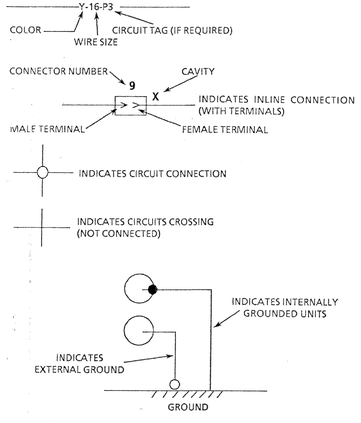
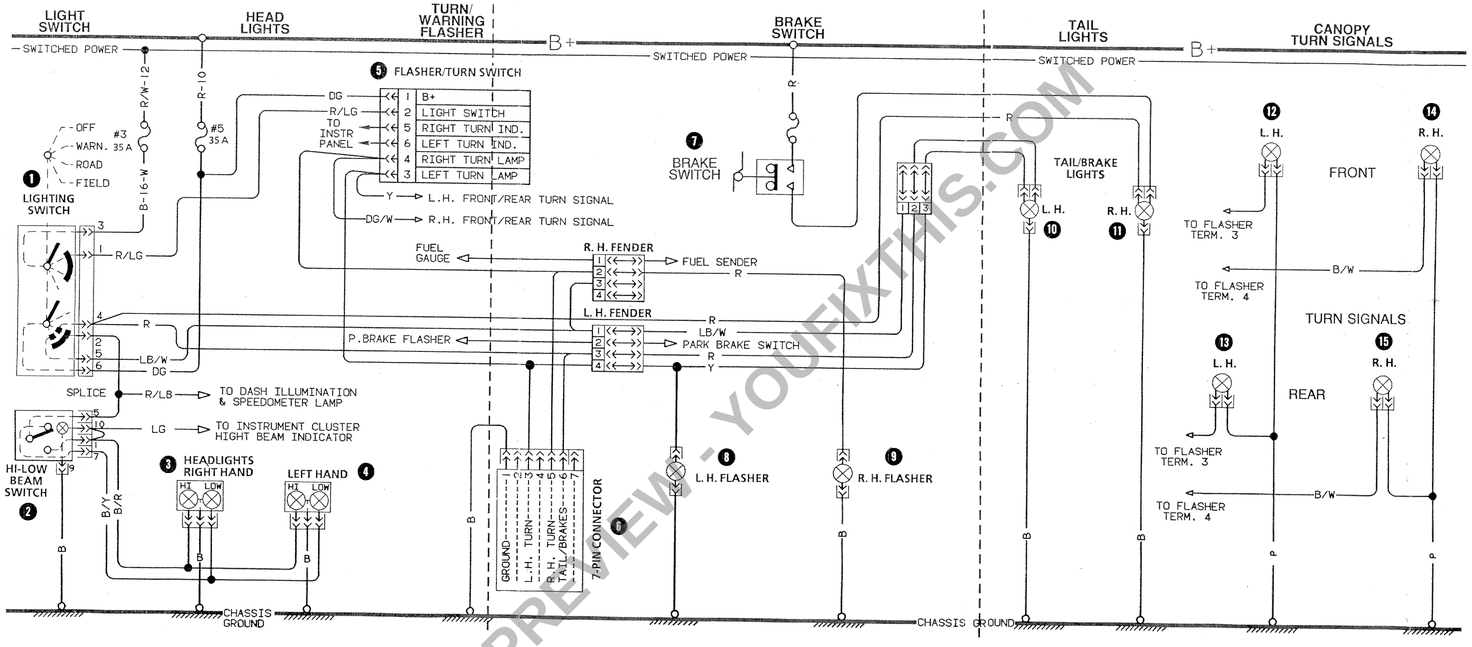
LEGEND TO WIRING DIAGRAM

1. Lighting Switch
2. Hi-Low Beam Switch
3. Right Hand Headlight
4. Left Hand Headlight
5. Flasher/Turn Switch
6. 7-Pin Connector
7. Brake Switch (If fitted)
8. Left Hand Flasher
9. Right Hand Flasher
10. Left Hand Tail/Brake Lights
11. Right Hand Tail/Brake Lights
12. Left Hand Front Turn Signal
13. Left Hand Rear Turn Signal
14. Right Hand Front Turn Signal
15. Right Hand Rear Turn Signal

NOTE: *# 3 This symbol beside a fuse indicates the position of the fuse on the fuse panel. (See page 3).*

CIRCUIT DIAGRAM SYMBOLS

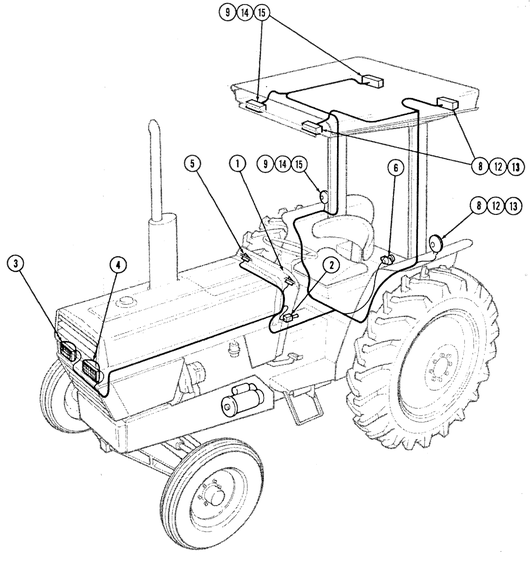




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WIRING DIAGRAM

Circuits for Light Switch, Head Lights, Turn/Warning Flasher and Canopy Turn Signals



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SCHEMATIC SYMBOLS

RESERVOIR

Vented

Pressurized

LINES AND LINE FUNCTIONS

Working Line

Pilot Line

Return Line

Joining Line

Crossing Line

Direction of Flow

PUMPS

Fixed Flow

Variable Flow

CONTROL (VALVES)

Check Valve

Fixed Restrictor

Relief Valve

Variable Restrictor (Needle Valve)

Flow Control valve

DIRECTIONAL CONTROL VALVES

Basic 4 way, 3-position valve

Optional center porting for 3-position valves

ACTUATORS

Solenoid

Solenoid-spring Centered

General Purpose

Pilot Operated

Spring Return

Hand Lever

Foot Pedal

Mechanical

Detented

Variable Component

CYLINDERS

Single Acting

Double Acting

MISCELLANEOUS

Filter

Oil Cooler

Component Block

Quick coupler Coupled

Quick coupler Uncoupled

Flow Shutoff Valve

TEST INSTRUMENTS

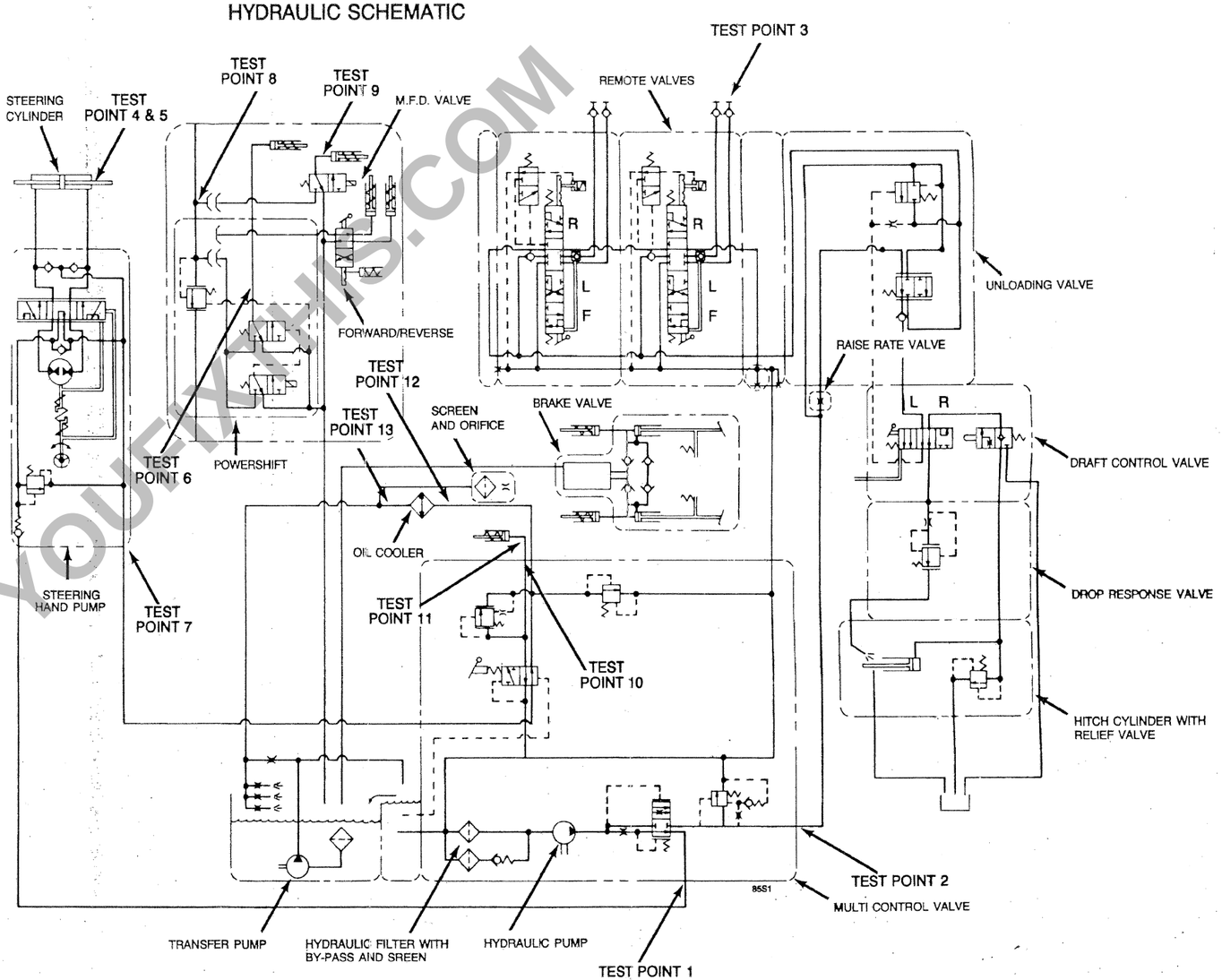
Pressure gauge

Flowmeter

Don 8-57581

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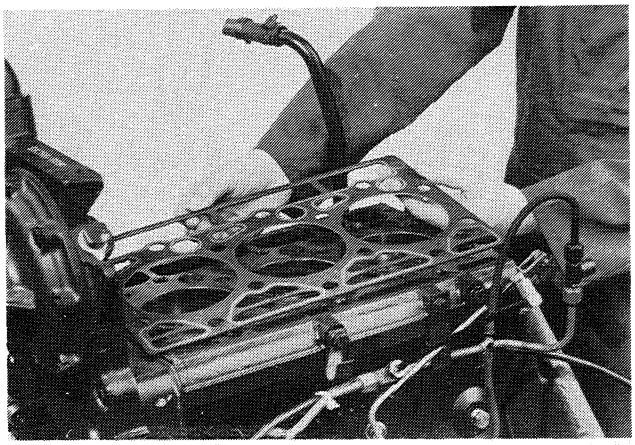
HYDRAULIC SCHEMATIC



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STEP 30



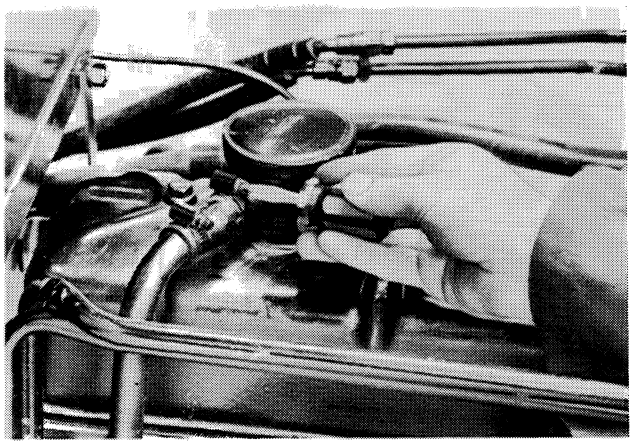
Remove and discard the cylinder head gasket.

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STEP 93

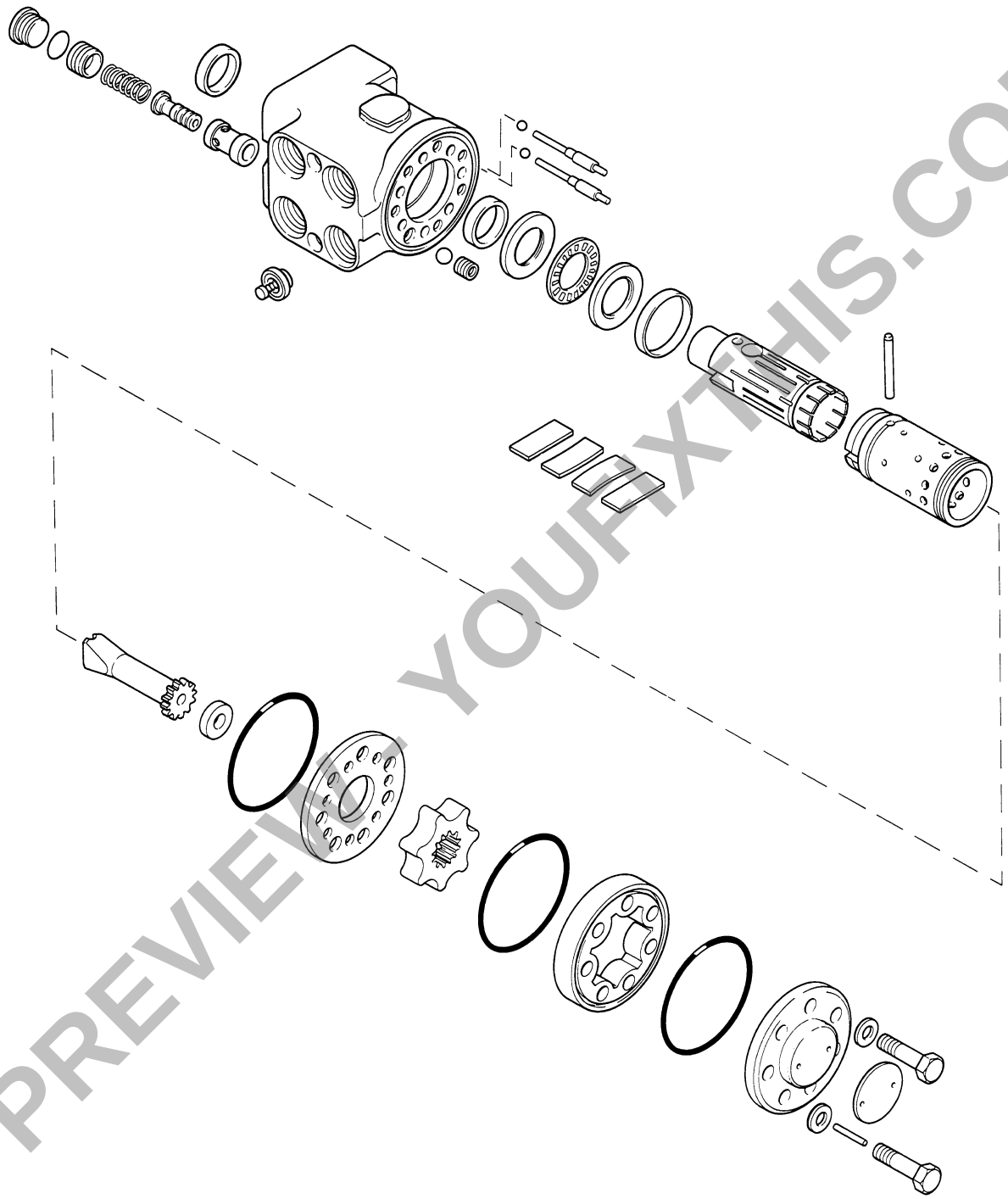


Fit the engine breather tube then tighten the pipe clip.

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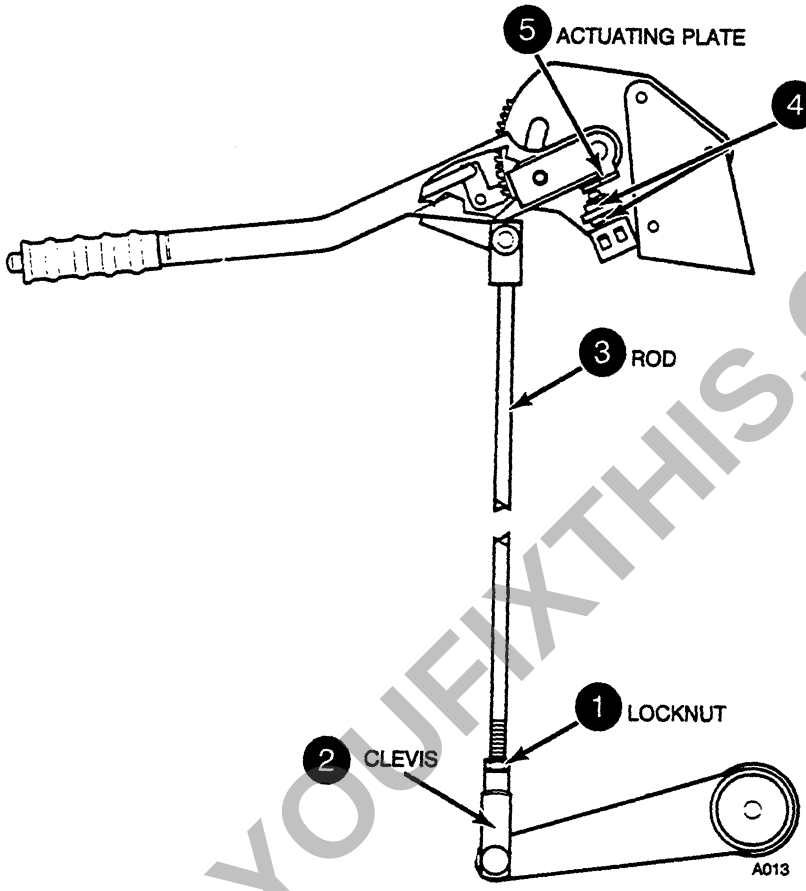
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Assembly



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SPECIAL TORQUES

	U.S. Value	Metric Value
Steering Hand Pump Retaining Bolts or Capscrews	33 to 37 lb ft	45 to 51 Nm
Steering Wheel Retaining Nut	33 to 38 lb ft	45 to 51 Nm

STANDARD TORQUES

Where no special torque data is specified, the following torque figures should be applied. Lubricate threads with engine oil or chassis grease. Use the minimum figure to bolts which have previously been used.

BOLT SIZE (in)	TYPE 5 (B.S.S. 'S' or 'T')				TYPE 8 (B.S.S. 'V')			
	MIN		MAX		MIN		MAX	
	lb ft	Nm	lb ft	Nm	lb ft	Nm	lb ft	Nm
1/4	9	12.4	10	12.6	12	16.6	14	19.3
5/16	19	26.2	21	29.0	27	37.3	30	41.4
3/8	33	45.6	37	51.1	45	62.2	50	69.1
7/16	53	73.2	60	83.0	75	103.7	85	117.5
1/2	80	110.6	90	124.4	115	159.0	130	179.7
9/16	115	159.0	130	179.7	165	228.1	185	255.8
5/8	160	221.2	180	248.9	220	304.2	250	345.6
3/4	290	400.9	320	442.4	400	553.0	450	622.1
7/8	420	580.7	470	649.8	650	898.7	730	1009.3
1	630	871.0	710	981.6	970	1341.1	1090	1507.0
1-1/8	850	1175.2	950	1313.4	1380	1907.9	1550	2143.0
1-1/4	1200	1659.1	1350	1866.4	1940	2682.1	2180	3014.0

SIZE	COARSE THREAD				FINE THREAD			
	NUT TYPE 5 BOLT TYPE 8.8		NUT TYPE 8 BOLT TYPE 10.9		NUT TYPE 5 BOLT TYPE 8.8		NUT TYPE 8 BOLT TYPE 10.9	
	lb ft	Nm	lb ft	Nm	lb ft	Nm	lb ft	Nm
M4	2.5	3.5	4.0	5.5				
M5	5.5	7.5	8.0	10.5				
M6	9.0	12.5	13.0	18.0				
M8	22.5	30.5	32.5	44.0	24.0	32.5	35.0	47.0
M10	44.5	60.5	64.0	86.5	47.0	64.0	67.0	91.5
M12	78.0	105.5	111.0	151.0	85.0	115.0	122.0	165.0
M14	124.0	168.0	177.5	240.0	135.0	182.5	193.0	262.0
M16	193.5	262.0	276.5	374.5	206.0	279.0	295.0	400.0
M20	390.0	529.0	531.0	731.0	433.0	587.0	600.0	814.0
M24	676.0	916.0	933.0	1266.0	733.0	994.0	1016.0	1378.0
M30	1342.0	1820.0	1856.0	2516.0	1485.0	2014.0	2051.0	2781.0
M36	2342.0	3175.0	3240.0	4393.0	2480.0	3363.0	3432.0	4653.0

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HAND SIGNALS

For communication under noise conditions and for special operations, a system of standard hand signals has been devised which can decrease time loss and prevent accidents.

Start the Engine



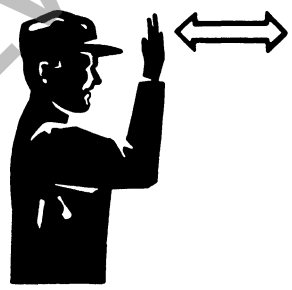
Move arm in a circle at waist level.

Stop the Engine



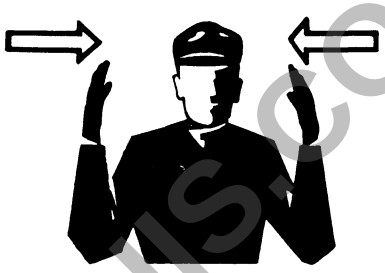
Move your right arm across your neck from left to right.

Move Toward Me - Follow Me



Look toward the person or vehicle you need to move. Hold one hand in front of you with the back of the hand toward the machine and move your arm from the elbow to the fingers backward and forward.

This Far To Go



Put your hands in front of your face with the backs of your hands outward. Move your hands in or out as an indication of how far to go.

Move Out



Face in the required direction of travel. Put your arm straight out behind you, then swing your arm over your head and forward until your arm is straight out in front of you with the back of your hand up.

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SPECIFICATIONS

	U.S. Value	Metric Value
Cylinder Head Maximum Warpage	0.0047 inch	0.12 mm
Cylinder Head Height		
Standard	3.8902 inch to 3.9098 inch	98.81 to 99.31 mm
Minimum	3.8795 inch	98.54 mm
NOTE: *The maximum amount of material that can be removed is 0.030 inch (0.77 mm)*		
Intake Valve Stem Diameter	0.3912 to 0.3915 inch	9.935 to 9.945 mm
Exhaust Valve Stem Diameter	0.3920 to 0.3924 inch	9.995 to 9.965 mm
Maximum Stem Clearance in Guide Before Reconditioning	0.006 inch	0.15 mm
Valve Clearances (Engine Warm)	0.012 inch	0.30 mm
Valve Seat Angle	45°	45°
Distance of Cylinder Head Face to Valve Face		
Intake	0.04 to 0.05 inch	1.00 to 1.40 mm
Exhaust	0.047 to 0.06 inch	1.20 to 1.60 mm
Valve guides		
Outside Diameter	0.6323 to 0.6330 inch	16.060 to 16.078 mm
Inside Diameter	0.3883 to 0.3893 inch	9.865 to 9.901 mm
Inside Diameter (Reamed)	0.3940 to 0.3945 inch	10.00 to 10.02 mm
Distance from Top of Valve Guide to		
Bottom of Valve Spring Recess	1.102 inch	28.0 mm
Seat Insert Thickness	0.344 inch	8.75 mm
Seat Outside Diameter		
Standard	1.656 to 1.657 inch	42.07 to 42.09 mm
0.006 inch (0.15mm) Oversize	1.662 to 1.663 inch	42.22 to 42.24 mm
0.016 inch (0.40 mm) Oversize	1.672 to 1.673 inch	42.47 to 42 49 mm
Minimum Valve Seat Contact Width	0.059 inch	1.5 mm
Cylinder Head Counterbore Diameter for Valve Seat Insert		
Standard	1.653 to 1.654 inch	42.000 to 42.020 mm
0.006 inch (0.15mm) Oversize	1.659 to 1.660 inch	42.150 to 42.170 mm
0.016 inch (0.40 mm) Oversize	1.669 to 1.670 inch	42.400 to 42.420 mm
Counterbore Depth from Cylinder Head Face	0.482 to 0.484 inch	12.24 to 12 29 mm
Valve Springs		
Free Length	2.125 ± 0.059 inch	54 ± 1.5 mm
Test Length	1.346 inch	34.2 mm
Test Load	145.5 to 158.7 lb	66 to 72 kg
Rocker Arm Shaft Diameter	0.848 to 0.850 inch	21.56 to 21.59 mm
Rocker Arm Bushing Diameter	0.850 to 0.851 inch	21 671 to 21 63 mm
Rocker Shaft Spring		
Free Length	1.484 inch	37.7 mm
Test Length	0.984 inch	25 mm
Test Load	6.614 lb	3 kg

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Section 2245

LUBRICATION SYSTEM

3 Cylinder Engine

85 Series Tractors

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CASE CORPORATION

Pub 8-57170

Printed in England
December, 1986

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OPERATING PROCEDURES

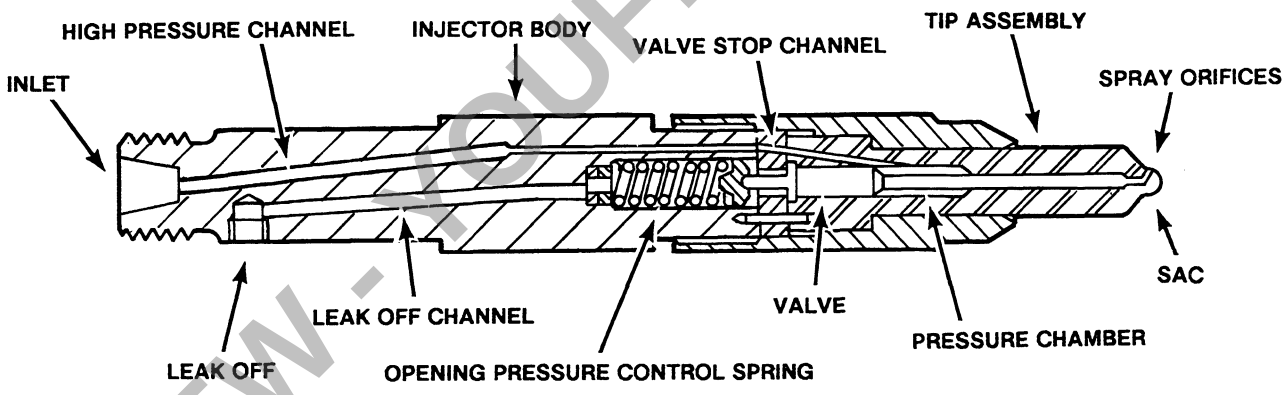
The operation of the injector is easy and positive.

A measured quantity of fuel under high pressure moves from the injection pump to the high pressure channel in the injector body. The fuel then moves through the valve stop channel and enters the pressure chamber which is around the valve in the injector tip.

When the pressure of the fuel against the valve is more than the set spring pressure, the valve is moved from the seat. This permits the fuel under high pressure to enter the injector tip. The fuel then moves through the spray orifices and to the combustion chamber. The fuel reaches the combustion chamber in an atomized condition.

When the fuel delivery stops, the pressure against the valve is decreased and the control spring immediately returns the valve to the seat. This removes the danger of leakage, after the measured amount of fuel has been released. The valve opens and closes very rapidly with a very clear noise.

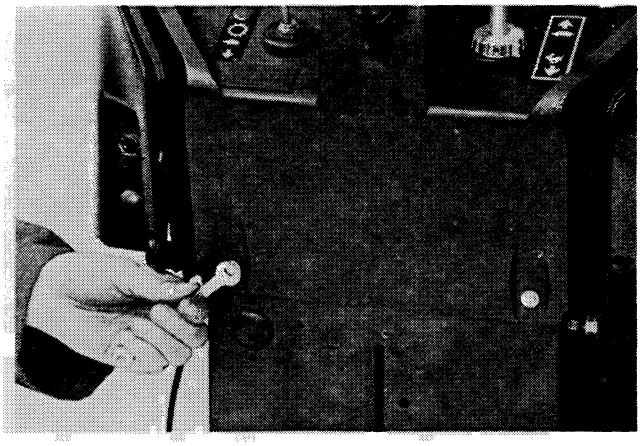
A small amount of fuel leaks, during injection, through the controlled clearance between the tip assembly and the injector body. This leakage adds lubrication to all the moving parts in the injector. This fuel then moves through the leak off channel, leak off lines and returns to the fuel tank.



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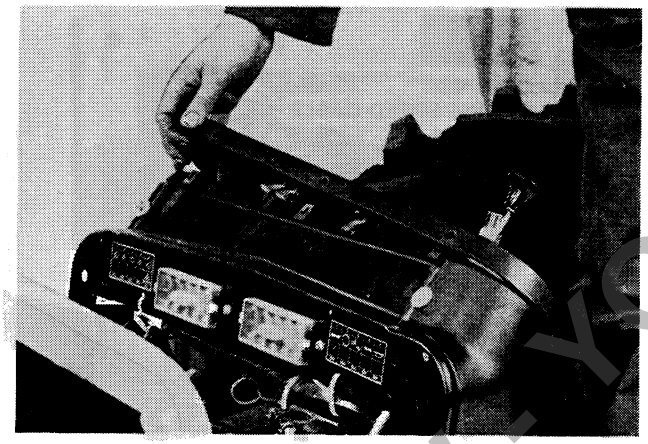
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STEP 22



Remove the two setscrews and washers from the bottom edge of the instrument panel.

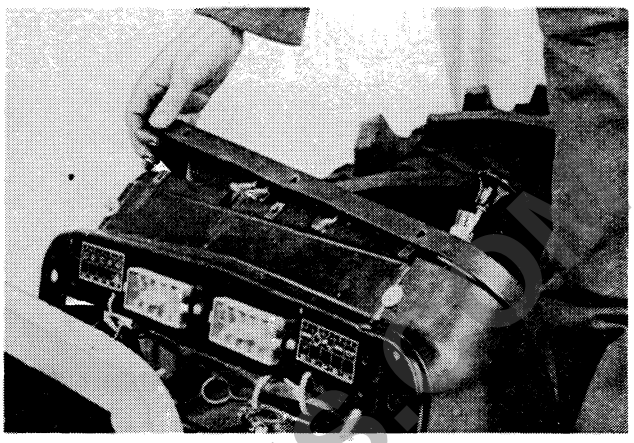
STEP 23



Carefully raise the instrument panel to have access to the terminals on the instruments, lamps and switches. Support the instrument panel so that the lead wires are not being pulled.

NOTE: *Cut the plastic cable ties as necessary when raising the instrument panel.*

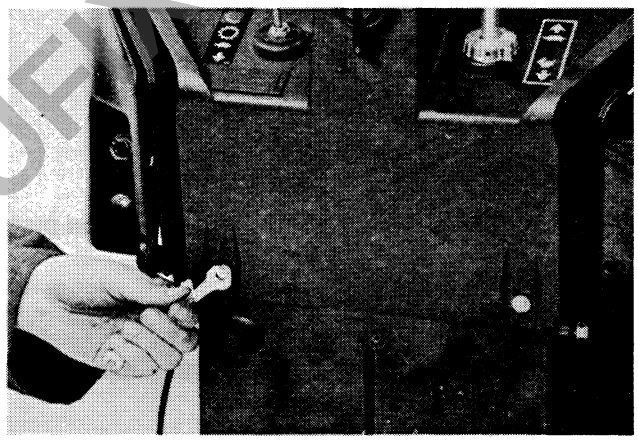
STEP 24



When the testing is complete, fit the instrument panel onto the steering support.

NOTE: *If removed, install new plastic cable ties.*

STEP 25



Install and evenly tighten the two setscrews and washers into the bottom edge of the instrument panel.

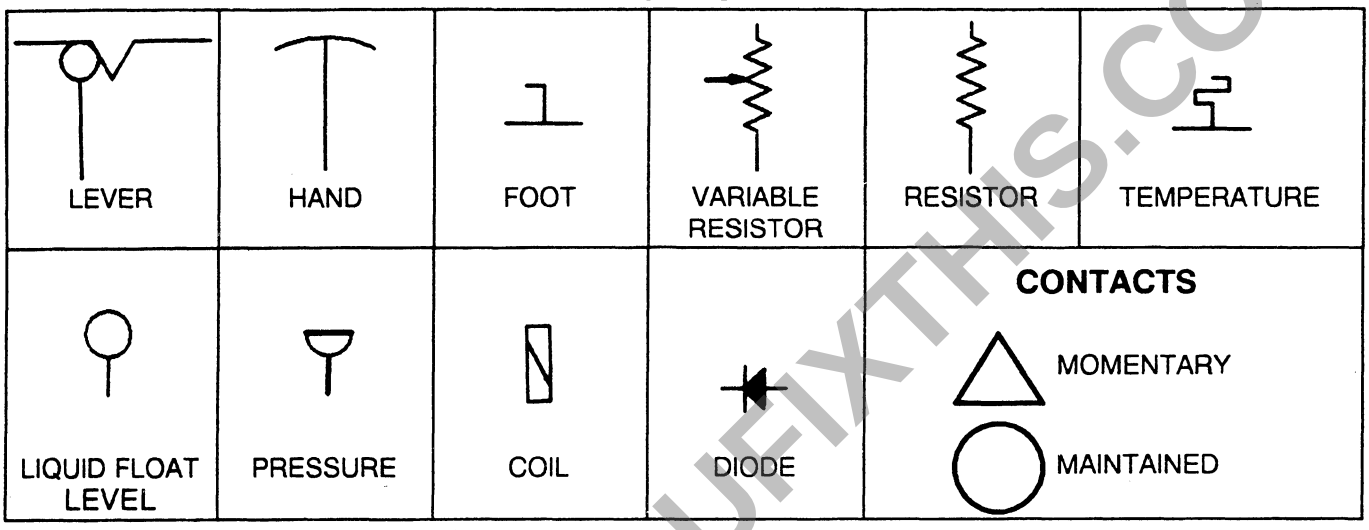
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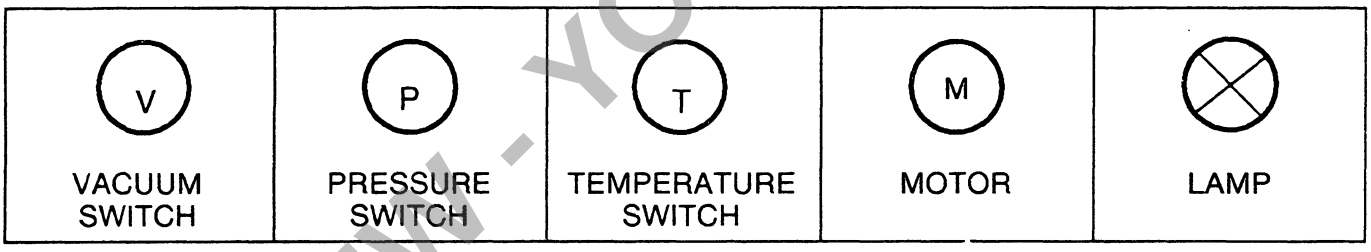
CABLE COLOR CODE ABBREVIATIONS

ABBREVIATION	COLOR	ABBREVIATION	COLOR
R	RED	O	ORANGE
T	TAN	P	PINK
W	WHITE	V	VIOLET (PURPLE)
Y	YELLOW	DB	DARK BLUE
B	BLACK	LB	LIGHT BLUE
BR	BROWN	DG	DARK GREEN
G	GRAY	LG	LIGHT GREEN

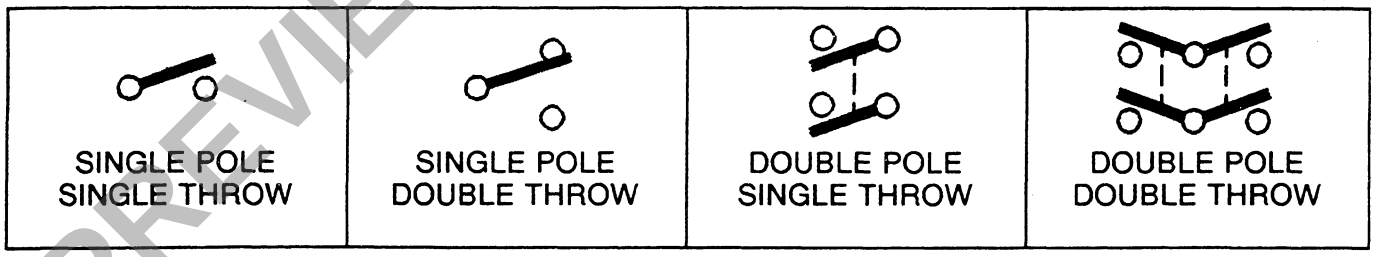
ACTUATORS



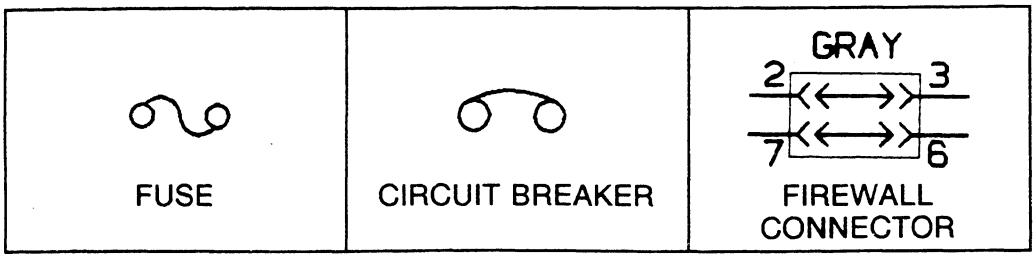
HOUSINGS



SWITCH CONTACT CONFIGURATIONS



MISCELLANEOUS SYMBOLS



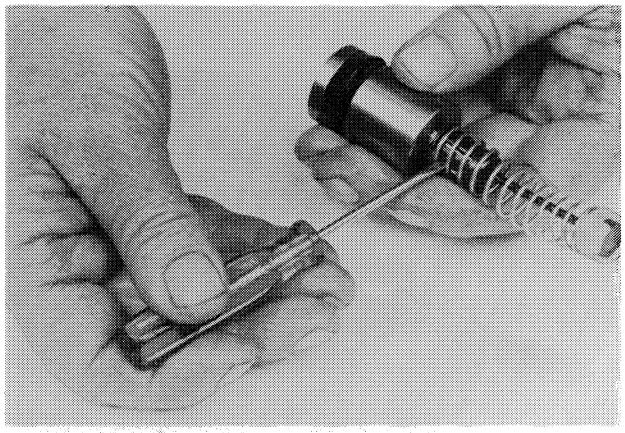
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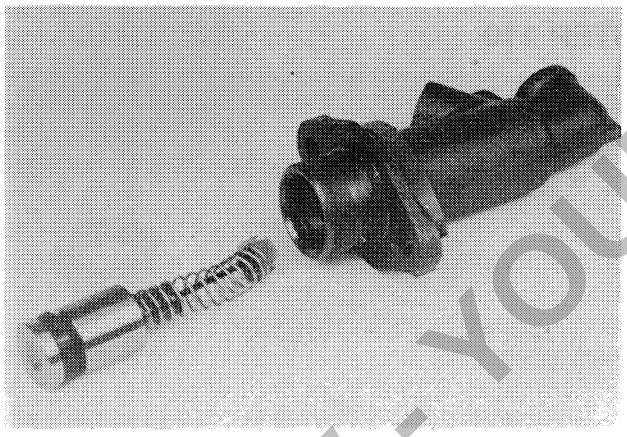
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STEP 100



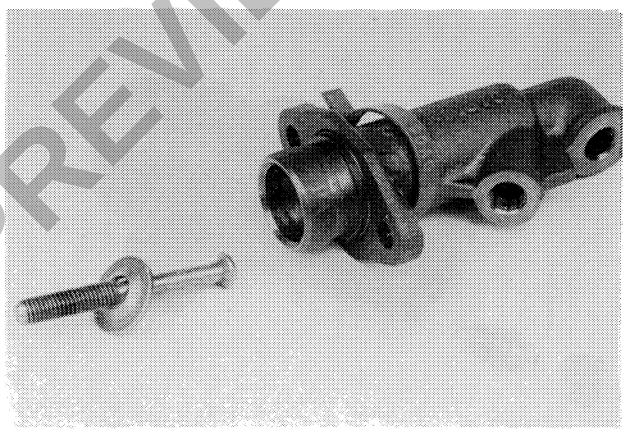
Install the spring retainer and valve on the plunger press in tab to secure.

STEP 101



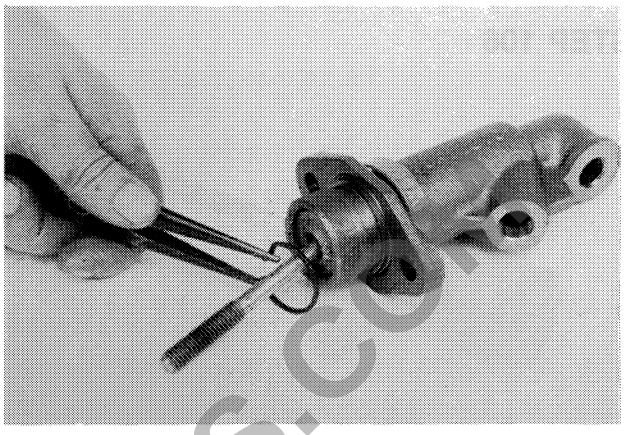
Lubricate the cylinder bore and gland seal with new brake oil. Install the plunger, return spring and spring retainer.

STEP 102



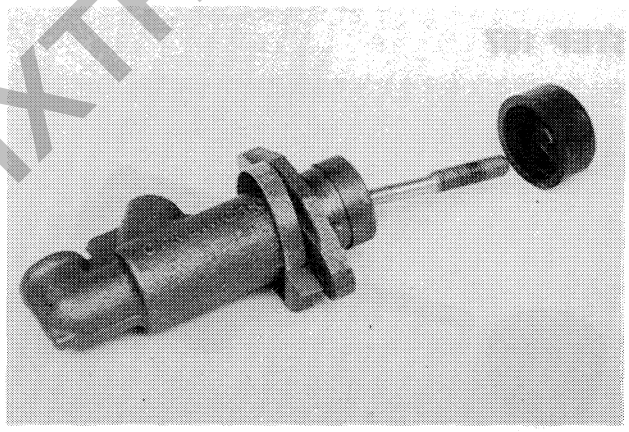
Lubricate the push rod and retaining washer with Girling grease. Install the push rod and retaining washer.

STEP 103



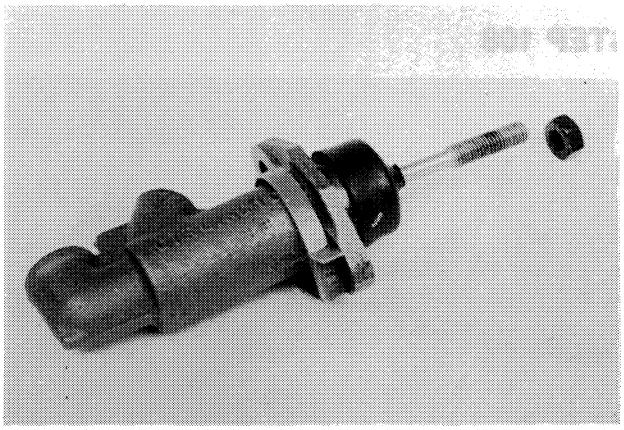
Install the new snap ring.

STEP 104



Install the new rubber protective boot.

STEP 105

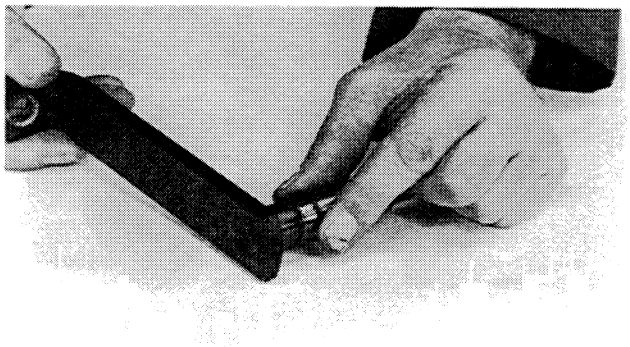


Install the locknut.

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STEP 106



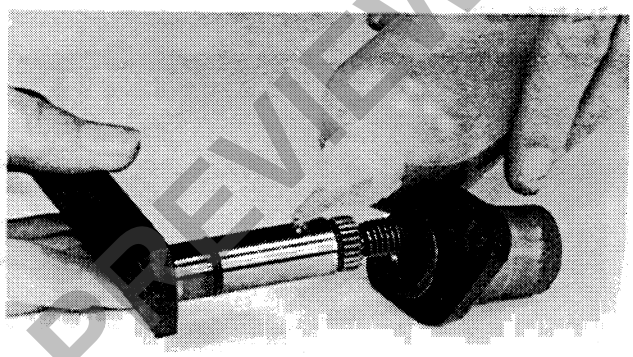
Install a new o-ring to the 1st/2nd shift arm.

STEP 107



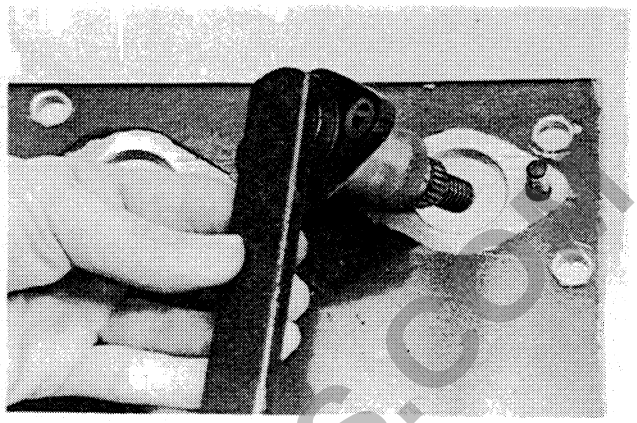
Install a new o-ring onto the housing.

STEP 108



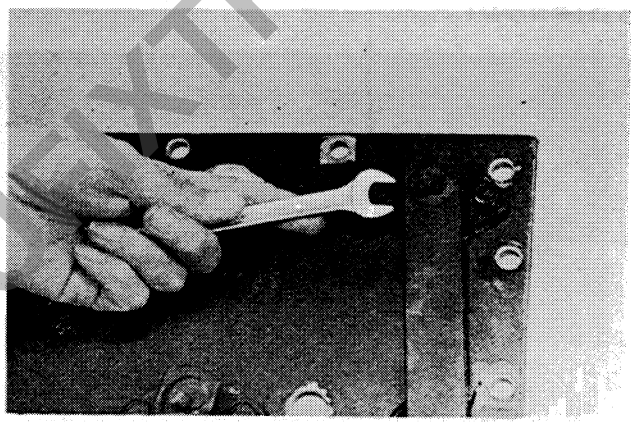
Lubricate the shift arm with clean engine oil and install in the housing.

STEP 109



Install the housing.

STEP 110



Apply "Loctite No 270" to the bolt threads and install and tighten the bolts.

STEP 111

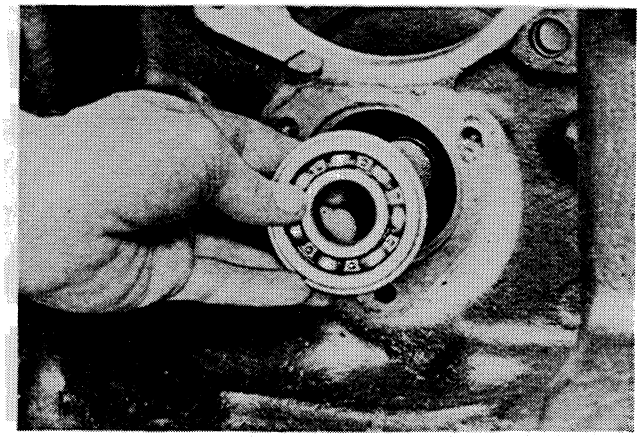
Repeat steps 106 to 110 for the interlock support.

NOTE: *Not fitted on slow speed transmissions.*

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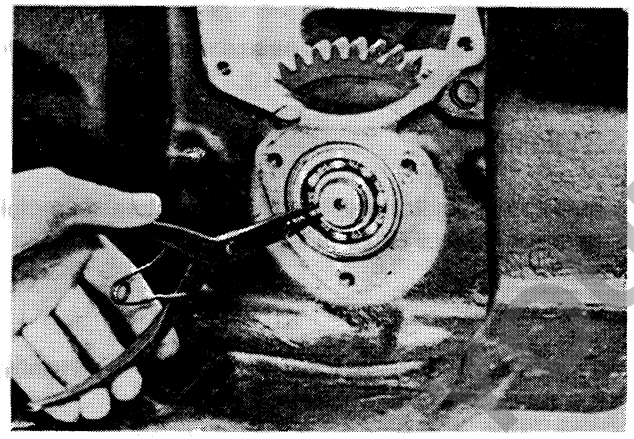
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STEP 216



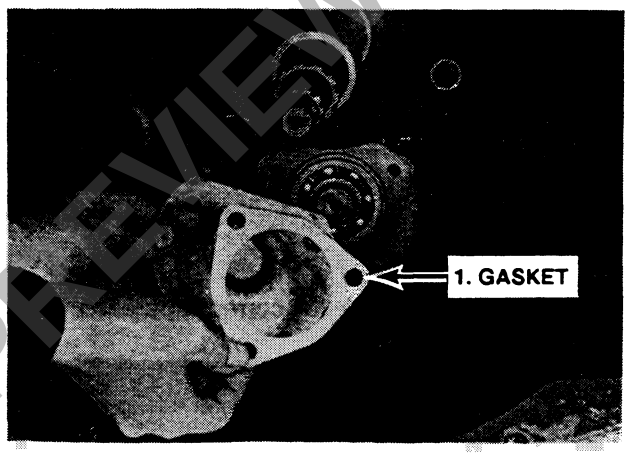
Install the bearing.

STEP 217



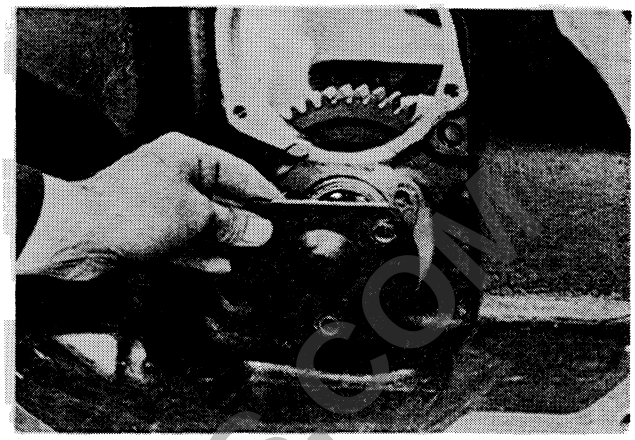
Install the bearing retaining ring.

STEP 218



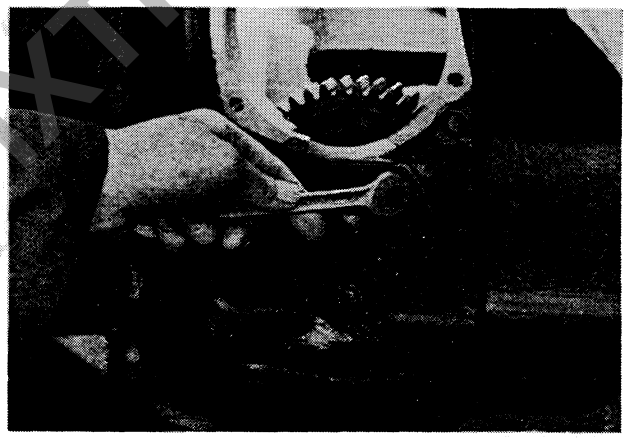
Install the metal gasket onto the end cover.

STEP 219



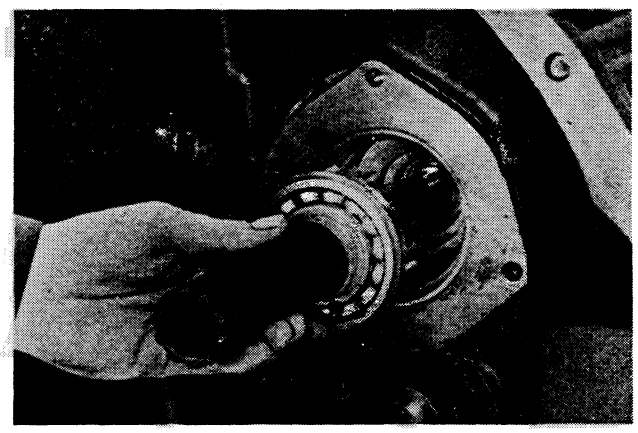
Apply Loctite N° 515 to the gasket and install the cover.

STEP 220



Install and tighten the bolts.

STEP 221

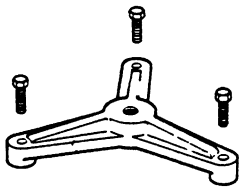


Install the P.T.O. drive shaft

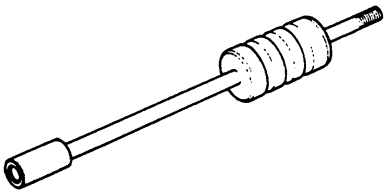
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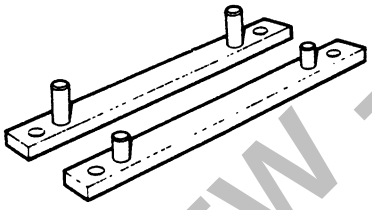
SPECIAL TOOLS



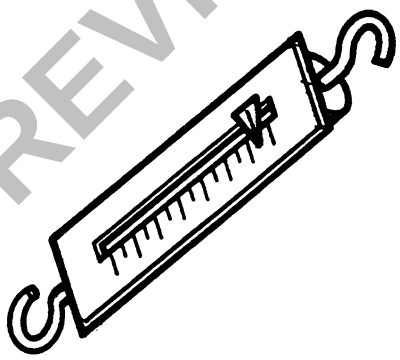
1. IH7847A BRAKE PISTON REMOVAL TOOL



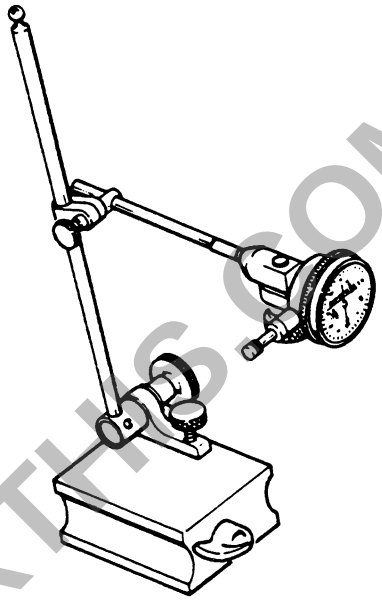
2. MS3072A IMPULSE EXTRACTOR



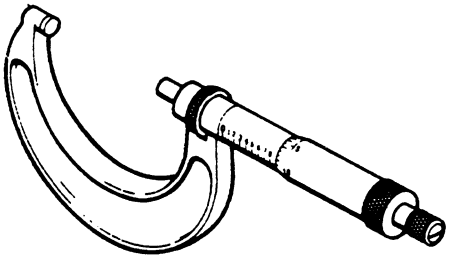
3. IH9764 BRAKE PISTON INSTALLATION TOOL



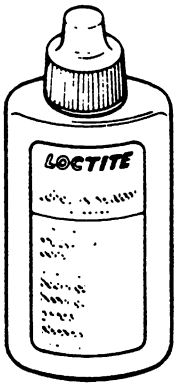
4. SPRING BALANCE



5. DIAL GAUGE INDICATOR



6. MICROMETER

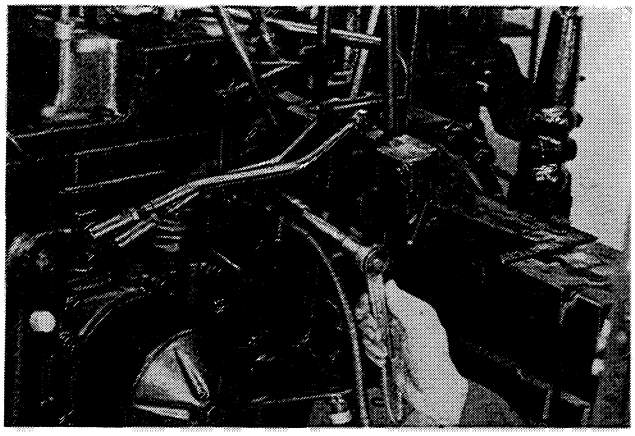


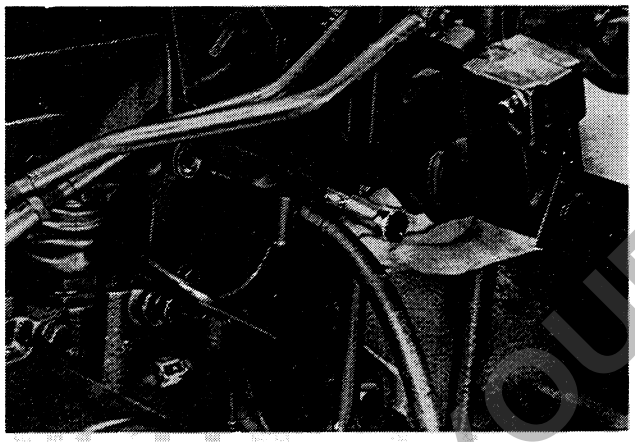
7. LOCTITE 241

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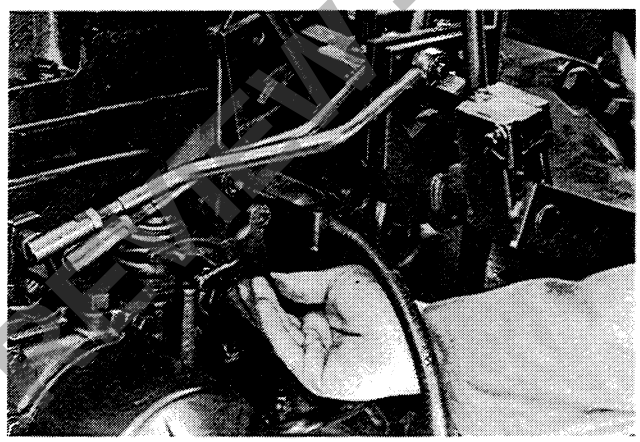
STEP 42





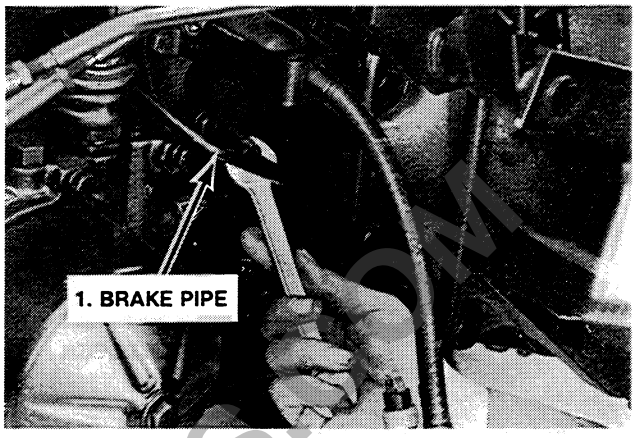
Remove the P.T.O. yoke pivot bolt and spacer.

STEP 43



Remove the P.T.O. operating yoke.

STEP 44



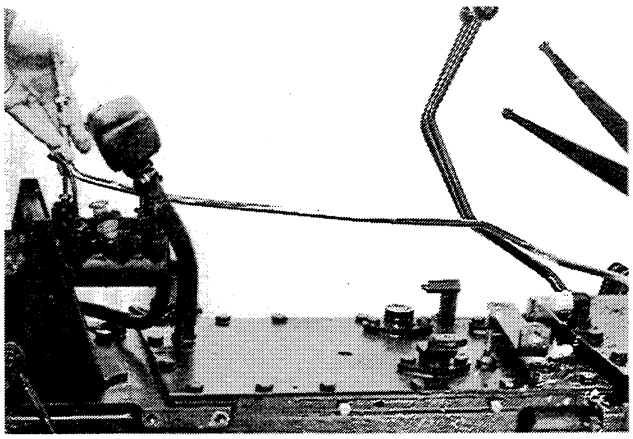
Disconnect and fit caps to the left hand brake pipe.

STEP 45



Disconnect the left hand brake pipe from the master cylinder and install caps.

STEP 46



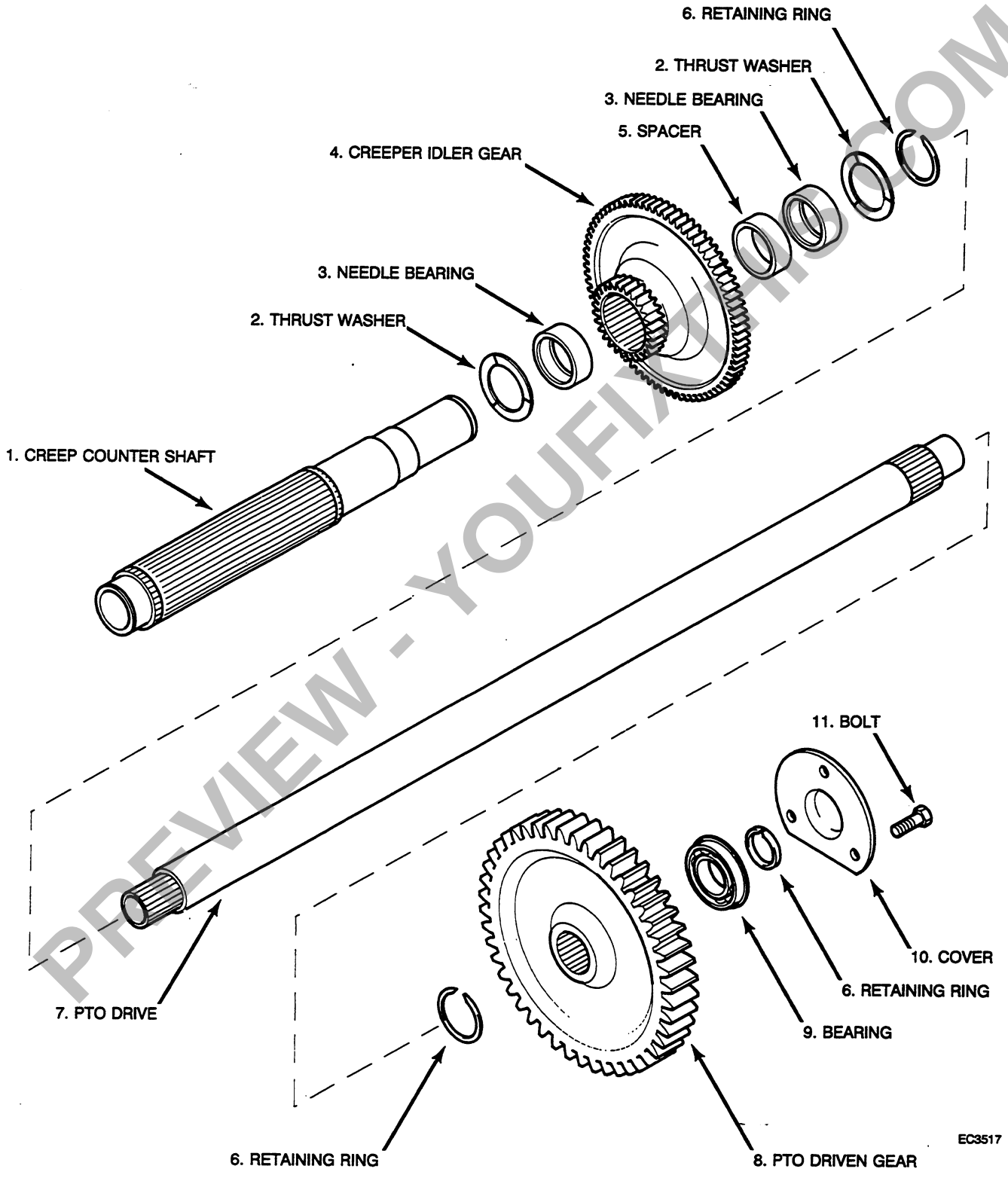
Remove the left hand brake pipe.

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CREEP COUNTER SHAFT

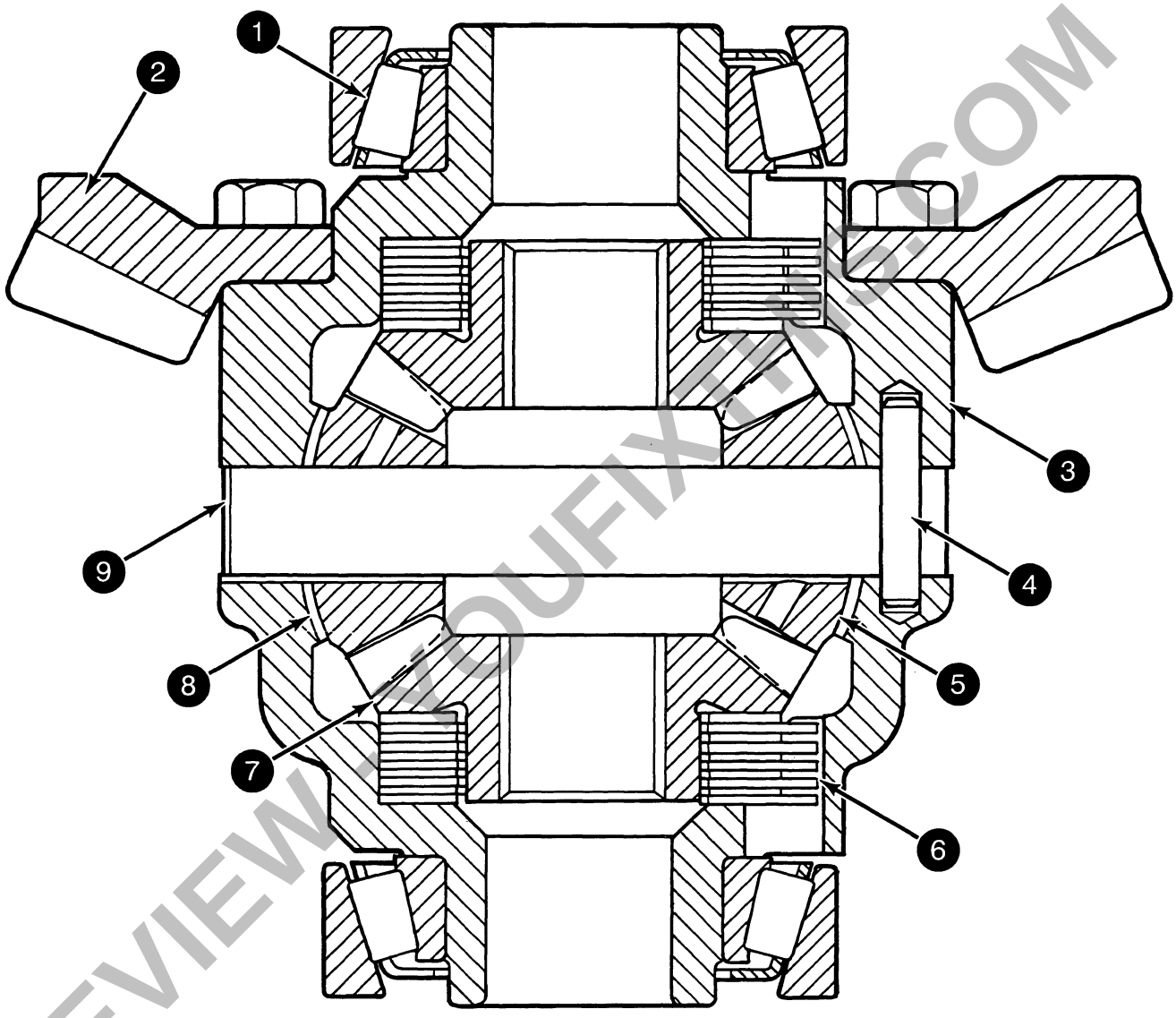
Installation



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Cross Sectional Drawing of the Differential (707 STD-164 Axle)



TGL972

1. BEARING CUP AND CONE
2. RING GEAR
3. DIFFERENTIAL HOUSING
4. PIN
5. PLANETARY GEAR (2)
6. FRICTION AND STEEL PLATES
7. SIDE GEAR
8. THRUST WASHER
9. CROSS SHAFT

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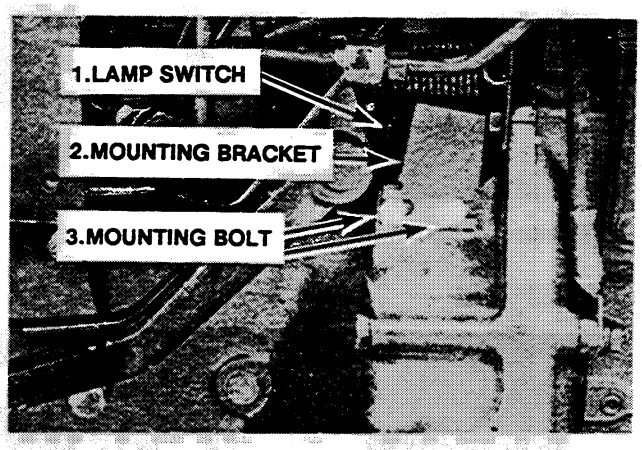
TRACTORS WITHOUT CAB (ROPS) OR WITH L CAB

Brake Lamp Switch Adjustment

STEP 193

Do STEP 183

STEP 194



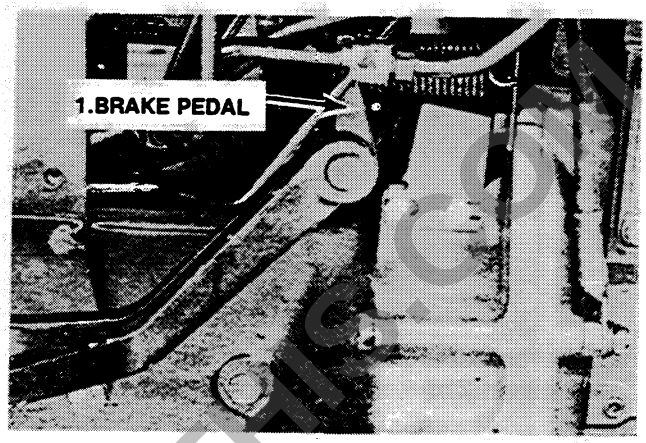
Install the lamp switch installed on the mounting bracket, loosely in position on the mounting bolts.

STEP 195



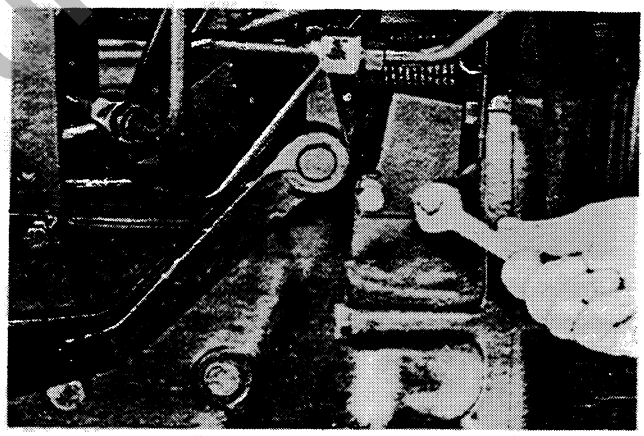
Engage the pedal lock and press both pedals down 3/4 inch (20 mm) and hold.

STEP 196



Slide the bracket and lamp switch on the mounting bolts towards the brake pedal until the brake lamps are illuminated.Then move the brake switch until the brake lamps are not illuminated.

STEP 197



Tighten the bracket mounting bolts.

NOTE : ***After the adjustment has been completed check that when the left hand brake pedal is fully up it does not contact the brake switch body. If it does then adjust again the lamp switch as described above.***

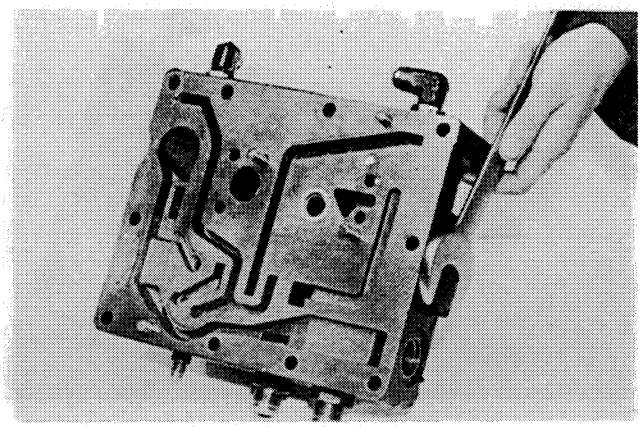
STEP 198

Do STEP 192

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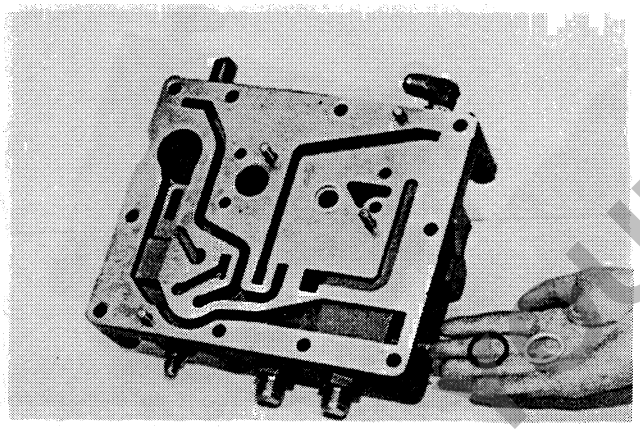
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STEP 127



Tighten the plug.

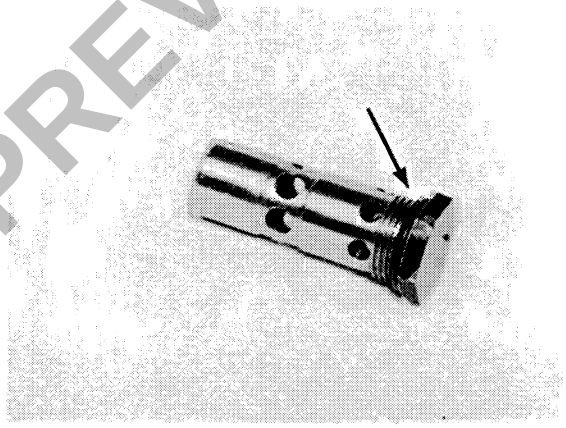
STEP 128



Fit a new o-ring and back-up ring into the bore in the MCV for the pilot relief valve. Lubricate the rings with petroleum jelly.

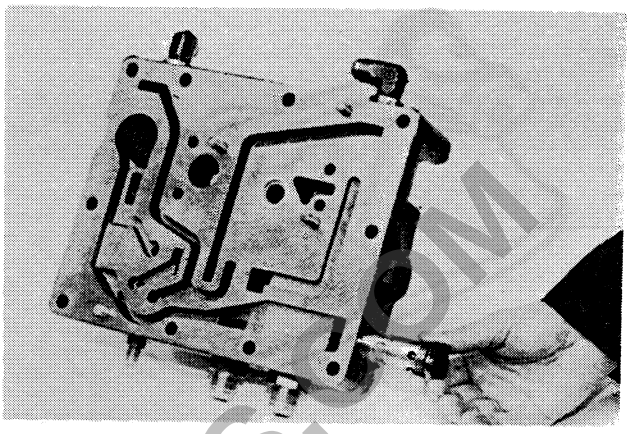
NOTE: *The o-ring must be towards the inside of the MCV.*

STEP 129



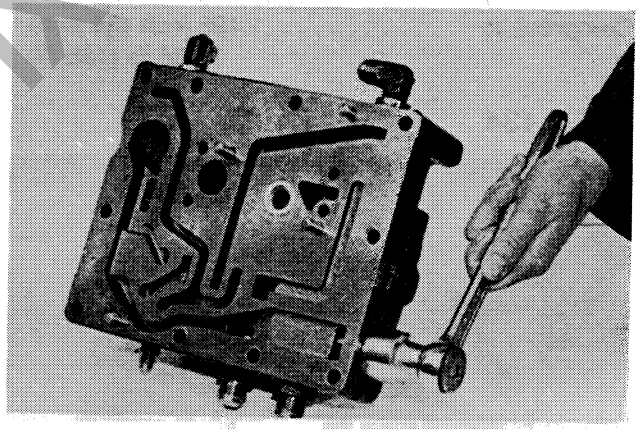
Fit a new o-ring into the groove in the pilot relief valve plug.

STEP 130



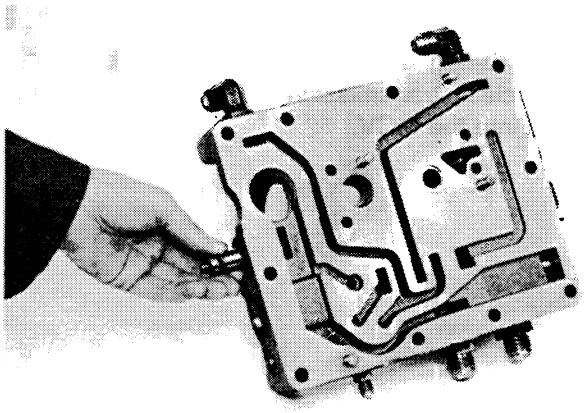
Lubricate the o-ring on the plug with clean transmission oil. Push the plug assembly into the MCV. Take care not to damage the rings in the bore with the lands on the plug.

STEP 131



Tighten the plug.

STEP 132



Lubricate the oil cooler by-pass valve with clean transmission oil. Fit the valve into its bore in the MCV.

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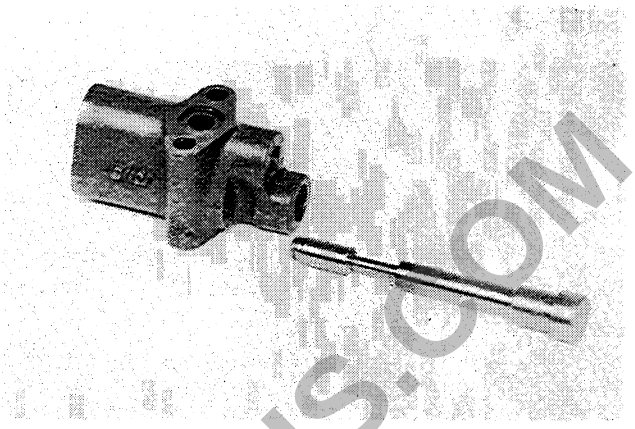
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Inspection

STEP 98

Clean all parts in Kerosene or fuel oil and dry in compressed air. DO NOT use a cloth to dry the parts.

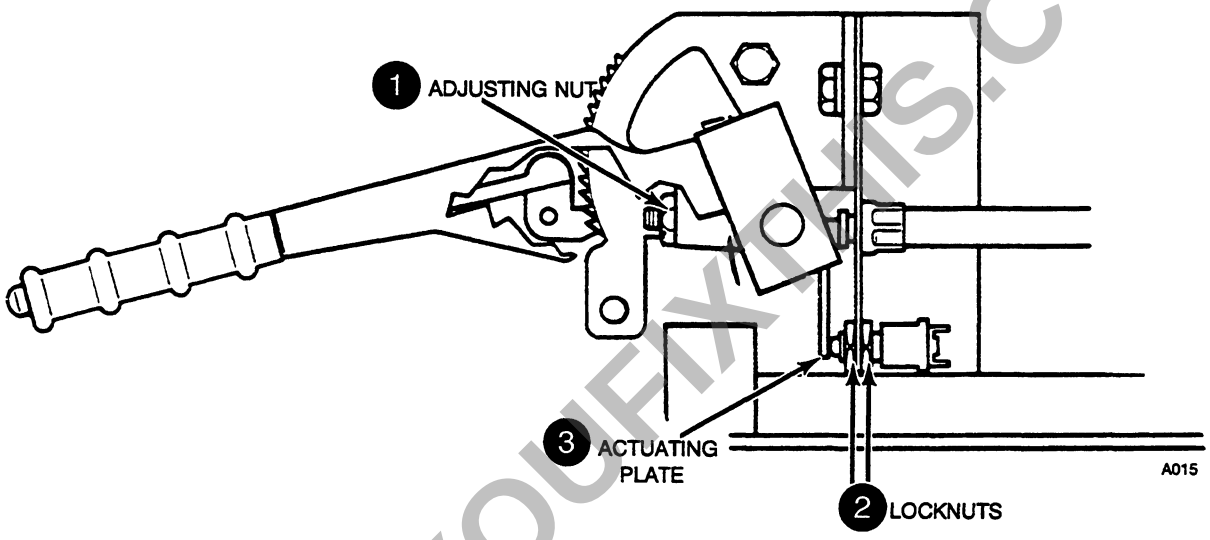
STEP 99



The action valve spool and body are a matched set. If there is wear or damage to the spool or its bore in the valve body you must fit a new action valve assembly.

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