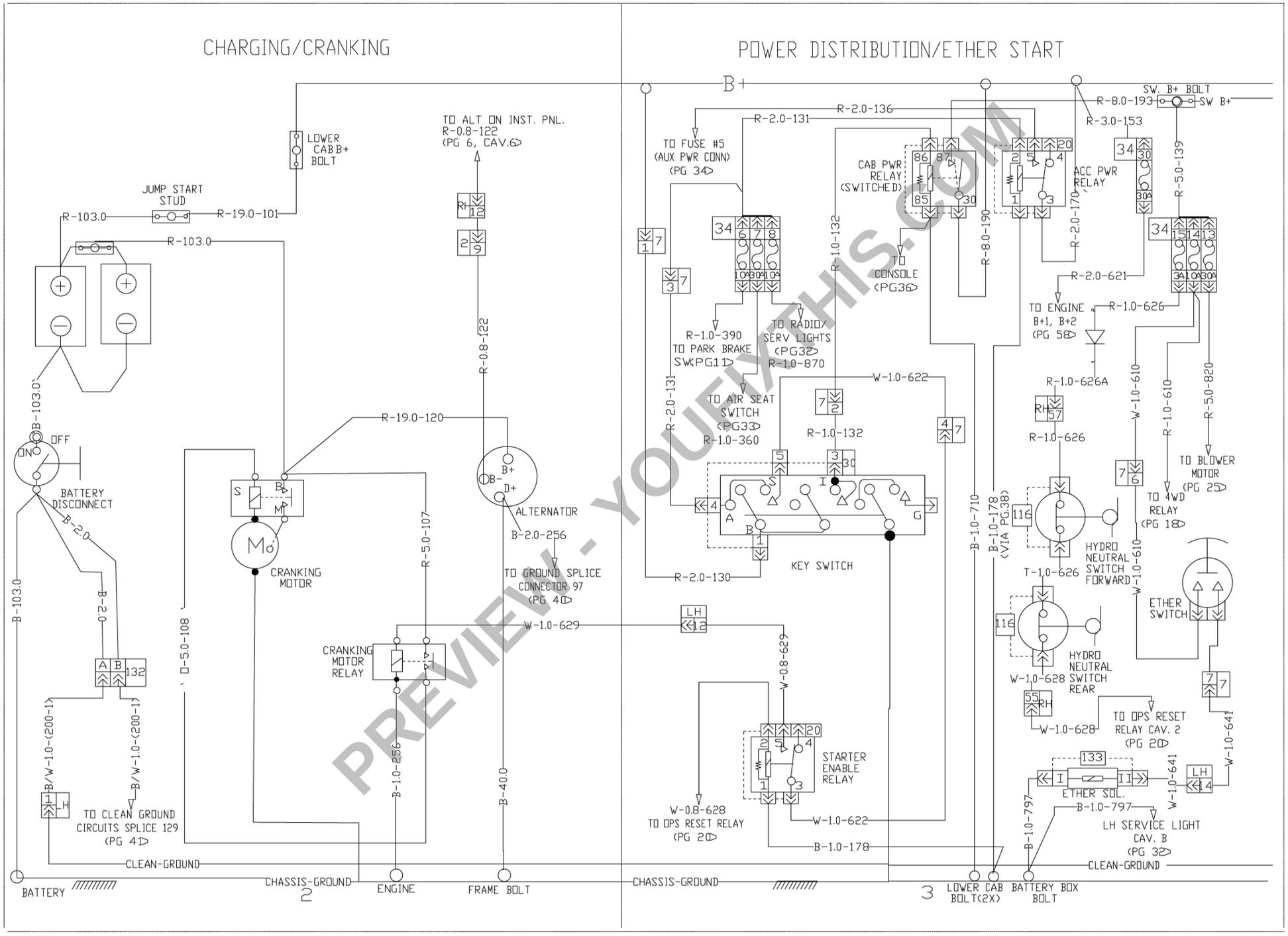
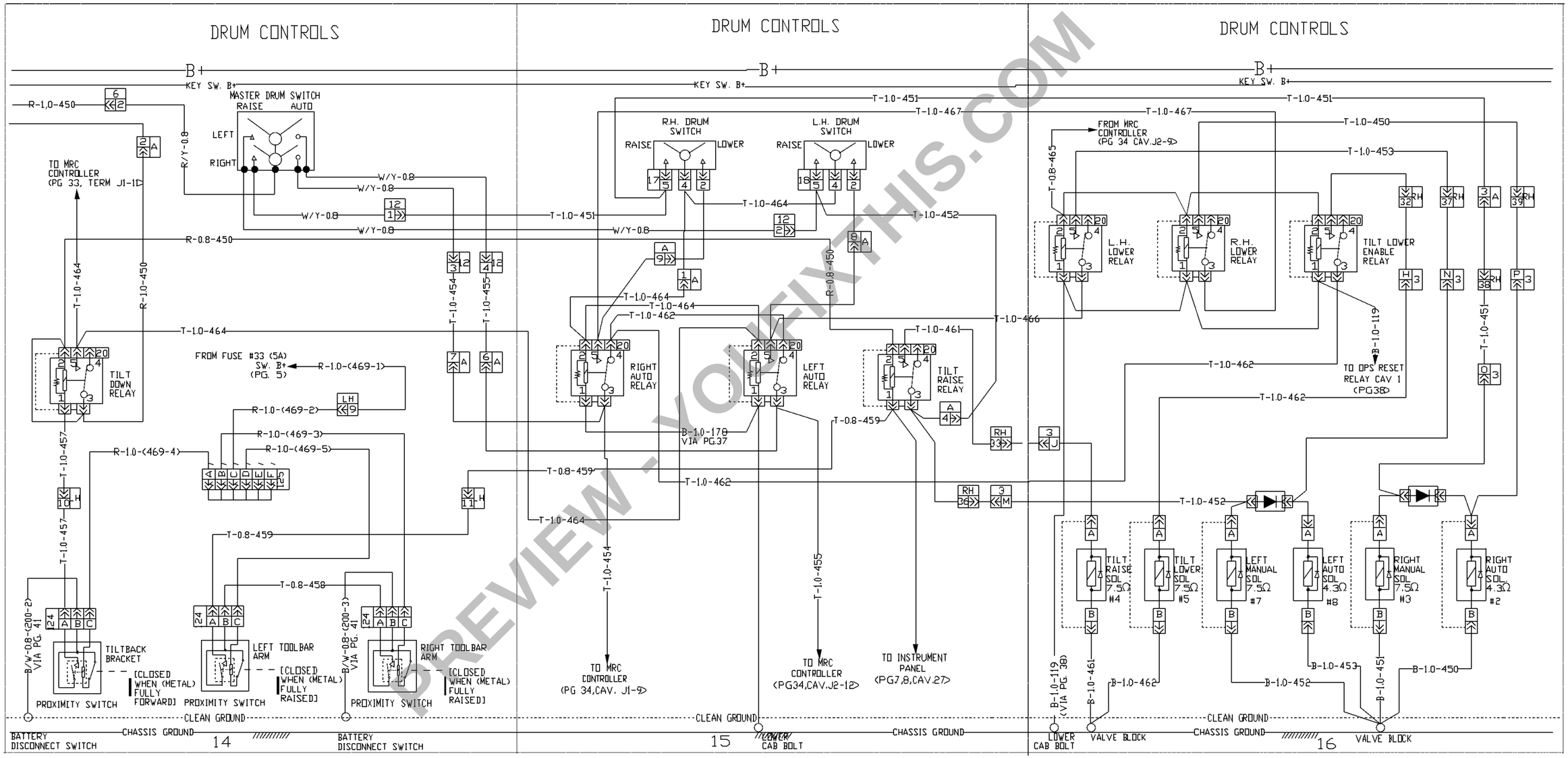


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RE97N038

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TORQUE SPECIFICATIONS - DECIMAL HARDWARE

Use the torques in this chart when special torques are not given. These torques apply to fasteners with both UNC and UNF threads as received from suppliers dry, or when lubricated with engine oil. Not applicable if special graphities, Molydisulfide greases, or other extreme pressure lubricants are used.

Grade 5 Bolts, Nuts, and Studs



Size	Pound-Inches	Newton metres
1/4 inch	108 to 132	12 to 15
5/16 inch	204 to 252	23 to 28
3/8 inch	420 to 504	48 to 57
Size	**Pound-Feet**	**Newton metres**
7/16 inch	54 to 64	73 to 87
1/2 inch	80 to 96	109 to 130
9/16 inch	110 to 132	149 to 179
5/8 inch	150 to 180	203 to 244
3/4 inch	270 to 324	366 to 439
7/8 inch	400 to 480	542 to 651
1.0 inch	580 to 696	787 to 944
1-1/8 inch	800 to 880	1085 to 1193
1-1/4 inch	1120 to 1240	1519 to 1681
1-3/8 inch	1460 to 1680	1980 to 2278
1-1/2 inch	1940 to 2200	2631 to 2983

Grade 8 Bolts, Nuts, and Studs



Size	Pound-Inches	Newton metres
1/4 inch	144 to 180	16 to 20
5/16 inch	288 to 348	33 to 39
3/8 inch	540 to 648	61 to 73
Size	**Pound-Feet**	**Newton metres**
7/16 inch	70 to 84	95 to 114
1/2 inch	110 to 132	149 to 179
9/16 inch	160 to 192	217 to 260
5/8 inch	220 to 264	298 to 358
3/4 inch	380 to 456	515 to 618
7/8 inch	600 to 720	814 to 976
1.0 inch	900 to 1080	1220 to 1465
1-1/8 inch	1280 to 1440	1736 to 1953
1-1/4 inch	1820 to 2000	2468 to 2712
1-3/8 inch	2380 to 2720	3227 to 3688
1-1/2 inch	3160 to 3560	4285 to 4827

NOTE: *Use thick nuts with Grade 8 bolts.*

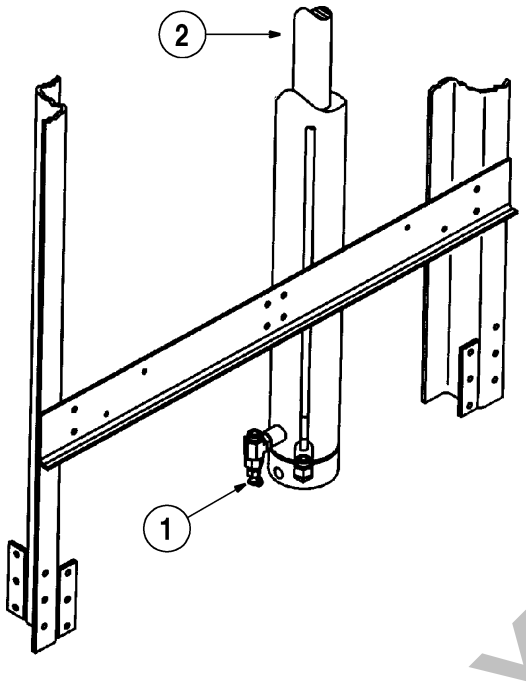
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ENGINE REMOVAL

Raising the Basket with a Non-Operating Engine

STEP 1



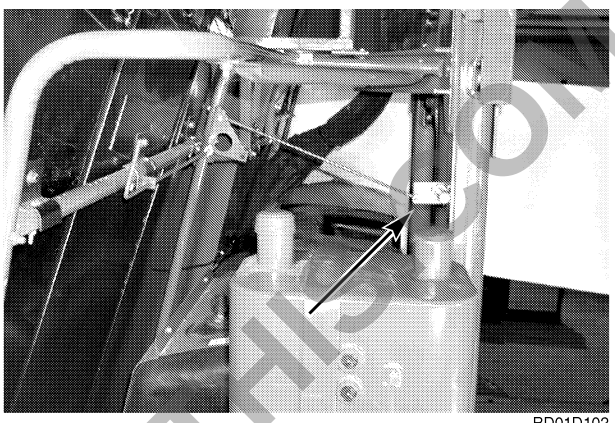
RI01E018

1. DIAGNOSTIC COUPLER
2. FRONT BASKET LIFT CYLINDER

If the basket can be raised with the engine, go to Step 3.

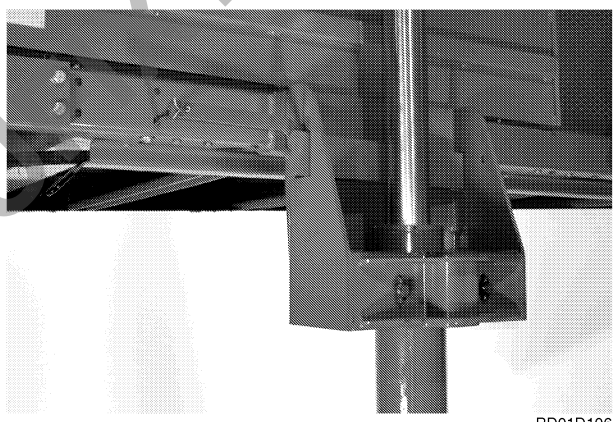
If the basket cannot be raised with the engine, locate the diagnostic coupler at the bottom of the front basket lift cylinder. The coupler is capped and should be used to connect an alternate hydraulic source to the basket lift circuit.

STEP 2



RD01D102

Front Safety Lock Engaged



RD01D106

Rear Safety Lock Engaged

Use a tractor remote valve or other source to raise the basket and engage the front and rear safety locks.

NOTE: *The hydraulic power source must have sufficient flow to properly raise the basket. If the basket front does not begin to raise when the basket rear raises, lower the basket and use an alternate source with sufficient flow.*

NOTE: *When an engine is reinstalled, use the same hydraulic power source to lower the basket. This removes the five gallons of hydraulic fluid added to the cotton picker circuit when the basket was raised.*

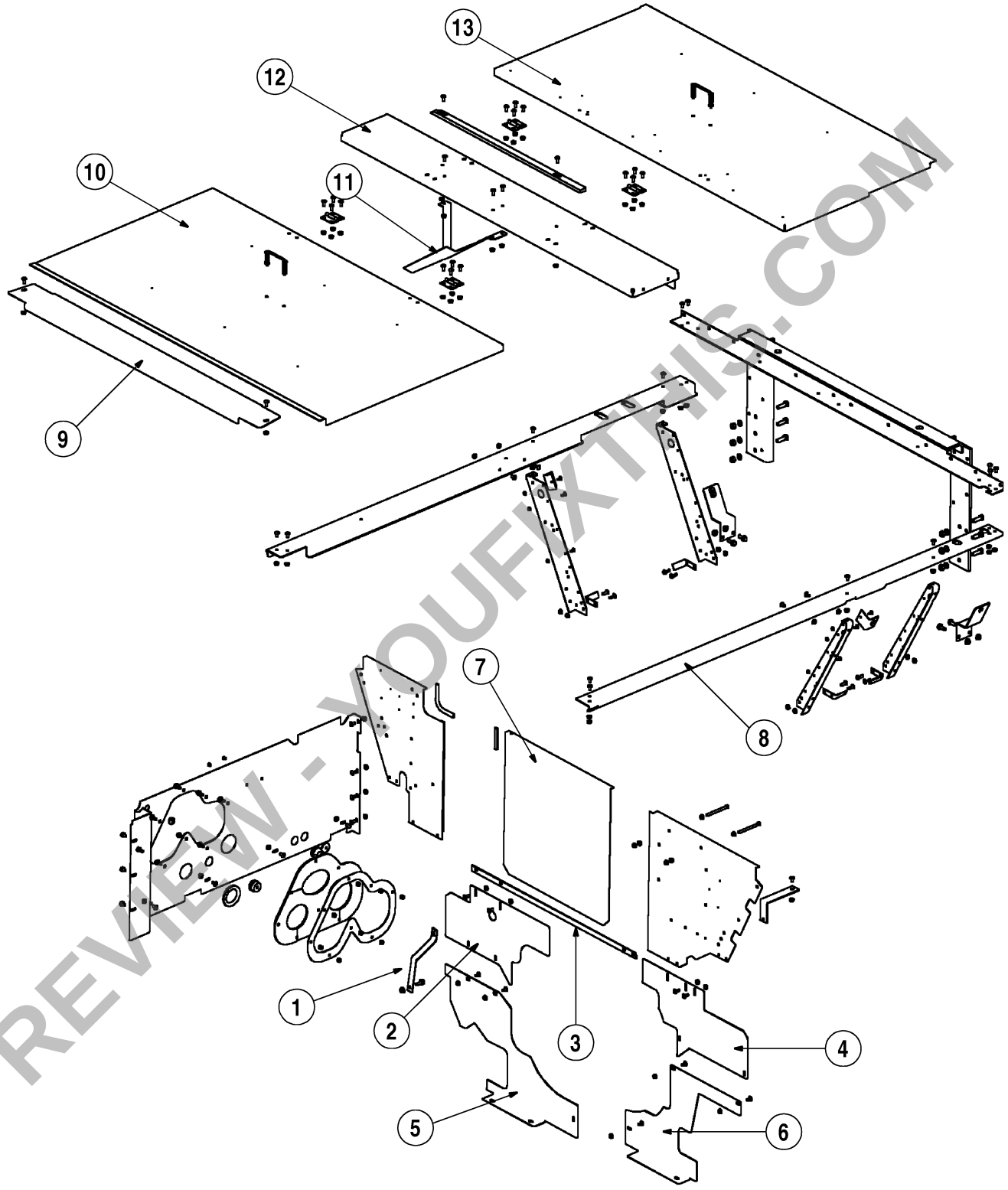
NOTE: *If hydraulic fluids with different performance characteristics were mixed to raise the basket, both reservoirs - cotton picker and hydraulic source - may have to drained and refilled with new hydraulic fluid.*

Continue with Step 4.

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REFERENCE ILLUSTRATIONS



RI01E030

Door, Shield and Trash Barrier Components to be Removed

1. LOWER LH SUPPORT STRAP
2. FRONT LH UPPER TRASH BARRIER
3. BOTTOM ANGLE
4. FRONT RH UPPER TRASH BARRIER
5. FRONT LH LOWER TRASH BARRIER
6. FRONT RH LOWER TRASH BARRIER
7. CENTER PANEL
8. RH FRONT SUPPORT
9. ENGINE DOOR SUPPORT
10. ENGINE COMPARTMENT DOOR
11. TRASH DEFLECTOR
12. HINGE SUPPORT CHANNEL
13. FAN COMPARTMENT DOOR

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CRANKING MOTOR (STARTER) AND POWER DISTRIBUTION

NOTE: *If the flashers, work lights and horn do not function and the batteries are fully charged, check the unswitched B+ wiring between the batteries and lower cab B+ bolt. Make sure all connections are clean and tight. Also check the ground circuit wiring and connections. Refer to the Unswitched B+ Power topic in Section 4020.*

NOTE: *For all power distribution testing, place the park brake switch in the ON position, ground drive transmission and propulsion levers in neutral, A.C. control switch in the OFF position, and the drum drive control lever in the OFF position.*

1A Cranking Motor (Starter)

	Test Point	Good Reading	Possible Cause of Bad Reading
1	Check for 12 volts at terminal B on the cranking motor solenoid.	If 12 volts are present, proceed to next test point.	Faulty R-103 circuit between cranking motor solenoid (pin B) and positive post of each battery.
2	Have an assistant turn the key switch to the START position. Check for 12 volts at terminal S on cranking motor solenoid.	If 12 volts are present, proceed to next test point.	Faulty cranking motor solenoid. Repair or replace cranking motor solenoid. Proceed to next step.
3	Measure voltage on circuit R-108 at cranking motor relay.	If 12 volts, replace or repair circuit 108 between cranking motor (pin S) and cranking motor relay.	Proceed to Step 1B.

1B Cranking Motor (Starter) Relay

NOTE: *The relay is located on the RH side of the machine, just above the rear end of the hydraulic manifold valve.*

	Test Point	Good Reading	Possible Cause of Bad Reading
1	Check for 12 volts at cranking motor relay terminal B.	If 12 volts are present, proceed to next test point.	Faulty circuit 107 between (pin B) and cranking motor relay (pin B). Repair or replace circuit 107.
2	Hold the key switch in START position. Check for 12 volts at cranking motor relay, circuit 629 white.	If 12 volts are present, proceed to next test point.	Faulty starter enable relay, proceed to Step 1C. Open circuit between cranking motor relay and start enable relay (pin 5) circuit 629 white.
3	With key switch in the OFF position measure resistance between cranking motor relay, circuit 256 black and ground.	If less than 1 ohm, proceed to next test point.	Replace or repair circuit 256 black.
4	Hold the key switch in START position. Check for 12 volts at cranking motor relay wire 108 orange.	If 12 volts, the cranking motor relay is operating properly.	Faulty cranking motor relay. Replace cranking motor relay.

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ENGINE

Oil Type ..... CASE No. 1 Engine Oil
Oil Capacity - Without Filter Change ..... 20 U.S. Quarts (19 Litres)
Oil Capacity - With Filter Change ..... 22 U.S. Quarts (21 Litres)

NOTE: *DO NOT put Performance Additives or other oil additive products in the engine crankcase.*

COOLING SYSTEM

Coolant Type ..... 50 Percent Mixture of Water and Ethylene Glycol Solution
Coolant Capacity ..... 35 U.S. Quarts (33.1 Litres)

IMPORTANT: *Use only heavy duty low silicate coolant. Automotive antifreeze purchased at local supply store outlets most likely is not low silicate and must not be used in Case engines.*

FUEL SYSTEM

Fuel Type ..... ASTM D975 Grade 2-D Number 2 Diesel Fuel
Fuel Capacity ..... 150 U.S. Gallons (567 Litres)

TRANSMISSION

Oil Type ..... CASE HY-TRAN® ULTRA
Oil Capacity ..... 15 U.S. Quarts (14 Litres)

NOTE: *If brakes are removed from the transmission for service, an additional 1 U.S. Quart (0.95 Liter) per brake assembly must be added to the transmission.*

FINAL DRIVE

Oil Type ..... CASE HY-TRAN® ULTRA
Oil Capacity ..... 7.5 U.S. Quarts (7.3 Litres)

HYDRAULIC RESERVOIR

Oil Type ..... CASE HY-TRAN® ULTRA
Reservoir Capacity ..... 10 U.S. Gallons (38 Litres)
System Capacity ..... 18 U.S. Gallons (68 Litres)

CHASSIS GEAR BOX - RIGHT AND LEFT

Oil Type ..... CASE 135H EP 85W 140 Gear Lubricant
Oil Capacity (Each Gear Box) ..... 1 1/2 U.S. Quarts (1.4 Litres)

DRUM TOP GEAR BOX

Oil Type ..... CASE 135H EP 85W 140 Gear Lubricant
Oil Capacity (Each Gear Box) ..... 1 1/2 U.S. Quart (1.4 Litres)

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TABLE OF CONTENTS
BOOK 1 - GENERAL, ENGINE, FUEL SYSTEM AND ELECTRICAL

GENERAL

STANDARD TORQUE SPECIFICATIONS

Torque Specifications - Decimal Hardware 1001-3
Torque Specifications - Metric Hardware 1001-4
Torque Specifications - Hydraulic Fittings 1001-5
LOCTITE® Product Chart 1001-7

FLUID AND LUBRICANTS

Engine 1010-3
Cooling System 1010-3
Fuel System 1010-3
Transmission 1010-3
Final Drive 1010-3
Hydraulic Reservoir 1010-3
Chassis Gearbox - Right and Left 1010-3
Drum Top Gearbox 1010-3
Air Conditioning Refrigerant Capacity 1010-4
Picker Bar Automatic Lubrication System 1010-4
Basket Unloader Conveyor Chain 1010-4
Basket Unloader Conveyor Drive Chain 1010-4
Grease Fittings 1010-4
Water Tank 1010-4
Chassis Automatic Lubrication 1010-4

ENGINE

ENGINE COMPONENTS SERVICE

Refer to Engine Service Manual.

ENGINE REMOVAL AND INSTALLATION

Recommended Tools 2015-3
Engine Removal 2015-4
Reference Illustrations 2015-17
Engine Installation 2015-20

FUEL SYSTEM

FUEL SYSTEM SERVICE

Refer to Engine Service Manual.

ELECTRICAL

BASIC ELECTRICAL SYSTEM TESTING

Electrical Test Equipment 4000-3
Adapter Harnesses 4000-4
Fundamentals of Testing an Electrical System 4000-5
How to Test a Wiring Harness 4000-6

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BATTERY SERVICING AND TESTING

Batteries 4010-3
Battery Condition Check....4010-4
Specific Gravity Check....4010-5
Capacity (Load) Test....4010-6
Three-Minute Charge Test....4010-7
Testing Battery Cells with Cadmium Probes....4010-8
Test Procedure for 12-Volt Battery....4010-9
Battery Leakage Test....4010-10
Battery Fast Charging....4010-10
Battery Charging 4010-11
Activating Dry Charged Batteries 4010-12
Battery Recycling 4010-12

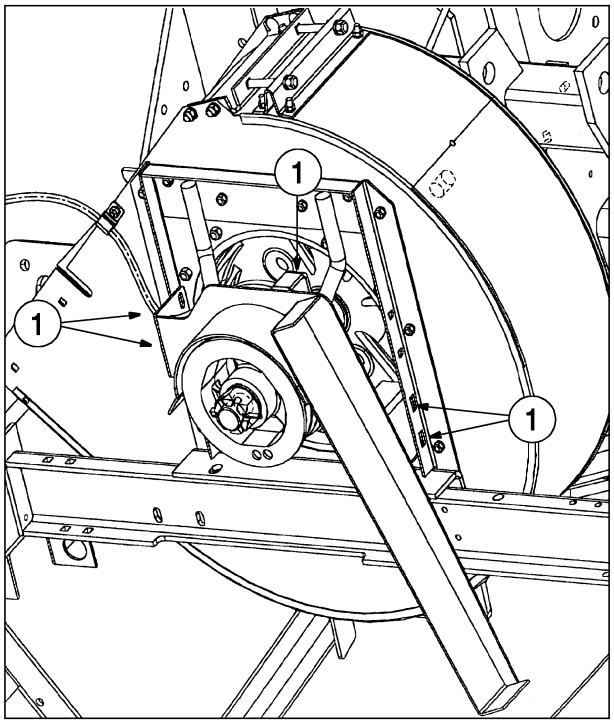
HOW IT WORKS

Special Tools 4020-3
Fuse/Relay Identification and Locations....4020-4
Electrical Component Locations....4020-8
HVAC (Heating Ventilation Air Conditioning) Electrical Component Locations 4020-10
Engine Harness and Component Locations....4020-11
Manifold Valve Solenoid Locations....4020-12
Wiring Harness Connectors 4020-13
Power Distribution System Circuit 4020-42
Cranking Motor (Starter) Circuit 4020-43
Charging Circuit....4020-44
Ether Start 4020-45
Digital Tachometer....4020-45
Cotton Monitor Feeds....4020-46
Cotton Monitor Bar Lube 4020-46
Instrument Panel and Warning Lights 4020-47
Park Brake Circuit....4020-51
Windshield Wiper Circuit 4020-52
Basket Control Circuit....4020-53
Drum Controls 4020-55
Compactor/Auger Controls....4020-58
Power Guide Axle....4020-60
Operator Presence System....4020-61
Engine Oil Pressure/Hydraulic Lock Out System 4020-62
Heating Ventilation Air Conditioning (HVAC) Control 4020-62
Lighting System....4020-65
Service Lights and Radio 4020-68
Moistener Control....4020-70
Fan Control....4020-71
Drum Spread Circuit....4020-72
Cotton Monitor System....4020-73

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STEP 5

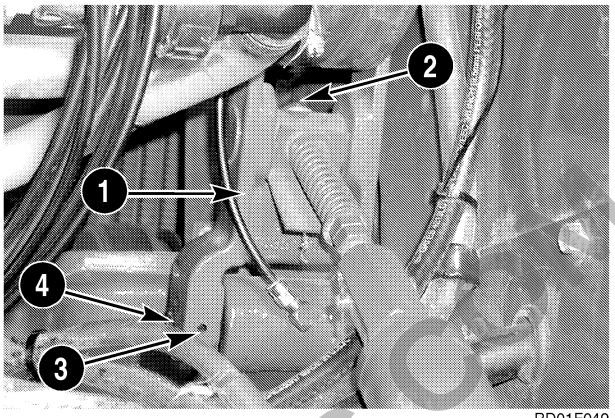


RH01E084

1. INSTALL

Install the upper rear fan shield by installing the two nuts and bolts on the side supports and the single nut at the top.

STEP 6

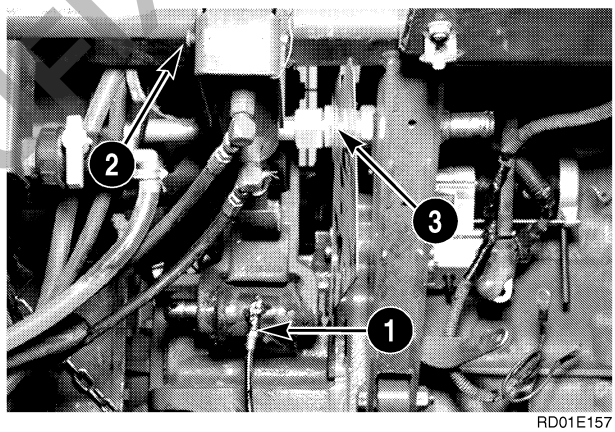


RD01F049

1. PULLEY YOKE
2. ROD NUT
3. ROLL PIN
4. PIVOT PIN

Reinstall the pulley yoke with the pivot pin and roll pin. Reinstall the cylinder on the yoke with the rod nut.

STEP 7



RD01E157

1. GREASE LINE
2. CYLINDER PIN
3. NUT AND DEAERATOR LINE

Reconnect the deaerator line through the left hand trash barrier with the nut removed earlier.

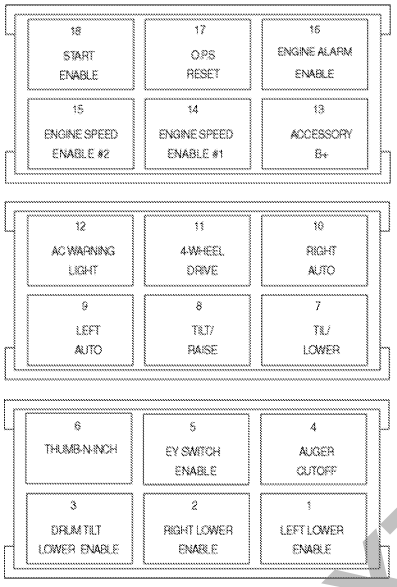
Reconnect the cylinder base with the pin, and reconnect the grease line to the cylinder.

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Relay Identification

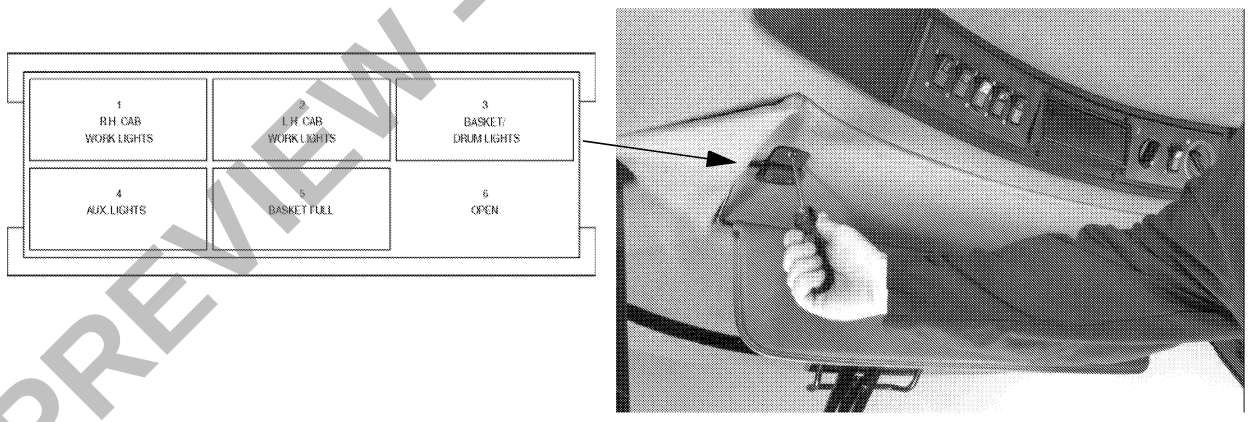
Located in Right Pedestal Compartment



RH05G023

1. LH Lower Enable
2. RH Lower Enable
3. Drum Tilt Lower Enable
4. Auger Off
5. Key Switch Enable
6. Thumb-N-Inch
7. Tilt Lower
8. Tilt Raise
9. Left Auto
10. Right Auto
11. 4-Wheel Drive
12. A.C. Warning Light
13. Accessory B+
14. Engine Speed Enable No.1
15. Engine Speed Enable No.2
16. Engine Alarm Enable
17. O.P.S. Reset
18. Start Enable

Located in Overhead Relay Block



RH05G024, A25958

19. RH Cab Worklights
20. LH Cab Worklights
21. Basket/Drum Lights
22. Auxiliary Lights
23. Basket Full
24. open

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POWER DISTRIBUTION SYSTEM CIRCUIT
(Refer to Electrical Schematic, Panels 2, 3, 5and 22)

The power distribution system consists of unswitched and switched battery powered circuits. Components of the power distribution system include:

- two batteries
- jump start stud
- engine fire wall junction block
- unswitched lower cab B+ bolt
- cab power relay
- key switch
- accessory power relay
- switched B+ bolt
- controlled relays and fuses
- wires and connectors necessary to complete the circuit

Unswitched B+ Power

Unswitched power from the batteries is available at all times.

Two red battery cables connect the positive terminals on the battery to a junction block on the engine fire wall and to the jump start stud. From the junction block, cable R-103 connects to terminal B on the cranking motor solenoid. Wire R-101 connects the jump start stud to the unswitched lower cab B+ bolt from which all unswitched power circuits are energized.

Unswitched power is available to fuses F1 through F4, F11, F12, F16 through F20, and F30 at all times.

Switched B+ Power

Switched B+ power from the batteries is available when the key switch is in the ON or START position because current flows from terminal 3 (identified as "I" or “IGN”) on the key switch through wire R-132 to terminal 86 on the cab power relay. This energizes the relay which provides a path for battery B+ power at terminal 30 to flow through the relay, out terminal 87 and through wire R-193 to the switched B+ bolt from which all switched power circuits are energized.

Switched power is available to fuses F5 through F10, F13, F14, F15, and F31 through F35.

NOTE: *Fuses F21 through F24 and F26 through F29 are also switched, but only after the engine starts which energizes the engine speed enable relays #1 and #2. (For additional information on the engine speed enable circuit, refer to Engine Speed Enable Circuit in this section.)*

Accessory Power Relay

Unswitched B+ power is directed to terminal 1 (identified as "B" or “BATT”) on the key switch. When the key switch is turned to the ACC or ON position, current will be directed out terminal 4 (identified as "A" or “ACC”) to the accessory power relay terminal 2, energizing the relay.

Since the accessory power relay is energized, B+ current flows from terminal 3 on the relay, through the internal contacts, out of terminal 5, to fuse F5.

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DISPLAY	DESCRIPTION	RANGE	NORM
SEAt	Shows status of operator seat switch. “on” is operator in seat. “off” is no operator in seat.	“on” or “off”	“on” or “off”
ENGA	Shows status of system ENGAGE/RESUME switch. “on” is switch is depressed. “off” is switch is not depressed.	“on” or “off”	“on” or “off”
bATT	Shows voltage to system.	11.5 - 14.5	13.6
SPd	Shows ground speed in miles per hour. System will not ENGAGE above 7.5 mph.	0- 7.5 mph	
tUrn	This channel allows the offset knob to be used to turn the steering wheels. CAUTION - Steering wheels will move.	Left = 250 - 0 Right = 0 - 250	
S-n	S-n = Serial Number of System. 2001 model = A; 2002 = B; 2003 = C; etc... CODE = version of software. 2001 model = 1.02; 2002 and after = 1.03	Format is AXX where A is a year letter and XX is unit number	
3-Gr	Status of 3rd gear lockout switch. off = switch closed, shift lever not in 3rd gear. on = switch open, shift lever in 3rd gear.	“on” or “off”	“on” or “off”
FPOt	Allows offset knob to be rotated to choose which style of guide wheel feedback sensor is used. bot= sensor mounted on bottom of guide wheel pivot. top= sensor mounted on top of guide wheel pivot.	“bot” or “top”	CPX610 is “bot”
bIAS	**Not for Cotton Picker operation.** Do not adjust. Adjustment will alter “VALV” calibration.	0 - 200	

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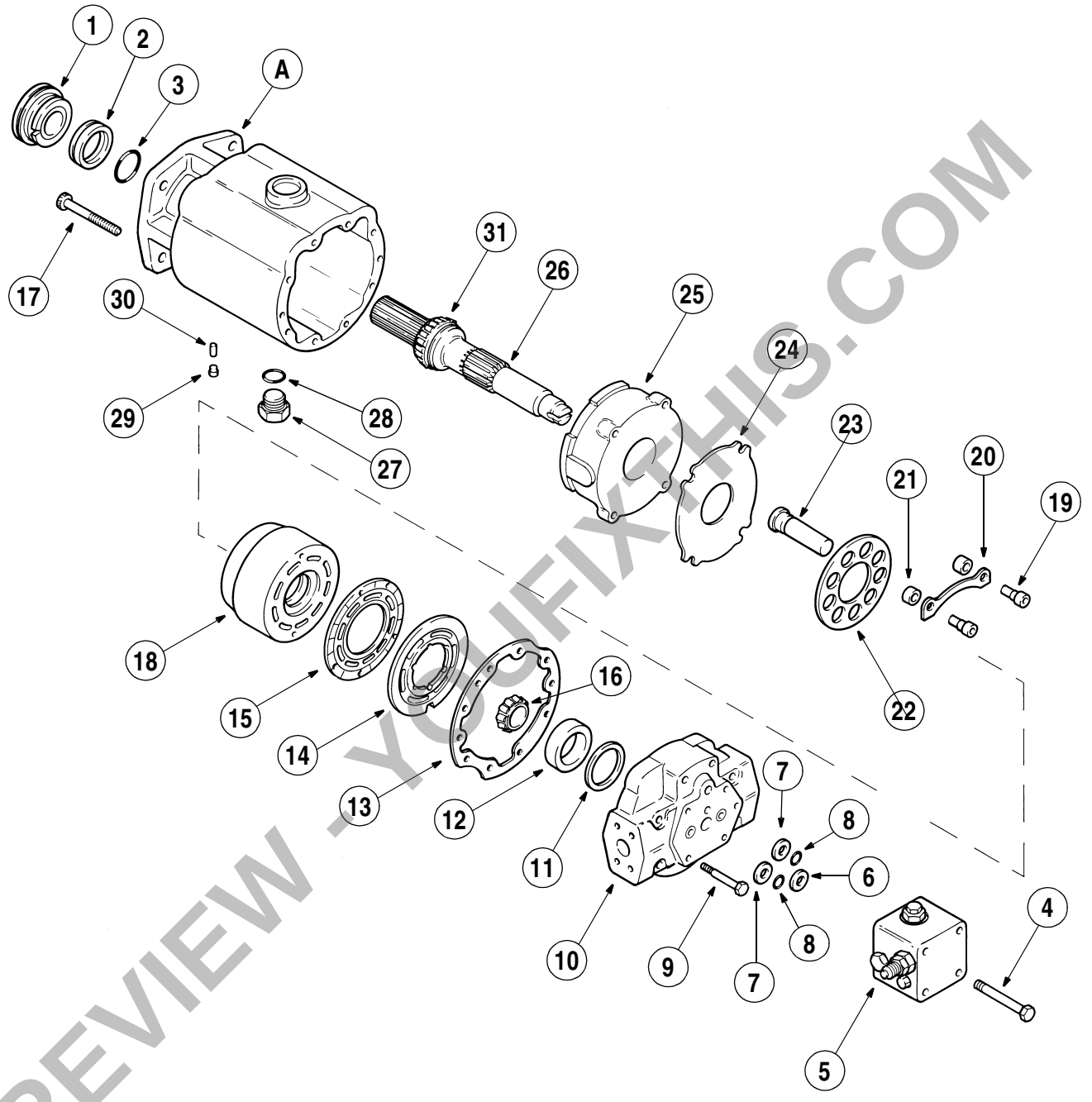
U.S. Standard

SIZE	GRADE 1		GRADE 2		GRADE 5		GRADE 8	
	OIL	DRY	OIL	DRY	OIL	DRY	OIL	DRY
	Nm lb.-inch	Nm lb.-inch	Nm lb.-inch	Nm lb.-inch	Nm lb.-inch	Nm lb.-inch	Nm lb.-inch	Nm lb.-inch
#6	0.5 4.5	0.7 6.0			1.4 12.0	1.7 15.0		
#8	0.9 8.0	1.2 11.0			2.4 21.0	3.2 28.0		
#10	1.4 12.0	1.8 16.0			3.4 30.0	4.6 41.0		
#12	2.0 19.0	2.8 25.0			5.4 48.0	7.3 65.0		
	Nm lb.-ft.	Nm lb.-ft.	Nm lb.-ft.	Nm lb.-ft.	Nm lb.-ft.	Nm lb.-ft.	Nm lb.-ft.	Nm lb.-ft.
1/4	3.5 2.5	4.0 3.0	5.0 4.0	7.0 5.0	8.0 6.0	11.0 8.0	12.0 8.5	16.0 12.0
5/16	7.0 5.0	9.0 6.5	10.0 7.5	14.0 10.0	16.0 12.0	23.0 17.0	24.0 18.0	33.0 24.0
3/8	12.0 8.5	16.0 12.0	19.0 14.0	24.0 18.0	30.0 22.0	41.0 30.0	41.0 30.0	54.0 40.0
7/16	19.0 14.0	26.0 19.0	30.0 22.0	41.0 30.0	47.0 35.0	68.0 50.0	68.0 50.0	95.0 70.0
1/2	24.0 21.0	41.0 30.0	47.0 35.0	61.0 45.0	75.0 55.0	102.0 75.0	102.0 75.0	142.0 105.0
9/16	41.0 30.0	54.0 40.0	68.0 50.0	88.0 65.0	108.0 80.0	142.0 105.0	149.0 110.0	203.0 150.0
5/8	54.0 40.0	75.0 55.0	88.0 65.0	122.0 90.0	149.0 110.0	197.0 145.0	203.0 150.0	278.0 205.0
3/4	102.0 75.0	136.0 100.0	163.0 120.0	217.0 160.0	258.0 190.0	353.0 260.0	366.0 270.0	495.0 365.0
7/8	163.0 120.0	244.0 165.0	163.0 120.0	224.0 165.0	414.0 305.0	563.0 415.0	590.0 435.0	800.0 590.0
1	244.0 180.0	332.0 245.0	244.0 180.0	332.0 245.0	624.0 460.0	848.0 625.0	881.0 650.0	1193.0 880.0
1-1/8	346.0 255.0	468.0 345.0	346.0 255.0	468.0 345.0	780.0 575.0	1058.0 780.0	1248.0 920.0	1695.0 1250.0
1-1/4	488.0 360.0	664.0 490.0	488.0 360.0	665.0 490.0	1098.0 810.0	1492.0 1100.0	1763.0 1300.0	2393.0 1765.0
1-3/8	637.0 470.0	868.0 640.0	637.0 470.0	868.0 640.0	1438.0 1061.0	1953.0 1440.0	2312.0 1705.0	3140.0 2315.0
1-1/2	848.0 625.0	1153.0 850.0	848.0 625.0	1153.0 850.0	1912.0 1410.0	2590.0 1910.0	3065.0 2260.0	4163.0 3070.0

NOTE: *DO NOT use values in chart if specific torques are listed for a specific application.*

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SM0245X

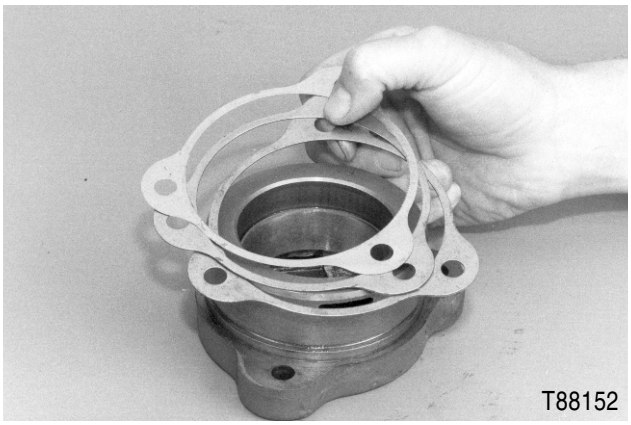
NOTE: *Items are numbered in order of disassembly.*

1. Fixed Seal
2. Rotating Seal
3. O-ring
4. Bolt
5. Relief Valve Block
6. Square Ring
7. Back Up Ring
8. O-ring
9. Bolt
10. End Cover
11. Shim
12. Bearing Cup
13. Gasket
14. Valve Plate
15. Bearing Plate
16. Bearing Cone
17. Bolt
18. Cylinder Barrel
19. Cap Screw
20. Plate
21. Bushing
22. Slipper Retainer
23. Piston
24. Retaining Plate
25. Swashplate
26. Shaft
27. Plug
28. O-ring
29. Plug
30. Pin
31. Bearing Cone

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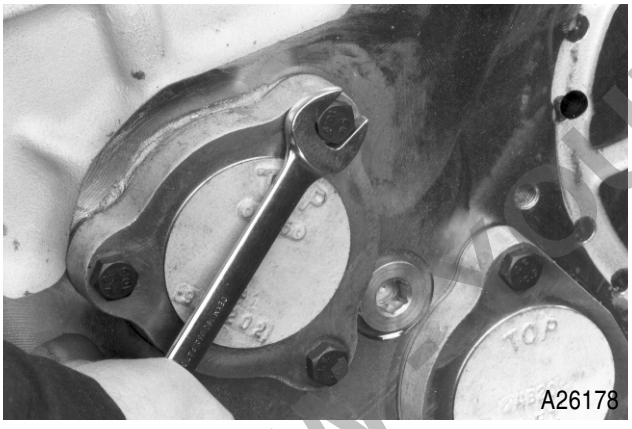
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STEP 118



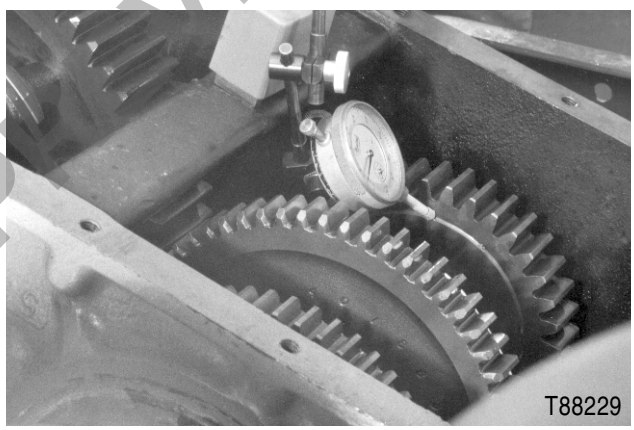
Shims are available in 0.003, 0.005, 0.007, and 0.030 inch (0.076, 0.127, 0.178, and 0.762 mm). Remove the RH bearing cap and add or remove shims until the end play is 0.002 to 0.008 inch (0.05 to 0.2 mm).

STEP 119



Install the RH bearing cap and tighten the retaining bolts to a torque of 37 to 43 lb. ft. (51 to 58 Nm).

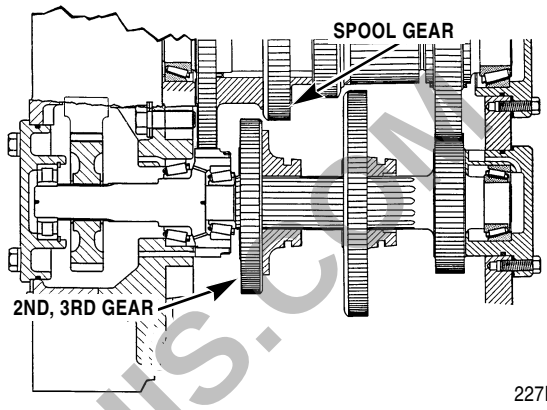
STEP 120



Check the end play of the change gear shaft again.

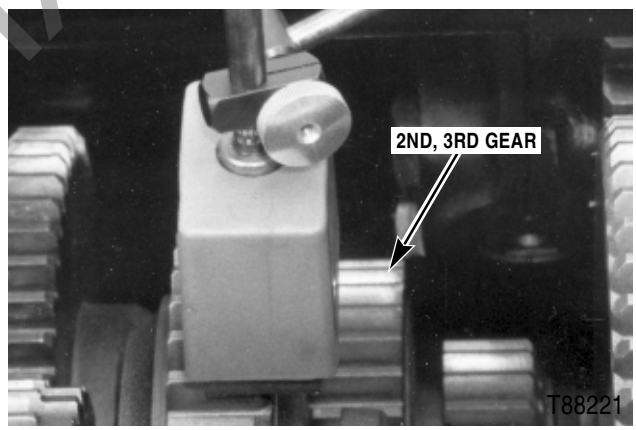
Measuring the Internal Spline Shaft Wear

STEP 121



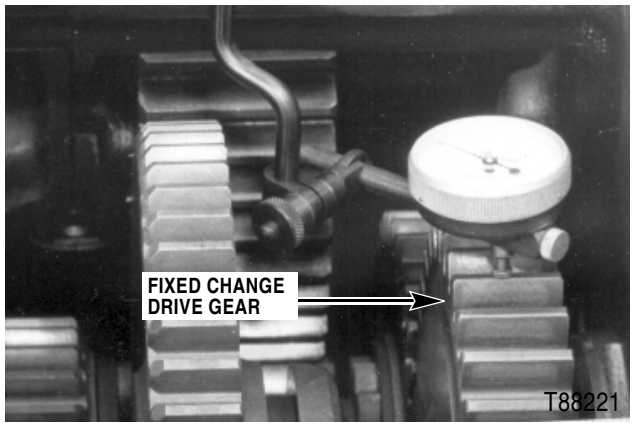
To measure the internal spline wear of the second and third gear, move the gear into a neutral position, not touching the spool gear.

STEP 122



Put the base of the dial indicator on the center of the second and third gear.

STEP 123



Put the point of the dial indicator on a tooth of the fixed change drive gear. The dial indicator point and base must be in line with the change drive shaft.

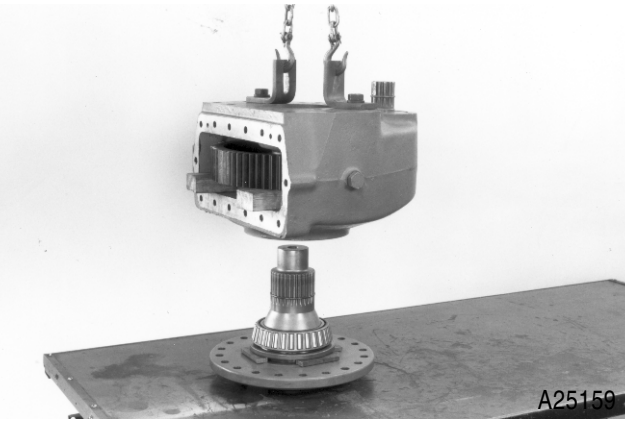
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STEP 47

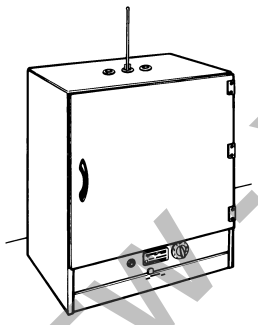
Apply a bead of Loctite 515 to the seal mating surface on the housing.

STEP 48



Lower the housing onto the output shaft. Align the splines of the output gear and the output shaft. Make sure the seal is properly started in the bore.

STEP 49



Place the smaller ID output shaft bearing cone in a bearing oven. Heat the bearing to 150 degrees Celsius (300 degrees Fahrenheit).

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

STEP 50



Place the heated bearing cone in the bearing cup.

Setting the Output Shaft Rolling Torque

The output shaft rolling torque must be 40 to 80 pound-inches (4.5 to 9 Nm) above the initial loose rolling torque. An accurate dial indicator wrench, and 0.125 inch (3.2 mm) thick soldering wire, is required to determine the rolling torque. Perform Steps 51 through 54 to set the output shaft rolling torque.

STEP 51



Place a piece of 0.125 inch (3.2 mm) thick soldering wire on the end of the output shaft. Install the bearing retainer plate and bolt. Make sure the dowel is installed in the bearing retainer plate.

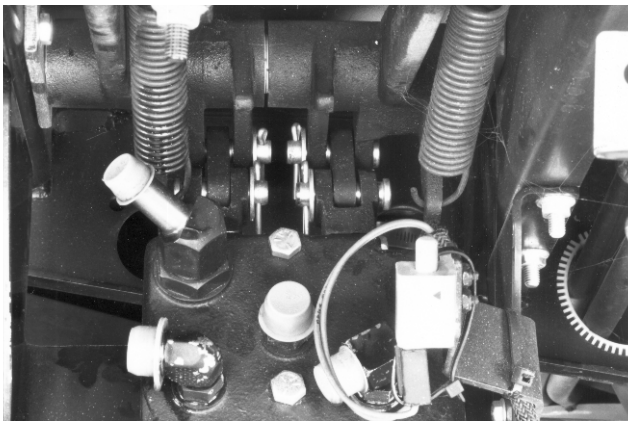
STEP 52

Tighten the retainer plate bolt, pushing the housing toward the output shaft flange until the seal is flush with the housing. When the seal is flush with the housing, remove the key stock.

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STEP 34



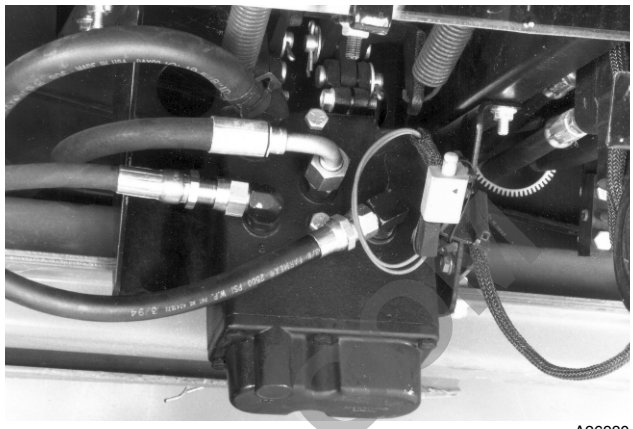
A26987

Tighten the yoke clamping bolt on both yokes and install the clevis pins, washers, and cotter pins.

STEP 35

Check the brake pedal locking plate to ensure that it operates freely. If necessary, repeat the brake pedal adjustment until the locking plate does operate freely.

STEP 36



A26980

Install and tighten the hydraulic hoses. Make sure the hoses are connected to their original locations. Install the return tube and move the clamp into position.

STEP 37

Install the shroud on the cab.

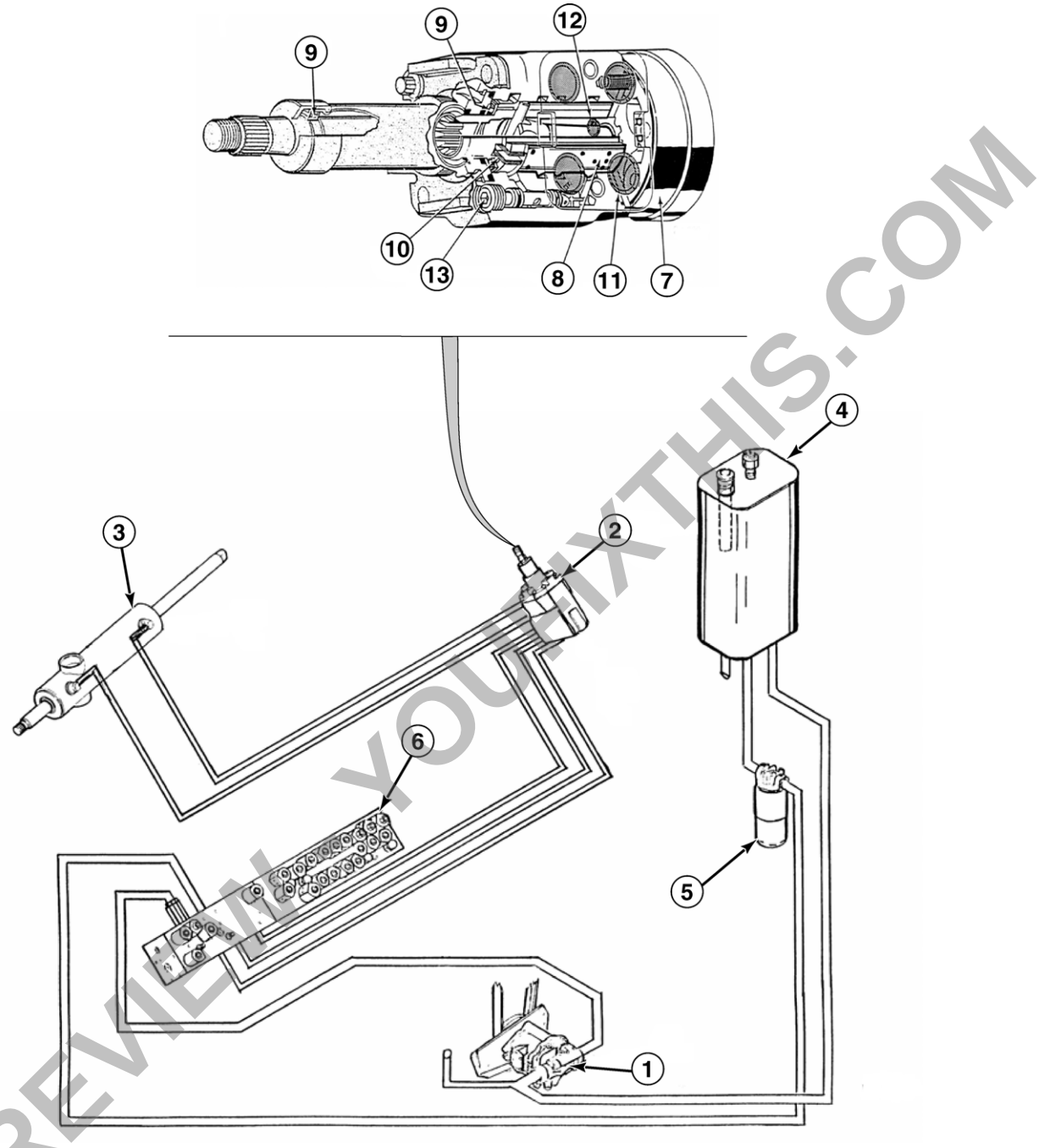
STEP 38

Start the machine. Make sure the parking brake is on. Depress the brake pedal 10 times to remove air from the brake valve.

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STEERING SYSTEM



RH05C016

1. Piston Pump
2. Steering Hand Pump
3. Steering Cylinder
4. Reservoir
5. Main Hydraulic Filter
6. Manifold Valve
7. Metering Section
8. Rotary Valve
9. Shaft Seal And Bearing
10. Centering Springs
11. Inlet Port Check Valve
12. Signal Check Valve
13. Check Valve

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COMPACTOR AUGER OPERATIONS

To control the compactor auger circuit, the following items are used: a distributor motor control valve (59), three distributor motors (60), and lines. The control valve is provided with ports for a pressure switch (61) (refer to the Electrical Section 4020 for additional information) and a diagnostic coupler (62).

OFF Position

In the OFF position, oil from the pump enters the distributor valve (59) and stops at the valve spool (59A). Oil is directed through the orifice (59B) to the top side of the spool and to the solenoid valve (59C). Because the solenoid is de-energized, oil will flow through the solenoid valve and back to the reservoir. Oil is also directed to the bottom side of the valve spool. As pressure builds at the lower side of the valve spool, the spool moves up which directs the oil from the pump directly back to the reservoir.

ON Position

In the ON position, the solenoid (59C) is energized which blocks the path to the reservoir on the top side of the valve spool. At this time, the valve spool will be forced down directing the oil to the three distributor motors. If the distributor motors reach a back pressure of 10342 kPa (1500 psi), the relief valve (59D) will open to drop the pressure on the top side of the valve spool. This will allow the spool to shift up and direct the oil from the pump back to the reservoir.

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29 - Drum Lube Pump Will Not Operate

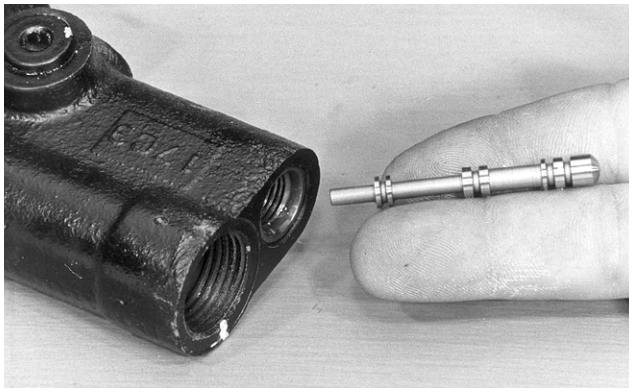
NOTE: *If the pump pressure can be heard coming on, check lube pump and motor circuit.*

PROCEDURE	RESULT	SOLUTION
29A - Check fuse (29).	Fuse is blown.	Replace 5-amp fuse.
	Fuse is good.	Go to Step 29B.
29B - 1. Disconnect the harness connector from the drum lube solenoid valve (30) on the manifold valve. 2. Connect the negative lead of the multimeter to a good ground. 3. Place the drum lube switch in the START position. 4. Connect the multimeter positive lead to the pin for wire 584 T (tan wire) in the harness end connector for the drum lube solenoid (30).	Voltage is less than 12 volts.	See Electrical Troubleshooting, Section 4030.
	Voltage is 12 volts or more.	Go to Step 29C.
29C - Use a multimeter to check the resistance of the drum lube solenoid coil (30).	Coil resistance is not approximately 7.5 Ohms.	Replace the 12 volt coil and check drum lube operation.
	Coil resistance is approximately 7.5 Ohms.	Go to Step 29D.
29D - Remove the drum lube (30) solenoid and inspect the seals.	Seals are damaged or worn.	Replace the seals and check for drum lube operation.
	Seals are not damaged or worn.	Go to Step 29E.
29E - Replace the drum lube solenoid (30) assembly with a known good solenoid (the drum service solenoid valves (9), (10), (11) and (12) are identical).	The drum lube pump now operates.	Repair or replace the drum lube solenoid valve assembly and check drum lube operation.
	The drum lube pump still does not operate.	Inspect the drum lube pump and motor.

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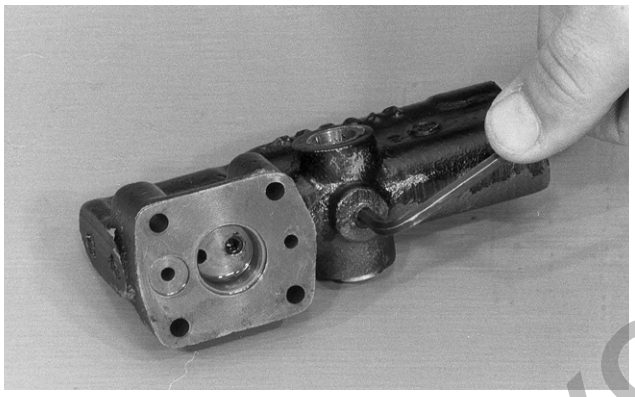
STEP 110



T75357

Remove the load sensing spool from the valve body.

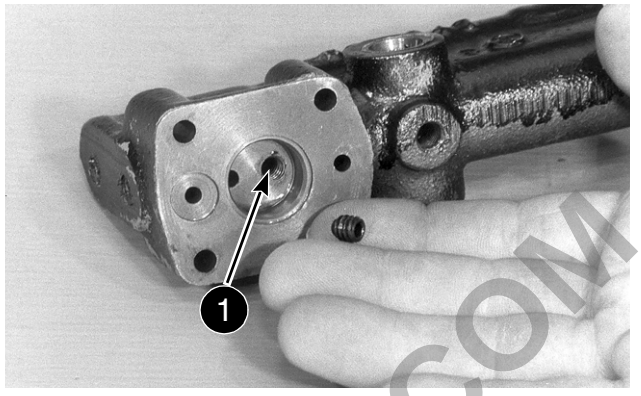
STEP 111



T75359

Remove the outer plug from the valve body.

STEP 112



T75363

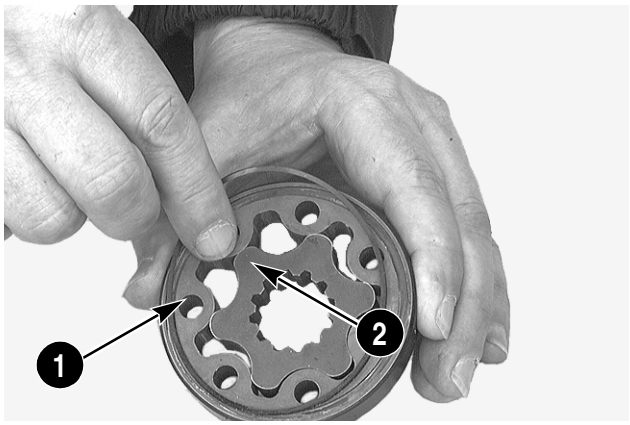
1. VALVE BODY INLET PORT

Remove the ball check plug from the valve body inlet port.

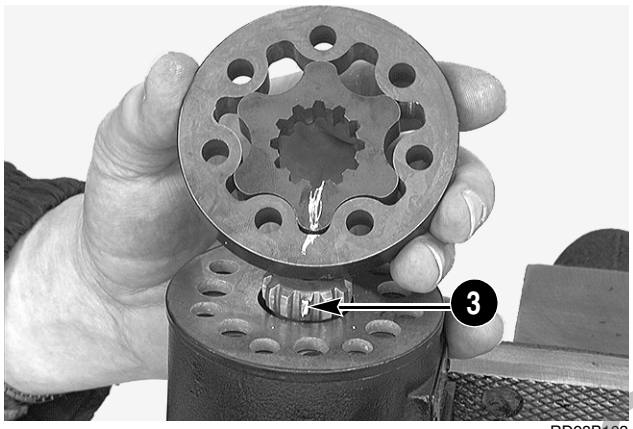
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STEP 44



RD98B102



RD98B103

Align any star point (2) with marked tooth (3) on drive.

Rotate motor stator (1) to line up with the bolt holes. DO NOT disturb the star relationship to the drive or the motor stator seal.

STEP 45



RD98B106

Install new seal in end cap.

STEP 46



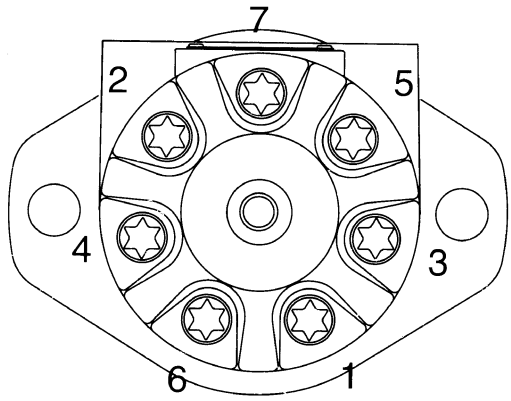
RD98B105

Carefully place end cap on the motor stator.

STEP 47



RD98B108



RB98B016

Install the cap screws and seal washers in the end cap. Pre tighten the screws to 40 lb. inch (5 Nm). Make sure seal is properly seated. Then tighten the screws to a torque of 235 to 250 lb. inch (27 to 28 Nm) in the order shown.

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DRUM SERVICE (SPREAD) CYLINDER OVERHAUL

Disassembly

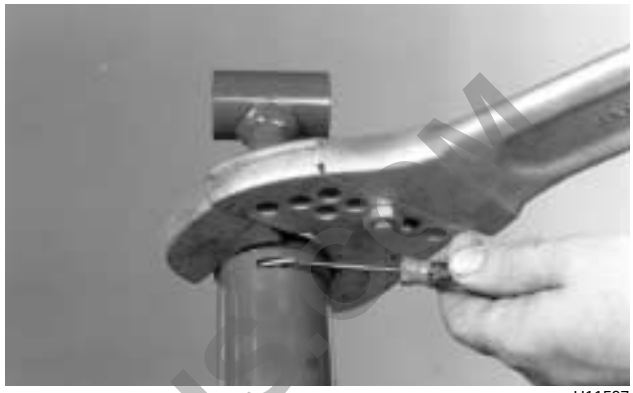
STEP 32



RD01F254

Remove the hydraulic lines and mounting pins from the cylinder. Drain the oil from the cylinder into a suitable container.

STEP 33



H11597

Secure the fixed end of the cylinder in a vise. Do not distort the cylinder tube.

Insert a small screwdriver under the end of the retaining wire. Rotate the cylinder gland until the retaining wire can be removed from the cylinder.

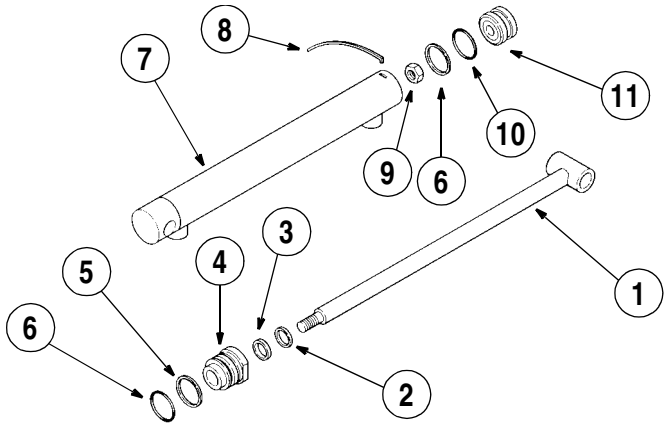
STEP 34

Remove the rod assembly from the cylinder. Remove the piston retaining nut from the rod end. Remove the piston and gland from the rod.

STEP 35

Remove the seals, backup rings, and O-rings from both the piston and the gland.

Clean and inspect all parts. Replace worn or damaged parts as necessary



273L9

1. CYLINDER ROD
2. ROD WIPER
3. ROD SEAL
4. GLAND
5. BACKUP RING
6. O-RING
7. CYLINDER TUBE
8. RETAINING WIRE
9. NUT
10. PISTON RING
11. PISTON

NOTE: *Replace rod wiper, rod seal, backup ring, O-rings and piston ring on assembly. Lubricate all parts with clean HY-TRAN® ULTRA oil on assembly.*

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