Transaxle Type RS800P

Service and Repair Manual

39008-D
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Introduction

I- General Transmissions presentation
With 3 production sites, Mexico, China, France, and a policy of focusing on product quality and continuous innovation, General Transmissions became a world leader in the design and manufacture of gearboxes and transaxles, for lawn and garden equipment.

II- Manual introduction
The purpose of this manual is to provide service and repair information for the RS800P transaxle. Also included are exploded views, troubleshooting and repair procedures.

III- RS800P transaxle general description
The RS800P transaxle is designed to provide an infinitely variable speed range and reverse operation through a single pedal control. This transaxle also offers an integrated differential function.

IV- How to use this manual
General Transmissions recommends, before tearing down the RS800P transaxle, to make sure that you have a clean and organized work area, as well as the required specific tools. General Transmissions also recommend to carefully read the general instructions provided in the manual (p.5), before starting any repair.
After detecting the potential defective component, using the troubleshooting, follow the repair procedures. It is necessary to complete the Preliminary operation, to be able to make the Replacement operation (see troubleshooting p.7).
A defective component might cause premature wear or deterioration of other components. Make sure that all necessary kits have been replaced.
For all service or repair operations, respect the shop and government safety rules.
General Transmissions explicitly refuses any type of liability for accidents or damages caused by information provided in this document.
External Controls and Functions

- Main pulley
- Inversion/Variation control
- Bypass lever
- Brake lever
- Switch
- Output shaft
Product identification

-The product identification number is located on the top of the bar-code sticker and engraved on the left output shaft.

Safety

Personal Safety
Safety precautions must be observed while servicing or repairing the transmission. This section is to be used in conjunction with all other safety material which may apply, such as:
-Local and shop safety rules.
-Government safety laws and regulations.

Do not place speed above safety.

Wear appropriate clothing. Loose or hanging clothing can be hazardous. Use the appropriate safety equipment.

Tool Safety
Use the proper tools and equipment for the tasks.

Servicing Safety
Certain procedures may require the vehicle to be disabled.
General Instructions

Preliminary checks before tearing down the transmission

- Clean up the transmission
- Check all the controls between tractor and transmission (see owner manual)
- Check the belt routing
- In case of failures in cold conditions, check the transmission functionality after a while in a dry place. The failure might come from a frozen control system.
- Check the correct installation of the transmission (see view below)

Screwing torque: 13 ±3 Nm 
(9.5 ±2 lb-ft)

3 fixation points on the left side
3 fixation points on the right side

Preliminary checks before re-installing the transmission

- Ensure that the variation belt is in the correct position.
- Make sure that the inversion rod is properly seated in the inversion lever, and has its 2 springs.

- Verify the presence of the 3 springs.

- Ensure that both variation levers are in the correct position.
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<td>White lever out of position</td>
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R = Replacement operation  /  P = Preliminary operation
## Troubleshooting Checklist

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<td>Pedal not returning to neutral</td>
<td>Verify that the pedal is free</td>
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<tr>
<td><strong>Loss of rolling resistance in neutral position</strong></td>
<td>Pedal linkage pulling the brake lever in neutral</td>
<td>check and free the brake lever</td>
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<td>Control cam not returning to neutral</td>
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<td>check the linkage to the brake lever</td>
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<td><strong>Internal failure</strong></td>
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<td><strong>Loss of speed range</strong></td>
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<td>Loose nut on control / variation rod</td>
<td>Retighten nuts</td>
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<td><strong>Mis-adjustment of the speed (screw)</strong></td>
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<td><strong>Trouble to return to the neutral position</strong></td>
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<td>Broken neutral position spring</td>
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<td><strong>Can't disable the bypass with the brake pedal</strong></td>
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<td><strong>Loss of bypass function</strong></td>
<td>Pedal not returning to neutral</td>
<td>Clean and free the pedal to return to neutral</td>
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**Notes:**
- **R** = Replacement operation
- **P** = Preliminary operation
Transmission Tear Down

- Remove cutting deck (see owner manual)
- Lift up the rear of the tractor, then remove both rear wheels.
- Disconnect the variation rod (1).
- Disconnect the switch (4).
- Disconnect the bypass rod (2).
- Disconnect the brake spring (3).
- Activate and lock the parking brake, to slacken the belt, and remove it from the main pulley (5).
- Remove the mounting bolts, to separate the transmission from the frame.
  
  We recommend to keep 2 bolts partially unscrewed, to prevent the transmission from falling.
- Lower the rear of the tractor until the transmission lightly touches the ground, then remove the 2 last bolts.
- Lift up the rear of the tractor to release the transmission.
Repair Procedures

**OP 1. Driver kit replacement** (view p.24)

- In case of speed down, the adjusting nut located on the variation rod allows to slightly increase the speed.
- Use a 10mm wrench.

**Note:** Over-adjustment of this screw can lead to the tractor creeping in Neutral! If this occurs, simply back out the screw until neutral is re-established.

- Remove the 4 screws as shown below to liberate the driver kit, then the 2 screws to release the debris shield.
- At reassembly of the kit, make sure that:
  - Both variation levers are properly seated.
  - The belt is in the pulley.

Screwing torque: 3.2 ±0.1 Nm
(2,4 ±0.1 lb-ft)
Repair Procedures

**OP 2. Driven kit replacement (view p.25)**
- Remove the 3 screws to liberate the cover, press the aluminum ramp to compress the spring and liberate the pin, then remove the aluminum ramp, spring and mobile flange.

Screwing torque: 2.2 ± 0.1 Nm (1.6 ± 0.1 lb-ft)

- Unscrew the nut using the special tool P/N 79252 (see p.19), then remove the fixed flange.

Screwing torque: 53.5 ± 2 lb-ft

- Make sure not to lose the 8 balls under the flange.

When re-installing the components:
- Make sure the 8 balls are present under the flange.
- Respect the torques of the nut and screws.
- Make sure the belt is properly positioned in the pulley.
- Ensure that the spring is between the mobile flange and the aluminum ramp.
Repair Procedures

**OP 3. Inversion security system replacement** (view p.28)
- Remove the inversion security system.

⚠️ Make sure not to lose the balls under the flange

**OP 4. Remove the protection cover**

Screwing torque: 3.2±0.1 Nm
(2.4±0.1 lb-ft)
Repair Procedures

**OP 5. Variation kit replacement** (view p.26)
- Remove the e-clip to liberate the variation rod.

When re-assembling the components, make sure that:
- Both variation levers are correctly seated on the upper case.
- The variation rod is properly positioned.

**Correct position**

**Incorrect position**

**Information**
Neutral spring is no longer needed and is not available in any kit.
Repair Procedures

**OP 6. Brake kit replacement** (view p.27)
- Disconnect the brake spring, then remove the screws, to liberate the aluminum lever.

Screwing torque: 3.2±0.2 Nm
(2.4 ±0.1 lb-ft)

As the aluminum lever has a conical shape, it might be hard to remove.

When re-installing the components:
- Verify the presence of the O-ring
- Gap between both lever is normal.
- Respect screwing torque.

Once you connect the spring to the brake lever, make sure there is no tension between the spring and the lever in neutral position.
Repair Procedures

OP 7. Controls kit replacement (view p.29)
- Remove the e-clip to liberate the neutral spring and the variation control.
- Remove the M8 screw, the control cam and the inversion lever (white).
- Remove the screw to liberate the 2nd inversion lever.
- Remove both control and variation rods.
- Remove the 2 screws to liberate the neutral position lever and its spring.

Information
Neutral spring is no longer needed and is not available in any kit
Repair Procedures

OP 7. Controls kit replacement
When re-installing the components:
- Verify the position of the neutral position lever.
- Insert the inversion rod in the inversion lever before putting it on the upper case.
- Insert both control and variation rods on the upper case.

- The cam and the inversion lever must be installed at the same time.
- This assembly must be positioned at the same time on the pivot cam, inversion pivot lever and rods (5 points at the same time).
- Verify the position of the variation control and its spring.

Screwing torque 3.2±0.2 Nm (2.4 ±0.1 lb-ft)
OP 7. Controls kit replacement

- The neutral position lever must be maintained to properly position the cam.

- Respect the tightening torque.
- As the variation control has not been attached, the cam should rotate freely.
- The stopping plate must be free in rotation on the control cam.

- Verify the position of the variation control.

Screwing torque: $6 \pm 1 \text{Nm}$

($4.4 \pm 1 \text{ lb-ft}$)
Repair Procedures

**OP 8. Bypass kit replacement (view p.30)**
- Separate and hold the 2 strips of the lever, to release the two studs and allow the lever removal.

- Remove bypass lever and its spring.

- Correct position of the bypass lever and spring.
Repair Procedures

OP 9. Inversion kit replacement (View p.31)

- The inversion kit is located in front of the transmission.

- Remove the nut to release the springs and rod.

- Screwing torque: 3.2±0.2 Nm (2.4 ±0.1 lb-ft)

- Remove the inversion lever

- Remove the nut to release the springs and rod.

- When re-install the kit, respect the adjustment.
Repair Procedures

OP 10. Driver Variator Cleaning

Please clean this area

Clean particularly in those areas

Check if the flange set can move freely.
Repair Procedures

OP 10. Driver Variator Cleaning

Put the bearing Ø (red) in the levers hole (yellow)

Place the belt between the flanges for the both pulleys

Make sure that both variation levers are well seated on the housing
Add loctite 454 on the 4 screws:
Screwing torque: 3.2 ±0.1 Nm
(2.4 ±0.1 lb-ft)

When you turn the pulley, the belt should not move.
### Exploded View

<table>
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<tr>
<th>Item</th>
<th>GT P/N</th>
<th>Designation</th>
</tr>
</thead>
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<tr>
<td>1</td>
<td>GT79452</td>
<td>Anti-debris kit (including shield)</td>
</tr>
<tr>
<td>2</td>
<td>GT37401</td>
<td>Belt</td>
</tr>
<tr>
<td>3</td>
<td>GT79253</td>
<td>Secondary pulley</td>
</tr>
<tr>
<td>4</td>
<td>GT79186</td>
<td>Inversion Security System</td>
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<tr>
<td>5</td>
<td>GT38800</td>
<td>Cover</td>
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<td>6</td>
<td>GT79256</td>
<td>Control kit</td>
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<td>7</td>
<td>GT38012</td>
<td>Rotating cam</td>
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<td>8</td>
<td>GT79453</td>
<td>Variation kit</td>
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<td>9</td>
<td>GT79255</td>
<td>Brake kit</td>
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<td>10</td>
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<td>GT41857</td>
<td>Seals</td>
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<td>12</td>
<td>GT79258</td>
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<td>13</td>
<td>GT79323</td>
<td>Hardware kit</td>
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<td>14</td>
<td>GT79252</td>
<td>Driven tool</td>
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-Special tool is necessary to remove the Secondary pulley GT79253. -Refer to the troubleshooting page 7, to know when Secondary pulley must be removed.
Anti-debris kit
GT79452
Secondary pulley
GT79253
Variation Kit
GT79453
Brake Kit
GT79255
Inversion security set
GT79186
Exploded Controls Kit
GT79256

Rotating cam
GT38012
Exploded Bypass Kit

GT79257
Exploded Inversion Kit
GT79258
Hardware kit
GT79323

1 bypass spring

1 brake spring

2 washers P/N:42619

2 e-clips P/N:42321

3 screws 4x16 P/N:43621

8 screws 5x16 P/N:43622

2 screws 4x16 P/N:42623

1 Neutral position spring

2 washers

1 brake spring

1  Neutral position spring

2 e-clips

3 screws

8 screws

2 screws

Cover
GT38800
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