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PUMA 125
PUMA 140
PUMA 155
Multicontroller Tractors

Operator's Manual

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CASE IH AGRICULTURE

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TABLE OF CONTENTS

SECTION 1

GENERAL INFORMATION AND SAFETY

TO THE OWNER 1-1
PRODUCT IDENTIFICATION 1-3
ECOLOGY AND THE ENVIRONMENT 1-7
SAFETY INFORMATION 1-8
SAFETY DECALS 1-16
INTERNATIONAL SYMBOLS 1-21
AIRBORNE NOISE EMISSION 1-22

SECTION 2

LAYOUT AND FUNCTION OF THE CONTROLS AND INSTRUMENTS

SWITCH panels 2-4
CAB 2-6
ELECTRICAL POWER PANEL 2-22
AIR SUSPENSION SEAT 2-25
PARKING BRAKE, THROTTLE AND FOOT PEDALS 2-30
CONTROL ELEMENTS ON THE STEERING COLUMN 2-32
INTEGRATED CONTROL UNIT (ICU) 2-35
POWERSHIFT TRANSMISSION SYSTEM 2-75
DIFFERENTIAL LOCK 2-100
FOUR WHEEL DRIVE 2-102
FRONT AXLE SUSPENSION (where fitted) 2-104

SECTION 3

WORKING WITH THE TRACTOR

IMPORTANT NOTES 3-2
CONNECTING JUMP LEADS TO THE BATTERY 3-4
STARTING THE ENGINE 3-5
STOPPING THE ENGINE 3-8
POWER MANAGEMENT (PM) 3-10
CONSTANT ENGINE SPEED 3-11
HEADLAND MANAGEMENT CONTROL (HMC) 3-13
TURN ASSIST (WHERE FITTED) 3-24
REAR PTO 3-26
FRONT PTO AND THREE-POINT HITCH (where fitted) 3-40
ELECTRONIC DRAFT CONTROL (EDC) 3-56
ELECTRO HYDRAULIC REMOTES 3-68
THREE-POINT HITCH 3-87
QUICK HITCH 3-93
LINKAGE STABILISERS 3-95
DRAWBARS AND TOWING ATTACHMENTS 3-100
TRAILER BRAKING SYSTEMS (where fitted) 3-114
WHEEL TRACKS 3-121
BALLASTING AND TYRES 3-137

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SAFETY INFORMATION

A careful operator is the best operator. Most accidents can be avoided by observing certain precautions. Please help to prevent accidents. Read and take the following precautions, **before** driving, operating or servicing the tractor. The tractor and it equipment should be operated only by those who are responsible and instructed to do so.

SAFETY INFORMATION

Throughout this Manual you will see text, preceded by the words**NOTE, ATTENTION, IMPORTANT, CAUTION, WARNING** or **DANGER**. Such text has the following significance:

VEHICLE SAFETY

NOTE: *This text explains the correct operating technique or procedure.*

WARNING: *This text warns the operator of potential machine damage if a certain procedure is not followed.*

IMPORTANT: *This text informs the user of something that he needs to know to prevent minor machine damage if a certain procedure is not followed.*

OPERTOR SAFETY

CAUTION

The word CAUTION is used where a safe behavioural practice, according to operating and maintenance instructions and common safety practices will protect the operator and others from accident involvement.

WARNING

The word WARNING denotes a potential or hidden hazard which could possibly cause serious injury. It is used to warn operators and others to exercise due care and attention to avoid a accidents with the tractor.

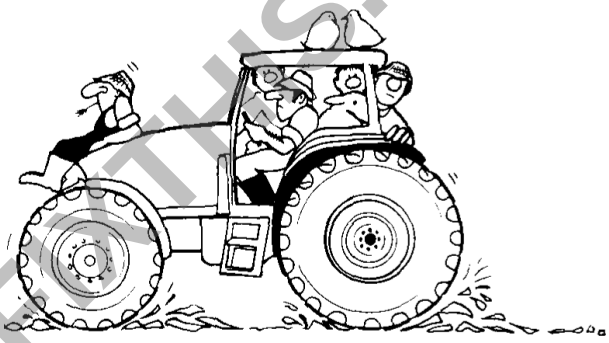
DANGER

The word DANGER denotes a forbidden practice in connection with a serious hazard.

Failure to follow the **CAUTION, WARNING** and **DANGER** instructions may result in serious bodily injury or even death.

THE TRACTOR

1. Read the Operator's Manual carefully before using the tractor. Lack of operating knowledge can lead to accidents.
2. Only allow properly trained and qualified persons to operate the tractor.
3. To prevent falls, use the handrails and step plates when getting on and off the tractor. Keep steps and platform clear of mud and debris.
4. Replace missing, illegible or damaged safety decals.
5. Keep safety decals clean of dirt and grime.



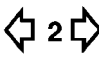
6. Do not permit anyone but the operator to ride on the tractor - except for driver training or instruction. When used for these purposes an additional seat may be fitted in the cab. Passengers should not be carried on the tractor at any time.
7. Keep children away from the tractor and from farm machinery at all times.
8. Do not modify or retrofit the tractor or any of its components or any unit function without first consulting your CIH dealer. Do not permit anyone else to modify or retrofit the vehicle.
9. Install all guards before starting the engine or operating the tractor.

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INTERNATIONAL SYMBOLS

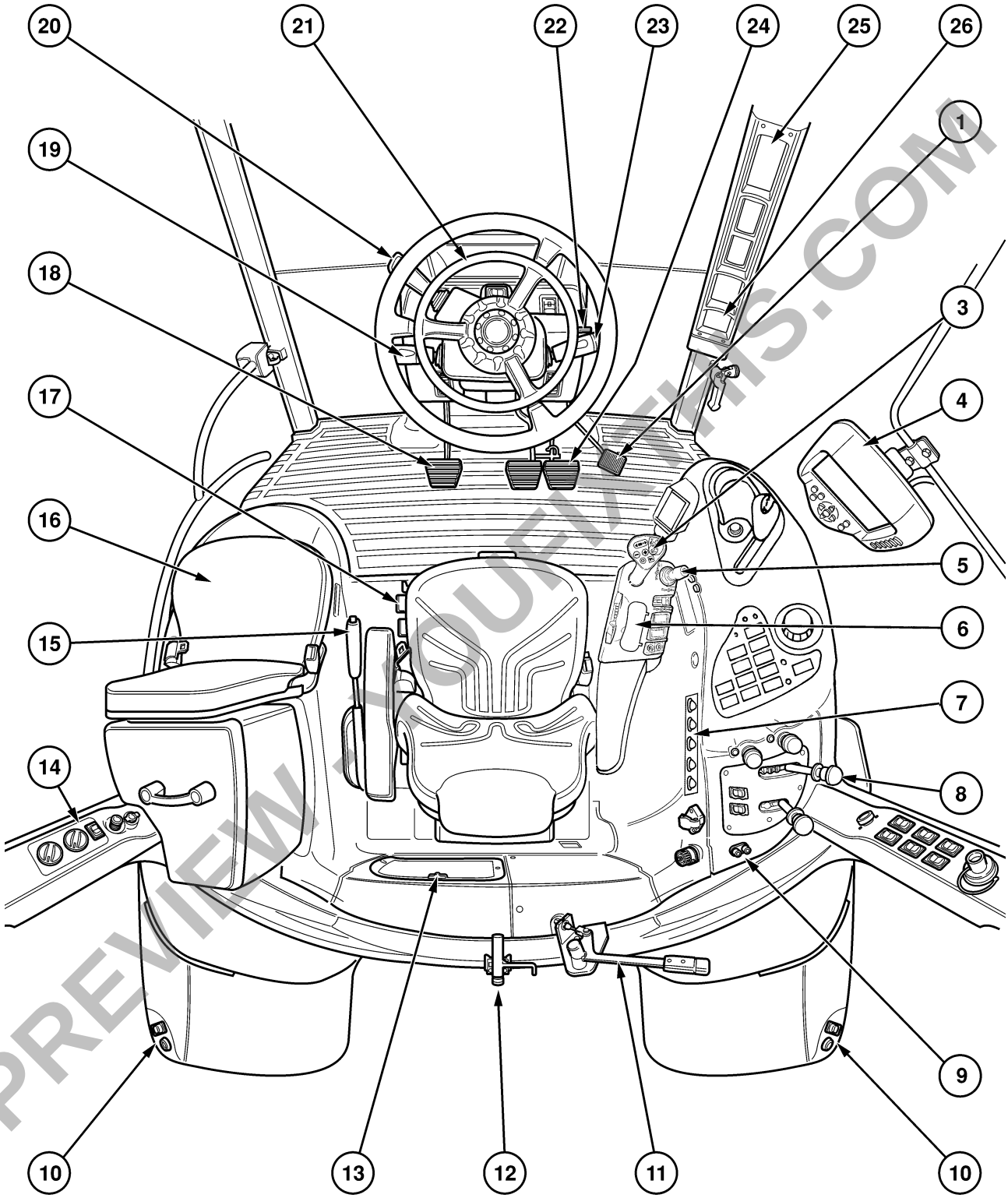
As a guide to the operation of the tractor, various universal symbols have been utilised on the instruments, controls, switches, and fuse box. The symbols are depicted and described below

Glow plug in the air intake pipe Cold start device		Radio		Warning! Corrosive substance		Position control	
Battery charging		Continuous current	KAM	PTO		Traction control	
Fuel level		Indicators		Transmission in neutral	N	Power socket	
Automatic fuel shutoff		Indicators 1st trailer		Crawler gears		Standard signal socket	
Engine speed (rpm x 100)		Indicators 2nd trailer		Slow or low setting		Wheel slip in %	
Operating hours		Windscreen Wipe/Wash		Fast or high setting		Hitch up (rear)	
Engine oil pressure		Rear windscreen Wipe/Wash		Direction of travel		Hitch down (rear)	
Coolant temperature		Heating thermostat		Differential lock		Height limit control (rear)	
Radiator coolant level		Fan heater		Rear axle Oil temperature		Height limit control (front)	
Tractor lights		Air conditioning		Transmission oil pressure		Hitch locked	
Lights main beam		Air Filter Blocked		4 wheel drive is selected		Hydraulics and transmission filter	
Headlight dipped beam		Parking brake		4 wheel drive not engaged		Remotevalve extend	
Worklamps		Brake fluid level		Warning!		Remotevalve retract	
Brake lights		Trailer brake		Hazard flashers		Remotevalve floating position	
Horn		Roof rotating beacon		Controller		Malfunction! See Operator's Manual	
				System under pressure! Open carefully		Malfunction! (alternative symbol)	

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CONTROLS IN THE DRIVER'S CAB



1

General View of Tractor Controls

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Turn off all electrical equipment and run the tractor engine until the battery is fully charged.

IMPORTANT: *When using an auxiliary battery to start the engine, ensure that the polarity of the jump leads is correct -* ***positive to positive, negative to negative,*** *otherwise the alternator may be damaged. Only use an auxiliary battery if the tractor batteries are discharged. Excessive amperage (above 1600 cca) may damage the starter motor. In the event of the batteries being severely discharged, such that terminal voltage is below 7 volts, recovery will require a special charging procedure Consult your authorised dealer.*

STARTING THE ENGINE

Before starting the engine, always carry out the following procedure:

- Sit in the driver's seat.
- Ensure that the parking brake is firmly applied.
- Ensure the shuttle lever is in neutral.
- Ensure that the PTO knob is in the "OFF" position.
- Place the remote control valve levers in the neutral position.
- Move the hydraulic lift control lever fully forward.

WARNING

Check the area beneath the equipment to ensure that no injury or damage will be caused when equipment is lowered.

- Depress and hold the clutch pedal.

IMPORTANT: *The high operating speed of the turbocharger makes it essential that adequate lubrication is assured when the engine is started. Therefore, idle the engine at 1000 rpm for approximately one minute before driving the tractor.*

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DRAWBARS AND TOWING ATTACHMENTS

NOTE: *Before attaching trailed equipment to the tractor, read the following text carefully.*

ATTACHING/DETACHING TRAILED EQUIPMENT

IMPORTANT: *Regulations in some areas require brakes on towed equipment when operating on the public highway. Before travelling on public roads, make sure you comply with legal requirements.*

To attach the tractor to trailed equipment and implements:

1. Ensure that the implement is at draw bar height.
2. Slowly inch rearwards to allow the drawbar and implement hitch to align.
3. Stop the engine and engage the parking brake.
4. Insert the hitch pin and ensure that the retainer is in the latched position.

IMPORTANT: *When attaching mounted or semi-mounted equipment to the 3-point hitch or when attaching trailed equipment to the drawbar or hitch, ensure that there is adequate clearance between the implement and the tractor. Semi-mounted or trailed equipment may interfere with the tractor rear tyres. Adjust the steering stops (four wheel drive only), sway blocks or stabilisers.*

NOTE: *For implements that require hitch extensions or interfere with the tractor clevis, remove and store the clevis and hitch pin.*

Always use a safety chain installed between the tractor and implement hitch when transporting equipment on the highway. See page 3 - 104.

Observe the following precautions for towing equipment **not equipped with brakes**:

- Do not tow equipment weighing more than twice the tractor weight.
- Do not exceed 10 MPH (16 km/h) if towed equipment weighs more than the tractor.
- Do not exceed 20 MPH (32 km/h) while towing equipment that weighs less than the tractor.

All Drawbars

WARNING

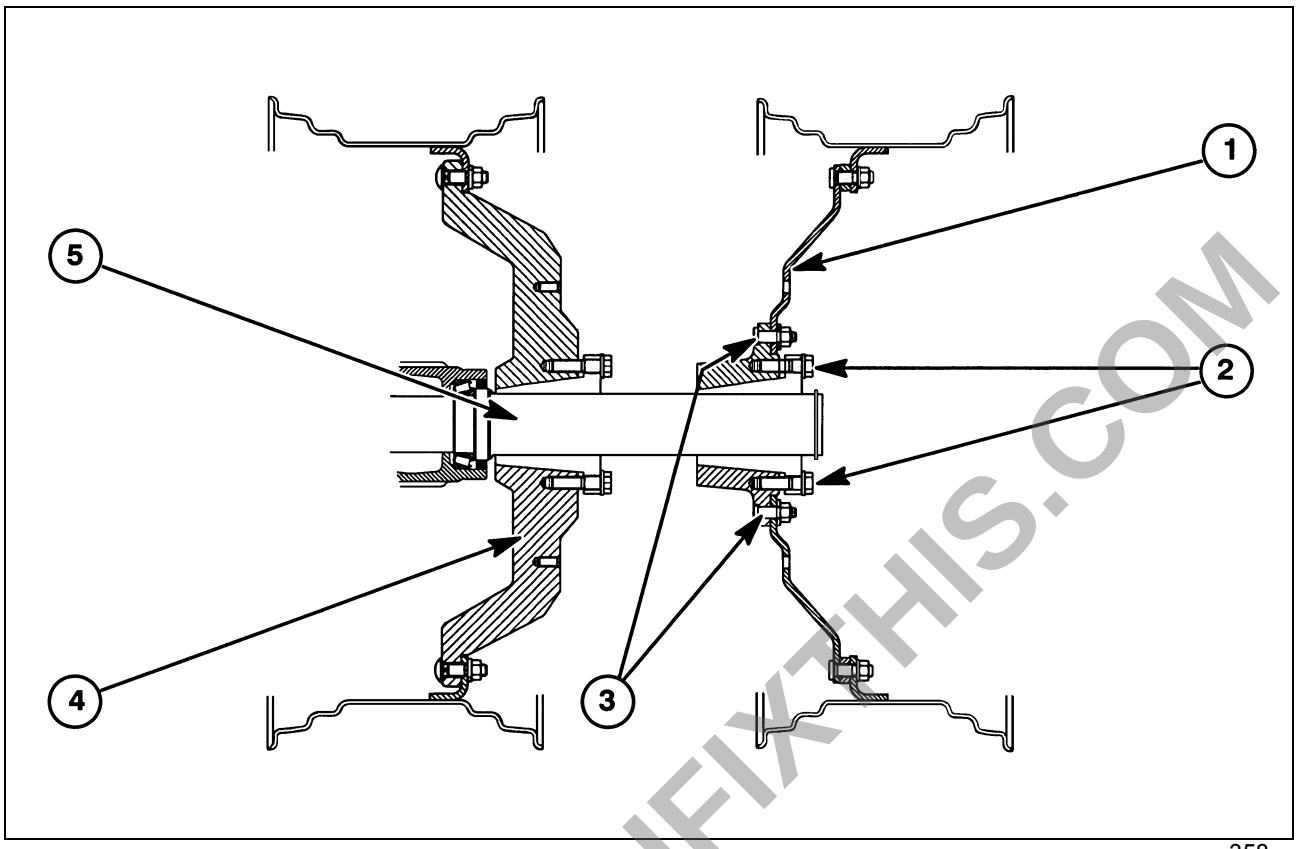
Do not pull from the lower links with the links above the horizontal position. Always use the drawbar, pick-up hitch or lower links in the lowered position for pull-type work, otherwise the tractor may overturn rearwards.

NOTE: *When supporting equipment on the drawbar ensure that the total weight on the rear axle does not exceed the maximum static downward load or the rear tyre load capacity, whichever is the lower (see Tyre Pressures and Permissible Loads at the end of Section 3).*

IMPORTANT: *When transporting equipment on the highway it is recommended that a safety chain having a tensile strength equal to the gross weight of the implement be installed between the tractor and implement hitch. See Safety Chain on page 3 - 104.*

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358

DUAL REAR WHEELS (where fitted)

Dual rear wheels are available as a factory installed option or dealer installed accessory, in conjunction with the 2845 mm (112 in.) and 3022 mm (119 in.) bar axles equipped with cast iron or steel wheels. The dual wheel kit consists of an additional pair of steel wheels, hubs and wheel-to-hub attaching hardware.

Customers may wish to mount their existing wheels to make a dual wheel installation. In this instance, provided that the existing wheels have the same mounting dimensions, they will only need to obtain the hub assembly.

IMPORTANT: *Dual wheels are intended for flotation. Use of dual wheels under* ***heavy traction conditions*** *could cause severe transmission overload and is not approved.*

Before the outer wheels can be installed, the inner wheels must be adjusted to the minimum attainable track width, as described in the previous text.

The Figure shows a typical wheel installation. The inner (cast) wheel (4) is clamped onto the bar axle (5). The outer (steel) wheel (1) is attached to the hub by eight bolts (3). The hub is clamped to the bar axle by the four bolts (2) in a similar manner to the cast, inner wheel.

When mounting wheels, the clearance between the tyres on the inner wheels and the closest part of the tractor must be no less than 100 mm (4 in.).

Additionally, a minimum clearance of 100 mm (4 in.) must be maintained between the closest points of the tyre walls. The clearance should be checked with the tractor correctly ballasted and the attached implement in the raised position.

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LUBRICATION AND MAINTENANCE TABLE

Service Interval	Operation No.	Maintenance Requirement	Check	Clean	Lube	Change	Adjust	Drain	Page No.
When a warning symbol appears	**1**	Engine air cleaner outer element	**X**	**X**					4-13
	2	Fuel filter/water separator	**X**					**X**	4-15
Every 10 hours or daily	**3**	Engine coolant level	**X**				**X**		4-16
	4	Engine oil level	**X**				**X**		4-17
	5	Windscreen washer reservoir fluid level	**X**				**X**		4-17
	6	Brake fluid reservoir level	**X**				**X**		4-18
Every 50 hours	**7**	Radiator, intercooler, oil cooler and air conditioner condenser	**X**	**X**					4-19
	8	Cab air filters		**X**					4-20
	9	All grease fittings			**X**				4-22
	10	Front and rear wheel nut torque	**X**				**X**		4-27
	11	Tyre pressures and condition	**X**				**X**		4-28
Every 100 hours	**12**	Air brake compressor drive belts (where fitted)	**X**						4-29
Every 300 hours	**13**	Battery electrolyte level (tropical climates)	**X**	**X**			**X**		4-30
	14	Poly V-belt	**X**						4-31
	15	Transmission/rear axle/hydraulics oil level	**X**				**X**		4-31
	16	Parking brake	**X**				**X**		4-32
	17	Front P.T.O. gearbox oil level	**X**				**X**		4-32
Every 600 hours	***18**	Engine oil and filter				**X**			4-33
	19	Hydraulic and transmission oil filters				**X**			4-35
	20	Engine air cleaner outer element				**X**			4-36
	21	Engine air intake connections	**X**						4-37
	22	Pre-fuel and secondary fuel filter elements				**X**			4-38
	23	Four wheel drive front axle and hubs oil level	**X**				**X**		4-39
Every 1200 hours or annually	**24**	Cab air filters				**X**			4-40
	25	Transmission/rear axle/hydraulic oil and filter				**X**			4-41
	26	FWD axle differential oil				**X**			4-43
	27	FWD axle hub oil				**X**			4-44
	28	Front P.T.O. gearbox oil				**X**			4-45
	29	Battery electrolyte level (temperate climates)	**X**	**X**			**X**		4-46
Every 1200 hours or two years	**30**	Engine coolant				**X**			4-48
	31	Engine air cleaner inner element				**X**			4-52
	32	Engine valve tappet clearances	**X**				**X**		4-53
	33	Engine breather filter				**X**			4-53
	34	Air brake dryer reservoir				**X**			4-54

Oil change interval will be reduced if fuel has a high sulphur content or if the tractor is operated in extremely cold temperatures.

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FAULT CODES AND SYMBOLS

DMD	LAMP	FAULT CODE	AREA OF FAUL	ACTION
	-	1---	Electronic hitch control	The system fault symbols relate to an operational fault in one or more of the tractors main components either electrical, mechanical or hydraulic. The appearance of a fault symbol may be accompanied by a four or five digit fault code. Consult your authorised dealer.
	-	2---	Transmission	
	-	3---	Engine	
	-	4---	Rear electronic remote valves	
	-	45---	Front electronic remote valves	
	-	5---	Rear PTO system	
	-	6---	Front wheel drive	
	-	7---	Rear differential lock	
	-	8---	Front PTO system	
	-	9---	Front 3-point hitch	
	-	10---	Front suspension	
	-	15--	Turn Assist system	
	-	16---	Cab auto temperature control	

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ENGINE

PROBLEM	POSSIBLE CAUSE	CORRECTION
Engine will not start or is difficult to start	Incorrect starting procedure.	Review starting procedure.
	Low or no fuel.	Check fuel level.
	Air in fuel lines.	Bleed fuel system.
	Low ambient temperature.	Use cold starting aid.
	Contaminated fuel system.	Clean and bleed fuel system.
	Clogged fuel filter(s).	Replace fuel filter element(s).
	Malfunctioning fuel pump or injectors.	See your authorised dealer.
	Malfunctioning fuel solenoid or solenoid relay.	See your authorised dealer.
	Incorrect engine oil viscosity.	Use correct viscosity oil.
	Incorrect fuel for operating.	Use correct type fuel for temperature conditions.
	Slow starter speed.	See slow starter speed in Electrical.
Engine runs roughly and/or stalls	Clogged fuel filter(s).	Replace fuel filter element(s).
	Contaminated fuel system.	Clean and bleed fuel system.
	Fuel solenoid incorrectly adjusted.	See your authorised dealer.
	Fuel cap vent blocked.	Wash cap in clean fuel oil.

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ENGINE

ENGINE		PUMA 125	PUMA 140	PUMA 155
Engine power (unboosted)	Kw	93	104	116
at rated speed, (ISO TR 14396)	Hp (cv)	127	142	158
Engine power (boosted)	Kw	112	123	123
at rated speed, (ISO TR 14396)	Hp (cv)	153	168	168
Number of cylinders			6 cylinders	
Valves per cylinder			4 valves per cylinder	
Aspiration			Turbocharged and intercooled	
Bore			104 mm	
Stroke			132 mm	
Displacement			6728 cm^3	
Compression ratio			All Models, 17.5 : 1	
Firing order			1.5.3.6.2.4	
Rated engine speed	rev/min		All Models, 2200 e.r.p.m.	
Idle speed	rev/min		All Models, 850 $^{+}/_{-}$ 50 e.r.p.m.	
Maximum no-load speed	rev/min		All Models, 2375 e.r.p.m.	
Valve tappet clearance (cold)				
Intake			0.25 mm	
Exhaust			0.51 mm	

FUEL SYSTEM

Type	Electronically controlled, high pressure common rail

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MINIMUM HARDWARE TIGHTENING TORQUES

IN FOOT-POUNDS (NEWTON METERS) FOR NORMAL ASSEMBLY APPLICATIONS INCH HARDWARE AND LOCKNUTS

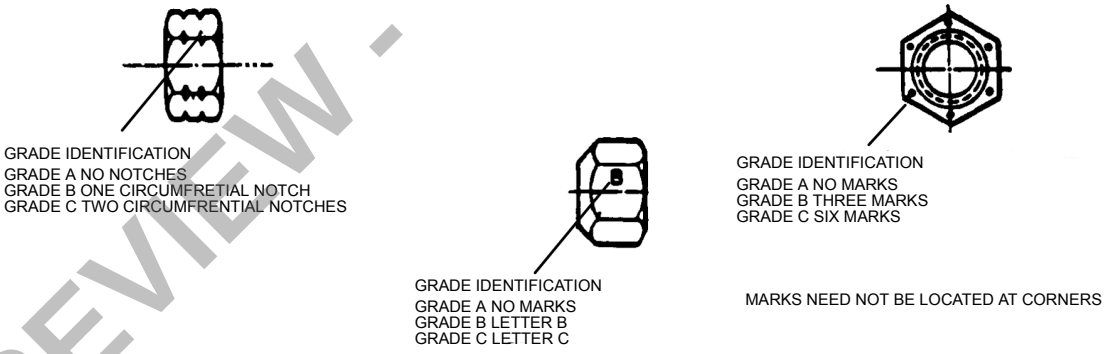
	SAE GRADE 2		SAE GRADE 5		SAE GRADE 8		LOCKNUTS	
NOMINAL	UNPLATED	PLATED	UNPLATED	PLATED	UNPLATED	PLATED	GR.B	GR.C
	or	w/ZnCr	or	w/ZnCr	or	w/ZnCr	w/GR5	w/GR8
	PLATED SILVER	GOLD	PLATED SILVER	GOLD	PLATED SILVER	GOLD	BOLT	BOLT
1/4	55* (6.2)	72* (8.1)	86* (9.7)	112* (13)	121* (14)	157* (18)	61* (6.9)	86* (9.8)
5/16	115* (13)	149* (17)	178* (20)	229* (26)	250* (28)	324* (37)	125* (14)	176* (20)
3/8	17 (23)	22 (30)	26 (35)	34 (46)	37 (50)	48 (65)	19 (26)	26 (35)
7/16	27 (37)	35 (47)	42 (57)	54 (73)	59 (80)	77 (104)	30 (41)	42 (57)
1/2	42 (57)	54 (73)	64 (87)	83 (113)	91 (123)	117 (159)	45 (61)	64 (88)
9/16	60 (81)	77 (104)	92 (125)	120 (163)	130 (176)	169 (229)	65 (88)	92 (125)
5/8	83 (112)	107 (145)	128 (174)	165 (224)	180 (244)	233 (316)	90 (122)	127 (172)
3/4	146 (198)	189 (256)	226 (306)	293 (397)	319 (432)	413 (560)	160 (217)	226 (305)
7/8	142 (193)	183 (248)	365 (495)	473 (641)	515 (698)	667 (904)	258 (350)	364 (494)
1.0	213 (289)	275 (373)	547 (742)	708 (960)	773 (1048)	1000 (1356)	386 (523)	545 (739)

NOTE: *Torque values shown with * are inch pounds.*

IDENTIFICATION CAP SCREWS AND CARRIAGE BOLTS



LOCKNUTS



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SECTION 4

LUBRICATION AND MAINTENANCE

GENERAL NOTES 4-1
PROTECTIVE GUARDS 4-6
LUBRICANTS AND COOLANTS 4-9
LUBRICATION AND MAINTENANCE TABLE 4-11
WHEN THE WARNING SYMBOL APPEARS 4-13
EVERY 10 HOURS OF OPERATION OR DAILY 4-16
EVERY 50 OPERATING HOURS 4-19
EVERY 100 OPERATING HOURS 4-29
EVERY 300 OPERATING HOURS 4-30
EVERY 600 OPERATING HOURS 4-33
EVERY 1200 OPERATING HOURS OR 12 MONTHS 4-40
EVERY 1200 OPERATING HOURS OR 2 YEARS 4-48
EVERY 3 YEARS 4-55
GENERAL MAINTENANCE 4-56
FUSES AND RELAYS 4-68
PROTECTION FOR ELECTRONIC AND ELECTRICAL SYSTEMS WHEN CHARGING THE BATTERY OR DURING WELDING WORK 4-74
STORING THE TRACTOR 4-75

SECTION 5

FAULT FINDING

INTRODUCTION 5-1
ENGINE 5-4
TRANSMISSION 5-7
HYDRAULICS 5-8
THREE-POINT HITCH 5-9
BRAKES 5-10
CAB 5-10
ELECTRICAL SYSTEM 5-11

SECTION 6

ACCESSORIES

AFS 200 MONITOR (where fitted) 6-2
COOLANT IMMERSION HEATER 6-3
TRANSMISSION OIL HEATER 6-3
ROTATING BEACON 6-4
AUXILIARY HEADLIGHTS 6-4
ADDITIONAL 40 AMP SOCKET 6-5
BATTERY ISOLATOR SWITCH 6-6
DYNAMIC FRONT FENDERS 6-7

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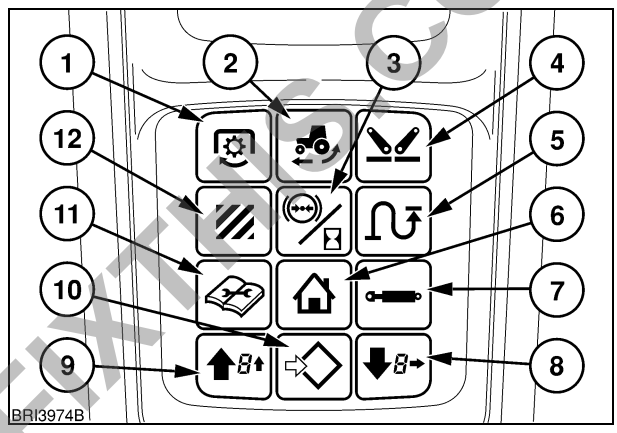
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ENHANCED KEYPAD AND PERFORMANCE MONITOR

The enhanced keypad consists of a number of buttons or “keys” that the driver can use to select, control or programme various tractor functions and displays in the central and dot matrix displays. Keys 6, 8, 9 and 10 are used to set-up and programme many of the enhanced keypad functions.

Unless otherwise described, depress the keys once to obtain the appropriate display. A symbol will appear in the display to confirm the function selected.

1. PTO Shaft Speed. Depress this key once to display rear Power Take Off speed. Press the key again, to display front PTO speed (if fitted).
2. Rear Wheel Slip. The level of rear wheel slip will appear as a one or two digit percentage (%) figure (with radar option only).
3. Combined function, Hour Meter and Trailer Brake Air Pressure. **Hour Meter**. Touch the key to view the total number of hours that the tractor has operated. The hours recorded should be used as a guide to the service intervals for the tractor. **Trailer Brake Air Pressure**. The display will show the air pressure in the trailer braking system in bar graph format (where fitted).
4. Hitch Height Position. Depress once to display the rear hitch height, press again to show front linkage height (where fitted). The display will show a percentage figure between “0” (fully lowered) and “100” (fully raised).
5. Odometer (D). The odometer provides a visual record of the distance travelled in kilometres or miles depending on the ground speed unit selected. Depress repeatedly to toggle between displays 1 and 2.



90

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ATTACHING PTO-DRIVEN EQUIPMENT

CAUTION

Before attaching or detaching equipment or changing the PTO stub shaft:

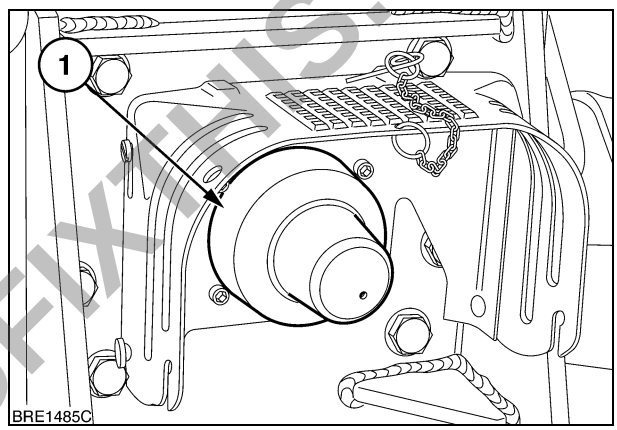
- Apply the parking brake fully.
- Ensure all gear levers are in neutral.
- Disengage the PTO (knob fully down) and wait until the PTO and equipment stops. Switch off the engine before getting off the tractor.

With the engine stopped, the PTO brake is released and the stub shaft may be turned by hand to aid implement shaft alignment.

Mount or hitch the equipment to the tractor as outlined in THREE-POINT HITCH on page 3 - 87.

A plastic PTO cap (1) is supplied and should always be installed over the stub shaft when the PTO is not in use. Store this protective cap in the tractor toolbox when using the PTO.

A lift-up PTO guard is fitted as standard. This also serves as a support for driveline shields used with PTO-driven equipment and provides for your safety. Do not modify the guard.

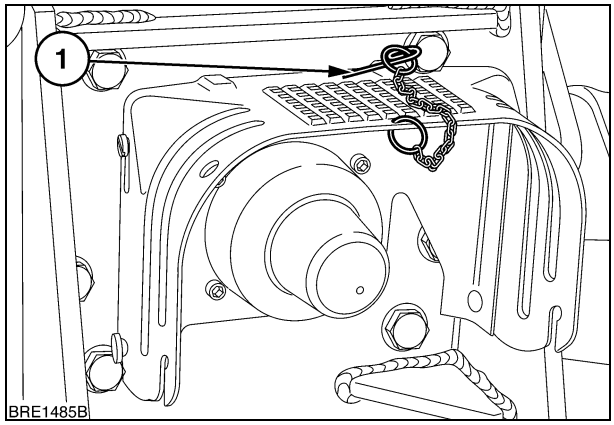


183

Remove the “R” clip (1) from the locating pin and slide the guard upwards to clear the pin. Lift the guard to gain access to the PTO stub shaft. A second locating pin allows the guard to be fixed at 45° if required.

To connect PTO-driven equipment to the PTO stub shaft, tilt the guard up for access.

NOTE: *Tractors with slider type, vertically adjustable drawbars have a lift-up PTO guard plate fixed to the slider frame. See “Slider Frame Drawbars” in Section 7.*



184

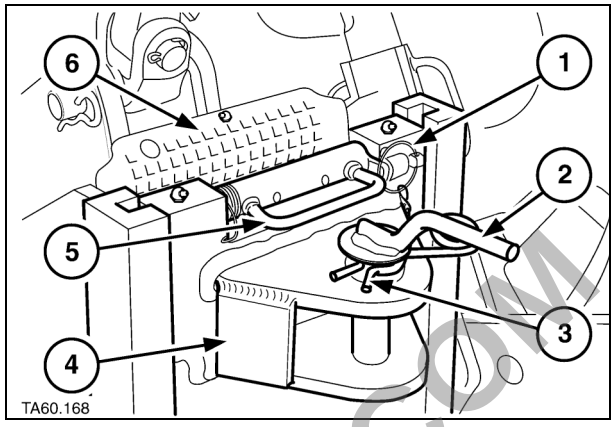
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Vertically adjustable hitch with non-swivelling Tow hitch (where fitted)

The tow hitches shown are equipped with a height adjustable, non-swivelling, tow pin assembly.

Remove the securing clip (1) and lift the handle (5) to the vertical position. Lifting the handle will rotate the pins and disengage them from the notches in the frame. Using both hands on the handle (5) lift or lower the tow pin assembly (4), as required. When at the required height, support the tow ball with one hand and lower the handle to the horizontal position. The pins will rotate and re-engage the notches in the frame. Lower the PTO guard (6).



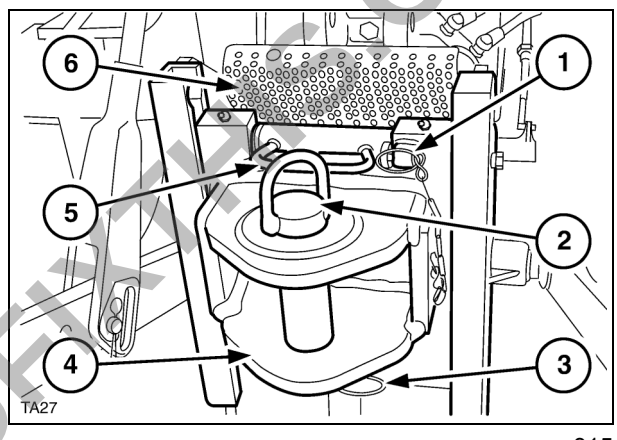
314

To attach a trailer drawbar to the tow pin, remove the “R” clip (3) from the tow pin and lift out using the handle (2). Re-insert the tow pin so that it passes through the eye of the trailer drawbar and reattach the R clip.

NOTE: *The static downward load on the tow pin must not exceed the rear tyre load capacity or the following values, whichever is lower. (See Tyre Pressures and Permissible Loads at the end of Section 3).*

Category C tow pin (Fig. 314**)**	1500 kg
Category D2 tow pin (Fig. 315)	2000 kg

NOTE: *A Category D3 tow pin (with housing) is available as a dealer installed accessory. The static downward load on the Category D3 tow pin should not exceed 2500 kg or the rear tyre load capacity, whichever is lower.*



315

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OPERATION 22

CHANGE FUEL PRE-FILTER AND FUEL FILTER ELEMENTS

FUEL PRE-FILTER

IMPORTANT: *Before loosening or disconnecting any part of the fuel injection system, thoroughly clean the area to be worked on to prevent contamination.*

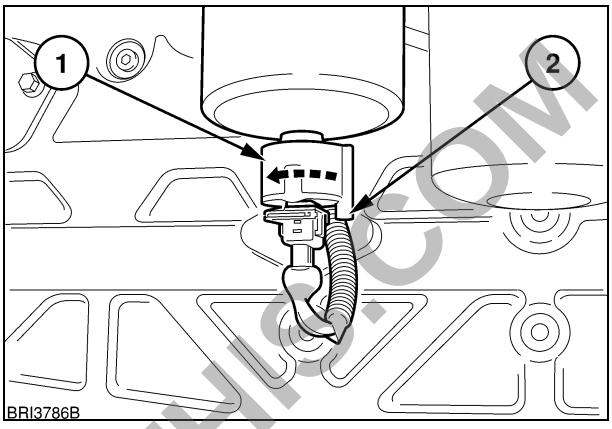
The primary and secondary fuel filters are both of the disposable type. The primary filter incorporates a water drain on the base of the filter.

1. Unscrew and remove the drain tap (1) at thebase of the primary filter/sedimenter. Allow the fuel to drain out. Catch the fuel in a suitable container and dispose of properly

NOTE: *To allow removal of the drain tap it may be necessary to remove the sensor wire.*

2. Unscrew and remove the filter from the filter head and dispose of properly.
3. Install a new filter to the head assembly.
4. Before installing the new filter lightly coat the filter gasket with oil.
5. Rotate the filter until the filter gasket is touching the filter head. Then give the filter a further 3/4 turn to tighten to correct torque (15Nm). Do not overtighten.
6. Remove and replace the secondary fuel filter in the same manner.

After replacing the fuel filters it will be necessary to prime the fuel system before starting the engine. See Operation 36, page page 4 - 57.



434

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