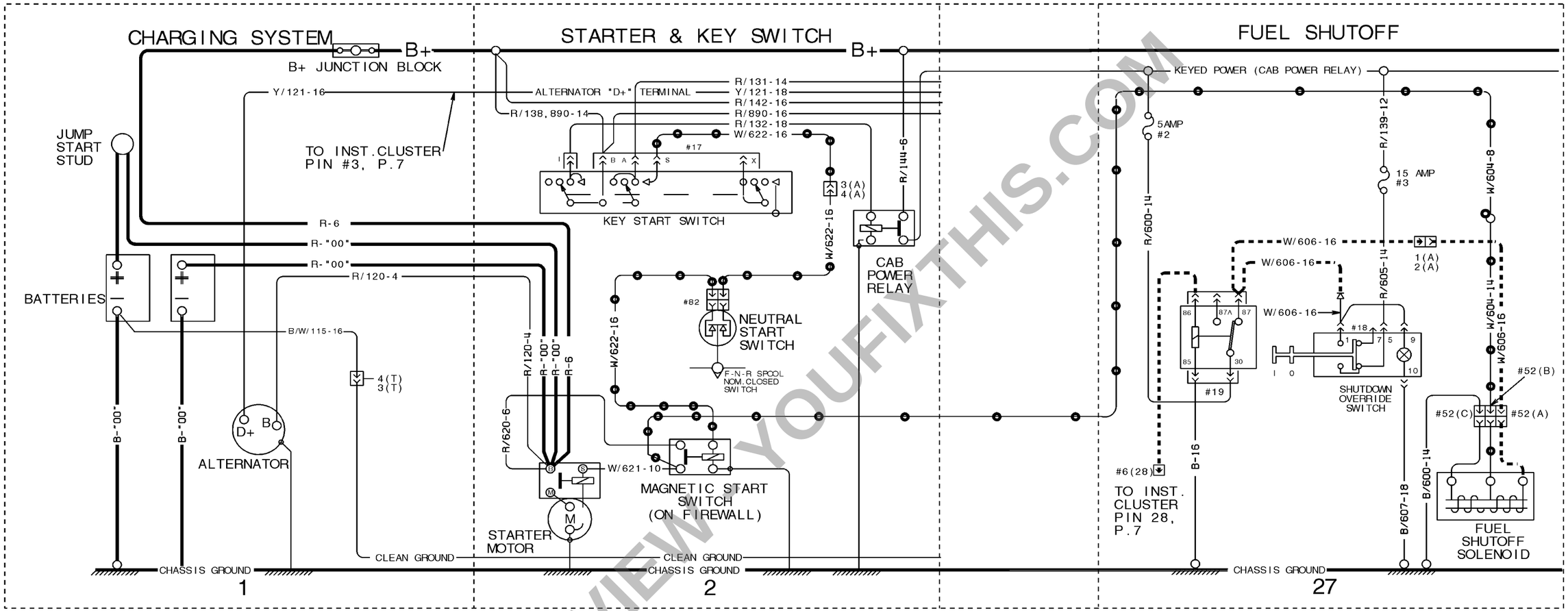

RT96N036

When the key start switch is moved to the start position current flows from terminal “S” of the key start switch. This current flows through the neutral start switch and energizes the magnetic start switch. The magnetic start switch, now energized, provides B+ power to the starter solenoid on the starter motor causing the engine to turn over. At the same time the magnetic start switch provides B+ power to the fuel shut off solenoid pull coil to allow fuel into the injection pump.

Once the engine starts and the key start switch is moved to the run position the current flow marked by the dots will disappear. At the moment the engine starts the instrument cluster provides a 12 volt output to energize the fuel shut off and override relay.

Once the relay is energized keyed power flows from terminal 30 to terminal 87 of the fuel shut off and override relay. The current flows up to the diode at the shutdown override switch and to the hold coil on the fuel shut off solenoid.

When the instrument cluster detects a problem at start up it will not energize the fuel shut off and override relay. If this occurs the engine will not run unless the shutdown override switch is activated.

Current flow with key in start position

Current flow from instrument cluster after engine is running

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FLUID CAPACITIES AND TYPES

Engine Crankcase Capacity, without Filter Change ..... 19 Litres (5 Gallons)
with Filter Change ..... 21 Litres (5.5 Gallons)
Fluid Type ..... Case No. 1 Multi-Vicosity Engine Oil
Transmission/Hydraulic System Capacity ..... 172 Litres (45.5 Gallons)
Fluid Type ..... Hy-Tran Plus® Fluid

Differential Housing Capacity - MFD ..... 11 Litres (3 Gallons)
Planetary Housing Capacity - MFD (Each) ..... 0.9 Litres (1 Quart)
Fluid Type ..... Case 135H EP Gear Lubricant, SAE 85W-140
Use one pint of Limited Slip additive in the differential

Cooling System Capacity - with Cab
8910 and 8920 (7210 and 7220 Pro) ..... 27.6 Litres (29 Quarts)
8930 (7230 Pro) ..... 29.4 Litres (31 Quarts)
8940 and 8950 (7240 and 7250 Pro) ..... 31.3 Litres (33 Quarts)
Fluid Type ..... 50 Percent Ethylene Glycol Coolant

Engine Speeds

Governed Engine Speed without Load ..... 2370 to 2530 RPM
Rated Engine Speed ..... 2200 RPM
Engine Idle Speed ..... 925 to 1025 RPM

Fuses

Dome Lamp and Radio Clock ..... 5 Amp
Fuel Shut-off ..... 5 Amp
Shut Down Override ..... 15 Amp
Instrument Cluster - Run Position ..... 7.5 Amp
Instrument Cluster - Accessory Position, PTO ..... 10 Amp
Radio ..... 5 Amp
Electronic Hitch System ..... 7.5 Amp
Cigar Lighter ..... 10 Amp
Ether Starting Aid ..... 15 Amp
Differential Lock ..... 10 Amp
Tail Lamps ..... 10 Amp
Warning Lamps ..... 15 Amp
Cab Roof Work Lamps ..... 15 Amp
Air Seat ..... 20 Amp
Mechanical Front Drive (If Equipped) (Less 3 Point Hitch) ..... 7.5 Amp
Mechanical Front Drive (If Equipped) (With 3 Point Hitch) ..... 5 Amp
Creeper Drive (If Equipped) ..... 7.5 Amp

Bulb and Lamp Replacement

Dome Lamp Bulb K913579
Console Lamp Bulb ..... No. 194
Flasher Lamp Bulb ..... No. 1156
Head Lamps ..... No. H4
Front and Rear Flood Lamps ..... No. H3
Tail Lamp Bulbs ..... No. 168
Rocker Switch Bulb ..... No. 3141107R1
Three Point Hitch Indicator Bulb ..... No. 182
Instrument Cluster Illuminating Bulb ..... No. 161

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FUEL SYSTEM SPECIFICATION DETAILS

Fuel Filters

Primary Fuel Filter ..... Full Flow, Turn on Type
Secondary Fuel Filter ..... Full Flow, Turn on Type
In-Line Fuel Filter..... In-Line Filter
Water Trap
  Without Auxiliary Tank..... Located in Bottom of Main Tank
  With Auxiliary Tank..... Located in Bottom of Auxiliary Tank
Filter Replacement (Primary and Secondary) ..... Every 500 Hours or when Loss of Horsepower Occurs
In-Line Fuel Filter..... Every 500 Hours or when Loss of Horsepower Occurs
Fuel System Operating Pressure ..... 140 to 172 kPa (20 to 25 PSI)

Fuel Injection Pump

Type : Inline
  8910 and 8920 (7210 and 7220 Pro) ..... Robert Bosch, Type MW
  8930 and 8940 (7230 and 7240 Pro) ..... Robert Bosch, Type MW
  8950 (7250 Pro) ..... Robert Bosch, P3000
Rotation ..... Counterclockwise
Mounting..... Left Hand Side of Engine
Drive ..... Gear Driven at 1/2 Engine Speed
Govenor..... Variable Speed, Part of Pump
Backlash :
  Camshaft to Injection Pump Gear..... 0.152 to 0.254 mm (0.005 to 0.009 inch)

Fuel Injectors

Type..... Robert Bosch, 17 mm
Opening Pressure :
  New and Serviced..... 260 to 268 Bar (3770 to 3887 PSI)
  Used..... 234 to 268 Bar (3394 to 3887 PSI)
Variation Between each Cylinder..... 1034 kPa (150 PSI)
Valve Leakage Rate ..... No Leakage Permissible
Slight Moistening of Nozzle Tip Permissible

Special Torques

Fuel Filters..... Hand Tighten 1/2 Turn Past Gasket Contact
Loosen and Tighten 3/4 Turn Past Contact
Fuel Air Removal Bolt..... 8 Nm (6 lb ft)
Fuel Filter Inlet Nut ..... 15 Nm (11 lb ft)
Fuel Filter Inlet Bolt..... 32 Nm (24 lb ft)
Fuel Line Fitting (High Pressure)..... 24 Nm (18 lb ft)
Fuel Line Fitting (Low Pressure)..... 15 Nm (11 lb ft)
Injection Pump Drive Gear Nut:
Robert Bosch, Type MW..... 104 Nm (77 lb ft)
Robert Bosch, P3000 ..... 195 Nm (144 lb ft)
Injection Pump Retaining Nuts ..... 43 Nm (32 lb ft)
Injector Leak Off Bolt ..... 8 Nm (6 lb ft)
Injector Retaining Bolt ..... 24 Nm (18 lb ft)

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SPECIFICATIONS

Pump Minimum Capacity at Engine 2200 RPM	27 GPM (102 LPM)
Pump Pressure	2750 to 2800 PSI (18960 to 19303 kPa)
Standby Pressure Setting	340 to 390 PSI (2344 to 2689 kPa)
Piston to Shoe Maximum End Play	0.005 inch (0.127 mm)
Shoe Face Thickness (all shoe sizes within)	0.001 inch (0.0254 mm)
Cam Bearing Preload	0.007 to 0.009 inch (0.178 to 0.229 mm)
Driveshaft Bearing Preload	0.001 to 0.003 inch (0.025 to 0.076 mm)

SPECIAL TORQUES

Swashplate Bearing Cover Bolts	170 to 190 lb in (19 to 21 Nm)
Compensator Valve Mounting Bolts	60 to 70 lb in (7 to 8 Nm)
Compensator Valve Orifice	15 to 20 lb in (1.7 to 2.3 Nm)
Compensator Valve Inlet Port Plug	15 to 20 lb in (1.7 to 2.3 Nm)
Valve Plate Mounting Bolts - Initial	5 lb in (0.565 Nm)
Valve Plate Mounting Bolts - Final	23 to 26 ft lbs 31 to 35 Nm)

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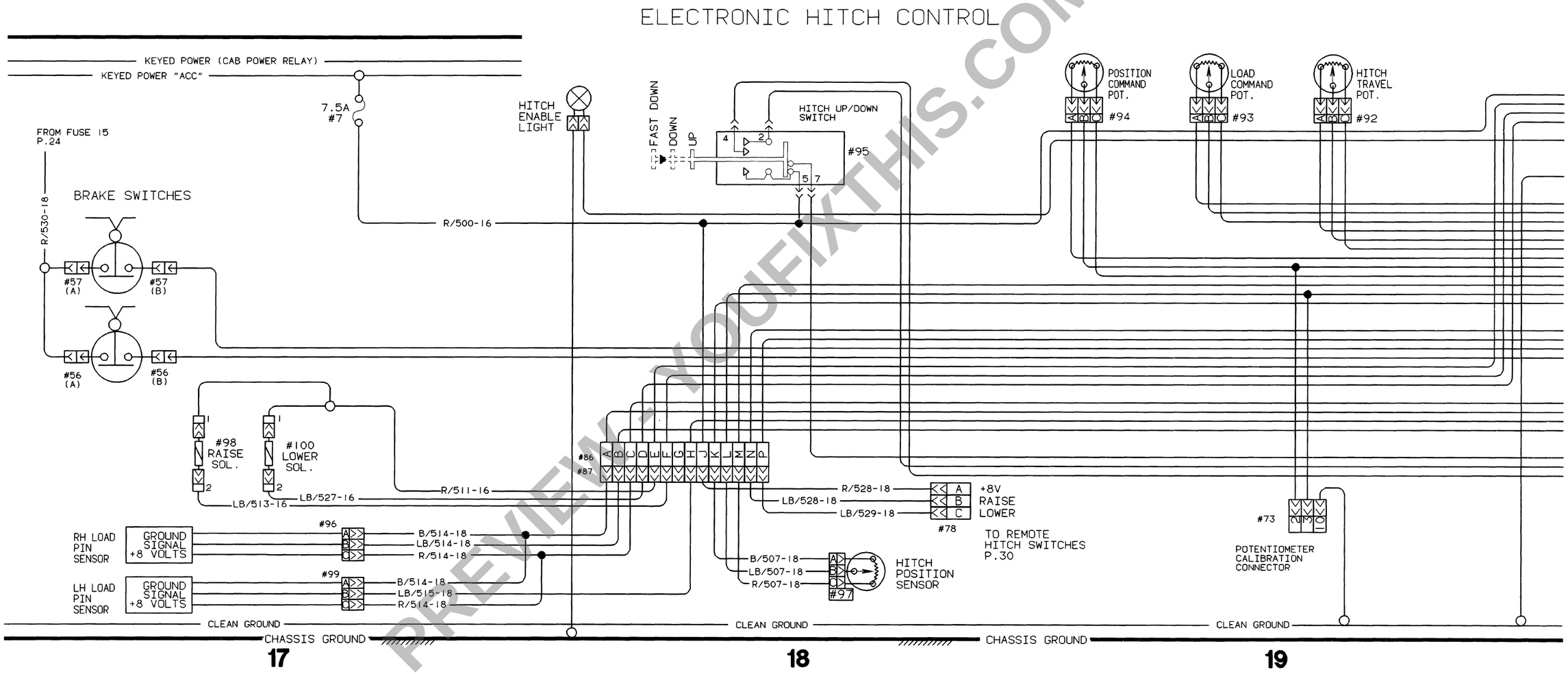
ELECTRONIC HITCH ELECTRICAL SCHEMATIC



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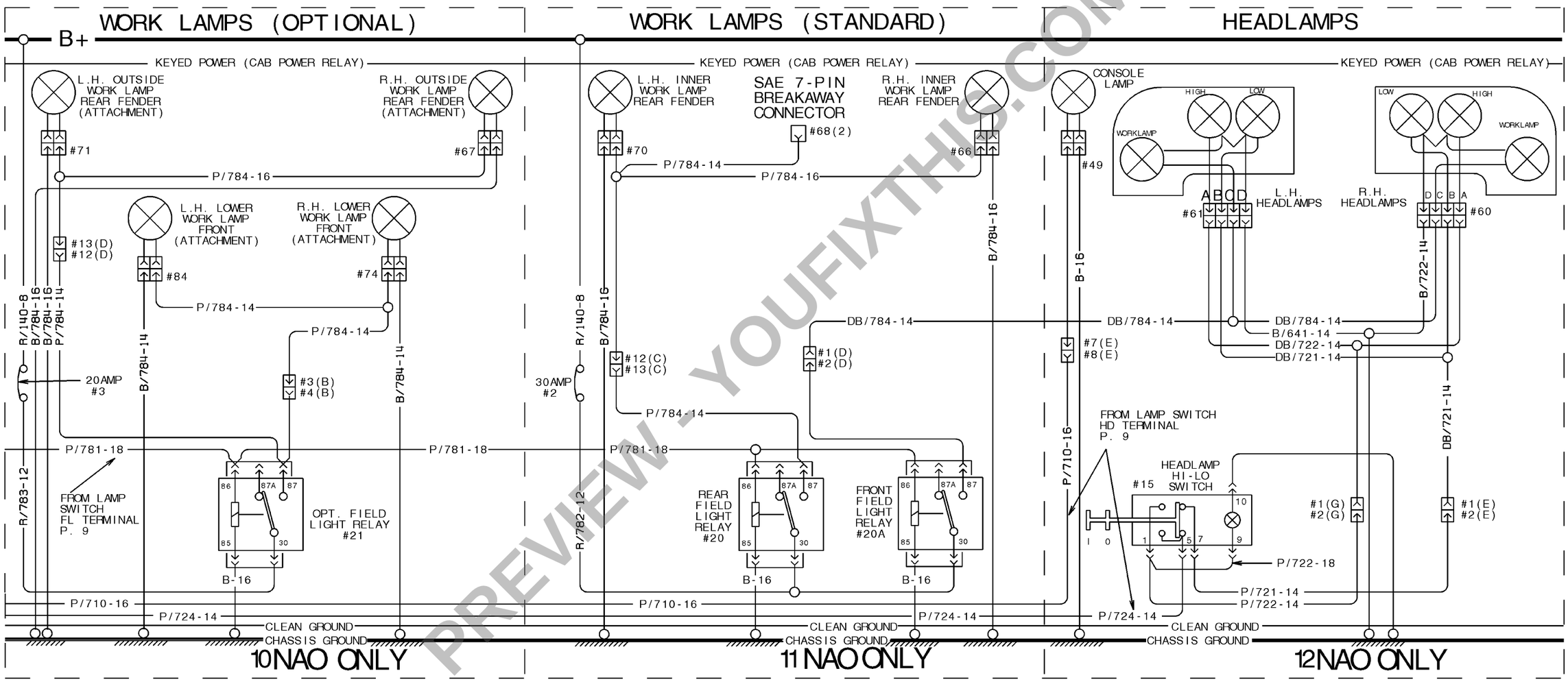
NAO LIGHTING SCHEMATICS



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