

**Clutch replacement Toro Personal Pace rear wheel drive mower, 20055, serial range 260000001 - 260999999**

Wheel comes off by removing center bolt that acts as axle. Reveals inside gear. Although the picture does not show it, it is easier to work on the sides if the height adjustment lever is unsprung by moving it past the last position.



Removing E-clip reveals compression spring and gear behind it



Remove spring. Place parts on a clean paper or denim towel in the EXACT order and position as they are removed. Meaning clock them the same, side towards you up. This will help you put them back on the same as they came off. Both sides may not clock the same. This is the right rear.



Slide internal tabbed washer off. Pay attention to the direction the tab is facing



Remove pinion gear. On this model the outwards facing side of the pinion gear has a small dot. Both sides have the same dot facing outwards. Some gears are marked with letter R for Right side.



Dot

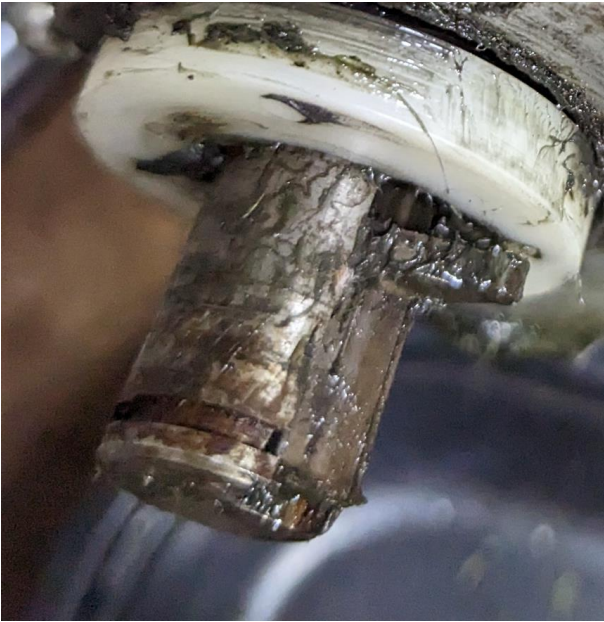


View clutch and rocking key. There is a right and a left key. Do not mix them up. The red arrow is the rocking key, the white arrow the clutch. Look at how the rocking key faces. The key arm is towards the mower and the length of the key towards you.





Below you can see how the key slides out of the clutch



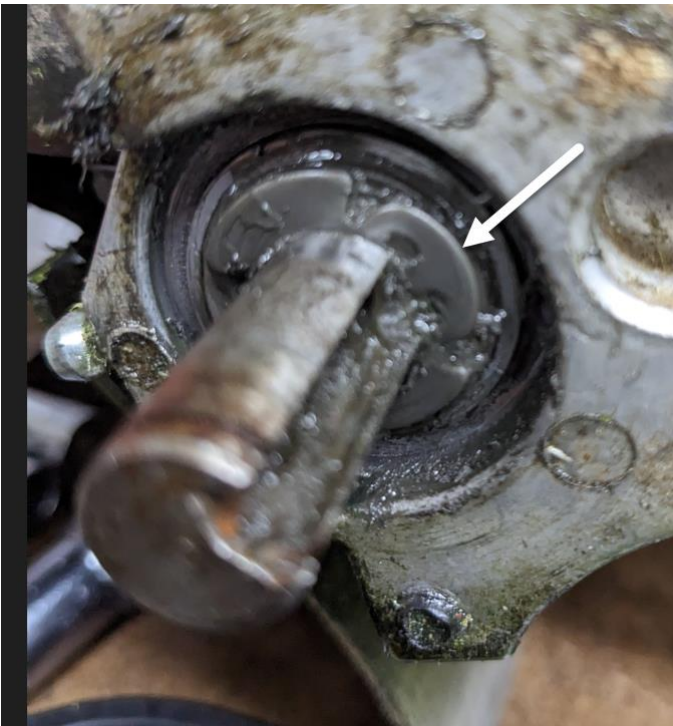
Key and clutch remove. Ignore the small piece of paper towel. I wiped the grease off as I went.



Rubber friction ring being removed



White arrow is E-Clip. It is a lot easier to remove it if you rotate the axle with a rag from underneath until the key slot in the axle faces the open area of the adjuster. Let the adjuster lever move past the last position and you will both take stress off the assembly as well as make it easier to get at. This photo was taken before I did that.



Clip removed, internal tabbed washer is next. Again, be sure to set it down on your paper towel exactly the same clocking and side as it came out. It can take a couple small screwdrivers or small awls, fingernails etc., to separate it from the washer under it.



Here is removed. Be sure to keep track of the exact clocking



Internal tabbed washer. Remove it.

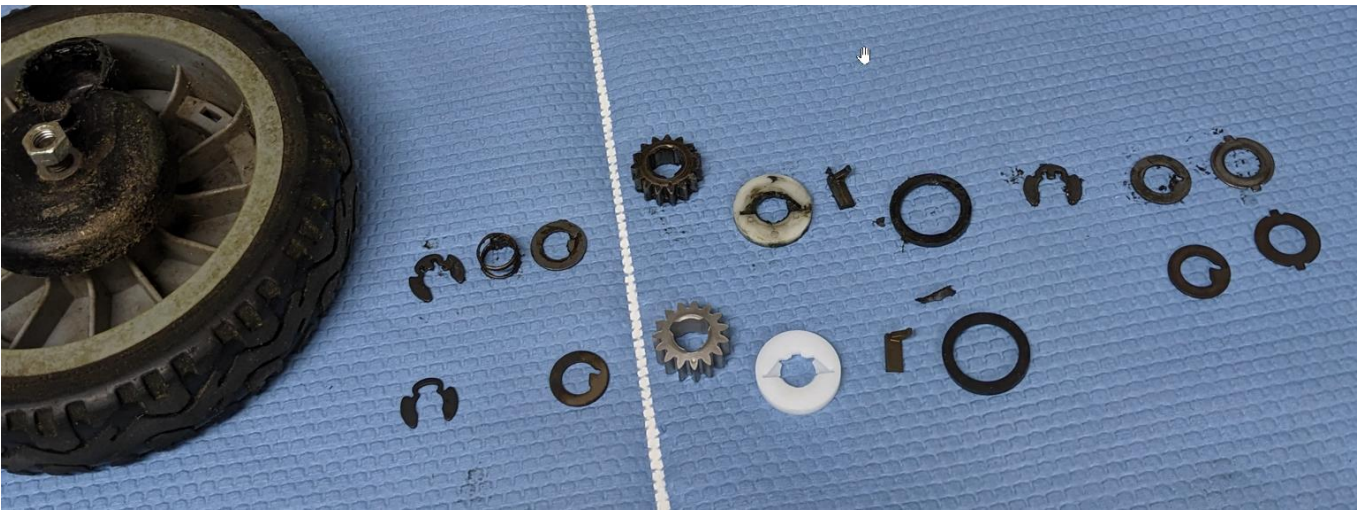




Here it is removed



New parts and old parts laid out on denim shop towels



Clean all the appropriate old parts such as the axle, wheel, compression spring etc. Be careful not to get solvent down into the adjuster bushings and bearings. If you want, put a little grease thru the zerk fitting to flush out the bearings and wipe the excess off. I used a little quality wheel bearing grease on everything as it went back together. I polished the axles, honed any burrs off, and lightly greased the front wheel bolts too. The teeth of the pinion and the wheel both got a little grease, but not too heavy. When done the mower propels itself like new. Note: I bought a couple spare E-clips not thinking I really needed them. A big part of the problem with this mower was that the inner E-clip was worn thru on the weak side (photos above are of strong side). Just get all the parts because you may need them. The wheel assembly is the only thing too expensive to replace.

Photo of broken E-clip.



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Parts Blow Up

