WDX901, WDX1101, WDX1701 REPAIR MANUAL COMPLETE CONTENTS

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The following pages are the collation of the contents pages from each section and chapter of the WDX901, WDX1101, WDX1701 Repair manual.

The sections used through out all Case IH product Repair manuals may not be used for each product. Each Repair manual will be made up of one or several books. Each book will be labeled as to which sections are in the overall Repair manual and which sections are in each book.

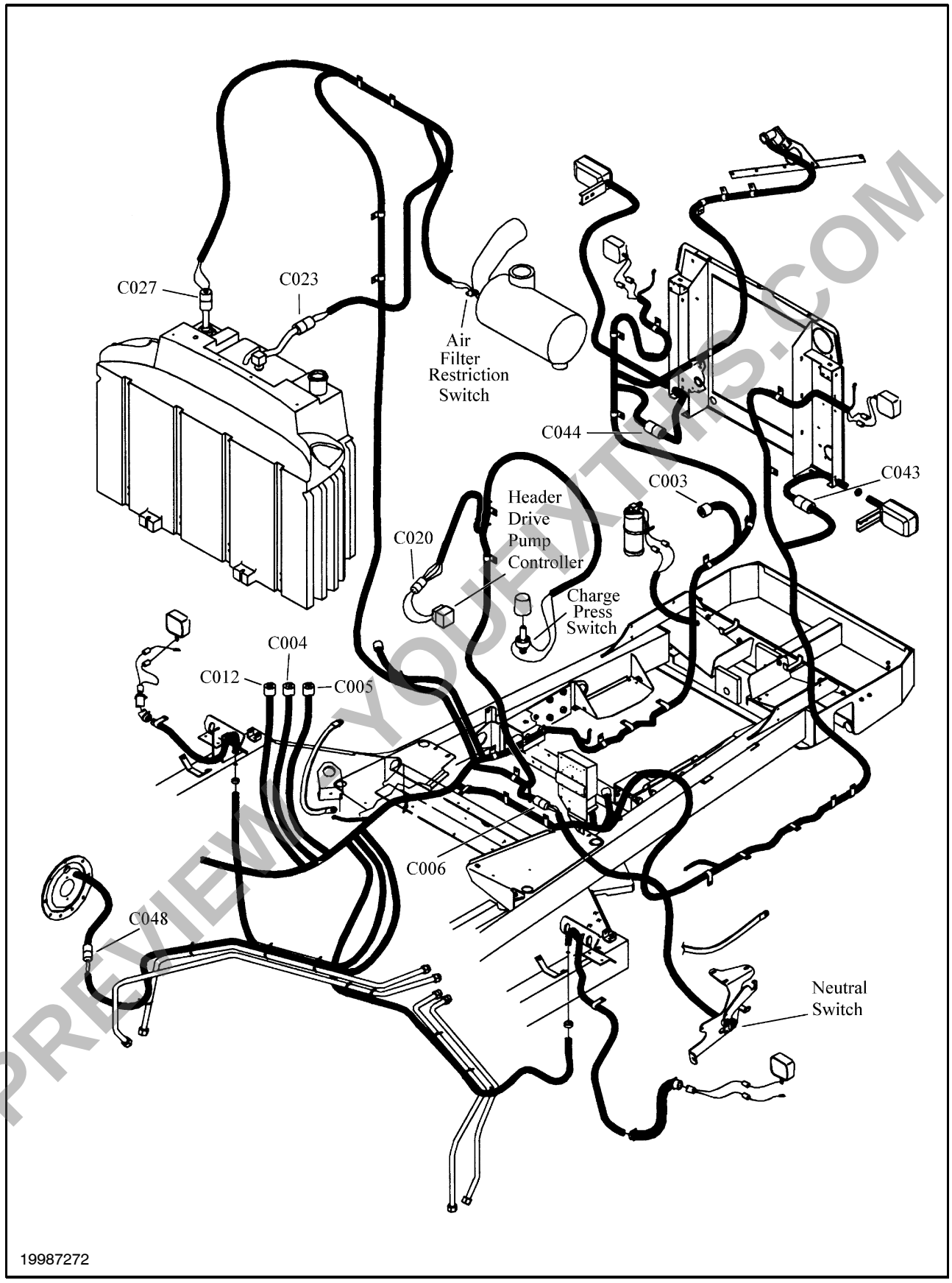
The sections listed above are the sections utilized for WDX901, WDX1101, WDX1701 Self Propelled Windrowers.

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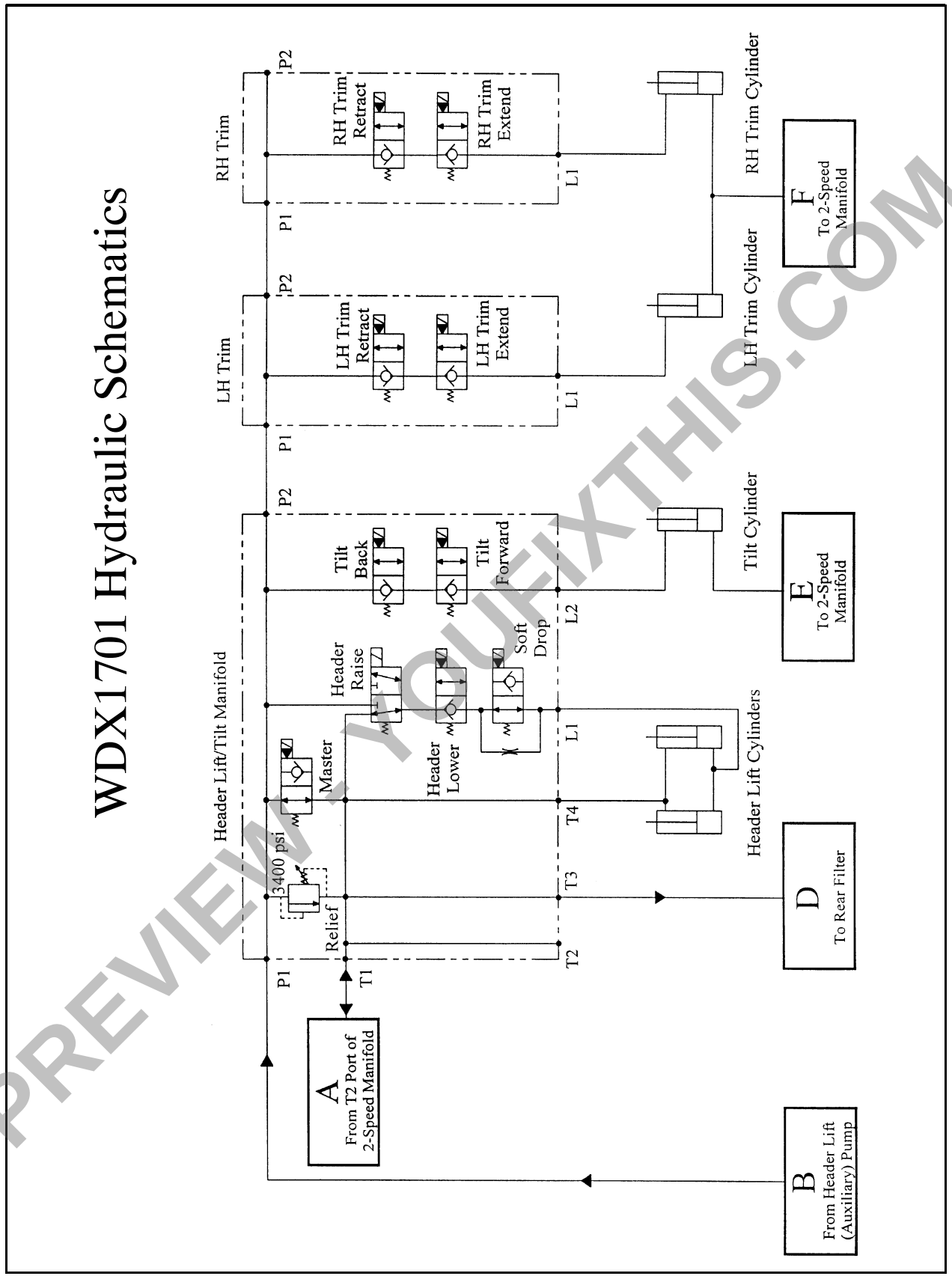
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ENGINE TROUBLESHOOTING

IMPORTANT: *When making a repair, find and correct the underlying cause of the problem to avoid repeated failures. The following tables list problems and their possible causes, with recommended corrective action.*

Generally, look for the simplest causes of problems first. Do not begin extensive removal or disassembly until completing all visual inspections. The simplest repairs for each problem are listed first.

PROBLEM	POSSIBLE CAUSES	CORRECTION
Engine does not develop full power	Clogged air cleaner	Clean or renew element
	Fuel line obstructed	Clean
	Faulty injectors	Clean and reset
	Incorrect valve lash adjustment	Check and reset
	Burnt, worn or sticking valves	Renew valves and/or guides
	Blown head gasket	Check head flatness and fit new gasket
	Incorrect fuel delivery	Check injectors and pump
	Low cylinder compression	Renew piston rings or rebore/resleeve as necessary
Engine knocks	Diluted or thin oil	Drain and refill with specified oil and renew filter. Ascertain cause of dilution
	Insufficient oil supply	Check oil level and top up as necessary. Overhaul or renew pump as necessary. Check pump filter not clogged.
	Low oil pressure	Overhaul pump or relief valve as necessary
	Excessive crankshaft end play	Install new thrust bearing liner
	Flywheel or ring gear runout excessive	Skim flywheel or fit new ring gear
	Excessive connecting rod or main bearing clearance	Install new bearing inserts and/or regrind crankshaft
	Bent or twisted connecting rods	Renew connecting rods
	Crankshaft journals out-of-round	Regrind crankshaft and fit undersize bearing inserts
	Excessive piston-to-cylinder	Regrind crankshaft and fit new pistons
	Excessive piston ring clearance	Install new pistons and rings
	Broken rings	Install new rings. Check bore/pistons for damage
	Excessive piston pin clearance	Install new piston pin and bush
	Piston pin retainer loose or missing	Install new retainer. Check bore/pistons for damage
	Excessive camshaft end play	Install new thrust plate
	Imperfections on timing gear teeth	Replace timing gear
	Excessive timing gear backlash	Replace timing gear

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TORQUE VALUES - VARIOUS	N·m	ft lbs
Balancer Bolts	115	85
Camshaft Gear Bolt	58	43
Camshaft Idler Drive Gear-to-Block	237	175
Camshaft Gear Plate Bolts	38	28
Connecting Rod Bolts	146	108
Connecting Rod Nuts	109	80
Cover Bolts (Blanks Oil Drilling)	31	23
Crankshaft Pulley-to-Crankshaft	224	210
Crankshaft Rear Oil Seal Retainer		
Initial Tightening	11	8
Final Tightening	20	15
Cylinder Head Bolts (with Engine Cold)	217	160
Dynamic Balancer - Cylinder Block	88	65
Exhaust Manifold-to-Cylinder Head	38	28
Exhaust Pipe-to-Flange	31	23
Fan-to-Pulley Bolts	27	21
Flywheel-to-Crankshaft	197	145
Front Adaptor Plate-to-Cylinder Block	19	14
Idler Gear-to-Block	237	175
Injector Attachment Bolts	23	17
Injector Line Nuts	24	18
Injection Pump-to-Front Adaptor Plate	24	18
Injecion Pump-to-Gear Nut	51	38
Intake Manifold-to-Cylinder Head	35	26
Leak-off Tube Banjo Fitting Bolts	11	8
Main Bearing Bolts	197	145
Oil Filter Retaining Bolts	65	48
Oil Filter Mounting Bolt Insert	34	25
Oil Pan Drain Plug	41	30
Oil Pan-to-Cylinder Block	34	25
Oil Pressure Switch Assembly	31	33
Oil Pump-to-Block	49	36
Self-Locking Screw - Valve Rocker Arm	24	18
Single Fan-to-Pulley Nose Thread	27	21
Starter Motor-to-Rear Adapter Plate	31	23
Thermostat Housing Bolts	24	18
Turbocharger-to-Exhaust Manifold Nut	44	33
Valve Rocker Cover Bolts	24	18
Water Pump Cover-to-Pump	27	20
Water Pump-to-Cylinder Block	48	35
Water Pump Bypass Hose Clamps	24	18

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FUEL SYSTEM

PROBLEM	POSSIBLE CAUSES	CORRECTION
Fuel not reaching injection pump	Fuel shutoff valve close	Check that the fuel shutoff valve at the fuel tank is open.
	Restricted fuel filters	Check and flush the fuel filters clean.
	Air in system	Bleed the fuel filters.
	Fuel leakage	Check the fuel lines and connectors for damage.
Fuel reaching nozzles but engine will not start	Low cranking speed	Check the cranking speed
	Incorrect throttle adjustment	Check the throttle control rod travel
	Incorrect pump timing	Check the pump timing
	Fuel leakage	Check the fuel lines and connectors for leakage
	Faulty injectors	See Injector troubleshooting
	Low compression	Check the engine compression
Engine hard to start	Low cranking speed	Check the cranking speed
	Incorrect pump timing	Check the pump timing
	Restricted fuel filters	Check and flush the fuel filters clean
	Contaminated fuel	Check for water in the fuel
	Low compression	Check the engine compression
	Air in system	Check for air leaks on the suction side of the system
Engine starts and stops	Fuel starvation	Check and flush clean restricted fuel lines or fuel filters
	Contaminated fuel	Check for water in the fuel
	Restricted air intake	Check for restrictions in the air intake
	Engine overheating	Check cooling system
	Air in system	Check for air leaks on the suction side of the system
Erratic engine operation (surge, misfiring, poor governor regulation)	Fuel leakage	Checking the injector lines and connectors for leakage
	Fuel starvation	Check and flush clean restricted fuel lines or filters
	Incorrect pump timing	Check the pump timing
	Contaminated fuel	Check for water in the fuel
	Air in system	Bleed the fuel system
	Faulty or sticking injector nozzles	See injector troubleshooting
	Incorrect engine timing	Check for faulty engine valves

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ENGINE REMOVAL AND INSTALLATION

The following procedures and illustrations show the engine removed from the windrower. However, some repairs are possible with the engine still in the windrower.

The engine overhaul procedure initially describes the assembly process for rebuilding an engine using all new components. Following this section are defined headings which describe detailed repair specifications and procedures where components are suitable for reuse.

To overhaul components without removing the engine from the windrower, refer to the following headings and the relevant paragraphs in the main overhaul procedure.

Service that can be performed with the engine still in the windrower:

- Cylinder head and associated intake and exhaust components.
- Fuel injection system and related parts.
- Water pump, thermostat, and cooling system components.
- Oil pump relief valve.
- Turbocharger.
- Front timing cover/timing gear removal.
- Oil pan and gasket removal for access to crankshaft and balancer, bearing shells, piston removal, and oil pump suction tubing.
- Front pulley and dampener assembly.

Service that can be performed with the engine separated from the flywheel housing and the oil pan removed:

- Crankshaft rear oil seal and carrier removal (with oil pan removed).
- Oil pump and drive gear removal.

The hydrostatic, hydraulic, and air conditioning systems need not be empty when removing the engine. If you remove the components, hoses and other attaching hardware from the engine and set them aside without breaking the seals, you can reassemble them later without the need to refill or recharge the systems.

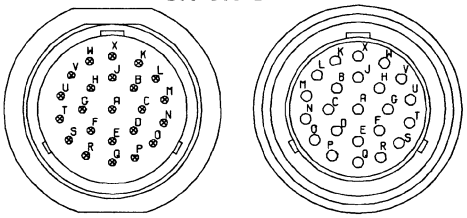
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FRAME B - CONNECTOR SYSTEMS - ALL MODELS

CAB RIGHT CONSOLE TO
MAIN FRAME LOCATED
BELOW RIGHT CONSOLE

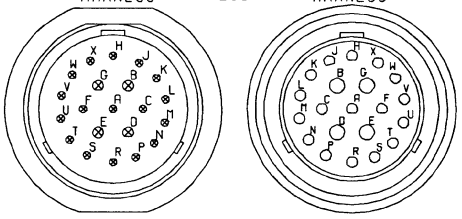
CONSOLE HARNESS — EIC DISPLAY — MAIN FRAME HARNESS



C012

A	72-PU/LT BL
B	86-T/LT BL
C	21-PU/PK
D	88-DK BR
E	42-PK
F	177-R
G	13-LT GN
H	178-LT BL
J	179-GY
K	12-W/GY
L	93-GY/Y
M	180-DK BL
N	181-O
O	182-B/O
P	7-W/PU
Q	44-DK BR/Y
R	30-DK BR/LT GN
S	18-LT BL
T	73-PU/Y
U	3-W
V	11-O/LT GN
W	41-O/Y
X	96-B/R

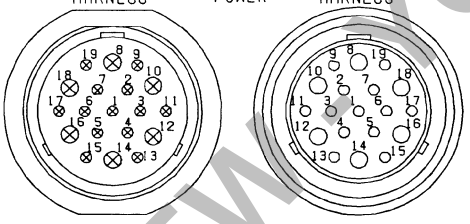
CONSOLE HARNESS — EIC — MAIN FRAME HARNESS



C004

A	51-Y/B
B	102-B
C	53-Y/DK BR
D	24-R/LT GN
E	---
F	68-PU
G	---
H	70-PU/W
J	45-PU/O
K	52-Y/LT GN
L	77-PU/DK GN
M	61-LT BL/O
N	36-DK BL/Y
P	69-PU/B
R	176-T/LT GN
S	114-B/PU
T	174-Y/PK
U	175-T/Y
V	---
W	---
X	---

CONSOLE HARNESS — POWER — MAIN FRAME HARNESS

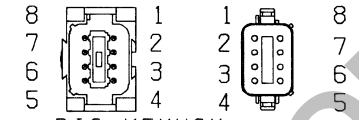


C005

1	28-W/T
2	59-LT BL/DK BR
3	60-LT BL/Y
4	87-T/DK BL
5	5-W/LT GN
6	125-O/B
7	32-PK/B
8	19-R/W
9	206-O/GY
10	43-O/DKRBL
11	---
12	23-R/LT BL
13	---
14	31-R/GY
15	---
16	63-DK BL
17	---
18	---
19	---

CAB RIGHT CONSOLE TO
FNR HANDLE LOCATED
INSIDE RIGHT CONSOLE

FNR HANDLE HARNESS — CONSOLE HARNESS



C009

1	1-LT GN/Y
2	2-DK BR
3	3-T/LT BL
4	4-O/GY
5	5-Y
6	6-O/GY
7	7-PU/R
8	8-R/B

C009

1	27-LT GN/Y
2	204-DK BR
3	249-T/LT BL
4	247-O/GY
5	8-Y
6	248-O/GY
7	71-PU/R
8	55-R/B

CAB RIGHT CONSOLE TO
CAB LOCATED
INSIDE RIGHT CONSOLE

CAB HARNESS — CONSOLE HARNESS

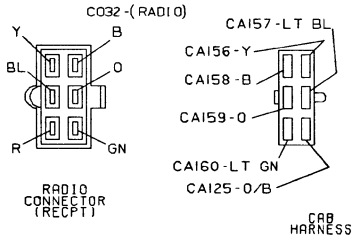


C010

1	1-O/W
2	66-DK BL/W
3	63-DK BL
4	9-R/LT GN
5	124-O/B
6	32-PK/B
7	31-R/GY
8	87-T/DK BL
9	43-O/DK BL

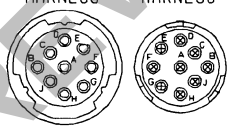
IN CAB LOCATED
ABOVE OPERATOR

C032-(RADIO)



MAIN FRAME TO ENGINE
LOCATED BEHIND RIGHT BATTERY

MAIN FRAME HARNESS — ENGINE HARNESS

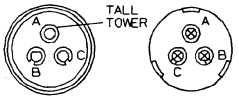


C003

A.	45-PU/O
B.	51-Y/B
C.	61-LT BL/O
D.	69-P/B
E.	77-PU/DK GN
F.	PLUGGED
G.	59-LT BL/DK BR
H.	PLUGGED
J.	83-T/R

MAIN FRAME TO HEADER
LOCATED IN FRONT CENTER

HEADER HARNESSES — MAIN FRAME HARNESS



C024-(HDR SPEED)

A	PLUGGED
B	164-B
C	42-PK

C047-(HDR FLASHING LIGHTS)

A	126-B
B	90-DK BR/Y
C	92-DK BR/LT GN

FRAME -B

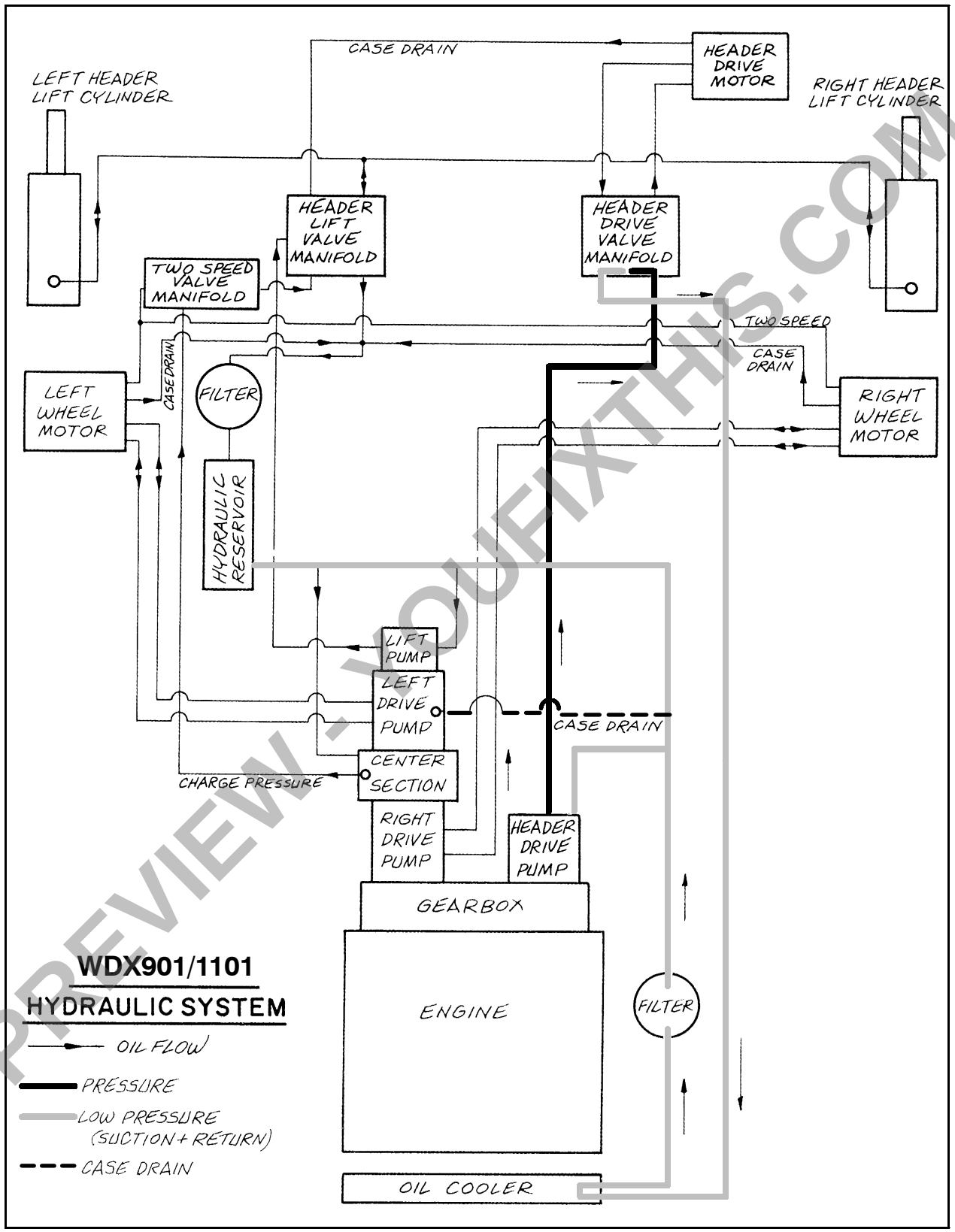
CONNECTOR SYSTEMS

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HEADER DRIVE - HEADER NOT RUNNING



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SPECIFICATIONS

TRACTOR	Model WDX901	Model WDX1101
Engine	CNH 4-cyl diesel naturally aspirated	CNH 4-cyl diesel turbocharged
Bore	111.8 mm (4.4″)	111.8 mm (4.4″)
Stroke	127 mm (5.0″)	127 mm (5.0″)
Displacement	4987 cm (304 in^3) (5 L)	4987 cm (304 in^3) (5 L)
Compression	17.5 : 1	17.5 : 1
Firing order	1-3-4-2	1-3-4-2
HP	87	108
Idle speed	1000 RPM	1000 RPM
Max. no load speed	2200	2200
Rated speed	2100	2100
Tappet clearance (cold)		
Intake	0.36 - 0.46 mm (0.014 - 0.018″)	0.36 - 0.46 mm (0.014 - 0.018″)
Exhaust	0.43 - 0.53 mm (0.017 - 0.021″)	0.43 - 0.53 mm (0.017 - 0.021″)
Cooling system capacity	15 L (4 gal.)	15 L (4 gal.)
Electrical system	12 volt 95 amp	12 volt 95 amp
Fuel capacity	416 L (110 gal.)	416 L (110 gal.)
Hydraulic system reservoir	38 L (10 gal.)	38 L (10 gal.)
Header lift pump	18.9 LPM at 234 bar (5 GPM at 3400 PSI)	18.9 LPM at 234 bar (5 GPM at 3400 PSI)
Header drive pump	109.7 LPM, 276 bar (29 GPM at 4000 PSI)	109.7 LPM, 276 bar (29 GPM at 4000 PSI)
Transmission	One speed hydrostatic	Two speed hydrostatic
Transmission relief pressure	345 bar (5000 PSI)	345 bar (5000 PSI)
Final drive	Planetary final drive	Planetary final drive
Steering	Hydrostatic transmission	Hydrostatic transmission
Speed range	19.3 km/hr (0 - 12 MPH)	25.7 km/hr (0 - 16 MPH)
Tires - drive (10 ply rating)	16.9 x 24 turf or cleat	16.9 x 24 turf or cleat
optional WDX1101 (10 ply rating)		18.4 x 26 turf or cleat
- rear (6 ply rating)	31 x 13.5-15″ ribbed implement	31 x 13.5-15″ ribbed implement

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Oil Pump

Rotor Clearance . . . . . 0.025 - 0.15 mm (0.001 - 0.006″)

Rotor to Pump Housing Clearance . . . . . 0.15 - 0.28 mm (0.006 - 0.011″)

Rotor End Play . . . . . 0.025 - 0.089 mm (0.001 - 0.0035″)

Pump Gear to Camshaft Gear Backlash . . . . . 0.40 - 0.56 mm (0.016 - 0.022″)

Oil Filter Support

Relief Valve,
Operating Pressure . . . . . 379 - 414 kpa (55 - 60 PSI)

Flow Rate . . . . . 68 - 76 L/min (18 - 20 US gals/min)

Temperature	Oil Viscosity and Type	API	Engine Oil & Filter Change Period (hours)	
Below –12°C (10°F)	Low Ash, SAE 5W Supplement 1 or Low Ash SAE 5W/20 Supplement 1 or SAE 10W-30	SF/CC SF/CC SF/CD	150 150 150	150 150 150
–12°C - 4°C (10°F - 40°F)	Low Ash, SAE 10W Series 3 or SAE 10W-30		300 300	300 300
0°C - 32°C (32°F - 90°F)	Low Ash, SAE 20W Series 3 or SAE 10W-30		300 300	300 300
Above 24°C (75°F)	Low Ash, SAE 30W Series 3	SF/CD	300	300

NOTE *- When using diesel fuel with a sulphur content below 1.0% Series 3 diesel engine oil with an A.P.I. classification of CC may be used instead of CD oil, but the oil and filter interval must be reduced to 150 hours.*

When using diesel fuel with a sulphur content between 1% and 1.3% use only oils listed above but reduce the oil and filter change period to every 50 hours.

Engine Oil Capacities (Less Oil Filter)

Model	Litres	U.S Qts
4 CYL	11.6	16.00
6 CYL	18	19

Engine Oil Capacities (With Oil Filter)

Model	Litres	U.S Qts
4 CYL	13.6	17.0
6 CYL	19	20

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MAINTENANCE

To ensure optimum service life on the hydrostatic transmission, regular maintenance of the fluid and filter must be performed.

1. Check the reservoir daily for proper fluid level, the presence of water (noted by a cloudy to milky appearance, or free water in the bottom of the reservoir), and rancid fluid odor (indicating excessive heat).
2. Change the fluid and filter after the first 50 hours of operation and every 500 hours thereafter.
3. Change the fluid more frequently if the fluid becomes contaminated with foreign matter (dirt, water, grease, etc.) or if the fluid has been subjected to temperature levels greater than the maximum recommended. Never reuse fluid.
4. Change the filter whenever the fluid is changed or whenever the filter indicator shows that it is necessary to change the filter.

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PRECAUTIONARY STATEMENTS

PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements ("**DANGER**", "**WARNING**", and "**CAUTION**") followed by specific instructions. These precautions are intended for the personal safety of you and those working with you. Please take the time to read them.

DANGER

This word "DANGER" indicates an immediate hazardous situation that, if not avoided, will result in death or serious injury. The color associated with Danger is RED.

WARNING

This word "WARNING" indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury. The color associated with Warning is ORANGE.

CAUTION

This word "CAUTION" indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices. The color associated with Caution is YELLOW.

FAILURE TO FOLLOW THE "DANGER", "WARNING", AND "CAUTION" INSTRUCTIONS MAY RESULT IN SERIOUS BODILY INJURY OR DEATH.

MACHINE SAFETY

The precautionary statement ("**IMPORTANT**") is followed by specific instructions. This statement is intended for machine safety.

IMPORTANT: *The word "IMPORTANT" is used to inform the reader of something he needs to know to prevent minor machine damage if a certain procedure is not followed.*

INFORMATION

NOTE: *Instructions used to identify and present supplementary information.*

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SECTION 10 – ENGINE

BOOK 1 - 87017402

Chapter 3 – Fuel System (6-Cylinder Engine)

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	Description of Operation	5
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	Fuel Sedimenter	6
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	Fuel Injectors	7
	Cold Start Assist	8
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SECTION 10 – ENGINE

BOOK 1 - 87017402

Chapter 4 – Air Induction (4-Cylinder Engine)

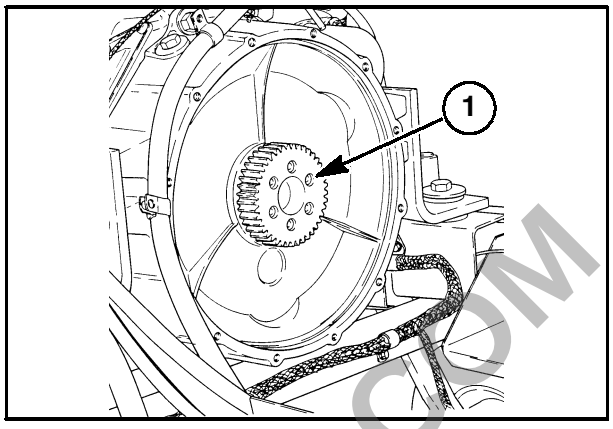
CONTENTS

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	Description and Operation	3
	Air Cleaner	3
	Turbocharger	4
	Troubleshooting	5

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6. Remove the six Allen-head bolts from the pump drive gear, 1. Remove the transfer case hardware to expose the flywheel.



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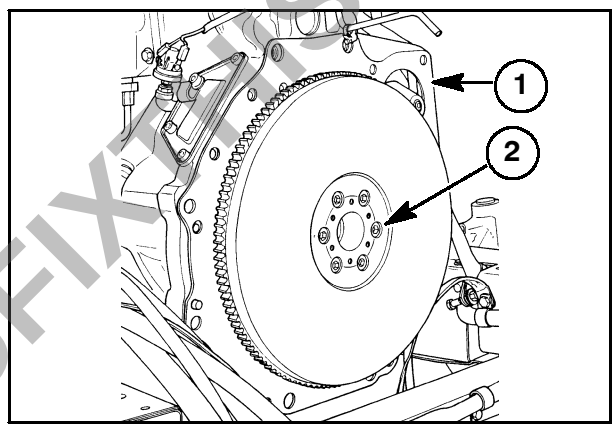
7. Remove the six Allen-head bolts from the flywheel, 2. Remove the flywheel and adapter plate, 1, from the rear of the engine.

CAUTION

The flywheel is heavy. Secure it with a chain or other suitable lifting device before removing it.

8. Mount the engine to an engine stand before removing the chain and hoist.

   Refer to “Engine Overhaul” later in this section for complete engine teardown procedures.



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SECTION 10 – ENGINE

Chapter 2 – Fuel System (4-Cylinder Engine)

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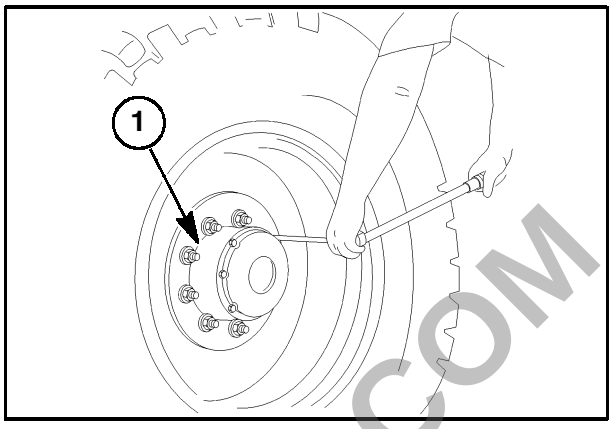
TROUBLESHOOTING: AIR CLEANER

PROBLEM	POSSIBLE CAUSES	CORRECTION
Air cleaner warning light illuminates	Clogged air cleaner	Clean or replace outer element
Air cleaner warning light illuminates after filter service	Vacuum switch faulty	Replace switch with a new one
Air cleaner warning light illuminates before service intervals	Aspirator tube not working, debris in filter body	Clear aspirator tube, check muffler, clean element, and reinstall

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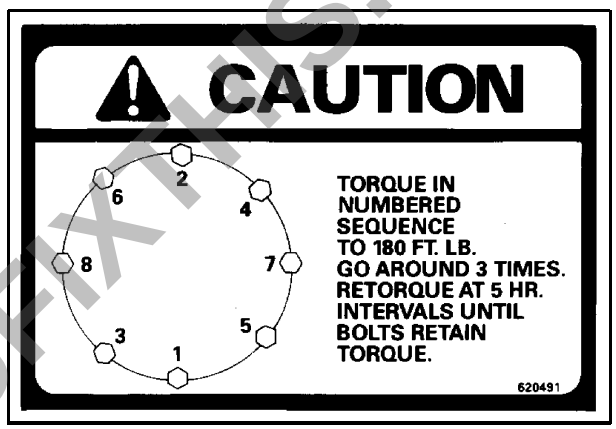
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6. Install the special flange nuts, 1. Torque the nuts to 244 N·m (180 ft lbs) as described on the decal on the wheel.



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Eight lug drive hub torque pattern.



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CONDITION	POSSIBLE CAUSE	REMEDY
System Noisy	Air in system resulting in:	
	• Considerable amount of foam in reservoir.	Check inlet system filter, suction line, etc., for leaks, allowing air to be drawn into system.
	• Low and fluctuating charge pressure.	End of case return within the reservoir not submerged in fluid.
	• Spongy control.	Check for low fluid level.
	• Low oil level.	Check for low fluid level.
	• Pump and/or motor damaged internally.	Perform diagnostic test, rebuild, replace as needed.
System Operates In One Direction Only	Faulty control linkage.	Check the entire linkage to make sure it is connected and free to operate as it should. Adjust linkage as described in "Neutral Standing Adjustment" earlier in this section.
	Loss of, or lower than normal, system pressure in one direction only, due to faulty high-pressure relief valve.	Switch the two high-pressure relief valves. If the system operates in the direction which it would not operate before, one of the relief valves is inoperative. Repair or replace damaged valve. Retest system.
	Loss of, or lower than normal, system pressure in one direction, due to shuttle valve spool jammed (located in motor manifold).	Remove shuttle, replace manifold assembly if necessary.
Neutral Difficult Or Impossible To Find	Faulty linkage.	Rotate the control linkage at worn shaft. If system now returns to neutral, the linkage to the control is out of adjustment or binding in some way. Perform a pump efficiency test.

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TROUBLESHOOTING HEADER DRIVE PUMP

CONDITION	POSSIBLE CAUSE	REMEDY
Noisy pump caused by cavitation.	Oil too heavy.	Change to proper viscosity.
	Oil filter plugged.	Clean filters.
	Suction line plugged or too small.	Clean line and check for size.
Oil overheating.	Oil supply low.	Fill reservoir.
	Contaminated oil.	Drain reservoir and refill with clean oil.
	Setting of relief valve too high or too low.	Set to correct pressure.
	Oil in system too light.	Drain reservoir and refill with proper viscosity oil.
Shaft seal leakage.	Worn shaft seal.	Replace shaft seal.
	Excessive internal wear.	Disassemble pump and inspect.
Foaming oil.	Low oil level.	Fill reservoir.
	Air leaking into suction line.	Tighten fittings.
	Wrong kind of oil.	Drain and fill reservoir with proper oil.
Low header power.	All of the preceding.	All of the preceding.

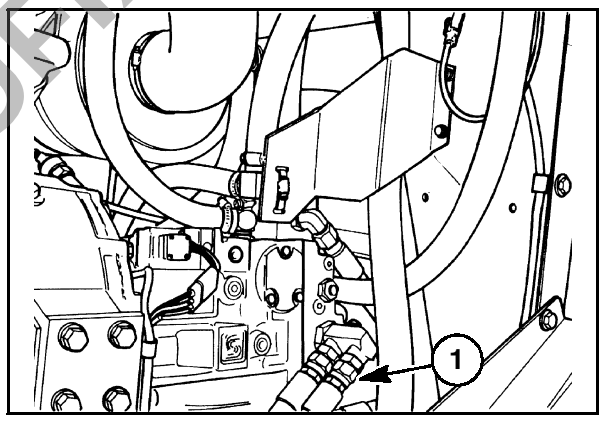
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14. With the header drive switched off at the control console, start the engine and check for steady charge pressure. The header (if equipped) should not rotate.
15. Run the engine at 2100 RPM. The header should run in forward or reverse when engaged, and should stop when not engaged.

    If no header is available, use the gauges to ensure that the pressure increases in only one main high-pressure circuit at a time when engaging the header drive in either forward or reverse.

    The hydraulic pressure should remain the same in both high-pressure circuits when the header drive is not running.
16. Charge pressure at the header drive pump should remain at 22.8 bar (330 PSI) with the header drive system operating in either forward or reverse.
17. Continue to cycle the header drive between forward and reverse for at least five (5) minutes.
18. Shut off the engine.
19. Remove the charge pressure gauge from the cooling circuit and reconnect the cooling supply line, 1.
20. Remove all other test pressure gauges and reconnect any disconnected hydraulic system components.
21. Check the fluid level in the hydraulic reservoir and add fluid if necessary.

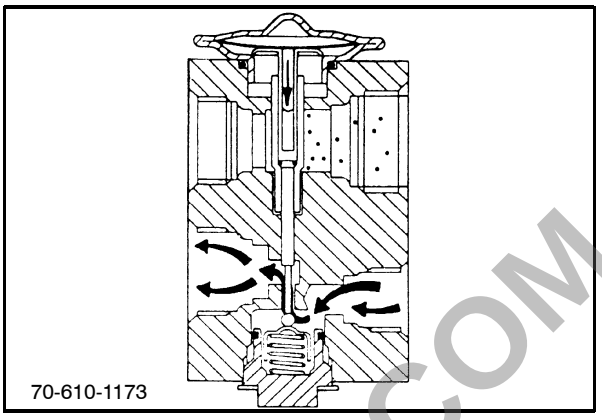


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As the refrigerant absorbs heat from the passenger compartment, it expands and the pushrod again forces the expansion valve to open, allowing more refrigerant to flow and absorb more heat.

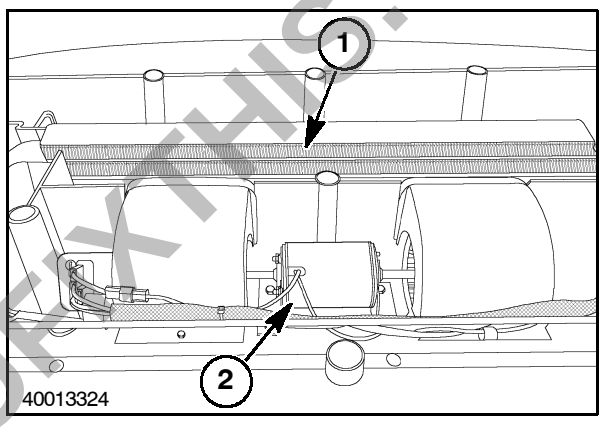


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EVAPORATOR

The evaporator, 1, is in the air conditioning unit. The evaporator consists of a number of turns of continuous coils mounted in a series of thin cooling fins to provide maximum heat transfer in a minimal amount of space.

Low-temperature refrigerant in the evaporator absorbs heat from the hotter air in the operator's compartment, thereby cooling the air.



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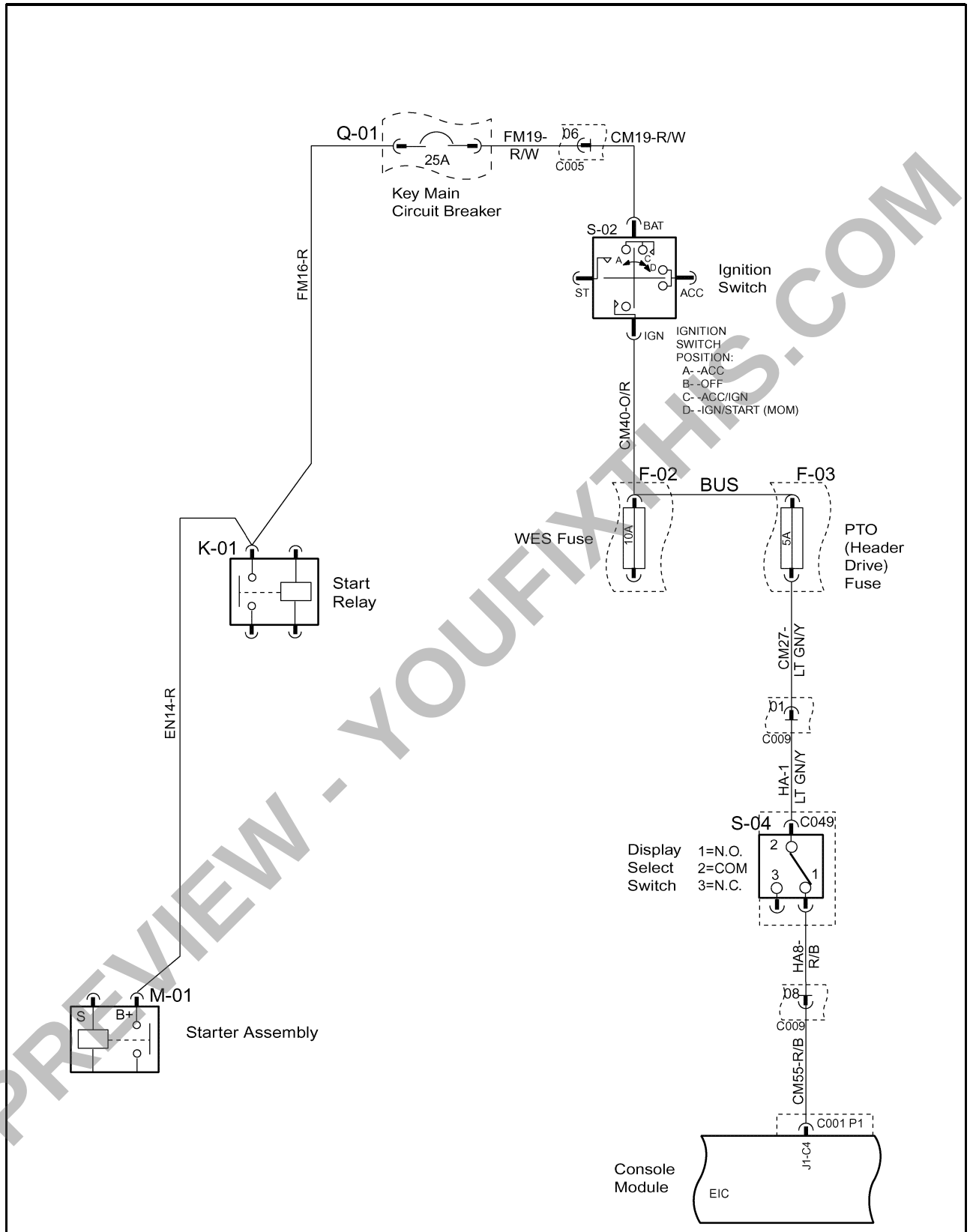
BLOWER FAN

The blower fan, 2, is next to the evaporator. The fan draws warm air from outside the cab and forces it across the evaporator. The fan then blows the cooled air through the air conditioner outlets and into the cab. A three-speed switch controls the blower motor.

Although the fastest blower speed moves the most air through the system, a slower speed gives the air more time to exchange heat for cold as it passes through the cooling fins and coils of the evaporator. Therefore, the lowest fan speed produces the coldest air, although in less volume than at high fan speed.

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DISPLAY SELECT (FNR) SWITCH CIRCUIT

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Alternator Belt Tension

A self-tensioning poly-v drive belt drives the alternator, engine cooling fan, air-conditioner compressor and water pump. No adjustments are required during the normal life of the drive belt.

Alternator Drive Belt Removal

To remove the alternator drive belt, remove belt tension by installing a 19 mm (3/4″) socket on a breaker bar, placing it over the nut on the tensioning device, 1, and prying upward. With the tension removed from the alternator belt, 2, slip it off of the drive pulley. The belt can now be removed from the remaining pulleys.

Alternator Drive Belt Replacement

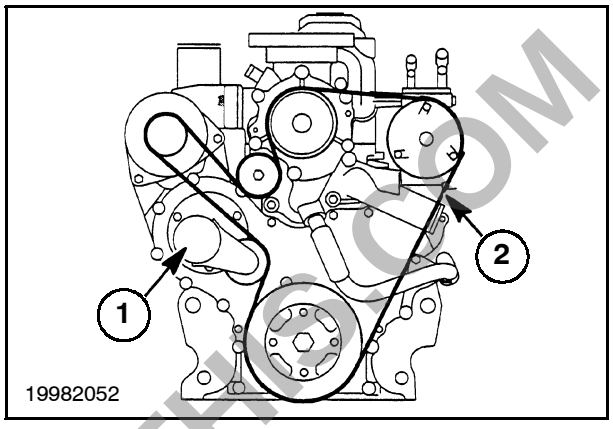
To replace the alternator drive belt, place it over the crankshaft, water pump, and air- conditioner compressor sheaves. Install a 19 mm (3/4″) socket on a breaker bar and place it on the nut of the tensioning device. Pry upward on the breaker bar, and install the belt on the alternator. Release the tension on the tensioning device.

Welding On the Machine

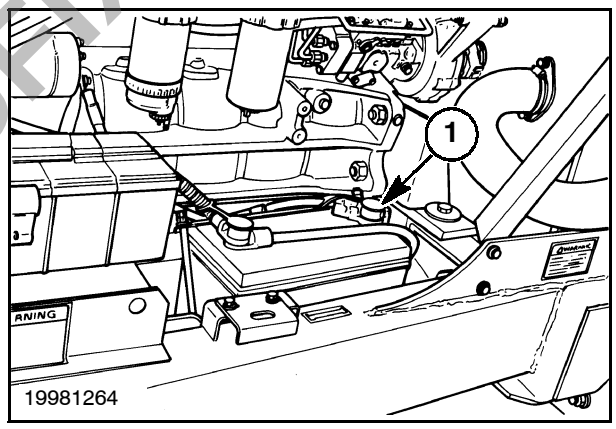
WARNING

If welding must be performed on the unit, either on the tractor or the attached header, the battery ground strap, 1, must be disconnected or damage to the electronic instrument cluster monitoring system may result.

Reinstall the battery ground strap when welding is complete.



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SECTION 55 - ELECTRICAL

Chapter 8 - Wire Diagrams

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