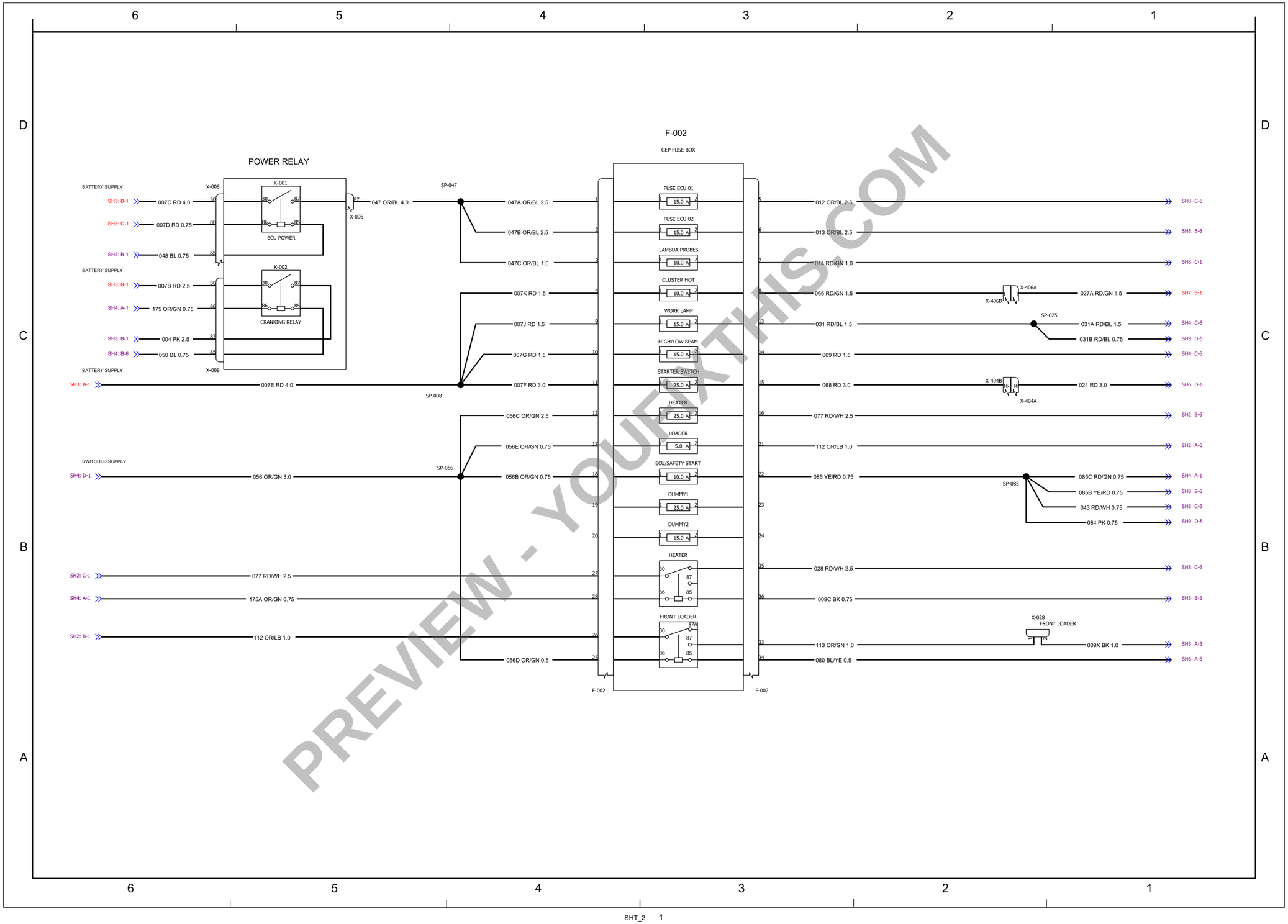
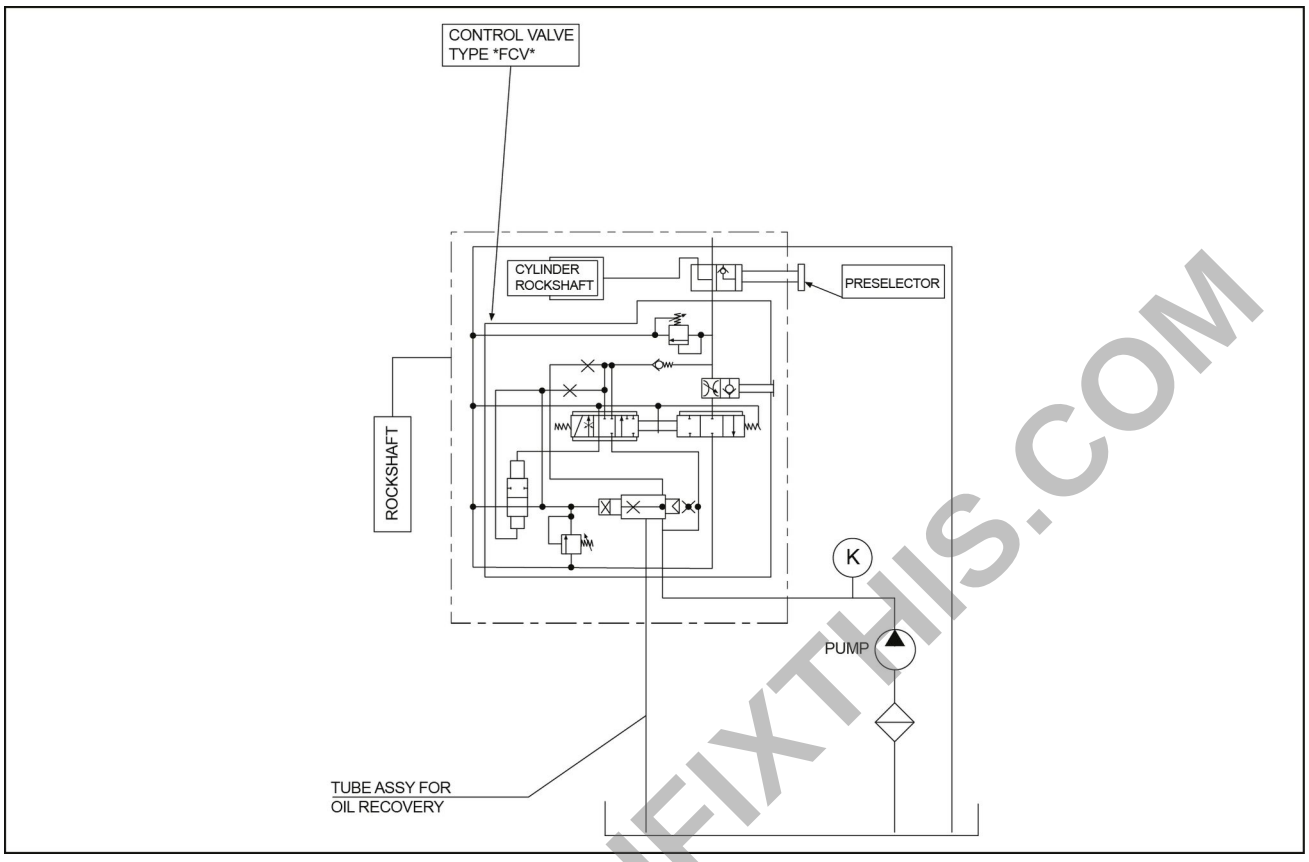


PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com



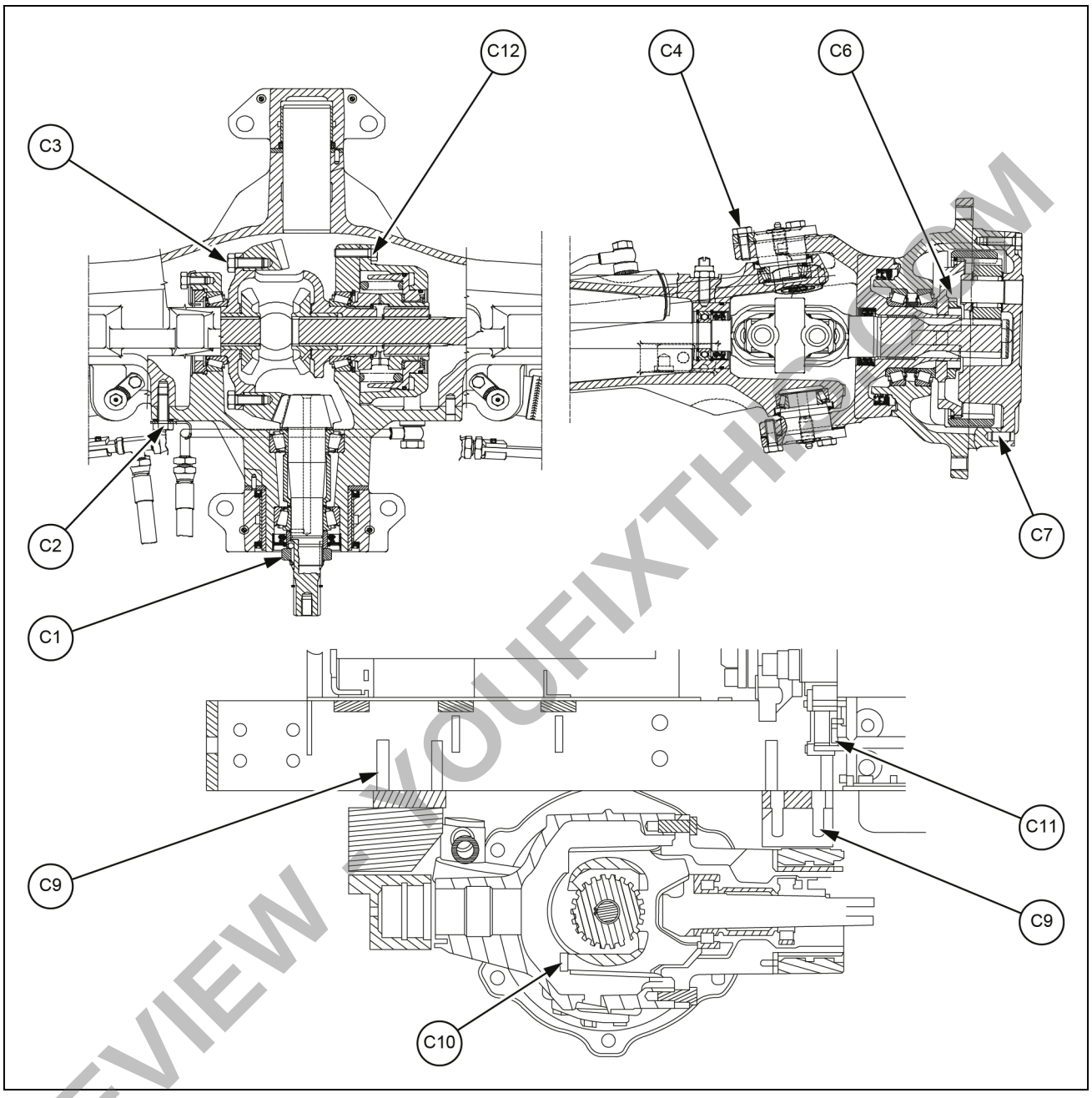
GNIL14TR00818GA 2

Hydraulic circuit diagram

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

Four-Wheel Drive (4WD) axle - Torque



GNIL14TR04345GB 1

Description	Thread size	Torque
Lock ring, bevel pinion **(C1)**	M35 x 1.5	**294 N·m** (**217 lb ft**)
Bolt, differential case to axle casing **(C2)**	M12 x 1.25	**113 N·m** (**83 lb ft**)
Bolt, ring gear to differential case **(C3)**	M12 x 1.25	**127 N·m** (**94 lb ft**)
Bolt, king pin **(C4)**	M10 x 1.25	**64 N·m** (**47 lb ft**)
Steering knuckle bolt **(C5)**	M10 x 1.25	**64 N·m** (**47 lb ft**)
Wheel hub bearings lock nut **(C6)**	M45 x 1.5	**392 N·m** (**289 lb ft**)
Bolt, planetary final drive housing **(C7)**	M10 x 1.25	**64 N·m** (**47 lb ft**)
Bolt, wheel disc to hub **(C8)**	M16 x 1.5	**193 N·m** (**142 lb ft**)
Nut for rim to disc securing bolt	M16 x 1.5	**193 N·m** (**142 lb ft**)
Front axle front and rear pivot support bolt **(C9)**	M18 x 1.5	**280 N·m** (**207 lb ft**)
Differential cage support cap bolt **(C10)**	M12 x 1.25	**113 N·m** (**83 lb ft**)
Front axle support to engine retaining bolt **(C11)**	M18 x 1.5	**314 N·m** (**232 lb ft**)

Download full manual at youfixthis.com

Mechanical transmission - General specification

Gear box type	Constant mesh
Range gears	Constant mesh
Forward-reverse	Mechanical Synchromesh Shuttle
Lubrication	
Transmission oil capacity	APGL4SAE 20W30 **23 L** (**6 US gal**) for 2WD (Two Wheel Drive) and **25.0 L** (**6.6 US gal**) for 4WD (Four Wheel Drive)

Rear Tire Size	13.6-28	14.9-28
Gear	**2600 RPM**	**2600 RPM**
FL1	2.56	2.73
FL2	3.86	4.11
FL3	5.69	6.07
FL4	7.83	8.34
FH1	10.03	10.68
FH2	15.10	16.09
FH3	22.29	23.75
FH4	30.67	32.68
RL1	2.70	2.88
RL2	4.07	4.34
RL3	6.01	6.41
RL4	8.27	8.82
RH1	10.59	11.29
RH2	15.96	17.00
RH3	23.56	25.10
RH4	32.40	34.53

Mechanical transmission - Torque

Description	Thread size	Torque
Gear shift lever cover bolts **(C1)**	M8	**2.5 kgf** (**5.5 lbf**)
Hydraulic housing on transmission retainer bolts **(C2)**	M10 x 1.25	**6.0 kgf** (**13.2 lbf**)
Hydraulic housing on transmission retainer bolts **(C3)**	M12 x 1.25	**10.0 kgf** (**22.0 lbf**)
Crown wheel bolts **(C4)**	M10	**6.0 kgf** (**13.2 lbf**)
Pinion lock nut **(C5)**	M35	**30.0 kgf** (**66.1 lbf**)
Drain plug **(C6)**	M22	**4.5 kgf** (**9.9 lbf**)
Power Take-Off (PTO) cover bolts **(C7)**	M12 x 1.25	**9.0 kgf** (**19.8 lbf**)
Rear axle to transmission housing attaching bolts **(C8)**	M12 x 1.25	**10.0 kgf** (**22.0 lbf**)
Front cover bolts (**C9**)	M12 x 1.25	**10.0 kgf** (**22.0 lbf**)
Transmission housing to centre housing attaching bolts **(C10)**	M12 x 1.25	**9.0 kgf** (**19.8 lbf**)
Differential lock pedal screw **(C11)**	M10 x 1.25	**6.0 kgf** (**13.2 lbf**)

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

DTC 131-03-Engine coolant temperature sensor voltage is higher than expected

Control Module : ECU

Context:
The Engine Control Unit (ECU) A-9000 monitors the engine coolant temperature sensor B-9003 signal circuit. If the ECU A-9000 determines that voltage is higher than expected in the engine coolant temperature sensor B-9003 signal circuit, this fault will occur. If this fault is active, the ECU A-9000 will set the engine coolant temperature value to a fixed replacement value of **89.96 °C** (**193.93 °F**).

Cause:
The engine coolant temperature sensor B-9003 signal voltage is greater than **4.93 V**.

Possible failure modes:

1. Faulty engine coolant temperature sensor B-9003, short to a voltage source.
2. Faulty engine coolant temperature sensor B-9003, internal failure.
3. Faulty ECU A-9000, software.

Solution:

1. Verify fault is present and active.

   Use the Electronic Service Tool (EST) to check the status of this fault.

   A. If the fault is present and active, continue with Step **2**.

   B. If the fault is no longer present or in an inactive state, the fault may be intermittent and not currently active. Continue with Step **6**.
2. Check the coolant temperature sensor B-9003 wiring for a short circuit.

   Disconnect the engine harness (EN) from the coolant temperature sensor B-9003 at connector **X-9006**.

   With the key in the OFF position, use a multimeter to perform the following voltage check on the engine harness side:

From	To	Value
X-9006 pin 1	Chassis ground	There should be no voltage.

   With the key in the ON position, use a multimeter to perform the following voltage check on the engine harness side:

From	To	Value
X-9006 pin 1	Chassis ground	There should be less than **5.5 V**

   A. If the specified values are not measured, there is a short to a voltage source in the coolant temperature sensor B-9003 wiring. Use the appropriate service manual, if necessary, to locate and repair the shorted conductor.

   B. If the specified values are not measured, leave connector **X-9006** disconnected and continue to Step **3**.
3. Check the coolant temperature sensor B-9003 engine harness (EN) wiring for a short circuit.

   Disconnect the engine harness (EN) from the ECU A-9000 at connector **X-9001**.

   With the key in the OFF position, use a multimeter to perform the following continuity check on the engine harness (EN) side:

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

Main lift system - Troubleshooting

Problem	Possible Cause	Correction
The Rockshaft lifts jerkily	Insufficient oil level in the tank	Top up the level
	Pump inlet filter clogged	Clean or replace the filter
	Infiltration of air into the pump inlet pipe	Check the inlet pipe and any coupling and gasket
Rockshaft does not operate	Differential valve blocked or dirty	Remove the control valve and unblock the regulator piston
The rock shaft starts to lift, but it stops as soon as it feels the load, without the functioning of the over-pressure valve	Tension rod measurement **(L)** is not correct (Refer to **Main lift system - Adjust (35.100)**)	Adjust the draft control lever (Refer to **Main lift system - Adjust (35.100)**)
The rock shaft does not descend over its entire travel	Faulty adjustment of the position control lever **(1)**	Adjust position control lever (Refer to **Main lift system - Adjust (35.100)**)
The rock shaft does not descend	Discharge valve blocked	Remove control valve and unblock or clean discharge valve
	Lever RD closed	Turn lever RD in anti-clockwise
Lifting capacity does not match that prescribed	Deterioration of the control valve seal rings	Remove control valve and replace the external seal rings
	Relief and safety valves out or calibration	Control calibration of the valves
	Poor pump efficiency	Replace the pump
	Excessive loss of oil from control valve	Overhaul the control valve
The rock shaft supports loads with difficulty	Piston gasket worn	Replace the gasket
When the motor is off	Oil leakage from safety valve	Remove control valve and adjust valve
	Oil leakage from check valve	Remove the control valve and adjust valve
With the arms raised at backstop and with the engine on, we have verified a rhythmic oscillation, with the engine off the load does not lower	Incorrectly adjusted of position control lever which, at maximum raised height, causes the internal automatic backstop to function	Adjust the position control lever (Refer to **Main lift system - Adjust (35.100)**)
The draft control does not function, the rock shaft raises and lowers only with the position lever	Draft control lever is adjusted badly	Adjust the draft control lever (**Main lift system - Adjust (35.100)**).
The position control does not function, the rock shaft raises and lowers only with the draft lever	Position control lever is adjusted badly	Adjust the position control lever (Refer to **Main lift system - Adjust (35.100)**)
Rockshaft does not lift and the relief valve acts with the possibility to damage the pump	Pre selector i s fully closed	Unscrew fully the pre-selector **(P)** (Refer to **Main lift system - Adjust (35.100)**).

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

Contents

INTRODUCTION

Engine 10

[10.001] Engine and crankcase 10.1

[10.103] Crankshaft and flywheel 10.2

[10.202] Air cleaners and lines 10.3

[10.206] Fuel filters 10.4

[10.216] Fuel tanks 10.5

[10.310] Aftercooler 10.6

[10.400] Engine cooling system 10.7

Clutch 18

[18.100] Clutch mechanical release control 18.1

[18.110] Clutch and components 18.2

Transmission 21

[21.114] Mechanical transmission 21.1

[21.130] Mechanical transmission external controls 21.2

[21.140] Mechanical transmission internal components 21.3

[21.145] Gearbox internal components 21.4

[21.200] Dropbox 21.5

Four-Wheel Drive (4WD) system 23

[23.314] Drive shaft 23.1

Front axle system 25

[25.100] Powered front axle 25.1

[25.102] Front bevel gear set and differential 25.2

[25.108] Final drive hub, steering knuckles, and shafts 25.3

[25.310] Final drives 25.4

[25.400] Non-powered front axle 25.5

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

Engine - 10

Fuel tanks - 216

Farmall® 50A
Farmall® 60A
Farmall® 70A

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

Index

Clutch - 18

Clutch and components - 110

Clutch - Adjust 16
Clutch - Assemble 15
Clutch - Disassemble 10
Clutch - Dynamic description 6
Clutch - General specification 3
Clutch - Inspect 13
Clutch - Remove 9
Clutch - Sealing 4
Clutch - Sectional view 7
Clutch - Service instruction 17
Clutch - Special tools 4
Clutch - Torque 3
Clutch - Troubleshooting 20
Clutch control mechanism - Remove 18

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

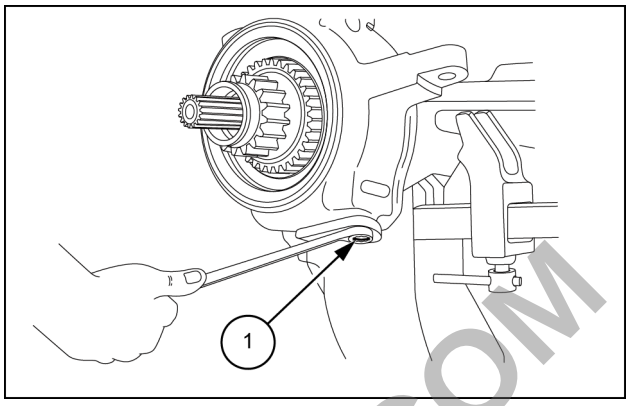
Gearbox internal components - Inspect

1. Wash all parts in a suitable cleaning solution and allow to air dry.
2. Inspect the bearings for excess wear, score marks , discoloration from overheating or other damage. Rotate the bearings by hand and check for any roughness. Replace as necessary.
3. Inspect the synchronizer gears and cluster gear shaft for excess wear, chipped gear teeth, cracks or any other damage. Replace as necessary.
4. Inspect the shift fork for wear or damage. Replace as necessary.
5. Inspect the detent grooves in the shift rail for excess wear. Replace as necessary.
6. Check the detent spring for wear or weak spring tension. Replace as necessary.

PREVIEW - YOUFIXTHIS.COM

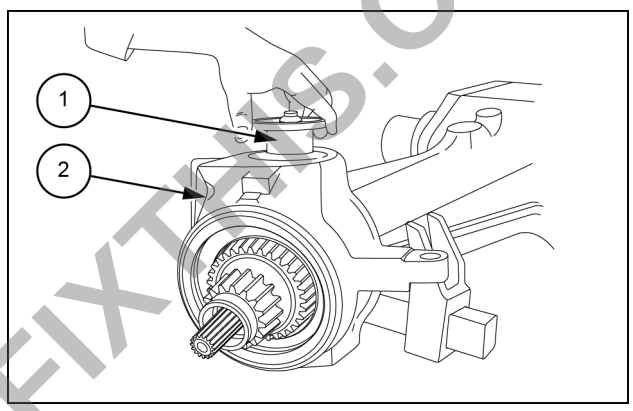
Download full manual at youfixthis.com

19. Remove the retaining bolts **(1)** of the lower pivot pin of the stub axle housing.
20. Remove the lower pivot pin and the relative adjustment shims.



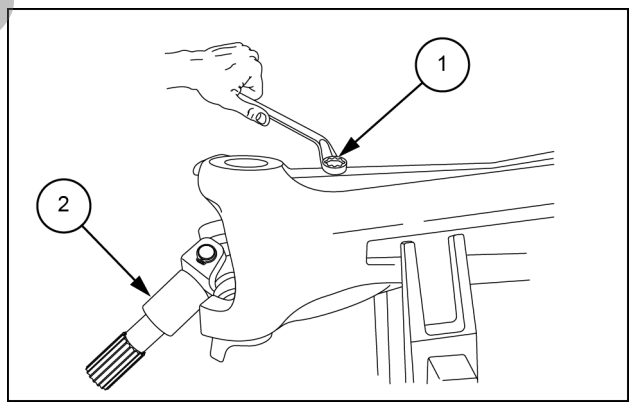
GNIL14TR04380AB 13

21. Remove the retaining bolts of the upper pivot pin.
22. Remove the upper pivot pin **(1)**.
23. Remove the stub axle housing **(2)**.



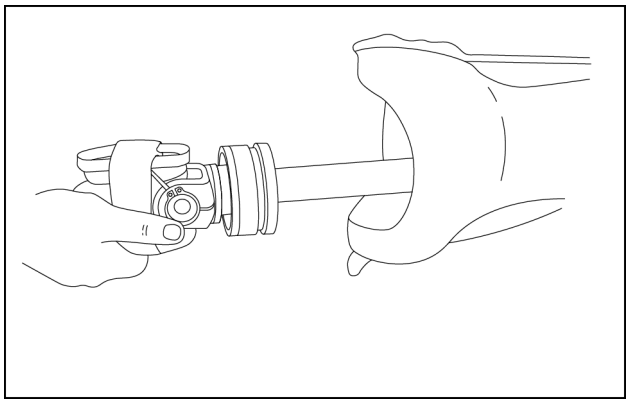
GNIL14TR04381AB 14

24. Remove the retaining bolt **(1)** of the axle shaft **(2)**.



GNIL14TR04382AB 15

25. Using a pry bar, pull the axle shaft out of the casing.
26. To disassemble the right-hand final drive unit, repeat the above steps **[Invalid Reference]** to **[Invalid Reference]**.



GNIL14TR04383AA 16

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

Contents

Rear axle system - 27

Powered rear axle - 100

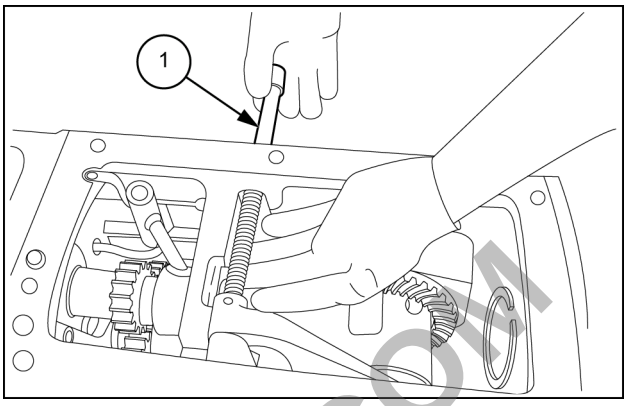
FUNCTIONAL DATA

Powered rear axle
Overview 3

PREVIEW - YOUFIXTHIS.COM

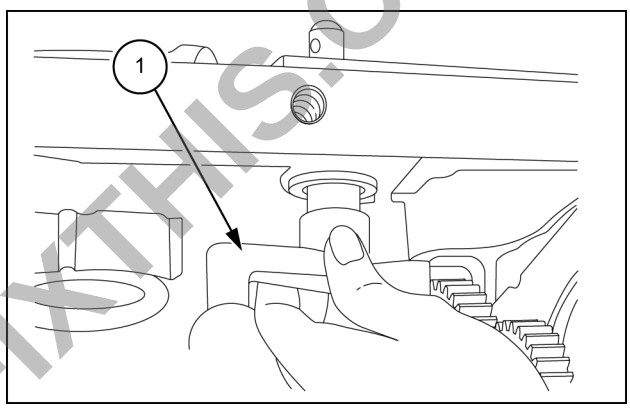
Download full manual at youfixthis.com

9. Push out the differential lock shaft **(1)** and PTO lever shaft.



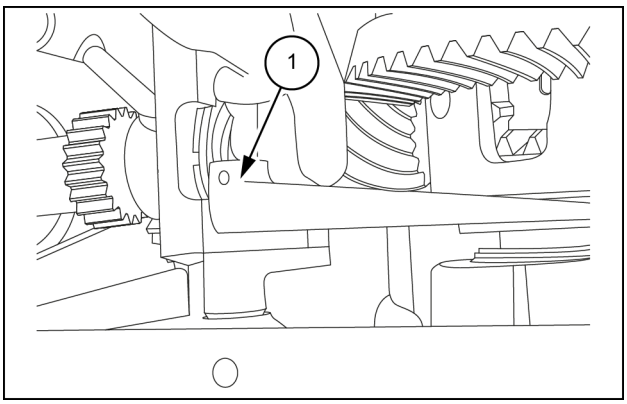
GNIL14TR04308AB 8

10. Remove PTO fork **(1)**.



GNIL14TR04309AB 9

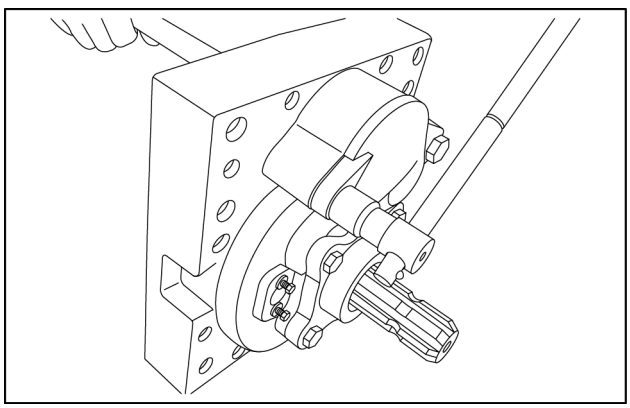
11. Remove differential lock pedal fork **(1)**.



GNIL14TR04310AB 10

PTO input shaft cover

12. Loosen the bolts and remove the PTO input shaft cover.



GNIL14TR00744AA 11

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

Main lift system - General specification

Type Control Response/drop rate adjustment	With separate position or draft control, Mixed position/draft control plus draft sensitivity and float control Through two independent levers external knob on control valve Through external knob on control valve
Single-acting cylinder • Bore and stroke • Displacement	**85.0 mm** (**3.3 in**) x **88.0 mm** (**3.5 in**) for **1100.0 kg** (**2425.1 lb**) **90.0 mm** (**3.5 in**) x **117.0 mm** (**4.6 in**) for **1500.0 kg** (**3306.9 lb**) **500 cm³** for **1100.0 kg** (**2425.1 lb**) **745 cm³** for **1500.0 kg** (**3306.9 lb**)
Pressure regulating valve setting Cylinder safety valve opening pressure	**190 bar** (**2755 psi**) **205.0 bar** (**2972.5 psi**)
Implement attachment Type Category Draft control	 3-Point hitch I & II Through top link
Maximum lifting capacity at hitch point	**1100 kg** (**2425 lb**) and **1500.0 kg** (**3306.9 lb**) for heavy duty

Main lift system - Torque

Description	Thread size	Torque
Bolts, lift to housing **(C1)**	M10 x 1.25 and M12 x 1.25	**23.6 - 42.0 kgf** (**52.0 - 92.6 lbf**)
Bolts, distributor to lift housing **(C2)**	M8 x 1.25	**3.0 kgf** (**6.6 lbf**)
Banjo bolts, delivery pipe to distributor **(C3)**	M22 x 1.25	**7.5 kgf** (**16.5 lbf**)
Hydraulic cylinder to lift housing **(C4)**	M12 and M14 x 1.25	**7.5 kgf** (**16.5 lbf**)
Bolts, top link support **(C5)**	M8 x 1.25	**5.0 kgf** (**11.0 lbf**)

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

Contents

Hydraulic systems - 35

Hydraulic hand control - 355

FUNCTIONAL DATA

Hydraulic hand control
Overview 3

SERVICE

Hydraulic hand control
Disassemble 5
Assemble 7

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

Steering circuit relief valve - Pressure test

NOTE: *There is no relief valve in steering pump and the following pressure test must only be performed as specified below. Failure to observe this precaution may result in severe damage to the hydraulic pump.*

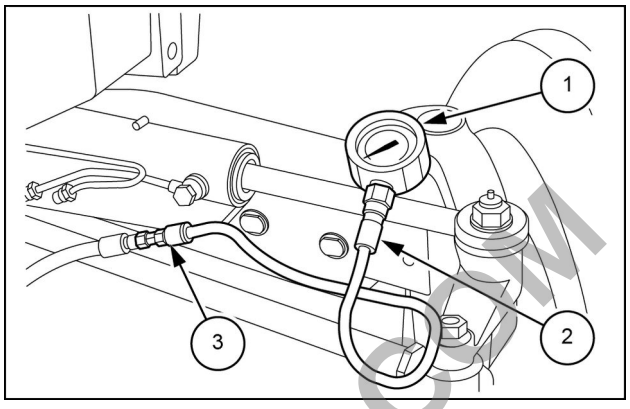
1. Turn steering onto full left-hand side lock.
2. Disconnect left-hand side turn feed hose at steering cylinder.
3. Install power steering pressure checking kit. (special tool number 292870 with adapter 271318). As shown in Fig. **1**.
4. Start tractor and set engine speed to **1450 RPM**. Turn steering wheel to the left with a pull of approximately **22 N** (**5 lb**) and observe the pressure reading.

NOTE: *The use of a force greater than **22 N** (**5 lb**) at the rim of the steering wheel may lead to slightly inaccurate readings due to the pumping action of the hydrostatic steering motor.*

If the steering test was satisfactory but pressure readings are away from specification the relief valve in the steering motor must be adjusted.

The pressure reading should be **110 - 125 bar** (**1595 - 1812 psi**).

5. If the system pressure is not to specification proceed to relief valve adjustment.



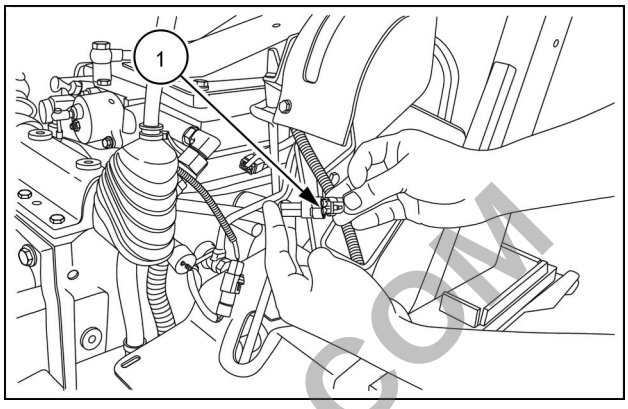
GNIL14TR04485AB 1

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

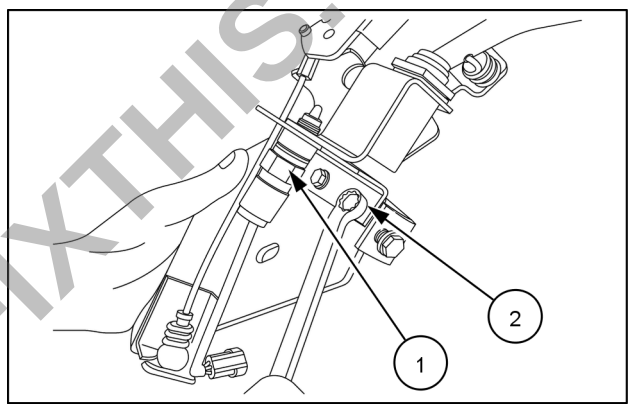
Power Take-Off (PTO) speed sensor - Install

1. Connect the wiring **(1)**.



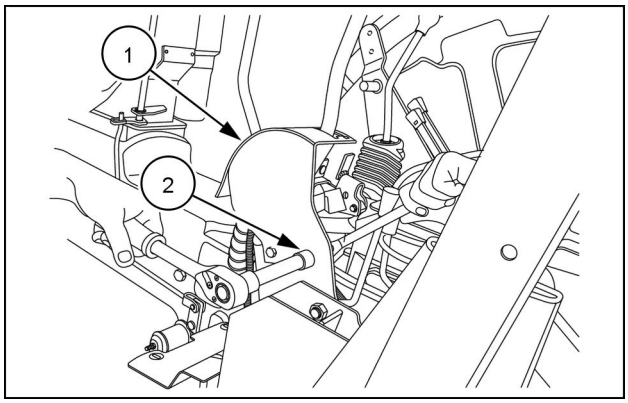
GNIL14TR00838AA 1

2. Fit the PTO sensor and tighten the nut **(1)**.
3. Tighten the bolts **(2)**.



GNIL14TR00839AA 2

4. Install the plate **(1)**. Tighten the bolts **(2)**.



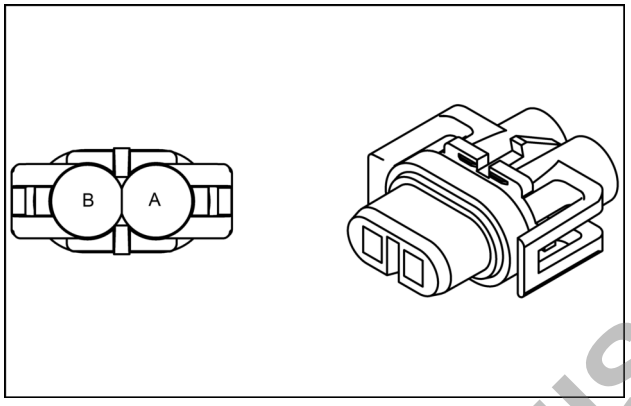
GNIL14TR00840AA 3

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

Pin	From	Wire	Description	Color-Size	Frame
A	SP-105-P-X	105B	105B	OR - 1.5	**SHEET 10**
B	SP-103-P-X	103E	103E	BK - 1.0	

X-304 - WORKLAMP LH (82003123) (Female)

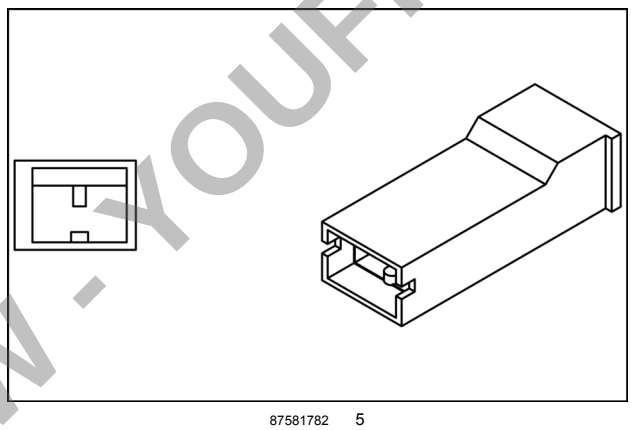


82003123 4

82003123

Pin	From	Wire	Description	Color-Size	Frame
A	SP-105-P-X	105A	105A	OR - 1.5	**SHEET 10**
B	SP-103-P-X	103B	103B	BK - 1.0	

X-305 - HORN (87581782) (Female)

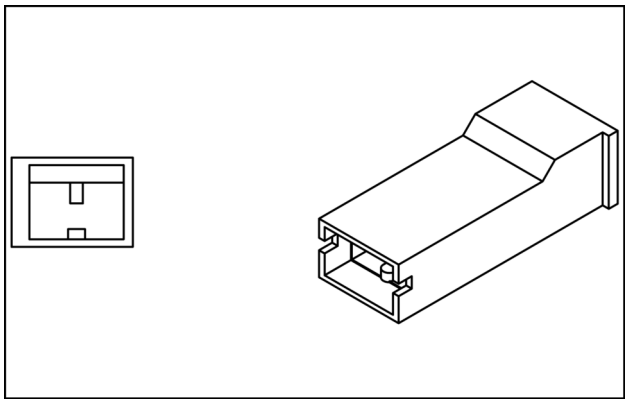


87581782 5

87581782

Pin	From	Wire	Description	Color-Size	Frame
1	X-216A-Male-P-3	106	106	YE/BL - 1.0	**SHEET 10**

X-306 - HORN GND (87581782) (Female)



87581782 6

87581782

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

Index

Electrical systems - 55

Engine starting system - 201

Engine starter - Install 6
Engine starter - Remove 5
Engine starter - Troubleshooting 7
Engine starting system - Dynamic description 3

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

DTC 11C-02-Water in fuel sensor or sensor circuit failure

Control Module : ECU

NOTE: *This fault code is for the Water in Fuel switch with black connector housing.*

Context:
The water in fuel switch S-9102 provides a diagnostic self-test signal (less than **3.9 V** for **2.5 s +/- 20%**) at key-ON. If the Engine Control Unit (ECU) A-9000 does not sense the diagnostic self-test signal, this fault will occur and there will be no monitoring of water content in the fuel supply.

Cause:
The ECU A-9000 has not received an acceptable water in fuel switch S-9102 self-test signal.

Possible failure modes:

1. Faulty water in fuel switch S-9102 circuit wiring, damaged.
2. Faulty water in fuel switch S-9102, internal failure.
3. Faulty ECU A-9000, software.

Solution:

1. Verify this fault code is still present and in an active state.

   Use the Easy Engine software provided on the Electronic Service Tool (EST) to check the fault status.

   A. If the fault is still present and active, continue with Step **2**.

   B. If the fault is no longer present or is in an inactive state, Continue with Step **7**.
2. Use the EST to check for related faults that may have caused this fault to occur.

   A. If any other faults that may have caused this fault to occur are active, resolve those faults first and then return to this fault.

   B. If no other faults are active,continue with Step **3**.
3. Check the water in fuel switch S-9102 for the initial self-test voltage pulse.

   Carefully back probe the water in fuel switch S-9102 at connector **X-9125**.

   With the help of an assistant, use a multimeter to perform the following test at Key-ON:

From	To	Value
X-9125 pin 1	Chassis ground	There should be less than **3.9 V** for **2.5 s +/- 20%**.
NOTE: *The signal line should switch to battery voltage after the self-test period.*		

   A. If the self-test is successful, continue with Step **4**.

   B. If the self-test is not successful, the water in fuel switch S-9102 has failed internally. Replace the switch.
4. Check for open, short and grounded circuit conditions in the water in fuel switch S-9102 circuit.

   Disconnect the water in fuel switch S-9102 at connector **X-9125**.

   Disconnect the vehicle (VE) harness from the ECU A-9000 at connector **X-9102**.

   With the key switch in the OFF position, use a multimeter to perform the following tests, on the vehicle (VE) harness from :

Download full manual at youfixthis.com
PREVIEW - YOUFIXTHIS.COM

DTC 162-02-Short circuit error of injector in cylinder 2

Control Module : ECU

Context:
The Engine Control Unit (ECU) A-9000 monitors the fuel injector power stages for a short circuit condition. If the ECU A-9000 detects a short circuit condition in the injector number 2 Y-9002 circuit, this fault will occur.

Cause:
The ECU A-9000 has detected a short circuit in the fuel injector number 2 Y-9002 circuit.

Possible failure modes:

1. Faulty fuel injector number 2 Y-9002, wiring.
2. Faulty fuel injector number 2 Y-9002, internal failure.
3. Faulty ECU A-9000, software.

Solution:

1. Verify this fault code is still present and in an active state.

   Use the Easy Engine software provided on the Electronic Service Tool (EST) to check the fault status and to perform the cylinder cut-out test.

   A. If the fault is still present and active, continue with Step **2**.

   B. If the fault is no longer present or is in an inactive state, the fault may be intermittent and not currently active. Continue with Step **7**.

2. Check the fuel injector number 2 Y-9002 internal resistance.

   Disconnect the engine harness (EN) from the fuel injector number 2 Y-9002 at connector **X-9032**.

   Use a multimeter to measure the resistance of fuel injector number 2 Y-9002 on the injector pins :

From	To	Value
X-9032 pin 1	**X-9032 pin 2**	There should be between **.03 - .05 Ω**

   A. If there is between **.03 - .05 Ω**, leave connector **X-9032** disconnected and continue to Step **3**.

   B. If the resistance is not between **.03 - .05 Ω**, fuel injector number 2 Y-9002 solenoid coil has failed. Replace fuel injector number 2 Y-9002.

3. Check the fuel injector number 2 Y-9002 engine harness (EN) wiring for a short to a voltage source.

   With the key in the OFF position, use a multimeter to perform the following voltage check on the engine harness (EN) side :

From	To	Value
X-9032 pin 1	Chassis ground	There should be no voltage.
X-9032 pin 2	Chassis ground	There should be no voltage.

   With the key in the ON position, use a multimeter to perform the following voltage check on the engine harness (EN) side :

From	To	Value
X-9032 pin 1	Chassis ground	There should be no voltage.
X-9032 pin 2	Chassis ground	There should be no voltage.

   A. If there is no voltage, leave connector **X-9032** disconnected and continue to Step **4**.

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

DTC 1D9-03-ECU internal failure - Voltage ratio in ADC monitoring

Control Module : ECU

Context:
The Engine Control Unit (ECU) A-9000 monitors the Analog Digital Converter (ADC) for plausibility by providing a test voltage to be converted. If the converted voltage is out of range, this fault will occur.

Solution:

1. Check the ECU A-9000 for the appropriate software and re-flash, if necessary.
   A. If the fault has been resolved, return the machine to service.
   B. If the fault has not been resolved, escalate an ASIST concern.

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

DTC 2C6-02-CAN communication failure between vehicle controller and ECU controller - TSC1_PE message

Control Module : ECU

Context:
The Engine Control Unit (ECU) A-9000 is capable of connecting to and communicating on two separate Controller Area Networks (CAN). Proper configuration and monitoring of the two twisted pair configured networks is also a function of the ECU A-9000. CAN Node A Bus is the main vehicle interface bus. The ECU A-9000 provides a CAN termination resistor for the CAN Node A Bus, internal to the ECU A-9000. If the ECU A-9000 senses that CAN Node A Bus is not functioning properly, this fault will occur.

Cause:
ECU A-9000 has sensed a timeout of vehicle data provided on CAN Node A.

Possible failure modes:

1. Faulty supply voltage or ground, missing.
2. Faulty CAN circuit wiring, open circuit, short to ground, or short circuit.
3. Faulty ECU A-9000, termination resistor or software.

Solution:

1. Verify fault is present and in active state.

   Use the Electronic Service Tool (EST) to check the status of this fault.

   A. If the fault is present and active, continue with Step **2**.

   B. If the fault is no longer present or is in an inactive state, the fault may be intermittent and not currently active. Continue with Step **5**.
2. Check for other vehicle CAN faults.

   Use the EST to determine if vehicle CAN faults exist.

   A. If other vehicle CAN faults do exist, resolve those vehicle CAN faults first, then check to see that this fault is also resolved.

   B. If other vehicle CAN faults do not exist, continue with Step **3**.
3. Check the ECU A-9000 supply voltage.

   Disconnect the vehicle (VE) harness from the ECU A-9000 at connector **X-9102**.

   To energize the Main relay K-9102, place a jumper wire between the vehicle harness (VE) side of connector **X-9102 pin K28** and chassis ground.

   Use a multimeter to check for voltage on the vehicle (VE) harness side:

From	To	Value
X-9102 pin K01	**X-9102 pin K02**	There should be approximately **12.0 V**.
X-9102 pin K03	**X-9102 pin K04**	There should be approximately **12.0 V**.
X-9102 pin K05	**X-9102 pin K06**	There should be approximately **12.0 V**.

   A. If the voltage is present on all of the checks, leave connector **X-9102** disconnected and continue with Step **4**.

PREVIEW - YOUFIXTHIS.COM
Download full manual at youfixthis.com

A. If you find damage or the display indicates other than normal display readings, then repair the damage discovered during the inspection or locate and repair the other than normal display condition and verify that the error has been resolved.

B. If you do not find damage and the display indicates only normal readings, then erase the fault code and continue operation.

Wiring harnesses - Electrical schematic sheet 03 – Engine sensors and fuel injection (engine schematics) (55.100.DP-C.20.E.03)

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

A. If there is continuity, there is a short circuit in the throttle valve actuator Z-9001 output 2 h-bridge circuit. Locate and repair the shorted conductor.

B. If there is no continuity, continue to Step **4**.

4. Replace the throttle valve actuator Z-9001.

   Use the Electronic Service Tool (EST) to check the status of this fault.

   A. If the fault is no longer active, return the machine to service.

   B. If the fault is still active, check the ECU A-9000 for the appropriate service manual and re-flash, if necessary.

5. Visually inspect the relevant harnesses and connectors for damage, bent or dislocated pins, corroded terminals, or broken wires. Verify that the connectors are fully installed. Flex the harnesses involved to reveal intermittent breaks or shorts in the wiring concerned. Operate the machine while you monitor the display.

   A. If you find damage or the display indicates other than normal display readings, then repair the damage discovered during the inspection or locate and repair the other than normal display condition and verify that the error has been resolved.

   B. If you do not find damage and the display indicates only normal readings, then erase the fault code and continue operation.

Wiring harnesses - Electrical schematic sheet 03 – Engine sensors and fuel injection (engine schematics) (55.100.DP-C.20.E.03)

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

PREVIEW ONLY

You're viewing 25 of 1061 pages

The full manual includes:

- All 1061 pages, complete
- Searchable PDF (find any keyword)
- No watermarks
- Instant download
- Print-ready quality

GET FULL MANUAL NOW

Case IH Farmall 50A, Farmall 60A, Farmall 70A Service Manual

Scan or click anywhere
youfixthis.com

Click anywhere on this page to get the full manual