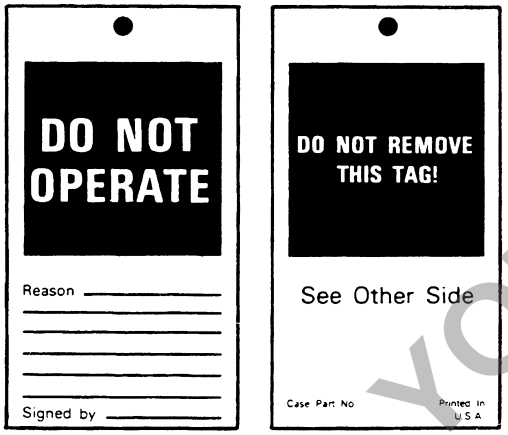
SAFETY

This symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED. The message that follows the symbol contains important information about safety. Carefully read the message. Make sure you fully understand the causes of possible injury or death.

To prevent injury always follow the Warning, Caution and Danger notes in this section and throughout the manual.

Put the warning tag shown below on the key for the key switch when servicing or repairing the machine. One warning tag is supplied with each machine. Additional tags Part Number 331-4614 are available from your service parts supplier.



WARNING: Read the operators manual to familiarize yourself with the correct control functions.

WARNING: Operate the machine and equipment controls from the seat position only. Any other method could result in serious injury.

WARNING: This is one a man machine, no riders allowed.

WARNING: Before starting engine, study Operator's Manual safety messages. Read all safety signs on machine. Clear the area of other persons. Learn and practice safe use of controls before operating.
It is your responsibility to understand and follow manufacturers instructions on machine operation, service, and to observe pertinent laws and regulations. Operator's and Service Manuals may be obtained from you J.I.Case dealer.

WARNING: If you wear clothing that is too loose or do not use the correct safety equipment for your job, you can be injured. Always wear clothing that will not catch on objects. Extra safety equipment that can be required includes hard hat, safety shoes, ear protection, eye or face protection, heavy gloves and reflector clothing.

WARNING: When working in the area of the fan belt with the engine running, avoid loose clothing if possible, and use extreme caution.

WARNING: When doing checks and tests on the equipment hydraulics, follow the procedures as they are written. DO NOT change the procedure.

WARNING: When putting the hydraulic cylinders on this machine through the necessary cycles to check operation or to remove air from a circuit, make sure all people are out of the way.

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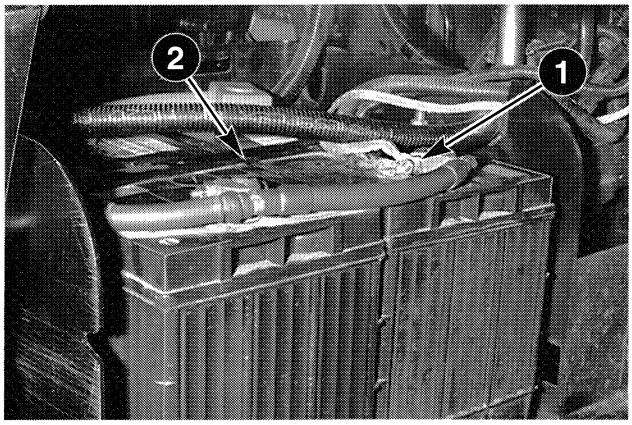
ENGINE REMOVAL

Removal

Before removing the Engine it is necessary to carry out the following:

- Park the tractor on hard level ground and apply the parking brake.
- Stop the engine and remove the key.
- Put blocks in front of and behind the rear wheels.
- Remove the Front Hitch, if equipped.
- Remove the front weights and bracket, if equipped.
- Remove the Hood.
- Remove the MFD Drive Shaft, refer to Section 6014.

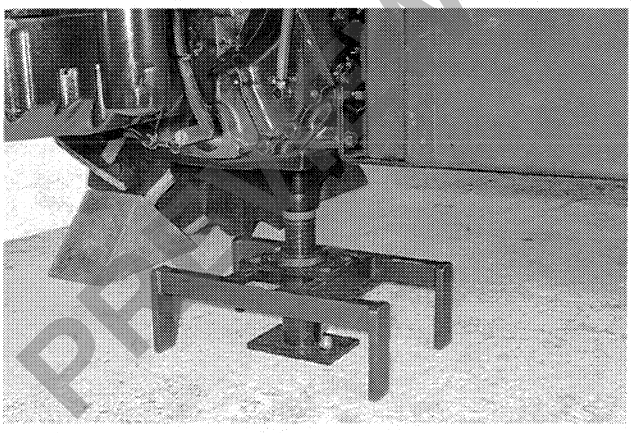
STEP 1



DD98E177

Remove the battery box cover, disconnect the battery negative (-) terminals first. Disconnect engine harness clean ground wire (1), remove the battery clamp retaining nuts and clamp (2) and remove the batteries.

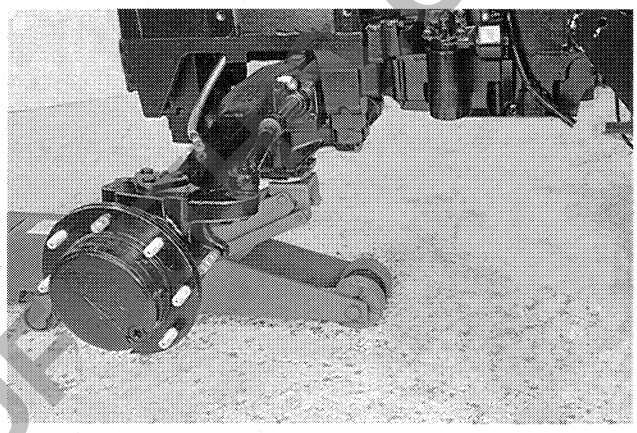
STEP 2



DP98B156

Raise the front of the tractor and remove the front wheels. Support the tractor on a suitable stand under the speed transmission.

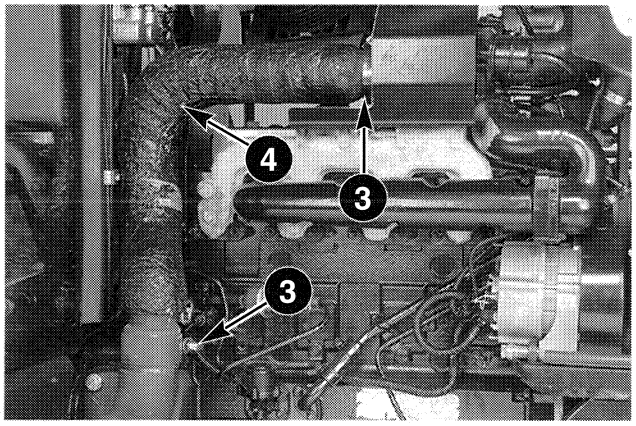
STEP 3



DP98B480

Disconnect and cap the steering hoses. Remove the retaining bolts and carefully remove the front axle.

STEP 4



DP98E158

Loosen clamp bolts (3) and remove exhaust tube (4).

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FUEL TANK

Removal and Installation

IMPORTANT: *The help of an assistant is required when removing the fuel tank.*

NOTE: *For Installation follow the Removal procedure in reverse order.*

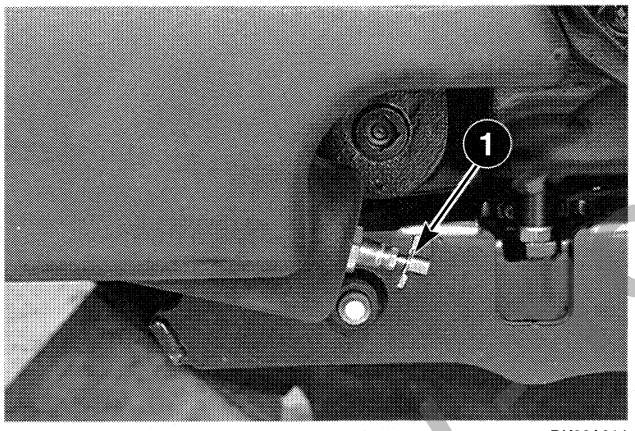
Before removing the Fuel Tank carry out the following:
- Park the tractor on hard level ground and apply the parking brake.
- Stop the engine and remove the key.
- Put blocks in front of and behind the rear wheels.

STEP 1

Disconnect the battery, negative (-) terminal first.

NOTE: *For Installation, connect the positive (+) terminal first.*

STEP 2



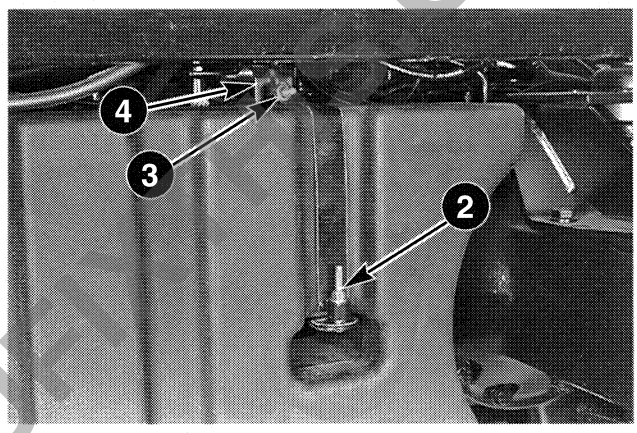
DK98A014

Place a suitable container under the fuel tank drain tap (1). Open the tap and drain the fuel from the fuel tank. When the fuel has drained close the tap.

NOTE: *The capacity of a full fuel tank is 189 Litres (49.9 U.S. gal).*

WARNING: *Engine fuel is flammable and can cause a fire or an explosion. Do not fill the fuel tank or service the fuel system near an open flame, welding, burning, cigars, cigarettes etc.* SA022

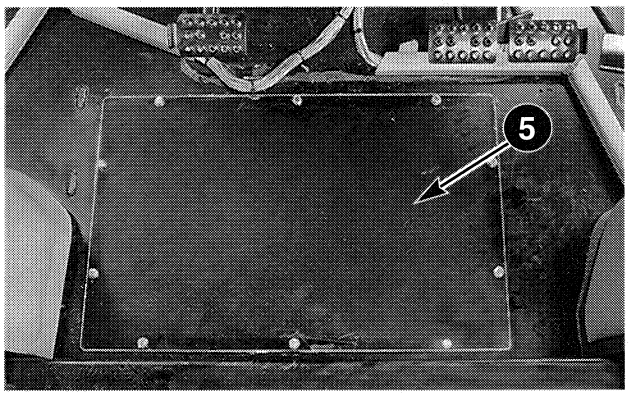
STEP 3



DK98A015

Remove the lower rear fuel tank retaining strap bolt (2). Loosen the nut (3), until the top retaining bolt can be unhooked from the top of the rear mounting bracket (4).

STEP 4



DP96K339

Remove the cab floor mat, remove the retaining bolts and remove the access plate (5).

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SPECIAL TOOLS



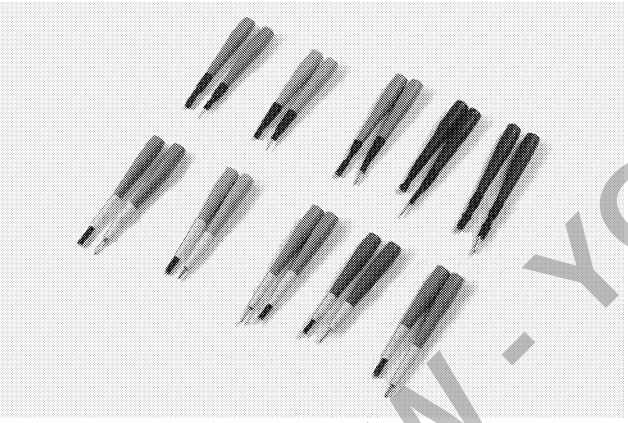
DD98H120

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A7835

ZJI1400004 HARNESS REPAIR KIT



DD99A051

CAS2656 TEST PROBE KIT



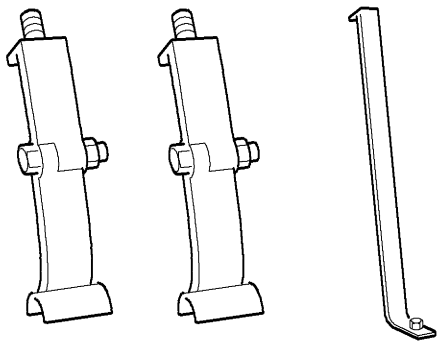
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CAS31000 HARNESS REPAIR KIT (EUROPE)



DP99A034

CAS2636 OPTICAL TACHOMETER



DI97K101

CAS2530 and CAS2531 CAB ROOF TILT TOOLS
(REFER TO SECTION 9006)

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STEERING PRIORITY VALVE

DIAGRAM 1

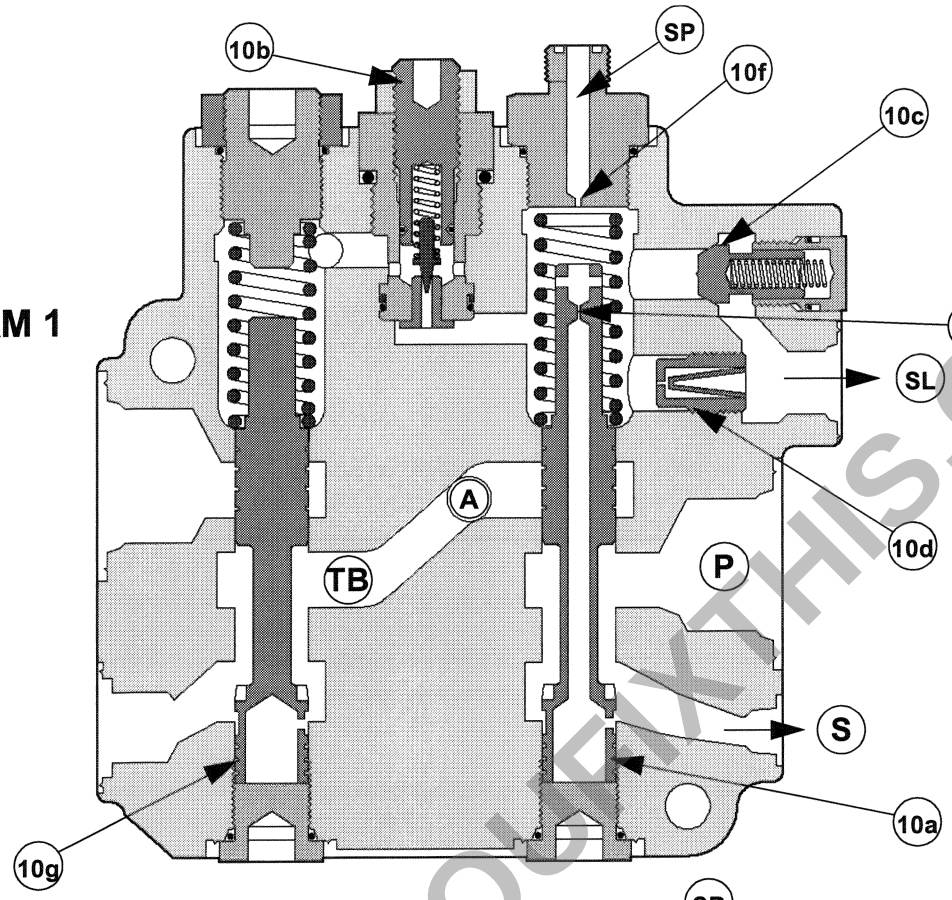
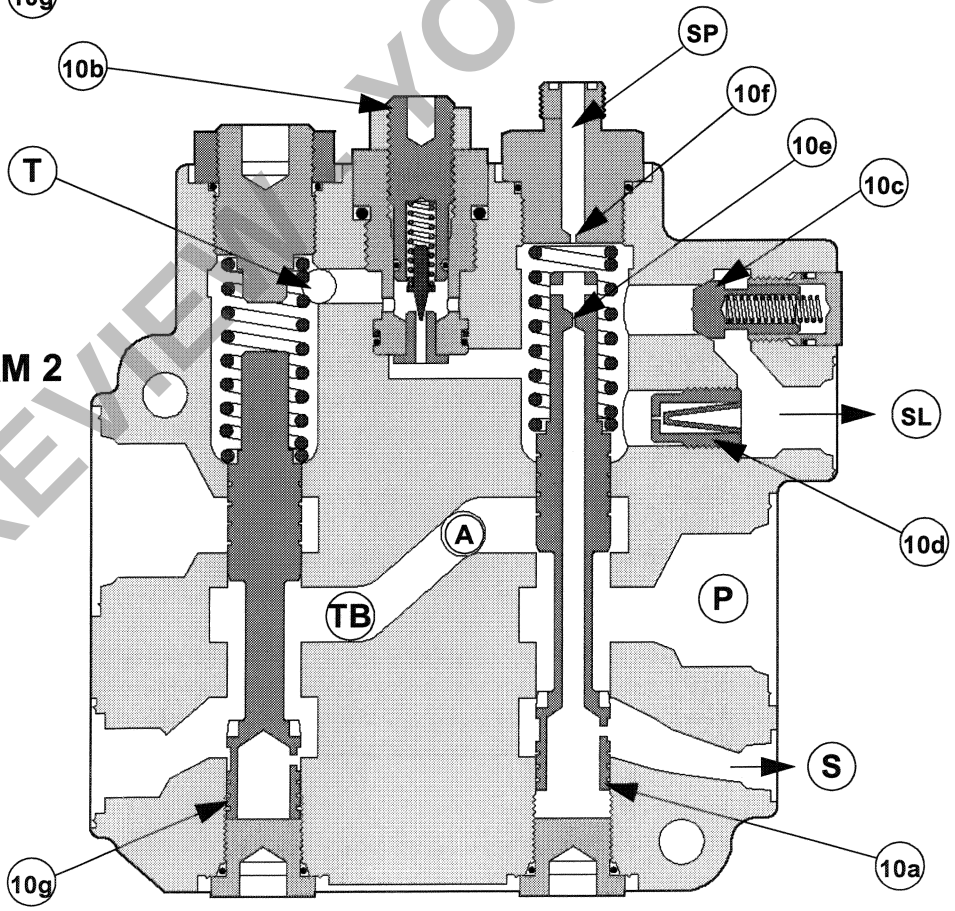


DIAGRAM 2



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INTRODUCTION

Several different transmission options are available for the MXC and MX100 to 135 range of tractors. All the transmissions are fitted with a forward/neutral/reverse power shuttle. Reverse speed is 20% faster than the corresponding forward speed enabling fast front loader work and increased productivity during repeated cycling operations.

The rear axle differential lock is operated electro-hydraulically and can be engaged on the go. The MFD front axle, is electro-hydraulically operated and can be engaged or disengaged on the go.

Transmission Build Options

The standard transmission has a 16 forward and 12 reverse speed transmission which includes a standard four speed powershift or an optional four speed synchromesh version on the MX100 to 135 range of tractors. Both the MXC and MX100 to 135 ranges are available with 30 or 40Kph maximum speed options.

Whatever the above option selected, the transmission provides the following numbers of speeds:-

16 Forward = 4 ranges x 4 speeds and 12 Reverse = 3 ranges x 4 speeds

When reverse is selected, the fourth range is locked out.

Creeper Speed

An optional synchromesh creeper transmission is available either as a factory fit or as a field fit and provides extra creep speeds to the basic transmission in whatever range and speed selected. It provides the following numbers of speeds:-

32 Forward = 4 ranges x 4 speeds (standard) plus 4 ranges x 4 speeds (creeper)

24 Reverse = 3 ranges x 4 speeds (standard) plus 3 ranges x 4 speeds (creeper)

NOTE: *When creep speed is selected, it is not recommended to use the third and fourth ranges for field work. Third and fourth ranges should only be used at "end of row" to position the tractor for its next row function.*

Transmission Construction

1. Speed Housing
   4 speed powershift or optional 4 speed synchromesh (MX100 to 135 tractors only)
   Creep speed or direct drive
   MFD clutch
   Park/emergency brake

2. Sandwich Plate

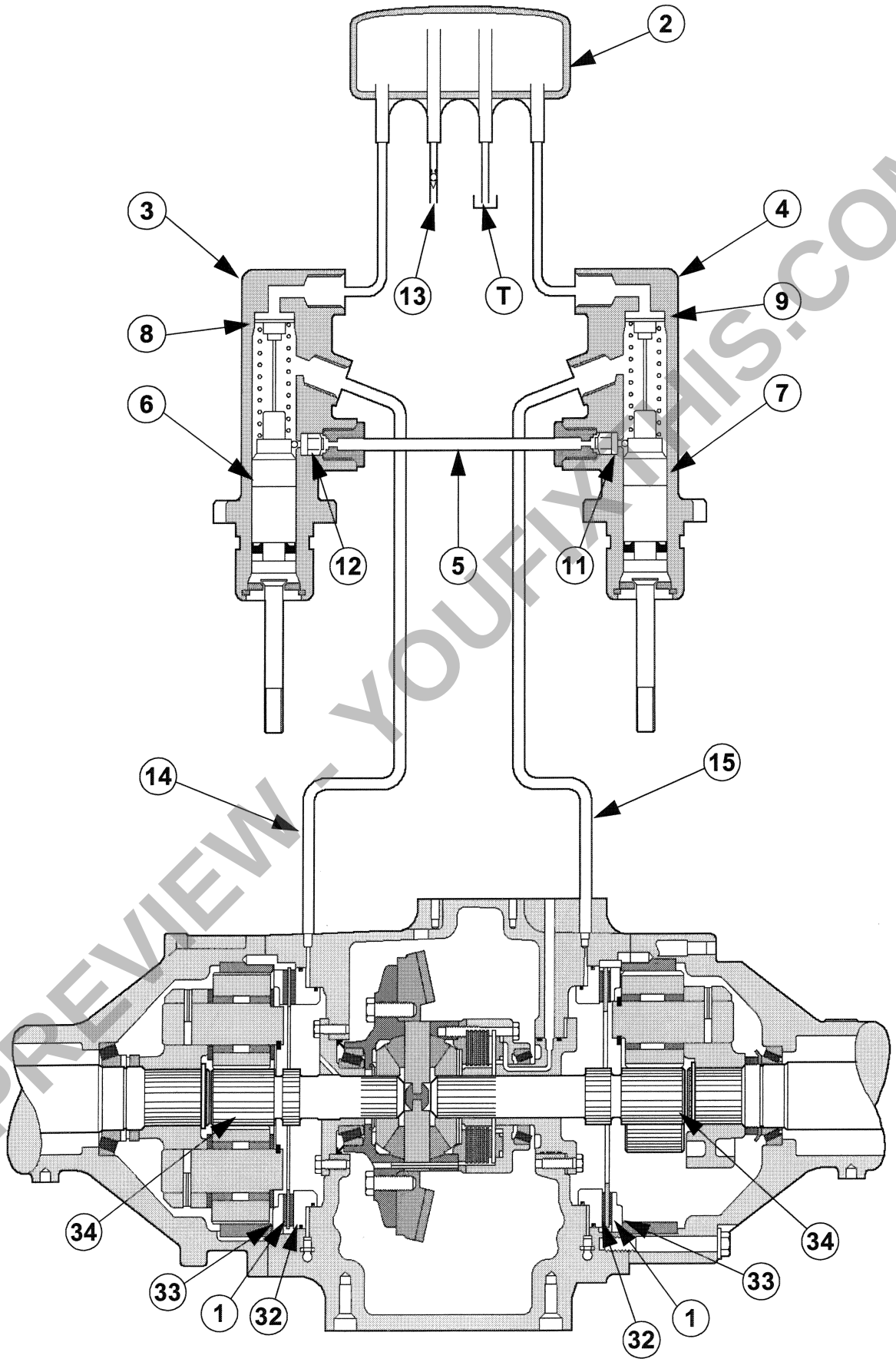
3. Range Housing
   Forward and Reverse shuttle clutch assembly - on all models
   4 speed synchromesh range gears - on all models
   Differential with Crownwheel ring gear and pinion
   Service brakes

4. PTO Housing
   PTO clutch and Two speed PTO (reversible or shiftable)
   Hitch cylinder

5. Rear Axles
   Planetary reduction gears (3 in MXC and 4 in MX100 to 135 tractors)
   Axle shafts with flange or row crop ends

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BRAKE SYSTEM



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GENERAL INTRODUCTION

The MX-C range of tractors use an extremely efficient load sensing hydraulic system which incorporates four circuits to provide the main hydraulic requirements of the tractor.

1 Low pressure transmission lubrication circuit
2 Priority safety circuits
3 Regulated pressure transmission control circuit
4 High pressure main circuit

1 Lubrication Circuit

The lubrication circuit provides a low pressure flow of oil to lubricate and cool the following transmission components:-

Powershift, Shuttle, Differential Lock, MFD and PTO Clutches
Synchromesh Units
Brakes
Gears
Bearings
Splines
Hitch Rock Shaft

2 Priority Safety Circuit

The priority safety circuit gives priority to the steering and optional trailer brake (Europe only) circuits before supplying the regulated pressure and high pressure circuits.

3 Regulated Pressure Circuit

The regulated pressure circuit supplies the following transmission clutches:-
Powershift
Forward/reverse shuttle
Differential Lock
Four Wheel Drive
Power Take Off
Front PTO (option)

The same regulated pressure circuit also provides the pilot pressure for the control circuits of the hitch and fourth remote auxiliary valve.

4 High Pressure Main Circuit

The high pressure circuit supplies all the remote valves and the hitch work system, it is also used as a source for a power beyond supply.

This circuit is supplied by an efficient, pressure flow compensated (PFC) pump. This pump matches its hydraulic power output to the actual load requirements of the tractor to ensure the maximum efficiency and the minimum use of fuel.

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HAND AND FOOT THROTTLE ADJUSTMENT

Before any adjustments are made carry out the following:
- Park the tractor on hard level ground and apply the parking brake.
- Stop the engine and remove the key.
- Put blocks in front of and behind the rear wheels.

STEP 1

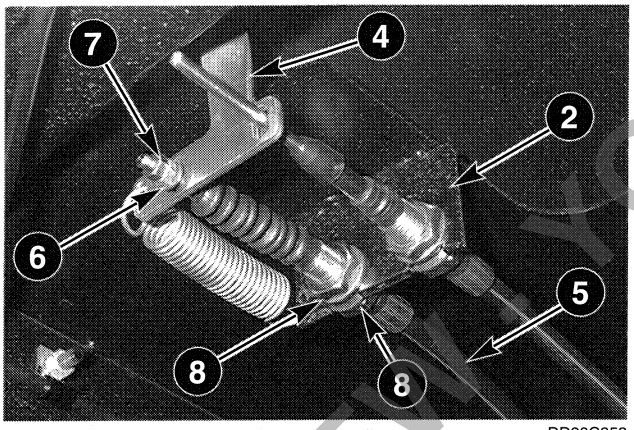
Put the hand throttle lever in the low idle position (fully to the rear of the slot in the console cover).

STEP 2

Install the hand throttle cable (1) into the bracket (2). Adjust cable (1) using locknuts (3) until cable stop (A) is against pivot assembly (4), tighten locknuts (3).

NOTE: *In this position distance (B) between bracket (2) and pivot assembly (4) should be between 94.4 and 98.4 mm (3.7 and 3.9 inch).*

STEP 3

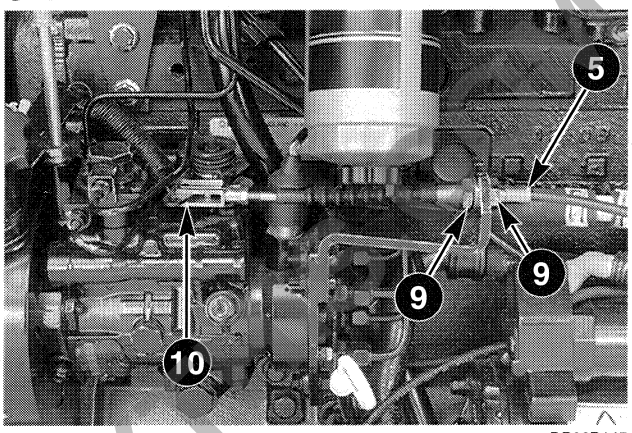


DD98C353

Install the control cable (5) into bracket (2) and pivot assembly (4), as shown. Adjust nut (6) until dimension (C), 16 mm (0.63 inch), is obtained and tighten locknut (7). Adjust locknuts (8) until a dimension (D), 18.4 to 22.4 mm (0.72 to 0.88 inch), is obtained.

NOTE: *Refer to illustration on Page 5 for dimensions B, C and D.*

STEP 4



DP98B145

Install the control cable (5) into the bracket on the fuel injection pump, adjust locknuts (9) until the spring clip pin (10) can be easily installed through the clevis and inner hole of the fuel injection pump arm. Tighten locknuts (9) onto the bracket.

STEP 5

Make sure low idle and high idle can be obtained on the foot throttle and hand throttle.

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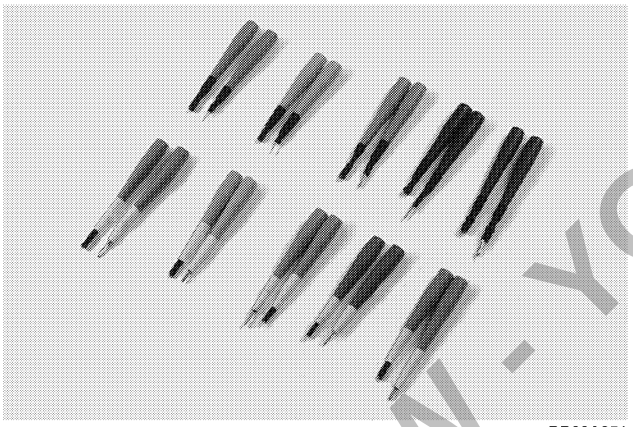
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SPECIAL TOOLS



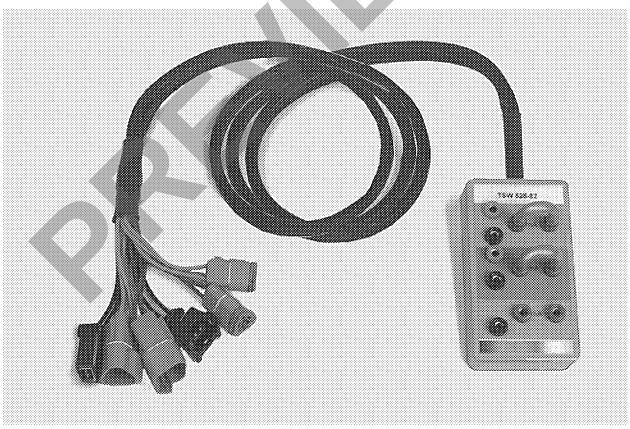
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CAS2616-3 TEMPERATURE PROBE



DD99A051

CAS2656 TEST PROBE KIT



DD99K048

1TSW 528-82 TEST HARNESS



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CIRCUIT TESTING

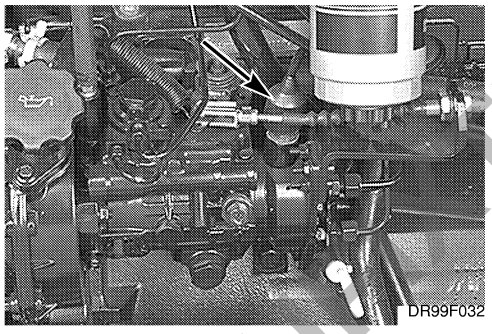
NOTE: *The battery must be at full charge and all connections must be clean and tight before testing. Only use a HIGH IMPEDANCE multimeter for the tests. Do not use a test lamp or damage to the switches may occur.*

Starter Solenoid Circuit Test

IMPORTANT: *Before carrying out the following tests, refer to "CIRCUIT TESTING General Information" on page 5.*

IMPORTANT: *Turn the key to the OFF position, engage the park brake and put blocks in front of and behind the rear wheels. Disconnect the fuel shut off solenoid from the harness.*

NOTE: *For tractors equipped with master disconnect switches, make sure the master disconnect switch is in the ON position.*



FUEL SHUT OFF SOLENOID

Check Point	Reading	Possible Cause of Bad Reading
Check 1: Between terminal B of the starter solenoid to ground.	12 Volts	Check the battery cable between the battery positive terminal and the starter solenoid terminal B. Also check the master disconnect switch if equipped.

IMPORTANT: *Make sure the range lever is in NEUTRAL and the Forward/Neutral/Reverse lever is in the NEUTRAL position.*

NOTE: *Hold the key to the START position.*

Check 2: Starter solenoid terminal for wire 625 White to ground.	9 to 12 Volts	Check wire 625 between the starter relay terminal 87 and the starter solenoid terminal S. Also check the starter relay, refer to "Starter Relay Circuit Test" on page 27.

NOTE: *If the readings are correct check the starter motor.*

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Front Washer Motor Circuit Test

IMPORTANT: *Before carrying out the following tests, refer to "CIRCUIT TESTING General Information" on page 5.*

NOTE: *Turn the key to the OFF position and disconnect the front washer motor from the harness.*

Check Point	Reading	Possible Cause of Bad Reading
Check 1: Terminal for wires 830 Brown and 840 Brown at the front washer motor connector to ground.	Continuity	Check wire 830 Brown and the chassis ground connection.

NOTE: *Turn the key to the ON position and hold the front wiper/washer switch in the WASH position.*

Check 2: Terminal for wire 835 Orange at the front washer motor connector to ground.	12 Volts	Bad circuit between the front wiper/washer switch and the front washer motor. Check the front wiper/washer switch, refer to "Front Windscreen Wiper/Washer Switch Circuit Test" on page 106. Also check connectors 1, 29 and 52.

NOTE: *If the readings are correct replace the front washer motor.*

Rear Washer Motor Circuit Test

IMPORTANT: *Before carrying out the following tests, refer to "CIRCUIT TESTING General Information" on page 5.*

NOTE: *Turn the key to the OFF position and disconnect the rear washer motor from the harness.*

Check Point	Reading	Possible Cause of Bad Reading
Check 1: Terminal for wire 840 Brown at the rear washer motor connector to ground.	Continuity	Check wire 840 Brown between the front and rear washer motor connectors. Also check the front washer motor circuit, refer to "Front Washer Motor Circuit Test" on page 110.

NOTE: *Turn the key to the ON position and hold the rear wiper/washer switch in the WASH position.*

Check 2: Terminal for wire 845 Orange at the rear washer motor connector to ground.	12 Volts	Bad circuit between the rear wiper/washer switch and the rear washer motor. Check the rear wiper/washer switch, refer to "Rear Wiper Motor Assembly Circuit Test" on page 109. Also check connectors 1, 29 and 52.

NOTE: *If the readings are correct replace the rear washer motor.*

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Right Hand Front Cab Work Light Circuit Test (Standard Cab Tractors Only)

IMPORTANT: *Before carrying out the following tests, refer to "CIRCUIT TESTING General Information" on page 5.*

NOTE: *Refer to the Schematic on Page 203.*

NOTE: *Check fuse 3.*

NOTE: *Disconnect the right hand front cab work light unit from the harness and check the work light bulb.*

Check Point	Reading	Possible Cause of Bad Reading
Check 1: Terminal for the Black wire at the right hand front cab work light to ground.	Continuity	Bad chassis ground circuit. Check the black wire and wire 750 Brown and the chassis ground connection.

NOTE: *For North American tractors turn the light switch to position 3 WORK lights.*

NOTE: *Turn the work light switch to the CAB WORK LIGHT position.*

Check 2: Terminal for the White wire at the right hand front cab work light to ground.	12 Volts	Bad circuit between the cab work light relay and the right hand front cab work light. Also check the cab work light relay and connectors 1 and 2.

NOTE: *If the left hand front cab work light works correctly check wire 794 Pink between the right hand front cab work light connector and connector 2.*

NOTE: *If the left hand front cab work light fails to work but the rear work lights work correctly, check wire 794 Pink between the cab work light relay and connector 2. Also check connectors 1 and 2.*

Left Hand Front Cab Lower Work Light Circuit Test (Standard and Low Profile Cab Tractors Only)

IMPORTANT: *Before carrying out the following tests, refer to "CIRCUIT TESTING General Information" on page 5.*

NOTE: *Refer to the Schematic on Page 203 for standard cab tractors or Page 205 for low profile and platform tractors.*

NOTE: *Check fuse 2.*

NOTE: *Disconnect the left hand front lower cab work light from the harness and check the work light bulb.*

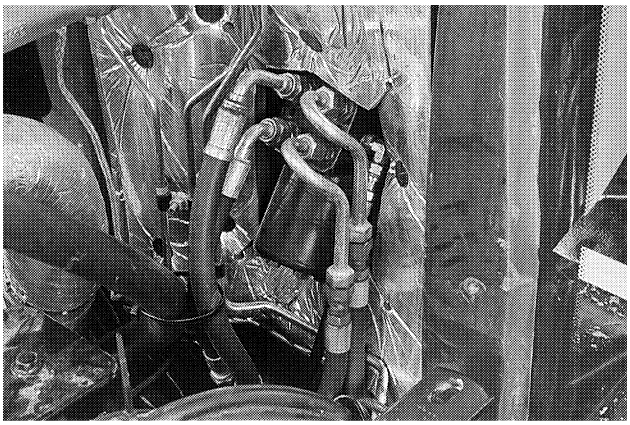
Check Point	Reading	Possible Cause of Bad Reading
Check 1: Terminal for wire 784 Brown at the left hand front lower cab work light connector to ground.	Continuity	Check wire 784 Brown and the chassis ground connection. For standard cab tractors also check the extension harness connector.

continued....

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STEP 12



DP98G246

Remove the caps from the tubes and fittings. Lubricate and install new o-rings the fittings and connect and tighten the hoses.

STEP 13

Connect the battery, positive (+) terminal first.

STEP 14

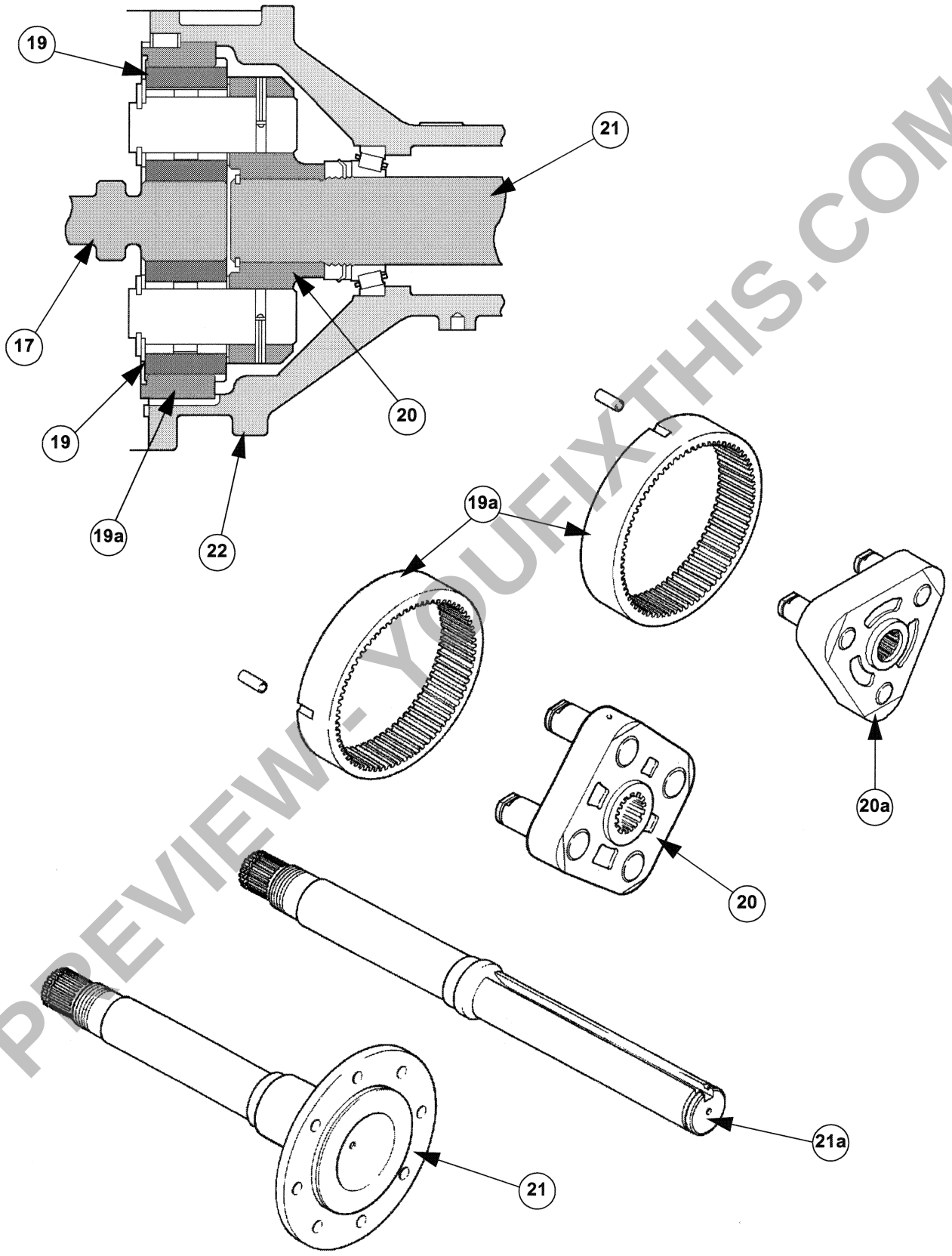
Start and run the engine and check the operation of the steering hand pump. DO NOT hold the steering wheel during engine start up.

WARNING: *Never operate the engine in a closed building. Proper ventilation is required under all circumstances.* SM100A

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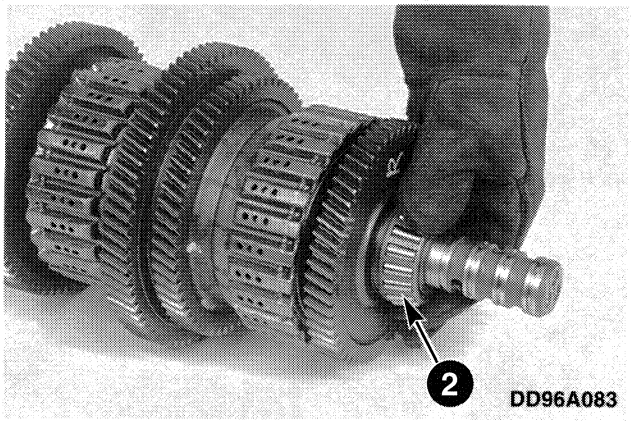
REAR AXLES



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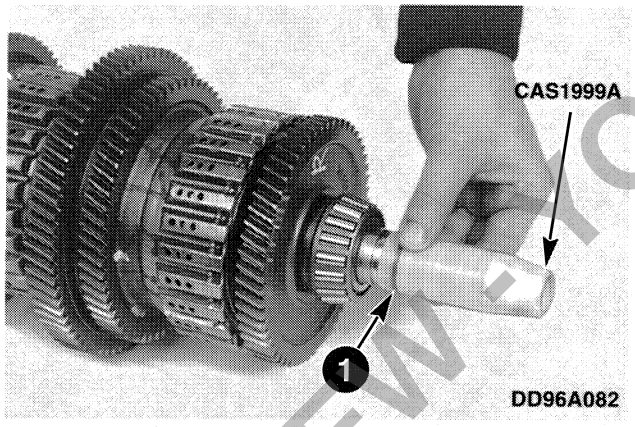
STEP 35



Heat the bearing cone (2) in a bearing oven to a temperature of 110˚C (230˚F). Install the bearing cone (2) onto the dropshaft. Make sure the bearing cone is against the thrust washer (3).

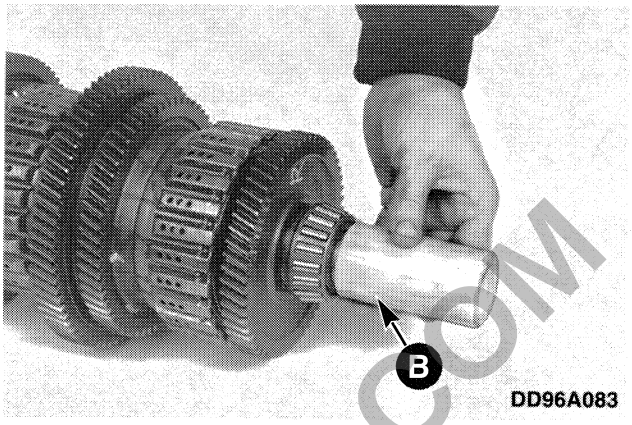
WARNING: ***Always wear heat protective gloves or mittens when handling heated parts.***

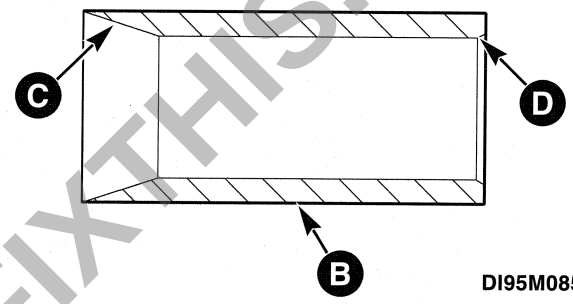
STEP 36



Lubricate a new sealing ring (1) with clean transmission oil. Using the sealing ring expander, CAS1999A, install the sealing ring into the inner groove on the dropshaft. Remove the sealing ring expander.

STEP 37





Compress the sealing ring (1) by hand. Install the long chamfer end (C) of the sealing ring compressor, CAS2005-4, (B) over the dropshaft and sealing ring (1). Remove the sealing ring compressor (B) then install the short chamfer end (D) of the sealing ring compressor over the sealing ring (1).

NOTE: *Only by using the sealing ring compressor, CAS2005-4 can the sealing rings (1) be compressed to the correct working size.*

STEP 38

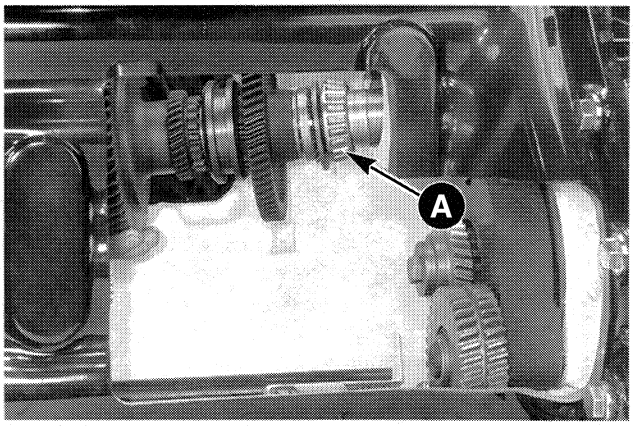
Repeat STEP 36 and STEP 37 the remaining sealing rings (1).

NOTE: *Check the new sealing rings are not twisted or damaged and the sealing rings will turn freely in the grooves.*

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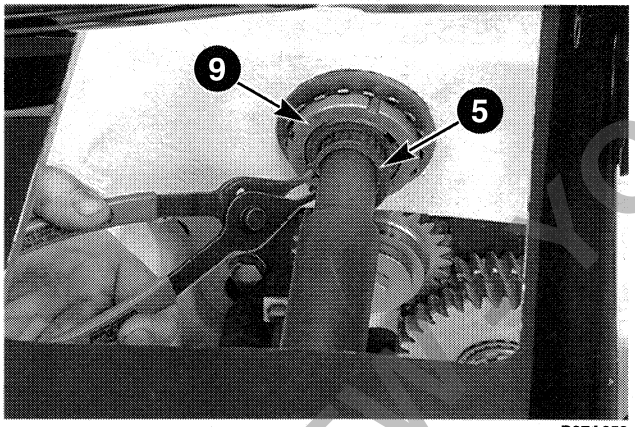
STEP 51



D97A056

Lubricate the bearing cones with clean transmission oil and install the main shaft assembly into the speed transmission. Install the front bearing into the front bearing cup. Support the main shaft and slide the drive coupling bearing assembly (A) rearward along the main shaft until the rear bearing cone is located in the rear bearing cup.

STEP 52

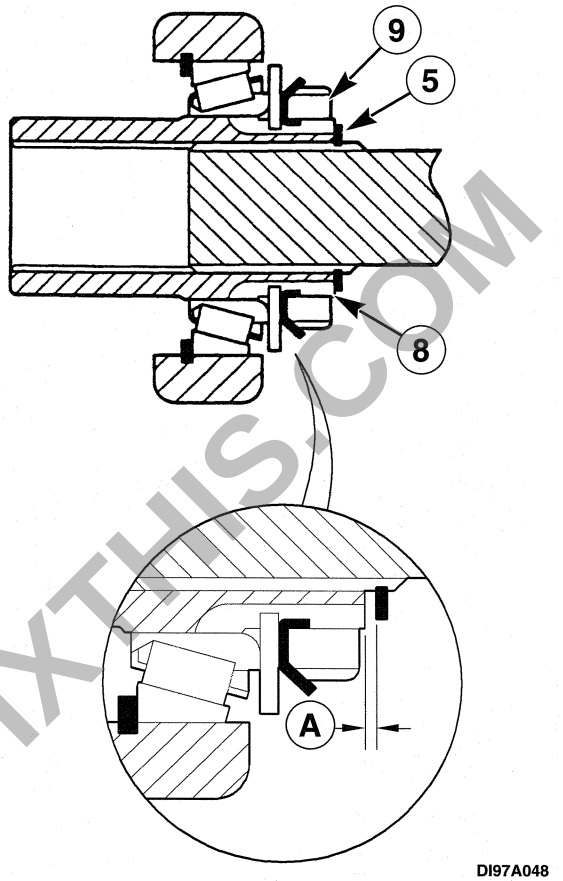


D97A053

Install snap ring (5) into the groove in the creep main shaft. Using the special nut wrench CAS2016, tighten lock nut (9) whilst rotating the creep main shaft, DO NOT over tighten the locknut (9). Loosen the lock nut (9) and rotate the creep main shaft.

NOTE: *To rotate the creep main shaft it will be necessary to engage the creep synchronizer onto the drive or creep gear.*

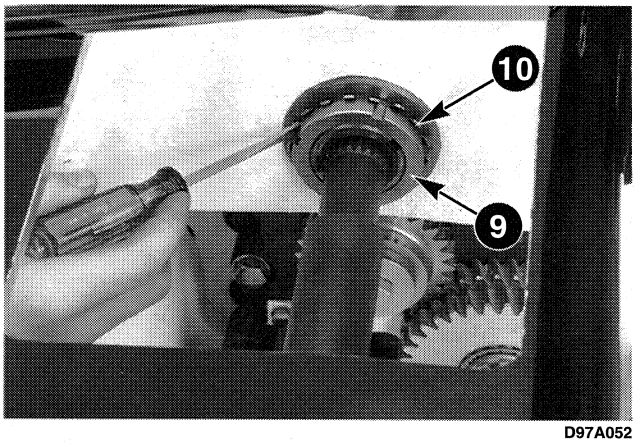
STEP 53.



DI97A048

Using feeler gauges measure gap (A) between the snap ring (5) and drive coupling (8) as shown. The gap must be 0.03 to 0.10 mm (0.001 to 0.004 inch). Use the special wrench CAS2016 to adjust the lock nut (9) until the correct measurement is obtained.

STEP 54



D97A052

When the correct measurement between snap ring (5) and drive coupling (8) has been obtained, bend one of the tabs of the lock washer (10) into the groove in the locknut (9).

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SPECIFICATIONS

PTO Input Shaft		
End Play	0.03 to 0.13 mm	0.001 to 0.005 inch
PTO Output Shaft		
End Play	0.025 to 0.125 mm	0.001 to 0.005 inch
PTO Clutch Friction Plate Thickness	2.45 to 2.60 mm	0.096 to 0.102 inch
PTO Clutch Steel Separator Plate Thickness	2.16 to 2.31 mm	0.085 to 0.091 inch
PTO Clutch Backing Plate Thickness	5.58 to 5.71 mm	0.219 to 0.225 inch

SPECIAL TORQUES

PTO Housing Retaining Bolts and Nuts		
M16 Retaining Bolts	251 to 280 Nm	185 to 207 lb ft
M20 Retaining Bolts and Nuts	251 to 280 Nm	185 to 207 lb ft
PTO Selector Lever Retaining Bolt	101 to 113 Nm	75 to 83 lb ft
Front Bearing Carrier Retaining Bolts	98 to 110 Nm	72 to 81 lb ft
Oil Baffle Plate Retaining Bolts	39 to 44 Nm	29 to 32 lb ft
Seal Retainer Retaining Bolts	27 to 31 Nm	20 to 23 lb ft
PTO Clutch Retaining Bolt	147 to 166 Nm	108 to 123 lb ft

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Section

7002

SERVICE BRAKES

MX80C, MX90C and MX100C Tractors

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CASE UNITED KINGDOM LIMITED

Don 7-72390

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April 1998

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Operator Control of the Hitch

The Electronic Hitch CONTROL (EHC) can be operated in one of two modes POSITION CONTROL or LOAD CONTROL.

In position control the hitch moves with the rotation of the position control knob. In load control the EHC moves the hitch to maintain a constant implement load on the tractor in changing soil conditions and terrain.

The operator controls for the EHC system consists of an up/down switch (1), 5 control knobs (2,3,4,5 and 6), an enable/reset light (8), a diagnostic display (9), and 4 remote switches (if equipped).

Operator Controls

1. UP/DOWN SWITCH - This switch is used to lower or fully raise the hitch. It has 3 working positions: UP, DOWN, MOMENTARY.

   UP - The back of the switch pushed down. This fully raises the hitch from the working position to the transport position (controlled by the UPPER LIMIT STOP). The speed is not adjustable.

   DOWN - The switch is in the centre position. This lowers the hitch from the transport position to the working position or the position set with the Position Control Knob. The speed is controlled by the DROP SPEED CONTROL.

   MOMENTARY - Double click and hold the switch by pushing the front of the switch into the MOMENTARY position. This will by-pass the DROP SPEED CONTROL setting allowing the hitch to drop at maximum speed. As long as the momentary switch is held, the hitch will continue to drop and will by-pass the "Working or Position" setting. This function is beneficial in getting ploughs to penetrate in some soil conditions. When the momentary switch is released, the hitch will automatically return to the "Working or Position" setting. This function is only active when the position control is set in the bottom half of its range.

2. POSITION CONTROL -The control consists of an inner knob and an outer ring. This control is used to;

   A.Enable the EHC System,
   B.Precisely control the position of the hitch,
   C.Set a "Bottom" limit,
   D.Provide Hitch transport lock

   INNER KNOB - Used to precisely control the position of the hitch. Turning the knob clockwise will raise the hitch or counter-clockwise will lower the hitch.

   Press the PUSH-BUTTON in on the side of the knob, to bypass the "Bottom" limit without changing the setting on the Outer Ring. The PUSH -BUTTON is also used when the knob is turned fully clockwise to lock the knob in the TRANSPORT position.

   OUTER RING - This is an adjustable mechanical stop for the inner knob. The setting can be bypassed with the push-button on the inner knob.

3. LOAD CONTROL - This knob is used to set the load on the tractor or implement depth. Turning the knob clockwise will increase the load and implement depth. Turning the knob counter-clockwise will reduce the load and implement depth. Turning the knob fully clockwise to the stop (11) sets the EHC System in the POSITION CONTROL MODE. This (11) position is used to prevent unwanted hitch movement when the tractor is moving at more than 0.8km/h (0.5 m.p.h.).

4. DROP SPEED CONTROL - This knob is used to adjust the lowering speed of the hitch when using either the UP/DOWN SWITCH or the POSITION CONTROL knob. Set the DROP SPEED according to the implement weight and operating requirement. This control can be over-ridden by double clicking and holding the UP/DOWN SWITCH in the MOMENTARY position.

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HITCH VALVE

Removal and Installation

NOTE: *Steps are numbered in order of Removal, for Installation follow the Removal procedure in reverse order.*
Before removing the Hitch Valve it will be necessary to carry out the following:

- Park the tractor on hard level ground and apply the parking brake.
- Stop the engine and remove the key.
- Put blocks in front of and behind the front wheels.

STEP 1

Disconnect the battery, negative (-) terminal(s) first.

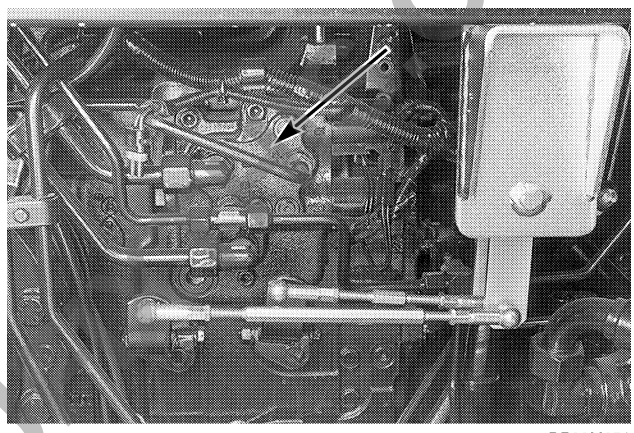
NOTE: *For Installation, tighten the positive (+) terminal(s) first.*

STEP 2

Raise the rear of the tractor, support the rear axle on a suitable axle stand and remove the RH rear wheel.

NOTE: *For Installation, install and tighten the rear wheel nuts to a torque of 450 to 500 Nm (332 to 370 lb ft).*

STEP 3



DP99M051

Disconnect the harness from the raise and lower solenoids. Disconnect the tubes from the hitch valve, cap all tubes and fittings. Remove the mounting bolts and remove the hitch valve. Remove and discard gasket (30).

NOTE: *For Installation, clean the mounting surfaces on the transmission housing and hitch valve, install a new gasket (30). Install the hitch valve, install and tighten the mounting bolts to a torque of 47 to 54 Nm (35 to 40 lb ft).*

NOTE: *Remove all caps from the tubes and fittings, install new o-rings onto the fittings. Install and tighten the tubes onto the hitch valve. Connect the harness to the raise and lower solenoids.*

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COMPRESSOR CHECKS

Before checking the compressor, carry out the following:

- Park the tractor on hard level ground and apply the parking brake.
- Stop the engine and remove the key.
- Put blocks in front of and behind the rear wheels.
- Raise the hood.

Drive Belt Check and Adjustment

NOTE: *Check the belt tension after the first 20 hours of operation and then use the regular check interval.*

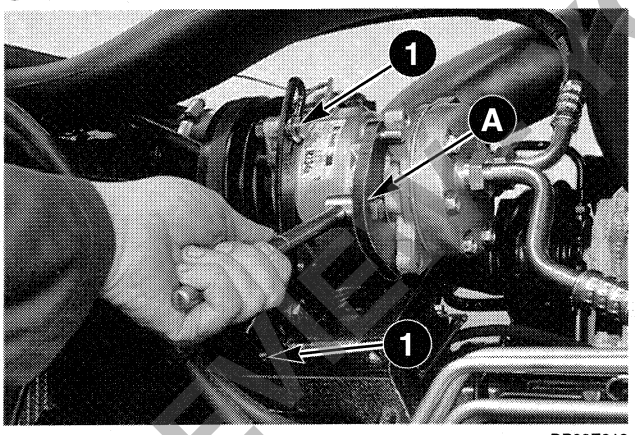
Regular Check Interval: Every 250 hours of operation.

STEP 1

Stop the engine and measure the compressor belt for the correct tension using a belt tension gauge, refer to “SPECIFICATIONS” on page 3.

NOTE: *Check the belt tension half way between the compressor and the fan pulleys.*

STEP 2



DP98E213

To adjust the belt tension, loosen the compressor pivot bolt and adjuster bracket bolts (1). Install one peg of compressor belt tension tool (A) CAS2526 into the bottom rear lug of the compressor. Pull the compressor away from the engine until the correct belt tension is achieved. Tighten the adjuster bracket bolts (1) and compressor pivot bolt.

IMPORTANT: *DO not over tighten the compressor pivot bolt.*

Oil Level Check

Check the oil level in the compressor only, when any of the following has occurred:

A. Broken refrigerant hose.
B. Large refrigerant leak.
C. Compressor leak.
D. Damage to system components.
E. New compressor installed.

Use the following procedure to check the compressor oil level.

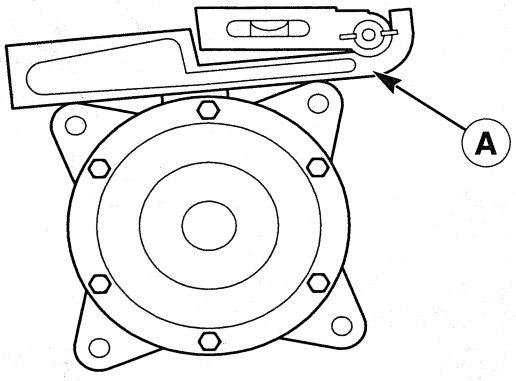
STEP 1

Discharge the Air Conditioner System, refer to Section 9004.

STEP 2

Check and adjust the compressor belt tension, refer to Drive Belt Check and Adjustment.

STEP 3



SM1158A

Using angle gauge (A) check and make a note of the angle of the compressor.

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NOTE: *Disconnect connector J1 (Black) from the hitch controller.*



CONNECTOR J1 (BLACK)

Check Point	Reading	Possible Cause of Bad Reading
Check 4: Between potentiometer connector pin 4 and hitch controller connector J1 (Black) pin 13 for wire 506 Red.	Continuity	Check wire 506 Red between the potentiometer connector and the hitch controller connector J1 (Black).
Check 5: Between potentiometer connector pin 5 and hitch controller connector J1 (Black) pin 14 for wire 506 Light Blue.	Continuity	Check wire 506 Light Blue between the potentiometer connector and the hitch controller connector J1 (Black).
Check 6: Between potentiometer connector pin 6 and hitch controller connector J1 (Black) pin 15 for wire 506 Brown.	Continuity	Check wire 506 Brown between the potentiometer connector and the hitch controller connector J1 (Black).

NOTE: *If the readings are correct check the hitch load control circuit, carry out the following:*
"Test 12 - Load Pins" on page 42.
"Test 13 - Hitch Load Command Potentiometer" on page 45.

NOTE: *Check the operation of the hitch controller if the fault remains erase all error codes and reprogramme the hitch controller, refer to Section 10010. Calibrate the hitch, refer to "DELUXE HITCH CALIBRATION" on page 5.*

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Error Code 67

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

PTO and engine speed signals DO NOT match after six seconds of manual PTO engagement or after three seconds auto PTO engagement.

Loosen the PTO speed sensor and tighten to a torque of 27 Nm (20 lb ft). Check the operation of the PTO.
PTO operating correctly?

NO

Check PTO speed sensor circuit. Go to "Test 9 - PTO Speed Sensor" on page 52.
PTO speed sensor circuit OK?

YES

Check alternator speed signal from 'W' terminal. Go to "Test 18 - Alternator Speed Signal" on page 66
Signal OK?

NO

Service/replace alternator and reconfigure the PTO to the serviced/new alternator, refer to "PTO CONFIGURATION" on page 7.

YES

Carry out PTO solenoid circuit test.
Go to "Test 8 - PTO Solenoid" on page 51.
Check operation of PTO.
PTO operation OK?

NO

Carry out Regulated Pressure Test and Adjustment, refer to Section 8001 Hydraulic Schematics and Troubleshooting.
Regulated pressure OK?

NO

Carry out PTO Supply Pressure Test, refer to Section 8001 Hydraulic Schematics and Troubleshooting.

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