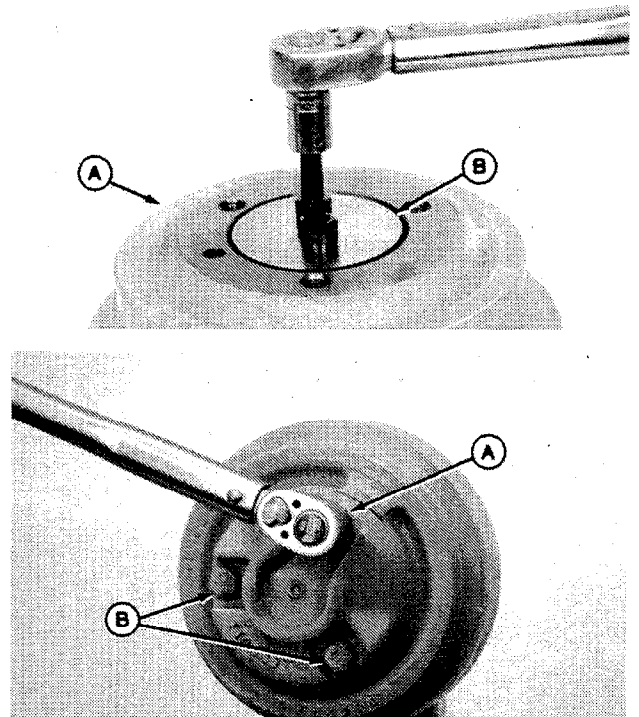
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4. Install roller assembly (A), plate (B) and two socket head screws. Tighten screws to  $54 \pm 3$  N·m ( $40 \pm 3$  lb-ft).

5. Install cover with three cap screws. Tighten cap screw (A) to  $41 \pm 4$  N·m ( $30 \pm 3$  lb-ft) and cap screws (B) to  $47$  N·m ( $35$  lb-ft).

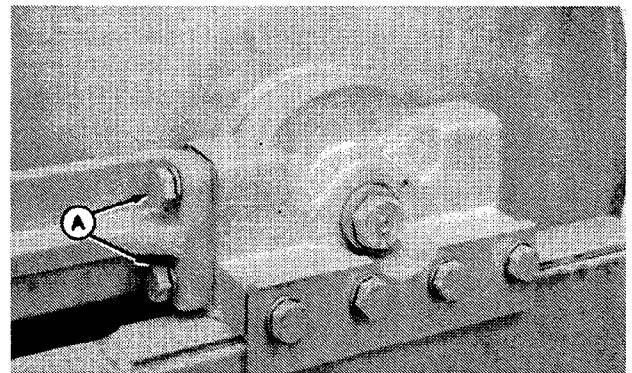
6. Fill roller assembly with approximately 710 ML (1-1/2 pt) of the recommended oil. (See Lubrication in Section I.)



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### REMOVE FRONT IDLER ASSEMBLY

1. Remove two cap screws and lock washers (A) from both sides.
2. Attach hoist and slide front idler forward off track frame.



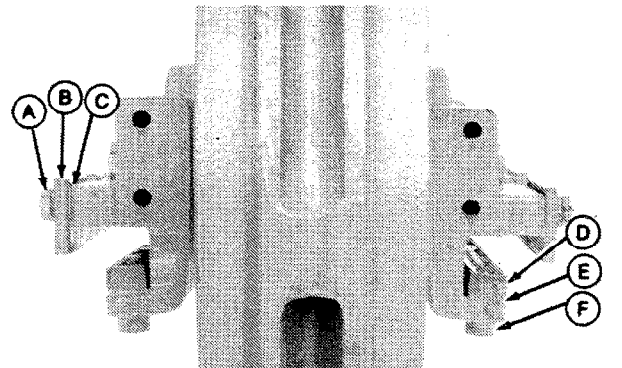
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### DISASSEMBLE AND INSPECT FRONT IDLER ASSEMBLY

1. Remove two cap screws and lock washers (F) on bottom of both sides to remove shims (E) and wear strap (D). Remove four cap screws and lock washers (A) on both sides to remove guide (B) and shims (C).

A—Cap Screw (8 used)  
B—Guide (2 used)  
C—Shims

D—Wear Strap (2 used)  
E—Shims  
F—Cap Screw (4 used)



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