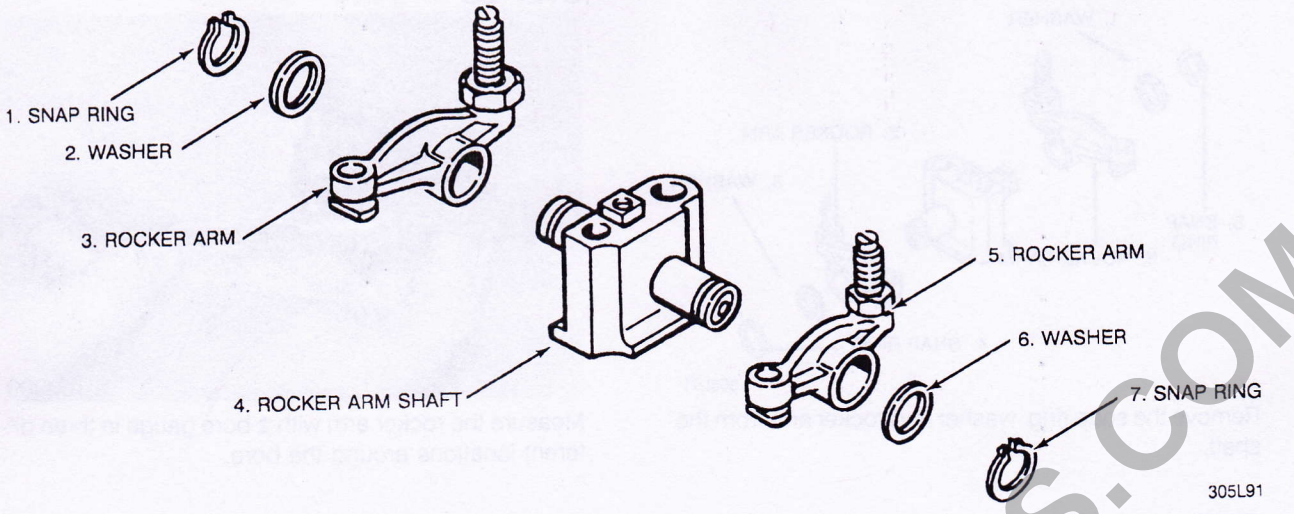
Cab Removal (for Tractors prior to PIN JJF1030000)	9006	8-85550
Cab Removal (for Tractors from PIN JJF1030000)	9006	7-69220
Cab Servicing	9007	8-85560
Hood and Panels	9008	8-85540
Operators Seat	9009	8-88730
Decal Location	9010	8-88740
Battery Box	9020	8-89060
Platform Removal	9030	7-32300

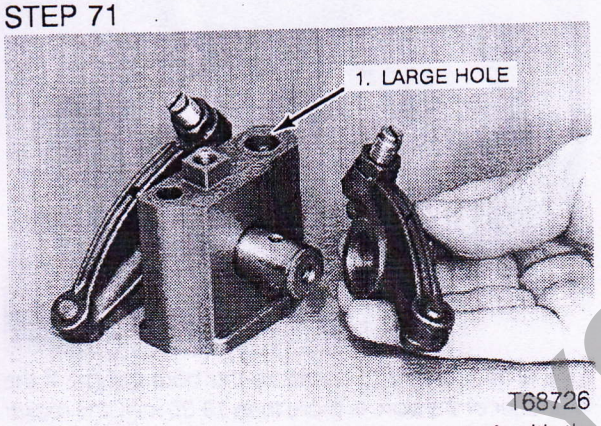
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Rocker Arm Assembly

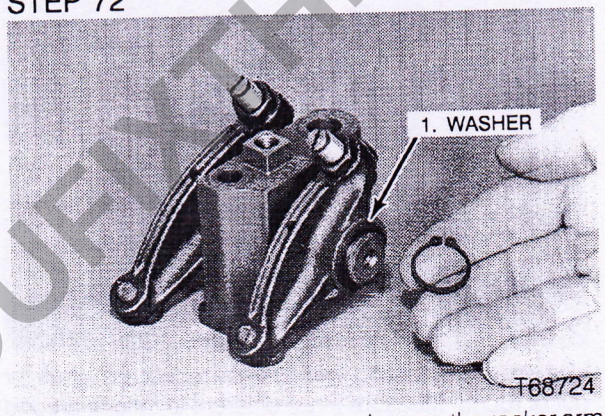


STEP 71



Install the rocker arm on the rocker arm shaft with the adjusting screws on the same end as the large hole in the bracket.

STEP 72



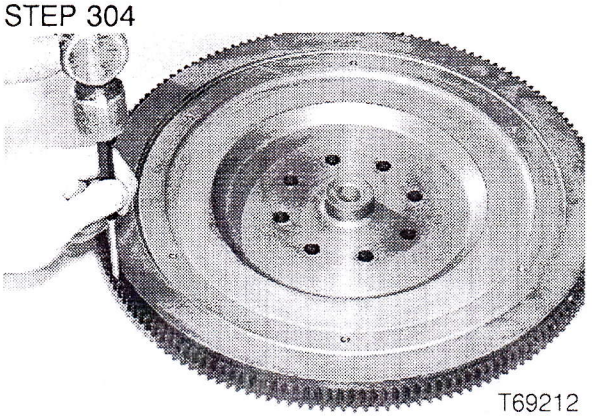
Install the washers and the snap rings on the rocker arm shaft.

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Ring Gear Removal and Installation

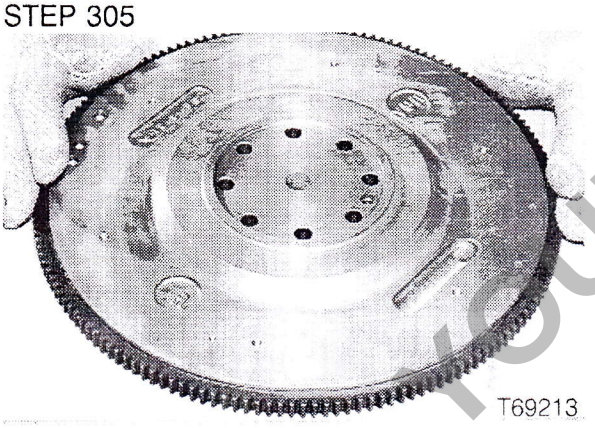
STEP 304



T69212

Remove the ring gear from the flywheel, using a drift and hammer. Work around the circumference of the ring gear.

STEP 305



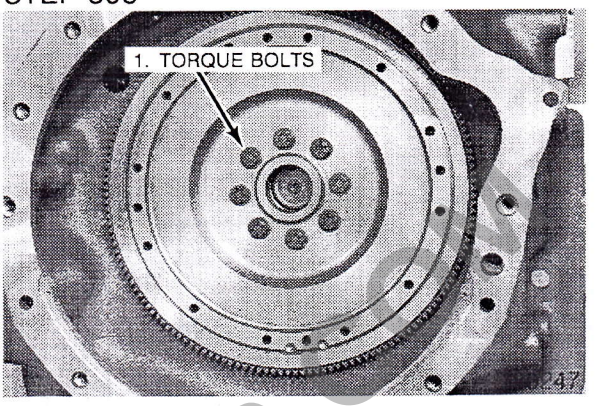
T69213

Heat the new ring gear, 400 to 450°F (204 to 232°C), in oil or in an oven. Do not use a torch to heat the ring gear.

Install the ring gear on the flywheel.

> ⚠ *Always wear heat protective gloves to prevent burning your hands when handling heated parts.* SM121A

STEP 306



Install the flywheel bolts and the the flywheel. Tighten the retaining bolts to a torque of 130 to 144 Nm.

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FUEL TANK SENDER

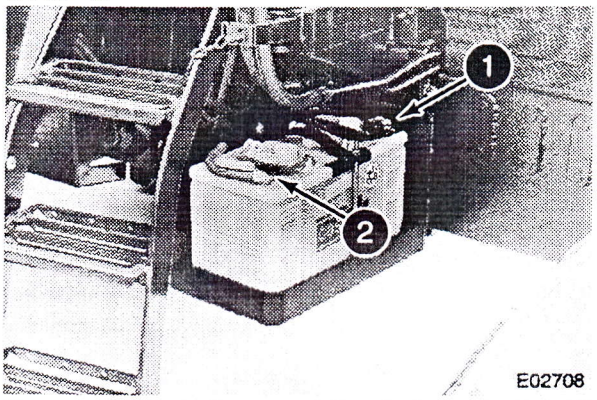
Removal and Installation

STEP 1

Put the tractor on hard, level ground. Apply the parking brake and put blocks in front and behind the front wheels.

NOTE: *For Installation, fill the fuel tank with at least 10 litres of fuel, refer to Section 3410 to remove the air from the system.*

STEP 2



Disconnect the battery, negative (−) terminal(s) (1) first.

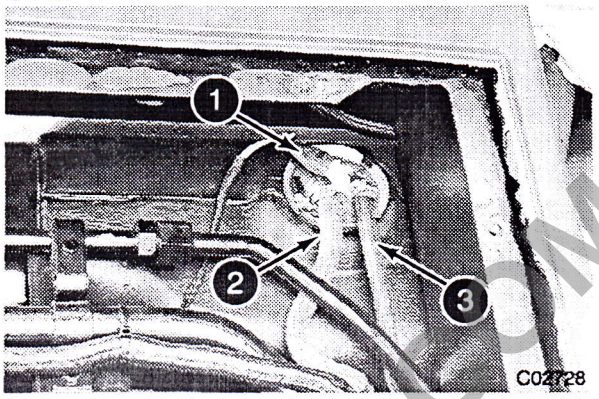
NOTE: *For Installation, connect the positive (+) terminal(s) (2) first.*

STEP 3



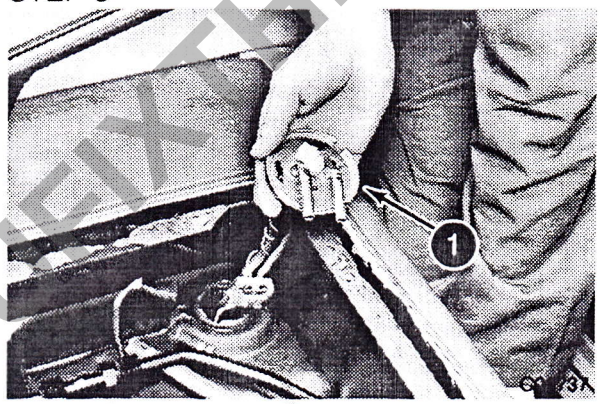
Remove the seat.

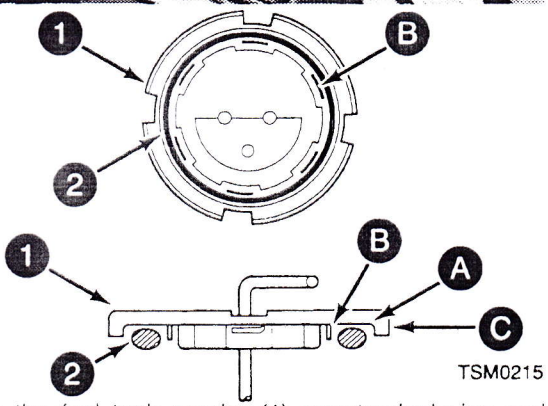
STEP 4



Disconnect the fuel sender harness connector (1). Loosen the hose clamps and disconnect the supply hose (2) and return hose (3).

STEP 5





Turn the fuel tank sender (1) counterclockwise and remove the sender. Remove and discard the o-ring (2).

NOTE: *For Installation, install a new o-ring onto the sender. Care must be taken that the o-ring remains in the groove (A), between the tabs (B) and outer lip (C) and that the tabs do not cut the o-ring during installation. Hold the o-ring in position with petroleum jelly.*

NOTE: *For Installation, follow the same procedure in reverse order.*

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Chassis Power Relay Circuit Test (Keyed Power)

NOTE: *Turn the key to the OFF position.*

	Check Points	Reading	Possible Cause of Bad Reading
14	Terminal for wire 19 Brown to ground	Continuity	Check wire 19 and the chassis ground connection.

NOTE: *Turn the key to the ON position.*

15	Terminal for wire 17 Red to ground	12 Volts	Bad connection at the battery junction block. Also check wire 17.
16	Terminal for wire 16 Red/Orange to ground	12 Volts	Check wire 16. Also check the key switch
17	Terminal for wire 18 Red/White to ground	12 Volts	Bad chassis power relay.
18	Terminal for wire 18 Red/White to ground	12 Volts	Check wire 18.

Fuel Shut-off Circuit Test

NOTE: *Check fuse F16.*

NOTE: *Turn the key to the ON position.*

	Check Points	Reading	Possible Cause of Bad Reading
19	Terminal for wire 21 Dark Blue/Red to ground	12 Volts	Bad circuit between the key switch terminal 54 and the fuel shut-off solenoid.

NOTE: *If the reading is correct check the fuel shut-off solenoid connection or replace the fuel shut-off solenoid as necessary.*

NOTE: *Disconnect connector B.*

20	Between Pin G of connector B (the bulkhead side of the connector) to ground	12 Volts	Bad circuit between the key switch terminal 54 and connector B.
21	Between Pin G of connector B (the harness side of the connector) and the fuel shut-off solenoid terminal	Continuity	Check wire 21 and connector B.

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Trailer Connector Work Lamp Circuit Test

NOTE: *Turn the lamp switch to the FENDER WORK LAMP position.*

	Check points	Reading	Possible Cause of Bad Reading
5	Terminal for wire 207 Violet/Yellow to ground	12 Volts	Check wire 207 between the trailer connector pin 2 and the splice.

Rear Fender Work Lamp Relay Circuit Test

NOTE: *Turn the lamp switch to the OFF position.*

	Check points	Reading	Possible Cause of Bad Reading
6	Terminal for wire 204 Brown to ground	Continuity	Bad circuit between the rear fender work lamp relay terminal 85 and the chassis ground connection. Also check the chassis ground connection.

NOTE: *Turn the lamp switch to the REAR FENDER WORK LAMP position.*

7	Terminal for wire 203 Red/Light Green to ground	12 Volts	Check wire 203 between the lamp switch terminal FL1 and the rear fender work lamp relay terminal 86.
8	Terminal for wire 205 Red/Violet to ground	12 Volts	Check wire 205 and the battery junction block connection.
9	Terminal for wire 206 Violet/Gray to ground	12 Volts	Bad rear fender work lamp relay.

Left Hand Front Cab Work Lamp Circuit Test

NOTE: *Check fuse F1 and the left hand front cab work lamp bulb.*

NOTE: *Disconnect the left hand front work lamp from the harness and turn the lamp switch to the CAB WORK LAMP position.*

	Check points	Reading	Possible Cause of Bad Reading
10	Terminal for wire 212 Violet/Black or Pink (794) to ground	12 Volts	Bad circuit between the lamp switch terminal FL2 and the left hand front cab work lamp. Also check the front cab work lamp relay and the lamp switch.

NOTE: *If the right hand front cab work lamp works correctly check wire 212 between the left hand front cab work lamp and the splice*

11	Terminal for wire 213 Brown to ground	Continuity	Check wire 213 and the chassis ground connection.

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FORWARD/REVERSE AND TRANSMISSION CONTROL

Sectional Index

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1st/2nd, 3rd/4th Range Switch Circuit Test 29
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Inching Pedal Switch Circuit Test 30
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Clutch Disengage Lamp Circuit Test 37
Reverse Indicator Lamp Circuit Test 38
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Right Hand Front Cab Work Lamp Circuit Test

NOTE: *Check fuse F1 and the right hand front cab work lamp bulb.*

NOTE: *Disconnect the right hand front work lamp from the harness and turn the lamp switch to the CAB WORK LAMP position (position 5).*

	Check points	Reading	Possible Cause of Bad Reading
13	Terminal for wire 223 Violet/Black to ground	12 Volts	Bad circuit between the lamp switch terminal FL2 and the right hand front cab work lamp. Also check the front cab work lamp relay and the lamp switch.

NOTE: *If the left hand front cab work lamp works correctly check wire 223 between the right hand front cab work lamp and the splice*

14	Terminal for wire 235 Brown to ground	Continuity	Check wire 235 and the chassis ground connection.

Front Cab Work Lamp Relay Circuit Test

NOTE: *Turn the lamp switch to the OFF position (position 1).*

	Check points	Reading	Possible Cause of Bad Reading
15	Terminal for wire 222 Brown to ground	Continuity	Check wire 222 and the chassis ground connection.

NOTE: *Turn the lamp switch to the CAB WORK LAMP position (position 5).*

16	Terminal for wire 227 Red/Brown to ground	12 Volts	Check wire 227 between the lamp switch terminal FL2 and the front cab work lamp relay terminal 86.
17	Terminal for wire 231 Red/Yellow/White to ground	12 Volts	Check wire 231 and the battery power junction block connection.
18	Terminal for wire 232 Violet/Dark Green to ground	12 Volts	Bad front cab work lamp relay.

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NOTE: *Lock the hitch control switch in the WORK position (position 5).*

Check Points	Reading	Possible Cause of Bad Reading
Between terminals 3 and A of the hitch control switch	Continuity	Bad hitch control switch.
Between terminals 1 and 7 of the hitch control switch	Continuity	Bad hitch control switch.

NOTE: *Hold the hitch control switch in the NEUTRAL position (position 3).*

Between terminals 1 and 2 of the hitch control switch	Continuity	Bad hitch control switch.

Hitch Control Relay Circuit Test

NOTE: *Turn the key to the OFF position and check Fuse F32.*

Check Points	Reading	Possible Cause of Bad Reading
21 Terminal for wire 111 Brown/Orange to ground	Continuity	Bad chassis ground circuit. Also check the remote switch circuit for tractors equipped with remote switches.

NOTE: *The following check is for tractors equipped with remote switches.*

NOTE: *Hold in the right hand raise remote switch.*

21 Terminal for wire 111 Brown/Orange to ground	No Continuity	Wire 111 shorted to ground. Also check the remote switch.

NOTE: *Release the right hand raise remote switch. Hold in the right hand lower, left hand raise and lower remote switches in turn and repeat check 21. If there is continuity, wires 120, 121 and 122 have shorted to ground. Also check the remote sitches.*

22 Between terminals for wire 105 Dark Blue/Pink	Continuity	Check wire 105 between terminals 86 and 87 of the hitch control relay.

NOTE: *Lock the hitch control switch in the WORK position (position 5) and turn the key to the ON position.*

23 Terminal for wire 103 Red/Dark Blue to ground	12 Volts	Check wire 103 between the lockout relay terminal 87A and the hitch control relay terminal 30. Also check the lockout relay.
24 Terminal for wire 112 Black to ground	12 Volts	Bad hitch control relay.

NOTE: *Put the hitch control switch in the NEUTRAL position.*

25 Terminals for wire 105 Dark Blue/Pink to ground	12 Volts	Bad circuit between the hitch control switch terminal 2 and the hitch control relay terminal 86. Also check the hitch control relay diode module.

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Inspection

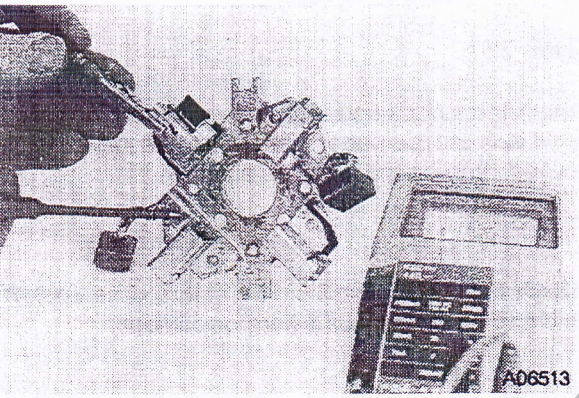
STEP 21

Use a clean dry cloth to clean the drive clutch, armature, field frame and starter solenoid. Use cleaning solvent to clean the remaining parts.

STEP 22

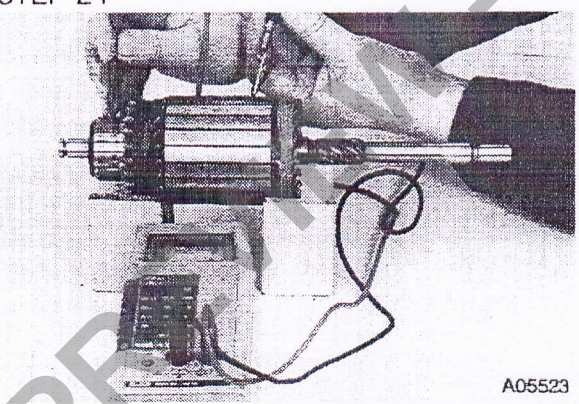
Measure the length of the brushes connected to the brush holder. If the length of any brush is less than 8.5 mm (0.34 inch) both brushes must be replaced.
Measure the length of the brushes connected to the field coil. If the length of any brush is less than 8.5 mm (0.34 inch) both brushes must be replaced.

STEP 23



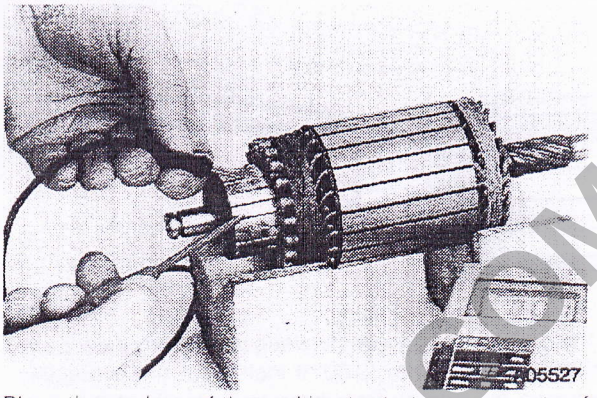
Connect one probe of the multimeter to the brush holder frame and the other probe to each insulated brush holder in turn. There must be no continuity, replace the assembly if there is continuity.

STEP 24



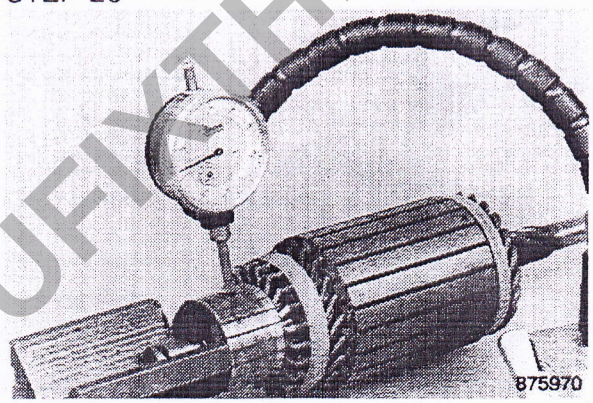
Place one probe of the multimeter to a commutator segment and the other probe to the armature core. There must be no continuity. If there is continuity the armature has a ground and must be replaced.

STEP 25



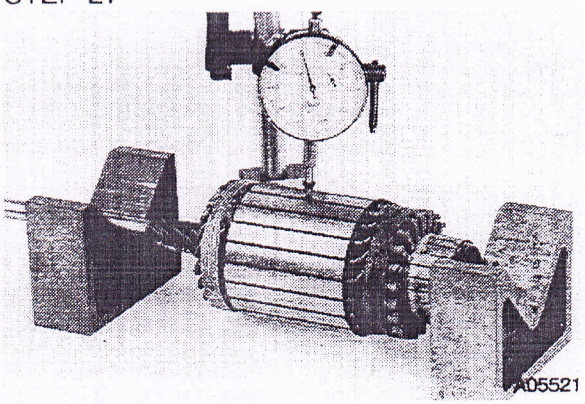
Place the probes of the multimeter to two segments of the commutator. If there is no continuity the winding has an open circuit and the armature must be replaced.

STEP 26



Put the armature on vee-blocks and check the run out of the armature with a dial indicator. The run out must not be more than 0.03 mm (0.012 inch) . If necessary, put the armature in a lathe and remove enough material to make the run out less than 0.03 mm (0.012 inch).

STEP 27



Place the armature on vee-blocks and check for distortion. If the armature is distorted it must be replaced

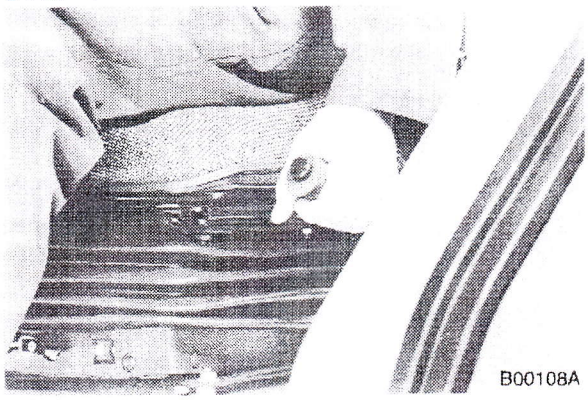
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MFD STEERING CYLINDER

Removal and Installation

STEP 1



B00108A

Put the tractor on hard, level ground and apply the parking brake.

STEP 2



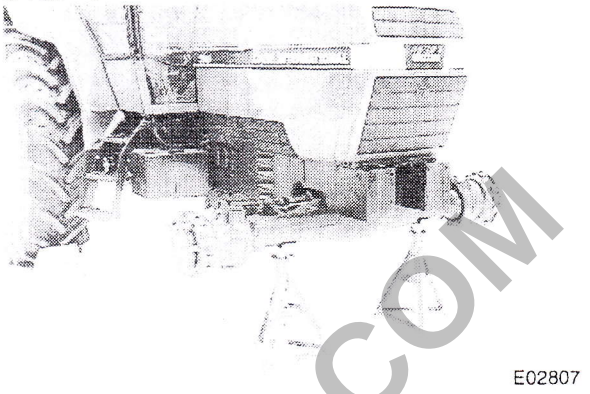
B02135A

Put blocks in front of and behind the rear wheels.

NOTE : *For Installation, check the transmission oil level, and add oil to the correct level if necessary. Also check and adjust the front wheel toe-in, refer to Section 6021.*

NOTE : *For Installation, remove the air from the steering cylinder, refer to Page 7.*

STEP 3

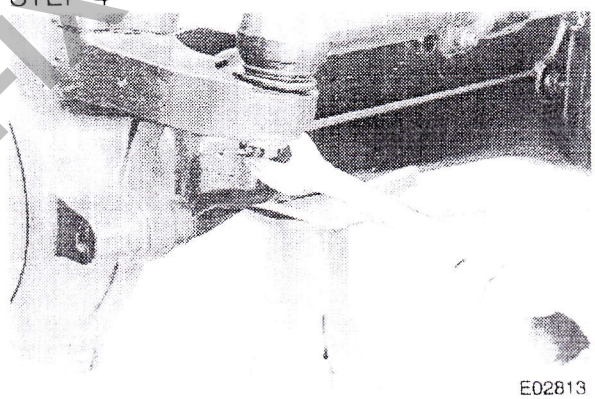


E02807

Loosen the front wheel nuts. Put a suitable jack under the center of the front axle. Raise and support the tractor on two 5200 kg axle stands, as shown. Remove the front wheels.

NOTE : *For Installation, tighten the front wheel nuts to a torque of 300 Nm.*

STEP 4



E02813

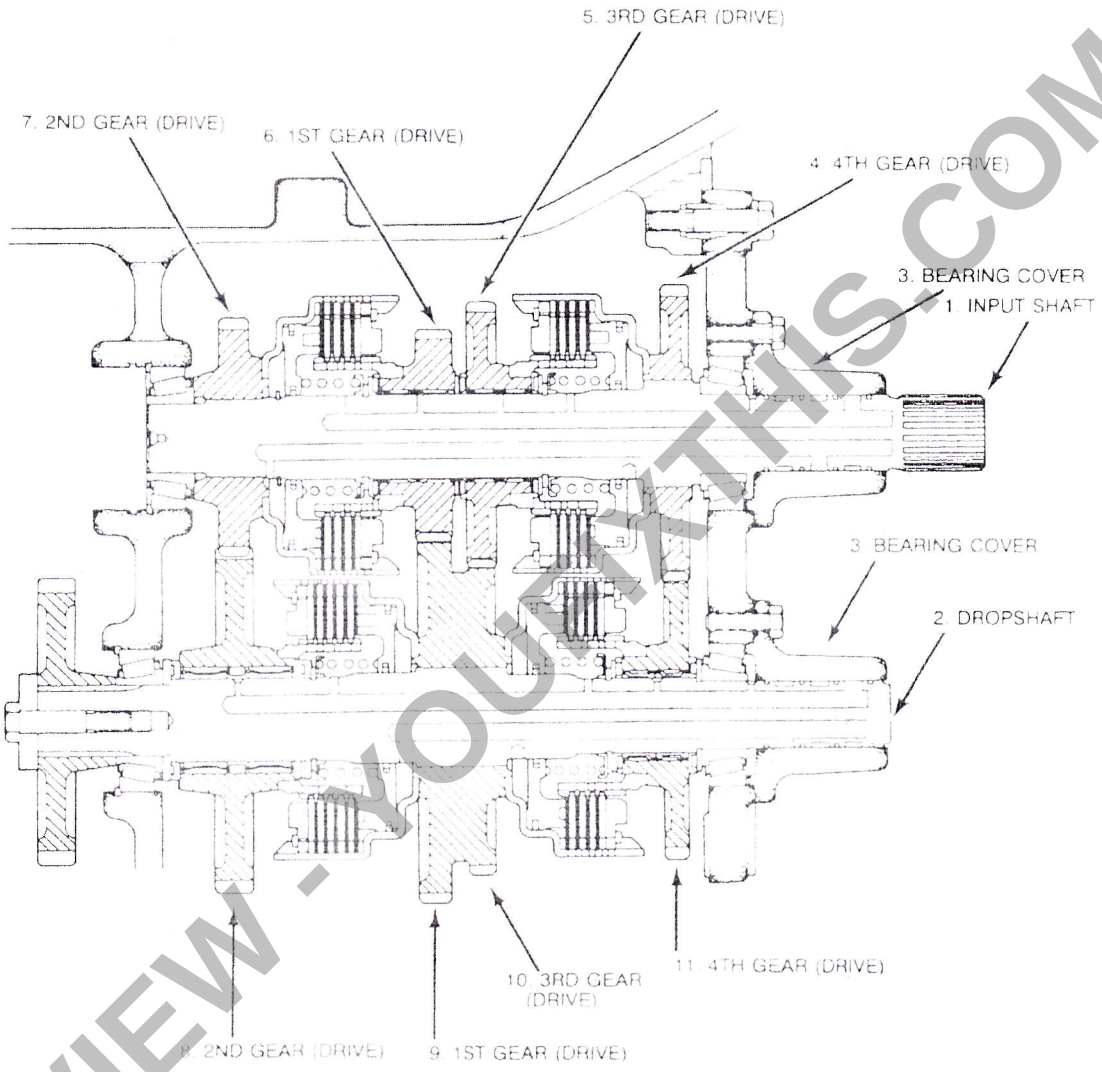
Remove the ball joints from the swivel housings (both sides).

NOTE : *For Installation, tighten the ball joint nuts to a torque of 230 Nm and install new cotter pins.*

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Cross Sectional Drawing of the Input Shaft and Dropshaft



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Inching Pedal Switch Circuit Test

NOTE: *Refer to Schematic Circuit 1.*

NOTE: *Connect the breakout box, CAS 2110, to the powershift harness, refer to Page 8. DO NOT connect the breakout box to the module.*

NOTE: *Disconnect the inching pedal from the harness.*

	Breakout Box (CAS 2110) Check Points	Reading	Possible Cause of Bad Reading
40	Between check point 1 (A) and terminal C of the inching pedal connector (Harness side)	Continuity	Bad circuit between connector J (Pin A) and the inching pedal.
41	Between check point 3 (C) and terminal B of the inching pedal connector (Harness side)	Continuity	Bad circuit between connector J (Pin C) and the inching pedal.
42	Between check point 15 (R) and terminal A of the inching pedal connector (Harness side)	Continuity	Bad circuit between connector J (Pin R) and the inching pedal.
	Between terminals A and B of the inching pedal switch	Continuity	Bad inching pedal switch.

NOTE: *Hold the inching pedal DOWN.*

	Between terminals B and C of the inching pedal switch	Continuity	Bad inching pedal switch.

Creep Circuit Test
(For Tractors With Creep Up To PIN No 1005652)

NOTE: *Refer to Schematic Circuit 2.*

NOTE: *Check the In-Line creep harness fuse (located behind the instrument cluster).*

NOTE: *Connect the breakout box, CAS 2110, to the powershift harness, refer to Page 8. DO NOT connect the breakout box to the module.*

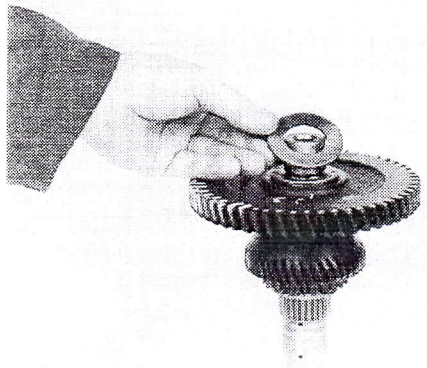
NOTE: *Remove the creep relay 1, refer to Page 23.*

	Breakout Box (CAS 2110) Check Points	Reading	Possible Cause of Bad Reading
43	Between check point 1 (A) and terminal for wire 128 White	Continuity	Bad circuit between connector J (Pin A) and the creep relay 1.
44	Between check point 3 (C) and terminal for wire 126 Light Blue/Yellow	Continuity	Bad circuit between connector J (Pin C) and the creep relay 1.
45	Between check point 15 (R) and terminal for wire 127 White/Yellow	Continuity	Bad circuit between connector J (Pin R) and the creep relay 1.
46	Between check point 38 (ground) and terminal for wire 133 Brown	Continuity	Bad chassis ground circuit.
47	Between check point 38 (ground) and terminal for wire 133 Brown	Continuity	Check wire 133 between the creep relays 1 and 2.

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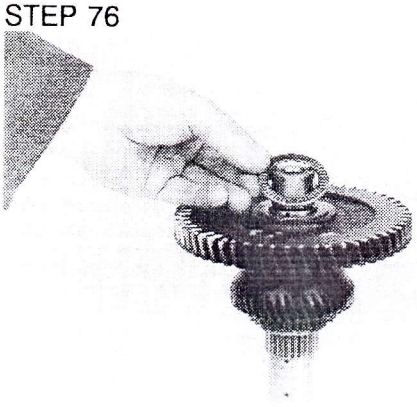
STEP 75



C28715

Remove the thrust washer.

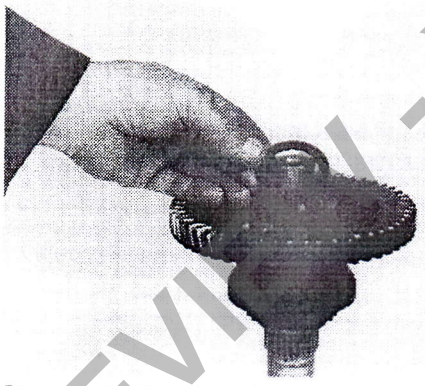
STEP 76



C28717

Remove the thrust bearing.

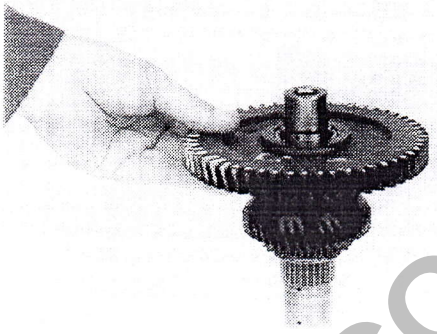
STEP 77



C28719

Remove the thrust washer.

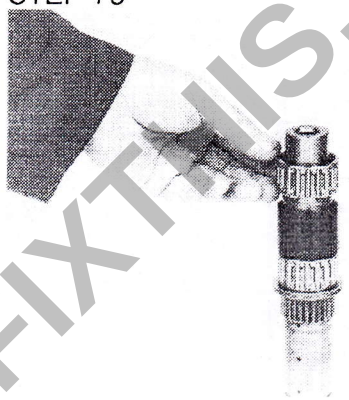
STEP 78



C28721

Remove the gear.

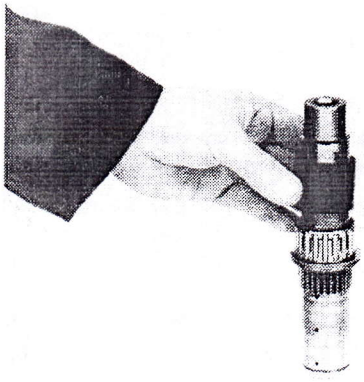
STEP 79



C28723

Remove the first needle roller bearing.

STEP 80



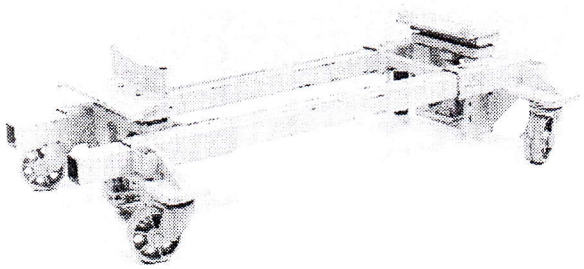
C28725

Remove the spacer.

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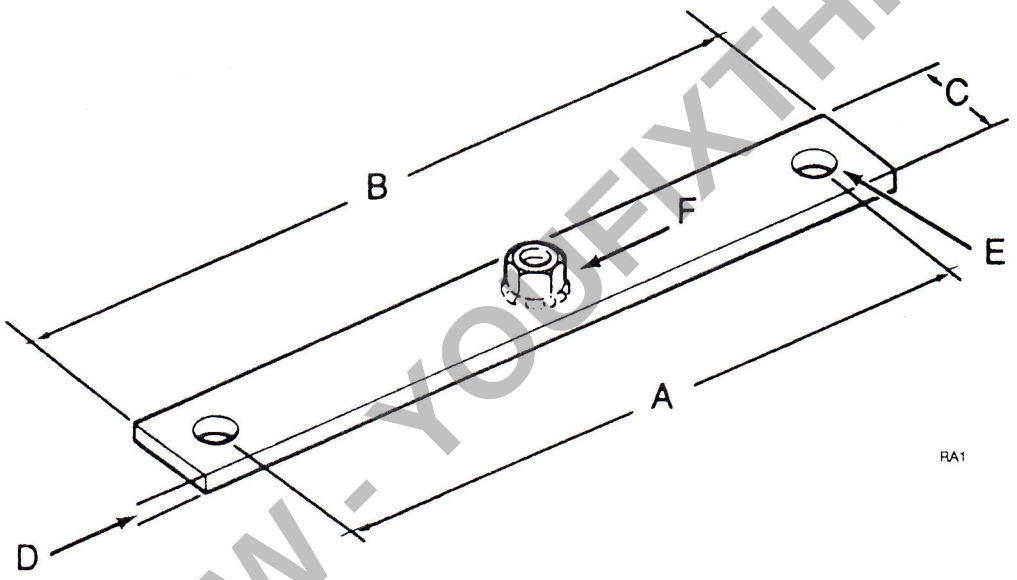
SPECIAL TOOLS (Continued)



C29030

8. REAR TRACTOR STAND
CAS 10853

TOOLS TO BE MADE



RA1

AXLE BEARING PRE-LOAD SETTING TOOL

A. 344 MM (13.5 INCH)	D. 5 MM (0.2 INCH)
B. 382 MM (15.0 INCH)	E. 20 MM (0.8 INCH)
C. 40 MM (1.6 INCH)	F. 14 MM (0.6 INCH)

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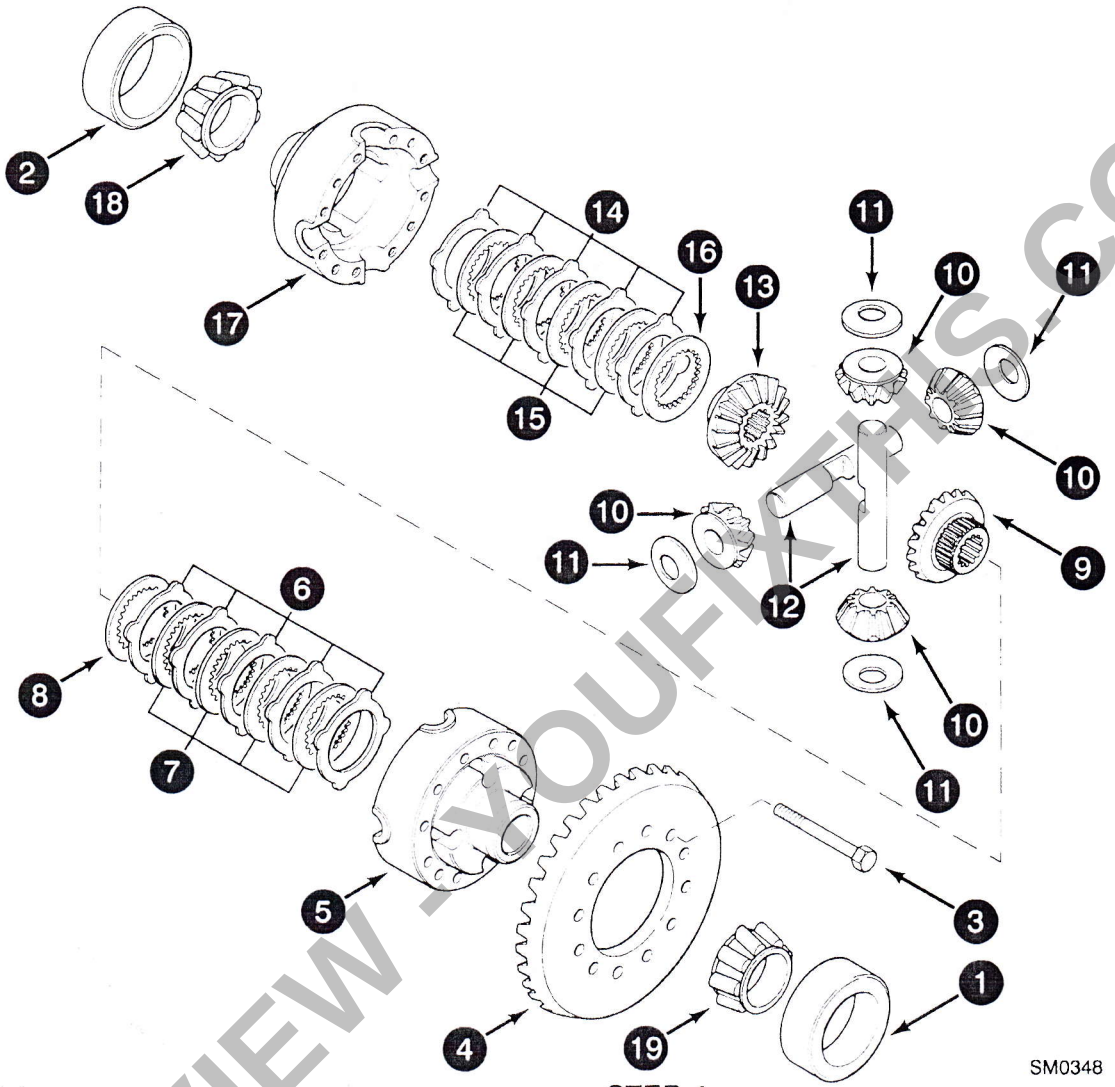
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DIFFERENTIAL

4 Sun Gear Differential Disassembly

NOTE: *Items are numbered in order of Disassembly.*



SM0348

STEP 1

Put the differential assembly on a clean work surface. Put alignment marks on the ring gear (4) and differential housing between the two halves of the differential housing (5 and 17) and on the sun gear shafts (12) and differential housing.

STEP 2

Remove items (1 to 5).

STEP 3

Remove items (6 to 9). Keep the friction plate assembly together with the side gear (9).

STEP 4

Remove items (10 to 12).

STEP 5

Remove items (13 to 16) from the differential housing (17).

STEP 6

Remove the bearings (18 and 19).

STEP 7

Check all parts for wear or damage.

Don 8-85271

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Steering System (PFC Hydraulic Pump) Stays On High Pressure After Releasing Wheel

Check to see if the orifice in the steering hand pump sensing line is contaminated

YES → Inspect and clean the orifice
Refer to Steering Hand Pump Section 5001

NO

Check the steering hand pump
Is the steering hand pump bad?

YES → Repair or replace
Refer to Steering Hand Pump Section 5001

Too Many Number Of Steering Wheel Turns Lock To Lock

Check to see if the steering hand pump and front axle is the correct combination?

NO → Check for correct combination
Refer to Specifications Section 1002

YES

Check to see if the steering cylinder or cylinder seals are bad?

YES → Repair or replace.
Refer to Steering Cylinder Section 5002

NO

Check the steering hand pump
Is the steering hand pump bad?

YES → Repair or replace
Refer to Steering Hand Pump Section 5001

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The PFC Pump Stays on Constant High Pressure

Test the low pressure standby
Do Test 4.
Refer to Page 54.
Is the Pressure Correct ?

NO → The low pressure standby is not adjustable.
Refer to Possible Causes on Page 55.

YES

Check to see if the hitch is at top of its stroke?
Is it at the top of its stroke?

YES → Adjust the position control valve (x4)
Refer to Draft and Position Control Section 8004.

NO

Check to see that the remote control valve is completely in neutral?
Is the remote valve in neutral?

NO → Adjust the control valve linkage
Refer to Pedal And Lever Adjustment Section 9001
Adjust the remote valve spool
Refer to Remote Valves Section 8006

YES

Check to see if the 0.5 mm (0.020 inch) diameter bleed orifice in the remote inlet manifold is blocked
Is the orifice blocked?

YES → Remove the orifice and clean
Refer to Remote Valves Section 8006

NO

Check to see if the signal orifice (in fitting) at the steering hand pump is blocked.
Is the signal orifice blocked?

YES → Remove the fitting and clean the orifice
Refer to Steering Hand Pump Section 5001

NO

Inspect the Hand Pump to make sure it is centered.
Refer to Steering Hand Pump Section 5001

Noisy PFC Hydraulic Pump

Check the hydraulic oil level
Is the hydraulic oil level low?

YES → Add hydraulic oil

NO

Inspect the hydraulic oil.
Is there foam in the hydraulic oil

YES → Check for leaking seals gaskets etc and Repair.

NO

Test the charge pressure
Do Test 1
Refer to Page 48.
Is the Pressure Correct ?

YES → Inspect the Charge relief valve

YES

Test the charge pump flow
Do Test 2
Refer to Page 50.
Is the flow correct?

NO → Repair or replace the Charge Pump
Refer to Hydraulic Pump and Filters Section 8002

YES

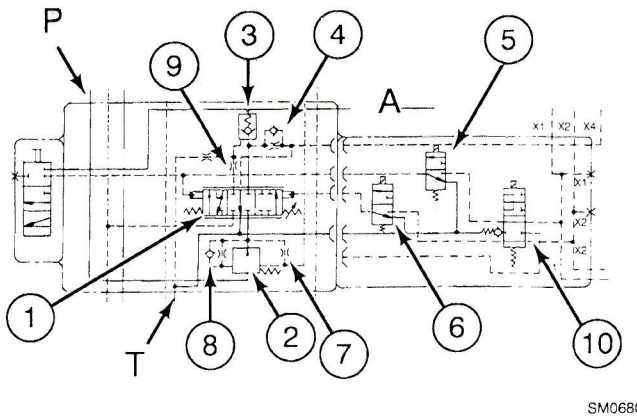
Possible Causes:
Check for leaks in the internal tube (charge pump to filter head)
Refer to Hydraulic Pump and Filters Section 8002
Check to see that the suction screen is clear

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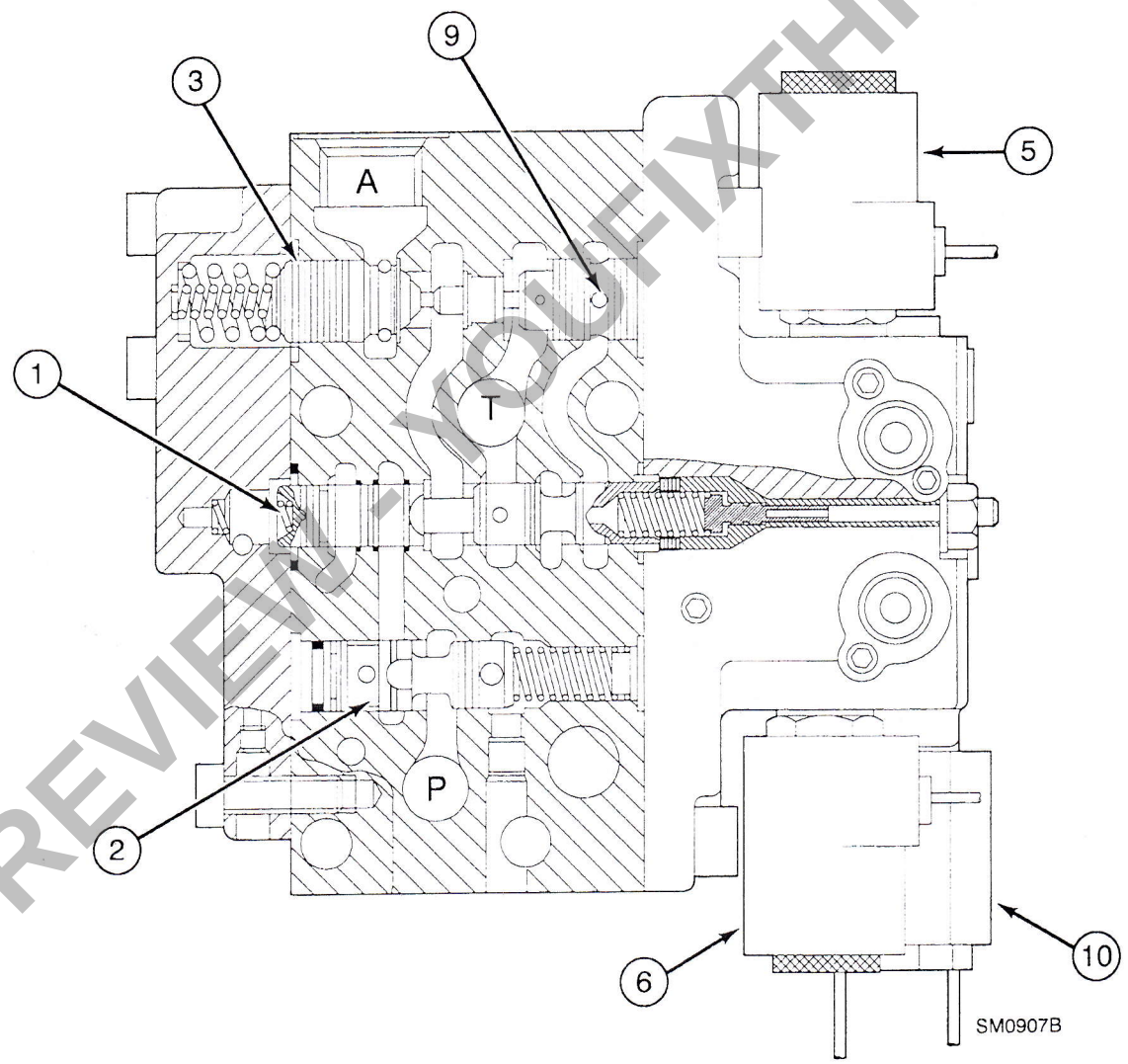
6 DRAFT CONTROL VALVE



1. Main Spool
2. Flow Compensator Spool
3. Drop Check Valve
4. Check Valve and Orifice
5. Raise Solenoid
6. Lower Solenoid
7. Orifice
8. Orifice and Check Valve
9. Orifice
10. Slow Lower Solenoid

Ports
P. Supply
T. Return to Tank
A. To Hitch

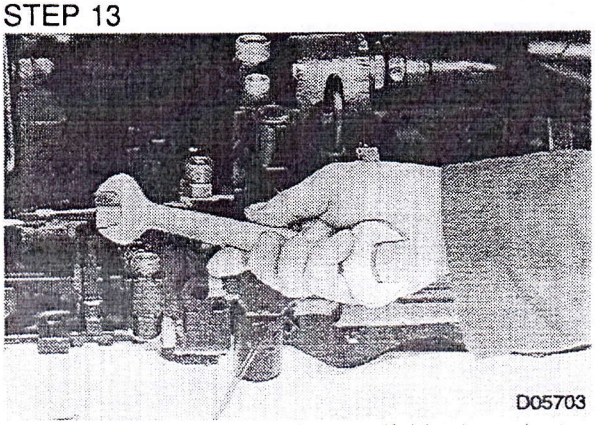
The draft control valve moves the top links of the three point hitch, controlling the draft position.



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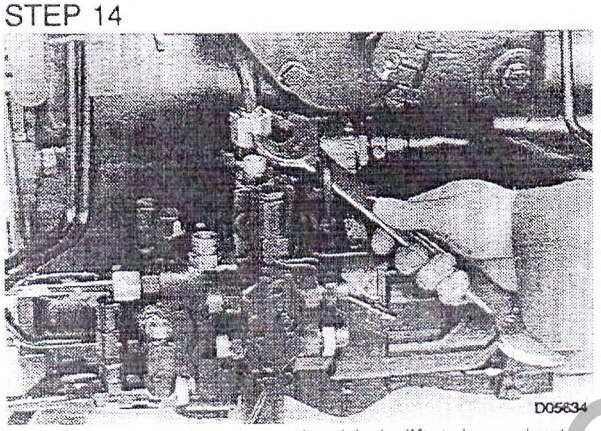
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STEP 13



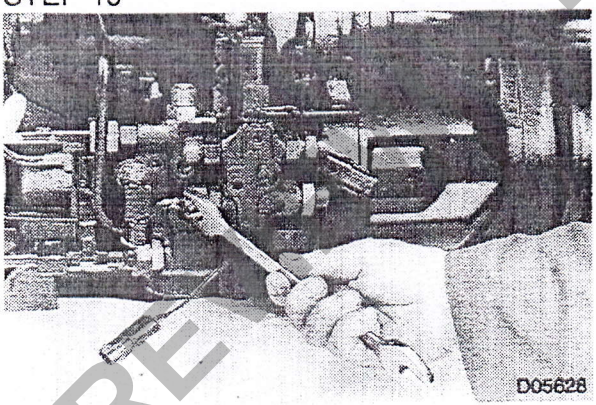
Install a new o-ring onto the manifold tube adaptor. Install and tighten the tube.

STEP 14



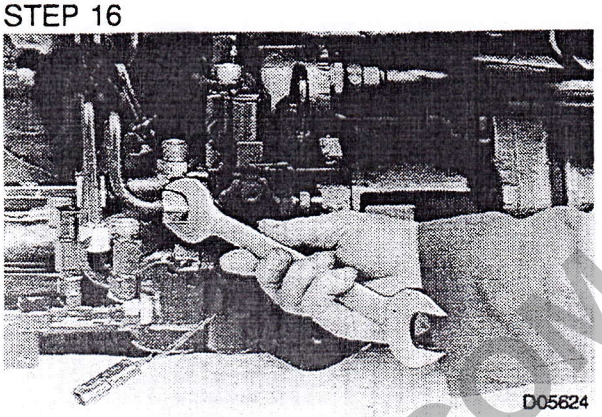
Install a new o-ring onto the hitch lift tube adaptor. Install and tighten the tube.

STEP 15



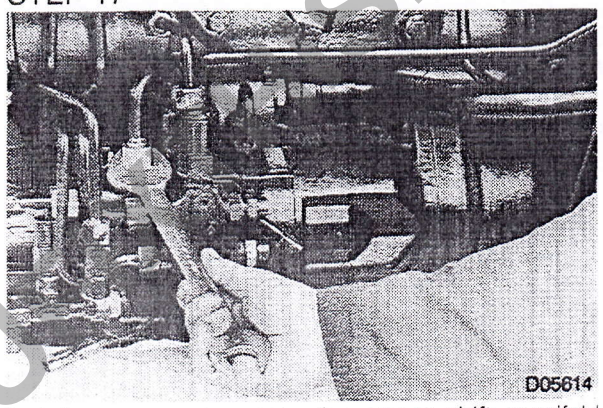
Install a new o-ring onto the hitch tube adaptor. Install and tighten the tube.

STEP 16



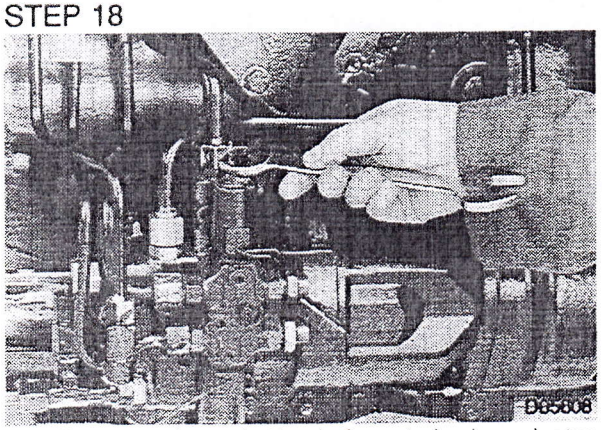
Install a new o-ring onto the position sensing valve tube adaptor. Install and tighten the tube.

STEP 17



Install a new o-ring onto the power shift manifold adaptor, if equipped.Install and tighten the tube.

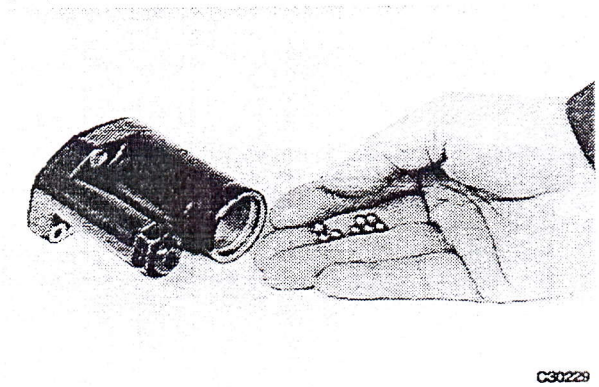
STEP 18



Install a new o-ring onto the draft control valve adaptor. Install and tighten the tube.

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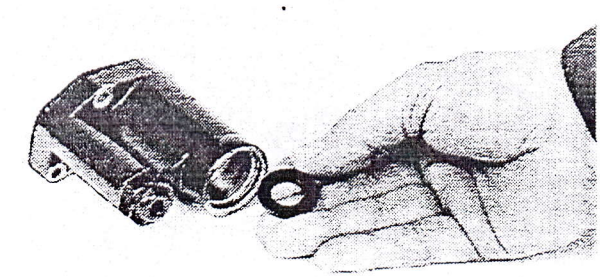
STEP 57



C30229

Remove the 8 detent balls.

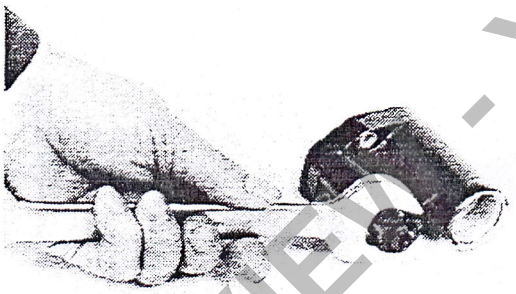
STEP 58



C30225

Remove the inner detent ball washer.

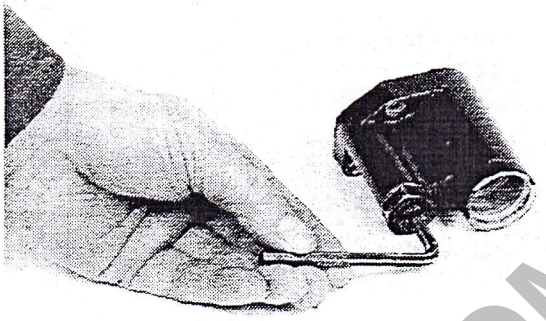
STEP 59



C30231

Loosen the locking nut on the lever kickout regulator adjusting screw.

STEP 60



C30233

Install a 6 mm hexagon wrench and remove the adjusting screw from the cover.

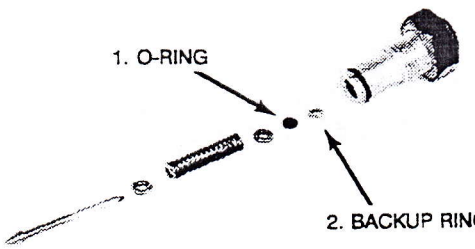
STEP 61



C30402

Remove the poppet valve assembly from the adjusting plug.

STEP 62



C30407

Remove and discard the o-ring and back up ring from the poppet valve.

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SPECIAL TORQUES

Shuttle/PTO Valve Retaining Screws	73 to 87 Nm	54 to 64 lb ft
Forward Solenoid Valve	12 to 18 Nm	9 to 13 lb ft
Reverse Solenoid Valve	12 to 18 Nm	9 to 13 lb ft
Differential Lock Solenoid Valve	12 to 18 Nm	9 to 13 lb ft
PTO/Inching Spool End Cap Retaining Screws	10 to 12 Nm	7 to 9 lb ft
PTO Spool End Plug	47 to 54 Nm	35 to 40 lb ft
Inching Spool End Plug	47 to 54 Nm	35 to 40 lb ft
PTO Piston Detent End Plug	34 to 41 Nm	25 to 30 lb ft
Forward/Reverse Spool End Plug	34 to 41 Nm	25 to 30 lb ft
Modulator Piston End Plug	47 to 54 Nm	35 to 40 lb ft
Modulator Spool End Plug	34 to 41 Nm	25 to 30 lb ft
Forward Pressure Test Fitting	8 to 14 Nm	6 to 10 lb ft
7/16-20 Blanking Plugs	8 to 14 Nm	6 to 10 lb ft
9/16-18 Blanking Plugs	20 to 27 Nm	15 to 20 lb ft

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VISUAL REFRIGERANT CHECK

Compressor Hoses

1. Stop the engine.
2. Make sure all hose connections are tight.
3. Check all hoses for sharp bends or cracks. Replace all damaged hoses, refer to Section 9004.

Leak Test

1. Stop the engine.
2. Using an electronic leak detector for HFC-134a refrigerant (OEM 1486), check all hose connections. Also check the compressor seals and gaskets.
3. Repair all leaks. For discharging and charging the air conditioner system, refer to Section 9004.

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PRESSURE SWITCHES

Removal and Installation

There are two pressure switches in the air conditioner system.

1. High Pressure Switch - Located in the discharge hose next to the compressor.
2. Low Pressure Switch - Located in the outlet hose from the evaporator.

The method used to remove and install the switches is the same for each switch. It is not necessary to discharge the air conditioner system.

STEP 1

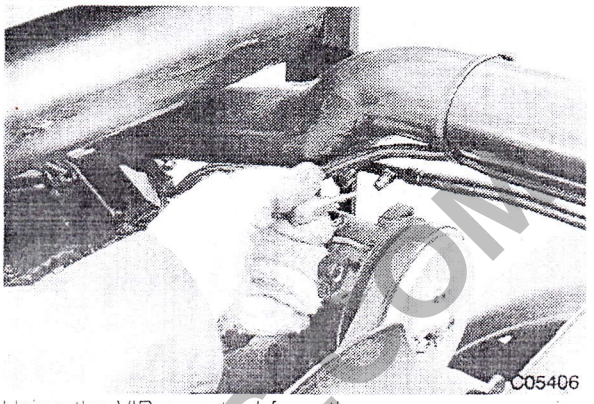
Disconnect the switch from the main harness and remove the switch from the tube.

NOTE: *A small amount of refrigerant will leak from the valve in the pressure switch connector when removing the pressure switch.*

WARNING: *Always wear safety goggles when working with liquid refrigerant. Liquid refrigerant in your eyes can cause blindness.*

WARNING: *DO NOT touch liquid refrigerant, since a drop on your skin will cause severe and painful frostbite. Always wear protective gloves.*

STEP 2



Using the VIR core tool from the compressor service tool kit, CAS 10747, check and tighten the pressure switch valve.

NOTE: *For installation, lubricate the threads of the new pressure switch with clean compressor oil.*

NOTE: *For installation, use the same procedure in reverse order then follow Steps 2 and 3.*

STEP 3

Start and run the engine at 1500 RPM. Set the air conditioner controls for maximum cooling.

WARNING: *Never operate the engine in a closed building. Proper ventilation is required under all circumstances.*

STEP 4

After 15 minutes stop the engine. Check the switch for leaks using an electronic leak detector.

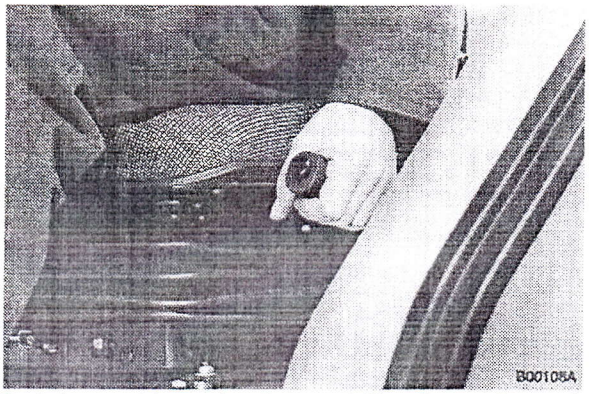
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HOOD

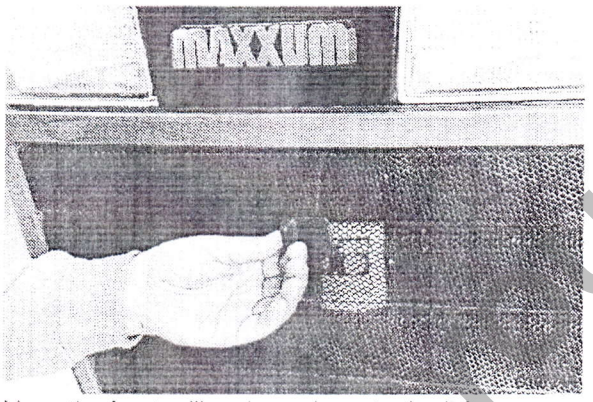
Removal

STEP 1



Park the machine on level ground. Stop the engine and engage the parking brake.

STEP 2



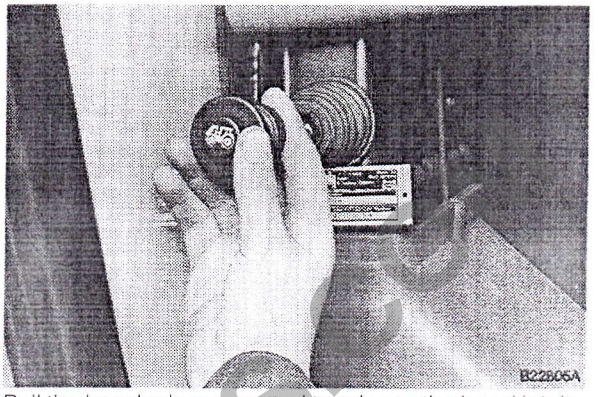
Move the front grille release lever to the left.

STEP 3



Lift the grille forward and up to remove.

STEP 4



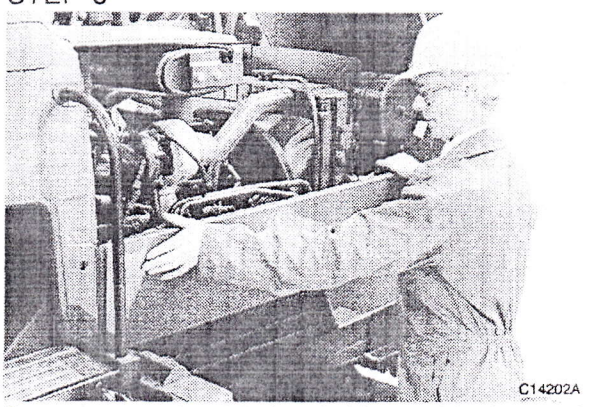
Pull the hood release control to release the hood latch.

STEP 5



Raise the hood.

STEP 6



Press down on the right hand side panel latches and remove the side panel.

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