TORQUE SPECIFICATIONS - STEEL HYDRAULIC FITTINGS

Tube OD Hose ID	Thread Size	Pound-Inches	Newton metres
37 Degree Flare Fitting			
1/4 inch 6.4 mm	7/16-20	72 to 144	8 to 16
5/16 inch 7.9 mm	1/2-20	96 to 192	11 to 22
3/8 inch 9.5 mm	9/16-18	120 to 300	14 to 34
1/2 inch 12.7 mm	3/4-16	180 to 504	20 to 57
5/8 inch 15.9 mm	7/8-14	300 to 696	34 to 79
Tube OD Hose ID	Thread Size	Pound-Inches	Newton metres
3/4 inch 19.0 mm	1-1/16-12	40 to 80	54 to 108
7/8 inch 22.2 mm	1-3/16-12	60 to 100	81 to 135
1.0 inch 25.4 mm	1-5/16-12	75 to 117	102 to 158
1-1/4 inch 31.8 mm	1-5/8-12	125 to 165	169 to 223
1-1/2 inch 38.1 mm	1-7/8-12	210 to 250	285 to 338

Tube OD Hose ID	Thread Size	Pound-Inches	Newton metres
Straight Threads with O-ring			
1/4 inch 6.4 mm	7/16-20	144 to 228	16 to 26
5/16 inch 7.9 mm	1/2-20	192 to 300	22 to 34
3/8 inch 9.5 mm	9/16-18	300 to 480	34 to 54
1/2 inch 12.7 mm	3/4-16	540 to 804	57 to 91
Tube OD Hose ID	Thread Size	Pound-Inches	Newton metres
5/8 inch 15.9 mm	7/8-14	58 to 92	79 to 124
3/4 inch 19.0 mm	1-1/16-12	80 to 128	108 to 174
7/8 inch 22.2 mm	1-3/16-12	100 to 160	136 to 216
1.0 inch 25.4 mm	1-5/16-12	117 to 187	159 to 253
1-1/4 inch 31.8 mm	1-5/8-12	165 to 264	224 to 357
1-1/2 inch 38.1 mm	1-7/8-12	250 to 400	339 to 542

Split Flange Mounting Bolts		
Size	Pound-Inches	Newton metres
5/16-18	180 to 240	20 to 27
3/8-16	240 to 300	27 to 34
7/16-14	420 to 540	47 to 61
Size	Pound-Feet	Newton metres
1/2-13	55 to 65	74 to 88
5/8-11	140 to 150	190 to 203

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Test 9 - Hitch Position Command Potentiometer

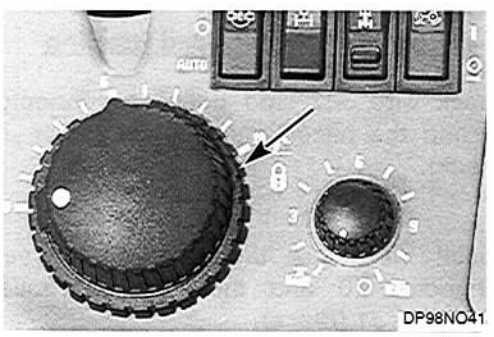
NOTE: *Before carrying out the following tests, refer to Circuit Testing "General Information" on page 19.*

NOTE: *Refer to the Schematic Circuit on Page 76 and 77 for North American tractors and European Built Tractors up to JJE982009. For European Built tractors from JJE982010 refer to the Schematic Circuit on Page 78 and 79*

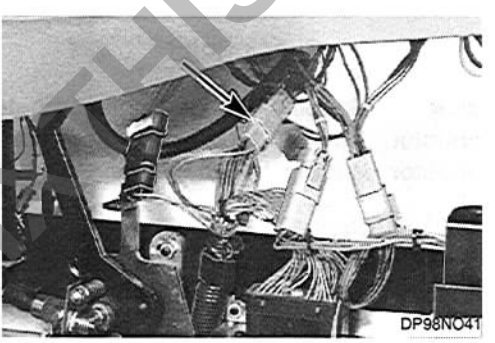
NOTE: *Turn the key to the OFF position. Make sure the hitch position command potentiometer body tab is correctly located into the housing and the retaining nut is tight.*

NOTE: *Remove the right hand console top cover.*

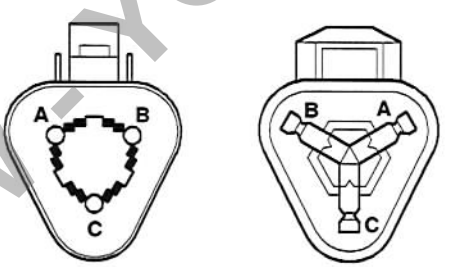
NOTE: *Disconnect the hitch position command potentiometer from the harness and connect the potentiometer and harness to the Orange wedge connectors of the test harness 1TSW 528-82. Turn the key to the ON position.*



HITCH COMMAND POTENTIOMETER



HITCH COMMAND POTENTIOMETER CONNECTOR



HARNESS SIDE **POTENTIOMETER SIDE**

DI98N034

CONNECTOR PIN IDENTIFICATION

Check Point	Reading	Possible Cause of Bad Reading
IMPORTANT: *The test plugs in the Red band of test harness 1TSW 528-82 are used for the potentiometer checks. Make sure the jumper plug is installed across the green sockets.*		
Check 1: Install the multimeter into the test harness: connect the Red lead of the multimeter to the RED socket, connect the Black lead of the multimeter to ground.	5 volts approximately.	Check wire 504 Red between hitch controller connector J1 (Black) and the potentiometer connector.
Check 2: Install the multimeter into the test harness: connect the Red lead of the multimeter to the RED socket, connect the Black lead of the multimeter to the BLACK socket.	5 volts approximately.	Check wire 504 Brown between hitch controller connector J1 (Black) and the potentiometer connector.

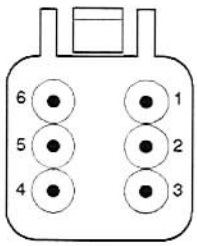
continued....

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Connector 59 (J4 Grey)

Location: Right Hand Console



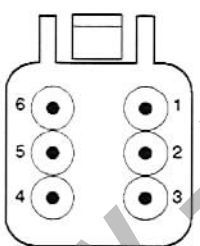
DI99A070

RIGHT HAND CONSOLE HARNESS TO HITCH CONTROLLER

Cavity	Wire No	Circuit
J4-1	- - - - -	OPEN
J4-2	532 LB	DIFFERENTIAL ENGAGED
J4-3	- - - - -	OPEN
J4-4	- - - - -	OPEN
J4-5	541 LB	MFD ON
J4-6	- - - - -	OPEN

Connector 59A

Location: Right Hand Console



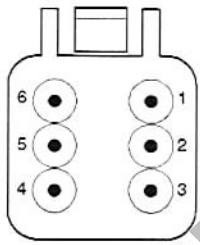
DI99A070

RIGHT HAND CONSOLE HARNESS TO HITCH DROP SPEED AND UPPER HEIGHT POTENTIOMETERS

Cavity	Wire No	Circuit
1	502 R	HITCH DROP SPEED POTENTIOMETER HIGH
2	502 LB	HITCH DROP SPEED POTENTIOMETER SIGNAL
3	502 BR	HITCH DROP SPEED POTENTIOMETER LOW
4	560 R	HITCH UPPER HEIGHT POTENTIOMETER HIGH
5	560 LB	HITCH UPPER HEIGHT POTENTIOMETER SIGNAL
6	560 BR	HITCH UPPER HEIGHT POTENTIOMETER LOW

Connector 59B

Location: Right Hand Console



DI99A070

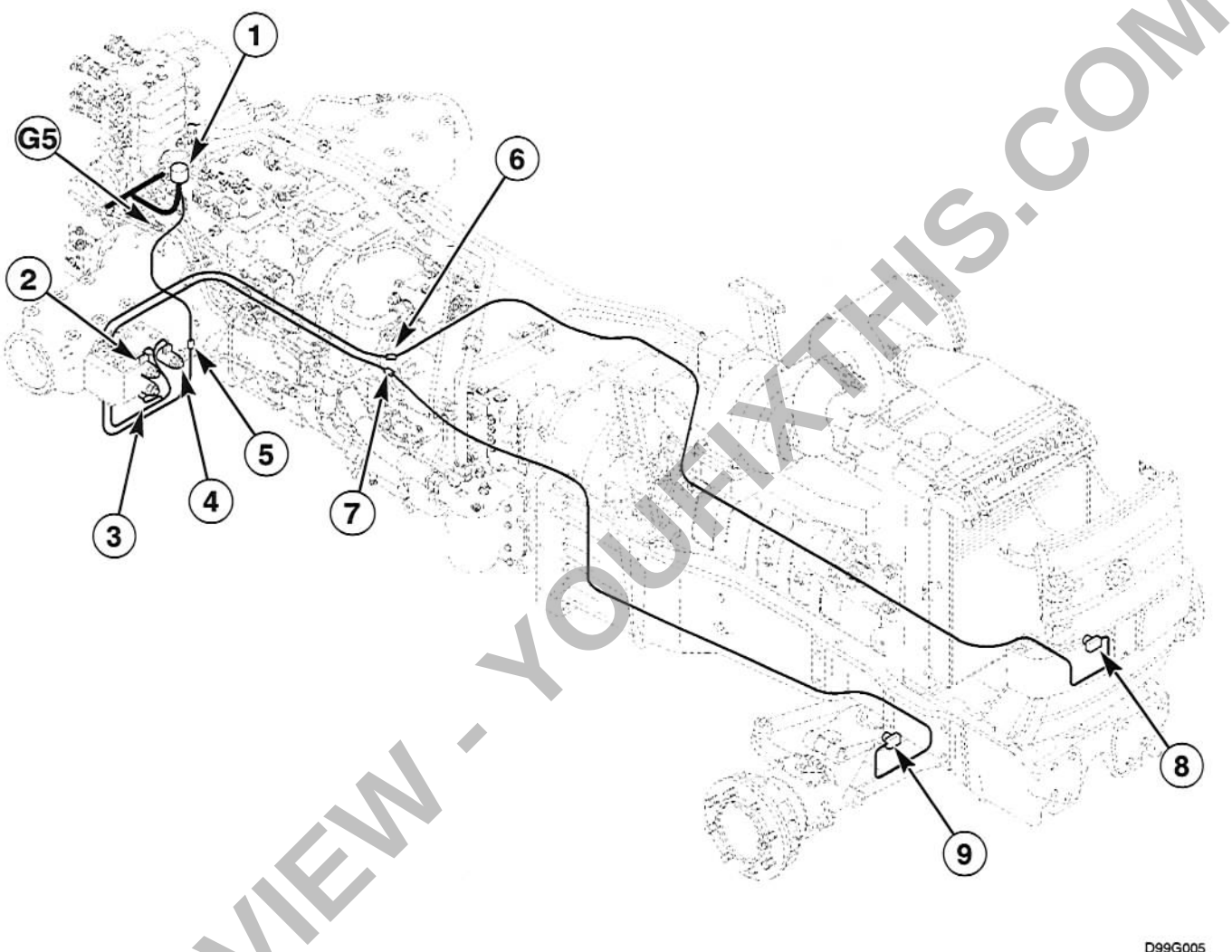
RIGHT HAND CONSOLE HARNESS TO HITCH TRAVEL POTENTIOMETER

Cavity	Wire No	Circuit
1	- - - - -	OPEN
2	- - - - -	OPEN
3	- - - - -	OPEN
4	506 R	HITCH TRAVEL POTENTIOMETER HIGH
5	506 LB	HITCH TRAVEL POTENTIOMETER SIGNAL
6	506 BR	HITCH TRAVEL POTENTIOMETER LOW

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IDEPENDENT FRONT SUSPENSION AXLE HARNESS LAYOUT, SCHEMATIC AND CONNECTORS



D99G005

1. CONNECTOR 52
2. RIGHT HAND SOLENOID S3 (GREEN)
3. LEFT HAND SOLENOID S2 (GREEN)
4. PILOT SOLENOID S1 (BLACK)
5. CONNECTOR 80
6. CONNECTOR 43A (ORANGE OR GREEN WEDGE)
7. CONNECTOR 43b (BLUE WEDGE)
8. LEFT HAND POTENTIOMETER
9. RIGHT T HAND POTENTIOMETER

G5. CHASSIS GROUND CONNECTION G5

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Error Code 65

IMPORTANT: *Before carrying out the following troubleshooting, refer to "General Information" on page 9.*

With PTO control lever in the OFF position PTO controller is detecting PTO shaft rotation for 45 seconds or more.

→ Worn PTO brake. Incorrect clearance between PTO clutch piston and plate. Burnt out PTO clutch (plates sticking). Refer to Section 6019, PTO - Reversible/Shiftable.

Error Code 66

IMPORTANT: *Before carrying out the following troubleshooting, refer to "General Information" on page 9.*

PTO controller loses signal from alternator 'W' terminal during PTO operation.

Has the engine stalled?

NO → Check alternator speed signal from 'W' terminal. Go to "Test 18 - Alternator Speed Signal" on page 66.

YES

Disengage PTO and restart engine. Will engine restart?

NO → Check engine for fault.

YES

Excessive load on the PTO. STOP the engine and check implement.

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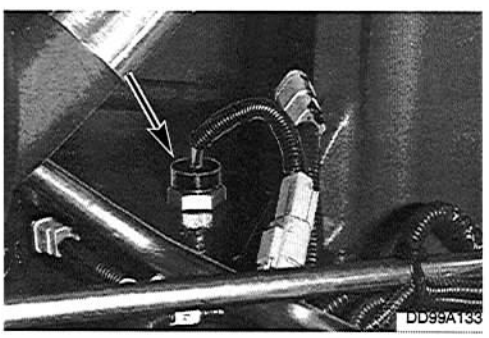
Test 29 - Wheel Speed Sensor

NOTE: *Before carrying out the following tests, refer to Circuit Testing "General Information" on page 42.*

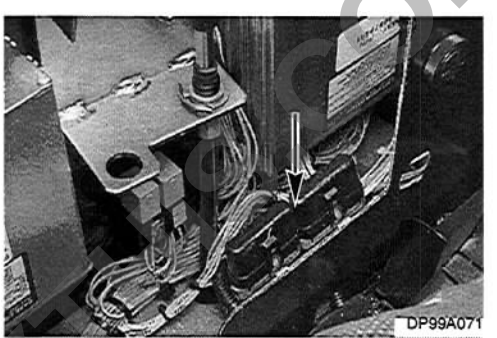
NOTE: *Turn the key to the OFF position.*

NOTE: *If the instrument cluster is reading the wheel speed correctly (m.p.h. or Km/h) go to Check 5.*

NOTE: *Disconnect the wheel speed sensor from the transmission harness.*



WHEEL SPEED SENSOR



SPLICE 3

Check Point	Reading	Possible Cause of Bad Reading
Check 1: Terminal B of the wheel speed sensor connector (transmission harness side) for wire 215 Brown/White to ground.	Continuity	Check wire 215 Brown/White between the wheel speed sensor connector and the battery negative terminals. Also check the battery negative terminal connections.
Check 2: Between terminals A and B of the wheel speed sensor connector (sensor side).	2700 to 3300 Ohms	Bad wheel speed sensor.

NOTE: *Remove the right hand console side cover and remove the cover from splice 3.*

Check 3: Between bridge bar of splice 3 and wheel speed sensor connector (transmission harness side) terminal A for wire 215 Yellow.	Continuity	Bad circuit between splice 3 and wheel speed sensor connector. Also check connector 40.

NOTE: *Disconnect the instrument cluster from the harness.*

Check 4: Between bridge bar of splice 3 and the instrument cluster connector C2 pin A-5 for wire 215 Yellow.	Continuity	Bad circuit between splice 3 and the instrument cluster connector C2. Also check connector 27.

continued....

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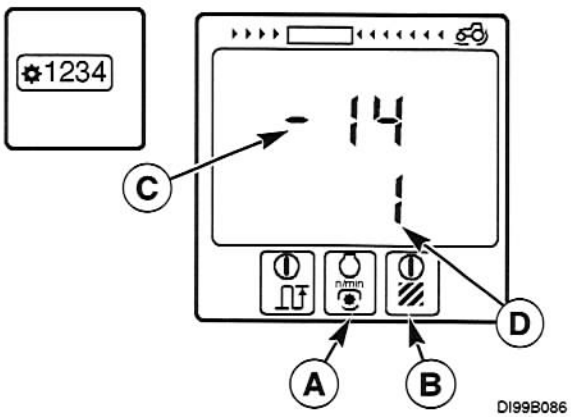
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MFD Front Axle (Continued)		
Differential Bearing Cap Retaining Bolt	266 Nm	196 lb ft
King Pin Retaining Bolt	190 Nm	140 lb ft
Steering Stop Locknut	280 Nm	207 lb ft
Steering Cylinder to Differential Support Retaining Bolt	120 Nm	89 lb ft
Ball Joint Retaining Bolt on Steering Cylinder	300 Nm	221 lb ft
Track Rod Locknut	250 Nm	185 lb ft
Ball Joint to Swivel Housing Locknut	220 Nm	162 lb ft
Planetary Gear to Swivel Housing Retaining Bolt	120 Nm	89 lb ft
Wheel Stud (with Loctite 542)	70 Nm	52 lb ft
Planetary Gear Carrier to Wheel Hub Screw	25 Nm	18 lb ft
Front Wheel Nuts		
New	300 to 350 Nm	221 to 258 lb ft
Used	400 to 450 Nm	295 to 332 lb ft
MFD Axle Pivot Pin Retaining Bolt	60 to 100 Nm	44 to 74 lb ft
Front Weight Frame Retaining Nuts	425 Nm	314 lb ft
PTO Drive Gear Retaining Bolt	101 to 113 Nm	75 to 83 lb ft
Filter Head Retaining Bolts	58 to 65 Nm	43 to 48 lb ft
Hydraulic Pump Retaining Bolts	118 to 133 Nm	87 to 98 lb ft
Brake Valve Retaining Bolts	40 to 52 Nm	30 to 38 lb ft
Oil Pump Housing Retaining Bolts	89 to 100 Nm	65 to 74 lb ft
Priority Valve		
Check Valve Assembly	16 to 19 Nm	141 to 168 lb in
Priority Spool Plug	34 to 40 Nm	25 to 30 lb ft
Regulator Spool Plug	34 to 40 Nm	25 to 30 lb ft
Regulator Adjusting Plug	41 to 48 Nm	30 to 35 lb ft
Pilot Relief Valve	41 to 48 Nm	30 to 35 lb ft
Fitting	41 to 48 Nm	30 to 35 lb ft
Hitch Control Valve		
Check Ball Plug	75 to 80 Nm	55 to 61 lb ft
Plug	54 to 59 Nm	40 to 44 lb ft
Poppet Body	21 to 27 Nm	16 to 20 lb ft
Spool Plug	75 to 82 Nm	55 to 61 lb ft
Solenoid Core	30 to 36 Nm	22 to 27 lb ft
Upper Link Pivot Bracket Retaining Bolts	430 to 485 Nm	315 to 355 lb ft
Lower Link Mounting Bracket Retaining Bolts		
M16 Bolts	221 to 250 Nm	160 to 185 lb ft
M20 Bolts	430 to 485 Nm	315 to 355 lb ft
M24 Bolts	745 to 835 Nm	550 to 615 lb ft
Pivot Pin Assembly Retaining Bolt (Apply Loctite 242 to Threads)	100 to 113 Nm	74 to 83 lb ft
Rockshaft Arm Retaining Bolts	251 to 280 Nm	185 to 205 lb ft
Cam Sway Limiter Retaining Bolt	485 to 550 Nm	357 to 405 lb ft
Cam Limiter Bumper Retaining Bolts	485 to 550 Nm	357 to 405 lb ft
Air Compressor		
Oil Fill Plug	15 to 25 Nm	11 to 18 lb ft
Clutch Plate Retaining Nut	15 to 20 Nm	11 to 15 lb ft
Dust Cover Retaining Bolts	7 to 11 Nm	2 to 8 lb ft

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STEP 46

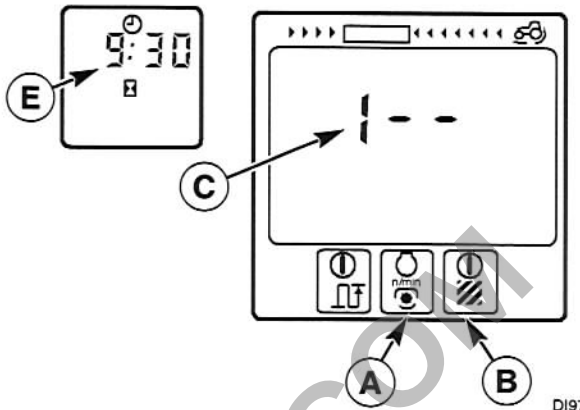


DI99B086

Press and hold switches (A) and (B) at the same time until the menu code -14 is displayed, release the switches. The powershift speed constant will be displayed on the lower digital display (D), as shown, and the powershift speed display will stop flashing. Press switch (A) to decrease or switch (B) to increase the powershift speed constant, refer to the following table for the correct powershift constant.

Model	Powershift Speed Constant
CX Series	0
MXC Series With Powershift	1
MXC Series Without Powershift	0
MX Series With Powershift	1
MX Series Without Powershift	0

STEP 47



DI97M120

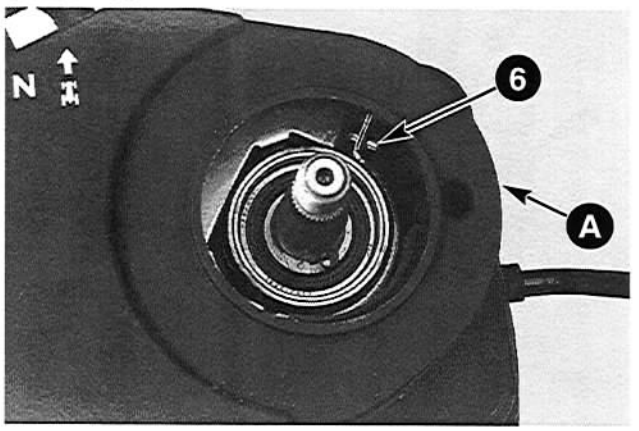
When the correct powershift constant has been selected, press and hold switches (A) and (B) at the same time for 1 second to save the selection. The code menu display (C) will display 1-- as shown and the clock display (E) will flash on and off.

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NOTE: *For tractors equipped with self cancelling turn signal switches it will be necessary to remove the FNR assembly top cover retaining screw and top cover. Loosen the locking allen screw and remove the self cancelling ring.*

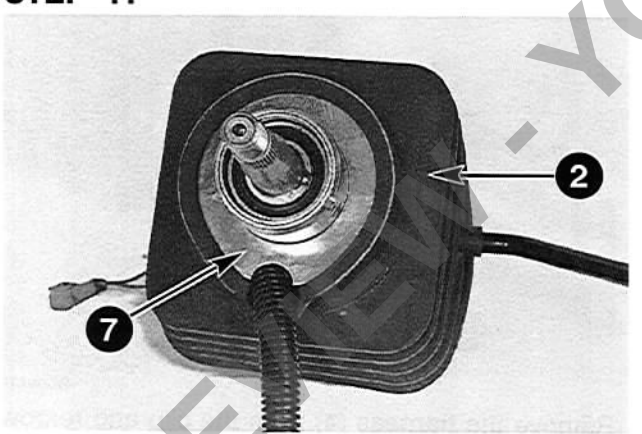
STEP 10



DD98A293

Gain access to the Allen screw through cut out (A) in the side of the FNR assembly, loosen the Allen screw (6) and raise the FNR assembly.

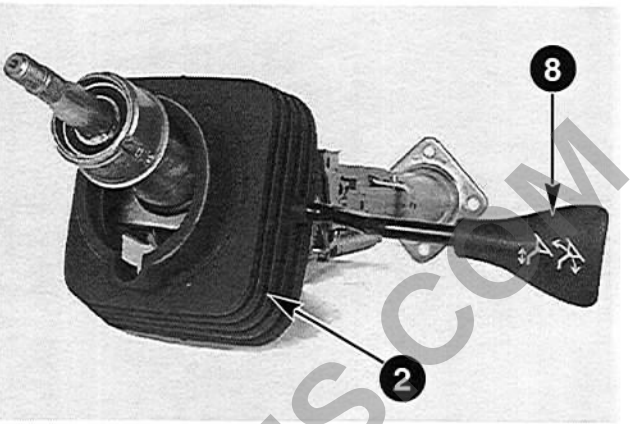
STEP 11



DD98A295

Remove the plate (7) from the rubber bellows (2), thread the harness through the rubber bellows (2) and remove the FNR assembly from the steering column.

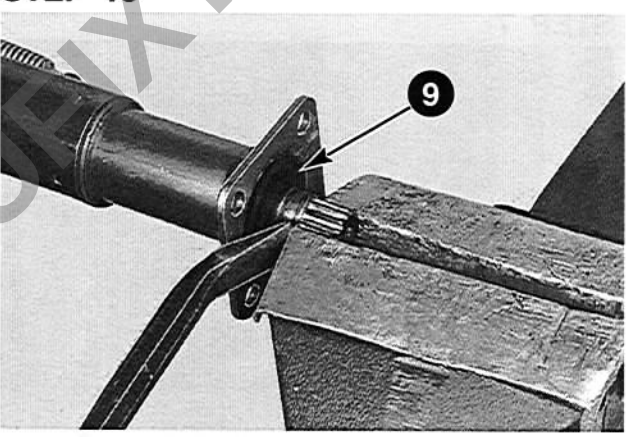
STEP 12



DD98A296

Remove the knob (8) from the tilt/telescope lever and remove the rubber bellows (2).

STEP 13



DD98G264

Put the splined end of the steering column in a soft jawed vice. Use a lever between the steering column and vice body, as shown, to remove the lower splined shaft, seal ring and bushings from the steering column. Remove the bushings (9).

STEP 14

For steering columns equipped with a seal ring (10), remove seal ring (10) and o-ring (11) from the lower splined shaft (12).

IMPORTANT: *Tractors prior to the following PIN's are equipped with white plastic bushings (9). Discard the white plastic bushings (9) and replace with new metal backed bushings (9), refer to STEP 15 to STEP 21.*

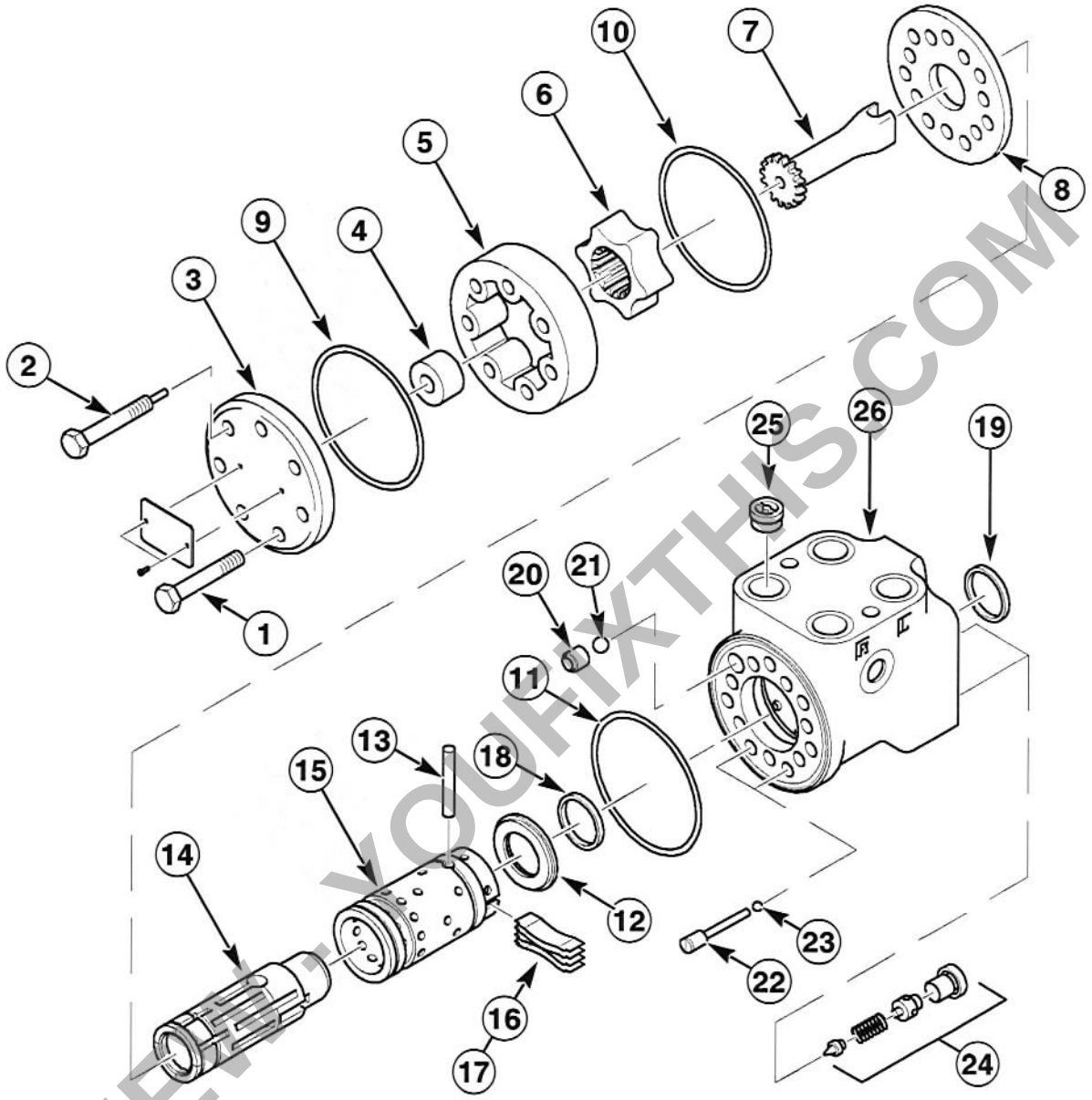
MX150 and MX170 North American Built tractors JJA0095559

MX150 and MX170 European Built Tractors JJE0956790

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



DI99J105

1.BOLT (6)
2.SPECIAL BOLT (1)
3.END COVER
4.SPACER
5.STATOR
6.ROTOR
7.DRIVE SHAFT
8.VALVE PLATE
9.O-RING
10.O-RING
11.O-RING
12.THRUST BEARING
13.PIN
14.SPOOL
15.SLEEVE
16. OUTER CENTERING SPRINGS (2)
17.INNER CENTERING SPRINGS (2)
18.SEAL
19.DUST SEAL
20.THREADED BUSHING
21.BALL
22.VALVE PIN (2) (EUROPE ONLY)
23.BALL (2) (EUROPE ONLY)
24.SHOCK VALVE (2) (EUROPE ONLY)
25.CHECK VALVE
26.PUMP BODY

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TRANSMISSION TORQUE DAMPENER

Removal and Installation

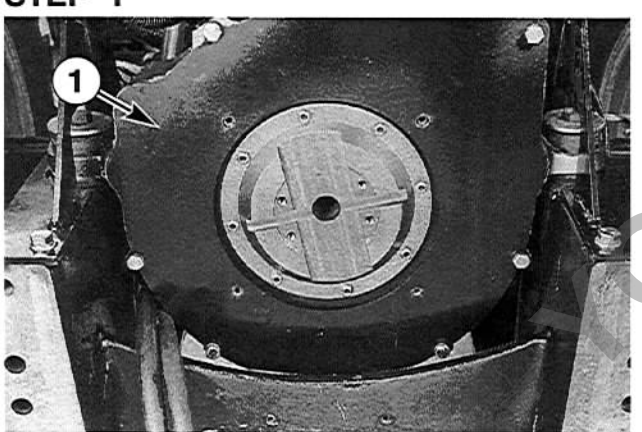
NOTE: *Items are numbered in order of Removal. For Installation follow the procedure in reverse order.*

Before removing the Transmission Torque Dampener it will be necessary to carry out the following:

- Park the tractor on hard level ground and apply the parking brake.
- Lower the rear hitch and front hitch (if equipped).
- Stop the engine and remove the key.
- Put blocks in front of and behind the rear wheels.
- Separate the engine from the transmission, refer to Section 6002.

NOTE: *The transmission input drive shaft is removed when the engine and transmission is separated, refer to Section 6002.*

STEP 1

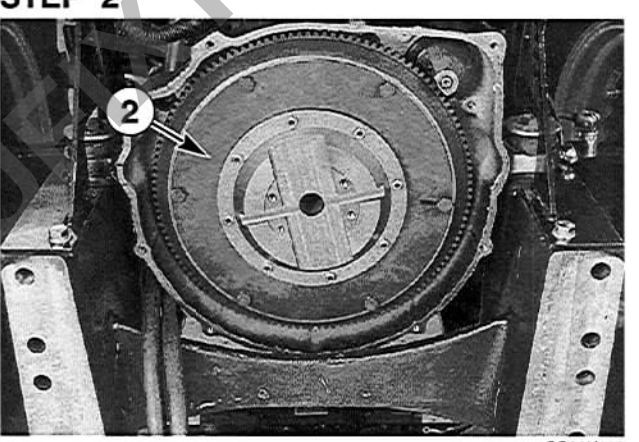


DP96K188

Remove the flywheel housing cover retaining bolts and remove cover (1).

NOTE: *For Installation, apply Loctite 515 to the flywheel housing cover mounting face. Install the cover and tighten the flywheel housing cover retaining bolts to a torque of 22 to 30 Nm (18 to 22 lb ft).*

STEP 2



DP96K189

Remove the torque dampener retaining bolts and remove torque dampener (2).

NOTE: *For Installation, install the torque dampener (2) and tighten the torque dampener retaining bolts to a torque of 88 to 112 Nm (62 to 82 lb ft).*

STEP 3

If the flywheel is to be replaced or serviced, support the flywheel, remove and discard the retaining bolts and remove the flywheel.

NOTE: *For Installation, install and support the flywheel. Install and tighten new retaining bolts to a torque of 130 to 144 Nm (96 to 106 lb ft).*

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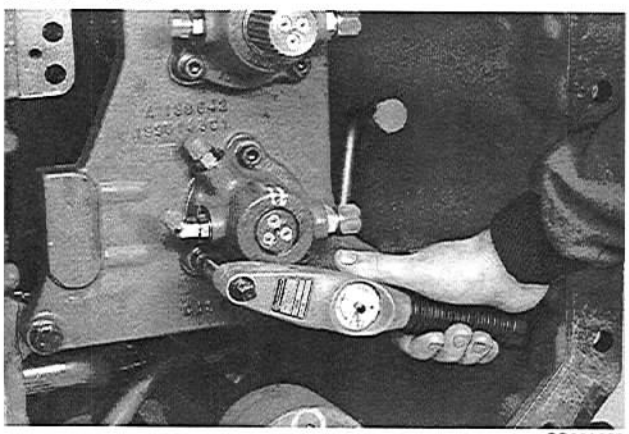
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STEP 204

Add 0.36 mm (0.014 inch) to the average measurement determined in Step 203 to determine the correct shim pack (17) thickness. Record the required shim pack thickness. Loosen the input shaft oil distributor bolts.

NOTE: *The required shim pack thickness will provide 0.02 to 0.12 mm (0.0008 to 0.0047 inch) shaft end play.*

STEP 205



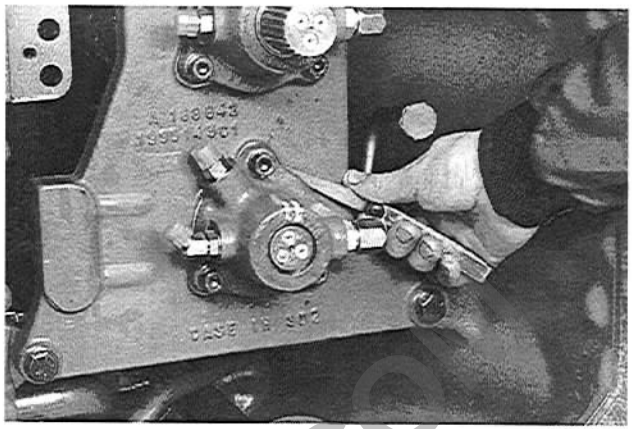
DD96A033

Tighten the dropshaft oil distributor socket head bolts to a torque of 9 Nm (80 lb inch). Rotate the dropshaft and continue to tighten the socket head bolts until the torque remains constant at 9 Nm (80 lb inch).

STEP 206

Loosen the dropshaft oil distributor socket head bolts, then tighten the bolts to a torque of 2.8 Nm (25 lb inch). Rotate the dropshaft and continue to tighten the bolts until the torque remains constant at 2.8 Nm (25 lb inch).

STEP 207



DD96A034

Using a feeler gauge, measure and record the gap between the bearing carrier and the dropshaft oil distributor at EACH bolt location (three places). If the difference between the three measurements is less than 0.05 mm (0.002 inch), use the average of the measurements to calculate the required shim pack (see Step 208).

NOTE: *If the difference between the three measurements is more than 0.05 mm (0.002 inch) remove the dropshaft oil distributor and check for proper bearing seating, burrs, or foreign material.*

STEP 208

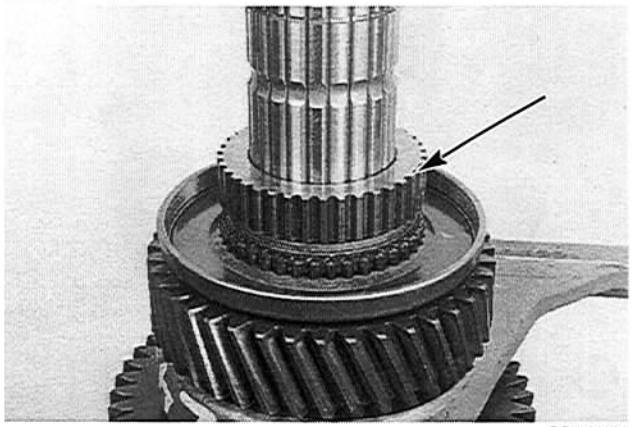
Add 0.28 mm (0.011 inch) to the average measurement determined in Step 207 to determine the correct shim pack (15) thickness. Record the required shim pack thickness.

NOTE: *The required shim pack thickness will provide 0.02 to 0.12 mm (0.0008 to 0.0047 inch) shaft end play.*

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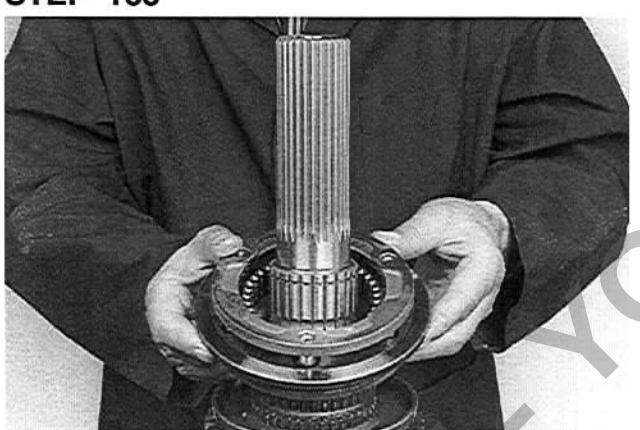
STEP 164



RP98M022

Install the hub.

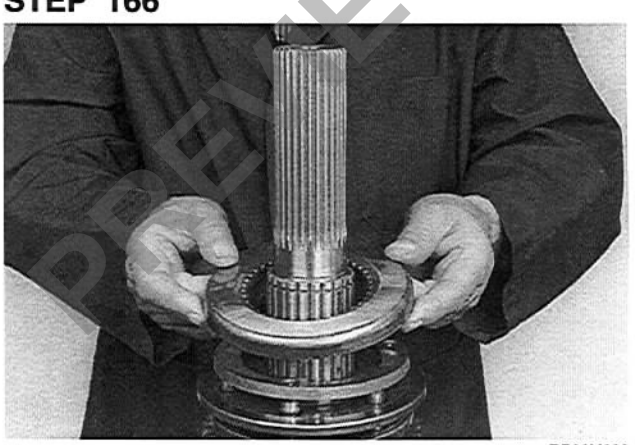
STEP 165



RP98M021

Install the synchronizer internal mechanism.

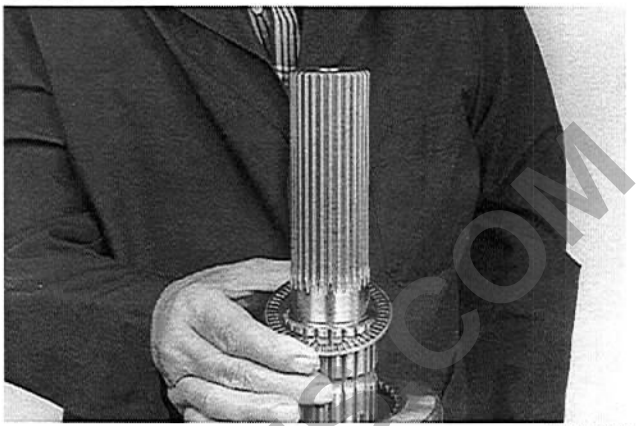
STEP 166



RP98M020

Install the synchronizer front cover.

STEP 167



RP98M019

Install the thrust bearing on the pinion shaft.

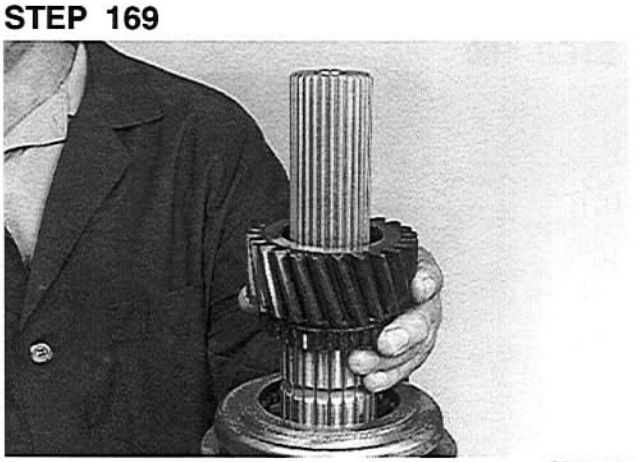
STEP 168



RP98M018

Install the washer.

STEP 169



RP98M017

Install the 4th gear.

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DIFFERENTIAL AND DIFFERENTIAL LOCK

Removal

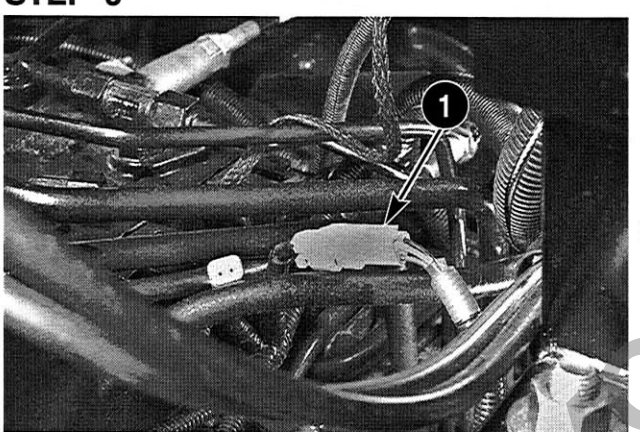
STEP 1

Park the tractor on hard level ground, apply the park brake, and lower the rear three point hitch and front hitch (if equipped), Stop the engine and remove the key.

STEP 2

Put blocks in front of and behind the front wheels.

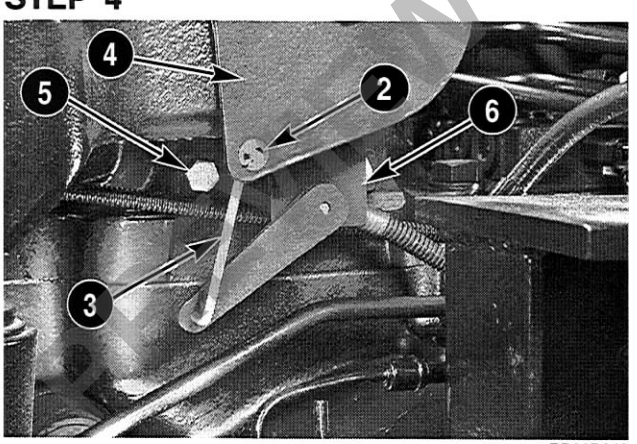
STEP 3



RD99D042

Disconnect the hitch position potentiometer connector (1) from the wiring harness connector.

STEP 4



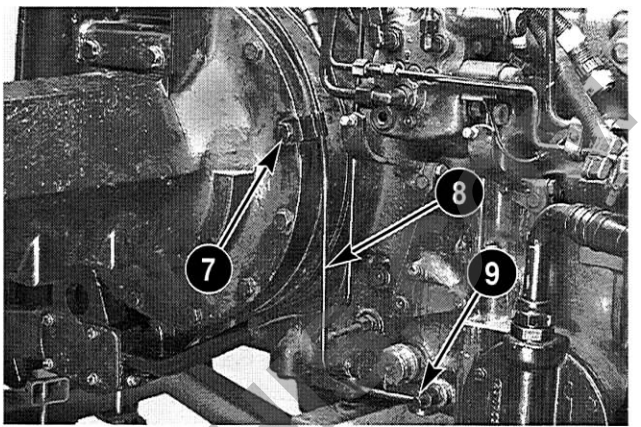
RD99D043

Remove the rod retaining ring (2). Carefully disconnect the rod (3) from the lever (4). Remove two bolts (5) and remove the hitch position potentiometer and associated parts (6) as an assembly.

STEP 5

Refer to Section 3001 and remove the fuel tank.

STEP 6



RD99E053

Remove the bolt (7) and washer securing the dipstick tube assembly (8) to the axle. Loosen the dipstick tube assembly fitting (9) and remove the dipstick and dipstick tube assembly from the tractor.

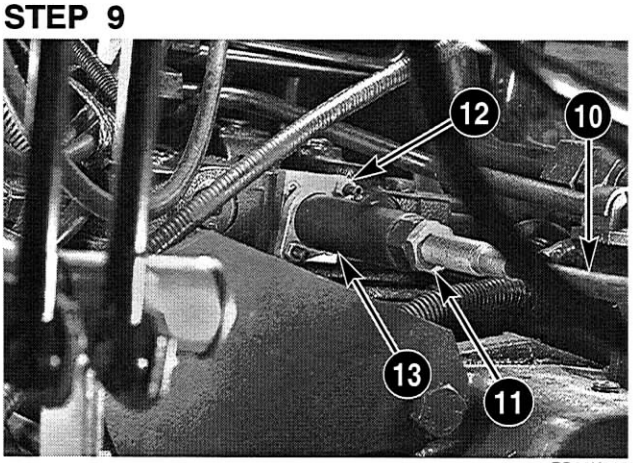
STEP 7

Refer to Section 6018 and remove the axle shafts and planetaries.

STEP 8

Refer to Section 7002 and remove the service brakes.

STEP 9



RD98K245

Disconnect the inching control cable (10) from the shuttle valve by loosening nut (11) and threading it onto the cable. Then remove the two nuts (12) to remove the cover (13). Thread the cover onto the cable until the hook on the cable end can be disconnected from the control valve spool.

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Section

6015

MFD OUTPUT SHAFT AND BEARINGS

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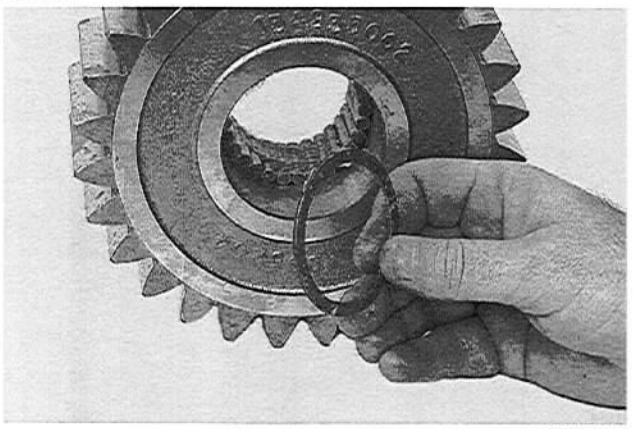
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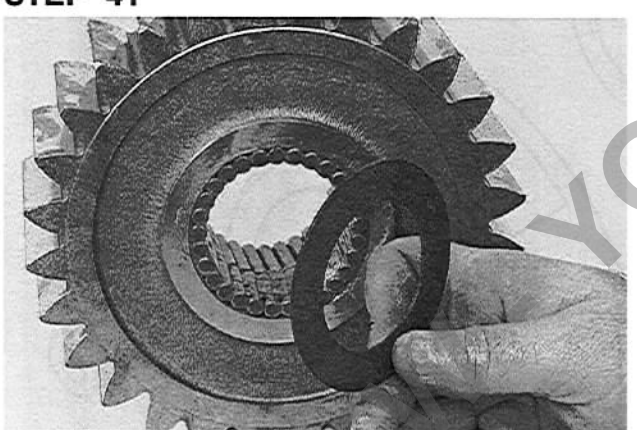
STEP 40



RD98C194

Lubricate the needle bearings with petroleum jelly to keep them in place and install the 29 bearings on one side. Turn the planet gear around and install the thrust ring. Install the remaining 29 needle bearings lubricated with petroleum jelly.

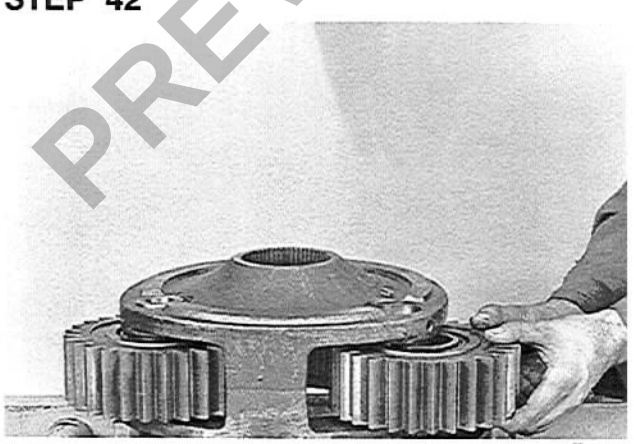
STEP 41



RD98C195

Install the thrust washer on both sides of the planet gear.

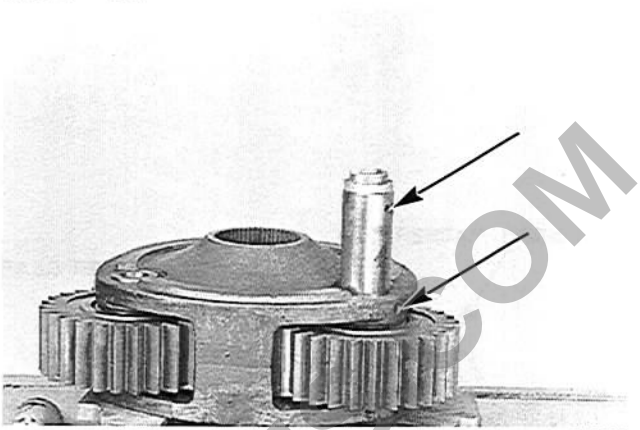
STEP 42



T98003

Put the planet gear assembly into position in the gear carrier. Make sure that the assemblies are installed in their original locations.

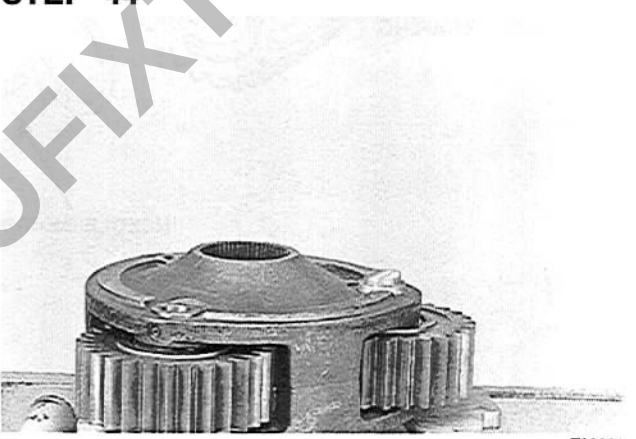
STEP 43



T98002

Align the holes in the bearing shaft with the roll pin hole in the planetary gear carrier.

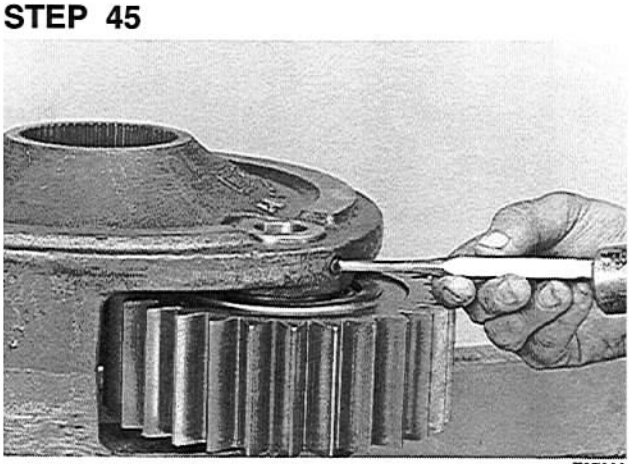
STEP 44



T98001

Slide the bearing shaft through the planet gear bearings until the roll pin hole can be seen in the planet gear carrier.

STEP 45



T97999

Install the roll pin in the bearing shaft until the end of the pin is flush with the planet gear carrier housing.

STEP 46

Repeat Steps 40 to 45 for the other planet gears in each planetary assembly.

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Section

6021

MFD FRONT AXLE

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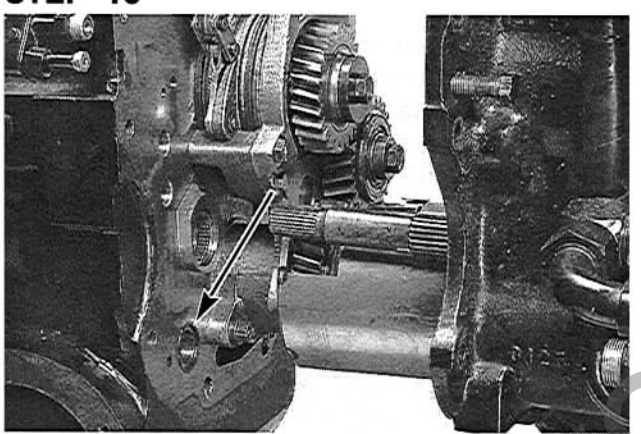
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February, 1999

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STEP 18

Evenly tighten the jacking bolts installed in Step 17 until the dowels in the speed transmission are clear of the bearing carrier housing. Carefully separate the speed transmission from the bearing carrier housing until there is approximately 100 to 130 mm between the two. Check that the MFD clutch pack cover will clear the bottom of the speed transmission housing. If necessary, lower the speed transmission housing then continue separating the speed transmission from the bearing carrier housing.

STEP 19



RD98K098

Remove and discard the O-ring from the bearing carrier housing.

STEP 20

Move the speed transmission away from the bearing carrier housing. Place supports under the speed transmission housing. Lower the speed transmission onto the supports. Make sure there is no slack in the lifting equipment.

STEP 21

While an assistant supports the rear of the front PTO drive shaft, use a 25 mm (1.0 inch) diameter rod and drive the front PTO drive shaft from the front of the speed transmission out the rear. Remove the front PTO drive shaft from the speed transmission.

STEP 22

Remove bearing cone (23) and bearing cone spacer (24) from the speed transmission housing.

STEP 23

Using a suitable bearing puller, remove bearing cone (25) from PTO drive shaft (27). Remove washer (26) from PTO drive shaft.

STEP 24

Using a suitable puller remove the bearing cups (28) from the speed transmission housing. Remove retaining ring (29).

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SPECIAL TORQUES

Brake Valve Assembly Retaining Bolts	40 to 52 Nm	30 to 38 lb ft

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PRIORITY AND REGULATOR VALVE

The Priority/Regulator Valve is located on the top right side of the speed transmission. This valve consists of the following components: priority spool, regulator spool, signal check and steering relief valve.

PFC pump supplies oil to the Priority/Regulator Valve in the following manner:

Priority Spool

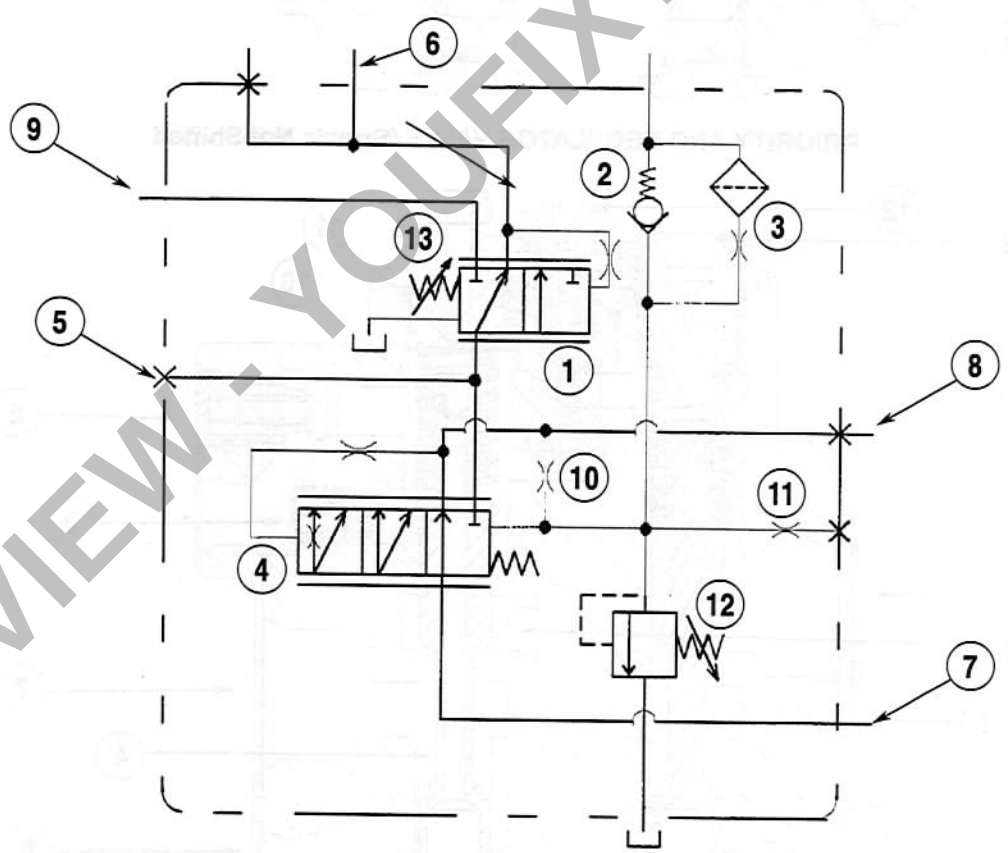
Oil flows into the Priority/Regulator Valve from the right side of the valve at (7). Steering has first priority so oil flows across the priority spool (4) and out the steering supply port (8). There is an orifice in the bottom of the priority spool. Oil enters this orifice and starts to build pressure against the spring. When steering demand is satisfied, pressure builds on the bottom of the priority spool and the spool moves up against its spring, opening a passage to the regulated and work circuits.

When the steering circuit is placed on demand, a signal is sent to the priority valve at port (10) to assure adequate oil for the steering function. Signal and spring pressure work against pump outlet pressure and the priority spool moves down to accommodate steering demand.

NOTE: *In times of great pump demand, some downstream work circuits may suffer loss of function while steering.*

Once steering demand is satisfied, pressure builds on the bottom of the priority spool and the spool shifts up to increase flow to the hitch and remotes.

On European tractors, oil is also supplied from the priority valve at port (5) to the trailer brakes.

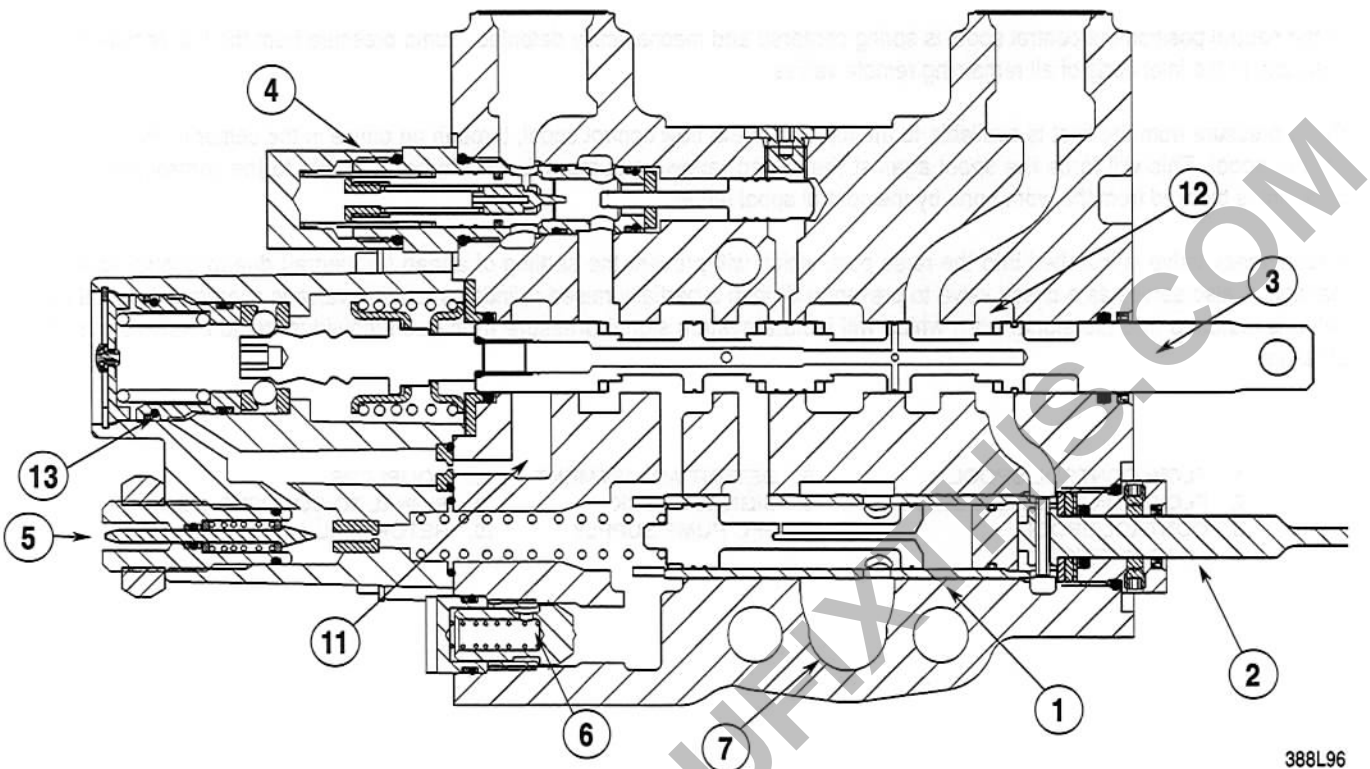


RH98M154

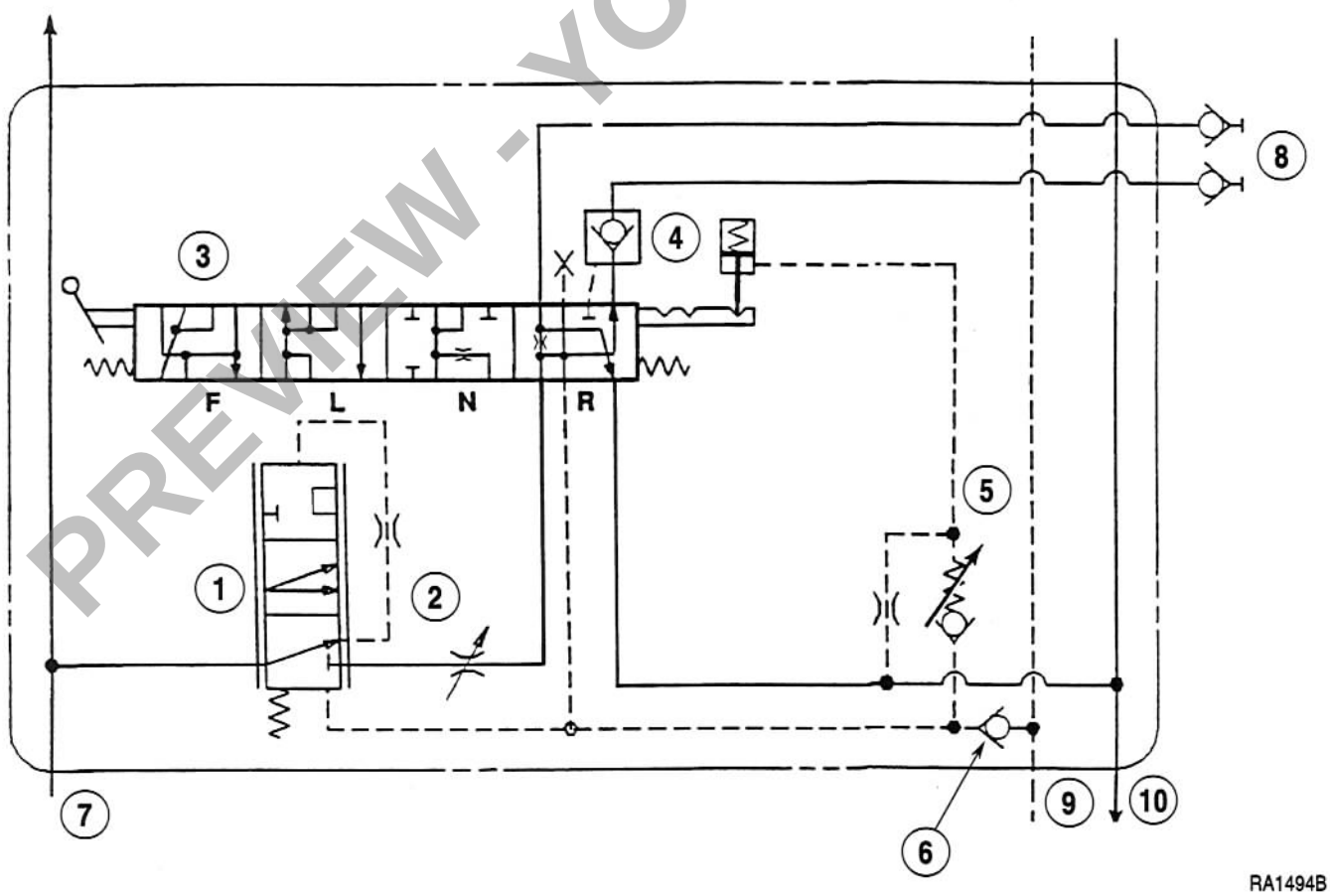
1. REGULATOR SPOOL
2. SIGNAL CHECK
3. BLEED ORIFICE WITH SCREEN (0.5)
4. PRIORITY SPOOL
5. SUPPLY TO TRAILER BRAKE (EUROPE ONLY)
6. OUTLET TO REGULATED CIRCUITS (P1)
7. SUPPLY FROM PFC PUMP
8. SUPPLY TO STEERING
9. SUPPLY TO WORK CIRCUIT (AUXILIARY AND HITCH VALVE)
10. DYNAMIC ORIFICE (0.8)
11. ORIFICE (1.0)
12. STEERING RELIEF ADJUSTABLE
13. REGULATED PRESSURE ADJUSTABLE

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388L96



RA1494B

NON-PRIORITY REMOTE VALVE PRESSURE TO "B" PORT (RAISE)

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- Disassembly 4
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HITCH VALVE 8
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NOTE: Case Corporation reserves the right to make improvements in design or changes in specifications at any time without incurring any obligation to install them on units previously sold.

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RANGE SELECTOR LINKAGE ADJUSTMENT

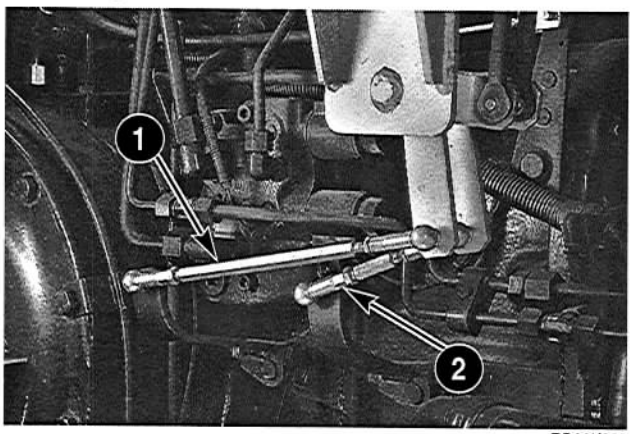
STEP 1

Park the tractor on hard level ground and apply the park brake. Stop the engine and remove the key.

STEP 2

Put blocks in front of and behind the rear wheels.

STEP 3



RD98K262

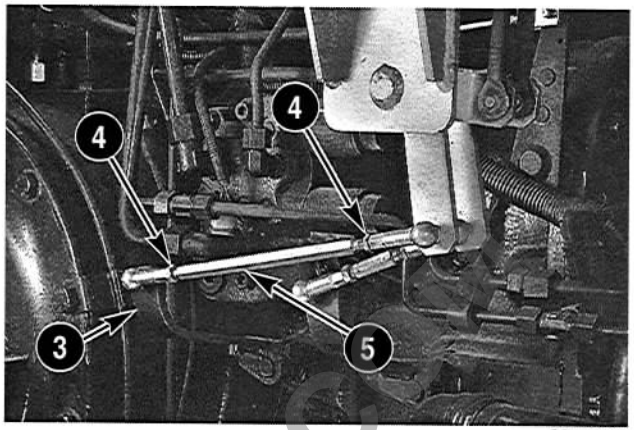
Disconnect the 1st/2nd (1) and 3rd/4th (2) selector rods from the transmission levers.

STEP 4

Remove the console RH side cover. Put the range selector lever in the NEUTRAL position.

NOTE: *The interlock pawl should be engaged when the range selector lever is in neutral position. If necessary, refer to Page 8 for adjustment.*

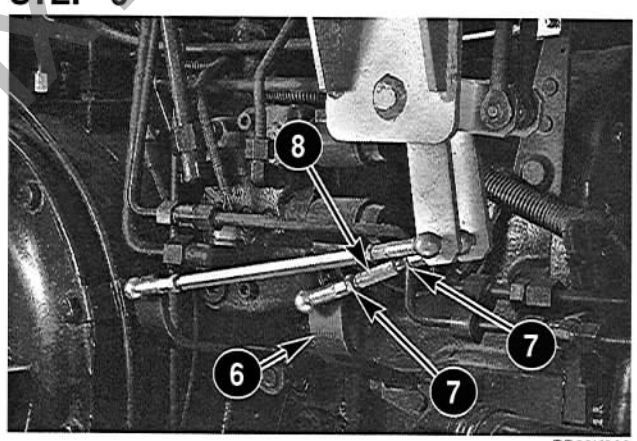
STEP 5



RD98K262

Put the 1st/2nd range lever (3) in the neutral position. Loosen lock nuts (4) and adjust the 1sr/2nd selector rod (5) until it can be easily installed in lever (3) without moving either selector lever from the NEUTRAL position. Tighten lock nuts (4).

STEP 6



RD98K262

Put the 3rd/4th range lever (6) in the neutral position. Loosen lock nuts (7) and adjust 3rd/4th selector rod (8) until it can be easily installed in lever (6) without moving either selector lever from the NEUTRAL position. Tighten lock nuts.

STEP 7

Check the operation of the range selector lever. It should NOT be possible to engage a gear from neutral or change from one gear to another without the inching pedal being depressed.

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